

# EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION NO. 2020-06

### Resolution Supporting a Proposed Scope Across Mobile River and Mobile Bay

**WHEREAS**, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 13 (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**, it has been requested that the Coastal Alabama region provide an alternative plan for the capacity needs to the transportation network across the Mobile River and Mobile Bay; and

**WHEREAS**, an alternate concept of constructing the new Mobile River Bridge together with new capacity across Mobile Bay in the form of an “expressway” that would augment the existing capacity provided by I-10 and the Causeway has been re-introduced as a potential basis for such a solution; and

**WHEREAS**, an expressway based concept has merit as it provides much needed additional capacity at a cost much lower than previous solutions;

**THEREFORE, BE IT RESOLVED** that the Eastern Shore Metropolitan Planning Organization hereby:

1. adopts the attached scope found in Exhibit “A” as an ESMPO supported solution to the additional capacity need across the Mobile River and Mobile Bay;
2. appeals to ALDOT to further investigate the feasibility of a project based on this scope and if feasible, undertake steps to move the concept to a more defined project;
3. encourages the state legislature and ALDOT to identify funding sources for the project so that an acceptable funding plan may be developed for the project;
4. suggests that all citizens, organizations, governmental entities and elected leaders in Coastal Alabama become familiar with this scope and endorse a scope that they believe will lead to a consensus for a solution within the Coastal Alabama region;
5. adds the engineering (PE) phase for a project based on the adopted scope to the ESMPO Transportation Improvement Plan (TIP) should ALDOT find it desirable and agrees in writing to be sponsor of said PE project;
6. will consider adding the construction (CN) phase to the TIP once ALDOT develops a more defined project based on the adopted scope;
7. requests the Mobile MPO to consider adopting this scope in order to achieve consensus between the two MPOs and foster a true Coastal Alabama consensus plan;
8. invites ALDOT to bring forward the ESMPO for consideration any alternate ideas, concepts, or plans it may deem as a more viable solution;

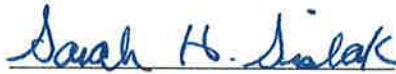
The foregoing resolution was adopted and approved on the 22<sup>nd</sup> day of January 2020, by the Eastern Shore Metropolitan Planning Organization Policy Board.



Dane Haygood, Chairperson

Date: 1-22-2020

ATTEST:



Date: 1-22-2020

## Exhibit A

### Mobile River Bridge and Expressway Concept – Project Scope

#### **1. Project Description.**

The segment of Interstate 10 (I-10) between Mobile and Baldwin Counties has been identified as one of the greatest bottlenecks on I-10. Further, the traffic counts and associated traffic congestion on this segment is on par with the worst in the Southeast. With the strong regional growth being experienced in Coastal Alabama, it is critical to address the aging and limiting transportation network traversing Mobile Bay and the Mobile River to handle the rapidly growing local traffic in addition to the growing interstate traffic traversing this area. To increase capacity, the Mobile Metropolitan Planning Organization (Mobile MPO) and the Eastern Shore Metropolitan Planning Organization (Eastern Shore MPO) propose the Mobile River Bridge and Expressway project. This high-priority project involves three major components:

- **Mobile River Bridge:** a new cable stay bridge built to provide six lanes of travel over the Mobile River
- **Expressway:** 7.5 miles of new bridges over Mobile Bay built above the 100-year storm surge level that will supplement the existing I-10 route over Mobile Bay
- **Access:** Limited access along the Expressway with mid-bay egress to address safety and access concerns

#### **2. Design Parameters.**

The Project has been conceived and intentionally designed to utilize the same routes as the Original Mobile River Bridge and Bayway Project with the intent of leveraging the existing Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) which was received in 2019 for the Original Project.

##### **Design Factors/Constraints:**

**Mobile River Bridge:** The design for the main span Mobile River Bridge shall be consistent with the original design from the original ALDOT Mobile River Bridge and Bayway Project.

**Expressway:** A four lane, divided expressway with two travel lanes in each direction to be constructed from the termination of the Mobile River Bridge to the Eastern Shore in Baldwin County and between the existing Eastbound and Westbound Bayway bridge spans.

##### **Access:**

1. A new diverging diamond interchange at Virginia Street on Interstate 10 in Mobile.
2. The existing access to US Highway 98 (Exit 35A) and US Highway 90 (Exit 35B) from Interstate 10 to remain accessible as well as be accessible from the eastbound Expressway route.
3. The existing Causeway (Exit 30) access from Interstate 10 to remain, as well as access to the Causeway from Expressway be provided.
4. The Expressway to be accessible from US Highway 98 on the Eastern Shore to enable local traffic to utilize the Expressway.

