



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, September 17th, 2021

Volume 39, Number 12

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On September 20th at 2:00 PM, there will be an update from ALDOT to the Joint MPOs at Five Rivers in the Theater; please see *Mobile MPO Updates*. No new *Funding Opportunities*, but this week in *Legislative Updates*: Biden expects the Infrastructure Bill to pass, while some say it is not enough for climate change. The House has changes to the \$60 Billion bill. *In The News* this week, the Wallace Tunnel is getting resurfaced, I-10 is getting some new lanes, and there is a coastal conversation next week on "How to Build a Bridge". This week's *Just For Fun*, MPO Staff has solved the problem, we may not need the new bridge.... Have a great weekend!

Check out [ALGO Traffic](#) before you travel!

www.mobilempo.org



Check us out on FACEBOOK; SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

- [Planning and Community Development](#)
- [Area Agency on Aging](#)
- [Employment and Economic Development](#)

Anthony Johnson, Monica Williamson, Tom Piper, and Kevin Harrison, PTP

Mobile MPO Updates

Update on Phase One of the I-10 Mobile River Bridge and Bayway Project on 9/20/21

On July 27th, ALDOT presented to the Mobile MPO and the Eastern Shore MPO an update on Phase One of the I-10 Mobile River Bridge and Bayway Project at Five Rivers Resource Center in Spanish Fort. This meeting was the first of many updates that ALDOT will provide to both MPOs.

When the Mobile MPO and Eastern Shore MPO both met separately on June 2nd, 2021, both MPOs amended each Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) to include Phase One of the I-10 Mobile River Bridge and Bayway Project. Both MPOs passed the amendments unanimously. Both the Mobile and Eastern Shore LRTPs included funding for Phase One to be a toll on heavy trucks, with the potential for voluntary vehicular tolls. All legacy routes would remain free.

It was recognized by the Mobile MPO and ESMPO Chairman, that there needed to be more communication between the two MPOs concerning this project, and more transparency from all those involved. The next time ALDOT reports an update to the joint MPOs will be September 20th at 2:00PM in the Fiver Rivers Theater; these are public meetings and will be every two months.

South Alabama Regional Planning Commission has created a web site that will house the Joint MPO updates from ALDOT on the I-10 Mobile River Bridge and Bayway Project [HERE](#)

Mobile Area Major Road Plan

The Plan is for better integration and connectivity of land use and transportation planning, to ensure existing and future on-system corridors are managed and/or preserved as part of the long-range comprehensive planning efforts and as development occurs. A complete Major Road Plan to include regulatory components, current practices, case studies, and guidance for Mobile County and Municipalities within Mobile County. The Plan will include methods and tools for acquiring and preserving right-of-way in the context of expediting the environmental clearance process and review how corridors are prioritized, designated, and adopted for management or preservation. This will require coordination with all planning jurisdictions in Mobile County.

Phase One of the I-10 Mobile River Bridge and Bayway project are added to LRTP and TIP

On September 1st, 2021, a letter was submitted to ALDOT from both the Eastern Shore MPO and the Mobile MPO, requesting that ALDOT investigate the possibilities of building the project in less than the three phases.

ALDOT has agreed to provide formal updates to both MPO's every two months. The first Update was held July 27th, 2021 at Five Rivers, and the next update will be on September 20th, at Five Rivers at 2:00PM in the Theater. Anticipated at the September 20th Joint MPO Update is ALDOT's reply to the above mentioned letter. The Mobile MPO will house all of the slide presentations from these ALDOT Updates at www.mobilempo.org.

The next step is that ALDOT will authorize the Preliminary Engineering (PE) that was approved as part of the project, and begin a Toll and Revenue Study to further hone in on potential tolling revenues. These tolling revenues will not be from just trucks, but voluntary vehicles willing to pay the toll as well; all legacy routes will remain free.

Moving forward, at a minimum, we have a way to build a bridge. The federal government, federal legislature, and new administration are currently developing numerous bills that potentially may help us move past this "at a minimum" scenario.

[HERE](#) is the Amendment with update Section 1.7 that summarizes the public comments.

[HERE](#) is APPENDIX A with all of the comments we received prior to deadline

[HERE](#) is a National Geographic article on Africatown that was presented as information.

