APPENDIX H:

NOISE ANALYSIS

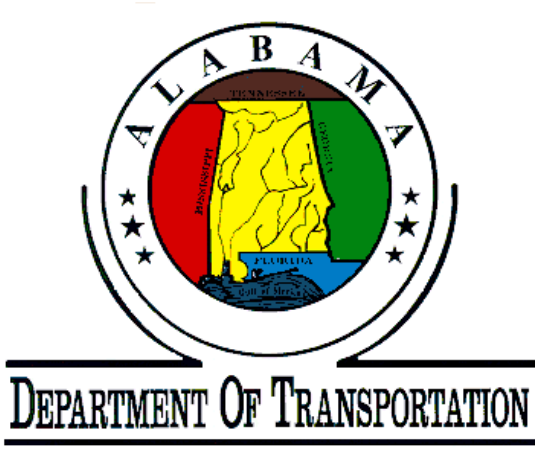
Noise Analysis Technical Report

For The

Interstate 10
Mobile River Bridge and Bayway Widening Project

ALDOT Project No. DPI-0030(005)
Mobile and Baldwin Counties, Alabama

Prepared For:



November 2013

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

ALDOT Project No. DPI-0030(005)

Interstate 10 Mobile River Bridge and Bayway Widening Project
Mobile and Baldwin Counties, Alabama

Noise Analysis Technical Report

Executive Summary

Noise impacts were analyzed for the No-Build Alternative and four (4) proposed Build Alternatives for the Interstate 10 (I-10) Mobile River Bridge and Bayway Widening Project. The Alabama Department of Transportation's (ALDOT) Project DPI-0030(005) includes the construction of a bridge to Interstate Highway Standards over the Mobile River near the Central Business District (CBD) of Mobile, Alabama, to increase the capacity of I-10 to meet existing and predicted future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry. 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 within the next several years. The solution documented in this study is a bridge from I-10 in the vicinity of Duval Street to Texas Street on the west side of the river to east of the existing tunnel interchange on the east side of the river. Four (4) alignments are under consideration. The existing tunnels are to remain in place as a spur or connector to the Mobile CBD, so functional access to the tunnels must be retained by the new configurations. The corridor study and environmental documentation also cover the proposed widening of the I-10 Bayway across Mobile Bay. A map of the study corridor is shown on **Figure 1**.

This report addresses potential noise impacts that may result from the proposed I-10 Mobile River Bridge and Bayway Widening Project. This noise analysis was conducted in accordance with procedures for noise studies as set forth in Title 23 CFR Part 772. The scope of this analysis was to determine and analyze the effect of traffic noise on properties near the proposed project and analyze noise abatement measures to mitigate potential impacts giving weight to the benefits and costs of abatement and to overall social, economic, and environmental effects. Included in this analysis are the modeled existing peak hour traffic noise results and the predicted peak hour traffic noise projections for the design year 2030 Build Alternative scenarios and No-Build scenario. The ALDOT provided the existing and future traffic data necessary for this analysis.

The noise analysis was performed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Version 2.5. The noise barrier analyses were also performed using the TNM model. TNM predicted noise impacts at 275 receivers for Alternative A, 274 receivers for Alternative B, 275 receivers for Alternative B', and 392 receivers for Alternative C. Noise mitigation measures were evaluated at several locations along the study corridor. Several mitigation and abatement measures were analyzed, and it was determined that traffic management measures, the alteration of horizontal and vertical

alignments, and the acquisition of real property or interests therein to serve as a buffer zone to preempt development are not reasonable abatement techniques. Noise insulation of Activity Category D land uses was also found not to be reasonable. Construction of noise barriers was analyzed for each build alternative and it was determined that noise barriers are feasible at several locations along the corridor. For Build Alternatives A, B, and B', noise barriers were found to be feasible along the north side of I-10 from the Broad Street Interchange to the Texas Street Overpass. For Build Alternative C, noise barriers were found to be feasible along the north side of I-10 from the Duval Street Interchange to Virginia Street Interchange and from Duval Street to Broad Street on the south side of I-10. Noise barriers were also analyzed at several other locations where impacts were predicted to occur. However, none were found to be feasible. Where noise barriers were found to be feasible, a reasonableness analysis was conducted. None of the noise barriers were able to achieve the ALDOT reasonableness criteria of a 10 dBA reduction in noise at 65 percent or more of the benefitted receptors. As a result, it was determined that noise barriers are not reasonable for the proposed project.

1 Introduction

In the Mobile area, there is a need to increase the capacity of I-10 to meet existing and predicted future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry.

1.1 Corridor Setting

The overall physical environment consists of natural and manmade features along the I-10 corridor in portions of Mobile and Baldwin Counties. The setting includes the highly-developed urban area of the City of Mobile on the western side, the crossing of the Mobile River, the maritime facilities along the east and west banks of the Mobile River, the upper portion of Mobile Bay along the I-10 Bayway, the Causeway, and the eastern terminus in the vicinity of the I-10/US 90/98 Interchange in Daphne.

1.2 Existing Land Use and Transportation Network

From the terminus at the Duval Street Interchange to the Mobile River (Mobile County portion of the corridor), the I-10 corridor serves as a divider separating the primarily residential land use on the western side from the predominantly commercial and industrial development on the eastern side between I-10 and the Mobile River. The I-10 corridor is an integral part of the Transportation Plan component of the City of Mobile Comprehensive Plan. The I-10 corridor is designated as a limited-access major thoroughfare in the Major Street Plan for the City. I-10 serves an important role in minimizing the number of trucks utilizing city streets. However, trucks transporting hazardous cargo on I-10 are prohibited from using the Wallace Tunnel and therefore must utilize city streets and the Cochrane Bridge in order to bypass the tunnels. The I-10 corridor serves as a vital connection to the CBD from the west and from Baldwin County to the east. The I-10 Bayway from the eastern bank of the Tensaw River west is within Mobile County and within the Mobile city limits.

The project area from the Mobile River to the I-10/US 90/98 Interchange in Daphne consists of the Bayway and the Causeway. The Bayway has an existing Mid-Bay Interchange with the Causeway. The Causeway is a four-lane highway designated as US 90. Originally constructed in 1927, it was primarily built of earth fill with bridges over the major rivers. It has been expanded and upgraded over the years and serves as an alternate route to the Bayway and provides access to commercial establishments (restaurants, motels, and fishing camps) located adjacent to the Causeway. The Causeway is a popular recreational and tourist attraction with public boat ramps, the USS Alabama Battleship Memorial Park, and the Meaher State Park facilities. It serves as an access point for boaters, hunters, birders, and fishermen to the Mobile-Tensaw Delta to the north and the Mobile Bay to the south. Bank fishing is a common recreational pursuit. The western end of the Causeway, including portions of the USS Alabama Battleship Memorial Park, is within the Mobile City Limits. The remainder of the Causeway is in Baldwin County and is within the city limits of Spanish Fort. The primary land uses in the area of Spanish Fort located adjacent to the proposed project are residential, commercial, and undeveloped.

The Bayway, from the Tensaw River east, is in Baldwin County. The eastern terminus is within the city limits of Daphne. The City of Daphne Zoning Map shows that approximately 1,000 feet of the land adjacent to the Bayway west of the I-10/US 90/98 Interchange to the city limits is zoned as Low Density Single Family Residential. The interchange and the segment of I-10, and abutting lands, to the eastern terminus of the proposed improvements are zoned as General Business (Daphne, 2001). Approximately 6 miles of the Bayway between the city limits of Mobile and Daphne are within unincorporated areas of Baldwin County. This area is not zoned but is subject to the Baldwin County Subdivision Regulations of the Baldwin County Planning and Zoning Commission (Baldwin County, 1997). A walking/biking trail (Old Spanish Trail/D'Olive Creek Boardwalk) was developed by the City of Daphne along the eastern shore that traverses under I-10 near the existing I-10/US 90/98 Interchange.

1.3 Build Alternatives

Four (4) proposed Build Alternatives were evaluated during the environmental process (**Figure 1**). Descriptions of each alternative are provided in the following paragraphs.

1.3.1 Alternative A

Alternative A would require the widening of existing I-10 from ten lanes to twelve lanes for a distance of 1.1 miles. Widening of I-10 would begin approximately 0.25 mile east of the overpass at the I-10/Broad Street interchange where the Broad Street ramp ties with I-10 and end near the I-10/Texas Street interchange where the bridge would begin. The eastbound truck acceleration lane on the bridge would have a length of approximately 3,120 feet. The bridge would follow the existing I-10 route to the north and would then shift east to cross over the Canal Street/I-10 interchange, span the Federal Mobile Harbor Navigation Channel, and tie into the Bayway approximately one mile east of the Wallace Tunnels. The cable-stayed bridge structure would begin at the bank of the Mobile River in Mobile County at

Canal Street and the western pylon would be located on land between the Alabama Cruise Terminal and the GulfQuest Museum. The eastern pylon would be located in the Mobile River outside of the eastern side of the navigation channel. The bridge approach structures would begin approximately 6,575 feet east and 5,700 feet west of the navigation channel to achieve the required vertical clearance. The bridge would have a main span skew length of 1,250 feet and asymmetrical side spans of 500 and 650 feet. Modifications would be required for the Canal Street, Broad Street, Virginia Street, US 98, and US 90 interchanges.

1.3.2 Alternative B

Alternative B follows a path similar to that of Alternative A, further to the south. It would require the widening of I-10 from ten lanes to twelve lanes for a distance of 1.06 miles. The widening would end between the I-10/Virginia Street and the I-10/Texas Street interchanges where the bridge would begin. The eastbound truck acceleration lane on the bridge would have a length of approximately 2,355 feet. The bridge would follow the existing I-10 route to the northeast and would shift due east to cross over the I-10/Canal Street interchange, span the Federal Mobile Harbor Navigation Channel and tie into the I-10 Bayway approximately 1.0 mile east of the Wallace Tunnels. The cable-stayed bridge structure approaches would begin at the bank of the Mobile River in Mobile County west of Royal Street and the western pylon would be located in an existing open water area set back from the west side of the navigation channel. The eastern pylon would be located on land. The bridge approach structures would begin approximately 5,500 feet east and west of the navigation channel to achieve required vertical clearance. The bridge would have a main span skew length of 1,250 feet and symmetrical side spans of 725 feet. Modifications would be required for the Canal Street, Broad Street, Virginia Street, US 98, and US 90 interchanges.

1.3.3 Alternative B'

Alternative B' follows a path similar to that of Alternative B. It would require the widening of I-10 from ten lanes to twelve lanes for a distance of 0.87 mile. The widening would end between the I-10/Virginia Street and the I-10/Texas Street interchanges where the bridge would begin. The eastbound truck acceleration lane on the bridge would have a length of approximately 2,410 feet. The bridge would follow the existing I-10 route to the northeast and would shift east to cross over the I-10/Canal Street interchange, span the Federal Mobile Harbor Navigation Channel and tie into the I-10 Bayway approximately 0.88 mile east of the Wallace Tunnels. The bridge would begin approximately 600 feet west of the I-10/Texas Street interchange. The cable-stayed bridge structure approaches would begin at the bank of the Mobile River in Mobile County west of Royal Street and the western pylon would be located in an existing open water area set back from the west side of the navigation channel. The eastern pylon would be located on land. The bridge approach structures would begin approximately 5,500 feet east and west of the navigation channel to achieve required vertical clearance. The bridge would have a main span skew length of 1,250 feet with symmetrical side spans of 725 feet each. Modifications would be required for the Canal Street, Broad Street, Virginia Street, US 98, and US 90 interchanges.

1.3.4 Alternative C

Alternative C would require a total of 0.5 mile of existing I-10 eastbound roadway to be widened from four to six lanes. Eastbound I-10 widening would occur between the I-10/Duval Street and the I-10/Broad Street interchanges. Westbound I-10 widening from five to six lanes would occur between where the bridge ties into existing westbound I-10 and the I-10/Broad Street interchange. The bridge would begin approximately 600 feet west of the I-10/Virginia Street overpass. The eastbound truck acceleration lane on the bridge would have a length of approximately 2,550 feet. The bridge would follow the existing I-10 route to the northeast and would turn east at the Texas Street Recreation Center, crossing over the Mobile County Sheriff's office, span the Federal Mobile Harbor Navigation Channel, pass by the northwest corner of the U.S. Army Corps of Engineers (USACE) disposal site and tie into the I-10 Bayway approximately 1.25 miles east of the Wallace Tunnels. The cable-stayed bridge structure approaches would begin at the bank of the Mobile River in Mobile County west of Old Water Street and the eastern and western pylons would be located on land. The bridge approach structures would begin approximately 5,500 feet west and 9,000 feet east of the navigation channel to achieve required vertical clearance. The bridge would have a main span length of 1,000 feet with symmetrical adjacent spans 550 feet in length. Modifications would be required for the Broad Street, Virginia Street, US 98, and US 90 interchanges. The Virginia Street interchange would require substantial modifications. The required four percent upgrade for the bridge, would be pushed further west on I-10, making the current ramp leading eastbound inaccessible. A loop ramp would be constructed for the I-10 eastbound on ramp to create a ramp profile that ties into the four percent bridge grade.

2 Data Input

2.1 Traffic Volumes

The general unit of measure for traffic on a highway is ADT, defined as the total volume during a given time period, greater than one day and less than one year, divided by the number of days in that time period.

The 2010 ADT in the vicinity of the western terminus along I-10 between Duval Street and Texas Street ranges from 81,085 to 87,673. The 2010 ADT along I-10 in the vicinity of the eastern terminus at the I-10/US 90/98 Interchange ranges from 51,985 to 78,821. The No-Build 2030 ADT is projected to increase from 132,872 to 143,660 on I-10 at the western terminus and 85,182 to 129,156 on I-10 at the eastern terminus.

For the Build Alternatives 2030 scenario, approximately 54% of the projected ADT will be diverted to the new I-10 bridge. Before the diversion to the new bridge, the Build Alternatives 2030 ADT along I-10 in the vicinity of East Broad Street is predicted to be 134,178. Approximately 72,823 (54%) ADT will be diverted to the new I-10 bridge. The ADT along existing I-10 after the bridge split is predicted to be 76,600. The Build

Alternatives 2030 ADT at the eastern terminus at the I-10/US 90/98 Interchange is projected to range from 85,147 to 129,156.

Although ADT values are useful in assessing the overall traffic demands on a segment of highway, traffic volume during a shorter interval of time will more appropriately represent the operating conditions used for noise modeling and analysis. The hourly period, which shows the maximum traffic volumes, is referred to as the peak hour traffic. The highways in the study corridor experience peak hour traffic during both A.M. and P.M. rush periods.

Using traffic data provided by ALDOT, peak hour traffic volumes were developed and broken down by roadway (**Table 2-1** and **Table 2-2**). For the purpose of this noise analysis, peak hour volumes and the corresponding posted or designed speed limits for trucks and automobiles on I-10 were used to model the noisiest condition.

Table 2-1: 2010 Existing and 2030 No-Build Peak Hour Traffic Volumes on I-10

I-10 EXISTING ALIGNMENT **Roadway Location Description**	**2010 EXISTING** **Peak Hour Traffic Data**			**2030 NO-BUILD** **Peak Hour Traffic Data**		
	Cars	Medium Trucks	Heavy Trucks	Cars	Medium Trucks	Heavy Trucks
I-10 from Project Begin Point to Duval Street	7,592	306	828	12,411	502	1,357
I-10 from Duval Street to Broad Street	7,071	285	771	11,560	466	1,261
I-10 from Broad Street to Virginia Street	7,440	300	812	12,191	492	1,330
I-10 from Virginia Street to Texas Street	7,627	308	832	12,498	504	1,363
I-10 from Texas Street to Canal Street	7,864	317	858	12,886	520	1,406
I-10 from Canal Street to Water Street	6,743	272	736	11,050	446	1,205
I-10 from Water Street EB Exit & WB On Ramps to Water Street EB On & WB Exit Ramps	6,150	248	671	10,077	407	1,099
I-10 in Wallace Tunnels	6,800	300	900	11,143	492	1,475
Mobile River Channel – Wallace Tunnels						
I-10 from US 90/98 EB Exit/WB On Ramps to Mid-Bay U.90/98 EB Exit/WB On Ramps	6,889	255	960	11,288	418	1,574
I-10 from Mid-Bay U.90/98 Ramps to US 98 EB Exit/WB On Ramps	6,700	248	934	10,978	407	1,530
I-10 from US 98 EB Exit/WB On Ramps to EB US 90 Off/WB US 90/98 Off Ramps	4,418	164	616	7,240	268	1,009

Table 2-2: 2030 Build Peak Hour Traffic Volumes on I-10

I-10 ALIGNMENT **Roadway Location Description**	**2030 Build Alternatives A, B , B', and C Peak Hour Traffic Data**		
	Cars	Medium Trucks	Heavy Trucks
I-10 from Project Begin Point to Duval Street	12,556	507	1,370
I-10 from Duval Street to Broad Street	11,674	471	1,273
I-10 from Broad Street to Virginia Street	12,306	496	1,342
I-10 from Virginia Street to New Mobile River Bridge	11,894	480	1,297

I-10 ALIGNMENT Roadway Location Description	2030 Build Alternatives A, B , B', and C Peak Hour Traffic Data		
	Cars	Medium Trucks	Heavy Trucks
I-10 New Mobile River Bridge	5,898	346	1,038
I-10 from New Mobile River Bridge to Canal Street	6,664	269	727
I-10 from Canal Street to Water Street	4,828	195	527
I-10 from Water Street EB Exit & WB On Ramps to Water Street EB On & WB Exit Ramps	3,234	130	353
I-10 in Wallace Tunnels	5,183	209	565
Mobile River Channel – Wallace Tunnels			
I-10 from US 90/98 EB Exit/WB On Ramps to New Mobile River Bridge EB On/WB Exit Ramps	5,098	189	711
I-10 from New Mobile River Bridge EB On/WB Exit Ramps to Mid-Bay U.90/98 EB Exit/WB On Ramps	11,288	418	1,574
I-10 from Mid-Bay US 90/98 Ramps to US 98 EB Exit/WB On Ramps	10,978	407	1,530
I-10 from US 98 EB Exit/WB On Ramps to EB US 90 Off/WB US 90/98 Off Ramps	7,240	268	1,009

2.2 Receptor Locations

A receptor is defined as a location where noise levels are calculated using a model. Receptors are located at sites where noise sensitive activities occur within a corridor. **Table 3-1** defines noise sensitive activities typically encountered within a corridor. A total of 1,061 receptor sites were modeled along the I-10 Mobile River Bridge and Bayway Widening Project study corridor. The 1,061 modeled sites represent 1,065 individual noise sensitive receiver sites in the study area.

Land use along the western side of the I-10 corridor within Mobile County is primarily residential, while land use on the eastern side of I-10 between the interstate and the Mobile River is primarily commercial and industrial**. Figure 2** through **Figure 6** illustrate the land use and receptor locations along the I-10 corridor within Mobile County.

Land use along the I-10 corridor within Baldwin County is primarily residential, commercial, and undeveloped. **Figure 6** through **Figure 8** illustrate the land use and receptor locations along the I-10 corridor within Baldwin County.

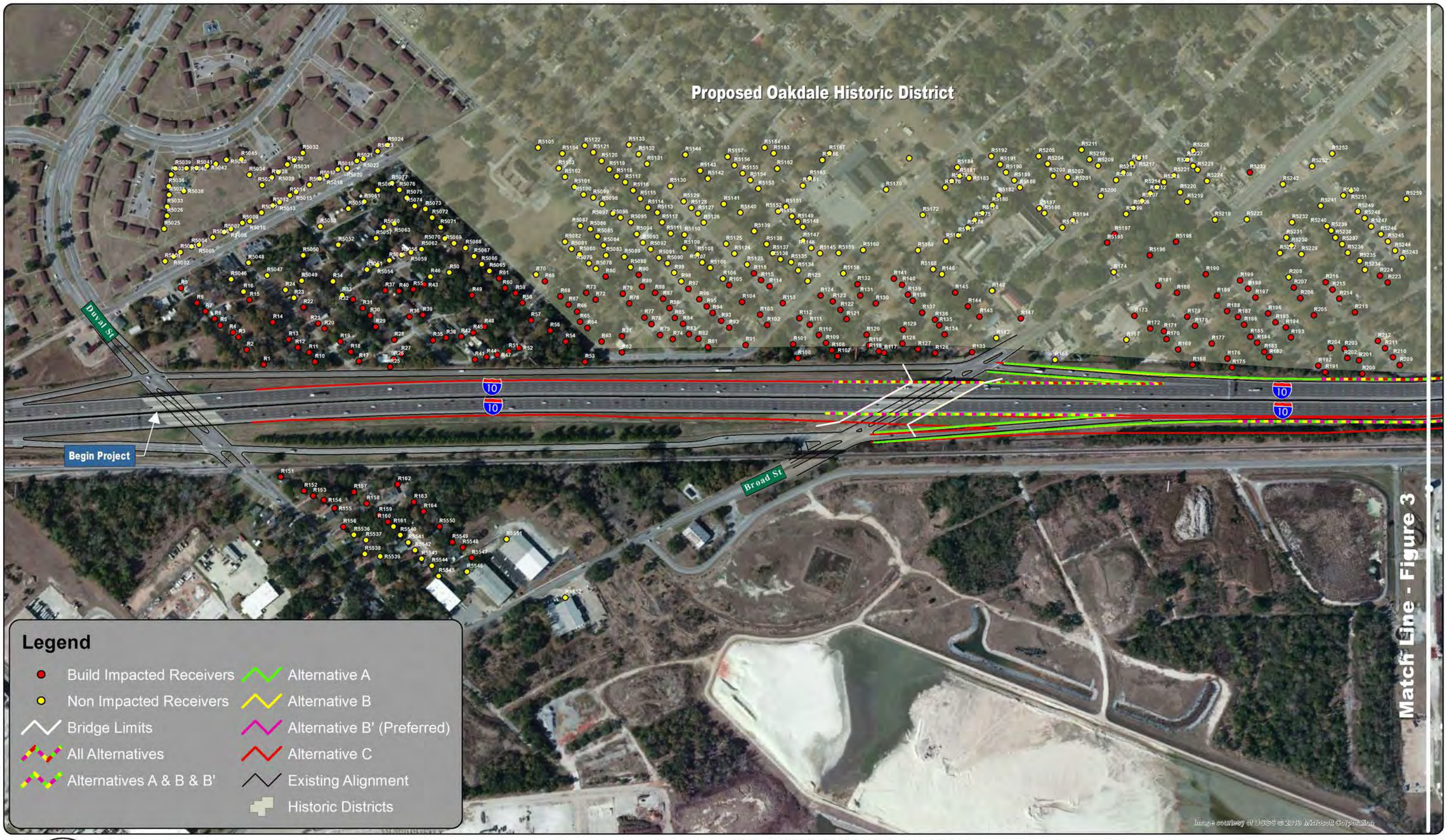
0 2,000 4,000 8,000 Feet

1 inch = 4,000 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 1
I-10 Mobile River Bridge and Bayway Widening
Noise Figures Key Sheet Map
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 1 - Noise Figures Key Map.mxd



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1 inch = 400 feet

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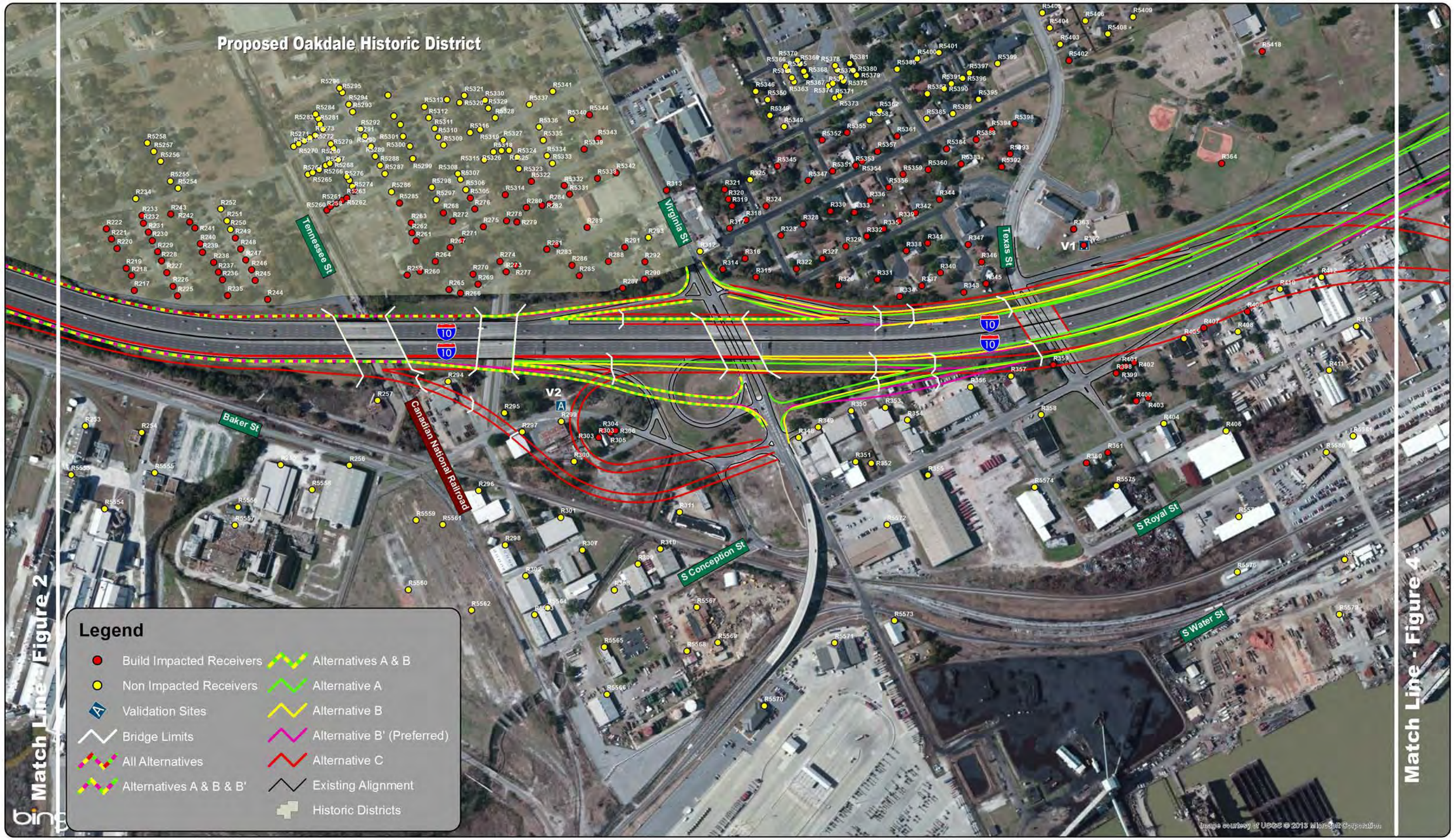
Figure 2
I-10 Mobile River Bridge and Bayway Widening
Noise Analysis Duval St to Broad St
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 2 - Noise Analysis Duval St to Broad St.mxd



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1 inch = 400 feet

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Figure 3
I-10 Mobile River Bridge and Bayway Widening
Noise Analysis Broad St to Texas St
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 3 - Noise Analysis Broad St to Texas St.mxd

Match Line - Figure 3

Church Street East Historic District

Claiborne St

Canal St

Government St

S Water St

St. Emanuel St

Royal St

CSX Railroad

V3

V4

V5

Match Line - Figure 5

Legend

- Non Impacted Receivers
- Build Impacted Receivers
- Validation Sites
- Bridge Limits
- Alternatives A & B
- Alternative A
- Alternative B
- Alternative B' (Preferred)
- Alternative C
- Existing Alignment
- Historic Districts

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1 inch = 400 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 4
I-10 Mobile River Bridge and Bayway Widening
Noise Analysis Texas St to Wallace Tunnel W Entrance
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 4 - Noise Analysis Texas St to Wallace Tunnel W Entrance.mxd

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1 inch = 400 feet

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Figure 5
I-10 Mobile River Bridge and Bayway Widening
Noise Analysis Wallace Tunnel W Entrance to Addsco Rd
Project No. DPI-0030(005)

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Match Line - Figure 5

Match Line - Figure 7

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1 inch = 400 feet

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Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 6 - Noise Analysis US90 at Battleship Park.mxd

Figure 6
I-10 Mobile River Bridge and Bayway Widening
Noise Analysis US90 at Battleship Park
Project No. DPI-0030(005)

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1 inch = 400 feet

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Figure 7
I-10 Mobile River Bridge and Bayway Widening
Noise Analysis US90-98 Causeway Midbay Ramp
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 7 - Noise Analysis US90-98 Causeway Midbay Ramp.mxd

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1 inch = 400 feet

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Figure 8
I-10 Mobile River Bridge and Bayway Widening
Noise Analysis US98 Interchange
Project No. DPI-0030(005)

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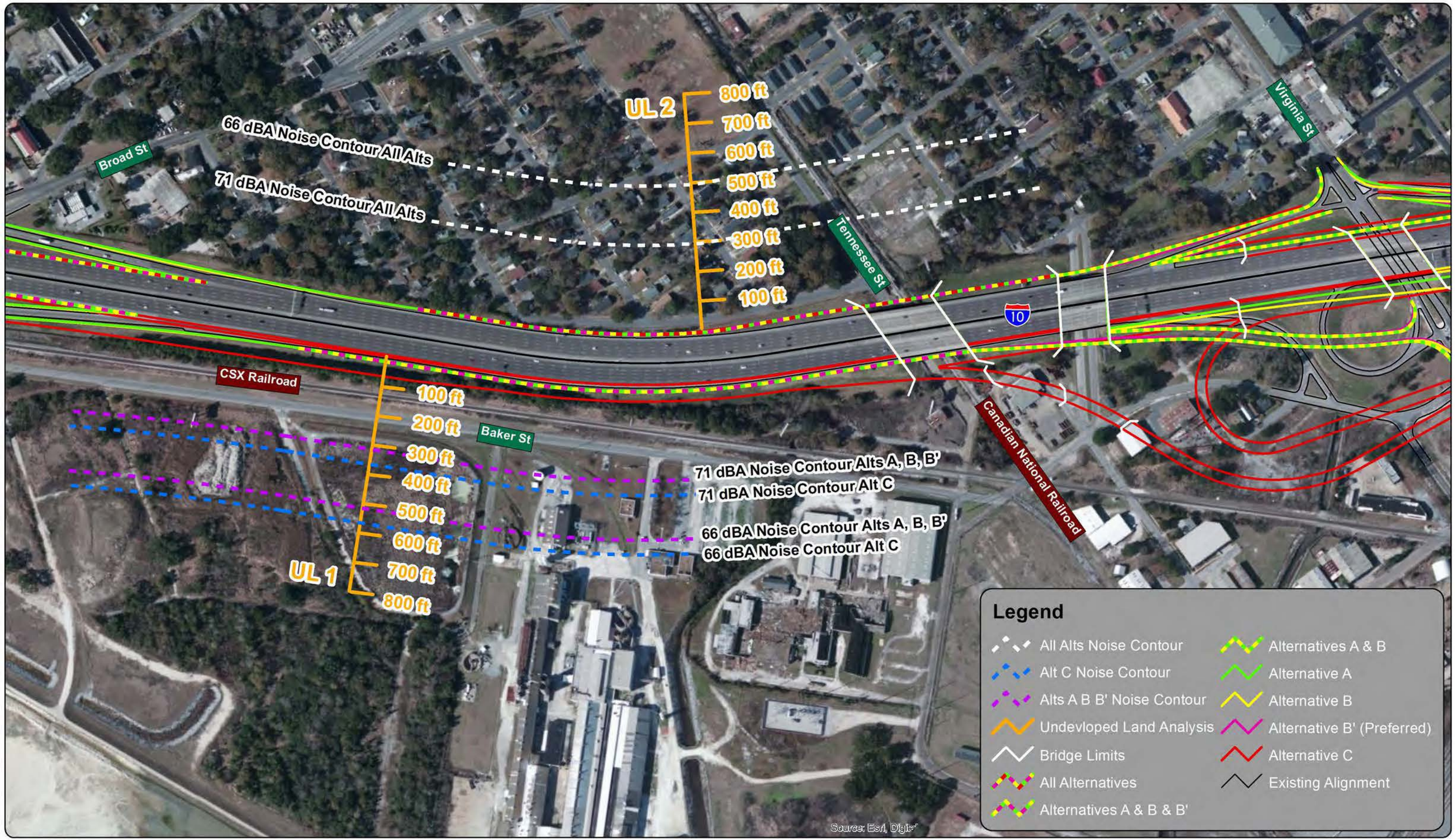

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1 inch = 300 feet

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Figure 9
I-10 Mobile River Bridge and Bayway Widening
Undeveloped Land Noise Analysis
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 9 - Undeveloped Land 1.mxd

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1 inch = 300 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 10
I-10 Mobile River Bridge and Bayway Widening
Undeveloped Land Noise Analysis
Project No. DPI-0030(005)

Path: \\192.168.10.6\Envir\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 10 - Undeveloped Land 2.mxd

3 Methodology and Regulations

3.1 Methodology of Noise Modeling

The traffic noise analysis conducted for this project consists of a comparison of computer modeled noise levels for existing and future conditions. The computer software used for the noise analysis was the FHWA's approved TNM Version 2.5 program. Traffic data, roadway geometry, and receptor site location information were entered into this computer model. The TNM model results yield an hourly equivalent steady-state sound level at each receptor.

3.2 Terminology and Sound Theory

The TNM program represents noise levels as $Leq_{(h)}$. Leq is defined as the equivalent steady-state sound level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same period. $Leq_{(h)}$ is the hourly value of Leq. $Leq_{(h)}$ is based on the more commonly known decibel (dB) and "A-weighted" decibel (dBA) units. Decibels are logarithmic units as opposed to the more common linear units. Consequently, a one dB increase in sound energy results in a much larger increase in magnitude than normally expected. For instance, an increase in three dB from a noise source results in a doubling of sound energy.

Noise is composed of different frequencies, each of which is perceived differently by the human ear. Human hearing is not sensitive to low and very high frequencies. To compensate for low and high-end frequency insensitivity and render noise levels readings more meaningful, an "A-weighting" scale is used to approximate the response of the human ear. The dBA unit measures perceptible sound energy and factors out the fringe frequencies.

Three (3) dBA is the smallest change in sound level an average person can detect under ideal conditions. Usually, an observer cannot detect an increase of sound level of 3 to 4 decibels, if the increase takes place at a uniform rate over several years. Research has indicated that a difference of 10 dBA is perceived to be half as loud or twice as loud to an average listener. In addition, the listener typically has difficulty determining if the sound had changed at all when the difference was only one decibel and the two observations were separated by an interlude of a few seconds of quiet conditions.

3.3 TNM Description

The TNM program predicts noise levels taking into account roadway geometry, traffic volume, traffic composition, traffic speed, and source-receiver path characteristics such as barriers, topography, and ground absorption. TNM analyzes the three-dimensional, spatial relationship between the roadway and receivers using a grid system and calculates the resulting traffic noise level that would exist at each receiver. The roadway geometry is entered as x, y, and z coordinates and reduced to a series of straight-line segments. The TNM data input and output sheets are available in ALDOT’s project files.

The TNM model also analyzes barrier designs helping the user design the most functional, cost effective noise barrier. TNM determines the noise level at the various receptors for different noise barrier designs. The model also calculates the area (in square feet) of different barrier designs and calculates the cost. Based on the effectiveness of the noise barrier (in terms of the lowering of the dBA at the receiver) and the cost of the various barrier heights, TNM calculates the cost effectiveness ratio of various barrier designs. The program allows the user to determine feasibility and reasonableness of utilizing a noise barrier for noise mitigation.

3.4 Regulations

The FHWA policies and procedures, as promulgated in the Title 23 CFR Part 772, served as the procedural guidelines for this analysis. Incorporated into Title 23 Part CFR 772 are NAC that are based on the type of land use and activities performed at receptors (**Table 3-1**). For example, at residences, churches, and schools, noise abatement measures must be examined and evaluated if an equivalent steady state sound level for an hourly period is approached (66 dBA) or exceeded (67 dBA). In accordance with the FHWA Title 23 CFR Part 772 guidelines, ALDOT defines noise impacts as occurring under the following circumstances:

- when noise levels approach (1 dBA below the NAC) or exceed values defined by the NAC, or
- when noise levels increase by 15 dBA, regardless of the NAC.

The FHWA defines seven noise activity categories based on land uses and existing sound levels. Each land use has its own NAC. If the project would result in $Leq_{(h)}$ levels higher than the NAC, abatement measures must be evaluated.

Table 3-1: FHWA Noise Abatement Criteria
Hourly "A-weighted" Sound Level - Decibels (dBA)

Activity Category	$L_{Aeq}(h)$	*Evaluation Location*	*Description of Activity Category*
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[(1)]	67	Exterior	Residential.
C[(1)]	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.

Activity Category	$L_{Aeq}(h)$	*Evaluation Location*	*Description of Activity Category*
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios.
E(1)	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	–––	–––	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–––	–––	Undeveloped lands that are not permitted.

(1) Includes undeveloped lands permitted for this activity category.
Source: FHWA, 23 CFR, Part 722

In addition to defining noise impacts, ALDOT's Highway Traffic Noise Analysis and Abatement Policy and Guidance Manual provides guidance when determining the feasibility and reasonableness of noise abatement measures. To be considered feasible, noise abatement measures must reduce the noise level by a minimum of 5 dBA for 70 percent or more of the impacted receptors. In order for noise abatement measures to be considered reasonable, the following criteria must be achieved: A reduction in noise of 10 dBA must be achieved by at least 65 percent of the benefitted receptors, the cost of the abatement measure must be equal to or less than $25,000 per benefited receptor, and 70 percent of the benefitted property owners must be in favor of the abatement.

3.5 Construction Noise

Construction noise will temporarily increase noise levels in the immediate vicinity of the construction site. The precise nature of the noise from construction activities is not known at the time. It should be noted that most construction equipment is moving, thereby limiting the exposure of any one location to construction noise. Lastly, construction related noise will be mitigated in accordance with ALDOT procedures.

4 Model Validation Analysis

To evaluate the model's ability to accurately portray the existing noise environment, noise validation measurements were collected at multiple times at five (5) sites along the study corridor. The measurement sites are illustrated on **Figure 3** and **Figure 4.**

Existing traffic noise levels were measured in the field and then compared against computer model results to verify the accuracy of the model. The model calculates noise levels based on user-supplied data including traffic volumes, roadway geometry, vehicle speeds, and site parameters that affect transmission and dissipation of acoustic energy.

The measurements were collected in accordance with procedures outlined in FHWA's *Measurement of Highway Related Noise* document. Meteorological data, such as wind, temperature and general weather conditions, were recorded during each sampling event at each measurement location. Winds were observed to be negligible, and no precipitation occurred during the noise level monitoring periods. Multiple fifteen-minute noise level measurements were made at each of the noise monitoring sites.

Validation analysis was conducted at five (5) sites along I-10. The validation analysis results were found to be within the three (3) dBA tolerance limit considered acceptable.

5 Noise Analysis Results

Noise levels were modeled at 1,061 individual receptor sites representing 1,065 noise sensitive receivers within the I-10 Mobile River Bridge and Bayway Widening Project study corridor. The TNM results for the receptors are summarized in **Table 5-1**. The locations where impacts were predicted to occur are illustrated on **Figure 2** through **Figure 8.**

5.1 2010 Existing Noise Levels

For the 2010 Existing scenario, noise impacts are currently being experienced at 280 modeled receptor sites representing 281 individual noise sensitive receivers.

5.2 2030 No-Build Noise Levels

For the 2030 No-Build scenario, noise impacts are predicted to occur at 383 modeled receptor sites representing 387 individual noise sensitive receivers. The No-Build results also indicate no substantial increases in noise (15 dBA or greater) over the existing noise levels will occur.

5.3 2030 Build Alternative Noise Levels

5.3.1 Alternative A Results

For the proposed 2030 Build Alternative A scenario, noise impacts are predicted to occur at 271 modeled receptor sites representing 275 individual noise sensitive receiver sites. The Build Alternative A results also indicate no substantial increases in noise (15 dBA or greater) over the existing noise levels will occur.

5.3.2 Alternative B Results

For the proposed 2030 Build Alternative B scenario, noise impacts are predicted to occur at 270 modeled receptor sites representing 274 individual noise sensitive receiver sites. The Build Alternative B results also indicate no substantial increases in noise (15 dBA or greater) over the existing noise levels will occur.

5.3.3 Alternative B' Results

For the proposed 2030 Build Alternative B' scenario, noise impacts are predicted to occur at 271 modeled receptor sites representing 275 individual noise sensitive receiver sites. The Build Alternative B' results also indicate no substantial increases in noise (15 dBA or greater) over the existing noise levels will occur.

5.3.4 Alternative C Results

For the proposed 2030 Build Alternative C scenario, noise impacts are predicted to occur at 388 modeled receptor sites representing 392 noise sensitive receiver sites. The Build Alternative C results also indicate no substantial increases in noise (15 dBA or greater) over the existing noise levels will occur.

Table 5-1: I-10 Mobile River Bridge and Bayway Widening Noise Analysis Results

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 1 (Residential)	1	B	111	**73.2**	**75.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			111	**74.7**	***Yes***
Res 2 (Residential)	1	B	182	**70.7**	**72.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			182	**72.5**	***Yes***
Res 3 (Residential)	1	B	242	**69.6**	**71.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			242	**71.6**	***Yes***
Res 4 (Residential)	1	B	265	**69.1**	**71.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			265	**71.2**	***Yes***
Res 5 (Residential)	1	B	301	**68.3**	**70.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			301	**70.6**	***Yes***
Res 6 (Residential)	1	B	332	**67.8**	**70.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			332	**70.1**	***Yes***
Res 7 (Residential)	1	B	368	**67.1**	**69.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			368	**69.2**	***Yes***
Res 8 (Residential)	1	B	409	**66.5**	**68.6**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			409	**68.5**	***Yes***
Res 9 (Residential)	1	B	479	65.4	**67.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			479	**67.4**	***Yes***
Res 10 (Residential)	1	B	110	**76.3**	**78.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			110	**78.5**	***Yes***

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 11 (Residential)	1	B	153	**73.9**	**76.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			154	**74.7**	***Yes***
Res 12 (Residential)	1	B	178	**72.9**	**75.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			178	**73.2**	***Yes***
Res 13 (Residential)	1	B	217	**71.4**	**73.6**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			217	**72.1**	***Yes***
Res 14 (Residential)	1	B	299	**68.8**	**70.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			299	**69.8**	***Yes***
Res 15 (Residential)	1	B	407	65.0	**67.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			407	**66.4**	***Yes***
Res 16 (Residential)	1	B	446	64.2	**66.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			446	65.7	No
Res 17 (Residential)	1	B	103	**77.0**	**79.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			103	**79.3**	***Yes***
Res 18 (Residential)	1	B	147	**75.1**	**77.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			147	**77.2**	***Yes***
Res 19 (Residential)	1	B	196	**72.5**	**74.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			196	**74.7**	***Yes***
Res 20 (Residential)	1	B	257	**68.4**	**70.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			257	**70.4**	***Yes***
Res 21 (Residential)	1	B	281	**67.1**	**69.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			282	**69.1**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 22 (Residential)	1	B	358	64.7	**66.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			358	**66.6**	***Yes***
Res 23 (Residential)	1	B	404	63.5	65.7	No	Alternative C Only			Alternative C Only			Alternative C Only			404	65.4	No
Res 24 (Residential)	1	B	442	62.5	64.7	No	Alternative C Only			Alternative C Only			Alternative C Only			442	64.2	No
Res 25 (Residential)	1	B	71	**78.8**	**80.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			72	**81.1**	***Yes***
Res 26 (Residential)	1	B	107	**77.0**	**79.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			107	**79.2**	***Yes***
Res 27 (Residential)	1	B	128	**76.2**	**78.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			128	**78.5**	***Yes***
Res 28 (Residential)	1	B	194	**73.5**	**75.6**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			194	**75.6**	***Yes***
Res 29 (Residential)	1	B	255	**69.2**	**71.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			255	**71.6**	***Yes***
Res 30 (Residential)	1	B	307	**66.5**	**68.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			307	**69.2**	***Yes***
Res 31 (Residential)	1	B	342	65.1	**67.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			342	**67.9**	***Yes***
Res 32 (Residential)	1	B	384	63.6	65.8	No	Alternative C Only			Alternative C Only			Alternative C Only			383	**66.5**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 33 (Residential)	1	B	405	62.9	65.0	No	Alternative C Only			Alternative C Only			Alternative C Only			405	65.6	No
Res 34 (Residential)	1	B	469	61.5	63.6	No	Alternative C Only			Alternative C Only			Alternative C Only			469	64.3	No
Res 35 (Residential)	1	B	187	**73.8**	**75.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			187	**76.0**	***Yes***
Res 36 (Residential)	1	B	295	**68.5**	**70.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			295	**71.1**	***Yes***
Res 37 (Residential)	1	B	417	63.0	65.1	No	Alternative C Only			Alternative C Only			Alternative C Only			418	**67.2**	***Yes***
Res 38 (Residential)	1	B	196	**73.2**	**75.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			196	**75.4**	***Yes***
Res 39 (Residential)	1	B	302	**67.9**	**70.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			303	**70.2**	***Yes***
Res 40 (Residential)	1	B	413	63.8	**66.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			413	**67.3**	***Yes***
Res 41 (Residential)	1	B	96	**77.6**	**79.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			96	**79.8**	***Yes***
Res 42 (Residential)	1	B	201	**72.1**	**74.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			201	**74.3**	***Yes***
Res 43 (Residential)	1	B	439	63.7	65.8	No	Alternative C Only			Alternative C Only			Alternative C Only			439	**66.4**	***Yes***

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 44 (Residential)	1	B	106	**77.2**	**79.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			106	**79.4**	***Yes***
Res 45 (Residential)	1	B	216	**70.3**	**72.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			217	**72.4**	***Yes***
Res 46 (Residential)	1	B	474	63.1	65.3	No	Alternative C Only			Alternative C Only			Alternative C Only			475	65.7	No
Res 47 (Residential)	1	B	116	**76.9**	**79.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			116	**79.1**	***Yes***
Res 48 (Residential)	1	B	243	**68.8**	**71.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			243	**70.9**	***Yes***
Res 49 (Residential)	1	B	386	64.7	**66.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			387	**66.8**	***Yes***
Res 50 (Residential)	1	B	491	63.1	65.3	No	Alternative C Only			Alternative C Only			Alternative C Only			491	65.5	No
Res 51 (Residential)	1	B	131	**76.4**	**78.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			131	**78.6**	***Yes***
Res 52 (Residential)	1	B	146	**75.8**	**78.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			146	**78.1**	***Yes***
Res 53 (Residential)	1	B	82	**78.3**	**80.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			83	**80.5**	***Yes***
Res 54 (Residential)	1	B	174	**75.0**	**77.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			174	**77.2**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 55 (Residential)	1	B	419	64.0	**66.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			419	**67.1**	***Yes***
Res 56 (Residential)	1	B	224	**73.2**	**75.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			224	**75.4**	***Yes***
Res 57 (Residential)	1	B	270	**70.6**	**72.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			270	**72.7**	***Yes***
Res 58 (Residential)	1	B	349	**67.4**	**69.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			349	**69.5**	***Yes***
Res 59 (Residential)	1	B	394	65.7	**67.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			394	**67.8**	***Yes***
Res 60 (Residential)	1	B	417	64.9	**67.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			417	**67.0**	***Yes***
Res 61 (Residential)	1	B	461	64.0	**66.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			461	**66.1**	***Yes***
Res 62 (Residential)	1	B	126	**76.5**	**78.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			127	**78.7**	***Yes***
Res 63 (Residential)	1	B	174	**74.8**	**76.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			175	**76.9**	***Yes***
Res 64 (Residential)	1	B	236	**72.7**	**74.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			236	**74.9**	***Yes***
Res 65 (Residential)	1	B	264	**71.7**	**73.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			265	**73.8**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 66 (Residential)	1	B	309	**69.6**	**71.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			310	**71.7**	***Yes***
Res 67 (Residential)	1	B	340	**68.5**	**70.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			341	**70.7**	***Yes***
Res 68 (Residential)	1	B	378	**67.3**	**69.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			379	**69.4**	***Yes***
Res 69 (Residential)	1	B	447	64.9	**67.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			446	**67.0**	***Yes***
Res 70 (Residential)	1	B	477	63.6	65.7	No	Alternative C Only			Alternative C Only			Alternative C Only			477	65.6	No
Res 71 (Residential)	1	B	199	**73.8**	**76.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			199	**76.0**	***Yes***
Res 72 (Residential)	1	B	363	**66.4**	**68.6**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			364	**68.6**	***Yes***
Res 73 (Residential)	1	B	395	65.0	**67.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			395	**67.2**	***Yes***
Res 74 (Residential)	1	B	188	**74.0**	**76.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			188	**76.1**	***Yes***
Res 75 (Residential)	1	B	207	**73.2**	**75.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			207	**75.3**	***Yes***
Res 76 (Residential)	1	B	255	**71.4**	**73.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			255	**73.5**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 77 (Residential)	1	B	285	**70.4**	**72.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			285	**72.5**	***Yes***
Res 78 (Residential)	1	B	348	**68.4**	**70.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			348	**70.5**	***Yes***
Res 79 (Residential)	1	B	392	**67.1**	**69.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			392	**69.2**	***Yes***
Res 80 (Residential)	1	B	468	64.8	**66.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			469	**67.0**	***Yes***
Res 81 (Residential)	1	B	153	**75.3**	**77.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			153	**77.6**	***Yes***
Res 82 (Residential)	1	B	189	**73.8**	**76.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			189	**76.0**	***Yes***
Res 83 (Residential)	1	B	211	**73.0**	**75.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			211	**75.1**	***Yes***
Res 84 (Residential)	1	B	258	**71.2**	**73.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			258	**73.3**	***Yes***
Res 85 (Residential)	1	B	283	**70.3**	**72.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			283	**72.4**	***Yes***
Res 86 (Residential)	1	B	328	**68.7**	**70.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			328	**70.8**	***Yes***
Res 87 (Residential)	1	B	370	**67.5**	**69.6**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			370	**69.5**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 88 (Residential)	1	B	397	**66.8**	**68.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			397	**68.8**	***Yes***
Res 89 (Residential)	1	B	423	**66.5**	**68.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			424	**68.6**	***Yes***
Res 90 (Residential)	1	B	477	65.3	**67.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			477	**67.5**	***Yes***
Res 91 (Residential)	1	B	163	**74.9**	**77.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			163	**77.4**	***Yes***
Res 92 (Residential)	1	B	241	**71.9**	**74.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			241	**74.0**	***Yes***
Res 93 (Residential)	1	B	271	**70.3**	**72.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			271	**72.4**	***Yes***
Res 94 (Residential)	1	B	308	**67.8**	**70.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			308	**69.9**	***Yes***
Res 95 (Residential)	1	B	336	**66.3**	**68.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			336	**68.4**	***Yes***
Res 96 (Residential)	1	B	368	64.9	**67.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			368	**67.1**	***Yes***
Res 97 (Residential)	1	B	415	64.2	**66.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			415	**66.4**	***Yes***
Res 98 (Residential)	1	B	449	63.6	65.7	No	Alternative C Only			Alternative C Only			Alternative C Only			449	65.8	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 99 (Residential)	1	B	487	63.0	65.1	No	Alternative C Only			Alternative C Only			Alternative C Only			487	65.2	No
Res 100 (Residential)	1	B	104	**76.6**	**78.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			105	**79.6**	***Yes***
Res 101 (Residential)	1	B	167	**74.3**	**76.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			168	**77.2**	***Yes***
Res 102 (Residential)	1	B	253	**71.2**	**73.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			253	**73.4**	***Yes***
Res 103 (Residential)	1	B	301	**69.1**	**71.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			301	**71.2**	***Yes***
Res 104 (Residential)	1	B	357	**66.0**	**68.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			357	**68.3**	***Yes***
Res 105 (Residential)	1	B	433	63.9	**66.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			433	**66.2**	***Yes***
Res 106 (Residential)	1	B	462	63.2	65.3	No	Alternative C Only			Alternative C Only			Alternative C Only			462	65.5	No
Res 107 (Residential)	1	B	115	**75.2**	**77.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			115	**78.0**	***Yes***
Res 108 (Residential)	1	B	141	**74.2**	**76.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			141	**77.4**	***Yes***
Res 109 (Residential)	1	B	173	**73.2**	**75.3**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			174	**76.2**	***Yes***

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 110 (Residential)	1	B	210	**72.3**	**74.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			210	**75.1**	***Yes***
Res 111 (Residential)	1	B	256	**71.0**	**73.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			256	**73.5**	***Yes***
Res 112 (Residential)	1	B	286	**70.3**	**72.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			286	**72.5**	***Yes***
Res 113 (Residential)	1	B	353	**68.1**	**70.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			353	**70.2**	***Yes***
Res 114 (Residential)	1	B	429	65.7	**67.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			429	**67.9**	***Yes***
Res 115 (Residential)	1	B	456	64.8	**67.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			456	**67.2**	***Yes***
Res 116 (Residential)	1	B	488	64.0	**66.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			488	**66.4**	***Yes***
Res 117 (Residential)	1	B	132	**72.5**	**74.7**	***Yes***	132	**74.6**	***Yes***	132	**74.7**	***Yes***	132	**74.4**	***Yes***	132	**74.6**	***Yes***
Res 118 (Residential)	1	B	138	**72.4**	**74.6**	***Yes***	138	**74.6**	***Yes***	138	**74.7**	***Yes***	138	**74.3**	***Yes***	138	**74.6**	***Yes***
Res 119 (Residential)	1	B	164	**71.6**	**73.7**	***Yes***	164	**74.0**	***Yes***	164	**74.0**	***Yes***	164	**73.6**	***Yes***	164	**74.1**	***Yes***
Res 120 (Residential)	1	B	213	**69.5**	**71.7**	***Yes***	213	**71.8**	***Yes***	213	**71.9**	***Yes***	213	**72.0**	***Yes***	213	**72.1**	***Yes***

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 121 (Residential)	1	B	282	**67.8**	**69.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			282	**70.1**	***Yes***
Res 122 (Residential)	1	B	324	**66.8**	**68.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			324	**68.8**	***Yes***
Res 123 (Residential)	1	B	362	65.6	**67.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			362	**67.6**	***Yes***
Res 124 (Residential)	1	B	388	64.6	**66.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			389	**66.8**	***Yes***
Res 125 (Residential)	1	B	453	63.6	65.7	No	Alternative C Only			Alternative C Only			Alternative C Only			453	65.5	No
Res 126 (Residential)	1	B	131	**72.0**	**74.2**	***Yes***	131	**74.0**	***Yes***	131	**74.5**	***Yes***	131	**73.8**	***Yes***	131	**74.4**	***Yes***
Res 127 (Residential)	1	B	148	**71.9**	**74.1**	***Yes***	148	**73.7**	***Yes***	148	**74.1**	***Yes***	148	**73.6**	***Yes***	148	**74.0**	***Yes***
Res 128 (Residential)	1	B	174	**71.3**	**73.4**	***Yes***	174	**73.2**	***Yes***	174	**73.4**	***Yes***	174	**73.0**	***Yes***	174	**73.3**	***Yes***
Res 129 (Residential)	1	B	235	**69.5**	**71.7**	***Yes***	235	**71.4**	***Yes***	235	**71.6**	***Yes***	235	**71.4**	***Yes***	235	**71.5**	***Yes***
Res 130 (Residential)	1	B	354	**66.0**	**68.1**	***Yes***	354	**68.0**	***Yes***	354	**68.1**	***Yes***	354	**68.0**	***Yes***	354	**68.1**	***Yes***
Res 131 (Residential)	1	B	390	64.5	**66.6**	***Yes***	390	**66.4**	***Yes***	390	**66.6**	***Yes***	390	**66.5**	***Yes***	390	**66.8**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 132 (Residential)	1	B	441	64.0	**66.2**	***Yes***	441	**66.1**	***Yes***	441	**66.1**	***Yes***	441	**66.0**	***Yes***	441	**66.2**	***Yes***
Res 133 (Residential)	1	B	136	**72.5**	**74.7**	***Yes***	137	**74.7**	***Yes***	137	**75.0**	***Yes***	137	**74.6**	***Yes***	137	**75.0**	***Yes***
Res 134 (Residential)	1	B	215	**70.4**	**72.5**	***Yes***	215	**72.3**	***Yes***	215	**72.5**	***Yes***	215	**72.2**	***Yes***	215	**72.4**	***Yes***
Res 135 (Residential)	1	B	257	**69.3**	**71.4**	***Yes***	256	**71.0**	***Yes***	256	**71.2**	***Yes***	256	**71.1**	***Yes***	256	**71.3**	***Yes***
Res 136 (Residential)	1	B	283	**68.5**	**70.7**	***Yes***	283	**70.3**	***Yes***	283	**70.6**	***Yes***	283	**70.5**	***Yes***	283	**70.6**	***Yes***
Res 137 (Residential)	1	B	314	**67.9**	**70.1**	***Yes***	314	**69.9**	***Yes***	314	**70.2**	***Yes***	314	**70.0**	***Yes***	314	**70.1**	***Yes***
Res 138 (Residential)	1	B	366	**66.8**	**69.0**	***Yes***	367	**68.9**	***Yes***	367	**69.0**	***Yes***	367	**69.0**	***Yes***	367	**69.0**	***Yes***
Res 139 (Residential)	1	B	394	**66.5**	**68.7**	***Yes***	395	**68.4**	***Yes***	395	**68.6**	***Yes***	395	**68.5**	***Yes***	395	**68.5**	***Yes***
Res 140 (Residential)	1	B	439	65.7	**67.8**	***Yes***	439	**67.5**	***Yes***	439	**67.7**	***Yes***	439	**67.6**	***Yes***	439	**67.7**	***Yes***
Res 141 (Residential)	1	B	466	65.1	**67.2**	***Yes***	466	**66.9**	***Yes***	466	**67.2**	***Yes***	466	**67.0**	***Yes***	466	**67.2**	***Yes***
Com 142 (Commericial)	1	F	201	72.0	74.2	No	201	74.0	No	201	74.0	No	201	74.0	No	201	74.0	No

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 143 (Residential)	1	B	297	**68.9**	**71.0**	***Yes***	297	**70.8**	***Yes***	297	**71.0**	***Yes***	297	**70.8**	***Yes***	297	**70.7**	***Yes***
Res 144 (Residential)	1	B	343	**67.2**	**69.3**	***Yes***	343	**69.3**	***Yes***	343	**69.4**	***Yes***	343	**69.2**	***Yes***	343	**69.3**	***Yes***
Res 145 (Residential)	1	B	405	65.2	**67.4**	***Yes***	406	**67.3**	***Yes***	406	**67.4**	***Yes***	406	**67.2**	***Yes***	406	**67.2**	***Yes***
Res 146 (Residential)	1	B	488	63.7	65.8	No	487	65.8	No	487	65.8	No	487	65.7	No	487	65.8	No
Church 147 (Church)	1	C	215	**70.8**	**73.0**	***Yes***	206	**72.5**	***Yes***	207	**72.7**	***Yes***	207	**72.6**	***Yes***	206	**72.5**	***Yes***
Res 148 (Residential)	1	B	413	63.7	65.9	No	414	65.4	No	414	65.4	No	414	65.4	No	414	65.4	No
Church 150 (Church)	1	C	446	64.4	**66.5**	***Yes***	439	**66.5**	***Yes***	439	**66.4**	***Yes***	439	**66.5**	***Yes***	439	**66.3**	***Yes***
Res 151 (Residential)	1	B	254	**71.3**	**73.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			254	**73.6**	***Yes***
Res 152 (Residential)	1	B	323	**69.1**	**71.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			321	**71.3**	***Yes***
Res 153 (Residential)	1	B	348	**68.6**	**70.7**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			344	**70.9**	***Yes***
Res 154 (Residential)	1	B	369	**68.2**	**70.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			362	**70.5**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 155 (Residential)	1	B	409	**66.8**	**68.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			401	**69.0**	***Yes***
Res 156 (Residential)	1	B	494	64.0	**66.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			485	**66.2**	***Yes***
Res 157 (Residential)	1	B	339	**69.7**	**71.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			328	**72.0**	***Yes***
Res 158 (Residential)	1	B	395	**68.0**	**70.2**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			383	**70.3**	***Yes***
Res 159 (Residential)	1	B	448	65.8	**67.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			436	**67.9**	***Yes***
Res 160 (Residential)	1	B	480	64.4	**66.5**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			468	**66.3**	***Yes***
Res 161 (Residential)	1	B	499	63.5	65.7	No	Alternative C Only			Alternative C Only			Alternative C Only			491	65.4	No
Res 162 (Residential)	1	B	313	**71.3**	**73.4**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			301	**73.8**	***Yes***
Res 163 (Residential)	1	B	396	**68.9**	**71.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			384	**71.3**	***Yes***
Res 164 (Residential)	1	B	439	**67.7**	**69.9**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			427	**70.0**	***Yes***
Com 166 (Commercial)	1	F	41	77.4	79.5	No	31	79.5	No	33	79.4	No	33	79.4	No	31	79.5	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 167 (Commercial)	1	F	156	73.9	76.1	No	142	76.1	No	147	76.1	No	147	76.0	No	142	76.2	No
Res 168 (Residential)	1	B	57	**78.2**	**80.3**	***Yes***	48	**80.4**	***Yes***	52	**80.4**	***Yes***	52	**80.4**	***Yes***	48	**80.4**	***Yes***
Res 169 (Residential)	1	B	125	**75.0**	**77.1**	***Yes***	113	**77.2**	***Yes***	117	**77.1**	***Yes***	117	**77.1**	***Yes***	113	**77.2**	***Yes***
Res 170 (Residential)	1	B	171	**73.3**	**75.5**	***Yes***	157	**75.5**	***Yes***	161	**75.5**	***Yes***	161	**75.5**	***Yes***	157	**75.6**	***Yes***
Res 171 (Residential)	1	B	207	**72.0**	**74.1**	***Yes***	192	**74.1**	***Yes***	197	**74.2**	***Yes***	197	**74.2**	***Yes***	192	**74.2**	***Yes***
Church 172 (Church)	1	C	215	**71.8**	**74.0**	***Yes***	200	**73.9**	***Yes***	205	**74.0**	***Yes***	205	**73.9**	***Yes***	200	**74.0**	***Yes***
Church 173 (Church)	1	C	266	65.9	**68.0**	***Yes***	252	**68.0**	***Yes***	257	**68.1**	***Yes***	257	**68.1**	***Yes***	252	**68.1**	***Yes***
Com 174 (Commercial)	1	F	457	67.4	69.6	No	443	69.7	No	448	69.7	No	448	69.7	No	443	69.7	No
Res 175 (Residential)	1	B	53	**78.6**	**80.8**	***Yes***	43	**80.8**	***Yes***	46	**80.7**	***Yes***	46	**80.8**	***Yes***	43	**80.8**	***Yes***
Res 176 (Residential)	1	B	92	**76.9**	**79.1**	***Yes***	83	**79.1**	***Yes***	85	**79.0**	***Yes***	85	**79.1**	***Yes***	83	**79.1**	***Yes***
Res 177 (Residential)	1	B	156	**73.1**	**75.2**	***Yes***	147	**75.2**	***Yes***	150	**75.2**	***Yes***	150	**75.2**	***Yes***	147	**75.3**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 178 (Residential)	1	B	233	**68.9**	**71.0**	***Yes***	224	**71.2**	***Yes***	227	**71.2**	***Yes***	227	**71.3**	***Yes***	224	**71.3**	***Yes***
Res 179 (Residential)	1	B	274	**67.4**	**69.5**	***Yes***	263	**69.7**	***Yes***	267	**69.8**	***Yes***	267	**69.8**	***Yes***	263	**69.9**	***Yes***
Church 180 (Church)	1	C	381	65.6	**67.8**	***Yes***	369	**67.9**	***Yes***	373	**68.0**	***Yes***	373	**67.9**	***Yes***	369	**68.0**	***Yes***
Res 181 (Residential)	1	B	411	**66.4**	**68.6**	***Yes***	395	**68.6**	***Yes***	400	**68.7**	***Yes***	400	**68.7**	***Yes***	395	**68.7**	***Yes***
Res 182 (Residential)	1	B	108	**76.7**	**78.9**	***Yes***	95	**78.7**	***Yes***	97	**78.6**	***Yes***	97	**78.7**	***Yes***	95	**78.8**	***Yes***
Res 183 (Residential)	1	B	131	**75.6**	**77.7**	***Yes***	119	**77.5**	***Yes***	120	**77.4**	***Yes***	120	**77.5**	***Yes***	119	**77.6**	***Yes***
Res 184 (Residential)	1	B	171	**73.6**	**75.7**	***Yes***	159	**75.7**	***Yes***	161	**75.7**	***Yes***	161	**75.7**	***Yes***	159	**75.8**	***Yes***
Res 185 (Residential)	1	B	195	**72.5**	**74.7**	***Yes***	184	**74.8**	***Yes***	186	**74.7**	***Yes***	186	**74.8**	***Yes***	184	**74.9**	***Yes***
Res 186 (Residential)	1	B	249	**70.5**	**72.6**	***Yes***	238	**73.0**	***Yes***	240	**72.7**	***Yes***	241	**73.0**	***Yes***	238	**73.1**	***Yes***
Res 187 (Residential)	1	B	282	**69.2**	**71.3**	***Yes***	272	**71.6**	***Yes***	275	**71.1**	***Yes***	275	**71.6**	***Yes***	272	**71.7**	***Yes***
Res 188 (Residential)	1	B	306	**68.1**	**70.2**	***Yes***	297	**70.5**	***Yes***	300	**70.1**	***Yes***	300	**70.5**	***Yes***	297	**70.6**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 189 (Residential)	1	B	373	**66.1**	**68.2**	***Yes***	364	**68.4**	***Yes***	367	**68.2**	***Yes***	367	**68.4**	***Yes***	364	**68.6**	***Yes***
Res 190 (Residential)	1	B	468	65.4	**67.5**	***Yes***	459	**67.6**	***Yes***	463	**67.7**	***Yes***	463	**67.7**	***Yes***	460	**67.8**	***Yes***
Res 191 (Residential)	1	B	42	**80.0**	**82.2**	***Yes***	30	**82.4**	***Yes***	30	**82.3**	***Yes***	30	**82.6**	***Yes***	30	**82.3**	***Yes***
Res 192 (Residential)	1	B	72	**78.4**	**80.6**	***Yes***	60	**80.5**	***Yes***	60	**80.4**	***Yes***	60	**80.7**	***Yes***	60	**80.5**	***Yes***
Res 193 (Residential)	1	B	199	**71.7**	**73.8**	***Yes***	186	**74.3**	***Yes***	187	**74.0**	***Yes***	187	**74.3**	***Yes***	186	**74.3**	***Yes***
Res 194 (Residential)	1	B	244	**68.6**	**70.7**	***Yes***	231	**71.4**	***Yes***	232	**70.1**	***Yes***	232	**71.5**	***Yes***	231	**71.5**	***Yes***
Res 195 (Residential)	1	B	266	**67.1**	**69.3**	***Yes***	253	**70.0**	***Yes***	254	**68.9**	***Yes***	254	**70.0**	***Yes***	253	**70.1**	***Yes***
Res 196 (Residential)	1	B	305	65.5	**67.7**	***Yes***	292	**68.2**	***Yes***	294	**67.4**	***Yes***	294	**68.3**	***Yes***	292	**68.4**	***Yes***
Res 197 (Residential)	1	B	374	63.6	65.7	No	363	**66.1**	***Yes***	365	65.5	No	365	**66.2**	***Yes***	363	**66.2**	***Yes***
Res 198 (Residential)	1	B	412	63.6	65.8	No	401	**66.0**	***Yes***	403	65.8	No	403	**66.1**	***Yes***	401	**66.2**	***Yes***
Res 199 (Residential)	1	B	448	64.0	**67.7**	***Yes***	438	**66.3**	***Yes***	440	**66.3**	***Yes***	440	**66.4**	***Yes***	438	**66.5**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 200 (Residential)	1	B	37	**80.5**	**82.7**	***Yes***	25	**83.1**	***Yes***	25	**83.1**	***Yes***	25	**83.1**	***Yes***	25	**83.2**	***Yes***
Res 201 (Residential)	1	B	98	**76.8**	**79.0**	***Yes***	86	**79.2**	***Yes***	86	**79.1**	***Yes***	86	**79.2**	***Yes***	86	**79.2**	***Yes***
Res 202 (Residential)	1	B	107	**76.8**	**78.9**	***Yes***	95	**79.0**	***Yes***	95	**79.0**	***Yes***	95	**79.1**	***Yes***	95	**79.1**	***Yes***
Res 203 (Residential)	1	B	149	**75.0**	**77.2**	***Yes***	137	**77.2**	***Yes***	137	**77.1**	***Yes***	137	**77.3**	***Yes***	137	**77.2**	***Yes***
Res 204 (Residential)	1	B	152	**75.1**	**77.2**	***Yes***	140	**77.2**	***Yes***	140	**77.0**	***Yes***	140	**77.3**	***Yes***	140	**77.2**	***Yes***
Res 205 (Residential)	1	B	300	**68.1**	**70.2**	***Yes***	288	**71.1**	***Yes***	288	**70.0**	***Yes***	288	**71.2**	***Yes***	288	**71.2**	***Yes***
Res 206 (Residential)	1	B	377	64.8	**66.9**	***Yes***	364	**67.5**	***Yes***	365	**67.1**	***Yes***	365	**67.6**	***Yes***	364	**67.6**	***Yes***
Res 207 (Residential)	1	B	425	63.7	65.8	No	412	**66.1**	***Yes***	413	**66.0**	***Yes***	413	**66.3**	***Yes***	412	**66.3**	***Yes***
Church 208 (Church)	1	C	471	63.1	65.3	No	458	65.5	No	459	65.4	No	459	65.7	No	458	65.6	No
Res 209 (Residential)	1	B	76	**78.4**	**80.5**	***Yes***	64	**80.7**	***Yes***	64	**80.6**	***Yes***	64	**80.7**	***Yes***	64	**80.7**	***Yes***
Res 210 (Residential)	1	B	112	**76.1**	**78.3**	***Yes***	100	**78.4**	***Yes***	100	**78.4**	***Yes***	100	**78.4**	***Yes***	100	**78.4**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 211 (Residential)	1	B	152	**73.7**	**75.9**	***Yes***	140	**76.0**	***Yes***	140	**75.9**	***Yes***	140	**76.0**	***Yes***	140	**76.0**	***Yes***
Res 212 (Residential)	1	B	186	**71.2**	**73.3**	***Yes***	174	**73.9**	***Yes***	174	**73.8**	***Yes***	174	**73.9**	***Yes***	174	**73.9**	***Yes***
Res 213 (Residential)	1	B	315	**67.5**	**69.6**	***Yes***	303	**70.3**	***Yes***	303	**69.7**	***Yes***	303	**70.4**	***Yes***	303	**70.3**	***Yes***
Res 214 (Residential)	1	B	375	**66.2**	**68.3**	***Yes***	363	**68.9**	***Yes***	363	**68.4**	***Yes***	363	**69.0**	***Yes***	363	**69.0**	***Yes***
Res 215 (Residential)	1	B	416	65.2	**67.3**	***Yes***	404	**67.8**	***Yes***	404	**67.3**	***Yes***	404	**67.9**	***Yes***	404	**67.9**	***Yes***
Res 216 (Residential)	1	B	449	64.4	**66.5**	***Yes***	437	**67.0**	***Yes***	437	**66.6**	***Yes***	437	**67.1**	***Yes***	437	**67.1**	***Yes***
Res 217 (Residential)	1	B	72	**78.3**	**80.5**	***Yes***	60	**80.7**	***Yes***	60	**80.3**	***Yes***	60	**80.7**	***Yes***	60	**80.6**	***Yes***
Res 218 (Residential)	1	B	134	**75.6**	**77.8**	***Yes***	122	**77.8**	***Yes***	122	**77.7**	***Yes***	122	**77.8**	***Yes***	122	**77.7**	***Yes***
Res 219 (Residential)	1	B	162	**74.3**	**76.4**	***Yes***	150	**76.7**	***Yes***	150	**76.6**	***Yes***	150	**76.7**	***Yes***	150	**76.6**	***Yes***
Res 220 (Residential)	1	B	238	**70.1**	**72.2**	***Yes***	225	**72.9**	***Yes***	226	**72.8**	***Yes***	226	**72.9**	***Yes***	226	**72.8**	***Yes***
Res 221 (Residential)	1	B	271	**68.2**	**70.4**	***Yes***	259	**71.0**	***Yes***	259	**70.9**	***Yes***	259	**71.0**	***Yes***	259	**70.9**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 222 (Residential)	1	B	309	**66.8**	**69.0**	***Yes***	297	**69.4**	***Yes***	297	**69.4**	***Yes***	297	**69.4**	***Yes***	297	**69.3**	***Yes***
Res 223 (Residential)	1	B	450	64.2	**66.4**	***Yes***	438	**66.8**	***Yes***	438	**66.7**	***Yes***	438	**66.9**	***Yes***	438	**66.8**	***Yes***
Res 224 (Residential)	1	B	480	63.5	65.6	No	468	65.9	No	468	65.6	No	468	**66.0**	***Yes***	468	65.9	No
Res 225 (Residential)	1	B	84	**76.7**	**78.8**	***Yes***	72	**79.4**	***Yes***	72	**77.4**	***Yes***	72	**78.4**	***Yes***	72	**78.8**	***Yes***
Res 226 (Residential)	1	B	123	**75.4**	**77.5**	***Yes***	111	**78.1**	***Yes***	111	**76.8**	***Yes***	111	**77.8**	***Yes***	111	**77.7**	***Yes***
Res 227 (Residential)	1	B	179	**72.7**	**74.8**	***Yes***	167	**75.7**	***Yes***	167	**75.4**	***Yes***	167	**75.6**	***Yes***	167	**75.5**	***Yes***
Res 228 (Residential)	1	B	227	**69.8**	**71.9**	***Yes***	215	**72.9**	***Yes***	215	**72.9**	***Yes***	215	**73.2**	***Yes***	215	**72.7**	***Yes***
Res 229 (Residential)	1	B	264	**68.1**	**70.3**	***Yes***	252	**71.1**	***Yes***	252	**71.5**	***Yes***	252	**71.6**	***Yes***	252	**70.9**	***Yes***
Res 230 (Residential)	1	B	308	**66.7**	**68.9**	***Yes***	296	**69.5**	***Yes***	296	**70.2**	***Yes***	296	**70.2**	***Yes***	296	**69.3**	***Yes***
Res 231 (Residential)	1	B	342	65.7	**67.9**	***Yes***	330	**68.3**	***Yes***	330	**69.1**	***Yes***	330	**69.1**	***Yes***	330	**68.2**	***Yes***
Res 232 (Residential)	1	B	376	64.3	**66.5**	***Yes***	364	**66.8**	***Yes***	364	**67.8**	***Yes***	364	**67.7**	***Yes***	364	**66.7**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 233 (Residential)	1	B	408	63.5	65.7	No	396	65.9	No	396	**67.0**	***Yes***	396	**66.9**	***Yes***	396	65.8	No
Res 234 (Residential)	1	B	476	63.0	65.1	No	464	65.4	No	464	65.8	No	464	65.9	No	464	65.3	No
Res 235 (Residential)	1	B	109	**73.4**	**75.5**	***Yes***	94	**75.4**	***Yes***	95	**74.5**	***Yes***	94	**74.5**	***Yes***	91	**74.2**	***Yes***
Res 236 (Residential)	1	B	177	**71.1**	**73.3**	***Yes***	165	**73.8**	***Yes***	165	**73.1**	***Yes***	163	**73.5**	***Yes***	160	**73.3**	***Yes***
Res 237 (Residential)	1	B	210	**70.2**	**72.4**	***Yes***	198	**73.0**	***Yes***	198	**72.3**	***Yes***	197	**72.7**	***Yes***	194	**72.7**	***Yes***
Res 238 (Residential)	1	B	253	**69.0**	**71.1**	***Yes***	241	**71.9**	***Yes***	241	**71.4**	***Yes***	241	**71.5**	***Yes***	237	**71.8**	***Yes***
Res 239 (Residential)	1	B	294	**68.0**	**70.1**	***Yes***	281	**71.1**	***Yes***	282	**71.1**	***Yes***	281	**71.2**	***Yes***	281	**70.9**	***Yes***
Res 240 (Residential)	1	B	330	**66.7**	**68.8**	***Yes***	318	**69.8**	***Yes***	318	**69.9**	***Yes***	318	**70.1**	***Yes***	317	**69.6**	***Yes***
Res 241 (Residential)	1	B	397	64.4	**66.5**	***Yes***	385	**67.4**	***Yes***	385	**68.2**	***Yes***	385	**68.2**	***Yes***	385	**67.2**	***Yes***
Res 242 (Residential)	1	B	420	63.7	65.8	No	408	**66.8**	***Yes***	408	**67.8**	***Yes***	408	**67.8**	***Yes***	408	**66.6**	***Yes***
Res 243 (Residential)	1	B	442	62.8	64.9	No	430	65.8	No	430	**67.4**	***Yes***	430	**67.4**	***Yes***	430	65.7	No

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 244 (Residential)	1	B	98	**71.5**	**73.7**	***Yes***	75	**71.4**	***Yes***	75	**71.0**	***Yes***	75	**71.2**	***Yes***	74	**70.8**	***Yes***
Res 245 (Residential)	1	B	182	**69.9**	**72.0**	***Yes***	161	**71.8**	***Yes***	161	**71.6**	***Yes***	162	**71.6**	***Yes***	159	**71.1**	***Yes***
Res 246 (Residential)	1	B	230	**67.5**	**69.6**	***Yes***	209	**70.0**	***Yes***	209	**69.6**	***Yes***	210	**69.9**	***Yes***	207	**69.4**	***Yes***
Res 247 (Residential)	1	B	273	**66.1**	**68.2**	***Yes***	254	**68.8**	***Yes***	254	**68.4**	***Yes***	255	**68.6**	***Yes***	252	**68.5**	***Yes***
Res 248 (Residential)	1	B	322	64.9	**67.1**	***Yes***	304	**67.6**	***Yes***	304	**67.2**	***Yes***	304	**67.5**	***Yes***	301	**67.4**	***Yes***
Res 249 (Residential)	1	B	369	63.6	65.7	No	353	**66.3**	***Yes***	353	65.9	No	353	**66.1**	***Yes***	350	**66.1**	***Yes***
Res 250 (Residential)	1	B	407	63.0	65.1	No	392	65.7	No	392	65.4	No	392	65.6	No	388	65.6	No
Res 251 (Residential)	1	B	445	62.3	64.5	No	431	65.1	No	432	64.8	No	430	64.9	No	427	64.9	No
Res 252 (Residential)	1	B	495	61.4	63.6	No	482	64.2	No	483	64.0	No	482	64.2	No	479	64.1	No
Com 253 (Commercial)	1	F	403	65.7	67.8	No	391	68.6	No	391	68.5	No	391	68.6	No	357	70.8	No
Com 254 (Commercial)	1	F	379	66.0	68.1	No	367	69.2	No	367	69.1	No	367	69.1	No	334	71.2	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 255 (Commercial)	1	F	478	64.7	66.9	No	466	67.0	No	466	67.1	No	466	67.1	No	426	68.2	No
Com 256 (Commercial)	1	F	481	65.4	67.5	No	469	67.6	No	469	67.9	No	469	67.8	No	406	68.8	No
Com 257 (Commercial)	1	F	189	68.3	70.5	No	177	69.9	No	176	70.1	No	177	70.0	No	102	71.6	No
Res 258 (Residential)	1	B	499	64.7	**66.9**	***Yes***	475	**66.7**	***Yes***	475	**66.7**	***Yes***	475	**67.1**	***Yes***	475	**67.1**	***Yes***
Res 259 (Residential)	1	B	208	**68.3**	**70.5**	***Yes***	184	**69.0**	***Yes***	184	**68.9**	***Yes***	184	**69.3**	***Yes***	184	**69.6**	***Yes***
Res 260 (Residential)	1	B	225	**68.1**	**70.3**	***Yes***	201	**68.9**	***Yes***	201	**68.9**	***Yes***	201	**69.1**	***Yes***	201	**69.4**	***Yes***
Res 261 (Residential)	1	B	361	**66.7**	**68.9**	***Yes***	337	**67.7**	***Yes***	337	**67.7**	***Yes***	337	**68.0**	***Yes***	337	**68.4**	***Yes***
Res 262 (Residential)	1	B	398	**66.2**	**68.4**	***Yes***	374	**67.1**	***Yes***	374	**67.1**	***Yes***	374	**67.6**	***Yes***	374	**67.8**	***Yes***
Res 263 (Residential)	1	B	442	64.9	**67.1**	***Yes***	418	**66.2**	***Yes***	418	**66.0**	***Yes***	418	**66.4**	***Yes***	418	**66.5**	***Yes***
Res 264 (Residential)	1	B	269	**67.8**	**70.0**	***Yes***	245	**68.6**	***Yes***	245	**68.6**	***Yes***	245	**68.6**	***Yes***	245	**69.3**	***Yes***
Res 265 (Residential)	1	B	143	**69.6**	**71.8**	***Yes***	119	**69.1**	***Yes***	119	**69.1**	***Yes***	119	**69.0**	***Yes***	119	**70.5**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 266 (Residential)	1	B	127	**69.8**	**72.0**	***Yes***	103	**69.1**	***Yes***	103	**68.8**	***Yes***	103	**69.3**	***Yes***	102	**70.9**	***Yes***
Res 267 (Residential)	1	B	332	**67.3**	**69.6**	***Yes***	308	**68.2**	***Yes***	308	**68.2**	***Yes***	308	**68.2**	***Yes***	307	**69.1**	***Yes***
Res 268 (Residential)	1	B	488	64.7	**67.0**	***Yes***	464	**66.6**	***Yes***	464	**66.6**	***Yes***	464	**66.7**	***Yes***	464	**67.3**	***Yes***
Res 269 (Residential)	1	B	167	**69.3**	**71.5**	***Yes***	143	**69.5**	***Yes***	143	**69.5**	***Yes***	143	**69.6**	***Yes***	141	**71.4**	***Yes***
Res 270 (Residential)	1	B	212	**68.7**	**70.9**	***Yes***	188	**69.3**	***Yes***	188	**69.4**	***Yes***	188	**69.4**	***Yes***	187	**70.6**	***Yes***
Res 271 (Residential)	1	B	365	**67.0**	**69.2**	***Yes***	341	**68.5**	***Yes***	341	**68.2**	***Yes***	341	**68.2**	***Yes***	341	**69.4**	***Yes***
Res 272 (Residential)	1	B	450	65.7	**68.0**	***Yes***	426	**67.8**	***Yes***	426	**67.6**	***Yes***	426	**67.8**	***Yes***	426	**68.5**	***Yes***
Res 273 (Residential)	1	B	223	**69.1**	**71.3**	***Yes***	196	**70.1**	***Yes***	196	**70.1**	***Yes***	199	**70.2**	***Yes***	193	**71.3**	***Yes***
Res 274 (Residential)	1	B	270	**68.4**	**70.7**	***Yes***	244	**69.7**	***Yes***	244	**69.6**	***Yes***	246	**69.8**	***Yes***	241	**70.9**	***Yes***
Res 275 (Residential)	1	B	425	**66.2**	**68.5**	***Yes***	401	**68.3**	***Yes***	401	**68.2**	***Yes***	401	**68.4**	***Yes***	399	**69.1**	***Yes***
Res 276 (Residential)	1	B	505	65.1	**67.4**	***Yes***	481	**67.3**	***Yes***	481	**67.3**	***Yes***	481	**67.3**	***Yes***	480	**68.1**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 277 (Residential)	1	B	252	**68.7**	**71.0**	***Yes***	222	**70.0**	***Yes***	222	**69.9**	***Yes***	226	**70.1**	***Yes***	218	**71.2**	***Yes***
Res 278 (Residential)	1	B	453	65.9	**68.2**	***Yes***	425	**68.1**	***Yes***	424	**68.2**	***Yes***	428	**68.1**	***Yes***	421	**69.0**	***Yes***
Res 279 (Residential)	1	B	446	**66.0**	**68.4**	***Yes***	415	**68.2**	***Yes***	415	**68.3**	***Yes***	420	**68.2**	***Yes***	412	**69.1**	***Yes***
Res 280 (Residential)	1	B	506	65.2	**67.6**	***Yes***	474	**67.6**	***Yes***	474	**67.5**	***Yes***	482	**67.5**	***Yes***	472	**68.3**	***Yes***
Res 281 (Residential)	1	B	305	**67.7**	**70.1**	***Yes***	276	**69.8**	***Yes***	276	**69.5**	***Yes***	285	**69.8**	***Yes***	274	**70.6**	***Yes***
Res 282 (Residential)	1	B	503	65.0	**67.4**	***Yes***	475	**67.5**	***Yes***	475	**67.3**	***Yes***	483	**67.4**	***Yes***	473	**68.1**	***Yes***
Res 283 (Residential)	1	B	318	**67.6**	**69.9**	***Yes***	292	**69.7**	***Yes***	292	**69.6**	***Yes***	300	**69.6**	***Yes***	290	**70.5**	***Yes***
Res 284 (Residential)	1	B	504	64.8	**67.2**	***Yes***	478	**67.2**	***Yes***	478	**67.1**	***Yes***	486	**67.1**	***Yes***	475	**67.9**	***Yes***
Res 285 (Residential)	1	B	162	**69.8**	**72.1**	***Yes***	141	**71.9**	***Yes***	141	**71.6**	***Yes***	148	**71.9**	***Yes***	137	**72.5**	***Yes***
Res 286 (Residential)	1	B	214	**68.9**	**71.3**	***Yes***	191	**71.1**	***Yes***	191	**70.7**	***Yes***	199	**70.9**	***Yes***	188	**71.7**	***Yes***
Res 287 (Residential)	1	B	71	**71.0**	**73.4**	***Yes***	60	**73.6**	***Yes***	60	**73.1**	***Yes***	65	**73.3**	***Yes***	54	**74.2**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 288 (Residential)	1	B	200	**69.2**	**71.6**	***Yes***	187	**71.5**	***Yes***	187	**71.2**	***Yes***	192	**71.3**	***Yes***	181	**72.1**	***Yes***
Church 289 (Church)	1	C	369	**66.7**	**69.1**	***Yes***	352	**69.1**	***Yes***	352	**68.8**	***Yes***	358	**68.9**	***Yes***	347	**69.8**	***Yes***
Res 290 (Residential)	1	B	92	**70.5**	**72.9**	***Yes***	87	**73.1**	***Yes***	87	**72.7**	***Yes***	90	**72.9**	***Yes***	78	**73.7**	***Yes***
Res 291 (Residential)	1	B	251	**68.4**	**70.8**	***Yes***	242	**70.9**	***Yes***	242	**70.6**	***Yes***	246	**70.7**	***Yes***	235	**71.5**	***Yes***
Res 292 (Residential)	1	B	169	**69.6**	**72.0**	***Yes***	165	**72.2**	***Yes***	165	**71.7**	***Yes***	168	**71.9**	***Yes***	156	**72.8**	***Yes***
Com 293 (Commercial)	1	F	224	68.6	71.0	No	221	71.3	No	216	70.9	No	218	71.0	No	202	71.7	No
Com 294 (Commercial)	1	F	104	70.0	72.1	No	73	69.3	No	73	70.6	No	80	69.7	No	ACQUIRED		
Com 295 (Restaurant)	1	E	245	68.9	**71.1**	***Yes***	188	67.9	No	188	70.8	No	203	69.2	No	ACQUIRED		
Com 296 (Commercial)	1	F	595	64.5	66.6	No	547	65.7	No	547	67.2	No	560	66.2	No	278	67.9	No
Com 297 (Commercial)	1	F	329	68.1	70.2	No	265	67.8	No	265	70.2	No	278	68.9	No	ACQUIRED		
Com 298 (Commercial)	1	F	806	61.6	63.7	No	779	63.3	No	779	64.7	No	793	63.6	No	282	65.3	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 299 (Commercial)	1	F	249	68.6	70.8	No	198	68.9	No	198	71.1	No	200	70.0	No	ACQUIRED		
Com 300 (Commercial)	1	F	341	66.1	68.3	No	366	67.3	No	366	69.2	No	363	67.9	No	ACQUIRED		
Com 301 (Commercial)	1	F	539	63.0	65.1	No	624	64.4	No	624	66.0	No	621	65.0	No	151	65.6	No
Com 302 (Commercial)	1	F	841	60.2	62.4	No	908	61.9	No	908	63.2	No	913	62.2	No	458	64.0	No
Res 303 (Residential)	1	B	202	**67.6**	**69.7**	***Yes***	235	**68.7**	***Yes***	235	**70.3**	***Yes***	232	**69.3**	***Yes***	ACQUIRED		
Res 304 (Residential)	1	B	182	**68.0**	**70.2**	***Yes***	200	**69.1**	***Yes***	200	**70.6**	***Yes***	198	**69.6**	***Yes***	ACQUIRED		
Res 305 (Residential)	1	B	147	**67.7**	**69.9**	***Yes***	201	**68.9**	***Yes***	201	**70.4**	***Yes***	200	**69.4**	***Yes***	ACQUIRED		
Res 306 (Residential)	1	B	125	**67.7**	**69.8**	***Yes***	186	**69.0**	***Yes***	186	**70.5**	***Yes***	185	**69.5**	***Yes***	ACQUIRED		
Com 307 (Commercial)	1	F	604	61.5	63.7	No	743	63.2	No	743	64.5	No	742	63.7	No	251	64.8	No
Com 308 (Commercial)	1	F	730	59.7	61.9	No	885	61.6	No	885	62.7	No	887	62.0	No	400	63.4	No
Com 309 (Commercial)	1	F	602	61.0	63.2	No	751	62.9	No	751	63.9	No	753	63.3	No	278	64.5	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 310 (Commercial)	1	F	539	61.9	64.0	No	668	63.9	No	668	64.7	No	672	64.3	No	217	65.5	No
Com 311 (Commercial)	1	F	401	63.7	65.9	No	493	65.7	No	493	66.6	No	497	66.2	No	71	68.1	No
Com 312 (Commercial)	1	F	41	71.4	73.5	No	81	73.8	No	103	73.8	No	101	74.0	No	37	74.6	No
School 313 (School)	1	C	351	**69.7**	**71.9**	***Yes***	395	**72.5**	***Yes***	416	**72.5**	***Yes***	414	**72.6**	***Yes***	351	**72.9**	***Yes***
Res 314 (Residential)	1	B	53	**71.1**	**73.3**	***Yes***	55	**73.6**	***Yes***	61	**73.6**	***Yes***	61	**72.9**	***Yes***	42	**74.7**	***Yes***
Res 315 (Residential)	1	B	61	**70.3**	**72.4**	***Yes***	76	**72.3**	***Yes***	75	**72.3**	***Yes***	77	**72.6**	***Yes***	56	**74.1**	***Yes***
Res 316 (Residential)	1	B	130	**69.2**	**71.3**	***Yes***	141	**71.5**	***Yes***	147	**71.5**	***Yes***	147	**72.0**	***Yes***	130	**72.8**	***Yes***
Res 317 (Residential)	1	B	196	**67.4**	**69.5**	***Yes***	208	**69.4**	***Yes***	220	**69.5**	***Yes***	219	**69.8**	***Yes***	186	**71.1**	***Yes***
Res 318 (Residential)	1	B	276	**66.8**	**68.9**	***Yes***	282	**68.5**	***Yes***	291	**68.7**	***Yes***	290	**69.1**	***Yes***	265	**70.6**	***Yes***
Res 319 (Residential)	1	B	284	65.6	**67.7**	***Yes***	303	**67.5**	***Yes***	317	**67.5**	***Yes***	316	**67.7**	***Yes***	275	**68.9**	***Yes***
Res 320 (Residential)	1	B	304	65.2	**67.4**	***Yes***	326	**67.2**	***Yes***	342	**67.2**	***Yes***	340	**67.4**	***Yes***	295	**68.6**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 321 (Residential)	1	B	339	64.7	**66.9**	***Yes***	365	**66.8**	***Yes***	381	**66.8**	***Yes***	379	**67.0**	***Yes***	330	**68.0**	***Yes***
Res 322 (Residential)	1	B	138	**69.7**	**71.8**	***Yes***	166	**71.5**	***Yes***	150	**71.7**	***Yes***	158	**72.3**	***Yes***	125	**72.9**	***Yes***
Res 323 (Residential)	1	B	270	**68.0**	**70.1**	***Yes***	289	**69.6**	***Yes***	282	**69.9**	***Yes***	286	**70.3**	***Yes***	261	**71.4**	***Yes***
Res 324 (Residential)	1	B	382	65.6	**67.7**	***Yes***	388	**67.3**	***Yes***	396	**67.4**	***Yes***	395	**67.7**	***Yes***	374	**69.5**	***Yes***
Res 325 (Residential)	1	B	429	62.9	65.0	No	445	64.7	No	458	64.7	No	457	65.3	No	419	**67.1**	***Yes***
Res 326 (Residential)	1	B	103	**71.3**	**73.4**	***Yes***	126	**72.8**	***Yes***	110	**72.6**	***Yes***	115	**73.9**	***Yes***	84	**74.2**	***Yes***
Res 327 (Residential)	1	B	206	**69.2**	**71.3**	***Yes***	236	**71.0**	***Yes***	220	**71.3**	***Yes***	227	**72.1**	***Yes***	193	**72.3**	***Yes***
Res 328 (Residential)	1	B	342	**67.2**	**69.3**	***Yes***	368	**68.7**	***Yes***	354	**69.1**	***Yes***	361	**69.6**	***Yes***	329	**70.9**	***Yes***
Res 329 (Residential)	1	B	282	**68.5**	**70.6**	***Yes***	305	**70.3**	***Yes***	289	**70.9**	***Yes***	294	**71.5**	***Yes***	263	**71.6**	***Yes***
Res 330 (Residential)	1	B	422	**66.3**	**68.4**	***Yes***	452	**68.1**	***Yes***	436	**68.4**	***Yes***	443	**68.9**	***Yes***	408	**70.1**	***Yes***
Res 331 (Residential)	1	B	170	**70.4**	**72.5**	***Yes***	161	**72.2**	***Yes***	147	**72.7**	***Yes***	147	**73.1**	***Yes***	122	**73.5**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 332 (Residential)	1	B	347	**67.7**	**69.7**	***Yes***	355	**69.6**	***Yes***	340	**70.5**	***Yes***	342	**70.9**	***Yes***	315	**71.1**	***Yes***
Res 333 (Residential)	1	B	440	65.2	**67.3**	***Yes***	461	**67.2**	***Yes***	446	**67.9**	***Yes***	449	**68.1**	***Yes***	420	**68.9**	***Yes***
Res 334 (Residential)	1	B	108	**71.6**	**73.7**	***Yes***	78	**73.7**	***Yes***	65	**73.7**	***Yes***	63	**74.3**	***Yes***	41	**72.6**	***Yes***
Res 335 (Residential)	1	B	397	**67.1**	**69.1**	***Yes***	387	**69.2**	***Yes***	374	**70.4**	***Yes***	374	**70.6**	***Yes***	349	**70.7**	***Yes***
Res 336 (Residential)	1	B	505	64.8	**66.9**	***Yes***	514	**66.9**	***Yes***	500	**67.5**	***Yes***	505	**67.8**	***Yes***	474	**68.5**	***Yes***
Res 337 (Residential)	1	B	153	**70.5**	**72.6**	***Yes***	118	**73.1**	***Yes***	104	**73.6**	***Yes***	101	**73.8**	***Yes***	83	**72.3**	***Yes***
Res 338 (Residential)	1	B	314	**68.4**	**70.4**	***Yes***	281	**71.0**	***Yes***	267	**71.9**	***Yes***	265	**72.0**	***Yes***	245	**72.0**	***Yes***
Res 339 (Residential)	1	B	446	**66.5**	**68.6**	***Yes***	417	**68.9**	***Yes***	404	**70.1**	***Yes***	401	**70.2**	***Yes***	381	**70.2**	***Yes***
Res 340 (Residential)	1	B	204	**69.7**	**71.7**	***Yes***	166	**72.6**	***Yes***	152	**73.0**	***Yes***	150	**73.2**	***Yes***	132	**73.3**	***Yes***
Res 341 (Residential)	1	B	342	**68.0**	**70.0**	***Yes***	305	**70.9**	***Yes***	291	**71.9**	***Yes***	288	**72.0**	***Yes***	271	**71.6**	***Yes***
Res 342 (Residential)	1	B	482	65.8	**67.8**	***Yes***	447	**68.2**	***Yes***	433	**69.6**	***Yes***	430	**69.7**	***Yes***	412	**69.7**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 343 (Residential)	1	B	106	**71.3**	**73.4**	***Yes***	65	**74.6**	***Yes***	52	**73.2**	***Yes***	51	**75.3**	***Yes***	32	**72.6**	***Yes***
Res 344 (Residential)	1	B	533	64.4	**66.5**	***Yes***	494	**66.9**	***Yes***	480	**68.3**	***Yes***	478	**68.4**	***Yes***	461	**68.7**	***Yes***
Res 345 (Residential)	1	B	130	**70.7**	**72.8**	***Yes***	86	**74.4**	***Yes***	74	**74.7**	***Yes***	73	**74.7**	***Yes***	54	**72.4**	***Yes***
Res 346 (Residential)	1	B	230	**69.2**	**71.3**	***Yes***	187	**72.9**	***Yes***	174	**73.0**	***Yes***	174	**73.1**	***Yes***	154	**73.0**	***Yes***
Church 347 (Church)	1	C	316	**68.0**	**70.0**	***Yes***	274	**71.6**	***Yes***	261	**72.1**	***Yes***	260	**72.3**	***Yes***	241	**71.8**	***Yes***
Com 348 (Commercial)	1	F	354	69.0	71.2	No	80	72.4	No	76	73.3	No	83	72.6	No	292	73.7	No
Com 349 (Commercial)	1	F	307	67.9	70.2	No	108	71.8	No	117	72.9	No	109	72.1	No	245	72.9	No
Com 350 (Commercial)	1	F	232	68.3	70.6	No	73	72.5	No	84	74.2	No	50	73.4	No	170	72.0	No
Com 351 (Commercial)	1	F	462	65.8	68.1	No	301	68.9	No	312	70.6	No	281	69.8	No	400	70.7	No
Com 352 (Commercial)	1	F	468	65.5	67.7	No	324	68.5	No	335	70.4	No	294	69.6	No	406	70.4	No
Com 353 (Commercial)	1	F	219	68.3	70.5	No	97	72.0	No	105	74.1	No	54	70.9	No	156	71.8	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 354 (Commercial)	1	F	279	67.5	69.7	No	175	70.5	No	181	72.9	No	126	71.0	No	212	71.2	No
Com 355 (Commercial)	1	F	532	64.5	66.6	No	438	67.0	No	443	69.5	No	388	68.5	No	460	69.2	No
Com 356 (Commercial)	1	F	154	69.2	71.3	No	84	70.0	No	82	73.2	No	49	72.2	No	64	72.3	No
Com 357 (Commercial)	1	F	131	69.8	71.6	No	63	70.5	No	59	71.9	No	48	71.9	No	24	72.8	No
Com 358 (Commercial)	1	F	326	67.3	69.0	No	254	69.9	No	254	71.4	No	249	71.3	No	211	70.2	No
Res 359 (Residential)	1	B	117	**71.1**	**72.0**	***Yes***	42	**72.9**	***Yes***	45	**72.9**	***Yes***	43	**72.9**	***Yes***	ACQUIRED		
Res 360 (Residential)	1	B	580	64.3	**66.2**	***Yes***	504	**67.6**	***Yes***	508	**68.1**	***Yes***	506	**68.2**	***Yes***	454	**68.1**	***Yes***
Res 361 (Residential)	4	B	557	65.5	**67.4**	***Yes***	478	**68.5**	***Yes***	485	**68.7**	***Yes***	484	**68.8**	***Yes***	424	**68.7**	***Yes***
Church 362 (Church)	1	C	94	**70.2**	**72.4**	***Yes***	152	**74.2**	***Yes***	146	**73.2**	***Yes***	147	**73.4**	***Yes***	122	**70.9**	***Yes***
Church 363 (Church)	1	C	166	**68.9**	**71.0**	***Yes***	235	**73.0**	***Yes***	227	**71.9**	***Yes***	229	**72.0**	***Yes***	204	**71.1**	***Yes***
Park 364 (Recreational)	1	C	316	**70.3**	**72.4**	***Yes***	257	**72.5**	***Yes***	257	**72.0**	***Yes***	257	**71.8**	***Yes***	289	**70.4**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 365 (Residential)	1	B	179	**72.5**	**74.6**	***Yes***	111	**73.2**	***Yes***	112	**73.8**	***Yes***	112	**72.7**	***Yes***	647	**72.6**	***Yes***
Res 366 (Residential)	1	B	235	**70.5**	**72.7**	***Yes***	167	**71.6**	***Yes***	167	**72.1**	***Yes***	168	**71.0**	***Yes***	687	**70.6**	***Yes***
Res 367 (Residential)	1	B	322	**68.7**	**70.8**	***Yes***	254	**70.4**	***Yes***	254	**70.7**	***Yes***	255	**69.5**	***Yes***	760	**69.1**	***Yes***
Res 368 (Residential)	1	B	420	**67.9**	**70.0**	***Yes***	351	**70.3**	***Yes***	353	**70.5**	***Yes***	354	**69.8**	***Yes***	858	**68.4**	***Yes***
Res 369 (Residential)	1	B	523	64.9	**67.0**	***Yes***	455	**67.9**	***Yes***	456	**68.4**	***Yes***	456	**67.5**	***Yes***	926	**66.1**	***Yes***
Res 370 (Residential)	1	B	284	**70.2**	**72.3**	***Yes***	217	**71.2**	***Yes***	223	**71.6**	***Yes***	225	**70.7**	***Yes***	795	**70.3**	***Yes***
Res 371 (Residential)	1	B	443	**67.4**	**69.6**	***Yes***	375	**69.8**	***Yes***	380	**70.1**	***Yes***	382	**69.3**	***Yes***	911	**68.0**	***Yes***
Res 372 (Residential)	1	B	281	**70.6**	**72.8**	***Yes***	221	**71.3**	***Yes***	233	**71.7**	***Yes***	236	**70.9**	***Yes***	840	**70.5**	***Yes***
Res 373 (Residential)	1	B	430	**67.1**	**69.2**	***Yes***	369	**69.5**	***Yes***	379	**69.7**	***Yes***	381	**69.0**	***Yes***	946	**67.6**	***Yes***
Res 374 (Residential)	1	B	145	**73.2**	**75.3**	***Yes***	96	**73.4**	***Yes***	120	**73.8**	***Yes***	125	**73.1**	***Yes***	801	**73.0**	***Yes***
Res 375 (Residential)	1	B	226	**70.6**	**72.7**	***Yes***	177	**71.2**	***Yes***	198	**71.7**	***Yes***	203	**71.0**	***Yes***	853	**70.5**	***Yes***

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 376 (Residential)	1	B	287	**69.4**	**71.5**	***Yes***	240	**70.2**	***Yes***	262	**70.5**	***Yes***	266	**69.7**	***Yes***	907	**69.4**	***Yes***
Res 377 (Residential)	1	B	425	**67.4**	**69.5**	***Yes***	372	**69.5**	***Yes***	387	**69.6**	***Yes***	390	**69.1**	***Yes***	977	**67.6**	***Yes***
Res 378 (Residential)	1	B	462	61.9	64.0	No	414	65.1	No	431	65.3	No	434	64.5	No	1,025	62.9	No
Res 379 (Residential)	1	B	534	62.0	64.1	No	460	**66.7**	***Yes***	475	**69.6**	***Yes***	479	65.9	No	1,055	64.0	No
Res 380 (Residential)	1	B	120	**73.0**	**75.1**	***Yes***	89	**73.3**	***Yes***	134	**73.7**	***Yes***	142	**73.3**	***Yes***	877	**72.9**	***Yes***
Res 381 (Residential)	1	B	181	**71.1**	**73.2**	***Yes***	152	**71.6**	***Yes***	197	**72.0**	***Yes***	204	**71.5**	***Yes***	924	**71.0**	***Yes***
Res 382 (Residential)	1	B	236	**70.1**	**72.2**	***Yes***	205	**70.7**	***Yes***	245	**71.1**	***Yes***	252	**70.6**	***Yes***	951	**70.0**	***Yes***
Res 383 (Residential)	1	B	429	**66.7**	**68.8**	***Yes***	404	**69.1**	***Yes***	444	**69.1**	***Yes***	451	**68.5**	***Yes***	1,112	**67.0**	***Yes***
Church 384 (Church)	1	C	489	65.5	**67.6**	***Yes***	465	**67.9**	***Yes***	505	**68.0**	***Yes***	511	**67.3**	***Yes***	1,161	65.8	No
Res 385 (Residential)	1	B	211	**70.4**	**72.5**	***Yes***	199	**70.9**	***Yes***	265	**71.2**	***Yes***	275	**70.8**	***Yes***	1,029	**70.2**	***Yes***
Res 386 (Residential)	1	B	132	**71.9**	**74.0**	***Yes***	129	**72.3**	***Yes***	214	**72.6**	***Yes***	225	**72.3**	***Yes***	1,024	**71.9**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 387 (Residential)	1	B	227	**69.9**	**71.9**	***Yes***	226	**70.5**	***Yes***	308	**70.8**	***Yes***	319	**70.3**	***Yes***	1,094	**69.6**	***Yes***
Res 388 (Residential)	1	B	188	**69.3**	**71.3**	***Yes***	220	**70.0**	***Yes***	340	**70.3**	***Yes***	355	**70.0**	***Yes***	1,189	**69.1**	***Yes***
Church 389 (Church)	1	C	409	**66.1**	**68.1**	***Yes***	438	**68.3**	***Yes***	540	**68.1**	***Yes***	552	**67.7**	***Yes***	1,319	**66.2**	***Yes***
Res 390 (Residential)	1	B	155	**69.7**	**71.6**	***Yes***	216	**70.3**	***Yes***	361	**70.5**	***Yes***	380	**70.2**	***Yes***	1,249	**69.4**	***Yes***
Res 391 (Residential)	1	B	327	**66.8**	**68.8**	***Yes***	390	**68.8**	***Yes***	523	**68.3**	***Yes***	539	**68.0**	***Yes***	1,362	**66.7**	***Yes***
Res 392 (Residential)	1	B	410	64.3	**66.4**	***Yes***	478	**66.9**	***Yes***	608	**66.7**	***Yes***	623	**66.2**	***Yes***	1,427	64.8	No
Res 393 (Residential)	1	B	35	**73.0**	**75.1**	***Yes***	118	**73.9**	***Yes***	290	**74.0**	***Yes***	313	**73.8**	***Yes***	1,234	**72.9**	***Yes***
Res 394 (Residential)	1	B	300	**67.1**	**69.0**	***Yes***	378	**69.0**	***Yes***	524	**68.4**	***Yes***	542	**68.1**	***Yes***	1,386	**66.9**	***Yes***
Res 395 (Residential)	1	B	163	65.4	**67.3**	***Yes***	255	**66.2**	***Yes***	425	**66.3**	***Yes***	446	**66.2**	***Yes***	1,342	65.2	No
Res 396 (Residential)	1	B	140	**69.7**	**71.6**	***Yes***	240	**70.5**	***Yes***	426	**70.6**	***Yes***	449	**70.4**	***Yes***	1,368	**69.3**	***Yes***
Res 397 (Residential)	1	B	357	**67.0**	**68.9**	***Yes***	458	**69.0**	***Yes***	628	**68.6**	***Yes***	648	**68.4**	***Yes***	1,515	**67.4**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 398 (Residential)	1	B	27	**70.1**	**72.2**	***Yes***	141	**72.6**	***Yes***	149	**71.2**	***Yes***	150	**71.5**	***Yes***	83	**70.3**	***Yes***
Res 399 (Residential)	1	B	30	**70.5**	**72.6**	***Yes***	125	**72.9**	***Yes***	133	**71.3**	***Yes***	134	**71.6**	***Yes***	65	**70.6**	***Yes***
Res 400 (Residential)	1	B	179	**67.2**	**69.3**	***Yes***	286	**70.4**	***Yes***	295	**70.1**	***Yes***	296	**70.3**	***Yes***	226	**68.5**	***Yes***
Res 401 (Residential)	1	B	38	**70.4**	**72.6**	***Yes***	122	**72.9**	***Yes***	130	**71.3**	***Yes***	131	**71.5**	***Yes***	61	**70.6**	***Yes***
Res 402 (Residential)	1	B	47	**70.4**	**72.5**	***Yes***	117	**73.0**	***Yes***	126	**71.2**	***Yes***	127	**71.5**	***Yes***	55	**70.7**	***Yes***
Res 403 (Residential)	1	B	209	**67.1**	**69.3**	***Yes***	288	**70.3**	***Yes***	297	**70.0**	***Yes***	298	**70.2**	***Yes***	225	**68.4**	***Yes***
Com 404 (Commercial)	1	F	339	65.8	68.0	No	419	69.0	No	428	68.6	No	430	68.9	No	355	67.5	No
Com 405 (Commercial)	1	F	78	70.1	72.3	No	87	72.0	No	95	71.0	No	99	71.4	No	14	71.2	No
Com 406 (Commercial)	1	F	530	64.7	66.8	No	543	68.1	No	552	67.2	No	555	67.6	No	469	67.1	No
Com 407 (Bar/Restaurant)	1	E	87	70.4	**72.6**	***Yes***	76	**72.1**	***Yes***	84	**71.1**	***Yes***	88	**71.4**	***Yes***	ACQUIRED		
Com 408 (Commercial)	1	F	185	69.4	71.5	No	153	71.3	No	159	69.9	No	164	70.3	No	78	70.3	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 409 (Residential)	1	B	132	**70.9**	**73.0**	***Yes***	89	**71.9**	***Yes***	94	**71.0**	***Yes***	100	**71.4**	***Yes***	ACQUIRED		
Com 410 (Commercial)	1	F	126	72.0	74.2	No	67	72.4	No	67	71.5	No	72	72.2	No	ACQUIRED		
Com 411 (Commercial)	1	F	554	65.4	67.5	No	494	68.4	No	494	66.8	No	498	67.9	No	374	67.6	No
Com 412 (Commercial)	1	F	174	67.4	69.5	No	107	68.7	No	107	64.3	No	106	68.3	No	ACQUIRED		
Com 413 (Commercial)	1	F	443	66.7	68.8	No	376	69.3	No	376	66.8	No	373	68.9	No	198	68.2	No
Com 414 (Commercial)	1	F	452	66.4	68.5	No	386	69.2	No	386	65.4	No	376	68.1	No	128	67.3	No
Com 415 (Office)	1	E	154	**72.8**	**74.9**	***Yes***	91	**73.2**	***Yes***	91	64.0	No	75	**73.2**	***Yes***	ACQUIRED		
Com 416 (Commercial)	1	F	454	66.2	68.3	No	391	69.0	No	391	64.8	No	376	68.0	No	70	66.8	No
Com 417 (Commercial)	1	F	469	65.6	67.8	No	407	68.7	No	407	64.6	No	389	67.7	No	38	66.4	No
Com 418 (Commercial)	1	F	615	63.7	65.8	No	553	67.1	No	553	64.7	No	534	66.9	No	143	65.1	No
Jail 419 (Jail)	1	C	523	62.5	64.6	No	476	**66.7**	***Yes***	483	65.4	No	440	**66.5**	***Yes***	ACQUIRED		

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Jail 420 (Jail)	1	C	265	64.1	**66.2**	***Yes***	246	**66.7**	***Yes***	219	**66.4**	***Yes***	209	**67.1**	***Yes***	455	**66.8**	***Yes***
Jail 421 (Jail)	1	C	110	**72.0**	**74.1**	***Yes***	139	**72.4**	***Yes***	39	**70.8**	***Yes***	48	**71.7**	***Yes***	736	**71.0**	***Yes***
Com 422 (Office)	1	E	407	61.8	63.9	No	393	66.2	No	359	65.6	No	353	66.5	No	386	64.0	No
Com 423 (Commercial)	1	F	791	59.8	61.9	No	740	64.6	No	692	64.4	No	697	65.2	No	215	61.3	No
Com 424 (Commercial)	1	F	970	58.8	60.9	No	921	63.5	No	836	63.5	No	849	64.1	No	177	60.5	No
Com 425 (Commercial)	1	F	1,211	57.3	59.4	No	1,162	62.4	No	1,053	62.1	No	1,038	62.8	No	48	60.0	No
Com 426 (Commercial)	1	F	411	61.8	63.9	No	420	66.2	No	349	65.8	No	356	66.5	No	475	65.6	No
Com 427 (Office)	1	E	430	62.3	64.5	No	450	66.3	No	357	65.9	No	368	66.6	No	509	66.0	No
Com 428 (Commercial)	1	F	492	62.8	64.9	No	523	66.4	No	402	65.9	No	415	66.9	No	518	66.0	No
Com 429 (Commercial)	1	F	1,334	56.4	58.5	No	1,403	61.0	No	1000	61.3	No	959	61.9	No	209	59.2	No
Com 430 (Office)	1	E	202	65.5	67.6	No	261	66.5	No	84	64.9	No	95	65.6	No	823	65.6	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 431 (Office)	1	E	279	66.7	68.9	No	337	68.2	No	158	66.4	No	169	66.8	No	772	66.8	No
Com 432 (Commercial)	1	F	352	65.7	67.8	No	413	68.1	No	222	65.6	No	230	66.2	No	740	66.2	No
Com 433 (Commercial)	1	F	448	63.5	65.6	No	501	66.5	No	326	65.6	No	335	65.7	No	644	65.7	No
Com 434 (Office)	1	E	265	67.6	69.7	No	334	68.7	No	105	66.8	No	108	67.5	No	880	67.3	No
Com 435 (Office)	1	E	218	68.7	70.8	No	284	69.5	No	29	67.7	No	ACQUIRED			973	68.2	No
Com 436 (Office)	1	E	223	68.5	70.6	No	281	69.3	No	ACQUIRED			ACQUIRED			1,019	67.9	No
Com 437 (Commercial)	1	F	319	66.6	68.7	No	379	68.2	No	95	66.0	No	82	66.7	No	951	66.1	No
Com 438 (Commercial)	1	F	19	74.3	76.4	No	82	75.0	No	ACQUIRED			ACQUIRED			1,120	74.0	No
Com 439 (Office)	1	E	139	70.1	**72.2**	***Yes***	188	70.4	No	ACQUIRED			ACQUIRED			1,108	69.3	No
Com 440 (Office)	1	E	180	68.9	**71.0**	***Yes***	219	69.4	No	ACQUIRED			ACQUIRED			1,106	68.2	No
Com 441 (Office)	1	E	276	67.0	69.1	No	309	68.2	No	ACQUIRED			ACQUIRED			1,067	66.5	No

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 442 (Government)	1	C	330	**66.2**	**68.3**	***Yes***	372	**67.8**	***Yes***	57	65.7	No	34	**66.5**	***Yes***	1,014	**66.0**	***Yes***
Com 443 (Commercial)	1	F	654	62.1	64.2	No	612	65.7	No	277	63.7	No	239	64.3	No	841	63.9	No
Com 444 (Office)	1	E	748	61.7	63.9	No	712	65.1	No	393	64.4	No	355	64.7	No	728	64.3	No
Com 445 (Commercial)	1	F	1,105	58.2	60.4	No	1,071	62.6	No	719	63.8	No	671	64.4	No	455	62.1	No
Com 446 (Commercial)	1	F	860	60.9	62.9	No	789	64.4	No	351	63.5	No	305	63.4	No	Alternatives A, B and B' Only		
Com 447 (Commercial)	1	F	300	66.4	68.4	No	310	67.4	No	ACQUIRED			ACQUIRED			Alternatives A, B and B' Only		
Com 448 (Commercial)	1	F	316	66.8	68.7	No	356	68.1	No	ACQUIRED			ACQUIRED			Alternatives A, B and B' Only		
Com 449 (Commercial)	1	F	243	68.3	70.3	No	292	69.3	No	ACQUIRED			ACQUIRED			Alternatives A, B and B' Only		
Com 450 (Commercial)	1	F	285	65.9	68.0	No	337	67.1	No	ACQUIRED			ACQUIRED			Alternatives A, B and B' Only		
Com 451 (Commercial)	1	F	345	63.9	66.0	No	353	66.1	No	ACQUIRED			ACQUIRED			Alternatives A, B and B' Only		
Com 452 (Commercial)	1	F	418	61.7	63.8	No	321	64.6	No	127	63.4	No	130	63.8	No	Alternatives A, B and B' Only		

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 453 (Commercial)	1	F	413	61.5	63.7	No	258	64.3	No	185	63.4	No	182	63.7	No	Alternatives A, B and B' Only		
Museum 454 (Maritime Museum)	1	C	176	65.4	**67.5**	***Yes***	74	**67.6**	***Yes***	636	**67.6**	***Yes***	620	**68.0**	***Yes***	Alternatives A, B and B' Only		
Com 455 (Office)	1	E	67	68.8	**71.0**	***Yes***	126	70.9	No	712	**71.2**	***Yes***	723	**71.4**	***Yes***	Alternatives A, B and B' Only		
Com 456 (Office)	1	E	100	68.1	70.2	No	170	70.3	No	755	70.5	No	764	70.7	No	Alternatives A, B and B' Only		
Com 457 (Office)	1	E	117	67.8	70.0	No	195	70.0	No	779	70.2	No	787	70.4	No	Alternatives A, B and B' Only		
Com 458 (Office)	1	E	153	67.1	69.3	No	247	69.3	No	830	69.5	No	836	69.7	No	Alternatives A, B and B' Only		
Com 459 (Restaurant)	1	E	240	66.2	68.3	No	406	68.1	No	985	68.2	No	988	68.4	No	Alternatives A, B and B' Only		
Com 460 (Office)	1	E	247	67.0	69.1	No	285	67.6	No	878	67.9	No	897	68.0	No	Alternatives A, B and B' Only		
Com 461 (Office)	1	E	330	66.7	68.8	No	367	67.0	No	960	67.2	No	978	67.4	No	Alternatives A, B and B' Only		
Com 462 (Motel)	1	E	356	65.3	67.4	No	415	66.3	No	1,003	66.4	No	1,015	66.6	No	Alternatives A, B and B' Only		
Com 463 (Office)	1	E	232	69.0	**71.2**	***Yes***	444	68.6	No	1,037	68.4	No	1,059	68.5	No	Alternatives A, B and B' Only		

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 464 (Office)	1	E	149	**72.0**	**74.2**	***Yes***	450	70.9	No	1,041	70.7	No	1,067	70.8	No	Alternatives A, B and B' Only		
Com 465 (Commercial)	1	F	3,030	58.6	58.6	No	Alternative C Only			Alternative C Only			Alternative C Only			259	57.1	No
Com 466 (Commercial)	1	F	1,930	58.6	58.6	No	Alternative C Only			Alternative C Only			Alternative C Only			58	60.6	No
Res 467 (Residential)	1	B	1,660	58.6	58.6	No	Alternative B Only			467	59.1	No	Alternative B Only			Alternative B Only		
Com 468 (Commercial)	1	F	785	58.6	58.6	No	Alternatives B and B' Only			71	61.2	No	199	62.2	No	Alternatives B and B' Only		
Com 469 (Commercial)	1	F	170	65.4	67.6	No	ACQUIRED			375	65.3	No	234	65.2	No	Alternatives B and B' Only		
Com 470 (Commercial)	1	F	500	58.6	58.6	No	68	64.4	No	Alternatives A and B' Only			406	65.5	No	Alternatives A and B' Only		
Com 471 (Commercial)	1	F	514	58.6	58.6	No	333	62.5	No	Alternative A Only			Alternative A Only			Alternative A Only		
Com 472 (Commercial)	1	C	434	**69.4**	**72.8**	***Yes***	317	**71.2**	***Yes***	458	**72.2**	***Yes***	317	**71.7**	***Yes***	406	**71.7**	***Yes***
Res 473 (Residential)	1	C	373	**71.2**	**73.3**	***Yes***	373	**73.6**	***Yes***	373	**73.9**	***Yes***	373	**73.6**	***Yes***	373	**73.3**	***Yes***
Res 474 (Residential)	2	C	407	**70.7**	**72.8**	***Yes***	407	**73.3**	***Yes***	407	**73.6**	***Yes***	407	**73.2**	***Yes***	407	**73.0**	***Yes***

