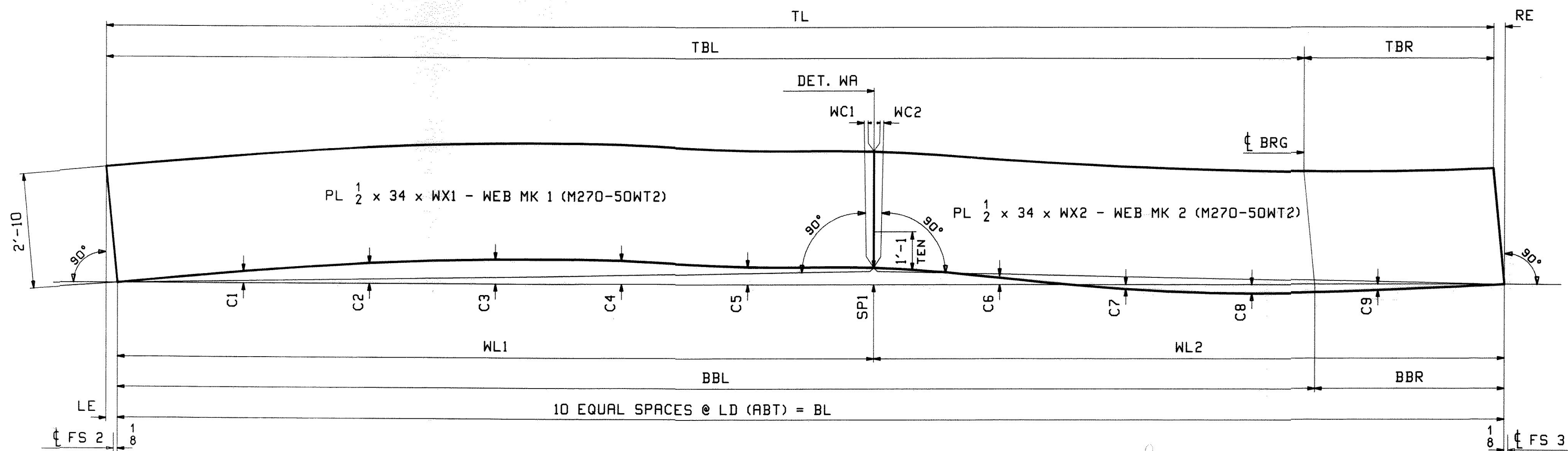
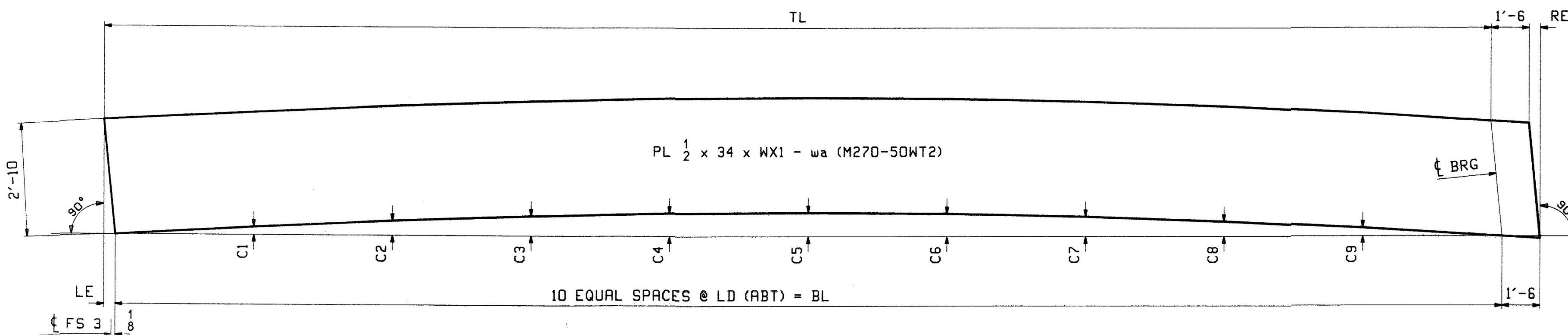




