

M e m o r a n d u m**To:** CHAIR AND COMMISSIONERS**CTC Meeting:** October 8, 2014**Reference No.:** 3.12
Information**From:** Andre Boutros
Executive Director**Subject:** **San Francisco Bay Area Toll Bridge Seismic Retrofit Program - 2014 Second Quarter Project Progress and Financial Update**

Summary: With the September 2, 2013 opening of the new east span of the San Francisco-Oakland Bay Bridge to traffic, all seven state-owned toll bridges in the Bay Area have achieved seismic safety, via either retrofit or replacement of structure.

Self Anchored Suspension (SAS) span –

- American Bridge/Flour (ABF) the prime contractor is working through punch-list items as it demobilizes and will achieve SAS construction contract acceptance by the end of the year.
- At the August 2014 Toll Bridge Program Oversight Committee (TBPOC) meeting, the A354BD Rod Review Team presented preliminary findings from the testing program on the A354BD steel rods utilized in the construction of the SAS. The preliminary findings indicate that the remaining SAS rods are consistent with the bridge's design requirements, assuming certain proper corrosion protection is maintained.
- The A354BD Rod Review Team report is planned for distribution at the TBPOC's September 30, 2014 meeting and the TBPOC is expected to take action on the disposition on the rods at its November 4, 2014 meeting.

Dismantling of the old span -

- The main cantilever truss section was cut in half and continues to be disassembled along with the Yerba Buena Island (YBI) Detour S-curve. Once the cantilever truss and S-curve are removed, the eastbound YBI on-ramp and bicycle/pedestrian pathway will be constructed.
- A construction manager general contractor (CMGC) contract to implode the main cantilever foundation as a test program was awarded this past July. If successful, the implosion technique will be utilized to remove other similar bridge marine foundations in the marine foundation demolition contract.
- The 504/288 superstructure demolition contract is planned for advertisement by the end of the year to be followed by the marine foundation demolition contract.

Background: Assembly Bill 144 (Statutes of 2005, Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to exercise project oversight and control over the Toll Bridge Seismic Retrofit Program. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight and control activities include review and approval of contract bid documents, contract change orders and resolution of major project issues.