

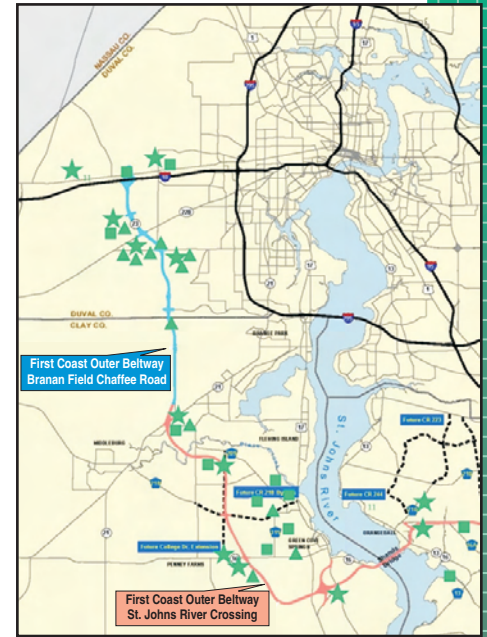
PARTNERS *in* PROGRESS

First Coast Outer Beltway – A New Delivery System

The Florida Department of Transportation has been exploring a new financing program for the First Coast Outer Beltway referred to as Public Private Partnership, also known as PPP or P3 or DBFOM (design/build/finance/operate/maintain). The financing of a P3 includes a private business interest in the design, construction, operation and maintenance of a transportation project over an extended term and which is typically maintained with toll charges. A key reason for the FDOT to enter into a public-private partnership for the beltway is so that the project can be finished sooner, instead of waiting for traditional funding sources.

The First Coast Outer Beltway includes a combination of the Branan Field Chaffee Road (SR23) and St. Johns River Crossing Corridor to form a beltway around the metropolitan area of Jacksonville. The beltway is a proposed 4-lane limited access toll facility that touches in Duval, Clay and St. Johns counties. It is intended to provide a direct connection, outside of the I-295 loop, between I-10 in Duval County and I-95 in St. Johns County (see diagram to the right). A total of 13 new interchanges and a major bridge across the St. Johns River are also proposed. The total length of the proposed roadway is approximately 46.5 miles.

In the P3 relationship, the financier is called the concessionaire, and it is the concessionaire that will be the lead on the project. The concessionaire team will also include key subcontractors, including the project designer, builder and operator, who may or may not be equity investors in the concessionaire. The FDOT has already launched a P3 project, the Port of Miami Tunnel, and has recently shortlisted concessionaires for the I-595 project in Broward County which has a total project length of approximately 10.5 miles.



As shown with green symbols, E&A has worked around the Outer Beltway for many years.



*Bob Bureson,
FTBA President*

Bob Bureson, President of the Florida Transportation Builders Association reports “In general, FTBA supports the P3 concept, but it comes with a lot of caveats. First and foremost, people need to understand that P3’s, as the FDOT says, are just another tool in the toolbox for financing and for quicker delivery of the project.” Bureson further says that the predominate membership of FTBA supports P3 projects because it can put work on the table now, where lack of funding would otherwise prevent or delay construction projects. “Our concern, though, is that a P3 project should bring its own revenue stream to the concessionaire, as in tolls collected and earned by the concessionaire to pay for construction and maintenance. If it does not, the FDOT stands to spend future monies to pay off debt rather than dedicating future funding to new projects and inhibit the FDOT from engaging engineers and contractors on future projects,” added Bureson.

The timeline for FDOT to shortlist concessionaires for the First Coast Outer Beltway is by April 2008 and final selection is expected before the end of 2008. For more information, log on to <http://fdotfirstcoastouterbeltway.com>.

E&A'S PART IN PROGRESS

E&A's part in progress around the First Coast Outer Beltway has served both the public and private sector with our integrated engineering services for many years. Shown in the diagram above are locations of some of the many E&A projects.

From north of the proposed beltway, near the I-10 and Branan Field Chaffee Road Interchange, E&A has provided geotechnical and engineering inspection services for Cecil Field's New World Avenue and the Bridgestone/Firestone Distribution Center currently under construction. Moving southward to Collins Road E&A provided environmental site assessments for a corridor study and to the east across the St. Johns River, there has been considerable geotechnical engineering services for the residential communities of Silverleaf, Aberdeen and Durbin, the CR 16 Connector and SR 16 Extension. At the I-95 interchange, E&A has provided engineering services for many phases of development at World Golf Village.

Our clients for the projects depicted in the diagram around the beltway include contractors, engineers, and developers such as The Conlin Group, St. Johns County Schools, Archer Western, Beazer Homes, Callaway Contracting, ETM, LandMar, Montgomery Land, Hallmark Partners, HDR Engineering, Hutson Companies, Ghyabi & Associates, Arcadis, Baker Construction, and many, many more.