



Agenda Item No. 1

To: Building and Operation Committee/Committee of the Whole
Meeting of March 23, 2006

From: Ewa Z. Bauer, Deputy District Engineer
Denis J. Mulligan, District Engineer
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE EXECUTION OF AN AMENDMENT TO THE AGREEMENT WITH THE CALIFORNIA HIGHWAY PATROL RELATIVE TO CONTRACT NO. 99-B-5, GOLDEN GATE BRIDGE SEISMIC RETROFIT (PHASE II), SOUTH APPROACH STRUCTURES, FOR TRAFFIC ENFORCEMENT SERVICES**

Recommendation

The Building and Operating Committee recommends that the Board of Directors take the following actions regarding construction contract administration relative to Contract No. 99-B-5, *Golden Gate Bridge Seismic Retrofit (Phase II), South Approach Structures*:

- a. Authorize execution of an amendment to the on-call service agreement with the California Highway Patrol in the amount of \$100,000 to extend the enforcement of the construction zone speed limit and assistance with traffic diversions for nighttime lane closures.
- b. Authorize a budget increase in the amount of \$100,000 in the Golden Gate Bridge Seismic Retrofit Phase II Project budget, to be funded with the Federal grant funds secured for the Seismic Retrofit Project, which is contingent upon approval by the Federal Highway Administration and subject to the concurrence of the Finance-Auditing Committee.

This matter will be presented to the Finance-Auditing Committee at its March 23, 2006, meeting for concurrence and to the Board of Directors at its March 24, 2006, meeting for appropriate action.

Summary

The Golden Gate Bridge Seismic Retrofit Phase II Project, Contract No. 99-B-5, provides for retrofitting all 18 roadway deck joints of the Fort Point Arch and South Approach Viaduct by removing the existing roadway joints and surfacing, and installing new joints and surfacing. The joints extend the full width of the Bridge roadway. To date, the Contractor has successfully

completed 17 of the 18 deck joints. The one remaining joint is the Seismic Isolation Joint at the San Francisco abutment of the South Approach Viaduct.

Through an on-call service agreement with the District, the California Highway Patrol (CHP) provides enforcement of construction zone speed limits and assistance with traffic diversions required for nighttime lane closures when construction work is in progress on the roadway. The California Department of Transportation and the Federal Highway Administration both recommend utilizing CHP services for operations that impact traffic. These CHP services were successfully utilized on Phase I of the Bridge Seismic Retrofit project as well as to date on the Phase II construction.

The remaining work involves removing the existing expansion joints located at the San Francisco Abutment, and installing new Seismic Isolation Joints. The work includes saw-cutting and removing a 12-foot-wide strip of the existing roadway surfacing across the entire width of the roadway, removing portions of the existing steel box and girder system, installing new structural steel framing elements, installing new isolation joints, and placing new roadway surfacing. Installation of new steel elements of the joints and their attachment to the existing steel deck of the Viaduct requires detailed and, sometime, tedious field adjustments of the new steel for proper fit and attachment to the existing very irregular steel deck. In addition, the concrete approach slabs to the south of the joint indicated on the record drawings are either non-existent or have been found to be in a deteriorated condition. Corrective work is required to install new and repair the existing concrete approach slabs. This in turn extends the time required to complete the deck joint work.

It is estimated that additional nighttime lane closures required for the corrective work at the South Abutment will increase the cost of CHP support services by \$100,000. An amendment increasing the funding contract amount is required to maintain uninterrupted CHP support for this nighttime work. The District will request the presence of CHP personnel and vehicles only for nights when construction operations are actively in progress on the Bridge roadway.

Fiscal Impact

The estimated cost for this amendment to the service agreement with CHP is \$100,000, bringing the total agreement amount to \$600,000. An increase in the same amount in the Phase II Project budget is necessary to finance this extension of the CHP assistance, which is proposed to be funded with the Federal grant funds secured for the Golden Gate Bridge Seismic Retrofit Project and contingent upon approval by the Federal Highway Administration.