

**REQUEST FOR INFORMATION  
REGARDING ROADSIDE TOLLING FOR THE I-10 MOBILE RIVER  
BRIDGE AND BAYWAY PROJECT  
ALABAMA DEPARTMENT OF TRANSPORTATION**

**RFI Issuance Date: December 15, 2022**



**Alabama Department of Transportation  
1701 I-65 West Service Rd. N.  
Mobile, AL 36618**

*Mobile River Bridge and Bayway Project  
Request for Information – Tolling Services  
December 15, 2022*

# REQUEST FOR INFORMATION

## Contents

1. Schedule.....	3
2. General Information .....	4
A. Purpose of the RFI.....	4
B. Issuing Office.....	5
C. Response Instructions.....	5
D. Meetings .....	7
3. Project Details .....	8
A. Project Background and Description .....	8
B. Goals of the Project.....	10
C. Status of Key Approvals and Project Development .....	10
D. Proposed Tolling Plan.....	11
4. ATTACHMENTS.....	13
A. Project Attachment A – Response Template .....	13

## 1. Schedule

<b>Activity</b>	<b>Date</b>
RFI Posting	<b>December 15, 2022</b>
RFI Responses Due	<b>January 20, 2023</b>
Anticipated Date for RFP Release for Tolling Services	<b>April 2023</b>
Anticipated Date of Selection for Tolling Services	<b>June/July 2023</b>

## 2. General Information

### A. Purpose of the RFI

This Request for Information (RFI) is intended to engage the tolling community to provide information for consideration to the Alabama Department of Transportation (ALDOT) related to developing and implementing toll systems for the I-10 Mobile River Bridge and Bayway Project (the Project). This RFI will be the first step in utilizing a third-party toll system integrator to assist ALDOT with various elements associated with tolling of the Project, which could include the following:

- Design, development, installation, and testing of an all-electronic toll system
- Maintenance of the all-electronic toll system
- Assistance with the design of infrastructure to support the All-Electronic Toll System (gantries, communications etc.)
- Coordination, resourcing, and support for the development of back-office services
- Research and development of a plan to join an interoperable group with the functionality to support interoperability
- Assist, support, utilize, and possibly, manage ALDOT's vehicle registration renewal hold portal for tolling enforcement as provided in Alabama Act No. 2019-501

The design and construction of the Project will be delivered under a Progressive Design-Build (PDB) procurement model. The Project is divided into two separate PDB projects, as described further in the Project Details section below. ALDOT's current intent is that the design-builder for each PDB project will be responsible for constructing the tolling infrastructure from the design, requirements, and specifications generated by the third-party toll system integrator.

The purpose of this RFI is to:

- Provide general background information of the Project to the tolling community;
- Communicate ALDOT's goals and objectives for the Project; and
- Solicit input from the tolling community on a variety of issues, including:
  - Potential scope and phasing of incorporating the tolling components into the Project;
  - Alternative approaches to the tolling infrastructure and operations;
  - Strategies that may have the greatest potential to satisfy the overall goals and objectives for the Project; and
  - Strategies for maximizing toll revenue collections over a 50-year period.

***This RFI does not constitute a Request for Qualifications (RFQ), a Request for Proposals (RFP), or any other solicitation document, nor does it represent a commitment to issue an RFQ or RFP in the future.***

***This RFI does not commit ALDOT to any specific form of procurement(s) or to contract for any supply(ies) or service(s) whatsoever.***

***Please note that responding to this RFI is not a pre-requisite to participating in a future procurement process related to the Project.*** Agency, entities, or companies choosing to respond to this RFI (Respondents) will not, merely by virtue of submitting such a response, be deemed to be bidders or proposers or any variation of those roles on the Project or related projects, and no Respondents will have any preference, special designation, advantage, or disadvantage whatsoever in any subsequent procurement related to the Project. Respondents should not anticipate a response from ALDOT regarding submitted materials.

## **B. Issuing Office**

ALDOT's Southwest Region office (the Issuing Office) has issued this RFI on behalf of the Alabama Toll Road, Bridge and Tunnel Authority. The sole point of contact for the RFI shall be ALDOT's authorized representative:

Edwin Perry III  
Alabama Department of Transportation Southwest Region  
1701 I-65 West Service Rd. N.  
Mobile, Alabama 36618  
Email: [MRBBProcurement@dot.state.al.us](mailto:MRBBProcurement@dot.state.al.us)

All official communications from ALDOT shall be provided by ALDOT's authorized representative. Please refer all inquiries to the authorized representative.

