

TABLE 1: FINAL ENVIRONMENTAL COMMITMENTS

COMMITMENT		SOURCE OF COMMITMENT
Lighting		
1	Lighting associated with the bridge approaches, bridges, ramps, roadway widening, and other components of the project shall be designed to meet current design criteria, while minimizing light pollution. In order to incorporate the newest technology available at the time of construction, lighting fixtures will not be specified until later in the design process. Measures to minimize light pollution on residential areas along I-10 shall be incorporated into the project through the use of light shielding technology, fixtures, and other means as appropriate. Measures to minimize light pollution on historic resources will be developed with input from the SHPO and Section 106 Consulting Parties through the Aesthetic Steering Committee. ALDOT will consult with the FHWA, the Aesthetic Steering Committee, and the selected design team during the design phase to ensure compliance with the Section 106 MOA.	Section 106 MOA, FEIS Appendix D
2	To prevent or minimize collision and nesting by migratory fowl, the maximum allowable duration for strobe (beacon) lighting on the bridge tower(s) will be requested in the FAA permit application(s) for the project. These lighting requirements will be coordinated with the USCG for compliance with navigational lighting requirements and the FAA for air traffic requirements as part of the permitting process.	USFWS, Telephone Memo, November 1, 2018, Supplemental DEIS Appendix I
3	Lighting shall be designed to minimize light spill into water to avoid and/or minimize impacts on aquatic species.	USFWS, Telephone Memo, November 1, 2018, Supplemental DEIS Appendix I
Bridge Aesthetics		
1	Opportunities to incorporate bridge aesthetics and contextual design of the proposed project will be developed as the design progresses with input from the SHPO and Section 106 Consulting Parties through the Aesthetic Steering Committee. ALDOT will consult with the FHWA, the Aesthetic Steering Committee, and the selected design team during the design phase to ensure compliance with the Section 106 MOA.	Section 106 MOA, FEIS Appendix D
Visual		
1	Aesthetic and landscape plans for areas within ALDOT's right-of-way, including areas beneath the bridge, will be developed and implemented. ALDOT will consult with FHWA, the Aesthetic Steering Committee, and the selected design team during the design phase to ensure compliance with the Section 106 MOA.	Section 106 MOA, FEIS Appendix D

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2	ALDOT understands the importance of maintaining and improving the tree canopy within downtown Mobile in areas that are outside of ALDOT's right-of-way. To achieve this, ALDOT has partnered with the City of Mobile in the <i>Right Tree, Right Place</i> program. This program places appropriate trees and landscaping throughout the City of Mobile. ALDOT has committed to contribute \$50,000 to the <i>Right Tree, Right Place</i> program to help maintain and improve the tree canopy in downtown Mobile. The City of Mobile will be responsible for administering this money. The <i>Right Tree, Right Place</i> Committee will make sure that trees and landscaping are implemented within the City's right-of-way that are compatible with the setting and comply with municipal regulations.	
Archaeology		
1	No ground-disturbing activities will be allowed on any parcels containing identified or potential archaeological sites until Phase I, Phase II, and/or Phase III investigations are complete and the results have been coordinated with the SHPO and tribes.	Section 106 MOA, FEIS Appendix D
2	Efforts will be made to avoid and/or minimize impacts on archaeological sites listed on, eligible for, or potentially eligible for listing on the NRHP. For sites where impacts cannot be avoided, mitigation will be performed in the form of Phase III Data Recovery or other approved alternative mitigation plans, as coordinated with the SHPO and tribes. Where required, Phase III Data Recovery investigations will be performed at affected parcels once specific impact locations are known and prior to commencement of ground-disturbing activities.	
Historic Battleship Park		
1	Existing access to the USS ALABAMA Battleship Memorial Park will not be altered in the final condition of this project. Access to the USS ALABAMA Battleship Memorial Park will be maintained before, during, and after construction of the proposed project.	Section 106 MOA, FEIS Appendix D
2	In order to improve signage directing travelers to the Park, ALDOT has developed a preliminary signage plan for the USS ALABAMA Battleship Memorial Park including proposed locations and types of signs. The plan was developed with input from the SHPO and the USS ALABAMA Battleship Memorial Park Commission. New signs are proposed to supplement the existing signs along the I-10 corridor. The signs will direct travelers from I-10 to the Park. ALDOT will meet with the USS ALABAMA Battleship Memorial Park Commission to finalize the signage plan prior to approving the final signage plan before construction begins.	
Vibrations		
1	In order to avoid vibration impacts on structures, Concessionaire shall:	Final Vibrations Study, Supplemental DEIS, Appendix M and Section
-	Limit vibration to a maximum level of 0.5 inch per second for modern structures and 0.1 inch per second for historic structures at the location of the structure.	

