

CORRIDOR PUBLIC HEARING SUMMARY REPORT

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



June 2019

Table of Contents

1.0	Pre-Hearing Activities	1
2.0	Public Hearing Activities	2
2.1	Spanish Fort Public Hearing	2
2.2	Mobile Public Hearing	3
2.3	Media Coverage	3
3.0	Comment Summary	4

Attachments

Attachment A: Public Notice and Advertisement

Attachment B: Public Hearing Materials

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

Attachment D: Transcripts

Attachment E: Written Comments Received

1.0 Pre-Hearing Activities

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

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

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

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

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

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

2.0 Public Hearing Activities

2.1 Spanish Fort Public Hearing

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

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

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

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

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

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

2.2 Mobile Public Hearing

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

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

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

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

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

2.3 Media Coverage

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

3.0 Comment Summary

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

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

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

Address of Commenter

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

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

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

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

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

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

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

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

Are you in favor of the project as proposed?

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

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

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

Other Comments

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

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

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

ATTACHMENT A:
Public Notice and Advertisement

APR 12 2019

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



Press Register

INVOICE

INV#: 0009102722

PRR BIZ
1501 FOURTH AVE STE 550
SEATTLE, WA 98101

0

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

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

Page 1 of 2

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

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

State of Alabama,) ss
County of Mobile)

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

Press Register 04/05/2019


Principal Clerk of the Publisher

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


Notary Public



Public Notice

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

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

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

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

Free parking will be available at each meeting.

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

The mailing address is:

ALDOT - Mobile River Bridge and Bayway Project

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

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

PRESS REGISTER
April 5, 2019

APR 25 2019

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



Press Register
INVOICE

INV#: 0009115658

PRR BIZ
1501 FOURTH AVE STE 550
SEATTLE, WA 98101

0

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

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

Page 1 of 2

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

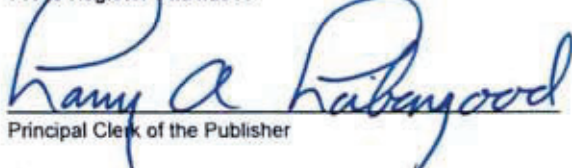
FOR QUESTIONS CONCERNING THIS AFFIDAVIT, PLEASE CALL CRISTY BOYINGTON AT 251-219-5301 OR EMAIL LEGALS@PRESS-REGISTER.COM

State of Alabama,) ss

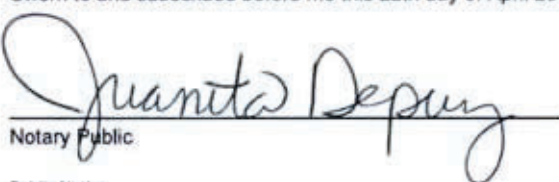
County of Mobile)

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

Press Register 04/21/2019


Principal Clerk of the Publisher

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


Notary Public



Public Notice

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

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

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

Tuesday, May 7, 2019, 4:30-8 p.m.,

Spanish Fort Community Center

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

Mobile Civic Center

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

Free parking will be available at each meeting.

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

The mailing address is:

ALDOT - Mobile River Bridge and Bayway Project

ATTN: Matt Ericksen, P.E.

1701 I-65 West Service Road N

Mobile, AL 36618

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

PRESS REGISTER

April 21, 2019

LAGNIAPPE HD

LEGAL AFFIDAVIT

Reference AD ID: 34917

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

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

Bill To:

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

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

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

PUBLIC NOTICE

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

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

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

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

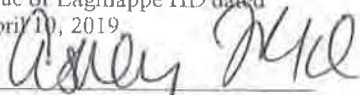
Thursday, May 9, 2019, 4:30 - 8 p.m.,
Mobile Civic Center

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

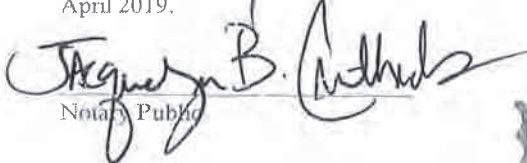
For additional information, visit www.mobileriverbridge.com. For individuals requiring medical assistance, please call Allison Gregg at (251) 604-9740. Special assistance should be requested at least five days prior to the meeting.

Lagniappe HD April 10, 2019

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



Sworn to me this 10th day of April 2019.


Notary Public

My Commission Expires
August 15, 2020

JACQUELYN B CRUTHIRDS
Notary Public
Alabama State at Large

LAGNIAPPE HD

LEGAL AFFIDAVIT

Reference AD ID: 35160

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

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

Bill To:

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

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

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

PUBLIC NOTICE

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

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

ALDOT will present the same information at both meetings. The meeting format will be an open house from 4:30-6 p.m. The public may review project information, exhibit, and the Supplemental Draft Environmental Impact Statement. ALDOT's presentation is scheduled to start at 5:30 p.m. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two-minute limit. Verbal comments will be recorded and will become part of the public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting. Free parking will be available at each meeting. Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, emailed to environmental@dot.alabamas.gov, faxed to (251) 473-3624, or mailed by 5 p.m. on May 23, 2019. The mailing address is: ALDOT - Mobile River Bridge and Bayway Project, ATTN: Matt Erickson, P.E., 1701 West Service Road N, Mobile, AL 36688. For additional information, visit www.mobileriverbridge.com. For individuals requiring special assistance, please call Allison Gregg at (251) 604-9790. Special assistance should be requested at least five days prior to the meeting.

Lagniappe HD April 24, 2019

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

Ashley Trice

Sworn to me this 24th day of April 2019.

Jackie Cruthirds
Notary Public

My Commission Expires August 15, 2020

JACQUELYN B CRUTHIRDS
Notary Public
Alabama State at Large



Public Hearing

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

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

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

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

CLICK THE LINK BELOW FOR DIRECTIONS

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

Date: Tuesday, May 7, 2019

Time: 4:30-8 pm

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

Date: Thursday, May 9, 2019

Time: 4:30-8 pm

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

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

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

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

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

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

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

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

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

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



FOR IMMEDIATE RELEASE - April 30, 2019

ALDOT to Host Public Hearings for Mobile River Bridge and Bayway

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

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

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

The hearings will be held:

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

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

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

ALDOT – Mobile River Bridge and Bayway Project

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

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

About the Mobile River Bridge and Bayway Project:

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

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

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

#

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

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

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

Missi Shumer

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

Good Afternoon,

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

Melinda May

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



Public Hearing

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

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

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

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

CLICK THE LINK BELOW FOR DIRECTIONS

Place: [Spanish Fort Community Center](#)

7361 Spanish Fort Blvd
Spanish Fort, AL 36527

Date: Tuesday, May 7, 2019

Time: 4:30-8 pm

Place: [Mobile Civic Center](#)

401 Civic Center Drive
Mobile, AL 36602

Date: Thursday, May 9, 2019

Time: 4:30-8 pm

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

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

ATTACHMENT B:
Public Hearing Materials

Mobile River Bridge and Bayway Public Hearing Internal Fact Sheet

Project Number: DPI-0030 (005)

Description: I-10 Mobile River Bridge and Bayway

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

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

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

Existing and Projected AADT (No build/build)

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

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

Notes and Topics

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

STATIONS

<u>1. Registration</u> Shirley Hunter Virginia Johnson Keri Henning* Jerome Reddick Marie Kyser Diamond Pearson	<u>2. Speaker Registration</u> Clay McCoy Jason White	<u>3. Visualization</u> Matt Taylor Adam Campbell Bill Turner	<u>4. Project Overview</u> Mike McCarthy* (P) Marvin Waller (R) Beverly Wilson Scott Jayroe Natasha Clay (E)	<u>5. Main Span/Bayway</u> Mack Outlaw Pat Hickox* Kenneth Lee
---	---	--	---	---

<u>6. Tolling</u> Andrew Wood (P,E) Missi Shumer*(E) Steve Walker (E,T) Brian Aaron Jimmy Shumock*	<u>7. Bike/Ped</u> Dolha Kayisavera (E) Wade Henry (E,T) Vince Beebe (R)	<u>8. Forum</u> Matt Ericksen (P) Edwin Perry (R) George Conner Jason White (signal)	<u>9. Media/Forum</u> Allison Gregg Katelyn Turner	<u>10. Broad-Duval Int</u> Chris Blackwood
---	---	--	--	---

<u>11. Virginia Int</u> Tom Harjung* Stan Biddick (T)	<u>12. Texas/Canal Int</u> Don Powell Jesse Chambless	<u>13. East Tunnel</u> John Reece Paul McCracken	<u>14. Midbay</u> Akhter Hossain Greg Lowe (E)	<u>15. Eastern Shore</u> Katie Parker* Taylor Stoudenmire (T)
---	---	--	--	---

*Consultant

Key MRB Subject Matter Experts for Questions:

(P) = Procurement and Proposing Teams

(E) = Environmental and SDEIS

(T) = Traffic

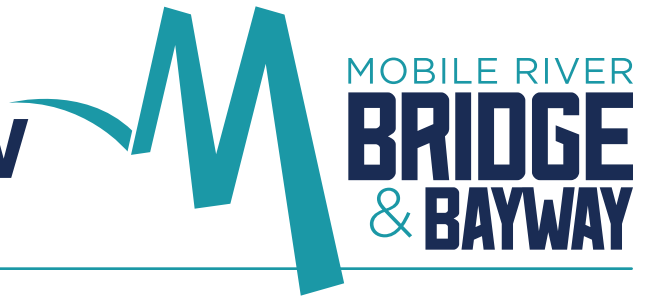
(R) = ROW

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

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

PROJECT OVERVIEW

May 2019



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

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

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



The Project will:

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

Conceptual Rendering of Mobile River Bridge

Project Area



Supplemental DEIS Overview

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

Alternatives Considered

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

Bicycle and Pedestrian Accommodations

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

Alternative Delivery/Project Financing

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

Tolling

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

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

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

For more information

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

Anticipated Schedule

Now – May 23, 2019

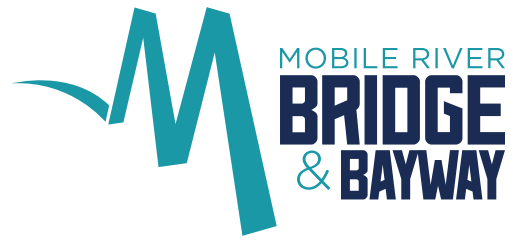
Public and agency comment period to gather feedback on SDEIS

May 23, 2019 - Summer 2019

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

Late Summer 2019

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



Comment form

Date: _____

Name: _____

Address: _____

Note: No personal information will be released.

Are you any of the following:

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

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

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

- Yes No

Are you in favor of the project as proposed?

- Yes No

Why or why not? _____

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

Signature: _____

(continue on back if necessary)

Comments must be submitted by 5:00 p.m. on May 23, 2019

Ways to submit comments for MRB project



At public hearings



Submit online:
mobileriverbridge.com/project/



By email:
mrbenvironmental@dot.state.al.us



By mail:
Matthew Ericksen, P.E.
Region Engineer
ALDOT, Southwest Region
1701 West I-65 Service Road
Mobile, Alabama 36618



In person (at public hearing
or at region office)

Mobile River Bridge and Bayway Project

Cable Stay Bridge Concept

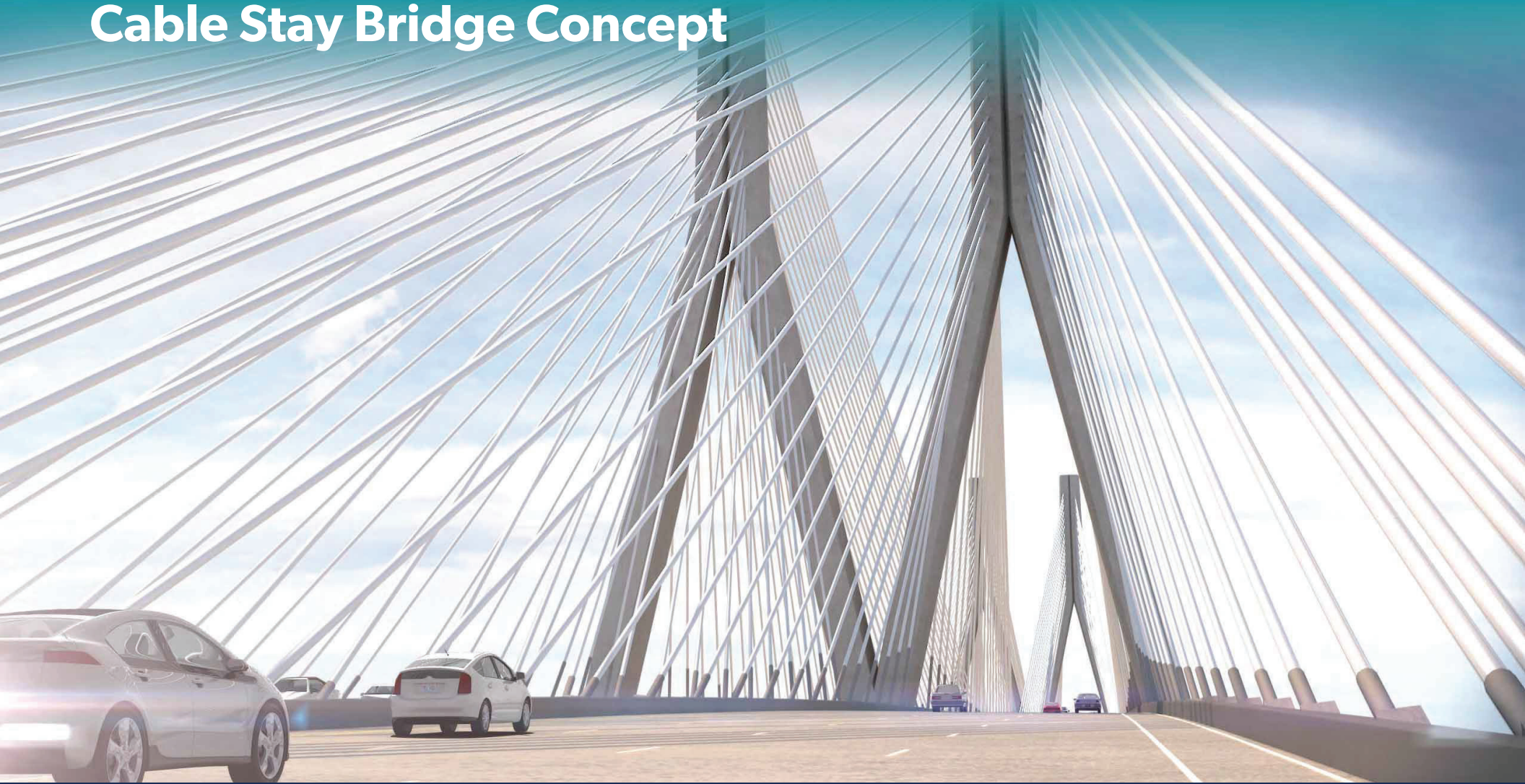


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

Cable Stay Bridge Concept



For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project
Cable Stay Bridge Concept












For more information
Visit MobileRiverBridge.com

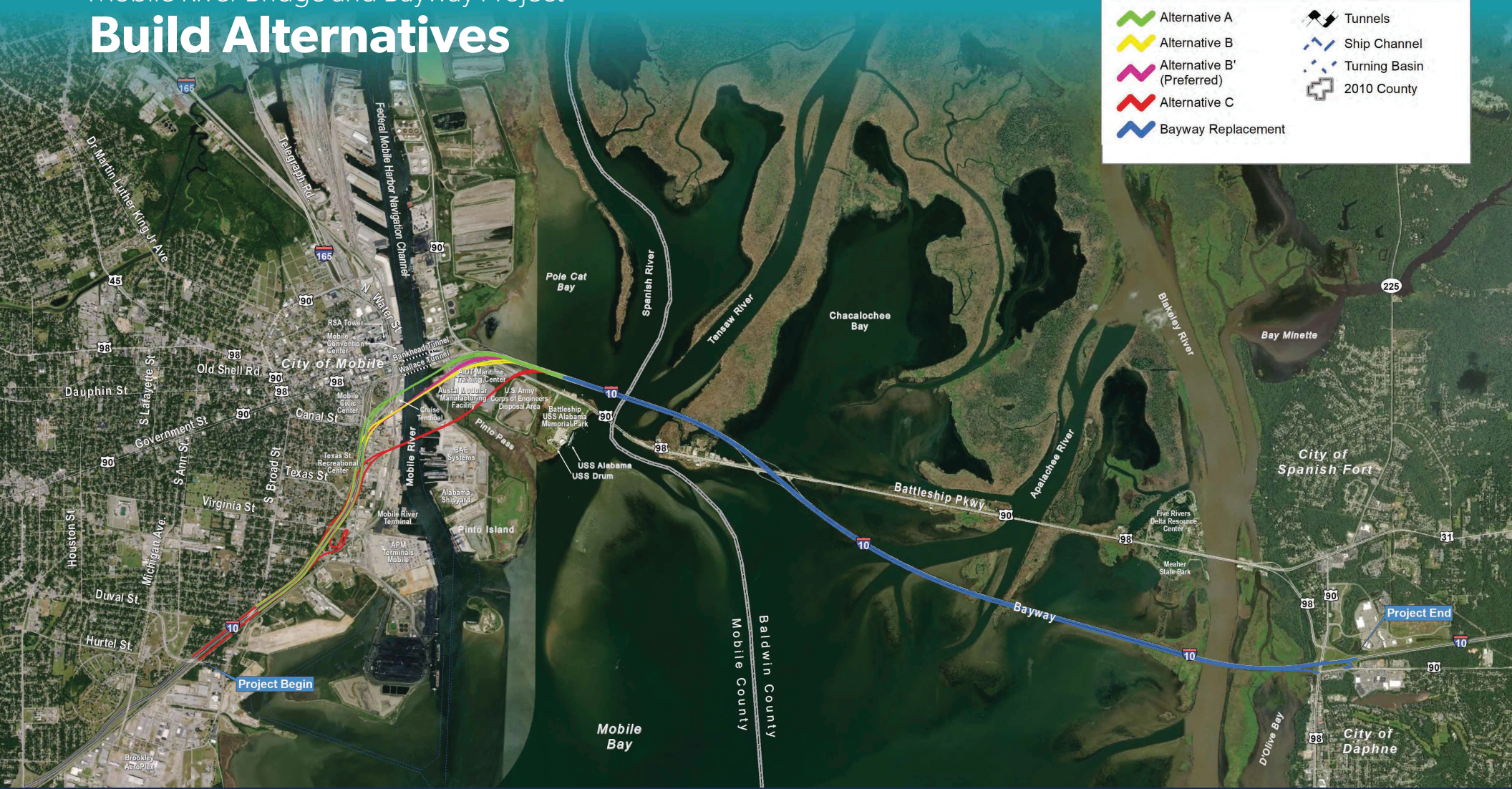


Mobile River Bridge and Bayway Project

Build Alternatives

LEGEND

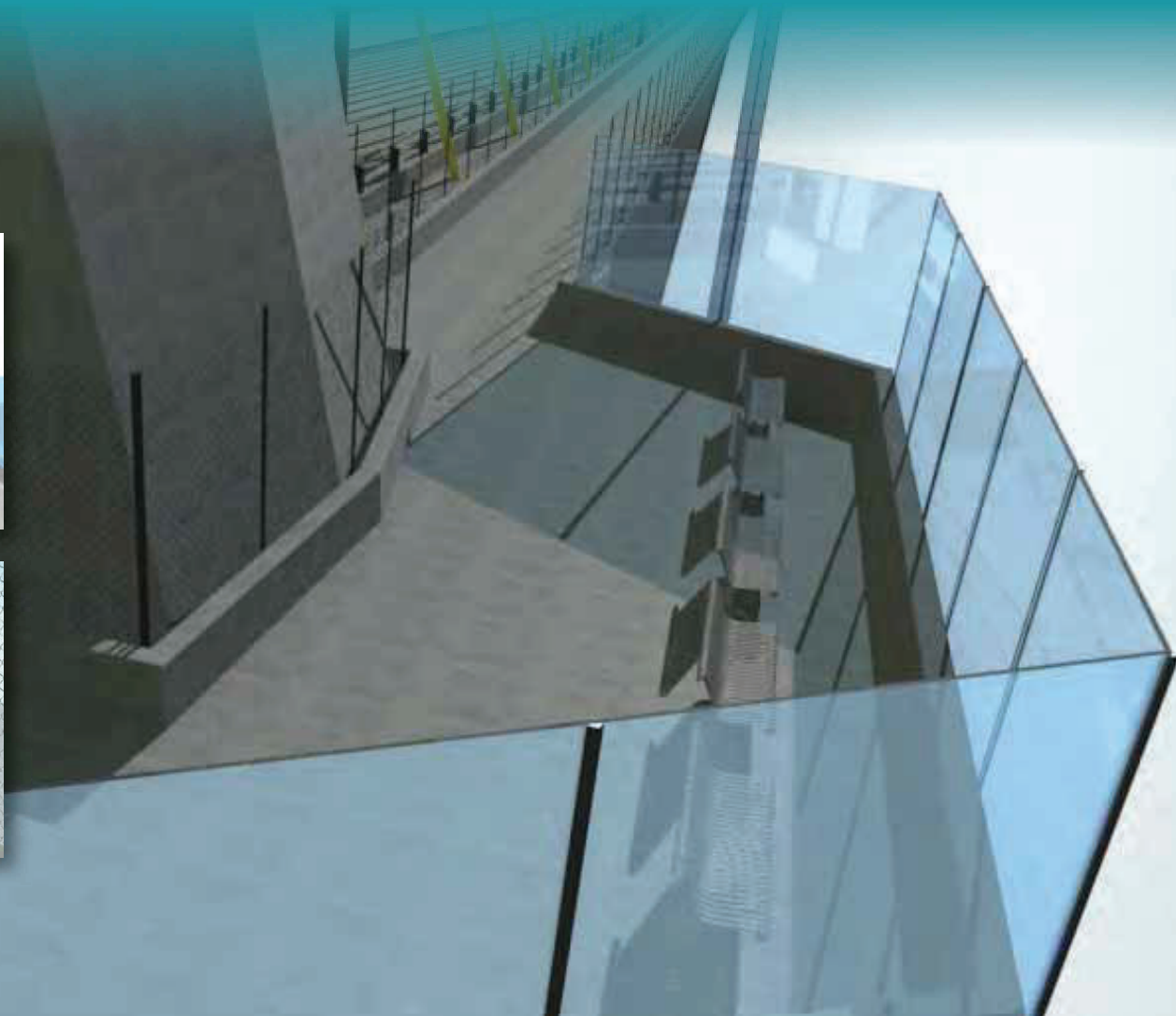
-  Alternative A
-  Alternative B
-  Alternative B' (Preferred)
-  Alternative C
-  Bayway Replacement
-  Tunnels
-  Ship Channel
-  Turning Basin
-  2010 County



For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project
Overlook Concept



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project
Overlook Concept



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Understanding Tolling

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

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

Tolled Route

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

Toll-Free Route

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



All Electronic Tolling

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



With no toll booths, there is no stopping!

For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

Tolling Operations

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

Frequent User Discount

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

Paying Tolls

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

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



Segmented Tolling

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

For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

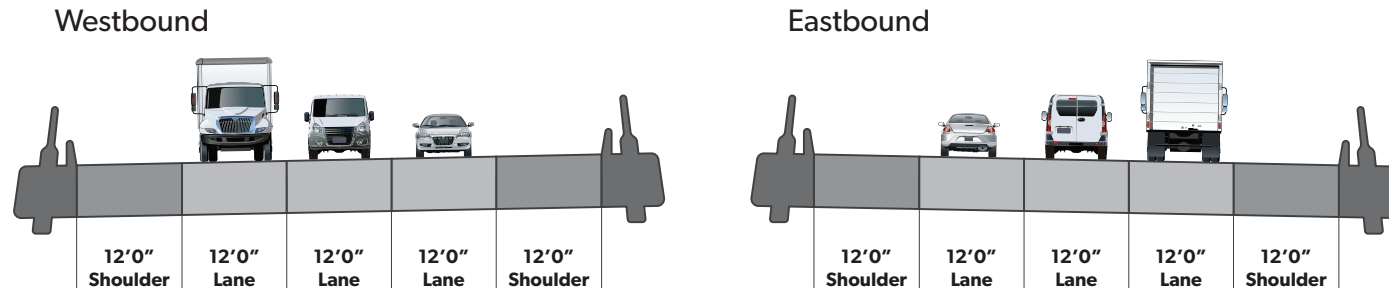
Bicycle and Pedestrian Facilities



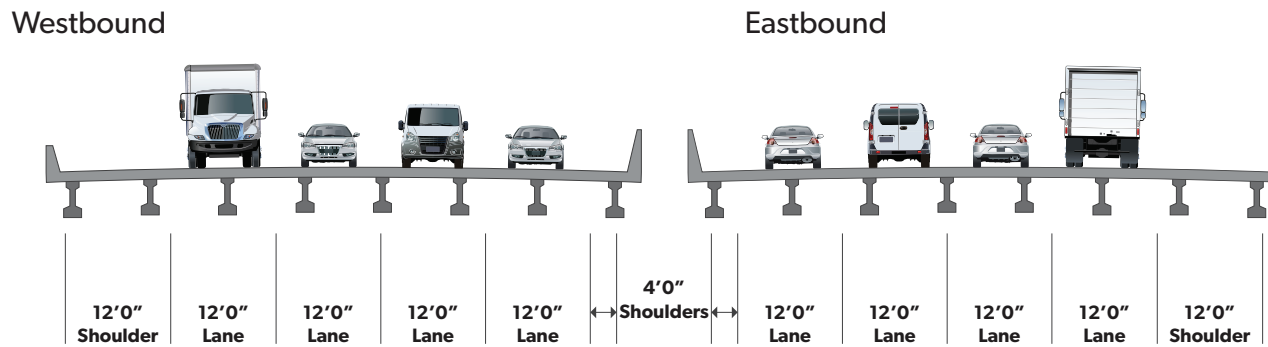
For more information
Visit MobileRiverBridge.com

Sections

TYPICAL MOBILE RIVER BRIDGE AND APPROACH SECTION



TYPICAL BAYWAY SECTION



Mobile River Bridge and Bayway Project

Cable Stay Bridge Concept

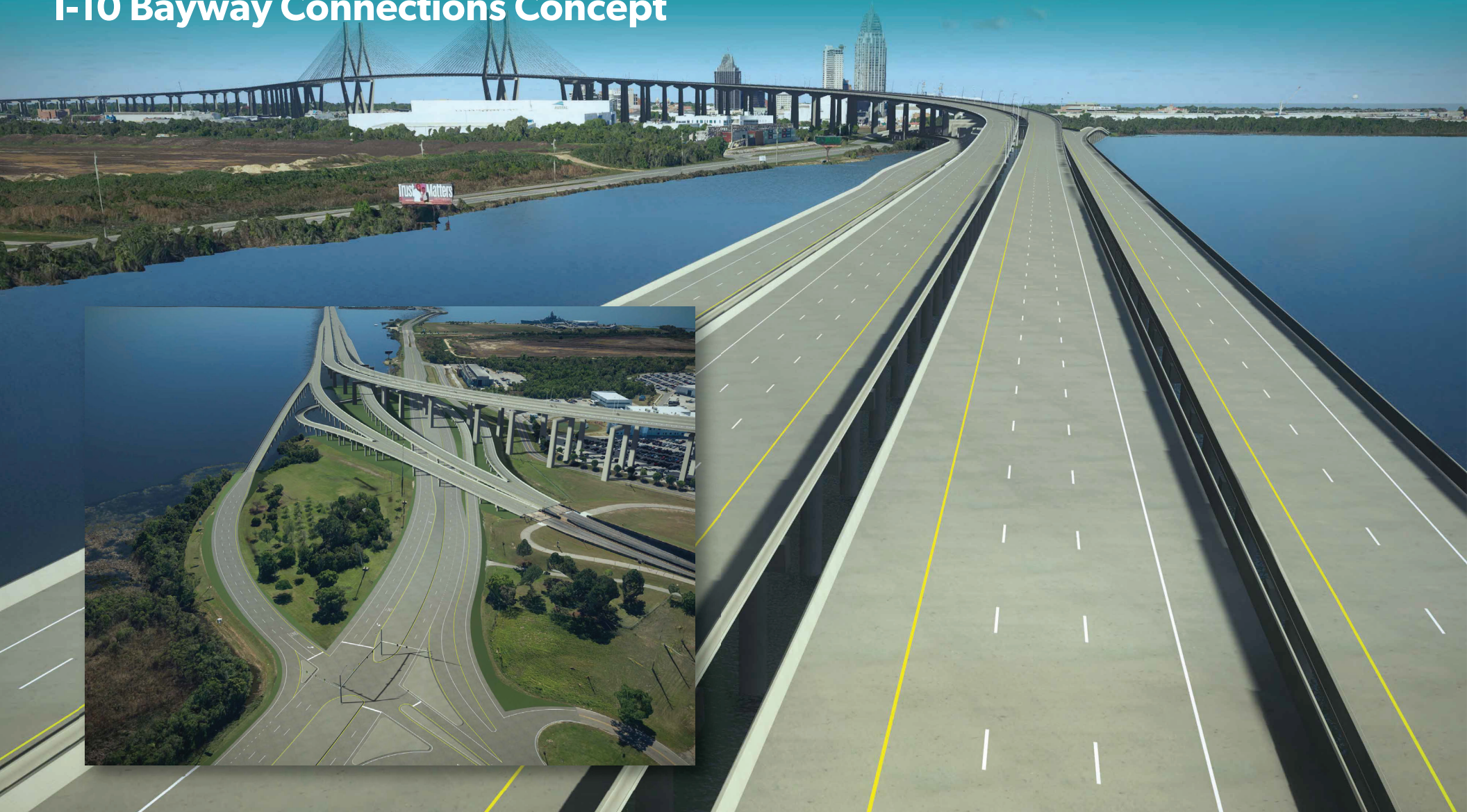


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

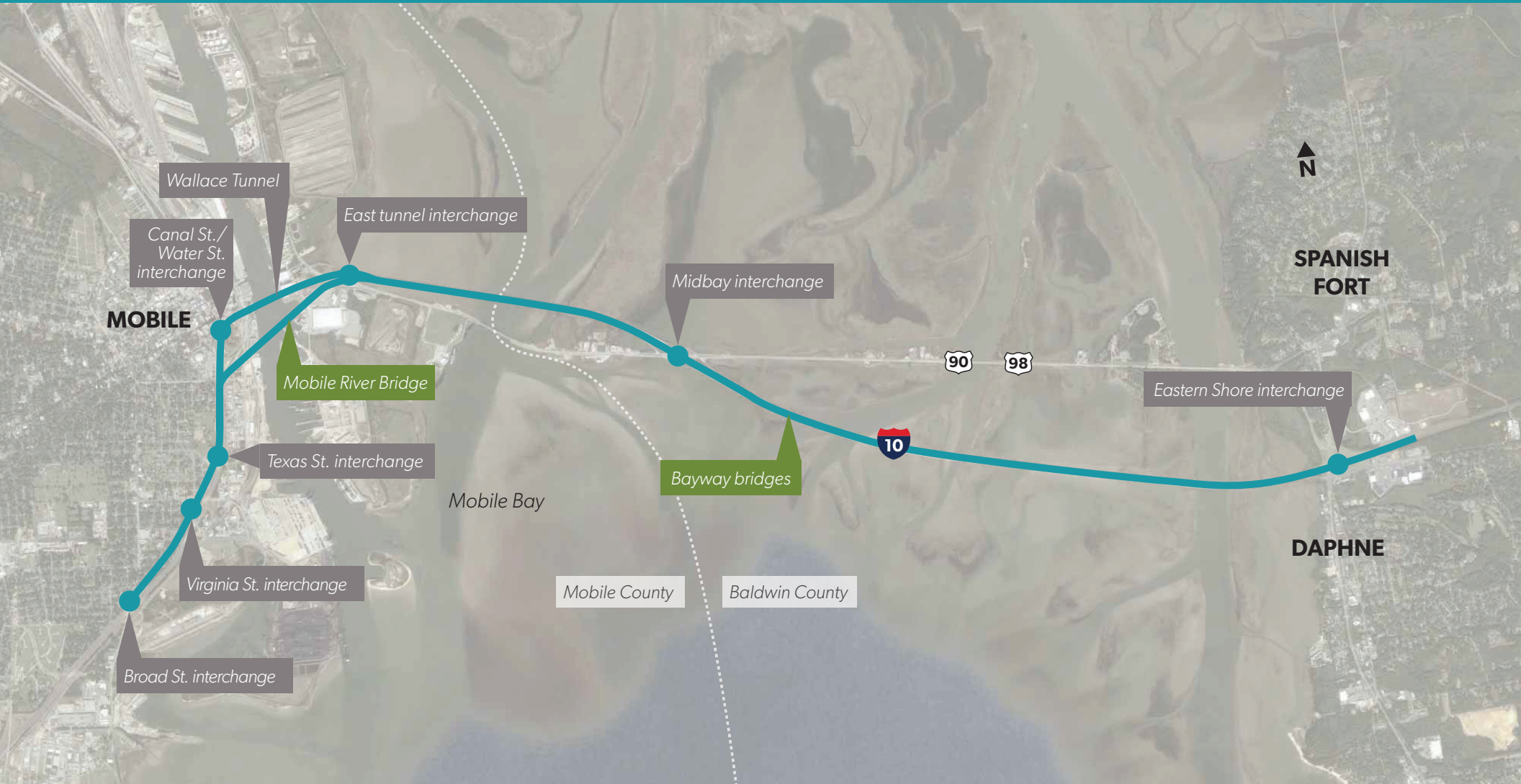
I-10 Bayway Connections Concept



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Project Scope and Limits



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Tolled and Toll-Free Routes



For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

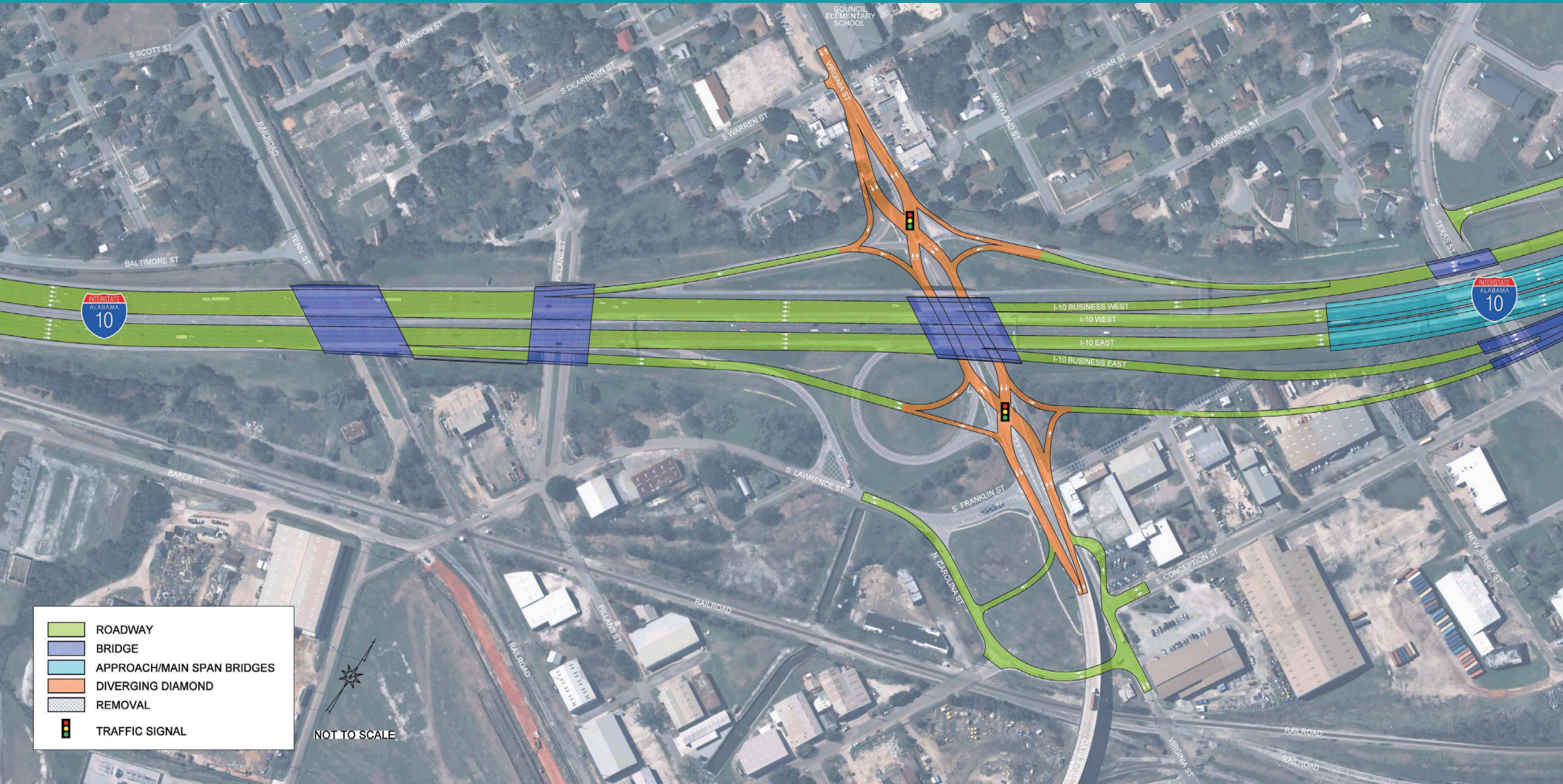
Broad-Duval Street Interchange Concept



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Virginia Street Interchange Concept

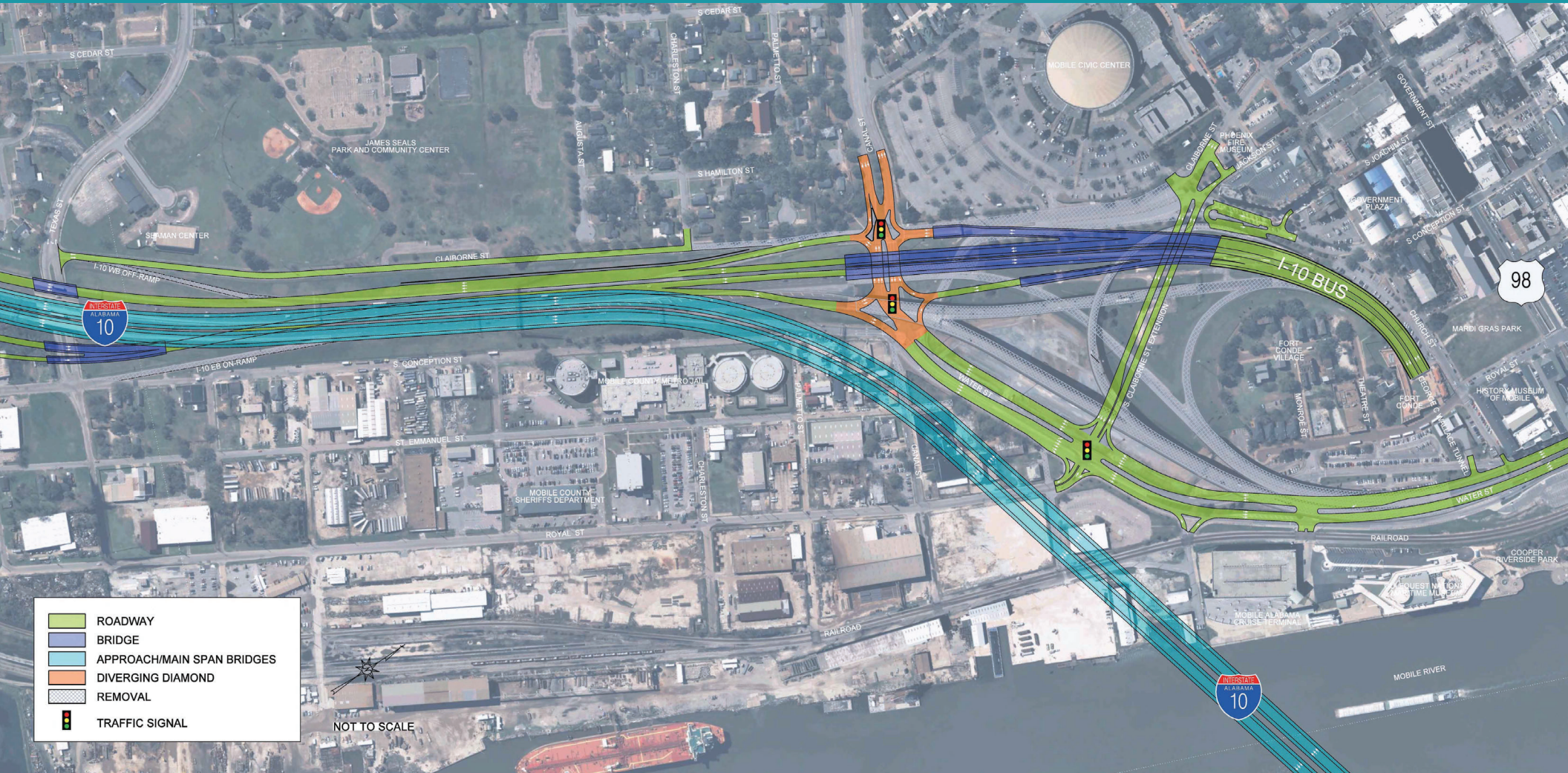


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

Texas Street and Canal Street Interchange Concept

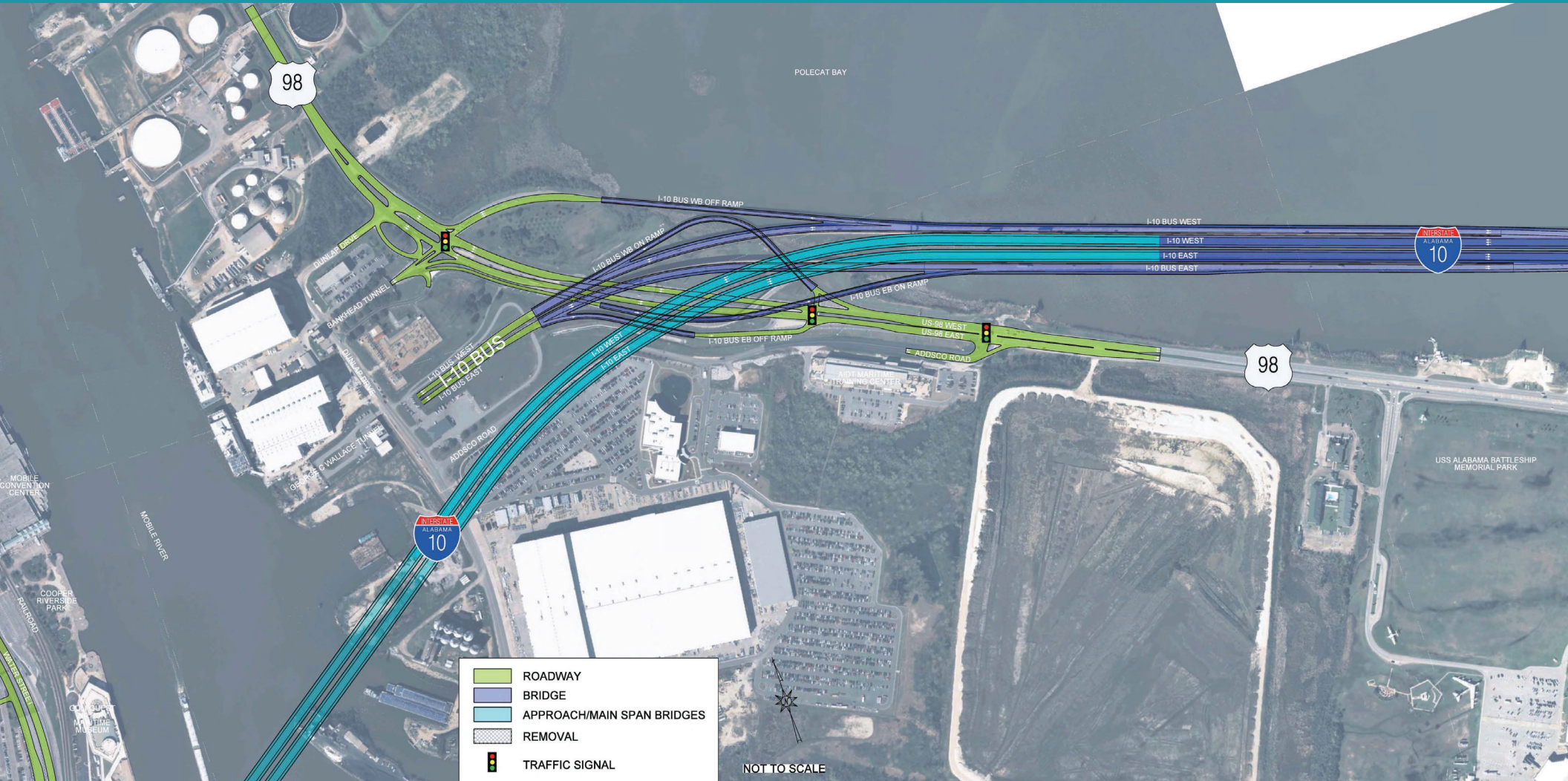


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

US 90/US 98 East Tunnel Interchange Concept

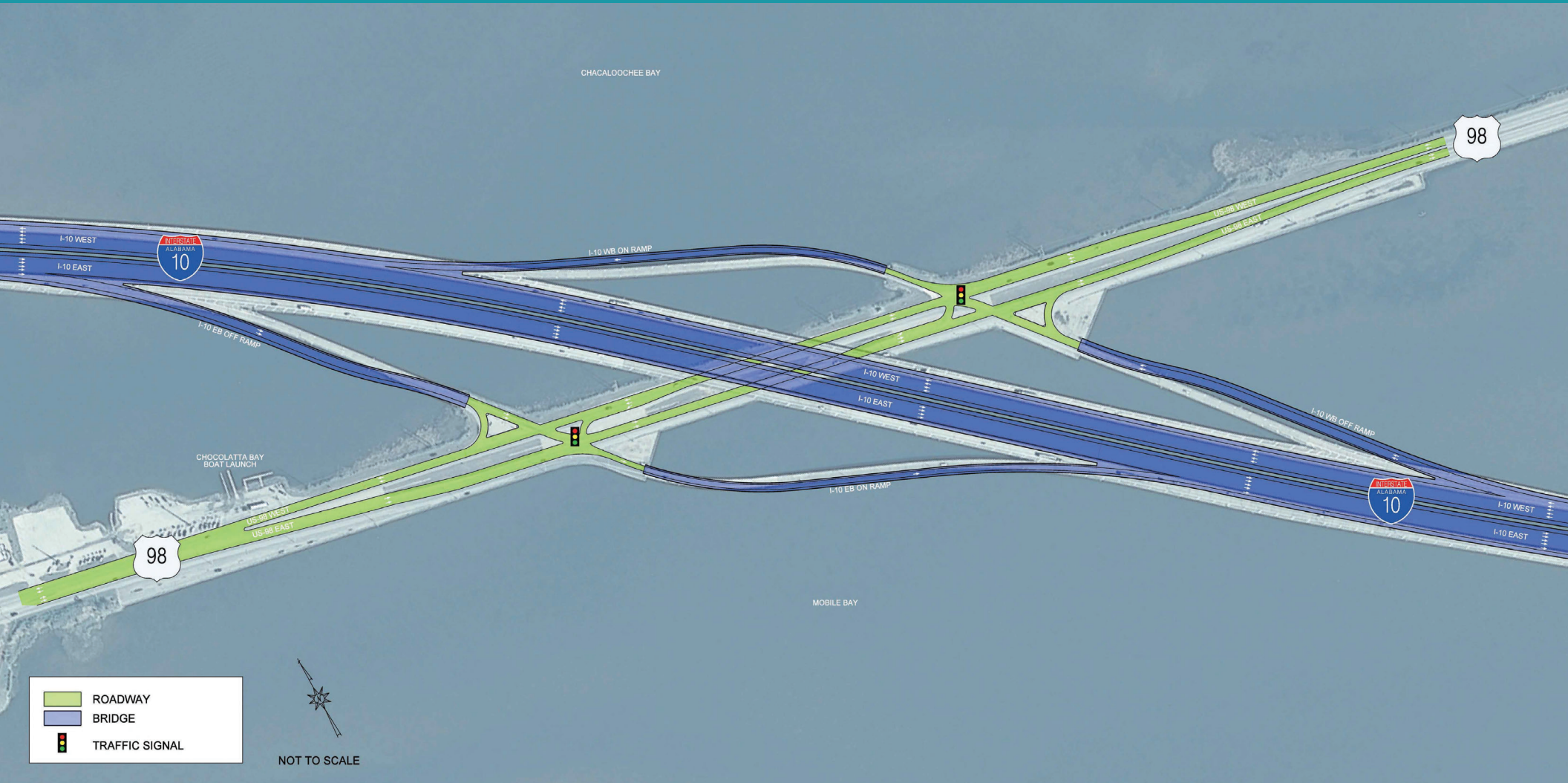


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

US 90/US 98 Mid-Bay Interchange Concept

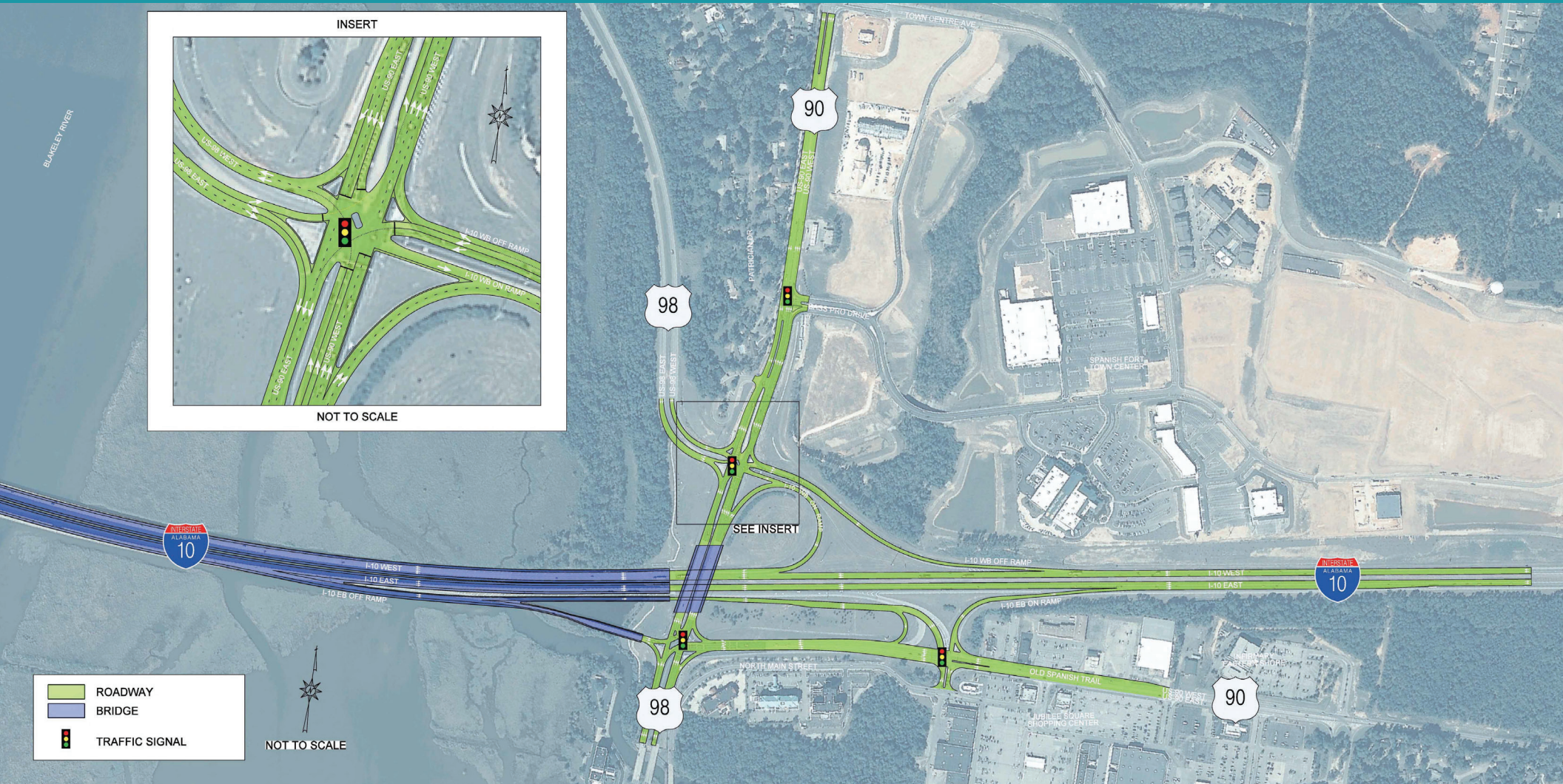


For more information
Visit MobileRiverBridge.com



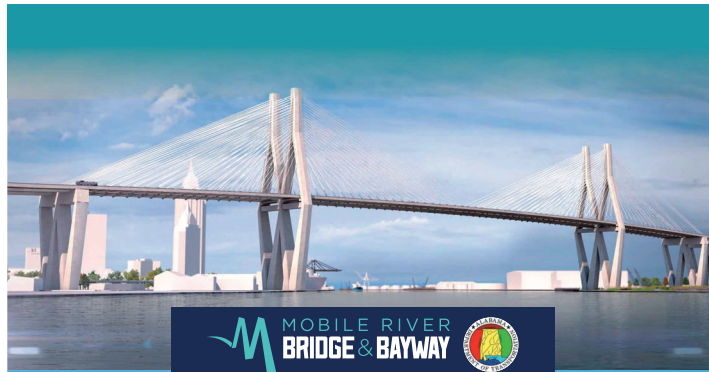
Mobile River Bridge and Bayway Project

US 90/US 98 Eastern Shore Interchange Concept



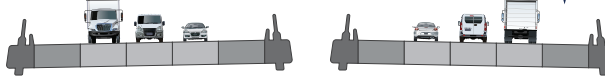
For more information
Visit MobileRiverBridge.com



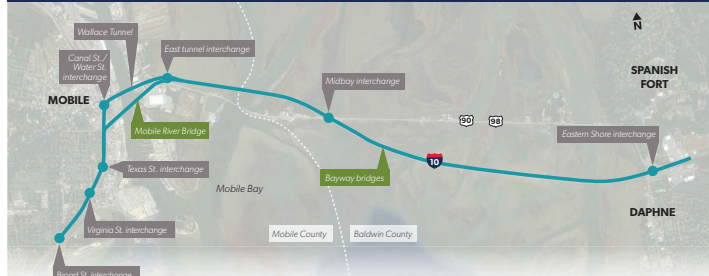


The Mobile River Bridge will stretch nearly 2.5 miles across the Mobile River. The bridge will be designed and constructed to last 100 years and will offer six lanes of travel.

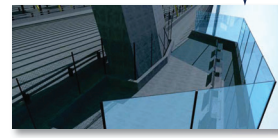
The new Mobile River Bridge will provide increased capacity across the Mobile River by providing a new facility in addition to the existing tunnels.



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



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



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





May 7, 2019



May 7, 2019



May 7, 2019



May 7, 2019



May 7, 2019





May 7, 2019

A-57



May 7, 2019



May 7, 2019





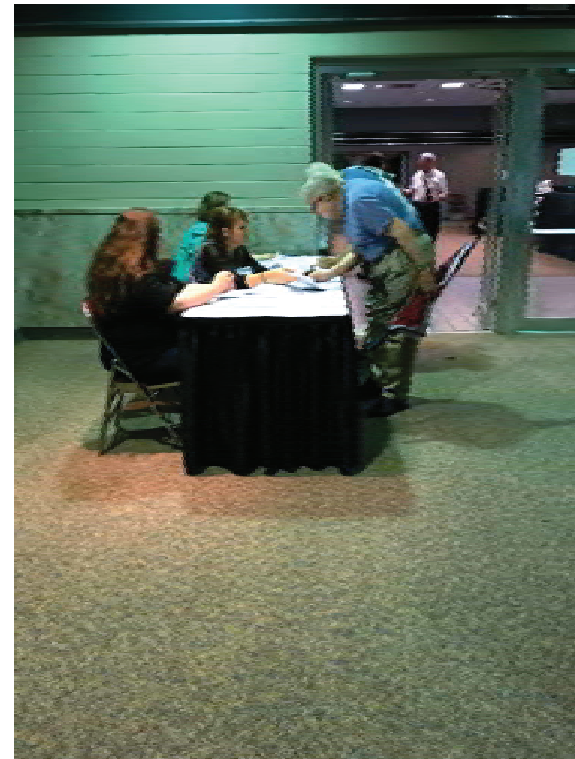
May 7, 2019

A-61



May 7, 2019

Mobile Public Hearing



May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



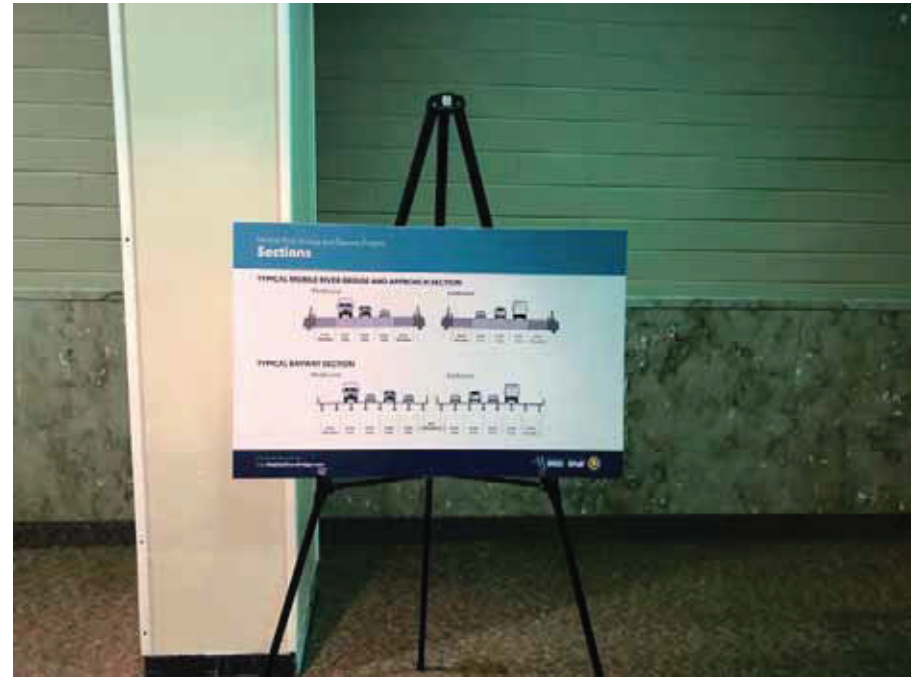
May 9, 2019



May 9, 2019



May 9, 2019



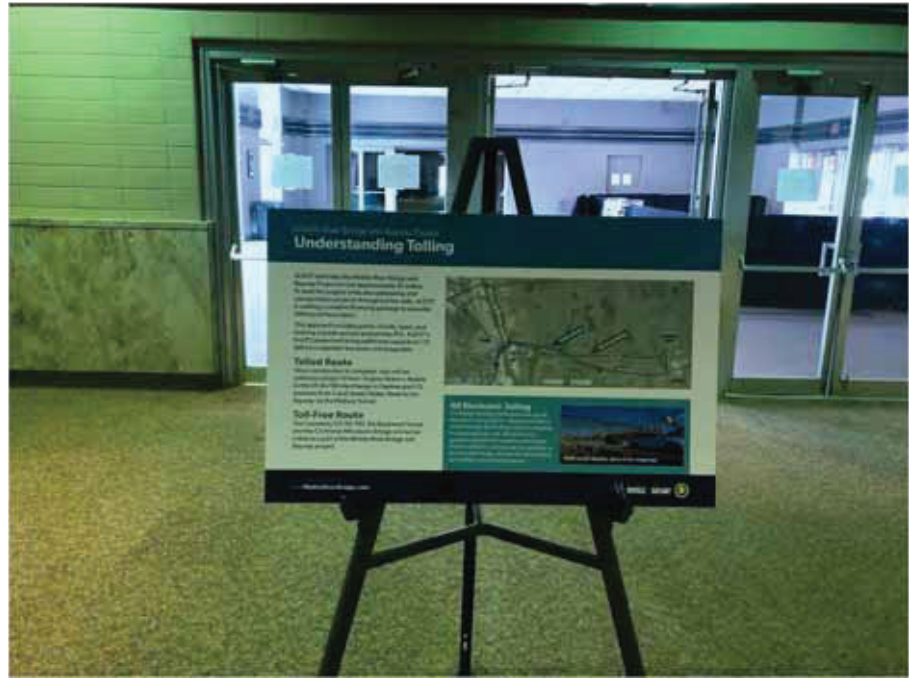
May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



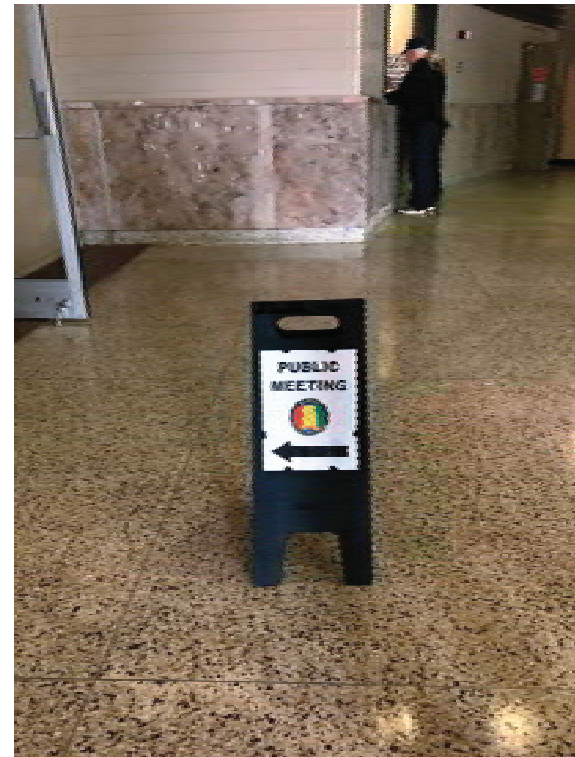
May 9, 2019



May 9, 2019

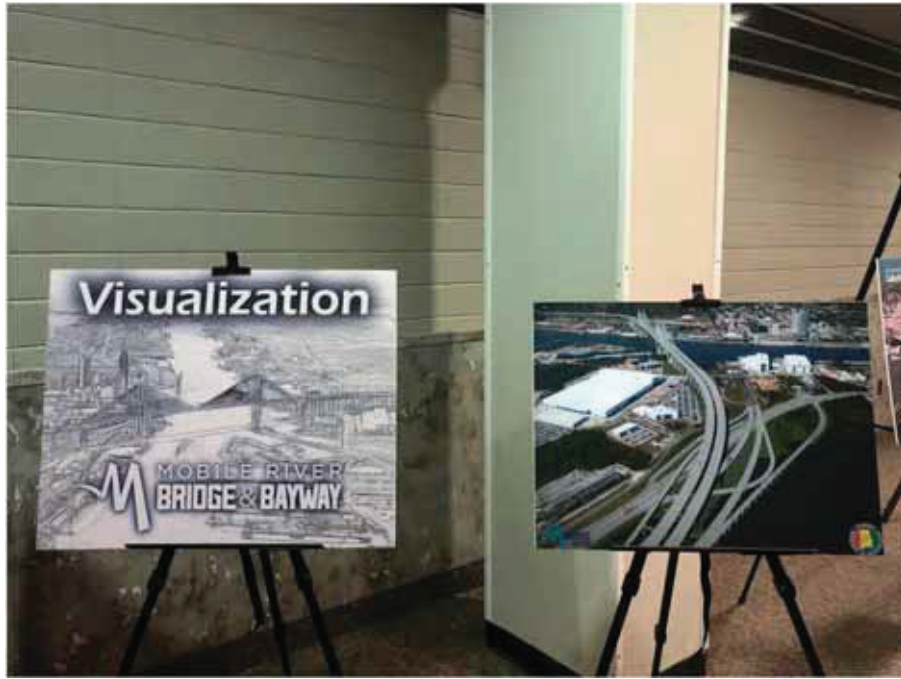


May 9, 2019





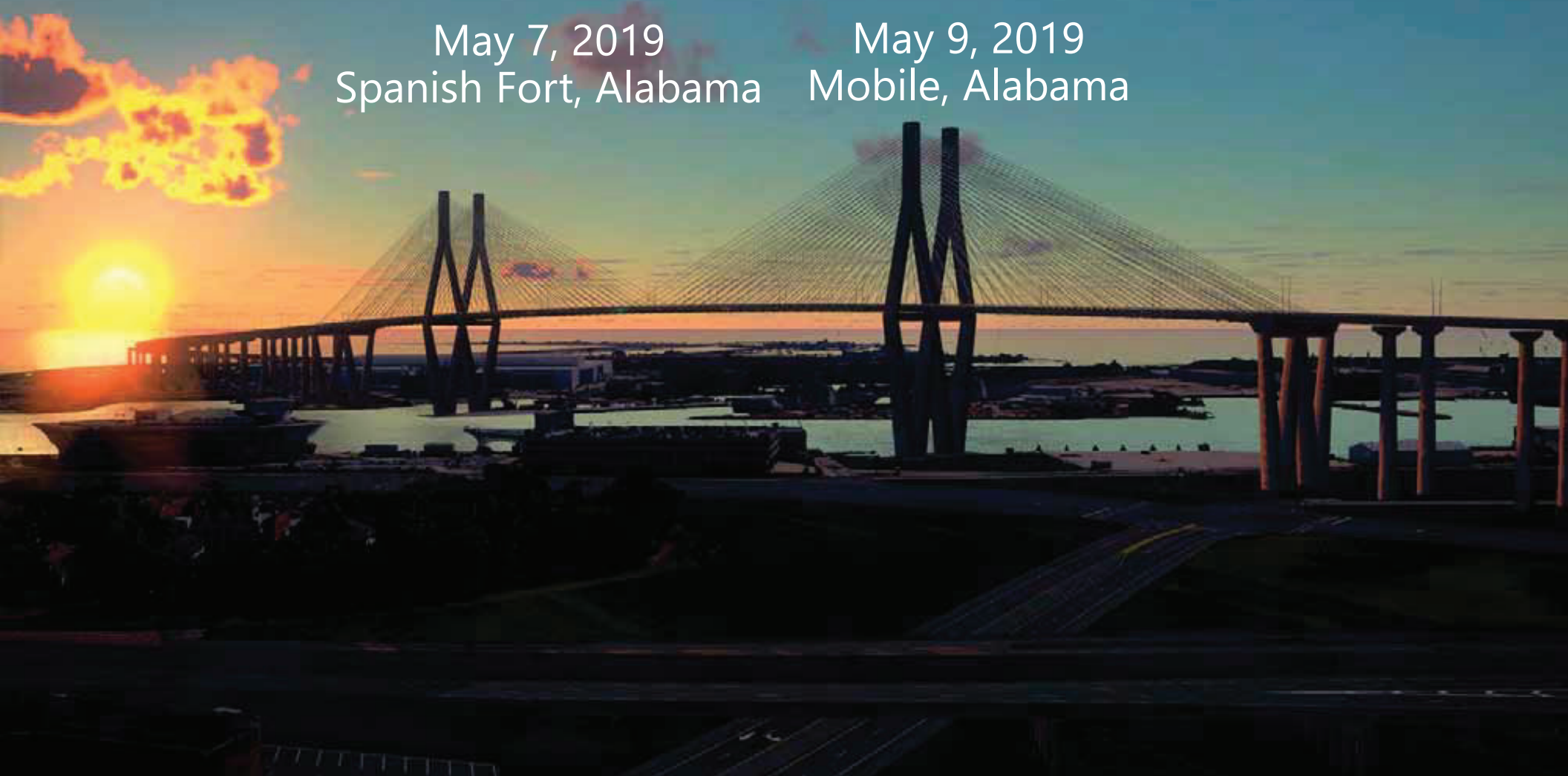
May 9, 2019



May 9, 2019

Supplemental Draft Environmental Impact Statement Public Hearings

May 7, 2019 May 9, 2019
Spanish Fort, Alabama Mobile, Alabama



MOBILE RIVER
BRIDGE & BAYWAY



Today's Agenda

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



MOBILE RIVER
BRIDGE & BAYWAY



A-82

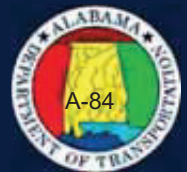
Project Overview and History

Purpose and Need

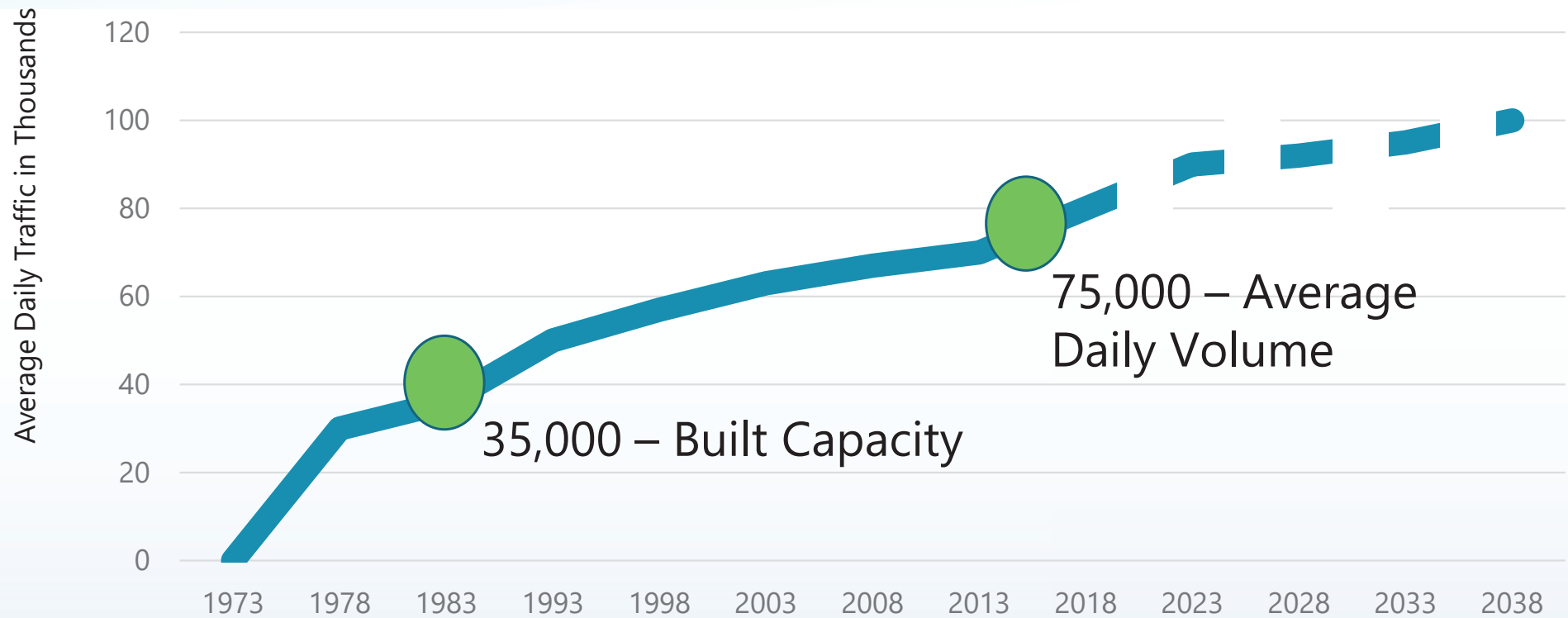
- Increase capacity of I-10 to meet existing and predicted future traffic volumes
- Provide a more direct route for vehicles transporting hazardous materials
- Minimize impacts to Mobile's maritime industry



MOBILE RIVER
BRIDGE & BAYWAY



Traffic Projections: George Wallace Tunnel



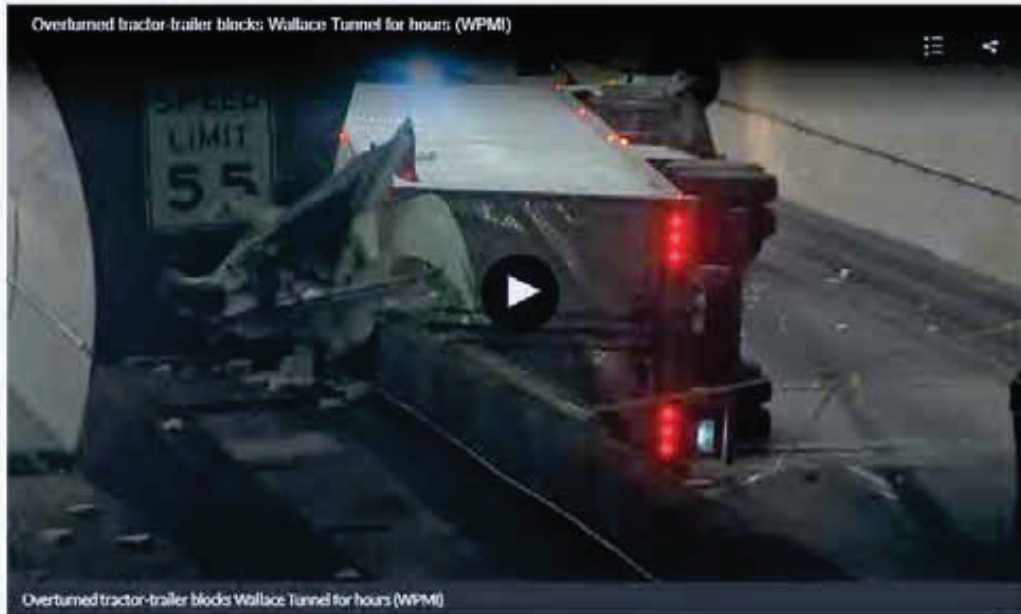
MOBILE RIVER
BRIDGE & BAYWAY



Congestion in Wallace Tunnel

Overtaken tractor-trailer blocks Wallace Tunnel for 12 hours

BY RICHARD HOLDEN | THURSDAY, MARCH 14TH 2019

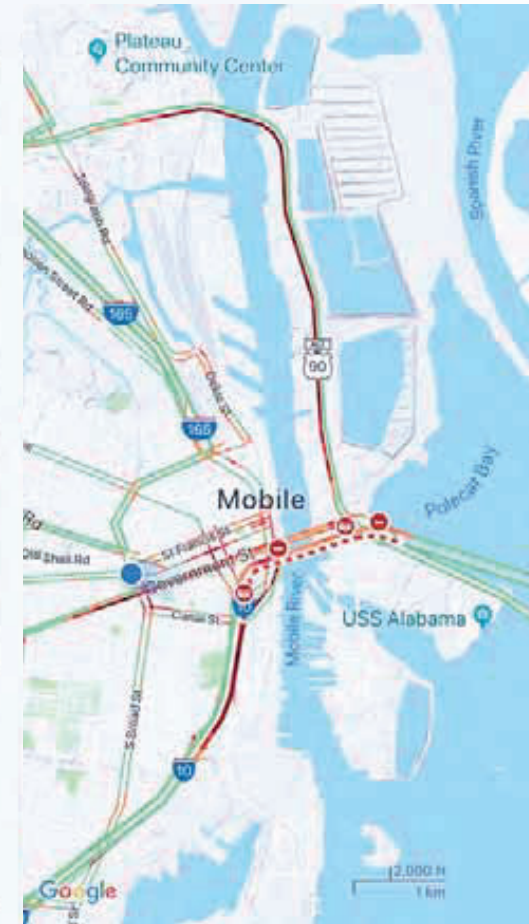


VIEW PHOTO GALLERY

5 photos



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



MOBILE RIVER
BRIDGE & BAYWAY

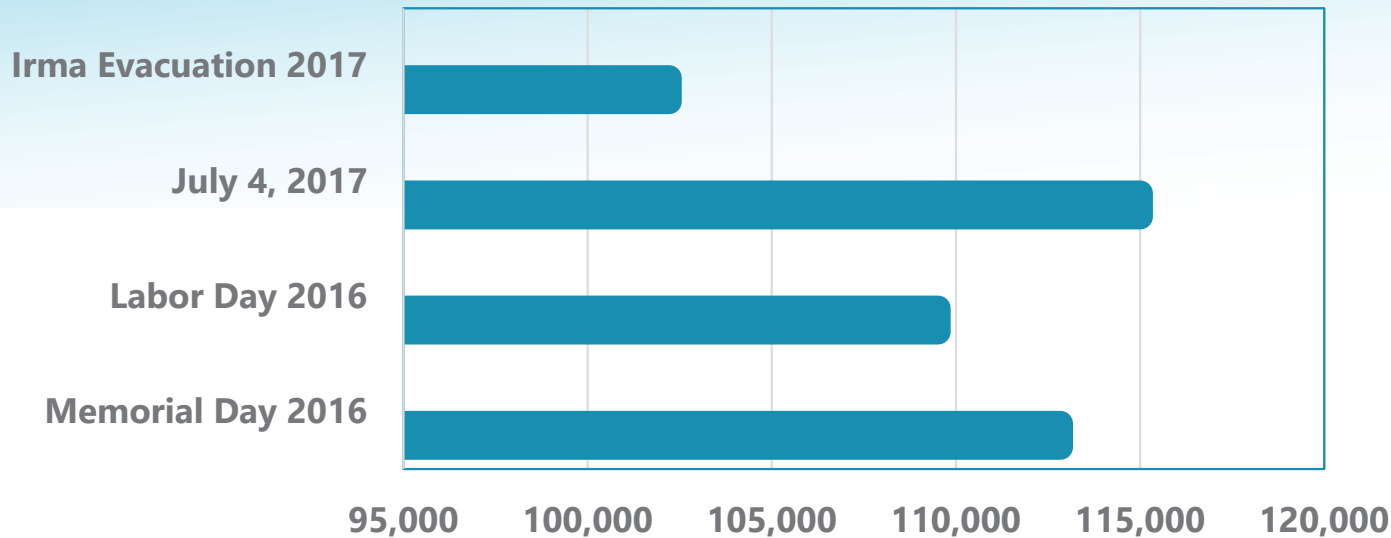


A-86

Congestion on Bayway



Historical Peak Traffic Volumes



Why this matters:

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



MOBILE RIVER
BRIDGE & BAYWAY



Project Scope and Limits



**MOBILE RIVER
BRIDGE & BAYWAY**



Mobile River Bridge Main Span



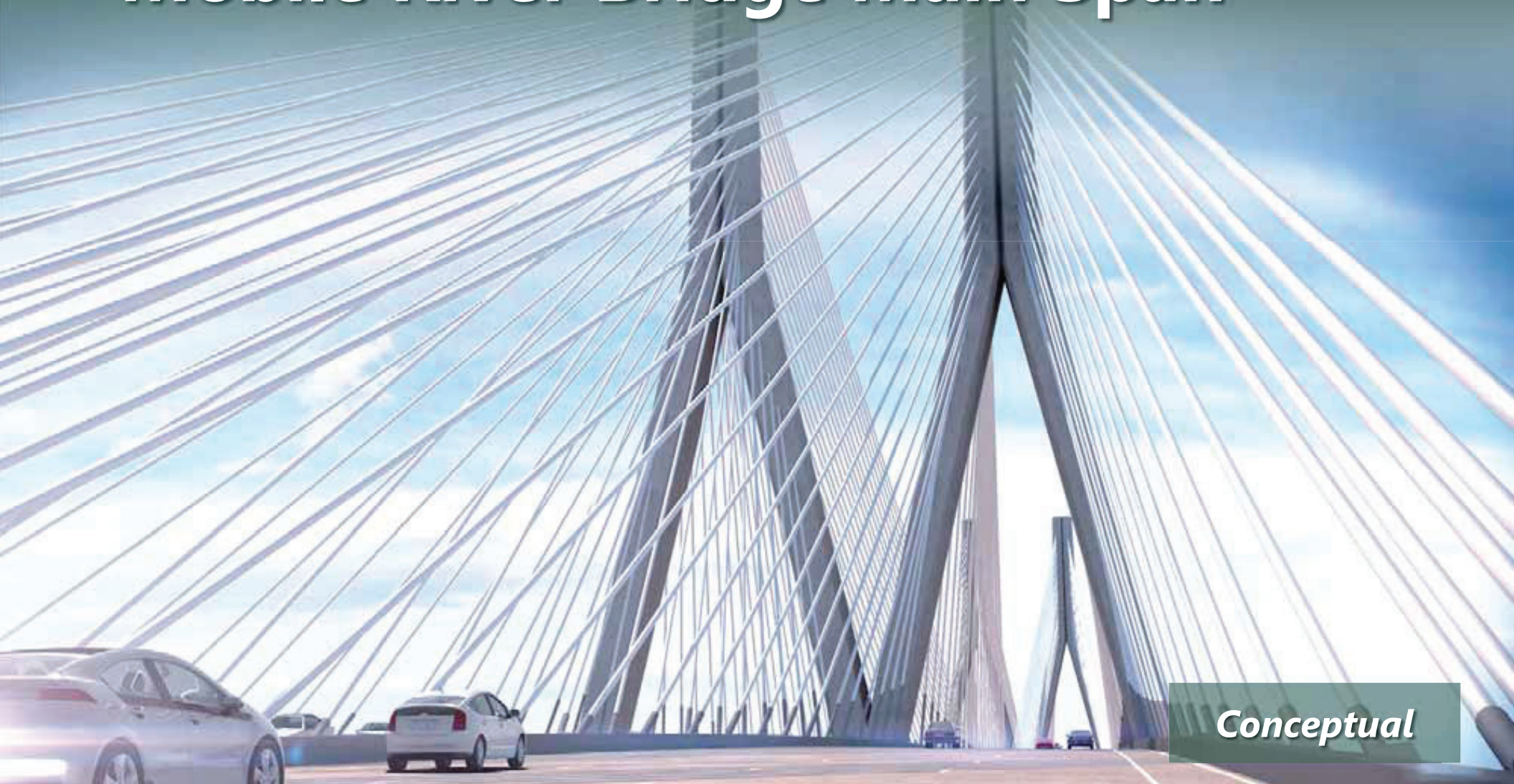
Conceptual



MOBILE RIVER
BRIDGE & BAYWAY



Mobile River Bridge Main Span



Conceptual



MOBILE RIVER
BRIDGE & BAYWAY



Concept Bridge Comparison and Dimensions



■ Mobile River Bridge – Mobile, AL

■ Cochrane Africatown USA Bridge – Mobile, AL



MOBILE RIVER
BRIDGE & BAYWAY



Concept Bridge Comparison and Dimensions



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

Concept Bridge Comparison and Dimensions



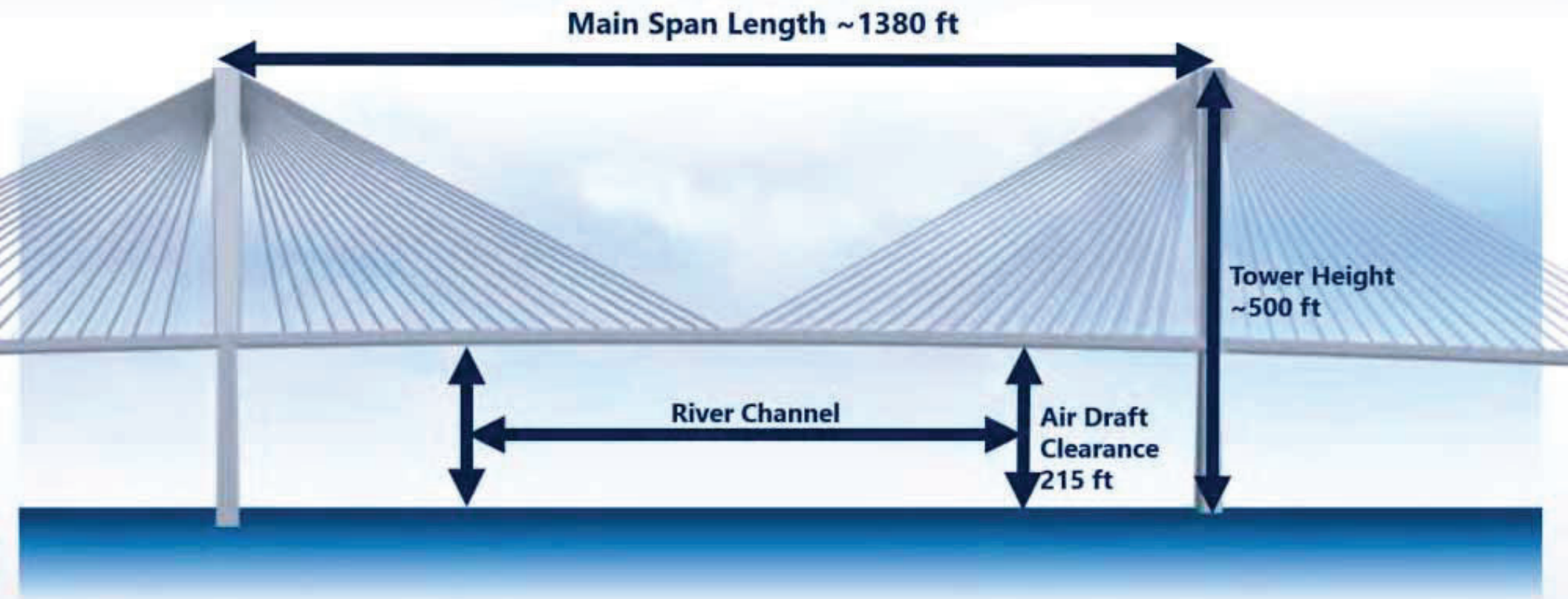
- Mobile River Bridge – Mobile, AL
- Golden Gate Bridge – San Francisco, CA



MOBILE RIVER
BRIDGE & BAYWAY



Concept Bridge Comparison and Dimensions



MOBILE RIVER
BRIDGE & BAYWAY



Project Scope and Limits

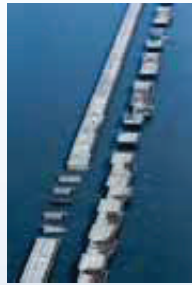
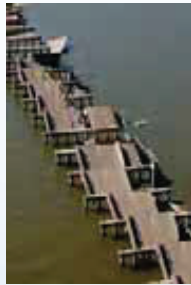


**MOBILE RIVER
BRIDGE & BAYWAY**



Replace Bayway

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



MOBILE RIVER
BRIDGE & BAYWAY



I-10 Mobile River Bridge and I-10 Business



MOBILE RIVER
BRIDGE & BAYWAY



I-10 Mobile River Bridge and I-10 Business



Conceptual

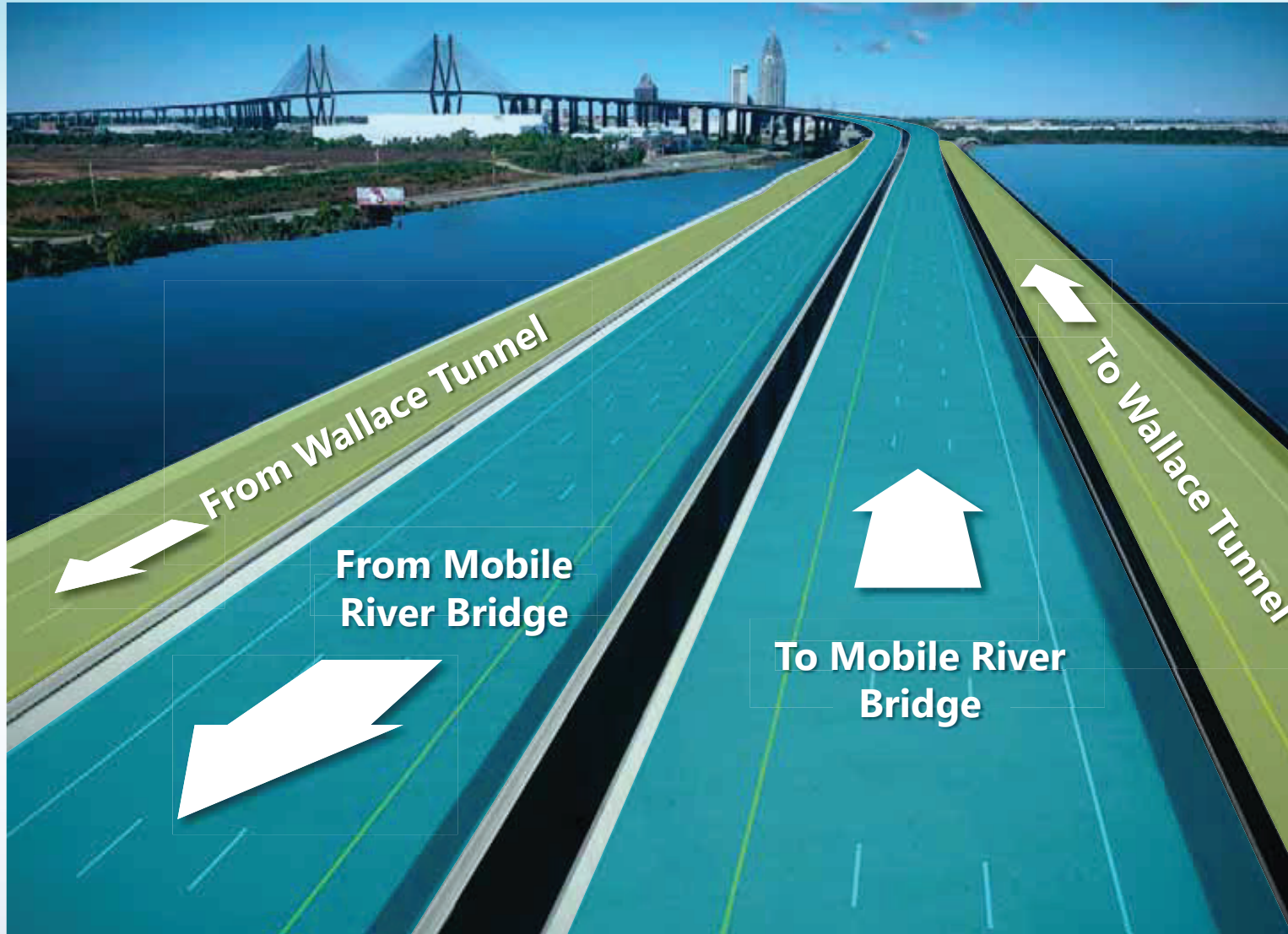
I-10 Mobile River Bridge and I-10 Business



MOBILE RIVER
BRIDGE & BAYWAY



Bayway to MRB and Wallace Tunnel



Supplemental Draft Environmental Impact Statement



What is NEPA?

