P3 Development of the I-10 Mobile River Bridge and Bayway Project

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Introduction and General Project Overview

Alternatives Study and Project Criteria

P3 Development

Procurement

Purpose and Need

- Increase capacity of I-10 to meet existing and predicted future traffic volumes
- Provide a more direct route for vehicles transporting hazardous materials
- Minimize impacts to Mobile’s maritime industry

Traffic Volumes

2/21/2018
Traffic Volumes

<table>
<thead>
<tr>
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<th>Daily Traffic Count</th>
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<tbody>
<tr>
<td>Labor Day</td>
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<td>July 4th</td>
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<td>Memorial Day</td>
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<td>Irma Evacuation</td>
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Project Area Overview

Mobile River Bridge and Bayway

Bridge Alternatives Type Selection Process

Five Step Process which Involves Developing and Analyzing Numerous Bridge Concepts

- Step 1 – Develop Preliminary Bridge Concepts
- Step 2 - Develop 3 Bridge Type Alternatives
- Step 3 – Develop Preferred Bridge Alternative for TS&L
- Step 4 – Preliminary Design
- Step 5 – Develop Reference Plans

Main Span Bridge Studies

- Structure Type and Costs
- Span Optimization and Pier Placement
- Foundations
- Vessel Collision
- Wind Studies
Main Span Bridge Typical Sections

Main Span Bridge - Proposed Structure

Design Requirements
• Structure type
• Cross-section options
• Span length
• Vertical clearance
• Horizontal clearance

Port, USACE, US Coast Guard and FAA Coordination is in progress.

US Coast Guard authorization required for any work occurring in the river.

Main Span Bridge – Other Design Criteria

• Minimum 100-year service life
• Bridge security
• Bridge load rating
• Scour
• Maintenance and inspection
• Stay cables system

High Level Approach Bridge Studies

• Structure Type and Costs
• Span Optimization and Pier Placement
• Foundations

West Side High Level Approach Span

Design Requirements
• Structure type
• I-10 and Local Streets MOT – Construction Phasing
• Straddle Bents
• County Jail

East Side High Level Approach Span

Design Requirements
• Structure type
• Girder type and material consistency required
• Austal
• US 90/98 MOT – Construction Phasing
• Straddle bents
High Level Approach Span Typical Sections

Existing Bayway Bridge
• Completed in 1978
• 4-lane facility: 2-lane eastbound bridge, 2-lane westbound bridge
• Concrete girder
• Concrete deck at 68-ft span, average

Proposed Bayway Bridge
• 8-lane facility: 4-lane eastbound bridge, 4-lane westbound bridge
• Lowest member above 100-yr storm surge wave height (about 14' higher than existing)

Bayway Bridge

Public Private Partnership [DBFOM]
“A Public Private Partnership (P3) describes a contractual arrangement between a Department (public authority) and a Developer (private entity) or connection with the design, build, financing, operations and maintenance (DBFOM) of an asset that will be used by or is otherwise a valuable project.”

Concession period – 55 years: 5 (construction) + 50 (maintenance and operations)

Why is P3 being used?
• Limited funding capacity on one of the largest transportation projects in the US.
• Leverages private sector expertise and range of financial resources.
• Encouraged by USDOT to promote creativity, efficiency, and capital to address complex transportation problems facing State and local governments.
• Risk transfer – market (tolling) revenues, construction costs, schedule, operations and maintenance costs, liability (construction defects, operations)

Normal Process: Design, Bid, Build

Funding required

ALDOT Funded

* All risk on ALDOT
Structure under a Toll Concession / P3

Public Sponsor

Lenders

Concessionaire (SPV)

Facility

Equity Investors

Revenue

Equity Investments

Dividends

Toll Revenue Funds to build, maintain, and operate

Repayments

Bonds, loans

Upfront subsidy (if required)

Project Development (ALDOT)

RFQ/SOQ

RFP

Best Value Proposal

Finance

Build (5 years)

Operate and Maintain (50 year concession)

Project Funding – Approximately $2 Billion

ALDOT Funding

INFRA Grant

PABs

TIFIA

Equity

Red = to be paid back via toll

A History of Tolling

$0.25

$4.34

Mobile River Bridge and Bayway

Max rates set by ALDOT

A History of Tolling

N E P A

Bike and ped decision forthcoming

Public Hearing (Q3 2018)

FEIS/ROD

Build America Bureau

INFRA Grant; Requested $250 M, third attempt

TIFIA Loan; 40 years, payback starts after 5 years

ALDOT negotiates base rates

Procedures start over with concessionaire

PAB’s

Private Placement Bonds (possible alternatives)

Important Milestones

04 Procurement

04 Procurement
September 17, 2017: Issued RFQ (following market soundings)
September 17–Nov. 17, 2017: RFQ clarification official questions from teams
November 17, 2017: SOQ Submittal deadline (Four teams)
February 6, 2018: Announced Shortlist of 3 teams
February/March 2018: Initial Draft RFP released
February - May 2018: Interaction between Short List teams and ALDOT

**Request for Qualifications (RFQ) Process**

**Shortlisted Teams**
- 19 Mobile Partners
  - Equity Members: Cities and Municipalities
  - Lead Engineering Firm: Parsons
  - Lead Contractor: Ferrovial Agroman USA LLC
  - Lead Operations and Maintenance: Cities and Municipalities

**Gulf Coast Contractors**
- Equity Members: ACW, Macquarie Credit, and John Laing
  - Lead Contractor: Wimac Joint Venture
  - Lead Engineering: BRG
  - Lead Operations and Maintenance: Gulf Coast Constructors

**Mobile River Bridge Group**
- Equity Members: Intelligas Capital Partners, Stilbite & Bunting, Amatil, and Southland Holdings
  - Lead Engineering Firm: HNTB
  - Lead Contractor: ABB

**Project of Firsts**
- First ALDOT P3 Procurement
- First ALDOT tolled facility (All-Electronic Tolling)

**Procurement Milestones**

**Track Our Progress**

www.MobileRiverBridge.com