

# EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

2040

## LONG RANGE TRANSPORTATION PLAN (LRTP)

***AMENDMENT: I-10 MOBILE RIVER BRIDGE AND BAYWAY***

PREPARED FOR THE:

EASTERN SHORE  
METROPOLITAN PLANNING ORGANIZATION  
(ESMPO)



IN COOPERATION WITH:

THE BALDWIN COUNTY COMMISSION, THE CITY OF SPANISH FORT, THE  
CITY OF DAPHNE, THE CITY OF FAIRHOPE, THE TOWN OF LOXLEY



AND

THE ALABAMA DEPARTMENT OF TRANSPORTATION



January 2019

*Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en  
coordinator@easternshorempo.org*

Eastern Shore  
Metropolitan Planning Organization

**Eastern Shore 2040  
Long Range Transportation Plan**

***AMENDMENT***

**I-10 MOBILE RIVER BRIDGE AND BAYWAY**

This document is posted on the internet at  
[www.easternshorempo.org](http://www.easternshorempo.org)

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This Long Range Plan was prepared as a cooperative effort of the U. S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Alabama Department of Transportation, and local governments in partial fulfillment of requirements set forth in Title 23 USC 134 and 135 (amended by FAST Act, Sections 1201 and 1202, December 4, 2015). The contents of this document do not necessarily reflect the views and policies of the U. S. Department of Transportation.

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**EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 2019-09**

**Adopting the 2040 Long Range Transportation Plan (LRTP) I-10 Mobile River Bridge and Bayway Amendment**

**WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together amended by FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and


**WHEREAS, the U. S. Department of Transportation** requires all urbanized areas, as established by the U. S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Long Range Transportation Plan as a condition for meeting the provisions of Title 23 USC 134; and,

**WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation, has prepared the Eastern Shore 2040 Long Range Transportation Plan; and**

**WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation and Federal Highway Administration, has prepared an Amendment to the Eastern Shore 2040 Long Range Transportation Plan regarding the I-10 Mobile River Bridge and Bayway project; and**

**WHEREAS, pursuant to its duties, functions, and responsibilities, the Eastern Shore Metropolitan Planning Organization, in session this 23rd day of January 2019, did review and evaluate the aforementioned Amendment to the Eastern Shore 2040 Long Range Transportation Plan, summarized on the attached pages; now**

**THEREFORE, BE IT RESOLVED** by the Eastern Shore Metropolitan Planning Organization that the same does hereby endorse and adopt said Amendment to the Eastern Shore 2040 Long Range Transportation Plan.

  
Date: 1/23/19  
Dane Haygood, Chairman

ATTEST:  
  
Date: 1/23/19

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## EXECUTIVE SUMMARY

Federal regulations for metropolitan planning organizations require the development of a minimum 20-year long range transportation plan of projects that *lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods*. [23 CFR 450.322(b)]. The long range transportation plan must: 1) identify current transportation needs; 2) forecast future transportation needs and; 3) establish strategies and projects that address the needs. Additionally, a key responsibility of MPOs is the inclusion of Title VI and Environmental Justice communities in the planning process. Title VI, Environmental Justice, and similar rules and regulations are discussed in detail in Appendix A.

This plan – the first Long Range Transportation Plan (LRTP) produced by the Eastern Shore MPO – utilizes a 25-year planning horizon and considers future needs out to year 2040. The Alabama Department of Transportation (ALDOT) established the 2010 census year as the base year for the 2040 LRTP. Socioeconomic and employment/business data, purchased from InfoUSA, were used in the production of this Plan. ESMPO staff reviewed land use patterns and maps of municipalities, and using Citilabs Voyager travel demand simulation software, developed a computerized 2010 base year network model, from which future travel demand projections could be made. Population and land use trends were projected out to 2020 and 2040, and then run through the model. The results highlighted road and street segments that are likely to experience congestion or capacity deficiencies in the future. The MPO utilizes model results to develop lists of needed projects, which will help mitigate, within MPO funding constraints, roadway congestion in 2020 and 2040.

The 2040 LRTP anticipates a continuation of rapid growth experienced in Baldwin County and the Eastern Shore for the past three decades. This rapid growth exacerbates the congestion problems already encumbering certain corridors within the Eastern Shore. The primary congestion areas identified in the 2020 travel model, include US 98, US 31, US 90, and SR 181. Unfortunately, major capacity improvements are difficult or impossible on these state-maintained corridors, either because of the limited funding available to the MPO, or because of design constraints along the corridors. In an effort to maximize the return on investment for federal, State, and local transportation dollars, the LRTP pursues technology-related projects or smaller optimization projects affecting these major corridors. These projects will only be possible with participation from the Alabama Department of Transportation. The financially constrained side of the Plan also advances improvements for local corridors in an effort to encourage motorists using the main corridors, to utilize alternate corridors.

The 2040 travel model outputs indicate that nearly every road in the travel network will be over capacity in 2040. Unfortunately, the MPO's funding is insufficient to address these problems. Local officials will need to coordinate with the Alabama Department of Transportation to identify the funds necessary to address these issues.

## **1.0 INTRODUCTION**

### **1.1 - Background**

The Long Range Transportation Plan (LRTP) is the instrument for coordinating the metropolitan long range transportation planning for the urbanized area along the Eastern Shore of Baldwin County. The LRTP identifies transportation improvements that will be needed in the Eastern Shore area over the next 25 years. The LRTP implements the 3-C planning process:

- Comprehensive (including all modes)
- Cooperative (involving a broad array of stakeholders and other interested parties)
- Continuous (being updated at least every five years)

The 3-C planning process is established in Federal statute and is required for areas designated as *urbanized* (have a population of 50,000 and above). The LRTP is one of the key products of the planning process for the Eastern Shore Metropolitan Planning Organization (ESMPO).

