Mobile River Bridge and Bayway

2024 SAME Mobile Post Industry
October 16, 2024

Mobile River Bridge and Bayway

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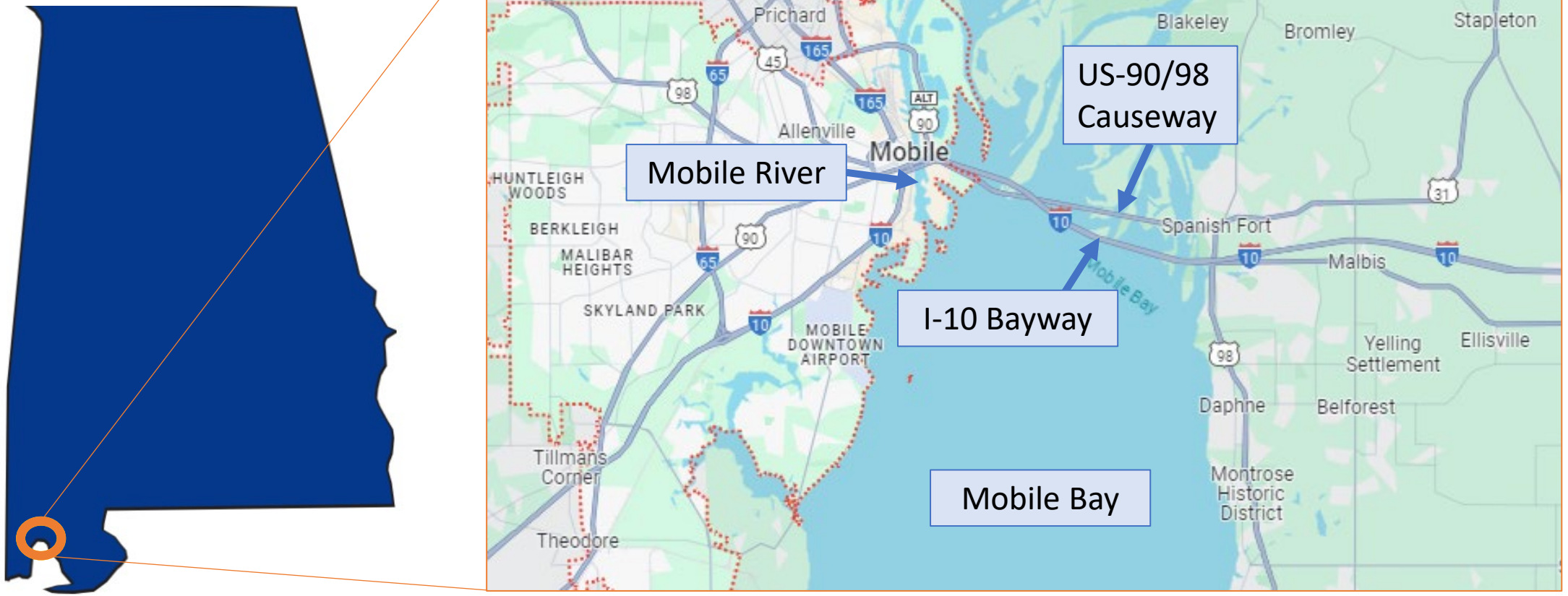

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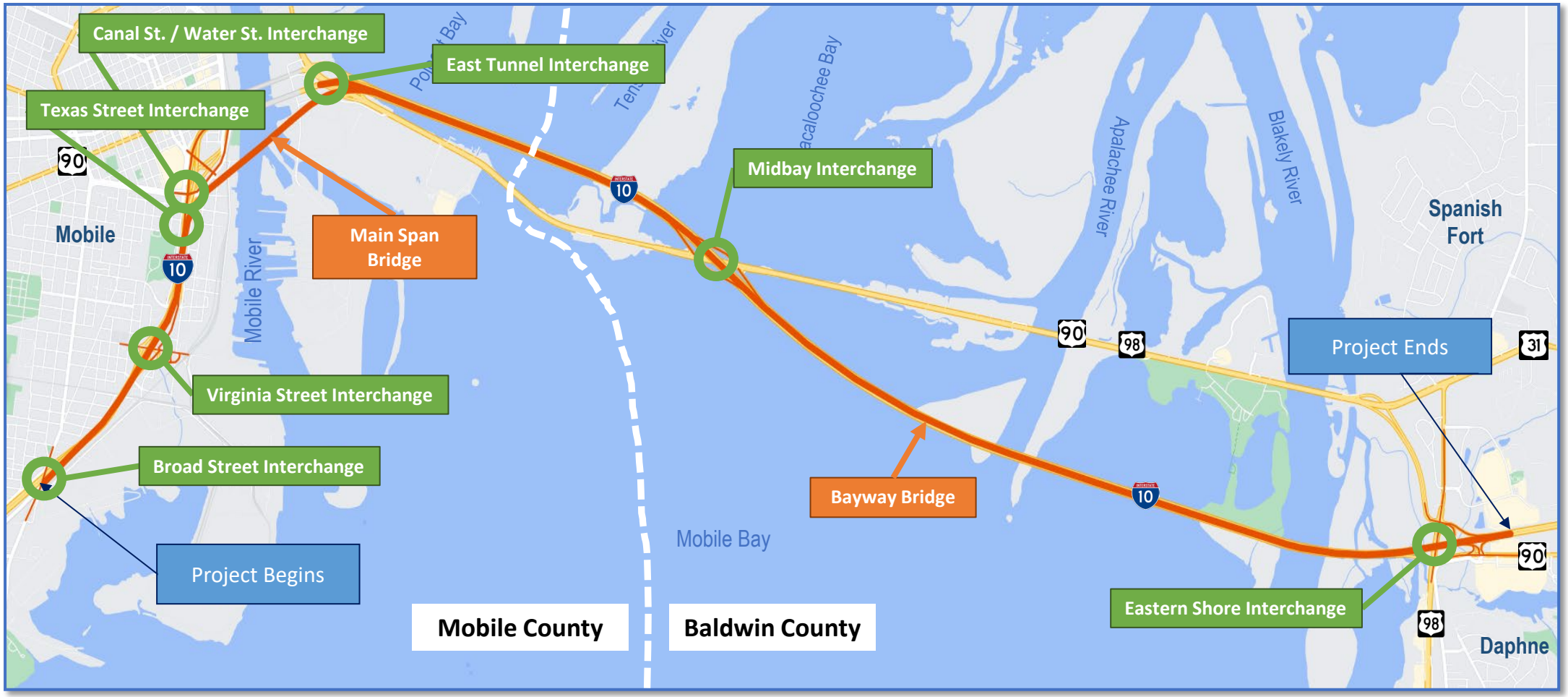