100 % Funding for Resurfacing of Local Roads Through the Mobile MPO with CRRSAA

LINK TO MAP [HERE](#)

In accordance with the Highway Infrastructure Program Funds Pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) dated January 15, 2021 from the Federal Highway Administration, the Mobile Transportation Management Area (TMA) through the Mobile Metropolitan Planning Organization (MPO) is apportioned \$3,193,942 (FY 2021). In consultation with the State of Alabama, it is the intention of the Mobile MPO to use the Mobile TMA apportioned CRRSAA funding (\$3,193,942) for a one time resurfacing program. This funding can be 100% federal funding with no matching requirements; this presents a rare opportunity for the Mobile MPO.

The cities of Creola, Satsuma, Saraland, Chickasaw, Prichard, Semmes and Bayou la Batre have provided a prioritized list of roads that need to be resurfaced within their jurisdiction. The PE projects (design projects) have been sent to FHWA for fund authorization. Once authorized, this will provide the Notice To Proceed (NTP) to Neel Shafer to begin design activities for the projects. Neel Shafer and ALDOT have negotiated design fees at this point and are waiting to approve those fees once the NTP is issued.

Shortly after approval, the cities will begin to see activities in terms of some survey work, geotechnical work, etc.. on the streets proposed for resurfacing. Also, Neel Shafer will soon begin the process of reaching out and working with the cities to provide the necessary documents required for the federal funds to be spent. This include documents such as the ROW certification, encroachment notices, etc...

As of now, due to the scope of these projects, the proposed letting date is sometime late spring/early summer in 2022, assuming no issues with the city certifications, etc.

Please call Kevin Harrison 706-4635 if there are any questions.

[FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM \(TIP\) NOW ONLINE](#)

The TIP represents a four year program (2020-2023) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area. The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out [HERE](#).

Recent Scheduling Changes This Week for Mobile

South Alabama RPO Updates

The South Alabama Regional Planning Commission (SARPC) will host an online Meeting of the Rural Planning Organization to be held at **10:00 am on Thursday, September 23rd, 2021** using the GoToMeeting app. The invite is below.

One item on the [agenda](#) is to amend the [Fiscal Year 2021 Work Program](#) to include assisting ALDOT by facilitating the public involvement process for ALDOT's draft Public Involvement Plan for Statewide Transportation Planning. The purpose of the plan is to implement effective ways for ALDOT to gather information from the public about their transportation needs. The plan will be on ALDOT's website on August 20, 2021 and all comments must be received on or before October 4, 2021.

ALDOT's Draft PIP is posted here:

<https://www.dot.state.al.us/news/publicinvolvement.html>.

Other items on the [agenda](#) include:

- Approve the [minutes of the previous RPO meeting](#)
- Review and Adopt the [Fiscal Year 2022 Work Program](#) which includes a new task of assisting ALDOT by hosting public meetings for the Statewide Long Range Transportation Process
- Amend the [RPO's Public Involvement Procedures](#) to include online virtual meetings when necessary
- Amend the [Annual Transportation Plan List of Projects](#)

If you would like to add items on the agenda or if you have any questions or comments regarding the above information, feel free to call us at (251) 706- 4622. If you are a member and are unable to attend the meeting you may send a proxy in your place. You may join our meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/633829053>

You can also dial in using your phone. (For supported devices, tap a one-touch number below to join instantly.)

United States: +1 (571) 317-3112
- One-touch: <tel:+15713173112,633829053#>

Access Code: 633-829-053

Rural Transportation Plan

The Rural Planning Organization for the SARPC Region is currently updating the Transportation Plan for the rural areas of Baldwin, Escambia, and Mobile Counties. Each year all RPO member governments are contacted concerning the updating of the RPO Transportation Plan and list of Safety Projects. This includes road and bridge projects, intersection improvements and the like, transit projects and bicycle and pedestrian projects. This is an annual process whereby the rural transportation needs and safety issues in the region are identified and submitted to ALDOT. The current list is available for review online at <http://www.mobilempo.org/RPODocuments.html>.

The RPO will meet in the coming weeks to adopt the updated Transportation Plan and the RPO Work Program for Fiscal Year 2022.

Projects in Region Let September 24th, 2021

MOBILE COUNTY

- For constructing the Bridge Replacement over Bennett Creek and Bridge Culvert Removal on SR-17 (US-45) in Citronelle. Length 0.463 mi.
- The Bracket Estimate on this project is from \$3,575,219 to \$4,369,712 .

- For constructing the Safety Improvements (Centerline Scoring) on SR-17/SR-57 (US-45) from the SR-158 Interchange in Prichard to the Mississippi State Line. Length 48.214 mi. The Bracket Estimate on this project is from \$371,150 to \$453,628 .

