Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: May 28, 2014

FR: Program Management Team (PMT)


Herewith is the TBPOC Meeting Materials Packet for the June 4th 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.
# Final Agenda

**TBPOC REGULAR MEETING**  
**June 4, 2014**  
**Executive Session: 10:00am – 11:00am**  
**Regular Session: 11:00am – 1:00pm**  
**325 Burma Road, Oakland, CA**

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<td>S. Heminger, BATA</td>
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<td>3. CONSENT CALENDAR</td>
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<td>a. TBPOC Conference Call/ Meeting Minutes</td>
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<td>4. PROGRAM ISSUES</td>
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<tr>
<td>a. SAS Anchorage Modifications*</td>
<td>T. Anziano/ B. Maroney, CT</td>
<td>30 min</td>
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<td>b. SAS Main Cable Dehumidification Update*</td>
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<td>c. West Approach Close Out/ Real Estate*</td>
<td>T. Anziano, CT</td>
<td>15 min</td>
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<td>d. SFOBB New East Span Project Lessons Learned Report*</td>
<td>K. Terpstra, CT</td>
<td>10 min</td>
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<td>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</td>
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<td>1. Anchor Rod Testing*</td>
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<tr>
<td>b. YBITS 2 Update (w/ Contractor)</td>
<td>B. Maroney, CT</td>
<td>15 min</td>
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<tr>
<td>a. Report on matters discussed and actions taken at Urgent Meeting</td>
<td>NA</td>
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<td>b. Report on matters discussed and actions taken during Executive Session</td>
<td>S. Heminger, BATA</td>
<td>5 min</td>
<td>Information</td>
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<td>7. GENERAL PUBLIC COMMENT</td>
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**Next TBPOC Meeting:**  
**July 1, 2014, 10:00am – 1:00pm**  
**325 Burma Road, Oakland CA**

* Attachments  
**Attachments to be sent under separate cover**
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## TBPOC MEETING
**June 4, 2014**

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<td>GENERAL PUBLIC COMMENT</td>
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* Attachments
** Attachments to be sent out under separate cover
ITEM 1: EXECUTIVE SESSION
ITEM 2: CHAIR’S REPORT
Memorandum

TO: Toll Bridge Program Oversight Committee
(TBPOC)

DATE: May 28, 2014

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

RE: Agenda No. - 3a1
    Consent Calendar
    Item- TBPOC Conference Call/Meeting Minutes
    May 6, 2014 Meeting Minutes

Recommendation:
APPROVAL

Cost:
NA

Schedule Impacts:
NA

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the
May 6, 2014 Meeting Minutes.

Attachment(s):
May 6, 2014 Meeting Minutes
TBPOC REGULAR MEETING MINUTES  
May 6, 2014, 11:00am – 1:00pm  
325 Burma Road, Oakland CA

**Attendees:**  
**TBPOC Members:** Steve Heminger (Chair), Malcolm Dougherty, Andre Boutros  
**PMT Members:** Tony Anziano, Andrew Fremier, Stephen Maller  
**Participants:** Bill Casey, Michele DiFrancia, Clive Endress, Rich Foley, Andrew Gordon, Peter Lee, Brian Maroney, Dina Noel, Bijan Sartipi, Ken Terpstra, Deanna Vilcheck

Convened: 11:05 PM

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| 1. **EXECUTIVE SESSION**  
  a. SAS Outstanding Change Order Negotiations  
  b. Risk Register Summary | |
| 2. **CHAIR’S REPORT**  
  a. TBPOC Public Meeting Procedures  
    - The Chair, S. Heminger, welcomed the public and press to the first regularly scheduled TBPOC meeting held in public.  
      - The 2005 legislation establishing the TBPOC did not require their meetings to be held in public.  
      - The revised procedures are in the TBPOC agenda packet, which is now publicly available on the project website.  
      - There will be times when the TBPOC will need to meet in private (e.g., regarding personnel matters).  
  b. Bridge Issue Memo  
    - The memo was issued to the TBPOC today, and copies have been made available for the public and press.  
    - T. Anziano, Toll Bridge Program | |
Items | Action
--- | ---
Manager, reported that the memo includes general categories of maintenance and items that may have the potential of increasing maintenance costs (e.g., BD rods and testing program).

