



# Design-Build Report 2021



# Table of Contents

|  |           |
|--|-----------|
| <b>Introduction</b>  | <b>1</b>  |
| <b>Dormitory Authority of the State of New York</b>                                  |           |
| New Residence Hall, SUNY College at Brockport  | <b>2</b>  |
| New Residence Hall, SUNY Polytechnic Institute, Utica Campus                         | <b>3</b>  |
| <b>Empire State Development   New York Convention Center Development Corporation</b> |           |
| Jacob K. Javits Convention Center Expansion  | <b>4</b>  |
| <b>Department of Environmental Conservation</b>                                      |           |
| Bay Park Conveyance  | <b>5</b>  |
| <b>Office of General Services</b>  |           |
| Exposition Building on New York State Fairgrounds                                    | <b>6</b>  |
| <b>Olympic Regional Development Authority</b>  |           |
| Discovery Lodge, Belleayre Ski Center  | <b>7</b>  |
| Mt. Van Hoevenburg Site Work   | <b>8</b>  |
| Mt. Van Hoevenburg Base Lodge & Sliding Sports Facility                              | <b>9</b>  |
| <b>New York State Thruway Authority</b>  |           |
| New NY Bridge for Construction of Governor Mario M. Cuomo Bridge                     | <b>10</b> |
| Cashless Tolling   | <b>11</b> |
| <b>Department of Transportation</b>  |           |
| Deck Replacement for 3 Bridges   | <b>12</b> |
| Rehabilitation of 3 Bridges along the Cross Bronx Expressway                         | <b>13</b> |
| Nassau Expressway Operational & Resiliency Improvements                              | <b>14</b> |
| Woodbury Road, Transit & Economic Development Hub                                    | <b>15</b> |
| Rehabilitation of Bruckner Boulevard Viaduct   | <b>16</b> |
| Rehabilitation of 5 Bridges on Interstate 278  | <b>17</b> |
| Buffalo Exchange Street Station  | <b>18</b> |
| Interstate 390 Interchange Improvements at Interstate 490                            | <b>19</b> |
| Kew Gardens Interchange Infrastructure & Operational Improvements                    | <b>20</b> |
| Lower Westchester Bridge Bundle  | <b>21</b> |
| Hunts Point Interstate Access Improvement, Contract 1                                | <b>22</b> |
| Hunts Point Interstate Access Improvement, Contract 2                                | <b>23</b> |
| Van Wyck Expressway Capacity & Access Improvements, Contract 1                       | <b>24</b> |
| Van Wyck Expressway Capacity & Access Improvements, Contract 2                       | <b>25</b> |
| Van Wyck Expressway Capacity Improvements, Contract 3                                | <b>26</b> |



The New York State Office of General Services (OGS) submits this annual report to the Governor and Honorable Members of the Legislature. This report constitutes the annual report on design-build projects as required by Section 16 of the Infrastructure Investment Act (Part F of Chapter 60 of the Laws of 2015, as amended by Part RRR of Chapter 59 of the Laws of 2017 and Part DD of Chapter 58 of the Laws of 2020).

While this report is technically an annual report, the last time a report on design-build projects was submitted to the Governor and Legislature was 2016, so OGS thought it would be beneficial to use this report as an opportunity to highlight all the design-build projects that have been commenced or completed since 2016.

By way of background, the traditional method of project delivery for the last 80+ years has been design-bid-build, where the project owner first hires a design professional (an architect or engineer) who prepares a complete set of design documents and specifications. The owner then puts those design documents and specifications out to bid to select one or more construction contractors to build the project. The design professionals are not permitted to collaborate with the construction professionals interested in bidding the project during the design phase. In the case of public sector owners, such as State agencies and authorities, the construction contracts must be awarded to the lowest responsible bidder. If, during the course of construction, it turns out that the construction contractors cannot build in accordance with the design documents or specifications—perhaps because of deficiencies in the design documents or because specified materials are not readily available—the parties will negotiate change orders, which often increase the price or extend the time for completion.

In contrast, with the design-build method of project delivery, the project owner awards a single contract to a team consisting of both designers and construction professionals. The process often begins with an owner sending out a Request for Qualifications (RFQ) that provides a general overview of the project and the experience the owner is seeking. Teams of designers and construction professionals then submit their qualifications for review, and the owner typically selects a short list of qualified bidders who are then sent the Request for Proposals (RFP). Only teams that are short listed through the RFQ process may submit a proposal.

Because design-build contracts are awarded on the basis of best value, price is one component of the best value analysis, but other factors, such as the quality of the design or the project schedule, may also be taken into consideration. The particular factors and the weight they will be given are identified in advance in the RFP. Short-listed teams submit their detailed proposals, which will often contain a partial design, project schedule, and description of the means and methods that will be used to complete the project. After carefully reviewing the proposals, the owner selects the team with the proposal offering the best value.

Design-build is a useful method for project delivery in a number of instances. Because design-build requires close collaboration between design and construction professionals from the outset, it is particularly well-suited to projects calling for innovative design elements or creative solutions to construction. That collaboration also often leads to a reduced need for change orders, which may reduce the cost. Because construction may begin before the design is 100% complete, design-build often allows for faster delivery than design-bid-build. From an owner's perspective, the owner has only one entity to hold accountable and can focus on the project rather than on managing disparate contracts. Some design-build projects are awarded with a guaranteed maximum price, which means that any cost overruns that are not the responsibility of the owner must be borne by the contractor.

As you will see in this report, design-build has been used by the authorized agencies and authorities on a diverse array of projects. While the number of design-build projects remains a tiny fraction any agency's overall project portfolio, the design-build method has proven to be an effective tool for project delivery in New York State.

# Project New Residence Hall, SUNY College at Brockport

## Dormitory Authority

### Construction Complete: July 26, 2018

#### Overview

The project involved the design and construction of a new 263-bed residence hall building with modern fire-safety equipment, including full sprinkler and fire alarm systems, as well as state-of-the-art security systems and card access throughout. The living spaces in the building were constructed with the needs of today's student in mind. The spaces foster collaborative study and student learning through the incorporation of a smart classroom, multi-purpose room, and lounges and kitchens on each floor. The building was designed and constructed to LEED-Silver standards under the U.S Green Building Council's sustainability and energy efficiency guidelines.

The contract was awarded to Purcell Construction Corporation/Mach Architecture on April 10, 2017 and work was completed on July 26, 2018.

#### List of Qualified Bidders

- Passero Associates /Spoleta Construction
- The PIKE Company/SWBR
- Purcell Construction Corporation/Mach Architecture

#### About the Procurement Process

Two-step process (RFQ and RFP)

#### Total Cost of Project

\$23,955,576

#### Explanation of Estimated Cost and Schedule Savings

Estimated cost savings were approximately \$5.25 million compared to a typical design-bid-build delivery.

