



DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	80	13.2/13.9	645R1	1204

George Baker
 REGISTERED ENGINEER - CIVIL
 No. C57112
 Exp. 12/31/05
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE
 12-6-04

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Alternative Camber Method

- At the Contractor's option, the Alternative Camber Method may be adopted which will enable the early fabrication of certain portions of the box girders. The Contractor may elect to fabricate the box girders and crossbeams from panel points 8 to 95 using camber values shown in Table 1 on "Camber Schedule" sheet, and Table 2 on "Camber Schedule-A" sheet, provided his approved erection plan and weight control procedure will produce box girder dead load moments from panel points 8 to 95 that are within 10 MN-m of the values shown in Chart A on "Camber Schedule" sheet.
- For this erection engineering analysis, the Contractor shall assume the reactions at Hinges A and K to be as given on Table 2 on "Suspension Cable Layout No.4" sheet. The Contractor shall determine the actual reactions by field measurement after construction of adjacent structures have been completed by Others.
- Once the actual reactions at Hinges A and K have been determined, the Contractor shall perform a revised analysis to determine the camber for the remainder of the girder length from panel point 95 to Hinge A. The revised analysis shall incorporate all conditions of the as-fabricated structure, including measured reactions at Hinges A and K, suspended weight per shop drawings from panel points 8 to 95 and estimated suspended weight from panel point 95 to Hinge A. Box girder dead load moment from panel points 8 to 95 shall be within 10 MN-m of the design values given in Chart A on "Camber Schedule" sheet. Box girder dead load moment from panel point 95 to Hinge A shall not exceed the limits shown in "Range of Allowable Box Girder Dead Load Moment Diagram" on "Suspension Cable Layout No.4" sheet. Camber for girder length from panel point 95 to Hinge A shall be consistent with corresponding box girder dead load moment from the revised analysis.
- The axial camber schedule provides axial camber values taken at points B and F of the box girders. Positive values indicate as increase in fabricated length of girder face A. Curvatures resulting from cambers in the vertical direction and the roadway profile shall be developed in the fabrication of all other girder faces.
- The crossbeams shall not be cambered for axial shortening from PPI4 to PPI2.

6. OBG attachments connected after load transfer and crossing the field splice between PP 108 and PP 110 shall be detailed with an additional 45 mm. For location see "Camber Schedule-C" and "Camber Schedule-D" sheets.

Table 3: Axial Camber Schedule (see Note 4)

Panel Point	Dead Load Axial Camber		Panel Point	Dead Load Axial Camber	
	"W" Line	"E" Line		"W" Line	"E" Line
8-10	4	4	68-70	4	4
10-12	4	4	70-72	5	5
12-14	4	4	72-74	5	5
14-16	5	5	74-76	4	4
16-18	5	5	76-78	5	5
18-20	5	5	78-80	5	5
20-22	5	5	80-82	4	4
22-24	5	5	82-84	5	5
24-26	5	5	84-86	5	5
26-28	5	5	86-88	4	4
28-30	5	5	88-90	5	5
30-32	5	5	90-92	5	5
32-34	5	5	92-94	4	4
34-36	5	5	94-96	5	5
36-38	5	5	96-98	5	5
38-40	5	5	98-100	4	4
40-42	5	5	100-102	5	5
42-44	5	5	102-104	5	5
44-46	5	5	104-106	4	4
46-48	5	5	106-108	5	5
48-50	4	4	108-110	4	4
50-52	5	5	110-112	4	4
52-54	5	5	112-114	2	2
54-56	5	5	114-116	2	2
56-58	4	4	116-118	1	1
58-60	5	5	118-120	0	0
60-62	5	5	120-122	1	1
62-64	4	4	122-124	2	2
64-66	5	5	124-126	3	3
66-68	5	5	126-Hinge A	4	4

See Note 6



CONTRACT CHANGE ORDER NO. _____
SHEET _____ OF _____

FOR REVISIONS ONLY

REQUESTS FOR INFORMATION NOT ADDRESSED IN THIS CCO REMAIN IN FORCE

R. Vallzadeh/V. Toan/Y.L./W.L./F.C.
 DESIGN OVERSIGHT
 SIGN OFF DATE 01/16/09

MARK	DATE	DESCRIPTIONS	BY	CH'D	CCO#
▲	01/16/09	BOX GIRDER AXIAL CAMBER	GB	DT	103

DESIGN	BY G. Baker	CHECKED P. Ritchie
DETAILS	BY S. Cano	CHECKED T. McMeans
QUANTITIES	BY G. Baker	CHECKED M. Roberts

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)
CAMBER SCHEDULE-B

Rev. Date: 5-18-98



CU 04
 EA 0120F1

DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET 228R1 OF
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100% P&E DATE PLOTTED => 17:44:52 15 JAN 2009 USERNAME => dwt/mcw