

Ohio River Bridges Project East End Crossing

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The Bridges Project



Major Construction Elements

- **Approach Sections**
 - 8 Million Cubic Yards of Earthwork
 - Over 120 Bridges
- **Two Major River Crossings**
 - 49 Million Pounds of Structural Steel
 - 26 Million Pounds of Reinforcing Steel
 - 160,000 Cubic Yards of Concrete

Agreement in Principle

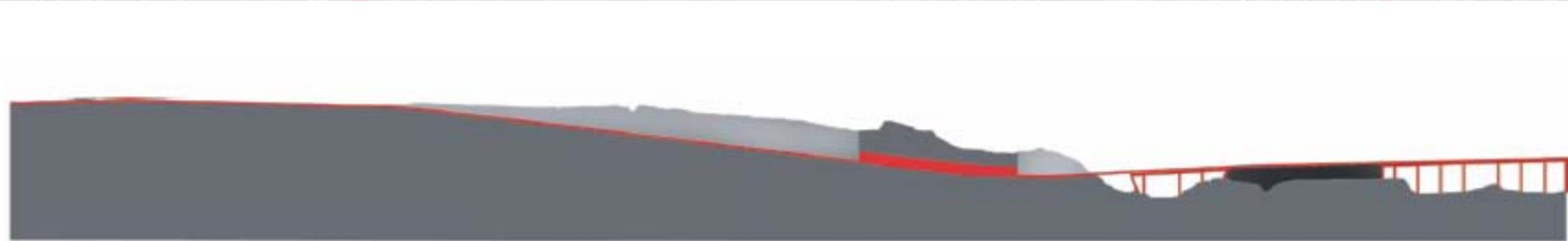
- Gov. Daniels and Gov. Beshear forged a plan:
One project, Two procurements
 - Availability Payment (AP)
 - Design Build (DB)
- Indiana to lead on East End (AP)
- Kentucky to lead on Downtown (DB)
- Increased competition
- Utilizes the strengths and existing legislation in each state
- “Right Size” project

