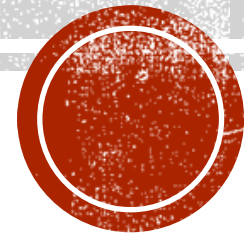
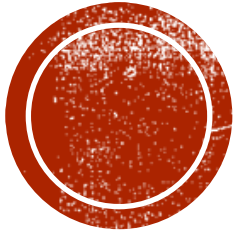


LAUDERDALE COUNTY ROAD 16 BRIDGE

Eric Hill, Lauderdale County Engineer



HISTORY



- Original bridge was built in 1936
- 900 AADT
- 180' long
- Constantly inundated by floodwaters.

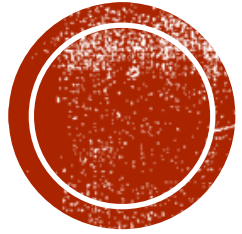


JAN 16 2001

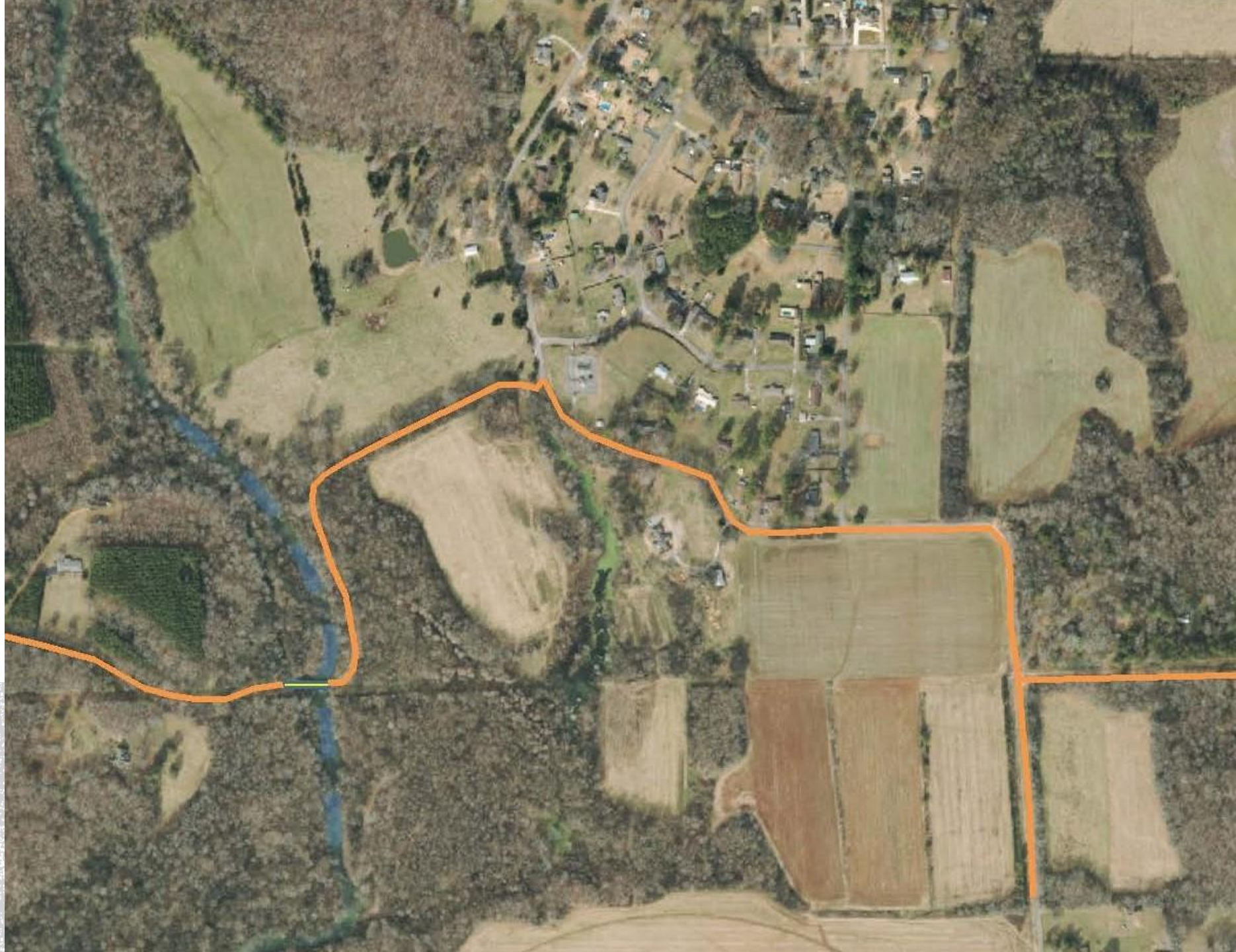


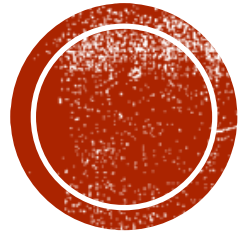
FEB 6 2004





**Existing
alignment**





THE PROCESS AND THE POLITICS

- Original design started in 1992
- Next closest bridge on Cypress Creek was closed in the mid 90's and the public had not forgot it.
- Certain people didn't want the inconvenience of the bridge being closed during construction
- Original design alignment revealed extensive wetlands and areas of archeological significance.



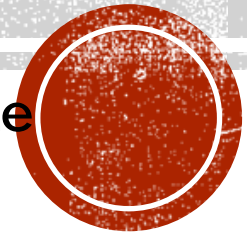
1998-2014

- Nothing happens on the project.
- Existing bridge continues to deteriorate, inspections require a weight restriction in 1998.
- Local newspaper features a front page picture of Governor Siegelman and County Engineer under this bridge to promote the need for Garvey bond project. Noted as the 7th worst bridge in the state.



DESIGN BEGINS, AGAIN.

- In 2014, County Commissioners were determined to replace the then 3 ton weight restricted bridge.
- The project is officially created as an MPO project.
- 3 big issues: Archaeology (included an old homesite), wetlands, threatened and endangered species