## Exhibit A

### **3. Budget.**

Since an estimate of cost is a required for a MPO to add a project to it's Long Range Transportation Plan (LRTP) or it's Transportation Improvement Program (TIP), it is necessary to develop an estimate of cost for a project based on this project scope. Building upon existing plans and cost estimates available from prior Expressway concepts, and the recent efforts by state Senator Albritton to highlight an Expressway based concept as a potential solution, engineers have produced a proof of concept that meets objectives set forth in the project scope provided here within. Cost estimates for the proof of concept were generated and are estimated at \$1.227 billion. A detailed cost estimate is provided in Exhibit B. The proof of concept represents one potential design and it will be necessary for ALDOT to produce a design that satisfactorily balances the complex array of design parameters that accompany a project of this nature. For reference purposes, the proof of concept generated by the engineering team is provided in Exhibit A.

### **4. Funding.**

Detailing source(s) of funding is required for a project to be placed on the TIP by a MPO. Ultimately, a funding plan for this project will need to be developed by ALDOT in parallel with the development of a more detailed project. Generally speaking, the project is intended to be funded utilizing state funding, Federal Grant programs (e.g., INFRA) and federal financing programs (e.g. TIFIA, private activity bonds). Given the large scale nature and cost of this project, it is understood that ALDOT, together with the executive and legislative branches of the state, will need to work to identify and earmark funding, likely consisting of a combination of one-time allocations as well as recurring funding sources, for construction of the project, with the hope that the project can be funded without the use of tolling.

### **5. Legacy Routes.**

**(i) Free and available.** The existing Interstate 10 route across Mobile Bay (the "Bayway") together with the I-10 tunnel traversing the Mobile River (the "Wallace tunnel") as well as the US Highway 90/98 route across Mobile Bay (the "Causeway") together with the US Highway 90/98 tunnel traversing the Mobile River (the "Bankhead tunnel") (collectively, the "Legacy Routes") shall remain in-place, in-service and usable by the public without any toll or fee.

**(ii) Maintenance.** No restrictions may be placed that prevent maintenance of the Legacy Routes to ensure that they remain in good working order.

**(iii) Substitution of Free Routes.** In the unlikely event it becomes necessary to remove one or more of the Legacy Routes from service, or a portion thereof, due to (i) costs to repair Legacy routes become economically undesirable; (ii) federal requirements prevent the continued use of a particular route or structure; or (iii) the State of Alabama determines it to be advantageous to abandon any portion of the Legacy Routes for any reason, the Legacy Routes being removed from service shall be replaced equivalent with a new route of a similar travel path and travel time with equal or greater traffic capacity. The replacement route shall be subject to the same provisions as the original Legacy Route being replaced.

# **Exhibit A**

## **EXHIBIT A CONCEPTUAL DESIGN**

See attached map.

# Exhibit A

## EXHIBIT B COST ESTIMATE

### I-10 Mobile River Bridge and Bayway Project Express Lanes Option Summary of Estimated Project Construction Cost Estimate

#### CONSTRUCTION COSTS

Project Section/Component	Description/Comments	Estimated Cost 2017\$* January 10, 2020
Main Span Unit	Span arrangement is 585'-1,380'-585', 12' inside, 3-12' lanes, 12' outside	\$ 226,799,000
High Level Approaches	3 lanes in each direction, 12' inside, 3-12' lanes, 12' outside, various span lengths and structure types	\$ 292,067,000
Bayway - Add Express Lanes	2 lanes in each direction, 4' inside, 10' outside shoulders, 2 -12 lanes	\$ 482,165,000
Secure Existing Bayway	Tether EB existing bayway to prevent potential impact to new bayway structure under storm event	\$ 31,020,000
Virginia Street Interchange and West Approach	Diverging diamond, west approach roadway	\$ 48,861,000
West Tunnel Interchange (Water St.)	Not part of project	\$ -
East Tunnel Interchange	Not part of project	\$ -
Mid-Bay Interchange	EB and WB Off Ramps only	\$ 41,370,000
US 90 / 98 Eastern Shore Interchange and East Approach		\$ 21,301,000
Aesthetic Lighting	Main span unit only	\$ 10,145,000
Toll Collection Equipment		\$ 9,081,000
Bike / Ped Facilities - New Bridge	Belvedere	\$ 13,272,000
Bike / Ped Facilities - Cochrane Bridge		\$ 3,149,000
Africatown Signal Improvements		\$ 2,000,000
Archeological Studies	Phase II and III	\$ 4,000,000
ITS	Complete replacement of ITS on bayway	\$ 13,676,000
Traffic Management Center		\$ 14,505,000
Utility Relocation		\$ 7,671,000
Wallace Tunnel Upgrade	Not part of project	\$ -
Railroad Flagging		\$ 2,190,000
Environmental Mitigation		\$ 5,447,000
	<b>Subtotal Construction Costs (only)</b>	<b>\$ 1,227,719,000</b>

\* - Costs for building demo, change orders, ROW and contingencies are not included above