



Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland, CA 94607-4700
 TEL 510.817.5700
 TDD/TTY 510.817.5769
 FAX 510.817.7848
 E-MAIL info@mtc.ca.gov
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: February 1, 2006

FR: Executive Director

RE: Contract Specifications and Bid Documents for the Self-Anchored Suspension (SAS) Bridge Contract for the San Francisco-Oakland Bay Bridge East Span Replacement Project: Addendum #7

In July 2005, the Authority approved the release of the contract specifications and bid documents for the bid of the SAS Bridge contract, and authorized the Executive Director to approve the release of any addenda to the bid documents. On January 19, 2006, based on unanimous agreement of the Toll Bridge Program Oversight Committee (TBPOC), the Executive Director approved Addendum #7 to the bid documents. Addendum #7 was issued by Caltrans on January 20, 2006.

The major revisions included in Addendum #7 are as follows:

- The bid opening date for the SAS contract has been extended from February 1, 2006 to March 22, 2006 to allow contract bidders more time to better prepare bids and develop their construction teams. To help mitigate some of this extended time Caltrans will reduce its bid review process from 60 days to 30 days for awarding the contract. The award date is anticipated to be April 21, 2006 with a resulting overall delay of approximately 20 days, from the scheduling before this addendum.
- 180 days has been added back to the current SAS contract to accommodate for the time bidders have requested to produce and approve engineering drawings, full scale models and to address steel fabrication and delivery timeframes. A six-month, \$50,000 per day incentive clause has been added to the contract to reward and encourage the contractor to recover time. As a result, the projected open-to-traffic dates for the new East Span are September 2012 for the westbound direction and September 2013 for the eastbound direction.
- The stipend offered to contractors submitting responsive bids has been raised to \$5 million to be awarded to the top three bidders, which makes submitting a bid more inviting by compensating contractors for their extensive bid preparation work.

The TBPOC has determined that the biggest risk to the cost of the project is the potential of not having competition from multiple bidders. Therefore, based on requests from and discussions with potential bidders, the revisions incorporated into Addendum #7 attempt to increase competition and to lower project costs.

Steve Heminger