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 475 (Recreational)	1	C	484	**69.5**	**71.6**	***Yes***	484	**71.9**	***Yes***	484	**71.9**	***Yes***	484	**71.9**	***Yes***	484	**71.9**	***Yes***
Res 476 (Recreational)	1	C	109	**71.3**	**72.6**	***Yes***	109	**74.6**	***Yes***	109	**74.6**	***Yes***	109	**74.6**	***Yes***	109	**74.6**	***Yes***
Res 477 (Recreational)	1	C	236	**73.5**	**74.6**	***Yes***	236	**75.3**	***Yes***	236	**75.3**	***Yes***	236	**75.3**	***Yes***	236	**75.3**	***Yes***
Res 478 (Recreational)	1	C	99	**75.3**	**77.4**	***Yes***	88	**76.4**	***Yes***	88	**76.4**	***Yes***	88	**76.4**	***Yes***	88	**76.4**	***Yes***
Res 5001 (Residential)	1	B	605	63.4	65.5	No	Alternative C Only			Alternative C Only			Alternative C Only			605	65.6	No
Res 5002 (Residential)	1	B	625	62.9	65.1	No	Alternative C Only			Alternative C Only			Alternative C Only			625	65.0	No
Res 5003 (Residential)	1	B	642	62.2	64.4	No	Alternative C Only			Alternative C Only			Alternative C Only			642	64.3	No
Res 5004 (Residential)	1	B	664	61.8	63.9	No	Alternative C Only			Alternative C Only			Alternative C Only			664	63.9	No
Res 5005 (Residential)	1	B	670	62.0	64.1	No	Alternative C Only			Alternative C Only			Alternative C Only			670	63.9	No
Res 5006 (Residential)	1	B	699	61.6	63.7	No	Alternative C Only			Alternative C Only			Alternative C Only			699	63.6	No
Res 5007 (Residential)	1	B	721	61.4	63.5	No	Alternative C Only			Alternative C Only			Alternative C Only			721	63.4	No
Res 5008 (Residential)	1	B	732	61.4	63.5	No	Alternative C Only			Alternative C Only			Alternative C Only			732	63.3	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5009 (Residential)	1	B	756	60.6	62.8	No	Alternative C Only			Alternative C Only			Alternative C Only			756	62.7	No
Res 5010 (Residential)	1	B	761	60.3	62.5	No	Alternative C Only			Alternative C Only			Alternative C Only			762	62.4	No
Res 5011 (Residential)	1	B	797	59.6	61.7	No	Alternative C Only			Alternative C Only			Alternative C Only			797	61.8	No
Res 5012 (Residential)	1	B	826	59.1	61.3	No	Alternative C Only			Alternative C Only			Alternative C Only			826	61.3	No
Res 5013 (Residential)	1	B	839	58.7	60.8	No	Alternative C Only			Alternative C Only			Alternative C Only			839	60.9	No
Res 5014 (Residential)	1	B	866	57.9	60.0	No	Alternative C Only			Alternative C Only			Alternative C Only			866	60.4	No
Res 5015 (Residential)	1	B	881	57.6	59.8	No	Alternative C Only			Alternative C Only			Alternative C Only			881	60.3	No
Res 5016 (Residential)	1	B	910	57.2	59.3	No	Alternative C Only			Alternative C Only			Alternative C Only			910	59.7	No
Res 5017 (Residential)	1	B	935	56.5	58.6	No	Alternative C Only			Alternative C Only			Alternative C Only			936	59.2	No
Res 5018 (Residential)	1	B	946	56.1	58.3	No	Alternative C Only			Alternative C Only			Alternative C Only			946	59.2	No
Res 5019 (Residential)	1	B	973	55.7	57.8	No	Alternative C Only			Alternative C Only			Alternative C Only			973	58.8	No
Res 5020 (Residential)	1	B	977	55.3	57.4	No	Alternative C Only			Alternative C Only			Alternative C Only			976	58.6	No
Res 5021 (Residential)	1	B	1,008	55.2	57.3	No	Alternative C Only			Alternative C Only			Alternative C Only			1,008	58.4	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5022 (Residential)	1	B	1,016	55.1	57.2	No	Alternative C Only			Alternative C Only			Alternative C Only			1,016	58.2	No
Res 5023 (Residential)	1	B	1,048	55.1	57.3	No	Alternative C Only			Alternative C Only			Alternative C Only			1,048	58.1	No
Res 5024 (Residential)	1	B	1,074	54.7	56.8	No	Alternative C Only			Alternative C Only			Alternative C Only			1,074	57.6	No
Res 5025 (Residential)	1	B	753	59.0	61.1	No	Alternative C Only			Alternative C Only			Alternative C Only			753	61.0	No
Res 5026 (Residential)	1	B	809	59.5	61.7	No	Alternative C Only			Alternative C Only			Alternative C Only			809	61.6	No
Res 5027 (Residential)	1	B	921	55.3	57.4	No	Alternative C Only			Alternative C Only			Alternative C Only			921	57.3	No
Res 5028 (Residential)	1	B	953	54.8	57.0	No	Alternative C Only			Alternative C Only			Alternative C Only			953	57.0	No
Res 5029 (Residential)	1	B	975	54.5	56.7	No	Alternative C Only			Alternative C Only			Alternative C Only			975	56.7	No
Res 5030 (Residential)	1	B	1,007	54.1	56.3	No	Alternative C Only			Alternative C Only			Alternative C Only			1,007	56.4	No
Res 5031 (Residential)	1	B	1,025	53.8	55.9	No	Alternative C Only			Alternative C Only			Alternative C Only			1,025	56.2	No
Res 5032 (Residential)	1	B	1,054	53.3	55.5	No	Alternative C Only			Alternative C Only			Alternative C Only			1,055	55.8	No
Res 5033 (Residential)	1	B	851	59.6	61.7	No	Alternative C Only			Alternative C Only			Alternative C Only			851	61.8	No
Res 5034 (Residential)	1	B	971	56.0	58.1	No	Alternative C Only			Alternative C Only			Alternative C Only			971	58.0	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5035 (Residential)	1	B	904	59.3	61.4	No	Alternative C Only			Alternative C Only			Alternative C Only			904	61.5	No
Res 5036 (Residential)	1	B	942	59.0	61.2	No	Alternative C Only			Alternative C Only			Alternative C Only			942	61.2	No
Res 5037 (Residential)	1	B	994	58.5	60.7	No	Alternative C Only			Alternative C Only			Alternative C Only			994	60.7	No
Playground 5038 (Recreation)	1	C	917	58.8	61.0	No	Alternative C Only			Alternative C Only			Alternative C Only			917	61.0	No
Res 5039 (Residential)	1	B	1,022	58.1	60.3	No	Alternative C Only			Alternative C Only			Alternative C Only			1,022	60.4	No
Res 5040 (Residential)	1	B	1,018	58.0	60.2	No	Alternative C Only			Alternative C Only			Alternative C Only			1,018	60.3	No
Res 5041 (Residential)	1	B	1,017	57.7	59.9	No	Alternative C Only			Alternative C Only			Alternative C Only			1,017	60.0	No
Res 5042 (Residential)	1	B	1,023	57.4	59.5	No	Alternative C Only			Alternative C Only			Alternative C Only			1,023	59.6	No
Res 5043 (Residential)	1	B	1,030	57.1	59.2	No	Alternative C Only			Alternative C Only			Alternative C Only			1,030	59.2	No
Res 5044 (Residential)	1	B	1,045	56.7	58.8	No	Alternative C Only			Alternative C Only			Alternative C Only			1,045	58.8	No
Res 5045 (Residential)	1	B	1,043	56.0	58.2	No	Alternative C Only			Alternative C Only			Alternative C Only			1,043	58.2	No
Com 5046 (Commercial)	1	F	505	62.5	64.7	No	Alternative C Only			Alternative C Only			Alternative C Only			505	64.3	No
Res 5047 (Residential)	1	B	512	60.6	62.8	No	Alternative C Only			Alternative C Only			Alternative C Only			512	62.5	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 5048 Commercial)	1	F	575	61.0	63.1	No	Alternative C Only			Alternative C Only			Alternative C Only			575	63.0	No
Res 5049 (Residential)	1	B	479	60.3	62.4	No	Alternative C Only			Alternative C Only			Alternative C Only			479	62.8	No
Res 5050 (Residential)	1	B	593	59.4	61.5	No	Alternative C Only			Alternative C Only			Alternative C Only			593	62.2	No
Res 5051 (Residential)	1	B	515	59.7	61.9	No	Alternative C Only			Alternative C Only			Alternative C Only			516	64.5	No
Res 5052 (Residential)	1	B	633	57.7	59.9	No	Alternative C Only			Alternative C Only			Alternative C Only			632	62.6	No
Res 5053 (Residential)	1	B	719	57.2	59.3	No	Alternative C Only			Alternative C Only			Alternative C Only			720	61.6	No
Res 5054 (Residential)	1	B	533	58.9	61.1	No	Alternative C Only			Alternative C Only			Alternative C Only			533	63.4	No
Res 5055 (Residential)	1	B	553	58.8	61.0	No	Alternative C Only			Alternative C Only			Alternative C Only			554	62.5	No
Res 5056 (Residential)	1	B	574	59.2	61.4	No	Alternative C Only			Alternative C Only			Alternative C Only			575	62.3	No
Res 5057 (Residential)	1	B	655	56.4	58.5	No	Alternative C Only			Alternative C Only			Alternative C Only			655	59.6	No
Res 5058 (Residential)	1	B	794	55.5	57.7	No	Alternative C Only			Alternative C Only			Alternative C Only			794	59.3	No
Res 5059 (Residential)	1	B	586	59.6	61.8	No	Alternative C Only			Alternative C Only			Alternative C Only			586	62.4	No
Res 5060 (Residential)	1	B	704	56.2	58.4	No	Alternative C Only			Alternative C Only			Alternative C Only			704	59.4	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5061 (Residential)	1	B	822	54.6	56.7	No	Alternative C Only			Alternative C Only			Alternative C Only			822	58.1	No
Res 5062 (Residential)	1	B	600	60.0	62.1	No	Alternative C Only			Alternative C Only			Alternative C Only			600	62.6	No
Res 5063 (Residential)	1	B	718	56.3	58.5	No	Alternative C Only			Alternative C Only			Alternative C Only			719	59.3	No
Res 5064 (Residential)	1	B	872	55.3	57.5	No	Alternative C Only			Alternative C Only			Alternative C Only			872	58.3	No
Res 5065 (Residential)	1	B	495	63.3	65.4	No	Alternative C Only			Alternative C Only			Alternative C Only			495	65.4	No
Res 5066 (Residential)	1	B	525	62.7	64.9	No	Alternative C Only			Alternative C Only			Alternative C Only			526	64.9	No
Res 5067 (Residential)	1	B	562	62.2	64.3	No	Alternative C Only			Alternative C Only			Alternative C Only			563	64.4	No
Res 5068 (Residential)	1	B	601	61.6	63.7	No	Alternative C Only			Alternative C Only			Alternative C Only			601	63.8	No
Res 5069 (Residential)	1	B	622	61.1	63.3	No	Alternative C Only			Alternative C Only			Alternative C Only			622	63.3	No
Res 5070 (Residential)	1	B	645	60.6	62.7	No	Alternative C Only			Alternative C Only			Alternative C Only			645	62.9	No
Res 5071 (Residential)	1	B	695	59.9	62.0	No	Alternative C Only			Alternative C Only			Alternative C Only			695	62.2	No
Res 5072 (Residential)	1	B	740	58.9	61.1	No	Alternative C Only			Alternative C Only			Alternative C Only			740	61.1	No
Res 5073 (Residential)	1	B	780	57.9	60.0	No	Alternative C Only			Alternative C Only			Alternative C Only			781	60.3	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5074 (Residential)	1	B	795	57.3	59.5	No	Alternative C Only			Alternative C Only			Alternative C Only			796	60.0	No
Res 5075 (Residential)	1	B	833	56.7	58.8	No	Alternative C Only			Alternative C Only			Alternative C Only			833	59.3	No
Res 5076 (Residential)	1	B	870	56.4	58.6	No	Alternative C Only			Alternative C Only			Alternative C Only			871	58.8	No
Res 5077 (Residential)	1	B	902	55.8	57.9	No	Alternative C Only			Alternative C Only			Alternative C Only			902	58.3	No
Res 5078 (Residential)	1	B	504	62.5	64.7	No	Alternative C Only			Alternative C Only			Alternative C Only			505	64.6	No
Res 5079 (Residential)	1	B	528	61.7	63.8	No	Alternative C Only			Alternative C Only			Alternative C Only			528	63.6	No
Res 5080 (Residential)	1	B	567	60.4	62.6	No	Alternative C Only			Alternative C Only			Alternative C Only			567	62.3	No
Res 5081 (Residential)	1	B	593	59.7	61.8	No	Alternative C Only			Alternative C Only			Alternative C Only			593	61.5	No
Res 5082 (Residential)	1	B	625	59.0	61.1	No	Alternative C Only			Alternative C Only			Alternative C Only			625	60.9	No
Res 5083 (Residential)	1	B	565	60.5	62.6	No	Alternative C Only			Alternative C Only			Alternative C Only			565	62.6	No
Res 5084 (Residential)	1	B	610	59.8	62.0	No	Alternative C Only			Alternative C Only			Alternative C Only			610	61.9	No
Res 5085 (Residential)	1	B	649	58.8	61.0	No	Alternative C Only			Alternative C Only			Alternative C Only			649	61.0	No
Res 5086 (Residential)	1	B	683	58.0	60.2	No	Alternative C Only			Alternative C Only			Alternative C Only			683	60.2	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5087 (Residential)	1	B	697	57.4	59.6	No	Alternative C Only			Alternative C Only			Alternative C Only			698	59.6	No
Res 5088 (Residential)	1	B	512	63.9	**66.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			512	65.9	No
Res 5089 (Residential)	1	B	557	62.6	64.7	No	Alternative C Only			Alternative C Only			Alternative C Only			558	64.6	No
Res 5090 (Residential)	1	B	530	61.3	63.5	No	Alternative C Only			Alternative C Only			Alternative C Only			530	63.5	No
Res 5091 (Residential)	1	B	554	60.9	63.0	No	Alternative C Only			Alternative C Only			Alternative C Only			555	63.0	No
Res 5092 (Residential)	1	B	593	60.2	62.3	No	Alternative C Only			Alternative C Only			Alternative C Only			593	62.3	No
Res 5093 (Residential)	1	B	623	59.6	61.8	No	Alternative C Only			Alternative C Only			Alternative C Only			623	61.8	No
Res 5094 (Residential)	1	B	661	59.0	61.1	No	Alternative C Only			Alternative C Only			Alternative C Only			661	61.2	No
Res 5095 (Residential)	1	B	714	58.1	60.2	No	Alternative C Only			Alternative C Only			Alternative C Only			714	60.3	No
Res 5096 (Residential)	1	B	736	57.6	59.8	No	Alternative C Only			Alternative C Only			Alternative C Only			736	59.9	No
Res 5097 (Residential)	1	B	753	57.3	59.4	No	Alternative C Only			Alternative C Only			Alternative C Only			754	59.6	No
Res 5098 (Residential)	1	B	796	56.7	58.8	No	Alternative C Only			Alternative C Only			Alternative C Only			796	58.9	No
Res 5099 (Residential)	1	B	825	56.6	58.7	No	Alternative C Only			Alternative C Only			Alternative C Only			825	58.9	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5100 (Residential)	1	B	838	56.3	58.5	No	Alternative C Only			Alternative C Only			Alternative C Only			839	58.6	No
Res 5101 (Residential)	1	B	872	56.9	59.0	No	Alternative C Only			Alternative C Only			Alternative C Only			873	59.1	No
Res 5102 (Residential)	1	B	918	56.7	58.8	No	Alternative C Only			Alternative C Only			Alternative C Only			918	59.0	No
Res 5103 (Residential)	1	B	956	56.2	58.3	No	Alternative C Only			Alternative C Only			Alternative C Only			956	58.4	No
Res 5104 (Residential)	1	B	1,024	53.5	55.6	No	Alternative C Only			Alternative C Only			Alternative C Only			1,024	55.8	No
Res 5105 (Residential)	1	B	1,050	55.6	57.7	No	Alternative C Only			Alternative C Only			Alternative C Only			1,050	57.7	No
Res 5106 (Residential)	1	B	512	61.6	63.8	No	Alternative C Only			Alternative C Only			Alternative C Only			512	64.0	No
Res 5107 (Residential)	1	B	535	60.9	63.1	No	Alternative C Only			Alternative C Only			Alternative C Only			534	63.3	No
Res 5108 (Residential)	1	B	571	60.2	62.4	No	Alternative C Only			Alternative C Only			Alternative C Only			571	62.6	No
Res 5109 (Residential)	1	B	600	59.5	61.7	No	Alternative C Only			Alternative C Only			Alternative C Only			600	61.8	No
Res 5110 (Residential)	1	B	660	58.6	60.7	No	Alternative C Only			Alternative C Only			Alternative C Only			660	60.9	No
Res 5111 (Residential)	1	B	665	58.2	60.4	No	Alternative C Only			Alternative C Only			Alternative C Only			665	60.6	No
Res 5112 (Residential)	1	B	715	57.5	59.6	No	Alternative C Only			Alternative C Only			Alternative C Only			715	59.9	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5113 (Residential)	1	B	759	56.9	59.0	No	Alternative C Only			Alternative C Only			Alternative C Only			759	59.4	No
Res 5114 (Residential)	1	B	781	56.5	58.7	No	Alternative C Only			Alternative C Only			Alternative C Only			782	59.0	No
Res 5115 (Residential)	1	B	821	56.1	58.2	No	Alternative C Only			Alternative C Only			Alternative C Only			821	58.5	No
Res 5116 (Residential)	1	B	859	55.5	57.7	No	Alternative C Only			Alternative C Only			Alternative C Only			859	58.1	No
Res 5117 (Residential)	1	B	895	55.2	57.3	No	Alternative C Only			Alternative C Only			Alternative C Only			895	57.8	No
Res 5118 (Residential)	1	B	922	54.8	57.0	No	Alternative C Only			Alternative C Only			Alternative C Only			923	57.4	No
Res 5119 (Residential)	1	B	953	54.4	56.6	No	Alternative C Only			Alternative C Only			Alternative C Only			953	57.0	No
Res 5120 (Residential)	1	B	991	54.1	56.2	No	Alternative C Only			Alternative C Only			Alternative C Only			991	56.6	No
Res 5121 (Residential)	1	B	1,029	53.7	55.8	No	Alternative C Only			Alternative C Only			Alternative C Only			1,029	56.2	No
Res 5122 (Residential)	1	B	1,059	53.4	55.5	No	Alternative C Only			Alternative C Only			Alternative C Only			1,060	55.8	No
Res 5123 (Residential)	1	B	527	62.8	64.9	No	Alternative C Only			Alternative C Only			Alternative C Only			527	65.2	No
Res 5124 (Residential)	1	B	576	61.0	63.2	No	Alternative C Only			Alternative C Only			Alternative C Only			576	63.4	No
Res 5125 (Residential)	1	B	620	59.6	61.8	No	Alternative C Only			Alternative C Only			Alternative C Only			620	62.0	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5126 (Residential)	1	B	715	57.5	59.7	No	Alternative C Only			Alternative C Only			Alternative C Only			715	59.8	No
Res 5127 (Residential)	1	B	757	56.8	58.9	No	Alternative C Only			Alternative C Only			Alternative C Only			757	59.2	No
Res 5128 (Residential)	1	B	781	56.4	58.6	No	Alternative C Only			Alternative C Only			Alternative C Only			781	58.8	No
Res 5129 (Residential)	1	B	811	56.0	58.1	No	Alternative C Only			Alternative C Only			Alternative C Only			811	58.3	No
Res 5130 (Residential)	1	B	879	55.3	57.5	No	Alternative C Only			Alternative C Only			Alternative C Only			879	57.5	No
Res 5131 (Residential)	1	B	979	54.7	56.8	No	Alternative C Only			Alternative C Only			Alternative C Only			979	56.6	No
Res 5132 (Residential)	1	B	1,022	54.3	56.5	No	Alternative C Only			Alternative C Only			Alternative C Only			1,023	56.2	No
Res 5133 (Residential)	1	B	1,065	53.9	56.1	No	Alternative C Only			Alternative C Only			Alternative C Only			1,065	55.8	No
Res 5134 (Residential)	1	B	501	63.4	65.5	No	501	65.0	No	501	65.0	No	501	65.4	No	501	65.4	No
Res 5135 (Residential)	1	B	539	62.5	64.7	No	539	64.2	No	539	64.2	No	539	64.6	No	539	64.7	No
Res 5136 (Residential)	1	B	551	62.2	64.3	No	551	63.8	No	551	63.8	No	551	64.2	No	551	64.3	No
Res 5137 (Residential)	1	B	579	61.6	63.7	No	579	63.4	No	579	63.4	No	579	63.7	No	579	63.8	No
Res 5138 (Residential)	1	B	619	60.9	63.1	No	619	62.7	No	619	62.7	No	619	63.1	No	619	63.3	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5139 (Residential)	1	B	677	59.9	62.1	No	677	61.6	No	677	61.6	No	677	62.0	No	677	62.2	No
Res 5140 (Residential)	1	B	762	58.5	60.6	No	762	60.2	No	762	60.2	No	762	60.6	No	762	60.9	No
Res 5141 (Residential)	1	B	800	57.5	59.6	No	800	59.3	No	800	59.3	No	800	59.5	No	800	59.9	No
Res 5142 (Residential)	1	B	914	56.0	58.1	No	914	57.9	No	914	57.8	No	914	58.1	No	914	58.5	No
Res 5143 (Residential)	1	B	949	55.5	57.7	No	949	57.4	No	949	57.4	No	949	57.6	No	949	58.1	No
Res 5144 (Residential)	1	B	1,021	55.2	57.4	No	1,021	57.2	No	1,021	57.2	No	1,021	57.3	No	1,021	57.8	No
Res 5145 (Residential)	1	B	579	61.4	63.6	No	579	63.2	No	579	63.3	No	579	63.3	No	579	63.6	No
Res 5146 (Residential)	1	B	603	60.6	62.8	No	603	62.5	No	603	62.6	No	603	62.7	No	603	62.9	No
Res 5147 (Residential)	1	B	636	60.1	62.2	No	636	62.0	No	636	62.0	No	636	62.2	No	636	62.4	No
Res 5148 (Residential)	1	B	697	60.0	62.1	No	697	61.7	No	697	61.7	No	697	61.9	No	697	62.1	No
Res 5149 (Residential)	1	B	722	59.6	61.8	No	722	61.4	No	722	61.4	No	722	61.5	No	722	61.8	No
Res 5150 (Residential)	1	B	745	59.2	61.3	No	745	60.9	No	745	60.9	No	745	61.1	No	745	61.3	No
Res 5151 (Residential)	1	B	790	58.6	60.7	No	790	60.3	No	790	60.3	No	790	60.5	No	790	60.7	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5152 (Residential)	1	B	768	58.2	60.4	No	768	60.1	No	768	60.0	No	768	60.1	No	768	60.4	No
Res 5153 (Residential)	1	B	870	56.8	59.0	No	870	58.7	No	870	58.6	No	870	58.8	No	870	59.0	No
Res 5154 (Residential)	1	B	908	56.3	58.5	No	908	58.2	No	908	58.0	No	908	58.3	No	908	58.5	No
Res 5155 (Residential)	1	B	939	55.8	58.0	No	939	57.7	No	939	57.6	No	939	57.8	No	939	58.1	No
Res 5156 (Residential)	1	B	974	55.4	57.5	No	974	57.2	No	974	57.1	No	974	57.3	No	974	57.6	No
Res 5157 (Residential)	1	B	1,014	55.0	57.1	No	1,014	56.8	No	1,014	56.7	No	1,014	56.9	No	1,014	57.2	No
Res 5158 (Residential)	1	B	489	62.5	64.6	No	489	64.4	No	489	64.6	No	489	64.5	No	489	64.7	No
Res 5159 (Residential)	1	B	582	62.6	64.7	No	582	64.3	No	582	64.4	No	582	64.5	No	582	64.7	No
Res 5160 (Residential)	1	B	595	62.3	64.5	No	595	64.3	No	595	64.2	No	595	64.3	No	595	64.4	No
Res 5161 (Residential)	1	B	885	58.7	60.9	No	885	60.5	No	885	60.4	No	885	60.7	No	885	60.8	No
Res 5162 (Residential)	1	B	962	57.3	59.4	No	962	59.1	No	962	59.0	No	962	59.3	No	962	59.5	No
Res 5163 (Residential)	1	B	1,030	56.7	58.9	No	1,030	58.5	No	1,030	58.4	No	1,030	58.6	No	1,030	58.9	No
Res 5164 (Residential)	1	B	1,055	56.3	58.4	No	1,055	58.1	No	1,055	58.0	No	1,055	58.1	No	1,055	58.5	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5165 (Residential)	1	B	917	58.6	60.8	No	917	60.4	No	917	60.3	No	917	60.5	No	917	60.7	No
Res 5166 (Residential)	1	B	1,001	56.6	58.8	No	1,001	58.4	No	1,001	58.4	No	1,001	58.6	No	1,001	58.8	No
Res 5167 (Residential)	1	B	1,031	54.5	56.6	No	1,031	56.4	No	1,031	56.3	No	1,031	56.5	No	1,031	56.7	No
Res 5168 (Residential)	1	B	510	62.8	64.9	No	510	64.8	No	510	64.9	No	510	64.8	No	510	64.9	No
Res 5169 (Residential)	1	B	595	61.6	63.8	No	595	63.6	No	595	63.7	No	595	63.6	No	595	63.7	No
Church 5170 (Church)	1	C	869	58.4	60.5	No	869	60.3	No	869	60.3	No	869	60.3	No	869	60.6	No
Res 5171 (Residential)	1	B	605	61.7	63.9	No	612	63.7	No	610	63.8	No	612	63.7	No	594	63.9	No
Res 5172 (Residential)	1	B	759	59.7	61.8	No	755	61.8	No	755	61.9	No	755	61.8	No	746	62.1	No
Res 5173 (Residential)	1	B	610	59.9	62.1	No	615	61.9	No	614	62.0	No	615	61.9	No	601	62.2	No
Res 5174 (Residential)	1	B	630	58.9	61.0	No	634	60.9	No	633	60.8	No	634	60.8	No	622	61.2	No
Res 5175 (Residential)	1	B	659	59.0	61.1	No	662	60.9	No	661	60.7	No	662	61.2	No	653	61.3	No
Res 5176 (Residential)	1	B	834	56.8	58.9	No	838	59.0	No	837	58.9	No	839	58.9	No	825	59.3	No
Daycare 5177 (Daycare)	1	C	1,011	56.6	58.8	No	1,011	58.7	No	1,011	58.7	No	1,011	58.6	No	1,004	59.1	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5178 (Residential)	1	B	683	58.6	60.8	No	686	60.5	No	685	60.2	No	686	60.7	No	679	60.7	No
Res 5179 (Residential)	1	B	854	56.4	58.6	No	858	58.4	No	857	58.5	No	858	58.4	No	846	59.0	No
Res 5180 (Residential)	1	B	715	58.0	60.1	No	716	60.0	No	716	59.9	No	716	60.1	No	712	60.2	No
Res 5181 (Residential)	1	B	867	55.8	58.0	No	870	57.8	No	869	57.8	No	870	58.0	No	860	58.4	No
Res 5182 (Residential)	1	B	758	57.3	59.5	No	758	59.5	No	758	59.4	No	759	59.5	No	755	59.6	No
Res 5183 (Residential)	1	B	849	55.5	57.6	No	852	57.6	No	852	57.4	No	852	57.6	No	843	57.9	No
Res 5184 (Residential)	1	B	907	55.8	57.9	No	911	57.7	No	910	57.7	No	911	57.9	No	900	58.2	No
Res 5185 (Residential)	1	B	639	62.7	64.9	No	628	64.8	No	631	64.9	No	631	64.8	No	628	64.8	No
Res 5186 (Residential)	1	B	697	58.5	60.6	No	688	60.8	No	689	60.8	No	689	60.8	No	688	61.0	No
Res 5187 (Residential)	1	B	718	57.8	59.9	No	708	60.1	No	710	60.0	No	710	60.0	No	708	60.3	No
Res 5188 (Residential)	1	B	798	56.9	59.1	No	797	59.1	No	797	59.0	No	797	59.0	No	797	59.5	No
Res 5189 (Residential)	1	B	827	56.9	59.1	No	826	59.1	No	826	59.0	No	826	59.1	No	826	59.5	No
Res 5190 (Residential)	1	B	862	55.5	57.7	No	862	57.7	No	862	57.6	No	862	57.6	No	861	57.9	No

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5191 (Residential)	1	B	897	55.4	57.6	No	898	57.5	No	897	57.4	No	898	57.5	No	895	57.8	No
Res 5192 (Residential)	1	B	936	55.3	57.5	No	937	57.4	No	937	57.4	No	937	57.4	No	933	57.7	No
Res 5193 (Residential)	1	B	590	64.0	**66.2**	***Yes***	578	**66.2**	***Yes***	582	**66.2**	***Yes***	582	**66.2**	***Yes***	578	**66.3**	***Yes***
Res 5194 (Residential)	1	B	676	61.6	63.8	No	665	63.6	No	668	63.7	No	668	63.7	No	665	63.7	No
Res 5195 (Residential)	1	B	586	64.4	**66.6**	***Yes***	574	**66.5**	***Yes***	578	**66.5**	***Yes***	578	**66.5**	***Yes***	574	**66.6**	***Yes***
Res 5196 (Residential)	1	B	545	**67.2**	**69.4**	***Yes***	531	**69.7**	***Yes***	535	**69.6**	***Yes***	535	**69.6**	***Yes***	531	**69.7**	***Yes***
Res 5197 (Residential)	1	B	628	63.7	65.9	No	615	65.9	No	620	65.8	No	620	65.9	No	615	**66.0**	***Yes***
Res 5198 (Residential)	1	B	612	**67.1**	**69.4**	***Yes***	599	**69.6**	***Yes***	603	**69.6**	***Yes***	603	**69.6**	***Yes***	599	**69.7**	***Yes***
Res 5199 (Residential)	1	B	723	62.3	64.5	No	709	64.5	No	714	64.4	No	714	64.4	No	709	64.6	No
Res 5200 (Residential)	1	B	794	58.4	60.6	No	782	60.5	No	786	60.4	No	786	60.4	No	782	60.6	No
Res 5201 (Residential)	1	B	841	58.4	60.6	No	830	60.6	No	833	60.6	No	833	60.6	No	830	60.6	No
Res 5202 (Residential)	1	B	868	58.1	60.2	No	858	60.2	No	860	60.2	No	860	60.2	No	858	60.3	No
Res 5203 (Residential)	1	B	869	58.0	60.1	No	859	60.1	No	861	60.1	No	861	60.1	No	859	60.2	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5204 (Residential)	1	B	921	57.2	59.3	No	911	59.4	No	913	59.4	No	913	59.3	No	911	59.5	No
Res 5205 (Residential)	1	B	950	56.6	58.7	No	943	58.7	No	944	58.7	No	944	58.7	No	943	59.0	No
Res 5206 (Residential)	1	B	753	62.0	64.1	No	739	64.2	No	744	64.0	No	744	64.1	No	739	64.3	No
Res 5207 (Residential)	1	B	788	61.7	63.8	No	774	63.9	No	779	63.7	No	779	63.7	No	774	63.9	No
Res 5208 (Residential)	1	B	872	57.8	59.9	No	859	60.0	No	863	59.9	No	863	59.9	No	859	60.1	No
Res 5209 (Residential)	1	B	930	55.3	57.5	No	918	57.5	No	922	57.5	No	922	57.3	No	918	57.7	No
Res 5210 (Residential)	1	B	956	55.3	57.4	No	945	57.3	No	948	57.4	No	948	57.3	No	945	57.5	No
Res 5211 (Residential)	1	B	996	55.0	57.1	No	985	57.0	No	988	57.1	No	988	57.0	No	985	57.3	No
Res 5212 (Residential)	1	B	824	61.2	63.4	No	810	63.4	No	815	63.3	No	815	63.3	No	810	63.6	No
Res 5213 (Residential)	1	B	909	57.5	59.7	No	896	59.7	No	901	59.7	No	901	59.6	No	896	59.9	No
Res 5214 (Residential)	1	B	854	61.0	63.1	No	839	63.2	No	844	63.0	No	844	63.0	No	839	63.3	No
Res 5215 (Residential)	1	B	954	57.3	59.5	No	940	59.4	No	945	59.4	No	945	59.3	No	940	59.6	No
Res 5216 (Residential)	1	B	879	60.7	62.9	No	864	62.9	No	869	62.8	No	869	62.8	No	864	63.0	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5217 (Residential)	1	B	980	57.1	59.2	No	966	59.2	No	971	59.1	No	971	59.1	No	966	59.3	No
Com 5218 (Commercial)	1	F	717	66.5	68.8	No	708	69.1	No	711	69.1	No	711	69.1	No	708	69.1	No
Res 5219 (Residential)	1	B	794	62.5	64.7	No	783	64.8	No	787	64.7	No	787	64.8	No	783	64.9	No
Res 5220 (Residential)	1	B	836	61.6	63.8	No	823	63.9	No	827	63.8	No	827	63.8	No	823	64.0	No
Res 5221 (Residential)	1	B	912	60.4	62.6	No	898	62.6	No	902	62.5	No	902	62.6	No	898	62.8	No
Church 5222 (Church)	1	C	580	62.6	64.7	No	567	64.8	No	568	64.9	No	568	64.9	No	567	65.0	No
Com 5223 (Commercial)	1	F	724	65.7	67.9	No	714	67.9	No	716	67.9	No	716	67.9	No	714	68.0	No
Res 5224 (Residential)	1	B	888	61.7	63.8	No	880	63.9	No	883	63.9	No	883	63.9	No	880	64.0	No
Res 5225 (Residential)	1	B	938	60.7	62.8	No	928	62.8	No	933	62.8	No	932	62.9	No	929	63.0	No
Res 5226 (Residential)	1	B	956	60.3	62.5	No	946	62.4	No	950	62.4	No	950	62.4	No	946	62.6	No
Res 5227 (Residential)	1	B	984	59.8	61.9	No	972	62.0	No	976	61.9	No	976	61.9	No	972	62.1	No
Res 5228 (Residential)	1	B	1,025	59.4	61.5	No	1,015	61.5	No	1,019	61.5	No	1,019	61.5	No	1,015	61.7	No
Res 5229 (Residential)	1	B	576	62.4	64.5	No	563	64.7	No	564	64.6	No	564	64.8	No	564	64.8	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5230 (Residential)	1	B	613	62.2	64.4	No	600	64.5	No	601	64.5	No	601	64.6	No	601	64.6	No
Res 5231 (Residential)	1	B	649	62.3	64.5	No	636	64.5	No	637	64.5	No	637	64.6	No	636	64.6	No
Res 5232 (Residential)	1	B	719	62.0	64.2	No	706	64.2	No	707	64.3	No	707	64.3	No	706	64.3	No
Fire Station 5233 (Fire Station)	1	C	937	63.9	**66.2**	***Yes***	926	**66.1**	***Yes***	929	**66.1**	***Yes***	940	**66.1**	***Yes***	927	**66.2**	***Yes***
Res 5234 (Residential)	1	B	506	63.3	65.4	No	494	65.8	No	494	65.6	No	494	65.8	No	494	65.8	No
Res 5235 (Residential)	1	B	546	62.5	64.7	No	534	64.9	No	534	64.8	No	534	65.0	No	534	64.9	No
Res 5236 (Residential)	1	B	583	62.0	64.1	No	571	64.3	No	571	64.2	No	571	64.4	No	571	64.4	No
Res 5237 (Residential)	1	B	622	61.4	63.6	No	610	63.7	No	610	63.6	No	610	63.8	No	610	63.8	No
Res 5238 (Residential)	1	B	651	61.2	63.3	No	639	63.3	No	639	63.2	No	639	63.4	No	639	63.4	No
Res 5239 (Residential)	1	B	684	60.9	63.0	No	672	63.0	No	672	62.9	No	672	63.1	No	672	63.1	No
Res 5240 (Residential)	1	B	703	60.8	63.0	No	691	63.0	No	691	62.9	No	691	63.1	No	691	63.1	No
Res 5241 (Residential)	1	B	795	60.9	63.1	No	783	63.1	No	783	63.3	No	783	63.3	No	783	63.2	No
Com 5242 (Commercial)	1	F	891	64.7	67.0	No	878	67.0	No	879	67.1	No	879	67.0	No	878	67.1	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5243 (Residential)	1	B	560	61.6	63.8	No	548	64.2	No	548	64.2	No	548	64.1	No	548	64.1	No
Res 5244 (Residential)	1	B	594	60.4	62.6	No	582	62.7	No	582	63.3	No	582	63.3	No	582	62.6	No
Res 5245 (Residential)	1	B	636	59.4	61.5	No	624	61.4	No	624	62.5	No	624	62.4	No	624	61.4	No
Res 5246 (Residential)	1	B	668	58.7	60.9	No	656	60.7	No	656	62.0	No	656	61.9	No	656	60.7	No
Res 5247 (Residential)	1	B	702	58.1	60.3	No	690	60.2	No	690	61.4	No	690	61.3	No	690	60.2	No
Res 5248 (Residential)	1	B	740	57.8	59.9	No	728	59.7	No	728	61.1	No	728	61.0	No	728	59.8	No
Res 5249 (Residential)	1	B	770	57.7	59.8	No	758	59.6	No	758	60.9	No	758	60.8	No	758	59.7	No
Res 5250 (Residential)	1	B	843	59.4	61.6	No	831	61.5	No	831	62.0	No	831	61.8	No	831	61.6	No
Res 5251 (Residential)	1	B	864	59.4	61.6	No	852	61.6	No	852	61.9	No	852	61.7	No	852	61.7	No
Com 5252 (Commercial)	1	F	974	63.0	65.2	No	961	65.2	No	963	65.1	No	962	65.1	No	961	65.2	No
Com 5253 (Commercial)	1	F	1,031	62.0	64.3	No	1,019	64.2	No	1,019	64.3	No	1,019	64.2	No	1,019	64.3	No
Res 5254 (Residential)	1	B	562	62.1	64.2	No	550	64.7	No	551	65.4	No	551	65.4	No	551	64.8	No
Res 5255 (Residential)	1	B	587	61.7	63.9	No	575	64.3	No	575	65.0	No	575	64.9	No	575	64.4	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5256 (Residential)	1	B	665	60.9	63.1	No	653	63.4	No	653	63.9	No	653	63.7	No	653	63.4	No
Res 5257 (Residential)	1	B	701	60.3	62.4	No	689	62.8	No	689	63.4	No	689	63.3	No	689	62.8	No
Res 5258 (Residential)	1	B	731	59.7	61.9	No	719	62.2	No	719	63.0	No	719	62.8	No	719	62.2	No
Res 5259 (Residential)	1	B	826	58.6	60.8	No	814	61.0	No	814	62.0	No	814	61.8	No	814	61.1	No
Res 5260 (Residential)	1	B	517	64.4	**66.6**	***Yes***	493	**66.4**	***Yes***	493	**66.3**	***Yes***	493	**66.9**	***Yes***	493	**66.8**	***Yes***
Res 5261 (Residential)	1	B	530	64.3	**66.5**	***Yes***	506	**66.3**	***Yes***	506	**66.3**	***Yes***	506	**66.7**	***Yes***	506	**66.6**	***Yes***
Res 5262 (Residential)	1	B	544	64.1	**66.3**	***Yes***	521	**66.1**	***Yes***	520	**66.1**	***Yes***	520	**66.5**	***Yes***	521	**66.5**	***Yes***
Res 5263 (Residential)	1	B	554	64.0	**66.3**	***Yes***	531	**66.0**	***Yes***	530	**66.1**	***Yes***	530	**66.4**	***Yes***	532	**66.4**	***Yes***
Res 5264 (Residential)	1	B	660	61.5	63.7	No	636	64.0	No	636	63.9	No	636	64.2	No	636	64.1	No
Res 5265 (Residential)	1	B	669	60.5	62.7	No	645	63.1	No	645	63.0	No	645	63.0	No	645	63.0	No
Res 5266 (Residential)	1	B	682	59.5	61.7	No	658	61.9	No	658	61.8	No	658	61.7	No	658	61.8	No
Res 5267 (Residential)	1	B	700	59.6	61.9	No	676	61.7	No	676	61.7	No	676	61.6	No	676	61.9	No
Res 5268 (Residential)	1	B	710	59.3	61.5	No	686	61.3	No	686	61.2	No	686	61.0	No	686	61.4	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5269 (Residential)	1	B	786	59.4	61.6	No	762	61.9	No	762	62.1	No	762	62.0	No	762	62.2	No
Res 5270 (Residential)	1	B	798	57.4	59.6	No	774	60.0	No	774	60.1	No	774	59.6	No	774	59.9	No
Res 5271 (Residential)	1	B	811	56.4	58.6	No	787	58.6	No	787	58.8	No	787	58.1	No	787	58.7	No
Res 5272 (Residential)	1	B	825	55.7	58.0	No	801	57.9	No	801	58.1	No	801	57.3	No	801	58.2	No
Res 5273 (Residential)	1	B	837	56.2	58.4	No	813	58.2	No	813	58.5	No	813	57.5	No	813	58.7	No
Res 5274 (Residential)	1	B	585	63.7	65.9	No	562	65.7	No	561	65.7	No	561	**66.0**	***Yes***	563	**66.0**	***Yes***
Res 5275 (Residential)	1	B	605	63.0	65.2	No	582	65.1	No	581	65.1	No	581	65.4	No	583	65.3	No
Res 5276 (Residential)	1	B	634	61.9	64.1	No	611	64.0	No	610	63.9	No	610	64.3	No	612	64.3	No
Res 5277 (Residential)	1	B	652	61.1	63.2	No	629	63.2	No	628	63.2	No	628	63.6	No	630	63.6	No
Res 5278 (Residential)	1	B	726	59.2	61.4	No	703	61.5	No	702	61.6	No	702	61.5	No	703	61.7	No
Res 5279 (Residential)	1	B	777	58.6	60.8	No	753	61.1	No	753	61.0	No	753	61.1	No	753	61.3	No
Res 5280 (Residential)	1	B	798	58.1	60.2	No	774	60.3	No	774	60.4	No	774	60.4	No	774	60.6	No
Res 5281 (Residential)	1	B	864	57.1	59.3	No	840	59.3	No	840	59.4	No	840	58.8	No	840	59.7	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5282 (Residential)	1	B	887	57.0	59.2	No	863	59.3	No	863	59.5	No	863	58.9	No	863	59.8	No
Res 5283 (Residential)	1	B	911	57.2	59.4	No	887	59.4	No	887	59.7	No	887	59.1	No	887	59.9	No
Res 5284 (Residential)	1	B	932	57.5	59.7	No	908	59.7	No	908	59.9	No	908	59.4	No	908	60.1	No
Res 5285 (Residential)	1	B	532	63.7	65.9	No	508	65.5	No	508	65.4	No	508	65.6	No	508	**66.0**	***Yes***
Res 5286 (Residential)	1	B	583	63.1	65.3	No	559	65.1	No	559	65.0	No	559	65.0	No	559	65.4	No
Res 5287 (Residential)	1	B	664	62.2	64.4	No	640	64.4	No	640	64.3	No	640	64.4	No	640	64.7	No
Res 5288 (Residential)	1	B	701	61.1	63.3	No	678	63.5	No	677	63.5	No	677	63.4	No	678	63.8	No
Res 5289 (Residential)	1	B	742	59.6	61.8	No	719	61.9	No	718	61.9	No	718	61.9	No	719	62.5	No
Res 5290 (Residential)	1	B	786	58.4	60.6	No	763	60.7	No	762	60.7	No	762	60.5	No	763	61.2	No
Res 5291 (Residential)	1	B	833	57.3	59.5	No	810	59.7	No	809	59.7	No	809	59.4	No	811	60.2	No
Res 5292 (Residential)	1	B	865	56.9	59.1	No	841	59.4	No	841	59.4	No	841	59.0	No	842	59.9	No
Res 5293 (Residential)	1	B	942	56.9	59.1	No	919	59.3	No	918	59.4	No	918	59.1	No	920	59.8	No
Res 5294 (Residential)	1	B	976	57.2	59.4	No	953	59.7	No	952	59.7	No	952	59.4	No	954	60.0	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5295 (Residential)	1	B	1,029	57.3	59.5	No	1,005	59.8	No	1,005	59.9	No	1,005	59.4	No	1,005	60.1	No
Res 5296 (Residential)	1	B	1,049	57.2	59.4	No	1,026	59.7	No	1,025	59.8	No	1,025	59.3	No	1,026	60.1	No
Res 5297 (Residential)	1	B	547	63.2	65.5	No	523	65.2	No	523	65.4	No	635	65.2	No	523	65.9	No
Res 5298 (Residential)	1	B	602	62.4	64.7	No	578	64.4	No	578	64.6	No	692	64.4	No	578	65.0	No
Res 5299 (Residential)	1	B	731	61.6	63.9	No	707	63.6	No	707	63.6	No	847	63.5	No	707	64.1	No
Res 5300 (Residential)	1	B	788	60.5	62.8	No	764	62.8	No	764	62.8	No	901	62.6	No	764	63.1	No
Res 5301 (Residential)	1	B	832	59.6	61.9	No	808	61.6	No	808	61.6	No	955	61.7	No	808	62.2	No
Res 5302 (Residential)	1	B	885	58.6	60.9	No	861	60.8	No	861	60.7	No	1,006	60.7	No	861	61.2	No
Res 5303 (Residential)	1	B	924	58.0	60.3	No	900	60.3	No	900	60.2	No	1,056	60.0	No	900	60.7	No
Res 5304 (Residential)	1	B	1,016	57.2	59.5	No	992	59.7	No	992	59.5	No	1,149	59.3	No	992	60.0	No
Res 5305 (Residential)	1	B	555	63.0	65.3	No	531	65.2	No	531	65.4	No	569	65.3	No	530	**66.0**	***Yes***
Res 5306 (Residential)	1	B	592	62.0	64.4	No	568	64.2	No	568	64.3	No	611	64.3	No	567	65.0	No
Res 5307 (Residential)	1	B	638	61.2	63.5	No	614	63.3	No	614	63.5	No	663	63.4	No	614	64.1	No

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5308 (Residential)	1	B	663	60.8	63.1	No	639	63.0	No	639	63.1	No	691	63.0	No	639	63.8	No
Res 5309 (Residential)	1	B	793	60.6	62.9	No	769	63.1	No	769	62.9	No	835	62.9	No	769	63.6	No
Res 5310 (Residential)	1	B	829	59.3	61.6	No	805	61.7	No	805	61.7	No	878	61.6	No	805	62.1	No
Res 5311 (Residential)	1	B	867	58.0	60.3	No	843	60.6	No	843	60.6	No	919	60.4	No	843	60.9	No
Res 5312 (Residential)	1	B	915	57.0	59.4	No	891	59.7	No	891	59.6	No	974	59.4	No	891	60.0	No
Res 5313 (Residential)	1	B	965	56.4	58.7	No	941	59.1	No	941	59.0	No	1,028	58.9	No	941	59.4	No
Res 5314 (Residential)	1	B	570	64.4	**66.7**	***Yes***	542	**66.8**	***Yes***	542	**66.7**	***Yes***	546	**66.7**	***Yes***	538	**67.5**	***Yes***
Res 5315 (Residential)	1	B	727	59.6	62.1	No	702	62.2	No	702	62.0	No	716	61.9	No	700	63.1	No
Res 5316 (Residential)	1	B	850	58.8	61.2	No	826	61.3	No	826	61.2	No	851	61.2	No	825	62.0	No
Res 5317 (Residential)	1	B	997	56.2	58.6	No	973	58.9	No	973	58.7	No	1,022	58.7	No	973	59.5	No
Res 5318 (Residential)	1	B	763	60.5	62.9	No	737	63.1	No	737	63.0	No	744	62.9	No	734	63.8	No
Res 5319 (Residential)	1	B	862	59.0	61.4	No	838	61.5	No	838	61.5	No	853	61.5	No	836	62.2	No
Res 5320 (Residential)	1	B	983	57.0	59.4	No	959	59.7	No	959	59.6	No	992	59.6	No	959	60.2	No

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5321 (Residential)	1	B	1,016	57.2	59.5	No	992	59.9	No	992	59.9	No	1,018	59.8	No	991	60.4	No
Res 5322 (Residential)	1	B	618	63.4	65.7	No	588	65.7	No	588	65.7	No	597	65.6	No	991	**66.4**	***Yes***
Res 5323 (Residential)	1	B	685	62.2	64.5	No	653	64.5	No	653	64.5	No	659	64.5	No	991	65.3	No
Res 5324 (Residential)	1	B	737	61.0	63.3	No	705	63.4	No	705	63.4	No	711	63.5	No	991	64.1	No
Res 5325 (Residential)	1	B	769	60.6	62.9	No	739	63.0	No	739	63.0	No	744	63.0	No	991	63.7	No
Res 5326 (Residential)	1	B	768	60.6	63.0	No	741	63.2	No	741	63.1	No	745	63.1	No	991	63.9	No
Res 5327 (Residential)	1	B	815	59.9	62.3	No	787	62.5	No	787	62.4	No	792	62.4	No	991	63.0	No
Res 5328 (Residential)	1	B	916	59.1	61.4	No	890	61.8	No	890	61.5	No	895	61.5	No	887	62.1	No
Res 5329 (Residential)	1	B	959	58.7	61.0	No	934	61.7	No	934	61.1	No	942	61.4	No	931	61.8	No
Res 5330 (Residential)	1	B	995	58.5	60.8	No	971	61.4	No	971	61.1	No	980	61.1	No	968	61.7	No
Res 5331 (Residential)	1	B	530	63.7	**66.0**	***Yes***	510	**66.0**	***Yes***	510	**66.0**	***Yes***	517	**66.0**	***Yes***	506	**66.5**	***Yes***
Res 5332 (Residential)	1	B	573	63.4	65.7	No	551	65.7	No	551	65.6	No	558	65.6	No	547	**66.2**	***Yes***
Res 5333 (Residential)	1	B	681	62.0	64.4	No	657	64.6	No	657	64.3	No	665	64.5	No	655	65.3	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5334 (Residential)	1	B	719	60.3	62.7	No	694	62.8	No	694	62.5	No	703	62.6	No	692	63.5	No
Res 5335 (Residential)	1	B	791	57.8	60.2	No	766	60.2	No	766	60.1	No	774	60.1	No	763	60.9	No
Res 5336 (Residential)	1	B	853	57.2	59.6	No	827	59.5	No	827	59.5	No	835	59.3	No	825	60.3	No
Res 5337 (Residential)	1	B	960	58.3	60.6	No	933	61.2	No	933	60.8	No	942	60.8	No	931	61.6	No
Res 5338 (Residential)	1	B	573	63.3	65.7	No	565	**66.2**	***Yes***	565	65.7	No	567	65.8	No	549	**66.9**	***Yes***
Res 5339 (Residential)	1	B	711	63.2	65.5	No	703	**66.0**	***Yes***	703	65.5	No	705	65.6	No	686	**66.4**	***Yes***
Res 5340 (Residential)	1	B	849	61.4	63.7	No	844	64.1	No	841	63.8	No	844	63.8	No	824	64.7	No
Res 5341 (Residential)	1	B	999	60.1	62.4	No	978	62.9	No	978	62.6	No	985	62.7	No	974	63.5	No
Res 5342 (Residential)	1	B	536	65.1	**67.4**	***Yes***	535	**67.9**	***Yes***	529	**67.6**	***Yes***	531	**67.6**	***Yes***	511	**68.4**	***Yes***
Res 5343 (Residential)	1	B	708	64.6	**66.9**	***Yes***	707	**67.4**	***Yes***	700	**67.1**	***Yes***	703	**67.1**	***Yes***	683	**67.7**	***Yes***
Res 5344 (Residential)	1	B	820	64.4	**66.6**	***Yes***	819	**67.1**	***Yes***	813	**66.9**	***Yes***	815	**66.9**	***Yes***	794	**67.4**	***Yes***
Res 5345 (Residential)	1	B	549	63.7	65.8	No	560	65.7	No	570	65.7	No	569	**66.3**	***Yes***	538	**67.4**	***Yes***
Res 5346 (Residential)	1	B	802	60.2	62.3	No	827	63.0	No	843	63.2	No	841	63.4	No	793	64.6	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5347 (Residential)	1	B	538	64.4	**66.5**	***Yes***	562	**66.4**	***Yes***	549	**66.5**	***Yes***	556	**66.9**	***Yes***	525	**68.1**	***Yes***
Res 5348 (Residential)	1	B	712	61.9	64.0	No	727	64.4	No	739	64.2	No	738	64.9	No	702	65.9	No
Res 5349 (Residential)	1	B	726	61.3	63.4	No	746	63.9	No	760	64.1	No	759	64.5	No	717	65.4	No
Res 5350 (Residential)	1	B	786	60.7	62.8	No	808	63.4	No	823	63.6	No	821	63.8	No	777	64.9	No
Res 5351 (Residential)	1	B	600	63.4	65.5	No	631	65.5	No	614	65.7	No	622	**66.1**	***Yes***	587	**67.4**	***Yes***
Res 5352 (Residential)	1	B	728	62.5	64.6	No	755	64.8	No	741	64.8	No	748	65.5	No	716	**66.4**	***Yes***
Res 5353 (Residential)	1	B	647	62.3	64.4	No	671	64.4	No	656	64.9	No	660	65.2	No	630	**66.8**	***Yes***
Res 5354 (Residential)	1	B	671	62.2	64.3	No	691	64.4	No	677	64.8	No	679	65.1	No	651	**66.7**	***Yes***
Res 5355 (Residential)	1	B	783	62.0	64.0	No	813	64.4	No	797	64.5	No	803	65.1	No	769	**66.1**	***Yes***
Res 5356 (Residential)	1	B	585	64.2	**66.3**	***Yes***	572	**66.4**	***Yes***	560	**67.0**	***Yes***	558	**67.4**	***Yes***	536	**67.9**	***Yes***
Res 5357 (Residential)	1	B	730	62.1	64.2	No	736	64.4	No	723	64.8	No	722	65.2	No	698	**66.4**	***Yes***
Res 5358 (Residential)	1	B	858	61.5	63.6	No	876	64.3	No	862	64.5	No	863	65.0	No	836	65.7	No
Res 5359 (Residential)	1	B	656	63.9	65.9	No	624	**66.2**	***Yes***	611	**66.7**	***Yes***	615	**67.2**	***Yes***	589	**67.6**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5360 (Residential)	1	B	646	63.8	65.8	No	634	**66.2**	***Yes***	620	**67.1**	***Yes***	651	**67.4**	***Yes***	600	**67.6**	***Yes***
Res 5361 (Residential)	1	B	818	61.9	63.9	No	799	64.5	No	785	64.9	No	787	65.4	No	763	**66.1**	***Yes***
Res 5362 (Residential)	1	B	910	61.3	63.3	No	918	64.1	No	905	64.6	No	904	64.8	No	881	65.5	No
Res 5363 (Residential)	1	B	909	60.1	62.2	No	927	62.9	No	940	63.2	No	939	63.4	No	899	64.4	No
Res 5364 (Residential)	1	B	921	59.9	62.0	No	940	62.7	No	953	63.1	No	952	63.3	No	911	64.3	No
Res 5365 (Residential)	1	B	942	59.7	61.7	No	962	62.4	No	976	62.8	No	975	62.9	No	932	64.1	No
Res 5366 (Residential)	1	B	956	59.5	61.5	No	977	62.2	No	992	62.6	No	990	62.8	No	947	64.0	No
Res 5367 (Residential)	1	B	959	60.0	62.1	No	976	62.8	No	988	63.1	No	987	63.3	No	949	64.3	No
Res 5368 (Residential)	1	B	971	59.8	61.9	No	989	62.6	No	1,002	62.9	No	1,000	63.1	No	961	64.2	No
Res 5369 (Residential)	1	B	992	59.5	61.6	No	1,011	62.3	No	1,024	62.7	No	1,023	62.9	No	983	64.0	No
Res 5370 (Residential)	1	B	1,003	59.3	61.4	No	1,023	62.1	No	1,036	62.5	No	1,035	62.7	No	994	63.8	No
Res 5371 (Residential)	1	B	925	60.9	62.9	No	953	63.7	No	938	63.9	No	946	64.2	No	912	65.1	No
Res 5372 (Residential)	1	B	974	60.5	62.6	No	989	63.3	No	986	63.6	No	992	63.8	No	961	64.7	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5373 (Residential)	1	B	937	60.8	62.9	No	966	63.6	No	950	63.9	No	959	64.2	No	924	65.0	No
Res 5374 (Residential)	1	B	988	60.4	62.5	No	1,008	63.3	No	1,000	63.6	No	1,007	63.8	No	975	64.7	No
Res 5375 (Residential)	1	B	1,008	60.4	62.4	No	1,037	63.2	No	1,021	63.6	No	1,029	63.8	No	994	64.6	No
Res 5376 (Residential)	1	B	1,022	60.2	62.3	No	1,050	63.1	No	1,035	63.4	No	1,043	63.6	No	1,009	64.5	No
Res 5377 (Residential)	1	B	1,051	60.0	62.0	No	1,069	62.8	No	1,063	63.2	No	1,070	63.4	No	1,038	64.3	No
Res 5378 (Residential)	1	B	1,067	59.8	61.8	No	1,080	62.6	No	1,080	63.0	No	1,087	63.2	No	1,055	64.2	No
Res 5379 (Residential)	1	B	1,046	60.2	62.2	No	1,076	63.0	No	1,059	63.5	No	1,066	63.6	No	1,032	64.5	No
Res 5380 (Residential)	1	B	1,063	60.0	62.0	No	1,094	62.8	No	1,077	63.3	No	1,085	63.4	No	1,050	64.3	No
Res 5381 (Residential)	1	B	1,090	59.7	61.7	No	1,120	62.5	No	1,103	63.0	No	1,112	63.1	No	1,077	64.1	No
Res 5382 (Residential)	1	B	1,107	59.5	61.6	No	1,135	62.3	No	1,120	62.8	No	1,129	63.0	No	1,094	64.0	No
Res 5383 (Residential)	1	B	580	64.0	65.9	No	637	**66.7**	***Yes***	625	**67.3**	***Yes***	763	**67.4**	***Yes***	605	**67.4**	***Yes***
Res 5384 (Residential)	1	B	672	63.4	65.4	No	715	65.9	No	702	**66.7**	***Yes***	876	**66.9**	***Yes***	682	**67.0**	***Yes***
Res 5385 (Residential)	1	B	835	61.9	63.9	No	862	64.7	No	849	65.3	No	1,089	65.6	No	829	65.8	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5386 (Residential)	1	B	1,095	59.3	61.4	No	1,099	62.2	No	1,085	62.9	No	987	63.0	No	1,070	64.1	No
Res 5387 (Residential)	1	B	931	61.2	63.2	No	973	64.0	No	960	64.7	No	1,138	64.8	No	940	65.0	No
Res 5388 (Residential)	1	B	653	63.3	65.2	No	732	65.9	No	721	**66.5**	***Yes***	721	**66.6**	***Yes***	700	**66.6**	***Yes***
Res 5389 (Residential)	1	B	801	62.1	64.1	No	867	64.9	No	855	65.5	No	854	65.7	No	834	65.8	No
Res 5390 (Residential)	1	B	918	61.2	63.1	No	983	63.8	No	971	64.6	No	969	64.7	No	950	64.9	No
Res 5391 (Residential)	1	B	928	60.9	62.8	No	1,000	63.6	No	988	64.4	No	987	64.5	No	968	64.8	No
Res 5392 (Residential)	1	B	505	64.8	**66.7**	***Yes***	588	**67.5**	***Yes***	578	**68.0**	***Yes***	578	**68.0**	***Yes***	557	**67.7**	***Yes***
Res 5393 (Residential)	1	B	556	64.5	**66.4**	***Yes***	636	**67.2**	***Yes***	627	**67.6**	***Yes***	627	**67.6**	***Yes***	604	**67.4**	***Yes***
Res 5394 (Residential)	1	B	676	63.0	64.9	No	760	65.8	No	750	**66.3**	***Yes***	750	**66.3**	***Yes***	729	**66.3**	***Yes***
Res 5395 (Residential)	1	B	824	61.6	63.6	No	907	64.2	No	897	65.0	No	897	65.0	No	875	65.3	No
Res 5396 (Residential)	1	B	934	60.6	62.5	No	1,015	63.3	No	1,003	64.1	No	1,003	64.1	No	983	64.6	No
Res 5397 (Residential)	1	B	949	60.3	62.2	No	1,032	63.0	No	1,021	63.8	No	1,021	63.8	No	1,000	64.3	No
Church 5398 (Church)	1	C	681	63.2	65.1	No	763	65.9	No	754	**66.3**	***Yes***	755	**66.3**	***Yes***	731	**66.2**	***Yes***

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Church 5399 (Church)	1	C	962	59.6	61.5	No	1,044	62.5	No	1,035	63.2	No	1,036	63.1	No	1,012	63.9	No
Res 5400 (Residential)	1	B	1,091	57.9	59.9	No	1,135	60.7	No	1,121	61.6	No	1,119	61.6	No	1,101	63.2	No
Res 5401 (Residential)	1	B	1,078	57.0	59.0	No	1,148	59.8	No	1,135	60.8	No	1,134	60.7	No	1,115	62.7	No
Res 5402 (Residential)	1	B	925	62.7	64.8	No	961	**66.3**	***Yes***	956	**66.5**	***Yes***	957	**66.3**	***Yes***	936	65.6	No
Res 5403 (Residential)	1	B	999	62.4	64.4	No	1,043	65.2	No	1,038	65.4	No	1,039	65.3	No	1,017	65.2	No
Res 5404 (Residential)	1	B	1,075	62.8	64.8	No	1,129	65.4	No	1,124	65.7	No	1,125	65.6	No	1,103	65.5	No
Res 5405 (Residential)	1	B	1,145	62.3	64.4	No	1,203	65.0	No	1,198	65.2	No	1,199	65.1	No	1,177	65.2	No
Res 5406 (Residential)	1	B	1,093	59.0	61.1	No	1,100	63.4	No	1,097	64.0	No	1,098	63.7	No	1,078	63.2	No
Res 5407 (Residential)	1	B	1,196	57.8	59.9	No	1,205	61.5	No	1,203	62.0	No	1,203	61.8	No	1,184	61.9	No
Res 5408 (Residential)	1	B	1,019	60.2	62.3	No	1,005	64.9	No	1,003	65.1	No	1,004	64.9	No	988	63.9	No
Res 5409 (Residential)	1	B	1,068	59.7	61.9	No	1,024	64.5	No	1,024	64.9	No	1,024	64.6	No	1,025	63.7	No
Res 5410 (Residential)	1	B	1,171	56.6	58.7	No	1,125	61.6	No	1,125	62.1	No	1,125	61.7	No	1,128	61.8	No
Res 5411 (Residential)	1	B	1,246	56.4	58.6	No	1,205	61.2	No	1,205	61.9	No	1,205	61.6	No	1,204	61.6	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5412 (Residential)	1	B	1,183	56.4	58.5	No	1,120	61.5	No	1,120	61.8	No	1,120	61.4	No	1,148	61.1	No
Res 5413 (Residential)	1	B	1,276	54.6	56.7	No	1,210	59.2	No	1,210	59.8	No	1,210	59.6	No	1,243	59.5	No
Res 5414 (Residential)	1	B	1,109	59.3	61.4	No	1,039	64.0	No	1,039	64.3	No	1,039	64.0	No	1,090	63.0	No
Res 5415 (Residential)	1	B	1,072	59.5	61.6	No	1,002	64.1	No	1,002	64.4	No	1,002	64.0	No	1,081	62.8	No
Res 5416 (Residential)	1	B	1,191	56.1	58.2	No	1,120	61.5	No	1,120	61.8	No	1,120	61.4	No	1,210	60.4	No
Res 5417 (Residential)	1	B	1,269	56.1	58.2	No	1,198	62.0	No	1,198	62.5	No	1,198	62.0	No	1,273	61.0	No
Park 5418 (Recreation)	1	C	696	64.5	**66.6**	***Yes***	626	**68.1**	***Yes***	626	**68.1**	***Yes***	626	**67.5**	***Yes***	748	**66.1**	***Yes***
Park 5419 (Recreation)	1	C	858	61.8	63.9	No	788	**66.6**	***Yes***	788	**66.4**	***Yes***	788	65.7	No	963	64.0	No
Res 5420 (Residential)	1	B	1,100	58.2	60.3	No	1,030	63.8	No	1,030	63.8	No	1,030	63.5	No	1,188	62.0	No
Res 5421 (Residential)	1	B	1,210	55.1	57.2	No	1,140	61.5	No	1,140	62.0	No	1,140	61.6	No	1,277	60.8	No
Res 5422 (Residential)	1	B	1,084	58.7	60.8	No	1,015	64.3	No	1,015	64.2	No	1,015	63.7	No	1,217	62.1	No
Res 5423 (Residential)	1	B	1,157	57.6	59.7	No	1,087	63.6	No	1,087	63.5	No	1,087	63.1	No	1,310	61.2	No
Res 5424 (Residential)	1	B	1,217	56.7	58.8	No	1,147	63.0	No	1,147	62.9	No	1,147	62.7	No	1,373	61.0	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5425 (Residential)	1	B	1,225	56.9	59.0	No	1,156	63.1	No	1,156	63.1	No	1,156	62.6	No	1,425	61.0	No
Res 5426 (Residential)	1	B	1,040	59.0	61.1	No	971	64.5	No	971	64.4	No	971	63.7	No	1,289	62.2	No
Res 5427 (Residential)	1	B	1,212	57.1	59.2	No	1,143	63.2	No	1,143	63.1	No	1,143	62.6	No	1,439	61.1	No
Res 5428 (Residential)	1	B	603	64.6	**66.8**	***Yes***	520	**68.1**	***Yes***	520	**68.4**	***Yes***	520	**67.5**	***Yes***	955	**66.0**	***Yes***
Res 5429 (Residential)	1	B	655	63.5	65.6	No	575	**67.3**	***Yes***	575	**67.6**	***Yes***	575	**66.8**	***Yes***	1,006	65.2	No
Res 5430 (Residential)	1	B	750	62.9	65.0	No	678	**66.7**	***Yes***	679	**66.8**	***Yes***	680	**66.1**	***Yes***	1,117	64.5	No
Res 5431 (Residential)	1	B	863	60.6	62.7	No	787	65.0	No	787	65.4	No	787	64.6	No	1,189	63.3	No
Res 5432 (Residential)	1	B	935	59.4	61.5	No	859	64.3	No	859	64.8	No	859	63.9	No	1,249	62.6	No
Res 5433 (Residential)	1	B	1,073	58.3	60.4	No	1,002	63.9	No	1,003	63.9	No	1,003	63.2	No	1,396	61.7	No
Res 5434 (Residential)	1	B	1,158	56.8	58.9	No	1,083	62.7	No	1,083	62.8	No	1,083	62.2	No	1,445	61.1	No
Res 5435 (Residential)	1	B	1,215	53.7	55.8	No	1,147	61.1	No	1,147	60.7	No	1,148	60.3	No	1,519	58.4	No
Res 5436 (Residential)	1	B	587	62.4	64.5	No	521	**66.6**	***Yes***	525	**66.9**	***Yes***	527	65.8	No	1,030	64.2	No
Res 5437 (Residential)	1	B	739	62.5	64.6	No	673	**66.3**	***Yes***	677	**66.4**	***Yes***	678	65.6	No	1,152	64.2	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5438 (Residential)	1	B	929	56.9	59.0	No	864	63.1	No	867	63.6	No	869	62.5	No	1,314	60.9	No
Res 5439 (Residential)	1	B	1,069	58.1	60.1	No	1,006	63.4	No	1,010	63.4	No	1,011	62.7	No	1,437	61.4	No
Res 5440 (Residential)	1	B	1,209	53.7	55.8	No	1,141	61.7	No	1,145	61.5	No	1,147	60.9	No	1,560	59.3	No
Res 5441 (Residential)	1	B	586	62.2	64.3	No	527	**66.5**	***Yes***	535	**66.8**	***Yes***	537	65.8	No	1,067	64.1	No
Res 5442 (Residential)	1	B	739	61.9	64.0	No	686	65.7	No	696	**66.0**	***Yes***	699	65.2	No	1,214	63.7	No
Res 5443 (Residential)	1	B	926	57.1	59.2	No	874	63.2	No	883	63.5	No	885	62.5	No	1,365	61.0	No
Res 5444 (Residential)	1	B	1,052	57.7	59.8	No	1,000	63.2	No	1,008	63.3	No	1,010	62.5	No	1,469	61.2	No
Res 5445 (Residential)	1	B	1,205	53.8	55.8	No	1,136	61.6	No	1,142	61.5	No	1,144	60.9	No	1,576	59.3	No
Res 5446 (Residential)	1	B	573	62.4	64.5	No	524	**66.5**	***Yes***	540	**66.7**	***Yes***	543	65.7	No	1,106	64.1	No
Res 5447 (Residential)	1	B	726	62.1	64.2	No	680	65.8	No	695	**66.0**	***Yes***	698	65.3	No	1,236	63.9	No
Res 5448 (Residential)	1	B	930	57.6	59.6	No	886	63.0	No	900	63.4	No	903	62.5	No	1,405	61.1	No
Res 5449 (Residential)	1	B	1,043	58.1	60.2	No	1,004	63.3	No	1,019	63.3	No	1,022	62.7	No	1,514	61.2	No
Res 5450 (Residential)	1	B	1,124	53.5	55.5	No	1,079	59.6	No	1,090	59.5	No	1,092	59.0	No	1,555	57.7	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5451 (Residential)	1	B	1,181	53.8	55.9	No	1,137	61.5	No	1,147	61.4	No	1,149	60.7	No	1,603	59.2	No
Res 5452 (Residential)	1	B	1,261	54.2	56.3	No	1,189	61.3	No	1,199	61.3	No	1,201	60.8	No	1,650	59.3	No
Res 5453 (Residential)	1	B	709	60.8	62.8	No	686	64.9	No	721	64.9	No	726	64.0	No	1,327	62.6	No
Res 5454 (Residential)	1	B	806	59.9	62.0	No	784	64.2	No	817	64.5	No	822	63.8	No	1,404	61.9	No
Res 5455 (Residential)	1	B	864	58.3	60.4	No	842	63.0	No	874	63.4	No	879	62.5	No	1,448	60.9	No
Res 5456 (Residential)	1	B	1,046	57.6	59.6	No	1,027	62.7	No	1,057	62.8	No	1,067	62.2	No	1,600	60.8	No
Res 5457 (Residential)	1	B	1,089	56.9	59.0	No	1,071	62.2	No	1,101	62.5	No	1,105	61.9	No	1,638	60.4	No
Res 5458 (Residential)	1	B	1,219	55.1	57.2	No	1,140	61.1	No	1,169	61.4	No	1,173	60.7	No	1,694	59.3	No
Res 5459 (Residential)	1	B	687	61.2	63.3	No	685	64.2	No	742	64.2	No	749	63.8	No	1,400	62.3	No
Res 5460 (Residential)	1	B	870	56.1	58.1	No	870	62.4	No	922	62.4	No	929	61.6	No	1,542	59.6	No
Res 5461 (Residential)	1	B	999	57.3	59.2	No	1,005	62.4	No	1,057	62.4	No	1,063	61.7	No	1,657	60.3	No
Res 5462 (Residential)	1	B	1,109	53.1	55.1	No	1,121	60.4	No	1,172	60.8	No	1,178	60.1	No	1,757	58.3	No
Res 5463 (Residential)	1	B	1,251	52.8	54.8	No	1,171	60.2	No	1,207	59.8	No	1,212	59.3	No	1,747	57.1	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5464 (Residential)	1	B	673	61.0	63.1	No	682	64.2	No	750	64.0	No	759	63.6	No	1,431	62.3	No
Res 5465 (Residential)	1	B	650	60.5	62.6	No	675	64.2	No	758	64.1	No	767	63.6	No	1,467	61.9	No
Res 5466 (Residential)	1	B	817	56.7	58.6	No	845	62.6	No	921	62.4	No	930	61.8	No	1,592	59.9	No
Res 5467 (Residential)	1	B	850	56.5	58.4	No	867	62.5	No	934	62.5	No	942	61.7	No	1,583	59.8	No
Res 5468 (Residential)	1	B	971	57.1	59.1	No	993	62.3	No	1,058	62.3	No	1,065	61.6	No	1,686	60.1	No
Res 5469 (Residential)	1	B	1,205	53.2	55.2	No	1,126	60.6	No	1,186	60.8	No	1,192	60.1	No	1,786	58.5	No
Res 5470 (Residential)	1	B	716	56.3	58.2	No	753	60.6	No	841	60.1	No	851	59.8	No	1,548	58.1	No
Res 5471 (Residential)	1	B	952	58.0	59.9	No	992	62.7	No	1,071	62.6	No	1,080	61.9	No	1,727	60.4	No
Res 5472 (Residential)	1	B	1,075	53.2	55.2	No	1,116	59.4	No	1,190	60.2	No	1,198	59.6	No	1,820	58.1	No
Res 5473 (Residential)	1	B	1,265	53.8	55.8	No	1,188	60.4	No	1,259	60.7	No	1,266	60.0	No	1,874	58.5	No
Res 5474 (Residential)	1	B	496	62.5	64.5	No	564	65.1	No	688	64.5	No	702	64.5	No	1,486	62.9	No
Res 5475 (Residential)	1	B	632	61.1	62.9	No	702	64.2	No	819	63.8	No	832	63.5	No	1,585	61.8	No
Res 5476 (Residential)	1	B	728	58.9	60.9	No	796	63.0	No	907	63.1	No	919	62.4	No	1,648	60.6	No

			Existing I-10 Alignment				**2030 Build Alternative A**			**2030 Build Alternative B**			**2030 Build Alternative B'**			**2030 Build Alternative C**		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5477 (Residential)	1	B	814	57.5	59.5	No	883	62.1	No	990	61.9	No	1,002	61.5	No	1,715	59.9	No
Res 5478 (Residential)	1	B	938	58.8	60.7	No	1,014	63.1	No	1,126	62.8	No	1,137	62.4	No	1,839	61.2	No
Res 5479 (Residential)	1	B	1,025	56.5	58.4	No	1,097	61.4	No	1,201	61.6	No	1,211	61.0	No	1,890	59.6	No
Res 5480 (Residential)	1	B	1,256	55.6	57.6	No	1,186	60.7	No	1,285	60.8	No	1,295	60.2	No	1,955	58.9	No
Res 5481 (Residential)	1	B	474	64.0	65.8	No	563	**66.5**	***Yes***	710	65.9	No	727	65.7	No	1,546	64.4	No
Res 5482 (Residential)	1	B	627	63.3	65.2	No	714	**66.1**	***Yes***	854	65.7	No	869	65.5	No	1,656	64.5	No
Res 5483 (Residential)	1	B	789	62.1	63.9	No	877	65.0	No	1,009	64.5	No	1,023	64.4	No	1,777	63.4	No
Res 5484 (Residential)	1	B	995	62.3	64.3	No	1,092	65.4	No	1,220	65.2	No	1,233	65.0	No	1,955	64.4	No
Res 5485 (Residential)	1	B	1,235	62.4	64.5	No	1,177	65.4	No	1,303	65.2	No	1,316	65.1	No	2,025	64.6	No
Res 5486 (Residential)	1	B	780	64.7	**66.6**	***Yes***	765	**67.0**	***Yes***	966	**66.7**	***Yes***	989	**66.7**	***Yes***	Alternatives A, B and B' Only		
Res 5487 (Residential)	1	B	1,086	60.7	62.5	No	1,067	64.0	No	1,252	63.7	No	1,272	63.6	No	Alternatives A, B and B' Only		
Res 5488 (Residential)	1	B	1,234	61.6	63.2	No	1,210	64.7	No	1,383	64.6	No	1,401	64.5	No	Alternatives A, B and B' Only		
Res 5489 (Residential)	1	B	809	62.5	64.6	No	810	64.8	No	1,027	64.4	No	1,052	64.3	No	Alternatives A, B and B' Only		

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5490 (Residential)	1	B	966	58.9	60.6	No	959	62.7	No	1,160	62.5	No	1,182	62.3	No	Alternatives A, B and B' Only		
Res 5491 (Residential)	1	B	1,116	58.2	60.1	No	1,108	62.2	No	1,301	61.6	No	1,322	61.5	No	Alternatives A, B and B' Only		
Res 5492 (Residential)	1	B	1,256	58.0	59.6	No	1,244	62.0	No	1,429	61.7	No	1,448	61.7	No	Alternatives A, B and B' Only		
Res 5493 (Residential)	1	B	836	61.9	64.0	No	847	64.2	No	1,071	63.8	No	1,096	63.7	No	Alternatives A, B and B' Only		
Res 5494 (Residential)	1	B	979	56.3	58.1	No	987	60.6	No	1,201	60.3	No	1,225	60.1	No	Alternatives A, B and B' Only		
Res 5495 (Residential)	1	B	1,146	56.9	58.9	No	1,147	61.4	No	1,347	60.7	No	1,368	60.6	No	Alternatives A, B and B' Only		
Res 5496 (Residential)	1	B	1,256	54.9	56.6	No	1,258	60.0	No	1,455	59.7	No	1,475	59.7	No	Alternatives A, B and B' Only		
Res 5497 (Residential)	1	B	860	61.4	63.5	No	882	63.8	No	1,115	63.4	No	1,141	63.2	No	Alternatives A, B and B' Only		
Res 5498 (Residential)	1	B	1,008	55.3	57.2	No	1,025	60.3	No	1,246	59.8	No	1,270	59.6	No	Alternatives A, B and B' Only		
Res 5499 (Residential)	1	B	1,211	53.8	55.5	No	1,221	57.7	No	1,426	57.5	No	1,448	57.4	No	Alternatives A, B and B' Only		
Res 5500 (Residential)	1	B	885	61.0	63.1	No	919	63.5	No	1,160	63.0	No	1,187	62.9	No	Alternatives A, B and B' Only		
Res 5501 (Residential)	1	B	931	60.3	62.5	No	980	62.9	No	1,230	62.4	No	1,258	62.3	No	Alternatives A, B and B' Only		
Res 5502 (Residential)	1	B	969	54.9	56.8	No	1,006	57.6	No	1,246	57.3	No	1,272	57.2	No	Alternatives A, B and B' Only		

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5503 (Residential)	1	B	1,022	54.5	56.4	No	1,052	59.6	No	1,283	59.0	No	1,308	58.8	No	Alternatives A, B and B' Only		
Res 5504 (Residential)	1	B	1,103	55.7	57.6	No	1,124	60.7	No	1,344	60.0	No	1,367	59.8	No	Alternatives A, B and B' Only		
Res 5505 (Residential)	1	B	1,004	58.3	60.4	No	1,094	62.0	No	1,367	61.2	No	1,398	61.1	No	Alternatives A, B and B' Only		
Res 5506 (Residential)	1	B	1,088	55.1	57.1	No	1,152	60.4	No	1,403	59.3	No	1,430	59.1	No	Alternatives A, B and B' Only		
Res 5507 (Residential)	1	B	1,128	54.8	56.8	No	1,185	60.5	No	1,429	59.3	No	1,455	59.1	No	Alternatives A, B and B' Only		
Res 5508 (Residential)	1	B	1,057	57.3	59.4	No	1,169	61.2	No	1,454	60.5	No	1,486	60.5	No	Alternatives A, B and B' Only		
Com 5509 (Office)	1	E	1,084	56.2	58.3	No	1,212	59.8	No	1,504	59.6	No	1,537	59.6	No	Alternatives A, B and B' Only		
Res 5510 (Residential)	1	B	1,113	53.9	56.0	No	1,253	58.0	No	1,551	57.7	No	1,584	57.7	No	Alternatives A, B and B' Only		
Com 5511 (Civic Center)	1	C	557	64.3	**66.5**	***Yes***	824	65.3	No	1,214	64.4	No	1,263	64.4	No	Alternatives A, B and B' Only		
Com 5512 (Office)	1	E	819	53.6	55.7	No	1,341	56.4	No	1,774	54.5	No	1,827	54.7	No	Alternatives A, B and B' Only		
Com 5513 (Malaga Inn 1st Floor)	1	E	662	54.9	57.0	No	1,195	56.5	No	1,642	55.1	No	1,698	55.2	No	Alternatives A, B and B' Only		
Com 5513 (Malaga Inn 2nd Floor Balcony)	1	E	662	60.3	62.4	No	1,195	58.4	No	1,642	57.5	No	1,698	57.6	No	Alternatives A, B and B' Only		
Com 5513 (Malaga Inn 3rd Floor Balcony)	1	E	662	58.5	60.7	No	1,195	60.2	No	1,642	59.3	No	1,698	59.4	No	Alternatives A, B and B' Only		

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 5514 (Malaga Inn 1st Floor)	1	E	784	54.9	57.1	No	1,342	57.9	No	1,792	56.0	No	1,847	56.2	No	Alternatives A, B and B' Only		
Com 5514 (Malaga Inn 2nd Floor Balcony)	1	E	784	58.6	60.7	No	1,342	59.6	No	1,792	58.3	No	1,847	58.4	No	Alternatives A, B and B' Only		
Com 5515 (Malaga Inn 1st Floor)	1	E	780	55.3	57.4	No	1,353	58.3	No	1,808	56.3	No	1,865	56.6	No	Alternatives A, B and B' Only		
Com 5515 (Malaga Inn 2nd Floor Balcony)	1	E	780	59.1	61.3	No	1,353	60.1	No	1,808	58.8	No	1,865	58.9	No	Alternatives A, B and B' Only		
Com 5516 (Malaga Inn 1st Floor)	1	E	733	56.2	58.3	No	1,322	58.9	No	1,787	57.2	No	1,846	57.5	No	Alternatives A, B and B' Only		
Com 5516 (Malaga Inn 2nd Floor Balcony)	1	E	733	60.2	62.4	No	1,322	60.8	No	1,787	59.7	No	1,846	59.9	No	Alternatives A, B and B' Only		
Com 5517 (Malaga Inn 1st Floor)	1	E	693	56.8	58.9	No	1,280	59.2	No	1,747	57.6	No	1,805	57.8	No	Alternatives A, B and B' Only		
Com 5517 (Malaga Inn 2nd Floor Balcony)	1	E	693	60.9	63.0	No	1,280	61.2	No	1,747	60.2	No	1,805	60.4	No	Alternatives A, B and B' Only		
Com 5518 (Office)	1	E	240	66.2	68.4	No	886	64.9	No	1,411	64.5	No	1,463	64.5	No	Alternatives A, B and B' Only		
Com 5519 (Office)	1	E	291	64.9	67.0	No	954	63.5	No	1,484	62.9	No	1,535	62.9	No	Alternatives A, B and B' Only		
Com 5520 (Motel)	1	E	256	64.7	66.8	No	939	62.3	No	1,481	61.8	No	1,529	61.8	No	Alternatives A, B and B' Only		
Com 5521 (Office)	1	E	393	62.9	65.0	No	1,071	62.7	No	1,605	61.6	No	1,656	61.5	No	Alternatives A, B and B' Only		

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 5522 (Holiday Inn)	1	E	854	55.1	57.2	No	1,574	57.1	No	2,117	56.3	No	2,167	56.5	No	Alternatives A, B and B' Only		
Com 5523 (Admiral Semmes)	1	E	476	60.5	62.7	No	1,247	59.9	No	1,824	59.2	No	1,860	59.2	No	Alternatives A, B and B' Only		
Com 5524 (Government Plaza)	1	C	342	61.1	63.3	No	1,187	61.8	No	1,780	60.6	No	1,799	60.7	No	Alternatives A, B and B' Only		
Church 5525 (Church)	1	C	144	63.0	65.2	No	1,006	64.3	No	1,590	63.4	No	1,597	63.5	No	Alternatives A, B and B' Only		
Com 5526 (Government)	1	C	303	59.4	61.6	No	1,160	62.1	No	1,741	60.9	No	1,745	61.2	No	Alternatives A, B and B' Only		
Com 5527 (Museum of Mobile)	1	C	276	64.0	**66.2**	***Yes***	996	64.8	No	1,563	64.2	No	1,550	64.3	No	Alternatives A, B and B' Only		
Com 5528 (Explorium)	1	C	553	64.9	**67.0**	***Yes***	1,168	**66.9**	***Yes***	1,726	**66.4**	***Yes***	1,702	**66.5**	***Yes***	Alternatives A, B and B' Only		
Park 5529 (Coopers Riverside Park)	1	C	872	62.1	64.2	No	588	65.2	No	1,129	64.8	No	1,088	64.9	No	Alternatives A, B and B' Only		
Com 5530 (Fort Conde)	1	C	54	**77.5**	**79.7**	***Yes***	745	**76.1**	***Yes***	1,320	**76.1**	***Yes***	1,316	**76.1**	***Yes***	Alternatives A, B and B' Only		
Com 5531 (Conde Charlotte Museum)	1	C	166	64.3	**66.5**	***Yes***	597	**66.2**	***Yes***	1,176	65.2	No	1,178	65.4	No	Alternatives A, B and B' Only		
Com 5532 (Motel)	1	E	261	65.3	67.5	No	520	66.5	No	1,108	65.9	No	1,120	66.1	No	Alternatives A, B and B' Only		
Com 5533 (Office)	1	E	149	67.6	69.8	No	608	67.6	No	1,200	66.9	No	1,217	67.0	No	Alternatives A, B and B' Only		

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 5534 (Office)	1	E	172	67.7	69.8	No	573	67.7	No	1,165	67.0	No	1,183	67.1	No	Alternatives A, B and B' Only		
Com 5535 (Office)	1	E	200	66.5	68.7	No	530	66.9	No	1,123	66.4	No	1,142	66.5	No	Alternatives A, B and B' Only		
Res 5536 (Residential)	1	B	532	62.2	64.3	No	Alternative C Only			Alternative C Only			Alternative C Only			521	64.4	No
Res 5537 (Residential)	1	B	560	61.3	63.4	No	Alternative C Only			Alternative C Only			Alternative C Only			548	63.5	No
Res 5538 (Residential)	1	B	621	60.8	62.9	No	Alternative C Only			Alternative C Only			Alternative C Only			609	63.5	No
Res 5539 (Residential)	1	B	635	60.3	62.4	No	Alternative C Only			Alternative C Only			Alternative C Only			623	63.0	No
Res 5540 (Residential)	1	B	543	62.4	64.5	No	Alternative C Only			Alternative C Only			Alternative C Only			531	64.2	No
Res 5541 (Residential)	1	B	578	61.7	63.9	No	Alternative C Only			Alternative C Only			Alternative C Only			566	63.5	No
Res 5542 (Residential)	1	B	613	61.1	63.3	No	Alternative C Only			Alternative C Only			Alternative C Only			601	62.9	No
Res 5543 (Residential)	1	B	653	60.5	62.6	No	Alternative C Only			Alternative C Only			Alternative C Only			641	62.2	No
Res 5544 (Residential)	1	B	685	59.9	62.0	No	Alternative C Only			Alternative C Only			Alternative C Only			673	61.7	No
Res 5545 (Residential)	1	F	733	59.5	61.6	No	Alternative C Only			Alternative C Only			Alternative C Only			721	61.4	No
Res 5546 (Residential)	1	F	717	61.6	63.8	No	Alternative C Only			Alternative C Only			Alternative C Only			705	63.6	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Res 5547 (Residential)	1	B	654	63.9	**66.0**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			642	**66.1**	***Yes***
Res 5548 (Residential)	1	B	607	64.7	**66.8**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			595	**66.9**	***Yes***
Res 5549 (Residential)	1	B	582	65.0	**67.1**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			570	**67.2**	***Yes***
Res 5550 (Residential)	1	B	509	**66.4**	**68.6**	***Yes***	Alternative C Only			Alternative C Only			Alternative C Only			497	**68.7**	***Yes***
Com 5551 (Commercial)	1	F	573	65.7	67.8	No	Alternative C Only			Alternative C Only			Alternative C Only			561	68.0	No
Com 5552 (Commercial)	1	F	838	61.4	63.6	No	Alternative C Only			Alternative C Only			Alternative C Only			826	63.9	No
Com 5553 (Commercial)	1	F	631	61.8	64.0	No	619	64.3	No	619	64.2	No	619	64.3	No	585	66.9	No
Com 5554 (Commercial)	1	F	748	60.6	62.7	No	736	62.6	No	736	62.8	No	736	62.8	No	702	65.2	No
Com 5555 (Commercial)	1	F	549	63.1	65.2	No	537	65.8	No	537	65.9	No	537	65.9	No	504	67.8	No
Com 5556 (Commercial)	1	F	671	62.0	64.1	No	659	64.5	No	659	64.7	No	659	64.6	No	625	65.7	No
Com 5557 (Commercial)	1	F	752	61.0	63.2	No	740	63.5	No	740	63.9	No	740	63.7	No	707	64.8	No
Com 5558 (Commercial)	1	F	591	63.6	65.8	No	579	65.7	No	579	66.1	No	579	66.0	No	528	67.1	No
Com 5559 (Commercial)	1	F	728	62.5	64.6	No	708	64.2	No	708	65.2	No	712	64.5	No	555	66.0	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 5560 (Commercial)	1	F	1,040	59.1	61.3	No	1,023	61.1	No	1,023	62.0	No	1,027	61.3	No	823	62.9	No
Com 5561 (Commercial)	1	F	748	62.3	64.5	No	716	63.9	No	716	65.1	No	724	64.3	No	500	65.8	No
Com 5562 (Commercial)	1	F	1,091	58.6	60.8	No	1,087	60.3	No	1,087	61.4	No	1,099	60.6	No	717	62.6	No
Com 5563 (Commercial)	1	F	933	58.8	60.9	No	1,076	60.2	No	1,076	61.6	No	1,074	60.6	No	598	62.9	No
Com 5564 (Commercial)	1	F	877	59.0	61.2	No	1,035	60.6	No	1,035	61.9	No	1,032	60.9	No	549	63.1	No
Com 5565 (Commercial)	1	F	944	58.0	60.2	No	1,146	59.7	No	1,146	60.9	No	1,148	60.1	No	661	62.1	No
Com 5566 (Commercial)	1	F	1,137	56.8	59.0	No	1,353	58.7	No	1,353	59.5	No	1,355	59.0	No	871	60.9	No
Com 5567 (Commercial)	1	F	652	60.0	62.1	No	868	61.9	No	879	62.7	No	885	62.2	No	505	63.9	No
Com 5568 (Commercial)	1	F	854	58.9	61.1	No	1,068	60.9	No	1,079	61.6	No	1,085	61.1	No	689	62.9	No
Com 5569 (Commercial)	1	F	803	59.8	62.0	No	995	61.9	No	1,004	62.6	No	1,010	62.1	No	683	63.6	No
Com 5570 (Commercial)	1	F	1,095	62.7	64.9	No	1,258	65.4	No	1,265	65.5	No	1,272	65.4	No	1,017	65.8	No
Com 5571 (Commercial)	1	F	846	59.5	61.7	No	1,027	61.9	No	996	62.3	No	1,004	62.0	No	753	63.0	No
Com 5572 (Commercial)	1	F	746	62.8	65.1	No	610	65.4	No	621	67.2	No	578	66.4	No	683	67.3	No

			Existing I-10 Alignment				2030 Build Alternative A			2030 Build Alternative B			2030 Build Alternative B'			2030 Build Alternative C		
Site	No. of Rec. Rep.	Act. Cat.	Dist. From Existing I-10 (feet)	2010 Noise Level (dBA)	2030 No-Build Level (dBA)	Noise Impact?	Dist. From Alt. A (feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. B ' (Feet)	2030 Build Level (dBA)	Noise Impact?	Dist. From Alt. C (Feet)	2030 Build Level (dBA)	Noise Impact?
Com 5573 (Commercial)	1	F	1,179	58.6	60.9	No	996	61.6	No	1,000	63.2	No	1,007	62.5	No	1,115	63.7	No
Com 5574 (Commercial)	1	F	642	64.0	66.0	No	572	66.6	No	570	68.2	No	559	68.0	No	532	68.0	No
Com 5575 (Commercial)	1	F	483	63.2	65.2	No	633	66.3	No	639	66.7	No	639	67.0	No	579	67.1	No
Com 5576 (Commercial)	1	F	1,067	59.1	60.4	No	1,156	62.7	No	1,166	62.7	No	1,168	62.9	No	1,088	62.1	No
Com 5577 (Commercial)	1	F	873	60.6	62.6	No	924	64.7	No	933	64.2	No	936	64.8	No	853	64.2	No
Com 5578 (Commercial)	1	F	1,306	57.2	59.3	No	1,285	62.1	No	1,291	61.6	No	1,296	62.2	No	1,209	61.7	No
Com 5579 (Commercial)	1	F	1,500	55.6	57.7	No	1,500	60.6	No	1,508	60.3	No	1,513	60.8	No	1,427	60.2	No
Com 5580 (Commercial)	1	F	856	61.5	63.7	No	814	65.8	No	818	64.5	No	824	65.2	No	728	65.3	No
Com 5581 (Commercial)	1	F	861	61.6	63.8	No	806	65.5	No	807	64.3	No	812	65.3	No	686	65.6	No
Com 5582 (Commercial)	1	F	1,012	59.9	62.0	No	945	64.3	No	945	62.9	No	937	64.2	No	639	65.4	No
Com 5583 (Commercial)	1	F	1,374	56.9	59.1	No	1,306	62.2	No	1,306	61.1	No	1,301	62.0	No	951	62.5	No
Com 5584 (Commercial)	1	F	1,006	59.4	61.6	No	945	64.2	No	945	62.4	No	926	63.9	No	429	64.3	No
Com 5585 (Commercial)	1	F	1,102	59.8	62.0	No	757	64.5	No	176	61.6	No	154	61.9	No	Alternatives A, B and B' Only		

6 Noise Mitigation Analysis

6.1 Introduction

Noise abatement measures were evaluated at locations where impacts were predicted to occur under the 2030 Build Alternative scenarios. The abatement measures were evaluated using FHWA's guidelines as promulgated by Title 23 CFR Part 772. The abatement measures evaluated included traffic management measures, the alteration of horizontal and vertical alignments, the acquisition of property rights or interests therein, the construction of noise barriers, and noise insulation.

6.2 Traffic Management Measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations)

Traffic management measures applied for the purpose of noise abatement would be inconsistent with the purpose of this project (i.e. to improve traffic conditions on the I-10 corridor between Mobile and the I-10/US 90/98 Interchange in Daphne, Alabama). Use restrictions, including the restriction of vehicle types and time use restrictions, would prohibit certain traffic from using I-10 which would be inconsistent with the purpose of the project. The installation of traffic control devices, the modification of speed limits, or exclusive lane designations would result in a decreased level of service and decreased efficiency of the proposed facility. Therefore, the implementation of the traffic management measures for the purpose of noise abatement is not deemed reasonable or likely for this project.

6.3 Alteration of Horizontal and Vertical Alignments

Four (4) Build Alternatives with different horizontal and vertical profiles are under consideration. Noise sensitive sites are in areas where dense residential, commercial, and industrial development has occurred along both sides of existing I-10. I-10 will remain the primary source of highway traffic noise along the corridor. Additional horizontal and/or vertical shifts of the alignments would not reduce the noise levels at sensitive receptors along I-10. In addition, alterations in the horizontal alignment or vertical profile of the Build Alternatives for the purpose of noise abatement would also not be cost reasonable. Additional costs associated with right-of-way, relocations, and construction would be required for the shifts for noise abatement. Therefore, further alteration of horizontal and vertical alignments is not reasonable.

6.4 Acquisition of Real Property or Interests therein (predominantly unimproved property) to serve as a Buffer Zone to Preempt Development.

The acquisition of real property rights to act as a buffer zone would include the acquisition of the affected sites along the developed I-10 Mobile River Bridge and Bayway Widening corridor. The purchase of these properties to serve as a buffer zone does not appear to be an economically reasonable mitigation measures for the project.

6.5 Construction of Noise Barriers (including landscaping for aesthetic purposes) Whether Within or Outside the Right-of-Way

ALDOT's Highway Traffic Noise Analysis and Abatement Policy and Guidance Manual provides guidance when determining the feasibility and reasonableness of noise barriers. To be considered feasible, noise barriers must reduce the predicted noise level by a minimum of 5 dBA for 70 percent or more of the impacted receptors. In order for noise barriers to be considered reasonable, the following criteria must be achieved: A reduction in noise of 10 dBA must be achieved by at least 65 percent of the benefitted receptors, the cost of the noise barrier must be equal to or less than $25,000 per benefited receptor, and 70 percent of the benefitted property owners must be in favor of the noise barrier.

For a noise barrier to effectively shield receptors, the barrier design must be relatively continuous. The proposed I-10 Mobile River Bridge and Bayway Widening Project involves improvements to a limited access highway. Limited access highways generally provide long segments of uninterrupted right-of-way which provides for the opportunity to construct continuous barrier sections. In addition, the density and close proximity of many of the sensitive receptors to the proposed alternatives allow for effective placement of noise barriers along the corridor.

The construction of noise barriers was analyzed for each build alternative at several locations where impacts were predicted to occur along the corridor. For Build Alternatives A, B, and B', noise barriers were determined to be feasible between the Broad Street Interchange and the Texas Street Overpass on the north side of I-10. For Build Alternative C, noise barriers were found to be feasible from the Duval Street Interchange to Virginia Street Interchange on the north side of I-10 and from Duval Street to Broad Street on the south side of I-10. None of the noise barriers were found to be reasonable. The locations where noise barriers were analyzed are located on **Figure 11** through **Figure 13.**

Noise barriers were not evaluated at locations with isolated receptors or at locations where secondary sources of traffic noise contribute substantially to the noise environment. This is based on past experience modeling noise barriers at isolated receptors. Experience has shown that the quantity of abatement exceeds the reasonableness criteria. Also, in urban areas where multiple secondary sources of highway traffic noise are present, experience has shown that noise barriers along a single source are not capable of producing the required reduction in noise while still remaining cost reasonable. Locations where isolated impacts are predicted to occur at isolated receptors include between Texas Street and Augusta Street north of I-10, between South Carolina Street and Canal Street south of I-10, and along the Bayway at R472 through R478. Locations where secondary sources of noise heavily influence the predicted noise levels include the Fort Conde / Mobile CBD, and along the Bayway at R472 through R478. The noise levels at the Fort Conde / Mobile CBD location are heavily influenced by traffic noise from highways and city streets located directly adjacent to the receivers. These highways and streets include existing I-10 at the Wallace Tunnel, existing ramps leading to and from existing I-10, and Water Street. The noise levels at R472 through R476 are heavily influenced by traffic noise

from the US90/US98 Causeway. The noise levels at R477 and R478 are heavily influenced by traffic noise from the I-10 and US90/US98 Causeway Interchange.

The following sections describe the locations where noise barrier analyses were conducted for each build alternative.

6.5.1 The Duval Street to Broad Street Noise Barrier Analysis North of I-10

The most effective method to reduce the predicted noise levels at impacted receptor sites between the Duval Street Interchange and the Broad Street Interchange would be to construct noise barriers within the proposed right-of-way along the north side of I-10. The noise sensitive land use along this portion of the study corridor is comprised primarily of single family residential development. Alternative C is the only alternative that includes improvements between the Duval Street Interchange and the Broad Street Interchange. Therefore, noise abatement was not evaluated along this portion of the corridor for Alternatives A, B, and B'.

Build Alternative C

a. Alternative C *Feasibility* Analysis: Duval Street to Broad Street Noise Barrier

A feasibility analysis was performed on a noise barrier from the Duval Street Interchange to the Broad Street Interchange for Alternative C along the north side of I-10. The modeled noise barrier had a total length of 4,929 feet and continuous height of 12 feet. The noise barrier achieved an average reduction of 5.9 dBA and achieved a 5 dBA reduction at 94 percent of the impacted receptors. This meets to ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the Duval Street to Broad Street barrier was considered feasible.

b. Alternative C *Reasonable* Analysis: Duval Street to Broad Street Noise Barrier

A reasonableness analysis was performed on the Duval Street Interchange to the Broad Street Interchange noise barrier for Alternative C along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable or "optimized" noise barrier design had a total length of 4,829 feet and ranged in height from 3 to 20 feet with an average of 18 feet. The most reasonable noise barrier achieved an average reduction of 8.7 dBA and a 10 dBA reduction at 24 percent of the benefitted receptors. The most reasonable noise barrier design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Duval Street to Broad Street Noise Barrier was considered not reasonable.

6.5.2 The Duval Street to Broad Street Noise Barrier Analysis South of I-10

The most effective method to reduce the predicted noise levels at impacted receptor sites between the Duval Street Interchange and the Broad Street Interchange would be to construct noise barriers within the proposed right-of-way along the south side of I-10. The

noise sensitive land use along this portion of the study corridor is comprised primarily of single family residential development. Alternative C is the only alternative that includes improvements between the Duval Street Interchange and the Broad Street Interchange. Therefore, noise abatement was not evaluated along this portion of the corridor for Alternatives A, B, and B'.

Build Alternative C

a. Alternative C *Feasibility* Analysis: Duval Street to Broad Street Noise Barrier (

A feasibility analysis was performed on a noise barrier from the Duval Street Interchange to the Broad Street Interchange for Alternative C along the south side of I-10. The modeled noise barrier had a total length of 4,220 feet and a continuous height of 12 feet. The noise barrier achieved an average reduction of 5.8 dBA and achieved a 5 dBA reduction at 87 percent of the impacted receptors. This meets to ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the Duval Street to Broad Street barrier was considered feasible.

b. Alternative C *Reasonable* Analysis: Duval Street to Broad Street Noise Barrier

A reasonableness analysis was performed on the Duval Street Interchange to the Broad Street Interchange noise barrier for Alternative C along the south side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable or "optimized" noise barrier design had a total length of 4,220 feet and a continuous height of 20 feet. The most reasonable noise barrier achieved an average reduction of 8.3 dBA and a 10 dBA reduction at 14 percent of the benefitted receptors. The most reasonable noise barrier design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Duval Street to Broad Street Noise Barrier was considered not reasonable.

6.5.3 The Broad Street to Virginia Street Noise Barrier Analysis

The most effective method to reduce the predicted noise levels at impacted receptor sites for all build alternatives between the Broad Street Interchange and the Virginia Street Interchange would be to construct noise barriers within the proposed right-of-way along the north side of I-10. The noise sensitive land use along this portion of the study corridor is comprised primarily of single family residential development. Noise abatement was evaluated along this portion of the corridor for all of the proposed build alternatives.

Build Alternative A

a. Alternative A *Feasibility* Analysis: Broad Street to Virginia Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative A along the north side of I-10. The noise barrier had a total length of 8,145 feet and a continuous height of 20 feet. The noise barrier achieved an average reduction of 8.7 dBA and achieved a 5 dBA reduction

at 94 percent of the impacted receptors. This meets to ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered feasible.

b. Alternative A *Reasonable* Analysis: Broad Street to Virginia Street Noise Barrier

A reasonableness analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative A along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable noise barrier design was 8,145 feet long and ranged in height from 13 to 20 feet with an average height of 18 feet. The most reasonable noise barrier achieved an average reduction of 8.7 dBA and a 10 dBA reduction at 29 percent of the benefitted receptors. The most reasonable noise barrier design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Broad Street to Virginia Street noise barrier for Alternative A was considered not reasonable.

Build Alternative B

c. Alternative B *Feasibility* Analysis: Broad Street to Virginia Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative B along the north side of I-10. The noise barrier had a total length of 8,136 feet and heights that range from 17 to 20 feet with an average height of 19 feet. The noise barrier achieved an average reduction of 8.2 dBA and achieved a 5 dBA reduction at 94 percent of the impacted receptors. The noise barrier met ALDOT's criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the noise barrier was considered feasible.

d. Alternative B *Reasonable* Analysis: Broad Street to Virginia Street Noise Barrier

A reasonableness analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative B along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable noise barrier design was 6,744 feet long and ranged in height from 9 to 20 feet with an average height of 17 feet. The most reasonable noise barrier achieved an average reduction of 7.1 dBA and a 10 dBA reduction at 24 percent of the benefitted receptors. The most reasonable noise barrier design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Broad Street to Virginia Street noise barrier for Alternative B was considered not reasonable.

Build Alternative B'

e. Alternative B' *Feasibility* Analysis: Broad Street to Virginia Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative B' along the north side of I-10. The noise barrier had a total length of 8,145 feet and heights that range from 12 to 20 feet with an average height of 15 feet. The noise barrier achieved an average reduction of 6.3 dBA and achieved a 5 dBA reduction at 93 percent of the impacted receptors. This meets to ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered feasible.

f. Alternative B' *Reasonable* Analysis: Broad Street to Virginia Street Noise Barrier

A reasonableness analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative B' along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable noise barrier design was 8,145 feet long and ranged in height from 2 to 20 feet with an average height of 14 feet. The most reasonable noise barrier achieved an average reduction of 5.3 dBA and a 10 dBA reduction at 16 percent of the benefitted receptors. The most reasonable design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Broad Street to Virginia Street noise barrier for Alternative B' was considered not reasonable.

Build Alternative C

g. Alternative C *Feasibility* Analysis: Broad Street to Virginia Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative C along the north side of I-10. The noise barrier had a total length of 8,145 feet and a continuous height of 12 feet. The noise barrier achieved an average reduction of 5.5 dBA and achieved a 5 dBA reduction at 78 percent of the impacted receptors. This meets to ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the noise barrier was considered feasible.

h. Alternative C *Reasonable* Analysis: Broad Street to Virginia Street Noise Barrier

A reasonableness analysis was performed on a noise barrier from Broad Street to Virginia Street for Alternative C along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable noise barrier design was 5,447 feet long and ranged in height from 11 to 20 feet with an average height of 18 feet. The most reasonable noise barrier achieved an average reduction of 5.3 dBA and a 10 dBA reduction at 32 percent of the benefitted receptors. The most reasonable design failed to meet the ALDOT

reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Broad Street to Virginia Street noise barrier for Alternative C was considered not reasonable.

6.5.4 The Virginia Street to Texas Street Overpass Noise Barrier Analysis

The most effective method to reduce the predicted noise levels at impacted receptor sites for all build alternatives between the Virginia Street Interchange and the Texas Street Overpass would be to construct noise barriers within the proposed right-of-way along the north side of I-10. The noise sensitive land use along this portion of the study corridor is comprised primarily of single family residential development. Noise abatement was evaluated along this portion of the corridor for all of the proposed build alternatives.

Build Alternative A

a. Alternative A *Feasibility* Analysis: Virginia Street to Texas Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Virginia Street to Texas Street for Alternative A along the north side of I-10. The noise barrier had a total length of 3,857 feet and ranged in height from 17 to 20 feet with an average height of 19 feet. The noise barrier achieved an average reduction of 5.8 dBA and achieved a 5 dBA reduction at 83 percent of the impacted receptors. This meets to ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered feasible.

b. Alternative A *Reasonable* Analysis: Virginia Street to Texas Street Noise Barrier

A reasonableness analysis was performed on a noise barrier from Virginia Street to Texas Street for Alternative A along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable noise barrier design was 3,736 feet long and ranged in height from 10 to 20 feet with an average height of 19 feet. The most reasonable noise barrier design achieved an average reduction of 5.7 dBA and a 10 dBA reduction at 8 percent of the benefitted receptors. The most reasonable design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Virginia Street to Texas Street Noise Barrier for Alternative A was considered not reasonable.

Build Alternative B

c. Alternative B *Feasibility* Analysis: Virginia Street to Texas Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Virginia Street to Texas Street for Alternative B along the north side of I-10. The noise barrier had a total length of 5,633 feet and ranged in height from 17 to 20 feet with an average height of 19 feet. The noise barrier achieved an average reduction of 6.6 dBA and achieved a 5 dBA reduction at 98 percent of the impacted receptors. This meets to

ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered feasible.

d. Alternative B *Reasonable* Analysis: Virginia Street to Texas Street Noise Barrier

A reasonableness analysis was performed on a noise barrier from Virginia Street to Texas Street for Alternative B along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable noise barrier design was 4,899 feet long and ranged in height from 13 to 20 feet with an average height of 19 feet. The most reasonable noise barrier achieved an average reduction of 6.3 dBA and a 10 dBA reduction at 6 percent of the benefitted receptors. The most reasonable design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Virginia Street to Texas Street Noise Barrier for Alternative B was considered not reasonable.

Build Alternative B'

e. Alternative B' *Feasibility* Analysis: Virginia Street to Texas Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Virginia Street to Texas Street for Alternative B' along the north side of I-10. The noise barrier had a total length of 5,592 feet and ranged in height from 17 to 20 feet with an average height of 19 feet. The noise barrier achieved an average reduction of 7.5 dBA and achieved a 5 dBA reduction at 98 percent of the impacted receptors. This meets to ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered feasible.

f. Alternative B' *Reasonable* Analysis: Virginia Street to Texas Street Noise Barrier

A reasonableness analysis was performed on a noise barrier from Virginia Street to Texas Street for Alternative B' along the north side of I-10. The reasonableness analysis involved modifying the feasibility design in an effort to achieve a 10 dBA reduction at 65 percent or more of the benefitted receptors. The most reasonable noise barrier design was 4,711 feet long and ranged in height from 10 to 20 feet with an average height of 16 feet. The most reasonable noise barrier achieved an average reduction of 6.6 dBA and a 10 dBA reduction at 9 percent of the benefitted receptors. The most reasonable design failed to meet the ALDOT reasonableness criteria of a 10 dBA reduction at 65 percent or more of the benefitted receptors, therefore the Virginia Street to Texas Street Noise Barrier for Alternative B' was considered not reasonable.

Build Alternative C

g. Alternative C *Feasibility* Analysis: Virginia Street to Texas Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Virginia Street to Texas Street for Alternative C along the north side of I-10. The noise barrier had a total length of 6,641 feet and ranged in height from 17 to 20 feet with an average height of 19 feet. The noise barrier achieved an average reduction of 4.1 dBA and achieved a 5 dBA reduction at 14 percent of the impacted receptors. The feasibility analysis failed to meet the ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered not feasible. Since the barrier failed the feasibility analysis, a reasonableness analysis was not performed.

6.5.5 The Augusta Street to Canal Street Noise Barrier Analysis

The most effective method to reduce the predicted noise levels at impacted receptor sites for Alternatives A, B, and B' between the Augusta Street and the Canal Street would be to construct noise barriers within the proposed right-of-way along the north side of I-10. The noise sensitive land use along this portion of the study corridor is comprised primarily of single family residential development. Noise abatement was evaluated along this portion of the corridor for Alternatives A, B, and B'. Alternative C does not impact receptors in this area and was not analyzed for noise barriers between Augusta Street and Canal Street.

Build Alternative A

a. Alternative A *Feasibility* Analysis: Augusta Street to Canal Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Augusta Street to Canal Street for Alternative A along the north side of I-10. The noise barrier had a total length of 4,724 feet and a continuous height of 20 feet. The noise barrier achieved an average reduction of 2.8 dBA and achieved a 5 dBA reduction at zero percent of the impacted receptors. The feasibility analysis failed to meet the ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered not feasible. Since the barrier failed the feasibility analysis, a reasonableness analysis was not performed.

Build Alternative B

b. Alternative B *Feasibility* Analysis: Augusta Street to Canal Street Noise Barrier

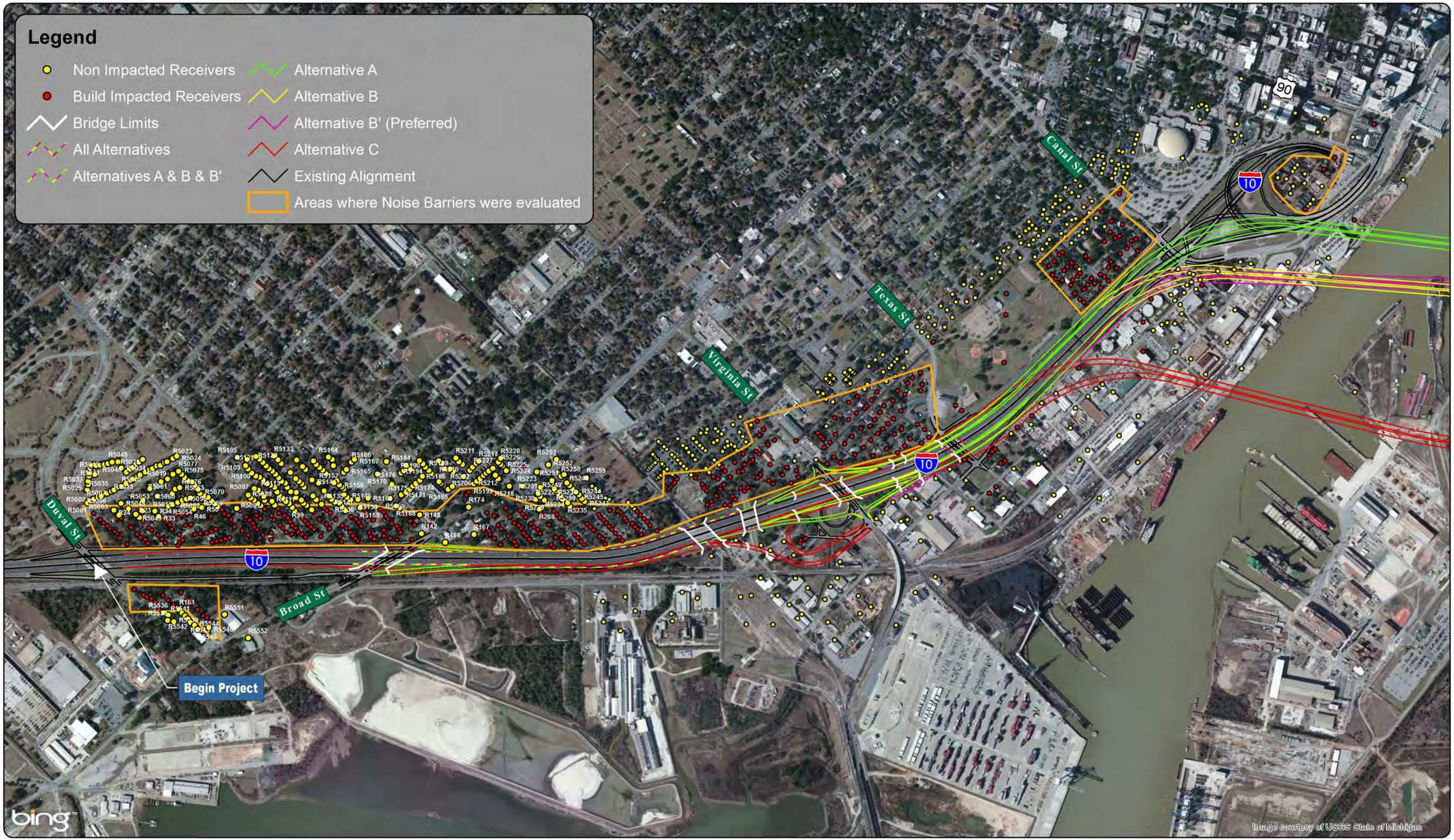
A feasibility analysis was performed on a noise barrier from Augusta Street to Canal Street for Alternative B along the north side of I-10. The noise barrier had a total length of 4,935 feet and a continuous height of 20 feet. The noise barrier achieved an average reduction of 2.3 dBA and achieved a 5 dBA reduction at zero percent of the impacted receptors. The feasibility analysis failed to meet the ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted

receptors, therefore the barrier was considered not feasible. Since the barrier failed the feasibility analysis, a reasonableness analysis was not performed.

Build Alternative B'

c. Alternative B' *Feasibility* Analysis: Augusta Street to Canal Street Noise Barrier

A feasibility analysis was performed on a noise barrier from Augusta Street to Canal Street for Alternative B' along the north side of I-10. The noise barrier had a total length of 5,474 feet and a continuous height of 20 feet. The noise barrier achieved an average reduction of 2.8 dBA and achieved a 5 dBA reduction at zero percent of the impacted receptors. The feasibility analysis failed to meet the ALDOT criteria of a 5 dBA reduction at a minimum of 70 percent of impacted receptors, therefore the barrier was considered not feasible. Since the barrier failed the feasibility analysis, a reasonableness analysis was not performed.



0 550 1,100 2,200 Feet

1 inch = 1,000 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 11
I-10 Mobile River Bridge and Bayway Widening
Noise Barriers Considered Duval Street to Mobile River
Project No. DPI-0030(005)

Path: \\192.168.10.6\Envir\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\October 2013\Figure 11 - Barriers Considered Duval Street to Mobile River.mxd

ALABAMA DEPARTMENT OF TRANSPORTATION

0 550 1,100 2,200 Feet

1 inch = 1,000 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 12
I-10 Mobile River Bridge and Bayway Widening
Noise Barriers Considered Mobile River to US 90/98 Midbay Ramp
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 12 - Barriers Considered Mobile River to Midbay Ramp.mxd

DEPARTMENT OF TRANSPORTATION

0 500 1,000 2,000 Feet

1 inch = 1,000 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 13
I-10 Mobile River Bridge and Bayway Widening
Noise Barriers Considered US 98 Interchange
Project No. DPI-0030(005)

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\GIS\Map_Documents\Figures\Noise Report\July 2013\Figure 13 - Barriers Considered US 98 Interchange.mxd

6.6 Noise Insulation of Activity Category D Land Use Facilities (Auditoriums, Day Care Centers, Hospitals, Libraries, Medical Facilities, Places of Worship, Public Meeting Rooms, Public or Non-Profit Institutional Structures, Radio Studios, Recording Studios, Schools, and Television Studios)

Exterior noise impacts to Activity Category D land uses are predicted to occur at fourteen (14) individual receptor locations for Alternatives A, B, and B'. Exterior noise impacts to Activity Category D land uses are predicted to occur at twelve (12) individual receptor locations for Alternative C. **Table 6-1** summarizes the exterior noise levels and adjusted interior noise levels at the Activity Category D land uses along the I-10 Mobile River Bridge and Bayway Widening study corridor.

Table 6-1: I-10 Mobile River Bridge and Bayway Widening Exterior and Adjusted Interior Noise Results at Activity Category D Land Uses

					Alternative A		**Alternative B**		**Alternative B'**		**Alternative C**	
Receptor	No. of Receptors Rep.	Construction	2010 Existing Noise Level (Exterior dBA)	Structural Insertion Loss	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)
Church 147 (St. Matthew's Catholic Church)	1	Masonry/Double Glazed Windows	**70.8**	35	**72.5**	37.5	**72.7**	37.7	**72.6**	37.6	**72.5**	37.5
Church 150 (St. Matthew's Catholic Church Recreation Center)	1	Light Frame/Storm Windows	64.4	25	**68.7**	43.7	**66.5**	41.5	**66.4**	41.4	**66.5**	41.5
Church 172 (Christ Overcoming Holiness Pentecostal Church)	1	Light Frame/Storm Windows	**71.8**	25	**73.9**	48.9	**74.0**	49.0	**73.9**	48.9	**74.0**	49.0
Church 173 (Parkers Activity Center)	1	Masonry/Double Glazed Windows	65.9	35	**68.0**	33.0	**68.1**	33.1	**68.1**	33.1	**68.1**	33.1
Church 208 (Mt. Zion Primitive Baptist Church)	1	Light Frame/Storm Windows	63.1	25	65.5	40.5	65.5	40.5	65.4	40.4	65.6	40.6

					Alternative A		Alternative B		Alternative B'		Alternative C	
Receptor	No. of Receptors Rep.	Construction	2010 Existing Noise Level (Exterior dBA)	Structural Insertion Loss	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)
Church 289 (Mt. Sinai Missionary Baptist Church)	1	Masonry/Double Glazed Windows	**66.7**	35	**69.1**	34.1	**68.8**	33.8	**68.9**	33.9	**69.8**	34.8
School 313 (Council Elementary School)	1	Masonry/Double Glazed Windows	**69.7**	35	**72.5**	37.5	**72.5**	37.5	**72.6**	37.6	**72.9**	37.9
Church 347 (Delaware Street Baptist Church)	1	Masonry/Double Glazed Windows	**68.0**	35	**71.6**	36.6	**72.1**	37.1	**72.3**	37.3	**71.8**	36.8
Church 362 (International Ministries Center)	1	Masonry/Double Glazed Windows	**70.2**	35	**74.2**	39.2	**73.2**	38.2	**73.4**	38.4	**70.9**	35.9
Church 363 (Mt. Pleasant Missionary Baptist Church)	1	Masonry/Double Glazed Windows	**68.9**	35	**73.0**	38.0	**71.9**	36.9	**72.0**	37.0	**71.1**	36.1
Church 384 (Prince of Peace Catholic Church School Building)	1	Masonry/Double Glazed Windows	65.5	35	**67.9**	32.9	**68.0**	33.0	**67.3**	32.3	65.8	30.8
Church 389 (Prince of Peace Catholic Church)	1	Masonry/Double Glazed Windows	**66.1**	35	**68.3**	33.3	**68.1**	33.1	**67.7**	32.7	**66.2**	31.2
Church 5170 (El Bethel Primitive Baptist Church)	1	Masonry/Double Glazed Windows	58.4	35	60.3	25.3	60.3	25.3	60.3	25.3	60.6	25.6
Church 5222 (Church)	1	Light Frame/Storm Windows	62.6	25	64.8	39.8	64.9	39.9	64.9	39.9	65.0	40.0
Fire Station 5233 (Fire Station)	1	Masonry/Double Glazed Windows	63.9	35	**66.1**	31.1	**66.1**	31.1	**66.1**	31.1	**66.2**	31.2
Church 5398 (Church)	1	Masonry/Double Glazed Windows	63.2	35	65.9	30.9	**66.3**	31.3	**66.3**	31.3	**66.2**	31.2
Church 5399 (Church)	1	Masonry/Double Glazed Windows	59.6	35	62.5	27.5	63.2	28.2	63.1	28.1	63.9	28.9

					Alternative A		Alternative B		Alternative B'		Alternative C	
Receptor	No. of Receptors Rep.	Construction	2010 Existing Noise Level (Exterior dBA)	Structural Insertion Loss	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)	2030 Build Noise Level (Exterior dBA)	Adjusted 2030 Build Noise Level (Interior dBA)
Com 5511 (Civic Center)	1	Masonry/Double Glazed Windows	64.3	35	65.3	30.3	64.4	29.4	64.4	29.4	Alternatives A, B, B' Only	
Com 5524 (Government Plaza)	1	Masonry/Double Glazed Windows	61.1	35	61.8	26.8	60.6	25.6	60.7	25.7	Alternatives A, B, B' Only	
Com 5526 (Court House)	1	Masonry/Double Glazed Windows	59.4	35	62.1	27.1	60.9	25.9	61.2	26.2	Alternatives A, B, B' Only	
Church 5525 (Christ Church Cathedral)	1	Masonry/Double Glazed Windows	63.0	35	64.3	29.3	63.4	28.4	63.5	28.5	Alternatives A, B, B' Only	
Com 5527 (Museum of Mobile)	1	Masonry/Double Glazed Windows	64.0	35	64.8	29.8	64.2	29.2	64.3	29.3	Alternatives A, B, B' Only	
Com 5528 (Explorium)	1	Masonry/Double Glazed Windows	64.9	35	**66.9**	31.9	**66.4**	31.4	**66.5**	31.5	Alternatives A, B, B' Only	
Com 5531 (Museum)	1	Masonry/Double Glazed Windows	64.3	35	**66.2**	31.2	65.2	30.2	65.4	30.4	Alternatives A, B, B' Only	

The predicted exterior noise levels at the Activity Category D land uses are predicted to range from 60.3 dBA to 74.2 dBA. The adjusted interior noise levels are predicted to range from 25.3 dBA to 49 dBA. The adjusted interior noise levels are well below the Activity Category D NAC of 51 dBA. Therefore, noise insulation at Activity Category D land uses was not evaluated for any of the proposed Build Alternatives.

7 Undeveloped Land Analysis

There are three (3) areas of undeveloped land (Activity Category G) within the I-10 Mobile River Bridge and Bayway Widening Project study area. Noise contours were generated at these locations for the 66 dBA and 71 dBA noise levels. Locations of the undeveloped land analysis are shown on **Figure 9** and **Figure 10**. The results from the undeveloped land analysis are included in **Table 7-1**. This information is included for local officials to be aware of anticipated highway noise so that future development can be compatible with traffic noise. For example if a residence is planned with an NAC criteria of 66 dBA, officials may choose to locate the development 500 feet or more from the proposed project. If a business is planned with an NAC criteria of 71 dBA, officials may choose to locate the development 300 or more from the proposed project.

Table 7-1: Undeveloped Land Analysis

	2030 Build Alternative A		2030 Build Alternative B		2030 Build Alternative B'		2030 Build Alternative C	
Site	66 dBA Contour Distance from Edge-of-Pavement (feet)	71 dBA Contour Distance from Edge-of-Pavement (feet)	66 dBA Contour Distance from Edge-of-Pavement (feet)	71 dBA Contour Distance from Edge-of-Pavement (feet)	66 dBA Contour Distance from Edge-of-Pavement (feet)	71 dBA Contour Distance from Edge-of-Pavement (feet)	66 dBA Contour Distance from Edge-of-Pavement (feet)	71 dBA Contour Distance from Edge-of-Pavement (feet)
UL 1	500	300	500	300	500	300	650	350
UL 2	500	300	500	300	500	300	500	300
UL 3	900	500	900	500	900	500	900	500

8 References

Alabama Department of Transportation, Highway Traffic Noise Analysis and Abatement, Policy and Guidance. July 2011.

U.S. National Archives and Records Administration, Office of Federal Register. Title 23, Code of Federal Regulations, Part 772. Procedures for Abatement of Highway Traffic Noise and Construction Noise. 2010.

U.S. Department of Transportation, Federal Highway Administration. Highway Traffic Noise: Analysis and Abatement Guidance. December 2011.

APPENDIX I:

AIR ANALYSIS

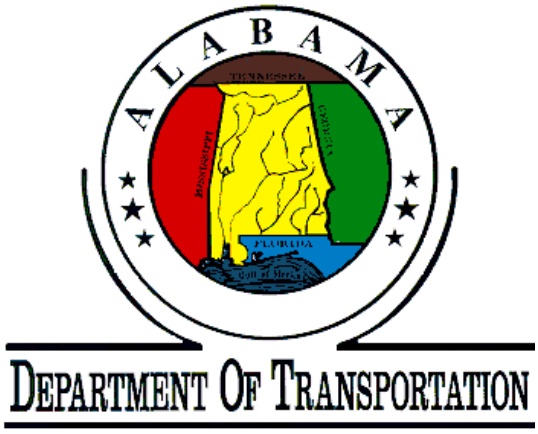
Air Quality Analysis Technical Report

For The

Interstate 10
Mobile River Bridge and Bayway Widening Project

Project No. DPI-0030(005)
Mobileand Baldwin Counties, Alabama

Prepared For:



November 2013

TABLE OF CONTENTS

Section **Page**

LIST OF TABLES

Table **Page**

LIST OF FIGURES

Figure **Page**

ALDOT Project No.DPI-0030(005)

Interstate 10 Mobile River Bridge and Bayway Widening Project Mobile and Baldwin Counties, Alabama

Air Quality Analysis Technical Report

Executive Summary

Air quality impacts were analyzed for the No-Build Alternative and four (4) proposed Build Alternatives for the Interstate 10 (I-10) Mobile River Bridge and Bayway Widening Project. The Alabama Department of Transportation's (ALDOT) Project DPI-0030(005) includes the construction of a bridge to Interstate Highway Standards over the Mobile River near the Central Business District (CBD) of Mobile, Alabama, in order to increase the capacity of I-10 to meet existing and predicted future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry. 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 within the next several years. The solution documented in this study is a bridge from I-10 in the vicinity of Duval Street to Texas Street on the west side of the river to east of the existing tunnel interchange on the east side of the river. Four (4) alignments are under consideration. The existing tunnels are to remain in place as a spur or connector to the Mobile CBD, so functional access to the tunnels must be retained by the new configurations. The corridor study and environmental documentation also cover the proposed widening of the I-10 Bayway across Mobile Bay.

This air quality analysis evaluates whether National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) would be exceeded at receptor locations in the vicinity of the most congested intersection within the project study area. The primary standard for CO was designed by the U. S. Environmental Protection Agency (EPA) to protect against adverse health effects. Information regarding ozone, mobile source air toxics (MSATs), and particulate matter 2.5 ($PM_{2.5}$) is also provided.

The project is located within Mobile and Baldwin Counties, which are both currently in attainment for CO, Ozone, nitrogen dioxide, and particulate matter ($PM_{2.5}$ and PM_{10}).

The NAAQS for CO is 35 parts per million (ppm) for the 1-hour standard and 9-ppm for the 8-hour standard. Using dispersion modeling, worst-case 1-hour CO concentrations were modeled for multiple receptors located in the vicinity of the most congested intersection within the project study area. Results of the analysis indicate that CO concentrations under the future Build Alternative conditions will not exceed the NAAQS in Design Year 2030.

Project DPI-0030(005) is included in the ALDOT 2012 State Transportation Improvement Program (STIP) and is listed as a High Priority Project (HPP) in the ALDOT Five Year Transportation Plan from 2011 to 2016. The project is also included in the 2035 Long Range Transportation Plan (LRTP) prepared for the *Mobile Area Transportation Study (MATS) Metropolitan Planning Organization (MPO) by the South Alabama Regional Planning Commission (SARPC).* The LRTP adds that the project is "extremely important to the area's long-term growth and continued economic expansion". The project is also included in the City of Daphne's Comprehensive Plan, *Preparing Daphne for the Future: A Comprehensive Plan 2000-2020*, adopted June 26, 2003.

1 Introduction

In the Mobile area, there is a need to increase the capacity of I-10 to meet existing and predicted future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry.

1.1 Corridor Setting

The overall physical environment consists of natural and manmade features along the I-10 corridor in portions of Mobile and Baldwin Counties. The setting includes the highly-developed urban area of the City of Mobile on the western side, the crossing of the Mobile River, the maritime facilities along the east and west banks of the Mobile River, the upper portion of Mobile Bay along the I-10 Bayway, the Causeway, and the eastern terminus in the vicinity of the I-10/US 90/98 Interchange in Daphne.

1.2 Existing Land Use and Transportation Network

From the terminus east of the Duval Street Interchange to the Mobile River (Mobile County portion of the corridor), the I-10 corridor serves as a divider separating the primarily residential land use on the western side from the predominantly commercial and industrial development on the eastern side between I-10 and the Mobile River. The I-10 corridor is an integral part of the Transportation Plan component of the City of Mobile Comprehensive Plan. The I-10 corridor is designated as a limited-access major thoroughfare in the Major Street Plan for the City. I-10 serves an important role in minimizing the number of trucks utilizing city streets. However, trucks transporting hazardous cargo on I-10 are prohibited from using the Wallace Tunnel and therefore must utilize city streets and the Cochrane Bridge in order to bypass the tunnels. The I-10 corridor serves as a vital connection to the CBD from the west and from Baldwin County to the east. The I-10 Bayway from the eastern bank of the Tensaw River west is within Mobile County and within the Mobile city limits.

The project area from the Mobile River to the I-10/US 90/98 Interchange in Daphne consists of the Bayway and the Causeway. The Bayway has an existing Mid-Bay Interchange with the Causeway. The Causeway is a four-lane highway designated as US 90/98. Originally constructed in 1927, it was primarily built of earth fill with bridges

over the major rivers. It has been expanded and upgraded over the years and serves as an alternate route to the Bayway and provides access to commercial establishments (restaurants, motels, and fishing camps) located adjacent to the Causeway. The Causeway is a popular recreational and tourist attraction with public boat ramps, the USS Alabama Battleship Memorial Park, and the Meaher State Park facilities. It serves as an access point for boaters, hunters, birders, and fishermen to the Mobile-Tensaw Delta to the north and the Mobile Bay to the south. Bank fishing is a common recreational pursuit. The western end of the Causeway, including portions of the USS Alabama Battleship Memorial Park, is within the Mobile City Limits. The remainder of the Causeway is in Baldwin County and is within the city limits of Spanish Fort. The primary land uses in the area of Spanish Fort located adjacent to the proposed project are residential, commercial, and undeveloped.

The Bayway, from the Tensaw River east, is in Baldwin County. The eastern terminus is within the city limits of Daphne. The City of Daphne Zoning Map shows that approximately 1,000 feet of the land adjacent to the Bayway west of the I-10/US 90/98 Interchange to the city limits is zoned as Low Density Single Family Residential. The interchange and the segment of I-10, and abutting lands, to the eastern terminus of the proposed improvements are zoned as General Business (Daphne, 2001). Approximately 6 miles of the Bayway between the city limits of Mobile and Daphne are within unincorporated areas of Baldwin County. This area is not zoned but is subject to the Baldwin County Subdivision Regulations of the Baldwin County Planning and Zoning Commission (Baldwin County, 1997). A walking/biking trail (Old Spanish Trail/D'Olive Creek Boardwalk) was developed by the City of Daphne along the eastern shore that traverses under I-10 near the existing I-10/US 90/98 Interchange.

1.3 Build Alternatives

Four (4) proposed Build Alternatives were evaluated during the environmental process. Descriptions of each alternative are provided in the following paragraphs.

1.3.1 Alternative A

Alternative A would require the widening of existing I-10 from ten lanes to twelve lanes for a distance of 1.1 miles. Widening of I-10 would begin approximately 0.25 mile east of the overpass at the I-10/Broad Street interchange where the Broad Street ramp ties with I-10 and end near the I-10/Texas Street interchange where the bridge would begin. The eastbound truck acceleration lane on the bridge would have a length of approximately 3,120 feet. The bridge would follow the existing I-10 route to the north and would then shift east to cross over the Canal Street/I-10 interchange, span the Federal Mobile Harbor Navigation Channel, and tie into the Bayway approximately one mile east of the Wallace Tunnels. The cable-stayed bridge structure would begin at the bank of the Mobile River in Mobile County at Canal Street and the western pylon would be located on land between the Alabama Cruise Terminal and the GulfQuest Museum. The eastern pylon would be located in the Mobile River outside of the eastern side of the navigation channel. The bridge approach structures would begin approximately 6,575 feet east and 5,700 feet west of the navigation channel to

achieve the required vertical clearance. The bridge would have a main spanskew length of 1,250 feet and asymmetrical side spans of 500 and 650 feet. Modifications would be required for the Canal Street, Broad Street, Virginia Street, US 98, and US 90 interchanges.

1.3.2 Alternative B

Alternative B follows a path similar to that of Alternative A, further to the south. It would require the widening of I-10 from ten lanes to twelve lanes for a distance of 1.06 miles. The widening would end between the I-10/Virginia Street and the I-10/Texas Street interchanges where the bridge would begin. The eastbound truck acceleration lane on the bridge would have a length of approximately 2,355 feet.The bridge would follow the existing I-10 route to the northeast and would shift due east to cross over the I-10/Canal Street interchange, span the Federal Mobile Harbor Navigation Channel and tie into the I-10 Bayway approximately 1.0 mile east of the Wallace Tunnels. The cable-stayed bridge structure approaches would begin at the bank of the Mobile River in Mobile County west of Royal Streetandthe western pylon would be located in an existing open water area setback from the west side of the navigation channel. The eastern pylon would be located on land. The bridge approach structures would begin approximately 5,500 feet east and west of the navigation channel to achieve required vertical clearance. The bridge would have a main span skew length of 1,250 feet and symmetrical side spans of 725 feet. Modifications would be required for the Canal Street, Broad Street, Virginia Street, US 98, and US 90 interchanges.

1.3.3 Alternative B’

Alternative B’ follows a path similar to that of Alternative B. It would require the widening of I-10 from ten lanes to twelve lanes for a distance of 0.87 mile. The widening would end between the I-10/Virginia Street and the I-10/Texas Street interchanges where the bridge would begin. The eastbound truck acceleration lane on the bridge would have a length of approximately 2,410 feet. The bridge would follow the existing I-10 route to the northeast and would shift east to cross over the I-10/Canal Street interchange, span the Federal Mobile Harbor Navigation Channel and tie into the I-10 Bayway approximately 0.88 mile east of the Wallace Tunnels. The bridge would begin approximately 600 feet west of the I-10/Texas Street interchange. The cable-stayed bridge structure approaches would begin at the bank of the Mobile River in Mobile County west of Royal Street and the western pylon would be located in an existing open water area set back from the west side of the navigation channel. The eastern pylon would be located on land. The bridge approach structures would begin approximately 5,500 feet east and west of the navigation channel to achieve required vertical clearance. The bridge would have a main span skew length of 1,250 feet with symmetrical side spans of 725 feet each. Modifications would be required for the Canal Street, Broad Street, Virginia Street, US 98, and US 90 interchanges.

1.3.4 Alternative C

Alternative C would require a total of 0.5 mile of existing I-10 eastbound roadway to be widened from four to six lanes. Eastbound I-10 widening would occur between the I-10/Duval Street and the I-10/Broad Street interchanges. Westbound I-10 widening from five to six lanes would occur between where the bridge ties into existing westbound I-10 and the I-10/Broad Street interchange. The bridge would begin approximately 600 feet west of the I-10/Virginia Street overpass. The eastbound truck acceleration lane on the bridge would have a length of approximately 2,550 feet. The bridge would follow the existing I-10 route to the northeast and would turn east at the Texas Street Recreation Center, crossing over the Mobile County Sheriff's office, span the Federal Mobile Harbor Navigation Channel, pass by the northwest corner of the U.S. Army Corps of Engineers (USACE) disposal site and tie into the I-10 Bayway approximately 1.25 miles east of the Wallace Tunnels. The cable-stayed bridge structure approaches would begin at the bank of the Mobile River in Mobile County west of Old Water Street and the eastern and western pylons would be located on land. The bridge approach structures would begin approximately 5,500 feet west and 9,000 feet east of the navigation channel to achieve required vertical clearance. The bridge would have a main span length of 1,000 feet with symmetrical adjacent spans 550 feet in length. Modifications would be required for the Broad Street, Virginia Street, US 98, and US 90 interchanges. The Virginia Street interchange would require substantial modifications. The required four percent upgrade for the bridge, would be pushed further west on I-10, making the current ramp leading eastbound inaccessible. A loop ramp would be constructed for the I-10 eastbound on ramp to create a ramp profile that ties into the four percent bridge grade.

2 Carbon Monoxide Modeling

As previously mentioned, the I-10 Mobile River Bridge and Bayway Widening Project is included in the ALDOT 2012 STIP and in the ALDOT Five Year Transportation Plan from 2011 to 2016. The project is also included in the regional 2035 LRTP prepared for MATSMPO. The project is also included in the City of Daphne's 2000-2020 Comprehensive Plan.

