

WEST BAY CROSSING

EAST BAY CROSSING



FIGURE "A"



FIGURE "B"

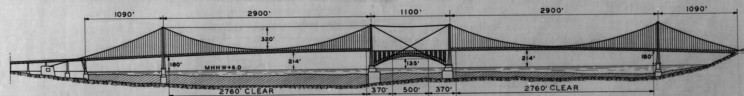


FIGURE "C"

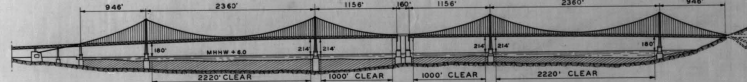


FIGURE "D"

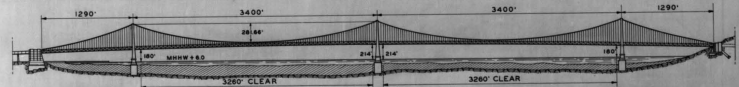


FIGURE "E"

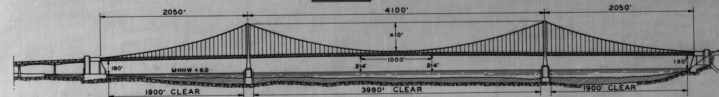


FIGURE "F"

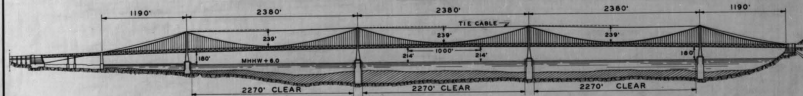


FIGURE "G"

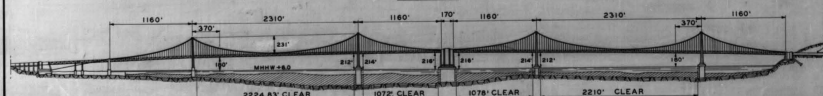


FIGURE "H"

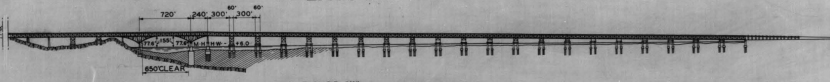


FIGURE "K"

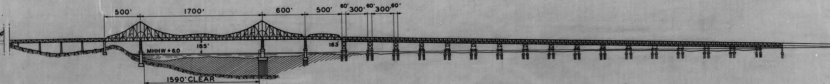


FIGURE "L"

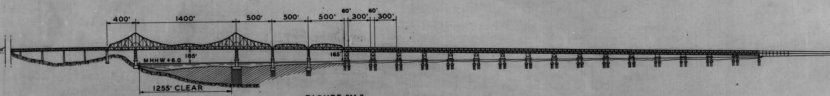


FIGURE "M"

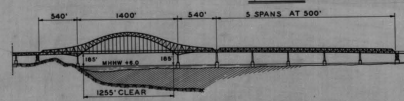


FIGURE "N"

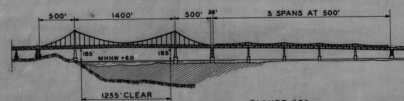


FIGURE "O"

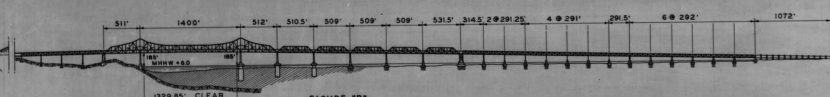


FIGURE "P"

MICROFILMED
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SAN FRANCISCO-OAKLAND BAY BRIDGE
PRELIMINARY LAYOUT STUDIES

SCALE IN FEET
0 500 1000 2000
DMS. NO. 3

SAN FRANCISCO

E.L.E. 453.512 BOTTOM OF CAP. R. WEST SPAN

E.L.E. 498.932

WEST BAY CROSSING
CENTER ANCHORAGE

E.L.E. 498.932

EAST SPAN

E.L.E. 453.512

YERBA BUENA ISLAND



ELEVATIONS	S.F. ANCHORAGE	PIER A	PIER B	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	Y.B. ANCHORAGE
MUD LINE OR GROUND LINE	+29.10 +12	+16	+18	+12	-5.0	-7.0	-7.0	-6.8	-11.3	+13.10 +8.0
ROCK LEVEL	25.10 -05	-35.10 -7.0	-4.0 -10 -5.0	-20.10 -6.1	-80.10 -9.8	-218.10 -22.8	-215.10 -22.1	-105.10 -11.5	-167.10 -17.6	+104.10 +0 +5.0
DESIGN LEVEL OF PIER EXCAVATION	-30.10 -05	-15	-15	-6.0	-93.10 -10.0	-218.10 -22.8	-215.10 -22.1	-105.10 -11.5	-167.10 -17.6	+104.10 +0 +5.0
DESIGN LEVEL OF CUTTING EDGE										
TOP OF CAISSON		-9.5 F.T.	-10 F.T.	-20 F.T.	+12.87 F.T.	+25	+25	+25	+40	+182.22
TOP OF MASONRY	+159.93	+25.13	+28.00	+188.40	+180.72	+4.0	+235.18	+4.0	+180.72	+151.668
BOTTOM CHORD	+125.459	+136.798	+139.669	+151.338	+186.468	+231.145	+234.343	+231.145	+186.468	+171.0
NORTH GUTTER LINE - LOWER DECK	+151.876	+163.215	+166.086	+177.755	+212.885	+257.562	+260.760	+257.562	+212.885	+182.22
NORTH GUTTER LINE - UPPER DECK										
CABLE	+20.37			+183.343	+457.791	+502.402	+260.760	+502.402	+257.562	+182.22

PLAN DATA										
PLAN DIMENSIONS OF CAISSON	184'-6" x 108'-0"	28' x 104'-3"	28' x 104'-8"	56' x 112'	52'-0" x 121'-4"	74'-6" x 127'-0"	197'-0" x 92'-0"	57'-0" x 127'-0"	74'-6" x 127'-0"	158'-6" x 101'-9"
TYPE OF CAISSON		COFFERDAM	COFFERDAM	COFFERDAM	COFFERDAM	D.O.M.E.	D.O.M.E.	D.O.M.E.	D.O.M.E.	D.O.M.E.
NUMBER OF WELLS						4 x 7 = 28	5 x 11 = 55	3 x 7 = 21	4 x 7 = 28	
SIZE OF WELLS						15' x 15'	15' x 15'	15' x 15'	15' x 15'	
AREA OF CAISSON - IN SQUARE FEET	19000	2919	2931	6272	6309	946.2	1817.2	723.9	946.2	* NOTE-12 CORNER WELLS FILLED WITH CONCRETE.
AREA OF WELLS - IN SQUARE FEET						4.948	7.599	3.711	4.948	
CONCRETE AREA - PERCENT OF TOTAL						42.8 TO 42.3	54.3 TO 58.1	42.8	42.8 TO 42.3	
CONCRETE - CU YDS PER VERTICAL FOOT					1.00	1.14 TO 1.20	1.14 TO 1.20	1.14 TO 1.20	1.14 TO 1.20	
PERIMETER OF CAISSON						109.9 x 189.3	236.3 x 141.3	96.3 x 186.3	103.9 x 186.3	
PLAN DIMENSIONS OF FENDER										

LOADING DATA										
DEAD LOAD -	N TONS	138.0				227.50	227.00	4.4	227.00	227.50
LIVE LOAD -	N TONS	36.70				47.90	47.90	2.20	47.90	47.90
TOWER LOAD -	N TONS					47.90	47.90		47.90	47.90
PIER SHAFT -	N TONS	133.190	30.65	30.65	42.990	47.90	47.90	2.20	47.90	47.90
CAISSON -	N TONS					47.90	47.90	2.20	47.90	47.90
TOTAL -	N TONS	130.900	69.85	69.85	51.120	50.240	50.240	2.20	50.240	50.240
BUOYANT -	N TONS	1.0450	9.95	9.95	11.400	9.0470	9.0470	0.36	9.0470	9.0470
NET LOAD ON ROCK -	N TONS	120.450	59.90	59.90	39.720	17.870	17.870	1.84	17.870	17.870
AVR. LOAD ON ROCK - TONS PER SQ. FT.		6.3	2.0	2.0	6.4	11.4	11.4	10.3	11.4	11.4
MAX. LOAD ON ROCK - TONS PER SQ. FT.		10.4			9.7	21.5	21.5	41.0	21.5	21.5

MISCELLANEOUS DATA

GENERAL	
LENGTH OF PROJECT	4.254 FT.
SAN FRANCISCO TERMINAL TO S.F. ANCHORAGE	2.951 =
WEST BAY CROSSING	2.951 =
YERBA BUENA ISLAND CROSSING	1.397 =
EAST BAY CROSSING (TOLL PLAZA)	1.1781 =
TOLL PLAZA TO OAKLAND TERMINAL	4.3416 FT.
QUANTITIES	
STRUCTURAL STEEL	149,421 TONS
CABLE WIRE	20,530 TONS
REINFORCING STEEL	26,154 =
MISCELLANEOUS METAL WORK	87,888 C.Y.D.
CONCRETE	12,067,655 BBL'S
CEMENT	271,400 F.S.W.
PILES	25,505 LINEAL
PAINT	118,768 GALS.
TOTAL COST	\$75,500,000
WEST BAY CROSSING	
NUMBER OF CABLES	2
DIAMETER OF CABLES	28"
NUMBER OF WIRES IN EACH CABLE	17464
DIAMETER OF EACH WIRE	0.195"
TOTAL LENGTH OF CABLE WIRE	70815 MILES
ROADWAY	
UPPER DECK - 6 LANE HIGHWAY - BETWEEN CURBS	38 FT.
LOWER DECK - 3 LANE HIGHWAY - BETWEEN CURBS	31 FT.
LOWER DECK - DOUBLE TRACK INTERURBAN LINES - ELECTRIC	13'-0" ON C 20'-0" HEADROOM
CLEARANCES	
AT CENTER OF CENTER SPAN	208'
AT CENTER ANCHORAGE	226.7'
AT 1400' CANTILEVER - EAST BAY	191'
NOTE: 0.00 M.L.L.W.	+6.00 M.H.W.

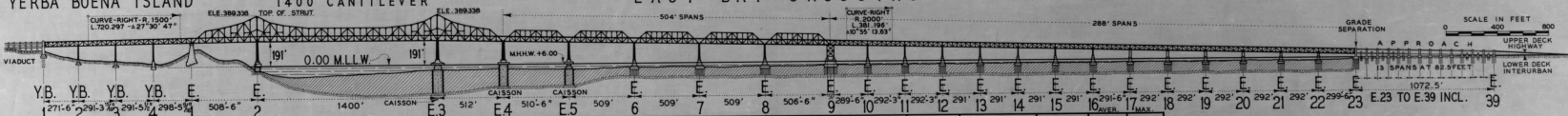
YERBA BUENA ISLAND

1400' CANTILEVER

EAST BAY CROSSING

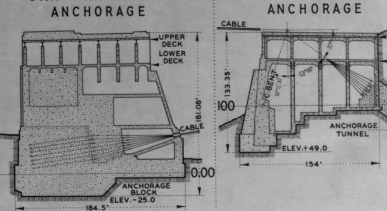
KEY ROUTE FILL

OAKLAND

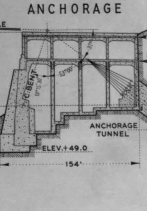


PIER NO.	TYPE OF FOUNDATION	GROUND OR MUD LINE	BOT OF FOOTG. OR PILE CAP	TOP OF FOOTG. OR PILE CAP	TOP OF MASONRY	LANDED C.E. LEVEL	PLAN DIMENSIONS	AREA OF CAISSON	PERIMETER OF CAISSON	NO. % SIZE OF WELLS	AREA OF WELLS	AREA OF CONCRETE	SIZE AND TYPE OF PILES	NUMBER OF PILES	AVR. PILE LGTH	NET LOAD AT BASE OF PILE IN TONS	INTENSITY OF SOIL IN TONS / SQ. FT. OF PILE
Y.B. 1	PILE	+51.10-90	+0.3N +0.6S	+133N +90S	+204.58		2CYL 24" DIAM.										
Y.B. 2	PILE	+67.10-30	+2.5N +5.5S	+42N +62S	+62		38'-0" x 43'-0"										
Y.B. 3	PILE	+60.10-30	+2.0N +5.0S	+42N +62S	+62		38'-0" x 43'-0"										
Y.B. 4	PILE	+47.10-30	+1.5N +4.5S	+47N +47S	+47		38'-0" x 43'-0"										
Y.B. 5	PILE	+104.10-20	+1.5N +10.5S	+180.56			42'-0" x 12'-0"										
Y.B. 6	PILE	+107.10-28	+2.0N +24.2S	+40			42'-0" x 12'-0"										
Y.B. 7	PILE	+112.10-184	+1.2N +18.4S	+30		-228.23	42'-0" x 12'-0"										
Y.B. 8	PILE	+114.10-182	+1.4N +18.2S	+30		-171.48	42'-0" x 12'-0"										
Y.B. 9	PILE	+114.10-182	+1.4N +18.2S	+25		-169.12	42'-0" x 12'-0"										
Y.B. 10	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 11	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 12	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 13	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 14	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 15	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 16	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 17	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 18	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 19	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 20	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 21	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 22	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 23	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 24	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 25	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 26	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 27	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 28	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 29	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 30	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 31	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 32	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 33	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 34	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 35	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 36	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 37	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 38	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 39	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 40	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 41	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 42	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 43	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 44	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 45	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 46	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 47	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 48	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 49	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 50	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 51	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 52	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 53	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 54	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 55	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 56	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 57	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 58	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 59	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 60	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 61	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 62	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 63	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 64	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 65	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 66	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 67	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 68	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 69	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 70	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 71	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 72	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 73	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 74	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 75	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 76	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 77	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 78	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 79	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 80	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 81	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 82	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 83	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 84	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 85	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 86	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 87	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 88	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 89	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 90	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 91	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 92	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 93	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 94	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 95	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 96	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 97	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 98	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 99	PILE	+114.10-182	+1.4N +18.2S	+25			42'-0" x 12'-0"										
Y.B. 100	PILE	+114.10-182	+1.4N +18.2S	+25													

SAN FRANCISCO ANCHORAGE



YERBA BUENA ANCHORAGE

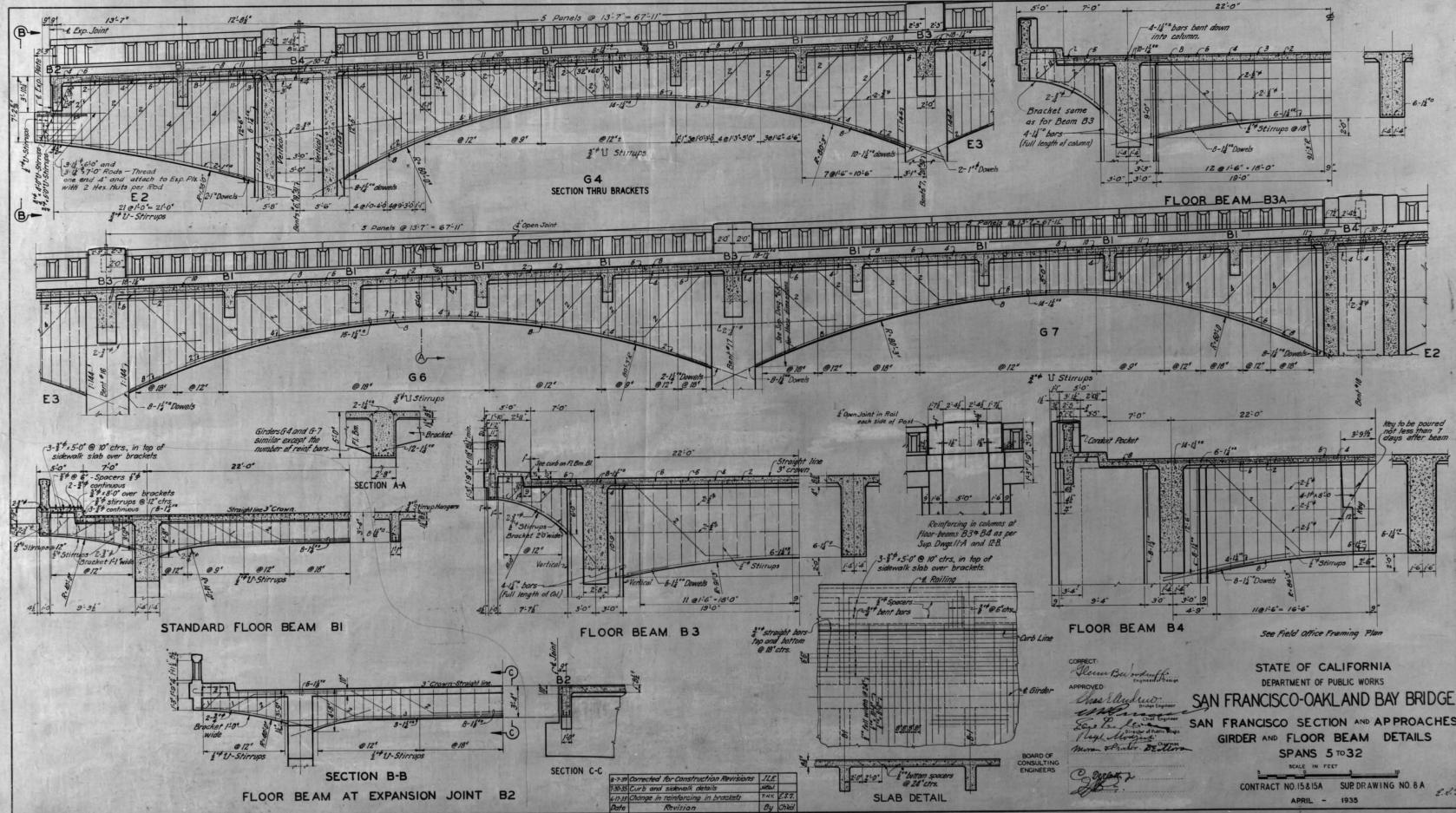
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SAN FRANCISCO-OAKLAND BRIDGE

