



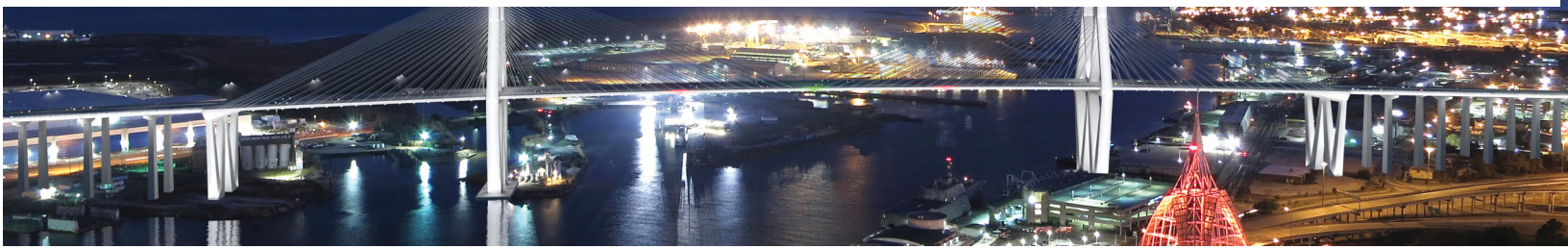
May 6, 2024

FY 2025-2026 Multimodal Project Discretionary Grant Opportunity (MPDG)



# I-10 MOBILE RIVER BRIDGE AND BAYWAY MULTIMODAL PROJECT

## Data Plan



# Data Collection Plan for the Mobile River Bridge and Bayway Project

## *In Anticipation of a Mega Grant under the Multimodal Project Discretionary Grant Opportunity (MPDG)*

This plan for data collection and analysis regarding potential impacts and benefits of Mobile River Bridge and Bayway Project (MRB) is designed to help understand how well the project's estimated impacts align with what actually does occur. A final report will summarize the findings for the US Department of Transportation, to help the Department determine how well the MRB meets the Mega program goals.

Data will be collected before project construction begins and after opening for five years. Data collected before construction and after the I-10 Mobile River Bridge and Bayway are open will be compared to help evaluate how well the project's impacts align with what was forecast.

A large portion of the I-10 Mobile River Bridge and Bayway project's benefits estimated in the Benefit-Cost Analysis (BCA) for the FY2025- 26 MPDG application arise when a 100-year storm occurs. Since such storms are unpredictable, the benefits that arise from mitigating storm impacts can not be planned and therefore, measured under this plan. Other data relating to speeds, AADT, and crashes will be collected and used to analyze the project's impact on crashes and congestion.

The proposed process, approach and metrics to be collected and analyzed are outlined below. This framework will be allowed to evolve, as outside circumstances impact the usefulness and availability of data collected. In addition, this draft plan will be reviewed by and revised in collaboration with the Federal Highway Administration (FHWA) prior to implementation.

### **Process and Approach for Data Collection**

Before any contractor breaks ground (or does another project-related activity which would measurably impact traffic on the I-10, US-90/98 Causeway, approaches to either, or to the Wallace Tunnel, ALDOT plans to collect the following:

Data, by category where appropriate and available:

- AADT, separately for Trucks and Cars
- Crashes by type and severity
- Average speed during rush hour – AM; PM

Locations for Collection:

- On I-10 within the Project limits
- Optional additional locations:
  - Approaches to the Wallace Tunnel
  - Approaches to the Africatown Bridge
  - East and West Entrances to the Bankhead Tunnel

Time frame

- In the year before project construction starts
- Approximately end of first year open and at least subsequent four years (five years total)

Frequency

- Once during summer (June – August)
- Once during fall (September – November)
- Once during winter (December – February)
- Once in spring (March – May)

Data that is collected before the project is constructed is baseline data.

**Process and Approach for Data Analysis**

ALDOT will review the data, focusing on total change from before the project to after the project’s opening year and then annually for at least 5 years. The analysis will look at:

- Annual growth and overall values post-opening against baseline values. Unit number will be compared against projected values from the travel demand model; rate of change against annual change will be calculated and compared to TDM model results.
- An analysis will also examine key economic and demographic metrics to see if any significant outside factors likely suppressed/increased travel patterns in the area.

The Table below summarizes the performance indicators, target improvements, and data collection schedule which will be included in the analysis

Criterion	Performance Indicator	Data To be Used	Target Improvement	Schedule
Safety	Annual crash rates: <ul style="list-style-type: none"> <li>○ All crashes in project area</li> <li>○ Rear end crashes in project area</li> </ul>	Alabama CARE (Critical Analysis Reporting Environment) database.	A 50% reduction in overall crashes and in rear end crashes	- Quarterly - Before Construction begins - Five years after opening

**Draft Data Collection Plan For Mobile River Bridge Project**

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Economic Impacts, Freight Movement, & Job Creation	Average speeds for peak hours: <ul style="list-style-type: none"> <li>○ Mobile River Bridge</li> <li>○ Bayway</li> </ul>	Alabama DOT	A 1% reduction in VHT on I-10	<ul style="list-style-type: none"> <li>- Quarterly</li> <li>- Before Construction begins</li> <li>- Five years after opening</li> </ul>
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A final report will be submitted to FHWA no later than 6 years after completion of the project, but data collection and analysis may continue. The report will summarize findings from the analysis comparing the baseline data to quarterly project data for the duration of the fifth year after the project’s substantial completion and will compare them to the data and forecasts used in the project’s narrative and BCA.