

Answered Message

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From: Steve Hulsebus <steve_hulsebus@dot.ca.gov>
 Subject: Re: temporary structures on YBI
 Date: Mon, 5 Dec 2005 14:48:47 -0800
 To: "Karen Trapenberg Frick" <kfrick@uclink.berkeley.edu>

The detour structure is south of the existing bridge. It will be a double-deck structure. The detour concept has changed since the original FEIS. An environmental re-evaluation for this change was approved in 4/03.

→ attached!

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-----+----->
| | "Karen Trapenberg|
| | Frick"|
| | <kfrick@uclink.be|
| | rkeley.edu>|
| | |
| | 12/05/2005 02:33|
| | PM|
| | |
-----+----->

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| |
| | To: steve_hulsebus@dot.ca.gov |
| | cc: |
| | Subject: temporary structures on YBI |
| |
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Hi. As you may recall, I am a UC Berkeley planning student writing a dissertation on the new Bay Bridge. I have one quick clarification question for you. An MTC staff person recently told me that the temporary bridge structures on YBI will be south of the existing bridge. Is that correct as it is quite different from my understanding from reading the east span's FEIS. I am only asking to be factually correct in my dissertation, which will be done in the next month or so.

Thanks in advance as you have always been very helpful,
 Karen Frick
 cell: 925/639-4556

P.S. Lauren Wonder may contact you about some early 1997 renderings that I only accompanied
 Trans' announcement to consider bridge replacement. Specifically, it appears that there were at least two images (a viaduct proposal as well as a two tower cable-stay bridge)

Answered Message

YBI temporary detours

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Why Ad?

----->
	"Karen Trapenberg
	Frick"
	<kfrick@uclink.be
	rkeley.edu>
	12/05/2005 02:33
	PM
 ----->

4 attached South Centre detour mention a MTC

bbhist.htm history page in 2003 timeline ->

----->
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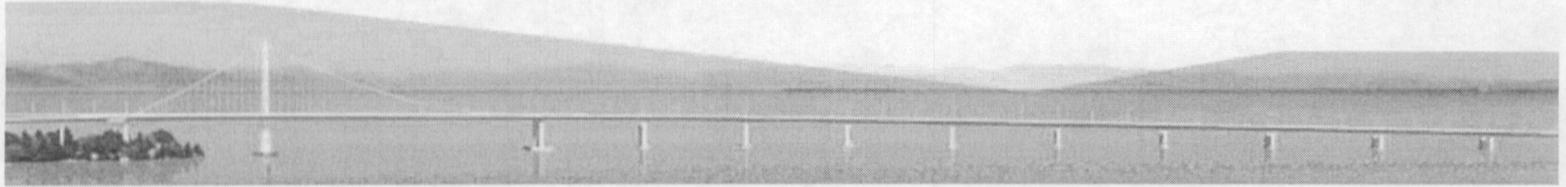
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**Bay Bridge East Span
BIOLOGICAL MITIGATION**



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BIOLOGICAL MITIGATION OVERVIEW / Construction Contracts

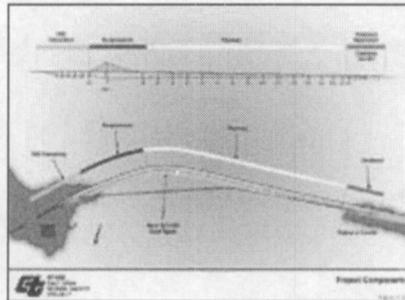
To facilitate an efficient and cost-effective building program, the East Span Project has been divided into eleven separate construction contracts. In addition, Caltrans will pursue a separate contract to remove the existing bridge.

A summary of each contract is listed below:

- [[General Overview](#)]
- [[Construction Contracts](#)]
- [[Permits/Partnerships](#)]
- [[Monitoring Protocols](#)]
- [[Monitoring Subjects Overview](#)]

Geofill Contract
(January 2002 - March 2003)

The purpose of this contract is to stabilize the underlying soil at the Oakland Touchdown by applying surcharge (dirt fill) to remove water and reduce settlement. When settlement has reached an acceptable rate, the Oakland Touchdown will be ready to support the new westbound approach and the relocated Caltrans maintenance road.



Oakland Approach Structures Contract
(To Be Determined)

This contract constructs the roadway structure on the Oakland Touchdown.

[view larger project components schematic](#)

Skyway Contract
(February 2002 - Spring 2007)

The Skyway Contract involves construction of the bridge component that will connect to the Oakland approach structures on the eastern shore and to the Self-Anchored Suspension portion on the west side. This component of the East Span Project is the longest portion. It will consist of two adjacent structures that stretch over a mile in length.

The **Self-Anchored Suspension portion** of the new bridge includes the following three contracts:

Self-Anchored Suspension Bridge Land Foundation [Pier W2] Contract
(June 2003 - October 2004)

This contract constructs the westernmost foundations and columns of the self-anchored suspension bridge at Pier W2 not far from the existing Pier E1 on YBI. The steel-framed anchorages within the footings are included in this

work, but the cables running between the footings and the superstructure are excluded.

Self-Anchored Suspension Bridge Marine Foundations [Piers T1 and E2] Contract

(April 2004 - Estimated Completion June 2007)

This contract constructs the tower foundation at Pier T1 and the easternmost foundations and columns of the self-anchored suspension bridge at Pier E2. The work is in and on the waters of the Bay just to the east of YBI and to the north of the existing bridge.

Self-Anchored Suspension Bridge Superstructure [box, tower, and cables] Contract

(Start Anticipated Summer 2006)

This contract supplies and erects the superstructure of the self-anchored suspension bridge; the box, the tower and the cables. The construction will take place on the eastern side of YBI.

The **Yerba Buena Island Transition Structure portion** of the new bridge includes the following five contracts:

Yerba Buena Island Electrical Substation and Simple Retrofit of the YBI Viaduct Near the Tunnel Contract

(June 2003 - May 2005)

This contract will construct a new electrical substation on YBI meeting modern standards and then remove the existing substation and adjacent maintenance support building. The new substation will be east of the tunnel and north of the existing bridge.

Yerba Buena Island Demolition Contract

(January 2003)

This work removes unwanted US Coast Guard (USCG) and Caltrans buildings from YBI. The USCG buildings to be removed are building numbers 30, 40 and 270 (USCG Building 75 will not be removed in this contract). Caltrans Building 277 will also be removed.

Yerba Buena Island Structures Contract

(To Be Determined)

This work modifies portions of the existing YBI double-decked concrete viaduct and constructs the permanent structures on YBI that transition traffic between the double-deck YBI tunnel and the side-by-side traveled way on the self-anchored suspension structure.

U.S. Coast Guard Road Relocation Contract

(August 2003 - May 2004)

This contract will relocate the existing access road and gate to the U.S. Coast Guard facility to the south to allow for temporary detour construction.

South - South Detour Contract

(July 2004 - Summer 2007)

This contract designs and constructs temporary detour structures, transfers traffic onto the detour structures, and removes the majority of the existing YBI double-deck structures.

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2003

July: Bids for the W2 Land Foundation for the Self Anchored Suspension Bridge were opened.

December: Bids for the South/South Detour on Yerba Buena Island from the Tunnel to the Self Anchored Suspension Bridge were opened.

Box 1, Folder 3

Item 3

ACCNO_000005