BALDWIN COUNTY

None at this time

ESCAMBIA COUNTY

None at this time

[What's Under Construction? Project Status](#)

Legislative Updates

Biden expects Congress to approve spending, infrastructure bills

By Nandita Bose September 16, 2021

Sept 16 (Reuters) - U.S. President Joe Biden on Thursday expressed confidence that Congress will pass both a bill funding infrastructure investments and a supplementary spending bill as Democrats seek to infuse trillions of dollars into the U.S. economy.

Democrats in Congress are writing a \$3.5 trillion spending bill that funds child care, community college and other social programs with an increase in taxes on companies and the very wealthy. The party seeks to pass the massive package as a companion to a \$1 trillion infrastructure bill that has bipartisan support.

"I know we still have a long way to go, but I'm confident that Congress will deliver to my desk both the bipartisan infrastructure plan and the Build Back Better Plan I proposed," he said, using the spending bill's name.

Biden later had a "positive discussion" with House of Representatives Speaker Nancy Pelosi and Senate Democratic leader Chuck Schumer about progress in advancing the bills, the White House said.

They also discussed plans to pass a continuing resolution to fund government operations, the White House said. The resolution must be passed by the end of September to keep government operations funded.

While the infrastructure plan has support on both sides of the aisle, Democrats in the Senate, where they narrowly hold control, face a tough battle to finalize the plan that would expand the social safety net.

As Republicans decline to support or negotiate on the \$3.5 trillion package, Senate Democrats are taking a route known as budget reconciliation to pass the bill with a simple majority vote.

The party must convince moderate members in its own ranks, like Senators Joe Manchin of West Virginia and Kyrsten Sinema of Arizona, to back the bill. Both have raised questions about the size and scope of the program.

After a More Than 15-Hour Markup, Committee Advances Legislation to Invest in More Equitable and Sustainable Transportation Systems and Infrastructure

September 15, 2021

Washington, DC - The House Committee on Transportation and Infrastructure, led by Chair Peter DeFazio (D-OR), today advanced legislation in a vote of 37-29 to invest nearly \$60 billion to make America's infrastructure more sustainable, resilient, and equitable, and to reduce carbon pollution from the transportation sector—the number one source of greenhouse gas emissions in the United States.

“From tackling climate change, to addressing racial and environmental injustices, to building back better after the COVID-19 pandemic, our nation faces big challenges. By advancing this legislation, we're taking a key step forward in addressing those challenges,” **Chair DeFazio said**. “With this legislation, we can reduce carbon pollution from the transportation sector that's driving the climate crisis and make communities more resilient to extreme weather events; connect people with good-paying jobs and affordable housing; address the planning mistakes of the past by reconnecting communities; make meaningful investments to plan for and develop high-speed rail projects; provide more people access to clean water; and make our aviation and maritime sectors greener. I look forward to seeing Congress pass this once-in-a-generation legislation because we can't afford to squander this opportunity.”

The House Committee on Transportation and Infrastructure's portion of the budget reconciliation bill includes the following key investments:

- **\$10 billion** to support access to affordable housing and enhance mobility for low-income individuals and residents of disadvantaged or persistent poverty communities.
- **\$4 billion** for reduction of carbon pollution in the surface transportation sector—addressing the largest source of transportation greenhouse gas emissions.
- **\$4 billion** to support neighborhood equity, safety, and affordable transportation access, including reconnecting communities divided by existing infrastructure barriers.
- **\$6 billion** to advance local surface transportation projects.
- **\$1 billion** to the Department of Transportation to support projects that develop, demonstrate, or apply low-emission technologies or produce, transport, blend, or store sustainable aviation fuels.
- **\$500 million** to the Federal Emergency Management Agency's (FEMA) hazard mitigation revolving loan fund program.
- **\$425 million** for grants for the construction, retrofit, technological enhancement, and updated planning requirements of state, local Tribal, and territorial emergency operation centers.
- **\$9.5 billion** to the Economic Development Administration to provide investments in persistently distressed communities, provide assistance to energy and industrial transition communities, invest in public works projects, and create regional hubs.
- **\$1 billion** to the General Services Administration to invest in high-performance green buildings.
- **\$1 billion** for climate resilient Coast Guard infrastructure.
- **\$2.5 billion** to the Maritime Administration to support more sustainable port infrastructure and supply chain resilience.
- **\$2 billion** to invest in sewer overflow and stormwater reuse projects, as well as a greater federal coast share for projects that serve financially distressed communities.
- **\$500 million** in grant assistance to invest in the backlog of wastewater projects on Tribal lands.