- The memo is a snapshot in time. A more detailed, maintenance manual is currently being developed.
- The Chair noted that a presentation will be given at the BATA Oversight Committee meeting on May 14. He also noted that a peer review process will be underway.

c. Other Item
- The Chair recognized A. Gordon for his years of service in the Public Information Office by presenting him with a resolution.

3. CONSENT CALENDAR
a. TBPOC Conference Call/Meeting Minutes
   1. TBPOC April 11, 2014 Minutes
   2. TBPOC April 24, 2014 Minutes
   - The TBPOC APPROVED the Consent Calendar, as presented.

4. PROGRESS REPORTS
a. TBPOC Briefing, Risk Management Results, First Quarter 2014
   - The Chair noted that the Risk Management Program was established in 2005 and that the TBPOC receives quarterly reports from the Risk Manager.
   - R. Foley, Toll Bridge Program Risk Manager, gave a presentation on the Risk Management Results for First Quarter 2014.
   - There was a $3M increase in the forecast in the first quarter of 2014, essentially no change. There was an increase in the cantilever dismantling; reduction in risk of $25M for SAS; $75M increase in capital outlay support (COS),
### Items

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| which the TBPOC approved last quarter; and, an increase of $8.9M in risk to work plan.  
- The overall risk of $113M is offset by a contingency of $116M.  
- COS changes were redistributed.  
- Q1 draw includes retired risks, moved to the forecast/estimate side of register, which is for the entire Program.  
- Fifty percent probable risk is the midpoint range versus available contingency. There is $89M available contingency should risks occur, including $24M for Dumbarton which will be reduced next quarter, and $12M for West Approach real estate. |
| The TBPOC requested a presentation on the West Approach risk be given at their next meeting.  
- The TBPOC delegated approval of the First Quarter 2014 report to the PMT. |
| b. 2014 First Quarter Project Progress and Financial Update |  
- P. Lee distributed the latest version of the First Quarter 2014 report.  
- The report will be presented to BATA on May 14 and then sent to the Legislature on the same day. |
| Staff to return in two months to the TBPOC with an updated presentation on the Bridgehead costs. |

### PROGRAM ISSUES

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<td>a. Architectural Items Update</td>
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- C. Endress, Bridge Landscape Architect, gave a presentation on two Architectural Items: 1) Bridgeheads, and 2) West Belvedere Cantilever Beam.  
- Bridgeheads on the north and south near the Yerba Buena Island tunnel portal are necessary for the architectural success of the bridge; they visually tie the bridge to the island and provide a sense of arrival to the island.  
- Bridgeheads would be made of concrete (same material as the portal). They would not be of solid concrete, but would also include a light steel frame structure.  
- The team is aiming to reduce the capital costs, which range from $5.5M to $9.0M.  
- West Belvedere involves changing the  
  
- Staff to return in two months to the TBPOC with an updated presentation on the Bridgehead costs. |
### Items

