

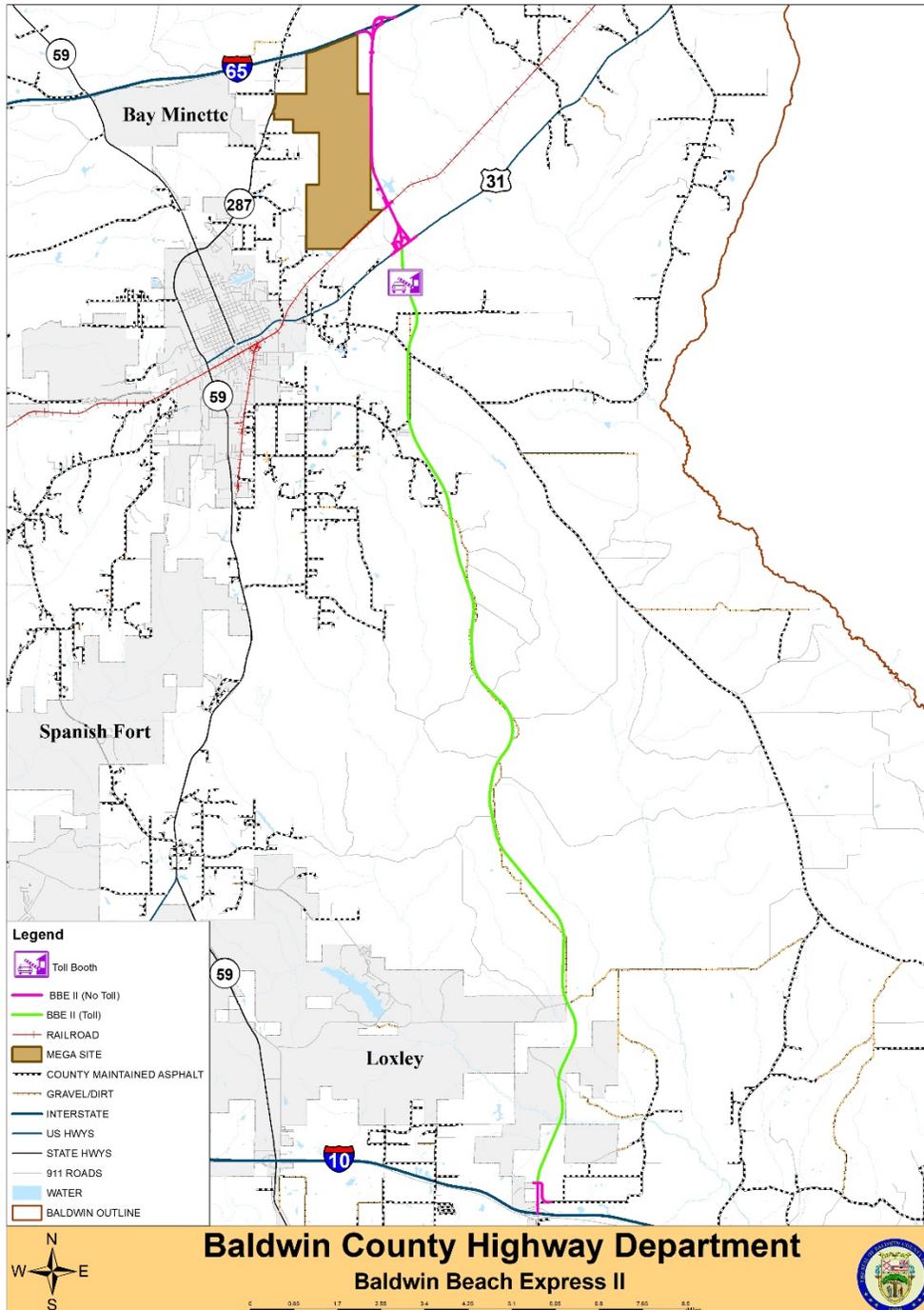
Baldwin Beach Express II (24.5 miles from I-10 to I-65):

