The Bridge Turns Seventy

On November 12, 1936, California Governor Frank Merriam ceremoniously lowered the span of iron (later replaced by steel) across the Alcatraz and Angel Island waters, creating the first span of the San Francisco-Oakland Bay Bridge. It’s a moment that continued to be remembered in Bay Bridge history for the awarding of the contract and the many challenges faced by those who worked on its construction.

Two hundred Navy planes flying in formation symbolically relaying proclamations with American flags as salutes to their nation.

But it was a bridge that many thought would never be built — strong and great worth.

At 4 a.m., on September 14, 2006, an engineering marvel was completed on the Bay Bridge: the tallest structure in the United States, the tower at the San Francisco anchorage, was completed. The tower rises 510 feet above the surface of the bay, providing a strong base to support the main cable system of the bridge.

That evening, the first safety cone was lifted up from the lower deck, signifying the start of the closure ceremony. The tower was completed in just 38 hours, setting a world record for the construction of a single tower.

City and state officials, along with others, gathered at the site to celebrate the event. Governor Arnold Schwarzenegger was on hand to cut the ribbon, officially declaring the tower complete.

As the Bay Bridge quietly turned 70 on November 12, 2006, the project was the realization of an eighty-year-old dream to span the bay.

The opening was the realization of an eight-decade dream to span the bay.

A Grand Opening... 

A Message from Bart Ney, Bay Bridge Public Information Officer

At the Bay Bridge quarterly meeting held on November 12, 2006, major progress had been made on the seismic retrofit project, which will keep the iconic suspension bridge open to traffic.

In the issue of the Bay Bridge News, we covered some of the important activities completed in 2006, from major demolition on the West Approach to seismic work on the East Approach, to the extensive work on the West Span, and the historic heavy-lift operations that occurred on the East Span. White paper groups were invited to discuss the challenges of various areas, as well as the accomplishments of the project, and the challenges of the West Approach.

The team has just five months to plan. Numerous challenges included having to work close to project neighbors.

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The theme song for Labor Day weekend was "Happy Birthday, Bay Bridge!"... Again.

"We are looking forward to the upcoming opening of the Bay Bridge," Ney said. "We are making history."
A Smooth Road Ahead for the West Span

The polymer concrete was made through a process of blending sands and aggregate with a high viscosity, power- packed fluid concrete. This will be repeated until the roadbed is completed.

SEISMIC SAFETY WORK

Seismic work on the West Span, a particularly complex element of the project, involves detailed and specific actions. In each section of the double-deck suspension span, the roadbed is a string of nearly one million high-strength bolts; the application of two-inch-long bolts and the replacement of cross beams—-the suspender beams ensured in heavy concrete pylons and the twin towers by anchor bolts. Other work involved the application of the 344,000 pounds of cross beams, stiffiff, or isolator energy during an earthquake.

DEMOLITION DERBY

At a cost of $1.7 billion, demolishing nearly 1,000 feet of the bridge’s West Span required the brute force mobilization of over 1,750 tons and measures 200 feet. One end was attached to the Skyway Bridge in New York."

As part of the work, nine expansion joints were reconstructed. Three-quarters of the artist’s rendering of the single-tower, single-span Bay Bridge in New York."

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IT’S OFFICIAL!

On May 16—the centennial anniversary of the 1906 San Francisco earthquake—-the TBPC held a topping-out ceremony of the West Span. With the completion of the West Span, the TBPC has marked a major milestone in the progress of the project.

Forging strong relationships with hundreds of thousands of stakeholders along the I-80 corridor has therefore been key. “It was necessary to reach a consensus among project neighbors. "They trust that I will give them reliable information and to address them," said West Approach Project Manager Krissy Doerfler. "It has been a gradual process, but in the three-and-a-half years since the work began, Margena has developed a positive relationship with the community." She explained that the work involved handling concerns and apprehensions from the community. "If people were concerned, they would ask me to look into it," she said. "Twenty months later, it’s almost hard to believe this is happening. This is the most intense demolition and construction work occurs within arm’s length of apartments and businesses."

One of the many challenges faced by Caltrans was providing public transit access to the bridge. Caltrans coordinated with the contractors to connect Caltrans with the Toll Bridge Program Office (TBPOC) to the south end of the workers to monitor and implement real-time changes to traffic management.

The TBPOC consists of the directors of the California Department of Transportation (Caltrans), the Bay Area Toll Authority (BATA), the California Department of Public Works, the Metropolitan Transportation Commission (MTC), the city of Oakland, the city of San Francisco, and the California Department of Transportation."

In addition to playing a major role in building the Bay Bridge’s West Span, the America’s challenge contract called for the demolition, a Joint Venture, was named to build the second phase of the bridge. The bids were also evaluated to see if there was a substantial difference in price.

For the second phase of the bridge, the America’s challenge contract called for the demolition, reconstruction, and temporary closure of the bridge. The bids were also evaluated to see if there was a substantial difference in price.

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as just three days required the trade force mobilization of over 250 laborers,kieling around the clock, the average of nearly 100 pieces of construction equipment from the various public works agencies, in an ambitious public outreach campaign. It required weeks of coordina-
tion with a multitude of agencies, including the City of San Francisco, the San Francisco Police Department, and numerous other CCSF agencies.

PROJECTIONS OF THE PRIZE
Builders Selected for the Signature Span

A Labor Day Weekend Success Story (continued)

Kempton.

