



MARK	TL	BL	LE	RE	WX1	C1	C2	C3	C4	C5	C6	C7	C8	C9
8G1B	58'-0 $\frac{7}{16}$	57'-11 $\frac{5}{8}$	$\frac{1}{4}$	$\frac{9}{16}$	58'-6 $\frac{7}{16}$	$\frac{1}{2}$	$\frac{15}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{15}{16}$	$\frac{9}{16}$
9G2B	58'-0 $\frac{3}{8}$	57'-11 $\frac{5}{8}$	$\frac{3}{16}$	$\frac{9}{16}$	58'-6 $\frac{3}{8}$	$\frac{1}{2}$	$\frac{15}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{15}{16}$	$\frac{9}{16}$
10G3B	58'-0 $\frac{3}{8}$	57'-11 $\frac{5}{8}$	$\frac{1}{4}$	$\frac{1}{2}$	58'-6 $\frac{3}{8}$	$\frac{9}{16}$	$\frac{15}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{15}{16}$	$\frac{9}{16}$
11G4B	58'-0 $\frac{3}{8}$	57'-11 $\frac{5}{8}$	$\frac{1}{4}$	$\frac{1}{2}$	58'-6 $\frac{3}{8}$	$\frac{9}{16}$	$\frac{15}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{15}{16}$	$\frac{1}{2}$
12G5B	58'-0 $\frac{3}{8}$	57'-11 $\frac{5}{8}$	$\frac{1}{4}$	$\frac{1}{2}$	58'-6 $\frac{3}{8}$	$\frac{9}{16}$	$\frac{15}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{15}{16}$	$\frac{9}{16}$
13G6B	58'-0 $\frac{7}{16}$	57'-11 $\frac{11}{16}$	$\frac{1}{4}$	$\frac{1}{2}$	58'-6 $\frac{7}{16}$	$\frac{9}{16}$	$\frac{15}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{15}{16}$	$\frac{1}{2}$
14G7B	58'-0 $\frac{7}{16}$	57'-11 $\frac{11}{16}$	$\frac{1}{4}$	$\frac{1}{2}$	58'-6 $\frac{7}{16}$	$\frac{9}{16}$	$\frac{15}{16}$	$\frac{1}{4}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{15}{16}$	$\frac{1}{2}$

8G1B	PL $\frac{1}{8}$ x 16 x 58'-6 $\frac{7}{16}$ - ta (M270-50WT2 H2-3) 1/A
9G2B	PL $\frac{1}{8}$ x 16 x 58'-6 $\frac{3}{8}$ - ta (M270-50WT2 H2-3) 1/A
10G3B	PL $\frac{1}{8}$ x 16 x 58'-6 $\frac{3}{8}$ - ta (M270-50WT2 H2-3) 1/A
11G4B	PL $\frac{1}{8}$ x 16 x 58'-6 $\frac{3}{8}$ - ta (M270-50WT2 H2-3) 1/A
12G5B	PL $\frac{1}{8}$ x 16 x 58'-6 $\frac{3}{8}$ - ta (M270-50WT2 H2-3) 1/A
13G6B	PL $\frac{1}{8}$ x 16 x 58'-6 $\frac{7}{16}$ - ta (M270-50WT2 H2-3) 1/A
14G7B	PL $\frac{1}{8}$ x 16 x 58'-6 $\frac{7}{16}$ - ta (M270-50WT2 H2-3) 1/A

8G1B	PL $\frac{1}{8}$ x 16 x 58'-5 $\frac{5}{8}$ - ba (M270-50WT2 H2-3) 1/A
9G2B	PL $\frac{1}{8}$ x 16 x 58'-5 $\frac{5}{8}$ - ba (M270-50WT2 H2-3) 1/A
10G3B	PL $\frac{1}{8}$ x 16 x 58'-5 $\frac{5}{8}$ - ba (M270-50WT2 H2-3) 1/A
11G4B	PL $\frac{1}{8}$ x 16 x 58'-5 $\frac{5}{8}$ - ba (M270-50WT2 H2-3) 1/A
12G5B	PL $\frac{1}{8}$ x 16 x 58'-5 $\frac{5}{8}$ - ba (M270-50WT2 H2-3) 1/A
13G6B	PL $\frac{1}{8}$ x 16 x 58'-5 $\frac{11}{16}$ - ba (M270-50WT2 H2-3) 1/A
14G7B	PL $\frac{1}{8}$ x 16 x 58'-5 $\frac{11}{16}$ - ba (M270-50WT2 H2-3) 1/A

FLANGE DIAGRAM FOR 8G1B THRU 14G7B

RECEIVED
 OK'D BY *DRP* OK'D BY *aw*
 JUN 24 2009
 RESUBMIT _____ APPROVED _____
 BY *aw* DATE *7-13-09*

- NOTES:**
- FOR GENERAL NOTES SEE DWG GNI.
 - H2-3 DENOTES MATERIAL SUBJECT TO CHARPY V-NOTCH TEST AT H FREQ. FOR ZONE 2

REV.	DATE	REMARKS	DWN	CHK	APVL	SHOP
0						
MATERIAL:		SURFACE PREP. & PAINT:		HOLES:		SHOP BOLTS:
AS NOTED		SEE GNI		NONE		NONE
DESCRIPTION: CAMBER & FLANGE DIAGRAMS						
CASCO BAY STEEL STRUCTURES, INC. 75 SPRING HILL ROAD SACO, MAINE 04072 PHONE (207) 282-7360 FAX. (207) 282-1179						
STRUCTURE: VT 11 OVER BLACK RIVER BRIDGE NO. 64 SPRINGFIELD, VERMONT COUNTY OF WINDSOR				DRAWN: WJF	DATE: 06/09	
				CHKD: RLA	DATE: 06/16	
LOCATION: TOWN OF SPRINGFIELD				JOB NO.	DWG NO.	
PROJ NO. BHF 016-2(14)				406-1	C2	
CUSTOMER: COLD RIVER BRIDGES, LLC				REV.	△	

PLS. See Job 16, 2009, 02/20/09 PM - 2/20/09 10:00 AM