Purpose of the Project

- 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 minimize impacts to Mobile's maritime industry

- Improve geometrics, enhance access to major industrial and freight destinations in the Mobile area and facilitate economic growth

MOBILE RIVER BRIDGE & BAYWAY

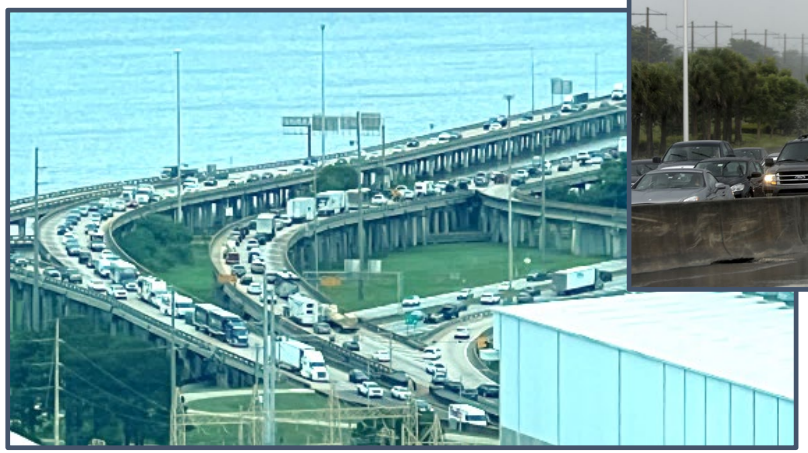
ALABAMA DEPARTMENT OF TRANSPORTATION

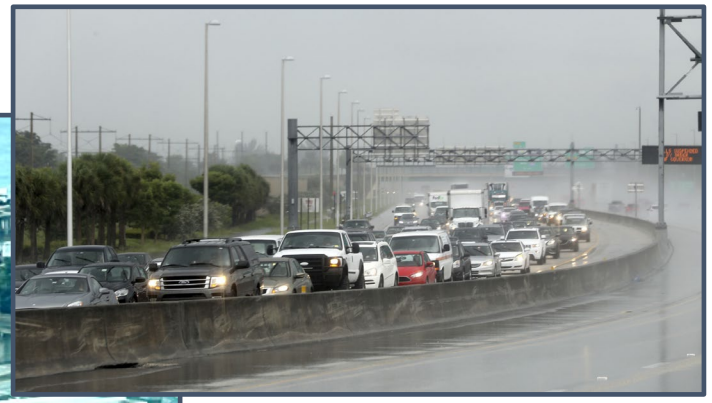
Project Importance

Current crossing of the Mobile River (Wallace Tunnels) was designed for 35,000 vehicles/day. Daily traffic today is double original capacity and rising.

Holiday, summer, and emergency evacuation traffic can see up to 100,000 vehicles/day.

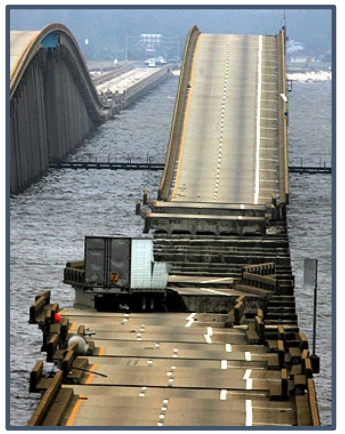
July 2024 Summer Traffic



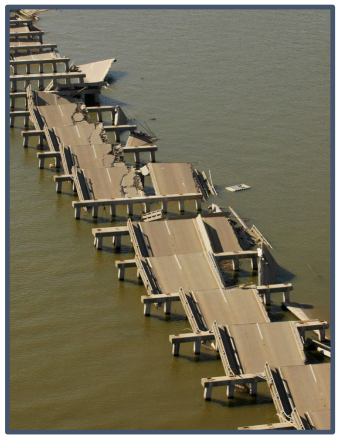


Hurricane Evacuation

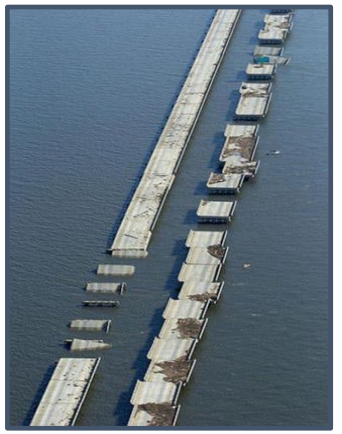
The existing Bayway bridges are susceptible to storm surge impacts similar to what has happened to nearby cities during major storms.