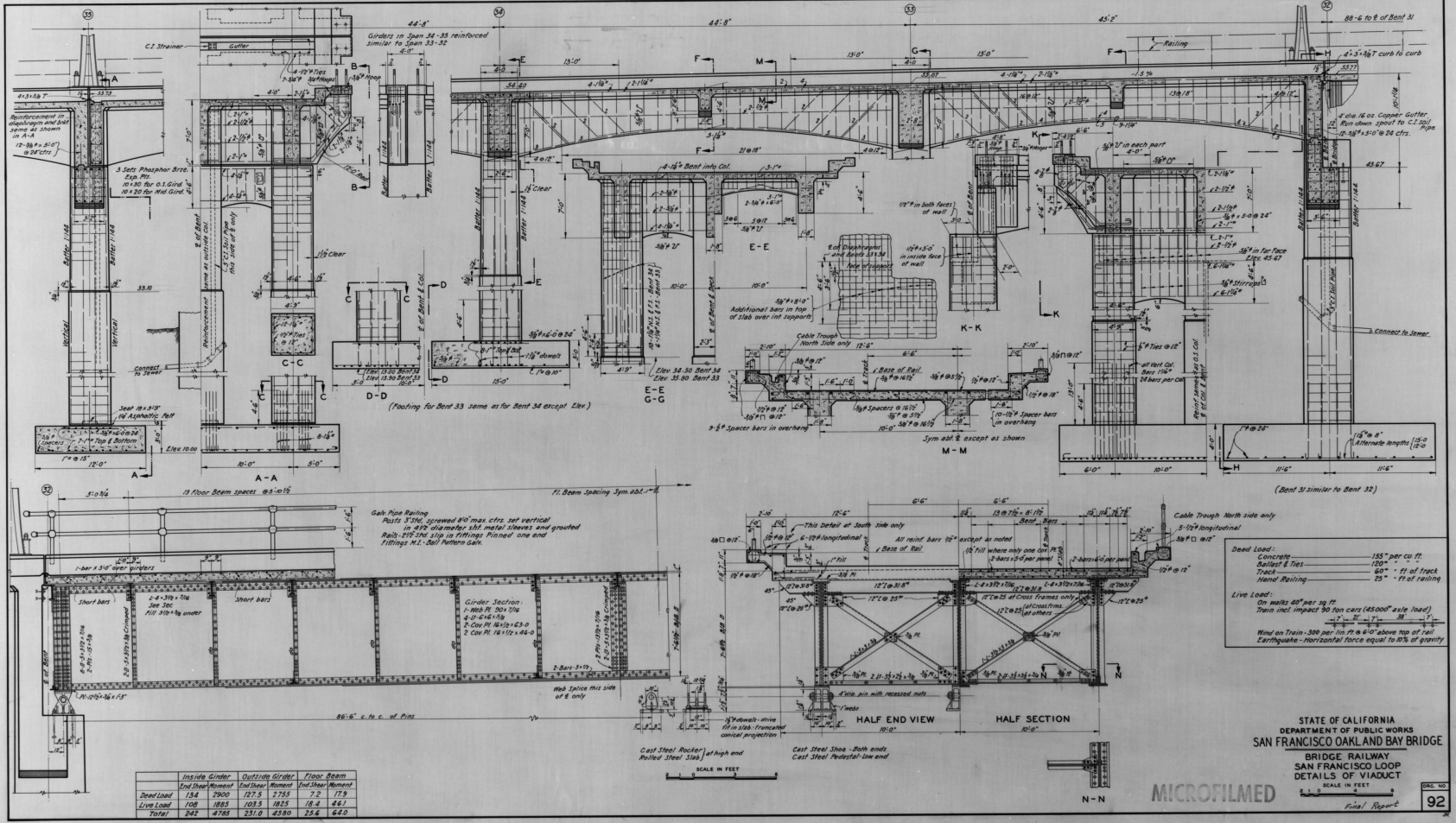
GENERAL DATA

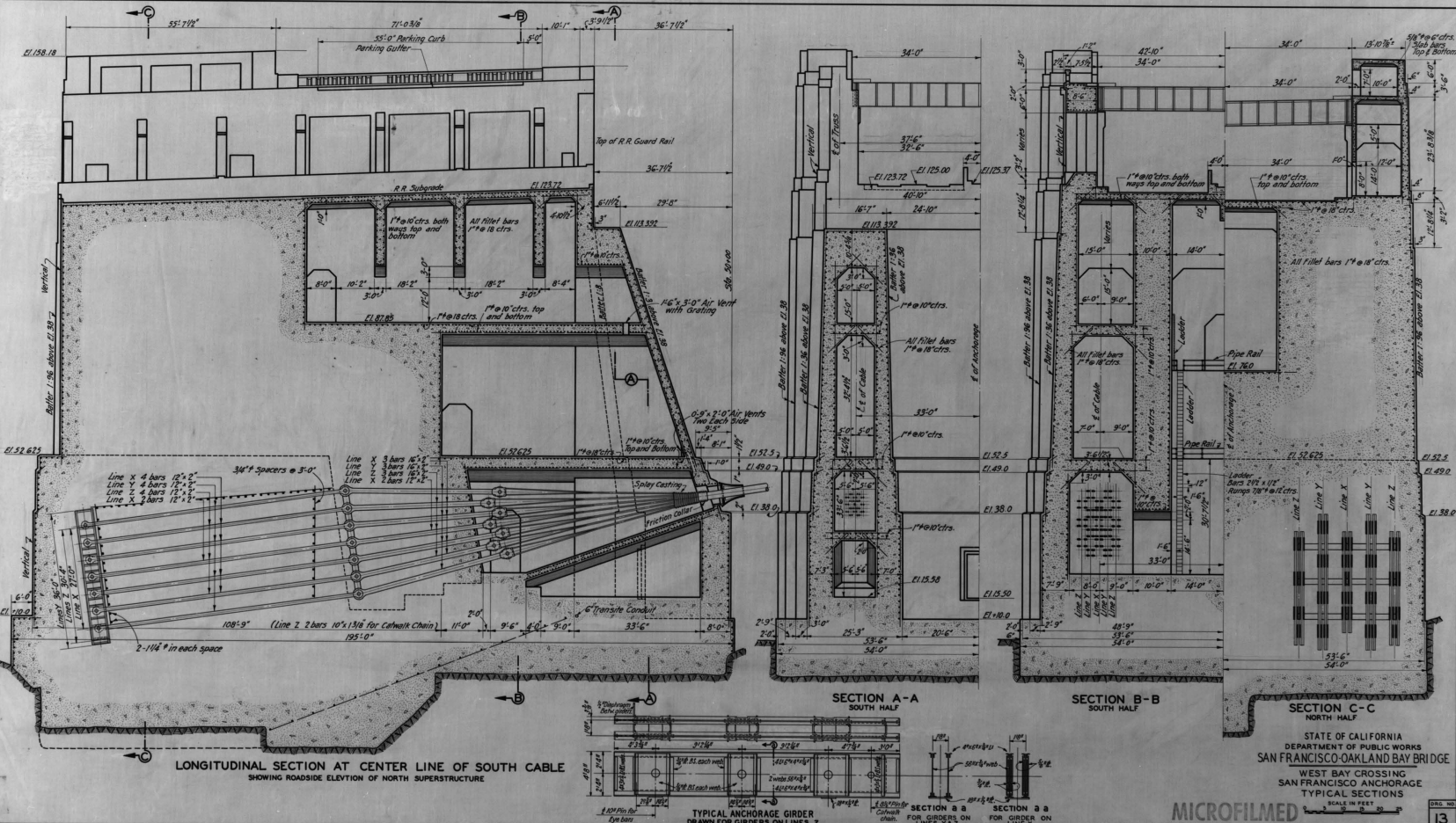
SCALE AS NOTED

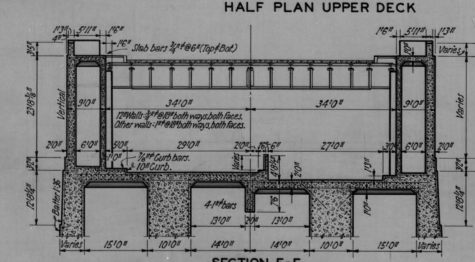
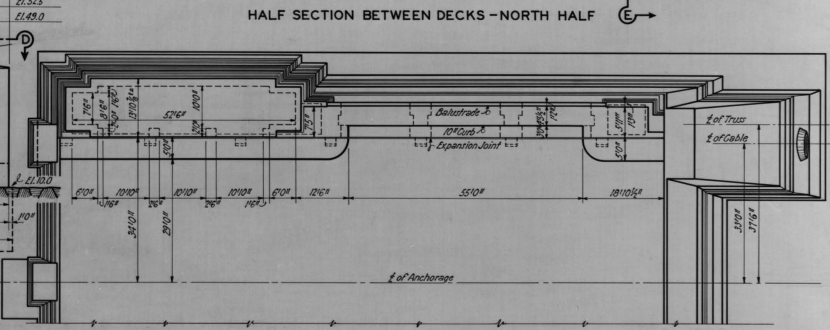
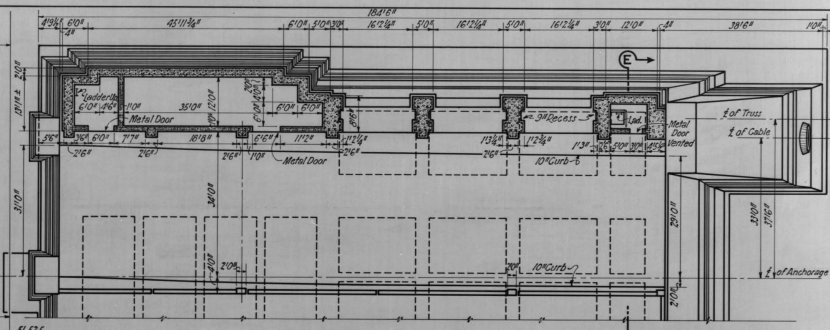
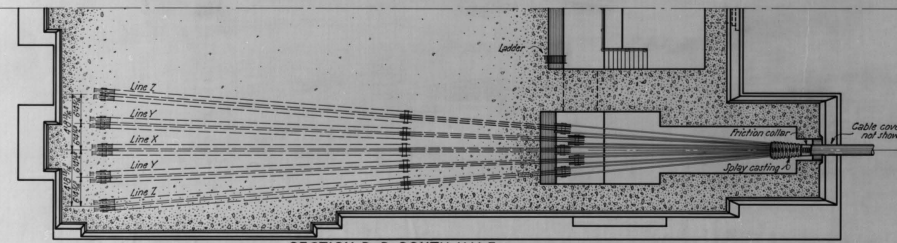
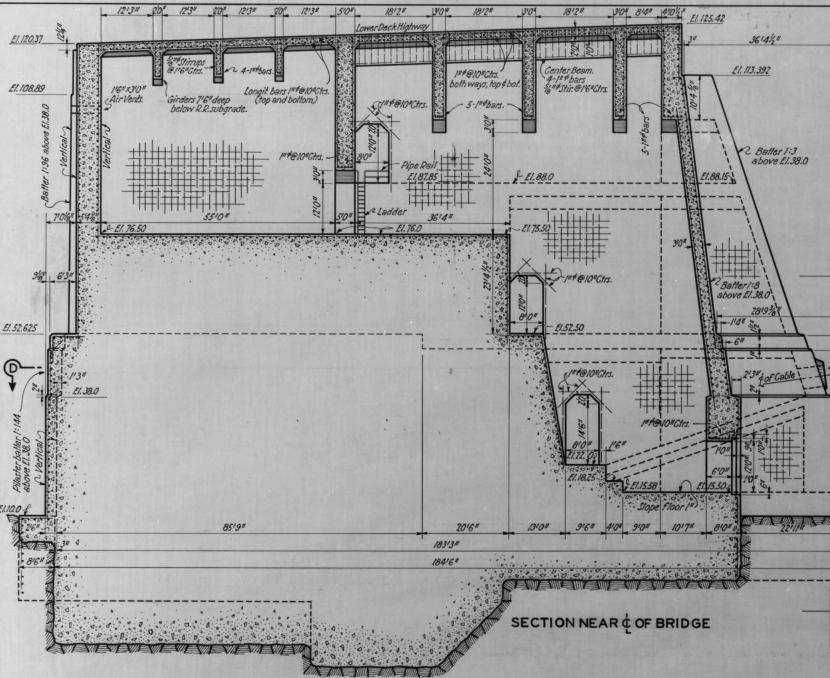
MARCH 1946

PLAT III

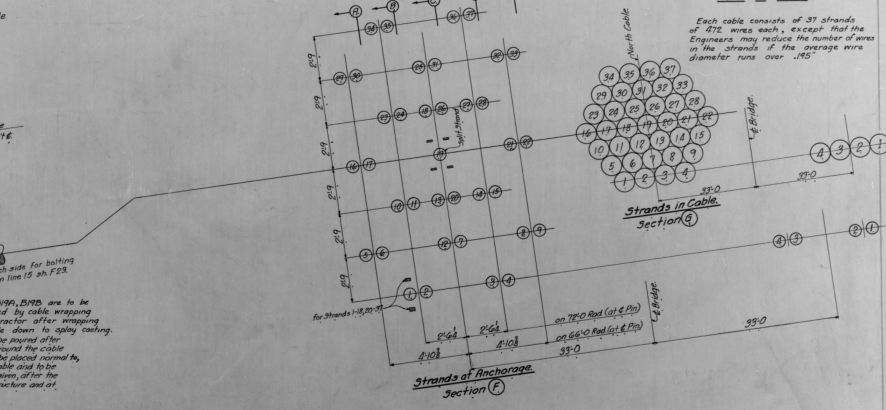
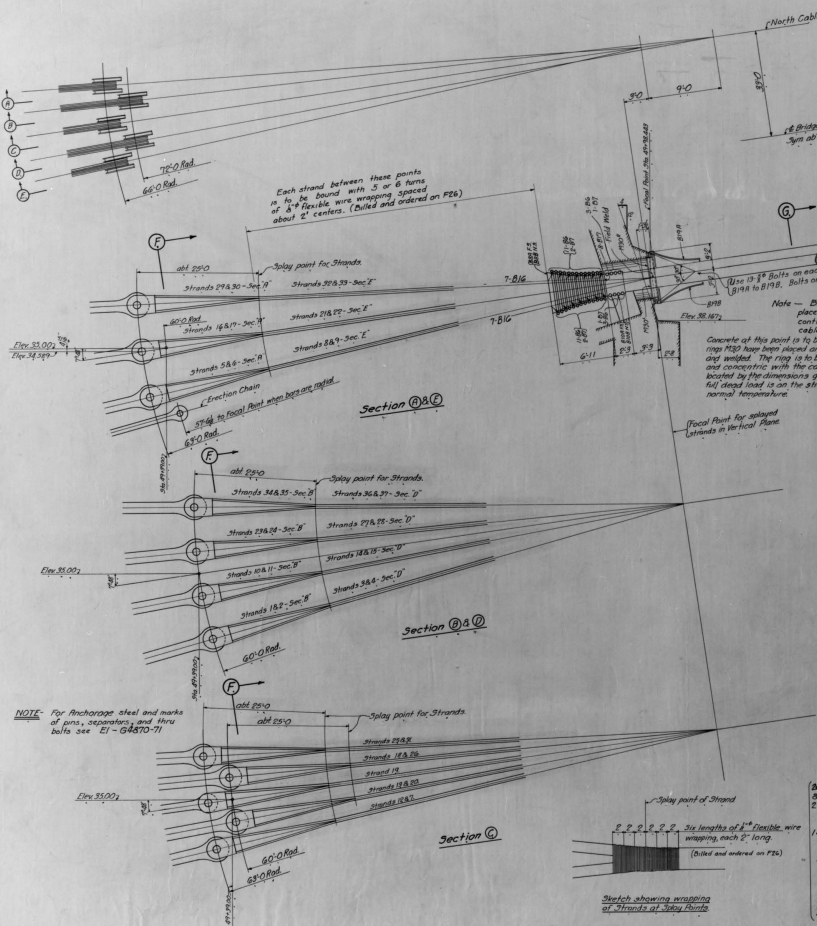








MICROFILMED
 STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 SAN FRANCISCO-OAKLAND BAY BRIDGE
 WEST BAY CROSSING
 SAN FRANCISCO ANCHORAGE
 TYPICAL SECTIONS
 SCALE IN FEET
 1" = 10'



Notes on Cable

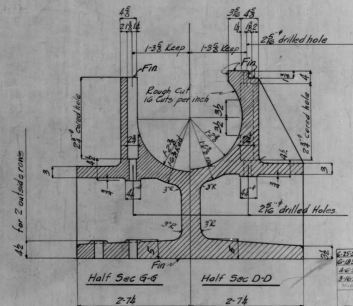
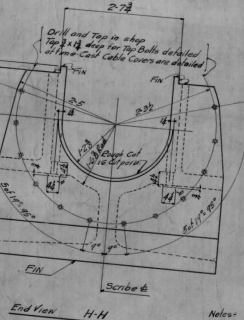
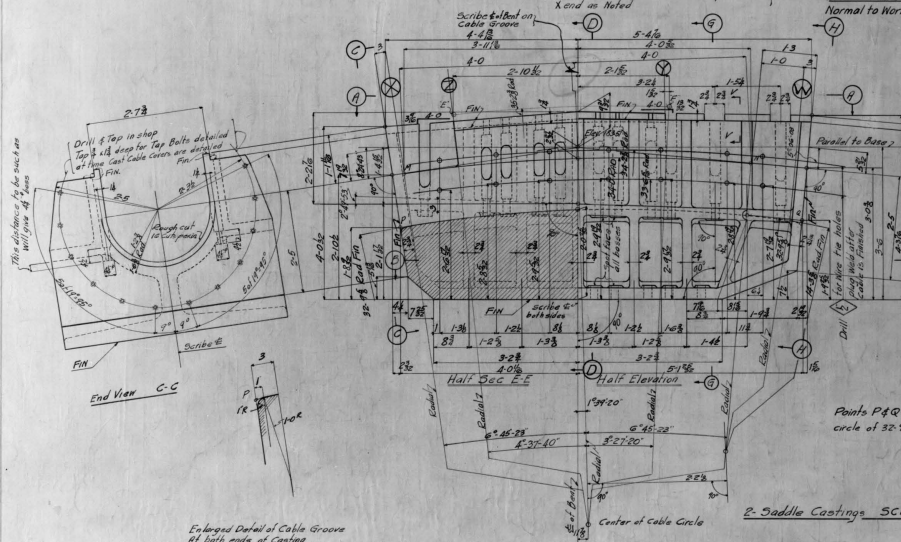
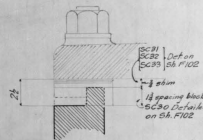
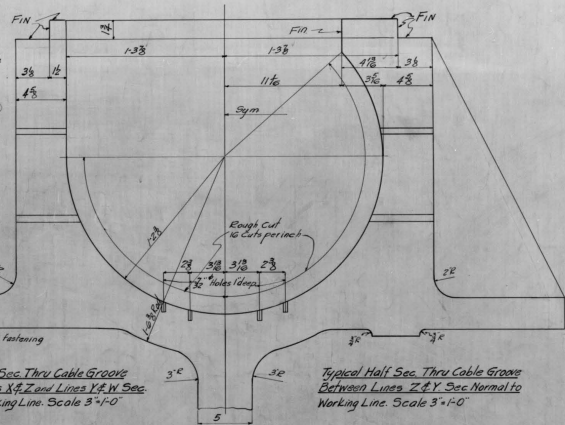
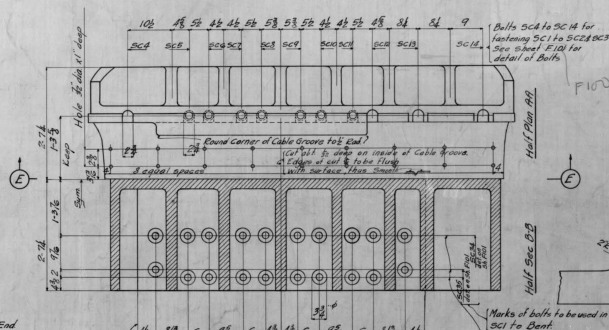
Each cable consists of 37 strands of #72 wires each, except that the Engineers may reduce the number of wires in the strands if the average wire diameter runs over .145

Strand	Type of Steel	Required of each Strand	Number of Strands	Number of Wires	Number of Strands	Number of Wires
1	Flt	27	27	27	27	27
2	Flt	27	27	27	27	27
3	Flt	27	27	27	27	27
4	Flt	27	27	27	27	27
5	Flt	27	27	27	27	27
6	Flt	27	27	27	27	27
7	Flt	27	27	27	27	27
8	Flt	27	27	27	27	27
9	Flt	27	27	27	27	27
10	Flt	27	27	27	27	27
11	Flt	27	27	27	27	27
12	Flt	27	27	27	27	27
13	Flt	27	27	27	27	27
14	Flt	27	27	27	27	27
15	Flt	27	27	27	27	27
16	Flt	27	27	27	27	27
17	Flt	27	27	27	27	27
18	Flt	27	27	27	27	27
19	Flt	27	27	27	27	27
20	Flt	27	27	27	27	27
21	Flt	27	27	27	27	27
22	Flt	27	27	27	27	27
23	Flt	27	27	27	27	27
24	Flt	27	27	27	27	27
25	Flt	27	27	27	27	27
26	Flt	27	27	27	27	27
27	Flt	27	27	27	27	27

APPROVED

State of California
Department of Public Works
San Francisco-Oakland Bay Bridge
CONTRACT NO. 6A
Superstructure-West Bay Crossing
SAN FRANCISCO ANCHORAGE
AMERICAN BRIDGE CO.
AMBRIDGE PLANT
Drawn by: [Signature]
Checked by: [Signature]
Date: 6-11-34
P.L. own. ok: [Signature]
ORDER NO. G 4866 SHEET NO. 23

