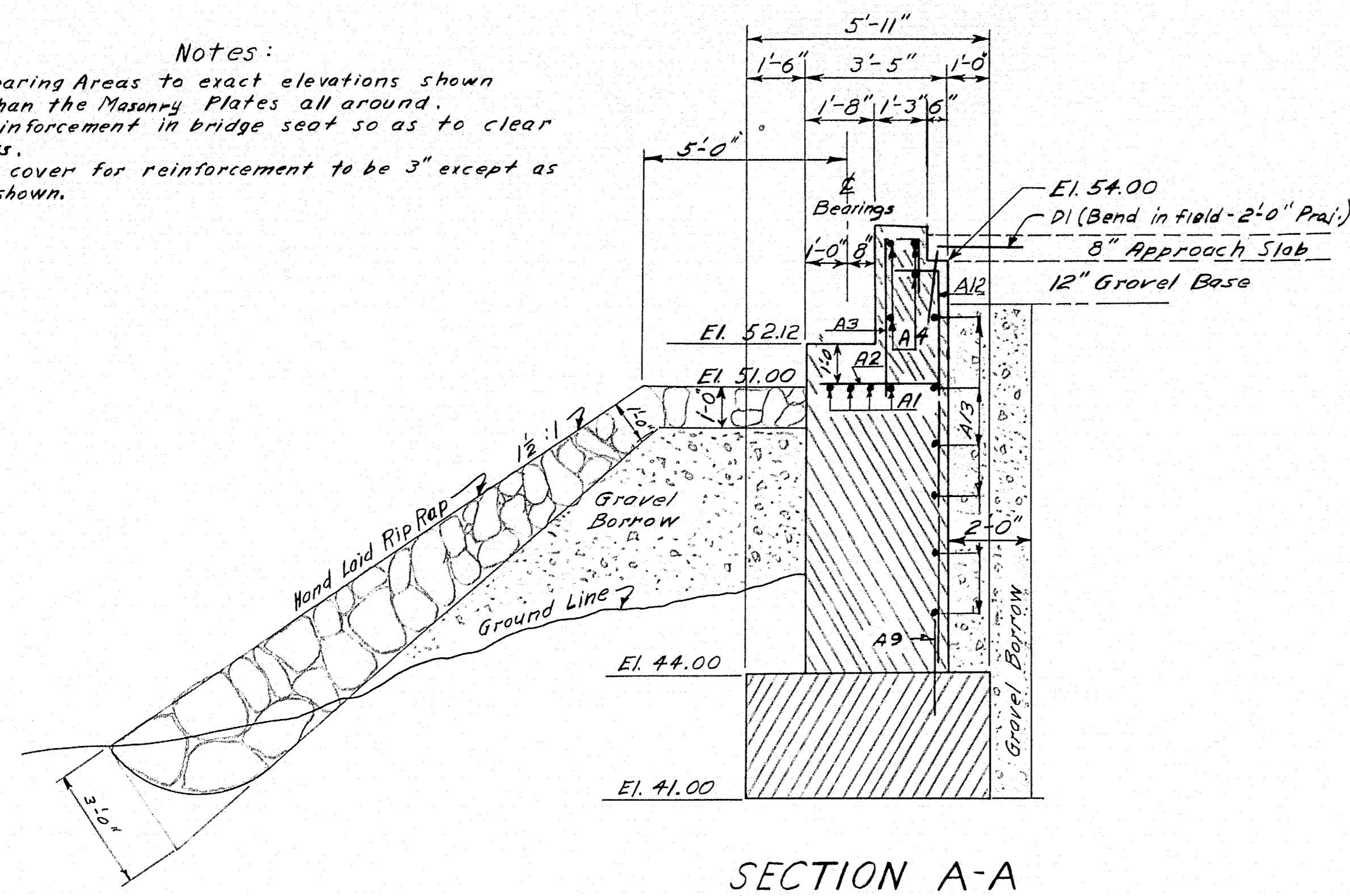


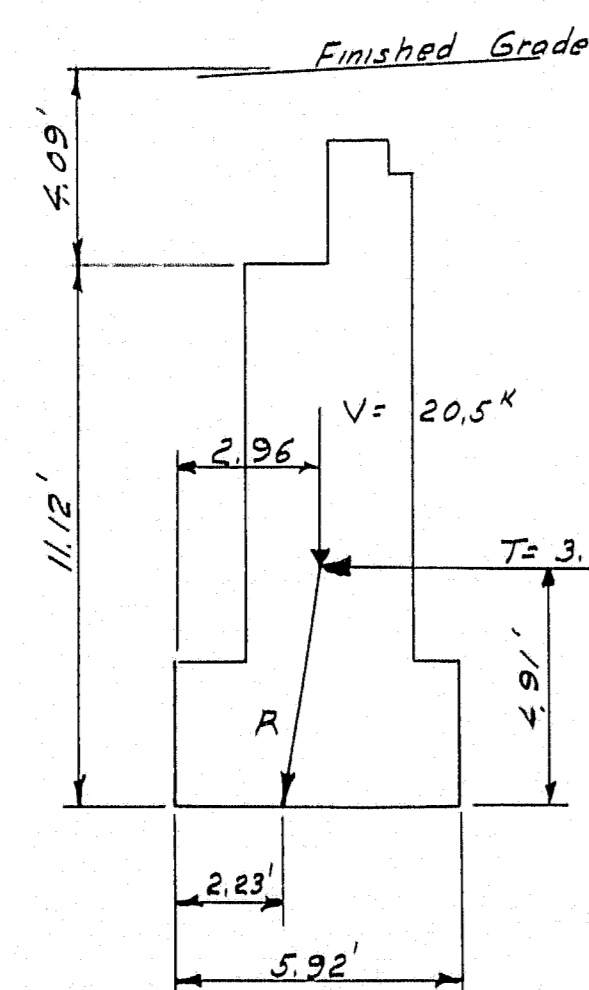
D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

- Notes:
1. Dress Bearing Areas to exact elevations shown 1" larger than the Masonry Plates all around.
 2. Place reinforcement in bridge seat so as to clear anchor bolts.
 3. Minimum cover for reinforcement to be 3" except as otherwise shown.



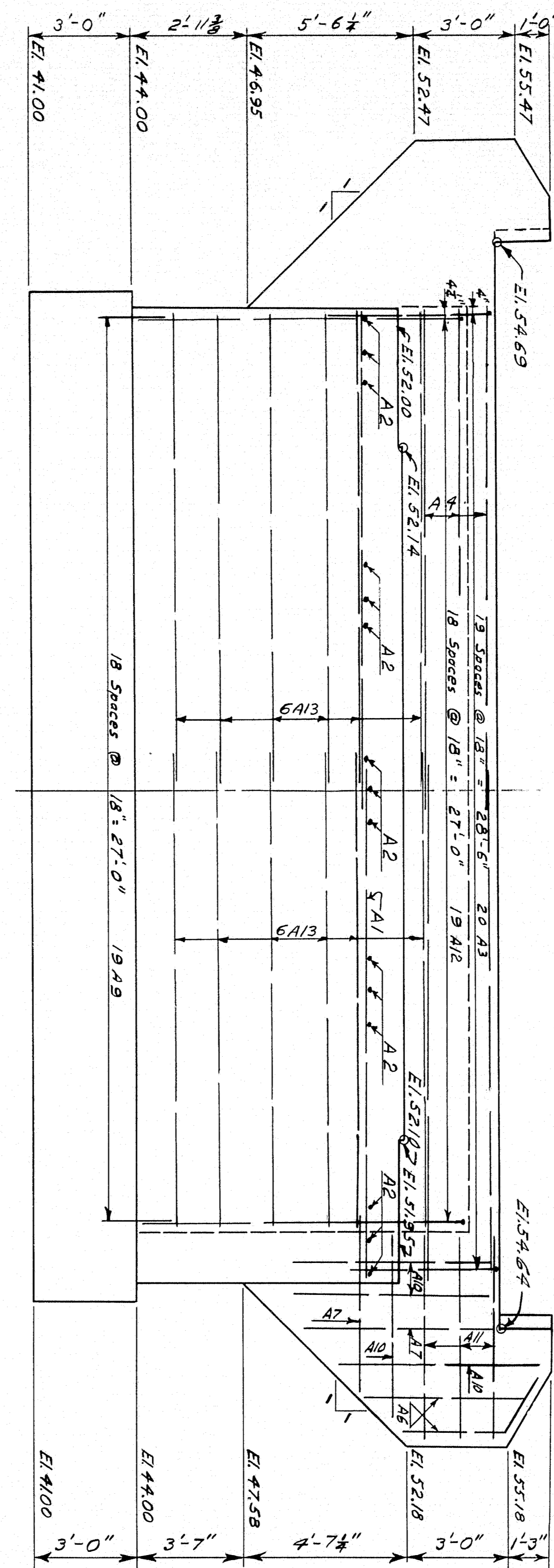
SLOT NOTE

Cover the $\frac{1}{2}$ " slots between the superstructure and parapets on the back side with 2 layers of roofing 10" wide. Coat the concrete and the back of each layer as applied with a suitable grade of roofing cement. Recess area to be covered $\frac{1}{4}$ " by nailing thin strips to forms before concrete is placed.



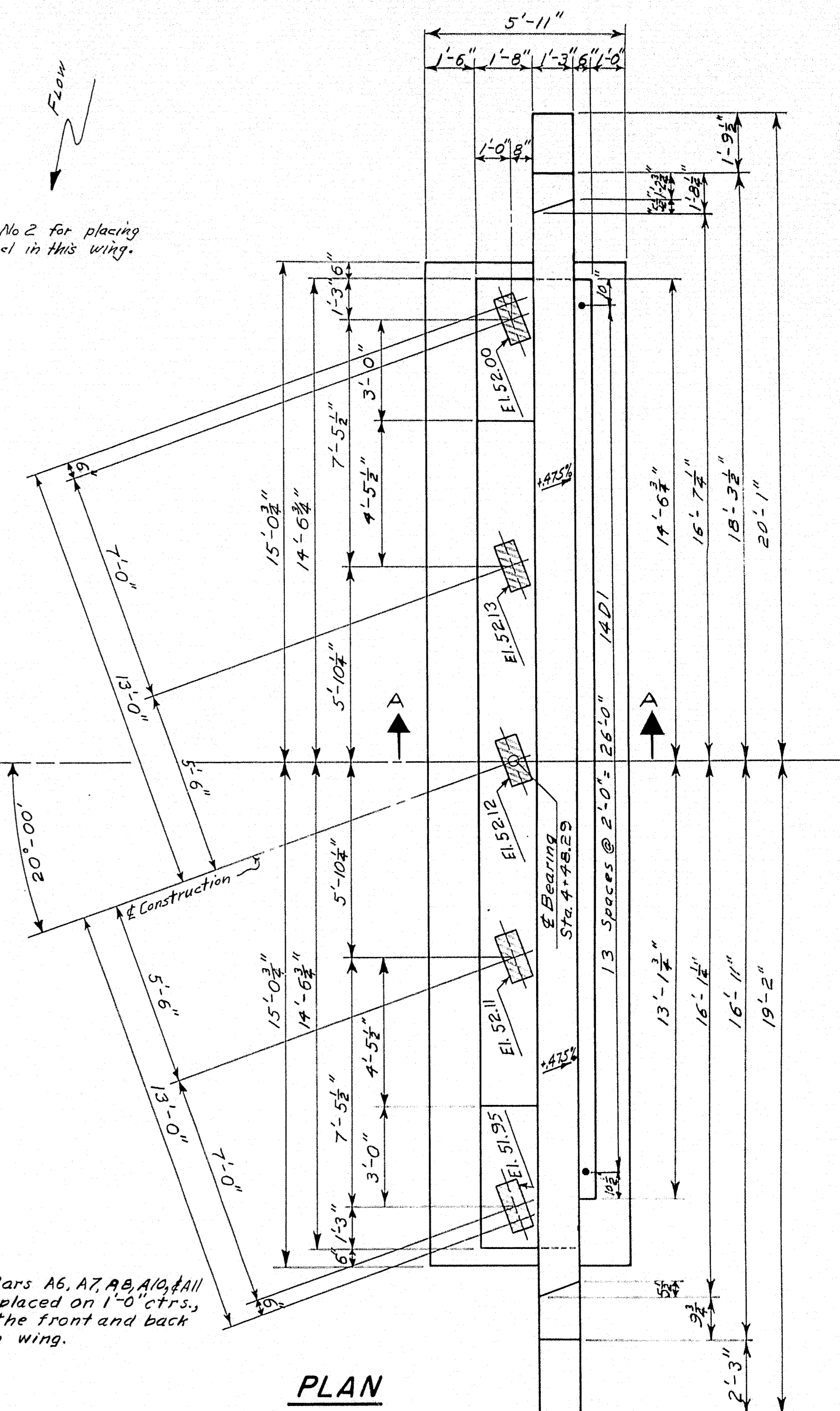
V = Total Vertical Load (DL & LL from Super str. = 11.6K)
T = Total Earth Thrust
R = Resultant
Max. Soil Pressure = 3.02 Tons/sq ft
Existing Soil - Coarse gravel & boulders. No Road penetration.

