The Alabama Department of Transportation ("ALDOT") is hosting an Industry Forum to seek feedback in refining its strategy for the innovative delivery of the proposed Mobile River Bridge and Bayway project ("the Project").

**Industry Forum Date & Time:** August 28th, 2017  
7 AM – 9 AM | Breakfast & Networking  
9 AM – 12 PM | Forum  
12 PM – 1 PM | Sponsored Lunch Reception  

**Location:** Mobile Convention Center  
1 S. Water St, Room 201B-D  
Mobile, AL 36602  
*For Convention Center Information, please visit:*  

**One-on-One Meeting Dates:** August 28th-29th, 2017  

1. **ADVISORY TEAM**  
1.1. Technical Advisors: Thompson Engineering / HDR / Mott MacDonald  
1.2. Traffic & Revenue Advisor: CDM Smith  
1.3. Financial Advisors: PRAG / KPMG  
1.4. Legal Counsel: To Be Announced  
1.5. Communications/Public Relations: PRR  

2. **INDUSTRY FORUM OBJECTIVE**  
2.1. ALDOT intends to develop the Mobile River Bridge and Bayway Project as a Public Private Partnership ("P3"), specifically through a design, build, finance, operate and maintain delivery model. The Industry Forum is to bring together firms interested in the project from the design, construction, operations and maintenance industries along with the infrastructure finance and development industry to learn more about this exciting opportunity. ALDOT is also interested in getting feedback from individual firms or teams with experience in developing and/or financing large transportation infrastructure projects to help us refine the proposed approach. Through this forum, ALDOT would like to receive industry feedback to assist with its ongoing evaluation of the potential Project scope, particularly on specific issues highlighted in Section 3.2.
2.2. This process is also intended to: (1) inform the industry of the forthcoming opportunity and solicit private sector interest and innovation in its delivery of the Project. (2) Provide general background information related to the Project, (3) Communicate ALDOT’s goals and objectives for project development, (4) Engender interest in the project among the P3 financial, concession and technical communities, (5) Gain insights and feedback from the industry to gauge interest in the project and its viability, and to help shape the subsequent RFQ and RFP, and (6) serve as a platform for interactions between larger (national/international) industry players and interested regional and local firms and contractors.

2.3. The information gathered from responses to the questions in this document will assist ALDOT in confirming the approach for further development of the Project, including preparation of any resulting procurement documents for the proposed Project.

2.4. The Industry Forum does not constitute a Request for Qualifications (RFQ), Request for Proposals (RFP), or any other solicitation document. It also does not represent a commitment to issue an RFQ or an RFP in the future.

2.5. Please note that participating in this industry forum and/or one-on-one meetings is not a prerequisite to participating in a future procurement process. Participants will not have any preference, special designation, advantage or disadvantage whatsoever in any subsequent procurement process to the Project.

2.6. By taking part in the Industry Forum, participants can provide valuable input and help shape the framework for the development of the Project. ALDOT will not reimburse any information or administrative related cost incurred, and information discussed may be publicly disclosed at ALDOT’s sole discretion and will not be considered protected or proprietary to the provider.

3. INDUSTRY FORUM AND ONE-ON-ONE MEETINGS

3.1. Following the Industry Forum, members of ALDOT’s project team and ALDOT’s advisors will be available to meet individually with a limited number of interested companies considering roles as prime contractors or joint venture partners on August 28th and August 29th as necessary.

3.2. During the one-on-one meetings, ALDOT would like industry participants to be prepared to discuss the specific topics and questions raised in this document regarding the optimal project structure for delivery, construction, operations and maintenance. Topics to be discussed during the one-on-one meeting might include:

   3.2.1. Project Delivery Type
   3.2.2. Procurement Approach
3.2.3. Opportunities for Innovation and Efficiency
3.2.4. Project Phasing
3.2.5. Schedule and Timeline
3.2.6. Tolling Concepts & Technology
3.2.7. Concession Agreement Terms
3.2.8. Operations and Maintenance
3.2.9. Handback Requirements
3.2.10. RFQ and RFP Structure
3.2.11. RFQ and RFP Evaluation
3.2.12. Deal Structure
3.2.13. Performance Requirements / Specifications
3.2.14. Funding Sources
3.2.15. Legislative / Legal Environment
3.2.16. Finance Approach (use of PAB, TIFIA etc.)
3.2.17. Industry Capacity

3.3. The meetings will also provide an opportunity for industry participants to ask questions or provide direct feedback to ALDOT on any other aspects of the project. ALDOT intends the one-on-one meetings to be a confidential open dialogue and will not produce formal meeting minutes.

