TO: Toll Bridge Program Oversight Committee (TBPOC)  
DATE: July 1, 2015  

FR: Program Management Team (PMT)  


Herewith is the TBPOC Meeting Materials Packet for the July 9th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.
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## TBPOC MEETING
### July 9, 2015

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* Attachments
## TBPOC REGULAR MEETING
### July 9, 2015

**Executive Session (Loma Prieta Conference Room):** 12:00 PM – 12:15 PM  
**Regular Session (Room 1906):** 12:15 PM – 3:00 PM  
Pier 7, Mission Bay Office, 325 Burma Road, Oakland, CA  
Dial-in Number: 1(866) 803-2146; Access Code: 2474385

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<td>a. SAS Close Out Strategy</td>
<td>Dan McElhinney, CT</td>
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<td><strong>2. CHAIR'S REPORT</strong></td>
<td>Steve Heminger, BATA</td>
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<tr>
<td>a. TBPOC Regular/ Urgent Meeting Minutes</td>
<td>Andrew Fremier, BATA</td>
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<td>Dan McElhinney, CT</td>
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<td><strong>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</strong></td>
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<td>a. YBITS 2 Contract</td>
<td>Deanna Vilcheck, CT</td>
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<td>Deanna Vilcheck, CT</td>
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<td>4. CCO 57-S2 Additional Flagging*</td>
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<td>10 min</td>
<td>Approval</td>
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<td>b. Pier E3 Demo Contract and Permits Update</td>
<td>Deanna Vilcheck, CT/ Stefan Galvez, CT</td>
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<td>c. SAS Update</td>
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<td>1. Project Update*</td>
<td>Bill Casey, CT</td>
<td>5 min</td>
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<td>2. SAS Tower Anchor Rod Investigation Update</td>
<td>Brian Maroney, CT</td>
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<td>3. Tower Anchor Rod Dehumidification Proposal</td>
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<td>Approval</td>
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<td>4. Background on Tower Anchor Rod Tension Levels</td>
<td>Brian Maroney, CT</td>
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<td>5. E2/T1 Foundation Construction Contract QA/QC Documentation</td>
<td>Bill Casey, CT</td>
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<td><strong>6. OTHER BUSINESS</strong></td>
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<td>a. Report on matters discussed and actions taken at Urgent Meeting</td>
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<td><strong>7. GENERAL PUBLIC COMMENT</strong></td>
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Next TBPOC Regular Meeting:  
September 3, 2015, Sacramento, CA (TBD)
TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: July 1, 2015

FR: Dan McElhinney, Caltrans District 4 Chief Deputy Director

RE: Agenda No. - 1a
    Item- Executive Session- Self-Anchored Suspension (SAS) Close Out Strategy

Recommendation:
INFORMATION

Cost:
NA

Schedule Impacts:
NA

Discussion:
The Department plans to discuss the Self-Anchored Suspension (SAS) close out strategy during the TBPOC July 9th meeting executive session.
ITEM 2: CHAIR’S REPORT
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: July 1, 2015

FR: Andrew Fremier, Deputy Executive Director, Operations, MTC/BATA

RE: Agenda No. - 3a1

Item- TBPOC June 23, 2015 Regular Meeting Minutes

Recommendation:
Approval

Cost:
NA

Schedule:
NA

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the June 23, 2015 Regular Meeting Minutes.
**Attendees:** TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, Will Kempton  
PMT Members: Dan McElhinney, Andrew Fremier, Stephen Maller  
Participants: Brian Maroney, Deanna Vilcheck, Bill Casey, Steven Whipple, Greg Ressio, Melanie Brent, Karen Wang, Peter Lee, Rosalynn Chongchaikit

**Convened:** 11:11 AM

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<td>1. <strong>EXECUTIVE SESSION</strong></td>
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</table>
 a. SAS Close Out Strategy |
| 2. **CHAIR’S REPORT** |  |
| 3. **CONSENT CALENDAR** |  
 a. TBPOC Regular/ Urgent Meeting Minutes  
  1. TBPOC May 11, 2015 Regular Meeting Minutes*  
  2. TBPOC May 20, 2015 Urgent Meeting Minutes*  
  3. TBPOC May 28, 2015 Urgent Meeting Minutes*  
  4. TBPOC June 4, 2015 Urgent Meeting Minutes* |
| 4. **PROGRAM ISSUES** |  
 a. Budget Forecast (CO/COS Forecast FY 15/16)*  
  • Dan McElhinney, Caltrans District 4 Chief Deputy Director, presented the current expenditures data available to date for construction contracts support and new tower seismic anchor rods investigation totaling through May 2015 of $39.7M, which includes extensive budget/resources management work by all managers and consultants involved.  
  • The TBPOC approved the Consent Calendar items. |
The Department anticipates finishing the year within the FY budget of $43.59M.

