Submitted by:

Brian Wood, P.E. Brian M. Wood

Date: May 30th, 2013

REGISTERED PROFESSIONAL ENGINEER
BRIAN M. WOOD
NO. 76969
EXP. 12-31-14
CIVIL
STATE OF CALIFORNIA

04-SF-80 KP 12.7/13.2

SFOBB Seismic Safety Project

04-0120S4

Subject: Mandatory Fact Sheet Memo to File

REVISION OF SUPPLEMENTAL MANDATORY FACT SHEET EXCEPTIONS TO MANDATORY DESIGN STANDARDS

A Project Description

The San Francisco-Oakland Bay Bridge (SFOBB), as a component of Interstate 80 (I-80), serves as one of the principal corridors linking the San Francisco Peninsula, San Francisco, and East Bay. To improve the seismic safety of the bridge, the California Department of Transportation (Caltrans) is in the process of implementing various projects to replace and/or retrofit sections of the bridge. The Yerba Buena Island Transition Structure (YBITS#1) will connect the Self-Anchored Suspension Span (SAS) to the Yerba Buena Island (YBI) Tunnel.

For design description, traffic data and existing nonstandard features, please refer the Supplemental Mandatory Fact Sheet Exceptions (YBITS#1, EA 04-0120S1) to Mandatory Design Standards. This revision is to modify the design exception feature no. 2-- a modification of the temporary EB entrance ramp. This temporary EB entrance ramp will be utilized while the permanent EB entrance ramp is constructed by the subsequent 04-0120T1 project.

B Revised Nonstandard Features

The T7R1 alignment will have a minimum 3.6 meter lane and no shoulders from modified T7 line Station 50+65 to 50+90. Additionally, as stated in the referenced supplemental fact sheet, there will still be the narrow lane width for the previous T7 Line Station plus/minus 50+59 to 51+42. See attachment #1 and #2.

C Standard for which Exception is Requested

HDM, Index 504.3, Table 504.3A – Ramp Widening for Trucks – Lane width for ramps with a radius of less than 40 m shall be 5.6 m.

HDM, Index 302.1, Table 302.1 – Standards for Paved Shoulder Width – Standard paved shoulder width for single-lane ramps shall be 1.2 m on the left and 2.4 m on the right.

D Reason for Modification

The original proposed temporary EB on ramp is too tight to maneuver for large trucks. The revised alignment will shift to the west to provide more space before the entrance ramp abutment. In order to make this shift in the alignment, the entrance ramp will have to go through a narrow gap between existing columns. See attachment #3.

Approved by: Lawrence T. Moore 5/30/13

Lawrence T. Moore
Project Development Coordinator
HQ Division of Design

Date

Attachments

(1) Existing Proposed EB Entrance Ramp Alignment.
(2) Revised EB Entrance Ramp Alignment.
(3) Truck Turn for California Legal Truck

Dist	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SF	80	12.7/13.2	14	806

REGISTERED CIVIL ENGINEER DATE

6-23-08
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER T.T. Lai No. 63630 Exp. 9-30-08 CIVIL STATE OF CALIFORNIA