## **C. Response Instructions**

Respondents are asked to provide a written response that addresses the questions in [Attachment A - Response Template](#) in the order and manner outlined in Section 4.A of this RFI. Respondents may submit additional information that they determine to be relevant. An electronic version of the written response (in a searchable format) may be sent via email to [MRBBProcurement@dot.state.al.us](mailto:MRBBProcurement@dot.state.al.us). An electronic copy (email attachment is preferred) of the responses must be submitted to ALDOT's authorized representative on or before the due date listed in the Schedule in Section 1 of this RFI. Responses should include the name and address of the Respondent and the phrase "Tolling Request for Information Response – I-10 Mobile River Bridge and Bayway" clearly in the subject line of the email accompanying the electronic copy of the response.

ALDOT will not pay or reimburse for the preparation of any response or information submitted in response to this RFI. ALDOT may, in its sole discretion, use information provided in response to the RFI but is not obligated to use any information so received.

To the extent that information provided in response to this RFI may be considered as divulging a Respondent's intellectual property, including copyrights and trade secrets, or confidential proprietary information (collectively, Intellectual Property), the following shall apply:

1. **Confidential Information.** As a part of this RFI, ALDOT is not requesting Respondents to submit any Intellectual Property. As such, Respondents are not required to submit Intellectual Property. Any response that includes materials or information that the Respondent considers to be Intellectual Property is submitted solely at the Respondent's risk and may be subject to disclosure.
2. **Use of Materials by ALDOT and Owners.** All material submitted with the response shall be considered the property of ALDOT and may be returned only at the Issuing Office's option. ALDOT shall have the right to use any or all ideas, concepts, or approaches that are presented in any response, unless a Respondent, as part of its response, affirmatively notes any and all objections in its response and the basis for each objection. Notwithstanding any copyright designations contained on the face of responses, ALDOT shall have the non-exclusive right to reproduce and to distribute responses internally and to comply with public record or other disclosure requirements under the provisions of any the state of Alabama (State) or United States statute or regulation, or rule or order of any court of competent jurisdiction.
3. **Public Disclosure.** All responses are potentially subject to disclosure in response to a request for public records. Subject to the requirements of Section 36-12-40 of the Code of Alabama (1975) (the Act) and to the ALDOT Guidelines for Operation, responses will not be publicly opened. Except as otherwise provided by the Open Records Act and any other applicable law, rule, or regulation, all submitted materials are subject to the Act. Respondents shall familiarize themselves with the provisions of the Act and other applicable law.

If ALDOT receives a request for public disclosure of all or any portion of a response, ALDOT will use reasonable efforts to notify the applicable Respondent of the request and give such Respondent an opportunity to assert, in writing and at its sole expense, a claimed exception under the Act or other applicable law within the time period specified in the notice issued by ALDOT and allowed under the Act. In no event shall the State, ALDOT, or any of their agents, representatives, consultants, directors, officers, or employees be liable to a responder for the disclosure of all or a portion of a response submitted under this RFI.

## **D. Meetings**

Respondents shall indicate whether they are willing to participate in a face-to-face or virtual meeting with ALDOT to provide additional feedback, information, and materials that may assist ALDOT's personnel in their decision-making. If a Respondent is willing to participate in a face-to-face meeting or virtual meeting, it will be solely responsible for all costs with such meeting including costs associated with travel and attendance. If ALDOT elects to meet with any Respondents, meetings will be arranged by ALDOT, and Respondents will be contacted by ALDOT. ALDOT reserves the right to meet with any, all, or none of the Respondents that indicate that they are willing to participate in a face-to-face meeting. The Respondent's indication of willingness to meet with ALDOT shall not obligate ALDOT to meet with the Respondent. If a virtual meeting is preferred, the Respondent will be responsible to email a virtual meeting invitation from the Respondent's preferred virtual platform (Teams, WebEx, etc.) with the appropriate connection information to ALDOT's authorized representative no later than three business days prior to the meeting date.

### **3. Project Details**

This RFI is specific to the Project. ALDOT is providing the following information regarding the Project for better context of ALDOT's tolling related RFI and how it fits into the Project.

#### **A. Project Background and Description**

The Project will involve the design and construction of a new six-lane I-10 bridge with a minimum of 215 feet of air draft clearance across the Mobile River channel, and the replacement of the two existing two-lane I-10 bridges across the Mobile Bay with two three-lane bridges built above the 100-year storm event maximum wave height. The Project will be funded, in part, by toll revenues generated from traffic traveling on the facility using free-flowing, all-electronic tolling technologies.

