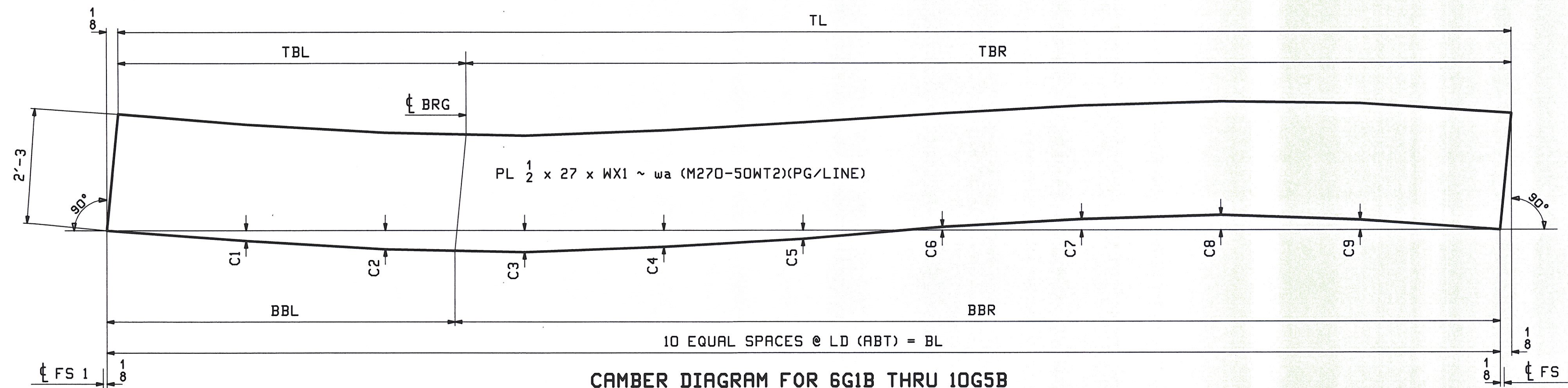


**CAMBER DIAGRAM FOR 1G1A THRU 5G5A**

MARK	TL	BL	LE	RE	WX1	LD	C1	C2	C3	C4	C5	C6	C7	C8	C9	PG/LINE
1G1A	55'-6 $\frac{11}{16}$	55'-6 $\frac{5}{16}$	1 $\frac{1}{8}$	1 $\frac{1}{4}$	56'-3 $\frac{11}{16}$	5'-6 $\frac{5}{8}$	11 $\frac{1}{16}$	13 $\frac{3}{16}$	11 $\frac{9}{16}$	13 $\frac{3}{16}$	13 $\frac{13}{16}$	13 $\frac{3}{16}$	12 $\frac{1}{2}$	11 $\frac{1}{8}$	5 $\frac{5}{8}$	4 / A
2G2A	59'-1 $\frac{7}{16}$	59'-1 $\frac{1}{8}$	1 $\frac{1}{16}$	1 $\frac{1}{4}$	59'-10 $\frac{7}{16}$	5'-10 $\frac{15}{16}$	11 $\frac{1}{16}$	14 $\frac{1}{4}$	11 $\frac{11}{16}$	11 $\frac{15}{16}$	21 $\frac{1}{16}$	17 $\frac{7}{8}$	15 $\frac{5}{8}$	13 $\frac{3}{16}$	5 $\frac{5}{8}$	3 / S
3G3A	58'-8 $\frac{3}{8}$	58'-8	1 $\frac{1}{8}$	1 $\frac{1}{4}$	59'-5 $\frac{3}{8}$	5'-10 $\frac{7}{16}$	11 $\frac{1}{16}$	15 $\frac{1}{16}$	11 $\frac{11}{16}$	2	21 $\frac{1}{16}$	15 $\frac{15}{16}$	15 $\frac{5}{8}$	13 $\frac{3}{16}$	5 $\frac{5}{8}$	3 / U
4G4A	58'-3 $\frac{1}{2}$	58'-3 $\frac{1}{8}$	1 $\frac{1}{8}$	1 $\frac{1}{4}$	59'-0 $\frac{1}{2}$	5'-9 $\frac{15}{16}$	3 $\frac{3}{4}$	13 $\frac{3}{8}$	13 $\frac{3}{4}$	2	21 $\frac{1}{8}$	2	11 $\frac{11}{16}$	13 $\frac{3}{16}$	5 $\frac{5}{8}$	3 / W
5G5A	53'-10 $\frac{13}{16}$	53'-10 $\frac{3}{8}$	1 $\frac{1}{8}$	5 $\frac{5}{16}$	54'-7 $\frac{13}{16}$	5'-4 $\frac{5}{8}$	11 $\frac{1}{16}$	14 $\frac{1}{4}$	11 $\frac{11}{16}$	17 $\frac{7}{8}$	2	17 $\frac{7}{8}$	15 $\frac{5}{8}$	14 $\frac{1}{4}$	11 $\frac{1}{16}$	4 / C

NOTE: PLEASE VERIFY THAT RESIDUAL CAMBER IS INCLUDED.