ABUTMENT ANALYSIS



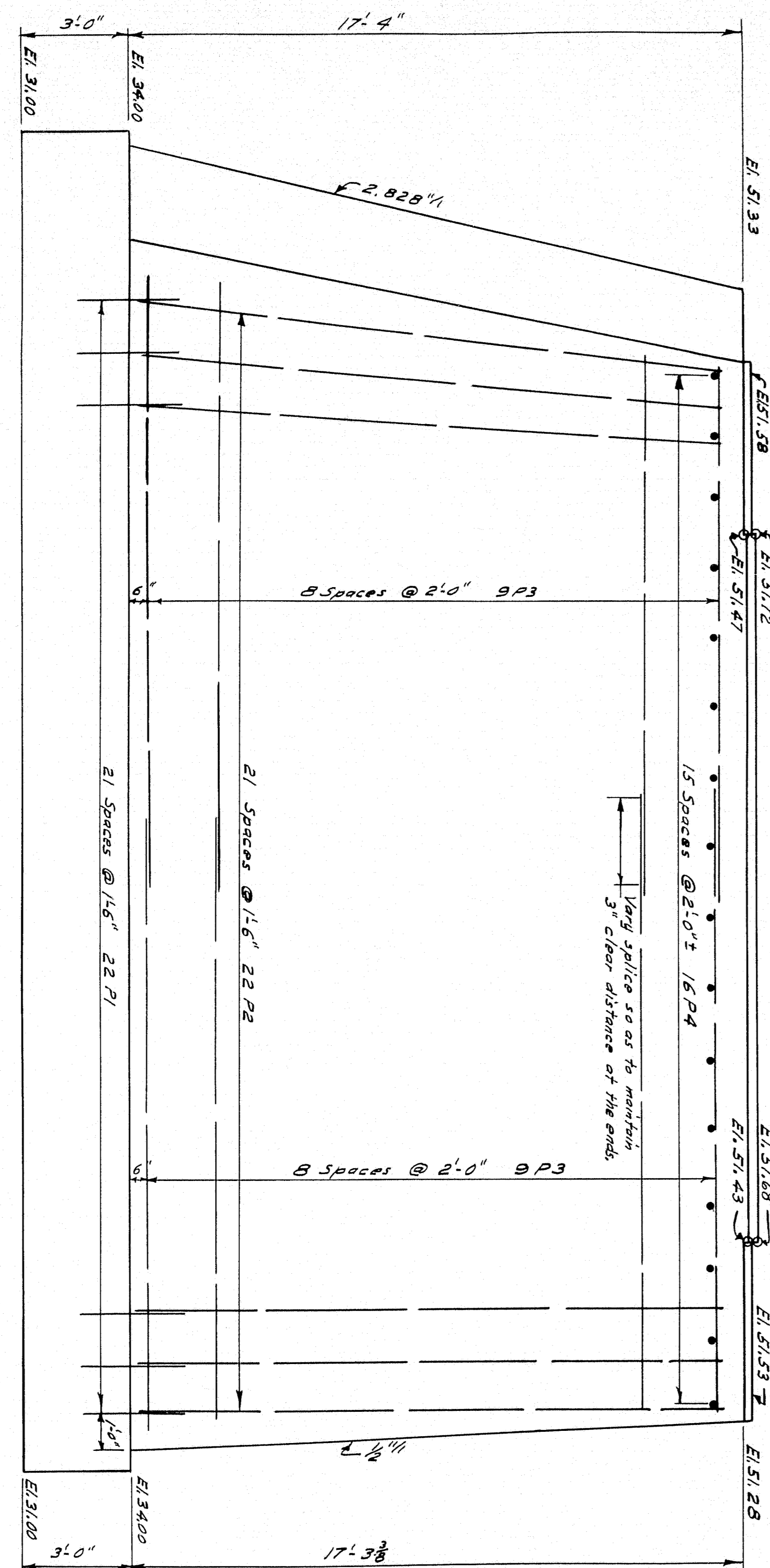
See Sheet No 2 for placing reinforcing steel in this wing.

Note: Bars A6, A7, A8, A10, & A11 will be placed on 1'-0" ctrs., and on the front and back of each wing.



DESIGN - POTEN TRACE - R.W.L. CHECK - Harris	BRIDGE NO. 2781 SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STATION 350 BRIDGE	
OVER	
EAST BRANCH PLEASANT RIVER	
IN THE TOWNSHIP OF	
T5 R9 (EBEEME)	
PISCATAQUIS COUNTY	
ABUTMENT NO. 2	
SHEET 3 OF 10	AUGUSTA, MAINE

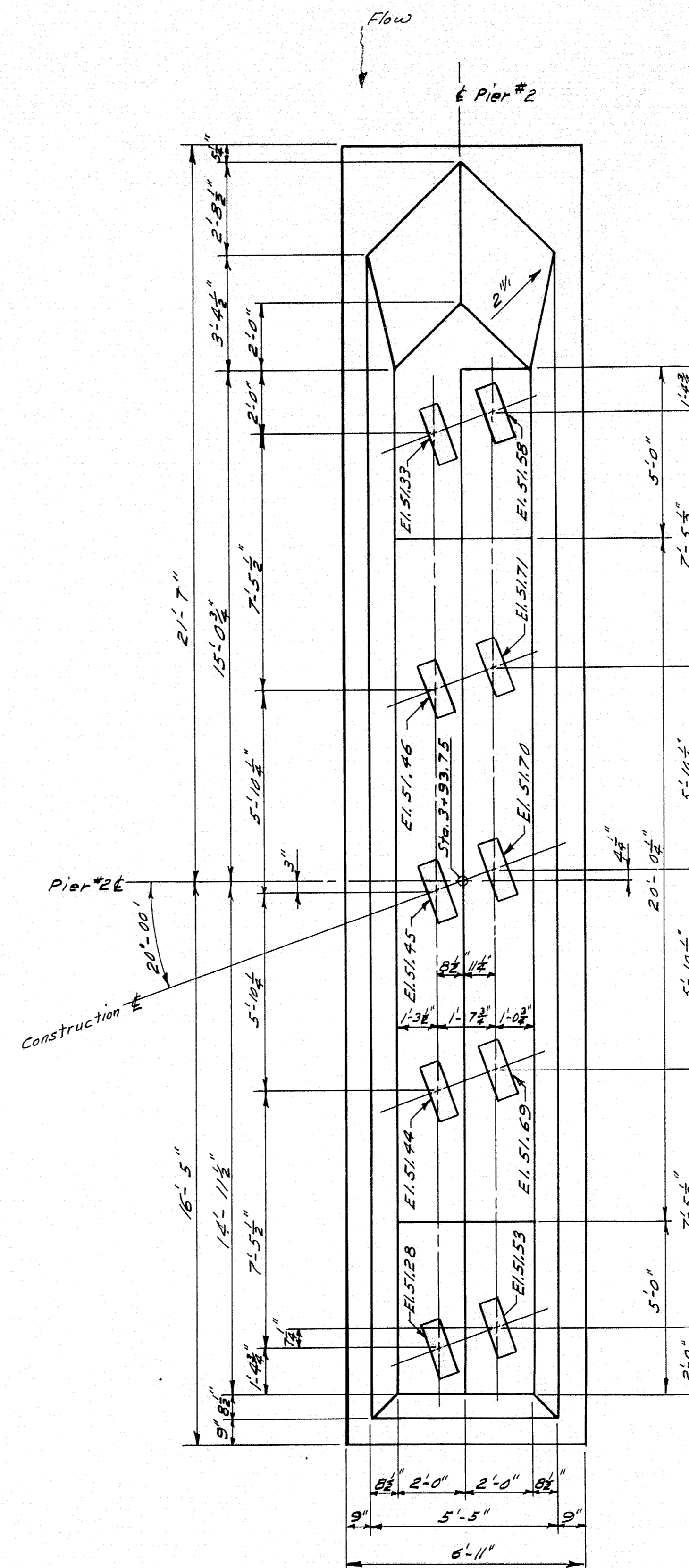
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



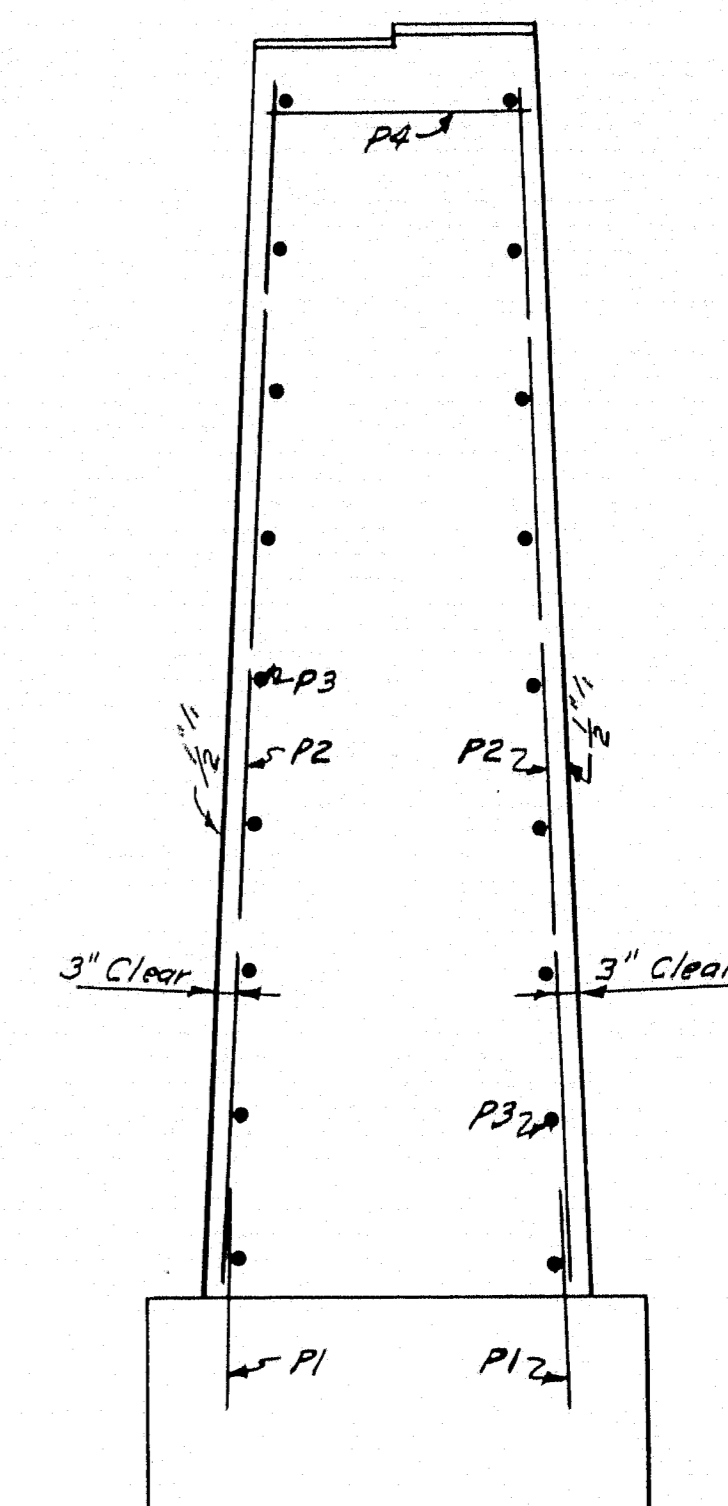
ELEVATION

Max. Soil Pressure - 2.75 Tons/ft²

Note: Dress Bearing Areas to exact elevations shown 1" larger than Masonry Plates all around.
Vary spacing of P4 bars as required to avoid interference with anchor bolts.