- The Department proposed FY 15/16 staffing and consultant support for the overall SFOBB East Span Projects and recommended to approve $38M for FY 15/16 and with the understanding to return with a budget reduction update at the next TBPOC meeting.

- A. Fremier, BATA Deputy Executive Director, presented a chart comparing his staffing reduction proposal presented in January 2015 and the 15/16 COS budget staffing proposal.

- The Chair noted the significant differences in the two separate proposals. The TBPOC concurred that additional information was needed before they would agree to approve the FY 15/16 support budget and that the item would need to come to a resolution very quickly.

- W. Kempton congratulated team for staying in budget for FY 14/15. However, there is not yet enough justification for FY 15/16 $38M budget request.

- W. Kempton, CTC Executive Director, made a motion to approve a $2.5M COS budget for July 2015, inclusive of the rod investigation support. The Chair seconded the motion and M. Dougherty, Caltrans Director, voted no. He noted the work plan development progress and also the $3-3.5M/month recent project resource needs including rod investigation.

- TBPOC approved a COS interim budget of $2.5 million (inclusive of SAS tower rod investigation) until a fully vetted 15/16 COS budget is presented at a subsequent TBPOC meeting.

### 5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

**a. YBITS 2 Contract Update**

- D. Vilcheck, Caltrans District 4 Area Construction Manager, presented an update on the YBITS 2 construction work.
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<td>• G. Ressio, US Coast Guard (USCG) liaison to the CT projects on YBI, has been involved since 2002 and spoke on behalf of the USCG regarding the license extension.</td>
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<tr>
<td>o G. Ressio stated that it is not the USCG intent to not extend the license but stated it cannot be a blanket license extension as it has in the past; the USCG needs a portion of the property on YBI for operations. The current license is set to expire December 30, 2016.</td>
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<td>o G. Ressio discussed that the minimum work required to be completed by December 30, 2016 includes improvements near the USCG base operational area on YBI if a license extension is needed.</td>
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<td>• The Chair inquired about the ability to complete the YBI work by December 30, 2016 and D. Vilcheck noted it would require accelerating the construction of the permanent east bound on-ramp (EBOR) from YBI to the new bridge and removal of the falsework. This will minimize potential impacts related to the bike path installation later in the year and will allow to start work on the improvements to the USCG base on YBI.</td>
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<td>o The Department is currently in negotiations with the contractor for the CCOs related to improvements needed within the USCG operational area and have not yet arrived to an agreed price.</td>
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<td>o The TBPOC noted that an Urgent call could be arranged earlier than the scheduled July 9th meeting if needed for the YBI CCO.</td>
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<td>b. Pier E3 Demo Contract and Permits Update</td>
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<td>• S. Whipple, Caltrans District 4 SFOBB Principal Construction Manager presented the Pier E3 Demo contract update.</td>
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<td>• M. Brent, Caltrans District 4 Deputy</td>
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### Items

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<td>District Director Environmental Planning and Engineering, provided an update on the Pier E3 Demo permits. California Department of Fish and Wildlife (CDFW) position on longfin smelt (LFS) is needed by early July 2015 so Incidental Take Permit (ITP) can be issued before August 2015 which is on the critical path.</td>
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<td>W. Kempton asked for agency secretaries to be briefed early on the issue in order to react if needed. M. Dougherty noted that proactive briefing to the agency secretaries are currently in the works.</td>
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<td>504/288 Demolition Update</td>
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<td>S. Whipple, presented an update on the 504/288 Demolition project and the construction sequence for the bridge removal plan.</td>
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<td>Contractor is anticipated to lower first span by the end of the year and schedule will be determined once environmental permit work is completed.</td>
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<td>The Chair inquired if the navigation light shown in the presentation is being salvaged for TBPOC or going to artists.</td>
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<td>S. Whipple to notify TBPOC when the schedule is confirmed for lowering the first span.</td>
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<td>S. Whipple to confirm the navigation light to be salvaged by the project and not part of the lot going to artists.</td>
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<td>SAS Update</td>
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<td>1. Project Update</td>
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<td>B. Casey, Caltrans District 4 SAS Resident Engineer presented a general SAS project update. Bill stated that the Contractor has completed all SAS work site punchlist items and demobilization efforts.</td>
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<td>The Chair inquired if any of the</td>
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<td>2. SAS Tower Anchor Rod Investigation Update</td>
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<td>B. Maroney presented an update on the tower rod investigation effort including mobilization of the expert group and schedule.</td>
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| The Chair inquired if any of the
Items | Action
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proposed tests would determine how water was getting into the tower anchor base and B. Maroney responded they are not yet included in the testing program but are in discussion.  
  