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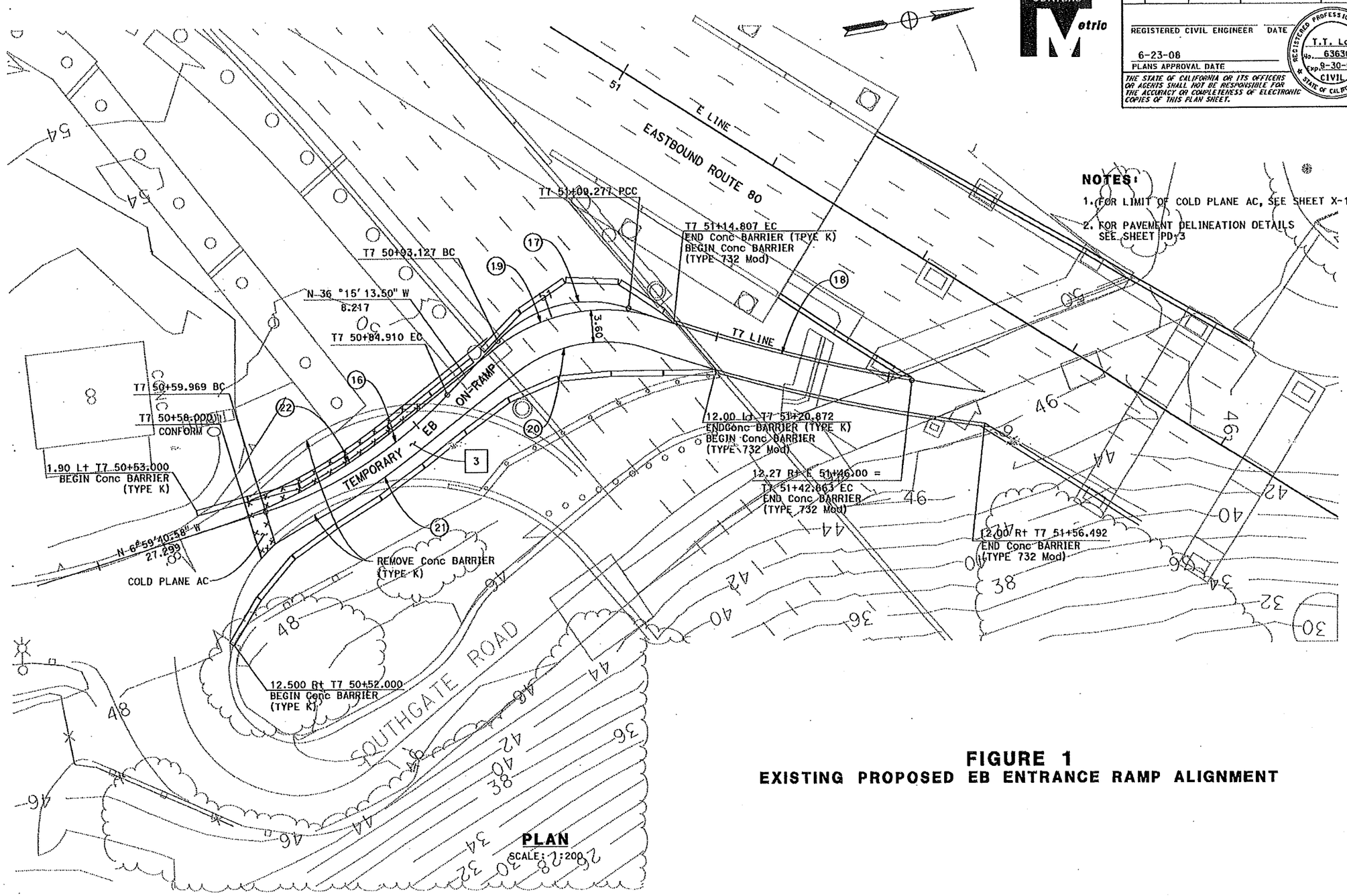
Caltrans Metric



NOTES:

1. FOR LIMIT OF COLD PLANE AC, SEE SHEET X-1.
2. FOR PAVEMENT DELINEATION DETAILS SEE SHEET PD-3

FIGURE 1
EXISTING PROPOSED EB ENTRANCE RAMP ALIGNMENT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR: BOB ZANDIPOUR
CALCULATED-DESIGNED BY: TRINH LAI
CHECKED BY: BOB ZANDIPOUR
REVISED BY: TL
DATE REVISED: 10/07

LAST REVISION 03-14-08
DATE PLOTTED => 09-MAY-2013
TIME PLOTTED => 07:59

BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80
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DGN FILE => 40120sga002 - Copy.dgn
CU 04251
EA 0120S1

Dist	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SF	80	12.7/13.2	14R1	806