While the actual construction duration was not substantially different from a typical design-bid-build delivery, having the ability to start construction while the design was still in progress meant the project was completed sooner.

#### How Savings Were Determined

Savings were determined by comparing total project costs per bed with other projects that were procured with the design-bid-build delivery method.

Total project costs per bed were \$95K per bed compared to an average of \$115K to \$120K per bed using design-bid-build delivery.

#### MBE: % and Dollar Value

15.843%  
\$3,477,506.56

#### WBE: % and Dollar Value

16.446%  
\$3,609,938.30

#### SDVOB: % and Dollar Value

0%

#### PLA Use and Justification

No PLA was used.





# Project New Residence Hall, SUNY Polytechnic Institute, Utica Campus

Dormitory Authority  
Construction Complete: August 13, 2020

## Overview

The project involved the design and construction of the first new SUNY “zero-net, carbon-certified” 250-bed residence hall, meaning in addition to exceeding existing energy codes, the infrastructure to add future on-site renewable energy production systems will be in place. Once the systems were installed, the building will use equal to or less than the energy annually it can produce on-site through renewable resources. The contract was awarded to Hueber-Breuer Construction Co., Inc. on January 5, 2019 and construction was completed on August 13, 2020.

## List of Qualified Bidders

- Hueber-Breuer Construction Co. Inc.
- Purcell Construction Corporation
- Sano-Rubin Construction Services

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$28,729,673

## Explanation of Estimated Cost and Schedule Savings

Using design-build reduced the schedule by at least 12 months.

## How Savings Were Determined

Project schedules of typical design-bid-build projects of similar size and scope average 36-42 months. This project, from conception to completion, was concluded in 24 months.

## MBE: % and Dollar Value

3.27%  
\$924,127.00

## WBE: % and Dollar Value

16.745%  
\$4,732,000.00

## SDVOB: % and Dollar Value

0%

## PLA Use and Justification

No PLA was used.





# Project Jacob K. Javits Convention Center Expansion

## Empire State Development | New York Convention Center Development Corporation

### Construction Complete: May 2021

#### Overview

In 2016, the Directors of the New York Convention Center Development Corporation adopted a modified General Project Plan for the Jacob K. Javits Convention Center Expansion and Renovation Civic and Land Use Improvement Project. The project expands the existing Javits Center a further two blocks to the north, to 40th Street. The Project has transformed the Javits Center into one of the largest convention centers in the United States and enhances the competitive standing of Javits, allowing it to accommodate larger events and reduce on-street truck traffic. Project highlights include:

- a 480,000 square foot on-site truck marshaling facility, including 27 new loading docks;
- 92,000 square feet of new prime exhibit space;
- 40,000 square feet of new state-of-the-art meeting room space;
- a 58,000 square-foot ballroom / special event space;
- 113,000 square feet of pre-function space;
- roof terrace accommodating 1,500 people for outdoor events;
- green-roof area with working farm.

The contract for the project was awarded to Lendlease Turner, a Joint Venture between Lendlease (US) Construction LMB, Inc. and Turner Construction Company in May 2017. Construction commenced in August 2017 and construction was essentially complete as of May 2021. The expansion was designed and constructed to LEED-Gold standards under the U.S Green Building Council's sustainability and energy efficiency guidelines.

#### List of Qualified Bidders

- Lendlease Turner Joint Venture
- Skanska USA
- Gilbane Building Company

#### About the Procurement Process

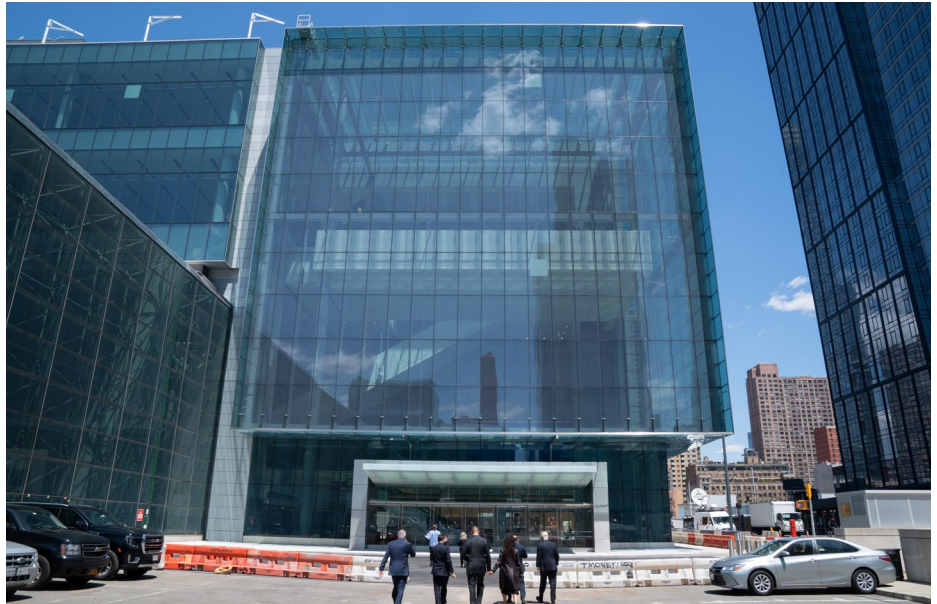
Two-step process (RFQ and RFP)

#### Total Cost of Project

\$1,325,000,000, but MBE, WBE, and SDVOB goals are based on a project cost of \$1.272B, which does not include \$41M in fixtures, furniture, and equipment costs that were not managed by the contractor and \$12M in incentives paid by the Corporation but not included in the contractor's bid.

#### Explanation of Estimated Cost and Schedule Savings

While it is difficult to quantify the cost and schedule savings on a project of this scale, the Corporation believes the design-build delivery method produced tangible cost and schedule savings.



#### How Savings Were Determined

Construction was completed within the tight 42-month time frame (excluding a two-month pandemic “pause”) and change orders have amounted to only approx. 4.1%, or about half of what might be expected on a project of this size, cost, and complexity.

#### MBE: % and Dollar Value

Goal: 15% (\$198,750,000).

Utilization to date: 16.30% (\$207,310,442).

#### WBE: % and Dollar Value

Goal: 15% (198,750,000).

Utilization to date: 11.32% (\$143,984,515).

#### SDVOB: % and Dollar Value

Goal: 3% (\$39,750,000).

Utilization to date: 0.00077% (\$876,823)

#### PLA Use and Justification

A PLA was used based on a PLA feasibility study that estimated labor savings of approximately \$17.7M by using a PLA.