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

NEPA

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

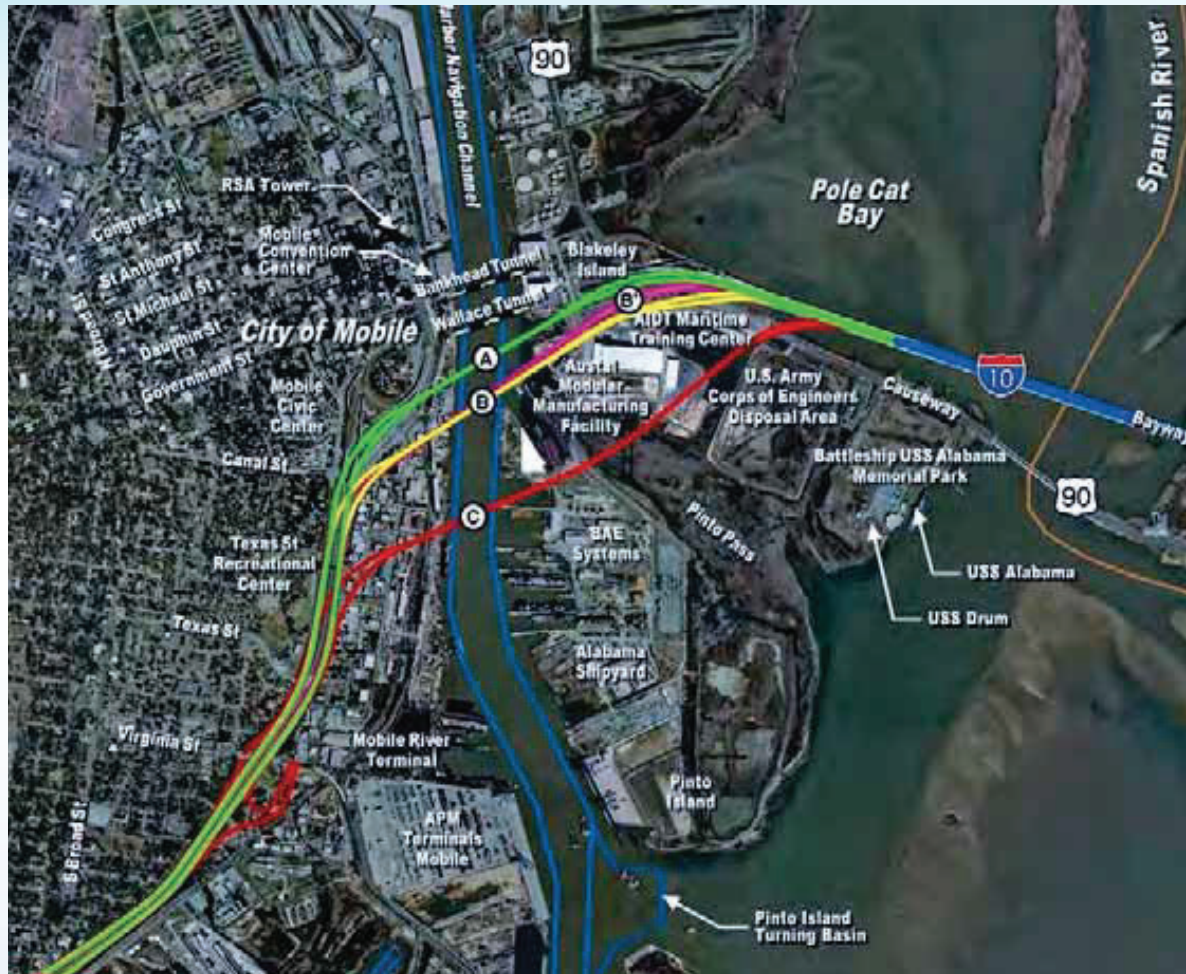
Environmental Justice
Parks
Farmland
Construction
State Laws
Local Laws
Federal Laws
And more...



Original Alternatives



2014 Draft EIS



Major Changes Since 2014 DEIS

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



Activities Since 2014 DEIS

- Conducted additional environmental and engineering studies:

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

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



Bicycle/Pedestrian Facilities

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

Bicycle/Pedestrian Facilities



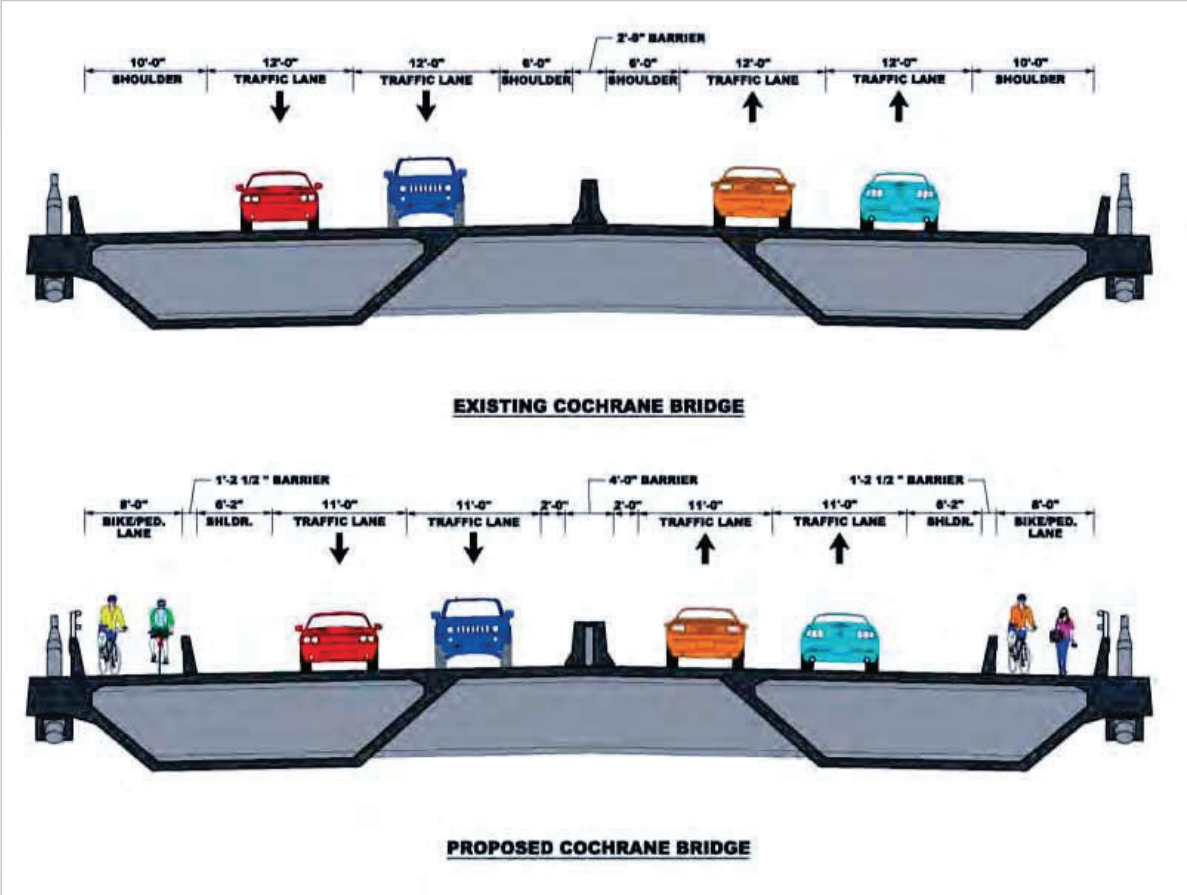
Conceptual – for discussion purposes only



**MOBILE RIVER
BRIDGE & BAYWAY**



Cochrane-Africatown USA Bridge Path



Conceptual – for discussion purposes only

Overlook



Conceptual – for discussion purposes only

Historic Resources

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



MOBILE RIVER
BRIDGE & BAYWAY



A-112

Project Funding and Financing



A-113

Project Funding Challenges

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



Public-Private Partnership (P3)

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



MOBILE RIVER
BRIDGE & BAYWAY



A-115

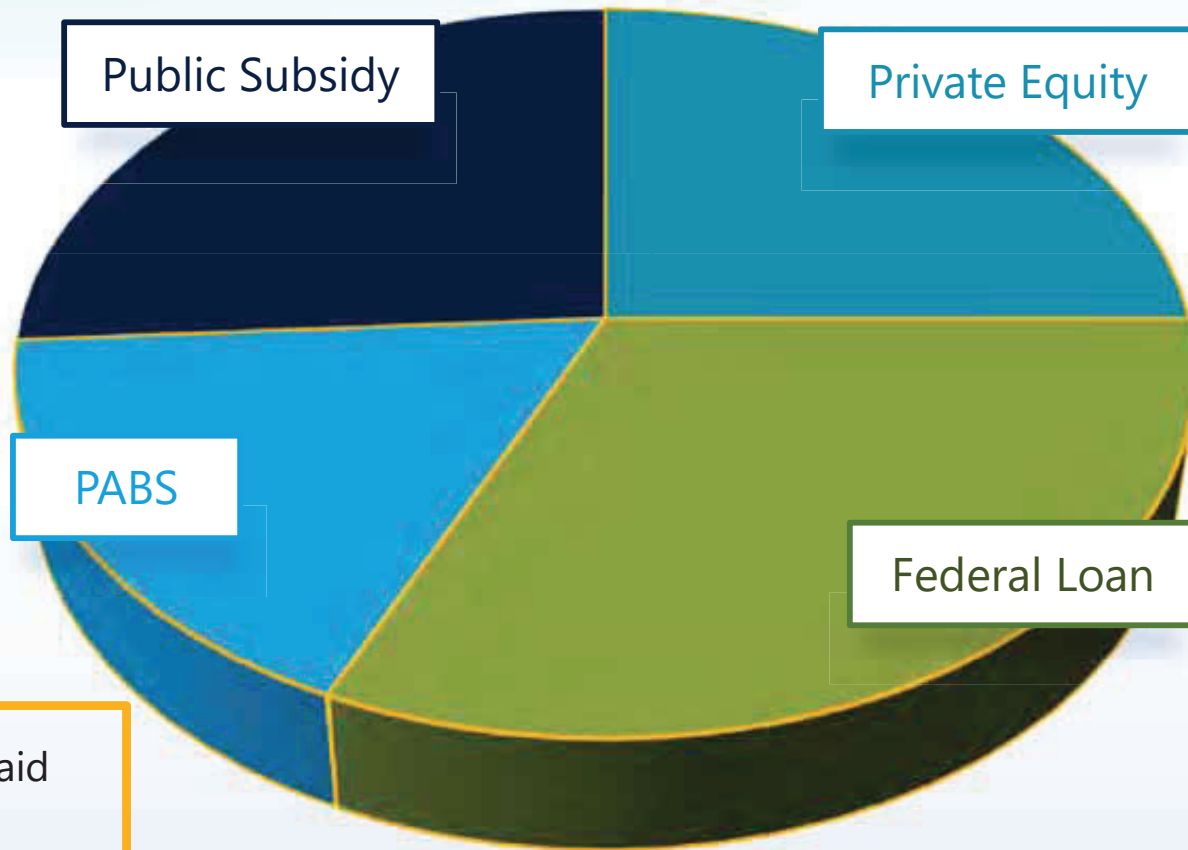
P3 Process



MOBILE RIVER
BRIDGE & BAYWAY



Project P3 Funding/Financing Sources



Tolled and Toll-Free Routes



MOBILE RIVER
BRIDGE & BAYWAY



Tolling

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



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

Segmented Tolling



No-Build vs. Build Traffic

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

Next Steps



Final EIS/Record of Decision

2014

2019-March

2019-May

2019-Summer

2014 – March 2019

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

April – May 2019

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

WE
ARE
HERE

Summer 2019

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

Next Steps

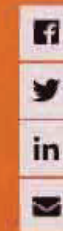
Proposed project schedule, pending FEIS/ROD approval

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

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

MOBILE RIVER BRIDGE AND BAYWAY

BUILDING OUR CONNECTION



Get updates

MobileRiverBridge.com



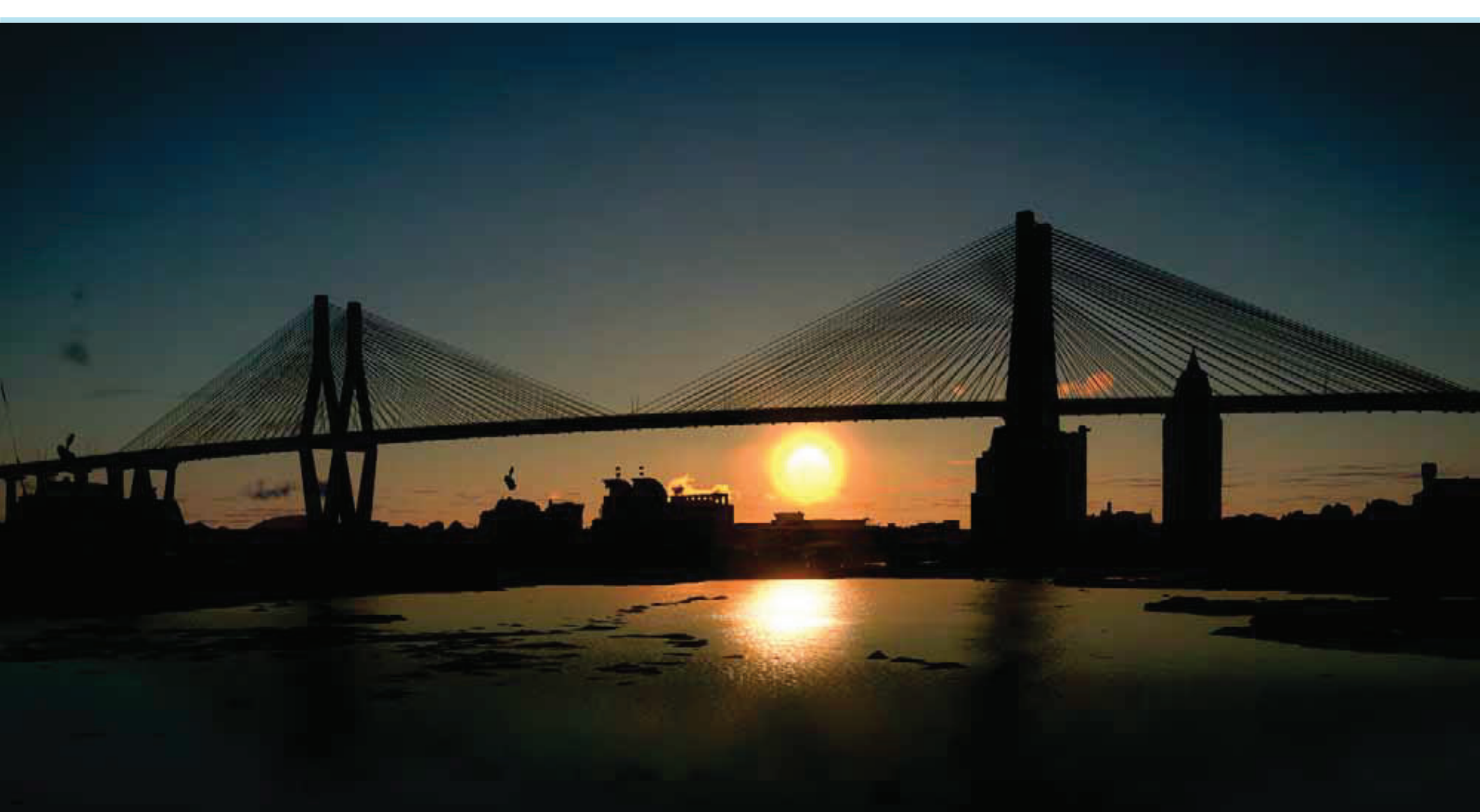
Conceptual

Public Comments

Public Comments Process

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





Conceptual

www.MobileRiverBridge.com

ATTACHMENT C:

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

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

April 30, 2019:

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

May 1, 2019:

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

May 4, 2019:

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

May 7, 2019:

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

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

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

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

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

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

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

May 8, 2019:

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

May 9, 2019:

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

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

Proposed Highway Tolls Likely to Rile Up Activists

Copyright 2019 Hotline. All Rights Reserved.

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

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

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

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

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

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

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

[LexisNexis Terms & Conditions](#) | [Privacy Policy](#) | [© 2019 LexisNexis.](#)

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

ATTACHMENT D:
Transcripts



Deposition of:
ALDOT Hearing

May 9, 2019

In the Matter of:
ALDOT Meeting

Freedom Court Reporting

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

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MOBILE RIVER BRIDGE AND BAYWAY PROJECT

ALDOT PUBLIC HEARING

Mobile Civic Center
401 Civic Center Drive
Mobile, Alabama

May 9, 2019

5:33 P.M.

REPORTED BY:

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

Page 2

1 A P P E A R A N C E S

2

3 Mr. John Cooper, ALDOT Deputy Director

4 Mr. Don Arkle, ALDOT Chief Engineer

5 Mr. George Conner, ALDOT Deputy Director of Operations

6 Mr. Mark Bartlett, FHWA Alabama Division Administrator

7 Mr. Matt Ericksen, ALDOT Southwest Region Engineer

8 Mr. Edwin Perry, ALDOT Project Director

9 Ms. Allison Gregg, Public Information Officer

10

11 SPEAKERS

12 No. 1 - Bill Sisson, Mobile Area Chamber of Commerce

13 No. 2 - Maggie Oliver, Mobile Area Chamber of Commerce

14 No. 3 - Herndon Inge, Stop the Bridge

15 No. 4 - Kevin Pimperl

16 No. 5 - Michael Sullivan

17 No. 6 - Ruth Guess

18 No. 7 - Steve Flock

19 No. 8 - Laura Stone, Mobile Baykeeper

20 No. 9 - Casi Callaway, Mobile Baykeeper

21 No. 10 - David Underhill, Mobile Bay Sierra

22 No. 11 - Carol Adams-Davis

23 No. 12 - Michael Lee

24 No. 13 - Ash Baumann

25 No. 14 - Karen Cassidy, Church Street East and Cyclists

Page 4

1 project overview and history. We will walk through key

2 findings in the Supplemental Draft EIS.

3 UNKNOWN SPEAKER: Could you speak closer

4 to the microphone, please, or pull the microphone to

5 you?

6 MR. PERRY: Does this sound good? A

7 little better? We will present the next steps for the

8 project. And at the end, the public will have the

9 opportunity to provide verbal comments. So we will

10 start off with the project overview and history.

11 The purpose and need of the project is to

12 increase capacity on I-10 between Mobile and Baldwin

13 counties, provide a more direct route for vehicles

14 carrying hazardous materials because currently hazmat

15 vehicles are required to detour off I-10 through

16 downtown Mobile to the Cochrane-Africatown Bridge and

17 Causeway before rejoining I-10.

18 These vehicles will now be allowed to

19 cross over the new Mobile River Bridge since they are

20 prohibited from using the Bankhead and Wallace tunnels

21 and also the project will minimize impacts to the

22 maritime industry.

23 The Wallace Tunnel was built to handle

24 about thirty-five thousand vehicles per day. We are

25 currently seeing about twice that on a regular basis.

Page 3

1 May 9, 2019 5:33 p.m.

2

3 P R O C E E D I N G S

4

5 MS. GREGG: Good morning, everybody. I

6 am Allison Gregg and I am the Public Information Officer

7 for the Mobile River Bridge and Bayway Project. And I

8 want to thank you for coming out tonight for joining us

9 for the second public hearing for our Supplemental Draft

10 Environmental Impact Statement.

11 Before we begin tonight, I'd like to make

12 introductions. Starting at the far end of the table, we

13 have Mark Bartlett who is with the FHWA. Next to him is

14 George Conner who is our Deputy Director of Operations

15 for ALDOT. Next to him we have, excuse me, Don Arkle

16 who is our Chief Engineer.

17 Next to Mr. Arkle, we have John Cooper

18 who is our ALDOT Director. Next we have Matt Ericksen

19 who is the Southwest Region Engineer, and last but not

20 least, we have Edwin Perry who is our Project Director.

21 And Edwin and Matt will be walking us through our

22 presentation and then we will open up for public

23 comment. So I will turn it over to Edwin now.

24 MR. PERRY: All right. Thank you,

25 Allison. This evening, we are going to discuss the

Page 5

1 On average, the annual daily traffic counts for the

2 Wallace Tunnel are seventy-five thousand vehicles per

3 day. Traffic modeling indicates that traffic will only

4 increase and grow for the foreseeable future.

5 When incidents occur in the Wallace

6 Tunnel, congestion extends beyond I-10 onto other

7 routes. For example, last month and even last week, an

8 overturned truck blocked the Wallace Tunnel entrance

9 which caused traffic to back up throughout the city of

10 Mobile. This project will provide additional capacity

11 so when incidents like this occur the interstate is less

12 likely to be completely blocked.

13 The project will also include

14 modifications to the geometry of the west portal

15 entrance of the Wallace Tunnel. This video from a storm

16 evacuation in 2018 shows how traffic moves -- how slowly

17 traffic can move during evacuations. Additional

18 capacity will provide those seeking refuge quicker

19 access during evacuations but it is not uncommon for

20 summer weekends and even holidays to look like this.

21 In the last three years, we have

22 experienced historical peak traffic volumes during

23 holidays and evacuations. When you look at the traffic

24 projections, we see that these peak numbers will become

25 a daily traffic count by 2040.

Page 6

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

Page 7

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

Page 8

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

Page 9

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

Page 10

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

Page 11

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

Page 12

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

Page 13

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

Page 14

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

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

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

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

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

Page 15

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

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

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

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

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

Page 16

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

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

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

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

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

Page 17

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

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

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

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

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

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

Page 18

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

Page 19

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

Page 20

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

Page 21

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

Page 22

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

Page 23

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

Page 24

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

Page 25

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

Page 26

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

Page 27

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

Page 28

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

Page 29

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

Page 30

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

Page 31

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

Page 32

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

Page 33

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

Page 34

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

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

Page 35

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

Page 36

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

Page 37

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

Page 38

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

5 MR. PERRY: Okay.

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

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

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

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

Page 39

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

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

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

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

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

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

Page 40

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

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

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

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

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

Page 41

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

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

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

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

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

Page 42

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

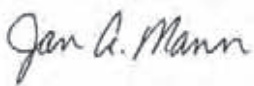
Page 43

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

Page 44

1 23rd. Your comments must be received by that deadline
 2 to be included in the environmental document. Thank
 3 you.
 4
 5 END OF PROCEEDINGS
 6
 7
 8
 9
 10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25

Page 45

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

&	2025 16:9	98 37:2	affiliation 20:3
& 1:23	2040 5:25	a	afford 28:1 38:17 42:4,4,16
1	20th 34:9	abc 39:1,7,10	affordable 34:13
1 2:12 20:5,6	2113 29:2	ability 6:19	affront 35:16
1.5 33:7	21st 34:11,21	able 11:21 29:23 31:4 32:3,3 37:23 38:7,10	afraid 25:15
1.6 29:12	22nd 10:20	accelerated 38:25	africatown 4:16 7:11 12:5,21 15:19 16:24
10 2:21 4:12,15,17 5:6 6:7,10 8:13,13 8:14,16,18,23 9:4,7 9:16,17 15:13,14 16:23 17:1 21:19 29:4,5,13 34:2,3 36:8,20,23 37:22 38:7 39:2	23rd 17:19,21 44:1	access 5:19 8:12,18 9:10,16 12:12,17 17:4,5 34:15	agencies 9:24
106 13:9 17:25	260 1:24	accessible 38:20	agency 17:20
109 20:10	26th 11:13	accr 45:21	agree 32:16
11 2:22 35:19,20 38:1,6	271 21:24	achieved 35:11	agreement 13:10 17:25
1110 39:21	3	act 9:23	air 21:3 37:7
112 27:14	3 2:14 22:20,21 28:10	action 9:25 34:6,23	airbus 20:19
12 2:23 39:17,18	321 45:21	activities 7:8	airport 23:23
12138 24:25	362 35:21	activity 15:6	alabama 1:14,25 2:6 13:25 21:25 26:22 27:15 31:2 31:17,23 38:16 40:15 41:18 45:4
1220 34:4	36603 1:25	actual 16:15 33:13 34:11,20	alabama's 40:10
13 2:24 41:15,16	4	adams 2:22 35:20	alabamians 40:3
14 2:25 42:19,20	4 2:15 24:23,24	add 12:23 43:14	alarms 8:21
165 12:4	401 1:13	added 25:13 35:3	aldot 1:6 2:3,4,5,7 2:8 3:15,18 6:6,10 6:16 8:2 9:20 10:23 11:12,17 12:3,7,10 12:13,16 13:8,19 13:23 14:5,8,12,14 14:16,18,21,25 15:16,20 16:4,17 17:3 19:1,11 28:22 36:22
17 31:10	4th 6:3	adding 25:5	aldot's 11:24
18286 45:18	5	addition 7:23 12:13	alert 8:21
1978 7:25	5 2:16 25:23,24	additional 5:10,17 11:3,8 17:1,11	alleviate 30:16 37:5
2	5.4 28:22	address 11:4 13:6 16:2 17:16,21 20:2 22:22 34:4,11	allison 2:9 3:6,25
2 2:13 21:21,22	52 39:19,20	addressed 22:23	allow 15:25 21:9,11
2.1 13:23	59 24:20 29:17	administration 14:8	
20 24:20 29:17	5:33 1:18 3:1	administrator 2:6	
2014 10:21,22 36:3	6	advanced 14:2	
2016 6:2	6 2:17 27:11,12	advantage 21:4	
2017 6:1,3	7	adverse 11:9 13:7 17:16 28:14 30:7	
2018 5:16 14:21	7 2:18 28:25 29:1	aesthetics 13:12 23:5	
2019 1:16 3:1	7800 41:17		
2020 18:6	8		
	8 2:19 29:25 30:1		
	9		
	9 1:16 2:20 3:1 31:7 31:8		
	90/98 6:9 15:13		

<p>allowed 4:18 allows 19:6 40:5 alt 23:16 alternate 25:15 26:8 34:18 alternative 10:16 10:17,25 14:6,9 17:24 30:12 35:23 37:24 38:9 alternatives 10:2,5 10:7,10,12,15 11:7 11:18 amazon 20:20 america 7:4 american 42:7 amount 29:10 39:7 amounts 27:18 amusement 23:23 analysis 8:3 36:6 annual 5:1 answer 19:10 22:25 anticipate 18:1 anticipated 16:8 anticipatory 34:23 antiquated 34:24 anyway 40:11 anywise 45:12 applause 19:23 apply 30:16 appreciate 20:9 33:24 43:23 appropriate 36:23 38:11 approval 14:23 18:1,3 approximately 6:23 area 2:12,13 6:13 16:19 18:23 20:12 20:24 21:16 25:21 29:6 33:6,9,10</p>	<p>areas 13:14 arkle 2:4 3:15,17 arteries 39:13 ash 2:24 41:16 assaults 34:22 assessment 36:2 assistance 19:11 associated 38:24 associates 1:23 atlanta 23:20,21 attach 19:8 attended 27:16 attending 43:21 attract 21:15 35:5 attraction 22:9 attractions 37:9 audience 19:24 august 18:2 austal 20:19 22:8 autism 41:20 42:7 available 18:8 19:12 34:19 avenue 31:10 35:21 36:19 average 5:1 avoid 17:18 37:2 aware 20:18 34:7 awesome 33:22</p> <p style="text-align: center;">b</p> <p>b 10:16 23:16 back 5:9 15:10 17:7 25:22 31:21 32:3 32:17 41:1 42:15 bad 25:16 balance 43:11 baldwin 4:12 22:10 24:25 27:19 28:9 38:9 bankhead 4:20 15:18 16:23 25:9 25:13 28:15,17</p>	<p>banner 18:9 barely 42:4 barricade 43:8 bartlett 2:6 3:13 22:22,24 base 14:17 baseball 23:22 based 10:5 11:20 12:1 basically 25:14 basis 4:25 battleship 12:9,15 baumann 2:24 41:17 bay 2:21 10:8 12:4 15:17 16:6 25:1 30:4 31:19 32:23 34:5,14,15 35:2 36:20 37:12 41:22 42:2,7 baykeeper 2:19,20 30:2 31:10 bayway 1:4 3:7 7:24,25 8:6,8 9:8 9:10,11,13 11:1 12:7 13:22 28:6 32:10 36:8 beach 22:4 32:5 beaches 22:10,12 31:25 41:1 beautiful 23:3 25:17 becoming 6:5 began 10:23 beginning 18:6 begins 6:8 believe 20:15 28:22 bellefield 41:17 belt 28:20 best 6:18 15:1</p>	<p>better 4:7 22:12 33:9 37:24 38:8 42:13 beverly 20:10 beyond 5:6 38:16 bicycle 38:21 big 22:14 42:21,25 biggest 40:2 bike 10:25 11:6,15 11:18,19 12:3,22 12:23 26:14 33:18 43:3,11 bill 2:12 20:10 22:9 25:6 billion 13:23 22:14 26:23,24,25 28:22 28:23 29:9,12 34:8 34:12 birmingham 24:20 28:21 29:18 bit 24:3 26:21 block 24:4 blocked 5:8,12 blue 9:4,13 15:12 boards 6:11 16:18 18:10 bodies 30:21,23 bonds 15:6,7 29:22 booths 15:23 borrow 29:11 bottom 8:1 branch 30:22 31:19 32:22 break 18:13 bridge 1:4 2:14 3:7 4:16,19 6:15,15,17 6:17 7:3,4,9,11,13 7:15,16,19,23 8:9 8:14 9:4,6,12,14 11:22 12:4,5,6,11 12:15,19,21,24</p>
---	--	--	---

<p>13:3,4,14,21 15:19 16:24 21:14,20 23:1,12,19 25:17 27:3 28:5 29:14 30:8 31:21 32:9,21 34:9 35:21 36:14 37:12,13,15,15,22 38:7,13,19,22,25 39:2,10,11,15 41:2 41:3,12,13 43:3,4 bridges 7:10 8:2,4 38:24 39:8 40:10 brief 18:18 bring 30:21 40:5 broad 6:8 brought 32:6 budget 13:24 build 10:15,16 14:13 15:2 16:20 16:20 21:19 24:20 26:2 34:9 35:12 38:17 39:8 41:13 42:24 building 38:24 buildings 37:8 built 4:23 12:6 26:10 27:4 burden 25:20 27:25 burdensome 27:23 bureau 40:21 burning 35:7 business 8:13,19,23 9:4,17 15:14 21:10 23:2 40:17 businesses 20:24 21:16 37:10 businessman 40:20 buy 30:12 bypassed 24:16</p>	<p style="text-align: center;">c</p> <p>c 2:1 45:1,1 cable 6:17 7:4 callaway 2:20 31:9 called 18:23 calling 8:12 camp 26:10 canal 8:19 9:2 15:14 cap 15:20 capacity 4:12 5:10 5:18 13:24 17:1 capital 23:21,22 29:21 capture 32:20 capturing 32:8 car 43:8,10 carol 2:22 35:20 carolina 7:14 carried 17:17 carries 26:20 carrying 4:14 case 45:13 casi 2:20 31:8 cassidy 2:25 42:21 cast 27:24 cat 28:10 caused 5:9 causeway 4:17 9:9 15:18 16:24 cedar 24:5 center 1:12,13 27:17 42:8 central 23:2 cents 40:16 century 34:9,11,21 38:15 ceo 20:11 certainly 20:8,9,20 21:11 29:3</p>	<p>certify 45:7,11 chain 43:15 chair 40:21 challenge 32:17 challenges 34:20 chamber 2:12,13 20:12 21:23 23:7 31:16 chance 13:16 change 36:2,5,13 changes 10:22 11:5 11:11 channel 6:19 7:6,20 charge 29:23 30:10 chief 2:4 3:16 child 42:12 children 42:2,14 church 2:25 13:7 circumstance 43:17 citizens 20:21 27:19,22 28:7,12 city 5:9 6:8 8:12 12:3,8 20:14 21:12 23:3 29:3 41:1 civic 1:12,13 clearance 7:5,6,12 7:14,17,19 24:8 37:14 click 18:9 climate 34:22 36:2 36:5,12 clogged 21:10 close 21:14 closer 4:3 closing 37:9 club 34:5 coalition 34:6 coast 26:16 coastal 31:17,23</p>	<p>cochrane 4:16 7:11 12:5,21 15:19 16:24 30:8 43:3 coffers 32:3,4 collected 15:23 collection 16:7 collections 29:8 combination 11:25 combined 7:1 39:11 come 20:5 41:1 comes 21:1 coming 3:8 9:8 comment 3:23 18:12 19:3,6,8 37:25 comments 4:9 17:20,21 18:16,25 19:2,3,7,23 20:1 24:18 27:19 43:22 43:23,25 44:1 commerce 2:12,13 20:12 21:23 23:7 commercial 37:18 commissioner 45:20 commitment 11:14 commitments 12:13 14:15 17:17 committed 15:16 common 27:9 communities 11:9 community 20:17 22:13 25:22 30:8 30:18 33:17,19,22 37:13 commute 25:2 commuters 34:14 commutes 25:3 companies 20:19</p>
---	--	---	--

<p>comparative 35:24 compare 7:9 competitive 20:16 21:4,17 competitiveness 21:1 complete 12:7 completely 5:12 40:19 completion 37:8 complex 21:18 compliance 14:15 component 13:12 conceivably 36:9 conceptual 6:21 13:1 concern 30:6,20 concerned 31:20 33:19 concerns 30:5 concession 15:3 concessionaire 29:23 concludes 36:6 43:20 conditions 16:22 conducted 14:17 conducting 17:11 congested 16:25 congestion 5:6 6:7 17:3 35:4,6 41:5 connect 8:9 connection 9:12 36:23 conner 2:5 3:14 conscience 35:16 consequences 38:24 consider 9:24 22:16 30:14 31:5 34:20</p>	<p>consideration 16:16 19:1 25:12 considered 16:21 23:1 35:24 construct 12:3 39:11 constructed 9:3 construction 15:4 18:6 28:18 35:11 37:5 38:23,25 39:3 39:6 consultation 11:8 13:5 14:7 consulting 13:9 contain 28:3 continue 9:7,10 21:5,8,15 contract 14:11 contractors 35:12 convenient 34:16 convention 40:21 cooper 2:3 3:17 7:13 20:7 23:4 corner 24:4 correct 45:9 corridor 23:16 cost 6:18 10:12 13:23 28:7,12 29:16,20 32:10,13 38:13 39:6 costly 36:16 costs 32:14 counsel 45:12 count 5:25 counties 4:13 22:7 28:14 38:9 country 14:1 counts 5:1 county 20:14 22:10 24:25 27:19 28:9 45:5</p>	<p>couple 29:13 40:13 coupled 36:11 course 21:6 22:18 36:10 38:19 court 1:23 19:15 20:11 23:14 24:19 cover 24:13 create 28:13 creates 20:21 creek 30:22 cross 4:19 34:14,15 35:1,2 crosses 23:18 30:21 crossing 7:2 22:25 30:25 crowd 26:6 cruise 7:7 10:18 csr 1:22 cumulative 23:1 current 12:20,20 36:9 currently 4:14,25 16:4,8 29:17 cyclist 42:22 43:8 43:16 cyclists 2:25 42:24</p> <p style="text-align: center;">d</p> <p>d 24:25 d'olive 30:22 31:19 32:23 daily 5:1,25 31:1 damaged 8:1 daphne 6:10 15:14 27:14 36:22 date 28:4 daughter 41:20 42:8 dauphin 13:8 david 2:21 34:3 davis 2:22 35:20</p>	<p>day 4:24 5:3 6:1,2,3 6:5 15:20 20:25 21:19 23:18 25:2,4 deadline 43:24 44:1 deal 40:17 42:25 dealers 26:13 debris 43:10 decades 38:22 december 18:5 decide 42:25 decided 14:8 decision 17:22,23 22:23 deck 6:22 decline 8:15 definitely 35:22 deis 35:24 36:12,18 delay 23:18,24 24:4 deliver 14:6 delivery 14:6,9 demands 21:7 35:8 department 31:2 36:1 deputy 2:3,5 3:14 describe 8:11 design 6:18 11:6 14:13 15:2 17:17 36:22 39:5 designed 18:24 38:18 destinations 17:5 detail 6:12 19:7 35:24 deteriorating 21:12 determined 6:17 11:1 detour 4:15 develop 14:22 developed 14:17</p>
--	--	---	---

<p>development 14:18 20:13 21:17 30:24 41:9,10 difference 16:22 different 10:24 dimensions 7:18 dire 43:17 direct 4:13 directly 16:2 director 2:3,5,8 3:14,18,20 31:9 dirt 30:23 disaster 26:15 discount 16:3,5 25:19 28:2 discuss 3:25 13:17 17:8 41:18 discussion 28:15 discussions 19:13 displays 18:17 34:9 disproportionate 30:7 distance 37:16 distribution 20:20 district 23:2 37:3 districts 13:8 division 2:6 document 10:14 13:10 17:13,23 43:25 44:2 documentation 9:22 documented 10:2 36:14 doing 22:6 29:1 33:7 dollar 25:6 34:8 40:16 dollars 13:23 15:21 22:14 24:13 25:19 26:24 27:25 28:8</p>	<p>28:23 29:9,16,18 34:12 don 2:4 3:15 dot 13:20 downtime 39:12 downtown 4:16 8:17 12:8 23:4,16 24:2 25:2 27:5 37:6 37:7,7 39:20,22 42:22 draft 3:9 4:2 9:20 10:13,20,22 11:12 11:14,17 13:9 14:5 17:12,15 drawn 26:8 drive 1:13 27:14 29:2 41:17 42:12 driver 34:18 driver's 6:22 drivers 15:25 22:6 26:12 drug 26:12 due 13:25 37:7</p>	<p>effect 28:14 29:11 30:7 effective 6:18 39:7 effects 11:10 13:7 13:13 efficient 38:13 eight 8:6 9:13 29:16 35:2 41:21 eighteen 26:5 eighty 25:6 26:12 eis 4:2 10:20,22 11:14,17 14:5 17:13,15,22,23 18:1,3 either 33:16 elaborate 19:6 electronic 15:22 elements 15:5 elevated 26:4 elevation 37:17 elevator 12:12,17 eleven 40:22 embarcadero 24:19 encourage 13:15 19:1 endanger 34:24 ends 6:9 engineer 2:4,7 3:16 3:19 engineering 10:6 11:3 17:12 26:4 engineers 24:11 ensure 14:15 entire 12:14 31:20 32:21 entity 14:12,12 entrance 5:8,15 8:25 environment 9:25 10:19 31:22 33:14</p>	<p>33:15,21,23 environmental 3:10 9:20,21,23 10:3,6,12,13 11:3 11:13 14:23 17:11 30:3 31:3 32:15 33:12 34:6 43:25 44:2 equate 32:13 equity 15:8,9 ericksen 2:7 3:18 13:17,19 erode 21:9 essentially 30:24 estimated 13:22 evacuation 5:16 26:19 37:24 38:8 41:10 evacuations 5:17 5:19,23 evaluate 12:13,16 17:21 31:4 evaluated 6:16 10:5,10 14:5 evening 3:25 20:6 24:24 25:24 27:12 39:18 eventually 28:17 35:6 everybody 3:5 26:17 everyone's 19:25 examines 36:3 example 5:7 28:20 examples 29:13 exceeded 6:2,4 excellent 21:2 39:14 excuse 3:15 31:3 executive 31:9</p>
	<p>e</p>		
	<p>e 2:1,1 45:1,1 early 18:2 easier 22:11 east 2:25 6:9 8:13 8:16,18,23 9:16 12:17 13:7 36:19 41:17 eastern 36:24 echo 31:12 economic 20:13 21:17 22:6 35:12 41:10 economy 22:17 28:14 31:17,23 edwin 2:8 3:20,21 3:23 13:19 17:7 20:7</p>		

<p>exempt 15:7 existing 7:24,25 8:8 9:1 28:6 36:8,20,23 37:1,10 39:9,12 exit 9:8 expansion 35:5 expense 32:14 expensive 21:18 experience 11:21 13:3 21:12 35:4 experienced 5:22 experiencing 20:17 expired 19:20 express 19:7 extend 12:8 extends 5:6 extremely 36:15</p>	<p>24:19 40:14 federally 28:21 feedback 11:20 12:1 27:22 feeding 42:9 fees 16:1 41:19 feet 7:12,15,17,20 7:22 8:7 24:7 felix's 26:10 fence 43:15 fhwa 2:6 3:13 10:20 13:8 24:16 fifteen 6:4 7:5,20 16:4 24:8 25:18 28:2 fifty 7:12 15:3 24:7 24:12 fight 41:2 fill 14:7 final 14:23,24 17:22,22,24,25 18:1,2 finally 7:15 28:18 finance 15:2,6 financially 26:7 45:13 financing 13:18 find 28:22,23 32:16 32:21 41:23 findings 4:2 fine 25:9 finish 38:4 first 7:10 20:2,4 39:23 41:7 42:22 43:3 fish 26:10 fisheries 33:6 fishes 43:13 fishing 31:24 fit 6:18 41:23</p>	<p>five 4:24 5:2 7:12 15:3,4 18:20 24:7 25:25 26:24 43:13 flexibility 37:18 flock 2:18 29:2 flowing 17:2 focus 9:19 11:19 focuses 36:3 folks 22:23 follow 23:15 following 14:23 foot 6:25,25 7:5 8:7 24:8 43:15 football 23:23 forced 25:8 foreseeable 5:4 forget 20:22 form 14:9 19:6 forms 18:12 19:4,8 39:4 fort 25:1 forth 25:22 42:16 forty 25:5 forum 18:21,24 19:2,9,14 43:21 forward 17:17 fossil 35:7 four 10:13,15 15:5 23:18 25:6 29:9 43:13 fourteen 7:21 10:7 10:13 francisco 24:20 free 15:17,17 17:2 28:7 freeway 24:19 frequent 16:3 fuels 35:7 full 15:21 19:7 fun 22:15</p>	<p>function 37:11 fund 10:24 13:20 14:2,4 15:5 30:12 funded 28:19,21 funding 13:18,25 14:7 26:18 30:13 36:14 funds 40:4,6 further 19:11 45:11 future 5:4 23:17 28:11 35:14 36:12</p>
g			
<p>f 45:1 faced 41:4 facilities 11:1,15,25 38:12 facility 38:21 fact 40:25 factors 10:11 failure 34:10,10 fair 27:22 30:19 41:7 fall 16:16 43:9 falling 43:12,17 familiar 7:10 39:1 families 25:10 42:15 family 42:1 far 3:12 favours 40:2 feasible 15:11 25:7 feature 16:10 february 14:21 federal 9:24 14:8 15:7,9 23:14,15</p>			<p>gallons 26:5 gaps 14:7 gas 26:6 34:21 gases 35:8 gate 7:15 gathering 17:19 gears 37:20 generations 25:21 gentlemen 43:20 geometry 5:14 george 2:5 3:14 give 13:3 18:24 27:7 giving 37:17 go 8:17,24 18:16 28:17 36:20 goes 42:8 going 3:25 8:21 18:13 20:9 25:10 25:14,16 29:8,11 29:21,23 32:16 33:8,10 golden 7:15 good 3:5 4:6 20:6 21:6 23:21 24:24 25:24 27:12 32:16 39:18 40:11,16</p>

<p>government 38:17 39:21 gradual 26:9 27:2,8 grants 15:8 30:13 30:17 gras 26:6 grateful 43:7 great 21:12,25 32:1 32:2 33:15 40:7 green 9:4,15 15:19 19:17 greenhouse 34:21 35:7 gregg 2:9 3:5,6 group 20:3,3 groups 11:19 12:1 grow 5:4 21:5 growing 21:7 growth 20:18 guard 26:16 guess 2:17 27:14 guy 24:18 guys 24:17 25:12 41:19 gym 42:6</p>	<p>hearings 10:21 17:11 31:13 held 10:21 11:19 help 30:16 helped 26:1 henderson 1:23 herndon 2:14 23:11 hey 21:22 hi 30:1 31:8 41:16 42:20,20 high 6:23 26:6,7,20 27:2 29:10 30:8 36:8 37:6 43:4,12 higher 8:7 29:15 33:8 highly 36:10 highway 14:8 37:2 historic 11:8 13:5,8 13:11 23:2,5,8 24:2 24:3 33:20 37:3,8 historical 5:22 history 4:1,10 23:6 31:20 hold 19:23 holiday 34:19 holidays 5:20,23 home 34:22 homes 37:4 hosting 31:13 hour 26:12 hours 23:17 house 6:13 16:19 housing 34:13 huge 22:9 human 26:13 hundred 6:2,4 7:5 7:12,14,17,20,21 24:7,8 25:5,6,19 27:18,21 28:8 29:16,18</p>	<p>hurdles 40:24 hurricane 6:1 26:19 29:14</p>	<p>included 11:6,14 16:4 28:15 32:11 35:23 36:12,18 41:9 44:2</p>
<p>h</p> <p>habitat 33:6 habits 34:24 half 42:5 handle 4:23 happen 30:7 36:10 hard 20:7 hazardous 4:14 37:19 hazmat 4:14 heading 8:13,16 hear 27:6,13 heard 40:19 hearing 1:6 3:9 18:14 33:17,18 42:23</p>	<p>i</p> <p>idea 41:7 identified 10:16 identifies 17:15 imagination 34:10 imagine 34:12,15 34:18 impact 3:10 9:20 10:3,14 22:16 23:2 24:11,16,17,17 33:5,8,12,13 impacted 8:4 impacting 33:2 impacts 4:21 7:7 9:25 10:1,2,12,15 10:18 11:4 13:5 17:14,16,18 31:4 37:3 impaired 30:21,23 32:23 implement 41:19 implementing 42:3 42:13 important 16:21 20:16 33:6 impressions 23:3 improperly 38:18 improve 21:8 improved 41:11 improvement 12:23 impulses 35:13 inadequate 38:17 incidents 5:5,11 incline 37:16,21 include 5:13 10:7 15:8,24 34:21 38:20</p>	<p>includes 15:4,18 17:4 including 10:11 income 42:5 incorporated 10:25 increase 4:12 5:4 16:25 28:4 independent 37:14 37:22 38:6 39:10 39:15 indicated 8:3 39:25 indicates 5:3 industrial 37:10 industry 4:22 10:19 23:9,10 31:24,25 37:18 38:23 information 2:9 3:6 36:6 infrastructure 20:15 21:1,2,7,8 36:4 inge 2:14 23:11 injured 38:11 input 10:6 installation 39:5 insulting 24:10,15 intend 23:14 intense 36:11 37:16 37:21 interchange 6:8,9 8:20 9:2,16 11:6 15:14 interchanges 6:11 6:12 interest 14:3 29:22</p>	

<p>interested 45:13 interests 11:25 international 23:23 27:17 interstate 5:11 7:2 introductions 3:12 investing 22:13 investment 40:13 40:14 invests 14:12 invoices 16:1 irma 6:1 irresponsible 36:15 island 26:9,16 36:21,21 issue 32:6 issued 14:18,24 issues 31:14,19 34:11 37:6,7</p>	<p>kevin 2:15 24:25 key 4:1 11:5 15:5 kick 26:21 kin 45:12 kind 25:18 27:13 29:22 30:10,20 33:3 know 22:8,13 24:19 26:9 27:4,9 29:20 36:1 39:1 43:11 known 38:25 kreitner 21:24</p>	<p>lifeline 42:11,14 lifetime 24:14 31:21 light 19:17,18,19 19:22 36:13 lighting 13:14 limited 13:24 19:5 limits 9:19 16:17 line 28:20 link 43:15 listed 30:23 listen 18:15</p>	<p>32:19 looked 11:17 looking 9:12 13:20 14:1 32:12 looks 31:17 lose 43:10 lot 23:13 25:16 40:23 lottery 26:22 louisiana 26:18 love 21:25 22:1 33:9 low 33:7 43:6 lower 13:8 lowers 39:7</p>
<p>j</p>	<p>I</p>	<p>listening 22:24 28:24 30:5 31:14 listens 22:24 24:18 little 4:7 23:24 24:3 26:21 36:21 41:4 live 20:10 21:24 22:1 24:25 27:14 29:2 37:13 39:19 39:19,21 41:17 42:21 living 20:22 25:21 25:21 34:25 37:12 load 31:2 loan 15:7,9 local 25:20 27:22 28:7,12 locals 28:1 located 38:18 location 36:15 37:23 38:7 43:1 locations 36:7 long 23:12 longer 21:17 23:13 37:17 longest 16:14 longstanding 37:1 look 5:20,23 6:13 6:15,22 10:23 22:2 22:12 24:6 30:11</p>	<p>m</p>
<p>jackson 23:20 39:20 jan 1:22 45:19 joachim 1:24 jobs 20:21 21:16 34:13 joe's 30:22 31:18 32:22 john 2:3 3:17 joining 3:8 july 6:3 10:20 june 36:3 justice 34:6</p>	<p>labor 6:1 ladies 43:19 lake 29:14 landscaping 13:13 lane 6:24 9:13 42:24 lanes 6:24 7:2 8:7 9:13 12:25 26:14 35:1,2,3 large 13:12 20:18 lastly 30:17 laura 2:19 30:1 31:12,18 law 9:23 23:15 lawsuit 23:15 lead 20:13 23:14 league 23:22 learned 40:23 lee 2:23 39:19 leeway 37:19</p>	<p>left 9:1 length 32:9,21 letter 38:4 level 35:24 36:11 levels 8:8 life 21:12 22:18 24:1 32:1 41:10 42:13</p>	<p>maggie 2:13 21:22 mail 27:21 mailed 16:2 27:19 main 7:21 maintain 14:13 15:2 17:5 21:8 maintaining 15:16 major 10:22 13:20 14:2 23:22,22 37:23 38:8 majority 8:4 making 22:11 26:23 32:7 management 17:4 31:3 mann 1:22 45:19 map 6:7 12:2 16:12 16:17 march 11:13 18:5 marchfield 29:2 mardi 26:6 maritime 4:22 7:7 10:18 37:18 mark 2:6 3:13 40:20</p>
<p>k</p>	<p>length 32:9,21 letter 38:4 level 35:24 36:11 levels 8:8 life 21:12 22:18 24:1 32:1 41:10 42:13</p>	<p>left 9:1 length 32:9,21 letter 38:4 level 35:24 36:11 levels 8:8 life 21:12 22:18 24:1 32:1 41:10 42:13</p>	<p>length 32:9,21 letter 38:4 level 35:24 36:11 levels 8:8 life 21:12 22:18 24:1 32:1 41:10 42:13</p>

<p>materials 4:14 18:7 18:11 37:20 39:5 matt 2:7 3:18,21 13:17 17:9 20:7 matters 20:16 mature 24:13 maximum 15:20 31:2 37:17 maynard 23:20 mayor 23:20 mcdonald 35:21 mcduffie 36:21 mean 25:17,18 means 15:22 16:11 35:7 measures 13:10 17:16,24 mechanism 40:9 medical 38:11 meet 11:25 meeting 10:11 18:7 18:11,15,21 27:16 31:16 meets 10:17 member 34:5 memorandum 13:10 17:25 memorial 6:2 mention 32:25 40:18 mentioned 22:9 31:18 40:19 merge 9:13 met 11:18 method 14:9 39:1 methods 14:6 39:6 michael 2:16,23 25:25 michigan 36:19 microphone 4:4,4 20:5</p>	<p>midtown 20:11 21:24 mike 39:19 mile 26:12 million 28:8 29:16 29:18 millions 28:11 mind 22:5 38:4 minds 35:13 minette 25:1 minimize 4:21 7:6 17:18 31:4 minimized 10:18 38:23 minute 31:15 minutes 18:20 19:6 19:17 26:17 38:2 mired 35:13 mississippi 26:19 mistake 24:21 36:16 mitigate 11:9 17:3 37:1 mitigated 24:12,12 mitigating 32:14 33:1 mitigation 13:10,13 17:16,24 30:19 33:1,7 36:13 mobile 1:4,12,14,25 2:12,13,19,20,21 3:7 4:12,16,19 5:10 6:9,14,16 7:3,19 8:9,12,14 9:3,6,12 9:14 11:15,23 12:2 12:3,6,8,11,15 13:2 13:21 20:11,12,14 21:23,24 22:1,8 23:3 24:2 25:2,3 26:7,13 27:3 28:9 29:3 30:2 31:9,11</p>	<p>31:21 32:9 34:4,5,5 35:2,21 36:3 38:9 39:2,21 40:15,21 41:3,4 42:22 45:5 mobile's 23:17 mobilian 39:22 modeling 5:3 modes 21:9 modifications 5:14 modify 6:11 momentum 35:10 money 26:23 28:10 29:10 40:7,9 monroe 24:5 month 5:7 16:7 25:6,19 morning 3:5 mother 41:20 move 5:17 moved 28:5 moves 5:16 moving 21:10 multiple 30:15 32:6</p> <p style="text-align: center;">n</p> <p>n 2:1 name 20:2 23:11 24:24 25:24 27:13 29:2 30:1 34:3 39:19 41:16 42:21 narrowed 10:13 national 9:23 navigation 6:19 near 30:25 34:13 need 4:11 10:11,17 19:7,10 22:15 26:20 29:3 32:24 33:7 34:14 needed 38:10 negative 37:3 38:23 neighborhoods 23:5 24:2 37:4</p>	<p>neighboring 8:2 neither 34:6 45:11 nepa 9:22,22 10:1,4 16:21 never 26:9 new 4:19 7:23 8:6 9:2,13,14 10:8 13:4 13:21 28:5,18 37:22 38:6,19 39:4 39:8 news 23:21 nightmare 26:4 nine 7:15 ninety 26:12 noise 19:24 27:5 37:6 non 17:4 28:16 nonprofit 30:3 north 1:24 7:4 31:10 36:21 39:20 northern 10:8 28:20 notary 45:20 npo 12:8 number 12:25 18:23 20:5,6 21:21 21:22 22:14,20,21 24:23,24 25:23,24 27:11,12 28:25 29:1,25 30:1 31:7,8 34:1,3 35:18,20 38:1,6 39:16,18 41:14,16 42:19,20 numbers 5:24 nursing 37:4</p> <p style="text-align: center;">o</p> <p>occupational 41:24 42:8 occur 5:5,11 occurred 10:23</p>
---	--	---	--

<p>occurrence 6:5 offers 42:8 office 24:4 officer 2:9 3:6 oh 22:2 okay 18:19 22:21 27:13 33:11 38:5 old 26:1 41:21 oliver 2:13 21:23 ones 39:9 ongoing 13:6 online 18:8,12 27:20 open 3:22 6:13 16:8 16:19 opened 7:25 31:16 opening 15:20 operate 14:13 15:2 operations 2:5 3:14 37:11 opinion 26:3 opportunities 20:23 opportunity 4:9 13:3 18:25 27:24 30:16 33:25 36:25 37:19 opposed 25:18 29:4 option 12:14,16 options 16:20 organization 20:14 organizations 34:7 outcome 45:13 outside 6:12 13:16 18:16 19:12 overall 22:16 overlook 12:11,18 13:2 overly 27:23 oversight 14:14</p>	<p>overturned 5:8 overview 4:1,10 owner's 16:2 ownership 14:14</p> <hr/> <p style="text-align: center;">p</p> <hr/> <p>p 2:1,1 p.m. 1:18 3:1 p3 14:11,16 15:5 18:3 pab's 15:9 page 12:22 18:10 paid 15:10 paper 27:18 park 12:9,15 23:4 parks 23:23 37:3 part 10:1,4 12:10 14:16,17 28:16 particularly 39:25 40:15 parties 13:9 45:12 partnership 14:10 passenger 16:5 passengers 34:18 passing 41:2 path 11:22 12:4,8 12:14,18,24 33:18 pay 16:12 41:8 peak 5:22,24 39:25 pedestrian 11:1,7 11:15,18,20 12:4 12:22,23 26:14 33:18 38:21 pending 18:2 people 11:21 13:3 21:2,11,11 22:1,2 22:11 23:8,10 25:20 27:7 40:6 41:1,2 percent 16:5 25:19 28:2 40:1,5</p>	<p>performed 8:3 9:21 11:4 period 15:3 perry 2:8 3:20,24 4:6 8:22 17:9 18:19 21:21 22:20 24:22 25:23 27:11 28:25 29:25 31:7 34:1 35:18 37:25 38:5 39:16 41:14 42:18 43:19 persons 37:12 perspective 32:15 phases 30:15 phasing 30:14 physical 42:9 pictures 8:1 pieces 32:22 pimperl 2:15 24:25 pinto 26:9,16 place 22:2 places 32:22 plaintiff 23:14 plan 14:17 17:5 23:13 34:8 39:11 39:14 planned 28:6 planners 35:12 planning 39:4 plans 27:7 plate 16:1 please 4:4 19:22,23 20:1 plus 28:12 podium 33:23 points 33:20,20 41:6 policy 9:23 pontchartrain 29:14</p>	<p>popular 36:17 port 22:8 32:5 portal 5:14 portion 16:12 18:14,21 43:20 positively 22:17 possibility 43:14 possible 17:18 21:5 21:15 possibly 43:16 posters 33:15 potential 9:24 10:14 11:4 17:14 practical 22:25 preferred 10:17,25 11:24 prepared 9:21 10:14 11:12 preparing 17:12 prepay 15:25 present 4:7 36:7,25 presentation 3:22 28:15 33:12,14 preservation 23:8 president 20:11 26:24 pretty 43:6 prevent 21:10 23:17 pride 21:25 prime 10:16 private 14:10,11,12 15:6,7,9 probably 40:15 problem 25:16 40:14 43:8 problems 37:1,5 proceed 35:16 proceedings 3:3 44:5 45:8,10</p>
--	--	--	---

<p>process 10:1,4 14:16 16:21 18:4 20:8 procurement 39:5 products 21:3,10 program 16:1,3 prohibited 4:20 project 1:4 2:8 3:7 3:20 4:1,8,10,11,21 5:10,13 6:7 9:18 10:5,23,24 12:7,10 13:6,18,22 14:6,13 14:14,18 15:3,6,11 15:22 16:7,23 17:1 17:8,20 18:8 20:8 28:20,21 29:11,17 29:21 31:5 34:8 35:2,10 39:3 projections 5:24 projects 13:21,24 14:2,4 20:19,20 proposal 15:1 proposals 14:20,22 14:25 18:4 38:14 38:14 propose 6:6 proposed 7:18 9:25 10:2 12:22 27:18 27:25 28:2 35:22 36:7 37:15 proposing 16:4 protect 32:2,20,24 43:16 protected 12:23 provide 4:9,13 5:10 5:18 6:23 11:15 12:11,14,17 19:3 19:16 provided 13:2 provides 20:23</p>	<p>provision 28:3,4 public 1:6 2:9 3:6,9 3:22 4:8 10:6,21 11:20 14:10 15:8 17:10,20 18:14,21 18:24 19:2,3,9,14 27:16 31:13 34:16 43:21 45:20 public's 12:1 30:5 publicly 36:18 pull 4:4 purpose 4:11 10:11 10:17 pursue 14:8 push 35:11 put 32:3,4,17 42:25 putting 43:7</p> <p style="text-align: center;">q</p> <p>qualifications 14:19 qualified 14:19 quality 21:12 22:18 24:1 32:1 33:3 37:6 37:7 41:10 question 19:9 questions 19:10 29:24 queue 19:16,21 quick 39:23,24 quicker 5:18 quickly 32:25</p> <p style="text-align: center;">r</p> <p>r 2:1 45:1 rail 21:3 43:5,6 rails 43:2 rainwater 32:8,9 raises 20:22 ramps 9:1 range 10:5</p>	<p>rate 15:21 16:15 29:22,22 ratio 33:7,8 realize 24:21 really 30:4,11,17 32:25 33:24 43:12 reason 23:6 35:17 40:12 43:9 reasonable 35:22 rebuilt 29:15,15 recap 17:10 receive 38:10 received 11:21 44:1 receiving 18:4 recess 18:18 record 17:22,23 red 19:19 reduce 35:4 39:10 reducing 12:24 reed 31:10 refined 10:24 reflexive 34:24 refuge 5:18 regarding 27:18 37:6 region 2:7 3:19 22:17 regressive 35:13 regular 4:25 6:5 rehabilitate 39:9 rehabilitation 42:7 rejoining 4:17 released 14:24 36:3 reliable 34:16 remain 19:11 remaining 19:19 remark 39:24 remarks 22:22 remember 20:2 43:24</p>	<p>remove 34:17 removed 9:2 renaissance 27:6 rendering 6:15,21 9:11 13:1 renewed 14:3 repeat 34:24 replace 33:9,10 39:8 replaced 11:2 replacement 13:22 replacing 7:24 reported 1:21 reporter 19:15 reporters 1:23 representatives 19:11 representing 20:3 request 14:18,22 43:18 requests 42:23 require 28:19 required 4:15 requires 9:24 21:7 34:23 resident 31:10 residential 37:4 residents 23:5 28:9 resources 10:7 11:8 13:6,11 result 11:5 results 17:13 retains 14:14 retired 26:1 return 29:23 35:6 revenue 11:7 14:3 15:10,11 review 17:21 18:25 rfp 14:24 rider 25:1</p>
---	---	---	--

<p>ridiculous 24:10 25:14 right 3:24 9:3 17:9 18:20 24:22 42:18 rise 36:11 river 1:4 3:7 4:19 6:14,16,20,24 7:2,3 7:13,19,20 8:9,14 8:18,23 9:4,6,7,12 9:14 11:16,23 12:2 12:6,11,12,15,18 13:2,21 32:9 35:1 riverside 23:4 road 12:5 21:3 25:1 26:25 27:10 34:17 41:3 42:14 43:10 roads 28:18 40:10 roadway 11:6 24:8 rock 42:6 rod 18:2,3 room 6:12 13:16 18:16 19:12 route 4:13 10:9 12:15 15:12,17,17 15:21 16:12 17:4,6 25:15 26:19 28:16 35:22 36:7,17 37:2 37:24 38:9 routes 5:7 10:8,8 35:23 41:10 ruin 23:16 ruth 2:17 27:14</p>	<p>san 24:20 sand 36:21 satisfactory 38:21 satisfy 9:22 save 28:11 saving 32:15 saying 31:15 33:3 says 32:13 35:3 scale 20:19 scenario 16:23 schools 37:4 scope 9:19 scrap 26:16 sea 36:11 seafood 26:10 31:25 second 3:9 secondly 41:8 seconds 19:19,22 section 6:10 12:21 13:9 17:25 36:13 see 5:24 7:19 8:25 24:6,12,18,18 27:8 seeing 4:25 30:6 seeking 5:18 seen 28:10 33:2 39:25 segment 16:15 segmented 16:11 segments 16:13 select 15:1 selected 7:6 15:1 17:24</p>	<p>services 41:21,23 42:3,4,5 session 19:10 set 16:17 31:2 settling 37:8 seven 6:11 29:18 seventy 5:2 25:25 sever 42:14 shadows 37:11 share 18:25 19:2 shared 18:16 43:22 sheets 19:8 shift 37:20 shiloh 27:14 ships 7:7 23:18 shipyard 26:1 shocking 34:10 shore 36:24 short 18:13 shortages 13:25 shortest 16:14 shortlisted 14:19 18:5 shortlisting 14:20 shortly 18:6 shoulders 6:25 showing 6:11 shown 7:25 10:7 15:12,19 16:18 shows 5:16 6:21 16:13 35:5 shrink 35:8 shy 7:21 side 8:18,23 9:3 12:12,18 sides 12:24 30:3 sierra 2:21 34:5 signal 19:16 signature 7:23 45:18</p>	<p>signed 10:20,22 11:13 18:22 significant 40:24 significantly 39:7 siltation 30:23 similar 8:1 14:4 sisson 2:12 20:10 sit 22:3 site 28:6 sitting 21:13 situation 25:10 six 6:23 15:21 23:18 27:25 29:9 sixty 40:1,5 slowly 5:16 small 20:23 smart 35:23 sole 34:22 solitary 34:18 solution 11:24 38:25 42:24 solutions 38:2 solve 40:3 solving 40:14 sorry 42:16,20 sound 4:6 south 7:13 24:5 28:5 southern 10:9 southwest 2:7 3:19 span 6:19 7:21 37:17 spanish 25:1 speak 4:3 18:22 speaker 4:3 20:4,4 20:6 21:21,22 22:20,21 24:23,24 25:23,24 27:11,12 28:25 29:1,25 30:1 31:7,8 34:1,3 35:18 35:20 38:1,6 39:16</p>
<p>s</p>	<p>selecting 18:5 sense 27:9 september 10:21 seriously 22:16 serve 35:11,14 served 40:20 serves 30:3</p>		
<p>s 2:1 sacrifice 23:24,25 sad 34:10 safe 27:2 safely 26:13 safer 11:22 39:6 safety 41:11</p>			

<p>39:18 41:14,16 42:19,20 speakers 2:11 18:23 19:24 38:3 speaking 23:10 special 30:13 43:22 spectrum 41:21 42:2,6 speech 42:9 speed 27:2 spend 31:14 41:3 spent 17:10 34:12 spill 43:16 spoken 23:10 stair 12:12,17 stakeholders 11:19 standard 20:22 stands 9:22 start 4:10 18:19,20 20:4 36:19 starting 3:12 16:13 state 20:2 22:7 23:21,22 28:19 32:3,4 38:16 40:1,7 45:4 statement 3:10 9:20 10:3,14 11:13 33:12 states 8:2 14:1 38:16 40:8,9 statewide 13:23 station 16:18 stay 6:17 7:4 8:14 8:23 18:15 23:13 39:14 steel 20:19 steps 4:7 17:8 18:3 steve 2:18 29:2 stone 2:19 30:2 stop 2:14 23:12</p>	<p>stories 6:23 43:13 storm 5:15 8:1,3,4 8:8 28:10,11 32:7 32:20 36:9 37:23 38:8 storms 36:9,11 straight 9:10 36:20 street 1:24 2:25 6:8 8:15,17,19 9:2 13:7 15:13,15 21:24 24:5,5 34:4 39:21 strictly 26:11 structure 38:18 structures 24:3 studied 10:1 studies 9:21 10:6 11:4,6,12 14:17 17:12,13 32:17 39:24 study 11:7 32:13 33:2 submit 14:20,25 18:12 24:9 submitting 43:24 subsidy 15:8 sufficient 27:21 suggested 37:2 sullivan 2:16 25:25 summer 5:20 supplemental 3:9 4:2 9:19 11:12 17:12,15 supplies 38:10 support 35:21 41:7 supported 36:18 sure 25:11 30:19 32:7 surge 8:1,3,5,8 36:9 surrounding 30:9 surveys 27:18,21</p>	<p>survive 37:23 38:7 suspension 7:16 suvs 34:17 swiftly 35:9 swimming 43:13</p> <hr/> <p style="text-align: center;">t</p> <hr/> <p>t 45:1,1 table 3:12 13:15 take 8:18,19 9:5,14 9:15 18:13 21:24 22:15 23:24 24:3 25:9,12 28:11 43:16 taken 45:8 takes 39:8 talk 6:14 38:2 talked 9:18 31:16 31:20 33:23 talking 24:1 31:15 33:15 tall 27:13 tallest 7:4 tax 15:7 27:23 taxes 22:14 team 15:1 18:5 23:22,23 teams 14:19,20,22 14:25,25 18:5 tear 24:21 tearing 28:7 technology 14:2 tell 20:15 21:25 ten 7:2 8:7 35:1 terminal 10:18 terrible 21:13 33:4 terrifying 43:4 test 26:6 texas 26:18 34:4 thank 3:8,24 13:19 18:17 20:7 21:20 21:21 22:20 24:22</p>	<p>25:23 27:8,11,15 28:24,25 29:25 30:4 31:6,7,12,15 33:19,24 34:1 35:18 37:25 38:4 39:15,16 41:13,14 42:17,18,23 43:18 43:19,21,22 44:2 thanks 17:9 25:22 theodore 41:18 therapy 41:24 42:9 42:9,9,10 thing 25:11 26:8,20 31:18 33:11 40:2 40:18 43:15 things 22:8 30:13 34:25 35:8 41:9,11 41:12 think 20:18 22:12 23:8,9 29:3,7,11 41:6 thirty 4:24 19:18 19:21 29:9 40:16 thorough 20:8 thoughts 35:15 thousand 4:24 5:2 6:3,4 24:12 26:5 thousands 25:10 34:13 threat 34:23 three 5:21 8:1 14:19,24 15:21 18:4 25:19 27:25 28:8 throw 40:9 thursday 43:25 time 12:6 17:10 19:5,17,20,25 21:20 23:13 30:24 33:22 35:8 39:7,11 39:12 40:24 41:4</p>
---	---	---	--

<p>43:2,3 timekeeper 19:15 times 32:7 39:25 timothy 25:25 today 9:9 36:10 told 27:17 toll 14:3 15:10,10 15:17,17,20,23 16:1,1,7,12,15 25:18 27:18,22 28:3,7,12,13 29:7 30:8,12 33:18 39:14 40:2,6 41:7 41:19 42:3,14 tolled 15:12,15 16:13 17:4 28:16 tolling 15:22 16:10 16:18 tolls 15:23,25 16:11 22:14 26:25 28:20 28:22 29:5,5,17,19 39:24 40:11 tonight 3:8,11 18:11 tonight's 18:7,14 18:21 19:14 43:20 top 12:22 18:10 total 7:1 31:1 totaling 16:5 totally 40:3,8 tourism 23:9 31:25 40:19,23 41:8 tourist 23:3 26:12 37:9 towers 24:7 tracks 26:14 tractor 26:5 trade 27:17 traffic 5:1,3,3,9,16 5:17,22,23,25 6:24 11:7 16:22,25</p>	<p>19:16 21:13 22:3 22:18 23:24 25:13 26:20 27:3,6 35:1,6 40:1,1 traffickers 26:13 trailer 26:5 transcribed 19:15 45:8 transcript 45:9 transit 34:16,19 transponders 15:24 transportation 21:9 36:2,4 39:13 transported 38:11 transporting 37:19 travel 12:25 25:4 41:22 travelers 34:19 38:20 traveling 12:4 travels 42:2 treatment 13:14 tree 24:13 tremendous 20:17 tried 41:24 trips 16:6 tropical 37:23 38:8 truck 5:8 26:12 trucks 27:6 43:5 true 45:9 truly 21:4 trump 26:24 trying 27:9 tunnel 4:23 5:2,6,8 5:15 7:1 8:10,24 9:1,8,16,16 15:15 15:18 16:24 22:3 22:19 25:4,9,14 26:2,4 28:16,17 29:4</p>	<p>tunnels 4:20 9:5 turn 3:23 13:17 17:7 19:17,18,19 26:7 27:8 twelve 6:25,25 8:6 twenty 6:23 7:17 16:5 31:22 twice 4:25 25:4 two 7:4,14,17,20 12:16 19:5,17 22:6 22:13 23:7 24:7,7 25:5 26:23,25 27:17,21 28:23 33:20 34:8,12 38:2 41:6 43:15 tying 36:7 types 6:17 typical 12:21</p> <p style="text-align: center;">u</p> <p>u.s. 6:9 13:20 15:13 36:1 unacceptable 28:3 uncommon 5:19 underhill 2:21 34:4 underneath 13:14 understand 16:22 29:8 32:10,12 undue 25:20 unfair 27:25 united 38:16 unknown 4:3 unrealistic 40:8 update 17:14 updated 11:11 upped 33:1 urgent 34:23 use 8:14 15:22 16:12 19:16,25 27:9 39:4 user 12:1 16:3</p>	<p>utility 39:5</p> <p style="text-align: center;">v</p> <p>value 15:1 variety 6:16 10:11 11:18 12:1 15:24 various 16:13 vehicle 16:2 vehicles 4:13,15,18 4:24 5:2 6:3,4 15:25 16:5 37:19 verbal 4:9 vertical 7:5,11,14 7:16 24:8 37:14 vibrations 37:7 video 5:15 view 6:22 18:10,16 views 11:22 13:4 virginia 8:15,17 15:13 vision 35:16 visit 13:15 visitor 40:21 visual 13:7,13 19:16,21 24:11 visualization 13:15 vitality 33:6 voice 42:21 volume 26:20 volumes 5:22 16:25 volunteer 40:21 vote 27:24 vulnerability 36:2 36:4,8,14 vulnerable 36:10</p> <p style="text-align: center;">w</p> <p>wait 21:18,19 walk 4:1 walking 3:21 wall 26:25</p>
---	--	---	--

<p>wallace 4:20,23 5:2 5:5,8,15 7:1 8:9,24 9:1,5,8,15 15:15 25:4 26:2 walmart 20:20 want 3:8 8:13,17 8:17,22 25:11 30:4 30:10,14,17,18 31:5,12,14 32:25 43:21 wanted 11:21 30:20 40:18 42:22 wanting 41:19 wants 26:24 waste 28:9 water 8:19 9:2 15:14 21:3 26:17 30:22,23 32:7,20 waterfront 23:4 waterways 32:2,2 32:23 way 22:3,13 23:11 24:15 27:3 29:10 30:15 32:21 39:22 41:8 42:13 ways 10:24 11:9 13:20 14:1 15:24 25:16 26:23 30:11 32:19 we've 9:18 33:2 41:24 weather 8:21 website 18:8 week 5:7 weekend 34:19 weekends 5:20 weigh 35:15 welcome 18:15,22 west 5:14 9:12 12:12</p>	<p>wetland 33:5 wide 6:25 widened 11:2 wider 29:15 wife 25:2 window 24:6,9 wishing 18:22 word 33:13 work 12:7 20:7 21:23 25:2 27:10 30:2,18 39:19,20 workday 34:14 worked 13:9 worker 26:1 workforce 41:9 working 14:21 25:21 42:15 workshop 11:20 worldly 34:22 worse 25:16 41:12 wrap 19:22 writing 19:3 24:9 24:10 wrong 33:4 www.mobilerive... 18:9</p>	<p style="text-align: center;">z</p> <p>zooming 43:5</p>
	<p style="text-align: center;">y</p> <p>y'all 20:7 22:24 23:15 24:15 26:20 29:1 33:22 38:2 yard 26:16 yeah 22:4 year 11:14 15:3 16:8 18:2 years 5:21 15:4 25:25 29:9 31:22 36:19 39:12 40:22 41:21 yellow 19:18,22</p>	



Deposition of:
ALDOT Hearing

May 7, 2019

In the Matter of:
ALDOT PUBLIC HEARING

Freedom Court Reporting

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

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MOBILE RIVER BRIDGE AND BAYWAY PROJECT

ALDOT PUBLIC HEARING

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

May 7, 2019

5:35 P.M.

