DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	80	13.2/13.9	765R1	1204

REGISTERED ENGINEER - CIVIL

12-6-04
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER John Sun No. C 54648 Exp. 12/31/05 CIVIL STATE OF CALIFORNIA

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

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825 BATTERY STREET
SAN FRANCISCO, CA 94111

To get to the web site, go to: http://www.dot.ca.gov

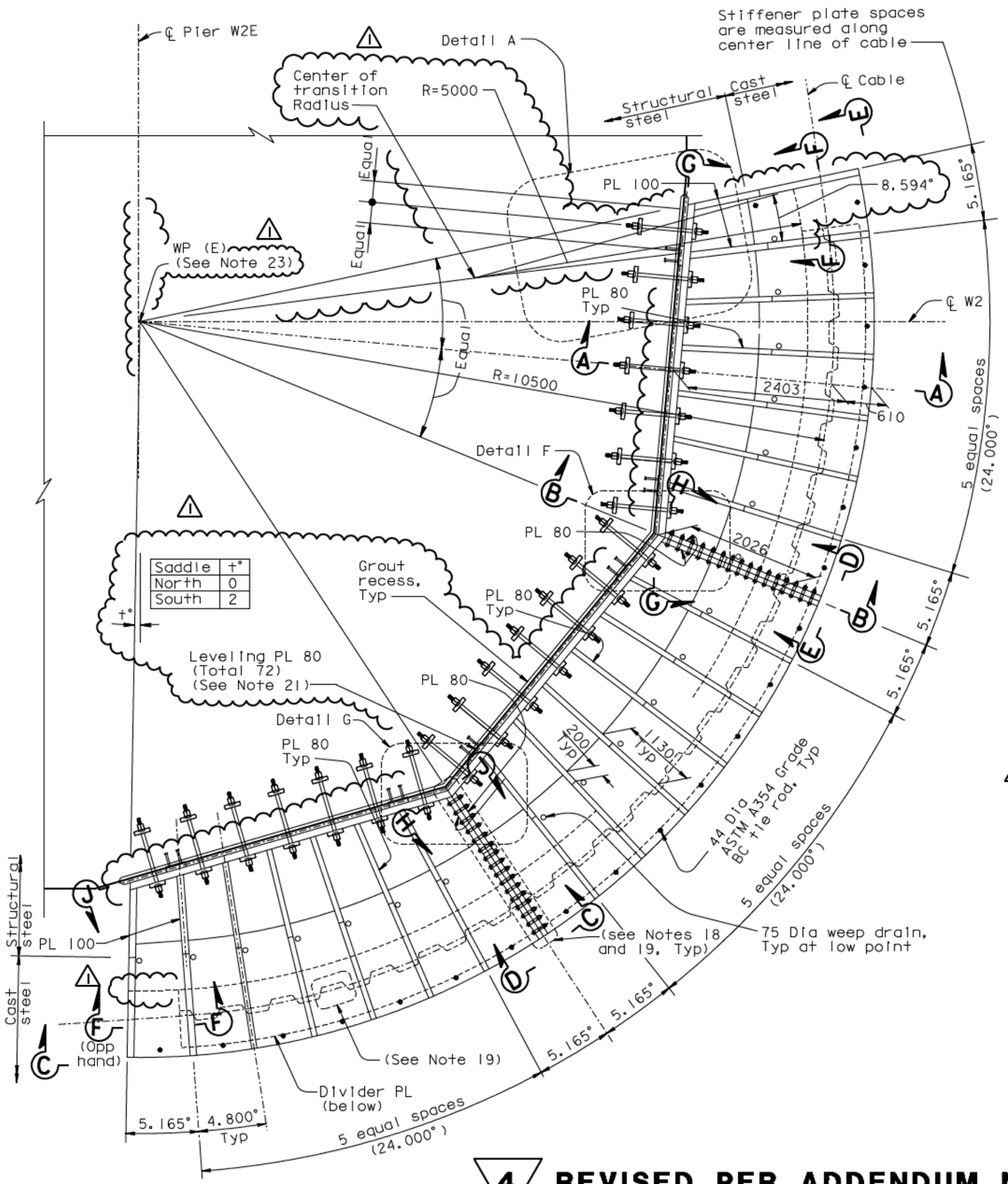
REGISTERED PROFESSIONAL ENGINEER James P. Duxbury No. C 64677 Exp. 06/30/07 CIVIL STATE OF CALIFORNIA

