

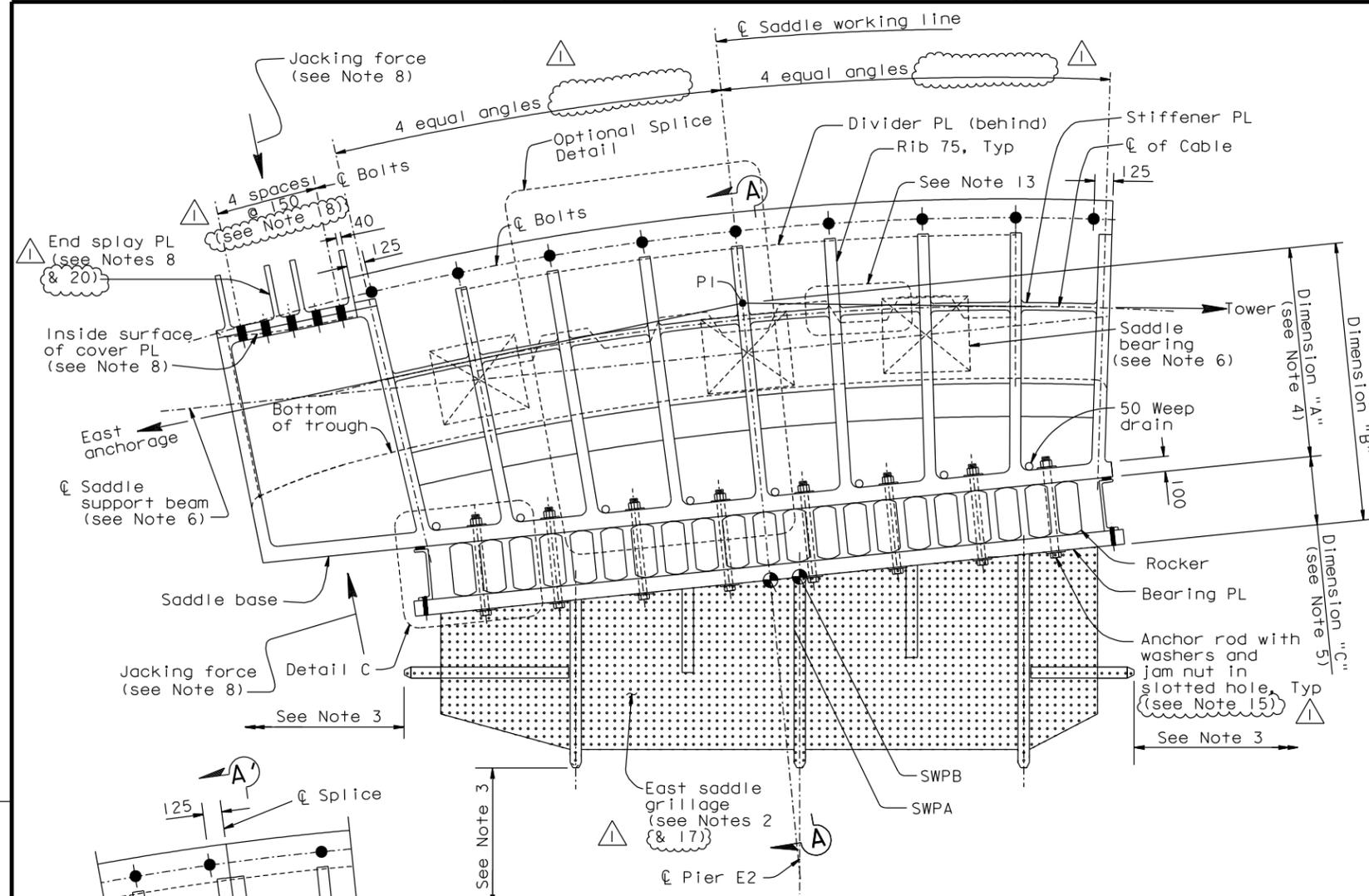
DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	80	13.2/13.9	786R1	1204