PLAN



END ELEVATION

DESIGN - DOTEN TRACE - DOTEN CHECK - Harris	BRIDGE NO. 3781 SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STATION 350 BRIDGE OVER	
EAST BRANCH PLEASANT RIVER IN THE TOWNSHIP OF	
T5 R9 (EBEEME) PISCATAQUIS COUNTY	
PIER NO2	
SHEET 5 OF 10 AUGUSTA, MAINE Jan 60	

84-173

0 1 2 3 4 5 INCHES

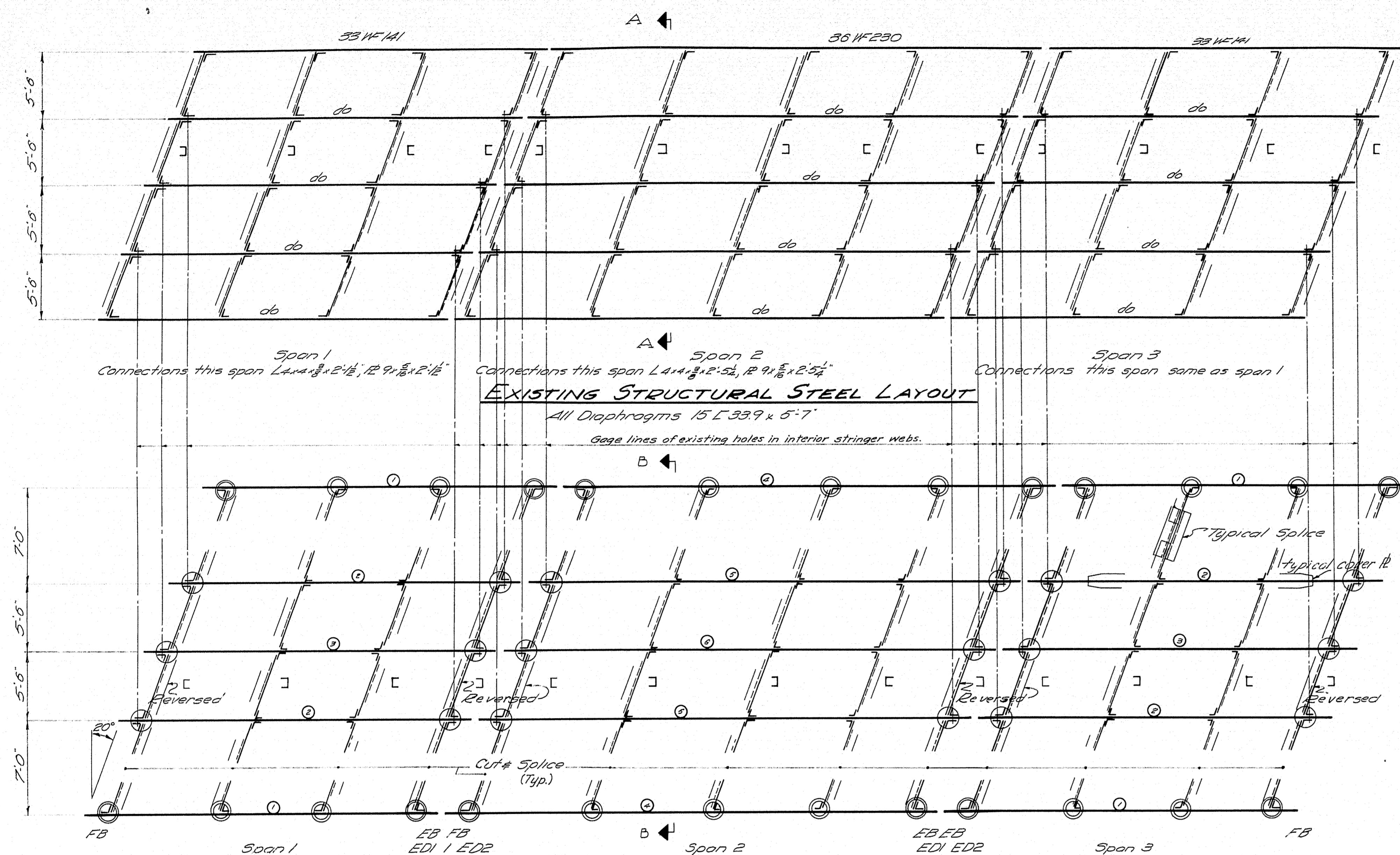
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

WORK TO BE DONE FOR STRUCTURAL STEEL

Order of work to be at the option of the contractor, but not in such a manner as to jeopardize the interests of the State of Maine.

Item Description

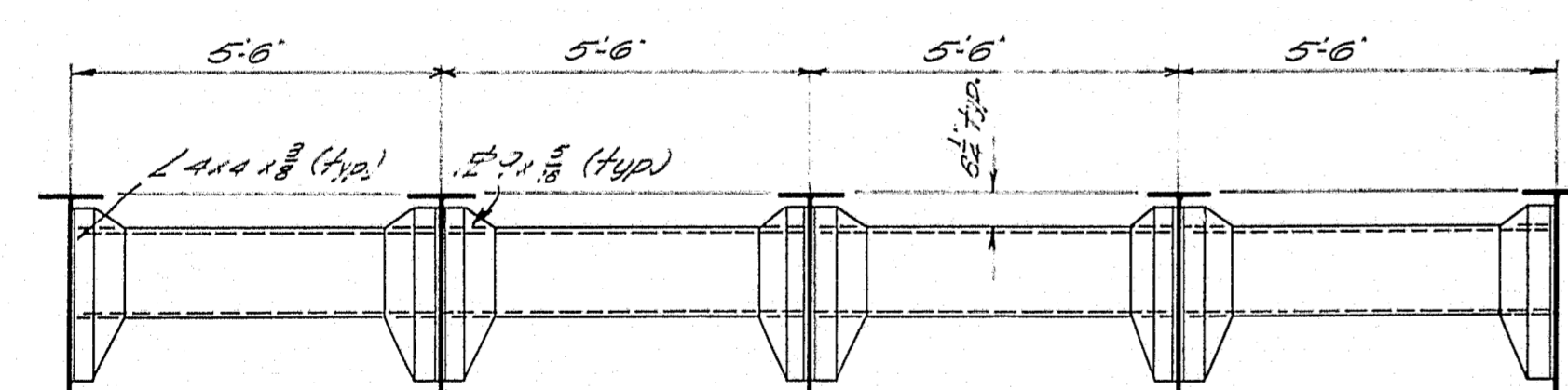
801-7 Temporary relocation of existing stringers & diaphragms
801-7 Removal of bolts as indicated.
801-7 Removal of diaphragms as required.
801-105 Cutting of existing exterior diaphragms
801-104 Welding of new cover plates to existing stringers.
801-104 Setting new anchor bolts & new pedestals.
801-105 Replacing existing stringers on new pedestals.
801-105 Reversing diaphragms as indicated & rebolting to stringers.
801-105 Welding exterior diaphragms to exterior stringers.
801-104 Welding new pedestals to existing stringers.
801-104 Welding new splice angles to existing diaphragms.
801-104 Setting new expansion dams
801-104 Setting new drains & welding stay plates to existing stringers.
Payment for the various descriptions of work listed above will be made under the corresponding item numbers.



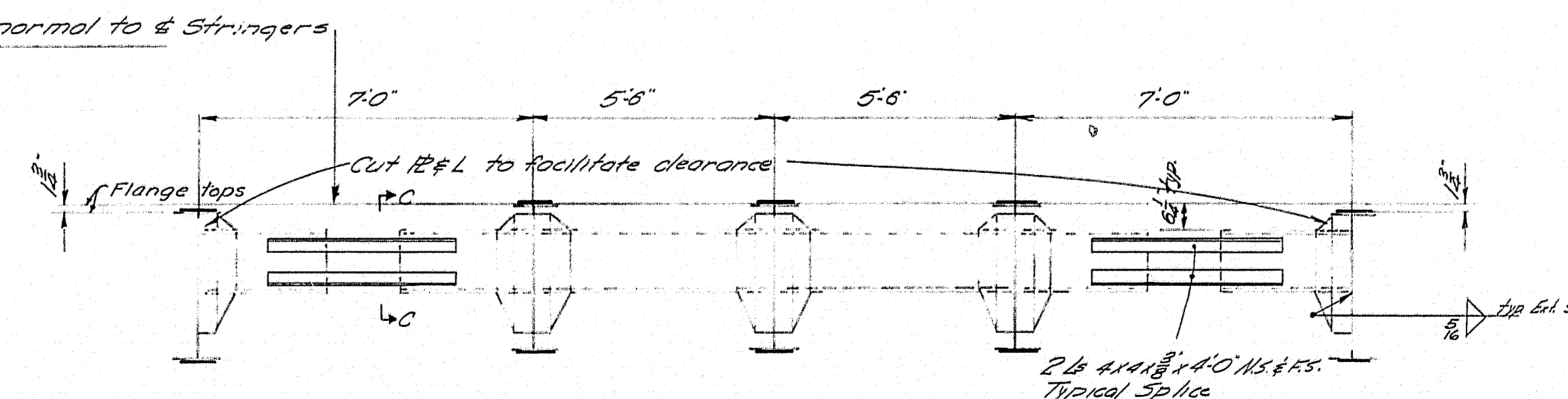
ERECTION DIAGRAM SHOWING USAGE OF EXISTING STRUCTURAL STEEL

○ Removal of bolts required and replace with 'new' bolts. Use existing holes in interior stringer webs. ○ Diaphragms to be reversed as indicated. Use existing holes in interior stringer webs. ○ Removal of bolts required & weld L to stringer. Cut L & P to fit.

① Plate designation see sh# 9

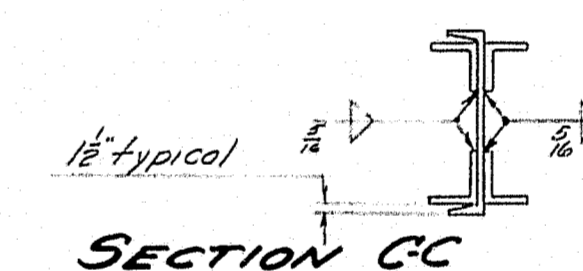


SECTION A-A - EXISTING STEEL
Diaphragms are bolted to stringers.