I-10 Pensacola



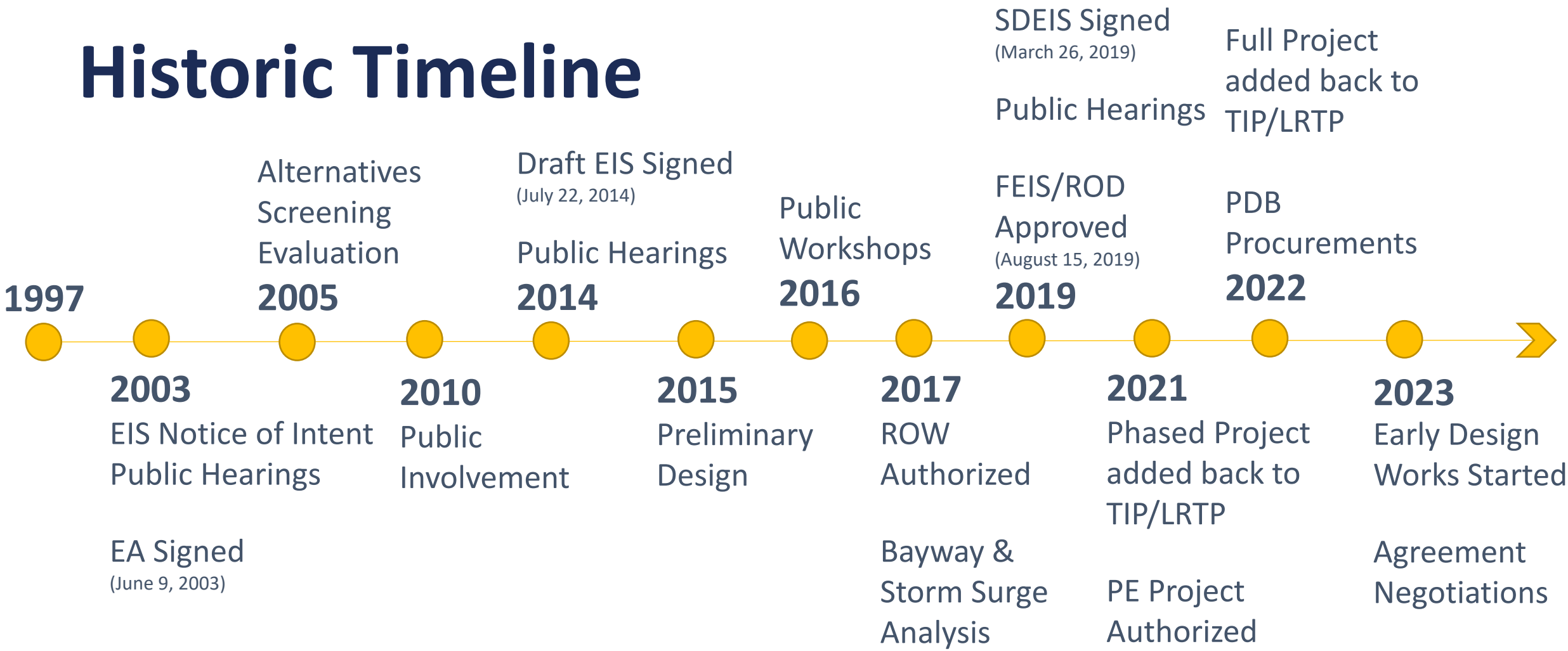
Hwy 90 Biloxi



I-10 New Orleans

PROJECT OVERVIEW

Historic Timeline



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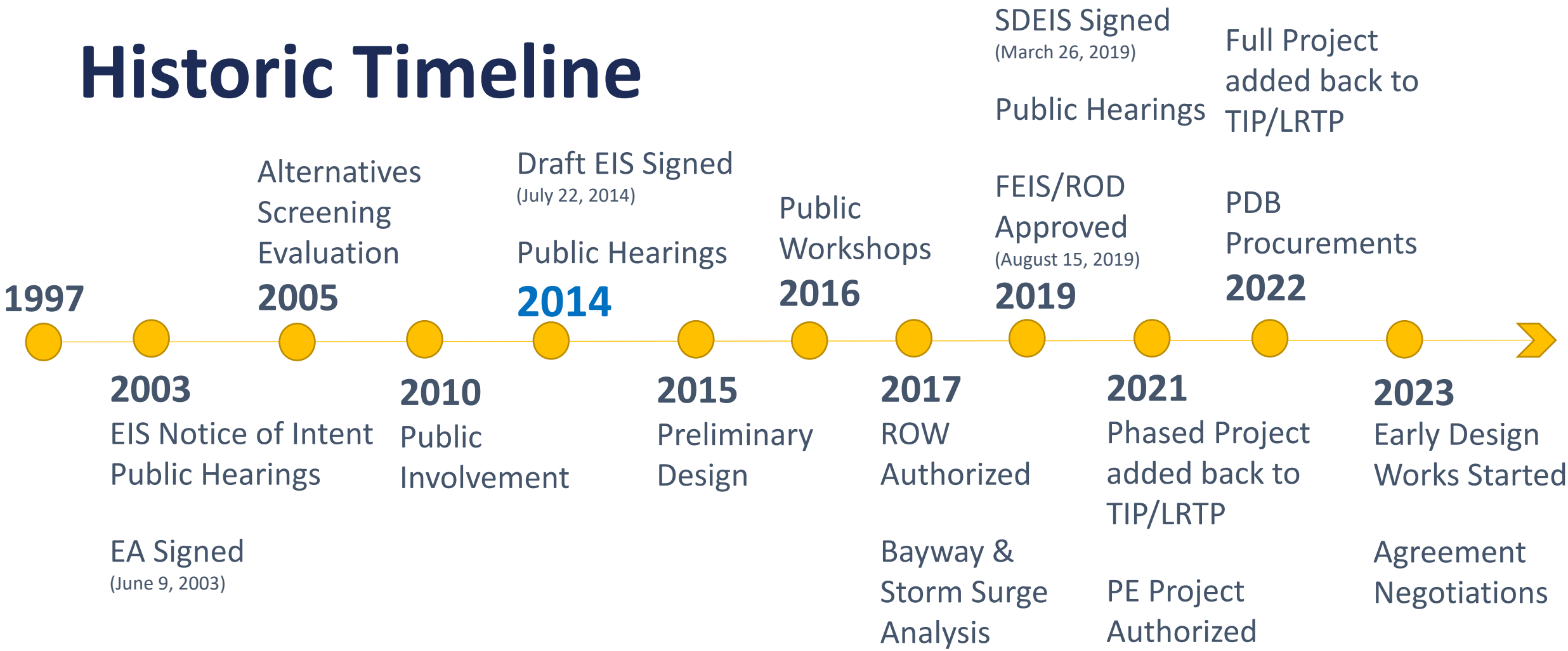

