



San Francisco-Oakland Bay Bridge



Richmond

Richmond-San Rafael Bridge

Berkeley

Golden Gate Bridge

Oakland

San Francisco-Oakland Bay Bridge

San Francisco

San Francisco Bay

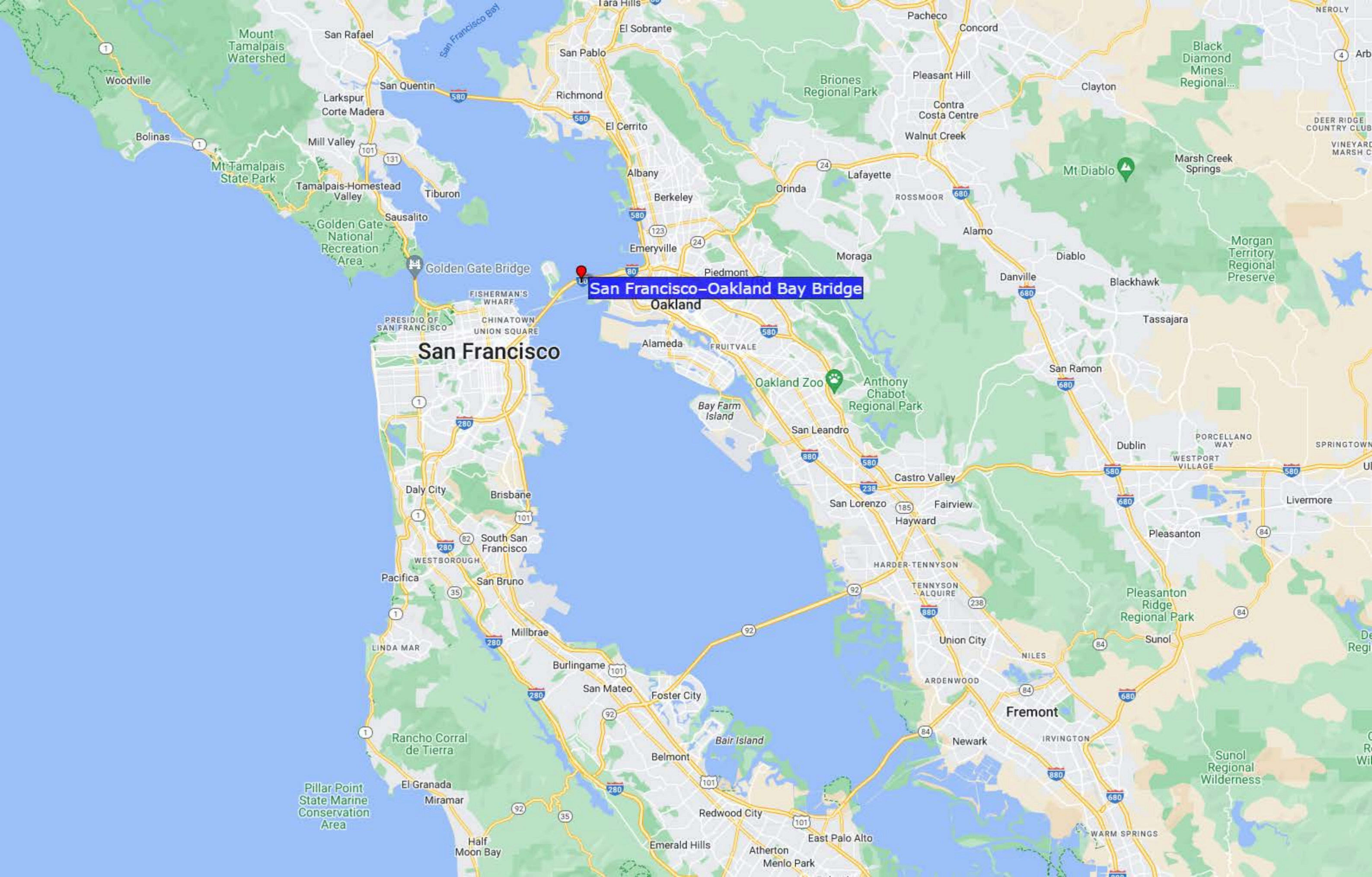
Hayward

San Mateo

San Mateo-Hayward Bridge

Dumbarton Bridge





San Francisco-Oakland Bay Bridge

Oakland

San Francisco

Fremont

San Francisco-Oakland Bay Bridge

The San Francisco-Oakland Bay Bridge is the region's workhorse bridge, carrying more than a third of the traffic of all of the state-owned bridges combined. It is also a jewel along the San Francisco waterfront.