For more information on the committee's markup, click [here](#)

Senators call for Congress to bolster ports infrastructure in Build Back Better bill

BY [LIZ CAREY](#) | SEPTEMBER 14, 2021

U.S. Sens. Dianne Feinstein (D-CA), Gary Peters (D-MI) and Maria Cantwell (D-WA) joined a group of their colleagues to urge Congressional leadership to provide at least \$2.5 billion in funding for port congestion through the Maritime Administration's (MARAD) Port Infrastructure Development Program (PIDP) in the Build Back Better infrastructure bill.

In a Sept. 8 letter to House and Senate leadership, the group said increased congestion caused by COVID-19 and a surge in e-commerce necessitated modernization of the country's ports.

“We write to urge your support for addressing port congestion through funding the Maritime Administration's (MARAD) Port Infrastructure Development Program (PIDP). We ask that you provide at least \$2.5 billion in reconciliation for MARAD's PIDP to fund port infrastructure needed to improve freight mobility, address port congestion, and improve port competitiveness,” the senators wrote. “Our nation's ports provide critical connections between waterways, highways, pipelines, and railroads.”

The group said 41 vessels are anchored outside of the Ports of Los Angeles and Long Beach, as of August 26, waiting for spaces to dock. This year, the Port of Los Angeles became the first port in the Western Hemisphere to handle 10 million containers in a calendar year,

handling 1 million containers in the month of May alone, a record. Ports in Washington state and Michigan are also seeing increases, the group said.

Waterborne vessels moved over \$1.7 trillion in freight in 2019, the group said. Cargo activities on U.S. coasts and the Great Lakes account for 26 percent of the U.S. economy, generating nearly \$5.4 trillion in total economic activity and more than \$378 billion in federal, state and local taxes in 2018. Additionally, ports generate more than 30.7 million jobs, the group said.

"Investments to modernize ports so they can handle bigger ships and address congestion at ports is critical to the American economy," the senators continued. "By 2037, the United States is projected to export more than 52 million shipping containers through U.S. seaports each year. Further, by 2045 port infrastructure investments could produce economy-wide returns of between \$2 and \$3 per every \$1 spent, after adjusting for inflation."

The letter was also signed by Sens. Mazie Hirono (D-Hawaii), Jack Reed (D-R.I.), Tammy Baldwin (D-Wis.), Alex Padilla (D-Calif.), Amy Klobuchar (D-Minn.) and Ron Wyden (D-Ore.).

Funding Opportunities

U.S. Department of Transportation Announces the Availability of \$2.2 Billion in American Rescue Plan Funding to Help Transit Agencies with Additional Service Needs *DEADLINE November 8, 2021*

Tuesday, September 7, 2021

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced a [Notice of Funding Opportunity \(NOFO\)](#) for \$2.2 billion in competitive grant funding for transit systems demonstrating additional pandemic-associated needs. Funding is provided by the American Rescue Plan Act of 2021, which was signed into law by President Biden on March 11, 2021.

[Additional Assistance Funding](#) may be awarded to transit systems demonstrating additional assistance is needed to cover operating expenses related to maintaining day-to-day operations, cleaning and sanitization, combating the spread of pathogens on transit systems and maintaining critical staffing levels.

"As public transit systems continue to recover from the devastating financial and public health impacts of COVID, they must have the resources they need to keep trains and buses running, especially in heavily transit-dependent communities," said U.S. Transportation Deputy Secretary Polly Trottenberg. "The funding opportunity we are announcing today will help connect people to jobs, services and opportunities, while supporting crucial health and safety measures for the traveling public and our nation's dedicated transit workforce."

FTA will review applications based on the level of financial need, including projections of future financial need to maintain service as a percentage of the 2018 operating costs. Funding that is requested by an eligible applicant must not have been replaced by funding made available through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021, and other ARP funding.

"The Additional Assistance Funding will support transit agencies demonstrating a continuing need for assistance in maintaining daily operations," said FTA Administrator Nuria Fernandez. "Public transportation connects people to jobs, education and vital services, and this program will help transit agencies continue to provide critical transit services in communities that need it most."

The NOFO will be placed on public inspection at the Federal Register on Wednesday, September 8, and published on Thursday, September 9. An unpublished version of [the NOFO can be viewed here](#). Applications must be submitted electronically through the [Grants.gov](#) website by 11:59 PM ET November 8, 2021.

