

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16, 2016

Reference No.: 3.11
Information

From: WILL KEMPTON
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Subject: **Toll Bridge Seismic Retrofit Program - 2015 Fourth Quarter Progress and Financials 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 –

- Caltrans is in the process of closing out the SAS contract with the joint venture American Bridge/Fluor (ABF). The closeout is under terms and conditions consistent with the Toll Bridge Program Oversight Committee's (TBPOC's) findings that three parties – contractor, designer and Caltrans – are responsible for the failure of the rods on Pier E-2 and for the \$24 million cost to replace the functionality of the failed rods.
- The TBPOC reserved the right to pursue claims against the contractors and designer pending results of the SAS tower foundation rod investigation currently underway. The TBPOC will provide reports on the tower rod investigation at its regular public meetings.

Dismantling of the old span -

- Construction completion of the new Yerba Buena Island eastbound on-ramp and bicycle/pedestrian path is delayed until end of July 2016. Dismantling of the 504' and 288' truss sections back to the Oakland shoreline has started with the successful lowering of the first 504' truss onto barges on February 5, 2016.
- Caltrans in early November 2015 successfully removed the old Pier E-3 footing by implosion with minimal environmental impact. Caltrans is now in the process of seeking environmental approvals for the removal of the remaining marine foundation piers by the implosion process.

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.