



MOBILE RIVER BRIDGE & BAYWAY

Progressive Design-Build Industry Forum Project Information

August 2022



Mobile River Bridge and Bayway

Industry Forum Project Information

The Alabama Department of Transportation (“ALDOT”) is hosting an Industry Forum to provide project information to the industry and seek feedback in refining its strategy for the progressive design-build delivery of the proposed Mobile River Bridge and Bayway project.

Industry Forum Date: August 16th, 2022

Location: GulfQuest Maritime Museum
155 S Water St,
Mobile, AL 36602

In Person One-on-One Meeting Dates: August 16^h-17th, 2022

Virtual One-on-One Meeting Dates: August 17th-19th, 2022

1. ADVISORY TEAM

- 1.1. Owner’s Project Manager: Michael Baker International
- 1.2. Owner’s Design Manager: HDR / Mott MacDonald / Thompson
- 1.3. Financial Advisors: PRAG / KPMG
- 1.4. Legal Counsel: Mayer Brown / Maynard Cooper
- 1.5. Environmental Advisor: Shumer Consulting

2. INDUSTRY FORUM OBJECTIVE

- 2.1. ALDOT intends to develop the Mobile River Bridge and Bayway Project as two Progressive Design Builds (“PDB”). The Industry Forum is intended to bring together firms interested in the project from the design and construction professions to learn more about this exciting opportunity. ALDOT is also interested in getting feedback from individual firms or teams with experience in developing large transportation infrastructure projects to help us refine the proposed approach to delivering this project. Through this forum, ALDOT would like to receive industry feedback to assist with its ongoing evaluation of the potential scope for the project, 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 the development of the project, (4) Engender interest in the project among the technical communities, and (5) serve as a

platform for interactions between larger (national/international) players within the industry and interested regional, local firms and DBE designer and contractors.

- 2.3. 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 a final RFQ/RFP in the future.
- 2.4. Please note that participating in this industry forum and/or one-one-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.
- 2.5. 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 cost incurred by participants, and information discussed during the Industry Forum may be publicly disclosed at ALDOT's sole discretion and will not be considered protected or proprietary to the provider.
- 2.6. In addition to designated networking time, the Industry Forum will include a presentation covering project history, scope, and proposed procurement. After the Industry Forum, the presentation slides will be made publicly available on the project website.

3. 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/designers or joint venture partners on August 16th and August 17th as necessary.
- 3.2. During the one-on-one meetings, ALDOT would like industry participants to be prepared to discuss the specific topics raised in this document regarding the optimal project structure for delivery, design, and construction. Topics to be discussed during the one-on-one meeting might include:
 - 3.2.1. Procurement Approach
 - 3.2.2. Opportunities for Innovation and Efficiency
 - 3.2.3. Project Construction Phasing
 - 3.2.4. Schedule and Timeline
 - 3.2.5. RFQ/ RFP Structure
 - 3.2.6. RFQ/ RFP Evaluation
 - 3.2.7. Performance Requirements / Specifications
 - 3.2.8. Industry Capacity
 - 3.2.9. Anticipated Project Risks and Potential Mitigation

- 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 by filling out the online form at www.mobileriverbridge.com to request a meeting time. ALDOT will evaluate the requests and establish a meeting schedule for the available slots on the remainder of the 16th and the 17th. ALDOT may arrange virtual conferences with interested parties as an alternative to a meeting.

4. PROJECT DETAILS

4.1. Project Purpose:

The Purpose and Need for the project, as noted in the approved FEIS/ROD dated August 2019, 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 improve geometrics, 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 traffic volumes result in on-going traffic flow or congestion problems.
- 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 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 will be procured as two separate progressive design-build projects.

Project 1 will begin at the Broad Street interchange and end near the Mobile / Baldwin County line on I-10. It will include the construction of a new six-lane cable-stay bridge with 215 feet of Air Draft Clearance (ADC) over the Mobile River navigation channel and reconfiguring of five interchanges (Broad Street, Virginia Street, West Tunnel (Texas Street and Water/Canal Street), and East Tunnel). No improvements are proposed for the existing I-10 Wallace Tunnels.