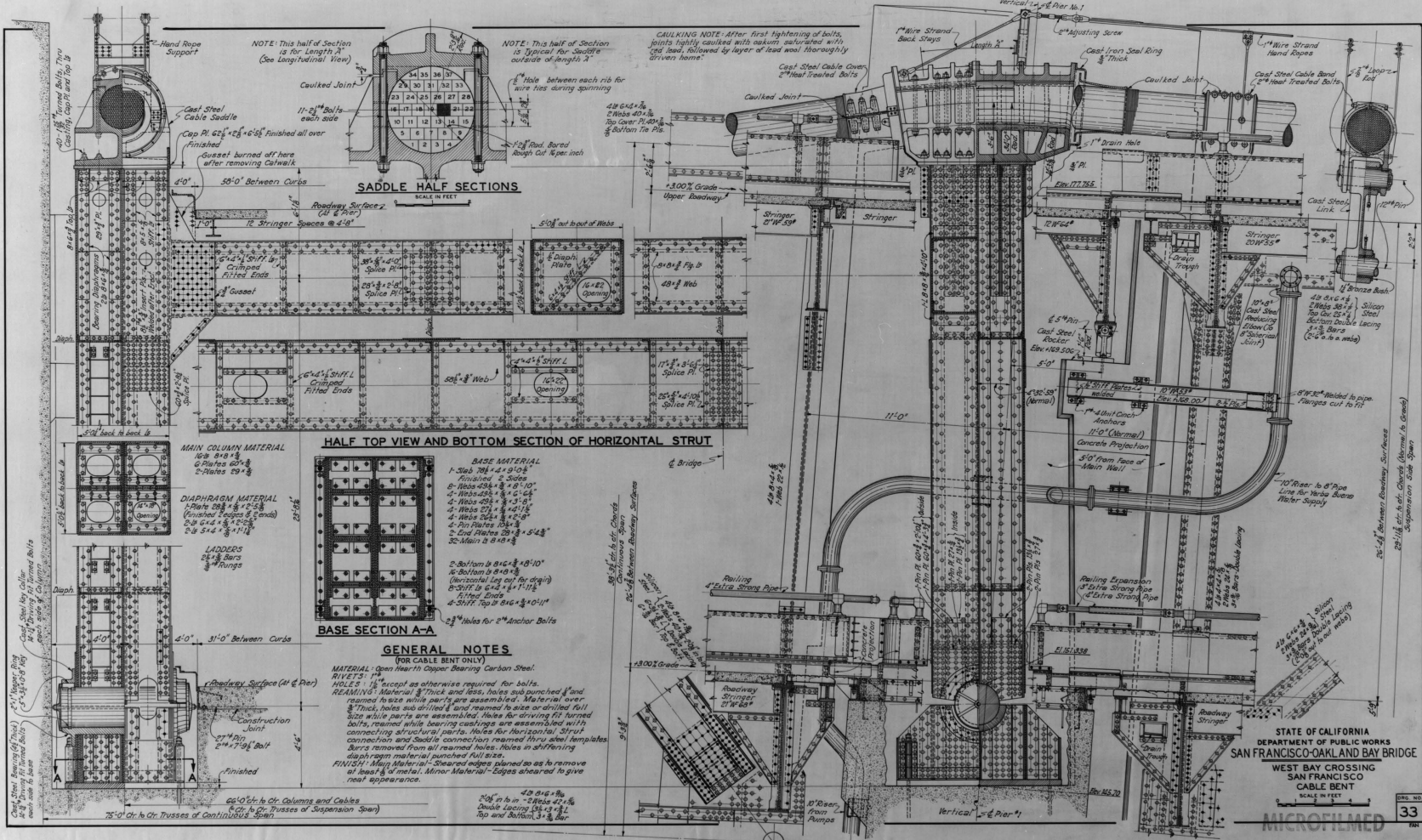
For List of Drawings see Sheet EL

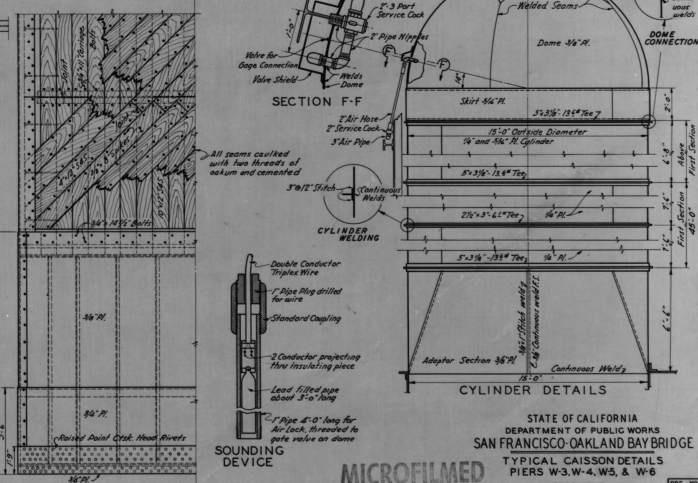
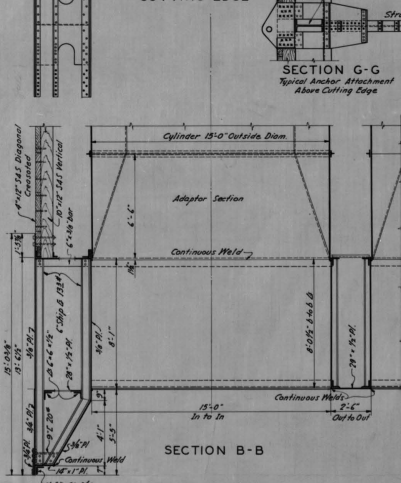
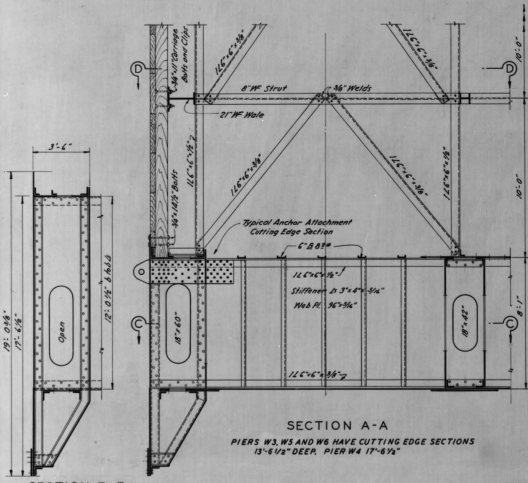
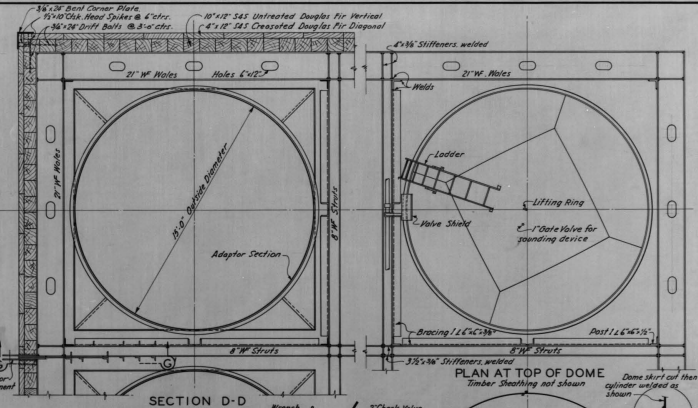
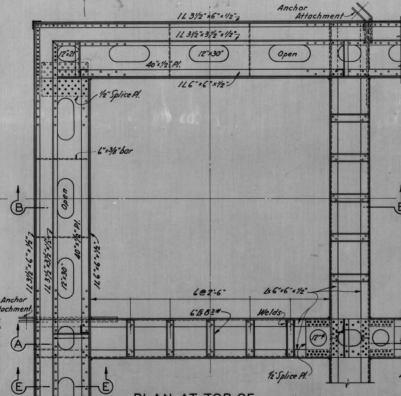
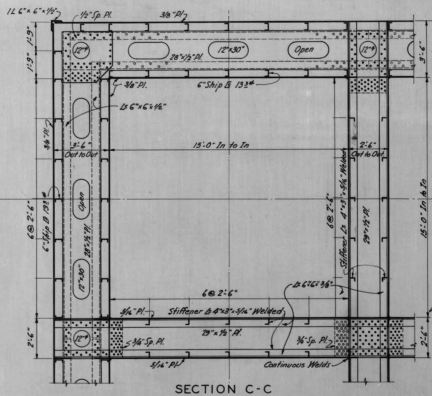


Points P & Q are the Intersections of the circle of 32.95 Rad with end face of saddle

Notes:-
Fillets 1" Red Unless Noted
FIN. Surfaces to be coated with
Acid Resisting Liquid as manufactured
by the Scully Steel Co.
Inspection: John M. Bailey Chief Insp.
Top Bolts to have U.S. Std. Threads
No Paint

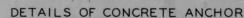
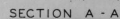
State of California
Department of Public Works
San Francisco-Oakland Bay Bridge
CONTRACT NO. 6
Superstructure-West Bay Crossing
San Francisco Anchorage Cable Brest Casting
AMERICAN BRIDGE CO.
fymbridge PLANT
Dwg. made at Kettleburg No. 2 in charge of Baker
Checked by J. H. Dyer Date 2-22-08
Plg. same file Date 2/23/04
ORDER NO. **G 4256** SHEET NO **100**
B37







PIER-W5

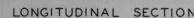


DRAWN FOR 125 TON ANCHORAGE

CROSS
SECTION

FENDER DETAILS

SCALE IN FEET

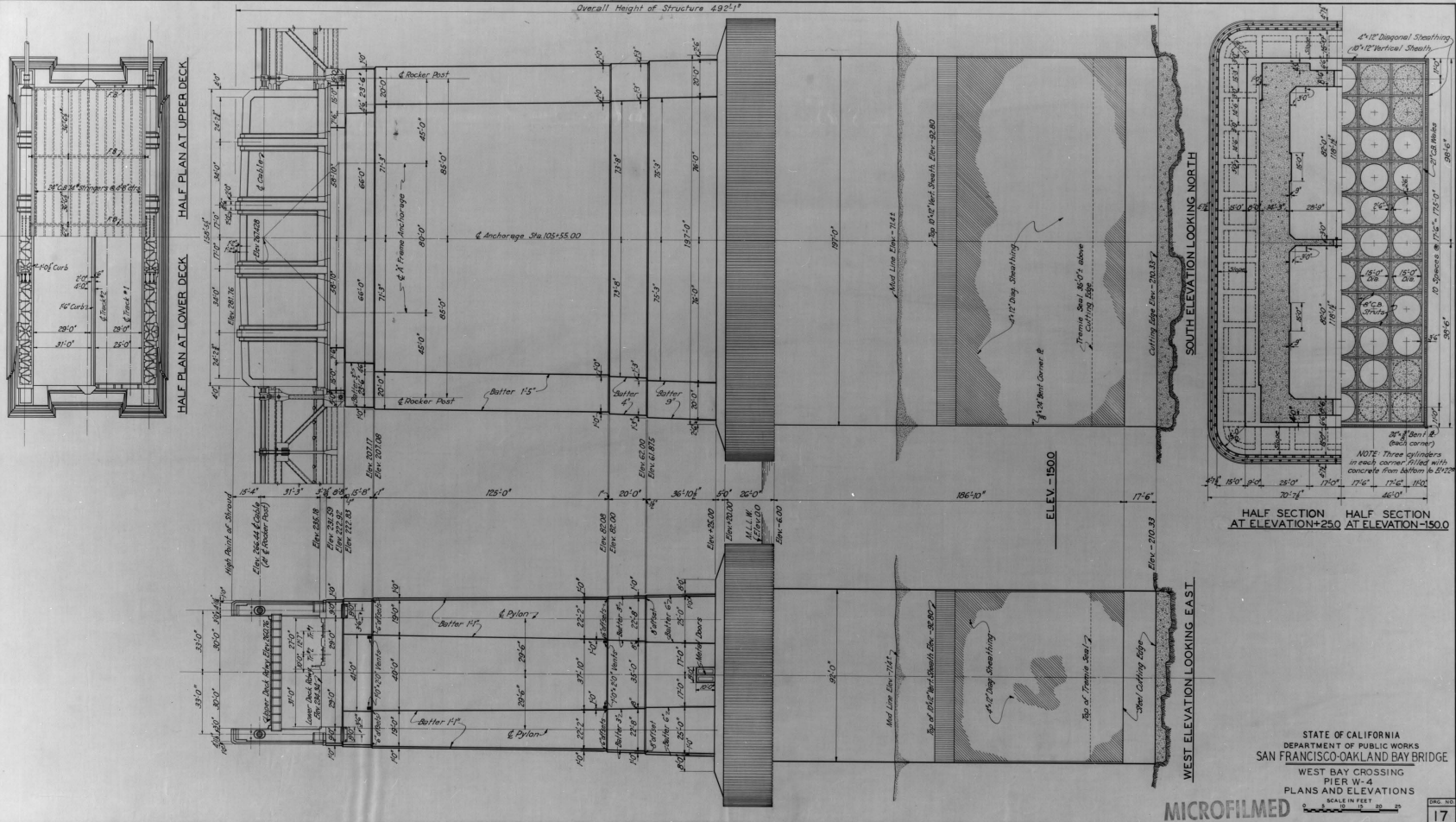


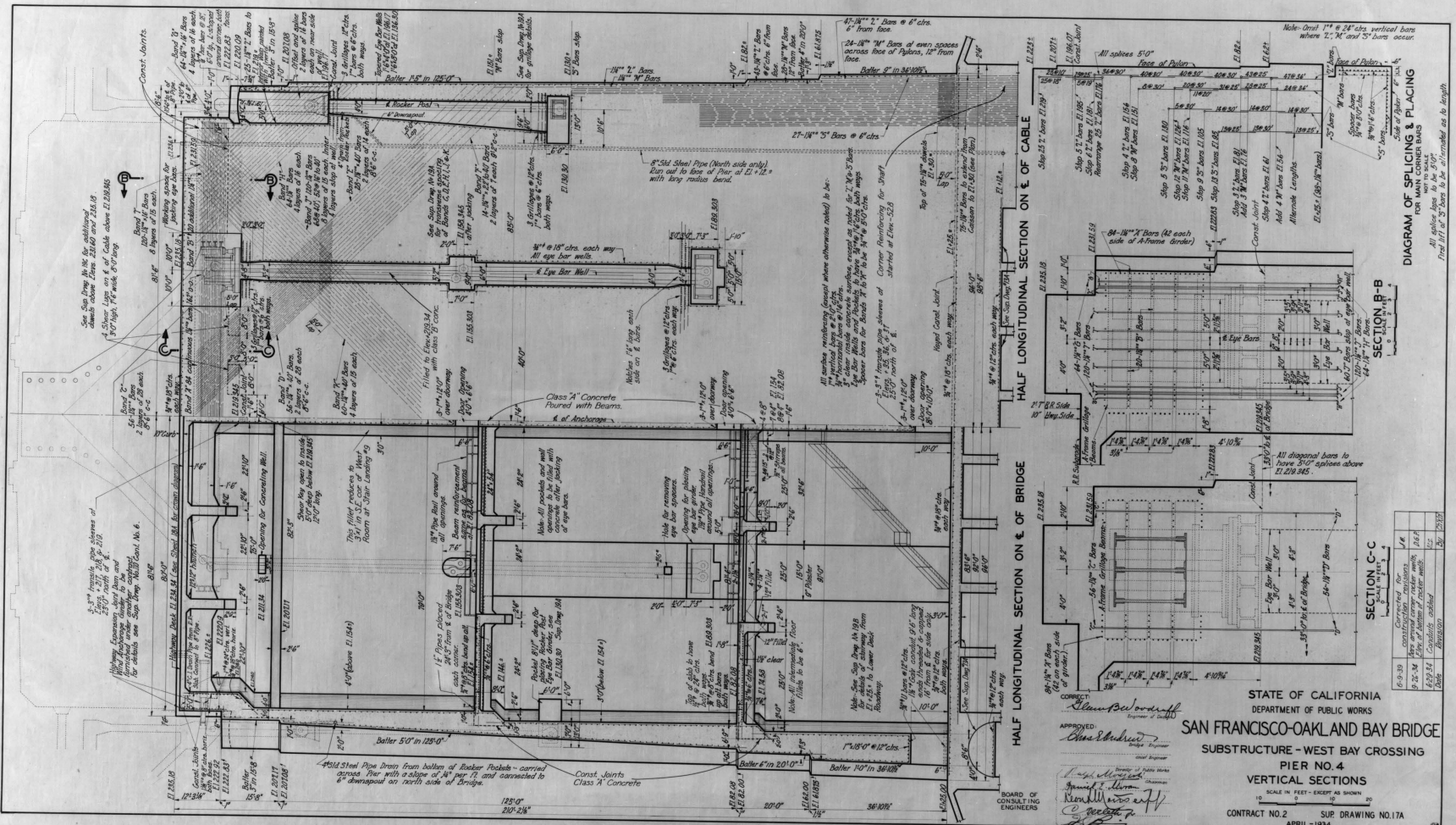
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SAN FRANCISCO-OAKLAND BAY BRIDGE
WEST BAY CROSSING
CAISSON ANCHORAGE

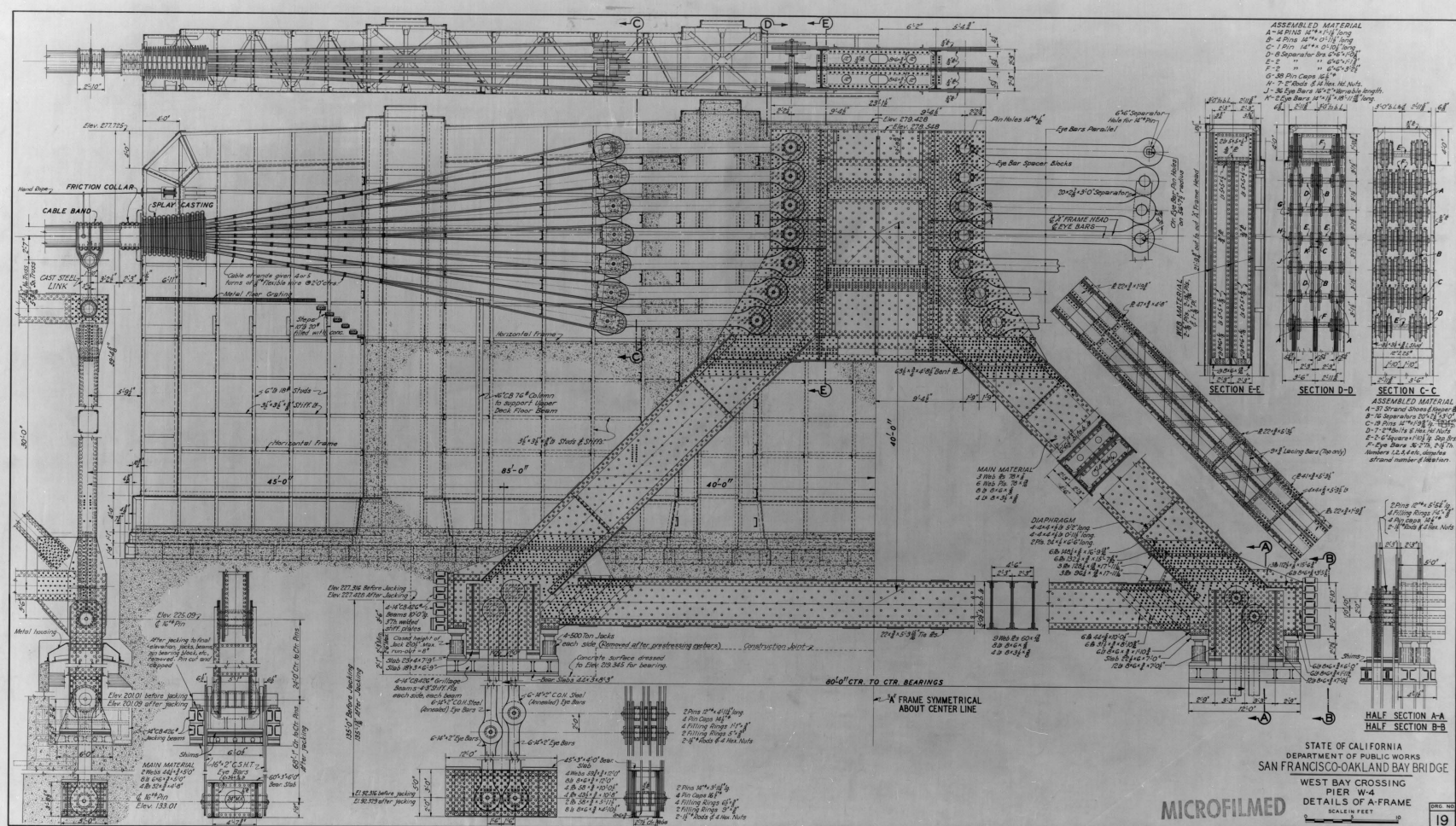
SCALE IN FEET

080 2

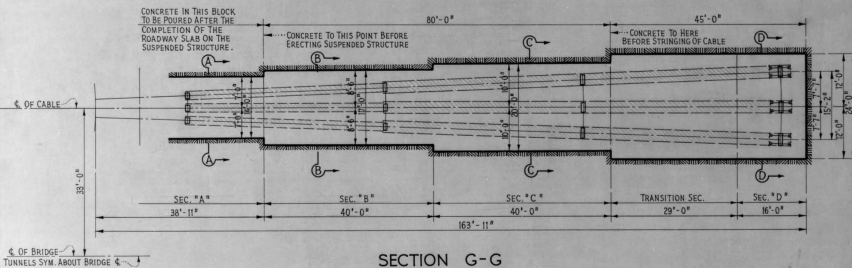
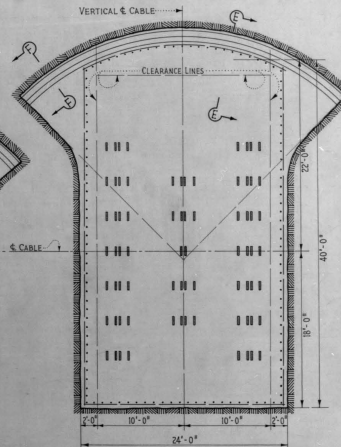
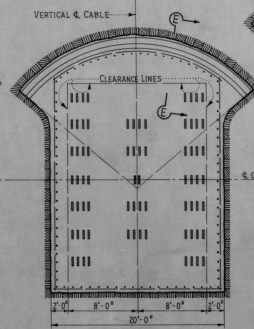
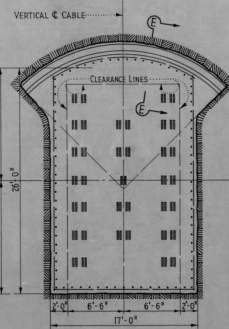
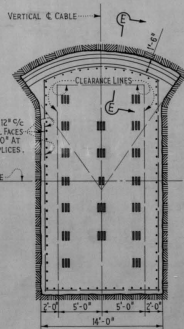
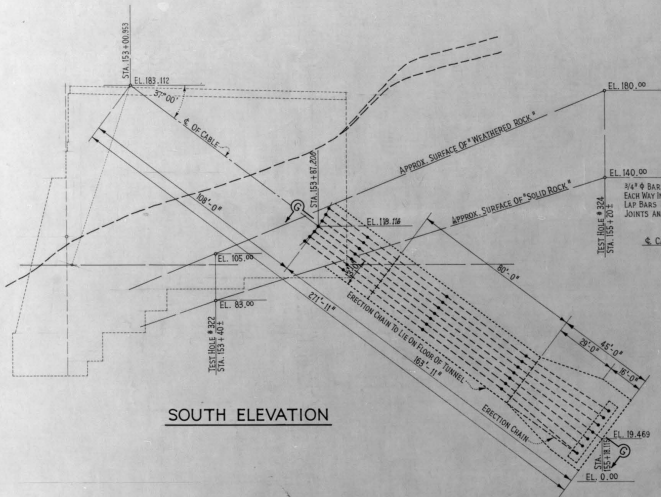
22







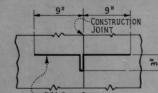
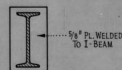
SCALE IN FEET
CONTRACT NO. 5. SUP. DRAWING NO. 12A
JUNE - 1933



NOTE: EXCAVATION MAY BE MADE ON A STRAIGHT TAPER ELIMINATING OFFSETS AT THE OPTION OF THE CONTRACTOR.