  B. Maroney reviewed information about the water level in the anchor rod holes. Discussion included: 300 rods where water is not returning, information shared with the expert group, 87 samples (holes with enough water in them) conclusion is that there is a presence of bay water and that the tower anchor rod solution will need to address this, the status of the removed rods and current test results, and lift off and proof load testing information.  
  
  The Chair reminded B. Maroney about following up on an action item regarding tension levels from the previous TBPOC meeting.  
  
  The Chair asked to defer the approval of Tower Anchor Rod Dehumidification Proposal, pending the review by the expert group.  
  
  B. Maroney to provide information on tension and evolution of the tension levels to the TBPOC at the next meeting.  
  
  The TBPOC deferred the approval of the Tower Anchor Rod Dehumidification Proposal.

6. **OTHER BUSINESS**
   
a. Report on matters discussed and actions taken at Urgent Meeting  
   - NA  
   
b. Report on matters discussed and actions taken during Executive Session  
   - The Chair reported that the TBPOC discussed SAS close out strategy as indicated and took no action.

**Next TBPOC Meeting**  
- The next TBPOC regular meeting is on July 9.
7. **GENERAL PUBLIC COMMENT**
   - Public comment #1 – David Williams had questions on the specifications for nuts and Resident Engineer Bill Casey will follow up.

Adjourned: 1:17 PM
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  
DATE: July 1, 2015

FR: Dan McElhinney, Chief Deputy District Director, Caltrans District 4/Doanh Nguyen, Deputy District Director, Program Project Management, District 4

RE: Agenda No. - 4a
  Item- Budget Forecast (CO/COS Forecast FY 15/16)

Recommendation: APPROVAL

Cost: A reduced FY 15/16 COS Budget Request amount of $30 million for the ongoing East Span projects work, and a $1.5 million COS Budget Request for the known tower seismic anchor rod investigation work underway as of July 1.

Schedule: FY 15/16 capital outlay support of construction contracts, engineering, environmental, design support, and ongoing anchor rod investigation support work through September.

Discussion: Caltrans staff will present a new work plan and resource needs estimate in detail for FY 15/16 at the July 9 TBPOC. At the last TBPOC meeting, the Department proposed a FY 15/16 staffing and consultant support plan for the overall SFOBB East Span Projects* and recommended to approve $38 million for FY 15/16 COS Budget, but staff was directed by TBPOC to further develop a new work plan with the understanding to return with a budget reduction update at the July TBPOC meeting. BATA presented a chart with an alternate recommended reduced FY 15/16 COS budget of $10 million. Due to the differences in the two separate proposals, the TBPOC concurred that additional information was needed before agreeing to approve the FY 15/16 budget. Alternately, the TBPOC approved a COS interim July 2015 budget of $2.5 million until the updated FY 15/16 COS budget request is presented at the July 9 TBPOC meeting.

Since the June 23 TBPOC meeting, Caltrans has presented details to the PMT for discussion and direction on the work plans for each of the East Span contracts under development or in construction, with a COS budget estimate ranging from $38 - $31 million. An update of the current FY 15/16 work plan and overall program budget outlook to complete will be presented at the July 9 TBPOC meeting. Assumptions in this COS Budget Request include no contingency or risk reserve for scope or schedule changes at this time, as these changes will only be presented as separate future budget requests if unmitigated risks, scope or schedule changes occur.

Based on the updated workload based plan and estimating process completed, the Department recommends approval for a reduced FY 15/16 COS Budget Request amount of $30 million for
Memorandum

the ongoing East Span projects and also to approve a $1.5 million COS Budget Request for the known SAS tower seismic anchor rod investigation work underway as of July 1. Peer review is taking place to evaluate additional reductions possible and to help manage COS budget risks.

Attachments:
1. East Span Projects Construction Schedule
2. TBSRP Capital Outlay (CO) and Support (COS) Cash Flow Forecast for East Span
3. FY15/16 COS Budget Estimate by Contract 7/9/2015 Work Plan Summary

*Note: Budget request also includes COS estimate for other remaining TBSRP project close out activities.
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**Seismic Safety Opening**: 8/28/2013

**Risk**:

April 2014

May 2015
### Toll Bridge Seismic Retrofit Program
### CO and COS Cash Flow for East Span Projects

**Expenditure thru March 2015**

#### Project

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#### Capital

- **Capital ($ in millions)**
  - Current Approved Budget: $5,091.5M
  - Forecast at Completion: $5,232.5M
  - Expenditure thru March '15: $4,724.3M

#### Support

- **Support ($ in millions)**
  - Current Approved Budget: $1,305.5M
  - Forecast at Completion: $1,373.0M
  - Expenditure thru March '15: $1,283.9M

---

**Notes:**
1. CO & COS Forecast are based on draft 1st Quarter Data.
2. We project that the Current Approved Budget of $1305.5M will be exhausted by the end of March 2016.
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<thead>
<tr>
<th>FY 15/16 COS Budget Estimate</th>
<th>Const. Staff</th>
<th>Support Staff</th>
<th>State Staff Total</th>
<th>A&amp;E Support</th>
<th>COS Subtotal</th>
<th>Contingency or Risk Reserve</th>
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**Total COS Budget Request** $31,400K

Notes:

1. Assumptions in this COS Budget Request include no contingency or risk reserve for scope or schedule changes at this time, as these changes will only be presented as separate future budget requests if unmitigated risks, scope or schedule changes occur.