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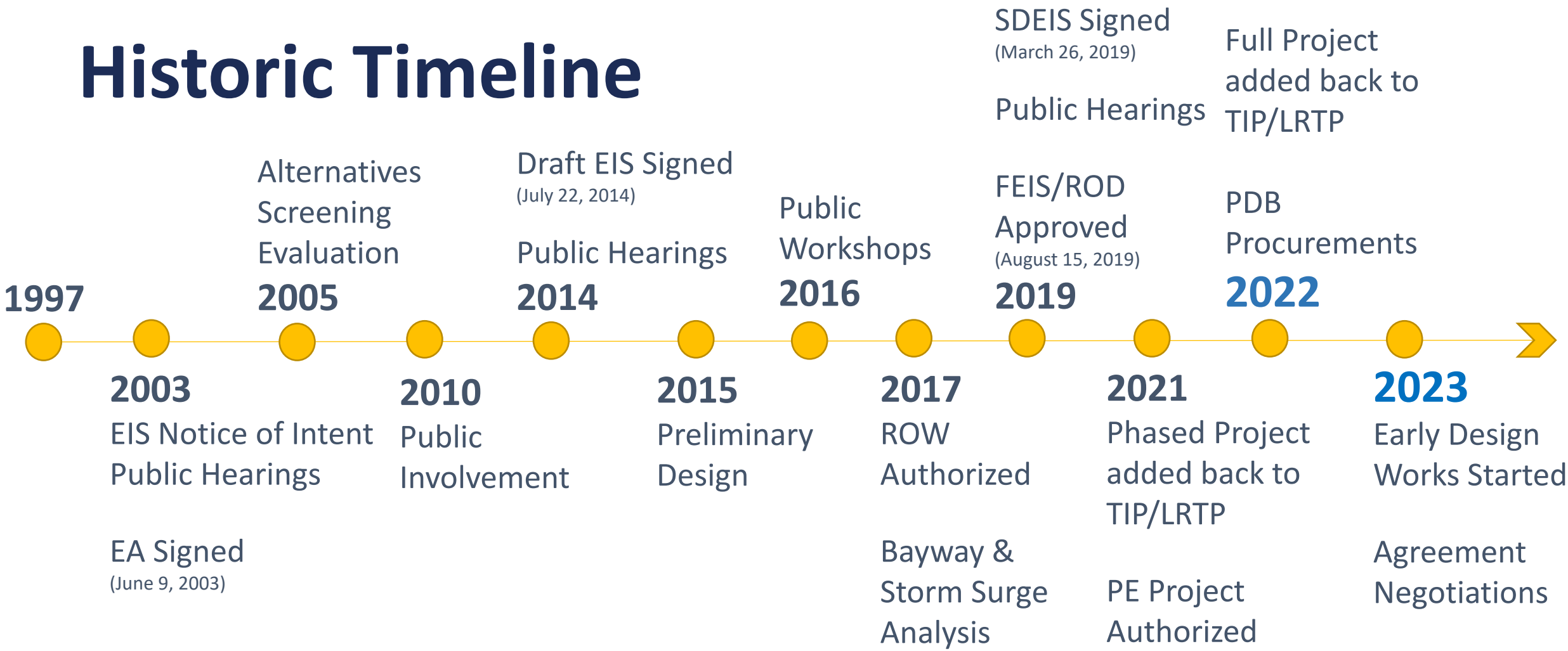
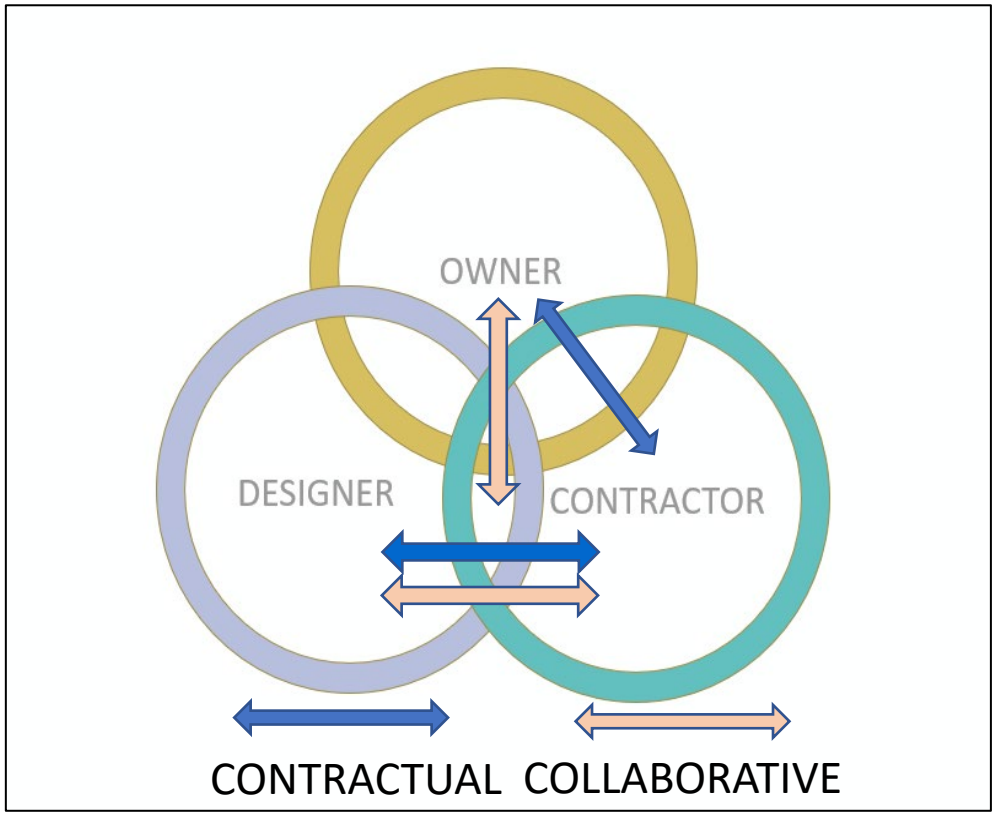


