

## PROPOSED SCHEDULE

Subject to change

### Spring 2006

Joint repair and deck resurfacing activities begin on the west end of the Bay Bridge near the San Francisco anchorage

### Summer 2006

Resurfacing continues on both upper and lower decks of the entire west span of the bridge

### Late 2006

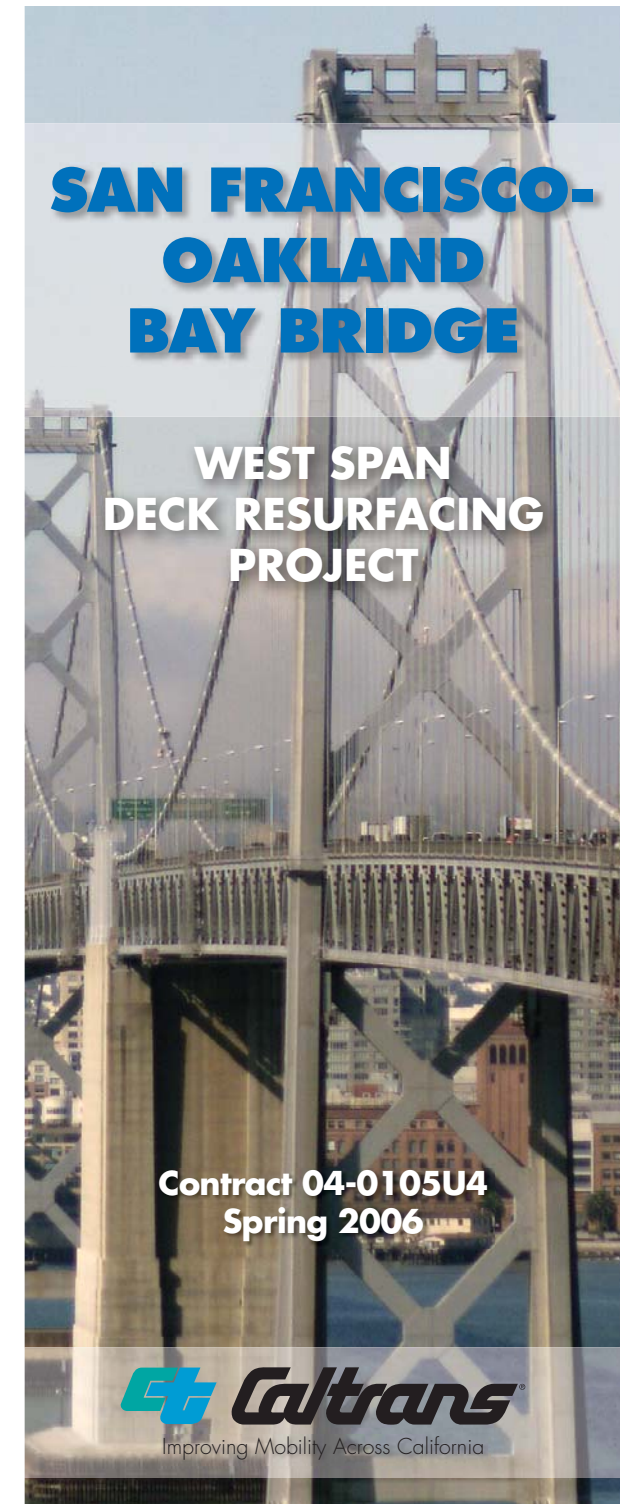
Projected completion of the San Francisco-Oakland Bay Bridge West Span deck resurfacing project



## Contact Information

- West Span Deck Resurfacing  
Public Information Office  
**415 597-5895**
- Travel Info Call **511**
- Highway Advisory Radio **AM840**
- Web:  
**www.BayBridgeInfo.org**  
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San Francisco-Oakland Bay Bridge  
West Span Deck Resurfacing Project  
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## Overview

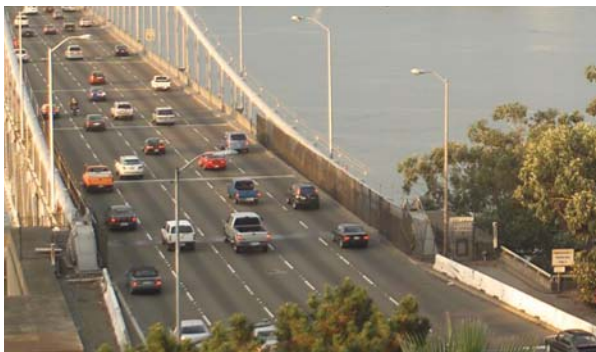
The San Francisco–Oakland Bay Bridge is a Bay Area landmark that spans the San Francisco Bay from the East Bay through Yerba Buena Island to downtown San Francisco. It is one of the busiest transportation arteries in the State of California, accommodating more than 280,000 vehicles every day. Built in 1936, it has also been a crucial component of the Bay Area's economic vitality.