The San Francisco-Oakland Bay Bridge is made up of two bridge segments: a skyway structure/single anchored suspension bridge between Oakland and Yerba Buena Island, and a suspension span from the island to San Francisco. Connecting the two is the largest diameter bore tunnel in the world.

The design of the new East Span — which opened in September 2013 — features a single-tower, self-anchored suspension bridge for the segment of the bridge that crosses the shipping channel, and a skyway structure over the shallower waters close to the Oakland shore.

Bridge Facts At-A-Glance

<https://mtc.ca.gov/operations/programs-projects/bridges/san-francisco-oakland-bay-bridge>

Location:	Interstate 80, between San Francisco and Alameda counties
Structure:	Suspension, tunnel, skyway
Length:	8.4 miles (including approaches and toll plaza)
Vertical Clearance:	220 feet
Channel Span:	1,400 feet
Opened:	<ul style="list-style-type: none">■ Original Structure: November 1936■ New Structure (Just the Eastern Span): September 2013
Cost:	<ul style="list-style-type: none">■ 1936 Structure: \$77 million (including the Transbay Transit Terminal)■ 2013 Structure (Just the Eastern Span): \$6.4 billion
Auto Toll:	<ul style="list-style-type: none">■ \$7■ Weekday Peak Carpools: \$3.50
Collection:	One way, westbound, in Oakland
Traffic Lanes:	Five lanes in each direction
FY 2022-23 Total Toll-Paid Vehicles:	42,753,377
FY 2022-23 Total Tolls Collected:	\$274,029,625

San Francisco-Oakland Bay Bridge West Span Revitalization & Innovation Project

<https://mtc.ca.gov/operations/programs-projects/bridges/san-francisco-oakland-bay-bridge/san-francisco-oakland-bay-bridge-west-span-revitalization-innovation-project>

The San Francisco-Oakland Bay Bridge (SFOBB) West Span Revitalization and Innovation Project will make safety improvements that support the bridge's use well into the future.



Credit: Karl Nielsen

The 87-year-old West Span of the San Francisco-Oakland Bay Bridge (SFOBB) – managed by the Bay Area Toll Authority (BATA) and the California Department of Transportation (Caltrans) – is the oldest bridge in the Bay Area.

This lifeline bridge is the Bay Area's workhorse, and one of the nation's busiest bridges. It plays a crucial role in supporting the Bay Area workforce, handling over three million cars per month, which is 1.5 times more vehicles per lane than any other bridge in the Bay Area.

With heavy traffic and time taking its toll, we must take steps to ensure its functionality and safety for today and for decades to come.

Project Details

The SFOBB West Span Revitalization and Innovation Project aims to enhance the longevity and functionality of the SFOBB. Repairs and upgrades include:

- **Protective coating restoration:** Restoring the protective coating on the steel bridge to prevent corrosion.
- **Structural and deck components:** Repairing or replacing aged and worn structural components ensures safety and compliance with federal standards.
- **Mechanical and lighting upgrades:** Upgrading lighting systems to enhance safety and efficiency. Replacing existing air and water lines to provide reliable service to maintenance crews.
- **Fender system replacement:** Replace the existing fender systems (which protect the piers from impact in the event of a collision with a vessel or debris in the water), ensuring safety and uninterrupted passage for passengers and goods.


Benefits

Keeping the SFOBB in a state of good repair ensures safe passage for people and goods between San Francisco and all points east across the Bay. The project will also provide jobs and economic opportunities for local and regional workers and businesses.

Public Engagement

BATA plans to host in-person and online public engagement meetings in 2025.

Contract & Vendor Opportunities

Caltrans manages the contractor outreach, including to small and disadvantaged businesses six months prior to advertising. For information on the upcoming Caltrans outreach event, please visit the [Caltrans website](#). 

Staff Contact

<https://mtc.ca.gov/operations/programs-projects/bridges/san-francisco-oakland-bay-bridge/san-francisco-oakland-bay-bridge-west-span-revitalization-innovation-project>

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