1'-6" MIN. THICKNESS CONCRETE ROOF
TO BE PLACED AFTER TUNNEL IS
EXCAVATED, BEGINNING AT THE
BOTTOM OF THE TUNNEL.

SECTION E-E



WATER STOP TO COMPLETELY ENCIRCLE "I" BAR CHAIN AT ALL CONSTRUCTION JOINTS IN THE TUNNEL. ALL JOINTS IN COPPER SHEETS TO BE SOLDERED.

THE CONTRACTOR SHALL FURNISH AND PLACE SUCH STEEL REINFORCING AS MAY BE NECESSARY TO HOLD THE ROOF DURING EXCAVATION. THE AMOUNT AND SHAPE OF STEEL IN THE ROOF TO BE DETERMINED BY THE CONTRACTOR. NO TIMBER STRUTS OR LAGGING MAY BE LEFT IN THE COMPLETED WORK.

CORRECT: *Glen B. Woodruff*
Engineer of Design

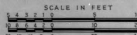
Director of Public Works
Ralph M. Longenecker
Southern & Western
Construction Co.
C. Everett
J. P. S.

NOTE: ELEVATIONS, STATIONS AND
SECTIONS REVISED TO
MARCH 2, 1934.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

SAN FRANCISCO-OAKLAND BAY BRIDGE

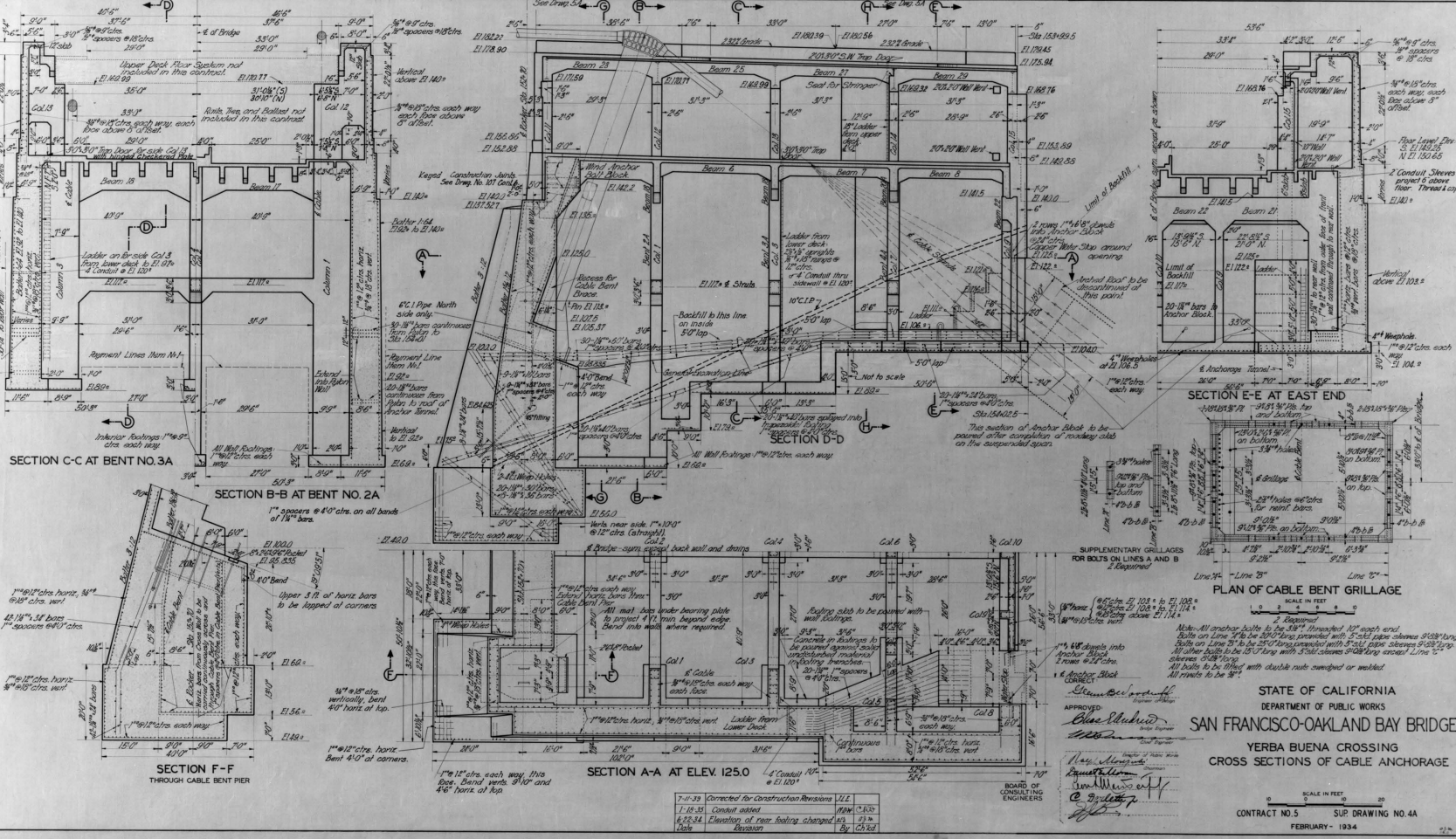
YERBA BUENA CROSSING ANCHORAGE TUNNELS

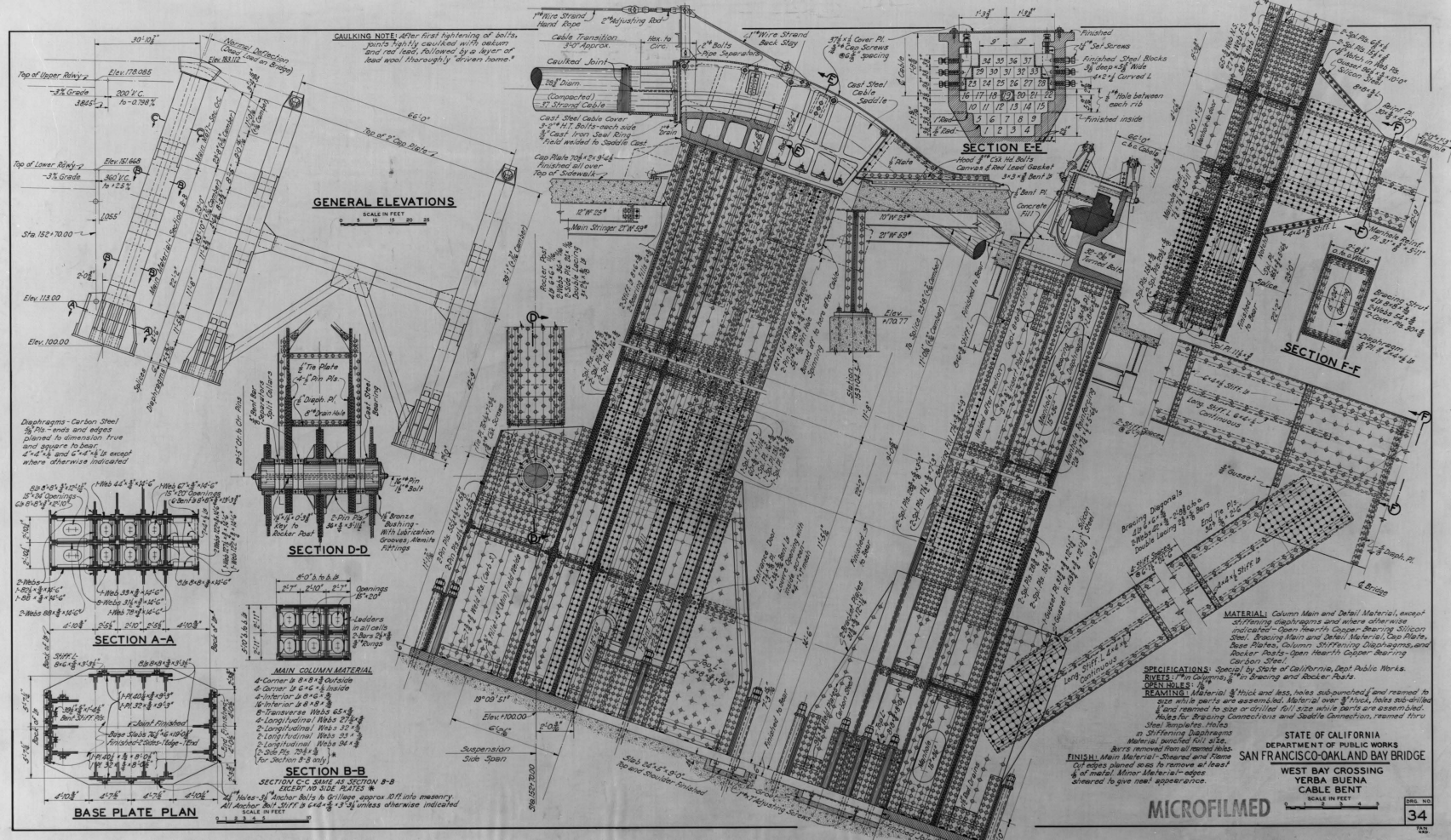


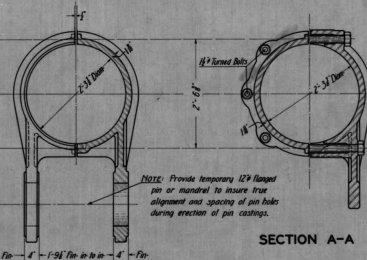
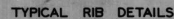
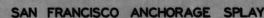
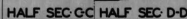
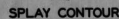
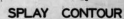
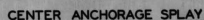
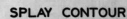
CONTRACT NO. 5.

DRAWING NO. 10A

JUNE - 1933







SECTION A-A

SECTION B-B

GENERAL NOTES

Material: Cast Steel except where otherwise noted and except 2½" bolts which are High Tensile Steel and 1½" bolts which are Carbon Steel.

All dimensions pertaining to inside diameter and contour of castings are tentative only and will be verified or revised after exact compacted size of cable and order of splaying strands has been agreed upon with cable contractor.

Inside surfaces of all Splay Castings are to be finished smooth. Inside surfaces of all Pin Collars and Friction Collars are to be rough finished, 16 cuts to an inch.

APPROVED: 
Director of Public Health

CORRECT: *Gleason Bellows*

APPROVED: Chas. Andrew

Chief Engineer
Chairman

BOARD OF
CONSULTING
ENGINEERS

STATE OF CALIFORNIA

SAN FRANCISCO-OAKLAND BAY BRIDGE

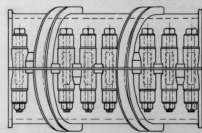
CABLES & ATTACHMENTS-WEST BAY CROSSING
SPLAY CASTINGS

SCALE IN

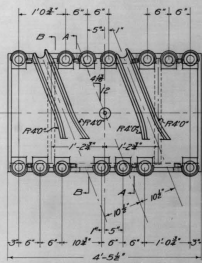
9

CONTRACT NO. 6A DRAWING NO. 4

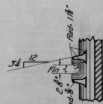
DECEMBER - 1932



PLAN



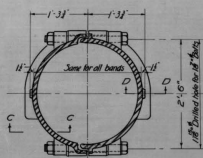
ELEVATION BAND B5
112 REQUIRED



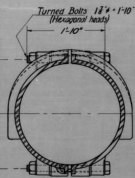
SECTION C-C



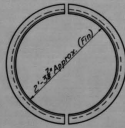
SECTION D-D



SECTION A-A



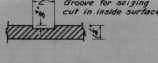
SECTION B-B



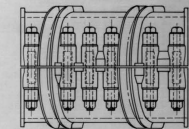
END VIEW



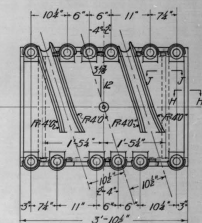
SECTION H-H



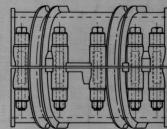
SECTION J-J



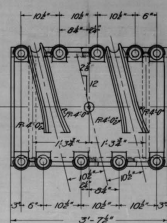
PLAN



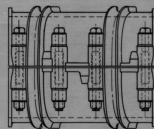
ELEVATION BAND B4
128 REQUIRED



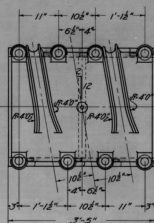
PLAN



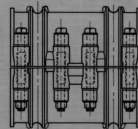
ELEVATION BAND B3
96 REQUIRED



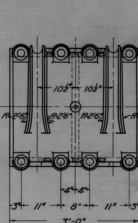
PLAN



ELEVATION BAND B2
112 REQUIRED



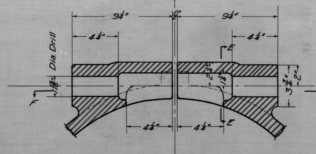
PLAN



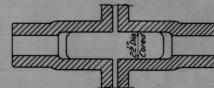
ELEVATION BAND B1
148 REQUIRED



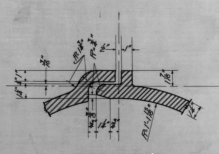
SECTION E-E



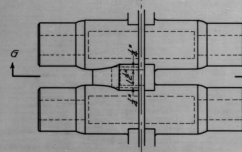
SECTION THROUGH HOUSING



SECTION F-F



SECTION G-G

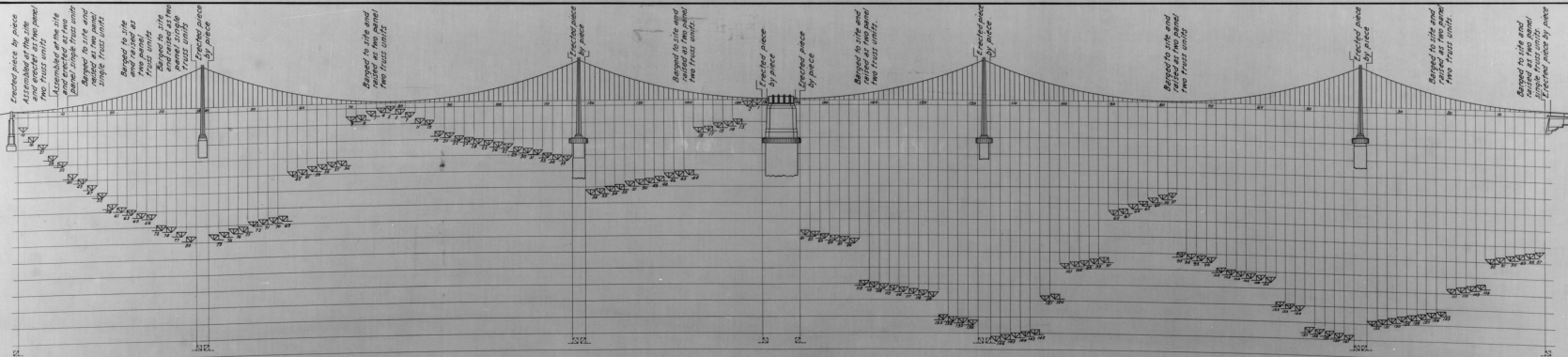


BOLT AND LUG HOUSING

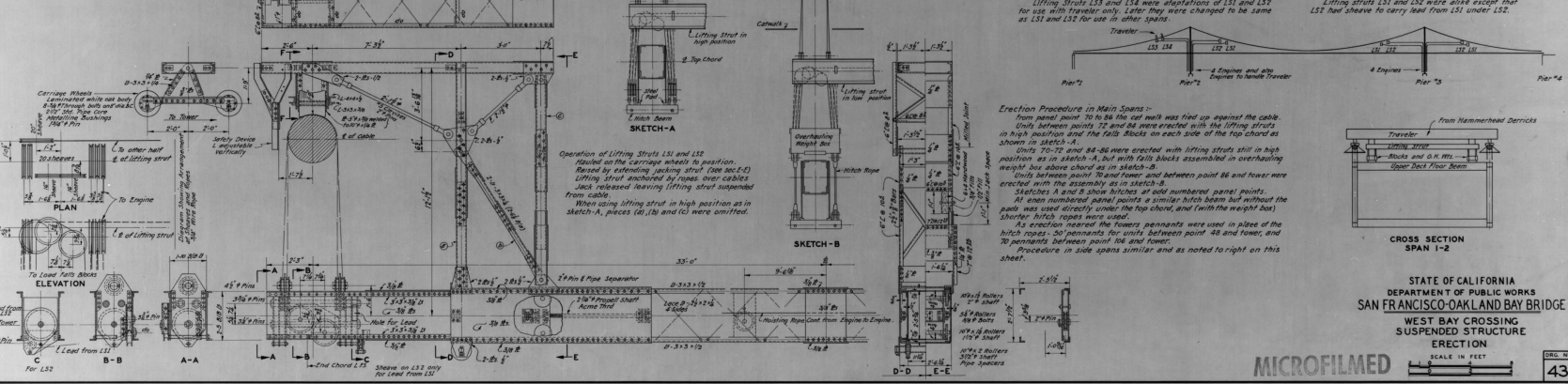
NOTES:

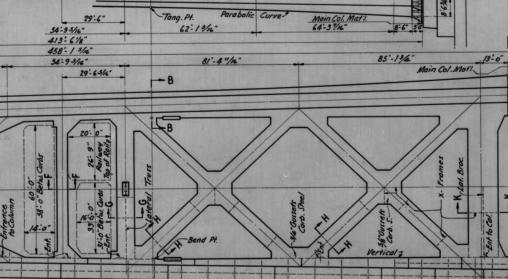
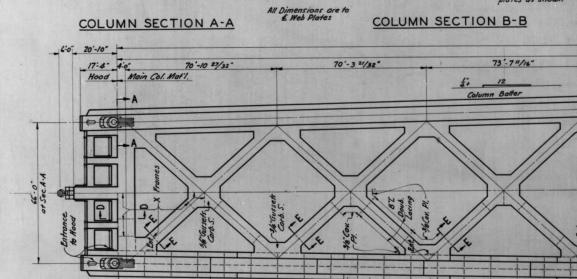
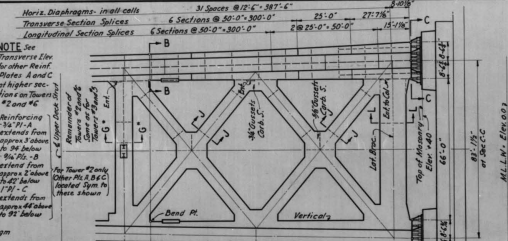
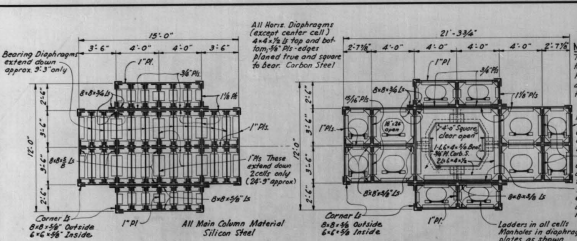
Cable Bands and Suspender Sockets, Cast Steel. 18" Turned Bolts, High Tensile Steel.
Internal diameter given for bands is approximate. Actual diameter is to be determined by experiment upon cable section before boring casting.
Internal surface of bands finished, 16 cuts to the inch.
Grooves for suspender ropes free from any irregularity or roughness.