REPORTED BY:

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

<p style="text-align: right;">Page 2</p> <p>1 A P P E A R A N C E S</p> <p>2</p> <p>3 Mr. John Cooper, ALDOT Deputy Director</p> <p>4 Mr. Don Arkle, ALDOT Chief Engineer</p> <p>5 Mr. George Conner, ALDOT Deputy Director of Operations</p> <p>6 Mr. Mark Bartlett, FHWA Alabama Division Administrator</p> <p>7 Mr. Matt Ericksen, ALDOT Southwest Region Engineer</p> <p>8 Mr. Edwin Perry, ALDOT Project Director</p> <p>9 Ms. Allison Gregg, Public Information Officer</p> <p>10</p> <p>11 SPEAKERS</p> <p>12 No. 1 - Kevin Spriggs</p> <p>13 No. 2 - Patrick McWilliams</p> <p>14 No. 3 - Cliff McCollum</p> <p>15 No. 4 - Joseph Thompson</p> <p>16 No. 5 - Ricky Richardson</p> <p>17 No. 6 - Dr. Lou Campomenosi</p> <p>18 No. 7 - Deborah Hunter</p> <p>19 No. 8 - Steven Lorato</p> <p>20 No. 9 - Roger Nelson</p> <p>21 No. 10 - David Dueitt</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 4</p> <p>1 MR. PERRY: Thank you, Allison. This</p> <p>2 evening, we are going to discuss the project overview</p> <p>3 and history. We will walk through key findings in the</p> <p>4 Supplemental Draft EIS. We will present the next steps</p> <p>5 for the project and the public will have the opportunity</p> <p>6 to provide verbal comments.</p> <p>7 First starting off with the project</p> <p>8 overview and history, the purpose and need of the</p> <p>9 project is to increase capacity on I-10 between Mobile</p> <p>10 and Baldwin counties, provide a more direct route for</p> <p>11 vehicles carrying hazardous materials because currently</p> <p>12 hazardous vehicles are required to detour off I-10</p> <p>13 through downtown Mobile, take I-165, the</p> <p>14 Cochrane-Africatown Bridge and the Causeway to then</p> <p>15 rejoin I-10.</p> <p>16 These vehicles will now be allowed to use</p> <p>17 the Mobile River Bridge since they are currently</p> <p>18 prohibited from using the Bankhead and Wallace tunnels.</p> <p>19 Also the project will minimize impacts to the maritime</p> <p>20 industry.</p> <p>21 The Wallace Tunnel was built to handle</p> <p>22 about thirty-five thousand vehicles per day. We were</p> <p>23 currently seeing twice that amount on a regular basis.</p> <p>24 On average, the annual daily traffic count in the</p> <p>25 Wallace Tunnel is about seventy-five thousand vehicles</p>
<p style="text-align: right;">Page 3</p> <p>1 May 7, 2019 5:35 p.m.</p> <p>2</p> <p>3 P R O C E E D I N G S</p> <p>4</p> <p>5 MS. GREGG: Good evening. I am Allison</p> <p>6 Gregg. I'm the Public Information Officer for the</p> <p>7 Mobile River Bridge and Bayway Project and I want to</p> <p>8 thank you for joining us tonight for our public hearing</p> <p>9 for the Supplemental Draft Environmental Impact</p> <p>10 Statement for the project.</p> <p>11 As we begin tonight, I would like to</p> <p>12 first make some introductions. First we have John</p> <p>13 Cooper who is the ALDOT Transportation Director. Next</p> <p>14 to Mr. Cooper we have Don Arkle who is the ALDOT Chief</p> <p>15 Engineer. Then we have ALDOT Deputy Director of</p> <p>16 Operations, George Conner. At the end of the table from</p> <p>17 the FHWA, we have the Alabama Division Administrator,</p> <p>18 Mark Bartlett.</p> <p>19 Next to me, first we have Matt Ericksen</p> <p>20 who is the Southwest Region Engineer for ALDOT and</p> <p>21 finally and not last but not least we have Project</p> <p>22 Director Edwin Perry also with ALDOT. And we will now</p> <p>23 be delivering our presentation tonight. Then we will</p> <p>24 open it up for public comment. First I will turn over</p> <p>25 to Edwin.</p>	<p style="text-align: right;">Page 5</p> <p>1 per day and traffic modeling indicates that traffic will</p> <p>2 continue to grow for the foreseeable future.</p> <p>3 When incidents occur in the Wallace</p> <p>4 Tunnel, congestion extends beyond I-10 onto other</p> <p>5 routes. For example, last month and even last week, an</p> <p>6 overturned truck blocked the Wallace Tunnel entrance</p> <p>7 which caused traffic backups throughout the city of</p> <p>8 Mobile. This project will provide additional capacity</p> <p>9 so when incidents like this occur the interstate is less</p> <p>10 likely to be completely blocked. The project will also</p> <p>11 include modifications with the geometry to the west</p> <p>12 tunnel portal entrance to the Wallace Tunnel.</p> <p>13 This image from 2018 shows how congestion</p> <p>14 on the Bayway can become during storm evacuations.</p> <p>15 Additional capacity will provide those seeking refuge</p> <p>16 quicker access during these times but it's not uncommon</p> <p>17 for summer weekends and holidays to look like this.</p> <p>18 In the last three years, we have</p> <p>19 experienced historical peak traffic volumes during</p> <p>20 holiday and evacuations. When we look at traffic</p> <p>21 projections, we see that these peak numbers will become</p> <p>22 a daily traffic count by 2040.</p> <p>23 With Hurricane Irma in 2017 and Labor Day</p> <p>24 and Memorial Day in 2016, we exceeded a hundred thousand</p> <p>25 vehicles per day. On July 4th of 2017, we exceeded over</p>

Page 6

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

Page 7

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

Page 8

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

Page 9

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

Page 10

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

Page 11

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

Page 12

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

Page 13

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

Page 14

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

Page 15

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

Page 16

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

Page 17

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

Page 18

1 thereafter.

2 Materials from tonight's meeting are

3 available online at our project website,

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

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

6 materials from this meeting. You can also submit

7 comment forms online as well.

8 We are going to take a short break before

9 we begin the public hearing portion of this meeting.

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

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

12 in the open house area.

13 (Brief recess.)

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

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

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

17 room and speakers will be called up by number.

18 Our public forum is designed to give you

19 an opportunity to share comments for review and

20 consideration by ALDOT. We encourage you even if you

21 share your comments during this public forum that you

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

23 we have available tonight.

24 Because your time is limited to two

25 minutes, the comment forum allows for greater

Page 19

1 elaboration and detail and provide -- you can provide

2 additional pages to fully express your comments.

3 This public forum is not a question and

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

5 additional information, ALDOT representatives remain

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

7 discussions with you.

8 Tonight's public forum will be

9 transcribed by a court reporter and our timekeeper will

10 use a traffic signal to provide a visual queue to

11 speakers. The light will turn green when your two

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

13 thirty seconds remaining and the light will turn red

14 when your time has expired.

15 When you get your queue -- when you get

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

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

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

19 between speakers and other noise from the audience so we

20 can make use of everybody's time available.

21 When you begin your comments, please

22 first state your name and any group affiliation that you

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

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

25 SPEAKER NUMBER 1: Hello. My name is

Page 20

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

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

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

4 very excellent design. Technically I have no issues

5 with the project.

6 I will make a few comments about changes

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

8 businesses but I believe that the engineering and the

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

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

11 also one hundred percent against the tolls.

12 Right now, ALDOT is replacing a bridge in

13 Birmingham, one mile, seven hundred and fifty million

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

15 reports of toll scanners on that highway yet.

16 Okay. When Hurricane Katrina destroyed

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

18 million dollar project to replace that bridge. Very

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

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

21 months ago.

22 Same thing, everybody is familiar with

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

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

25 the toll scanners?

Page 21

1 The problem I see is if these projects

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

3 receptive to having toll scanners on ours, and also

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

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

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

7 are here that actually will depend on this bridge.

8 Yeah, there's alternative routes. It

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

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

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

12 The last comment I will make is we

13 destroyed a lot of bridges in Iraq and Afghanistan.

14 I've seen where American contractors are building those

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

16 how many toll scanners are there on those bridges before

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

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

19 right. Next, speaker number 2.

20 SPEAKER NUMBER 2: Is the microphone on?

21 Is it on?

22 MR. PERRY: Down on the bottom.

23 SPEAKER NUMBER 2: Is it on? Can

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

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

Page 22

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

Page 23

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

Page 24

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

Page 25

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

Page 26

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

Page 27

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

Page 28

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

Page 29

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

Page 30

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

Page 31

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

Page 32

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

Page 33

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

Page 34

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

Page 35

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

Page 36

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

Page 37

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

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

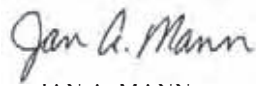
7
8 END OF PROCEEDINGS
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 CERTIFICATE
2
3

4 STATE OF ALABAMA)
5 MOBILE COUNTY)
6

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

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

17 

18 JAN A. MANN
19 COMMISSIONER - NOTARY PUBLIC
20 ACCR NO. 321
21
22
23
24
25

&	4	acres 36:23	25:19 39:4
& 1:23	4 2:15 26:1,2	act 9:18	aldot 1:6 2:3,4,5,7
1	4.3 27:11	action 9:20	2:8 3:13,14,15,20
1 2:12 19:24,25	4.3.1 27:8	activities 7:3	3:22 6:3,7,12 7:23
10 2:21 4:9,12,15	4th 5:25	activity 14:23	9:14 10:18 11:6,11
5:4 6:4,7 8:6,15,21	5	actual 16:8	11:22 12:1,4,7,10
9:1,2,5,10 15:5,6	5 2:16 28:2,3	add 12:16	13:1,12,16,23 14:1
16:16,19 20:17,23	5:35 1:18 3:1	adding 24:11	14:4,6,8,10,13,17
22:6,9 28:15,18,21	6	addition 7:18 12:7	15:8,12,22 16:10
31:22 36:6,8	6 2:17 29:7,8	additional 5:8,15	16:20 18:20 19:5
104 36:9	65 23:5	10:23 11:2 16:20	20:12 25:1,21
106 13:2 17:18	66 27:2	17:3 19:2,5 24:12	26:13
165 4:13 11:23	69 26:12	additionally 24:16	aldot's 11:18 25:13
18286 39:18	7	address 10:24	allison 2:9 3:5 4:1
1978 7:20	7 1:16 2:18 3:1 31:6	15:20 17:8,15 36:6	allow 15:18
1989 33:21	31:7	administration	allowed 4:16
2	72 26:25	14:1	allows 18:25
2 2:13 21:19,20,23	7361 1:13	administrator 2:6	alternate 24:9
2.1 13:16	8	3:17	alternative 10:11
2009 32:13	8 2:19 32:10,11	advanced 13:20	10:12,20 13:23
2014 10:15,16	9	adverse 11:4 12:25	14:2 17:17 21:8
2016 5:24	9 2:20 33:17,18	17:8	alternatives 9:22
2017 5:23,25	35:17,19	aesthetics 13:5	9:25 10:2,4,7,10
2018 5:13 14:13	90/98 6:6 15:5	affiliation 19:22	11:2,12
2019 1:16 3:1	a	afford 25:20 35:10	altogether 35:4
2020 17:25	ability 6:15 24:19	afghanistan 21:13	amendment 29:24
2025 16:1	able 11:15 24:20	africatown 4:14	29:25
2040 5:22	33:6	7:6 11:24 12:14	america 6:25
225 22:1	abundantly 25:14	15:11 16:17 26:7	american 21:14
22nd 10:15	access 5:16 8:6,13	26:12	amount 4:23 21:6
23rd 17:12,14 38:3	8:21 11:15 12:6,11	afternoon 21:24	24:4 34:17
260 1:24	16:22,22 22:6	32:23 33:25	annual 4:24 34:14
26th 11:8	31:24	agencies 9:19	answer 19:4
3	account 30:13	agency 17:13	anti 26:17
3 2:14 23:17,18	accountability	ago 20:10,21 22:20	anticipate 17:19
31065 22:1	29:21	32:3	anticipated 16:1
321 39:21	accr 39:21	agree 31:11	anticipating 30:10
36603 1:25		agreement 13:3	anywise 39:12
		17:19 24:23	appalled 28:5
		alabama 1:14,25	applause 19:18
		2:6 3:17 13:18 22:3	

<p>application 22:25 appreciate 33:19 36:12 appropriations 23:12 approval 14:15 17:20,22 approved 23:1 approximately 6:19 apps 35:3 area 6:9 16:12 18:12,16 22:13 areas 13:7 argue 30:2 arkle 2:4 3:14 asked 25:12 associated 29:20 associates 1:23 atrip 25:7 attending 37:25 audience 19:19 august 17:20 available 18:3,23 19:6,20 21:4 28:10 29:4,6 avenue 28:5 average 4:24 36:19 avoid 17:10 37:9,10 37:10 avoidance 24:13</p>	<p>29:23 31:20 32:18 34:22 bankhead 4:18 8:11 15:10 16:16 26:7,11 banner 18:4 bartlett 2:6 3:18 base 14:9 based 9:25 11:14 11:20 basically 22:6,8,12 23:8 29:24 30:24 basis 4:23 battleship 12:3,9 bay 10:3 11:23 15:9 20:23 26:14 32:13 37:8 bayway 1:4 3:7 5:14 7:19,20,20 8:1 8:7,12,16,18 10:21 11:25 13:15 31:14 31:22,25 32:2 35:24 beach 22:9 bear 25:20 becoming 6:2 began 10:18 beginning 17:25 27:2 begins 6:4 behalf 23:19 believe 20:3,8 21:6 23:13 28:23 best 6:14 14:18 better 31:1 beyond 5:4 29:1 bike 10:20 11:1,9 11:12,13,22 12:15 12:16 billion 13:16 23:4 25:8</p>	<p>birmingham 20:13 25:8 bit 28:4 36:22 bless 20:19 blocked 5:6,10 blue 8:18 9:10 15:4 boards 6:8 16:11 18:5 bonds 14:23,24 booth 28:18 booths 15:15 bottleneck 28:21 bottom 7:21 12:18 21:22 boulevard 1:13 36:9 break 18:8 32:14 35:5 bridge 1:4 3:7 4:14 4:17 6:11,11,13,13 6:18,24,25 7:4,6,8 7:10,11,14,18,20 7:24 8:3,4,8,17,19 8:24 9:10 11:16,23 11:24,25 12:5,9,12 12:14,17,21,22 13:7,14 15:11 16:17 20:12,18,24 21:7 23:15 24:11 26:7,12,17,18 27:10,11,23 28:6 31:10 34:3,24 37:8 37:16 bridges 7:5,22 21:13,16 29:6 brief 18:13 bring 22:23 24:19 bringing 30:25 brings 26:23 broad 6:4</p>	<p>brought 31:12 bucks 35:24 budget 13:17 29:5 build 10:10,11 14:5 14:19 16:13,13 34:3 building 21:14 built 4:21 11:25 bulk 37:14 burdensome 24:2 business 8:7,15,21 9:2,10 15:6 20:2 22:2,4,7 31:9 35:9 businesses 20:8 35:25 businessman 22:18 businessmen 34:20 buy 24:16,18,23 bypass 35:3</p>
c			
<p>c 2:1 39:1,1 cable 6:13,25 california 28:16,18 called 18:17 calling 8:6 campaign 29:9 campomenosi 2:17 29:8 canal 8:14 9:4,8 15:6 cap 15:12 capacity 4:9 5:8,15 13:17 16:20 care 30:1 career 22:15,15 careful 30:15,20 carefully 35:13 carolina 7:9 24:22 carried 17:10 carrying 4:11</p>			

<p>cars 27:16 case 39:13 caused 5:7 causeway 4:14 15:10 16:17 24:12 34:25 35:21,23,25 causing 31:18 32:25 center 1:12 27:15 cents 28:19 34:9 certify 39:7,11 chairman 23:12 chance 13:9 25:16 change 32:7 34:11 changes 10:18,25 11:5 20:6 24:7 channel 6:16 7:2,16 charge 24:1 28:20 charges 24:6 charging 37:20,20 cheaper 36:19 chief 2:4 3:14 children 36:25 37:1 37:1,15,20,21 children's 36:25 37:1,1 choice 21:10 choke 35:1 chump 34:11 church 12:25 citizen 26:5 citizens 32:24 city 5:7 6:5 8:6 11:21 12:1 classic 34:21 35:14 clause 24:16,18,23 cleaners 31:2 clear 25:15 clearance 7:1,2,7,9 7:12,15</p>	<p>click 18:4 cliff 2:14 23:18 30:24 clogging 32:20 coastal 25:19 cochrane 4:14 7:6 11:24 12:14 15:11 16:17 26:7,12 34:24 collected 15:16 collection 15:24 combination 11:19 combined 6:22 come 21:17 23:13 32:19 36:10,11 coming 27:15 28:25 comment 3:24 18:7 18:22,25 21:12 23:17 36:7 comments 4:6 17:9 17:13,14 18:10,19 18:21,22 19:2,17 19:21 20:6 38:1,3,3 commissioner 39:20 commitment 11:8 commitments 12:7 14:7 17:9 committed 15:8 26:13 committee 23:12 common 29:9 communities 11:4 33:9 community 1:12 26:21 27:24 commute 33:23 commuter 24:3 commuters 25:19 25:24</p>	<p>commutes 26:5 company 22:2 compare 7:4 complete 12:1 completely 5:10 compliance 14:7 component 13:5 comprehension 29:2 concentrated 21:5 conceptual 6:17 12:19 concerned 22:13 concession 14:20 concludes 37:23 conditions 16:15 conducted 14:9 conducting 17:3 congested 16:18 congestion 5:4,13 6:4 16:21 22:21 31:18 32:25 35:1 36:2 connect 8:3 connection 8:17 connects 12:12 conner 2:5 3:16 consider 9:19 31:13 consideration 16:9 18:20 considered 16:14 considering 34:16 constitutional 29:24,25 construct 11:22 constructed 9:9 constructing 27:10 construction 14:21 17:10,25 27:10 34:21</p>	<p>consultation 11:3 12:23 13:25 consulting 13:2 continue 5:2 8:8 9:1,4 continued 24:24 contract 14:3 contractors 21:14 cooper 2:3 3:13,14 7:8 correct 39:9 corresponding 25:18 corridor 22:10 cost 6:15 10:6 13:16 25:20,23 31:15 34:14,19 35:11 costs 24:3,5,19 25:5 25:7 counsel 39:12 count 4:24 5:22 counties 4:10 32:9 country 13:19 24:22 36:18 county 8:7,23 23:19 27:17,17 28:1 29:20,23 31:20,20 32:18 34:22 39:5 couple 23:2 28:8 court 1:23 19:9 create 24:13 cross 6:23 crucial 24:18 cruise 7:3 10:13 csr 1:22 current 12:13 23:25 24:10 25:17 currently 4:11,17 4:23 15:22,25</p>
--	---	---	--

cusp 27:22	designed 18:18	documented 9:22	eight 8:1,18 20:17
d	destination 8:10	doing 36:25	22:4,13 34:6,14
d'olive 36:9	destinations 16:23	dollar 20:18 24:3	eis 4:4 10:14,17
d.c. 22:25 28:8	destroyed 20:16	26:19	11:8,11 13:22 17:4
daily 4:24 5:22	21:13	dollars 13:16 15:13	17:7,15,16,20,22
24:3,12 25:24	detail 6:8 19:1	20:14 23:5,14 24:1	either 32:6
34:22	determined 6:14	24:6 25:4 27:21,24	el 28:18
damage 32:8,8	10:21	27:25 28:10 34:5,8	elaboration 19:1
danger 32:2	detour 4:12	34:9,10,15 37:11	electronic 15:14
dangerous 31:19	develop 14:14	don 2:4 3:14	elements 14:22
daphne 6:6 15:6	developed 14:9	dot 13:13 24:25	elevated 25:5
20:2 24:10 31:8	development 14:10	downtown 4:13	elevator 12:6,10
33:4,20,24 36:9	22:2	8:12,14,22 9:3 12:2	eliminate 32:2
dauphin 13:1	die 32:17	33:22	elliott 23:20
david 2:21 36:9	difference 16:15	dr 2:17 29:8	encourage 13:8
day 4:22 5:1,23,24	different 10:19	draft 3:9 4:4 9:13	18:20
5:25 6:1 15:12	25:4	10:8,14,17 11:6,8	ends 6:5
24:11 26:6 29:1	difficult 21:9 32:4	11:11 13:2,22 17:4	enforce 31:22
32:14 33:15 34:10	dimensions 7:13	17:7	engineer 2:4,7 3:15
35:6	direct 4:10	drive 32:13 37:3	3:20
deadline 38:2,4	directly 15:20 20:7	driver's 6:18	engineering 10:23
deal 27:13	director 2:3,5,8	drivers 15:18	17:3 20:8
deals 22:7 27:12	3:13,15,22	drove 27:14	ensure 14:7
deborah 2:18 31:7	disappointed 22:23	due 7:25 13:18	entertaining 30:11
december 17:24	discount 15:21,23	24:13	entire 12:8
decided 14:1	23:23 34:13,17	dueitt 2:21 36:9	entity 14:4,4
decision 17:15,16	discuss 4:2 13:10	e	entrance 5:6,12 9:6
deck 6:19	16:25	e 2:1,1 39:1,1	environment 9:20
definitely 30:6	discussed 29:13	earlier 26:6	10:14
defray 34:18	discussions 19:7	early 17:20 21:24	environmental 3:9
delegation 23:19	28:8	easily 24:13 31:21	9:15,18,23 10:1,1,6
deliver 13:23	displays 18:11	east 6:5 8:10,21,23	10:8,23 11:7 14:15
delivering 3:23	disproportionately	12:11,25 28:22	17:3 38:5
13:23 14:2	25:20 27:23	eat 35:20	equaling 23:4
depend 21:7	districts 13:1	economy 27:13,21	equity 14:25 15:1
deputy 2:3,5 3:15	division 2:6 3:17	edwin 2:8 3:22,25	ericksen 2:7 3:19
describe 8:5	document 10:9	13:12 16:24	13:10,12
design 6:15 11:1	13:3 17:5,17 27:8	effect 27:9	essentially 27:9
14:5,18 17:10 20:4	27:12 38:5	effective 6:15	estimated 13:16
20:9	documentation	effects 11:4 12:25	evacuations 5:14
	9:15	13:6	5:20

<p>evaluate 12:7,10 17:14 27:3</p> <p>evaluated 6:12 9:25 10:5 13:23 27:7</p> <p>evening 3:5 4:2 21:25 35:21</p> <p>evergreen 22:11</p> <p>everybody 20:22 21:24 36:15,22</p> <p>everybody's 19:20</p> <p>example 5:5 34:21 35:14,19</p> <p>exceeded 5:24,25</p> <p>excellent 20:4</p> <p>excess 25:7</p> <p>exchange 25:10</p> <p>excited 22:19</p> <p>exempt 14:24</p> <p>existing 7:19,19,20 8:2 9:7</p> <p>exit 8:12 9:4</p> <p>expense 27:24 35:13</p> <p>expenses 34:18</p> <p>experience 12:21</p> <p>experienced 5:19</p> <p>expired 19:14</p> <p>expires 19:17</p> <p>express 19:2</p> <p>extend 12:2</p> <p>extends 5:4</p> <p>exterminator 34:20</p> <p>extra 35:10</p>	<p>factors 10:5</p> <p>failed 24:22</p> <p>fair 25:3 31:4 33:2</p> <p>fairhope 22:3 30:11</p> <p>fall 16:9</p> <p>familiar 7:5 20:22</p> <p>family 33:21</p> <p>far 22:11,12 30:15</p> <p>farmers 36:24</p> <p>father's 22:15</p> <p>favor 32:21</p> <p>feasible 15:3</p> <p>feature 16:2</p> <p>february 14:13</p> <p>federal 9:19 13:25 14:24 15:1 25:14 28:23,24</p> <p>feds 30:9</p> <p>feedback 11:14,20</p> <p>feel 23:9 33:11</p> <p>feeling 37:7</p> <p>fees 15:19 34:16</p> <p>feet 7:7,10,12,17 8:2</p> <p>fhwa 2:6 3:17 10:14 13:1</p> <p>fifteen 6:1 7:1,15 15:22 30:22 34:13 34:17</p> <p>fifty 7:7 14:20 20:13 23:14 34:9 35:23</p> <p>fill 13:24</p> <p>final 14:15,16 17:15,16,17,18,20 17:22 23:22</p> <p>finally 3:21 7:10</p> <p>finance 14:19,23</p> <p>financially 39:13</p>	<p>financing 13:11</p> <p>find 23:13 26:11,15 28:17</p> <p>finding 28:5</p> <p>findings 4:3</p> <p>fine 35:7,20</p> <p>finish 35:17</p> <p>first 3:12,12,19,24 4:7 7:5 19:22,24 21:11</p> <p>fit 6:14</p> <p>five 4:22,25 7:7 14:20,20 28:14,19 33:24,25 34:1</p> <p>fixed 32:7</p> <p>flashing 31:25</p> <p>florida 32:20 37:5 37:6,13</p> <p>flowing 16:20</p> <p>fob 37:16</p> <p>focus 9:13 11:13</p> <p>folks 29:14 30:25</p> <p>following 14:15</p> <p>foot 6:21,21 7:1,15 8:2</p> <p>foreseeable 5:2</p> <p>forever 37:17</p> <p>form 14:2</p> <p>forms 18:7</p> <p>fort 1:12,13,14 20:1 22:1,3 24:10 26:5 28:4 30:10 32:12 33:4</p> <p>forth 32:13,25 33:10,15</p> <p>forty 33:25 34:1,6</p> <p>forum 18:15,18,21 18:25 19:3,6,8 37:24</p> <p>forward 17:10 25:22</p>	<p>four 10:8,10 14:22 24:5 28:14 29:11 34:9 35:23</p> <p>fourteen 7:16 10:2 10:8 28:20</p> <p>free 15:9,9 16:20 26:8,16 37:5</p> <p>frequent 15:21 23:23 30:21 31:9</p> <p>frequently 31:1</p> <p>friday 35:21</p> <p>front 18:16</p> <p>frustration 25:13</p> <p>ft 22:9</p> <p>fuel 29:2</p> <p>full 15:13</p> <p>fully 19:2 26:21</p> <p>fund 10:19 13:13 13:20,22 14:22 28:6</p> <p>funding 13:11,18 13:24 21:4 25:14 28:5</p> <p>further 39:11</p> <p>future 5:2 24:19 28:10 29:5</p>
			g
			<p>gaps 13:24</p> <p>gas 30:5,8</p> <p>gate 7:10</p> <p>gathering 17:12</p> <p>gentlemen 37:23</p> <p>geometry 5:11</p> <p>george 2:5 3:16</p> <p>getting 25:3 28:1 37:12</p> <p>give 12:21 18:18 36:7</p> <p>gives 24:18</p> <p>giving 36:3</p>
<p style="text-align: center;">f</p> <p>f 39:1</p> <p>facilities 10:21 11:19</p> <p>facility 11:9</p> <p>factor 32:6</p>			

<p>go 8:15 9:3 21:15 29:3 30:5,10 31:25 32:24 33:10,14 35:8,20,24 god 20:19 goes 33:6 going 4:2 18:8 23:1 23:1,15 26:7,16,20 27:19,21 28:6,10 30:5,6,8,15 32:23 33:5 34:17,23,25 35:4,6,22 37:2,9,13 37:14 golden 7:10 good 3:5 20:9 21:24 24:11 33:8 34:3 38:5 government 24:24 28:24 grant 22:25 23:15 grants 14:25 great 33:1 greater 18:25 green 8:20 9:10 15:11 19:11 gregg 2:9 3:5,6 group 19:22,23 groups 11:13,20 grow 5:2 grown 37:19 guess 21:10 26:2 guts 37:21 guys 21:15 28:12 36:19</p>	<p>hard 23:13 hardware 22:7 harmful 31:19 hattiesburg 22:11 hazardous 4:11,12 27:12 headed 8:22,23 9:2 heading 8:25 9:2 hear 21:24 22:19 heard 26:6 hearing 1:6 3:8 10:15 18:9 33:19 hearings 17:2 held 11:13 hello 19:25 31:7 32:11 36:8 henderson 1:23 high 6:19 21:6 27:20 30:23 36:17 higher 8:2 24:4 highway 14:1 20:15,20 22:1 28:25 historic 11:3 12:23 13:1,4 17:19 historical 5:19 history 4:3,8 hold 19:18 23:6 holiday 5:20 holidays 5:17 home 18:5 22:17 house 6:9 16:12 18:12 33:23 huge 35:1,13 hundred 5:24 6:1 7:1,7,9,12,15,17 20:10,11,13,17 23:14 24:2 25:9,10 25:11 28:14,15 33:14,14 34:8,14</p>	<p>hundreds 36:23 hunter 2:18 31:8 huntsville 23:7 25:10 hurricane 5:23 20:16 hurt 36:21 husband 31:8</p> <p style="text-align: center;">i</p> <p>idea 33:1,8 34:3 identifies 17:7 image 5:13 12:15 impact 3:9 9:14,23 10:8 11:7 26:9,20 26:25 27:1,3,5,6,11 27:13,21 impacted 7:22,25 impacts 4:19 7:3 9:19,21,22 10:6,9 10:13,24 12:23 17:6,8,11 27:4 important 16:14 30:18,24 imposing 34:16 improvement 12:15 incidents 5:3,9 include 5:11 10:2 14:25 24:22 included 11:1,8 15:22 38:4 includes 14:20 15:10 including 10:5 15:17 16:22 incorporated 10:20 24:17 increase 4:9 16:18 23:21,22 24:3 25:1 increased 25:23</p>	<p>indicated 7:24 indicates 5:1 industry 4:20 10:14 24:5 information 2:9 3:6 19:5 infra 23:14 input 10:1 38:1 insights 29:12 interchange 6:5,6 8:13,21 9:1,8 11:1 15:6 interchanges 6:7,8 interest 13:21 interested 39:13 interests 11:19 interstate 5:9 6:23 introductions 3:12 investment 25:1 invests 14:5 invoices 15:19 involved 29:15 iraq 21:13 irma 5:23 issue 26:23 30:21 issued 14:10 issues 20:4 24:8,13</p> <p style="text-align: center;">j</p> <p>jacksonville 28:15 jam 32:22 james 37:16 jan 1:22 39:19 jerk 29:15 joachim 1:24 job 33:15 jobs 33:5,6,10 joe 26:4 john 2:3 3:12 joining 3:8 joseph 2:15</p>
<p style="text-align: center;">h</p> <p>half 27:16 halt 28:13 hand 26:10 handle 4:21 happening 30:14</p>			

<p>july 5:25 10:15 june 22:23</p>	<p>levied 29:19 life 22:16</p>	<p>m</p>	<p>mentioned 31:17</p>
<p>k</p>	<p>light 19:11,12,13 29:19</p>	<p>mailed 15:19</p>	<p>merge 8:18</p>
<p>katrina 20:16 keep 31:13 33:6 34:23 keeping 33:8 keeps 32:21 kevin 2:12 20:1 key 4:3 10:25 14:22 kin 39:12 kind 30:18 knee 29:15 knocked 20:23 know 20:7,23 21:9 22:20 23:3,10 30:7 30:22 31:2 36:15 36:17</p>	<p>lighting 13:7 lights 31:25 limit 31:16 limited 13:17 18:24 limits 9:13 16:10 line 22:11 listen 18:10 little 27:15 28:4 35:2 36:22 live 21:25 26:21 31:8 32:12,17 33:3 33:4 36:9 lived 22:13,16 lives 32:7 loan 14:24 15:1 local 21:6,9 27:23 locals 37:14 long 35:7 longest 16:6 22:16 look 5:17,20 6:9,12 6:18 10:19 28:17 29:4,22 30:5 34:11 35:2 looked 11:11 20:2 looking 8:17 13:13 13:19 23:7 24:21 28:19 30:3,3 lorato 2:19 32:12 lot 21:13 34:15,16 36:19 lou 2:17 29:8 louisiana 20:19 22:10 32:19 lower 13:1 31:15 lowest 36:18</p>	<p>main 7:16 maintain 14:6,19 16:22 maintaining 15:8 26:13 major 10:17 13:14 13:20 majority 7:24 making 34:22 malbis 27:14 management 16:22 mann 1:22 39:19 map 11:21 16:5,10 march 11:7 17:25 maritime 4:19 7:3 10:13 mark 2:6 3:18 materials 4:11 18:2 18:6 20:3 27:12 matt 2:7 3:19 13:10 17:1 maximum 15:12 24:1 mccollum 2:14 23:18 30:24 mcwilliams 2:13 21:25 means 15:14 16:3 27:17 35:3 measures 13:3 17:8 17:18 meet 11:19 meeting 10:5 18:2 18:6,9 37:24 meets 10:12 memorandum 13:3 17:18 memorial 5:24</p>	<p>met 11:12 method 14:2 methods 13:23 microphone 21:20 midpoint 34:9 mile 20:13 28:19,20 miles 28:15 31:18 31:18 million 20:13,18 23:14 25:9,10,11 mind 35:14 minimize 4:19 7:2 17:11 minimizes 10:13 minimum 33:5,12 minutes 18:25 19:12 33:24 34:1 mississippi 22:10 32:20 mitigate 11:4 16:21 mitigation 13:3,6 17:8,17 mobile 1:4,25 3:7 4:9,13,17 5:8 6:5 6:10,12,23,24 7:14 8:4,6,8,17,19,22,24 9:9 11:10,17,21,21 11:25 12:2,5,9,20 13:14 26:6 28:1 31:9,10,20 32:18 33:5,7,22 34:22 39:5 modeling 5:1 modifications 5:11 modify 6:7 money 33:14 34:15 37:12,19 monte 28:18</p>
<p>l</p>	<p>labor 5:23 35:6 lack 25:14 29:21,21 30:17 ladies 37:23 lake 20:17 landscaping 13:6 lane 6:20 8:18 32:7 lanes 6:20,23 8:2 8:18 12:17 large 13:5 larger 34:11 law 9:18 lead 24:2,7 leading 24:9 left 9:7 legislative 23:19 legislature 30:7 letter 23:20 level 25:17 levels 8:3</p>	<p>memorial 5:24</p>	<p>monte 28:18</p>

<p>montgomery 25:10 month 5:5 15:24 24:3 months 20:21 monumental 25:21 morning 32:22 mornings 33:24 move 19:18 25:21 moved 22:2,5,14 32:12</p>	<p>nice 20:19 night 38:6 nightmare 24:14 nine 7:10 34:10 noise 19:19 non 16:21 25:19 26:13 34:23 north 1:24 6:25 22:11 23:6,7 24:22 northern 10:3 notary 39:20 npo 12:2 number 12:17 18:17 19:24,25 21:19,20,23 23:17 23:18 26:1,2 28:2,3 29:7,8,11 31:6,7 32:10,11 33:17,18 35:17,19 36:5,8 numbers 5:21</p>	<p>opposed 29:18 33:13 34:2,4 opposition 36:11 option 12:8,10 options 16:13 36:14 order 23:22 oriented 22:7 orleans 30:19 ought 29:3 37:18 outcome 39:13 outside 6:8 18:11 27:16 overlook 12:5,12 12:20 overly 24:1 oversight 14:7 overturned 5:6 31:17 32:5 overview 4:2,8 owner 20:2 owner's 15:20 ownership 14:6</p>	<p>partnership 14:3 parts 25:4 party 29:9,14 passed 29:23 34:19 35:13 passenger 15:23 path 11:16,23 12:2 12:8,12,16 patrick 2:13 21:25 pay 16:4 21:11,17 32:23,23 33:2,14 35:23 36:20 37:16 paying 29:1 37:2 37:14 peak 5:19,21 pedestrian 10:21 11:1,9,12,14,23 12:15,16 pending 17:22 pensacola 20:23 people 11:15 12:21 20:19 21:6,9 23:23 25:2 26:20 28:7,25 32:17,19 33:3,3,6,9 33:10 35:2,6 36:11 37:7,9,11 perceived 11:15 percent 15:23 20:10,11 30:23 34:13,17 36:21 performed 7:23 10:24 performing 9:14 period 14:20 perry 2:8 3:22 4:1 17:1 18:14 21:18 21:22 23:16 25:25 28:2 29:7 31:5 32:10 33:16 35:15 35:18 36:5 37:22</p>
n	o	p	
<p>n 2:1 name 19:22,25 21:25 26:4 28:3 32:11 33:20 36:6,8 narrowed 10:7 national 9:17 naval 22:15,15 navigation 6:16 7:15 navy 22:14 near 24:10 28:10 29:5 necessarily 26:18 need 4:8 10:6,12 19:4 22:8 23:9 26:17 28:12 30:14 30:20 33:12 34:18 35:8 needed 20:9 needs 33:2 35:12 neighboring 7:22 neither 39:11 nelson 2:20 33:20 nepa 9:16,17,21,24 16:14 never 34:2 new 7:18 8:1 9:8 10:3 11:16 13:14 20:24 28:7 30:19 31:10</p>	<p>occur 5:3,9 occurred 10:18 occurrence 6:2 offered 29:11 officer 2:9 3:6 okay 18:14 20:16 21:10 22:16,20,24 ones 21:11 ongoing 12:24 online 18:3,7 open 3:24 6:9 15:25 16:11 18:12 opened 7:20 opening 15:12 operate 14:5,19 operations 2:5 3:16 opportunity 4:5 12:21 18:19 25:15 31:1 36:4,13</p>	<p>p 2:1,1 p.m. 1:18 3:1 p3 14:3,8,22 17:23 25:16 pab's 15:1 page 18:5 26:12,24 26:25 27:2 pages 19:2 paid 15:1 27:23 park 12:3,9 part 9:20,24 12:4 14:8,9 22:5 30:24 particularly 29:11 29:18,19 30:1 35:5 35:8 parties 13:2 39:12</p>	

<p>pest 34:20 pictures 7:21 pike 25:9 place 22:16 places 33:4 plan 14:9 16:22 23:24,25 plate 15:18 plateau 34:24 please 19:16,18,21 35:15 36:6 point 35:1 policy 9:18 pontchartrain 20:17 population 36:22 portal 5:12 portion 16:4 18:9 26:3 37:24 possible 17:11 24:1 24:5 potential 9:19 10:9 10:24 17:6 24:17 27:4,6 potentially 27:20 27:22 28:11 preferred 10:12,20 11:18 prepared 10:9 11:6 27:5 36:10 preparing 9:15 17:4 prepay 15:18 present 4:4 31:14 presentation 3:23 president 28:11 29:9 previous 29:10 37:8 previously 29:13</p>	<p>prime 10:11 prior 23:21 27:15 private 14:3,4,4,23 14:24 15:1 28:5 probably 30:4 32:5 problem 21:1 32:7 32:18 problematic 24:11 problems 24:24 29:20 proceedings 3:3 38:8 39:8,10 process 9:21,24 14:8 16:14 17:23 productive 33:11 program 15:19,21 progress 34:2 prohibited 4:18 project 1:4 2:8 3:7 3:10,21 4:2,5,7,9 4:19 5:8,10 6:14 7:14 9:12,25 10:18 10:19 12:1,4,24 13:11,15,24 14:5,6 14:10,19,23 15:3 15:14,25 16:16,19 16:25 17:13 18:3 20:5,10,18 22:20 23:5,6,7,9 24:18 25:2,7,9,16,21 26:3 30:3 projections 5:21 projects 13:14,17 13:20,22 21:1 23:4 23:8 24:21 25:4,11 25:12 property 30:10,12 32:8 36:16,18,20 proposal 14:18 23:22</p>	<p>proposals 14:12,14 14:17 17:23 propose 6:3 proposed 7:13 9:20 9:21 12:15 24:7 27:5 proposing 15:22 protected 12:16 provide 4:6,10 5:8 5:15 6:20 11:9 12:5 12:8,10 19:1,1,10 provided 12:20 38:1 provision 30:18 36:23 prudent 30:15 public 1:6 2:9 3:6,8 3:24 4:5 10:1,15 11:14 14:3,25 17:2 17:13 18:9,15,18 18:21 19:3,6,8 23:21 25:17,22 33:19 37:23 38:1 39:20 pulling 32:2 purpose 4:8 10:6 10:12 pursue 14:1 put 18:22 28:13 30:22</p> <p style="text-align: center;">q</p> <p>qualification 14:11 qualified 14:11 question 19:3 21:15 questions 19:4 queue 19:10,15,16 quicker 5:16</p>	<p style="text-align: center;">r</p> <p>r 2:1 39:1 ramps 9:7 range 9:25 rapid 32:6 rate 15:13 16:8 rates 28:19 reading 23:20 really 35:12 reason 22:5 reasonable 26:19 recap 17:2 received 38:4 receiving 17:23 receptive 21:3 recess 18:13 record 17:15,16 red 19:13 reducing 12:17 25:23 reference 27:7 refined 10:19 refuge 5:15 region 2:7 3:20 23:23 25:2 regular 4:23 6:2 rejoin 4:15 9:5 related 35:9 relative 20:7 released 14:16 remain 8:14 19:5 26:8,16 remaining 19:13 remarks 36:10 remember 36:6 38:2 removed 9:8 rendering 6:11,17 8:16 12:19 renewed 13:21</p>
--	--	---	---

<p>replace 20:18 replaced 10:22 replacement 13:15 replacing 7:19 20:12 reported 1:21 reporter 19:9 reporters 1:23 reports 20:15 represent 19:23 representatives 19:5 representing 19:23 request 14:10,14 23:22 required 4:12 requirement 33:12 requires 9:18 resident 20:1 33:20 residents 24:25 resolutions 30:11 resources 10:2 11:3 12:24 13:4 17:19 responsible 28:24 rest 37:2 restaurants 35:21 result 10:25 results 17:5 retail 26:25 27:7 retains 14:6 retired 22:14 revenue 11:2 13:21 15:2,3 review 17:14 18:19 28:13 rfp 14:16 24:17 rfp's 25:22 richardson 2:16 28:4 ricky 2:16 28:3</p>	<p>right 9:9 20:12 21:18,19,24 22:17 22:21 23:3,5,16 25:25 26:4,10 29:4 31:5 33:16 37:3,22 37:23 river 1:4 3:7 4:17 6:10,12,20,23,24 7:8,14 8:4,8,9,11 8:17,19,24 9:10 11:10,17,21,25 12:5,6,9,11,20 13:14 26:14 river's 6:16 road 11:24 25:9 36:14,25 37:3 roads 24:9 29:5 37:6 roadway 11:1 rocket 32:4 rod 17:20,22 roger 2:20 33:20 roofers 34:21 room 6:9 13:9 18:11,17 route 4:10 10:4 12:9 15:4,9,9,13 16:4,21,23 26:13 34:23 35:7 routes 5:5 10:3,3 21:8 24:9,9,15 26:16 running 34:5</p>	<p>saying 27:8 says 26:12,14 36:15 scanners 20:14,15 20:20,25 21:2,3,16 scenario 16:16 24:14 scheme 25:18 34:11 school 30:11 32:16 science 32:4 scope 9:13 screen 12:18 second 23:6 secondary 24:14 secondly 23:10 seconds 19:13,16 section 6:6 12:13 13:2 17:18 26:10 26:15 27:8,11 secure 25:15 see 5:21 7:14 9:6 20:19 21:1 23:25 26:24 seeing 4:23 seeking 5:15 seen 20:14 21:14 29:20 30:18 segment 16:8 segmented 16:3 segments 16:5 select 14:17 selected 7:2 10:11 14:18 17:17 selecting 17:24 senator 23:11,11 23:20 sense 29:9 31:3 september 10:16 30:6 service 22:7 session 19:4</p>	<p>set 16:10 34:23 seven 6:7 20:13 25:9 seventy 4:25 share 18:19,21 25:3 25:13 sheets 18:22 shelby 23:11 ships 7:3 shopping 27:14 short 18:8 shortages 13:18 shortest 16:7 shortlisted 14:11 17:24 shortlisting 14:12 shortly 17:25 shoulders 6:21 showing 6:8 shown 7:21 10:2 12:14 15:4,11 16:11 shows 5:13 16:5 shy 7:16 side 8:10 12:6,11 13:9 sides 12:17 signal 19:10 signature 7:18 39:18 signed 10:14,17 11:7 18:16 significantly 25:23 similar 7:22 13:22 24:21 similarly 25:5 simple 31:23 simply 25:19 sir 31:17 sitting 32:22</p>
	s		
<p>s 2:1 safe 31:14 safer 11:16 sales 30:4,8 satisfy 9:16 saved 32:8</p>			

<p>six 6:20 15:13 20:20 24:1,6 26:19 34:5,15 35:23 sixty 28:15 34:8 slow 21:9 31:21,25 small 22:2 34:20 software 22:8 solution 11:18 solutions 22:8 somebody 35:7 soon 29:6 south 7:8 33:23 southern 10:4 28:22 southwest 2:7 3:20 span 6:15 7:16 spanish 1:12,13,14 20:1 22:1,3 24:10 26:5 28:4 30:10 32:12 33:4 spans 7:24 speak 18:15 25:25 speaker 19:18,24 19:24,25 21:19,20 21:23 23:17,18 26:2 28:2,3 29:7,8 31:6,7 32:10,11 33:17,18 35:17,19 36:5,8 37:8 speakers 2:11 18:17 19:11,19 29:10 special 37:25 speed 31:16 32:6,6 spend 37:11 spending 37:10 spent 17:2 28:1 spouse 33:21 spriggs 2:12 20:1 spring 32:14 35:5</p>	<p>stair 12:6,11 stakeholders 11:13 stand 23:24 stands 9:17 start 18:14 30:3 37:7 starter 25:19 starting 4:7 16:6 starts 32:14,15,16 state 19:22 22:1,10 24:19,20,22,24,25 25:3,4 29:2 32:25 36:6 39:4 statement 3:10 9:14,23 10:9 11:7 22:12 27:5 statements 27:6 states 7:22 13:19 28:22,23 32:24 statewide 13:16 station 16:11 stay 6:13,25 18:10 steps 4:4 16:25 17:23 steve 32:12 steven 2:19 stories 6:19 storm 5:14 7:21,23 7:25 8:3 20:24 street 6:4 8:14 9:4 9:9 12:25 15:5,7 stressful 31:19 studied 9:21 26:22 studies 9:15 10:1 10:24,25 11:6 14:9 17:4,5 study 7:23 11:2 26:9,25 27:3,16 submit 14:12,17 18:6 34:25</p>	<p>submitting 38:2 subsidy 14:25 23:21 25:18,22 suffer 36:1 suggest 30:17 summer 5:17 32:15 sunset 30:18,19 supplemental 3:9 4:4 9:13 11:6 17:4 17:7 support 29:10 supported 29:16 sure 25:2 28:13 35:23 surfaced 22:24 surge 7:21,23,25 8:3 20:24 susceptible 20:24 suspension 7:11</p> <p style="text-align: center;">t</p> <p>t 39:1,1 table 3:16 tables 13:8 tags 27:17 tailgating 32:6 take 4:13 8:7,19,20 9:11 18:8 29:3 30:2 taken 31:2 39:8 takes 33:23 talk 6:10 26:3,25 34:5 talked 9:12 26:24 talking 26:19 27:20 28:11 tallest 6:25 tax 14:24 30:8,9 36:16,18,20 37:11 37:19 taxes 29:1,2,16,19 30:4,5,10,12</p>	<p>tea 29:9,14 team 14:18 17:25 teams 14:11,12,13 14:16,16 17:24 technically 20:4 technology 13:20 tell 32:14,15,15 ten 6:23 8:2 20:9 36:21 terminal 10:13 terrible 36:17 tertiary 24:14 texas 32:19 thank 3:8 4:1 13:12 17:1 21:17,18 23:15,16 25:24,25 28:1,2 29:6,7 31:4 31:5 32:9,10 33:15 33:16,18 35:15,18 36:3,5 37:22,24,25 38:5 thing 20:22 things 22:19,22 23:2 25:14 29:12 29:16 30:14 31:11 34:12 think 20:9 21:15 26:17,21 28:12 29:3,11 30:20,23 31:3 33:1 34:3 35:11,14 36:1,24 37:7,15,18 thirty 4:22 19:13 19:16 22:4 24:6 33:24,25 34:15 thompson 2:15 26:4 thought 35:12 thousand 4:22,25 5:24 6:1 27:20,24 27:25 34:8,14</p>
---	--	---	---

<p>thousands 24:12 35:4 three 5:18 7:21 14:11 15:13 17:24 28:9 29:5 34:5 thursday 38:3 ticketing 32:1 time 11:25 17:2 18:24 19:14,17,20 27:5 35:10 37:2 timekeeper 19:9 times 5:16 22:14 33:25 today 8:13 9:2 37:18 toll 13:21 15:2,4,9 15:9,12,15,18,19 15:24 16:4,8 20:14 20:15,20,25 21:2,3 21:11,16,17 23:9 24:6,13,19 26:8,13 26:16,18,20 27:19 28:18 30:16 32:21 32:23 33:2,12 34:5 34:10,23 35:3,6,24 36:14,25 37:6 tolled 15:7 16:6,21 23:8 25:6 tolling 15:2,14 16:2 16:11 23:24 24:17 25:18 26:4,10,15 27:3,4,4,9 29:25 tolls 15:16,18 16:3 20:11 21:5 25:11 25:24 27:25 29:15 30:19 31:2 34:4,16 tonight 3:8,11,23 18:23 tonight's 18:2 19:8 37:24</p>	<p>top 12:14 18:5 total 6:22 30:3 totaling 15:23 touch 8:25 34:17 tourism 27:1,7 towners 37:13 tracking 33:9 traffic 4:24 5:1,1,7 5:19,20,22 11:2 16:15,18 19:10 24:8,10,14 31:21 32:1,22 35:1,2,8,11 35:22 36:2 transcribed 19:9 39:8 transcript 39:9 transparency 29:21 transponders 15:17 transportation 3:13 25:3 travel 6:20 12:18 28:20,25 37:4,5 travelers 31:9,13 traveling 11:23 31:1 34:7 37:9,10 treatment 13:7 tremendous 35:1 trillion 28:9 29:5 trip 26:19 34:22 trips 15:24 troopers 31:24 truck 5:6 31:17 32:5 trucking 24:4 true 39:9 trying 35:8 tunnel 4:21,25 5:4 5:6,12,12 6:22 8:11 8:15,20,21 9:3,7,11</p>	<p>15:7,10 16:17 26:11 tunnels 4:18 8:4 turn 3:24 13:10 16:24 19:11,12,13 twelve 6:21,21 8:1 twenty 6:19 7:12 15:23 22:14 24:5 28:14,14,19 33:24 twice 4:23 two 6:25 7:9,12,14 12:10 18:24 19:11 22:14 24:2 25:10 25:14 26:15 27:20 27:24,25 28:9 33:14 34:8 types 6:13 typical 12:13</p>	<p>various 16:5 vehicle 15:20 vehicles 4:11,12,16 4:22,25 5:25 6:1 15:17,23 24:12 verbal 4:6 vertical 7:1,6,9,11 vetted 26:22 viable 25:16 view 6:18 18:5,11 views 11:15 12:22 virginia 8:25 15:5 visit 13:8 visual 12:25 13:6 19:10 visualization 13:8 voice 36:11 volumes 5:19 16:18</p>
		u	w
		<p>u.s. 13:13 uncommon 5:16 understand 16:15 unfortunately 25:17 united 28:22,23 unprecedented 24:8 update 17:5 updated 11:5 ups 37:19 use 4:16 8:11 15:14 16:4 19:10,20 35:3 user 11:20 15:21 23:23 30:21</p>	<p>wage 33:5 wait 35:7 walk 4:3 wallace 4:18,21,25 5:3,6,12 6:22 8:4 8:15,20 9:3,7,11 15:7 walton 22:9 want 3:7 8:11,13 9:3 29:10 33:10,13 35:23 36:10 37:5 37:16,24 wanted 11:15 22:22 35:20 36:3 washington 22:25 23:11 28:8 water 8:14 9:4,8 15:6 way 22:10 28:17 30:22 31:14 32:20 34:6,10 35:5 37:7</p>
		v	
		<p>vacation 32:15 value 14:18 38:1 variety 6:13 10:5 11:12,20 15:16</p>	

<p>ways 10:19 11:4 13:13,19 15:17 31:13 we've 9:12 30:18 website 18:3 week 5:5 weekends 5:17 weeks 28:9 34:7 welcome 18:10,16 west 5:11 8:8,17,22 8:25 9:2,4 12:6 28:22 wide 6:21 widened 10:22 willing 33:2 wish 36:13 wishing 18:15 wonder 35:10 word 22:24 words 26:11 work 12:1 26:6 32:17 33:3,22 worked 13:2 workers 34:21 working 14:13 34:6 workshop 11:14 worry 34:19 wrap 19:16 35:16 www.mobilerive... 18:4</p>	<p style="text-align: center;">z</p> <p>zone 28:20</p>
<p>y</p>	
<p>y'all 36:12 yeah 21:8 year 11:8 14:20 16:1 17:21 22:24 27:21,24,25 34:7,8 years 5:18 14:21 20:10 22:4,13,20 32:3 yellow 19:12</p>	

ATTACHMENT E:
Written Comments Received



Comment form

Date: 5-7-19

Name: Steve LOVATO

Address: [Redacted] S.F.

Note: No personal information will be released.

Are you any of the following:

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

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

20 days

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? Local tolls need to be ~~to~~ far less.

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

Will the grade of the bridge cause tractor trailer slow downs?

What is the limit per day on proposed bridge project?

Signature: _____ (continue on back if necessary)



Comment form

Date: MAY 07, 2019

Name: JEFF PERIATI

Address: [REDACTED] MONTGOMERY, AL 36106

Note: No personal information will be released.

Are you any of the following:

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

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

.25 about 3 times A year.

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? I have been stuck in traffic.

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

Regarding Bike Ped plan, and as a tourist, I would be in favor of option 1 for bicyclists. The route ~~be~~ would become a destination for walkers, runners, and bicyclists. In regard to steep inclines/declines one advantage of a cycle is you have gearing that allows one to reduce the physical strain. Additionally, as a tourist the route around ~~the~~ options 1 and 2 appear to be too long. I would spend more time in an environment I would not visit. Appreciate your time.

Signature: _____ (continue on back if necessary)



Comment form

Date: 5/7/19

Name: J.R. Ellerman

Address: [Redacted]

Spanish Fort, Al.

Note: No personal information will be released.

Are you any of the following:

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

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

2-4

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not?

Traffic jams: Dangerous!

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

Signature: J. Ellerman

(continue on back if necessary)



Comment form

Date: 5-7-19

Name: Theresa Keller

Address: [REDACTED]

Note: No personal information will be released.

Daphne AL

Are you any of the following:

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

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

12x

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not?

with caveat of Keep tolls low for local residents by giving a 50% discount

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

Signature: T Keller

(continue on back if necessary)



Comment form

Date: 05/07/2019

Name: DICK KELLE

Address: [REDACTED], DAPHNE

Note: No personal information will be released.

Are you any of the following:

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

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

2

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? _____

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

Don't like the toll

Signature: Richard Kelle

(continue on back if necessary)



Comment form

Date: MAY 7, 2019

Name: BROOKS MILLER

Address: [REDACTED] FAIRHOPE

Note: No personal information will be released.

Are you any of the following:

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

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

EVERY WEEKDAY (MONDAY THRU FRIDAY)

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? BADLY NEEDED PROJECT TO IMPROVE TRAFFIC FLOW ACROSS BAY AND REMOVE BOTTLENECK AT TUNNEL

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

Signature: _____ (continue on back if necessary)



Comment form

Date: 5/07/19

Name: JEFF FEET

Address: [REDACTED] MOBILE, 36117

Note: No personal information will be released.

Are you any of the following:

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

Other TOURIST, BICYCLE RIDER

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

BY CAR - 8-15 TIMES
BY BIKE - NEVER

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? _____

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

AS A NON-ATHLETIC BUT FREQUENT CYCLIST, I WOULD ENCOURAGE BIKE ROUTE #1, WITH A SMOOTH 12' BIKEWAY.

THE PROPOSED COST OF \$64.0M IS A LOT OF MONEY, BUT COMPARED TO THE ESTIMATED \$2B+, IT IS MINIMAL.

I SPEND SEVERAL DAYS A YEAR IN MOBILE FOR BUSINESS. THE AFRICATOWN BRIDGE ROUTE PRESENTS A BODILY HARM RISK, AS WELL AS HEAVY INDUSTRIAL TRAFFIC.

Signature: _____ (continue on back if necessary)



Comment form

Date: 5/7/2019

Name: Michael J Scasm

Address: [REDACTED] DAPHNE, AL 36526

Note: No personal information will be released.

Are you any of the following:

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

MOBILE
US ARMY CORPS OF ENGINEERS

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

50+ TIMES A MONTH

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not?

TOLLS TO HIGH FOR BALDWIN
& MOBILE COUNTY RESIDENTS

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

MAY 2018 23 DAYS X 2 = 46
46 TOLLS \$6.00 X 46 = \$216.00
MONTH
\$3,312 A YEAR IN TOLLS

Signature: [Signature]

(continue on back if necessary)

USS ALABAMA BATTLESHIP PARK LONG RANGE PLANNING

MOBILE RIVER BRIDGE PROJECT

THE MOBILE RIVER BRIDGE PROJECT, NOW YEARS INTO PLANNING, HAS BEGUN TO TAKE ON SOME FORM AND SHAPE. THE BRIDGE MAKES SUCH BASIC CHANGES TO INTERSTATE TEN AND BATTLESHIP PARKWAY THAT IT IS OF VITAL INTEREST TO THE COMMISSION. SPECIFICALLY, WE ARE INTERESTED IN AN EARLY EXIT ONTO THE CAUSEWAY, NOW CALLED THE VETERANS MEMORIAL EXIT. THE COMMISSION HAS BEEN REPRESENTED AT EVERY PUBLIC PLANNING MEETING, INCLUDING THE INDUSTRY FORUM WHERE MORE THAN 400 BUSINESS AND AGENCIES WERE IN ATTENDANCE.

VINCE CALAMETTI, ALDOT DIRECTOR HAS BEEN TO A COMMISSION MEETING AND IS VERY AWARE OF OUR CONCERNS.. THE SOUTH ALABAMA VETERANS COUNCIL, REPRESENTING MORE THAN 1000 VETERANS AND MANY VETERANS POSTS AND ORGANIZATIONS HAS FILED A RESOLUTION IN SUPPORT OF THE EXIT PLAN.

THE PROJECT IS DIVIDED INTO THREE COMPONENTS, THE CONSTRUCTION OF A NEW CABLE-STAYED BRIDGE, REPLACEMENT OF THE I-10 BAYWAY AND FIVE INTERCHANGE MODIFICATIONS., TOTAL CHANGES FROM WHAT WE NOW HAVE.. THE HIGHWAY DEPARTMENT HAS NOW COME UP WITH FOUR TEAMS TO COME UP WITH A DESIGN AND FINANCIAL PLANS. THE WORK OF THESE TEAMS WILL BE CRITICAL TO BATTLESHIP PARK, AS WELL AS OTHER BUSINESSES ON THE CAUSEWAY AND THE CITY OF SPANISH FORT. THE DEPARTMENT ENVISIONS CONTRACT AWARDS IN 2018, CONSTRUCTION TO BEGIN IN 2019 AND OPENING THE BRIDGE IN 2023.

BESIDES PASS THROUGH TRAFFIC, BATTLESHIP PARKWAY ACCOMMODATES SUBSTANTIAL DAILY LOCAL TRAFFIC. AUSTAL CURRENTLY EMPLOYS 4200 DAILY WORKERS, BAE ADDS 500, THE MARITIME TRAINING CENTER AND OTHER FACILITIES ON THE EAST SIDE OF THE RIVER ADD ANOTHER 500. DAILY TRAFFIC ON THE FREEWAY IS ABOUT 100,000 , 36,000,000 THIS YEAR AND ON THE CAUSEWAY ABOUT 18,000.. BATTLESHIP ATTENDANCE THIS YEAR WILL BE ABOUT 400,000. BY THE YEAR THE BRIDGE OPENS IN 2023, CAUSEWAY DAILY TRAFFIC WILL BE 20,000 OR OVER 7,000,000, INTERSTATE TRAFFIC WILL BE CLOSE TO 40,000,000 AND BATTLESHIP ATTENDANCE WILL BE 500,000..

AT BATTLESHIP PARK WE EXPECT TO REMAIN THE NUMBER ONE TOURIST ATTRACTION IN THE STATE OF ALABAMA. THE CAUSEWAY, INCLUDING EITHER END REPRESENTS SUBSTANTIAL COMMERCIAL WEIGHT. BEGINNING WITH PINTO ISLAND, ALABAMA PORT AUTHORITY, BAE SYSTEMS,, AGREX AND OIL RECOVERY, HIGMAN TANK FARM, AUSTAL COMPLEX MARITIME TRAINING CENTER, THEN BATTLESHIP PARK AND RESTAURANTS, CAFÉ DEL RIO, FELIX'S. R & R SEA FOOD, RALPHS AND KUKOS, EDS, OYSTER HOUSE, BLUE GILL, FIVE RIVERS, PINTALA ISLAND MEAHER PARK AND EIGHT OTHER SMALLER BUSINESSES ANCHORED ON THE EAST BY THE CITY OF SPANISH FORT.

THE MOBILE RIVER BRIDGE PROJECT AND IT'S RAMIFICATIONS FOR BATTLESHIP PARK AND NEIGHBORS WILL BRING A NEW DIMENSION TO THE CAUSEWAY AND THE EASTERN SHORE AND IS AN IMPORTANT AND ONGOING CONCERN.. BATTLESHIP PARK WILL CERTAINLY WORK WITH MAYOR MIKE MCMILLAN OF SPANISH FOR AND A CAUSEWAY COALITION HAS BEEN RECOMMENDED TO ADDRESS THE BRIDGE PROJECT

RESPECTFULLY,
CAPTAIN HAL PIERCE
CHAIRMAN

Battleship Commissioner
IN FAVOR OF THE VETERANS MEMORIAL EXIT



Subject: MOBILE RIVER BRIDGE, ALDOT, DOT

THIS IS AN URGENT ALERT/HEADS UP WITH AN EXTREMELY IMPORTANT SUBJECT. ALABAMA DEPARTMENT OF TRANSPORTANT HAS SCHEDULED MORE HEARINGS ON THE MOBILE RIVER BRIDGE PROJECT, THIS TIME ON THE ENVIRONMENTAL IMPACT STATEMENT. OUR OLD FRIENDS ON ALDOT ARE GONE. WE HAVE NEW PEOPLE

THEY ARE ON THURSDAY, MAY 7, 4:30 TO 8 P.M., SPANISH FORT COMMUNITY CENTER, THURSDAY, MAY 9, 4: 30 TO 8, MOBILE CIVIC CENTER IN CONNECTION WITH THESE HEARINGS. WE CAN E-MAIL, WRITE THEM,, FAX THEM, OR SPEAK IN PERSON.

OUR SUBJECT IS THE VETERANS MEMORIAL EXIT ON MOBILE RIVER EAST, WHICH HAS BEEN IN AND OUT OF THE PLAN AND COMPETED WITH THE FIFTY MILLION DOLLAR BYCYCLE/PEDESTRIAN PLAN, WHICH HAS ALSO BEEN IN AND OUT OF THE PLAN. THIS EXIT, LEADING TO THE INDUSTRIES ON THE EAST SIDE OF THE RIVER, TO BATTLESHIP PARK AND TO THE CAUSEWAY COMMERCE, IS AN EXTREMELY IMPORTANT ELEMENT. IT IS A MYSTERY WHY ANY PLANNER WOULD CONSIDER OMITTING IT AND CLOSING OFF THE EAST END OF THE CAUSEWAY FROM THE FREEWAY. THE VETEANS, WITH THE SOUTH ALABAMA VETERANS COUNCIL HAVE SUBMITTED MANY DOCUMENTS AND LETTERS AND RESOLUTIONS IN FAVOR OF THE EXIT. THE ALDOT LEADERSHIP HAS BEEN TO A BATTLESHIP COMMISSION MEETING TO DISCUSS IT.

WE ARE TALKING ABOUT ALMOST 20,000 CARS PER DAY ON THE CAUSEWAY, DEADENDED TO THE FREE WAY WITHOUT THE EXIT, 5000 WORKERS ON EASTERN RIVERSIDE SHORE BUSINESSES AND 300,000 BATTLESHIP PARK CLIENTS DIVERTED FROM THE PARK BY THE TRAFFIC PATTERN. WE HAVE TO BE VERY PROACTIVE IN DEFENSE OF THE VETERANS MEMORIAL EXIT. EVERY TIME WE HAVE A CHANCE WE HAVE TO TALK ABOUT IT AS DO THE VETERANS, THE CITY, THE SHIP BUILDERS, AND MARITIME INDUSTRIES.

WE MUST BE AT THAT MEETING AND TALK. WE WILL ALSO WRITE. I THINK THEY LISTEN. THIS IS BIG TO THE COMMISSION. WE DON'T SIT THESE OUT. GO NAVY. HAL

Capt. Hal Pierce
Sea Lord Of Mobile

[Redacted]
Daphne, Al. 36526

Home - [Redacted]

E-mail [Redacted]

Marine radio : [Redacted]

Hal Pierce
IN FAVOR OF THE
VETERANS MEMORIAL EXIT



Comment form

Date: 5/7/19

Name: Al Carpenter

Address: Spanish Fort

Note: No personal information will be released.

Are you any of the following:

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

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

~6 times

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

- Yes No

Are you in favor of the project as proposed?

- Yes No

Why or why not? Project looks well thought-out / planned.
Really overdue.

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

- The "overlook" does not seem to be needed.
- Bike paths on a freeway are a bad idea.

Signature: Al Carpenter

(continue on back if necessary)



Comment form

Date: 5-7-2019

Name: Tracy Buchanan

Address: _____

Note: No personal information will be released.

Are you any of the following:

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

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

10+

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

- Yes No

Are you in favor of the project as proposed?

- Yes No

Why or why not?

Growth in Mobile is vital!

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

Signature: _____

(continue on back if necessary)



Comment form

Date: 5/7/2019

Name: Jennifer Lee

Address: [REDACTED]

Spanish Fort AL 36527

Note: No personal information will be released.

Are you any of the following:

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

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

8-10 times

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? Not familiar with proposal. Coming to get more information

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

· concerned about toll charges for local residents.

· Between March - September hard to navigate our local roads because of beach traffic. Most exit off interstate now and come through towns.

Signature: Jennifer Lee

(continue on back if necessary)



Comment form

Date: MAY 7, 2019

Name: Michael Lee

Address: [Redacted] Spanish Fort, AL 36527

Note: No personal information will be released.

Are you any of the following:

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

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

2-3 times a day during the week

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? The current burden of cost on local commuters is way too much. The need for the new bridge occurs between Memorial Day + Labor Day due to travelers.

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

Travelers should burden the brunt of the costs.

The effect on the local business and economy will be devastating. A large part of family's budget will go to paying tolls and not into the local economy.

Signature: Michael Lee

(continue on back if necessary)



Comment form

Date: 5/7/2019

Name: Chris Harmon

Address: [REDACTED]

Spanish Fort AL 36527

Note: No personal information will be released.

Are you any of the following:

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

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

Daily - commute Mon-Fri for work with the potential to make multiple trips weekend trips, etc. due to the nature of my job (site visits, after-hours calls, etc.)

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? The Wallace Tunnel is the largest bottleneck on I-10 and affects local commuters as well as visitors and motorists passing through

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

A few comments on tolling:

- Instead of a "frequent user" discount, offer steep discounts to local residents and slightly higher tolls for out-of-area motorists (ex) - Mobile and Baldwin county residents get 80% discounts, and all other motorists pay \$5-10 for the full fare toll
- this would favor local residents, and with the ability for the new bridge to accommodate more long-haul truckers and hazmat trucks, their tolls would be absorbed by their business. A \$10 toll would affect a large trucking outfit less than a local resident or even a visitor
- A ~~toll~~ discounted toll for residents for I-10 Business only,

Signature: Chris Harmon

(continue on back if necessary)



Comment form

Date: 5/9/2019

Name: Penny Goffinet

Address: [Redacted] Daphne, AL

Note: No personal information will be released.

Are you any of the following:

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

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

20 times each month

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? The toll will be a big burden on our family.

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

[Empty lined area for additional comments]

Signature: Penny Goffinet

(continue on back if necessary)



Comment form

Date: 5-9-19

Name: KEITH STAININGS

Address: [REDACTED] MOBILE, AL

Note: No personal information will be released.

Are you any of the following:

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

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

3 DAYS PER WEEK

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? NO TOLL

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

IS THERE A TOLL ON I-65 IN MONTGOMERY?

IS THERE A TOLL ON I-65, I-59, I-20 IN B'HAM?

SO WHY US? WHERE IS BP MONEY?

Signature: [Handwritten Signature]

(continue on back if necessary)



Comment form

Date: 5-9-2019

Name: Glynn Wilson

Address: [REDACTED]

Note: No personal information will be released.

Are you any of the following:

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

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

fairly often but not every day

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? you don't need another bridge. If you build it, they will come - even more traffic and pollution

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

Signature:

(continue on back if necessary)



Comment form

Date: 5/9/19
Name: Glenn Sigler
Address: [redacted] Mobile, AL 36608

Note: No personal information will be released.

Are you any of the following:

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

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

About 6 times a month

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

- Yes
No

Are you in favor of the project as proposed?

- Yes
No

Why or why not?

Bridge should be 8 lanes or it will reach capacity without a toll about 2040. Bridge would be under capacity for 15 years. The current Bayway I10 has never been underwater during its lifetime. Raising

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

the I10 Bayway to 20' is a waste of money. The money saved could be applied to making the bridge 8 lanes. This would move more traffic and eliminate the need to merge an 8 lane bayway onto a 6 lane bridge. The Mobile Container Port is currently handling 350,000 containers per year. However, the Port is developing the container port to handle 850,000 per year. Capacity will be impacted and we know this, but we ignore this and say the tolls will reduce the Bridge use. In other words, limiting access via tolls is the plan, not to meet the needs of the people. A bike and pedestrian path is a luxury. Adding this feature, which may limit expansion to an 8 lane bridge, should not be built.

Signature: Glenn D Sigler

(continue on back if necessary)



Comment form

Date: 5-9-19

Name: James Miles

Address: [REDACTED] Mobile, AL

Note: No personal information will be released.

Are you any of the following:

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

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

10+

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? _____

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

Access a toll free to residence via tags.

Signature: [Handwritten Signature]

(continue on back if necessary)



Comment form

Date: May 9, 2019
 Name: Herndon Ingle
 Address: [REDACTED] Mobile

Note: No personal information will be released.

Are you any of the following:

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

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

Never

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? see attached

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

Signature: Herndon Ingle

(continue on back if necessary)

I address these remarks to Mr. Bartlett -
FHWA

NOTES FOR ALDOT HEARING

(5/9/19)

- ES-2.0- A **practical** answer to crossing the Mobile River has ONLY been considered, NOT the cumulative impact to Central Business District, historic Mobile, tourists' impressions of our beautiful city's downtown, Cooper Riverside Park, the waterfront, historic neighborhoods, esthetics, its residents, its history, the very reason that Mobile was ever settled here. Stop the Bridge has NO objection to a "low build" design, only placement of a twin 551 ft towers so close to Mobile's history and Mobile's life
- The Alt B corridor will ruin downtown and Mobile's past and future for a few hours of traffic delays and 4 to 6 ships per day crossing under the bridge
- Atlanta Mayor Maynard Jackson remarked: "the good news is that we have a state capitol, major league baseball and football teams, international airport, amusement parks, and the sacrifice in traffic delays during a few hours, I'll take that sacrifice every time." So, I'll take a few traffic delays for our downtown "every time"
- Mobile doesn't need this 551 foot twin spire monstrosity looming ominously over our people and neighborhoods and downtown, like a monster, for a few hours of traffic delays and 4 to 6 ships per day
- ES-4.0- ...other alternatives have **not** been seriously considered. From the first plans over 10 years ago, no "good faith review", just: Decide, Design and Defend
- ALDOT'S DEIS reminds me of U.S. Atty General Bill Barr:
"NO Collusion"
- Highway design publications and Federal statutes for last 50 years orders require a "good faith consideration" of impact on the nature and esthetics of the community, like Embarcadero Freeway was torn down because of adverse impact to community
-
- Table ES-1- even though Route Alt B is cheaper, it **should not destroy** the character of the downtown, and its history, only considering cost and ease- "throw the baby out with the bathwater"
- Impact to historic structures- a "constructive taking", aesthetic impact, view impact, skyline impact (just bypass Mobile, as fast as you can), noise

impact to historic neighborhood, “dead zone”, “construction corridor” to neighborhood

- ALDOT’s route and proposed funding plan simply **moving** the traffic congestion and delays, from Interstate 10 to Mobile’s downtown Water Street, creating similar delays, a solid traffic line from Water Street to I-165, the same traffic, same delays, just move it, but this time to OUR downtown, beside historic structures on the National Register. For years..., **no**... for generations to come ...until ALDOT wises up and tears it down, like Embarcadero Parkway
- 215 foot vertical clearance to allow cruise ships. HA! Just like last few years, the cruise ship did not renew the contract, so now we had an empty Cruise Terminal, with a debt service. Now, we have the opportunity to learn from our mistakes, not build 551 tall bridge for cruise ships that may not renew contract and stop next year
- And just like the Gulfquest Museum, overstated the revenue, so now threatened Museum bankruptcy. ALDOT cannot assure that the projected tolls will meet the \$2 billion debt service, since more travelers will likely bypass the toll bridge and congest Downtown streets and historic neighborhoods. Then the government will have the debt service of the \$2 BILLION, with insufficient income from tolling. So our government loses. Who wins, only the bridge contractors, while everyone else loses, especially Mobile, and its residents, and tourists yet to visit our downtown and museums, plazas, historic buildings
- There has been NO consideration of “low build” option. If only 4 to 6 ships per day, then leave the “low build” bridge open for car/truck traffic until the ship passes, maybe 10 minutes each, then close the bridge to river traffic and resume car/truck traffic for the rest of the day. If no ships then no need for the bridge to open, then NO interruption of car/truck traffic. Lose maybe an hour of car/truck traffic per day, reduce dastardly impact on Mobile and its beauty into future lifetimes
- Move the construction about 2 miles to South, near Brookley Field, and lessen disruption, construction noise and vibration, and congestion AWAY from historic districts, historic structure and Downtown
-
- Bottom of Page ES-12- Cumulative EFFECT- is serious, but never seriously considered

- ES-13.0 CULTURAL RESOURCES-
 - “adverse visual effect” on the Church Street East Historic District and the Lower Dauphin Street Historic District in response to comments from the SHPO and Consulting Parties. Since that time, FHWA and ALDOT have worked with the Section 106 Consulting Parties to develop a Draft Memorandum of Agreement (MOA) to identify appropriate mitigation measures for adverse effects on historic resources. Consultation will continue with SHPO and the other Consulting Parties to finalize the MOA which will be signed by the FHWA, Advisory Council on Historic Preservation, Alabama Historical Commission, and ALDOT. The Final Section 106 MOA will be completed prior to the combined FEIS/ROD.
- I have never trusted the objectivity of single minded ALDOT, just like the ALDOT engineers found no or minimal impact, until SHPO and Consulting Parties and FHWA overwhelmingly proved there **WAS** “adverse impact”
- 3.3- Build Alternatives- did not consider the more Southerly Route suggested by Mobile County Health officer Bert Eichold, basically extend I-10 just North of Brookley Field, then East across Mobile Channel and connect with new replacement Bayway in mid-bay- that route is straighter, shorter, about 2 miles away from Downtown and Mobile’s tourists and historic neighborhoods and structures and views from downtown
- Does not consider the “low build” option with a low build bridge to open only to let the 4 to 6 ships per day pass
-
- Bottom of Page 15:
 - However, the changes in costs and potential impacts associated with the proposed interchange modifications compared to what was presented in the DEIS are expected to be similar for all of the Build Alternatives.
- Page 141- 4.13.4 Measures to Avoid, Minimize, or Mitigate Adverse Visual Effects
- The No Build Alternative is the only alternative that would avoid adverse visual effects on the Church Street East Historic District and the Lower Dauphin Street Historic District.

- What about “low build” option? What about moving the route 2 miles South and away from the view of historic structures and historic neighborhoods?
-
- Efforts to minimize adverse visual effects include shifting the location of the alternatives further to the East and further away from downtown. Alternative C would be located the furthest South of downtown, but it would directly impact a NRHP-eligible historic district, resulting in a Section 4(f) use of the district.
- What about a route 2 miles South of Alt B route? Not considered.

- “ALDOT is **committed** to develop and evaluate alternatives or modifications to the project that could avoid, minimize or mitigate adverse visual effects on historic properties. Proposed measures to mitigate adverse visual effects have been developed in consultation with the Section 106 Consulting Parties and will be finalized in the Section 106 MOA prior to the FEIS/ROD. The proposed mitigation measures are included as environmental commitments in Section 4.18 of this Supplemental DEIS.”

skip

skip

4.16.2- page 160:

- “Subsequent to the DEIS, FHWA changed its determination of effects on historic properties from no adverse effect to an adverse visual effect on the Church Street East and Lower Dauphin Street Historic Districts. FHWA, in consultation with the Section 106 Consulting Parties, **concluded** that when the proposed project is combined with the visual effects of the numerous other modern structures within view that were constructed in the past, a cumulative impact **would occur**. The cumulative impact on the historic districts' viewsheds **will** further diminish the settings of these historic districts. In order to avoid, minimize, or mitigate the adverse cumulative effects that may result from the proposed project, ALDOT is working with the Section 106 Consulting Parties to develop a Section 106 MOA (see Appendix L) that specifies measures to be implemented during the design, construction, and post-construction phases of the project. With the implementation of those measures, the contribution of the cumulative effects of the proposed project on the Church Street East and Lower Dauphin Street Historic Districts is expected to be limited.”
- Memorandum Of Agreement calls for \$50,000 in immature trees. That ain't a “good faith effort” to minimize the adverse cumulative effects of a 551 ft tall twin spires, like a “low build” or move Route 2 miles South

- You cannot ignore the 500 pound gorilla in the room, a twin spire bridge- each 515 feet tall (twice as high as Merchants Bank), 215 vertical clearance roadway (60 feet higher than Government Plaza, roadway is same height as Golden Gate Bridge in San Francisco) ...within 2,000 feet of Government Street and the Government Plaza and the Old City Market and less than that from Christ Church Cathedral and Ft Conde Charlotte and Ft Conde Village historic structures
- Table 19, bottom of page 169- tree canopy will not be mature to obscure the Monster over Downtown, during our lifetime

- 5.0 DRAFT **SECTION 4(f)** EVALUATION- page 177:

- “Section 4(f) of the Department of Transportation Act (80 Stat. 931, Public Law 89-670), as amended, reads as follows: “It is hereby declared to be the national policy that special effort **should** be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation **shall** cooperate and consult with the Secretaries of the Interior, Housing and Urban Development and Agriculture, and with the states in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed . . . the Secretary **shall not approve** any program or project, which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local importance as determined by the Federal, state, or local officials having jurisdiction thereof, or any land from a historic site of national, state, or local importance as determined by such officials **unless** (1) there is **no feasible and prudent alternative** to the use of such land, and (2) such program includes **all possible planning** to minimize harm to such park, recreational area, wildlife refuge and waterfowl refuge, or historic site resulting from such use.”

- 5.2 Section 4(f) and Section 106
- “Section 106 and Section 4(f) are similar in that they both **mandate** consideration of historic sites in the planning process of a Federal project. Despite their similarities, however, the two statutes have some key differences. An important distinction between them is that Section 106

considers a project's effects on historic properties, while Section 4(f) considers whether there is a use of a historic property. There is no direct correlation between the term "use" in the context of Section 4(f) and "adverse effect" in the context of Section 106. Section 4(f) has a substantive requirement that requires historic sites to be avoided, while Section 106 requires historic properties to be identified and project impacts to be considered. Section 4(f) stipulates that in order for a historic site to be granted protection, it must be considered significant. The Section 106 process is the method by which a historic site's significance is determined."

- FHWA's determination of adverse effect under the Section 106 process (36 CFR 800.5) does not automatically mean that Section 4(f) will apply, nor does a determination of no adverse effect mean that Section 4(f) will not apply in some cases. When a project permanently incorporates land of a historic site, regardless of the Section 106 determination, Section 4(f) will apply. If a project does not permanently incorporate land from a historic property but results in an adverse effect, it is necessary to further assess the proximity impacts of the project in terms of the potential for constructive use. This analysis is necessary to determine if the proximity impact(s) substantially impair the features or attributes that contribute to the NRHP eligibility of a historic site. If there is no substantial impairment, notwithstanding an adverse effect determination, there is no constructive use, and Section 4(f) does not apply. FHWA determines if there is a substantial impairment by consulting with all identified officials with jurisdiction, including the SHPO/THPO and the ACHP (if participating) to identify the activities, features, and attributes of the property that qualify it for Section 4(f) protection and by analyzing the proximity impacts of the project (including any mitigation) on those activities, features, and attributes (23 CFR 774.15(d)(3)). The determination of Section
- 4(f) applicability is ultimately FHWA's decision, and the considerations and consultation that went into the decision are documented in the project record.
- "An example of an adverse effect where there is no Section 4(f) use might be construction of a new highway within the immediate viewshed of a historic property that results in an adverse effect finding under Section 106 for the diminishment of setting. It is unlikely that this visual intrusion would reach the threshold of substantial impairment of the attributes which cause the property to be eligible for the NRHP since it would still retain its historic fabric and use features. However, a constructive use could occur when the proximity of the proposed project substantially impairs the aesthetic features

or attributes of a property protected by Section 4(f) where such features or attributes are considered important contributing elements to the value of the property.”

-
- 5.5.3 Constructive Use
- “Per 23 CFR 774.15, a constructive use occurs when a transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are **so severe** that the protected activities, features, or attributes that qualify for protection under Section 4(f) are

substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished. As outlined in 23 CFR 774.15, impacts on a historic resource protected under Section 4(f) are considered constructive use under the following conditions:

- 2) Proximity of proposed project substantially impairs aesthetic features or attributes of a Section 4(f) property, where such features or attributes are considered important contributing elements to the value of the property. Examples of substantial impairment to visual or aesthetic qualities would be the location of a transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historic building, or substantially detracts from the setting of a Section 4(f) property, which derives its value in substantial part due to its setting.”

