



Gerald Desmond Bridge Replacement Project

US Department of Transportation • Caltrans • Port of Long Beach • Metro

Caltrans, Port Request Bridge Design-Build Proposals Four engineering, construction teams eligible to seek contract

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With a goal to begin construction in late 2012 for the Gerald Desmond Bridge Replacement Project, state and local officials are seeking proposals from eligible engineering and construction teams to design and build a new bridge to replace the existing 43-year-old structure located in the Port of Long Beach.

Earlier this year, through a joint effort by the California Department of Transportation (Caltrans), the Port, the U.S. Department of Transportation and the Los Angeles County Metropolitan Transportation Authority (Metro), four teams were pre-qualified to submit proposals for the design-build contract for the Gerald Desmond Bridge Replacement Project.

On Friday, September 2, 2011, Caltrans and the Port released a "request for proposals" to the four pre-qualified teams of construction and engineering firms. Proposals will be submitted in early 2012 and the contract is expected to be awarded by mid-2012. The four pre-qualified construction and engineering teams are:

- Dragados USA Inc./CC Myers Inc., A Joint Venture (major participants include CC Myers Inc., Dragados USA Inc., Figg Bridge Engineers Inc., Jacobs Engineering Group Inc.).
- Kiewit Infrastructure West Co. (major participants include Kiewit Infrastructure West Co., T.Y. Lin International).
- Shimmick Construction Company Inc./FCC Construction S.A./Impregilo S.p.A, A Joint Venture (major participants include Shimmick Construction Company, Inc., FCC Construction S.A., Impregilo S.p.A., Arup North America Ltd, Biggs Cardosa Associates Inc).
- Skanska/Traylor/Massman, A Joint Venture (major participants include Skanska USA, Traylor Bros. Inc, Massman Construction Co, Buckland & Taylor Ltd., CH2M HILL Engineers Inc.).

The Gerald Desmond Bridge, which opened in 1968, was not designed to handle the traffic load that it carries today. The new bridge will be higher to accommodate the newest generation of the most efficient cargo ships and wider to safely serve the thousands of cars and trucks that travel the route each day.

Construction is anticipated to begin by late 2012 and continue for approximately five years. The existing bridge will remain open until the new span has been completed.

Once construction begins, the project is expected to generate 4,000 jobs a year during the five years of construction, according to the Los Angeles Economic Development Corporation.

The total cost of the bridge replacement is expected to be \$950 million. The request for proposals is for the design and construction of a new cable-stayed bridge, ramp connectors, and a pedestrian/bicycle path within the design-build project's \$750 million budget. Nearly \$200 million of the total project cost is allocated for other activities such as utility relocation, old bridge demolition, right-of-way acquisition and contract administration.

The Gerald Desmond Bridge Replacement Project is the eighth design-build project authorized by the California Transportation Commission under landmark state legislation (SB 4 and SBX2 4) signed in 2009. This legislation created a transportation design-build demonstration program which authorizes best-value design-build procurement. The design-build method combines design and construction work into one contract to expedite the project and potentially reduce costs.

For more information on the Gerald Desmond Bridge Replacement Project, go to www.polb.com/bridge.

For contact information on the four pre-qualified design-build teams, go to <http://www.polb.com/civica/filebank/blobdload.asp?BlobID=8674>.

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