Bands B_1 at Panel Points	1 to 9	10 to 15	16 to 22	23 to 30	31 to 37	38 to 44	45 to 51	52 to 58	59 to 65	66 to 72	73 to 79	80 to 86	87 to 93	94 to 100	101 to 107	108 to 114	115 to 121	122 to 128	129 to 135	136 to 142	143 to 149	150 to 156	157 to 163	164 to 170	171 to 177	178 to 184	185 to 191	192 to 198	199 to 205	206 to 212	213 to 219
B_2	10 to 16	17 to 22	23 to 30	31 to 37	38 to 44	45 to 51	52 to 58	59 to 65	66 to 72	73 to 79	80 to 86	87 to 93	94 to 100	101 to 107	108 to 114	115 to 121	122 to 128	129 to 135	136 to 142	143 to 149	150 to 156	157 to 163	164 to 170	171 to 177	178 to 184	185 to 191	192 to 198	199 to 205	206 to 212	213 to 219	
B_3	17 to 22	23 to 30	31 to 37	38 to 44	45 to 51	52 to 58	59 to 65	66 to 72	73 to 79	80 to 86	87 to 93	94 to 100	101 to 107	108 to 114	115 to 121	122 to 128	129 to 135	136 to 142	143 to 149	150 to 156	157 to 163	164 to 170	171 to 177	178 to 184	185 to 191	192 to 198	199 to 205	206 to 212	213 to 219		
B_4	23 to 30	31 to 37	38 to 44	45 to 51	52 to 58	59 to 65	66 to 72	73 to 79	80 to 86	87 to 93	94 to 100	101 to 107	108 to 114	115 to 121	122 to 128	129 to 135	136 to 142	143 to 149	150 to 156	157 to 163	164 to 170	171 to 177	178 to 184	185 to 191	192 to 198	199 to 205	206 to 212	213 to 219			
B_5	31 to 37	38 to 44	45 to 51	52 to 58	59 to 65	66 to 72	73 to 79	80 to 86	87 to 93	94 to 100	101 to 107	108 to 114	115 to 121	122 to 128	129 to 135	136 to 142	143 to 149	150 to 156	157 to 163	164 to 170	171 to 177	178 to 184	185 to 191	192 to 198	199 to 205	206 to 212	213 to 219				

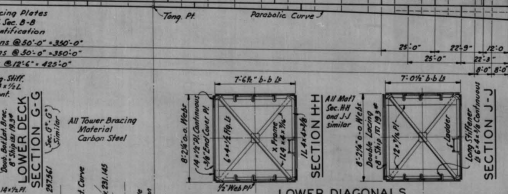
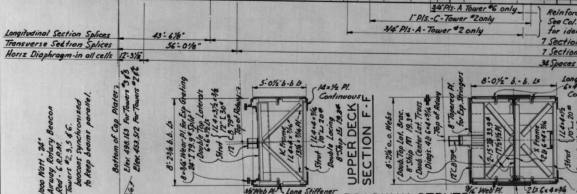
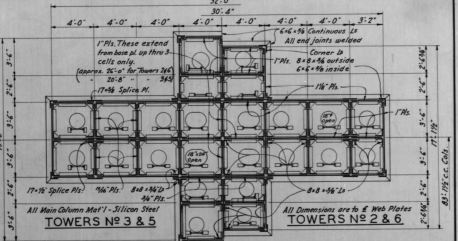


Trusses
Floor beams at panel points 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

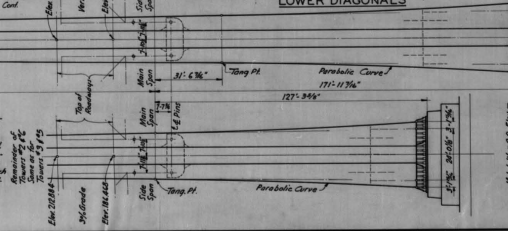
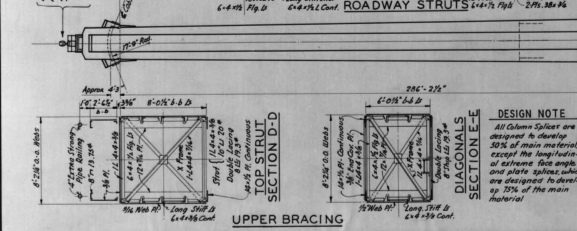
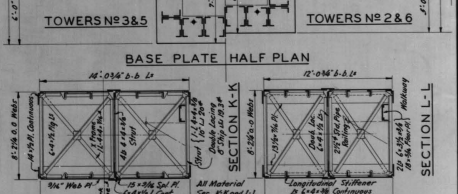




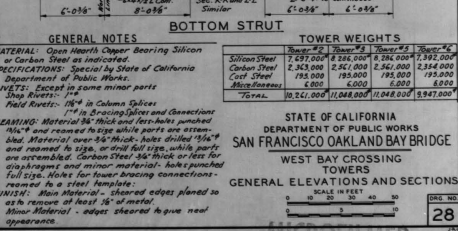
CAMBER NOTE
All vertical dimensions given as tower heights are theoretical for steel load conditions of the completed bridge.
Slop lengths of columns are increased to allow for full dead load deformations.
Slop lengths of bracing diagonals are increased to correspond partially with column increases.
Total increases for column heights are as follows:
Towers #246-170
Towers #248-28
#246-170
#248-28

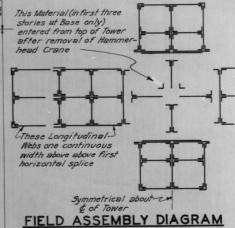
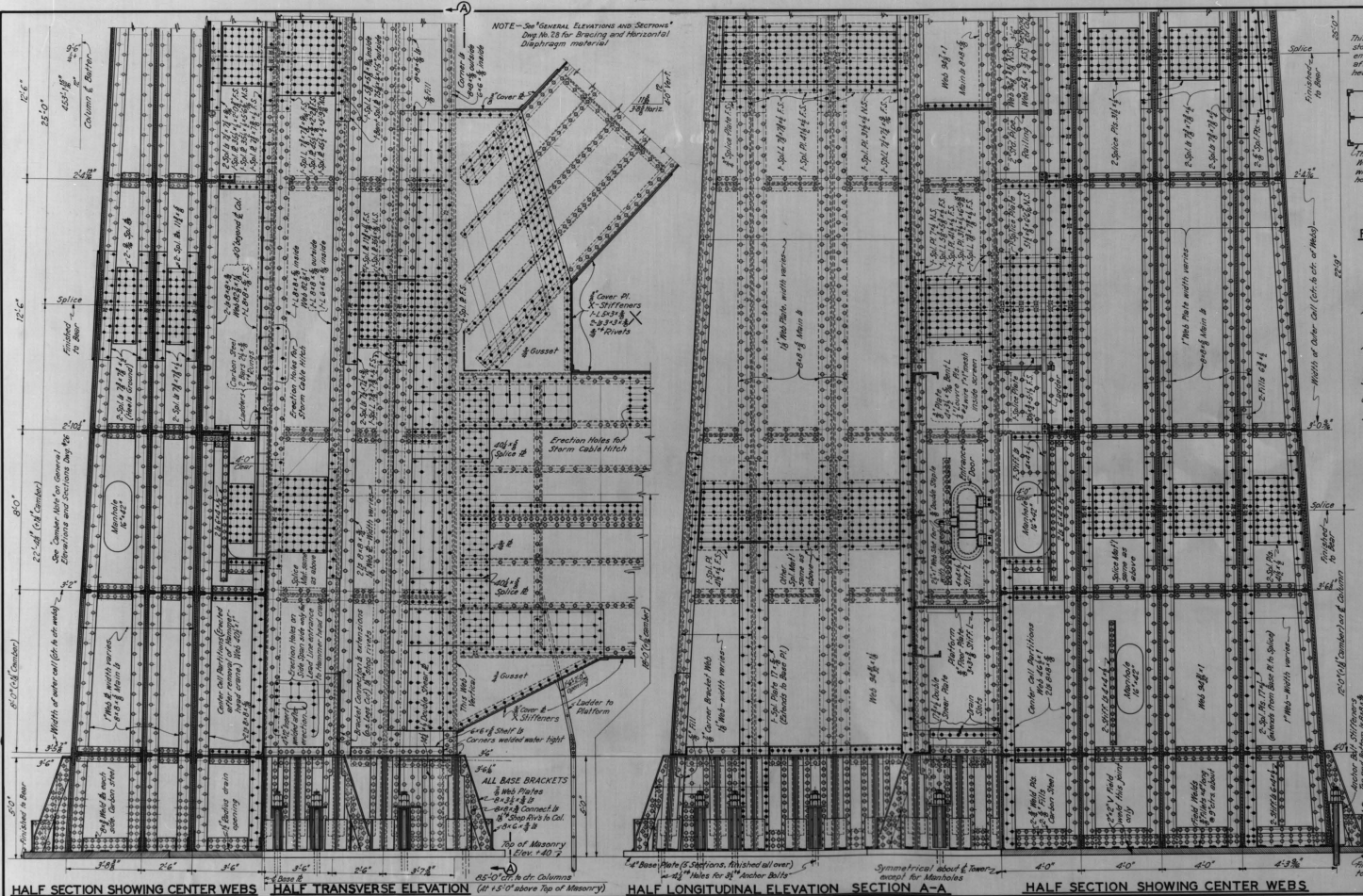


TOWERS N° 2 & 6
#246-170
#248-28



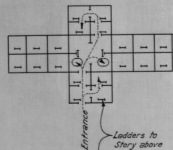
TOWERS N° 2 & 6
#246-170
#248-28





GENERAL NOTES

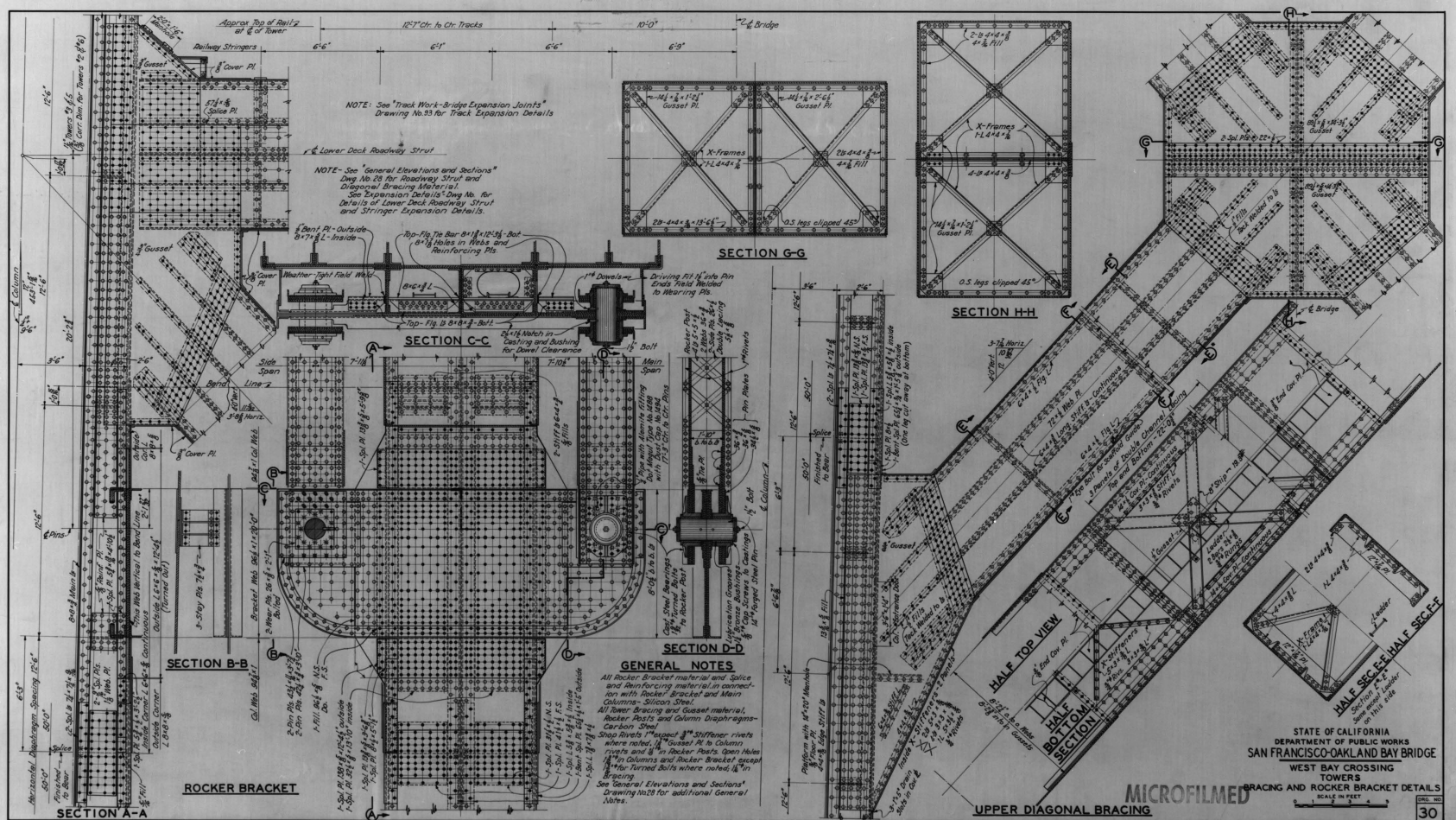
All Column Splice Material, Base Brackets, Anchor Bolt Stiffeners and other Column Detail Material not specifically noted otherwise - Silicon Steel.
All Bracing Gussets, Connection Plates, Covers and Details; Horizontal Column Diaphragms and Details; Base Plates and Anchor Bolts - Carbon Steel.
Shop Rivets $\frac{1}{2}$ " except Base Bracket Connections as noted.
Open Holes $\frac{1}{4}$ " in Columns; $\frac{1}{8}$ " in Bracing except Ladder and Door Restainers.
See General Elevations and Sections.
Drawing No. 30 for additional General Notes.

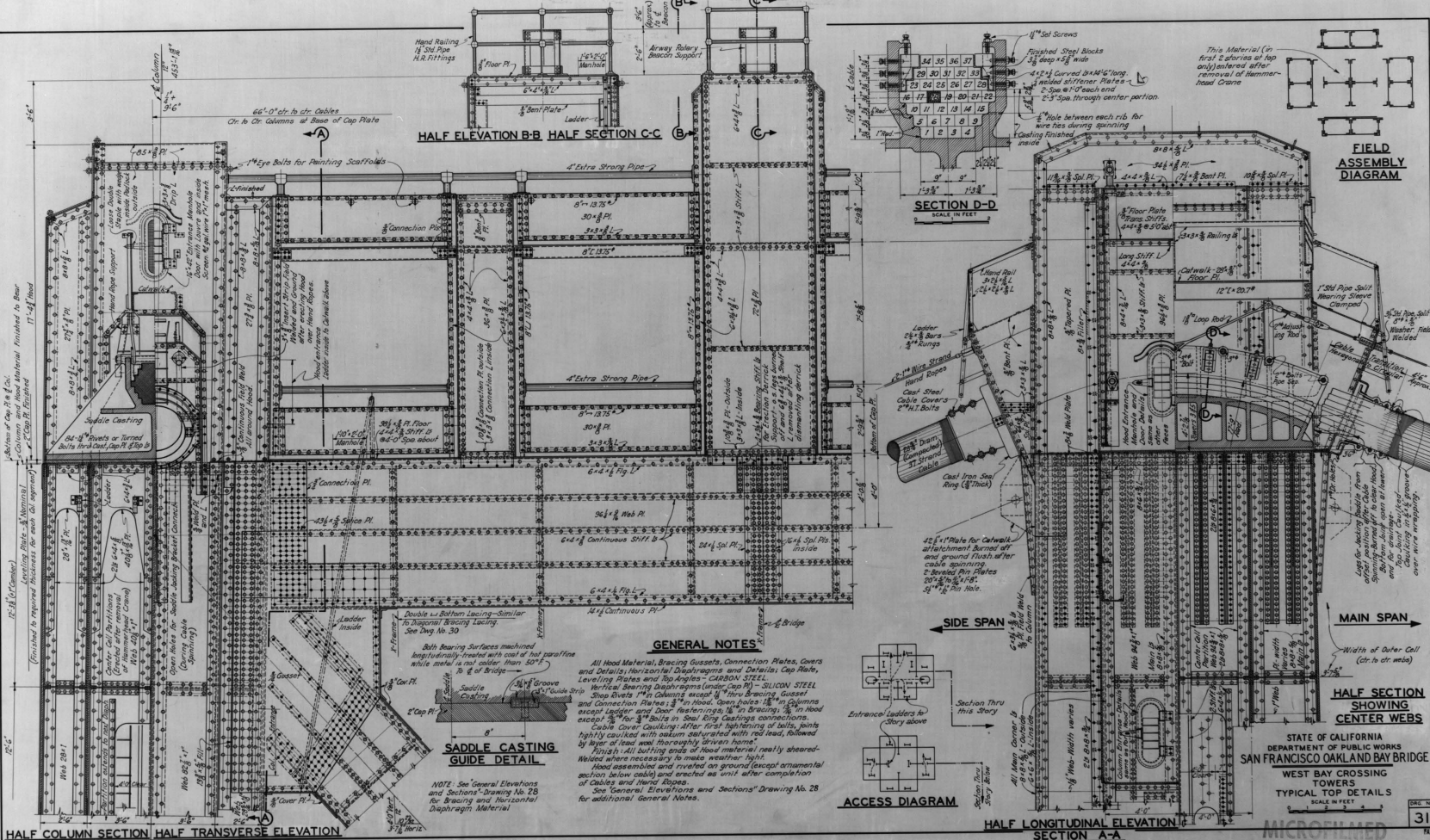


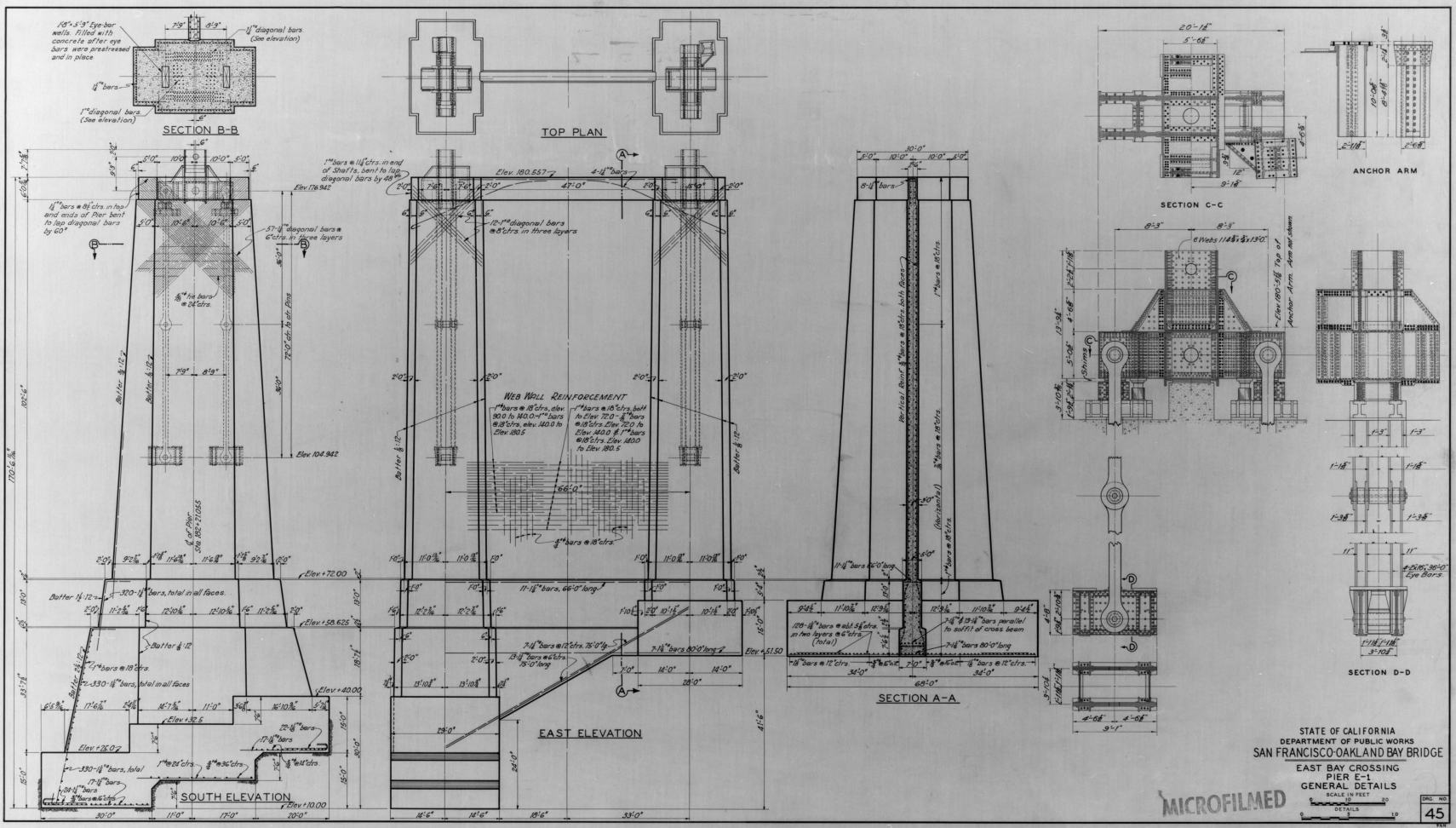
ACCESS DIAGRAMS

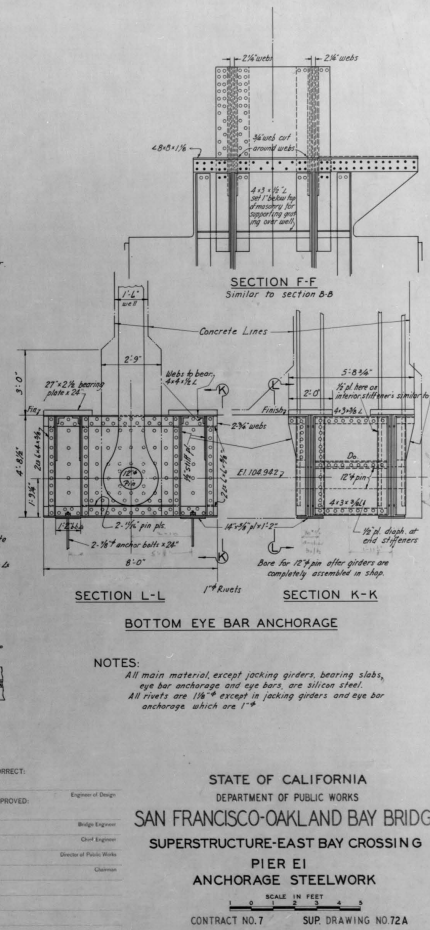
Sections Thru Stories Opposite

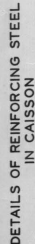
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SAN FRANCISCO-OAKLAND BAY BRIDGE
WEST BAY CROSSING
TOWERS
TYPICAL BASE DETAILS











