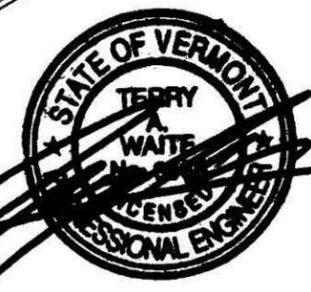


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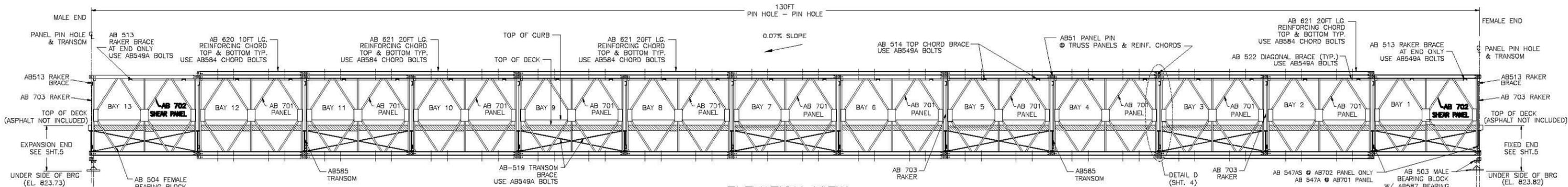
SHEET	DESCRIPTIONS
1	BRIDGE ISOMETRIC VIEW
2	GENERAL PLAN & ELEVATION
3	CROSS SECTION & END OF BRIDGE DETAIL
4	TYPICAL BRIDGE DETAILS
5	BEARING LAYOUT

ISOMETRIC VIEW

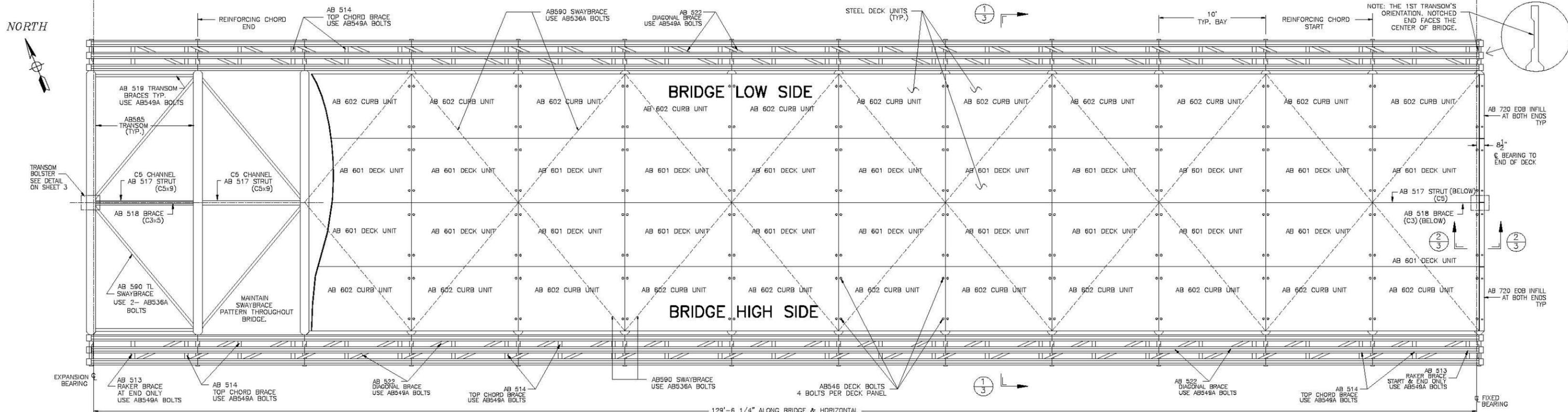


ACROW 700XS PANEL BRIDGE
 ISOMETRIC VIEW
 TWO LANE 24FT WIDE BRIDGE TSR3
 VAOT - RTG 73 AT RTE 100
 ROCHESTER, VT
 CONTRACTOR: SCHULTZ CONSTRUCTION, INC.
 BALLSTON SPA, NY

DATE: MARCH 4, 2014
 DRAWING NO. AB1653
 SHT. 1 OF 5



ELEVATION VIEW
SCALE: 1"=1'



PLAN VIEW

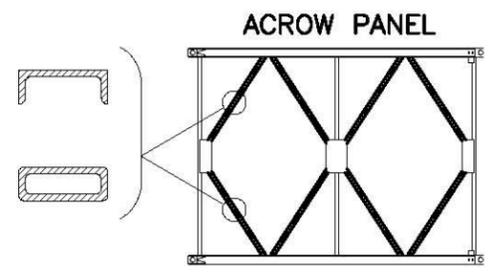
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BRIDGE BOLTS				
BOLT	NAME	DIA Ø	UNDER HEAD LENGTH ±1/8"	TORQUE (FT/LBS)
AB549A	SHORT BRACE BOLT	1"	2-5/8"	450
AB548A	LONG RAKER BOLT	1"	3-7/8"	450
AB547AS	TRANSOM SHEAR BOLT	1"	5-1/2"	450
AB547A	TRANSOM BOLT	1"	4-1/8"	450
AB546	DECK T BOLT	3/4"	N/A	110
AB536A	BRACE BOLT	1"	3-3/8"	450
AB584	CHORD BOLT	1-1/4"	3-1/2"	650

SHAPE OF DIAGONALS

AB701 PANELS - CHANNELS

AB702 PANELS - TUBES



SEAL

STATE OF VERMONT
TERRY A. WAITE
LICENSED PROFESSIONAL ENGINEER

AC SP APPR. BY

1 2/14/14 1% SLOPE IN BEARINGS AC BY DESCRIPTION

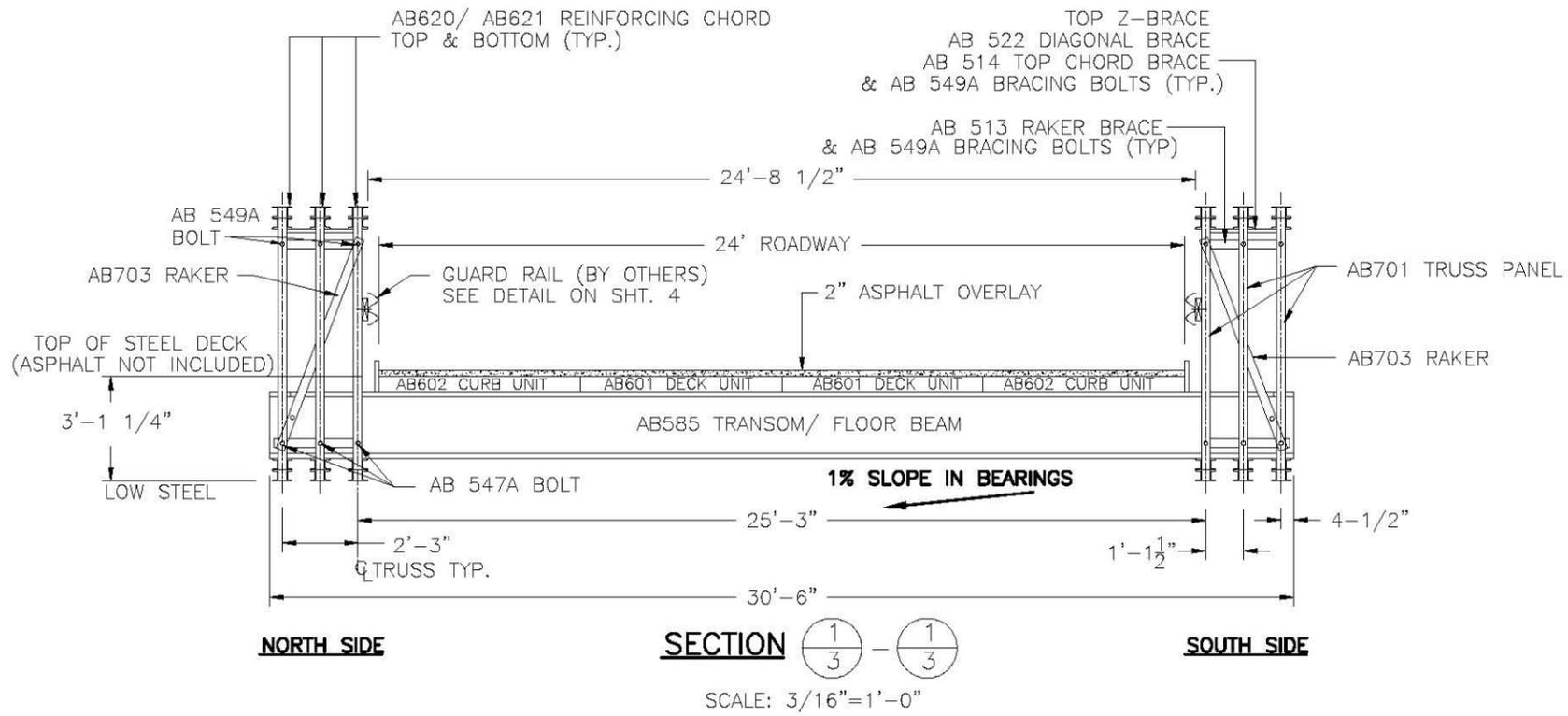
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Acrow Corporation of America
181 New Road, Parsippany, NJ 07054

ACROW 700XS PANEL BRIDGE
PLAN & ELEVATION
130FT x 2 LANE 24FT TSR3 BRIDGE
VAOT - RTG73 AT RTE 100
ROCHESTER, VT

DRAWN BY AC DATE MARCH 4, 2014 CONTRACT NO.
CHECKED BY ZW
APPROVED BY SP SCALE: AS SHOWN

SCHULTZ CONSTRUCTION, INC.
BALLSTON SPA, NY

DRAWING NO. AB1653
REV. 1
SHT 2 OF 5



GENERAL NOTES

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FOURTH EDITION, 2007 AND CURRENT ADDENDUMS.