2. "Others" include: Dumbarton Public Access, YBI Landscape, YBITS 1 and West Approach Landscaping.
TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: July 1, 2015

FR: Deanna Vilcheck, SFOBB Area Construction Manager

RE: Agenda No. -  5a1

Item- Yerba Buena Island Transition Span (YBITS) 2 Update

Recommendation:
INFORMATION

Cost:
NA

Schedule:
NA

Discussion:
The Department plans to provide an update on the on-going construction work on the Yerba Buena Island Transition Span (YBITS) 2 contract at the July 9th TBPOC meeting. The YBITS 2 project consists of the demolition of the Yerba Buena Island Detour structure and the cantilever section of the old east span of the Bay Bridge, the construction of the permanent east bound on-ramp (EBOR) from YBI to the new bridge, and improvements to the U.S. Coast Guard (USCG) base on YBI.

The Department’s license with the USCG will expire in December 2016, and as a primary option it is recommended to request an extension to at least December 2017 of the license from the USCG due to ongoing construction needs versus a much higher cost secondary option requested by USCG being considered as part of CCO 111 (discussed further in this memo).

Below is a brief project update and discussion on pending changes.

Project Update
Cantilever demolition was completed on June 11th. Three columns from the Yerba Buena Island Detour (YBID) are left to be removed. Removal of these columns is expected in winter of 2016, however, if the proposed CCO 111 is implemented, as described below, removal of these columns can be completed by October 2015.
The main superstructure of the EBOR is a cast-in-place prestressed concrete box girder bridge, however the overhang on the north side and bike path on the south side are constructed independently and sequentially. The work on the EBOR is progressing slightly ahead of schedule. Overseas steel fabrication in Korea for the bike path is planned to be complete by the end of July 2015, depending on schedule risks during fabrication and/or installation issues of the bike path steel (supports and handrails).

Schedule
When work began on YBITS-2 the contractual completion date was February 29, 2016 (the project is a calendar day job with no allowance for weather days). The current completion date is June 2, 2017. (Please recall that CCO Nos. 40 and 97 extended the completion date by 430 working days.) As information, CCO 76, bike path support beam changes, and draft CCO 44, additional embankment confinement system (ECS), also have the potential to extend the project completion date but they have not been incorporated into the project schedule since they are still under consideration by the PMT, Department and the contractor.

Pending Changes
The following two CCOs (111 and 44) are under consideration at this time and may affect the USCG facility longer at YBI and extend completion of YBITS 2 work.

CCO 111: Re-sequencing of the USCG Base Work
The USCG license, allowing construction on USCG property, expires December 31, 2016. Other CCO work, related to the SFOBB new East Span projects, has delayed the completion of the YBITS 2 contract and work on USCG property until at least spring of 2017. CCO 111 is being considered in cooperation with the USCG to allow the YBITS 2 contractor to work beyond December 31, 2016 and into 2017, but revises the return of some areas by July 1, 2016 at the request of the USCG. A request to extend the license until September 30, 2017 is in process.

Completing all work within the USCG operational area prior to July 2016 impacts many of the contractor’s operations that otherwise would be completed in 2017 including: improvements and restoration of USCG property, accelerating construction of the EBOR, and multiple mobilizations of contractor and subcontractor forces.

California Engineering Contractors/Silverado Construction Inc., a JV (CECSC) has submitted a schedule that shows they can complete work within the USCG operational area within a year, if they begin work on these CCOs before August 2016. At their May 11, 2015 meeting the TBPOC approved funds to complete the design necessary for work within the USCG operational area. However, the Department and CECSC have not been able to agree
on a price for CCO 111. The contractor’s initial estimate was received, but the Department and CECSC continue to negotiate and could possibly have a mutually agreed to cost prior to the July 2015 TBPOC meeting.

