



Caltrans, Port Select Bidders for Bridge Project Four engineering, construction teams eligible to seek contract

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Four teams of engineering and construction firms have been deemed eligible to compete for the contract to design and build the replacement to the Gerald Desmond Bridge in the Port of Long Beach.



The \$950-million project is a joint effort of the California Department of Transportation (Caltrans) and the Port of Long Beach, along with the U.S. Department of Transportation and the Los Angeles County Metropolitan Transportation Authority (Metro).

Earlier this year, seven teams of engineering and construction firms submitted their qualifications. A group of Caltrans, Port and Metro officials reviewed each team's statement of qualifications and, based upon the company's breadth of experience, personnel, resources and other key factors, selected the teams eligible to continue in the procurement process for the project.

The four teams are:

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

"To build the best bridge possible, we sought out the best firms from around the world," said Doug Thiessen, the Port's Managing Director of Engineering. "We had a very good response. We look forward to working closely with these four finalists during the final key phase of the selection process."

Caltrans and the Port are currently preparing a request for proposals for the design and

construction of the new bridge, ramp connectors and a bicycle/pedestrian path. The four teams will be invited to submit their proposals in late 2011, and construction could begin in 2012.

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.

"This new bridge will relieve traffic congestion and improve goods movement in the nation's two busiest ports," said Caltrans Director Cindy Mckim. "We are pleased to see this important project moving forward."

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

The Gerald Desmond Bridge Replacement Project is the eighth design-build project authorized by the California Transportation Commission under the landmark state legislation (SB 4 and SBX2 4) signed in 2009. This legislation provided for a pilot program for the design-build method of procurement, which combines both design and construction into one contract to expedite the construction process and potentially reduce project costs.

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

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