

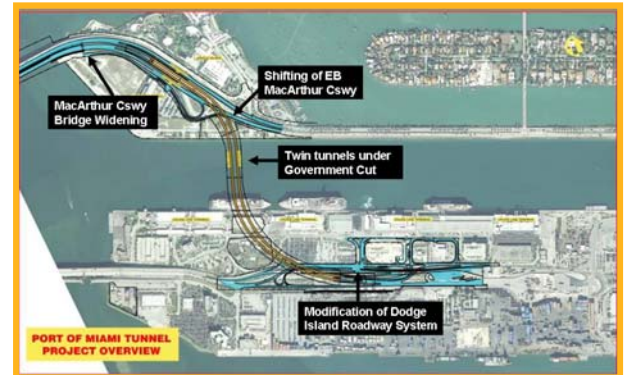
OVERVIEW

On October 15, 2009, the State of Florida and Miami Access Tunnel (MAT) Concessionaire, LLC, executed the Final Agreement for the Port of Miami Tunnel (POMT) project, which is being developed as a Public-Private Partnership (P3) and is a Design-Build, Finance, Operation and Maintenance (DBFOM) Contract. The Concessionaire's Team is comprised of Bouygues Civil Works Florida (BCWF) which is the design-build contractor and Transfield Services/VMS as the Tunnel Operator.

The project consists of three components:

- Twin tunnels under Government Cut
- Connections to Port of Miami roadway system
- MacArthur Causeway Bridge widening, realignment of eastbound State Road A1A/MacArthur Causeway lanes and reconstruction of Parrot Jungle Trail frontage road

All three components will be designed and built by the Concessionaire Team.



WORK TO BE PERFORMED

Tunnels Connecting Watson Island and Port of Miami (Dodge Island)

ESTIMATED CONSTRUCTION COST:

\$607 Million

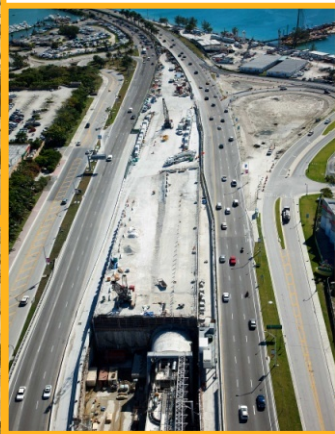
- **Tunnel Length:** Approximately **4,200 feet** each
- **Tunnel Structure:** Two tunnels, each containing two traffic lanes, curbs, walkways, ventilation fans and additional safety features. They will connect Watson Island and the Port of Miami beneath Government Cut, the main shipping channel in Biscayne Biscayne Bay, moving traffic eastbound (in) and westbound (out) from the Port.
- **Inside Tunnel Diameter:** Approximately **39 feet** each
- **Depth of Tunnel:** The bottom of the tunnels will be approximately 120 feet below the surface of Government Cut at their deepest point.
- **Construction:** The Tunnel Boring Machine (TBM) shown below is excavating the twin tunnels. It consists of a cutter head with an outside diameter of **42.3 feet** (as high as a 4 story building) and a **361 foot** long trailing support gear made up of 6 gantries. The total length of the TBM is **428.5 feet** long (more than a football field).
- **Tunneling Process:** The cutter head rotates as a cutting wheel boring out the underground area, while the trailing gear contains the electrical, mechanical, guidance systems and additional support equipment. Excavated material is carried back through the trailing gear on an enclosed conveyor belt and deposited outside the tunnel entrance, or portal. It is moved off-site to be used as fill material and is disposed in a manner consistent with applicable environmental rules and regulations. As the TBM moves forward it erects precast concrete liners (known as segments) that become the finished wall of the tunnel. Once the liners are in place, grout is pumped into the space between it and the excavated area to fill any voids or gaps.





Connections to Port of Miami Roadways

- The existing internal Port of Miami roadway system includes a bridge that separates inbound cruise traffic from outbound cargo traffic. The east approach ramp of this bridge will be removed during construction and traffic will be rerouted in order to perform necessary soil improvements. In addition, a new bridge will be constructed on Westbound Port Blvd. to maintain the grade separation between cargo and cruise traffic and to provide improved access for specific areas of the Port.



Widening MacArthur Causeway Bridge

- Bridge lanes will be expanded from three to four lanes in each direction and include:
 - 10-foot inside shoulder lane
 - Four 12-foot traffic lanes
 - 10-foot outside shoulder lane
 - Six-foot sidewalk

The expanded width will create acceleration and deceleration lanes for trucks and buses using the tunnel, allowing them direct access as they enter and exit the tunnel portals. On the eastbound side of the causeway, two of the four lanes will lead to the tunnel entrance, with the second lane (from the median side) also providing the option to enter the tunnel or to continue on MacArthur Causeway. The remaining two lanes will continue to serve MacArthur Causeway traffic only. Additionally, existing lighting will be adapted as necessary.

PROJECT SCHEDULE:

- May 24, 2010 – Construction began on Watson Island
- December 2010 – Construction began on Dodge Island
- June 2011 – Arrival of TBM in Miami
- November 2011 – Beginning of eastbound tunnel boring
- Summer 2012 – Completion of eastbound tunnel
- Spring 2013 – Completion of westbound tunnel
- Spring 2014 – Completion of Dodge Island roadway improvements
- May 2014 – Substantial Completion - Port of Miami Tunnel opens to traffic, O&M Period begins
- August 2014 – Final Completion

FOR MORE INFORMATION CONTACT:

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www.portofmiamitunnel.com