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-	Survey and monitor for potential vibration damage for all modern structures within 150 feet of vibration-causing construction operations and all historic structures within 250 feet of vibration-causing construction operations. In addition, due to concerns raised by the Section 106 Consulting Parties, vibrations will also be monitored at Christ Church Cathedral, Old City Hall (History Museum of Mobile), Condé-Charlotte Museum House, Phoenix Fire Museum, Austal, the Wallace Tunnel, and the Bankhead Tunnel. These structures are well beyond the distance where vibration levels of 0.5 and 0.1 inch per second were projected to occur based on the vibration study and, therefore, represent conservative survey distances to ensure adjacent structures are not damaged.	106 MOA, FEIS Appendix D
-	Concessionaire shall obtain the services of a competent vibration or seismologist consultant to conduct vibration surveys and monitor and record ground vibrations during the entire demolition and construction phase operations. If at any time the maximum vibration level is exceeded, the Concessionaire will be required to make appropriate changes to reduce vibration to acceptable levels prior to continuing operations.	
2	Prior to acceptance of the project, Concessionaire shall be required to submit a vibration report covering the life of the project. Photographic, video and other surveys of surrounding structures and utilities (pre-construction and post-construction) will be made as part of the documentation record.	
3	Any damage to historic structures due to vibrations resulting from construction activities will be repaired/restored in accordance with ALDOT Specification 107.12, 107.14 and 107.15 Protection and Restoration of Property, Landscape and Utility Facilities, 36 CFR 800.12 Emergency Situations and 36 CFR 68 The Secretary of Interior's Standards for the Treatment of Historic Properties.	
Final Section 106 Memorandum of Agreement		
1	The Section 106 MOA will be finalized and signed by the FHWA, SHPO, ALDOT, and ACHP prior to the FEIS/ROD. <i>This commitment was satisfied with the signature of the Section 106 MOA on July 11, 2019, which is included in Appendix D of the FEIS.</i>	FEIS Appendix D
Bicycle and Pedestrian Facilities		
1	ALDOT's preferred route is a bicycle/pedestrian facility from downtown Mobile via the Cochrane-Africatown USA Bridge and then to the USS ALABAMA Battleship Memorial Park. This route includes funding and building a bicycle and pedestrian shared use path from the I-165 southbound on-ramp at Bay Bridge Road to the Cochrane-Africatown USA Bridge. ALDOT will retrofit the Cochrane-Africatown USA Bridge to provide two protected bicycle and pedestrian lanes (one on each side of the bridge). The bicycle and pedestrian path will be a minimum of eight feet wide.	DEIS Section 3.8
2	ALDOT will work with local municipalities and the Bicycle and Pedestrian Advisory Committees to extend this route to downtown Mobile and to the USS ALABAMA Battleship Memorial Park.	

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3	ALDOT commits to constructing a belvedere (i.e., an overlook that provides a space for people to stop, rest, and enjoy the view) on the bridge at the west main tower. Access to the belvedere will be provided via an elevator and stair tower on the west side of the river.	
4	Crepe Myrtle Trail and Eastern Shore National Recreation Trail/I-10 Scenic Underpass Trail: Piers for the proposed bridge shall be placed to avoid impacting the Crepe Myrtle Trail and the Eastern Shore National Recreation Trail/I-10 Scenic Underpass Trail. Access to the I-10 Scenic Underpass Trail shall be maintained.	
5	Existing pedestrian facilities within the project limits will be reviewed for compliance or replaced to meet design criteria under the Americans with Disabilities Accessibility Guidelines or the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way.	
6	The proposed project will provide pedestrian facilities at the areas under the high level approaches to connect to the elevator/stair tower for the belvedere at Water Street and along the new South Claiborne Street Extension.	
7	Pedestrian facilities will also provide crossings of I-10 at the Virginia Street, Canal Street/Water Street, and US-90/US-98 East Tunnel interchanges.	
8	In Daphne, pedestrian facilities to provide a crossing of I-10 from north to south will be provided. This path will be via a connection from North Main Street to Old Spanish Trail or another safe and accessible path across I-10 that is developed as part of the final design phase.	
9	Bicycle lanes and/or a shared use path will be provided along the proposed South Claiborne Street Extension and at the following interchanges: Virginia Street, Canal Street/Water Street.	
10	A shared use path will be provided along US-90/US-98 within the project limits at the US-90/US-98 East Tunnel interchange.	
11	The bicycle lanes and/or shared use path along the South Claiborne Street Extension, Virginia Street, and Canal Street/Water Street will provide connectivity to the Crepe Myrtle Trail on the western shore of the Mobile River.	
Drainage		
1	The project’s drainage system shall be designed such that post-project flow conditions do not exceed pre-project flow conditions.	Supplemental DEIS Section 4.8.2
2	Coordination with the City of Mobile shall occur during the design phase to assure compatibility of the project’s drainage system with the City’s drainage improvement programs.	
3	Drainage associated with the Mobile River Bridge Project that discharges into the D’Olive Creek Watershed shall be designed to achieve a sediment reduction of 80 percent.	FEIS Section 2.0