3.4. Parties interested in attending a one-on-one meeting regarding the Project must indicate their interest per Section 6.1 to request a meeting time. ALDOT will evaluate the requests and establish a meeting schedule for the available slots on the remainder of the 28th and the 29th. ALDOT may arrange telephone conferences with interested parties as an alternative to a meeting. Interested parties should indicate their preference regarding an in-person meeting or telephone conference.

4. PROJECT DETAILS

4.1. Project Purpose

The Purpose and Need for the project, as noted in the DEIS dated July 22nd, 2014, is threefold: “to increase the capacity of Interstate 10 (I-10) to meet existing and predicted future traffic volumes, provide a direct route for vehicles transporting hazardous materials, and to minimize impacts to Mobile’s maritime industry. The project will also address long-time geometric and safety concerns, enhance access to major industrial and freight destinations in the Mobile area and facilitate economic growth.”

4.1.1. The first need is to increase the capacity of I-10 to meet existing and predicted future traffic volumes. The existing (2016) Average Annual Daily Traffic (AADT) crossing the Mobile River through the Wallace Tunnels is approximately 75,000 vehicles with summer and holiday peaks reaching 100,000 vehicles. This amount of traffic creates a Level of Service (LOS) of F
with future growth creating even more congestion and longer delays. A LOS of F represents a traffic condition that produces gridlock under extreme conditions.

4.1.2. The second need is for a more direct route for vehicles transporting hazardous materials across the Mobile River. Trucks carrying prohibited hazardous materials must detour off I-10. Currently, they are rerouted through the Mobile Central Business District (CBD), using the Cochrane Africatown Bridge to cross the Mobile River. A direct interstate route would eliminate this situation.

4.1.3. The third need is to minimize the project’s impacts to Mobile’s maritime industry. The maritime industries in the Port of Mobile, including cargo shipments, ship building and cruise industries, contribute $2.4 billion to the regional economy and support over 28,700 jobs. Given the magnitude of employment and economic value provided by the maritime, any proposed measures to increase capacity of I-10 need to minimize adverse impacts to the maritime industry.

4.2. Project Description

The I-10 Mobile River Bridge and Bayway project is envisioned to increase the capacity of I-10 and enhance local and regional mobility by constructing: (1) a new six-lane cable-stay bridge with 215 feet of Air Draft Clearance (ADC) across the Mobile River, (2) rebuilding the entirety of the I-10 Bayway across Mobile Bay with eight lanes and raising the elevation to accommodate a 100-year storm surge and (3) five modified interchanges (Virginia Street, West Tunnel, East Tunnel, Mid-Bay and Daphne). The overall project length is approximately 11 miles, from Broad Street in the City of Mobile to just east of the US 98 interchange in Daphne. Over two-thirds of the project is on structure. Refer to the Mobile River Bridge and Bayway Preferred Alternative (Alternative B) Map on page 11 for the preferred route location.

4.3. Project Goals

4.3.1. ALDOT is looking to advance the construction of the Mobile River Bridge Project and realize the benefits of its construction years, or even decades, sooner than if implemented via traditional Design-Bid-Build (DBB). ALDOT decided to pursue the project via a non-traditional or alternative delivery method: a Design-Build-Finance-Operate-Maintain (DBFOM) via a Public-Private-Partnership (P3). ALDOT’s primary goal is to advance the project, via P3 procurement, from concept all the way through commercial close by the end of 2018.

4.3.2. ALDOT wishes to minimize public funds contributions by utilizing private financing that leverages future project revenues and allows for an earlier
construction and implementation, than if delivered via traditional Design-Bid-Build (DBB).

4.3.3. Via the selected P3 DBFOM procurement model, ALDOT also seeks to transfer revenue risk from the public sector to private developers, expedite the delivery of the project, define and implement tolling policies, leverage private sector knowledge, facilitate innovation, attract private infrastructure investment and capture and leverage federal funding.

4.4. Tolling

4.4.1. Chapter 2 of Title 23, Code of Alabama 1975 as amended by ACT #2017-375 (HB421) provides the legal authority for the State of Alabama to collect tolls. It also provides for the authority, department, private toll entity, or their agent or representative, to collect a toll by using electronic toll collection devices, photo monitoring, or other electronic systems for toll collection.

4.4.2. ALDOT’s desire is for the private toll entity to develop all necessary business processes to electronically collect tolls through pre-paid or post-paid means and to collect fees and civil penalties in accordance with Chapter 2 of Title 23, Code of Alabama 1975 as amended by ACT #2017-375. ALDOT also desires the following: (1) Interoperability with other States and Toll agencies inside and outside of Alabama, (2) A minimum of one Customer Service Center, operated by the private toll entity, located close to the project, open during normal business hours for the purpose of acquiring or replacing transponders, payment of tolls, billing inquiries and resolution, etc. (3) A call center to provide customer service support. (4) A website provided by the private toll entity that allows for electronic payment of tolls and account sign-up and account management etc.

