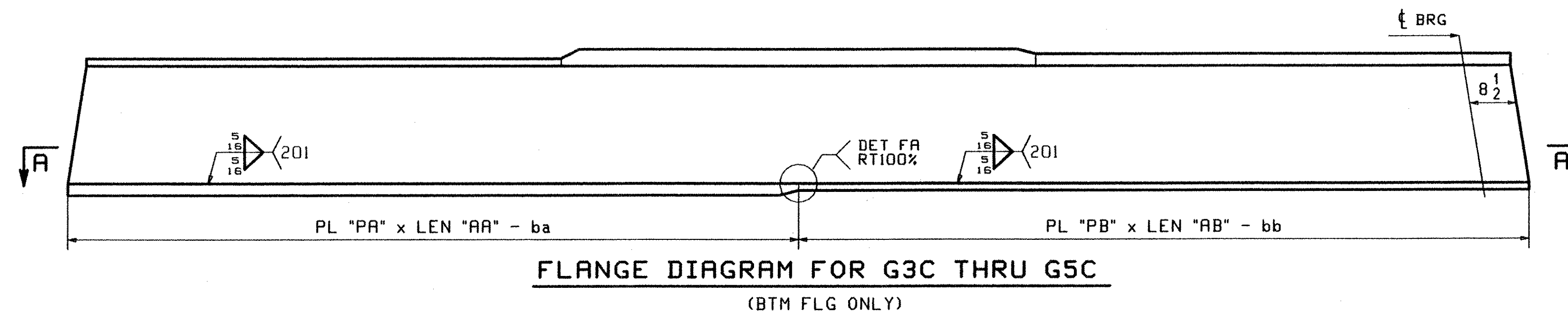


SECTION A-A

LOCATION	RAD	ARC	CHD	AA	AB	EA	AI	A2	A4	CA	BI	B2	B4	CB	ECL	WL1	WL2	HDI	PL PA (M270-50WT2)	PL PB (M270-50WT2)
G3C BTM FLG	1273.24	81'-8 <sup>3</sup> / <sub>4</sub>	81'-8 <sup>9</sup> / <sub>16</sub>	40'-0 <sup>15</sup> / <sub>16</sub>	41'-7 <sup>13</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>16</sub>	10'-0 <sup>1</sup> / <sub>4</sub>	40'-0 <sup>15</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>16</sub>	1 <sup>9</sup> / <sub>16</sub>	10'-4 <sup>15</sup> / <sub>16</sub>	41'-7 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>8</sub>	40'-0 <sup>7</sup> / <sub>8</sub>	41'-7 <sup>11</sup> / <sub>16</sub>	7 <sup>7</sup> / <sub>8</sub>	PL 1 <sup>1</sup> / <sub>4</sub> x 22 -ba (H2-3) (1/W)	PL 1 x 16 -bb (H2-3) (3/J)
G4C BTM FLG	1282.49	76'-10 <sup>3</sup> / <sub>8</sub>	76'-10 <sup>1</sup> / <sub>4</sub>	35'-2 <sup>15</sup> / <sub>16</sub>	41'-7 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	8'-9 <sup>3</sup> / <sub>4</sub>	35'-2 <sup>15</sup> / <sub>16</sub>	2	1 <sup>1</sup> / <sub>2</sub>	10'-4 <sup>7</sup> / <sub>8</sub>	41'-7 <sup>7</sup> / <sub>16</sub>	5 <sup>5</sup> / <sub>16</sub>	35'-2 <sup>7</sup> / <sub>8</sub>	41'-7 <sup>3</sup> / <sub>8</sub>	6 <sup>7</sup> / <sub>8</sub>	PL 1 <sup>1</sup> / <sub>4</sub> x 22 -ba (H2-3) (2/C)	PL 1 x 16 -bb (H2-3) (3/J)
G5C BTM FLG	1291.74	73'-4 <sup>1</sup> / <sub>4</sub>	73'-4 <sup>1</sup> / <sub>8</sub>	34'-8 <sup>15</sup> / <sub>16</sub>	38'-7 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>16</sub>	8'-8 <sup>1</sup> / <sub>4</sub>	34'-8 <sup>15</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>5</sup> / <sub>16</sub>	9'-7 <sup>13</sup> / <sub>16</sub>	38'-7 <sup>5</sup> / <sub>16</sub>	5 <sup>5</sup> / <sub>16</sub>	34'-8 <sup>7</sup> / <sub>8</sub>	38'-7 <sup>1</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>4</sub>	PL 1 <sup>1</sup> / <sub>4</sub> x 22 -ba (H2-3) (2/E)	PL 1 x 16 -bb (H2-3) (3/N)



RECEIVED  
 OK'D BY DV OK'D BY \_\_\_\_\_  
 AUG 26 2002  
 RESUBMIT APPROVED ✓  
 BY R24 DATE 9-17-02

OUT FOR APPROVAL	8-23-02																					
OUT FOR APPROVAL																						
ISSUED TO SHOP																						
FIELD & OFFICE																						
REV.	REMARKS	DATE	DWN	CHK	APP	Q.A.	NO.	DIA.	LGT	TYPE	WASHER											
MATERIAL:	M270-50W	ELECTRODES:		HOLES:		SHOP BOLTS:																
SURFACE PREP. & PAINT: -STEEL WITHIN 10'-0" ENDS OF GIRDERS SHALL BE PAINTED (SEE GNI) -ALL OTHER STEEL SHALL BE BLAST CLEANED AND LEFT UNPAINTED.																						
DESCRIPTION:	FLANGE DIAGRAM "C" GIRDERS	DRAWN BY	ATD	DATE	08/07																	
JOB:	VT RTE 9 OVER THE DEERFIELD RIVER	CHKD BY	DO	DATE	08/09																	
	BRIDGE NO. 25	APPROV BY																				
	SEARSBURG, VERMONT	SUPERVISOR	W. J. GATTI																			
	CONTRACTOR: J.A. McDONALD	Q.A.																				
PROJ NO.	PROJ. NHF 010-1(18)																					
CUSTOMER:	VERMONT AGENCY OF TRANSPORTATION																					
CASCO BAY STEEL STRUCTURES, INC.		JOB NO.	165	DRG. NO.	F 4																	
75 SPRING HILL ROAD		SACO, MAINE 04072																				
PHONE (207) 282-7360		FAX. (207) 282-1179																				

- NOTES:
- FOR GENERAL NOTES, WELD DETAIL FA & FLG WIDTH TRANSITION WT SEE SHT. GNI.
  - TRIM FLANGES AFTER WELDING TO WEB.
  - H2-3 DENOTES MATERIAL SUBJECT TO CHARPY V-NOTCH TEST AT H FREQ. FOR ZONE 2 OF 15lbs @ 40 °F