-
- Bottom page 183- Visual Effects

- “Under Section 4(f), two issues related to visual effects **must** be evaluated in order to determine potential impacts on a resource’s viewshed. These factors include an assessment of the change in the view of the resource and an assessment of the view from the resource. Adverse visual effects were identified during Section 106 consultation for the Church Street East Historic District and the Lower Dauphin Street Historic District. Visual impacts were not identified as a concern for the recreational facilities and wildlife management area.”

-
- Page 184:

- “The proposed project would remove the elevated I-10 ramp structures at the Canal Street/Water Street Interchange and replace the interchange with at-grade connections that could improve the primary viewpoints of the Church Street East Historic District and the Lower

Dauphin Street Historic District for viewers at ground level. Additionally, the proposed high level approaches leading to the main span of the Mobile River Bridge would not obstruct or eliminate the primary viewpoints of the Church Street East Historic District or the Lower Dauphin Street Historic District from viewers at ground level. Therefore, the proposed project's effects on the views of the resources would not constitute constructive use. Views of the historic districts may also be enhanced by the construction of a belvedere at the bridge tower on the west side of the Mobile River, which will offer a new vantage point of the downtown historic districts from a higher perspective than currently exists."

- STANDING THE INTENT OF FEDERAL LAW ON ITS HEAD, "at ground level" ignores the 500 pound gorilla- absurd, insulting our intelligence. What about the TWIN 551 ft towers and a road surface with 215 ft vertical clearance. That is not addressed. I am not STUPID, and neither is a Federal court.
- Page 185:
- "When combined with the modern infill that has occurred throughout the past, the proposed project would have adverse visual effects on these Section 4(f) resources. The proposed project would insert a large modern structure into the skyline to the southeast of the districts. The new bridge and its approaches would be visible from various locations within the districts. The proposed project would also introduce a new light source that would be visible from the districts. The proposed project would include the relocation of the existing elevated I-10 ramps to ground levels, which will remove one of the current modern intrusions in the viewsheds of the districts."
- "Visual effects will indirectly alter the characteristics of the Church Street East Historic District and Lower Dauphin Street Historic District in a manner that would **diminish the integrity** of the districts' setting, feeling, and association. While the proposed project will diminish the setting, feeling, or association of the Church Street East Historic District and the Lower Dauphin Street Historic District, neither historic district derives its value in substantial part due to its setting. Based on this information, it was determined that adverse visual effects on these historic districts would not "substantially impair" the properties and would not constitute constructive use."

- Poppycock! Ignore the style, theme, feeling, ambiance, peace of historic neighborhoods, historic structures, plazas, parks, waterfront protected areas, acc to Federal law.

I stopped at L-246

EITHER re-route the Mobile River crossing ...or seriously address a “low build” option,OR I’ll see you in Federal court, ...for the next 10 years



Comment form

Date: 5-9-19

Name: Violetta Simpson

Address: [REDACTED]

Note: No personal information will be released.

Are you any of the following:

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

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

Daily

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

** With some considerations*

Why or why not? _____

- see the following information

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

The Down The Bay Community is concerned about:

- increased traffic flow*
- air, noise pollution + health hazards*
- worry of massive government projects which have typically mistreated our community (Gulf, Brittending companies I-10, Carbon Removal)*
- Assertions from AIBOT w/o empirical evidence or claim.*
- Assessing of tolls only if a Community Benefits Assistance fund will be established w a % of the money going to those communities directly impacted by the I-10 Bridge/Tunnel.*
- historical mistreatment of our community by regional planners and the hardships residents face*

Signature: Violetta Simpson

(continue on back if necessary)

On Proposed I-10 Bridge, Tunnel

Down the Bay Community concerns:

1. **Traffic:** Possibility of increased traffic to avoid the toll
 - a. ALDOT's study found that the traffic would dramatically increase
2. **Traffic:** Possibility of increased traffic for those using the Toll Bridge
 - a. Already experience many negative impacts from the current traffic arrangements
 - i. Difficulty leaving the neighborhood during rush hour traffic
 - ii. Extreme difficulty leaving the neighborhood from Friday afternoon – Sunday evening.
 - iii. Traffic that is unresponsive to the local traffic of the residents, getting in or out of the Down the Bay community.
 - iv. Dangerous air quality
 - v. Increased level of heavy truck and hazardous cargo traffic
 - vi. Few safe pedestrian crossings
3. **Mistreatment:** Historical mistreatment at the hands of regional planners & add to the hardships the residents already face.
4. **Wary of Government:** Many are wary of massive government-led infrastructure projects due to the negative impacts of poor planning and lack of consideration for the kinds of adjustments the community is forced to make.
5. **Current Traffic Flow:** Current arrangements allow traffic through the community to move dangerously fast (Washington Ave, Virginia Canal and Government Streets)
6. **Magnet Elementary & Senior Nursing:** The location of an magnet, elementary school and a senior nursing home on Virginia Street – no consideration for the amount of increase in traffic from the first exit on The Bridge to Washington Ave/Broad Streets.
7. **Crosswalks:** Responsive crosswalks should be installed
8. **Pollution & Health:** Air pollution and public health. All air quality science points to alarming increases in stroke risk for all who breathe auto and diesel exhaust.
 - a. Appropriate air monitors installed in strategic locations
9. **ALDOT:** Assertions from ALDOT – backed up by available data in order to monitor the real effects of the proposed I-10 Toll Bridge and Tunnel
 - a. Insist on traffic studies be executed to include the collection of data about the types of traffic, specifically Hazardous Cargo traffic flow through the Down the Bay Community
 - i. To compare actual numbers before/after potential construction.
10. **Government Infrastructure:** Massive government infrastructure projects have negatively impacted the Down the Bay Community (I-10 Interstate; Metro Jail; Mobile Housing Board's Urban Renewal Program). These saw the demolition or removal of many homes and small businesses from the community. This does not address the disruption of the families and love ones affected.
11. **Assessing of Tolls:** We as residents of the Down the Bay Communities, and other communities affected, insist upon the creation of a Community Benefits Agreement between the communities impacted by existing and future I-10 traffic and any Private/Public Partnership.
 - a. **The Goal:** To require that a portion of the revenue raised by a potential I-10 Toll Bridge and Tunnel be reinvested in directly-affected communities to ensure that the burden imposed is appropriately acknowledged and compensated. This reinvestment would be a step in the right direction to address the profoundly negative impacts from past ALDOT infrastructure projects constructed through the neighborhoods for regional benefits.



Comment form

Date: 5-9-19

Name: Cora Reed

Address: [Redacted] Mobile, AL 36603

Note: No personal information will be released.

Are you any of the following:

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

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

Five times per week

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No → some considerations must be made.

Why or why not?

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

- The health factor with pollution, air, diesel fumes & tar.
- Increase traffic in our community.
- Traveling to downtown on weekends (Thursday - Sunday) almost impossible
 - traveling to work
 - traveling to church

Signature: Cora Reed

(continue on back if necessary)



Comment form

Date: 5/9/19
Name: Stephen C. Flock
Address: [Redacted] Mobile, AL 36693
Note: No personal information will be released.

Are you any of the following:

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

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

Maybe once or twice a month

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

Yes No I certainly think we need to do something about the I-10 tunnel.

Are you in favor of the project as proposed?

Yes No

Why or why not? I am opposed to the tolls. There are no tolls on I-10 anyway else around here. I also think that the toll collectors (\$4-6 billion over 30 years) are way

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

too high for the amount of money we are going to in effect "borrow!"

I-10 Bridge over Lake Pontchartrain was rebuilt higher and wider at a cost of \$800 million with no tolls

I-59/20 Project in Birmingham \$700 million No tolls

Also, what is the cost of capital for this project? Borrow \$1.6 billion, pay back \$4-6 billion over 30 years?

Signature: SC Flock

(continue on back if necessary)

Over



Comment form

Date: 5-18-2019

Name: Sharon Taylor

Address: [REDACTED]

Note: No personal information will be released.

Are you any of the following:

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

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

1-2 times

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? _____

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

The visualization was awesome! Give that kid a raise...

Signature: Sharon Taylor

(continue on back if necessary)

May 9, 2019

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

I understand and support the stated purpose and needs of the I-10 Mobile River Bridge DEIS, that are to increase the capacity of Interstate-10 to meet existing and predicted future traffic volumes in the Mobile area, to provide a direct route for vehicles transporting hazardous materials, and minimize adverse impacts to the maritime industry.

To be clear, I support a bridge, but definitely not the Proposed Route. **All reasonable and smart alternative routes should have been included and considered at a comparable level of detail in the DEIS, and they were not.**

As you know, the USDOT Climate Change Vulnerability Assessment released in June 2014, focuses on Mobile and examines the vulnerability of its transportation infrastructure to climate change. The analysis information concludes that the locations of the Present Proposed Route, tying into the existing I-10 Bayway are highly vulnerable to current storms and storm surge that could conceivably happen today, and of course highly vulnerable to more intense storms, coupled with sea level rise of the future.

(USDOT, Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 2 Task 3.1: Screening for Vulnerability)

Hence, the DEIS should have included a climate change mitigation section, and it didn't.

In light of this documented vulnerability, funding for a bridge in this location is extremely irresponsible and would be a costly mistake.

There is another popular route, not included in the DEIS, but publicly supported for years. If you start just east of Michigan Ave on existing I-10 and go straight

across the bay using the north end of McDuffie Island and by Little Sand Island you will end up in Daphne where ALDOT can design an appropriate connection to the existing I-10 on the Eastern Shore. This could present an opportunity to mitigate the longstanding problems on the existing Highway 98.

This suggested route would avoid the negative impacts on the historic districts, parks, residential neighborhoods, schools, and nursing homes. It would alleviate construction problems regarding noise in downtown, air quality issues downtown, vibrations to historic buildings, settling after completion, closing tourist attractions, etc. The existing industrial businesses and operations would not have to function in the shadows of a bridge, and persons living in the Down the Bay Peninsula Community would not have to live under a bridge.

The vertical clearance of an independent bridge would be the same as the Proposed Bridge but the incline would be much less intense. The distance of the maximum elevation span could be much longer, giving the Maritime Industry more flexibility, commercial opportunity, and leeway. Vehicles transporting hazardous materials would not have to shift gears up and down an intense incline.

A new independent I-10 Bridge in this location would be able to survive a major tropical storm and be a much better evacuation route alternative. Mobile and Baldwin Counties would be able to receive the much-needed supplies, while the injured could be transported to the appropriate medical facilities.

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

Of course, the new bridge should be accessible to all travellers, so it should include a satisfactory pedestrian/bicycle facility,

In the last few decades, the bridge construction industry has minimized the negative consequences associated with building bridges. That solution is known as Accelerated Bridge Construction, or ABC. This method could, and should, be used on the I-10 Mobile bridge construction project. It would use new forms of planning, procurement, design, materials, utility installation and construction methods that are safer and

more cost-effective. ABC significantly lowers the amount of time it takes to build new bridges and replace or rehabilitate existing ones. An independent ABC bridge would reduce the combined time to plan and construct the bridge by years, with no down time of existing transportation arteries.

Please feel free to contact me anytime for further explanation and clarification!

Sincerely,

Carol Adams-Davis

Carol Adams-Davis

[REDACTED]
Mobile AL 36604
[REDACTED]



Comment form

Date: 5/9/19

Name: KEVIN PIMPERL

Address: [REDACTED] BAY MINETTE, AL 36507

Note: No personal information will be released.

Are you any of the following:

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

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

45 - 50

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? THE TOLLS ARE TOO HIGH FOR LOCALS

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

A TOLL OF \$3 TO \$6 WOULD MEAN A \$240 TO \$480 PER MONTH BILL FOR MY HOUSEHOLD SINCE MY WIFE AND I BOTH LIVE IN BALDWIN CO. AND WORK IN MOBILE. WE WOULD BE FORCED TO TAKE THE BANKHEAD TO AVOID THIS EXPENSE. THIS PROJECT EFFECTIVELY REMOVES AN OPTION FOR US AND DOES THE SAME FOR MANY OTHER FAMILYS. THE TRAFFIC PROBLEMS THRU THE BANKHEAD WILL BE WORSENERD DUE TO ALL THE RESIDENTS WHO CANT AFFORD THE TOLL. PLEASE FIND A WAY TO ADDRESS THIS BY SIGNIFICANTLY LOWERING THE TOLL FOR LOCALS. IDEAS MIGHT INCLUDE CHARGING FOR BIKE/PEDESTRIAN ROUTE, DOING THE PROJECT IN PHASES (STRETCH OUT COST), COMESA FUNDING, AND PETITIONING FOR MORE FEDERAL FUNDING.

Signature: Kevin Pimperl

(continue on back if necessary)



Comment form

Date: *May 9-19*
Name: *GLENN THORNTON Sr.*
Address: *[Redacted] Mobile AL 36603*

Note: No personal information will be released.

Are you any of the following:

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

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

about 4 times

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? *I believe its going to Free up Traffic and save lives and Free travel & Business*

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

Signature: _____

(continue on back if necessary)



Comment form

Date: 5/9/19

Name: Bryan Outlaw

Address: [Redacted] Mobile, AL 36608

Note: No personal information will be released.

Are you any of the following:

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

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

maybe 5 times?

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not?

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

I support the toll + understand that it needs to be done in order to financially be able to build the project. I do believe that out of state, + possibly out of county travelers (anyone without a Mobile Co. or Baldwin Co. tag) need to pay a higher toll while Mobile Co + Baldwin Co residents should receive a discounted toll. Toll the tourists more, toll the residents less to equal out the same amount of projected income coming in for the toll. Just a thought on the toll for the frequent Bayway travelers.

Signature: Bryan Outlaw

(continue on back if necessary)



Comment form

Date: May 9, 2019

Name: John Lowe

Address: [Redacted]

Mobile, AL 36605

Note: No personal information will be released.

Are you any of the following:

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

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

1-2 times

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

- Yes
- No

Are you in favor of the project as proposed?

- Yes
- No

Why or why not? _____

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

Toll should be collected east bound at the interchange to the bridge + Wallace tunnel, at Virginia Street.

Signature: _____

(continue on back if necessary)



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



Figure ES
I-10 Mobile River Bridge and Bayway Widening
Build Alternatives with Bayway Widening
Project No. DPI-0030(005)

ALTERNATIVE D GRADUAL CURVE OFF I-10 ONTO BRIDGE. BRIDGE SHOULD BE ON LOWER END OF PINTO ISLAND. BRIDGE NOISE + POLLUTION WOULD BE AWAY FROM DOWNTOWN AREA WITH NO BLOCKAGE OF SCENIC DOWNTOWN AREA. BRIDGE WOULD LOOK GOOD IN DISTANCE ON SKYLINE. CONSTRUCTION OF BRIDGE AND RAMP WOULD GO ALMOST UNNOTICED OVER THE VERY LONG 8 TO 10 YRS. CONSTRUCTION PERIOD. MERGING OF I-10 BRIDGEWAY INTO BAYWAY WOULD BE SHORTER TO SPANISH FORT WITH NO INTERFERENCE TO CAUSEWAY + SEAFOOD RESTAURANTS. NAME OF BRIDGE SHOULD BE I-10 BRIDGE NO FANCY NAMES ORNAMED AFTER PEOPLE EXCEPT MAYBE ADMIRAL SEMMES. NO \$4 TO \$8 MILLION BIKE PATHS BRIDGE IS TO HIGH + TOO LONG. THIS BRIDGE IS STRICTLY FOR HIGH VOLUME AUTOMOBILE + TRUCK TRAFFIC + SAFETY!

**RESCUE VEHICLES ON BRIDGE
EVERYDAY TYING UP TRAFFIC TO
ATTEND TO ACCIDENTS + INCIDENTS
ON WALKWAY + BIKE PATH
ITS TOO LONG**

**CURVE
STILL TOO
SHARP
TANKER
TRUCKS
FLIPPING
OVER WITH
DEADLY
RESULTS!!**

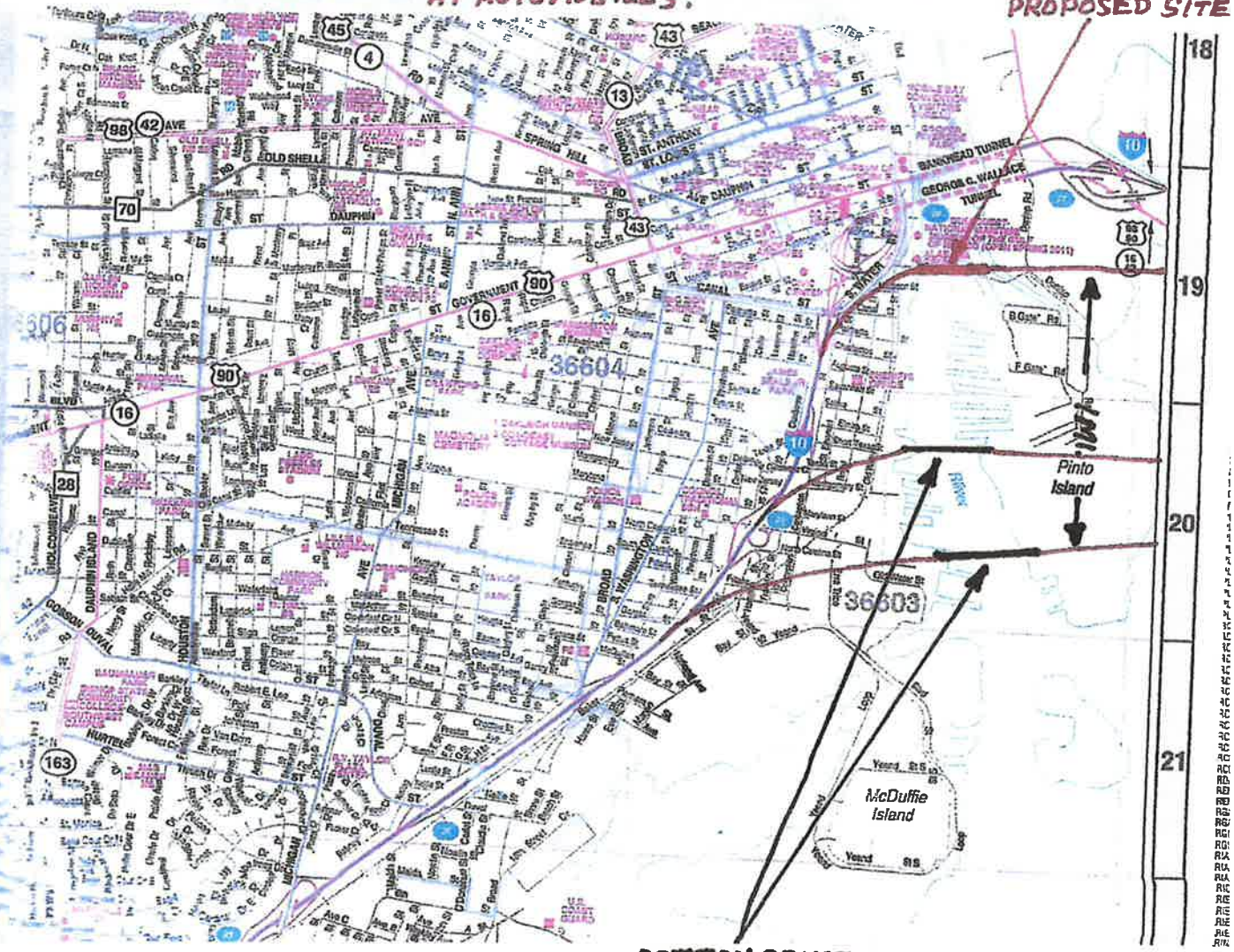


A new rendering of what the proposed I-10 bridge could look like. The Mobile City Council on Tuesday showed its support for bicycle and pedestrian access to the proposed bridge. (Courtesy/ALDOT)

**NO
HIKERS DYING OF HEART ATTACKS
BIKERS CRASHING INTO HIKERS
+ BRIDGE, THUGS THROWING OBJECTS
AT AUTOMOBILES!**

MOBILE

PROPOSED SITE




**COMMON SENSE SITES
WITH GRADUAL TURNS**

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 3:14:53 PM

Name

Aimee McGlou

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

10, 5 times a week twice a day.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

I live in Daphne but work in Mobile, and I absolutely love my job. However; I do not make a ton of money and I am the breadwinner of the household with a baby on the way. There is no way I will be able to afford to even go to work.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 9:21:33 AM

Name

Ashley Hopkins

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

I once used it daily, but I now use it once or twice per week. My son intended to commute to USA daily but will likely select a different college because of this.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

This is completely unfair to local residents. Imagine a family of four, with two parents who commute for work and two students who commute to college. The toll will increase their annual household budget by \$10,000 a year. Not to mention, the toll can increase at any time and there's no provision in the plan to discontinue the toll in the future.

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

We intend to move out of the area if this project goes through as planned.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:29:30 AM

Name

Autumn Meierle

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

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

5-6 days a week, sometimes 4 times a day.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

I am a student at University of South Alabama. I live in Spanish Fort and attend classes 3-4 days a week at Souths campus. With the proposed bridge, I almost would not be able to afford to keep going to school. Some of my classes are in the morning and some are in the evening. On Wednesdays (this semester) I had one class at 9am and another at 6pm. On these days I would come back home to Spanish Fort to avoid sitting on campus for hours and hours on end. Other days, I meet with study groups or tutors which mean more trips across the bay. Occasionally, I meet with friends in or around Mobile, which bring me to cross the bridge. I can sacrifice not seeing friends, I can't sacrifice my education. Not this late in the game! Like most college kids, I live paycheck to paycheck with little money left over. That left over money goes mostly to gas. At this point, I would either be able to afford gas, or the bridge but not both. I don't want to have to drop out of school, or take fewer classes to be able to afford to cross your bridge. The only alternative is for me to take online classes, which you may know, are not offered for every class and lab that I need to enroll in that are program specific. I didn't work this hard to be accepted to this school, and acceptance into my program, to have to rethink my situation to be able to afford a toll bridge.

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


Make a student discount (more than 15%) available to those of us with a student ID, or make this bridge idea go away. I know most of you struggled in college, have a little sympathy for those of us still trying to create a better life for ourselves.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 1:47:47 PM

Name

Barbara Comstock

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Work in Vicinity of Project

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

I use the I-10 to Mobile approximately twice a month, but have to deal with the I-10 traffic three times a week.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

When looking at the video, I see it still funnels into too few lanes... there is no lessening for the potential for traffic backing up like it does now.

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

We need to raise the causeway to prevent flooding. The causeway is an important, necessary alternative link between the Eastern Shore and Mobile. I prefer to use the causeway because it is more scenic and the traffic is slower, plus I have an opportunity to pick up lunch on the way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 3:05:53 PM

Name

Ben Brenner

Address

██████████
Mobile, AL 36606
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Area Resident
- Work in Vicinity of Project

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

On average once a month.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I understand that a toll is needed to pay for the bridge, I worry about the adverse effects on the Bankhead tunnel. Traffic down Government Blvd eastbound during rush hour is bad enough as it is without the thousands of additional drivers trying to avoid tolls. If you add a toll on the Mobile River Bridge, it should be put on the Bankhead tunnel as well. I am also quite concerned that there is not yet a commitment to include a bike/ped pathway on the bridge. See more below.

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

Based on the presentation and the supplemental EIS, I'm concerned about a bicycle/pedestrian path not being included on the proposed Mobile River Bridge. While bicycle facilities on the Conception St and Cochrane bridge would be appreciated by the bicycle community, it is my opinion that it is critical that Mobile River Bridge, if built, needs to have the bike/ped path. In the years since Charleston's Ravenel Cooper River Bridge was built, the bike/pedestrian path has become an indispensable part of the community. 35,000 runners recently participated in the Ravenel Bridge Running race which brought participants to the community from around the world. On Trip Advisor, boasting 4632 reviews, the bridge is listed as the number 1 tourist attraction for the city. The economic impact of adding the bridge far outways any additional costs. From bike rental outfits to additional restaurants and stores near the start and end of the route, the city, county, and state will benefit tremendously from such facilities.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 12:11:43 PM

Name

Bernard Eichold, II

Address

████████████████████
Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

2

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I would like to thank Mr. Vince Calametti, Mr. Michael Lee, Sr., the Mobile Area Chamber of Commerce and ALDOT for moving this project forward.

The first public meeting about the new I-10 bridge was held on June 6, 2005. It was stated that a route just east of Michigan Avenue direct to the Eastern Shore (the shortest option) was not possible because of the cost in building a new Bayway. The existing I-10 Route was to be widened to include an additional lane in each direction. In good faith ALDOT then acquired the land for the bridge crossing at the proposed site. At some later date the Federal Highway Administration required ALDOT to include a new elevated Bayway connected to the proposed new I-10 bridge. This was a major change in scope of work, more than doubled the original cost, yet the public hearing process was not started over or other location for the bridge considered. Now since the new I-10 Bayway is proposed on the existing I-10 ROW as presented in this EIS, the existing toll free I-10 will be destroyed at a cost of probably \$200-300M and toll payers will be footing the bill.

If Mobile is to be the only community with a designated Interstate Toll Bridge, can ALDOT now amend the Environmental Impact Study moving the new Bayway several hundred feet to the south, convert the existing I-10 structure to a free local route: "Mobile/Baldwin County Connector" ending on the eastern shore at Highway 98 and at Canal Street on the western shore? If we cannot save the entire existing Bayway could we preserve the west bound lane for future light rail, biking and recreation, (rail could originate near the Bass Pro parking lot and use the Bankhead Tunnel with gates to get to Mobile). I believe the Mobile Area Chamber of Commerce has reviewed the benefits light rail could have on a southern city.

Alabama now has new dollars since the gasoline tax was increased. Birmingham is spending/spent \$5.4 billion on interstate projects within 10 miles of their downtown over the last several years without a toll,

why should Mobile be the only Interstate in Alabama with a toll?

For the purpose of economic growth and quality of life, I respectfully ask if the citizens would like to keep the existing I-10 as a "toll free" Mobile/Baldwin County Connector, leaving the new I-10 toll bridge for interstate commerce or simply make the new I-10 bridge toll free.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 8, 2019 9:22:50 PM

Name

Beverly Thompson

Address

██████████
Lillian, Alabama 36549
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

Depending on the time of year, sometimes 3 times a week.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

A toll is ridiculous and too expensive on people who must travel this road frequently. This is simply taxation without representation! I am 100% against this project!

From: [Bob Chappelle](#)
To: [MRB Environmental](#)
Subject: Comments re: Mobile River Bridge
Date: Friday, May 10, 2019 8:50:45 AM

Bob Chappelle

[REDACTED], Mobile, AL 36605

Area resident

Work in vicinity of project

Also reside in rental property in the Church East Historic District during the work week.

I travel to the Eastern Shore 1-2 times per month.

There is a tremendous need for additional capacity on I-10.

I am absolutely in favor of the proposal. Not only must we have the capacity for daily drivers, it is absolutely critical to further development of the Port of Alabama. The ship channel will soon be widened and deepened, enabling additional ships to more quickly service the APM Container Terminal. With the addition of WalMart and Amazon distribution centers, more will soon follow putting additional trucks on I-10 in the Mobile vicinity.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 11:36:39 AM

Name

Robert A. (Rob) Guthans, Jr.

Address

██████████
Mobile, AL 36606
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Work in Vicinity of Project
- Other

Other? Please describe

Business owner that needs expedient emergency passage into & from Baldwin County.

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

Daily.

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

We absolutely need to be able to continue to work in Baldwin County and have non-delayed passage between the two counties daily. Far too many times, the tunnel is closed backing up traffic on I-10 for miles. Even when there are no wrecks, summer vacation traffic makes expedient access to & from Baldwin County impossible - far too frequently.

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

It is a shame that people who are opposed to progress, will resort to any ridiculous means, to stop this important project. Wetlands, historic character of the City, and the notion that a toll would be UNFAIR to lower income people; are all ridiculous roadblocks to what will ultimately be a beautiful and necessary asset to our area. I will not even comment on the ridiculous and ill-informed climate change crowd! Please move forward before they find another sturgeon that only lives in the vicinity of downtown Mobile. And then they will hold the project up for YEARS. Don't be naive and think that they won't try. Move forward as soon as possible please.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 10:17:34 AM

Name

Brad Holley

Address

██████████
Daphne, al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project
- Other

Other? Please describe

Member of Civic Groups

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

Monday-Friday (at minimum, I am also involved in Civic organizations)

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It is too costly for area residents to commute for work purposes.

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


With at least 10 crossings per week, this will make it impossible to afford to continue my civic duties.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:52:32 AM

Name

Brad Wallace

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

6 days a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am strongly against a toll bridge. We need to find another way to fund this project toll bridges are unacceptable in the state of Alabama

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

I am extremely mad that you're going to toll the Wallace tunnel. I believe this is a violation of my rights and it will end up in a lawsuit in court

From: [Ericksen, Matthew](#)
To: [Perry, Edwin L.](#); missi@shumerconsulting.com
Subject: Fwd: Mobile i-10 bridge
Date: Thursday, May 9, 2019 12:49:42 PM

Get [Outlook for iOS](#)

From: Aldotinfo
Sent: Thursday, May 9, 2019 11:57:32 AM
To: Ericksen, Matthew
Subject: FW: Mobile i-10 bridge

From: Brandi Agnew [REDACTED]
Sent: Thursday, May 09, 2019 11:21 AM
To: Aldotinfo <aldotinfo@dot.state.al.us>
Subject: Mobile i-10 bridge

Hi,

I just wanted to make my opinion known that I believe locals who commute to from Baldwin/Mobile counties should not have to pay a \$3 to \$6 toll for the proposed I-10 bridge. My husband and I both commute daily, and this would be a large sum of money, even with the proposed 15% discount.

I also believe that closing the Bankhead tunnel would be a major mistake, and quite frankly, a very stupid thing to do. Congestion will worsen for the causeway, and the Africatown bridge will see the traffic dodging the tolls. There should be absolutely no toll for the lower bridge or the Wallace Tunnel which is already paid for. It would help to have the the Bankhead tunnel enlarged, so there are two lanes each way.

Whatever you do, please make this change reasonable for the local residents of the area. If there absolutely must be a toll involved, allow commuters to purchase an annual pass for a reasonable price. I believe a figure near or under \$100 per year would be acceptable. This is especially important for families with multiple commuter, or, offer a family pass or some sort.

Sincerely,
Brandi Agnew

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:26:31 AM

Name

Bryan Nguyen

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

2

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

It seems people always want the best of everything and they want it now free of charge! But the reality is someone has to pay for a project of this magnitude and tolls is the only way that makes sense.

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

The bridge will have a great impact on the region. It will improve the quality of life, create more jobs and help the traffic flow. Along with the new Mobile Downtown airport, the bridge will make people want to come to the area and spend money here. Please make this happen!

From: [Carol Adams-Davis](#)
To: [MRB Environmental](#)
Subject: Public Comment DPI-0030(005) I-10 Mobile River Bridge and Bayway Mobile and Baldwin Counties
Date: Thursday, May 9, 2019 3:16:40 PM
Attachments: [I-10 Bridge Carol's Comment May 2019.pdf](#)

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

May 9, 2019

ALDOT - Mobile River Bridge and BayWay Project

ATTN: Matt Ericksen, P.E.

1701 I-65 West Service Road North

Mobile, AL 36618

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

I understand and support the stated purpose and needs of the I-10 Mobile River Bridge DEIS, that are to increase the capacity of Interstate-10 to meet existing and predicted future traffic volumes in the Mobile area, to provide a direct route for vehicles transporting hazardous materials, and minimize adverse impacts to the maritime industry.

To be clear, I support a bridge, but definitely not the Proposed Route. **All reasonable and smart alternative routes should have been included and considered at a comparable level of detail in the DEIS, and they were not.**

As you know, the USDOT Climate Change Vulnerability Assessment released in June 2014, focuses on Mobile and examines the vulnerability of its transportation infrastructure to climate change. The analysis information concludes that the locations of the Present Proposed Route, tying into the existing I-10 Bayway are highly vulnerable to current storms and storm surge that could conceivably happen today, and of course highly vulnerable to more intense storms, coupled with sea level rise of the future.

(USDOT, Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 2

Task 3.1: Screening for Vulnerability)

Hence, the DEIS should have included a climate change mitigation section, and it didn't.

In light of this documented vulnerability, funding for a bridge in this location is extremely irresponsible and would be a costly mistake.

There is another popular route, not included in the DEIS, but publicly supported for years. If you start just east of Michigan Ave on existing I-10 and go straight across the bay using the north end of McDuffie Island and by Little Sand Island you will end up in Daphne where ALDOT can design an appropriate connection to the existing I-10 on the Eastern Shore. This could present an opportunity to mitigate the longstanding problems on the existing Highway 98.

This suggested route would avoid the negative impacts on the historic districts, parks, residential neighborhoods, schools, and nursing homes. It would alleviate construction problems regarding noise in downtown, air quality issues downtown, vibrations to historic buildings, settling after completion, closing tourist attractions, etc. The existing industrial businesses and operations would not have to function in the shadows of a bridge, and persons living in the Down the Bay Peninsula Community would not have to live under a bridge.

The vertical clearance of an independent bridge would be the same as the Proposed Bridge but the incline would be much less intense. The distance of the maximum elevation span could be much longer, giving the Maritime Industry more flexibility, commercial opportunity, and leeway. Vehicles transporting hazardous materials would not have to shift gears up and down an intense incline.

A new independent I-10 Bridge in this location would be able to survive a major tropical storm and be a much better evacuation route alternative. Mobile and Baldwin Counties would be able to receive the much-needed supplies, while the injured could be transported to the appropriate medical facilities.

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

Of course, the new bridge should be accessible to all travellers, so it should include a satisfactory pedestrian/bicycle facility,

In the last few decades, the bridge construction industry has minimized the negative consequences associated with building bridges. That solution is known as Accelerated Bridge Construction, or ABC. This method could, and should, be used on the I-10 Mobile bridge construction project. It would use new forms of planning, procurement, design, materials, utility installation and construction methods that are safer and more cost-effective. ABC significantly lowers the amount of time it takes to build new bridges and replace or rehabilitate existing ones.

An independent ABC bridge would reduce the combined time to plan and construct the bridge by years, with no down time of existing transportation arteries.

Please feel free to contact me anytime for further explanation and clarification!

Sincerely,

Carol Adams-Davis

[REDACTED]

[REDACTED]

Mobile AL 36604

[REDACTED]

May 9, 2019

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

I understand and support the stated purpose and needs of the I-10 Mobile River Bridge DEIS, that are to increase the capacity of Interstate-10 to meet existing and predicted future traffic volumes in the Mobile area, to provide a direct route for vehicles transporting hazardous materials, and minimize adverse impacts to the maritime industry.

To be clear, I support a bridge, but definitely not the Proposed Route. **All reasonable and smart alternative routes should have been included and considered at a comparable level of detail in the DEIS, and they were not.**

As you know, the USDOT Climate Change Vulnerability Assessment released in June 2014, focuses on Mobile and examines the vulnerability of its transportation infrastructure to climate change. The analysis information concludes that the locations of the Present Proposed Route, tying into the existing I-10 Bayway are highly vulnerable to current storms and storm surge that could conceivably happen today, and of course highly vulnerable to more intense storms, coupled with sea level rise of the future.

(USDOT, Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 2 Task 3.1: Screening for Vulnerability)

Hence, the DEIS should have included a climate change mitigation section, and it didn't.

In light of this documented vulnerability, funding for a bridge in this location is extremely irresponsible and would be a costly mistake.

There is another popular route, not included in the DEIS, but publicly supported for years. If you start just east of Michigan Ave on existing I-10 and go straight

across the bay using the north end of McDuffie Island and by Little Sand Island you will end up in Daphne where ALDOT can design an appropriate connection to the existing I-10 on the Eastern Shore. This could present an opportunity to mitigate the longstanding problems on the existing Highway 98.

This suggested route would avoid the negative impacts on the historic districts, parks, residential neighborhoods, schools, and nursing homes. It would alleviate construction problems regarding noise in downtown, air quality issues downtown, vibrations to historic buildings, settling after completion, closing tourist attractions, etc. The existing industrial businesses and operations would not have to function in the shadows of a bridge, and persons living in the Down the Bay Peninsula Community would not have to live under a bridge.

The vertical clearance of an independent bridge would be the same as the Proposed Bridge but the incline would be much less intense. The distance of the maximum elevation span could be much longer, giving the Maritime Industry more flexibility, commercial opportunity, and leeway. Vehicles transporting hazardous materials would not have to shift gears up and down an intense incline.

A new independent I-10 Bridge in this location would be able to survive a major tropical storm and be a much better evacuation route alternative. Mobile and Baldwin Counties would be able to receive the much-needed supplies, while the injured could be transported to the appropriate medical facilities.

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

Of course, the new bridge should be accessible to all travellers, so it should include a satisfactory pedestrian/bicycle facility,

In the last few decades, the bridge construction industry has minimized the negative consequences associated with building bridges. That solution is known as Accelerated Bridge Construction, or ABC. This method could, and should, be used on the I-10 Mobile bridge construction project. It would use new forms of planning, procurement, design, materials, utility installation and construction methods that are safer and

more cost-effective. ABC significantly lowers the amount of time it takes to build new bridges and replace or rehabilitate existing ones. An independent ABC bridge would reduce the combined time to plan and construct the bridge by years, with no down time of existing transportation arteries.

Please feel free to contact me anytime for further explanation and clarification!

Sincerely,

Carol Adams-Davis

Carol Adams-Davis

[REDACTED]
[REDACTED]
Mobile AL 36604
[REDACTED]

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:25:23 AM

Name

Carol Barrett

Address

██████████
Foley, Alabama 365e5
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

Occasionally

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am in favor of a new bridge over the Mobile River. However, in regards to charging a toll my opinion is that it should be structured so that local commuters do not bear an unfair burden to pay for the project. A commuter pass should be offered at a SUBSTANTIAL discount. I don't mind paying a higher fee for my occasional crossing.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:47:31 AM

Name

Cat Buck

Address

██████████
Mobile, AL 36609
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

Only about once or twice a week.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:


I think it's a big waste of money. South Alabama doesn't need a big bridge like that. It will be ugly!
Leave South Alabama alone.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 10:53:37 AM

Name

Charlotte London

Address


Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

2-4

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think the existing causeway and Bankhead Tunnel needs to be remain as is. It does NOT need to be demolished.

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

The proposed toll for commuters can put some economic stress on many families. This bridge should be an additional option to the two that exist. The causeway and tunnel are part of our history and need to be left alone!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 12:46:42 PM

Name

Cheryl Dempsey

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

5 to 7 days X 2 as my husband also commutes and some days we have to have separate vehicles.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Our state just Raised the fuel tax to fund highway and infrastructure projects in Alabama. We will be paying the full 10% fuel tax increase by October 2021. Why doesn't this tax increase not generate the funding needed for this bridge project? Why doesn't our state and government cover the cost on this bridge?

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

Mobile and Baldwin county residents should not have to pay for a bridge that services and generates \$ for so many other states through shipping, transport & travel. This toll will create a Separation of our 2 counties while negatively impacting the local economy generated between us. This toll along with the increase on fuel tax will be creating a financial hardships for those residents that have to travel across the bridge to make a living. Many people living in South Baldwin county/Eastern shore residents will not attend special events in Mobile or shop there because of the toll. Pensacola Florida with its 7.5% sales tax will benefit from shoppers instead of Mobile with its 10% sales tax and the additional toll fee. Local businesses that provide services for both sides of the bay with be financially impacted by the toll leaving them to pass the extra expensive on to the customers or cut back on the areas they service. If a toll has to happen Both Mobile and Baldwin County communities should get a free pass on this toll fee.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 2:51:51 PM

Name

Cheryl Rawls

Address

██████████
Spanish fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

2 to 3 times a week

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

The cost of the toll is to much money for some who lives on social security. Use the tax on gas get a lottery take some money from Washington. Leave my money alone. Eastern shore will just start going to Pensacola and mobile can't afford to lose that money.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 6:09:19 AM

Name

Christie Skinner

Address

██████████
Satsuma, Al 36572
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project
- Other

Other? Please describe

I also use the bayway for travel.

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

I use it once a week. My daughter and husband use it daily for work travel as well.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am fully against forced tolls. I am fully against it primarily due to the NEGATIVE financial impact forced tolls would have on our communities' workforce. We already pay taxes for road / ridge building/maintenance. To tax a road that we already fund is double taxation which is unconstitutional. This is a horrible thing that is being presented to the citizens and workforce. Other alternatives should be pursued.

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

Reinforce and update the existing structure and add lanes to each side. Stop trying to build a bridge that looks like a work of art. No one needs that. Build a simple basic structure that Alabama can afford. The citizens don't want fancy. They want smart... its foolishness to present us with a over-the-top design and then say it's so expensive you'll have to pay for it forever. This is WRONG!!!!!! Do not go forward with this design or this project. I do not support it.

From: [Wood, Andrew](#)
To: [Missi Shumer](#); [Perry, Edwin L.](#)
Subject: FW: Mobile River Bridge
Date: Tuesday, April 30, 2019 11:17:25 AM

From: Willie Clopton [REDACTED]
Sent: Tuesday, April 30, 2019 10:29 AM
To: MRB Environmental <mrbenvironmental@dot.state.al.us>
Subject: Mobile River Bridge

To Whom It May Concern,

After carefully reviewing the "completed", Mobile bridge projects. I could not think about the infrastructure for interchange at the Bankhead tunnel and the roads between the Africatown bridge and I-165. Once this project is completed, there will be a dramatic increase of traffic on these roads and intersections for drivers attempting to go back and forth over the bay for "free".

It seems there are no plans for improvements to make sure that there will not be gridlock on the "free" roads over the bay. It seems to me that there will be interchanges that will be needed to be built over the Bankhead tunnel intersection to alleviate a disastrous gridlock. The gridlock will be there, because of the traffic lights.

Between Africatown bridge and I-165, we are going to have gridlock there too, because of all of the traffic lights.

I hope ALDOT thinks that we should just wait and see what happens?

Willie (Bill) Clopton

From: [Dan LaFayette](#)
To: [MRB Environmental](#)
Subject: Mobile River Bridge and Bayway | Comments
Date: Friday, May 10, 2019 1:33:06 PM

To whom it may concern:

I was unable to make it out to either of the public forums regarding the Mobile Bridge and Bayway project. First, let me commend you for making this project a priority. It's long overdue, and I believe the bridge will be a beautiful addition to the skyline of the City of Mobile. However, I do have some concerns and questions. I hope ALDOT is open to considering some of the impacts on our community, as well as a few ideas to improve tolling across Mobile Bay.

1. TOLL BOTH ROUTES ACROSS MOBILE BAY -- While the local media says that ALDOT has given a lot of thought to the issue of toll avoidance, we have not heard any public discussion of an obvious solution: *toll both routes across Mobile Bay*, both the Causeway and the Bayway. Is there some reason why this would not be considered? If ALDOT tolls both routes, the toll avoidance problem is eliminated altogether. *Everyone* would have to pay their fair share to make their way across Mobile Bay. This removes some of the tolling sticker shock that ALDOT is facing currently. By tolling both routes, ALDOT could charge lower tolls to everyone, not just those who take the new Bridge/Bayway. Equally important, this plan would ease the pressure on surface streets, particularly in Downtown Mobile. The approaches to the Bankhead Tunnel are certain to become a traffic nightmare and do real damage to our Downtown Mobile neighborhood if commuters can avoid a toll by taking an alternate route. This impact on Downtown Mobile is a concern that I do not believe has been discussed nearly enough.

2. CHARGE A TOLL ONLY FOR COMPLETED TRIPS ACROSS THE BAY -- ALDOT could simply read transponders at both ends, and charge for completed trips only. We should try to minimize the impact of tolling on Causeway businesses and recreation. By charging only for completed trips, you protect those areas. If you're only going halfway and then coming back, you haven't really gone anywhere.

3. INTRODUCE DYNAMIC TOLL PRICING -- ALDOT has spoken about possible tolls in the \$3-\$6 range. But is that a constant price that hasn't yet been decided, or would ALDOT dynamically adjust the price in real time for traffic volume and time of day? In other words, could the toll be used to not only pay for this massive project, but to help balance out traffic flows throughout the day? This could go a long way toward keeping the bridge from reaching capacity too quickly.

4. PREPARE FOR INDUCED DEMAND -- Commuters who carpool deserve a break. As traffic planners, I'm sure ALDOT is familiar with the concept of "induced demand." I've always explained it with a line from *Field of Dreams*: "If you build it, they will come." In the case of road infrastructure, new roads bring about new commuters to use those roads. Often, a new road will be filled up in short order and become just as congested as the road it replaced. Same problem, a lot more traffic. The Eastern Shore's rapid growth makes this an especially serious concern. We need mechanisms in place that reduce traffic volumes and keep the new Mobile River Bridge and Bayway from becoming hopelessly congested.. Carpool lanes can help, *especially if being in a carpool comes with a price break on the toll*. That will encourage more people to drive to work together, to save money as a group, and to share the costs.

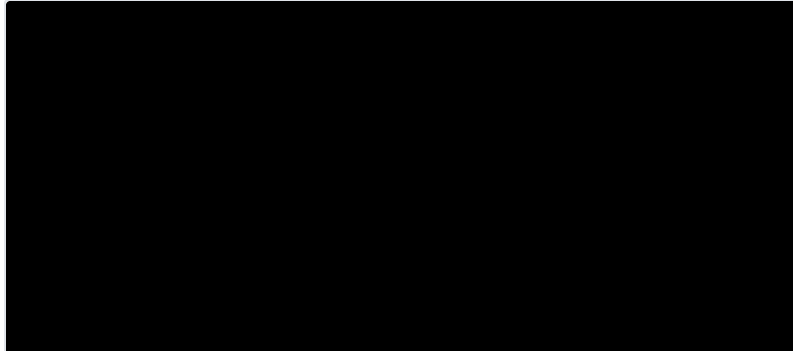
There are other concerns, of course. Should daily commuters really only get a 15% price break? Paying tolls every day can create real hardship for families, and make for some tough choices. Another question: will we be able to use our Florida SunPass transponder on the bridge, if we already have one? How about the E-Z Pass transponder that's popular in the Northeast? The law says that these must all be interoperable with each other, but the law has never been enforced. We should be able to use the same transponder when crossing Mobile Bay as when we cross the bridge to Pensacola Beach.

I have written about the bridge extensively through my role in the media, and these four points are taken from my most recent blog post on the subject. I finished that post by saying: "We understand that the bridge does not get built without a toll. But this is our opportunity to get the toll built to our specifications.:"

Thanks for your time and consideration. I will also submit these comments via your website.

Sincerely,
Dan LaFayette

[Big Questions Need to Be Asked About the Mobile River Bridge & Bayway | Mason | Mix 99.9](#)



Big Questions Need to Be Asked About the Mobile River Bridge & Bayway | ...


ALDOT has given us an idea of their thinking when it comes to tolling on the new Mobile River Bridge and Bayway ...

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 1:40:46 PM

Name

Daniel LaFayette

Address


MOBILE, AL 36606-2441
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

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

About once per week, on average. This will impact a few little things for me. For example: I'd likely go to a movie in West Mobile than pay a round-trip toll to go to a closer movie theater across Mobile Bay. But except for work-related events and the occasional trip to the beach, I don't commute across the Bay.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The Mobile River Bridge will be a beautiful addition to our Downtown Mobile skyline. I love the plan and the location of it. But I'm concerned that the current tolling strategy could severely hamper Downtown Mobile's redevelopment, by creating gridlock on our downtown streets -- all those vehicles trying to avoid a toll and taking the Bankhead Tunnel. Please see my proposal to toll both routes across the Bay in the additional comments.

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

First, let me commend you for making this project a priority. It's long overdue, and I believe the bridge will be a beautiful addition to the skyline of the City of Mobile. However, I do have some concerns and questions. I hope ALDOT is open to considering some of the impacts on our community, as well as a few ideas to improve tolling across Mobile Bay.

1. TOLL BOTH ROUTES ACROSS MOBILE BAY -- While the local media says that ALDOT has given a lot of thought to the issue of toll avoidance, we have not heard any public discussion of an obvious solution: toll both routes across Mobile Bay, both the Causeway and the Bayway. Is there some reason why this would not be considered? If ALDOT tolls both routes, the toll avoidance problem is eliminated altogether. Everyone would have to pay their fair share to make their way across Mobile Bay. This removes some of the tolling sticker shock that ALDOT is facing currently. By tolling both routes, ALDOT could charge lower tolls to everyone, not just those who take the new Bridge/Bayway. Equally important, this plan would ease the pressure on surface streets, particularly in Downtown Mobile. The approaches to the Bankhead Tunnel are certain to become a traffic nightmare and do real damage to our Downtown

Mobile neighborhood if commuters can avoid a toll by taking an alternate route. This impact on Downtown Mobile is a concern that I do not believe has been discussed nearly enough.

2. CHARGE A TOLL ONLY FOR COMPLETED TRIPS ACROSS THE BAY -- ALDOT could simply read transponders at both ends, and charge for completed trips only. We should try to minimize the impact of tolling on Causeway businesses and recreation. By charging only for completed trips, you protect those areas. If you're only going halfway and then coming back, you haven't really gone anywhere.

3. INTRODUCE DYNAMIC TOLL PRICING -- ALDOT has spoken about possible tolls in the \$3-\$6 range. But is that a constant price that hasn't yet been decided, or would ALDOT dynamically adjust the price in real time for traffic volume and time of day? In other words, could the toll be used to not only pay for this massive project, but to help balance out traffic flows throughout the day? This could go a long way toward keeping the bridge from reaching capacity too quickly.

4. PREPARE FOR INDUCED DEMAND -- Commuters who carpool deserve a break. As traffic planners, I'm sure ALDOT is familiar with the concept of "induced demand." I've always explained it with a line from Field of Dreams: "If you build it, they will come." In the case of road infrastructure, new roads bring about new commuters to use those roads. Often, a new road will be filled up in short order and become just as congested as the road it replaced. Same problem, a lot more traffic. The Eastern Shore's rapid growth makes this an especially serious concern. We need mechanisms in place that reduce traffic volumes and keep the new Mobile River Bridge and Bayway from becoming hopelessly congested.. Carpool lanes can help, especially if being in a carpool comes with a price break on the toll. That will encourage more people to drive to work together, to save money as a group, and to share the costs.

There are other concerns, of course. Should daily commuters really only get a 15% price break? Paying tolls every day can create real hardship for families, and make for some tough choices. Another question: will we be able to use our Florida SunPass transponder on the bridge, if we already have one? How about the E-Z Pass transponder that's popular in the Northeast? The law says that these must all be interoperable with each other, but the law has never been enforced. We should be able to use the same transponder when crossing Mobile Bay as when we cross the bridge to Pensacola Beach.

I have written about the bridge extensively through my role in the media, and these four points are taken from my most recent blog post on the subject. I finished that post by saying: "We understand that the bridge does not get built without a toll. But this is our opportunity to get the toll built to our specifications."

Thanks for your time and consideration. I have also submitted these comments via email.

Sincerely,
Dan LaFayette

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 9:03:31 AM

Name

David Rencher

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

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

12 times a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I will not pay a toll to cross the bridge or Wallace tunnel. It was ok when you guys originally announced this project and the tunnel would not be tolled but now it will. This is not ok and I would rather go around originally I was ok with just the bridge toll because I could continue to use the tunnel. However with plans to close the Bankhead in the future that only would leave the Cochrane bridge. If necessary I will go up 225 and back down 65 which is a huge inconvenience but I will not pay this toll. I would rather deal with traffic the way it is now than be on the hook for this. Charge the passers-through but not the commuters that have to cross the bay daily just to make a living. Not everyone in Baldwin County that works in Mobile is wealthy (i know that is a common misconception).

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

Put this project off until you can figure out how to do it without a toll on the Wallace Tunnel.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:31:24 AM

Name

David Toifel

Address

██████████
Mobile, Al 36606
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

2 to 5

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


A toll with your other plans will put the burden on the working people of Mobile and Baldwin County with no stated end of the toll. It's too expensive and it should be free. The stress on the alternative routes will make traffic in downtown Mobile and the causeway a nightmare. The residents of Mobile and Baldwin County need a safe and free route as the commerce between the two is the lifeblood of our community. No private control of a public necessity!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 5:32:17 AM

Name

Dennis Means

Address


Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

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

10+ per week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think the bridge should connect to i- 10 but not replace it. I do not agree with the toll. I will not ever drive the toll way instead I will drive around the long way to avoid the tolls like so many others. When people have to pay to go to Mobile, Mobile will die.

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

It should connect to i-10 but not replace it. The objective of easing traffic flow will be lost to anything other than adding an additional route. I will never pay a single toll to travel it. In fact I will just not go to mobile ever again. There's nothing in mobile that will warrant me paying that much money to go there, especially since our gas prices were raised with a tax that was supposed to pay for it. Go ahead and waste your money building it. I hope it gets built and everyone goes around it to avoid the toll.

From: [Ellen Praytor Faulkner](#)
To: [MRB Environmental](#)
Subject: Strongly Support the Mobile River Bridge Project
Date: Friday, May 10, 2019 2:36:02 PM

Thank you so much for all you are doing with the Mobile River Bridge Project. I am a huge supporter, along with my company, of this project. We very much appreciate speedy progress!!!

--



Ellen Praytor Faulkner | Senior Vice President/ Managing Director

LEWIS Mobile | Birmingham | Nashville

██████████ . Mobile AL 36604 : ██████████

www.lewiscommunications.com

• FACEBOOK • TWITTER • YOUTUBE

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 8, 2019 10:18:51 PM

Name

Erik Peoples

Address

██████████
Foley, AL 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

14

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I am in favor of the project I am however not in favor of the tolls. Our taxes are being raised to pay for more roads and to be taken care of, but now these tolls would cost me a fortune. I commute to mobile 7 days a week and at just say \$4 each it would be \$56 a week which is \$224 a month extra on my budget that is already strapped. I mean if the bridge cost \$3 billion to build wait till the money is raised then build it. Plus we all know that even if a toll is put up to pay for the bridge once it is paid for they won't take the toll down. I-10 is one of the most travelled highways in America and I do understand for the need, but what I don't understand is why would you toll it. That takes more money out of the residents pockets that is already strapped financially. It is not fair to the residents that lover on both sides of the bay that they have to pay more to travel to work. I can understand paying maybe if you don't live in Baldwin county or Mobile county, but we already work so hard to make there money we have and it feels like this will just take more away from us. Think about it like this: once the budget is paid for and \$3 billion is raised the toll should go away and the state will pay to maintain it. Otherwise the state again just makes profit hand over first once it is paid for. No to the toll. If it is needed them build it. That is what we pay taxes for, not tolls. Do something to keep the money in the residents hands instead of taking it over. Another idea is the only change I charge non residents and 18 wheelers.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 6:39:21 AM

Name

Erika Glover

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

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

I use the I-10 bayway about 8 times per week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

From what I have heard about this project, the plan is so destroy the current bayway and leave only this new bridge and the causeway as options for traveling between Mobile and Baldwin county. I see no reason to destroy the current bayway other than to force people to use the new toll bridge. The new toll bridge could cost commuters up to \$2000 a year for one person, \$4000 for my husband and I who both need to commute across the bay. It feels like a huge disservice to the members of this community to allow a private company to profit indefinitely from those just trying to commute to and from work.

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

If you are going to allow a private company to force people to use the new toll bridge, at least have it set up so that once the bridge has paid for itself the toll can be reduced so that it is more affordable for commuters and the company is still making a profit. Keeping the bayway open would be the best decision you could make to support local commuters between our cities.

From: [Wood, Andrew](#)
To: [Missi Shumer](#)
Cc: [Perry, Edwin L.](#)
Subject: FW: Baldwin Bridges
Date: Monday, May 6, 2019 8:07:13 AM

From: [REDACTED]
Sent: Sunday, May 05, 2019 7:33 PM
To: MRB Environmental <mrbenvironmental@dot.state.al.us>
Subject: Baldwin Bridges

I am a resident of Baldwin county. I am so frustrated when I hear that yet another toll bridge for tax payers here.

They need to stop making toll bridges in Baldwin county. They put in bridges all over the state with no toll. Look at Birmingham, Huntsville, Even New Market. No tolls there but,,, they are getting bridges. Just drive up 65 and look at Birmingham. In addition the Governor announced the expansion/widening of 565 in Huntsville. No toll there. They want to also do this with the a new bridge on the coast in Orange Beach. Why do all other parts of the state get free roads and bridges but not here?

Christian (Bud) Daum

[Sent from Yahoo Mail on Android](#)

From: [Allison Gregg](mailto:Allison.Gregg)
To: wooda@dot.state.al.us; perrye@dot.state.al.us; missi@shumerconsulting.com
Subject: Fwd: New bridge
Date: Friday, May 10, 2019 6:32:22 AM

Allison Gregg
Mobile River Bridge and Bayway
251-604-9790

Begin forwarded message:

From: shannon wells [REDACTED]
Date: May 10, 2019 at 5:48:02 AM CDT
To: agregg@mobilieriverbridge.com
Subject: New bridge

Good morning,
While I agree that a new bridge will be an asset to our area I am hoping the price for daily commuters will not be the rumored +\$2000 a year.
I own property on both sides of Mobile Bay Fees need to be LOW for LOCALS
!!!!!!
Even though the bay separates our area we are still a very connected community.
Our towns are extensions of each other.
Low for locals or find another way!
Shannon Andrews
Sent from my iPhone


This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 9:38:34 AM

Name

George Fields

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter
- Work in Vicinity of Project

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

6

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Not for a toll bridge the gas tax is where this money should come from

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

I will not use a toll bridge that cost what you are proposing residents should be able to buy at deep discount 250 a year or I will go to 65 come from the north or bay way

From: [Dixie & Leonard](#)
To: [MRB Environmental](#)
Subject: proposed bridge Toll
Date: Thursday, May 9, 2019 7:07:44 AM

To Al.D.O.T.,

I'm excited for the proposed bridge, since the sharp curve into the tunnel seems to hinder the flow of traffic, but the toll is a concern, for the simple reason, if you live in Baldwin County but work in Mobile, that's 40 trips @ \$6, you're going to pay \$240 a month. Even with a discount, that's still a lot of money!! The Baldwin Beach Express was built in the hopes it would relieve congestion on Hwy.59 . Not a lot of people use the beach express because of the toll. We were told it was to pay for the cost of building it, but at \$3.75 per vehicle, that bridge has been paid for ten times over and Hwy.59 continues to be congested because no one wants to pay the toll. I have no problem paying for a toll on a bridge that I might use once or twice a month to offset the cost of building it, but once it's paid for the toll should cease.

I'm sure people that would have to pay for twice a day, five days a week, four weeks a month, twelve months of the year would feel differently.

Thank you for your time & good luck on the bridge.

Sincerely,

Phyllis A. Hancock


Foley, Al. 36535



From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:33:30 AM

Name

Heather and Kevin Burns

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

Twice Daily Monday-Friday.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

Unless there is a wreck and people follow traffic laws the flow of traffic it's fine. This project is absurd and a waste of money I will not pay your toll and will Look for different routes to get to Mobile. I will stop going to shop and eat in a Mobile completely. I do not support you and what you were doing.

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

You are passing the buck to the taxpayers and not accepting responsibility for your own infrastructure problems. Your proposal Is not feasible and many commuters cannot pay the expense you're expecting them to pay. you will bankrupt families who go to work for minimum-wage jobs for a pointless toll bridge. Your 15 or 20% discount is the absolute joke. Why not pay more police to sit on the bridge and stop the speeders or the people who are causing the wrecks we don't need a new bridge we need people to follow the rules of the road. Make one lane an HOV lane that goes straight through no one can exit. Close the connection of the Causeway and I 10 people have to choose one or the other so there's not the merging problems. there are numerous opportunities and solutions to solve your problem while not charging the taxpayers of Baldwin and Mobile County. you are taking the lazy way out.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 6:40:22 AM

Name

Heather Ryals

Address

██████████
Magnolia Springs, Alabama 36555
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

4-5x's

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This toll is ridiculous. Costs too much and will cause even more traffic problems (stopping at toll booth)
I'd rather leave as is ...than support this project.

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

No!!! Don't do it!!! I've lived here over 40 years. Terrible idea

From: [Ericksen, Matthew](#)
To: [Missi Shumer](#)
Subject: FW: Mobile River Crossing- last night
Date: Friday, May 10, 2019 11:04:08 AM
Attachments: [NOTES FOR ALDOT HEARING 5-9-19.docx](#)

From: Herndon Inge III [REDACTED]
Sent: Friday, May 10, 2019 9:46 AM
To: 'Bartlett, Mark (FHWA)' <Mark.Bartlett@dot.gov>
Cc: Powell, Don <powelldo@dot.state.al.us>; 'Calametti, Vince' <calamettiv@dot.state.al.us>; Clay, Natasha <clayn@dot.state.al.us>; Ericksen, Matthew <ericksenm@dot.state.al.us>
Subject: Mobile River Crossing- last night

Mr. Bartlett,

The 2 minute limit was insufficient to cover the points that you need to consider, so attached are the notes that I prepared to present last night, and filed on my way out of the Public Comment meeting.

Please pay special attention to:

- “low build” option
- Move corridor 2 miles South
- Memorandum of Agreement
- Planting \$50,000 live oak trees will take more than a lifetime to mature, to replace only some of “tree canopy” to distract from the 551 foot bridge
- ALDOT was insulting commenting on “no adverse impact” “at ground level”, ignoring the 551 foot twin Towers looming over downtown and historic structures and neighborhoods, like a menacing monster- page 184

Herndon Inge
STOP THE BRIDGE

NOTES FOR ALDOT HEARING

(5/9/19)

- ES-2.0- A **practical** answer to crossing the Mobile River has ONLY been considered, NOT the cumulative impact to Central Business District, historic Mobile, tourists' impressions of our beautiful city's downtown, Cooper Riverside Park, the waterfront, historic neighborhoods, esthetics, its residents, its history, the very reason that Mobile was ever settled here. Stop the Bridge has NO objection to a "low build" design, only placement of a twin 551 ft towers so close to Mobile's history and Mobile's life
- The Alt B corridor will ruin downtown and Mobile's past and future for a few hours of traffic delays and 4 to 6 ships per day crossing under the bridge
- Atlanta Mayor Maynard Jackson remarked: "the good news is that we have a state capitol, major league baseball and football teams, international airport, amusement parks, and the sacrifice in traffic delays during a few hours, I'll take that sacrifice every time." So, I'll take a few traffic delays for our downtown "every time"
- Mobile doesn't need this 551 foot twin spire monstrosity looming ominously over our people and neighborhoods and downtown, like a monster, for a few hours of traffic delays and 4 to 6 ships per day
- ES-4.0- ...other alternatives have **not** been seriously considered. From the first plans over 10 years ago, no "good faith review", just: Decide, Design and Defend
- ALDOT'S DEIS reminds me of U.S. Atty General Bill Barr:
"NO Collusion"
- Highway design publications and Federal statutes for last 50 years orders require a "good faith consideration" of impact on the nature and esthetics of the community, like Embarcadero Freeway was torn down because of adverse impact to community
-
- Table ES-1- even though Route Alt B is cheaper, it **should not destroy** the character of the downtown, and its history, only considering cost and ease- "throw the baby out with the bathwater"
- Impact to historic structures- a "constructive taking", aesthetic impact, view impact, skyline impact (just bypass Mobile, as fast as you can), noise

impact to historic neighborhood, “dead zone”, “construction corridor” to neighborhood

- ALDOT’s route and proposed funding plan simply **moving** the traffic congestion and delays, from Interstate 10 to Mobile’s downtown Water Street, creating similar delays, a solid traffic line from Water Street to I-165, the same traffic, same delays, just move it, but this time to OUR downtown, beside historic structures on the National Register. For years..., **no**... for generations to come ...until ALDOT wises up and tears it down, like Embarcadero Parkway
- 215 foot vertical clearance to allow cruise ships. HA! Just like last few years, the cruise ship did not renew the contract, so now we had an empty Cruise Terminal, with a debt service. Now, we have the opportunity to learn from our mistakes, not build 551 tall bridge for cruise ships that may not renew contract and stop next year
- And just like the Gulfquest Museum, overstated the revenue, so now threatened Museum bankruptcy. ALDOT cannot assure that the projected tolls will meet the \$2 billion debt service, since more travelers will likely bypass the toll bridge and congest Downtown streets and historic neighborhoods. Then the government will have the debt service of the \$2 BILLION, with insufficient income from tolling. So our government loses. Who wins, only the bridge contractors, while everyone else loses, especially Mobile, and its residents, and tourists yet to visit our downtown and museums, plazas, historic buildings
- There has been NO consideration of “low build” option. If only 4 to 6 ships per day, then leave the “low build” bridge open for car/truck traffic until the ship passes, maybe 10 minutes each, then close the bridge to river traffic and resume car/truck traffic for the rest of the day. If no ships then no need for the bridge to open, then NO interruption of car/truck traffic. Lose maybe an hour of car/truck traffic per day, reduce dastardly impact on Mobile and its beauty into future lifetimes
- Move the construction about 2 miles to South, near Brookley Field, and lessen disruption, construction noise and vibration, and congestion AWAY from historic districts, historic structure and Downtown
-
- Bottom of Page ES-12- Cumulative EFFECT- is serious, but never seriously considered

- ES-13.0 CULTURAL RESOURCES-
 - ““adverse visual effect” on the Church Street East Historic District and the Lower Dauphin Street Historic District in response to comments from the SHPO and Consulting Parties. Since that time, FHWA and ALDOT have worked with the Section 106 Consulting Parties to develop a Draft Memorandum of Agreement (MOA) to identify appropriate mitigation measures for adverse effects on historic resources. Consultation will continue with SHPO and the other Consulting Parties to finalize the MOA which will be signed by the FHWA, Advisory Council on Historic Preservation, Alabama Historical Commission, and ALDOT. The Final Section 106 MOA will be completed prior to the combined FEIS/ROD.
- I have never trusted the objectivity of single minded ALDOT, just like the ALDOT engineers found no or minimal impact, until SHPO and Consulting Parties and FHWA overwhelmingly proved there **WAS** “adverse impact”
- 3.3- Build Alternatives- did not consider the more Southerly Route suggested by Mobile County Health officer Bert Eichold, basically extend I-10 just North of Brookley Field, then East across Mobile Channel and connect with new replacement Bayway in mid-bay- that route is straighter, shorter, about 2 miles away from Downtown and Mobile’s tourists and historic neighborhoods and structures and views from downtown
- Does not consider the “low build” option with a low build bridge to open only to let the 4 to 6 ships per day pass
-
- Bottom of Page 15:
 - However, the changes in costs and potential impacts associated with the proposed interchange modifications compared to what was presented in the DEIS are expected to be similar for all of the Build Alternatives.
- Page 141- 4.13.4 Measures to Avoid, Minimize, or Mitigate Adverse Visual Effects
- The No Build Alternative is the only alternative that would avoid adverse visual effects on the Church Street East Historic District and the Lower Dauphin Street Historic District.

- What about “low build” option? What about moving the route 2 miles South and away from the view of historic structures and historic neighborhoods?
-
- Efforts to minimize adverse visual effects include shifting the location of the alternatives further to the East and further away from downtown. Alternative C would be located the furthest South of downtown, but it would directly impact a NRHP-eligible historic district, resulting in a Section 4(f) use of the district.
- What about a route 2 miles South of Alt B route? Not considered.

- “ALDOT is **committed** to develop and evaluate alternatives or modifications to the project that could avoid, minimize or mitigate adverse visual effects on historic properties. Proposed measures to mitigate adverse visual effects have been developed in consultation with the Section 106 Consulting Parties and will be finalized in the Section 106 MOA prior to the FEIS/ROD. The proposed mitigation measures are included as environmental commitments in Section 4.18 of this Supplemental DEIS.”

4.16.2- page 160:

- “Subsequent to the DEIS, FHWA changed its determination of effects on historic properties from no adverse effect to an adverse visual effect on the Church Street East and Lower Dauphin Street Historic Districts. FHWA, in consultation with the Section 106 Consulting Parties, **concluded** that when the proposed project is combined with the visual effects of the numerous other modern structures within view that were constructed in the past, a cumulative impact **would occur**. The cumulative impact on the historic districts' viewsheds **will** further diminish the settings of these historic districts. In order to avoid, minimize, or mitigate the adverse cumulative effects that may result from the proposed project, ALDOT is working with the Section 106 Consulting Parties to develop a Section 106 MOA (see Appendix L) that specifies measures to be implemented during the design, construction, and post-construction phases of the project. With the implementation of those measures, the contribution of the cumulative effects of the proposed project on the Church Street East and Lower Dauphin Street Historic Districts is expected to be limited.”
- Memorandum Of Agreement calls for \$50,000 in immature trees. That ain't a “good faith effort” to minimize the adverse cumulative effects of a 551 ft tall twin spires, like a “low build” or move Route 2 miles South

- You cannot ignore the 500 pound gorilla in the room, a twin spire bridge- each 515 feet tall (twice as high as Merchants Bank), 215 vertical clearance roadway (60 feet higher than Government Plaza, roadway is same height as Golden Gate Bridge in San Francisco) ...within 2,000 feet of Government Street and the Government Plaza and the Old City Market and less than that from Christ Church Cathedral and Ft Conde Charlotte and Ft Conde Village historic structures
- Table 19, bottom of page 169- tree canopy will not be mature to obscure the Monster over Downtown, during our lifetime

-

- 5.0 DRAFT **SECTION 4(f)** EVALUATION- page 177:

- “Section 4(f) of the Department of Transportation Act (80 Stat. 931, Public Law 89-670), as amended, reads as follows: “It is hereby declared to be the national policy that special effort **should** be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of

Transportation **shall** cooperate and consult with the Secretaries of the Interior, Housing and Urban Development and Agriculture, and with the states in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed . . . the

Secretary **shall not approve** any program or project, which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local importance as determined by the Federal, state, or local officials having jurisdiction thereof, or any land from a historic site of national, state, or local importance as determined by such officials **unless** (1) there is **no feasible and**

prudent alternative to the use of such land, and (2) such program includes **all possible planning** to minimize harm to such park, recreational area, wildlife refuge and waterfowl refuge, or historic site resulting from such use.”

-

- 5.2 Section 4(f) and Section 106

- “Section 106 and Section 4(f) are similar in that they both **mandate** consideration of historic sites in the planning process of a Federal project. Despite their similarities, however, the two statutes have some key differences. An important distinction between them is that Section 106

considers a project's effects on historic properties, while Section 4(f) considers whether there is a use of a historic property. There is no direct correlation between the term "use" in the context of Section 4(f) and "adverse effect" in the context of Section 106. Section 4(f) has a substantive requirement that requires historic sites to be avoided, while Section 106 requires historic properties to be identified and project impacts to be considered. Section 4(f) stipulates that in order for a historic site to be granted protection, it must be considered significant. The Section 106 process is the method by which a historic site's significance is determined."

- FHWA's determination of adverse effect under the Section 106 process (36 CFR 800.5) does not automatically mean that Section 4(f) will apply, nor does a determination of no adverse effect mean that Section 4(f) will not apply in some cases. When a project permanently incorporates land of a historic site, regardless of the Section 106 determination, Section 4(f) will apply. If a project does not permanently incorporate land from a historic property but results in an adverse effect, it is necessary to further assess the proximity impacts of the project in terms of the potential for constructive use. This analysis is necessary to determine if the proximity impact(s) substantially impair the features or attributes that contribute to the NRHP eligibility of a historic site. If there is no substantial impairment, notwithstanding an adverse effect determination, there is no constructive use, and Section 4(f) does not apply. FHWA determines if there is a substantial impairment by consulting with all identified officials with jurisdiction, including the SHPO/THPO and the ACHP (if participating) to identify the activities, features, and attributes of the property that qualify it for Section 4(f) protection and by analyzing the proximity impacts of the project (including any mitigation) on those activities, features, and attributes (23 CFR 774.15(d)(3)). The determination of Section
- 4(f) applicability is ultimately FHWA's decision, and the considerations and consultation that went into the decision are documented in the project record.
- "An example of an adverse effect where there is no Section 4(f) use might be construction of a new highway within the immediate viewshed of a historic property that results in an adverse effect finding under Section 106 for the diminishment of setting. It is unlikely that this visual intrusion would reach the threshold of substantial impairment of the attributes which cause the property to be eligible for the NRHP since it would still retain its historic fabric and use features. However, a constructive use could occur when the proximity of the proposed project substantially impairs the aesthetic features

or attributes of a property protected by Section 4(f) where such features or attributes are considered important contributing elements to the value of the property.”

-
- 5.5.3 Constructive Use
- “Per 23 CFR 774.15, a constructive use occurs when a transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are **so severe** that the protected activities, features, or attributes that qualify for protection under Section 4(f) are **substantially impaired**. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished. As outlined in 23 CFR 774.15, impacts on a historic resource protected under Section 4(f) are considered constructive use under the following conditions:
 - 2) Proximity of proposed project substantially impairs aesthetic features or attributes of a Section 4(f) property, where such features or attributes are considered important contributing elements to the value of the property. Examples of substantial impairment to visual or aesthetic qualities would be the location of a transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historic building, or substantially detracts from the setting of a Section 4(f) property, which derives its value in substantial part due to its setting.”
-
- Bottom page 183- Visual Effects
- “Under Section 4(f), two issues related to visual effects **must** be evaluated in order to determine potential impacts on a resource’s viewshed. These factors include an assessment of the change in the view of the resource and an assessment of the view from the resource. Adverse visual effects were identified during Section 106 consultation for the Church Street East Historic District and the Lower Dauphin Street Historic District. Visual impacts were not identified as a concern for the recreational facilities and wildlife management area.”
-
- Page 184:
 - “The proposed project would remove the elevated I-10 ramp structures at the Canal Street/Water Street Interchange and replace the interchange with at-grade connections that could improve the primary viewpoints of the Church Street East Historic District and the Lower

Dauphin Street Historic District for viewers at ground level. Additionally, the proposed high level approaches leading to the main span of the Mobile River Bridge would not obstruct or eliminate the primary viewpoints of the Church Street East Historic District or the Lower Dauphin Street Historic District from viewers at ground level. Therefore, the proposed project's effects on the views of the resources would not constitute constructive use. Views of the historic districts may also be enhanced by the construction of a belvedere at the bridge tower on the west side of the Mobile River, which will offer a new vantage point of the downtown historic districts from a higher perspective than currently exists.”

- STANDING THE INTENT OF FEDERAL LAW ON ITS HEAD, “at ground level” ignores the 500 pound gorilla- absurd, insulting our intelligence. What about the TWIN 551 ft towers and a road surface with 215 ft vertical clearance. That is not addressed. I am not STUPID, and neither is a Federal court.
- Page 185:
- “When combined with the modern infill that has occurred throughout the past, the proposed project would have adverse visual effects on these Section 4(f) resources. The proposed project would insert a large modern structure into the skyline to the southeast of the districts. The new bridge and its approaches would be visible from various locations within the districts. The proposed project would also introduce a new light source that would be visible from the districts. The proposed project would include the relocation of the existing elevated I-10 ramps to ground levels, which will remove one of the current modern intrusions in the viewsheds of the districts.”
- “Visual effects will indirectly alter the characteristics of the Church Street East Historic District and Lower Dauphin Street Historic District in a manner that would **diminish the integrity** of the districts’ setting, feeling, and association. While the proposed project will diminish the setting, feeling, or association of the Church Street East Historic District and the Lower Dauphin Street Historic District, neither historic district derives its value in substantial part due to its setting. Based on this information, it was determined that adverse visual effects on these historic districts would not “substantially impair” the properties and would not constitute constructive use.”
-

- Poppycock! Ignore the style, theme, feeling, ambiance, peace of historic neighborhoods, historic structures, plazas, parks, waterfront protected areas, acc to Federal law.

I stopped at L-246


EITHER re-route the Mobile River crossing ...or seriously address a “low build” option,OR I’ll see you in Federal court, ...for the next 10 years

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 5:53:47 PM

Name

Hunter Broadus

Address


SPANISH FORT, AL 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

2-3 times a day.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If you cannot afford it you shouldn't build it. we just got a tax increase on infrastructure and now we are going to get hit with this crap?
I don't know if you shovel pushers know how to do math but here we go- 3\$/trip *2 trips/day *5 days/week *52 Weeks/year =\$1560 dollars per year (stupid). Also I have never seen a toll go away in my life, I have only seen them increase. so if we assume i make it to the average age of 88 in the US that means I am not paying 96,720 dollars (not counting interest) into what would be a savings account. way to go ALDOT.

And on top pf that Alabama has had the best couple of successive years for tax collection from citizens. so this makes no sense at all on any level.

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

Make mobile less of a shit hole. Stop coming up with outlandish ideas.
Remove Kay Ivey.

From: [Image Designs Inc](#)
To: [MRB Environmental](#)
Subject: bridge
Date: Friday, May 10, 2019 11:55:17 AM

Lived here all my 58 years, if you do not start the bridge southwest of were you are planning, you are not going to help traffic, you will make it worse.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 5:51:46 PM

Name

Jackson Hurst

Address

██████████
Kennesaw, GA 30144
United States
[Map It](#)

Are you any of the following?

- Commuter

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

every Monday through Friday

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

yes I am in favor of the proposed Mobile River Bridge Project because reducing traffic congestion on I-10 is impoant.

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

I really like how the Bayway Bridge may be tolled

From: [Jeff StClair](#)
To: [MRB Environmental](#)
Subject: Mobile River Bridge
Date: Friday, May 10, 2019 11:24:39 AM

As a large employer in Mobile I want to say it is essential that the Mobile River Bridge be completed as soon as possible. We have and compete for employees in Baldwin County. It is getting more and more difficult to hire enough health care workers due to the lengthy commute times caused by traffic overloading the existing Bayway and tunnels. What should be an easy commute is now extended by 45 minutes to an hour especially during the spring and summer months. Health care workers are becoming more willing to commute to Pensacola instead of Mobile because of the volume demands on I-10 between Mobile and Baldwin Counties. The route is being used by far more vehicles than it was ever designed for and that creates a poor quality of work life for commuters. Please move forward with this project as the current situation is adversely affecting numerous employers in Mobile. Thank you.

Jeffery M. St. Clair
President/CEO
Springhill Medical Center

This transmission may contain confidential health information that is legally protected. As the recipient of this transmission, you are obligated to maintain it in a safe and confidential manner. Unauthorized re-disclosure or a failure to maintain the confidentiality of the information contained herein could subject you to penalties under State and Federal Law.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:29:24 AM

Name

Jennifer Reynier

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

3

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

This is the definition of highway robbery

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

This should be illegal. Do not expect the community to pay for this with tolls. Ridiculous

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 11:11:36 AM

Name

Jeremy Barnes

Address

████████████████████
Mobile, AL 36608
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

3-4 times each week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Toll rates are unsustainable for many residents. I do support a toll, but the notion of spending \$6-12 round trip is excessive. A toll of \$3-5 round trip (\$1.50-\$2.50 each way) seems more reasonable.

If these high tolls are in place, commuters will avoid tolled roads. It seems to me that ALDOT would generate as much if not more revenue with a lower toll (lower toll would result in more people being willing to continue to use Bayway & pay a toll).

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

I am very thankful something is being done. It has taken me 3 hours to make this commute, and the commute being more than an hour is normative. I like the scope of the project IF the tolls are reduced.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:49:25 AM

Name

Jon McMurray

Address

██████████
Fairhope, alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

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

5-8

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No need for a toll on any bridge, you will create a monster I don't think you will want to deal with. Taxation is becoming a household name even with the younger generation. I suggest you devise a better plan and by no means hire an independent company to build a bridge. Alabama has enough resources to build it themselves.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 10:55:36 AM

Name

Joshua Griffin

Address

██████████
Foley, Alabama 36535
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

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

Three to five times in each direction. I work for a company with an office in mobile and are have to operate on both sides of the bay. Sometimes multiple times a day I'll go in and out of mobile.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

After just increasing taxes to pay for roads you want to charge us even more at an estimate of 1,200 per year just in tolls? To most people that merely commute to mobile for work that 100+ dollars a month means gas or food on their table.

This is simply unacceptable given people making these decisions clearly don't live here.

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

The proposed rate is too high. 1.50 each way would be acceptable to me.

If this isn't enough to pay for the bridge then maybe it should wait until you collect enough of our increased taxes to pay for it no?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:22:28 AM

Name

Julie Hamner

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

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

I currently drive back and forth between Mobile and Baldwin County several times a day, 6-days a week!! Although I realize a toll may be necessary, the proposed toll fee is outrageous for the local commuter!!

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If the proposed toll fee is approved, at a cost of between \$3 and \$6 each way, the local commuter will pay \$12 per day (x) 20 days to equal \$240 per month!! Even with the proposed 15% discount, the local commuter will still incur \$204 for 20 days travel. At a maximum of 240 working days in a year, allowing for some holidays and leave, this would cost the local commuter \$2,448.00 per year!!! This is an outrageous amount to place on the locals commuting back and forth from home to work. I also believe this will have many locals reconsidering their employment options and may force many to seek employment in other states, which will further impact the economy of both counties.

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

It is my understanding the existing Bayway is planned to be destroyed at a cost of \$300,000,000!! By simply moving the new bridge south we will be able to keep the existing Bayway for local use only!! The existing Bayway/Wallace Tunnel/Causeway/Bankhead Tunnel/Africatown Bridge should all remain will for the benefit of locals.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 1:10:45 PM

Name

June Stewart

Address

██████████
St. Stephens, Alabama 36569
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Other

Other? Please describe

Ridiculous, I stand against this, this is taxation with out a vote...I'll Say it again ridiculous, what in the world is wrong the whole US it's like it gone crazy or it greed...

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

A lot less if this happens

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

Cause it's ridiculous, people can't afford this...

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

Taxation with a vote, is this not America ?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:49:26 AM

Name

Kailey Gibbs

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

5 days a week

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

We could not afford the cost of the toll to commute to work and back.

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


Please do not do this.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 2:17:49 PM

Name

Kara Knox

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter
- Work in Vicinity of Project

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

I travel it most days twice a day sometimes more at least 6 days a week sometimes 7

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll is too expensive for most people. I cannot afford to spend \$200-\$240 a month on tolls which then results in spending almost \$2500 a year just to get to and from work.