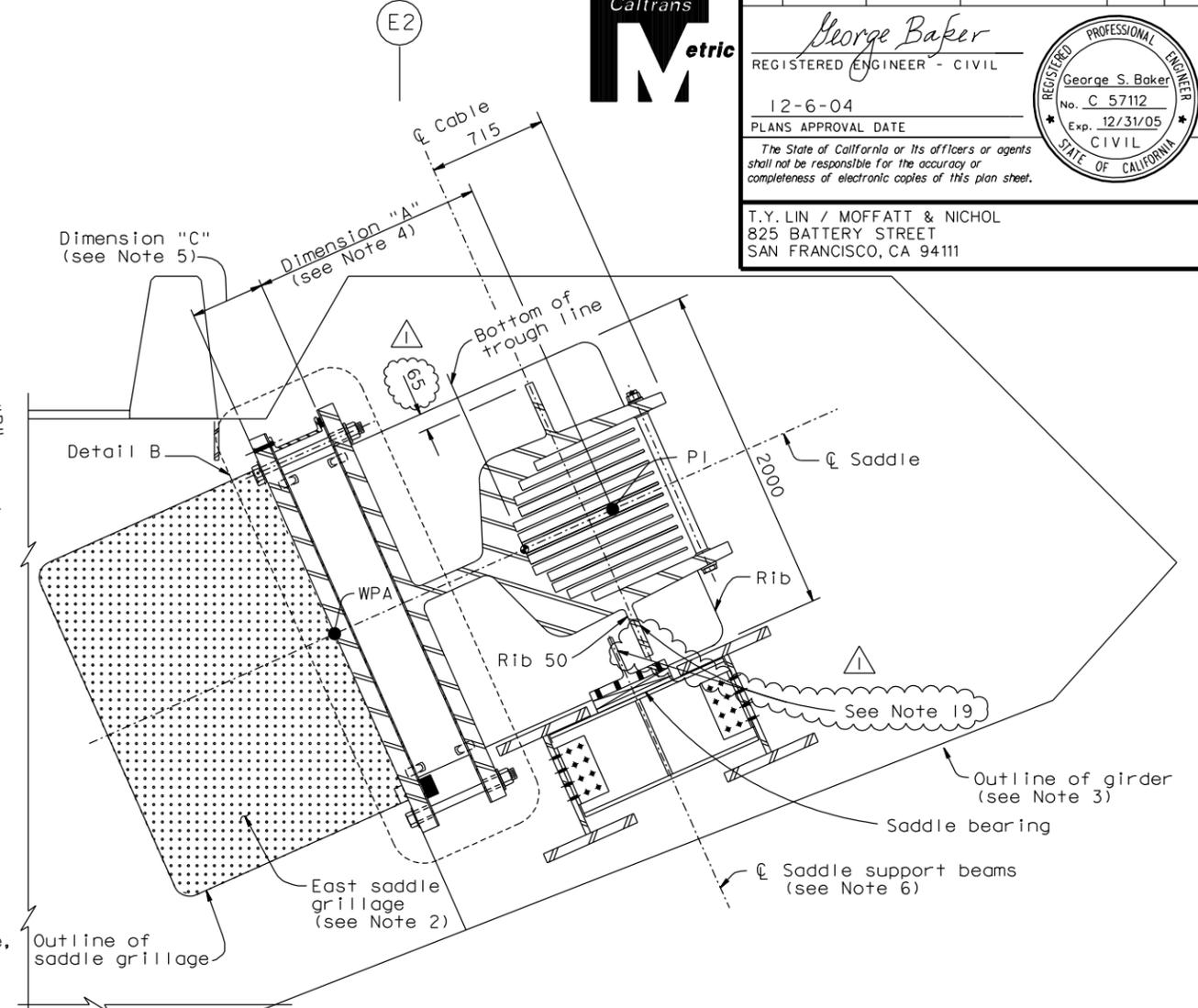
George Baker
 REGISTERED ENGINEER - CIVIL
 12-6-04
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