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<td>original design of the beams in order to improve the design continuity with the other six belvederes on the new East Span. Total cost is $1.2M. The timing is such that it needs to be included in the YBITS2 contract, before November 2015.</td>
<td>The TBPOC <strong>APPROVED</strong> the West Belvedere Cantilever Beam design changes, but postponed action on the YBI Bridgeheads until their July 2014 meeting.</td>
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<td>b. Gateway Park Update</td>
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<td>• A. Fremier, Deputy Executive Director of BATA, provided background on the Gateway Park Environmental Impact Report which should be available by the end of 2014.</td>
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<td>o Different options have been developed for the area at the Oakland Spit. The TBPOC in March approved the project team going forward with studying an option to keep two 288 sections of the old East Span. The team has been working with the Gateway Park Working Group and conducted a peer review, including C. Endress and D. McDonald.</td>
<td>The TBPOC <strong>APPROVED</strong> the PMT recommendation to not proceed with the salvage of two 288 sections of the original East Span. Instead, staff suggests building a foot bridge similar to Pier 17 in San Francisco.</td>
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<td>o Even when lowering the 288 sections, they still compete for the view sheds of the new East Span. The range of capital costs is $9M-$13M to retrofit and salvage. There would be additional operations and maintenance costs.</td>
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<td>o PMT recommends that the TBPOC not proceed with the salvage of two 288 sections of the original East Span. Instead, staff suggests building a foot bridge similar to Pier 17 in San Francisco.</td>
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<td>o The Chair raised the recent letters sent to the TBPOC regarding the bridge salvage for artists and other interested parties. A. Fremier responded that the TBPOC approved 200 tons of salvage for the Gateway Park project in March; the additional request of 400 tons and another request for the Bay Bridge House project will be presented to the TBPOC in June.</td>
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<td><strong>Staff to agendize the additional bridge salvage requests for the TBPOC June meeting.</strong></td>
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<td><strong>6. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</strong>&lt;br&gt;a. SAS Update&lt;br&gt; 1. Anchor Rod Testing&lt;br&gt;  - B. Casey, SAS Construction Manager, provided an update on the Anchor Rod Testing.&lt;br&gt;  - Tests of 4, 5 and 6 2008 rods broke at 0.7 load, and now they are in post analysis.&lt;br&gt;  - The team is expecting the other rods to hit failure within 30 days.&lt;br&gt;  - Four 2013 rods will be tested starting in June. Tests 5 and 6 will be done in a lab.&lt;br&gt;  - All tests are anticipated to be complete in June or July.&lt;br&gt;  - The Chair noted that the TBPOC plans to bring the Anchor Rod Testing Program to a conclusion in the summer time.&lt;br&gt;  - An update on grease caps was provided. It was reported that grease caps have been provided on 2010 rods, and they will be put on upper segments as well.&lt;br&gt;  - It was noted that the Anchor Rod Testing Program budget is holding steady.</td>
<td>• Staff to provide a more comprehensive update on Anchor Rod Testing, including remediation and steps forward, at the TBPOC June meeting.</td>
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<td><strong>7. OTHER BUSINESS</strong>&lt;br&gt;a. Report on matters discussed and actions taken at Urgent Meeting&lt;br&gt;  - NA</td>
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<td>b. Report on matters discussed and actions taken during Executive Session&lt;br&gt;  - The Chair reported that no actions were taken. The TBPOC received a briefing on the risk register and outstanding items regarding the SAS contractor.</td>
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<td>c. The Chair requested an update on the YBITS2 contract.&lt;br&gt;  - T. Anziano reported that the demolition is proceeding very well. False work for</td>
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the east and west ends will be erected soon.

- The Chair requested that the YBITS2 contractor be invited to present at the next TBPOC meeting.

- Staff to invite/ agendize the YBITS2 contractor to attend at the TBPOC June meeting.

8. GENERAL PUBLIC COMMENT

- No public comments were received.

Adjourned: 12:10 PM

TBPOC MEETING MINUTES
May 6, 2014, 11:00am – 1:00pm

APPROVED BY:

STEVE HEMINGER, TBPOC Chair
Executive Director, Bay Area Toll Authority

ANDRE BOUTROS
Executive Director, California Transportation Commission

MALCOLM DOUGHERTY
Director, California Department of Transportation
Memorandum

TO: Toll Bridge Program Oversight Committee
(TBPOC)
FR: Tony Anziano, Toll Bridge Program Manager, Caltrans
     Brian Maroney, Toll Bridge Program Deputy Manager, Caltrans
RE: Agenda No. - 4a
     Item- Program Issues
         San Francisco-Oakland Bay Bridge – Self Anchored Suspension Span
         (SAS) Project Main Cable Anchorage Modifications

Recommendation:
For Informational Only

Cost Impact:
NA

Schedule Impact:
NA

Discussion:
The Contractor is in the process of performing advanced planning and engineering
work necessary to develop the means and methods to adjust the PWS anchor rods
and/or create larger openings through the anchorage plate to accommodate a minimum
10 mm clearance.

The main cable of the SAS Structure is anchored to the Orthotropic Box Girder (OBG)
deck at the east end anchorage. The east end anchorage, which is composed of
longitudinal stiffeners, an anchorage plate and an anchorage grillage assembly, transfers
the cable load supporting the SAS Structure to the OBG deck. As the main cable passes
through the east deviation saddles each of the 137 individual PWS bundles making up
the main cable splay out and connect to a 90 mm PWS anchor rod. These anchor rods
extend into the anchorage along the longitudinal stiffeners, passing through a 120 mm
hole in the anchorage plate, and affix themselves to the anchorage grillage through the
use of anchor blocks. Because of the splay of the main cable, the geometry of the
anchorage varies to accommodate the varying angles of each of the PWS anchor rods.

During the anchor rod installation process, the rods were installed with the intent of
being centered in the anchor plate holes in order to maintain a minimum all around
Memorandum

clearance of 10 mm. Significant effort went into planning analysis of cable erection to minimize the possibility of having to “tune the harp”, which would have involved iterative modification of the cable system to achieve the desired geometry of the cable and OBG, a time consuming process that could have lasted months. This planning effort was successful in achieving the overall desired geometry without “tuning”. However, given the geometry of the anchorage system required to accommodate the splay of the main cable and taking into considerations the movements of the structure as load transfer was performed, movements in all three dimensions, the PWS anchor rods experienced movements greater than anticipated. The final clearance of the PWS anchor rods as they pass through the anchor plate holes were measured and recorded. Of the 274 total anchor rod locations, 211 were identified as having less than a 10 mm all around clearance while the remaining 63 are acceptable as having a minimum of 10 mm clearance.

Design has reviewed the final clearance measurements and determined that a full 10 mm clearance all around is required to ensure appropriate performance of the structure so that none of the rods come into contact with the anchorage plate throughout the life of the Structure.

Discussions, advanced planning efforts, and Engineering work necessary to address the anchor rod clearance are ongoing with the Contractor in order to develop the means and methods necessary to adjust the PWS anchor rods and/or create larger openings through the anchorage plate to provide a minimum 10 mm clearance.

Attachment(s):
1. Anchor Plate Conceptual Drawings
2. East End Anchorage Photos
ANCHOR PLATE ("E" line shown, "M" line similar)

1/40

SECTION A-A

111.25

STEP 1

CONTRACT CHANGE ORDER NO.

OF

DATE

DESIGN

PREPARED FOR THE

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PWS ANCHOR PLATE DETAILS

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

SAN FRANCISCO OAKLAND BAY BRIDGE

EAST SPAN SEISMIC SAFETY PROJECT

SELF-ANCHORED SUSPENSION BRIDGE

(SUPERSTRUCTURE & TOWER)

N. TURNER

CIVIL

M. ROBB

CIVIL

M. ROBB

CIVIL

DATE

PROJECT ENGINEER

11/2/13

11/2/13

11/2/13

11/2/13

DATE

PROJECT ENGINEER

11/2/13

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DATE

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SAN FRANCISCO OAKLAND BAY BRIDGE

EAST SPAN SEISMIC SAFETY PROJECT

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SAN FRANCISCO OAKLAND BAY BRIDGE

EAST SPAN SEISMIC SAFETY PROJECT

SELF-ANCHORED SUSPENSION BRIDGE

(SUPERSTRUCTURE & TOWER)
TO: Toll Bridge Program Oversight Committee (TBPOC)
FR: Tony Anziano, Toll Bridge Program Manager, Caltrans
     Brian Maroney, Toll Bridge Program Deputy Manager, Caltrans
RE: Agenda No. - 4b
     Item- Program Issues
     San Francisco-Oakland Bay Bridge – Self Anchored Suspension Span (SAS) Project Main Cable Dehumidification Update

**Recommendation:**
For Informational Only

**Cost Impact:**
NA

**Schedule Impact:**
NA

**Discussion:**
The Self-Anchored Suspension structure is dehumidified in five distinct areas. These areas are: the west loop, the tower head at elevation 158 meters, the east end main cable anchorages (including the splay chamber) for both the westbound and eastbound Orthotropic Box Girder (OBG) deck sections, and the tower base. The status of each is as follows:

**West Loop**
The west loop unit is fully installed and currently running in "Manual" setting. Final programming and troubleshooting is in progress in order to enable the unit to communicate with the Supervisory Control and Data Acquisition (SCADA) system so that it can run in "Auto" and be remotely operated.

**Tower Head**
The tower head unit is fully installed and currently running in the “Manual” setting. Final programming and troubleshooting is in progress in order to enable the unit to communicate with the SCADA system so that it can run in "Auto" and be remotely operated.
Memorandum

East End OBG Anchorage (Westbound & Eastbound)
Both of the east anchorage units have been installed and testing is complete. However, the units are currently shut down and protected while other work is being completed to include the ductwork terminations at the louvers and paint repair work in and around the anchorage. Once complete, final programming and troubleshooting will take place in order to enable the unit to communicate with the SCADA system so that it can run in "Auto" and be remotely operated.

