

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

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Information

From: WILL KEMPTON
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Subject: **Toll Bridge Seismic Retrofit Program - 2015 Second Quarter Progress and Financial Update**

SUMMARY: All state-owned toll bridges have achieved seismic safety, via either retrofit or replacement of structure. Although bridge seismic safety has been achieved, project closeouts and follow up projects like the demolition of the old Bay Bridge are ongoing. The following summarizes key issues on some of the remaining contracts:

Self Anchored Suspension (SAS) span –

- The SAS contractor, American Bridge/Fluor Enterprises Joint Venture, has completed all bridge construction activities and has vacated the construction site. Contract acceptance is pending resolution of issues associated with the discovery of water in the tower foundation anchor rod sleeves.
- The Toll Bridge Program Oversight Committee (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 marine foundation experts with assistance from the Federal Highway Administration. The TBPOC has authorized \$4 million for rod testing activities and investigation of water intrusion into the SAS tower foundation. Reports on the rod tests and investigations will be provided in future quarterly reports.

Dismantling of the old span -

- The old bridge's main cantilever truss and the Yerba Buena Island detour structure have been removed. Construction of the new eastbound on-ramp and bicycle/pedestrian path is ongoing and is scheduled to be completed in December 2015. Dismantling of the 504' and 288' truss sections back to the Oakland shoreline has started.
- Caltrans is recommending that the hollow caissons marine foundations be imploded in place to a point below the mud line of the bay. The implosion method is thought to be less environmentally damaging to the bay than the traditional means of building cofferdams and jack hammering the concrete. The implosion method will be demonstrated on Pier E3 and if successful repeated on the other caisson foundations. The demonstration implosion is scheduled for November 2015, but is still awaiting permits and approvals from regulatory agencies.
- The TBPOC has requested and Caltrans has agreed to be innovative in overseeing the old bridge dismantling contracts. Caltrans has decided to reduce the number of state and consultant personnel that will administer the demolition contracts, thus saving approximately \$10 million in capital outlay support costs.

BACKGROUND: Assembly Bill 144 (Statutes of 2005, Hancock) created the 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.