The image displays a set of architectural drawings for the North Columns of the Empire State Building. The drawings are organized into four main sections:

- TOP TOWER SECTIONS NO. 1:** Located at the top left, showing a half elevation and half section (B-B) of the upper tower. It includes details of the cantilever spire and various structural elements like columns and beams.
- SECTION C-C:** A vertical section through the middle of the tower, showing the internal structure, including columns, beams, and floor slabs. It also includes a half elevation and half section (B-B) of the lower tower.
- BOTTOM TOWER SECTION NO. 4:** A vertical section through the lower part of the tower, showing the internal structure, including columns, beams, and floor slabs. It also includes a half elevation and half section (B-B) of the lower tower.
- HALF SECTION ON NORTH COLUMNS:** A horizontal section at the bottom, showing the layout of the columns and beams. It includes a half elevation and half section (B-B) of the lower tower.

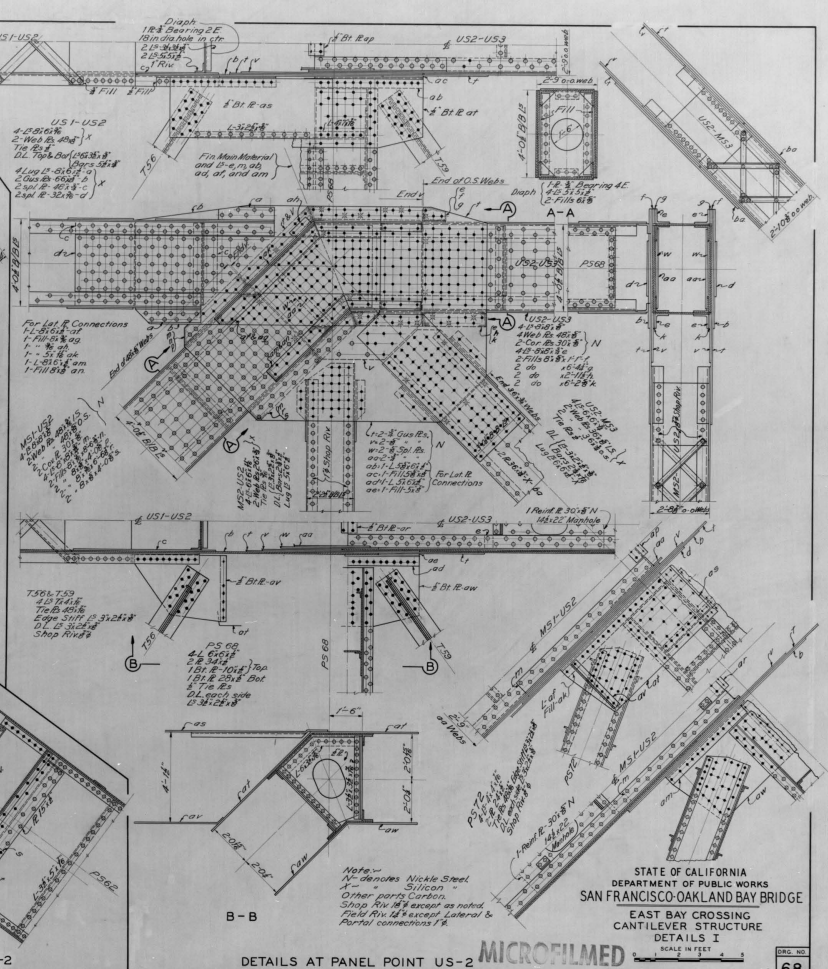
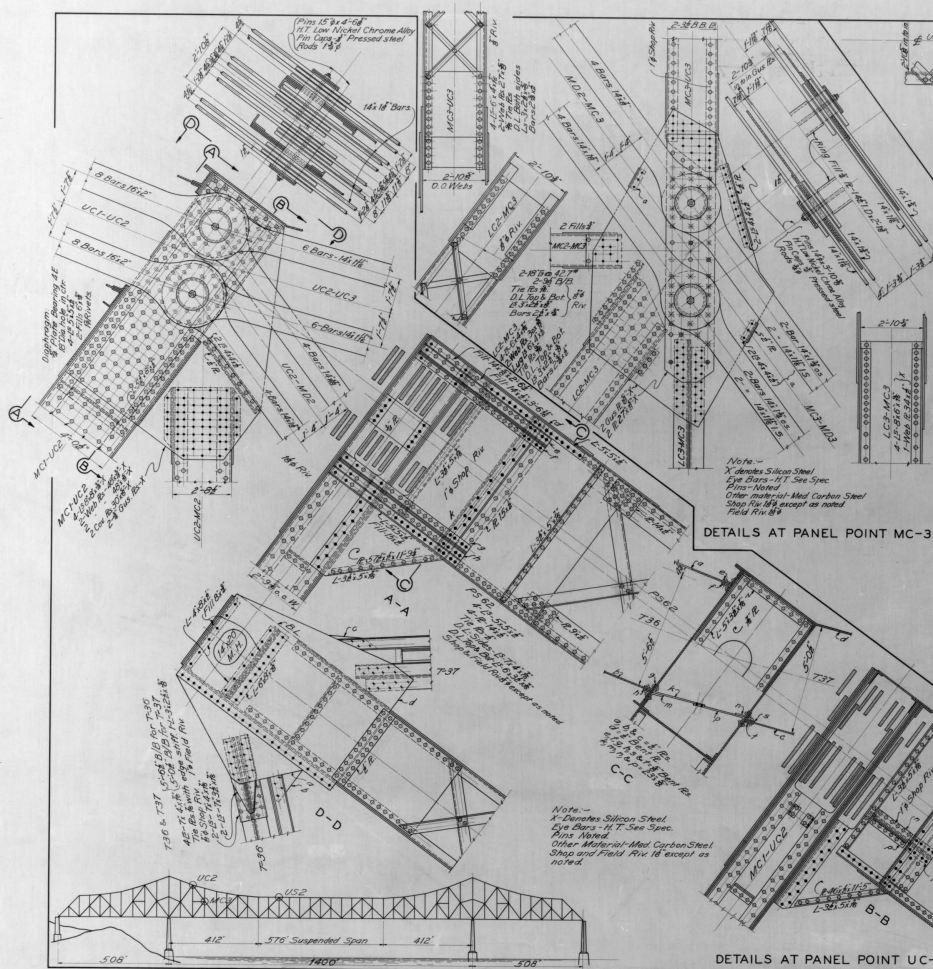
The drawings are highly detailed, showing the complex geometry of the tower's structure. They include numerous dimensions, material specifications, and structural notes. The scale is indicated as 1/8" = 1'-0" (1/4" = 1'-0").

The image displays a set of architectural drawings for the North Columns of the Empire State Building. The drawings are organized into four main sections:

- TOP TOWER SECTIONS NO. 1:** Located at the top left, showing a half elevation and half section (B-B) of the upper tower. It includes details of the cantilever spire and various structural elements like columns and beams.
- SECTION C-C:** A vertical section through the middle of the tower, showing the internal structure, including columns, beams, and floor slabs. It also includes a half elevation and half section (B-B) of the lower tower.
- BOTTOM TOWER SECTION NO. 4:** A vertical section through the lower part of the tower, showing the internal structure, including columns, beams, and floor slabs. It also includes a half elevation and half section (B-B) of the lower tower.
- HALF SECTION ON NORTH COLUMNS:** A horizontal section at the bottom, showing the layout of the columns and beams. It includes a half elevation and half section (B-B) of the lower tower.

The drawings are highly detailed, showing the complex geometry of the tower's structure. They include numerous dimensions, material specifications, and structural notes. The scale is indicated as 1/8" = 1'-0" (1/4" = 1'-0").

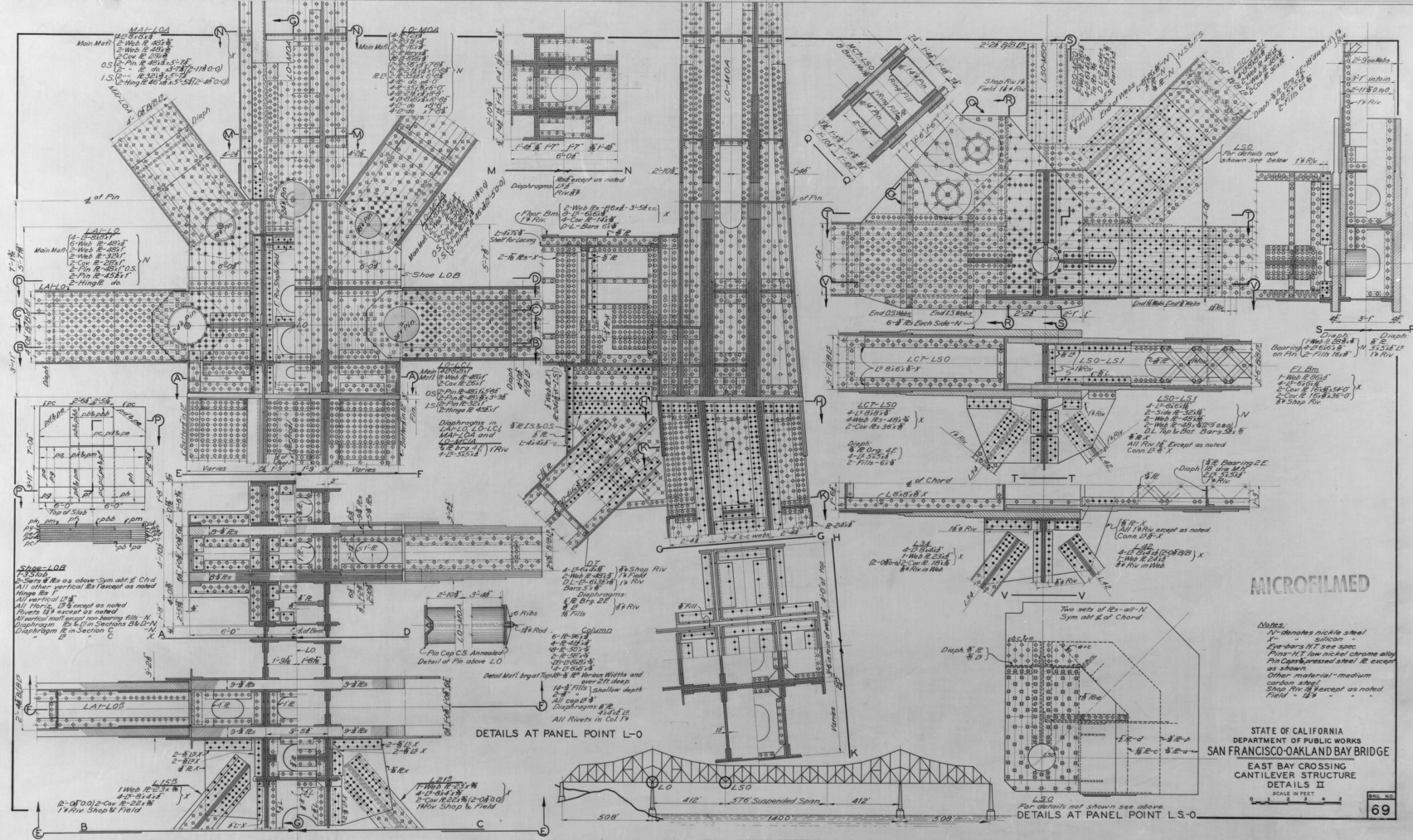
[illegible]

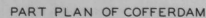
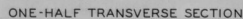
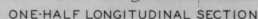


STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 SAN FRANCISCO-OAKLAND BAY BRIDGE

EAST BAY CROSSING
 CANTILEVER STRUCTURE
 DETAILS I

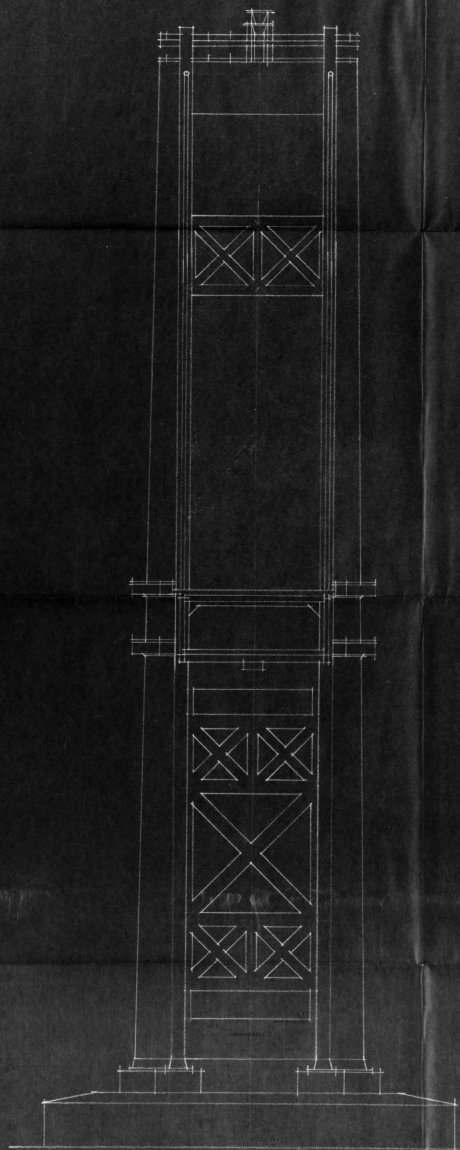
MICROFILMED



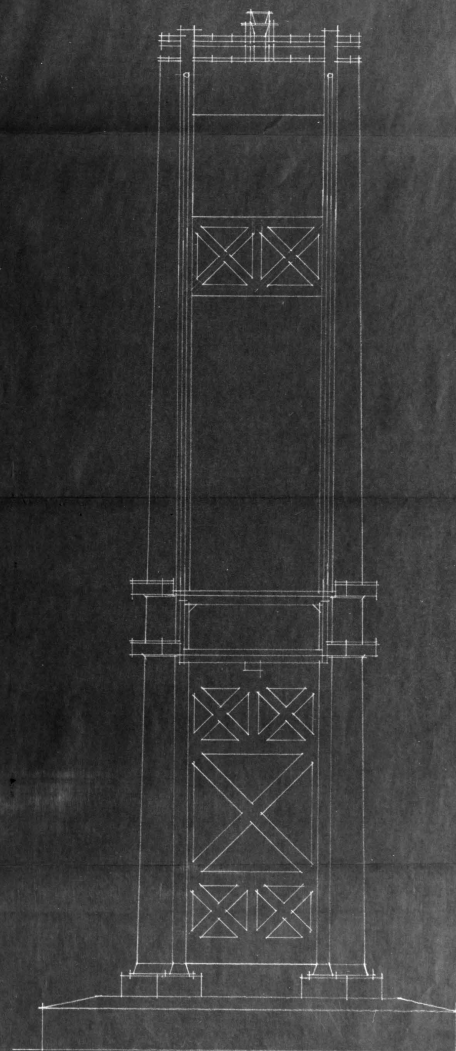


EAST BAY CROSSING
PIER E-6 TO E-23
TYPICAL DETAILS

MICROFILMED



TOWERS № 3. & 5.



TOWERS № 2. & 6.

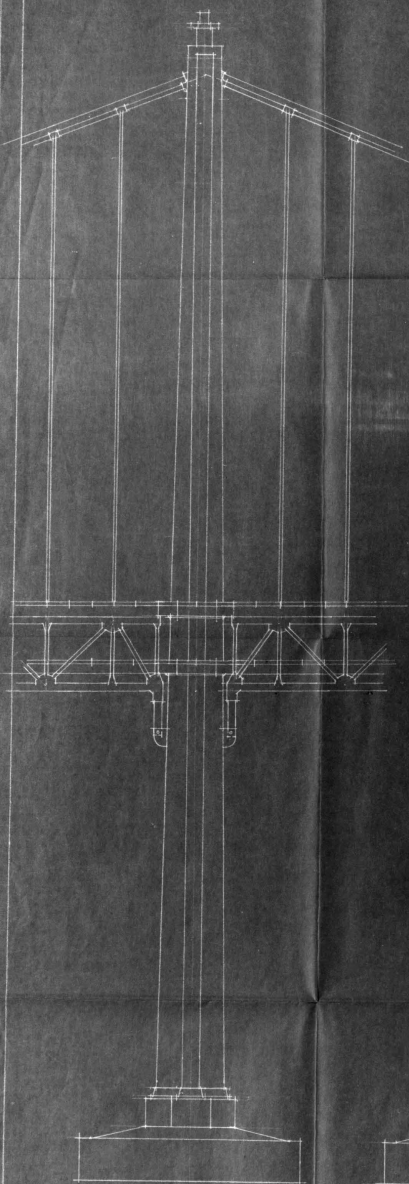
STUDY FOR SUSPENSION TOWERS.
SAN FRANCISCO-OAKLAND BAY BRIDGE.

OFFICE COPY

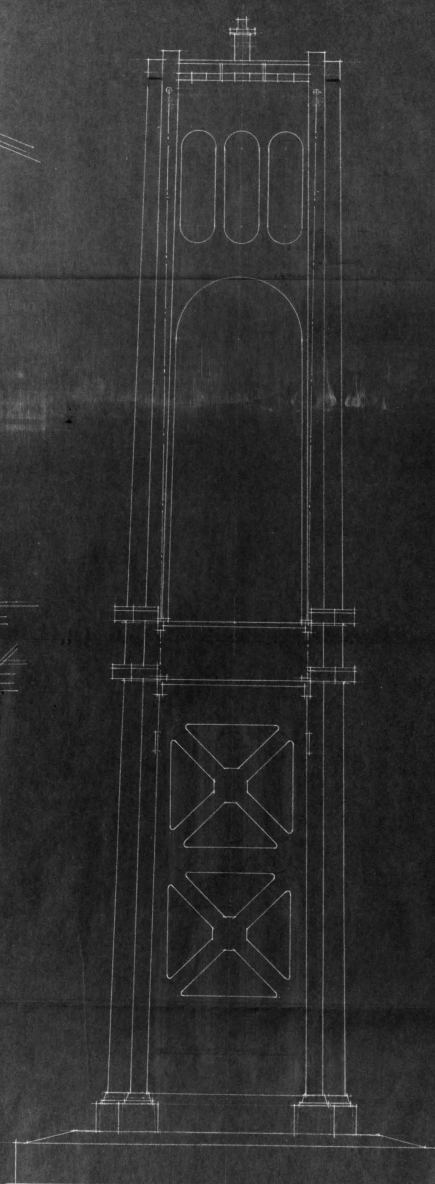
TIMOTHY L. PELUEGER, SOLE OF
ARTHUR BROWN JR., CONSULTING ARCHITECTS.
JOHN J. DONOVAN.