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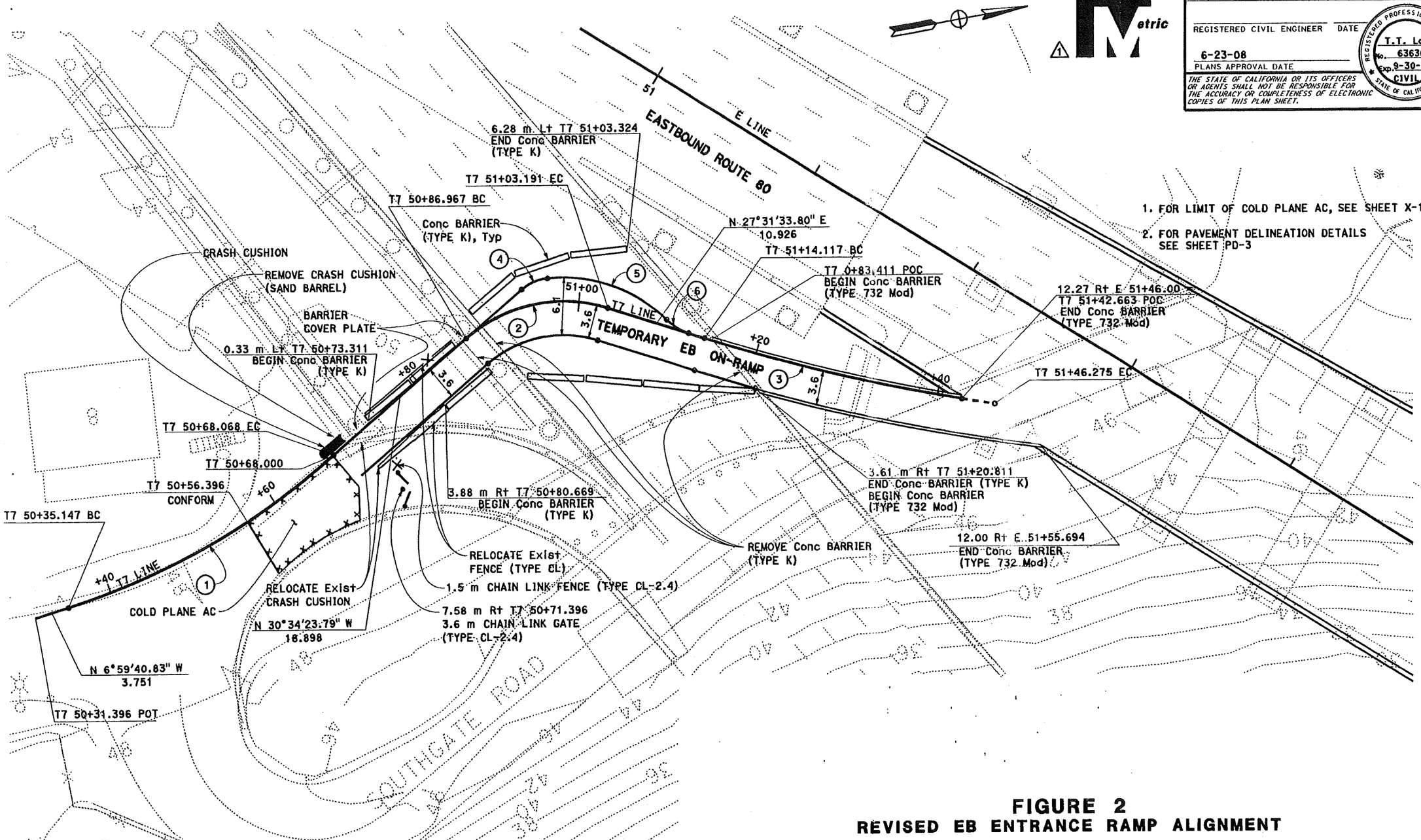

1. FOR LIMIT OF COLD PLANE AC, SEE SHEET X-1.
2. FOR PAVEMENT DELINEATION DETAILS SEE SHEET PD-3

FIGURE 2
REVISED EB ENTRANCE RAMP ALIGNMENT

MARK	DATE	DESCRIPTIONS	REV	CK
1	05/14/13	Revise T7 Alignment	BW	TL

REVISIONS

CONTRACT CHANGE ORDER NO. _____
SHEET _____ OF _____

PLAN
SCALE: 1:200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY TRINH LAI
CHECKED BY BOB ZANDIPOUR
REVISED BY TL
DATE REVISED 10/07

LAST REVISION DATE PLOTTED => 14-MAY-2013 TIME PLOTTED => 16:04

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => s133768
DGN FILE => 14 of 806.cco

