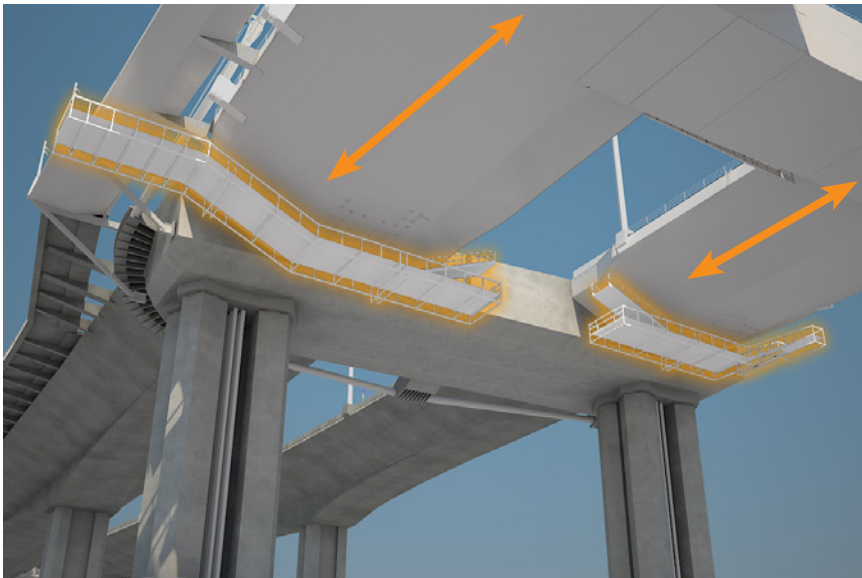




# SELF-ANCHORED SUSPENSION SPAN (SAS) MAINTENANCE TRAVELERS

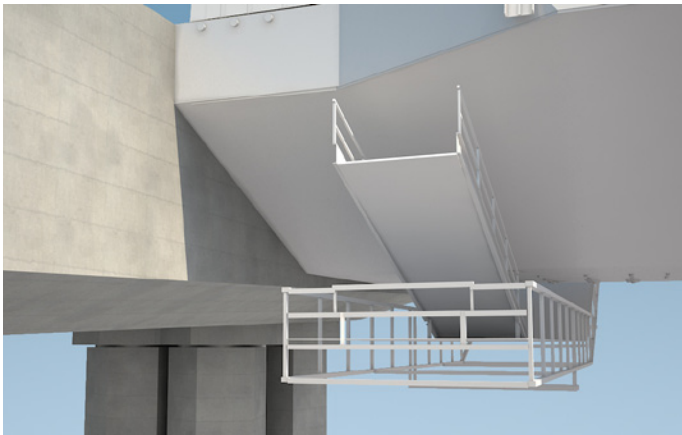


## A 150 YEAR LIFESPAN

The new East Span of the San Francisco-Oakland Bay Bridge has been engineered and is being built to last 150 years and to withstand the largest possible earthquake that may occur within the next 1,500 years. Regular, ongoing maintenance of the bridge is essential to its longevity.

As with all steel bridges, the Self-Anchored Suspension Span (SAS) will need to be periodically repainted to protect it from corrosion.

To reach below the decks, four large moving scaffolds, or "Travelers", (plus a smaller traveler for the bike/pedestrian path) have been constructed by Westmont Industries, of Sante Fe Springs, Calif. These movable work platforms will provide safe access for painting as well as other federally-mandated maintenance and inspection activities.



### KEY FACTS

- The largest Traveler is 4.97 meters (16.3 feet) wide by 36.33 meters (119.2 ft) long.
- The Travelers are designed to provide access to the entire underside of the SAS.
- The Travelers are designed to withstand high winds.
- The Travelers are suspended from tracks attached to the underside of the bridge. The tracks have expansion joints to accommodate the steel deck sections' normal thermal expansion and contraction, as well the movements of the bridge during a seismic event.
- Crews will move the Travelers by using pneumatic power from air compressors located in Oakland and on Yerba Buena Island. The Travelers can move 20 feet per minute heading west and 50 feet per minute heading east.
- The Travelers are designed to capture maintenance-related debris such as paint chips and dust, water, sandblasting grit, and paint overspray and to prevent this material from falling into the bay.



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