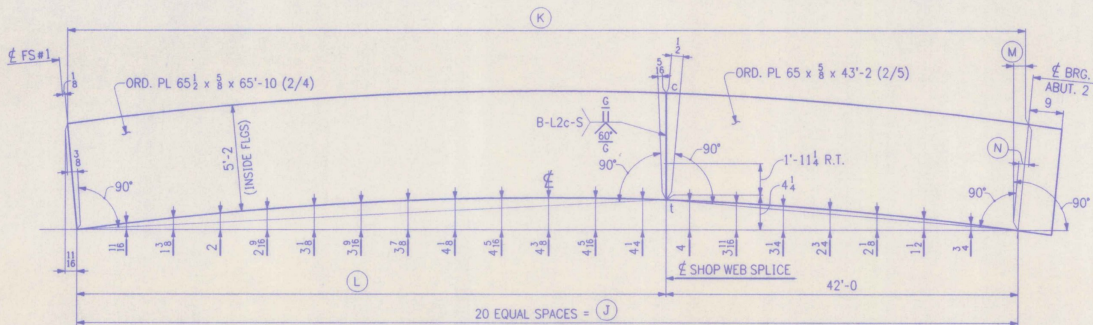


CAMBER DIAGRAM FOR G1A THRU G6A

MARK	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
G1A	150'-0 <sup>1</sup> / <sub>16</sub>	119'-11 <sup>7</sup> / <sub>16</sub>	30'-0 <sup>1</sup> / <sub>16</sub>	62'-0 <sup>1</sup> / <sub>16</sub>	149'-10 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	1 <sup>5</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>9</sup> / <sub>16</sub>	1 <sup>11</sup> / <sub>16</sub>	1 <sup>13</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>16</sub>	2	1 <sup>15</sup> / <sub>16</sub>	1 <sup>17</sup> / <sub>16</sub>	1 <sup>19</sup> / <sub>16</sub>	1 <sup>21</sup> / <sub>16</sub>	1 <sup>23</sup> / <sub>16</sub>	1 <sup>25</sup> / <sub>16</sub>	1 <sup>27</sup> / <sub>16</sub>	0	1 <sup>29</sup> / <sub>16</sub>	1 <sup>31</sup> / <sub>16</sub>	1 <sup>33</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>16</sub>	1 <sup>35</sup> / <sub>16</sub>
G2A	150'-0 <sup>1</sup> / <sub>16</sub>	120'-0	30'-0 <sup>1</sup> / <sub>16</sub>	62'-0 <sup>3</sup> / <sub>16</sub>	149'-10 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	1 <sup>5</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>9</sup> / <sub>16</sub>	1 <sup>11</sup> / <sub>16</sub>	1 <sup>13</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>16</sub>	2 <sup>5</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>16</sub>	2 <sup>9</sup> / <sub>16</sub>	2 <sup>11</sup> / <sub>16</sub>	2 <sup>13</sup> / <sub>16</sub>	2 <sup>15</sup> / <sub>16</sub>	2 <sup>17</sup> / <sub>16</sub>	2 <sup>19</sup> / <sub>16</sub>	0	2 <sup>21</sup> / <sub>16</sub>	2 <sup>23</sup> / <sub>16</sub>	2 <sup>25</sup> / <sub>16</sub>	2 <sup>27</sup> / <sub>16</sub>	2 <sup>29</sup> / <sub>16</sub>
G3A	150'-0 <sup>1</sup> / <sub>16</sub>	120'-0 <sup>1</sup> / <sub>16</sub>	30'-0 <sup>1</sup> / <sub>16</sub>	62'-0 <sup>1</sup> / <sub>16</sub>	149'-10 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	1 <sup>5</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>9</sup> / <sub>16</sub>	1 <sup>11</sup> / <sub>16</sub>	1 <sup>13</sup> / <sub>16</sub>	2	2 <sup>1</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>16</sub>	2 <sup>5</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>16</sub>	2 <sup>9</sup> / <sub>16</sub>	2 <sup>11</sup> / <sub>16</sub>	2 <sup>13</sup> / <sub>16</sub>	2 <sup>15</sup> / <sub>16</sub>	2 <sup>17</sup> / <sub>16</sub>	0	2 <sup>19</sup> / <sub>16</sub>	2 <sup>21</sup> / <sub>16</sub>	2 <sup>23</sup> / <sub>16</sub>	2 <sup>25</sup> / <sub>16</sub>	2 <sup>27</sup> / <sub>16</sub>
G4A	150'-0 <sup>1</sup> / <sub>16</sub>	120'-0 <sup>1</sup> / <sub>16</sub>	30'-0 <sup>1</sup> / <sub>16</sub>	62'-0 <sup>1</sup> / <sub>16</sub>	149'-10 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	1 <sup>5</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>9</sup> / <sub>16</sub>	1 <sup>11</sup> / <sub>16</sub>	1 <sup>13</sup> / <sub>16</sub>	2	2 <sup>1</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>16</sub>	2 <sup>5</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>16</sub>	2 <sup>9</sup> / <sub>16</sub>	2 <sup>11</sup> / <sub>16</sub>	2 <sup>13</sup> / <sub>16</sub>	2 <sup>15</sup> / <sub>16</sub>	2 <sup>17</sup> / <sub>16</sub>	0	2 <sup>19</sup> / <sub>16</sub>	2 <sup>21</sup> / <sub>16</sub>	2 <sup>23</sup> / <sub>16</sub>	2 <sup>25</sup> / <sub>16</sub>	2 <sup>27</sup> / <sub>16</sub>
G5A	150'-0 <sup>1</sup> / <sub>16</sub>	120'-0 <sup>1</sup> / <sub>16</sub>	30'-0 <sup>1</sup> / <sub>16</sub>	62'-0 <sup>1</sup> / <sub>16</sub>	149'-10 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	1 <sup>5</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>9</sup> / <sub>16</sub>	1 <sup>11</sup> / <sub>16</sub>	1 <sup>13</sup> / <sub>16</sub>	2	2 <sup>1</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>16</sub>	2 <sup>5</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>16</sub>	2 <sup>9</sup> / <sub>16</sub>	2 <sup>11</sup> / <sub>16</sub>	2 <sup>13</sup> / <sub>16</sub>	2 <sup>15</sup> / <sub>16</sub>	2 <sup>17</sup> / <sub>16</sub>	0	2 <sup>19</sup> / <sub>16</sub>	2 <sup>21</sup> / <sub>16</sub>	2 <sup>23</sup> / <sub>16</sub>	2 <sup>25</sup> / <sub>16</sub>	2 <sup>27</sup> / <sub>16</sub>
G6A	150'-0 <sup>1</sup> / <sub>16</sub>	120'-0 <sup>1</sup> / <sub>2</sub>	30'-0 <sup>1</sup> / <sub>16</sub>	62'-0 <sup>1</sup> / <sub>16</sub>	149'-10 <sup>3</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>16</sub>	2 <sup>5</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>16</sub>	2 <sup>9</sup> / <sub>16</sub>	2 <sup>11</sup> / <sub>16</sub>	2 <sup>13</sup> / <sub>16</sub>	2 <sup>15</sup> / <sub>16</sub>	2 <sup>17</sup> / <sub>16</sub>	2 <sup>19</sup> / <sub>16</sub>	2 <sup>21</sup> / <sub>16</sub>	2	2 <sup>23</sup> / <sub>16</sub>	2 <sup>25</sup> / <sub>16</sub>	2 <sup>27</sup> / <sub>16</sub>	2 <sup>29</sup> / <sub>16</sub>	3	0	3 <sup>1</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>16</sub>	3 <sup>5</sup> / <sub>16</sub>	3 <sup>7</sup> / <sub>16</sub>	3 <sup>9</sup> / <sub>16</sub>