SECTION B-B

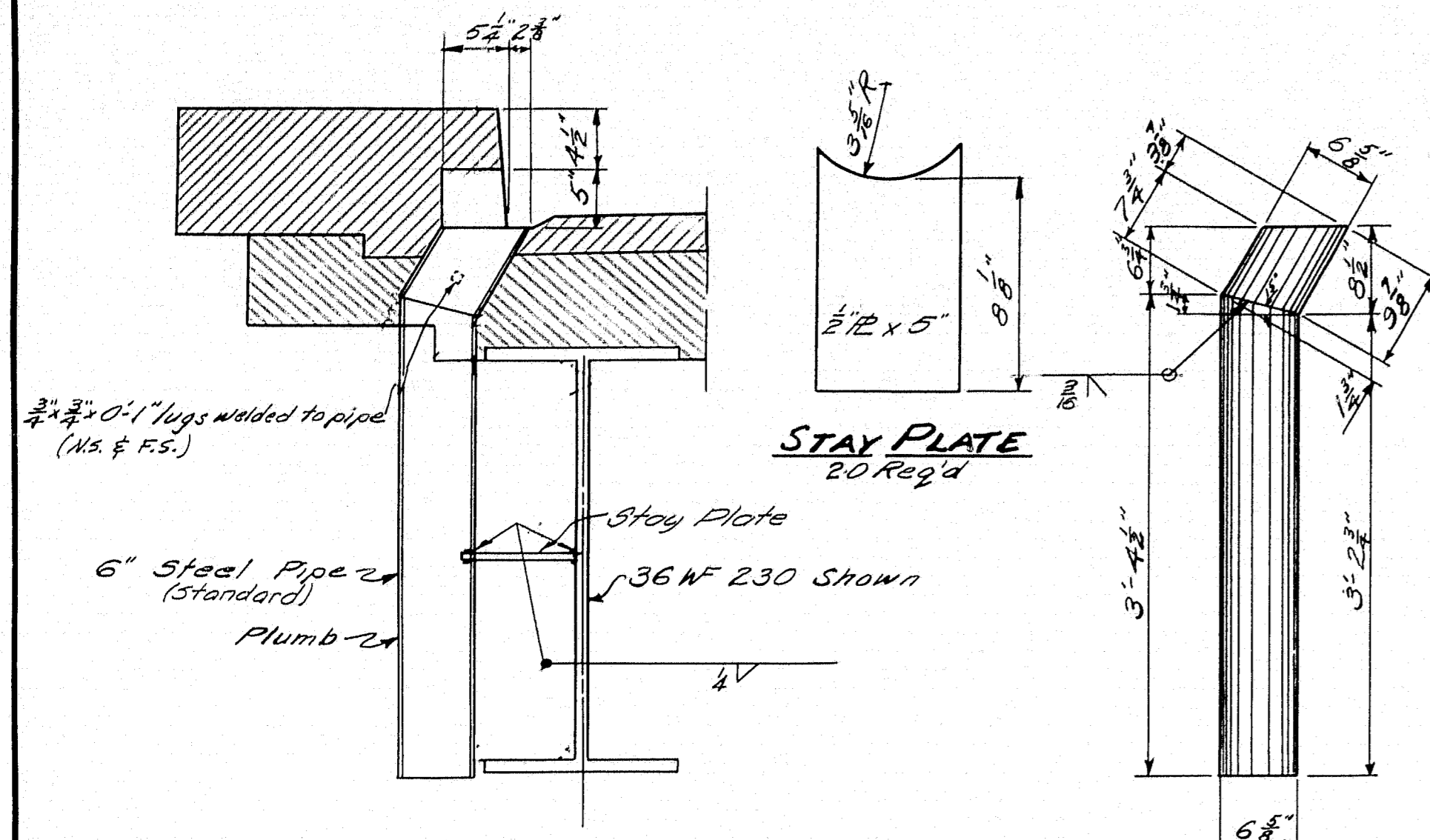
— Existing Steel
— New Steel



DESIGN - Chubb	BRIDGE NO. 9771
TRACE - Harris	SURVEY - PLOT -
CHECK - Harris	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STATION 350 BRIDGE	
OVER	
EAST BRANCH PLEASANT RIVER	
IN THE TOWNSHIP OF	
T 5 R 9 (EBEEME)	
PISCATAQUIS COUNTY	
FRAMING PLANS	
SHEET 7 OF 10 AUGUSTA, MAINE JAN 60	

84-175

0 1 2 3 4 5 INCHES



SECTION B-B

Bend Reinforcing Steel to accommodate Drain.
Furnishing erecting of Drains to be paid for under
Items 702-103 & 702-104, Structural Steel (Delivered & Erected)

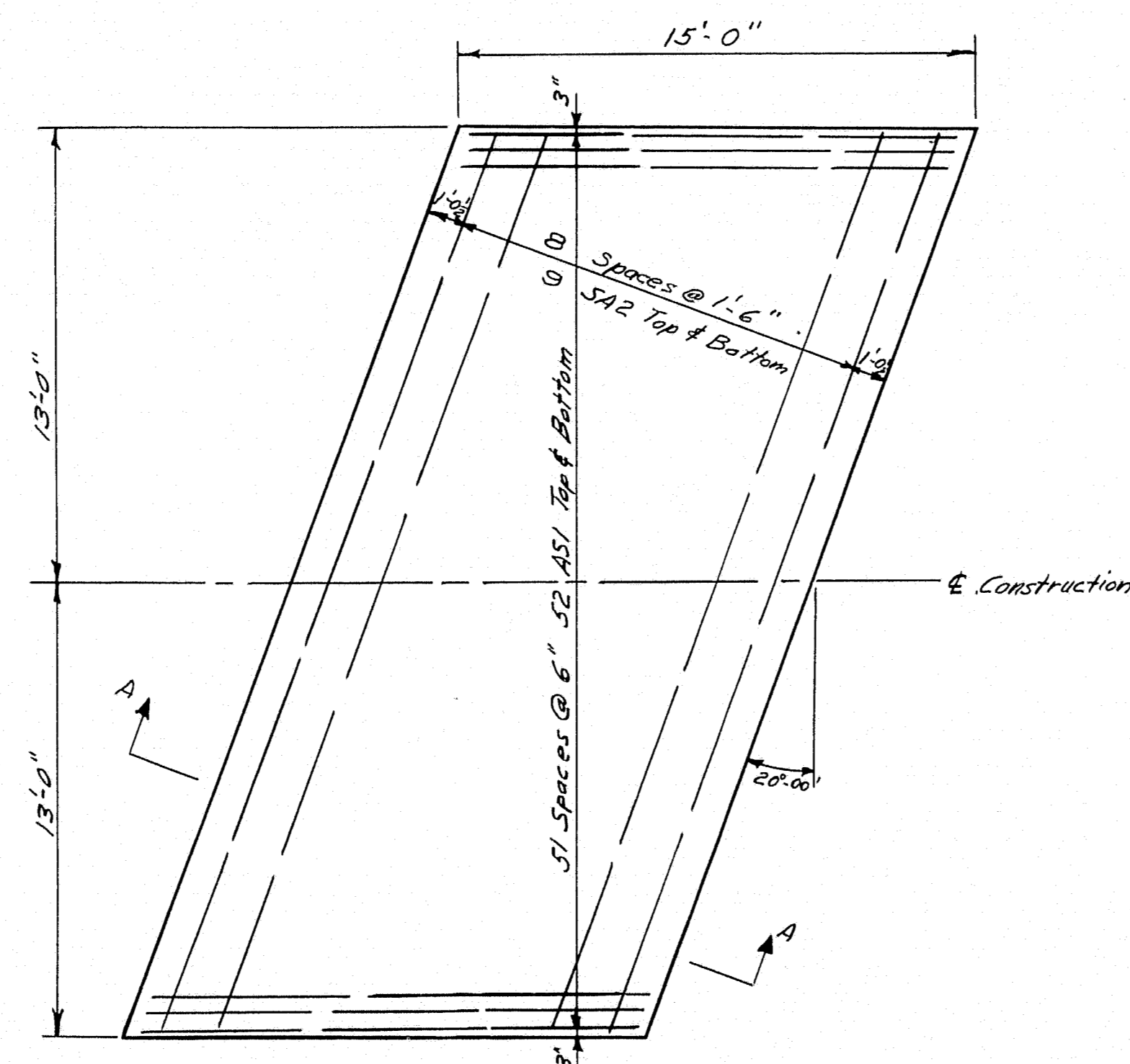
DRAIN DETAILS

ELEVATIONS - BOTTOM OF SLAB

POINT	Line a	Line b	Line c	Line d	Line e
Abut. Abut. #1	54.34	54.48	54.58	54.46	54.30
Span	54.44	54.57	54.67	54.55	54.33
Span	54.51	54.64	54.75	54.62	54.46
Span	54.56	54.69	54.80	54.67	54.52
Abut. Pier 1	54.53	54.73	54.83	54.71	54.55
Abut. Pier 1	54.60	54.74	54.84	54.72	54.56
Span	54.75	54.89	54.99	54.87	54.71
Span	54.86	55.01	55.11	54.98	54.82
Span	54.94	55.07	55.17	55.05	54.89
Abut. Pier 2	54.97	55.10	55.20	55.08	54.92
Abut. Pier 2	54.98	55.11	55.21	55.09	54.93
Span	55.07	55.20	55.31	55.18	55.03
Span	55.14	55.27	55.38	55.26	55.10
Span	55.20	55.33	55.43	55.31	55.15
Abut. Abut. 2	55.23	55.36	55.47	55.34	55.18

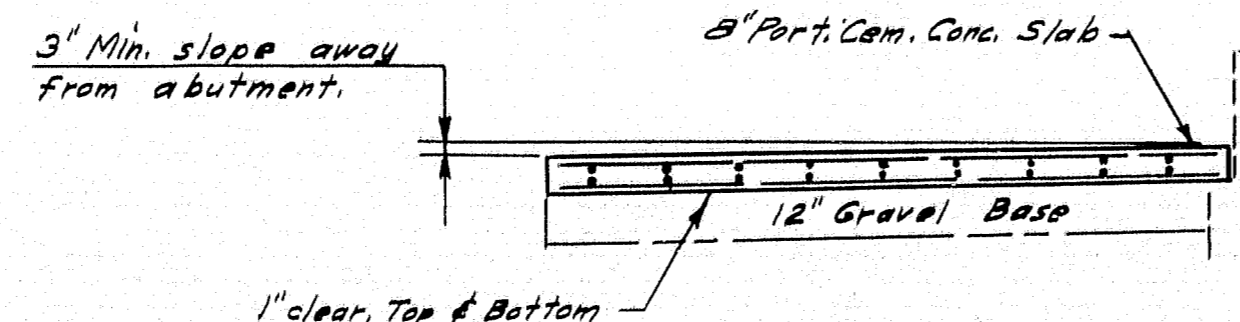
Note: See 514.9 for location of lines a to e.

Before any slab forms are constructed elevations are to be taken on the top of the beam flanges at the stations indicated and subtracted from "Elevations - Bottom of Slab". The result is the blocking to be used in the form work.