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Environmental Stewardship – Stormwater		
1	<p>The following activities are ALDOT’s Environmental Stewardship Commitments and mitigation measures for stormwater impacts for this project:</p> <ul style="list-style-type: none"> - Sweeping on the Bayway Bridges: The practice of vacuum sweeping on the Bayway bridges to remove particulates that have accumulated on the shoulders of the bridges is a Best Management Practice that ALDOT has implemented. This is currently performed on a monthly basis as part of a regularly scheduled maintenance activity and will continue to be performed on a monthly basis. - Utilizing OGFC Pavements: ALDOT will utilize open grade friction course (OGFC) pavements on the I-10 roadway segments on the proposed project, excluding bridges and tunnels. - Vegetated Filter Strips: The use of vegetated filter strips on the shoulders and slopes will be evaluated and utilized on this project where practicable. - Environmental Stewardship Projects: ALDOT will continue to partner with local organizations on environmental stewardship projects in a similar manner to the Joe’s Branch Step Pool Storm Conveyance project to help improve water quality in ALDOT’s Southwest Region. 	Supplemental DEIS Section 4.8.2, Appendix H
Spill Containment		
1	The Concessionaire will be required to prepare a Spill Response Plan that identifies specific measures for mobilizing resources to contain spills that could occur on the main span of the Mobile River Bridge, Bayway bridges, and other portions of the project. The plan will be reviewed and updated by the Concessionaire at least annually to incorporate advances in technological developments related to spill containment measures, as appropriate.	Supplemental DEIS Section 4.8.4, Appendix H
Bayway Construction		
1	Construction of the Bayway will be performed within the existing Bayway bridges’ footprint (outside edge to outside edge) except at the three interchanges (East Tunnel, Mid-Bay, and Eastern Shore US-90/US-98) where construction is permissible outside of the existing Bayway but within ALDOT’s existing right-of-way.	Supplemental DEIS Section 3.4

