CAMBER NOTES:
1. ALL CAMBER ORDINATES ARE MEASURED FROM A CHORD INTERSECTING
   THE CENTERLINE OF BEARING AT THE SUPPORTS.
2. "STEEL" INCLUDES THE DEAD LOAD DUE TO THE STEEL GIRDER, SPLICE
   PLATES, STIFFENERS, MISCELLANEOUS DETAILS AND DIAPHRAGMS.
3. "NCDL" NON-COMPOSITE DEAD LOAD INCLUDES THE CONCRETE SLAB AND
   FRAME PLATES, SUPPORTS, MISC. DETAILS AND DIAPHRAGMS.
4. "COL" COMPOSITE DEAD LOAD IS THE SUPERIMPOSED DEAD LOAD
   CONSISTING OF THE CONCRETE, TRAFFIC RAILINGS.
5. "VCDL" VERTICAL CURVE CORRECTION INCLUDES THE ADJUSTMENTS NECESSARY
   DUE TO THE ROADWAY PROFILE AND CROSS SLOPE.
6. ALL CAMBER ORDINATES ARE GIVEN IN INCHES.
7. POSITIVE CAMBERS ARE UPWARD.
8. CAMBER VALUES SHOWN ARE BASED ON A GRID ANALYSIS.
9. SEE SHEETS B-XX & B-XX FOR LOCATIONS OF CAMBER POINTS.
# Camber Notes

1. All camber ordinates are measured from a chord intersecting the centerline of bearing at the supports.

2. "Steel" includes the dead load due to the steel order, splice plates, stiffeners, miscellaneous details and diaphragms.

3. "CDL" non-composite dead load includes the concrete slab and manholes.

4. "CDL" composite dead load is the superimposed dead load consisting of the concrete traffic railings.

5. "VCC" vertical curve correction includes the adjustments necessary due to the roadway profile and cross slope.

6. All camber ordinates are given in inches.

7. Positive cambers are upward.

8. Camber values shown are based on a grid analysis.

9. See sheets B-XX & B-XX for locations of camber points.