LIVE LOAD

HL-93

DEAD LOAD

2" ASPHALT OVERLAY

BRIDGE

(A) PANEL CHORDS, DIAGONALS & VERTICALS, PANEL REINFORCING CHORDS, RAKER
AASHTO M223 Gd 65

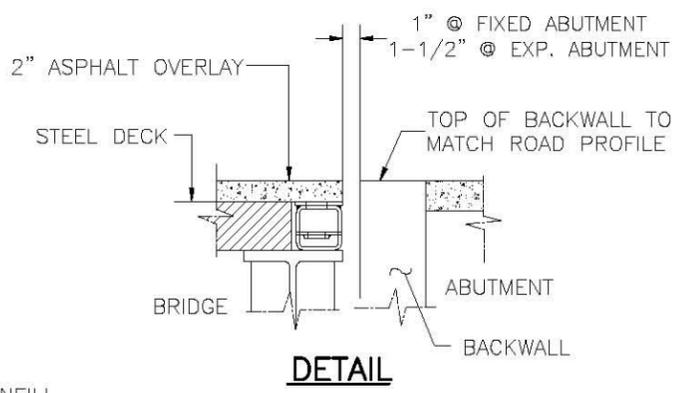
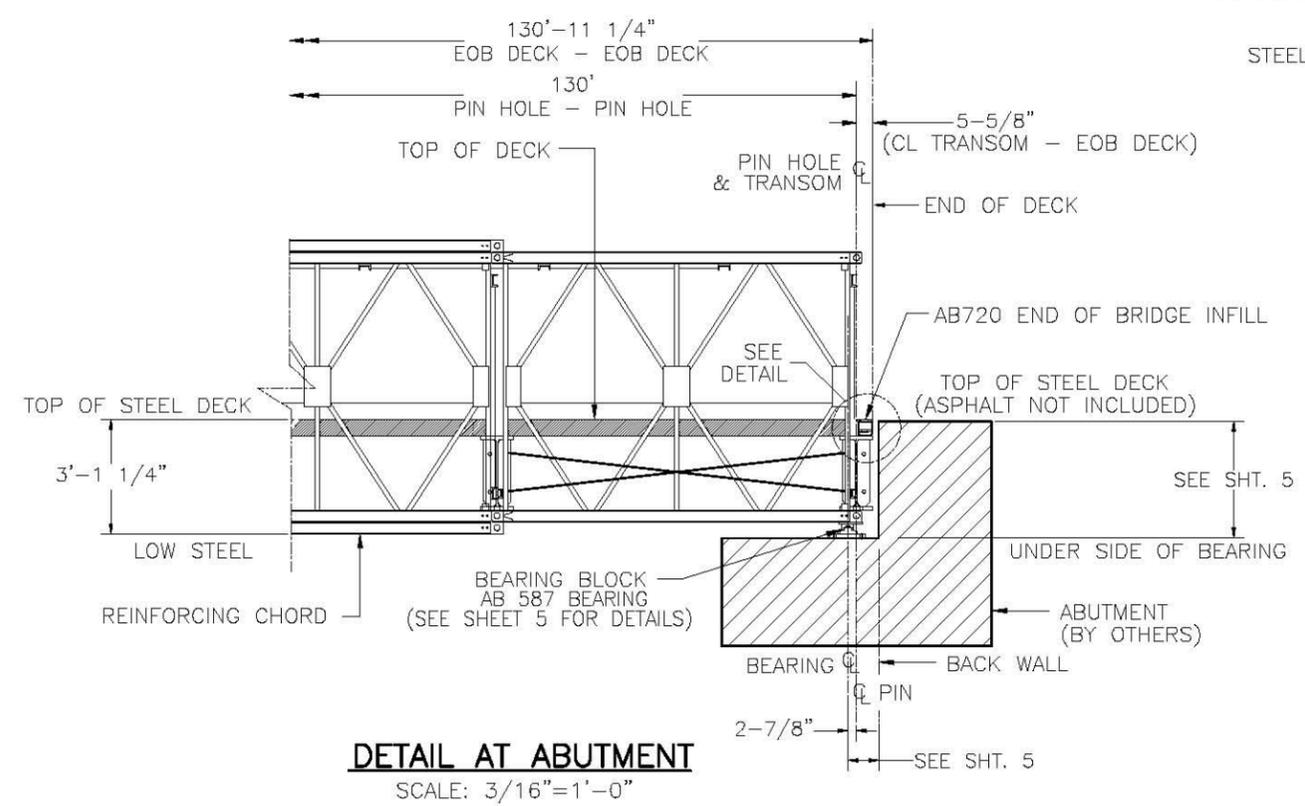
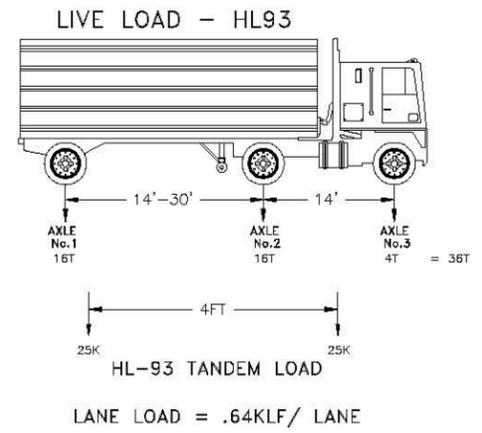
(B) DECKING, RAKER BRACE, TRANSOM, TOP CHORD BRACE, SWAYBRACE, TRANSOM BRACE, DIAGONAL CHORD BRACE
AASHTO M223 Gd 50

(C) PANEL PINS
ASTM A 193 Gd B7

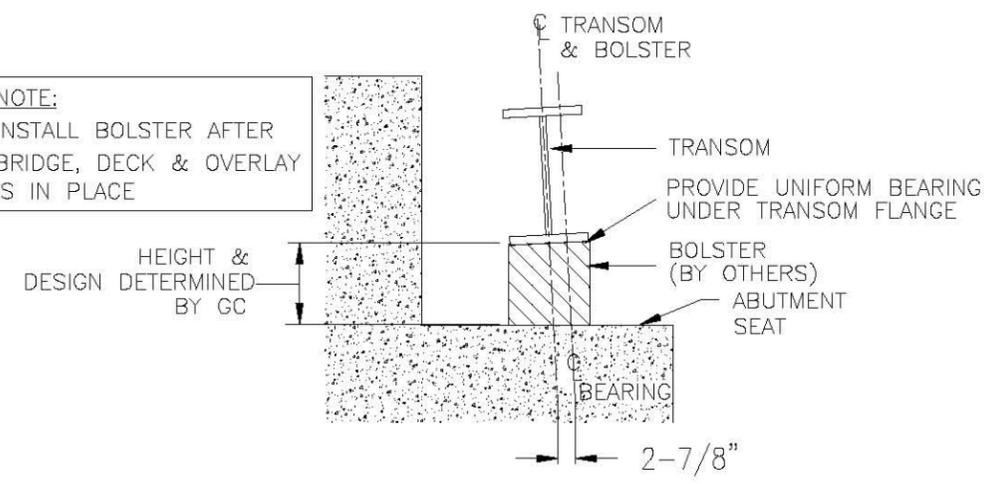
(D) BOLTS
AASHTO M164M - A325

FINISH

ALL MAJOR COMPONENTS GALVANIZED TO AASHTO M111-ASTM A123
ALL BOLTS ARE HOT DIPPED GALVANIZED.
PINS ARE ELECTRO GALVANIZED.



NOTE:
INSTALL BOLSTER AFTER BRIDGE, DECK & OVERLAY IS IN PLACE



BOLSTER DETAIL 2/3 - 2/3
SCALE: N.T.S.

SEE BEARING LAYOUT FOR LOCATION

NOTE:

- BOLSTER TO BE SECURED FROM MOVEMENT AFTER INSTALLATION
- BOLSTER TO MATCH SLOPE OF TRANSOM FLANGE

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1	2014	ADD 1% SLOPE IN BEARINGS	AC	SP	BY	APPR.	SEAL
REV	DATE	DESCRIPTION	BY	SP	BY	APPR.	

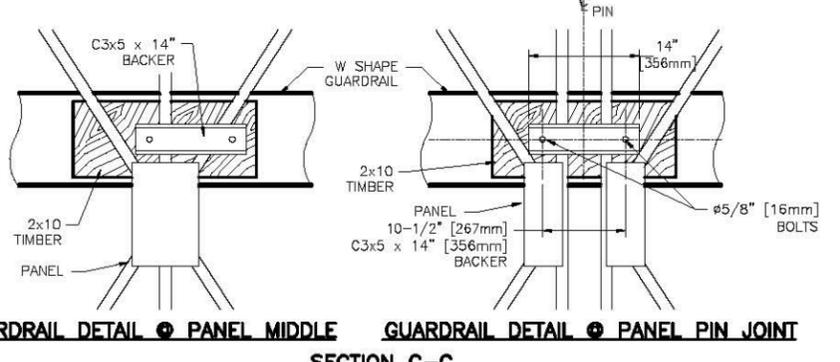
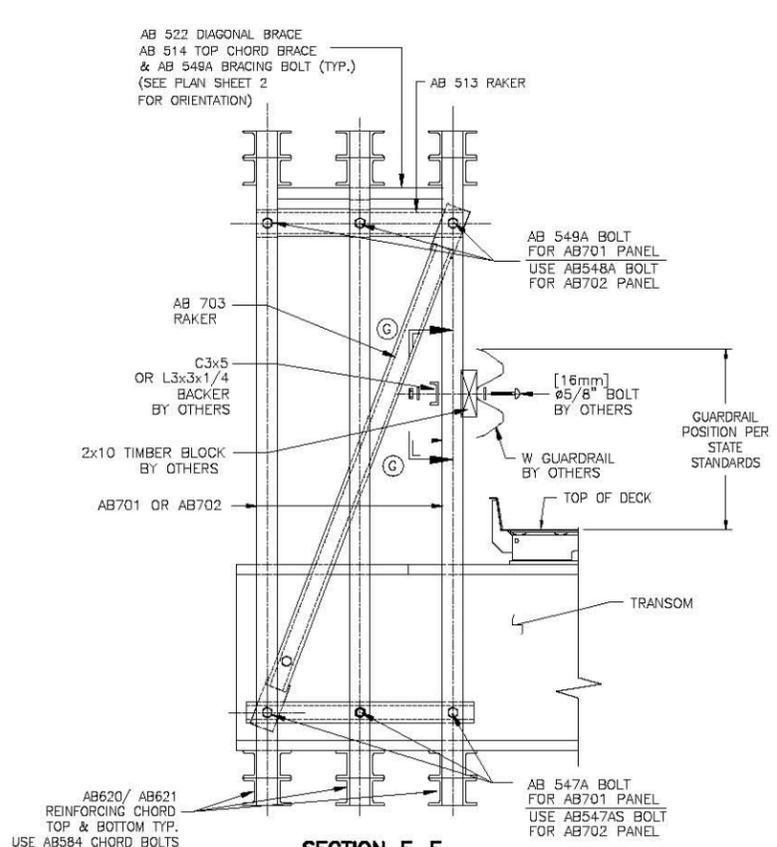
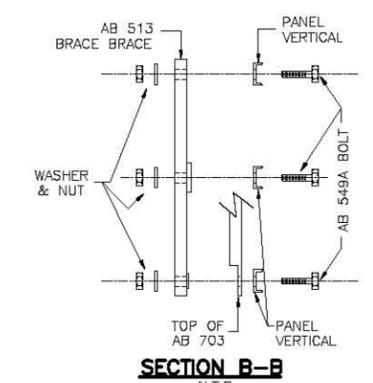
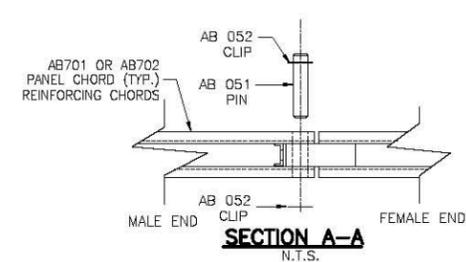
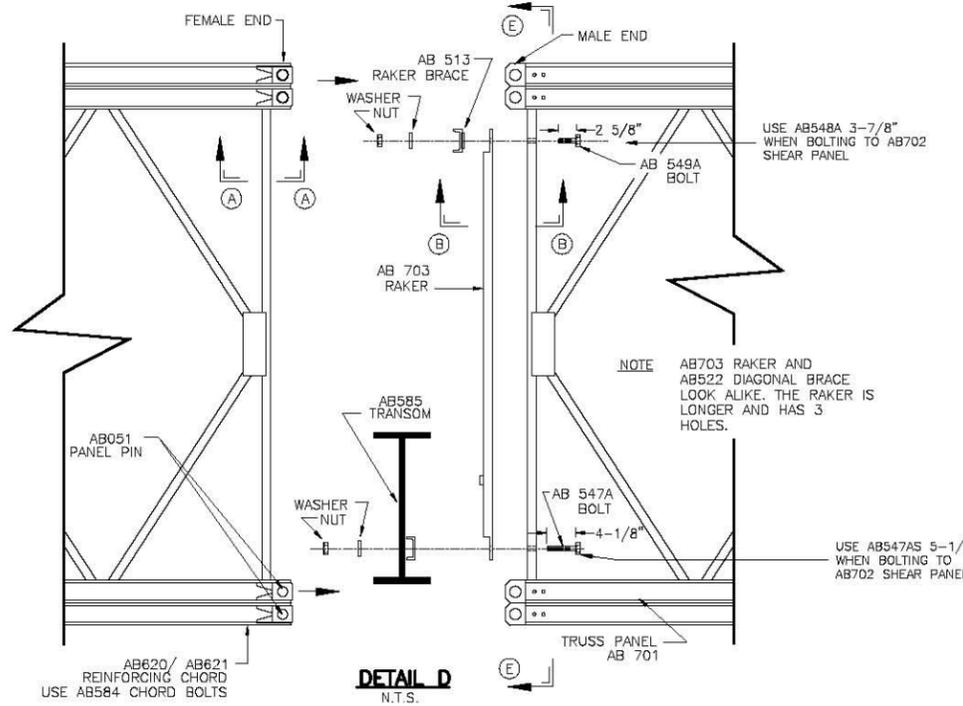
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Acrow Corporation of America
181 New Road, Parsippany, NJ 07054

