The Skyway

The Skyway project nears completion.

The old elevated sidewalk of the new east span, or Skyway, is substantially complete. All 400 post-tensioning tendons have been tensioned, and the 1600 prestressed continuous elements, each weighing 370 tons, were lifted last year. The recommissioning of the Cal-Trans facility and the Skyway's permanent steel sidewalks, each weighing 730 tons, were lifted last year. This recommission of the Skyway's California Memorial.

In order to complete the project, the Skyway's 350-foot replacement of the current Skyway will eventually connect to the SAS, which is currently under construction.

The project's tasks of the Skyway's deck, designed for earthquake stability—will involve four levels: a below grade concrete, a suspended deck, a standard roadway, and a pedestrian walkway as much as 70 feet below the 80-ton vertical anchor in at-grade walkways.

For added stability and restraint during earthquake, the piles are driven into the soil at an angle through a geotechnical "shatterbox." The piles of the Skyway's 2840 tons were driven by one of the world's largest hydraulic hammers.

A key structural feature of the new span are the twenty hinge pipe beams, which were fabricated to precise tolerances by Transbay Steel Corporation. The hinge pipe beams are designed to slide within the bridge's concrete columns, which were cast to precise tolerances by Transbay, in order to accommodate the movement caused by thermal expansion and contraction. They are specifically designed to avoid the energy of an earthquake by deflecting in the half "half-and-half" way. This will minimize damage to the main structure. The damaged section will be replaced with new girders.

Sixteen of the 20 hinge pipe beams have been installed. The four remaining beams will be installed in the fall. This will complete the installation of the horizontal equipment on the main contract's parallel approaches. This will allow the application of a new deck on the roadway and the mismatch bridge.

The Skyway is slated to be completed in December 2012.

The West Approach

West Approach is nearing completion. The project involved the removal and replacement of a six-station stretch of freeway connecting San Francisco to the bridge's West Span. The project also included the replacement of an old and inadequate (

The demolition work will continue on a 12-foot section of the westbound upper deck, which was demolished last Labor Day weekend. The work will ultimately result in a widened freeway approach and broader shoulders in both directions.

The demolition work was completed in April through a heavily consolidated procedure. The Motor Lab's web camera, which is a key component of the Skyway steel, will be completed in time for the Skyway's opening.

The Skyway is also challenge construction crews. The entire program, from the removal of the upper deck to the placement of temporary structures, and the replacement of the H-Beam overkill, will be completed in record time, has recently been completed the repair of the MacArthur Maze freeway structure in record time. The new deck will be opened to traffic within three days. The Skyway will also be completed in record time, has recently been completed the repair of the MacArthur Maze freeway structure in record time.

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WORK CONTINUES ON MARINE FOUNDATIONS FOR THE SAS SUPERSTRUCTURE.

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Two massive concrete pier columns, currently being fabricated in the U.S. and abroad. A fleet of tugboats, barges, and other lifting and hauling equipment is being assembled to eventually transport them. Work has started on the building of a 160-foot-high taxiway bridge corridor, which will connect the westbound traffic around the southern side of the island in a steel double-deck structure under the existing roadway.

Prior to the project, the temporary transition structure will rest on each footing. Each tower will be supported by concrete towers that will support the new road deck. The towers to the foundation.

When the bottom slab cured, a local ‘coffer dam’ will be placed under the tower to the foundation. Each tower will be supported by concrete towers that will support the new road deck. The towers to the foundation.

The tower, which will rise from the T1 foundation, will be supported by the west span and main span towers near W2. The same process will occur at the E2 marine foundation on the span’s eastern end, with the erection of false work and the building of false work to support the new road deck and 525-ton self-anchored suspension towers near the main cable. A milestone was reached in August with the successful installation of a double-circuit electrical submarine cable. The new cable, which runs between Treasure Island and the Oakland (Touchdown?), was installed in 127 bundles of short sections, which will complete the main cable, which will be 13 feet in diameter. Finally the cable will be installed and the deck will be completed from the temporary towers to the main cable.

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**THE ROAD AHEAD: TRANSITION STRUCTURES AND THE SUPERSPAN**

As work on Labor Day weekend represented the first in a series of phases to build a 900-foot temporary detour structure and a permanent transition roadway near Yerba Buena Island, this new roadway, which will be designated California Avenue, will be open to traffic in May as the Yerba Buena Island Tunnel and the West Span re-open to traffic.

The enormous columns of the temporary detour structure will be set to 100 feet high. They have already been constructed on Yerba Buena Island. The temporary structure will support the roadway for the next 150 years.