Federal Railroad Administration

Notice of Funding Opportunity for Consolidated Rail Infrastructure and safety Improvements

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Funding Opportunity (NOFO or notice).

SUMMARY: This notice details the application requirements and procedures to obtain grant funding for eligible projects under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, and related Trespass Prevention projects. The opportunities described in this notice are made available under Assistance Listings Number 20.325, "Consolidated Rail Infrastructure and Safety Improvements."

DATES: Applications for funding under this solicitation are due no later than 5:00 p.m. ET, DATE 90 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER]. Applications that are incomplete or received after 5:00 p.m. ET on [INSERT DATE 90 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER] will not be considered for funding. See Section D of this notice for additional information on the application process.

Opportunity Zones

EDA's Opportunity Zone Web Page

EDA now has an [EDA Opportunity Zone Web page](#) for economic development stakeholders and others to use as a resource to further help foster job creation and attract private investment to support development in economically distressed areas across the United States.

[Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match](#)

The Department of Health and Human Services (HHS) [Administration for Community Living](#) (ACL) has worked with the [National Aging and Disability Transportation Center](#) to clarify the ability of grantees to use Older Americans Act Title IIIB Supportive Services Funds to match Federal Transit Administration (FTA) programs. These FTA programs include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#)

To stay up to date on all of the many grants that are available visit www.grants.gov.

Just For Fun (THIS IS SATIRE, AND JUST FOR FUN)

Wallace Tunnels are Fixed

Updated September 17, 2021 8:10 AM

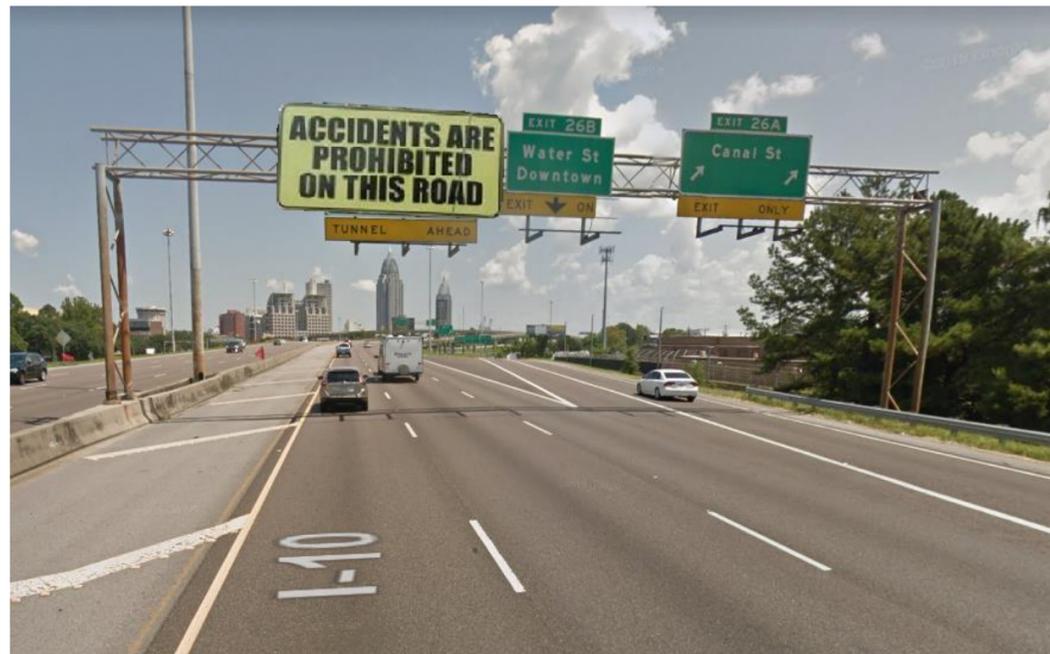
The staff of the Mobile MPO has developed a solution that will save time, and money. Staff petitioned the Federal Highway Administration (FHWA) to update the newest edition of Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) to include standards for a new sign, that will reduce the incidents in the Wallace Tunnel.

“It is a very simple solution, why has no one thought of this before” said the Federal Highway Administration. “By not allowing accidents in the tunnel, traffic will move more smoothly; commuters can be at ease.”

The sign, not of standard color, will stick out to the driver and alert them that they cannot have a crash here. Just as a speed limit sign regulates the speed, this sign can prohibit people from having crashes.

