

Toll Bridge Seismic Retrofit Program

2010 Second Quarter Bay Area Toll Bridge Progress and Financial Report



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Oversight Committee (TBPOC)

- **Steve Heminger, Chair**
Executive Director, BATA
- **Bimla Rhinehart, Vice Chair**
Executive Director, CTC
- **Cindy McKim**
Director, Caltrans



Toll Bridge Program Management Team (PMT)

- **Tony Anizano**
TBSRP Program Manager, Caltrans
- **Andrew Fremier**
Deputy Executive Director, BATA
- **Stephen Maller**
Deputy Director, CTC



Self Anchored Suspension Span Construction Status (In San Francisco Bay)



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Tower Installation



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Tilting Apparatus for Tower Lift



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Tower Lift



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Tower Lift Lowering



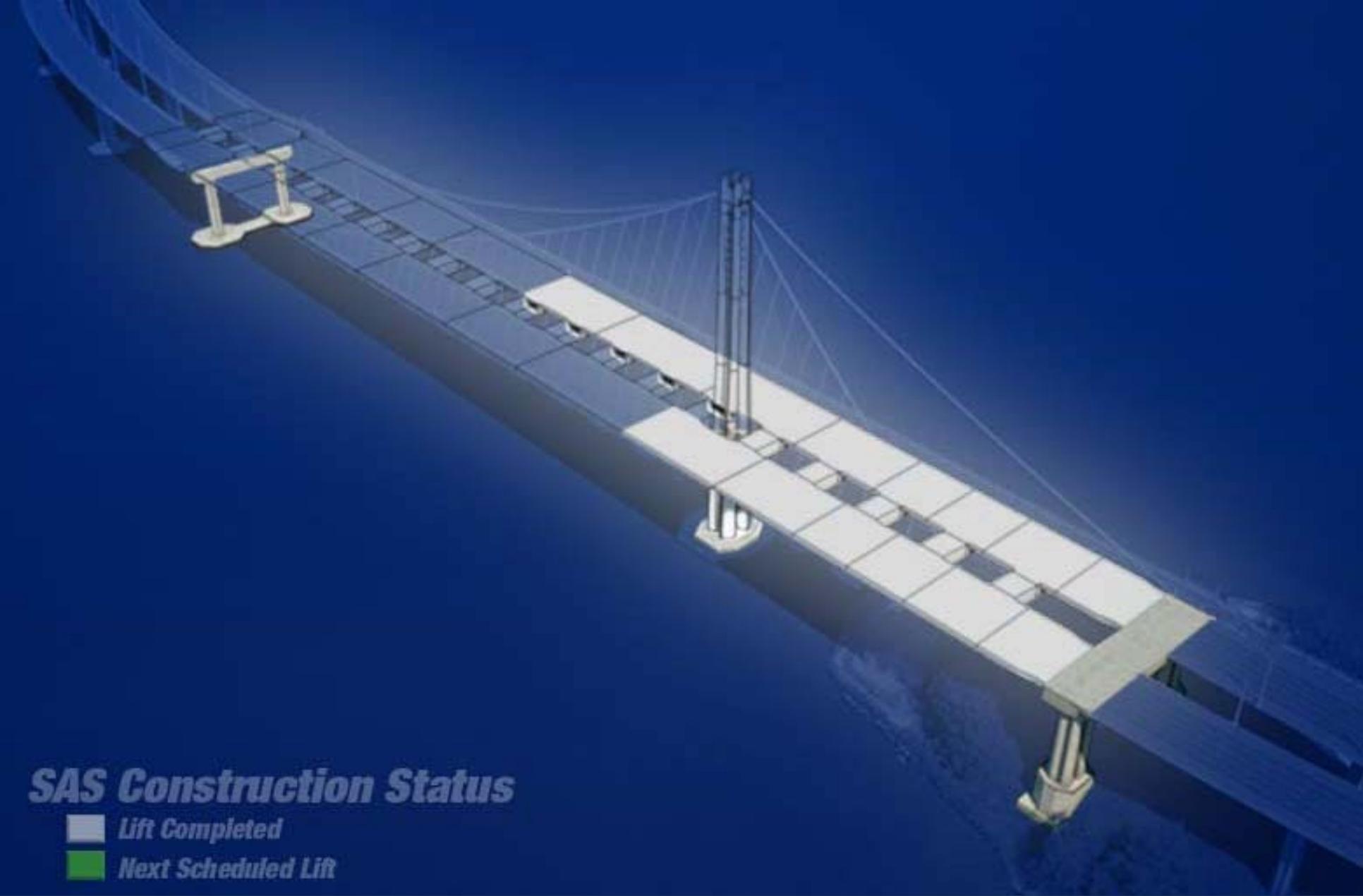
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Installation of Roadway Lift 7 East