Project 2 will begin near the Mobile / Baldwin County line on I-10 and end just east of the US-98 Eastern Shore interchange in Daphne. It includes the construction of the I-10 Bayway across Mobile Bay with six lanes raised to the elevation to accommodate a 100-year storm surge and two reconfigured interchanges (Mid-Bay and Eastern Shore).

The overall total project length for both projects is approximately 10 miles.

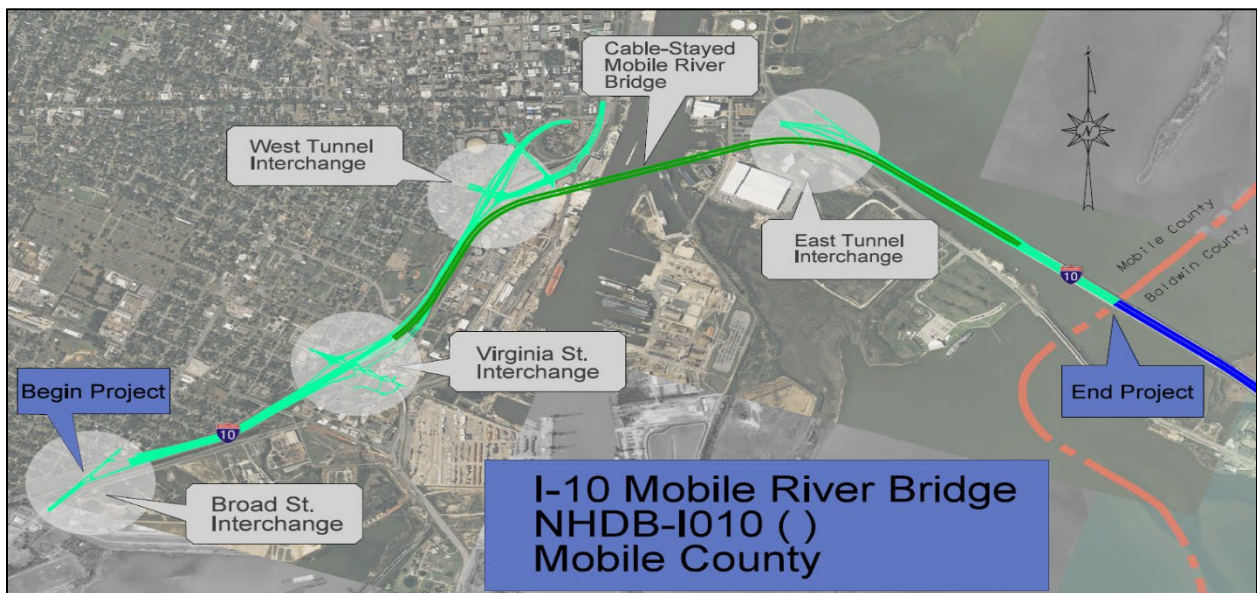


Figure 1: Project 1 Mobile River Bridge

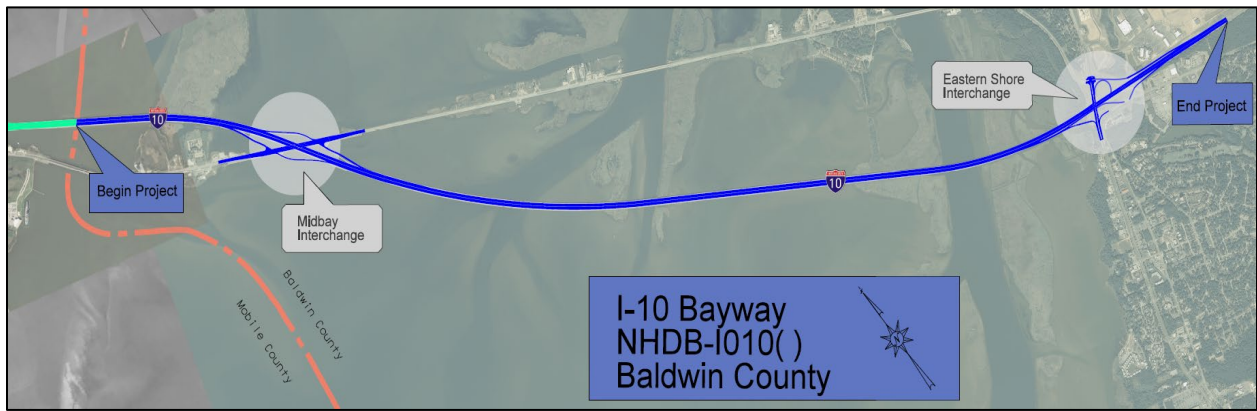


Figure 2: Project 2 Bayway

4.3. Project Goals

ALDOT desires to advance the construction of the Mobile River Bridge and Bayway Project and realize the benefits of its construction sooner than if implemented via traditional Design-Bid-Build (DBB) delivery. ALDOT is procuring the project via a Progressive Design Build (PDB) delivery method. ALDOT's primary goal is to advance the project from concept all the way through Guaranteed Max Price by December 2023 for Project 1 and April 2024 for Project 2.

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. The Project will be a tolled facility. Toll planning, design, and operations will be handled by ALDOT and ALDOT's advisors procured separately from the PDB contracts. At a minimum, the designs for the Project must accommodate the tolling facilities and may include construction of some or all of the tolling infrastructure.

4.5. Funding

4.5.1. ALDOT intends to pursue available federal or other funding sources to supplement the tolling revenues. ALDOT has been awarded an Infrastructure for Rebuilding America (INFRA) discretionary grant in the amount of \$125 million and will continue to submit grant applications for which the Project is eligible.

- 4.5.2. ALDOT intends to apply for a TIFIA loan for the project and anticipates submitting a Letter of Interest (LOI) in 2023. Concurrent with the PDB procurements, 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 Guaranteed Maximum Price (GMP) is reached for Project 1.