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

I think the toll fee is a terrible idea. I think you are going to be doing a lot of harm to people financially.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:53:29 AM

Name

Kathy Callahan

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

15 times per week avg

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I will not support a toll driven project. I have lived in areas with toll projects and it eats away at the community. It will change where companies invest. It will disconnect the Mobile community from Baldwin county forever. The growth and prosperity will move away from Mobile. Employee pools will shrink. I would vote to scrap a toll project and leave the bay way as is.

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

NO ON TOLL PROJECT FOR BAY WAY.
GAS TAX SHOULD BE UTILIZED OR PROJECT SHOULD BE SCRAPPED.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 6:53:22 AM

Name

Kathy Trione

Address

██████████
Elberta, Alabama 36530
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

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

2 x a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

You need to listen to the residents on both side of the bay. This is actually HIGHWAY ROBBERY.

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

Move the new bridge south and keep the Bayway. The new plan is asinine and will be a point of contention forever. Local people should t have to pay the toll and should have the choice of using the Bayway.

From: [Ken McElhaney](#)
To: [MRB Environmental](#)
Subject: Mobile River Bridge Project
Date: Friday, May 10, 2019 11:50:13 AM

To Whom it may concern:

I have been a business owner and property owner in downtown Mobile for nearly 30 years. I have lived in Midtown Mobile nearly as long.

I 100% support the new river bridge. Initially, I was not on board but as time has progressed have come to agree the bridge is an absolute necessity.

On Friday's starting about now, traffic backs up on Government Street to the point it is nearly impossible to do business. I10 is typically a nightmare on Friday afternoons and Saturdays. Those who are against the bridge due to fossil fuel pollution should be for it as I shudder to guess how many 100's of tons of pollution are put into the air by idling vehicles during the traffic tie ups. While I do believe fossil fuel usage will significantly decrease in the next 15-20 years, I would be highly surprised if traffic were also to reduce. If anything, I believe traffic will continue to increase continually every year as far into the future as anyone alive today will see.

Further, the bridge will save lives as we reduce the traffic backups. Current traffic delays cause people to take chances with their driving that a properly designed bridge will reduce.

From a standpoint of economic opportunity, the bridge will provide easier access to both sides of the bay for everyone allowing more economic opportunities for all concerned.

As regards the toll, almost every large city has some sort of toll somewhere. Tolls, like taxes, are a fact of life. Those who do not want to pay the toll will use Bankhead Tunnel. The vast, vast majority of the tolls, will be paid by travellers and not locals. I will use the bridge some but will be more likely to use Bankhead Tunnel simply out of convenience. Bottom line, no one will be forced to pay a toll to get from one side of the bay to the other.

Please build the bridge. Build it soon. The economic vitality of the area depends on it.

Sincerely,
Ken McElhaney
President, McElhaney Insurance Agency, Inc.
[REDACTED]
Mobile, AL 36602

From: [Kent Blackinton](#)
To: [MRB Environmental](#)
Subject: bridge
Date: Friday, May 10, 2019 1:54:16 PM

I think it is obvious the bridge is desperately needed. If it is not tolled, it won't be built. The commuters will make their own choices within their own budgets on which way to proceed. The possibility of a commuter price vs. regular interstate travelers should be looked at, but not building the bridge is not an option.

KENT BLACKINTON | GENERAL MANAGER

Renaissance Mobile Riverview Plaza Hotel | [REDACTED], Mobile, AL 36602

T [REDACTED] F [REDACTED]

Renaissance Hotels. Live Life to Discover.

marriott.com/MOBRV | facebook.com/renaissanceriverviewplazahotel |

twitter.com/riverviewplaza


<http://renmobile.isaleskit.com/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:15:27 AM

Name

Larry Goontz

Address


Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

14-20 times a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The tolling is entirely too high. I live in Spanish Fort and I work in Mobile. I drive to work minimum 10 times a week just for work, not counting personal life in Mobile. Putting a toll this high on the bridge without a substantial discount for local residents will affect local shopping in downtown Mobile, airport traffic to Mobile decreasing from the Eastern Shore, and greater congestion on the causeway.

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

I feel that the discount for a daily commuter and local resident should be significantly more than 15%.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 1:37:46 PM

Name

Laura Isenburg

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

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

>1

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It is my understanding that there is not a policy in place that allows for the end of tolls when the project has been paid for. I feel that the tolls need to end when the project is paid for

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

I grew up in Southern California during years of exponential growth. Every interstate expansion project was never quite enough. Once a project was finished it was almost time to expand again. Baldwin County is experiencing similar growth. I'm afraid that this very expensive project isn't big enough. It seems to me that the new bridge should be in addition to the current Bayway, not a replacement of.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 2:29:50 PM

Name

Lee Hamilton

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

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

5-6 days a week.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


We need to allow all Mobile and Baldwin Cty citizens a discount to use toll bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 11:23:40 AM

Name

Leslie Smith

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

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

Five times a week for work, one time a week for pleasure.

Six total trips or 12 trips one way.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

For no reason will I EVER pay a toll to go from the Eastern Shore to Mobile. At \$6 a trip, I would pay \$2,448 a year....minimum.....to use the bridge! Are you kidding!!?? This is extortion!!! I will travel the Causeway or if I have to I would drive Hwy. 225 to go to work. I won't pay a toll!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 9:40:32 AM

Name

Linda Pitts

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

Minimum 5 day work week, 2 times daily=10 times
Sometimes go shopping in Mobile on the weekend

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am not in favor of any project which will be paid for on the backs of the local residents for the rest of their lives. Where are the federal grants or BP money? This project should not go ahead with just local funding. When I first heard about the project for a bridge, I was really excited and in favor because I thought I would still be able to utilize the Bayway for my commuting/travels with no additional expense. I believed that if the Bayway was backed up that I could just pay a toll to use the bridge. Then, it was revealed that the toll would be on the the Wallace tunnel with a one way toll being as high as \$6!! Are you kidding me? The local discount of 15 percent still puts it out of my financial reach so I will be stuck using the Bankhead Tunnel/Causeway. That is until it's revealed to the public that the Bankhead will be closing (everyone has figured this one out).

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

I would greatly request that you reconsider the current tolling structuring. The drivers that use the Bayway aren't like the residents of Orange Beach with that bridge-we are middle class income and can't afford high tolls. I can't speak for everyone but if you made the monthly tolls for locals around \$40-50, I could make that work. Isn't this project mainly to mitigate traffic congestion which for the most part consists of locals like myself? Are you really trying to help us or hurt us? I can absolutely guarantee that if you go ahead with this current plan that it will NOT be a step forward because the congestion will still remain but just be routed to the Causeway. That will be me and the rest of the working class you see there wishing this project never happened.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 12:11:41 PM

Name

lisa johnson

Address

██████████
daphne, al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

every day

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

No

Are you in favor of the project as proposed?

No

Please explain your response:


the costs cannot be born by the commuter - its not tenable

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 8, 2019 9:41:51 PM

Name

Lisa Manning

Address


Elberta, AL 36530
United States
[Map It](#)

Are you any of the following?

- Commuter

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

1-2 times per week sometimes more

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

Paying expensive tolls for long periods of time is not feasible for the working people.

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

Maybe Inforce the speed limit on the Bayway. Put up cameras and start mailing tickets like you would at a toll bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:52:25 AM

Name

Mario Gabriel Jr.

Address

██████████
Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

3-4 times

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Though I understand the need to increase capacity to keep up with growth, especially now with the addition to a new passenger terminal in Mobile, I also find it unfair and unnecessary for commuters, tourists and local residents to have to fund this project, whole or in part. Unacceptable to place the burden on us the users who already pay some of the highest road use taxes in the world. If set at \$6.00 per pass, \$12.00 per day for a round trip we are looking at a yearly cost of over \$2,500. per year based on a 5 day work schedule and allowances for holidays, etc.

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

Please, you must make the most possible effort to protect the environment and ecological balance of the area during this project. Not only the consequences of the construction itself, but also with the increased presence and use of machinery and increase in traffic and personnel involved in the project.

From: [Mark Fillers](#)
To: [MRB Environmental](#)
Subject: Mobile River Bridge
Date: Friday, May 10, 2019 1:57:17 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

I wanted to personally voice my support of the Mobile River Bridge project. As a native Mobilian, I am very aware of the traffic issues that continue to grow with our current tunnel situation. Building this bridge should be the top DOT priority in our state and region. I support this project, and have a team of bankers that support is as well. It is increasingly challenging for our folks that live in Baldwin County that commute over, due to our current traffic situation. With the current and anticipated growth at the Port of Mobile, especially given the recent gas tax approval to deepen and widen the ship channel, building the bridge is a necessity. The Mobile River Bridge is essential for the continued growth of our local communities that surround Mobile Bay.

Respectfully submitted,

Mark

[Renasant Bank Logo](#)



Mark D. Fillers
South Alabama Market President
[REDACTED]
Mobile, AL 36608
[REDACTED]
Mobile: [REDACTED]



[RenasantBank.com](#) [Open an Account](#) [Renasant Email Disclaimer](#)

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 6:11:19 AM

Name

Mary Lazzari

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

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

Daily

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I cannot afford to pay every day to go to work and to go see my family. This would literally result in the destruction of my family and friendships as well as my career. I firmly believe this project and the proposed tolls would create economic issues for all the commuters! Especially teachers!

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

Move the I 10 bridge further south and leave the bay way as it is for local travel as well as the tunnels and Africatown bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 12:29:42 PM

Name

Mary Parke

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

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

8 times per week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Tolling the local public is ridiculous. The stae took all the BP money, where we the coast lost the most money and the most damage to our water front, and the stae needs to pay to build this bridge, not the local people.

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

i am Appalled the state is forcing this on our 2 county population. the entire state will use this bridge, every person driving on the interstate will use this bridge
if there is atoll, it should , \$1 per crossing for Mobile and Baldwin tag owners.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 10:26:35 AM

Name

Megan Bennett

Address

██████████
Mobile, Alabama 36608
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

5 days a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Keep the bay way bridge toll free for local commuters

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

We pay taxes for this no need to pay tolls for it as well

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:58:26 AM

Name

Meghan Swann

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

10-12

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

NO TOLL. Putting a toll on this bridge for people who travel across the bay is taxation without representation. No one is in favor of spending thousands of dollars a year to get to work! People in favor of this bridge did not support it because they want to spend thousands of dollars a year to get to work. They supported it to make their travel better and less time consuming during holidays and summer seasons.

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

Eliminating most current ways to cross the bay and forcing citizens to pay thousands for tolls is not what is in the best interest for this community. Growing area? I bet that growth drastically decreases with ridiculous tolls. I bet new businesses will take a toll for their employees into consideration before deciding to open here. It's not fair and it will cause more problems than good for the hard working people who must travel back and forth. Why take more of our money? Find a better way or scratch the plan.

From: [Michael Jones](#)
To: [MRB Environmental](#)
Subject: super sky high bridge tolls and taxes.
Date: Friday, May 10, 2019 8:40:50 AM

THE GOVERNMENT OF ALABAMA IS EXPLOITING US!

One year ago today, I mentioned the bridge and the politics of it.

people don't realize the proposed bridge ransom cost.* normal people work 240 days a year. At \$3.00 one way toll, (\$6.00 to go to work and come home), = 480 trips across the bridge each year. sound right? ok.. multiply this. IT WILL COST YOU \$1440.00 a year - plus any extra trips for church, entertainment, or to see the relatives. + Good ol Bradley Byrnes.. he promised his Texas and Louisiana political friends they can easily cruise right on through Mobile with a new bridge in place.. Oh, the Power of a political position! Double this for a \$6 tax? \$2880. per year?

PLUS -- People are now being hoarded into being tax slaves by Kaye Ivey. 12 cents at the pump times x 10 gals a day times 24 fill-ups a month times 12 months equals and extra \$346.00 a year (per vehicles) Good ol Alabama !


Alabama ought to be hoppin and poppin with these tax increases. They should never complain again. -and to think I voted for both of them. -a \$1,786.00 increase if you are single, double that if you are married. Alabamians need to do some really hard and quick thinking ---BEFORE WE ARE LED DOWN THE DOUBLE DUPEY TAX TRAIL. Don't exploit the grand but simple lifestyle of the people of Alabama.

(list these taxes under the heading of "personal transportation costs.")

I don't know about everyone else, But I don't even want to see toll booth's scattered all over Mobile/ South Alabama! Much less I don't want to stop at toll booths when I'm In Mobile, Alabama. Count the minutes lost of your day.. this equals time and budget pollution.

IF WE HAVE TO HAVE A BRIDGE? let it be funded through normal state and federal budgeting. use the new gas tax that was spun into our lives by the supreme leader of Alabama that is exploiting us for infrastructure taxes already.

Michael O Jones (Born in Mobile, Al.) resident.


Monroeville, Al.
36460

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 9:14:31 AM

Name

mike owen

Address

██████████
Perdido Beach, Al Postal Code
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

1-2

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The bridge is needed , however your proposal for a TOLL fee along with a Private company to run & profit from the bridge are just a means to get unnecessary moneys from the public. At your anticipated \$3-6.00 toll charge each way a person working in Mobile or Baldwin county that has to commute would be paying around \$2500 per year. This bridge is part of the Federal Interstate system and as such should NOT involve private management companies that will profit and surely increase their charges at the detriment to the public local population.

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

NO TOLL & NO PRIVATE COMPANIES THAT WILL HOLD THE PUBLIC HOSTAGE BY PROFITING AT OUR EXPENSE

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 9:46:57 PM

Name

millier Mcpherson

Address

██████████
DAUPHIN ISLAND, AL 36528
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

Once a week or so.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

Mobile is already divided into the city and the Eastern Shore. The Eastern Shore is draining resources from the city at a great rate. Making the trip across easier will only accelerate that loss to the city.

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

Major environmental impacts on the Delta, increased pollution from vehicles, aesthetic disaster for an historic city, permanent effects on the waterfront possibilities.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:39:25 AM

Name

Monty Fox

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

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

It is irrelevant how many times I cross the bay! What is relevant is having to pay a toll on a taxpayer paid interstate Hwy.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It is another way to tax the local community!

From: [Wood, Andrew](#)
To: [Missi Shumer](#)
Subject: FW: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 11:07:03 AM

From: prrwebdev@gmail.com <prrwebdev@gmail.com>
Sent: Thursday, May 09, 2019 10:00 AM
To: MRB Environmental <mrbenvironmental@dot.state.al.us>
Subject: New submission from Public Hearing Comment Form

Name

NORMAN HOMER

Address

[REDACTED]
SEMMES, AL 36575
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

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

3 to 6 times

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I believe there should be no toll on the bridge. It would be an unfair tax on the people of Mobile/Baldwin counties. It will also impact commerce between the gulf coast interstate corridor as it would be the only toll road in the gulf states corridor

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

I have heard a toll would be applied to the Wallace tunnel. If this is true it is not right because the tunnel is a preexisting structure and is already a paid for structure.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 9:10:31 AM

Name

R Lee

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter
- Work in Vicinity of Project

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

I commute from Baldwin to Mobile County daily. My wife commutes 1-2 times a week. Both for our jobs.

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I am in favor of this project if there is no toll or the toll is minimal for local commuters. The proposed rate of \$5.00 or more one way will prohibit me from traveling on this. We (my wife and I) will look for alternate routes around the bridge. We will use the causeway and Cochran bridge or even explore going to Hwy 225. I do not understand how other projects throughout the state (the I-20/55 and I-65 interchange and new improvements around Hunstville) can be updated without any toll, but the I-10 bridge project would require a large toll. If the state cannot find proper funding for this endeavor, I feel they should explore other avenues to procure funding instead of burdening the local commuters.

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

If the toll is going to be such, I believe that the project should be scrapped. I would rather continue to deal with the traffic issues then take on an extra personal financial burden of the tolls.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 8:34:55 PM

Name

Rachael German

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Business Owner

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

Twice

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


My employees will not be able to afford those tolls to get to and from work.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 1:40:46 PM

Name

richard Kieffer

Address


Gulf Shores, AL 36542
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

once a month

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I support Rep. Byrne's proposal to use oil and gas money for most of the Alabama resident's contribution and have larger tolls on out of state travelers. I am disappointed that the chairman of ALDOT did not seriously consider this alternative. I also think expanding to only 3 lanes each direction is short sighted it should be 4 lanes each direction or we will be back to having to do something about traffic within the next 10 years. I also think a by-pass of Mobile would be a better alternative for thru traffic

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

I support Rep. Byrne's proposal on paying for the bridge. Also, the new highway and bridge needs to be 4 lanes each direction or we will face this issue again within 10 years.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:22:28 AM

Name

Ronnie Vandegrift

Address

██████████
Fairhope, Al. 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

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

Several times a month

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Move it south, keep Bayway and Cause way for commuters with no tolls, frankly there should never be a toll with as much taxes as we already pay.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 5:01:44 PM

Name

Roy Barrett

Address

██████████
Summerdale, AL 36580
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

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

I cross it probably 10 times a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll bpart on the bridge is unacceptable. Do you realize that there are so many vities that pay little to no sales tax raise the sales tax rates around all mobile counties to a flat sales tax that will pay for your bridge much more quickly. You are crazy to think people can pay \$3 to \$6 to and from. You have people only paying 4.5% in sales tax in some counties this is more ridiculous to me. I pay 10% qhere I live. Make it 10% across the board watch how much more quickly you get money into the system.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:44:26 AM

Name

Sean O'Donnell

Address

██████████
Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

0

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I'm worried about toll avoidance. Toll avoidance is ok when the free routes are other limited access highways, but in our case we are talking about neighborhood streets.

Leaving the Bankhead Tunnel open as a free route will lead to continued or even heightened use of it and Government St by non residents (people not coming from or going to places that are Downtown or immediately surrounding Downtown). It is bad enough currently with the Bankhead and Government St serving as the alternative route for these people that should be in I-10 traffic instead of our neighborhood streets. And as my neighbors and I will never need to use this bridge (the Bankhead will always be more convenient), I think we should be able to benefit from it by having reduced traffic volume in our neighborhood. But with the current tolling plan, it will ensure that the Bankhead and Government St will continue to be used by people that should be on I-10 instead.

So I would propose that you also toll the Bankhead Tunnel. This would keep people on I-10. And it would leave the Africatown Bridge as the only free route, but I really don't think people are going to go to that extreme to avoid the toll. They've already demonstrated (and so have your studies) that they will not take that route to avoid the current traffic problem. And the area will surely benefit by not having all hazardous cargo routed through Plateau and Africatown.

Or you could not toll the Wallace Tunnel, and leave it open as the free route. But I'm sure that is a bad idea because you won't collect enough tolls to pay for the project.

And I'm also be concerned for the Causway for the same reason. We don't need extra traffic there when it should be on I-10. With an expanded I-10, the Causeway should be able to go on a lane diet and become more pedestrian friendly and more of a destination itself rather than just a pass through with a

couple of restaurants. So I would propose we do away with the segmented tolling, and just have one price associated with crossing the Mobile River. Then people won't feel compelled to use the bridge or tunnel(s) and then exit to the Causeway to save a buck. Or if they do take the Africatown Bridge (for toll avoidance or whatever), they will then surely not take the Causeway because they won't have to pay to use I-10.

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

I do like the plan to remove the ramps at Water St.


But I would rather see the new road connecting Water St to the Civic Center area (I don't remember exactly where) line up with the existing grid of Downtown streets. That would make it more conducive to development.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 6:05:47 PM

Name

Shannon Collins

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

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

Several times

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Based on the toll fees, the 15% proposed discount offered to frequent commuters is a high enough discount.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 4:13:13 AM

Name

Stephanie Comalander

Address


Loxley, Al 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

Per week, I'd say on average of at least once per week, but it has been up to 5x for various periods of time.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As proposed, you are not only using tax money to build the bridge, but you are also planning on charging a toll, essentially "double dipping". In addition to that, there are plans to destroy the other two routes, leaving this the ONLY route and forcing people into the toll--a toll the majority of residents vehemently oppose.

This. Is. NOT. Representation.

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

It cannot be ignored that another bridge is necessary, one that allows not only for current growth but also projected growth based on trends and rates.

I ask where is our infrastructure funding? If we need more sources, stop shoving everything you can in the general fund and paying for ex-governor Bentley's legal fees. When taxes are collected, they should be distributed FIRST to education, infrastructure, and our penal system. Only then should we consider filling the coffers of the general fund.

My first piece of advice to you is to pass the lottery. Earmark 50% education, 40% infrastructure, 10% prisons.

My second piece: pass medical cannabis. The revenue from that alone allowed states like Colorado to have a massive surplus in funding. Have 30% of that go toward prisons, 30% toward boosting healthcare in this state, 15% education, 15% infrastructure, and 10% general fund. If you do that on top of how the

current taxes are distributed, we might actually be able to rise from the bottom 5 ranked states in every category aside from infant mortality (which we rank at the top on that).

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:23:29 AM

Name

Stephen Tucker

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

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

5-7 days a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


A toll on the communities involved is absolutely unacceptable. There are plenty of other bridge and road projects in the state that don't involve tolls. This shouldn't either. If you can't do it without the tolls then don't do it at all. No one can afford a toll of that capacity and still live within their means in this area. It is completely irresponsible of anyone who proposes this. If it's built and goes through as is I for one will avoid it at all costs. Including avoiding any events like Mardi Gras or senior bowl or even using the airports and will send my business to Pensacola.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 3:59:40 PM

Name

Steven Lovato

Address


Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

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

20 times minimum

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I agree that there needs to be additional capacity added to the bay way and an alternative to the Wallace tunnel. I would like to see the out of state peoples bear the larger burden for the project as it is them who cause most of the congestion. Major holidays, spring break and summer vacations. Take the month of October and compare to June and the additional increase in traffic is all due to out of state travelers.

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

I would like to see a greatly reduced toll (\$1.00 per) for all Alabama citizens which would be easy to do at the license plate toll camera stations. All out of state vehicles would be charged a significant rate of say \$10 per usage. If I lived in Texas and want to take my family to Disney the \$20 would not be a huge burden and would not keep us from traveling through Mobile and Baldwin counties. Commercial trucking would have a three tier option based on how many times they would come through in a month/year. Something like 20 trips for \$80, 40 trips for \$120 and 60 for \$150. AS a commercial entities they could easily pass these charges on to the consumer like a fuel surcharge. (just an example)
I will be terribly frustrated to pay a toll and have the congestion we face today. You need to be sure that this project will eliminate the congestion all the time.
Lastly I am concerned that the grade on the Bridge may cause semi trucks to slow down and may need designated lanes to the right to keep them out of the fast lanes. The tunnel has a big effect on trucks exiting and slows traffic a good bit.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 8, 2019 7:40:48 PM

Name

Susan Jones

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

I am retired but many friends and family commute every work day! I use I-10 to go to doctor as needed and shop and visit family in Mobile 4+ times a month.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

No tolls. Very unfair to those going to and from Mobile and Baldwin to work 5 days a week for jobs that pay barely enough to pay expenses as it is! The cost of toll is outrageous when you add it up for a year. Also hard on retirees like myself on budget.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:48:31 AM

Name

Suzanne Douglas

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project
- Other

Other? Please describe

Need to travel to Mobile.

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

Couple times a week.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think the residents should have access without a toll.

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

Please rethink this toll only for nonresidents.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:38:25 AM

Name

Terri Thompson

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

3x's

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll will keep me from traveling to Mobile. 100% of my business will now head towards Pensacola and FL.

From: [Erickson, Matthew](#)
To: [Perry, Edwin L.](#); missi@shumerconsulting.com
Subject: Fwd: I-10 bridge in Mobile
Date: Thursday, May 9, 2019 12:54:18 PM

Get [Outlook for iOS](#)

From: Aldotinfo
Sent: Thursday, May 9, 2019 11:16:07 AM
To: Erickson, Matthew
Subject: FW: I-10 bridge in Mobile

[REDACTED]

[REDACTED]

[REDACTED]

From: Jennifer Theeck [REDACTED]
Sent: Thursday, May 09, 2019 10:33 AM
To: Aldotinfo <aldotinfo@dot.state.al.us>
Subject: I-10 bridge in Mobile

Hi Y'all,

I just want to know why locals who commute to from Baldwin/Mobile counties should have to pay a \$3 to \$6 toll for the proposed I-10 bridge. This will very negatively impact my family financially. Also, why on earth would you want to close any tunnel that currently exists until absolutely necessary? You need as many routes across the bay as humanly possible. I personally am in favor of widening the current I-10 bridge to a three lane bridge. I don't want a tall bridge. And I certainly don't want to pay a \$2 billion price tag for it.

The new bridge will still have to close during a big storm so why do we need a whole new one? I am fine with the heavy traffic as long as I can use the Causeway, lower bridge. There should be absolutely no toll for the lower bridge or the Wallace Tunnel which is already paid for. And absolutely don't close the Bankhead tunnel or make it open only to foot traffic. That is the dumbest idea ever. We need to be able to drive through it. If anything, replace the Bankhead tunnel location with a larger Wallace type tunnel that is two lanes each way so that traffic flows much faster on the causeway. Whatever you all do, locals should not pay the toll. This is like putting a tax on the locals for a bridge that is mainly used by out of state traffic.

By the way, where is Governor Ivey's gas tax money going to go if not to pay for this bridge?

Sincerely,

Jennifer Theeck

From: [Wood, Andrew](#)
To: [Missi Shumer](#)
Subject: FW: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 11:06:49 AM

From: prrwebdev@gmail.com <prrwebdev@gmail.com>
Sent: Thursday, May 09, 2019 9:39 AM
To: MRB Environmental <mrbenvironmental@dot.state.al.us>
Subject: New submission from Public Hearing Comment Form

Name

Timothy Powell

Address

██████████
Mobile, AL 36619
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

2 times a week

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

I am completely opposed to tolls. We pay plenty of taxes as is and I will use any alternate route I can to avoid paying a toll.

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

It is completely unfair that most the people who will be paying are local residents. Mobile and Baldwin county are not responsible for paying for a federal road. We do not want the bridge or the toll. Only way I would support this is if Mobile and Baldwin county residents were exempt from the toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 1:57:34 PM

Name

Tommie Martin

Address

██████████
Foley, AL 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

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

Every weekday

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

A \$3 per crossing toll will cost the Baldwin-Mobile commuter \$6 per day. That's \$30 per week or \$1500 per year loss of after tax income. This cannot be a serious proposal for the citizens of Mobile or Baldwin counties. We tend to think of this crossing (bay-way or bridge) as a local issue. In fact, the current tunnel is one of the worst choke points (if not THE worst) between Los Angeles and Jacksonville on our southern cross-continental interstate freeway. A reasonable compromise is to leave the Wallace tunnel open, toll free, and to force commercial traffic across the new bridge.

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

We just got a 10 cent per gallon gas tax levied on us. Is there a spending plan for this new windfall? To which SPECIFIC projects will this be allocated? Also, there is, it seems, a ubiquitous cry for a lottery. Why not allocate some of that income, if it should pass, to the bridge?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 9:07:32 AM

Name

Tonya Fulmer

Address

██████████
Loxley, AL 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

My husband and I use this route 5-6 days a week for work. He works downtown and I work in west mobile.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

My husband and I live in Baldwin county. We BOTH work in Mobile. We work different hours so we of course drive separately. This toll will cost our family an extra \$5,000 a YEAR

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

Move this bridge south. Do not destroy the bayway. Leave the bayway as the free route. This is taxation without a vote or representation!!! If it passes, I feel certain there will be several lawsuits


From: [Wood, Andrew](#)
To: [Missi Shumer](#)
Subject: FW: New submission from Public Hearing Comment Form
Date: Thursday, May 9, 2019 11:06:56 AM

From: prrwebdev@gmail.com <prrwebdev@gmail.com>
Sent: Thursday, May 09, 2019 9:58 AM
To: MRB Environmental <mrbenvironmental@dot.state.al.us>
Subject: New submission from Public Hearing Comment Form

Name

Tonya Hollingshead

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

5 days a week to travel to work

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

I REFUSE to pay even your discounted tolls. I have been commuting across the bay for the past 12 years to work. It's the tourists who are causing congestion. Charge them. There are numerous college students who also commute everyday to go to class. They are already strapped for money. It's pathetic that you would even consider charging locals to drive on a road they've driven on for free for years so they can earn a living or an education.

From: [Tracy Buchanan](#)
To: [MRB Environmental](#)
Subject: Tracy @ ARC
Date: Friday, May 10, 2019 2:43:34 PM

Hello ALDOT Representative,

I am originally from Seattle, Washington. I know and understand the importance of traffic in a port and airport city. Boeing traffic had to be let out of downtown plant in 3 shifts in order to alleviate the traffic strain on I-5. It became so bad that we had to rely on red and green light ramp meters to allow traffic to join I-5 and travel 5mmp on the freeway. Having lived in Alabama for 30 years now, I see that Mobile is reaching to obtain a fantastic future. Growth and the potential for significant growth are within our reach. It is an exciting and proud time to live in this beautiful city. Understanding the MAA plans that include expanding capabilities for personal or business travel through airlines, extensive import/export opportunities, tourism with renewed enthusiasm with the cruising industry, Mobile is on the cusp of creating one of the most vibrant, exciting and beautiful cities in the country. That being said, the Bridge Project is vital for the potential growth here in Mobile. I understand that there is some concern over tolls and cost. However, it is also my understanding that tolls for daily users can be obtained with a discount. It is important to understand the actual costs and impacts to consumers before making any educated decision about this project. There may be some pain in the beginning, but the overall growth, beautification, safety and economic development are paramount that the Bridge Project earn and hold our support. People may say that we already have 2 bridges that span our waterways. We don't need another one. Just remember this fact, everyone, including dissenters, may not have been using the same phone 40 years ago back when the original 1-10 bridge was built. Technology and growth are game changes. They are crucial to the successful growth of this glorious and beautiful city. Thank you for the opportunity to share my opinion.
~ Tracy Buchanan

Kindest Regards,

Tracy Buchanan, NAWIC, AIA, AGC
Document Solutions Consultant

ARC



e-arc.com

[Learn How ARC's Productivity Suite Improves Project Performance](#)

Use the free ARC APP – download for free:

<https://itunes.apple.com/gb/app/arc-print/id1452827125?mt=8&ign-mpt=uo%3D2>

Download your new 2019 calendar today!

<http://go.e-arc.com/webmail/273582/357561455/65699cd09dca8518a95fe13cc4dd610cea7e0fa088cc6d41b611a143d6b8a985>

Create your own design using our fast and easy service.

<https://www.e-arc.com/diy-design/>

[Check our commercial graphics portfolio.](#)

[Click here to send files or request a quote.](#)

Send files to us – <https://www.ishipdocs.com/FileTransfer/PrintFiles.aspx>

We greatly appreciate the opportunity to earn your business! We love to hear from our customers! Click the link below to share feedback on quality, delivery and customer service levels with your projects and how we can improve the overall Customer Experience.

Website & SURVEY: <http://www.e-arc.com/location/mobile/>

Order Equipment & Supplies: <http://shop.arcsupplies.com/store/default.aspx>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 8:02:27 AM

Name

Victoria Dudley

Address


Spanish Fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

3

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Do NOT agree that the plan proposed is the best option, especially the \$\$ toll. Will cause issues with drivers attempting to avoid fees on the causeway. Very upset that no other plans were considered

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

Additionally Montgomery and Birmingham have received huge improvements on their interstates with no costs to them!!!!!! Ridiculous and terrible planning

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 8:46:29 PM

Name

Alan White

Address


Stapleton, Al 36578
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

3 days per week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There should not be a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 9:15:37 PM

Name

Rev. Albert Robinson, Jr.

Address

██████████
Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

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

At least 8 times a week.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The price of the toll is just to high and will cause a real hardship on citizens.

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

We need to look into others options to fund the project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 6:00:12 PM

Name

Alec Thigpen

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

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

As necessary. It will be far less necessary if there is a toll.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There is no justification for requiring a toll for this project when we are paying road taxes embedded in gasoline sales. This is a federal necessity for the free flow of traffic between the east and west coasts, and should not be looked at as a luxury bridge as a few state roads are. It is what should have been built from the start, rather than a poorly designed but appropriately named tunnel catastrophe called the Wallace Tunnel. We are being punished monetarily for the ineptness of a previous generation of civil engineers. It should not be called the Mobile River Bridge, but simply an Interstate 10 bridge. The proposed name implies that it only serves the Mobile population.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 6:39:31 PM

Name

Allen Hen

Address

██████████
Mobile, AL 36602
United States
[Map It](#)

Are you any of the following?

- Commuter

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

Every day

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There should be no toll. It is the state and federal governments responsibility to pay for it not the commuters

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

NO TOLLS

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 5:12:17 PM

Name

Rodney Bailey

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

Three times a week.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I overwhelmingly do not approve of removing the Causeway as a source of travel! We all love the restaurants, the many boat launches, the five rivers, the fishing, the battleship and associated tourism. Removing the Causeway would be forcing everyone to pay a toll just to go across the bay. Other interstate highways, like driving thru Pensacola or driving thru New Orleans high rise new bridges do not have a toll and they are federal interstate highways. Why is this interstate going to charge a toll? It's not residents responsibility to fund a federal highway.

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

Forcing a toll only road is dangerous! Hurricane evacuation needs more than one road. The federal interstate highway during hurricane evacuation has drivers moving quickly east to west and west to east, forcing a toll would be hazardous in this situation. Truck drivers traveling the federal interstate would have to pay tolls just to drive the short distance across the bay. Why are drivers funding this highway? Is this not a federal highway? Just having a toll to cross the bay will definitely cause a lot of locals to not shop across the bay.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 11:31:54 AM

Name

Richard Baldwin

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

10+ times

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

I have no problem with the bridge. Just the toll. Hardship on us who travel this during the week for work.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 8:42:37 PM

Name

Ben Barrett

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

2

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not believe that there should be a toll on any of the routes between Baldwin and Mobile Co. I do not believe any interstate should have a toll.

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

I do not believe that there should be a toll on any of the routes between Baldwin and Mobile Co. I do not believe any interstate should have a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 7:13:14 PM

Name

Bernard Davis

Address


Spanish Fort, Al. 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

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

8

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The concept and design looks very good. I believe that the suggested toll rate is very high for people commute daily to and from Mobile to Baldwin counties is over baring. To encourage use of the new bridge, I would suggest that a reasonable toll for local residents.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:39:07 PM

Name

Laura Berry

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

1

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This toll bridge will be crippling to the already underpaid commuters in this region and those who must use medical facilities in Mobile. It is a burden on the community financially and is an unacceptable solution. Perhaps try to expand the roadways with another source of income as other states have.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 2:51:06 PM

Name

Jamie Beshel

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

10 times per week for myself and 10 times per week for my husband.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

My husband and I work in the Chemical Industry. Safety is always first. The primary purpose of this project should be safety driven, not profit/payback. I speak for far too many who have been in an accident on I10 between Malbis and Mobile. An accident that permanently changed my life and resulted in the loss of another.

In the Chemical Business- one, not dozens, of unanswered deaths would result in closing the plant. To ALDOT and the City of Mobile this is just yearly collateral.

One can try to hold the motorists liable- but it's The City of Mobile who continues to push industry beyond the current infrastructures capacity.

This project should be in the efforts to significantly reduce the number of accidents on I10 between mile markers 25-38 by removing the bottleneck at the Wallace Tunnel. However, moving the bottleneck to anywhere short of exit 49 is a critical mistake.

In our business this type of project is called internal/external requirements and is not expected to provide any rate of return.

I have paid enough already with my quality of life and others with everything they had. Too many have paid with suffering to be asked to further pay for their safety.

There is no charge on the Bridge that is acceptable but, the fact that that's all 50% of what your website is about, shows a monetary not a safety mindset. Taking free route alternatives away to maximize the traffic on the bridge (paying these tolls) shows incompetence. There's no place for these traits when people are losing their lives and livelihood at the sake of Defense Contracts and three months of Beach Tourism.

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

Takeaways

- Three lanes to exit 49
- No toll or leave current route; Wallace Tunnel, to the locals

I hope you understand

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 5:36:20 PM

Name

Shaun Blanchard

Address

██████████
Mobile, AL 36693
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

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

3

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think a toll is ridiculous and possibly illegal. Toll roads can only be on interstate roads if they were preexisting before the road was declared to be a part of the interstate system.

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

A toll will make investors and prospective residents to reconsider. It will hit the middle class the hardest financially, and effectively cut off the poor coming for doctor visits from Baldwin County completely. Families will effectively be cut off from each other as it will be hard to justify a quick visit. The toll will also reduce the effectiveness of the road as back ups at toll booths will in effect simulate constant congestion.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 6:26:23 PM

Name

Brian A

Address

██████████
Mobile, Alabama 36609
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

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

I drive back and forth across the bay fairly often.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

With the increased fuel tax, I do not believe that the new bridge and bayway need to be tolled. I also believe that the tunnel should not have a toll at all. Federal government funds should be sought again to ensure there will not be a toll on an interstate that connects the west coast to the east coast.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 7:47:56 AM

Name

Bruce Earnest

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

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

I use I10 6 to seven days per week to commute to Mobile.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Charging commuters in excess of \$2000 per year to get to work is wrong. For most families this is an unreasonable expense.

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


Obviously planned by a company outside of our area with no understanding of citizens that go back and forth each day. Will isolate the Eastern Shore from Mobile. Ridiculous.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 8:23:48 AM

Name

Janet Burnett

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

10, daphne to Saraland and back

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Tolls should be limited to \$1 a trip for habitual commuters

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 2:28:27 AM

Name

Gail Carpenter

Address


Eight Mile, Alabama 36613
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

One of my sons & his family live across the bay so I go visit & do some shopping also. Maybe once a month.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I don't think there should be the proposed tolls at all much less the outrageous toll amounts proposed! Also, I think the Bayway & Bankhead Tunnel should also stay in place. There is a lot of traffic - from area residents & also tourists. These tolls would be very burdensome all around, especially for the many area residents who commute & the cost of goods that will increase when truckers have to pay these tolls. Y'all are a smart bunch of folks with a lot of education - put it to use & come up with something much more reasonable!

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

This is totally unacceptable!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 5:59:30 PM

Name

Elena Casallo

Address

██████████
Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

3 to 4 days

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I dont feel area residents should be charged for a toll so high when most of us are area commuters from one county to another.

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

This will not go over well with the locals and confuse us as to where all the other funds have went and why should we pay since we paid so much already.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 2:08:18 PM

Name

Chad Ammons

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

As a business we have employees that commute daily as well as materials that are delivered on a regular basis across the bayway.

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The economy in Baldwin County is extremely dependent on the availability of smooth traffic flow between Mobile and Baldwin County. We desperately need the bridge and new expanded bay bridge to accommodate the traffic volume we have now and expect in the future. Without this our employees will stop commuting from Mobile to Baldwin Co. We will have increases in material cost coming from Mobile due to traffic delays. We will see a decrease in people wanting to live in Baldwin Co and the amount of people wanting to vacation here and points beyond.

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

I realize there is a toll associated with building this project. To me my time is more valuable than the expense of the toll. Once we have to start paying this toll a lot of the critics may not live here anymore and the ones that do will have the time to plan for it. In business we factor in all of the cost associated. The local businesses will have the time to adjust prices for their cost associated with doing business on both sides of the bay. Commuters will probably see pay increases to cover this expense. The main demographic i see this hurting is the person working minimum or low wage jobs that are part time coming from Mobile to Baldwin Co. Baldwin Co just doesn't have enough low to moderate income housing to support the amount of labor required to fill the service industry jobs. I would hope that additional funding sources would become available as the project progresses. We just don't need to delay getting this project started. Those firms waiting to offer proposals will not wait around forever and if just 1 drops out the cost will escalate due to the lack of competition. Lets BUILD THIS BRIDGE.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 5:56:55 AM

Name

Charles Head

Address

██████████
Stapleton, Alabama 36578
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

10

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There is absolutely a need to increase capacity to support the growing traffic but I am against funding with tolls. Tolls are a growing trend in the south and we don't as a region have the economic capacity to charge residents the added burden to commute to work.

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

Tolls typically do not have the oversight needed to prevent abuse. Alabama just passed additional taxes for road construction which I disagreed with because they do not have limits on life cycle or definition of the specific use.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 5:54:12 PM

Name

Chrystal Cicchine

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

4 times per week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll cost for locals is costly. Travelers and tourists cause the Bayway to backup. This is evident from the times/days that traffic is at it's worst. Please consider making crossing the Bayway more affordable for Mobile and Baldwin county residents.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 8:54:47 AM

Name

Cindy Donald

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

Twice a day every week day because I live in Baldwin County and work in Downtown Mobile. My family lives in North Mobile, so at any given time I use the bridge to visit them.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Adding a new bridge that will merge into the existing I-10 bay way will cause an enormous back up on both the bay way and the new bridge because of trying to merge four lanes into a two lane at the Daphne exit. It already causes problems at the midway entrance from the cause way.
The amount of the tolls is exorbitant and unfair--taxation without a vote.

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

Expanding the causeway would be very hard on the environment.

From: agregg.mobileriverbridge.com
To: wooda@dot.state.al.us; perrye@dot.state.al.us; missi@shumerconsulting.com
Subject: Fwd: Mobile River bridge project
Date: Monday, May 13, 2019 12:55:22 PM

----- Original Message -----

From: "P. Clay Rucker" [REDACTED]
To: agregg@mobileriverbridge.com
Date: May 12, 2019 at 1:15 PM
Subject: Mobile River bridge project

Dear Sir,

Please advise how you prevent people from travelling through the midtown and downtown areas to avoid the tolls? Also please advise on the impact per year it will cost eastern shore residents to commute to Mobile?

Thank you

Perry Rucker

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790


<https://mobileriverbridge.com/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 3:05:18 PM

Name

Colleen Amacker

Address


Grand Bay, AL 36541
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

2+

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


This project involves a US interstate and should be completely paid for with US government funds. We the citizens /taxpayers already pay enough in taxes and should not shoulder the cost /burden of added tolls. Do not build this bridge if tolls are the only way to help cover the cost. Something is amiss with the financing of this project. Many interstate bridges have been built with federal money and no tolls added, why not the Mobile River Bridge????

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 9:32:32 PM

Name

Oliver Conger

Address


Al, Daphne 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

3

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

No

Are you in favor of the project as proposed?

No

Please explain your response:


I will be unable to afford to go to dialysis 3x a week from spanish fort. Fairhope Clinic is full.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 9:44:32 PM

Name

James Council

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Other

Other? Please describe

Medical Issues

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

My wife drives me 3 days a week to azalea city nocutnal dialysis clinic. The clinic in fairhope is full has limited slots T/Th/S available at the crack of dawn starting at 4:15 in the morning. I cant wake up at 3:00 and get ready 3x weekly. We live on a limited social security/retirement income.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

I cant afford it.

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

Please create a medical waiver. Or a discount.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 1:14:00 PM

Name

Kandious Danner

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

Daily

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am opposed to the toll fees. I already pay too much in taxes now that are being mismanaged by our state and federal governments.

From: [David Clark](#)
To: [MRB Environmental](#)
Cc: [Emily Gonzalez](#)
Subject: Mobile River Bridge Project
Date: Friday, May 10, 2019 4:27:13 PM
Attachments: [image002.png](#)

To Whom it May Concern,

Please be advised that on behalf of Visit Mobile, who supports the Tourism of Mobile, we strongly support building the new bridge.

The existing bridge is not only a local issue with respect to adverse traffic congestion and safety, it is the same for tourism and transient traffic as well!

Tourism in Mobile and Baldwin County approximates 9 Million visitors a year that spend almost \$7 Billion annually, representing almost 40% of Alabama's total tourism spend. Hospitality jobs along Mobile and Baldwin County represent almost 80,000 people.

The new bridge construction is critical for not only local residential/industry sustainability, but also for tourism's as well! The new bridge is also crucial from the standpoint of I-10 and I-65 Interstate traffic, used by a multitude of other states, which use the bridge daily. They also deserve better conditions.

Should you have any questions, please feel free to contact me. We need to build the new bridge, thank you for your leadership.

David

David Clark

President & CEO

[Visit Mobile](#)

██████████ Mobile, AL 36602

phone: ██████████ - mobile: ██████████

fax: ██████████

██████████

[Drone Meeting Planner Video](#)

www.mobile.org




From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 4:10:07 PM

Name

Karen (Kay) Day

Address


Theodore, Al. 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

One to two times weekly.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No toll! The elected need to find money from other sources, other counties and cities do!
I will use other avenues, not paying toll.

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

South Alabama is being treated unfairly! People cannot afford toll. Government out of hand, no longer think of her citizens!!!!

From: [Duncan Gillis](#)
To: [MRB Environmental](#)
Subject: Contemplated Mobile Bridge
Date: Monday, May 13, 2019 10:24:33 AM

We are highly supportive of the new bridge as a means of reducing commute disruptions for our employees. The contemplated bridge will also enhance options for both our earlier and later tenured employees to live in Mobile, as the city becomes re-energized, while continuing to work at our Daphne offices. This, in turn, will permit us to more effectively recruit needed talent into the area.

Duncan A. Gillis | Chief Executive Officer
BBB Industries LLC

[REDACTED] | Daphne, AL 36526

Office: [REDACTED] / Fax: [REDACTED]
www.bbbind.com



From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 10:03:36 PM

Name

Christian Dunnam

Address

██████████
Mobile, Alabama 36619
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

Twice a month.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I will Not pay to travel on a bridge that has already been paid for, for one thing. Next as little as I travel that bridge I will not pay the \$6.00 -\$12.00 each way I'll go to Dauphin Island instead of gulf shores no money spent in Baldwin County if this bridge goes up from our family.

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

No toll to travel a PUBLIC Highway!! Will take 65 north to 225 spend more in gas than pay for a bridge to make someone money.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 1:47:05 PM

Name

Ben Dunne

Address

██████████
Mobile, Alabama 36617
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

Never

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Bypass Mobile.

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

Charge only to get on or off in Mobile - Mobile caused the problem & misery for hundreds of thousands / millions of people. They should pay the entire cost.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 8:40:28 PM

Name

Audrey Dunton

Address

██████████
Stapleton, Alabama 36578
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

Shopper/ customer

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

Once or twice a week, sometimes more.

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

I 10 is a fine highway as it stands, it's never too busy. And makes it a fast route to the Shopping Malls over in Mobile for those of us that choose to live on the eastern shore side of Mobile Bay.

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

I don't see why residents should have to pay to drive across Mobile bay , I object to any toll charges. As well as it being inconvenient, and expensive for shoppers, it also means that businesses on both sides of the Mobile Bay will lose money and business if traveling between the two business areas is curtailed by a toll bridge. I certainly won't pay to go shopping at Airport Mall.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 8:42:31 PM

Name

Darla Earnest

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

My husband 5 days/week 2x per day; me 2 days per week 2x per day. (To Saraland and back.)

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed toll will be ridiculously expensive! Very backward thinking.

From: [Allison Gregg](#)
To: missi@shumerconsulting.com; [Wood, Andrew](#); [Perry, Edwin L.](#)
Subject: Fwd: Toll/ Privatization
Date: Friday, May 10, 2019 7:56:20 PM

Allison Gregg
Mobile River Bridge and Bayway
251-604-9790

Begin forwarded message:

From: Glenda East [REDACTED]
Date: May 10, 2019 at 5:46:08 PM CDT
To: agregg@mobilieriverbridge.com
Subject: Toll/ Privatization

Really, \$3.00-\$6.00 one Way?????? Who are you making rich and what kind of kickbacks are you taking? I thought the bridge was to help ease congestion and make travel to the Gulf safer. I smell a rat!
Sent from my iPhone

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 3:58:22 PM

Name

Elizabeth Wood

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

5-7

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I'm in favor of the proposed bridge, however the toll is excessive. I don't really even have a problem with paying a toll, but potentially \$6-12 dollars each round trip is extremely high, especially when some commuters have to make the trip more than one time a day, or have two (or more workers) that commute.

I am an area doctor, and patients will be affected. Many patients have to travel to Mobile to get speciality care as Baldwin's county has a dearth of certain types of physicians. Additionally, workers who are lower wage earners may have no control over where they work if sent to various parts of counties by employers (e.g. construction workers, travel nurses, salespeople, etc).

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

I would not be opposed to an annual pass for area residents. Perhaps a \$500-750 pass that would be good for a year and unlimited trips would be more reasonable. Or varying tiers of annual passes that could be purchased based on anticipated usage.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 6:21:22 PM

Name

Dan Elrod

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

2

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I don't have to commute since I'm retired. It would however adversely affect the people that are working.

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

Use federal and state funding in lieu of a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 4:12:57 PM

Name

Emily Bell

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

Weekly

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I oppose any tolls between Mobile and Baldwin county.

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


Local business and the poor will suffer if tolls are collected. No one will keep going to their doctors or favorite shops if they are on the other side of the bay. Please find the funds elsewhere.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 3:37:05 PM

Name

Andrea Eubanks

Address


Spanish fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

4-5 times a week each and that is for four people in my family

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The tolls which will be placed upon us is going to be expensive for
My family of four
Will there be a toll imposed on the causeway, Bankhead tunnel and Africa town bridge ?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 7:21:05 PM

Name

Suzette Galanopoulos

Address

[REDACTED]
Foley, AL 36536
United States
[Map It](#)

Are you any of the following?

- Commuter

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

1-3 times

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll is too high. And there's no proposed end date for said toll. The causeway and Bankhead tunnel should not be shut down. What if there's a really bad storm headed our way? It will help with evacuation. How about a really bad accident on the proposed bridge? Traffic could be diverted. If this new bridge is approved without any changes. I will severely reduce my trips. And keep my business on the Baldwin side and into Florida.

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


If you're going to go through with this. Reduce the toll and provide (as well as stick to) a date to end the toll. And do NOT shut down the causeway or Bankhead tunnel.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 2:04:03 PM

Name

Greg Rensink

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

At least 5 times a week, commuting Monday thru Friday. More frequently during holidays and family events.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am in favor of the project but I am not in favor of the toll as proposed. I understand and agree that this project must be subsidized by tolls, but tolls should be applied selectively. Residents of Mobile County and Baldwin County should be exempt from tolls. We live and work here and pay taxes here. We have friends and families on both sides of the bay. Please don't financially burden the local community with tolls.

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


Please don't financially burden the local community with tolls. Residents of Mobile County and Baldwin County should be exempt.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 2:30:18 PM

Name

Jeffery Grizzle

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident

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

15-20

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

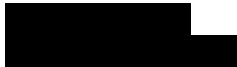
I AM AGAINST ANY PROPOSED TOLL

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 8:23:27 PM

Name

Randy Hackworth

Address


MOBILE, ALABAMA 36604
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

7 to 20 times

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It is a terrible plan to make citizens pay for a bridge on I 10.....Seems like Florida can provide great services to the citizens without charging them any Tolls. This will create a situation that will drive Mobile residents like myself to move to Florida in order to not be held hostage to Tolls. Tolls on will go down in history as one of the worst Government decision. I will not pay the Tolls, and I say don't build the bridge if you must charge a toll.

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

Reroute the entrance to the tunnel....

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 10:20:33 PM

Name

Steve Hampton

Address

[REDACTED]
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

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

Once a month

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll will be an unnecessary burden on transport businesses and commuters. You're banking on the influx of commuters in Spanish Fort and Daphne. You stand to destroy the only portion of the state that is experiencing significant population growth as well as expansion at Brookley.

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


Mobile Bay is a significant source of wind energy and I first felt that wind power could be harnessed via elevated turbines. But what if you did turbines under the bridge? Why not use the bridge as a utility for energy and commerce? You could sell the energy to southern co, riviera and emc. Here's an article out of the Smithsonian discussing the idea: <https://www.smithsonianmag.com/innovation/could-wind-turbine-becoming-bridge-near-you-180955854/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 8:43:27 PM

Name

Hannah Williams

Address


Fairhope, Al 36521
United States
[Map It](#)

Are you any of the following?

- Commuter

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

20

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I do think there is a need for expansion to the Mobile river bridge, traffic delays and hassle of getting through the tunnels makes my commute almost 2.5 hours round trip. I however do think it should be primarily paid for by the residents of Mobile or Baldwin County that have a daily commute. If anything an affordable yearly pass should be offered. I do not make \$100,000 a year. I do not make \$50,000, the proposed toll cost or the "discounted" would still not be affordable for me or people like me. I would need to get a second job just to afford the yearly cost of the toll bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 4:21:07 PM

Name

Katherine Harn

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

2 to 3 times

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We have gas tax pay into federal funding.... there is a lot of out of state traffic (vacationers, or truckers) just passing through not stopping... is not right the locals have to pay for this road it is a Federal interstate... locals in Baldwin and Mobile who travel for working will be hurt and small business as they will not be as willing to across over between the counties or we will have to pay more for services

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

Not sure who thought this was the best solution... but tolls are not the answer... take the money from some other project as everyone knew it needed to be fixed for years....

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 4:27:14 PM

Name

Joshua Heape

Address

██████████
Mobile, Al 36609
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

5

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


The proposed tolls are ridiculous and existing roads should NOT have tolls.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 4:27:08 PM

Name

Amber Hein

Address


Loxley, Alabama 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner

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

2 times a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If you make a toll on the bridge me as a single mother will just go to Florida for all my business needs

From: [Jürgen Hellmich](#)
To: [MRB Environmental](#)
Subject: Mobile Bay Bridge Project
Date: Sunday, May 12, 2019 10:50:53 PM

To Whom it may concern,

I am a Mobile businessman who is living in Daphne and commuting everyday via the Bay Way and the Wallace Tunnel. I am sure you are already aware just how bad this route already is, and I see it getting worse week by week, especially during this time of the year.

There is no question that we need a solution to improve our traffic infrastructure, and the Bay Bridge Project is that solution. This project will not only improve the heavy out-of-state traffic flow during the summer vacation months, but also, and more importantly, it will assist the local commuters who are traveling to and from Mobile and Baldwin counties on a daily basis. The current situation only works in a perfect world, free from accidents, breakdowns, and slow left lane drivers. If there ever is an emergency and traffic is forced to travel along the Causeway then this link quickly becomes a traffic nightmare and can take easily take several hours to navigate.

In my opinion, one of the biggest impacts of the project will be to the growth of local businesses in the area. Industrial businesses along the Port City, such as the container business, will not thrive if the traffic infrastructure makes it impossible to travel to and from the port facilities situated off of Interstate 10. Miles of traffic build-up, especially during the summer months, is most definitely a deterrent for new businesses looking at areas such as the Brookley Industrial Complex. We also have to take into consideration all the additional traffic which will be created by the opening of the new Mobile Regional Airport Downtown location. Therefore, if this project is not approved, then Mobile could lose a lot of its attractiveness resulting in the loss of more businesses and economic growth. If we are going to encourage growth in our area, then we must be ready to accommodate that growth as well.

I have read the opinions of the dissenters, and must admit that I cannot judge on everyone's arguments against the project. My German experiences tells me that the engineering and technical part can be handled. There are good companies on the project with a lot of knowledge and expertises. Even we as a small business automation company, consider us being able to contribute to this project like for example for the toll collection process and automation.

This project has been a major topic for a long time as far as I know, even before I became a citizen of Mobile. I think it is time to do something and immediately begin the new Bay Bridge Project in order to improve our traffic situation.

Thank you for allowing me the opportunity to express my opinions.

Best regards,

Dr. Jürgen Hellmich
CEO iSAM Group

iSAM AG

Alexanderstraße 46, 45472 Mülheim an der Ruhr, Germany



iSAM North America Corp.



iSAM Asia Pacific Pty Ltd



iSAM Automation Canada Corp.



iSAM HWS Holding GmbH



iSAM AG, Alexanderstr. 46, 45472 Mülheim an der Ruhr Registergericht: Duisburg, HRB 16160
Vorstand: Dr. Jürgen Hellmich (Vorsitz), Bernd Mann, Bernd Jotzo Vorsitzender des
Aufsichtsrates: Bernd Schwarz

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 10:18:50 AM

Name

Ashley Hodge

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

2 times, 6 days a week

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I cannot afford an extra \$2500-\$3000 a year just to get to work.

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


I believe there are too many people against the toll option for this to work the way the developer intends. More people will use alternate routes, which creates more traffic on the roads least able to accept it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 10:09:21 PM

Name

Sarah Hoeb

Address


Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

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

10-14 trips across the bay in one week.

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I am a single mother and a public school teacher in Mobile County. I have worked at the same school for the past fourteen years. There is a serious need for more traffic flow, especially leaving Mobile, heading East. There is no way that I could afford to pay a toll twice a day to get to my job. If given the choice, I wouldn't even use a new bridge. I would rather take the Causeway and stay out of the traffic. With the insane tolls being proposed, the Causeway will be inundated with commuters attempting to avoid the costs. More traffic=more accidents.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 4:42:16 PM

Name

Gary Holmes

Address


FOLEY, AL 36535-8613
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

10 at a minimum

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think with the new gas tax just voted in for the state, more burden on commuters is not necessary. I feel the state wastes more than the new tax will provide. Eliminating this wasteful spending should be the first step.

From: agregg.mobileriverbridge.com
To: wooda@dot.state.al.us; perrye@dot.state.al.us; missi@shumerconsulting.com
Subject: Fwd: Toll on Mobile Bay way bridge
Date: Monday, May 13, 2019 12:55:53 PM

----- Original Message -----

From: bobbieh [REDACTED]
To: "agregg@mobileriverbridge.com" <agregg@mobileriverbridge.com>
Date: May 13, 2019 at 10:08 AM
Subject: Toll on Mobile Bay way bridge

A toll on the new bridge across the bay isn't a fair charge and I'm especially against paying a toll for the Wallace tunnels and old bridge across the bay. Alabama is one of the lowest wage states, yet our politicians keep trying to suck more of what is left from our dollar. Many seniors are on limited incomes and wouldn't be able to afford the toll. Many lower waged workers having to cross the bay won't make enough money to afford to paid even a discounted toll. What happened to the GULF OIL SPILL MONEY? Governor Ivy forced another tax on us by imposing more taxes on our gasoline; Why can't that be used to help pay for the new bridge?

It is wrong to put a toll(tax) on the old Bay way bridge that we have already had for years. That is taking away something that is already ours.

I also believe this will hurt tourism. I live in Mobile and have family in Baldwin County that I visit and I will definitely go around the toll.

Beulah Hubert

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790

<https://mobileriverbridge.com/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 8:27:51 AM

Name

Jeff Hunt

Address

██████████
Bay Minette, Alabama 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

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

14

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

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed toll is unacceptable. Especially when considering the Alabama gas tax and Birmingham bypass. The impact on businesses will be irreparable. No bridge is better than a tolled bridge.

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


Forget the toll and continue to look for alternative means of funding. It will be more difficult but the legacy will be far greater!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 2:44:18 PM

Name

Kenneth irwil

Address


Pace, FL 32571
United States
[Map It](#)

Are you any of the following?

- Commuter
- Work in Vicinity of Project

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

2-3

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

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:


I just do not see away around it. I know the expense for local commuters is great and every effort to keep that cost down should be exhausted, however with the growth in population and industry, it will become a hindrance to the positive progress being made going forward.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 1:50:15 PM

Name

Jeanne Carney

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

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

7 days a week

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

No

Are you in favor of the project as proposed?

No

Please explain your response:

We should not pay toll on infrastructure that is clearly should be the federal government's responsibility if they believe it is needed.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 12:59:14 PM

Name

Jamie Hinton

Address

██████████
Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

A bridge is fine but the toll is not.

Please provide any additional comments you may have on the proposed project:

I stand in opposition of the tolls proposed on the new Mobile River Bridge. A toll of \$6 to \$12 is ridiculous and is nothing less than an insult to those of us whom live here and have been lifelong residents. The Legislature, Governor, and multiple state agencies have been a huge disappointment to many of us in South Alabama over the past five months, and your agency is well on the way to join them.

Many people live in Baldwin County and commute to Mobile County to work. These people enjoy Baldwin County because of its education system, public safety assets, lower taxes, and competitive housing market, all of these that Mobile County had an opportunity to prosper at, but chose not to. These people that commute to Mobile County for work will bear the burden of this toll and this may cause them to look for work elsewhere or their companies may actually move to Baldwin County to avoid the ludicrous toll.

This is something that is often overlooked, Newton's Third Law, every action has an equal and opposite reaction and the reaction would be companies leaving Mobile County along with even more citizens.

I hope that you will listen to the people and look into different avenues to pay for the bridge than this toll. The options exist of using the recently approved fuel tax or recalling the money received from the BP oil spill to provide funding for the bridge. Research different funding avenues that do not rely on the permanent residents to take the brunt of, a toll of this magnitude will cripple more people financially than you realize and be a potential hazard to our economy.

From: [Jan Hinton](#)
To: [MRB Environmental](#)
Cc: [Congressman Bradley Byrne](#)
Subject: NOT ON MY BACK : opinion on Mobile - Eastern Shore bridge toll
Date: Monday, May 13, 2019 1:27:41 PM

WHAT???????

I live in Fairhope, AL. I currently work in Mobile with an interior design business. I make a MODEST living.

Toll?????? NO WAY!!!!!! NO WAY!!!!!! What planet are you living on? Who will be able to afford this except physicians, CEO's and rich lawyers????

I will look for a job in Florida rather than continue to go to Mobile if this passes.

Do you realize what you will be doing to the economy in Mobile??? (decrease business and create even more middle class flight to the **beautiful** Eastern Shore - more people ditching a failing Mobile economy fraught with high crime, poverty, filth on streets, plus rising taxes. **The Eastern Shore will mop up** as business after business and family after family will flee failing Mobile. This will cause an exodus of small businesses to the Eastern Shore. You are seriously underestimating how you will be killing Mobile. Any hopes of bringing it back : Failed.

I WILL NOT BE MANIPULATED INTO PAYING FOR THIS and I suspect many more share my thoughts on this matter.

I will simply go East for everything; everything from doctors, to jobs to shopping. You will be KILLING the Mobile economy.

NOT ON MY BACK>

Thank you for reading.


Jan Hinton
Fairhope, AL

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 10:01:38 PM

Name

Jason Preston

Address


Theodore, Alabama 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6 days a week .
Twice daily I go across I -10 bayway and tunnel.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No .. we need a bridge but putting a toll on it .. for regular commuters will have a huge expense on us.. the average person can not afford 3 dollars twice a day .
160 plus a month. . My power bill is only 180 a month.. so now I'll be paying a extra bill just to go to work now... it's gonna cause huge backups on the free routes cause commuters are not going to be able to pay such high rates just to go to work..

Please provide any additional comments you may have on the proposed project:


We need a bridge but maybe try building a bridge a little less expensive..
Seem to me just a bit crazy amount of money for this project..
If the new bridge has to be tolled..i still don't understand why the old tunnel would have to be tolled..let the commuters decide which way they want to go ... You will see the bridge would be empty..most of the time..

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 10:57:34 PM

Name

Charles Jerkins

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Commuter
- Other

Other? Please describe

Go to mobile often

How often do you use I-10 between Mobile and Baldwin Counties a week?

2xs to 4xs

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Make it bigger do what you need to do but were not about to start paying tolls and stopping traffic your crazy!

Please provide any additional comments you may have on the proposed project:

No tolls. Why when we already pay taxes! Riots will happen mark my words. Mobiles in rough shape Already stop lining yalls pockets and start fixing that shithole. No tolls. We don't need them pay for it out of thw millions you already stole from us with taxes shitheads

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 8:38:01 AM

Name

Jerry Nelson

Address

██████████
Mobile, AL 36606
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We need an additional Bridge and added lanes. We dont need a toll road. The State has stolen from Mobile and Baldwin County enough. Now they are stealing part of I10

Please provide any additional comments you may have on the proposed project:

No Tolls

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 9:34:01 AM

Name

Jesse Piper

Address

████████████████████
Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Everyday

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

While I see the desperate need to add capacity and options to cross Mobile Bay, I do not have confidence in our current government to support tolls.

Please provide any additional comments you may have on the proposed project:


I am against any kind of tolls being placed on I-10

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 1:09:14 PM

Name

John Parks

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6 days per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

Yes

Please explain your response:

The cost to build seems excessive and you have a horrible answer to pay for it. There should be no toll for Alabama Residents because you just added a \$0.10 gas tax increase for statewide infrastructure. Use that to pay for the bridge.

Please provide any additional comments you may have on the proposed project:


I will vote against any politician that supports tolling for this project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 1:14:13 PM

Name

Jon Bozeman

Address


Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Five to Seven days per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I feel that any toll imposed on commuters would be an unnecessary financial burden. I commute on this route daily and cannot afford the proposed \$6-12 toll. I would have to find another route, even if it may be longer in order to avoid the toll. Many others are in this same position. Let local residents be exempt from the toll and let the non-residents, who are greatly responsible for increased traffic, pay for the project. Local commuters will already be burdened with traffic headaches during what will be a lengthy construction process, please don't punish us with a toll when finished.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 12:43:21 AM

Name

Kenny Langley

Address


Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Too often to pay any toll I will divert my business to Pensacola FL if you charge a toll.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If you must collect a toll...do not collect from local traffic.

Please provide any additional comments you may have on the proposed project:

I will not pay..Period ...and will divert my business to Pensacola FL

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 8:22:58 AM

Name

Karen Restrepo

Address

██████████
Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 round trips a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:


Ok you may need tolls to pay off bridge but the tax paying folks that work in Mobile burdens them financially maybe offer a deductible transit card and charge full toll for people passing thru

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 2:50:18 PM

Name

Kevin Felix

Address


Robertsdy, Al 36567
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week commuting to work.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I am in favor of the project to a degree but to tax all us going accross everyday is totally ridiculous. If this happens I may just pack up and leave the state. It's bad enough if we need to use the toll going to orange beach. Use that money from that toll to pay for it. Tolls do two things Rob's more money from citezens and causes traffic as well. Do.you really think y'all will shut down the tolls after the bridge is paid for?? I highly doubt it. If so shut down the orange beach tolls then!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 1:09:30 AM

Name

Stephanie Langley

Address


Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Other

Other? Please describe

Parents also live locally and I'm their caregiver

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Capacity isn't the problem on the bay way. The ridiculous tunnel is the problem. A bypass would be great, but a toll is unacceptable. This is an INTERSTATE, not a private road. Secure the proper funding elsewhere and don't try to pull another James brothers beach express crook job.

Please provide any additional comments you may have on the proposed project:

You really are over -confident in your supposition that people will support this for the long-term. Although many people will be caught unaware once... they won't be caught twice. Locals will especially find every way possible to avoid Mobile altogether. Most of Baldwin County residents already shop in Pensacola, fly out of Pensacola and go north via Dolly Parton. If you want the loss of revenue.... go for it!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 6:42:13 PM

Name

Susan Laroque

Address

██████████
Gulf Shores, Al 36547
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

My family lives in Mobile. I also have to do business in Mobile. I am a retired Baldwin County teacher on a fixed income. It would be very hard on me financially to travel in the toll bridge.

How often do you use I-10 between Mobile and Baldwin Counties a week?

Usually at least once a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As stated before the toll would be a financial burden on the majority of the local people using it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 5:11:59 PM

Name

Ken Linzman

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 - 14

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The tolls would put an huge expense on my which I can't afford.

Please provide any additional comments you may have on the proposed project:

If this gets approved and if the tolls are going to be even just \$3 each way, I will sell my house and move away. I'm only here for my job since 2011 but there are other jobs I could move to.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 1:30:01 PM

Name

Phil Lorensen

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

At the least 5 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I travel to Theodore from Spanish fort daily for work, I take the causeway and have No problems.

Please provide any additional comments you may have on the proposed project:

I should not have to PAY a toll over \$2000 a year to go to work. I live and own my house in Spanish fort and my job is in Theodore at evonik I can't just get another job or move to avoid this toll. There needs to be a heavy discount for mobile and Baldwin County residents. This is absurd.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 11:01:52 AM

Name

Erica Marron

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 day a week and sometimes multiple times a day.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As a teacher/speech therapist who commutes the proposed toll is outrageous. It will cost me about \$2,500. a year to commute in addition to gas. That's a huge salary reduction for someone who makes \$50,000/yr. Witt the volume of seasonal traffic, locals should not have to pay this amount. The seasonal traffic is the problem.

Please provide any additional comments you may have on the proposed project:

The toll should be imposed seasonally and on weekend when the volume increases.

From: [Mase Lampton](#)
To: [MRB Environmental](#)
Subject: Mobile Bay Bridge
Date: Monday, May 13, 2019 12:55:46 PM

I am emailing you to show my support for the new Mobile Bay Bridge crossing. I am a local business owner who believes strongly that this bridge will transform this region.

I produce prestressed concrete products for bridges all over the Southeast. Specifically, I worked on the Cooper River Bridge in Charleston South Carolina and witnessed first hand the renaissance this bridge created for the city. Now, Charleston is a booming metropolis with growing property values and job growth!

Mobile Port is an amazing resource for the South and transportation logistics is key to making it grow. The traffic and congestion along I-10 is disastrous for Mobile when attracting businesses.

Please move forward with this project!!
Mason

--

Mason Hardaway Lampton
President
Standard Concrete Products Inc.

O: [REDACTED]

C: [REDACTED]

email: [REDACTED]

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 6:34:54 AM

Name

Cristan McMahill

Address

██████████
Bay Minette, Alabama 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 to 4 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The gas tax was supposed to help pay for new roads and projects. Now, you want to add an expensive toll road to this. Why would anyone bother to come to Mobile with this? We would spend our money elsewhere, maybe Pensacola, eastern shore. If you do this, not only are you double taxing your own citizens but you will cut off interest in people going to Mobile. You already have a bad crime rate.

Please provide any additional comments you may have on the proposed project:


Do it without a toll and people will be fine. Ypu are supposed to be getting proceeds feomt he has tax for roads, use that.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 8:13:56 AM

Name

Megan Bell

Address


Spanish fort, Alabama 35527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once or twice

My husband uses it 5-6 times a week to go to work

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I think the issue is mainly the bottleneck due to the angle of entry at the tunnels and feel that that should be addressed.

At the proposed toll rate our family will be strained unnecessarily, especially given the recently added gas tax in our state. The tolls being proposed are as much as a household's electricity bill each month for a commuter. I travel across the bay to shop regularly, especially at Costco. I would stop renewing my membership and stop patronizing businesses on that side of the bay. I often meet my husband for lunch in Mobile, all of which would cease to happen.

I'm also concerned about how this project has been repeatedly billed as being paid for by tourists. I expect that many that drive through and receive a bill in the mail will simply disregard it if they don't have plans to return to the area, therefore the only ones inclined to actually pay the toll are those in the area regularly.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 5:19:52 AM

Name

Mike Barlow

Address


Duncanville, Al 35456
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

Truck driver that crosses that area as well as an Alabama resident.

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once or twice a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The people of Alabama are overtaxed at the pumps with highway taxes.if the tax money went where it belongs we wouldn't have this problem.

Please provide any additional comments you may have on the proposed project:

No new taxes or tolls!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 3:23:05 PM

Name

Karen Mohr

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Monthly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Leave existing Bayway for daily commuters and save cost to remove.

Please provide any additional comments you may have on the proposed project:

Daily commuters should not be charged we pay taxes to support road and bridge construction.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 6:40:04 PM

Name

Kristin Montiel

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

1 time per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Please don't destroy the Causeway!!! I commute across it everyday and hate 10. Unfair tolls on commuting residents! Makes it punitive to work on 1 side of the bay and work on the other.

Please provide any additional comments you may have on the proposed project:

Don't destroy the Causeway!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 5:22:36 AM

Name

Eric Naef

Address


Spanish Fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

12

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There needs to be either free access for local residents or leave the Bay Way in operation. With pricing of tolls suggested the causeway traffic will become unbearable as well as increasing traffic on 225. Putting the burden of this project on local residents is unspeakable.

Please provide any additional comments you may have on the proposed project:

No tolls for locals!!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 4:42:15 PM

Name

Billy Owens

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

People are taxed to death now. Where is all the money that the state has received for B/P, hurricane damage, etc.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 7:03:22 PM

Name

Paige Smith

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

6

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The additional lanes around the tunnel are needed, however to tac the local so much is ridiculous. I am a driver for the state, I make less than 26K a year and I am a single mother I simply can not afford what is being proposed. I cross the bay 4 times a day some days.

Please provide any additional comments you may have on the proposed project:


I was looking forward to it, now I don't want it to come.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 10:36:33 PM

Name

Nancy Parrish

Address


Irvington, AL 36544
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Tolls should not be used to pay for project. There would be financial stress for those of us who work in Baldwin County and vice versa.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 11:16:54 AM

Name

Monica Peak

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Not very often at the moment but I was considering opening a counseling practice in Mobile. However, if it's going to cost me an additional \$1,500 - \$3,000 a year just to drive over there, I'll stay on the Eastern Shore. That's an additional \$30 - \$60 per week. You guys are messing with people's livelihood with these toll prices. Having to pay to drive on a road should not require significant adjustment in a family's budget and \$30 a week is a lot for many of the people who drive to work in Mobile everyday.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll prices need to be adjusted for locals. The current prices and a 15% discount is a joke. The bridge can capitalize on the tourist traffic coming and going for vacation during beach season. However, it should not capitalize on commuters who are trying to get to work and support their family every day. Also, it is my understanding that the existing bridge would be torn down, and I don't understand that rationale, especially since you want to make the third option and expensive toll bridge.

Please provide any additional comments you may have on the proposed project:

Why is it necessary to tear down the existing I-10 bridge? Since traffic is such an issue that we need relief, then leave the existing bridge so there are more travel options. You are not creating additional options to relieve traffic congestion. You are just building a bigger, single option and then paying a fortune to tear down the existing structure. Save the money for tearing down the existing bridge and apply that savings to the new bridge. Then you can charge reasonable toll rates, there would be four options to cross the bay instead of still only three, and the locals would be relieved of the significant financial burden you are trying to put on them.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 10:45:14 PM

Name

Nathaniel Pendergrass

Address

██████████
Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice a day, 5 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As someone that uses the bayway every work day, adding "tolling" is an irresponsible addition to the cost of living in the Mobile area. The capacity of I-10 needs to be increased, but the burden of paying for it DOES NOT need to be passed on to the residents of this area. I-10 is a federally funded interstate system. There should be federal funding, as the interstate system was created for the feds to maintain and improve. The State of Alabama should pay for this. The amount of wasted revenue by the state and federal government should be directed to this type of project. The vast majority of users of the bridge will be people NOT from here, but it will cost people that travel on it to be unfairly taxed. Because it's a tax. We (as Baldwin and Mobile county residents) get to pay for the bridge and finance the business of whoever owns the "P3". If the P3 were the way to go, let them build their own bridge and connect it to interstate, and let people choose which route they want to take.

Please provide any additional comments you may have on the proposed project:

I think it's disgusting the way the project is being ran. I am a huge proponent of privatizing government, but only in the strict sense that it will come from necessity rather than the government appointing the company and forcing undue hardship and financial strain on the residents of the community. It's taking MILLIONS of dollars directly out of our economy, from the people that live here, and giving it to some company and its owners. It will hurt the people your bridge project is trying to help. It will hurt this area, it will drive people away from this area. If the city of Mobile got all it's best thinkers together, and tried to think of a better way to shoot this community in the foot, I dont think they could come up with a better plan than this one. I, for one, hope that every politician that supports this bill is put out of office immediatly. Because this bridge isnt about what's good for the community. Its what's good for the politicians and their businesses that put them in office. The state and federal officials need to stop

worrying about allocating money to place that will name a building after them, do their jobs, and actually allocate money (that we provide) to help this community where its needed.

Long story short, this government decision makes me sick. I love this area, I'm from here, but once again, the stupidity of my government forces me to re evaluate being here.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 5:49:52 AM

Name

Randy Pope

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-15

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

It is not economical for families that have to traverse this bridge daily. Stop building prisons, legalize a lottery, legalize marijuana to pay for this. Do not make tax payers foot the bill.

Please provide any additional comments you may have on the proposed project:

The ridiculous amount that is being proposed will force everyone onto the causeway and Cochran bridge. People drive go out of their way to avoid it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 2:24:05 PM

Name

Abby Rensink

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-4 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not agree with how the plan will be paid for. However, the physical project is much needed and I do believe it will provide our area much needed relief from the constant traffic issues that are apparent from the months of February to around August. With that being said, I think most residents in Mobile county and Baldwin county would agree the reason the traffic picks up between those months is because of vacationers. If it is vacationers who are causing most of the back up on I-10 then it should not be the the local Baldwin County and Mobile county residents to foot the bill for the toll bridge.
Thank You for allowing our input about the toll issue for our residents who will be using the bridge for commuting. Please keep in mind that we already pay enough taxes and that adding a toll tax to the already low wages paid to many living here could be detrimental to families.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 4:07:57 PM

Name

Rhett Ross

Address

██████████
Mobile, Alabama 36615
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Five days per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

To meet current and future traffic needs for locals and transient, improved capacity and design is required. The current system's design limits other options to add capacity. Half steps in this once in a half century style project would mean either rapidly returning to the current traffic conditions or future construction disruptions to expand capacity again.

Please provide any additional comments you may have on the proposed project:

As a local and a business leader of a company with over 400 team members employed at the Mobile, Brookley Aeroplex, I see the proposed toll structure as overly burdensome. Even with the proposed 15% volume user discount, I see this fee as significantly hurting our lower wage team members, even given our higher than region pay scale. I strongly urge you to look at alternatives for locals. Given the sophistication of modern toll scanning systems, I am sure that you could set a Baldwin and Mobile county rate significantly lower than the transient rate. A local rate of \$2 to \$3 round trip would still show significant commitment from the region, while ensuring transient users contribute at a rate that reflects the convenience of the new bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 7:03:22 PM

Name

Richard Smith

Address

██████████
Creola, Alabama 36525
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

I travel that road several times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


There's no way I'm going to pay a toll. I will come down through bay minette before i will pay \$6.00 each way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 6:39:53 AM

Name

Ranita Richburg

Address


Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Every day, going to and coming home from work. And I occasionally have appointments on the weekend.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think there needs to be a significantly reduced toll for residents who are commuting to and from work daily.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 2:46:04 PM

Name

Claudia Ringold

Address

██████████
Mobile, AL 36605
United States
[Map It](#)

Are you any of the following?

- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


Because I live in Mobile and work in Daphne
and paying \$6.00 going back and forth is taking unnecessary money from me

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 7:48:41 AM

Name

Lisa Ripple

Address


Spanish fort, Al 36627
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Mobile and Baldwin county residents should not be tolled. We cannot afford 1800 -2400 dollars a year to cross a bridge! Personally Mobile will lose my business. I will also find a job elsewhere where. Pensacola if I have too. That is not much further than the 64 miles I drive to west mobile now. Be realistic most families cannot afford that much to cross the bay!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 12:50:58 PM

Name

Robyn Brown

Address

██████████
Orange beach, Al 36561
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-4

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


I think this is a monopoly. \$6 to and from when there is no alternative way to bypass the toll? So many buses and students and parents have to travel off the island over the bridge to play sports and no way parents can afford that. People will have to work 2 hours free a day just to take the toll that y'all are shoving down our throats. I go for medical treatments into Mobile I can't afford to do so. I know you are trying to gouge the tourists but this isn't a way to do it! Maybe mobile should focus on crime prevention and keep murders and their costs down! This is an absolute trainwreck in the making! I guess more people will go to Pensacola for things they need.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 12:41:57 PM

Name

Roger Russell

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6 -7 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There should not be a toll fee for local residents in Baldwin County and surrounding areas. Many people come to the doctor in Mobile from Monroeville and Brewton.

Please provide any additional comments you may have on the proposed project:

The toll should be for out of state cars only. We get enough travelers to more than pay for the needed monies.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 10:26:50 AM

Name

Wendy Rolin

Address

██████████
Loxley, Alabama 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 -5 days/week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No Tolls! If the government keeps taking from the people that are actually working every day...these people (me and all of the other (barely) middle class folks) won't be able to afford to get to work. GEEZ! We already pay enough in taxes to cover stuff like this. Somebody is not doing their job and has not been doing so if you have to add a toll to pay for progress.

Please provide any additional comments you may have on the proposed project:

If you can't do this without a toll, then I am against it. I would rather just wait in traffic than have to lose my job because I can't afford to travel to work.

From: [Allison Gregg](#)
To: [Wood, Andrew](#); [Perry, Edwin L.](#); missi@shumerconsulting.com
Subject: Fwd: Mobile River bridge project
Date: Sunday, May 12, 2019 1:01:04 PM

Allison Gregg
Mobile River Bridge and Bayway
251-604-9790

Begin forwarded message:

From: "P. Clay Rucker" [REDACTED]
Date: May 12, 2019 at 12:15:10 PM CDT
To: agregg@mobilriverbridge.com
Subject: Mobile River bridge project

Dear Sir,

Please advise how you prevent people from travelling through the midtown and downtown areas to avoid the tolls? Also please advise on the impact per year it will cost eastern shore residents to commute to Mobile?

Thank you

Perry Rucker

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 10:14:22 PM

Name

Donnis Scruggs

Address

██████████
Bay Minette, Al 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

4times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Why are we having to pay for a federal road??? What are your taxes used for?? Never have we had to pay for a federal road. Birmingham does not have to pay for their bridge. Pensacola did not have to pay for their bridge. You people are lying to us about this project .

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 4:28:07 PM

Name

Savannah Session

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-5 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please provide any additional comments you may have on the proposed project:

I do not agree with a \$6 toll each time someone uses the bridge. Not only is that an insanely expensive price for someone to commute to work, I also believe it will slow the flow of traffic significantly and just back up traffic even more.

From: [Ericksen, Matthew](#)
To: missi@shumerconsulting.com; [Perry, Edwin L.](#)
Subject: Fwd: Not paying high tolls
Date: Tuesday, May 14, 2019 8:27:18 AM

Get [Outlook for iOS](#)

From: Aldotinfo
Sent: Tuesday, May 14, 2019 8:11:03 AM
To: Ericksen, Matthew
Subject: FW: Not paying high tolls

From: Shannon Brown [REDACTED]
Sent: Monday, May 13, 2019 10:35 PM
To: Aldotinfo <aldotinfo@dot.state.al.us>
Subject: Not paying high tolls

It is unfair to charge locals to cross Mobile bay. I am NOT paying \$3-6 to cross. Our wages are low and the cost of living keeps going up with no increase in pay. I can barely afford to put gas in my car and buy groceries. It's ridiculous you want to break us even further just to go one county over. There needs to be another option for locals to cross the bay.

From: agregg.mobileriverbridge.com
To: wooda@dot.state.al.us; perrye@dot.state.al.us; missi@shumerconsulting.com
Subject: Fwd: New bridge
Date: Monday, May 13, 2019 12:53:01 PM

> ----- Original Message -----

> From: shannon wells [REDACTED]
> To: agregg@mobileriverbridge.com
> Date: May 10, 2019 at 6:48 AM
> Subject: New bridge

>

>

> Good morning,

> While I agree that a new bridge will be an asset to our area I am hoping the price for daily commuters will not be the rumored +\$2000 a year.