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Installation of Roadway Lift 7 East



SAS Construction Status

-  *Lift Completed*
-  *Next Scheduled Lift*



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SAS Construction Status

SAS Fabrication Status (China)



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Tower Lift 2 Segments on Dock



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Fabrication of Final Deck Panels



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Anchorage Box Lift 13W in Assembly Jig



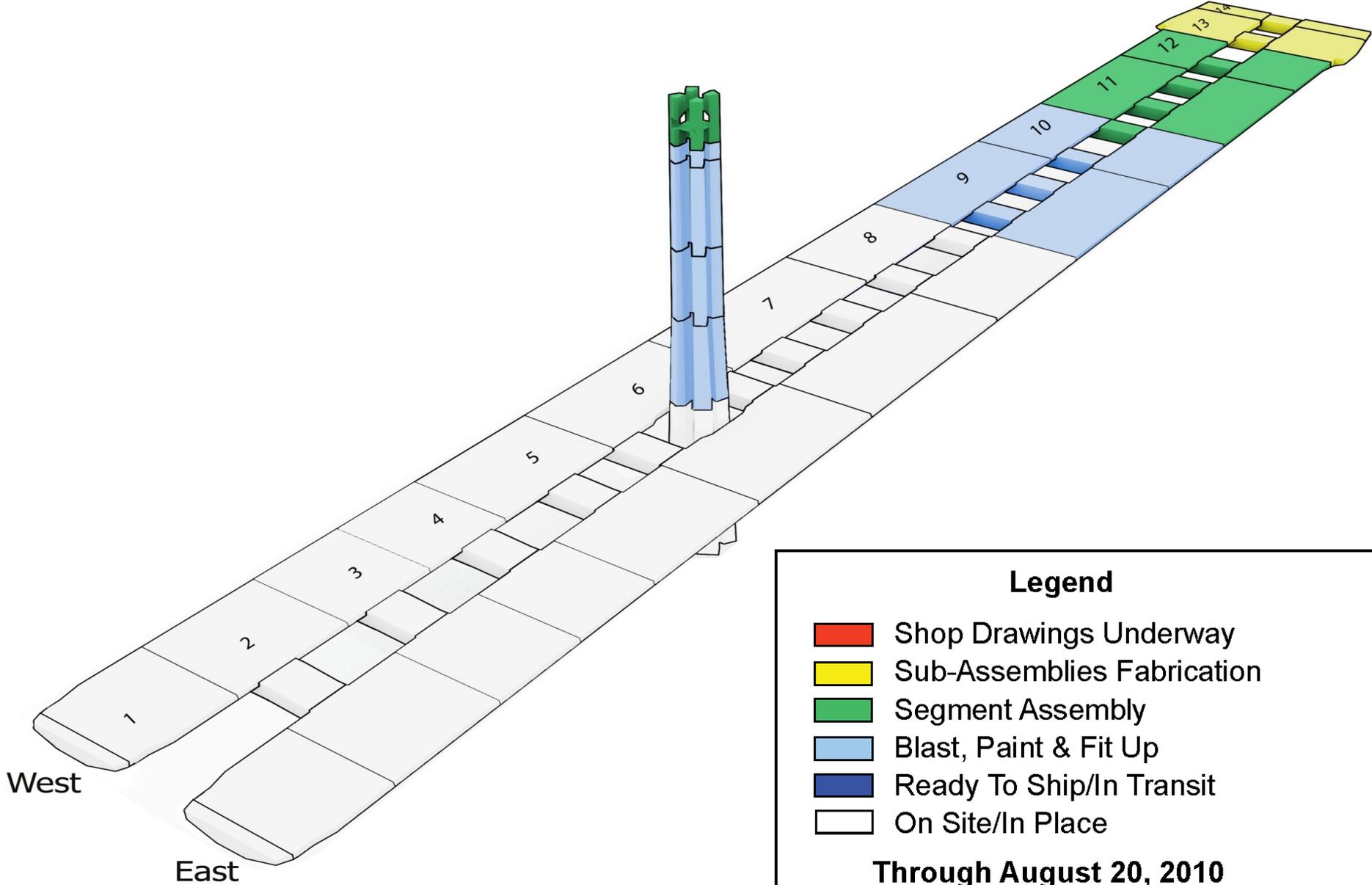
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Roadway Boxes in Trail Assembly Area



