



THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

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PRESS RELEASE

FINAL TESTING COMPLETE ON SAS TRAVELERS

Motorized Maintenance Platforms to Keep Bridge Functioning for More Than a Century

Santa Fe Springs, June 12, 2012 – Southern California fabricator Westmont Industries has completed fabrication and testing of five moving scaffolds known as “travelers”, which will be used to maintain the new East Span of the San Francisco-Oakland Bay Bridge for the next 150 years.

Essential to the bridge’s longevity, the travelers will be suspended from tracks beneath the bridge, providing safe access to the workers who will conduct bridge inspections, repairs and painting operations. The travelers are motorized to carry crews laterally underneath the bridge, allowing them to complete work safely and efficiently.

Like the new East Span, the travelers were designed with seismic activity in mind. The tracks that suspend them are equipped with expansion joints, which will protect the platforms in extreme weather conditions and seismic events; the travelers will be a vital tool for inspecting the bridge throughout its lifespan.

Four of the five travelers are larger in size – since they will be used for the steel roadways of the Self-Anchored Suspension Span (SAS) – and measure approximately 16 feet in width and 119 feet in length. The smaller traveler will be used solely for maintenance of the bridge’s 15.5-foot-wide bicycle and pedestrian path.

Westmont Industries (est. 1954) is an American Steel fabricator located in Santa Fe Springs CA. The Westmont family of companies is known for their heavy custom steel work with clients such as U.S. Department of Defense, Boeing, General Electric, Rolls Royce and Disney. Recently Westmont fabricated an advanced, state of the art automated and computer controlled cruise ship gangway for the Port of Los Angeles. This experience served them well in creating the equally advanced Bay Bridge Traveler system that allows the platforms to actually follow the curve of the bridge 150 feet above the bay.

The SAS will be the world’s largest such bridge at 2,047 feet in length and will feature a 525-foot-tall tower. A single, nearly mile-long cable will act like a giant sling supporting the weight of the decks. Unlike traditional suspension bridges where the cables are anchored into the ground, a self-anchored suspension bridge’s cable is anchored in the roadways. These maintenance travelers will help ensure a healthy 150-year lifespan, which is double the standard for traditional bridges.

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