Goals of Progressive Design Build

- Accelerate the Project delivery by getting teams on board sooner to work directly with ALDOT
- Leverage private sector knowledge and facilitate innovation to construct the Project within ALDOT's budget and timeframe
- Allow for decisions to made early helping to expedite permitting and environmental re-evaluation
- Reach a Guaranteed Maximum Price (GMP) in budget and start construction as soon as possible.

Progressive Design Build Approach

- PDB team hired by owner based on qualifications
- Owner has a single contract with the contractor
- Designer's contract is with contractor
- Preliminary Design is collaborative effort with all 3 entities
- Guaranteed Maximum Price (GMP) is developed after preliminary design
- Construction starts after GMP and is simultaneous with final design



PROJECT OVERVIEW

Benefits of Progressive Design-Build Procurement

1. Early Coordination – Allows selected teams and ALDOT to work together during design and cooperatively develop technical provisions and agreements.

2. Enhances Creativity and Innovation – By working with closely with ALDOT during the design process, the design-builders have the freedom to propose innovative solutions for the project design or construction.

3. Increases Owner Involvement and Control – Early involvement and coordination between ALDOT and the design-builders prevents surprises later in the project and allows ALDOT to make decisions early.

4. Increases Price Certainty – The design-builders and ALDOT along with ALDOT's Independent Cost Estimators (ICE) hold workshops and work together developing estimates.

Progressive Design-Build Procurement leads to better schedule and cost certainty, reduction of risks, and accelerated delivery of the project.

Benefits of Progressive Design-Build Procurement

Opinion of Probable Construction Costs (OPCC) Design Cost Estimating Workshops

- Identified areas to save money and reduce schedule
- Helped reduce design-builder risk
- Design-build estimators and ICE are aligned on plug costs leading into GMP
- Ensured all estimates are using the same base data and construction methodology

Learned from Progressive Design-Build

- Better appreciation for how design/builder develops a comprehensive construction cost estimate
- Better understanding of risk
- Improved understanding of how contract/agreements are developed
- Open conversations between what's needed for the project

PROJECT SCOPES

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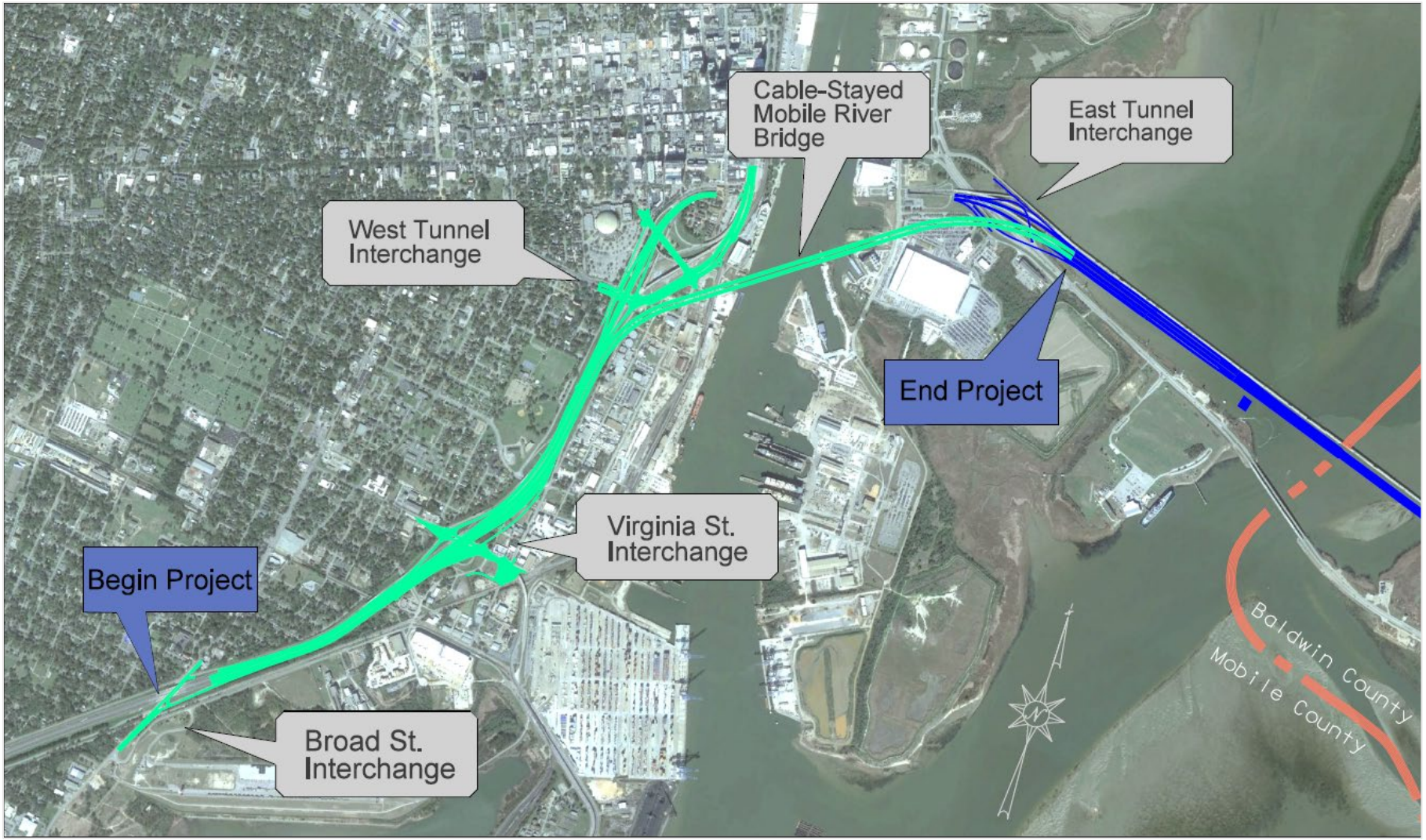
Mobile River Bridge Project