# Project: Bay Park Conveyance

## Department of Environmental Conservation

### Estimated Construction Completion: November 2023

#### Overview

The Bay Park Conveyance Project is transformative effort that, as part of the Western Bays Resiliency Initiative, will drastically improve the water quality and resiliency of the Western Bays. The South Shore Water Reclamation Facility (formerly Bay Park Wastewater Treatment Plant) currently discharges an average of 50 million gallons per day into Reynolds Channel. Reynolds Channel is a small water body with poor tidal flushing and has become an impaired water body extremely rich in nitrogen. The Bay Park Conveyance Project will divert the nitrogen rich treated water away from Reynolds Channel to the Cedar Creek Water Pollution Control Plant where the Bay Park effluent can be discharged from the Cedar Creek ocean outfall. Discharging three miles offshore, the treated water will mix in the ocean environment without detrimental impacts to the environment. Once the daily discharge into Reynolds Channel stops, an immediate and drastic recovery of the Western Bays is anticipated. This project is led by the Department of Environmental Conservation, in concert with Nassau County, which will ultimately own and operate the project. The Department officially awarded the project on February 26, 2021 to Western Bays Constructors, Joint Venture. The joint venture is comprised of John P. Picone Inc. and Northeast Remsco Inc.

#### Project Scope

- New Pump Station with 75 MGD capacity
- New diversion structure to divert effluent from existing Reynolds Channel outfall to the new pump station
- Two microtunnel segments 2.0 miles and 1.6 miles respectively with 84" diameter reinforced concrete and fiberglass lined pipe
- Sliplining 7.3 miles of fiberglass pipe installed inside the existing steel aqueduct under Sunrise Highway
- New Receiving tank installed at the Cedar Creek Water Pollution Control Plan
- Replacing five existing outfall pipes
- Installing new air release valves install along the new force main
- Inspection cleaning and repair work on existing ocean outfall

#### List of Qualified Bidders

- Skanska Posillico Michels JV
- Western Bays Constructors JV
- Southland/RJ Industries JV

#### About the Procurement Process

Two-step process (RFQ and RFP)



#### Total Cost of Project

\$513M Total  
\$439.4M Design-Build Contract Value

#### Explanation of Estimated Cost and Schedule Savings

DEC estimates \$50M of cost savings and 2 years of schedule savings.

#### How Savings Were Determined

Independent analysis from a Nassau County consultant reviewing multiple delivery methods and contracting approaches for this project.

#### MBE: % and Dollar Value

23% Combined with WBE \$101M

#### WBE: % and Dollar Value

23% Combined with MBE \$101M

#### SDVOB: % and Dollar Value

6% (goal only- County req) \$26M

#### PLA Use and Justification

A PLA is being used. A PLA feasibility study found an estimated \$5M in savings by using a PLA.

# Project Exposition Building on the New York State Fairgrounds

Office of General Services

Construction Complete: August 2018

## Overview

This project involved the design and construction of an Exposition Center at the New York State Fairgrounds, in the Town of Geddes. The Exposition Center is a 133,000 square foot multi-purpose facility for all types of events including hockey and ice skating events, motocross meets, equestrian events, equipment shows, and other trade show and vendor events that complement and expand the existing year-round programming of the Fairgrounds. Features include seating and accessibility for approximately 4,000 patrons, rigging accommodations in the exposition hall to accommodate all types of events, loading docks, large overhead doors, VIP space, concession/catering, and restroom facilities that are accessible during non-event functions. The Exposition Center maximized to the extent practical the use of green and sustainable infrastructure technologies and solutions.

The project was awarded to HPB Joint Venture in December 2017 and was completed in time for the opening of the New York State Fair on August 22, 2018.

## List of Qualified Bidders

- HBP Joint Venture (JV between The Pike Company and Hueber-Breuer)
- LeChase Construction Services LLC
- Welliver McGuire Inc.

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$62,643,167

## Explanation of Estimated Cost and Schedule Savings

Design-build methodology was employed to achieve the specific benefits of innovation and efficiency, and schedule savings. The schedule savings was 9 months.



## How Savings Were Determined

OGS estimates that using a traditional design-bid-build approach, the project would have taken 18 months. Using design-build, the project was completed in only 9 months.

## MBE: % and Dollar Value

15% - \$9,396,475

## WBE: % and Dollar Value

15% - \$9,396,475

## SDVOB: % and Dollar Value

3% - \$1,879,295

## PLA Use and Justification

A PLA was in place for the whole State Fairgrounds site, covering three distinct phases of work (the third of which was the Expo Building). The PLA was executed in 2015 and supported by a feasibility study showing expected savings.



# Project Discovery Lodge, Belleayre Mountain Ski Center

Olympic Regional Development Authority | Highmount, NY

Construction Complete: January 31, 2021

## Overview

The location of this design-build project is Belleayre Mountain Ski Center located at 181 Galli Curci Road in the Town of Shandaken, Ulster County, New York. The project generally consisted of the expansion and modernization of the Discovery Lodge at Belleayre Mountain Ski Center. The existing Discovery Lodge had two main levels and a third floor administration office area with a total area of approximately 30,000 s.f. The lodge provided the following programs - rentals, dining, children's program, retail, ticketing, ski school and administrative area.

The primary goals of the project were to:

- Increase the dining seating and kitchen areas of the lodge through an expansion.
- Correct the roof lines of the lodge.
- Remodel and modernize portions of the existing lodge.
- Perform upgrades to the lodge for ADA compliance.
- Upgrade the mechanical, electrical, and plumbing systems in the facility.
- Perform site work to improve pedestrian flow and access to the lodge.
- Perform site utility improvements to facilitate the project.

Proposals were submitted on April 5, 2019, and the project needed to be completed by the beginning of the 2019 ski season. The contract was awarded to The Pike Company on May 2, 2019.

## List of Qualified Bidders

- Consigli Construction Co., Inc. - withdrew submission
- Sano-Rubin Construction Services, LLC - withdrew submission
- The Pike Company

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$15,235,273.67

## Explanation of Estimated Cost and Schedule Savings

Cost: With the contractor owning the responsibility for errors and omissions, the only changes ORDA was responsible for funding were unforeseen conditions and requested changes. After review of the final contractor change order log compared to average costs on a renovation project, there was roughly a 2.5% savings compared to an average design-bid-build project. On a project of this size, it produced roughly \$375,000 in savings to ORDA.

Schedule: Given the short timeframe between ski seasons and the resulting limited window for this project to be constructed, the start of this project would have had to been pushed to a 2020 start instead of 2019.



With design-build, demolition and abatement were able to begin in advance of the structural and finish design.

This was a renovation project with a fair amount of unforeseen conditions due to lack of existing conditions documentation. As these unforeseen conditions were identified, the contractor worked to resolve the issues while keeping the project moving forward. These free-flowing communications ultimately kept the project on schedule, and it was completed in one offseason.

## How Savings Were Determined

Cost savings were determined by reviewing the contractor's change order log and identifying the change orders that the contractor was financially responsible for instead of ORDA.

## MBE: % and Dollar Value

3.07% | \$467,345

## WBE: % and Dollar Value

10.33% | \$1,574,523

## SDVOB: % and Dollar Value

0.63% | \$95,850

## PLA Use and Justification

No PLA was used.