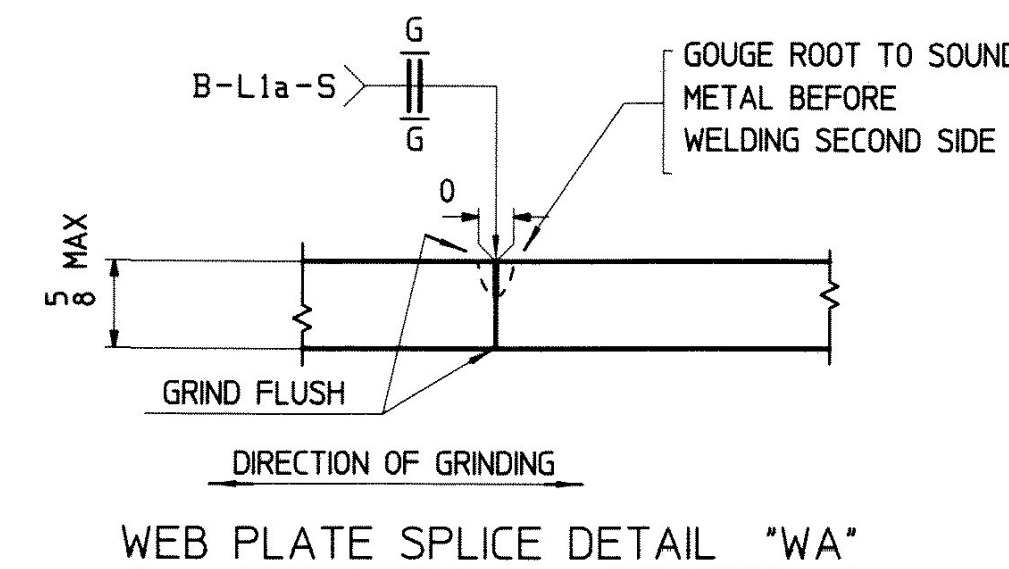
CAMBER DIAGRAM FOR 11G1C THRU 15G5C

MARK	TL	BL	LE	RE	WL1	WL2	WX1	WX2	SP1	WC1	WC2	TBL	TBR	BBL	BBR	LD	C1	C2	C3	C4	C5	C6	C7	C8	C9	WEB MK 1	PG/LINE	WEB MK 2	PG/LINE
11G1C	100'-4 ¹⁵ / ₁₆	100'-4 ³ / ₄	1 ¹ / ₄	1 ¹ / ₁₆	50'-4 ⁷ / ₈	49'-11 ⁷ / ₈	50'-5 ¹ / ₈	49'-11 ¹⁵ / ₁₆	1 ¹ / ₄	1 ¹ / ₁₆	1 ¹ / ₁₆	80'-4 ⁵ / ₈	20'-0 ⁵ / ₁₆	80'-4 ⁷ / ₈	19'-11 ⁷ / ₈	10'-0 ¹ / ₂	7 ⁷ / ₈	1 ¹ / ₂	1 ³ / ₄	1 ¹¹ / ₁₆	1 ¹ / ₄	1 ¹¹ / ₁₆	0	3 ³ / ₈	1 ¹ / ₄	wa	4/ W	wb	5/ W
12G2C	99'-5 ³ / ₄	99'-5 ¹¹ / ₁₆	3 ³ / ₁₆	1 ¹ / ₈	49'-5 ¹³ / ₁₆	49'-11 ⁷ / ₈	49'-6	49'-11 ¹⁵ / ₁₆	1 ¹ / ₈	1 ¹ / ₁₆	1 ¹ / ₁₆	79'-5 ⁷ / ₁₆	20'-0 ⁵ / ₁₆	79'-5 ¹¹ / ₁₆	20'-0	9'-11 ³ / ₈	13 ¹³ / ₁₆	1 ⁷ / ₁₆	1 ¹¹ / ₁₆	1 ⁵ / ₈	1 ¹ / ₈	1 ¹ / ₂	1 ¹ / ₈	3 ³ / ₈	3 ³ / ₈	wa	5/ A	wb	5/ C
13G3C	98'-7 ¹ / ₈	98'-7 ¹ / ₈	3 ³ / ₁₆	3 ³ / ₁₆	48'-7 ³ / ₁₆	49'-11 ¹⁵ / ₁₆	48'-7 ³ / ₈	50'-0	1 ¹ / ₁₆	1 ¹ / ₁₆	0	78'-6 ⁷ / ₈	20'-0 ¹ / ₄	78'-7 ¹ / ₈	20'-0	9'-10 ³ / ₈	13 ¹³ / ₁₆	1 ³ / ₈	1 ⁵ / ₈	1 ¹ / ₂	1	5 ⁵ / ₁₆	5 ⁵ / ₁₆	9 ⁹ / ₁₆	7 ⁷ / ₁₆	wa	5/ E	wb	5/ C
14G4C	97'-8 ¹⁵ / ₁₆	97'-8 ¹⁵ / ₁₆	3 ³ / ₁₆	3 ³ / ₁₆	47'-9 ¹ / ₁₆	49'-11 ⁷ / ₈	47'-9 ¹ / ₄	49'-11 ¹⁵ / ₁₆	1 ¹⁵ / ₁₆	0	0	77'-8 ³ / ₄	20'-0 ³ / ₁₆	77'-9	19'-11 ¹⁵ / ₁₆	9'-9 ¹ / ₄	13 ¹³ / ₁₆	1 ³ / ₈	1 ⁹ / ₁₆	1 ⁷ / ₁₆	7 ⁷ / ₈	3 ³ / ₁₆	7 ⁷ / ₁₆	11 ¹¹ / ₁₆	1 ¹ / ₂	wa	5/ G	wb	4/ Y
15G5C	96'-11 ¹ / ₄	96'-11 ³ / ₁₆	1 ¹ / ₄	3 ³ / ₁₆	46'-11 ³ / ₈	49'-11 ¹³ / ₁₆	46'-11 ⁵ / ₈	49'-11 ⁷ / ₈	1 ¹³ / ₁₆	0	0	76'-11 ¹ / ₁₆	20'-0 ³ / ₁₆	76'-11 ¹ / ₄	19'-11 ¹⁵ / ₁₆	9'-8 ³ / ₈	13 ¹³ / ₁₆	1 ⁵ / ₁₆	1 ¹ / ₂	1 ⁵ / ₁₆	3 ³ / ₄	1 ¹ / ₁₆	9 ⁹ / ₁₆	7 ⁷ / ₈	5 ⁵ / ₈	wa	5/ J	wb	4/ Y