**CCO 44: Additional ECS Slope Work**

Draft CCO 44 adds additional embankment confinement system (ECS) work to the YBITS 2 contract. ECS work is required to keep the steep slopes adjacent to the USCG base from failing. These slopes are on USCG property and were affected by SFOBB East Span work on the YBITS (1&2) and YBID contracts. The YBITS 2 contract included some ECS work within the southerly part of its contract limits, but there was no provision for the needed ECS work in the areas where YBITS 1 and the YBID construction activities disturbed the slope. Until recently, this new ECS work was planned to be done under a future contract (YBITS 3), however the work needs to be done as soon as possible to stabilize slopes under the SFOBB new East Span projects above USCG facilities. The CCO 44 costs are being negotiated with the contractor. Approval is not being requested at this time.

**Attachment:**
Aerial Photo of Current Project
Exhibit of Additional Embankment Confinement System (CCO #44)
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  
FR: Deanna Vilcheck, SFOBB Area Construction Manager, Caltrans  
RE: Agenda No. -  5a2  

Item- CCO No. 117 Supplement 0 Eastbound On Ramp Acceleration

Recommendation:  
APPROVAL

Costs:  
$880,000 (Capital Outlay) if a July 2015 start is approved.

Schedule Impacts:  
Acceleration of the work immediately will help to mitigate impacts to United States Coast Guard (USCG) operations and delays to the project.

Discussion:  
The Department is recommending approval for the proposed Contract Change Order (CCO) 117, Supplement 0, in the amount of $880,000 to accelerate the completion of the superstructure of the eastbound on ramp (EBOR) from Yerba Buena Island to the East Span of the SFOBB and enable other activities to start sooner as described below.

CCO 117-50 will provide three benefits:

1. It provides access to complete the work in the immediate vicinity of the USCG base as requested by the USCG. The current license expires on December 31, 2016. The Department is in the process of requesting an extension of the license through September 30, 2017 (separate and in advance of the pending CCO 111) which includes all of the work related to YBITS 2 project within the USCG properties.
2. In the vicinity of W2, it will afford more time for the complex bike path cantilever attachment (covered in CCO 76) to be performed. This could be critical because it is anticipated that the work of CCO 76 will be the controlling operation for the bike path opening.
3. This acceleration as currently scheduled will allow the work of CCO 44 (additional ECS) to start earlier realizing a time related overhead (TRO) savings of $756,000 (based on 54 days) which substantially offsets the acceleration cost.
Memorandum

Risk Management:
There are several risks captured in the YBITS2 Risk Register relating to impact to the USCG and delays to the project as a whole. Risk ID #31 “Demolition of Yerba Buena Island Detour structure could impact USCG property or new structure”, Risk ID #24 “Delay in Construction (TRO+)” and Risk ID #30 “Design evolution due to change in USCG requirements” are a few examples. There is sufficient monies captured in the risk register to address this work.

Attachment:
Exhibit of CCO 117 and Adjacent Construction Work (USCG and ECS)
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  
DATE: July 1, 2015

FR: Deanna Vilcheck, SFOBB Area Construction Manager, Caltrans

RE: Agenda No. - 5a3
  Item- Yerba Buena Island Transition Structures (YBITS) No. 2
  CCO 612-S0 Oakland Touchdown Security Cameras

Recommendation:
APPROVAL

Cost:
CCO 612-S0 $1,990,980.00 Pending Approval

Schedule Impacts:
N/A

Discussion:
CCO 612-S0 in the amount of $1,990,980 will provide for furnishing and installing security cameras for the Oakland Touchdown structure and east approach roadway.

The cost of this change order and previous CCOs issued under the YBITS2, YBITS1 and SAS contracts for installing the Bay Area Security Enhancement (BASE) system total to $18,224,429 and will be funded from BATA’s Toll Bridge Rehabilitation Program. Total anticipated cost of furnishing and installing the BASE system for the entire new East Span is estimated at $26,240,000.00, which was approved by the TBPOC on September 20, 2012.

Risk Management:
Funding for the SFOBB corridor BASE System is provided by the Bay Area Toll Authority separate from the Toll Bridge Seismic Retrofit Program. As such, no risk management discussion is required.
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: July 1, 2015

FR: Deanna Vilcheck, SFOBB Area Construction Manager, Caltrans

RE: Agenda No. - 5a4

Item- YBITS 2 CCO No. 57 Supplement 2 Additional Flagging

Recommendation:
APPROVAL

Cost:

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<td>57s1</td>
<td>$659,895.52</td>
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<td>57s2</td>
<td>$2,346,751.56</td>
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Total proposed CCO supplement + prior CCO and supplements to date: $3,331,885.76
Since this is supplemental work there are no additional COS costs associated with the work.

Schedule Impacts:
None

Discussion:

CCO 57-S2 in the amount of $2,346,751.56 will provide for flagging to control access to the project area including United States Coast Guard (USCG) during contractor’s operations until June 25, 2017. Earlier Change Order No. 57 and Supplement 1 provided funding $985,000 for the flaggers up to date, but those funds have been exhausted. The project’s supplemental funds item has anticipated all these flagging costs, which are included in the access road cost item (total $4.9 million), which will still have a balance remaining of $1.4 million after this supplement.