ACROW 700XS PANEL BRIDGE
CROSS SECTION & END OF BRIDGE DETAIL
130FT x 2 LANE 24FT TSR3 BRIDGE
VAOT - RTG73 AT RTE 100
ROCHESTER, VT

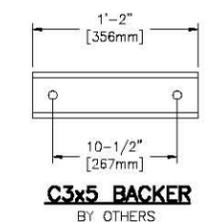
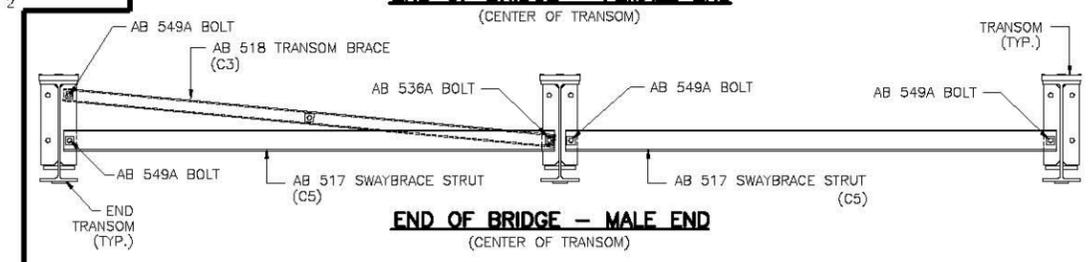
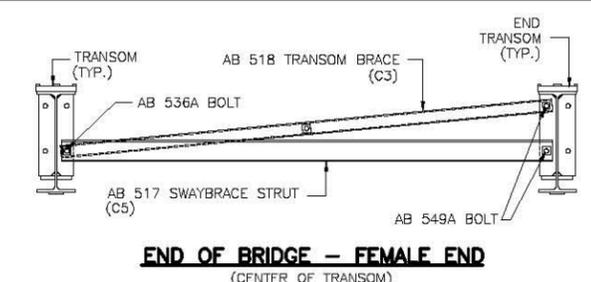
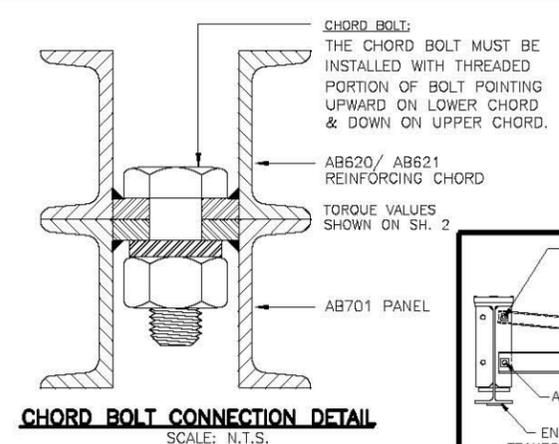
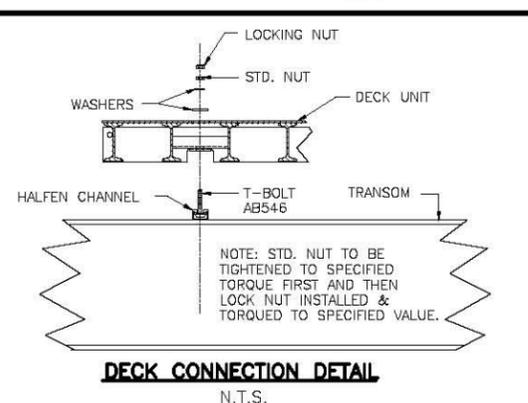
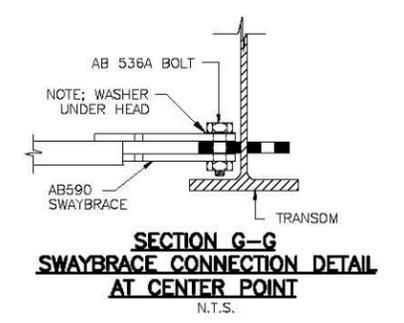
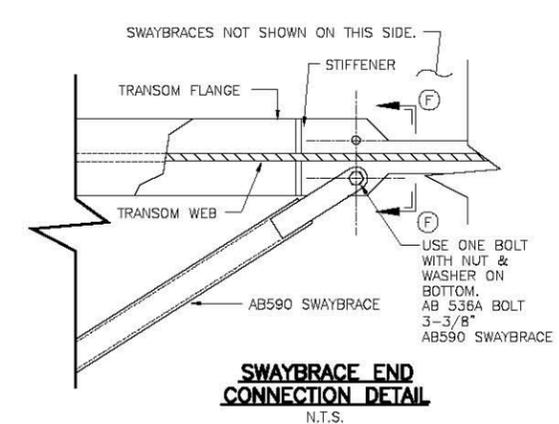
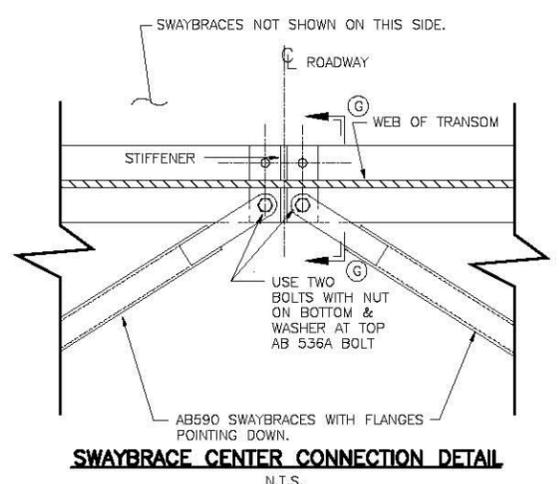
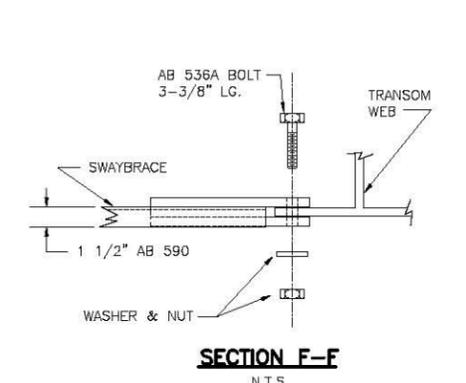
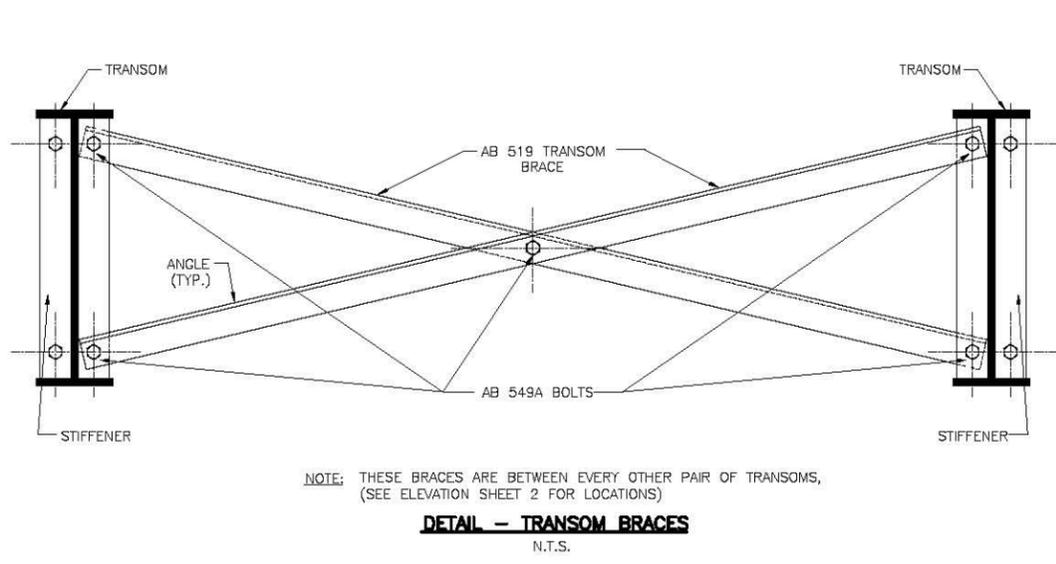
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CHECKED BY	ZW	SCALE:	AS SHOWN	
APPROVED BY	SP			

SCHULTZ CONSTRUCTION, INC.
BALLSTON SPA, NY

DRAWING NO.	REV.
AB1653	
SHT 3 OF 5	1



NOTE: ALL GUARDRAIL MATERIAL BY OTHERS.



