



Gerald Desmond Bridge Replacement Project

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Caltrans, Port Receive Bridge Replacement Proposals

Three engineering, construction teams seek design-build contract

March 2, 2012

Three engineering and construction teams met today's deadline for submitting proposals to design and build a new span to replace the 44-year-old Gerald Desmond Bridge in the Port of Long Beach.

The bridge replacement -- designed to ease traffic congestion and improve safety -- is being jointly procured by the Port and the California Department of Transportation (Caltrans). The Port, Caltrans, the Los Angeles County Metropolitan Transportation Authority (Metro) and the U.S. Department of Transportation are all contributing funds to the project.

The Port and Caltrans received proposals from three pre-qualified design-build teams:

- Dragados USA Inc./Flatiron West Inc./CC Myers Inc., A Joint Venture (major participants include CC Myers Inc., Dragados USA Inc., Flatiron West Inc., Figg Bridge Engineers Inc. and Jacobs Engineering Group Inc.).
- 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. and Biggs Cardosa Associates Inc.).
- Skanska/Traylor/Massman, A Joint Venture (major participants include Skanska USA, Traylor Bros. Inc., Massman Construction Co., Buckland & Taylor Ltd. and CH2M HILL Engineers Inc.).

In September 2011, the Port and Caltrans released a "request for proposals" to the pre-qualified teams of construction and engineering firms. The Port is expected to enter into the design-build contract for the project by mid-summer. Construction would begin in 2013 and take about five years.

The Gerald Desmond Bridge, which opened in 1968, carries about 15 percent of all the nation's imported goods, and was not designed to handle the traffic load that it carries

today. The new bridge will have a higher clearance to accommodate the newest generation of efficient cargo ships. It will be wider, adding emergency lanes, to safely serve the thousands of cars and trucks that travel the route each day. Commuters account for about 75 percent of the traffic on the Gerald Desmond Bridge.

The existing bridge will remain open until the new span has been completed. The project is expected to generate 4,000 jobs a year during the five years of construction.

The total cost of the bridge replacement is expected to be \$950 million. The design-build contract is expected to be about \$750 million for the design and construction of a new cable-stayed bridge, ramp connectors, and a pedestrian/bicycle path. Nearly \$200 million of the total project cost is allocated for other activities such as utility relocation, demolition of the old bridge, 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 the landmark state design-build legislation (SBX2 4) signed in 2009. This legislation created a transportation design-build demonstration program which authorizes best-value procurements for a limited number of design-build projects. The design-build method combines design and construction work into one contract to expedite the project and potentially reduces costs.

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

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