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Roadway Boxes in Trail Assembly Area



East End Anchorage Boxes



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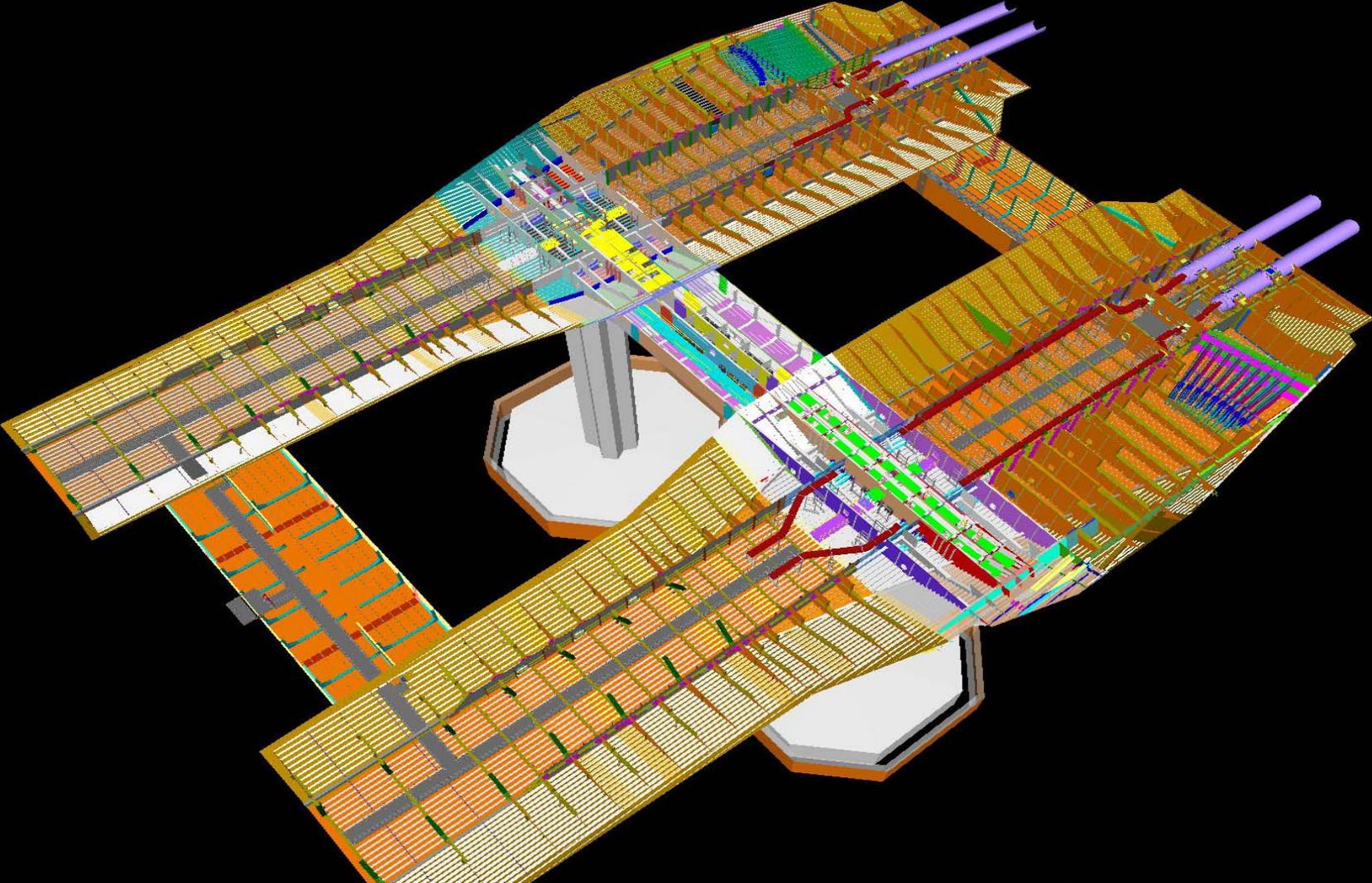
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East End Challenges