Federal regulations also require MPOs to develop long range transportation plans, with a minimum 20-year horizon, which identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the Plan (23 CFR 450.322). In addition, MPOs have been required to develop transportation plans and programs that are consistent with projections of potential transportation demand (23 CFR § 450.316). This demand is based on the interrelated levels of activity in the areas of economic, demographic, environmental protection, growth management, and land use activities, in accordance with metropolitan and local development goals. Travel demand models have become the primary tools used to identify the existing and future travel demand of person and vehicle travel.

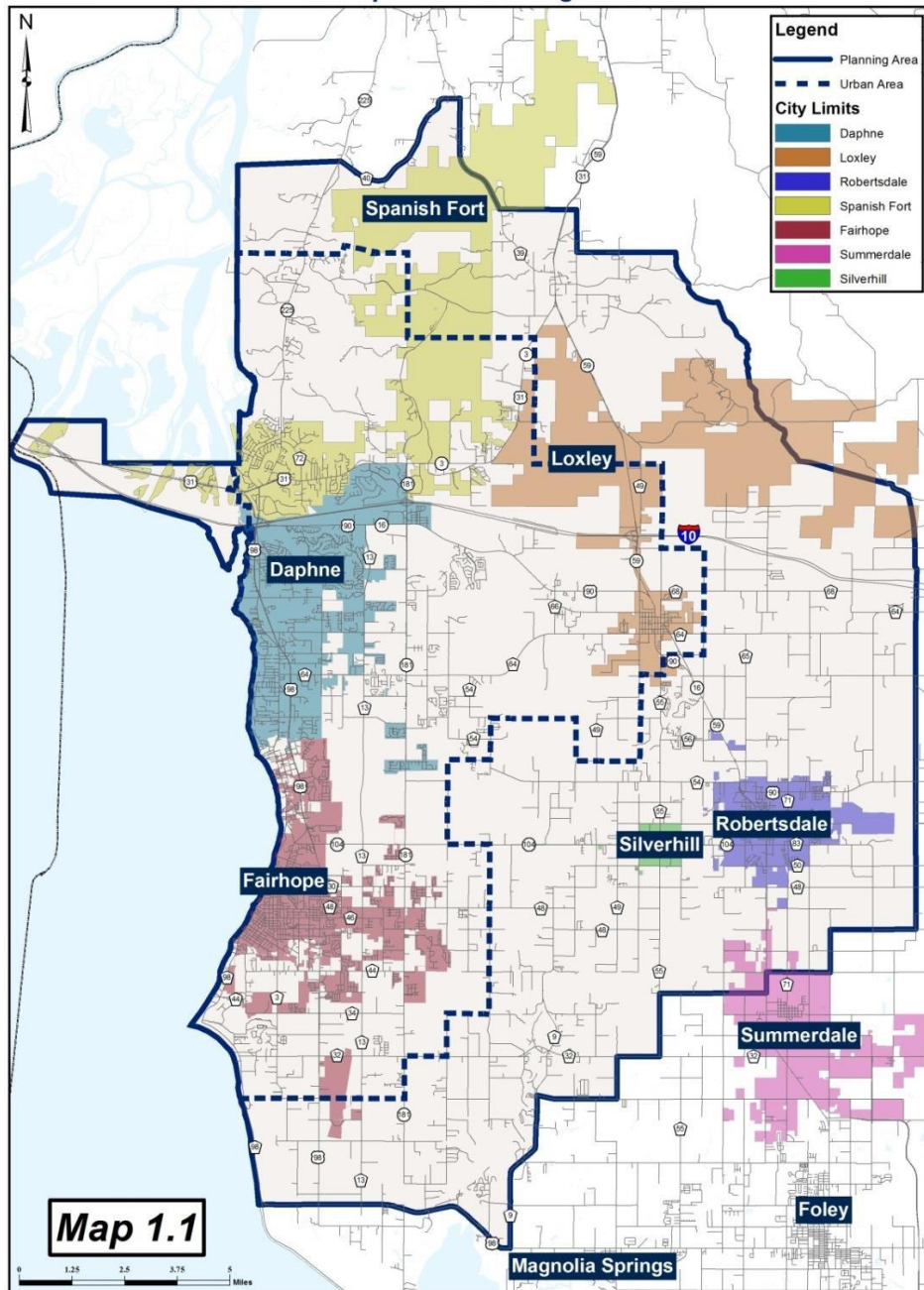
This document serves as an Amendment to the existing Eastern Shore 2040 Long Range Transportation Plan, specifically as it relates to section 3.6 of the existing plan regarding the Mobile River Bridge and Bayway project.

### **1.2 - Eastern Shore MPO Area Description**

The Eastern Shore MPO includes a substantial portion of the corporate limits of three cities and one town. These municipalities include: The City of Spanish Fort, the City of Daphne, the City of Fairhope, and the Town of Loxley. The ESMPO also encompasses the urbanized areas surrounding these four municipalities.

The land area of the Eastern Shore MPO planning area (sometimes called the study area) is approximately 311 square miles. The land area of the urban area of the ESMPO is approximately 143 square miles. The MPO planning area and the MPO urban area are shown in Figure 1.1.