CAMBER DIAGRAM FOR G1B THRU G6B

MARK	(J)	(K)	(L)	(M)	(N)
G1B	107'-5 <sup>3</sup> / <sub>16</sub>	107'-8 <sup>1</sup> / <sub>16</sub>	65'-5 <sup>3</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>
G2B	107'-5 <sup>13</sup> / <sub>16</sub>	107'-8 <sup>3</sup> / <sub>8</sub>	65'-5 <sup>13</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>
G3B	107'-5 <sup>9</sup> / <sub>16</sub>	107'-8 <sup>3</sup> / <sub>8</sub>	65'-5 <sup>9</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>16</sub>	1 <sup>9</sup> / <sub>16</sub>
G4B	107'-6	107'-8 <sup>3</sup> / <sub>8</sub>	65'-6	2 <sup>3</sup> / <sub>16</sub>	1 <sup>11</sup> / <sub>16</sub>
G5B	107'-6 <sup>1</sup> / <sub>16</sub>	107'-9 <sup>1</sup> / <sub>16</sub>	65'-6 <sup>1</sup> / <sub>16</sub>	2 <sup>5</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>
G6B	107'-6 <sup>1</sup> / <sub>16</sub>	107'-9 <sup>3</sup> / <sub>16</sub>	65'-6 <sup>1</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>16</sub>	2

- NOTES:
- FOR GENERAL SHOP NOTES SEE DRAWING N1.
  - THE LETTERS "t" & "c" AT WEB SPLICES INDICATE TENSION AND COMPRESSION REGIONS OF SPLICES RESPECTIVELY.
  - R.T. DEPTH ON WEB PLATE SPLICES INCLUDES 1/6 OF THE WEB DEPTH PLUS 25% OF THE REMAINDER TO BE RADIOGRAPHICALLY TESTED.
  - ALL WEB PLATES REQUIRE CHARPY V-NOTCH TEST.

**SHOP DRAWING REVIEW**

REVIEWED FOR GENERAL COMPLIANCE WITH CONTRACT DOCUMENTS AND RESPONSIBILITY OF APPLICANT FOR COMPLETION OF CONTRACT AS SHOWN THEREON.

DATE: 11/11/11 BY: JAS

Barrett and Smith, Inc.  
100 North Street  
Rutland, Vermont 05701

NO.	REVISION	DATE

HIGH STEEL STRUCTURES, INC. 1770 Hempstead Road  
Lancaster, PA 17608-0008  
Phone 717/299-5211  
A Division of High Industries, Inc.

**WEB CAMBER DIAGRAMS**  
U.S. ROUTE 7 OVER OTTER CREEK  
BRIDGE NO. 79  
TOWN OF WALLINGFORD, COUNTY OF RUTLAND  
STATE OF VERMONT  
AGENCY OF TRANSPORTATION

STATE CONTRACT PROJECT NO. BRS-0137(13)  
OR REF. NO.

CONTRACTOR: J. A. McDONALD, INC.  
IN CHARGE: gbs MADE: LD 1-18 CHK'D: [initials] DATE: 1-23-98  
CONTRACT NUMBER: VT-95367 DRAWING NUMBER: WC1