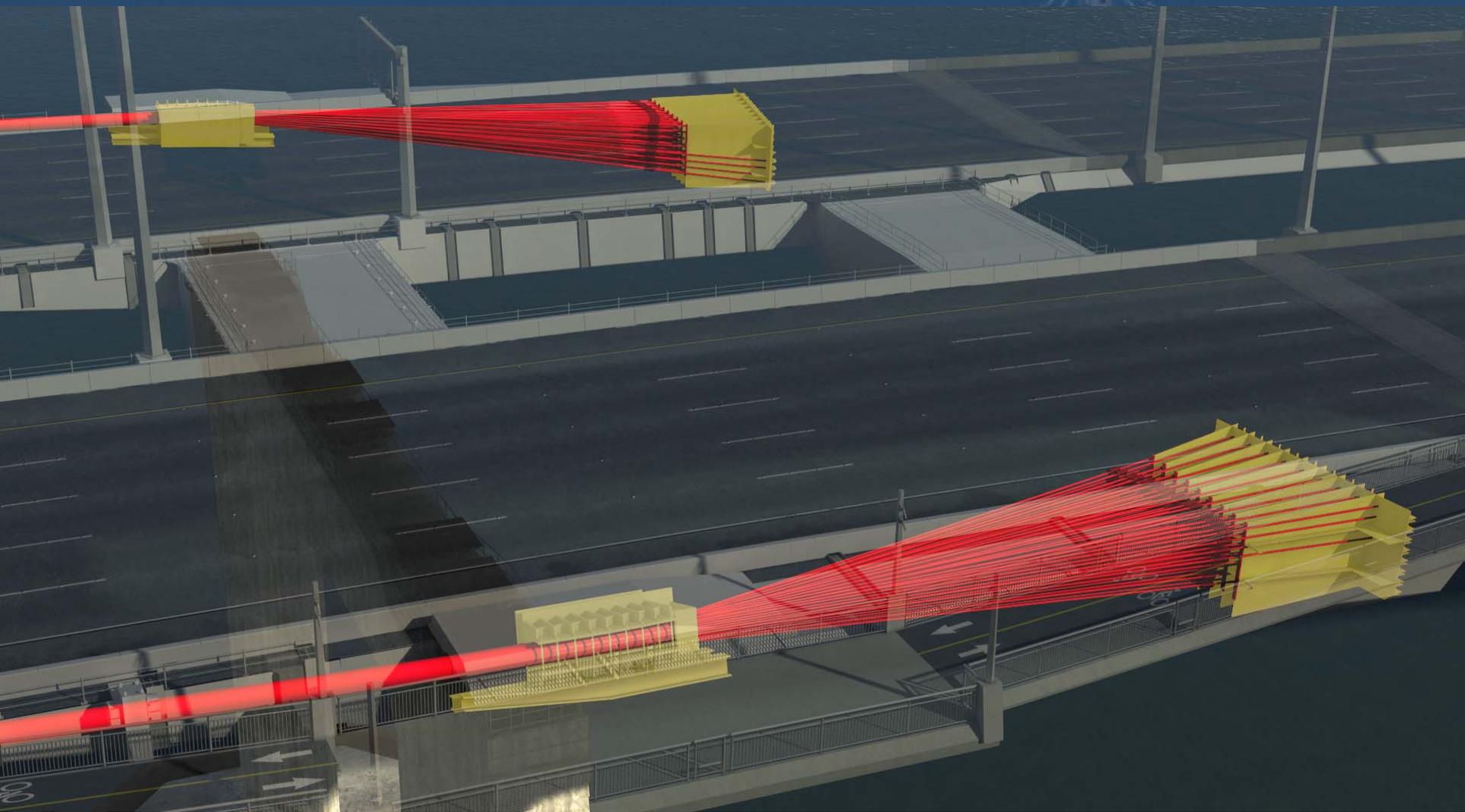
- East End Roadway Lifts 13 and 14 are more complex than first 11 lifts,
 - Anchorage for main cable
 - Hinge connection to Skyway
 - On a curve with camber and super-elevation
- Considerably more heavy and more complex, requiring more detail sheets,
 - First 11 lifts had approximately 8,000 sheets
 - Lift 13 has over 3,300 sheets
 - Lift 14 has an additional 1,600 sheets