**CAMBER DIAGRAM FOR 6G1B THRU 10G5B**

MARK	TL	BL	WX1	TBL	TBR	BBL	BBR	LD	C1	C2	C3	C4	C5	C6	C7	C8	C9	PG/LINE
6G1B	72'-4 $\frac{3}{16}$	72'-4 $\frac{3}{16}$	72'-4 $\frac{5}{16}$	18'-11 $\frac{13}{16}$	53'-4 $\frac{3}{8}$	18'-11 $\frac{7}{8}$	53'-4 $\frac{5}{16}$	7'-2 $\frac{13}{16}$	7 $\frac{7}{16}$	3 $\frac{3}{4}$	7 $\frac{7}{8}$	11 $\frac{11}{16}$	3 $\frac{3}{8}$	0	5 $\frac{5}{16}$	1 $\frac{1}{2}$	7 $\frac{7}{16}$	4 / G
7G2B	70'-8 $\frac{3}{16}$	70'-8 $\frac{3}{16}$	70'-8 $\frac{5}{16}$	14'-11 $\frac{13}{16}$	55'-8 $\frac{3}{8}$	14'-11 $\frac{7}{8}$	55'-8 $\frac{5}{16}$	7'-0 $\frac{13}{16}$	7 $\frac{7}{16}$	3 $\frac{3}{4}$	11 $\frac{11}{16}$	7 $\frac{7}{16}$	0	3 $\frac{3}{8}$	9 $\frac{9}{16}$	5 $\frac{5}{8}$	7 $\frac{7}{16}$	4 / J
8G3B	70'-0 $\frac{5}{8}$	70'-0 $\frac{5}{8}$	70'-0 $\frac{3}{4}$	14'-11 $\frac{13}{16}$	55'-0 $\frac{13}{16}$	14'-11 $\frac{7}{8}$	55'-0 $\frac{3}{4}$	7'-0 $\frac{1}{16}$	7 $\frac{7}{16}$	13 $\frac{13}{16}$	3 $\frac{3}{4}$	9 $\frac{9}{16}$	3 $\frac{3}{16}$	1 $\frac{1}{4}$	9 $\frac{9}{16}$	9 $\frac{9}{16}$	3 $\frac{3}{8}$	4 / L
9G4B	66'-5 $\frac{7}{16}$	66'-5 $\frac{7}{16}$	66'-5 $\frac{9}{16}$	14'-11 $\frac{13}{16}$	51'-5 $\frac{5}{8}$	14'-11 $\frac{7}{8}$	51'-5 $\frac{9}{16}$	6'-7 $\frac{3}{4}$	3 $\frac{3}{8}$	13 $\frac{13}{16}$	13 $\frac{13}{16}$	5 $\frac{5}{8}$	3 $\frac{3}{8}$	0	1 $\frac{1}{4}$	7 $\frac{7}{16}$	3 $\frac{3}{8}$	4 / N
10G5B	72'-10 $\frac{9}{16}$	72'-10 $\frac{9}{16}$	72'-10 $\frac{11}{16}$	18'-11 $\frac{13}{16}$	53'-10 $\frac{3}{4}$	18'-11 $\frac{7}{8}$	53'-10 $\frac{11}{16}$	7'-3 $\frac{7}{16}$	9 $\frac{9}{16}$	1	1 $\frac{1}{8}$	15 $\frac{15}{16}$	1 $\frac{1}{2}$	0	1 $\frac{1}{4}$	7 $\frac{7}{16}$	3 $\frac{3}{8}$	4 / E

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

REV.	DATE	REMARKS	DWN	CHK	APVL	SHOP
0						
MATERIAL:		SURFACE PREP. & PAINT:		HOLES:		SHOP BOLTS:
				AS NOTED		AS NOTED
DESCRIPTION: WEB CUTTING DIAGRAMS						
CASCO BAY STEEL STRUCTURES, INC. 1 WALLACE AVE. PHONE (207) 780-6722 SOUTH PORTLAND, ME 04106 FAX. (207) 780-6726						
STRUCTURE: THETFORD VT. RTE 132 OVER THE WEST BRANCH OF OMPOMPANOOSUC RIVER			DRAWN:	DATE:		
			WL	04/21		
			CHKD:	DATE:		
			RLA	04/23		
LOCATION: THETFORD, VT			JOB NO.	DWG NO.		
PROJ NO. BHF 0177(9)			518	C1		
CUSTOMER: A.L. ST. ONGE CONTRACTING			REV.	△		