A CO hot spot analysis was conducted to determine if there would be any localized impacts near the most congested intersections under the Build Alternatives conditions along the project. This analysis was completed in accordance with the "Guideline for Modeling Carbon Monoxide from Roadway Intersections," established by the U.S. EPA. Another U.S. EPA guideline, which summarizes the revised 1997 Appendix W of 40 CFR Part 51 – "Guideline on Air Quality Models," was incorporated into this air analysis study. These guidelines are applicable for project-level analysis for SIPs, conformity analyses, and air analysis for Environmental Impact Statements (EISs) and Environmental Assessments (EAs). The following basic procedures were used in this air analysis study:

- The screening of intersections to determine the need for CO modeling.
- The gathering of data related to the project, such as traffic and operating characteristics, roadway configurations and geometry, and required meteorological and emissions modeling data.
- The selection of receptor points.
- The computation of traffic flow conditions and one-hour emissions for intersections requiring CO modeling based on those vehicles that free-flow (move without stopping) or queue (are delayed and/or stopped) through the intersections.
- The use of the U.S. EPA CAL3QHC dispersion model to calculate estimated one-hour emission CO concentrations near the most congested intersection located within the project study area.
- The calculation of eight-hour concentrations from the one-hour concentrations, if required.
- The overall tabulation of total concentrations based on the proposed improvements and background conditions.
- Comparison of these concentrations to the NAAQS.

The projected 2030 AADT and level of service (LOS) analysis were reviewed, and multiple field reviews were conducted to identify the most congested intersection (worst LOS) within the project study area. Based on the traffic information and on field observations, it was determined that the I-10/US 90/98 Interchange in Daphne would experience the most congestion, worst LOS, and traffic queuing in Design Year 2030. The I-10/US 90/98 Interchange is also the only signalized interchange in the project corridor. The Design Year 2030 No-Build and Build Alternative scenarios were modeled at two (2) intersections at the I-10/US 90/98 Interchange using projected peak-hour traffic volumes (design hour volumes). The analysis procedures are further discussed in detail in Sections 2.1 – 2.9.3. The intersections are shown on **Figures 2-1, 2-2, 2-3,** and **2-4**. All four(4) of the proposed Build Alternatives include the same improvements at this interchange.

2.1 Identification of Analysis Intersections

The methodology outlined in the "Guideline for Modeling Carbon Monoxide from Roadway Intersections" requires that all intersections be evaluated for the potential to create an adverse air quality impact by either increasing traffic or reducing roadway distances from receptors where the general public has access. The guidance recommends that the signalized intersections with the highest traffic volumes and the worst LOS be analyzed for CO impacts. Based on the traffic analyses, field observations, and proximity of general public access, it was determined that the intersections at the I-10/US 90/98 Interchange in Daphne would experience the worst LOS and highest level of traffic volume in Design Year 2030.

2.2 Carbon Monoxide Emission Factors

Carbon monoxide is an odorless, colorless gas that interferes with the delivery of oxygen to the body's organs and tissues. The incomplete burning of carbon in fuels produces

CO. High concentrations of CO occur along roadsides in heavy traffic, particularly at major intersections, and in enclosed areas, such as garages and poorly ventilated tunnels. Peak CO concentrations typically occur during the colder months of the year when CO vehicular emissions are greater and nighttime inversion conditions are more frequent. Factors that can determine CO vehicular emissions are free-flow and idle factors.

1 inch = 250 feet

Note: This map is for presentation use only and not to be used for construction purposes.

I-10 Mobile River Bridge and Bayway Widening
Project No. DPI-0030(005)
Figure 2-1 Air Analysis
No-Build Alternative 2030
I-10/US 90/98 East Interchange

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\Docs\Air Analysis\Map Documents\July 2013\Figure 2-1 Air Analysis 2030 No Build South Interchange.mxd

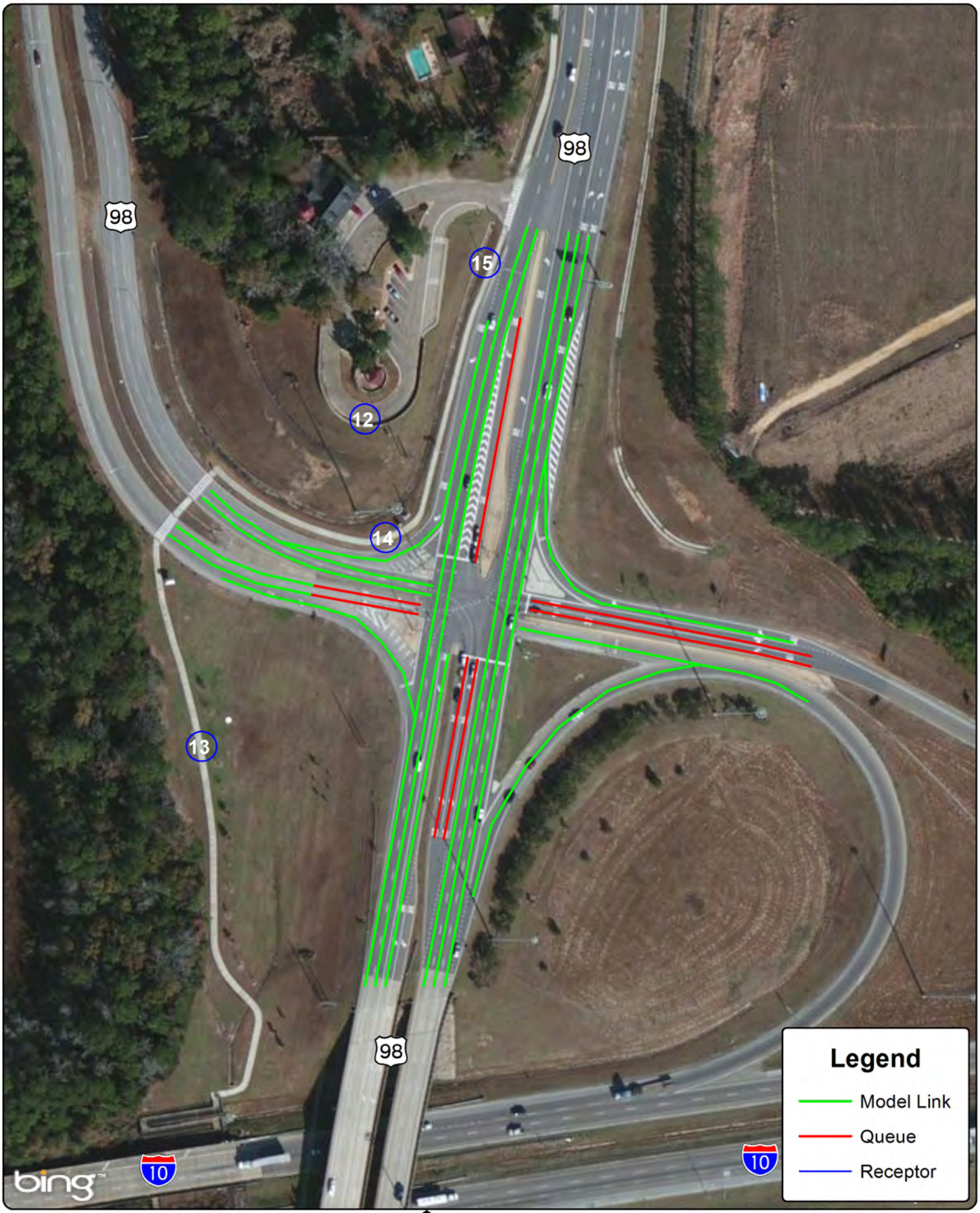
1 inch = 250 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

I-10 Mobile River Bridge and Bayway Widening
Project No. DPI-0030(005)
Figure 2-2 Air Analysis
Build Alternatives 2030
I-10/US 90/98 East Interchange

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\Docs\Air Analysis\Map Documents\July 2013\Figure 2-2 Air Analysis 2030 Build South Interchange.mxd



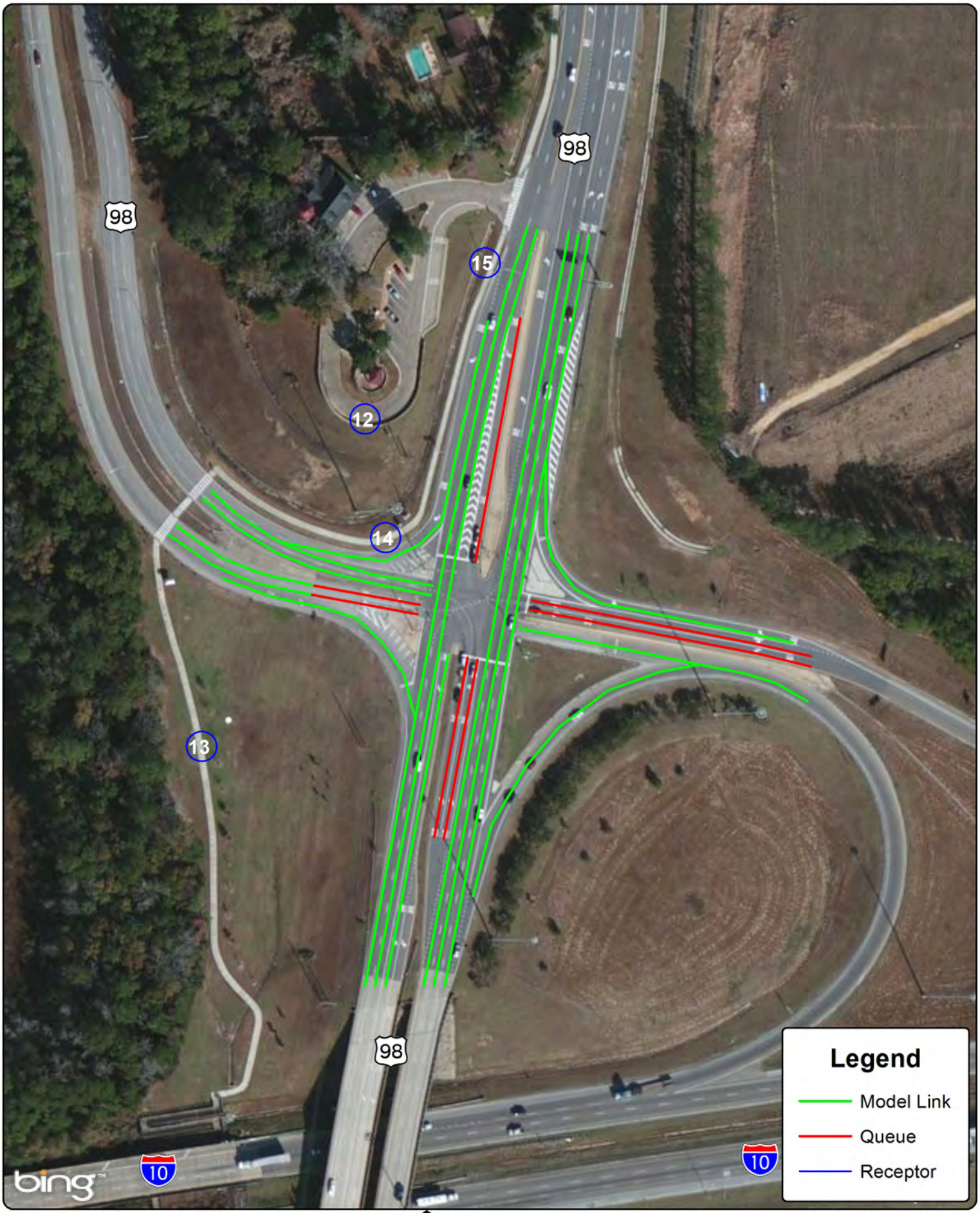
1 inch = 150 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

I-10 Mobile River Bridge and Bayway Widening
Project No. DPI-0030(005)
Figure 2-3 Air Analysis
No-Build Alternative 2030
I-10/US 90/98 West Interchange

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\Docs\Air Analysis\Map Documents\July 2013\Figure 2-3 Air Analysis 2030 No Build North Interchange.mxd



1 inch = 150 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

I-10 Mobile River Bridge and Bayway Widening
Project No. DPI-0030(005)
Figure 2-4 Air Analysis
Build Alternatives 2030
I-10/US 90/98 West Interchange

Path: V:\PROJECTS\900\911602 Mobile River I-10 Bridge EIS\Docs\Air Analysis\Map Documents\July 2013\Figure 2-4 Air Analysis 2030 Build North Interchange.mxd

2.2.1 Free-flow Factors

Composite emission factors (EF) for free-flow links were generated using MOVES2010b, an U.S. EPA-recommended computer program. A composite EF is based on vehicle distribution weighted by type, age, and operating mode. The EF for free-flow links is expressed as grams of CO per vehicle-mile (g/mile) and is dependent on vehicle speed, percent hot and cold starts, ambient temperature, vehicle mix, and calendar year. The existing and proposed speed limit (45 mph) was used for this analysis.

2.2.2 Idle and Queuing Factors

Idle emission factors (IEFs) were generated using MOVES2010b in accordance with the "User's Guide to Motor Vehicle Emission Simulator (MOVES) 2010," developed by the U.S. EPA.

EFs for free-flow links and IEFs for queued links are included in **Table 2-1**.

Table 2-1: CO Emission Factors
I-10 Mobile River Bridge and Bayway Widening Project
Mobile and Baldwin Counties, Alabama

	Intersection of US90/98 and I-10 East Bound Ramp		Intersection of US90/98 and I-10 West Bound Ramp	
Year	**Idle Emission Factors @ 2.5 mph (Idle) (g/hr)**	**Free Flow Emission Factors @ 45 mph (g/mile)**	**Idle Emission Factors @ 2.5 mph (Idle) (g/hr)**	**Free Flow Emission Factors @ 45 mph (g/mile)**
2030	**89.8**	**44.4**	**116.7**	**67**

2.3 Data Collection and Dispersion Modeling

Dispersion modeling was performed with CAL3QHC, an U.S. EPA-recommended microcomputer-based model to predict CO concentrations from both moving and idling motor vehicles at roadway intersections. The model includes the CALINE-3 line-source dispersion model and a traffic algorithm for estimating vehicular queue lengths at signalized intersections. The model permits the estimation of total air pollutant concentrations from both moving and idling vehicles. Because idle emissions account for a substantial portion of the total emissions at an intersection, the model is relatively insensitive to traffic speed.

Dispersion modeling was performed in accordance with the guideline previously referenced and in accordance with "Users Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections." The I-10 Mobile River Bridge and Bayway Widening analysis was conducted using Microstation Version V8i and the MS Windows-based CALVIEW2 (Cal3QHC File Editor/Viewer) that facilitated data input and allowed a "view" of the intersection

showing roadway geometry and receptor locations so that the accuracy of input coordinates could be checked.

Model input requires meteorological conditions, roadway geometry (including information describing the configuration of the intersection or roadway being modeled), vehicular emission rates (g/mile and g/hr), traffic volumes, traffic parameters, and receptor locations.

2.4 Meteorological Variables

Input for meteorological variables was in accordance with ALDOT and U.S. EPA guidance. Meteorological variables and the input for each are as following:

Table 2-2: Meteorological Variables
I-10 Mobile River Bridge and Bayway Widening Project Mobile and Baldwin Counties, Alabama

Meteorological Variable	Input
Averaging Time in Minutes (ATIM)	60 Minutes (1-hour)
Ambient Background CO Concentration (AMB)	• 2 ppm in 1-Hour & • 2 ppm in 8-Hour
Mixing Height in Meters (MIXH)	1,000 Meters
Atmosphere Stability Class (CLAS)	3 (C)
Setting Velocity (VS)	0 cm/sec
Deposition Velocity (VD)	0 cm/sec
Wind Speed (U)	1 m/sec
Wind Angle Range:	Every 10°, from 0° to 360°
Surface Roughness Coefficient (Zo)	175 centimeters (see text below)

Since the NAAQS for CO is an hourly time averaged concentration, a time value of 60 minutes was utilized as the averaging period for this analysis.

The deposition and settling velocities, which do not apply to CO, were assigned a value of zero so no adjustments would be made to the predicted concentrations.

A wind speed of 1 meter/second (2.2 mph) was utilized to provide a “worst case” scenario because lower wind speeds produce high concentrations. Every 10 degrees of wind direction from 0 to 360 degrees was analyzed in accordance with EPA guidance.

The CAL3QHC model is only sensitive to mixing height for extremely low values occurring under parallel wind conditions. The mixing height algorithm is meant primarily for study of nocturnal inversions. Since this analysis focuses on peak traffic periods (as opposed to nocturnal conditions), a value of 1,000 meters was utilized in accordance with EPA guidance.

The surface roughness coefficient (Zo) for the project was chosen on the basis of surrounding land use. Because primarily commercial developments comprise the land use in the vicinity of the intersection, the Zo value of 175 centimeters (cm) was chosen. Sensitivity analysis has indicated that CAL3QHC is relatively insensitive to the value of Zo.

2.5 Intersection Configurations

Design engineers provided roadway geometry and the configuration of the intersections being modeled as Microstation drawings (Version V8i). Intersections and roadway configurations for the proposed project are shown in **Figures2-1,2-2, 2-3,** and **2-4**. The proposed lane width for the project is 12 feet.

The CAL3QHC model requires that two sets of X and Y coordinates (X1, Y1, X2, and Y2) be input for each link in the analysis of the intersection. Further, the coordinate system must be based on a positive Y-axis that is aligned due north so that wind-angles modeled will follow accepted meteorological convention. MicrostationV8i was used to identify roadway links, identify receptors, and to measure lane widths. Coordinates for both the roadway links and the receptor locations were taken directly from the Microstation V8i design drawings. As mentioned previously, the CAL3QHC program allows a visual check of input files to ensure that the simulation of roadway geometries and receptor locations is what was intended.

2.6 Traffic Volumes

The AADT volumes for US98 and I-10 are illustrated in **Table 2-3**. The Design Year 2030 AADT under the No-Build and Build Alternatives is the same.

Table 2-3: Design Year 2030 I-10/US 90/98 Annual Average Daily Traffic

US90/98 Corridor	Two-way Traffic Volume (Vehicles per Day)
	Design Year 2030
	23,770 - 82,741

I-10 Corridor	Two-way Traffic Volume (Vehicles per Day)
	Design Year 2030
	85,182 - 129,156

Table 2-4 illustrates the projected through traffic and turning movements at both intersections at the I-10/US90/98 Interchange. This intersection information was used in the air quality analysis. The through traffic and turning movements at both intersections is the same for all Build Alternatives.

Table 2-4: Design Year 2030 I-10/US 90/98 Interchange Traffic Movements

Intersection of US90/98 and I-10 East Bound Ramp	US98						I-10 East Bound Ramp					
	North Bound			South Bound			East Bound			West Bound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2030 Peak Hour Volume (vph)	0	3365	987	396	1698	0	78	0	1849	1018	0	679

Intersection of US90/98 andI-10 West Bound Ramp	US98						I-10 West Bound Ramp					
	North Bound			South Bound			East Bound			West Bound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2030 Peak Hour Volume (vph)	458	1026	0	72	1397	24	130	0	434	265	17	82

2.7 Traffic Parameters

For certain traffic parameters, values used were default values suggested by the CAL3QHC User's Guide. A value of two seconds was used for clearance lost time. For saturation flow rate, 1,900 vehicles per hour was used. For signal arrival rate type, an average progression was used.

2.8 Receptor Locations

Receptor site selections were based on criteria outlined in the "Guideline for Modeling Carbon Monoxide from Roadway Intersections." Receptors were located outside the mixing zone of free-flow links (at least ten feet or three meters from each traveled roadway) at a breathing height of 4.9 ft (1.8 m). In general, receptors were placed at the approach of each intersection on all sides where queues are expected to develop and near the corner, at measured distances from stop lines, at potential heavy traffic spots, and at mid-block for long approaches.

Other receptors were located on the right-of-way limit, on commercial property boundaries, at parking lots, or on parking lot pavement edges nearest an approach. A few receptors were also placed along a walking trail located in the vicinity of the interchange. Coordinates for the receptor locations were taken from the Microstation V8i design drawings. For the I-10 Mobile River Bridge and Bayway Widening interchange air quality analysis, fifteen (15) receptors were selected (**Figure 2-1, 2-2, 2-3,** and **2-4**).

2.9 CO Modeling Results

Total one-hour CO concentrations, including the background concentration of 2.0 ppm used at the direction of ALDOT, were predicted with the CAL3QHC model at each receptor for each wind direction analyzed in each analysis case. For the I-10 Mobile River Bridge and Bayway Widening interchange analysis, the highest one-hour concentration for each scenario is shown in **Table 2-5** and **Table 2-6**.

2.9.1 Design Year 2030 No-Build One-Hour CO Analysis

The air quality analysis for the Design Year 2030 No-Build scenario resulted in no exceedences of the CO NAAQS one-hour criteria. The highest one-hour CO concentration for the Design Year 2030 No-Build scenario was 4.8 ppm at receiver site R-10 for the I-10/US90/98 East Bound Interchange and 5.8 ppm at receiver site R-15 for the I-10/US90/98 West Bound Interchange. The design year 2030 No-Build one-hour CO analysis results are located in **Table 2-5** and **Table 2-6**. The analysis results were well below the NAAQS one-hour criteria of 35.0 ppm.

2.9.2 Design Year 2030 Build Alternatives One-Hour CO Analysis

As previously discussed, the proposed improvements are the same at the I-10/US90/98 Interchange for the four (4) Build Alternatives. As a result, the one-hour CO results are applicable to all Build Alternative scenarios. The highest one-hour concentration of CO for the 2030 Build Alternatives scenario was 5.1 ppm at receivers R-8 and R-10for the I-10/US90/98 East Bound Interchange and 6.0 ppm at receiver R-15 for the I-10/US90/98 West Bound Interchange. The design year 2030 Build Alternatives one-hour CO analysis results are located in **Table 2-5** and **Table 2-6**. The highest results were well below the NAAQS one-hour criteria of 35.0 ppm.

Table 2-5: Design Year 2030 I-10/US90/98 East Bound Intersection One-Hour CO Analysis Results

Receptor Site #	Receptor Description	Maximum One-Hour Result Recorded at Each Site *	Maximum One-Hour Result Recorded at Each Site *
		No-Build 2030	Build Alternatives 2030
Site R-1	Hampton Inn	3.7	4.0
Site R-2	Hampton Inn Parking Lot	3.7	3.6
Site R-3	Homewood Suites Pool	2.3	2.3
Site R-4	Hilton Inn Pool	2.5	2.5
Site R-5	Hilton Inn Front Entry	3.3	3.3
Site R-6	Comfort Suites Pool	3.0	2.9
Site R-7	Comfort Suites Front Entry	4.0	4.3
Site R-8	Comfort Suites Entrance	3.9	5.1
Site R-9	Co Road 11 Bridge	3.6	3.9
Site R-10	D'Olive Creek Walkway	4.8	5.1
Site R-11	D'Olive Creek Walkway	4.2	4.4

* Measured in parts per million (ppm) and including a background of 2.0 ppm CO.

Table 2-6: Design Year 2030 I-10/US90/98 West Bound Intersection One-Hour CO Analysis Results

Receptor Site #	Receptor Description	Maximum One-Hour Result Recorded at Each Site *	Maximum One-Hour Result Recorded at Each Site *
		No-Build 2030	Build Alternatives 2030
Site R-12	Scenic Overlook Lookout	4.4	4.9
Site R-13	D'Olive Creek Walkway	4.4	4.9
Site R-14	Scenic Overlook Sidewalk	5.4	5.8
Site R-15	Scenic Overlook Entrance	5.8	6.0

* Measured in parts per million (ppm) and including a background of 2.0 ppm CO.

2.9.3 Design Year 2030 Build Alternatives 2030 Eight-Hour Analysis

The highest one-hour concentration of CO for the Design Year 2030 Build Alternatives scenario was 6.0 ppm at receiver site R-15 which is below the NAAQS eight-hour criteria of 9.0 ppm. Therefore, an eight-hour air analysis is not necessary (FHWA Technical Advisory T6640.8a, Item 8 (b)).

Based on the analysis performed, CO concentrations at all receptors modeled in the vicinity of the I-10/US90/US98 Interchange will not exceed the NAAQS under the Design Year 2030 Build Alternative scenarios.

3 Particulate Matter $_{2.5}$

This project is located in an area designated by the U.S. EPA as being in attainment for PM 2.5; therefore, an assessment is not required.

4 Ozone

This project is located in an area designated by the U.S. EPA as being in attainment for ozone; therefore, an assessment is not required.

5 Mobile Source Air Toxics (MSAT)

5.1 Introduction

Mobile Source Air Toxics assessments are required statewide for most federal transportation projects. Based on the example projects defined in the FHWA guidance "Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents" dated December 6, 2012, the proposed I-10 Mobile River Bridge and Bayway Widening Project would be classified as a project with *Low Potential MSAT Effects.* In addition to the criteria air pollutants that must meet the NAAQS, the U.S. EPA also regulates air

toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

This project has been determined to generate minimal air quality impacts for Clean Air Act (CAA) criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the No-Build Alternative.

5.2 Background

Controlling air toxic emissions became a national priority with the passage of the CAA Amendments of 1990, whereby Congress mandated that the U.S. EPA regulate 188 air toxics, also known as hazardous air pollutants. The U.S. EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (http://www.US_EPA.gov/ncea/iris/index.html). In addition, the U.S. EPA identified seven (7) compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (http://www.US_EPA.gov/ttn/atw/nata1999/). These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. Information regarding the health effects of these seven pollutants can also be found on the U.S. EPA's IRIS web site (http://www.epa.gov/ncea/iris/index.html). While the FHWA considers these the priority MSATs, the list is subject to change and may be adjusted in consideration of future U.S. EPA rules.

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how the potential health risks posed by MSAT exposure should be factored into project-level decision-making within the context of the National Environmental Policy Act (NEPA).

Nonetheless, air toxics concerns continue to be raised on highway projects during the NEPA process. Even as the science emerges, we are duly expected by the public and other agencies to address MSAT impacts in our environmental documents. The FHWA, the U.S. EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

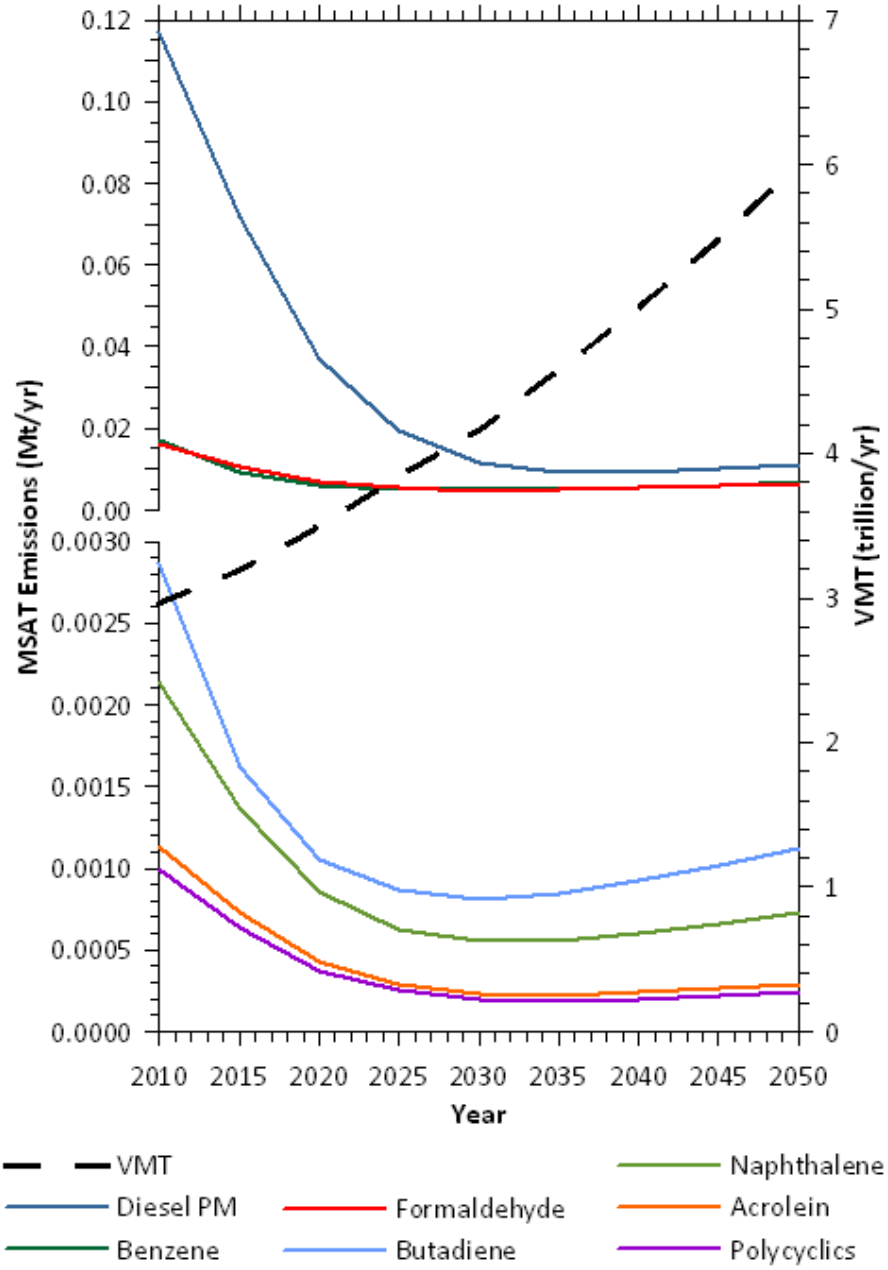
5.3 Motor Vehicle Emissions Simulator (MOVES)

According to U.S. EPA, MOVES improves upon the previous MOBILE model in several key aspects: MOVES is based on a vast amount of in-use vehicle data collected and analyzed since the latest release of MOBILE, including millions of emissions measurements from light-duty vehicles. Analysis of this data enhanced U.S. EPA's understanding of how mobile sources contribute to emissions inventories and the relative effectiveness of various control strategies. In addition, MOVES accounts for the significant effects that vehicle speed and temperature have on PM emissions estimates, whereas MOBILE did not. MOVES2010b includes all air toxic pollutants in NATA that are emitted by mobile sources. U.S. EPA has incorporated more recent data into MOVES2010b to update and enhance the quality of MSAT emission estimates. These data reflect advanced emission control technology and modern fuels, plus additional data for older technology vehicles.

Based on an FHWA analysis using the U.S. EPA's MOVES2010b model, as shown in **Figure 5-1**, even if vehicle-miles travelled (VMT) increases by 102 percent as assumed from 2010 to 2050, a combined reduction of 83 percent in the total annual emissions for the priority MSAT is projected for the same time period.

The implications of MOVES on MSAT emissions estimates compared to MOBILE are: lower estimates of total MSAT emissions; significantly lower benzene emissions; significantly higher diesel PM emissions, especially for lower speeds. Consequently, diesel PM is projected to be the dominant component of the emissions total.

Figure 5-1: National MSAT Emission Trends1999 - 2050 for Vehicles Operating on Roadways using U.S. EPA's MOVES 2010b Model



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors
Source: EPA MOVES2010b model runs conducted during May - June 2012 by FHWA.

5.4 Qualitative MSAT Assessment

The FHWA's "Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA" provides a tiered approach with three categories for analyzing MSAT in NEPA documents, depending on specific project circumstances:

1. No analysis for projects with "No Potential for Meaningful MSAT Effects";
2. Qualitative analysis for projects with "Low Potential MSAT Effects"; or
3. Quantitative analysis to differentiate alternatives for projects with "Higher Potential MSAT Effects".

Projects with "No Meaningful Potential MSAT effects", or exempt projects include projects qualifying as a Categorical Exclusion under 23 CFR 771.117(c); projects exempt under the CAA Conformity Rule under 40 CFR 93.126; or other projects with no meaningful impacts on traffic volumes or vehicle mix.

Projects with "Low Potential MSAT Effects" include projects that serve to improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. This category covers a broad range of projects. The FHWA anticipates that most highway projects that need an MSAT assessment will fall into this category. Any projects not meeting the criteria in category (1) or category (3) below should be included in this category. Examples of these types of projects are minor widening projects; new interchanges, replacing a signalized intersection on a surface street; or projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic (AADT). For these projects, a qualitative assessment of emissions projections should be conducted.

Projects with "Higher Potential MSAT Effects" include projects that have the potential for meaningful differences in MSAT emissions among project alternatives. The FHWA expects a limited number of projects to qualify for this level of analysis. To fall into this category, a project should:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location, involving a significant number of diesel vehicles for new projects or accommodating with a significant increase in the number of diesel vehicles for expansion projects; or
- Create new capacity or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000 or greater by the design year; and also
- Proposed to be located in proximity to populated areas.

Based on this guidance, the I-10 Mobile River Bridge and Bayway Widening Project was classified as a project with "Low Potential MSAT Effects". A lower classification was not given because the project will have an effect on traffic volumes and vehicle mix. A

higher classification was not chosen because the project does not involve an intermodal freight facility and will not increase the number of diesel vehicles; does not involve a project where the AADT is projected to be in the range of 140,000 to 150,000; and the proposed Build Alternatives represent shifts away from heavily populated areas. The project was categorized as a project with "Low Potential MSAT Effects" because the project serves to improve the operations of a highway without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. The design year traffic is also projected to be less than 140,000 to 150,000. The projected ranges of AADT under each alternative condition are shown in **Table 5-1.** According to ALDOT, trucks are expected to comprise 15 percent of the AADT for all alternatives.

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives.

For both the Design Year 2030 No-Build and Build Alternatives, the amount of MSATs emitted would be proportional to the vehicle miles traveled (VMT). The project is to be constructed along existing I-10 and on new alignment. An assessment of VMT for the No-Build and each Build Alternative is included in **Table 5-1**. The new roadway would attract rerouted trips from elsewhere in the transportation network, including trucks carrying hazardous materials. As shown, the projected VMT for the No-Build Alternative is 1,352,339. The VMTs for the Build Alternatives are 4 to 12 percent lower than the VMT for the No-Build Alternative. Therefore, the project is expected to reduce the total MSAT emissions in the area.

Table 5-1: Design Year 2030 Vehicle Miles Traveled

Alternative	Length (miles)	2030 AADT (range)	VMT*	% Reduction in VMT from No-Build
No-Build	10.5	85,182 to 131,082	1,352,339	-
Alternative A	10.2	72,823 to 131,082	1,185,659	12% Less
Alternative B	10.1	72,823 to 131,082	1,184,203	12% Less
Alternative B' (Preferred)	10.0	72,823 to 131,082	1,194,398	12% Less
Alternative C	10.4	72,823 to 131,082	1,300,720	4% Less

* Length x AADT = VMT

Because the estimated VMT under the Build Alternative is less than the No-Build Alternative, it is expected there would be less overall MSAT emissions under the Build Alternative condition. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of the U.S. EPA's national control programs that are projected to reduce annual MSAT emissions by 83 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the

magnitude of the U.S. EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The construction of the proposed improvements would have the effect of moving some traffic slightly closer to nearby homes, businesses, and industrial sites from the western termini east to the point where the Build Alternatives transition into widening along the Bayway. More specifically, traffic will move slightly closer to residences located along the north side of I-10 from the Broad Street interchange to the Texas Street overpass. Along the south side of I-10 traffic will move closer to residences, businesses, and industrial sites from the Tennessee Street overpass east to Texas Street overpass. From the Texas Street overpass east to the Bayway, the Build Alternatives will move traffic closer to commercial and industrial development. Through the remainder of the study corridor, widening will occur to the inside of the existing I-10 Bayway; therefore, it is expected that MSATs concentrations would not be affected. Under the Build Alternatives conditions, there may be localized areas where ambient concentrations of MSATs could be higher than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the previously described portion of the corridor from the Broad Street interchange east to the Texas Street overpass. The existing development is most dense in this area and existing interchanges provide access to the interstate along this portion of I-10. However, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, the localized level of MSAT emissions for the Build Alternatives could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from development. For the I-10 Mobile River Bridge and Bayway Widening Project under the Build Alternatives condition, a substantial amount of traffic would be diverted away from the heavily developed City of Mobile. As a result, MSATs would be expected to be lower in the downtown area. On a regional basis, the U.S. EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today. As such, the FHWA has determined that this project would generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

5.5 Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI http://pubs.healtheffects.org/view.php?id=282), or in the future as vehicle emissions substantially decrease (HEI, http://pubs.healtheffects.org/view.php?id=306).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (http://pubs.healtheffects.org/view.php?id=282). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (http://www.epa.gov/risk/basicinformation.htm#g) and the HEI (http://pubs.healtheffects.org/getfile.php?

u=395) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the CAA to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

6 Conclusions

This project was evaluated for its consistency with state and federal air quality goals, including CO and MSATs as part of this assessment. The CO analysis showed that the project will not exceed the NAAQS under the Design Year 2030 No-Build and Build Alternative scenarios. Also, the qualitative MSAT analysis showed that the VMT under the Build Alternatives scenarios will be less than the No Build Alternative. The Build Alternatives will also shift a substantial amount of traffic away from the heavily developed City of Mobile. As a result, it is expected that the MSAT emissions will be lower under the build condition along the corridor.

APPENDIX J:

CULTURAL RESOURCES

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, ALDOT Project DPI-0030(005), Mobile and Baldwin Counties, Alabama

Alabama Dry Dock & Shipbuilding Company (ADDSCO) shipyard on Pinto Island, ca. 1950 (ADDSCO Collection, University of South Alabama Archives)

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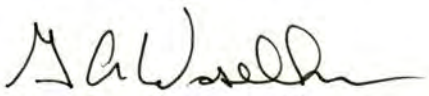
AHC# 00-0352
July 2011

Acknowledgments

Phase I cultural resource study for the proposed ALDOT I-10 Mobile River Bridge and Bayway Widening Project DPI-0030(005) (AHC#00-352) was completed by staff and student assistants from the Center for Archaeological Studies (CAS) at the University of South Alabama under contract with Volkert & Associates, Inc., Mobile, Alabama. Fieldwork in 2006 and 2010 was conducted by Philip Bolin, Rani Dormaier, Cameron Gill, Bonnie Gums (Project Director), Megan Nieves, Harriet Richardson Seacat, Erin Stacey, and Wayne Skipper. CAS staff and student assistants completed lab analysis under the direction of Bonnie Gums and Debi Lawrence. Bonnie Gums, Harriet Richardson Seacat, Ben Maygarden, and Philip Bolin of CAS compiled this report. CAS computer specialist Sarah Mattics completed the maps and illustrations, with assistance from Jerald Overstreet of Volkert & Associates, Inc. Richard Hillman, Computer Graphics Specialist with Volkert & Associates, Inc. created the photographic renderings of the proposed I-10 Mobile River Bridge in the viewshed color digital photographs. CAS Director Dr. Gregory Waselkov and Associate Director Dr. Philip J. Carr served as principal investigators.

We thank Walter Meigs (Counsel), Hal Jones (Environmental Coordinator), and Teresa Preston (Director of Environmental Safety, Security, and Quality) of the former Atlantic-Marine-Mobile Inc. (now BAE Systems Southeast Shipyards) for their assistance with the BAE Systems Southeast Shipyards study. Tom Bender (President) and Ray Harris (Facilities Manager) of the former Bender Shipbuilding & Repair Company Inc. provided help with the Bender shipyard study. Devereaux Bemis, Director of the Mobile Historic Development Commission, and Shaun Wilson, also shared their knowledge and advice with us. For providing personal insights as female workers in shipyards during World War II, we thank Emma Belle Petcher, Mary Lou Batley Jones, and Roxie Howard Smith. For assistance with specific historical information on Mobile riverfront businesses, we acknowledge Luther Linton (shipyard employee and avocational historian), Ralph Atkins (owner of Southern Fish & Oyster Co.), and William Harrison III (President of Harrison Brothers Dry Dock & Repair Yard).

We also thank Missi Shumer, N.D. "Skeeter" McClure, Buddy Covington, Paul Griggs, Henry Malec, Richard Hillman, and Jerald Overstreet of Volkert & Associates, Inc. for their assistance. Elizabeth Brown, SHPO at Alabama Historical Commission, Bill Turner, ALDOT Archaeologist, and Pat Patterson, ALDOT Cultural Resource Specialist, provided assistance and advice. Finally, we thank anonymous reviewers and SHPO comments on earlier drafts of this report.



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Abstract

This Phase I historical background, historic building survey, and viewshed impact assessment of BAE Systems Southeast Shipyards (formerly Atlantic Marine-Mobile, Inc.), and former Bender Shipbuilding & Repair Company, Inc. facilities was completed in conjunction with the planning for the Alabama Department of Transportation's proposed Interstate-10 Mobile River Bridge and Bayway widening project (ALDOT Project DPI-0030(005)) (AHC#00-0352) in Mobile and Baldwin counties, Alabama. Of the four proposed Mobile River bridge routes, Alternates B, B', and C cross portions of BAE Systems Southeast Shipyards on the east side of the Mobile River and former Bender shipyard on the west side. Phase I study consisted of field reconnaissance, historical research, and evaluation of potential for nomination of BAE Systems Southeast Shipyards and the former Bender Shipbuilding & Repair Company, Inc. shipyard to the National Register of Historic Places (NRHP).

Thirteen standing structures over 50 years of age were documented during Phase I historic building survey, all original to the early 1940s World War II Alabama Dry Dock and Shipbuilding Company (ADDSCO) shipyard (formerly Atlantic Marine-Mobile, Inc., acquired by BAE Systems in 2010 and now known as BAE Systems Southeast Shipyards). The shipyard complex is considered eligible for the NRHP. The viewshed impact of three of the four proposed I-10 Mobile River bridge routes, Alternates A, B, and B' on BAE Systems Southeast Shipyards is considered minimal. Viewshed and construction impact of Alternate C bridge route on BAE Systems Southeast Shipyards is considered moderate.

Fourteen standing structures approximately or over 50 years of age were documented during Phase I historic building survey at the former Bender Shipbuilding & Repairs Company. Inc. facility. The shipyard was purchased in 2010 by Signal International. Inc., and is now known as Signal Ship Repair. It will be referred to in this report as the former Bender shipyard. The former Bender shipyard is not considered eligible for nomination to the NRHP because 11 buildings over 50 years of age were originally built for other commercial ventures or residential use, and the four structures built by the former Bender shipyard are not 50 years of age. However, one building, designated Structure 11, is considered eligible to the NRHP under Criterion A. Although originally built as a residence in the early twentieth century, its use as a "Union Hall" for shipyard workers during the mid-twentieth century may be significant. Structure 11 may be impacted by I-10 Mobile River bridge Alternates B and B' bridge routes. Overall, the viewshed impact of all four proposed Mobile River bridge routes, Alternates A, B, B', and C, on the former Bender Shipbuilding & Repair Company, Inc., is considered substantial. Construction impact of Alternates B, B' and C on the former Bender shipyard is considered moderate.

Table of Contents

List of Tables

List of Figures

PART I
Historical Background on the Port of Mobile During the Twentieth Century

Figure 1. View of the port of Mobile prior to World War II (McNeely Collection, 1930s, University of South Alabama Archives).

Introduction

Twentieth-century developments along the west and east banks of the Mobile River in the proposed Interstate-10 Mobile River Bridge project study area were instrumental in redefining the city as an important Gulf port following the post-Civil War economic lull (see Ewert 2001). This report focuses on the Mobile riverfront area in the project study area and includes brief commercial histories of significant businesses and a discussion of defining periods of riverfront history. Information for this research has been compiled from a variety of sources, including those on file at the University of South Alabama Archives, the Mobile Public Library's Local History and Genealogy Branch, the University of Alabama's Historical Map Archive website, secondary sources on the history of Mobile, and primary sources such as Sanborn Insurance Maps, business files and photographs, and recollections of business owners and workers.

Commercial Histories

In the early 1900s, the portion of riverfront property on the west and east banks of the Mobile River within the I-10 Mobile River Bridge project study area was dominated

by lumber-related businesses. Of the ten named businesses shown on the river from Madison Street to Texas Street on the 1904 Sanborn Insurance Company maps (Sanborn 1904), four were lumberyards. Three of the businesses were directly related to ships and shipping. The remaining three businesses provided seafood, coal, and miscellaneous structural materials.

In the 1920s, the area flourished, supporting at least twelve businesses along the river from Eslava Street to Texas Street (Sanborn 1924). Four of these operations directly related to ships and shipping, including at least two shipbuilders and one providing navigation services and products. Three companies processed seafood. Of the two other companies, one was engaged in commerce related to the timber industry, and the other the coal supply industry.

In the 1940s to 1950s, shipbuilding continued to dominate the riverfront areas of the project study area, with individual companies occupying several blocks (Sanborn 1944, 1955). Three of the seven companies engaged in shipbuilding and repair. Two were in the food supply business, including seafood and beer. The remaining two businesses provided coal and miscellaneous foundation materials, respectively.

From the early to mid-twentieth century, most of the companies operating along the west bank of the Mobile River in this vicinity were small operations that functioned in their locations for relatively short periods of time. However, a few of these businesses had much longer timespans on the river, and some of these expanded their physical operations over time, taking over areas that had been occupied by other companies. One of the highly successful companies expanded operations to include the entirety of Pinto Island, located on the east bank of the Mobile River in the project study area. These prominent businesses, as well as those presently on the riverfront, are detailed next.

Mobile Coal Company. Mobile Coal was in existence for at least 85 years, from 1870 to 1955. Early to mid-twentieth-century maps show the company along the Mobile River, from Augusta Street south to Savannah Street (Bart 1900; Sanborn 1904, 1924, 1944, 1955). Captain Albert Cary "A.C." Danner, a well-known Mobile man who served as a Confederate officer during the Civil War, was chairman of the company from at least the 1870s to the 1910s (Armes [1910] 1987; McGehee 1999). Paul Danner, A.C.

Danner's son, headed the business in the 1920s to 1930s (Pride 1995; Anonymous, Mobile Register 2005).

Talking of the company history in 1909, A.C. Danner recalled that in 1870 his firm was "handling in a small way for domestic purposes Pittsburg coal which came down the Ohio and Mississippi rivers to New Orleans" (Armes 1987:212). At the time, Mobile Coal also occasionally bought small amounts of "hand-picked" coal from England. In the 1870s, at least, the demand for coal in Mobile was not high. It was not until the federal government deepened the channel from the Gulf of Mexico to the Mobile River were large ships able to reach the city proper. According to Danner, when this happened Mobile's market for coal increased substantially. From approximately 1872, Mobile Coal Company confined its coal purchasing to Alabama sources, primarily from the Montevallo area of the state at least until 1909 (Armes 1987).

The company and its long-time president, A.C. Danner, appear to have had a significant role in developing coal production in Alabama. According to Danner, in ca. 1874 a combination of low water in the Ohio River and a storm in New Orleans left very little Pittsburg coal available to areas of the Southeast. Captain Danner saw this as an opportunity to begin selling Alabama coal in New Orleans, which eventually increased the company's contracts (Armes 1987:279-80). Danner said of the success, it was to the "great advantage of not only the Alabama mines, but of New Orleans as well" (Armes 1987:280). Danner was also instrumental in another significant development, the introduction of telephones to Mobile, when in 1879 he partnered with another businessman to provide service to customers out of the Mobile Coal facilities (Ewert 2001).

Harrison Brothers Dry Dock and Repair Yard. "Harrison Bros. Roller Way and Spar Yard" was founded in 1895 by brothers David and Edward Harrison (William Harrison III, personal communication, August 31, 2006) at the foot of Palmetto Street, on the west bank of the Mobile River (Sanborn 1904, 1924). William Harrison, Sr., became one of the partners after he came of age. Up to the mid-1980s the company constructed new ships. Since the 1980s the small company has focused its work on ship repair (Nicholes 1999). Considering that commercial shipbuilding had not been a notable industry in Mobile until the early twentieth century, it is perhaps significant that the

Harrison family came from Preston, a shipping town on the River Ribble in Lancashire, England (William Harrison III, personal communication, August 31, 2006; Preston City Council 2003). Harrison believes the family came to Mobile either having shipbuilding knowledge or simply having an inclination to learn the business. Historical maps show that Harrison Brothers was one of the first shipbuilding companies along the river. [1]

In the 1910s to 1920s the operation expanded or relocated to the east bank of the river just north of the Bankhead Tunnel, a location now known as the company's "North Yard". In approximately 1960 the company added its "South Yard," located south of the Bankhead Tunnel, with the ability to handle large vessels such as barges (William Harrison III, personal communication, August 31, 2006; Nicholes 1999). William Harrison, Jr., headed the company from 1946 to 1986, having eventually obtained the entirety of holdings in the company. From 1986 to the present, William Harrison III has directed operations (Davidson 2003).

Figure 2. Afternoon change of shift at ADDSCO, 1940s (ADDSCO Collection, University of South Alabama Archives).

[1] Some detailed historical maps indicate limited shipbuilding from the 1850s (e.g., Robertson 1853), but the major developments occurred at the turn of the twentieth century.

Alabama Dry Dock & Shipbuilding Company. The Alabama Dry Dock & Shipbuilding Company (ADDSCO; Figure 2) was formed on December 29, 1916 by cousins D.R. Dunlap and George H. Dunlap (Harkins 1990). ADDSCO resulted from the consolidation of three Mobile-based companies, including Alabama Iron Works, Gulf Drydocks Company, and Ollinger and Bruce Drydocking Company [ADDSCO n.d.]. Each of the companies was performing some aspect of the work that ADDSCO, as a whole, came to perform (Reilly 1955). Later, in 1917, Gulf City Boiler Works merged with ADDSCO. From 1918 to 1919 a dry dock was constructed on Pinto Island in the near vicinity of the dock that had formerly served Ollinger and Bruce [ADDSCO n.d.].

Prior to and during the First World War, ADDSCO grew larger through the purchase of smaller companies. Beginning on the west bank of the Mobile River, by 1920 operations were said to have been "centralized" on Pinto Island [Clinton n.d.:17], suggesting that the company maintained operations on both banks of the Mobile River. Increasing work during the U.S. involvement in WWI (1918-1919) also led to increases in the numbers of people employed, from a "few hundred" to more than 4,000 [ADDSCO n.d.]. By the end of WWI "ADDSCO had the biggest dry dock south of Newport News, Virginia" (Harkins 1990). With these facilities ADDSCO built barges and repaired ships. In a mid-1920s publication of *Fore & Aft*, the company newsletter, ADDSCO described the future at the Port of Mobile as having great economic potential:

> Mobile Port has a record that may well be an inspiration to the citizens of the entire State of Alabama, and when the proposed improvements…have been completed and put into actual operation, the doors of Alabama's only seaport will be opened wide to the commerce of the world, and the Port of Mobile will be on equal basis with every other seaport in the country, and in a position to successfully compete with these ports for the world's commerce. [Clinton n.d.:17]

The same issue of *Fore & Aft* celebrated the company's new shop building and the diversity of contract types during the early-to-mid-1920s (Figure 3). One notable local project that ADDSCO completed during this period was the Bankhead Tunnel tube, constructed between 1939 and 1940 for placement under the Mobile River (ADDSCO 1969; Figure 4). Designed by Palmer and Baker Engineers (ADDSCO 1969), each of seven sections consisted of "an inside…and outside wall" with concrete between the two. "A trench was dredged in the bottom of the [Mobile] river, the sections floated to the area

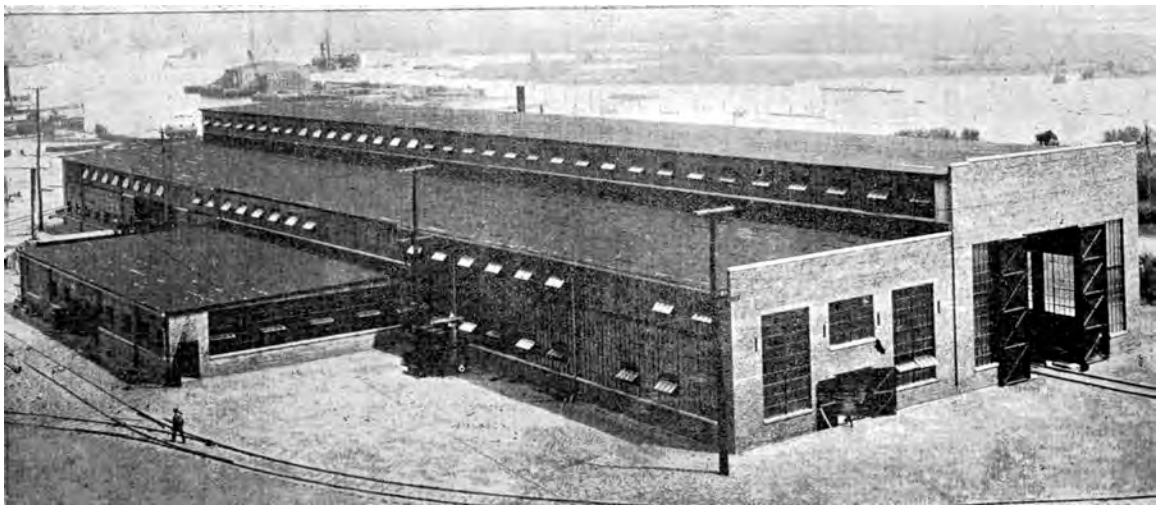

Figure 3. View of ADDSCO's "new" shop building, as seen in a mid-1920s *Fore & Aft* (ADDSCO Collection, University of South Alabama Archives).

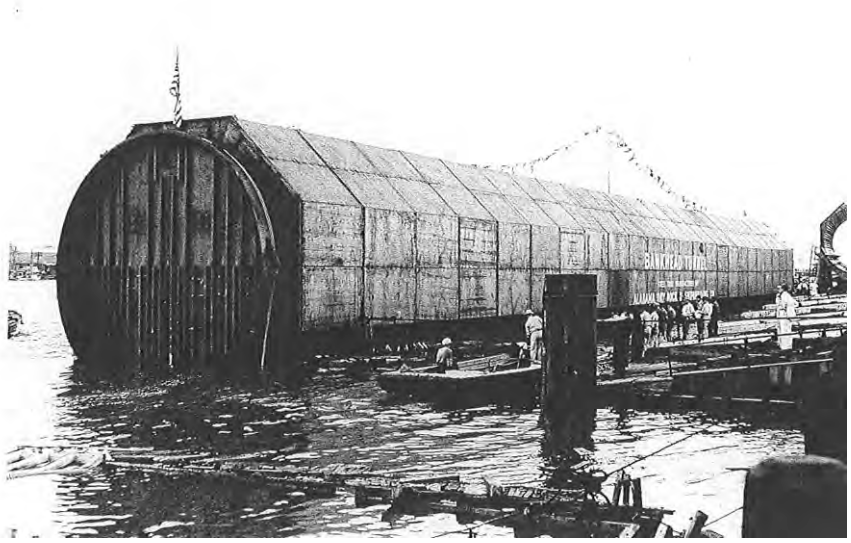

Figure 4. Launching one of the tubes that forms the Bankhead Tunnel, ca. 1939 (ADDSCO Collection, University of South Alabama Archives).

from the shipyard, and dropped into the trench, where they were joined together" (ADDSCO 1969).

World War II significantly changed operations at ADDSCO. [2] The company shifted their focus from ship repairs to producing ships by regulation of the US Maritime Commission. From 1939 to 1945, ADDSCO built approximately 120 ships for the Commission (Harkins 1990; USMSV 2001), including "Liberty Ships" and T-2 Tankers.

[2] For more extensive coverage of the World War II period, see the *Significant Periods* section below.

During the war years ADDSCO employed as many as 36,000 people at one time (Harkins 1990; Figure 5). A major shift at the time occurred when women and skilled African-Americans began working at ADDSCO (Figure 6). Prior to the war women had been employed only in the administrative offices and African-Americans had worked as assistants, never as skilled workers (Figure 7). At least during the 1940s ADDSCO maintained fully self-contained repair operations on both the east and west sides of the Mobile River, referred to as the "Upper Yard" or "Main Plant," located on Pinto Island, and the "Lower Yard," located on the west bank of the river. By the late 1940s the "Upper Yard" encompassed 9,100 linear feet; the "Lower Yard," 4,100 linear feet [ADDSCO n.d.].

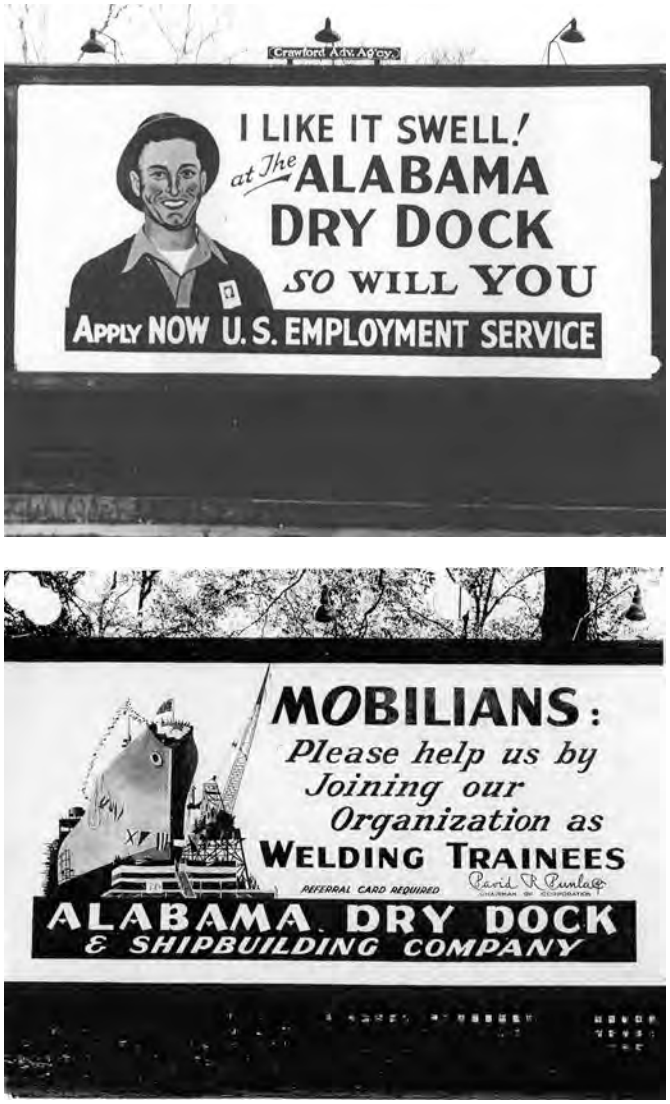

Figure 5. Two of the ADDSCO signs displayed in Mobile during the height of employment need at the shipyard, 1940s (ADDSCO Collection, University of South Alabama Archives).

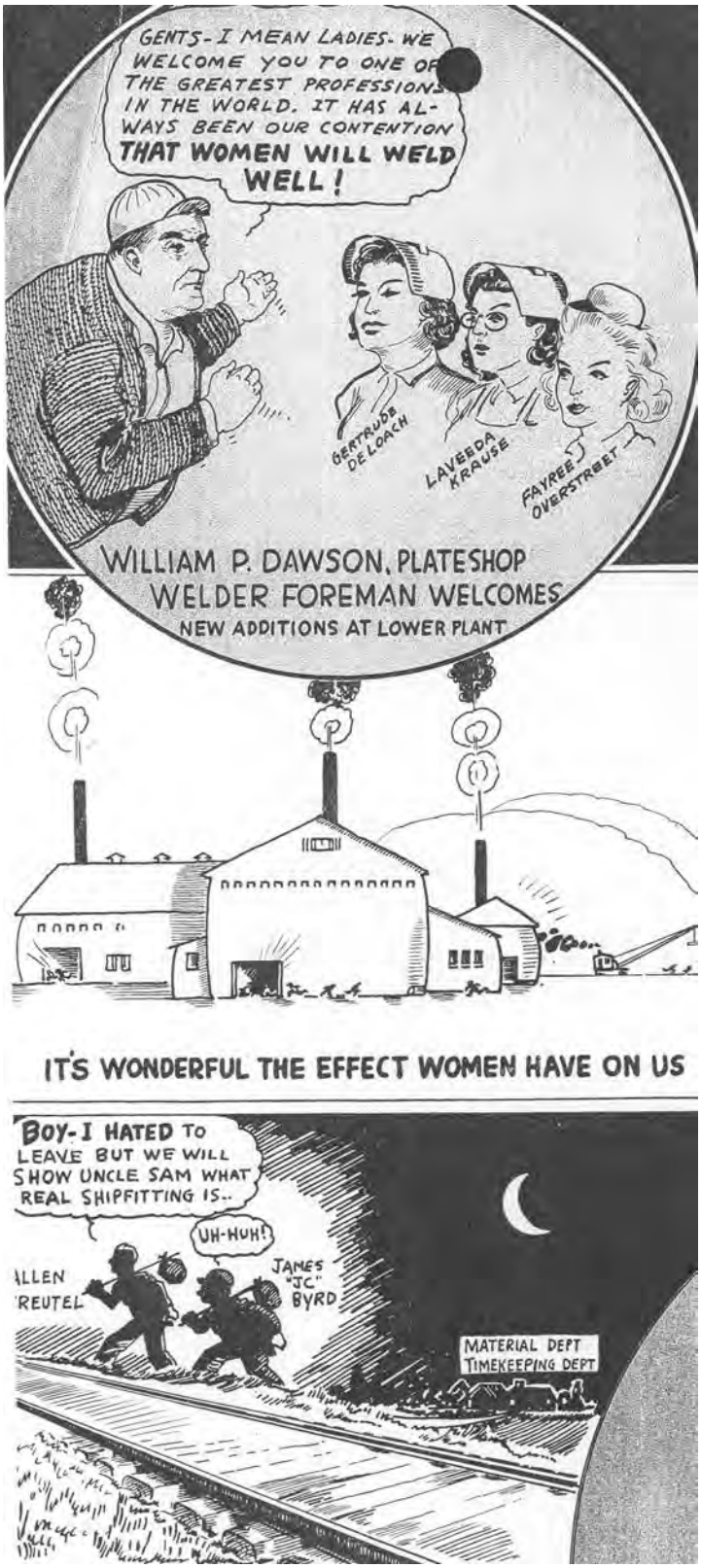

Figure 6. Three cartoons from a *Fore & Aft* edition distributed shortly following the hiring of women in welding positions. The bottom cartoon points out why men were vacating their positions (ADDSCO Collection, University of South Alabama Archives).

Figure 7. Two ADDSCO employees prior to African-Americans being allowed to work skilled positions (ADDSCO Collection, University of South Alabama Archives).

Following the war the company again focused on ship repairs (Harkins 1990). According to *Fore & Aft* in 1955, ADDSCO was "one of the largest single companies of its kind doing business in the world" (Reilly 1955:1). In 1970 ADDSCO constructed the tubes for the I-10 twin tunnels, named the George Wallace Tunnel, for placement under the Mobile River. Following a nationwide plea from President Nixon to develop alternate means of disposing of unsightly waste metal objects, ADDSCO (1970) launched a scrap metal recycling company named the Pinto Island Metals Corporation. Oil rigs and at least one floating nuclear plant were built in the mid-1970s. In 1982 ADDSCO reorganized into six subsidiaries. By June 1990 only one of these remained in operation, Alabama Maritime Corporation, the subsidiary that focused on construction of marine structures (Harkins 1990). Complete dissolution of the company occurred not long after, ca. 73 years following its inception.

Southern Fish & Oyster Company. Southern Fish & Oyster was founded in 1934 by a member of the Jemison family, probably Eugene Jemison, at a location just south of the foot of Eslava Street (Figure 8; Ralph Atkins, Jr., personal communication, August 31, 2006; Sanborn 1944). Ralph L. Atkins, Sr. acquired the business in 1952 (Drago 1998; Ralph Atkins, Jr., personal communication, August 31, 2006). Atkins, Jr., remembers that the business "came with" a snapper boat, a ca. 1917 schooner named *The Victor* that was built in Pascagoula, Mississippi. According to Atkins' research, seafood has been loaded and unloaded from boats at the foot of Eslava Street since at least the 1890s. [3]

Figure 8. Dockworkers at Star Fish & Oyster Company in the 1920s, representative of the type of work performed at Southern Fish & Oyster when the company began (Overbey Collection, University of South Alabama Archives).

[3] According to Atkins, Jr., photographs dating to the 1890s, probably obtained from the City of Mobile Municipal Archives, show seafood-loaded schooners at this location. Atkins lost the photographs and their references with Hurricane Katrina in August 2005 (personal communication, August 31, 2006).

During the 1920s and 1930s, when seafood packing flourished on this stretch of the Mobile River, most companies were salt-curing their products (Ralph Atkins, Jr., personal communication, August 31, 2006). Atkins, Jr., recalls that his father's business practice evolved with his customers' requests, opting to sell seafood fresh or frozen rather than canned or dried for use in the long-term. The company in the location of Southern Fish & Oyster prior to 1924, Lores Fish & Oyster Company, may have failed due to unresponsiveness to such requests. The company maintained a packing and canning facility, indicating salt-curing activities (Sanborn 1924). Atkins, Jr., believes his building was once a canning facility, an opinion he derived from the cabinetry and other details of the interior. The building shown as Lores Fish & Oyster Company in 1924 may have been altered by connecting the two buildings to make one, as the 1955 Sanborn Insurance map suggests (Figures 9a and 9b). Operating in its original location for 72 years, Southern Fish & Oyster Company remains viable today.

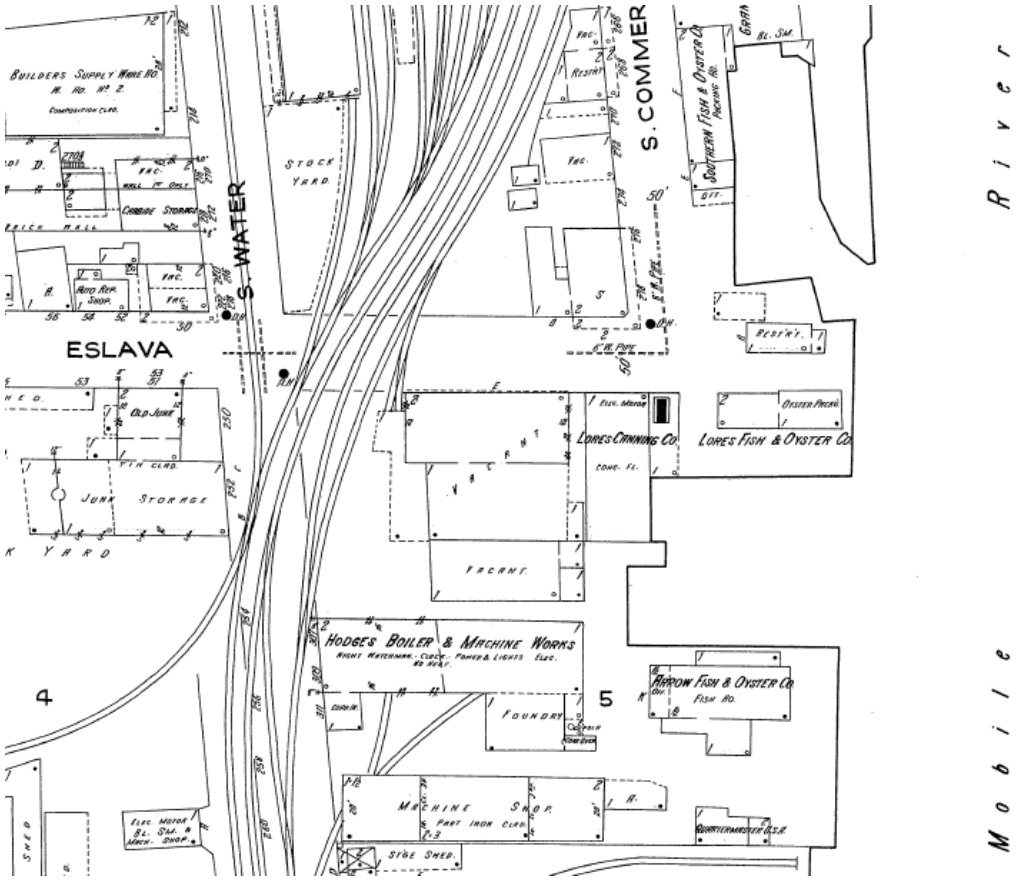

Figure 9a. The 1924 Sanborn Insurance map shows Lores Fish & Oyster Company at the future site of Southern Fish & Oyster Company (Sanborn 1924).

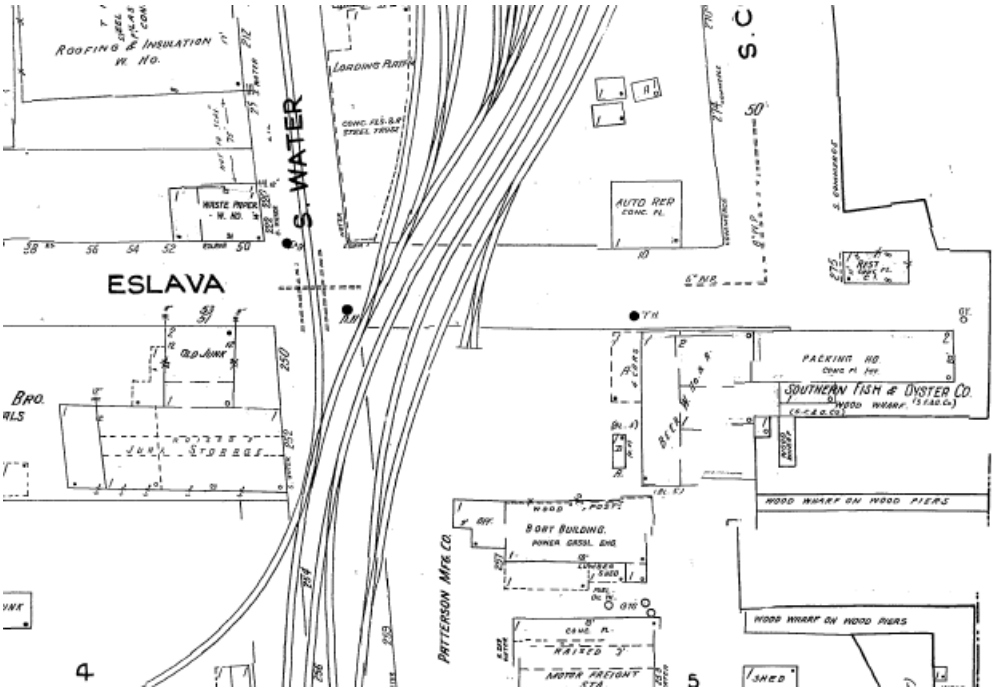

Figure 9b. The 1955 Sanborn Insurance map shows Southern Fish & Oyster Company seemingly utilizing the structures originally occupied by Lores Fish & Oyster Company (Sanborn 1955).

Bender Shipbuilding & Repair Company, Inc. Bender Shipbuilding began as a machine shop located on St. Anthony Street in downtown Mobile. The owner, Tom Bender, believes the company had work "during the war," referring to World War II. The company relocated to its present location in the late 1940s to 1950s (Tom Bender, personal communication, June 16, 2006). From that point, the company has steadily expanded its operations, appearing first on the 1955 Sanborn Insurance map as "Bender Welding & Machine Company" at the foot of Madison Street. In 2007 (the time of this study) the company encompassed nearly all privately-owned land in the project study area on the west bank of the Mobile River, approximately 7,000 linear feet (Bender 2006), and employed approximately 700 workers. Bender Shipbuilding maintained a central role in the shipbuilding industry in Mobile for over 60 years. In 2010 the company declared Chapter 11 bankruptcy and was sold at auction to Signal International, Inc., and is now known as Signal Ship Repair.

Atlantic Marine-Mobile and Alabama Shipyard. In 1989, sister companies of Atlantic Marine, Inc., based in Jacksonville, Florida, have occupied Pinto Island (Atlantic Marine 2006a), the site of historic ADDSCO. George Griggs, the original founder of Atlantic Marine Inc., apparently had previous interest in the Mobile shipbuilding

industry, since he owned 17% of ADDSCO stock at the time of its dissolution (Luther Linton, personal communication, August 31, 2006) [4]. Much of the original ADDSCO infrastructure remains in working condition at the site of Atlantic Marine's operations (see BAE Systems Southeast Shipyards, former Atlantic Marine Inc. historic buildings portion of this report). Atlantic Marine-Mobile, located on the north side of Pinto Island, offers ship repair and conversion services. Alabama Shipyard, located on the south side of Pinto Island, constructs ships to client specifications (Atlantic Marine 2006b). In 2006 New York-based J.F. Lehman and Company purchased Atlantic Marine Inc. Lehman planned to expand operations, while remaining focused on shipbuilding and vessel repair (James 2006; Luther Linton, personal communication, August 31, 2006). In 2010 most of the shipyard was acquired by BAE Systems and is now known as BAE Systems Southeast Shipyards.

Significant Periods at the Port of Mobile

Pre-World War I. In an effort to encourage maritime traffic to downtown Mobile, several local civic groups worked together in the early twentieth century to organize the Mobile Joint Rivers and Harbors Committee with aims to dredge Mobile River and deepen shipping channels in Mobile Bay. By 1915 Mobile had received a total of three million dollars in government grants for deepening channel depths (Scribner 2001). During this era, trade that began in the 1890s with Latin America continued, necessitating increased development of the area along Mobile River known as the "Banana Docks," north of the I-10 Mobile River bridge project study area (Ewert 2001; Joseph and Reed 1991; Scribner 2001). In the project study area, as discussed above, operations on Mobile River focused on timber and increasingly on ship-related supplies and shipbuilding. Historical maps show significant development of the west riverfront and some beginning to occur on the east side (Figure 10).

World War I. From Europe's beginning in the war, Mobile's economy began to suffer. Because of this, many people sought employment elsewhere, resulting in mass

[4] Luther Linton has worked for Atlantic Marine, Inc. and other shipbuilding companies for many years. He has spent approximately one day per week for many of those years combing area archives for information on the business side of Mobile's shipbuilding industry. This detail on Griggs was derived from documents Linton found related to ADDSCO, which are presently inaccessible.

out-migration. When the United States entered the war in 1918, Mobile companies called for thousands of workers to provide wartime needs, such as ships. The war impacted Mobile's economy by increasing its shipbuilding and steel production industries

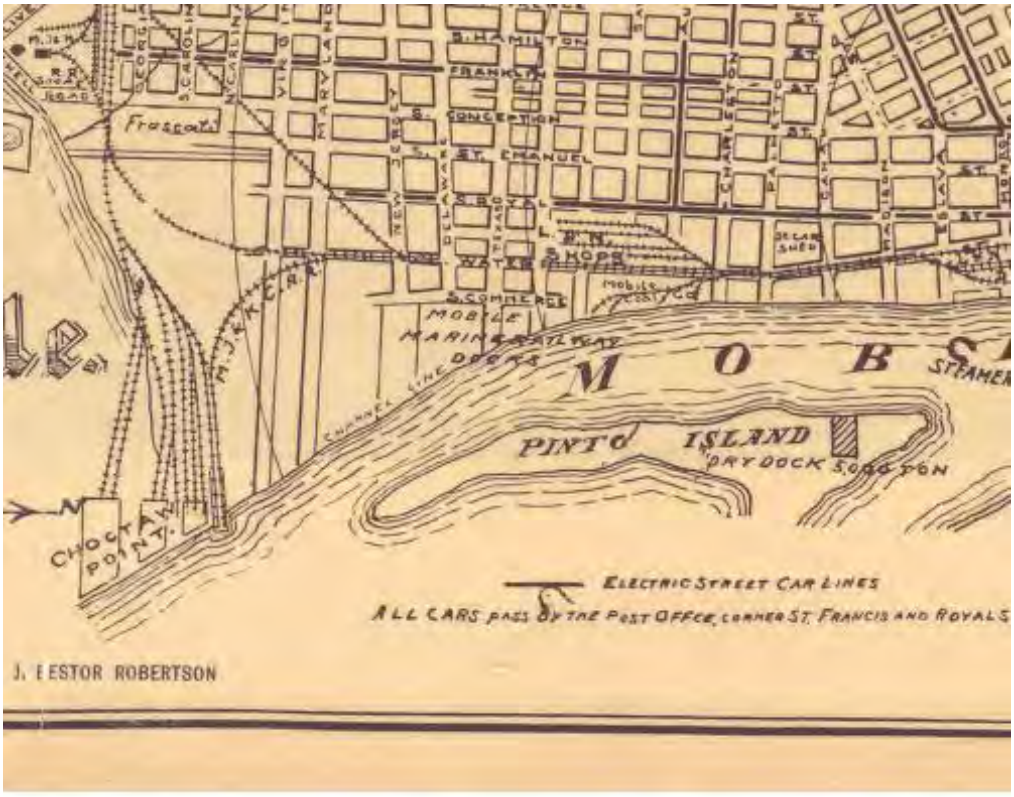

Figure 10. A map of the city of Mobile in 1908 shows areas along the west and east banks of Mobile River in the vicinity of the project study area (Robertson 1908). Note the "Dry Dock 5,000 Ton" on Pinto Island and Mobile Coal Co. on the west bank.

(Scribner 2001). ADDSCO and other shipbuilding companies began to flourish with the First World War. North of the project study area, Gulf Shipbuilding Corporation was highly successful. The war being short-lived, however, led to a sudden decrease in new jobs almost immediately following the armistice (Scribner 2001).

World War II. During World War II, the major industrial areas of the United States refocused their work on producing items needed for military applications. The port of Mobile had key industries in place at the time of the war, including shipyards, lumber mills, and paper mills, in addition to hosting Brookley Army Air Field (Daniel 1990). Thus, Mobile served as a major production center during the war. In fact, Mobile was identified by the Bureau of the Census as one of five significantly congested areas during World War II (Brunsman 1944). Brunsman (1944:309) reported that "the influx of

workers seeking employment in Mobile shipyards and other war industries ha[d] almost doubled the area's labor supply." The largest war-time employers in the Mobile area were the Alabama Dry Dock & Shipbuilding Company (ADDSCO or "the Alabama," located in the I-10 Mobile River bridge area of potential impacts), Gulf Shipbuilding Corporation ("Gulf" or "Gulf Shipyard," located in Chickasaw, 8 miles north of the I-10 Mobile River bridge project study area), and Brookley Army Air Field ("Brookley Field"), which housed the Mobile Air Service Command (MoASC, located 5 miles south of the project study area) (Figure 11).

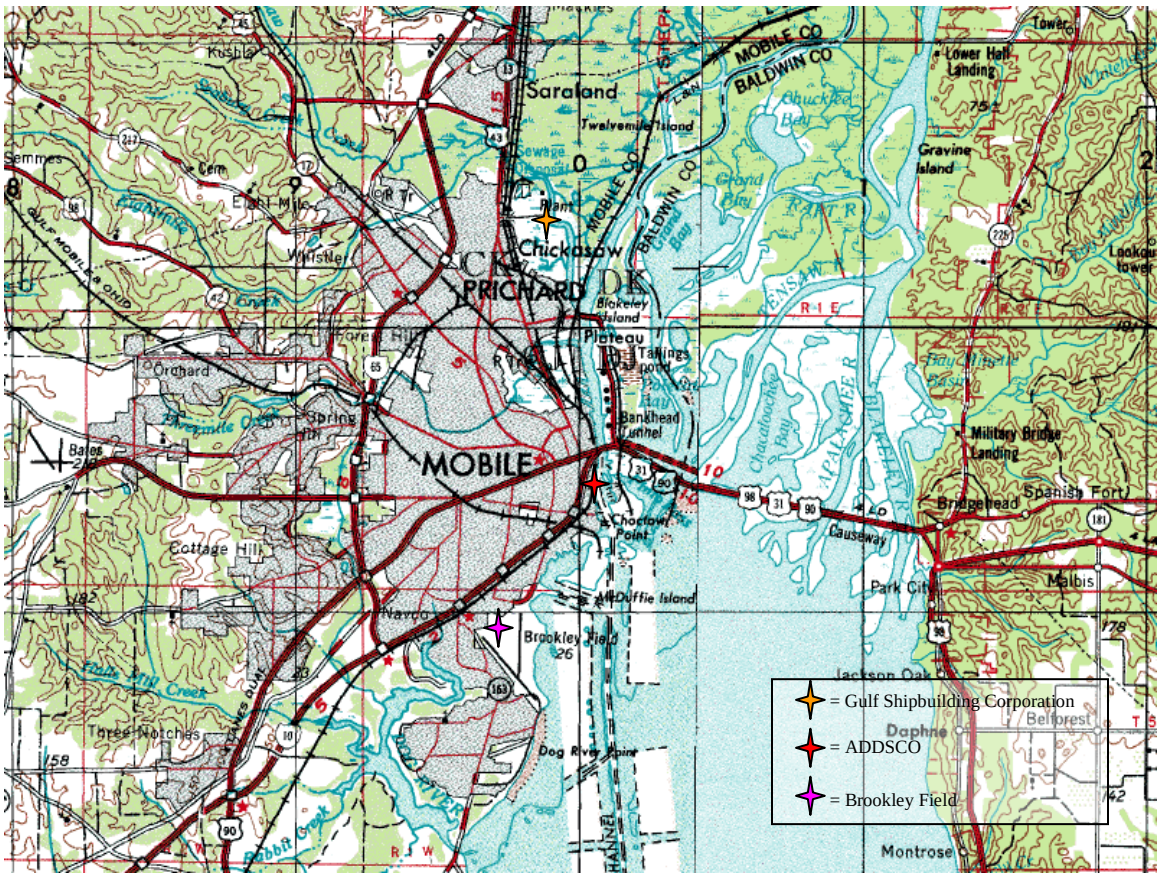

Figure 11. Map showing the locations of the three major war-related employers in Mobile during World War II: Gulf Shipbuilding Corporation, ADDSCO, and Brookley Field (1970 Mobile, Ala., USGS 7.5' series topographic quadrangle).

Many historians have focused on the social impacts in of war-related industries on Mobile. Mary Martha Thomas (1986:55) thought the importance of shipyards in the war effort led to the city population expanding by 75% from 1940 to 1944. Many researchers note that the population increase was sudden and stressed Mobile's infrastructure (e.g.,

Daniel 1990; Harrison 1986; Nelson 1993; Thomas 1986, 1987). Ill-equipped roads were jammed with cars and appropriate housing was in ever-increasing demand. Mary Lou Batley Jones (personal communication, 2006), a war worker in Mobile from 1942 to 1944, described the situation as desperate, saying the "nice-looking homes" were often accepting only men.[5] She recalls that some people were even forced to sleep in cardboard boxes. In fact, after conditions in Mobile worsened, Jones returned home to Washington County and commuted 1.5 hours daily to her shipyard job in Mobile.

Across the United States, the effort of women during the war changed from a focus on volunteering (ca. 1941-1942) to fulfilling traditional male positions in a paid capacity (beginning ca. 1942-1943) (Harrison 1986). Many Americans believe this change occurred primarily because of a nationwide plea for women to answer the call to "patriotic duty," in the form of "Rosie the Riveter" and similar campaigns (see Rupp 1978; Figure 12). Ironically, in Thomas' (1987:32) assessment, the women actually worked because they needed money rather than as an answer to a "call to duty." She claims that women in war-related industries were "working-class wives, widows, divorcees, students, and black women who needed to achieve a decent standard of living" (Thomas 1987:32). Jones (personal communication, 2006) recalled that she came to work in Mobile because there were no factory jobs available in Washington County, suggesting that work was what she expected to be doing, war or no war. No matter the real reason these women worked, the media and shipyards alike praised the women for accepting their temporary role with dignity.

ADDSCO openly encouraged women to work for the company. Ship launchings were an opportunity to advertise the company's need for workers, regardless of their gender. Following the national campaign, the opportunity was proclaimed as an answer to patriotic duty. At the launching of the *SS Abiqua*, a company officer chanted:

> Calling all welders…calling all welders…calling all welders to the Alabama Dry Dock and Shipbuilding Company…. Yes, ADDSCO needs many more men and women to help build ships…. Here at Pinto Island, huge tankers are being built, …vessels to take the oil needed to keep the Allied war machine moving to victory…. Here's your chance to help the war effort. [ADDSCO 1943]

[5] Although Jones did not indicate whether or not the boarding houses were accepting African-American men, a sentiment derived from numerous sources suggests that the houses only accepted European-American males.

Figure 12. Norman Rockwell's version of "Rosie the Riveter," *Saturday Evening Post* cover, 5/29/1943 (Curtis Publishing 2006).

The first two women to work at ADDSCO were heralded with an article in *Fore & Aft*. The August 1, 1942, edition claimed the arrival of the two women "threw a shock into the boys in the yard." The women were described as being "better than some of these youngsters" and similar women were sought, the company saying they'll "take all [they] can get" (ADDSCO 1942a).

During the war, the company's *Fore & Aft* publication served as a mobilizer for employees, both men and women. Understanding many citizens' desire to aid the Allied

effort, *Fore & Aft* published cartoons depicting crew leaders as sergeants rallying their troops. The March 13, 1942, edition ran an article titled “The Factory Front” (ADDSCO 1942b). The newsletter frequently featured women workers as beauties admirably performing “man’s” work, in contrast to the dismissive mentions of women printed in the publication prior to the war.

Figure 13. A cartoon from an issue of *Fore & Aft* following the major increase in the ADDSCO workforce during World War II, 1940s (ADDSCO Collection, University of South Alabama Archives).

People came from many places to find work in Mobile, from such areas as northern Alabama, Georgia, Mississippi, and west Florida (Thomas 1986). Many physically relocated in order to fill the war-time positions, while others commuted from nearby areas (Figure 13). A life-long resident of the Mobile area, Jean Yuille (personal communication, 2006), who has lived on the Eastern Shore of Mobile Bay, in Daphne, since the early 1920s, remembers that many Daphne residents with no college education were delighted to get a job at Brookley Field during the war. She described the situation as a “bonanza.” Yuille recalls people from Daphne riding the Greyhound bus over the Causeway and the Cochran Bridge to Mobile for work at Brookley Field. Like Mary Lou

Batley Jones, Yuille also indicates that the war work was considered an employment opportunity rather than one's patriotic obligation.

For a substantial time during the war, African-American people were denied skilled and even unskilled employment with the shipyards. Nelson (1993) argues that this denial of opportunities to African-American residents exacerbated the problems of overcrowding by favoring European-American non-locals to fill the positions newly in demand. Ironically, as a result of the newcomers, Mobile suffered from a housing shortage and exorbitant rents, which negatively impacted African-Americans who traditionally lived in the most run-down neighborhoods and houses. Because of being barred from skilled, and thus better paying, positions, African-Americans suffered doubly, especially during the early-to-mid period of World War II. Nelson (1993:960) concludes that "racism was—to a significant degree—responsible for the city's emergence as the quintessential 'congested production area'" (see also Northrup 1943a).

Because of an ever-increasing need for war-related production at the height of the war, African-Americans were finally afforded new opportunities. At least at ADDSCO, [6] skilled positions were newly opened to them, following a long-time precedent for African-Americans in unskilled jobs (see Weaver 1943:394). Under pressure from labor unions that included ethnically-diverse members, on May 24, 1943, ADDSCO assigned twelve African-American welders to work alongside European-American welders (Daniel 1990; see also Feldman 1997; Nelson 1993; Northrup 1943a, 1943b; Reed 1991; Schaich 1975:385; Weaver 1944:236). On the following day, amidst rumors of the promotion, "white workers, seeing blacks in skilled positions, rioted and beat any black workers they could find" (Daniel 1990:906). Shouts such as "Get going, Nigger. This is our shipyard," were heard. African-Americans "were assaulted with bricks, pieces of iron and steel, and such tools as hammers, wrenches, and crowbars" (Nelson 1993:979). Northrup (1943a:169) reported that approximately 80 people were hurt during the riot, nearly all African-American. Many Mobile public officials and long-time residents believed that newly-arrived whites from rural areas may have been to blame for the riot, as they saw the promotion of African-American workers as a threat to their own tentative livelihood

[6] Northrup (1943a:164) reported that Gulf Shipbuilding Corporation in Chickasaw employed only 22 African-American people in 1942, all of whom worked as porters.

(Nelson 1993:979; Northrup 1943a:169). At least one source reports a work stoppage of three days following this incident (Anonymous, USA Archives, n.d.). Considering the violence, ADDSCO compromised by allowing African-American skilled workers to do all the work on single-ship projects. In May of 1944 an all-African-American-made ship was completed in 79 days, which was a company record. Some European-American workers were said to have quit due to this occurrence (Daniel 1990). An interesting report on Mobile following the war predicted that the situation of African-Americans would not improve because of the war. Instead, the report claimed:

> Negroes are confronted with reconversion to their old, underpaid jobs as freight handlers and domestics. Jim Crow will perhaps be tougher in a lot of ways tomorrow than he was about the Negro share in war wages…. Negroes still live beside river[s] of mud in cities like Mobile, and breathe the stench of stagnation. [Anonymous, USA Archives, n.d.][7]

Summary and Analysis

During the twentieth century Mobile's riverfront in the I-10 Mobile River Bridge project study area played a central role in renewing the city's shipping industries following the post-Civil War economic depression. Although the natural geography of the area lent itself to such developments, it was the historical activity of dredging the river and ship channel that allowed commerce to accommodate increasingly deeper hulled vessels. The First World War encouraged increased development of shipbuilding companies, given the sudden demand for ships. By the Second World War, companies along the Mobile River were experienced in building ships for war efforts. At least one company, Harrison Brothers Shipbuilding, was "federalized," co-opted by the federal government for purposes of producing quota (William Harrison III, personal communication, August 31, 2006). During both wars, employment along the riverfront increased dramatically, affecting not only the city of Mobile but also the entire region. Between wars, the Mobile riverfront suffered from decreased work demand and companies had to eliminate substantial portions of their workforces. This ebb and flow has characterized the city's waterfront for the entire twentieth century.

[7] The "river[s] of mud" mentioned in the quote refers to the unpaved, muddy streets common in African-American neighborhoods.

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PART II
Historic Building Survey and Viewshed Impact Assessment of BAE Systems Southeast Shipyards

Introduction

This Phase I historic building survey and viewshed impact assessment of BAE Systems Southeast Shipyards (former Atlantic Marine-Mobile, Inc. shipyard) was completed in conjunction with the planning for the Alabama Department of Transportation's proposed Interstate-10 bridge over the Mobile River and Bayway Widening, ALDOT Project DPI-0030(005), Mobile and Baldwin Counties, Alabama (Figures 1 and 2). This Phase I assessment consisted of field reconnaissance, historical research, evaluation of potential for nomination to the National Register of Historic Places (NRHP), and recommendations. Of the four proposed I-10 Mobile River Bridge routes, Alternate C crosses the northern portion of BAE Systems Southeast Shipyards. Alternates A, B, and B' lie further to the north.

To summarize, 13 structures over 50 years of age were documented, all original 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). This shipyard complex is eligible for nomination to the NRHP.

Physical Description of BAE Systems Southeast Shipyards

BAE Systems Southeast Shipyards covers most of what is known as Pinto Island on the east side of the Mobile River and across from downtown Mobile. The southern two-thirds of Pinto Island is man-made over the last century. BAE Systems Southeast Shipyards survey covers about 100 acres of the active shipyard, where new vessels are built and others are repaired. It is a relatively open area, covered with asphalt and gravel roads and driveways and parking areas, and contains little vegetation. Vacant and operating buildings cover the shipyard and related machinery and equipment are scattered about.

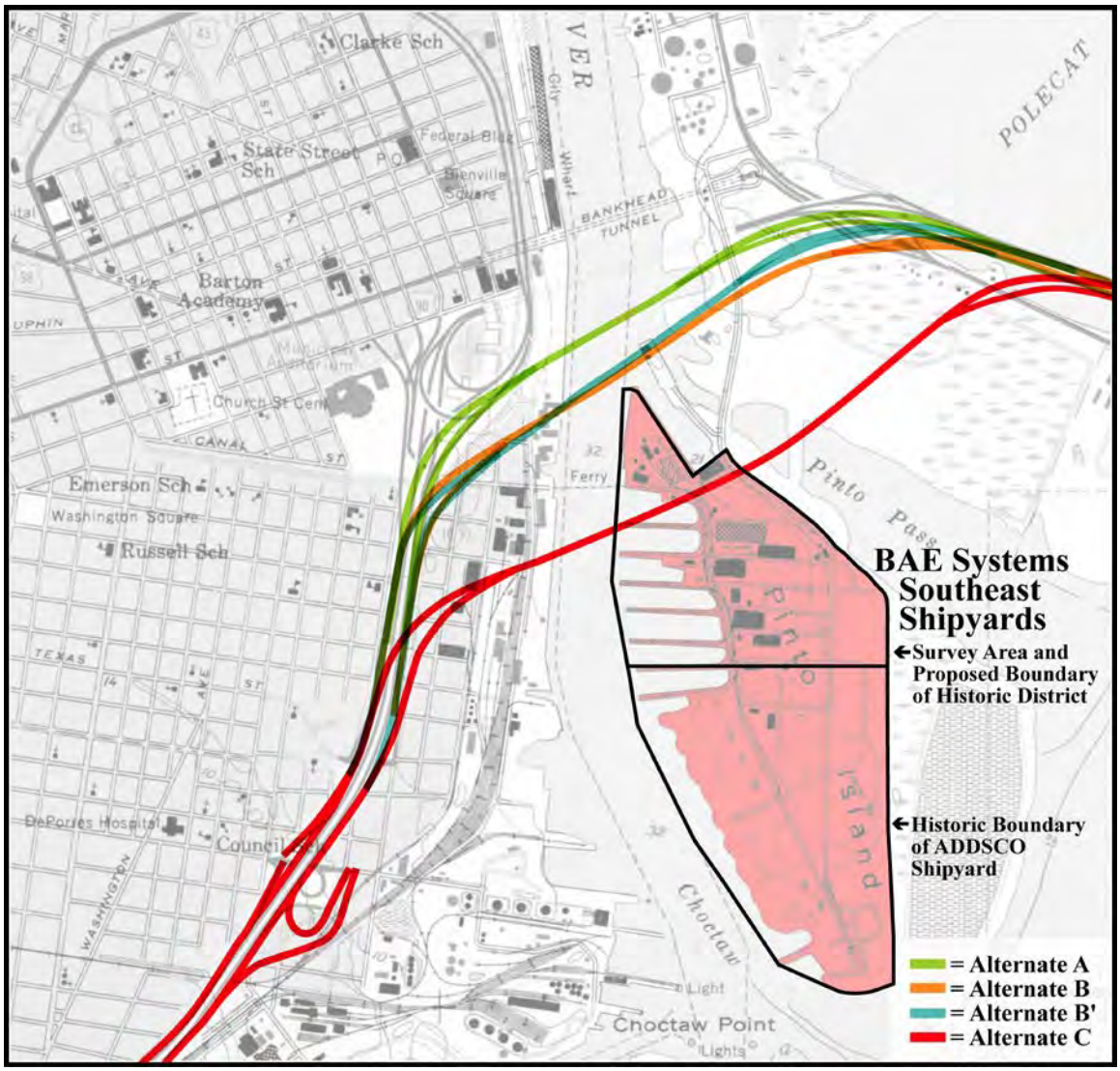

Figure 1. Detail of USGS topographic map of BAE Systems Southeast Shipyards (former Atlantic Marine, Inc. shipyard) on Pinto Island showing the locations of I-10 Mobile River Bridge Alternates A, B, B', and C the historic boundary of Alabama Dry Dock & Shipbuilding Company (ADDSCO) shipyard (now BAE Systems Southeast Shipyards), and the historic building survey area and proposed boundary of the historic district considered eligible to the National Register of Historic Places (USGS, 7.5' series, Mobile, Ala., quadrangle, 1953, photorevised 1982).

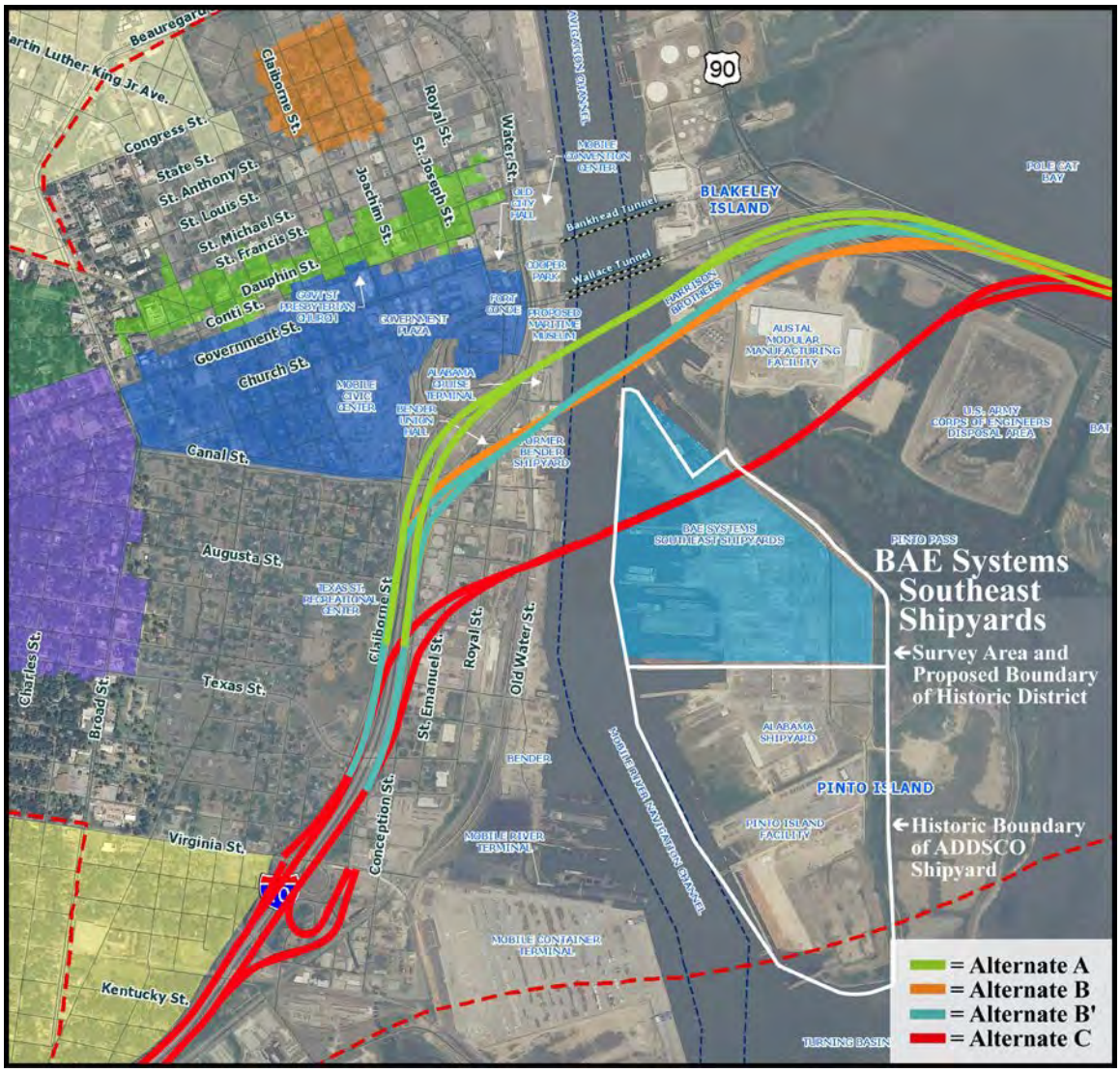

Figure 2. Detail of aerial photograph for the I-10 Mobile River Bridge project showing Alternates A, B, B', and C and BAE Systems Southeast Shipyards (former Atlantic Marine, Inc. shipyard) on Pinto Island.

Figure 3. View to the northeast of the proposed route of Alternate B bridge deck on land currently leased by Mobile Abrasives, north of BAE Systems Southeast Shipyards.

Figure 4. View to the north of the proposed location of Alternate B bridge pylon (where machinery owned by Mobile Abrasives is located), north of BAE Systems Southeast Shipyards.

Figure 5. View to the east of the proposed route of Alternate C bridge route through the northern portion of BAE Systems Southeast Shipyards.

Figure 6. View to the southwest of the proposed route of Alternate C and bridge pylon through the northern edge of BAE Systems Southeast Shipyards.

Impact of Proposed I-10 Mobile River Bridge on BAE Systems Southeast Shipyards

There are four proposed Alternates A, B, B', and C, for the proposed I-10 Mobile River Bridge. As designed, it would be a cable stay bridge with two support piers and two pylons each, one on the east side of the Mobile River and one on the west side. The proposed bridge deck is at 215 feet in elevation and the top of the bridge pylons would reach 515 feet.

Reasonable approximation of the proposed I-10 Mobile River Bridge features have been superimposed on photographs of BAE Systems Southeast Shipyards in Figures 3-6; the perspective views are not to scale (see Figure 7 for locations and directions of photographs in Figures 3-6). The bridge deck for Alternates B and B' would cross north of BAE Systems Southeast Shipyards, and one bridge pylon for Alternate B would impact the end of a strip of land (Figures 3 and 4). This property is currently leased to Mobile Abrasives and contains piles of sand, a mobile home office, open sheds, and machinery.

One of the four proposed I-10 Mobile River Bridge routes, Alternate C, would cross the northern edge of BAE Systems Southeast Shipyards (Figures 5 and 6). The proposed construction of the Alternate C support pier would be in the Mobile River, and the Alternate C pylon would be at the tip of a pier between boat slips at BAE Systems Southeast Shipyards, which is scheduled for demolition (Walter Meigs, personal communication, 2010).

Historic Building Survey and Viewshed Impact Assessment

All standing structures over 50 years of age at BAE Systems Southeast Shipyards (historically Alabama Dry Dock & Shipbuilding Company [ADDSCO]; formerly Atlantic Marine, Inc.) were documented, and the shipyard complex as a whole was evaluated based on the following criteria for its potential eligibility for inclusion to the NRHP (USDI 1991):

- **Criterion A**: A property is 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.
- **Criterion B:** A property is associated with a significant individual within a historical context.
- **Criterion C**: A property is significant for its physical design or construction including

distinctive architectural characteristics of type, period, or method of construction.
- **Criterion D**: A property has yielded, or has the potential to yield, information important to prehistory or history**.**

The viewshed impacts of the four proposed I-10 Mobile River Bridge Alternates A, B, B', and C, were recorded and evaluated in terms of distance and percent of view of the bridge deck and pylons for each of the standing structures. The visibility of the proposed bridge routes from the resources was classified as Not Visible, Partially Visible, or Visible, resulting in determination of viewshed impacts as None, Minimal, Moderate, or Substantial. The following definitions were used to describe potential viewshed impacts:

- **Substantial:** More than 60% of the proposed bridge would be visible from the resource, resulting in substantial changes in the viewshed.
- **Moderate:** 40-60% of the proposed bridge would be visible from the resource, resulting in moderate changes in the viewshed.
- **Minimal:** Less than 40% of the proposed bridge would be visible from the resource, resulting minor changes in the viewshed.
- **None:** Bridge would not be visible and would not result in changes in the viewshed.

Survey and Research Methods

Original field reconnaissance of BAE Systems Southeast Shipyards (then Atlantic Marine-Mobile, Inc.) was completed on May 17, 2006, by Center for Archaeological Studies' staff Bonnie Gums and student assistant Phillip Bolin, assisted by Hal Jones, Environmental Coordinator for Atlantic Marine, Inc., and Henry Malec, Environmental Engineer with Volkert, Inc. Fieldwork involved a pedestrian walkover of the entire shipyard property on Pinto Island. All standing structures over 50 years of age were documented with photographs and *Historic Building Survey Forms* provided by the Alabama Historical Commission (Appendix 1). Mr. Jones provided much information, both historic and current. Our research involved examination of historic maps, photographs, and documents concerning the ADDSCO/Atlantic Marine Inc./BAE Systems Southeast Shipyards.

A 2010 field review and update of documented historic buildings at BAE Systems Southeast Shipyards was completed November 9, 2010, by Bonnie Gums, Center for Archaeological Studies, assisted by Walter Meigs, BAE System Southeast Shipyards.

Sanborn Insurance Maps

The best information regarding historic structures at ADDSCO/Atlantic Marine Inc./BAE Systems Southeast Shipyards is found on Sanborn Insurance maps from the 1940s-1950s, specifically the 1944 map and revised and updated 1946 and 1955 versions (Figure 7). These maps show the physical layout of the shipyard, including all buildings, overhead cranes, crane tracks, dry docks, piers, utilities, and roads.

In general, structures are labeled by name and function, and include warehouses, machine shops, carpenter shop, electrical shops, repair shops, tool sheds, and offices, among others. Also included are the company hospital, restaurant, fire department, and "Clock Alleys" where workers punched in and out for work. Buildings range in size from very small structures, such as pump houses, compressor houses, and generator buildings, to medium and large work and repair shops, to the very large warehouses and machine shops. Several of the very large shops are similar in construction, being very large open work areas to accommodate large ship construction and consisting of corrugated metal siding and roofing on metal frames. Details of building construction, including how many stories, what kinds of construction materials, and location of waterlines, fire hoses and other utilities, are also provided on the Sanborn Insurance maps.

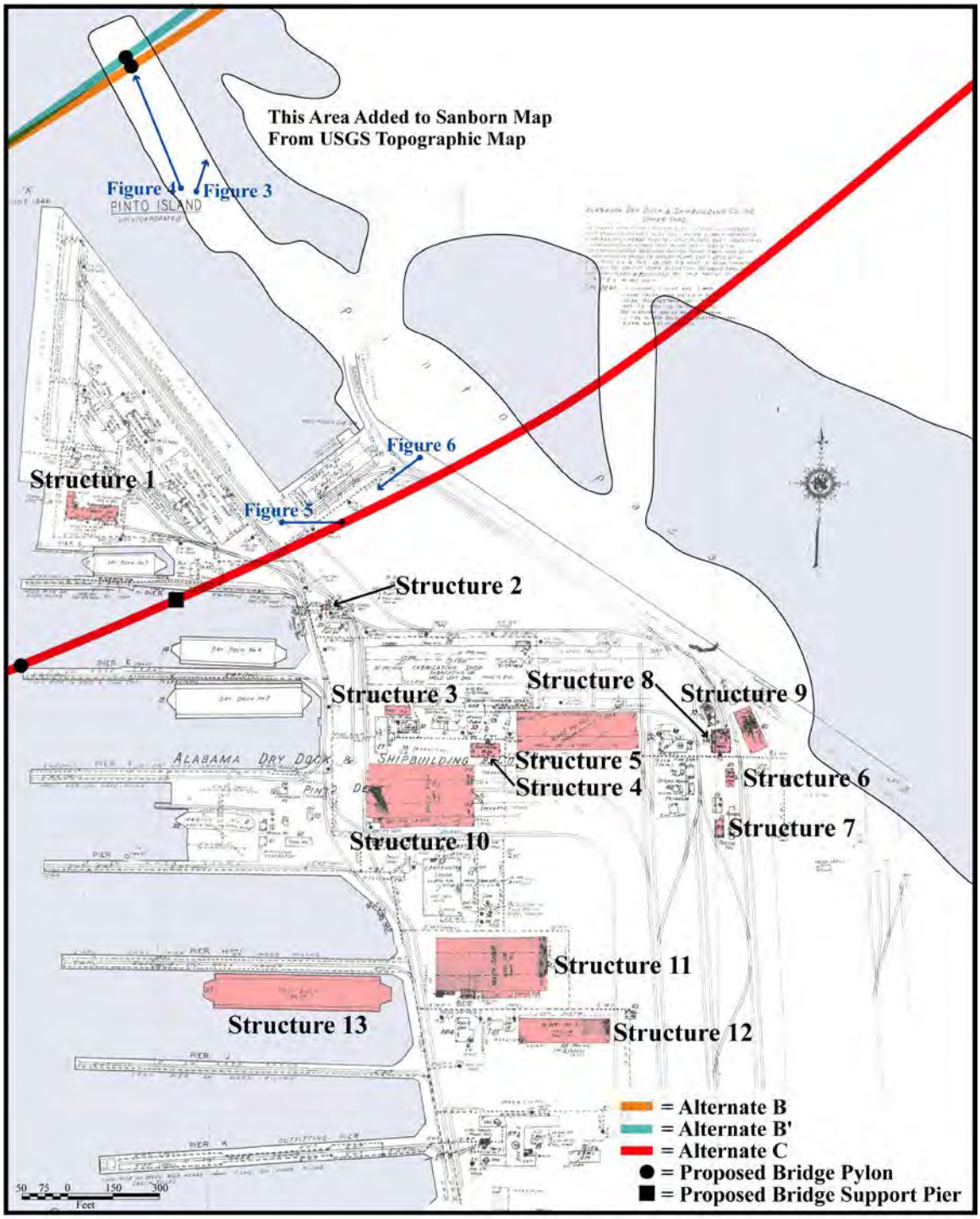

Figure 7. Detail of revised 1955 Sanborn Insurance map showing the Alabama Dry Dock & Shipbuilding Company (ADDSCO) facilities (now BAE Systems Southeast Shipyards) and proposed I-10 Mobile River Bridge Alternates B, B', and C. Structures 1-13 were documented during this Phase I historic building survey. Figure numbers (in blue) indicate the locations and directions of the photographs in Figures 3-6.

Results of Historic Building Survey

Extant Structures. Thirteen standing structures over 50 years of age were documented during the historic building survey (Table 1). All of these structures were part of the ADDSCO shipyard facilities built in the 1940s, specifically during World War II, and all appear on the 1944, 1946, and 1955 Sanborn Insurance maps (see Figure 7). They include warehouses, work and repair shops, and maintenance and utility buildings, among others. Also documented was a World War II floating dry dock, one of a few remaining in the United States. The survey was completed starting from the north to the south of BAE Systems Southeast Shipyards.

Table 1. Historic buildings documented at BAE Systems Southeast Shipyards. (Structure numbers in left column refer to numbers used in this study)

Structure	Historic Name/Use	Current Name/Use	Building Materials	Relative Size
1	Main Office	Vacant	Brick	Large
2	Pump House	Vacant	Concrete Block	Small
3	Tool House	Pump House	Metal	Small
4	Electrical Shop	Electrical Shop	Concrete Block	Medium
5	Ware House No. 2	Storage	Metal	Very Large
6	Auto Repair	Tool Storage	Plywood	Small
7	Tractor Repair	Vehicle Repair Shop	Metal	Small
8	Maintenance Building	Maintenance Building	Concrete Block	Medium
9	Carriage Shop	Vehicle Repair Shop	Metal	Medium
10	Machine Shop	Service Building	Metal	Very Large
11	Machine Shop	Pipe Shop/Machine Shop	Metal	Very Large
12	Ware House No. 3	Tool Room Building	Metal	Large
13	Dry Dock No. 17	Dry Dock No. 17	Reinforced Steel	Very Large

A brief narrative description, photographs showing various views and features, and a completed *Historic Building Survey Form* for each of the 13 structures are presented below. A 1950 aerial photograph of Pinto Island shows the active shipyard and many of the structures documented during this Phase I historic building survey (Figure 8).

Vanished Structures. Forty-eight shipyard structures shown on the Sanborn Insurance map no longer exist (Table 2). Most of these were small utility buildings, offices, or unidentified structures (see Figure 7). Major structural losses to the shipyard

complex include the Warehouse No. 1, machine & plate shop, fabrication shop, carpenter shop, hospital, restaurant, pattern shop, and two large office buildings.

Figure 8. 1950 aerial photograph of Alabama Dry Dock & Shipbuilding Company (ADDSCO) shipyard on Pinto Island. View to the south showing many of the structures documented during this Phase I historic building survey. Structure 1, the main office, is shown in the center-right, with Structures 2-13 in the background (ADDSCO Collection, University of South Alabama Archives).

Table 2. Structures shown on Sanborn Insurance maps that no longer exist.

General Location at Shipyard	Count	Historic Name/Use	Relative Size
North Portion of Shipyard	1	Boiler House	Medium
	1	Ware House No. 1	Very Large
	1	Machine & Plate Shop	Very Large
	1	Clock Alley	Small
	1	Compressor Building	Medium
	1	Dry Dock No. 5	Very Large
	1	Motor Room	Small
	1	Pattern Shop	Medium
	1	Office No. 1	Large

General Location at Shipyard	Count	Historic Name/Use	Relative Size
	1	Tool House	Small
	2	Unidentified Offices	Small
	2	Unidentified Buildings	Small
Central Portion of Shipyard	2	Dry Dock No. 2 and No. 4	Very Large
	1	Fabrication Shop	Very Large
	1	Controller House	Small
	1	Winch House	Small
	1	Service Water Tower	Medium
	1	Time Office	Small
	1	Generator and Storage Building	Medium
	1	Restaurant	Medium
	3	Unidentified Buildings	Small
	1	Generator Building	Small
	1	Office	Small
	1	Tool House	Small
	1	Carpenter Shop	Large
	1	Office	Small
	1	Paint Shop	Small
Southern Portion of Shipyard	1	Compressor House	Small
	1	Navy Office	Medium
	1	Office No. 1	Large
	1	Record Storage	Small
	1	U.S. Marine Corp Office	Medium
Northeast Corner of Shipyard	1	Clock Alley	Small
	1	Electrical Shop	Small
	1	Fire Department	Small
	1	Hospital	Medium
	1	Office	Medium
	1	Oxygen Plant	Small
	1	Plumbing Building	Small
	1	Recharger Building	Small
	2	Unidentified Buildings	Small

Documented Historic Buildings at BAE Systems Southeast Shipyards

Structure 1. Structure 1 is located on the northwest portion of the proposed historic shipyard district on property owned by J.F. Lehmen and Company, Inc., immediately north of BAE Systems Southeast Shipyards (see Figure 7). A small office building is shown at this location on the 1924 Sanborn Insurance map, and the building as it appears at the time of this survey is labeled on the 1955 Sanborn map as “MAIN OFFICE” for the ADDSCO shipyard established in 1916.

According to Luther Linton, long-time Mobile shipyard employee, the original office was built in 1919-1920 with additions constructed in the 1930s. He also relayed that a cornerstone was placed on the structure during World War II, but it has since been removed. Structure 1 is a large roughly rectangular brick office building, three stories in height, with three main entrances; two on the south side and one on the north side (Figures 9-11). This building appears in a 1939 photograph of the ADDSCO shipyard (Figure 12).

Structure 1 is in good condition, though abandoned for many years. It was used in recent years for explosives practice training by law enforcement S.W.A.T. teams, and there are several gaping holes in the building walls and many windows are shattered.

The proposed Alternate C bridge deck, pylon, and support pier would be 300 to 450 feet south of Structure 1, respectively. The Alternate C bridge deck, pylon, and support pier would be completely visible from Structure 1, and the viewshed impact is considered substantial. Alternates A, B, and B', which would be located 200 feet to 1,000 feet to the north of Structure 1, would also be partially visible to the north of Structure 1 with minimal viewshed impacts.

Figure 9. South façade and one of three entrances of Structure 1, main office for the ADDSCO shipyard. View to the north toward Alternates A, B, and B'.

Figure 10. South façade and one of three entrances of Structure 1, Main Office. View to the north toward Alternate A, B, and B'.

Figure 11. East side of Structure 1, main office. View to the west.

Figure 12. 1939 photograph of ADDSCO shipyard. View to the south showing Structure 1, main office, near the center of the photograph (ADDSCO Collection, University of South Alabama Archives).

Structure 2. Structure 2 is located on the north-central portion of BAE Systems Southeast Shipyards (see Figure 7). It is labeled on Sanborn Insurance maps as "NEW PUMP HOUSE Fireproof Construction." The pump house is no longer in operation. Structure 4 is a small one-story, rectangular structure built of concrete block with asphalt roofing on a concrete foundation (Figure 13). It is in deteriorated condition.

The proposed Alternate C Mobile River bridge deck would be located approximately 60 feet north of Structure 2. The Alternate C pylon and support pier would be about 400 feet and 900 feet west and southwest of Structure 2, respectively. Alternate C bridge deck and pylon would be completely visible from Structure 2, and the viewshed impact is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 2, with minimal viewshed impacts.

Figure 13. Structure 2, Pump House at BAE Systems Southeast Shipyards. View to the northwest toward Alternate C.

Structure 3. Structure 3 is located on the north-central portion of BAE Systems Southeast Shipyards (see Figure 7). It is labeled on the Sanborn Insurance maps as "TOOL HOUSE." Currently, the structure is a pump house producing compressed air for the shipyard. Structure 3 is a medium-sized rectangular steel frame structure with corrugated metal siding and roofing on a concrete foundation (Figures 14-16). It is 2½ stories high. Structure 3 is in excellent condition.

The proposed Alternate C Mobile River Bridge deck, pylon, and support pier would be about 800 and 1,000 feet northwest of Structure 3, respectively. Alternate C bridge deck and pylon would be completely visible from Structure 3, and the viewshed impact is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 3, with minimal viewshed impacts.

Figure 14. Front of Structure 3, originally tool house, currently pump house, at BAE Systems Southeast Shipyards. View to the east.

Figure 15. South side of Structure 3, originally tool house, currently pump house. View to the southeast.

Figure 16. Rear of Structure 3, originally tool house, currently pump house. View to the west toward Alternate C.

Structure 4. Structure 4 is located on the north-central portion of BAE Systems Southeast Shipyards, a short distance south of Structure 5 Fabricating Shop (see Figure 7). It is labeled on the Sanborn Insurance maps as "ELECTRICAL SHOP," which is also its current use. Structure 4 is a medium-sized, rectangular structure built of plastered concrete blocks with metal roofing on a concrete foundation (Figures 17-19). It is equivalent to about two stories or 20 feet in height, and consists of a large interior workspace. The main wooden doors may be original to the structure, and there is one centrally located overhead crane. Many of the original windows have been covered with corrugated fiberglass siding. Structure 4 is in excellent condition.

The proposed Alternate C Mobile River bridge deck would be about 850 feet north/northwest of Structure 4. The Alternate C pylon and support pier would be about 1,100 feet and 1,400 feet west/northwest of Structure 4, respectively. Alternate C bridge deck and pylon would be completely visible from Structure 4, and the viewshed impact is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 4, with minimal viewshed impacts.

Figure 17. Front of Structure 4, electrical shop at BAE Systems Southeast Shipyards. View to the east.

Figure 18. Original wooden door and overhead crane on Structure 4, electrical shop.

Figure 19. North side and front of Structure 4, electrical shop. View to the southeast.

Structure 5. Structure 5 is located on the north-central portion of BAE Systems Southeast Shipyards (see Figure 7). It is labeled on the Sanborn Insurance maps as "WARE HOUSE NO. 2." Currently the structure is used for storage by BAE Systems Southeast Shipyards. Structure 5 is a large rectangular steel frame structure with corrugated metal siding and roofing on a concrete foundation (Figures 20-22). It is about equivalent to about three stories or 30 feet in height, and consists of one large interior workspace. Structure 5 is in good condition, but does have some hurricane damage to windows.

The proposed Alternate C Mobile River bridge deck, pylon, and support pier would be about 1,200 to 1,500 feet west/northwest of Structure 5, respectively. Alternate C bridge deck, pylon, and support pier would be completely visible from Structure 5, and the viewshed impact is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 5, with minimal viewshed impacts.

Figure 20. Front of Structure 5, Warehouse No. 2 at BAE Systems Southeast Shipyards. View to the northeast.

Figure 21. Front and south side of Structure 5, Warehouse No. 2. View to the northeast.

Figure 22. South side of Structure 5, Warehouse No. 2. View to the northeast.

Structure 6. Structure 6 is located on the northeastern portion of BAE Systems Southeast Shipyards, a short distance southeast of Structure 5, Warehouse No. 2 (see Figure 7). It is labeled on the Sanborn Insurance maps as "AUTO REPAIR." The structure is currently used for tool storage for maintenance by BAE Systems Southeast Shipyards. Structure 6 is a small, 1½ –story, rectangular wood frame structure with plywood siding and some corrugated fiberglass siding repair, built on a concrete foundation (Figures 23-25). Structure 6 is in deteriorated condition.

The proposed Alternate C Mobile River bridge deck would be approximately 1,600 feet north of Structure 6. Alternate C bridge deck would be completely visible from Structure 6, and the bridge pylon and support pier would be about 2,100 feet west/northwest of Structure 6. The bridge pylons would be approximately 75% visible from Structure 6, being partially obscured by Structure 5, Warehouse No. 2. The viewshed impact resulting from Alternate C is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 6, with minimal viewshed impacts.

Figure 23. Structure 6, originally auto repair shop, currently tool storage shed, at BAE Systems Southeast Shipyards. View to the northeast.

Figure 24. Front of Structure 6, originally auto repair shop, currently tool storage shed. View to the southeast.

Figure 25. Front of Structure 6, originally auto repair shop, currently tool storage shed. View to the west toward Alternate C.

Structure 7. Structure 7 is located on the northeastern portion of BAE Systems Southeast Shipyards, east of Structure 5, Warehouse No. 2 (see Figure 7). It is shown on the Sanborn Insurance maps as "TRACTOR REPAIR." The structure currently serves as a vehicle repair shop for BAE Systems Southeast Shipyards. Structure 7 is a large rectangular steel frame structure with corrugated metal siding and roofing on a concrete foundation (Figure 26). It is equivalent to about two stories or 20 feet in height, and consists of one interior workspace. Structure 7 is in good condition.

The proposed Alternate C Mobile River bridge deck would be approximately 1,400 feet north of Structure 7 and would be completely visible. The proposed locations of the Alternate C bridge pylon and support pier would be about 2,100 feet west/northwest of Structure 7, respectively and would be approximately 75% visible. The view of the bridge pylon would be partially obscured by Structure 5, Warehouse No. 2. The viewshed impact of Alternate C is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 7, resulting in minimal viewshed impacts.

Figure 26. Structure 7, originally tractor repair shop, currently vehicle repair shop, at BAE Systems Southeast Shipyards. View to the south.

Structure 8. Structure 8 is located on the northeastern portion of BAE Systems Southeast Shipyards, south of Structure 5, Warehouse No. 2 (see Figure 7). It is labeled on Sanborn Insurance maps as "MAINTENANCE BUILDING," which is also its current use. Structure 8 is a medium-sized rectangular cinder block structure with corrugated metal roofing with a steel frame on a concrete foundation (Figures 27-39). It is equivalent to about 2½ stories or 25 feet in height, and consists of one large interior workspace. Structure 8 is in good condition.

The proposed Alternate C Mobile River bridge deck would be about 1,200 feet north/northwest of Structure 8 and would be completely visible. The proposed Alternate C bridge pylon and support pier locations would be about 2,000 feet west/northwest of Structure 8. The bridge pylon would be approximately 75% visible from Structure 8, as it would be partially obscured by Structure 5, Warehouse No. 2. The viewshed impact of Alternate C is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 8, resulting in minimal viewshed impacts.

Figure 27. Front of Structure 8 Maintenance Building at BAE Systems Southeast Shipyards. View to the north toward Alternates A, B, B', and C.

Figure 28. Structure 8, maintenance building. View to the northwest.

Figure 29. Structure 8, maintenance building. View to the northwest.

Structure 9. Structure 9 is located on the northeastern portion of BAE Systems Southeast Shipyards, east of Structure 5, Warehouse No. 2 (see Figure 7). It is labeled on the Sanborn Insurance maps as "CARRIAGE SHOP." Structure 9 currently serves as a vehicle repair shop for BAE Systems Southeast Shipyards. Structure 9 is a medium-sized rectangular steel frame structure with corrugated metal siding and roofing on a concrete foundation (Figure 30). It is equivalent to about 2½ stories or 25 feet in height, and consists of one large interior workspace. Structure 9 is in good condition.

The proposed Alternate C Mobile River bridge deck would be about 1,200 feet north/northwest of Structure 9 and would be completely visible. The proposed Alternate C bridge pylon and support pier locations would be about 2,100 feet west/northwest of Structure 9. The bridge pylon would be approximately 75% visible from Structure 9, as it would be partially obscured by Structure 5, Warehouse No. 2. The viewshed impact of Alternate C is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 9, resulting in minimal viewshed impacts.

Figure 30. Structure 9, originally Carriage House, currently vehicle repair shop at BAE Systems Southeast Shipyards. View to the northeast.

Structure 10. Structure 10 is centrally located on BAE Systems Southeast Shipyards (see Figure 7). It is labeled on the Sanborn Insurance maps as "MACHINE SHOP." It has been extensively remodeled and is now used as the Services Buildings, containing the main offices of BAE Systems Southeast Shipyards. Originally, Structure 10 was a large rectangular steel frame structure with corrugated metal siding and metal roofing on a concrete foundation, and consisting of one large interior workspace. Overhead craneworks exist on the rear or east side of the structure (Figure 31). Remodeling included the addition of plastered cinder block walls, and the interior has been divided into several floors with numerous offices and other workspaces. Structure 10 is equivalent to about six stories or 60 feet in height, and consists of one large interior workspace. It is in good condition.

The proposed Alternate C Mobile River bridge deck, pylon, and support pier would be about 1,000 feet northwest of Structure 10 and would be completely visible. The viewshed impact of Alternate C is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 10, resulting in minimal viewshed impacts. Due to security reasons, photographs of this structure were not permitted by Atlantic Marine, Inc. in 2006. A 1960 photograph of the interior of a Machine Shop could be Structure 10 (Figure 32).

Figure 31. Overhead craneworks at the rear of Structure 10, originally machine shop, currently services buildings at BAE Systems Southeast Shipyards. View to the southwest.

Figure 32. 1960 photograph of a machine shop at ADDSCO shipyard (ADDSCO Collection, University of South Alabama Archives).

Structure 11. Structure 11 is located on the southern portion of BAE Systems Southeast Shipyards (see Figure 7). It is shown on the Sanborn Insurance maps as "MACHINE SHOP." A 1960 photograph of the interior of a Machine Shop could be Structure 11 (see Figure 43). Currently the building is used as a combination Pipe Shop and Machine Shop for BAE Systems Southeast Shipyards. Structure 11 is a large rectangular steel frame structure with corrugated metal and fiberglass siding and metal roofing (some materials are repairs/replacements) on a concrete foundation (Figures 33-35). It is five to six stories or 50 to 60 feet in height, and consists of one large interior workspace. It is in good condition, although there is some hurricane damage to siding and windows.

The proposed Alternate C bridge deck, bridge pylon, and support pier would be about 1,500 feet northwest of Structure 11 and would be completely visible, resulting in substantial viewshed impacts. Alternates A, B, and B' would also be visible to the north of Structure 11, resulting in minimal viewshed impacts.

Figure 33. Structure 11, machine shop at BAE Systems Southeast Shipyards. View to the southeast.

Figure 34. South side of Structure 11, Machine Shop. View to the northeast.

Figure 35. Overhead craneworks at the rear of Structure 11, Machine Shop. View to the southeast.

Structure 12. Structure 12 is located on the southern portion of BAE Systems Southeast Shipyards (see Figure 7). It is labeled on the Sanborn Insurance maps as "WARE HOUSE NO. 3," and was used as joiner or carpentry shop with offices. Currently, the structure serves as the tool room building for BAE Systems Southeast Shipyards. Structure 12 is a large rectangular steel frame structure with corrugated metal siding and roofing on a concrete foundation (Figures 36-38). It is equivalent to about three stories or 30 feet in height, and consists of one large interior workspace. Structure 12 is in good condition.

The proposed Alternate C bridge deck, bridge pylon, and support pier locations would be about 1,900 feet northwest of Structure 12. The bridge deck and pylon would be approximately 75% visible from Structure 17, as it would be partially obscured by Structure 11, machine shop. The viewshed impact of Alternate C is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 12, resulting in minimal viewshed impacts.

Figure 36. Structure 12, Warehouse No. 3 at BAE Systems Southeast Shipyards. View to the southeast.

Figure 37. North side of Structure 12, Warehouse No. 3. View to the southwest.

Figure 38. North side of Structure 12, Warehouse No. 3. View to the southeast.

Structure 13. Structure 13 is believed to be one of a few surviving World War II-era floating dry docks in the United States. It is located in a boat slip in the Mobile River west of Structures 11 and 12, in the southwestern portion of BAE Systems Southeast Shipyards (see Figure 7). It is labeled on the 1955 Sanborn Insurance maps as "DRY DOCK NO. 17," and it is still used by BAE Systems Southeast Shipyards. A floating dry dock is submerged under a boat or ship, then raised, lifting the vessel out of the water for repairs and maintenance. Structure 13 is a large, rectangular, reinforced steel, U-shaped structure resting on replaced reinforced steel pontoons (originally of fir wood) (Figures 39-41). It is equivalent to about three stories or 30 feet in height. Structure 13 is in good condition. This dry dock is believed to be the one shown in a 1940 photograph of the Alabama Dry Dock & Shipbuilding Company (ADDSCO) (Figure 42).

The proposed locations of Alternate C Mobile River bridge deck, bridge pylon, and support pier would about 1,200 feet north/northwest of Structure 13, and would be completely visible. The viewshed impact of Alternate C is considered substantial. Alternates A, B, and B' would also be partially visible to the north of Structure 13, resulting in minimal viewshed impacts.

Figure 39. Structure 13, Dry Dock No. 17 at BAE Systems Southeast Shipyards. View to the west toward Alternate C.

Figure 40. Structure 13, Dry Dock No. 17. View to the west toward Alternate C.

Figure 41. Structure 13, Dry Dock No. 17. View to the west toward Alternate C.

Figure 42. 1940 photograph of ADDSCO shipyard. View to the northwest showing what is believed to be Structure 13, Dry Dock No. 17 (left) (ADDSCO Collection, University of South Alabama Archives).

Summary of BAE Systems Southeast Shipyards

The historic building survey and viewshed impact assessment of BAE Systems Southeast Shipyards (formerly Atlantic Marine, Inc., shipyard) involved field reconnaissance, historical research, and evaluation of National Register of Historic Places (NRHP) eligibility. Of the four proposed I-10 Mobile River Bridge routes, only one, Alternate C, would cross the northern edge of BAE Systems Southeast Shipyards.

Thirteen historic buildings were documented that are original to the World War II-era ADDSCO shipyard (former Atlantic Marine, Inc., now BAE Systems Southeast Shipyards). The shipyard complex is considered eligible for nomination to the NRHP 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 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.

The viewshed impact of Alternates A, B, and B' located north of BAE Systems Southeast Shipyards is considered minimal because the proposed bridge constructed at any of these proposed locations would be partially visible from Structures 1 through 13, resulting in minor changes to the viewshed of these resources. Alternates A, B, and B' would not directly impact BAE Systems Southeast Shipyards. The viewshed impact and direct impact of the Alternate C bridge deck, pylon, and support pier on BAE Systems Southeast Shipyards is considered substantial. While Alternate C would not directly impact any of the 13 historic buildings, it would introduce new physical and visual features into the proposed BAE Systems Southeast Shipyards Historic District.