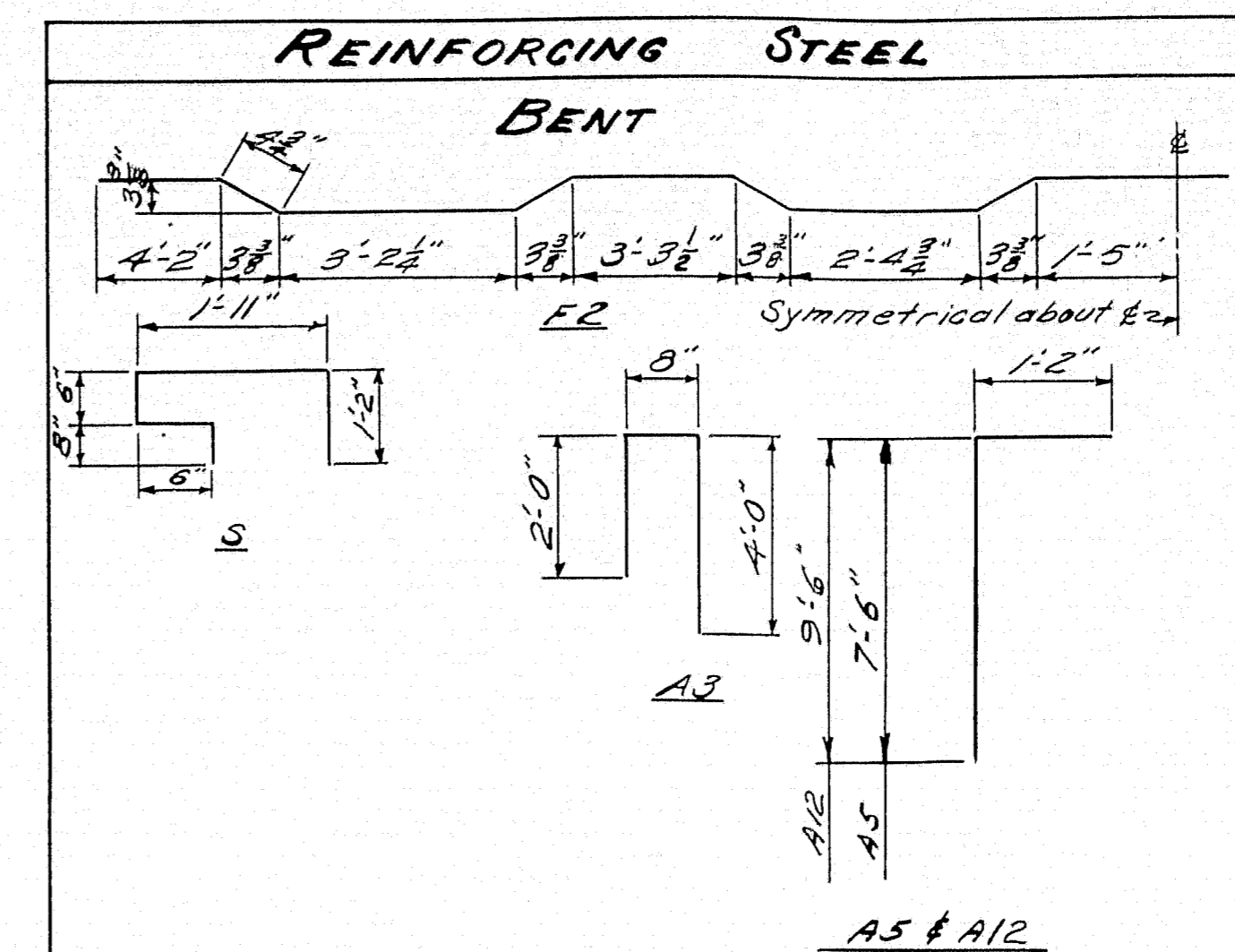
APPROACH SLAB PLAN

Abut. No. 1 shown - Abut. No. 2 Similar



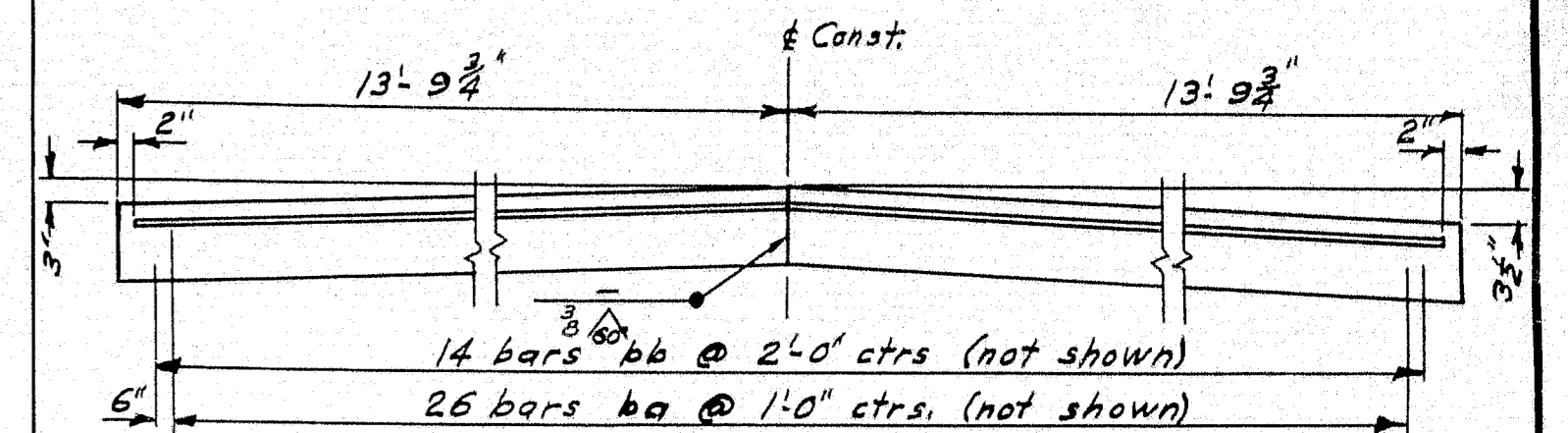
SECTION AA

Note: Payment to be made under Item No 701-40, Portland Cement Concrete, Roadway and Sidewalk Slabs on Steel Bridges.



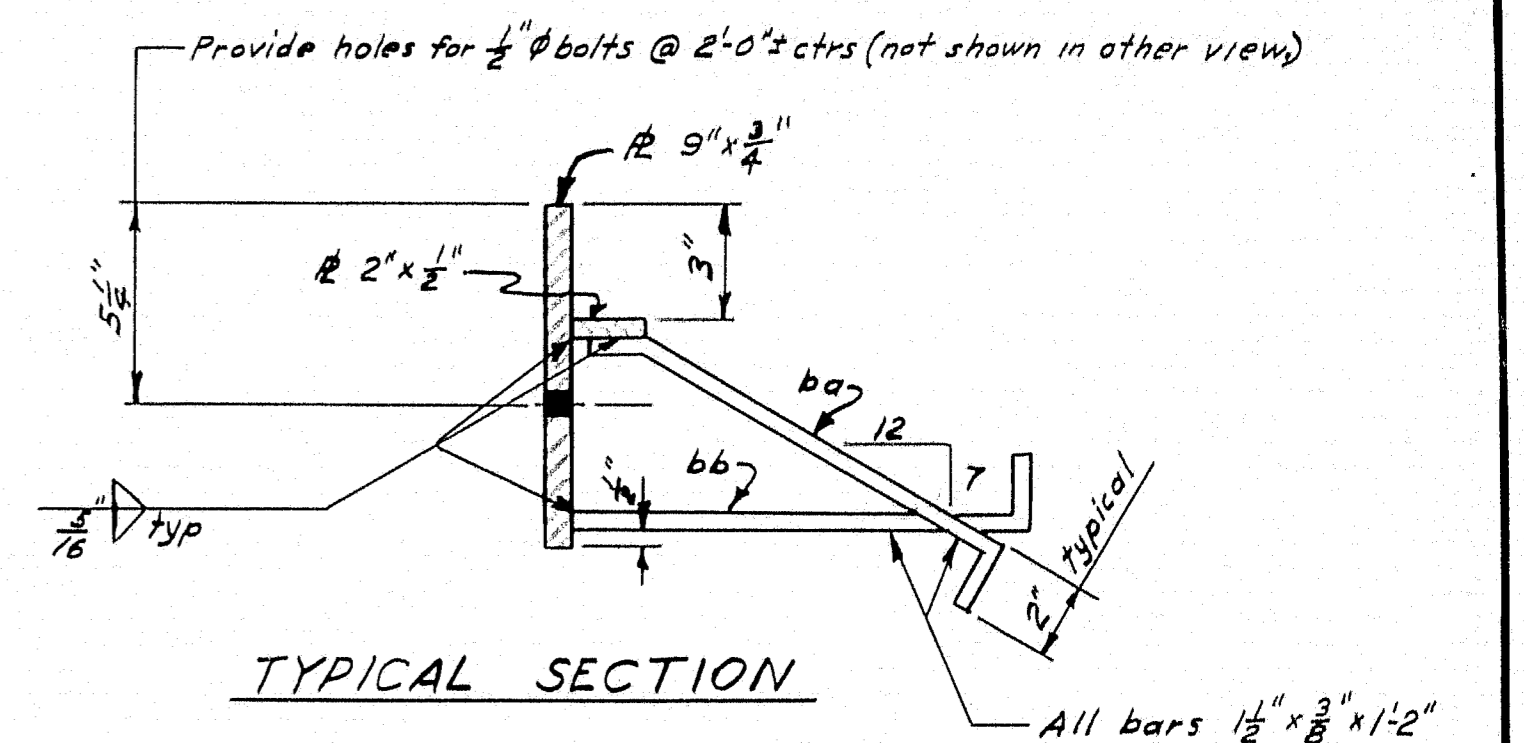
Mark	Size	Number	Length	Remarks
F2	#5	194	38'-1"	Superstructure Slabs
S	#5	282	4'-9"	Curb - Slab
A3	#5	40	6'-8"	Backwall, Abuts
A5	#5	19	8'-8"	"
A12	#5	19	10'-8"	"

Mark	Size	Number	Length	Remarks
F1	#5	402	31'-2"	Superstructure Slabs
E1	#4	280	30'-0"	Superstructure Slabs
E2	#4	70	26'-7"	Span 1
E3	#4	70	20'-3"	" 2
E4	#4	70	27'-2"	" 3
T1	#3	191	27'-6"	Wearing Surface Spans 1, 2 & 3
T2	#3	104	30'-0"	"
T3	#3	28	26'-3"	Span 1
T4	#3	28	19'-5"	" 2
T5	#3	26	28'-10"	" 3
B1	#6	38	7'-0"	End Diaphragms
B2	#6	38	5'-6"	"
A1	#6	16	15'-0"	Bridge Seat, Abuts.
A2	#4	30	2'-11"	"
A4	#4	16	15'-6"	Backwall
A6	#5	20	4'-6"	Wings
A7	#5	12	5'-0"	"
A8	#5	4	5'-9"	"
P1	#6	88	3'-0"	Piers 1 & 2
P2	#5	88	16'-6"	"
P3	#4	72	17'-0"	"
P4	#4	32	3'-6"	"
A51	#6	208	14'-8"	Approach Slabs
A52	#4	36	27'-4"	"
D1	#6	28	4'-0"	Abut. Appr. Slab Seats
A9	#5	38	3'-0"	Abutments
A10	#5	28	6'-0"	Wings
A11	#5	24	7'-0"	"
A13	#4	22	14'-2"	Backwall, Abuts.



ED1 (ED2 Opp. Hand)

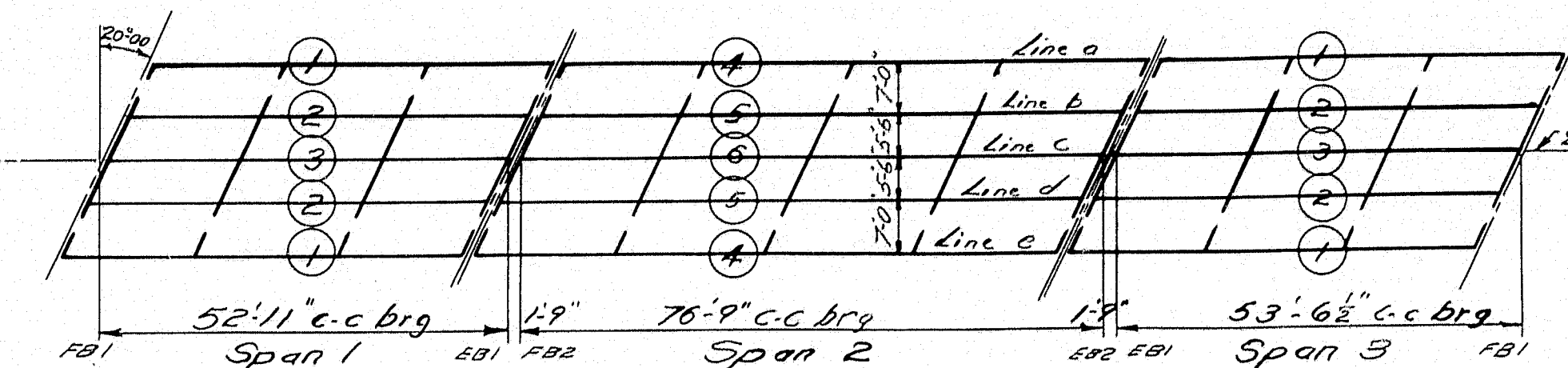
Note: No paint in contact with concrete.