PROJECT SCOPES

- **Cable-stayed bridge and approaches** – new six-lane state-of-art cable-stayed bridge with a minimum 215 feet of air-draft clearance across the Mobile River channel.
  - Cable-stayed main span bridge will be approximately 2,575 feet across the Mobile River.
    - The western pylon will be on land near the Mobile River; the eastern pylon will be on Pinto Pass peninsula.
  - The high-level approaches are approximately one mile long on either side of the cable-stayed bridge.

- **Roadway, interchanges, and bridges** – roadway and bridge portions of I-10 from Broad Street interchange to the Wallace Tunnels. Interchanges include Broad Street, Virginia Street, Texas Street, and West Tunnel.

- **Other components** – toll collection system components, ITS, and belvedere (overlook) located at the west tower pylon with elevator and stair tower.

PROJECT SCOPES

Mobile River Bridge Project

Design-Build Team

PROPOSER / LEAD CONTRACTOR

Kiewit

MASSMAN CONSTRUCTION CO.

TRAYLOR BROS., INC.

a Joint Venture

MAJOR PARTICIPANTS (DESIGN)

Kiewit

SYSTRA INTERNATIONAL BRIDGE TECHNOLOGIES

VOLKERT

MOBILE RIVER BRIDGE & BAYWAY

ALABAMA DEPARTMENT OF TRANSPORTATION

PROJECT SCOPES

Bayway Project

PROJECT SCOPES

- **Bayway** –new six-lane Bayway bridges built between the existing Bayway bridges. Will begin at end of east high-level approaches and end at the eastern shore interchange.
    - Majority of Bayway will be built above 100-year storm surge wave impacts. Portions below storm surge impacts will reinforced/rehabbed to withstand impacts.
- **Interchanges** – East Tunnel, Midbay, and Eastern Shore interchanges.
- **Other components** – environmental mitigation, bridge demolition, toll collection system components and ITS.

PROJECT SCOPES

Bayway Project

Bayway Design-Build Team

PROPOSER / LEAD CONTRACTOR

FLATIRON lane

MAJOR PARTICIPANTS (DESIGN)

