Welcome to the premier edition of the Bay Bridge News!

I’m pleased to introduce you to this new publication, produced by the Bay Bridge Public Information Office in Oakland. The San Francisco-Oakland Bay Bridge Seismic Safety Projects collectively represent one of the most ambitious public works efforts in California’s history.

What makes this project particularly significant and challenging is that this work is being performed as 280,000 vehicles continue to use the bridge each day. While every effort is made to keep traffic flowing on this vital transportation corridor, some disruptions will occur from time to time. To help keep the public informed, this newsletter, as well as e-Alerts, will be issued when major project milestones occur. We are also very excited about the recent debut of our new website, www.baybridgeinfo.org.

The website, administered by the Bay Bridge Public Information Office, will be the official location for project information, up-to-the-minute road closure and detour information, photo galleries, time-lapse and construction videos, and interesting facts about the bridge. We hope that this newsletter, also available in print, will serve as a useful source for learning more about the seismic safety work now under way on the Bay Bridge.

To receive this information, and important e-Alerts with project updates affecting motorists, I encourage you to subscribe to this newsletter by visiting www.baybridgeinfo.org and clicking on the e-Newsletter button.

To learn even more about the Bay Bridge Seismic Safety Projects, plan a visit to the Bay Bridge Public Information Office, located at 311 Burma Road, near the Port of Oakland. Designed as a communications nexus, the Public Information Office offers photos, models, simulations and other information about this historic project. We’re open Monday through Friday, 8:30 am to 5:00 pm. Telephone (510) 286-7167.

Thank you for your interest and continued patience during this essential work. Ultimately, we will all be served by a safer, more beautiful bridge!

Sincerely,

Bart Ney
Public Information Officer
San Francisco-Oakland Bay Bridge

PREMIER EDITION!
The Bay Bridge Seismic Safety Projects

West Span & West Approach
Following the Loma Prieta earthquake, which caused a section of the East Span to collapse, an extensive study was conducted of the Bay Bridge and the state’s other major bridges. It was determined that some sections of the Bay Bridge could be made safer by retrofitting existing structures. Other areas of the bridge would need to be completely replaced with new structures. Retrofit work on the West Span was completed in 2004. Seismic safety work is now underway to replace the roadway and ramps on the West Approach — a one-mile stretch of Interstate 80 in San Francisco leading to the bridge. This work, which involves a series of elaborately staged construction and demolition projects, is being performed within arm’s reach of apartment buildings and offices. These projects require extensive public and community outreach. Please visit www.baybridgeinfo.org for timely updates.

The “New” Bay Bridge
It was determined that the East Span of the bridge, from Yerba Buena Island (YBI) to the Oakland Touchdown, would require the building of an entirely new span. When completed, the “new” East Span will consist of an elegant single-tower SAS span, a one-mile elevated Skyway roadway, and a new touchdown area near the toll plaza in Oakland. The transition structure from the SAS to the tunnel at YBI will also be new. The 1,850-foot SAS span will be the longest structure of its kind in the entire world and will be the signature span of the new Bay Bridge.

What is an SAS?! Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them, which hold up the roadbed and are anchored to separate structures in the ground. In contrast, there is only one cable on the new Self-Anchored Suspension (SAS) span. It will be anchored to the deck itself.

Assembly Bill 144
On July 18, 2005, Governor Arnold Schwarzenegger signed Assembly Bill 144 into law and thereby created the Toll Bridge Program Oversight Committee (TBPOC) to provide project oversight and project control for the Toll Bridge Seismic Retrofit Program in California.

BAY BRIDGE SEISMIC SAFETY PROJECTS
The Bay Bridge Public Information Office
311 Burma Road
Oakland CA, 94607

This first issue of the Bay Bridge News provides a brief overview of the Seismic Safety Projects for the entire Bay Bridge Corridor, from the extensive retrofit work now under way on the bridge’s freeway approach in San Francisco, to the upcoming construction of the state-of-the-art Self-Anchored Suspension (SAS) span near Oakland.