> I own property on both sides of Mobile Bay Fees need to be LOW for LOCALS !!!!!!!

> Even though the bay separates our area we are still a very connected community. Our towns are extensions of each other.

> Low for locals or find another way!

> Shannon Andrews

> Sent from my iPhone

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790

<https://mobileriverbridge.com/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 6:26:14 PM

Name

Sharon Hunt

Address

██████████
Fairhope, AL 36533
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

My son 10 times a week minimum.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There has to be another way to fund the project. What about the BP funds? It took my son 5 months to get a job. He is a UA graduate. We are Fairhope natives. He tried hard to get a job in Baldwin County, as did many of his friends. Needless to say, the opportunities are in Mobile County. Just starting out in life, and being hit with these toll charges, not to mention upcoming gas tax, is harsh. He's house hunting now, and may consider moving to Mobile. He has been looking in Spanish Fort. Why does Baldwin County want to risk losing our young workforce? Legislators should want to entice our young to live and work in Baldwin County.

Please provide any additional comments you may have on the proposed project:

With the engineers that the State has on staff, someone could find a way to keep the Bay Way. Save money and incorporate the existing into the new plans.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 2:49:04 PM

Name

Karen Simmons

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6-7 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

With \$6.00 a toll that is ridiculous. How are people going to afford this ?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 5:53:02 PM

Name

Melissa Slater

Address

██████████
Mobile, AL 36609
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

2 or 3 times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not believe the bridge should be built if it means 3-6 dollars each way. We live in Mobile but enjoy going over to shop and enjoy Baldwin counties outdoor amenities and parks. With this kind of fee we could not afford to go over to Baldwin county. Also I am an employee at University of South Alabama and there are students who drive to our university each day from Baldwin county. This exhorbitant fee could affect enrollment due to the daily commute fee back and forth. It is unaffordable.

Please provide any additional comments you may have on the proposed project:


If a new bridge is going to be built let's find a different way to fund it than by making people from Mobile and Baldwin bear the burden. People who are traveling through on vacation would only pay one time to cross the bridge but people from Mobile and Baldwin counties would end up paying over and over in daily commutes.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 10:13:49 AM

Name

Cynthia Snider

Address


Spanish Fort, Alabama (AL) 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The cost to the residents is too high. We should not have to fund a project that is a poor state planning issue.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 10, 2019 5:50:01 PM

Name

Mary H. Stebbins

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

2 or tomes a week sometimes 5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Mobile county will lose tax money because residents of Baldwin County will not go there for events and shopping . This toll is outrageous ! Someone needs to rethink this process ASAP.

Please provide any additional comments you may have on the proposed project:


Do not destroy Bay way and Bankhead tunnel; a great deal of money can be saved . Peach Passes in Atlanta aren't this outrageous in price . If this toll is used , Mobile County will loose revenue and they need money. This process needs to be voted on by the citizens of mobile and Baldwin County.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 9:43:37 PM

Name

Stephanie Alexander

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10x/wk

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


The proposal for a toll to area residents trying to use bay bridge regularly for work can not afford to pay 6 dollars every time they cross. The problem is all the tourist try to use bay bridge to vacation at the nearby Gulf Coast beaches since it is the only east-west route of I-10. This is part of the national east west corridor of I-10 not a separate route to be charging such a toll to local commuters. It would greatly hurt our local economy!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 11:53:43 PM

Name

Stephanie Young

Address


Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Other

Other? Please describe

Live in Baldwin County, and child takes dance in Mobile. My husband works in Calvert, and uses 10 every morning to go to work, just not in the way home

How often do you use I-10 between Mobile and Baldwin Counties a week?

Spouse and I together: 10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We were told the bridge was funded prior to the contract to build it. We just had has taxes raised to pay for bridges and roads... And new this toll? It doesn't matter if it's as low as \$3/day(round trip)- adding that gas tax and then \$15/week for some people just to work simple "make ends meet" jobs - it's still way too much. It's us passing for this bridge 3 times over... The costs will likely go up. The toll will never go away. 10 is used by local carv dress to pick up cars several times a day, fisherman to go to FL and to Mississippi to fish and then parts of Alabama, and sell them to restaurants and locals. Larger companies use semis to haul goods across the counties, border states, and across the every US... And they ALL USE 10 FREQUENTLY! Semis can't use Bankhead, it's too far out of the way to use 65(although we often do to go from here to airport Blvd and to the Wilmer areas- to avoid traffic).... So companies all over the country are going to be increasing their costs to do business, and the consumers will have to pay for it. So that will be yet another way we're paying...

But not one single employer will increase wages the this, and if the idiot government tries to raise minimum wage to deal with any of this (cuz it will affect the whole country to a degree), then the cost of doing business guess up again, and costs go up even further. Poverty line gets raised to a higher base pay, because they won't actually get rid of the poverty line... It will always be whatever the lower paid per make up to a certain percentage. It will change based on what minimum wage is... So then the middle class pays even more.

Please provide any additional comments you may have on the proposed project:

You won't get my vote if you say this is ok. I tend to vote Republican, and I will vote for every non-incumbent possible from here on out. I will inundate you with any mail about what a terrible idea this was.

From: agregg.mobileriverbridge.com
To: wooda@dot.state.al.us; perrye@dot.state.al.us; missi@shumerconsulting.com
Subject: Fwd: No tolls for Baldwin County Bridge
Date: Monday, May 13, 2019 12:55:00 PM

> ----- Original Message -----

> From: Tom Owen [REDACTED]
> To: agregg@mobileriverbridge.com
> Date: May 11, 2019 at 1:36 AM
> Subject: No tolls for Baldwin County Bridge

>
> Dear Allison,

>
> I live in Fairhope with my family and I don't like the idea of having to pay \$2500 a year just to go to work. I live in Baldwin County and go to love you every single day. This proposed toll/tax quit being unfair burden for myself and neighbors who commute daily.

>
> Using tools for new roadways is one thing. But why would you take away from the road to already exist?

>
> If this happens Baldwin County residents will start going to Florida for shopping instead of Mobile. It will make mobile too costly eastern shore residents to visit regularly for shopping and recreation.

>
> Please reconsider removing the existing free road and tolls at such a high cost for new roads.

>
> When I lived in orange county and in Texas we had new toll roads that were built with very reasonable tolls and not a financial burden. Why can't Alabama do the same thing?

>
> Thank you
> Tom Owen

>
>
> Sent from my iPhone

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790


<https://mobileriverbridge.com/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 13, 2019 6:33:54 AM

Name

Amber Turrentine

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use I-10 twice a day to drive from Daphne to Mobile where I work.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed cost to travel daily is far too high. I have 3 kids and make \$45000 a year.

Please provide any additional comments you may have on the proposed project:

I understand a need to the construction but you have to understand people have bills to pay. We pay state taxes for stuff like this.
If the \$6 toll goes into effect I will have to quit my job as I dont even spend \$6 a day for lunch.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 11, 2019 7:43:16 PM

Name

Tommy Vernon

Address

██████████
Stapleton, AL 35678
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 round trips per week to work.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If there is a toll for the bridge and it includes the I-10 bridge then you must reconsider your plans. \$120.00 a month for tolls is not acceptable. I currently work for less to avoid travel to Pensacola to work. If I need to add 15 minutes per trip to work in Pensacola and make better pay. I will to avoid losing \$120.00 a month. My wife who works as a nurse as well, currently works in Pensacola and started making \$6.00 more an hour than I make in Mobile. I know atleast 4 or 5 other nurses that work in Mobile and commute from Baldwin County to work that feel the same as I do.

Please provide any additional comments you may have on the proposed project:

The working class in Mobile and Baldwin counties are already some of the lowest paid in this country, we survive and thrive because the cost of living is low as well, this is a cost of living increase and it will put a huge burden on us. Please reconsider this toll, or at the least make an allowance for your local working class citizens.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 12, 2019 4:30:13 PM

Name

Joshua Vreeland

Address

██████████
Theodore, ALABAMA 36582
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

20 x's per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I have concern with the tolls which will be implement on Wallace tunnel and the bridge.
This is to capture as much revenue as possible.
Alabama just passed a fuel tax increase.
Understandable that we need the bridge however we do not need to rob the very people that support our tourism nor locals.
Is this toll a sunset (once bridge is paid for will the toll be removed ?
Is this toll being paid to private company?
Does the revenue go to general fund and not specific to the Mobile Bay Bridge.
During construction has thought been put into least days traveled for most travel disruption days?

Please provide any additional comments you may have on the proposed project:

If toll is implemented allow for stickers to be sent via mail for residents who travel every day across the bay.
If toll is implemented allow for sunset of toll after bridge is paid for in a permanent fashion. No opening toll for more revenue later on.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 9:01:25 AM

Name

Alvin Grantham

Address

██████████
Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

1 or 2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No toll and no slow down for to sharp of a curve. Will only continue to cause delays, bottle neck and accidents

Please provide any additional comments you may have on the proposed project:

Get politicians out of the process. Let the public make the decision.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 10:47:31 AM

Name

Brannon Blggs

Address

██████████
Mobile, AL 36618
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

I commute from Mobile to Spanish Fort and back daily, or 5-7 per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:

I dont want my taxes to be raised by \$4,000 per year, nor do i want to pay to cross the bay everyday going both ways.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 10:27:29 AM

Name

Charelle Pizzotti

Address

██████████
Summerdale, Al 36580
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-4 per month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll is excessive. It's actual highway robbery. I am against the toll. I will have to avoid the toll road and use an alternate route even if it is not convenient because I can't afford to pay \$6 to \$12 for one round trip to Mobile. It's going to cause a financial hardship for people who have to cross the bay for work every day. It certainly would for me if I had to commute to work in Mobile. It wouldn't be worth it to get a job in Mobile if a large portion of my monthly budget was spent on a freaking toll to get to work. My Dad goes through Mobile to Mississippi every week and that's \$26 to \$52 per month for JUST ONE DAY EACH WEEK. I would rather keep the I-10 bayway as is rather than get a new bridge with a toll.

Please provide any additional comments you may have on the proposed project:

Obviously, the ones who are proposing this toll is out of touch and could care less about the average person with the average budget. If the toll bridge is built, at least keep the original bayway for those who cannot afford to pay a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 11:00:33 AM

Name

Cory Biggs

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

14 or more . I work in Spanish Fort and live in Mobile

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


The price for daily commuters is ridiculous and outrageous.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 4:10:47 PM

Name

Danette Kieffer

Address


Gulf Shores, Alabama 36542
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Against tolls for Alabama Residents, recommend Bradley Byrne's plan to use oil and gas revenues for Alabama residents and tolls for residents of other states who are just passing thru and not buying gas or spending money in Alabama.

Please provide any additional comments you may have on the proposed project:

Why are we paying 10 cents additional gas tax and getting nothing for it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 12:24:38 PM

Name

Douglaus Johnson

Address

██████████
Mobile, AL 36609
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-4

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Why pay to demolish the old bay way. Can't we leave it for the Wallace tunnel traffic. Add the new bridge and bay way as proposed plus a few on/off ramps.

Please provide any additional comments you may have on the proposed project:

I'm in favor of a significant toll but not for 50 years. 20 years is fine.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 10:49:31 AM

Name

Garrett Johnson

Address

██████████
Loxley, Alabama 36551
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll needs to be reduced to \$1-\$2

Please provide any additional comments you may have on the proposed project:

The timeline can not be correct. For all the work that has to be done, I highly doubt it will be completed in 5 years. It would probably be more cost effective to build a separate structure across the bay rather than tearing down the bay way and rebuilding. With 2 bridge structures across the bay, an accident wouldn't close the entire transportation across the bay by giving a detour.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 2:28:44 PM

Name

Jackson Lepine

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week for work

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Do not think you should be able to place a toll on a route that has already been paid for and the recent tax increase on fuel should take care of upkeep.
Are tolls being placed on any other major projects around the state on federally funded highways? If not maybe they should to spread the cost around the state equally.

Please provide any additional comments you may have on the proposed project:

If ALDOT can't get this funded normally then maybe they should scale down the project, or put it on hold.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 2:14:43 PM

Name

Jan Hinton

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I can't afford to live in Fairhope and work in Mobile under the proposed toll plan. I will look for work in Florida and stop going to Mobile for anything. Doctors, hospitals, shopping, you name it-Mobile will lose my business.

Please provide any additional comments you may have on the proposed project:

The current plan is horrible and without merit.

I would rather leave things the way they are than impose such an outrageous toll on the people who live in one country and make their living in the other. If Baton Rouge can stall any plans to alleviate traffic back ups on 1-10, we can too.

Suggestions:

Require all trucks to use Cochrane Bridge. This would help enormously.... get the trucks out of the tunnels.

If you want a toll, citizens of Mobile and Baldwin counties should be exempt. Tax everyone else. It won't be a burden to occasional users.


You need to rethink this - if you follow through w this plan you will alter the economy in both Mobile and on Eastern Shore. The current plan will have all sorts of negative consequences.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 7:23:57 PM

Name

John Williamson

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

No less than 10 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There should be no toll stations on the new bridge as well as the Wallace Tunnel.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 10:08:28 AM

Name

Jeremy Sandefur

Address

██████████
Mobile, Al 36695
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-5 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I personally plan on changing my responsibilities and travel habits across the bay if the toll tax is established. The cost of gas is already a mild deterrent, however an additional cost to access that area of our community is not something I am willing to pay for. I understand that the current tunnel, etc. will still be accessible however I also believe traffic will not change much due to the same concern I voiced.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 6:48:55 PM

Name

John Mitchell

Address

██████████
Mobile, Al 36618
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Two or three times a month.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There should not be a toll on a interstate highway.

Please provide any additional comments you may have on the proposed project:

No Toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 2:41:51 PM

Name

Jordan Giada

Address

██████████
SEMMES, AL 36575
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

6

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I see this causing more harm than good, especially to people like me who commute daily across the bay to Spanish Fort.

Please provide any additional comments you may have on the proposed project:

I think it's a waste of tax payer dollars, I commute every day and I don't want this. I don't think it will help anything. I10 and i65 are heavily traveled and traffic is to be expected on occasion. Instead, why not refurbish Cochrane-Africa town and causeway to support increased traffic flow? I bet it'll cost less than \$2B.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 9:10:02 PM

Name

Lee Richey

Address

██████████
Millbrook, AL 36054
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Other

Other? Please describe

Citizen of Alabama

How often do you use I-10 between Mobile and Baldwin Counties a week?

Not weekly. I do not support toll roads anywhere in Alabama,

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

NOT as a toll road. Should be financed by state and federal infrastructure funds

Please provide any additional comments you may have on the proposed project:


Once a toll bridge or toll road goes in, the toll will increase FOREVER!!! I hate toll roads and politicians who kick the can by placing the burden of financing on the poorest of the poor by imposing tolls that take money out of pockets of those who are unable to afford (and all other citizens and visitors to our state) such terrible burdens.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 8:47:24 AM

Name

Linda Cavallari

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

It varies. When working in Mobile, it's 5 days a week, to and from. My Dentist is in Mobile. This bridge is needed. It will increase commerce and the entrance/exits on and off will bring economic impact to areas on both sides of the bridge. It's a good idea; the best time to do this is now, not later.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The two bridges available now are not adequate for the traffic, nor for building commerce. This bridge will open up areas on both sides to commerce for thriving communities.

Please provide any additional comments you may have on the proposed project:


Proposal should progress now.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 10:02:29 AM

Name

Mary and Robert Miller

Address


Loxley, Al 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

6/7 (12/14 since it's both ways)

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This projected toll would be a hardship on our family. My husband commutes from Loxley to Saraland almost daily. We are primarily a single income family with his wages making up most of our annual income. Our income is supplemented by my small face painting business. We have three small children and maintain a membership to the Exploreum in Mobile in addition to doing some dining and shopping across the bay in Mobile. With this new toll he will have to seek work on our side of the bay as we will not be able to afford it as projected. We will also be less likely to go to Mobile for entertainment as we have easy, and cheaper, access to Pensacola and South Baldwin County toll free. I hope that comments from families like ours will make a difference but if not we can adapt. I don't mind keeping my tax dollars in Baldwin and Escambia (Florida) counties.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 1:33:42 PM

Name

Michael Baker

Address

██████████
Loxley, Al 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice daily 5 days a week at minimum.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:

As a commuter since 1989, I think something should have been done years ago. I travel across the bay for work, for my kids, and sometimes for pleasure. At a minimum of \$3 toll 5 days a week, \$120 a month is a lot. Especially for a single Dad who's children live in Mobile and I get my children 12 days a month. ALDOT may want to back up and think about this again.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 9:45:27 AM

Name

Neil Elmore

Address


Semmes, AL 36575
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-12 times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


You cannot impose such a heavy toll on residents of Mobile and Baldwin counties. There has to be some relief for the people that live and work in our communities. A \$3000-\$4000 tax on top of what is already collected from us is unnecessary and unfair. My options would be to take the causeway with much more traffic than it currently has, because of the toll avoidance, or be taxed at an extreme rate. That is simply unacceptable!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 10:16:29 AM

Name

Nita Ruland

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Very often as I have family still living in Mobile.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The need for an additional bridge is long overdue. Traffic is overwhelming at times. The travel back and forth can be quite dangerous as folks are in a hurry to get back and forth. There is quite a lot of trucks that travel this area. 18 wheelers are often getting stuck in the tunnel causing backups. Wrecks can cause backups for hours. The growth of the Baldwin County area and the commute back and forth for folks that work in Mobile has long been an issue that has not been addressed. There is also a great amount of out-of-towners that travel this area. However, to toll a new bridge in the amounts that are being discussed is outrageous and unaffordable for many that travel this area. An added cost of perhaps \$200 per month to go to work and back is just not doable for some. I am definitely in favor of a bridge, but the cost must be distributed in some other fashion. If the bridge is built and the toll is as high as is being discussed many people will opt to use the causeway and bayway thereby continuing to clog the roadways with traffic and creating a bridge that is not used as it should be.

Please provide any additional comments you may have on the proposed project:


Toll the travelers a more reasonable amount. Constant commuters that work in Mobile or Baldwin counties need to have a very low rate. Out of town travelers should be charged a bit more. The money should be raised in some other way to cover the majority of this project. This should have been addressed years ago and was not. Now, it is a crisis situation, but more must be done to come up with a better solution to the cost before the bridge is built.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 5:48:52 PM

Name

richard Kieffer

Address


Gulf Shores, AL 36542
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

several times a month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Put toll booths at the MS and FL state lines and toll the thru traffic leave local people alone. The 60 mile trip on I-10 travelers do not pay taxes in AL, they are causing the congestion so let them pay for it.

Please provide any additional comments you may have on the proposed project:


Put toll booths at the MS and FL state lines and toll the thru traffic leave local people alone. The 60 mile trip on I-10 travelers do not pay taxes in AL, they are causing the congestion so let them pay for it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 1:15:40 PM

Name

Ryan Wooster

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Daily

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Obviously there is a need for expansion. Have you been on the bay way at 5pm? But a toll road is the best idea you can come up with? If you can't make this work with the already available funding you have then don't tax the citizens of this state for your failures. Fucking crooks.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 1:36:42 PM

Name

Samuel Bolling

Address

██████████
MOBILE, AL 36608
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice weekly on average.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

First and foremost;. The Bridge as proposed, has the Same Two obstructive Curves as the current debacle, the 45° entrances & exist to the Wallace Tunnel which in my opinion starts the traffic slow downs (you posted 55mph there some time ago, this has Noeffect, as most people are down to 45 or less at these points). The Curves Are The problem, Don't repeat the mistake, Change it (the Bridge Proposal). From an Ariel view, the common sense aproach is to start the Mobile -side interchange @ (or just before) Virginia Street... Proceed Straight across Mobile River from there (keyword Straight). Connect to Pinto Island and from there continuing across the Bay South of the Battleship at same level as current BayWay; which has proven itself structurally during storms. Do Not interrupt current BayWay @ All Over Bay, this would be another major backup (as viewed now at mid-causeway exit, entrance.). Again I believe you'd be doubling the pain that already exists! Charge toll Only on New Construction. In addition You could then focus on "Phase II" or the improvement of the hwy90/98 Causeway, starting with a center express lane with No exits except at each end; Charge Toll / Xpress membership here. Eventually I Invision a double deck highway above Causeway for this purpose, or simply do it from the beginning. This would keep the Causeway accessable during HighWater.

Estimated cost of (a) Bridge Phase I= \$740mill. est. Causeway renovation Phase II = \$498mill. Or &365mill.

Do Nothing to the Original Bayway until "Phase III": BUILD 4 center lanes between existing structures with No Exits, only "crossovers to the East & WBound sides of current I-10 for emergency's & re.-routing of traffic during accidents; similar to the I-10 Atchafalaya Basin span in Louisiana. Otherwise, this additional structure "down the middle" would Also be a Toll for those Who Want the convenience of no exits. Est.cost, down the Road if needed \$900mill.

(cont.)

Please provide any additional comments you may have on the proposed project:

First and foremost;. The Bridge as proposed, has the Same Two obstructive Curves as the current debacle, the 45° entrances & exist to the Wallace Tunnel which in my opinion starts the traffic slow downs (you posted 55mph there some time ago, this has Noeffect, as most people are down to 45 or less at these points). The Curves Are The problem, Don't repeat the mistake, Change it (the Bridge Proposal). Phase I: From an Ariel view, the common sense approach is to start the Mobile -side interchange @ (or just before) Virginia Street... Proceed Straight across Mobile River from there (keyword Straight). Connect to Pinto Island and from there continuing across the Bay South of the Battleship at same level as current BayWay; which has proven itself structurally during storms. Do Not interrupt current BayWay @ All Over Bay, this would be another major backup (as viewed now at mid-causeway exit, entrance.). Again I believe you'd be doubling the pain that already exists! Charge toll Only on New Construction. In addition You could then focus on "Phase II" or the improvement of the hwy90/98 Causeway, starting with a center express lane with No exits except at each end; Charge Toll / Xpress membership here. Eventually I Invision a double deck highway above Causeway for this purpose, or simply doit from the beginning. This would keep the Causeway accessable during HighWater. Estimated cost of (a) Bridge Phase I= \$740mill. est. Causeway renovation Phase II = \$498mill. Or &365mill.

Do Nothing to the Original Bayway until "Phase III": BUILD 4 center lanes between existing structures with No Exits, only "crossovers to the East & WBound sides of current I-10 for emergency's & re,-routing of traffic during accidents; similar to the I-10 Atchafalaya Basin span in Louisiana. Otherwise, this additional structure "down the middle" would Also be a Toll for those Who Want the convenience of no exits. Est.cost, down the Road if needed \$900mill.

(a) Interchange New Bridge lanes on Eastern Shore with the original plan. Or eliminate that and go Over 98/90/i10 Spanish Fort interchange all together And Connect to I-10 somewhere near proposed interchange # Bald CoRd 13.

You probably won't take this seriously, even if you read: but I am hoping You Will!
Sincerely, Sam B Bolling II Mobile, Alabama bosam3@gmail.com 251-753-7587

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 10:07:30 AM

Name

Terrie Owens

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Almost everyday.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

My husband and I are both employed in Mobile and reside in Daphne. I am a sole proprietor with my office in downtown Mobile. My husband is an employee of a small business that would not absorb the toll cost for him. The proposed amount of the toll would be a tremendous financial burden on our family. We cannot car pool due to the differences in our schedules and the fact that we have two small children. Mobile County and Baldwin County residents should be exempt from this toll. There are plenty of other travelers that can bare the burden instead. I cannot even imagine the burden on extremely low wage earners, businesses, the list goes on. This will be devastating for residents of Mobile and Baldwin County.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 5:00:20 PM

Name

Tom Morgan

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

I live in Daphne and work in Mobile 5 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It would be cheaper and a faster fix to widen the causeway all the way to the Cochran Bridge and make it easier access to I-110 from there.
Also put up signs for folks traveling north of Mobile to take Cochran Bridge route - this should reduce the traffic flow by 20% off of Bayway.

Please provide any additional comments you may have on the proposed project:

I also believe ALDOT is using this as a sneaky way to repair / replace the bayway bridge without having to admit the lack of major maintenance for past years.


I also would like assurances that if toll is put in place ALL state and government workers to include ALDOT employees should be forced to pay toll with their OWN money when using the new bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 15, 2019 1:07:40 PM

Name

Victor Leon

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use the I-10 Bayway Bridge 10-12 times per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am in favor of adding capacity to I-10, but not the addition of a structure that will cost our local residents, which use these roads for business, the type of money that is suggested by these tolls. There are many similar projects that are funded by State and Federal funds, which do not require tolls.

This project will put a barrier between the two counties for a projected 55 years. Nobody will want to work in Mobile when they are living in Baldwin County (and visa versa). This limits our workforce in both areas and can have impacts on our local economy.

The way that I also understand the terms are that the tolls will be in place for 55 years, regardless of revenue received from the tolls. There is no payoff. How can anybody approve a plan that does not have mutual benefits? Sure we get more capacity on I-10, but we have to pay a lot of money for it and we still pay even after we have paid it off. This is a benefit to all people coming through this area (for both personal and business).

We need to find a way to generate more capacity. If we believe this is the only way to solve this issue, then I don't believe we are thinking very hard. With all of the minds and resources in this country, we should be able to solve and infrastructure problem that doesn't require significant hardship to local residents. All this will do is shift and multiply problems from the Bayway and shift them to the Causeway.

This is not only going to hit in the wallet, but will affect day to day decisions we make on activities we allow ourselves to do today with the freedoms we have of not paying a toll. This is a No-Go and should be reviewed some more. This is a Federal and State issue which should be resolved the same as other

projects funded by state and Federal.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 16, 2019 8:18:30 AM

Name

Alexia Simmons

Address


Semmes, AL 36575
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Hi, I am writing this comment on behalf of me and my husband. We are longtime natives of the Mobile area, my husband uses this interstate to commute across the bay every day for work. The toll would impact us greatly from a financial standpoint. I also work in the downtown area. However, we also are considering moving across the bay and that would make me a commuter. Either way this is going to affect our household tremendously.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

NO, the tolls are ridiculous for residents of this state. We should be toll free. What do we pay taxes for.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 16, 2019 10:58:15 PM

Name

Bob Knapp

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

on the average two round trips

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Place a toll on the trip and I will shop in Pensacola instead of Mobile.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 16, 2019 3:19:50 PM

Name

John Kenny

Address

██████████
FAIRHOPE, ALABAMA 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I'm opposed to the concept of putting a toll on an arterial thoroughfare for the residents and employees of Mobile and Baldwin counties.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 16, 2019 12:38:12 AM

Name

Kelly Long

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I believe our tax dollars are enough to fund the bridge and that a toll is not required. I am opposed to any toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 16, 2019 11:00:36 AM

Name

Kelly Morse

Address



Daphne, AL 36526

United States

[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-4 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Local residents should not be paying this toll. Also it's very expensive as proposed for out-of-towners. Citizens need a pass for their car to commute for free.

From: agregg.mobileriverbridge.com
To: [Wood, Andrew](#)
Subject: Fwd: Mobile River Bridge
Date: Thursday, May 16, 2019 12:27:40 PM

> ----- Original Message -----

> From: Scott Pulliam [REDACTED]
> To: agregg@mobileriverbridge.com
> Date: May 16, 2019 at 1:26 PM
> Subject: Mobile River Bridge

>
> Not sure where to send comments. But send this to the powers that be...
> The toll is ridiculous. Not to mention tolling the Wallace Tunnel is completely unfair. Don't build the bridge if the toll is required.
>
> Sent from my iPhone

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790

https://urldefense.proofpoint.com/v2/url?u=https-3A__mobileriverbridge.com_&d=DwIFaQ&c=lSeynXUFIYj-tdeX6gNnztbCom1Kz3WIsk-7BcsdgdY&r=tlivvzzWpziIHN6fKhu9JaaOG2xecnXGPg-ZWQH1B-w&m=_semOZRk17OGnTR8X9MKIVTAg7SdFPxNWSRZr9KmNwg&s=2obHZE-efK9SJv4g5RpWPTsiuuB2iuV-nSkVX4uipce&e=

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 16, 2019 5:26:58 PM

Name

Terena Bonham

Address

██████████
Mobile, Alabama 36608
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Everyday

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I go across that bridge everyday for work. I can barely afford the gas much less an extra toll both ways. I'll lose my job because I can't pay my way across a bridge that is ridiculous.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 4:37:43 PM

Name

Andrew McKay

Address

██████████
Pensacola, Florida 32504
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

I personally do not use it more than a few times a year. However, as the host of the Pensacola Morning News on NewsRadio92.3, in talking with our listeners, there is enormous frustration over the prospect of having to pay a toll to use an essential public expressway. The core interstate system of 5s and 10s is supposed to facilitate work, tourism, travel, and commerce by being a free network of roads going anywhere in the country. Northwest Floridians believe it would be both inappropriate to turn such a key piece of that system into a toll road and also a terrible hardship on the people who do commute from Mobile to Pensacola daily. It may be useful for you to study the Garcon Point Bridge, which has been a total fiasco and failure precisely because local residents are generally unwilling to pay \$3.75 each way to cross from Gulf Breeze to Milton, even though doing so would save them 30-40 minutes of travel time. Our residents are very price sensitive, and putting any toll, especially one as high as \$3-\$6 each way would likely discourage them from using the new bridge at all. Thus it will either harm them financially or harm them in convenience/time. Please do not become the first community to require a toll on I-10, the road which for decades has carried millions of people from the Atlantic Ocean to the Pacific Ocean for free.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Upgrading the Bayway is a great idea and necessary. Adding the bridge alternative to Wallace Tunnel also seems good. However, the KEY problem with the project is the imposition of a toll to use the Bayway. I-10 should be free or should at least have free lanes. If capacity is the key, do as so many other areas do and add tolled express lanes in addition to untolled free lanes. Then at least individual commuters can decide how much their time is worth rather than being forced to pay for access to an essential road.

Please provide any additional comments you may have on the proposed project:

As a purely practical matter, I understand the purpose of tolling the new bridge is to pay for it, obviously. Aside from opposing the toll for the reasons given, I sincerely hope you will consider what I said about Garcon Point Bridge above. If you do not, you may find you have built a very expensive road that is a

financial drain on your State precisely because people stop using it the way you expect they will. For that reason alone, I implore you to find another revenue source for this project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 18, 2019 1:19:16 PM

Name

Brady Cook

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

6 days/wk

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Toll bridge would be ok as long as local workers have a toll free option. Baldwin county residents working in Mobile only have 2 locations where we can cross the Mobile River Delta (2nd largest river delta in North America). What used to be a 30-40 minute commute for me has become 1hr -1.5hr commute on certain days of the week during summer months. Maybe see if the Alabama/Florida tourism agencies could help pick up some of the costs. Federal Interstate highways should costs "extra" for taxpayers. A toll is just another tax on American taxpayers who are already paying too much!!!

Please provide any additional comments you may have on the proposed project:

I-10 needs extra capacity from Baldwin Beach Express to at least Exit 13 in Theodore. All of the added jobs at Airbus, Walmart, Amazon have added tremendously to the traffic count along this corridor. Add that to the increasing tourist coming through Mobile headed to the Alabama/Florida beaches and Orlando area from the west and we have a huge mess at the tunnels and along the Bay-way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 18, 2019 6:23:32 PM

Name

Carter Jie

Address

██████████
Mobile, Al 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Why not connect the existing Cochran bridge straight to bayway and 165 that gives a direct bypass to tunnels only adds 8 minutes now to trip no tolls and does not disrupt the causeway.

Please provide any additional comments you may have on the proposed project:

Why not connect the existing Cochran bridge straight to bayway and 165 that gives a direct bypass to tunnels only adds 8 minutes now to trip no tolls and does not disrupt the causeway.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 12:30:59 PM

Name

Chad Myrick

Address

██████████
Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The issue is the bottleneck caused by the poorly designed entrance/exit on the west side of the Wallace Tunnel. Re-design that and also close the exit 30 on ramp from the causeway. Bottleneck problem drastically reduced... without needing a \$2 billion new bridge along with laughable toll charges.

Please provide any additional comments you may have on the proposed project:

I do not support the bridge proposal. There are traffic issues, but they can be addressed without the bridge. I've driven the bayway daily for 15 years...once the tunnel bottleneck is addressed, the traffic flows relatively smoothly for the most part. The worst part these days commuting is Government St since the east bound on ramp off Water St was closed.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:25:50 AM

Name

Charles Morris

Address

██████████
Mobile, AL 36603
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-20 a month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The few delays that occur are not long enough to justify the excessive cost of building this bridge.

Please provide any additional comments you may have on the proposed project:

Do not build this bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 11:00:03 PM

Name

Connie Allen

Address

[REDACTED]
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Several times a week, sometimes more than twice each day!

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Just as Dr. Luke Campomenosi mentions there are many other bridge/road projects through out our Country that are Federally funded, NOT with a toll bridge, that will just cost us tax payers even more! This is completely unfair, and will put a huge financial burden on many of us that have to travel daily to and from work each day. PLEASE find another way to pay for this project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 10:02:17 AM

Name

Crystal Griffin

Address

██████████
Fairhope, AL 36533
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Residents of Baldwin County and Mobile County should either not be charged at all, or charged a significantly smaller charge. Tolls as proposed could break many of the people who have to commute for their jobs daily and/or weekly.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 4:28:13 PM

Name

Curtis Eldridge

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

About sixteen times per month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The tunnel can't handle the traffic volume, plus people from Texas, Louisiana, and Mississippi have obviously never driven through a tunnel so they back up traffic even more. Something needs to be done, the bridge is a good solution.

Please provide any additional comments you may have on the proposed project:

I love the bridge idea, but I think it should be a toll bridge. Because it's a convenience and the people who use it should be the ones who pay for it instead of everyone having to.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 4:44:11 PM

Name

Cynthia Ingram

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

Have homes in both counties

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We already have to pay a toll at the beach express. It's not financially feasible to residents to put a toll on the bay way just so a few good ole boys can line their pockets. I10 is a major artery and should be paid for by taxes that we already pay. No new taxes and no toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 5:02:12 PM

Name

Dana Lupton

Address

██████████
Pensacola, Florida 32504
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Other

Other? Please describe

Commute to New Orleans for leisure

How often do you use I-10 between Mobile and Baldwin Counties a week?

I can't say per week. I am in the area 4 or 5 times a year.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am in favor of the project to add capacity. However, I am not in favor of any toll what so ever.

Please provide any additional comments you may have on the proposed project:

n/a

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 1:49:00 PM

Name

David Dabney

Address

██████████
Bay Minette, Al 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Not in favor of any road improvement to a Federal Interstate that would require a toll to make it happen.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 18, 2019 10:49:08 AM

Name

David Dunnam

Address

██████████
Bay Minette, ALABAMA 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Traffic in this areas comes to a standstill at times and the tunnels need to be bypassed.

Please provide any additional comments you may have on the proposed project:


Americans are taxed enough already. Our tax dollars need to be managed to pay for this project, plan and simple.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 2:40:05 PM

Name

David sanford

Address


pensacola, FL 32506
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Hardly ever mybe twice a year.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I've heard there will be a toll on this bridge, and it shouldn't be a toll. I-10 is maintained with taxes of the people so a toll on the bridge would be double taxation in my opinion. I would use the cause way rather than paying a toll to go to Mobile.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 12:24:20 AM

Name

Douglas Revere

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I am in favor of the project, but I am not in favor of the proposed toll for using the bayway. This would essentially reduce my salary that I earn in Mobile. The state needs to find the money somewhere else instead of placing a hardship on its residents. If the project cannot be done without the toll, then don't do it.

Please provide any additional comments you may have on the proposed project:


I am in favor of the project, but I am not in favor of the proposed toll for using the bayway. This would essentially reduce my salary that I earn in Mobile. The state needs to find the money somewhere else instead of placing a hardship on its residents. If the project cannot be done without the toll, then don't do it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:02:47 AM

Name

Fred Kennedy

Address


Pensacola, FL 32506
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I think the causeway should be improved and widened with alternative exits

Please provide any additional comments you may have on the proposed project:

I will not use a toll road when public roads are available.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 3:36:07 PM

Name

Gary Montee

Address

██████████
Pensacola, Florida 32514
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Four to six

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No toll in interstate bridge, just plain wrong.

Please provide any additional comments you may have on the proposed project:

If it happens will change my business to another state.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 8:35:44 AM

Name

Gina Germany

Address

██████████
Mobile, AL 36693
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least once sometimes every day, depends on business, a toll will hurt my business.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

However, as a tax payer I don't feel I need top pay for this project twice, with my taxes and a toll.

Please provide any additional comments you may have on the proposed project:

Allocate lottery money to cover the cost, of course if the lottery gets passed. It is way overdue for Alabama to get with the program and become more progressive.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 11:21:32 PM

Name

Haney Jones

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Everyday

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I live in Baldwin County and work and attend church in Mobile. My son goes to school in Mobile. We can not afford to pay tolls every single day to work and attend school/church in Mobile. Issue bonds, raise property taxes, appeal for more federal money, but please do not attach a toll to the bridge. I don't believe that there is a toll anywhere on I-10 from Jacksonville to Los Angeles. Don't put a toll on our section of I-10.

Thank you for your diligence and consideration.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 18, 2019 10:40:07 AM

Name

Helena Roldan

Address

██████████
Mobile, AL 36606
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 times each week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No toll on Wallace tunnel, existing bayway, Bankhead tunnel, existing causeway or Cochrane Bridge. These are public roads that have been paid for by taxpayers through the years; it is robbery to charge the motorist to use a road that they have already paid for. This is a federal interstate; the feds need to fund this project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 8:09:42 AM

Name

Hope Maske

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The tolls are not necessary but, understandable. However, only for the new bridge. The bayway, causeway, and Cochran should not be considered in the toll. It's outrageous to have to pay twice a day, not too mention as a local to the area.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 8:13:43 AM

Name

Jacob Maske

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I work at Lake Forrest Golf Course in Daphne, 6 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It isn't right to toll the roads previously here to pay for a new one. Only toll the new bridge and non-locals. \$2 one way, knowing people have to go home is ridiculous. Where is the state funding? Where is the Federal funding?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:57:52 AM

Name

James English

Address

██████████
Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Need to off set cost and no toll.

Please provide any additional comments you may have on the proposed project:


Toll bad idea.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 18, 2019 4:01:22 PM

Name

Janis Mills

Address


Pensacola, FL 32501
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

NO TOLL ROAD!! Double taxation on a US interstate!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:47:52 AM

Name

Jay Richards

Address

██████████
Pensacola, FL 32515
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We pay for roads and bridges already in taxes. Now we are being taxed again by having to pay a toll. This is double taxation and a disservice to the people who can't afford it.

Please provide any additional comments you may have on the proposed project:


For people who commute regularly, this is going to be life altering in how much it costs just to work. For people who want to go to Mobile for leisure, they will find other things to do. Look at what the toll on the Garçon Point bridge has done. People don't use it and it effects all the local businesses.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 4:32:41 PM

Name

Jermaine Gates

Address


Pensacola, FL 32514
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

My wife and I travel to Mississippi at least once a month but I know people who work in Mobile and live in Pensacola. These people already have lots of expenses to deal with.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I-10 going into Mobile is always crowded at certain times of the week. It's a major city with high population. Building a toll road is not going to help relieve traffic congestion. All a toll road is going to do is make a lot of people mad they have to pay out extra money for something that should be free!

Please provide any additional comments you may have on the proposed project:

Look for solutions to relieve traffic congestion that do not involve taxing people for a road no one wants.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 7:16:07 AM

Name

Jery Mitchell

Address

[REDACTED]
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Every day

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The tunnel is to business

Please provide any additional comments you may have on the proposed project:

Do not need a toll

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 7:30:40 AM

Name

Jimmy May

Address

[REDACTED]
Mobile, AL 36693
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Maybe 3-4 a month but do not use I-10 every time. Sometimes use Bankhead.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I'm opposed to changing a toll to Mobile or Baldwin residents. The vast majority of the vehicles taking advantage of the new bridge would be out of state drivers.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 1:13:59 PM

Name

John Barkett

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Other

Other? Please describe

Veteran admin clinic

How often do you use I-10 between Mobile and Baldwin Counties a week?

Sometimes 3 sometimes 0

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Re build the causeway for local commuters new bridge give locals 75% off

Please provide any additional comments you may have on the proposed project:


Supply ferry service

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 1:24:00 PM

Name

Julia Bower

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Just fix I-10 curve & number of lanes into tunnel.

Please provide any additional comments you may have on the proposed project:

NO TOLL!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:01:48 AM

Name

Kevin Dunn, Ph.D.

Address

██████████
Fruitdale, Alabama 36539
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I cross twice a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

As I live in a rural are, I can represent my neighbors by saying that paying tolls that provides conditional benefits only to city residents is illogical, and an action that takes advantage of people who need the federally-funded throughway. By and large, toll bridges are comparable to flytraps and spiderwebs. Consider who gains and who loses in that scenario.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:21:29 PM

Name

Lisa Anderson

Address

██████████
Spanish Fort, Ala 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

3- 6 days a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think there is a more affordable design (less grandiose) and I think charging locals a toll is wrong. We endure all the tourist, beach and thru traffic plus pay road taxes now. Let the tourist and thru traffic pay the toll not locals. Charging locals a toll is a burden on the household income. We need an alternative to the tunnels and Cochran's bridge when they are bogged down completely but if you insist on a toll for locals, give us a big discount with a fast pass. Stopping traffic for tolls will bog the traffic down even more.

Please provide any additional comments you may have on the proposed project:

I'm also concerned about the effect on local wildlife and waterways. When I 10 Bayway was built, thousands of birds died as a result of flying into the concrete wall. It was horrible and sickening to say the least.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 9:14:48 AM

Name

Martin Norden

Address

██████████
Mobile, Alabama 36607
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Daily

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Yes there needs to be added capacity, No there does not need to be a TOLL. This is solving a federal interstate problem. When a federal highway is expanded be it across a bay, river or just down the road, the federal government (our tax dollars) should foot the bill. When a federal interstate gets widened and additional lanes are put in to handle the increase in traffic, is a TOLL placed on the road? Answer: No. A local example is the toll bridge at the gulf. Our tax dollars build a road, then let a private group build a bridge to charge a TOLL. Without our tax dollars building the road there never would be a need for the bridge in the first place and we are not getting any of our tax money back for the road portion of the project. Finance with available funds and do not burden us with a TOLL. Or, do not do the project and let people sit in traffic. Or, redesign it all to meet the funds available.

Please provide any additional comments you may have on the proposed project:

Outrage when I heard that a TOLL was going to be placed on use of the project. I am totally AGAINST a TOLL.

From: [Matt Zarzour](#)
To: [MRB Environmental](#)
Subject: I-10 Mobile River Bridge Support
Date: Friday, May 17, 2019 12:31:21 PM

Good Afternoon,

I just wanted to pass along my strong support for the I-10 Bridge project in Mobile. I know there have been several dissenters regarding the project, but it is necessary. I very much look forward to the project taking shape, and I appreciate all of your efforts.

Regards,

Matt

Matt Zarzour

[REDACTED]
Mobile, AL 36602

[REDACTED]
www.zarzour.co




From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 7:44:41 AM

Name

Michael Blair

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

12 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

This bridge can not come soon enough. People all over the country complain about getting stuck in Mobile on the way to the FL/AL coast. It also makes it really tough on residents who live on one side of the bay and work on the other. There have been numerous times that I've been late to pick up my kids from Afterschool care due to traffic on the bay way.

Please provide any additional comments you may have on the proposed project:

I would prefer that the project be funded by state taxes (given the number of roads we've helped pay for up north), but I would not be opposed to an approximately \$200 a year tag for residents to help minimize traffic.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 7:50:08 AM

Name

Michael Connolly

Address

██████████
Perdido, AL 36562
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6-8

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

While there is a need to provide traffic relief, this toll bridge is not it. With the new fuel tax that was forced on the citizens of Alabama, there is no reason that a bridge project should not be paid for via taxes and Federal funding. As a resident, commuter, and truck driver, I have a great appreciation for the Federal Interstate system. To build a toll bridge is one thing. To replace the existing bridge and also toll the Wallace Tunnel is something else. The project as proposed will cause an unfair burden to the citizens of Mobile and Baldwin Counties. If you want to build a separate bridge and Bayway, go ahead, but leave I-10 and the Wallace Tunnel unrolled.

Please provide any additional comments you may have on the proposed project:

Alabama should consider and elevated expressway over the existing roads from the Bayway to the Cochrane Africatown Bridge to I-165, creating an alternative bypass for through traffic and commercial vehicles.

Also, as a daily commuter, I can't help but notice the lack of traffic enforcement in Mobile. People drive 80, 90, 100 mph on I-65 and I-10. Perhaps reducing the speed limit through Mobile and actual speed enforcement by Mobile PD and ALEA would reduce the number of traffic delays and accidents in and around the tunnel.

I have lived here almost all of my life. Between the sales taxes, new fuel taxes, tolls, and God knows what else in the future, I'm seriously considering moving out of this state. Those of you that are making these decisions are not giving much thought to the unfair burdens that are being placed on the local citizens.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 3:06:04 PM

Name

Mike Vergos

Address

████████████████████
Mobile, Alabama 36604
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

None. Where I once used to travel the bridge , for some years now due to the consistent amount of auto accidents on the existing I-10 bridge and on I-10 east or west bound lanes on either side of the I-10 bridge crossing the bay , the alarming amount of vehicles stranded and time wasted not to mention fuel costs while waiting for recovery on the existing I-10 bridge and interstate I don't enter onto that bridge over the bay. While facts in my comment might give the thought that a new over pass bridge be constructed over the Mobile river aimed right at the heart of downtown Mobile is warranted it does not mean I'm in favor of it.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As long as you keep the toll to the new bridge I have no problem with the construction of this bridge. If the private sector is going to try and lasso all other routes with proposed tolls so as to stop travelers from skipping around the new proposed tolled bridge there will stiff resistance in the form of multiple lawsuits.

Please provide any additional comments you may have on the proposed project:

If there are no plans to widen west bound lanes of I-10 on the west side of the Wallace tunnel for a great distance and east bound lanes of I-10 after the existing I-10 bay way bridge for a great distance then all this new I-10 bay bridge will do little to stifle a traffic congested recovery from accidents man made or natural.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 9:57:48 AM

Name

Mindalyn McWhirter

Address

████████████████████
Mobile, Al 36618
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I believe there should be another way that is more cost efficient. An estimated 2 Billion cost as it stands now will probably cost 5 billion in the end..

Please provide any additional comments you may have on the proposed project:

Ought governor just imposed a 10c gas hike for "infrastructure" and it looks like the lottery is going to pass. If so, most of it is going in the general fund..?? Not the school, not the bridge but the general fund.. We are already taxed to DEATH this needs to stop!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 4:45:11 PM

Name

Philip Marasca

Address

██████████
Mobile, AL 36609
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Less than once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Transportation facilities are expensive. I have no problem with making the user pay by imposing a toll. This is a well established concept across the nation. To maintain roads in good condition Alabama just raised the gas tax. If there is no toll they may have to raise the tax again to pay for the bridge. Is that fair to the residents of North Alabama who will never use the bridge?

Please provide any additional comments you may have on the proposed project:


The question of whether people will pay a toll for convenience and to avoid congestion is a resounding, YES.
As far back as the 1930's Robert Moses, the parks commission of New York state, proposed a toll bridge from the Bronx to Manhattan on the Henry Hudson Parkway. People said why would anyone pay a toll when the nearby Broadway bridge was free. Needless to say the toll bridge was a success. The toll revenue collected was used to leverage road improvements throughout the New York Metropolitan region. It is still a toll bridge today. Perhaps ALDOT could build a park and ride lot on the eastern shore so that people taking local trips could car pool and reduce their toll expenses. A pedestrian walkway and bikeway should also be placed on the bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 7:03:49 PM

Name

Retha Bell

Address


Gulf shores, AL 36542
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

I am disabled on limited income. Drs and hospitals are in Mobile. I need access to them. It's difficult enough to make ends meet now. This project as proposed is not necessary with a toll. We are taxed plenty here. The numbers prove it. We already cannot trust that money is used wisely in this state. I feel that with the federal funds, there is enough to do another route using the Africa Town bridge. Surely that is a less expensive idea. Why is Montgomery and Birmingham not paying a toll? All larger cities have traffic. I do not think our traffic is warranting any expensive change. Why not remove the caution lights at the tunnel that make for the congestion. Oh, I know, the idiots that created the "curve" are the real reason for the congestion. Interstates don't have tolls, in general. I see this protect as unnecessary, and will further hurt Mobile Bay environmentally!!!!!!

How often do you use I-10 between Mobile and Baldwin Counties a week?

As often as I need to.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Use Africatown Bridge for the project, if you MUST build something. I do not think anything is necessary, personally. Just a way for politicians and their buddies to get more wealthy using our backs. I'm tired of this corrupt state that I've been born and raised in. I'm pushing late 50's, and sick of our politicians not looking out properly for us locals!

Please provide any additional comments you may have on the proposed project:

The environmental impact of a project is going to hurt our area. I'm appalled that the public is not shouting about that aspect of the impact of this project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 8:08:43 AM

Name

Shane Bininger

Address

██████████
Milton, FL 32583
United States
[Map It](#)

Are you any of the following?

- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I travel to and from at least 5 days a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll price is ridiculous and will cause me to reconsider my current employment. This is a unfair tax especially with the state implementing a new tax on gas for roadways.

Please provide any additional comments you may have on the proposed project:


What about having a commuter discount.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 2:48:03 PM

Name

Shane Hagan

Address


Goodwater, Alabama 35072
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

2 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

No the gas tax hike was suppose to cover all this .

Please provide any additional comments you may have on the proposed project:

Nice first you raise gas tax now you are wanting a toll bridge enough is enough.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 4:26:10 PM

Name

Sharon Mills

Address

[REDACTED]
Foley, AL 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

There should be no tolls, and there is no need for expansion

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 7:04:49 PM

Name

Steven Drews

Address

██████████
Mobile, AL 36602
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

0-1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I'm answering yes but with an "asterisk". I'm a resident of Church St. East community. I drive from I-65 to I -10 towards downtown Mobile, getting off on Canal St. to get home every day. From what I have read in the proposals it would seem that my family and I would have to paying a toll from Virginia Street to Canal Street, or in reverse, every time we use that stretch of I-10. Not so sure that would be fair to the residence living in the downtown area especially if they are not communicating through the Wallace tunnel or across the new Mobile Bay Bridge. I would also be afraid that it would hurt businesses in Downtown Mobile if people had to pay a toll to get to the downtown area coming from other areas of Mobile County using I-10. Hopefully I have my information wrong. But if not this needs to be reconsidered and the tolls should start past Canal St for the Wallace Tunnel and when getting on to the new Mobile Bay Bridge from I-10. Otherwise, I'm in favor of the proposal for the new project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 9:23:48 AM

Name

Steven Fledderman

Address

██████████
Mobile, Alabama 36619
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Making the I-10 bridge a Toll, I will use other crossings, so I do not have to pay an expensive toll. causing traffic back up on the causeway, which floods a lot! the interstate is paid for by the gasoline tax which includes all bridges and any upgrades to the interstate. I-10 is not a state toll road! its a nation road!

Please provide any additional comments you may have on the proposed project:

The bridge over the mobile bay is not needed, there is a bridge already over the mobile river seven miles north of the city, called the Africa town bride. The Africa town bride has 4 lanes the height is high enough for barge traffic it will not obstruct cruise line traffic now using the port of mobile. I-165 interstate connecting to I-65 at mile post 9, from I-65 to water street. The current roads on the west side of the Africa town bridge should be brought up to interstate standards to the Africa town bridge.

The east side of the Arica town bridge, all that would need to be done is make the east side of the Africa town bridge would be to build a bay type bridge then connect to I-10 near state route 59 this would bypass most traffic around mobile. Once the bypass is built all trucks that are not making deliveries in the city of Mobile will have to use the bypass, having truck not using the Wallace Tunnel will also eliminate truck crashes and block traffic for hours. Which has happened several times this year, so don't build this unneeded bridge.


Build a bypass around the city, all major city's do it! The city needs this bypass more than a new costly bridge!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:51:53 AM

Name

Susie White

Address


Cantonment, Florida 32533
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

0

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

That stretch of interstate of I 10 between Pensacola and Mobile has been used for many many many years with people commuting back-and-forth to work from Pensacola to Mobile or Mobile to Pensacola, you might as well consider it part of just a regular access between the two cities, as if you are connecting one side of a city to the other side of a city since they are only approximately 45 minutes apart from each other and those toll costs could possibly cost people their jobs because of not having the toll money to travel every day of the workweek

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Sunday, May 19, 2019 1:05:27 PM

Name

Taylor Gradle

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I believe this proposal is absolutely ridiculous and unnecessary. Charging those who cross the bay every day for work thousands of dollars for something that is not necessary is absurd. This has the potential to create problems for lower income families that use the bayway who can't afford that type of cost each day. If you really had everyone's best interest in mind this toll would not move forward. It also has the potential to affect the bay environmentally with all the new construction. This is not a good deal for the locals but it's clear that we are not your concern. Instead making yourselves more rich at any costs is.

Please provide any additional comments you may have on the proposed project:


Don't do it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 1:15:59 PM

Name

Teresa Preston

Address


Pensacola Beach, FL 32561
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Making the Bayway a toll road with ridiculously high tolls will just direct traffic around the project and clog up the secondary routes.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 3:30:07 PM

Name

Thomas Talbert

Address

██████████
Gulf Shores, Alabama 36542
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Would like no toll

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Saturday, May 18, 2019 9:23:04 AM

Name

Timothy Flowers

Address

██████████
Loxley, AL 36551
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Personally for work, twice a day, five times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Look, it's past time that something is done to help the traffic flow getting across the bay. It's only getting worse each year with the influx of new residents and tourists, but I can't support something that is basically going to charge me money to go to work. I'm willing to wait and get the money from something or somewhere else. I actually understand why there would need to be a toll, but 3-6 dollars is outrageous. I would be paying 30-60 dollars a week to use the new bridge. That's a whole other new bill I'd take on against my will, under an already strapped financial life.

Please provide any additional comments you may have on the proposed project:

If you there were a system to maybe let local verified car tag locals to pass for free and have out of state commuters pay, why couldn't that work? If you guys honestly think though that even a scan toll wouldn't slow down traffic just as bad as the tunnel, then you're making a terrible mistake. I drive trucks for a living and I promise you, it will be just as slow. There will always be people who will slow down for anything that's not an open highway, and mix that with people that will automatically drive slow because they're on a bridge of that size. We will be getting charged money to use something that will not fix the problem.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 4:40:11 PM

Name

Timothy Ingram

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project
- Other

Other? Please describe

Have homes in both counties.

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We already have to pay a toll at the beach express. It's not financially feasible to residents to put a toll on the bay way just so a few good ole boys can line their pockets. I10 is a major artery and should be paid for by taxes that we already pay. No new taxes and no toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Friday, May 17, 2019 10:04:49 AM

Name

Trey LeBlanc

Address

██████████
Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Several, average 3 to 4 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I believe the location and cost of bridge and time to complete and proposed tolls are all going to cause major problems and that there are other solutions, which are less expensive and may provide a better and faster alternative than the \$2B bridge as proposed.

Please provide any additional comments you may have on the proposed project:

A northern route using either the Africatown Bridge or a new smaller and lower bridge creating a bypass tying I-10 Bayway into I-65 is a better solution. The Africatown bridge is very underutilized and could be used as part of a 2 step plan even if a new northern route bridge is needed.
Simply "Y" off I-10 Bayway with new section, raised if necessary to new standards and go direct to Africatown Bridge, then build new elevated road from Africatown Bridge to I-65.
The northern route was declared too expensive before because it included a loop to the Mobile Airport which is unnecessary, but could be added later.
This northern bypass would help alleviate traffic and provide an easy bypass to Mobile tunnel and will be much less expensive and will require much less time to get up and running without disturbing current traffic flow and all things associated with construction of huge new bridge through down town Mobile.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 7:14:53 PM

Name

CAROLYN GOODRUM

Address

██████████
MOBILE, AL 36619
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2 to 3 times each week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:

We NEED the extra capacity across the bay. We DO NOT NEED A TOLL for crossing the bridge. Other cities have large capacity bridges/roads that don't have tolls. There has to be a way to finance the new bridge without charging a toll that will really hurt those who commute to work daily.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 12:53:37 PM

Name

Chad Rome

Address

██████████
Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Business Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Five-six days/week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I believe there is a need for added capacity, but that adding tolls will be burdensome to the businesses in this community. Our business has a maintenance facility in Mobile that services approx. 100 trucks per week. A majority of those trucks are brought from areas as far east as Panama City, FL. The toll would be punitive to our company and would cripple our business with projected tolls of \$5-\$10 each way. This would result in tolls of \$10-\$20 for each truck to get to the maintenance facility and back to its original location, costing hundreds of thousands of dollars each year. This simply is an expense we cannot absorb.

Additionally, we employ nearly 200 employees, many of which commute from eastern AL and FL. The added daily expense would be detrimental to these individuals who must travel to get to work. The toll would result in many employees having to find work elsewhere due to this austere condition.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 5:09:21 AM

Name

Chris and Stephanie Young

Address

████████████████████
Spanish Fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5-6

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

There may be a need to redirect semis, but if there were a way to redirect them, and some spring break and summer traffic... There's really no need for an extra bridge otherwise.

Please provide any additional comments you may have on the proposed project:

This is a federal highway. The law states that there can be no new tolls placed on federal highways... The ones with them ahead were grandfathered in, but tolling any part of 10 is against federal law- you'll be sued for it. I don't mind being a part of the class action suit against you. That was the first issue.

Second issue: even if it weren't already illegal- while I don't believe anyone actually intended is to think there's going to be a \$12 round trip fee (I'd better be correct in this), I do think that charging a toll this high is worse than a tax on the residents. There are way too many commuters for work in the area that use 10 in and out of mobile and Baldwin counties. They use them for recreational reasons as well. You're going to cause prior to not be able to afford to keep their jobs. Some people are just working at gas stations and restaurants, or in retail... They aren't making the kind of money it would take to even come close to paying this toll. Then you add the new gas tax to this toll burden, and you have broke people. You're going to have a large unemployment rate now. You're also GREATLY reducing the income of the middle class by doing this. Prior who work at Austal, Chevron, Airbus, the shipyard, downtown, etc... Restaurants in both counties will see much reduced traffic, better adding that toll will make it not feasible to have a special night out to an upper scarier restaurant, and the lower cost ones will be totally not worth it... That's adding another tip to the cost.

3rd issue: Semis transport good and will be changed regular fees/tolls now. Their parent companies, or the companies that contract them out will now have to raise the part to the drivers to cover the increased costs... And as such well defrayb that added cost by raising the costs of their gonna and services.

4th issue: touched upon above... Area businesses on both sides will see less foot traffic, they will have to pay the tolls themselves, and they will end up having increased costs handed to them by their suppliers- all caused by the tolls. So our local cost of living expenses will go up. Even repair work on homes (a/c repair, etc) will go up, because many of these repairmen that service an area don't live/work in every city that they serve. Lots of cable repair service people live in Mississippi or Florida, but they serve Mobile and Baldwin county. Some of our local businesses may have to go OUT of business because of these added expenditures.

5th problem: these costs will be seen Nationwide... Companies everywhere will have to incur the costs of these tolls and a regular basis, because they transport goods, oil, etc across the country... They use 10 ALL OF THE TIME. They will offset the expenses by raising their prices.

6th issue: where are you going to have the traffic merge back on to 10? If you don't take care of that area first... And have the lanes expand to 5-6 lanes of traffic... You're never going to make this plan work anyway.

7th issue: the problem is the Wallace tunnel and the idiots that stop to go through it, instead of let a steady speed... And truckers that can't stay in one lane at a time in the tunnel... They like to have their wheels in both lanes, even though they aren't switching lanes... Keeping anyone from being about to pass them. You also have an issue with truckers driving in the left lane almost at of the way down 10, racially in the bridge after/before the Wallace tunnel... That's still not going to be "fixed" by a new bridge that has extra curves in it like the entrance/exit to the Wallace tunnel does... So there will be the same damned problems on it as there are in 10 at that bridge...

8th issue: We, in no way, believe the toll will ever disappear. Our local government cannot be trusted to not spend this money elsewhere, and not have the money to pay the builders... Which means selling the bridges, and getting tolled by the private companies that will be sure to raise the costs of the tolls... And they will never be required to get a vote on that.


9th issue: somewhat related to the 8th... This new bridge was paid for a while back. Between BP money and taxes, and other monies... That were supposed to go to this very project... It was paid in full. It just needed to be built. Go figure, the money is no longer there. Which is why we feel like we do in #8 (among many other misappropriation occurrences in this state). Then we just had a gas tax hike that is supposed to pay for... Wait for it... Roads and BRIDGES! BIRMINGHAM isn't going to toll that new fiasco of a bridge construction going on at 459, etc. The shouldn't be tolled either... Even if this was a state road... But it isn't. SO, IF IT WERE GOING TO BE SOME... THE FEDERAL GOVERNMENT needs to pay for it...100%.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 3:13:44 PM

Name

Cindi Gartman

Address


Theodore, AL 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Less than once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

But no toll... use money from the new gas tax to fund the building and upkeep instead.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 1:40:40 PM

Name

Daniel Bowman

Address

██████████
Spanish. Fort, AL 36577
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 6-8 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Most other area of I-10 expansion is complete with no additional exhibitnat tolls. As per posed it would cost me upwards of 2,500.00 per year and place an unnessary financial burden. As a citizen of Baldwin County our officials must look at other ways to fund this project.

Please provide any additional comments you may have on the proposed project:

1.00 flat user fee or 30.00 moth rapid pass ??

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 4:37:48 PM

Name

Daniel Rogers

Address

██████████
Mobile, AL 36609
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The tolls will make the new bridge useless for area commuters and the causeway useless by overcrowding it.

Please provide any additional comments you may have on the proposed project:

I'm firmly against this whole idea. It's a massive waste of money and highly disruptive to local patterns of transport and commuting that have developed over decades.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 11:11:04 PM

Name

David Wright

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Every Day east and west bound

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Yes it will ease congestion and provide a means to expedite travel from Baldwin county to Mobile County

Please provide any additional comments you may have on the proposed project:

There should be a lesser toll for daily commuters that travel to and from mobile and Baldwin county every day

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 6:55:24 AM

Name

Evan Turner

Address

██████████
Robertsdale, Alabama 36567
United States
[Map It](#)

Are you any of the following?

- Business Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Do not think taxpayers should foot the bill for this

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 12:19:35 PM

Name

John Fonde

Address

██████████
Orange Beach, AL 36561
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

As often as 4 round trips per week and as few as 2 round trips per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The idea of pedestrian and bicycling lanes is laughable. Given the length and height of the bridge as proposed it will rarely get cyclers and ever more rarely get pedestrians. Cut out those unnecessary things and the front end loading of maintenance costs in the whole deal and you can drastically reduce the toll if not eliminate it. Why should this project be a toll road when Louisiana and Florida got replacement bridges with no toll and Birmingham is getting the I-75 downtown project done with no toll. TOTALLY UNFAIR!

Please provide any additional comments you may have on the proposed project:

I totally see the need for the increased capacity and understand that there is a limited budget, but cut out the frills, build a basic bridge and expand the BayWay, raise it if you must, but get a reasonably priced project and use some of the increased fuel tax money to fund it - take the private sector out of the financing. If there must be a toll, make sure locals who have to travel back and forth to work aren't forced to spend huge sums of money to get to work.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 12:35:37 PM

Name

John Midkiff

Address

██████████
Mobile, Alabama 36619
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Build a smaller bridge and widen existing Bay Way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 5:42:54 PM

Name

Keith Propst

Address


Bay minette, Alabama 35607
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I travel to Mobile for Madrid Gras, Senior Bowl, and many other activities. I will hopefully begin work at Airbus in a few months. I will not be in favor of paying a toll to enter Mobile county

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 5:04:49 PM

Name

Kelly Long

Address

██████████
Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Less than once per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not support a toll. My tax dollars are being spent to build it.

From: [Allison Gregg](#)
To: missi@shumerconsulting.com; [Wood, Andrew](#); [Perry, Edwin L.](#)
Subject: Fwd: Who pays?
Date: Monday, May 20, 2019 6:48:32 AM

Allison Gregg
Mobile River Bridge and Bayway
251-604-9790

Begin forwarded message:

From: Linda [REDACTED]
Date: May 18, 2019 at 3:39:43 PM CDT
To: agregg@mobilriverbridge.com
Subject: Who pays?

I am a homeowner in midtown and think the proposed tolls are going to make traffic on our surface streets thru midtown worse than ever. How much is federal and state government going to pay? What is the expected price tag, before the inevitable cost overruns? Thanks for your time. I look forward to your response.

Linda Maldonato

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

From: [Ericksen, Matthew](#)
To: [Missi Shumer](#)
Cc: [Perry, Edwin L.](#)
Subject: FW: Mobile Toll Bridge Proposal
Date: Monday, May 20, 2019 10:29:12 AM

-----Original Message-----

From: Aldotinfo
Sent: Monday, May 20, 2019 8:17 AM
To: Ericksen, Matthew <ericksenm@dot.state.al.us>
Subject: FW: Mobile Toll Bridge Proposal

-----Original Message-----

From: Mike Russell [REDACTED]
Sent: Thursday, May 16, 2019 6:51 PM
To: Aldotinfo <aldotinfo@dot.state.al.us>
Subject: Mobile Toll Bridge Proposal

I am not opposed to a toll bridge being built but definitely think that \$3 to 6\$ would be a huge burden on local commuters. I personally think that \$1.50 would be acceptable to local commuters as well occasional users.

Thanks in advance for hearing my concern.

M. Russell

Sent from my iPad

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 2:17:40 PM

Name

Madison Wilson

Address

██████████
Stapleton, AL 36578
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I commute from Baldwin County into Mobile a minimum of five days a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I see this project, as proposed, to negatively impact local commuters, both financially and with commuter gridlock on the causeway. There will be a substantial amount of local residence by-passing the toll and traveling the causeway in an effort to avoid tolls.

Please provide any additional comments you may have on the proposed project:

As a resident of Baldwin County who has work in Mobile for the past 25 years, I feel the proposed toll on the I-10 Bayway to be an unfair burden on local residents. I myself commute via the Causeway daily and have seen just in the last year an increase in traffic which now congests this segment of US Hwy 90/98. The Causeway was not designed to handle this volume of traffic, and even with the proposed upgrades to this highway I can see this "non-toll" option having worse traffic gridlock and potential accidents than the current Bayway.

I attended a local forum on the ecological impact of the bridge proposal several years ago, and recall it stated a study that estimated that eighty-five percent of the traffic crossing the Bayway was from out of state. This proposed toll would not carry the same burden to these eighty-five percent as it would to local commuters. If a toll must be implemented to the current I-10 Bayway I ask that you please exempt local businesses and residents as not to be unfair to the local community. Thank you.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 5:59:21 AM

Name

Melissa Lovell

Address

██████████
36527, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Most people that commute daily will not be able to afford the proposed toll fee.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 11:18:34 AM

Name

Michael Loewen

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice daily... Mon through Fri

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not have extra money in my budget for any proposed toll.

Please provide any additional comments you may have on the proposed project:


This project is overblown, and lays too muvh cost on the people of this community. All the while, other sides skate right by paying for their huge highway projects.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 1:10:38 PM

Name

PATRICK STROM

Address


BAY MINETTE, AL 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

ZERO

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

THE COST IS TOO HIGH.

Please provide any additional comments you may have on the proposed project:

I-10 Should be moved so that there is no curve into the tunnel. Tear down the civic center and move I-10 north. The civic center costs too much to operate and it is obsolete.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 5:47:21 AM

Name

Stephanie Comalander

Address

[REDACTED]

...
Loxley, Al 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Per week? At least once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I have multiple reasons I disagree with current proposition. First, our taxes are meant to pay for infrastructure, including roads. So, to charge any Alabama residents any amount in tolls is technically like double taxation.

Second: the majority of elderly or soon to be elderly live on limited incomes. Many Baldwin county residents see doctors from Mobile.

Third: many people work minimum wage or low wage jobs across the bay. If you want to see Mobile AND Baldwin county (two of the main counties that carry the state on it's back) suffer, this is how you will do it. Mobile residents will turn to Mississippi and Baldwin will seek toward Florida. You want even MORE of our dollars heading out of state? Go ahead.

Fourth: suggestions to help with funding--
Lottery. Do not put a dime of the lottery into the general fund. The politicians tend to think of the general fund as their personal piggy bank. Earmark lotto funds specifically for mental health (since old love gov defunded most of it), infrastructure, and education. Also, medical cannabis legalization. Stop letting drug dealers make money off of it. The tax revenue after first year of medical legalization left Colorado with a surplus funding in the billions. The antiquated thinking in Montgomery MUST STOP.

Please provide any additional comments you may have on the proposed project:

Listen to the people. If you don't, we will vote you out. Period.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Monday, May 20, 2019 4:08:46 PM

Name

Thomas Catrett

Address

██████████
Bay Minette, Al 36507
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

20 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:


The supposed toll will cause backups at the entrances and will be undated to the local truck drivers and local companies that have to make multiple trips across it. The tunnels have been there for years so it shouldn't be legal to put tolls on them.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:45:29 AM

Name

Albert Darring

Address


Loxley, Al 36551
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-5 times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There should not have to be a toll to pay for this project and I will not pay a toll, I will go around!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:13:24 AM

Name

Alvin Grantham

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Varies weekly but at least 50 times a year

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No toll period

Please provide any additional comments you may have on the proposed project:

Use one of Jim Ziegler's methods to pay for the project

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:10:35 AM

Name

Ann Davis

Address

██████████
Mobile, AL 36609
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We need a new bridge desperately BUT an expensive toll will not only be a tremendous burden on our area but will also drive people away.

Please provide any additional comments you may have on the proposed project:

There has to be another way to have a new bridge. No way people will pay \$3-6 for a toll and it's insane to even suggest this amount.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 1:46:47 PM

Name

Ashley Owen

Address

██████████
Semmes, Al 36575
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-12 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It does NOT fix the issue. As soon as traffic has to merge back into a 2 lane once in daphne that is going to cause congestion. Plus, we should not have to pay a toll if we have to commute daily across the 1-10 bridge.

Please provide any additional comments you may have on the proposed project:

Do not build something you can not pay for!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 2:42:50 PM

Name

Audra Harper

Address

██████████
Spanish Fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 10-15/week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

To ask that locals pay \$6 per way is asinine!! That rate is ridiculously expensive. This plan will only clog the alternate route. We are property owners in both Baldwin and Mobile counties and his plan is bad for businesses and residents. I propose a reasonable monthly flat rate (under \$50/family) for locals to use the bridge as often as necessary. This ensures there is still income generated but that you don't force locals to consistently use the alternate route.

Please provide any additional comments you may have on the proposed project:

PLEASE REVISIT THE PARTICULARS OF THIS PROJECT!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 2:23:49 PM

Name

Benjamin Hughes

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

16-20

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think that this bridge has been a need for Coastal Alabama and the Gulf Coast Region for many years now. This project will impact areas far beyond the Baldwin/Mobile county area, and will maintain and improve the overall economy. With that said, I do have some concerns. My wife and I travel across the Bayway to commute to work 50-70 times per month as both of our employers are located in Mobile and we live on the Eastern Shore in Daphne. If this bridge is tolled at \$6 one way, this would put a major financial burden on not only my family, but many other working class families.

If this toll is implemented, it will have a counterproductive effect on our economy. Many can't afford this toll, even if it was \$3. Many families who live in Baldwin County and commute to Mobile live paycheck to paycheck and are just getting by. This toll could ruin a family and many small businesses.


With that said, I understand that tolls are necessary at times, but if a toll is going to be implemented on this project, then all efforts should be exhausted to obtain funds from the federal government, ALDOT, the recent gas tax funds, and any other grant source that is available. Please do not resort to a toll as a main line source of funding until all other options to secure funding have been exhausted.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:00:27 AM

Name

BJ Green

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

12 plus

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


Why not connect the existing Cochran bridge straight to bayway and 165 that gives a direct bypass to tunnels only adds 8 minutes now to trip no tolls and does not disrupt the causeway.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 1:11:49 PM

Name

Bj Green

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 12

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We live in Baldwin County work and play in Mobile. I cross this bridge pence in the morning and generally twice in the evening church, Playhouse in The Park, and cheer practice. Adding an additional cost to my commute would be devastating to me and my business and also to the other businesses we patronize. There has got to be a better way.

Please provide any additional comments you may have on the proposed project:


Listen to Jim Zigler

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 11:01:17 PM

Name

Brad Burks

Address


Stapleton, Alabama 36578
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-6

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed tolls will cause more harm by slowing down traffic. It is an unfair burden on any and all local citizens. I also understand that the current bay bridge does not meet current federal regulations for storm surge and must be rebuilt or eliminated. That would make the current plans for this new one very misleading.

Please provide any additional comments you may have on the proposed project:


See above

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:27:26 AM

Name

Brent Whitlock

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-4 times a day

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am for the building of the bridge, but am floored by the proposed toll. I am in outside sales, therefore my vehicle is my office. My corporation does not pay for toll/annual fees and this would hurt my compensation tremendously. I do not make an hourly or base salary and some of my commutes do not end with a sale.

Please provide any additional comments you may have on the proposed project:

As I-10 is part of the Eisenhower Interstate system, I do not see how there can be an imposed toll on that stretch of road, let alone any road that is an interstate. If this is to be paid for by any people, why is it the locals who will shoulder the weight of it the most? There should be a pass for those who live in the neighboring counties, as we are the ones who will regularly commute over the bridge.

If something is not done to champion the locals needs, the causeway will become overused and become more hazardous. Highway 225 through Spanish Fort and Stockton will become more worn and overcrowded, too.

Please consider these factors when making a final decision. If the city wants to do something right for it's citizens, then maybe it should listen to them.

Respectfully,

Brent Whitlock

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:29:09 PM

Name

Carl Mckay

Address

██████████
Gulf Shores, Alabama 36542
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 days a week. 52 weeks a year

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We pay city gas tax, county gas tax, State gas tax and federal gas tax already. Use the money that is already being collected before any talk of extra taxes are considered. Also if a small toll no more than \$1 has to be used then it needs a expiration date not a lifetime toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:02:11 PM

Name

Chris Strom

Address

[REDACTED]
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The construction costs are less than half of the total projected cost. The additional estimated maintenance cost paid up front is a ridiculous proposal. ALDOT does not do this with other projects throughout the state.
Any observation decks, pedestrian / bicycle lanes, if included, are unnecessary and do nothing but drive costs up. They are wants, not needs.
Unnecessary architectural features and aesthetics used in the preliminary project designs just drive costs up. Again, they are wants, not needs.

Please provide any additional comments you may have on the proposed project:

- This bridge should not be tolled. If the state can spend this type of money in other parts of the state like Birmingham, Montgomery, and Huntsville, without tolls, then it can be done in Mobile/Baldwin Counties. Stop using tax dollars that are collected in Baldwin County to fund projects in other parts of the state and not giving Mobile and Baldwin Counties their fair share.
- The recently passed gas tax should be used to offset the high toll cost.
- Our representatives need to work harder to source more money from the Federal Government.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 10:57:40 AM

Name

Chris Young

Address

████████████████████
Spanish Fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Depends on traffic during the week, but several.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The only reason I might have been "for" it would've been to raise 10 higher so that larger ships could come into the port. That's not happening. Even then, the locals Diane have had to pay for it... It should've been an extra tax to those that dock there, the taxes that are already set for the bay/port, and from the Federal government.

Please provide any additional comments you may have on the proposed project:


As many have said... You need to just build an extension from Africatown to the Bay/Baldwin county side of 10. You'll have to widen that part of 10 to allow for extra lanes and more on and off traffic from that. Thus allowing part of the traffic to bypass starting on 31 through Spanish Fort or to the Daphne exit. It would also remove a lot of traffic from the bridge at 10 and get them out of the Wallace tunnel... Which is the biggest issue. Force semis to use this new route, and not be allowed in either tunnel or on the 10 bridge at all. Use the added gas tax and the BP oil money that was stolen from us to pay for this atrocity. We can't AFFORD to do it here. And you'd BETTER not raise local or state taxes OF ANY KIND to offset the cost if you don't toll. As in, no toll or Tex if any kind. You just tagged the gas tax, you have BP money, and you need to deal with the Federal government for funding... Really, in truth, it's illegal to have any NEW TOLL ROADS added to any federal highway... So doing this WILL RESULT in a class action lawsuit, and you'll all immediately lose your jobs. Your pay/personal bank accounts can then be used to pay for this crap.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:16:29 AM

Name

Christopher Shine

Address


Theodore, Al 36695
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Five to seven days a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

As a police officer it's not the roads that caused the back up it's the drivers, the average speed in this area is 85 to 90 mph the speed limits at the i-10 tunnel is 55 mph the speed limits on I-10 in the city is 65 mph but the average speed 85 to 90 mph. And you that cut in which that is at the time you have traffic to stop.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 10:04:37 AM

Name

Christopher Taylor

Address

██████████
Foley, AL 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 times per day

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


A toll will economically crush many families. Why should we pay a toll on something that the 10 cents fuel tax can pay for? Birmingham's me 20/59 work isn't being tolled.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 10:07:18 PM

Name

Daniel Haddox

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Between coming home for lunch and visiting clients, about 3 times a day.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I think there should be a reasonable toll for the residents of Baldwin and Mobile Counties as we all cross the bay often. The higher toll can be absorbed by tourists, many of which are traveling from Texas, Louisiana and Mississippi en route to Florida destinations. These people clog up our roads and most spend zero dollars in our state.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:37:29 AM

Name

Daniel Wright

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Our company trucks use the I-10 bridge 180-200 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There is definitely a need for the bridge and that the only way to fund it is by toll. With that being said the proposed \$24-\$36 estimated toll for commercial vehicles would be detrimental to our business and Mobile. Our drivers on a yearly basis average 15 minute wait times on each trip across the Bayway, this 15 minute wait time equates to \$15-\$18 per trip across Bayway. Anything over this amount would be absorbed by us or passed to the customer. Neither are good options.

My top two concerns:

-Our annual extra cost would be \$120,000-\$150,000. This is pulling in what our time savings would be with new bridge.

-Mobile Port loses its competitive edge in respect to imports/exports from Baldwin & Pensacola companies. They may choose to start exporting out of Savannah/Pensacola/Panama City.

Please provide any additional comments you may have on the proposed project:


We need ALDOT to contribute more than \$250M like they have in other Alabama road projects.
We need to borrow from the increased fuel tax revenue fund.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 1:30:47 PM

Name

Darren Callahan

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

12

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This is an over done extravagant project put on the shoulders of the Mobile/Baldwin County community. It can be done later and more economical as money is collected from the higher gas tax.

Please provide any additional comments you may have on the proposed project:

GAS TAX FOR THIS PROJECT OR NO GO

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 8:31:08 PM

Name

David Dueitt

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Three times per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am against tolls. Some say it isn't possible without tolls. Anything is possible. This project isn't possible without raising taxes. The powers that be never considered raising taxes to pay for the bridge. It is simply a question of how we want to raise the money to pay for the bridge. We could raise property taxes to pay for this bridge and others, but the big land holders have a strangle hold on the AL legislature and has convinced the middle class and poor that it is more expensive than other taxes; The same pitch they used to raise our sales tax. I'm over protecting the super rich. My family owns 20 acres so it will hurt me a bit, but it is worth it to keep from taking so much of the take home pay of the poor and working class who need that bayway to make a living. This toll is selling the road to a company who will make a profit off of our money we pay in tolls. How does that make sense? Then your great, great, great, grandchildren will still be paying for a bridge we refused to pay for. They will have their own challenges without adding ours to their responsibility. All through those generations, the owners of the bridge will be making millions, then billions. Shame on us if it happens! Show some guts legislators! Pay for what we need. Toll roads are a tax on our children. Those who think the tourists will pay for it don't live on the gulf coast. The gulf coast working man will pay for it while the big land owners get off scott free, as usual in Alabama. Where is the rich's sense of civic responsibility? Where is the legislator's sense of civic responsibility to us and our children.

Please provide any additional comments you may have on the proposed project:

I'm in favor of the bridge, but I believe in paying for what we need without changing our children for what my generation needs. They will have their own challenges. Should they charge their children for what they need? Where does this bratty mentality end? This is like a ponzi scheme!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 5:18:00 PM

Name

David Peterson

Address

██████████
Bay Minette, Al 36507
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Not that often, maybe 3-4 times a month at best.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am well aware that something has to be done to help with the traffic nightmare, whether it be a new bridge or some other solution. My biggest issue is the proposed tolls for the new infrastructure, they are outrageous and in my opinion there should be no tolls. A lot of hard working folks that commute daily are going to be seriously impacted by this proposal. Our Legislature just raised our gas tax by 10 cents a gallon, find a way to use that money to pay for the bridge. It seems the State can build all sorts of new projects from Montgomery North and we on the South End of the State cant get anything done. Millions of tax dollars flow out of Baldwin & Mobile County each year into the States coffers, if you want the Golden Goose of Alabama to continue laying those golden eggs then quit trying to strangle the goose with more costs to the public. Once they cross the Bayway it will bottleneck back down to two lanes and create another nightmare that will have to be addressed in the near future.

Please provide any additional comments you may have on the proposed project:


NO TOLLS!!!!!!!!!!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 3:20:52 PM

Name

Daniel Waldrip

Address


Fairhope, ALABAMA 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

This toll is absurd. It will cause more congestion on the causeway then is currently on the bayway.

Please provide any additional comments you may have on the proposed project:

Can I be an investor in the company with the 50 year contract totally over 10 billion?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 11:48:41 AM

Name

Dianne Hastie

Address

██████████
Bat Minette, AL 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

Family members who live in Mobile

How often do you use I-10 between Mobile and Baldwin Counties a week?

I travel to Mobile county about twice weekly for visits and doctor appointments. I use I65 and I10 about equally.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I believe what needs to be built is a connector on I 10 from where it goes into the Wallace tunnel on both sides. Build it high, above the tunnel. That would relieve the congestion and afford people traveling through plant of opportunity to get on with their trip.