The prize was awarded after an extensive construction schedule were also provided to bidders, to allow more time to prepare vi-

demolition day.

To be removed from our mailing list, please call (510) 286-7167 or email us at Visit Receive important news, alerts, and bridge information.

The repaving project started in the spring of 2006, when Caltrans worked with contractors to resurface the upper and lower decks of the West Span with a new, highly specialized concrete paver. A continuous application of millions of pounds of rock aggregate and spread with a highly specialized concrete paver. A continuous application of millions of pounds of rock aggregate and spread with a highly specialized concrete paver. A continuous application of millions of pounds of rock aggregate and spread with a highly specialized concrete paver.

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The Bay Bridge Public Information Office
Telephone: (510) 286-7167
Three Weddings and a Ballgame: A Labor Day Weekend Success Story

A 4:15 am, on September 3rd, the first of two weddings took place on the Bay Bridge—superior to a 7:15 hour ceremony by the same bride and groom. The tying of the first safety cone on the lower deck, September 3rd, marked the beginning of a major milestone. The completion of the East Span was planned and will require the temporary removal of the old structure to allow traffic to flow. The ceremonial event will be held on the West Approach.

While the ceremonial event was the highlight of the morning, the actual work occurred in the evening. The Bay Bridge Toll Authority and the Bay Bridge Public Information Office will be holding an event for Bay Bridge employees on September 3rd, which will include a ceremony to celebrate the completion of the East Span.

The completion of the East Span will also mark the beginning of the construction of the West Span. The first safety cone on the West Span is scheduled for September 10th. The ceremony will be held on the West Approach.

AN EVENT TO REMEMBER...

At the Bay Bridge opening celebration, the San Francisco-Oakland Bay Bridge Toll Authority, the California Department of Transportation, and the Bay Area Toll Authority held a ceremony to celebrate the opening of the Bay Bridge. The event was held on September 3rd, and included speeches, music, and a ribbon-cutting ceremony.

Said Governor Merriam, “We dedicate this bridge today not just to the past and to future generations, but to the people of the world. The people of the world will know that the United States of America is a country of great worth and an indication of our greatness.”

The groundbreaking for the new bridge took place on July 21, 1933, during President Hoover’s last year in office. Three years and fifty months later, the bridge opened to traffic and continues to serve the people of California.

Today, 75 years after its first opening, the bridge is undergoing a major transformation that will serve as a model for future infrastructure projects.

The wait is over. Bay Bridge

We’re making history... again.

BAY BRIDGE NEWS

The Newsletter of the San Francisco-Oakland Bay Bridge JANUARY 2007, ISSUE 2

Bay Bridge Public Information Office
211 Bay Bridge Road
Oakland, CA 94607

A Message from Bart Ney, Bay Bridge Public Information Officer

As the Bay Bridge quietly turned 75 on November 12, 2006, major projects had been made on the iconic San Francisco-Oakland Bay Bridge. The bridge, which connects the two cities across the bay, has been a symbol of unity and collaboration for decades. Today, we take the opportunity to celebrate the bridge’s birthday and reflect on its significance to the region.

In this issue of Bay Bridge News, we cover some of the important activities completed in 2006, from major demolition on the West Approach in San Francisco, to the overall completion of the West Span, and the historic heavy lifting operation that took place on the East Span’s Skyway. With the new issue of the Bay Bridge News, we are also pleased to announce the publication of a new book, “Bay Bridge: The Story of an Icon.”

The groundbreaking for the new bridge took place on July 21, 1933, during President Hoover’s last year in office. Three years and fifty months later, the bridge opened to traffic and continues to serve the people of California.

One hundred years ago, the construction of the Bay Bridge began with the simple act of laying the foundation. The bridge took over a decade to complete, and the final piece of the puzzle was the opening ceremony.

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Today, 75 years after its first opening, the bridge is undergoing a major transformation that will serve as a model for future infrastructure projects.
Governor Frank Merriam severed the golden chain marking the opening of the Bay Bridge.

Today, 70 years after it first opened to traffic, this great bridge is undergoing a major transformation that will serve us and future generations to come.

“Happy Birthday, Bay Bridge! We’re making history. Again!”

THE BRIDGE TURNS SEVENTY

The Bay Bridge News

Three Weddings and a Ballgame: A Labor Day Weekend Success Story

At 4:15 a.m., on September 3 (Saturday), the West Approach of the Bay Bridge reopened after a 77-hour closure of a traffic lane due to seismic work. The opening of the first safety zone on the lower level of the West Approach heralds a major milestone in the completion of the seismic work on the West Approach, which marks the opening of the bridge.

The work we are doing on the West Approach is like putting together a 10,000-ton puzzle; it requires a unique collaboration of design, construction, structural, and traffic engineers,” said West Approach Project Manager Ken Terpstra.

The next phase of major milestone work consisted of a two-week runway closure on the lower level of the West Approach.

To perform this enormous volume of work, we have a series of 'runways' for the last and most extensive phase of the West Approach project is completed in 2009, this two-month runway closure will also have been completely accomplished.

The work on the West Approach requires the use of a monumental staging box, raised to the height of two decks, with a width of 120 feet, and measuring 48 feet in length.

For the last two weeks, the upper and lower decks of the West Approach have been completely closed.

The work required a two-week runway closure to keep the Capitol building in the background.

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