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REV	DATE	DESCRIPTION	BY	APPR.	SEAL

ACROW BRIDGE Building Bridges. Connecting People.
Acrow Corporation of America
181 New Road, Parsippany, NJ 07054

ACROW 700XS PANEL BRIDGE
TYPICAL BRIDGE DETAILS
130FT x 2 LANE 24FT TSR3 BRIDGE
VAOT - RTG 73 AT RTG 100
ROCHESTER, VT

DRAWN BY	AC	DATE	MARCH 4, 2014	CONTRACT NO.
CHECKED BY	ZW	SCALE:	AS SHOWN	NO.
APPROVED BY	SP			

SCHULTZ CONSTRUCTION, INC.
BALLSTON SPA, NY

DRAWING NO.	REV.
AB1653	
SHT 4 OF 5	

**SCHULTZ CONSTRUCTION
ROCHESTER, VT
VAOT – RTE 73 AT RTE 100
ERECTION PROCEDURE
MAY 2014**

PROJECT:

The bridge to be erected is a 700XS Acrow Panel Bridge in Rochester, VT, with one clear span of 130ft. The truss construction is Triple Single Reinforced Three (TSR3). The roadway width curb to curb is 24 ft and will have a 2” asphalt overlay applied to the decking surface.

OVERVIEW OF INSTALLATION:

The bridge will be assembled on rollers behind the home abutment. Based on input from the customer, the assembly area behind the centerline of rocking rollers is to be a minimum of 160 ft. The bridge will be assembled and launched using a crane-assisted launch. This method requires attaching a crane to the cantilevered end of the bridge during the launch to hold up the leading end of the bridge during the final push. A 20ft DS nose section and 10ft DS tail section will be added to the bridge, to help reduce the pick loads and radius. 20 deck units will be added to the 10ft DS tail section, to help further reduce the pick loads. The deck, asphalt and guard rail are installed after the bridge is in position on the bearings.

BRIDGE WEIGHTS:

130 ft span (without deck)	128 kips
130 ft span with deck	250 kips
20ft DS Nose	10 kips
10ft DS Tail	7 kips

BASIC EQUIPMENT:

A small rough terrain crane (25 to 35 ton) is recommended for general assembly of the bridge. **A larger crane, selected by the contractor, will be required for the crane-assisted launch.** The heaviest pick during assembly will be 3,000 lbs. Basic iron worker hand tools, including pinch bars, 3 LB sledge hammers, pry bars, 1 5/8", 2" and 1 1/16" thin-walled sockets with a min. 3/4" drive, universal swivel attachment, 6" drive extension, two 4-ton come-alongs or two chain falls, three to four 25-ton jacks, high quality 6 * 6 and 12 * 12 timber dunnage, compressor, impact wrenches, and a torque wrench capable of achieving 650 ft-lbs, 4-way spreaders with 3/8" chain slip hooks for deck handling and installation (1,600 lbs/deck panel), chains or cable for lifting the parts during assembly, drift pins etc.

PRIOR TO ASSEMBLY:

The contractor will field verify the bearing locations and set a centerline by a qualified surveyor prior to the set up and assembly.

ASSEMBLY

Set up construction site. Maximize the building area during the assembly (160 ft minimum). Position the rollers as shown on the attached Roller Layout Plan. The rollers will be anchored on top of wood mats capped with a steel roadway plate to assure uniform bearing, or concrete pads. Set out a centerline of the bridge from one abutment to the other. All roller layouts will be taken off of this center line to ensure that the bridge will be launched in a straight line from the home abutment. There will be two rollers per side of bridge located under the inner and outer row of trusses at the West abutment and in the build area. Two rocking rollers will be located at the East abutment, to receive the bridge and allow it to be pushed into the final position.

TOPS OF THE ROLLER STATIONS MUST BE SET LEVEL TO ENSURE THE BRIDGE WILL ROLL LEVEL.

The first bay of bridge should be built as follows:

- a) Lay the first transom on blocking with the top flange cut out facing away from the gap. Using the small crane, position the first inner truss panel (AB702), with the female jaws facing the transom. Bolt the panel to the transom with an AB703 raker installed to secure the panel from falling over. Place dunnage under the panel 3/4 of the way along the length for stability.
- b) Next fit the other panels working towards the outside, lifting them into position and bolting them to the transoms. The Rakers (AB703) must be introduced when the outer panels are connected to the transom as they share the AB547AS bolt in the AB702 shear panels and AB547A in AB701 panels. When the first bay of panels are all located, the second transom can be placed in position over the male lugs at the rear and loosely bolted to the panels, not forgetting to locate the rakers. When bolting the rakers and transoms, keep in mind that the nuts are always located between the jaw-to-jaw connection of the panels.
- c) Rakers are fitted at the end of every transom in order to restrain the inside panel. They are bolted to the web of the transoms with AB 547A bolts (which also connect the transoms to the panels) and to the panel upright with AB549A bolts. Raker braces can now be connected to the other two panels, using AB549A bracing bolts, thus tying the panels together at the top.
- d) The swaybracing and transom bracing should now be placed in the first bay but should not be fully tightened.
- e) The reinforcement chords begin after the first bay, and must be in place prior to the fitting of the horizontal truss bracing.
- f) Second and subsequent bays are now added with components being fitted in the sequence of panels, transoms, rakers, swaybraces, transom braces, reinforcing chords and horizontal truss bracing. Transom bracing is always required in the end bays, but thereafter in alternate bays. (Refer to Acrow Bridge Plans for Layout)

- g) Once four bays are complete, go back and tighten up the first three bays. Continue to build in a similar fashion, following the build and launch sequence described below.
- h) After the bridge is launched and lowered onto its bearings, the deck units and guardrail system can be installed. The deck units are bolted to the transoms each using four "T" bolt assemblies, which locate into channel sections welded to the transoms. The "T" bolt assemblies are inserted and tightened from deck level with the 30mm socket through holes in the deck. The lock nut should first be removed, the T-Bolt inserted into the channel and torqued to 110 ft-lbs. The lock nut should then be installed and also torqued to 110 ft-lbs.

NOTE: The Acrow field representative will direct the actual method of assembly and erection. The actual method may deviate due to field conditions and the Acrow representative's recommendations.

LAUNCHING:

STAGE 1: Build 20ft DS nose, 130ft TSR3 bridge, 10ft DS tail and add 20 decks to the tail section. **STOP.**

STAGE 2: Push the Bridge forward 70 feet (**70 ft in Cantilever**). **STOP**

STAGE 3: Rig a crane to the cantilevered end (East) of bridge. (See attached rigging detail) **STOP.**

Ensure that the crane boom is in line with the bridge centerline and the cable is vertical. The crane will begin to experience load with subsequent movements of the bridge launch. **STOP.**

STAGE 4: Push the bridge forward 60 feet to East Abutment. Once the bridge is over the rollers, at the East Abutment, lower nose section onto rollers. **STOP**

STAGE 5: Detach crane and continue to push bridge forward 20 feet into final position. **STOP**

STAGE 6: Remove 20 deck units from the tail section. **STOP.**

Jack up bridge at each abutment, remove the rocking rollers and lower onto hardwood blocking. **STOP.**

STAGE 7: Remove 20ft DS nose and 10ft DS tail. **STOP.**

STAGE 8: Jack up bridge at each abutment, remove hardwood blocking and lower bridge down onto bearings. **STOP.**

STAGE 9: Install deck, asphalt and guardrail.

NOTE: - *When pushing the bridge, always connect the pushing machine to the floorbeam.*

- *Between movements, always tie off the bridge from additional movement.*

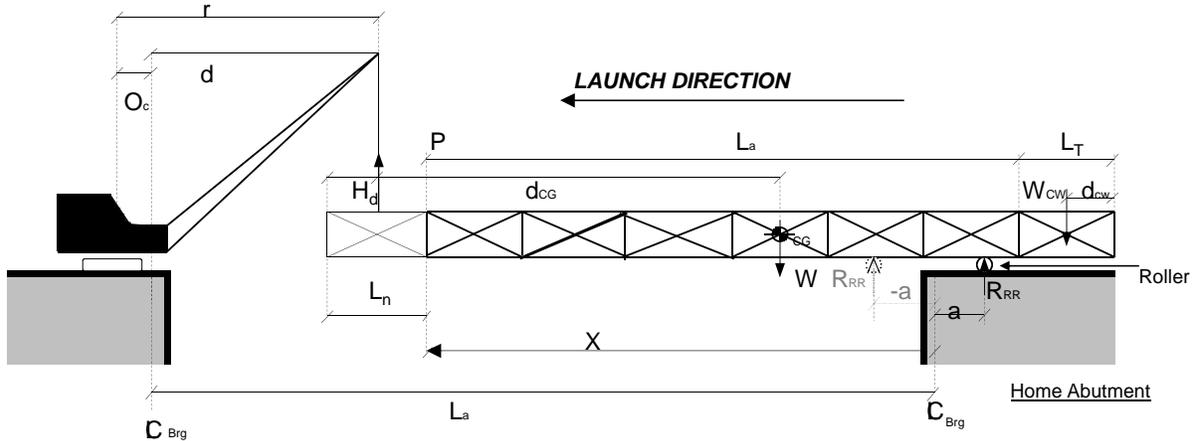
ACROW BRIDGE
BASIC ASSEMBLY EQUIPMENT
(PROVIDED BY CONTRACTOR)

- Small rough terrain crane (25 to 35 ton) for general assembly
- Connecting Bars
- Drift pins
- Spud Wrenches (1 5/8")
- 3 lb Sledge Hammer
- 5 lb Sledge Hammer
- Nylon Straps for Lifting
- Heavy chain to restrain bridge during push/pull
- Two 2-Ton Come-alongs
- Two to Four 25-Ton Jacks
- 4-way lifting bridle with 3/8" chain-slip hooks (Deck = 1,600 lbs Each)
- Adequate 4x4 and 6x6 hardwood dunnage
- Air Compressor
- Impact wrench capable of 450 ft-lbs torque
- Impact wrench capable of 650 ft-lbs torque
- 2" thin-walled, deep-welled impact socket
- 1 5/8" thin-walled, deep-welled impact socket
- 1 1/16" thin-walled, deep-welled socket
- 3/4" Universal swivel attachment
- 6" Drive Extension
- Calibrated Torque wrench capable of 450 ft-lbs torque
- Calibrated Torque wrench capable of 650 ft-lbs torque

NOTE: Check boxes above are for contractors convenience. All material listed above is required for basic bridge assembly.