Please provide any additional comments you may have on the proposed project:


If the toll is levied on the bridge and the tunnel I will use I65 exclusively. The business in Daphne will suffer, restaurants on the Causeway will close. Have the powers that be thought even a little about what a \$12 round trip, every work day will do to the budgets of those who actually WORK for a living ?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:15:25 AM

Name

DOUGLAS DABNEY

Address


Mobile, AL 36693
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Weekly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am Retired. I travers the Bay Weekly at least 2x.... I will not use the bridge is a toll is forced upon me and I cannot afford to go the longer free route to ny destination...
This is a Federal Highway that was built wrong in the first place when originally constructed according to a Consulting Traffic Engineering Firm yet the poweres that were in charge went ahead and built it as it is today.
It isn't right that other cities get free highway upgrades and then you want to chargen the public any amount of a toll for this Choke Point upgrade.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 10:14:38 AM

Name

DuWayne Erwin

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Me and my wife both cross the bridge twice daily

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I think locals that cross the bridge daily for work should have a pass to cross without a toll

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:44:29 AM

Name

Eric Lowe

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use the Causeway (Hwy 90/98) and the Cochrane Bridge to commute to work in West Mobile and back to Daphne. The proposal will undoubtedly clog that route and make it unusable for a timely commute.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I understand the complexity and cost of a project of this magnitude. However, I find it unreasonable and appalling to begin charging a toll for a tunnel that was paid for decades ago. Also, the idea of pedestrian/bike lanes and elevators are wonderful when there is enough money for them. Cut that stuff out to bring the cost down. I have crossed the Cochrane Bridge twice a day for 5 years and not one time have I seen a cyclist in the area or attempt to cross. We should not be paying hundreds of thousands of dollars to accommodate a tiny portion of the community

Please provide any additional comments you may have on the proposed project:


Any new bridge should be totally separate from existing bayway and possibly further south from proposed site. Toll as much as you want for that, but please leave existing infrastructure alone.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:51:04 PM

Name

Heidi Payne

Address


Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I would not like a toll imposed.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:56:28 AM

Name

Hope Barlow

Address


1
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 times a week. I live in Baldwin county and work in downtown Mobile

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll prices are very steep.

Please provide any additional comments you may have on the proposed project:

I am a single Mom of a 3 year old. I dont have an extra \$50 to \$60 a month now. Once the toll goes into effect I will struggle to be able to afford to go to work. I've had my job for 23 years now. I dont want to have to find a new one because of a toll.

From: [Herndon Inge III](#)
To: [MRB Environmental](#)
Subject: Project No. DPI-0030(005)-Mobile River Crossing
Date: Tuesday, May 21, 2019 2:15:14 PM

Please include this e-mail in Environmental Impact Study for Project No. DPI-0030(005)

We, approximately 1.000 households of the Down-the-Bay/Texas Street neighborhood (bounded on East by Mobile River, North by downtown Mobile, West by Broad street, on South by Brookley Field) object to the placement of any bridge adjacent to our community, and propose the moving 2 miles South, near Brookley Field, because:

Traffic congestion for non-toll vehicles leaving Interstate 10 to Africatown Bridge- permanent

Traffic congestion during construction- temporary

Dust and noise pollution- permanent

Vibrations to our homes building the foundations- temporary

Down-the-Bay/Texas Street neighborhood

Albert Walker

Jimmy Carlton

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 8:28:08 PM

Name

James Ekelund

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

At LEAST once a week... on intermittent occasions, daily...

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Tolls should be HALF of what is proposed, OR, at a greater discount for frequent users or annual fee!

Please provide any additional comments you may have on the proposed project:


Southwest Alabama has long been stepchild of Alabama for 4 laning of US Highways into Mississippi!!! Western and northwestern US highways of Alabama are 4 lane into Mississippi, yet US 90, US98, & US 45 stay neglected in spite of funneling the majority of tourist dollars to Mobile and Baldwin destinations. It is time Alabama "steps up to the plate" and assist local citizens instead of robbing them like was done with BP funds!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 1:01:47 PM

Name

Jason Walker

Address


Cantonment, Florida 32533
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Average 4 x

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I commute to Louisiana as a firefighter on the base in New Orleans, so now for me to go to work its gonna cost an average of 2400 a year sincere there is no other way besides Interstate 10. So besides gas and food it already costs i have to take more out of my pocket to get to work to make money, people are already having issues supporting there families so instead of helping lets hurt them more.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:36:06 PM

Name

Jeanne Carney

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

6-7 times both ways

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Many commuters, both directions, cannot afford a toll each way each day plus gas and maintenance on vehicles. Employers are going to lose employees on both sides of the bay due to toll bridge plus new gas tax.

Please provide any additional comments you may have on the proposed project:

There are a couple of other options floating around that can be completed sooner and cheaper. Like connecting some roads and bridges as they stand now and re-directing local and visiting traffic.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 3:49:56 PM

Name

Jim Savell

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Rarely

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Infrastructure as proposed except do not eliminate the existing Bayway bridge.
This bridge and its exits should be kept intact for local use. Non Tolloed.
The Wallace Tunnel should remain Non Tolloed.
It should be plainly marked well in advance "Local Traffic Only". This signage will divert most thru traffic onto the toll bridge.

Please provide any additional comments you may have on the proposed project:

I have absolutely no problem with the tolling of a new bridge from Mobile to Baldwin County, but for locals this is a mere convenience not a necessity of having another route. Anyone using convenience items should pay for the convenience.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:28:29 AM

Name

Jim Zeigler

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

I do work, business and community service on both sides of MobileBay

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-2 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed toll charges can be an economic disaster for families and for the economy of Mobile and Baldwin counties.

Adding around \$2,500 a year expense to those who cross the bay on I-10 can bankrupt tens of thousands of families who have a tight budget already. Only the bankruptcy attorneys will benefit from this toll.

Alabama's coastal tourism is booming. Charging tourists from Mobile, Mississippi and west to come here can be a major setback to our tourist industry and the tax revenue it generates. Why mess with success?

The planners of the new I-10 bridge have not adequately considered other possible sources of revenue to pay for an I-10 bridge project without toll charges:

1. The new gas tax increase
2. Oil and gas revenues
3. Remaining BP settlement funds
4. Stopping the diversion of \$63.5 million a year of gas taxes that are now spent on other things
5. The Trump infrastructure plan

6. Eliminate the expense for tearing down the existing Bayway.

President Trump announced in Louisiana last week that he would get them a new I-10 bridge. Our officials need to join me in letting the President know that Alabama also needs a new I-10 bridge. It can be part of the coming \$2 trillion Trump infrastructure plan.

I ask ALDOT and the bridge planners to use these other funding sources rather than to cause economic hardship to our coastal families and our economy with a harsh toll.

Jim Zeigler
Alabama State Auditor
Mobile, Alabama resident

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 5:21:00 PM

Name

John Lake

Address

██████████
Daphne, AL 36426
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

I used the Bay way twice A-day to go to work and come home.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

1st I think that the destruction of the present infrastructure is short sighted and very ill advised. Secondly the placing of a toll facility is unfair to the individuals whom live in the Gulf coast. 1st we as citizens of Baldwin County and Mobile County were placed in the position of having the tunnel put in at a large expense to our communities. At the time of completion and 1979 it was already believed that they would not meet future capacity. In case somebody wishes to refute my suggestion I lived here during that time. Turn destroy the present infrastructure is showing very poor respect for tax payers funding and it looks to me like somebody is trying to pad their pocket with engineering fees. The people of Baldwin in Mobile County are a lot smarter than you give us credit for. I am in not in any way if a in favor of a toll bridge. This project was originally started out as a way of alleviating the traffic in the tunnel. Here is an idea take all 18 wheelers out of the tunnel during high peak travel time requiring them to use alternative routes. This would create a surplus For commuters between the 2 counties. Suggested times would be from 5:00 in the morning to 8:00 at night during these hours no tractor trailer trucks can commute through the tunnel they must use the Cochrane Africa town bridge.

Please provide any additional comments you may have on the proposed project:

The people of South Alabama will remember this next voting time when it comes up to elect a new governor and statewide offices. I am sure that by that time we will have enough political clout to wipe the slate clean.

— Mobile River Bridge & Bayway Project

My perspective here is a suggestion from a view of concerns of both counties and interstate travelers.

Presently we have 4 lanes 2 each direction way elevated (Bayway) & and 4 lanes 2 direction ground Level (Hwy 90 causeway) plus 4 lanes 2 each way (I 65) -I total of 7 lanes each way over/under the river counting Bankhead tunnel.

- Point 1: Construct 4 lane control access from I10 exit 49 Foley Beach Access to I65 along general path that parallels Baldwin County 64 & Ala 112 and hits I65 between Exit 37 & Exit 47 Perdido
 - Aids I10 interstate west bound travelers
 - Aids I65 southern travelers heading to gulf beaches- but Foley Beach Express south of I10 needs control exits / crossings and design development of service roads along each side to access developing commercial & residential efforts
 - Aids the traffic flow by providing info at the entrance to the Bayway to the new I10 to I65 interstate intersection to divert traffic from the Bayway to I65 for traffic congestion and blockages
 - Future plan should include a control access I10 section should be designed and built from the I65 US hwy 31 area to I 10 near the Grand Bay exit. This would also connect to the proposed interstate between I10 & I20 , (which may provide a west bound around Baton Rouge Mississippi bridge & Houston Texas)
- Point 2: Constructing the 4 Lane Bayway where 2 lanes east and west hit the current I10 tunnels and add the diversion of 2 lanes

each way elevated to the African Town Bridge and then elevated from African Town Bridge to I65

- Aids work traffic flow by work traffic on west side of Mobile in choosing the I10 tunnels tunnel - & east side workers and students taking the Africa Town Bridge plus riverside downtowner's there is the Bankhead Tunnel if not underwater
- Aids African Town interests by elevating the thru traffic above the residences & streets
- Point 3: At south end of Foley Beach Express in a government / private partnership to add 2 lanes (1 each way) to create 4 lane bridge and construct a 4 (2 lanes each way) lane elevated over land highway along the Orange Beach Power line road to highway 182 where the traffic studies show the traffic flow destination
 - Aids Island residents by separating Beach going Tourist from residence on canal road allowing the ability to use their town roads and bike & walking paths to cross the busy thoroughfares;
 - Aids State park by providing efficient traffic route to state beach, lodge, cabins, campground recreations units that doesn't cut through park overland, good for wildlife not breaking up the food chain territory or the park trails, maintains a large area for rain water for animals, trees & plants, and island percolation which is needed for healthy island structure, and gives Hwy 135 to operate as intended and not a thruway for condo traffic
 - Aids beach tourists with direct route to beach high rises and their multistory parking who are the greatest amount of auto traffic at check in check out time

Being a resident, it would be my choice to halt the building of the two new bridges proposed to be built to the island or at least back log their construction to be reconsider at a later date.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:55:04 PM

Name

Johnny Wiggins

Address

██████████
Foley, Ala 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Weekly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Im not in favor of this being built at the expense of the people of Alabama,

Please provide any additional comments you may have on the proposed project:

This project is not the responsibility of the state of Alabama

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:07:34 AM

Name

Jonathan Jernigan

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice a day five days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There's been y'all of a \$6 toll. As someone who would use this connection twice a day five days a week, it would force me to seek out alternative routes, along with many other Bay Area residents. It's my belief that the toll will only be collected from visitors to the area and those just passing through heading east or west I10. The end result for residents will be an overcrowded 90/battleship pkwy creating the same congestion and issues that brought about this project's discussion in the first place.

Please provide any additional comments you may have on the proposed project:


If you would like to create a toll, please keep it reasonable and with adherence to time restraints. I know the bureaucracy and greed in government is not just a myth. If the toll is set to end after so many years, let's actually stick to it!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:54:30 AM

Name

Josh Dern

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6-7 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I do not think a tolled roadway/bridge is going to be positive in any capacity.

Please provide any additional comments you may have on the proposed project:


I think most of the current traffic issues could be corrected by straightening out the curved entrance to the current tunnel.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 1:56:47 PM

Name

Josh Johnson

Address


Theodore, Al 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

25-30

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

It's only bad for a certain time (3-5:30) and a certain season (summer). Why waste that money for nothing. If the tunnel is backed up there is always the Cochrane Bridge & Bankhead Tunnel. Plus I have to work across the bay so a toll is not in my favor.

Please provide any additional comments you may have on the proposed project:

Working at Austal I definitely do not like the proposed stilts that are going to be in our parking lots. As the concept drawing there looks to be at least 2 stilts in our parking lot, that will take away 100-300 parking spot in an already filled lot.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:22:12 PM

Name

Julia Wyrick

Address

██████████
Dauphin Island, AL 36528
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Number of times varies.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Introducing a toll on motorists who use I-10 for daily commutes to and from work will only add to the expense of being employed in Mobile or the eastern shore. Add a toll, they said. The roads will be better, they said. Wrong, says John Q Commuter. Toll booths will be added which will require hiring additional employees to man the toll booths 24/7.

Please provide any additional comments you may have on the proposed project:

Any profits realized from a toll road never get to the intended use of keeping the roads in good repair instead, a new tax will be added for road maintenance and, here we go again. We don't want "a better mousetrap" we want accountability for funds already allocated for better roads.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 3:06:53 PM

Name

Kenny Mcmillon

Address

██████████
Daphne, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week as 9 work in theodore

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If you are going to charge 12 dollars per trip, I will deal with it like it is. That is \$3000 per year just for tolls. That is robbery.

Please provide any additional comments you may have on the proposed project:


Figure out another way to fund it or dont do it. Making residents pay \$12 per day just to go to work is wrong and normal people cannot afford that.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:07:10 PM

Name

Kim Bates

Address


Loxley, AL 36551
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I work at Austal USA. The \$12 toll will be very expensive for me. I do think the new bridge is needed because I'm late to work at least once a week due to a wreck or congestion and it would help with the volume of traffic. With that being said, the toll is entirely too expensive. Hopefully a different way can be found to fund the bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:05:28 AM

Name

Kim McLain

Address

[REDACTED]
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

It varies.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It needs to put traffic out more to the south of where I10 comes into Baldwin County.

Please provide any additional comments you may have on the proposed project:

Baldwin County residents already pay more for insurance even though inland tornadoes, ice storms and floods cause more payouts over time. Baldwin County property taxes already benefit the state education system in such a way that we pay more for other countries. Baldwin County beach revenue (sales and lodging taxes) benefit the state. I10 is a major trucking route that benefits the nation. Why should Baldwin and Mobile County residents and be taxed (by toll) even more for a road that gets them to and from work (income tax dollars), gets tourists to the beaches (sales and lodging taxes), and gets trucked goods to where they can be sold or shipped (income and sales taxes). The BP money should have paid for this since the beaches were the places effected by the spill but that money was also taken by the state for other purposes.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:56:29 AM

Name

Laureen Davis

Address

██████████
Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

My husband works in mobile-drives every day. My son attends university of mobile.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Our family will have to find an alternate route to mobile if the proposed toll is required. We can not afford to pay that exorbitant amount a day.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 5:21:04 PM

Name

Lee Bemis

Address

██████████
Foley, Al 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project
- Other

Other? Please describe

Na

How often do you use I-10 between Mobile and Baldwin Counties a week?

Every day twice

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Toll ? We already pay taxes for our highways several different ways.

Please provide any additional comments you may have on the proposed project:


How about tourism pay for the dang bridge.. All these condos and businesses make out like bandits while the locals get screwed. I travel the bayway daily going to and from work. I will join the ranks of the unemployed and stand in line for my benefits like all the others sucking our government dry. It's time the working people stand up against this tyranny. After all, we are the reason this country can give away \$Billions each year to countries that would cut our heads off and could give a darn about us. It blows my mind how screwed up our political system has become. \$6 each way ? That's criminal.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:45:04 PM

Name

Lee Steverson

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 to 5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll for many Baldwin county residents working in Mobil can be a very heavy financial hardship. This toll could also hurt Mobile in that many Baldwin county residents who go to Mobile for entertainment or other non-work related events will elect to stay on the Eastern Shore for such events.

Please provide any additional comments you may have on the proposed project:

If Birmingham can receive \$2 billion plus for their new exchange why can't Southern Alabama be treated the same. We are all paying the same taxes.

From: [Kuebel Erwin - EE44](#)
To: [MRB Environmental](#)
Subject: FW: Request for your input regarding the need for the Mobile River Bridge
Date: Tuesday, May 21, 2019 9:45:35 PM

Dear Kellie,
Please find attached our statement regarding the bridge
With best regards,
Erwin

Lenzing is an international company with a strategic location in the northern part of Mobile County. The Mobile facility dispatches its product to locations in the United States and the world by a varied means of transportation, including common carrier and ocean ship. It is critical to the business model that effective and efficient transportation routes (interstate systems) are available. The ability to readily access these routes that allow for the timely and efficient delivery of our product is of high importance. This project could improve current transportation routes. We don't generally ship by common carrier east on I-10, but this project should make it easier for transportation assets to be delivered to our facility and also improve the access to the Mobile port. It could perhaps make the Mobile port more attractive as a port of choice for other industries which could open up opportunities for our company to utilize the port more in dispatching our product outside of the US.

Additionally, it is important to maintain good connections for commuting to work between Baldwin County and Mobile County. The bridge will make both counties even more attractive as a living area, and the whole region more attractive for future investment and economic development.

There are obvious benefits of this project beyond what could directly benefit our company and we fully support the Chamber and this project.

Erwin R.H. Kuebel

President
Global Fiber Manufacturing
Lenzing Fibers Inc.

[REDACTED]
Axis, AL 36505 U.S.A.

Phone: [REDACTED] 19

Mobile: [REDACTED]

Fax: [REDACTED]

E-mail: [REDACTED]

Web: www.lenzing.com

From: Kellie Hope [REDACTED]
Sent: Friday, May 10, 2019 10:54 AM
To: Kuebel Erwin - EE44
Subject: Request for your input regarding the need for the Mobile River Bridge

To: Board of Directors, Bridge Coalition, Board of Advisors and Partners for Growth

Last night, the Alabama Department of Transportation (ALDOT) conducted the second of two

public hearings on the Mobile River Bridge project. As you know, your Chamber has long been in support of this critical project. Below is a link to today's al.com coverage.

<https://www.al.com/news/mobile/2019/05/a-bridge-too-far-concerns-aired-on-i-10-project.html>

As you'll note, there were dissenters on this project. Consequently, it's vitally important ALDOT receive positive, encouraging commentary regarding this project.

Please take but a few minutes and email your comments to:
mrbenvironmental@dot.state.al.us

Finally, you can learn more about the project here: <https://mobileriverbridge.com/>

Thank you!

Kellie Hope
Vice President
Community and Governmental Affairs
Mobile Area Chamber of Commerce

[REDACTED], Mobile, AL 36652-2187

[REDACTED]

[REDACTED]

mobilechamber.com

Find us on: Twitter | Facebook | Instagram | LinkedIn | YouTube

Note:

This e-mail message is confidential and intended for the designated recipient(s) or their representative(s) only. The information contained herein may contain materials protected by copyright or other intellectual property rights or confidential and protected know-how of below-mentioned legal entity or any of its affiliates (the "Owner") and is provided under the condition that recipient uses it for the agreed purposes only and the Owner is entitled to terminate such license at any time. Recipient(s) or their representative(s) are responsible to keep this information and know-how confidential.

TENCEL™, VEOCEL™, LENZING™, REFIBRA™, ECOVERO™, LENZING MODAL™, LENZING VISCOSE™, MICROMODAL™ and PROMODAL™ are trademarks of Lenzing AG.

If you are not the intended recipient or representative please note that you are not permitted to publish, copy or distribute this message.

In this case please contact us and delete this e-mail and any attachments. Thank you.


Lenzing Fibers Inc. 12950 Highway 43 North, Axis, AL 36505

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:54:28 AM

Name

Leslie Lundberg

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5-7 times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

A toll imposed on residents should be appropriately charged. \$12/day would basically mean I couldn't afford to commute to work. I understand that funding is necessary. However, residents should be charged a fair amount. There should be a local unlimited pass rate that is affordable to those of us who are middle class workers with everyday expenses and wages.

Please provide any additional comments you may have on the proposed project:

Let's work together on finding a resolution. The current travel situation is dangerous and annoying to everyone!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:46:27 AM

Name

Lila Gillham

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I think it's fine as is. I must go to Mobile often for doctor appointments. I'm disabled and live on my social security. This added expense would create another hardship for me as I can barely afford the gasoline now.

Please provide any additional comments you may have on the proposed project:

I have never had any problem with the bayway or the tunnel. I don't feel there are many accidents compared to other cities.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 10:17:43 AM

Name

Lillan Beris

Address

██████████
Mobile, AL 36609-2209
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

2+

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The bridge is needed and the design looks great but the proposed toll is outrageous!

Please provide any additional comments you may have on the proposed project:

This \$3 to \$6 toll is, as I said previously, outrageous! Instead of recouping funds from out of state cars, it penalizes those who live and work in Mobile and Baldwin counties. We would be bearing the brunt of this "tax" to use our roads as we have been doing all these years. Mobile's economy is on the upswing, which also benefits the state of Alabama and it is imperative that our work force be able to freely travel as needed between the two counties. If this toll is passed, I feel Mobile and Baldwin county residents should have stickers for our vehicles and permanently be exempt from the bridge toll. Then it would be only out of state or out of county vehicles would be paying the toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 12:04:40 PM

Name

Linda King

Address

████████████████████
Mobile, AL 36619
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

Frequent users...we live in Mobile County, and our daughter lives in Baldwin County.

How often do you use I-10 between Mobile and Baldwin Counties a week?

on average...once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

NO TOLL!!! Find other options...e.g., use some of revenue from recently passed increase in AL gas tax; seek (and wait for) help through federal funding

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 10:38:17 PM

Name

Linette Clausman

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I avoid it at all cost and take the causeway when possible during the week as I live in spanish fort.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I disagree with the tolls on the immediate local and commuter residents and the effect this will have on the causeway and Spanish Fort.

Please provide any additional comments you may have on the proposed project:

The proposed tolls are not affordable. You will create a labor/pay issue because either the business will need to pay more for employee travel (through compensation) and/or the residents will have a decline in income. You cannot possibly predict a 50 year certainty of the economy and these tolls will never go down or go away. Additionally this an interstate system - I'm not aware of Alabama tolling all the new construction in Birmingham or for that matter surrounding states are not tolling , ie new I10 bridge built in Pensacola and the proposed ones in Pensacola and Baton Rouge. Finally, I'm deeply concerned about how this will affect spanish fort. We're already bursting at the seams. Now a toll will divert more traffic our way and the causeway will become worse never mind the additional traffic lights on the causeway that will slow and stop the only reasonably smooth route to Mobile. What happened to the federal funding I thought we were getting? And why isn't this put to a vote to the local citizens? Given the existing and some of the strange traffic issues we have already that are way behind, I'm sorry I don't have a lot of confidence that this is the best solution. I also feel this decisions probably been made already but just the same I share my humble opinion.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 12:00:42 PM

Name

Lisa Hill

Address

██████████
Bay Minette, AL 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

there is Always a back up in tunnel! people are slamming on brakes to make the curved going east bound and has caused several wrecks. the traffic is so heavy in the summer months! Usually takes me 28 minutes to get home, summer months may take over an. hour with just heavy traffic

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 11:24:39 AM

Name

L'shele Hamilton

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Several times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Local work commuters can not afford \$12/ day to commute. As it is we are already paying higher amounts for gas and it is unreasonable to expect those who are working (most because they must) to continue spending more of their hard earned money to make more. At some point it becomes a wash!

Please provide any additional comments you may have on the proposed project:

This project should be funded by the federal government, state government, BP money, and gas tax revenue already collected.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 5:44:23 AM

Name

Mark Biggs

Address

[REDACTED]
Loxley, Al 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Daily driver .

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There is no need for a bike lane on an interstate . I do not agree with a \$6 toll . There needs to be a toll free solution for commuters . Connect the Cochran Bridge to the I-10 and I-165 connector . Alabama just passed another gas tax and an additional \$12 per day to get to work will create a change in traffic patterns as people will try to get around a toll.

Please provide any additional comments you may have on the proposed project:

Other bridge projects along the coast have been repaired/updated without the use of tolls . If your going to toll the bridge then leave the tunnel alone and allow people to make a choice.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 2:48:51 PM

Name

Maureen Hurley

Address

██████████
Silverhill, AL 36576
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

Former commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Up until I retired 6 months ago I drove it 5 days a week. Over those 20 years it went to never backing up to backing up 3 to 4 days out of the week. We need the bridge but not on the backs of the people of Mobile & Baldwin County who already have so much of their taxes going to other counties in the state. There should be no toll for these 2 counties and a reasonable toll for everyone else. More like \$3 if there has to be one. Watch out or you will kill the golden goose.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If N.O. can have a bridge with no toll, then AL should have that option too.

Please provide any additional comments you may have on the proposed project:

Our lawmakers better step up & listen to their people or come election time, they won't have to worry about what their people think. Americans have learned the value of our vote. Lifetime politicians are not good for American. Keep that in mind lawmakers.

MICHAEL A AMOS


Fairhope, AL 36532

My name is Michael Amos and I live at 123 Volanta Avenue in Fairhope, AL. I am currently employed as the Engineering Manager at a major chemical manufacturing facility located in Pascagoula, MS. My commute takes me across Mobile Bay and through the Wallace Tunnel between 20 to 25 times every month. Over the years, I have endured the challenges that this trip presents, including regular delays, accidents, distracted drivers, and aggressive drivers. The current conditions are a severe hazard to responsible drivers especially to the elderly and young drivers. Thus, in general, I support the overall concept of your proposed new Bridge and Bayway replacement as improvements have been needed for a very long time. However, your proposal has numerous flaws that should be addressed and corrected prior to proceeding with the final design and construction phase of this project. These include:

1. The proposed toll on this section I-10 corridor will place an unfair burden on the residents of Mobile and Baldwin County. Based on your current "maximum opening day" toll rate of \$6.00 each way and a 15% discount, my current yearly burden for this project would be between \$2,880.00 and \$3,060.00. The taxpayers of Mobile and Baldwin County currently pay many taxes to fund the State of Alabama and thus ALDOT. These revenues are being used for non-toll projects in Birmingham and many other parts of the state. The residents of these areas are not being burdened with excessive tolls while benefiting from the tax dollars that the residents of Mobile and Baldwin County contribute. Further, the state legislature has just passed, and the Governor signed an up to .10 cent/gallon gas tax to fund roads and bridges. Where is this funding going to be spent? If the project is funded as currently planned the residents of this area will see no benefit for their paid tax dollars and an excessive toll on top of that. This toll will drain a significant amount of spending power and thus sales tax revenue from the local economy. This is a disgrace.
2. The lack of Federal funding for this project is a slap in the face of every taxpaying citizen in Mobile and Baldwin County. This represents an abject failure of our elected leaders in Washington DC as well as at the state level. The inability of ALDOT to sell the need for this project on a national level is stunning. This began as a study back in 1997, whose job was it to generate federal support? There have been new bridges built in Pensacola and New Orleans as a result of Hurricanes Ivan and Katrina that were Federally funded. The citizens in these local areas did not incur an excessive burden associated with the cost of these structures. This is one of the largest bottlenecks on one of the main east/west corridors across this country. This is also one of the most important hurricane evacuation routes on the Gulf Coast. To not have Federal funding secured is shameful.

3. The implementation of a toll for the Mobile River Bridge & Bayway route is going to re-route a significant amount of traffic to the Causeway, Bankhead Tunnel, and Africatown Bridge. This is going to become a congestion nightmare, (which is probably what ALDOT and their bridge partner are counting on), that will result in lost revenue for the businesses on the causeway. This road is not built for the traffic volumes that will result, and this will destroy the inherent ambience and the local flavor of this corridor between Mobile and Baldwin County.
4. This project has seen an unbelievable amount of scope growth that has added to the overall project cost. There are numerous elements of this project that have been added to appease local special interest that add absolutely no value to the project objective. Bike lanes and observation decks are nice however, they are simply adding cost that will be pushed over onto the motor vehicle commuters. What will the toll be for bikers crossing the Africatown bridge? Will this toll be based on expected cyclist volume and the added cost of this amenity? What is the cost of maintaining the observation deck? Who will pay for this feature? Will security be provided? Perhaps a better idea would be to direct those wanting a good view from the bridge to the observation deck at the RSA Tower?????
5. How is project spending going to be controlled and who is going to be held accountable for maintaining responsible spending and budget control? The proposed Public-Private Partnership is quite simply a hostile takeover of a traffic corridor that the people of this country, State, and Mobile and Baldwin County paid for a long time ago. The toll is nothing but a revenue generator that will last well into the future with no sunset, this is wrong. A 55-year deal for a group of private investors to suck the blood from the local residents, (or from pass through travelers), is a disgrace. Your presentation, at the public hearings on May 7th and 9th, advertised a “maximum opening day rate between \$3 - \$6 for use of full route”. What will the rate be on Day 2? You should be ashamed of yourself for this statement, a blind man could see through this deceit. What is your toll going to be when the project costs balloon to between 3 to 4 billion?

In closing, this project is severely flawed and should not proceed until a competent leadership team is assembled to pursue the project objective and nothing more. This should be done with the utmost consideration being given to the residents on Mobile and Baldwin County. The current plan is a boondoggle that will not get any better until there is a change in leadership. I am sure that there are some very competent individuals that have worked on this project and their efforts should not be minimized. However, the leadership of this project within ALDOT, the State of Alabama, and our representatives in Washington DC have thus far failed the residents of Mobile and Baldwin County and it is time for those responsible to step aside.

Sincerely,

Michael A. Amos P.E.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:55:31 AM

Name

Michael Clay

Address

██████████
Mobile, AL 36605
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Depends on what we are doing, some weeks might be several times others might be not at all. However, I currently pay nothing for the privilege to traverse the Mobile Bay and ALL LOCALS DESERVE THE RIGHT TO A ZERO COST OPTION!

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

We are a retired couple that owns property in both Mobile and Baldwin counties. Traffic is always a concern, however, the major cost of this project should be paid by the Federal Government, the proposed toll is regressive to local people who can least afford it.

Please provide any additional comments you may have on the proposed project:

I predict that the budget for this project will overrun estimates as well as the time to build.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 12:57:45 PM

Name

Michael McArdle

Address

██████████
Mobile, AL. 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:


I'm in favor of the project but not the toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 8:31:11 PM

Name

Narissa Nelson

Address


Foley, Al 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

More lanes on the bay way would work. I also dont think a toll is good ever! We pay you enough to fix and build things now. Waste.

Please provide any additional comments you may have on the proposed project:

Look at the increased revenue for tourism for 2018. If yall spent money wisely there would be plenty and you could pay as you go. You spend money on useless projects like another bridge to the island. You also just got a gas tax that was foisted upon us. Geeze, take a breath and quit already.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:18:11 PM

Name

Noah Whetstone

Address


Fairhope, Al. 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5-6 days each week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I don't agree for the need demolish the present Bayway as this would only add significant cost to an already terribly expensive project. Surely modern technology can allow for some way to incorporate this perfectly functional structure into the project. As for the proposed toll, I think local residents might agree to a reasonable yearly pass fee much like the Sunpass used on some bridges in Florida. With the present proposed rates, I would predict a mass exodus of commuter traffic onto the Causeway with resultant chaos thru the Bankhead Tunnel and on the Cochran Bridge of catastrophic proportions on a daily basis.

Please provide any additional comments you may have on the proposed project:


Given the present rates of almost daily wrecks on both the Bayway and in the Wallace Tunnel bringing traffic on what has to be one of the busiest interstates in the south to a dead halt, I only hope this project would garner not only Alabama funding support but that of our Federal government as well. This is not just an Alabama problem!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:20:34 AM

Name

Pam Bailey

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Every weekday

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The daily \$12 round trip toll would cause a hardship.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 4:49:00 PM

Name

Patricia Odom

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do believe there should be some type of relief not necessarily based on a day to day travel. The issues are when there's a wreck and during summer traffic (June to August).

Please provide any additional comments you may have on the proposed project:

I live in mobile county and work in Baldwin county. I can't afford \$2600 a year added to the already additional cost of gas traveling back and forth. I feel this cost is too much and ridiculous. I'm a single income household with 2 small children. What are my options? To sell my home and move? I purchased my home 17yrs ago during a buyers market. The cost of a home in Baldwin county is twice the price, and the school systems are not as good as the current school system I am in now, so what's my options if I move across the bay to avoid the toll charge? Live above my means to get in a good school district or find a home I can hopefully afford in a not so good school district. The state needs to rethink this; this is not just a simple toll charge. This is a major life change for the ones it effects deep in our pockets.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 5:35:00 PM

Name

Patrick Bertagnolli

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 to 5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


I feel as if the I-10 Bayway and Causeway are sufficient and if there is not enough money to fund the proposed project, then it should not move forward. It definitely should not be something that costs us more in taxes and/or travel expenses.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:56:29 PM

Name

Patrick Spomer

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

20-30

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

DO NOT TOLL RESIDENTS \$12/day are you nuts???? Try \$12/week MAX

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:21:11 PM

Name

Rebecca Statom

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

I currently use the Causeway to travel to work and back home. However, in the past I have used I-10, 5 days a week for a total of 10 one-way trips. I still use I-10 several times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am against the tolls. We pay taxes like all other cities in this state and they have not been asked to pay tolls, i.e. Birmingham AL, but ALDOT continues to fund them. Baldwin County brings in a lot of tax revenue for the state, but that money goes to Montgomery and does not come back. The new gas tax can help fund this project or the money being released from the federal government. I think having the overlook on I-10 is an unnecessary additional cost with the only benefit being more wrecks. The Bayway is a fast moving highway and it makes no sense to have people stopping and then try to re-enter the traffic, or possibly being killed for walking out in front of traffic trying to get the perfect picture. Just because you can build something, does not mean it's a good idea. I spoke with one of your representatives at the Spanish Fort meeting. When I asked the question, what's going to happen when people avoid using this bridge because of the tolls, he replied "we do not care because it will not be our responsibility anymore". In general, that's the impression I got overall. You plan to make the working people of Baldwin County and Mobile County pay for a Federal Highway which is prejudiced to the people of this area. You have stated there will be a toll-free way maintained, but what happens when the Causeway becomes so bad it has to be expanded? Also, I recently heard on the news that someone in Montgomery has a plan to pay for this project without the tolls, every option needs to be explored more thoroughly. Then you start the tolls in Birmingham first, see how that works before trying to do it here.

Please provide any additional comments you may have on the proposed project:

If project proceeds as presented, it will be obvious that ALDOT only put on a show and does not really care what the public thinks.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 3:18:52 PM

Name

Renee Hardenbrook

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

We use the bayway quite often.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I believe the toll will be a huge burden on the local people that have to cross into Mobile or Baldwin County on a regular basis. Many people will either be detouring their travel due to the excessive cost to just go to the next city.

From: agregg.mobileriverbridge.com
To: wooda@dot.state.al.us; missi@shumerconsulting.com
Subject: Fwd: Mobile River Bridge Concerns
Date: Wednesday, May 22, 2019 10:27:23 AM

----- Original Message -----

From: "Cox, Richard" [REDACTED]
To: "agregg@mobileriverbridge.com" <agregg@mobileriverbridge.com>
Date: May 22, 2019 at 11:16 AM
Subject: Mobile River Bridge Concerns

Allison:

I hope this e-mail finds you well.

Thank you for allowing people to air concerns they may have about the new bridge project.

Early in the process I was very excited about the new bridge. It certainly is needed.

As the project gets closer and we learn new things about the bridge my excitement is diminishing. It is a shame that something that should be a real positive for our area is turning into a negative. I'm almost to the point of suggesting we scrap the project and start over.

Parts that are concerning to me include:

- <!--[endif]-->The apparent lack of any Federal funding for this interstate bridge project. I drive all over the country on very nice interstate bridgework and pay no tolls. Why is this project different? I can think of no acceptable reason.
- <!--[endif]-->The amount of the tolls are going to cripple local traffic going back and forth. It is very often that I have to navigate the river multiple times in a day when working. That will have to change.
- <!--[endif]-->The thought that the causeway, Bankhead tunnel and Cochran

bridge will be a viable alternate for local traffic is absurd. All we will be doing is taking the I-10 problem and move it to a new place. The thought of messing up the causeway is probably the biggest complaint that I have with all of this.

- <!--[endif]-->The added pressure on the causeway will not be a good thing for it from an environmental perspective. If Mobile Bay Keepers aren't ringing the bell of concern about this that is interesting to me.
- <!--[endif]-->Adding traffic lights to the causeway to keep traffic "safely flowing and free flowing along that route" is not a reasonable statement. And the thought that signal synchronization will help to keep traffic moving sounds like a real pipe dream.

Thank you,

Richard Cox

[REDACTED]

Spanish Fort, AL 36527

M: [REDACTED]

[REDACTED]

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobilriverbridge.com

251-604-9790

<https://mobilriverbridge.com/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:11:24 AM

Name

Richard Smith

Address

██████████
Creola, Alabama 36525
United States
[Map It](#)

Are you any of the following?

- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 or 6 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I will not ever pay a toll to fund the bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:17:25 AM

Name

Rod & Dorothy Vining

Address


Grand Bay, AL 36541
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Every day for pleasure, work, to transport 3 kids in college, etc.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The cost is too high and the federal governments investment is too low. If this could not be done a better way, then leaving it as is would be better than adding further costs and problems.

Please provide any additional comments you may have on the proposed project:


Please consider Jim Zeigler's list of other ways to pay for an expanded Bayway. My husband and I have met Jim, and we really like his practical ideas on this project!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 5:27:00 PM

Name

Rover Rand

Address


Foley, AL 36535
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Weekly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The people of Mobile and Baldwin counties should not be subjected to and tolls. The project should be fully funded by state and federal funding. It is unfair to fully fund other projects and not this one.

Please provide any additional comments you may have on the proposed project:

No tolls period.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 7:21:28 AM

Name

Sandra Myles

Address

██████████
Mobile, Al 36605
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The fair should be in line with fares in FL. I travel to Tampa and the Veterans Highway going into Tampa is \$1.50 per toll. There are many people that travel to Mobile for work everyday. This will cause a severe financial hardship on many. This high fair will effect the restaurants on the Causeway.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 6:35:27 AM

Name

Scott Pulliam

Address

██████████
Spanish Fort, Al 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

3x per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

It would be nice to have a new bridge, but it doesn't need to be the gold standard. It certainly is not worth the economic impact to the people that use it.

Please provide any additional comments you may have on the proposed project:

If it takes a toll to do it, then don't do it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 2:36:51 PM

Name

Susan Williamson

Address


Eight Mile, AL 36613
United States
[Map It](#)

Are you any of the following?

- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I work in Baldwin County and live in Mobile County, so I travel the bayway twice a day 5 days a week. There is no way I can afford to pay \$12 a day every single day, with the gas it costs me already. So Please do not impose this toll. Those of us who travel is every day will be the ones to suffer.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I do think there needs to be more access and ways to get across the bay as traffic gets worse, especially in the summer months. BUT locals who live in one county and work in the other will be penalized if we have to pay this projected toll every single day

Please provide any additional comments you may have on the proposed project:

I work in Baldwin County and live in Mobile County, so I travel the bayway twice a day 5 days a week. There is no way I can afford to pay \$12 a day every single day, with the gas it costs me already. So Please do not impose this toll. Those of us who travel is every day will be the ones to suffer.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 1:57:49 PM

Name

Sylvia Majercik

Address

██████████
Mobile, Alabama 36608
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Less than once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The bottleneck that the tunnels create is a nightmare for a major east/west corridor, I-10.

Please provide any additional comments you may have on the proposed project:


Toll, Toll, Toll, if you use it and drive across it, you pay for it! For entirely too long residents of Baldwin County have come to Mobile to work and earn their pay, only to take that money back to Baldwin County to spend it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 9:28:36 AM

Name

Terry Wikle

Address


Daphne, AL 36526-9728
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?


No

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 3:08:59 PM

Name

Ute McPherson

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days to and fro

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am not in favor of the proposed toll fee, because resident commuters would be the ones most heavily and negatively affected by this toll. Before taking the easy way out by putting the cost burden on locals who are already contributing via taxes, other avenues of funding should be explored. How about using what's left of the BP oil spill money, or some of the gasoline tax increase revenue. This toll would have a detrimental effect on families on both sides of the bay who have to make the daily commute to and from work. The most heavy traffic occurs during summer vacation time so why not charge a small toll during peak months, but exclude residents who commute to and from work.

Please provide any additional comments you may have on the proposed project:


Has the option of a ferry service ever been explored?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 10:07:15 PM

Name

Wade Mitchell

Address


Foley, AL 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Placing a toll on the interstate bridge will create unimaginable traffic issues on City streets.

Please provide any additional comments you may have on the proposed project:

Placing a toll on the bridge should not even be an option, especially at the amount proposed.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Tuesday, May 21, 2019 5:20:01 PM

Name

William Irvine

Address

██████████
Pensacola, FL 32526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Weekly. Kids/grands live in Mobile; Parents live in Daphne.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

My son lives in Marietta GA. I've travelled on GA400 North of Atlanta for many years. GA 400 had a \$0.50 toll each way for nearly 20 years until the bond was paid off. In 2013, the toll plaza was removed. Fact is, the GA 400 toll plaza might have seen 20,000 daily. I would assume the new Bayway would see closer to 100,000 cars daily. With a toll as low as \$0.50-1.00 each way, you'll get a lot more cooperation travelers won't think twice about accepting this amount. Jack those prices up to \$3-6 one way, they a lot more people in the local and surrounding areas will think twice about traveling across the bay as much. Think about the long term effects on locals. Do not make this a long term money grab that is still collecting revenue well past its primary financial obligation. The people of the area deserve a new roadway, they deserve better flowing of traffic, and they deserve a roadway that tourists can properly navigate. The Wallace Tunnel is a proven obstruction for tourists. Please consider marketing amuch lower toll rate. People will be much happier and your gain a lot more support at \$0.50 as opposed to \$6.00. It worked in GA.....that high fare DOES NOT work at Garçon Point Bridge in Milton FL. People drive 30 mins extra to bypass that \$3.50 toll.

Please provide any additional comments you may have on the proposed project:

Born and raised in Mobile and Daphne AL. Never even thought of a toll being imposed on a crucial interstate segment like I-10 Bayway. The new bridge is holding people captive and demanding a veritable ransom for safe travel across the New Daphne-Mobile Bayway. Do the right thing and consider the \$0.50 toll charge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:52:15 PM

Name

Alison Burrow

Address

██████████
Mobile, AL 36693
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 14 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I don't like the plans for the proposed bridge. Creating a merge lane will just move the bottleneck down the road and cause more issues. Either make it it's own bridge across the bay or make the bay way 8 lanes.

Please provide any additional comments you may have on the proposed project:

The toll price for the bridge AND tunnels are ridiculous! The tunnel is paid for. There is NO need for a toll at the tunnel. The proposed prices for the toll bridge are ridiculous as well. With the amount of people that drive I-10 to go to Florida and other states there is absolutely NO need for the bridge toll to exceed \$2. No where else in the country has tolls as high as what is being proposed b

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:25:11 PM

Name

Amber Kelley

Address

██████████
Mobile, AL 36613
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I love the idea of the bridge, but not to the toll, at least for Mobile and Baldwin County residents.

\$12 to cross the bridge is insane and I will go insane if I have to pay that. I will avoid going over which will lower commerce of local businesses.

Please provide any additional comments you may have on the proposed project:

Do not make residents pay \$12 to cross this bridge. Local businesses will lose profit.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:51:02 AM

Name

Amy Fleet

Address

[REDACTED]
Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

ten times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

To accommodate the growing traffic the current Bayway needs to remain for local traffic and commuters. The new bridge would most likely be used by those not wanting to be delayed by the traffic. Tearing down the current bridge would only be a waste of funds.

Please provide any additional comments you may have on the proposed project:

A great amount of discussion and communication should be done prior to construction of the new proposed project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:59:26 PM

Name

Anabel Jones

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Awful idea! Please don't do this. It will be incredibly costly for us commuting to Mobile. We pay enough in taxes!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:24:11 PM

Name

Andrew Felts

Address

██████████
Mobile, Alabama 36726
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-5 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Mobile/Baldwin residents should be exempt from the toll because of the many times we need to use the bridge.

Please provide any additional comments you may have on the proposed project:

Mobile/Baldwin residents should be exempt from the toll because of the many times we need to use the bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 9:01:26 PM

Name

Aubrey Wiggins

Address

██████████
Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not think people that live in Baldwin county or mobile county should have to pay a toll. Already this area has lower paying jobs compared to the cost of living in this area. If there was a toll I would be spending most of my paycheck just to get to work.

Please provide any additional comments you may have on the proposed project:


I think the tax that is taken out of our paycheck and on the gas should be used and residents of this area should not have to pay a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:49:05 PM

Name

Billy Danner

Address


Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 times per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If there will be a high toll for crossing the bridge I would find an alternative or stop doing business in Mobile all together.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 9:34:52 AM

Name

Brad Hardin

Address

██████████
Spanish Fort, AL 36577
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed tolls will work an economic hardship on the citizens of Mobile and Baldwin Counties for generations. Once in place, the tolls will never be removed and will steadily be increased over time. There are many areas from which where money could be redirected to fund this project. For example the 4.7 billion Birmingham Northern Beltway project, which would have little to no impact on traffic congestion. The Wallace Tunnels are a major bottleneck on the I-10 system. If you can't build the bridge without a toll, don't build it.

Please provide any additional comments you may have on the proposed project:


The plan to build a toll bridge is rank cronyism. A few connected people will make millions and the public will be saddled with the albatros of paying 3 times more for the bridge then it should costs in the first place.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:05:58 AM

Name

Brent Daughdrill

Address


Theodore, AL 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

4-5 round trips per week (8-10 one-ways)

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll is just ridiculous. The Mobile and Baldwin county residents that use it every day will be hit hard.

10 one-way trips per week? At the minimum, would be over \$1300/yr including the discount. There is no way this is justifiable.

Please provide any additional comments you may have on the proposed project:

Lower the fee for the residents who have to commute everyday a lot more than a 15% discount.

Why not just allow any citizen just to pay \$80/yr for an annual pass? People would gladly fork that out for an enhanced bridge/bayway.


I have clients that I have to visit across the bay as well as friends/family. This is a pathetic attempt by Montgomery to squeeze more money from the Mobile/Baldwin area.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:54:02 AM

Name

Brian R. Barber

Address


Spanish Fort, ALABAMA 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice a day five days a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I for one, can not afford a toll of \$ 6.00 or more per trip across the new bridge. I am a commuter and use the bridge twice a day. I do not believe that the federal government is contributing enough to the project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:31:25 PM

Name

Brian Catlin

Address

██████████
Mobile, AL 36522
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once/twice

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Need 4-lane bridge(not 3) like Savannah. NO TOLL. GA borrowed states portion from Fed. Use Byrne's recommended source to pay back Fed.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 2:26:06 PM

Name

Calvin Dufrene Jr

Address


Spanish Fort, AL 36527-5039
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Hi
We cross to visit one of my daughters.
It's my son who crosses for work several times a wee. It would reduce his pay maybe 20% or so.
Hopefully could make it free for Baldwin or Mobile residents. Maybe a flat fee monthly & or at least 50% off.
To reduce Spanish Fort Causeway traffic to & from Mobile could have a card to allow free to pass or a charge if not.
Traffic really bad during vacation time on Easter shore side, would be nice if more lanes all the way to Hwy. 59 & Orange beach expressway.
I know the Luling - Destrahan bridge & Twin span from New Orleans East & Slidell, Louisiana was built with no tolls.
Also I know by adding lanes on the Huey Long bridge In Louisiana made it a pleasure to cross last time went from what remember from before. Also the same with them adding lanes in Meterie, La., the traffic seemed to move better.
Just a few rambling thoughts. Lol

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:17:57 AM

Name

Carol Voss

Address

██████████
Grand Bay, AL 36541-4931
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

About 1 round trip per month.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

It is so very necessary. One is unable to schedule accurate meeting plans because of the nearly inevitable delays - in one direction or the other or both ways.

Please provide any additional comments you may have on the proposed project:

We travel through Chicago, Orlando and to Atlantic City on a very regular basis. We pay the tolls. Because we lived north of Chicago in Wisconsin, we had the automobile transponder which automatically deducted the tolls from our prepaid I-Pass account; which is less expensive than paying cash at their toll booths. It is an efficient system. There is so much traffic from other states on I-10, we are often the only vehicle within sight with Alabama license plates. We strongly encourage our visitors to help defray the cost of our new bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:23:58 AM

Name

Cheryl Crews

Address

██████████
Summerdale, Al 36580
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Weekly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There are a lot of people that have moved in our area , Baldwin County Mobile County, Etc . Quite a few of them are not paying, taxes and do not have to. I don't feel like the locals need to pay for other people coming into our cities and counties and pay for them to commute back and forth working on a daily basis to Mobile and Baldwin County earning money sending it to other countries .I feel sure that I'm not the only one that feels this way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:47:56 AM

Name

Cheryl Griffin

Address

██████████
Mobile, AL 36608
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-5 Times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll is absolutely ridiculous! Have tourism or the Poarch Creek Indians contribute to this project. A lottery, something. Just not the average working person.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:53:15 PM

Name

Cheryl Herritt

Address

██████████
Irmingham, Alabama 45242
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Very little

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I am not for a \$6.00 or more toll. That bridge that crosses to Orange beach started at \$2.00. It's now over \$5.00!
And who knows who will get this money?
It never goes where it suppose to.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:44:33 PM

Name

Christian Baker

Address

██████████
Mobile, Alabama 36693
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5-10 times depending on work fluctuations.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There is a need for the added capacity but the idea of a one way toll that could be up to \$6 is ridiculous. This would greatly hinder and limit my travel across the bay. Reasonable for Mobile is not \$60 a week or more.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:39:07 PM

Name

Christopher Hadley

Address

██████████
Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-12 times per week for work unless there is an emergency at work which requires additional trips. This does not include times that I have to cross back over to Baldwin county for medical care for myself or special needs daughter. I was doing more trips for specialized medical coverage for my mother-in-law who passed as I would have to pick her up and bring her to Mobile for appointments.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am anti-toll for residents of Alabama and especially of residents of Baldwin and Mobile counties. Public funds were/will be used to study, pay for some, debate, vote, and litigate around this project. Adding the cost of that with the tolls to cross it is insult added to injury.

Please provide any additional comments you may have on the proposed project:

Put this in the hands of the voters of Alabama. Please, please, please learn from the failings of the previous promises of tolls in Alabama where politicians sold out to private companies and left the tax-payers holding the bag with promises un-fulfilled. You need look no further than the toll to Orange Beach.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 6:57:48 AM

Name

Daniel Edgar

Address

██████████
Silverhill, AL 36576
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 days per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This project does little more than move the congestion to the Eastern Shore.

Please provide any additional comments you may have on the proposed project:

The congestion is due to many factors, but tourists and commuters are the primary issue. Tourists are traveling east to Malbis, Loxley, or the Beach Express. Two lanes are inadequate to support the number of tourists going to the Beach Express and the number of commuters using Hwy. 59/I-10, as well as commuters from the Eastern Shore. There should be a minimum of three lanes in each direction from Virginia Street to the Baldwin Beach Express.

A toll should only be permitted if a private entity builds and maintains a separate road. This will be built with taxpayer dollars, and the toll is unnecessary since the passage of the state's recent gas tax measure. Adding a toll to cross Mobile Bay on an interstate highway will require taxpayers to pay for this bridge multiple times, rather than once.

This project only moves the congestion to the Eastern Shore, and requires taxpayers to pay for the project more than once.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:56:07 PM

Name

David Merriam

Address

██████████
Loxley, AL 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6-10 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Need Federal Funds

Please provide any additional comments you may have on the proposed project:

Why a toll for this bridge but not other road projects in Alabama???

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 9:35:29 PM

Name

David Preston

Address

██████████
Mobile, AL 36693
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Up to 42 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I am in favor of the project, but have questions about the toll and funding

Please provide any additional comments you may have on the proposed project:

I am writing these comments today in hopes of getting some clarification from the Alabama department of transportation about the proposed tolls on the I-10 Mobile River bridge and bayway project.

For discussion sake I am going to use the Alabama department of transportation's own estimates of 130,000 vehicle count per day in 2030 as a starting point. I understand that's only an estimate, and that estimate isn't expected to be reached until 11 years from now, however since the proposed tolling period is for 55 years, I believe that this is a fair number to use for discussion purposes, because that number will only continue to grow past the 2030 estimate as the years go by.

If you take the average vehicle count of 130,000 per day times that times 365 days times the high-end of the proposed toll of \$6 per trip this should generate over \$284 million a year which equates to around 15 billion dollars over the 55-year time frame. This equates to approximately 10 times the value of the money any private investor would put into the project to build the bridge and bayway project. While 10 times the investment is a very good return on investment in the private sector, are the taxpayers of the state of Alabama, who will be most burdened by this road toll getting the best value for their money at that valuation, has that been discussed and if so what was the thought process behind this decision?

Secondly, why has there been no discussion of rolling out a monthly prepaid discount toll subscription that anybody can purchase say like \$50 a month? This is an option that would certainly be utilized by the most frequent users of the new project including myself, while also providing the private investor an

almost guaranteed monthly stream of income. At \$50 a month if you had 100,000 subscriptions a month That would equate to almost 3.4 billion dollars over the same 55 year time frame and that's before you even collected one toll from one out of stater. Using the Alabama department of transportation's own estimates of 60% of the vehicle traffic that currently uses the current wallace tunnel and bayway being out of state traffic, that would still over the 55 year time frame Generate over \$9 billion in revenue from out of state tolls without putting a heavy burden on local traffic, therefore also reducing the natural urge to have toll avoidance. Has a unlimited monthly prepaid toll subscription even been discussed or considered? If so, what is what was the thought process behind the decision not to utilize it?


instead of burdening the users of this new bridge, the wallace tunnel, and a rebuilt bayway with a 55 year 15 billion dollar obligation, has there been any consideration to bonding the project out and paying it back with a dedicated lodging and short-term rental tax, or a combination of a lodging tax and a much reduced toll? if the state was to bond out the entire estimated 2.1 billion dollar cost of this project with a 30-year bond, they would pay back over that 30-year time. And estimated 4 billion dollars. gulf shores Orange Beach and Foley alone generate around 100 million dollars for the state of Alabama at n lodging taxes which only roughly equates to about 8% of the total amount of lodging tax generated from the state of Alabama state wide. If you put a tax on Mobile and Baldwin counties, all of them, over that 30-year time period you could generate an estimated 5 to 6 billion dollars to pay back a bond issue for the bayway and Mobile I-10 River bridge project. If there wasn't enough appetite to pass a lodging tax that could fully cover the cost of a bond issue, do a smaller lodging tax increase and combined it with a \$2 toll which a \$2 toll at the vehicle estimates of the Alabama department of transportation over 30 year time period could generate approximately 2.8 billion dollars,you could easily pay back a bond like this year for this project. Has there been any consideration by the Alabama department of transportation, or the Alabama governor's office to provide the best value to the taxpayers and the users of this project by bonding out the issue, which would require the least amount of money to be paid back, and pay it back with the dedicated tax and or toll? If so, what was the thought process that led to this being eliminated as an option?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 5:03:12 PM

Name

Doug Snow

Address


Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

A few times a month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I see no reason to replace the existing bayway. I feel expanding it would be more practical. I feel the whole project could be done cheaper without any toll. I think you should check out Jim Ziegler's plans to avoid tolls

Please provide any additional comments you may have on the proposed project:

Putting a toll on the Bayway it's going to cause so many problems, and I seriously don't think that the state has really thought it through. I get the feeling our state government is much like electricity, it takes the path of least resistances. On the other hand, the companies planning this project don't care enough about local problems. to take any of the negative details into consideration.

Let's start with the traffic issues this toll will cause in just the City of Spanish Fort. Many cars coming up Highway 98 from Fairhope and Daphne heading to Mobile will go through the City of Spanish Fort to take the causeway to avoid tolls, most cars coming down 225 and 31 from Bay Minette will also opt to take the causeway. Many of these vehicles will convene at the intersection of 98 and 31 in the heart of the city,

Spanish Fort is a very unique place, you have Highways 98, 31, 225, 90, and interstate i10 all converging in one location. When the causeway becomes the only route that's not going to cost people money to travel, you can bet it's going to end up in a traffic jam. It's like they are trying to eliminate a bottleneck on the Bayway by creating another bottleneck in Spanish Fort. Spanish Fort already suffers from traffic issues every time the Bayway backs up. But that's not all.

Most cars today come with Google GPS, it gives drivers alternate routes to avoid traffic jams and tolls, so many travelers traveling from Florida we'll also pass thru Spanish Fort to avoid the bridge toll. This is just the traffic issues a toll will cause. I don't think the state is considering all the other hardships a toll will

bring on the people of Baldwin County.

Just the fact people will have to pay a toll just to go to and from work is just one factor, we forget that many people here in Baldwin County travel to Mobile to shop, they travel for doctor appointments, many drive their kids to private schools in Mobile, let's not forget the college students going to the colleges in Mobile that will have to add toll costs to their tuitions. We have to consider the impact tolls will have on logistical services such as delivery trucks, and service vehicles traveling between the counties. We also have to look at the localized inflation a toll will cause, because employers will either have to compensate employees, or lose them all together

For example, many of the employees at the Walmart in Daphne come from Mobile, they already have to bend company rules for employees showing up late due to Bayway backups. Walmart is going to lose these employees, because if the workers have to pay \$12 per day for a round trip to go to work, that would be like giving up over an hour's pay everyday. Would you work 8 hours to be paid for 7? So it's safe to assume Walmart will lose a hunk of their work force, or they will have to pay their employees extra.

This will not just happen in Daphne but to all businesses that depend on employees from Mobile and vice versa. If I-10 just passed through a sparsely populated area, that would be one thing, but putting a toll on a busy interstate in a heavily populated congested metropolitan area is foolish to say the least.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 3:25:33 AM

Name

Douglas Bishop

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

On average about 4 round trips per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I believe it is an unnecessary expense to rebuild the existing I 10 bridge. Leave it as it is and add the new bridge. I do not support tolling of the new or existing roadways.

Please provide any additional comments you may have on the proposed project:


No tolls! If we don't have the money to build and pay for the bridge we don't need it. This proposal as it is is a disaster for the area and is a rotten deal. I DO NOT support this project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:59:25 PM

Name

Douglas Knoll Douglas Knoll

Address


Mobile, AL 36609
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least twice a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I am opposed to the proposed toll on the existing George Wallace Tunnel. This tunnel has been bought and PAID FOR with tax payers money. It should not be tolled at all! I am not so opposed to a toll on the new bridge if private funds are used to build the NEW bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 7:20:18 PM

Name

Frances Gosnell

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I do not believe it is in the best interest of the communities to impose a toll on this bridge, especially at the proposed rates of \$3-\$6 one way. That would cost a commuter like me up to \$3120 annually just to get to work, on top of gas. This should be something that is funded by general taxes, as most infrastructure improvements are.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 6:14:41 AM

Name

Gary Holmes

Address


FOLEY, AL 36535-8613
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:


If the only way to pay for the project is a toll, then the project should be halted until other financing can be arranged. Most commuters traveling daily would find the toll cost prohibitive, forcing other work to be explored. 7.75 is the minimum wage, you are seeking most of an hours wage each way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 5:19:12 PM

Name

gary youngblood

Address


daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-6

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We currently have no less than 6 lanes to cross the Bay. Anywhere you have a large population there will always be traffic, accidents and backups no matter how many lanes, or how big the bridges are. In short, WE DO NOT NEED A BRIDGE, ESPECIALLY ONE WITH TOLLS - OF ANY AMOUNT!!!! NO BRIDGE.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:11:09 PM

Name

Gene Brown

Address


Theodorw, AL 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

A couple of times a month.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Traffic on I-10 is harrowing at best. Accidents are common. As Both Mobile and Baldwin counties grow there is a need for the bridge to handle an increased amount of vehicles.

Please provide any additional comments you may have on the proposed project:

I think the idea of a toll to pay for it is mor than fair.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 2:31:10 PM

Name

Gerald Harris

Address

██████████
Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

8-10 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We should wait until federal funds are available to assist in building. A national infrastructure bill is being considered. Wait on it.

Please provide any additional comments you may have on the proposed project:

Local residents should be allowed FREE access. NO TOLL. If not, then no bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:14:12 PM

Name

Gerry Carley

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Unless a MINIMUM of 3 lanes each way is maintained to at least the Beach Express, project is a waste of money. 3 lanes each way, however, will be obsolete by the time the project is completed. 4 lanes each way should be planned and built, with 3 lanes extended to the state line.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 7:59:49 AM

Name

Greg Smith

Address


Theodore, Alabama 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Toll should be no more than \$2.

Please provide any additional comments you may have on the proposed project:

Just straightening the East and West approaches to the I-10 Tunnels would solve most of the current traffic delays.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 5:48:43 AM

Name

Greg Strachan

Address

██████████
Summerdale, AL 36580
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The bridge and I-10 expansion is widely needed. But I do not support the present tolls as proposed as they make no financial sense to locals who commute daily between Mobile and Baldwin, like my son and daughter. Think about it. A local resident making \$50,000/yr faced with a \$12 daily round trip toll would pay \$3000 a year in tolls. That's 6% of their salary and more than many people set aside for their retirement savings. We just approved, and I voted for, 1% gas tax increase. This I-10 project is exactly the type project the gas tax should supplement. I'm in favor of some toll for locals, but more along the lines of \$1-\$2 per way to keep it affordable for daily commuters.

Please provide any additional comments you may have on the proposed project:

None

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:26:34 PM

Name

Hal McGilberry

Address

██████████
Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I Work for Mobile Area Water and Sewer Service as an Information Systems Administrator. I commute to work every day from Daphne to Mobile's MAWSS sites. The proposed toll cost are excessive burden on local residents such as myself. I think that an alternative rate for local residents is needed. The proposed toll is the highest rate in the entire I-65/I=10 highway system. In north Alabama no toll is planned for Birmingham routes with new bridges, this is unfair burden.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The additional capacity on I-10 bay-way is at best a single point of failure, in the event of a major hurricane and fall in Mobile.

Please provide any additional comments you may have on the proposed project:

An alternate route is needed upgrading existing Causeway infrastructure would be a better option.

From: agregg.mobileriverbridge.com
To: missi@shumerconsulting.com; wooda@dot.state.al.us
Subject: Fwd: Tolls
Date: Thursday, May 23, 2019 11:29:45 AM

> ----- Original Message -----

> From: Harold Taylor [REDACTED]
> To: agregg@mobileriverbridge.com
> Date: May 23, 2019 at 11:45 AM
> Subject: Tolls

>

> Just my input, There's no way I can afford the proposed toll rate for the new bayway bridge over Mobile river. I live in Baldwin county and work in Mobile. I cross the bayway 5 days a week. I could see a dollar one way but if it's more, I won't be crossing anymore. In closing, please keep the toll down to a more reasonable amount. 6 dollars is ridiculous. Thanks.

>

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790


<https://mobileriverbridge.com/>

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 3:25:11 PM

Name

James Gosnell

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Regularly. Atleast a few times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There are no other interstates in Alabama with tolls. This is an unreasonable hardship to people who have to cross this bridge regularly. I would rather that you did nothing and leave the current problems as they are.

Please provide any additional comments you may have on the proposed project:


Please find a way to increase the capacity of I-10 across Mobile Bay without a toll or don't do it at all.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 9:27:51 AM

Name

James Seabrooke

Address


Pensacola, FL 32504
United States
[Map It](#)

Are you any of the following?

- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 Days a Week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Widen the existing bridge for more lanes. I already pay to much in taxes and do not need another toll!!!

Why do we need another bridge that is similar to the Golden Gate Bridge in San Francisco? I do not want to pay for this project, the entire concept is overkill and not needed by the local community. This project will turn into a money pit with cost overruns and missed deadlines.

I want a free solution that will allow me to travel between Northwest Florida and the Alabama Gulf Coast. This project is not practical - its overkill!!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:29:24 PM

Name

JAMIE ALLGOOD

Address

████████████████████
MOBILE, AL 36609
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use the bayway at least once a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I dont understand how adding another bridge and the end of the bridge ending up at the same junction as the others - how is this going to help with traffic - all you are doing is moving the bottleneck to another location. If you really want to improve traffic - build a bridge between the middle of Mobile and the middle of fairhope. I understand about having to fund the bridge but charging a toll for that short of a space plus not removing the bottleneck problem is not a solution.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 12:47:02 PM

Name

Jamie Lyles

Address

██████████
Spanish Fort, Alabama 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:47:26 PM

Name

Jan Zuercher

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

12

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


This should be a Federally funded infrastructure project since it is an Interstate Highway. I am opposed to a toll. The Federal and State Governments need to come up with the funds even if it means a bond offering is issued.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:28:59 AM

Name

Jason Krause

Address


Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

A few times monthly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Not in favor of tolls to be implemented for new bridge as well as the Wallace Tunnels. I believe this will cause significant traffic jam in the Downtown Mobile Area, due to drivers taking the Bankhead Tunnel to avoid fees. I live near this area and believe it will hinder my ability to drive on local streets, including Government Blvd, which I use daily.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:51:05 PM

Name

Jet Duke

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times a week, 20 times a week if you count my husband

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We could not afford to pay a toll that is so high when our household travels to mobile every day of the week. That would be 20 toll charges in one week. If you are going to have the toll so high you need a special low rate or annual membership for local residents. A toll so high would make me want to look for a new job. That is insane. You cannot expect people to be able to afford such a high toll. We have too many commuters here.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:41:56 AM

Name

JoAn Phillips

Address

████████████████████
Mobile, Al 36618
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 to 6 times a week..sometimes less...

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I believe the funds proposed in building this need to be spent on making all roads and bridges safe, architecturally sound, and secure. We have extremely poor and narrow roadways in highly trafficked areas. There is a great need for more traffic lights, signals, and proper railroad warnings at crossings. We need to properly maintain the structures in existence, and improve them.

Please provide any additional comments you may have on the proposed project:


Governor Ivey added an additional ten cents tax on gasoline. I am a retired Registered Nurse, with limited funds. I will not be paying the proposed toll. We taxpayers expect to see the gasoline tax increase money utilized wisely and not disappear into others hands. There needs to be public accounting for all monies, both Federal and State.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:58:55 AM

Name

Joel Weaver

Address


Loxley, Alabama 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5-7 days a week twice a day.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Alabama ranks as one of the poorest states in America. To further burden the residents with a toll just so we can go to work is atrocious. Not only would it put an added expense to mine and everyone else that lives in Baldwin or mobile county, I have to pay someone just so I can go to work. This bridge does not need to be this big. We shouldn't be trying to impress other states with a bridge. Let's be realistic. This bridge is only for people out of state. It will not benefit anyone around this area at all. Why make the people that live in this area pay for something so out of state people can use it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:45:27 AM

Name

John Parks

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

1 travel two or three times per day for my work.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Studies prove adding roads add to congestion. the state and ALDOT need to stop and seek advise. I do not believe all options are being considered. The P3 model to pay for this is insane. We don't need a toll road. The free route will destroy Daphne and Spanish Fort.

Please provide any additional comments you may have on the proposed project:

Many solutions have been offered up. Politicians like the Governor need to listen to the public and stop paying off their friends with contracts. This is a waste of money.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 7:18:48 AM

Name

Joe Comer

Address

██████████
Fairhope, AL 36533
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Several time a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Locals don't need to spend billions the save out of towners 30 minutes crossing the Bay Way. No safety concerns except for speeders which are everywhere.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:09:06 PM

Name

Joseph Rosa

Address

██████████
Mobile, Alabama 36605
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use I-10 between Mobile and Baldwin counties 3 to 5 times per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not agree with anything that would toll travelers on any part of I-10 between Mobile and Baldwin counties or any associated roadway that connects Mobile and Baldwin counties. I personally would suffer financial hardship if any type of toll was in place.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:09:36 AM

Name

June Bozeman

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 10 times but some days I do back and forth more than once. I live in Baldwin county and am in outside sales so I have many appts in both counties.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I understand the need for an additional bridge, however, the tolls being proposed will put an unfair burden on many of community. I work out of both counties and feel that could be detrimental not only to me but to many others. It's hard enough on people to add the cost of gas & wear and tear on their automobiles to live in one county and work in the other and to add on an additional toll would make it impossible for many. If there must be a toll make it a minimum of .25c each way. With as many cars that drive it daily that would be plenty and not so hard on any one person.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:22:33 PM

Name

Karen Miller

Address

██████████
Loxley, Alabama 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

4

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll is an awful idea. The residents of Mobile and Baldwin Counties need to be able to commute to work, seek medical care, visit families, shop, etc. The traffic jams on I-10 are due to other travellers passing through the area to go to the beaches or other destinations, but are not the result of residents.

Please provide any additional comments you may have on the proposed project:

If the toll must be done, I think that the residents of Mobile/Baldwin County should be given a sticker for their windshields. This would allow them to pass through the toll area without having to pay. That means all other travellers would be paying the toll. However, if the state insists on making residents pay such a high rate, they need to understand the following: 1. I, along with many others, will simply schedule extra time to cross the bay via other methods to avoid the toll. 2. This will negatively affect commerce on either side of the bay because the counties are very co-dependent. 3. The individuals that ask for our opinions and ignore them need to remember that the voters gave them their jobs and the voters can take them away.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:09:06 PM

Name

Kay Walton

Address

[REDACTED]
Theodore, AL 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Please consider Jim Zeigler's list of other ways to pay for an expanded Bayway. The proposed toll is unreasonable.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:16:10 PM

Name

Kelley Douglas

Address

██████████
Mobile, Alabama 36693
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

20 times a year

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It is ridiculous to think that people who have free access to cross the bay would want to pay the types of tolls that are being proposed. Yes a bridge is needed for all the traffic heading to their beach vacations, but let them pay for it and provide discount passes for residents within 50 miles of the bridge. Either that or get the funds from the BP oil spill money or the gas companies who are taking our LNG out of the gulf. The other option is to keep the old tunnel free. A six dollar toll is way too much anyway. I say forget it if that is the only way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:42:33 PM

Name

Krista Presnall

Address

██████████
Stapleton, Alabama 36578
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 6 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Not as a toll road.

Please provide any additional comments you may have on the proposed project:

Where is the Bp oil spill money that was put in the general fund. A lottery could pay for the highway. Taxpayers have paid enough for highways that do not get built. Why aren't the mobile and Baldwin county counsel people speaking up for locals?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:13:49 AM

Name

Larry Grissett

Address

██████████
Opp, AL 36467
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

I'm a tax paying citizen

How often do you use I-10 between Mobile and Baldwin Counties a week?

About 3 times a year.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We just increased the gas tax to improve out infrastructure and you idiots can't pay for a bridge ???

Please provide any additional comments you may have on the proposed project:

Why don't you work within a budget !

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 9:19:52 AM

Name

Lewis Whitten

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

12

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am not in favor of the proposed project. I do not agree with any toll. This is a vital transportation route that is used during hurricane evacuations from Miami to Houston. The bridge and tunnel are poorly managed now. Many times the signage on the bridge and tunnel are wrong and not updated. The area should be a monitored no stopping zone with tow trucks immediately available to removed stalled or wrecked vehicles. There is no police presence. On known heavy travel days semi trucks could be not allowed in the tunnel. On proposal would be to have Bridge Police that is run by the State Troopers with county and local police from the area.

I do not agree with putting pedestrian and bicycle lanes on the bridge. This is cause added expense and there is a reason that bicycles and pedestrians are not allowed on interstate highways. Can you prove that there is an actual justified demand for bicycle and pedestrian lanes?

Please provide any additional comments you may have on the proposed project:

Why must the residents of Mobile and Baldwin counties pay to use basic infrastructure? These 2 counties are in the top 3 in the state in tax revenue. Is there going to be a toll on the I59/20 project in Birmingham? Is the there going to be a toll on the interstate project in Huntsville? The state of Alabama has already stolen BP oil spill money from Baldwin and Mobile counties and used it for counties that were not affected. The State is using the monies from off shore energy companies that are only off Baldwin and Mobile Counties.

The frequent user discount of 15% is a joke. Toll avoidance will over crowd non toll roads and communities.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:19:05 PM

Name

Lydia Draper

Address

████████████████████
Mobile, AL 36619
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Funding the project by tolling the existing interstate is absurd. What's more is the cost! This type of fee for a daily drive, for many to and from the place they work, is unacceptable and other options for funding should be explored. (One example being a state lottery.)

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:49:00 AM

Name

mark tackla

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Daily

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

First off I do not believe that imposing a toll to the Tunnel is right - that was built with Tax payer money and to charge a toll so travelers have to take the bridge is insane. Plus the strain of the daily toll to commute back and forth is outrageous, so I would need to pay up to a possible \$12 a day to go to work? Then if there are toll booth installed to collect the fare this will be a bottleneck, as well as how would you be able to collect tolls from out of state? Once you get to the Easter Shore there has been no discussions as to widening I-10 so as you come from 3 lanes to 2 lanes - you have just created a bottleneck on the Bayway. I also do not think it is right that if tolls are imposed - once the bridge is payed for the backers get to keep collecting money for life? Where is this money going? This debacle of a project is going to push more people to the surface roads that are already over loaded. Why do you need bike and pedestrian lanes on the bridge - there are not any on I-10. You have not thought this project thru and was about future impacts- as the freeway widens the more traffic is drawn? I cannot support this project being a taxpayer and resident, which this will burden the locals more than the travelers.

Please provide any additional comments you may have on the proposed project:


This project should be completed with federal and oil spill aid than put the burden on the locals.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 6:51:47 AM

Name

Matt Arnold Matt Arnold

Address


Foley, Al 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Reference the tolls.

Once the toll is in place if it is a choice between heading to Mobile or Pensacola I will go to Pensacola and avoid the tolls. We were thinking of joining Costco Wholesale but the tolls changed our mind for us. I will not go to Mobile for the RV show or other events. The tolls will also factor into the cost of using Pensacola airport or Mobile airport. So to summarize we have an increase in hybrid registration fees, increase gas tax, tolls, increase delivery fees from businesses that have to pay the toll. We also have the possibility of decreased tax revenue.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 6:00:16 PM

Name

Maureen Henaon

Address

██████████
Loxley, AL 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I oppose the toll. I work on the Causeway. Already it's treacherous getting onto the Causeway to come home in the evening. If there is a toll on the bridge, people will start using the Causeway more and there won't be a break in traffic to cross the westbound lane to get into the eastbound lane to get home.

Please provide any additional comments you may have on the proposed project:


Use the 10% gas tax like we told it would be—to improve infrastructure. There is a crisis in this area because of poor planning in the past few years. The people are tired of being lied to and used to fund public officials' pocketbooks.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:56:32 PM

Name

Max Cartwright

Address


Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This bridge need to be put to a vote of the people because as it stands now this appears to be an unlawful tax on those living in this area of Alabama. Whereas the folks in Birmingham aren't paying for their new bridges in i-20. I believe this is opening up the state to a class action lawsuit as well as taxation without representation.

Please provide any additional comments you may have on the proposed project:

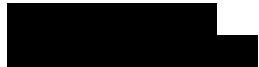
Fix the Wallace Tunnel!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 7:22:21 PM

Name

Maya Lewellyn

Address


Mobile, AL 36613
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use it once or twice a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

It is fine as it is.

Please provide any additional comments you may have on the proposed project:


I cannot afford to pay for a toll bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 3:38:35 AM

Name

Michael Geronemus

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Simple solution is toll the new bridge and keep the Wallace tunnel toll free. That way if one wants to avoid the nightmare of the Wallace tunnel then they can pay a toll to avoid it

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:22:06 PM

Name

Michael Hutchison

Address


Point Clear, Alabama 36564
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

This is a moot point. The response will explain below.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Tolling I-10 puts an undue hardship on the private citizens in Mobile and Baldwin county that drive everyday to work using I-10 if it is their only route.

Please provide any additional comments you may have on the proposed project:

Exempt those who use I-10 coming from either the Eastern Shore to Mobile or Mobile to the Eastern Shore from the toll if there is proof of I-10 being their only route to work.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:41:59 AM

Name

Michael Ori

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-20

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll on the road would cost me \$60-\$120 a week (over \$5k a year). I am already paycheck to paycheck on family finances. This would require me to find a new job (at same income level) and if I couldn't, then I would start defaulting on some of my bills

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 12:20:00 PM

Name

Michelle Melton

Address

[REDACTED]
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-14 times.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed tolls are preposterous! No one or entity, save for ALDOT, is a fan. Go check out Georgia and Florida and derive a Pelican Pass for regular users that is more rational and not raping the locals' finances. Coupled with a considerable and well overdue gas tax, which is for infrastructure, which is what the bridge IS, the tolls as proposed are unfair and ridiculous. It is fine to pay for infrastructure, but it needs to be better thought out and not a "wham, bam, thank you, mam", in order to pay for this bridge that is finally becoming a reality. I would think with the decades gone by in consideration and planning this bridge that ALDOT would have formulated better options. Actually any options for payment besides what is on the table. And placing a toll on the already rinky-dink outdated tunnels is beyond absurd. Tolls paid for those decades/generations ago. Like paying full retail price for a beat up jalopy.

Please provide any additional comments you may have on the proposed project:

So the above was my jeer. However, I am looking forward to better, prettier, more efficient, and fair to the commuter, local taxpayer, Alabama resident friendly bridge. I am especially delighted that pedestrian and bicycle lanes are under consideration, which should be a reality like many other newer bridges in the United States. Alabama is way behind on most things so don't mess this up too, ALDOT. Thank you.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 2:12:06 PM

Name

Mike Langlitz

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Daily

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If we are going to continue to need additional bridges, why not leave I-10 in place for local traffic and route interstate traffic unto the new bridge going over the river and toll it? Seems to be a waste of a paid for project and a real financial burden to persons working between Mobile and Baldwin County.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:24:55 AM

Name

Nan Bertolino

Address

██████████
Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least once a week, sometimes more.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am disabled and live on SSI, I CANNOT afford to pay a toll that high, much less one at all.

From: [Neil MacIntyre](#)
To: [MRB Environmental](#)
Subject: Environmental comment submittal for MRB project
Date: Wednesday, May 22, 2019 11:47:07 AM

To whom it may concern,

Although the whole bridge project is going to be a daily grind for me during the construction period, as I both live and work in the areas of major construction, I do see a need for a bridge.

My environmental concern is the use of traffic lights on the proposed Canal Street intersection, I live on the S. Cedar Street cul de sac just off of Canal Street and I would much rather see this intersection incorporate roundabouts (traffic circles) to minimize the amount of exhaust fumes in my neighborhood from idling cars and trucks stopped at traffic lights both coming off the highway and turning left and those waiting on Canal Street waiting to enter the highway.

My hometown of Green Bay, Wisconsin over the last decade has successfully implemented roundabouts all over the city and primarily off of all highway (Hwy 41) ramps and service roads. It was a major project but it is such a joy to drive up there now. Google maps shows them well.

This would reduce the carbon footprint of the project overtime due to the lack of stationary idling cars and also the electricity needed to power the traffic lights.

Thank you for your consideration.

Respectfully,
Neil MacIntyre

Neil MacIntyre
Logistic Analyst III - Provisioning | AUSTAL USA

Mobile AL 36602 | <http://usa.austal.com>

SHIPS · SYSTEMS · SUPPORT

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 7:39:47 AM

Name

Patrick Casey

Address

██████████
Heflin, Alabama 36264
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I do not favor a toll for the Interstate system. I would favor it as an alternate route.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 7:31:19 PM

Name

Phillip Counselman

Address


Silverhill, Al 36576
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I cannon afford this project.

Please provide any additional comments you may have on the proposed project:

Just take the causeway!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 11:48:59 AM

Name

Phillip Rivers Phillip Rivers

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As a Spanish Fort resident who works downtown Mobile, the commute is mostly not an issue other than on Friday evenings, major holidays, and summer vacation time. As such, I favor a project that basically directs out of state traffic over the proposed bridge and simplify the project so that it accomplishes just that - we don't need numerous exit ramps, bike paths (you won't see anyone riding a bike across the bayway currently), observation towers, etc. which would all help reduce the cost of the project and any potential future tolls. As a daily commuter, if I-10 traffic that was simply traveling east/west with no interest of destination to Mobile or Daphne, then allow these travelers to have a route that does impact the causeway or Wallace tunnel. Providing this traffic with a simple "fly over" would be a huge benefit to traffic and also help reduce tolls on a daily commuter such as myself.

Please provide any additional comments you may have on the proposed project:

Based on articles and ads, I've heard a range of \$2,000 - \$4,000 of annual tolls for a daily commuter which makes that cost prohibitive for me to use the proposed bridge and possibly the Wallace tunnel. As such, this could have a negative impact on the Bankhead tunnel and cause even more traffic problems for daily commuters as it has the potential to push more traffic to the Bankhead tunnel. In addition, I encourage Mobile leaders to consider the rapid growth in Baldwin county and how many workers in the Mobile area live in Baldwin County. If tolls cause such a burden on workers, companies may be encouraged to open new or separate office locations in Baldwin County which could have a negative economic impact on the City of Mobile.

My understanding is this project is supposed to help us, not harm us in the way of \$2,000 - \$4,000 of

annual tolls - that amount of cost doesn't help any local resident. Lets simplify the project, reduce the cost, and help eliminate and minimize the amount of tolls to daily commuters.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:36:24 PM

Name

Randy Kennedy

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

4

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Any toll is a terrible idea. The reason to support the multi-billion dollar project is to make it easier to travel across the bay. Having to stop to pay a toll defeats that purpose. It will also encourage to travelers to avoid Mobile completely. Also, it will put a barrier between residents of Baldwin and Mobile counties.

Please provide any additional comments you may have on the proposed project:

It is a terrible idea to have any toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 3:32:08 PM

Name

Rebecca Gosnell

Address

██████████
Moody, AL 35004
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

Family member to resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Several times/year

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Will avoid a toll road whenever possible—we're taxed enough!

Please provide any additional comments you may have on the proposed project:

Didn't the AL legislature just add a gas tax for roads? Seems like you should be using that money instead of adding a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:27:24 PM

Name

Rob Felty

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10+

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

More realistic and affordable tolls needed. If they are as high as proposed, you will cause all local traffic to divert to the causeway, which will become incredibly congested. I have also read that the causeway's Bankhead Tunnel is planned to be phased out, which if true, would cause even more havoc.

Please provide any additional comments you may have on the proposed project:


I am also in favor of a bike path on this route.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:26:12 PM

Name

Robert Gardner

Address


Gulf Shores, AL 36542
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

About once per month.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Exacting such a heavy toll will cause economic hardship to commuters and to I-10 businesses.