# Project Mt. Van Hoevenburg Site Work

Olympic Regional Development Authority | Olympic Sports Complex, Lake Placid, NY

Estimated Construction Completion: July 2021

## Overview

The location of this design-build project is the Mt. Van Hoevenburg Olympic Sports Complex located at 220 Bob Sled Run Lane in the Town of North Elba, Essex County, New York.

This project generally consisted of earthwork at the Olympic Sports Complex (OSC) to support numerous transformation projects occurring at the OSC. Clearing, grubbing, and grading work was required to construct approximately 4 km of new Nordic ski trails. The work also included the construction of a new Nordic stadium, biathlon shooting range, pedestrian bridges, trail bridges, and culverts. Earthwork was required for new snowmaking infrastructure, site utility installation, a new parking lot, various access roads and support of construction of a new base lodge and alpine coaster.

This project included the addition of a water reservoir for snowmaking. Construction of the reservoir included clearing, grubbing, and rock removal. The snowmaking system included the installation of piping, pumps and compressors and the construction of a pump house.

This project included clearing, grading, and site preparation for the construction of a new base lodge. This entailed utility relocations and temporary utilities. The base lodge building itself was procured through a separate design-build solicitation with the landscaping and hardscape for the base lodge building included in this project.

The project included improvements to the water, wastewater, power, communications, and data infrastructure for the OSC. The water and wastewater work entailed the design, permitting, and construction. The power, communications, and data work was limited to the installation of buried conduits, vaults, and appurtenances.

Project coordination was required to allow for continued operations at the OSC during the project. This included winter training activities and scheduled competitions at the OSC.

Proposals were submitted on April 12, 2019 and the project needed to be completed by the beginning of the 2020 ski season. The contract was awarded to Rifenburg Construction Inc. on May 29, 2019.

## List of Qualified Bidders

- D.A. Collins Construction Co., Inc.
- Harrison & Burrowes Bridge Constructors and The Wesson Group, A Joint Venture, LLC
- Rifenburg Construction Inc.

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$29,161,807.84

## Explanation of Estimated Cost and Schedule Savings

Cost: Savings on this project were predominately driven by shortening of the project schedule resulting in an estimated savings of \$1.7M.

Schedule: Given the scope of this project, a design-build approach allowed for demo and site clearing to begin within one month of project award. Design continued for an additional four to five months beyond the start of construction. Had this been a traditional project delivery method, design would have been completed near the end of 2019 pushing the start of construction to spring 2020. This project always needed to be divided over two summer seasons. Therefore, a 2020 construction start would have resulted in a late 2021 construction finish, effectively pushing the completion date out 12 months.

Throughout the project there were also significant unforeseen conditions due to subsurface conditions resulting in several elements of the project needing to be redesigned mid project. Having a collaborative relationship with the contractor allowed for this work to be seamlessly worked into the project schedule without impacts to the completion date.

## How Savings Were Determined

With a shortened project schedule, general conditions, and requirement durations were ultimately reduced. It is also likely that given the unforeseen conditions, a third summer building season would have been needed to complete this project scope under a traditional design-bid-build delivery method. The extension of time would have come at a cost of roughly \$210,000 per month.

## MBE: % and Dollar Value

1.51% | \$439,662

## WBE: % and Dollar Value

6.89% | \$2,009,871

## SDVOB: % and Dollar Value

0.53% | \$153,958

## PLA Use and Justification

No PLA was used.



# Project Mt. Van Hoevenburg Base Lodge & Sliding Sports Facility

Olympic Regional Development Authority | Olympic Sports Complex, Lake Placid, NY

Estimated Construction Completion: August 2021

## Overview

The location of this design-build project is the Mt. Van Hoevenburg Olympic Sports Complex located at 220 Bob Sled Run Lane in the Town of North Elba, Essex County, New York.

The project generally consisted of the design and construction of a new Olympic Sports Complex (OSC) Base Lodge / Competition Building / Bobsled Push Start Facility (collectively, the Complex). The Complex includes a lodge for cross-country skiing programs, biathlon programs, and the sliding sports programs and will operate as a welcome center/information area, with ticketing for existing venue attractions, retail, food service, restrooms, rental equipment, administrative and meeting room space, and a hiking "trailhead."

The OSC Base Lodge houses a Bobsled Push Track system with the track element of the system being approximately 500 feet long and 43 feet wide. The complete system includes all related refrigeration and other associated mechanical/electrical and operational infrastructure.

Proposals were submitted on April 12, 2019, and the project needed to be completed by the beginning of the 2020 ski season. The contract was awarded to The Pike Company on May 29, 2019.

## List of Qualified Bidders

- Epic Management of NY, LLC
- Sano-Rubin Construction Services, LLC
- The Pike Company

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$33,143,015.00

## Explanation of Estimated Cost and Schedule Savings

Cost: Savings were estimated by combining a reduced project duration, design costs, and passing of change order risk to the contractor. It is estimated that by electing to deliver this project using design-build, ORDA reduced project costs by approximately \$2.2M or 6.7% of total project cost.

Schedule: The most notable schedule savings resulting from the design-build approach is that the team was able to start construction three months after award while the balance of the design was still progressing. Not until roughly six months later was the design fully complete, and at that stage the entire structural frame was in place, resulting in roughly a six-month schedule savings. In addition, had this project used design-bid-build, the contract would not have been awarded until late 2019, and the start of construction would have been pushed to 2020, adding schedule and cost to the project.



## How Savings Were Determined

Cost savings were determined based on several factors.

With a shortened project schedule, general conditions and requirement durations were drastically shortened. This would include items such as trailer rentals, staff travel, temp facilities, snow removal, etc.

There was also roughly a 5.5% cost reduction in design to ORDA in comparison to industry norms.

Change order volume was also reduced as only unforeseen conditions or owner requests were acceptable change orders. Error and omissions on the document set were covered by the contractor. For a project of this size, ORDA would typically carry 5% contingency but only needed 2.5% on this project due to the delivery method.

## MBE: % and Dollar Value

7.89% | \$2,615,330

## WBE: % and Dollar Value

5.19% | \$1,721,257

## SDVOB: % and Dollar Value

1.12% | \$369,900

## PLA Use and Justification

No PLA was used.

# Project New NY Bridge for Construction of Governor Mario M. Cuomo Bridge

New York State Thruway Authority

Open to Traffic: September 11, 2018



## Overview

Design-build project for the replacement of the Tappan Zee Bridge with a new 3.1-mile state-of-the-art, twin-span bridge across the Hudson River between Rockland and Westchester Counties. The project was awarded to Tappan Zee Constructors, LLC, a consortium of design, engineering, and construction firms, including Fluor, American Bridge, Granite Construction and Traylor Bros., along with key design firms HDR, Buckland & Taylor, URS, and GZA. More information about this project can be found at <https://mariomcuomobridge.ny.gov/> and <https://www.newnybridge.com/>.

