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Memorandum

TO: BATA Oversight Committee

DATE: July 1, 2009

FR: Executive Director

RE: Yerba Buena Island Detour Toll Seismic Allocation

Yerba Buena Island Detour Contract Status

On the Yerba Buena Island Detour Contract, work is proceeding on schedule for the Labor Day Weekend Closure of the Bay Bridge. Work is currently taking place 6 days a week during two 10 hours shifts each day. The following work is ongoing or scheduled to occur in the near future:

- The major steel members of the roll-in truss have been installed. Work is now proceeding on the casting of the concrete roadway.
- The skid bent system to slide the bridge sections out and into place is complete beneath the roll-in truss. Construction of the system beneath and adjacent to the roll-out section of the existing bridge is on-going.
- The remaining detour viaduct is nearly complete with just final barrier, utility, and joint work remaining.
- The advanced foundation and column work for the future Yerba Buena Island Transition Structures is under construction.

Labor Day Weekend 2009 Bay Bridge Closure

The opening of the detour viaduct requires a closure of the Bay Bridge to connect the existing bridge to the new detour viaduct. The connection will be made by rolling-out a section of the existing bridge and rolling-in a newly constructed truss section. The closure is scheduled to take place over the Labor Day Weekend starting Thursday, September 3, 2009 at 8:00 PM through Tuesday, September 8, 2009 at 5:00 AM.

The work may be performed in less time than the planned closure duration, but this extra float time will serve as contingency in case there are higher than anticipated winds (greater than 25 to 30 mph) or if work does not progress as quickly as planned. Once the work starts, the roll-out/roll-in operation will continue until completed. Should high winds be forecast prior to start of work, then the bridge closure and roll-out/roll-in operation may be delayed to a following weekend.

Supplemental Fund Allocation

The Department has requested to increase the YBI Detour contract budget by \$50.6 million from \$442.1 million to \$492.7 million. This increase covers higher than originally estimated costs for the roll-out/roll-in operations and includes a contingency of 25% to allow a rapid response to any unanticipated problems prior to and including the Labor Day Weekend Closure. Other major cost increases contributing to the budget revision include additional design changes made to the detour truss, additional fabrication costs, and the cost of selective acceleration activities to achieve the Labor Day Weekend 2009 traffic switch milestone.

The Toll Bridge Program Oversight Committee (TBPOC) has reviewed and approved the request and has recommended BATA approval. BATA staff has reviewed the request and also concurs with the Department's request.

Recommendation

Staff recommends that the BATA Oversight Committee refer BATA Resolution No. 86, Revised, to the Authority for approval to budget and allocate \$50.6 million in Toll Bridge Seismic Retrofit Funds to the Yerba Buena Island Detour Contract of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Replacement Project. The funds will be utilized to fund design changes and enhancements, increased fabrication costs, selective acceleration costs and contingencies for the Labor Day 2009 bridge closure and traffic switch.

Steve Heminger

SH:pl