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1991 How to Apply the National Register Criteria for Evaluation. *National Register Bulletin* 15, U.S. Department of the Interior, National Park Service, Interagency Resources Division. U.S. Government Printing Office, Washington, D.C.

PART II:
APPENDIX 1:
HISTORIC BUILDING SURVEY FORMS
FOR BAE SYSTEMS SOUTHEAST SHIPYARDS

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AHC# 00-0352

ALABAMA HISTORICAL COMMISSION
The State Historic Preservation Office

468 S. Perry Street
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I-10 MRB
BAE Systems Southeast Shipyards - Structure1

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: B. Gums	Date: 5-17-06
Property Name:	Main Office - Alabama Dry Docks & Shipbuilding Co (ADDSCO)		
Location/Street Address:	ADDSCO Drive		
City/Zip:	Mobile 36652	County:	Mobile
USGS Quad:	Mobile Ala Revised 1982	Township/Range/Section:	4W 1S Sec —
Current Owner's Name & Contact Info (if known):	J.F. Lehmen & Company Inc (212) 634-0100 New York, NY		

2. Physical Description

Construction Date:	Ca 1920 - WWI	Source:	Luther Linton
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	3	No. of front bays:	41 3doors & 38 windows
Historic use of property:	Main office for ADDSCO		
Current use of property:	Vacant		
Architectural Style:	Commercial/Industrial	Building Form:	Free Standing
Main roof configuration:	Flat	Roof finish material:	Unknown
Exterior wall materials:	Brick with Stone Trim		
Porch type:	Inset	Foundation material:	Poured Concrete
Window type and materials:	Fixed + Double Hung 4/12/4; Metal Frames		
Describe alterations:	Rear Addition in 1930s + later		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Three-story brick office building with flat roof and numerous entrances on facade and rear and numerous windows on all sides on poured concrete foundation

Description of Setting:
Commercial/Industrial, Paved parking lots and overgrown with vegetation, near Mobile River to west; if no vegetation

Historical Notes:
Shown and labeled on 1955 Sanborn map as "Main Office"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure; BAE Structure1, The original main office for ADDSCO shipyard would be a contributing resource to historic district

CAS 2004.052

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AHC# 00-0352

I-10 MRB

BAE Systems Southeast Shipyards - Structure 2

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: B. Burns	Date: 5-17-06
Property Name:	Pump House - Alabama Dry Dock & Shipbuilding Co (ADDSCO)		
Location/Street Address:	ADDSCO Road		
City/Zip: Mobile 36652		County: Mobile	
USGS Quad: Mobile Ala Revised 1982		Township/Range/Section: 4S 1S Sec —	
Current Owner's Name & Contact Info (if known): BAE Systems Southeast Shipyards	1660 Dunlap Circle (251) 690-7100		

2. Physical Description

Construction Date: ca 1944 WWII		Source: Sanborn Map Company	
Alteration Date: —		Source: —	
Architect: —		Builder: —	
Physical Condition: (Excellent, Good, Fair, Poor)	Poor	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories: 1		No. of front bays: 3	1 door + 2 windows
Historic use of property:	Pump House for ADDSCO		
Current use of property:	vacant		
Architectural Style:	Commercial/Industrial	Building Form:	Free Standing
Main roof configuration:	Front + Rear Gables	Roof finish material:	Asphalt Shingles
Exterior wall materials:	Concrete/Cinder Block		
Porch type: —		Foundation material:	Poured Concrete
Window type and materials:	Fixed and Double Hung 3/2 + 3/3 Metal Frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:

Small one-story rectangular structure made of Cinder blocks with front and rear gables and asphalt shingled roof on poured concrete foundation

Description of Setting: Commercial/Industrial Shipyard, Paved Parking lots roads, + work areas, near Mobile River to west, w/ no vegetation

Historical Notes:

Shownard labeled on 1944 Sanborn Map "NEW PUMP HO FIREPROOF CONST"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure: BAE Structure 2, Pump House for ADDSCO Shipyard, would be a contributing resource to historic district.

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AHC#00-0352

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BAE Systems Southeast Shipyards Structure 3

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: BG, PB	Date: 5-17-06
Property Name:	Tool House for Alabama Dry Dock & Shipbuilding Co (ADDSCO)		
Location/Street Address:	ADDSCO Road		
City/Zip: Mobile	36610	County: Mobile	
USGS Quad: Mobile Ala Revised 1982		Township/Range/Section: 4W 1S Sec —	
Current Owner's Name & Contact Info (if known): BAE Systems Southeast Shipyards	668 Dunlap Circle (251) 690-7100		

2. Physical Description

Construction Date: early 1940's, WWII		Source: Sanborn Map Company	
Alteration Date: —		Source: —	
Architect: —		Builder: —	
Physical Condition: (Excellent, Good, Fair, Poor)	Excellent	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories: 2 1/2		No. of front bays: 6 / Bay door + 5 Windows	
Historic use of property:	Tool House for ADDSCO		
Current use of property:	Pump House for BAE		
Architectural Style:	Commercial/Industrial	Building Form:	Free Standing
Main roof configuration:	Front Gable	Roof finish material:	corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type: —		Foundation material:	poured concrete
Window type and materials:	Fixed, Casement 9/8/4 Metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Two and one-half story metal structure on steel frame with corrugated metal roof and front + rear gables on poured concrete foundation

Description of Setting: Commercial/Industrial Shipyard, paved parking lots, roads and work areas, Mobile River to the west + little vegetation

Historical Notes: shown and labeled on 1944 — 1955 Sanborn Insurance maps as "Tool House"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure: BAE Structure 3, Tool House for ADDSCO Shipyard, would be a contributing resource to historic district

CAS 2004/052

AHC#00-0352

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BAE Systems Southeast Shipyards Structure 4

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: BG, PB	Date: 5-17-06
Property Name:	Electrical Shop for Alabama Dry Dock & Shipbuilding Co (ADDSCO)		
Location/Street Address:	ADDSCO Road		
City/Zip: Mobile 36602		County:	Mobile
USGS Quad: Mobile Ala Revised 1982		Township/Range/Section:	4W 1S Sec —
Current Owner's Name & Contact Info (if known): BAE Systems Southeast Shipyards		660 Dunlap Circle (251) 690-7100	

2. Physical Description

Construction Date:	WWII-, early 1940s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Excellent	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories: 2		No. of front bays:	9 1 Bay door + 8 windows
Historic use of property:	Electrical Shop for ADDSCO		
Current use of property:	Electrical Shop for BAE		
Architectural Style:	Commercial/Industrial	Building Form:	Free standing
Main roof configuration:	(Relatively) Flat roof	Roof finish material:	metal
Exterior wall materials:	Plastered Concrete/Cinder Block, Corrugated Fiberglass Siding		
Porch type: —		Foundation material:	Poured Concrete
Window type and materials:	Fixed, Casement 9/9, 3/3/3 metal frames		
Describe alterations:	Fiberglass siding added to windows		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Two-story workshop constructed of cinderblock with corrugated fiberglass siding to windows with relatively flat metal roof on poured concrete foundation.

Description of Setting: Commercial/Industrial shipyard w/paved parking lots, roads and work areas, Mobile River to the west, and little vegetation

Historical Notes: shown and labeled on 1944 – 1955 Sanborn Insurance maps as "Electrical Bldg"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure: BAE Structure 4, Electrical Shop for ADDSCO shipyard, would be a contributing resource to historic district.

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BAE Systems Southeast Shipyards Structure 5

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	Warehouse #2 for Alabama Dry Dock & Shipbuilding Co (ADDSCO)				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36652		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S Sec —	
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards	660 Duntap Circle (251) 690-7100			

2. Physical Description

Construction Date:	WWII Early 1940s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric (High, Medium, Low)	High
No. of stories:	2 1/2	No. of front bays:	14 - 1 door, 1 bay door + 12 windows
Historic use of property:	Storage, warehouse for ADDSCO		
Current use of property:	storage warehouse for BAE		
Architectural Style:	Industrial Shipyard	Building Form:	Free Standing
Main roof configuration:	Flat - Relatively	Roof finish material:	Metal
Exterior wall materials:	corrugated metal		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	Fixed, Casement 15/15 Metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Large two and one-half story warehouse with corrugated metal siding and flat roof on steel frame on poured concrete foundation

Description of Setting: Commercial/Industrial shipyard w/paved parking lots and work areas, Mobile River to the west and no vegetation.

Historical Notes: Shown and labeled on 1944 – 1950 Sanborn maps as "Warehouse No. 2."

3. Eligibility

Eligible for Alabama Register:	☐ Yes	☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes	☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A	☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local	☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure:
BAE Structure 5, Warehouse #2 for ADDSCO shipyard, would be a contributing resource to historic district.

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BAE Systems Southeast Shipyards Structure 6

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	Tool storage shed				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36652			County:	Mobile
USGS Quad:	Mobile Ala Revised 1982			Township/Range/Section:	4W. 1S Sec –
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards (251) 690-7100 660 Dunlap Circle				

2. Physical Description

Construction Date:	WWII Early 1940s	Source:	Sanborn Map company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Deteriorated	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1 1/2	No. of front bays:	4 - 1 door and 3 windows
Historic use of property:	Auto Repair Shop		
Current use of property:	Tool Storage Shed for Maintance		
Architectural Style:	Industrial Shipyard	Building Form:	Free Standing
Main roof configuration:	Side Gables	Roof finish material:	corrugated metal
Exterior wall materials:	plywood, some corrugated fiberglass siding		
Porch type:	N/A	Foundation material:	Poured concrete
Window type and materials:	Fixed, casement 4/4/4, 8/8, Metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Small one and one-half story work shop of wood frame with side gables and corrugated metal roof on poured concrete foundation.

Description of Setting: Commercial/Industrial shipyard with paved parking lots and work areas, Mobile River to the west, and little vegetation.

Historical Notes: Shown and labeled on 1944-1955 Sanborn Insurance maps, but illegible, but probably the same "Auto Repair Concrete Floor" on the 1955 map.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure:
BAE Structure 6, Auto Repair Shop for ADDSCO Shipyard, would be a contributing resource to historic district

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BAE Systems Southeast Shipyards Structure 7

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	Tractor Repair Shop for Alabama Dry Dock & Shipbuilding Co (ADDSCO)				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36652		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S Sec —	
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards (251) 690-7100 6660 Dunlap Circle				

2. Physical Description

Construction Date:	WWII, early 1940s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	1 1/2	No. of front bays:	1 door
Historic use of property:	Tractor Repair Shop for ADDSCO		
Current use of property:	Vehicle Repair Shop for BAE		
Architectural Style:	Industrial Shipyard	Building Form:	Free standing
Main roof configuration:	Front and Rear Gable	Roof finish material:	metal
Exterior wall materials:	Corrugated Metal		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	N/A		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Small, one and one-half story workshop of corrugated metal siding and roof on steel frame with front and rear gables on poured concrete foundation.

Description of Setting: Commercial/Industrial shipyard with paved parking lots and work areas, Mobile River to the west, and little vegetation.

Historical Notes: Shown and labeled on 1944-1955 Sanborn maps as "Tractor Rep[air]"

3. Eligibility

Eligible for Alabama Register:	☐ Yes	☐ No	☒ would contribute to a district	☐ Undetermined		
Eligible for National Register:	☐ Yes	☐ No	☒ would contribute to a district	☐ Undetermined		
NR Criteria:	☒ A	☐ B	☒ C	☐ D	☐ Undetermined	
Level of Significance:	☐ Local	☐ State	☐ National	☒ Undetermined		

Justification of Eligibility/Ineligibility: Original Shipyard Structure: BAE Structure 7, Tractor Repair Shop for ADDSCO shipyard would be a contributing resource to historic district.

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BAE Systems Southeast Shipyards Structure 8

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	Maintenance Bldg for Alabama Dry Dock & Shipbuilding Co (ADDSCO)				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36652		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S SEC –	
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards (251) 690-7100 660 Dunlap Circle				

2. Physical Description

Construction Date:	WW II early 1940s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	2 1/2	No. of front bays:	6 – 1 door + 5 windows
Historic use of property:	Maintenance Building for ADDSCO		
Current use of property:	Maintenance Building for BAE		
Architectural Style:	Industrial Shipyard	Building Form:	Free Standing
Main roof configuration:	Front and Rear Gables	Roof finish material:	Modern Asphalt
Exterior wall materials:	Plastered Concrete (most) / Cinder Block		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	Fixed Casement 6/12/6, 12/24/24, Metal frames		
Describe alterations:			
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Two and one-half story maintenance building of cinderblocks with corrugated metal roof on steel frame with front and rear gables on a poured concrete foundation.

Description of Setting: Commercial/Industrial shipyard with paved parking lots and work areas, Mobile River to the west, and no vegetation.

Historical Notes: Shown and labeled on 1944-1950 Sanborn Insurance maps as "MAINTENANCE BUILDING"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure:
BAE Structure 8, Maintenance Building for ADDSCO Shipyard, would be a contributing resource to historic district

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BAE Systems Southeast Shipyards Structure 9

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	Carriage Shop for Alabama Dry Dock & Shipbuilding Co (ADDSCO)				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36652		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S SEC –	
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards	(251) 690-7100	660 Dunlap Circle		

2. Physical Description

Construction Date:	WWII, early 1940s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric (High, Medium, Low)	High
No. of stories:	2 1/2	No. of front bays:	3 – 1 door and 3 windows
Historic use of property:	Carriage Shop for ADDSCO		
Current use of property:	Vehicle Repair Shop for BAE		
Architectural Style:	Industrial / Commerical	Building Form:	Free Standing
Main roof configuration:	Front and Rear Gables	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	Casement 6/3, metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Two and one-half story workshop of corrugated metal siding and roofing on a steel frame with front and rear gables on a poured concrete foundation.

Description of Setting: Commercial / Industrial Shipyard with paved parking lots and work areas, Mobile River to the west and no vegetation.

Historical Notes: Shown and labeled on the 1944 – 1955 Sanborn Insurance Maps, but illegible, but probably the same "CARRA SHOP" [Carriage Shop] on the 1955 map.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original shipyard structure: BAE Structure 9, Carriage Shop for ADDSCO shipyard, would be a contributing resource to historic district.

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BAE Systems Southeast Shipyards Structure 10

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	Machine Shop for Alabama Dry Dock & Shipbuilding Co (ADDSCO)				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36652		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S SEC—	
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards (251)690-7100 660 Dunlap Circle				

2. Physical Description

Construction Date:	Will, early 1940s	Source:	Sanborn Map Company
Alteration Date:	Unknown	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	6	No. of front bays:	For Security - no photos
Historic use of property:	Machine Shop for ADDSCO		
Current use of property:	Service Bldg. for BAE		
Architectural Style:	Industrial/Commercial	Building Form:	Free Standing
Main roof configuration:	Front and Rear Gables	Roof finish material:	Corrugated Metal
Exterior wall materials:	Cinder Block and Corrugated Siding		
Porch type:	N/A	Foundation material:	Poured Concrete
Window type and materials:	Fixed, Casement 8/8 Metal frames		
Describe alterations:	Addition of plastered cinder block walls, interior divided into several floors by Atlantic Marine Shipyard		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Large 6-story structure of corrugated metal siding and roofing on steel frame now covered with cinder block and siding with front and rear gables on poured concrete foundation with exterior crane booms.

Description of Setting:
Commercial/Industrial shipyard with paved parking lots and work areas, Mobile River to the west, and little vegetation

Historical Notes: shown and labeled on the 1944-1955 Sanborn Insurance maps as "Machine Shop"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original Shipyard Structure: Although without alteration BAE Structure 10, Machine Shop for ADDSCO Shipyard, would be a contributing resource to historic district.

2004.052

AHC#020352

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BAE Systems Southeast Shipyards Structure 11

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	Machine Shop for Alabama DryDock & Shipbuilding Co. (ADDSCO)				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36610 52		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S SEC —	
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards (251) 690-7100 660 Dunlap Circle				

2. Physical Description

Construction Date:	WWII, early 1940s	Source:	Sanborn Map Company
Alteration Date:	Unknown	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	
No. of stories:	5-6	No. of front bays:	19 – 3 Bay doors + 6 windows
Historic use of property:	Machine shop for ADDSCO		
Current use of property:	Pipe shop and Machine Shop for BAE		
Architectural Style:	Industrial/Commercial	Building Form:	Free Standing
Main roof configuration:	Front and Rear Gables	Roof finish material:	Replacement Metal
Exterior wall materials:	Corrugated Metal, Corrugated Fiberglass Siding		
Porch type:	—	Foundation material:	Replacement Metal
Window type and materials:	Fixed, casement 10/10 Metal frames		
Describe alterations:	Fiberglass Siding added to some windows		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Large 5-6 story structure of corrugated metal and fiberglass siding with metal roof on steel frame with front and rear gables on a poured concrete foundation.

Description of Setting: Commercial/Industrial shipyard with paved parking lots and work areas, Mobile River to the west, with little vegetation

Historical Notes: Shown and labeled on the 1944-1955 Sanborn Insurance maps as "MACH. SHOP"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined
Justification of Eligibility/Ineligibility:	Original shipyard structure: BAE Structure ID, Maintenance Shop for ADDSCO shipyard, would be a contributing resource to historic district.

CAS 2004.052

AHC#00-0352

ALABAMA HISTORICAL COMMISSION
The State Historic Preservation Office

468 S. Perry Street
Montgomery, Alabama 36130-0900
Voice: (334)242-3184
Fax: (334)262-1083
www.preservealа.org

I-10 MRB

BAE Systems Southeast Shipyards Structure 12

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB
Date:	5-17-06		
Property Name:	Warehouse #3 for Alabama Dry Dock & Shipbuilding Co. (ADDSCO)		
Location/Street Address:	ADDSCO Road		
City/Zip:	Mobile 36652	County:	Mobile
USGS Quad:	Mobile Ala Revised 1982	Township/Range/Section:	4W 1S SEC —
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards (251) 690-7100 660 Dunlap Circle		

2. Physical Description

Construction Date:	WWII, early 1940s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric (High, Medium, Low)	High
No. of stories:	3	No. of front bays:	6 2 Bay doors + 4 windows
Historic use of property:	Warehouse #3 for ADDSCO		
Current use of property:	Tool Room for BAE		
Architectural Style:	Industrial/Commercial	Building Form:	Free Standing
Main roof configuration:	Front and Rear Gables	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	N/A	Foundation material:	Poured Concrete
Window type and materials:	Fixed, Casement 4/8/16, 8/8 metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:

Three-story warehouse of corrugated metal siding and roofing on a steel frame with front and rear gables on a poured concrete foundation.

Description of Setting: Commercial/Industrial shipyard with paved parking lots and work areas, Mobile River to the west, and little vegetation

Historical Notes: Shown and labeled on 1944-1955 Sanborn Insurance maps as "WARE HOUSE NO. 3"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined
Justification of Eligibility/Ineligibility:	Original shipyard structure: BAE Structure 12, Warehouse #3 for ADDSCO shipyard, would be a contributing resource to historic district.

CAS 2004.052

AHC#00-0352

ALABAMA HISTORICAL COMMISSION
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I-10 MRB

BAE Systems Southeast Shipyards Structure 13

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, PB	Date:	5-17-06
Property Name:	WW II Dry Docks for Alabama Dry Dock + Shipbuilding Co. (ADDSCO)				
Location/Street Address:	ADDSCO Road				
City/Zip:	Mobile 36652		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S SEC.—	
Current Owner's Name & Contact Info (if known):	BAE Systems Southeast Shipyards (251) 690-7100 660 Dunlap Circle				

2. Physical Description

Construction Date:	WWII, early 1940s	Source:	Sanborn Map Company
Alteration Date:	unknown	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	3	No. of front bays:	
Historic use of property:	Dry Dock for ADDSCO		
Current use of property:	Dry Dock for BAE		
Architectural Style:	Industrial Shipyard	Building Form:	Free Standing
Main roof configuration:	N/A	Roof finish material:	N/A
Exterior wall materials:	Reinforced Steel		
Porch type:	N/A	Foundation material:	Reinforced Steel
Window type and materials:	N/A		
Describe alterations:	Replaced steel pontoons, wing walls altered.		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Large, rectangular U-shaped structure of reinforced steel equivalent to 3 stories in height, resting on replacement reinforced steel pontoons.

Description of Setting: Structure 13 is in boat slip in Mobile River. Commercial/Industrial shipyard, with several other boat slips and work area.

Historical Notes: shown and labeled on the 1944-1955 Sanborn Insurance maps as "DRY DOCK NO. 17".

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☐ No ☒ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☒ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☒ Undetermined

Justification of Eligibility/Ineligibility: Original shipyard structure: Only few left in U.S. BAE Structure 13, Dry Dock for ADDSCO shipyard, would be a contributing resource to historic district.

CAS 2004.052

PART III
Historic Building Survey and Viewshed Impact Assessment of the Former Bender Shipbuilding & Repair Company, Inc., Facilities

Introduction

This Phase I historic building survey and viewshed impact assessment of the former Bender Shipbuilding & Repair Company, Inc., property (Bender Shipyard) was completed in conjunction with planning for the ALDOT's proposed I-10 Mobile River Bridge and Bayway Widening Project, ALDOT Project DPI-0030(005), Mobile and Baldwin Counties, Alabama (Figures 1 and 2). In 2010, the company declared Chapter 11 bankruptcy and Bender shipyard was sold at auction to Signal International, Inc., and is now operating as Signal Ship Repair.

This Phase I assessment consisted of field reconnaissance, historical research, and evaluation of potential for nomination to the NRHP. Of the four proposed I-10 Mobile River Bridge routes, Alternates B and B' would cross the northern portion and Alternate C would cross the central portion of the former Bender Shipbuilding & Repair Company, Inc., property. Alternate A would be located about 500 feet north of the former Bender Shipyard.

To summarize, 14 standing structures approximately or over 50 years of age were documented to have been associated with the former Bender Shipbuilding & Repair Company, established in the mid-1950s. Ten buildings are over 50 years of age, but all were originally built for other commercial or residential use. Four structures are not over 50 years of age, the normal requirement for NRHP. Therefore, the former Bender Shipyard complex, as documented in this study, is not considered eligible for nomination to the NRHP.

One building, documented as Structure 11, is considered eligible to the 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. Although originally built as a residence in the early twentieth century, its later use as a "Union Hall" for shipyard workers may be significant. Alternates B and B' would cross immediately south of Structure 11. Alternate A would be located about 0.1 mile north of Structure 11. Alternate C would be located

approximately 0.28 mile south of Structure 11. None of the bridge routes would directly impact the “Union Hall.”

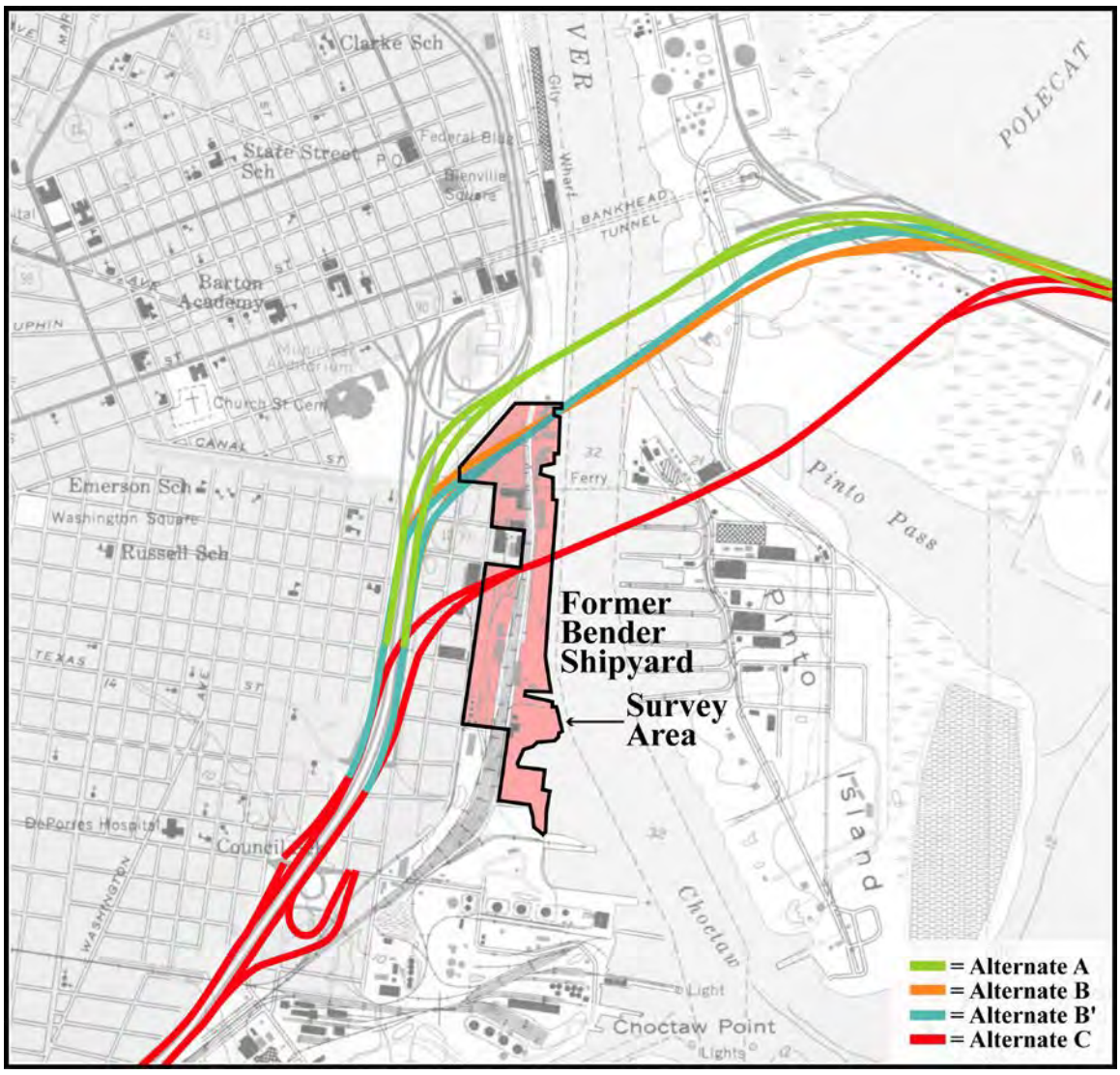

Figure 1. Detail of USGS map of the former Bender Shipbuilding & Repair Company facilities showing the locations of I-10 Mobile River Bridge Alternates A, B, B', and C and the historic building survey area (USGS 7.5' series Mobile, Ala., quadrangle, 1952, photorevised 1982).

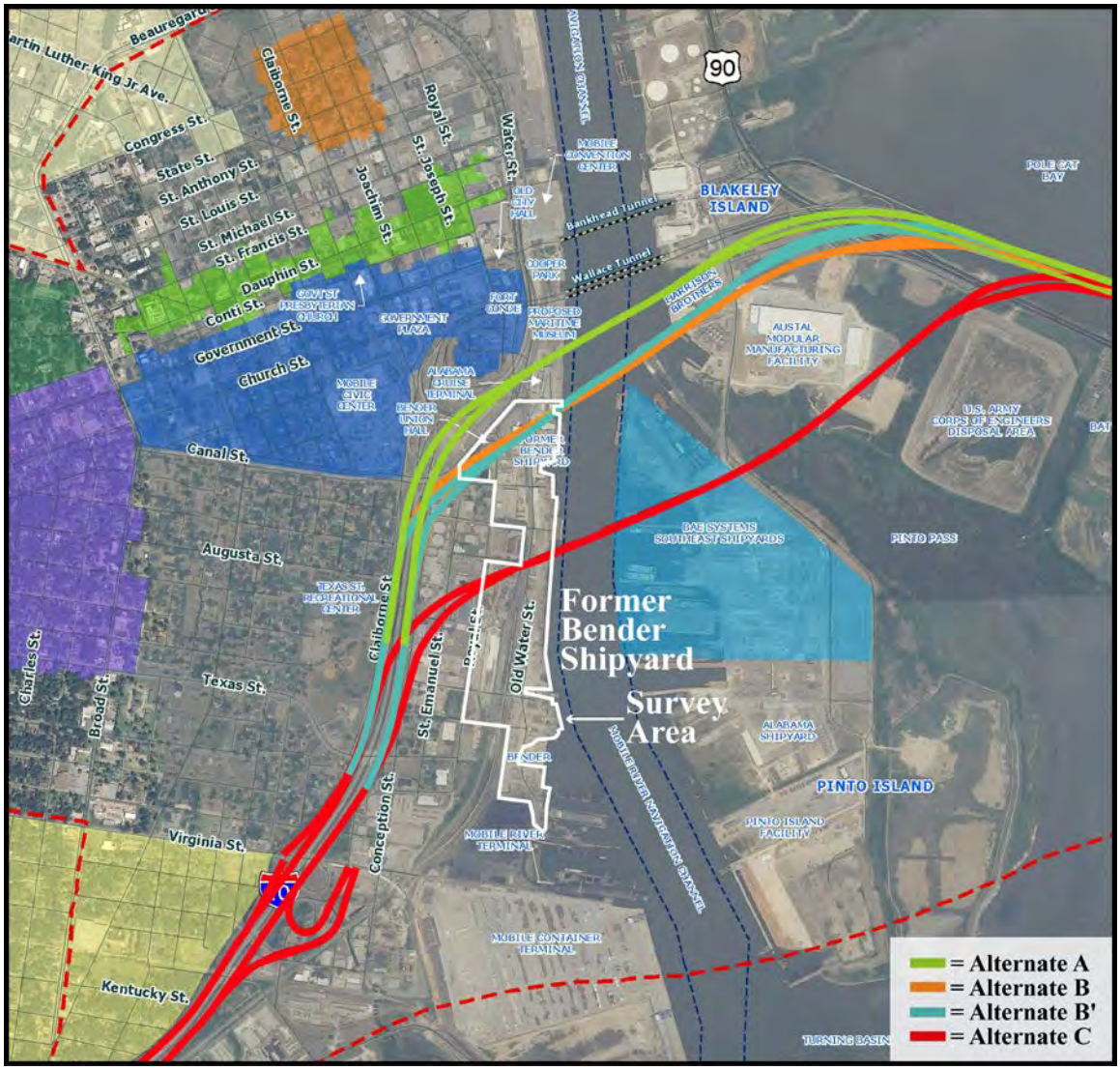

Figure 2. Detail of aerial photograph for the I-10 Mobile River Bridge project showing Alternates A, B, B', and C and the former Bender Shipbuilding & Repair Company facilities.

Physical Description of the Former Bender Shipbuilding & Repair Company Tract

The former Bender Shipbuilding & Repair Company complex was a large irregular linear tract of land south of Eslava Street on the west side of the Mobile River. S. Water Street runs north-south through the various city blocks owned by the former Bender company. The former Bender tract is south of downtown Mobile in a commercial and industrial area with a few scattered occupied residences and vacant structures, both residential and commercial. It covered approximately 80 acres. Most of the property is a relatively open area, covered with asphalt and gravel drives and parking areas, with little vegetation. Shipyard buildings providing a variety of functions, storage buildings, open storage areas, and related shipyard machinery and equipment occupy the former Bender Shipbuilding & Repair Company facility.

Impact of Proposed I-10 Mobile River Bridge on the Former Bender Shipbuilding & Repair Company Facilities

There are four proposed routes, Alternates A, B, B', and C, for the proposed I-10 Mobile River Bridge (see Figures 1 and 2). As designed, it will be a cable stay bridge with two pylons, one on the east side of the Mobile River and one on the west side. The proposed bridge deck height is 215 feet in elevation, and the top of the bridge pylons will reach 515 feet. There will also be bridge support piers under the bridge to the east and west of the two pylons.

Reasonable approximation of the proposed I-10 Mobile River bridge decks, support piers, and pylons are superimposed on photographs of the former Bender Shipyard in Figures 3-12; the perspective views are not to scale (see Figure 13 for locations and directions of photographs in Figures 3-12).

Alternate A would be located about 500 feet north of the former Bender Shipbuilding & Repair Company property and would have a substantial viewshed impact on the shipyard (Figures 3 and 4). Alternates B and B' would cross the northern portion of the former Bender shipyard on both the east and west sides of S. Water Street between Eslava and Madison Streets and would have a substantial viewshed impact. Alternates B and B' support piers would have moderate direct impacts on the area south of the parking lot for the main office of the former Bender Shipbuilding & Repair Company, Inc.

(Figures 5-8). Alternate C would cross south of Charleston Street between S. Royal and S. Water Streets and east of S. Water Street to the Mobile River. The Alternate C support pier and pylon would impact open storage yards of the former Bender property (Figures 9-12). The viewshed impact and direct impact of Alternate C is considered moderate.

Alternate A would have a substantial viewshed impact on the former Bender Shipbuilding & Repair Company, Inc. Alternates B, B', and C would have moderate to substantial viewshed impacts and direct impacts on the former Bender Shipbuilding & Repair Company, Inc.

Figure 3. View to the southwest of the proposed Alternate A bridge west of Southern Fish & Oyster Company property (left) and Structure 1, Electrical Maintenance Shop (right) for the former Bender Shipbuilding & Repair Company, Inc.

Figure 4. View to the northwest of the proposed location of Alternate A bridge deck north of the parking lot for the main offices of the former Bender Shipbuilding & Repair Company, Inc., showing existing I-10.

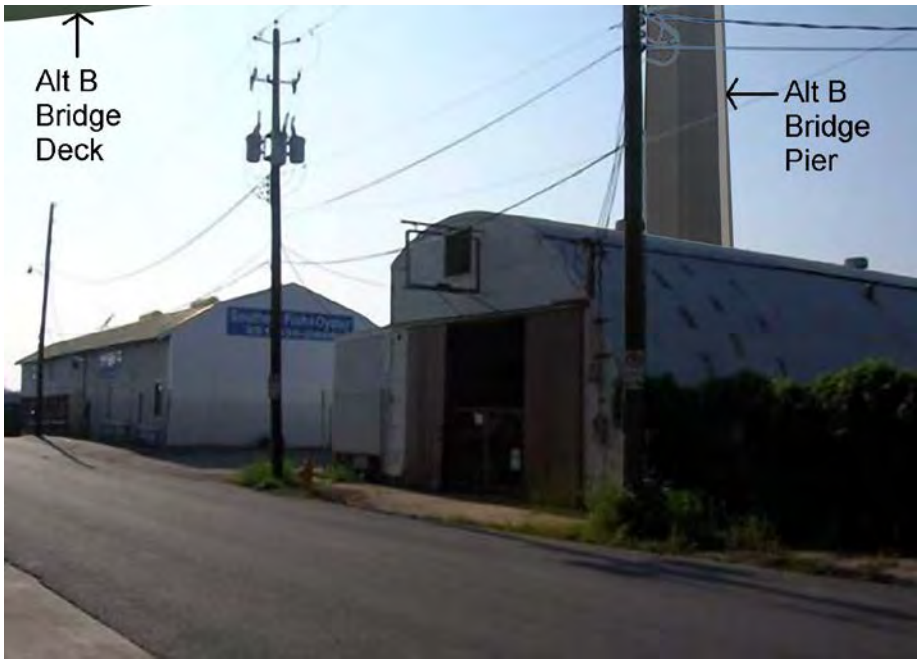

Figure 5. View to the southeast of the proposed location of Alternate B bridge deck and pier immediately south of Southern Fish & Oyster Company property (left) and Structure 1, Electrical Maintenance Shop (right) for the former Bender Shipbuilding & Repair Company, Inc., documented during this Phase I assessment.

Figure 6. View to the east towards the Mobile River of the proposed location of Alternate B bridge pier south of the parking lot for the main offices of the former Bender Shipbuilding & Repair Company, Inc.

Figure 7. View to the northeast of the proposed location of Alternate B bridge pier near the parking lot for the main offices of the former Bender Shipbuilding & Repair Company, Inc. (brick building on right). The Alabama Cruise Terminal is shown on the left.

Figure 8. View to the south of the proposed location of Alternate C bridge pylon in an open area in the central portion of the former Bender Shipbuilding & Repair Company, Inc.

Figure 9. View to the west, toward S. Water Street, of the proposed location of the Alternate C bridge pylon in an open area in the central portion of the former Bender Shipbuilding & Repair Company, Inc.

Figure 10. View to the southeast of the Mobile River and the proposed location of Alternate C bridge pylon in an open area in the central portion of the former Bender Shipbuilding & Repair Company, Inc.

Figure 11. View to the west, toward S. Royal Street, of the proposed location of Alternate C bridge pier in the open storage yard of the former Bender Shipbuilding & Repair Company, Inc.

Figure 12. View to the east, toward the Mobile River, of the proposed location of Alternate C bridge pylon in the open storage yard of the former Bender Shipbuilding & Repair Company, Inc.

Historic Building Survey and Viewshed Impact Assessment

Fourteen standing structures approximately or over 50 years of age on the former Bender Shipbuilding & Repair Company, Inc., property were documented (Figure 13). Ten structures documented as part of the former Bender Shipyard complex are over 50 years of age, but all of these were originally built for other commercial ventures or residential use. Four structures not 50 years of age, the normal requirement for NRHP, were recorded as part of the former Bender Shipyard complex. The southern portion of the former Bender Shipyard covers the tract that held the World War I-era Todd Shipbuilding & Dry Dock Company, but no structures remain from this earlier shipyard (Figure 14).

The former Bender Shipyard as a complex and individual structures at the shipyard were evaluated based on the following criteria for their potential eligibility for inclusion to the NRHP (USDI 1991):

- **Criterion A**: A property is 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.
- **Criterion B:** A property is associated with a significant individual within a historical context.

- **Criterion C**: A property is significant for its physical design or construction including distinctive architectural characteristics of type, period, or method of construction.
- **Criterion D**: A property has yielded, or has the potential to yield, information important to prehistory or history**.**

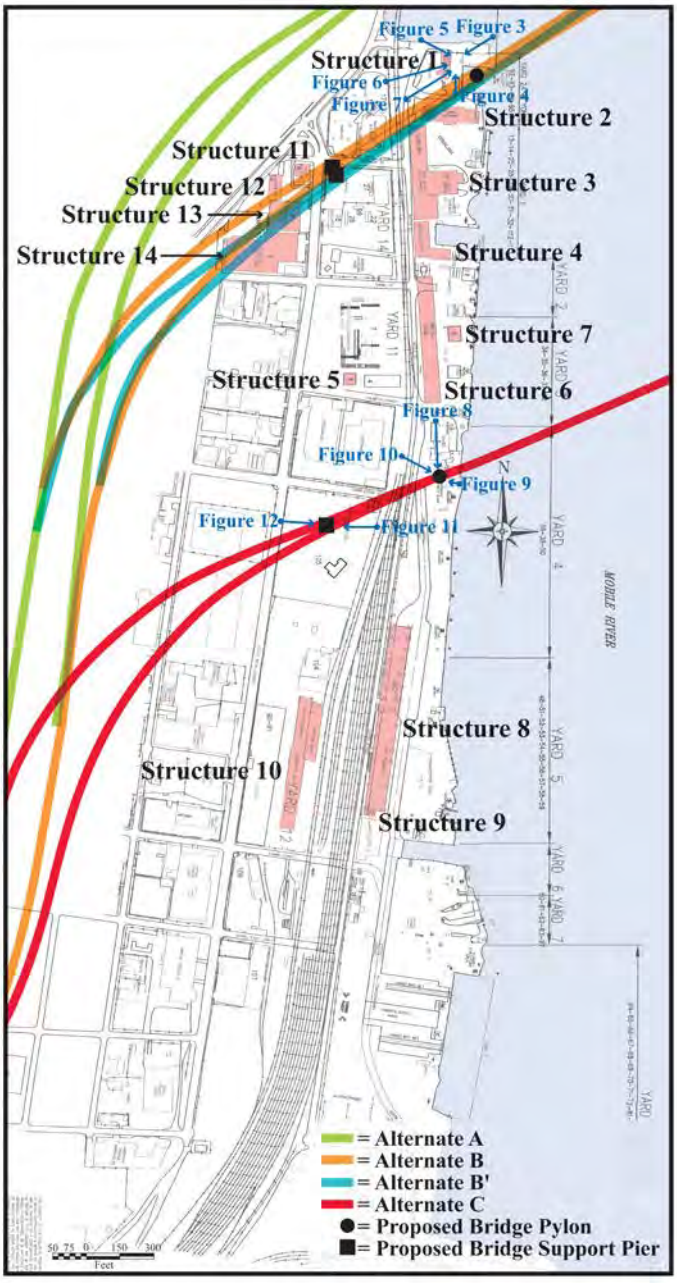

Figure 13. Company map of facilities at the former Bender Shipbuilding & Repair Company, Inc. showing Structures 1-14 documented during this Phase I historic building survey and viewshed impact assessment, and Alternates A, B, B', and C. Figure numbers (in blue) indicate the locations and directions of the photographs in Figures 3-12.

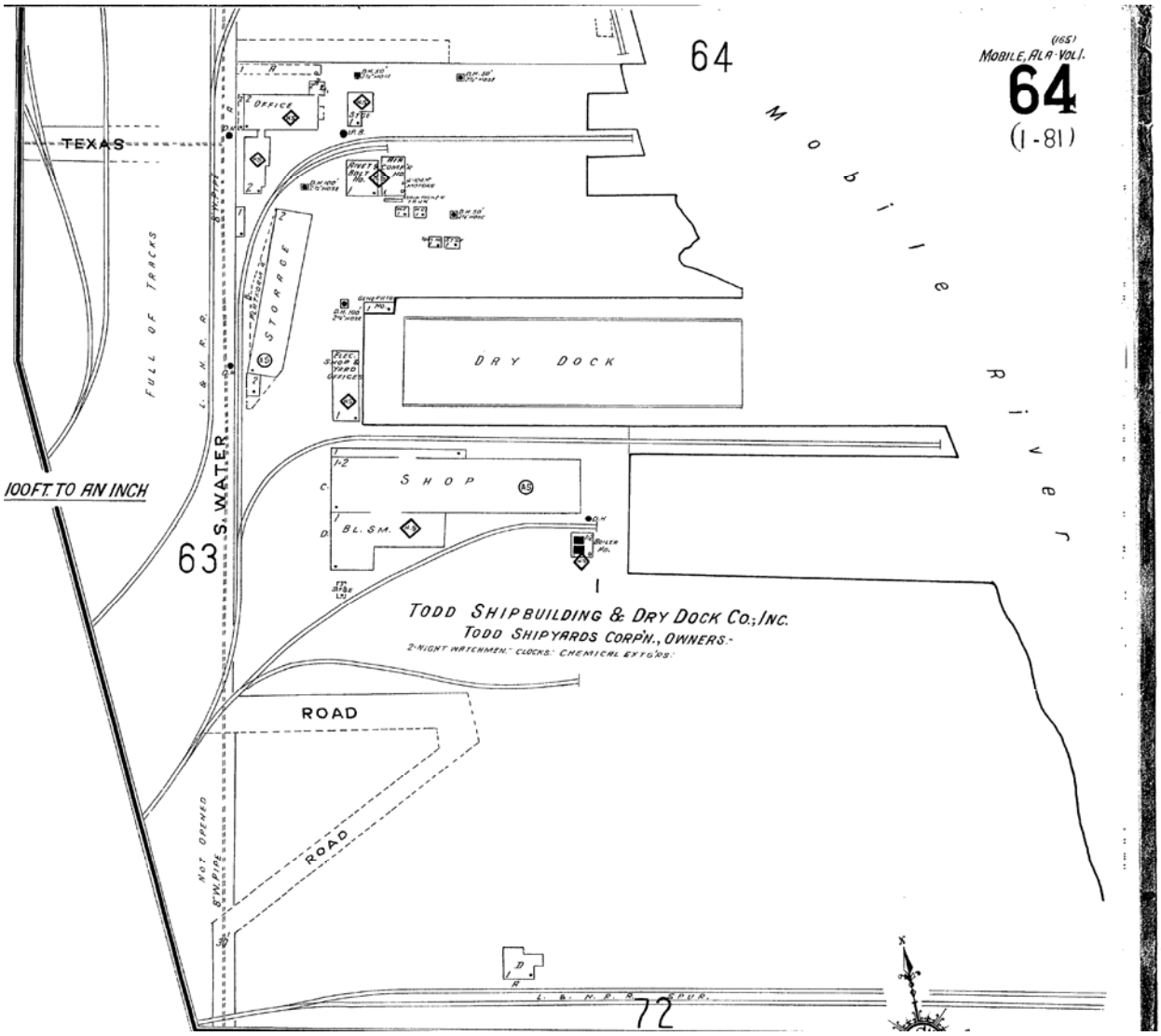

Figure 14. Detail of 1924 Sanborn Insurance map showing the World War I-era facilities of the Todd Shipbuilding & Dry Dock Company, Inc.

Viewshed impacts of the four proposed I-10 Mobile River Bridge routes, Alternates A, B, B', and C, were recorded and evaluated in terms of distance and percent of view of the bridge deck and pylons for the NRHP-eligible Structure 11, Union Hall. The visibility of the proposed bridge routes from the resources was classified as Not Visible, Partially Visible, or Visible, resulting in determination of viewshed impacts as None, Minimal, Moderate, or Substantial. The following definitions were used to describe potential viewshed impacts:

- **Substantial:** More than 60% of the proposed bridge would be visible from the resource, resulting in substantial changes in the viewshed.
- **Moderate:** 40-60% of the proposed bridge would be visible from the resource, resulting in moderate changes in the viewshed.
- **Minimal:** Less than 40% of the proposed bridge would be visible from the resource, resulting minor changes in the viewshed.
- **None:** Bridge would not be visible and would not result in changes in the viewshed.

Survey and Research Methods

Field reconnaissance of the former Bender Shipbuilding & Repair Company, Inc., property was completed on June 16 and 21, 2006, by Center for Archaeological Studies' staff Phillip Bolin, Bonnie Gums, and Harriet Richardson Seacat, assisted by Ray Harris, Facilities Manager for the former Bender Shipbuilding & Repair Company, Inc., and Henry Malec, Environmental Engineer with Volkert, Inc. Prior to our field survey, we met with Tom Bender, President, at the shipyard's main office and discussed company history and their facilities. In November 2010, after the sale of Bender Shipbuilding & Repair Company, Inc. earlier that year to Signal International, Inc., a field review and update was completed for the former Bender Shipyard.

Fieldwork in 2006 involved a pedestrian walkover of the Bender property (when it was an active shipyard) along the Mobile River east of S. Water Street and the various city blocks west of S. Water Street owned by the company. All standing structures approximately or over 50 years of age were documented with photographs and *Historic Building Survey Forms* provided by the Alabama Historical Commission (Appendix 1). Mr. Harris provided historical and current information regarding building functions and construction dates. Our research involved examination of historical maps, photographs, and documents concerning the former Bender Shipbuilding & Repair Company, Inc.,

facilities. Fieldwork in 2010 involved a drive-by inspection to record the current use of the standing structures documented at Bender Shipyard in 2006.

Sanborn Insurance Maps

Information regarding the historical occupancy of the former Bender Shipbuilding & Repair Company, Inc., property is provided by the Sanborn Insurance maps from 1885, 1891, 1904, 1924, 1944/46, and 1955. These maps show that from the late 1800s until the mid-1950s establishment of the former Bender Shipyard, numerous other types of waterfront-related businesses, such as fish companies, iron works, lumber yards, building supplies, coal companies, and warehouses, lined the Mobile River.

Todd Shipbuilding & Dry Dock Company, Inc., is shown on the 1924 Sanborn Insurance map (see Figure 14), at the southern end of the former Bender property. At that time it consisted of two boat slips, one dry dock, one large shop, a blacksmith shop, an electrical shop, a large storage building, and several offices. No structures remain from this earlier shipyard. The 1944/46 Sanborn Insurance map shows an employment office and ferry landing with waiting rooms at the foot of Canal Street for the ADDSCO. Employees of ADDSCO would take a ferry to work at the shipyard located across the Mobile River on Pinto Island.

Results of Historic Building Survey

Fourteen standing structures approximately or over 50 years of age were documented during the historic building survey for the former Bender Shipbuilding & Repair Company Inc., property (see Figure 13 and Table 1). Structures include warehouses, work and repair shops, and maintenance and utility buildings, among others. Ten of the buildings in the former Bender shipyard complex are over 50 years of age, but all were originally built for other commercial ventures or residential use. Four structures not over 50 years of age, the normal requirement for NRHP, were recorded as part of the former Bender shipyard complex. Therefore the former Bender shipyard complex as documented in this study is not considered eligible for nomination to the NRHP.

One building (documented as Structure 11) is considered eligible to the NRHP. Although originally built as a residence in the early twentieth century, its use as a “Union

Hall" for shipyard workers may be significant. Structure 11 would not be directly impacted by any of the four alternate bridge routes. Alternate A would be located approximately 0.1 mile north of the structure. Alternates B and B' would cross immediately south of Structure 11.

In general, the survey on the former Bender Shipbuilding & Repair Company, Inc., property started from the northeast to the southeast along the Mobile River east of S. Water Street, and then southwest to northwest on the west side of S. Water Street. A brief narrative description, photographs showing various views and features, and a completed *Historic Building Survey Form* for each of the 14 structures are presented below.

Table 1. Historic buildings documented at the former Bender Shipbuilding & Repair Company, Inc.

Structure	Historic Name/Use	Bender Name/Current Use	Building Materials/Type	Relative Size
1	Kennedy Engine Company	Electrical Maintenance Shop/Vacant	Metal Quonset Hut	Medium
2	Kennedy Engine Company Office and Services	Engineering, Safety, Planning and Maintenance Building /Vacant	Metal	Large
3	Hull Fabrication Shop	Hull Fabrication Shop/Vacant	Metal	Very Large
4	Machine Shop	Machine Shop/Vacant	Metal	Large
5	Radcliff Gravel Company	Paint Kitchen/Vacant	Metal Quonset Hut	Small
6	Panel Line Shop	Panel Line/Vacant	Metal	Very Large
7	N.R. Bariod Warehouse	Parking and Storage/Vacant	Cinder Blocks	Small
8	Holnam Cement Company	Hull Fabrication and Assembly Shop/Same	Metal	Very Large
9	Jackson Hope Towing Company	Production Office /Same	Wooden Weatherboard	Small
10	Fabrication Shop	Pipe Fabrication Shop/Vacant	Metal	Very Large
11	Residence/Union Hall	File Storage Building/Vacant	Wood Frame	Small
12	Montgomery Elevator Company	File Storage Building No. 2 and Electrical Shop/Vacant	Metal	Medium
13	Pittsburgh Plate Glass Company	Personnel Office and Warehouse/Business	Brick	Large
14	National Linen Service Corp.	Warehouse No. 10/Vacant	Brick and Cinder Blocks	Very Large

Documented Historic Buildings at the Former Bender Shipyard

Structure 1. Structure 1 is located on the north boundary of the former Bender shipyard in Yard 2A on the south side of Eslava Street (see Figure 13). It is shown on the 1955 Sanborn Insurance map as a "BEER W. HO. [Warehouse]." This structure previously belonged to the Kennedy Engine Company; it last served as Bender's Electrical Maintenance Shop. It is currently vacant. Structure 1 is a medium-sized World War II-era Quonset hut made of corrugated metal siding on a steel frame resting on a concrete foundation (Figures 15-17). It is equivalent to 1½ to 2 stories or 15 to 20 feet in height and has the characteristic arched or vaulted Quonset hut roof with one large interior workspace. The east side of this Quonset hut was cut off for a later addition. The building is in fair condition. Structure 1 is not eligible for listing on the NRHP.

Figure 15. View to the southwest of the front of Structure 1, electrical maintenance shop for the former Bender Shipyard, on Eslava Street. Alternates B and B' bridge decks would cross immediately south of Structure 1.

Figure 16. Rear of Structure 1, electrical maintenance shop, showing the cut-off east side and addition (right). View to the north toward Alternate A.

Structure 2. Structure 2 is located on the northern portion of the former Bender shipyard in Yard 2 on the east side of S. Water Street (see Figure 13). It may be the same structure illustrated on the 1955 Sanborn Insurance map as a boat repair shop for "PATTERSON MFG. Co." This building also previously belonged to the Kennedy Engine Company and served as Offices and Services. Bender last used this building as an Engineering, Safety, Planning, and Maintenance facility. It is currently vacant. Structure 2 is made of corrugated metal siding and roofing on a steel frame resting on a concrete foundation (Figures 17-19). It is equivalent to about 2½ stories or 25 feet in height and has numerous rear additions. The building is in good condition. Structure 2 is not considered eligible for listing on the NRHP.

Figure 17. Front of Structure 2, Engineering, Planning & Safety Shop for the former Bender Shipyard. View to the east.

Figure 18. North side of Structure 2, Engineering, Planning & Safety Shop. View to the south.

Figure 19. Rear of Structure 2, Engineering, Planning & Safety Shop. View to the south/southwest.

Structure 3. Structure 3 is located on the northern portion of the former Bender Shipyard in Yard 1 on the east side of S. Water Street (see Figure 13). This building was Bender's Hull Fabrication Shop, one of the earliest structures built in the late 1950s or early 1960s; it does not appear on the 1955 Sanborn Insurance map. Structure 3 is a very large open and closed shed made of corrugated metal siding and roofing on a steel frame resting on a concrete foundation (Figures 20-24), with a complex of overhead cranes. It is equivalent to 3 to 4 stories or 30 to 40 feet in height. One area off the southeast side is the Testing and Training Department. There is an original Bender Shipyard sign (Figure 25) and two "clock alleys" where employees punched in and out for work (Figures 26-28). The building is in good condition. It is currently vacant. Structure 3 is not considered eligible for listing on the NRHP.

Figure 20. Open workshop of Structure 3, Hull Fabrication Shop for the former Bender shipyard. View to the southwest.

Figure 21. Open workshop of Structure 3, Hull Fabrication Shop. View to the west.

Figure 22. Closed workshop for Testing and Training Department attached to Structure 3, Hull Fabrication Shop. View to the south.

Figure 23. Open workshop of Structure 3, Hull Fabrication Shop. View to the south showing Structure 4, Machine Shop, in background.

Figure 24. Open workshop of Structure 3, Hull Fabrication Shop. View to the north.

Figure 25. Original company sign at entrance to open workshop of Structure 3, Hull Fabrication Shop. View to the east toward the Mobile River.

Figure 26. Back of original company sign at entrance to open workshop of Structure 3, Hull Fabrication Shop, with two clock alleys (small white building) for people to punch in and out for work. View to the west toward S. Water Street.

Figure 27. Two clock alleys and first aid cabinet at entrance to Structure 3, Hull Fabrication Shop. View to the west toward S. Water Street.

Figure 28. Detail of clock alley.

Structure 4. Structure 4 is located on the northern portion of the former Bender Shipyard in Yard 1 on the east side of S. Water Street (see Figure 13). This building was built as a Machine Shop for the former Bender shipyard; it does not appear on the 1955 Sanborn Insurance map. Structure 4 is a closed shed that is equivalent to 3 to 4 stories or 30 to 40 feet in height, and consists of one large interior workspace with four large bay doors. It is made of corrugated metal siding and roofing on a steel frame and rests on a concrete foundation (Figures 29-31). The building is in good condition. It is currently vacant. Structure 4 is not considered eligible for listing on the NRHP.

Figure 29. North side of Structure 4, machine shop, for former Bender Shipyard. View to the north toward Alternates A, B, and B'.

Figure 30. West side of Structure 4, machine shop, fronting S. Water Street. View to the southeast.

Figure 31. Company sign on west side of Structure 4, machine shop.

Structure 5. Structure 5 is located on the northern portion of the former Bender Shipyard in Yard 11 on S. Palmetto Street west of S. Water Street (see Figure 13). It may be the same structure shown as the Radcliff Gravel Company on the 1955 Sanborn Insurance map. It was formerly used by the former Bender Shipyard as a Welding Supplies Shop and last served as a Paint Kitchen. It is currently vacant. Structure 5 is a small World War II-era Quonset hut made of corrugated metal siding on a steel frame resting on a concrete foundation (Figures 32-34). It is equivalent to about 1½ story or 15 feet in height, has the characteristic arched or vaulted Quonset hut roof, and consists of one large interior workspace. Structure 5 is in good condition, although the northern portion of the Quonset hut was cut off to accommodate the construction of a very large metal fabrication shop for the former Bender Shipyard. Structure 5 is not considered eligible for listing on the NRHP.

Figure 32. Structure 5, Quonset hut, with compressor on side (right), originally Radcliff Gravel Company, last used as a paint kitchen for the former Bender Shipyard. View to the northwest toward Alternates A, B, and B'.

Figure 33. Front of Structure 5, Quonset hut, originally Radcliff Gravel Company, former Bender Paint Kitchen. View to the northwest toward Alternates A, B, and B'.

Figure 34. Interior of Structure 5, Quonset hut, originally Radcliff Gravel Company, former Bender Paint Kitchen. View to the north.

Structure 6. Structure 6 is located on the northern portion of the former Bender shipyard in Yard 3 on the east side of S. Water Street (see Figure 13). This building was Bender's Panel Line Shop where ship hull panels are welded together. The midsection of this building is the original late 1950s shop, with recent additions to the north and south ends. It does not appear on the 1955 Sanborn Insurance map. Structure 6 is a very large, partially open shed made of corrugated metal siding and roofing on a steel frame resting on a concrete foundation (Figures 35-37), with a complex of overhead cranes. It is equivalent to about 4 to 5 stories or 40 to 50 in height and has fiberglass skylights. The building is in excellent condition. It is currently vacant. Structure 6 is not considered eligible for listing on the NRHP.

Figure 35. South end of Structure 6, Panel Line Shop at the former Bender Shipyard. View to the north toward Alternates A, B, and B'**.**

Figure 36. West side of Structure 6, former Panel Line Shop. View to the north toward Alternates A, B, and B'.

Figure 37. Interior of Structure 6, former Panel Line Shop. View to the northeast.

Structure 7. Structure 7 is located on the northern portion of the former Bender Shipyard in Yard 3 on the Mobile River east of Structure 6 Panel Line Shop (see Figure 13). This building was original to the N.R. Baroid Supply Warehouse; it does not appear on the 1955 Sanborn Insurance map. It was last used by the former Bender Shipyard for vehicle parking and storage. Structure 7 is a small open and closed building made of cinder blocks on a concrete foundation (Figure 38). It is equivalent to about 1½ story or 15 feet in height. The building is in fair condition. It is currently vacant.
Structure 7 is not eligible for listing on the NRHP.

Figure 38. Structure 7, originally N.R. Baroid Supply Warehouse, last used for vehicle parking and storage at the former Bender Shipyard. View to the southeast.

Structure 8. Structure 8 is located on the southern portion of the former Bender Shipyard in Yard 5 between the Mobile River and CSX Railroad tracks (see Figure 13). The older southern portion of this building was original to the Holnam Cement Company. It was last used at the former Bender Shipyard as a Hull Fabrication and Assembly Shop. Structure 8 is a very large open shed made of corrugated metal siding and roofing on a steel frame resting on a concrete foundation (Figures 39-41). It is equivalent to 5 to 6 stories or 50 to 60 feet in height. The building is in good condition. It is currently used by Signal Shipyard Repair. Structure 8 is not considered eligible for listing on the NRHP.

Figure 39. Structure 8, Hull Fabrication and Assembly Shop at the former Bender Shipyard. View to the south.

Figure 40. Structure 8, Hull Fabrication and Assembly Shop. View to the south.

Figure 41. Ship hull in bay of Structure 8, Hull Fabrication and Assembly Shop. View to the west.

Structure 9. Structure 9 is located on the southern portion of the former Bender Shipyard in Yard 5 south of Structure 8, between the Mobile River and CSX Railroad tracks (see Figure 13). This building is shown as the office of the Jackson Hope Towing Company on the 1955 Sanborn Insurance map. It was last used by the former Bender Shipyard as a Production Office. Structure 9 is a small, 2-story building made of wooden drop siding with asphalt roofing on a concrete foundation (Figures 42-44). The building is in good condition. It is currently used as a Production Office for Signal Shipyard Repair. Structure 9 is not considered eligible for listing on the NRHP.

Figure 42. Front of Structure 9, originally Jackson Hope Towing Company office, Production Office at the former Bender Shipyard. View to the west.

Figure 43. North side of Structure 9, originally Jackson Hope Towing Company office, former Production Office. View to the southwest.

Figure 44. South side of Structure 9, originally Jackson Hope Towing Company office, former Production Office. View to the west.

Structure 10. Structure 10 is located on the southern portion of the former Bender Shipyard in Yard 12 on the west side of CSX Railroad tracks (see Figure 13). It was built by the former Bender Shipyard as a Pipe Fabrication Shop. It does not appear on the 1955 Sanborn Insurance map. Structure 10 is a very large open shed made of corrugated metal siding and roofing on a steel frame resting on a concrete foundation (Figures 45-47). It is equivalent to 4 to 5 stories or 40 to 50 feet in height. The northern portion of the structure with a complex of overhead cranes is the older original building, with the southern half a more recent addition. The building is in good condition and is currently vacant. Structure 10 is not considered eligible for listing on the NRHP.

Figure 45. South side of Structure 10, Pipe Fabrication Shop at the former Bender Shipyard, showing open workshop and overhead cranes. View to the northeast.

Figure 46. West side of Structure 10, former Pipe Fabrication Shop. View to the southeast.

Figure 47. Interior of Structure 10, former Pipe Fabrication Shop.

Structure 11. Structure 11 is located on the northern portion of the former Bender Shipyard, on the west side of S. Royal Street (see Figure 13). Structure 11 is made of wooden weatherboard siding with recent asphalt roofing on a concrete foundation (Figures 48-50). It is about 2½ stories in height. The rear second-story balcony has been removed and a one-story addition is attached to south side of the structure covering up part of a wrap-around porch. Structure 11 is in fair condition.

This building is commonly referred to as the "Union Hall" having served as a meeting place for shipyard workers, and it is labeled as "HALL" on the 1955 Sanborn Insurance map. It does not appear on the 1904 Sanborn map, and is labeled as a dwelling on the 1924 Sanborn map. It last served as a File Storage Building for the former Bender Shipyard. It is currently vacant.

There would be a 100% view of the Alternate A bridge deck, support pier, and pylon about 350 feet north of Structure 11. Alternates B and B' bridge decks would cross immediately south of Structure 11, with a 100% view. There would be a 75% view of the Alternate C bridge deck, support pier, and bridge pylon about 1,600 feet to the south. The viewshed impact to Structure 11 is considered substantial.

Structure 11 was originally built in the early twentieth century as a residence in a vernacular or common architectural style, and little historical documentation of such buildings is available. The use of this residence as a "Union Hall" for shipyard workers may be significant and therefore Structure 11 is considered eligible to the 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, it significance lies in its use as a union meeting hall, its possible role during World War II, and its association with the ADDSCO and the former Bender Shipyard.

Figure 48. Structure 11, originally built as a residence and used as a "Union Hall" for shipyard workers during the mid-twentieth century, on S. Royal Street. It last served as a File Storage building for the former Bender Shipyard. View to the west toward Alternate A. Alternates B and B' would cross immediately south of Structure 11. Alternate C would be located approximately 0.28 mile south of Structure 11.

Figure 49. South side addition to Structure 11, former Union Hall. View to the north toward Alternate A.

Figure 50. Rear of Structure 11, former Union Hall. View to the northeast.

Structure 12. Structure 12 is located on the northern portion of the former Bender Shipyard, near the intersection of Madison and S. Royal Streets (see Figure 13). The Montgomery Elevator Company originally owned it, and it may be the same structure labeled as "construction suspended" on the 1955 Sanborn Insurance map. It last served as File Storage No. 2 and Electrical Shop for the former Bender Shipyard. Structure 12 is a medium-sized shed made of cinder blocks with metal roofing on a concrete foundation (Figures 51-53). It is equivalent to about 2½ stories or about 25 feet in height, and consists of one large open workshop and five small offices. Structure 12 is in good condition. It is currently vacant. Structure 12 is not considered eligible for listing on the NRHP.

Figure 51. Structure 12, originally Montgomery Elevator Company, former File Storage and Electrical Shop, for the former Bender Shipyard. View to the west toward Alternate A. Alternates B and B' would cross over the south end of Structure 12.

Figure 52. North side of Structure 12, originally Montgomery Elevator Company, former File Storage and Electrical Shop. View to the south.

Figure 53. Interior of Structure 12, originally Montgomery Elevator Company, former File Storage and Electrical Shop, now vacant.

Structure 13. Structure 13 is located on the northern portion of the former Bender Shipyard, on the west side of S. Royal Street (see Figure 13). It may be the same structure shown on the 1955 Sanborn Insurance map as "PITTSBURGH PLATE GLASS CO." It served as a combination Personnel Office and Warehouse for the former Bender Shipyard. Structure 13 is a large 1½-story building made of large hollow red tiles, with the façade painted white, on a poured concrete foundation (Figures 54-56). The north half serves as the Personnel Office, and the south half is the Warehouse. Structure 13 is in excellent condition. A bail bond company currently occupies the office building. The warehouse is vacant. Structure 13 is not considered eligible for listing on the NRHP.

Figure 54. Structure 13, originally Pittsburgh Plate Glass Company, former Personnel Office and Warehouse at the former Bender Shipyard. View to the west toward Alternates A, B, and B'.

Figure 55. Structure 13, former Bender Shipyard Personnel Office. View to the west.

Figure 56. Structure 13, former Bender Shipyard warehouse. View to the west.

Structure 14. Structure 14 is located on the northern portion of the former Bender Shipyard, on the north side of Canal Street (see Figure 13). It was originally built in the mid-twentieth century and is shown on the 1955 Sanborn Insurance map as the Mobile Linen Supply Company, and later became the National Linen Service Corporation. The former Bender Shipyard acquired the building in the 1980s, and it last served as Warehouse No. 10. Structure 14 is a large building with tan bricks on the south façade and west and north sides and cinder blocks on the east wall, with an attached open metal roofed shed on a concrete foundation (Figures 57-61). It is equivalent to about 2½ stories or 25 feet in height. Structure 14 is in good condition. It is currently vacant. Structure 14 is not considered eligible for listing on the NRHP.

Figure 57. Front of Structure 14, originally Mobile Linen Supply Company, later National Linen Service Corporation, and last used as Warehouse No. 10 for the former Bender Shipyard. View to the northeast.

Figure 58. Main entrance to Structure 14, Warehouse No. 10 for the former Bender Shipyard. View to the north.

Figure 59. National Linen Service Corporation sign above main entrance to Structure 14.

Figure 60. Structure 14, originally Mobile Linen Supply Company, later the National Linen Service Corporation, and last used as Warehouse No. 10 for the former Bender Shipyard. View to the northwest toward Alternates A, B, and B'.

Figure 61. Open storage shed on the east side of Structure 14. View to the north toward Alternates A, B, and B'.

Summary of the Former Bender Shipbuilding & Repair Company Facilities

The historic building survey and viewshed impact assessment of the former Bender Shipbuilding & Repair Company facilities (now part of Signal Shipyard Repair) involved field reconnaissance, historical research, and evaluation of NRHP eligibility. Of the four proposed I-10 Mobile River Bridge routes, Alternates B and B' would cross the northern portion and Alternate C would cross the central portion of the former Bender Shipyard.

Fourteen standing structures approximately or over 50 years of age were documented as part of the former Bender Shipyard complex during this Phase I assessment. Ten of the buildings are over 50 years of age, but all were originally built for other commercial ventures or residential use. Four structures were recorded as original to the former Bender Shipyard complex, but not 50 years of age, the normal requirement for NRHP. Therefore, the former Bender Shipbuilding & Repair Company complex is not considered eligible for nomination to the NRHP.

One building, documented as Structure 11, is considered eligible to the 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, Structure 11 is considered significant for its use as a union meeting hall, its possible role during World War II, and its association with the ADDSCO and the former Bender Shipyard. Structure 11 was originally built as a residence in the early twentieth century. The use of this residence as a "Union Hall" for shipyard workers may be significant. None of the bridge routes would directly impact the "Union Hall;" however, Alternates B and B' would cross immediately south of the "Union Hall."

The viewshed impact of the bridge decks, support piers, and pylons of all four proposed I-10 Mobile River Bridge routes on the former Bender Shipbuilding & Repair Company Shipyard is considered moderate to substantial. Direct impact of proposed bridge support piers and pylons for Alternates B, B', and C on the former Bender Shipyard is considered moderate.

References Cited

Sanborn Insurance Maps
Various years. Copies on file at the Center for Archaeological Studies, University of South Alabama, Mobile.

United States Department of the Interior (USDI)
1991 How to Apply the National Register Criteria for Evaluation. *National Register Bulletin* 15, U.S. Department of the Interior, National Park Service, Interagency Resources Division. U.S. Government Printing Office, Washington, D.C.

PART III
APPENDIX I:
HISTORIC BUILDING SURVEY FORMS
FOR THE FORMER BENDER SHIPBUILDING & REPAIRS COMPANY, INC.

AHC#00-0352

ALABAMA HISTORICAL COMMISSION
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I-10 MRB
Former Border Structure 1

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B Sums, HRS	Date:	6-16-06
Property Name:	Former Border Electrical Maintenance Shop				
Location/Street Address:	265 S. Water St.				
City/Zip:	Mobile 36602		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S Sec —	
Current Owner's Name & Contact Info (if known):	Thomas Border	265 S. Water St. 36602			

2. Physical Description

Construction Date:	1940-1945 WWII	Source:	—
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1 1/2	No. of front bays:	1 Bay door
Historic use of property:	Beer Warehouse, Kennedy Engine Company		
Current use of property:	unoccupied		
Architectural Style:	Military/Industrial	Building Form:	Quonset Hut
Main roof configuration:	Vaulted/Arched	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	—	Foundation material:	Poured Concrete Slab
Window type and materials:	None		
Describe alterations:	East side cut off metal addition added		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
One and ½-Story Quonset Hut made of corrugated metal with flat roof addition to East side on a poured concrete foundation.

Description of Setting: Commercial/Industrial, paved parking lots surrounding Structure 1. Fish Market to East. No Vegetation.

Historical Notes:
Shown on 1955 Sanborn map as Beer Warehouse. Later owned by Kennedy Engine Co. (Ray Harris, pers.com, 2006)

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility: Lack of distinctive architectural characteristics. Not in original location - built as WWII military facility.

CAS 2004.052 Survey Block 18

AHC# 00-0352

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I-10 MRB
Former Bender Structure 2

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BGums, HRS Date: 6-16-06
Property Name:	Bender-Engineering Safety, Planning and Maintenance		
Location/Street Address:	265 S. Water St.		
City/Zip:	Mobile 36602	County:	Mobile
USGS Quad:	Mobile Ala. Revised 1982	Township/Range/Section:	4S 1E Sec.
Current Owner's Name & Contact Info (if known):	Thomas Bender	265 S Water St.	

2. Physical Description

Construction Date:	ca 1940	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	2 1/2	No. of front bays:	3 1door + 2 windows
Historic use of property:	Patterson Mfg. Co. Boat Repair		
Current use of property:	Unoccupied		
Architectural Style:	Commercial	Building Form:	Free Standing
Main roof configuration:	Front & Rear Gables	Roof finish material:	Corrugated Metal
Exterior wall materials:	Brick facade on 1st Story,	corrugated Metal	
Porch type:	Attached Concrete Steps	Foundation material:	Poured Concrete Slab
Window type and materials:	Fixed 1/1 & 8/8 Metal Frames		
Describe alterations:	Possible addition to rear & N. Side		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
2 1/2-Story Metal and brick commercial office building with full facade awning and concrete steps on a poured concrete foundation.

Description of Setting: Commercial/Industrial, paved parking lots surround Structure 2. Mobile River at the rear of St. 2.

Historical Notes:
Shown on 1955 Sanborn Map as boat repair shop "Patterson Mfg Co."

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics

CAS 2004.052-Former Bender Shipyard Tract

AHC# 00-0352

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I-10 MBB
Former Bender Structure 3

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS	Date:	6-16-06
Property Name:	Former Bender's Ship Hull Fabrication Workshop				
Location/Street Address:	265 S. Water Street				
City/Zip:	Mobile 36602		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1964		Township/Range/Section:	4W 15 Sec —	
Current Owner's Name & Contact Info (if known):	Bender Shipbuilding & Repair Co Inc c/o Elgin W. Hutton P.O. Box 42 Mobile AL 36601				

2. Physical Description

Construction Date:	Late 1950s	Source:	Company President
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	4-5	No. of front bays:	—
Historic use of property:	Ship Hull Fabrication Workshop		
Current use of property:	Unoccupied		
Architectural Style:	Industrial	Building Form:	Free Standing
Main roof configuration:	Front & Rear Gables	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	—	Foundation material:	Poured Concrete Slab
Window type and materials:	—		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Very large open and closed shed complex made of corrugated metal siding and roofing on steel frame resting on concrete foundation

Description of Setting: Commercial/Industrial, paved parking lots, little vegetation, Mobile River to East

Historical Notes:
Does not appear on 1955 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics

CAS 2004.052 Former Bender Shipyard Tract

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I-10 LRB
Former Bender Structure 4

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B.Sums, HRS	Date:	6-16-06
Property Name:	Former Bender Machine Shop				
Location/Street Address:	265 S. Water Street				
City/Zip:	Mobile 36602		County:	Mobile	
USGS Quad:	Mobile Bay Revised 1982		Township/Range/Section:	4W 1S Sec-	
Current Owner's Name & Contact Info (if known):	Bender Shipbuilding & Repair Co. Inc P.O. Box 1705 Mobile AL 36633				

2. Physical Description

Construction Date:	Late 1950s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	3-4	No. of front bays:	N/A
Historic use of property:	Bender Shipyard Machine Shop		
Current use of property:	Unoccupied		
Architectural Style:	Industrial	Building Form:	Free Standing
Main roof configuration:	Side Gable	Roof finish material:	Corrugated metal
Exterior wall materials:	Corrugated metal siding		
Porch type:	—	Foundation material:	Poured Concrete
Window type and materials:	—		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Large 3-4 story workshop of corrugated metal siding & roofing on a steel frame with side gables on a poured concrete foundation.

Description of Setting: Commercial/Industrial, paved parking lots, little vegetation, Mobile River to east.

Historical Notes:
Not on any Sanborn maps - post 1955

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	lack of distinctive architectural characteristics

CAS 2004.052 Former Bender Shipyard Tract

AHC# 00-0352

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I-10 URB
Former Bender Structure 5

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: BG, HRS, PB	Date: 6-16-06
Property Name:	Former Bender Shipyard Paint Kitchen		
Location/Street Address:	S. Palmetto St.		
City/Zip:	Mobile 36602	County:	Mobile
USGS Quad:	Mobile Ala Revised 1982	Township/Range/Section:	4W 1S SEC -
Current Owner's Name & Contact Info (if known):	Royal Properties LLC	PO Box 1444 Mobile AL 36633	

2. Physical Description

Construction Date:	1940-1945 WWII	Source:	Sanborn Map Company
Alteration Date:	2000	Source:	—
Architect:	—	Builders:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric (High, Medium, Low)	High
No. of stories:	1 1/2	No. of front bays:	1 Bay door
Historic use of property:	formerly welding supplies shop		
Current use of property:	unoccupied		
Architectural Style:	Military/Industrial	Building Form:	Quonset Hut
Main roof configuration:	Vaulted/Arched Roof	Roof finish material:	corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	N/A		
Describe alterations:	North half of Quonset hut cut off for 2000 construction of large fabrication facility		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
One and 1/2-story Quonset Hut made of corrugated metal on a poured concrete foundation.

Description of Setting: Commercial/Industrial, paved parking lots some vegetation, Mobile River to the east

Historical Notes:
Shown on 1955 Sanborn map as Radcliff Gravel Company

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics, not in original location - built as WWII military facility.

CAS 2004.052 Former Bender Shipyard Tract

AHC#00-0352

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HOURB
Former Bender Structure 6

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HRS, PB	Date:	6-16-06
Property Name:	Former Bender Shipyard Panel Line Shop				
Location/Street Address:	Old Water St.				
City/Zip:	Mobile 36602			County:	Mobile
USGS Quad:	Mobile Ala Revised 1982			Township/Range/Section:	4W 1S SEC —
Current Owner's Name & Contact Info (if known):	Signal Ship Repair	11 N. Water St Suite 16250, Mobile AL 36602			

2. Physical Description

Construction Date:	Post 1955	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Excellent	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	4	No. of front bays:	N/A
Historic use of property:	Bender Panel Line Shop		
Current use of property:	unoccupied		
Architectural Style:	Industrial	Building Form:	Free Standing
Main roof configuration:	Flat	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated metal		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	Other / Fiberglass Skylights		
Describe alterations:	Recent additions to the north and south		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Large 4-story open shed made of corrugated metal siding and roofing on a steel frame resting on a poured concrete foundation.

Description of Setting: Commerical / Industrial, paved parking lots, little vegation, Mobile River to the East.

Historical Notes:
Does not appear on the 1955 Sanborn Insurance map.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	lack of distinctive architectural characteristics.

CAS 00-0352 Former Bender Shipyard Tract

AHC#00-0352

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I-10 MRB
Former Bender Structure 8

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HKS, PB	Date:	6-16-06
Property Name:	Bender Hull Fabrication and Assembly Shop				
Location/Street Address:	265 S. Water st.				
City/Zip:	Mobile 36602			County:	Mobile
USGS Quad:	Mobile Ala Revised 1982			Township/Range/Section:	4W 1S SEC –
Current Owner's Name & Contact Info (if known):	Signal Ship Repair	111 W. Water St. Suite 16250, Mobile AL 36602			

2. Physical Description

Construction Date:	Post 1955	Source:	Sanborn Map Company
Alteration Date:	–	Source:	–
Architect:	–	Builder:	–
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric (High, Medium, Low)	High
No. of stories:	5-6	No. of front bays:	N/A
Historic use of property:	Holnam Cement Co.		
Current use of property:	Manufactory - Hull Fabrication		
Architectural Style:	Industrial	Building Form:	Free Standing
Main roof configuration:	Flat	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	N/A		
Describe alterations:	–		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Large 5-6 story open workshop made of steel frame with some corrugated metal siding and roofing on a poured concrete foundation.

Description of Setting: Commercial / Industrial, paved lots, no vegetation, Mobile River to the East.

Historical Notes: Does not appear on 1955 Sanborn Insurance map. Southern portion original to Holnam Cement Co.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics.

CAS 2004.052 Former Bender Shipyard Tract

AHC#00-0352

ALABAMA HISTORICAL COMMISSION
The State Historic Preservation Office
468 S. Perry Street
Montgomery, Alabama 36130-0900
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I-10 MRB
Former Border Structure 9

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HRS, PB	Date:	6-16-06
Property Name:	Bender Shipyard Office				
Location/Street Address:	265 S. Water St.				
City/Zip:	Mobile 36602		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S SEC -	
Current Owner's Name & Contact Info (if known):	Signal Ship Repair	11 N. Water St. Suite 16250 Mobile AL 36602			

2. Physical Description

Construction Date:	Pre-1955	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	2	No. of front bays:	5- 2 doors + 3 windows
Historic use of property:	office of the Jackson Hope Towing Company		
Current use of property:	Shipyard Office		
Architectural Style:	Industrial	Building Form:	Free Standing
Main roof configuration:	Front and rear gables	Roof finish material:	Asphalt
Exterior wall materials:	Drop Siding - wood		
Porch type:	Metal Stoop, and story metal stairs	Foundation material:	Poured Concrete
Window type and materials:	Double Hung 6/6, 1/1, & 2/2 wood & metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Two-story office building made of wooden drop siding with front and rear gables and asphalt roofing on a poured concrete foundation.

Description of Setting: Commercial / Industrial, paved parking lots, little vegetation, Mobile River to the east.

Historical Notes: Shown on the 1955 Sanborn Insurance map as the office of the Jackson Hope Towing Company.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	lack of distinctive architectural characteristics.

CRS 2004.052 Former Bender Shipyard Tract

AHC#00-0352

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I-10 HRB
Former Bender Structure 10

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HRS, PB
Date:	6-16-06		
Property Name:	Bender Pipe Fabrication Shop		
Location/Street Address:			
City/Zip:	Mobile 36601	County:	Mobile
USGS Quad:	Mobile Ala Revised 1982	Township/Range/Section:	4W 1S SEC —
Current Owner's Name & Contact Info (if known):	Bender Shipbuilding & Repair Co Inc P.O. Box 47 Mobile AL 36601		

2. Physical Description

Construction Date:	Post 1955	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	4-5	No. of front bays:	N/A
Historic use of property:	Pipe Fabrication Shop		
Current use of property:	Vacant		
Architectural Style:	Industrial	Building Form:	Free Standing
Main roof configuration:	Front	Roof finish material:	corrugated metal
Exterior wall materials:	corrugated metal		
Porch type:	N/A	Foundation material:	poured concrete
Window type and materials:	N/A		
Describe alterations:	Southern half a more recent addition		
Number and type of all outbuildings: (If significant, fill out separate survey form)	some storage area for pipes		

Exterior Architectural Description:
Large 4-5 story workshop made of corrugated metal siding and roofing on a steel frame with overhead cranes on a poured concrete foundation.

Description of Setting: Commercial/Industrial, paved parking lots, little vegetation., Mobile River to the east.

Historical Notes: Does not appear on the 1955 Sanborn map.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics.

CAS 2004.052 Former Bender Shipyard Tract

AHC 00-0352

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IHO HRB
Former Bender Structure II

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HRS	Date:	6-22-06
Property Name:	Bender File Storage Building				
Location/Street Address:	300 S. Royal St.				
City/Zip:	Mobile 36601			County:	Mobile
USGS Quad:	Mobile Ala Revised 1992			Township/Range/Section:	4W 1S SEC --
Current Owner's Name & Contact Info (if known):	Bender Shipbuilding & Repair Co. Inc. 265 S Water St, Mobile AL 36603				

2. Physical Description

Construction Date:	1904-1924	Source:	Sanborn Map company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	2 1/2	No. of front bays:	6 6 doors + 2 windows
Historic use of property:	residence, "Union Hall"		
Current use of property:	File Storage		
Architectural Style:	Vernacular	Building Form:	Rectangular Plan
Main roof configuration:	Gambrel	Roof finish material:	Asphalt (recent)
Exterior wall materials:	plain weatherboard / vertical siding		
Porch type:	attached - full facade	Foundation material:	poured concrete
Window type and materials:	Double Hung 2/2		
Describe alterations:	rear 2nd floor balcony removed, 1 story small addition to south side of structure covering part of a wrap around porch		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Two 1/2-story vernacular residence made of wooden weather-board siding with replaced asphalt roof shingles with an attached full-facade porch on a poured concrete foundation.

Description of Setting: Commercial/Industrial area with former Bender Shipyard facilities, some vegetation.

Historical Notes: Does not appear on the 1904 Sanborn Insurance map. Shown as dwelling on 1924 Sanborn Insurance map. Shown as "Hall" on 1955 Sanborn Insurance map.

3. Eligibility

Eligible for Alabama Register:	☒ Yes ☐ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☒ Yes ☐ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☒ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☒ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility:
Former Bender Structure II is potentially significant for its use as a union meeting hall for shipyard workers.

CAS 2004.052 Former Bender Shipyard Tract

AHC# 00-0352

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I-10 MRB
Former Bender Structure 12

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HRS	Date:	6-22-06
Property Name:	Bender File Building # 2, Electrical Shop				
Location/Street Address:	105 Madison St.				
City/Zip:	Mobile 36601		County:	Mobile	
USGS Quad:	Mobile Ala Revised 1982		Township/Range/Section:	4W 1S	SEC -
Current Owner's Name & Contact Info (if known):	CE LLC AN ALABAMA LTD	POBox 1444, Mobile AL 36633			

2. Physical Description

Construction Date:	ca 1955	Source:	Sanborn Map Company
Alteration Date:		Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	2	No. of front bays:	6 — 1 door + 6 windows
Historic use of property:	Montgomery Elevator Company		
Current use of property:	File Storage / Electrical Shop - Bender Shipyard		
Architectural Style:	Industrial / Commercial	Building Form:	Free Standing
Main roof configuration:	Side Gables	Roof finish material:	corrugated metal
Exterior wall materials:	Concrete / Cinder Block		
Porch type:	Concrete stoop	Foundation material:	poured concrete
Window type and materials:	Fixed 1/1, Fiberglass skylights metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	N/A		

Exterior Architectural Description:
Two-story workshop made of cinder blocks with side gables and a corrugated metal roof on a poured concrete foundation.

Description of Setting: Commercial/Industrial area with former Bender shipyard facilities, gravel and paved parking lots and some vegetation.

Historical Notes: May be same structure shown on 1955 Sanborn map as "construction suspended"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics

CAS 2004.052 Former Bender Shipyard Tract

AHC#00-0352

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I-10 MRB
Former Bender Structure 13

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HRS	Date:	6-22-06
Property Name:	Bender Personnel Office / Warehouse				
Location/Street Address:	304 S. Royal				
City/Zip:	Mobile 36602		County:	Mobile	
USGS Quad:	Mobile Ala. Revised 1982		Township/Range/Section:	4W 1S SEC -	
Current Owner's Name & Contact Info (if known):	J+J Bonding Company	304 S. Royal St. (251) 441-1900			

2. Physical Description

Construction Date:	ca 1950	Source:	Sanborn Insurance Map
Alteration Date:	—	Source:	
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1 1/2	No. of front bays:	2 - 2 doors, 2 bay doors - 3 windows
Historic use of property:	Pittsburgh Glass Company		
Current use of property:	Office / Warehouse for former Bender shipyard		
Architectural Style:	Industrial	Building Form:	Free Standing
Main roof configuration:	Flat	Roof finish material:	Unknown
Exterior wall materials:	Hollow Tile		
Porch type:	Stoop	Foundation material:	poured concrete
Window type and materials:	Casement 1/1, 3/3/3 Metal frames		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
One 1/2-Story Office building and warehouse made of large, hollow red tile, painted white, with a flat roof on a poured concrete foundation.

Description of Setting: Commercial/Industrial area with former Bender Shipyard facilities, graveland paved parking lots and little vegetation.

Historical Notes: It may be the same structure shown on the 1955 Sanborn Insurance map as "Pittsburgh Plate Glass Co."

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics

CAS 2004.052 Former Bender Shipyard Tract

AHC#00-0352

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I-10 MRB
Former Bender Structure 14

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG, HRS Date: 6-22-06
Property Name:	Bender Warehouse #10		
Location/Street Address:	Canal St.		
City/Zip:	Mobile 36601	County:	Mobile
USGS Quad:	Mobile Ala Revised 1982	Township/Range/Section:	4W 1S SEC —
Current Owner's Name & Contact Info (if known):	CELICAN ALABAMA LTD	P.O. Box 1444, Mobile, AL 36633	

2. Physical Description

Construction Date:	1940s-early 1950s	Source:	Sanborn Insurance Maps
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	1 1/2	No. of front bays:	2 door + 1 window-other covered
Historic use of property:	Mobile Linen Supply Company, National Linen Service Corporation		
Current use of property:	Warehouse		
Architectural Style:	commercial/ Industrial Shipyard	Building Form:	Free Standing
Main roof configuration:	Flat	Roof finish material:	—
Exterior wall materials:	Tan Brick, stretcher hand / Concrete / Cinder Blocks		
Porch type:	N/A	Foundation material:	
Window type and materials:	N/A		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	storage yard outside at rear		

Exterior Architectural Description:
One 1/2-story warehouse made of tan brick and cinder block with a flat roof and an attached open metal shed on a poured concrete foundation.

Description of Setting: Commercial/Industrial area with structures and gravel and paved parking lots and some vegetation.

Historical Notes: Shown on 1955 Sanborn Insurance map as the Mobile Linen Supply Company

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics.

CAS 2004.052 Former Bender Shipyard Tract

VOLUME 2

Historical Background, Phase I Archaeological Survey, and Phase I Historic Building Survey for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening, ALDOT Project DPI-0030(005), Mobile and Baldwin Counties, Alabama

Part I:
Historical Background

Part II:
Phase I Archaeological Survey

Part III:
Phase I Historic Building Survey

Submitted to
Volkert, Inc.
PO Box 7434
Mobile, AL 36670-0434

By
Bonnie Gums, Harriet L. Richardson Seacat, and Benjamin Maygarden
Center for Archaeological Studies
6025 USA Drive South
University of South Alabama
Mobile, AL 36688

AHC#00-0352

July 2011

Abstract

This historical background, Phase I archaeological survey, and historic building survey was completed in conjunction with planning for the Alabama Department of Transportation's proposed Interstate-10 Mobile River Bridge and Bayway Widening, ALDOT Project DPI-0030(005), Mobile and Baldwin counties, Alabama (AHC#00-0352).

Phase I archaeological survey involved shovel testing, artifact analysis, and interpretations. Alternate A bridge route was previously cleared for archaeological sites. Phase I historic building survey involved field reconnaissance, historical research, and evaluation of National Register of Historic Places (NRHP) eligibility. No structures over 50 years of age occur within Alternate A bridge route.

Phase I archaeological survey was conducted on four of the 18 survey blocks for three of the four proposed I-10 Mobile River bridge routes, Alternates B, B', and C. Forty-eight shovel tests were excavated in Survey Blocks 1, 2, 3, and 13. Archaeological site numbers were assigned for three of the four blocks; Survey Block 1 (1MB410), Survey Block 2 (1MB411), Survey Block 13 (1MB412). The three sites are considered eligible to the National Register of Historic Places (NRHP).

Phase I archaeological survey was conducted on 12 of the 14 survey blocks in the proposed realignment of the Virginia Street interchange with I-10 for Alternate C bridge route. One hundred and forty-one shovel tests were excavated in Survey Blocks 19, 20, 22, 23, and 25-32. Archaeological site numbers were assigned for 4 of the 14 blocks in the Virginia Street interchange; Survey Block 19 (1MB498), the south half of Survey Block 20 (1MB499), the north end of Survey Block 26 (1MB500), and the north half of Survey Block 31(1MB501). Two of the four sites (1MB498 and 1MB499) are considered eligible to the NRHP.

Thirty-four structures were recorded during this Phase I historic building survey Twelve structures (Structures 13, 14, 15, 16, and 17 and former Bender Shipyard Structures 1, 2, 3, 11, 12, 13, and 14) were documented in Alternates B and B' bridge route corridors. Thirteen structures (Structures 1, 2, 3, 4, 5, 6, 7a, 7b, 8, 9, 10, 11, and 12) were documented in Alternate C bridge route corridor. Nine structures (Structures 18, 19a, 19b, 19c, 20a, 20b, 21, 22, and 23) were recorded in the proposed realignment of the Virginia Street interchange with I-10 for Alternate C bridge route.

To summarize, none of the structures (Structures 1, 2, 3, 4, 5, 6, 7a, 7b, 8, 9, 10, 11, 12, 13, 14, 15, 16 ,17, 18, 19a, 19b, 19c, 20a, 20b, 21, 22, and 23) located outside the former Bender Shipbuilding & Repair Company, Inc. property are considered eligible to the NRHP. Of the seven former Bender Shipyard structures, one, former Bender Shipyard Structure 11, the old "Union Hall," is considered eligible for NRHP nomination.

Table of Contents

List of Tables

List of Figures

PART I
Historical Background for the Location of the Proposed I-10 Mobile River Bridge

Detail of Robertson's 1902 map of Mobile

By
Harriet L. Richardson Seacat and Benjamin Maygarden
6052 USA Drive South
Center for Archaeological Studies
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Mobile, AL 36688

AHC#00-0352

July 2011

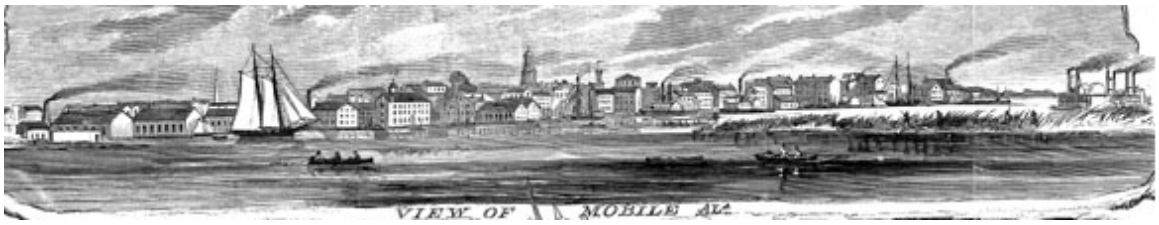

Figure 1. "View of Mobile Ala.," *Harper's Weekly*, March 26, 1864.

Colonial to Antebellum Periods for the Location of the Proposed I-10 Mobile River Bridge

This section of the report focuses on the early eighteenth to mid-nineteenth centuries along the Mobile River in the location of the proposed I-10 Mobile River Alternates A, B, B', and C bridge routes, including colonial period developments, such as Fort Condé (later known as Fort Charlotte), individual land acquisitions and transfers, wharf development on the Mobile riverfront, and pre-Civil War commercial developments (Figure 1). Information for this chapter has been compiled from a variety of sources, including primary sources on file at the Mobile Public Library's Local History and Genealogy Branch, the Center for Archaeological Studies, the University of Alabama's digital Historical Map Archive, and secondary sources on the history of Mobile.

For analytical convenience, the location of the proposed I-10 Mobile River bridge project alternates has been divided into four study areas (Figure 2). Each study area is approached separately in the discussion that follows. Area 1 is bounded by Church Street on the north, Lawrence Street on the west, Palmetto Street on the south, and Mobile River on the east. Area 2 is bounded by Palmetto Street on the north, Cedar Street on the west, Selma Street on the south, and Mobile River on the east. Area 3 is bounded by Selma Street on the north, Cedar Street on the west, Virginia Street on the south, and Mobile River on the east. Area 4 encompasses the southern portion of Blakeley Island and the entirety of Pinto Island and is bounded by I-10 on the north, Mobile River on the west, the mouth of Mobile River on the south, and Mobile Bay on the east.

It should be noted that, by letter dated May 21, 2006, the SHPO stated that "the widening of the Bayway will have no adverse effect on properties listed on the NRHP."

Therefore, the potential effects of the widening of the existing I-10 Bayway are not addressed in this report.

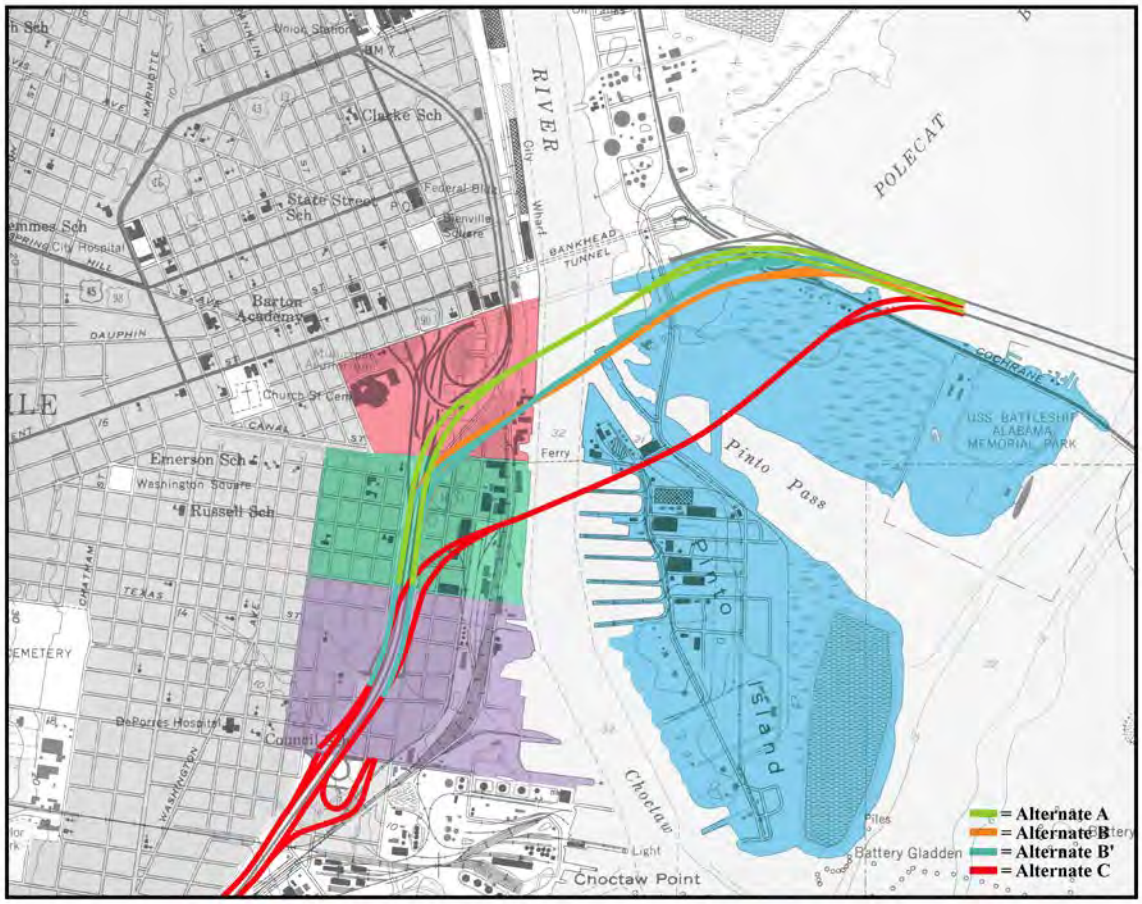

Figure 2. Proposed I-10 Mobile River bridge project study area showing Alternates A, B, B', and C and study area divisions. Key: Pink=Area 1; Green=Area 2; Purple=Area 3; Blue=Area 4.

Area 1

Area 1 contains the location of colonial Fort Condé/Fort Charlotte and areas outside of the original plan of Mobile that were granted to various owners in the colonial period. Thus, besides the fort reservation dating to the French period, several historic tracts were contained within this area during the colonial era. The boundaries of the colonial tracts do not always correspond exactly to the alignments of the street grid, resulting from the street alignments and city square patterns being extended on the colonial tracts at the time of subdivision. In addition, the boundaries of several colonial-era grants and acquisitions have overlaid property lines as a result of complicated and

competing title claims. With the exception of Palmetto Street, the approximate southern boundary of the colonial-era Collel Tract, the boundaries of this area are arbitrary.

Fort Condé. In the 1711 plan of Mobile drawn up by Chevillot (*vid.* Hamilton 1976: following 86), the projected palisade fort (Fort Louis) was shown occupying a central position, with a square reservation approximately 150 *toises* (approximately 960 feet) in width between squares to the north and south. The greater part of this area was occupied by a fortification and surrounding reservation throughout the colonial period. When the fort was rebuilt in brick in 1717 and renamed Fort Condé, the resulting enceinte did not match that projected in 1711. The brick fort enclosed a much smaller area than the earlier palisade, but the footprint of the new fortifications (including the glacis) was very similar in outer extent to the area enclosed by the palisade (Hamilton 1976:153). According to Peavy's 1911 projection (Hamilton et al. 1912: map insert) of the palisade's location, the earlier fortification was centered somewhat east of the later masonry fortification. Moving the fort westward even a short distance raised the elevation of its overall site by a few feet. In addition, in the early-eighteenth century the 6-foot elevation bluff line took a slight bend from approximately the foot of present-day Conti Street to the foot of Monroe Street. Thus the 1717 fortification was oriented at a slight angle to the streets that had been laid out to its north. As shown in the anonymous *Plan* of 1725 (Figure 3), the brick fort was still encompassed by a reservation of approximately 150 *toises* in width, the same as in 1711, but the width of the reservation narrowed somewhat toward the west as a result of the streets paralleling the river bending with the alignment of the river bluff-line (Gums et al. 1999:7; Hamilton et al. 1912: map insert).

West of the Fort Condé, development occurred during the French colonial period. By 1725 a commonly-used tract had already developed along the margin of the glacis on the western side. South of the fort, the land-use situation developed somewhat differently. As mentioned above, the original 1711 plan of Mobile envisaged squares symmetrically arranged both south and north of the fort, but this pattern did not fully develop. The town of Mobile expanded more rapidly to the north than to the south, but by 1725, as indicated on the anonymous *Plan* of that year (see Figure 3), at least two and one-half squares had developed south of the fort. One of these was in the general area of the square originally

reserved for Bienville, southwest of the palisade as shown in the 1711 plan, but more due south of the brick fort. The map is truncated at its southern edge, and the development

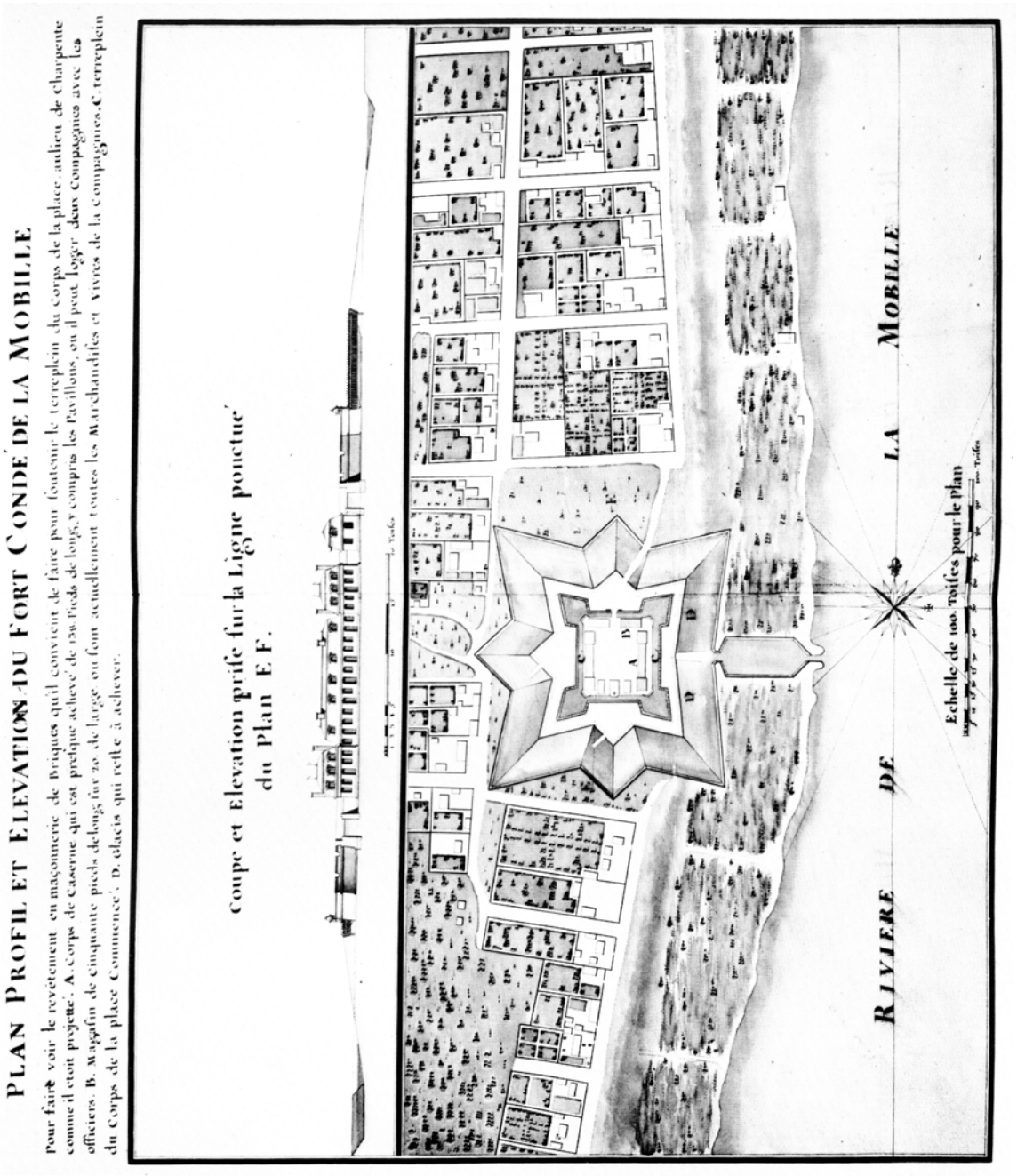

Figure 3. An anonymous French map drawn in 1725.

continued some distance further south, perhaps beyond present-day Madison Street. The *Plan* of 1725 was likely somewhat idealized, since the anonymous *Plan* of 1743 (Figure 4) suggests that much of the development surrounding the fort may have been less regular, in geometric terms, than was depicted eighteen years previously.

Figure 4. An anonymous French map drawn in 1743.

A relative lacuna exists in the documentation for the area bounded by present-day St. Emanuel, Church, Lawrence, and Palmetto streets during much of the colonial period. In 1798 the area west of the town boundary was acquired by Thomas Price, as discussed below. Portions of this area were occupied by the mid-1720s at the latest, as shown on the anonymous French map of 1725. The 1743 *Plan* is the first to label actual structures in this area (as opposed to proposed structures depicted in the 1711 *Plan*), including a ruined building serving as a church and the quarters of Loisel and Saboudin. Other structures on the 1743 map are unlabeled. Phelypeaux (1760) (Figure 5), Pittman (1763)

(Figure 6), and Gálvez (1780) (Figure 7) similarly show *habitations* in this area. Pittman (1763) labeled the "Parsonage" on his map, which at that time appears to have been in the vicinity of later St. Emanuel Street (west side) between Church and Monroe streets. This is the only structure Pittman labels in this area. Interestingly, Torre (1781) (Figure 8) and the anonymous Spanish map of 1809 (Figure 9) do not show any development or structures west of the fort in proximity to it. The vacant space probably reflects the demolition of structures in 1780 to improve the fort's field of fire in anticipation of the Spanish siege of 1780 (Gums et al. 1999:55).

The Esplanade/Commons. The anonymous French *Plan* of 1743, the Phelypeaux map of 1760, Pittman's map of 1763, and the Gálvez map of 1780 show some similar development surrounding the fort reservation, although their depictions of the *esplanade* surrounding the glacis on its three landward sides differ considerably in details. This esplanade was utilized as a sort of commons by the citizenry, where cattle and other livestock grazed. During the British regime, a formal reservation around Fort Charlotte, as Fort Condé was renamed, for relatively unlimited transient public use seems to have been ignored and definite encroachments of buildings into the esplanade occurred. Several structures were consequently demolished in the area of the esplanade and beyond in 1780 (Gums et al. 1999:55). The Spanish, who until the end of the century maintained Fort Charlotte in better repair than the British had, also technically maintained the reservation of lands surrounding the fortifications for awhile, and both the Torre map of 1781, and the anonymous Spanish 1809 map, depict the esplanade as clear of structures. Notable in the Gálvez map of 1780 and anonymous Spanish map of 1809 is a watercourse on the southern side of the fort's glacis. The 1809 map suggests that this watercourse had produced a sizable declivity near the bank line, occupying the southern portion of the esplanade and separating it distinctly from development to the south. Hamilton dates the first formal encroachment on the esplanade to the 1790s, when a grant was made on the northern side of the fort. On the southern and western sides of the fort, the first formal encroachment was the grant made in 1806 to William McVoy, discussed below (Hamilton 1976:337, 502). Neither of these early legalized encroachments is shown to have been developed in the anonymous Spanish map of 1809.

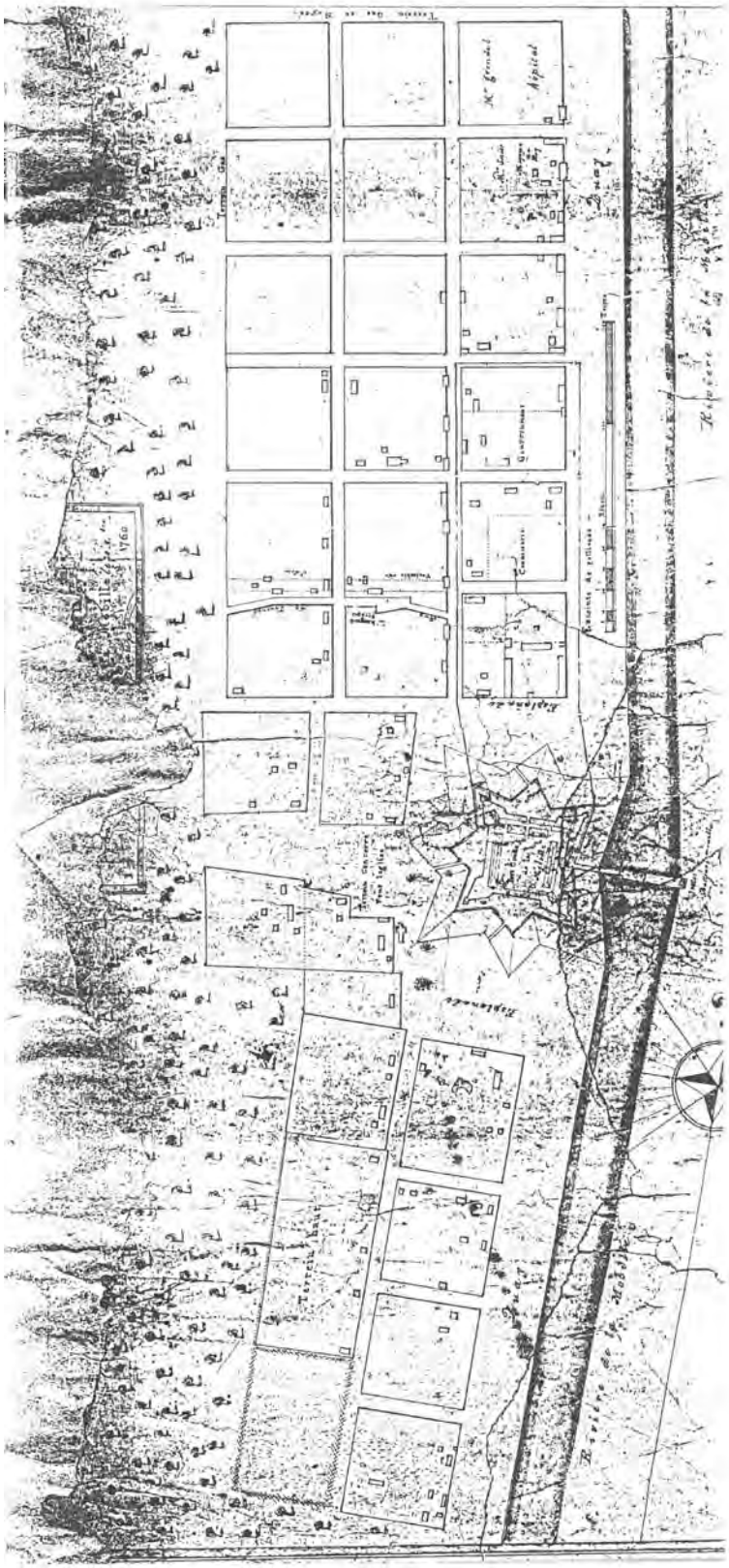

Figure 5. A 1780 reproduction of a map drawn by Phelypeaux in 1760.

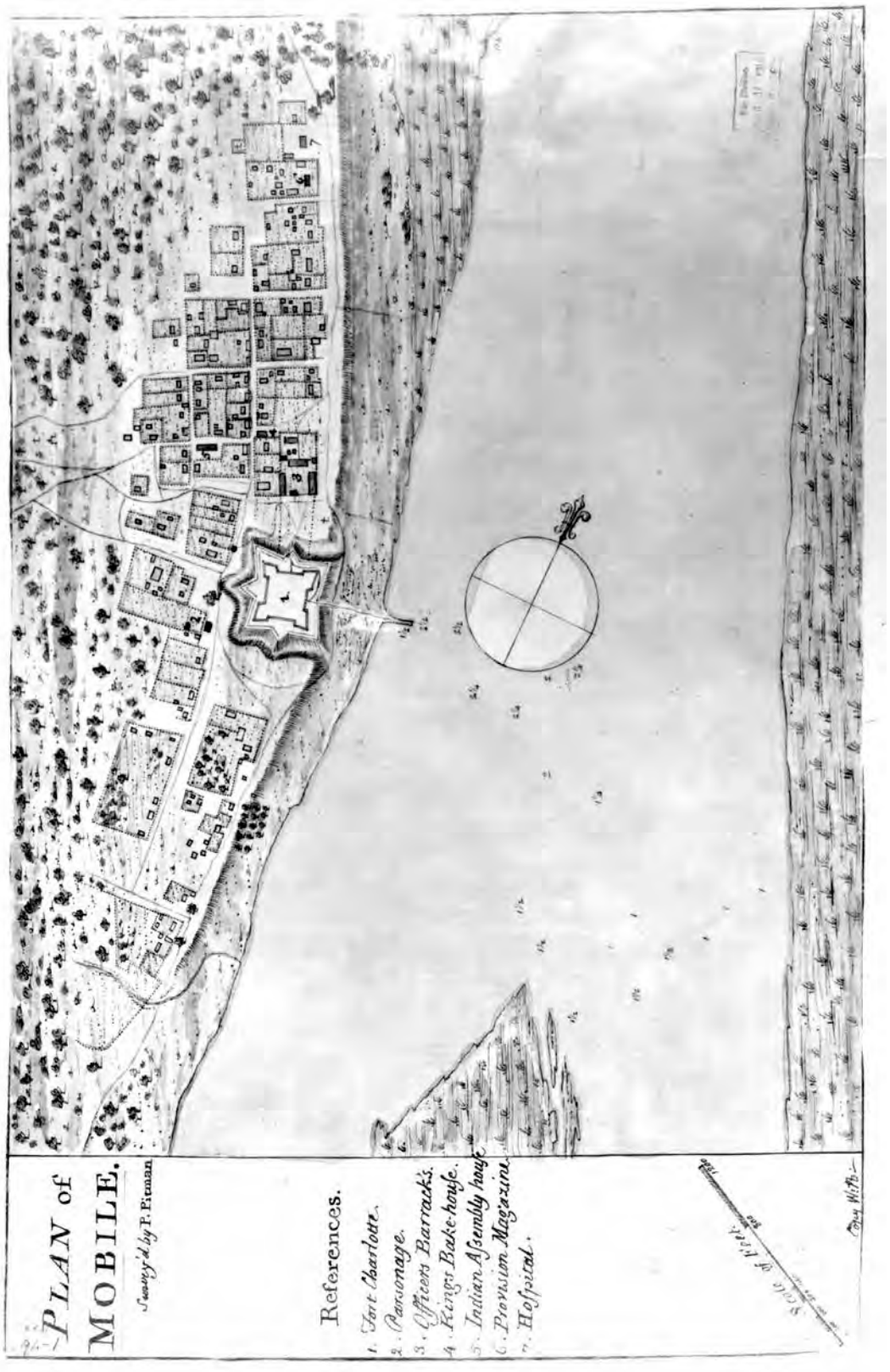

Figure 6. A 1763 map drawn by Pittman.

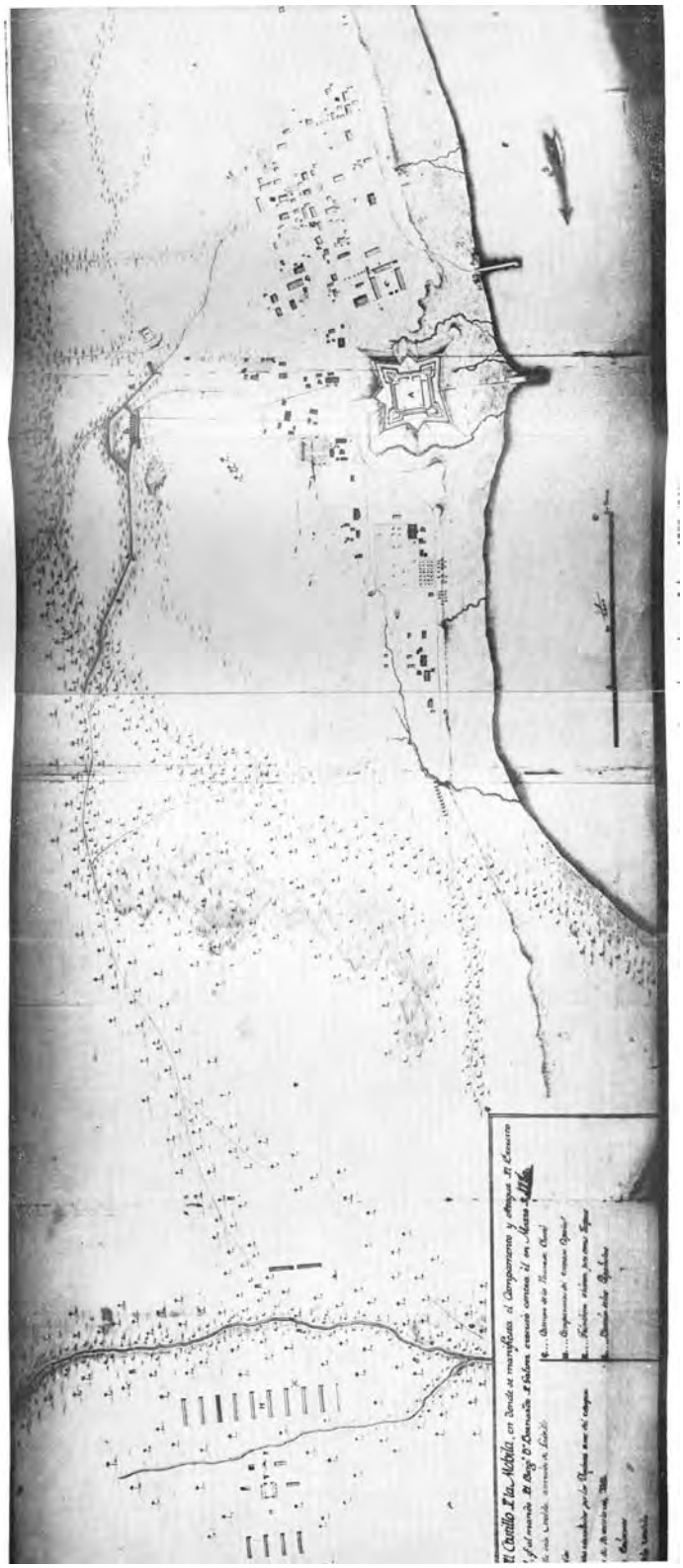

Figure 7. A 1780 map drawn by Galvez.

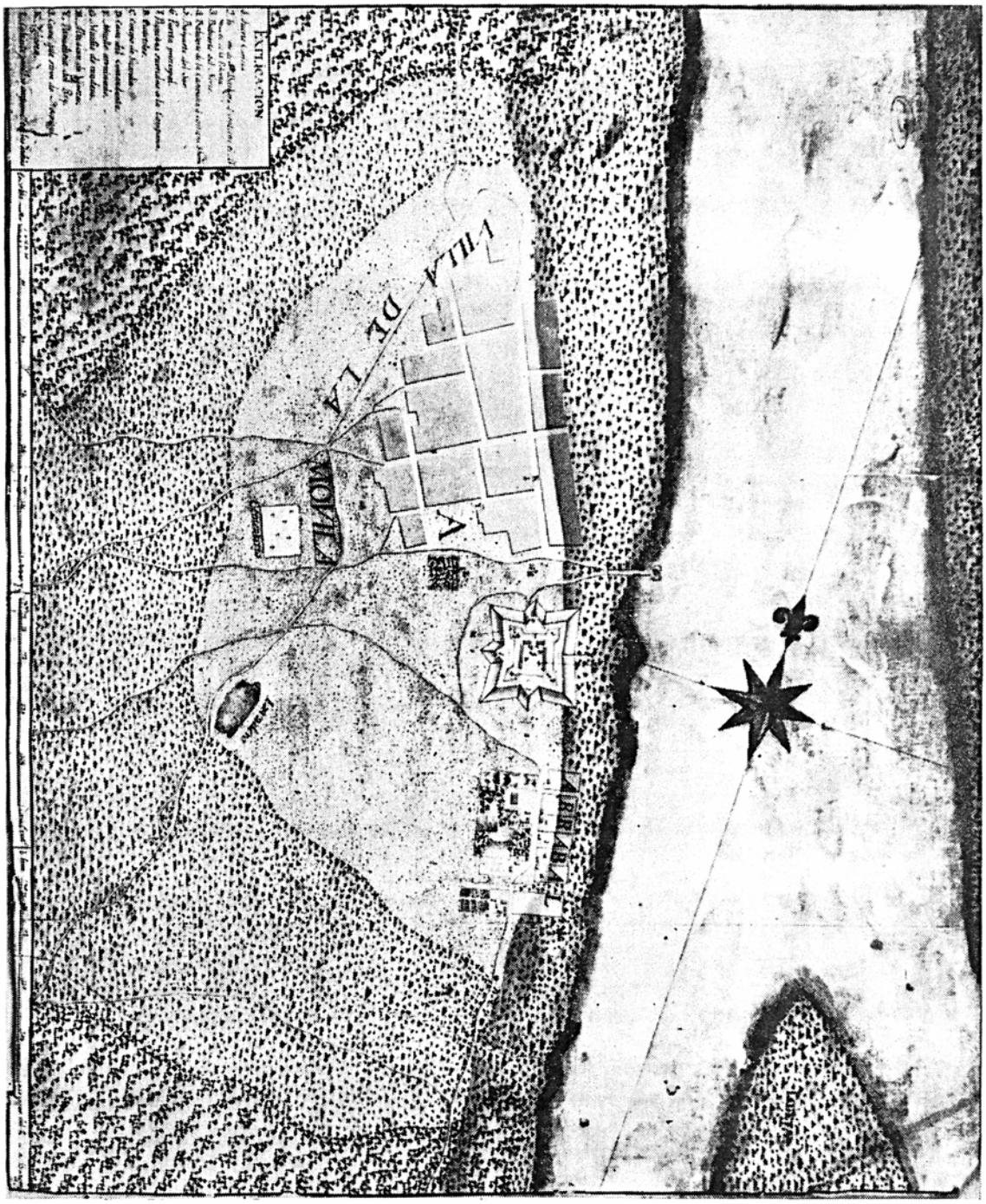

Figure 8. A 1781 map drawn by Torre.

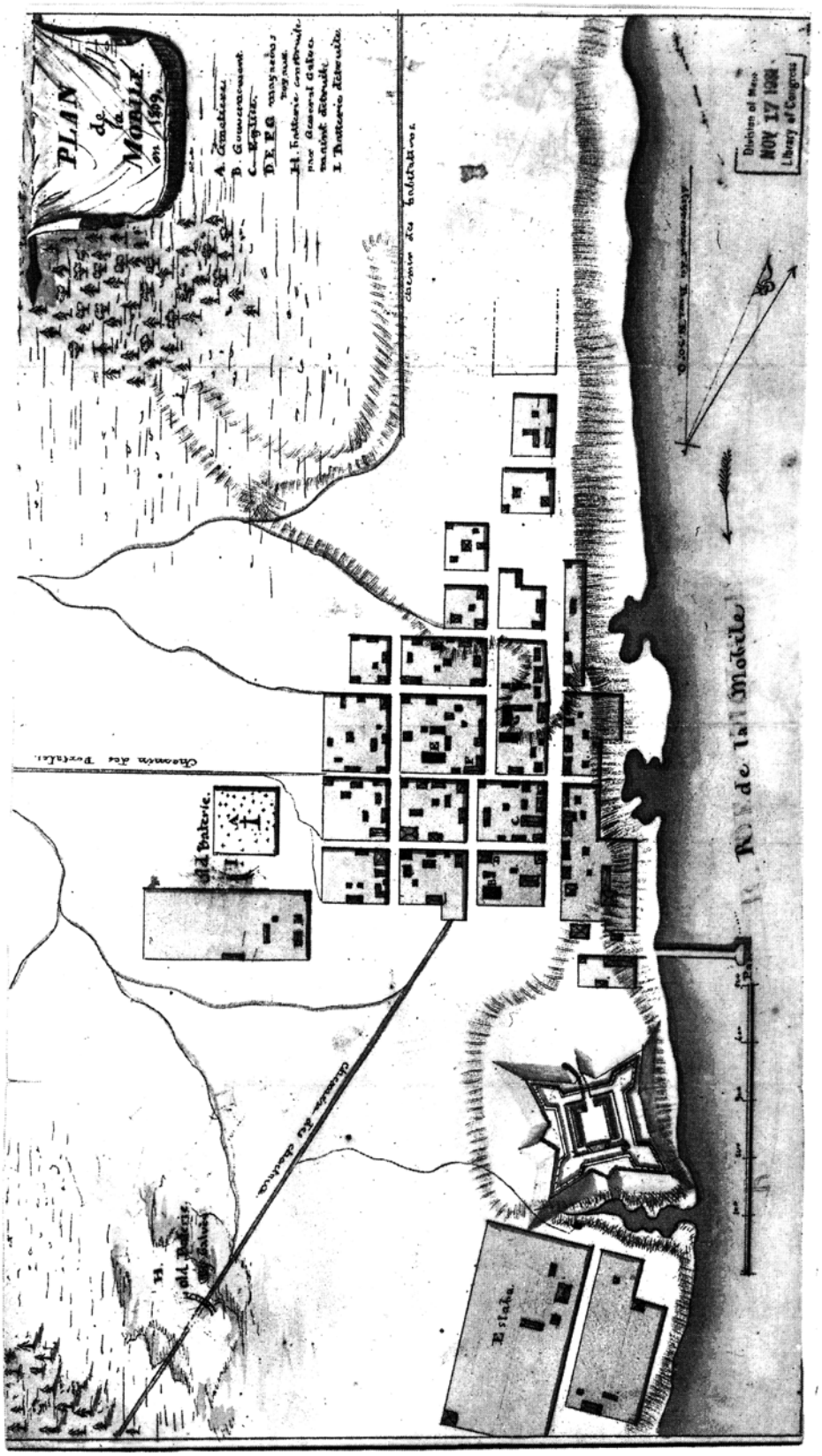

Figure 9. An anonymous Spanish map drawn in 1809.

Subdivision of Fort Charlotte. Fort Charlotte was in poor condition when the United States took control of Mobile, and since the practical tactical value of its fortifications was near an end, little was done to repair it. However, in July 1816 the fort's commander, Major George G. Peters, decided to build a picket fence around the fortification and the officers' quarters and workshop outside. Even though Peters' fence did not enclose the entirety of the glacis, it prevented easy access between the northern and southern wards, and citizens complained immediately, particularly the inhabitants of the small suburb south of the fort. The town's Board of Commissioners claimed the use of a track across the commons (roughly paralleling present-day St. Emanuel Street) had been allowed under the Spanish and convinced the courts of Mississippi Territory to indict Peters. The commissioners produced testimony by John Alby that the track had been in use by 1765. Benjamin Dubroca stated that he had been present in 1798 at a survey of the area performed for the governor, and that the track at that time was excluded from the fortification reservation. Peters, whose primary intention was to halt the damaging effects of grazing cattle and hogs, was not totally unsympathetic to the townspeople and had self-closing pedestrian gates installed in the fence. But otherwise he rejected the town's claim in no uncertain terms (Hamilton 1976:478-479).

Despite the suit against Peters, the fence remained, and the municipality made another unsuccessful attempt to remove it the following year. These incidents were symptomatic of the town's impatience with the obstacle to development now represented by the old fort, particularly on the part of interested landowners like Kennedy, McVoy, and Eslava. The military redundancy of Fort Charlotte was confirmed by personal inspection by General Bernard, chief of fortifications, in March 1818, and helped persuade the War Department and Congress to sell the fort and its real estate. The military stores and troops were moved to Pensacola. After a futile attempt to find an official plan of the town and "public lot" of the fort, a plat of the property was drawn up by Silas Dinsmore, Deputy U.S. Surveyor. Dinsmore's plat did not extend previously existing streets through the property, instead creating an all-new grid with diminutive lots 30 feet wide. In the sale of lots held in October 1820, the majority of lots were purchased by a syndicate, the Mobile Lot Company, which had the property re-platted by Thomas Hubbard, City Surveyor, to better fit the extant streets surrounding the property

(Hamilton 1976:478-479). Hubbard's street and square plan remained in place through the remainder of the historic period.

Hubbard's plat of 1820 resolved a number of problems resulting from the streets south of Fort Charlotte not conforming to the grid established north of the fort. Hubbard projected a street almost but not quite paralleling Government Street, which at that time represented the southern edge of the squares formally platted on the north side of the fort. This new street, which transected the northern side of the fortifications, was at first termed Charlotte Street, but became Church Street at an early date, named for the first Protestant church in Mobile located west of the former fort site. One boundary of the 1806 McVoy Tract was close to, but not exactly aligned with present-day Theater Street, which became the southern boundary of the squares created by the sale of fort property. Hubbard projected the two north-south streets, Royal and Water streets, from their intersection with Government Street to the north; but Water Street required a bend, probably because of the curve in the bluff-line near the foot of Theater Street (Goodwin and Haire 1824; Hamilton 1976:481-483).

De Lusser Tract. In 1747 Madame (widow Joseph Christophe) de Lusser received a grant fronting the Mobile River with a width of two arpents and four *toises* (approximately 410 feet) and a depth of 25 arpents (about .9 mile). This tract was at that time removed some distance from the greater part of the developed portion of the town. Meeting the river near the foot of present-day Eslava Street, the longitudinal alignment of the de Lusser tract was not correlated with the streets north of the fort, but with the extant development on the south side, closely oriented to the river bluff line. That is, the de Lusser tract was longitudinally aligned (approximately) with present-day Eslava Street as it lies east of Conception Street (Hamilton 1976:133). The first map to post-date the de Lusser grant (that of Phelypeaux, 1760; see Figure 5) shows four complete squares delineated south of the fort, the intervening street alignments reflecting the bluff-accommodating orientation suggested as early as 1725. Pittman (1763), the Gálvez map (1780), and Torre (1781) suggest that the streets south of the fort, particularly those running east-west, were not actually so well developed or regularly arranged as depicted by Phelypeaux (see Figures 6, 7, and 8).

According to Hamilton (1976:133), Madame de Lusser had a portion of her tract cleared and a number of slave cabins built, although there is no explicit indication that that she actually resided on this tract. It is likely that one of the habitations shown on the maps of Phelypeaux, Pittman, Gálvez, and Torre was that owned in this area by Madame de Lusser. At her death, this tract was inherited by Jean Baptiste de Lusser (Hamilton 1976:333).