FOR REVISIONS ONLY

MARK	DATE	DESCRIPTIONS	BY	CH'D	CCO#
1	01/31/07	WEST DEVIATION SADDLE GEOMETRY	NV	JD	15

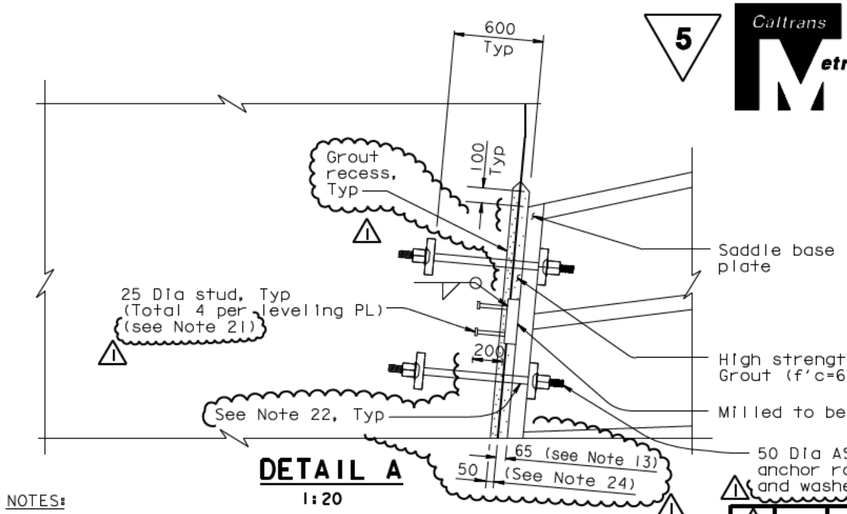
REVISIONS

CONTRACT CHANGE ORDER NO. ____
SHEET ___ OF ___



PLAN VIEW
1:40

(In the plan of the Deviation saddle)
South Deviation saddle shown
North Deviation saddle opposite hand, except as noted)



DETAIL A
1:20

NOTES:

1. For additional details, see "Suspension Cable Layout No.3" sheet.
2. For Sections A-A and B-B, see "West Deviation Saddle Details No.2" sheet.
3. For Sections C-C through F-F, see "West Deviation Saddle Details No.3" sheet.
4. For anchor rod layout, see Sections G-G through J-J on "West Deviation Saddle Details No.4" sheet.
5. For Details F and G, see "West Deviation Saddle Details No.4" sheet.
6. Only saddle at south end of cap beam shown. The deviation saddle at north end of cap beam is similar.
7. West deviation saddle anchor rods are ASTM A354 Gr BC high strength 50 Dia rods (fu=862 MPa) with standard galvanized steel ducts, unless specified otherwise. For additional prestressing details, see "Prestressing Notes" sheet. The Contractor may substitute the PT duct with a PT Supplier recommended debonding tape, subject to review and approval of the Engineer. If the PT duct substitution is approved by the Engineer, the spherical nut inside the W2 cap beam is not required.
8. During placement of cap beam concrete, the anchor rods shall be held in position by steel templates, which shall be removed after concrete has set. The steel templates shall be used to drill the holes for the anchor rods in the saddle base plates. In lieu of using the template to drill the holes in the Saddle base PL the Contractor may use detailed anchor rod as-built drawings and drill the anchor rod holes in the Saddle base PLs.
9. All casting steel shall be Structural Casting Grade 415, unless specified otherwise.
10. All plates shall be ASTM A709M HPS 485W, unless specified otherwise.
11. Tension the 44 Dia ASTM A354 Grade BC tie rods to 50% of their yield capacities after the main suspension cable erection.
12. For general stressing sequence, see "Pier W2 Construction Sequence" sheet.
13. The grout pad thickness is shown for information only. The Contractor may adjust the grout pad thickness to ensure proper placement of the deviation saddle in their final erected position.
14. All surfaces inside the trough shall be machined to ANSI 500 roughness. The geometric tolerance of the surfaces shall not exceed ±1.5 mm per meter of surfaces without sudden kinks.
15. The inside of the troughs shall be metallized with a coating thickness not less than 0.4 mm.
16. All divider plates shall be hot dip galvanized with Class A coating.
17. For detail of divider PL joint, see "West Deviation Saddle Details No.3" sheet.
18. West deviation saddle segments shall be bolted together prior to tightening anchor rods.
19. In the bolted splices the flatness of the faying surfaces shall be ±0.5 mm per meter, and the gap between them shall not exceed 0.5 mm per meter. The perimeters of faying surfaces shall be caulked.
20. Contact surface between the leveling plate and the deviation saddle shall be milled to bear.
21. The Contractor may substitute or remove the embedded Leveling PL to suit his erection means & methods, subject to review and approval of the Engineer.
22. At the Contractor's option, 90 max. diameter oversized holes may be shop drilled in the saddle base PL.
23. WP (E) and WP (W) do not coincide with the ℄ Pier W2, ℄ Pier W2E nor ℄ Pier W2W.
24. West deviation saddle grout recess shall be parallel to concrete faces of cap beam.

4 REVISED PER ADDENDUM NO. 4 DATED DECEMBER 9, 2005

5 REVISED PER ADDENDUM NO. 5 DATED DECEMBER 21, 2005

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

100 % PS&E

R. Valizadeh/V. Toan/Y.L./W.L./F.C.
DESIGN OVERSIGHT
SIGN OFF DATE 01/31/07

	BY	CHECKED
DESIGN	J. Sun	T. McMeans
DETAILS	J. Duxbury	T. McMeans
QUANTITIES	J. Duxbury	S. Shi

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

R. Manzanarez
PROJECT ENGINEER

BRIDGE NO. 34-0006L/R
KILOMETER POST 13.2/13.9

SAN FRANCISCO OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT
SELF-ANCHORED SUSPENSION BRIDGE
(SUPERSTRUCTURE & TOWER)

WEST DEVIATION SADDLE DETAILS NO.1

Rev. Date: 5-18-98

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS 0 10 20 30 40 50 60 70 80 90 100

CU 04
EA 0120F1

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY): 05/15/99 08/26/99 05/31/01 04/08/02 07/31/02 12/18/02 09/06/04 11/13/05 12/07/05

SHEET 548R1 OF

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USERNAME => vigmatovsky DATE PLOTTED => 15 MAR 2007 TIME PLOTTED => 15:33:35