SCHEM. 11A

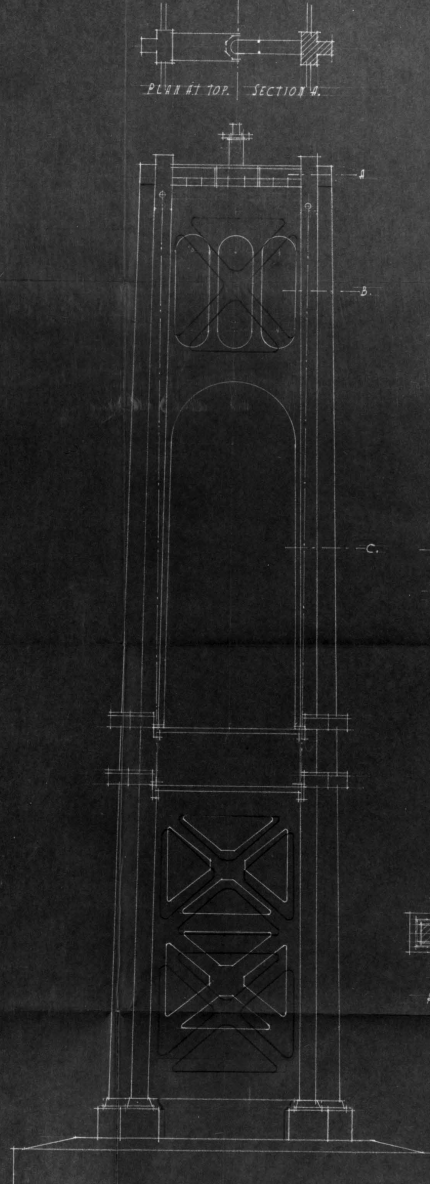
2-1-12



SIDE ELEVATION.



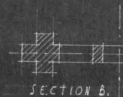
TOWERS No 3 & 5.



TOWERS No 2 & 6.



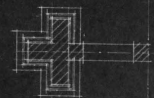
PLAN AT TOP. SECTION W.



SECTION B.



SECTION C.



PLAN AT BASE.

OFFICE COPY

STUDY FOR SUSPENSION TOWERS.
SAN FRANCISCO-OAKLAND BAY BRIDGE.

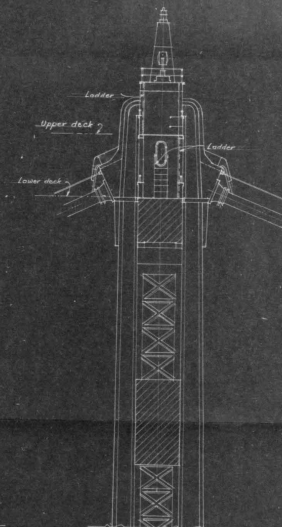
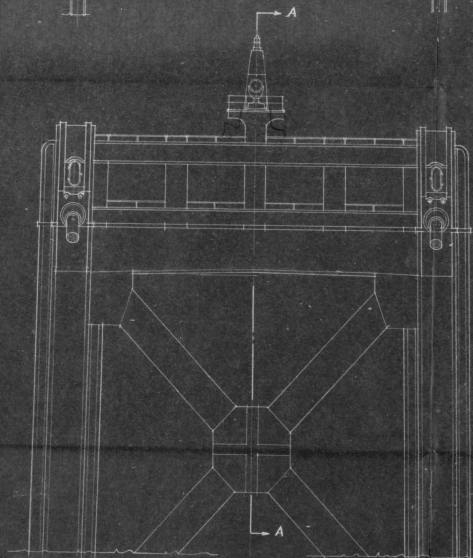
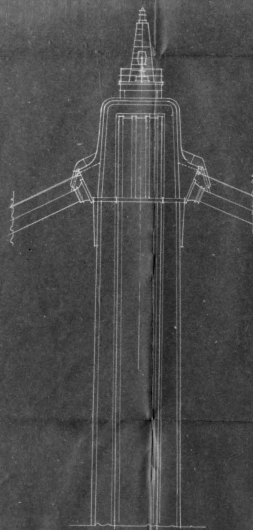
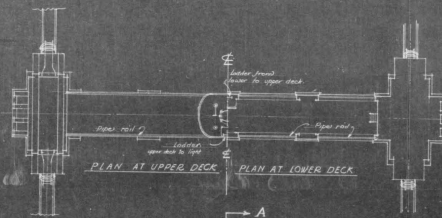
TIMOTHY L. PFLEGER, ARCHT.
ARTHUR BROWN JR., ARCHT.
JOHN J. DOROVY, ARCHT.

SCHEM.

2

5-7-23.

Counter -
Abutment End



OFFICE COPY

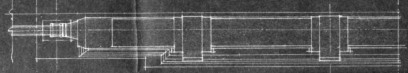
STUDY FOR TOP OF SUSPENSION TOWERS
SAN FRANCISCO OAKLAND BAY BRIDGE

TIMOTHY L. PRUEGER, BOARD OF
ARTHUR BROWN JR., CONSULTING ARCHITECTS
JOHN J. DONOVAN.

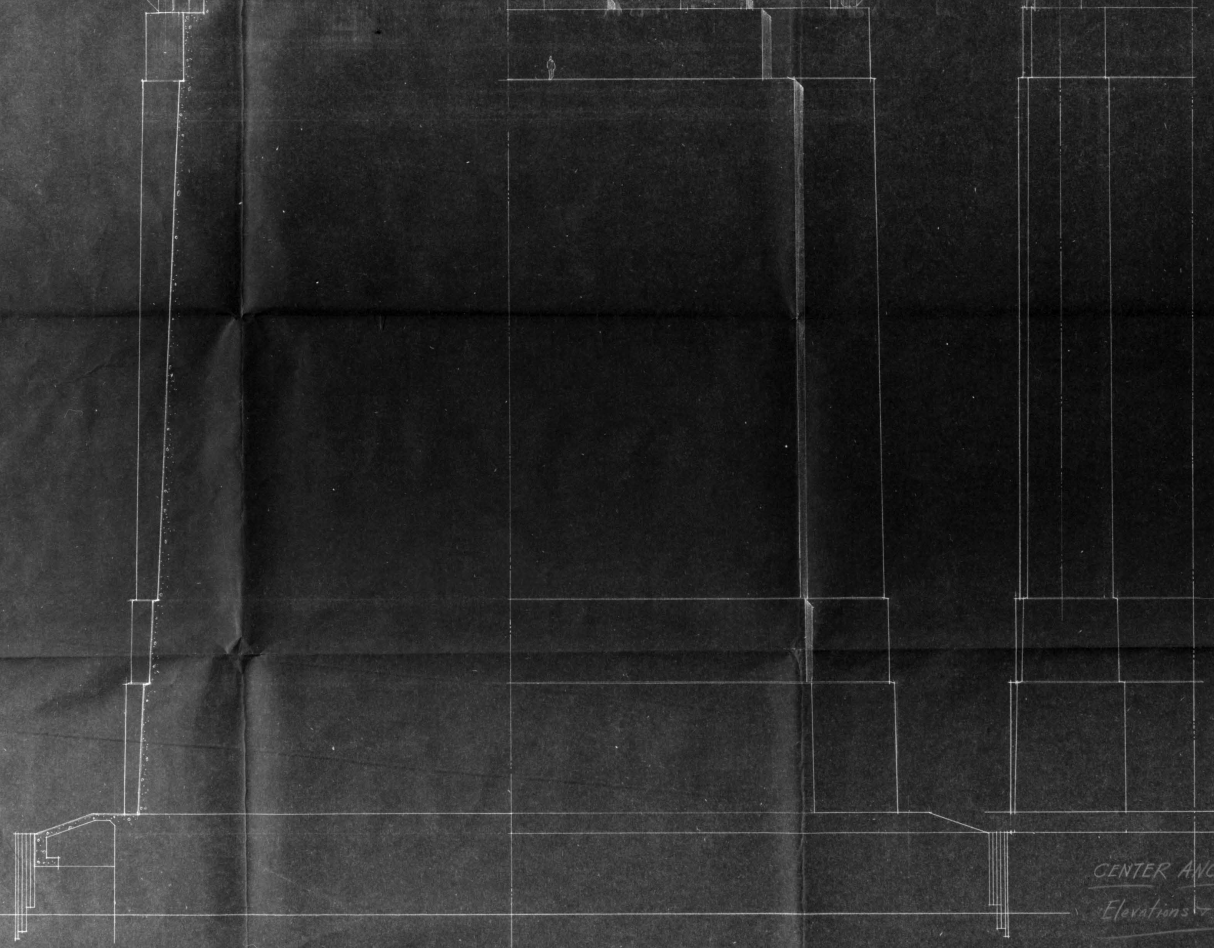
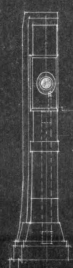
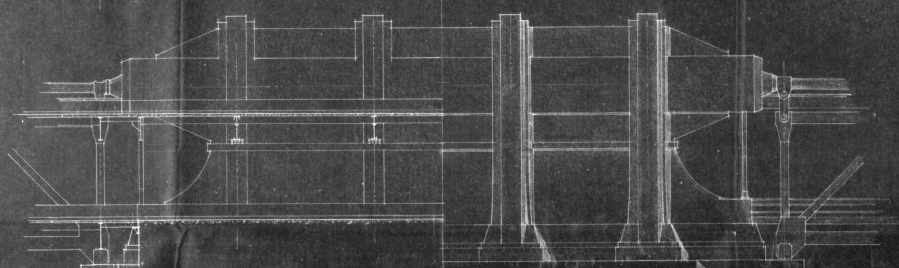
SCHEME

7-A

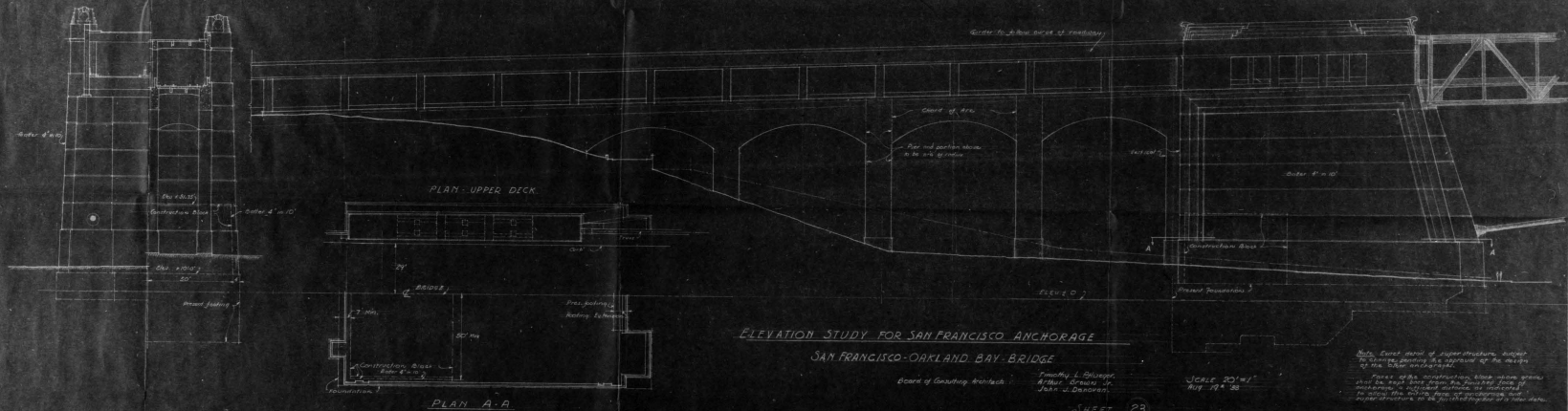
6-1-23



PART PLAN TOP DECK

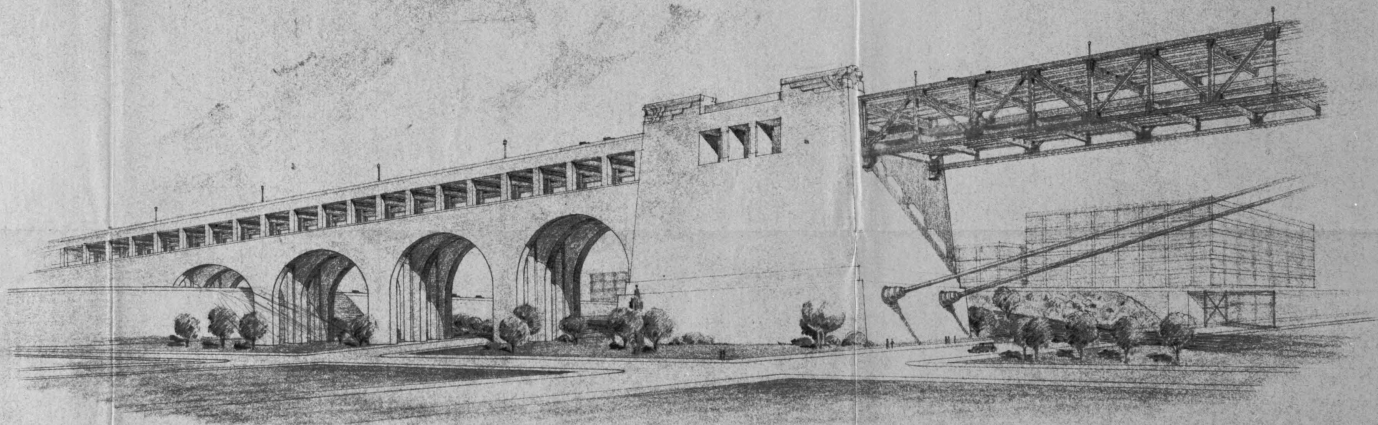


CENTER ANCHORAGE
Elevations - Sections



SHEET 23

23

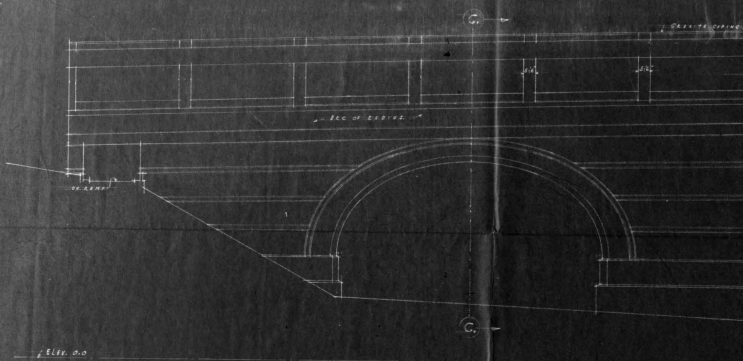
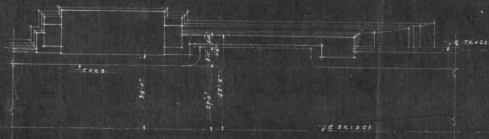


PERSPECTIVE STUDY OF SAN FRANCISCO ANCHORAGE
SAN FRANCISCO-OAKLAND BAY BRIDGE

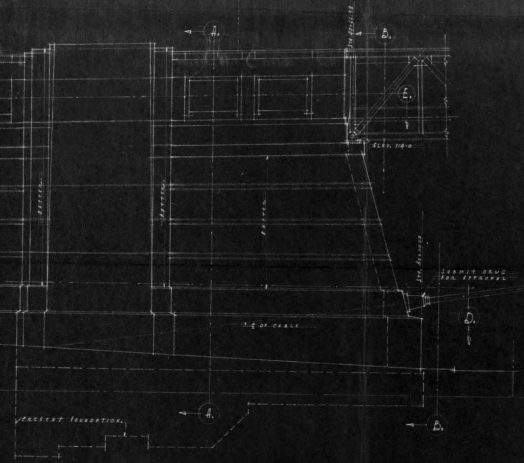
TIMOTHY L. PRUEGER. BOARD OF
ARTHUR BROWN JR. CONSULTING ARCHITECTS.
JOHN J. DONOVAN.
JULY 11, 1933

SHEET 12

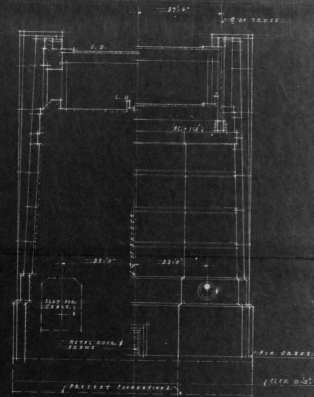
1/2 PLAN OF UPPER DECK AT ANCHOR.



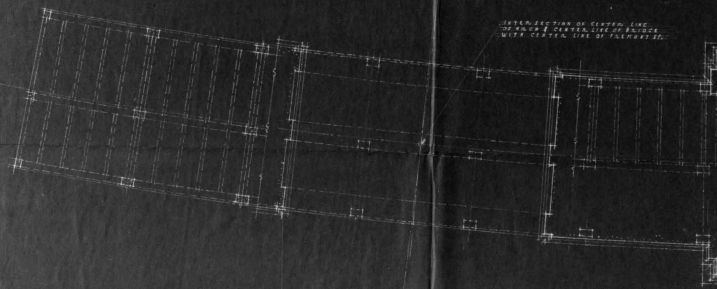
BRYANT ST. ELEVATION.
DEVELOPED ELEVATION.



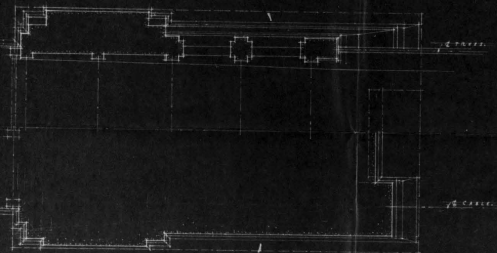
PLAN AT E.



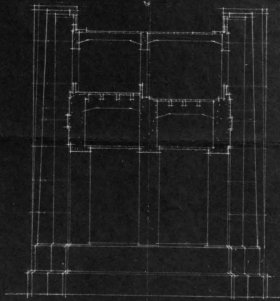
SECTION A-A ELEVATION B-B



PLAN OF UPPER DECK BEAMS. PLAN THRU ARCH.



PLAN AT D.

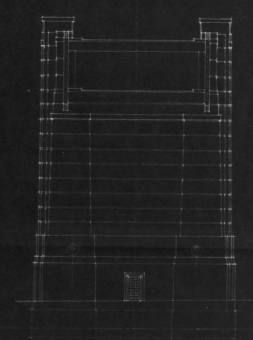
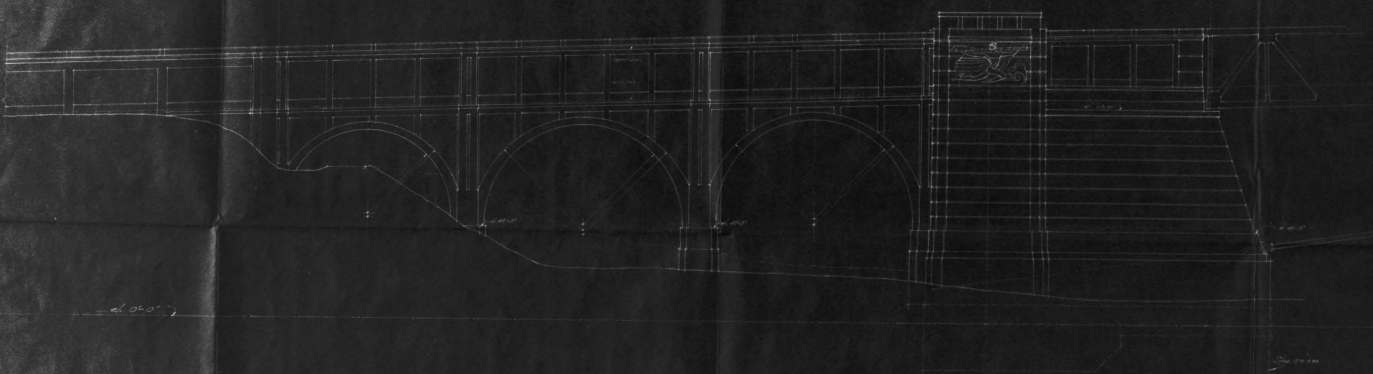


SECTION C-C.

NOTES.
ENGINEERING RECORDS SHOWING ARCHITECTURAL HISTORY
OF BRIDGEWORK BY OTHER FIRM POINTS SHALL BE OBTAINED
AND APPROVED BY THE BOARD OF CIVIL ENGINEERS.
THESE RECORDS BEING IN POSSESSION OF FIRM BOARD SHALL
BE TRANSMITTED TO THE BOARD.

SAN FRANCISCO-OAKLAND BAY BRIDGE,
STUDY FOR SAN FRANCISCO ANCHORAGE.
SCALE 20'-1"=1'-0".

TIMOTHY L. PELUECE,
ARTHUR BROWN JR.,
JOHN J. DORFNER.
BOARD OF CONSULTING
ENGINEERS.
2007-1-1922.



South Elevation
 1/2" = 1'-0"

East Elevation
 1/2" = 1'-0"

OFFICE COPY

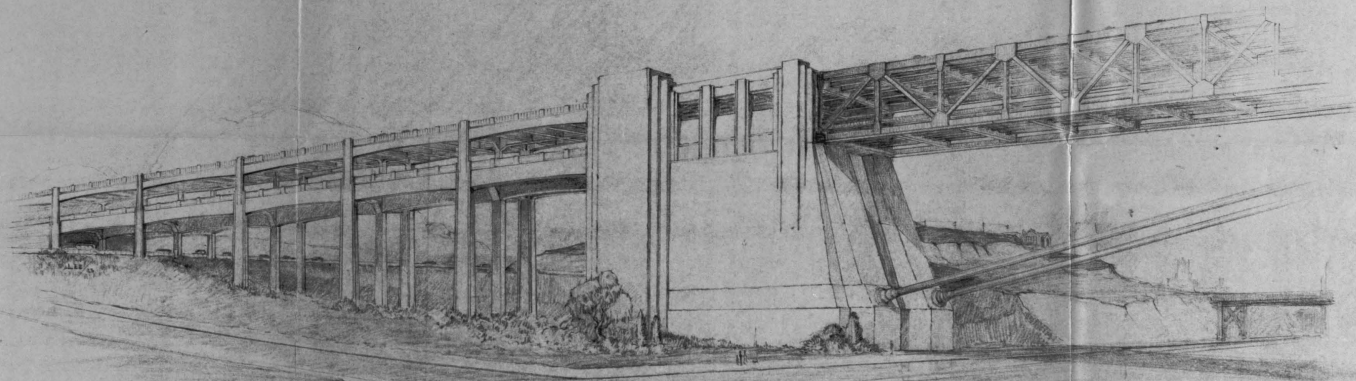
(TELEFONICO RICHOLAGE)

TELEFONICO ORIGINAL BRIDGE

Design by Consulting Architect

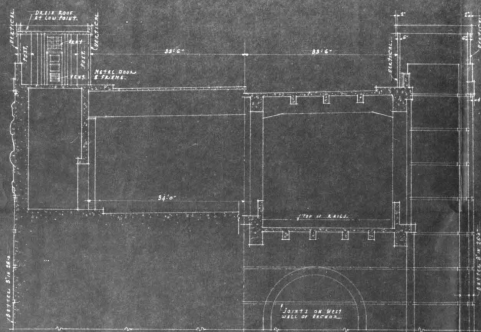
Architect: [illegible]
 Engineer: [illegible]
 Surveyor: [illegible]

Drawn by [illegible]

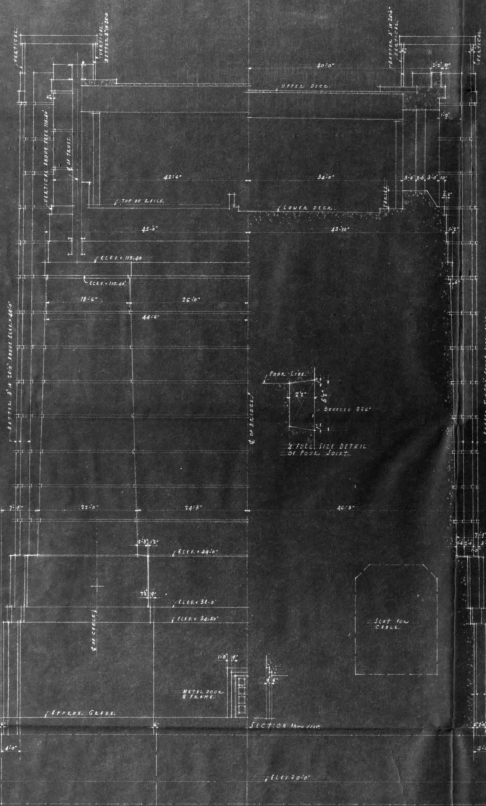


SAN FRANCISCO ANCHORAGE
SAN FRANCISCO OAKLAND BAY BRIDGE.

"A"

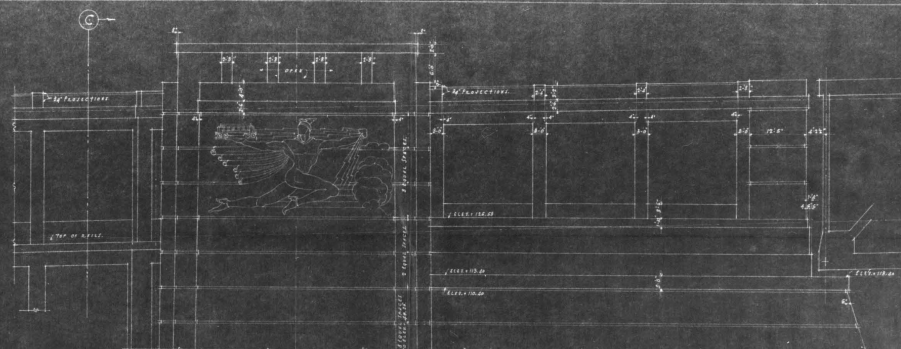


SECTION C-C.

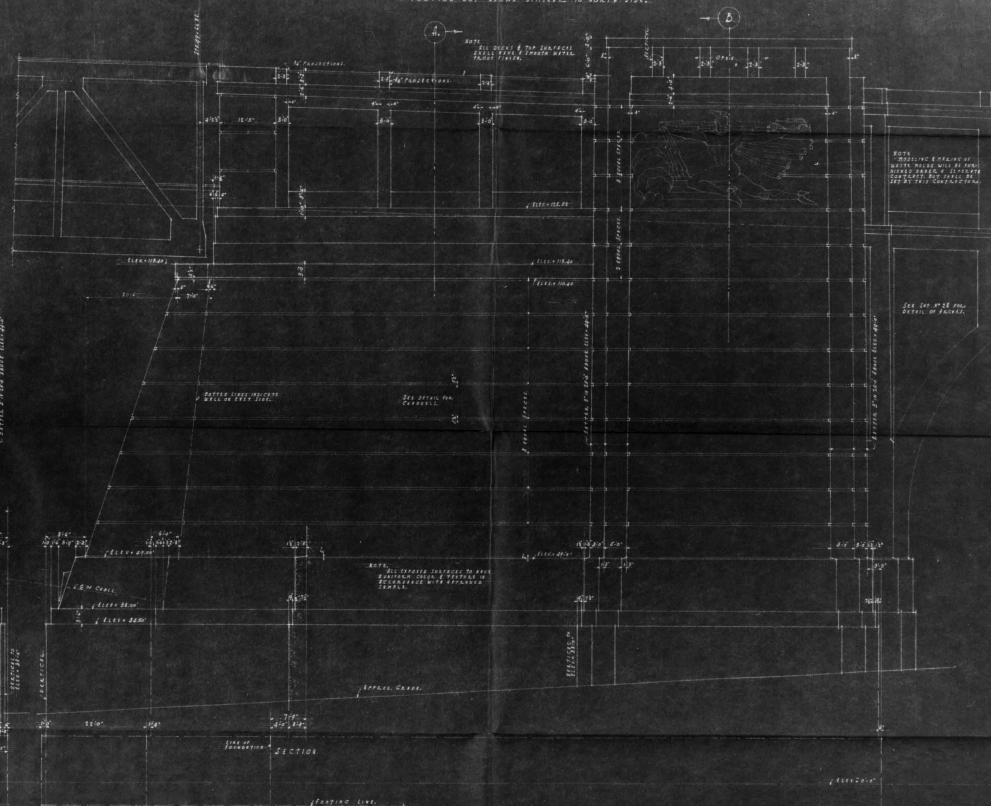


ELEVATION OF EAST END.

SECTION A-A.



PART ELEVATION OF SOUTH SIDE.



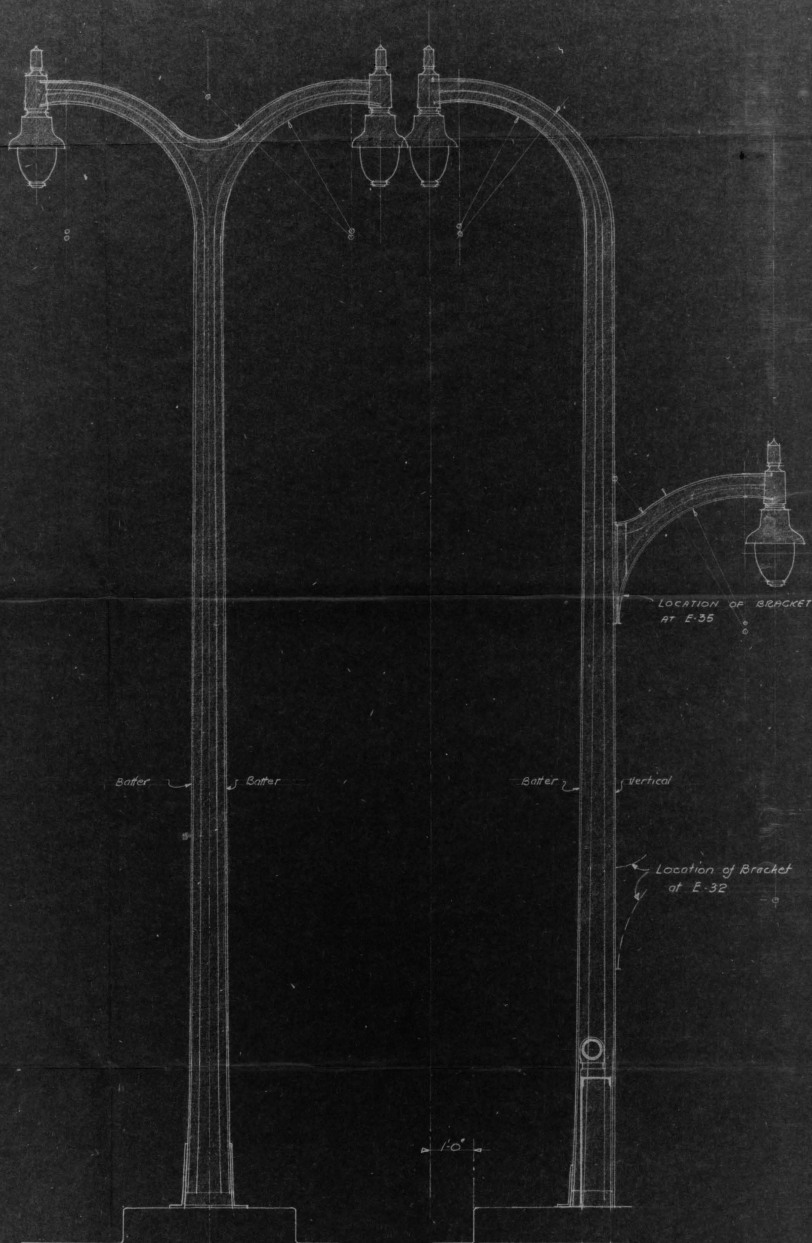
ELEVATION OF NORTH SIDE.

1/8" SCALE DETAIL STUDY OF S.F. ANCHORAGE,
SAN FRANCISCO-OAKLAND BAY BRIDGE.

TIMOTHY L. FLEISCHER.
JEROME BROWN, JR.
JOHN J. DODGE.

1937
P. 31.

NO. 2, 1937.



ELECTROLIERS BETWEEN E 39 AND
TOLL PLAZA

ELECTROLIER AT E-35 & E-32

SCALE $\frac{3}{4}'' = 1'-0''$

SAN FRANCISCO OAKLAND BAY BRIDGE

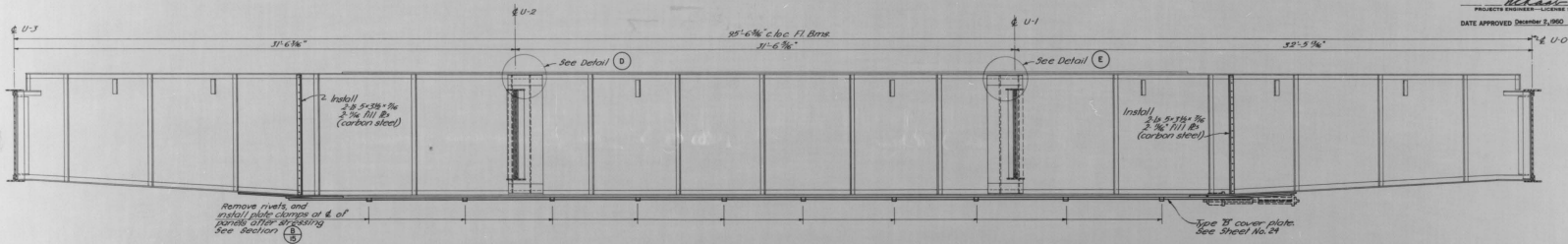
T. L. Pflueger
Board of Consulting Architects
Arthur Brown Jr.
John J. Donovan

DRAWING NO.

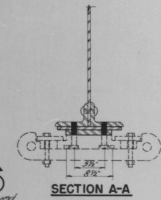
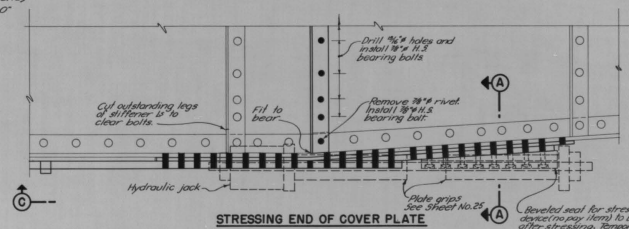
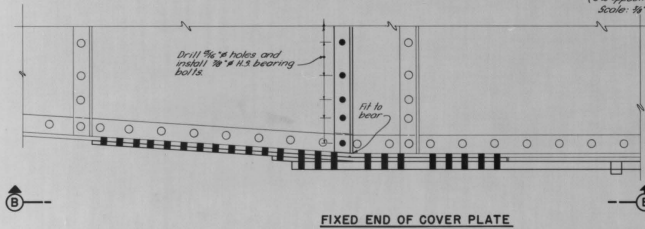
Dec. 22, 1933

42

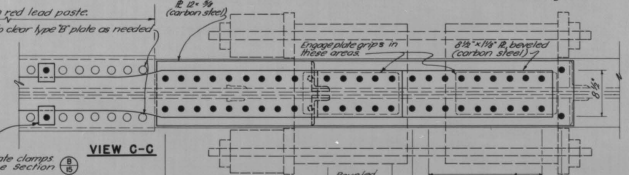
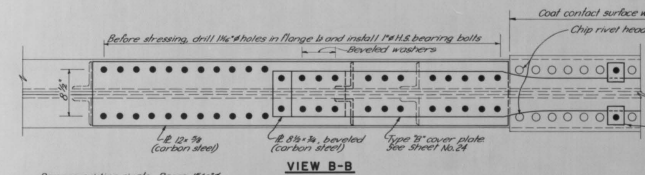
OFFICE COPY



ELEVATION G-1
(6.3 opposite hand)
Scale: 3/8" = 1'-0"

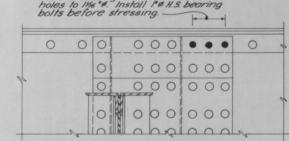


PART ELEVATION



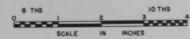
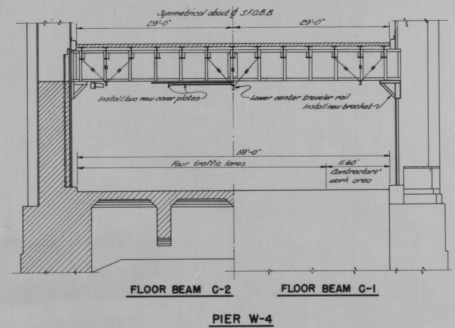
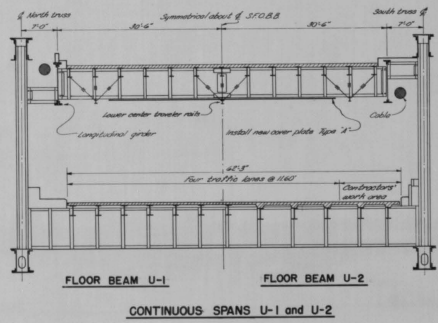
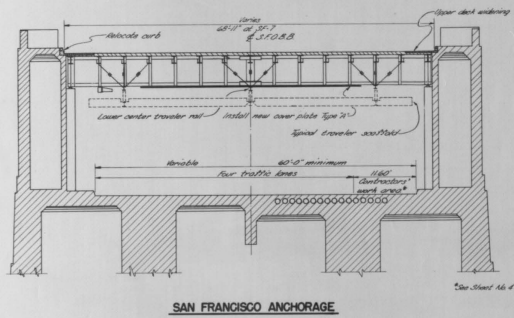
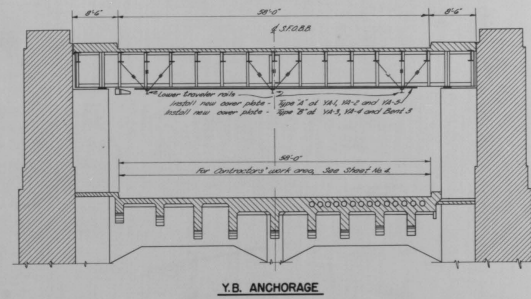
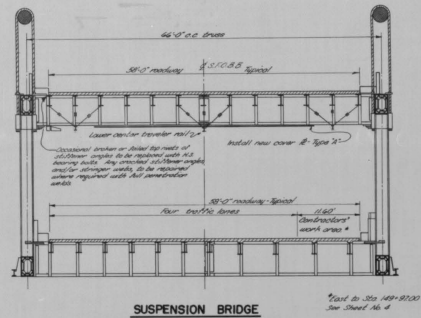
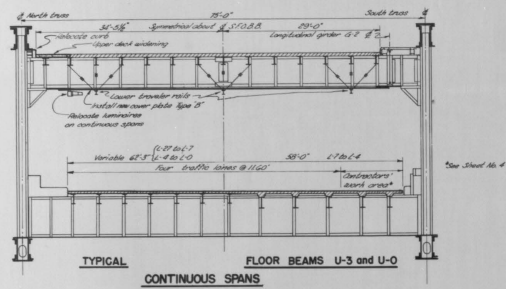
- NOTES**
1. Use erection procedure for 5.75 x 1/4" plates (See Sheet No. 25) except use assembly shown, or similar, in lieu of flange grip.
 2. Longitudinal girders to be strengthened after floor beams U1 and U2.

BOTTOM FLANGE DETAILS



DETAIL D As shown
DETAIL E Opposite hand

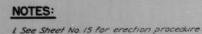
STATE OF CALIFORNIA DIVISION OF HIGHWAYS DIVISION OF SAN FRANCISCO BAY TOLL CROSSING	
SAN FRANCISCO - OAKLAND BAY BRIDGE RECONSTRUCTION STEEL WORK - WEST BAY	
CONTINUOUS SPANS - LONGITUDINAL GIRDERS	
MARK	DATE
DESCRIPTION	BY
REVISION	CHK
UNLESS NOTED SCALE 1/2" = 1'-0"	BRIDGE
SHEET NO. 18	DRAWING C-402B-10



MARK	DATE	DESCRIPTION	BY	CH	K
		As built without revisions	L.C.S.	A.L.	
		REVISION			

SCALE 1/8" = 1'-0" BRIDGE SHEET No. 5 DRAWING C-4028-58

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF SAN FRANCISCO BAY TOLL CROSSING
SAN FRANCISCO-OAKLAND BAY BRIDGE
RECONSTRUCTION
STEEL WORK - WEST BAY
TYPICAL SECTIONS



STATE OF CALIFORNIA			
DEPARTMENT OF PUBLIC WORKS			
DIVISION OF SAN FRANCISCO BAY TOLL CROSSINGS			
SAN FRANCISCO - OAKLAND BAY BRIDGE			
RECONSTRUCTION			
STEEL WORK - WEST BAY			
Y.B. ANCHORAGE - FLOOR BEAMS YA-5 AND BENT 3			
SCALE AS SHOWN	BRIDGE	SHEET No. 22	DRAWING C-4028-B