

June 19th, 2018

Subject: Bridge Construction for SFCTA by Golden State Bridge, Inc.

To Whom It May Concern:

The Interstate 80/Yerba Buena Island (YBI) West Bound Ramps Improvement Project was the initial step to prepare for the increased traffic that will come with the redevelopment of Treasure Island, located in San Francisco, California. With the opening of the completed ramps, much needed safety and operational improvement was made by replacing the westbound on and off-ramps with new, safer ramps. The San Francisco County Transportation Authority (SFCTA) was the CEQA lead agency, project sponsor, project manager, and Federal HBP/State Proposition 1B funding recipient. SFCTA also administered the construction contract.

Golden State Bridge, Inc. (GSB) was the prime contractor for the project. Construction began on February 18, 2014, and substantial completion was achieved with the new ramps opening on October 21, 2016. The construction contract bid amount was \$49,305,345.55. In total, the project consisted of five new bridge structures, three of which were widenings of the San Francisco-Oakland Bay Bridge new east span. A total of seven frames and five hinges were constructed, up to 180 feet above grade. The superstructure utilizes rectangular concrete box girder construction with transverse beams visible at overhangs. The concrete box girders are conventionally reinforced at shorter spans with high curvature and are post-tensioned at longer spans with mild curvature. The WB Ramp superstructures included complicated geometry with heavily reinforced bent caps and hinges.

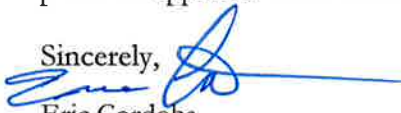
GSB successfully designed, maintained, and removed a complex, double-stacked falsework system. Yerba Buena Island has very steep topography, which required the use of driven pile and cast-in-drilled-hole temporary falsework foundations. After the falsework could be released, GSB used a winch system staged on the top deck for falsework lowering and removal.

Site topography required complex shoring up to 40-feet deep, and adjacent to travelled roadway. The shoring required several rows of tie-backs with strutted systems to construct the bridge foundations. Erosion of the steep hillsides around the falsework foundations and shoring pits was also a serious concern. GSB constructed additional temporary drainage systems to ensure that water runoff wouldn't cause any erosion that would harm the falsework.

The project's staging plan was complex, with 10 stages of construction identified on the contract plans. Because the only access to the U.S. Coast Guard base was through the project, temporary detour roads and multiple falsework openings had to be constructed. GSB worked proactively with the Resident Engineer, USCG, and Designer of Record to efficiently build the work and maintain traffic to keep the project on schedule.

The YBI WB Ramps project has received multiple awards and recognition from many of the industry's premier agencies, including: American Society of Civil Engineers, California Transportation Foundation, American Council of Engineering Companies, and Construction Management Association of America. GSB's commitment to professional relationships and proactive approach led to the successful completion of this project on-time and within budget.

Sincerely,



Eric Cordoba

Deputy Director for Capitol Project



Plan, Fund, Deliver

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