- 4.5.3. ALDOT intends to contribute a minimum of \$250 million in State funds to supplement the tolling revenues.

5. PROJECT DEVELOPMENT AND PROCUREMENT

5.1. NEPA

FHWA approved the final environmental impact statement (“**FEIS**”) /Record of Decision (“**ROD**”) for the proposed I-10 bridge over the Mobile River and Bayway on August 15, 2019. ALDOT completed a supplemental draft environmental impact statement (“**DEIS**”) to document changes made since the DEIS was signed in 2014. The supplemental DEIS was approved by FHWA on March 26, 2019. A reevaluation of the FEIS/ROD for changes made between the approval of the FEIS/ROD and issuance of the design-build agreement for Project 1 will be completed by ALDOT and is anticipated to be complete Summer of 2023.

5.2. Permitting

All necessary environmental permits for the Project have not been secured. It is anticipated that additional Governmental Authorities, including, but not limited to, USACE, USCG, FAA, National Marine Fisheries, and US Fish and Wildlife Service, will need to issue environmental permits and/or approvals for the Project. Mitigation will be required as part of the FEIS/ROD and USACE, USCG, and other permits.

5.3. Reference Design

To date, preliminary designs at a level of detail required to secure NEPA approval have been performed. The preliminary designs for the Main Span Bridge, Bayway structures, mainline, and ramps, will be made available to prospective bidders. 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. Preliminary designs and other reference information documents are for the entire Project and have not been split into the two separate PDB procurement projects.

5.4. Geotechnical

As part of the preliminary design work, the department has compiled a Geotechnical Data Report. The data collection plan includes full-depth borings at 127 locations interspersed throughout the corridor. The data collection includes deep borings at the potential tower locations for the Main Span bridge and at the east and west high-level approaches as well as other investigations. Geotechnical information will be made available to prospective bidders.