CAMBER DIAGRAM FOR 16G1D THRU 20G5D

MARK	TL	BL	LE	RE	WX1	LD	C1	C2	C3	C4	C5	C6	C7	C8	C9	PG/LINE
16G1D	60'-10 ¹ / ₁₆	60'-10 ⁵ / ₁₆	1 ¹ / ₄	1 ¹ / ₂	62'-4 ⁹ / ₁₆	6'-1	1 ¹ / ₂	1 ¹⁵ / ₁₆	1 ¹ / ₄	1 ⁷ / ₁₆	1 ¹ / ₂	1 ⁷ / ₁₆	1 ¹ / ₄	1 ¹⁵ / ₁₆	1 ¹ / ₂	4/ J
17G2D	59'-9 ¹¹ / ₁₆	59'-9 ⁷ / ₈	1 ¹ / ₄	7 ⁷ / ₁₆	61'-4 ¹ / ₈	5'-11 ³ / ₄	1 ¹ / ₂	7 ⁷ / ₈	1 ¹ / ₄	1 ⁷ / ₁₆	1 ¹ / ₂	1 ⁷ / ₁₆	1 ¹ / ₄	1 ¹⁵ / ₁₆	1 ¹ / ₂	4/ L
18G3D	58'-10	58'-10 ³ / ₁₆	1 ¹ / ₄	7 ⁷ / ₁₆	60'-4 ⁷ / ₁₆	5'-10 ⁵ / ₈	1 ¹ / ₂	7 ⁷ / ₈	1 ³ / ₁₆	1 ⁷ / ₁₆	1 ¹ / ₂	1 ⁷ / ₁₆	1 ¹ / ₄	7 ⁷ / ₈	1 ¹ / ₂	4/ N
19G4D	57'-10 ¹⁵ / ₁₆	57'-11 ¹ / ₁₆	1 ¹ / ₄	3 ³ / ₈	59'-5 ⁵ / ₁₆	5'-9 ¹ / ₂	1 ¹ / ₂	7 ⁷ / ₈	1 ³ / ₁₆	1 ⁷ / ₁₆	1 ⁷ / ₁₆	1 ³ / ₈	1 ³ / ₁₆	7 ⁷ / ₈	1 ¹ / ₂	4/ Q
20G5D	57'-0 ¹ / ₂	57'-0 ⁵ / ₈	1 ¹ / ₄	3 ³ / ₈	58'-6 ⁷ / ₈	5'-8 ¹ / ₂	1 ¹ / ₂	7 ⁷ / ₈	1 ³ / ₁₆	1 ³ / ₈	1 ⁷ / ₁₆	1 ³ / ₈	1 ³ / ₁₆	7 ⁷ / ₈	1 ¹ / ₂	4/ S



NOTES:
1. FOR GENERAL SHOP NOTES SEE DRAWING GNI.

DATE: 2/9/12

APPROVED BY: [Signature]

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

DATE: 2/9/12

APPROVED BY: [Signature]

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

REV.	DATE	REMARKS	DWN	CHK	APVL	SHOP
0						
MATERIAL:	SURFACE PREP. & PAINT:		HOLES:		SHOP BOLTS:	
M270-50W			AS NOTED		AS NOTED	
DESCRIPTION: CAMBER DIAGRAMS						
CASCO BAY STEEL STRUCTURES, INC. 75 SPRING HILL ROAD SACO, MAINE 04072 PHONE (207) 282-7360 FAX. (207) 282-1179						
STRUCTURE: U.S. 5 over I-91 Bridge No. 19A Putney County of Windham					DRAWN: JB	DATE: 01/04
LOCATION: Putney					CHKD: SOB	DATE: 01/08
PROJ NO. IM 091-1(3)					JOB NO. 438	DWG NO. C2
CUSTOMER: VT AOT					REV. 1	