Since this is supplemental work there are no additional COS costs associated with the work.

Risk Management:
This work can be funded from the original supplemental funds allocation for this type of work. As such there are no risk management considerations at this time.
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) 

Deanna Vilcheck, SFOBB Area Construction Manager, Caltrans/ 
Stefan Galvez, Chief, Office of Environmental Analysis 

FR: 

DATE: July 1, 2015 

RE: Agenda No. - 5b 

Item- Pier E3 Demo Contract and Permits Update 

Recommendation: 
INFORMATION

Cost: 
$18.5 million capital outlay (CO) funds 

Schedule: 
Permits are needed by early September 2015 and implosion is scheduled in November 2015. 

Discussion: 
Pier E3 Demo Contract Construction Progress 
Kiewit/Manson, A Joint Venture has begun work at Pier E3 with mobilization on June 2, 2015 and fender removal which started on June 3. Above waterline concrete demolition began June 22, 2015. Contractor has started disposal into the caisson. 

For the implosion at E3, a rolling block closure of the Bay Bridge is being planned. CHP will roll traffic to a stop in both directions. Eastbound traffic will be stopped on the San Francisco side; Westbound will be stopped on the Oakland side. The duration could be as long as 15 minutes. Traffic will then be released in both directions. The date of this closure will be advertised with the use of fixed and portable changeable message signs as well as public information campaign. 

The bridge portion of the bicycle and pedestrian path will be closed the day of the implosion but will open the remainder of the day following the bridge rolling block. 

The bay waters will be patrolled in the vicinity of E3 which includes no boat access in the construction zone. 

This effort will be coordinated with CHP, Caltrans, US Coast Guard and contractor personnel. 

Permit Status Related to the Mechanical Dismantling Phase: 
- BCDC issued a conditional approval letter for the Mechanical Dismantling Phase was on May 27, 2015. 
- Amendment No. 39 to the BCDC permit approved by BCDC Executive Director on June 18, 2015. Amendment to the permit authorizes the placement of construction debris
below the mud line, within the caisson of Pier E3 of the former San Francisco-Oakland Bay Bridge.

- Department submitted the SWPPP for the Mechanical Dismantling Phase of Pier E3 to RWQCB for approval on May 22, 2015 and was approved on June 1, 2015.

Permits Status Related to Pier E3 Underwater Implosion:

United States Fish and Wildlife Services (USFWS):
- Memorandum of “no effect” for the federally protected California least tern was finalized on April 15, 2015.

National Marine Fisheries Service (NMFS) Fisheries:
- Department submitted a Biological Assessment to NMFS on February 17, 2015.
- 135 day statutory timeline is July 2, 2015.
- Draft BO was completed under NMFS management review. Issuance is expected by early July.

San Francisco Regional Water Quality Control Board (RWQCB):
- The Department submitted a Water Quality Study to RWQCB 2/28/2015.
- RWQCB 30-day Public Notification posting closed May 25.
- Addendum to the Water Quality Study is scheduled to be submitted by July 16.
- Monitoring program is targeted to be submitted by July 16.
- SWPPP for drilling and charges is targeted to be submitted by July 16.
- The RWQCB permit update is expected by August 6.

California Department of Fish and Wildlife (CDFW):
- The Department submitted a request for a major amendment to Incidental Take Permit No. 2081-2001-021-03 (ITP) on February 18, 2015.
- Department submitted overall monitoring plan to complete ITP application on May 28, 2015.
- ITP Major Amendment is to be determined, based on a agreed mitigation strategy with CDFW.
- Negotiations are under way with CDFW. Department is awaiting CDFW proposal on a mitigation methodology for the take of LFS.
- CDFW position on LFS is needed by early July so ITP can be issued before August.
- There is a potential moderate risk that CDFW may not issue ITP before August.

San Francisco Bay Conservation and Development Commission (BCDC):
- BCDC request for material Amendment No. Thirty-Eight to Permit No. 2001.008 (formerly 8-01) was submitted March 30th.
- Department briefed BCDC Commission on April 2, 2015.
• The Department received a letter informing of an incomplete application from BCDC on May 1, 2015.
• Department met with BCDC on May 19, 2015.
• Department’s letter of response completed June 26, 2015.
• Public posting late June.
• BCDC Commission hearing and approval is scheduled for August, pending receipt of CDFW’s ITP in July.
• There is a potential risk of a permit delay to September if CDFW’s ITP not issued in July.

