



NEWS RELEASE

Today's Date: October 29, 2009
District: 4 - Oakland
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FOR IMMEDIATE RELEASE

BAY BRIDGE CLOSED FOR EYEBAR ASSESSMENT AND REPAIR

Thursday, October 29, 2009, 10:30

Oakland – Tuesday night, Caltrans District 4 closed both directions of the San Francisco-Oakland Bay Bridge to repair the crossbar and two rods that came loose from the eyebar repair earlier that day. Structural engineers and inspectors are working with the contractor to repair and enhance the damaged eyebar.

The bridge is still closed until further notice, and it is expected that the bridge will remain closed for the evening commute. Motorists can get real time travel information from the 511.org Web site or by calling 511 from anywhere in the Bay Area. Transit enhancements, extra staffing at alternate toll bridges and traffic adjustments will continue today.

As of 10:30 this morning, traffic was delayed an additional 28 minutes on Route 37 from Vallejo to Novato, partially due to an accident; an additional 6 minutes on the Richmond-San Rafael Bridge; and an additional 11 minutes on the San Mateo-Hayward Bridge.

At last night's 5 p.m. briefing, spokesperson Bart Ney noted the following:

- Caltrans, the Bay Area Toll Authority and the California Transportation Commission apologize for the bridge being out of service and are working diligently to safely return the bridge to public service.
- Crews worked throughout the night to prepare for upcoming repairs.
- The metal fatigue of the bracket assembly was caused by vibrations from the bridge. Heavy wind may have contributed to the problem.
- The repair will be similar to the one installed over Labor Day weekend with some design enhancements using different elements:





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- Crews will tie off the assembly into the existing eyebar system.
 - Crews will drill out old welds on crossbars and install deeper, stronger welds to connect crossbars and saddles into a single unit to avoid metal-on-metal fatigue. (This is underway.)
 - Four new rods will also be installed. (This has not been completed at this time.)
 - Testing and tensioning will be done after steel is installed, which may take three hours. Only then can we discuss the opening of the bridge when it is determined to be safe to handle normal traffic load. (This has not been completed at this time.)
- The Federal Highway Administration has been invited to review these enhancements and improve upon the repairs. The original repair was designed over three days and reviewed by several structural engineering experts including a third party Seismic Advisory Peer Review Panel.
 - Metallurgists will take samples and conduct further analysis to determine the cause of the metal fatigue. This may take a couple of weeks.

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Spokesperson Bart Ney is available at the Pier 7 Bay Bridge Public Information Office, 510.286.7167.