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2	Use of barges and/or top-down construction are the preferred construction methodologies for the Bayway. Final construction methodologies will be coordinated with the agencies and fully evaluated as part of the Final Mitigation Plan and the Section 404/401 permit application. Dredging may occur in within the limits of the previously disturbed construction channel in open water areas with water depths of less than six feet and where wetlands are not present.	Supplemental DEIS Section 4.14.2
3	In areas where water depths do not allow barges to float, barges shall not be allowed to rest on water bottoms in any particular location for durations of more than 30 days.	Supplemental DEIS Section 4.14.2
4	Concrete materials shall not be allowed to fall into the water. Concrete materials shall be collected for transport to a suitable disposal site.	Supplemental DEIS Section 4.14.2
5	If dredging is used, a Sediment Sampling Plan that includes a benthic characterization study, will be performed prior to obtaining a permit for dredging. Sediments will be quantified and tested prior to disposal of the dredged material.	FEIS Section 2.0
Wetlands, Submerged Aquatic Vegetation, Essential Fish Habitat, and Coastal Zone		
1	A Draft Mitigation Plan has been developed for wetlands, Submerged Aquatic Vegetation (SAV), Essential Fish Habitat (EFH), and the Coastal Zone. This Draft Mitigation Plan shall serve as the basis for future coordination efforts with regulatory and resource agencies during the final design, permitting, and construction phases of the Project. Prior to construction, a Final Mitigation Plan shall be prepared that includes mitigation for each habitat type impacted, as necessary to obtain environmental permits. ALDOT has committed to a mitigation ratio of 1.5:1 for wetlands and a mitigation ratio of 2:1 for SAV.	Supplemental DEIS Section 4.7, Appendix F
2	Updated wetland and SAV surveys to delineate resources that will be impacted shall be performed to provide a basis for determining appropriate mitigation measures in the Final Mitigation Plan. Appropriate mitigation measures shall be developed in consultation with resource and regulatory agencies including the U.S. Army Corps of Engineers (USACE), USFWS, National Oceanic Atmospheric Administration (NOAA) - Fisheries, Alabama Department of Conservation and Natural Resources (ADCNR), Alabama Department of Environmental Management (ADEM), and the US Environmental Protection Agency (USEPA).	Supplemental DEIS Section 4.7
3	A monitoring plan shall be implemented for the mitigation area in accordance with the Final Mitigation Plan and environmental permits obtained for the Project.	Supplemental DEIS Appendix F
4	In order to minimize impacts to aquatic species during pile driving operations in the water, the Concessionaire shall: <ul style="list-style-type: none"> - Use a ramp-up pile driving procedure during the installation of piles in water. This procedure allows for a gradual increase in noise levels so that species have time to leave the area prior to full noise levels being released by pile driving. - Implement an Erosion and Sediment Control Plan to minimize the suspension of sediments in the water during construction. 	Supplemental DEIS Section 4.7.3, Appendix I

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5	Coordination with ADEM shall occur to develop practical atypical construction best management practices deemed necessary during the permitting process.	DEIS, Section 4.23
Threatened and Endangered Species		
1	<p>The USFWS issued an Incidental Take Permit and prescribed reasonable and prudent measures to be taken as well as Terms and Conditions that must be met for the Incidental Take provisions to be valid. Coordination with the USFWS during project development and implementation shall be maintained throughout the Project. The reasonable and prudent measures along with the Terms and Conditions are as follows:</p> <ul style="list-style-type: none"> - Work areas within the defined project area shall be fenced to exclude Red-bellied turtles. - All equipment staging areas located along the Causeway shall be selected in cooperation with the USFWS and fenced to exclude Red-bellied turtles. - Fencing shall be monitored and properly maintained for the duration of the project. - Work areas within the project corridor shall be cleared of Gulf sturgeon and Red-bellied turtles prior to placing work barges in the enclosures. - Work areas that are not enclosed with mesh fencing shall be cleared daily of Red-bellied turtles or Gulf sturgeon that might have entered the area. - Catch barges or vehicles shall be used to collect and remove debris resulting from the modification of the existing bridge structures. - Monitoring for dead, sick, or injured Red-bellied turtles or Gulf sturgeon shall be conducted on a daily basis. - In those areas where barges will rest on the bay bottom, mesh fencing or floating silt curtains, with a maximum 2" by 2" mesh, shall be attached to existing support columns to exclude Red-bellied turtles and Gulf sturgeon from the work area. This fencing shall be installed prior to moving barges along the work area and removed when work in the area is completed. - Staging areas are those areas where equipment will be stored overnight or longer periods of time. These areas shall be fenced using silt fence where possible. If fencing is impossible, the area shall be surveyed and cleared before vehicles are moved and all Red-bellied turtles removed and released into adjacent habitats. 	USFWS Incidental Take Permit, DEIS Appendix A