Tower Base
The unit has not been installed. Duct work installation is in progress and being sequenced in with the completion of other work including weld repairs and paint repairs. This unit is expected to be up and running in the month of July 2014.

General
While SCADA communication work progresses, humidity levels are being measured at the tower head and the west loop. The recorded humidity levels are well below 40% relative humidity. Prior to the east end anchorage units being shut down, the humidity levels were measured to ensure proper operation and the recorded humidity levels were also well below 40% relative humidity. As the tower base installation work is still in progress, once the system is installed and running relative humidity readings will be taken to ensure proper operation.

Attachment(s):
1. SAS Bridge – Elevation & Plan View (Dehumidified Locations Map)
2. East Anchorage Dehumidification System (Dehumidification Installation Photos)
EAST ANCHORAGE DEHUMIDIFICATION SYSTEM

EAST ANCHORAGE DEHUMIDIFICATION SYSTEM

EAST ANCHORAGE DEHUMIDIFICATION UNIT

EAST ANCHORAGE DEHUMIDIFICATION UNIT

WELDING STAINLESS STEEL DUCTWORK INSIDE THE WB EAST ANCHORAGE SPLAY CHAMBER (5/15/2013).
EAST ANCHORAGE DEHUMIDIFICATION UNIT

MUNTER’S MODEL hCD-600 DEHUMIDIFICATION UNIT, INSTALLED AND OPERATIONAL INSIDE THE EB EAST ANCHORAGE SPLAY CHAMBER. INSULATED DUCT IS THE RECIRCULATION AIR OUTLET (HUMIDITY REMOVAL), SILVER DUCT IT THE REACTIVATION AIR INTAKE. PROCESS AIR INTAKE GRILL SHOWN IN FRONT OF UNIT. ROUND DUCT IS THE PROCESS AIR SUPPLY (2/12/2014).
WEST LOOP DEHUMIDIFICATION UNIT

WEST LOOP DEHUMIDIFICATION UNIT

WEST LOOP DEHUMIDIFICATION SYSTEM

INSTALLATION OF WEST LOOP PROCESS AIR DUCTWORK ON THE CABLE SHROUD (4/15/2013).
WEST LOOP DEHUMIDIFICATION UNIT

MUNTER’S MODEL HDC 600 DEHUMIDIFICATION UNIT INSTALLED WITH PROCESS AIR SUPPLY AND RETURN DUCTS IN PLACE (4/19/2013).
TOWER HEAD DEHUMIDIFICATION UNIT

TOWER HEAD DEHUMIDIFICATION UNIT

NATIONAL AIR BALANCING COMPANY TECHNICIAN TESTING THE MUNTER’S MODEL HC-300 DEHUMIDIFICATION UNIT IN THE TOWER HEAD (3/14/2014).
TOWER BASE DEHUMIDIFICATION UNIT

TO: Toll Bridge Program Oversight Committee (TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4c
Program Issues
Item- West Approach Close Out/ Real Estate

Recommendation:
For Information Only

Cost:
NA

Schedule Impacts:
NA

Discussion:
During the Right-of-Way process for the West Approach project, it was decided to request that “all funds generated from the sale of any excess land parcels which were purchased with Toll Bridge Seismic Retrofit Account funds be reimbursed to the Toll Bridge Seismic Account”. The CALTRANS ACTION REQUEST was submitted on December 18, 1998. James Van Loben Sels approved the request on December 31, 1998.

The Department purchased one vacant parcel (333 Harrison St) and four lofts in the Clocktower Building that were declared to be in excess of the State’s needs. The 333 Harrison parcel was used by the contractor until CCA April 2009, after which it was leased for parking while entitlements were being approved. The lofts have been leased since the State purchases between 2003 and 2007. These purchases were required by an agreement with the HOA of the Clocktower without which the West Approach project would have been delayed.

