DBE SUMMIT - The New Tappan Zee Bridge Project

- Project Overview
- EIS Status
- Procurement Status
- About Design Build
- Introduction of Proposers
PROJECT OVERVIEW
Project located along the I87/I287 corridor
Replacement Bridge

- 8 Lanes
- Shared Use Path
- Full shoulders and Emergency Access
- Potential Future Loading
Geotechnical profile:
Deep soft soils underneath river to a depth of up 750 ft
Environmental Impact Statement

Identify Impacts

• Transportation
• Parklands and Recreational Resources
• Community Character
• Acquisition, Displacement and Relocation
• Historic and Cultural Resources
• Visual and Aesthetic Resources
• Noise and Air Quality
• Energy

• Environmental Justice
• Topography, Geography and Soils
• Water Quality
• Ecology/Wildlife
• Coastal Zone issues
• Hazardous Materials
• Construction
• Cumulative Effects
Environmental Impact Statement

Environmental Performance Commitments:
Minimize environmental impacts of Project’s construction

• Included in Project’s
  - Design
  - Construction Methods

• Mitigation measures will be proposed where impacts occur
Approach Spans Options in EIS
Environmental Envelope

Short Span Option

Long Span Option
Main Spans Options in EIS

Environmental Envelope

Cable-Stayed Option

Arch Option
EIS Path Forward

• DEIS Comment Period ended March 30, 2012
• Publish Final Environmental Impact Statement (FEIS) July 2012
• Record of Decision (ROD) August 2012
Design-Build Procurement Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for Qualifications</td>
<td>November 2011</td>
</tr>
<tr>
<td>Industry Kick-off Meeting</td>
<td>December 2011</td>
</tr>
<tr>
<td>Teams Submit Qualifications</td>
<td>January 2012</td>
</tr>
<tr>
<td>4 Teams Short-listed</td>
<td>February 2012</td>
</tr>
<tr>
<td>Request For Proposals</td>
<td>March 2012</td>
</tr>
<tr>
<td>Proposals Due</td>
<td>July 2012</td>
</tr>
<tr>
<td>Select Design-Build Team</td>
<td>Summer 2012</td>
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THE STORY OF DESIGN BUILD IN THE USA
Non-Residential Design and Construction in the United States

Design-Build Institute of America 2005
Design-Build Works

- Fully Competitive
- Fast Start-Up Schedules get met
- Lower Cost
- Higher Quality
- Greater Owner Satisfaction
- Reduces litigation, change orders and cost growth
- Meets budget constraints
- Improves America’s competitiveness
- Puts people to work faster, finishes work faster, costs less
Design-Build Performance
(Comparison of Design-Build vs. Design-Bid-Build)

- 6% Lower Cost
- 12% Faster Construction Time
- 33% Faster Project Completion
- Higher quality in all measured categories

SOURCE: Construction Industry Institute (CII)/Penn State Research comparing 351 projects ranging from 5K to 2.5M square feet. Projects were of various types and from various industries.
Emphasis on Compliance: You are buying a Product

**Design-Bid-Build**
Two contracts are used to accomplish design and construction.

**Contract with Engineer**

**Contract with Constructor**

**THIS IS WHERE THE COST COMPETITION TAKES PLACE**
Design-Build…
a single contract is used to accomplish design and construction.

Emphasis on Behavior: You are buying a Service

Great Past Performance + Innovative Ideas, Creative Approach + Competitive Price = Contract

Within the Owner’s Established Budget

THIS IS WHERE THE ENTIRE COMPETITION TAKES PLACE

CONTRACT WITH DESIGN-BUILD TEAM

Plans → Specs
# Design-Build Contractual Relationship

## Characteristics
- Integrated process-overlapped design & construction
- Often fast tracked
- Two prime players: Owner & design-build entity
- Entity can take on many forms
- One contract - Owner to Design-Builder

## Responsibilities

<table>
<thead>
<tr>
<th>Owner</th>
<th>Program, performance requirements, &amp; finance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design-Builder</td>
<td>Design &amp; construction. Can include programming &amp; post construction services</td>
</tr>
</tbody>
</table>

*D-B can expand services to include programming, finance, operate, etc*
I-35W (St. Anthony Falls) Bridge
Minneapolis, MN

Construction Start Date: October 2007
Construction End Dates: September 2008
Total project cost: $265,590,000
The New I-64 Design-Build Project
St. Louis, MO

Total Project Cost: $535,000,000
US Highway 52 (ROC 52)
Rochester, MN

Total Project Cost: $232 million

P3 Eagle Project
Denver, CO

Project cost: $2.4 Billion
Metlife Stadium
New York, NY

Final project cost: $1,200,000,000
TZHRC Design Build Process

SELECT DESIGN-BUILD TEAM

Great Past Performance SOQ → Shortlist of Teams → Innovative Ideas, Creative Approach 50% + Competitive Price 50% → Proposal → Contract

Plans → Specs

THIS IS WHERE THE ENTIRE COMPETITION TAKES PLACE
TZB DESIGN BUILD TEAMS

• Tappan Zee Partners
• Hudson River Bridge Constructors
• Tappan Zee Constructors
• Kiewit-Skanska- Weeks
Tappan Zee Bridge Partners

• Principal Participants
  – Bechtel Infrastructure Corporation
  – Tutor Perini Corporation
• Other Firms
  – Michael Baker Engineering
  – Gannett Fleming Engineers
  – STV Incorporated
• Contact:
  – James W. Dell
    jwdell@bechtel.com  (301) 228-7418
Hudson River Bridge Constructors

• Principal Participants
  – Dragados USA
  – Flatiron Constructors
  – Samsung C & T
  – Yonkers Contracting Company

• Other Firms
  – HNTB Engineering
  – Schiavone Construction
  – TY Lin International

• Contact:
  – Jesus Diez de Ulzurrun
    jdiezu@dragados-usa.com  (212) 779-0900
Tappan Zee Constructors

• Principal Participants
  – Fluor Enterprises
  – American Bridge Company
  – Granite Construction Northeast
  – Traylor Brothers

• Other Firms
  – HDR Engineering
  – Buckland & Taylor
  – Wilkinson Eyre

• Contact:
  – Keith Sommer
    keith.sommer@fluor.com    (864) 281-4758
Kiewit-Skanska-Weeks

• Principal Participants
  – Kiewit Infrastructure Company
  – Skanska USA Civil Northeast
  – Weeks Marine

• Other Firms
  – Parsons Transportation Group
  – Parsons Brinckerhoff
  – Weidlinger Associates

• Contact:
  – Trent Andres
trent.andres@kiewit.com  (201) 571-2726
Stay Up to Date:  www.TheNewTZB.com

REPLACING THE TAPPAN ZEE BRIDGE

"The Tappan Zee Bridge is a vital part of our state and region's infrastructure. The Tappan Zee Bridge project improves a key component of our state and nation's infrastructure, and at the same time puts tens of thousands of New Yorkers back to work."

— Governor Andrew M. Cuomo

The Tappan Zee project represents a multi-billion dollar investment that will create tens of thousands of jobs and restore a critical part of the Northeast's transportation infrastructure. By expediting the federal review of the Environmental Impact Statement (EIS) and the processing of certain permits, Governor Cuomo has prioritized the Tappan Zee project and its potential to create more jobs than any other infrastructure project in the country.

"New York can now begin the single largest bridge project in its modern history. The eventual contract awardee will be setting a national standard for similar mega-projects that are completed on an accelerated and environmentally sound schedule."

— New York State Thruway Authority Chairman Howard P. Milstein