The purpose of the project is to address acute and growing congestion issues by increasing the capacity of I-10, providing a direct interstate route for hazardous material transport, and minimizing adverse impacts to the maritime industries. The Project will also improve geometrics, enhance access to major industrial and freight destinations in the Mobile area, and facilitate economic growth. The overall Project extends approximately eleven miles through Mobile and Baldwin Counties, Alabama.

In addition to the construction of a new cable-stayed bridge over the Mobile River and replacement of the Bayway bridges, the project involves the reconstruction of numerous interchanges along the Project corridor, as depicted in the figures below. The project is located in Mobile and Baldwin Counties, with the county line serving as the approximate boundary point between the 2 PDB projects.

The Project's location makes it susceptible to extreme coastal weather conditions, and accordingly a governing criterion for the reconstruction of the Bayway is to reduce its vulnerability to storm surge and climate-related risks. The I-10 corridor, in addition to being one of the most significant commercial transportation corridors in the Southeast, is also a designated hurricane evacuation route.

The Project site occasionally experiences heavy downpours and fog, both of which can severely limit visibility and clear sight distance. The Project site also experiences significant wind velocities and is a high-chloride environment, which has implications for long term durability of infrastructure elements. Respondents are encouraged to familiarize themselves with weather and environmental conditions in the Project area and discuss in responses to this RFI recommended approaches to addressing any associated issues and challenges.





Figure 1 - Mobile River Bridge Project



Figure 2 - Bayway Project

A Request for Qualifications/Request for Proposal (RFQ/RFP) document was issued for design and construction each of the two PDB projects on September 2, 2022. The deadline for proposals for the Mobile River Bridge project is December 21, 2022, and the deadline for proposals for the Bayway project are due April 28, 2023. Proposers are not required to bid on both projects; therefore, it is possible that two separate design-builders could design and construct the two different parts of the Project, including construction (not design) of any tolling infrastructure needed on each respective portion of the Project.

*Mobile River Bridge and Bayway Project  
Request for Information – Tolling Services  
December 15, 2022*

Additional information on the Project can be obtained from the project website:

<https://mobileriverbridge.com/>.

## **B. Goals of the Project**

ALDOT's goals for the Project are identified below:

- Create additional capacity along I-10 between Virginia Street in Mobile and the US-90/98 interchange in Daphne to alleviate traffic congestion and facilitate economic growth by constructing an aesthetically-pleasing cable-stay bridge with a minimum 100-year service life and minimum 215-foot vertical clearance over the 600-foot wide Mobile River ship channel, and by replacing the two existing two-lane bridges across the Mobile Bay with two three-lane bridges built above the 100-year storm event maximum wave height;
- Provide hazardous materials vehicles a path along I-10 so they are no longer required to detour through the Mobile Central Business District and Africatown community, minimize impacts to the maritime industry, and meet all commitments laid out in the environmental documentation and permitting;
- Address long-time geometric concerns, enhance access to major industrial and freight destinations in the Mobile area and to facilitate economic growth;
- Uphold the trust of stakeholders and the public in delivering the Project;
- Provide efficient, non-invasive means of tolling the facility with as much ease and simplicity to the customer as possible while providing effective and reliable payments of the tolls; and
- Deliver the Project within ALDOT's budget and schedule.

## **C. Status of Key Approvals and Project Development**

ALDOT worked with the Federal Highway Administration (FHWA) to obtain an approved Combined Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in 2019. Documents related to this approved FEIS/ROD can be found at <https://mobileriverbridge.com/documents/>.

This FEIS/ROD was developed as part of a previous procurement effort that envisioned a Public/Private Partnership (P3) delivery model, wherein the private developer would have been responsible for all tolling implementation and collection. With the current plan for the PDB projects, tolling implementation and ongoing operation and collection are the responsibility of ALDOT and the Alabama Toll Road, Bridge and Tunnel Authority.

ALDOT is currently performing an environmental re-evaluation and update to the environmental documentation to reflect changes to the Project since the 2019 FEIS/ROD. This re-evaluation will be completed prior to commencement of construction in 2024. ALDOT will also, in cooperation with the design-builders, obtain all necessary permits with involved agencies to enable construction to begin in 2024.