4.4.3. ALDOT plans allow as much flexibility as possible to the private developer for the design of the All Electronic Tolling (AET) and photo based roadside collection and back office systems. ALDOT’s desire is to have the private toll entity design, deliver, operate and maintain all necessary IT, hardware and software technologies necessary for proper operation of an all-electronic tolling (AET) system for the length of the concession.

4.5. Funding

4.5.1. ALDOT intends to pursue available federal or other funding sources to supplement the tolling revenues. ALDOT will be submitting the project for an Infrastructure for Rebuilding America (INFRA) discretionary grant program and feels that the project and its delivery method make it a strong candidate for a grant through the program.

4.5.2. ALDOT intends to apply for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project and anticipates submitting a Letter
of Interest (LOI) in 2017. Concurrent with the P3 procurement, ALDOT will continue to coordinate with USDOT and its TIFIA arm, the Build America Bureau, in order to have an application ready for submission once a development team/concessionaire is selected.

4.5.3. ALDOT expects that Private Activity Bonds (PABs) will be part of the overall financial plan and will apply for an allocation of PABs for the project from the USDOT.

5. STATUS OF PROJECT DEVELOPMENT

5.1. NEPA

The Federal Highway Administration approved the Draft Environmental Impact Statement (DEIS) for the proposed I-10 bridge over Mobile River and widening of the existing I-10 Bayway on July 22, 2014. ALDOT is currently working on completing a Supplemental Draft Environmental Impact Statement (SDEIS) to document changes made since the DEIS was signed in 2014. The SDEIS will be submitted to FHWA early fall of 2017 with a public meeting scheduled following approval of the SDEIS. It is anticipated that the combined FEIS/ROD will be signed in the 2nd quarter of 2018. There will also be aesthetic requirements for the high-level cable stay bridge and the overall project.

5.2. Permitting

Environmental documentation to satisfy the requirements of the National Environmental Policy Act (NEPA) is currently underway. A Supplemental Draft Environmental Impact Statement (SDEIS) is being prepared. The following environmental permits will be required (approving agencies noted in parentheses): Bridge Permit (U.S. Coast Guard - 8th District Section), 401/404/Section 10 Joint Application and Notification Individual Permit (U.S. Army Corps of Engineers-Mobile District and Alabama Department of Environmental Management, Incidental Take Permit, Section 7 Endangered Species Act (U.S. Fish & Wildlife Service, FAA Form 74-60-1 (Federal Aviation Administration) and National Pollutant Discharge Elimination System Permit (Alabama Department of Environmental Management).

5.3. Reference Design

To date, ALDOT and the project team have created preliminary designs at a level of detail required to secure NEPA approval. Between now and the anticipated release of a draft RFP for the project, ALDOT intends to bring the preliminary designs to a uniform level of development for the entire length of the corridor. The preliminary designs for the Main Span Bridge, Bayway structures, mainline and
ramps, will be made available at such time they are completed. The level of detail will be consistent with Line, Grade and Typical Section (LG&TS) and Type, Size and Location (TS&L) development, per ALDOT’s Design Development Process.

5.4. Geotechnical

As part of the preliminary design work, the department is in the process of compiling a Geotechnical Subsurface Data Report. The data collection plan includes borings interspersed along the corridor. To date, 89 of 103 borings along the Bay Way and two bridge tower locations have been completed. It is ALDOT’s intent to complete additional (landside-only) geotechnical field exploration borings along the corridor which will include data collection along the proposed alignment for the east and west high-level approaches. The data report will also include laboratory test results of select samples. For reference purposes, the boring location plan will be made available on the project web site.

5.5. Right-of-Way

The project will require permanent and temporary rights-of-way. ALDOT has determined the preliminary right-of-way needs associated with the preferred (B’) alternative as identified during development of the DEIS. The department has already made several “protective purchases” and will continue with early acquisitions, as possible. A right-of-way location map and list of potentially-affected parcels will be made available on the project web site.

5.6. Utilities

ALDOT has undertaken early utility coordination efforts, including: (1) A list of public and private utilities located along the corridor, (2) A utility location map, (3) and meetings with select major utilities that are anticipated to be impacted by the project’s construction. ALDOT is also in the process of obtaining Subsurface Utility Engineering (SUE) information for likely potential conflict areas, including pier locations and drainage outfalls along Madison Street, Canal Street, Elmira Street and at the West Tunnel entrance.

5.7. Bayway (Storm Surge)

The new Bayway will be designed to be at an elevation that will accommodate a 100-year storm surge. The initial (Phase1) analysis performed during the preliminary design phase will be made available on the project web site.