By 1789 the heirs of Jean Baptiste de Lusser, represented under power of attorney by Pierre Marie Cabaret de Trepy (husband of Marguerite de Velle) and Hazeur de Lorme (grandson of Joseph de Lusser), sold off the frontage of the de Lusser tract. On May 14, 1789, the de Lusser heirs sold a lot to Louis Duret (or Durette), the lot bounded to the south by one already owned by Duret, and to the north by a lot held by Miguel Eslava. Eslava had acquired his previously-purchased lot at public auction. Don Miguel Eslava, an important Spanish official and landowner, accumulated several lots in proximity to the fort that had a somewhat complicated subsequent history. Eslava's piece of the former de Lusser tract had a northern boundary a short distance from Monroe Street, on its southern side. Besides this larger lot acquired by 1789, Eslava in 1791 obtained a small lot measuring 60 feet front by 120 feet deep, located between "the de Lussers and public land" (Hamilton 1976:334-335). Thus it would appear that Eslava's property included most of the square bounded by present-day St. Emanuel, Eslava, Royal, and Monroe streets, and contained a house, described in a 1794 conveyance:

> A high house erected on a certain lot of land containing four hundred and sixty-two feet in front, on the side of the river, by three hundred and twenty-six feet in depth, fronting on the woods, bounded on the north by the fort of this town, and southwest by the house of the deceased Duret. The land is enclosed by new cypress pickets, with all the fruit trees, gardens, kitchen, and all other buildings thereon [quoted in Hamilton 1976:335].

The dimensions of this lot suggest the width of the de Lusser tract (410 feet) acquired by Eslava at auction plus the 60 feet front lot acquired in 1791, but with a non-matching depth. Eslava's tract seems to include some area between present-day Conception and St. Emanuel streets, which was obtained by McVoy (or McBoy) in 1806 by Spanish grant, although the documentation of this area is unclear. At any rate, in 1793 Eslava sold this lot to Leonard Marbury, who in turn sold the lot to John Joyce the

following year. Eslava, however, re-acquired the lot at some point (Hamilton 1976:335). Eslava also petitioned Cayetano Perez for a grant located south of Duret, which grant he received in 1802. Eslava's property immediately south of the fort is shown on the anonymous Spanish map of 1809, while McVoy's 1806 grant tract is not shown (see Figure 9). Eslava's lot along with Duret's property (in schematic fashion), but not McVoy's tract, appear on the Troost map of 1813 and an anonymous American map of 1815 (Figures 10 and 11; *vide* Gums et al. 1999:33, 34), but are probably more accurately depicted on the anonymous American map of 1817 (Figures 12a and 12b). Eslava's French-style house is visible in the panoramic marginal illustration of Mobile on the 1824 Goodwin and Haire map (Figure 11; Gums et al. 1999:33, 34, 56).

Shortly after the 1789 sales to Duret, a series of six small lots at the front of the de Lusser tract were sold, measuring from 40 to 76 feet fronting on the Mobile River and extending west to Royal Street. These lots, with houses, had been in existence for a considerable period of time, and were possibly developed by the de Lussers as tenements. They appear at least by the time of the Gálvez map of 1780 (see Figure 7), and on the Torre map of 1781 (see Figure 8) are very prominently labeled *arrabal*, meaning a poor or working-class area on the outskirts of a town. The majority of these tracts were purchased by free people of color. From south to north the 1789 purchasers were: John Alby, fort carpenter (40 feet front); Marie Josephine, free woman of color (40 feet front); John B. Ham (54 feet front); Joseph, blacksmith, free man of color (62 feet front); Honoré La Pointe, free man of color (62 feet front); and Petit Jean, free man of color (76 feet front) (Hamilton 1976:334; Gums et al. 1999:56). As shown on the 1813 Troost map (see Figure 10), the owners of these lots were Alby, Ham, Julia (probably also a free person of color), J. Forgeon, V. Miguel, P. Suarez, and J. Jacob. These lots likely contained a large portion or all of later Square 39, bounded by Royal, Monroe, Water, and Eslava streets.

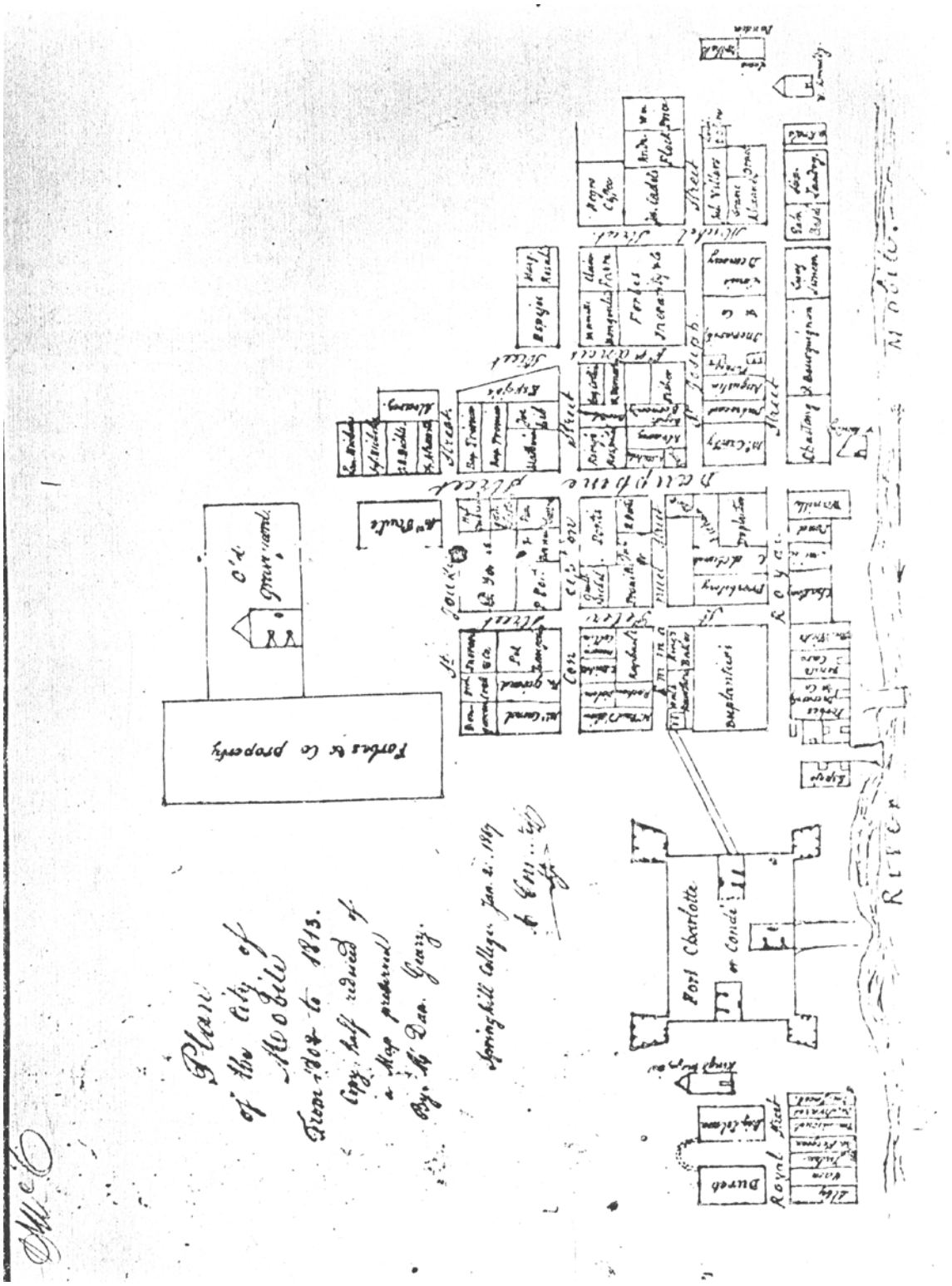

Figure 10. An 1813 map drawn by Troost.

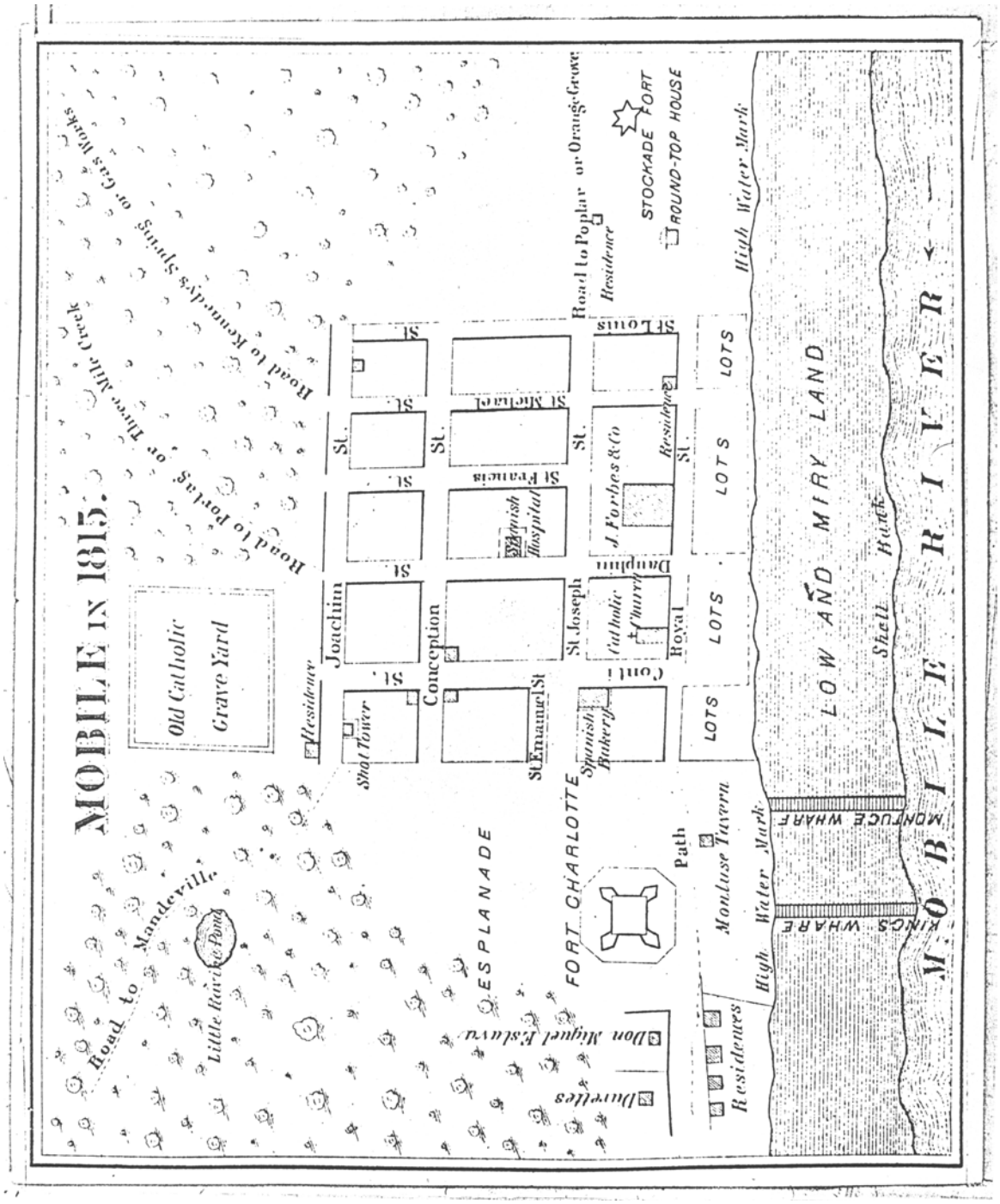

Figure 11. An anonymous 1815 American map.

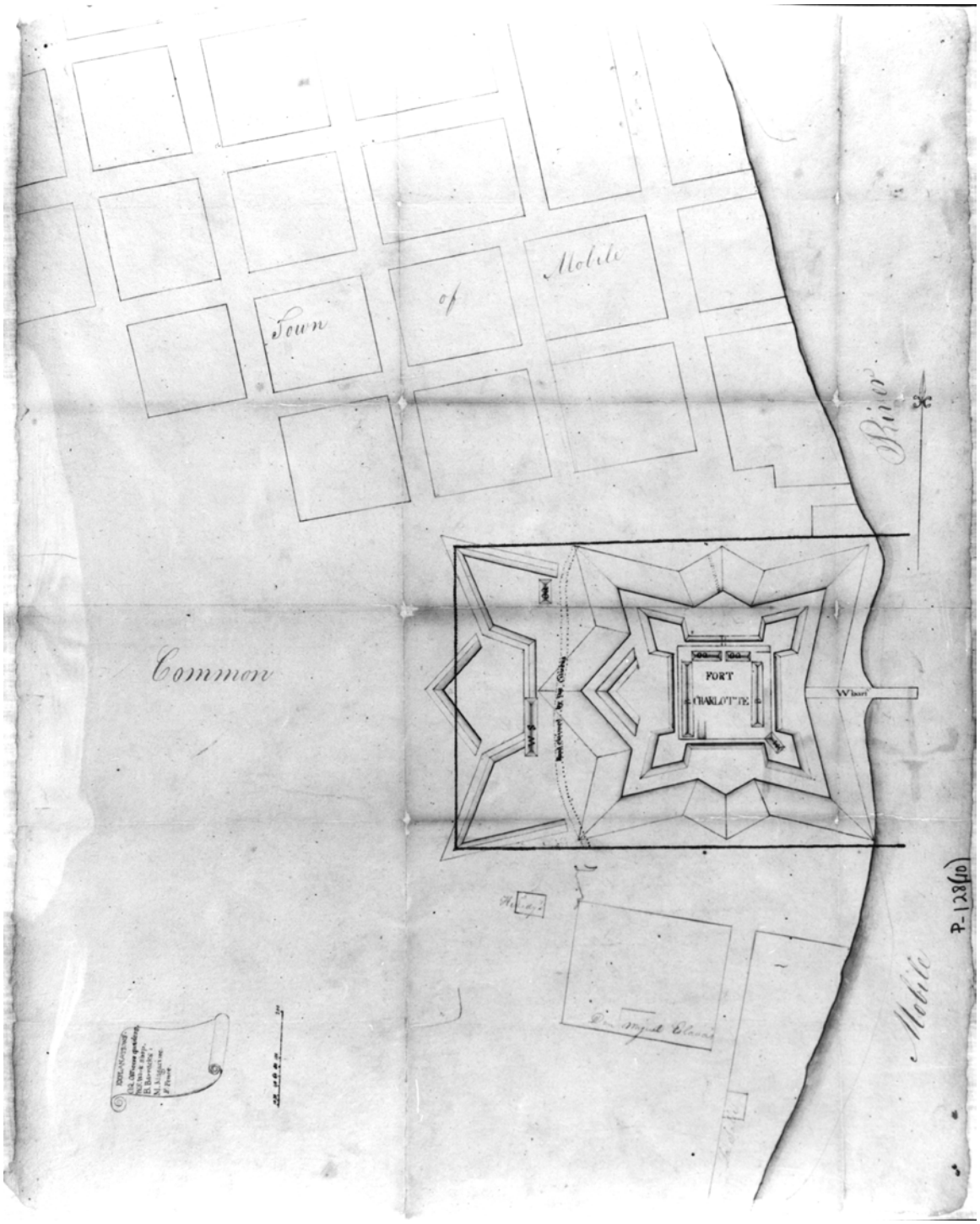

Figure 12a. An anonymous 1817 map of Mobile.

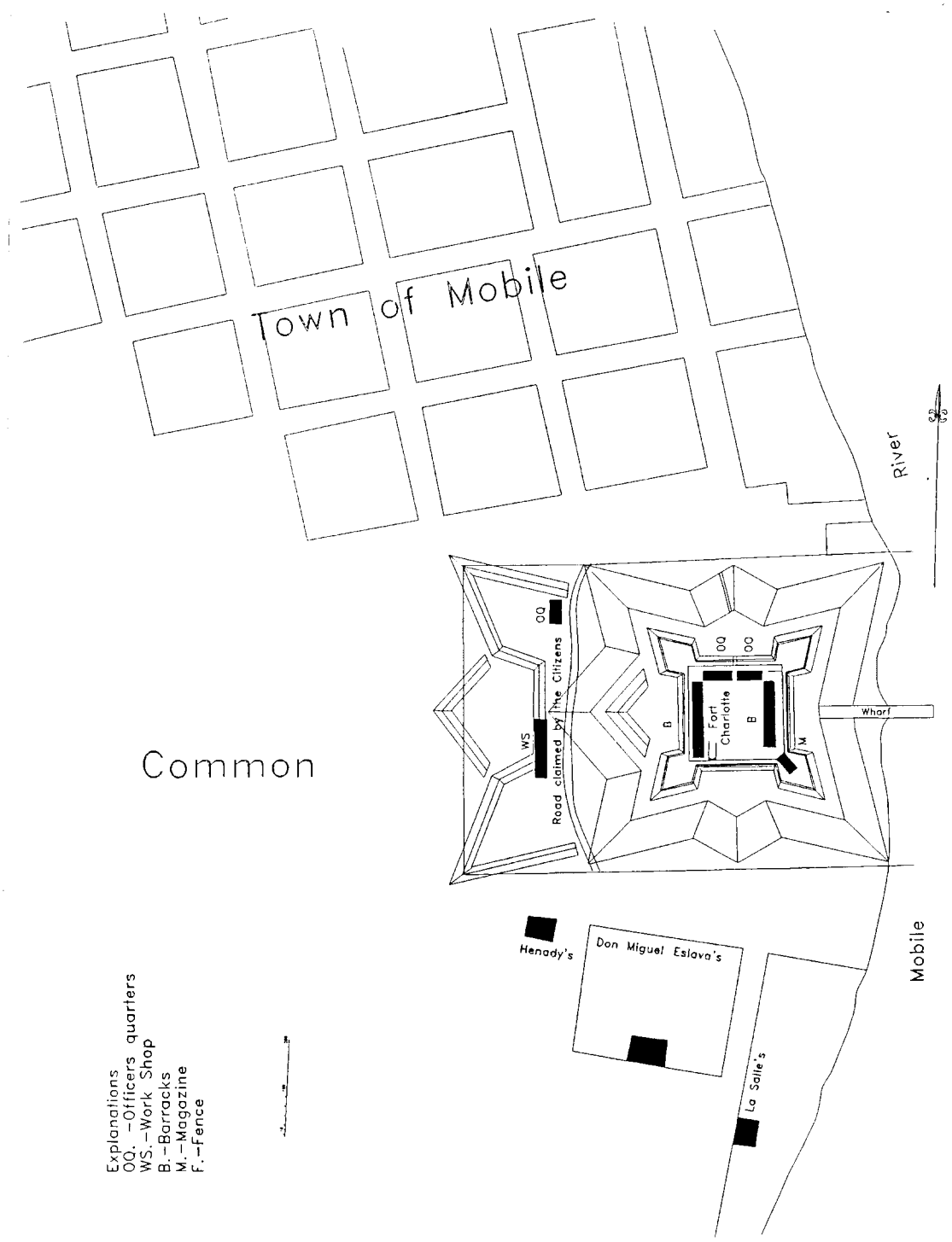

Figure 12b. An anonymous 1817 map of Mobile, digitally reproduced. Note squares south of Fort Charlotte labeled "Eslava's" and "La Salle's." Apparently La Salle was occupying the former Duret Tract.

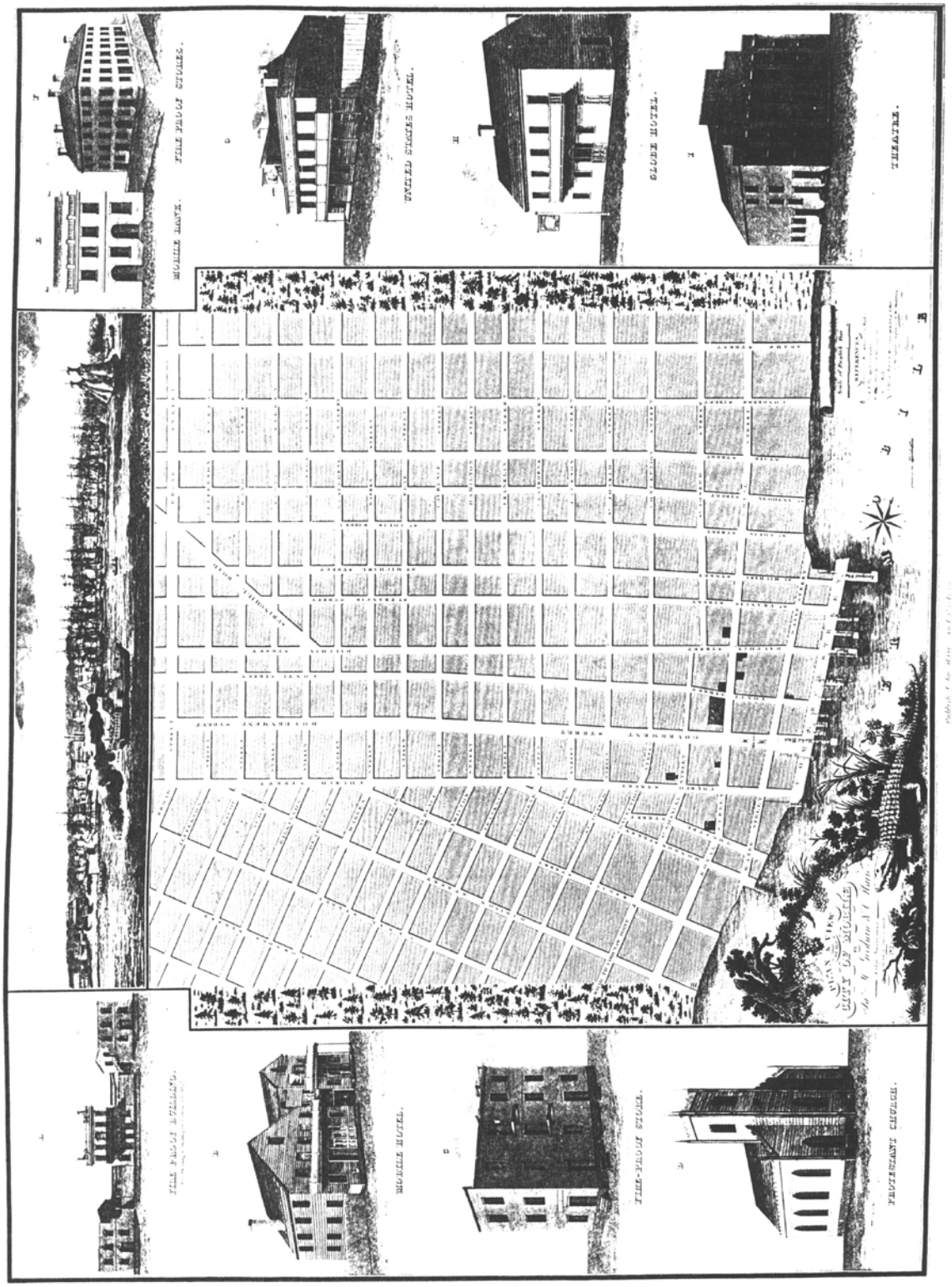

Figure 13. An 1824 map drawn by Goodwin and Haire. The top center panel (when oriented as it was drawn) shows a panoramic view of Mobile.

The rear of the de Lusser tract (west of Conception Street, running to a back line beyond Broad Street) was the one surviving French grant tract to be identifiable into the late colonial period. On June 21, 1809 the remaining portion of the de Lusser tract was sold by Joseph Chastang, agent for Hazeur de Lorme, to Miguel Eslava. However, there were two problems with this 1809 sale. For one, it claimed the eastern line of the tract was at the line of Eslava's property acquired in 1789 and under questionable grants in 1802-1803, when the 1806 grant to William McVoy interceded on the eastern side. Furthermore, Chastang did not represent the de Velle branch of the heirs, provoking a lawsuit, and on November 22, 1823 Eslava surrendered a half-interest in the tract by way of compromise. On May 21, 1824, by special act of Congress, Eslava's interest in the purchase of the de Lusser tract was validated for his heirs, at least as much of the tract as lay outside of McVoy's grant (Hamilton 1976:335-336; WPA 1937 II:277-278).

Duret Tract. Without providing much in the way of documentary details, Hamilton (1976:333-334) mentions that Louis Duret (or Durette), a lieutenant of militia, owned a tract south of the fort in 1789, when he bought from the de Lusser heirs an adjoining lot in present-day Square 13, west of present-day Royal and south of Eslava streets. How or when Duret acquired a lot in this area prior to his 1789 purchase is not known. Unfortunately, the extent of the combined Duret lots is also not known, but if they extended from the south line of Eslava's tract south of the fort to the north line of the tract granted Eslava in 1802 (see below), Duret's tract frontage would have been something like three or three and one-half arpents. Duret died in 1790 and his estate was partitioned in 1795 (Gums et al. 1999:56; Hamilton 1976:340), although it appears to have taken considerable time after this for his real estate to be subdivided and developed. Duret's residence is shown schematically on the Troost map of 1813 and the anonymous American map of 1815 (see Figures 10 and 11). As shown on the anonymous American map of 1817, at that date a lot in what was possibly the former Duret tract was occupied by someone named Lasalle (see Figure 12b).

Price Tract. On November 18, 1798, Governor-General Manuel Gayoso de Lemos granted Thomas Price a tract of 540 superficial arpents lying west of the town of Mobile. The tract adjoined the "plan" of the city to its east, and Price's eastern line as shown on surviving documents (Figure 14) was slightly east of present-day Conception

Street. Price's tract thus included a portion of the westernmost limits of the town, as indicated on Peavy's 1911 reconstruction of the 1760 boundaries (Hamilton et al. 1912: map insert). As mentioned above, the area immediately west of the fort contained a number of lots and structures, some locations having been developed as early as 1725, as shown on the anonymous *Plan* of that year (see Figure 3). The pre-1780 development west of the fort had been demolished probably in response to the Spanish attack, and was apparently not extensively redeveloped by the time of Gayoso's grant to Price in 1798, although there is some evidence that the area was dotted with a few structures. Price's eastern boundary near Conception Street may have resulted from the 1798 survey performed for Gayoso, at which Benjamin Dubroca was present, although Dubroca later supposedly claimed from memory that the boundary was set near present-day St. Emanuel Street.

It is uncertain what use, if any, Price made of this large tract from 1798. The grant apparently remained mostly undeveloped, since after 1798 Don Miguel Eslava acquired, or attempted to acquire, vacant lands west of the fort. In April 1803 Eslava petitioned Perez for a grant of an irregular pie-shaped piece of land with a width of 230 feet on its eastern boundary, a northern boundary consisting of "a small ditch which serves as a drain for the precincts of this Fortress," a southern boundary at the small house of a free person of color named James Arnon and Eslava's own lands, and a western boundary measuring 2,200 feet. Perez on his own authority granted this tract to Eslava on April 14, 1803. The next day, Eslava petitioned for a smaller tract of eight lots at the "extreme end of this town" adjoining his property there, and this was granted the same day. The future disposition of these tracts is unclear, but it appears that Perez's grant may have been invalid. As of 1798, only the Intendant could grant lands, and as Perez admits in his grant to Eslava, a vacancy of the Assessorship of the Intendancy in December 1802 meant that no petitions for grants were to be forwarded (Hamilton 1976:357; WPA 1937 II:237, 238).

Thomas Price probably sought confirmation of his 1798 grant from Gayoso several years after his acquisition because of the tracts granted to Eslava in 1803, as well as the tracts granted in 1806 to McVoy and Collel (both of whom adjoined Price's grant

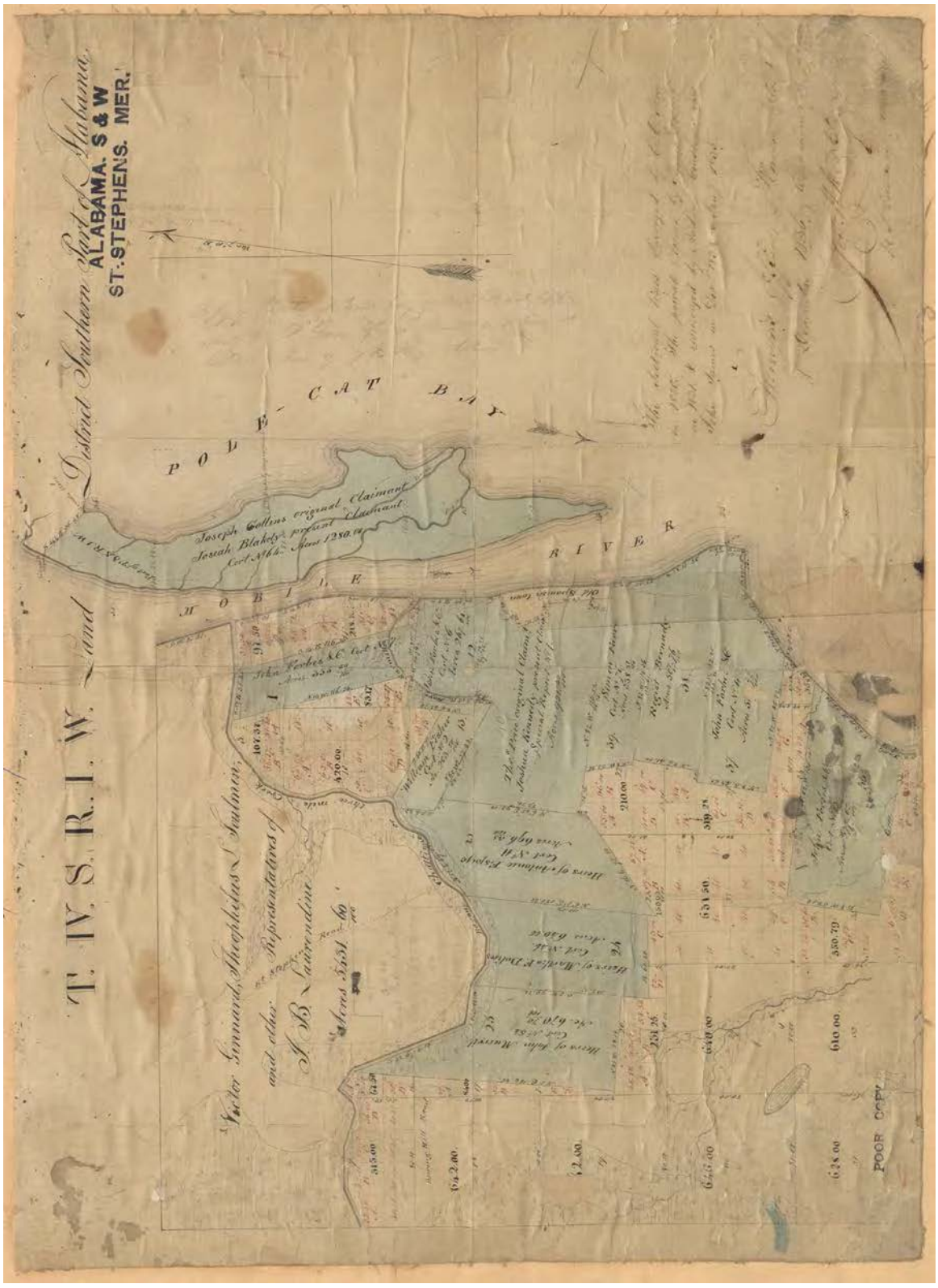

Figure 14. The original survey of Township 4 South, Range 1 West, drawn by Stone in 1820.

on its eastern boundary). In addition, McVoy's tract crossed the property claimed by the de Lusser estate (adjoining Price) and Eslava, and was in other respects irregular. Maxent confirmed Price's 1798 grant on November 25, 1806. On September 18, 1806, Price had also received from Intendant Morales a grant west of his 1798 tract, which he sold to his attorney, William E. Kennedy, on November 22, 1806. In August 1807, Price sold to Kennedy the tract he had purchased in 1798, as well. This 1807 deed was lost and consequently in 1810 Kennedy re-purchased both of Price's tracts, totaling 1100 superficial arpents, and consisting of a large portion of later Mobile (Hamilton 1976:497-498).

McVoy Tract. Further disposition of property outside the reservation of the fort occurred on August 13, 1806, when Intendant-General Morales granted to William McVoy (or McBoy) of an irregular tract of 20 superficial arpents, located south and west of the fort reservation. McVoy's grant (Figure 15) is among the most intriguing of the colonial grants. It was shaped like a recumbent "T", with the western edge near present-day Conception Street. Mobile River was the eastern boundary of the McVoy tract. The southern boundary of the north-south trending portion was near present-day Madison Street, and the northern boundary was near present-day Government Street. The east-west trending portion was bounded on the north by the purported line of the fort reservation, but actually between present-day Theater and Monroe streets, and on the south by a line near present-day Eslava Street (Hamilton 1976:494). McVoy quickly sold this tract to Joshua Kennedy, and Kennedy and a Spaniard in his employ cultivated the tract from 1807 to 1820. Being so near the fort, and in fact encroaching upon the glacis in the vicinity of present-day St. Emanuel and Theater streets, McVoy's grant was soon questioned. Beside the encroachment on the esplanade, the north-south trending portion is literally the crux of the difficulty with the McVoy tract. This portion of the tract crossed the easternmost edge of the de Lusser Tract as it existed from 1789 to 1809, as well as a portion of the property acquired by Eslava from de Lusser in 1789, by admittedly questionable grants in 1802-1803, and by purchase in 1809. McVoy evidently sold at least one lot by 1817, to a Henady, as shown on the anonymous American map of that year. Despite controversy, the McVoy grant was finally confirmed by act of Congress on May 5, 1832 (Hamilton 1976:493-494).

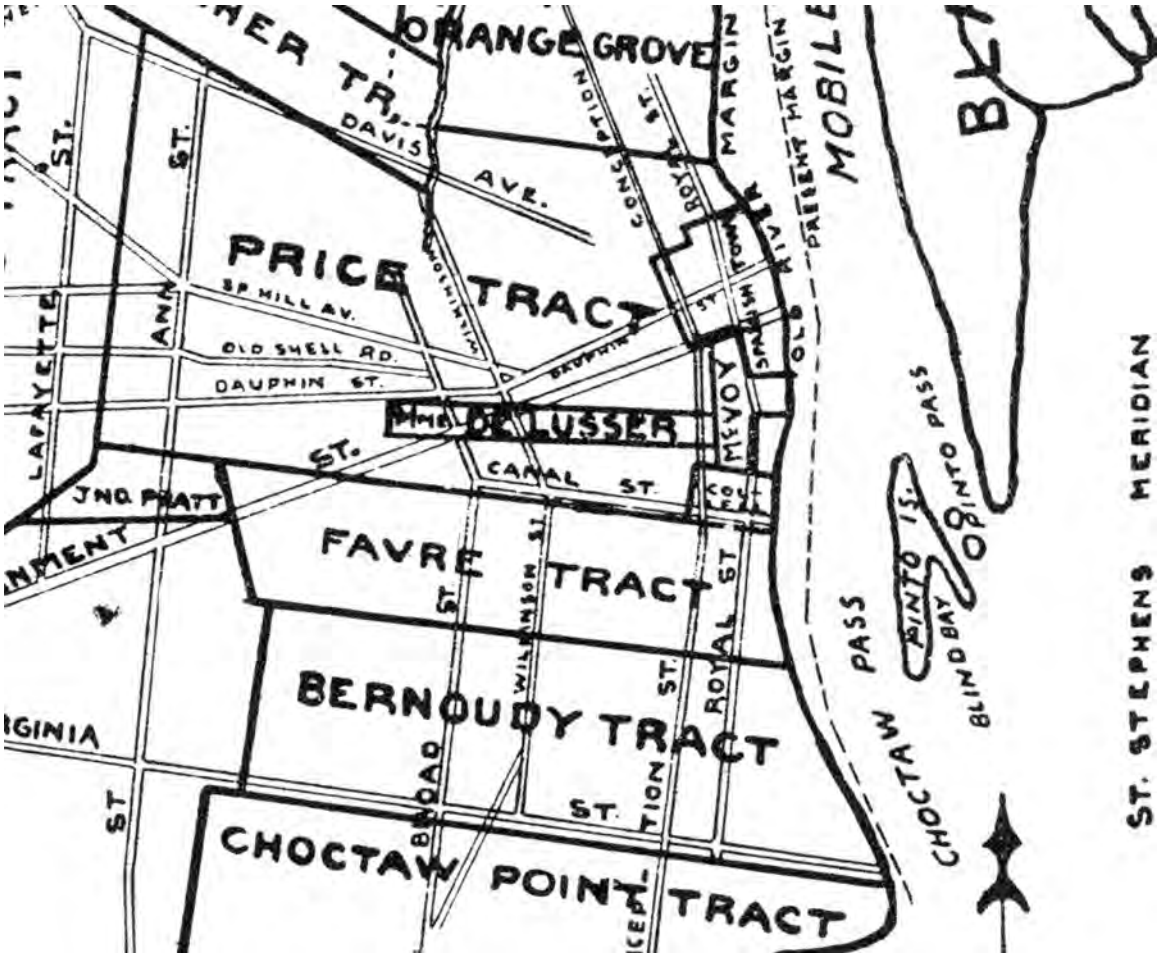

Figure 15. Detail from Hamilton (1976:490) showing Spanish land grants in Mobile. Note the "T"-shaped McVoy tract along Mobile River south of Government Street.

Eslava Grant. In December 1802 Miguel Eslava petitioned Perez for a grant of vacant land lying south of Duret, said tract measuring 648 feet frontage (3.6 arpents) on the river by a depth of 26 arpents, bounded above by Duret and de Lusser heirs, and bounded south by a ditch at the north line of Favre's property (slightly north of later Maine, present-day Palmetto, Street). Perez granted Eslava this tract on December 23, 1802, and Joseph Collins was directed to survey the tract. The eventual disposition of this tract is not known, but it appears that Perez's grant may have been invalid. As of 1798, only the Intendant could grant lands, and as Perez admits in his grant to Eslava a vacancy of the Assessorship of the Intendancy in December 1802 prevented petitions for land grants to be forwarded to the Intendant (Hamilton 1976:357; WPA 1937 II:226). Thus, it may be that this 1802 grant to Eslava was never confirmed by the Intendant. Anyway, in

1806 Lt.-Col. Don Francisco Collel received a grant of a tract constituting most of the frontage of this 1802 grant to Eslava, with a smaller depth. No tract corresponding to the 1802 grant to Eslava appears on the official township map of Township 4 South - Range 1 West, drawn by C.C. Stone in 1820 (Stone 1820; see Figure 14).

Collel Tract. One month after McVoy received his grant, on September 20, 1806, Lt.-Col. Don Francisco Collel was granted a small tract of three arpents (approximately 579 feet) front on the Mobile River by a depth of six arpents (approximately 1,158 feet). However, in a subsequent document the tract is stated to be 23 superficial arpents, or five superficial arpents larger than in the original grant. Collel's tract adjoined (on its southern boundary) the tract of Simon Favre, this boundary lying slightly north of later Maine (present-day Palmetto) Street. The western boundary of the Collel tract was near present-day Conception Street, the northern boundary was near present-day Madison Street, and the eastern boundary was the Mobile River. Enlargement of the tract was possibly a result of either bank line accretion or an incorrect measurement of the frontage, since in 1802 the distance from Favre's northline to Duret's south line was calculated at 648 feet, or more than one-half of an arpent wider than in 1806. In 1823, the southern half of the Collel tract passed from Francisco's daughter Anne Marie Cavelier, wife of Dusuau de la Croix, of New Orleans, to Thomas F. Townsley, and eventually the entire tract was alienated from the Collel family (Hamilton 1976:493-494).

Wharves. The construction of public and private wharves is a major aspect of the developmental and land-use history of the Mobile riverfront. The bank line process in the area during the historic period was one of accretion, principally by artificial deposition, so that the bank line lay considerably further to the east at the end of the historic period (in the mid-twentieth century) than it did at the founding of Mobile in 1711. For example, the bankline at the foot of present-day Church Street lies approximately 500 feet east of where it was at the end of the colonial era. Obviously, features close to the bank or even below the high-water mark during the colonial period now lie inland. The first wharf, termed the "*embarquadère*" (*embarcadère*), may have been located northeast of the fort, as depicted on the 1711 Chevillot plan. The 1725 *Plan* shows no wharves *per se*, although with the shelving of the bank between low and high-water mark, some sort of wharf or pier must have existed by this point, and such a structure is clearly indicated on

the anonymous map of 1743 and the Phelypeaux map of 1760, in the location of what was later called the "King's Warf" (see Figures 3, 4, and 5). On the latter the wharf is labeled "*jetée bateaux mouille* [or *mouillé*]," possibly meaning either something like "boat-mooring jetty" or "jetty for floating boats," meaning a deep-water mooring, beyond the shell bank paralleling the shore. Pittman (1763) shows the water at the end of the jetty at a depth of "2½" fathoms, indicating a depth at the end of the jetty of 15 feet (see Figure 6). The controlling depth of the bar at the mouth of the Mobile River varied from about 10 to 14 feet in the colonial period, sufficient to allow smaller ships to land at the frontage of the town, but too shallow for larger ocean-going vessels. Thus it was necessary for smaller vessels to act as lighters, carrying cargo to and from larger vessels in the bay (Mistovich and Knight 1982:14-15).

By 1780, as depicted on the Gálvez map, a second wharf (*muelle*) had been constructed at the edge of the northern esplanade, at the foot of present-day Government Street (see Figure 7). Torre (1781) labels the older wharf east of the fort as "ruined," which damage originally occurred, according to Hamilton, when the French loaded their artillery onto ships during their surrender of the fort in 1763 (Hamilton 1976:252; see Figure 8). By 1809 the older wharf location had been seemingly abandoned, as shown on the anonymous Spanish map of that date (see Figure 9). However, by 1813, as indicated by the Troost map, the "King's Wharf" appears to have been reconstructed, and it remained present through 1817 at least (see Figures 10 and 12a).

The development of river steamboats greatly enhanced Mobile's importance for exports, particularly cotton. By 1824, as shown on the Goodwin and Haire map, a wharf was no longer located at the old King's Wharf, but new piers had appeared at the frontage between Church and Madison streets, namely Duncan's wharf at the foot of Monroe Street, and Hogan's short pier immediately south of the foot of Church Street (see Figure 13). Meanwhile, by 1824, no fewer than 12 piers had been constructed north of Government Street, obviously indicating that major commercial shipping wharfage had developed on the northern riverfront of the city. Wharves and piers (and associated cotton presses and warehouses) nevertheless developed south of Government Street. Mobile still had to contend with the navigational shortcomings of the bay and river mouth, but Choctaw Pass Bar was dredged in 1827-1829 and again in 1834-1838, Pass aux Heron

was dredged in 1828, and Grant's Pass was dredged in 1839 (Jeane 2002). By 1838, when Mobile's importance as a port had already attained one of its antebellum peaks, there were no fewer than 11 wharves between the southern edge of Church Street and Eslava Street (Figure 16; La Tourrette 1838; Mistovich and Knight 1982:21).

During the 1840s and 1850s, Mobile's economic fortunes rode something of a roller coaster, but particularly in the 1850s Mobile's riverfront and associated industries and businesses continued to expand. The number of wharves on the Mobile riverfront multiplied greatly, including south of Canal Street. By 1853 there were no fewer than 17 wharves and piers between Church and Maine streets (Figure 17; Robertson 1853). Federal efforts to improve navigation in the Mobile area continued, notably by dredging the Dog River bar in 1852-1855 and the Mobile River channel in 1857 (Jeane 2002). Between 1850 and 1860, employment in occupations directly related to the riverfront grew more rapidly than did Mobile's population as a whole. In the last antebellum decade, employment in commercial fishing and shipbuilding more than doubled, while employment at warehouses and docks more than tripled; employment in inland navigation grew by nearly one-third. Only employment in ocean navigation declined in this period (Mistovich and Knight 1982:21; Thompson 1979:468-477), partly as a consequence of the rise of steamships, which required smaller crews than did large sailing vessels.

Antebellum Subdivision and Development. Within ten years of the United States' initial occupation of Mobile, the entirety of Area 1 was in a process of subdivision. However, since this was an area of conflicting colonial-era grants, the subdivision process was mired in litigation (Thompson 1979:46) and real-estate development in this area trailed behind other portions of Mobile. Significant structures (but not minor buildings) were mapped on La Tourrette's map of 1838 (see Figure 16); clearly the area south of Church Street had a lot of catching up to do with the area north of Church Street, and by the 1850s had still not caught up. The area between Church and Maine (present-day Palmetto) streets, from the river to Lawrence Street, was divided between the Fourth, Fifth, and Sixth wards of the city. It was characterized at the end of the 1850s by a commercial and industrial zone, but also with a relatively high representation of warehouses, shanties, tenements and boarding houses, concentrated to the river side

Figure 16. A portion of La Tourrette's 1838 map of Mobile.

Figure 17. An 1853 map drawn by Robertson.

of St. Emanuel Street. Of public facilities there were none, and fewer churches than in more densely populated areas. A notable church, reflective of the riverward orientation of the eastern portion of this area, was the Seaman's Bethel and its Seaman's Home on Water Street, near a dense concentration of tenements between Monroe and Eslava streets. Although residences of all socioeconomic groups were dispersed throughout this area, the homes of clerks, artisans, and laborers were more concentrated in the squares in proximity to Monroe and Franklin streets, and the few scattered homes of the wealthy were mostly in the Fourth and Sixth ward portions of this area, west of Royal and north of Monroe streets. Among the seven wards of the City in 1860, the Fourth Ward had a relatively low percentage of white residents (about 69 percent) and a relatively high

percentage of enslaved residents, reflective of both the higher incidence of whites of higher socioeconomic status in its resident population and the number of business firms with slaves employed in them. In 1860 the Fifth and Sixth Wards had respective populations that were approximately 83 and 73 percent white (Thompson 1979:195-209).

Area 2

Favre Tract. The survey study area designated "Area 2" corresponds to the historic Favre Tract, so named from a colonial-era acquisition by Simon Favre. Favre's tract, the acquisition of which is discussed below, measured 10 arpents (approximately 0.4 mile) front on the Mobile River by a depth of 40 arpents (approximately 1.5 miles). The boundaries of the historic tract do not correspond exactly to the alignments of the street grid, resulting from the existing street alignments and conventional square dimensions of the area north being extended and overlaid on the largely undeveloped tract at the time of subdivision in the antebellum period. However, for the purposes of this discussion, the boundaries of the historic tract are sufficiently close to present-day street alignments for these to be utilized as analogous analytical boundaries. The actual northern boundary of the Favre tract was a short distance north of later Maine (present-day Palmetto) Street; the southern boundary was slightly south of later Connecticut (present-day Selma) Street (Robertson 1853), and thus Palmetto and Selma streets are the northern and southern boundaries of Area 2. The western boundary of Area 2 is arbitrarily set at Cedar Street.

The means whereby Simon Favre obtained this tract was somewhat unusual. In 1780 Commandant José de Espeleta directed Mobile Governor Henrique Grimarest to grant a tract in this general area to Favre, but the grant was not made. Favre was an interpreter to the Choctaw Nation as early as 1754, and progenitor of numerous offspring in Alabama and Mississippi. According to Hamilton (1976:494-495), Favre was in possession of this tract from 1780, but evidently did not reside there. The front portion of the tract, between the Mobile River and the vicinity of present-day St. Emanuel or Conception streets, was low-lying and prone to inundation, making it unattractive for settlement. Favre on June 11, 1798 reached an agreement with Simon Andry for the latter to acquire a grant of this tract south of the town, and then to exchange the tract for a lot

and one-half parcel on Royal Street owned by Favre. Andry requested from the Spanish administration a vacant tract of 20 arpents front on the river, bounded on the north by the small Bayou Durand, and on the south by vacant lands. “Old inhabitants” testified to the lack of occupation of this area, dating back to the French period. Commandant Manuel de Lanzos recommended the grant to Andry of a 10-arpent-front tract instead, on the basis of Andry holding a sufficient number of slaves to cultivate a property of that extent, and Andry was granted the 10 by 40-arpent tract on July 10, 1798. Among the usual conditions of the grant was that Andry would not alienate the property for three years, but the preceding month Andry and Favre had reached their agreement to exchange tracts. Apparently, since Favre’s 1780 grant had not been made, and he was for some reason otherwise unable to obtain a grant of this area, the acquisition by Andry and payment of official fees for the grant was purely a maneuver to regularize Favre’s possession of the tract (Hamilton 1976:494-495).

Wharves. By 1838, as indicated on the La Tourrette map (see Figure 16), a few wharves had been constructed at the river frontage of the former Favre tract. However, due to the shelving bank in this area, these wharves, which were adjacent to the alignment of Water Street, did not extend to the low-water line. By the 1850s, wharves had been extended further out, notably the Hitchcock New York and Havana steamship wharf between the foot of Massachusetts (present-day Charleston) and Maine (present-day Palmetto) streets, Gordon’s wharf between the foot of New Hampshire (present-day Augusta) and Massachusetts (present-day Charleston) streets, and a dry dock at the foot of Connecticut (present-day Selma) Street.

Antebellum Subdivision and Development. The Favre tract was divided between the Fifth and Sixth wards of the late-antebellum city. Although the area had been fully platted by the 1830s, it was relatively slow to develop. Wharves developed at the river frontage of the tract in proximity to two cotton presses, the Hitchcock Press and the Independent Press, and a barrel factory was located at the foot of Rhode Island (present-day Savannah) Street, but otherwise the frontage of the former Favre tract was almost devoid of other industrial development in the 1850s. Even commercial businesses like groceries were sparsely distributed in the river frontage district. Among the most common business enterprises in this area were a number of commercial kitchens, which

evidently served the working classes in the residential districts. In contrast to the Second, Third, and Fourth wards of the city, residential development was sparse as well. Most residential development in the former Favre tract was located west of St. Emanuel Street, between Maine (present-day Palmetto) and New Hampshire (present-day Augusta) streets, continuing beyond the arbitrary boundary of this study area at Cedar Street. Almost all of the residential housing in the former Favre tract during the antebellum period was occupied by the working class and the poor, with the exception of a very few middle-class houses interspersed on Maine (present-day Palmetto), Massachusetts (present-day Charleston), and Conception streets. Most notable of the antebellum developers of the Favre tract was Andrew W. Gordon, who developed the affluent Washington Square area, outside of the current project study area to the west. Public facilities were lacking in this area, and churches were limited to St. Vincent's Catholic parish on Massachusetts (present-day Charleston) Street and its associated "Creole" school for boys. While the population of the Fifth Ward was overwhelmingly white, the Sixth Ward was less than three-quarters white, with a significant population of free people of color; but these free persons almost entirely resided outside of the boundaries of this study area. Interesting to note, the city tax assessor in 1857 characterized the residences in the Fifth Ward as tenements or shanties, both described as "low-value structures." The white residents, like the Free Persons of Color, were among the lower class (Thompson 1979:195-219).

Area 3

Bernoudy Tract. As in the case of Area 2 above, the boundaries of Area 3 correspond approximately to the northern and southern boundaries of a historic single-owner grant tract. The Bernoudy tract was a large area south of the Favre tract, and was named after Régiste Bernoudy, a notable free person of color who acquired it at the end of the colonial period in 1813. The Bernoudy tract was originally granted to José Gaspar Munora in 1792 and measured 15 arpents (approximately .6 miles) front on the Mobile River by a depth of 40 arpents (approximately 1.5 miles). The actual northern boundary of the Bernoudy tract adjoined the southern boundary of the Favre tract, located slightly south of later Connecticut (present-day Selma) Street. The actual southern boundary of

the Bernoudy tract was slightly north of later North Carolina Street, and thus Selma and North Carolina streets are the northern and southern boundaries of Area 3. The western boundary of Area 2 is arbitrarily set at Cedar Street.

On March 3, 1792, José Gaspar Munora received from Governor Carondelet a grant of the 15- by 40-arpent tract fronting on the Mobile River. Munora had resided in Havana prior to settling in Pensacola, where he lived in 1813, although nothing else is documented concerning him. Whether Munora was an absentee landowner or occupied or improved the Mobile River tract at all is uncertain, since as mentioned above, at the time of Andry's adjoining grant in 1798, at least the northern 10 arpents of the Munora grant seem to have been described (by "old inhabitants") as vacant. In any case, on February 16, 1803 Antonio Espejo, in charge of the royal bakeries at Mobile, petitioned for a grant of 20 arpents front by 40 arpents depth, in order to establish a brickyard. This seemingly encompassed the tract previously granted to Munora in 1792. According to Hamilton (1976:496) upon learning of Munora's earlier grant after his own petition, Espejo accepted Munora's title and became his tenant. Later testimony to the U.S. Land Claims commissioner on behalf of Bernoudy's claim stated that Espejo occupied the tract with Munora's permission, and that either Munora or Espejo inhabited or cultivated the tract consistent with Spanish regulations. From 1809, Régiste Bernoudy undertook brick manufacture on the tract and on March 24, 1813, paid Munora or his estate $1,130 for the 600-arpent tract. Meanwhile, on November 28, 1811, Charles Profitt received from Commandant Perez some sort of document placing the tract in Proffit's possession. Without occupying the tract (on which Bernoudy was supposedly at that time making bricks), Profitt sold to a Mr. Bready, who in turn sold the tract to Joseph McCandless. McCandless sought to perfect his title by the novel method of presenting Perez with a fine saddle horse. McCandless then evicted Bernoudy. Bernoudy died in 1830, but nevertheless, on December 28, 1836, his claim by acquisition from José Gaspar Munora was confirmed by the United States (Hamilton 1976:495-496).

Wharves. Apart from the dry dock mentioned above at the foot of Connecticut Street, the boundary between Areas 2 and 3, by 1853, wharves had not developed along the riverfront of the Bernoudy tract between Connecticut (present-day Selma) Street and Virginia Street (La Tourrette 1838; Robertson 1853; see Figures 16 and 17). It was not

until the post-Civil War period that wharves developed in Area 3. By 1867 one wharf had been built at the foot of New York (present-day Elmira) Street (Figure 18).

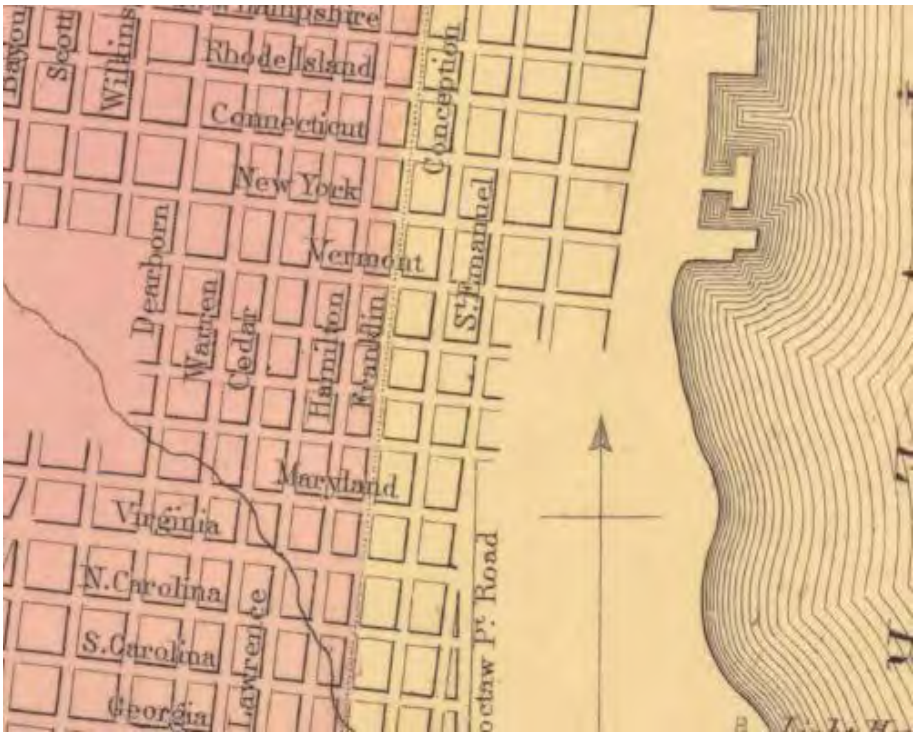

Figure 18. This 1867 map by Mitchell shows the dry dock at the foot of Connecticut Street also existing in 1853, as shown on a map drawn by Robertson of that year. An additional unknown wharf was newly constructed between 1853 and 1867, located at the foot of New York Street.

Antebellum Subdivision and Development. Like the Favre tract, the Bernoudy tract was located in what became the Fifth Ward of the city. Therefore, the antebellum development discussion of Area 2 fits also with Area 3. Area 3, however, was even less developed than Area 2 prior to the Civil War. Robertson's map of 1853, which shows structures in other areas, shows no structures in Area 3 (see Figure 18). According to Thompson (1979), concentrated settlement in Mobile ended south of Massachusetts (present-day Charleston) Street (located in Area 2). Settlement between Cedar Street and the Mobile River perhaps ended south of the wharf at the foot of New York (present-day Elmira) Street.

Area 4

Area 4 is geographically unique in comparison to the other study areas in the location of the proposed I-10 Mobile River bridge project alternates. This area is presently composed of the southern portion of Blakeley Island and the entirety of Pinto Island. One local person has suggested that Pinto Island has grown considerable in size through the years due to the island being a depository for dredge spoil (Luther Linton, personal communication, August 31, 2006). Historical maps corroborate this information. For example, the original 1859 federal land transfer indicates Pinto Island comprised 42 acres (BLM 2006), while current maps show the island to be approximately 800 acres (as shown on the Mobile, Ala., USGS topographic quadrangle, 7.5' series, 1982), which may be a result of infilling of previously inundated areas in the interior of the island.

Pinto Tract. Pinto Island did not bear a name on a map until at least 1888, when it was labeled "Pinto Island" (Figure 19; Metzenger 1888). Clearly, the island is named for its first owner, Antonio Pinto. The original federal land transfer certificate documents that the "heirs of Antonio Pinto" purchased the island under the authority of an April 24, 1820 act of Congress (BLM 2006).

Figure 19. Metzenger (1888) labeled the island at the mouth of Mobile River "Pinto Island."

Collins Tract. The original township-range platted map of Mobile identifies Blakeley Island's original claimant as Joseph Collins, the man who surveyed much of the original subdivisions in Mobile (Hamilton 1976; Stone 1820). According to Hamilton (1976), Collins acquired the tract in April of 1803. Josiah (or Josuah) Blakeley purchased the tract from Collins in 1807. Apparently Blakeley attempted to use the island as a plantation of some variety; although Hamilton (1976:497) quipped, "It was a matter of *festina lente*…for it is even to-day pretty much in the condition in which he left it."

Antebellum Subdivision and Development. Pinto Island appears to have been in the hands of Antonio Pinto, or at least undeveloped through the antebellum to post-Civil War periods. The island transferred ownership at least by 1901, as a 1901 map includes the statement "Representatives of William Otis" inscribed in the location of the island (Figure 20). Pinto Island may not have been developed until approximately 1904, when the Ollinger and Bruce Dry Dock Company's Pinto dry dock was included on a Sanborn Insurance map (Figure 21).

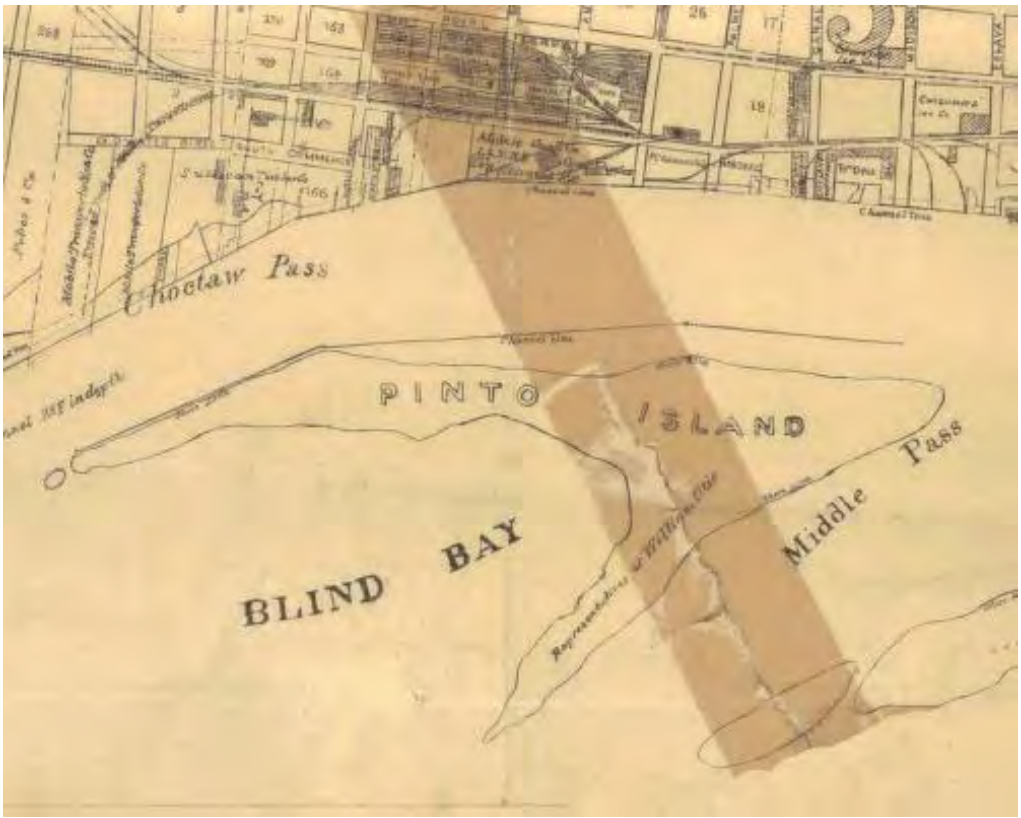

Figure 20. Pillans and Pillans 1901 map showing Pinto Island with the statement "Representatives of William Otis," seemingly indicating ownership.

Coffee may have been brought into Mobile illegally by way of aptly-named Coffee Bayou, one of several channels that traverses Blakeley Island (Figure 22; Hamilton 1976). Blakeley Island was subdivided between several families beginning in 1842 (Hamilton 1976). By 1901 the island was partitioned into many small properties (Figure 23).

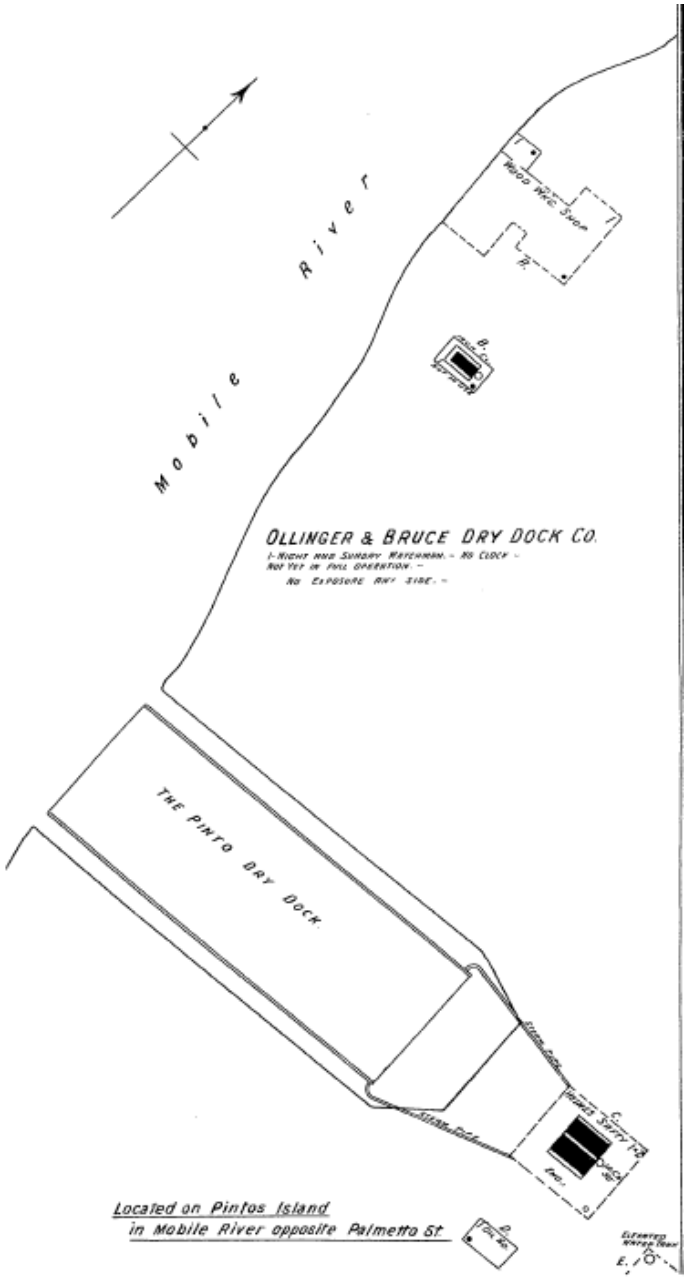

Figure 21. Ollinger and Bruce Dry Dock Company's Pinto dry dock as shown on the 1904 Sanborn Insurance map of Mobile, Alabama.

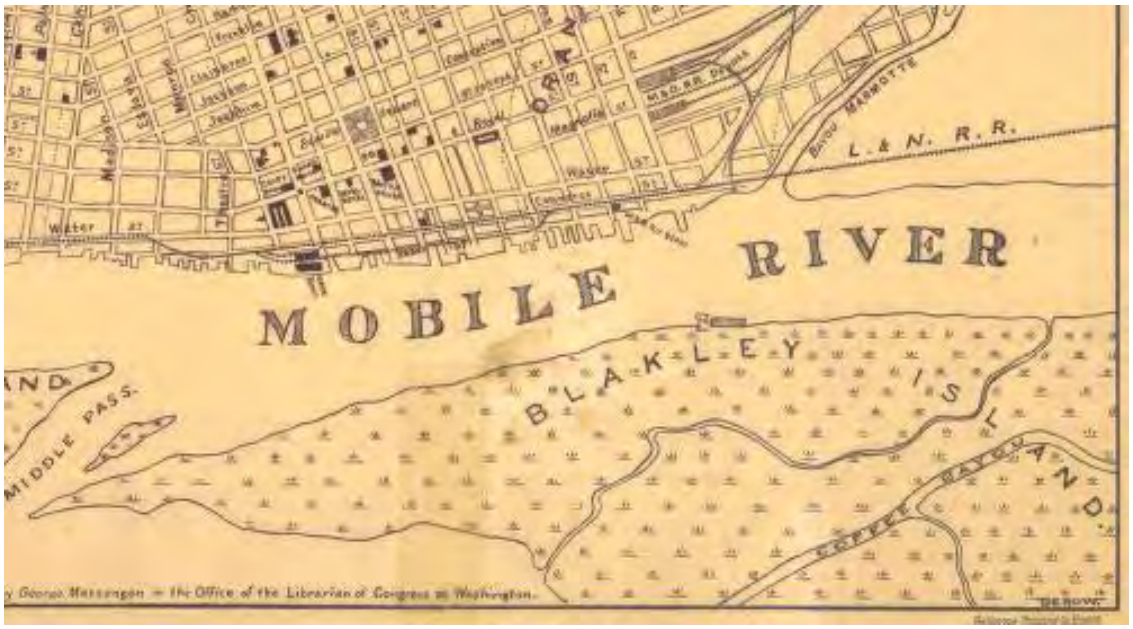

Figure 22. An 1888 map of Mobile showing “Blakley” Island and the location of Coffee Bayou (Metzenger 1888).

Figure 23. A 1901 map showing the southern portion of “Blakely" Island as it was then partitioned (Pillans and Pillans 1901).

Summary of Colonial and Antebellum Periods

Since colonial times, the I-10 Mobile River bridge project study area has undergone numerous changes. For the most part, the property has been in private hands. The movement of development has in general been from north to south, as the northern portion is adjacent to Mobile's central business district. Mobile riverfront development has especially adhered to this trend, beginning in the northern portion of the study area in the colonial and antebellum periods, and in the southern portion following the Civil War. This commercial development trend continued into the late historical and remains the trend in the modern period.

From Tight-Knit Community to Heavy Industry: A Twentieth-Century Urban Neighborhood in Flux

This section of the report focuses on changing development patterns in the portion of the proposed I-10 Mobile River bridge project alternates on the west side of the Mobile River with an emphasis on the area specifically bounded by Church Street on the north, S. Royal Street on the east, Virginia Street on the south, and S. Cedar Street on the west, referred to as "study area" in this report (Figure 24). Since the earliest developments south of downtown Mobile, in the late 1800s to early 1900s, the immediate riverfront (the area roughly bounded by S. Royal Street on the west) has supported commercial areas. In contrast, much of the area west of S. Royal Street was first developed for residential use. A significant trend began in the 1960s when businesses and public use areas were established where houses once stood. Because of this use change, the character of the study area has also changed, as witnessed by many of the extant residents and business owners. Details of this change are documented here, as compiled from historical aerial photographs, historical maps, and the remembrances of people who have had long-term experiences in the area.

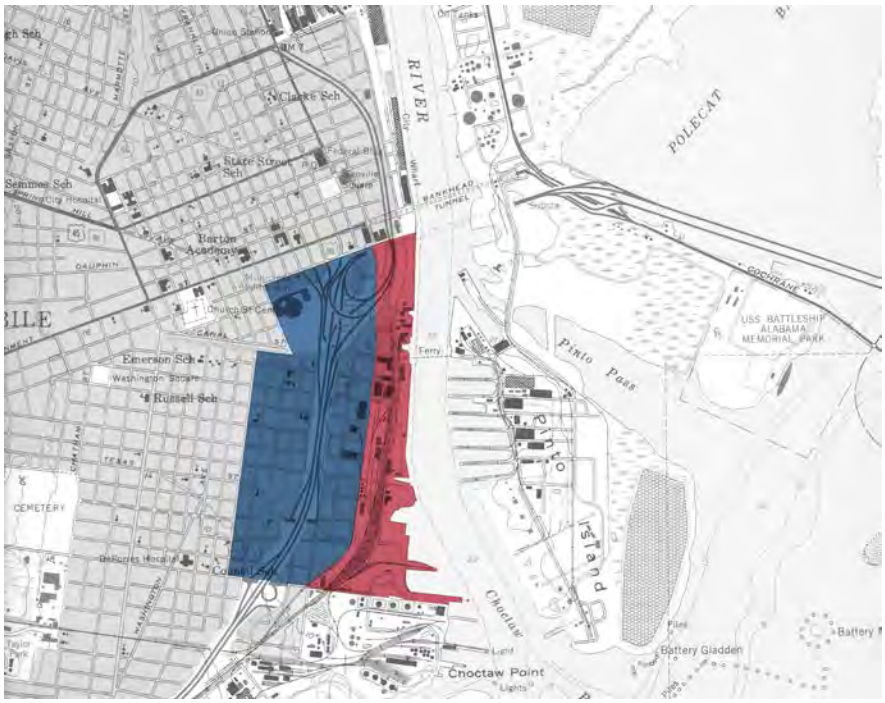

Figure 24. Detail of the 1982 Mobile, Ala. 7.5 minute topographic quadrangle. The study area discussed here is shaded red and blue. Particular emphasis is on the area shaded blue.

1900s to 1950s Developments

From the turn of the twentieth century to at least the 1950s, the study area had a seemingly unchanging pattern of development. The immediate riverfront developed businesses that relied on transportation by water or rail, including Harrison Brothers, Mobile Coal, and numerous lumber transporting and seafood processing and distribution companies[1]. Deepening of the Mobile River channel from 1890 to 1915 (Scribner 2001) allowed for sophisticated ship-related industries to develop along the riverfront, especially beginning in the first decade of the 1900s. The Louisville & Nashville (L&N) rail lines had been established by the 1880s (Metzenger 1888) and, like the channel deepening, set the stage for increasing industrial development in the study area. The railroad provided a significant land-link that Mobile had previously lacked, tying its economy to New Orleans and other major Southeast cities (Castner 2006; Ewert 2001). The L&N rail lines were, however, the only major land development south of downtown until possibly the 1920s when first the "N.O., M. and N." railroad (Sanborn 1924) and later the Gulf, Mobile, and Northern (GM&N) railroad briefly maintained a yard bounded by Charleston, S. Royal, Savannah, and St. Emanuel Streets (Figure 25). By 1950, this yard had been dismantled, as shown on an aerial photograph made at the time (Figure 26).

To support the growing resident population, street car lines had been extended into the study area by 1900. These ran north-south along S. Royal to Charleston to S. Franklin streets (Bart 1900). By 1908, expansion of the lines brought the cars farther south on S. Royal Street, nearly to its intersection with Maryland Street (Robertson 1908). This suggests that the study area was experiencing increased use, perhaps for residential purposes. City-wide, Mobile experienced a significant increase in population from 40,000 in 1900 to 60,000 in 1920 (Scribner 2001).

In the early to mid-1900s, the vast majority of developments in the study area were residential in purpose. In the first decades of the 1900s, much of the development was concentrated north and west of Texas and S. Conception streets, respectively. In

[1] For detailed commercial histories see Gums and Richardson Seacat 2011, specifically the *Port of Mobile during the Twentieth Century* in Volume 1, Part I of this report.

Figure 25. Detail of the 1939 Mobile USGS topographic quadrangle, 7.5 minute series, showing the major developments along the Mobile River, including the GM&N rail yard.

Figure 26. Detail of a 1950 aerial view between Charleston and Elmira streets and east from S. Franklin Street showing a mixture of residential and industrial development (UA 2006). The highlighted portion is the site of the ephemeral GM&N rail yard. In fact, faint indications of both the GM&N and L&N rail lines can be seen on the commercially-developed areas in this photograph.

general, homes closer to Canal and Government streets were larger, many being over 1000 and some over 2000 square feet. Typical homes in the vicinity of Texas Street were smaller than 1000 square feet and most could be called shotgun or row houses (Figure 27). A 2001 *Mobile Register* article highlighted this general area as it is remembered by former resident, Bobby Leroy Nelson. Nelson, who resided in the study area during his childhood from 1935 to the late 1940s, remembers the Galvez Park neighborhood[2] fondly:

> It was a great, great life. The families that lived in that area generally worked at various [blue-collar] trades…. A lot of people worked at the shipyards at the foot of Canal Street [where ADDSCO had its ferry landing]…. There were people of different backgrounds…. We had Chinese…, Greek, Jewish, Scotch/Irish, Italian and African Americans…. We had little grocery stores and meat markets on every other corner and drugstores here and there. The first Delchamps family grocery store, Delchamps No. 1, was located at the corner of Canal and Lawrence….We bought snapper, shrimp and bags of oysters right off area boats at the Star Fish and Oyster Co. down on the riverbank….It seemed like there was a bar or tavern about every block or so. The farther you got from the docks, where the rough sailors and dock men drank, the more family-oriented they were. [Gandy 2001]

Historian Billy Hinson (2001) cites the strength of retail businesses in Mobile as one of the factors that allowed Mobile to avoid substantial impacts from the years of economic depression in the 1930s. Thus, grocery stores, such as Delchamps', and drinking establishments may have assisted the Galvez Park neighborhood to survive through the difficult depression era. Mobile also saw steady growth in specific industries, including paper manufacturing and petroleum processing and exporting, that were not as vulnerable during the depression years as other types of industry (Hinson 2001). Work at the shipyards, such as ADDSCO (Alabama Dry Dock and Shipbuilding Company), although slowed, remained steady through the era as well.

The area south of the Galvez Park neighborhood, the vicinity of Texas Street, contained almost exclusively shotgun houses by the mid-1920s (Figure 28). Blocks south and east of Texas and S. Conception streets, respectively, were beginning to be established. All of these new developments consisted of street-lined shotgun houses (as

[2] The article (Gandy 2001) defines the Galvez Park neighborhood as having been bound by Government, S. Conception, Texas, and Broad streets, encompassing most of the study area. The former resident interviewed in the article mentions many connections with the riverfront, indicating that the community extended to the west bank of the Mobile River.

many as nineteen on a single, long block) and many blocks included interior-placed tenements (Figure 29). Seemingly, developers were trying to maximize their return on the construction and, most likely, the profits from the rent of their properties. For the most part, larger homes in the southern portion of the study area were attached to corner stores, presumably dwellings for store owners. Notably, this is one of the only areas in the city that had alleyways and interior divisions of property (Sanborn 1924).

After World War II, former resident Nelson remembers that "the Galvez Park neighborhood started breaking up and going down. Older residents passed away. People started moving away. [Nelson's own family] relocated to the Loop area" (Gandy 2001). Despite the seeming "decline" in the neighborhood, residential use continued into the early 1960s.

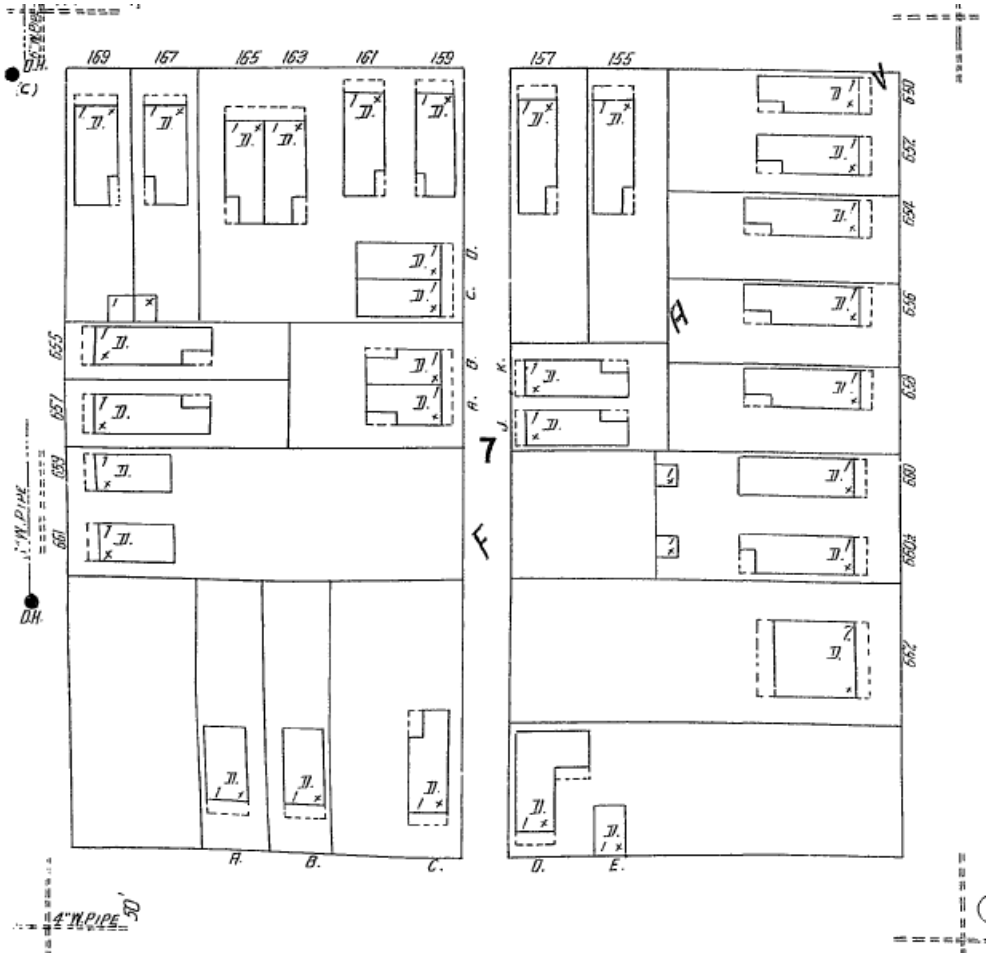

Figure 27. Block bounded by Elmira, S. Conception, Texas, and S. Franklin streets showing typical shotgun or row houses (Sanborn 1904:Sheet 58).

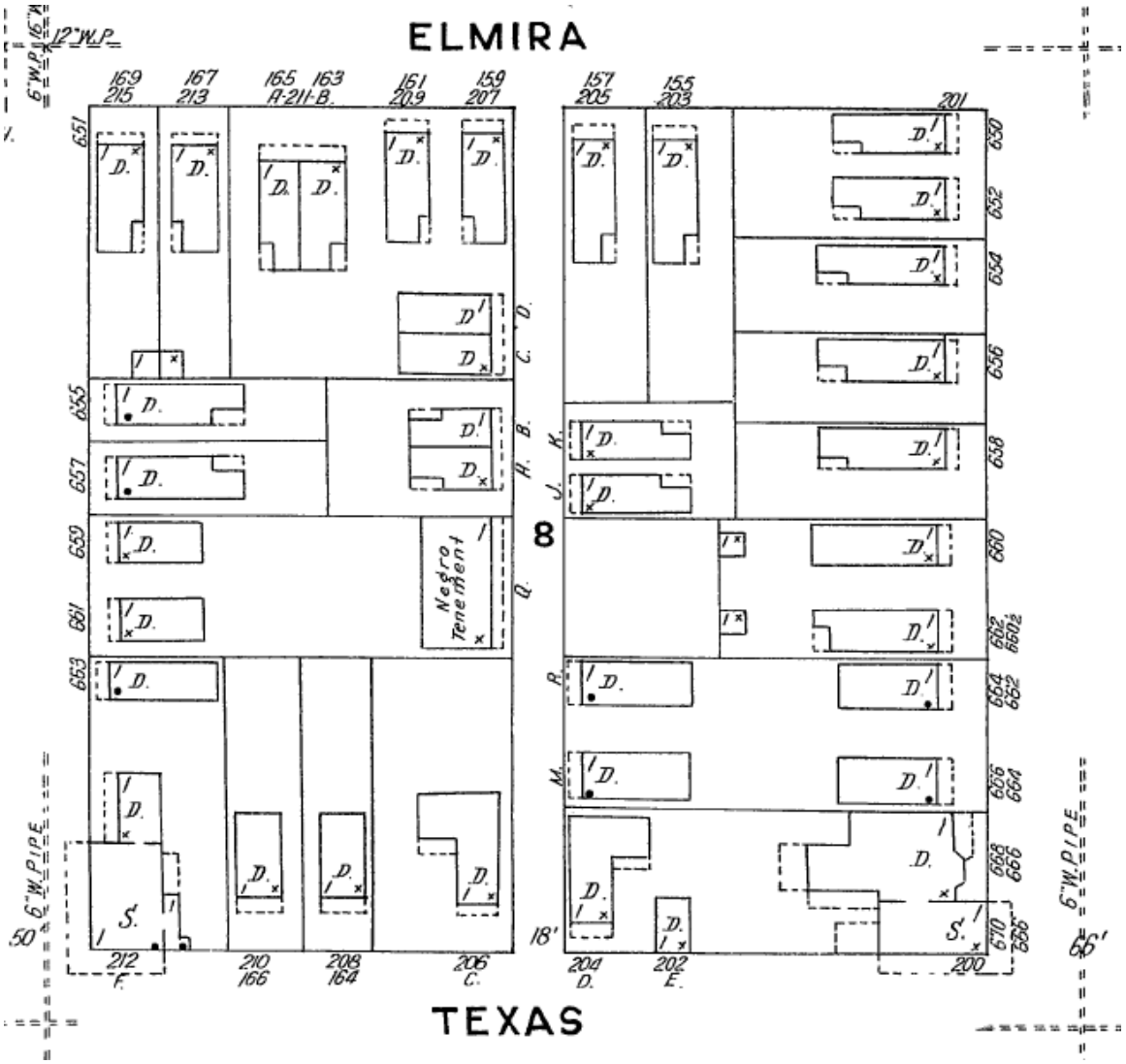

Figure 28. Block bounded by Elmira, S. Conception, Texas, and S. Franklin streets showing maturation of the area as a neighborhood of low-income housing (Sanborn 1924:Sheet 57). Note the interior developments along the alleyway, including one structure labeled “Negro Tenement.”

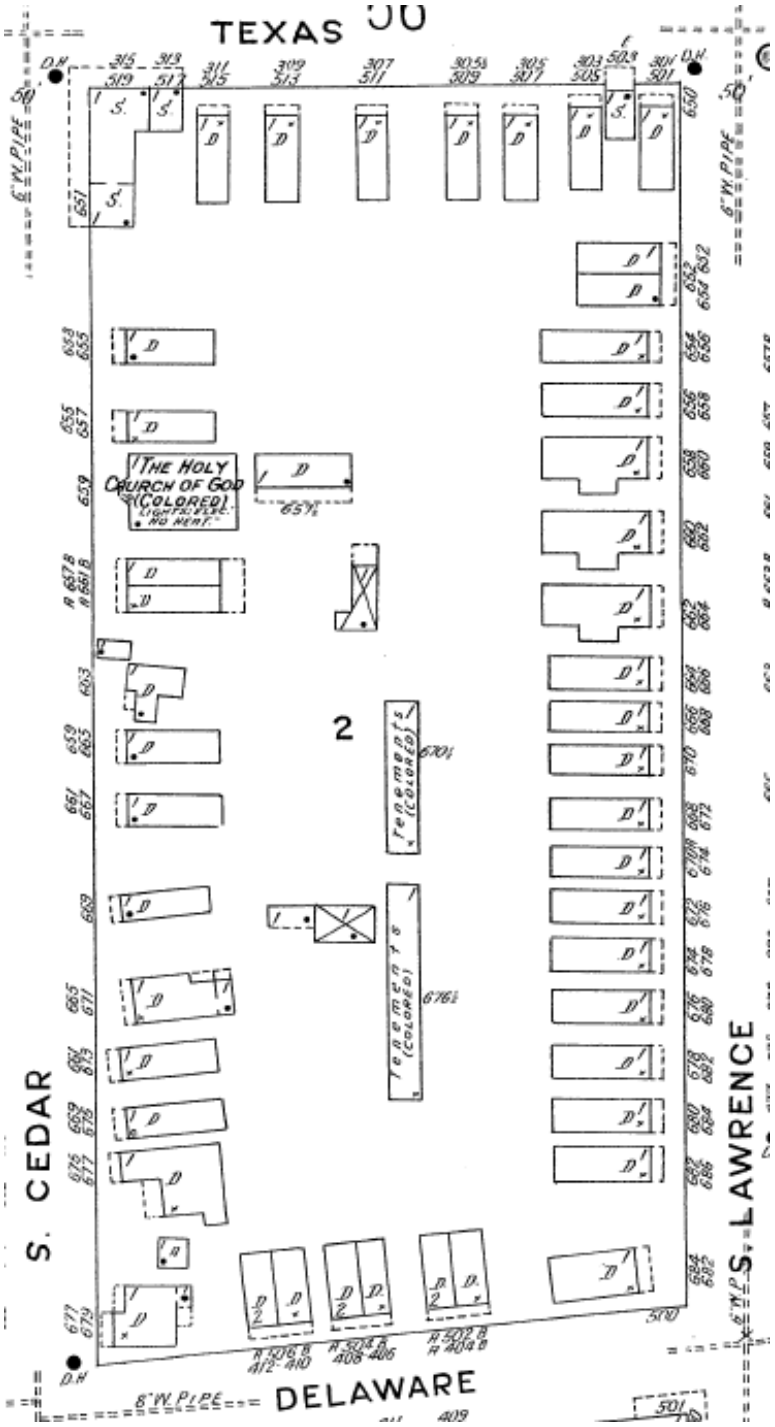

Figure 29. Block bounded by Texas, S. Lawrence, Delaware, and S. Cedar streets showing ca. 1910-1920 developments south of Texas Street (Sanborn 1924:Sheet 61).

Changing Development from the 1960s

By several accounts, many of the businesses that operated after the mid-twentieth century in the study area east of S. Conception Street were entertainment-based. These included several night clubs and at least one with the reputation of being a brothel. According to one current landowner, the business adjacent to the possible brothel, both located on St. Emanuel Street at its intersection with Canal Street, was the former "Seaman's Lounge" (Clint Ulmer, personal communication, May 4, 2006). Perhaps this is one of the establishments to which former resident Bobby Nelson indicates "the rough sailors and dock men drank" (Gandy 2001).

Major Encroachments. By the late 1960s, three major developments had encroached on the study area. These include Interstate 10 and associated ramps, the Mobile Civic Center, and Texas Street Park. Another major development impacted the area in the 1980s when Mobile Metro Jail was relocated from its former location downtown.

Mobile Civic Center, completed in 1964, encompasses city blocks bounded by Civic Center Drive (located one-half block southeast of Church Street) on the northwest, N. Jackson Street on the northeast, Canal Street on the south, and S. Lawrence Street on the southwest. The construction of the complex necessitated the destruction of city-owned Galvez Park and several blocks of residential structures. In a *Mobile Register* article published at the time of civic center completion in 1964, the area destroyed by the complex was described as a "deteriorating downtown neighborhood" (Gandy 2001).

By the early 1960s, Interstate 10 was being constructed and was beginning to encroach on the study area (Figure 30). By 1974, the road had destroyed approximately 30 blocks in the study area, nearly one-third of the entire area.

The first phase of Texas Street Park was constructed between 1967 and 1974, as the 1974 Mobile, Ala. USGS 7.5 minute topographic quadrangle shows six city blocks having been destroyed at the present south end of the park (see Figure 24). The major construction, expanding the park to the north, did not begin until some time after 1982. The park presently encompasses approximately 14 blocks, having destroyed most of the residential developments in the south portion of the Galvez Park neighborhood. The park

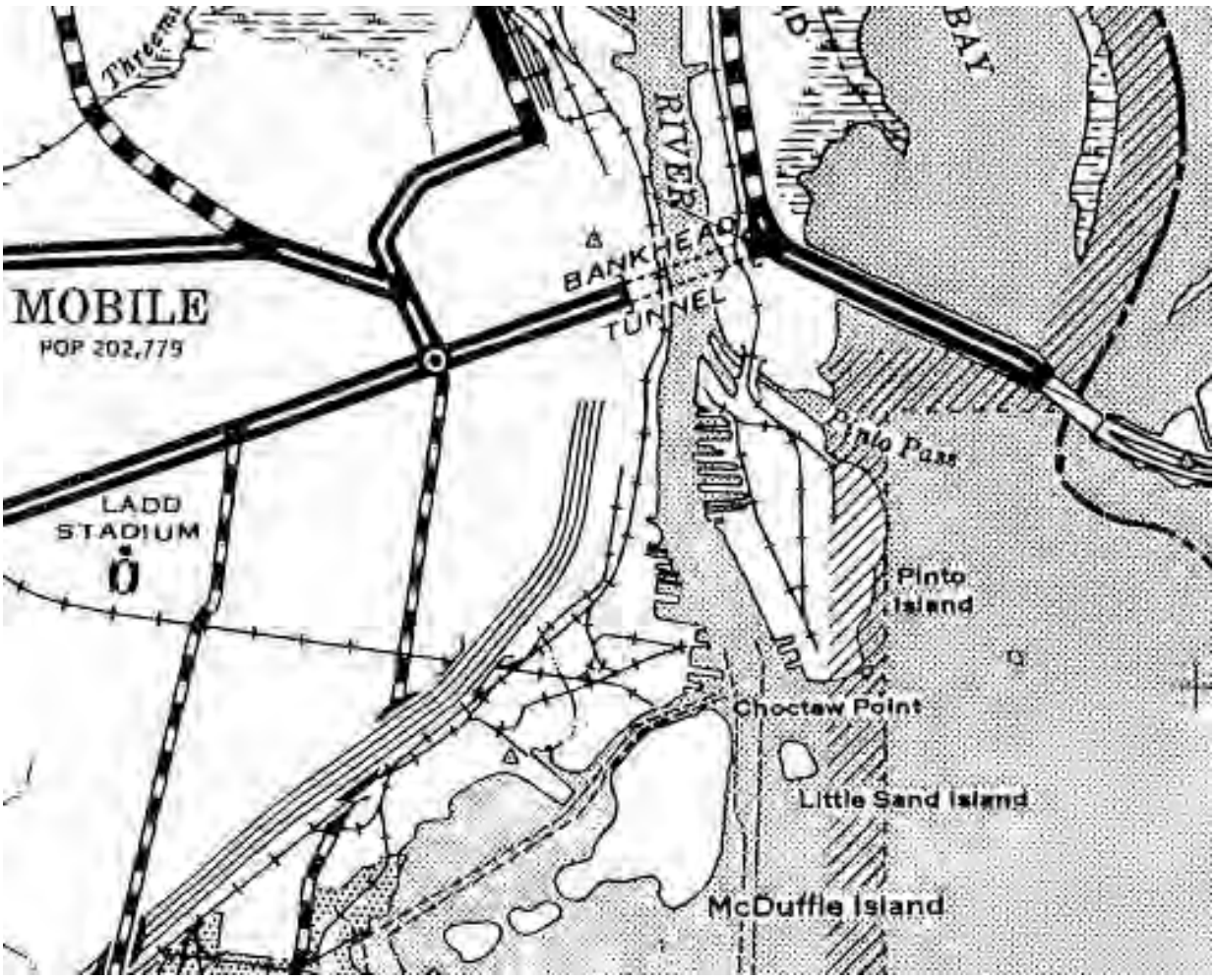

Figure 30. A 1962 Alabama Highway Department map showing the northerly progress of Interstate 10 through a portion of the study area (AHD 1962).

was renamed the James Seals Center in 2004 by Mobile City Council resolution (Mobile 2007). Mobile Metro Jail was relocated to the area from downtown in 1984. From 1984 to present, the total facility square footage has increased from 24,590 to 129,709, encompassing at least three city blocks along St. Emanuel Street, in the approximate center of the study area. The existence of Mobile Metro Jail has changed the nature of businesses in an approximate two-block radius of the jail facilities. Nearly all businesses in this vicinity are bail bonds operations, having risen to the demand from newly arrested individuals. Interestingly, however, the structures in this vicinity have been little impacted by the activity, as many are operating out of converted historical homes.

Present Day

The area west of Interstate 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 historical church, and two historical schools. Despite the encroachments, there are still some residents scattered throughout the area east of Interstate 10. Intriguingly, some of these individuals have lived in their homes for ca. 30 years; many as renters (Mr. Gilmore and Thomas Brooks, personal communications, March 29, 2006).

Summary and Conclusions

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 intrusions, many people still make their homes in portions of the study area, amidst an area that has steadily become heavily industrial.

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Part II: Phase I Archaeological Survey has been removed to protect the location of archaeological resources

PART III
Phase I Historic Building Survey for the Proposed I-10 Mobile River Bridge

The old Union Hall, (former Bender Structure 11) on S. Royal Street

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AHC#00-0352

July 2011

PART III
Phase I Historic Building Survey for the Proposed I-10 Mobile River Bridge

Introduction

A Phase I historic building survey was conducted in conjunction with planning for the Alabama Department of Transportation's proposed Interstate-10 (I-10) Mobile River Bridge and Bayway Widening, ALDOT Project DPI-0030(005). This survey encompassed two areas: (1) portions of the I-10 Mobile River Bridge project study area defined as corridors following and extending beyond the four proposed bridge routes, Alternates A, B, B' and C; and (2) the proposed realignment of the Virginia Street interchange with I-10 (Figure 1). It should be noted that, by letter dated May 21, 2006, the SHPO stated that "the widening of the Bayway will have no adverse effect on properties listed on the NRHP." Therefore, the potential effects of the widening of the existing I-10 Bayway are not addressed in this report.

Investigations involved field reconnaissance, historical research, and evaluation of National Register of Historic Places (NRHP) eligibility of structures over 50 years of age. The structures will be impacted by pylon and support pier construction or will be near or underneath the bridge deck in the construction zone for the I-10 Mobile River Bridge Alternates B, B', and C corridors or in the proposed Virginia Street interchange. No structures over 50 years of age are in the Alternate A bridge route corridor.

Thirty-four structures were recorded during this Phase I historic building survey (Complexes that had multiple structures were designated the same number with the addition of a, b, c, etc; such as Structure 7a and Structure 7b). Twelve structures (Structures 13, 14, 15, 16, and 17 and former Bender Shipyard Structures 1, 2, 3, 11, 12, 13, and 14) were documented in Alternates B and B' bridge route corridors. Thirteen structures (Structures 1, 2, 3, 4, 5, 6, 7a, 7b, 8, 9, 10, 11, and 12) were documented in Alternate C bridge route corridor. Nine structures (Structures 18, 19a, 19b, 19c, 20a, 20b, 21, 22, and 23) were recorded in the proposed realignment of the Virginia Street interchange with I-10.

To summarize, none of the twenty-seven structures (Structures 1, 2, 3, 4, 5, 6, 7a, 7b, 8, 9, 10, 11, 12, 13, 14, 15, 16 ,17, 18, 19a, 19b, 19c, 20a, 20b, 21, 22, and 23) located

outside the former Bender Shipbuilding & Repair Company, Inc. property are considered eligible for listing on the NRHP. Of the seven former Bender Shipyard structures, one, former Bender Shipyard Structure 11, the old "Union Hall," is considered eligible for NRHP nomination.

These Phase I investigations were conducted in compliance with Alabama Historical Commission's Guidelines for Preparing for Historic Structures Surveys and Evaluations under Sections 106 and 110 of the National Historic Preservation Act of 1966. Historic properties were evaluated for the following criteria for nomination to the National Register of Historic Places (USDI 1991):

- **Criterion A**: A property is associated with a specific event in American prehistory or history, or pattern of events that makes a significant contribution to the development of a community, a state, or the nation.
- **Criterion B**: A property is associated with a significant individual within a historical context.
- **Criterion C**: A property is significant for its physical design or construction, including distinctive architectural characteristics of type, period, or method of construction.
- **Criterion D**: A property has yielded, or has the potential to yield, information important to prehistory or history.

Field and Research Methods

The Phase I historic building survey was conducted by city blocks that were designated Survey Blocks 1-32, the system used for the Phase I shovel test survey of the I-10 bridge project study area (see Part II of this volume). Enumeration began with Survey Block 1 at the south end of the three I-10 bridge route corridors, Alternates B, B', and C at Texas Street and extended to the north end with Survey Block 18 at Eslava Street. For the Virginia Street Interchange, Survey Blocks 19-32, enumeration began at the north end at Texas Street to the south end just past Tennessee Street.

Standing structures over 50 years of age that may be impacted by bridge construction were recorded on Survey Blocks 1, 2, 4, 6, 13, 14, 15, 18, 19, 23, 25, and 32. Structures 1-17 were recorded on Survey Block 1, 2, 4, 6, 13, and 18 in the corridors of the I-10 Mobile River Bridge Alternates B, B', and C. Structures 18-23 were recorded in Survey Blocks 19, 23, 25, and 32 in the proposed realignment of the Virginia Street interchange with I-10. Seven structures, designated former Bender Structures 1, 2, 3, 11,

12, 13, and 14, recorded in Survey Blocks 15 and 18 were documented in Volume 1of this study, and repeated in this report.

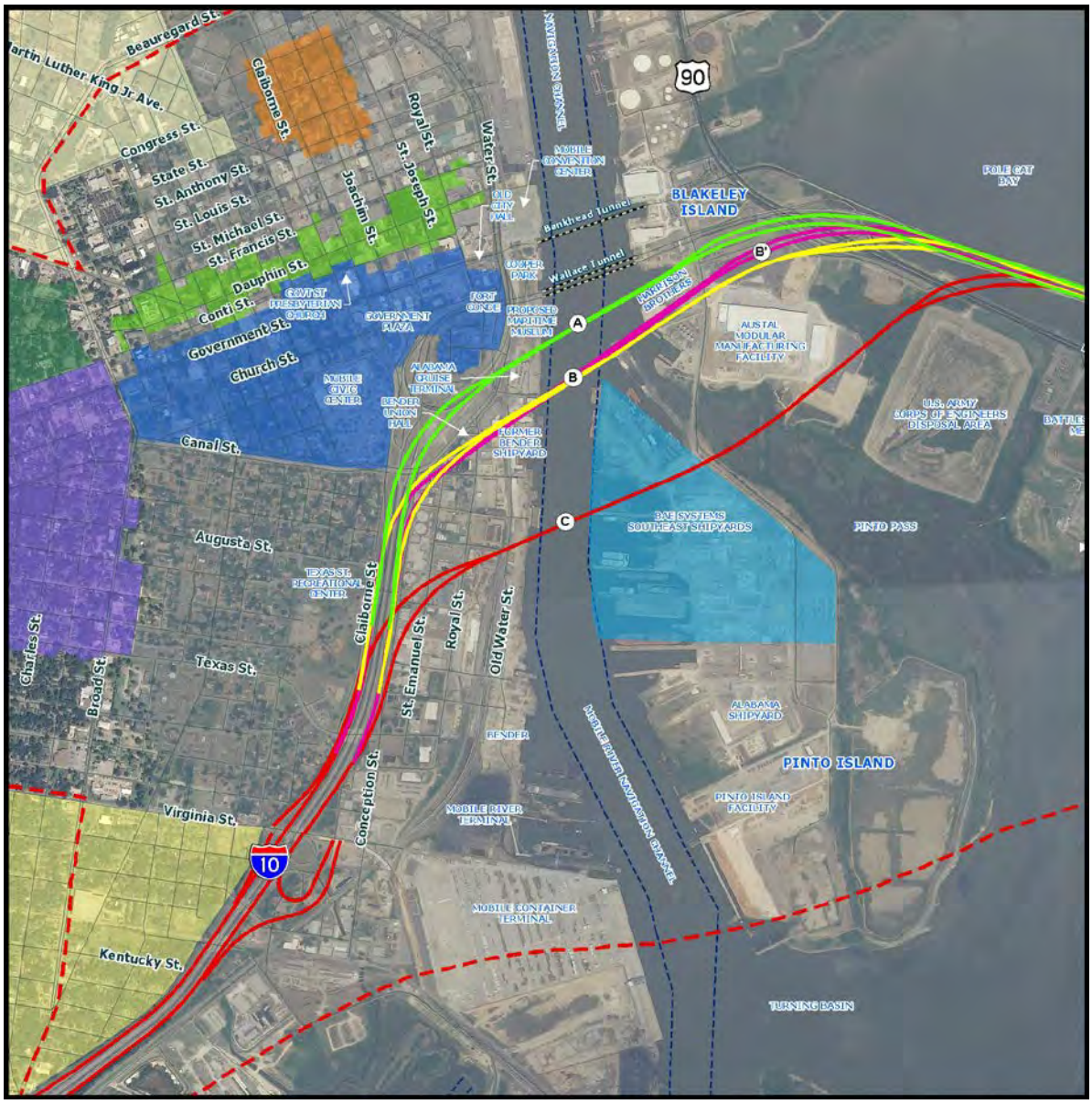

Figure 1. Detail of aerial photograph for the proposed Interstate 10 Mobile River B and Bayway Widening project study area showing Alternates A, B, B', and C bridge routes.

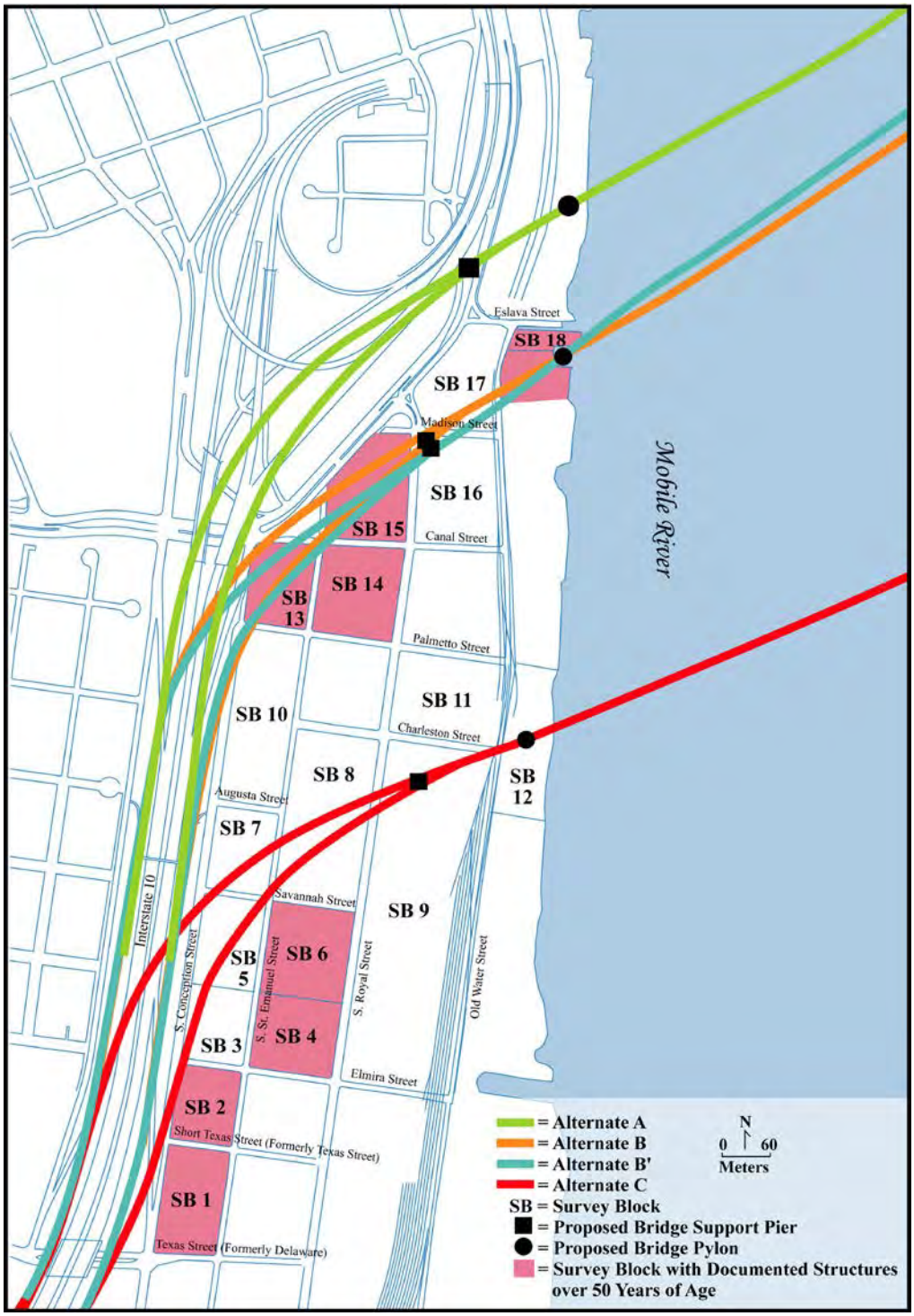

Figure 2a. Project map showing Survey Blocks 1-18 (SB) used for the Phase I historic building survey for the I-10 Mobile River Bridge project study area. Standing structures over 50 years of age that may be impacted by Alternates B, B', and C were documented on Survey Blocks 1, 2, 4, 6, 13, 14, 15, and 18.

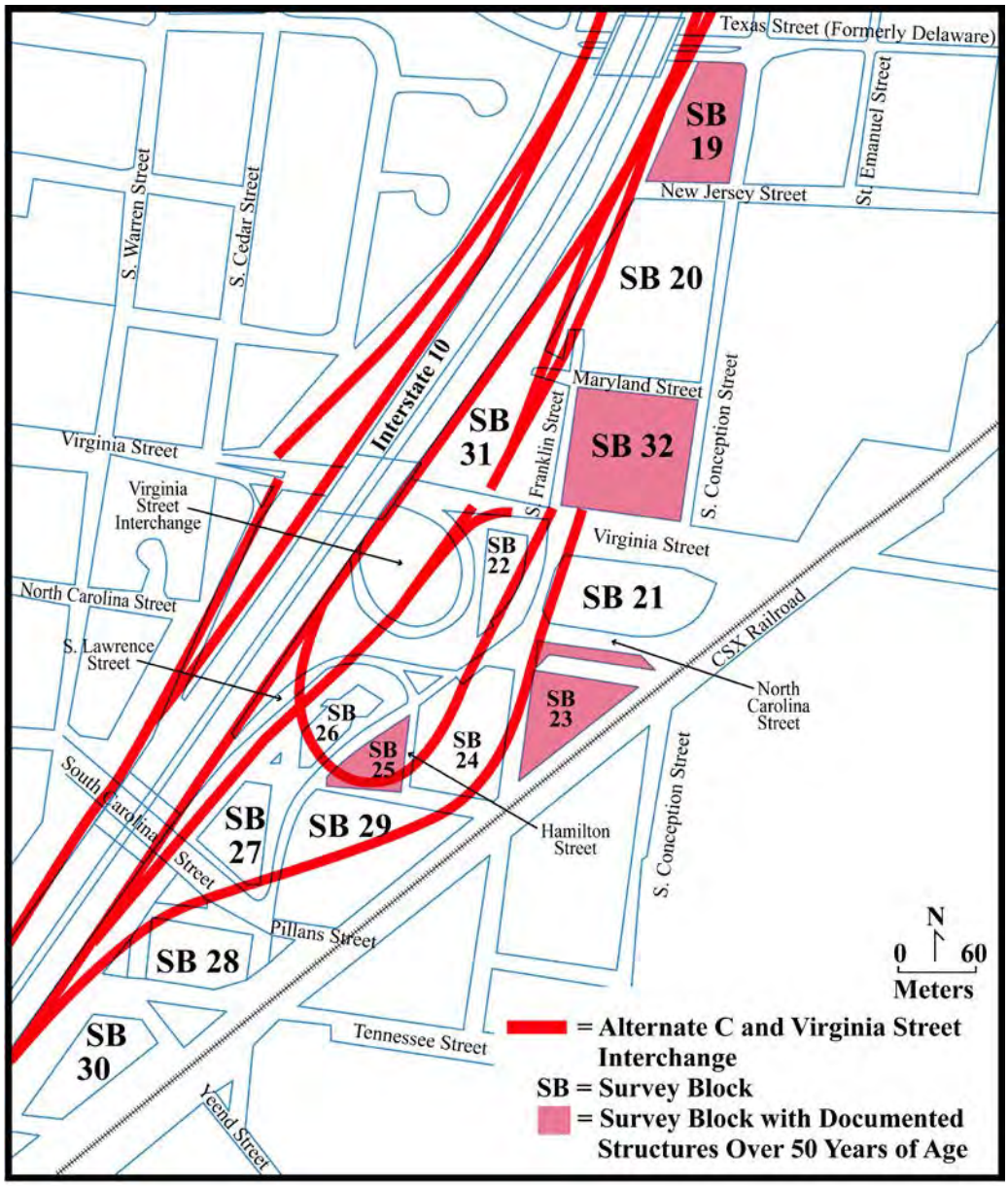

Figure 2b. Project map showing Survey Blocks 19-32 (SB) used for the Phase I historic building survey for the I-10 Mobile River Bridge project study area. Standing structures over 50 years of age that may be impacted by the proposed realignment of the Virginia Street interchange with I-10 for Alternate C bridge route were documented on Survey Blocks 19, 23, 25, and 32.

Each structure was documented on the Alabama Historical Commission's *Historic Building Survey Form* (Appendix 1) and with digital color photographs. Owners and occupants were interviewed regarding their knowledge of the history of each structure and, in general, the historical occupation of the neighborhood. Background research involved examination of historical maps, primarily the Sanborn Insurance maps dating to 1885, 1891, 1904, 1924, and 1955 to determine function and approximate construction date for each structure.

Sanborn Insurance Maps

The best information regarding historic structures is found on Sanborn Insurance maps from the late 1880s into the mid 1900s. In general, structures are labeled by name and function. In general, structures are labeled as to function such as dwelling, tenement, store, and restaurant. Commercial and industrial properties are identified by the company owner. Details of building construction, including how many stories, what kinds of construction materials, and location of waterlines, fire hoses and other utilities, are also provided on the Sanborn Insurance maps.

Results of Historic Building Survey

Alternate A will not impact any structures over 50 years of age. Thirty-four structures over 50 years of age were recorded for I-10 Mobile River Bridge Alternates B, B', and C and in the proposed realignment of the Virgins Street interchange with I-10. These include 13 houses, seven shipyard structures, six industrial structures, five commercial structures, one Quonset hut, one warehouse, and one fish market (Table 1.). Many of these structures suffered water and wind damage from Hurricane Katrina in late August 2005.

The seven former Bender structures included a personnel office, an electrical and maintenance shop, hull fabrication shop, engineering safety, planning, and maintenance facility, file storage, and two warehouses. Four of these seven structures were originally built for other commercial or residential use, and later became part of the former Bender Shipbuilding & Repair Company, Inc, facilities (Table 2)**.**

Table 1. Standing structures over 50 years of age recorded during Phase I historic building sirvey in the corridors of the I-10 Mobile River Bridge routes Alternates B, B', and C and the proposed Virginia Street Interchange (NRHP=National Register of Historic Places eligibility for nomination)

Structure	Location	**Description, Historic and Current Use**	**Condition**	**Remaining Historic Fabric**	**Construction Date**	**NRHP* Status**
1	Survey Block 1	Bungalow, Residence	Fair	Low	Ca. 1940	No
2	Survey Block 1	Cottage, Unoccupied	Poor	Low	Ca. 1940	No
3	Survey Block 1	Cottage, Unoccupied	Fair	Medium	Ca. 1915	No
4	Survey Block 1	Shotgun House, Unoccupied	Fair	Medium	Ca. 1915	No
5	Survey Block 1	Shotgun House, Unoccupied	Fair	Low	Ca. 1915	No
6	Survey Block 1	Shotgun House, Unoccupied	Fair	Low	Ca. 1915	No
7a	Survey Block 1	Commercial, Same	Good	High	Ca. 1940	No
7b	Survey Block 1	Commercial, Storage	Good	High	Ca. 1940	No
8	Survey Block 2	Commercial, Same	Good	Medium	Ca. 1940	No
9	Survey Block 2	Commercial, Storage	Fair	Low	Ca. 1940	No
10	Survey Block 2	Shotgun/Cottage, Residence	Good	Medium	Ca. 1885	No
11	Survey Block 4	Quonset Hut, Storage	Good	Medium	1940-1945	No
12	Survey Block 6	Warehouse, County Offices	Good	Medium	Ca. 1935	No
13	Survey Block 13	Cottage, Residence	Good	Low	Ca. 1940	No
14	Survey Block 13	Restaurant, Commercial	Good	Low	Ca. 1940	No
15	Survey Block 13	Cottage, Unoccupied	Good	Medium	Ca. 1940	No
16	Survey Block 14	Cottage, Commercial	Good	Low	Ca. 1915	No
17	Survey Block 18	Commercial, Same	Good	Medium	Ca. 1915	No
18	Survey Block 19	Shotgun House, Occupied	Fair	Medium	Ca. 1915	No
19a	Survey Block 32	Commercial Office, Same	Good	High	1936	No
19b	Survey Block 32	Testing Lab, Storage	Fair	High	Ca. 1945	No
19c	Survey Block 32	Open Garage, Same	Fair	High	Ca. 1945	No
20a	Survey Block 23	Commercial, Storage	Good	Medium	1945	No
20b	Survey Block 23	Commercial, Unoccupied	Fair	Medium	1945	No
21	Survey Block 25	Shotgun House, Unoccupied	Poor	Medium	Ca. 1915	No
22	Survey Block 25	Shotgun House, Occupied	Good	Low	Ca. 1915	No
23	Survey Block 25	Shotgun House, Occupied	Fair	Medium	Ca. 1915	No

Table 2. Standing structures at the former Bender Shipbuilding & Repair Company, Inc. facilities over 50 years of age recorded during Phase I historic building survey in the corridors of the I-10 Mobile River Bridge Alternates B and B' (NRHP=National Register of Historic Places eligibility for nomination)

Structure	**Location**	**Shipyard Use**	**Condition**	**Remaining Historic Fabric**	**Construction Date**	**NRHP* Status**
1	Survey Block 18	Quonset Hut, Electrical Maintenance Shop,	Fair	Medium	1940-1945	No
2	Survey Block 18	Engineering Safety, Planning, and Maintenance	Good	Medium	Ca. 1950	No
3	Survey Block 18	Hull Fabrication Shop	Good	High	Late 1950s	No
11	Survey Block 15	Union Hall, File Storage	Fair	Medium	Ca. 1915	Yes
12	Survey Block 15	File Storage, Electrical Shop	Fair	Medium	Ca. 1940	No
13	Survey Block 15	Personnel Office, Warehouse	Good	Medium	Ca. 1940	No
14	Survey Block 15	Warehouse No. 10	Good	Medium	Ca. 1950	No

Survey Block 1

Survey Block 1 is located near the southern edge of the I-10 Alternate C bridge route (see Figure 2a). It is bounded on the north by Short Texas Street (formerly Texas Street), on the east by S. St. Emanuel Street, on the south by Texas Street (formerly Delaware Street), and on the west by S. Conception Street. Seven structures (Structures 1-7) over 50 years of age were recorded on Survey Block 1 (Figure 3). These structures may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

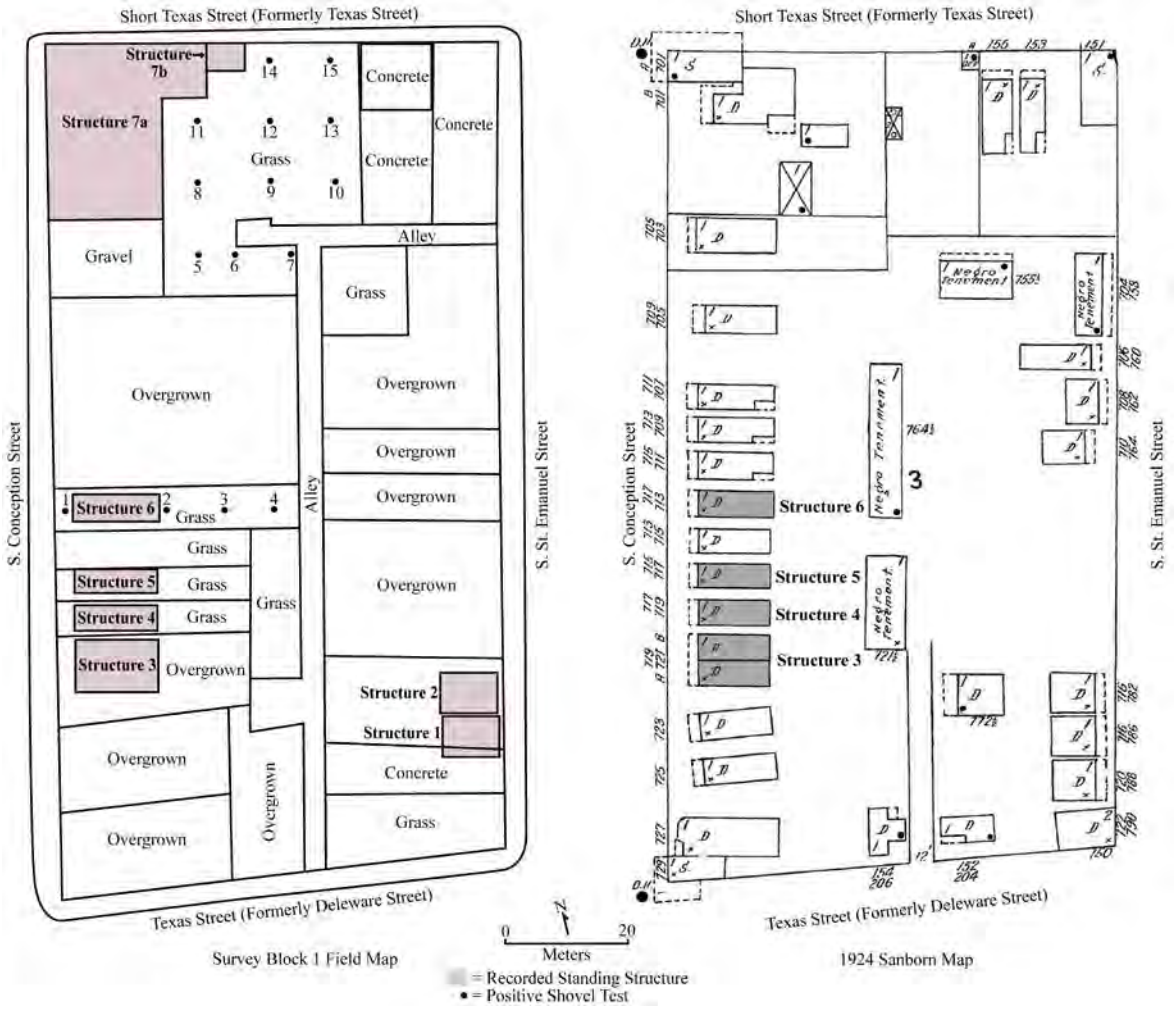

Figure 3. Survey Block 1 field map and 1924 Sanborn Insurance map showing locations of Structures 1-7 documented during this Phase I historic building survey.

Structure 1, located at 718 S. St. Emanuel Street on Survey Block 1, is a vernacular cottage probably built in the mid-twentieth century (Figure 4). It does not appear on the 1924 Sanborn Insurance map and may be illustrated on the 1955 Sanborn Insurance map. This occupied residence has a gray stucco exterior, probably original. Modern materials include an attached concrete block porch addition and a rock-faced concrete wall across the front yard. This house probably had a chimney/fireplace, but no evidence of one exists. The structure is in good condition. No outbuildings over 50 years of age exist on this property.

Due to extensive remodeling with replacement materials and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 1 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 4. View to the west of Structure 1, residence at 718 S. St. Emanuel Street on Survey Block 1.

Structure 2 is located immediately north of the Structure 1 at 716 S. Conception Street on Survey Block 1. It is a vernacular cottage (Figure 5) probably built in the mid-twentieth century. It does not appear on the 1924 Sanborn Insurance map and may be illustrated on the 1955 Sanborn Insurance map. It has stucco exterior over concrete bock construction. This house has a central brick chimney and a side exterior stucco chimney. It appears that this structure was used as duplex rental property. There are some original wooden window frames and metal replacement frames, and one window has been closed off by cinder blocks. The structure is in deteriorating condition. This house may have been vacated after flood damage from Hurricane Katrina. No outbuildings over 50 years of age exist on this property.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 2 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 5. View to the southwest of Structure 2, residence 716 S. Conception Street on Survey Block 1.

Structure 3, located at 721 S. Conception Street on Survey Block 1, is a vernacular cottage built in the early 1900s (Figure 6). This area was not illustrated the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map. This unoccupied residence has its original wooden drop siding (painted pink) and brick piers. Recent materials include metal-framed replacement windows, a large fixed picture window on the facade, metal trelliswork on the porch, and asphalt roofing. This house probably had a chimney/fireplace, but no evidence of one exists, probably due to renovation. The structure is in fair condition. A carport and shed, both of which are not over 50 years of age, exist in the rear yard.

Due to use of replacement materials, fair condition, and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 3 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 6. View to the northeast of Structure 3, cottage at 721 S. Conception Street on Survey Block 1.

Structure 4, located at 719 S. Conception Street on Survey Block 1, is a vernacular shotgun house built in the early 1900s (Figure 7). This area was not illustrated the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map. This unoccupied residence has its original plain wooden weatherboard siding and brick piers. Recent materials include metal-framed replacement windows, brick porch with metal trelliswork, and asphalt roofing. This house probably had a chimney/fireplace, but no evidence of one exists. The structure is in fair condition. No outbuildings over 50 years of age exist on this property.

Due to use of replacement materials, fair condition, and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 4 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 7. View to the east of Structure 4, shotgun house at 719 S. Conception Street on Survey Block 1.

Structure 5, located at 717 S. Conception Street on Survey Block 1, is a vernacular shotgun house built in the early 1900s (Figure 8). This area was not illustrated the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map. This unoccupied residence has its original wooden window frames and brick piers. Modern materials include asbestos siding over the exterior wooden walls and recent asphalt roofing. According to the owner, there was a chimney, long since removed. The structure is in fair condition. No outbuildings over 50 years of age exist on this property.

Due to use of replacement materials, fair condition, and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 5 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 8. View to the southeast of Structure 5, shotgun house at 717 S. Conception Street on Survey Block 1.

Structure 6, located at 713 S. Conception Street on Survey Block 1, a vernacular shotgun house built in the early 1900s (Figure 9). This area was not illustrated the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map. This occupied residence has a mixture of plain wooden weatherboarding, wooden drop siding, and vertical board (some of which is probably replacement materials), and its original wooden window frames and brick piers. Recent materials include asbestos siding over the exterior wooden walls and recent asphalt roofing. This house probably had a chimney/fireplace, but no evidence of one exists. The structure is in good condition. No outbuildings over 50 years of age exist on this property.

Due to extensive use of replacement materials and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 6 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 9. View to the southeast of Structure 6, shotgun house at 713 S. Conception Street on Survey Block 1.

Structure 7a, located at 701 S. Conception Street on Survey Block 1, is a commercial brick building built in the mid-twentieth century (Figure 10). This structure was not illustrated on the 1924 Sanborn Insurance map, but does appear on the 1955 Sanborn Insurance map, but is not labeled as to function or services. This brick building is currently leased by Radio Holland. Modern materials include some fixed opaque plate windows, some brick veneer on the façade and front walls, a long metal awning covering most of the entrance and east wall. Roofing material is unknown. The structure is in good condition. No outbuildings over 50 years of age exist on this property.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 7a may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 10. View to the southeast of Structure 7a, commercial building at 701 S. Conception Street on Survey Block 1.

Structure 7b, located on Short Texas Conception Street (address unknown) on Survey Block 1, is a small commercial brick building associated with Structure 7a, the grocery. This structure was probably built in the mid-twentieth century (Figure 11). It was not illustrated the 1924 Sanborn Insurance map, but does appear on the 1955 Sanborn Insurance map. This brick building is currently leased and used for storage by Radio Holland. Modern materials include a metal awning covering most of the storefront. Roofing material is unknown. The structure is in good condition. No outbuildings over 50 years of age exist on this property.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 7b may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 11. View to the south of Structure 7b on Short Texas Street, on east side of Structure 7a on Survey Block 1.

Survey Block 2

Survey Block 2 is located near the southern edge of the I-10 Alternate C bridge route (see Figure 2a). It is bounded on the north by Elmira Street, on the east by St. Emanuel Street, on the south by Short Texas Street (formerly Texas Street), and on the west by Conception Street. Three structures (Structures 8-10) over 50 years of age were recorded on Survey Block 2 (Figure 12). These structures may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

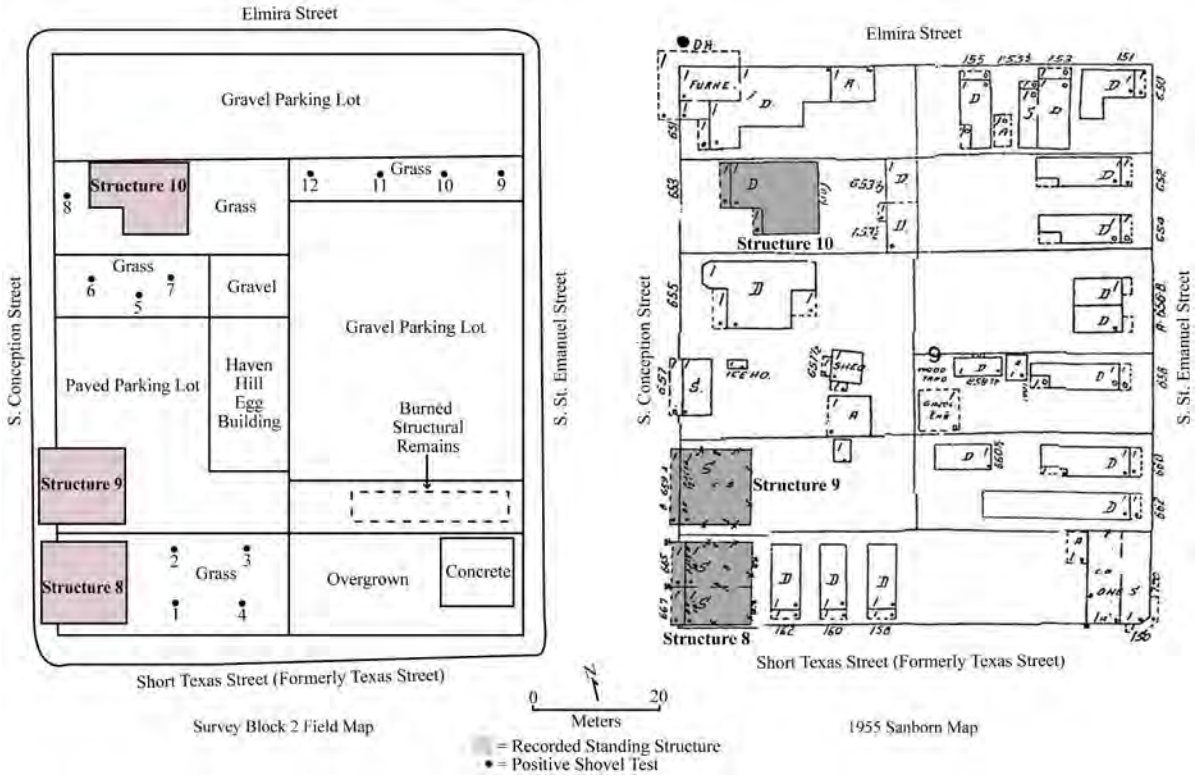

Figure 12. Survey Block 2 field map and 1955 Sanborn Insurance map showing locations of Structures 8-10 documented during this Phase I historic building survey.

Structure 8, located at 665 S. Conception Street on Survey Block 2, is a commercial brick building currently operated as Liz's Lounge (Figure 13). It was probably built in the 1940s. It does not appear on the 1924 Sanborn Insurance map, but is illustrated on the 1955 Sanborn Insurance map as two stores. It has a brick façade and the other three walls are of cinder blocks. The windows have been closed off by cinder blocks. Roofing material is unknown. The structure is in good condition. No outbuildings over 50 years of age exist on this property.

Due to use of replacement materials and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 8 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 13. View to the northeast of Structure 8, Liz's Lounge, at 665 S. Conception Street on Survey Block 2.

Structure 9, located at 659 S. Conception Street on Survey Block 2, is a commercial brick building currently used for storage by the Haven Hill Egg Company (Figure 14). It was probably built in the 1930s or 1940s. It does not appear on the 1924 Sanborn Insurance map, but is illustrated on the 1955 Sanborn Insurance map. It has a brick façade and the other three walls are cinder blocks. The windows are boarded up with plywood, and it has recent asphalt roofing. The structure is in deteriorating condition; it was flooded with water from Hurricane Katrina and is no longer used. No outbuildings over 50 years of age exist on this property.

