



THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

EYEBAR REPAIR WORK SCHEDULED

WORK WILL REQUIRE OVERNIGHT LANE CLOSURES

This longer-term repair for the eyebar is designed to perform more efficiently with less maintenance and will last until the bridge is retired from service. Work on the eyebar will not require the full bridge to close; instead, crews will work overnight, which will necessitate the closure of three lanes on the upper deck and one lane on the lower deck. The repair and related lane closures will last for up to three weeks.

During a planned closure of the bridge on Labor Day weekend 2009, engineers inspecting the structure discovered a crack on one eyebar unrelated to the ongoing work. Crews made emergency repairs to the bridge that weekend, and made further refinements to the repair during an emergency closure of the bridge in late October.

ALL TRANSBAY BUS SERVICE WILL RUN ON REGULAR SCHEDULES

ALL ON AND OFF-RAMPS WILL REMAIN OPEN

BART WILL NOT PROVIDE OVERNIGHT SERVICE

Motorists are strongly encouraged to call 511 or visit 511.org for traffic updates and transportation planning.

Motorists are strongly encouraged to use other bridges during lane closures to avoid/help reduce congestion.

For more information, visit **BayBridgeInfo.org** or contact:
The Bay Bridge Public Information Office
311 Burma Road Oakland, CA 94607 (510) 286-7167



UPPER DECK (WESTBOUND)
THREE LEFT LANES WILL BE CLOSED OVERNIGHT*



LOWER DECK (EASTBOUND)
FAR RIGHT LANE WILL BE CLOSED OVERNIGHT*

*For specific hours, go to baybridgeinfo.org or 511.org

TO AVOID POSSIBLE CONGESTION, USE ALTERNATE BRIDGES



For more information, visit:

Para esta información en español, por favor visite:

如需更多中文資訊, 請見:

BayBridgeInfo.org

For real-time traffic conditions and public transit alternatives, visit

511

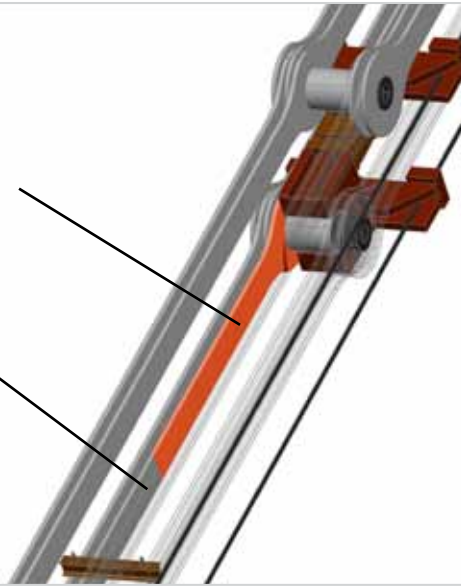
ADDITIONAL EYEBAR REPAIRS

Step-by-Step

1

Cracked eyebar head and appx 12 feet of existing eyebar body are cut and removed

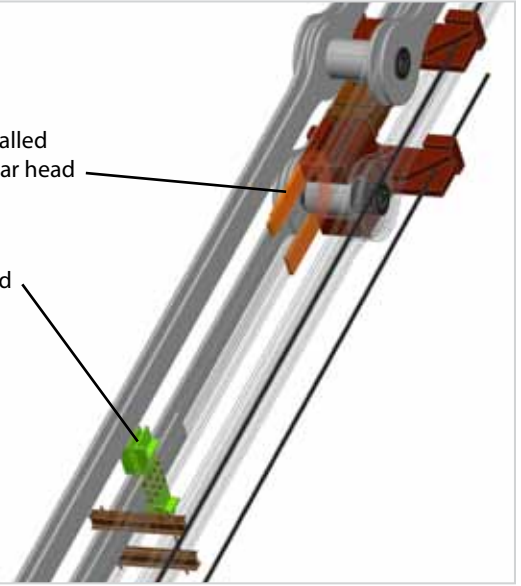
Connection holes for lower jacking bracket drilled



2

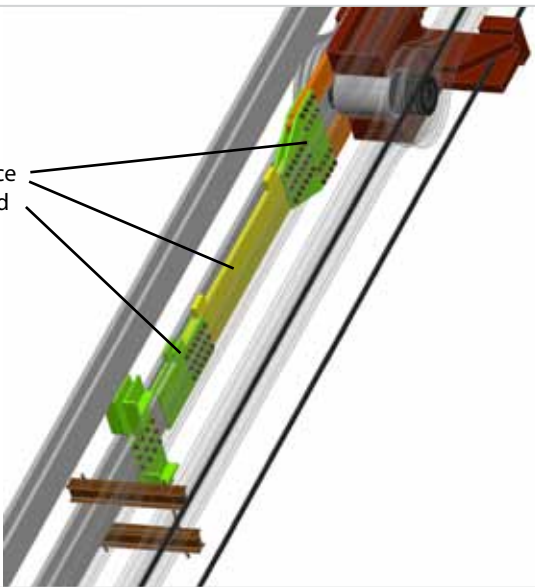
"Hairpin" is installed to replace eyebar head

Lower jacking bracket installed



3

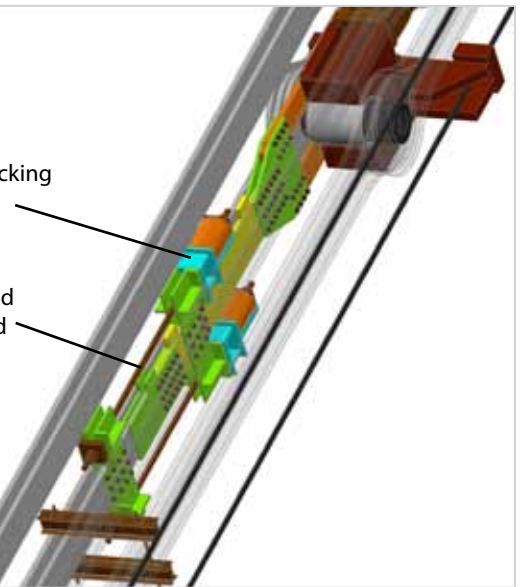
New eyebar body and splice plates installed



4

Upper jacking brackets and jacking rod equipment installed

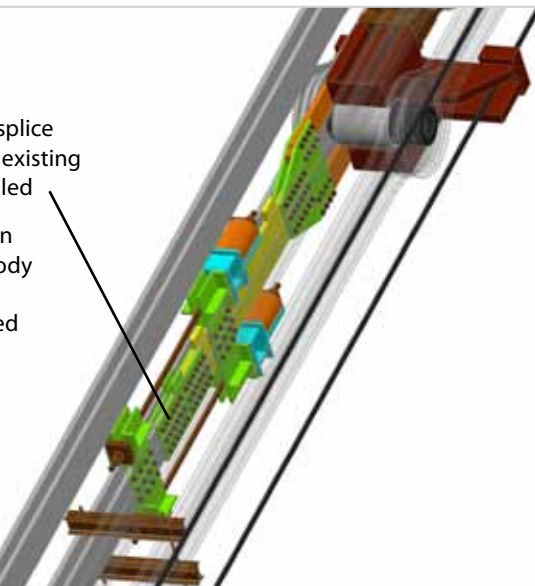
Rods are stressed to specified load and secured with lock nuts



5

Bolt holes for splice connection in existing eyebar are drilled

Splice between new eyebar body and existing eyebar is bolted



6

Jacking equipment, rods and brackets are removed.