5.8. Interchange Modification Request (IMR)

An interchange modification request developed by ALDOT’s preliminary design team is presently under review by the Federal Highway Administration (FHWA). Once approved, the draft IMR will be made available on the project web site.
5.9. Traffic and Revenue (T&R)

ALDOT commissioned an advisor to develop a travel demand model and forecast future year traffic and estimate (T&R) for the project. The report, currently in draft form, was reviewed by ALDOT and a Peer Review team. The report modelled 2020 and 2040 conditions. Once all reviews of the model and report are complete, ALDOT intends to make the draft report available on the project web site.

5.10. Additional Information

The above and additional information about the Mobile River Bridge project can be found at the following URL: www.mobileriverbridge.com.

5.11. General Project Development

5.11.1. ALDOT intends to proceed with a single phase, toll risk revenue DBFOM P3 approach having a contract term of 50 years or greater from financial close.

5.11.2. This will be ALDOT’s first major tolled facility, and ALDOT is seeking to transfer all aspects of tolling, including implementation, operations and collections.

5.11.3. ALDOT is seeking input from industry to define the scope of the maintenance activities to be undertaken and its intent to include all aspects of the constructed project, with the possible exception of the existing Wallace Tunnels. ALDOT is interested in hearing about the extent of the maintained network and how the responsibility for maintenance activities could be split between ALDOT and the private sector.
## 5.12. Procurement Schedule

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<tr>
<th>Anticipated Milestone</th>
<th>Anticipated Date or Time Frame</th>
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<td>Issue Industry Forum Notification</td>
<td>July 2017</td>
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<tr>
<td>Industry Forum</td>
<td>August 28, 2017</td>
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<td>One-on One Meetings (2 day)</td>
<td>August 28 &amp; 29, 2017</td>
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<tr>
<td>Issue RFQ</td>
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<td>Issue RFQ Shortlist</td>
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<td>Submit TIFIA LOI (ALDOT)</td>
<td>September 2017</td>
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<tr>
<td>Issue Draft 1 RFP</td>
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<td>Issue Final RFP</td>
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<td>Proposals Due</td>
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<td>Best Value Proposer Selected</td>
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<td>Contract Award (Conditional)</td>
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<td>Submit TIFIA Application (Selected Team)</td>
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<tr>
<td>Commercial Close</td>
<td>4Q 2018</td>
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<td>Financial Close</td>
<td>2019</td>
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## 6. COMMUNICATIONS

### 6.1. Communications

All communications, questions and responses associated with this Industry Forum must be addressed by email to the following point of contact:

**Allison Gregg**  
Mobile River Bridge Project Spokesperson  
agregg@mobileriverbridge.com

### 6.1.1. RSVP for the Industry Forum

Due to limited space, an RSVP is mandatory for Industry Forum attendance. Please use the following link to RSVP for the event: [http://mobileriverbridge.com/mrb-industry-forum-registration/](http://mobileriverbridge.com/mrb-industry-forum-registration/).
6.1.2. Instruction for One-on-One Meeting

There will be an opportunity for a limited number of firms considering roles as prime contractors, joint venture partners or equity providers to meet with ALDOT staff and advisors to discuss specific topics and questions regarding the project structure, financing and delivery, as noted in Section 3.3. These one-on-one meetings will take place on August 28th and 29th, after the Industry Forum, and are only available upon request and subject to ALDOT’s availability. For interested teams who would like to reserve a 75-minute block of time for an individual meeting with the Department, please use the following link to request a one-on-one meeting: http://mobileriverbridge.com/mrb-industry-forum-registration/.

6.1.3. Exhibit Space at Industry Forum

ALDOT will provide space at the forum for interested prime contractors to showcase relevant firm information, meet with local and regional companies to facilitate team formation. Clothed and skirted tables are $15 each. To request an exhibit table at the Industry Forum, please use the following link: http://mobileriverbridge.com/mrb-industry-forum-registration/.

6.1.4. Wallace Tunnel Traffic Management Center Tour

After the Industry Forum, ALDOT will be hosting tours of the Traffic Management Center (TMC) located above the Wallace Tunnels. The tours start at 2:00 and 3:30 on August 28th and 8:30 and 10:00 on August 29th. If you would like to participate in one of the tours, please request your preferred time slot via the following link: http://mobileriverbridge.com/mrb-industry-forum-registration/.

Space is limited with each tour having a maximum of 15 participants.

- 2:00 pm August 28th
- 3:30 pm August 28th
- 8:30 am August 29th
- 10:00 am August 29th

Information regarding where to meet and/or directions to the TMC will be provided at the registration desk at the industry forum.