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Memorandum

TO: BATA Oversight Committee

DATE: February 4, 2009

FR: Deputy Executive Director

RE: Regional Measure 1 (RM 1) and Toll Bridge Seismic Retrofit Program (SRP) Monthly Progress Report

The February 2009 Toll Bridge Program Progress Report will present project and expenditure updates for RM 1 and SRP projects. The report will be delivered directly to the Committee at your meeting on February 11, 2009.

On the San Francisco-Oakland Bay Bridge East Span Seismic Replacement Project, there have been recent news reports concerning the fabrication challenges on the Self-Anchored Suspension Span (SAS). These include questions about the quality of the welds on steel being fabricated for the new span. As we have reported in past quarterly reports, we have been working hard to resolve these fabrication challenges and to keep the project on schedule.

Caltrans has already instituted inspection protocols approved by engineering professionals from around the world and placed a number of qualified construction and inspection staff at the fabrication facilities to ensure quality. Furthermore, the TBPOC is negotiating directly with the SAS contractor to mitigate any schedule delays. No part of the new bridge will be shipped unless it is fit to be installed and all efforts will be made to keep the project on schedule and on budget. No additional funds are needed to resolve these issues, and the bridge is scheduled to open as planned in 2012 westbound and 2013 eastbound.

The next year will be one of the most critical for the new east span with a number of milestone activities. In March, we anticipate the delivery of a new shearleg crane barge (perhaps the largest operating in the United States) that will be used to lift sections of the new bridge into place. Towards the middle of the year, the first shipments of steel roadway sections are scheduled to arrive. These sections will be followed by the tower segments later in the year. Finally, a weekend closure of the Bay Bridge is expected in the latter half of the year for the roll-out of a section of the existing bridge and the roll-in of a new section to allow for the detour of traffic off the existing bridge and construction of new transition structures from the Yerba Buena Island tunnel to the SAS.

Staff will be available at the Committee meeting to respond to questions or comments on the report.

Andrew B. Fremier

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