National Oceanic and Atmospheric Administration (NOAA) Marine Mammals:
• Incidental Harassment Authorization (IHA) for behavioral impacts to marine mammals was submitted to NOAA on March 3, 2015.
• NOAA IHA- Fed Register 30-day posting is scheduled for June 15.
• Responses by the Department are expected by June/July.
• NOAA Issuance is expected in August.
• There is a potential risk for a delay, but it can be managed via expanded marine mammal monitoring.

United States Army Corps of Engineers (USACE):
• USACE letter of modification (LOM) to Permit No. 023013S was submitted on March 20, 2015.
• USACE posted Public Notice on May 15, 2015.
• Comment period closed on June 14, 2015.
• One comment from EPA received. Department has 30 days to respond to comments.
• USACE LOM will not be issued until all other permits have been issued by remaining agencies.
• There is potential moderate risk of delay in issuance of permit past August if CDFW does not issue ITP in July.

Stakeholder Outreach:
• On March 26, 2015, the Department met with representatives from Save the Bay, Golden Gate Audubon Society, Sierra Club, The Bay Institute, and San Francisco Bay Keeper.
• On April 28, 2015, the Department met with the Marine Mammal Center in Sausalito.
• On May 20, 2015, the Department conducted a follow up meeting with Golden Gate Audubon and Sierra Club.
• On June 9, 2015, the Department conducted a follow up meeting with Bay Keeper and RWQCB.

Final Environmental Impact Statement (FEIS) Revalidation:
• The Department is currently preparing a revalidation of the SFOBB FEIS.
• The re-validation is targeted a completion by July 2015, upon receipt of NMFS Biological Opinion (BO).
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: July 1, 2015

FR: Bill Casey, SAS Resident Engineer, Caltrans District 4

RE: Agenda No. - 5c1

Item- Self-Anchored Suspension Span (SAS) Construction Update

Recommendation:
INFORMATION

Cost:
Potential cost impacts to be determined.

Schedule Impacts:
The SAS Contract is in the construction contract closeout phase. The Contractor is anticipated to be complete and off Pier 7 by July 31, 2015.

Discussion:
At the June 23, 2015 TBPOC meeting the Department provided an update as to the status of the SAS Contract closeout. As per the May 28, 2015 TBPOC meeting the Department was directed to proceed with initiating typical contract closeout procedures. As stated at the June 23rd meeting, the Contractor has completed all SAS work site punchlist items and demobilization efforts.

At present, the Contractor is continuing with the process of cleaning up and demobilizing from the Pier 7 facility. The Department has provided the Contractor with a Pier 7 punchlist of items to complete. It is anticipated that the Contractor will be fully demobilized from Pier 7 by July 31, 2015. Once complete, the Department will perform the final Pier 7 storm water pollution prevention plan (SWPPP) inspection. The Department will then initiate the construction contract administration close out process.
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: July 1, 2015

FR: Brian Maroney, SFOBB Project Chief Engineer, Caltrans

RE: Agenda No. – 5c2

Item – SAS Tower Anchor Rod Investigation Update

Recommendation:
INFORMATION

Costs:
Supplemental funds to be determined at a later date.

Schedule:
Lab testing is ongoing and will continue through July 2015. Peer reviews and report development will continue through Fall 2015.

Discussion:
The Department plans to present the following updates related to the SAS tower anchor rod investigation at the July 9th TBPOC meeting:

- Per the TBPOC direction on June 4th TBPOC, the Department has asked that METS prepare and transport tower seismic anchor rod sample Rod 3 to an expert laboratory. The Department will provide the latest information from the lab as an update on Rod 3 investigations at the TBPOC meeting.

- Per the TBPOC direction on June 4th, the Department has proceeded with forming the T1 Seismic Anchor Rod Expert Peer Review Panel that will review and provide recommendations within three months during the development of the Tower Seismic Anchor Rod Testing Program. The Department plans to present an update of that work. A teleconference is scheduled for July 3, 2015 and a workshop is planned for mid-July. Members of the Seismic Safety Peer Review Panel will be in attendance at the July 9th TBPOC meeting.
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  
DATE: July 1, 2015

FR: Dan McElhinney, Caltrans District 4 Chief Deputy District Director  
Brian Maroney, SFOBB Project Chief Engineer, Caltrans

RE: Agenda No. – 5c3  
Item – Tower Anchor Rod Dehumidification Proposal

Recommendation:
FOR APPROVAL

The Department is requesting approval for supplemental funding due to additional scope identified during the tower seismic anchor rod investigations to date to initiate development of the plans, specification and estimates to complete the final cleaning, drying and develop a solution to protect the rods for the ones that do not have significant water found in the base of the rod grout sleeves (approximately 300). The TBPOC directed the SAS Tower Seismic Anchor Rod Expert Group to review and recommend an action plan.

Per the Tower Seismic Anchor Rod Expert Group meeting held on July 3, 2015, the Department received consensus from the group to proceed immediately with the following scope items that are on the critical path of the overall testing program: Dehumidification of sleeves, backfill/protection system, start Lou Raymond Test Program and purchase jacking equipment. See below for cost breakdown.