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<ul style="list-style-type: none"> - Prior to placing platform work barges in place, the work area within the project area shall be cleared of Gulf sturgeon and Red-bellied turtles by trained personnel familiar with the species and permitted to take those species. Alabama Red-bellied turtles shall be sexed, aged, measured, and weighed before releasing in suitable habitat outside the project area. Gulf sturgeon shall only be removed from the water long enough to photograph for identification. - Some of the concrete portions of the existing bridges to be removed shall be placed on catch barges or vehicles and later taken to the Gulf for the creation of fish habitat structures as part of the "Roads to Reefs" Program. Determining locations of these structures should be coordinated with the Alabama Department of Conservation and Natural Resources (ADCNR), Marine Resources Division. Permits for this disposal method will be obtained prior to any disposal activities. - Upon locating a dead, injured, or sick individual of an endangered or threatened species, initial notification must be made to the Fish and Wildlife Service Ecological Services Division at the Daphne Field Office at (251) 441-5864. Care should be taken in handling sick or injured individuals and in the preservation of specimens in the best possible state for later analysis of cause of death or injury. - The project shall conform to the specified incidental take provisions, and ALDOT shall maintain appropriate coordination with the USFWS. 		Supplemental DEIS Section 4.7.3
<p>2 Concessionaire shall adhere to the Alabama Standard Manatee Construction Conditions.</p> <ul style="list-style-type: none"> - The lead project proponent/Concessionaire shall instruct all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with manatees. All construction personnel are responsible for observing water-related activities for the presence of manatees. The Concessionaire shall hire an individual(s) familiar with this species to act as a spotter(s) for manatees during in-water activities. - The lead project proponent/Concessionaire shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973. - All vessels associated with the construction project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible. - If manatees are seen within 100 yards of the active daily construction/dredging operation or vessel movement, all appropriate precautions shall be implemented to ensure their protection. These precautions shall include the operation of all moving equipment no closer than 50 feet of a manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment. Activities will not resume until the manatee(s) has departed the project area of its own volition. 		Supplemental DEIS Section 4.9, Appendix I

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-	Any collision with and/or injury to a manatee shall be reported immediately to the USFWS in Daphne (251-441-5181).	
	Temporary signs concerning the manatees shall be posted prior to and during all construction/dredging activities. All signs are to be removed by the lead project proponent/Concessionaire upon completion of the project. A sign measuring at least 3 ft. by 4 ft. which reads <i>Caution: Manatee Area</i> will be posted in a location prominently visible to water related construction crews. A second sign should be posted if vessels are associated with the construction and should be placed visible to the vessel operator. The second sign should be at least 8.5" x 11" which reads <i>Caution: Manatee Habitat. Idle speed is required if operating a vessel in the construction area. All equipment must be shut down if a manatee comes within 50 feet of operation. Any collision with and/or injury to a manatee shall be reported immediately to the U.S. Fish and Wildlife Service in Daphne (251-441-5181).</i>	
Environmental Justice		
1	To lessen the disproportionately high and adverse impacts on EJ communities, ALDOT will implement the mitigation measures listed below. All of the mitigation measures will be implemented prior to tolling commencement unless otherwise stated.	FEIS Section 2.0 Supplemental DEIS Appendix E, FEIS Section 2.0 FEIS Section 2.0 FEIS Section 2.0 FEIS Section 2.0 Supplemental DEIS Appendix E, FEIS Section 2.0
-	ALDOT will continue to meet with the Africatown/Plateau community as the project develops.	
-	ALDOT will work with the Africatown/Plateau community to implement the mitigation measures through community outreach, public meetings, and a Steering Committee. ALDOT will send invitations to serve on the Steering Committee within 60 days of approval of the Combined FEIS/ROD. ALDOT will hold the first Steering Committee meeting in the Fall of 2019. This will provide continued opportunities for involvement of Africatown/Plateau representatives to promote compatibility with the community's plans for development and growth.	
-	ALDOT will conduct a speed study to determine if changing the posted speed limits will have a beneficial effect.	
-	Based on the results of the speed study, ALDOT will work with the Africatown/Plateau Steering Committee to evaluate and implement traffic calming measures that will be effective in reducing speeds along Bay Bridge Road without substantially increasing anticipated queue lengths.	
-	ALDOT will install a caution signal at the crest of the Cochrane-Africatown USA Bridge to warn drivers that a signal awaits at the foot of the bridge.	
-	ALDOT will provide traffic signals at Union Missionary Baptist Church (Bay Bridge Road Cutoff) and Magazine Street/Tin Top Road. Signals will be timed to improve traffic flow along the corridor to minimize impacts to the community. The signals will also be responsive to traffic to facilitate ingress and egress for residents of the Africatown/Plateau community. ALDOT will work with the Africatown/Plateau Steering Committee to make sure the signals are effective and properly operating and that any concerns or issues associated with the timing and/or sensors are addressed in a timely manner.	