Stantec TYLin GARVER

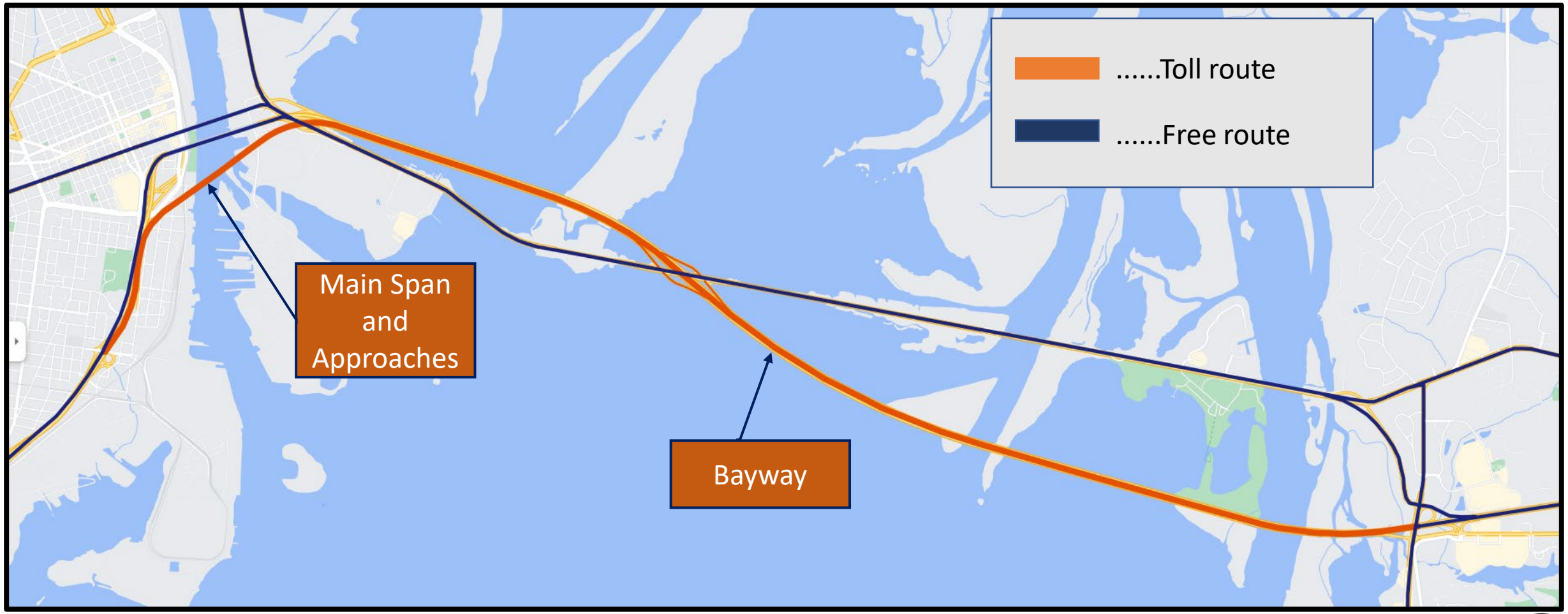
MOBILE RIVER BRIDGE & BAYWAY

ALABAMA DEPARTMENT OF TRANSPORTATION

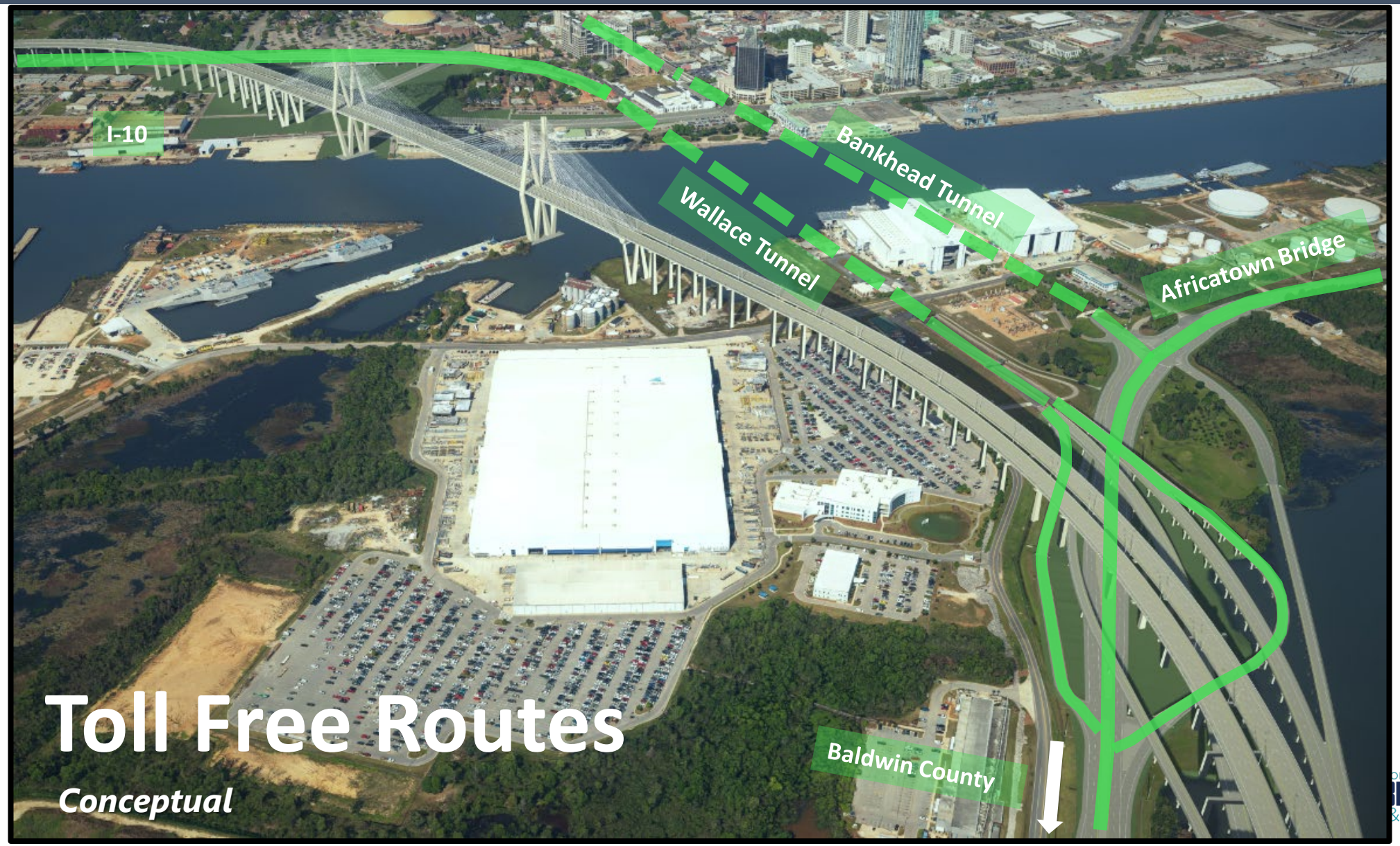
ALL ELECTRONIC TOLLING

ALL ELECTRONIC TOLLING

Toll Route



ALL ELECTRONIC TOLLING



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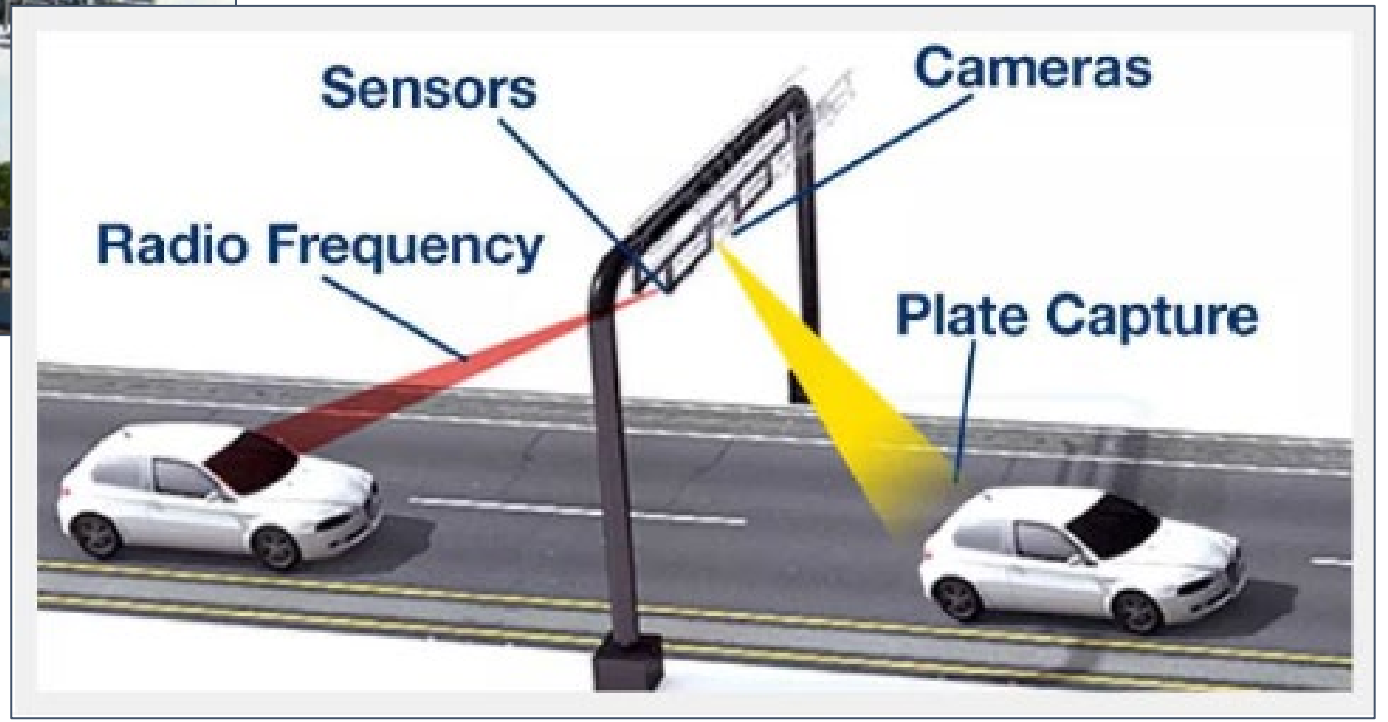

