BAY BRIDGE OPENING POSTPONED

The Toll Bridge Program Oversight Committee (TBPOC) announced that the previously scheduled Labor Day opening of the new East Span of the Bay Bridge has been postponed. The contractor now forecasts the steel saddle retrofit for the failed bolts on the east pier of the Self-Anchored Suspension Span will be completed by December 10, 2013. The TBPOC will select a bridge opening date based upon actual completion of the retrofit work, weather windows and traffic impacts. Stay tuned to BayBridgeInfo.org for the latest information.

COMPREHENSIVE BOLTS REPORT RELEASED

The TBPOC released its investigative report into the 32 bolts that broke on the Self-Anchored Suspension Span (SAS) and its review of 2,336 similar bolts on the SAS. Based on the findings of the report, only the 32 bolts that failed must be replaced, via the steel saddle retrofit, before the new span’s opening. All other bolts are performing as designed, but will continue to be monitored and inspected. Read the report at www.BayBridgeInfo.org

PHOTOGRAPHING THE BRIDGE: PAST AND PRESENT

The Bridge Builders, an exhibit of Joseph Blum’s photographs of the workers on the new Bay Bridge’s East Span, is showing at San Francisco City Hall through September 27, 2013. www.sfartscommission.org

For a look back at the original Bay Bridge’s construction in the 1930s through the lens of famed American photographer Peter Stackpole, visit the exhibit: Peter Stackpole: Bridging the Bay at the Oakland Museum of California through January 26, 2014. www.museumca.org

And for an up-close, insider’s look at the construction process as it occurs, be sure to check out the new Photo of the Day series on our website. www.BayBridgeInfo.org/photo
BOLTS

The fix is underway for the faulty bolts found at the eastern pier of the Self-Anchored Suspension Span (SAS). Steel saddles that are cinched down with post-tensioning cables will replace the clamping force that the broken bolts were intended to exert. Crews are hard at work preparing the cap beam in anticipation of the steel saddles’ installation.

OAKLAND TOUCHDOWN

In March another milestone in the completion of the new East Span was reached: the eastbound road deck section of the eastbound Oakland Touchdown was poured into place, creating the final section of the bridge’s decks. Approximately 136 tracks delivered 1,270 cubic yards of concrete, enough to fill a bridge deck section roughly the size of three football fields.

CONSTRUCTION UPDATES

SELF-ANCHORED SUSPENSION SPAN

All the major bridge components of the Self-Anchored Suspension Span—the tower, roadway deck, main cable and suspension ropes—are now in place and the weight of the span has been transferred from the temporary supports (falsework) to the main cable. With the successful completion of lead transfer in November 2012, the 2,047-foot span is the largest bridge of its kind in the world.

Aside from the installation of the steel saddles, remaining work to be done in the lead-up to the new East Span’s opening includes paving and striping the road decks and installing and testing the bridge’s mechanical, electrical and plumbing systems. Nearly all of the falsework below the bridge has been removed and painting is in progress.

YERBA BUENA ISLAND TRANSITION STRUCTURE

Work is substantially complete on both the eastbound and westbound transition structures on Yerba Buena Island, and attention is now focused on service platform lighting, signage, slope restoration and bike path support in preparation for the new span’s debut.