- Project Lane Miles: 122 lane miles
 - Mainline (4-lanes): 94.4 lane miles
 - 18 Bridges:
 - 12,201 linear feet
 - 383,806 square feet
 - I-65 Interchange: 1.5 lane miles
 - 2 Bridges:
 - 770 linear feet
 - 19,250 square feet
 - US 31 Interchange: 1.5 lane miles
- Construction Cost Estimate: \$200,000,000
- Baldwin County has invested approximately \$12 million to date to complete the following:
 - Traffic Studies
 - Plan preparation for the entire roadway, interchange at US 31, interchange at I-65, and approximately 10 miles of frontage roads.
 - Purchase and management of a wetland mitigation bank
 - Environmental permitting:
 - Alabama Historical Commission (AHC) 5/9/11 (Valid as long as USACE permit is valid)
 - US Fish & Wildlife 8/9/11 (Valid as long as USACE permit is valid)
 - USACE permit expires 5/26/2021
 - ADEM/WQC permit expires 5/26/2021
 - Under the NEPA, we have an approved EA/FONSI
 - Interchange Justification Study - I-10@I-65 - Final Report November 2011 (no update needed as long as project doesn't change)
 - I-10 at BBE - Interchange Modification Study - Final January 2013/Approved April 2013 (no update needed as long as project doesn't change)
- Right-of-way mapping and deeds completed (will need some minor updating) for 42 tracts needed for approximately 1199 acres of ROW estimated at \$11.3 million.
- Baldwin County has invested approximately \$3 Million to purchase and maintain a wetland mitigation bank (with approximately 590 credits). 418 of these credits are dedicated to the Baldwin Beach Express II which is anticipated to save the project \$4-5 Million in mitigation costs.
- Completed Investment Grade Traffic Study for BBE II in 2012 (needs updating).
- Coordination with railway regarding necessary permits for proposed BBE overpass.
- Estimated Cost to Update Plans: \$500,000
- Estimated Signage & Lighting Cost for I-65 Interchange: \$1.5 million
- Estimated Cost to Resurface Mainline: \$3,758,888 for an annualized cost of \$313,240 if resurfaced every 12 years (based on 2017 per-mile cost to resurface the 8.8 miles of the FBE).
- 2-Lane BBE II Estimate: \$128 million
- Local RESTORE counsel has approved submitting a MIP Grant Application to Treasury, this MIP Grant is for \$11.3 million and will be for ROW acquisition (not approved by Treasury); as of May 2020 this grant application currently not selected is waiting on legal formal response from Treasury, but we are not getting favorable responses at this time.

Baldwin Beach Express Fact Sheet

1. Where will the new Baldwin Beach Express II be located?

The proposed Baldwin Beach Express II would extend the northern terminus of the Baldwin Beach Express North to connect to Interstate 65 as shown on the map below.



2. What is a toll authority?

A public body or corporation incorporated for the purpose of acquiring, designing, constructing, regulating, building, improving, equipping, operating, and maintaining a project. The proposed authority would be made up of a minimum of three directors.

3. Will the toll authority directors be paid?

Each director would serve without compensation but would be reimbursed for incurred expenses while carrying out their duties.

4. Who appoints the Board of Directors?

A minimum of 3 directors will be appointed by the Baldwin County Commission for a maximum of a 6 year term.

5. What do the Directors do?

The directors would govern and exercise the powers of the authority.

6. When will the new BBE II open?

The project has not commenced due to lack of funding options. A schedule would be developed if a funding option is identified.

7. Will other non-tolled routes still be available?

Yes. The current routes in place today will still be available with no tolls.

8. Have other routes been explored?

Yes. A feasibility study exploring other routes was completed and the proposed route was selected as the most viable route.

9. How much will the new road cost?

Project cost for the proposed 24.5-mile roadway is estimated to be \$200M. By comparison, the Birmingham I-59/20 Bridge replacement project through Birmingham's Central Business District is estimated to cost more than \$700M. The Baldwin Beach Express 1 is 13.2 miles in length and construction costs totaled \$102M. The Outer Loop project in Montgomery that will connect I-65 to I-85 is expected to cost approximately \$500M.