East End Challenges



East End Challenges



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East End Challenges

- **Complexity of East End**
 - put us behind schedule
 - added cost to contract
- **To get back on track**
 - resolve to date contract claims
 - develop accelerated path forward
 - set bridge seismic safety opening for late 2013



Seismic Safety Opening

- TBPOC goal is to open the bridge to traffic in late 2013.
- Seismic Safety Opening - would open the bridge as soon as bridge is ready to carry traffic and allow for completion of non-critical systems, i.e. architectural lighting, removal of temporary deck supports, painting, etc at a later date



Accelerated Path Forward

- **Additional Costs Associated with Acceleration**
 - **Additional**
 - labor
 - equipment
 - transportation (shipping)
 - costs associated with changes to order of work



Incentives and Disincentives

- **Add Incentives for Shipment of East End Anchorage Boxes**
 - Incentives ranging from \$200K to \$350K per day if shipped before August 21, 2011 with a maximum cap of \$20M.
- **Add Incentives and Disincentives for Seismic Safety Opening Readiness**
 - Incentive of \$385K per day if SSO achieved on or before August 29, 2013 with a maximum cap of \$20M. Gradually reduced to \$0 if SSO not achieved by October 20, 2013.
 - Disincentive of \$100K per day if SSO not achieved by November 30, 2013 with a maximum cap of \$125M.



Seismic Safety Opening Incentives/Disincentives

Seismic Safety Opening Incentive/Disincentive



Additional Costs are Within Current Program Budget

- **Costs**
 - Dispute resolution \$125M
 - Support for acceleration \$20M (steel fabrication)
 - Support for acceleration \$20M (seismic safety opening)
 - Incentives and Disincentives
 - Incentives of up to \$40M cost to project
 - Disincentives of up to \$125M cost to contractor
- Cost of changes will require a project/contract budget increase and require allocation of program contingency funds, but remains within reported contract, project and program forecasts
- Program remains within budget established by AB 144
- Forecast continues to show positive program contingency balance (approximately \$400M)



Dumbarton Bridge Budget Change

Due to a favorable bid environment the Dumbarton Bridge seismic retrofit project was awarded with a \$213M in savings. The TBPOC chose to reduce the project budget accordingly and return the savings to BATA.

	Current Budget (\$ millions)	Proposed Budget (\$ millions)	Difference
Dumbarton Bridge Seismic Retrofit Project	365	149	(213)



TBSRP Budget Changes

	Current Budget (\$ millions)	Proposed Budget (\$ millions)	Difference
SFOBB East Span Replacement Project	5,891	6,184	293
Other TBSRP Projects and Costs	2,706	2,490	(216)
TBSRP Program Contingency	701	408	(293)
Total TBSRP	9,298	9,082	(216)