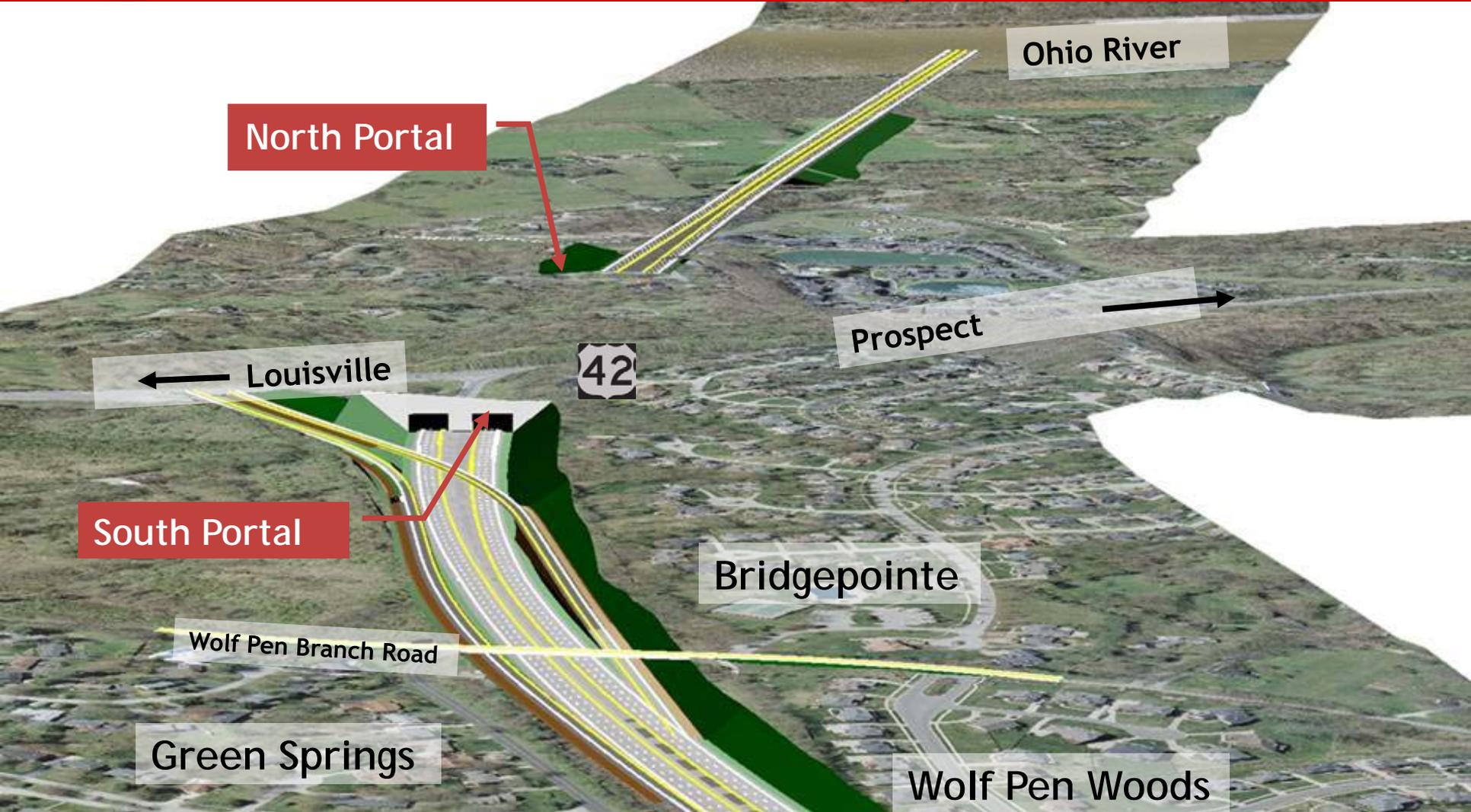
Section 4

Section 4: Kentucky Approach



Overview





Section 5

Section 5: East End Bridge



Bridge Site



View from Indiana Shoreline



2008 Bridge Type Selection Process

Driver's Perspective



2008 Bridge Type Selection Process

Section 6

Section 6: Indiana Approach



Section 6 Alignment



Section 6 Alignment



Section 6 Alignment



Section 6 Alignment



Diverging Diamond Rendering

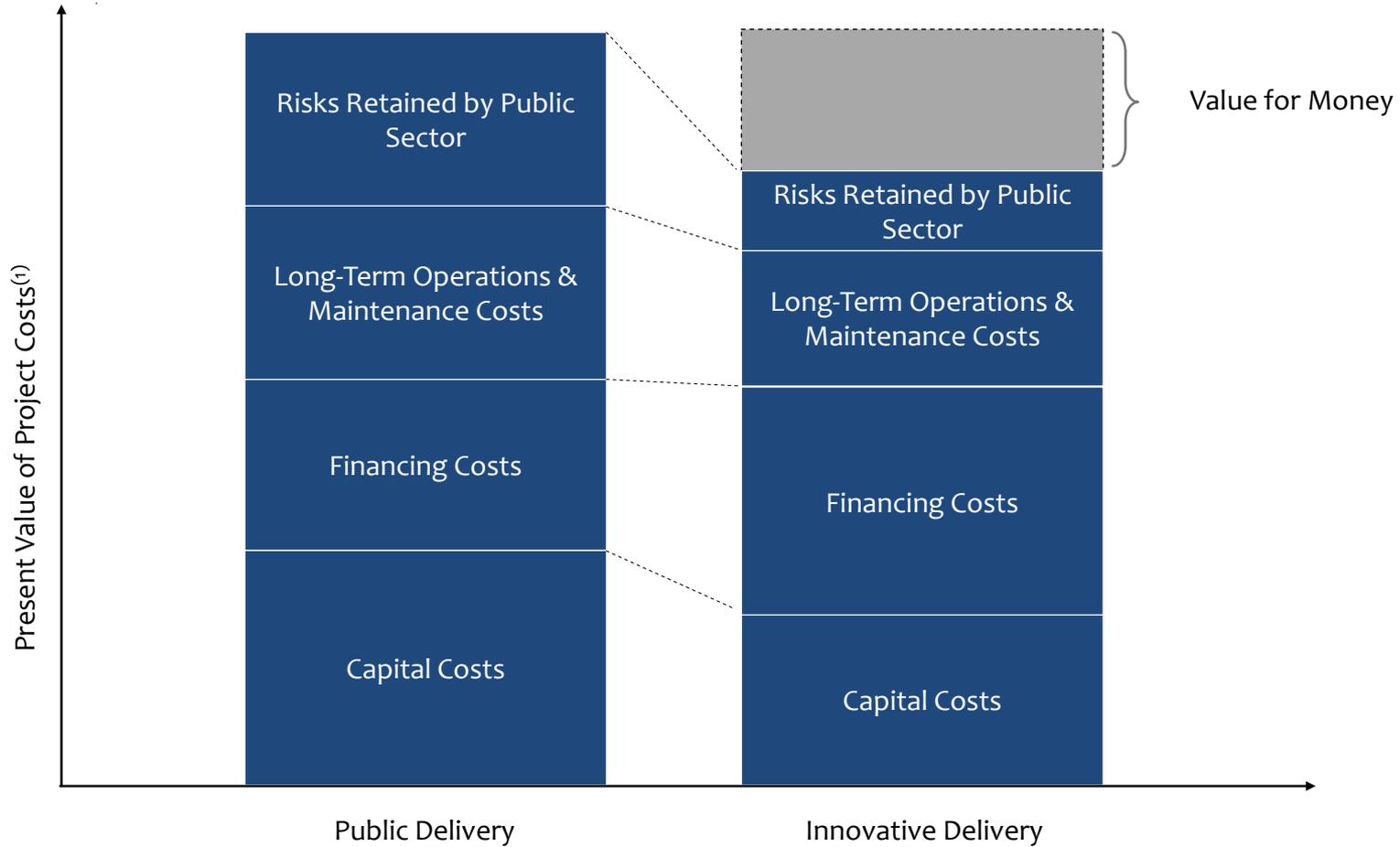


Procurement

East End Procurement

- Availability Payment structure, assuming positive Value for Money
- Concessionaire responsible for delivering Sections 4, 5 and 6
- Section 4 to be maintained by Kentucky
- Section 5 and Section 6 to be maintained by Concessionaire
- A separately procured toll operator to be responsible for all tolling operations

Value For Money Analysis



Note: (1) Not to scale – illustrative only

Project Delivery Options

- Alternative delivery models were considered with regard to:
 - Value engineering
 - Lifecycle cost benefits
 - Early project completion