Costs:
Not to exceed $1M Capital Outlay Support (COS) and $100,000 (CO)  
- Dehumidification (COS) $500,000  
- Backfill/Protection System (COS) $250,000  
- Start Lou Raymond Test Program (COS) $250,000  
- Purchase of Jacking Equipment (CO) $100,000

Schedule:
Begin immediately; duration estimated 3 months

Discussion:
Borescope observations document that the majority of the SAS Tower Seismic Anchor Rods do not have water found in the base of the rod grout sleeves as per water level measurements in May/June 2015. If approved, this funding would support the development of a set of Plans, Specifications and Estimates (PS&E) to be reviewed by the T1 Tower Seismic Anchor Rod Expert Group and be contract-ready to complete the final cleaning, drying and protection solution for the rods (e.g. grease, grout, or other). It should be recognized that drying of the sleeves will require the use of dehumidifiers until the air down the holes is determined to be dry using...
Memorandum

instrumentation to measure moisture present in the air. Upon final estimates, a follow up contract capital outlay funds request to the TBPOC will be made before proceeding with field work.

It should be understood that anchor rod grout sleeves that have been identified to have rising water in them (approximately 120) will require additional consideration and supplemental work. It is anticipated the Toll Bridge Program Oversight Committee (TBPOC) expects the project team to work with the T1 Tower Seismic Anchor Rod Expert Group (approved June 4) before proposing a final recommendation on those sleeves to the TBPOC.
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: July 1, 2015
FR: Brian Maroney, SFOBB Project Chief Engineer, Caltrans

RE: Agenda No. – 5c4

Item – Background on Tower Anchor Rod Tension Levels

Recommendation: INFORMATION

Costs & Schedule: NA

Discussion:

This memo is to respond to the request by the TBPOC as to the history of the SAS T1 anchor rod specified tension history. For purposes of this memo $F_y$ is the minimum specified yield stress of the anchor rods and $F_u$ is the minimum specified ultimate tensile strength.

The original bid package specified that all tower anchor rods be pretensioned to 70% of $F_y$ (57.5% of $F_u$). During discussions in the Working Drawing Campus (WDC) it was decided to modify the stiffeners at the base of the tower and reduce the required anchor rod pretensioning. At the request of Design and through the response of RFI 666, the originally specified 0.7$F_y$ pretension to a lower 1800 kN (0.48$F_u$) and 2530 kN (0.37$F_u$) for the 75mm (~3in) and 100mm (~4in) diameter rods, respectively, as well as stiffener details. When adjusted for ASTM defined effective area, these loads defined new specified pretension stress levels of 0.48$F_u$ and 0.37$F_u$ for the 75mm (~3in) and 100mm (~4in) diameter rods, respectively. In summary, there was a reduction in the specified pretension of about 10 and 20% for the 75mm (~3in) and 100mm (~4in) rods, respectively.

At this time, a lower final anchor rod tension is being considered in combination with ongoing anchor rod long-term maintenance plan discussions.
Memorandum

TO:    Toll Bridge Program Oversight Committee (TBPOC)  DATE:  July 1, 2015

FR:    Bill Casey, SAS Resident Engineer, Caltrans District 4

RE:    Agenda No. -  5c5

                Item-   E2/T1 Foundation Construction Contract QA/QC Documentation

Recommendation:
INFORMATION

Cost:
NA

Schedule Impacts:
NA

Discussion:
As requested by the TBPOC and as discussed with the PMT, the Department has begun an audit of the E2/T1 Foundation Contract QC/QA documentation.

The typical construction contract documentation management system is a hard copy filed system. However, for the Toll Bridge Program, due to the large amount of documentation, an electronic document management system was employed. Early in the East Spans Project, hard copy documents were transferred between the various Contractors and the Department. The receiving party would manually scan the documents into the electronic system. Because of the large amount of work involved in manually scanning documents into the system, not all documents were scanned, resulting in a combined hard copy and electronic copy file system. The E2/T1 Foundation Contract was one such Contract. Future Contracts changed this practice to require the sending party to include an electronic copy of all documents being provided, thereby increasing the efficiency of the electronic system.

The audit of the E2/T1 Foundation Contract identified 158 boxes of hard copy records and almost 37,000 electronic records. An accounting of the electronic file categories is underway to review the most relevant categories for the QC/QA documentation. The Department has begun the effort of auditing these contract files which will continue through Fall 2015.
ITEM 6: OTHER BUSINESS

a. Report on matters discussed and actions taken at Urgent Meeting

b. Report on matters discussed and actions taken during Executive Session
ITEM 7: GENERAL PUBLIC COMMENT