EXPANSION DAMS

2 ED1 Span 1, Pier 1; Span 2, Pier 2.
2 ED2 Span 2, Pier 1; Span 3, Pier 2.

DESIGN - COFFIN TRACE - HICKS CHECK - Harris	BRIDGE NO. 3781 SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STATION 350 BRIDGE OVER	
EAST BRANCH PLEASANT RIVER IN THE TOWNSHIP OF	
T5 R9 (EBEEME) PISCATAQUIS COUNTY	
REINFORCING STEEL, APPROACH SLAB & BLOCKING SHEET 3 OF 10 AUGUSTA, MAINE Jan. 60	



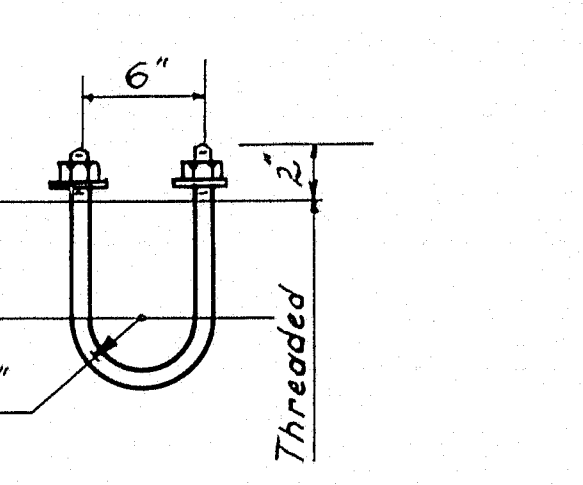
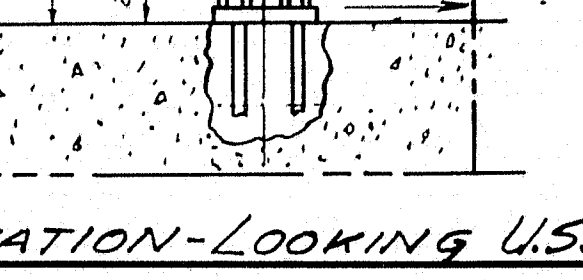
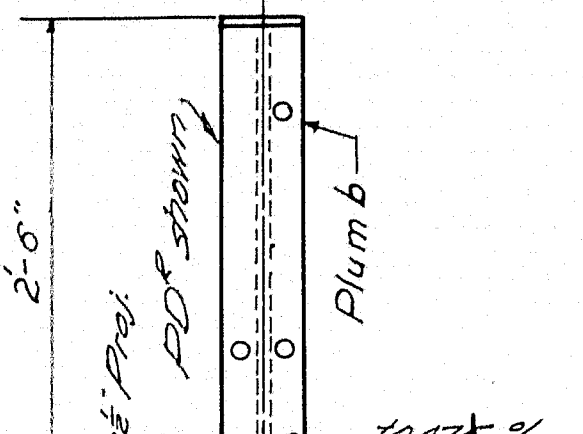
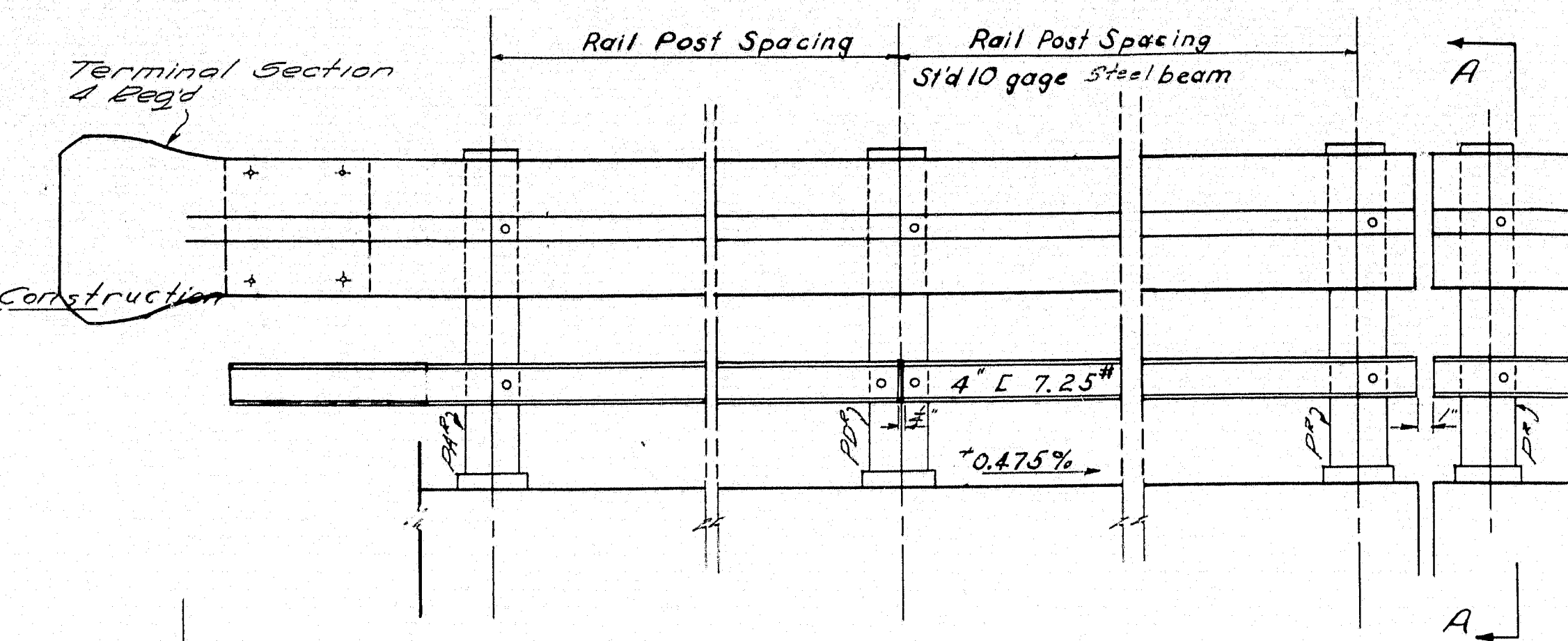
COVER PLATE SCHEDULE (All Plates Top & Bottom)

Mark	No.	Size	End Dist. from Centerline	Remarks	Length	End Dist.
1	3	12" x 1/2" x 37'-6"	6 1/2"	Taper Length 2'-0"	3'-0"	3'-0"
2	3	12" x 1/2" x 39'-0"	7 1/2"		2'-0"	2'-0"
3	4	12" x 1/2" x 37'-0"	7 1/2"		2'-0"	2'-0"
4	4	12" x 1/2" x 56'-6"	10'-1 1/2"		3'-0"	3'-0"
5	4	12" x 1/2" x 55'-3"	10'-9"		3'-0"	3'-0"
6	2	12" x 1/2" x 51'-3"	12'-9"		2'-0"	2'-0"

DIAPHRAGM EXTENSION & REVERSAL

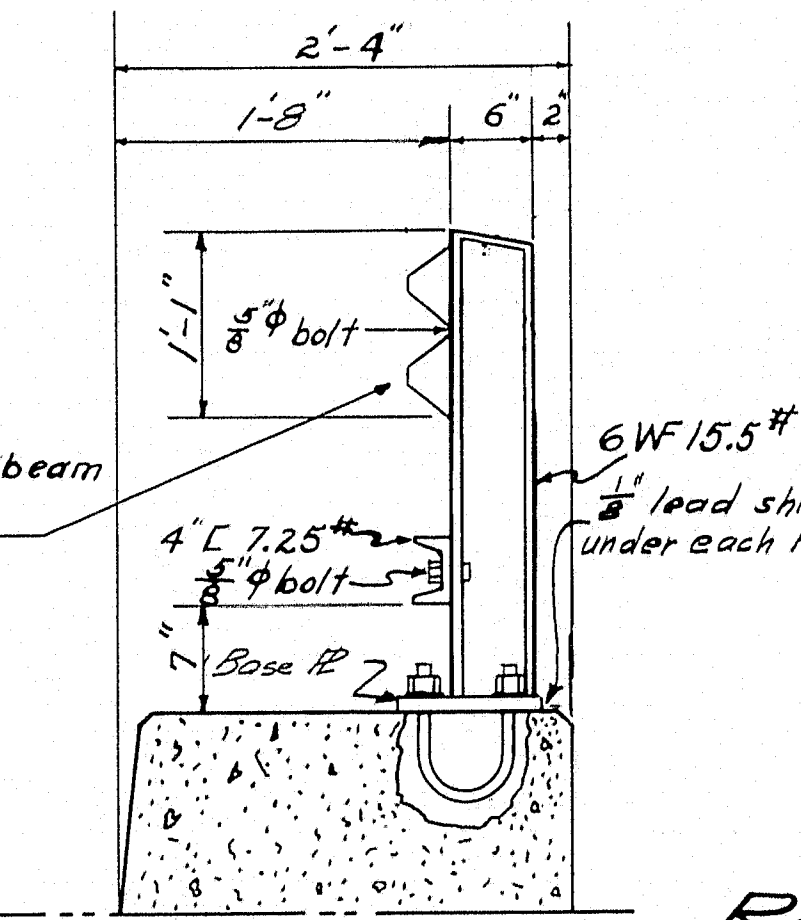
REQUIRED: 104 L's 4x4x1/2" (42's per extension).
132 bolts 3/4"x2 1/4" with nuts & lock washers *See Note Machine Bolts

All bolts connecting exterior girders & diaphragms to be removed. Diaphragms to be extended in the manner shown on sheet 6 "Half Transverse Section".
The bolts provided are for use in reversing indicated diaphragms (bolts removed are not intended to be re-used).



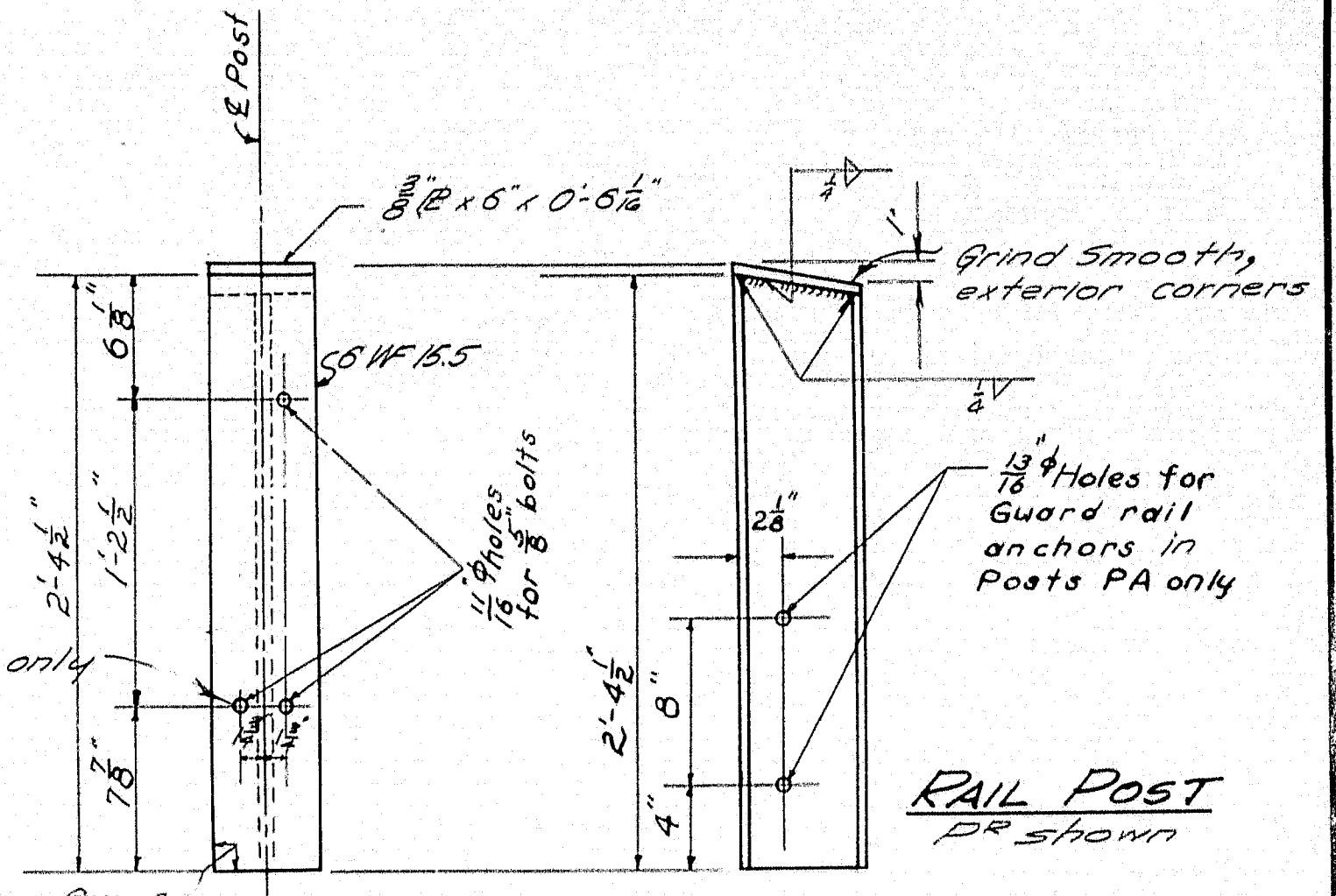
3/4" Anchor Bolts with hex nuts & flat washers
Reg'd - 124

ELEVATION - LOOKING U.S.



