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SAN FRANCISCO – OAKLAND

BAY BRIDGE

SAN FRANCISCO – OAKLAND BAY BRIDGE

Facts About the Bridge

The new East Span of the San Francisco-Oakland Bay Bridge is a dual 3.6-km-long, parallel structure that will accommodate five lanes of traffic and light rail transit in each direction as well as a 4.8-m-wide pedestrian/bicycle path on the east-bound structure.

The bridge lies between the Hayward and the San Andreas faults, which are capable of generating 7.5M and 8.1M magnitude earthquakes, respectively.

Four structure types will make up the bridge crossing: a low-rise, post-tensioned concrete box girder at the Oakland shore, a 2.4-km-long segmental concrete box girder skyway; a self-anchored suspension span; and a post-tensioned concrete box girder connecting to the Yerba Buena Island tunnel.

The signature span will be a single steel tower, asymmetrical, self-anchored suspension bridge. The main span will be 385 m with a back span of 180 m. When built, this will be the largest self-anchored suspension span in the world. The tower will be 160 m tall and will consist of four steel shafts connected with intermittent steel shear links along its height. The 70-m-wide deck will be twin orthotropic steel box girders connected transversely with cross beams. A single cable (.75-m-diameter) is used which is looped around the box at the west bent and anchored within the girder at the east bent.

The design will be completed in late 2000 with construction to start in the summer of 2001.

T.Y. LIN INTERNATIONAL
MOFFATT & NICHOL
a joint venture