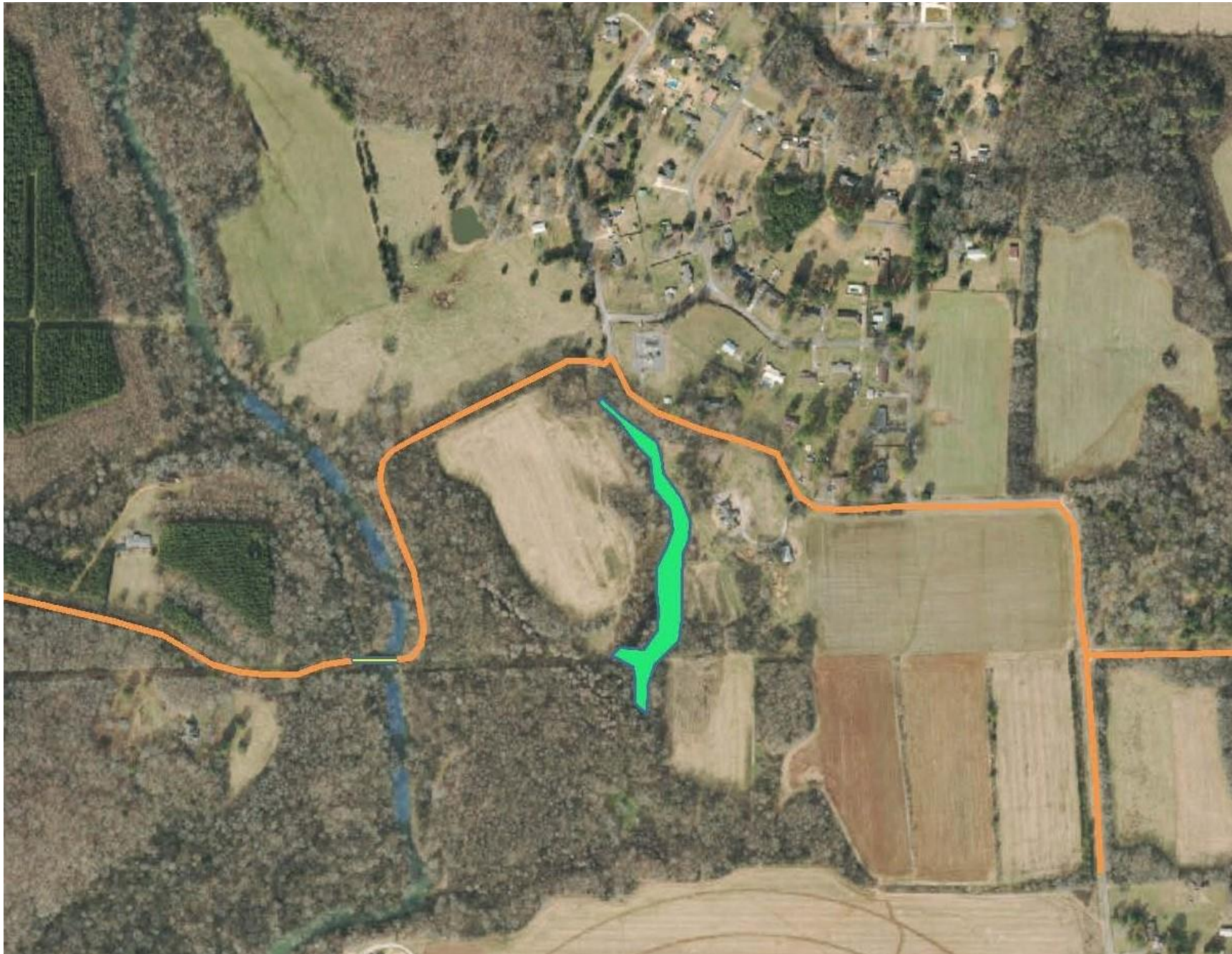


SLACKWATER DARTER



- Threatened and Endangered species, worst case scenario on spawning location





NATIONAL GEOGRAPHIC STYLE WETLANDS





**DID I MENTION
ARCHAEOLOGY?**



ARCHAEOLOGY

- When we did test holes on the west side of Cypress Creek on the McFall property and found 96 pieces in one shovel hole. 14 shovel test were positive.
- Paul Jackson with TerraX was blown away by the amount of Paleo artifacts they were finding. It's never a good thing when the archaeologist is excited to come to your project.
- The farther we tested north from the existing bridge location the more artifacts we found
- The property owners showed us massive amounts of artifacts they'd found over the years.
- Phase I revealed a definite need for a phase II analysis
- Phase II revealed a prehistoric firepit



SAMPLE OF POINTS FOUND



a



b



c



d



e



f



g



h



MCFALL COLLECTION



MCFALL COLLECTION



ORIGINAL ALIGNMENT

- The amount of archaeology on the west side of the creek made it unfeasible to do the original alignment.
- So here we are, 20 years later after a ton of money has been spent on this design and we had to throw it in the garbage. Ready to give up on the project.



COUNTY ENGINEER (AKA TALL, BALD JERK) CLOSES EXISTING BRIDGE IN 2018.