Work commenced on January 18, 2013.

Both spans were opened to traffic on September 11, 2018.

## List of Qualified Bidders

- Tappan Zee Constructors
- Tappan Zee Bridge Partners
- Kiewit-Skanska-Weeks Joint Venture
- Hudson River Bridge Constructors

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$3.98 billion

## Explanation of Estimated Cost and Schedule Savings

\$1.7 billion

Schedule Savings: 12-18 months

## How Savings Were Determined

Cost Savings: Compared to State and federal cost estimates for design-bid-build contract

Schedule Savings: Based on estimate for design-bid-build procurement

## DBE: % and Dollar Value

Because of federal funding, goals for Disadvantaged Business Enterprises (DBE) were set, and SDVOB goals did not apply. DBE goal of 10% - \$314 million.

## PLA Use and Justification

A PLA was used. Based on a due diligence study, using a PLA is estimated to have resulted in \$452M in savings compared with not using a PLA.



# Project Cashless Tolling

## New York State Thruway Authority

### Estimated Construction Completion: December 2, 2021

#### Overview

This project involves the design and construction of “Cashless Tolling” on the New York State Thruway along I-87 from Woodbury to Albany and along I-90 from the Pennsylvania line to the Massachusetts line. The purpose of this project is to replace the existing ticketed tolling system with a non-ticketed cashless tolling system. The conversion to cashless tolling is expected to reduce congestion at the Thruway interchanges and reduce crashes, resulting in time savings (reduced congestion) for travelers and improved safety. The work will involve the installation of an efficient, secure, reliable, and maintainable electronic tolling system for high-speed traffic operations, the removal of existing toll booths, and other improvements to provide safe and efficient access to adjacent connecting roadways, maintenance, tandem parking, and park & ride lots.

The project was awarded to Cashless Tolling Constructors, LLC. Work commenced on August 19, 2019.

The expected completion date is December 2, 2021.

#### List of Qualified Bidders

- Cashless Tolling Constructors, LLC
- Kiewit Infrastructure Co.
- Statewide Civil, LLC

#### About the Procurement Process

Two-step process (RFQ and RFP)

#### Total Cost of Project

\$355,357,573

#### Explanation of Estimated Cost and Schedule Savings

\$20 Million

Schedule Savings: 2 years

#### How Savings Were Determined

The cost savings is based on the difference between the Authority’s cost estimate and the cost submitted by the winning bidder.

Schedule savings are based on the difference between the schedule for a comparable design-bid-build procurement and the contractor’s proposed schedule.

#### MBE: % and Dollar Value

10% - \$35,535,757

#### WBE: % and Dollar Value

10% - \$35,535,757

#### SDVOB: % and Dollar Value

0.5% - \$1,776,788

#### PLA Use and Justification

No PLA was used.



# Project Deck Replacements for 3 Bridges

Department of Transportation | New York City Region

Construction Complete: December 2018

## Overview

The work for this project included three full superstructure deck replacements at Randall Avenue over Throgs Neck Expressway, Lefferts Boulevard over the Belt Parkway/South Conduit Avenue and 86th Street over the Gowanus Expressway, which included superstructure and substructure repairs. All fencing, parapets, and sidewalks were replaced as part of this project with the decks. Bridge railings, bearings, sign structures, and lighting were replaced/repaired.

## List of Qualified Bidders

- Defoe Corp. with HAKS Engineering
- El Sol Contracting & Construction Corp. with Ammann/Whitney Consulting
- Posillico Civil Inc. with Greenman-Pedersen

## Successful Team

- Posillico Civil Inc. with Greenman-Pedersen

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$53,111,943

## Explanation of Estimated Cost and Schedule Savings

24 months project savings due to earlier letting date.

## How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

15.00% DBE Goal - \$7,405,435

15.05% DBE Commitment at award - \$7,430,000

16.19% DBE Attainment - \$7,993,645

## PLA Use and Justification

No PLA was used.





# Project Rehabilitation of 3 Bridges along the Cross Bronx Expressway

Department of Transportation | Highbridge Interchange, Alexander Hamilton Bridge, New York City Region  
Construction Complete: July 2019

## Overview

The work for this project included rehabilitation of three ramp bridge structures and on-grade roadways. The following ramps at the Alexander Hamilton Bridge Highbridge Interchange were included: Southbound Interstate 95 to Northbound Interstate 87 over Sedgwick Ave; Southbound Interstate -95 to Southbound Interstate-87 crossing Interstate 87; and Southbound Interstate-87 to Northbound Interstate-95 crossing Interstate. The scope included replacement of concrete deck, substructure, bearings, drainage, sign structures, and lighting. Limited painting, superstructure steel repairs, and substructure concrete repairs were also included.

## List of Qualified Bidders

- El Sol Contracting & Construction with AECOM and LiRo
- Halmar International, LLC. With Hardesty & Hanover, LLC
- Lane/Defoe/Transit (JV) with Michael Baker Engineering Inc.
- Posillico Civil Inc. with STV
- Tully Construction Co Inc. with HNTB

## Successful Team

- Posillico Civil Inc. with STV

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$138,780,000

## Explanation of Estimated Cost and Schedule Savings

24 months

## How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

15.00% DBE Goal - \$20,817,000

16.62% DBE Commitment at award - \$23,063,232

21.27% DBE Attainment - \$29,520,665

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.



# Project Nassau Expressway Operational & Resiliency Improvements

Department of Transportation | Long Island Region

Construction Complete: May 2020

## Overview

The work for this project included operational and resiliency improvements on the Nassau Expressway between Rockaway Turnpike and Burnside Avenue, including tie-ins at the intersections. The scope included raising the roadway above the 100-year base flood elevation as part of the Emergency Coastal Storm Evacuation Route, new storm water drainage systems and pavement reconstruction, installation of new traffic signals, and construction of a shared use path for bicyclists and pedestrians.

## List of Qualified Bidders

- Halmar International, LLC with Gannet Fleming
- Posillico Civil/Grace Industries JV with Lockwood, Kessler & Barlett/Greenman-Pedersen, Inc.
- The Lane Construction Company with Michael Baker Engineering, Inc.
- Tully Construction Company, Inc. with AECOM USA, Inc.

## Successful Team

- Tully Construction Company, Inc. with AECOM USA, Inc.

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$93,472,820

## Explanation of Estimated Cost and Schedule Savings

\$36 million/18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

14.00% DBE Goal - \$13,090,000

14.08% DBE Commitment at award - \$13,162,601

11.91% DBE Attainment - \$11,137,280

## PLA Use and Justification

No PLA was used.





