



THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

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PRESS RELEASE

Bay Bridge Construction Enters Momentous Stage As Giant Crane Barge Makes Historic Entry

“Left Coast Lifter” to Build Self-Anchored Suspension Span This Summer

SAN FRANCISCO, March 12, 2009... The massive shear leg crane barge that will help build the iconic Self-Anchored Suspension Span (SAS) portion of the new East Span of the San Francisco-Oakland Bay Bridge arrived in the San Francisco Bay today after a trans-Pacific voyage.

The 400- by 100-foot barge dubbed the Left Coast Lifter, is a U.S. flag vessel that was custom built in Portland, Ore., by U.S. Barge, LLC and outfitted with a crane by Shanghai Zhenhua Port Machinery Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane’s boom weighs 992 tons, and is 328 feet long. The crane can lift up to 1,873 tons, a remarkable feat that will be quite a spectacle to witness on the water.

The crane will offload steel to build temporary support structures for the SAS, and all of the deck segments for the eastbound and westbound roadways of the span as well as the first sections of the signature 525-foot bridge tower. Once fully operational, the crane will sit north of the SAS construction site just east of Yerba Buena Island. The crane will lift steel for most of the eastbound temporary structure, and then begin placing permanent eastbound road decks. Staging is critical and work on the eastbound side of the SAS must occur first, so that lifting does not occur over deck pieces that are already placed.

The Left Coast Lifter was ferried across the Pacific from Shanghai aboard a 750-foot-long, partially submersible ship known as the Zhen Hua 22, which is moored a few miles south of the SAS construction site. At this location, the Zhen Hua 22 will lower its deck nearly 21 feet to remove the crane barge. Tugboats will pull the Left Coast Lifter off the ship. The barge will then move to Pier 7 at the Port of Oakland, where the commissioning process will begin, including crew training and making sure the crane works properly.

The \$5.7 billion Bay Bridge East Span replacement is scheduled for completion in 2013. It is the sole unfinished project in the \$8.7 billion Toll Bridge Seismic Retrofit Program overseen by the Toll Bridge Program Oversight Committee, which includes Caltrans, the California Transportation Commission and the Bay Area Toll Authority.

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