**Figure 1.1: MPO Metropolitan Planning Area**



Source: MPO Staff

Based on 2010 US Census Data

### **1.3 – Statewide Performance Measures**

The United States Department of Transportation, through the Fixing America’s Transportation (FAST) Act, has elected to move towards performance based planning. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities. The Eastern Shore MPO has elected to adopt the statewide measures and targets in all categories and will support the targets through the Transportation Improvement Program. The categories, measures, and targets adopted by the Eastern Shore MPO can be seen in the table below.

**Table 1.1: Statewide Performance Measures and Targets**

#### Performance Measures and Targets

Category	Performance Measure	Performance Target	
Safety	Number of Fatalities	1,010	
	Rate of Fatalities	1.49	
	Number of Injuries	8,369	
	Rate of Serious Injuries	12.42	
	Number of Non-Motorized Fatalities & Injuries	390	
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10%	
	% of Non-Revenue Vehicles that Exceeded ULB*	Reduce by 10%	
	% of Fatalities with Condition Rating < 3.0	No more that 20% rated 3.0	
Assets	% of Pavement in Good Condition (Interstate)	Greater than 50%	
	% of Pavement in Poor Condition (Interstate)	Less than 5%	
	% of Pavement in Good Condition (Non-Interstate)	Greater than 40%	
	% of Pavement in Poor Condition (Non-Interstate)	Less than 5%	
	% of NHS Bridges in Good Condition	No less than 27%	
	% of NHS Bridges in Poor Condition	No greater than 3%	
		2 Year Target	4 Year Target
System Performance	Reliable Person Miles on the Interstate	96.4%	96%
	Reliable Person Miles on the Non-Interstate NHS	93.7%	93.6%
	Truck Travel Time Reliability Index	1.20	1.21
	Annual Hours of Peak Hour Excessive Delay	N/A	
	% of Non-SOV	N/A	
	Total Emissions Reduction	N/A	

\*ULB = Useful Life Benchmark

## 2.0 HIGHWAY FACILITIES

### 2.1 – I-10 Mobile River Bridge and Bayway Project Scope

The I-10 Mobile River Bridge and Bayway project is a proposal to increase the capacity of I-10 by constructing a new six-lane bridge, with 215 feet of Air Draft Clearance (ADC), across the Mobile River, and replacing the existing I-10 bridges across Mobile Bay, known as the Bayway, from four to eight lanes at an elevation above the 100-year storm surge. The proposed project would be located in Baldwin and Mobile Counties. For the purpose of this Plan, only the Baldwin County section is included. The Baldwin County section includes the I-10 Bayway from Mobile County Line to East of SR-16 (US-90) in Spanish Fort. The bridge increases the capacity of I-10 to meet existing and predicted future traffic volumes, and to provide a more direct route for local, regional, and coastal interstate traffic, while minimizing impacts to Mobile’s maritime industry.

The Eastern Shore 2040 Long Range Transportation Plan includes the part of the bridge from Mobile County Line to Spanish Fort, while the Mobile County part of the bridge is included in the Mobile Area Long Range Transportation Plan Destination 2040. The Eastern Shore Long Range Transportation Plan may present the *entire* mapped project for information purposes, but funding will be by jurisdiction, with ALDOT allocating the funding as required. Estimated cost with project details for the Bayway portion can be seen in Figure 2.1 below.

### 2.2 – Capacity

The Eastern Shore MPO performed a capacity analysis of the Bayway and Causeway to evaluate the impacts for the new Mobile River Bridge project. Only a portion of the project falls within the ESMPO planning area. The ESMPO utilized projected traffic volumes on a tolled bridge facility to calculate the new level of service (LOS) on the Bayway and Causeway. The results of the analysis are provided in the table below. The numbers listed in the chart are V/C ratios; refer to section 2.1.2 of the 2040 LRTP for more information regarding LOS and V/C ratios.

	2040 Model <b>Without</b> Mobile River Bridge	2040 Model <b>With</b> Mobile River Bridge
Bayway LOS	2.1	0.6
Causeway LOS	1.4	2.3

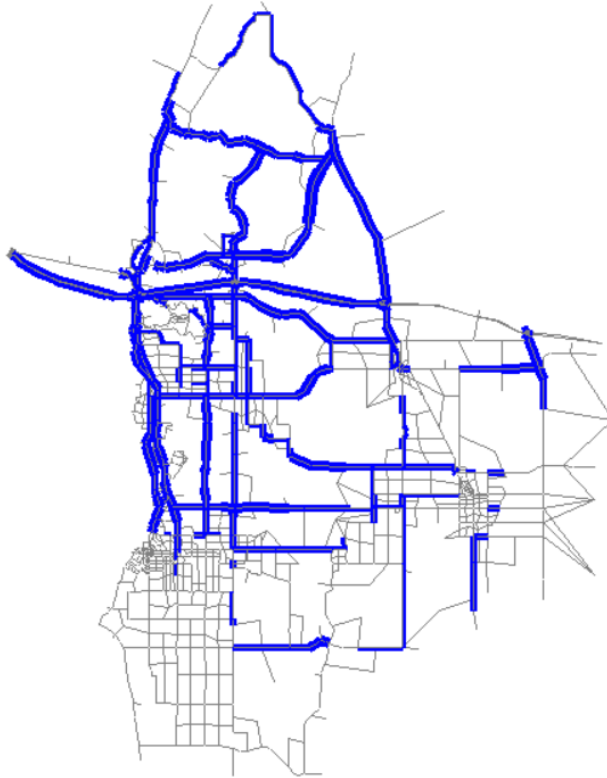
The model indicates that the new tolled Mobile River Bridge facility will divert local traffic to the Causeway and increase congestion on the Causeway. By contrast, the improvements are expected to significantly reduce congestion on the Bayway.

