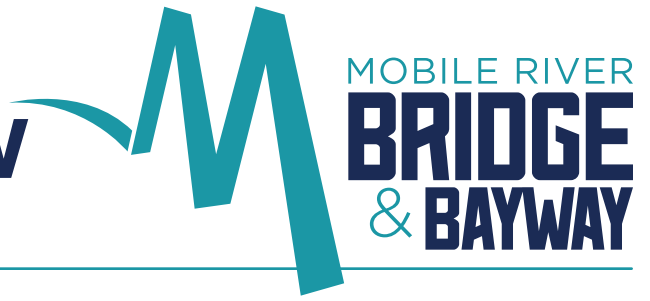


PROJECT OVERVIEW

May 2019



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

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

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

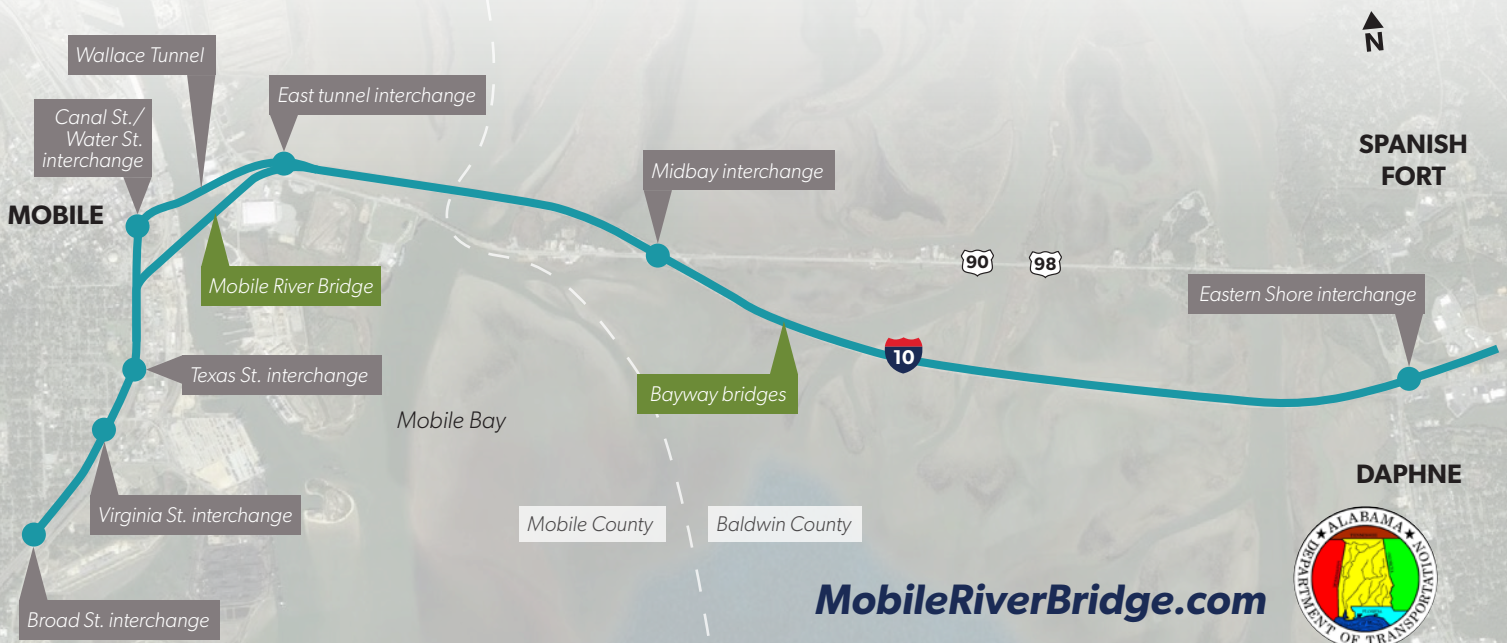


The Project will:

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

Conceptual Rendering of Mobile River Bridge

Project Area



MobileRiverBridge.com



Supplemental DEIS Overview

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

Alternatives Considered

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

Bicycle and Pedestrian Accommodations

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

Alternative Delivery/Project Financing

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

Tolling

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

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

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

For more information

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

Anticipated Schedule

Now – May 23, 2019

Public and agency comment period to gather feedback on SDEIS

May 23, 2019 - Summer 2019

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

Late Summer 2019

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