# Project Woodbury Road, Transit & Economic Development Hub

Department of Transportation | Route 17 at Route 32/Exit 131, Mid-Hudson Region

Construction Complete: June 2020

## Overview

The work for this project included the reconstruction of the Route 17 at Route 32 (Exit 131) interchange to meet Interstate standards. The scope included construction of a grade separated access point to and from Woodbury Common Premium Outlet, reconstruction of the Exit 131 eastbound ramp system, reconstruction of Nininger Road (County Route 64) and the Exit 131 westbound ramp system, reconstruction of Route 17 (Future I-86) from US Route 6 (Exit 130A) to the Harriman Toll Plaza, replacement of the bridge carrying Route 32 across Route 17, increasing clearance under the bridge carrying US 6 over Route 17 to Interstate standards, reconstruction of Route 17 from Commerce Drive to Route 32, reconstruction of Route 32 from Route 17 to Turner Road, resurfacing Route 32 from Turner Road to a point one half mile north towards Central Valley, and internal roadway improvements to the Monroe-Woodbury Central School District campus. The successful team proposed a Diverging Diamond Interchange to meet the project requirements for the interchange reconstruction.

## List of Qualified Bidders

- A Servidone, Inc./B Anthony Construction Corp. JV with Henningson, Durham & Richardson
- ECCO III Enterprise, Inc. with VHB
- L & T Construction with STV Incorporated with STV
- Schiavone Construction Co LLC with Stantec Consulting Services Inc.
- Yonkers Contracting Company, Inc. with HNTB

## Successful Team

- Yonkers Contracting Company, Inc. with HNTB

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$140,468,619

## Explanation of Estimated Cost and Schedule Savings

\$9.889 million/48 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

14.00% DBE Goal - \$18,775,540

6.74% DBE Commitment at award - \$9,039,515

17.60% DBE Attainment - \$23,665,284

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.



# Project Rehabilitation of Bruckner Boulevard Viaduct

Department of Transportation | Interstate 278, New York City Region

Construction Complete: September 2020

## Overview

The work for this project included rehabilitation of six bridge decks: Interstate-278 over Bruckner Boulevard; Robert F. Kennedy (RFK) Bridge ramp to Interstate 278 Northbound over Bruckner Boulevard; Interstate 278 Southbound ramp to RFK Bridge over Bruckner Boulevard; Interstate 278 Southbound ramp to Major Deegan Expressway over the Bruckner Boulevard and Cypress Avenue; 138th Street to Interstate 278 Northbound over Bruckner Boulevard; and the RFK Bridge ramp to Northbound Major Deegan Expressway over Interstate 278. The scope included replacement of concrete deck and repair of concrete pier columns, bearings, pedestals and other structural work, as well as structural steel painting and miscellaneous structural work.

## List of Qualified Bidders

- CCA Civil, Inc. With Buckland Taylor/VHB
- El Sol Contracting Construction Corp./Judlau Contracting, Inc. JV with Parsons Transportation Group of NY, Inc.
- Halmar International LLC with Hardesty & Hanover, LLC
- Tully Construction Co., Inc./Posillico Civil, Inc. JV with HNTB
- Yonkers Contracting Company with Henningson, Durham & Richardson

## Successful Team

- Tully Construction Co., Inc./Posillico Civil, Inc. JV with HNTB

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$205,920,000

## Explanation of Estimated Cost and Schedule Savings

\$12.7 million/24 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

14.00% DBE Goal - \$28,583,800

13.01% DBE Commitment at award - \$26,555,961

9.40% DBE Attainment to date - \$19,128,074

(Project is 97% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.





# Project Rehabilitation of 5 Bridges on Interstate 278

Department of Transportation | New York City Region

Construction Complete: September 2020

## Overview

The work for this project required deck replacement and associated repairs for the following structures: Interstate 278 (Staten Island Expressway) Eastbound and Westbound over Mosel Avenue in Richmond County; Interstate 278 (Staten Island Expressway) Eastbound and Westbound service roads over the Staten Island Railway in Richmond County; and 79th Street over Interstate 278 in Kings County. The project objectives were to replace the concrete bridge decks, repair concrete substructures, repair or replace bearings, and repair other deteriorated elements to assure continued safe operations. Deck joints were required to be eliminated to provide a better ride for the traveling public. The successful design build team proposed all new structures vs. deck replacement and repairs at all locations.

## List of Qualified Bidders

- CCA Civil, Inc. with Greenman-Pedersen, Inc.
- El Sol Contracting & Construction Corp. with Hardesty & Hanover, LLC
- Perfetto Contracting Co., Inc. with HAKS

## Successful Team

- CCA Civil, Inc. with Greenman-Pedersen, Inc.

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$77,969,790

## Explanation of Estimated Cost and Schedule Savings

\$25 million/18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

15.00% DBE Goal - \$11,695,468

5.62% DBE Commitment at award - \$4,385,000

16.41% DBE Attainment - \$12,793,373

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.



# Project Buffalo Exchange Street Station

Department of Transportation | Western New York Region

Construction Complete: April 2021

## Overview

The work for this project included the design and construction of a new downtown Buffalo train station in the vicinity of the existing train station, including: architectural design, engineering, and construction of a new train station, railroad tracks and high-level platform and canopy; pedestrian passageway (bridge over track) construction and pedestrian and bicycle access and amenities; ramp, stair, and elevator construction; and signing and parking area markings.

## List of Qualified Bidders

- Hohl Scrufari Train Station LLC with Mott MacDonald/Foit-Albert Associates
- Union Concrete and Construction Corp. with LaBella Associates, PC

## Successful Team

- Hohl Scrufari Train Station LLC with Mott MacDonald/Foit-Albert Associates.

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$27,650,000

## Explanation of Estimated Cost and Schedule Savings

\$8.9 million/24 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## MBE: % and Dollar Value

12.00% Goal - \$3,318,000

8.25% Commitment at award - \$2,281,400

6.22% Attainment to date - \$1,712,839

(Project is 95% complete)

## WBE: % and Dollar Value

18.00% Goal - \$4,977,000

13.93% Commitment at award - \$3,851,000

20.49% Attainment to date - \$5,666,225

(Project is 95% complete)

## SDVOB: % and Dollar Value

SDVOB goals were not required at this time, but the contractor did use SDVOB subcontractors amounting to \$47,583 in payments.

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.





# Project Interstate 390 Interchange Improvements at Interstate 490

Stages 3 and 4 | Department of Transportation | Finger Lakes Region

Estimated Construction Completion: October 2021

## Overview

The project included construction of a new two-lane Interstate 390 Southbound flyover over the main interchange; completion of Lyell Avenue improvements west of Interstate 390 to Howard Avenue; replacement of the Buffalo Road (Route 33) bridge over Interstate 390; rehabilitation of pavement on Interstate 390 and Interstate 490 within the project limits; and installation of noise walls.