### 2.3 - Modeling

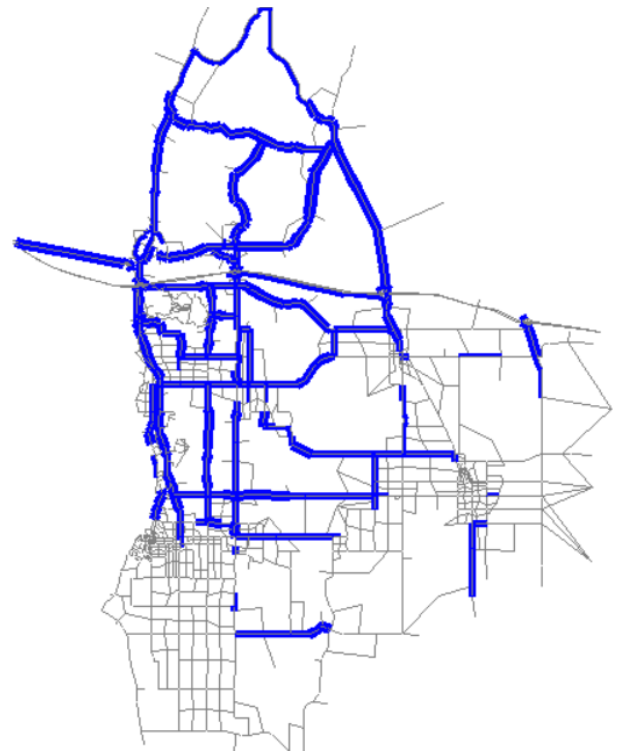
The Eastern Shore MPO utilizes Cube Voyager, a travel demand forecasting software produced by Citilabs. The Alabama Department of Transportation purchased this software for all MPOs in the State of Alabama. The Voyager software plays an integral role in determining travel patterns within a transportation network over the next 25 years. The model is validated to base year conditions using current traffic counts and specific federal parameters (please see Appendix C of the 2015 LRTP). The socio-economic data is forecasted to year 2040 and the model is run using future year data,

resulting in estimated future volumes for the entire network. For the purpose of this Amendment of the LRTP, the socio-economic data has not been updated.

The ESMPO 2040 Existing + Committed (E+C) model network was updated with the proposed Mobile River Bridge improvements within the Eastern Shore MPO planning area. MPO staff revised external count files to reflect the tolled facility and utilize trip generation software to produce new production and attraction values. With the revised production and attraction information, the MPO staff ran the Cube model for the revised network and evaluated the impacts.



2040 Model LOS Graphic  
**Without** Mobile River Bridge



2040 Model LOS Graphic  
**With** Mobile River Bridge

As noted above, the model outputs indicate that the primary impact of the new toll facility will be an increase in congestion on the Causeway and corresponding decrease in congestion on the Bayway. Due to the unprecedented growth projected for Baldwin County, the travel model predicts substantial congestion network-wide within the MPO Planning Area by year 2040. Because the Mobile River Bridge project improvements apply to only a small stretch of interstate within the Eastern Shore MPO, the project's impact on the MPO's arterial and collector routes are expected to be as minimum, as illustrated by the network outputs displayed above.

**Figure 2.1: CPMS Funding Reports**

<b>Project Family ID</b> 5011	<b>Project Reference ID</b> 100062413	<b>Fiscal Year</b> 2019	<b>Scope</b> PE - PE	<b>Stip Plan</b> 2016	
<b>Project Description</b> I-10 BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT					
<b>Work</b> GRADE, DRAIN, BASE, PAVE AND BRG		<b>Revision Date</b> 10/19/2018	<b>Target Start Date</b> 3/1/2019	<b>Authorized Date</b>	<b>Work Accepted Date</b>
<b>Actual Compl. Date</b>	<b>Orig. Est. Amount</b> \$0.00	<b>Est. Amount</b> \$0.00	<b>Urban Area</b> 032 - EASTERN SHORE	<b>Targeted Compl. Date</b> 12/24/2019	<b>District</b>
<b>Congressional</b> 01	<b>Senate</b> 22	<b>Lead Agency</b>	<b>Function Class.</b> 01 - INTERSTATE	<b>Aldot Area</b> 5 - MOBILE AREA	
<b>Initiator Name</b> Richard Stoudenmire	<b>Route Type</b> I	<b>Route</b> 10	<b>Second route type</b>	<b>Second route</b>	
<b>Project Funding</b>					
<b>Federal Obligated Amount</b> \$23,905,432.97		<b>State Obligated Amount</b> \$5,976,358.24		<b>Other Obligated Amount</b> \$0.00	
<b>Total Obligated Amount</b> \$29,881,791.21					