CRANE REACTION FOR CRANE ASSISTED LAUNCH [@ F.S. = 1.05]



$L_a = 130$ ft	$d_{CW} = 5.0$ ft	$H_d = 0$ ft
$d_{CG} = 95.5$ ft	$W_{CW} = 30$ k	Total Weight = 173.5 k (incl. W_{CW})
$L_N = 20$ ft	$L_T = 10$ ft	$a = 0$ ft
$W_N = 9.8$ k	$W_T = 6.43$ k	$O_c = 20$ ft

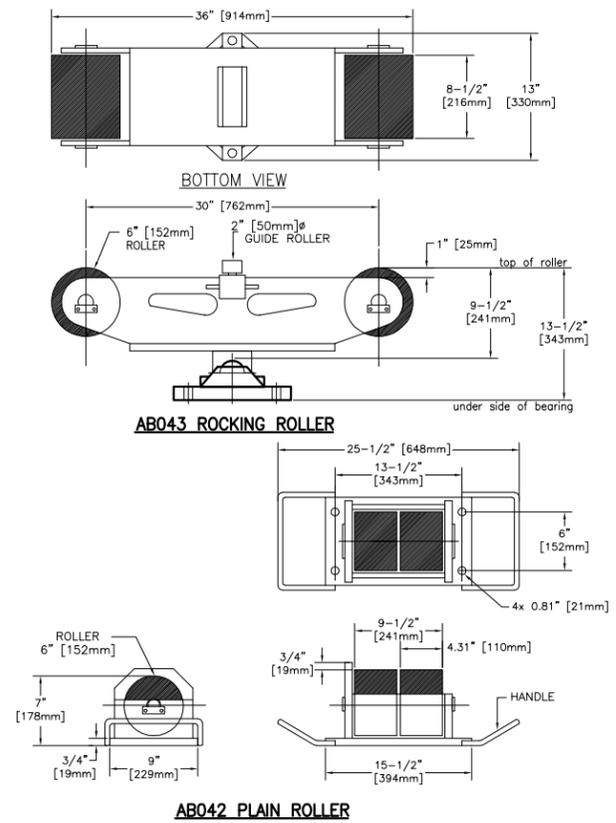
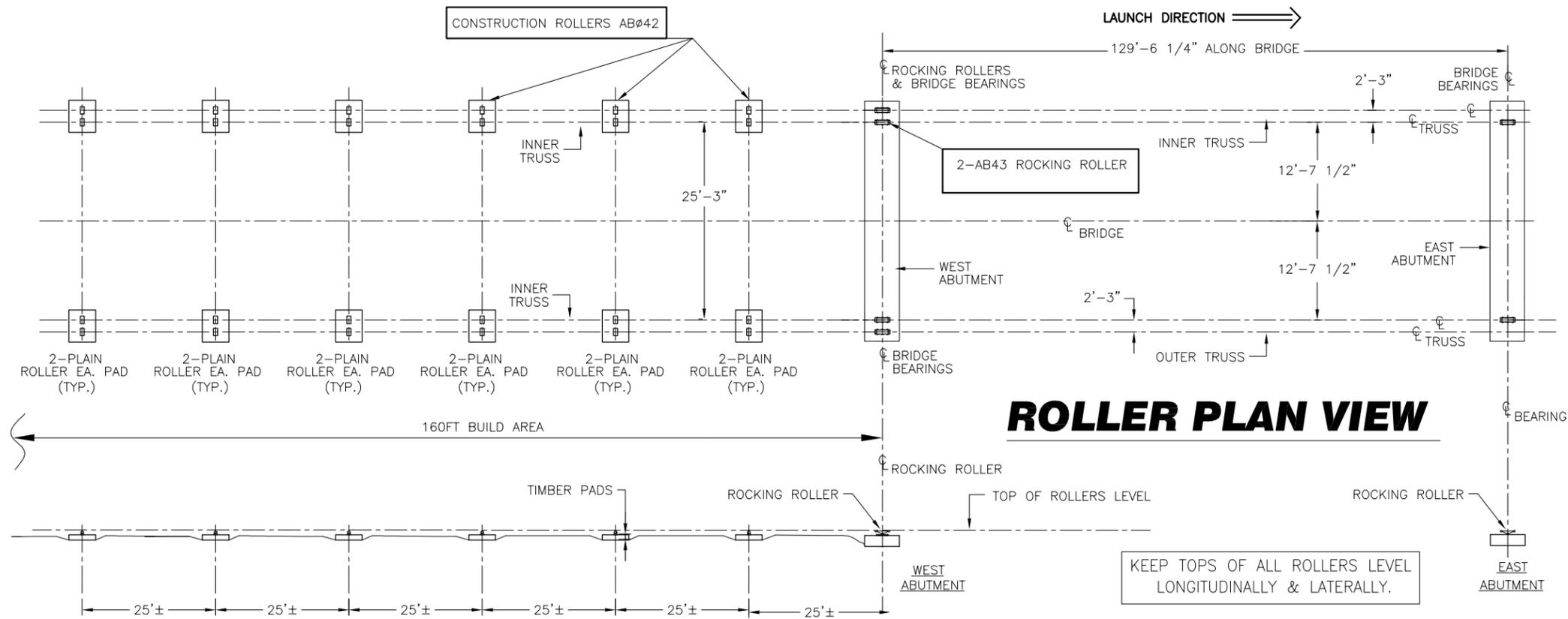
<u>x (ft)</u>	<u>Radius of Crane (r) (ft.)</u>	<u>Hookload,P (Kips)</u>	<u>Reaction at R_{RR} (Kips)</u>
70	60	3	171
75	55	7	167
80	50	10	164
85	45	17	157
90	40	25	149
95	35	31	143
100	30	38	136
105	25	44	130
110	20	49	125

* O_c = Offset of Crane Pin to CenterLine of Bearing at far Abutment

Project: WM Schultz - REV 1 **By:** ZCW **Date:** 5/6/2014

Legend:

- r = Radius of Crane
- O_c = Offset of Crane from CenterLine of Bearing
- d = distance from hook to CenterLine of Bearing
- a = distance from Roller to CenterLine of Bearing
- X = Distance from End of Abutment to End of Crane
- H_d = Distance from CenterLine of Bearing to Crane Hook
- d_{CW} = distance from end of bridge to Center of Gravity of the Counter Weight
- L_n = Length of Nose
- d_{CG} = Distance from crane hook to Center of Gravity
- L_a = Length of Main Bridge
- R_{RR} = Reaction at Roller



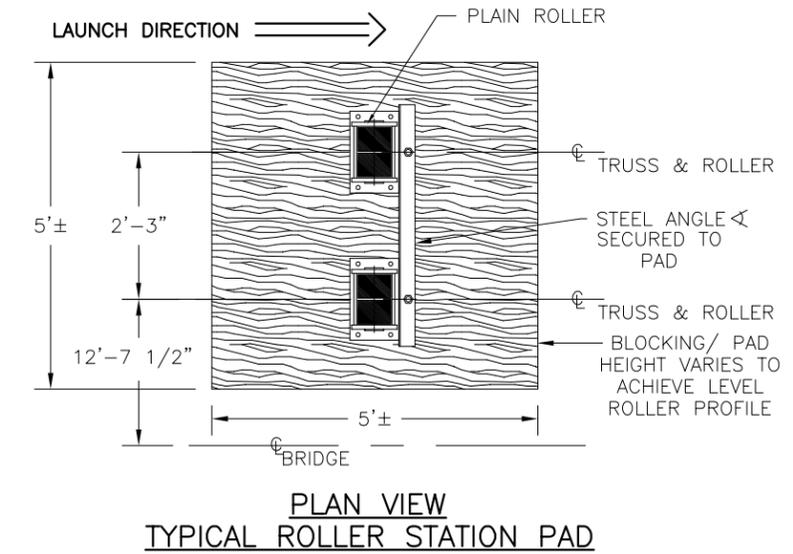
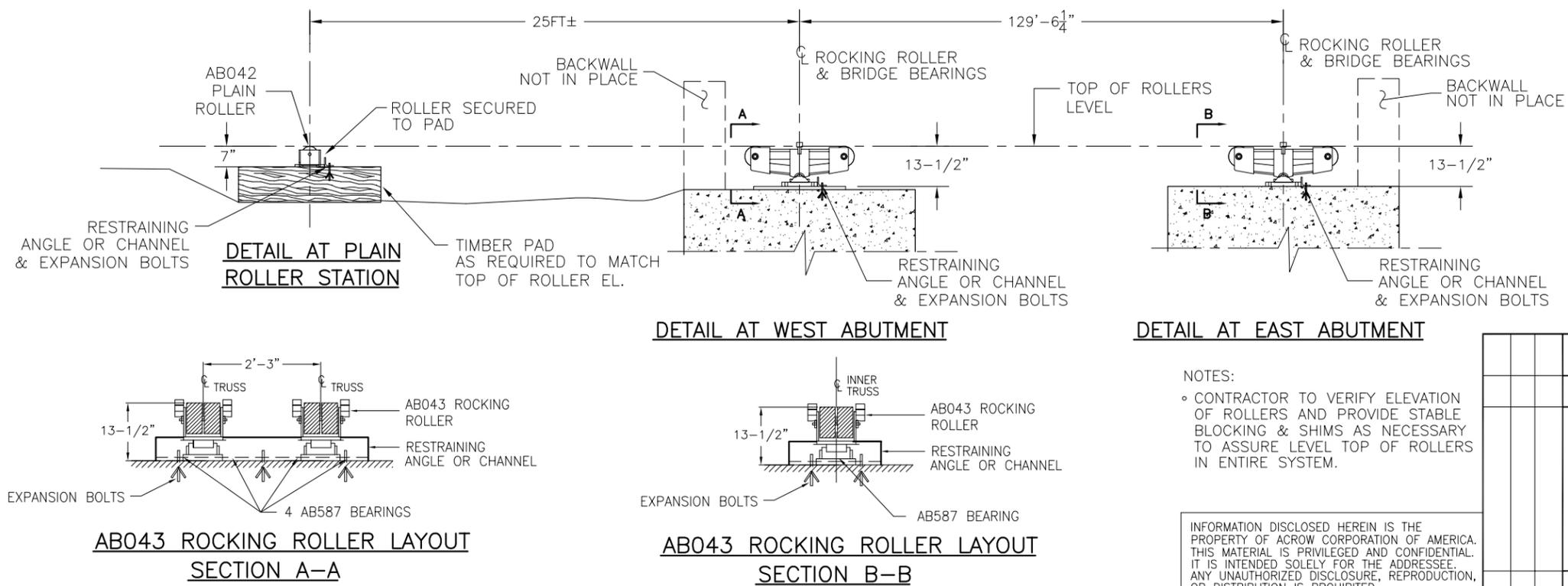
NOTE:
ROLLERS ARE TO SUPPORTED ON 5'x5'x1' CONCRETE PADS OR TIMBER SWAMP PADS OR TIMBER DUNNAGE CAN BE USED. ALL PADS ARE BY CONTRACTOR.

BACKWALLS TO BE POURED ONCE BRIDGE IS IN PLACE.

THE ACROW FIELD REPRESENTATIVE WILL DIRECT THE ACTUAL METHOD OF ASSEMBLY AND ERECTION. THE ACTUAL METHOD MAY DEVIATE DUE TO FIELD CONDITIONS AND THE ACROW REPRESENTATIVE'S RECOMMENDATIONS.

PAD DIMENSIONS TO BE INCREASED AS REQUIRED FOR UNSTABLE GROUND

KEEP TOPS OF ALL ROLLERS LEVEL LONGITUDINALLY & LATERALLY.



