



DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	80	13.2/13.9	1008R3	1204

REGISTERED ENGINEER - CIVIL	
12-6-04	
PLANS APPROVAL DATE	

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.

T.Y. LIN / MOFFATT & NICHOL
825 BATTERY STREET
SAN FRANCISCO, CA 94111

Caltrans now has a web site! To get to the web site, go to: <http://www.ddt.ca.gov>

D. Traveler Fabrication & Detailing Notes:

- D1. Unless noted otherwise, ten percent (10%) of all CJP welds shall be ultrasonically tested & 10% of any other welds specifically designated NDT shall be magnetic particle tested.
- D2. NDT X% denotes that the weld indicated is to be NDT tested at the rate of X% using ultrasonic testing for CJP welds and magnetic particle testing for other welds.
- D3. All weld testing to be in accordance with project Specifications unless noted otherwise.
- D4. Weld Designation Notes

- denotes flush filled flare bevel weld with effective throat thickness of $T=5/8 + t$ see Detail A
- denotes fillet weld leg size D (mm)
- denotes partial joint penetration side weld with weld size of a (mm)
- denotes partial joint penetration weld with weld size of a% of material thickness
- denotes complete joint penetration weld
- denotes combination flare bevel and fillet weld. Flare bevel is flush fillet. Fillet weld size is T (mm)
- denotes fillet weld each side, with both sides having equal leg sizes D mm

3 D5. Any fillet or square weld not dimensioned is to be 3 mm seal weld up to a material thickness of 5 mm, and 5 mm seal weld for material thickness in excess of 5 mm.

- D6. All connections to be seal welded all around whether specifically called for or not on the details.
- D7. Bolt threads to be excluded from the shear plane of all connections unless noted otherwise
- D8. These Travelers have been detailed using plate thicknesses as conventionally supplied in US customary units (Inches). The Metric designation of the thickness is the following:

- 6.4 mm = 1/4"	- 25 mm = 1"
- 8 mm = 5/16"	- 32 mm = 1 1/4"
- 9.5 mm = 3/8"	- 38 mm = 1 1/2"
- 12.7 mm = 1/2"	- 44 mm = 1 3/4"
- 16 mm = 5/8"	- 51 mm = 2"
- 19 mm = 3/4"	
- 22 mm = 7/8"	

D9. Vertical dimensions from top of girder to U/S rail are given for information only. For traveler rail detailing dimensions, see "Traveler Rail Details" sheets.

2 REVISION **2** SUPERSEDES REVISION **1**
CONTRACT CHANGE ORDER NO. _____
SHEET _____ OF _____

REQUESTS FOR INFORMATION NOT ADDRESSED IN THIS CCO REMAIN IN FORCE

MARK	DATE	DESCRIPTIONS	BY	CH'D	CCO#
2	02/12/10	TRAVELER MODIFICATIONS	MN	AS	24SI
1	06/19/09	TRAVELER MODIFICATIONS	MN	AS	24SI
1	07/20/07	RAIL CHANGE & MISCELLANEOUS DETAILS	MN	NV	24

DESIGN	BY J. Otter	CHECKED M. Nader
DETAILS	BY J. Otter	CHECKED N. Vo
QUANTITIES	BY J. Otter	CHECKED J. Leventini

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

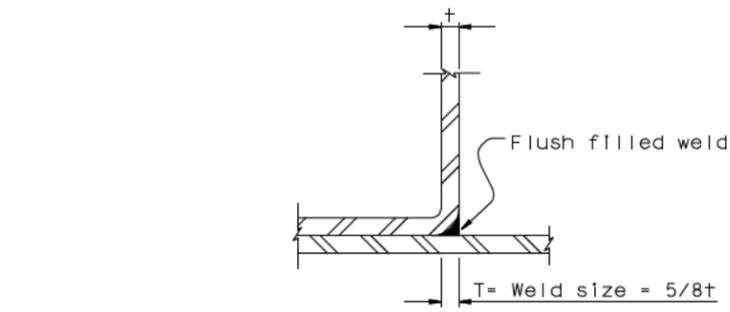
SELF-ANCHORED SUSPENSION BRIDGE (SUPERSTRUCTURE & TOWER)

TRAVELERS-GENERAL NOTES NO. 2

CU 04
EA 0120F1

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET 591R3 OF
---	----------------



DETAIL A
(Flare bevel weld)

E. Traveler Containment Membrane Requirements

- E1. Containment membrane is required for paint work and water cleaning only.
- E2. Do not install containment membrane at other times.
- E3. Containment membrane to be reinforced plastic tarpaulin material.
- E4. Containment membrane to be fastened to the structure and to the traveler with magnets.
- E5. Fastenings to be such that most of the anchors will detach (break away) at wind load of 0.5 kPa (Min), 0.72 kPa (Max), so as to shed any higher wind forces.
- E6. Membrane to be firmly attached so that it will remain attached to the traveler after breakaway.
- E7. Detailed design of the membrane to meet these requirements is to be carried out by others.
- E8. When containment membrane is installed, cable guys are required as shown on each Traveler Assembly Drawing.
- E9. When containment membrane is in use on the four large travelers, a minimum of 5 of the 8 caliper brakes on each rail are to be "on" when significant wind loads are anticipated.

F. Traveler Erection Notes

- F1. Rail beams are to be fastened to the structure only after full dead load is applied to the structure. This is to minimize the stress range that the rails will see in service.
- F2. Travelers can be lifted either at their primary suspension points or at the secondary support locations. Should the fabricator wish to lift these units from other locations the fabricator is to be responsible for such lifts and is to make all computations and other provisions necessary to achieve this in a safe manner.

100% P&E
DATE PLOTTED => 19 FEB 2010
USERNAME => dt10070

R. Valizadeh/V. Toan/Y. L. /W. L. /F. C.
DESIGN OVERSIGHT
Sign Off Date: 02/12/10

Rev. Date: 5-18-98

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS