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Memorandum

TO: BATA Oversight Committee

DATE: September 2, 2015

FR: Executive Director

W. I. 1256


RE: Toll Bridge Seismic Retrofit Program Update

Staff will provide to the Committee an update on the San Francisco-Oakland Bay Bridge East Span Seismic Replacement Project.

- A. On the Self-Anchored Suspension Span, contract acceptance is pending resolution of discovery of water within the tower anchor rod sleeves. The TBPOC directed Caltrans to develop a comprehensive testing plan and protocol for the tower foundation rods, in cooperation with the independent bolt review team, the Seismic Safety Peer Review Panel, and steel fastener and marine foundation experts from the Federal Highway Administration. The TBPOC has authorized more than \$4 million for these testing activities and additional investigations. We will provide reports on this investigation at our regular public meetings.
- B. On dismantling of the old span superstructure, Caltrans is proceeding on a number of contracts to remove the old bridge. The main cantilever truss and Yerba Buena Island detour structures are almost completely removed and construction of the new eastbound on-ramp and bicycle/pedestrian path from the island is on-going. Dismantling of the 504' trusses has commenced with removal of the upper deck roadway.
- C. On marine foundation removal, Caltrans has been in discussions with environmental regulatory agencies to remove the Pier E3 footing by implosion versus conventional means (i.e. jackhammers). We believe the implosion process will have the least amount of impact on the environment and to be less costly. The implosion process will be demonstrated on Pier E3 and, if successful, repeated on the remainder of the bridge foundations. While work has commenced on the above water work with a goal to perform the implosion in November 2015, Caltrans is still awaiting permits and approvals from regulatory agencies. A significant cost increase is expected should the implosion process not be approved by regulatory agencies or is not successful in the removal of the foundation.
- D. The program contingency is currently \$135 million in accordance with the TBPOC approved budget. As of the end of the second quarter of 2015, the 50 percent probable draw on program contingency is \$241 million. Two of the greatest outstanding risks are (1) increased risk that capital outlay support (COS) costs will grow due to the tower foundation rod investigation and other unanticipated work, and (2) increased risk that even the lower capital outlay (CO) cost of the implosion demolition alternative will be more expensive than what was assumed in prior estimates of the marine foundation work.

The TBPOC is actively exploring various strategies to reduce both the COS and CO cost to bring the risk forecast and contingency balance back into better alignment. Recently, we have

reevaluated COS staffing levels and have dramatically reduced staffing for the upcoming fiscal years. The reduction will put downward pressure on future COS costs.



Steve Henfinger

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