NOTES:
CONTRACTOR TO VERIFY ELEVATION OF ROLLERS AND PROVIDE STABLE BLOCKING & SHIMS AS NECESSARY TO ASSURE LEVEL TOP OF ROLLERS IN ENTIRE SYSTEM.

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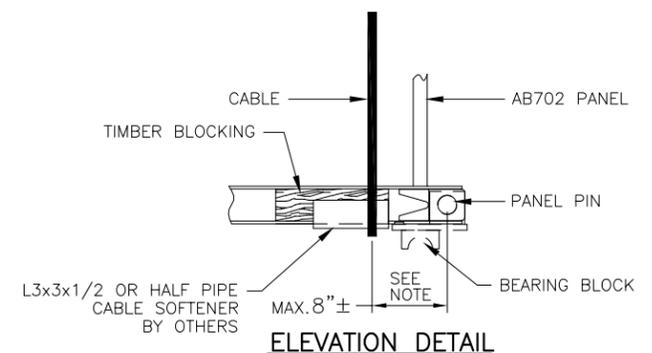
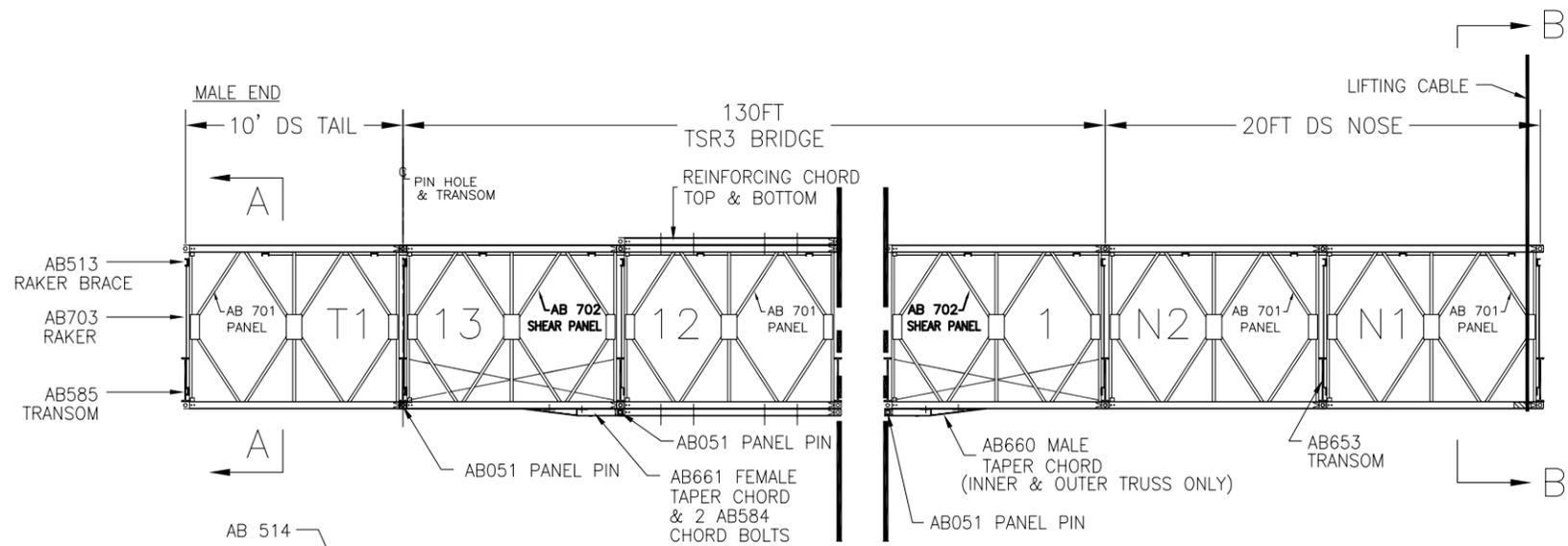
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Acrow Corporation of America
181 New Road, Parsippany, NJ 07054

ACROW 700XS PANEL BRIDGE
ROLLER LAYOUT
130FT x 2 LANE 24FT TSR3 BRIDGE
VAOT - RTE 73 AT RTE 100
ROCHESTER, VT

DRAWN BY AC	DATE MAY 5, 2014	CONTRACT NO.
CHECKED BY ZW	SCALE: N.T.S.	
APPROVED BY SP		

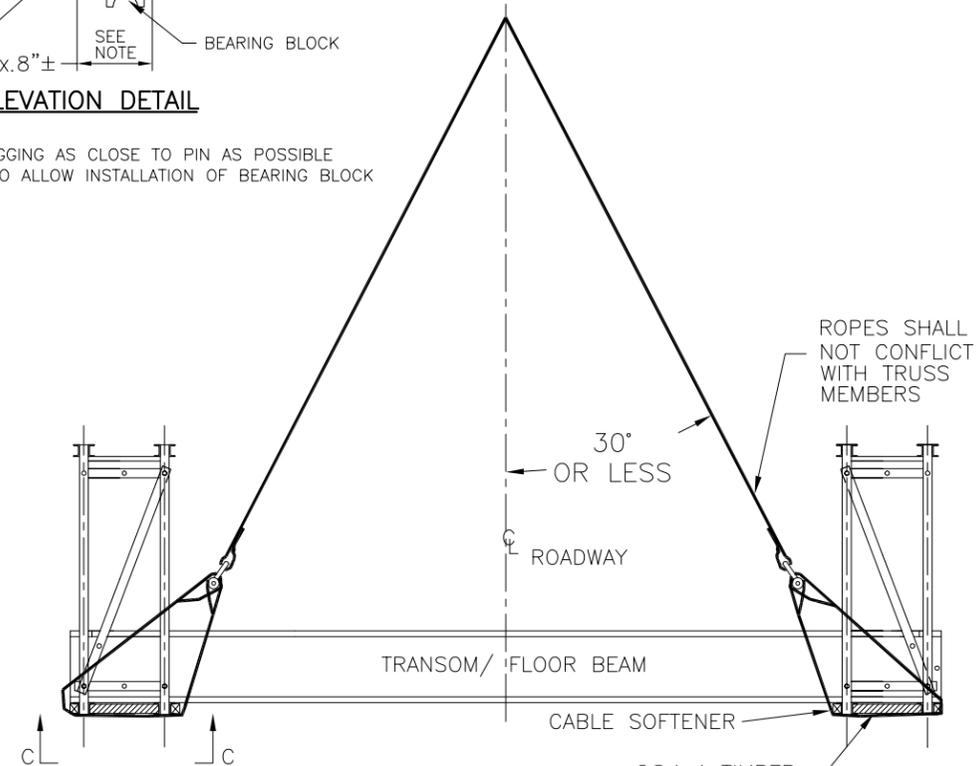
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BALLSTON SPA, NY

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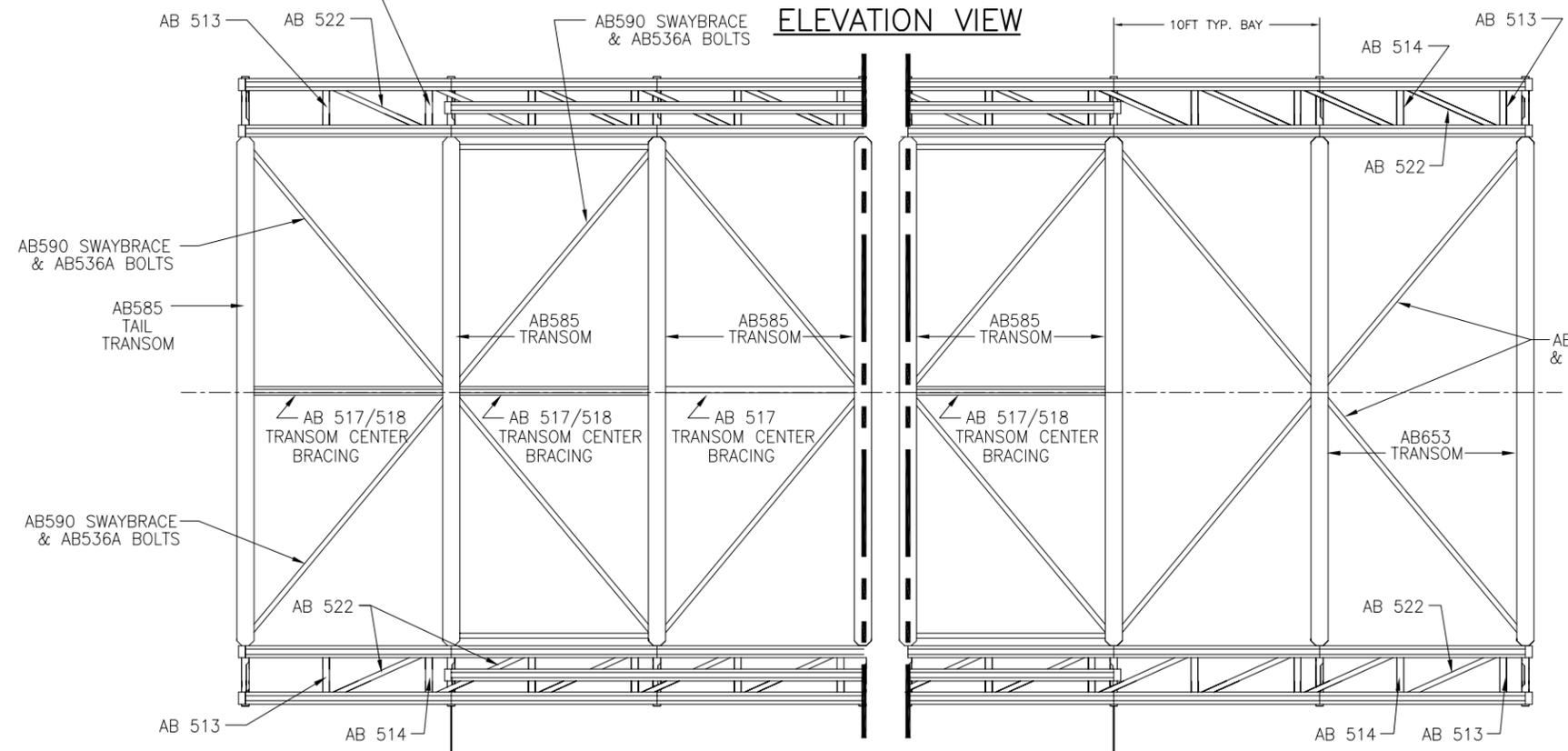