Of course, the Bay Bridge is actually two bridges (and a tunnel). The Eastern Span, from Oakland to Yerba Buena Island is currently being replaced with a new self-anchored, single tower suspension bridge and the east span skyway. The Western Span from Yerba Buena Island to San Francisco has been retrofitted and upgraded to meet the most current seismic standards, over the last four years.

To complete the job, Caltrans and its construction partner, American Civil Constructors (ACC), will be resurfacing both the upper and lower decks with a new, highly resilient, concrete roadway.

Starting in Spring of 2006, Caltrans and ACC will begin replacing over 1,200,000 square feet of the bridge deck's road surface. Using state-of-the-art materials and equipment, and working almost entirely at night due to traffic constraints, the project should be completed in late 2006.

As weather permits, work hours will be nightly from 8:00 PM to 6:00 AM. To minimize traffic disruptions, typically, only two of the five lanes in each direction will be closed to traffic. Scheduling options are also in place to expedite work and minimize noise near residential areas. Noise levels will be closely monitored.



## Scope of Work

- Nine expansion joints will be reconstructed on the east-bound Bay Bridge (lower deck) near the Embarcadero. This work will take about six weeks and will affect only the left three lanes of the lower deck.
- Grinding will remove approximately  $\frac{3}{4}$  - inch of the old roadway surface, followed by determining the location of unsound concrete in the deck via a process called "chaining" and then jack hammering to remove the unsound concrete.
- A cleaning and smoothing process by a *shot blaster* will follow to prepare the surface for the new deck applications.
- An epoxy compound called "Methacrylate" will be used to form a bonding surface for the polyester concrete.
- Polyester concrete will then be used for bridge deck surfacing.



## A Unique Technique

- Elements that make this procedure unique are the use of a resilient blend of Polyester Resin, Sand and Rock Aggregate to form *Polyester Concrete*. The Polyester Concrete will be spread with a highly specialized *Concrete Paver* paired with a continuous mobile mixing plant, which has been specifically designed for this project. The resulting product will produce a long lasting bridge deck surface resistant to potholes and cracking, even under heavy traffic loads.
- During the resurfacing operation on the upper deck (westbound lanes), the corresponding eastbound lanes on the lower deck directly under the work area will also be closed for the safety of motorists. When the work moves onto the lower deck, some city streets in the area will be closed to through traffic, again for the safety of the motorists.
- Caltrans will be coordinating lane and ramp closures with other ongoing Bay Bridge projects in an attempt to maximize efficiency and minimize impacts to motorists and the community whenever possible.
- Polyester concrete used to resurface the bridge decks is extremely sensitive to moisture. Therefore, this work is weather dependent, and could possibly cause delays to the overall project schedule.



## Frequently Asked Questions

### 1. Why does the work have to be done at night?

To minimize traffic impacts to the traveling public during the daytime commute hours.

### 2. What can cause an extension of the project work schedule?

Some of the possible delays to the work include adverse weather and remedial work to the existing unsound concrete deck below the existing overlay surface. These and other unforeseen circumstances beyond the control of the contractor may delay the project.

### 3. What happens if it rains?

Because some of the materials (methacrylate and polyester concrete) being used to resurface the roadway surface are extremely sensitive to moisture, most of the operations cannot be performed even during light drizzles.

### 4. What are the lane closure hours for this work?

Lane closure hours will be nightly from 8:00 PM to 6:00 AM for various lanes. At least one lane in each direction will remain open at all times during the construction work. Typically, only two lanes will be closed in each direction.

### 5. Will daytime commuters be delayed?

While no major construction activities are scheduled for day time hours, daytime traffic will encounter a constantly changing road surface.

### 6. Are there alternate routes available?

Yes. San Mateo Bridge, Golden Gate Bridge and Richmond-San Rafael Bridge.

### 7. Will public transit agencies have access to the bridge? i.e. AC Transit, Greyhound, MUNI

Yes. Transit agencies will maintain their regular schedules .

### 8. Is there a possibility of the project being delayed beyond 2006?

As with any project, unforeseen work could possibly delay the project. If this occurs, the public will be notified as soon as reasonably possible.