<b>Project Family ID</b> 5011	<b>Project Reference ID</b> 100062416	<b>Fiscal Year</b> 2019	<b>Scope</b> CN - CN	<b>Stip Plan</b> 2016	
<b>Project Description</b> I-10 BAYWAY FROM MOBILE COUNTY LINE TO EAST OF EASTERN SHORE INTERCHANGE (EXIT 35) SR-16 (US-90)					
<b>Work</b> GRADE, DRAIN, BASE, PAVE AND BRG		<b>Revision Date</b> 10/5/2018	<b>Target Start Date</b> 7/26/2019	<b>Authorized Date</b>	<b>Work Accepted Date</b>
<b>Actual Compl. Date</b>	<b>Orig. Est. Amount</b> \$0.00	<b>Est. Amount</b> \$0.00	<b>Urban Area</b> 032 - EASTERN SHORE	<b>Targeted Compl. Date</b> 9/17/2019	<b>District</b>
<b>Congressional</b> 01	<b>Senate</b> 22	<b>Lead Agency</b>	<b>Function Class.</b> 01 - INTERSTATE	<b>Aldot Area</b> 5 - MOBILE AREA	
<b>Initiator Name</b> Richard Stoudenmire	<b>Route Type</b> I	<b>Route</b> 10	<b>Second route type</b>	<b>Second route</b>	
<b>Project Funding</b>					
<b>Federal Obligated Amount</b> \$644,800,000.00		<b>State Obligated Amount</b> \$161,200,000.00		<b>Other Obligated Amount</b> \$0.00	
<b>Total Obligated Amount</b> \$806,000,000.00					

### **3.0 BICYCLE AND PEDESTRIAN FACILITIES**

#### **3.1 – Bicycle and Pedestrian Accommodations**

ALDOT’s preferred route to provide a bicycle and pedestrian crossing of the Mobile River as part of the proposed project is the Cochrane-Africatown USA Shared Use Path as shown in Figure 3.1. The petition received in support of this route notes safety and growth and redevelopment of the Africatown/Plateau area as reasons for preferring the Cochrane-Africatown USA Bridge route.

ALDOT will provide 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. ALDOT proposes to provide a shared use path on the south side of Bay Bridge Road and a sidewalk on the north side of Bay Bridge Road with crosswalks at appropriate locations. More detailed studies, design, and coordination with the local community will be required to finalize the details of the bicycle and pedestrian facilities along this route. The length of this proposed corridor is approximately 2.6 miles. This facility will be constructed using Federal and/or state funds and will be completed within the same timeframe as the completion of the Mobile River Bridge and Bayway project.

#### *Future Extensions of Cochrane-Africatown USA Shared Use Path*

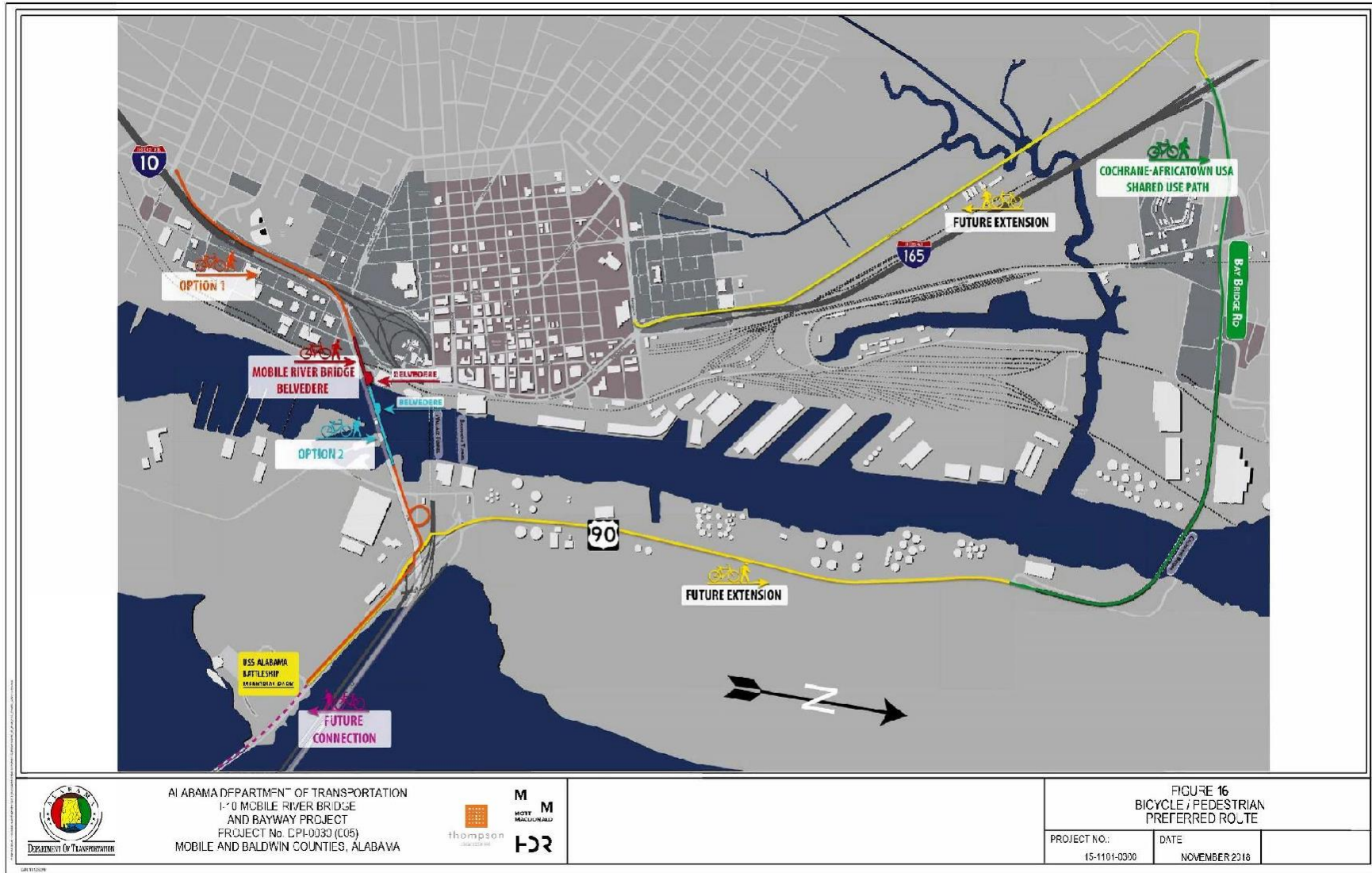
ALDOT commits to work with local municipalities to provide bicycle and pedestrian paths from Beauregard Street in downtown Mobile to the Cochrane-Africatown USA Shared Use Path via surface streets, such as Conception Street or Telegraph Road. ALDOT will work with local municipalities and the local BPAC of the Mobile MPO to determine the appropriate route for these paths, taking into consideration the opportunity for connectivity with the proposed Three Mile Creek Trail improvements, the Africatown Connections Blueway, and other proposed and existing bicycle and pedestrian plans and greenway initiatives.