5.5. Right-of-Way (ROW)

The project will require permanent and temporary rights-of-way. ALDOT has determined the right-of-way needs associated with the preferred (B') alternative as identified during development of the SDEIS. A right-of-way location map showing ROW ALDOT has procured will be made available to prospective bidders. All ROW for the preferred (B') alternative except one property owner has been obtained.

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 has also obtained 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. This information will be provided to prospective bidders.

5.7. Interchange Modification Request (IMR)

A draft interchange modification request developed by ALDOT's preliminary design team has been reviewed by the Federal Highway Administration (FHWA). The draft IMR will be made available to prospective bidders.

5.8. Additional Information

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

5.9. General Project Development

5.9.1. ALDOT intends to proceed with a two phase, Progressive Design-Build approach.

5.9.2. The Procurements for Project 1 and Project 2 will be offset by approximately six months.

- 5.9.3. Interested proposers may participate in one or both procurements. Being selected, not selected, or not participating in Project 1 will have no effect on the procurement for Project 2.

5.10. Procurement Schedules

Project 1	
Issue Draft RFP/RFQ Release	August 5, 2022
Industry Forum / One on One Meetings	August 16-17, 2022
Final RFQ/RFP Release	September 1, 2022
Proposal Due Date	December 1, 2022
Anticipated Dates for Interviews	January 10-12, 2023
Notification of selected Proposer(s)	January 20, 2023
Anticipated Notice to Proceed – Development	March 17, 2023
Anticipated Guaranteed Maximum Price Finalized	December 15, 2023
Anticipated Notice to Proceed – Construction	February 15, 2024

Project 2	
Issue Draft RFP/RFQ Release	August 5, 2022
Industry Forum / One on One Meetings	August 16-17, 2022
Final RFQ/RFP Release	September 1, 2022
Proposal Due Date	March 16, 2023
Anticipated Dates for Interviews	April 25-27, 2023
Notification of selected Proposer(s)	May 5, 2023
Anticipated Notice to Proceed – Development	June 30, 2023
Anticipated Guaranteed Maximum Price Finalized	April 15, 2024
Anticipated Notice to Proceed – Construction	June 17, 2024

Dates shown above for the procurement schedules are subject to change at ALDOT’s discretion.

6. INDUSTRY FORUM LOGISTICS AND INFORMATION

6.1. Communications

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

Edwin L. Perry III
Mobile River Bridge and Bayway Project Director
MRBBProcurement@dot.state.al.us

6.2. RSVP for the Industry Forum

Due to limited space, an RSVP is mandatory for Industry Forum attendance. Please use the following link for the event: <https://mobileriverbridge.com/industry-forum/>

6.3. Instructions for One-on-One Meeting

There will be an opportunity for a limited number of firms considering roles as prime designers/contractors or joint venture partners to meet with ALDOT staff and advisors to discuss specific topics and questions regarding the project structure and delivery, as noted in Section 3.3. These in-person one-on-one meetings will take place on August 16th and 17th, 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 45-minute block of time for an individual meeting with the Department, please use the following link to request a one-on-one meeting: <https://mobileriverbridge.com/industry-forum/>

6.4. Industry Forum Comments

Feedback and comments on the project and industry forum can be emailed to ALDOT at MRBBProcurement@dot.state.al.us. In the subject line, please write "Industry Forum Comment." All comments will be collected and reviewed by ALDOT, however ALDOT is under no obligation to respond to any comment. Comments will not be published or shared with other participants or the public.

6.5. Attendance List

A list of Industry Forum attendees will be collected and made publicly available after the Industry Forum. Disadvantaged Business Enterprises (DBEs) will have the opportunity to indicate DBE status and contact information, for future coordination with potential project bidders.

6.6. GulfQuest Maritime Museum Parking

Parking at the GulfQuest Maritime Museum is limited. Additional parking can be found along Water Street underneath the I-10 ramps or next to the Mobile Convention Center with a walking path to the Museum through Cooper Riverside Park. The Museum is also a short walk (about 0.5 miles) from many of the downtown hotels.