DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	80	13.2/13.9	1157R2	1204

Caltrans Metric

REGISTERED ENGINEER - CIVIL

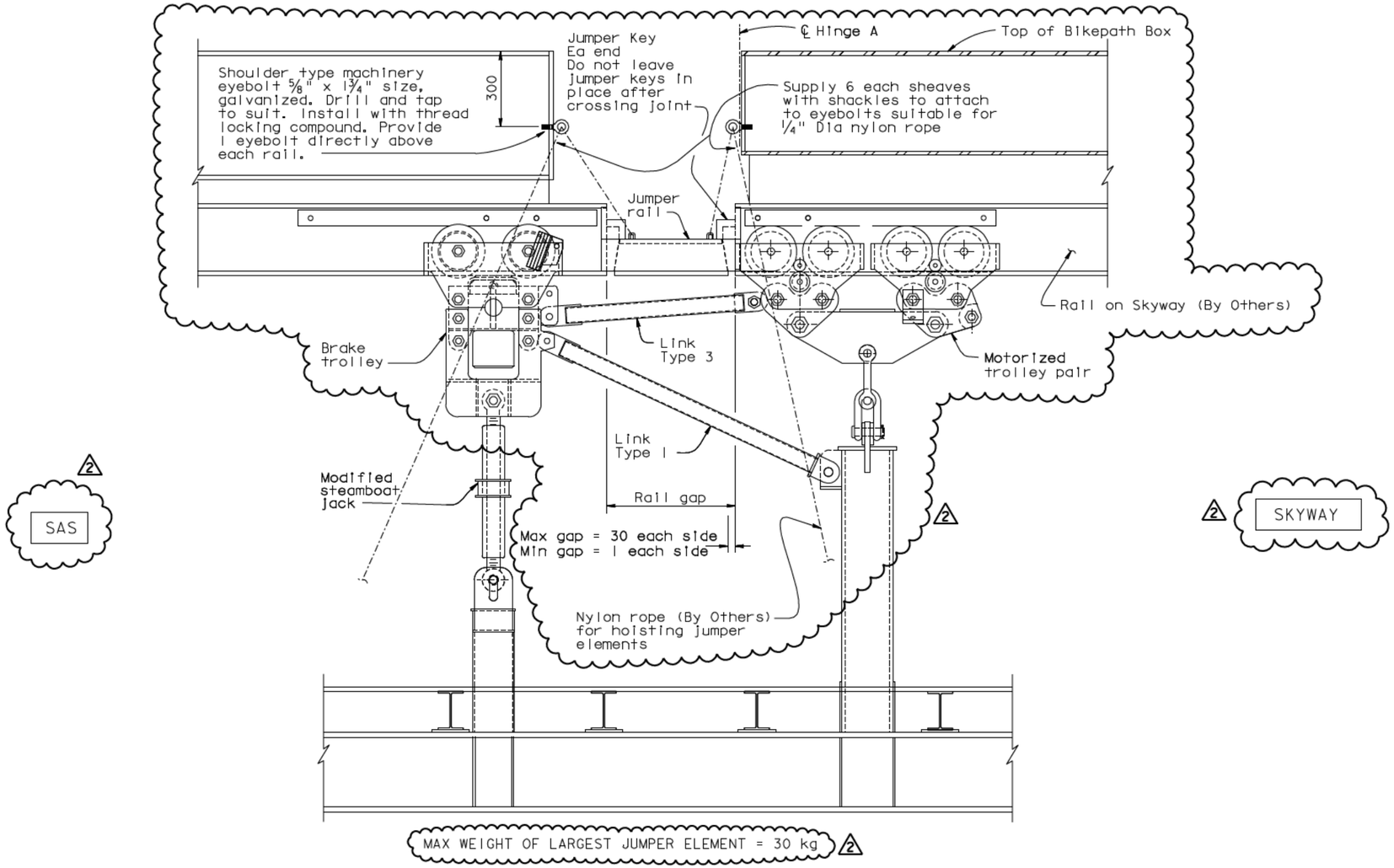
12-6-04
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Rafael Manzanarez No. C 36842 Exp. 6/30/10 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.

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.dot.ca.gov



EXPANSION JOINT CROSSING

1:10

(Outer) rail shown, (Inner) rail similar but has (single motorized trolley)

EXPANSION JOINT CROSSING SEQUENCE

When crossing joint:

1. Stop before crossing expansion joint.
2. Install jumper rails of the appropriate length complete with capscrews. Do not exceed permissible gap distance.
3. Install jumper keys at each end of jumper rail.
4. Ensure no weight is on brake trolley.
5. Remove trolley stops.
6. Cross expansion joint with brake trolley.
7. Valve off motorized trolley prior to it's crossing expansion joint. (Crossing of expansion joint will be powered by one trolley per rail).
8. Use steamboat jack to transfer weight from motorized trolley to brake trolley.
9. Cross expansion joint with motorized trolley.
10. Release steamboat jack to shift weight back to motorized trolley.
11. Re-install trolley stops.
12. Remove jumper rails.
13. Open valve to motorized trolley.

NOTES:

1. A special procedure is necessary in order to cross expansion joints. The jumper rails are capable of carrying the full weight of loaded trolleys but the weight shift procedure described below is a safety precaution to minimize the possibility of accidental displacement of the jumper rails by the trolley wheels and to prevent trolley wheels getting lodged in the gaps.
2. Expansion joint crossing sequence is described with brake trolley leading, crossing sequence similar with motorized trolley leading.
3. Jumper rails with jumper keys installed do not accommodate thermal movements in the rail joint. Therefore, jumper rail must not remain in place over a period when rail joint movements may occur.
4. All information on this sheet (E2/E3 BIKEPATH TRAVELER RAILS-05) shall be engraved on a 3 mm stainless steel plate and affix to the traveler at one control station.

REVISION 2 SUPERSEDES REVISION 1

CONTRACT CHANGE ORDER NO. ____
SHEET ___ OF ___

REQUESTS FOR INFORMATION NOT ADDRESSED IN THIS CCO REMAIN IN FORCE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

MARK	DATE	DESCRIPTIONS	BY	CH'D	CCO#
2	06/19/09	TRAVELER MODIFICATIONS	RM	AS	24S1
1	08/04/06	TRAVELER RAIL MODIFICATIONS	RM	NV	24

REVISIONS

R. Vallizadeh/V. Toan/Y.L./W.L./F.C.
DESIGN OVERSIGHT
SIGN OFF DATE 06/19/09

	BY	CHECKED
DESIGN	J. Otter	R. Manzanarez
DETAILS	J. Otter	J. Leventini
QUANTITIES	J. Otter	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)

E2/E3 BIKEPATH TRAVELER RAILS-05

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) 04/18/02 07/09/02 12/19/02

SHEET 740R2 OF

FILE -> I:\bb\04-012001\sas\contract plans and cco\cco\cco#24s1\2-revision 06-19-09\dgn\aktrv138.dgn

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