Date: July 24, 2013
W.I.: 1256
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 108

This resolution approves Toll Bridge Seismic Retrofit Program Construction Contract Bid Documents for advertisement by Caltrans pursuant to California Streets and Highways Code § 30952.05.

Discussion of this resolution item can be found in the Executive Director's Memorandum to the BATA Oversight Committee dated July 3, 2013.

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BAY AREA TOLL AUTHORITY
RESOLUTION No. 108

WHEREAS, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority ("BATA"); and

WHEREAS, Streets and Highways Code §§ 30950 et seq. transfers to BATA certain duties and responsibilities of the California Transportation Commission ("CTC") and California Department of Transportation ("Caltrans") for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

WHEREAS, in accordance with Streets and Highways Code §§ 30950.2 and 30886, BATA is responsible for the administration of all toll revenues from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission; and

WHEREAS, Bay Area bridges are defined in Streets and Highways Code § 30910 to include the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges, and

WHEREAS, pursuant to Streets and Highway Code § 30952, is responsible for the capital improvements of the state-owned toll bridges in accordance with programming and scheduling requirements as adopted by Authority; and

WHEREAS, Streets and Highways Code § 30952.05 (b) specifies that all contract specifications and bid documents for the Benicia-Martinez Bridge, and the state toll bridge seismic retrofit program (SRP) projects, shall be reviewed and approved by BATA prior to their release; and

WHEREAS, Streets and Highways Code §§ 30952.05(c) and 30952.1(b) authorizes the Toll Bridge Program Oversight Committee ("POC"), created pursuant to Streets and Highways Code §30952.1, to implement project oversight and control processes for all projects covered by §30952.05 (b); and

WHEREAS, the POC recommends approval of bid specifications and documents and program budget and project allocation schedules for SRP projects for the adoption by BATA, as listed Attachment A, Toll Bridge Seismic Retrofit Bid Document Approvals, to this resolution, attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that BATA approves the release of the contract specifications and bid documents for the SRP projects as listed on Attachment A, and be it further

RESOLVED, that BATA authorizes the Executive Director to approve the release of any addenda to the contract specifications and bid documents that may be required through the bid advertisement period for the SRP projects listed on Attachment A; and be it further

RESOLVED, that the Executive Director or his designee shall report to the BATA Oversight Committee on any bid addenda that are issued and on any bids awarded.

BAY AREA TOLL AUTHORITY

_____
Amy Rein Worth, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California, on July 24, 2013.

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BATA Resolution No. 108

Attachment A
Toll Bridge Seismic Retrofit Bid Document Approvals

Toll Bridge Seismic Retrofit Program Contract	BATA Approval Date
San Francisco-Oakland Bay Bridge East Span Replacement Project	
• 504/288 Superstructure Demolition Contract	July 24, 2013

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Memorandum

TO: BATA Oversight Committee

DATE: July 3, 2013

FR: Executive Director

W. I. 1256

RE: Toll Bridge Seismic Retrofit Program Contract Approval - BATA Resolution No. 108

Pursuant to California Streets and Highways Code § 30952.05, the Authority is required to review and approve toll bridge seismic retrofit contract specifications and bid documents prior to release. Caltrans has requested Authority approval to release the 504/288 Superstructure Demolition Contract for advertisement.

Background

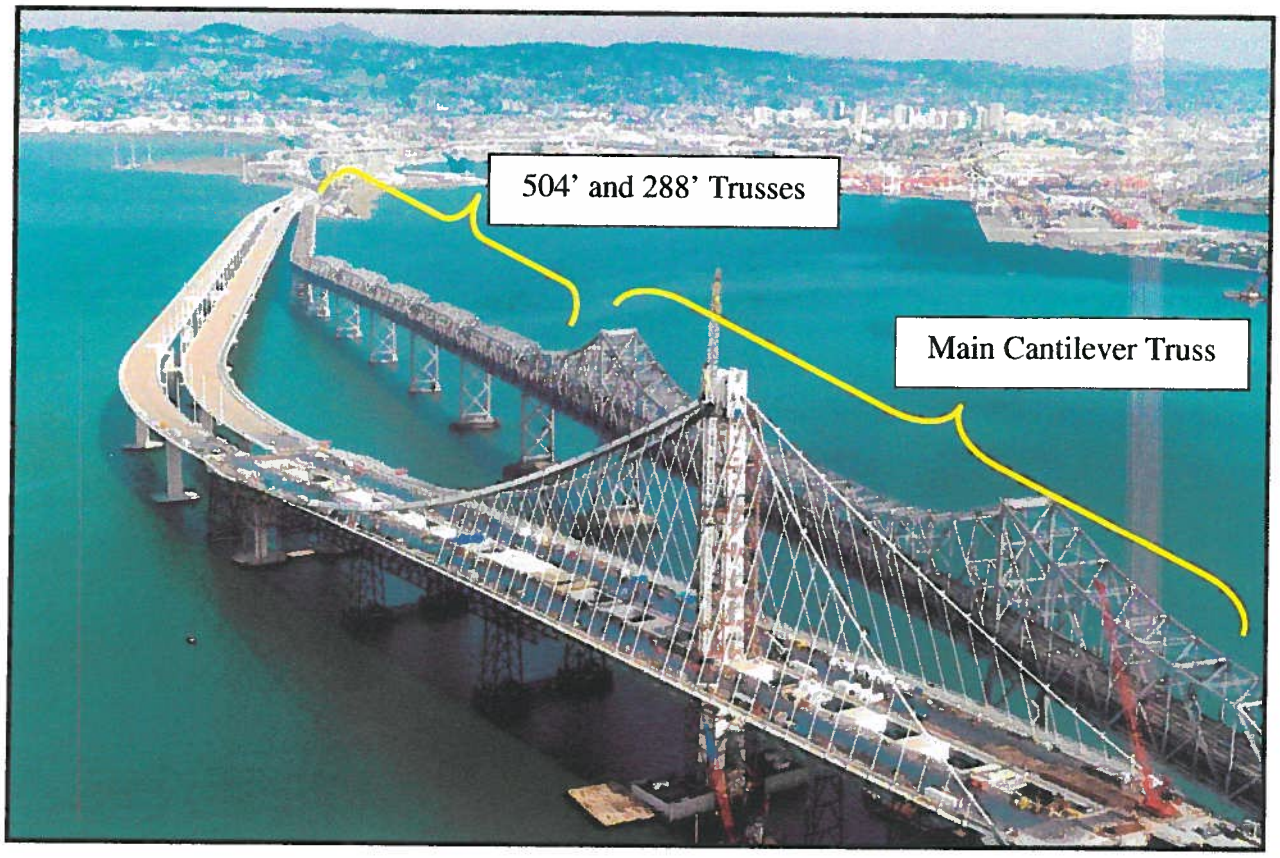
After the new San Francisco-Oakland Bay Bridge (SFOBB) span is opened to traffic, the existing east bridge spans will be demolished under at least three separate construction contracts.

- Main Cantilever Superstructure and S-curve Detour Demolition Contract – This awarded contract removes the superstructure of the main cantilever span over the shipping channel and the S-curve detour to the tunnel. Caltrans awarded this contract last year to California Engineering Contractors, Inc., and Silverado Contractors, Inc. a Joint Venture as part of the Yerba Buena Island Transition Structures #3 contract that constructs the eastbound on-ramp to the new bridge.
- 504/288 Superstructure Demolition Contract – This contract will remove the steel trusses that take traffic up from the toll plaza to the main cantilever span (see map on next page). The 504' and 288' refer to the general length in feet of the individual truss sections to be removed. This contract is the subject of the current Caltrans bid document approval request.
- Marine Foundation Demolition Contract – This future contract will remove substructure and foundations of the bridge to the bay's mud line per the project's permit requirements. This contract will be advertised at a later time based on progress on the other prior superstructure removal contracts.

The superstructure demolition contracts are starting contractually before the new span is open to traffic to allow ample time to complete the submittal process for review and acceptance of the contractor's demolition plans. Actual demolition will start as soon as traffic is closed to the existing span. The existing span will likely be reverse engineered for removal with roadways first being taken off to be followed by removal of steel truss. Temporary supports in the bay will likely be needed as sections of the steel truss are cut up and removed. The demolition of the span is subject to the contractor's selected means and methods as allowed for in the contract documents.

504/288 Superstructure Demolition Contract

Caltrans has requested Authority approval to advertise the 504/288 Superstructure Demolition Contract. The engineer's estimate for the contract is $77 million. BATA staff and oversight consultants have conducted a review of the plans, specifications, and estimate for the contract and deem them acceptable for advertisement. Further, the Toll Bridge Program Oversight Committee (TBPOC) approved the contract for advertisement at its May 2013 meeting.



Recommendation

Staff recommends that the Committee refer BATA Resolution No. 108, to the Authority to approve the release of the 504/288 Superstructure Demolition Contract and to authorize the Executive Director to approve addenda to the contract specifications and bid documents as necessary through the bid advertisement period.

Steve Heminger

SH:pl
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