Please provide any additional comments you may have on the proposed project:

INTERSTATE 10 is not just a local road. Montgomery stole the lion's share of BP Oil money that should have been used to AID Alabama's coastal economy. After this theft, they now seek to tax the same citizens to pay for a bridge which would be of state and national benefit. Infrastructure helps everyone and is necessary for there is to be economic growth. But if the cost of it quenches that growth, then it is counterproductive. I will continue to use the Causeway as I already do to avoid the danger and nuisance of Wallace Tunnel.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 3:43:08 PM

Name

Robert Harley

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

8

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I feel a toll is too much for people that work in Mobile and live in Baldwin county and vice versa.

Please provide any additional comments you may have on the proposed project:


No toll for people who live and work in the 2 counties.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:12:10 PM

Name

Robert Powell

Address


Grove hill, Al 36451
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

Come down two to three times a week

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

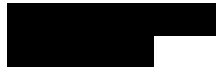
They should use money from the lottery to pay for the bridge instead the toll if they get the lottery in alabama

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:49:50 AM

Name

Ronna Cashon

Address


Robertsdale, Al 36567
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least four

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I have to go check on my Mother who is 81 years old and I think that's just to much for me to handle with a minimum wage job

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 9:13:49 AM

Name

Samuel Cochran

Address

██████████
Mobile, Ala 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a weekend

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

It is not necessary if it incurs unreasonable tolls. Seems wrong to toll the Wallace and or Bankhead tunnel which we've paid for, but if so, to stop toll avoidance, then utilize that money to offset local residents tolls.

Please provide any additional comments you may have on the proposed project:


See above

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 3:12:08 PM

Name

Scott Squires

Address


Chickasaw, AL 36611
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 to 5 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We don't need a toll bridge

Please provide any additional comments you may have on the proposed project:

They just passed an 18 cent gas tax increase to pay for road and bridge projects now they want to put a toll on the new bridge project. If it's a toll on it I'll go around it and never use it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 5:56:14 PM

Name

Shana Wright

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Besides the fact that there isn't enough excess traffic to warrant a new bridge, imposing a toll on the current bridge is unnecessary and illegal (because it's an interstate)

Please provide any additional comments you may have on the proposed project:


You will receive not only loss of revenue to mobile but lawsuits and will cause more trouble for those of us who live and work in the area than is worth. This is foolish and completely ridiculous

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 5:23:11 PM

Name

shelby jordan

Address


wilmer, Al 36587
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

6

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?


No

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 8:29:53 AM

Name

Shirley Baumann

Address


Elberta, AL 36530
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

I don't go to Mobile very often except for medical purposes, but my granddaughter is a regular between counties. This would be financially devastating to her as she is young and trying to get an education to fulfill her dream career. The taxes already in place & those to be coming have her struggling & juggling to meet day to day needs.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

There are options that aren't being considered. This is a proposal submitted didn't come with options.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:26:55 AM

Name

Stacey Crews

Address

██████████
Axis, AL 36505
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 times a week. My husband 5-10 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

No toll. No one can afford to pay tolls.

Please provide any additional comments you may have on the proposed project:

Why give the state more money they can't manage? And in the mean time people go broke trying to get to work? Are you trying to create more welfare?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 3:40:09 PM

Name

Stephen Flock

Address

██████████
Mobile, Alabama 36693
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Less than once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am opposed to the tolls that are proposed the Mobile River Bridge and Bayway project. I also think that the State of Alabama and ALDOT are making a bad deal for the people of the Mobile area with the financing of the project. If the Bridge Project cannot be built without tolls at this time, then don't build it. But the State and ALDOT should straighten the approaches on both ends of the Wallace Tunnels as a first step to relieving congestion.

I am a resident of the City of Mobile. I do not frequently drive across the bay. I think that the tolls will put a tremendous burden on commuters who do travel across the bay daily for work. I also think it will be barrier between the two sides of the bay, causing reduced economic activity from people going from one side of the bay to the other to work, shop and eat and do business. For instance, what about high school football teams and their fans who have to cross the bay to play and opponent on the other side. I think there is also the potential for drivers to avoid the Mobile area altogether because of the tolls, particularly commercial vehicles that are passing through the region.

I also think that the tolls are going to result in terrible traffic congestion on the non-tolled roads, the Bankhead Tunnel and the Cochrane-Africatown Bridge and the Causeway. We may no longer be able to have Mardi Gras parades down Government Street because traffic will be continuously backed up from the Bankhead Tunnel to Michigan Avenue.

It is not fair to the people in the Mobile area that we are going to have tolls on I-10 when no one else does. I don't know of any tolls on I-10 anywhere between Jacksonville, Florida to San Antonio, Texas, at least. Having tolls on the Bridge and Bayway is going to give the Mobile Area a negative image. The Mobile Airport Authority is moving the Airport to Brookley Field in order to encourage more people on the Eastern Shore to fly out of Mobile, and here you come slapping a toll on them.

It is not fair that the people in this area should have to pay tolls on I-10, when no one else does. We pay the same taxes as everyone else, but they are not getting tolls. We pay the same Federal Gas tax as everyone else, as well as the State of Alabama gas tax, which is going up soon. When the I-10 bridges over Escambia Bay in Florida were heavily damaged by Hurricane Ivan in 2004, it was rebuilt higher and with more lanes with no tolls. Similarly, when the I-10 bridges over Lake Pontchartrain was damaged in 2005 by Hurricane Katrina, it was rebuilt higher and with more lanes with no tolls. That was an \$800 million project. To me, that means the Bayway part of the project at least should not be tolled.

Currently, work is being done on the I-59/I-20 project in Birmingham. This is a \$700 million project. There are no tolls on it either.

I also do not think it is right that the Bridge and Bayway maintenance is going to be paid for by the tolls. Again, we pay the same taxes as everyone else. The State gas tax is going up. The maintenance of the bridge should be paid by the State Gas Tax, not the tolls. I would also like to know how much of the annual projected toll revenue is going to be put toward the maintenance of the bridge.

Also, what effect does the increase in the State of Alabama gas tax have on the funding of the project? Surely some of this increase in revenue is going to go to the Bridge Project. If not, then why not?

I think the State of Alabama and ALDOT are also making a bad financial deal to finance the bridge. The estimates I have seen is that the State is going to have to borrow \$1.6 billion from various sources (Federal Government loans, private activity bonds, concessionaire financing) to fund the bridge project. Over the first 30 years of the toll collections, the toll revenue is estimated at \$4.6-6.1 billion. What is the implied interest rate on this transaction? What will be the interest rate on the loans from the Federal government and the private activity bonds? What kind of rate of return will the concessionaire and the equity investors make on their investment? Does the State have any control over this, or even better, do the people who live in the Mobile area have any control over this? I asked these questions of one of the ALDOT engineers at the public meeting in Mobile on May 9 and did not get any answers. I cannot believe that estimates of these interest rates have not been made. If not, then I don't see how any estimate can be made of the tolls required to pay for the project. I have calculated a rate of return for the overall investment that will have to be paid back by the tolls. At a \$3 toll, the return is 7.1%, at a \$5 toll, the return is 9.6%. I think these are extraordinarily high interest rates for people of the Mobile area to have to pay. That is why, in my opinion, ALDOT is making a bad deal for us in the financing of the bridge project.

I think that instead of the Bridge and Bayway project, as a first step towards fixing the congestion problems on I-10, the State should fix the approaches to the Wallace tunnels so that traffic can pass through the tunnels at highway speeds instead of having to slow down for the sharp curves that are currently on both ends. This should also reduce the frequency of accidents in and around the tunnels as well. I think all truck traffic should be banned from the tunnels as well, as trucks slow down as they start to climb out of the bottom of the tunnel. This should be paid for by the State as the approaches to the Wallace tunnels were not properly built.

In summary, there should not be any tolls on the I-10 River Bridge and Bayway. The State needs to seek much more funding from the Federal Government for the Bridge Project. If the project cannot be built at this time without tolls, then don't build the bridge. But the State should straighten the approaches to the Wallace Tunnels at both ends, as the design of the tunnels approaches was never done right to start with.

I look forward to getting your responses to my questions.

Stephen C. Flock

[REDACTED]
Mobile, Alabama 36693

[REDACTED]

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 9:04:52 AM

Name

Stephen Russell

Address

██████████
Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 trips

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I am favor of the bridge, but not rebuilding I-10 Bayway. Let the federal government pay for reconstruction in case it is destroyed by a hurricane such as what happened in Pensacola and Biloxi and New Orleans.

Please provide any additional comments you may have on the proposed project:

I would support a reasonable toll of \$1.00 each way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 5:39:13 PM

Name

Stephen Welford

Address

██████████
Mobile, AL 36605
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The ALDOT plan to charge exorbitant tolls to pass through the Wallace Tunnel and eventually across the new Mobile River Bridge is BLATANTLY UNFAIR to residents of Mobile County!!! This falls into a decades-long recurrent pattern of ALDOT neglecting to spend on needed infrastructure in the Mobile metropolitan area, instead diverting our tax dollars to favor other cities in the state.

1) ALDOT just recently gifted Birmingham and northwest AL the new Interstate 22 route to Memphis and does not charge tolls to use it. Although I was unable to find online a cost specifically for the complete 96 miles it passes through Alabama, the last 1.5 miles of it, the interchange with I-65 alone, cost \$165 million. The cost for the 26 miles from Jasper to Graysville was \$300 million, a cost of a roughly (rounded down) \$11,538,000 per mile. Assuming that to be the average per mile cost, the remaining 68.5 miles (x \$11,538,000/mile) would have cost \$790,353,000, making the total spent on I-22 within Alabama (to benefit Birmingham and NW AL) roughly \$1,255,353,000, more than the initial estimate of the total cost of the new Mobile River Bridge and expanded Bayway project. Why should we have to pay tolls to have an equal amount spent on our region?? If ALDOT charges Mobile/Baldwin residents a toll on I-10 to spend a billion taxpayer dollars it MUST enact an equivalent toll on the entire stretch of I-22! Even so, beyond dollar amounts, the I-22 project was also qualitatively unfair to Mobile because it gave Birmingham a new 6th radiating Interstate spoke linking it to a new metropolitan area (a HUGE economic boon), whereas Mobile only has 3 radiating Interstate spokes. ALDOT would have to build Mobile 1) a northwest Interstate parallel to I-22 linking us directly to Jackson, MS and Little Rock, AR to approach parity with new infrastructure and 2) a north/south Interstate linking Tuscaloosa to Dauphin Island to approach parity with pre-existing infrastructure! Yet you want to charge us tolls merely to upgrade our existing highway to keep up with increased traffic volume? COMPLETELY UNACCEPTABLE!!

2) ALDOT has plans to further benefit the Birmingham metropolitan area with a new northwestern loop, the proposed I-422/I-222. Is ALDOT going to charge users of yet another new interstate highway for Birmingham an equivalent toll? Or is ALDOT going to build a corresponding western bypass Interstate

loop around Mobile?

3) ALDOT just rebuilt the "malfunction junction" of I-65 and I-20/I-59 in downtown Birmingham, upgrading their existing highways to accommodate increased traffic volume. This is the functional equivalent of the I-10 Bridge Project. Is ALDOT charging users a commensurate toll? No. Unfair!

4) ALDOT just widened I-20/I-59 in Tuscaloosa County to Jefferson County, again, upgrading an existing highway to accommodate increased traffic volume, the functional equivalent of the I-10 Bridge Project for us. Is ALDOT charging users a toll? No. Unfair! The last Interstate widening project in Mobile was completed in 2011, 8 years ago, I-10 W to just past exit 15, yet ALDOT still has not installed streetlights on I-10 past I-65 exit 20, leaving five miles of I-10 within the Mobile city limits completely dark!! Is any other city in Alabama as neglected as Mobile?? When will ALDOT rectify that?

5) ALDOT is already building Montgomery an eastern/southern Interstate bypass, the start of which is already complete at I-85 at Pike Road, AL. Is ALDOT going to charge users of that a toll? Or is ALDOT going to build Mobile a corresponding southern bypass around Theodore bridging the bay to Point Clear and Foley?

6) ALDOT is planning to extend I-85 from Montgomery through Selma to Livingston, gifting Montgomery a 4th radiating Interstate spoke. Will ALDOT charge users of that a toll? When will Mobile get a corresponding 4th radiating Interstate spoke?

The examples go on and on. ALDOT is screwing over Mobile by planning to charge us tolls, especially considering you already destroyed our oldest neighborhood, the equivalent of our French Quarter (See Fort Conde' Village for the remnants.) when you built the Wallace Tunnel. We should not have to pay an additional cost to cross the river and bay! Mobile demands to be treated fairly!!

Please provide any additional comments you may have on the proposed project:

Commuters between Jefferson and Shelby Counties or between Montgomery and Elmore Counties or between Madison and Limestone Counties would never submit to just 1 free route between their homes and their jobs...and I doubt ALDOT would ever propose such a thing, so WHY ON EARTH IS IT OK to ask for such a huge disruption in commuting patterns between Mobile and Baldwin Counties and such an exorbitant financial sacrifice of local residents??? It is not; it is the height of INJUSTICE!!! Either Mobile and Baldwin County residents must be forever exempt from said tolls or WE DO NOT WANT THIS PROJECT BUILT!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 2:49:08 PM

Name

Suzanne Atchison

Address

██████████
Foley, Alabams 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Other

Other? Please describe

Tax paying citizen!

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No toll to us an United States interstate!

Please provide any additional comments you may have on the proposed project:

The need is extreme, but a toll bridge is NOT something I support. Taxes are high enough.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 10:20:33 PM

Name

Suzanne Stewart

Address


SARALAND, AL 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


The bridge is a necessity but making residents pay a toll to go back and forth to work is outrageous. If Alabama would get the lottery or casinos they could use that tax money to help pay for it. Do you

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:29:05 PM

Name

Theresa Johnston

Address


Theodore, Al 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

I don't use it weekly but if there is a toll I will not use it at all.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not want to pay a toll. As a tax payer I pay enough already.

19 May 2019
Walter Boyd, P.E.

████████████████████
Andalusia, AL 36420
████████████████████

Honorable John R. Cooper
Commissioner, AL DOT
Mailing Address:
P.O. Box 303050
Montgomery, Alabama 36130-3050

Subj: Today's Mobile Press Register article about I-10 Bayway tolls

Dear Honorable Commissioner Cooper::

At least in one point, your DOT is so inept as to not even be able to build a simple span bridge.

Case in point: m.p. 10 on US/SR 55 between Florala and Andalusia. This bridge has been under design and construction since I was born (obviously not true but for effect). You go look at your files on this bridge and you will know what I'm telling you is true. But the question is, who is in charge of this, and why is it taking so long? In GA DOT we could get this simple bridge both put into a STIP, designed and built and opened in two years. And you think your staff can handle a \$2B bridge?

I hope somebody at FHWA with some good experience makes sure that if any Federal funds are used on this \$2B project, they will be expended correctly and the bridge will be built on budget and on time.

Very Respectfully,

Walter Boyd, P.E.

Walter Boyd, P.E.

cc by email to Mark Bartlett, FHWA Alabama Division Admin.

p.s. Toll the hell on that bridge to the point that it pays for itself in under ten years. Please consider this a public comment under NEPA under your 23 May deadline. I should not have to drive on geometrically deficient and unmaintained state highways to pay for this bridge that I may use once a year at most.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:12:05 PM

Name

Wap Spitzer

Address

██████████
Point Clear, AL 36564
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Daily

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The Toll is unacceptable

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:50:11 PM

Name

Wendy McCall

Address

██████████
Daphne, AL 3652)
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 round trips minimum per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As a state worker with a disabled husband, the proposed tolls would put an unfair hardship on my family. We simply cannot afford to add this to our monthly budget.

Please provide any additional comments you may have on the proposed project:

The current proposal will cause major traffic problems on the causeway with locals trying to cross the bay without paying the tolls.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 1:24:06 PM

Name

William Patrick

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10x

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

The traffic issue is in the summer mostly and caused by vacationers going to Florida and Alabama beaches. Why would I be paying 120 - 240 a month for their vacation? Add a tax to the room nights on hotels and condos.

In 10 years cars and trucks that drive themselves via A.I. Highway traffic would be optimized by A.I. There would then be no need for excess capacity then.

No one is going to stop a bottleneck in Spanish Fort with this bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Wednesday, May 22, 2019 4:48:11 PM

Name

Zach Janes

Address

██████████
Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

3-4 times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Area residents don't need to be tolled for what we already pay state and federal taxes for.

Please provide any additional comments you may have on the proposed project:

Local and state politicians and officials need to get more creative on how to pay for a project like a new bridge. They also need to be fair in how they allocate state funds for infrastructure projects (example: how are Birmingham's interstate projects being paid for - a toll?) Requiring local residents to pay more money to use local interstates and roadways is NOT an adequate solution.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:15:56 AM

Name

Andrew Pipkin

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times a week, commuting Mon-Fri for work plus additional/occasional trips on weekends.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am NOT in favor of tolls on I-10 or on the Wallace Tunnel. Doing so will only increase congestion on US90/98 and in the Bankhead Tunnel as people will avoid the toll fees. Other areas such as Pensacola and New Orleans have new I-10 Bridges without tolls. Birmingham is getting the I65/I20-59 interchange completely reworked and is not facing a toll situation. The people of Mobile and Baldwin Counties who use I-10 on a normal basis are being treated unfairly by Montgomery and therefore I will not support the Bridge Project as proposed. If constructed, I will NOT use the bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 11:56:07 AM

Name

Andy Gunter

Address

██████████
Elba, Alabama 36323
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

Taxpayer

How often do you use I-10 between Mobile and Baldwin Counties a week?

Not often

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


There are better ways to to spend the tax dollars our government is stealing from us.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 11:05:03 AM

Name

Ashley Zellner

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 - round trip commute 5 day/week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Yes, the capacity improvement is long overdue. Tolling allows the project to be paid for by those who use it most, while maintaining free alternates gives us options.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:47:16 PM

Name

Barbara Hobbs

Address

██████████
Pensacola, FL 32506
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


Charging people to use an essential road will cause issues-
I will find a different way to get where I need to go- even if it adds to my commute time.
People will not pay to use a road that just needs to be currently maintained-
Commutes have been dealing with it for years already-
Why are you looking to add fat- where fat should be trimmed?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:59:56 AM

Name

barry hughes

Address


foley, ala 36535
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

weekly at least once.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I believe an additional lane on the causeway would be a good move.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 11:32:05 AM

Name

Benjamin BATES

Address

██████████
Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Five days a week - round trip.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


The high price of tolls will promote toll avoidance which will redirect heavy traffic through downtown and the historic neighborhoods of Midtown and Downtown Mobile. I am of the belief that this bridge can be built without using a tolled roadway system by clawing back from the state of Alabama stolen money from the BP disaster settlement, selling the governor's beach house property, and using state-sponsored bonds to finance this project. ALDOT did not impose a toll on the \$800 million interstate bridge rebuild project in Birmingham. I believe that the citizens of Mobile and Baldwin counties deserve the same respectful treatment. NO TOLLS. I would support the status quo if the only way to build the project is to make it toll dependent. Please listen to us - we are not children and you on the committee are not our minders - we know better - not the other way around. LISTEN TO THE CITIZENS OF MOBILE AND BALDWIN COUNTIES - NO TOLLS! It will be a slow economic disaster if ALDOT proceeds with this project as it is currently proposed.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 6:50:55 AM

Name

Billy McFarland

Address


Tuscaloosa, AL 35406
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


Adding a toll to this bridge will stifle economic Development and traffic flow.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:34:57 AM

Name

Brian Peters

Address


Pensacola, Florida 32514
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once monthly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No tolls !!! Get the funding from Uncle Sam and revise the plan extravagance is not needed. Don't need three lanes plus shoulders,etc etc....two lanes with shoulders is good enough.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 5:25:07 AM

Name

Carol Wilson

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a month to go shopping

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Strategic infrastructure Planning for transportation is critical as the population grows. Also, safe transport of haz mat provides safe and secure means of delivery.

Please provide any additional comments you may have on the proposed project:

Suggest to pro-rate tolls based upon commercial deliveries and public use: charge more for freight containers, 18 wheelers, commercial deliveries and less for commuters and interstate travelers. Give commuters a price break due to frequency. If the toll is not affordable, people will use alternative non-toll roads and the project will not meet funding requirements, leading to failure.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:04:16 PM

Name

Cathy Brown

Address

██████████
Milton, Florida 32583)
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

I live near Pensacola and often travel thru Mobile to visit family and go to Biloxi.

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least twice a month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think there is definitely a capacity need, however, adding a high toll to all drivers is not the way to fund it. I live in Milton, location of the Garcon bridge fiasco where the toll is considerably lower than what you propose. Most drivers, myself included, will allow more time for a commute to avoid tolls they don't agree with. If the Mobile area imposes ridiculous tolls and try to make me pay them, I will avoid not only the toll road but also take my money to other entertainment venues, other cruise terminals, and other shopping locations.

Please provide any additional comments you may have on the proposed project:


Pay for your interstate project with tolled express lanes but don't infringe on the average driver.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:49:12 PM

Name

Charlotte Mackin

Address


Daphne, AL 36256
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Several times a month. My daughter uses it EVERYDAY TO GO TO AND FROM WORK.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We are taxed too much! Everyone pays tax on income, tax on food, tax on gasoline and more. The costs of everything we need and use everyday keeps going up. You're wrong to place this burden on families! The amount proposed to be collected for toll will result in terrible consequences for everyone going to work in everywhere in this area of Baldwin Co. Most people are on tight budgets raising families, this toll will be devastating to their fiscal wellbeing.
PLEASE consider alternatives researched and detailed by Zig Ziegler .

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:19:57 AM

Name

Chris Boling

Address

██████████
Mobile, AL 36693
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Often between 1 and 6 times per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Alabama just imposed a 10% gas tax increase over 3 years that will never go away for the entire state. That money is strictly to be used for infrastructure and roads as we have been told. This I10 bayway bridge is infrastructure and roads. The additional toll proposal will never end and is seemingly being forced upon the citizens who use this roadway on a regular basis. This screams of taxation without representation.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:03:57 AM

Name

Christina Chom

Address


Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week or better

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Tolls are RIDICULOUS!!!!!!!!!!!!!!!!!!!!!!
There are soooooo many other options! If you CANNOT PAY FOR IT WITHOUT TOLLS- DONT BUILD IT!!!!

Please provide any additional comments you may have on the proposed project:

This is an Interstate. This should not be paid for by locals! It should have Federal funding and support from every state that benefits from the traffic traveling on it! Also- at the very least- locals should have a sticker/ pass and NOT have to pay!!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:50:14 PM

Name

Christy Kent

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 or 4

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We should not be forced to pay tolls just to go to Mobile. Most people will find another way to get to Mobile.

Please provide any additional comments you may have on the proposed project:


No tolls

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:38:56 AM

Name

Cody Phillips

Address


Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Three times.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Most of the local population do not disagree that something needs to be done to prevent traffic jams and bottlenecks along the South Alabama sector of Interstate 10 however many agree that building a "pretty bridge" that comes with astronomical costs to alleviate the problems is not the answer.

Please provide any additional comments you may have on the proposed project:

1- The median family income for Baldwin and Mobile Counties is approximately \$45,000.00. If a toll of \$6.00 dollars (one way) is placed on any roadway between Mobile and Baldwin County it would severely impact the finances of any family whose income is derived from working in Mobile but who lives in Baldwin County and vice versa. Round trip costs between the two counties would be approximately \$2,880 per year and if two family members use the roadway then the cost to the family would double to \$5,760.00 per year. At the least a family would realize a reduction in their median income from \$45,000.00 to \$42,120 and with two family members with combined median incomes their combined incomes would be reduced from \$90,000.00 to \$84,240.00. The amount a family would pay in tolls will far exceed the total of any sales tax, property tax and gas tax they pay on an annual basis. In addition, it would adversely impact a family's economic well-being.

2- Commercially, payment of a toll would be passed on by businesses to the consumer. Not only would a working family feel the impact from a toll personally but they would also pay an additional retail cost for goods and services. The additional cost would not only affect local goods and services but also those provided elsewhere in the nation. Economically a toll is an extremely bad idea.

3- In reality, placing a toll on a new or existing roadway is actually another tax.

4- Numerous projects have been approved, begun or finished in North Alabama in the past several years, such as new interchanges along I-565, new roadwork between the City of Huntsville and City of Madison and other projects, to accommodate new businesses have no toll. Lately, approval was granted to widen

I-565. None of these projects require a toll to be paid by the users.

5- Currently, there are no tolls on I-10 between Jacksonville, Florida and California. Why place a toll on this Interstate now and especially here in South Alabama where the economy is thriving from tourism and the shipping industry (i.e. State Docks).

6- The Interstate system was primarily created to provide a means to move military equipment and supplies across the country in response to defending the nation or in times of disaster or crisis. It is a Federal Highway system. Why should locals pay the brunt of the cost to improve this infrastructure when it benefits the entire nation. The Federal Government should pay the majority of the cost to build a new bridge.

7- The public and private commercial sector from more than seven states use Interstate 10 in their travels from west to east and east to west. The same occurs on Interstate 65 running from Alabama to Michigan yet no tolls are imposed on that Interstate.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 11:45:05 AM

Name

Colleen Lynch

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

6-10 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The cost of the toll is unreasonable. I would rather see the project scaled back and have a reduced toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 5:46:55 AM

Name

Darryl Vickery

Address

██████████
Mobile, Alabama 36619
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Occasionally

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I don't believe that a toll fee is fair for local citizens. Why should we have to pay for Florida vacationers express bridge?

Please provide any additional comments you may have on the proposed project:

It is my belief that any mobile county and escambia county tag holders should have free access and all other vehicles should pay a toll. This should produce sufficient revenue. Set up a camera and do a tag count of our of area travelers to make a decision if this proposal will produce enough revenue.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:23:13 PM

Name

David Cohen

Address

██████████
Fairhope, Alabama 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No tolls period

Please provide any additional comments you may have on the proposed project:


No tolls I10 is a interstate coast to coast! I think if you implement a toll. You should pay a percentage back to local residents. We have already paid for the tunnels.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:33:16 PM

Name

David Landry

Address


Pensacola, Florida 32507
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 times a month. We have family and some work in New Orleans.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Except for holidays and rush hour traffic capacity is more than adequate.

Please provide any additional comments you may have on the proposed project:


If the state needs more lanes, then add another parallel tunnel. It would be a whole lot cheaper and eliminate the need for the excessive proposed toll. We taxpayers already pay for the interstate system.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:09:17 PM

Name

David Scothern

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Do not agree with the financing

Please provide any additional comments you may have on the proposed project:

A toll will cause a large negative impact to the business on each side of the bay. We in Baldwin County now subsidizes many of the poorer counties with our tax revenue and now you are going to impose an extra burden on us by charging the commuters a toll

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:56:13 PM

Name

David Tunink

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

2 or more times a day

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:


This will cause the loss of income for having to pay a toll. We already pay taxes for our roadways.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:52:18 PM

Name

DEBORAH CULPEPPER

Address


SHELBY, AL 35143
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


STOP TAXING US WITH ALL THIS BOLOGNA. I cannot believe you people are trying to pull this now. Cannot wait until you are ALL GONE !!! Every last one of you. WE THE PEOPLE have had quite enough of out of control corrupt politicians padding their own pockets while we starve to death paying for it.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:52:58 AM

Name

Deborah Ivy

Address


Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

We use this bridge all the time! People in both Baldwin & Mobile County can't afford to be taxed any more

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:


We give money to Florida playing the lottery Why don't we start an Alabama Lottery or even legalize marijuana? Either one of these would pay for a new bridge, roads and schools There would even be enough money left over for other project that we need in both areas. Stop taking our hard earned money! We pay enough in taxes and can't afford to have more money taken out on a daily basis!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 12:00:09 PM

Name

Dina Burdeshaw

Address


Columbia, AL 36319
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

Use I-10 once or twice a year traveling.

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once or twice a year

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:

There is no need for a toll on this road. My research shows there are no tolls in any other states on I-10 .

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:36:19 PM

Name

Dr. Lou Campomenosi

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Two times a week as an Adjunct Professor at Spring Hill College

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

>OUR WEBSITE,"STOPHETOLL.ORG", NOTES THAT THERE ARE NO TOLLS ON I-10 FROM FLORIDA TO CALIFORNIA,YET YOU WANT TO TOLL THIS STRETCH OF I-10.
>IN OUR VIEW, IT IS A GROSS MISUSE OF THE INTERSTATE SYSTEM TO LEVY TOLLS IN AN AREA THAT HAS SIGNIFICANT ECONOMIC AND SECURITY IMPLICATIONS--WE REJECT THE IDEA THAT OUR AREA SHOULD SHOULD THE FINANCIAL BURDEN BY FORCING TOLLS ON US (AND OTHERS) TO PAY THE COSTS THAT SHOULD BE BORNE BY THE FEDS WITH SOME STATE BUY IN,NOT A FUNDING SCHEME WHERE THE VAST MAJORITY IS PAID BY TAXPAYERS USING THE NEW BRIDGE.
>WE ALSO POINT OUT THAT TOLLING THIS AREA IS FUNDAMENTALLY UNFAIR BECAUSE WE SEE MAJOR PROJECTS IN HUNTSVILLE AND BIRMINGHAM THAT ARE TOLL FREE.
>I MADE THE POINT WHEN I SPOKE AT THE 7 MAY HEARING IN SP. FORT THAT THERE ARE NO SUNSET PROVISIONS FOR COLLECTING THE TOLLS THAT ARE PROJECTED TO BE USED FOR THE PLAN. AS I UNDERSTAND THE PLAN, IT WILL RUN AND COLLECT TOLLS FOR 55 YEARS. IMPORTANTLY, THERE IS NO GUARANTEE THAT TOLLS WILL NOT BE RAISED (AS THEY ALWAYS DO!)!
>ALONG THOSE LINES, THERE IS A LACK OF TRANSPARENCY AND ACCOUNTABILITY IN THAT THE PARTNERS WHO WILL HAVE THE CONCESSIONS AT THIS JUNCTURE ARE RESPONSIBLE ONLY TO THEMSELVES FOR 55 YEARS. WHILE IT IS UNDERSTANDABLE THAT THERE WILL BE A NEED FOR ADEQUATE ORGANIZATIONAL AUTHORITY TO RUN THINGS SMOOTHLY, UNCHECKED AUTHORITY TO RAISE TOLLS ONLY REINFORCES THE PUBLIC'S BELIEF THAT ITS INTERESTS ARE NOT BEING SERVED,ONLY CORPORATE INTERESTS.
>IT HAS BEEN ESTIMATED THAT AT THE ADVERTISED TOLL RATES OF \$3-\$6,THE \$2B COST OF THE PROJECT WOULD BE PAID IN 15 YEARS;RUNNING THOSE ESTIMATES OUT ANOTHER 40 YEARS (LIFE OF CONCESSION) LED ONE RADIO CALLER TO SUGGEST THAT \$14B IN

ADDITIONAL REVENUE WOULD BE RAISED FOR THE PROJECT. WHETHER THOSE ESTIMATES ARE CORRECT OR NOT (THEY DO SEEM A BIT HIGH, BUT STILL REASONABLE GIVEN THAT TOLLS WILL RISE) PUBLIC SPECULATION LIKE THAT IN THE ABSENCE OF ANY ALDOT REVENUE ESTIMATES, REINFORCES THE IDEA THAT THE PUBLIC IS BEING RIPPED OFF--IN OTHER WORDS, YOU ARE LOSING THE PR WAR (ALL TO THE GOOD IN MY VIEW).

Please provide any additional comments you may have on the proposed project:

>A FEW YEARS AGO,THE PROJECT WAS ESTIMATED TO COST \$800M--NO SMALL SUM,YET NOW IT IS AT \$2B. ASSUMING THE FUNDING SOURCES REMAIN AS THEY ARE, THEN WHY NOT SCALE THE PROJECT BACK TO A BARE-BONES BUT SUFFICIENTLY ROBUST PLAN THAT ACCOMPLISHES THE MISSION? WHY CREATE A TAJ MAHAL PROJECT THAT HAS NO REAL FUNDING OTHER THAN BURDENING THE LOAL TAXPAYERS TO PICK UP A SUBSTANIAL PART OF THE COST ? WHY EVEN BOTHER TO PUT SUCH A PLAN OUT THERE KNOWING WE WILL SAY NO?

>GO BACK TO THE DRAWING BOARDS AND COME UP WITH A SCALED DOWN VERSION AS A DEFAULT POSITION THAT FITS YOUR LACK OF FED/STATE BUY-IN, BUT KEEP THE CADILLAC PLAN IN CASE TRUMP COMES UP WITH THE 2B.

>STOP TALKING ABOUT RINGING MOBILE WITH TOLLS TO ENFORCE THE PROJECT'S TOLL PLAN--WORKING PEOPLE CANNOT AFFORD YOUR \$6 ONE WAY TOLL (THAT WAS YOUR UPPER NUMBER ON THE BRIEFING I ATTENDED ON 7 MAY,BUT ROUND TRIPS ARE WHAT COUNT=\$12 PER DAY).

>ALONG THOSE LINES, SOMEONE NEEDS TO MORE CLOSELY MONITOR THE NEGATIVE IMPACT ON WORKING FAMILIES GOING BACK AND FORTH ACROSS THE NEW BRIDGE USING A HIGH END ESTIMATE,NOT SOME PR LOW BALL THAT SELLS BETTER!

>WE WILL BE DOING EVERYTHING WE CAN TO WORK TO STOP USING TOLLS TO PAY FOR THIS PROJECT--EVEN IF IT MEANS KEEPING THE STATUS QUO,DESPITE THE NEED TO DO SOMETHING. INTERESTINGLY, POLITICANS WE WILL NEVER SUPPORT HAVE COME OUT AGAINST ALDOTS PLAN--AT THIS POINT LOCAL POLITICAL OPPOSITION IS RISING AND PERHAPS THAT WILL RESULT IN A REAL FUNDING PLAN, RATHER THAN THE UNFAIR AND UNPRECEDENTED ONE THAT WAS CONCOCTED BY ALDOT.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 10:18:02 AM

Name

Edward Oliver

Address

██████████
Mobile, AL 36606
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Usually take the causeway, about twice a week. Use the new tunnel and bay bridge maybe once a month.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

High tolls will adversely effect the local economy. Toll avoidance will create hardships for businesses and residents of Downtown, Spanish Fort, the causeway and Africa Town.

Before a Mobile river bridge with high tolls is considered, the surrounding infrastructure should be upgraded:

Minimum of six lanes on I-10 from the Mississippi to Florida lines.

Do the diverging X project at Canal St to remove the Water St. loops and straiten the west entrance into the Wallace tunnel.

Create a limited access interstate route from I-10 to I-65 via the Cochran bridge. Route trucks to use this route via signage when tunnel traffic is at capacity.


Increase I65 to eight lanes from I165 to I10 to handle the overflow truck traffic.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 10:01:02 AM

Name

Elmer Cobb

Address


Pensacola, Florida 32534
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a week at minimum

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Adding a toll would be extremely detrimental to traffic in this area far too many working class families rely on it to be charged such an absorbent amount

Please provide any additional comments you may have on the proposed project:


I think this toll is a terrible idea and would damper commute forcing allot of people to find alternative routes

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:09:56 AM

Name

Emily Hall

Address


Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

0-2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This toll as proposed would stifle local traffic. First having to stop to pay a cash toll would increase the overall backup getting across the bay. Second locals who have to travel that way for work will have to either pay exorbitant amounts per year or drive out of their way to avoid tolls.

I thought that new gas tax was supposed to pay for new infrastructure, but apparently that is not enough to cover this project.

If there is to be a toll at all there should be a "SunPass" like system like in Florida where those who use the bridge every day can opt to pay a flat fee and drive through their own special lane to decrease traffic backup and take some of the burden off of people who live on one side of the bay and work on the other.

Please provide any additional comments you may have on the proposed project:

All tractor trailers should be rerouted from the tunnels.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:50:17 PM

Name

Eric Lenz

Address

[REDACTED]
Lillian, AL 36549
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

millions and millions of dollars are spent all around the country especially around major cities adding interseccios and bridges to interstate systems paid for by the federal government. I don't feel like there has been much infrastructure from the federal government put into Mobile in the past 30 years. I-10 is a major thoroughfare across the country used by many thousands of motorists. This should be paid for by the federal government and Alabama should not have to pay one penny.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:01:14 PM

Name

Eric Whittle

Address

██████████
Orange Beach, Al 3656
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

I am a Baldwin county resident whose family lives in Mobile

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I don't believe there should be a toll placed on the Wallace tunnel. The tunnel is bought and paid for. Toll the bridge if you must but don't penalize people for avoiding the tunnel.

Please provide any additional comments you may have on the proposed project:

Mobile and Baldwin county residents at the very least should have a significant reduced toll if any at all. Make the tourist pay for it!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:16:57 AM

Name

Erica Busch

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 Days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I think there needs to be expansion to control the back ups in the tunnel caused by semi trucks and the tourist traffic from other states.

Please provide any additional comments you may have on the proposed project:

I do not think commuters who work in this area should have to pay tolls for the problems that the traffic from semis and tourist cause. The tolls to pay for the bridge should be payed on I-10 outside of the commuter area.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:59:01 AM

Name

Gary Elam

Address

██████████
Killen, AL 35645
United States
[Map It](#)

Are you any of the following?

- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Four times a week,

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I travel there for work and the \$12.00 toll would really hurt me and the others that work for me.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:11:12 PM

Name

George Metzger

Address

██████████
Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Monday through Friday and may weekends to go to mobile, dauphin Island or New Orleans for fun

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

A toll bridge is a slap in the face to all the local people on both sides of the bay. This bridge works fine most of the time. The problem is all the out of town people trying to get to the beaches during the summer and breaks.

I bipass needs to be created to get allow people to just go around mobile if they don't plan to stop like every other major city

Please provide any additional comments you may have on the proposed project:

How about the big dig and it's 14.6 BILLON dollar price tag funded by the government, why not this major project?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:58:18 PM

Name

Glendon Parker

Address

██████████
Mobile, Al 36608
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

To and from work 6 days a week. Minimum wage increase is much needed to help us hard working paycheck to paycheck individuals.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Traffic is a nightmare. I bypass the bayway completely to Cochran Bridge because traffic is less hectic. As Americans we really don't have a say in what they build or don't build. I have to work so if I have to pay it I have to pay it but some break for us could be given by our employers to help us out.

Please provide any additional comments you may have on the proposed project:

We spend so much with increase in gas and soon the be on food and in the future fitting tolls into our budget can we vote on higher minimum wage.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:54:13 PM

Name

Greg Parker

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:

The proposed project will do nothing but fatten the pockets of the corrupt with that excessive toll. The state should have plenty of funds to build whatever the state needs...without a toll to "pay for it". Just like the gas tax just imposed on us...complete bs. As far as the bridge itself, it would not be needed if ignorant people learned how to drive/ stay off their phones and watch the road.

From: agregg.mobileriverbridge.com
To: missi@shumerconsulting.com; [Wood, Andrew](#)
Subject: Fwd: Tolls
Date: Thursday, May 23, 2019 11:29:44 AM

> ----- Original Message -----

> From: Harold Taylor [REDACTED]
> To: agregg@mobileriverbridge.com
> Date: May 23, 2019 at 11:45 AM
> Subject: Tolls

>

> Just my input, There's no way I can afford the proposed toll rate for the new bayway bridge over Mobile river. I live in Baldwin county and work in Mobile. I cross the bayway 5 days a week. I could see a dollar one way but if it's more, I won't be crossing anymore. In closing, please keep the toll down to a more reasonable amount. 6 dollars is ridiculous. Thanks.

>

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790

https://urldefense.proofpoint.com/v2/url?u=https-3A__mobileriverbridge.com_&d=DwIFaQ&c=lSeynXUFIYj-tdeX6gNnztbCom1Kz3WIsk-7BcsdgdY&r=tliwvzzWpziIHN6fKhu9JaaOG2xecnXGPg-ZWQH1B-w&m=_Q0nDx4WcS8IfEIHmWr4BYVZhXIocurO2Jy45SE_JKg&s=O4z2Q8Lrt-WhJnLC0fnFyQO9zcQj46gOdQwAC88GLcM&e=

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:39:14 PM

Name

Jake Lambert

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I'm in favor of the new bridge and widening....YES, Absolutely.

BUT, I can't afford to be tolled driving to from work TWICE A DAY, EVERY DAY.

Please provide any additional comments you may have on the proposed project:

Baldwin and Mobile County residents and businesses should be exempt from any and all tolls.

I live in Baldwin county, work in Mobile. I drive across the bay every single day, then back across the bay in afternoon to go home. I can not afford to pay tolls twice a day every day just to get to and from work. That is fair and justified for local commuters. We are taxed to death as it is. Sales tax, fed tax, state tax, gas tax, local school tax, property tax....the list goes goes on. Now, you want me to pay another tax (toll) twice a day every day just to drive to work and back. Myself and many others could not afford it. It is not right that local residents and businesses have to foot the bill for this bridge and widening.

I understand this project is costly and fed/state dollars are not there to pay in full. Therefore a toll is being proposed to foot the bill. Toll the out-of-state (out of our area) commuters, but it is not fair or justified to put the heaviest burden on local commuters traveling back and forth every day to earn a living.

Thank you,
Jake Lambert

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 10:03:02 AM

Name

James8 Brooks

Address

[REDACTED]
FOLEY, Ala 36580
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once or twice a Year

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The proposed Toll of 3 to 6 dollars for
COMMUTER to travel between Mobile
County and Baldwin County is an
UNFAIR BURDEN.

Please provide any additional comments you may have on the proposed project:

I propose that working commuters or
Commuters who own their own business
And travel between the two counties in
The course of employment or business
Be EXEMPTED from the TOLL.

A tag reading system should be installed
As part of the very initial building
That is located just west of Spanish Fort
To start collecting tag information for
Financial analysis and Modeling.

The Bridge should be built upon the
Backs of persons traveling across the
South rather than the Backs of
Hard working Alabamians in Mobile
County and Baldwin County.

This needs to be analyzed and projected

On a computer.

Thanks


Jim Brooks

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 12:35:52 PM

Name

James Gougeon

Address


Daphne, Alabama 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 4 times a week, not counting doctor's appointment

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The tolls will hurt the local workers and the stores.

Please provide any additional comments you may have on the proposed project:

You have to give us locals a free way to get back and forth from mobile and Baldwin county,

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 11:10:03 AM

Name

Jami Sanderson

Address


PENSACOLA, FL 32507
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 times per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No tolls. This would cause undue hardships on commuters and travelers alike. IMHO the businesses on the casueway will get a WINDFALL in folks passing by their places in order to avoid the toll.

Please provide any additional comments you may have on the proposed project:


NO TOLL!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 12:20:08 PM

Name

Jane Harris

Address


Loxley, Alabama 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

A few times a month, but my son and several friends work in Mobile and us I-10 everyday.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:


Paying everyday , twice a day will be hard for so many. Will a pass be provided?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:56:19 PM

Name

Jeannette Campomenosi

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Several times per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Tolls are not fair—working people will be hurt! They will be penalized for their jobs—not right!
Federal funding has to be found—we will be paying more for gas due to gas tax being passed, so why can't some more state money be used for this?
The new bridge in Charleston SC does not have a toll,there is no toll over the twin span in New Orleans —why here?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:24:13 PM

Name

Jeff Stokley

Address

██████████
Saraland, Alabama 36571
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least four times a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As much as I would like to see a new bridge, I would rather it not be built if it's going to have a toll.

Please provide any additional comments you may have on the proposed project:

I never respond to stuff like this but a toll is the wrong way to do it. Other big projects along I 10 have been built without a toll, the big project in Birmingham will not have a toll. If a toll is the only way don't build it.
Work on more federal money.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:08:27 PM

Name

Jeremy Caldwell

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Federal and state funded roadway projects that already exist and use taxpayer money should not tolled.

If a "private" bridge is to be built, then it needs to be a different route that allows people to choose between the "private" tolled bridge and the bridge their taxes already pay for.

Please provide any additional comments you may have on the proposed project:

I believe ALDOT and the other government offices and officials associated with the Mobile River Bridge project have let the people of Alabama down.

In no way should any improvements be made that would force one to use the new tolled bridge.

If there is no federal funding and only state funding, then the citizens of the state of Alabama should not be required to pay a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:30:13 PM

Name

Jerod Ryals

Address

██████████
Loxley, AL 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The scope is too large.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 10:01:01 AM

Name

Jerry Couet

Address

██████████
Milton, FL 32570
United States
[Map It](#)

Are you any of the following?

- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

This should not be a toll road. If you put a toll on this road I will never use it or visit the city of Mobile.

Please provide any additional comments you may have on the proposed project:


All DOT's across the nation have become a group of highly paid managers rather than a proud group of blue collar workers who knew how to put in roads.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:25:14 PM

Name

Jesse Hays

Address


Satsuma, AL 36572
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

6-7 days a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

If the toll to utilize the bridge will be 5 dollars, I will not utilize it unless the world was ending and I was forced to pay at gun point. Lower or remove the toll (3-6 dollars is ridiculous).

Please provide any additional comments you may have on the proposed project:

Additionally, the state just raised the gasoline taxes. Is that not going to help with the toll? Lower or remove the toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:27:15 PM

Name

John McGuire

Address

██████████
--
Stockton, Alabama 36579
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:


Alabama gets enough of my tax money in income tax, gas tax, sales tax and fees. Not paying extra for an unneeded bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:20:17 PM

Name

Joie Johnson

Address


Prattville, Alabama 36067
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Rarely

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

We don't need another bridge, and we obviously don't need a toll. A toll of any amount, if this goes through, would be too much.

Please provide any additional comments you may have on the proposed project:


No bridge, no toll

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 11:19:04 AM

Name

Jonathan Armstrong

Address


Daphne, Alabama 37527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Weekly

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


Toll hurts the local residents.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:49:19 PM

Name

Julie Watson

Address


Mobile, AL 36606
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

0-1

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

See below :-)

Please provide any additional comments you may have on the proposed project:

Mostly. I like the Daphne exit a lot. Can't wait to have the interstate widened east of Daphne exit all the way to Malbis exit and, if things go well, all the to Beach Expressway exit.

Consider making the toll for the Wallace tunnel cheaper than the bridge.

Canal Street.... Diversion Diamond intersection is cool! I feel this way in theory and I hope it is good in practice. Your proposal makes it harder to get to Claiborne from Canal Street exit and I am not excited about that.

Don't close off the Claiborne to Church Street route; please do not turn that into a parking lot. It's a great way to get to Mardi Gras Park and the museums from the interstate, including the History Museum, the Exploream, Fort Conde and Fort Conde Village.

Jackson Street is already backed up during rush hour so it is not feasible to use Jackson Street as an alternate route and taking away the Claiborne to Church Street route would make it harder for people to enjoy what the city has to offer.

This probably isn't your problem, but oh my goodness, the roads by the jails are terrible!!! If you intend to utilize those at all, those roads has to be addressed and fixed.

Don't change the name Claiborne Street South to South Claiborne extension. There is no need to confuse people with a new street name that is the same road.

Create parking in the Claiborne Street South, Water Street and Civic Center triangle because Green Space is not accessible and not the highest and best use of the real estate. You can perhaps create a parking garage for lots of parking!!

Overlook point is hard to get to.

I understand the lights at the midpoint on the Causeway but I don't like them.

Consider a cheaper toll that will take more years to pay off instead of a higher toll that will piss off commuters, tourists and people just trying new restaurants, bars, and shops in both counties.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:26:15 PM

Name

Kanja Weldy

Address

██████████
Semmes, AL 36575
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

I travel at least 5 days per week each way (work on one side, live on the other). I also often travel to the beaches on the weekend

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not think it should be a toll. This area is the gateway to the beaches and to Disney for many and should be a priority for the state. It is an interstate and should get federal funds as well. We do have a need for greater capacity for future growth but as for right now, our biggest traffic problem is the fact that you cannot maintain interstate speed to go through the tunnel. Heading East, you have 4 lanes merging to only 2 and then a sharp curve into the tunnel and coming West, you have slow down signs approaching the tunnel, a blind spot into the tunnel and then slower speeds until you pass Texas street. If we could fix the existing problems with different construction, we could add lanes over the next several years. I also think this should be a road designed to move as many vehicles as quickly, efficiently and safely as possible - there is no need for bicycle paths and viewing areas. As for right now, we could help move people off the bayway in the event of an accident if there was a traffic signal on the causeway at the exit ramp at Exit 30 that would only be activated if needed.

Please provide any additional comments you may have on the proposed project:

The design is very attractive and I am not opposed to having a landmark but not one funded by toll. I think the collection of of tolls will be a ridiculous expense also passed on mostly to locals and some crony of either the government or the private party awarded the deal will get millions for sending letter after letter to unpaid tolls as well as the initial bill. I am not in favor of a toll project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 10:57:04 AM

Name

Kenneth Kirkland

Address

██████████
Mobile, Alabama 36604
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

3 times on average

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I am opposed to the toll for local commuters. Collecting a reasonable toll on out of town vehicles is acceptable but local citizens of Mobile and Baldwin counties should be exempt and be provided an electronic means to go through the toll at no cost. Many individuals in these two counties commute back and forth for work and a toll would increase the cost burden of travel on top of the increased gas tax that Alabama recently passed.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 11:58:07 AM

Name

Kenneth Tews

Address

██████████
Loxley, AL 36551
United States
[Map It](#)

Are you any of the following?

- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use the bayway and tunnels at LEAST 10 times a week. Some weeks more.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

While I support the project and know first hand the capacity needs to be increased, there should be absolutely no toll on the interstate system.

Please provide any additional comments you may have on the proposed project:

Do not toll it. Find other means to pay for it. I use the bayway and tunnel over 10 times a week, if it turns to a toll, I will find other ways around, specifically on the Corcoran bridge. I would rather pay the extra \$5 in gas a week to go the long way rather than \$6+ a crossing. We are already taxed for the interstate system. Why double tax the people?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:26:15 PM

Name

Kristen Laraway

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3 times for work

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please provide any additional comments you may have on the proposed project:

A toll road is not the answer. A \$3-6 toll will put undue burden on the tax payers of both Mobile and Baldwin County, who have just gotten hit with the Gas Tax passed by Montgomery. While my family are only occasional users, many many of our friends live in Baldwin Co but work in Mobile. I know so many who moved to Baldwin Co to be part of our amazing public (free) school system because Mobile Co schools are not all as strong and the cost of going to private school in Mobile is very expensive. On the return side our small town of Fairhope is popular for shopping and dining and many who live in Mobile have homes on the Eastern Shore or at the beaches at the Gulf. They are already paying a great deal in property tax and the gas tax will increase their commuting/visiting budgets. If a large toll is then put in place it like these commuters are being taxed twice. Also Baldwin Co relies on visitors from Mississippi, Louisiana and Texas. If there is a large toll in place they might just decided to find beaches to come to elsewhere to the east.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:17:14 PM

Name

Kristy Eubanks

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use this route at least twice per week - round trip.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I feel that there should be three separate tolls and respective lanes: 1) A set amount for out of state traffic, 2) A set amount for AL residents, 3) A set amount for Baldwin/Mobile County residents. I feel that the highest toll should be for out of state residents; the proposed amount is detrimental to Mobile and Baldwin County residents.


Furthermore, the new bridge should be made wider with additional lanes. The current proposed just moves the bottleneck to a different location, which doesn't seem to solve the problem.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:33:50 AM

Name

K W Barnes

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Mon- Fri, at least twice a day!

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Please do not embarrass the state of Alabama anymore than it has been by approving this ludicrous, highway robbery of a plan! Our state is corrupt enough as it is! You cannot rip off the locals who work hard and have to travel back and forth across the bay. There has to be another way!

Please provide any additional comments you may have on the proposed project:


Stop taking advantage of taxpaying locals with this corrupt, ridiculous plan!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:12:16 PM

Name

Lori DuBose

Address


Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

1x

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

No toll for Mobile and Baldwin County residents! Locals should not be charged a toll at all. The State and Federal governments should be paying for this project through our tax dollars, tourism industry income, and BP monies. If they can't fund it without a toll on locals, then don't build it!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:16:17 PM

Name

Mackenzie Boyle

Address

[REDACTED]
., Daphne 36526
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

10+

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

I commute across the bay from Baldwin to mobile Monday-Friday for work. I am In favor of the bridge as traffic and congestion are often overwhelming. However, I am In NO WAY in favor of a TOLL!

Please provide any additional comments you may have on the proposed project:


I do not understand why you are considering charging a toll. We are one of the highest taxed states, we have a new gas tax as well, where is that money going and why can it not be budgeted into this new bridge? We absolutely need a new bridge, but if the money is not there DONT DO IT. I would Ultimately Lose my job due to toll expenses, I in no way could afford the monthly/yearly expense. Please think of the people and not your profit!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 9:26:01 AM

Name

Maria Papp Payne

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

7 -15, sometimes 3-4 times a day since my child is in Mobile Co for school & we live in Baldwin.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


There should be no toll to cross on the new bridge or any bridge from Mobile to Baldwin County.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:46:57 AM

Name

Micah Steadham

Address


Axis, AL 36505
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least 5-6 times a week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I do not believe that adding a toll would be ideal in the slightest, nor do I believe that increasing fuel tax is the way to raise funds for the new I-10 bridge. I agree that the bridge would be beneficial, but further adding a toll and increased fuel tax is not the way to go about this. There is already much opposition to this proposal and I feel as though that we as state citizens are taken advantage of as a means to fund something with our money that could be raised in many other ways.

From: [Michael E. Pierce](#)
To: [MRB Environmental](#)
Subject: Mobile River Bridge
Date: Thursday, May 23, 2019 2:45:12 PM

It is desperately needed as I travel from and to Daphne in Baldwin County daily. It is a literal night during the evening, summer and spring break. I won't even mention when a storm threatens the area.

Build the BRIDGE!!

Michael E. Pierce
Sent from my iPhone

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:35:57 AM

Name

Michael Ransier

Address

██████████
Mobile, Alabama 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

At least Twice.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

This has been needed for many years and it is good to see this being built.

Please provide any additional comments you may have on the proposed project:


An idea on funding is base the fee per vehicle axle. This would place the cost on what will be "using" this new bridge. Place the funds accumulated into a account that will pay back the building for the project. Once the funds have reached 75% of the total cost begin reducing these tolls incremental until this has been paid. Make the "toll" account transparent to the citizens of this area. I am hopeful that the bridge is completed by 2025 and wish great success to this project.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:04:55 AM

Name

Mike Johnson

Address


Daphne, Al 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project
- Other

Other? Please describe

Concerned

How often do you use I-10 between Mobile and Baldwin Counties a week?

20-30

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

ALDOT is wasting money all over this state and creating their own rules as they go ! Let the feds fix this and keep the less than ethical people of ALDOT OUT OF THIS PROJECT

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:08:56 AM

Name

Mona Lisa Hogg

Address

██████████
Stapleton, Al 36578
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Daily

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

You already increased our gas tax for roads and bridges. NOT ONE ALABAMIAN SHOULD HAVE TO PAY TO USE THIS BRIDGE. NOT ONE.

Please provide any additional comments you may have on the proposed project:

Use the money you already take from us to build it and stop being so greedy. If you can't run the state off the money you already take then we need a new government.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:12:12 PM

Name

Natalie Ord

Address


Wetumpka, AL 36093
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

Concerned tax payer, never seen a toll road this high, not reasonable.

How often do you use I-10 between Mobile and Baldwin Counties a week?

About 5-6 times a year.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I believe there should be some federal funding supporting this project since it is an interstate highway.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:51:18 PM

Name

Nathan Baumann

Address


Auburn, Alabama 36832
United States
[Map It](#)

Are you any of the following?

- Business Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use this road every other week for my business.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

You just taxed gas a crazy amount. Politicians are paying their own pockets. I believe Kay Ivey and the state legislature should pay for it out of Their personal pockets !!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 9:22:01 AM

Name

Nicole Harding

Address

██████████
Fairhope, AL 36532
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-4

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The idea of putting a toll on BOTH the new bridge and the bay way will do nothing to alleviate traffic, it will only force the traffic onto the causeway and the Africatown-Cochran bridge. I do not understand how a toll on the major, and federal, east west corridor that is I-10 even became an option. Why are the residents of Mobile and Baldwin counties left to pay for the bulk of this project that is necessary for east west travel across the southern US? The proposed toll fees are outrageous and will limit employment, educational, and retail opportunities on both sides of Mobile Bay. I commented from Baldwin County, as a college student, to the University of South Alabama. If this toll bridge had been in place, there is no way that I could have afforded the commute. It is an absolutely ridiculous idea and solution to the traffic issue.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 9:37:02 AM

Name

Patrick Kane

Address

██████████
Loxley, Alabama 36551
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use the bayway 5 days a week to Austal.
My wife uses it 5 days a week to Lakeshore Drive in Mobile.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I-10 is a cross country corridor from Jacksonville FL to Los Angeles (Santa Monica) CA. The importance of a safe and efficient route has so many positive benefits. Yes a more efficient path from Mobile to Baldwin County is needed. I-10 merges 4 lanes Eastbound to 2 and the bottleneck has always been a challenge. The mass transit to summer destinations in the East is highlighted most every holiday as well as every summer weekend. I know first hand as I have been stuck in the challenge and plan my day around it on many occasions. Yes do something. No don't tax the local residents more to live in this area. NO TOLLS!!!!!!! The total cost has more than doubled since first estimate.
This is a Federal Highway, why have we not gotten more support from Senator Shelby who can fund anything anywhere in the state if needed.
The Cochran Bridge is underutilized. There needs to be a direct route from I-10 to it and connection from it direct to I-165.
There also needs to be more mass transit options to move people from Baldwin to Mobile County to alleviate congestion.

Please provide any additional comments you may have on the proposed project:

Wow, I hope that the toll estimates are a scare tactic to get the public voice heard by Washington. Look at the numbers for the Cochran bridge. It can handle so much more traffic if it was more efficient. Data shows daily use at 17,500 for a 4 lane highway.
Location Roadway 2015/2016 Traffic Counts
I-65 30,100
Cochrane Bridge 17,500

Bankhead Tunnel (US-98) 16,700

Wallace Tunnel (I-10) 71,500

If I have to pay to drive to work, please give me a bus network option to get me from Loxley to Austal at an equal or lower cost.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:00:54 AM

Name

Paul Platt

Address

██████████
Mobile, Al 36618
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

4 to. 6 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The biggest problem is the tight turn going into the tunnels that slows traffic.
So many times once we get past that choke point it's all clear.

Please provide any additional comments you may have on the proposed project:

This proposed toll is infuriating, 1, this is a major federal interstate thoroughfare and should be covered federally. 2. By placing a toll, especially higher priced toll, it's placing the burden of the locals to pay the majority of it because people simply have to work, many having to make multiple trips per day. 3. The old bay way should be left in tact simply for the locals that must work and can't afford this "golden bridge". 4. We voted in with "good faith " this gas tax to pay road infrastructure, and also we had BP money that should be used before beating down people who are being taxed more and more at every turn.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 9:49:02 AM

Name

Randy Burgett

Address

██████████
Fairhope, al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

it varies week to week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The projected toll is ridiculous. I suggest a \$1 toll for all residents of Baldwin County \$6 toll for all visitors or non residents. If I-10 is the only route to work then the toll should be free. You can't penalize those working. They contribute to taxes already.

Please provide any additional comments you may have on the proposed project:

This project should be funded by the federal government. It's an interstate not a state highway.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:00:15 PM

Name

Richard Tapscott

Address

██████████
Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use the bay way at least 4 times a day for business.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

As planned it would be a huge expense for me with the exorbitant tolls being proposed. There should at least be something like the "sun pass" in FL. Where residents pay a reasonable yearly fee for the unlimited pass.

Please provide any additional comments you may have on the proposed project:


It is also a safety issue as it stands now. The "lake way" in slidell to new Orleans does not charge a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 12:54:09 PM

Name

Rockwell Garrido

Address


Mobile, Alabama 36608
United States
[Map It](#)

Are you any of the following?

- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

18

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Yes, as long as the bridge doesn't restrict upper river access for large surface vessels. Also, as long as the Wallace Tunnel remains toll free.

Please provide any additional comments you may have on the proposed project:


I can see the toll causing a problem with the population and its willingness pay for using the bridge or the lack there of.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 9:24:01 AM

Name

Rodney Kitchens

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Tolls

Please provide any additional comments you may have on the proposed project:


As proposed it is a give away to private companies and investors. The tolls provide a never ending source of income. The sole purpose is to enrich companies, investors and politicians.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:15:17 PM

Name

Ruth Guess

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

I travel round trip from Baldwin County to Mobile 5 to 6 times per week.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


I believe the project can wait until the money is found to fund it without a toll. The Northern Connector in Birmingham is funded at 5.4 billion without a toll and ALDOT can wait and find 2.1 billion for this. A toll is an unfair tax burden on the local citizens who do not even have an opportunity to cast a vote. Mobile and Baldwin Counties already send more money to Montgomery than all other counties. We should not have to pay this out of our pockets. The proposed toll is outrageous and the paltry 15% "discount" is a joke. The bridge can be moved south and leave the existing Bayway for the locals to use. The new bridge doesn't have to be the biggest thing in the US. Stop spending our money and do something good for the citizens of this state for once!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 12:19:07 PM

Name

Samuel Brasher

Address


Pascagoula, MS 39567
United States
[Map It](#)

Are you any of the following?

- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice daily, Monday through Friday.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

Yes every inch of I-10 in Alabama, including Mobile, needs increased capacity. Instead of repaving the I-10 this past year, another lane should have been added. I am in favor of the project as long as the Wallace tunnel remains open and does not require a toll fee. I work at Austal USA, just across the tunnel, and should not have to pay a toll to get to work.

Please provide any additional comments you may have on the proposed project:


Keep the Wallace tunnel open for Austal USA workers. Keep Austal USA workers who use the tunnel from not paying a fee.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:00:34 PM

Name

Sarah Htoon

Address


Theodore, AL 36582
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Other

Other? Please describe

Family lives across the bay

How often do you use I-10 between Mobile and Baldwin Counties a week?

I use I-10 quite often and I have no belief that this toll bridge will solve any of the travel or commute problems. People who use it everyday to commute back and forth to work will seek alternative routes rather than pay \$12 a day round trip. That is absolutely ridiculous to charge that much. As much as the property owners pay in taxes and other th I vs to have abdnpay this as well. I fully believe a lot of commuters will lose their jobs because of this. They will seek alternative routes which will result in longer commute times and therefore will result in them seeking other employment. Find another way to pay for it than charging a toll. City of Destin FI is losing money because of their toll. Take that into consideration.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The bridge needs to be built because too many wrecks inside the Wallace tunnel and idiots who can't read no big trucks in bank head.

Please provide any additional comments you may have on the proposed project:

Find another way.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 10:15:03 AM

Name

Scott Trotter

Address

██████████
Pensacola, FL 32507
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

About once a month

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I'm against making interstate highways toll roads. If it's important enough to do, it's important enough to use tax dollars to do it. We all drive on roads nearly everyday, some roads more than others, but we don't charge every time you drive on a road. They are a public resource for public use. Also tolls are inefficient because a significant portion of what's collected has to go to covering the expense of collecting the toll. Ideally it should be covered by a gas tax which are already being collected and wouldn't require much if any additional expense to implement. That would be both fairer and a more efficient means of funding this bridge.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:57:18 PM

Name

Sharon Argiro

Address

██████████
Mobile, Alabama 36609
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

1/2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The tolling as proposed seems excessive. If the federal government has mandated raising the height of the lanes then it should provide funding equivalent to its mandate or allow a scaling down of the project if it cannot match its mandate. Even if the project is scaled down some a toll may be needed but \$6.00 to \$18.00 per round trip is too expensive. People who commute to work would spend thousands per year on tolls. A toll of up to \$2.50 round trip may accepted by commuters and even that would be \$600.00 per year. Some commuters only make \$15.00 per hour so \$600.00 would be a lot for them but maybe not prohibitive. See the suggestion below for how Louisiana handles its tolling.

Please provide any additional comments you may have on the proposed project:

Look at the Lake Pontchartrain Causeway Bridge between Mandeville and Metairie again as a tolling model which may be less egregious to the citizens of Mobile and Baldwin Counties. A relative of mine lives in Mandeville and seems fine with that model which provides a sticker on the windshield for those who pay \$40.00 into an account which is debited \$2.50 each time the southbound lane is used. Cars without stickers pay \$3.00. The northbound lane is not tolled. When the \$40.00 is near depletion an email notifies the driver to add funds or the tolling booth flashes a message to that effect when the driver goes through.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:57:13 PM

Name

Sharon Laird

Address

██████████
Mobile, AL 36604
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Lower the speed limits on the Bayway and causeway for starters and enforce the speed limit with cameras and fine speeders. No tolls on either bridge. You would be discouraging both tourists and Mobile residents from frequently traveling between Mobile and the eastern shore and Gulf Shores to shop, etc. . Lots of people who live in Baldwin County also commute to jobs in Mobile daily. Tolls would run a fortune for these folks. I vote no to tolls. It's an expense that the people of Mobile should not have to assume. Sharon Laird

The state needs to make better use of Mobile tax dollars and to use our money on Mobile projects.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:23:11 PM

Name

Sherry Hoggle

Address



Daphne, AL 36526

United States

[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 days per week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

I love living in Daphne. It is a clean and safe community with lots to do. I have no desire whatsoever to live in Mobile again. However, I also love my position at Springhill Pediatrics. I drive to Old Shell Road 5 days a week to work. The amount of toll charges would make it cost prohibitive to continue in my position. I would literally have to find a job in Baldwin county or drive to Pensacola. People who are ordinary working people would never be able to afford that expensive toll.

Please provide any additional comments you may have on the proposed project:

No toll or no bridge!!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:23:55 AM

Name

Sidney Williams

Address

██████████
Mobile, Al. 36606
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Other

Other? Please describe

I am a mother to my youngest son, Henry, who crosses the Bayway twice a day ,to & from his job on Brookley Field.The toll is an expense he cannot afford!!!

How often do you use I-10 between Mobile and Baldwin Counties a week?

NA for me but my son, Henry J.Williams, crosses the bayway twice a day, Mon-Fri.for his job!!

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

We don't need a \$12 roll (fee)!!



May 21, 2019

Alabama Department of Transportation
mrbenvironmental@dot.state.al.us

On behalf of SSAB Americas, I am pleased to extend our support for the Mobile River Bridge Project. This steel-intensive critical infrastructure investment will go a long way to increase the capacity of I-10 and improve safety for the region.

SSAB is a global leader in value added, high strength steel. SSAB offers products developed in close cooperation with its customers to attain a stronger, lighter and more sustainable world. We are proud to manufacture steel in Axis, Alabama where we convert scrap metal to finished steel plate for increasingly demanding applications, including military ships, critical infrastructure, heavy machinery, rail cars, and pipelines.

Located just 16 miles from Mobile, Axis was an ideal greenfield site for a steel investment in 2001. We depend on a safe, reliable and efficient transportation system to receive the raw materials used in our manufacturing process, and to carry finished steel products to our customers. Therefore, 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 materials, while minimizing impacts to the Mobile maritime industry.

SSAB ships approximately 800 truckloads of steel into Florida annually and we bring in approximately 5,600 truckloads of scrap metal out of Florida annually. These trucks will be using the Bayway to get to and from the mill. The Mobile River Bridge Project will be a dependable link for Alabama manufacturers and our customers.

We appreciate the opportunity to comment on the proposed project and thank you for your work to support America's infrastructure. If you have any questions, please contact me at mark.bush@ssab.com or Katie Larson at katie.larson@ssab.com.

Sincerely,

Mark Bush
General Manager
SSAB Americas

SSAB Alabama Inc.

Axis, AL 36505

T: [REDACTED]
F: [REDACTED]

Toll-free [REDACTED]
www.ssab.com

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:23:13 PM

Name

Stephen Grimes

Address


Bay Minette, AL 36507
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

5

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The bridge is needed but the toll is exorbitant.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:35:12 PM

Name

Sylvia Sullivan

Address

██████████
Mobile, AL 36608
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Depends on what's going on. I have a need to cross an average of 3 to 4 times a week. Sometimes more. Have family and friends on other side of bay.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

There should never be a toll imposed on the bridge. It would only add to the problem it is trying to correct.

Please provide any additional comments you may have on the proposed project:


I think for traffic to go around and avoid the city of Mobile, it should be put in a different place. The bridge over the Mississippi River in New Orleans doesn't have a toll on it. Why does Mobile have to be treated so unfairly. Why aren't our elected officials llokin out for the people of Mobile and Baldwin County?

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 7:51:57 AM

Name

Tammy Anderson

Address


Fairhope, Al 36532
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Other

Other? Please describe

Travel to and from Ms.

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-2 x/week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


So many people commute daily both ways across the bay. Not only for work but for hospitals and doctor visits.
Low income folks can't afford this. At the rates that are being proposed no one can.
A flat rate for commuters would be best and not two or three thousand dollars. More like a \$100. Kay Ivy just signed that gas tax bill. How about some of that money. Stretch out paying for it. In 30 or 40 years would be fine, even if longer.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:57:13 PM

Name

Tiffany Ackerman

Address


Pensacola, FL 32503
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once a week

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

If people would go the speed limit and pay more attention to driving, the accidents would decrease drastically.

Please provide any additional comments you may have on the proposed project:

I cannot afford the toll. It is unfair to the hundreds of thousands of people that use the bridge. There are way more important infrastructure projects that need to be dealt with.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 8:27:56 AM

Name

Tiffany Livings

Address

██████████
Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10x

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

While I believe the need for the bridge exists, I think that the toll would cause an undue financial hardships to not only my family but all families that live and work in this area. My husband and I would need to access this bridge at least 5 days a week for work. That 2 vehicles and double the cost to one household!

Please provide any additional comments you may have on the proposed project:

We need another method and I'm in favor of a lottery that can be used to fund both the bridge project and our schools.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 1:53:14 PM

Name

Tonya Brown

Address

[REDACTED]
Robertsdale, AL 36567
United States
[Map It](#)

Are you any of the following?

- Other

Other? Please describe

I visit family in mobile several times a month

How often do you use I-10 between Mobile and Baldwin Counties a week?

1 to 2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Paying that high of a toll is ridiculous

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 12:55:11 PM

Name

Tori Adams

Address

██████████ Montgomery, Alabama 36116

Daphne, Alabama 36526

United States

[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

Fluctuates depending on time of year. My primary residence and law practice is in Montgomery but I maintain real estate and have a secondary residence in Daphne. My husband and I have extended families and are caretakers for elderly family in Mobile.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

I can watch the constant gridlock daily on bayway from my condo bedroom. I use the causeway rather than bayway because of what I see daily. The need for the alternative bridge is beyond necessary. The BIG "BUT" is that the toll on the new Bridge will only make the exacerbated problem exponentially worse. The project needs to reverse improvement to existing bayway as part of project and build bridge using federal and state infrastructure funds and remove toll from Wallace tunnel as part of plan. If there has got to be a toll for new bridge then toll it for out of area vehicles using only the new bridge.

Please provide any additional comments you may have on the proposed project:

The toll costs for healthcare, business, resort, real estate, travel, and other tourist related low wage "Service Worker" commuters and regular work commuters will be cost prohibitive, reverse the progress for tourism in Baldwin County and Mobile County and make the logjam on the Bankhead Tunnel and Causeway three times worst than existing logjams on bayway. I own property in Baldwin County, Mobile County and Montgomery(home of ALDOT). I grew up in Mobile and have used causeway for 59 years and the sparingly the bayway for 40 years. THE NEW EXISTING I-10 BRIDGE PROJECT WILL NOT WORK IN THIS AREA AND WILL DESTROY THE EXISTING Infrastructure of Downtown Mobile, Spanish Fort, Daphne, Africatown with three times more logjams on the existing causeway and bayway.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 5:27:54 AM

Name

Tracy Rippy

Address

██████████
Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter
- Work in Vicinity of Project

How often do you use I-10 between Mobile and Baldwin Counties a week?

10-16 times per week (includes to and from the eastern shore). More on occasion

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Local residents should not bare the majority of the cost. The toll should be less than proposed for those who live and work in the area. It is likely those with moderate income and have to commute may have to reconsider their employment. Also those who may like to shop either in mobile or the eastern shore to reconsider deploying the additional cost to do so.

Please provide any additional comments you may have on the proposed project:


The bridge is desperately needed and long over due but the proposed toll for locals is not logical.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 2:03:14 PM

Name

Troy Garrett

Address


Stockton, Alabama 36579
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

2-3

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

No

Are you in favor of the project as proposed?

No

Please explain your response:

Because of the toll. We pay enough in gas tax and other taxes. We are taxed way too much from Paycheck to buying gas, groceries, property and other goods and services. You will not make me pay a toll! I will drive through !

Please provide any additional comments you may have on the proposed project:

Like I said we are taxed enough!

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:39:25 PM

Name

Virginia Knodel

Address



Mobile, Alabama 36695

United States

[Map It](#)

Are you any of the following?

- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

2 or 3.

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

Toll is too high for people on a fixed income, such as myself. I won't be able to visit family via new bridge at that rate.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:47:18 PM

Name

Wayne Phillips

Address


Spanish Fort, AL 36527
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident
- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

12-15 times

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:


As a former South Florida resident where tolls are the norm, this proposed cost is way to high! I agree that we need a toll to fund the project but we cannot put this large of a cost on regular commuters, people traveling in should be paying these rates. A toll by plate similar to those in Florida would be great because you will not be slowing traffic down to pay tolls. With the proposed rate I would be spending approximately \$288.00/ month, that is absurd! I hope these rates come down for the greater good of our local residents.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 10:22:02 AM

Name

William Belforte

Address


Daphne, AL 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:


Bridge is needed to relieve the Wallace Tunnel fiasco. Now, local residents who use the bridge must step up and bear the cost through a toll. Maybe \$6 is too much, but there must be a toll.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 12:37:09 PM

Name

William Randolph

Address


Daphne, Al. 36526
United States
[Map It](#)

Are you any of the following?

- Property Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

5 to 7

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

No tolls. You tax us enough. Tolls are pollution makers in a confined area deadly to drivers Daily, very bad for Environment in that location.
Tolls are traffic night mares

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:09:17 PM

Name

William Webb

Address

██████████
Mobile, AL 36695
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Business Owner

How often do you use I-10 between Mobile and Baldwin Counties a week?

Twice

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

Yes

Please explain your response:

The construction plan is fine.

Please provide any additional comments you may have on the proposed project:


Adding tolls of any type will be a long term detriment to the people of this state.
I am against any tolls and the politicians who implement them.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 4:12:17 PM

Name

Theresa Sheridan

Address


Bay Minette, Alabama 36597
United States
[Map It](#)

Are you any of the following?

- Property Owner
- Area Resident

How often do you use I-10 between Mobile and Baldwin Counties a week?

Once

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

The toll will cause financial hardship to many commuters. The toll will cause gridlock on the toll free route. Downtown Mobile will be a traffic nightmare. Bankhead tunnel will be always backed up.

Please provide any additional comments you may have on the proposed project:

Another traffic solution needs to be found. Charging tolls is another tax on a federal highway. Gas, taxed. Income, taxed. Goods, taxed. Stop already.

From: prwebdev@gmail.com
To: [MRB Environmental](#)
Subject: New submission from Public Hearing Comment Form
Date: Thursday, May 23, 2019 3:57:24 PM

Name

THOMAS DELACRUZ

Address


MILTON, FLORIDA 32570
United States
[Map It](#)

Are you any of the following?

- Commuter

How often do you use I-10 between Mobile and Baldwin Counties a week?

1-2

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

Yes

Are you in favor of the project as proposed?

No

Please explain your response:

There should be no toll for the commuter on this project.

Please provide any additional comments you may have on the proposed project:

The tunnels have been out dated for years (amount of traffic flow). It is ashamed the politicians have ignored this problem for so long. I will not pay to drive through Alabama just to get to Mississippi.

From: [Wood, Andrew](#)
To: missi@shumerconsulting.com
Subject: Fwd: Support for Bridge
Date: Friday, May 31, 2019 2:42:35 PM

Sent from my iPhone

Begin forwarded message:

From: Alex Arendall [REDACTED]
Date: May 31, 2019 at 2:10:04 PM CDT
To: "mrbenvironmental@dot.state.al.us" <mrbenvironmental@dot.state.al.us>
Subject: Support for Bridge

Hello,

I am a resident of Mobile and want to express my support for the new Mobile River Bridge project. While concerns about tolling have recently been raised, the project must move forward despite this. The bridge is absolutely essential to the continued growth of our region, and, if tolling is a means to that end, so be it. As recently as two weeks ago, there was yet another accident entering the eastbound Wallace tunnel when a truck overturned, likely due to underestimating the approach turn. This resulted in ALL eastbound I-10 traffic being diverted downtown which caused hours of bottlenecks even in the central business district. Traffic is going to do nothing but increase in the future and with the growth of our port, manufacturing base, and distribution hubs, the additional capacity afforded by the bridge will be key to supporting this growth. I understand that financing the project remains a primary concern, but I am supportive of whatever sources of funding may get us the bridge, even if it involves tolls.

Thank you for your consideration.

Alex Arendall
Senior Vice President
ServisFirst Bank
Mobile, AL
[REDACTED]

From: [Wood, Andrew](#)
To: missi@shumerconsulting.com
Subject: Fwd: New submission from Public Hearing Comment Form
Date: Friday, May 31, 2019 2:43:11 PM

Begin forwarded message:

From: "prwebdev@gmail.com" <prwebdev@gmail.com>
Date: May 31, 2019 at 2:40:12 PM CDT
To: <mrbenvironmental@dot.state.al.us>
Subject: New submission from Public Hearing Comment Form

Name
Chris Havard
Address
<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> Mobile, Alabama 36695 United States Map It
Are you any of the following?
<ul style="list-style-type: none">• Area Resident
How often do you use I-10 between Mobile and Baldwin Counties a week?
Once or twice a week. I have family in Baldwin County and my kids play sport and we are normally over there for tournaments.
Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?
Yes
Are you in favor of the project as proposed?
No
Please explain your response:
If the state can not afford to pay for the roads then they need to save more or wait until we do. This is State and Federal road I should not have to pay to use it, that is what taxes are for.
Please provide any additional comments you may have on the proposed project:
So instead of a \$\$\$ toll they need just a drop off area for your first born. That or has you drive by and stick your arm out the window and they can cut it off. The hard part will be the leg, that may slow traffic down a bit. I don't understand how other areas in this state can get major overhauls with no tolls to help out that area but we have to pay for this and it is

helping more than just our area but the country itself.

From: agregg@mobilieriverbridge.com
To: missi@shumerconsulting.com
Subject: Fwd: Mobile Bridge
Date: Friday, May 31, 2019 2:31:38 PM

----- Original Message -----

From: Ed Robinson [REDACTED]
To: agregg@mobilieriverbridge.com
Cc: Page [REDACTED].com>
Date: May 15, 2019 at 3:20 PM
Subject: Mobile Bridge

This is an Interstate highway. What is the Fed chipping in out of their \$2 trillion Infrastructure budget? Bradley Byrne needs to explain this ASAP!
How much is the new AL state gas tax for road infrastructure chipping in? How much of the BP oil spill money will spill into this project?
At \$6 per person toll each way, this looks like another scheme for rich investors to get richer off the backs of working folks. That's over \$4,000 per year per person? Too much! How was the 1970 Bay Bridge project funded? Nobody likes automated billing for something like this. How can Birmingham fund a no-toll bridge solution?
This should be built similarly to the new bridges over Lake Pontchartrain, LA or you're wasting time and money.

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobilieriverbridge.com

251-604-9790

<https://mobilieriverbridge.com/>

From: [Allison Gregg](mailto:Allison.Gregg)
To: missi@shumerconsulting.com; wooda@dot.state.al.us; perrye@dot.state.al.us
Subject: Fwd: Who pays?
Date: Monday, May 20, 2019 6:48:34 AM

Allison Gregg
Mobile River Bridge and Bayway
251-604-9790

Begin forwarded message:

From: Linda [REDACTED]
Date: May 18, 2019 at 3:39:43 PM CDT
To: agregg@mobilriverbridge.com
Subject: Who pays?

I am a homeowner in midtown and think the proposed tolls are going to make traffic on our surface streets thru midtown worse than ever. How much is federal and state government going to pay? What is the expected price tag, before the inevitable cost overruns? Thanks for your time. I look forward to your response.

Linda Maldonato

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

From: agregg.mobileriverbridge.com
To: missi@shumerconsulting.com
Subject: Fwd: Taxation without a vote
Date: Friday, May 31, 2019 2:34:21 PM

> ----- Original Message -----

> From: Megan Burke [REDACTED]

> To: agregg@mobileriverbridge.com

> Date: May 10, 2019 at 8:02 AM

> Subject: Taxation without a vote

>

> Move the project south and keep the existing Bayway for local commuters. This is taxation without a vote and I do not support this bridge.

>

> Megan Burke

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790

<https://mobileriverbridge.com/>

From: agregg.mobileriverbridge.com
To: missi@shumerconsulting.com
Subject: Fwd: Mobile River bridge project
Date: Friday, May 31, 2019 2:32:46 PM

----- Original Message -----

From: "P. Clay Rucker" [REDACTED] >
To: agregg@mobileriverbridge.com
Date: May 12, 2019 at 1:15 PM
Subject: Mobile River bridge project

Dear Sir,

Please advise how you prevent people from travelling through the midtown and downtown areas to avoid the tolls? Also please advise on the impact per year it will cost eastern shore residents to commute to Mobile?

Thank you

Perry Rucker

Allison Gregg

Public Information Officer - Mobile River Bridge and Bayway Project

agregg@mobileriverbridge.com

251-604-9790

<https://mobileriverbridge.com/>

From: [Allison Gregg](mailto:Allison.Gregg)
To: wooda@dot.state.al.us; perrye@dot.state.al.us; missi@shumerconsulting.com
Subject: Fwd: New bridge
Date: Friday, May 10, 2019 6:32:22 AM

Allison Gregg
Mobile River Bridge and Bayway
251-604-9790

Begin forwarded message:

From: shannon wells [REDACTED]
Date: May 10, 2019 at 5:48:02 AM CDT
To: agregg@mobilriverbridge.com
Subject: New bridge

Good morning,
While I agree that a new bridge will be an asset to our area I am hoping the price for daily commuters will not be the rumored +\$2000 a year.
I own property on both sides of Mobile Bay Fees need to be LOW for LOCALS
!!!!!!
Even though the bay separates our area we are still a very connected community.
Our towns are extensions of each other.
Low for locals or find another way!
Shannon Andrews
Sent from my iPhone

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>