NOTES:
1. ALL RIGGING PROVIDED & SIZED BY ERECTOR
2. CRANE SIZING & SET-UP BY OTHERS

ELEVATION DETAIL
NOTE:
POSITION RIGGING AS CLOSE TO PIN AS POSSIBLE BUT > 6" TO ALLOW INSTALLATION OF BEARING BLOCK

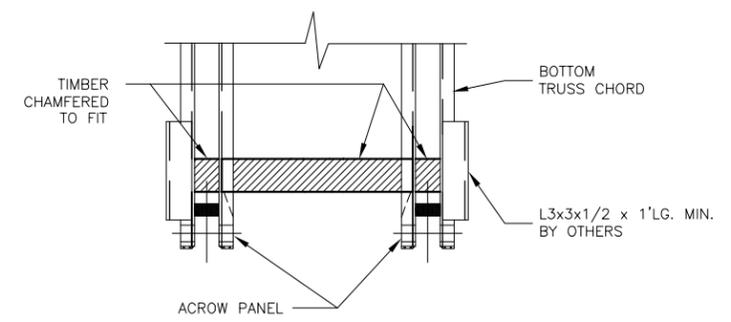


SECTION B-B

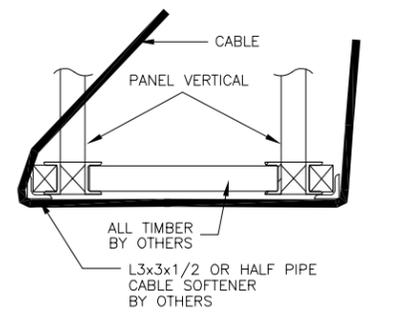


ELEVATION VIEW

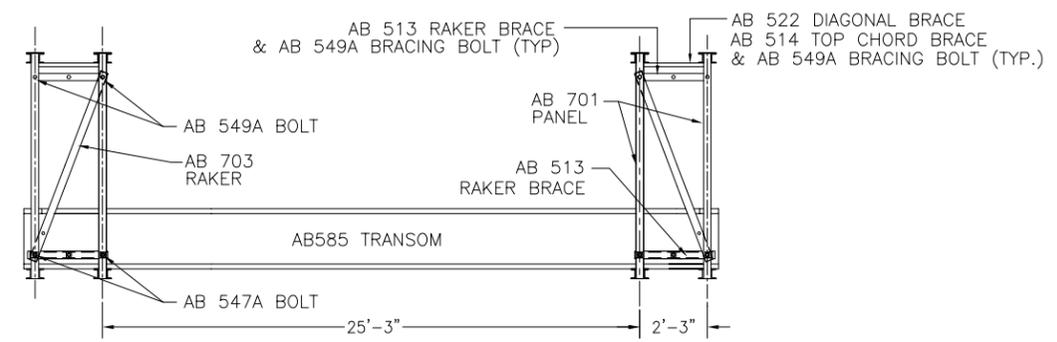
PLAN VIEW



DETAIL C-C



TYPICAL DETAIL @ BOTTOM CHORD



SECTION A-A
DS TAIL CONSTRUCTION
N.T.S.

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REV.	DATE	DESCRIPTION	BY	APPR.	SEAL

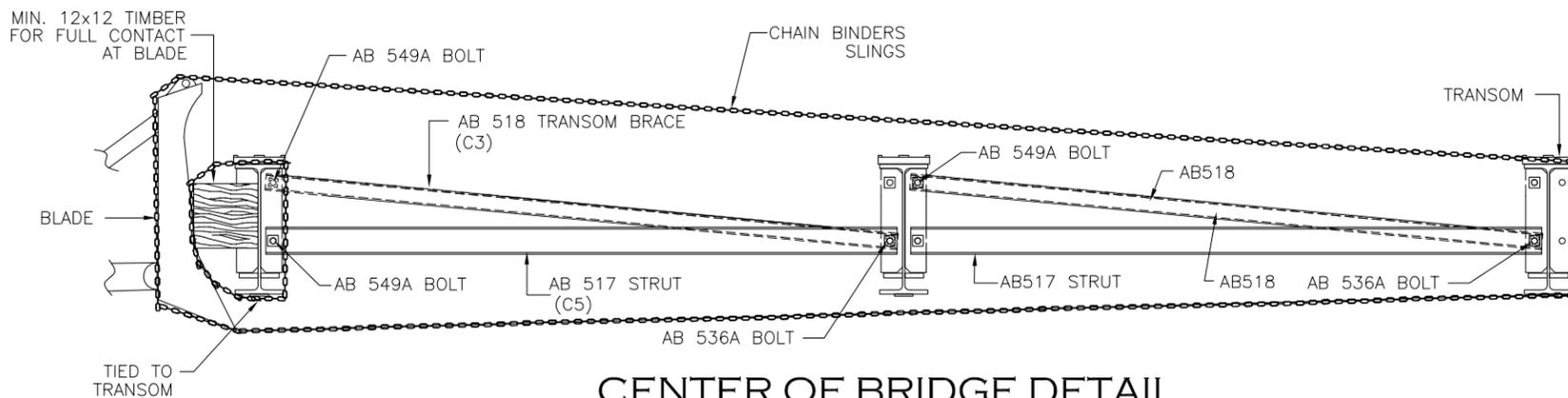
ACROW BRIDGE Building Bridges. Connecting People.
Acrow Corporation of America
181 New Road, Parsippany, NJ 07054

ACROW 700XS PANEL BRIDGE
TAIL & LIFTING DETAIL
130FT x 2 LANE 24FT TSR3 BRIDGE
VAOT - RTE 73 AT RTE 100
ROCHESTER, VT

DRAWN BY AC	DATE MAY 5, 2014	CONTRACT NO.
CHECKED BY ZW	SCALE: N.T.S.	
APPROVED BY SP		

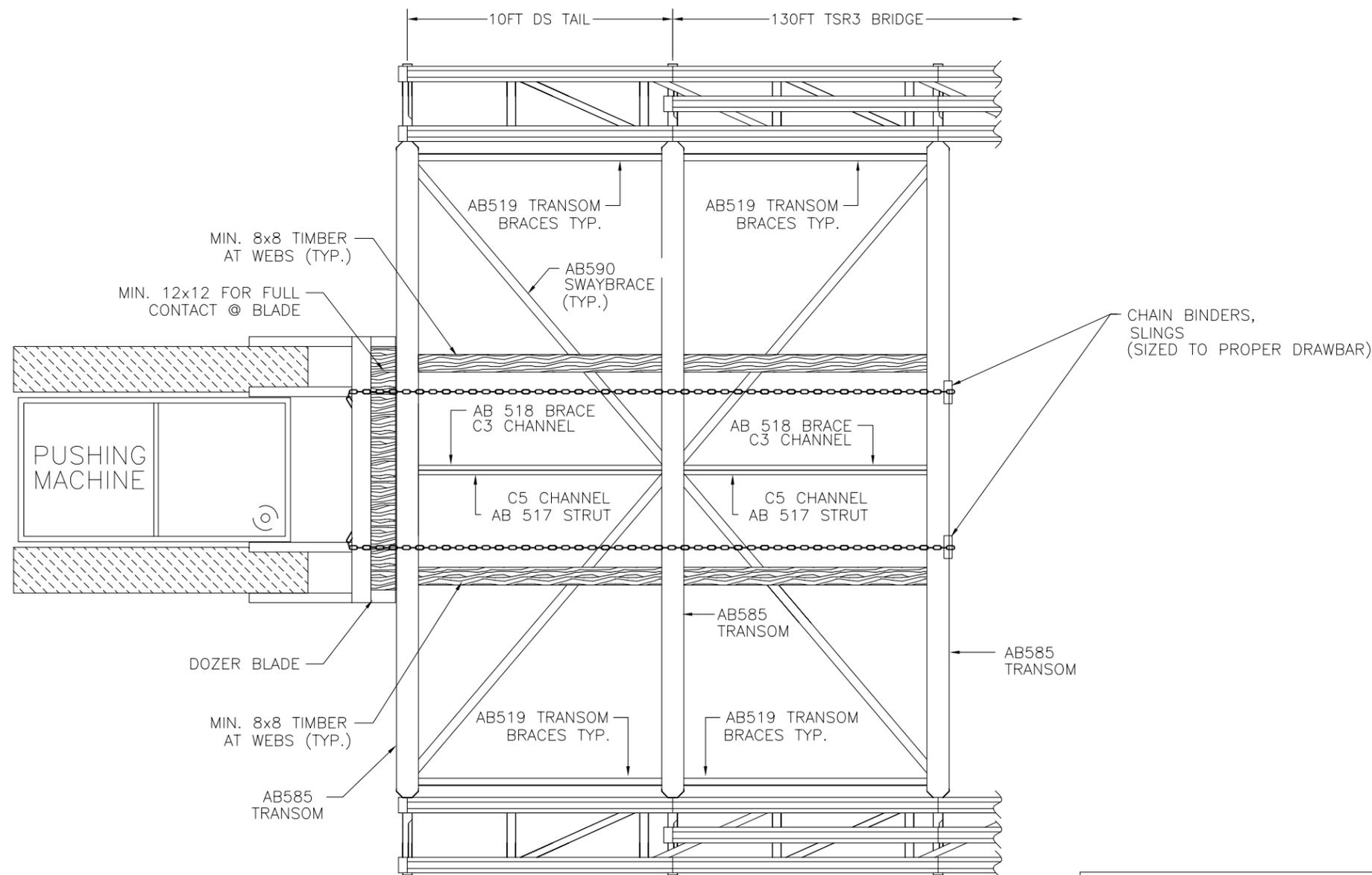
SCHULTZ CONSTRUCTION, INC.
BALLSTON SPA, NY

DRAWING NO. AB1653_LP	REV.
SHT 2 OF 4	



CENTER OF BRIDGE DETAIL

8x8 TIMBER STRUT NOT SHOWN FOR CLARITY



TEMPORARY BLOCKING/BRACING DETAIL

NOTE:
UTILIZE THIS BRACING SYSTEM FOR ALL PHASES OF THE LAUNCH PROCEDURE

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REV.	DATE	DESCRIPTION	BY	APPR.	SEAL