## **D. Proposed Tolling Plan**

The Project will be a tolled facility. Figure 3 illustrates the planned tolled route, which will consist of the new I-10 main span bridge and approaches, as well as the newly reconstructed I-10 Bayway. The US 90/98 Battleship Parkway (Causeway) and the Wallace and Bankhead Tunnels will remain as a toll-free local route.

Currently, ALDOT envisions toll collection to take place at the Mid-Bay Interchange, as shown in Figure 3 below; however, the locations of toll collection have not been finalized and this RFI is soliciting input from the Respondents on other potential tolling locations. Motorists traveling on all or part of the toll route will be charged the same rate for using the tolled route.

ALDOT has reached agreement with the Mobile Metropolitan Planning Organization (MPO) and Eastern Shore MPO on a toll rate framework for the Project. The maximum toll rates that may be charged when the Project opens to the public are as follows:

- Short Class Vehicles (vehicles heights under 7.5 feet) 2 axles with ALGO Pass: \$2.50
  - With 1 or 2 axle trailer: \$5.00
  - With 3 or 4 axle trailer: \$7.50
- Short Class Vehicles, 2 axle ALGO unlimited use pass: \$40/month
- Short Class Vehicle Non-ALGO Pass: \$2.50 with additional \$1.50 per axle
- Tall Vehicle Class (vertical height above 7.5 feet) 2 axles with ALGO Pass: \$9.00
  - Each additional axle: \$3.00
- Tall Class Vehicle Non-ALGO Pass: \$9.00 with additional \$2.75 per axle
- Additional fees will be assessed for pay by plate toll transactions

ALDOT's current tolling plan identifies two classes of tolled vehicles – low height and tall height. The low height vehicle class will encompass all vehicles with heights under 7.5 feet, including passenger cars, SUVs, pickup trucks, minivans, and motorcycles. Vehicles in this class will pay a base toll rate for two axles, and a higher rate for 1- through 4-axle trailers. The tall height vehicle class includes all vehicles with heights greater than 7.5 feet. These vehicles will pay a base toll rate for two axles, with the rate increasing for each additional axle.

In addition to the scanning of ALGO Pass and other transponders, ALDOT plans to have the capability to capture license plate images at the all-electronic tolling gantries for customers that do not have a transponder.

ALDOT is also exploring opportunities for interoperability with other states, agencies, and tolling entities and is soliciting input from Respondents on effective strategies for enabling interoperability.



Figure 3 - Proposed Toll Gantry Locations – Mid-Bay Interchange

## 4. ATTACHMENTS

### A. Project Attachment A – Response Template

Respondents are requested to provide clear and concise answers in writing to the following questions, using the numbering system below. Respondents are not required to respond to all questions in order to submit a response to this RFI.

1. Please provide brief, general background of your agency, entity, or company.
2. Please summarize your agency, entity, or company's experience in providing all-electronic toll (AET) collection consultation, management systems and/or planning
3. Describe best practices for an AET collection system based on infrastructure, operation and maintenance. In the response, please describe, at a minimum, the following:
  - a. Automatic vehicle identification (AVI) system
  - b. Automatic vehicle classification (AVC) system
  - c. License plate image capture system
  - d. Key performance indicators (KPI)
4. Describe the infrastructure requirements that will be needed prior to an AET system(s) being installed (gantries, buildings, communications, etc.). Describe the advantages/disadvantages of any options associated with these systems.
5. Given the background information provided, do you suggest any alternative locations for the proposed tolling gantry location(s)? Please provide advantages/disadvantages of ALDOT's planned gantry location.
6. Discuss any issues and solutions related to interoperability with other agencies and ability to access registration information and enforce toll violations for all vehicles traversing the tolled route.
7. Describe the maintenance requirements of the possible AET solution(s), including routine preventative maintenance activities and equipment replacement, and how it impacts operation of the roadway and operation of toll collection.
8. Describe the resiliency of the possible AET system(s) as it relates to extreme weather and fog, given the location of the Project site.
9. Describe any additional services and AET system(s) that can help ALDOT and enhance the Project.
10. Describe the key requirements for planning, designing, and implementing back-office services for the tolling operation.
11. What are the key issues and requirements ALDOT should consider if the back-office services are operated by another entity(ies), including other toll entities, outside of Alabama?
12. Describe any challenges ALDOT should anticipate related to incident response on the facility, along with ideas of approaches to address these challenges to minimize the impacts on the tolling operation.

13. Describe any challenges ALDOT should anticipate related to incidents related to cyber attacks, software malfunctions, or communication system failures to the tolling system, along with ideas of approaches to address these challenges.