Gantries with sensors and cameras will scan the transponder or capture a picture of the license plate.

No slowing or stopping.

Toll Operations / ALDOT Coordination

The importance of team coordination throughout the planning, design, implementation, and testing process.

UPCOMING ACTIVITIES

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What's Next?

- Final Design
- Geotechnical Investigations
- Load Test
- Environmental Re-evaluation & Permits

UPCOMING ACTIVITIES

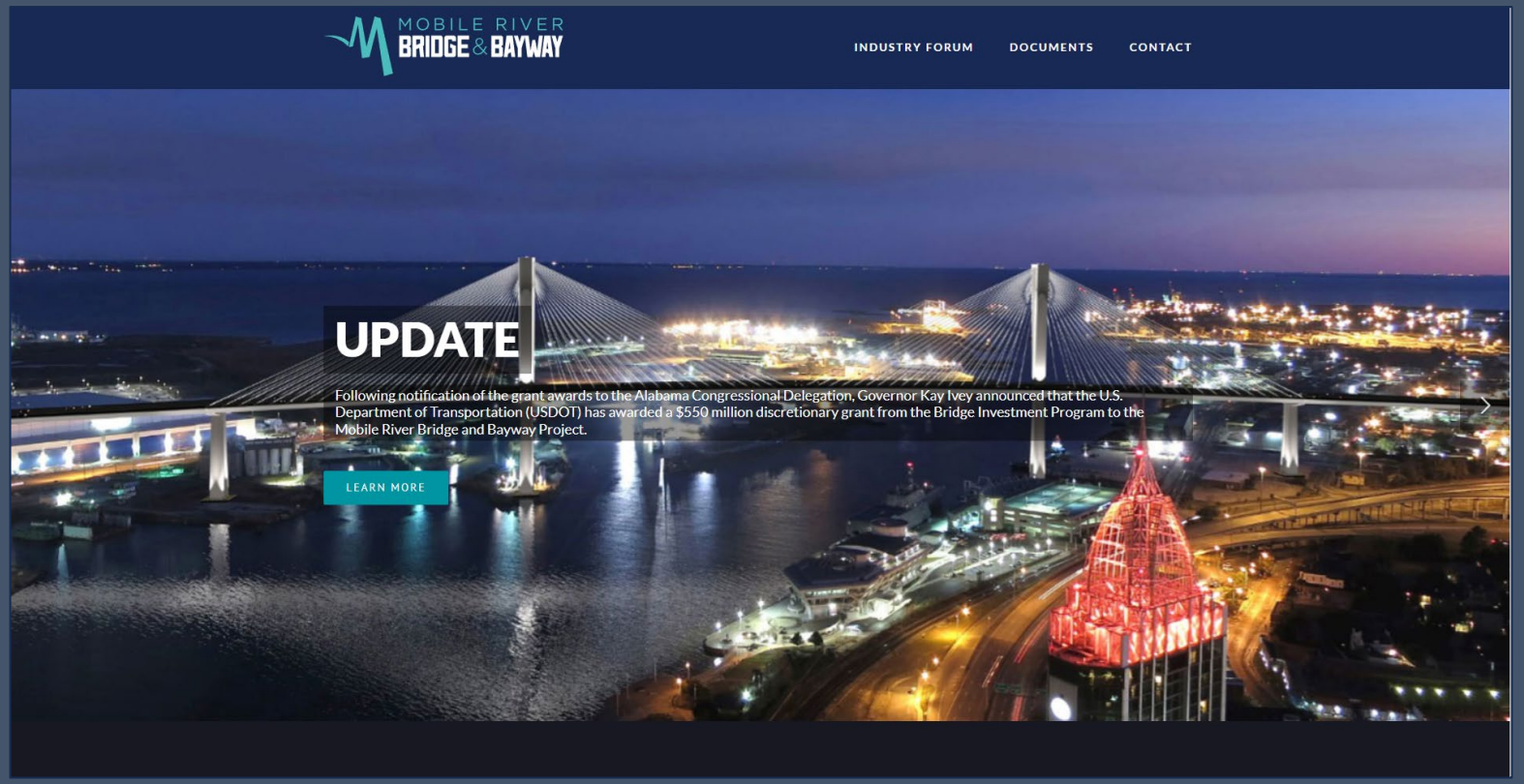
Owner Verification Contracts

	OV Field Inspection	OV Material Testing	OV Precast Facilities
MRB Project	**OV Firm**		
Bayway Project	**OV Firm**		

For questions, contact Shirley Harris (334) 353-6708

Proposal Due Date……October 15, 2024

QUESTIONS?



Project Website
www.mobileriverbridge.com