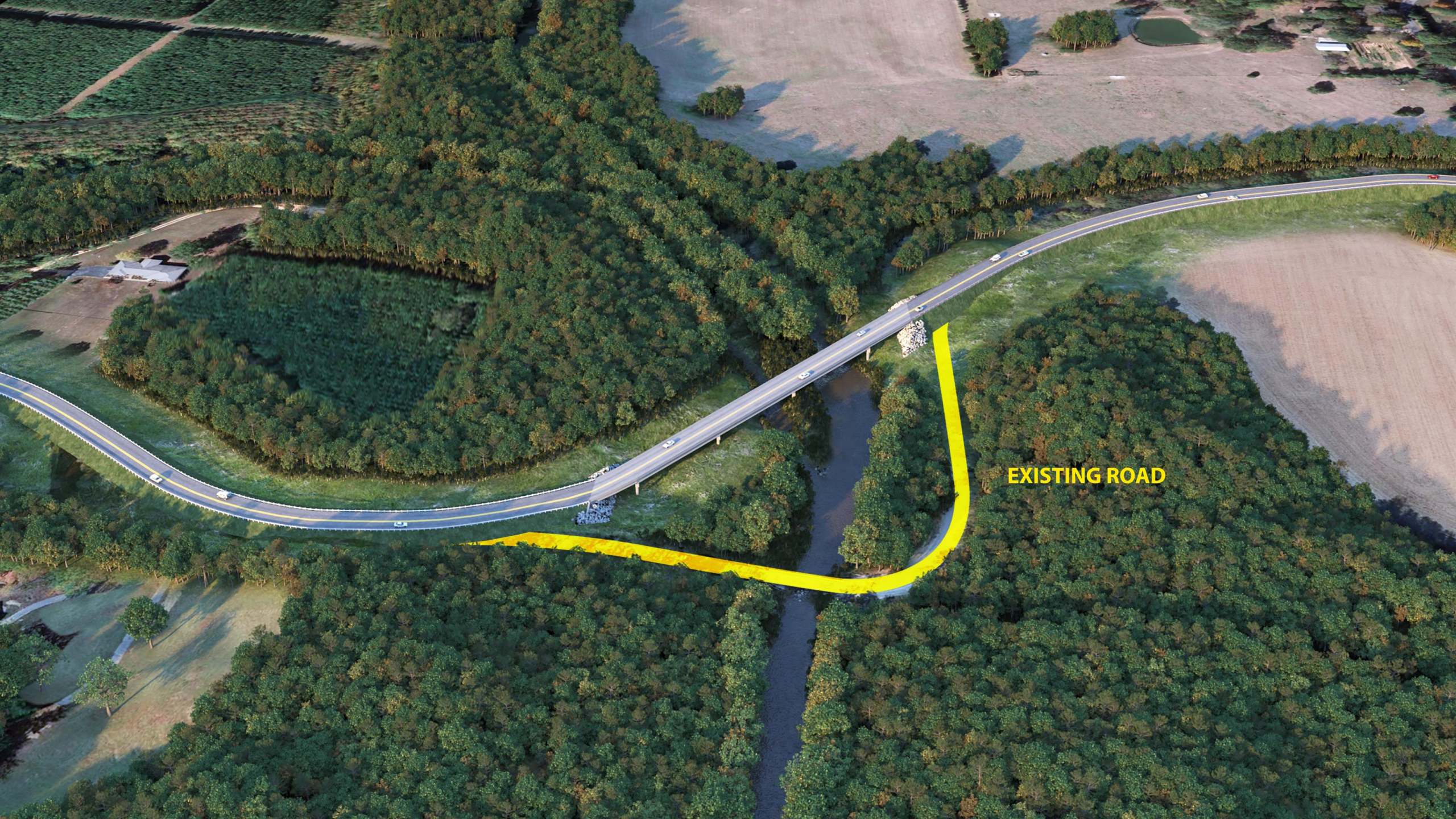
- 3 ton weight restriction is excessively abused by local traffic.
- Constant reports of log trucks, dump trucks and heavy vehicles using the corridor. GPS route.
- Leaning bridge piling.
- EBIT inspected and recommended closure. Concrete off the bridge crumbled as they used a sounding hammer.
- Enter pitchforks and angry mobs. Little old lady threatens to burn my house down.