Due to use of replacement materials and lacking qualities addressing criteria, this structure is not considered eligible for nomination to the NRHP. Structure 9 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 14. View to the southeast of Structure 9, commercial building, now part of the Haven Hill Egg Company complex at 659 S. Conception Street on Survey Block 2.

Structure 10, located at 653 S. Conception Street on Survey Block 2, is a vernacular shotgun house with a later rear and side additions (Figure 15). It was probably built in the late 1800s, and is illustrated on the 1904 Sanborn Insurance map. This occupied residence has its original brick chimney. Vinyl siding covers its wooden frame weatherboard siding and foundation, which probably consists of brick piers. Recent materials include vinyl siding, decorative wooden doors, metal-framed replacement windows, and asphalt roofing. The structure is in good condition. No outbuildings over 50 years of age exist on this property.

Due to extensive remodeling with replacement materials and lacking qualities addressing criteria, the structure is considered not eligible for nomination to the NRHP. Structure 10 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 15. View to the east of Structure 10, residence at 653 S. Conception Street on Survey Block 2.

Survey Block 4

Survey Block 4 is located near the southeastern edge of the I-10 Alternate C bridge route (see Figure 2a). It is bounded on the north by former Selma Street, on the east by S. Royal Street, on the south by Elmira Street, and on the west by S. St. Emanuel Street. One structure (Structure 11) over 50 years of age was recorded on Survey Block 4 (Figure 16). This structure may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

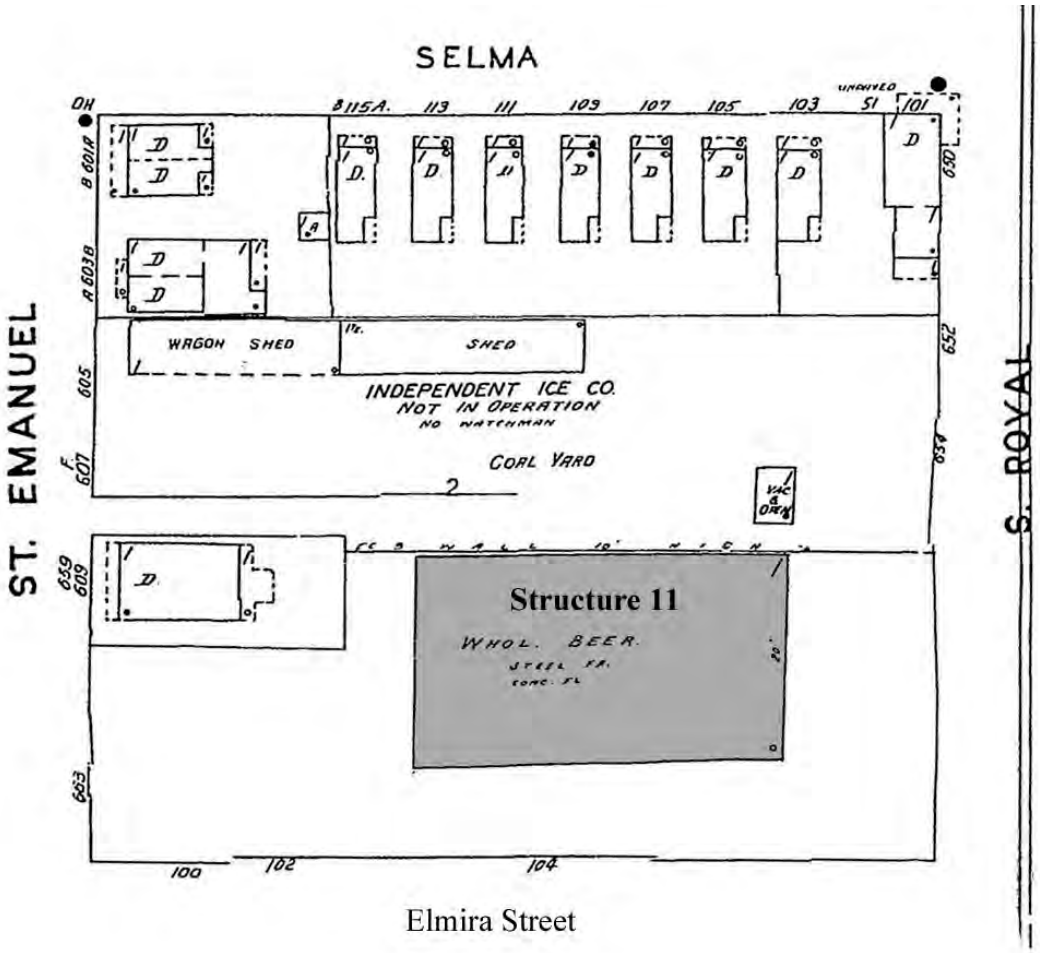

Figure 16. 1955 Sanborn Insurance map showing location of Structure 11 documented on Survey Block 4 during this Phase I historic building survey.

Structure 11, located at the southeast corner of Elmira and S. Royal streets on Survey Block 4, is another Quonset hut currently used for storage by Gulf City Body & Trailer Works, 601 S. Conception Street (Figure 17). It is illustrated on the 1955 Sanborn Insurance map as "WHOL[esale] BEER." It has a triple-vaulted roof of corrugated steel over steel rib frame. According to a Gulf City Body & Trailer Works employee, this Quonset hut was at this location in 1945. No other buildings over 50 years of age exist on this city block.

Lacking qualities addressing NRHP criteria, Structure 11 is not considered eligible for nomination to the NRHP. Structure 11 is probably outside the construction impact zone of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 17. View to the northeast of Structure 11, Quonset hut currently used for storage by Gulf City Body & Trailer Works, located at the southeast corner of Elmira and S. Royal streets on Survey Block 4.

Survey Block 6

Survey Block 6 is located near the southeastern edge of the I-10 Alternate C bridge route (see Figure 2a). It is bounded on the north by former Savannah Street, on the east by S. Royal Street, on the south by former Selma Street, and on the west by S. St. Emanuel Street (Figure 18). One structure (Structure 12) over 50 years of age was recorded on Survey Block 6. This structure may be impacted by construction of the southern end of Alternate C bridge route.

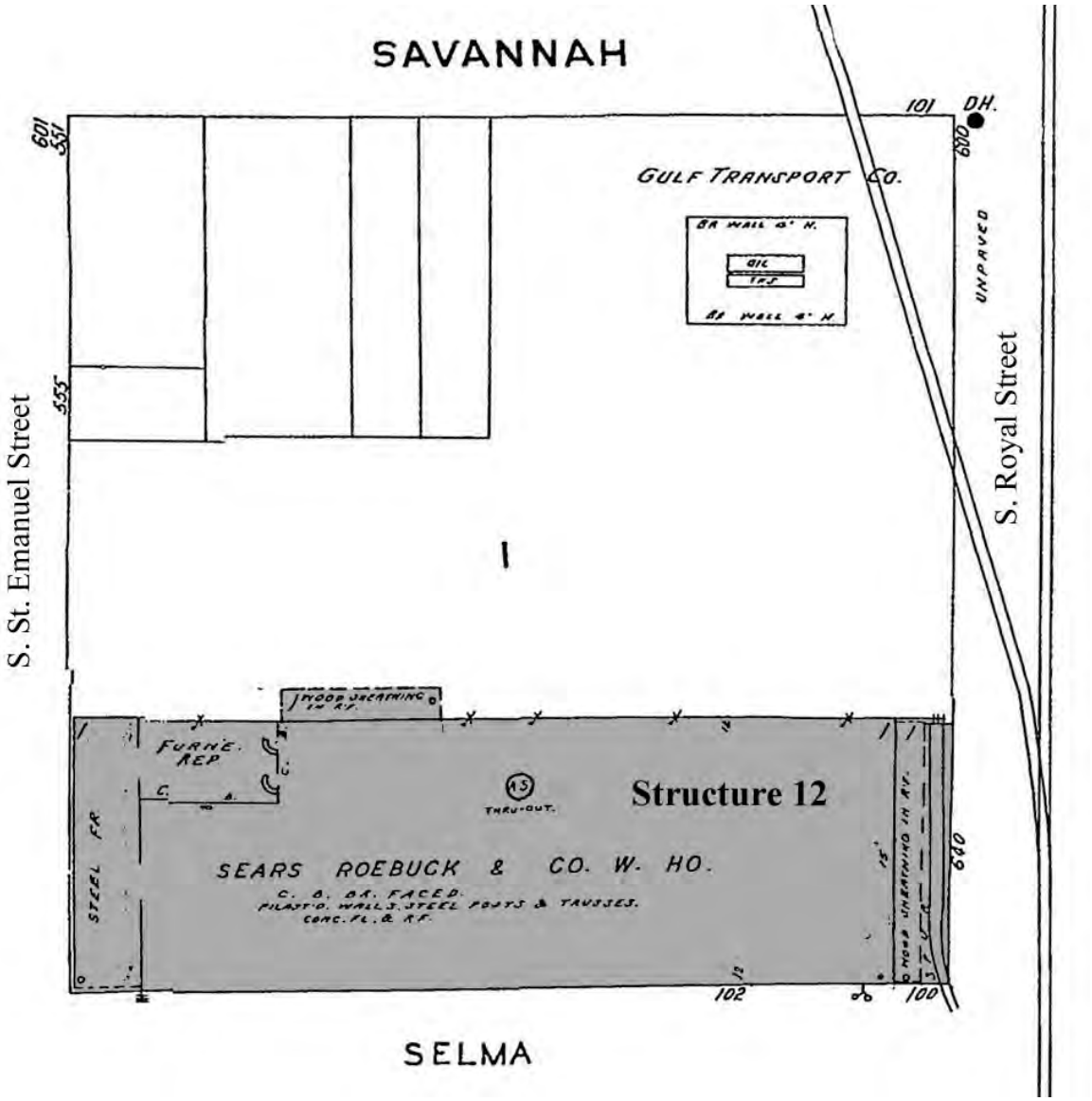

Figure 18. 1955 Sanborn Insurance map showing location of Structure 12 documented on Survey Block 6 during this Phase I historic building survey.

Structure 12, located at 554 S. Royal Street on Survey Block 6, it is a commercial brick building currently serving as offices and a warehouse for Mobile County (Figure 19). It was probably built in the 1930s or early 1940s. It is shown on the 1955 Sanborn Insurance map as it appears to day, and is labeled “SEARS ROEBUCK & CO. W. HO.” [Warehouse]. The structure is in good condition. No outbuildings over 50 years of age exist on this property.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 12 may be impacted by construction of the southern end of Alternate C bridge route where it connects with existing I-10.

Figure 19. View to the northwest of the warehouse portion of Structure 12 at 554 S. Royal Street on Survey Block 6.

Survey Block 13

Survey Block 13 is located near the southern edge of the I-10 Alternates B and B' bridge routes (see Figure 2a). It is bounded on the north by Canal Street, on the east by S. St. Emanuel Street, on the south by Palmetto Street, and on the west by S. Conception Street (Figure 20). Three structures (Structures 13-15) over 50 years of age were recorded on Survey Block 13 (Figure 20). These structures may be impacted by construction of the southern end of Alternates B and B' bridge routes where it connects with existing I-10.

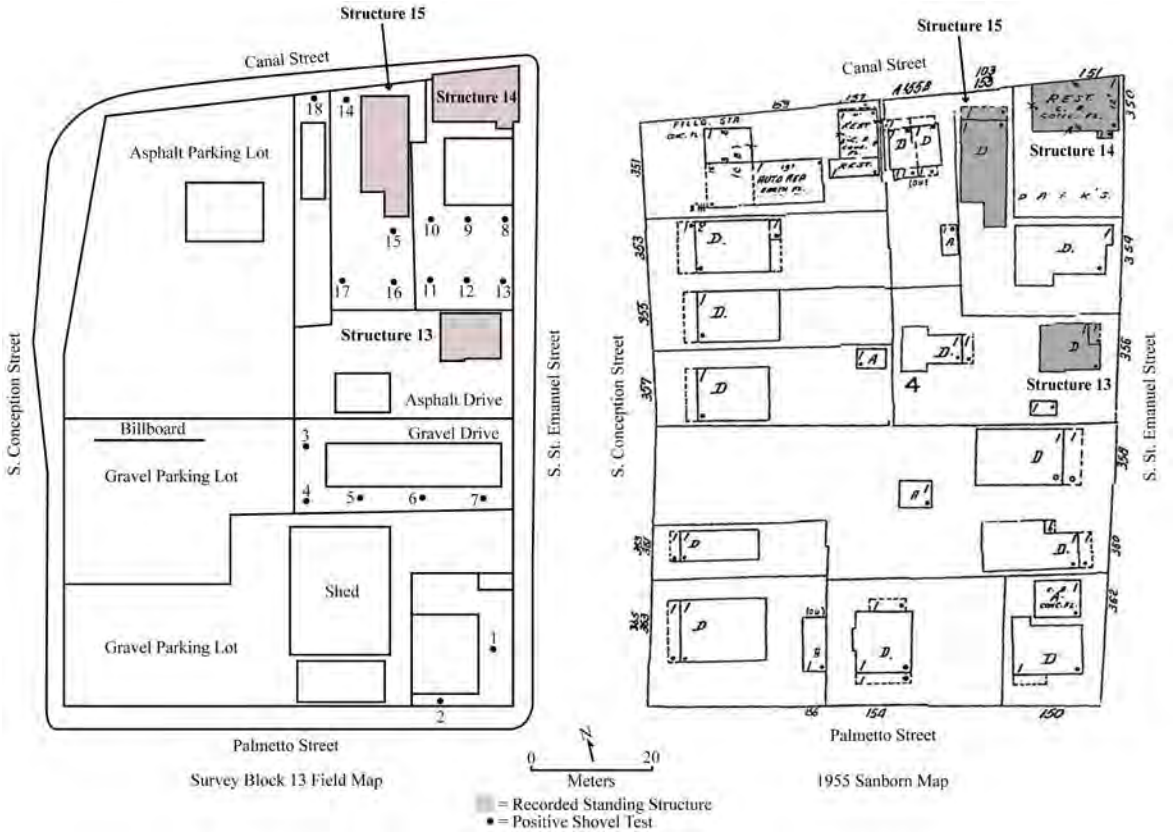

Figure 20. Survey Block 13 field map and 1955 Sanborn Insurance map showing locations of Structures 13-15 documented during this Phase I historic building survey.

Structure 13, located at 356 S. St. Emanuel Street on Survey Block 13, is a vernacular cottage probably built in the early 1900s (Figure 21). It is illustrated on the 1955 Sanborn Insurance map. This residence is now occupied by James Bond Bail Bonds. It has its original wooden drop siding, brick piers, and brick chimney. Recent materials include fixed replacement windows on the front and side of the structure, concrete stairs with iron railing, and asphalt roofing. The interior has been extensively remodeled. The structure is in good condition. There are no other structures over 50 years of age on this property.

Due to extensive remodeling with replacement materials, and lacking qualities addressing criteria, this structure is not considered eligible for nomination to the NRHP. Structure 13 may be impacted by construction of the southern end of Alternates B and B' bridge routes where it connects with existing I-10.

Figure 21. View to the west of Structure 13, former residence, now a small business, located at 356 S. St. Emanuel Street on Survey Block 13.

Structure 14, located at 350 S. St. Emanuel Street on Survey Block 13, was probably built in the early 1900s and is illustrated on the 1955 Sanborn Insurance map as a restaurant. It is still a commercial building and now houses Bandit Bail Bonds. According to its owner, the structure once served as a "Seaman's Lounge". It has a brick façade with concrete block walls and metal roof (Figure 22). No original window remains having been replaced by fixed windows. The structure is in good condition. It was impacted by 3 feet of water from Hurricane Katrina and the entire interior has been remodeled. No outbuildings over 50 years of age exist on this property.

Due to extensive remodeling with replacement materials and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 14 will be impacted by construction of the southern end of Alternates B and B' bridge routes where they connect with existing I-10.

Figure 22. View to west of Structure 14, commercial building at 350 S. St. Emanuel Street on Survey Block 13.

Structure 15, located at 153 Canal Street on Survey Block 13, is a vernacular cottage probably built in the 1900s (Figure 23); it is illustrated on the 1955 Sanborn Insurance map. It has its original wooden drop siding covered by vinyl siding, except for the small rear addition, two original brick chimneys, original brick piers and later rear addition brick piers, and replacement corrugated metal roof. This vacant structure was most recently used as law offices. The interior in good original condition and appears to be in the process of renovation. Exterior renovation includes a concrete porch and stairs with metal trelliswork. The structure is in good condition. No outbuildings over 50 years of age exist on the property.

Due to extensive remodeling with replacement materials and lacking qualities addressing criteria, this structure is considered eligible for nomination to the NRHP. Structure 15 will be impacted by construction of the southern end of Alternates B and B' bridge routes where they connect with existing I-10.

Figure 23. View to south of Structure 15, former residence, currently vacant, at 153 Canal Street on Survey Block 13.

Survey Block 14

Survey Block 14 is located near the southern edge of the I-10 bridge Alternates B and B" (see Figure 2a). It is bounded on the north by Canal Street, on the east by S. Royal Street, on the south by Palmetto Street, and on the west by S. St. Emanuel Street (Figure 24). One structure (Structure 16) over 50 years of age was recorded on Survey Block 14. This structure may be impacted by construction of the southern end of Alternates B and B' bridge routes where they connect with existing I-10.

The 1885 Sanborn Insurance Map only illustrates the eastern portion of this city block showing numerous dwellings or "Shanties" and one grocery store on the northeast corner and two buildings on the southeast corner. The entire block is shown in the 1891 and 1904 Sanborn Insurance maps and it is nearly entirely covered by shotgun houses and small cottages, and the grocery shown on the earlier map still exists.

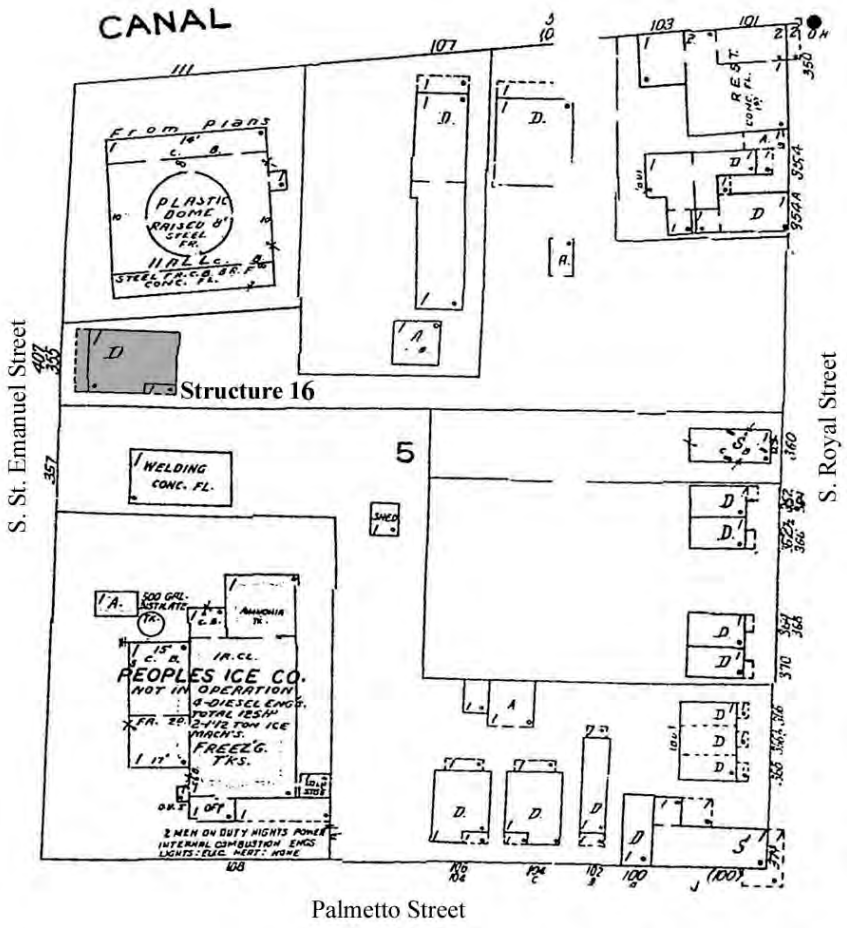

Figure 24. 1955 Sanborn Insurance map showing location of Structure 16 documented on Survey Block 14 during this Phase I historic building survey.

Structure 16, located at 355 S. Conception Street on Survey Block 14, is a vernacular cottage probably built in the early 1900s (Figure 25). It is illustrated on the 1924 Sanborn Insurance map. This structure is currently occupied by Exit Bail Bonds and Hot Food service. It has replacement exterior vertical board siding on its original continuous brick foundation, with one original interior brick chimney. Other modern materials include metal-framed replacement windows on the façade and asphalt roofing. The roof configuration appears to have been changed by remodeling at some time. The structure is in good condition. No outbuildings over 50 years of age exist on the property.

Due to extensive remodeling with replacement materials and lacking qualities addressing criteria, this structure is not considered eligible for nomination to the NRHP. Structure 16 may be impacted by construction of the southern end of Alternates B and B' bridge routes where they connect with existing I-10.

Figure 25. View to the southeast of Structure 16, former residence and currently small business, at 355 S. Conception Street on Survey Block 14.

Survey Block 18

Survey Block 18 is located at the northern edge of the I-10 bridge Alternates B and B' (see Figure 2b). It is bounded on the north by Eslava, on the east by the Mobile River, on the south by the former Bender shipyard and Palmetto Street, and on the west by Old Water Street. One structure (Structure 17) over 50 years of age was recorded on Survey Block 18 (Figure 26). This structure may be impacted by construction of the southern end of Alternates B and B' bridge routes where they connect with existing I-10.

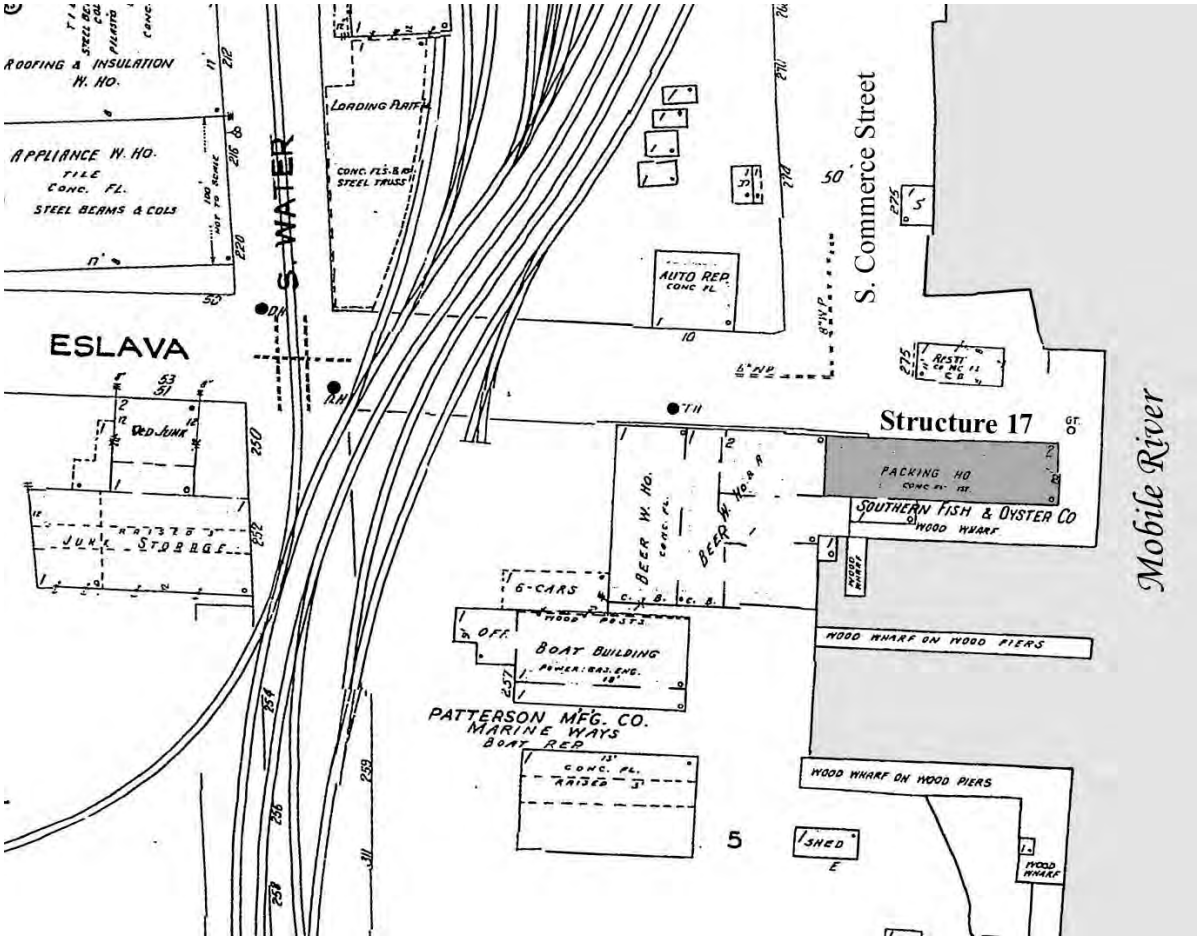

Figure 26. 1955 Sanborn Insurance map showing location of Structure 17 documented on Survey Block 18 during this Phase I historic building survey.

Structure 17, located at the foot of Eslava Street on the Mobile River on Survey Block 18, is a commercial warehouse and storefront built between 1904 and 1024 (Figure 27), On the 1904 Sanborn Insurance map the property is listed as "MOBILE FISH & OYSTER CO's OYSTER DOCK", but no building exists. On the 1924 Sanborn Insurance map the building is shown as "LORE'S FISH & OYSTER CO" and on the 1955 Sanborn Insurance map as the "PACKING HOUSE FOR THE SOUTHERN FISH & OYSTER COMPANY". This company was founded in 1934 and has occupied this structure for over 80 years. The structure is constructed of corrugated metal sheeting on a wooden frame with metal roof and concrete foundation. The structure is in good condition, although it suffered damage from Hurricane Katrina in August 2005. No outbuildings over 50 years of age exist on the property.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 17 will be impacted by Alternates B and B' bridge routes, which cross immediately south of Structure 17.

Figure 27. View to the southeast of Structure 17, Southern Fish & Oyster Company, at the foot of Eslava Street on the Mobile River on Survey Block 18.

Survey Block 19

Survey Block 19 is located on the northern edge of the proposed Virginia Street interchange project area (see Figure 2b). It is bounded on the north by Texas Street (formerly Delaware Street), on the east by S. Conception Street, on the south by New Jersey Street, and on the west by I-10. The south half of Survey Block 19 is covered with and metal warehouse and gravel storage area for wooden pallets. The north half of Survey Block 19 contains one structure, a shotgun house, over 50 years of age that was recorded as Structure 18 and vacant lots covered with grass (Figure 28). Structure 18 does not appear on the 1904 Sanborn Insurance map, but is first shown on the 1924 Sanborn Insurance map. This structure may be impacted by construction of the proposed realignment of the Virginia Street interchange and I-10.

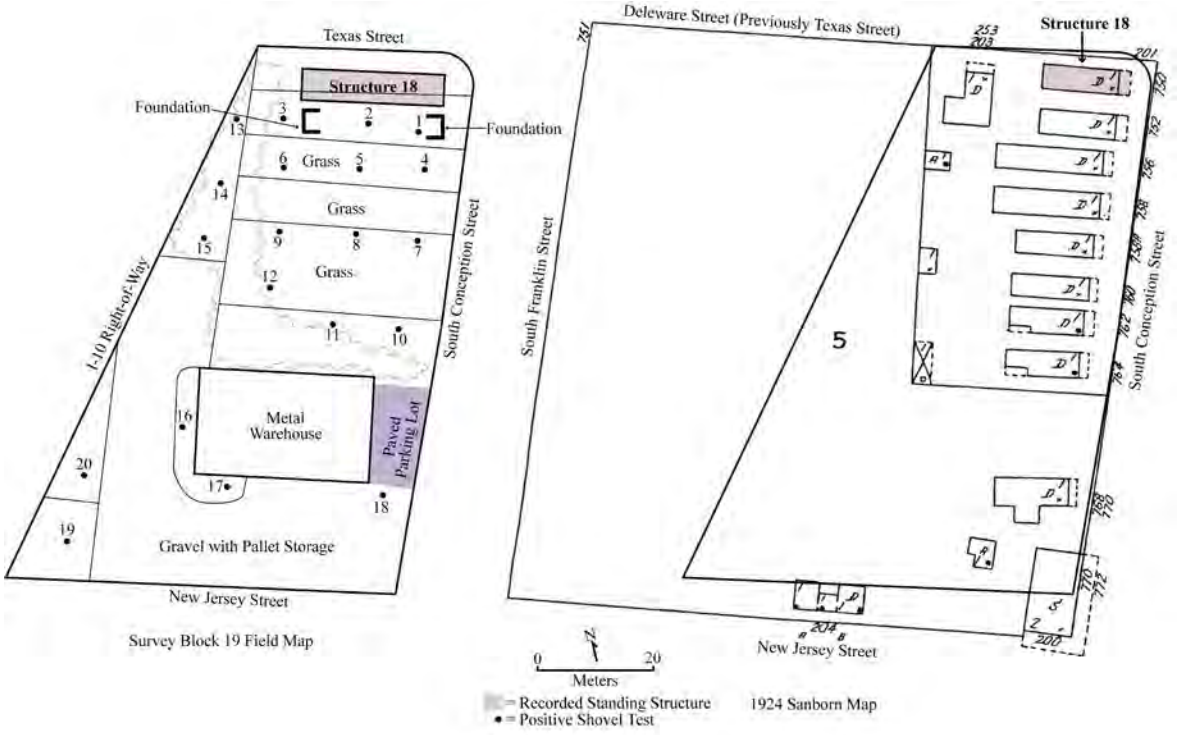

Figure 28. Survey Block 19 field map and 1924 Sanborn Insurance map showing location of Structure 18 documented during this Phase I historic building survey.

Structure 18, located at 754 S. Conception Street on Survey Block 19, is a vernacular shotgun house built in the early 1900s (Figure 29). This city block was not mapped on the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map (see Figure 28). The occupied residence has some original and replacement wooden clapboard and drop siding and wood-framed windows, with a rear addition. Other replacement materials include a concrete porch and cinder block steps, cinder block piers, and some metal-framed windows. This house probably had a brick chimney, but evidence of one no longer exists. The structure is in fair condition. No outbuildings over 50 years of age exist on the property.

Due to use of replacement materials, fair condition, and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 18 may be impacted by construction of Alternate C bridge route and the proposed realignment of the Virginia Street interchange with I-10.

Figure 29. View to the west-northwest of Structure 18, shotgun house at 754 S. Conception Street on Survey Block 19.

Survey Block 32

Survey Block 32 is located near the center of the proposed Virginia Street interchange project area (see Figure 2b). It is bounded on the north by Maryland Street, on the east by S. Conception Street, on the south by Virginia Street, and on the west by S. Franklin Street. Most of Survey Block 32 is covered with buildings and gravel and paved parking lots. An industrial complex with three structures over 50 years of age was recorded on the southwest corner of Survey Block 32 as Structures 19a, 19b, and 19c (Figure 30). This complex is shown in detail on the 1995 Sanborn Insurance map. Survey Block 32 may not be impacted by the proposed realignment o the Virginia Street interchange.

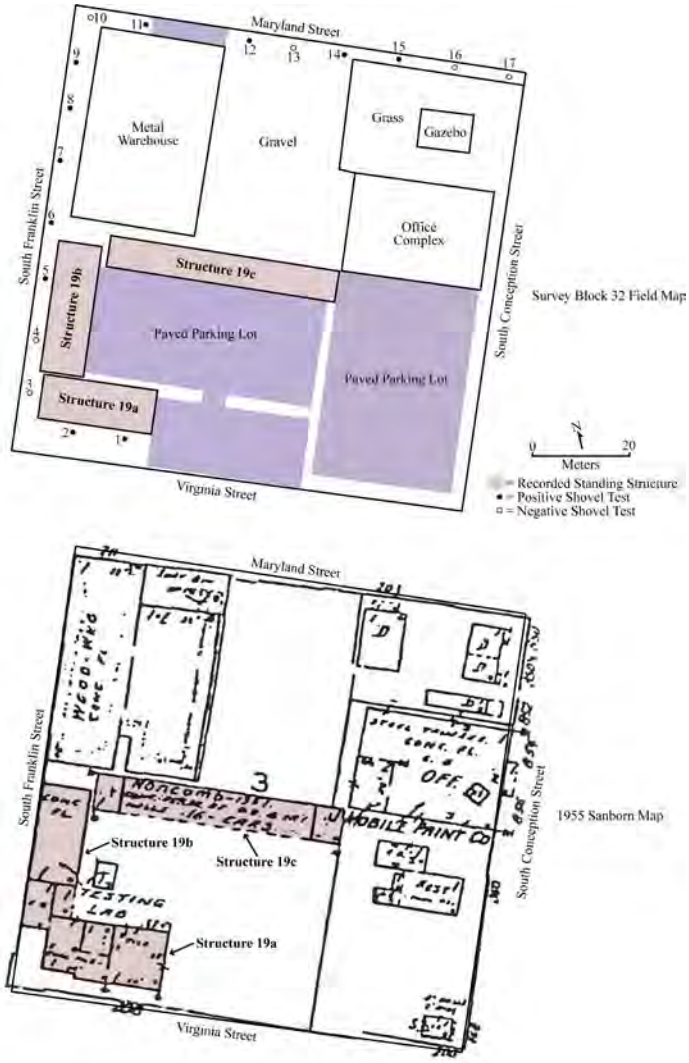

Figure 30. Survey Block 32 field map and 1955 Sanborn Insurance map showing locations of Structures 19a, 19b, and 19c documented during this Phase I historic building survey.

Structure 19a, located at 208 Virginia Street on Survey Block 32 is a commercial structure built in 1936 according to its current owner (Figure 31). This city block was not mapped on the 1904 and 1924 Sanborn Insurance maps, but the building is shown and labeled "TESTING LAB" on the 1955 Sanborn Insurance map (see Figure 30). This structure built in a Moderne Deco style is still occupied as an office by the same company named A.W. Williams Inspection Co., Inc. It appears to retain much of its original materials, including stucco over concrete walls and wooden- and metal-framed fixed and double hung windows. The structure is in good condition. Two additional buildings in this complex, both over 50 years of age, were recorded as Structure 19b and Structure 19c.

A 2006 cultural resources study included this structure and it was determined to be not considered eligible for nomination to the NRHP because the "style of building is quite common in the Mobile area" (Meyer and Beasley 2006). It is agreed that Structure 19a is not considered eligible for nomination to the NRHP. Structure 19a may not be impacted by construction of the proposed realignment of the Virginia Street interchange with I-10.

Figure 31. View to the northwest of Structure 19a, office building for A.W. Williams Inspection Co., Inc. at 208 Virginia Street on Survey Block 32.

Structure 19b, located along Franklin Street on the property at 208 Virginia Street on Survey Block 32, is a commercial warehouse built in the 1940s according to its current owner (Figure 32). This city block was not mapped on the 1904 and 1924 Sanborn Insurance maps, but the building is shown and labeled "TESTING LAB" on the 1955 Sanborn Insurance map (see Figure 30). This building is currently used for storage by A.W. Williams Inspection Co., Inc. The warehouse maintains much of its original materials, including metal siding, fixed metal-framed windows, and corrugated metal roof with two vents. The structure is in fair condition. Two additional buildings in this complex, both over 50 years of age, were recorded as Structure 19a and Structure 19c.

Due to the fair condition and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 19b may not be impacted by construction of the proposed realignment of the Virginia Street interchange with I-10.

Figure 32. View to the southeast of Structure 19b, metal warehouse for A.W. Williams Inspection Co., Inc. along S. Franklin Street on Survey Block 32.

Structure 19c, located on the property at 208 Virginia Street on Survey Block 32, is a commercial open bay parking garage built in the 1940s according to its current owner (Figure 33). This city block was not mapped on the 1904 and 1924 Sanborn Insurance maps, but the building is shown behind the office and warehouse "TESTING LAB" on the 1955 Sanborn Insurance map (see Figure 30). The garage is currently used for parking for A.W. Williams Inspection Co., Inc. The shed maintains much of its original materials, including cinder block walls and metal siding and roof. The structure is in fair condition. Two additional buildings in this complex, both over 50 years of age, were recorded as Structure 19a and Structure 19b.

Due to the fair condition and lacking qualities addressing NRHP criteria, Structure 19c is not considered eligible for nomination to the NRHP. Structure 19c may not be impacted by construction of the proposed realignment of the Virginia Street interchange with I-10.

Figure 33. View to the northeast of Structure 19c, metal open bay parking garage for A.W. Williams Inspection Co., Inc. on Survey Block 32.

Survey Block 23

Survey Block 23 is located in the south-central portion of the proposed Virginia Street interchange project area (see Figure 2b). It is bounded on the north by a remnant of North Carolina Street, on the southeast by CSX Railroad tracks, and on the west by S. Franklin Street. Survey Block 23 is covered by two warehouses of the Merritt Oil Company, Inc., recorded as Structure 20a and Structure 20b, and associated paved parking lots (Figure 34). This industrial complex is shown in detail on the 1924 Sanborn Insurance map. Survey Block 23 will be impacted by proposed Virginia Street interchange ramps.

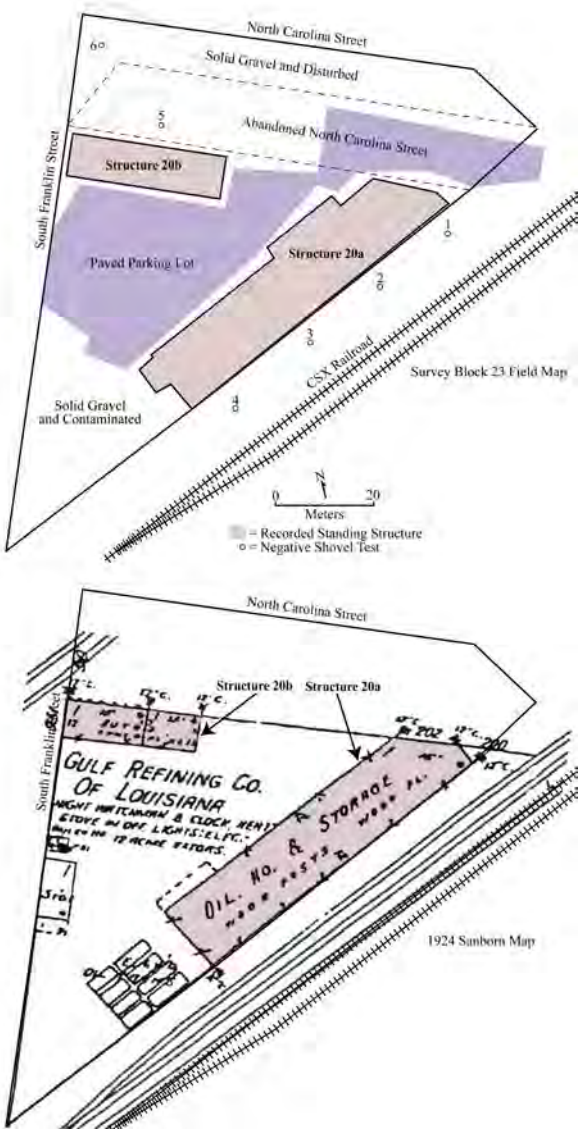

Figure 34. Survey Block 23 field map and 1924 Sanborn Insurance map showing locations of Structure 20a and Structure 20b documented during this Phase I historic building survey.

Structure 20a, located at 401 North Carolina Street on Survey Block 20, is a commercial brick office and warehouse built in the early 1900s (Figure 35). It is shown on the 1924 Sanborn Insurance map on property belonging to Gulf Refining Company of Louisiana (see Figure 34). This building is currently used for storage for Merritt Oil Company, Inc., which was established in 1945. The brick warehouse maintains much of its original materials, including fixed metal-framed windows. The structure is in good condition. One additional building in this complex over 50 years of age was recorded as Structure 20b.

A 2006 cultural resources study included the Merritt Oil Company, Inc. structural complex and it was determined to be not eligible for nomination to the NRHP because there was a stronger candidate for the NRHP nearby (Meyer and Beasley 2006). Lacking qualities addressing NRHP criteria, Structure 20a is not considered eligible for nomination to the NRHP. Structure 20a will be impacted by construction of the proposed realignment of the Virginia Street interchange with I-10.

Figure 35. View to the north-northeast of Structure 20a, brick office and warehouse for Merritt Oil Company, Inc., at 401 North Carolina Street on Survey Block 23.

Structure 20b, located at 401 North Carolina Street on Survey Block 20, is a commercial workshop built in the early 1900s (Figure 36). It is shown on the 1924 Sanborn Insurance map on property belonging to Gulf Refining Company of Louisiana (see Figure 34). This building is currently used for storage for Merritt Oil Company, Inc., which was established in 1945. The brick, metal, and concrete workshop with bay doors maintains much of its original materials. The structure is in fair condition. One additional building of this complex over 50 years of age was recorded as Structure 20a.

A 2006 cultural resources study included the Merritt Oil Company, Inc. structural complex and it was determined to be not considered eligible for nomination to the NRHP because there was a stronger candidate for the NRHP nearby (Meyer and Beasley 2006). Due to its fair condition and lacking qualities addressing NRHP criteria, Structure 20b is not considered eligible for nomination to the NRHP. Structure 20b will be impacted by construction of the proposed realignment of the Virginia Street interchange with I-10.

Figure 36. View to the north-northeast of Structure 20b, brick, metal, and concrete workshop for Merritt Oil Company, Inc., at 401 North Carolina Street on Survey Block 23.

Survey Block 25

Survey Block 25 is located in the south-central portion of the proposed Virginia Street interchange project area (see Figure 2b). It is bounded on the north and west by S. Lawrence Street, on the east by S. Hamilton Street, and on the south by South Carolina Street. Much of the original city block was destroyed by the realignment of S. Lawrence Street during the 1960s-1970s construction of I-10 and the existing Virginia Street interchange. Survey Block 25 contains two occupied shotgun houses, one vacant shotgun house, one vacant mid-twentieth-century house, and one vacant lot. The three shotgun houses were recorded as Structures 21, 22, and 23 in Survey Block 25 (Figure 37). These shotgun houses were first shown on the 1924 Sanborn Insurance map. Survey Block 25 will be impacted by the proposed Virginia Street interchange ramps.

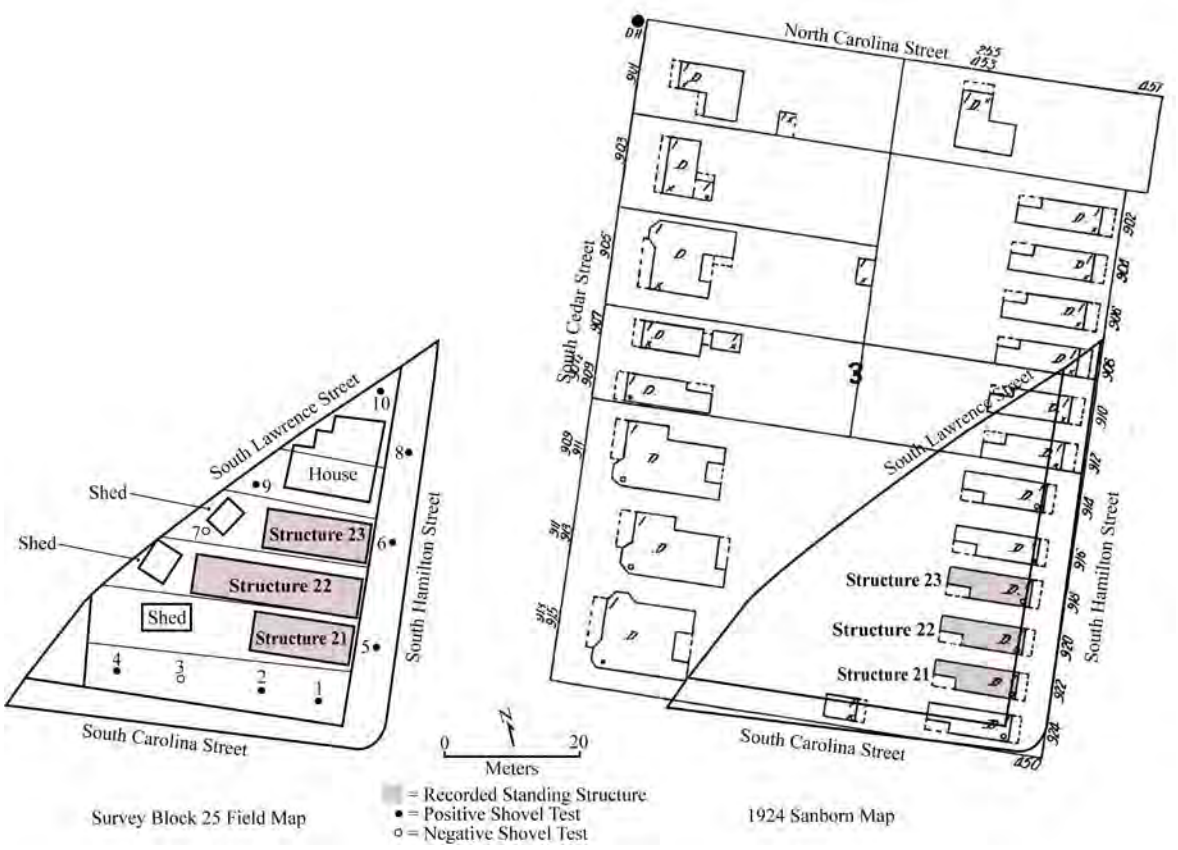

Figure 37. Survey Block 25 field map and 1924 Sanborn Insurance map showing locations of Structures 21, 22, and 23 documented during this Phase I historic building survey.

Structure 21, located at 918 S. Hamilton Street on Survey Block 25 is a vernacular shotgun house built in the early 1900s (Figure 38). This area was not mapped on the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map. This unoccupied residence had original wooden and drop siding, and wood-framed windows, and brick piers. Replacement materials include cinder block and concrete porch with metal columns and asphalt roofing. This house probably had a brick chimney, but evidence of one no longer exists. The structure is in poor condition. No outbuildings over 50 years of age exist on the property.

Due to poor condition and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 21will be impacted by the proposed realignment of the Virginia Street interchange with I-10.

Figure 38. View to the west-northwest of Structure 21, shotgun house at 918 S. Hamilton Street on Survey Block 25.

Structure 22, located at 920 S. Hamilton Street on Survey Block 25 is a vernacular shotgun house built in the early 1900s (Figure 39). This area was not mapped on the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map. This occupied residence has its original brick piers and a rear addition. Replacement materials include aluminum siding, metal-framed windows, cinder block and concrete porch with metal trelliswork, and corrugated metal roofing. This house probably had a brick chimney, but evidence of one no longer exists. The structure is in good condition. No outbuildings over 50 years of age exist on the property.

Due to replacement materials and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 22 will be impacted by the proposed realignment of the Virginia Street interchange with I-10.

Figure 39. View to the west-northwest of Structure 22, shotgun house at 920 S. Hamilton Street on Survey Block 25.

Structure 23, located at 922 S. Hamilton Street on Survey Block 25 is a vernacular shotgun house built in the early 1900s (Figure 40). This area was not mapped on the 1904 Sanborn Insurance map, but the house does appear on the 1924 Sanborn Insurance map. This occupied residence has its original wooden clapboard and drop siding. Replacement materials metal-framed windows, cinder block and concrete porch, and asphalt roofing. This house probably had a brick chimney, but evidence of one no longer exists. The structure is in fair condition. No outbuildings over 50 years of age exist on the property.

Due to replacement materials, fair condition, and lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Structure 23 will be impacted by the proposed realignment of the Virginia Street interchange with I-10.

Figure 40. View to the west-northwest of Structure 23, shotgun house at 922 S. Hamilton Street on Survey Block 25.

Historic Buildings at the Former Bender Shipbuilding & Repair Company, Inc.

Bender Shipbuilding & Repair Company, Inc. was acquired by Signal International, Inc., in 2010, after the 2006 historic building survey was completed for the I-10 Mobile River Bridge project, and therefore will be referred to as the former Bender shipyard.

Phase I historic building survey of the former Bender Shipbuilding & Repair Company, Inc., property and BAE Systems Southeast Shipyards (formerly Atlantic Marine shipyard) were completed and presented in Volume 1 of this study for the proposed I-10 Mobile River Bridge project. Proposed Alternate A bridge route does not impact either shipyard. Alternates B, B', and C bridge routes cross the northern and central portions of the former Bender shipyard on the west side of the Mobile River. Alternate C crosses the northern portion of BAE Systems Southeast Shipyards on the east side of the Mobile River (Figure 41).

To summarize, BAE Systems Southeast Shipyards shipyard is considered eligible for nomination to the NRHP. None of the 13 historic buildings original to the early 1940s World War II Alabama Dry Dock and Shipbuilding Company (ADDSCO) shipyard will be impacted by construction of Alternate C, and therefore are not included in this report section.

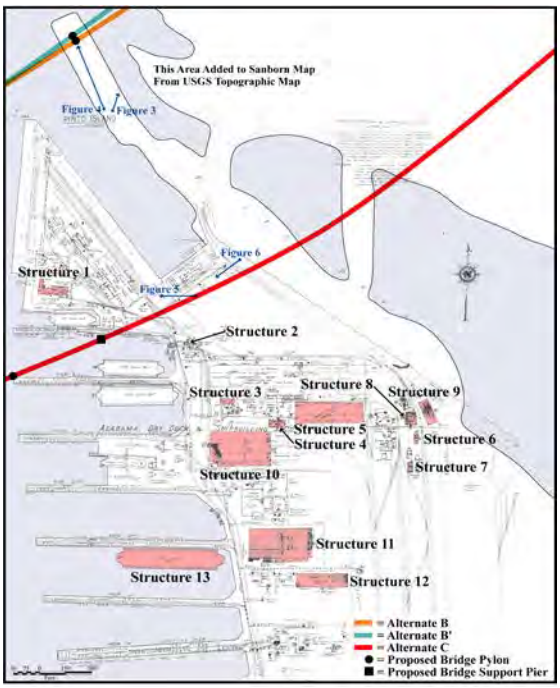

Figure 41. Project map showing proposed Alternates B, B', and C bridge routes and Structures 1-13 documented at BAE Systems Southeast Shipyards (former Atlantic Marine, Inc. shipyard). None of the 13 structures will be impacted by Alternate C bridge route.

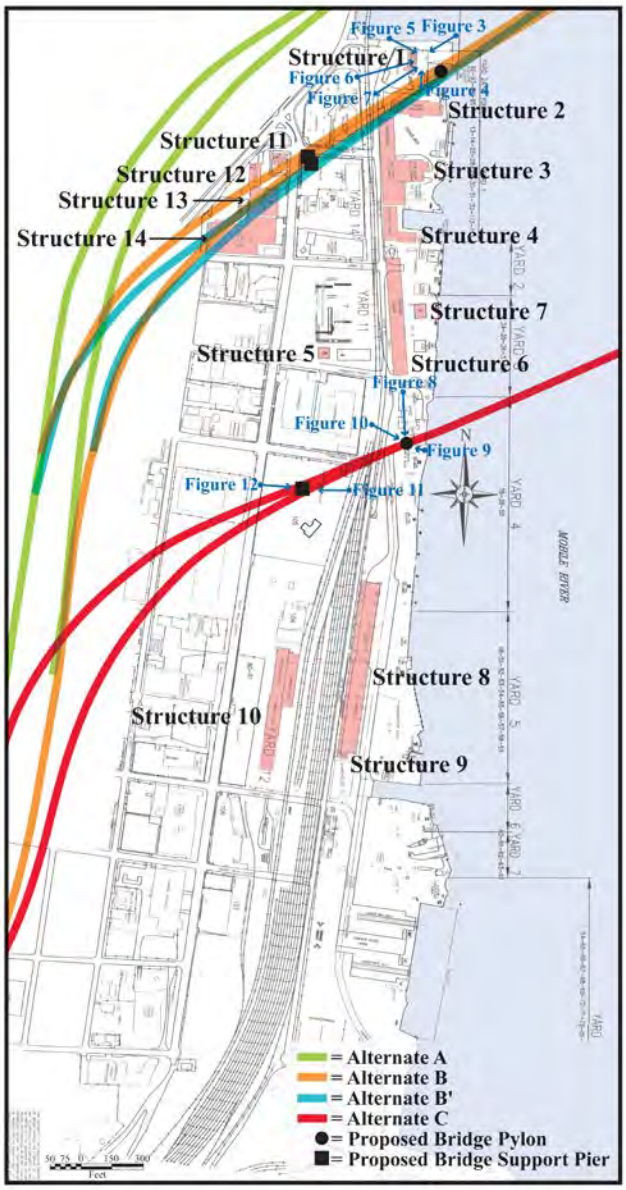

Figure 42. Project map showing the proposed Alternates B, B', and C bridge routes through the former Bender Shipbuilding & Repair Company, Inc. facilities. Former Bender Structures 1, 2, and 11-14 will be impacted by the proposed Alternates B and B' bridge routes.

Seven structures documented at the former Bender Shipbuilding & Repair Company, Inc. facilities may be impacted by construction of Alternates B and B' (Figure 42). These seven structures were designated Structures 1, 2, 3, 11, 12, 13, and 14 in Volume 1, and will be discussed in this report section with those same numbers. Former Bender Structures 1, 2, and 3 are located on the city block designated Survey Block 18 for the I-10 bridge project study area and the former Bender Structures 11, 12, 13, and 14 are on Survey Block 15 (see Figure 2a).

Former Bender Structure 1 is located on Survey Block 18 at the north boundary of the former Bender shipyard on the south side of Eslava Street (see Figure 42). It is shown on the 1955 Sanborn Insurance map as a "BEER W. HO. [Warehouse] (see Figure 26). This building previously belonged to the Kennedy Engine Company, and it last served as Bender's Electrical Maintenance Shop. It is currently vacant. Former Bender Structure 1 is a medium-sized World War II-era Quonset hut made of corrugated metal siding on a steel frame resting on a concrete foundation (Figure 43). It is equivalent to about 1½ to 2 stories or 15 to 20 feet in height, has the characteristic arched or vaulted Quonset hut roof, and consists of one large interior workspace. The east side of this Quonset hut was cut off for a later addition. The building is in good condition.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Alternates B and B' bridge routes cross a short distance south of former Bender Structure 1.

Figure 43. View to the southwest of the front of former Bender Structure 1, Electrical Maintenance Shop, on Eslava Street.

Former Bender Structure 2 is located on Survey Block 18 at the northern portion of the former Bender shipyard on the east side of S. Water Street (see Figure 42) It may be the same structure illustrated on the 1955 Sanborn Insurance map as a boat repair shop for "PATTERSON MFG. Co. (see Figure 26). According to a former Bender representative, this building previously belonged to the Kennedy Engine Company and served as Offices and Services. It was last used by the former Bender shipyard as an Engineering, Safety, Planning, and Maintenance facility. It is currently unoccupied. Structure 2 is made of corrugated metal siding and roofing on a steel frame resting on a concrete foundation (Figure 44). It is equivalent to about 2½ stories or 25 feet in height and has numerous rear additions. The building is in good condition.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Former Bender Structure 2 is within the corridor for Alternates B and B' bridge routes and could be impacted by construction.

Figure 44. View to the east of the front of former Bender Structure 2, Engineering, Planning & Safety Shop.

Former Bender Structure 3. Structure 3 is located on the northern portion of the former Bender shipyard in Yard 1 on the east side of S. Water Street (see Figure 42). This building was Bender's Hull Fabrication Shop, one of the earliest structures built in the late 1950s or early 1960s; it does not appear on the 1955 Sanborn Insurance map. Structure 3 is a very large open and closed shed made of corrugated metal siding and roofing on a steel frame resting on a concrete foundation (Figure 45), with a complex of overhead cranes. It is equivalent to 3 to 4 stories or 30 to 40 feet in height. One area off the southeast side is the Testing and Training Department. There is an original Bender shipyard sign and two "clock alleys" where employees punched in and out for work. The building is in good condition. It is currently vacant.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. The northern end of former Bender Structure 3 is within the corridor for Alternates B and B' bridge routes and could be impacted by construction.

Figure 45. View to the southeast of the open workshop of former Bender Structure 3, Hull Fabrication Shop.

Former Bender Structure 11 is located on Survey Block 15 on the northern portion of the former Bender shipyard, on the west side of S. Royal Street (see Figure 42). Structure 11 is made of wooden weatherboard siding with recent asphalt roofing on a concrete foundation (Figure 46). It is about 2½ stories in height. Structure 11 is in good condition. It was last used as a File Storage building for the former Bender shipyard. It is currently vacant. This structure is commonly referred to as the "Union Hall" having served as a meeting place for shipyard workers. It does not appear on the 1904 Sanborn Insurance map, is labeled as a dwelling on the 1924 Sanborn Insurance map, and as "HALL" on the 1955 Sanborn Insurance map.

Structure 11, the old "Union Hall" for shipyard workers, is considered eligible to the National Register of Historic Places 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 significant is its use as a union meeting hall, its possible role during World War II, and its association with the Alabama Dry Dock & Shipbuilding Company (ADDSCO).

Alternates B and B' would cross immediately south of Structure 11. The proposed project would not directly impact Structure 11.

Figure 46. View to the west of former Bender Structure 11, Union Hall, on S. Royal Street.

Former Bender Structure 12 is located on Survey Block 15 on the northern portion of the former Bender shipyard, near the intersection of Madison and S. Royal streets (see Figure 42). The Montgomery Elevator Company, according to a former Bender representative, originally owned it. It may be the same structure labeled as "construction suspended" on the 1955 Sanborn Insurance map, without identification as to function. It last served as File Storage No. 2 and Electrical Shop for the former Bender shipyard. Structure 12 is a medium-sized shed made of cinder blocks with metal roofing on a concrete foundation (Figure 47). It is equivalent to about 2½ stories or 25 feet in height, and consists of one large workshop and five small offices. Structure 18 is in good condition.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Alternates B and B" bridge decks cross over Structure 12.

Figure 47. View to the west of former Bender Structure 12, originally Montgomery Elevator Company, last used as a File Storage Building and Electrical Shop for the former Bender shipyard.

Former Bender Structure 13 is located on Survey Block 15 on the northern portion of the former Bender shipyard, on the west side of S. Royal Street (see Figure 42). It may be the same structure shown on the 1955 Sanborn Insurance map as "PITTSBURGH PLATE GLASS CO". It last served as a combination Personnel Office and Warehouse for the former Bender shipyard. It is currently used for a bail bonds business. Structure 13 is a large 1½-story building made of large hollow red bricks, with the façade painted white, on a concrete foundation (Figure 48). The north half serves as an office and the south half is a warehouse. Structure 13 is in excellent condition.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. The Alternate B and B' bridge routes cross over former Bender Structure 13.

Figure 48. View to the west of former Bender Structure 13, Shipyard Personnel Office and Warehouse.

Former Bender Structure 14 is located on Survey Block 15 in the northern portion of the former Bender shipyard, on the north side of Canal Street (see Figure 42). It was originally built in the early 1950s as the Mobile Linen Supply Company, as illustrated on the 1955 Sanborn Insurance map, and later became the National Linen Service Corporation. Bender shipyard acquired the building in the 1980s and it last served as Warehouse No. 10. It is currently unoccupied. Structure 14 is a large building with tan bricks on the south façade and west and north sides and cinder blocks on the east wall, with an attached open metal roofed shed on a concrete foundation (Figure 49). It is equivalent to about 2½ stories or 25 feet in height. Structure 14 is in good condition.

Lacking qualities addressing NRHP criteria, this structure is not considered eligible for nomination to the NRHP. Alternate B and B' bridge routes cross over former Bender Structure 14.

Figure 49. View to the northeast of the front of the former Bender Structure 14, originally Mobile Linen Supply Company and later National Linen Service Corporation, and last used as Warehouse No. 10 for the former Bender shipyard.

Summary of Phase I Historic Building Survey

Phase I historic building survey for Alternates A, B, B', and C for the proposed Interstate-10 Mobile River Bridge and Bayway Widening project involved field reconnaissance, historical research, and evaluation of National Register of Historic Places (NRHP) eligibility. Standing structures over 50 years of age recorded during this survey will be impacted by pylon and support pier construction or will be underneath the bridge deck of Alternates B, B', and C. Each structure was documented on a *Historic Building Survey Form* provided by the Alabama Historical Commission and with digital color photographs.

No structures over 50 years of age occur within Alternate A bridge route corridor. Thirty-four structures were recorded: twelve structures were documented in the Alternates B and B' bridge route corridors (Structures 13, 14, 15, 16, and 17 and former Bender Shipyard Structures 1, 2, 3, 11, 12, 13, and 14) and thirteen structures (Structures 1, 2, 3, 4, 5, 6, 7a, 7b, 8, 9, 10, 11, and 12) were documented for Alternate C bridge route corridor. Nine structures (Structures 18, 19a, 19b, 19c, 20a, 20b, 21, 22, and 23) were documented in the proposed realignment of the Virginia Street interchange. Structures documented in this Phase I survey include 13 houses, seven shipyard facilities, five commercial structures, six industrial structures, one Quonset hut, one warehouse, one fish market.

Twenty-seven structures, designated Structures 1, 2, 3, 4, 5, 6, 7a, 7b, 8, 9, 10, 11, 12, 13, 14, 15, 16 ,17, 18, 19a, 19b, 19c, 20a, 20b, 22, and 23, are located outside the former Bender Shipbuilding & Repair Company, Inc. property. None of these structures are considered eligible to the NRHP.

Seven structures at the former Bender Shipyard were previously documented as former Bender Structures 1, 2, 3, 11, 12, 13, and 14 in the Volume 1 shipyard study for the I-10 Mobile River Bridge and Bayway Widening project. One of the six structures, designated former Bender Structure 11, the old "Union Hall," is considered eligible for NRHP nomination.

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Sanborn Map Company
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PART III
APPENDIX 1:
HISTORIC BUILDING SURVEY FORMS

AHC#00-0352

ALABAMA HISTORICAL COMMISSION
The State Historic Preservation Office

468 S. Perry Street
Montgomery, Alabama 36130-0900
Voice: (334)242-3184
Fax: (334)262-1083
www.preservala.org

I-10 HRB
Structure 1

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Sims, HRS	Date:	4-18-06
Property Name:	Grau Stucco House - Structure 1				
Location/Street Address:	718 S. St. Emanuel ST				
City/Zip:	Mobile, 36603		County:	Mobile	
USGS Quad:	Mobile, Bay, revised 1972		Township/Range/Section:	4W 1S Sec —	
Current Owner's Name & Contact Info (if known):	W.T.S. Mason	1915 S. Belle Cour Dr, Mobile AL 36605			

2. Physical Description

Construction Date:	ca 1940	Source:	Sanborn Map Company
Alteration Date:	unknown	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	2 (1 door + 1 window)
Historic use of property:	Residence - urban		
Current use of property:	Residence - Urban		
Architectural Style:	Vernacular	Building Form:	Bungalow
Main roof configuration:	Hip	Roof finish material:	Asphalt shingles
Exterior wall materials:	Stucco		
Porch type:	Attached + recessed entry	Foundation material:	Poured concrete
Window type and materials:	1 Fixed Picture window, Double hung		
Describe alterations:	Stucco exterior, concrete porch, concrete wall in front, 1 Picture window		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description: One-Story bungalow with hipped roof. General appearance of older construction in shape. Remodeling appears to be 1960s - 1970s style. - Probably had a chimney

Description of Setting: Casual yard, paved front walk and driveway, some mature trees

Historical Notes: Shown on 1955 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility: Lack of distinct architectural characteristics. Structure is heavily remodeled with modern materials

CAS 2004,052 Survey Block 1 - Lot 19

AHC# 00-0352

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I-10 MPB
Structure 2

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS	Date:	4-18-06
Property Name:	White Stucco House - Structure 2				
Location/Street Address:	716 St. Emanuel St.				
City/Zip:	Mobile 36603		County:	Mobile	
USGS Quad:	Mobile Ala revised 1982		Township/Range/Section:	4S 1W Sec —	
Current Owner's Name & Contact Info (if known):	W+S. Mason	1915 S. Bellecour Dr. Mobile AL 36605			

2. Physical Description

Construction Date:	ca. 1940	Source:	Sanborn Map Company
Alteration Date:	unknown	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Poor	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	4 — 2 doors + 2 windows
Historic use of property:	Residence - urban		
Current use of property:	unoccupied		
Architectural Style:	vernacular	Building Form:	Cottage
Main roof configuration:	Front + Rear Gables	Roof finish material:	Asphalt Shingles
Exterior wall materials:	Stucco, Concrete Block		
Porch type:	Recessed + concrete stoop	Foundation material:	Poured concrete
Window type and materials:	Original wood and metal replacement - 1 closed up		
Describe alterations:	Stucco exterior probably over wood? - new roof shingles		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description: One story cottage w/ front and rear gables, General appearance of older construction in shape with one central brick chimney. Appears to have been last used as duplex rentals Probably abandoned after Hurricane Katrina in 2005

Description of Setting: Casual yard, grass, concrete pad at rear, few trees front sidewalk.

Historical Notes: Shown on 1955 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility: Lack of distinct architectural characteristics Deteriorating condition + modern materials

CAS 2004.052 Survey Block 1 - Lot 20

AHC# 00-0352

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I-10 MRB
Structure 3

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS	Date:	3-29-06
Property Name:	Pink Cottage - Structure 3				
Location/Street Address:	721 S. Conception St.				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:	Mobile Area revised 1982			Township/Range/Section:	4S 1W Sec —
Current Owner's Name & Contact Info (if known):	Lita Preston	11261 Benthamilton Rd Grand Bay, AL 36541			

2. Physical Description

Construction Date:	ca. 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	3: 1 door + 2 windows
Historic use of property:	Residence - urban		
Current use of property:	Unoccupied		
Architectural Style:	Vernacular	Building Form:	Cottage
Main roof configuration:	Front + Rear Gables	Roof finish material:	Asphalt Shingles
Exterior wall materials:	Wood Drop Siding		
Porch type:	Attached - concrete steps	Foundation material:	Brick + concrete piers
Window type and materials:	Metal Fixed + Double Hung 2/2		
Describe alterations:	Enclosed rear addition, metal window frames - asphalt roofing		
Number and type of all outbuildings: (if significant, fill out separate survey form)	Wooden shed + carport (not old)		

Exterior Architectural Description: One-story cottage with front + rear gables with attached porch covering half of facade. Metal windows with wooden shutters.

Description of Setting: Casual yard, grass, carport + paved driveway, front sidewalk

Historical Notes: Shown on 1924 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No	☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No	☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D	☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National	☐ Undetermined

Justification of Eligibility/Ineligibility: Lack of distinct architectural characteristics
Fair condition + replacement materials

GAS 2004.052 Survey Block 1 - Lot 25

AHC#00-0352

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I-10 MRB
Structure 4

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BGums, HRS	Date:	3-29-06
Property Name:	Yellow Shotgun - Structure 4				
Location/Street Address:	719 S. Conception St.				
City/Zip:	Mobile AL 36603			County:	Mobile
USGS Quad:	Mobile AL revised 1982			Township/Range/Section:	4W 1S Sec —
Current Owner's Name & Contact Info (if known):	Lita Preston	11261 Ben Hamilton Rd, Grand Bay, AL 36541			

2. Physical Description

Construction Date:	Ca 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	2 1door + 1 window
Historic use of property:	Residence - Urban		
Current use of property:	Unoccupied		
Architectural Style:	Vernacular	Building Form:	Shotgun
Main roof configuration:	Front + Rear Gables	Roof finish material:	Asphalt Shingles
Exterior wall materials:			
Porch type:	Full facade-Brick w/concrete step	Foundation material:	Brick Piers
Window type and materials:	Metal Replacement 2/2 double hung		
Describe alterations:	New roof shingles + window frames. - Brick porch probably replaced a wooden one		
Number and type of all outbuildings: (if significant, fill out separate survey form)			

Exterior Architectural Description: This is a one-story shotgun house with front + rear gables, with a full facade porch made of brick, concrete and metal Trellis work.

Description of Setting:
casual yard, grass, front sidewalk, some bushes + trees

Historical Notes:
Shown on 1924 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No	☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No	☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D	☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National	☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics. Replacement materials	

CAS 2004.052 Survey Block 1 - Lot 27

AHC#00-0352

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I-10 MRB
Structures

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS Date: 3-29-06
Property Name:	Tan Shotgun - Structure 5		
Location/Street Address:	717 S. Conception Street		
City/Zip:	Mobile AL 36603	County:	Mobile
USGS Quad:	Mobile Ala. revised 1982	Township/Range/Section:	4W 1S Sec: —
Current Owner's Name & Contact Info (if known):	Carrie Carroway (2006)	(2010) Anderson Pickett 1051 Pecan St. Mobile AL 36603	

2. Physical Description

Construction Date:	ca 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	2 (door + window)
Historic use of property:	Residence - Urban		
Current use of property:	Unoccupied		
Architectural Style:	Vernacular	Building Form:	Shotgun
Main roof configuration:	Front + Rear Gables	Roof finish material:	Asphalt Shingles
Exterior wall materials:	Asbestos Siding		
Porch type:	Full-facade with concrete steps	Foundation material:	Brick Piers
Window type and materials:	Double Hung 4/4 Wood-Framed		
Describe alterations:	New siding & roof, concrete steps, brick chimney removed		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
a one-story shotgun house with front and rear gables; a full facade recessed porch. House once had a brick chimney.

Description of Setting:
Casual yard, grass, some trees + bushes, front sidewalk

Historical Notes:
Shown on 1924 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility:
lack of distinctive architectural characteristics
Fair condition and replacement materials

CAS 2004.052 Survey Block 1 - Lot 28

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I-10 MRB
Structure 6

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B.Sums, HRS	Date:	3-29-10
Property Name:	White Shotgun - Structure 6				
Location/Street Address:	713 S. Conception Street				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:	Mobile Ala. Revised 1982			Township/Range/Section:	4W 1S Sec —
Current Owner's Name & Contact Info (if known):	Heautauko Nichols (2006)	—			

2. Physical Description

Construction Date:	ca 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	2 1door + 1 window
Historic use of property:	Residence - Urban		
Current use of property:	Unoccupied		
Architectural Style:	Vernacular	Building Form:	Shotgun
Main roof configuration:	Front + Rear Gables	Roof finish material:	Asphalt shingles
Exterior wall materials:	Wood Drop Siding + Clapboard + Vertical Board		
Porch type:	Full facade recessed with concrete stairs	Foundation material:	Brick Piers
Window type and materials:	Double Hung 6/6 Wooden frames		
Describe alterations:	Asbestos siding, Brick chimney removed, concrete stairs, new roof shingles		
Number and type of all outbuildings: (if significant, fill out separate survey form)	+ Metal Shed (not old)		

Exterior Architectural Description:
a one-story shotgun house with front and rear gables and a full facade recessed porch w/ brick and concrete steps.

Description of Setting:
Casual yard, grass, few bushes and trees, chain link fence around property, front sidewalk

Historical Notes:
Shown on 1924 Sanborn map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility: Lack of distinctive architectural characteristics
Fair condition and replacement materials

CAS 2004-052 Survey Block 1 - Lot 27

AHC# 00-0352

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I-10 MRB
Structure 7a

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS	Date:	3-29-06
Property Name:	Commercial Brick Building - Structure 7a				
Location/Street Address:	701 S. Conception Street				
City/Zip:	Mobile 36603	County:	Mobile		
USGS Quad:	Mobile Ala Revised 1982	Township/Range/Section:	4, 1 S Sec —		
Current Owner's Name & Contact Info (if known): Larry + Jerry Gamotis	Radio Holland 701 S. Conception St.				

2. Physical Description

Construction Date:	ca 1940	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	1	No. of front bays:	1 door corner facade
Historic use of property:	Commercial		
Current use of property:	Commercial - Radio Holland		
Architectural Style:	Commercial	Building Form:	Freestanding - Flat Roof
Main roof configuration:	Flat	Roof finish material:	unknown
Exterior wall materials:	Brick - Common Bond		
Porch type:	N/A	Foundation material:	Poured concrete Slab
Window type and materials:	Fixed 3/3 - Plate Glass		
Describe alterations:	New awning, some brick veneer		
Number and type of all outbuildings: (if significant, fill out separate survey form)	Small brick building - Recorded as Structure 7b		

Exterior Architectural Description:
One-story brick commercial building covering several lots on NW corner of City block. Made of brick with a flat roof.

Description of Setting: Casual Gravel parking are on South side and grass area on east w/ Chain link fence - Sidewalk on N + W sides, little vegetation

Historical Notes:
Shown on 1955 Sanborn Map - Current owner says it was a grocery / dry goods at one time

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	lack of distinctive architectural characteristics

CAS 2004.052 Survey Block 1 - Lot 35+

AHC# 00-0352

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I-10 MRB
Structure 7b

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BGums, HRS Date: 3-29-06
Property Name:	Commercial Brick Building - Structure 7b		
Location/Street Address:	Short Texas Street (former Texas St)		
City/Zip:	Mobile 36603	County:	Mobile
USGS Quad:	Mobile Bay Revised 1982	Township/Range/Section:	4S 1E Sec —
Current Owner's Name & Contact Info (if known):	Larry+Jerry Gamotis	Radio Holland 701 S. Conception St.	

2. Physical Description

Construction Date:	ca 1940	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	1	No. of front bays:	3 — 1 door & 2 windows
Historic use of property:	Commercial		
Current use of property:	Storage for Radio Holland		
Architectural Style:	Commercial	Building Form:	Free standing-flat roof
Main roof configuration:	Flat	Roof finish material:	Unknown
Exterior wall materials:	Brick-common bond & Cinder Block sides & rear		
Porch type:	—	Foundation material:	Poured Concrete Slab
Window type and materials:	Covered up		
Describe alterations:	New awning		
Number and type of all outbuildings: (if significant, fill out separate survey form)	— Associated with larger commercial building Structure 7a		

Exterior Architectural Description:
Small one-story commercial building of brick with a flat roof.

Description of Setting: Casual, front sidewalk, Structure 7a to W. Grass area to E + S. Little Vegetation

Historical Notes: Shown on 1955 Sanborn Map
Associated with Structure 7a believed to have been a dry goods/ grocery at one time

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics

CAS 2004.052 Survey Block 1 - Lot 35

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I-10 URB
Structure 8

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BGains, HRS	Date:	3-29-10
Property Name:	Liz's Lounge - Structure 8				
Location/Street Address:	6655 Conception Street				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:	Mobile Ala. Revised 1982			Township/Range/Section:	4S 1W Sec —
Current Owner's Name & Contact Info (if known):	Liz's Lounge (251) 433-1221				

2. Physical Description

Construction Date:	ca 1940	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	5 - 1 door + 4 windows
Historic use of property:	Commercial		
Current use of property:	Bar/Tavern		
Architectural Style:	Commercial	Building Form:	Free Standing-Flat roof
Main roof configuration:	Flat	Roof finish material:	Unknown
Exterior wall materials:	Brick and Cinder Block - Painted		
Porch type:	Recessed Entrance	Foundation material:	Poured Concrete Slab
Window type and materials:	Filled in with Cinder blocks		
Describe alterations:	Windows look replaced - now closed off		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
One-story commercial brick building with flat roof.

Description of Setting:
Casual, grassy parking area at rear - Sidewalks on W+S sides
Little vegetation

Historical Notes:
Shown on 1955 Sanborn Map as 1 building w/ 2 stores.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lacking distinct architectural characteristics Alteration of front windows

CAS 2004.052 - Survey Block 2 Lot 12

AHC# 00-0352

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I-10 MRB
Structure 9

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Sims HRS	Date:	3-29-06
Property Name:	Haven Hill Egg Company – Structure 9 (known as Tilly Jim)				
Location/Street Address:	1659 S. Conception Street				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:	Mobile, Ala. Revised 1982			Township/Range/Section:	4S 1W Sec –
Current Owner's Name & Contact Info (if known):	Wm+Greg Degraff	(251) 432-1641			

2. Physical Description

Construction Date:	ca 1940	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	4 1 door + 3 windows
Historic use of property:	Commercial		
Current use of property:	Commercial Storage for Haven Hill Egg Company		
Architectural Style:	Commercial	Building Form:	Free Standing
Main roof configuration:	Side Gables	Roof finish material:	Asphalt Shingles
Exterior wall materials:	Brick-common bond- and Cinder Block		
Porch type:	N/A	Foundation material:	Poured Concrete Slab
Window type and materials:	Fixed-metal-frames, some boarded up		
Describe alterations:	Closed up windows		
Number and type of all outbuildings: (if significant, fill out separate survey form)	Warehouse and Office of Haven Hill Egg Company (not over 50yrs)		

Exterior Architectural Description:
One-story brick + cinderblock commercial building with side gables. Now used for storage

Description of Setting:
Casual, most of area is paved parking lot + surfaces
Front sidewalk, little vegetation

Historical Notes:
Shown on 1955 Sanborn Map (not labeled to function)

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lacking distinct architectural characteristics, deteriorating condition.

CAS 2004.052 Survey Block 2 – Lot 13

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I-10 MRB
Structure 10

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS	Date:	3-29-06
Property Name:	House - Structure 10				
Location/Street Address:	653 S. Conception Street				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:	Mobile, AL Revised 1982			Township/Range/Section:	4W 1S Sec —
Current Owner's Name & Contact Info (if known): Walter H. Rice III	—				

2. Physical Description

Construction Date:	ca 1885	Source:	Sanborn Map Company
Alteration Date:	Unknown	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	3 - 1 door 2 windows
Historic use of property:	Residential - Urban		
Current use of property:	Residential - Urban		
Architectural Style:	Vernacular	Building Form:	Shotgun/Cottage
Main roof configuration:	Hip	Roof finish material:	Asphalt Shingles
Exterior wall materials:	Vinyl Siding		
Porch type:	Recessed full facade	Foundation material:	Unknown/Covered up
Window type and materials:	Double Hung 2/2 Metal frames		
Describe alterations:	Lots of new materials - looks like a shotgun w/a side + rear addition		
Number and type of all outbuildings: (If significant, fill out separate survey form)	Shed, carport, fireplace (not over 50yrs)		

Exterior Architectural Description:
One story residential cottage with a hipped roof and possible side addition, extensively altered w/new materials

Description of Setting: Casual, Backyard has fireplace, paved area and some gardens within a Cinder block fence.

Historical Notes:
Shown on 1904 Sanborn Map as residence.

3. Eligibility

Eligible for Alabama Register:	☐ Yes	☒ No	☐ would contribute to a district	☐ Undetermined			
Eligible for National Register:	☐ Yes	☒ No	☐ would contribute to a district	☐ Undetermined			
NR Criteria:	☐ A	☐ B	☐ C	☐ D	☐ Undetermined		
Level of Significance:	☐ Local	☐ State	☐ National	☐ Undetermined			

Justification of Eligibility/Ineligibility:
Extensive alterations and additions, lacking distinct architectural characteristics.

CAS 2004.052 Survey, Block 2 - Lot 15

AHC# 00-0352

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I-10 HRB
Structure 11

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Sums HRS	Date:	4-18-06
Property Name:	Triple Quonset Hut - Structure 11				
Location/Street Address:	SE corner of Elmira and S. Royal Streets				
City/Zip:	Mobile 36603		County:	Mobile	
USGS Quad:	Mobile Ala. Revised 1982		Township/Range/Section:	HW 1S Sec —	
Current Owner's Name & Contact Info (if known):	Gulf City Body + Trailer Works 601 S. Conception Street Gritter family				

2. Physical Description

Construction Date:	1940-1945 WWII	Source:	—
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	3 2 bay doors + 1 window
Historic use of property:	WWII Military		
Current use of property:	Commercial Storage-Gulf City Body + Trailer Works		
Architectural Style:	Military	Building Form:	Triple Quonset Hut
Main roof configuration:	Vaulted/Arched	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	—	Foundation material:	Poured Concrete Slab
Window type and materials:	Fixed + Double Hung, 3/4 - Metal frame w/ Bars		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Triple Quonset hut with 2 whole parts on side + cut-off part in center made of corrugated metal with roof air vents

Description of Setting: Commercial property w/ asphalt and gravel surfaces, small grassy areas along streets

Historical Notes:
Shown on 1955 Sanborn Map as "WHOL[esale] BEER."

3. Eligibility

Eligible for Alabama Register:	☐ Yes	☒ No	☐ would contribute to a district	☐ Undetermined				
Eligible for National Register:	☐ Yes	☒ No	☐ would contribute to a district	☐ Undetermined				
NR Criteria:	☐ A	☐ B	☐ C	☐ D	☐ Undetermined			
Level of Significance:	☐ Local	☐ State	☐ National	☐ Undetermined				

Justification of Eligibility/Ineligibility: Lack of distinctive architectural characteristics
Not in original location - used in WW II

CAS 2004.052 Survey Block 4 - Lot 5

AHC# 00-0352

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I-10 at 2B
Structure 12

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	Baums, HRS	Date:	4-18-06
Property Name:	Brick Warehouse - Structure 12				
Location/Street Address:	554 S. Royal Street				
City/Zip:	Mobile 36603		County:	Mobile	
USGS Quad:	Mobile Ala. Revised 1982		Township/Range/Section:	4 11 S 1E	Sec —
Current Owner's Name & Contact Info (if known):	Mobile County 554 S. Royal Street				

2. Physical Description

Construction Date:	ca 1930s - 1940s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:		No. of front bays:	5 / Bay door + 4 windows
Historic use of property:	Warehouse for Sears Roebuck & Co.		
Current use of property:	County Offices and Warehouse		
Architectural Style:	Commercial	Building Form:	Warehouse
Main roof configuration:	Flat	Roof finish material:	Unknown
Exterior wall materials:	Brick-Common Bond		
Porch type:	Stoop w/Concrete Steps	Foundation material:	Poured Concrete Slab
Window type and materials:	Fixed-Metal w/ Iron Bars		
Describe alterations:	Addition to NE Corner, Metal Awning on Facade		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Long linear brick warehouse with flat roof and metal awnings

Description of Setting: Commercial property w/asphalt parking lots + gravel surfaces, small grassy areas along S. Royal Street

Historical Notes:
Shown on 1955 Sanborn Map as "SEARS ROEBUCK & Co W. HO. [warehouse]"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	lack of distinctive architectural characteristics

CAS 2004.052 - Survey Block 6

AHC#00-0352

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I-10 MRB
Structure 13

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number: 00-0352	Form completed by: B.Gums, HRS	Date: 5-4-06	
Property Name: White Cottage - Structure 13			
Location/Street Address: 356 St Emanuel Street			
City/Zip: Mobile 36603		County: Mobile	
USGS Quad: Mobile Ala. Revised 1982		Township/Range/Section: 4W 15 Sec —	
Current Owner's Name & Contact Info (if known): Jaxx Drinkwater	James Bonds Bail Bonds, 356 St Emanuel Street		

2. Physical Description

Construction Date: ca 1940		Source: Sanborn Map Company	
Alteration Date: —		Source: —	
Architect: —		Builder: —	
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories: 1½		No. of front bays: 4	2 doors + 2 windows
Historic use of property: Residence - Urban			
Current use of property: Commercial - James Bonds Bail Bonds			
Architectural Style: Vernacular		Building Form: Cottage	
Main roof configuration: Front Gable		Roof finish material: Asphalt Shingles	
Exterior wall materials: Wood Drop Siding			
Porch type: Half-facade, Recessed		Foundation material: Brick Piers	
Window type and materials: Fixed + Double Hung 3/1 + 4/1 wooden frames			
Describe alterations: 3 Picture Windows, Interior extensively remodeled into business			
Number and type of all outbuildings: (if significant, fill out separate survey form) —			

Exterior Architectural Description:
One-story cottage with front + rear gables, with wood drop siding, recessed porch and brick chimney.

Description of Setting: Casual, grass + bushes around Structure 13. Gravel Parking lot.

Historical Notes:
First shown on 1955 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility: Lack of distinctive architectural characteristics, Replacement materials + extensive interior alterations

CAS 2004.052 - Survey Block 13 - Lot 17

AHC#00-0352

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I-10 MRB
Structure 1H

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS	Date:	5-4-06
Property Name:	Seaman's Lounge - Structure 1H				
Location/Street Address:	350 S. St. Emanuel Street				
City/Zip:	Mobile 36603		County:	Mobile	
USGS Quad:	Mobile Ala. Revised 1982		Township/Range/Section:	4W 1S Sec —	
Current Owner's Name & Contact Info (if known):	Clint Ulmer	Bandit Bail Bonds 350 St. Emanuel Street			

2. Physical Description

Construction Date:	ca. 1940	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	3 1 door 2 windows corner facade
Historic use of property:	Restaurant, Lounge		
Current use of property:	Commercial, Bandit Bail Bonds		
Architectural Style:	Vernacular	Building Form:	Commercial
Main roof configuration:	Multiple Gables	Roof finish material:	Corrugated Metal
Exterior wall materials:	Brick facade - common bond, 3 walls of Girder Block		
Porch type:	Recessed, Corner facade	Foundation material:	Poured Concrete Slab
Window type and materials:	Fixed, Wooden frames		
Describe alterations:	Extensive interior renovations, After 2005 Hurricane Katrina. Picture windows on front & sides		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
One-story commercial brick building with front, rear + side gables. (+ center block)

Description of Setting: Commercial, paved sidewalks on N + E. Small grassy areas along streets

Historical Notes:
Shown on 1955 Sanborn Maps as Restaurant. Current owner says it once was a "Seaman's Lounge"

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics. Extensive renovations and new materials

CAS 2004.052 Survey Block 13-Lot 16

AHC#00-0352

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I-10 MRB
Structure 15

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Sims, HRS	Date:	5-4-2006
Property Name:	White Cottage - Structure 15				
Location/Street Address:	153 Canal Street				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:			Township/Range/Section:		
Current Owner's Name & Contact Info (if known): Clint Ulmer	Bandit Bail Bonds 330 St Emanuel Street				

2. Physical Description

Construction Date:	ca. 1940	Source:	Sanborn Map Company
Alteration Date:	—	Source:	
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1 1/2	No. of front bays:	3 1 door & 2 windows
Historic use of property:	Residence-Urban		
Current use of property:	Commercial/Vacant		
Architectural Style:	Vernacular	Building Form:	Cottage
Main roof configuration:	Front & Rear Gables	Roof finish material:	Metal (not old)
Exterior wall materials:	Some Wooden Drop Siding, Some Vinyl Siding		
Porch type:	Full-facade, Recessed	Foundation material:	Brick Piers (Some new)
Window type and materials:	Double Hung 2/2 & 6/6 Wood-frame w/ Iron Bars		
Describe alterations:	Rear addition, renovations after 2005 Hurricane Katrina		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
One-story cottage with front and rear gables and recessed porch with metal railswork on full facade, with 2 side brick chimneys.

Description of Setting: Casual, Paved driveway, small grassy area around Structure 15

Historical Notes:
Shown as residence on 1955 Sanborn Map

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics Extensive renovations and replacement materials

CAS 2004.052 - Survey Block 13 - Lot 25

AHC#00-0352

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I-10 HRB
Structure 16

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Gums, HRS	Date:	5-4-2006
Property Name:	Pink Cottage - Structure 16				
Location/Street Address:	355 S. St. Emanuel Street				
City/Zip:	Mobile 36603		County:	Mobile	
USGS Quad:	Mobile Ala., Revised 1982		Township/Range/Section:	4 S 1 E	Sec —
Current Owner's Name & Contact Info (if known):	Donna Wright	Exit Bail Bonds 355 S. St. Emanuel Street			

2. Physical Description

Construction Date:	Ca. 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	4 2 doors and 2 windows
Historic use of property:	Residence - Urban		
Current use of property:	Commercial - Exit Bail Bonds		
Architectural Style:	Vernacular	Building Form:	Cottage
Main roof configuration:	Pyramidal	Roof finish material:	Asphalt shingles
Exterior wall materials:	Vertical wooden Weatherboard		
Porch type:	Full facade, Recessed	Foundation material:	Continuous Brick
Window type and materials:	Fixed and Double Hung 2/2 Metal frames		
Describe alterations:	Extensive interior remodeling into 2 commercial units 100% of new materials		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
One-story cottage with pyramidal roof and recessed porch on full facade, with one interior brick chimney.

Description of Setting: Casual, grassy areas around Structure 16, Some trees at rear, front walk, chainlink fence around lot

Historical Notes:
Shown on 1924 Sanborn Map as dwelling

3. Eligibility

Eligible for Alabama Register:	☐ Yes	☒ No	☐ would contribute to a district	☐ Undetermined	
Eligible for National Register:	☐ Yes	☒ No	☐ would contribute to a district	☐ Undetermined	
NR Criteria:	☐ A	☐ B	☐ C	☐ D	☐ Undetermined
Level of Significance:	☐ Local	☐ State	☐ National	☐ Undetermined	

Justification of Eligibility/Ineligibility: Lack of distinctive architectural characteristics
Extensive remodeling and replacement materials

CAS 2004.052 - Survey Block 14 - Lot 12

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I-10 HRB
Structure 17

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	B. Sums, HRS	Date:	5-4-06
Property Name:	Southern Fish & Oyster - Structure 17				
Location/Street Address:	Foot of Eslava Street				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:	Mobile Bay, Revised 1992			Township/Range/Section:	4W 1S Sec —
Current Owner's Name & Contact Info (if known):	Ralph Atkins	Southern Fish & Oyster Eslava Street at Mobile River	251-438-5745		

2. Physical Description

Construction Date:	ca 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	2	No. of front bays:	6 2 Bay doors 4 windows
Historic use of property:	Commercial - Seafood Company		
Current use of property:	Commercial - Southern Fish & Oyster Co.		
Architectural Style:	Commercial	Building Form:	Warehouse
Main roof configuration:	Side Gables	Roof finish material:	Corrugated Metal
Exterior wall materials:	Corrugated Metal		
Porch type:	—	Foundation material:	Poured Concrete Slab
Window type and materials:	Fixed and Double Hung 2/3, metal frames		
Describe alterations:	Post-Hurricane Katrina - New concrete floor & large hoist		
Number and type of all outbuildings: (if significant, fill out separate survey form)	—		

Exterior Architectural Description:
Two-story commercial warehouse with side gables made of corrugated metal with metal roof.

Description of Setting: Commercial waterfront, Paved parking lot on Mobile River, No vegetation

Historical Notes:
Shown on 1904 Sanborn Map as "MOBILE FISH & OYSTER CO'S OYSTER DOCK"
Shown on 1924 " " with building "LORE'S FISH & OYSTER CO."
Shown on 1955 " " " " "PACKING HO - SOUTHERN FISH & OYSTER CO"

3. Eligibility

Eligible for Alabama Register:	☒ Yes	☐ No	☐ would contribute to a district	☐ Undetermined		
Eligible for National Register:	☒ Yes	☐ No	☐ would contribute to a district	☐ Undetermined		
NR Criteria:	☒ A	☐ B	☐ C	☐ D	☐ Undetermined	
Level of Significance:	☐ Local	☐ State	☐ National	☐ Undetermined		

Justification of Eligibility/Ineligibility: Connection to development of Mobile's waterfront and Seafood Industry

CAS 2004.052 - Survey Block 18

AHC# 00-0352

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I-10 MRB
Structure 18

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-352	Form completed by:	CG/BG	Date:	11-8-10
Property Name:	Green Shotgun House - Structure 18				
Location/Street Address:	754 S. Conception Street				
City/Zip:	Mobile 36603		County:	Mobile	
USGS Quad:	Mobile Ala. revised 1982		Township/Range/Section:	4S 1W	Sec —
Current Owner's Name & Contact Info (if known):	Floyd E. Draine	251-432-2910			

2. Physical Description

Construction Date:	Ca 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:		No. of front bays:	2 1 door - 1 window
Historic use of property:	Residence - urban		
Current use of property:	Residence - urban		
Architectural Style:	Vernacular	Building Form:	Shotgun
Main roof configuration:	Front & Rear Gables	Roof finish material:	Asphalt Shingle
Exterior wall materials:	Wood, Drop and Clapboard		
Porch type:	Full Facade	Foundation material:	Cinder blocks / concrete porch
Window type and materials:	Double Hung 2 over 2, Metal & Wood		
Describe alterations:	Rear addition, new metal windows, cinderblock piers, concrete porch & stairs		
Number and type of all outbuildings: (if significant, fill out separate survey form)	None		

Exterior Architectural Description:

One-story shotgun house with wooden siding, set on cinder block piers, with front and rear gables and rear addition. Redone pores of concrete and cinder block steps.

Description of Setting:

Near vacant residential lots that once held shotguns. This is the only shotgun left standing on this block - Casual yard, some trees

Historical Notes:

First shown on 1924 Sanborn map w/ 7 other shotguns (all now gone)

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility:

Deteriorating condition, replacement materials, isolated location many other better examples of shotguns in neighborhoods.

CAS 2010.038 Survey Block 19

AHC#00-0352

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I-10 WFB
Structure 19a

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: BG	Date: 11-8-10
Property Name:	A.W. Williams Inspection Co. Inc - Structure 19a		
Location/Street Address:	708 Virginia Street		
City/Zip: Mobile	36603	County: Mobile	
USGS Quad: Mobile Ala revised 1952		Township/Range/Section: 4S 1W Sec —	
Current Owner's Name & Contact Info (if known): Edward Williams		251-438-3691	

2. Physical Description

Construction Date:	1936	Source:	Current Owner
Alteration Date:	ca 2005	Source:	" "
Architect:	Unknown	Builder:	Unknown
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	1	No. of front bays:	8 1 door + 7 windows
Historic use of property:	Office for wood inspection Company		
Current use of property:	Same		
Architectural Style:	Moderne Deco	Building Form:	Commercial Office
Main roof configuration:	Flat	Roof finish material:	unk - flat - can't see
Exterior wall materials:	Stucco over concrete		
Porch type:		Foundation material:	Concrete
Window type and materials:	wood double hung, 6/6, wood fixed, metal fixed		
Describe alterations:	N/A		
Number and type of all outbuildings: (if significant, fill out separate survey form)	Metal warehouse sheds built 1940s		

Exterior Architectural Description:
One-story office building constructed in Moderne Deco style of stucco over concrete on concrete foundation.

Description of Setting:
Commercial-large lot with 3 buildings 2 older - 1 recent surrounding large asphalt + concrete parking lot

Historical Notes:
Current owner E. Williams II say Company est. in 1921 at other location. Moved to Virginia & built building in 1936

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility:
2006 CRM Study determined it is not eligible because this style is common in Mobile (Meyer + Beasley 2006)

CAS 2010.038 - Survey Block 32.

Discussed in CRM report for Overpass to Choctaw Point (Meyer and Beasley 2006)

AHC#00-0352

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I-10 MPB
Structure 196

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	BG	Date:	11-8-10
Property Name:	A.W. Williams Inspection Co. Inc. - Structure 196				
Location/Street Address:	208 Virginia Street				
City/Zip:	Mobile 36603			County:	Mobile
USGS Quad:	Mobile, Ala revised 1982			Township/Range/Section:	4S 1W Sec —
Current Owner's Name & Contact Info (if known):	Edward Williams	251-438-3691			

2. Physical Description

Construction Date:	ca 1945	Source:	Current Owner
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric (High, Medium, Low)	High
No. of stories:	1	No. of front bays:	—
Historic use of property:	"Testing Lab" for A.A. Williams Inspection Co Inc.		
Current use of property:	Storage		
Architectural Style:	—	Building Form:	Warehouse
Main roof configuration:	Side gables	Roof finish material:	Corrugated metal
Exterior wall materials:	Metal Sheeting		
Porch type:	—	Foundation material:	Concrete
Window type and materials:	Metal, fixed 3/3		
Describe alterations:	—		
Number and type of all outbuildings: (if significant, fill out separate survey form)	1 office building, 1 open bay w/ 7 parking spaces		

Exterior Architectural Description:
One-story warehouse constructed of metal siding with corrugated metal roof with two air vents.

Description of Setting:
Commercial - large lot w/ 3 buildings 2 older + 1 recent surrounding parking lot of asphalt and concrete

Historical Notes:
Shown on 1955 Sanborn Map as it appears in 2010.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics.

CAS 2010.038 Survey Block 32
Discussed in CRR report for Overpass to Chactaw Point (Meyer and Beasley 2006

AHC#00-0352

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I-10 MRB
Structure 19c

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: BG	Date: 11-8-10
Property Name:	A.J. Williams Inspection Co. Inc. - Structure 19c		
Location/Street Address:	208 Virginia Street		
City/Zip:	Mobile 36603	County:	Mobile
USGS Quad:	Mobile Ala. revised 1982	Township/Range/Section:	4S 1W Sec —
Current Owner's Name & Contact info (if known):	Edward Williams	251-438-3691	

2. Physical Description

Construction Date:	ca 1945	Source:	Current Owner
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	High
No. of stories:	1	No. of front bays:	—
Historic use of property:	Parking Garage		
Current use of property:	Parking Garage		
Architectural Style:	Vernacular	Building Form:	Open Bay Garage
Main roof configuration:	Flat	Roof finish material:	Metal
Exterior wall materials:	Cinder Block		
Porch type:	N/A	Foundation material:	Poured Concrete
Window type and materials:	N/A		
Describe alterations:	N/A		
Number and type of all outbuildings: (If significant, fill out separate survey form)	1 office building and 1 metal warehouse		

Exterior Architectural Description:
One-story open bay parking garage for multiple vehicles constructed of cinder blocks with flat metal roof.

Description of Setting:
Commercial large lot with 3 buildings surrounding parking lot of asphalt and concrete.

Historical Notes:
Shown on 1955 Sanborn Map as it appears in 2010.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics

CAS2010.038 Survey Block 32

AHC# 00-0352

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I-10 NRB
Structure 20a

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: B.Gums, E.Stacey	Date: 11-9-10
Property Name:	Merritt Oil Company, Inc. - Structure 20a		
Location/Street Address:	952 S. Conception St.		
City/Zip:	Mobile 36603	County:	Mobile
USGS Quad:	Mobile Bay Revised 1982	Township/Range/Section:	4W 1S Sec —
Current Owner's Name & Contact Info (if known): Merritt Oil Co. Inc.	952 S. Conception St (251) 432-1671		

2. Physical Description

Construction Date:	Early 1900s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	4 1 door & 3 windows N/S
Historic use of property:	Gulf Refining Company of Louisiana		
Current use of property:	Merritt Oil Company Storage		
Architectural Style:	Commercial/Industrial	Building Form:	Office and Warehouse
Main roof configuration:	Flat	Roof finish material:	Metal sheeting
Exterior wall materials:	Brick + Stucco		
Porch type:	Stoop w/ 2 concrete steps	Foundation material:	Poured Concrete
Window type and materials:	Fixed + Double Hung - Wood + metal frames 44 ✓ 8/8		
Describe alterations:	N/A		
Number and type of all outbuildings: (If significant, fill out separate survey form)	Workshop (Structure 20b)		

Exterior Architectural Description: Front door w/ 3 windows on W 3 Bays + 11 windows on SE side 1 door + 3 windows on S. side 8 windows and 3 Bay doors on West Side + awning

Description of Setting: commercial industrial, asphalt surfaces, tanks and other equipment storage

Historical Notes: Shown on 1924 Sanborn Map as it appears in 2010.

3. Eligibility

Eligible for Alabama Register:	☐ Yes	☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes	☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A	☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local	☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility: 2006 CRM study determined it is not eligible because of its isolated location (Meyer and Beasley 2006)

CAS 2010.038 Survey Block 23
Discussed in CRM report for Overpass to Choctaw Point (Meyer and Beasley 2006)

AHC#00-0352

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I-10 MRB
Structure 20b

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	Erin Stacey + Blume Date: 11-9-10
Property Name:	Merritt Oil Company, Inc - Structure 20b		
Location/Street Address:	952 S. Conception St.		
City/Zip:	Mobile 36603	County:	Mobile
USGS Quad:	Mobile Ala Revised 1982	Township/Range/Section:	4W 1S Sec -
Current Owner's Name & Contact Info (if known):	Merritt Oil Co. Inc.	952 S. Conception St. (251) 432-6711	

2. Physical Description

Construction Date:	Early 1900s	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	8 open bays
Historic use of property:	Gulf Refining Company of Louisiana		
Current use of property:	Merritt Oil Co.		
Architectural Style:	Commerical / Industry	Building Form:	rectangular workshop
Main roof configuration:	Flat w/ 4 linear raised	Roof finish material:	metal
Exterior wall materials:	Brick	bricks dividing	
Porch type:	——	Foundation material:	poured concrete slab
Window type and materials:	8/8 fixed metal	frames	
Describe alterations:	back windows are bordered (N).		
Number and type of all outbuildings: (if significant, fill out separate survey form)	warehouse/office building (Structure 20a)		

Exterior Architectural Description:
One-story workshop constructed of brick with flat metal roof and open bays on one side.

Description of Setting:
Commercial industrial complex with asphalt surfaces, Tanks and other equipment storage

Historical Notes:
Shown on 1924 Sanborn Map as it appears in 2010.

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility:
2006 CRM Study determined it is not eligible because of its isolated location (Meyer and Beasley 2006)

CAS 2010:038 Survey Block 23
Discussed in CRM report for Overpass to Choctaw Point (Meyer and Beasley 2006)

AHC# 00-0352

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I-10 MRB
Structure 21

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: BSums	Date: 11-9-10
Property Name:	White shotgun house - Structure 21		
Location/Street Address:	918 S. Hamilton		
City/Zip:	Mobile 36603	County:	Mobile
USGS Quad:	Mobile Ala revised 1982	Township/Range/Section:	4S 1W Sec —
Current Owner's Name & Contact Info (if known):	Henrue Anita Patrick	11800 McFarland Rd Spanish Fort AL 36527	

2. Physical Description

Construction Date:	Ca 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Poor	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	2 1 door + 1 window
Historic use of property:	Residence		
Current use of property:	Unoccupied		
Architectural Style:	Vernacular	Building Form:	Shotgun House
Main roof configuration:	Front & rear gables	Roof finish material:	Asphalt shingles
Exterior wall materials:	Wooden drop siding		
Porch type:	Full Facade	Foundation material:	Brick piers
Window type and materials:	Wood, double hung 2/2		
Describe alterations:	Metal porch columns, cinderblock + concrete porch		
Number and type of all outbuildings: (if significant, fill out separate survey form)	Small metal shed - looks older, at rear		

Exterior Architectural Description:

One story shotgun house with wooden drop siding with front and rear gables and asphalt shingled roof.

Description of Setting:

Residential area with casual, overgrown yard.

Historical Notes:

First shown on 1924 Sanborn Map (not shown on 1904 Sanborn Map)

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined

Justification of Eligibility/Ineligibility: Lack of distinct architectural characteristics. Replacement materials and poor condition.

CAS 2010.038 Survey Block 25

AHC# 00-0352

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I-10 HRB
Structure 22

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by: B. Gums	Date: 11-9-10
Property Name:	Pink Shotgun House - Structure 22		
Location/Street Address:	920 S. Hamilton		
City/Zip: Mobile AL 36603		County: Mobile	
USGS Quad: Mobile Ala. revised 1932		Township/Range/Section: 4S 1W Sec —	
Current Owner's Name & Contact Info (if known): Julius Perry		251-433-8027 or 635-2419	

2. Physical Description

Construction Date:	ca 1915	Source:	Sanborn Map Company
Alteration Date:	Post 2005 (H. Katrina)	Source:	—
Architect:	—	Builder:	
Physical Condition: (Excellent, Good, Fair, Poor)	Good	Remaining Historic Fabric: (High, Medium, Low)	Low
No. of stories:	1	No. of front bays:	2 1 door + 1 window
Historic use of property:	Residence		
Current use of property:	Residence		
Architectural Style:	Vernacular	Building Form:	Shotgun
Main roof configuration:	Front + rear gables	Roof finish material:	Corrugated metal (new)
Exterior wall materials:	Aluminun Siding		
Porch type:	Full Facade-Recessed	Foundation material:	Brick piers
Window type and materials:	Front wood framed, side metal double hung 2/2.		
Describe alterations:	New siding, roof, windows, rear addition + porch (cinderblock and concrete porch), metal railing work		
Number and type of all outbuildings: (if significant, fill out separate survey form)	Small metal shed (looks older)		

Exterior Architectural Description:

One-story shotgun house with aluminun siding, front and rear gables, and corrugated metal roof.

Description of Setting:

Residential area with casual yard.

Historical Notes:

First shown on 1924 Sanborn Map (not shown on 1904 map)

3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinctive architectural characteristics, Replacement Materials

CAS 2010.038 Survey Block 25

AHC# 00-0352

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I-10 MRB
Structure 23

HISTORIC BUILDING SURVEY FORM

1. Location/Ownership

AHC Survey Number:	00-0352	Form completed by:	Sellums	Date:	11-9-10
Property Name:	White shotgun house - Structure 23				
Location/Street Address:	922 S. Hamilton				
City/Zip:	Mobile 36603		County: Mobile		
USGS Quad:	Mobile Ala revised 1982	Township/Range/Section:	4S 1W Sec —		
Current Owner's Name & Contact Info (if known): Arnez Ezell	(251) 452-8413				

2. Physical Description

Construction Date:	ca 1915	Source:	Sanborn Map Company
Alteration Date:	—	Source:	—
Architect:	—	Builder:	—
Physical Condition: (Excellent, Good, Fair, Poor)	Fair	Remaining Historic Fabric: (High, Medium, Low)	Medium
No. of stories:	1	No. of front bays:	2 (door & 1 window)
Historic use of property:	Residence		
Current use of property:	Residence		
Architectural Style:	Vernacular	Building Form:	Shotgun
Main roof configuration:	Front & rear gables	Roof finish material:	Asphalt (new)
Exterior wall materials:	Wood siding & wood drop siding		
Porch type:	Full facade	Foundation material:	Unk - Covered by metal sheeting
Window type and materials:	Metal (new) Double hung 6/6 & 1/1		
Describe alterations:	New shingles, new windows, cinder block porch		
Number and type of all outbuildings: (if significant, fill out separate survey form)	1 metal shed behind house (not OI)		

Exterior Architectural Description:

One-story shotgun house of wooden siding and drop siding, front and rear gables, and asphalt roofing.

Description of Setting:

Residential area with casual yard.

Historical Notes:

First shown on 1924 Sanborn Map (not shown on 1924 Sanborn Map)

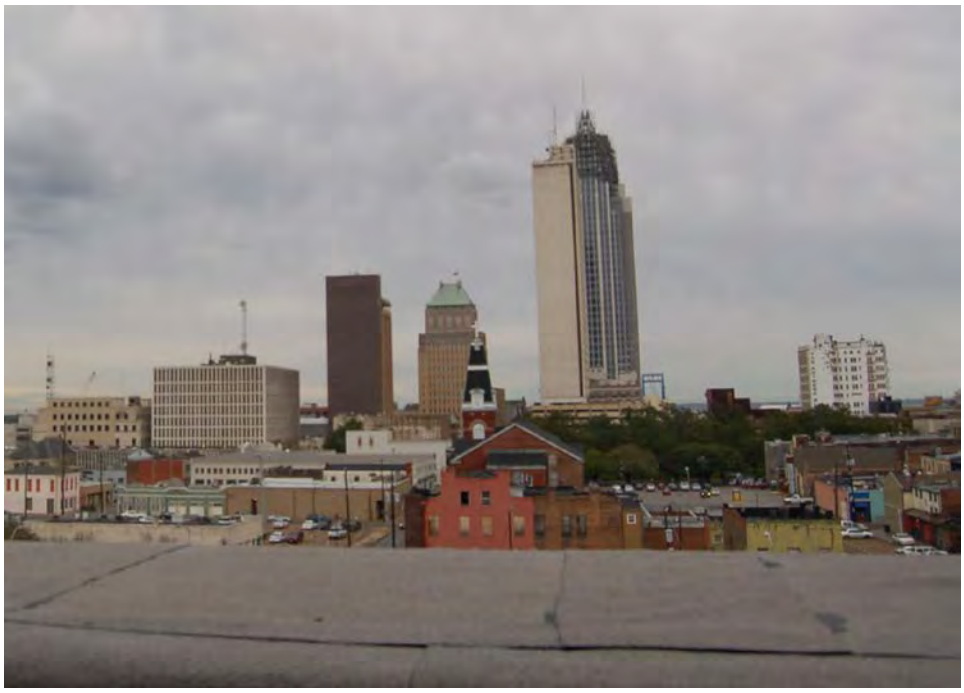
3. Eligibility

Eligible for Alabama Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
Eligible for National Register:	☐ Yes ☒ No ☐ would contribute to a district ☐ Undetermined
NR Criteria:	☐ A ☐ B ☐ C ☐ D ☐ Undetermined
Level of Significance:	☐ Local ☐ State ☐ National ☐ Undetermined
Justification of Eligibility/Ineligibility:	Lack of distinct architectural characteristics. Replacement materials, fair condition

CAS 2010,038 Survey Block 25

VOLUME 3

Viewshed Impact Assessment for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening Project, ALDOT Project DPI-0030(005), Mobile and Baldwin Counties, Alabama



View of downtown Mobile, Alabama, from the fifth floor of the Scottish Rites Temple

Submitted to
Volkert, Inc.
PO Box 7434
Mobile, AL 36670-0434

By
Bonnie Gums, Harriet Richardson Seacat, and Philip Bolin
Center for Archaeological Studies
6052 USA Drive South
University of South Alabama
Mobile, AL 36688

AHC#00-0352

July 2011

Abstract

This viewshed impact assessment was completed in conjunction with planning for the Alabama Department of Transportation's proposed Interstate-10 (I-10) Bridge over the Mobile River and Bayway Widening Project ((ALDOT Project DPI-0030(005)) (AHC#00-0352), Mobile and Baldwin Counties, Alabama. This study consisted of field reconnaissance, historical and architectural research, and evaluation of viewshed impact of the four proposed I-10 Mobile River Bridge routes, Alternates, A, B, B', and C, on 60 cultural resources in the city of Mobile in Mobile County, and on the Eastern Shore of Baldwin County.

Field reconnaissance included documenting the 60 cultural resources for current viewshed, the potential viewshed impact by the proposed I-10 Mobile River Bridge Alternates A, B, B', and C, and architectural and landscape features. These cultural resources included 41 historic structures**,** 14 street intersections, two historic cemeteries, one historic neighborhood, one military museum park, and one modern civic building. Many of these cultural resources are in historic districts listed on the National Register of Historic Places (NRHP) or historic neighborhoods.

Previous viewshed impact assessments and the United States Army Corps of Engineers Visual Resources Assessment Procedure criteria were used to assist in making a qualitative analysis of potential viewshed impacts of the proposed I-10 Mobile River Bridge. A Cultural Resource Viewshed Worksheet was completed for each of the 60 cultural resources and color digital photographs were taken from each resource for current viewshed assessments, and toward the four proposed I-10 Mobile River Bridge routes, Alternates A, B, B', and C. Current viewsheds were rated as Distinct, Average, or Minimal based on existing level of visual quality of the cultural resource and its viewshed. Computer software Google Sketchup and Photoshop was used to create a photo-realistic depiction of what the four proposed I-10 Mobile River Bridge routes, Alternates A, B, B', and C, would look like on the original cultural resource photographs. Each cultural resource was rated for the level of potential viewshed impacts as Substantial, Moderate, Minimal, or None, for the proposed I-10 Mobile River Bridge project.

Table of Contents

List of Tables

List of Figures

PART I
Methods and Results of Viewshed Impact Assessment

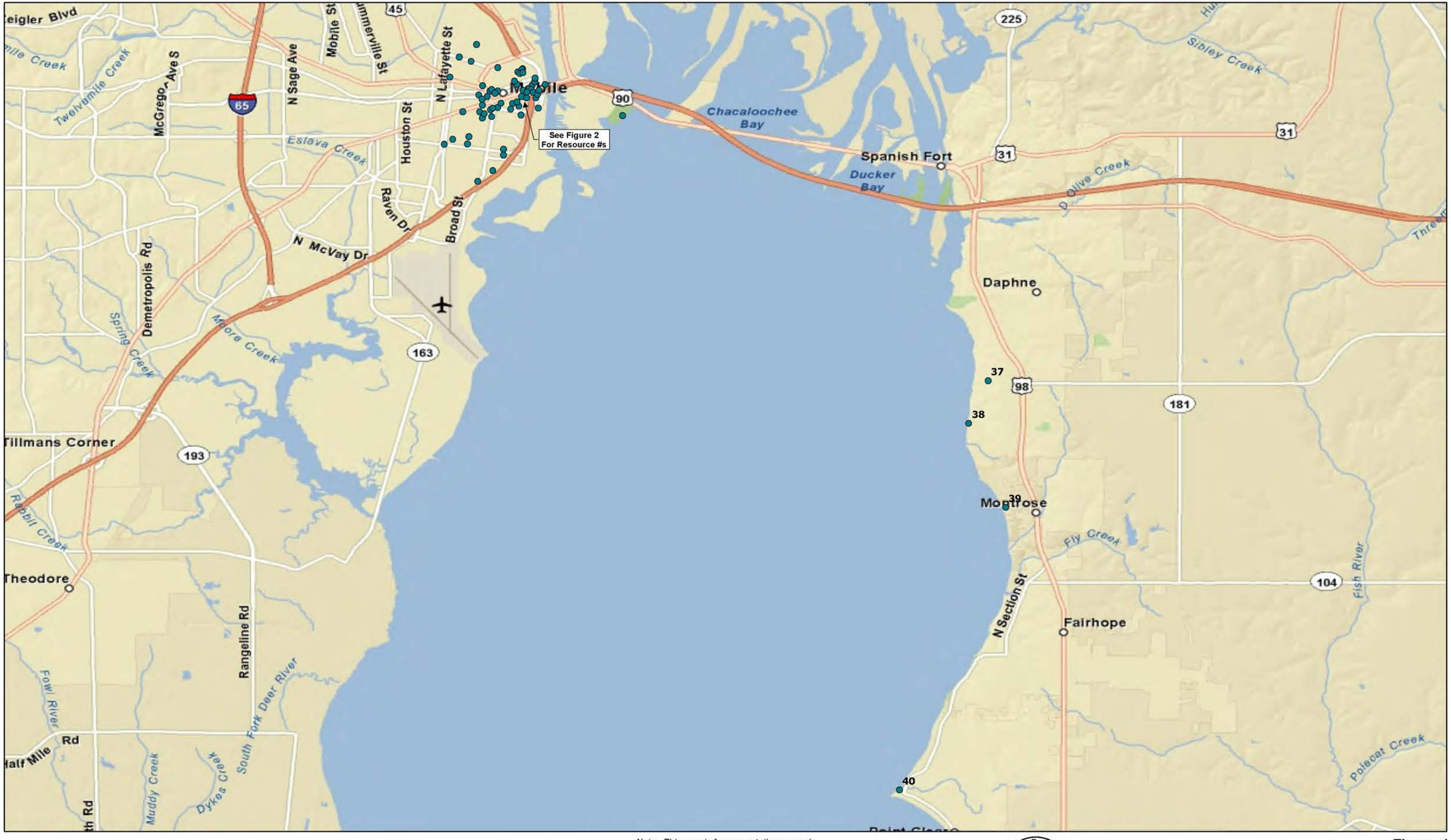
Introduction

This viewshed impact assessment was completed in conjunction with planning for the Alabama Department of Transportation's proposed I-10 Mobile River Bridge and Bayway Widening Project in Mobile and Baldwin Counties, Alabama (Figures 1 and 2). Viewshed assessment consisted of field reconnaissance, historical research, and evaluation of viewshed impact of the four proposed I-10 Mobile River Bridge routes, Alternates, A, B, B', and C, on 60 cultural resources in Mobile and Baldwin Counties, Alabama (Table 1). The sample of resources evaluated in the viewshed impact assessment was developed in consultation with the Section 106 Consulting Parties.

Methods for Viewshed Impact Assessment

Viewshed assessment involved field reconnaissance, historical research, and evaluation of viewshed impact of proposed I-10 Mobile River Bridge Alternates, A, B, B', and C on 60 cultural resources in Mobile and Baldwin Counties, Alabama. Field reconnaissance included documenting (with color photographs) the 60 cultural resources for current viewshed, the potential viewshed impact by the proposed I-10 Mobile River Bridge Alternates A, B, B', and C, and architectural and landscape features. When possible, property owners were interviewed to gather historical information about a structure or property. Analysis included background research on the 60 cultural resources using primary and secondary resources and historical maps, concluding in the production of project maps and color photographs and the preparation of this report.

Based on previous viewshed impact assessments and the United States Army Corps of Engineers (USACE) Visual Resources Assessment Procedure criteria, the following paragraphs describe the methods that were used to assist in making a qualitative analysis of potential viewshed impacts associated with the proposed I-10 Mobile River Bridge and Bayway Widening project.



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NOT TO SCALE

Note: This map is for presentation use only and not to be used for construction purposes.

ALABAMA DEPARTMENT OF TRANSPORTATION

Figure 1
Locations Of Cultural Resources 1-60 In Mobile County And Baldwin County
911602.12 Mobile River I-10 Bridge

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0 1,000 2,000 4,000 Feet

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ALABAMA DEPARTMENT OF TRANSPORTATION

Figure 2
Locations Of Cultural Resources
#1-36 and 41-60
Examined During The Viewshed Impact Assessment
911602.12 Mobile River I-10 Bridge

Table 1. Cultural resources examined during viewshed impact assessment for the proposed I-10 Mobile River Bridge. Resources #1-36 and 41-60 are in the City of Mobile in Mobile County, Alabama, and Resources #37-40 are on the Eastern Shore of Mobile Bay in Baldwin County, Alabama.

#	Description	Location	Historic District or Neighborhood	Current Viewshed
1	Hellen-Croom House	1001 Augusts St.	Oakleigh Garden	Distinct
2	Wilson-Gibbs-Dow House	1012 Palmetto St.	Oakleigh Garden	District
3	Street Intersection	Government & Roper	Oakleigh Garden	Distinct/Average
4	St. Charles Apartments	963 Government St.	Oakleigh Garden	Distinct/Average
5	Rencher-Colemen House	251 Charles St.	Oakleigh Garden	Distinct
6	Cain-Werneth House	906 Palmetto St.	Oakleigh Garden	Distinct
7	Magnolia Cemetery	S. Ann & Virginia Streets	--	Distinct
8	Herpin-Gliptus House	960 Dauphin St.	Old Dauphin Way	Distinct/Average
9	Atchison Imports	921 Dauphin St.	Old Dauphin Way	Distinct/Average
10	Protestant Children's Home	911 Dauphin St.	--	Distinct/Average
11	Building	809 Springhill Ave.	--	Average/Minimal
12	St. Joseph's Catholic Church	808 Springhill Ave.	--	Average
13	St. Francis Place	753 St. Francis St.	Lower Dauphin	Average
14	Central Fire Station	701 St. Francis St.	Lower Dauphin	Average/Minimal
15	Emmanuel Missionary Baptist Church	1108 Chimquapin St.	MLK Heritage Neighborhood	Average
16	U.S. Marine Hospital	800 St Anthony St.	--	Average
17	Roxy Theater	1308 St. Stephens Rd.	The Campground	Average
18	Street Intersection	MLK Dr. & Kennedy	MLK Heritage Neighborhood	Average
19	Street Intersection	MLK Dr. & Hickory	MLK Heritage Neighborhood	Average
20	Stone Street Baptist Church	311 Tunstall St.	MLK Heritage Neighborhood	Average/Minimal
21	Batre-Foreman House	167 State St.	DeTonti Square	Distinct/Average
22	Clarke Law Office Building	156 State St.	DeTonti Square	Average/Minimal
23	Street Intersection	St. Anthony & Conception	DeTonti Square	Average
24	Street Intersection	St. Anthony & N. Joachim	DeTonti Square	Average
25	McCoy-Lloyd House	253 State St.	DeTonti Square	Distinct
26	Street Intersection	St. Emanuel & S. Conti	Lower Dauphin	Average
27	Street Intersection	Government & Conception	Church Street East	Average
28	Church Street Graveyard	West end of Church St.	Church Street East	Distinct
29	Bunker-Brunson House	201 S. Warren St.	Church Street East	Distinct
30	Government St. Presbyterian Church	300 Government St.	Church Street East	Average
31	Malaga Inn	359 Church Street	Church Street East	Distinct/Average
32	Admiral Semmes Hotel	251 Government St.	Church Street East	Average
33	AT&T Building	St. Michael & N. Franklin	--	Minimal
34	Van Antwerp Building	103 Dauphin St.	Lower Dauphin	Average
35	Battle House Hotel	26 N. Royal St.	Lower Dauphin	Average
36	Scottish Rites Temple	351 St. Francis St.	Lower Dauphin	Average
37	Cullum-Lea-Caffey House	1915 Old County Rd.	--	Distinct
38	Captain Adams-Stone House	907 Captain O'Neal Dr.	--	Distinct
39	Seven Gables	Old Scenic 98	Montrose	Distinct
40	The Grand Hotel	Old Scenic 98	Point Clear	Distinct
41	W. H. Council School	751 Wilkinson Street	--	Average
42	Prince of Peace Church	454 Charleston Street	--	Average
43	Street Intersection	Canal & S. Dearborn	Church Street East	Distinct/Average
44	Street Intersection	S. Lawrence & Eslava	Church Street East	Average/Minimal
45	Phoenix Fire Museum	203 S. Claiborne Street	Church Street East	Average
46	Christ Episcopal Church	115 S. Conception Street	Church Street East	Distinct/Average

#	Description	Location	Historic District or Neighborhood	Current Viewshed
47	Street Intersection	S. Lawrence & Monroe	Church Street East	Average/Minimal
48	Fort Condé Village	St. Emanuel & Monroe	Church Street East	Distinct
49	Condé-Charlotte Museum House	104 Theater Street	Church Street East	Distinct/Average
50	Union Hall	S. Royal Street	--	Minimal
51	Old Southern Market and City Hall	111 S. Royal Street	Church Street East	Average/ Minimal
52	Mobile Convention Center	1 S. Water Street	--	Average
53	Street Intersection	Canal & S. Jefferson	Church Street East	Distinct/Average
54	Street Intersection	S. Ann & Virginia	Proposed Maysville	Average
55	Street Intersection	Carolina & Dearborn	Proposed Oakdale	Distinct/Average
56	Street Intersection	S. Scott & Gorgas	Proposed Oakdale	Distinct
57	St. Matthew's Church	906 Garrity Street	Proposed Oakdale	Distinct/Average
58	Pillans-Cunningham House	260 S. Broad Street	Oakleigh Garden	Distinct/Average
59	House	162. S. Broad Street	Oakleigh Garden	Distinct/Average
60	Battleship USS Alabama Memorial Park	Battleship Parkway	--	Distinct

The Area of Potential Effect (APE) for the I-10 Mobile River Bridge project study area was established (see Figure 2) in consultation with the State Historic Preservation Officer (SHPO) on the Alabama Historical Commission (AHC) and other Section 106 Consulting Parties. The sample of 60 cultural resources for this Phase I viewshed impact assessment was developed in consultation with representatives from various agencies and the Section 106 Consulting Parties. This sample includes 56 resources in the City of Mobile in Mobile County and four resources on the Eastern Shore of Baldwin County (see Table 1). These resources include 41 historic structures, 14 street intersections, two historic cemeteries, one historic neighborhood (Fort Condé Village), a military museum park (Battleship *USS Alabama* Memorial Park), and a modern civic building (Arthur R. Outlaw Mobile Convention Center).

Of the 60 cultural resources, 42 are located in historic districts listed on the National Register of Historic Places (NRHP) with the National Park Service or historic neighborhoods, including Church Street East Historic District (n=15), Oakleigh Garden Historic District (n=8), Lower Dauphin Historic District (n=6), DeTonti Square Historic District (n=5), Old Dauphinway Historic District (n=2), The Campground Historic District (n=1), and the Martin Luther King, Jr. (MLK) Heritage Neighborhood (n=5). Four resources are located in historic districts of Oakdale and Maysville that are currently under proposal for nomination to the NRHP. Six cultural resources are located near these proposed historic districts or neighborhoods in Mobile. Four cultural resources are on the

Eastern Shore of Mobile Bay in Baldwin County; one is in Montrose Historic District and one in Point Clear Historic District.

Many of the 60 cultural resources in the viewshed impact assessment for the I-10 Mobile River Bridge project study area have historical designations or plaques (often multiple) from various historic preservation organizations. Four cultural resources are listed as National Historic Landmarks (NHL) with the National Park Service. These include the 1858 Old Southern Market and City Hall (Resource #51), the *USS Alabama* battleship and the *USS Drum* submarine at Battleship *USS Alabama* Memorial Park (Resource #60), and the 1836 Government Street Presbyterian Church (Resource #30). Twelve cultural resources are individually listed on the NRHP with the National Park Service. Two resources are listed on the Alabama Register of Landmarks and Heritage (ARLH). Twenty-five resources have historic plaques from Mobile Historic Development Commission (MHDC). Three resources have historic plaques from Mobile Historic Preservation Society (MHPS). One resource is designated a Historic Hotel of America by the National Trust for Historic Preservation (NTHP). One resource has a historic plaque from the Baldwin County Historical Development Commission (BCHDC). Seven cultural resources were documented with photographs and architectural drawings by the Historic American Buildings Survey (HABS) in the 1930s.

Historical and architectural information was derived from published books (i.e., Bowsher 2001; Davis-Horton 1991; Gamble 1990; Gould 1988; Junior League of Mobile Alabama 1974; Mobile City Planning Commission 1974; Scott 1960, 1965; Sledge 1987, 2002, 2009), and the Internet, including the Emporis Buildings, HABS, MHDC websites (Table 2). During the field reconnaissance, a Cultural Resource Viewshed Worksheet was completed for each of the 60 cultural resources in the study (Table 3). Components of the viewshed worksheet include location, current use and ownership, historic designations, architectural styles, current viewshed, and potential viewshed of the four proposed I-10 Mobile River Bridge Alternates A, B, B', and C.

Table 2. Abbreviations for references used in this viewshed impact assessment.
ARLH = Alabama Register of Landmarks & Heritage
MHDC = Mobile Historic Development Commission
HABS = Historic American Building Survey
HMPS = Historic Mobile Preservation Society
JLMA = Junior League of Mobile, Alabama
MCPC = Mobile City Planning Commission
MLK = Martin Luther King, Jr. Heritage Neighborhood
NHL = National Historic Landmark
NRHP = National Register of Historic Places

Table 3. Components of the Cultural Resource Viewshed Worksheet for this viewshed impact assessment.

Map ID#:

Resource:

Address/Location:

Current Use/Activities:

Ownership: Private ____Public____

Historic District:

Historic Designation/Year: NRHP_____ NHL_____ ARLH_____ MHDC_____

Date of Construction:

Architectural Style: Architect:

Features/Attributes of Resource:

References:

Proposed or Ongoing Development in Vicinity:

Date: Time: Location of Viewshed Study:

Weather Conditions: Recorders:

NO BUILD ALTERNATE (EXISTING SETTING)

Current Viewshed (Describe surrounding viewshed features – natural, historic, modern, intact, mixed, major intrusions, streets, tree canopies, other landscape features, etc.)

To North: To East: To South: To West:

Other or Comments:

BUILD ALTERNATES

ALTERNATE A

Distance to Nearest Point of Alternate A: Compass Bearing:

Potential Visibility (Portion of Bridge and %):

Quality of Existing Viewshed of Resource:

Distinct_____ Average_____ Minimal_____ Nonexistent_____

Alternate A Viewshed Impact:

Substantial_____ Moderate_____ Minimal_____ Nonexistent_____

Overall Implications of Alternate A Viewshed Impact on Resource:

ALTERNATES B and B'

Distance to Nearest Point of Alternates B and B': Compass Bearing:

Potential Visibility (Portion of Bridge and %):

Quality of Existing Viewshed of Resource:

Distinct_____ Average_____ Minimal_____ Nonexistent_____

Alternates B and B' Viewshed Impact:

Substantial_____ Moderate_____ Minimal_____ Nonexistent_____

Overall Implications of Alternates B and B' Viewshed Impact on Resource:

ALTERNATE C

Distance to Nearest Point of Alternate C: Compass Bearing:

Potential Visibility (Portion of Bridge and %):

Quality of Existing Viewshed of Resource:

Distinct_____ Average_____ Minimal_____ Nonexistent_____

Alternate C Viewshed Impact:

Substantial_____ Moderate_____ Minimal_____ Nonexistent_____

Overall Implications of Alternate C Viewshed Impact on Resource:

Photographs were taken from each resource in the cardinal directions for current viewshed assessments, and in the direction of each of the four proposed I-10 Mobile River Bridge routes, Alternates A, B, B', and C, when a distinction between bridge routes could be made. Each of the 60 **c**ultural resources was rated as Distinct, Average, or Minimal based on the existing level of visual quality of the resource and its viewshed:

a) **Distinct:** Resource considered to be a unique asset to the area, typically recognized as a visual and aesthetic asset, and having many positive attributes.
b) **Average:** Resource common to the area, not known for its uniqueness, and representative of typical landscape.
c) **Minimal:** Resource considered a visual liability to the area, lacking positive aesthetic attributes, and diminishes visual quality.

For a visible rendering of the appearance in the viewshed of the 60 cultural resources, the four proposed I-10 Mobile River Bridge routes, Alternates A, B, B', and C were modeled to scale, using Google Sketchup. The georeferenced photographs of each of the 60 resources were then imported into the model at their respective elevations and angles. The image depicting the view of each alternate was then exported and overlain on the original resource photographs using Photoshop to create a photo-realistic depiction of what Alternates A, B, B', and C would look like from the various resources.

