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Memorandum

TO: BATA Oversight Committee

DATE: May 1, 2013

FR: Deputy Executive Director

W. I. 1256

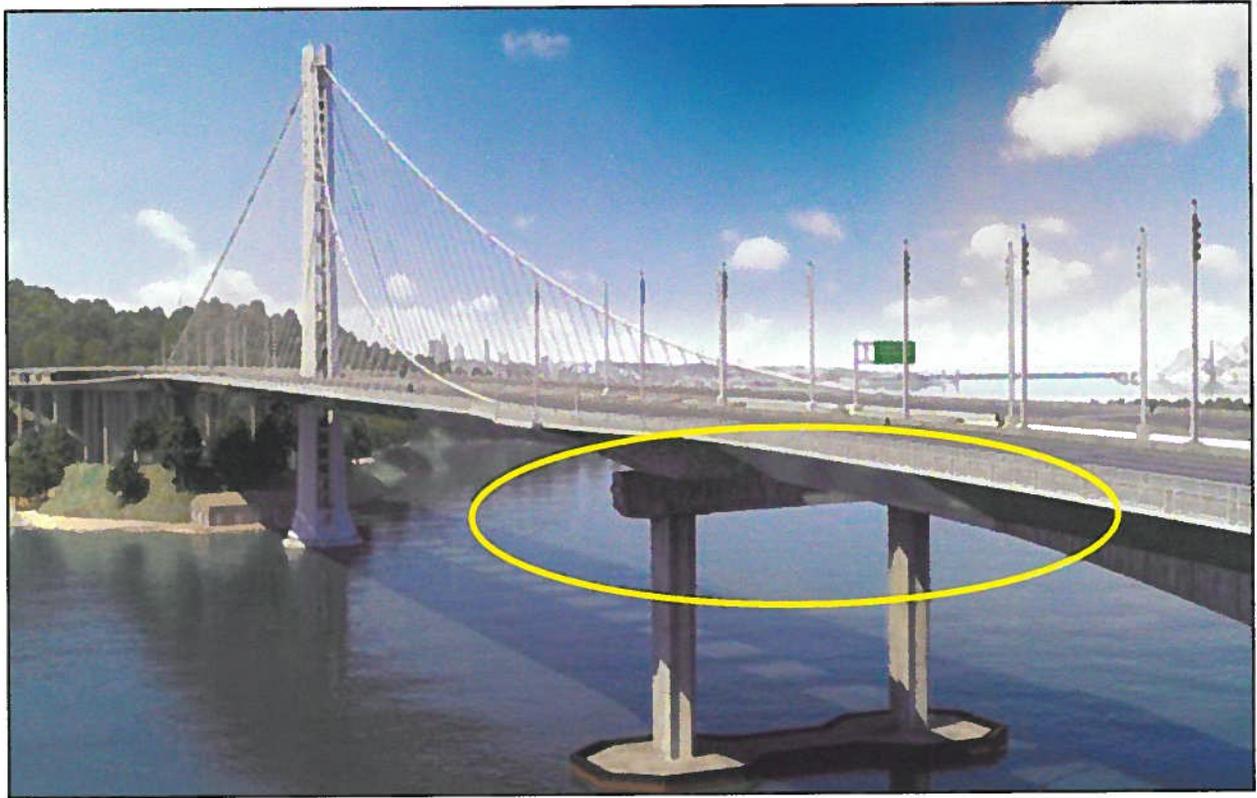
RE: 1st Quarter 2013 Project Progress and Financial Update Report for the Toll Bridge Seismic Retrofit Program

The 1st Quarter 2013 Project Progress and Financial Update Report for the Toll Bridge Seismic Retrofit Program presents program and project updates through the end of March 2013. The report will be delivered directly to the Committee at the meeting. Recent project highlights include:

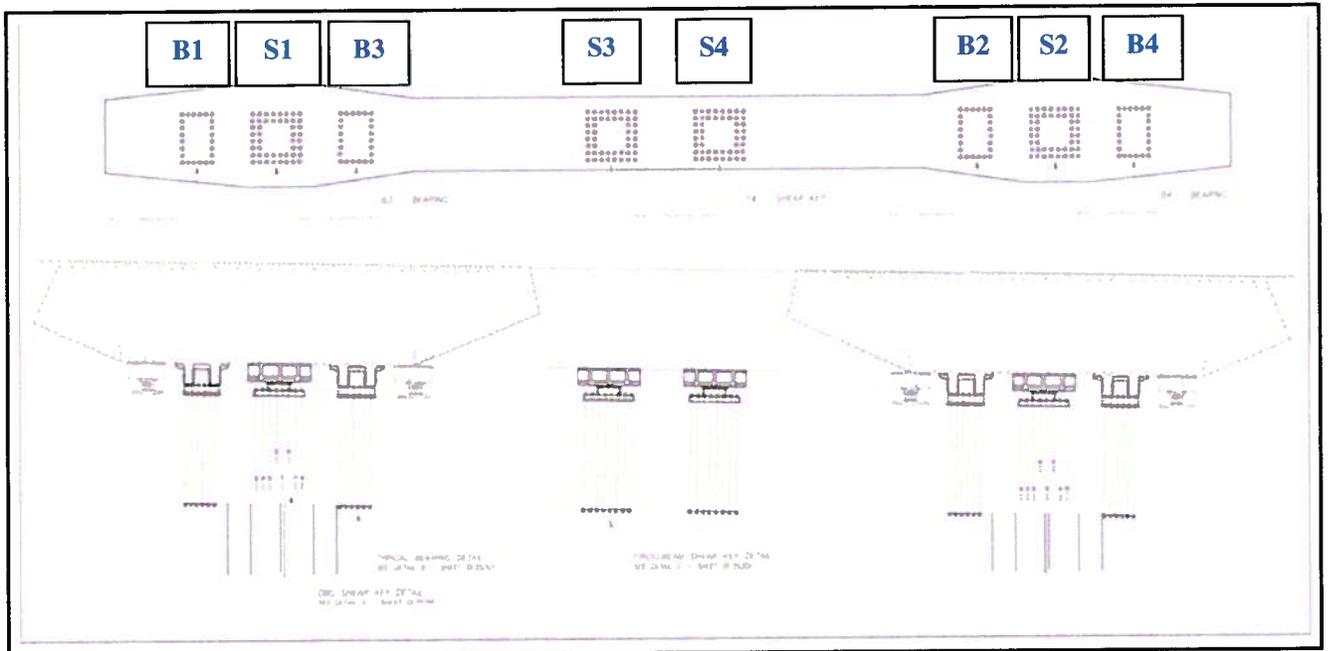
- On April 24, 2013, the Toll Bridge Program Oversight Committee (TBPOC) updated the Authority on the status of the failed rods at Pier E2 of the new self-anchored suspension span. The TBPOC members confirmed that the 2008 rods securing shear keys S1 and S2 failed due to hydrogen embrittlement. The hydrogen contamination may have come from both internal and external sources. Caltrans is currently working on several retrofit strategies to replace the 2008 rods. The 2010 rods that secure the remaining shear keys and bearings have been tensioned and have not had any failures. A number of 2010 rods will be removed for more extensive testing to identify any differences between the 2010 rods and 2008 rods and to evaluate their capacity to perform as designed. Further, the TBPOC reported that visual inspection and desk audit of other similar rod materials is underway.
- Other work on the SAS is continuing with on-going painting and system installation work and completion of the bridge hinges between the SAS and its adjoining structures. In addition, the contractor is removing temporary support work around the tower and catwalks. All other San Francisco-Oakland Bay Bridge East Span Seismic Safety Replacement Project contracts are on schedule to meet the scheduled Labor Day 2013 Seismic Safety Opening.
- On March 22, 2013, Caltrans reported that all structural repairs to Pier W6 of the West Span of the San Francisco-Oakland Bay Bridge have been substantially completed. The pier was damaged by a ship on January 1, 2013. The cost of the repair was approximately \$1.6 million. Caltrans will be seeking reimbursement on behalf of BATA from the responsible parties.

Staff will be available at the meeting to respond to any questions.

Andrew B. Fremier



Location of Pier E2



Locations of Shear Keys (S1, S2, S3, and S4) and Bearings (B1, B2, B3, and B4) at Pier E2