ALDOT will work with local municipalities and the Mobile and Eastern Shore BPACs to extend the path to the USS ALABAMA Battleship Memorial Park.

ALDOT will work with local municipalities from the Eastern Shore to extend the bicycle and pedestrian facilities from the USS ALABAMA Battleship Memorial Park to Spanish Fort/Daphne as proposed in the Spanish Fort Causeway Master Plan. Specifically, ALDOT will include bicycle and pedestrian facilities in future transportation improvement projects along the US-90/US-98 corridor, such as the bicycle and pedestrian accommodations being included in the ongoing Tensaw River Bridge replacement project.

It is anticipated that these extensions will be funded with Better Utilizing Investments to Leverage Development (BUILD) transportation grants, Federal-aid funds, and/or other available means.

**Figure 3.1: ALDOT's Preferred Route**



Source: Alabama Department of Transportation

### **3.2 – Bicycle and Pedestrian Enhancements**

- **Mobile River Bridge Belvedere:**

In addition to the above-listed facilities, ALDOT commits to constructing a belvedere (i.e., overlook that provides a space for people to stop, rest, and enjoy the view) on the bridge at the west main tower. This commitment is provided to address the stated desire from the BPACs and the public to have a viewing area from the bridge as an attraction for residents and tourists. Access to the belvedere will be provided via an elevator and stair tower located on the west side of the river. The path from the tower access to the belvedere will be a minimum of 12 feet wide. The belvedere will have a minimum area of 700 square feet. Construction of the belvedere will provide the view from the new Mobile River Bridge that was requested in comments received from the public workshop, the BPACs, and the bicycle/pedestrian focus group.

- **Bankhead Tunnel:**

ALDOT has previously closed the Bankhead Tunnel to vehicular traffic for a few hours on the weekends to allow bicyclists and pedestrians to use the tunnel to cross the Mobile River. The majority of respondents from the public workshop who favored the Bankhead Tunnel alternative said they would solely use the tunnel on the weekends. The Eastern Shore MPO BPAC also supported this route for the Mobile River crossing. ALDOT will continue this program as long as there is interest from the community and availability to close the tunnel without major disruptions to traffic.

### **3.3 – Bicycle and Pedestrian Options**

In response to public input requesting that bicycle and pedestrian facilities be located on the new bridge, ALDOT has included options that may be incorporated into the project should sufficient funding become available. As part of their bids, the teams proposing on the project will include prices for the options listed below. This process encourages the proposing teams to be innovative in how they approach including these options on the project. Ultimately, ALDOT will determine whether either of these options can be added to the project. A decision on these options would not be made until after the FEIS/ROD is signed.

- **Option 1: Full Shared Use Path on Mobile River Bridge:**

Option 1 would provide a minimum 12-foot-wide shared use path along the high-level approaches and main span bridge crossing the Mobile River. The path would begin between Virginia Street and Texas Street on the west side of Mobile River and end near US-90/US-98 on the east side of Mobile River. The path would be located on the same side as the Mobile River Bridge Belvedere and would provide a connection to the belvedere from the path.

- **Option 2: Elevators/Stairs on Both Sides of Mobile River with Connecting Shared Use Path:**

Option 2 would provide an elevator and stair tower on the east side of Mobile River. A 12-foot-wide shared use path from the Mobile River Bridge Belvedere would connect to the elevator and stair tower on the east side of Mobile River. The belvedere could be moved to the center of the main span bridge.

### **3.4 – Eastern Shore MPO’s Bicycle and Pedestrian Recommendations**

As previously stated, the Mobile River Bridge and a portion of the Bayway project falls outside of the Eastern Shore MPO planning boundary. The following recommendations focus on bicycle and pedestrian facilities along the US90/US98 Causeway within the Baldwin County limits. These recommendations should be considered as alternatives to placing the bicycle and pedestrian facility on the Bayway structure.

The Eastern Shore MPO Policy Board approved the following projects to be added to the Visionary List of the 2040 Long Range Transportation Plan:

- Trail Segment – Multi-modal Trail from the Eastern Segment of Causeway plan, connecting the existing Eastern Shore Trail at Highway 90 to Meaher State Park, Five Rivers Delta Center and Pineda Island. Includes a multi-modal crossing span over Blakely River on the north side of Causeway, access improvements, pedestrian safe havens through median installation, and a lighted Crossing at Meaher State Park.
- Trail Segment – Multi-modal trail From the Eastern segment to the Central Segment of the Causeway plan. Beginning at Meaher State Park and Five Rivers Delta Center and located on the North side of the Causeway. Includes a multi-modal span over the Apalachee River to the I-10 Interchange, additional lighting, wayfinding signage, pedestrian safe havens through the use of medians, and access for possible fishing pier, boat/ kayak launches and trail head parking area.
- Trail Segment – Multi- modal Trail from the Central Segment stopping point at the I-10 interchange to the Western Segment of the Spanish Fort Causeway Plan. The Trail spans across the Tensaw River, creates pedestrian access through safe havens created by median or a pedestrian and multi-modal span over the Causeway, connecting the north and south sides of Causeway to a possible park on the south side of Causeway.