CU 04251

EA 0120S1

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

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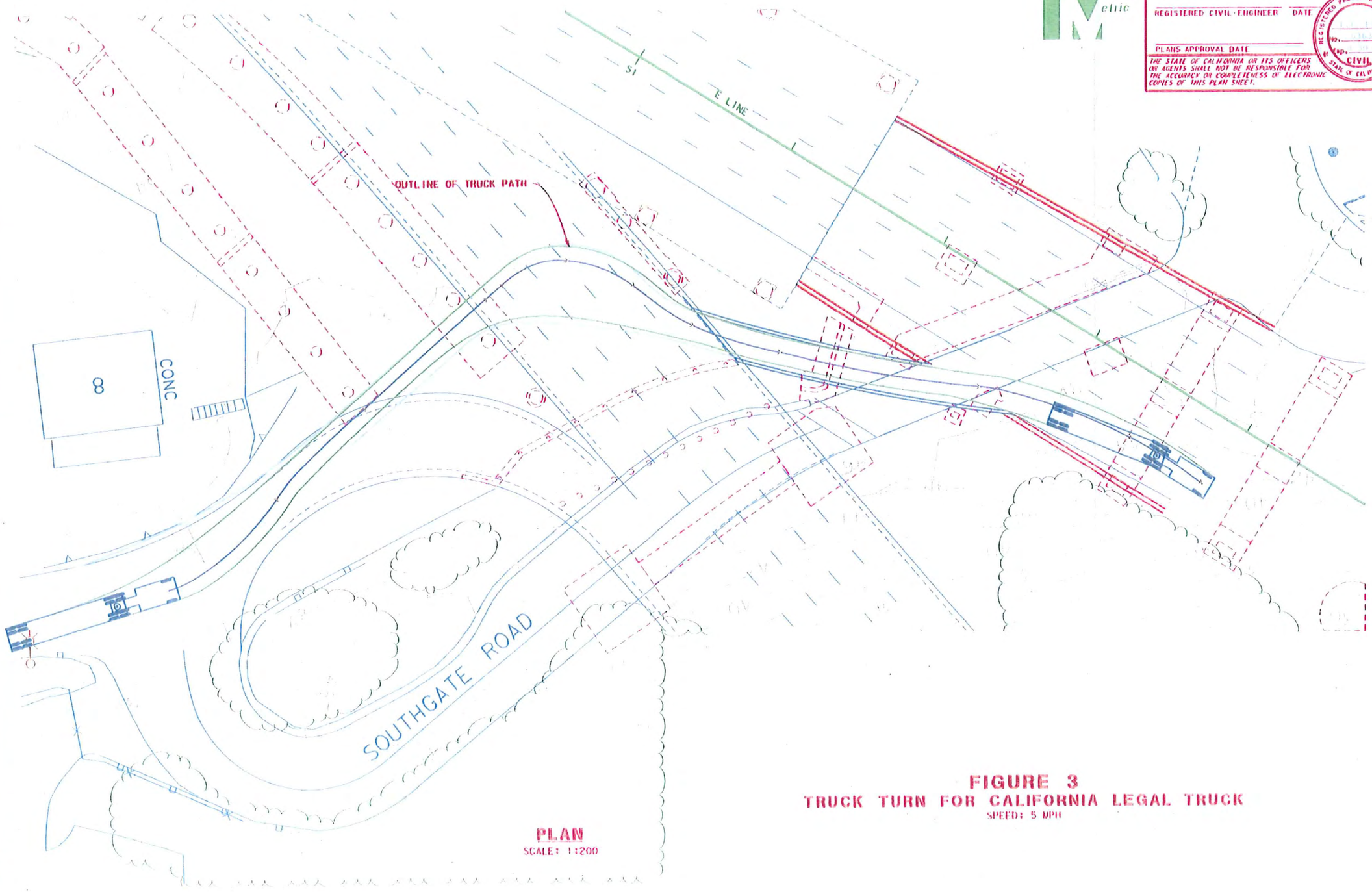

PLAN
SCALE: 1:200

FIGURE 3
TRUCK TURN FOR CALIFORNIA LEGAL TRUCK
SPEED: 5 MPH

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED