



BOTTOM POINTS															
GIRDER LINE "G1"				GIRDER LINE "G2"				GIRDER LINE "G3"				GIRDER LINE "G4"			
POINT	OFFSET	ALONG BL	ELEV	POINT	OFFSET	ALONG BL	ELEV	POINT	OFFSET	ALONG BL	ELEV	POINT	OFFSET	ALONG BL	ELEV
254	0	0	1'-0	253	8'-11 <sup>5</sup> / <sub>16</sub>	*-1'-0 <sup>1</sup> / <sub>8</sub>	1'-4 <sup>5</sup> / <sub>16</sub>	252	17'-10 <sup>5</sup> / <sub>8</sub>	*-2'-0 <sup>1</sup> / <sub>4</sub>	1'-8 <sup>5</sup> / <sub>8</sub>	251	26'-9 <sup>15</sup> / <sub>16</sub>	*-3'-0 <sup>3</sup> / <sub>8</sub>	2'-0 <sup>15</sup> / <sub>16</sub>
282	3'-9 <sup>3</sup> / <sub>8</sub>	47'-8 <sup>7</sup> / <sub>16</sub>	1'-11 <sup>5</sup> / <sub>16</sub>	281	12'-9 <sup>1</sup> / <sub>4</sub>	47'-3 <sup>1</sup> / <sub>2</sub>	2'-3 <sup>3</sup> / <sub>4</sub>	280	21'-9 <sup>1</sup> / <sub>8</sub>	46'-10 <sup>9</sup> / <sub>16</sub>	2'-8 <sup>3</sup> / <sub>16</sub>	279	30'-9	46'-5 <sup>5</sup> / <sub>8</sub>	3'-0 <sup>1</sup> / <sub>2</sub>
266	4'-6	74'-3 <sup>3</sup> / <sub>8</sub>	2'-2 <sup>1</sup> / <sub>4</sub>	265	13'-6	74'-3 <sup>3</sup> / <sub>8</sub>	2'-6 <sup>9</sup> / <sub>16</sub>	264	22'-6	74'-3 <sup>3</sup> / <sub>8</sub>	2'-10 <sup>15</sup> / <sub>16</sub>	263	31'-6	74'-3 <sup>3</sup> / <sub>8</sub>	3'-3 <sup>1</sup> / <sub>4</sub>
258	4'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	2'-2 <sup>13</sup> / <sub>16</sub>	257	13'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	2'-7 <sup>1</sup> / <sub>8</sub>	256	22'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	2'-11 <sup>7</sup> / <sub>16</sub>	255	31'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	3'-3 <sup>13</sup> / <sub>16</sub>
270	4'-6	86'-3 <sup>3</sup> / <sub>8</sub>	2'-3 <sup>1</sup> / <sub>2</sub>	269	13'-6	86'-3 <sup>3</sup> / <sub>8</sub>	2'-7 <sup>13</sup> / <sub>16</sub>	268	22'-6	86'-3 <sup>3</sup> / <sub>8</sub>	3'-0 <sup>1</sup> / <sub>8</sub>	267	31'-6	86'-3 <sup>3</sup> / <sub>8</sub>	3'-4 <sup>7</sup> / <sub>16</sub>
294	3'-9 <sup>3</sup> / <sub>8</sub>	112'-10 <sup>5</sup> / <sub>16</sub>	2'-6	293	12'-9 <sup>1</sup> / <sub>4</sub>	113'-3 <sup>1</sup> / <sub>4</sub>	2'-10 <sup>1</sup> / <sub>2</sub>	292	21'-9 <sup>1</sup> / <sub>8</sub>	113'-8 <sup>3</sup> / <sub>16</sub>	3'-2 <sup>7</sup> / <sub>8</sub>	291	30'-9	114'-1 <sup>1</sup> / <sub>8</sub>	3'-7 <sup>3</sup> / <sub>16</sub>
262	0	160'-6 <sup>3</sup> / <sub>4</sub>	2'-4 <sup>11</sup> / <sub>16</sub>	261	8'-11 <sup>5</sup> / <sub>16</sub>	161'-6 <sup>7</sup> / <sub>8</sub>	2'-9	260	17'-10 <sup>5</sup> / <sub>8</sub>	162'-7	3'-1 <sup>5</sup> / <sub>16</sub>	259	26'-9 <sup>15</sup> / <sub>16</sub>	163'-7 <sup>1</sup> / <sub>8</sub>	3'-5 <sup>11</sup> / <sub>16</sub>

TOP POINTS															
GIRDER LINE "G1"				GIRDER LINE "G2"				GIRDER LINE "G3"				GIRDER LINE "G4"			
POINT	OFFSET	ALONG BL	ELEV	POINT	OFFSET	ALONG BL	ELEV	POINT	OFFSET	ALONG BL	ELEV	POINT	OFFSET	ALONG BL	ELEV
54	0	*-1 <sup>1</sup> / <sub>8</sub>	3'-6	53	8'-11 <sup>5</sup> / <sub>16</sub>	*-1'-0 <sup>1</sup> / <sub>4</sub>	3'-10 <sup>5</sup> / <sub>16</sub>	52	17'-10 <sup>5</sup> / <sub>8</sub>	*-2'-0 <sup>7</sup> / <sub>16</sub>	4'-2 <sup>5</sup> / <sub>8</sub>	51	26'-9 <sup>15</sup> / <sub>16</sub>	*-3'-0 <sup>9</sup> / <sub>16</sub>	4'-6 <sup>15</sup> / <sub>16</sub>
82	3'-9 <sup>3</sup> / <sub>8</sub>	47'-8 <sup>7</sup> / <sub>16</sub>	4'-5 <sup>5</sup> / <sub>16</sub>	81	12'-9 <sup>1</sup> / <sub>4</sub>	47'-3 <sup>1</sup> / <sub>8</sub>	4'-9 <sup>3</sup> / <sub>4</sub>	80	21'-9 <sup>1</sup> / <sub>8</sub>	46'-10 <sup>1</sup> / <sub>4</sub>	5'-2 <sup>3</sup> / <sub>16</sub>	79	30'-9	46'-5 <sup>5</sup> / <sub>16</sub>	5'-6 <sup>1</sup> / <sub>2</sub>
66	4'-6	74'-3 <sup>1</sup> / <sub>8</sub>	4'-8 <sup>1</sup> / <sub>4</sub>	65	13'-6	74'-3 <sup>1</sup> / <sub>8</sub>	5'-0 <sup>9</sup> / <sub>16</sub>	64	22'-6	74'-3 <sup>1</sup> / <sub>8</sub>	5'-4 <sup>15</sup> / <sub>16</sub>	63	31'-6	74'-3 <sup>1</sup> / <sub>8</sub>	5'-9 <sup>1</sup> / <sub>4</sub>
58	4'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	4'-8 <sup>13</sup> / <sub>16</sub>	57	13'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	5'-1 <sup>1</sup> / <sub>8</sub>	56	22'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	5'-5 <sup>7</sup> / <sub>16</sub>	55	31'-6 <sup>1</sup> / <sub>4</sub>	80'-3 <sup>3</sup> / <sub>8</sub>	5'-9 <sup>13</sup> / <sub>16</sub>
70	4'-6	86'-3 <sup>1</sup> / <sub>8</sub>	4'-9 <sup>1</sup> / <sub>2</sub>	69	13'-6	86'-3 <sup>1</sup> / <sub>8</sub>	5'-1 <sup>13</sup> / <sub>16</sub>	68	22'-6	86'-3 <sup>1</sup> / <sub>8</sub>	5'-6 <sup>1</sup> / <sub>8</sub>	67	31'-6	86'-3 <sup>1</sup> / <sub>8</sub>	5'-10 <sup>7</sup> / <sub>16</sub>
94	3'-9 <sup>3</sup> / <sub>8</sub>	112'-10 <sup>3</sup> / <sub>16</sub>	5'-0	93	12'-9 <sup>1</sup> / <sub>4</sub>	113'-3 <sup>1</sup> / <sub>16</sub>	5'-4 <sup>1</sup> / <sub>2</sub>	92	21'-9 <sup>1</sup> / <sub>8</sub>	113'-8	5'-8 <sup>7</sup> / <sub>8</sub>	91	30'-9 <sup>1</sup> / <sub>16</sub>	114'-0 <sup>15</sup> / <sub>16</sub>	6'-1 <sup>3</sup> / <sub>16</sub>
62	0	160'-6 <sup>7</sup> / <sub>8</sub>	4'-10 <sup>11</sup> / <sub>16</sub>	61	8'-11 <sup>5</sup> / <sub>16</sub>	161'-7	5'-3	60	17'-10 <sup>5</sup> / <sub>8</sub>	162'-7 <sup>3</sup> / <sub>16</sub>	5'-7 <sup>5</sup> / <sub>16</sub>	59	26'-9 <sup>15</sup> / <sub>16</sub>	163'-7 <sup>5</sup> / <sub>16</sub>	5'-11 <sup>11</sup> / <sub>16</sub>

DESCRIPTION: SHOP ASSEMBLY

**Casco Bay Steel Structures, Inc.**  
 1 WALLACE AVE. PHONE (207) 780-6722  
 SOUTH PORTLAND, ME 04106 FAX. (207) 780-6726

STRUCTURE: TH-2 (RIVER ROAD) BRIDGE #10 COUNTY OF ADDISON

LOCATION: TOWN OF NEW HAVEN, VT

PROJ NO. BRF 0183 (1)

CUSTOMER: CCS CONSTRUCTORS, INC.

DATE: 10/23

DATE: 10/27

JOB NO. 645

DWG NO. SA1

REV.	DATE	REMARKS	DMN	CHK	APVL	SHOP
0						
MATERIAL:		SURFACE PREP. & PAINT:		HOLES:		SHOP BOLTS:

1/2" = 1' - 0" (VERTICAL SCALE)  
 1" = 10' (HORIZONTAL SCALE)  
 10/23/2010  
 10/23/2010