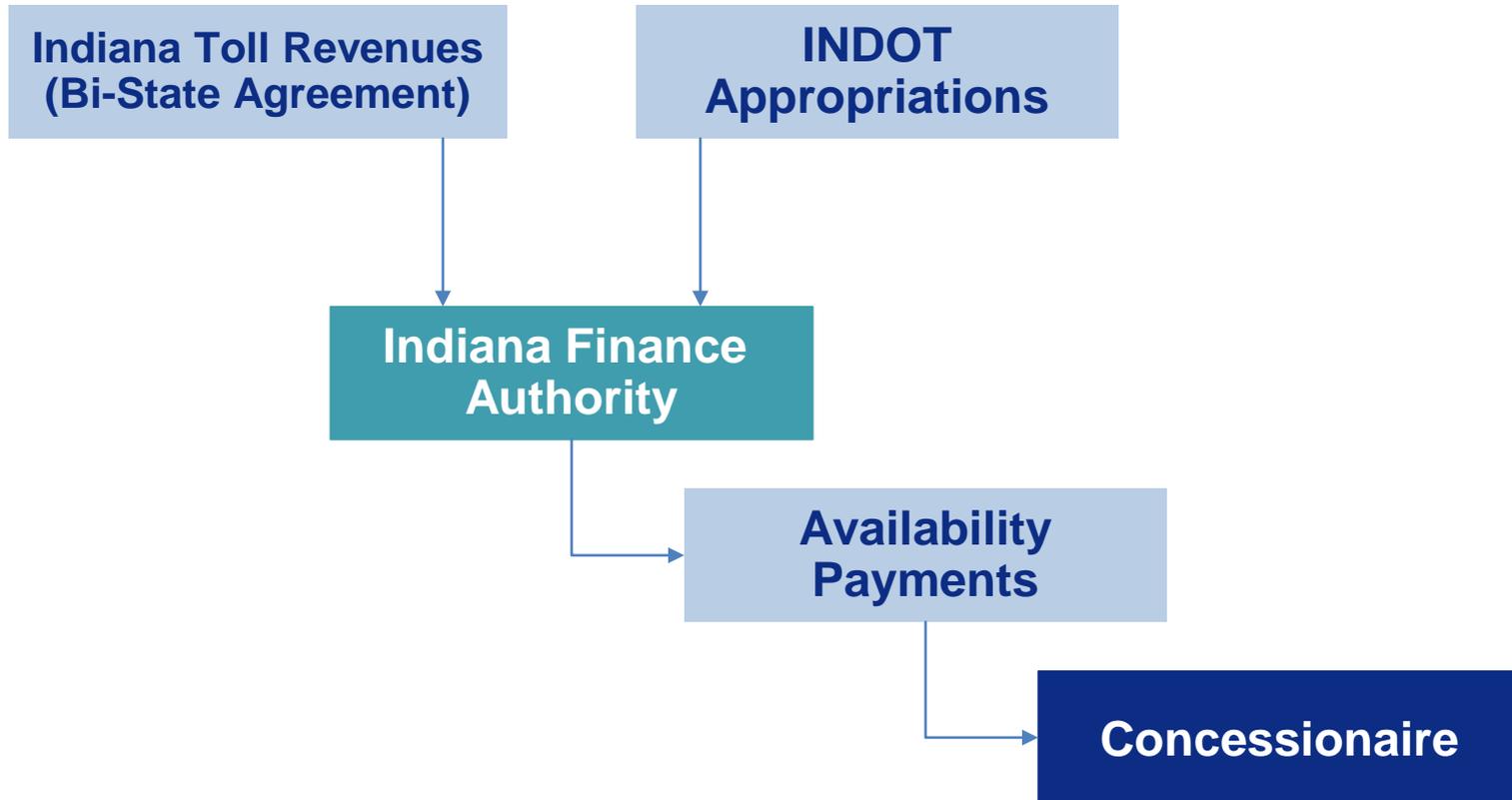
	Design	Construction	Operate/ Maintain	Financing	Traffic	Revenue
Design-Bid-Build (Traditional)	○	○	○	○	○	○
Design-Build	●	●	○	○	○	○
Design-Build-Finance- Operate-Maintain (Availability Payment)	●	●	●	●	○	○
Design-Build-Finance- Operate-Maintain (User Fee)	●	●	●	●	●	●

○ – Risk and responsibility retained by Public Sector ● – Risk and responsibility transferred to Private Sector

Benefits of Availability Payment Model

- Availability payment is fixed subject to indexation
- Deductions to payments for unavailability and poor performance
- Developer requires lower return due to guaranteed payment stream (subject to deductions)
- Creates budgetary certainty for public authority (payment does not increase based on usage)
- Encourages developer to keep facility open and perform to standards

Availability Structure



East End Crossing 2012 Procurement Schedule

- RFQ Issued March 9
- RFQ Responses April 9
- Revised SEIS Approval April 20
- RFQ Shortlist April 23
- Draft RFP Issued May 2
- Final RFP Issued July
- Proposals Due October
- Commercial Close December