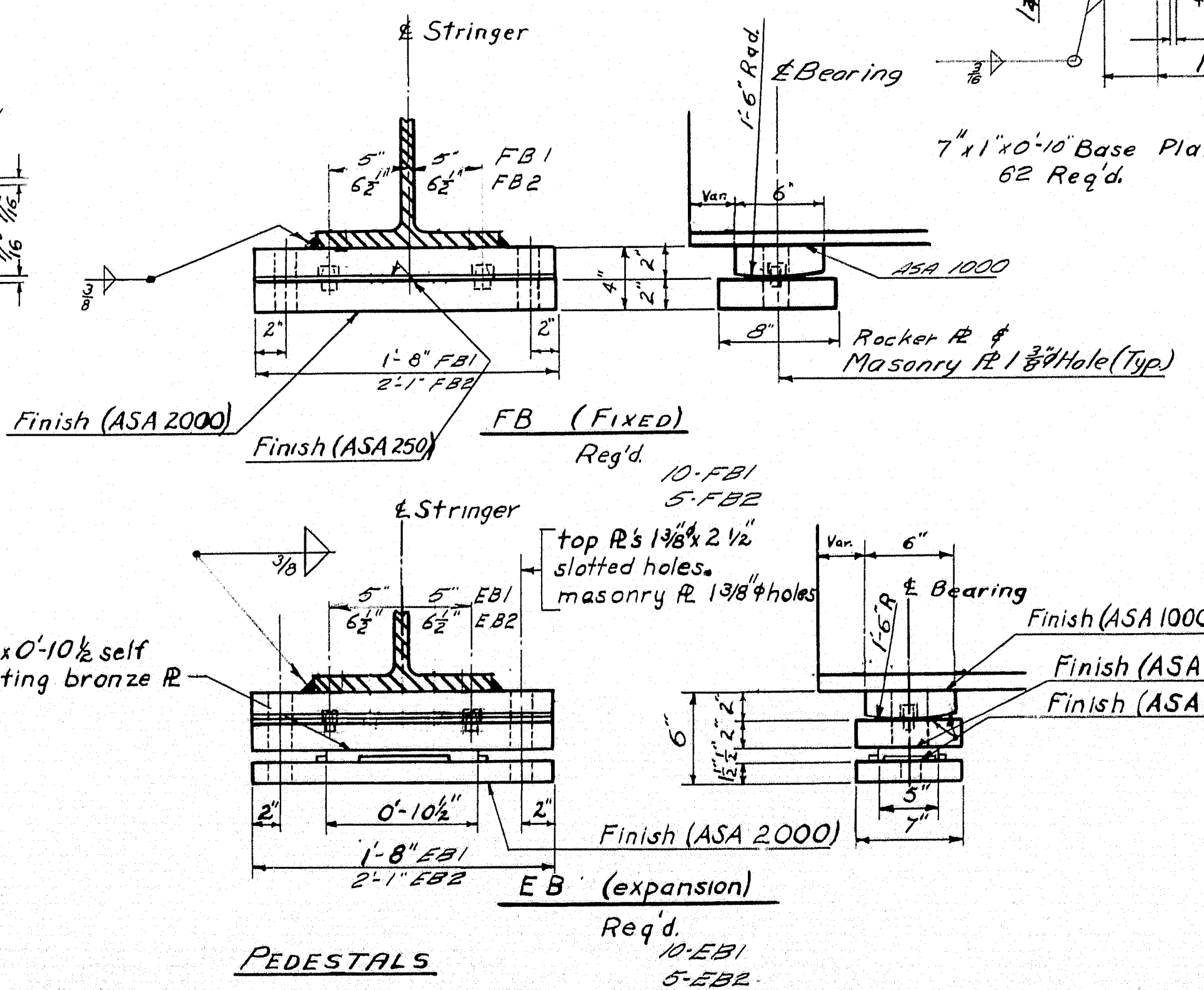
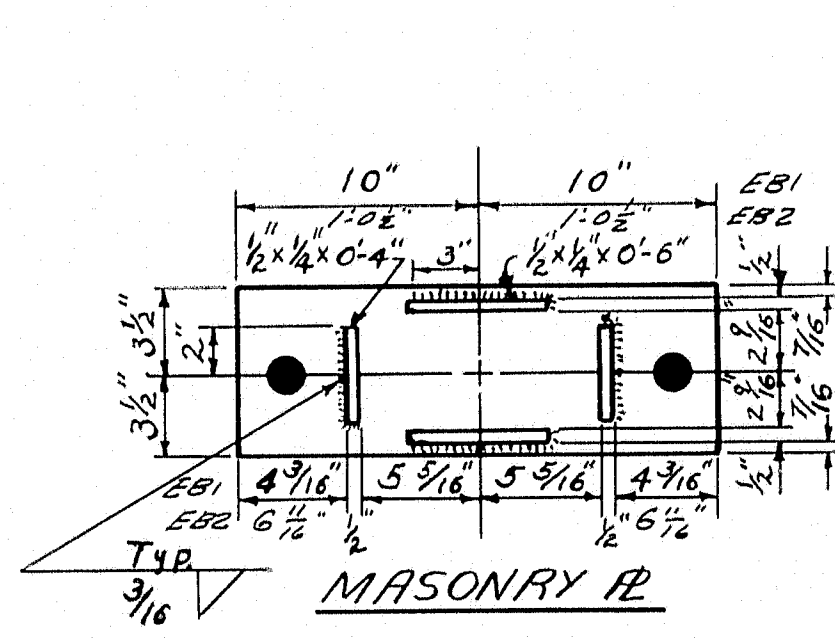
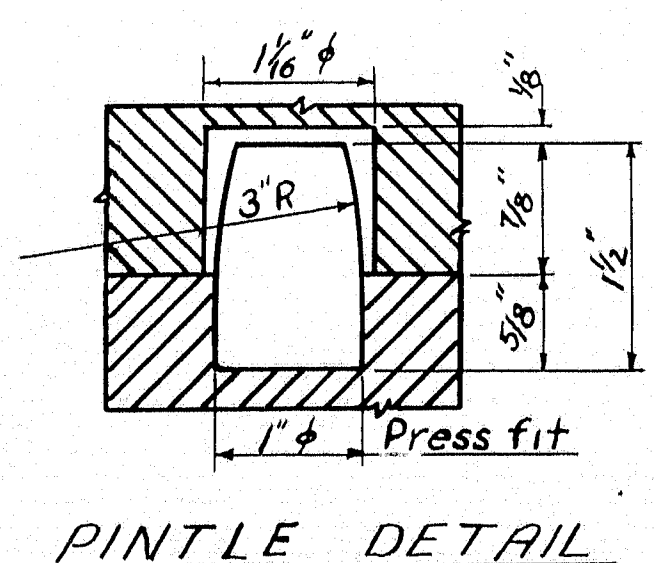
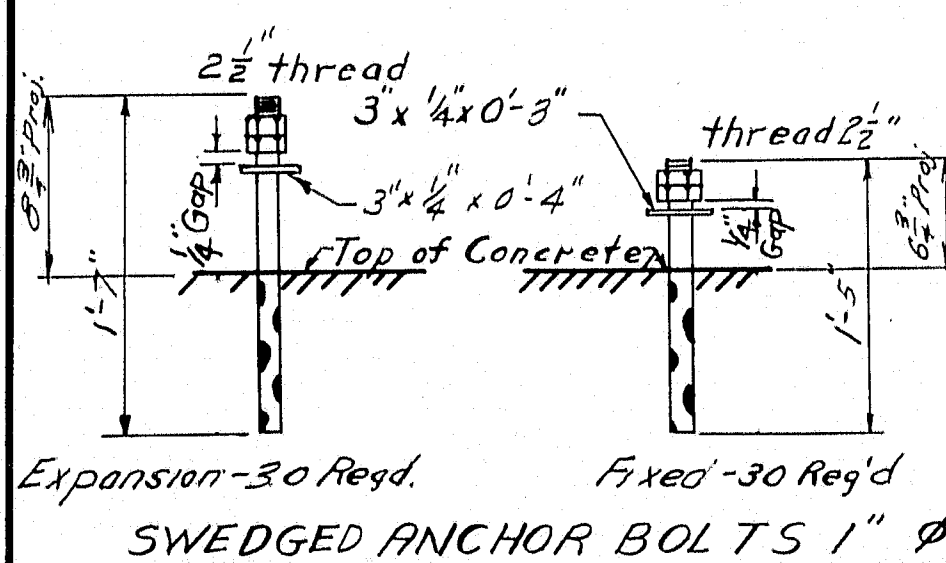
RAIL DETAILS

Beam guard rail for bridges



Reg'd - 22-PR & 22-PD
7-PD & 7-PD
2-PA & 2-PA
240 Splice bolts for steel beams
3/4"x1 1/2" button head bolts with hex nuts, threaded full length.
Post bolts for steel beam
3/4"x2 button head bolts with hex nuts, threaded full length.
Post bolts (4" L to posts) 5/8"x1 1/2" with hex head and nut, threaded full length - 75 Reg'd.