**Figure 3.2: Bicycle and Pedestrian Visionary List**

<b>Bike-Ped &amp; Transit Visionary List - October 2018</b>										
<b>Table 3.2 - Visionary/Needs Project List</b>										
<b>City of Spanish Fort</b>										
<b>Bike/Ped and Transit</b>										
ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
SF-T01	Spanish Fort Transit			Transit Facility	\$0	\$0	\$0	\$0	\$470,000	Visionary
SF-BP01	Jimmy Faulkner Blvd.	US 31	Bromley Rd	Construction of approx. 4.8 miles of 8 ft. wide multi-use trail	\$88,000	\$0	\$0	\$1,200,000	\$1,288,000	TAP Awarded
SF-BP02	US 31	School Rd	City Limits	Construction of multi-use trail/bike path	\$12,500	\$0	\$0	\$102,050	\$115,050	Visionary
SF-BP03	In-Fill Sidewalks	Various	Various	Construction of sidewalk links to connect current network	\$69,565	\$0	\$208,695	\$695,652	\$973,912	TAP Submitted
<b>TOTAL:</b>									<b>\$2,846,962</b>	
<b>City of Daphne</b>										
<b>Bike/Ped and Transit</b>										
ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
D-T01	Jubilee Square	N/A	N/A	Transit Park and Ride Facility					\$196,750	Visionary
D-T02	Daphne Civic Center	N/A	N/A	Transit Park and Ride Facility					\$200,000	Visionary
D-T03	DISC Complex	N/A	N/A	Transit Park and Ride Facility					\$200,000	Visionary
D-BP01	Park Rd/Pollard Rd	Pinehill Dr	CR 64	Construction of 2.5 miles of 6-foot-wide sidewalk	\$36,946	\$0	\$0	\$434,658	\$499,857	TAP Awarded
D-BP02	DISC Trail	SR 181	CR13	Construction of multi-modal trail system					\$800,000	TAP Submitted
D-BP03	Corte Rd. Path	SR 181	CR13	Construction of multi-modal path					\$177,000	Visionary
<b>TOTAL:</b>									<b>\$2,073,607</b>	
<b>City of Fairhope</b>										
<b>Bike/Ped and Transit</b>										
ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
F-T01	Downtown Fairhope	N/A	N/A	Transit Shelter	\$22,464	\$0	\$7,500	\$166,787	\$250,000	FY18 Transit Funds
F-BP01	SR181	Quail Creek Dr	.25 mi south of CR48	Construction of .4 miles of sidewalk and pedestrian crosswalk	\$36,183	\$0	\$15,000	\$306,394	\$357,577	Visionary
F-BP02	CR 13	Manley Rd	Sedgefield Dr	Construction of 1.17 miles of sidewalk and elevated walking trail	\$0	\$0	\$0	\$0	\$500,000	TAP Awarded
F-T02	Transit Vehicles	N/A	N/A	Purchase of Two (2) compact or electric shuttles	\$0	\$0	\$0	\$0	\$100,000	Visionary
F-BP03	Section St./Old Battles Rd/US 98	S. Section St.	Southland Blvd.	Construction of 2.5 miles of sidewalk					\$799,999	TAP Submitted
<b>TOTAL:</b>									<b>\$2,007,576</b>	
<b>Baldwin County</b>										
<b>Bike/Ped and Transit</b>										
ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
B-T01	County Road 54/BRATS	N/A	N/A	Boarding/De-boarding Shelter at BRATS Headquarters	\$50,000	\$0	\$0	\$45,000	\$50,000	Visionary
B-BP01	Scenic Highway 98	N/A	N/A	Rehabilitation of Pedestrian Bridge over Point Clear Creek	\$20,000	\$0	\$0	\$105,000	\$125,000	Visionary
B-BP02	US 31 Sidewalk	Spanish Fort Limits	Rockwell Elementary	Construction of Sidewalk	\$0	\$0	\$0	\$0	\$0	Planned
B-BP03	County Road 1	Mullet Point	South 10,000 ft.	Construction of approx 10,000 ft. of sidewalk	\$40,000	\$0	\$0	\$475,750	\$515,750	TAP Awarded
<b>TOTAL:</b>									<b>\$690,750</b>	
<b>City of Robertsdale</b>										
<b>Bike/Ped and Transit</b>										
ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
R-BP01	Palmer St/Krchak Ln	Mimosa Ave	SR 59	Construction of 1.1 Miles of Sidewalk	Forthcoming	Forthcoming	Forthcoming	Forthcoming	\$450,000	TAP Submitted
<b>TOTAL:</b>									<b>\$450,000</b>	
<b>ALDOT</b>										
<b>Bike/Ped and Transit</b>										
ID	Project Name:	From:	To:	Description:	PE:	ROW:	Utilities:	Construction:	Total:	Status
AL-BP01	Causeway - Eastern Segment	Eastern Shore Trail	Meaher State Park	Construction of Trail Segment and Lighted Crossing	\$0	\$0	\$0	\$0	N/A	Visionary
AL-BP02	Causeway - Central Segment	Apalachee River	I-10 Interchange	Construction of Trail Segment and Pedestrian Bridge	\$0	\$0	\$0	\$0	N/A	Visionary
AL-BP03	Causeway - Western Segment	I-10 Interchange	Baldwin County Line	Pedestrian Bridge over the Causeway	\$0	\$0	\$0	\$0	N/A	Visionary
<b>TOTAL:</b>									<b>\$0</b>	
<b>GRAND TOTAL: \$8,068,896</b>										