Each of the 60 cultural resources was rated for potential visibility of the proposed bridge (visible, partially visible, or not visible) and the level of potential viewshed impacts that would occur as a result of the proposed I-10 Mobile River Bridge project. Potential viewshed impact by each of the proposed Alternates A, B, B', and C bridge routes were evaluated as Substantial, Moderate, Minimal, or None. The following definitions were used to describe potential viewshed impacts:

- Substantial – More than 60% of the proposed bridge would be visible from the resource, resulting in substantial changes in the viewshed.
- Moderate – 40-60% of the proposed bridge would be visible from the resource, resulting in moderate changes in the viewshed.
- Minimal – Less than 40% of the proposed bridge would be visible from the resource, resulting in minor changes in the viewshed.

- None – bridge would not be visible and would not result in changes in the viewshed

Potential viewshed impacts were described in terms of blockage by other structures; sparse, moderate, and dense tree canopies; or other landscape features. Percentages were estimated of how much of the bridge, including deck and pylons, would be visible from each cultural resource. Evaluations were also based on distance from the cultural resource to each bridge alternate. Other structures of known height, such as the RSA Tower, RSA-Bank Trust Building (former AmSouth Bank Building), Riverview Plaza Hotel, and Government Plaza (Figure 3 and Table 4), were used, when visible, to assist in this viewshed assessment.

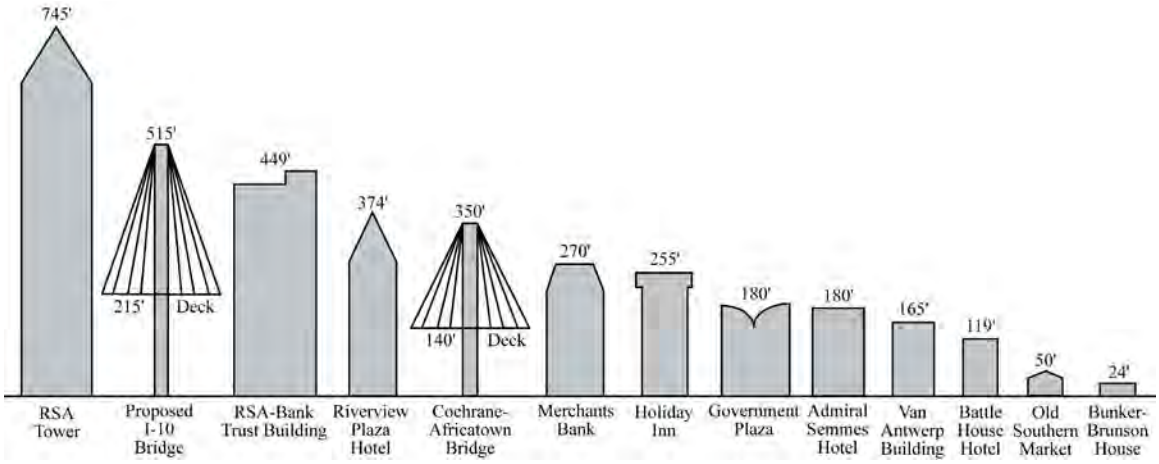

Figure 3. Known heights of existing structures and the proposed I-10 Mobile River Bridge.

Table 4. Known heights of existing structures and the proposed I-10 Mobile River Bridge. (Structures in **bold** are cultural resources used in this viewshed study)

Structure	**Height in Feet**	**Height in Stories**	**Date of Construction**	**Comments**
RSA Tower	745	35	2006	Tallest building in Alabama
Proposed I-10 Mobile River Bridge	515	--	--	Bridge deck at 215 feet
RSA-Bank Trust Building	424	34	1965	Former AmSouth Bank Building
Renaissance Riverview Plaza Hotel	374	28	1983	
Cochrane-Africatown Bridge	350	--	1991	Bridge deck at 140 feet
Merchants National Bank	240	18	1929	Height recorded on Sanborn map
Holiday Inn	221*	17	1970s	
City-County Administration Building	156*	12	1994	Also known as Government Plaza
Radisson Admiral Semmes Hotel	156*	12	1940	"Historic Hotels of America"

Structure	Height in Feet	Height in Stories	Date of Construction	Comments
Van Antwerp Building	143*	11	1907	Mobile's first skyscraper
Battle House Hotel	119	7	1908	
Old Southern Market and City Hall	50	3	1856	National Historic Landmark
Bunker-Brunson House	24*	2	1858	Church Street East Historic District

* Estimated based on number of stories with 10-12 feet per story

Results of Viewshed Impact Assessment

This Phase I viewshed impact assessment of 60 cultural resources in the city of Mobile in Mobile County and on the Eastern Shore in Baldwin County was directed by Bonnie Gums, assisted by Harriet Seacat Richardson, Philip Bolin, Erin Stacey, and Cameron Gill, of the Center for Archaeological Studies (CAS) at the University of South Alabama, followed by analysis, evaluation, and report preparation. CAS Computer Specialist Sarah Mattics provided figures and maps, and CAS Director Dr. Greg Waselkov served as editor.

The potential visual effects of a high-rise bridge at the locations of the four proposed Build Alternates near downtown Mobile on the viewshed from selected historic structures and districts are addressed in this study and summarized in Table 5. Alternate A would result in no viewshed impacts on 25 resources; minimal viewshed impacts on 19 resources; moderate viewshed impacts on 7 resources; and substantial viewshed impacts on 9 resources. Alternates B and B' would result in no viewshed impacts on 26 resources; minimal viewshed impacts on 24 resources; moderate viewshed impacts on 5 resources; and substantial viewshed impacts on 5 resources. Alternate C would result in no viewshed impacts on 32 resources; minimal viewshed impacts on 22 resources; moderate viewshed impacts on 4 resources; and substantial viewshed impacts on 2 resources.

Another aspect of visual effects or impacts is the effect of the proposed bridge on the primary views of an architecturally significant historic building or district. Due to their relative proximity to the proposed bridge routes, Old City Hall (a National Historic Landmark), the Church Street East Historic District, and its component, Fort Conde Village, were evaluated to determine the potential effect of the proposed bridge routes on views of these resources from ground level. The existing setting of downtown Mobile is a mixture of modern and historic resources. The views of these resources are already

impaired by the existing I-10 elevated structures, such as on and off ramps, as well as utilities, signs, and other buildings. Google Sketchup, which was utilized to develop the renderings shown in Part II of this assessment, was used to evaluate the potential effects on the views of these historic resources, with and without the proposed bridge from ground level. Due to existing I-10 ramps, one must be located north and west of the existing I-10 ramps to see the historic resources closest to the proposed I-10 Mobile River Bridge, including Old City Hall, the Church Street East Historic District, and Fort Conde Village. Alternates A, B, B', and C would be located south of the existing I-10 ramps, and the proposed bridge would not alter the visibility or the setting of these resources from viewers at ground level. Travelers on the proposed I-10 Mobile River Bridge would, however, be able to see various historic resources from the bridge, providing views of these resources that do not currently exist.

Table 5. Summary of viewshed impact assessment for the 60 cultural resources in Mobile and Baldwin Counties, Alabama.

		Alternate A				Alternates B and B'				Alternate C			
#	Cultural Resource Description	Distance in Miles	Bearing	% Visible	Impact	Distance in Miles	Bearing	% Visible	Impact	Distance in Miles	Bearing	% Visible	Impact
1	Hellen-Croom House	0.8	E	0	None	0.8	E	0	None	0.8	E	0	None
2	Wilson-Gibbs-Dow House	0.8	E	0	None	0.8	E	0	None	0.9	E	0	None
3	Street Intersection (Government at Roper)	1.1	E	0	None	1.1	E	0	None	1.2	E	0	None
4	St. Charles Apartments	0.8	E	0	None	0.8	E	0	None	0.9	E	5	Minimal
5	Rencher-Coleman House	0.8	E	20-30	Minimal	0.8	E	0	None	0.8	E	0	None
6	Cain-Werneth House	0.7	E	0	None	0.7	E	0	None	0.8	E	0	None
7	Magnolia Cemetery	1.4	E	10-20	Minimal	1.4	E/NE	10-15	Minimal	1.2	E	10-15	Minimal
8	Herpin-Gliptus House	0.9	E	20-30	Minimal	1.0	E	10-20	Minimal	1.1	E/SE	0	None
9	Atchison Imports	0.8	E	0	None	0.9	E	0	None	1.0	E/SE	50	Moderate
10	Protestant Childrens Home	0.8	E	0	None	0.8	E	0	None	1.0	E/SE	20-30	Minimal
11	Building (809 Springhill Ave)	0.7	E	10-20	Minimal	0.8	E	30-40	Minimal	1.0	E/SE	10-15	Minimal
12	St. Joseph's Church	0.8	E	0	None	0.8	E	0	None	1.0	E/SE	0	None
13	St. Francis Place	0.7	E	10-15	Minimal	0.7	E	20-30	Minimal	0.9	E/SE	10-15	Minimal
14	Central Fire Station	0.7	E	0	None	0.7	E	0	None	0.9	E/SE	10-15	Minimal
15	Emmanuel Baptist Church	1.6	SE	5	Minimal	1.7	SE	5	Minimal	1.9	SE	0	None
16	U.S. Marine Hospital	0.9	E/SE	10-15	Minimal	1.0	E/SE	10-15	Minimal	1.2	E/SE	0	None
17	Roxy Theater	1.5	E/SE	0	None	1.5	E/SE	0	None	1.7	E/SE	0	None
18	Street Intersection (MLK/Kennedy)	1.4	SE	50	Moderate	1.5	SE	50	Moderate	1.7	SE	0	None
19	Street Intersection (MLK/Hickory)	1.6	SE	10-15	Minimal	1.7	SE	10-15	Minimal	1.9	SE	0	None
20	Stone St. Baptist Church	1.0	SE	10-20	Minimal	1.1	SE	10-20	Minimal	1.3	SE	0	None
21	Batre-Foreman House	0.7	SE	0	None	0.8	SE	0	None	1.1	SE	0	None
22	Clarke Law Office	0.7	SE	0	None	0.8	SE	0	None	1.1	SE	0	None
23	Street Intersection (St. Anthony/Conception)	0.6	SE	0	None	0.7	SE	10-20	Minimal	1.1	SE	0	None
24	Street Intersection (St. Anthony/N. Joachim)	0.6	SE	10-20	Minimal	0.7	SE	0	None	1.1	SE	0	None
25	McCoy-Lloyd House	0.7	SE	0	None	0.8	SE	0	None	1.1	SE	0	None
26	Street Intersection (St. Emanuel/Conti)	0.3	SE	80-90	Substantial	0.4	SE	80-90	Substantial	0.7	SE	50	Moderate
27	Street Intersection (Government/Conception)	0.3	SE	80-90	Substantial	0.4	SE	10	Minimal	0.7	SE	0	None

		Alternate A				Alternates B and B'				Alternate C			
#	Cultural Resource Description	Distance in Miles	Bearing	% Visible	Impact	Distance in Miles	Bearing	% Visible	Impact	Distance in Miles	Bearing	% Visible	Impact
28	Church Street Graveyard	0.5	E	0	None	0.5	E	0	None	0.6	SE	10-20	Minimal
29	Bunker-Brunson House	0.3	E	10	Minimal	0.4	E	10	Minimal	0.5	E/SE	0	None
30	Govt. St. Presbyterian Church	0.3	E/SE	10-20	Minimal	0.4	E/SE	10	Minimal	0.7	SE	25-35	Minimal
31	Malaga Inn	0.3	E	50-60	Moderate	0.3	E	10	Minimal	0.6	SE	0	None
32	Admiral Semmes Hotel	0.3	E/SE	40-50	Moderate	0.4	E/SE	40-50	Moderate	0.6	SE	40-50	Moderate
33	AT&T Building	0.6	SE	50	Moderate	0.6	E/SE	10-30	Minimal	0.9	SE	0	None
34	Van Antwerp Building	0.4	S/SE	40-50	Moderate	0.5	S/SE	10-20	Minimal	0.8	S/SE	10-20	Minimal
35	Battle House Hotel	0.4	S/SE	10-20	Minimal	0.5	S/SE	10	Minimal	0.8	S/SE	10-20	Minimal
36	Scottish Rites Temple	0.5	SE	75-85	Substantial	0.6	SE	50	Moderate	0.8	SE	20-30	Minimal
37	Cullum-Lea-Caffey House	8.6	W/NW	0	None	8.7	W/NW	0	None	8.7	W/NW	0	None
38	Captain Adams-Stone	9.0	NW	0	None	9.0	NW	0	None	9.1	NW	0	None
39	Seven Gables	10.7	NW	0	None	10.8	NW	0	None	10.8	NW	0	None
40	The Grand Hotel	14.8	N/NW	0	None	14.7	N/NW	0	None	14.5	N/NE	0	None
41	W.H. Council School	0.7	N/NE	0	None	0.6	NE	0	None	0.4	E/NE	20	Minimal
42	Prince of Peace Church	0.1	E	10	Minimal	0.1	E	10	Minimal	0.25	SE	20	Minimal
43	Street Intersection (Canal/S. Dearborn)	0.3	E	20-35	Minimal	0.3	E/SE	20-35	Minimal	0.45	SE	0	None
44	Street Intersection (S. Lawrence/Eslava)	0.2	E/SE	50-60	Moderate	0.25	SE	40-50	Moderate	0.4	SE	10	Minimal
45	Phoenix Fire Museum	0.15	SE	40-50	Moderate	0.25	SE	20-30	Minimal	0.5	S/SE	15-25	Minimal
46	Christ Episcopal Church	0.2	SE	25-35	Minimal	0.3	S/SE	25-35	Minimal	0.35	S/SE	25-35	Minimal
47	Street Intersection (S. Lawrence/Monroe)	0.25	E/SE	10	Minimal	0.3	SE	10	Minimal	0.5	SE	10	Minimal
48	Fort Condé Village	0.1	SE	75	Substantial	0.2	SE	75	Substantial	0.45	S/SE	25	Minimal
49	Condé-Charlotte Museum House	0.1	S	65-75	Substantial	0.2	S	30-40	Minimal	0.5	S	20-30	Minimal
50	Union Hall	0.9	NW	100	Substantial	-	-	100	Substantial	0.2	S/SE	75	Substantial
51	Old Southern Market and City Hall	0.2	SE	70-80	Substantial	0.3	SE	70-80	Substantial	0.55	S/SE	40-50	Moderate
52	Mobile Convention Center	0.2	S/SE	100	Substantial	0.3	SE	100	Substantial	0.6	S/SE	100	Substantial
53	Street Intersection (Canal/S. Jefferson)	0.5	E	10-25	Minimal	0.5	E/SE	10-25	Minimal	0.6	SE	10-20	Minimal
54	Street Intersection (S. Ann/Virginia)	1.6	NE	0	None	1.5	NE	0	None	1.5	E/NE	0	None
55	Street Intersection (Carolina/Dearborn)	0.7	N/NE	0	None	0.7	N/NE	0	None	0.5	NE	0	None

		Alternate A				Alternates B and B'				Alternate C			
#	Cultural Resource Description	Distance in Miles	Bearing	% Visible	Impact	Distance in Miles	Bearing	% Visible	Impact	Distance in Miles	Bearing	% Visible	Impact
56	Street Intersection (S. Scott/Gorgas)	1.0	N/NE	0	None	1.0	N/NE	0	None	0.9	N/NE	0	None
57	St. Matthew's Church	1.6	N/NE	0	None	1.5	N/NE	0	None	1.2	NE	0	None
58	Pillans-Cunningham House	0.6	E	0	None	0.6	E	0	None	0.65	S/SE	0	None
59	House (162 S. Broad St.)	0.6	E	10-20	Minimal	0.6	E/SE	10-20	Minimal	0.7	SE	20-30	Minimal
60	Battleship *USS Alabama* Memorial Park	1.4	W	70-80	Substantial	1.25	W	50-60	Moderate	1.5	W	10	Minimal

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PART II: CULTURAL RESOURCES #1-60

Resource #1: Hellen-Croom House

Figure 1-1. View to the southwest of the ca. 1870 Hellen-Croom House (Resource #1) at 1001 Augusta Street on Washington Square in Oakleigh Garden Historic District.

Completed around 1870, this large two-story wooden frame house (Figure 1-1) (Resource #1) was built Classical Revival-style (Gould 1988:191-192; JLMA 1974:43). In 1876, Major Stephen Croom bought the house, and many generations of Crooms have lived there since. Today, the structure retains most of its original materials and is in excellent condition. Elizabeth Barrett Gould (1988:191-192) describes this house as a local variation of the Neoclassical Italianate style known as Bracketed. Characteristic of this style is the two-story porch with tall, square "Tuscan" style columns reaching the full height of the façade, and a new style of cut decorative balustrades or porch railings. The Hellen-Croom House is an isolated example of this style (Gould 1988:192). In the rear yard is a small wood frame cottage, built in 1884 by the widow of Major Croom for use as a schoolhouse (JLMA 1974:43). The house is currently occupied as a private residence and has a MHCD city plaque. In 1963, it was recorded by HABS with four black & white photographs. The Hellen-Croom House is considered a contributing significant historic structure in Oakleigh Garden Historic District listed on the NRHP in 1972.

The Hellen-Croom House is located at 1001 Augusta Street on Washington Square (deeded in 1850 as a public park) in Oakleigh Garden Historic District, southeast of downtown Mobile. The house faces north, with an east-northeast viewshed of the proposed I-10 Mobile River Bridge. The current viewshed (Figures 1-2 to 1-5) consists of moderate to dense tree canopy, primarily live oaks, in Washington Square and lining surrounding streets. Historic houses, many of which have MHDC plaques, surround Washington Square. This current viewshed is considered to be distinct as a historic neighborhood.

Due to distance (0.7-0.8 mile) and blockage by structures and tree canopy, Alternates A, B, B', and C would not be visible and therefore would not result in impacts on the viewshed of the Hellen-Croom House (Resource #1) (Figures 1-4 and 1-5).

Figure 1-2. View to the north from the Hellen-Croom House (Resource #1) showing dense tree canopy in Washington Square and historic houses (right) lining Charles Street.

Figure 1-3. View to the southeast from the Hellen-Croom House (Resource #1) showing moderate tree canopy and one nonhistoric house on Charles Street.

Figure 1-4. View to the northeast from the front porch of the Hellen-Croom House (Resource #1) showing moderate tree canopy and historic houses lining the north side of Augusta Street. Due to distance (0.8 mile) and blockage by structures and tree canopy, Alternates A, B, and B' would have no impacts on the viewshed of the Hellen-Croom House.

Figure 1-5. View to the east from the front porch of the Hellen-Croom House (Resource #1) showing moderate tree canopy and historic houses lining the north side of Augusta Street. Due to distance (0.8 mile) and blockage by structures and tree canopy, there would be no viewshed impact of Alternate C on the Hellen-Croom House.

Resource #2: Wilson-Gibbs-Dow House

Figure 2-1. View of the front (top) and north side (bottom) of the late 1860s Wilson-Gibbs-Dow House (Resource #2) at 1012 Palmetto Street on Washington Square in Oakleigh Garden Historic District.

This large two-story wooden frame Victorian house (Figure 2-1) (Resource #2) was built in the late 1860s [JLMA says 1867 and MHDC plaque says 1869]. It has three sets of porches (one single and two double) with octagonal columns and Carpenter Gothic decorative brackets or support elements (JLMA 1974:47). The house contains most of its original materials and fixtures and is in excellent condition. It is currently occupied as a private residence. The Wilson-Gibbs-Dow house is a contributing significant historic structure in Oakleigh Garden Historic District listed on the NRHP in 1972.

The Wilson-Gibbs-Dow House at 1012 Palmetto Street faces Washington Square (deeded in 1850 as a public park) in Oakleigh Garden Historic District, southeast of downtown Mobile. The house faces south, away from the proposed I-10 Mobile River Bridge. The current viewshed (Figures 2-2 to 2-5) consists of dense tree canopy, primarily live oaks, in Washington Square and lining surrounding streets. Historic houses, many with MHDC city plaques, surround Washington Square. This current viewshed is considered to be distinct as a historic neighborhood.

Due to distance (0.8-0.9 miles) and blockage by structures and dense tree canopy, Alternates A, B, B', and C would not be visible from the Wilson-Gibbs-Dow House (Resource #2), and there would be no viewshed impacts (Figure 2-5).

Figure 2-2. View to the northeast from the sidewalk in front of the Wilson-Gibbs-Dow House (Resource #2) showing dense tree canopy and historic houses on Palmetto Street.

Figure 2-3. View to the southeast from the front porch of the Wilson-Gibbs-Dow House (Resource #2) showing dense tree canopy and Washington Square.

Figure 2-4. View to the northeast from the Wilson-Gibbs-Dow House (Resource #2) showing moderate tree canopy and nonhistoric two-story brick apartment complex.

Figure 2-5. View to the east viewshed of the proposed I-10 Mobile River Bridge from the front porch of the Wilson-Gibbs-Dow House (Resource #2) showing dense tree canopy and historic houses partially visible. Due to distance (0.8-0.9 miles) and blockage by dense tree canopy, there would be no viewshed impact of Alternates A, B, B', and C from the Wilson-Gibbs-Dow House (Resource #2).

Resource 3: Intersection of Government and Roper Streets

Figure 3-1. View to the southwest of the intersection of Government and Roper Streets (Resource #3) in Oakleigh Garden Historic District. Two mansions on the south side of Government Street are partially visible through the dense tree canopy of live oaks.

The five-lane Government Street is a major thoroughfare in the City of Mobile (Figure 3-1). At its intersection with Roper Street (Resource #3) in Oakleigh Garden Historic District, the current viewshed (Figures 3-2 to 3-5) consists of a dense tree canopy, mostly live oaks, and a mixture of historic structures and nonhistoric commercial structures, a new five-story condominium complex, a fast food restaurant, and paved parking lots to the north, west, and east. To the south-southwest is a row of historic mansions on the south side of Government Street. To the south are historic houses on Roper Street. On the southeast corner of the intersection is a large nonhistoric three-story commercial complex (currently vacant) surrounded by a brick wall. This current viewshed at the intersection of Government and Roper Streets is considered to be distinct to the south and west and average to the north and east.

A moderate tree canopy and a nonhistoric three-story commercial building behind a brick wall exist in the viewshed of the I-10 Mobile River Bridge (Figure 3-5). Due to distance (1.1-1.2 miles) and blockage by structures and tree canopy, the proposed bridge would not be visible from the intersection of Government and Roper Streets (Resource #3), and Alternates A, B, B', and C would have no impacts on the viewshed of this resource.

Figure 3-2. View to the northwest from the intersection of Government and Roper Streets (Resource #3) showing the dense tree canopy and a mixture of historic (center) and nonhistoric structures (right), and a paved parking lot on the north side of Government Street.

Figure 3-3. View to the north from the intersection of Government and Roper Streets (Resource #3) showing the dense tree canopy, a parking lot (left) and two historic structures (right) on the north side of Government Street.

Figure 3-4. View to the northeast from the intersection of Government and Roper Streets (Resource #3) showing the dense tree canopy with two historic structures and the new five-story condominium on the north side of Government Street (left).

Figure 3-5. View to the southeast viewshed of the proposed I-10 Mobile River Bridge showing moderate tree canopy and nonhistoric three-story commercial building behind a brick wall. Due to distance (1.1-1.2 miles) and blockage by structures and tree canopy, Alternates A, B, B', and C would have no viewshed impacts on the intersection of Government and Roper Streets (Resource #3).

Resource #4: St. Charles Apartments

Figure 4-1. View to the east of the north side of 1922 St. Charles Apartments (Resource #4) at 963 Government Street in Oakleigh Garden Historic District.

St. Charles Apartments (Figure 4-1) (Resource #4) was built of brick, six stories tall, in 1922. Behind the structure is a paved parking lot. St Charles Apartments is a considered a contributing significant historic structure in Oakleigh Garden Historic District listed on the NRHP in 1972.

St. Charles Apartments is located at 963 St. Charles Street in Oakleigh Garden Historic District, southwest of downtown Mobile. The main entrance faces north on Government Street, away from the proposed I-10 Mobile River Bridge with an east-southeast viewshed. The current viewshed (Figures 4-2 to 4-5) from the front of St. Charles Place Condominiums consists of moderate tree canopy, particularly live oaks along Government Street, with a mixture of historic houses, nonhistoric commercial structures, a restaurant, and paved parking lots to the north and east. Directly west is a row of large mansions, typical seen along Government Street, and to the east are a fast food restaurant and a late twentieth-century high-rise complex. To the south are small historic houses typical of Oakleigh Garden Historic District. This current viewshed is considered to be distinct to the south and west and average to north and east.

From the front, back, and west side of St. Charles Place (Resource #4) on Government Street, there would be no viewshed impact for Alternates A, B, B', and C. Due to distance (0.8 miles) and moderate tree canopy, Alternates B and B' would be partially visible (5%) (Figure 4-5) in the east viewshed from the east side of St. Charles Apartments (Resource #4), resulting in minimal viewshed impacts. Due to distance (0.8-0.9 miles) and blockage by structures and moderate tree canopy, Alternates A and C would not be visible from the east side of St. Charles Apartments and would not result in viewshed impacts (Resource #4).

Figure 4-2. View to the west from the west side of St. Charles Place Apartments (Resource #43) showing a moderate tree canopy and one of the mansions on the south side of Government Street.

Figure 4-3. View to the northwest from the front of St. Charles Apartments (Resource #4) showing a moderate tree canopy, a mixture of historic house (left), a restaurant, and parking lot (center), and a historic house with a modern façade (right) on the north side of Government Street.

Figure 4-4. View to the northeast from the front of St. Charles Place (Resource #13) showing a historic structure (left) and a nonhistoric commercial structure (right) through a dense tree canopy on Government Street.

Figure 4-5. View to the east viewshed of the proposed I-10 Mobile River Bridge from the west, side of St. Charles Apartments (Resource #4). Due to distance (0.8 miles) and dense tree canopy Alternates B and B' would be partially visible (5%) (center of photograph through trees) from the east side of St. Charles Apartments, resulting in minimal viewshed impacts. Due to distance (0.8-0.9 miles) and blockage by structures and moderate tree canopy, there would be no viewshed impact for Alternates A and C from St. Charles Apartments (Resource #4).

Resource #5: Rencher-Coleman House

Figure 5-1. View to the east of the ca. 1890 Rencher-Coleman House (Resource #5) at 251 S. Charles Street on Washington Square in Oakleigh Garden Historic District.

Completed around 1890, this two-story wooden frame house (Figure 5-1) (Resource #5) was built in the Victorian style known as Carpenter Gothic (JLMA 1974:44). Today, the structure contains most of its original materials and fixtures and is in excellent condition. It has a one-story front gallery with decorative columns and balustrades and is unadorned on both sides and rear. The Rencher-Coleman House is currently occupied as a private residence. The Rencher-Coleman House is a contributing significant historic structure in Oakleigh Garden Historic District listed on the NRHP in 1971.

The Rencher-Coleman House is located at 251 S. Charles Street on Washington Square (deeded in 1850 as a public park) in Oakleigh Garden Historic District, southeast of downtown Mobile. The house faces west, away from the proposed I-10 Mobile River Bridge. The current viewshed (Figures 5-2 to 5-5) consists of dense tree canopy (primarily live oaks) in Washington Square and lining surrounding streets. Historic houses, many with MHDC city plaques, surround Washington Square. This current viewshed is considered to be distinct as a historic neighborhood.

In the east viewshed of the proposed I-10 Mobile River Bridge, due to distance (0.8 miles) and blockage by tree canopy and structures, Alternate A would be partially visible (20-30%) from the rear and from the second-story rear windows of the Rencher-Coleman House, resulting in minimal viewshed impacts (Figure 5-5) (Resource #5). Due to distance (0.8 miles) and blockage by trees and structures, there would be no viewshed impact for Alternates B, B', and C from the Rencher-Coleman House (Resource #5).

Figure 5-2. View to the south from the Rencher-Coleman House (Resource #5) showing dense tree canopy, Washington Square (right), and historic houses (left) on S. Charles Street.

Figure 5-3. View to the west of Washington Square from the front porch of the Rencher-Coleman House (Resource #5).

Figure 5-4. View to the northwest from the front porch of the Rencher-Coleman House (Resource #5) showing dense tree canopy in Washington Square (left) and historic houses (right) on Charleston Street.

Figure 5-5. View to the east-northeast from the rear of the Rencher-Coleman House (Resource #5) showing moderate tree canopy and historic houses lining the north side of Charleston Street. The top of the pylons of Alternate A would be partially visible (20-30%) above the trees and houses from the rear and the second-story rear windows of the Rencher-Coleman House.

Resource #6: Cain-Werneth House

Figure 6-1. View to the north of the 1859 Cain-Werneth House (Resource #6) at 906 Palmetto Street in Oakleigh Garden Historic District.

Completed in 1859, this large two-story wooden frame house (Figure 6-1) (Resource #6) was built by Joe Cain, the "Father" of Mobile's Mardi Gras, who revived its celebration in 1866 after the Civil War (JLMA 1974:46). Like the Hellen-Croom House (Resource #1), the Cain-Werneth House is a local variation of the Neoclassical Italianate style known as Bracketed, having a two-story porch with Tuscan-style columns reaching the full height of the façade, and with cut decorative balustrades or porch railings (Gould 1988:191-192). Currently, the house is undergoing restoration and is unoccupied. The structure appears to retain most of its original materials. The Cain-Werneth House is a contributing significant historic structure in Oakleigh Garden Historic District listed on the NRHP in 1972.

The Cain-Werneth House is located at 906 Palmetto Street on the east edge of Oakleigh Garden Historic District, southwest of downtown Mobile. The house faces south, with the viewshed of the proposed I-10 Mobile River Bridge to the east. The current viewshed (Figures 6-2 to 6-5) consists of moderate to dense tree canopy with historic houses to the west and a mixture of historic houses, a garage, and two-story commercial building and associated paved parking lot to the east and southeast. Across Broad Street to the east is a public housing complex, and along Canal Street to the north is a commercial area. This current viewshed is considered to be distinct as a historic neighborhood to the west, and average to the south, east, and north.

In the east viewshed of the proposed I-10 Mobile River Bridge, due to distance (0.7 miles) and blockage by tree canopy and structures, the proposed bridge would not be visible, and there would be no viewshed impacts resulting from Alternates A, B, B' and C for the Cain-Werneth House (Resource #6) (Figures 6-4 and 6-5).

Figure 6-2. View to the southwest from the Cain-Werneth House (Resource #6) showing moderate to dense tree canopy and historic houses lining Palmetto and Marine Streets.

Figure 6-3. View to the southeast from Cain-Werneth House (Resource #6) showing dense tree canopy and historic houses on south side of Palmetto Street.

Figure 6-4. View to the east toward Alternates A, B, and B' from the rear porch of the Cain-Werneth House (Resource #6) showing moderate tree canopy. Due to distance (0.6 mile) and tree canopy, the proposed bridge would not be visible, and there would be no viewshed impact resulting from Alternates A, B, and B'.

Figure 6-5. View to the east toward Alternate C from the front porch of the Cain-Werneth House (Resource #6) showing dense tree canopy and historic house on Palmetto Street. Due to distance (0.7 mile) and tree canopy, the proposed bridge would not be visible, and there would be no viewshed impact resulting from Alternate C at this location.

Resource #7: Magnolia Cemetery

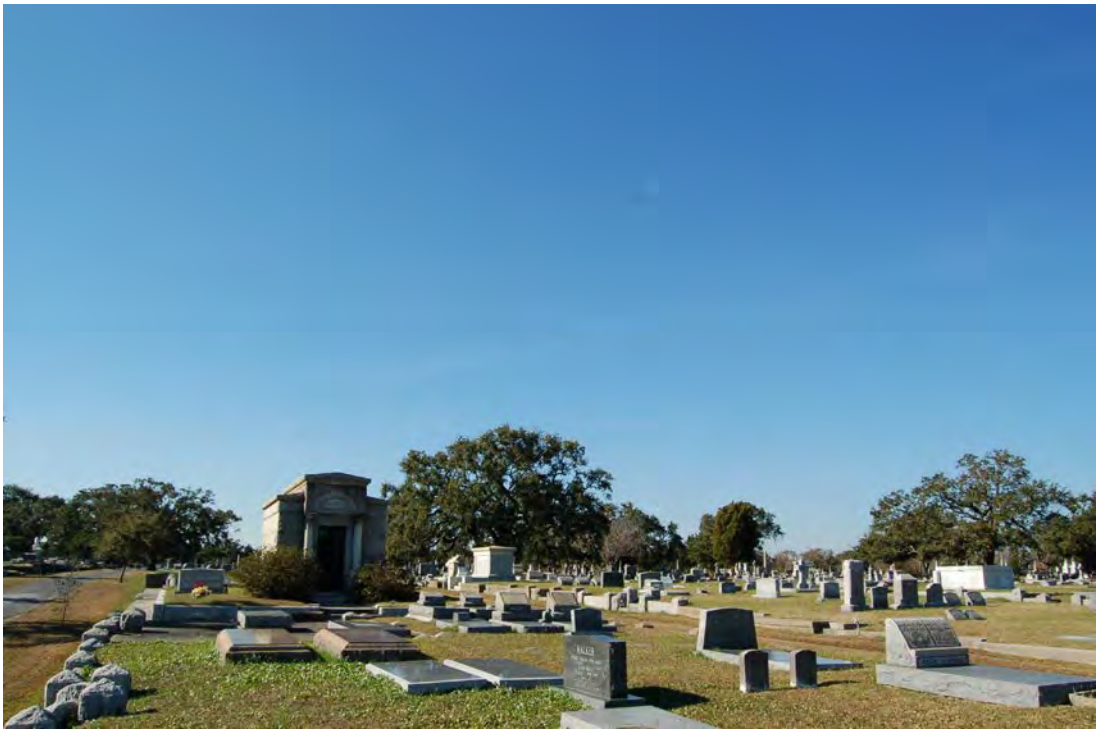

Figure 7-1. View to the northwest of Magnolia Cemetery (Resource #7), platted in 1836.

When platted in 1836 as 36 acres, Magnolia Cemetery (Figure 7-1) (Resource #7) (Sledge 2002:24-65) was outside the Mobile city limits, but within a few decades it was surrounded by platted city lots and streets. Currently Magnolia Cemetery is roughly rectangular in shape, 120 acres in size, and surrounded by a cast iron fence. The cemetery contains many beautiful gravestones, monuments, and funerary sculptures, with numerous above-ground brick and concrete tombs, vaults, and mausoleums. Magnolia Cemetery was documented in 1934-1936 by HABS with six black & white photographs and two data sheets. Magnolia Cemetery and Mobile National Cemetery were listed on the NRHP in 1986. The cemetery has a MHDC city plaque and a MHPS historic marker.

Magnolia Cemetery is located at the northeast intersection of Virginia and Ann Streets, south of Oakleigh Garden Historic District, and southwest of downtown Mobile. There is a northeast viewshed for the proposed I-10 Mobile River Bridge. The current viewshed (Figures 7-2 to 7-7) consists of moderate tree canopy inside the cemetery and dense tree canopy outside the cemetery in all directions. To the north is Crawford Park surrounded by residences (mostly historic shotgun houses) on Texas Street, many of which are barely visible from the cemetery. The top of the RSA Tower can be seen above and between trees to the northeast from a few locations in the cemetery. Residential areas with a mixture of historic and nonhistoric houses extend east and west of Magnolia Cemetery. To the south are National Cemetery, Old Magnolia Cemetery (predominantly African-American), the Reform and Conservative Jewish Cemetery, a commercial complex and associated parking lot, and a cell tower. Most structures outside the cemetery are barely visible from most locations in the cemetery. This current viewshed is considered to be distinct as a historic cemetery.

Three viewshed locations, designated #7a, #7b, and #7c, were chosen for assessment in the southwest, northeast, and southeast quadrants of Magnolia Cemetery (Resource #7). The proposed bridge for Alternates A, B, B', and C would not be visible from the majority of locations within Magnolia Cemetery due to blockage by dense tree canopy and would have no viewshed impacts. The tops of the pylons of Alternates A, B, B', and C may be partially visible (10-15%) above the tree canopy in some locations in Magnolia Cemetery, resulting in minimal viewshed impacts (Figures 7-3, 7-5, and 7-7).

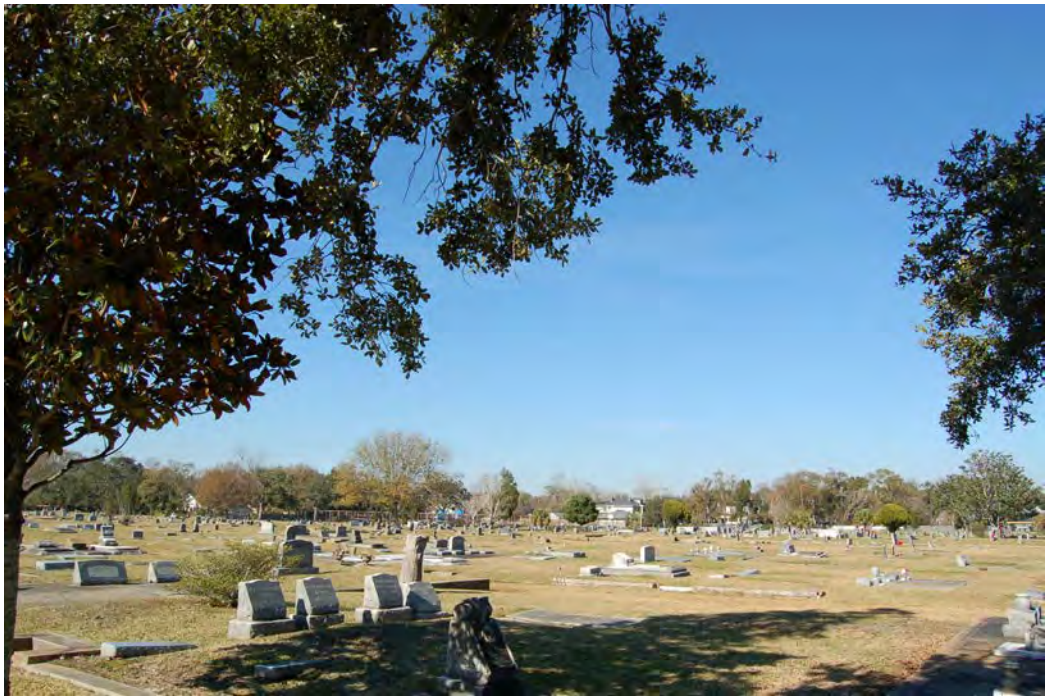

Figure 7-2. View to the northwest from Resource #7a location in the southwest quadrant of Magnolia Cemetery, showing houses barely visible beyond the dense tree canopy.

Figure 7-3. View to the northeast viewshed of the proposed I-10 Mobile River Bridge from Magnolia Cemetery (Resource #7) showing the top of the RSA Tower (left) visible above the dense tree canopy. Due to distance (1.4-1.2 miles), and blockage by dense tree canopy, Alternates A, B, and B' (both shown near center of photograph) may be partially visible (10-20%) above the trees from Resource #7a location in the southwest quadrant of Magnolia Cemetery, resulting in minimal viewshed impacts.

Figure 7-4. View to the east from Resource #7b location in the northeast quadrant of Magnolia Cemetery, showing dense tree canopy.

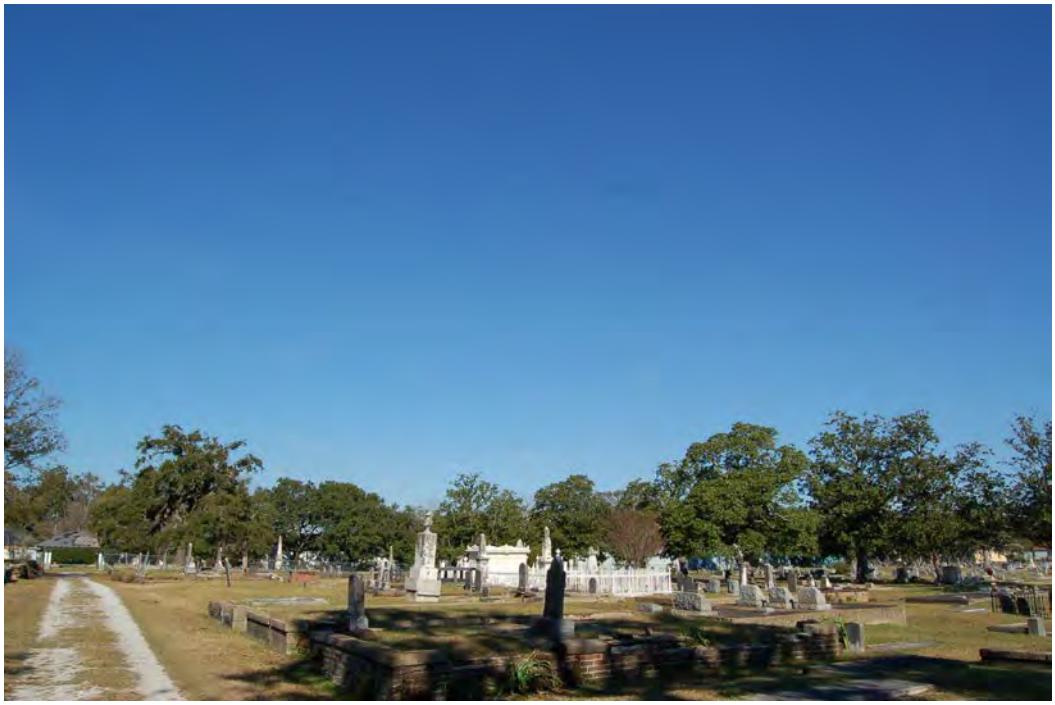

Figure 7-5. View to the northeast viewshed of the proposed I-10 Mobile River Bridge from Magnolia Cemetery (Resource #7) showing dense tree canopy. RSA Tower is not visible above trees from Resource #7b location. Due to distance (1.4-1.2 miles), and blockage by dense tree canopy, the proposed bridge would not be visible, and there would be no viewshed impact of Alternates A, B, B', and C from this location in the northeast quadrant of Magnolia Cemetery.

Figure 7-6. View to the southeast from Resource #7c location in the southeast quadrant of Magnolia Cemetery, showing dense tree canopy, cell tower, and semi-trucks parked in lot (right) next to commercial business.

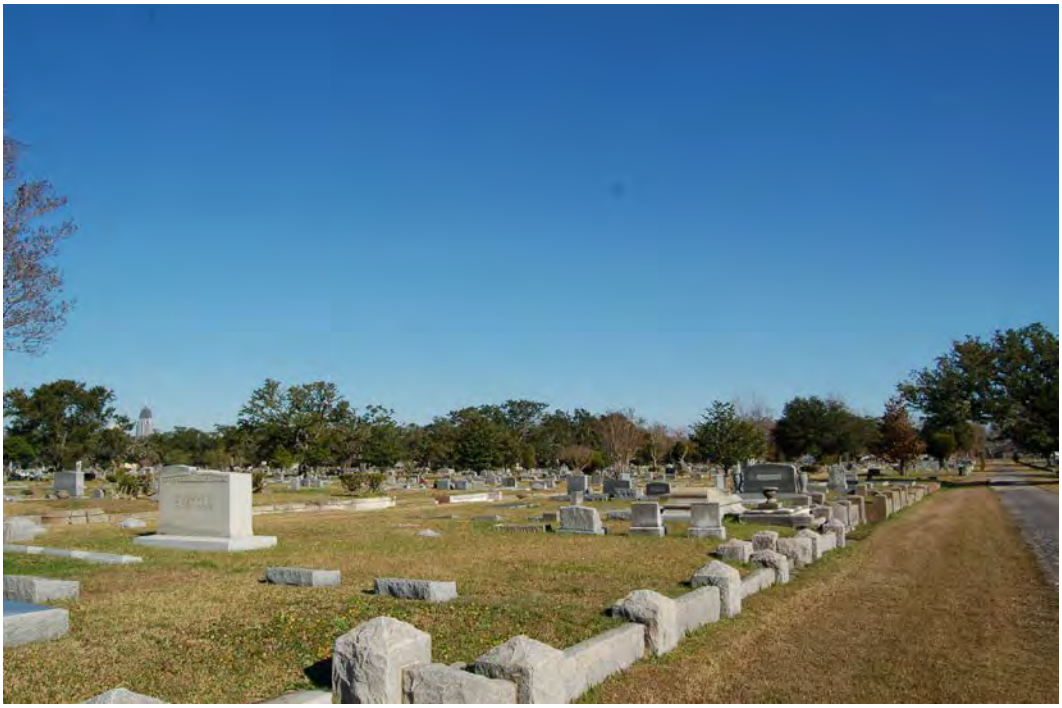

Figure 7-7. View to the northeast viewshed of the proposed I-10 Mobile River Bridge from Magnolia Cemetery (Resource #7) showing upper one-third of the RSA Tower (left) above the dense tree canopy. Due to distance (1.4-1.2 miles), and blockage by dense tree canopy, the proposed bridge would not be visible, and there would be no viewshed impact for Alternates A, B, B', and C from Resource #7c location in the southeast quadrant of Magnolia Cemetery.

Resource #8: Herpin-Gliptis House

Figure 8-1. View to the north of the ca. mid 1850s-early 1860s Herpin-Gliptis House (Resource #8) at 960 Dauphin Street in Old Dauphin Way Historic District.

This large two-story wooden frame house (Figure 8-1) (Resource #8) was built in Classic Revival-style in the mid-1800s (1854 according to current owners and 1861 according to JLMA [1974:65]). It is similar to the Hellen-Croom House (Resource #1) as a local variation of the Neoclassical Italianate style known as Bracketed, with tall, square Tuscan-style columns reaching the full height of the two-story porch on the façade (Gould 1988:191-192). During the mid-1900s the house was transformed into six apartments, and within the last decade it has been restored to its original condition retaining most of its original materials. The house is currently unoccupied. The Herpin-Gliptis House is a contributing significant historic structure in Old Dauphin Way Historic District listed on the NRHP in 1979.

The Herpin-Gliptis House is located at 960 Dauphin Street on the eastern edge of Old Dauphin Way Historic District, west of downtown Mobile. The house faces south, with the proposed I-10 Mobile River Bridge alternates to the southeast. The current viewshed (Figures 8-2 to 8-7) consists of moderate to dense tree canopy, with several historic houses, many with MHDC city plaques, to the south and west. To the east and southeast is a mixture of historic houses with two small one-story commercial buildings and associated paved parking lots. To the north is an in-ground swimming pool and garage behind a wooden privacy fence at the rear of the Herpin-Gliptis House. This current viewshed is considered to be distinct as a historic neighborhood to the south and west, and average to the east, southeast, and north.

In the east-southeast viewshed of the proposed I-10 Mobile River Bridge, due to distance (0.9-1.1 miles) and blockage by tree canopy and structures, Alternate A would be partially visible (20-30%), and Alternates B and B' would be partially visible (10-15%) from the Herpin-Gliptis House, resulting in mimimal viewshed impacts (Figure 8-5, 8-6, and 8-7) (Resource #8). Alternate C would not be visible and would have no viewshed impacts.

Figure 8-2. View to the northwest from the Herpin-Gliptis House (Resource #8) showing dense tree canopy and two of the three historic houses on the north side of Dauphin Street.

Figure 8-3. View to the northeast from the rear yard of the Herpin-Gliptis House (Resource #8) showing moderate tree canopy, privacy fence, garage roof, and one-story brick commercial building.

Figure 8-4. View to the southwest from the front porch of the Herpin-Gliptis House (Resource #8) showing dense tree canopy and historic houses on the south side of Dauphin Street.

Figure 8-5. View to the east-southeast from the front porch of the Herpin-Gliptis House (Resource #8) showing moderate tree canopy and historic (center) and nonhistoric (right) houses on the south side of Dauphin Street. Alternate A would be partially visible (20-30%) above structures and trees from the Herpin-Gliptis House, resulting in minimal viewshed impacts.

Figure 8-6. View to the east-southeast from the front porch of the Herpin-Gliptis House (Resource #8) showing moderate tree canopy and historic (center) and nonhistoric (right) houses on the south side of Dauphin Street. Alternate B would be partially visible (10-15%) above structures and trees from the Herpin-Gliptis House, resulting in minimal viewshed impacts.

Figure 8-7. View to the east-southeast from the front porch of the Herpin-Gliptis House (Resource #8) showing moderate tree canopy and historic (center) and nonhistoric (right) houses on the south side of Dauphin Street. Alternate B' would be partially visible (10-15%) above structures and trees from the Herpin-Gliptis House, resulting in minimal viewshed impacts.

Resource #9: Atchison Imports European Antiques (4th Floor)

Figure 9-1. View to the southwest of the north side of the historic brick warehouse, now Atchison Imports European Antiques (Resource #9), at 921 Dauphin Street showing the bricked-up east windows (left).

This four-story brick structure (Figure 9-1) (Resource #9) was illustrated on the 1956 Sanborn Insurance map as "WALKER STORAGE WAREHOUSE" with a general store, and probably dates to the late 1800s or early 1900s. The structure retains much of its exterior and interior materials and is in good condition. It currently serves as an antiques store and restoration workshop.

Atchison Imports European Antiques is located at 921 Dauphin Street, and is on the eastern edge of Old Dauphin Way Historic District. The front of the structure faces north, away from the proposed I-10 Mobile River Bridge. The current viewshed (Figures 9-2 to 9-5) consists of moderate to dense tree canopy, mostly live oaks, with a large paved parking lot surrounded by grass in front of the structure. To the north is a mixture of historic and nonhistoric residential and commercial buildings and associated parking lots along Dauphin Street. To the east is Protestant Children's Hospital (Resource #10). To the south are historic houses with dense tree canopies. This viewshed is considered to be distinct to the south and east and average to the north.

This viewshed study was conducted from the fourth floor of Atchison Imports European Antiques (Resource #9). The windows on the east side of the structure have been closed off with brick; therefore, Alternates A, B, and B' would not be visible from the fourth floor and would have no viewshed impacts (Figure 9-5). To the southeast viewshed from a window on the south side of the structure, due to distance (1.0 miles) and blockage by structures and tree canopy, Alternate C would be partially visible (50%) from this location, resulting in moderate viewshed impacts.

Figure 9-2. View to the northwest from the fourth floor of the front of Atchison Imports European Antiques (Resource #9), showing dense tree canopy and rooftops of historic houses (left) and nonhistoric commercial structures and parking lots (right) on Dauphin Street.

Figure 9-3. View to the southeast from the fourth floor of the rear of Atchison Imports European Antiques (Resource #9), showing dense tree canopy and rooftops of historic houses, with one nonhistoric high-rise building in the distance (center).

Figure 9-4. View to the southwest from the fourth floor of the rear of Atchison Imports European Antiques (Resource #9), showing dense tree canopy and rooftops of historic houses, with one nonhistoric structure in the distance behind a three-story historic structure (right).

Figure 9-5. View from the fourth-floor window of Atchison Imports European Antiques (Resource #9) to the southeast viewshed of the proposed I-10 Mobile River Bridge. Due to blockage by this structure, Alternates A, B, and B' would not be visible from this window; they would be to the east (left); therefore, they would have no viewshed impacts on this resource. Due to distance (1.0 mile) and blockage by structures and tree canopy, Alternate C would be partially visible (50%) from this location, resulting in moderate viewshed impacts.

Resource #10: Protestant Children's Hospital

Figure 10-1. View to the southeast of the original 1845 portion of Protestant Orphans' Asylum, now known as Protestant Children's Hospital (Resource #10). Two-story front porch with ironwork added in the late 1800s or early 1900s.

Completed in 1845, Protestant Orphans' Asylum (Figure 10-1) (Resource #10), now known as Protestant Children's Hospital, was built for children who lost their parents in yellow fever epidemics (Gould 1988:116-117). It is a three-story brick Federal-style structure designed by architect Henry Moffat. The rear portion was added in 1924 and the west side addition in 1950. The structure contains original and replacement materials and currently is in fair condition, having been vacant for several years. It is currently owned by Mobile County Human Resources. Protestant Orphans' Asylum was documented by HABS with five black & white photographs and three data sheets in 1934 (when it was still an orphanage), and it was listed on the NRHP in 1973.

Protestant Children's Hospital is located at 911 Dauphin Street, and is immediately east of Old Dauphinway Historic District. The front of the structure faces north, away from the proposed I-10 Mobile River Bridge. Surrounding the structure is a large grassy front yard to the north, large overgrown and deteriorated paved parking lots to the west and in the rear, and a moderate tree canopy to the east. The current viewshed (Figures 10-2 to 10-5) consists of moderate to dense tree canopy surrounding the structure, particularly live oaks lining Dauphin Street to the north. There is a mixture of historic and nonhistoric residential and commercial buildings along Dauphin, Broad, and Conti Streets. This viewshed is considered to be average to the north and west and minimal to the south and east.

Due to distance and blockage by tree canopy and structures in the east-southeast viewshed of the proposed I-10 Mobile River Bridge, Alternates A, B, and B' would not be visible, and there would be no viewshed impacts. Alternate C would be partially visible (20-30%) from Protestant Children's Hospital (Resource #10), resulting in minimal viewshed impacts (Figure 10-5).

Figure 10-2. View to the northwest from Protestant Children's Hospital (Resource #10) showing dense tree canopy and partial view of a mixture of historic and nonhistoric residential and commercial structures on Dauphin Street.

Figure 10-3. View to the northeast from Protestant Children's Hospital (Resource #10), showing dense tree canopy and partial view of a mixture of historic and nonhistoric residential and commercial structures on Dauphin and Broad Streets.

Figure 10-4.View to the southwest from Protestant Children's Hospital (Resource #10), showing abandoned parking lot, moderate tree canopy, and partial view of rears of historic residential structures and nonhistoric commercial structures above tree canopy.

Figure 10-5. View from Protestant Children's Hospital (Resource #10) to the east-southeast, showing moderate tree canopy and mixture of historic and nonhistoric residential and commercial structures. Alternates A, B, and B' would not be visible from this resource and would not result in viewshed impacts. Due to distance (1.0 mile) and blockage by tree canopy and structures, Alternate C would be partially visible (20-30%) from Protestant Children's Hospital, resulting in minimal viewshed impacts.

Resource #11: Structure at 809 Springhill Avenue

Figure 11-1. View to the southwest of the structure at 809 Springhill Avenue (Resource #11).

This large 2½-story wood frame house (Figure 11-1) (Resource #11) was probably built in the mid to late 1800s. (It does not appear in any of the references used in this study). The structure retains much of its original exterior materials and has a new asphalt single roof. It is in good condition and has been divided into four apartments.

The structure at 809 Springhill Avenue lies between the Old Dauphin Way Historic District and Lower Dauphin Historic District, west of downtown Mobile. The structure faces north, with the viewshed of the proposed I-10 Mobile River Bridge to the east-southeast. The current viewshed (Figures 11-2 to 11-7) consists of scattered small to medium-sized trees along Springhill Avenue, a five-lane major thoroughfare. To the north is a BP gas station, a small commercial structure, historic St. Joseph's Catholic Church (Resource #12), Tower on Ryan Park high-rise apartment complex, and Ryan Park with a dense canopy of live oaks. To the east are vacant overgrown lots, a brick wall, with the upper stories of St. Francis Place condominiums (Resource #13) visible in the distance above the wall. To the south, behind the house, are several one-story commercial structures, a Checker's fast food restaurant, and a nonhistoric house. To the west is a row of four historic houses and a large billboard. This current viewshed is considered average to the west, and minimal to the south, east, and north.

Due to distance (0.7-1.0 miles) and blockage by structures and tree canopy, Alternates A and C would be partially visible (10-20%), and Alternates B and B' would be partially visible (30-40%), from the structure at 809 Springhill Avenue (Resource #11), resulting in minimal viewshed impacts (Figures 11-4, 11-5, 11-6, and 11-7).

Figure 11-2. View to the northeast from the structure at 809 Springhill Avenue (Resource #11) showing St. Joseph's Catholic Church (Resource #12) (left), Tower on Ryan Park apartments (right), and Ryan Park with dense live oaks.

Figure 11-3. View to the southwest showing the structure at 809 Springhill Avenue (Resource #11) (left) and a row of historic houses on the south side of Springhill Avenue.

Figure 11-4. View to the east showing Alternate A from the structure at 809 Springhill Avenue (Resource #11) with moderate tree canopy on Springhill Avenue. Due to distance (0.7 miles), Alternate A would be partially visible (10-20%) above structures and tree canopy at this location, resulting in minimal viewshed impacts.

Figure 11-5. View to the east showing Alternate B from the structure at 809 Springhill Avenue (Resource #11) with moderate tree canopy on Springhill Avenue. Due to distance (0.8 miles), Alternate B would be partially visible (30-40%) above structures and tree canopy at this location, resulting in minimal viewshed impacts.

Figure 11-6. View to the east showing Alternate B' from the structure at 809 Springhill Avenue (Resource #11) with moderate tree canopy on Springhill Avenue. Due to distance (0.8 miles), Alternate B' would be partially visible (30-40%) above structures and tree canopy at this location, resulting in minimal viewshed impacts.

Figure 11-7. View to the east showing Alternate C from the rear of the structure at 809 Springhill Avenue (Resource #11) showing structures through a moderate tree canopy. Due to distance (0.7 mile), Alternate C would be partially visible (10-15%) above structures and tree canopy at this location, resulting in minimal viewshed impacts.

Resource #12: St. Joseph's Catholic Church

Figure 12-1. View to the northwest of St. Joseph's Catholic Church (Resource #12) at 808 Springhill Avenue.

St. Joseph's Catholic Church (Figure 12-1) was built in Gothic Revival style, which was common from the 1840s to 1870s (Gamble 1990:80-81). It is a large brick building with a large tower or spire extended off the façade. There is a two-story ancillary brick building behind the church and a large paved parking lot enclosed with a brick wall on the north side. Currently, the church is not in use and is in good to fair condition.

St. Joseph's Catholic Church is located at 808 Springhill Avenue between the Old Dauphin Way Historic District and the Lower Dauphin Historic District, west of downtown Mobile. The church faces east-southeast toward the proposed I-10 Mobile River Bridge. The current viewshed (Figures 12-2 to 12-5) consists of moderate to dense tree canopy, mostly live oaks in Ryan Park across the street from the church, with a mixture of historic (St. Francis Place condominiums-Resource #13 and Central Fire Station-Resource #14) and nonhistoric commercial and residential buildings (Tower on Ryan Park high-rise apartment complex), all on Springhill Avenue. St. Joseph's Catholic Church lies near a major intersection of Springhill Avenue, and St. Francis, Scott and Bayou Streets. The current viewshed is considered to be average.

From the front of St. Joseph's Catholic Church to the east-southeast, the view of Alternates A, B, B', and C would be blocked by the dense canopy of live oaks in Ryan Park (Figure 12-5). Therefore, there would be no viewshed impact resulting from Alternates A, B, B', and C from the front of St. Joseph's Catholic Church (Resource #12).

Figure 12-2. View to the north from the front of St. Joseph's Catholic Church (Resource #12) (left), showing moderate tree canopy and the Tower on Ryan Park high-rise apartment complex (right).

Figure 12-3. View to the southeast from St. Joseph's Catholic Church (Resource #12) showing dense tree canopy in Ryan Park (left), and St. Francis Place Condominiums (Resource #13) (center) across Springhill Avenue.

Figure 12-4. View to the west from St. Joseph's Catholic Church (Resource #12) (right), showing sparse tree canopy and row of historic houses (left) on south side of Springhill Avenue.

Figure 12-5. View to the east toward Alternates A, B, B', and C from the front of St. Joseph's Catholic Church (Resource #12), showing high-rise apartment complex (left) and Ryan Park with dense canopy of live oaks. Due to distance (0.8-1.0 miles) and dense tree canopy in the park, Alternates A, B, B', and C would not be visible, and there would be no viewshed impacts on St. Joseph's Catholic Church (Resource #12).

Resource #13: St. Francis Place

Figure 13-1. View to the southeast of the 1908 Convent of Mercy (left) and the 1927 schoolhouse (right), now known as St. Francis Place (Resource #13) at 753 St. Francis Street in Lower Dauphin Historic District.

What is now known as St. Francis Place (Figure 13-1) (Resource #13) was built in 1908 as the Convent of Mercy. The masonry building of gray painted brick and concrete stands four stories tall. A plaque on the structure placed in 2002 by the Mercy High School Alumnae Association relates that the Convent of Mercy was established at this site in 1884. In 1927 a large three-story schoolhouse was built behind it as the Convent of Mercy Academy. The school closed in 1968. Both structures were recently renovated into condominiums. There is a large parking lot on the south side with a one-story multi-car garage. St. Francis Place has a MHDC city plaque and is a contributing significant historic structure in Lower Dauphin Historic District listed on the NRHP in 1979.

The St. Francis Place condominiums are located at 753 St. Francis Street on the west edge of the Lower Dauphin Historic District, west of downtown Mobile. Located at a major intersection of four streets, the main entrance faces Springhill Avenue, away from the proposed I-10 Mobile River Bridge with an east-southeast viewshed. The current viewshed (Figures 13-2 to 13-7) from the front of the St. Francis Place Condominiums consists of moderate tree canopy, particularly live oaks in Ryan Park, with a mixture of historic houses and nonhistoric commercial structures along Springhill Avenue and St. Francis, Scott, and Bayou Streets. Directly to the north are St. Joseph's Catholic Church (Resource #12) and the twelve-story Tower on Ryan Park apartments. To the east is Central Fire Station (Resource #14). To the south, behind St. Francis Place, is a mixture of historic brick storefronts and vacant lots on Dauphin Street with sparse tree canopy. This current viewshed is considered to be average.

There would be no viewshed impact from the front of St. Francis Place (Resource #13) or from other locations on the property. Due to distance (0.7 miles) and blockage by structures and moderate tree canopy, Alternates A, B, and B' would be partially visible (10-30%) from the east side of St. Francis Place (Resource #13) (Figures 13-5 and 13-6), resulting in minimal viewshed impacts. Due to distance (0.9 miles) and blockage by structures, Alternate C would be partially visible (10-15%), resulting in minimal viewshed impacts (Figure 13-7).

Figure 13-2. View to the north from the front of the St. Francis Place Condominiums (Resource #13) showing a dense tree canopy in Ryan Park. Beyond are St. Joseph's Catholic Church (Resource #12) (left) and Tower on Ryan Park apartments (center) on Springhill Avenue.

Figure 13-3. View to the east from the front of the St. Francis Place Condominiums (Resource #13) showing a sparse tree canopy, historic structures (left), and Central Fire Station (Resource #14) (center) at the intersection of Springhill Avenue and St. Francis Street.

Figure 13-4. View to the west showing a moderate tree canopy in Ryan Park (right) and mixture of historic and nonhistoric structures on Springhill Avenue.

Figure 13-5. View from the east side of St. Francis Place (Resource #13) to the east-southeast viewshed of the proposed I-10 Mobile River Bridge showing Alternate A (right of streetlight pole in center of photograph). Due to distance (0.7 miles) and blockage by structures and moderate tree canopy, Alternate A would be partially visible (10-15%), resulting in minimal viewshed impacts.

Figure 13-6. View from the east side of St. Francis Place (Resource #13) to the east-southeast viewshed of the proposed I-10 Mobile River Bridge showing Alternates B and B'. Due to distance (0.7 miles) and blockage by structures and moderate tree canopy, Alternates B and B' would be partially visible (20-30%), resulting in minimal viewshed impacts.

Figure 13-7. View from the east side of St. Francis Place (Resource #13) to the east-southeast viewshed of the proposed I-10 Mobile River Bridge showing Alternate C (right side of photograph above building). Due to distance (0.9 miles) and blockage by structures, there would Alternate C would be partially visible (10-15%), resulting in minimal viewshed impacts.

Resource #14: Central Fire Station

Figure 14-1. View to the northeast of Central Fire Station (Resource #14) at 701 St. Francis Street in the Lower Dauphin Historic District. RSA Tower is visible through the trees (right).

Central Fire and Signal Station (Figure 14-1) (Resource #14) was built in 1925. It is a large 2½-story brick structure with a central 4-story watchtower, several bay doors for fire engines, and terracotta roof tiles. It is surrounded by streets on all sides. Central Fire Station is located at 701 St. Francis Street on the west edge of Lower Dauphin Historic District, west of downtown Mobile. The main entrance of the fire station faces north-northwest, with the proposed I-10 Mobile River Bridge viewshed to the east-southeast. The current viewshed (Figures 14-2 to 14-5) consists large open grassy areas surrounding the church on the east, south, and west. To the north and northwest are several historic houses on St Francis and surrounding streets, as well as vacant lots. To the west are St. Francis Place Condominiums (Resource #13), St. Joseph's Catholic Church (Resource #12), Ryan Park, and Tower on Ryan Park high-rise apartment complex on Springhill Avenue. To the south and southeast is a mixture of historic houses and small commercial structures. To the east is a view of downtown, with 50% view of the RSA Tower above the moderate tree canopy. There is a sparse to moderate tree canopy around the Central Fire Station. The current viewshed is considered to be average to the north and minimal to the south.

Due to distance (0.9 miles) and blockage by structures and moderate tree canopy, Alternate C would be partially visible (10-20%) looking east-southeast from the Central Fire Station (Resource #14), resulting in minimal viewshed impacts (Figure 14-5). Due to distance (0.7 miles) and blockage by structures and moderate tree canopy, Alternates A, B, and B' would not be visible and would not result in viewshed impacts.

Figure 14-2. View to the west from Central Fire Station (Resource #14) showing historic houses and vacant lots with moderate tree canopy on St. Francis Street.

Figure 14-3. View to the north from the Central Fire Station (Resource #14) showing historic and nonhistoric structures and vacant lots with sparse tree canopy on St. Francis Street.

Figure 14-4. View to the west showing Central Fire Station (Resource #14) (left), St. Francis Place condominiums (Resource #13) (center) and historic house (right) on St. Francis Street.

Figure 14-5. View to the east-southeast toward Alternates A, B, B', and C from Central Fire Station (Resource #14) showing RSA Tower (left) above a sparse tree canopy. Due to distance (0.7-0.9 miles) and blockage by structures, Alternate C (shown at far right behind trees) would be partially visible (10-15%), resulting in minimal viewshed impacts. Alternates A, B, and B' would not be visible and would not result in viewshed impacts.

Resource #15: Emmanuel Missionary Baptist Church

Figure 15-1. View to the north of Emmanuel Missionary Baptist Church (Resource #15) at 1108 Chimquapin Street in the MLK Heritage Neighborhood.

Emmanuel Missionary Baptist Church (Figure 15-1) (Resource #15) was probably built in the mid-1900s based on the vernacular style and brick type. It is a small one-story brick structure arranged in a T-shaped plan with an east extension for the Joe Turner Fellowship Hall. The church has an inset steeple, an arched front entrance, and arched windows, with colored and clear panes of glass. It is in good condition and has an active congregation.

Emmanuel Missionary Baptist Church is located at 1108 Chimquapin Street on the north edge of the MLK Heritage Neighborhood, northwest of downtown Mobile. The church faces south, with the proposed I-10 Mobile River Bridge to the southeast. The current viewshed (Figures 15-2 to 15-5) consists of moderate to dense tree canopy, with mid to late twentieth-century houses interspersed with vacant grassy lots to the east, south, and west. In the distance to the east there is a view of abandoned public housing projects, and beyond is a less than 50% view of the RSA Tower and the RSA-Bank Trust Building in downtown Mobile. North of the church is a wooded area. The current viewshed is considered average.

In the southeast viewshed of the proposed I-10 Mobile River Bridge, due to distance (1.6-1.7 miles) and blockage by structures and tree canopy, Alternates A, B, and B' would be partially visible (5%) from Emmanuel Missionary Baptist Church (Resource #15) (Figure 15-4 and 15-5), resulting in minimal viewshed impacts. Due to distance (1.9 miles) and blockage by structures and tree canopy, Alternate C would not be visible and would not result in viewshed impacts.

Figure 15-2. View to the southwest from Emmanuel Missionary Baptist Church (Resource #15) showing moderate tree canopy and historic and nonhistoric houses on Live Oak and Chimquapin Streets.


Figure 15-3. View to the west from Emmanuel Missionary Baptist Church (Resource #15) showing moderate tree canopy and historic and nonhistoric houses on Chimquapin Street.

Figure 15-4. View to the southeast in the viewshed of the proposed I-10 Mobile River Bridge from Emmanuel Missionary Baptist Church (Resource #15) showing moderate tree canopy, and less than 50% view of the RSA Tower and the RSA-Bank Trust Building (center). Due to distance (1.6 miles) and blockage by structures and tree canopy, Alternate A would be partially visible (5%) (through trees about pink house near center of photograph) from Emmanuel Missionary Baptist Church, resulting in minimal viewshed impacts.

Figure 15-4. View to the southeast in the viewshed of the proposed I-10 Mobile River Bridge from Emmanuel Missionary Baptist Church (Resource #15) showing moderate tree canopy, and less than 50% view of the RSA Tower and the RSA-Bank Trust Building (center). Due to distance (1.6-1.7 miles) and blockage by structures and tree canopy, Alternate B would be partially visible (5%) (through trees between pink house and utility pole near center of photograph) from Emmanuel Missionary Baptist Church, resulting in minimal viewshed impacts. Alternate B' would be similarly visible and would result in minimal viewshed impacts.

Resource #16: United States Marine Hospital

Figure 16-1. View to the southeast of the original 1842 now closed entrance of the United States Marine Hospital (Resource #16) at 800 St. Anthony Street.

Commissioned by the federal government and completed in 1842, the United States Marine Hospital (Figure 16-1) (Resource #16) was designed as a massive, three-story colonnade Greek Revival structure by architect Frederick Bunnell (Gould 1988:107). The structure retains much of its original exterior materials and is in excellent condition currently used by the Mobile County Health Department. On the north side of Marine Hospital are five historic two- and three-story brick structures (Figure 16-2) used for medical purposes. The United States Marine Hospital complex covers one entire city block and is surrounded by a brick wall. HABS documented the complex in 1936 with seven black & white photographs, five measured architectural drawings, and eight data sheets. The United States Marine Hospital was listed on the NRHP in 1974.

The United States Marine Hospital is located at 800 St. Anthony Street on the western edge of downtown Mobile. The original front entrance (now closed) faces south-southeast, and the active entrance on the east side faces east-southeast toward the proposed I-10 Mobile River Bridge. The current viewshed (Figures 16-3 to 16-9) consists of a mixture of historic and nonhistoric structures, and parking lots, with sparse to moderate tree canopy. To the north of the United States Marine Hospital complex across State Street is a large open grassy area used for parking by Bishop State Community College. To the east is a large paved parking lot used for visitor using the Mobile County Health Department. To the south is a mixture of historic and nonhistoric structures with a moderate tree canopy to the east. To the west is the historic Mobile City Hospital built in 1830 with a large paved parking lot behind it. This viewshed is considered to be average.

From the east side of the United States Marine Hospital (Resource #16) to the east-southeast viewshed of the proposed I-10 Mobile River Bridge is a moderate tree canopy and mixture of historic and nonhistoric structures, with the RSA Tower and RSA-Bank Trust Building visible in the distance. Due to distance (0.9-1.0 mile) and blockage by structures and tree canopy, the tops of the pylons of Alternates A, B, and B' would be partially visible (10-15%) from the United States Marine Hospital, resulting in minimal viewshed impacts (Figure 16-7, 16-8, and 16-9). Due to distance (1.2 mile) and blockage by structures and tree canopy, Alternate C would not be visible and would not result in viewshed impacts.

Figure 16-2. View to the north from the United States Marine Hospital (Resource #16) showing moderate tree canopy and complex of historic brick structures used for medical purposes.

Figure 16-3. View to the north of City Hospital, built in Greek Revival style in 1830 as Mobile's third hospital, located on the block west of the United States Marine Hospital (Resource #16).

Figure 16-4. View to the north across State Street from the United States Marine Hospital (Resource #16) showing parking lot for Bishop State Community College and a cell tower (far right).

Figure 16-5. View to the northeast from the east side of the United States Marine Hospital (Resource #16) showing parking lot for the Mobile County Health Department, a nonhistoric metal warehouse, and a cell tower (left) with sparse tree canopy.

Figure 16-6. View to the south from the original front entrance of the United States Marine Hospital (Resource #16) showing parking lot and two-story historic brick structure housing the Wings of Life Thrift Store. In the distance are the tops of St. Joseph's Catholic Church (Resource #12) and Tower on Ryan Park apartments (left).

Figure 16-7. View from the east side of the United States Marine Hospital (Resource #16) to the east-southeast viewshed of the proposed I-10 Mobile River Bridge showing Alternate A (shown behind utility pole), a mixture of historic and nonhistoric structures, the RSA Tower and RSA-Bank Trust Building (left), and moderate tree canopy. Due to distance (0.9 mile) and blockage by structures and tree canopy, Alternate A would be partially visible (10-15%) from the United States Marine Hospital.

Figure 16-8. View from the east side of the United States Marine Hospital (Resource #16) to the east-southeast viewshed of the proposed I-10 Mobile River Bridge showing Alternate B (shown behind trees at right side of photograph), a mixture of historic and nonhistoric structures, the RSA Tower and RSA-Bank Trust Building (left), and moderate tree canopy. Due to distance (0.9 mile) and blockage by structures and tree canopy, Alternate B would be partially visible (10-15%) from the United States Marine Hospital.

Figure 16-9. View from the east side of the United States Marine Hospital (Resource #16) to the east-southeast viewshed of the proposed I-10 Mobile River Bridge showing Alternate B' (shown behind trees at right side of photograph), a mixture of historic and nonhistoric structures, the RSA Tower and RSA-Bank Trust Building (left), and moderate tree canopy. Due to distance (0.9 mile) and blockage by structures and tree canopy, Alternate B would be partially visible (10-15%) from the United States Marine Hospital.

Resource #17: Roxy Theater

Figure 17-1. View to the northeast of the mid-twentieth-century Roxy Theater (Resource #17) at 1308 St. Stephens Road in The Campground Historic District.

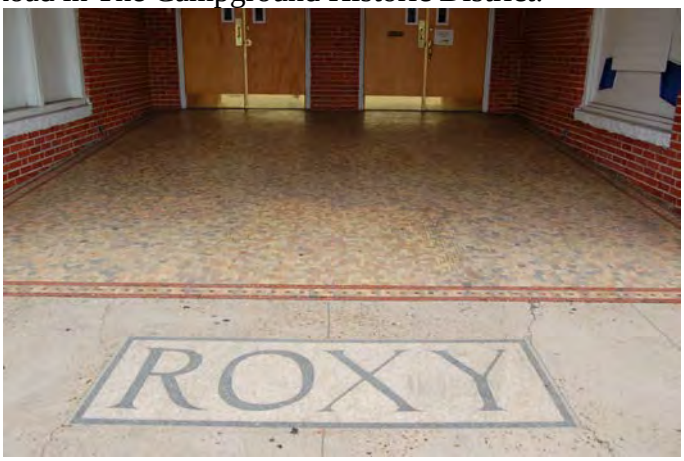

Figure 17-2. Tile floor at theater entrance.

This large one-story brick theater (Figure 17-1) (Resource #17) was probably built in the mid-twentieth century during a time when African-American entertainment thrived in Mobile's black communities, such as Davis Avenue (now MLK Blvd.) and The Campground (Davis-Horton 1991:161-166). Roxy Theatre is T-shaped in plan with a wide flat-roofed façade and a curvilinear recessed front gable. It contains much of its original exterior materials, including the tile floor within the recessed entrance, with "ROXY" incorporated into the design (Figure 17-2). There is a scar on the tile floor where the ticket box once stood. The windows now have what appears to be stained glass reflecting its current use as the First Church of God in Christ.

Roxy Theater is a contributing significant historic structure in The Campground Historic District listed on the NRHP in 2004. It is located at 1308 St. Stephens Road, a major intersection with Springhill Avenue and Ann Street. The structure faces south, with the proposed I-10 Mobile River Bridge alternates to the east and southeast. The current viewshed (Figures 17-3 to 17-6) consists of sparse to moderate tree canopy with a mixture of historic houses, nonhistoric commercial structures, and associated paved parking lots. This current viewshed is considered average.

Due to distance (1.5-1.7 miles) and blockage by structures and tree canopy, the proposed bridge would not be visible, and there would be no viewshed impact resulting from Alternates A, B, B', and C for Roxy Theater (Resource #17) (Figures17-5 and 17-6).

Figure 17-3. View to the south from the Roxy Theatre (Resource #17) showing moderate tree canopy and mixtures of historic houses and parking lot along St. Stephens Road (front) and Springhill Avenue (rear).

Figure 17-4. View to the west down St. Stephens Road from the Roxy Theatre (Resource #17) showing moderate tree canopy and mixture of historic and nonhistoric commercial buildings.

Figure 17-5. View to the east toward Alternates A, B, and B' from the Roxy Theatre (Resource #17) showing moderate tree canopy and nonhistoric commercial structures and parking lots on St. Stephens Road. The RSA Tower is scarcely visible through the bare trees above the "First Church of God in Christ" sign. Due to distance (1.5 miles) and blockage by structures and trees, Alternates A, B, and B' would not be visible from the Roxy Theatre.

Figure 17-6. View to the east-southeast toward Alternate C from Roxy Theatre (Resource #17) showing sparse tree canopy and nonhistoric commercial structures and parking lots on St. Stephens Road (front) and Springhill Avenue (rear). Due to distance (1.7 miles) and blockage by structures and trees, Alternate C would not be visible from Roxy Theatre.

Resource #18: Intersection of MLK Avenue and Kennedy Street

Figure 18-1. View to the east-southeast of the intersection of MLK Avenue and Kennedy Street (Resource #18) in the MLK Heritage Neighborhood with a small park (right), downtown buildings partially visible (center), a historic two-story commercial building, and two small food concessions (left.)

The intersection of MLK Avenue and Kennedy Street (Figure 18-1) (Resource #18) is in the MLK Heritage Neighborhood northwest of downtown Mobile. The current viewshed (Figures 18-2 to 18-7) consists of a sparse to moderate tree canopy with a mixture of historic structures, nonhistoric and new houses, a historic commercial building, a new elementary school, and vacant lots. This current viewshed at the intersection of MLK Avenue and Kennedy Street is considered to be average.

In the southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Kennedy Street (Resource #18) is the Florence Howard Elementary School, one building on the Bishop State Community College campus, with the RSA Tower, RSA-Bank Trust Building, Riverview Plaza Hotel, and other downtown structures visible in the distance (left). Due to distance (1.4-1.5 miles) and blockage by structures, Alternates A, B, and B' would be partially visible (50%) from this intersection, resulting in moderate viewshed impacts (Figures 18-5, 18-6, and 18-7). Due to distance (1.7 miles) and blockage by structures, Alternate C would not be visible and would not have viewshed impacts on the intersection of MLK Avenue and Kennedy Street (Resource #18).

Figure 18-2. View to the northwest from the intersection of MLK Avenue and Kennedy Street (Resource #18) showing the moderate tree canopy and a mixture of historic houses (far left and far right), new homes, and vacant lots (center) on the north side of MLK Avenue.

Figure 18-3. View to the northeast from the intersection of MLK Avenue and Kennedy Street (Resource #18) showing a two-story historic commercial structure with the RSA Tower and RSA-Bank Trust Building (right) in the distance through a sparse tree canopy.

Figure 18-4. View to the south from the intersection of MLK Avenue and Kennedy Street (Resource #18) showing a moderate tree canopy and a few historic houses.

Figure 18-5. View to the southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Kennedy Street (Resource #18) showing Alternate A, sparse canopy, Florence Howard Elementary School (right), one building on the Bishop State Community College campus (domed structure in center), and RSA-Bank Trust Building and Riverview Plaza Hotel (left). Due to distance (1.3-1.4 miles) and blockage by structures, Alternate A would be partially visible (50%).

Figure 18-6. View to the southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Kennedy Street (Resource #18) showing Alternate B, sparse canopy, Florence Howard Elementary School (right), one building on the Bishop State Community College campus (domed structure in center), and RSA-Bank Trust Building and Riverview Plaza Hotel (left). Due to distance (1.3-1.4 miles) and blockage by structures, Alternate B would be partially visible (50%).

Figure 18-7. View to the southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Kennedy Street (Resource #18) showing Alternate B', sparse canopy, Florence Howard Elementary School (right), one building on the Bishop State Community College campus (domed structure in center), and RSA-Bank Trust Building and Riverview Plaza Hotel (left). Due to distance (1.3-1.4 miles) and blockage by structures, Alternate B' would be partially visible (50%).

Resource #19: Intersection of MLK Avenue and Hickory Street

Figure 19-1. View to the east-southeast of the intersection of MLK Avenue and Hickory Street (Resource #19) in the MLK Heritage Neighborhood with a mixture of historic (left) and new houses (right) on MLK Avenue.

The intersection of MLK Avenue and Hickory Street (Figure 19-1) (Resource #19) is in the MLK Heritage Neighborhood northwest of downtown Mobile. The current viewshed (Figures 19-2 to 19-7) consists of a sparse tree canopy with a mixture of historic and new houses, a nonhistoric church, a commercial store and vacant lots. The large two-story historic house (Figure 19-3) on the northwest corner of this intersection is listed on the NRHP and was the home of David Patton (1879-1927), an early African-American construction entrepreneur (Davis-Horton 1990:87-89). Some of the taller downtown buildings, such as the RSA Tower, RSA-Bank Trust Building, and Riverview Plaza Hotel are barely visible to the east in the distance. This current viewshed at the intersection of MLK Avenue and Hickory Street is considered to be average.

In the east-southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Hickory Street (Resource #19) are new homes and a sparse tree canopy, with the RSA Tower and RSA-Bank Trust Building visible in the distance. Due to distance (1.6-1.7 miles) and blockage by structures, Alternates A, B, and B' would be partially visible (10-15%) from this intersection, resulting in minimal viewshed impacts (Figures 19-5, 19-6, and 19-7). Due to distance (1.9 miles) and blockage by structures, Alternate C would not be visible from the intersection of MLK Avenue and Hickory Street (Resource #19) and would not result in viewshed impacts (Figure 19-1).

Figure 19-2. View to the northwest from the intersection of MLK Avenue and Hickory Street (Resource #19) showing a moderate tree canopy and a mixture of historic houses (left) and a commercial structure (right) on MLK Avenue.

Figure 19-3. View to the north from the intersection of MLK Avenue and Hickory Street (Resource #19) showing the NRHP historic home of David Patton (1879-1927), an early African-American construction entrepreneur (Davis-Horton 1990:87-89) on MLK Avenue.

Figure 19-4. View to the northeast from the intersection of MLK Avenue and Hickory Street (Resource #19) showing historic houses (left) on the north side of MLK Avenue with the RSA Tower (right) partially visible through a sparse tree canopy.

Figure 19-5. View to the east-southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Hickory Street (Resource #19) showing Alternate A (above trees on left side of photograph), a sparse tree canopy, new homes, and the RSA Tower and RSA-Bank Trust Building (left). Due to distance (1.6-1.7 miles) and blockage by structures, Alternate A would be partially visible (10-15%) from this intersection.

Figure 19-6. View to the east-southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Hickory Street (Resource #19) showing Alternate B (behind trees above white flat roofed building on left side of photograph), a sparse tree canopy, new homes, and the RSA Tower and RSA-Bank Trust Building (left). Due to distance (1.6-1.7 miles) and blockage by structures, Alternate B would be partially visible (10-15%) from this intersection.

Figure 19-7. View to the east-southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of MLK Avenue and Hickory Street (Resource #19) showing Alternate B' (behind trees above white flat roofed building on left side of photograph), a sparse tree canopy, new homes, and the RSA Tower and RSA-Bank Trust Building (left). Due to distance (1.6-1.7 miles) and blockage by structures, Alternate B' would be partially visible (10-15%) from this intersection.

Resource #20: Stone Street Baptist Church

Figure 20-1. View to the northwest of Stone Street Baptist Church (Resource #20) at 311 Tunstall Street in the MLK Heritage Neighborhood.

Stone Street Baptist Church (Figure 20-1) (Resource #20) was built in 1931 in Gothic Revival style. It is a large 2½-story structure made of tan brick with a front spire (left) and similar front steeple (right). This church was organized in 1806, with the original structure renovated in 1909. Stone Street Baptist Church is the oldest place of worship for African Americans in Mobile (Davis-Horton 1990:22). Currently, the church is active and it is in excellent condition. Stone Street Baptist Church was listed on the Alabama Register of Landmarks and Heritage and the NRHP in 1985. It has two plaques on the front; one from the MHDC and one from the North Side Improvement Association designating it a Landmark of Interest.

Stone Street Baptist Church is located at 311 Tunstall Street in the MLK Heritage Neighborhood, west of downtown Mobile. The church faces east-southeast toward the proposed I-10 Mobile River Bridge. The current viewshed (Figures 20-2 to 20-5) consists of large open grassy areas surrounding the church on the east, south, and west. To the north and northwest are two 1-story commercial buildings and associated parking lots and Calloway-Smith Middle School. To the east is a view of downtown, with 50% view of the RSA Tower and RSA-Bank Trust Building above the moderate tree canopy. To the southeast is a view of the rear of the National African American Archives and Museum. To the south are a three-story retirement home and the three-story Dearborn Street Community Center. The current viewshed is considered average to the east and west and minimal to the north and south.

Due to distance (1.0-1.1 miles), blockage by structures, and moderate tree canopy, the tops of the pylons of Alternates A, B, and B' to the east-southeast would be partially visible (10-20%) from the Stone Street Baptist Church (Resource #20) (Figure 20-4). Due to distance (1.3 miles), blockage by structures, and moderate tree canopy, Alternate C would not be visible and would not result in viewshed impacts (Figure 20-5).

Figure 20-2. View to the north from the Stone Street Baptist Church (Resource #20) showing sparse tree canopy and two commercial buildings and associated paved parking lots.


Figure 20-3. View to the south down Tunstall Street from the Stone Street Baptist Church (Resource #20) showing open grassy area, moderate tree canopy, and three-story retirement home (right) and associated paved parking lot (left).

Figure 20-4. View to the east-southeast toward Alternates A and B from the Stone Street Baptist Church (Resource #20) showing RSA Tower and RSA-Bank Trust Building above moderate tree canopy. Due to distance (1.0-1.1 miles) and blockage by structures and tree canopy, t the tops of the pylons of Alternates A and B would be partially visible (10-20%) from the Stone Street Baptist Church.

Figure 20-5. View to the southeast toward Alternate C from the Stone Street Baptist Church (Resource #20). Due to distance (1.3 miles) and blockage by structures and moderate tree canopy, Alternate C would not be visible.

Resource #21: Batre-Foreman Building

Figure 21-1. View to the southeast of the 1839 Batre-Foreman Building (Resource #21) at 167 State Street in the DeTonti Square Historic District. The very top of the RSA Tower can be seen above the structure's second-story window (left).

Completed after the 1839 fire that destroyed many wooden frame buildings in early Mobile, the Batre-Foreman Building (Figure 21-1) (Resource #21) is one of two remaining brick rowhouses or storefronts built in Federal style by Adolph Batre on State Street (Gould 1988:75; JLMA 1974:38; MCPC 1974:29). The Troost map of 1840-1846 shows a row of six connected brick structures lining the south side of State Street, which were advertised in 1840 as recently completed and for rent. Historically, the bottom floors probably held small businesses, while the upstairs were living quarters. The Batre-Foreman House and the identical structure attached to its east side are two of the oldest brick buildings in Mobile. Both structures are in good condition. The exterior of Resource #21 is being restored, and it is occupied as a private residence. The Batre-Foreman Building has a MHDC city plaque, although it has been removed for the restoration. The Batre-Foreman Building is a contributing significant historic structure in the DeTonti Square Historic District listed on the NRHP in 1972.

The Batre-Foreman Building is located at 167 State Street in the DeTonti Square Historic District, on the north side of downtown Mobile. The structure faces north, away from the proposed I-10 Mobile River Bridge, with a southeast viewshed. The current viewshed (Figures 21-2 to 21-5) consists of moderate tree canopy to the north, south, and west, with a mixture of historic houses and nonhistoric commercial structures along State and N. Conception Streets. This current viewshed is considered to be distinct to the north, south, and west, and average to the east.

The proposed bridge would not be visible from the front of the Batre-Foreman Building (Resource #21). Due to blockage by structures and tree canopy, Alternates A, B, B', and C would not be visible from behind the Batre-Foreman Building (Resource #21) (Figure 21-5). Alternates A, B, B', and C would have no viewshed impacts on this resource.

Figure 21-2. View to the northwest from the Batre-Foreman Building (Resource #21) showing moderate tree canopy and historic houses on State Street.

Figure 21-2. View to the east from the Batre-Foreman Building (Resource #21) showing sparse tree canopy and a mixture of historic houses (left), nonhistoric commercial structures (right), and paved parking lots on State Street.

Figure 21-4. View to the northwest from the rear of Batre-Foreman Building (Resource #21) showing moderate tree canopy and mixture of a nonhistoric commercial structure (left) and historic houses (center) on State and N. Conception Streets.

Figure 21-5. View from the rear parking lot of the Batre-Foreman Building (Resource #21) to the southeast toward Alternates A, B, B', and C, showing the RSA Tower and RSA-Bank Trust Building barely visible through the moderate tree canopy. Due to distance (0.7-1.1 miles) and blockage by structures and tree canopy, the proposed I-10 Mobile River Bridge would not be visible from the Batre-Foreman Building.

Resource #22: Clarke Law Office Building

Figure 22-1. View to the northwest to the Clarke Law Office Building (Resource #22) at 156 State Street in DeTonti Square Historic District.

According to its current owner, Arthur P. Clarke, P.C., this two-story structure (Figure 22-1) (Resource #22) is a combination of two buildings. The first story is of concrete blocks built in the 1970s to hold the second story, which is a historic house removed from Elmira Street when threatened with demolition during Interstate 10 construction on the south side of downtown Mobile. The structure is in good condition, and is currently used as a law office. Despite its modern first story, and removal from its original site of the second story, the Clarke Law Office Building is considered a contributing significant historic structure in the DeTonti Square Historic District listed on the NRHP in 1972.

The Clarke Law Office Building is located at 156 State Street in DeTonti Square Historic District, on the north side of downtown Mobile. The structure faces south toward the proposed I-10 Mobile River Bridge, with a southeast viewshed. The current viewshed (Figures 22-2 to 22-5) consists of sparse to moderate tree canopy to the north, south, and west, with a mixture of historic houses and nonhistoric commercial structures with associated paved parking lots along State and N. Conception Streets. This current viewshed is considered average to the north, south, and west, and minimal to the east.

Due to distance (0.7-1.1 miles) and blockage by structures, Alternates A, B, B', and C would not be visible and would not result in viewshed impacts on this resource (Resource #22) (Figure 22-5).

Figure 22-2. View to the northwest from the Clarke Law Office Building (Resource #22) showing a paved parking lot, moderate tree canopy, and historic houses on N. Conception Street.

Figure 22-3. View to the northeast from the Clarke Law Office Building (Resource #22) showing a paved parking lot, sparse tree canopy, the United States Postal Office, and a cell tower in the distance.

Figure 22-4. View to the southwest from the Clarke Law Office Building (Resource #22) showing the historic Batre-Foreman Building (Resource #21), a nonhistoric two-story commerce building (right), and sparse tree canopy on State Street.

Figure 22-5. View from the Clarke Law Office Building (Resource #22) to the southeast toward the proposed I-10 Mobile River Bridge showing the RSA Tower and RSA-Bank Trust Building visible above a one-story brick commercial building on State Street. Due to distance (0.7-1.1 miles) and blockage by structures, Alternates A, B, B', and C would not be visible from the Clarke Law Office Building.

Resource #23: Intersection of St. Anthony and N. Conception Streets

Figure 23-1. View to the northwest of the intersection of St. Anthony and N. Conception Streets (Resource #23) in DeTonti Square Historic District. Two historic houses can be seen on the west side of N. Conception Street through the moderate tree canopy.

The intersection of St. Anthony and N. Conception Streets (Figure 23-1) (Resource #23) is in the DeTonti Square Historic District on the northern edge of downtown Mobile. The current viewshed (Figures 23-2 to 23-5) consists of a moderate to dense tree canopy, with a mixture of historic structures and vacant lots, most of which serve as parking lots, some paved and some gravel. This current viewshed at the intersection of St. Anthony and N. Conception Streets is considered to be distinct to the south and west and average to the north and east.

From the intersection of St. Anthony and N. Conception Streets (Resource #23) looking southeast is a sparse to moderate tree canopy, nonhistoric commercial structures, and numerous downtown buildings in the distance (Figure 23-5). Due to distance (0.6-0.7 miles) and blockage by structures, Alternates B and B' would be partially visible (10-20%) from the intersection of St. Anthony and N. Conception Streets (Resource #23) (Figure 23-5), resulting in minimal viewshed impacts. Due to distance (0.6 to 1.1 miles) and blockage by structures and tree canopy, Alternates A and C would not be visible and would not result in viewshed impacts.

Figure 23-2. View to the northwest from the intersection of St. Anthony and N. Conception Streets (Resource #23) showing the moderate tree canopy and a small parking lot between two historic houses on the west side of N. Conception Street.

Figure 23-3. View to the northeast from the intersection of St. Anthony and N. Conception Streets (Resource #23) showing a historic house (center) partially visible and through the dense tree canopy and nonhistoric structures (right) on the north side of St. Anthony Street.

Figure 23-3. View to the southwest from the intersection of St. Anthony and N. Conception Streets (Resource #23) showing a historic house fronting N. Conception Street with paved parking lots on both sides.

Figure 23-5. View to the southeast toward the proposed I-10 Mobile River Bridge from the intersection of St. Anthony and N. Conception Streets showing sparse to moderate tree canopy, two parking lots, nonhistoric commercial structures, and numerous downtown buildings in the distance. Due to distance (0.6-0.7 miles) and blockage by structures and tree canopy, Alternate B (shown through trees in right side of photograph) would be partially visible (10-20%), resulting in minimal viewshed impacts. Alternate B' would have a similar viewshed. Due to distance (0.6-1.1 miles) and blockage by structures, there would be no viewshed impact resulting from Alternates A and C.

Resource #24: Intersection of St. Anthony and N. Joachim Streets

Figure 24-1. View to the southeast of the intersection of St. Anthony and N. Joachim Streets (Resource #24) in DeTonti Square Historic District with parking lots and downtown buildings partially visible through the moderate tree canopy.

The intersection of St. Anthony and N. Joachim Streets (Figure 24-1) (Resource #24) is in DeTonti Square Historic District on the north edge of downtown Mobile. The current viewshed (Figures 24-2 to 24-5) consists of a moderate to dense tree canopy, with a mixture of historic structures, nonhistoric commercial buildings, and vacant lots, most of which serve as parking lots, some are paved and some are gravel and grass. The current viewshed at the intersection of St. Anthony and N. Joachim Streets is considered to be distinct to the north and west and average to the south and east.

Looking southeast from the intersection of St. Anthony and N. Joachim Streets (Resource #24), the viewshed includes sparse to moderate tree canopy, nonhistoric commercial structures, and several downtown buildings in the distance (Figure 24-5). Due to distance (0.6 miles) and blockage by structures, Alternate A would be partially visible (10-20%) above other buildings, resulting in minimal viewshed impacts. Due to distance (0.7-1.0 miles) and blockage by structures, Alternates B, B', and C would not be visible and would not result in viewshed impacts.

Figure 24-2. View to the northwest from the intersection of St. Anthony and N. Joachim Streets (Resource #24) showing the moderate tree canopy and two historic houses on the north side of St. Anthony Street.

Figure 24-3. View to the south from the intersection of St. Anthony and N. Joachim Streets (Resource #24) showing parking lots and nonhistoric commercial structures partially visible through the moderate tree canopy.

Figure 24-4. View to the southwest from the intersection of St. Anthony and N. Joachim Streets (Resource #24) showing two historic houses on the south side of St. Anthony Street with a paved parking lot at the rear.

Figure 24-5. View to the southeast viewshed of the proposed I-10 Mobile River Bridge from the intersection of St. Anthony and N. Joachim Streets (Resource #24) showing moderate tree canopy, a parking lot, nonhistoric commercial structures, and several downtown buildings in the distance. Due to distance (0.6 miles) and blockage by structures, Alternate A would be partially visible (10-20%) above buildings. Due to distance (0.7-1.0 miles) and blockage by structures, Alternates B, B', and C would not be visible.

Resource #25: McCoy-Lloyd House

Figure 25-1. View to the south of the ca. 1873 McCoy-Lloyd House (Resource #25) at 253 State Street in DeTonti Square Historic District.

Completed in the early 1870s, this large two-story brick Italianate-style house (Figure 25-1) (Resource #25) was built by Franklin McCoy, a wealthy Mobile lumber and naval stores dealer (JLM 1974:38). The structure retains most of its original materials and fixtures and has elaborate architectural details, such as the dark walnut entranceway topped with a white lintel and ornate cast ironwork on the front gallery and the second-story balcony on the west wing (MCPC 1979:36). The house is in excellent condition, having been recently renovated after being unoccupied for 20 years, and is currently occupied as a private residence. The McCoy-Lloyd House is considered a contributing significant historic structure in DeTonti Square Historic District listed on the NRHP in 1972.

The McCoy-Lloyd House is located at 253 State Street in the DeTonti Square Historic District, on the north side of downtown Mobile. The house faces north, away from the proposed I-10 Mobile River Bridge, with the proposed I-10 Mobile River Bridge being located to the southeast. The current viewshed (Figures 25-2 to 25-5) consists of moderate to dense tree canopy of live oaks lining State Street, particularly to the west and north. Historic houses line State Street to the west. To the north, east, and southeast is a mixture of historic and nonhistoric residential and commercial buildings along State and Joachim Streets. Several of the historic houses in the immediate vicinity have MHDC plaques indicating construction during the 1850s. (The McCoy-Lloyd House does not have a MHDC plaque). This current viewshed is considered to be distinct to the west and average to the east.

Due to distance (0.7-1.1 miles) and blockage by multi-story structures directly behind the McCoy-Lloyd House in the southeast viewshed of the proposed I-10 Mobile River Bridge, it has been determined that Alternates A, B, B', and C would not be visible from the McCoy-Lloyd House (Resource #25) (Figure 25-5), and there would be no viewshed impacts.

Figure 25-2. View to the northwest from the McCoy-Lloyd House (Resource #25) showing dense tree canopy and historic houses lining State Street.

Figure 22-3. View to the northwest from McCoy-Lloyd House (Resource #25) showing dense tree canopy and mixture of historic residences (left) and a nonhistoric commercial structure (right) on State Street.

Figure 25-4. View to the northwest from McCoy-Lloyd House (Resource #25) showing moderate tree canopy and historic structures on north side of State Street.

Figure 25-5. View from the rear of the second-story window of the McCoy-Lloyd House (Resource #25) to the southeast viewshed of the proposed I-10 Mobile River Bridge showing historic brick buildings and the upper stories of the RSA Tower and RSA-Bank Trust Building. Due to distance (0.7-1.0 mile) and blockage by structures, Alternates A, B, B', and C would not be visible from this resource.

Resource #26: Intersection of St. Emanuel and Conti Streets

Figure 26-1. View to the west of the intersection of St. Emanuel and Conti Streets (Resource #26) in the heart of downtown Mobile.

The intersection St. Emanuel and Conti Streets (Resource #26) (Figure 26-1) is a moderately busy intersection in the heart of downtown Mobile. The current viewshed (Figures 26-2 to 26-5) consists of a mixture of historic and nonhistoric residential and commercial structures and paved parking lots, with a sparse tree canopy. To the north and west are historic brick commercial structures, and a small park, with Bienville Square, Merchants Bank, RSA-Bank Trust Building, and the RSA Tower in the distance. To the east are the paved parking lots, the rears of two-story brick commercial structures, and the Riverview Plaza Hotel in the distance. To the south are a large paved parking lot and several historic brick structures (some renovated as residences), with The Museum of Mobile and the Alabama Cruise Terminal in the distance. This current viewshed at the intersection of St. Emanuel and Conti Streets is considered to be average.

Alternates A, B, and B' (0.3-0.4 miles) would be visible (80-90%), resulting in substantial viewshed impacts. Alternate C (0.7 miles) would be partially visible (50%) from the intersection of St. Emanuel and Conti Streets (Resource #26) (Figures 26-5 to 26-7), resulting in moderate viewshed impacts.

Figure 26-2. View to the north from the intersection of St. Emanuel and Conti Streets (Resource #26) showing historic brick commercial structures (center) and a paved parking lot on the east side of St. Emanuel Street. In the distance are Merchants Bank (green roof), RSA-Bank Trust Building (center), and Van Antwerp Building (Resource #34), (right) with the RSA Tower behind it.

Figure 26-3. View to the east down Conti Street from the intersection of St. Emanuel and Conti Streets (Resource #26) showing paved parking lots and the rears of historic brick commercial structures with the Riverview Plaza Hotel (center) in the distance.

Figure 26-4. View to the northwest from the intersection of St. Emanuel and Conti Streets (Resource #26) showing a small park and historic commercial structures (right) on the west side of St. Emanuel Street.

Figure 26-5. View to the northwest from the intersection of St. Emanuel and Conti Streets (Resource #26) to the southeast toward the proposed I-10 Mobile River Bridge showing Alternate A (0.3 miles) which would be 80-90% visible from this intersection.

Figure 26-6. View to the northwest from the intersection of St. Emanuel and Conti Streets (Resource #26) to the southeast toward the proposed I-10 Mobile River Bridge showing Alternate B (0.3 miles) which would be 80-90% visible from this intersection.

Figure 26-7. View to the northwest from the intersection of St. Emanuel and Conti Streets (Resource #26) to the southeast toward the proposed I-10 Mobile River Bridge showing Alternate C (0.7 mile) which would be 50% visible from this intersection.

Resource #27: Intersection of Government and Conception Streets

Figure 27-1. View to the west of the intersection of Government and Conception Streets (Resource #27) in the heart of downtown Mobile.

The intersection of Government and Conception Streets (Figure 27-1) (Resource #27) in downtown Mobile is a very busy thoroughfare, with vehicular traffic coming out of the Bankhead Tunnel and merging with traffic on Government Street, a 5-lane street. The current viewshed (Figures 27-2 to 27-5) consists of a mixture of 1 to 3-story historic structures, such as Dr. LeVert's Office, LaClede Hotel, and Old Southern Market and City Hall (Resource #51), nonhistoric public structures, such as the Mobile County Probate Court, Government Plaza, and the Gulf Coast Exploreum Science Center, and a few empty lots where structures once stood. There is a paucity of trees in this vicinity. Of note is the large vacant east half of the city block where the former Mobile County Probate Court stood until it was demolished in spring 2006. There is an ongoing discussion between Mobile city and county officials about the appropriate development for the old courthouse site, with the former wanting it to be a public park, and the latter wanting to build high-rise condominiums. This current viewshed at the intersection of Government and Conception Streets is considered to be average.

To the southeast and east-southeast toward Alternates A, B, B', and C is a mixture of historic structures and nonhistoric buildings. Alternate A (0.3 miles) would be visible (80-90%) above the buildings from the intersection of Government and Conception Streets (Resource #27) (Figures 27-5 and 27-6), resulting in substantial viewshed impacts. Alternates B and B' (0.4 miles) would be partially visible (10%) from Resource #27 (Figure 27-7), resulting in minimal viewshed impacts. Due to distance (0.7 miles) and blockage by buildings, Alternate C would not be visible and would not result in viewshed impacts.

Figure 27-2. View to the northwest from the intersection of Government and Conception Streets (Resource #27) showing mixture of historic and nonhistoric commercial structures on the south side of Conception Street.

Figure 27-3. View to the east from the intersection of Government and Conception Streets (Resource #27) showing side of historic commercial structure and balconies of LaClede Hotel on the north side of Government Street, with the top of the RSA Tower to the northeast.

Figure 27-4. View to the south from the intersection of Government and Conception Streets (Resource #27) showing Government Plaza and historic Admiral Semmes Hotel (left) with sparse tree canopy, and historic commercial structure (right), all along Government Street.

Figure 27-5. View from the intersection of Government and Conception Streets (Resource #27) to the southeast viewshed showing Alternate A bridge route and mixture of historic and nonhistoric structures, such as Dr. LeVert's Office (small brick building) in front of the multi-story Mobile County Probate Court (right), and the LaClede Hotel (left) on Government Street. Due to distance (0.3 miles) and blockage by structures, Alternate A would be visible (80-90%) above buildings from Resource #27.

Figure 27-6. View from the intersection of Government and Conception Streets (Resource #27) to the east-southeast viewshed showing Alternate A bridge route, Dr. LeVert's Office (small brick building), and Mobile County Probate Court. Due to distance (0.3 miles) and blockage by structures, Alternate A would be visible (80-90%) above buildings from Resource #27.

Figure 27-7. View from the intersection of Government and Conception Streets (Resource #27) to the southeast viewshed showing Alternate B' bridge route, and mixture of historic and nonhistoric structures. Due to distance (0.4 miles) and blockage by structures, Alternate B' would be partially visible (10%) above buildings from Resource #27. Alternate B would be similarly visible.

Resource #28: Church Street Graveyard

Figure 28-1. View to the south of Church Street Graveyard (Resource #28), ca. 1819-1899, in Church Street East Historic District.

When platted in 1819, Church Street Graveyard (Figure 28-1) (Resource #28) was one-half mile from town. By the last major year of interments in 1899, residential streets surrounded the old burial ground. It is roughly square, about four acres in size, and enclosed by a massive brick wall built in 1830 (Sledge 2002:12). The 1838 Troost map illustrates the west half as "Graveyard for Strangers," the northeast quarter as "Catholic," and the southeast quarter as "Protestant." The graveyard contains many beautiful gravestones, monuments, and funerary sculptures, with numerous above-ground brick and concrete tombs and vaults. The Church Street Graveyard was documented in 1934-1936 by HABS with six black & white photographs and two data sheets. The graveyard has a MHDC city plaque and is Mobile's oldest extant burial ground.

Church Street Graveyard is located at the west end of Church Street East Historic District, southwest of downtown Mobile. The proposed I-10 Mobile River Bridge would be located to the east-southeast of the graveyard. The current viewshed (Figures 28-2 to 28-5) consists of dense tree canopy inside and outside the graveyard in all directions. To the north is the new two-story rear addition to the Mobile Public Library (MPL) abutting the brick wall of the graveyard, one historic house, the new Local History and Genealogy Branch building of the MPL, and a one-story brick commercial building, all fronting Government Street. The upper portions of the RSA Tower and the RSA-Bank Trust Building can be seen above and between trees to the northeast from the northern half of the graveyard. To the south and southwest, the roofs of the historic Crystal Icehouse and the modern ice factory are visible above the tree canopy, on Monroe Street. To the east and west are dense tree canopy. This current viewshed is considered distinct as a historic graveyard.

Alternates A, B, B', and C (0.5-0.7 mile) would not be visible from nearly every location in the Church Street Graveyard (Resource #28) due to blockage by dense tree canopy. Alternate C would be partially visible (10-20%) above the tree canopy in the very southern portion of the graveyard (Figure 28-5), resulting in minimal viewshed impacts.

Figure 28-2. View to the north from the Church Street Graveyard (Resource #28) showing the new rear addition to the MPL (right) and the second story of a historic house above the moderate tree canopy (left) on Government Street.

Figure 28-3. View to the south from the Church Street Graveyard (Resource #28) showing the roofs of the historic Crystal Icehouse (green roof) and the modern ice factory (behind the green roof), on Monroe Street.

Figure 28-4. View to the east showing dense tree canopy and tops of the RSA Tower and RSA-Bank Trust Building (left). There would be no viewshed impact for Alternates A, B, B', and C from nearly every location in the Church Street Graveyard (Resource #28) due to blockage by dense tree canopy, as seen in this photograph.

Figure 28-5. View to the east showing dense tree canopy and southeast corner of the brick wall of Church Street Graveyard (Resource #28). Due to distance (0.7 miles), and blockage by dense tree canopy, Alternate C would be partially visible (10-20%) above the trees from the very southern portion of the graveyard.

Resource #29: Bunker-Brunson House

Figure 29-1. View to the east of the 1858 Federal-style Bunker-Brunson House (Resource #29), saved from demolition and rebuilt in 1969 to 201 S. Warren Street in Church Street East Historic District.

Completed in 1858, this two-story Federal-style brick house (Figure 29-1) (Resource #29) was built by Robert S. Bunker, who served as a senior warden for Christ Episcopal Church. The house originally stood at 157 S. Monroe Street near the church. When construction of I-10 threatened its demolition in 1968, it was moved to its present location and rebuilt by Judge Paul Brunson (JLMA 1974:16; MCPC 1974:8). Currently, the structure contains most of its original materials and fixtures, with the Gothic Revival cast ironwork double gallery added to the façade in the late 1800s. The house is in excellent condition, and is currently occupied as a private residence.

The Bunker-Brunson House was documented by HABS in 1936 with seven interior and exterior black & white photographs and one data sheet, which states that this structure was also known as the Moreland House. This house has a MHDC building marker. The Bunker-Brunson House is a contributing significant historic structure in Church Street East Historic District listed on the NRHP in 1971.

The Bunker-Brunson House was restored in 1969 at 201 S. Warren Street near the center of Church Street East Historic District southeast of downtown Mobile. The house faces west, away from the proposed I-10 Mobile River Bridge. The current viewshed (Figures 29-2 to 29-7) consists of moderate to dense tree canopy, mostly live oaks, lining Warren and Monroe Streets with numerous historic one- and two-story wood frame houses, many with MHDC building markers. British Park covers most of the city block southwest of the Bunker-Brunson House. This current viewshed is considered to be distinct as a historic neighborhood.

There would be no viewshed impact from the front of the Bunker-Brunson House (Resource #29). From the rear of the house, due to distance (0.3-0.4 mile) and blockage from structures and moderate to dense tree canopy, Alternates A, B, and B' would be partially visible (10%) over the dome of the Mobile Civic Center (Figures 29-5, 29-6, and 29-7), resulting in minimal viewshed impacts. Due to distance (0.5 mile) and blockage by structures and trees, Alternate C would not be visible from the Bunker-Brunson House (Resource #29), resulting in no viewshed impacts.

Figure 29-2. View to the northwest from the Bunker-Brunson House (Resource #29) down Warren Street showing historic houses and moderate tree canopy on S. Warren Street.

Figure 29-3. View to the southeast showing the Bunker-Brunson House (Resource #29) (left) and historic houses and dense tree canopy on S. Warren Street.

Figure 29-4. View to the west across S. Warren Street from the Bunker-Brunson House (Resource #29) showing the historic Soost-Hanks House (1902) and moderate tree canopy.

Figure 29-5. View from across S. Warren Street from Bunker-Brunson House (Resource #29) (left) down Monroe Street to the east viewshed of the proposed I-10 Mobile River Bridge showing Alternate A. Due to distance (0.3 mile) and tree canopy, Alternate A would be partially visible (10%) behind trees (right side of photograph) from the rear of the Bunker-Brunson House (Resource #29).

Figure 29-6. View from across S. Warren Street from Bunker-Brunson House (Resource #29) (left) down Monroe Street to the east viewshed of the proposed I-10 Mobile River Bridge showing Alternate B. Due to distance (0.4 mile) and tree canopy Alternate B would be partially visible (10%) above dome of Mobile Civic Center (right side of photograph) from the rear of the Bunker-Brunson House (Resource #29) (right side of photograph).

Figure 29-7. View from across S. Warren Street from Bunker-Brunson House (Resource #29) (left) down Monroe Street to the east viewshed of the proposed I-10 Mobile River Bridge showing Alternate B. Due to distance (0.4 mile) and tree canopy Alternate B would be partially visible (10%) above dome of Mobile Civic Center (right side of photograph) from the rear of the Bunker-Brunson House (Resource #29) (right side of photograph).

Resource #30: Government Street Presbyterian Church

Figure 30-1. View to the northwest of the 1836 Government Street Presbyterian Church (Resource #30) at 300 Government Street in the Church Street East Historic District in downtown Mobile.

Begun in 1834 and completed in 1836, this large Greek Revival church building (Figure 30-1) was designed by architects James Gallier, Sr., and James and Charles Dakin (JLMA 1974:7). Shortly after, this church was illustrated on the 1838 city map of Mobile drawn by John LaTourette, showing its original large central steeple. Currently, the structure retains most of its original materials and fixtures (minus the steeple) and has classical Greek architectural details, such as the slender Ionic columns freestanding in the recessed porch façade (Gould 1988:67). The church is in excellent condition and has an active congregation. Government Street Presbyterian Church was documented by HABS in 1934-1936, with 12 photographs, 5 measured architectural drawings, and 4 data pages. The church was designated a National Historic Landmark by the U.S. Department of the Interior in 1992. Based on its history as the Presbyterian mother church of south Alabama, architectural style, and excellent condition, Government Street Presbyterian Church is also listed on the NRHP in 1971 as a contributing significant structure in the Church Street East Historic District. The church also has a historical marker placed in 1951 by the MHPS and a MHDC city plaque.

Government Street Presbyterian Church is located at 300 Government Street in the Church Street East Historic District in downtown Mobile. The church faces south toward the proposed I-10 Mobile River Bridge. The current viewshed (Figures 30-2 to 30-7) 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 nonhistoric 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. This current viewshed is considered to be average.

From the top of the front stairs of Government Street Presbyterian Church (Resource #30), Alternates A, B, B', and C would be largely blocked by tall historic and nonhistoric buildings, including the four-story parking garage, Admiral Semmes Hotel and Government Plaza (both 12 stories high), and seventeen-story Lafayette Plaza Hotel. The Alternate A bridge deck would be partially visible (10-20%) between the parking garage and Lafayette Plaza Hotel (Figure 30-5), resulting in minimal viewshed impacts. From this same location, the bridge decks of Alternate B and Alternate B' would be partially visible (10-20%) (0.3 mile), resulting in minimal viewshed impacts. Due to distance (0.7 miles) and blockage by structures, the bridge deck of Alternate C would be partially visible (25-35%), resulting in minimal viewshed impacts (Figures 30-6 and 30-7).

Figure 30-2. View to the northeast of Government Street Presbyterian Church (Resource #30) (center), with the historic Mobile Press-Register building (left), and upper third of the RSA Tower above the dense tree canopy.

Figure 30-3. View to the southeast from Government Street Presbyterian Church (Resource #30) showing dense tree canopy and mixture of historic (Admiral Semmes Hotel) and nonhistoric (County Parking Garage and Government Plaza) multi-story commercial buildings along Government Street, blocking the view of Alternates A, B, and B'.

Figure 30-4. View to the southeast from Government Street Presbyterian Church (Resource #30) showing moderate tree canopy, the Mobile Press-Register building (right) and nonhistoric structures (left), and parking lot (center) on Government Street.

Figure 30-5. View from the top of the front stairs of Government Street Presbyterian Church (Resource #30) to the southeast showing Alternate A bridge deck (0.3 mile), which would be partially visible (10-20%) between the nonhistoric four-story Mobile County Parking Garage (left) and the seventeen-story Lafayette Plaza Hotel (center).

Figure 30-6. View from the top of the front stairs of Government Street Presbyterian Church (Resource #30) to the southeast showing the bridge deck of Alternate B (0.4 mile), which would be partially visible (10%) between the nonhistoric four-story Mobile County Parking Garage (left) and the seventeen-story Lafayette Plaza Hotel (center). Alternate B' would be similarly visible.

Figure 30-7. View from the top of the front stairs of Government Street Presbyterian Church (Resource #30) to the southeast showing Alternate C (0.7 mile), which would be partially visible (25-35%) between the nonhistoric four-story Mobile County Parking Garage (left) and the seventeen-story Lafayette Plaza Hotel (center).

Resource #31: Rear of Malaga Inn (Frohlichstein-Goldsmith Houses)

Figure 31-1. View to the northeast of the rear entrance (left) to Malaga Inn (Frohlichstein-Goldsmith Houses) (Resource #31) on Civic Center Drive in Church Street East Historic District. Also shown are Government Plaza (center) and Mobile Civic Center (right).

Figure 31-2. Front entrance of Malaga Inn (Resource #31) on Church Street.

Malaga Inn (Figures 31-1 and 31-2) (Resource #31) originated in 1862 as "twin" townhouses in the Italianate style by William Frohlichstein and Isaac Goldsmith. The two-story brick structures have double galleries on the façades with elaborate cast iron railings. Today they are in excellent condition with many of their original materials and fixtures. In 1967, the two houses were connected, and rear additions were built to transform the structures into an inn. Malaga Inn is a contributing significant historic structure in Church Street East Historic District listed on the NRHP in 1971. Both the Frohlichstein and Goldsmith Houses have MHDC city plaques.

Malaga Inn at 357-359 Church Street is in Church Street East Historic District on the southwest edge of downtown Mobile. The structure faces north, away from the proposed I-10 Mobile River Bridge, which would be located to the southeast of Resource #31. The current viewshed (Figures 31-3 to 31-6) from the front of Malaga Inn consists of Spanish Plaza with dense tree canopy to the north and west, with historic houses partially visible through trees. To the south is the large domed Mobile Civic Center with an arena and auditorium. This current viewshed is considered distinct to the north and west from the front and sides of Malaga Inn, and minimal to the south from the rear entrance.

From the rear entrance of Malaga Inn (Resource #31) to the east-southeast Alternate A (0.3 miles) would be partially visible (50-60%), resulting in moderate viewshed impacts, and Alternate B' would be partially visible (10%) above and between structures in the distance, resulting in minimal viewshed impacts (Figure 31-6 and 31-7). Due to blockage by the Mobile Civic Center, Alternate B (0.3 mile) and Alternate C (0.6 miles) would not be visible from this location and would not result in viewshed impacts.

Figure 31-3. View to the west showing Mobile Civic Center (left), moderate tree canopy, and the rear of Malaga Inn (Resource #31) (right) on Civic Center Drive.

Figure 31-4. View to the southwest of Mobile Civic Center from the rear entrance of Malaga Inn (Resource #31).

Figure 31-5. View to the southeast of Mobile Civic Center from the rear entrance of Malaga Inn (Resource #31).

Figure 31-6. View from rear entrance of Malaga Inn (Resource #31) to the east-southeast of the proposed I-10 Mobile River Bridge showing Alternate A (0.3 miles) which would be partially visible (50-60%) above structures in the distance down Civic Center Drive.

Figure 31-7. View from rear entrance of Malaga Inn (Resource #31) to the east-southeast of the proposed I-10 Mobile River Bridge showing Alternate B' (0.3 mile) which would be partially visible (10%) (center of photograph) above structures in the distance down Civic Center Drive.

Resource #32: Admiral Semmes Hotel

Figure 32-1. View to the southwest of the 1940 Admiral Semmes Hotel (Resource #32) at 251 Government Street in Church Street East Historic District.

Admiral Semmes Hotel (Figure 32-1) (Resource #32) was built in 1940 in a NeoRennaissance style (Emporis 2006). The brick and concrete structure consists of 12 stories with numerous windows. The hotel has an elegant lobby, restaurant, and guest rooms, with a penthouse on the top floor. It was renovated in 1985 after damage from Hurricane Frederick in 1979, and is currently owned by the Radisson Corporation. It was named for Admiral Raphael Semmes, a Confederate naval commander during the Civil War. It has a Historic Hotels of America plaque from the National Trust for Historic Preservation, and is considered a contributing significant historic structure in Church Street East Historic District listed on the NRHP in 1971.

Admiral Semmes Hotel is located at 251 Government Street in Church Street East Historic District, in downtown Mobile. There are two main entrances, one on Government Street facing north and one on S. Joachim Street facing east, with the proposed I-10 Mobile River Bridge being located to the east-southeast. The current viewshed (Figures 32-2 to 32-5) from the front of Admiral Semmes Hotel consists of moderate tree canopy with a mixture of historic and nonhistoric commercial structures along Government and Joachim Streets. To the east is Government Plaza, and the four-story Mobile County Parking Garage abuts the west side of the hotel. To the south, behind the hotel, is a mixture of historic brick houses (many now used as offices), nonhistoric commercial buildings, Ramada Express Hotel, and associated parking lots on Church Street. This current viewshed is considered to be average.

Due to blockage by Government Plaza from the front of the Admiral Semmes Hotel, Alternates A, B, B', and C would not be visible and would not result in viewshed impacts. From the rear of Admiral Semmes Hotel on Church Street looking east-southeast, due to distance (0.3-0.4 miles), Alternates A, B, and B' would be partially visible (40-50%), resulting in moderate viewshed impacts. Due to distance (0.6 miles) and blockage by structures and tree canopy, Alternate C would be partially visible (25%) between structures and a moderate tree canopy down S. Joachim Street, resulting in minimal viewshed impacts. Looking to the south, Alternates A, B, B', and C would be partially visible (40-50%) from a 12th-floor room of Admiral Semmes Hotel (Resource #32) (Figures 32-8 and 32-9), resulting in moderate viewshed impacts.

Figure 32-2. View to the northwest from the front of Admiral Semmes Hotel (Resource #32) showing moderate tree canopy, a mixture of historic and nonhistoric structures, and a paved parking lot on Government Street.

Figure 32-3. View to the east from the front of Admiral Semmes Hotel (Resource #32) on Government Street showing a moderate tree canopy and a row of historic buildings on the north side of Government Street (left), and nonhistoric structures, including Government Plaza (right) and Riverview Plaza Hotel, barely visible through the trees (center).

Figure 32-4. From the rear of Admiral Semmes Hotel (Resource #32) on Church Street due to distance (0.3 miles), Alternate A would be partially visible (40-50%) above the moderate tree canopy.

Figure 32-5. From the rear of Admiral Semmes Hotel (Resource #32) on Church Street due to distance (0.4 miles), Alternate B would be partially visible (10-20%) through the moderate tree canopy. Alternate B' would be similarly visible.

Figure 32-6. From the rear of Admiral Semmes Hotel (Resource #32) on Church Street, due to distance (0.3 miles) and blockage by structures and moderate tree canopy, Alternate A would be partially visible (25-35%) above the existing I-10 (center) down S. Joachim Street, between the historic house (left) and Ramada Express Inn (right).

Figure 32-7. From the rear of Admiral Semmes Hotel (Resource #32) on Church Street, due to distance (0.4 miles) and blockage by structures and moderate tree canopy, Alternate B would be partially visible (15-25%) above the existing I-10 (center) down S. Joachim Street, between the historic house (left) and Ramada Express Inn (right). Alternate B' would have a similar viewshed.

Figure 32-6. From the rear of Admiral Semmes Hotel (Resource #32) on Church Street, due to distance (0.6 miles) and blockage by structures and moderate tree canopy, Alternate C would be partially visible (40-50%) above the existing I-10 (center) down S. Joachim Street, between the historic house (left) and Ramada Express Inn (right).

Figure 32-7. View to the south viewshed from a 12th-floor room in Admiral Semmes Hotel (Resource #32). Due to distance (0.3 miles) and blockage by buildings (left), Alternate A (0.3 miles) would be partially visible (50%) above existing I-10 interchange.

Figure 32-8. View to the south viewshed from a 12th-floor room in Admiral Semmes Hotel (Resource #32). Due to distance (0.4 miles) and blockage by buildings (left), Alternate B (0.3 miles) would be partially visible (40-50%) above existing I-10 interchange. Alternate B' would be similarly visible.

Figure 32-9. View to the south viewshed from a 12th-floor room in Admiral Semmes Hotel (Resource #32). Due to distance (0.6 miles) and blockage by buildings (left), Alternate C (0.3 miles) would be partially visible (50%) above existing I-10 interchange.

Resource #33: AT&T Building

Figure 33-1. View to the west of the AT&T Building (Resource #33) at the intersection of St. Michael and N. Franklin Streets.

The AT&T Building (Figure 33-1) (Resource #33) is built of brick and is seven stories tall. It is located at the intersection of St. Michael and N. Franklin Streets in a light commercial/industrial area on the west edge of downtown Mobile. The current viewshed (Figures 33-2 to 33-7) consists of a sparse tree canopy, with a mixture of historic houses and brick commercial structures, nonhistoric commercial structures, vacant lots, and paved parking lots. The taller downtown buildings are visible in the distance. This current viewshed is considered to be minimal.

Due to distance and blockage by structures, Alternate A (0.6 miles) would be partially visible (50%), resulting in moderate viewshed impacts. Alternates B and B' (0.7 miles) would be partially visible (10-20%), resulting in minimal viewshed impacts (Figures 33-4 to 33-7) from the AT&T Building (Resource #33). Due to distance (0.9 miles) and blockage by structures, Alternate C would not be visible to the south-southeast and would not result in viewshed impacts.

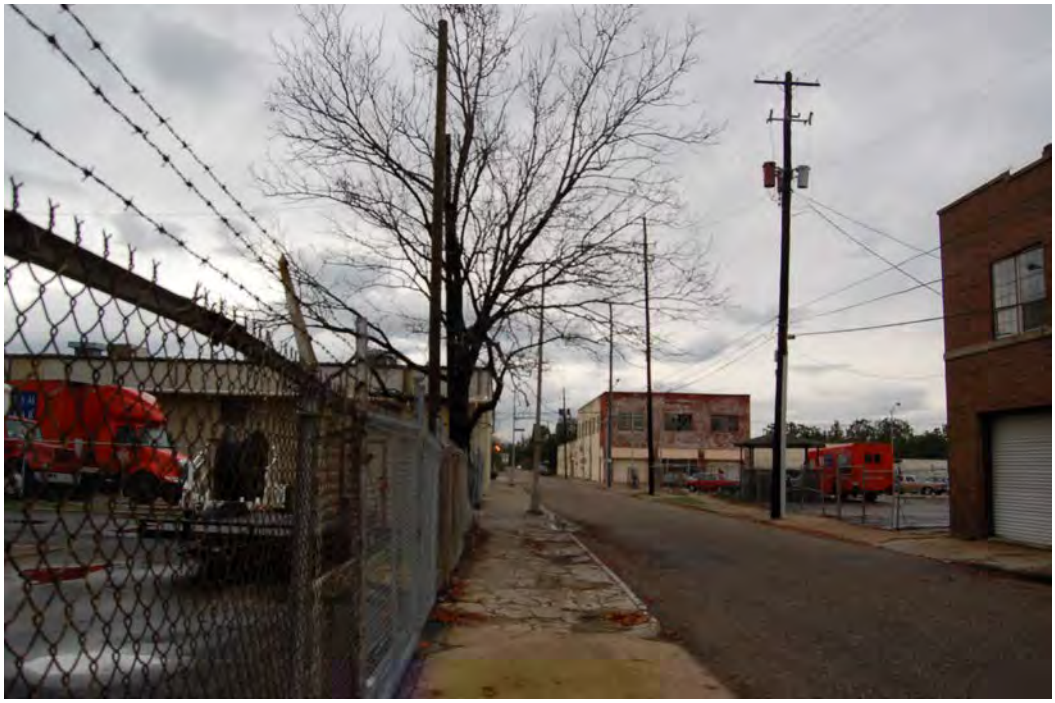

Figure 33-2. View to the north from the AT&T Building (Resource #33) showing a sparse tree canopy and a mixture of two-story historic brick commercial buildings (right), a paved parking lot, and a nonhistoric commercial building (left) on N. Franklin Street.

Figure 33-3. View to the west from the AT&T Building (Resource #33) (right) showing a sparse tree canopy and a nonhistoric commercial building, a vacant lot, and a paved parking lot on St. Michael Street.

Figure 33-4. View to the east-southeast from the AT&T Building (Resource #33) showing Alternate A with a sparse tree canopy and a mixture of two-story historic residential and brick commercial structures, nonhistoric commercial structures, vacant lots on St. Michael and N. Franklin Streets, and the RSA-Bank Trust Building and RSA Tower (left). Due to distance (0.6 miles) and blockage by structures, Alternate A would be partially visible (50%) from this location.

Figure 33-5. View to the east-southeast from the AT&T Building (Resource #33) showing Alternate B with a sparse tree canopy and a mixture of two-story historic residential and brick commercial structures, nonhistoric commercial structures, vacant lots on St. Michael and N. Franklin Streets, and the RSA-Bank Trust Building and RSA Tower (left). Due to distance (0.6 miles) and blockage by structures, Alternate B would be partially visible (20-30%) from this location. Alternate B' would be similarly visible.

Figure 33-6. View to the south-southeast from the AT&T Building (Resource #33) showing Alternate A (left) with a sparse tree canopy, the rears of historic brick commercial buildings, the Scottish Rites Temple (Resource #36) (center), a vacant lot, and a paved parking lot across St. Michael Street. Due to distance (0.6 miles) and blockage by structures, Alternate A would be partially visible (50%) from this location.

Figure 33-7. View to the south-southeast from the AT&T Building (Resource #33) showing Alternate B (left) with a sparse tree canopy, the rears of historic brick commercial buildings, the Scottish Rites Temple (Resource #36) (center), a vacant lot, and a paved parking lot across St. Michael Street. Due to distance (0.6 miles) and blockage by structures, Alternate B would be partially visible (10-20%) from this location. Alternate B' would be similarly visible.

Resource #34: Van Antwerp Building

Figure 34-1. View to the southwest of the 1906-1908 Van Antwerp Building (Resource #34) at 103 Dauphin Street in Lower Dauphin Historic District.

Designed by architect George B. Rogers and completed in 1908, the Van Antwerp Building (Figure 34-1) (Resource #34) was Mobile's first skyscraper, built of steel-reinforced concrete and considered to be fireproof (Gould 1988:245). It is ten stories high and has white-enameled terra cotta decorations on the ground floor and at the top, beneath the overhanging cornice. It was named for Garet Van Antwerp, a Mobile druggist. Currently, the ground floor contains a restaurant, and the upper floors appear to be vacant. It retains much of its original materials and is in good condition. The Van Antwerp Building is considered a contributing significant historic structure in Lower Dauphin Historic District listed on the NRHP in 1979.

The Van Antwerp Building is located at 103 Dauphin Street on the east edge of Lower Dauphin Historic District, in the heart of downtown Mobile. The main entrance of the structure faces northeast, away from the proposed I-10 Mobile River Bridge which would be located to the south-southeast. The current viewshed (Figures 34-2 to 34-7) consists of sparse tree canopy with a mixture of historic and nonhistoric commercial structures along Dauphin and N. Royal Streets. This current viewshed is considered to be average.