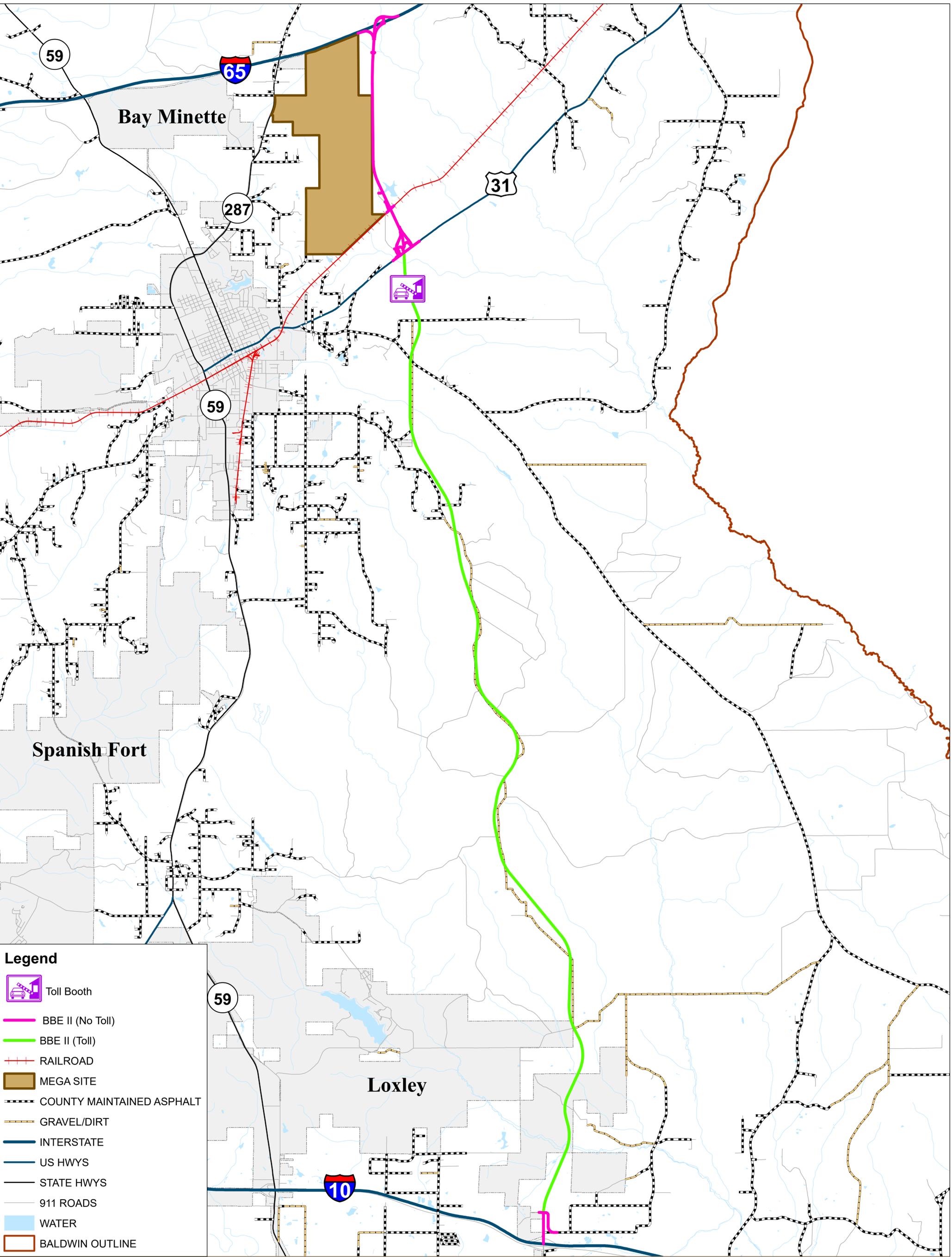
10. Wasn't the increased gas tax supposed to fund projects like this?

The gas tax is projected to provide approximately \$2M for Baldwin County when fully implemented and will be used for maintaining current roads and bridges. Gas tax was last increased in 1992 and the rise in the cost of materials made the increase necessary.

11. Why is a toll needed?

Current funding mechanisms do not provide adequate revenue to construct this route.

12. Who will be required to pay the toll?
Only travelers using the new route would be required to pay the toll.
13. How will the toll amount be set?
The toll authority would determine the amount of the toll.
14. Is there a cap on how high the toll can be?
If the toll authority is established, this and other criteria would be established. The toll amount would ideally be set at a price point that provides an incentive to use the toll route as opposed to the toll-free routes that currently exist.
15. Will there be any discounts for local citizens?
Once the toll authority is established, this and other criteria will be established. The toll amount should be set at a price that provides an incentive to use the toll route as opposed to the toll free routes that currently exist.
16. Where does the toll revenue go?
100% of the toll revenue would be applied to the cost of constructing, operating, and maintaining the proposed Baldwin Beach Express II from I-10 to I-65.
17. Will a toll be added to Interstate 65 or Interstate 10?
No. The act will only allow the toll authority to establish a toll on the proposed Baldwin Beach Express II portion that extends from I-10 to I-65.
18. Will tolls be added to other roads?
No. The act will only allow the toll authority to establish a toll on the proposed Baldwin Beach Express II portion that extends from I-10 to I-65.
19. Will the toll be required during weather evacuations?
Tolls can be temporarily suspended by the Baldwin County Commission during a countywide emergency or as necessary to promote public safety and to assist in the orderly evacuation of the County.
20. Will there be any private funding for the BBE II?
The authority would have the ability to enter into contracts with private parties for the purpose of financing the project.
21. Where can I learn additional information?
Additional information regarding the referendum that will appear on the ballot on November 3, 2020 can be found here: <https://legiscan.com/AL/bill/HB620/2019>
22. Will there be public involvement meetings?
TBD.



Legend

-  Toll Booth
-  BBE II (No Toll)
-  BBE II (Toll)
-  RAILROAD
-  MEGA SITE
-  COUNTY MAINTAINED ASPHALT
-  GRAVEL/DIRT
-  INTERSTATE
-  US HWYS
-  STATE HWYS
-  911 ROADS
-  WATER
-  BALDWIN OUTLINE



Baldwin County Highway Department

Baldwin Beach Express II