## **4.0 FUNDING**

### **4.1 – Public Private Partnership**

The I-10 Mobile River Bridge and Bayway will be funded through a Public-Private Partnership (P3). P3's allow public agencies to leverage private sector resources to build critical projects when the public agencies do not have sufficient funds to do so otherwise. This P3 pairs ALDOT with a private partner or partners, to design, build, finance, operate, and maintain the new I-10 Mobile River Bridge and Bayway without additional burden on public tax dollars.

As the public partner, ALDOT will facilitate the selection of the private partner, or concessionaire, through a competitive process. The concessionaire agrees to lease the infrastructure in the designated project area for 55 years, making the concessionaire responsible for designing and constructing the project, as well as maintaining and preserving the roadways and bridges over the life of the lease. During the 55-year concession period, ALDOT will provide oversight and hold the concessionaire accountable for the goals, deadlines, and budgets detailed in the lease. The concessionaire will also be required to meet all commitments detailed in the approved FEIS/ROD.

In addition to private investment and available state funds, P3 projects similar to the proposed I-10 Mobile River Bridge and Bayway project are often tolled to help with upfront project costs. Tolls also support the ongoing operations and maintenance of the facilities, allowing the private partner to recover their investment in the project over the life of the P3.

### **4.2 – Tolling**

The proposed project would use all-electronic tolling, allowing drivers to travel through the facilities without stopping to physically pay a toll. Electronic toll gantries would span the roadway and initiate the toll collection process via transponder or license plate image. Users would be able to pay for tolls using a credit or debit card or by pre-purchasing a transponder, paying online, or paying over the phone. Users would also be able to pay in person at a local walk-in center. Alabama is in the process of coordinating with neighboring states to develop a cooperative agreement for toll users who may already have accounts in place in other states, such as Florida or Georgia.

Toll rates are still being studied and will not be defined until after the design is complete. Factors influencing toll rates include traffic volumes; existing travel conditions; forecasted travel conditions; and costs for construction, operations and maintenance. On opening day, toll rates are expected to range from \$3 to \$6 for passenger vehicles. Frequent user discounts are also being evaluated.

## **5.0 TITLE VI AND ENVIRONMENTAL JUSTICE**

In response to Executive Order 12898, FHWA identifies three fundamental Environmental Justice (EJ) principles for transportation projects:

- 1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- 2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- 3) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

## **5.1 – ALDOT’s Methodology**

The methodology used to conduct the Environmental Justice Assessment for the I-10 Mobile River Bridge and Bayway Project is based on requirements set forth in Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; U.S. Department of Transportation Order 5610.2(a), *Final DOT Environmental Justice Order*; and FHWA Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.

In order to evaluate the potential effects on EJ populations that could result from the Mobile River Bridge and Bayway Project, the following steps were undertaken:

- 1) Develop demographic profile for project study area.
- 2) Identify locations within project study area with high concentrations of low-income and/or minority populations using commonly-accepted thresholds.
- 3) Determine whether the proposed project would result in adverse and/or beneficial impacts on EJ populations.
- 4) Determine whether potential impacts on EJ populations would be considered “disproportionately high and adverse.”
- 5) Develop measures to avoid, minimize, and/or mitigate disproportionately high and adverse impacts on EJ populations.
- 6) Include all findings and determinations in the NEPA document prepared for the proposed project.

Areas with concentrations of minority and/or low-income populations were identified using U.S. Census Bureau data and poverty guidelines from the U.S. Department of Health and Human Services.

## **5.2 – Public Involvement**

ALDOT conducted community workshops in EJ areas that could be affected by the proposed project on June 18 and 19, 2018, from 5:00-7:00 p.m. These workshops focused on discussing potential impacts of the proposed project, including traffic and tolling, with members of the EJ communities. More than 5,000 postcards were mailed directly to residents and property owners in the community to invite them to the workshops. Postcards were also placed in local community centers and churches. Nine written comments were received from area residents.

### **5.3 – Environmental Justice Conclusions**

Based on the Eastern Shore MPO's analysis in the 2040 Long Range Transportation Plan, small pockets of minority and/or low-income populations exist throughout the Eastern Shore MPO planning area. These locations are illustrated by Maps B.1 through B.5 in Appendix D of the 2040 Long Range Transportation Plan. The maps were reviewed in conjunction with the model outputs discussed in Section 2.3 above.

Due to the unprecedented growth projected for Baldwin County, the travel model predicts substantial congestion network-wide within the MPO Planning Area by year 2040. The high levels of future congestion diminish the model's ability to accurately predict future passenger trips. Because the Mobile River Bridge project improvements apply to only a small stretch of interstate within the Eastern Shore MPO, the project's impact on the MPO's arterial and collector routes are expected to be minimal, or at least uniformly applied throughout the already congested network; a conclusion that is supported by the model outputs.

Based on its review of the data and model outputs, the ESMPO concludes that the proposed project will not result in disproportionately high or adverse effects on minority and/or low-income populations within the Eastern Shore MPO Planning Area.