The Department entered into a contract on September 2007 to sell 333 Harrison Street to a developer (who had the right of 1st refusal). The City and County of San Francisco as part of their Rincon Hill Plan (2005) reduced the height limit from 200 feet to 65 feet and identified the site as a public park. The sales price was $12,180,000; the deal finally closed
May 2011 following entitlements for a housing development which was classified by HUD as “affordable” – with 15% of units “very low income”. This development qualified for a loan under State’s policy. The State received 20% down ($2,436,000) and a promissory note for $9,744,000 @ 6.25% interest per annum. The terms of the note were for payments of $171,875.98/quarter for the period 10/1/2013 to 7/1/2021 increasing to $203,187.83/quarter from 10/1/2021 to 4/1/2051 with the balance due 5/31/2051.

The Department attempted to auction one of the lofts in 2012 but no one showed up for the auction. On May 12, 2014, the Department was successful in auctioning a unit for $439,000. This sale is on the CTC June agenda for approval. The Department plans on auctioning two more lofts in early August in time to make the cutoff date for the October CTC meeting, with sale prices between $550,000 and $650,000 anticipated at this time. The last loft is occupied by a tenant with over five years in residency and therefore has the right to purchase. The purchase price will be set using the two auctions in August.

Attachment(s):
NA
TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: May 28, 2014

FR: Kenneth Terpstra, SFOBB Project Manager, Caltrans

RE: Agenda No. - 4d
    Item - Program Issues
    SFOBB New East Span Project Lessons Learned Report

Recommendation:
For Information Only

Cost:
NA

Schedule Impacts:
NA

Discussion:
The final report of the SFOBB New East Span Project Lessons Learned Report, dated June 2014, will be presented and distributed at the TBPOC June 4 meeting.

Attachment(s):
NA
TO: Toll Bridge Program Oversight Committee (TBPOC)  
DATE: May 28, 2014  
FR: Tony Anziano, Toll Bridge Program Manager, Caltrans  
Brian Maroney, Toll Bridge Program Deputy Manager, Caltrans  
RE: Agenda No. - 5a1  
Item- San Francisco-Oakland Bay Bridge Updates  
Item- SAS Update – Anchor Rod Testing Program

Recommendation:  
NA

Cost:  
NA

Schedule Impacts:  
NA

Discussion:  
The status of the A354BD testing program is attached.

Attachment(s):  
SAS A354BD Bolt Data & Testing Program Status Summary
## SAS A354BD Bolt Data and Testing Program Status Summary