## List of Qualified Bidders

- Cold Spring Construction Co. with Erdman Anthony and Gannett Fleming
- Crane Hogan Structural Systems with T.Y. Lin International and Stantec
- Lancaster Development and Tully Construction Co dba L&T Construction with KC Engineering
- Union Concrete/DA Collins JV with Hardesty and Hanover LLC

## Successful Team

- Cold Spring Construction Co. with Erdman Anthony and Gannett Fleming

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$86,274,000

## Explanation of Estimated Cost and Schedule Savings

24 months

## How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

12.00% DBE Goal - \$10,352,880

10.07% DBE Commitment at award - \$8,690,388

7.42% DBE Attainment to date - \$5,490,565

(Project is 64% complete)

## PLA Use and Justification

No PLA was used.



# Project Kew Gardens Interchange Infrastructure & Operational Improvement

Department of Transportation | New York City Region

Estimated Construction Completion: March 2022

## Overview

The work for this project will include six full bridge replacements consisting of demolition of the existing structures and complete construction of the replacement bridges. In addition, the construction of five new bridges and alignment modifications were required to provide operational improvements to the Grand Central Parkway (GCP), Jackie Robinson Parkway (JRP), and Union Turnpike (UTP) in the Kew Gardens Interchange. Three existing stop conditions are removed at the following locations: Westbound UTP to Westbound GCP – Eliminate stop condition, add acceleration lane; Eastbound GCP to Westbound JRP – Eliminate stop condition, improve geometry and stopping sight distance; Eastbound JRP to Westbound GCP – Eliminate stop condition, improve geometry and stopping sight distance. The highway work also included the realignment of the existing mainline roadways and the interconnecting ramps within the interchange. The project also included construction of cut-and-fill type earth-retaining structures and approach work to tie into the new bridge structures.

## List of Qualified Bidders

- Halmar International, LLC with Henningson, Durham & Richardson/KC Engineering
- Kew Interchange Constructors, JV with Stantec/Greenman-Pedersen
- Skanska ECCO III KGI, JV with HNTB
- Tully Granite, JV with STV Inc.

## Successful Team

- Halmar International, LLC with Henningson, Durham & Richardson/KC Engineering

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$365,706,001

## Explanation of Estimated Cost and Schedule Savings

24 months

## How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

14.00% DBE Goal - \$51,198,840

6.08% DBE Commitment at award - \$22,225,000

10.77% DBE Attainment to date - \$35,746,311

(Project is 73% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.





# Project Lower Westchester Bridge Bundle

Department of Transportation | Mid-Hudson Region

Estimated Construction Completion: March 2022

## Overview

The work for this project included five bridge replacements, which include demolition of existing structures and complete construction of the replacement bridges. The new bridges require larger spans to increase the hydraulic opening of the structures. The structures include: Lincoln Avenue over the Hutchinson River Parkway and Hutchinson River; Saw Mill River Parkway in both directions crossing the Saw Mill River; and US Route 1 crossing the Mamaroneck River. Highway work for the full replacement bridges is significant and will include approach work to tie into the new structures. The project also includes full reconstruction of portions the Hutchinson River and Saw Mill River Parkways and may include significant drainage work and a culvert replacement.

## List of Qualified Bidders

- ECCO III Enterprises with Michael Baker Engineering
- Halmar International with MG McLaren
- Michels/A. Servidone, Inc./B Anthony Constructors II, LLC with KC Engineering
- Posillico Civil, Inc with Parsons Transportation Group of New York

## Successful Team

- Halmar International with MG McLaren

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$115,252,242

## Explanation of Estimated Cost and Schedule Savings

\$7.6 million/18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

14.00% DBE Goal - \$16,135,314

5.82% DBE Commitment at award - \$6,703,960

2.99% DBE Attainment to date - \$2,583,903

(Project is 25% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.



# Project Hunts Point Interstate Access Improvement Project

Contract 1 | Department of Transportation | New York City Region

Estimated Construction Completion: November 2022

## Overview

The first of three contracts, the work for this contract includes three new ramps to and from Edgewater Road to allow Eastbound traffic from the Bruckner Expressway and Southbound traffic from Sheridan Boulevard to access the Hunts Point Peninsula and to allow traffic to exit the Hunts Point Peninsula onto Northbound Sheridan Boulevard; partial replacement of one pedestrian bridge at Bryant Avenue and Bruckner Boulevard; demolition of the two Westbound truss bridges and one Eastbound bridge and replacing with new bridges; and, relocation of the Eastbound entrance ramp by Whittier Street to the East of the Bronx River Avenue bridge. The intersection of Hunts Point Avenue and Bruckner Boulevard is being redesigned with wider medians and shorter crosswalks to improve pedestrian crossings. Several local street intersections within the Hunts Point Peninsula are being reconstructed to provide improved pedestrian access. In addition, deck replacement of Bruckner Expressway viaduct within the project limit is also included. The new ramps to Edgewater Road, the westbound truss bridges and adjacent eastbound bridge, and the pedestrian bridge span Amtrak and CSX tracks. A shared-use path for pedestrians and bicyclists connecting Garrison Park and Concrete Plant Park will also be constructed with a new railroad pedestrian crossing.

## List of Qualified Bidders

- Granite Tully JV with HNTB
- HC Constructors, JV with WSP USA, Inc.
- Kiewit Infrastructure Co. with Henningston, Durham & Richardson
- Skanska ECCOO III HPA JV with JMT of NY

## Successful Team

- Skanska ECCOO III HPA JV with JMT of NY

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$459,710,000

## Explanation of Estimated Cost and Schedule Savings

\$91 million/ 18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB did not apply.

14.00% DBE Goal - \$64,359,400

5.43% DBE Commitment at award - \$24,965,000

4.57% DBE Attainment to date - \$17,156,249

(Project is 41% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.





# Project Hunts Point Interstate Access Improvement

Contract 2 | Department of Transportation | New York City Region

Estimated Construction Completion: August 2023

## Overview

The second of three contracts, this project includes widening and reconfiguration of the Bruckner Expressway; removal of the Exit 48 ramp from Westbound Bruckner Expressway to 138th Street; construction of two new ramps from Leggett Avenue to Westbound Bruckner Expressway, and from Westbound Bruckner Expressway to Leggett Avenue; widening of the Bruckner Expressway from Barretto Street to the new ramp to accommodate additional lanes; rehabilitation of Bruckner Expressway Viaduct from East 141st Street to Barretto Street (1.25 miles), including deck replacement and improvements to existing piers; and pavement rehabilitation on Bruckner Boulevard from 138th Street to Barretto Street. The project also includes the redesign of local street intersections with wider medians and shorter crosswalks to improve pedestrian safety and construction of a shared-use path along the Bruckner Boulevard median between 138th Street and Barretto Street.