George S. Baker
 No. C 57112
 Exp. 12/31/05
 CIVIL
 STATE OF CALIFORNIA

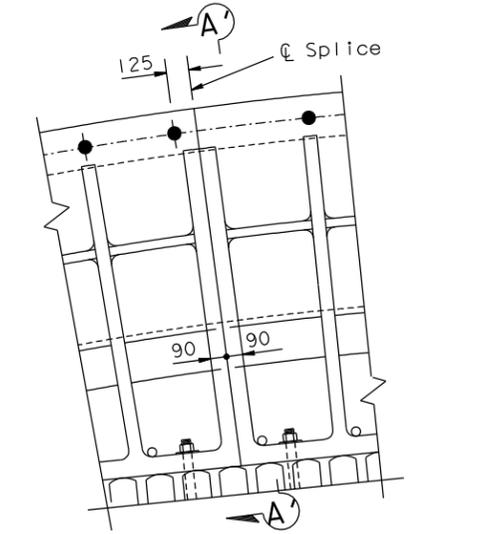
T.Y. LIN / MOFFATT & NICHOL
 825 BATTERY STREET
 SAN FRANCISCO, CA 94111



ELEVATION OF TYPICAL EAST SADDLE (Shown for south anchorage, north anchorage similar and opposite hand)
 (IN THE PLANE OF CABLE) (See Note 6)
 1:20



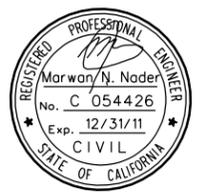
SECTION A-A
 1:20



OPTIONAL SPLICE DETAIL
 1:20

- 17. It is acceptable to align the ends of grillage plate A with a projection of the centerline of the outmost saddle ribs, subject to review and approval of the Engineer.
- 18. Spacing may be adjusted to accommodate jacking, subject to review and approval of the Engineer.
- 19. It is acceptable to extend the saddle rib to the saddle bearing plate in lieu of the bearing plate web extension subject to review and approval of the Engineer. Where the offset between the saddle rib and the support beam centerlines exceeds 60 mm, the bearing plate shall be thickened to 60 mm.
- 20. At the Contractor's option, it is acceptable to incorporate permanent diaphragm plates at the end splay plate, subject to review and approval of the Engineer.
- 10. 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.
- 11. The inside of the troughs shall be metallized with a coating thickness not less than 0.4 mm.
- 12. All divider plates shall be hot dip galvanized with Class A coating.
- 13. For detail of Divider PL joint, see "West Deviation Saddle Details No. 3" sheet.
- 14. 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.
- 15. Slotted holes may be placed in bearing PL or saddle base PL.
- 16. The Contractor may propose holes and attachments for erection, subject to review and approval of the Engineer. Upon erection completion, all holes shall be filled with bolts.

- NOTES:**
1. For Section A'-A', Details B and C, see "East Saddle Details No. 6" sheet.
 2. For east saddle grillage details, see "Girder At Pier E2 No. 5" sheet.
 3. For girder details at the east saddle, see "Girder At Pier E2" sheets.
 4. For dimension "A", see "East Saddle Details No. 2" sheet.
 5. For dimension "C", see "East Saddle Details No. 6" sheet.
 6. For saddle bearings and saddle beam support details, see "East Saddle Details No. 7" sheet.
 7. For the plane of the cable, see "East Saddle Details No. 1" and "East Saddle Details No. 2" sheets.
 8. End splay plate shall be pressed into place by jacking and bolted to the saddle after completion of cable erection and before load transfer to cable. Total jacking capacity shall be at least 1.9 MN. For end splay PL details, see "East Saddle Details No. 5" sheet.
 9. Bearing surfaces of rockers shall be finished to ANSI 250 surface roughness. Rocker bearing surfaces shall be finished to ANSI 250 and shall be finished flat to ± 0.5 mm per meter of surface length.



CONTRACT CHANGE ORDER NO. _____
 SHEET _____ OF _____
 REQUESTS FOR INFORMATION NOT ADDRESSED IN THIS CCO REMAIN IN FORCE

R. Valizadeh/V. Toan/Y.L./W.L./F.C.
DESIGN OVERSIGHT
Sign Off Date 09/01/11

MARK	DATE	DESCRIPTIONS	BY	CH'D	CCO#
	09/01/11	EAST END OBG	GB	MN	87

DESIGN	BY G. Baker	CHECKED J. Kuliki
DETAILS	BY R. Kanitkar	CHECKED T. McMeans
QUANTITIES	BY D. Turner	CHECKED D. Harrison

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)
EAST SADDLE DETAILS NO. 3