### Bolt/Rod Data

<table>
<thead>
<tr>
<th>ID</th>
<th>Location</th>
<th>Structural Component</th>
<th>Quantity Installed</th>
<th>Nominal Diameter [in]</th>
<th>Length [ft]</th>
<th>Sustained Tension in Service % Fu(UTS)</th>
<th>I In-situ test</th>
<th>II Laboratory test</th>
<th>III Full Size Tension + Lab</th>
<th>IV Full Diameter Stress Corrosion</th>
<th>V Incremental Step Loading (lbs)</th>
<th>VI (Test V Verification)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Shear Key Anchor Bolts- Bottom (S1/S2)†</td>
<td>96</td>
<td>3</td>
<td>10-17</td>
<td>0.70</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
<td>0%</td>
<td>100% NA</td>
</tr>
<tr>
<td>2</td>
<td>Pier E2</td>
<td>Shear Key Anchor Bolts- Bottom (S3/S4)</td>
<td>96</td>
<td>3</td>
<td>22</td>
<td>0.70</td>
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<td>0%</td>
<td>0%</td>
<td>NA</td>
<td>100% NA</td>
<td>NA NA</td>
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<tr>
<td>3</td>
<td>Pier E2</td>
<td>Shear Key Anchor Bolts-Top (S1/S2)</td>
<td>160</td>
<td>3</td>
<td>2-4.5</td>
<td>0.70</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
<td>100% NA</td>
<td>5% NA</td>
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<tr>
<td>4</td>
<td>Pier E2</td>
<td>Shear Key Anchor Bolts-Top (S3/S4)</td>
<td>160</td>
<td>3</td>
<td>2-4.5</td>
<td>0.70</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
<td>100% NA</td>
<td>75% NA</td>
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<tr>
<td>5</td>
<td></td>
<td>Spherical Bearing Bushing Assembly Bolts</td>
<td>96</td>
<td>1</td>
<td>2.5</td>
<td>0.61</td>
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<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA NA</td>
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<td>6</td>
<td></td>
<td>Bearing Retainer Ring Plate Assembly Bolts</td>
<td>336</td>
<td>1</td>
<td>0.2</td>
<td>0.45</td>
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<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA NA</td>
</tr>
<tr>
<td>7</td>
<td>East Anchorage</td>
<td>PAWS Strand Anchor Rods (Main Cable)</td>
<td>274</td>
<td>3 1/2</td>
<td>28-32</td>
<td>0.32</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
<td>100% NA</td>
<td>100% NA</td>
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<tr>
<td>8</td>
<td>Top of Tower</td>
<td>Tower Saddle Tie Rods</td>
<td>25</td>
<td>4</td>
<td>6-18</td>
<td>0.33</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
<td>100% NA</td>
<td>100% NA</td>
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<tr>
<td>9</td>
<td></td>
<td>Tower Saddle Turned Rods (@ Splices)</td>
<td>100</td>
<td>3</td>
<td></td>
<td>0.45</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
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<td>10</td>
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<td>Tower Saddle Grillage Bolts</td>
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<td>3</td>
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<td>0.10</td>
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<td>NA</td>
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<tr>
<td>11</td>
<td></td>
<td>Tower Outrigger</td>
<td>4</td>
<td>2</td>
<td>0.30</td>
<td>NA NA</td>
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<td>100% NA</td>
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<td>NA NA</td>
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<tr>
<td>12</td>
<td>Tower Base</td>
<td>Tower Anchorage Anchor Bolts (75 Dia. Anchor Bolts)</td>
<td>308</td>
<td>3</td>
<td>26</td>
<td>0.48</td>
<td>100% 0% 0% 0% 100% 100% 100% 0% 50% 90% 0% NA</td>
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<td>13</td>
<td></td>
<td>Tower Anchorage Anchor Bolts (100 Dia Anchor Bolts)</td>
<td>44</td>
<td>4</td>
<td>26</td>
<td>0.37</td>
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</tr>
<tr>
<td>14</td>
<td>East Saddles</td>
<td>East Saddle Anchor Rods</td>
<td>32</td>
<td>4</td>
<td>2</td>
<td>0.10</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
<td>100% NA</td>
<td>100% NA</td>
</tr>
<tr>
<td>15</td>
<td>East Saddles</td>
<td>East Saddle Tie Rods</td>
<td>18</td>
<td>3</td>
<td>5</td>
<td>0.30</td>
<td>100% NA</td>
<td>0%</td>
<td>0%</td>
<td>100% NA</td>
<td>100% NA</td>
<td>100% NA</td>
</tr>
<tr>
<td>16</td>
<td></td>
<td>Cable Bracket Anchor Rods</td>
<td>24</td>
<td>3</td>
<td>10-11</td>
<td>0.36</td>
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<td>NA</td>
<td>NA</td>
<td>NA NA</td>
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<tr>
<td>17</td>
<td>W2 Pier Cap</td>
<td>Bikepath Anchor Bolts at Pier W2 (see Note 2)</td>
<td>43</td>
<td>1 1/4</td>
<td>1.5</td>
<td>NA</td>
<td>NA NA NA NA NA NA NA NA NA NA NA</td>
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<td></td>
<td></td>
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<tr>
<td>18</td>
<td>Pier E2</td>
<td>C2 -2013 Replacement Rods (CCO 312)</td>
<td>40</td>
<td>3</td>
<td>2-23</td>
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<td>NA</td>
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<td>0%</td>
<td>0% NA</td>
</tr>
</tbody>
</table>

### Notes:
1. Percentage complete refers to the physical testing only. It does not include data processing and reporting.
2. Bikepath anchor bolts will not be used due to the architectural re-design of the W2 bikepath support.

05/22/2014
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  
FR: Brian Maroney, Toll Bridge Deputy Program Manager, Caltrans  
RE: Agenda No. - 5b  
Item- San Francisco-Oakland Bay Bridge Updates  
Item- YBITS2 Update (w/ Contractor)

Recommendation:  
NA

Cost:  
NA

Schedule Impacts:  
NA

Discussion:  
A verbal update on the YBITS2 contract will be provided at the TBPOC June 4 meeting, with the contractor (California Engineering Contractors/ Silverado Contractors, Inc. Joint Venture) in attendance.

Attachment(s):  
NA
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