“Crashes will be a thing of the past in the tunnel, we just won’t allow them” said the Interstate Engineer at the ALDOT SW Region Office.

Drivers can still honk their horns, speed, text, try to hold their breath through the tunnel, and heavy 18 wheeler trucks can have uneven loads, but they are not allowed to crash. The Alabama Law Enforcement Agency (ALEA) and the State Troopers both applaud the idea, as their time will be freed up to tend other areas, that are not signed appropriately.



In the News

ALDOT TO BEGIN WIDENING INTERSTATE 10 BETWEEN EXIT 10 AND EXIT 15

Weather permitting, the Alabama Department of Transportation (ALDOT) anticipates beginning a project to widen approximately 4.8 miles of Interstate 10 Sunday night, September 19. The project extends from the Exit 10/CR-39 Interchange (McDonald Road) to the CR-69 (Plantation Road) Overpass just west of Exit 15 in Mobile, Alabama. Construction signs and other Traffic Control Devices are being installed this week in preparation for construction activity.

The project scope includes constructing an additional lane in each direction to increase the roadway from four to six lanes, providing median barrier, associated drainage, signage and Intelligent Transportation System devices such as overhead message boards and traffic cameras.

While the project allows for restricted, alternating lane closures Sunday through Thursday nights from 9 p.m. to 5 a.m. as needed for certain phases of the project, daily lane closures to perform the work are not anticipated for the complete duration of the project. In order to minimize traffic impacts and allow for daytime work on this heavily traveled portion of interstate, the existing two lanes of traffic will be shifted 12 feet to utilize the existing outside paved shoulder within the active work zones. Temporary concrete barrier rail will be placed along the route to protect workers and equipment and allow access for construction crews working in the median area. Drivers should note that there will be no usable shoulders within the specified one-mile active work zones, and drivers should expect a narrower roadway. Also, the speed limit will be reduced to 55 MPH as well through the work

zone. To assist motorists and first responders with assistance and accident response, ALDOT plans to stage wreckers within the work areas during the project to provide quicker response and clearance times to restore traffic flows as quickly as possible.

This \$24.9 million-dollar project was awarded to H. O. Weaver & Sons LLC and is estimated to be completed by May 24, 2024

Resurfacing of Wallace Tunnel begins Sept. 20

Posted by Lagniappe | Sep 15, 2021

SUBMITTED – Weather permitting, the Alabama Department of Transportation (ALDOT) anticipates beginning a project to resurface the George C. Wallace Tunnels on Interstate 10 Monday night, Sept. 20. Signs and other Traffic Control Devices are being installed this week in preparation for construction activity.

The project scope includes guardrail improvements, resurfacing and the application of a high friction surface treatment within the Wallace Tunnels and the 600 feet of roadway immediately entering and exiting the tunnel. This project includes restricted, alternating lane closures Sunday through Thursday nights from 9 p.m. to 5 a.m. while work is performed. During resurfacing and high friction surface treatment operations that require lane closures, all vehicles over 8 feet in width will receive messaging to detour around the work zone.

I-10 EB detour traffic will utilize Exit 20 (I-65N) and Exit 26B (Water St) and use I-165 to the US 90 Causeway. I-10 WB detour traffic will use Exit 27 to the US 90 Causeway. This detour is being implemented for the safety of crews and motorists due to restricted lane widths inside the tunnel during those construction operations. This \$1.68 million-dollar project was awarded to Mobile Asphalt Company, LLC and is estimated to be completed by late November 2021.



DATE & TIME: September 21, 2021

ONLINE: Online via Zoom, YouTube & Facebook LIVE

IN PERSON: History Museum of Mobile – Limited Seats/Tickets Available

FEATURED SPEAKER: A Panel of State & Local Experts Discuss Your Questions

[Register to Attend In-Person Event](#)

[Watch Presentation on Facebook LIVE](#)

[Watch Presentation on YouTube](#)

Infrastructure improvements and road closures continue in Fairhope

ASHLYN IRONSUPDATED SEP 14, 2021 | POSTED ON SEP 14, 2021 0



After weeks of traffic backups around Fairhope High School, the east side of the Twin Beech and Highway 98 intersection is back open. Crews are now working on the western side. Infrastructure improvements and road closures continue in Fairhope

ALDOT and the City of Fairhope's joint project will install new traffic signals and add additional turn lanes to both sides of the busy intersection. They are also adding pedestrian crosswalks and lights. The hope is the weeks of inconvenience will speed up pick up and drop off for years to come.



Click [HERE](#) for the search engine.