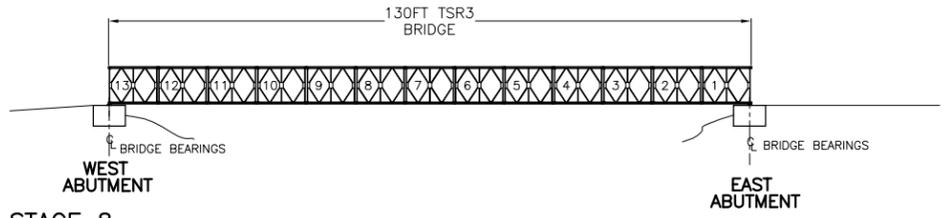
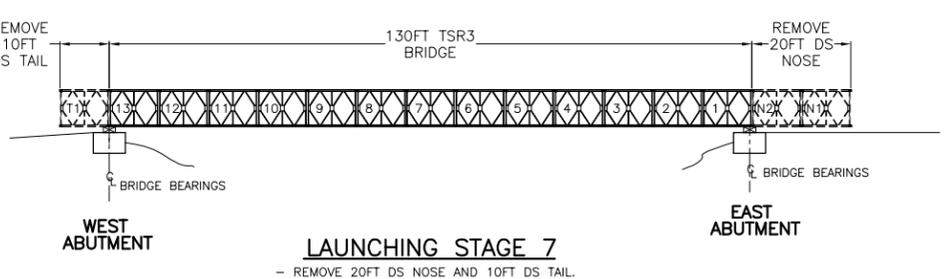
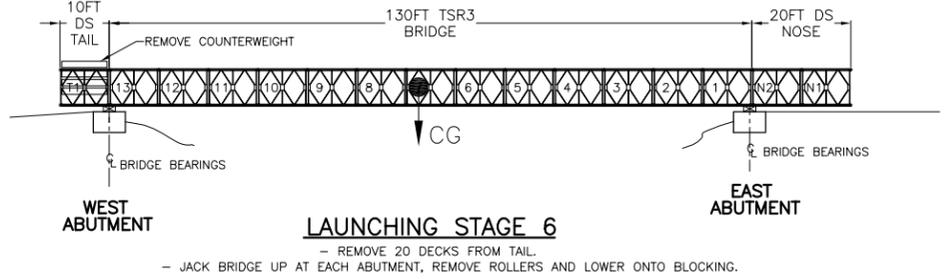
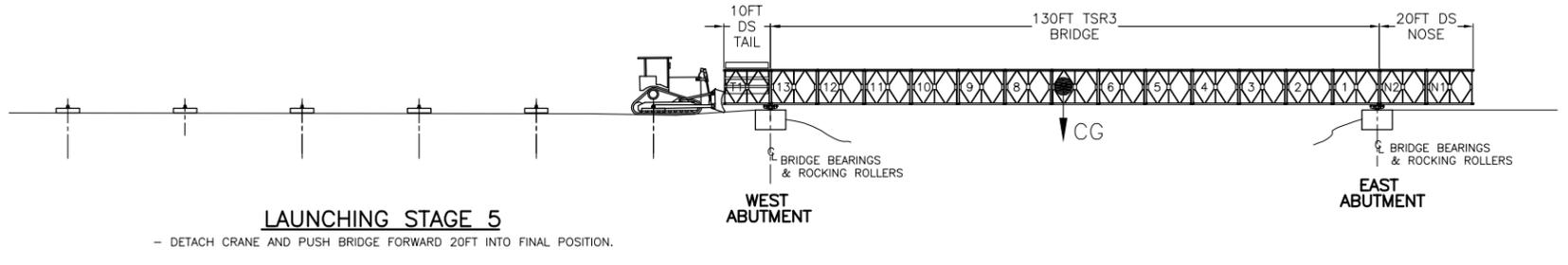
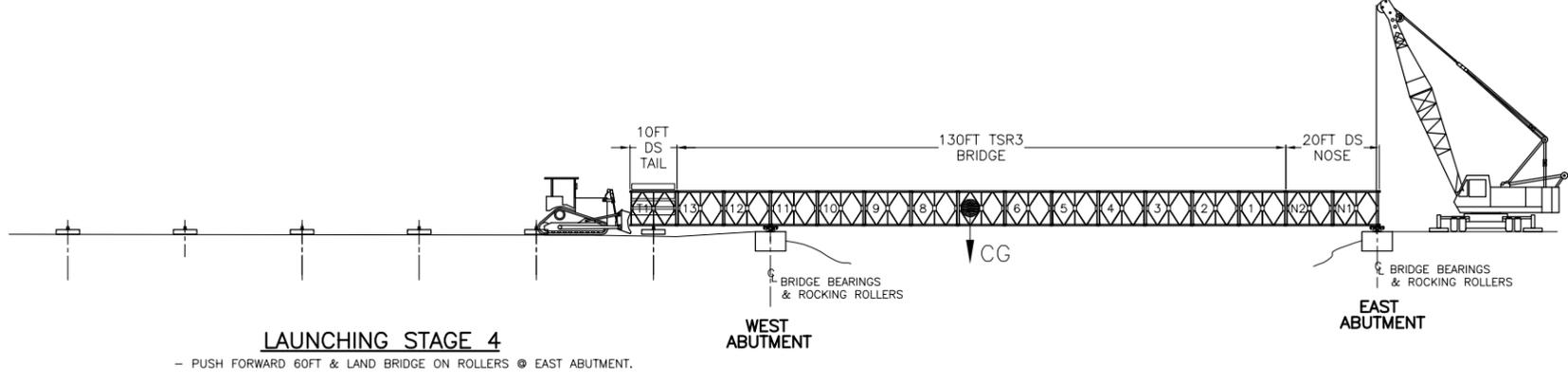
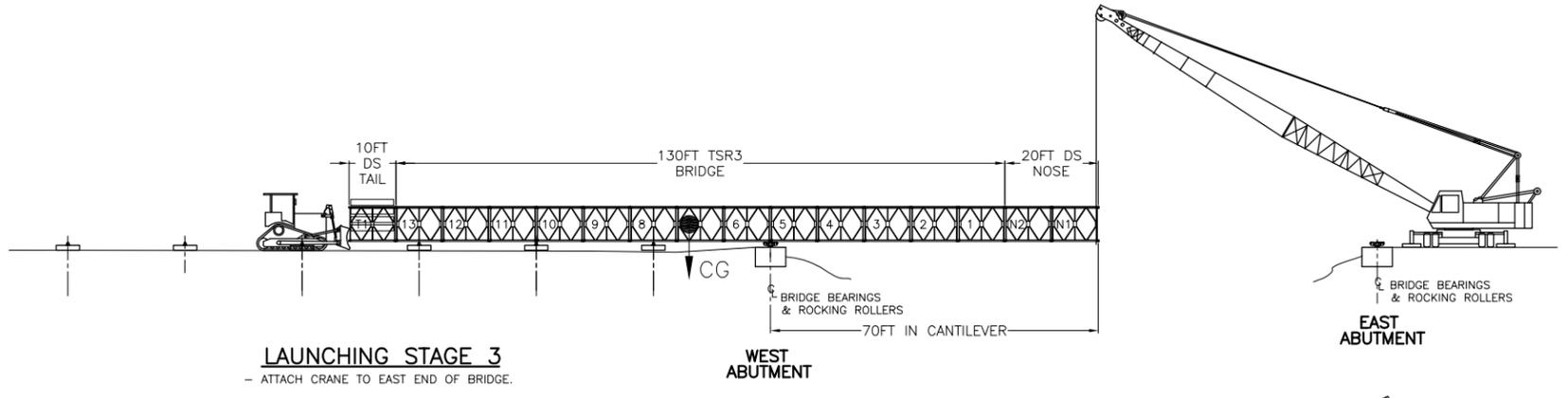
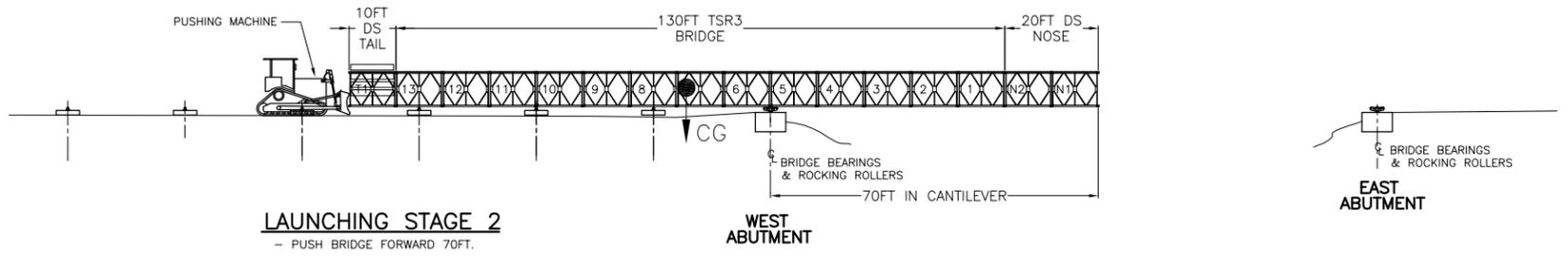
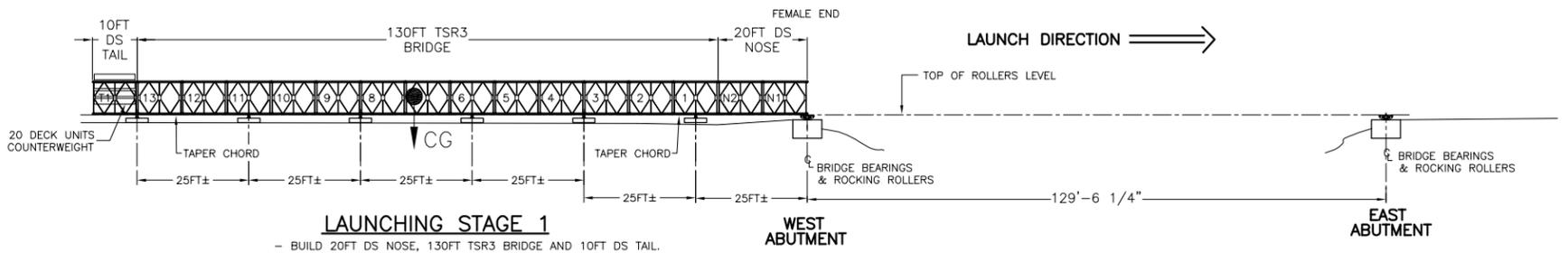
ACROW BRIDGE Building Bridges. Connecting People.
Acrow Corporation of America
181 New Road, Parsippany, NJ 07054

ACROW 700XS PANEL BRIDGE
BLOCKING & PUSHING DETAIL
130FT x 2 LANE 24FT TSR3 BRIDGE
VAOT - RTE 73 AT RTE 100
ROCHESTER, VT

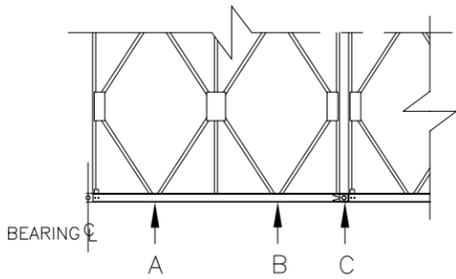
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DRAWING NO. AB1653_LP	REV.
SHT 3 OF 4	



LAUNCHING STAGE 9
 - INSTALL DECK, ASPHALT AND GUARDRAIL.



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APPR.	ACROW BRIDGE		Building Bridges. Connecting People.
BY	ACROW CORPORATION OF AMERICA 181 New Road, Parsippany, NJ 07054		ACROW CORPORATION OF AMERICA 181 New Road, Parsippany, NJ 07054
DESCRIPTION	ACROW 700XS PANEL BRIDGE ROLLER LAYOUT 130FT x 2 LANE 24FT TSR3 BRIDGE VAOT - RTE 73 AT RTE 100 ROCHESTER, VT		
DATE	DRAWN BY: AC	DATE: MAY 5, 2014	CONTRACT NO.
	CHECKED BY: ZW	SCALE: AS SHOWN	
	APPROVED BY: SP		
	SCHULTZ CONSTRUCTION, INC. BALLSTON SPA, NY		DRAWING NO. AB1653_LP SHT 4 OF 4