## List of Qualified Bidders

- El Sol/DeFoe JV with Greenman-Pedersen
- HDS Constructors JV with WSP USA
- Tully/Posillico JV with HNTB
- Yonkers-Lane JV with Stantec and KC Engineering

## Successful Team

- El Sol/DeFoe JV with Greenman-Pedersen

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$518,007,902

## Explanation of Estimated Cost and Schedule Savings

\$100 million/ 18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## MBE: % and Dollar Value

13.00% Goal - \$67,341,027  
12.97% Commitment at award - \$67,200,000  
0.65% Attainment to date  
(Project is 7% complete)

## WBE: % and Dollar Value

8.00% Goal - \$41,440,632  
4.26% Commitment at award - \$22,070,000  
0.05% Attainment to date  
(Project is 7% complete)

## SDVOB: % and Dollar Value

3.00% Goal - \$15,540,237  
3.09% Commitment at award - \$16,000,000  
0.01% Attainment to date  
(Project is 7% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, and quantifiable savings estimated by a feasibility study.



# Project Van Wyck Expressway Capacity & Access Improvements

John F. Kennedy International Airport, Contract 1 | Department of Transportation | New York City Region

Estimated Construction Completion: September 2023

Overview

The first of three contracts, the work for this project includes the replacement and retrofit of the superstructure and substructure on nine bridges over the Van Wyck Expressway in order to prepare for the future widening of the Van Wyc Expressway mainline between Hoover Avenue and the southern end of Federal Circle. The project also includes intersection improvements to ensure Americans with Disabilities Act compliance. The following bridges are included in this Contract: Hillside Avenue, Jamaica Avenue, 101st Street, Liberty Avenue, 109th Street, Linden Boulevard, Foch Boulevard, Rockaway Boulevard, and 133rd Avenue.

List of Qualified Bidders

- CF Constructors (EE Cruz and Flatiron JV) with BTMI Engineering/Michael Baker Engineering Inc.
- Halmar International LLC with Jacobs Civil Consultants
- Lane-Schiavone VWE JV with HNTB
- Posillico/El Sol JV with Dewberry/Greenman-Pedersen Inc.
- Skanska ECCO III VWE JV with AECOM

Successful Team

- Posillico/El Sol JV with Dewberry/Greenman-Pedersen Inc.

About the Procurement Process

Two-step process (RFQ and RFP)

Total Cost of Project

\$341,955,557

Explanation of Estimated Cost and Schedule Savings

18 months

How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

MBE: % and Dollar Value

- 10.00% Goal - \$34,195,556
- 13.10% Commitment at award - \$44,800,000
- 2.09% Attainment to date - \$4,577,644 (Project is 16% complete)

WBE: % and Dollar Value

- 10.00% Goal - \$34,195,556
- 3.64% Commitment at award - \$12,440,000
- 0.53% Attainment to date - \$958,804 (Project is 16% complete)

SDVOB: % and Dollar Value

SDVOB goals were not required at this time.

PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.





# Project Van Wyck Expressway Capacity & Access Improvements

John F. Kennedy International Airport, Contract 2 | Department of Transportation | New York City Region  
Estimated Construction Completion: April 2024

## Overview

The second of three contracts, the work for this project includes the replacement of one Long Island Rail Road bridge, rehabilitation and retrofit of two additional Long Island Rail Road bridges, and replacement of one bridge over the Van Wyck Expressway. The work includes the relocation of existing piers in order to accommodate future Van Wyck Expressway widening, abutments strengthening, center pier reconstruction or strengthening in place, installation of new bearings, and replacement of the Atlantic Avenue bridge crossing the Van Wyck Expressway, including superstructure and substructure replacement in order to accommodate future Van Wyck Expressway widening.

## List of Qualified Bidders

- Halmar International LLC with Henningson, Durham & Richardson
- Schiaivone-Lane VWE2 JV with Stantec
- Skanska ECCO III VWE2 JV with AECOM

## Successful Team

- Halmar International LLC with Henningson, Durham & Richardson

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$318,552,129

## Explanation of Estimated Cost and Schedule Savings

\$170 million/ 18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department’s estimate and the contractor’s submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor’s proposed schedule.

## MBE: % and Dollar Value

8.00% Goal - \$25,484,170  
1.39% Commitment at award - \$4,441,000  
0.08% Attainment to date - \$120,953  
(Project is 5% complete)

## WBE: % and Dollar Value

8.00% Goal - \$25,484,170  
5.79% Commitment at award - \$18,439,535  
0.09% Attainment to date  
(Project is 5% complete)

## SDVOB: % and Dollar Value

6.00% Goal - \$19,113,128  
0.36% Commitment at award - \$1,137,000  
0.00% Attainment to date  
(Project is 5% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.



Project

Van Wyck Expressway Capacity Improvements

Contract 3 - As Planned | Department of Transportation | New York City Region

Estimated Construction Completion: March 2025

Overview

The third of three contracts, the work for this project will include the construction of a fourth lane on the Van Wyck Expressway between Hoover Avenue and Federal Circle. The additional lane in each direction will be a managed-use lane with high-occupancy vehicle restrictions. In addition to the mainline widening, the project will reconstruct, remove, or relocate the exit and entrance ramps within the project limits to address geometric and operational deficiencies, will reconstruct/replace eight existing bridges and construct one new bridge. The bridges included in this project are: Van Wyck Expressway in both directions over North Federal Circle; the Southbound Van Wyck Expressway managed-use lane over the Van Wyck Expressway Southbound Exit ramp; Van Wyck Expressway Northbound over Van Wyck Expressway Southbound Exit ramp; Nassau Expressway over the Van Wyck Expressway; Van Wyck Expressway Northbound and Southbound over South Conduit Avenue; Van Wyck Expressway Northbound and Southbound over Belt Parkway; Van Wyck Expressway Northbound and Southbound over North Conduit Avenue; 86th Avenue Pedestrian Bridge over the Van Wyck Expressway; and Van Wyck Expressway Southbound over Northbound Main Street.

Existing entrance and exit ramps in the northbound and southbound directions will be either reconstructed in place, removed, or relocated. Ramps will be removed at Atlantic Avenue/94th Street, Liberty Avenue and 101st Street. New ramps will be constructed between Atlantic Avenue and Jamaica Avenue, and between Atlantic Avenue and 101st Street.

This contract also includes construction of retaining walls, installation of noise barriers, construction of a managed-use lane, full-depth pavement reconstruction and resurfacing, new drainage structures, replacement and/or relocation of utilities, lighting, intelligent transportation systems, signing, pavement markings, and landscaping; construction of a new ventilation shaft and access hallway for the existing NYCT Rectifier Room located between Southbound Van Wyck Expressway and Southbound Van Wyck Expressway entrance ramp from Main Street at 86th Avenue; and construction of approximately 2,065 ft of a double barrel storm sewer (14'-6" x 10'-0" each).

About the Procurement Process

Two-step process (RFQ and RFP)

Total Cost of Project

\$700,000,000 (Engineer's Estimate)

PLA Use and Justification

TBD