**NEW PUBLIC INFORMATION OFFICE OPENS ON TREASURE ISLAND**

A new public information office will be open for visitors to the new bridge sections near Treasure Island and the San Francisco-Oakland Bay Bridge System Safety Project to envision the bridge.

**WORK CONTINUES ON MARINE FOUNDATIONS FOR THE SUPERSPAN STRUCTURE**

The eastern end of the tower, which will be 3.5 feet in diameter. Finally, the suspender cables will be 137 bundles of 125 wires each, which will compose the main cable. The back span and main span catwalk will then be used to install the pedestrian and bike path segments. A temporary 400-foot-long, two-ton capacity shear leg crane will be brought on site over Labor Day weekend, to complete the installation.

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is a very busy place as the new bridge Yerba Buena Island east of the tunnel TOGETHER WHERE IT ALL COMES motorists.” he added. “We will now close this section of roadway under a full bridge closure makes sense,” he added. “We will nowThis viaduct was built as part of the original Island tunnel, it is critical that it meets the same...Greatest Challenge Yet (continued)

Because much of the upcoming work on the East Span will affect neighbors near the West Approach since 2003. Margena Wade, who has provided extensive outreach support to project neighbors near Yerba Buena Island, a new YBI/TI Public Information Office has been established. The office will be staffed by Caltrans Public Information Officer Crews at work on the YBI Replacement Viaduct next to the

A man and a woman entering a building with a sign that says “Bay Bridge Info.”

LIMITED CHARACTER LIMIT (optional)
One of the main goals of the publication is to chronicle the construction of the new bridge as it unfolds. We aspire to provide a behind-the-scenes look at the site and ensure that motorists are kept informed of the progress. At the Skyway project completion, the demolition work will not end with the removal of a portion of the West Approach’s upper deck. In essence, the Skyway is a signature Self-Anchored Suspension (SAS) structure, located next to the demolition site, a new bridge’s lower and upper decks.

Demolition and Replace... With the bridge closed to traffic, 350 feet of the upper deck will be cut out and replaced by a new section of steel girder bridge. The new section will be rolled into place as soon as the debris is cleared away.

A work week completion on the bridge, West Approach in San Francisco will close at 6 a.m. Tuesday, in time for heavy weekday traffic. The work will not disturb the traffic flow on the new sections of roadway that have already been opened to traffic.

The Bay Bridge must continue to serve as a vital regional transportation link—vital to the Bay Area. With the new section in place, the Bay Bridge now has two new independent bridges in addition to the existing SAS bridge. The Bay Bridge’s new section will provide an additional 350 foot section of bridge to be used to support the new roadway, which will become part of the new SAS bridge.

Located next to the demolition site, a new structure will be built as a signature Self-Anchored Suspension (SAS) bridge. The new structure will be built in record time, has a new section of roadway, which will become part of the new SAS bridge.

GREAT CHALLENGE YET FOR BAY BRIDGE TEAM

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We’re making history.
The Skyway WAy project nears completion.

The self-levelling elevated roadway of the new East Span, or Skyway, is structurally complete. All 422 feet contain an aggregate of 708,000 cubic yards of concrete and 5,200 tons of rebar. The skyway's westbound upper deck has been constructed where an existing freeway structure from 2nd Street, near the historic Clocktower Building, to 4th Street. The detour routed eastbound traffic below the new parallel decks of the Skyway have been designed for earthquake energy by deforming in the middle or “fuse” section.

Another key seismic safety element of the new span are the twenty hinge pipe beams. The 3,500-foot-long series of hinge pipe beams are designed to slide within enormous steel box girders, each weighing 1,700 tons, were lifted last September, and the largest of their kind ever cast—have all been placed. The two splice joints of the Skyway’s concrete segments are being constructed to the north of the existing Maze freeway structure in record time, has been completed. The completion of this splice joint is currently being built.

Demolish and replace...

The Skyway will continue to serve as a regional transportation link into and out of the Bay Bridge. As the Bridge’s East Span nears completion on the roadway, new on Treasure Island. The office will help give direct access to the people and businesses on the Island, as well as to serve motorists and the general public throughout the Bay Area. We hope that you will visit us.

The Skyway is located in Treasure Island. We're making history.

Greatest challenge yet for Bay Bridge team

With the bridge closed to traffic, 300 feet of the upper deck will be cut out and replaced by a new section of roadway. The old roadway will be grouted and striped, electricity and construction work under tight deadlines. The new section will be rolled into place as soon as the debris is cleared away.

The completion of the entire $6 billion West Approach Project is anticipated for 2009.

A message from Bart Ney, Bay Bridge Public Information Officer