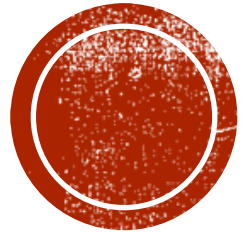
JASON'S STUPID IDEA

- Steepened up some slopes to reduce right of way width.
- Changed alignment again to 500' North of existing bridge.
- 550' bridge length.
- Bridge elevation is 13' higher than existing bridge.



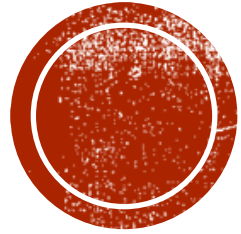


EXISTING ROAD



DESIGN PROCEEDS

- We go full steam ahead with design.
- Trying to keep our MPO funds allocated for the project
- The public is still mad and vocal.
- Trying to figure out what a Phase III even involves.



PUBLIC INVOLVEMENT MEETING

- Public meeting was held in the Central community October 15, 2018, 123 people signed in. 45 comment sheets.
- ALDOT, County staff and Commissioners, MPO staff, and full design team were all there.
- Thankful for ALDOT and how we all worked together that night, it changed the public perception of the project for the majority.
- Used the “fancy” artist rendering pictures

THE COMMON SENSE DESIGN

- Some of the public liked to remind us of how easy this was and how dumb we were.
- Had many helpful suggestions like:
 - use a temporary bridge like the army uses.
 - just put it back where it is, just like it is.
- Why can't you just do this....





DUH!



ADJOINING LAND OWNERS

- A County Commissioner (my boss), a State Senator nearby, a cattle farmer and a family who did not want the bridge. Had to be very intentional about transparency and myself having zero involvement in the acquisition of a County Commissioner's property. ALDOT was a big help on this.
- My predecessor was told in the 90's that if he came back on the McFall property that he'd be met with a shotgun. I (cautiously) met with them early in the process and built a relationship, which was key to the success of this project. The only guns that were involved would be in our hunting stories.
- We had to balance doing archaeology tests on private property owned by a family who did not want to sell their property.
- "But Eric, I don't think you understand. The property is not for sale." This was very personal to the McFalls, not about the money. The archaeology was very important to them. The McFalls wanted to keep the found artifacts, but we negotiated instead to have the artifacts named the "McFall collection" in Moundville.



PHASE III ARCHAEOLOGY

- Tents and archaeologist everywhere.
- I'd always thought Archaeologist were inexpensive until we got to the Phase III. Spent around \$250,000.







- Phase III took about 3 months to complete
- Complications ensued with the wording in the MOA for the Archaeological Mitigation document. We mistakenly specified needing the Phase III Research Design Document instead of the End of Fieldwork letter. This added about 6 weeks to the process.



T. AND E. ISSUES

- Because of the quality of Cypress Creek and the threatened and endangered species there we had to commit to completely spanning the creek. Nothing could be in the creek. Resulted in a 5 span bridge design.
- Access to the “island” was restricted to be only by temporary bridge during construction.
- No fill near the stream banks.





01/23/2023



UTILITIES

- Water and Gas lines were on the existing alignment
- Local Gas company wanted to move their line to the new alignment, we worked it out so that they paid for the betterment portion of the project but it complicated the timing of construction as they were having to bore this line.
 - Our team helped with permitting to expedite this process due to the complexity of the site.
- Water line didn't move in the stream but had partial movement to new alignment.



PROJECT GOES TO BID

- USACE permit was complicated because they wanted a full demolition plan on the existing bridge but we wanted the contractor to provide that. We had to wait for the bid to be let before we could work on that.
- Riley Bridge Co. was the low bidder in March of 2022 for \$4,969,803





PROJECT DURING CONSTRUCTION





01/23/2023





01/23/2023



**Construction
completed
in early 2024!**















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