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-	ALDOT will adjust signal timing along the non-tolled route, including Bay Bridge Road, to better accommodate local traffic movements.	Supplemental DEIS, Appendix E
-	ALDOT will construct the Cochrane-Africatown USA Bridge Shared Use Path from the I-165 ramp at Bay Bridge Road to US-90 on the east side of Mobile River and will work with local municipalities to provide future extensions from downtown to the USS ALABAMA Battleship Memorial Park.	Supplemental DEIS Appendix E
-	ALDOT will provide crosswalks at all of the signalized intersections along Bay Bridge Road as part of the Cochrane-Africatown USA Bridge Shared Use Path. These crosswalks will include appropriate striping on the asphalt, push-button activated signal heads, and pedestrian signage.	FEIS Section 2.0
-	ALDOT will install landscaping and historical/interpretive signage along the Cochrane-Africatown USA Bridge Shared Use Path.	Supplemental DEIS Appendix E
-	Paper Mill Road will be resurfaced from Bay Bridge Road to US 43. ALDOT will install streetscaping along this route.	Supplemental DEIS, Appendix E
-	Based on current traffic projections, ALDOT will develop an access management plan to help facilitate access to and from destinations along the US-90/US-98 Causeway. Strategies included in this access management plan may include installing traffic signals, medians with U-turns, mid-block signals, as well as other appropriate techniques. The access management plan will be implemented prior to tolling commencement.	Supplemental DEIS Appendix E
-	ALDOT will conduct a traffic study that documents existing and future hazardous cargo flow along Bay Bridge Road to compare actual numbers before and after construction of the project.	FEIS Section 2.0
-	ALDOT will work with the Africatown/Plateau Steering Committee to meet with ADEM to facilitate discussions regarding the process for ADEM to install air quality monitors.	FEIS Section 2.0
ADCNR Public Facilities on US-90/US-98 Causeway		
1	Access to ADCNR's Five Rivers Delta Resource Center, Meaher State Park, and public boat ramps along the US-90/US-98 Causeway will be maintained before, during, and after construction.	Supplemental DEIS Section 5.0
2	The proposed project will avoid acquisition of property from the Five Rivers Delta Resource Center, Meaher State Park, and public boat ramps along the US-90/US-98 Causeway.	

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3	Special care will be taken to avoid nighttime construction noise impacts on Meaher State Park through coordination with the ADCNR. Construction noise levels at the nearest campsite at Meaher State Park Campground resulting from nighttime construction activities related to the proposed project will be monitored by the Concessionaire. Noise levels exceeding 70 dBA between 10:00 p.m. and 7:00 a.m. require prior coordination with Meaher State Park.	FEIS Section 2.0
Mobile County Metro Jail		
1	Permanent structures shall not be placed on the acquired right-of-way from Mobile County Metro Jail property.	ALDOT and Mobile County
2	The interior recreational fences within the acquired right-of-way from Mobile County Metro Jail property shall not be removed or tampered with.	
3	If access to this property is needed during construction, a temporary fence shall be constructed at the right-of-way line matching the existing fence and meeting the requirements of the Mobile County Metro Jail.	
4	Prior to the completion of the project, the temporary fence must be removed and existing fence must be replaced meeting the same requirements.	
Access Management Plan		
1	ALDOT will develop an access management plan to help facilitate access to and from destinations along the US-90/US-98 Causeway. Strategies included in this access management plan may include installing traffic signals, medians with U-turns, mid-block signals, as well as other appropriate techniques. The access management plan will be implemented prior to tolling commencement.	Supplemental DEIS Section 4.16, IMR
Non-Tolled Route		
1	ALDOT will maintain a non-tolled route across the Mobile River and Mobile Bay. The non-tolled route will include the existing US-90/US-98 Causeway, the Bankhead Tunnel, and the Cochrane-Africatown USA Bridge.	ALDOT, FEIS Table 1
Hazardous Materials		
1	Based upon the 2017 Preliminary Hazardous Materials Investigation Summary of Results:	Supplemental DEIS Section 4.3, Appendix C
-	Dust suppression efforts shall be implemented to minimize dust inhalation at the following sites: Site 2: Harrison Brothers (Tomly Barge), Site 3: Austal (former Mobile Abrasives), and Site 12: Shell Station.	
-	Groundwater encountered during construction shall not be used for potable purposes at any site.	

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-	Fuel lines are believed to still be in place on Site 7: Nellena & Stokley Property. An Underground Storage Tank Closure Assessment will be conducted in accordance with ADEM regulations and guidelines after acquisition and as part of the demolition process.	
Access to Austal		
1	Continuous access to Dunlap Drive and Addsko Road shall be maintained at all times unless approval from Austal is obtained at least 30 days prior to the required road closures.	Supplemental DEIS Section 4.4.2