Alternates A, B, B', and C (0.4-0.8 miles) would be partially visible (40-50%) from the front of the Van Antwerp Building (Resource #34), resulting in moderate viewshed impacts. Alternate A (0.4 miles) would be partially visible (40-50%) between the Riverview Plaza Hotel and the Van Antwerp Building (Resource #34) and other structures on N. Royal Street (Figure 34-5), resulting in moderate viewshed impacts. Alternates B and B' (0.5 miles) and Alternate C (0.8 miles) would be partially visible (10-20%) in the same direction (Figures 34-6 and 34-7), resulting in minimal viewshed impacts.

Figure 34-2. View to the northeast from the front of the Van Antwerp Building (Resource #34) showing the rear of the Battle House Hotel (left) and the RSA Tower (right) behind a two-story nonhistoric commercial building at the intersection of Dauphin and N. Royal Streets.

Figure 34-3. View to the east from the front of the Van Antwerp Building (Resource #34) showing historic brick commercial buildings on N. Royal Street.

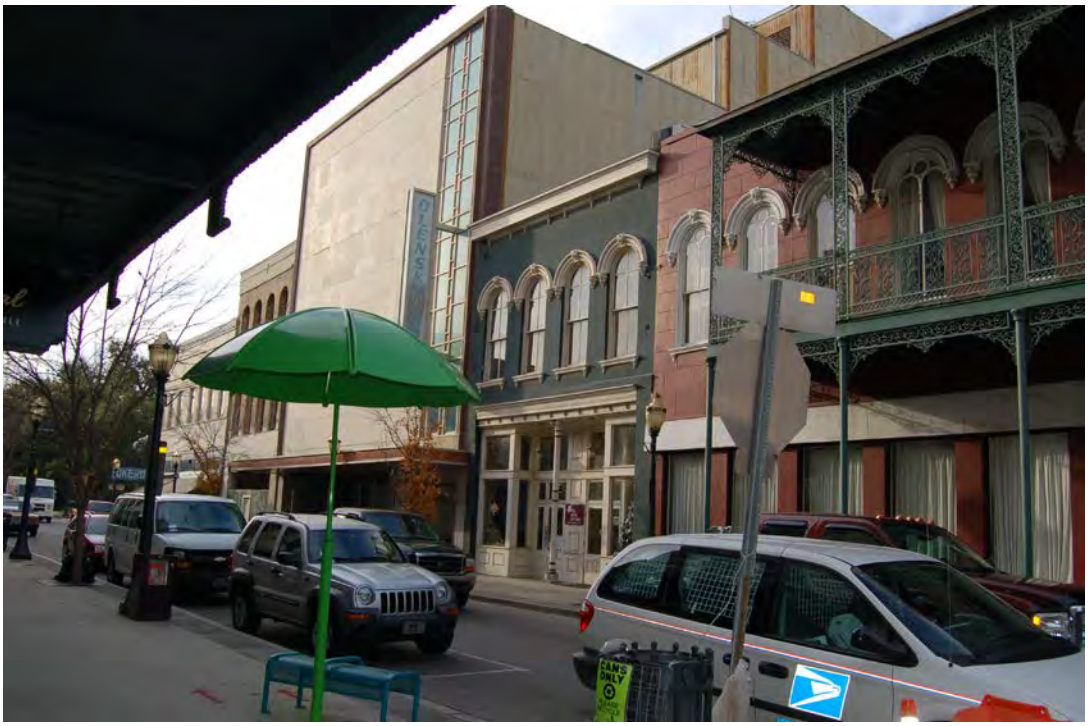

Figure 34-4. View to the northwest from the front of the Van Antwerp Building (Resource #34) showing a mixture of historic brick and nonhistoric commercial buildings on Dauphin Street.

Figure 34-5. View from the front of the Van Antwerp Building (Resource #34) to the south-southeast toward the proposed I-10 Mobile River Bridge showing a mixture of historic and nonhistoric structures on N. Royal Street. Alternate A would be partially visible (40-50%) between Riverview Plaza Hotel (left) and the Van Antwerp Building (right) from this location.

Figure 34-6. View from the front of the Van Antwerp Building (Resource #34) to the south-southeast toward the proposed I-10 Mobile River Bridge showing a mixture of historic and nonhistoric structures on N. Royal Street. Due to distance (0.5 mile), Alternates B and B' would be partially visible (10-20%) between Riverview Plaza Hotel (left) and the Van Antwerp Building (right) from this location.

Figure 34-7. View from the front of the Van Antwerp Building (Resource #34) to the south-southeast toward the proposed I-10 Mobile River Bridge showing a mixture of historic and nonhistoric structures on N. Royal Street. Due to distance (0.4 mile), Alternate C would be partially visible (10-20%) between Riverview Plaza Hotel (left) and the Van Antwerp Building (right) from this location.

Resource #35: Battle House Hotel

Figure 35-1. View to the southeast of the 1906-1908 Battle House Hotel (Resource #35) at 26 N. Royal Street in Lower Dauphin Historic District, with the RSA Tower behind it (left).

The original Battle House Hotel, built in 1852, succumbed to fire in 1905. Designed by architect Frank M. Andrews, the second Battle House Hotel (Figure 35-1) (Resource #35) was completed in 1908 at a cost of $1,150,000 (Gould 1988:245). The exterior brick and concrete structure consists of seven stories with numerous windows with decorative treatments on the façade. Originally the hotel had an elaborate glass-domed lobby, three restaurants, including a café, the Trellis Room, and the Crystal Ballroom, a billiards room, lounges, and a roof garden, in addition to guest rooms.

This luxurious hotel was the center of Mobile's social life for many decades. However, it has been abandoned and decaying for the last part of the twentieth century. The Battle House Hotel reopened in 2007 after an extensive restoration in conjunction with the building of the RSA on the same city block. The hotel is a contributing resource in Lower Dauphin Historic District listed on the NRHP in 1979.

The Battle House Hotel is located at 26 N. Royal Street on the east edge of Lower Dauphin Historic District, in the heart of downtown Mobile. The main entrance of the structure faces west, away from the proposed I-10 Mobile River Bridge which would be located to the south-southeast. The current viewshed (Figures 35-2 to 35-5) consists of sparse tree canopy with a mixture of historic and nonhistoric commercial structures along N. Royal and St. Francis Streets. This current viewshed is considered to be average.

This viewshed study was conducted from across the street from the Battle House Hotel (Resource #35). Alternates A, B, B', and C would be located to the south-southeast from the front of the Battle House Hotel (Resource #35). Alternates A, B, B', and C (0.4-0.8 miles) would be partially visible (10-20%) between the Riverview Plaza Hotel and the Van Antwerp Building (Resource #34) and other structures on N. Royal Street (Figures 35-5, 35-6, and 35-7), resulting in minimal viewshed impacts.

Figure 35-2. View to the northeast of the south side of Battle House Hotel (Resource #35) showing a nonhistoric two-story commercial building (right) on N. Royal Street, behind which is the RSA Tower (far upper right).

Figure 35-3. View to the north from the Battle House Hotel (Resource #35) showing two historic structures (center) and nonhistoric commercial buildings on N. Royal Street.

Figure 35-4. View to the west from the Battle House Hotel (Resource #35) showing a mixture of historic and nonhistoric commercial buildings on St. Francis Street.

Figure 35-5. View from the Battle House Hotel (left) (Resource #35) to the south-southeast viewshed of the proposed I-10 Mobile River Bridge showing a mixture of historic and nonhistoric structures on N. Royal Street. Alternate A (0.4 miles) would be partially visible (10-20%) between the Riverview Plaza Hotel (left) and the Van Antwerp Building (Resource #34) and other buildings (right) from this location.

Figure 35-6. View from the Battle House Hotel (left) (Resource #35) to the south-southeast viewshed of the proposed I-10 Mobile River Bridge showing a mixture of historic and nonhistoric structures on N. Royal Street. Alternates B and B' (0.5 miles) would be partially visible (10%) between the Riverview Plaza Hotel (left) and the Van Antwerp Building (Resource #34) and other buildings (right) from this location.

Figure 35-7. View from the Battle House Hotel (left) (Resource #35) to the south-southeast toward the proposed I-10 Mobile River Bridge showing a mixture of historic and nonhistoric structures on N. Royal Street. Alternate C (0.8 miles) would be partially visible (10-20%) between the Riverview Plaza Hotel (left) and the Van Antwerp Building (Resource #34) and other buildings (right) from this location.

Resource #36: Scottish Rites Temple

Figure 36-1. View to the west of the 1921 Scottish Rites Temple (Resource #36) at 351 St. Francis Street in Lower Dauphin Historic District.

Built in 1920-1921, this unusual massive masonry structure (Figure 36-1) (Resource #36), known historically as the Scottish Rites Bodies Egyptian Temple, was designed by architect George B. Rogers in Egyptian Revival style (Gould 1988:236). It is five stories in height, with small obelisks on the roof, and two sphinxes flanking the large entranceway. During World War II it was used as the U.S. Army Aviation Interceptor Center. The structure retains most of its original materials and fixtures, and the large main hall was renovated in the last decade for rental use for public and private functions. Scottish Rites Temple is a contributing significant historic structure in Lower Dauphin Historic District listed on the NRHP in 1979, and was listed on the ARLH in 1984.

Scottish Rites Temple is located at 351 St. Francis Street near the center of Lower Dauphin Historic District, east of downtown Mobile. The structure faces east, with an east-southeast viewshed for the proposed I-10 Mobile River Bridge. The current viewshed (Figures 36-2 to 36-5) consists of sparse tree canopy with a mixture of historic houses (many now used as businesses), nonhistoric commercial structures, and paved parking lots along St. Francis and N. Claiborne Streets. Numerous taller buildings in the downtown area, such as the RSA Tower, RSA-Bank Trust Building, and Riverview Plaza Hotel are visible in the distance above structures. This current viewshed is considered average.

From the front door of Scottish Rites Temple (Resource #36), Alternates A, B, B', and C would be partially visible (25-50%) above structures to the east-southeast (Figures 36-3 to 36-5), resulting in minimal to moderate viewshed impacts. From the fifth-story front window Alternates A, B, B', and C would be visible (75-85%) (Figures 36-6 to 36-8), resulting in substantial viewshed impacts.

Figure 36-2. View to the northeast from the front of Scottish Rites Temple (Resource #36) showing sparse trees, a mixture of historic houses and nonhistoric commercial buildings with taller downtown buildings, such as the RSA Tower, seen behind the RSA-Bank Trust Building (right) in the distance.

Figure 36-3. View to the southeast from Scottish Rites Temple (Resource #36) showing partial view (15-20%) of Alternate A (0.5 miles) and a mixture of historic houses, the rears of historic commercial structures, nonhistoric buildings such as Lafayette Plaza Hotel (right) and Government Plaza (center), and paved parking lots on State Street. Alternates B and B' (0.6 miles) would be partially visible (10%), and Alternate C (0.8 miles) would not be visible from this location.

Figure 36-4. View to the east from the fifth-story front window of Scottish Rites Temple (Resource #36) showing Alternate A (0.5 miles) and a mixture of historic houses and nonhistoric commercial buildings with taller downtown buildings, such as the RSA Tower seen behind the RSA-Bank Trust Building (left). Alternate A would be visible (75-85%) in the skyline.

Figure 36-5. View to the east from the fifth-story front window of Scottish Rites Temple (Resource #36) showing Alternate B (0.6 miles) and a mixture of historic houses and nonhistoric commercial buildings with taller downtown buildings, such as the RSA Tower seen behind the RSA-Bank Trust Building (left). Alternates B and B' would be partially visible (50%). Due to distance (0.8 miles), Alternate C would be partially visible (50%) in this viewshed.

Figure 36-6. View to the south-southeast from the fifth-story front window of Scottish Rites Temple (Resource #36) showing a partial view (50%) of Alternate A (0.5 miles).

Figure 36-7. View to the south-southeast from the fifth-story front window of Scottish Rites Temple (Resource #36) showing a partial view (40-50%) of Alternate B (0.6 miles).

Figure 36-8. View to the south-southeast from the fifth-story front window of Scottish Rites Temple (Resource #36) showing a partial view (20-30%) Alternate C (0.8 miles).

Resource #37: Cullum-Lea-Caffey House

Figure 37-1. View to the west of the front of the ca. 1846 Cullum-Lea-Caffey House (Resource #37) overlooking Mobile Bay at 1915 Old County Road in Daphne on the Eastern Shore.

This large two-story raised Creole cottage (Figure 37-1) (Resource #37) built in ca. 1846 was used as a temporary hospital during the Civil War (Scott 1965:39-43). It is situated on the bluff overlooking Mobile Bay on a large linear lot with extensive landscaping. The house retains most of its original materials and fixtures and is in excellent condition, currently occupied as a private residence. It has a plaque on the front indicating it is a NRHP property.

The Cullum-Lea-Caffey House is located at 1915 Old County Road in the City of Daphne in Baldwin County. The front of the houses faces west over Mobile Bay. The current viewshed (Figures 37-3 to 37-5) consists of a historic house to the north and one to the south. To the east is the landscaped yard and dense tree canopy. To the west is Mobile Bay with a view of the western shore of Mobile Bay in the distance. This current viewshed is considered to be distinct as a historic property.

Due to the location of the house set back from the bluff edge and the dense tree canopy, Alternates A, B, B', and C would not be visible from the Cullum-Lea-Caffey House (Resource #37) (Figure 37-5), and would not result in viewshed impacts.

Figure 37-2. View to the south from the front yard of the Cullum-Lea-Caffey House (Resource #37) on the bluff edge showing a dense tree canopy and two historic houses on the bluff edge.

Figure 37-3. View to the northeast from the rear of the Cullum-Lea-Caffey House (Resource #37) showing a small historic cottage, landscaping, and a dense tree canopy.

Figure 37-4. View to the west of boat launch and pier on Mobile Bay from the bluff edge of the Cullum-Lea-Caffey House (Resource #37) showing a dense tree canopy and new house (right).

Figure 37-5. View to the northwest viewshed of the proposed I-10 Mobile River Bridge from the front yard of the Cullum-Lea-Caffey House (Resource #37) showing a dense tree canopy and a new house that would block any view of Alternates A, B, B', and C from the Cullum-Lea-Caffey House.

Resource #38: Captain Adams-Stone House

Figure 38-1. View of the west of the front of the ca. mid-1800s Captain Adams-Stone House (Resource #38) that overlooks Mobile Bay at 907 Captain O'Neal Drive in Daphne on the Eastern Shore.

This large two-story raised Creole cottage (Figure 38-1) (Resource #38) was probably built in the mid-1800s like the Cullum-Lea-Caffey house (Resource #37). It sits on the bluff overlooking Mobile Bay at the west end of a large linear lot with extensive landscaping and a dense tree canopy. The house retains most of its original materials and fixtures and is in excellent condition, and is currently occupied as a private residence. It was listed on the NRHP as a contributing significant historic structure for the Creole and Gulf Coast cottage thematic group in Baldwin County (Sledge 1988).

The Captain Adams-Stone House at 907 Captain O'Neal Drive is in the City of Daphne in Baldwin County. The front of the house faces west over Mobile Bay. The current viewshed (Figures 38-3 to 38-5) consists of a historic house to the north and one to the south on the bluff edge. To the east is a landscaped yard and dense tree canopy. To the west is Mobile Bay with a view of the western shore of Mobile Bay in the distance. This current viewshed is considered to be distinct as a historic property.

The proposed I-10 Mobile River Bridge would be located to the northwest from the front of the Captain Adams-Stone House (Resource #38). The RSA Tower, RSA-Bank Trust Building, and downtown Mobile at 9.0 miles away are barely visible on the horizon. At this distance, Alternates A, B, B', and C would barely be visible with no viewshed impacts (Figure 38-5).

Figure 38-2. View to the northeast from Captain Adams-Stone House (Resource #38) showing dense tree canopy and one historic house on the bluff.

Figure 38-3. View to the southwest from the bluff edge of Captain Adams-Stone House (Resource #38) showing boat launches and piers in Mobile Bay.

Figure 38-4. View to the south showing a historic house on the Mobile Bay bluff next to the Captain Adams-Stone House (Resource #38) and dense bush and tree canopy.

Figure 38-5. View to the northwest viewshed of the proposed I-10 Mobile River Bridge showing Alternate A from the front of the Captain Adams-Stone House (Resource #38). The RSA Tower, RSA-Bank Trust Building, and downtown Mobile at a distance of 9.0 miles are barely visible on the horizon near the center of the photograph. At this distance, Alternates A, B, B', and C would barely be visible and would not result in viewshed impacts.

Resource #39: Seven Gables House

Figure 39-1. View of the east of the front of Seven Gables, also known as the Brainard-Taylor House, built in 1855 overlooking Mobile Bay on Old Scenic Highway 98 in the Montrose Historic District on the on the Eastern Shore.

Seven Gables (Figure 39-1) (Resource #39), also known as the Brainard-Taylor House, is a large two-story raised wood frame Creole cottage built in 1855 on the bluff overlooking Mobile Bay (Scott 1960:47-50). It is situated at the west end of a large linear lot surrounded by landscaping and dense tree canopy. The house retains most of its original materials and fixtures, is in excellent condition, and currently occupied as a private residence. It was listed on the NRHP and also has a historical plaque from the Baldwin County Historical Development Commission.

Seven Gables is on Old Scenic 98 is in the Montrose Historic District in the town of Montrose on the Eastern Shore in Baldwin County. The front of the house faces west over Mobile Bay. The current viewshed (Figures 39-3 to 39-5) consists of extensive landscaping and dense tree canopy with barely a view of the houses on the north and south sides of Seven Gables. To the west is Mobile Bay with a view of the western shore of Mobile Bay in the distance. This current viewshed is considered to be distinct as a historic property.

The proposed I-10 Mobile River Bridge would be located to the northwest. Due to dense tree canopy, Alternates A, B, B', and C would not be visible from the front of Seven Gables (Resource #39). From halfway down the bluff and on the beach, the RSA Tower, RSA-Bank Trust Building, and downtown Mobile are barely visible on the horizon. At the distance of 10.8 miles, Alternates A, B, B', and C would barely be visible from this resource and would not result in viewshed impacts on Seven Gables (Resource #39) (Figure 39-5).

Figure 39-2. View to the northwest towards the proposed I-10 Mobile River Bridge from Seven Gables (Resource #39) showing a dense tree canopy on the bluff.

Figure 39-3. View to the west from the bluff edge showing a dense tree canopy around Seven Gables (Resource #39).

Figure 39-4. View to the west of boat launches and piers in Mobile Bay from halfway down the bluff at Seven Gables (Resource #39).

Figure 39-5. View to the northwest toward the proposed I-10 Mobile River Bridge showing Alternate A from halfway down the bluff at Seven Gables (Resource #39). The RSA Tower, RSA-Bank Trust Building, and downtown Mobile are barely visible on the horizon through the trees near the center of the photograph. At this distance (10.8 miles), Alternates A, B, B', and C would barely be visible and would not result in viewshed impacts on this resource.

Resource #40: The Grand Hotel

Figure 40-1. View to the north of the old portion of The Grand Hotel (Resource #40) built in 1940. The Grand Hotel is on Old Scenic Highway 98 in the Point Clear Historic District on the Eastern Shore in Baldwin County.

The Grand Hotel (Figure 40-1) (Resource #40) is a large complex containing the old hotel, new lodging, landscaped gardens and manicured lawns, a lake and swimming pools, maintenance buildings, parking lots, and a marina. It is situated on the pointed tip of land extending into Mobile Bay that historically was named by the French as Punta Clara or Point Clear. The first hotel was built in 1847 by F. H. Chamberlain, and consisted of a two-story structure with forty rooms, a separate structure for a dining room and kitchen, and a third structure serving as a tavern. This hotel burned in 1869, but it was rebuilt soon after, and was expanded and modernized throughout the next century. The main hotel that stands today was built in 1940.

The Grand Hotel is on Old Scenic 98 in the Point Clear District on the Eastern Shore in Baldwin County. The current viewshed (Figures 40-3 to 40-5) consists of the hotel's marina to the north and the golf course to the east with Mobile Bay to the south and west. Across the water on the horizon is a view of the western shore of Mobile Bay in the distance. This current viewshed is considered to be distinct as a historic property.

In the north-northwest viewshed of the proposed I-10 Mobile River Bridge from walkways and lodges on the shore of Mobile Bay at The Grand Hotel House (Resource #40), the RSA Tower, RSA-Bank Trust Building, and downtown Mobile are barely visible on the horizon. At a distance of 14.5 miles, Alternates A, B, B', and C would barely be visible from The Grand Hotel (Resource #40) (Figure 40-5), resulting in no viewshed impacts.

Figure 40-2. View to the southeast showing landscaping on the grounds of The Grand Hotel (Resource #40) and Mobile Bay.

Figure 40-3. View to the north of the grounds of The Grand Hotel (Resource #40) showing a new three-story brick lodge, moderate tree canopy, and Mobile Bay.

Figure 40-4. View to the north showing a parking lot and the marina at The Grand Hotel (Resource #40).

Figure 40-5. View to the north-northwest toward the proposed I-10 Mobile River Bridge showing Alternate A from the waterfront pier of The Grand Hotel (Resource #40). The RSA Tower, RSA-Bank Trust Building, and downtown Mobile are barely visible on the horizon near the center of the photograph. At this distance (14.5 miles) from The Grand Hotel, Alternates A, B, B', and C would barely be visible, with no discernible differences among the bridge routes.

Resource #41: W. H. Council School

Figure 41-1. View to the southeast of W. H. Council School (Resource #41) at 751 Wilkerson Street.

W. H. Council School (Figure 41-1) (Resource #41) was built in 1910. It is a two-story brick building, rectangular in shape, with a pitched roof. It has doors on all four sides and outside iron firescapes on two sides for the second story, with numerous windows in wooden sills. In 1989 the building underwent restoration and it is currently used as a Magnet Elementary School by the Mobile County Public School System. The school building is in excellent condition. Two large modern school buildings are located on the east side of the old school.

W. H. Council School is located at 751 Wilkerson Street immedialty north of the proposed Oakdale Historic District (Resources #55 and 56). The school was opened in 1910 for African-American students, and among its celebrated alumni are baseball greats Satchel Paige and Hank Aaron. It was named in honor of William Hooper Council (1848-1909), a former slave who founded and served as first president of Huntsville Normal School, an industrial school for African-Americans (now Alabama A&M Univerity). Council School has a historical marker erected by the Mobile Historic Preservation Society.

W. H. Council School is located in a residential and commercial area along Virginia Street, a major east-west thoroughfare on the south side of the City of Mobile. The current viewshed consists of a large parking lot and grassy areas around the north, south and west sides of Council School, an apartment complex to the north, residences to the south across Virginia Street, and Allen Home, a one-story brick building, to the west (Figures 41-2 to 41-5). This current viewshed is considered average.

Due to distance (0.7 miles) and blockage by structures and tree canopy, Alternates A, B, and B' would not be visible from W. H. Council School (Resource #41) and would not result in viewshed impacts. Alternate C (0.4 miles) would be partially visible (20%) to the northeast above the trees (Figure 41-5), resulting in minimal viewshed impacts.

Figure 41-2. The original front of W. H. Council School (Resource #41) on the east side of the structure.

Figure 41-3. View to the east-southeast of the nonhistoric school buildings on the east side of W. H. Council School (Resource #41).

Figure 41-4. View to the north of parking lot, grassy areas, basketball courts, and apartment complex, with moderate tree canopy and RSA Tower in the distance.

Figure 41-5. View to the northeast viewshed of the proposed I-10 Mobile River bridge showing moderate tree canopy and parking lots around W. H. Council School (Resource #41). Alternate C (0.4 miles) would be partially visible (20%) above the trees (left of school in photograph).

Resource #42: Prince of Peace Church

Figure 42-1. Prince of Peace Church (originally Saint Vincent de Paul) (Resource #42) at 454 Charleston Street.

Completed in 1874 and dedicated in 1877 as Saint Vincent de Paul, this church was designed by well-known Mobile architect James H. Hutchisson (Figure 42-1) (Resource #42). Its style is Gothic Revival, built of brick, stone, and wood, with classical elements, such as arched doors and windows, small round windows, and decorative cornices. The windows appear to be stained glass. Prince of Peace Church is in excellent condition. In 1970, it became Prince of Peace Church, a parish of the Roman Catholic Archdiocese of Mobile, Alabama, and has an active congregation. Prince of Peace Church was listed on the NRHP in 1992, as part of the Historic Roman Catholic Properties in Mobile.

Prince of Peace Church is located at 454 Charleston Street on a city block bounded by Charleston, Claiborne, Augusta, and Hamilton Streets. It is in a residential neighborhood that consists primarily of brick ranch houses built during urban renewal in the 1960s and 1970s, with a few historic wooden frame houses remaining (Figures 42-2 to 42-7). The church faces west away from the proposed I-10 Mobile River Bridge. The church building covers the northwest corner of the city block. Associated church buildings cover the east side of the block on August Street. The remainder is grassy areas with a paved parking lot. The current viewshed of brick houses, a few scattered historic houses, and dense tree canopy is considered average.

Due to distance (0.1 to 0.25 miles) and blockage by moderate tree canopy, Alternates A, B, B’ and C bridge routes would be partially visible (10-20%) from the rear of the Prince of Peace Church (Resource #44) looking east (Figures 42-5 to 42-7), resulting in minimal viewshed impacts.

Figure 42-2. View to the north of a brick ranch house and dense tree canopy on Hamilton Street from the front of Prince of Peace Church (Resource #42).

Figure 42-3. View to the south-southwest of grassy area, dense tree canopy, parking lot, and associated church building on east side of city block on Augusta Street.

Figure 42-4. View to the southwest of brick ranch houses and moderate tree canopy on Hamilton Street from the front of Prince of Peace Church (Resource #42).

Figure 42-5. View to the east viewshed of the proposed I-10 Mobile River bridge from the rear of Prince of Peace Church (Resource #42) showing dense tree canopy and brick ranch houses on Claiborne Street. Alternate A (0.1 mile) would be partially visible (10%) through the tree canopy from the rear of Prince of Peace Church (Resource #42).

Figure 42-6. View to the east viewshed of the proposed I-10 Mobile River bridge showing Alternate B (0.1 mile) which would be partially visible (10%) through the tree canopy from the rear of Prince of Peace Church (Resource #42). Alternate B' bridge route would be similarly visible.

Figure 42-7. View to the east viewshed of the proposed I-10 Mobile River bridge showing Alternate C (0.25 miles) which would be partially visible (20%) through the tree canopy from the rear of Prince of Peace Church (Resource #42).

Resource #43: Intersection of Canal Street and S. Dearborn Street

Figure 43-1. View to the west-northwest of the intersection of Canal Street and S. Dearborn Street (Resource #43).

The intersection of Canal Street and S. Dearborn Street (Resource #43) (Figure 43-1) is on the southwest edge of the Church Street East Historic District. Modern five-lane Canal Street runs parallel south of historic two-lane Canal Street. The current viewshed consists of moderate to dense tree canopy with a mixture of historic and nonhistoric structures (Figures 43-2 to 43-5). To the north is the historic neighborhood surrounding British Park, a small city park with large live oaks. To the south is a 1960s-1970s subdivision across modern Canal Street. To the west is a nonhistoric commercial structure and residential area with a few historic structures. Some of the late 1800s houses in this area have MHDC plaques. The historic structures are in excellent condition. To the east are nonhistoric residences along historic two-lane Canal Street. The current viewshed is considered to be average to distinct as a historic neighborhood.

Due to distance (0.3 miles) and blockage by moderate to dense tree canopy, Alternates A, B, and B' would be minimally visible (20-35%) to the east from the intersection of Canal and S. Dearborn Streets (Resource #43) (Figures 43-4 and 43-5), resulting in minimal viewshed impacts. Due to distance (0.45 miles) and moderate to dense tree canopy, Alternate C would not be visible and would not result in viewshed impacts.

Figure 43-2. View to the northwest from the intersection of Canal and S. Dearborn Streets (Resource #43) showing moderate tree canopy and historic houses along S. Dearborn Street.

Figure 43-3. View to the northeast from the intersection of Canal and S. Dearborn Streets (Resource #43) showing nonhistoric two-story brick house, one-story historic house, and dense tree canopy in British Park on S. Dearborn Street.

Figure 43-4. View to the east viewshed of the proposed I-10 Mobile River bridge showing dense tree canopy and Alternate A (0.3 miles) which would be partially visible (20-30%) from the intersection of Canal and S. Dearborn Streets (Resource #43).

Figure 43-5. View to the east viewshed of the proposed I-10 Mobile River bridge showing dense tree canopy and Alternate B (0.3 miles) which would be partially visible (25-35%) from the intersection of Canal and S. Dearborn Streets (Resource #43). Alternate B' would be similarly visible.

Resource #44: Intersection of Lawrence Street and Eslava Street

Figure 44-1. View to the north-northwest of the intersection of S. Lawrence Street and Eslava Street (Resource #44).

The intersection of S. Lawrence Street and Eslava Streets (Resource #44) (Figure 44-1) is on the southeast edge of the Church Street East Historic. The current viewshed consists of moderate to dense tree canopy with a mixture of historic and nonhistoric structures (Figures 44-2 to 44-7). To the north and west is a residential area with a mixture of historic and nonhistoric structures, some residential and some commercial in use. A few of the late 1800s structures in this area have MHDC plaques. The historic structures are in excellent condition. To the east and southeast is the large multi-story brick Mobile Civic Center and associated paved parking lot. The current viewshed is considered to be average to minimal.

Due to distance (0.2-0.25 miles) and blockage by moderate tree canopy, Alternates A, B, and B' would be partially visible (40-60%) to the southeast from the intersection of S. Lawrence Street and Eslava Streets (Resource #44) (Figures 44-5 and 44-6), resulting in minimal viewshed impacts. Due to distance (0.4 miles) and moderate canopy, Alternate C would be partially visible (10%) to the southeast from the intersection of S. Lawrence Street and Eslava Streets (Resource #44) (Figure 44-7), resulting in minimal viewshed impacts.

Figure 44-2. View to the northwest from the intersection of S. Lawrence and Eslava Streets (Resource #44) showing moderate tree canopy and historic structures along Lawrence Street.

Figure 44-3. View to the southwest from the intersection of S. Lawrence and Eslava Streets (Resource #44) showing minimal tree canopy and nonhistoric structures along Eslava Street.

Figure 44-4. View to the east from the intersection of S. Lawrence and Eslava Streets (Resource #44) with Mobile Civic Center and parking lot.

Figure 44-5. View to the southeast showing moderate tree canopy, Mobile Civic Center parking lot, and Alternate A (0.2 miles) which would be partially visible (50-60%) from the intersection of S. Lawrence and Eslava Streets (Resource #44).

Figure 44-6. View to the southeast showing moderate tree canopy, Mobile Civic Center parking lot, and Alternate B (0.25 miles) which would be partially visible (40-50%) from the intersection of S. Lawrence and Eslava Streets (Resource #44). Alternate B' (0.25 miles) would be similarly visible.

Figure 44-7. View to the southeast showing moderate tree canopy, Mobile Civic Center parking lot, and Alternate C (0.4 miles) which would be partially visible (10%) (seen through trees at right of photograph) from the intersection of S. Lawrence and Eslava Streets (Resource #44).

Resource #45: Phoenix Fire Museum

Figure 45-1. View of Phoenix Fire Museum (Resource #45) at 203 S. Claiborne Street.

Phoenix Fire Museum (Figure 45-1) (Resource #45) was built in 1858 as Phoenix No. 6 Station and was originally located at 154 S. Franklin Street. It was reconstructed at its current location at 203 S. Claibrone Street in 1964. It is a two-story brick building, square in shape, with a pitched roof and cupola. It has three bay doors on the front and one on the back for fire engine access. The structure was recorded by HABS in the late 1930s. The structure is in excellent condition. It is a city-owned museum focusing on the history of firefighting in Mobile.

Phoenix Fire Museum is located on the eastern edge of the Church Street East Historic District. The current viewshed consists of one historic structure, numerous nonhistoric structures, parking lots, and grassy areas adjacent to existing I-10 ramps with a minimal to moderate tree canopy (Figures 45-2 to 45-7). The historic structure known as the Old Telegraph Office built in 1856 was moved from 106 Eslava in 1964, the same year the Phoenix No. 6 Station was moved to this location. Nonhistoric structures include a two-story brick commercial building reflecting historic style and seventeen-story Holiday Inn to the north, multi-story Mobile Bay Adventure Inn with large parking lot and multi-story Government Plaza to the east and northeast, Mobile Civic Center with parking lot to the southwest, and grassy areas around and underneath I-10 interchange ramps to the south. This current viewshed is considered average.

Due to distance (0.15 miles) and blockage by moderate tree canopy, Alternate A would be partially visible (40-50%) to the south from the front of Phoenix Fire Museum (Resource #45) (Figure 45-5), resulting in moderate viewshed impacts. Alternates B and B' (0.25 miles) and Alternate C (0.5 miles) would be partially visible (15-30%) to the south from the front of Phoenix Fire Museum (Resource #45) (Figures 45-6 and 45-7), resulting in minimal viewshed impacts.

Figure 45-2. View to the north from Phoenix Fire Museum (Resource #45) showing the historic brick structure built in 1856 and known as the Old Telegraph Office (left), the seventeen-story Holiday Inn (center), and nonhistoric brick structure (right), with a minimal tree canopy.

Figure 45-3. View to the northeast showing nonhistoric brick structures (left), four-story Mobile Bay Adventure Inn Hotel, and multi-story Government Plaza (center), with the RSA Tower (right) in the distance.

Figure 45-4. View to the southeast from the rear of Phoenix Fire Museum (Resource #45) showing nonhistoric six-story wing of Mobile Bay Adventure Inn Hotel and parking lot across S. Jackson Street.

Figure 45-5. View to the south from the front of Phoenix Fire Museum (Resource #45) showing moderate tree canopy, grassy areas, intersection of S. Claiborne Street, S. Jackson Street, and Civic Center Drive, and existing I-10 ramps. Alternate A (0.15 miles) would be partially visible (40-50%) from this location.

Figure 45-6. View to the south from the front of Phoenix Fire Museum (Resource #45) showing moderate tree canopy, grassy areas, intersection of S. Claiborne Street, S. Jackson Street, and Civic Center Drive, and existing I-10 ramps. Alternate B (0.25 miles) would be partially visible (20-30%) from this location. Alternate B' would be similarly visible.

Figure 45-7. View to the south from the front of Phoenix Fire Museum (Resource #45) showing moderate tree canopy, grassy areas, intersection of S. Claiborne Street, S. Jackson Street, and Civic Center Drive, existing I-10 ramps. Alternate C (0.5 miles) would be partially visible (15-25%) from this location.

Resource #46: Christ Episcopal Church

Figure 46-1. View to the west of the façade of Christ Episcopal Church (Resource #46) at 114 St. Emanuel Street.

Christ Episcopal Church (Figure 46-1) (Resource #46) was designed by architect Cary Butt and constructed by master builder James Barnes between 1838 and 1840 (Gould 1988:69) It is Greek Revival in style made of stuccoed brick, stone, and wood. Classical Greek Revival elements include Doric columns on the façade and decorative Doric designs in the entablature (Gould 1988:69). The windows are stained glass, and two were made by Tiffany & Company (JLMA 1974: 24). It was originally built with a large steeple that was destroyed by a major hurricane in 1906; it has never been replaced. Three historic houses at the rear of Christ Episcopal Church are currently used as church facilities. Christ Episcopal Church was recorded by HABS in the late 1930s with 29 photographs and 6 architectural drawings. The Church has a MHDC plaque on the façade. The Church building is in excellent condition.

Christ Episcopal Church is located at 114 St. Emanuel Street in the Church Street East Historic District near the heart of downtown Mobile. The church faces east toward the proposed I-10 Mobile River Bridge. The current viewshed (Figures 46-2 to 46-9) consists of downtown buildings to the north and northeast, including the new Probate Court Building, RSA Tower, and Riverview Plaza Hotel. To the east is a vacant city lot covered with grass and the Old Southern Market and City Hall (now Museum of Mobile) (Resource #51) on S. Royal Street. To the west of Christ Episcopal Church is Government Plaza. A parking lot and Fort Condé Visitor center lie to the south and southeast. Large live oaks surrounding Christ Episcopal Church provide a moderate tree canopy. The current viewshed is considered average to distinct as a historic area.

Due to distance (0.2 to 0.35 miles) and blockage by moderate tree canopy, Alternates A, B, B', and C would be partially visible (25-35%) to the south and southeast from the front of Christ Episcopal Church (Resource #46) (Figures 46-5 to 46-9), resulting in minimal viewshed impacts.

Figure 46-2. View to the northeast from the front door of Christ Episcopal Church (Resource #46) with moderate tree canopy, the new four-story Probate Court Building (left), Riverview Plaza Hotel (right), and other downtown buildings.

Figure 46-3. View to the northwest of the new four-story Probate Court Building on the north side of Christ Episcopal Church (Resource #46).

Figure 46-4. View to southeast of historic houses at the rear of Christ Episcopal Church (Resource #46) that are currently used as church facilities.

Figure 46-5. View to the east from the front door of Christ Episcopal Church (Resource #46) showing moderate tree canopy, a vacant city block covered with grass, and Old Southern Market and City Hall (Resource #51: now Museum of Mobile). Alternate A (0.2 miles) would be partially visible (25-35%) from this location.

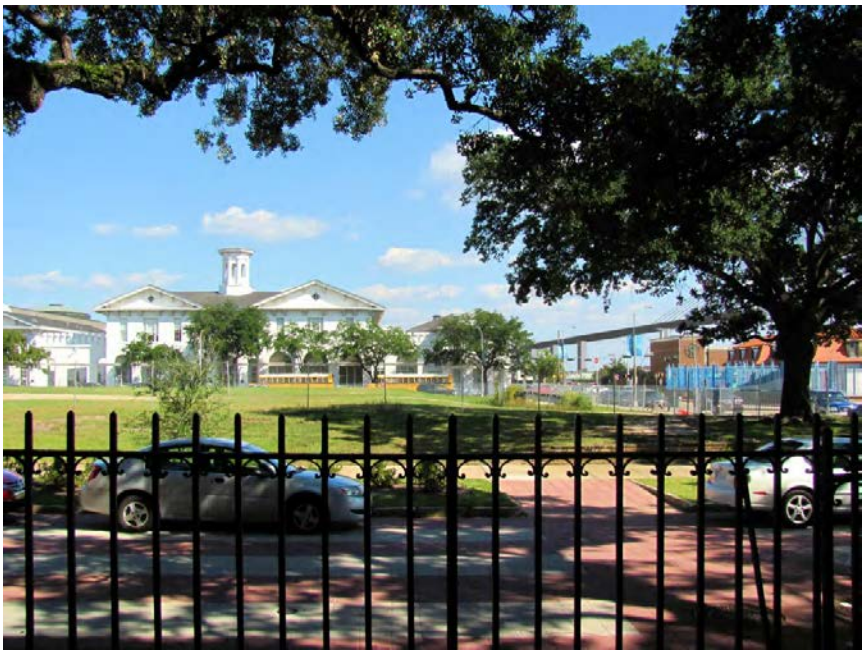

Figure 46-6. View to the east from the front door of Christ Episcopal Church (Resource #46) showing moderate tree canopy, a vacant city block covered with grass, and Old Southern Market and City Hall (Resource #51: now Museum of Mobile). Alternate B (0.3 miles) would be partially visible (25-35%) from this location. Alternate B' would be similarly visible.

Figure 46-7. View to the southeast from the front door of Christ Episcopal Church (Resource #46) showing moderate tree canopy, parking lot, and Fort Condé Visitor Center. Alternate A (0.2 miles) would be partially visible (25-35%) from this location.

Figure 46-8. View to the southeast from the front door of Christ Episcopal Church (Resource #46) showing moderate tree canopy, parking lot, and Fort Condé Visitor Center. Alternate B (0.3 miles) would be partially visible (25-35%) from this location. Alternate B' (0.3 miles) would be similarly visible.

Figure 46-9. View to the southeast from the front door of Christ Episcopal Church (Resource #46) showing moderate tree canopy, parking lot, and Fort Condé Visitor Center. Alternate C (0.35 miles) would be partially visible (25-35%) from this location.

Resource #47: Intersection of S. Lawrence Street and Monroe Street

Figure 47-1. View to the east-northeast of the intersection of S. Lawrence Street and Monroe Street (Resource #47).

The intersection of S. Lawrence Street and Monroe Streets (Figure 47-1) (Resource #47) is on the southeast edge of the Church Street East Historic District. The current viewshed consists of moderate to dense tree canopy with a mixture of historic and nonhistoric structures (Figures 47-2 to 47-7). To the north and west is a residential area with a mixture of historic and nonhistoric structures, some residential and some commercial in use. A few of the late 1800s structures in this area have MHDC plaques. The historic structures are in excellent condition. To the east and southeast are the large multi-story brick Mobile Civic Center and associated paved parking lot. The current viewshed is considered to be average.

Due to distance (0.25 to 05 miles) and blockage by moderate tree canopy and buildings, Alternates A, B, B', and C would be partially visible (10%) to the southeast from the intersection of S. Lawrence Street and Monroe Streets (Resource #47) (Figures 47-5 to 46-7), resulting in minimal viewshed impacts.

Figure 47-2. View to the north-northeast with dense tree canopy and nonhistoric brick structures on S. Lawrence Street.

Figure 47-3. View to the south-southeast with moderate tree canopy and historic and nonhistoric brick structures on S. Lawrence Street.

Figure 47-4. View to the east from the intersection of S. Lawrence and Monroe Streets (Resource #47) with moderate tree canopy and the Mobile Civic Center on S. Lawrence Street.

Figure 47-5. View to the southeast from the intersection of S. Lawrence and Monroe Streets (Resource #47) with moderate tree canopy and the Mobile Civic Center on S. Lawrence Street. Alternate A (0.25 miles) would be partially visible (10%) above the trees (right of the building in photograph).

Figure 47-6. View to the southeast from the intersection of S. Lawrence and Monroe Streets (Resource #47) with moderate tree canopy and the Mobile Civic Center on S. Lawrence Street. Alternate B (0.3 miles) would be partially visible (10%) above the trees (right of the building in photograph). Alternate B' (0.3 miles) would be similarly visible.

Figure 47-7. View to the southeast from the intersection of S. Lawrence and Monroe Streets (Resource #47) with moderate tree canopy and the Mobile Civic Center on S. Lawrence Street. Alternate C (0.5 miles) would be partially visible (10%) above the trees (right of the building in photograph).

Resource #48: Fort Condé Village

Figure 48-1. View to the south of the intersection of Monroe Street and St. Emanuel Street near the center of Fort Condé Village (Resource #48).

Fort Condé Village is a small historic neighborhood that became isolated from the surrounding area with the 1960s construction of I-10 and the George Wallace Tunnel (Figure 48-1). It contains fragments of historic streets, including Theater, St. Emanuel, Monroe, and S. Royal Streets, and has 12 historic structures, all originally built as residences, including the ca. 1850 Condé-Charlotte Museum House (Resource #49). Other historic structures include the 1836 Hall-Ford House, the 1872 Antunez House, 1878 Delacour House, 1857 Spear House, and 1869 Antomanchi store, all on St. Emanuel Street. Eight historic structures are two-story townhouses built in Gulf Coast Creole, Federal, Greek Revival, or Italianate architectural styles, and four are one-story Victorian cottages, all on S. Royal Street (Figures 48-2 to 48-7). Nearly all historic structures have MHDC plaques. Ten historic structures have been restored for commercial use and are in excellent condition; the other two are in good condition.

To the north of Fort Condé Village (Resource #48) are reconstructed Fort Condé Visitor Center, I-10 leading to the George Wallace Tunnel, and downtown Mobile with taller buildings. To the east are existing I-10 ramps above paved parking lots. To the south and west are existing I-10 ramps and grassy areas underneath. The current viewshed is average to distinct as a historic district.

In the east and southeast, due to distance (0.1 to 0.2 miles), Alternates A, B, and B' would be visible (75%) from the southeast edge of Fort Condé Village (Resource #48) (Figures 48-8 and 47-9), resulting in substantial viewshed impacts. Due to distance (0.45 miles) Alternate C would be partially visible (25%) from this location, resulting in minimal viewshed impacts.

Figure 48-2. View to the northeast from the intersection of Monroe and St. Emanuel Streets in Fort Condé Village (Resource #48) showing the 1836 Hall-Ford House, with stylistic elements of Gulf Coast Creole architecture. In 2010, it was undergoing restoration for commercial use.

Figure 48-3. View to the northwest from the intersection of Monroe and St. Emanuel Streets in Fort Condé Village (Resource #48) showing the 1872 Antunez House and 1878 Delacour House on St. Emanuel Street. Both structures have been restored for commercial use.

Figure 48-4. View to the northwest from the intersection of Monroe and St. Emanuel Streets in Fort Condé Village (Resource #48) showing moderate tree canopy, historic structures along St. Emanuel Street, and taller buildings in downtown Mobile.

Figure 48-5. View to the east from the intersection of Monroe and St. Emanuel Streets in Fort Condé Village (Resource #48) showing moderate tee canopy, historic structures on Monroe Street, and existing I-10 ramps (center).

Figure 48-6. View to the northwest of the four historic Victorian cottages on S. Royal Street on the southeast edge of Fort Condé Village (Resource #48).

Figure 48-7. View to the west of the façade of one of the four historic Victorian cottages on S. Royal Street on the southwest edge of Fort Condé Village (Resource #48).

Figure 48-8. View to the east from the four historic Victorian cottages on S. Royal Street on the southeast edge of Fort Condé Village (Resource #48). Alternate A would be visible (75%) from this location.

Figure 48-9. View to the east from the four historic Victorian cottages on S. Royal Street on the southeast edge of Fort Condé Village (Resource #48). Alternate B would be visible (75%) from this location. Alternate B' would be similarly visible.

Resource #49: Condé-Charlotte Museum House

Figure 49-1. View to the north of Condé-Charlotte Museum House (originally Kirkbride House) (Resource #49) at 104 Theater Street.

Completed around 1850 and originally known as the Kirkbride House, the two-story brick Condé-Charlotte Museum House (Figure 49-1) (Resource #49) was built in Federal and Classical Revival styles. The house has been restored as a museum containing period furnishings and antiques. The Condé-Charlotte Museum House is administered by the National Society of Colonial Dames of America in the State of Alabama. Condé-Charlotte Museum House was recorded by HABS as the Kirkbride House in the late 1930s. It was listed on the NRHP in 1973 and has a MHDC city plaque. Condé-Charlotte Museum House is considered a contributing historic structure in the Church Street East Historic District listed on the NRHP in 1971. The Condé-Charlotte Museum House is in excellent condition.

The Condé-Charlotte Museum House is located at 104 Theater Street within the historic neighborhood known as Fort Condé Village, on the eastern edge of the Church Street East Historic District near the heart of downtown Mobile The house faces south, with the proposed I-10 Mobile River Bridge being located to the south and east. The current viewshed (Figures 49-2 to 49-7) consists of moderate to dense tree canopy with a mixture of historic and nonhistoric structures. At the rear of the Condé-Charlotte Museum House is a Spanish style courtyard museum garden. To the north from the second story rear balcony there is a view of the reconstructed brick walls of Fort Condé Visitor Center, and downtown structures, including Government Plaza, RSA-Bank Trust Building, RSA Tower, and Riverview Plaza Hotel. To the west are a few historic structures on the north side of Fort Condé Village. To the east is an open grassy area and existing I-10 ramps, and to the south is a nonhistoric brick commercial structure across Theater Street. This current viewshed is considered to be average to distinct as a historic district.

Due to distance (0.7-0.8 mile) and blockage by structures and tree canopy, Alternates A, B, B', and C would not be visible to the east from the Condé-Charlotte Museum House and would not result in viewshed impacts (Figure 49-4). Alternate A (0.1 miles) would be visible (65-75%) to the south, Alternates B and B' (0.2 miles) would be partially visible (30-40%) to the south, and Alternate C (0.5 miles) would be partially visible (20-30%) to the south (Figures 49-5 to 49-7). Alternate A would result in substantial viewshed impacts, while Alternates B, B', and C would result in minimal viewshed impacts.

Figure 49-2. View to the northwest from the second-story rear balcony of Condé-Charlotte Museum House (Resource #49) showing the Spanish style courtyard museum garden, moderate tree canopy, reconstructed brick walls of Fort Condé Visitor Center (right), and multi-story Government Plaza (center).

Figure 49-3. View to the north from the second-story rear balcony of Condé-Charlotte Museum House (Resource #49) showing minimal tree canopy, reconstructed brick wall of Fort Condé Visitor Center (left), RSA-Bank Trust Building, RSA Tower, and Riverview Plaza Hotel.

Figure 49-4. View to the east from the second-story front balcony of Condé-Charlotte Museum House (Resource #49) showing dense tree canopy. Alternates A, B, B', and C would not be visible from this location.

Figure 49-5. View to the south from the second-story front balcony of Condé-Charlotte Museum House (Resource #49) showing moderate tree canopy and nonhistoric brick commercial structure across Theater Street. Alternate A (0.1 miles) would be visible (65-75%) from this location.

Figure 49-6. View to the south from the second-story front balcony of Condé-Charlotte Museum House (Resource #49) showing moderate tree canopy and nonhistoric brick commercial structure across Theater Street. Alternate B (0.2 miles) would be partially visible (30-40%) from this location. Alternate B' bridge rote (0.2 miles) would be similarly visible.

Figure 49-7. View to the south from the second-story front balcony of Condé-Charlotte Museum House (Resource #49) showing moderate tree canopy and nonhistoric brick commercial structure across Theater Street. Alternate C (0.5 miles) would be partially visible (20-30%) from this location.

Resource #50: Union Hall

Figure 50-1. View to the west of "Union Hall" (Resource 50), originally built as a residence and later used by a shipyard worker organization, on S. Royal Street.

Union Hall (Figure 50-1) (Resource #50) was originally built in the early twentieth century as a residence in a vernacular or common architectural style. It is consists of wooden weatherboard siding with recent asphalt roofing on a concrete foundation, about 2½ stories in height. The rear second-story balcony has been removed and a one-story addition attached to south side covers up part of a wrap-around porch. Its last use was as a file storage building for Bender Shipbuilding & Repair Company, Inc.; it is currently abandoned. Union Hall is in fair condition.

This structure is commonly referred to as the "Union Hall" having served as a meeting place for shipyard workers, and it is labeled as "HALL" on the 1955 Sanborn Insurance map. On the earlier 1924 Sanborn Insurance map, it is identified as a dwelling. The current viewshed consists of a minimal tree canopy, parking lots, existing I-10, and nonhistoric structures (Figures 50-1 to 50-8). To the northwest and north are existing I-10 ramps, grassy areas underneath the interstate, and downtown buildings, including Mobile Civic Center, Government Plaza, RSA-Bank Trust Building, RSA Tower, and Riverview Plaza Hotel. To the east are abandoned structures of the former Bender Shipbuilding & Repair Company, Inc. on the Mobile River. To the south are nonhistoric commercial structures and parking lots. To the west are five-lane Water Street and I-10. The current viewshed is considered minimal.

Alternate A would be located about 0.1 mile north of Union Hall and would be 100% visible (Figure 50-4). Alternates B and B' would cross immediately south of Union Hall, and would be 100% visible (Figures 50-5 to 50-7). Alternate C would be located about 0.2 miles to the south and would be 75% visible (Figure 50-8). The viewshed impact to Union Hall (Resource #50) is considered substantial for Alternates A, B, B', and C**.**

Figure 50-2. View to the east from "Union Hall" (Resource #50) showing no tree canopy and abandoned structures of Bender Shipbuilding & Repair Company, Inc., on the Mobile River.

Figure 50-3. View to the south from "Union Hall" (Resource #50) showing minimal tree canopy and nonhistoric commercial structures on S. Royal Street.

Figure 50-4. View to the north showing "Union Hall" (Resource #50) (left), minimal tree canopy, existing I-10 ramps, and taller downtown buildings, including Government Plaza, RSA-Bank Trust Building, RSA Tower, and Riverview Plaza Hotel. Alternate A (0.1 miles) would be visible (100%) from "Union Hall" (Resource #50).

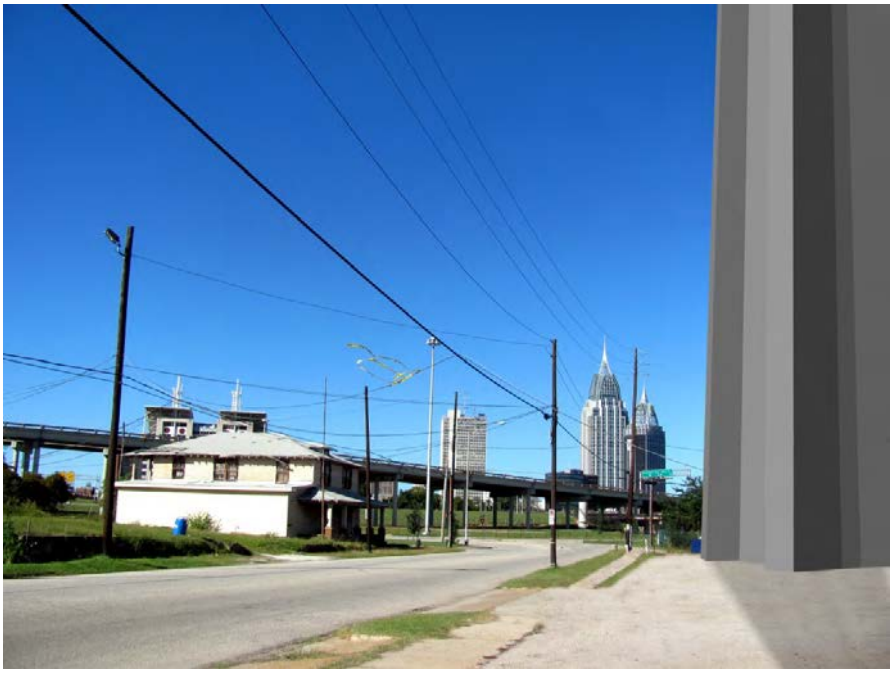

Figure 50-5. View to the north showing "Union Hall" (left) (Resource #50) and Alternate B bridge pylon (right). The Alternate B' bridge pylon would have a similar impact.

Figure 50-6. View to the south showing "Union Hall" (center) (Resource #50) and Alternate B (0.1 miles) which would be 100% visible.

Figure 50-7. View to the south showing "Union Hall" (center) (Resource #50) and Alternate B' which would be 100% visible.

Figure 50-8. View to the south showing "Union Hall" (center) (Resource #50) and Alternate C (0.2 miles) which would be 75% visible.

Resource #51: Old Southern Market and City Hall

Figure 51-1. View to the east of Old Southern Market and City Hall (now Museum of Mobile) (Resource #51).

Completed in 1957, originally for use as an open market and city hall, this Italianate style structure now holds the Museum of Mobile, with exhibits on local history, curation facilities, a library, and archives, and offices (Figure 51-1). Old Southern Market and City Hall (now Museum of Mobile) (Resource #51) lies on the eastern edge of the Church Street East Historic District. The 2½ story brick and stone structure has arched windows and doors, decorative cornices, and a roof cupola. It originally consisted of three rectangular wings with a central courtyard, which is now enclosed as part of the Museum of Mobile. Old Southern Market and City Hall (Resource #51) was listed on the NRHP in 1969 and is a National Historic Landmark.

Old Southern Market and City Hall (now Museum of Mobile) (Resource #51) is located at 111 S. Royal Street in downtown Mobile. The new Gulf Coast Exploreum and Imax Theater cover the north half of the same city block on S. Royal Street. The current viewshed consists of historic storefronts and the multi-story Hampton Inn and Riverview Plaza Hotel to the north of Old Southern Market and City Hall (now Museum of Mobile) (Resource #51). To the east are five-lane Water Street with the Arthur R. Outlaw Mobile Convention Center (Resource #52) and Cooper Riverfront Park on the Mobile River (Figures 51-2 to 51-7). 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 (Resource #46). The current viewshed is considered to be average to distinct as a historic district.

Due to distance (0.2-0.3 miles), Alternates A, B, and B' would be visible (70-80%) to the south and southeast from the Old Southern Market and City Hall (now Museum of Mobile) (Resource #51) (Figures 51-3 to 51-7), resulting in substantial viewshed impacts. Alternate C (0.55 miles) would be partially visible (40-50%) (Figure 51-8), resulting in moderate viewshed impacts.

Figure 51-2. View to the north on Royal Street showing Old Southern Market and City Hall (now Museum of Mobile) (lower right) (Resource #51) and downtown buildings, including the RSA-Bank Trust Building (left), RSA tower (center), and Riverview Plaza Hotel (upper right).

Figure 51-3. View to the west from the front of Old Southern Market and City Hall (now Museum of Mobile) (Resource #51) showing moderate tree canopy, vacant city block with grass, Government Plaza (center), and new Mobile County Probate Court (right).

Figure 51-4. View to southeast from Government Street showing the Gulf Coast Exploreum (left) and Old Southern Market and City Hall (now Museum of Mobile (right) (Resource #51), minimal tree canopy, and Alternate A (0.2 miles) which would be visible (70-80%) from this location.

Figure 51-5. View to southeast from Government Street showing the Gulf Coast Exploreum (left) and Old Southern Market and City Hall (now Museum of Mobile (right) (Resource #51), minimal tree canopy, and Alternate B (0.2 miles) which would be visible (70-80%) from this location. Alternate B' would be similarly visible from this location.

Figure 51-6. View to south from S. Royal Street showing Gulf Coast Exploreum and Old Southern Market and City Hall (Resource #51), and Alternate A (0.2 miles).

Figure 51-7. View to south from S. Royal Street showing Alternate B (0.3 miles). Alternate B' would be similarly visible.

Figure 51-8. View to south from S. Royal Street showing Gulf Coast Exploreum and Old Southern Market and City Hall (Resource #51) and Alternate C (0.55 miles) which would be partially visible (40-50%).

Resource #52: Arthur R. Outlaw Mobile Convention Center

Figure 52-1. View to the north-northeast of Arthur R. Outlaw Mobile Convention Center (Resource #52) at 1 S. Royal Street.

The Arthur R. Outlaw Mobile Convention Center (Figure 52-1) (Resource #52) was completed in 1993, and it is the central focus of the Mobile Riverfront. It was named in honor of Arthur R. Outlaw, a community leader and politician who served two terms as Mayor of Mobile in the 1980s. The multi-story metal, glass, brick, and concrete structure was built in a Post-Modern style, and is in excellent condition.

Arthur R. Outlaw Mobile Convention Center is located at 1 S. Royal Street between the Mobile River and Water Street. The current viewshed (Figures 52-2 to 52-9) consists of Alabama State Docks and CSX Railroad tracks to the north and downtown Mobile to the northwest. To the east are the Mobile River and shipyards on Blakeley Island. To the south are Cooper Riverfront Park with a dense tree canopy, CSX Railroad tracks. Alabama Cruise Terminal parking lot, and I-10, with Gulf Coast Exploreum and Imax Theater, and Government Plaza to the southwest. To the east are Riverview Plaza Hotel and a multi-story parking garage. The current viewshed considered to be is average.

Alternate A (0.2 miles) and Alternates B and B' (0.3 miles)would be 100% visible to the south and east-southeast from the second story on the south side of Arthur R. Outlaw Mobile Convention Center (Resource #52), resulting in substantial viewshed impacts (Figures 52-4 to 52-9**).** Alternate C (0.6 miles) would be partially visible (30-40%) to the east-southeast and 100% visible to the south, resulting in substantial viewshed impacts.

Figure 52-2. View to the north-northeast of Alabama State Docks and Mobile River from the second-story balcony on the north side of the Arthur R. Outlaw Mobile Convention Center (Resource #52).

Figure 52-3. View to the southwest from the second-story balcony on the south side of the Arthur R. Outlaw Mobile Convention Center (Resource #52) showing minimal tree canopy, Gulf Coast Exploreum and Imax Theater (left), Government Plaza (center), and Riverview Plaza Hotel (right).

Figure 52-4. View to the east-southeast showing shipyards across the Mobile River on Blakeley Island from the second-story balcony on the south side of the Arthur R. Outlaw Mobile Convention Center (Resource #52). Alternate A would be visible (100%) from this location.

Figure 52-5. View to the east-southeast. Alternate B would be visible (100%) from this location. Alternate B' would be similarly visible.

Figure 52-6. View to the east-southeast showing Alternate C which would be partially visible (30-40%) (right side of photograph) from this location.

Figure 52-7. View to the south showing dense tree canopy in Cooper Riverside Park (left), CSX Railroad tracks, Alabama Cruise Terminal parking lot (center), and I-10 ramps for Water Street (right) from the second-story balcony on the south side of the Arthur R. Outlaw Mobile Convention Center (Resource #52). Alternate A (0.2 miles) would be visible (100%) from this location.

Figure 52-8. View to the south showing Alternate B (0.3 miles) which would be visible (100%) from this location. Alternate B' would be similarly visible.

Figure 52-9. View to the south showing Alternate C (0.6 miles) which would be visible (100%) from this location.

Resource #53: Intersection of Canal Street and S. Jefferson Street

Figure 53-1. View to the northwest of the intersection of Canal and S. Jefferson Streets (Resource #53).

The intersection of Canal Street and S. Jefferson Street (Figure 53-1) (Resource #53) is on the southern edge of the Church Street East Historic District. Modern five-lane Canal Street runs parallel south of historic two-lane Canal Street. The current viewshed consists of moderate to dense tree canopy with a mixture of historic and nonhistoric structures (Figures 53-2 to 53-5). The historic neighborhood and an early twentieth-century ice factory lie to the north, and a 1960s-1970s subdivision is south across modern Canal Street. To the west is a residential area with a few historic structures. A few late 1800s houses in this area have MHDC plaques. The historic structures are to excellent to good condition. To the east is the mid-twentieth century Crystal Ice Company facility. The current viewshed is considered to be average to distinct as a historic district.

Due to distance (0.5 to 0.6 miles) and blockage by tree canopy and structures, Alternates A, B, B' and C would be partially visible (10-25%) to the east from the intersection of Canal Street and S. Jefferson Street (Resource #53) (Figures 53-5 to 53-7), resulting in minimal viewshed impacts.

Figure 53-2. View to the northwest from the intersection of Canal and S. Jefferson Streets (Resource #53) showing moderate tree canopy and historic houses along S. Jefferson Street.

Figure 53-3. View to the northeast from the intersection of Canal and S. Jefferson Streets (Resource #53) showing moderate tree canopy, one historic house, and early twentieth-century ice factory warehouse (right) along historic two-lane Canal Street.

Figure 53-4. View to the east-southeast from the intersection of Canal and S. Jefferson Streets (Resource #53) across modern five-lane Canal Street with dense tree canopy and 1960s-1970s subdivision.

Figure 53-5. View to the east-northeast from the intersection of Canal and S. Jefferson Streets (Resource #53) showing moderate tree canopy, one historic house (left), and early twentieth-century ice factory warehouse (right) along historic Canal Street. Alternate A (0.5 miles) would be partially visible (15-25%) from this location (left side of photograph above trees).

Figure 53-6. View to the east-northeast from the intersection of Canal and S. Jefferson Streets (Resource #53) showing Alternate B (0.5 miles) which would be partially visible (10%) from this location (seen between tree and Crystal Ice building in photograph).

Figure 53-7. View to the east-northeast from the intersection of Canal and S. Jefferson Streets (Resource #53) showing Alternate C (0.6 miles) which would be partially visible (15-25%) from this location (center above trees in photograph).

Resource #54: Intersection of S. Ann Street and Virginia Street

Figure 54-1. View to the north of the intersection of S. Ann and Virginia Streets (Resource #54).

The intersection of S. Ann Street and Virginia Street (Figure 54-1) (Resource #54) is at the northeast corner of Maysville Historic District proposed for nomination to the NRHP. The proposed district consists of nearly 100 city blocks bounded on the north by Virginia Street, on the east by S. Ann Street, on the south by Duval Street, and on the west by Houston Street. It consists of a mixture of mid to late twentieth-century structures, mostly single family one-story houses, with commercial structures primarily on Virginia, S. Ann, and Houston Streets. Near the center of the proposed Maysville Historic District are Hall Elementary School, Williamson High School, and Harmon Park, a city-owned public facility. Ladd-Peebles Stadium and surrounding parking lots and other facilities cover the north-central portion of the proposed district.

At the intersection of S. Ann Street and Virginia Street, the current viewshed consists of minimal to dense tree canopy with a mixture of historic and nonhistoric structures (Figures 54-2 to 54-5). To the northeast lies Magnolia Cemetery (Resource #7), and to the east is the Mobile Police Academy training facility. The current viewshed is considered to be average to distinct as a historic district.

Due to distance (1.5 to 1.6 miles), and blockage by tree canopy, Alternates A, B, B', and C would not be visible from the intersection of S. Ann Street and Virginia Street (Resource #54) (Figure 54-5) and would not result in viewshed impacts.

Figure 54-2. View to the northwest from the intersection of S. Ann and Virginia Streets (Resource #54) in the proposed Maysville Historic District showing two nonhistoric commercial structures and moderate tree canopy on Virginia Street.

Figure 54-3. View to the southeast from the intersection of S. Ann and Virginia Streets (Resource #54) in the proposed Maysville Historic District showing moderate tree canopy and training facilities of the Mobile Police Academy.

Figure 54-4. View to the west from the intersection of S. Ann and Virginia Streets (Resource #54) in the proposed Maysville Historic District showing dense tree canopy and historic structure (center) and nonhistoric commercial structure (right) on Virginia Street.

Figure 54-5. View to the northeast from the intersection of S. Ann and Virginia Streets (Resource #54) in the proposed Maysville Historic District showing dense tree canopy and Magnolia Cemetery (Resource #7). Due to distance (1.5 to 1.6 miles) and dense tree canopy, Alternates A, B, B', and C would not be visible from this location.

Resource #55: Intersection of N. Carolina Street and S. Dearborn Street

Figure 55-1. View to the south of the intersection of N. Carolina Street and S. Dearborn Street (Resource #55) in the proposed Oakdale Historic District.

The intersection of N. Carolina Street and S. Dearborn Street (Figure 55-1) (Resource #55) is in the northeast corner of Oakdale Historic District proposed for nomination to the NRHP. The district consists of over 100 city blocks bounded on the north by Virginia Street, on the east by I-10, on the south by Preston Street, and on the west by S. Ann Street. It consists of a mixture of mid to late twentieth-century structures, mostly single family one-story houses with commercial structures primarily on Virginia, S. Ann, and Broad streets, R.V. Taylor Memorial Park, a large city-owned park near the center of the proposed Oakdale Historic District, and Pillans Park, a small park on the south side.

At the intersection of N. Carolina Street and S. Dearborn Street, the current viewshed consists of moderate to dense canopy with a mixture of historic and nonhistoric structures (Figures 55-2 to 55-5). The historic structures are in excellent to good condition and many have modern replacement materials, such as vinyl siding and asphalt roof shingles. The current viewshed is considered to be average to distinct as a historic neighborhood.

Due to distance (0.5 to 0.7 miles) and blockage by tree canopy, Alternates A, B, B', and C would not be visible from the intersection of N. Carolina Street and S. Dearborn Street (Resource #55) (Figure 55-5) and would not result in viewshed impacts.

Figure 55-2. View to the northwest from the intersection of N. Carolina and S. Dearborn Streets (Resource #55) showing moderate tree canopy and historic structures on N. Carolina Street.

Figure 55-3. View to the southeast from the intersection of N. Carolina and S. Dearborn Streets (Resource #55) showing moderate tree canopy, two historic structures on N. Carolina Street, and one historic structure on S. Dearborn Street.

Figure 55-4. View to the east of the I-10 Virginia Street interchange from the intersection of N. Carolina and S. Dearborn Streets (Resource #55) showing moderate tree canopy and historic and nonhistoric structures on N. Carolina Street.

Figure 55-5. View to the northeast from the intersection of N. Carolina and S. Dearborn Streets (Resource #55) showing minimal tree canopy and two historic structures (left) and nonhistoric church (right) on N. Carolina Street. Due to distance (0.5 to 0.7 miles) and blockage by structures and tree canopy, Alternates A, B, B', and C would not be visible from the intersection of N. Carolina and S. Dearborn Streets (Resource #55).

Resource #56: Intersection of S. Scott Street and Gorgas Street

Figure 56-1. View to the north of the intersection of S. Scott Street and Gorgas Street (Resource #56) in the proposed Oakdale Historic District.

The intersection of S. Scott Street and Gorgas Street (Figure 56-1) (Resource #56) is in the east-central portion of Oakdale Historic District proposed for nomination to the NRHP. The district consists of over 100 city blocks bounded on the north by Virginia Street, on the east by I-10, on the south by Preston Street, and on the west by S. Ann Street. It consists of a mixture of mid to late twentieth-century structures, mostly single family one-story houses with commercial structures primarily on Virginia, S. Ann, and Broad streets, R.V. Taylor Memorial Park, a large city-owned park near the center of the proposed Oakdale Historic District, and Pillans Park, a small park on the south side.

At the intersection of S. Scott Street and Gorgas Street (Resource #56), the current viewshed consists of moderate to dense canopy with historic structures, predominantly one-story single family homes built in the mid-twentieth century (Figures 56-2 to 56-5). The historic structures are in excellent to good condition and some have modern replacement materials, such as vinyl siding and asphalt roof shingles. The current viewshed is considered to be average to distinct as a historic neighborhood.

Due to distance (0.9 to 1.7 miles) and blockage by tree canopy and structures, Alternates A, B, B', and C would not be visible from the intersection of N. Carolina Street and S. Dearborn Street (Resource #56) (Figure 56-5) and would not result in viewshed impacts.

Figure 56-2. View to the west-northwest from the intersection of S. Scott and Gorgas Streets (Resource #56) showing moderate tree canopy and historic structures on Gorgas Street.

Figure 56-3. View to the southeast from the intersection of S. Scott and Gorgas Streets (Resource #56) showing moderate tree canopy and historic structures on Gorgas Street.

Figure 56-4. View to the west-south from the intersection of S. Scott and Gorgas Streets (Resource #56) showing moderate tree canopy and historic structures on Gorgas Street.

Figure 56-5. View to the northeast from the intersection of S. Scott and Gorgas Streets (Resource #56) showing moderate tree canopy and historic structures on Gorgas Street. Due to distance (0.9 to 1.7 miles) and blockage by tree canopy and structures, Alternates A, B, B', and C would not be visible from the intersection of S. Scott and Gorgas Streets (Resource #56).

Resource #57: St. Matthew's Catholic Church

Figure 57-1. View to the southwest of St. Matthew's Catholic Church (Resource #57) at 906 Garrity Street in the proposed Oakdale Historic District.

St. Matthew's Catholic Church (Figure 57-1) (Resource #57) is located in the southeast corner of Oakdale Historic District proposed for nomination to the NRHP. St. Matthew's Catholic Church was completed around 1900 in Spanish Mission Revival style built of brick, stone, and wood. Architectural materials and elements include terracotta roof tiles, a square bell tower on the side at the rear, arched doors and windows, and decorative cornices. The windows appear to be stained glass. The church is in excellent condition and is a parish of the Roman Catholic Archdiocese of Mobile, Alabama, with an active congregation. St. Matthew's Catholic Church was listed on the NRHP in 1992, as part of the Historic Roman Catholic Properties in Mobile.

St. Matthew's Catholic Church is located at 906 Garrity Street in the proposed Oakdale Historic District. The church covers the northeast corner of a city block and faces north toward the proposed I-10 Mobile River Bridge. Associated church structures and parking lot are south or behind the church, and St. Matthew's School lies to the west. The current viewshed (Figures 57-2 to 57-5) consists of a gas station and automotive repair shop to the northwest and north, and existing I-10 overpasses to the northeast and east.

Due to distance (1.2 to 1.6 miles) and blockage by tree canopy and structures, Alternates A, B, B', and C would not be visible from this resource and would not result in viewshed impacts (Figure 57-5).

Figure 57-2. View to the south showing a large live oak, moderate tree canopy, associated church structures, and parking lot behind St. Matthew's Catholic Church (Resource #57).

Figure 57-3. View to the west-southwest showing dense tree canopy and St. Matthew's School on the west side of St. Matthew's Catholic Church (Resource #57).

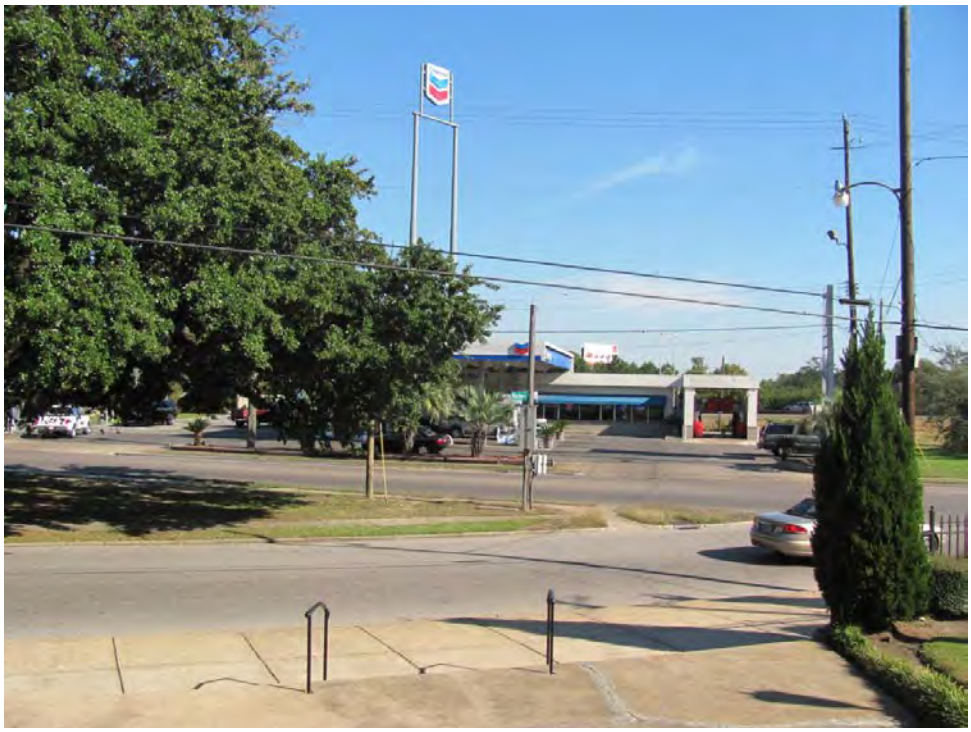

Figure 57-4. View to the north showing moderate tree canopy in Pillans Park (left) and Chevron gas station across Marine Street from St. Matthew's Catholic Church (Resource #57).

Figure 57-5. View to the northeast from the front steps of St. Matthew's Catholic Church (Resource #57). Due to distance (1.2 to 1.6 miles) and blockage by tree canopy and structures Alternates A, B, B', and C would not be visible from St. Matthew's Catholic Church (Resource #57).

Resource #58: Pillans-Cunningham House

Figure 58-1. View to the west of the Pillans-Cunningham House (Resource #58) at 260 S. Broad Street (Resource #58) in the Oakleigh Garden Historic District.

This 1½-story wooden frame Victorian-style house (Figure 58-1) (Resource #58) was built in 1911. The house contains most of its original materials and fixtures and is in excellent condition. It is currently occupied as a private residence. The Pillans-Cunningham House is a contributing historic structure in Oakleigh Garden Historic District listed on the NRHP in 1972.

The Pillans-Cunningham House at 260 S. Broad Street is on the east edge of Oakleigh Garden Historic District, southeast of downtown Mobile. The house faces east towards the proposed I-10 Mobile River bridge. The current viewshed (Figures 58-2 to 58-5) consists of dense tree canopy, primarily live oaks, and a mixture of historic and nonhistoric structures along S. Broad St. The current viewshed is considered average to distinct as a historic district.

Due to distance (0.6-6.5 miles) and blockage by structures and dense tree canopy, Alternates A, B, B', and C would not be visible from the first or second floors of the Pillans-Cunningham House (Resource #58) (Figures 58-4 and 58-5); therefore, there would be no viewshed impacts.

Figure 58-2. View to the northwest of the Pillans-Cunningham House (Resource #58) showing dense tree canopy and historic structures on S. Broad Street in the Oakleigh Garden Historic District.

Figure 58-3. View to the northeast from the Pillans-Cunningham House (Resource #58) showing dense tree canopy and nonhistoric brick ranch house across S. Broad Street.

Figure 58-4. View to the east from the front porch of the Pillans-Cunningham House (Resource #58) showing dense tree canopy and three historic structures across S. Broad Street. Due to distance (0.6-0.7 miles) and blockage by structures and dense tree canopy, there would be no viewshed impact of Alternates A. B, B', and C from this location.

Figure 58-5. View to the east-northeast from the upper-story window of the Pillans-Cunningham House (Resource #58) showing dense tree canopy and three historic structures across S. Broad Street. Due to distance (0.6-0.7 miles) and blockage by structures and dense tree canopy, there would be no viewshed impact of Alternates A, B, B', and C from this location.

Resource #59: House at 162 S. Broad Street

Figure 59-1. View to the west of historic structure at 162 S. Broad Street (Resource #59) in the Oakleigh Garden Historic District.

This 2-story wooden frame Victorian-style house (Figure 59-1) (Resource #59) was probably built in the late 1800s. The house contains some of its original materials and fixtures and is in good condition. It is currently unoccupied and is for sale by the owner. This house is considered a contributing historic structure in Oakleigh Garden Historic District listed on the NRHP in 1972.

The house at 162 S. Broad Street (Resource #59) is on the eastern edge of Oakleigh Garden Historic District, southeast of downtown Mobile. The house faces east toward the proposed I-10 Mobile River Bridge. The current viewshed (Figures 59-2 to 59-7) consists of dense tree canopy, primarily live oaks, and a mixture of historic and nonhistoric structures along S. Broad and Canal Streets. The current viewshed is considered average to distinct as a historic district.

Due to distance (0.6-0.7 miles) and blockage by structures and dense tree canopy, there Alternates A, B, B', and C would be partially visible (10-30%) from the first and second floors of the house at 162 S. Broad Street (Figures 59-5 to 59-7), resulting in minimal viewshed impacts.

Figure 59-2. View to the east-northeast from the historic structure at 162 S. Broad Street (Resource #59) showing dense tree canopy and two historic structures across S. Broad Street.

Figure 59-3. View to the southeast from the historic structure at 162 S. Broad Street (Resource #59) showing dense tree canopy and nonhistoric brick ranch houses in subdivision across Canal Street.

Figure 59-4. View to the south-south east from the historic structure at 162 S. Broad Street (Resource #59) showing dense tree canopy, nonhistoric brick ranch houses, and four-lane S. Braid Street.

Figure 59-5. View to the east down Canal Street showing dense tree canopy and four-lane modern Canal Street. Alternate A (0.6 miles) would be partially visible (10-20%) from front of the historic structure at 162 S. Broad Street (Resource #59).

Figure 59-6. View to the east down Canal Street showing dense tree canopy and four-lane modern Canal Street. Alternate B (0.6 miles) would be partially visible (10-20%) from front of the historic structure at 162 S. Broad Street (Resource #59). Alternate B' would be similarly visible.

Figure 59-7. View to the east down Canal Street showing dense tree canopy and four-lane modern Canal Street. Alternate C (0.7 miles) would be partially visible (20-30%) from front of the historic structure at 162 S. Broad Street (Resource #59).

Resource #60: Battleship USS Alabama Memorial Park

Figure 60-1. Aerial view to the southwest of Battleship USS *Alabama* Memorial Park (Resource #60) showing USS *Alabama*, Aircraft Pavilion, and USS *Drum* (upper right) on Mobile Bay (www.ussalabama.com 2010).

Battleship USS *Alabama* Memorial Park (Figure 60-1) (Resource #60) was opened in 1963 shortly after the arrival of the historic battleship, which was retired in 1962. The park is owned by The State of Alabama and administered by The Board of Commissioners appointed by the Governor. The highlight of the park is USS *Alabama* (Figure 60-2) commissioned in 1942 and built in Norfolk Naval Yard. The battleship served in the Atlantic and Pacific theaters of World War II, and was decommissioned to reserve duty in 1947. USS *Alabama* was listed as a National Historic Landmark (NHL) in 1986. USS *Drum* was built for WWII service at Portsmouth Naval Shipyard, and it is the oldest submarine of its kind still in existence; it is also listed as a NHL (Figure 60-3). The submarine came to Battleship USS *Alabama* Memorial Park (Resource #60) in 1969. The oldest military artifacts in the park's collection date to the Civil War, and most are on display in USS *Alabama*. They include items from USS *Hartford* (General Farragut's flagship at the Battle of Mobile Bay), USS *Tecumseh*, USS *Manhattan*, and CSS *Alabama* (Shea McLean, personal communication, November 8, 2010). On outdoor display are over 20 planes, 6 tanks, four pieces of field artillery, and other military vehicles such as helicopters and missiles, from World War II, Korean War, Viet Nam War, and the Cold War era.

Battleship USS *Alabama* Memorial Park (Resource #60) is located on the Causeway (US Highway 90/98) across Mobile Bay. The current viewshed (Figures 60-4 to 60-9) consists of Mobile Bay to the north, east, and south and the City of Mobile to the west. The park also contains a brick building with a gift store, snack bar, ticket office, and entranceway to USS *Alabama*, a large metal Aircraft Pavilion, and Korean and Viet Nam War Memorials. A parking lot covers the southeast quarter of the park and the remainder is grass. The current viewshed is distinct as a military museum park.

In the west viewshed of the proposed I-10 Mobile River Bridge from Battleship USS *Alabama* Memorial Park (Resource #60) is moderate tree canopy, and taller downtown structures such as RSA-Bank Trust Building and RSA Tower. Alternate A (1.4 miles) would be visible (70-80%), resulting in substantial viewshed impacts, while Alternates B and B' (1.25 miles) would be partially visible (50-60%) from the parking lot of Battleship USS *Alabama* Memorial Park (Resource #60), resulting in moderate viewshed impacts (Figures 60-7 and 60-8). Alternate C (1.5 miles) would be partially visible (10%) from this location (Figure 60-9), resulting in minimal viewshed impacts.

Figure 60-2. World War II battleship U*SS Alabama*, tanks, and field artillery on outdoor display at Battleship USS *Alabama* Memorial Park (Resource #60).

Figure 60-3. World War II submarine *USS Drum* on outdoor display at Battleship USS *Alabama* Memorial Park (Resource #60) (www.ussalabama.com 2010).

Figure 60-4. View to the west of Battleship USS *Alabama* Memorial Park (Resource #60) with USS *Alabama (left)*, Aircraft Pavilion (center), and planes on outdoor display (right).

Figure 60-5. View to the north of Battleship USS *Alabama* Memorial Park (Resource #60) showing grassy area with tank and field artillery on outdoor display, with the Bayway (I-10) crossing Mobile Bay (right) in the distance.

Figure 60-6. View to the northeast of showing brick park building with gift shop, snack bar, ticket office (Left) and USS *Alabama* (right) at Battleship USS *Alabama* Memorial Park (Resource #60)

Figure 60-7. View to west from Battleship USS *Alabama* Memorial Park (Resource #60) showing moderate tree canopy, RSA-Bank Trust Building and RSA Tower, and Alternate A (1.4 miles) which would be visible (70-80%) from this location.

Figure 60-8. View to west from Battleship USS *Alabama* Memorial Park (Resource #60) showing moderate tree canopy, RSA-Bank Trust Building and RSA Tower, and Alternate B (1.25 miles) which would be partially visible (50-60%) from this location. Alternate B' would be similarly visible.

Figure 60-9. View to west from Battleship USS *Alabama* Memorial Park (Resource #60) showing moderate tree canopy, RSA-Bank Trust Building and RSA Tower, and Alternate C (1.5 miles) (left) which would be partially visible (10%) from this location.

PART III:
Viewshed Impact Assessment on Historic Districts and Neighborhoods

This section of the viewshed impact assessment for the proposed I-10 Mobile River Bridge project study area will discuss six historic districts listed on the National Register of Historic Places (NRHP), two proposed historic districts, and one historic neighborhood listed by the Mobile City Council (Figure 1). Five of the six NRHP-listed historic districts and part of the historic neighborhood are in the Area of Potential Effect (APE) for the proposed I-10 Mobile River Bridge project study area; the remaining historic district is adjacent to the APE.

An overall assessment of each historic district and neighborhood as a whole will focus on current viewshed and potential viewshed impact for the four proposed I-10 Mobile River Bridge Alternates A, B, B', and C, following methods used for Cultural Resources #1-60 in Part II of this volume. Forty-two of the 60 cultural resources in the viewshed impact assessment are located in the six historic districts and one historic neighborhood. Four other cultural resources are located in Oakdale and Maysville that are currently under proposal for NRHP nomination as historic districts.

Criteria for evaluation of historic districts and neighborhoods includes current viewshed, distance in miles from the proposed I-10 Mobile River Bridge Alternates A, B, B', and C, blockage by structures and tree canopies, and potential viewshed impact. Historic districts and neighborhoods were rated on current viewshed as Distinct, Average, or Minimal. Potential viewshed impacts by proposed Alternates A, B, B', and C bridge routes were evaluated as Substantial, Moderate, Minimal, or Nonexistent. Discussion of historic districts and neighborhoods will reference relevant individual resources (Cultural Resources #1-60) in the proposed I-10 Mobile River Bridge project study area.

It should be noted that none of the four proposed I-10 Mobile River Bridge routes will directly impact any historic structures, historic districts, or historic neighborhoods.

Historic Districts and Neighborhoods in the City of Mobile, Mobile County

Six NRHP historic districts and one historic neighborhood in the City of Mobile were included in the viewshed impact assessment for Cultural Resources #1-60 (Table 1). Historic

Table 1. NRHP Historic Districts and Heritage Neighborhood in the I-10 Mobile River Bridge project study area.

District/Neighborhood	Acres	Contributing Resources	Historical Significance	Period of Significance
Church Street East	169	83	**Architecture:** Classical Revival, Renaissance, Late Victorian	1825-1925
Lower Dauphin Street	56	185	**Architecture:** Federal, Italianate, Classical Revival, Queen Anne, Late Victorian Late Nineteenth- and Twentieth-Century Classical Revivals	1825-1950
De Tonti Square	36	66	**Architecture:** Federal, Italianate, Classical Revival, Late Victorian	1825-1925
Oakleigh Garden	279	288	**Architecture:** Federal, Classical Revival, Late Victorian, Craftsman	1825-1950
Old Dauphin Way	657	1,466	**Architecture:** Late Victorian, Late Nineteenth- and Twentieth-Century Classical Revivals	1825-1950
The Campground	37	166	Social History: African-American neighborhood Architecture: Classical Revival, Late Victorian	1875-1950
Martin Luther King, Jr.	715	Hundreds*	**Social History:** African-American neighborhood	1875-1950
Oakdale**	511	881	**Social History:** Working Class neighborhood **Architecture:** Late Victorian, Twentieth-Century Classical Revival, Craftsman, Mission	1900-1950
Maysville**	447	Ca. 1100	**Social History:** African-American neighborhood **Architecture**: Late Victorian, Twentieth-Century Classical Revival, Craftsman, Mission	1900-1950

*Historic building survey was not part of the Heritage Neighborhood designation criteria.

** Currently proposed by the City of Mobile for listing on the NRHP

districts include Church Street East, Lower Dauphin Street, De Tonti Square, Oakleigh Garden, Old Dauphin Way, and The Campground. The one historic neighborhood is the Martin Luther King, Jr. Heritage Neighborhood. Information on NRHP historic districts was primarily gathered from the National Park Service and Alabama Historical Commission websites. Many of these NRHP historic districts were listed decades ago, and up-to-date accounts of structures that still stand are unavailable.

Church Street East Historic District

This historic district covers much of the south side of downtown Mobile, and is about 0.3 miles west-northwest of the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. Church Street East Historic District was listed on the NRHP in 1971, with boundary increases in 1984 and 2005. It covers approximately 169 acres and is roughly bounded by Conti Street on the north, Water Street on the east, Canal Street on the south, and Broad Street on the west.

Church Street East Historic District contains over 80 structures (including residential, commercial, governmental, and religious buildings) considered contributing resources. The

historical significance of Church Street East Historic District is its architecture, which includes examples of Classical Revival, Renaissance, and Late Victorian, among other styles. Its period of significance is from ca. 1825 to 1925.

Fifteen of the 60 cultural resources (six historic structures, two historic churches, one historic graveyard, one historic neighborhood, and five street intersections) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) are in Church Street East Historic District (Table 2).

To summarize the results of the viewshed impact for these fifteen cultural resources and Church Street East Historic District as a whole, the current viewshed is primarily Distinct to Average, containing a mixture of historic and nonhistoric structures, including residential, commercial, governmental, and religious buildings. The distance range for the fifteen cultural resources is from 0.1 to 0.7 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. The east half of Church Street East Historic District, closest to the Alternates A, B, B', and C bridge routes, is within downtown Mobile with numerous multi-story buildings that would that would provide blockage of the proposed I-10 Mobile River Bridge. The west half of Church Street East Historic District is more residential with one- and two-story houses and moderate to dense tree canopies that would provide blockage of the proposed I-10 Mobile River Bridge.

Proposed I-10 Mobile River Bridge Alternate A would have the most substantial impact on the viewshed of Church Street East Historic District, followed by Alternates B and B'. Alternate C would result in the least impacts on Church Street East Historic District viewshed.

Lower Dauphin Street Historic District

This historic district covers the main commercial thoroughfare of Dauphin Street in downtown Mobile, directly north of Church Street East Historic District, about 0.3 miles north of the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. The district was listed on the NRHP in 1979 with boundary increases in 1982, 1995, and 1998. Lower Dauphin Street Historic District covers approximately 56 acres along Dauphin Street, bounded by Water Street on the east and S. Jefferson Street on the west.

Lower Dauphin Street Historic District contains 185 structures (primarily commercial buildings) considered contributing resources. The historical significance of Lower Dauphin Street Historic District is its architecture, with examples of Federal, Italianate, Classical Revival,

Queen Anne, Late Victorian, and Late Nineteenth- and Twentieth-Century Classical Revivals. Its period of significance is from ca. 1825 to 1950.

Six of the 60 cultural resources (five historic structures and one street intersection) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) are in Lower Dauphin Street Historic District (Table 3).

To summarize the results of the viewshed impact for these six cultural resources, the current viewshed is primarily Average, containing a mixture of historic and nonhistoric structures, mostly commercial with some residential buildings. However, Lower Dauphin Street Historic District as a whole is considered Distinct, representing Mobile's oldest intact commercial district fronting Dauphin Street, with many historic structures, primarily one- and two-story commercial brick buildings. The distance range for Lower Dauphin Street Historic District is from 0.3 to 0.9 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. Multi-story nonhistoric buildings in downtown Mobile provide blockage of the proposed I-10 Mobile River Bridge from much of Lower Dauphin Street Historic District.

Proposed I-10 Mobile River Bridge Alternate A would have a slightly more substantial impact on the viewshed of Lower Dauphin Street Historic District than Alternates B, B', and C.

De Tonti Square Historic District

This historic district is on the north side of downtown Mobile, about 0.6 miles north-northwest of the nearest bridge route, Alternate 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 structures (primarily residential buildings) considered 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.

Five of the 60 cultural resources (three historic structures and two street intersections) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) are in De Tonti Square Historic District (Table 4).

To summarize the results of the viewshed impact for these five cultural resources, the current viewshed ranges from Minimal to Distinct, but predominantly Average, containing a mixture of historic and nonhistoric structures, mostly residential buildings. The distance range for De Tonti Square Historic District is from 0.6 to 0.9 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. Multi-story nonhistoric buildings in downtown Mobile provide blockage of the proposed I-10 Mobile River Bridge from much of De Tonti Square Historic District. The district is primarily a residential neighborhood with one- and two-story houses and moderate to dense tree canopies that would provide blockage of the proposed I-10 Mobile River Bridge.

Proposed I-10 Mobile River Bridge Alternates A, B, and B' would have minimal viewshed impacts on De Tonti Square Historic District. Alternate C would have no viewshed impact on De Tonti Square Historic District.

Oakleigh Garden Historic District

This historic district is relatively distant from the proposed I-10 Mobile River Bridge Alternates A, B, B', and C, with the east edge 0.7 miles from the nearest bridge route, Alternate 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 structures (primarily residential buildings) considered 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.

Eight of the 60 cultural resources (six historic houses, one historic apartment complex, and one street intersection) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) are in Oakleigh Garden Historic District (Table 5).

To summarize the results of the viewshed impact for the eight cultural resources, the current viewshed is Distinct to Average, containing a mixture of historic and nonhistoric structures, mostly residential buildings. The distance range is from 0.6 to 1.2 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. Seven of the eight resources lie

on the eastern edge of Oakleigh Garden Historic District, closest to the proposed I-10 Mobile River Bridge. The majority of this very large historic district is farther away, up to 1.4 miles from the proposed I-10 Mobile River Bridge. Multi-story nonhistoric buildings in downtown Mobile provide blockage of the proposed I-10 Mobile River Bridge from much of Oakleigh Garden Historic District. The district is primarily a residential neighborhood with one- and two-story houses and dense tree canopy that would provide blockage of the proposed I-10 Mobile River Bridge.

Proposed I-10 Mobile River Bridge Alternates A, B, B', and C would have minimal impacts on the viewshed of the eastern edge of Oakleigh Garden Historic District. There would be no viewshed impact for the majority of Oakleigh Garden Historic District.

Old Dauphin Way Historic District

This historic district is relatively distant from the proposed I-10 Mobile River Bridge Alternates A, B, B', and C, with the east edge 0.7 miles from the nearest bridge route, Alternate A. 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 structures (primarily residential buildings) considered 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.

Two of the 60 cultural resources (a historic house and a historic warehouse) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) are in Old Dauphin Way Historic District (Table 6).

To summarize the results of the viewshed impact for the two cultural resources, the current viewshed is Distinct to Average, containing a mixture of historic and nonhistoric structures, mostly residential buildings. The distance range is from 0.8 to 1.1 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. The two resources lie on the eastern edge of Old Dauphin Way Historic District, closet to the proposed I-10 Mobile River Bridge. The majority of this very large historic district is farther away, up to over 2.0 miles, from

proposed I-10 Mobile River Bridge. Multi-story nonhistoric buildings in downtown Mobile provide blockage of the proposed I-10 Mobile River Bridge from much of Old Dauphin Way Historic District. The district is primarily a residential neighborhood with one- and two-story houses and moderate to dense tree canopies that would provide blockage of the proposed I-10 Mobile River Bridge.

Proposed I-10 Mobile River Bridge Alternates A, B, B', and C would have minimal to moderate impacts on the viewshed of the eastern edge of Old Dauphin Way Historic District. There would be no viewshed impact for the majority of Old Dauphin Way Historic District.

The Campground Historic District

This historic district is about 1.5 miles west-northwest and adjacent to the APE for the proposed I-10 Mobile River Bridge Alternates A, B, B', 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 (see below).

The Campground Historic District contains 166 structures (primarily residential buildings), considered 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.

One of the 60 cultural resources (Resource #17 Roxy Theater) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) is in The Campground Historic District (Table 7).

To summarize the results of the viewshed impact for the one cultural resource (Resource #17 Roxy Theater), the current viewshed is Average, containing a mixture of historic and nonhistoric residential and commercial structures. The distance range for The Campground Historic District is from 1.5 to 1.7 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. Multi-story nonhistoric buildings in downtown Mobile would provide blockage of the proposed I-10 Mobile River Bridge from much of The Campground. The district is primarily

a residential neighborhood with one- and two-story houses and moderate to dense tree canopies that would provide blockage of the proposed I-10 Mobile River Bridge.

There would be no viewshed impact for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C for The Campground Historic District.

Martin Luther King, Jr., Heritage Neighborhood

The Martin Luther King, Jr., Heritage Neighborhood is a good distance, up to 2.5 miles, on the northwest boundary of the APE for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C, with the east edge 0.75 miles to the nearest bridge route, Alternate A. 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 and is roughly bounded by Juniper Street on the north, Lawrence Street on the east, Springhill Avenue on the south, and Catherine Street on the west.

Martin Luther King, Jr., Heritage Neighborhood contains hundreds of structures, 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.

Five of the 60 cultural resources (two historic churches, one historic military hospital, and two street intersections) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) are in Martin Luther King, Jr., Heritage Neighborhood (see Table 7).

To summarize the results of the viewshed impact for the five cultural resources, the current viewshed is Minimal to Average, containing a mixture of historic and nonhistoric residential and commercial structures. The distance range for the four resources is from 0.9 to 1.9 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C. Multi-story nonhistoric buildings in downtown Mobile would provide blockage of the proposed I-10 Mobile River Bridge from much of Martin Luther King, Jr., Heritage Neighborhood. The neighborhood consists of primarily one-story houses with moderate to dense tree canopies and commercial structures along Martin Luther King, Jr., Avenue, the major east-west thoroughfare that bisects the neighborhood.

Proposed I-10 Mobile River Bridge Alternates A, B, and B' would have minimal to moderate impacts on the viewshed of Martin Luther King, Jr., Heritage Neighborhood. Alternate C would have no viewshed impact on Martin Luther King, Jr., Heritage Neighborhood.

Proposed Historic Districts in the City of Mobile, Mobile County

Two proposed NRHP historic districts, Oakdale and Maysville, in the City of Mobile were included in the viewshed impact assessment for Cultural Resources #1-60 for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume). Three cultural resources in the viewshed impact assessment for the proposed I-10 Mobile River Bridge project study area are located in Oakdale, and one cultural resource is in Maysville. Oakdale is partially in the APE, and Maysville is adjacent to the APE for the proposed I-10 Mobile River Bridge project study area.

Proposed Oakdale Historic District

This proposed historic district is south-southwest of downtown Mobile adjacent to the southern terminus of the proposed I-10 Mobile River Bridge Alternate 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 structures (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.

Three of the 60 cultural resources (one historic church and two street intersections) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) are in proposed Oakdale Historic District (Table 8).

To summarize the results of the viewshed impact for the three cultural resources and the proposed Oakdale Historic District, the current viewshed is Distinct to Average, containing a mixture of historic and nonhistoric structures, mostly residential with some commercial

buildings. The distance range for the proposed Oakdale Historic District is from 0.1 to 1.3 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C and the proposed realignment of the Virginia Street interchange with I-10. The three resources lie on the eastern edge of the proposed Oakdale Historic District, closest to the proposed I-10 Mobile River Bridge. The proposed district is primarily a residential neighborhood with one- and two-story houses and moderate to dense tree canopy that would provide blockage of the proposed I-10 Mobile River Bridge.

There would be no viewshed impact of the proposed I-10 Mobile River Bridge Alternates A, B, B', and C for the proposed Oakdale Historic District.

Proposed Maysville Historic District

This proposed historic district is southwest of downtown Mobile approximately 1.3 miles west of the southern terminus of the proposed I-10 Mobile River Bridge Alternate C and the proposed realignment of the Virginia Street interchange with I-10. 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.

Survey and research for the NRHP nomination of the proposed Maysville Historic District is ongoing, and specific details as to numbers of contributing resources are unavailable (Shaun Wilson, personal communication, 2011). The proposed Maysville Historic District does contain 1,100 structures (primarily residential, with some commercial, religious, and educational buildings), many of which could be considered as potential contributing resources. The historical significance of the proposed 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.

One of the 60 cultural resources (one street intersection) documented in the viewshed assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume) is in proposed Maysville Historic District (see Table 8).

To summarize the results of the viewshed impact for the one cultural resource and the proposed Maysville Historic District, the current viewshed is Distinct to Average, containing a mixture of historic and nonhistoric structures, mostly residential with some commercial

buildings. The distance range for the proposed Maysville Historic District is from 1.5 to 2.0 miles for the proposed I-10 Mobile River Bridge Alternates A, B, B', and C and the proposed realignment of the Virginia Street interchange with I-10. The one resource lies on the northeast corner of the proposed Maysville Historic District, closest to the proposed I-10 Mobile River Bridge. The proposed district is primarily a residential neighborhood with one- and two-story houses and moderate to dense tree canopy that would provide blockage of the proposed I-10 Mobile River Bridge.

There would be no viewshed impact of the proposed I-10 Mobile River Bridge Alternates A, B, B', and C for the proposed Maysville Historic District.

Summary of Viewshed Impact Assessment on Historic Districts and Neighborhoods

Six NRHP historic districts, one historic neighborhood, and two proposed NRHP historic districts are part of the viewshed impact assessment for the proposed I-10 Mobile River Bridge project study area (see Part II of this volume). Criteria for viewshed impact assessment included current viewshed, distance in miles from the proposed I-10 Mobile River Bridge Alternates A, B, B', and C, blockage by structures and tree canopy, and potential viewshed impact.

Alternates A, B, B', and C would have substantial to nonexistent impacts on the viewshed of the two historic districts (Church Street East and Lower Dauphin Street) closest to downtown Mobile and the proposed I-10 Mobile River Bridge, with Alternate A representing the most substantial impacts and Alternate C representing the least impacts. Alternates A, B, B, and C would have primarily minimal to nonexistent impacts on the viewshed of three historic districts (De Tonti Square, Oakleigh, and Old Dauphin Way) and the historic neighborhood (Martin Luther King, Jr. Heritage Neighborhood). The proposed project would have no impacts on the viewshed of The Campground Historic District and the proposed historic districts (Oakdale and Maysville). None of the four proposed I-10 Mobile River Bridge Alternates would directly impact any historic structures, historic districts, or historic neighborhoods.

Table 2. Cultural resources in Church Street East Historic District for the I-10 Mobile River Bridge project study area.

#	Description	Current Viewshed	Distance in Miles*	Viewshed Impact		
				Alternate A	Alternates B and B'	Alternate C
27	Street Intersection	Average	0.3 to 0.7	Substantial	Minimal	None
28	Church Street Graveyard	Distinct	0.5 to 0.6	None	None	Minimal
29	Bunker-Brunson House	Distinct	0.3 to 0.5	Minimal	Minimal	None
30	Government St. Presbyterian Church	Average	0.3 to 0.7	Minimal	Minimal	Minimal
31	Malaga Inn	Distinct/Average	0.3 to 0.6	Moderate	Minimal	None
32	Admiral Semmes Hotel	Average	0.3 to 0.6	Moderate	Moderate	Moderate
43	Street Intersection	Distinct/Average	0.3 to 0.45	Minimal	Minimal	None
44	Street Intersection	Average/Minimal	0.2 to 0.4	Moderate	Moderate	Minimal
45	Phoenix Fire Museum	Average	0.15 to 0.5	Moderate	Minimal	Minimal
46	Christ Episcopal Church	Distinct/Average	0.2 to 0.35	Minimal	Minimal	Minimal
47	Street Intersection	Average/Minimal	0.25 to 0.5	Minimal	Minimal	Minimal
48	Fort Condé Village	Distinct	0.1 to 0.45	Substantial	Substantial	Minimal
49	Condé-Charlotte Museum House	Distinct/Average	0.1 to 0.5	Substantial	Moderate	Minimal
51	Old Southern Market and City Hall	Average/Minimal	0.2 to 0.55	Substantial	Substantial	Moderate
53	Street Intersection	Distinct/Average	0.5 to 0.6	Minimal	Minimal	Minimal
			Total	4 Substantial 4 Moderate 6 Minimal 1 None	2 Substantial 3 Moderate 9 Minimal 1 None	0 Substantial 2 Moderate 9 Minimal 4 None

*Distance range to the proposed I-10 Mobile River Alternates A, B, B', and C.

Table 3. Cultural resources in Lower Dauphin Street Historic District for the I-10 Mobile River Bridge project study area.

#	Description	Current Viewshed	Distance in Miles*	Viewshed Impact		
				Alternate A	Alternates B and B'	Alternate C
13	St. Francis Place	Average	0.7 to 0.9	Minimal	Minimal	Minimal
14	Central Fire Station	Average/Minimal	0.7 to 0.9	None	None	Minimal
26	Street Intersection	Average	0.3 to 0.7	Substantial	Substantial	Moderate
34	Van Antwerp Building	Average	0.4 to 0.8	Moderate	Minimal	Minimal
35	Battle House Hotel	Average	0.4 to 0.8	Minimal	Minimal	Minimal
36	Scottish Rites Temple	Average	0.5 to 0.8	Substantial	Moderate	Minimal
			Total	2 Substantial 1 Moderate 2 Minimal 1 None	1 Substantial 1 Moderate 3 Minimal 1 None	0 Substantial 1 Moderate 5 Minimal 0 None

*Distance range to the proposed I-10 Mobile River Alternates A, B, B', and C bridge routes.

Table 4. Cultural resources in De Tonti Square Historic District for the I-10 Mobile River Bridge project study area.

#	Description	Current Viewshed	Distance in Miles*	Viewshed Impact		
				Alternate A	Alternates B and B'	Alternate C
21	Batre-Foremen House	Distinct/Average	0.7 to 1.1	None	None	None
22	Clarke Law Office	Average/Minimal	0.7 to 1.1	None	None	None
23	Street Intersection	Average	0.6 to 1.1	None	Minimal	None
24	Street Intersection	Average	0.6 to 1.1	Minimal	None	None
25	McCoy-Lloyd House	Distinct	0.7 to 1.1	None	None	None
			Total	0 Substantial 0 Moderate 1 Minimal 4 None	0 Substantial 0 Moderate 1 Minimal 4 None	0 Substantial 0 Moderate 0 Minimal 5 None

*Distance range to the proposed I-10 Mobile River Alternates A, B, B', and C.

Table 5. Cultural resources in Oakleigh Garden Historic District for the I-10 Mobile River Bridge project study area.

#	Description	Current Viewshed	Distance in Miles*	Viewshed Impact		
				Alternate A	Alternates B and B'	Alternate C
1	Hellen-Croom House	Distinct	0.8	None	None	None
2	Wilson-Gibbs Dow House	Distinct	0.8 to 0.9	None	None	None
3	Street Intersection	Distinct/Average	1.1 to 1.2	None	None	None
4	St. Charles Apartments	Distinct/Average	0.8 to 0.9	None	None	Minimal
5	Rencher-Coleman House	Distinct	0.8	Minimal	None	None
6	Cain-Werth House	Distinct	0.7 to 0.8	None	None	None
58	Pillans-Cunningham House	Distinct/Average	0.6 to 0.65	None	None	None
59	House	Distinct/Average	0.6 to 0.7	Minimal	Minimal	Minimal
			Total	0 Substantial 0 Moderate 2 Minimal 6 None	0 Substantial 0 Moderate 1 Minimal 7 None	0 Substantial 0 Moderate 2 Minimal 6 None

*Distance range to the proposed I-10 Mobile River Alternates A, B, B', and C.

Table 6. Cultural resources in Old Dauphin Way Historic District for the I-10 Mobile River Bridge project study area.

#	Description	Current Viewshed	Distance in Miles*	Viewshed Impact		
				Alternate A	Alternates B and B'	Alternate C
8	Herpin-Gliptus House	Distinct/Average	0.9 to 1.1	Minimal	Minimal	Minimal
9	Atchinson Imports	Distinct/Average	0.8 to 1.0	None	None	Moderate
			Total	0 Substantial 0 Moderate 1 Minimal 1 None	0 Substantial 0 Moderate 1 Minimal 1 None	0 Substantial 1 Moderate 1 Minimal 0 None

*Distance range to the proposed I-10 Mobile River Alternates A, B, B', and C.

Table 7. Cultural resources in The Campground Historic District (#17) and Martin Luther King, Jr. Heritage Neighborhood (#15, #16, #18, #19, and #20) for the I-10 Mobile River Bridge project study area.

#	Description	Current Viewshed	Distance in Miles*	Viewshed Impact		
				Alternate A	Alternates B and B'	Alternate C
17	Roxy Theater	Average	1.5 to 1.7	None	None	None
15	Emmanuel Missionary Baptist Church	Average	1.6 to 1.9	Minimal	Minimal	None
16	U.S. Marine Hospital	Average	0.9 to 1.2	Minimal	Minimal	None
18	Street Intersection	Average	1.4 to 1.7	Moderate	Moderate	None
19	Street Intersection	Average	1.6 to 1.9	Minimal	Minimal	None
20	Stone Street Baptist Church	Average/Minimal	1.0 to 1.3	Minimal	Minimal	None
			Total	0 Substantial 1 Moderate 4 Minimal 1 None	0 Substantial 1 Moderate 4 Minimal 1 None	0 Substantial 0 Moderate 0 Minimal 6 None

*Distance range for the proposed I-10 Mobile River Alternates A, B, B', and C.

Table 8. Cultural resources in the proposed Maysville (#54) and Oakdale (#55, #56, and #57) Historic Districts for the I-10 Mobile River Bridge project study area.

#	Description	Current Viewshed	Distance in Miles*	Viewshed Impact		
				Alternate A	Alternates B and B'	Alternate C
54	Street Intersection	Average	1.5 to 1.6	None	None	None
55	Street Intersection	Distinct/Average	0.5 to 0.7	None	None	None
56	Street Intersection	Distinct	0.9 to 1.0	None	None	None
57	St. Matthew's Church	Distinct/Average	1. 2 to 1.6	None	None	None
			Total	0 Substantial 0 Moderate 0 Minimal 4 None	0 Substantial 0 Moderate 0 Minimal 4 None	0 Substantial 0 Moderate 0 Minimal 4 None

*Distance range for the proposed I-10 Mobile River Alternates A, B, B', and C.

APPENDIX K:

PRELIMINARY VIBRATION REPORT

SHADOW STUDY

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

SHADOW STUDY

An assessment was conducted, at the request of the SHPO and other Section 106 Consulting Parties, related to the potential effect of shadows that may be cast by the elevated bridge structures on historic resources using a computer model. It was determined that the maximum shading would occur on December 21 (the winter solstice) every year. This date is considered to produce the maximum shadow because the sun is at its farthest point south on the horizon in relation to the proposed project. 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. The proposed bridge would only produce shadows on resources north of its proposed location from sunrise until about 10:00 a.m. The time of maximum shading is in the early morning, when the sun is low on the horizon, and the shading would be lighter and more diffused than it would be at noon.

Renderings depicting potential shadows created by each of the Build Alternatives on the morning of December 21 are shown on **Figures 1 through 4**. The yellow dashed lines on the renderings are used to delineate the edges of the projected shadows. Alternative A would produce the most shadows on historic resources due to its proximity to downtown. Alternative C would produce the least shadows on historic resources because it is the farthest removed from downtown. The presence of shadows on historic resources in downtown Mobile would not diminish the significance or NRHP eligibility of the historic resources.

Figure 1: Alternative A Shadow Rendering

Note: The yellow dashed lines on the renderings are used to delineate the edges of the projected shadows.

Figure 2: Alternative B Shadow Rendering

Note: The yellow dashed lines on the renderings are used to delineate the edges of the projected shadows.

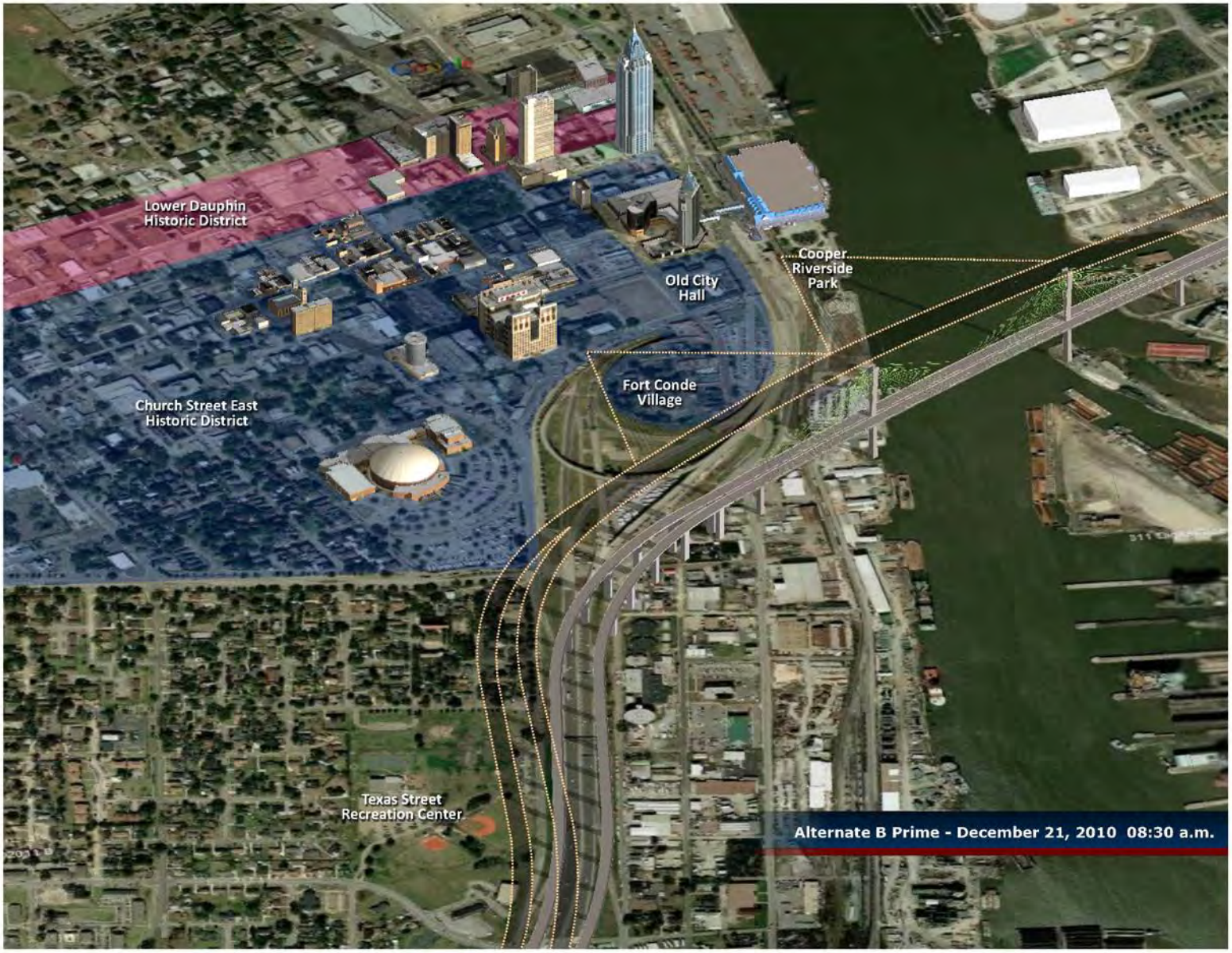

Figure 3: Alternative B' Shadow Rendering

Note: The yellow dashed lines on the renderings are used to delineate the edges of the projected shadows.

Figure 4: Alternative C Shadow Rendering

Note: The yellow dashed lines on the renderings are used to delineate the edges of the projected shadows.

Preliminary Report on Vibrations Due to Pile Driving at the Mobile River Bridge Site

Research Project 930-839R

INVESTIGATION OF PILE SETUP (FREEZE) IN ALABAMA

Development of a Setup Prediction Method and Implementation into LRFD Driven Pile Design

<u>Addendum:</u> Pile Driving Vibration Monitoring of the Future Mobile River Bridge Project

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November 15, 2013

Introduction:

The following report contains the preliminary analysis of ground vibrations generated during pile driving activities at the Mobile River Bridge Project Site. The project site, owned by ALDOT, is located on the Mobile River just south of the Alabama Cruise Terminal, Figure 1. The study consisted of monitoring ground vibrations during the installation of four driven piles; two precast concrete piles and two steel H-piles. The study was conducted in response to concerns raised by ALDOT related to possible damage of nearby structures from ground-borne vibrations. The primary objective of this project is to determine the distance that pile driving operations can be conducted with minimal risk to nearby structures. To accomplish this, the vibration levels at various distances from the driven piles were determined and a prediction equation for other distances will be developed. This study was conducted by researchers from the Department of Civil Engineering at the University of South Alabama between August 15, 2013 and August 27, 2013.

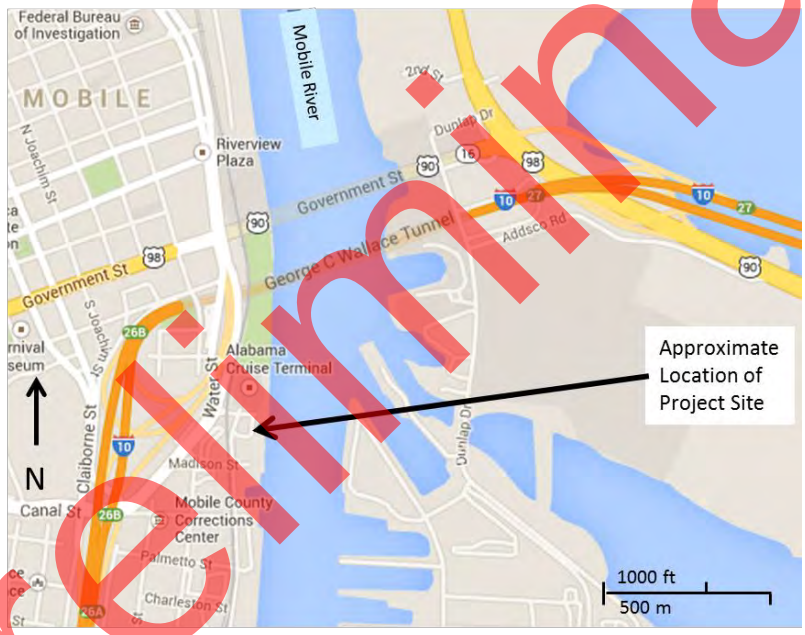

Figure 1: Location of project site, Mobile, AL (Google 2013)

Background:

Ground vibrations are often generated from several sources including roadway traffic, railroad traffic, and construction activity. Vibrations can be measured and quantified using several different parameters including: displacement, velocity, and acceleration. Ground vibrations are typically measured by the velocity of the ground surface and reported as Peak Particle Velocity or PPV. Typical units of PPV are inches per second (in/sec) in the US system or millimeters per second (mm/sec) in the SI system of units. Typical construction activity that generates vibrations includes: pile driving, heavy equipment operation, concrete breaking (jackhammers), and truck traffic. Although the level of vibrations generated from these sources can vary widely, some typical vibration levels have been included in Table 1.

Table 1: Typical ground vibrations from construction equipment (Hanson, Towes and Lance 2006)

Equipment		PPV (in/sec) (Distance = 25 ft.)
Pile Driver (impact)	upper range	1.518
	typical	0.644
Pile Driver (vibratory)	upper range	0.734
	typical	0.170
Bulldozer	large	0.089
	small	0.003
Caisson Drilling		0.089
Loaded Trucks		0.076
Jackhammer		0.035

Table 1 shows that under typical conditions pile driving has the potential to create large vibration levels. The pile installation method, however, can affect the level of vibrations. Displacement piles are typically driven using an impact hammer and non-displacement piles are often driven using a vibratory hammer. Research has shown that vibratory hammers typically create less vibration than impact hammers.

The mechanism of vibration formation is the transfer of energy from the pile driving hammer to the pile and then to the surrounding soil. The transfer of energy comes from two main sources. The first is the skin friction that is developed along the surface of the pile and the second is the displacement of the soil at the pile tip. For displacement piles, the main source of energy transfer is at the pile tip. Several factors can affect the magnitude of vibrations including pile size, pile type, soil type, and the hammer energy. The most important factor in determining vibration levels is the distance from the pile, since vibrations will mitigate or dampen with distance from the source.

Vibrations generated from construction activity can cause several concerns at adjacent structures that range from annoyance to structural damage. Several studies have been conducted to determine the relationship between vibration levels, human perceptions, and structural damage. Table 2 contains a summary of one study conducted by the California Department of Transportation (Caltrans) for continuous vibrations. The study concluded that vibration levels that are large enough to "annoy people" are at threshold levels for architectural damage to structures that contain plaster walls or ceilings. Since these levels are below levels of even minor structural damage, the perception of building occupants can sometimes lead to discrepancies of the effects of vibrations. It should also be noted that the tables are generally conservative when compared to pile driving vibrations since they were developed for continuous vibrations. Pile driving operations develop vibrations that are discontinuous which can reduce the damage potential.

Table 2: Continuous vibration levels and effects (Hendriks 2002)

Vibration Level (Peak Particle Velocity)	Human Reaction	Building Effects
0.006-0.019 in/sec	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibration readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1 in/sec	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
0.2 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk of "architectural" damage to normal dwelling- houses with plaster wall and ceilings
0.4-0.6 in/sec	Vibrations considered unpleasant by people subjected to continuous vibrations	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possible minor structural damage

Project Site:

The project site is located on the west bank of the Mobile River, just south of the Alabama Cruise Terminal. The soil profile at the site consists primarily of sandy soils to a depth of 90 feet below the ground surface with a clay layer located at an approximate depth of 90 to 110 feet. Table 3 contains a summary of the soil layers that were defined by a standard penetration test (SPT) conducted at the project site. Figure 2 contains a plan view of the project site. The dashed line in the figure represents the approximate property boundary. Note that the pile locations are approximate and the drawing is not to scale. The arc lines shown in the drawing represent the approximate distance from the piles where the monitoring equipment was located.

Table 3: Soil profile at site location

Depth (ft.)	Basic Material	Average Blow Count (N)	Consistency
0-23.5	Sand	12	Loose to Medium
23.5-89.5	Sand	31	Medium to Dense
89.5-108.5	Clay	28	Stiff to Very Stiff
108.5-115	Sand	27	Medium

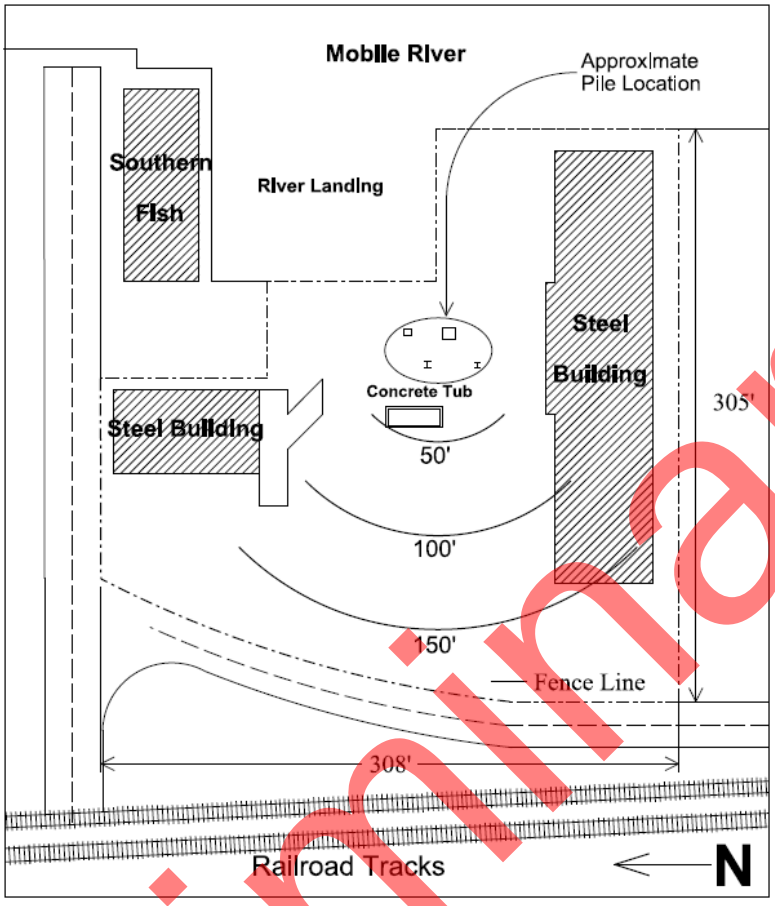

Figure 2: Plan view of Mobile River Bridge Project Site

Four test piles were driven for this project, two concrete piles and two steel H-Piles. Table 4 contains descriptions of the piles.

Table 4: Pile descriptions

Pile	Cross Section	Material	Length
#1	24" Square	Precast Concrete	81 ft
#2	36" Square	Precast Concrete	89 ft
#3	HP14x117	Steel	106 ft
#4	HP12x53	Steel	70 ft

Vibration Monitoring:

Data collectors were placed at various locations throughout the pile installation and testing process. The data collectors utilized for this project were Minimate Plus tri-axial geophones manufactured by Instantel. Each tri-axial geophone unit contains three geophones oriented on three mutually perpendicular axes. The units come with software allowing data collection and analysis in several configurations. For this research, the units were configured to collect

histogram data during two second intervals. When configured in this way the data collector measures all vibrations over the interval, but only records the PPV and frequency for each geophone.

The purpose of this research was twofold; determine vibration levels at various distances from a pile installation and predict vibration levels at other distances. To accomplish these objectives the geophones were placed at predetermined distances from each pile during installation. One geophone was located at the edge of the ALDOT owned property near an adjacent structure. The other geophones were located at standard distances for 50 feet, 100 feet, and 150 feet from each pile. Throughout a majority of the testing, the geophones were located along a radial line from the pile; however, during portions of the testing one of the data collectors was relocated. The full report will contain a detailed account of all instrument locations throughout pile driving operations.

As previously mentioned, four test piles were installed on the project site. Data was collected throughout driving operations for three of the test piles. Data was not collected, however, during the driving of the 24" concrete pile. The vibrations due to other construction activities including pile jetting, pile template installation, and pile restrikes were also monitored.

In addition to vibration monitoring during pile driving operations, the vibration levels due to railroad activity were also monitored. As seen in Figure 2, a pair of railroad tracks are located to the west of the project site. The approximate distance from the tracks to the data collectors was recorded and vibration levels from train activity were evaluated.

Results:

The vibration data collected from the project site was analyzed and the peak particle velocity (PPV) from each pile was recorded. Table 5 contains a summary of the results. The largest recorded vibration during this study occurred while driving the 36 inch concrete pile and resulted in a PPV of 0.82 inches per second at a distance of 50 feet.

Table 5: Maximum PPV (in/sec) during pile driving operations

Vibration Source	Horizontal Distance from Pile		
	50 feet	100 feet	150 feet
36" Concrete Pile	0.82	0.28	0.15
HP14x117	0.18	0.09	0.11
HP12x53	0.23	0.07	0.08
Template Installation	0.22	0.08	0.09
Railroad Activity	0.03	0.02	0.02

Figure 3 shows the maximum PPV for the 36 inch concrete pile, the H-Piles, pile template installation, and railroad activity observed during testing. The figure confirms that the largest vibrations recorded were associated with the installation of the 36 inch concrete pile.

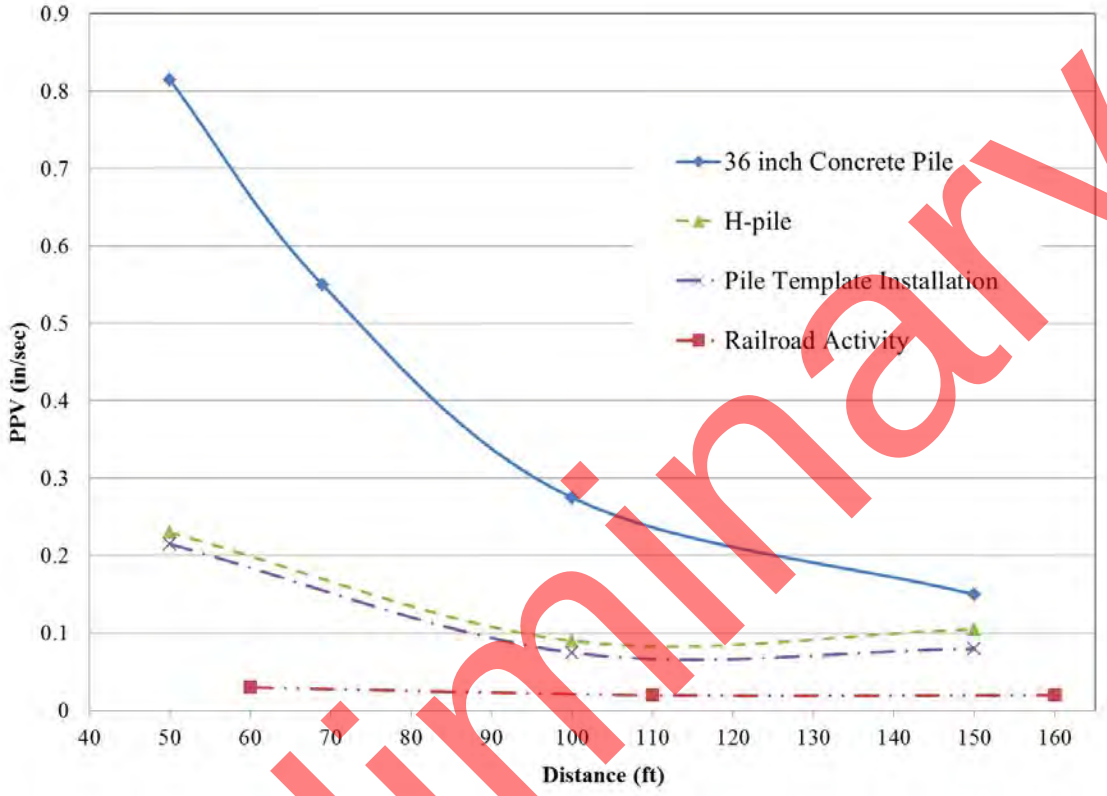

Figure 3: Maximum recorded vibration levels during pile installation

Conclusion:

The preliminary results for the vibration monitoring portion of this research project determined that the largest vibrations occurred during the installation of the 36 inch concrete pile, which was recorded as 0.82 inches per second. According to the research presented in Table 2 (Hendriks 2002), a vibration level of 0.82 inches per second has the potential to cause structural damage to an adjacent structure. However, this vibration was recorded at a distance of 50 feet from the pile; the vibration level at 100 feet from the pile was reduced to 0.275 inches per second. This vibration level could cause potential architectural damage to buildings constructed with plaster, but would not likely cause structural damage. At 150 feet the vibration levels were reduced to 0.15 inches per second, a level that would have little to no risk of damage to adjacent structures.

Future Work

A more detailed analysis of the results will be completed and included in the final report. The report will include a fully developed equation for predicting vibrations given specific parameters. The equation will be developed by analyzing equations developed by other researchers and modifying them as necessary. The report will also include a detailed analysis of the vibration records for each pile, as well as, recommendations for future construction activity.

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