Steel Beam Schedule				Rail Channel Schedule			
Steel Beam		Location		4" L 7.5#		Location	
Mk. No.	Dimensions	Rail Span	Position	Mk. No.	Dimensions	Rail Span	Position
FR 1		10'-0 1/2"	1/3 Int.	RC 1		10'-0 1/2"	1/3 Int.
FR 2		10'-0 1/2"	1/3 Int.	RC 2		10'-0 1/2"	1/3 Int.
FR 3		10'-0 1/2"	1/3 Int.	RC 3		10'-0 1/2"	1/3 Int.
FR 4		10'-0 1/2"	1/3 Int.	RC 4		10'-0 1/2"	1/3 Int.
FR 5		10'-0 1/2"	1/3 Int.	RC 5		10'-0 1/2"	1/3 Int.
FR 6		10'-0 1/2"	1/3 Int.	RC 6		10'-0 1/2"	1/3 Int.
FR 7		10'-0 1/2"	1/3 Int.	RC 7		10'-0 1/2"	1/3 Int.
FR 8		10'-0 1/2"	1/3 Int.	RC 8		10'-0 1/2"	1/3 Int.
FR 9		10'-0 1/2"	1/3 Int.	RC 9		10'-0 1/2"	1/3 Int.
FR 10		10'-0 1/2"	1/3 Int.	RC 10		10'-0 1/2"	1/3 Int.
FR 11		10'-0 1/2"	1/3 Int.	RC 11		10'-0 1/2"	1/3 Int.
FR 12		10'-0 1/2"	1/3 Int.	RC 12		10'-0 1/2"	1/3 Int.
FR 13		10'-0 1/2"	1/3 Int.	RC 13		10'-0 1/2"	1/3 Int.
FR 14		10'-0 1/2"	1/3 Int.	RC 14		10'-0 1/2"	1/3 Int.
FR 15		10'-0 1/2"	1/3 Int.	RC 15		10'-0 1/2"	1/3 Int.
FR 16		10'-0 1/2"	1/3 Int.	RC 16		10'-0 1/2"	1/3 Int.
FR 17		10'-0 1/2"	1/3 Int.	RC 17		10'-0 1/2"	1/3 Int.
FR 18		10'-0 1/2"	1/3 Int.	RC 18		10'-0 1/2"	1/3 Int.
FR 19		10'-0 1/2"	1/3 Int.	RC 19		10'-0 1/2"	1/3 Int.
FR 20		10'-0 1/2"	1/3 Int.	RC 20		10'-0 1/2"	1/3 Int.
FR 21		10'-0 1/2"	1/3 Int.	RC 21		10'-0 1/2"	1/3 Int.
FR 22		10'-0 1/2"	1/3 Int.	RC 22		10'-0 1/2"	1/3 Int.
FR 23		10'-0 1/2"	1/3 Int.	RC 23		10'-0 1/2"	1/3 Int.
FR 24		10'-0 1/2"	1/3 Int.	RC 24		10'-0 1/2"	1/3 Int.
FR 25		10'-0 1/2"	1/3 Int.	RC 25		10'-0 1/2"	1/3 Int.
FR 26		10'-0 1/2"	1/3 Int.	RC 26		10'-0 1/2"	1/3 Int.
FR 27		10'-0 1/2"	1/3 Int.	RC 27		10'-0 1/2"	1/3 Int.
FR 28		10'-0 1/2"	1/3 Int.	RC 28		10'-0 1/2"	1/3 Int.
FR 29		10'-0 1/2"	1/3 Int.	RC 29		10'-0 1/2"	1/3 Int.
FR 30		10'-0 1/2"	1/3 Int.	RC 30		10'-0 1/2"	1/3 Int.
FR 31		10'-0 1/2"	1/3 Int.	RC 31		10'-0 1/2"	1/3 Int.
FR 32		10'-0 1/2"	1/3 Int.	RC 32		10'-0 1/2"	1/3 Int.
FR 33		10'-0 1/2"	1/3 Int.	RC 33		10'-0 1/2"	1/3 Int.
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FR 36		10'-0 1/2"	1/3 Int.	RC 36		10'-0 1/2"	1/3 Int.
FR 37		10'-0 1/2"	1/3 Int.	RC 37		10'-0 1/2"	1/3 Int.
FR 38		10'-0 1/2"	1/3 Int.	RC 38		10'-0 1/2"	1/3 Int.
FR 39		10'-0 1/2"	1/3 Int.	RC 39		10'-0 1/2"	1/3 Int.
FR 40		10'-0 1/2"	1/3 Int.	RC 40		10'-0 1/2"	1/3 Int.
FR 41		10'-0 1/2"	1/3 Int.	RC 41		10'-0 1/2"	1/3 Int.
FR 42		10'-0 1/2"	1/3 Int.	RC 42		10'-0 1/2"	1/3 Int.
FR 43		10'-0 1/2"	1/3 Int.	RC 43		10'-0 1/2"	1/3 Int.
FR 44		10'-0 1/2"	1/3 Int.	RC 44		10'-0 1/2"	1/3 Int.
FR 45		10'-0 1/2"	1/3 Int.	RC 45		10'-0 1/2"	1/3 Int.
FR 46		10'-0 1/2"	1/3 Int.	RC 46		10'-0 1/2"	1/3 Int.
FR 47		10'-0 1/2"	1/3 Int.	RC 47		10'-0 1/2"	1/3 Int.
FR 48		10'-0 1/2"	1/3 Int.	RC 48		10'-0 1/2"	1/3 Int.
FR 49		10'-0 1/2"	1/3 Int.	RC 49		10'-0 1/2"	1/3 Int.
FR 50		10'-0 1/2"	1/3 Int.	RC 50		10'-0 1/2"	1/3 Int.
FR 51		10'-0 1/2"	1/3 Int.	RC 51		10'-0 1/2"	1/3 Int.
FR 52		10'-0 1/2"	1/3 Int.	RC 52		10'-0 1/2"	1/3 Int.
FR 53		10'-0 1/2"	1/3 Int.	RC 53		10'-0 1/2"	1/3 Int.
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FR 55		10'-0 1/2"	1/3 Int.	RC 55		10'-0 1/2"	1/3 Int.
FR 56		10'-0 1/2"	1/3 Int.	RC 56		10'-0 1/2"	1/3 Int.
FR 57		10'-0 1/2"	1/3 Int.	RC 57		10'-0 1/2"	1/3 Int.
FR 58		10'-0 1/2"	1/3 Int.	RC 58		10'-0 1/2"	1/3 Int.
FR 59		10'-0 1/2"	1/3 Int.	RC 59		10'-0 1/2"	1/3 Int.
FR 60		10'-0 1/2"	1/3 Int.	RC 60		10'-0 1/2"	1/3 Int.
FR 61		10'-0 1/2"	1/3 Int.	RC 61		10'-0 1/2"	1/3 Int.
FR 62		10'-0 1/2"	1/3 Int.	RC 62		10'-0 1/2"	1/3 Int.
FR 63		10'-0 1/2"	1/3 Int.	RC 63		10'-0 1/2"	1/3 Int.
FR 64		10'-0 1/2"	1/3 Int.	RC 64		10'-0 1/2"	1/3 Int.
FR 65		10'-0 1/2"	1/3 Int.	RC 65		10'-0 1/2"	1/3 Int.
FR 66		10'-0 1/2"	1/3 Int.	RC 66			



Specifications - Fabrication & Erection,
State of Maine - Standard Specifications, Highways
and Bridges, Revision of January 1956.
Design and Detail - A.A.S.H.O. Standard Specs.
for Highway Bridges, 1957.

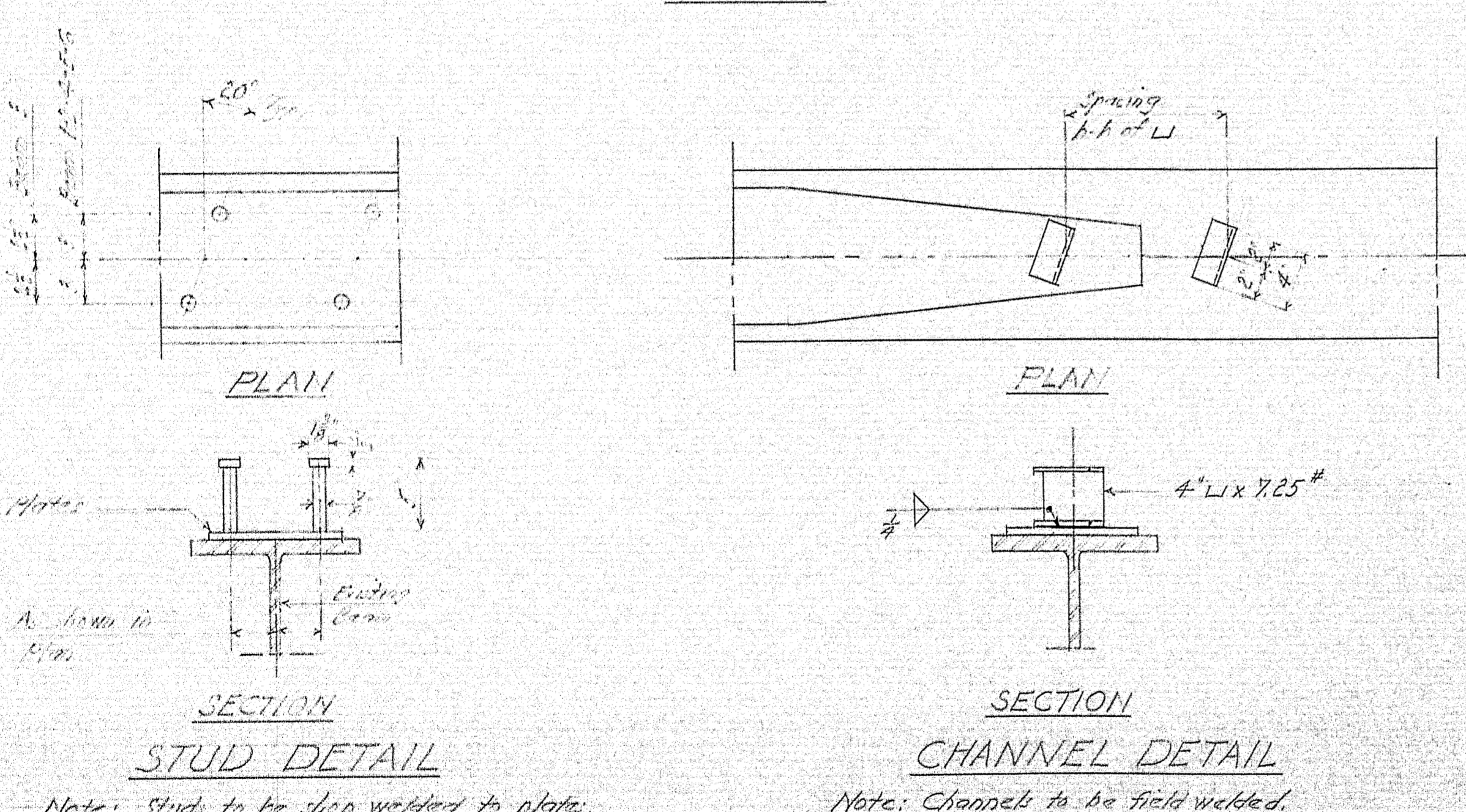
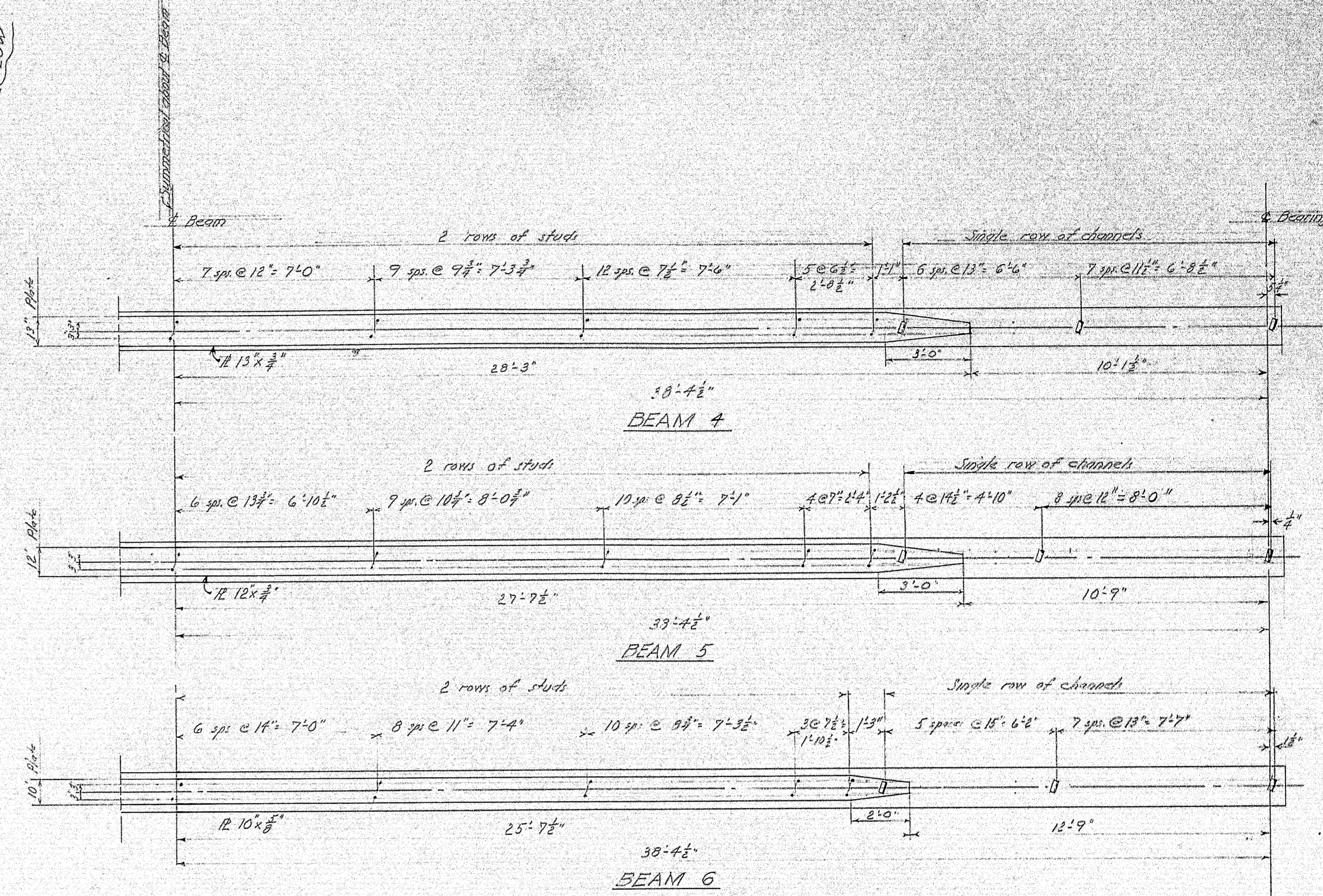
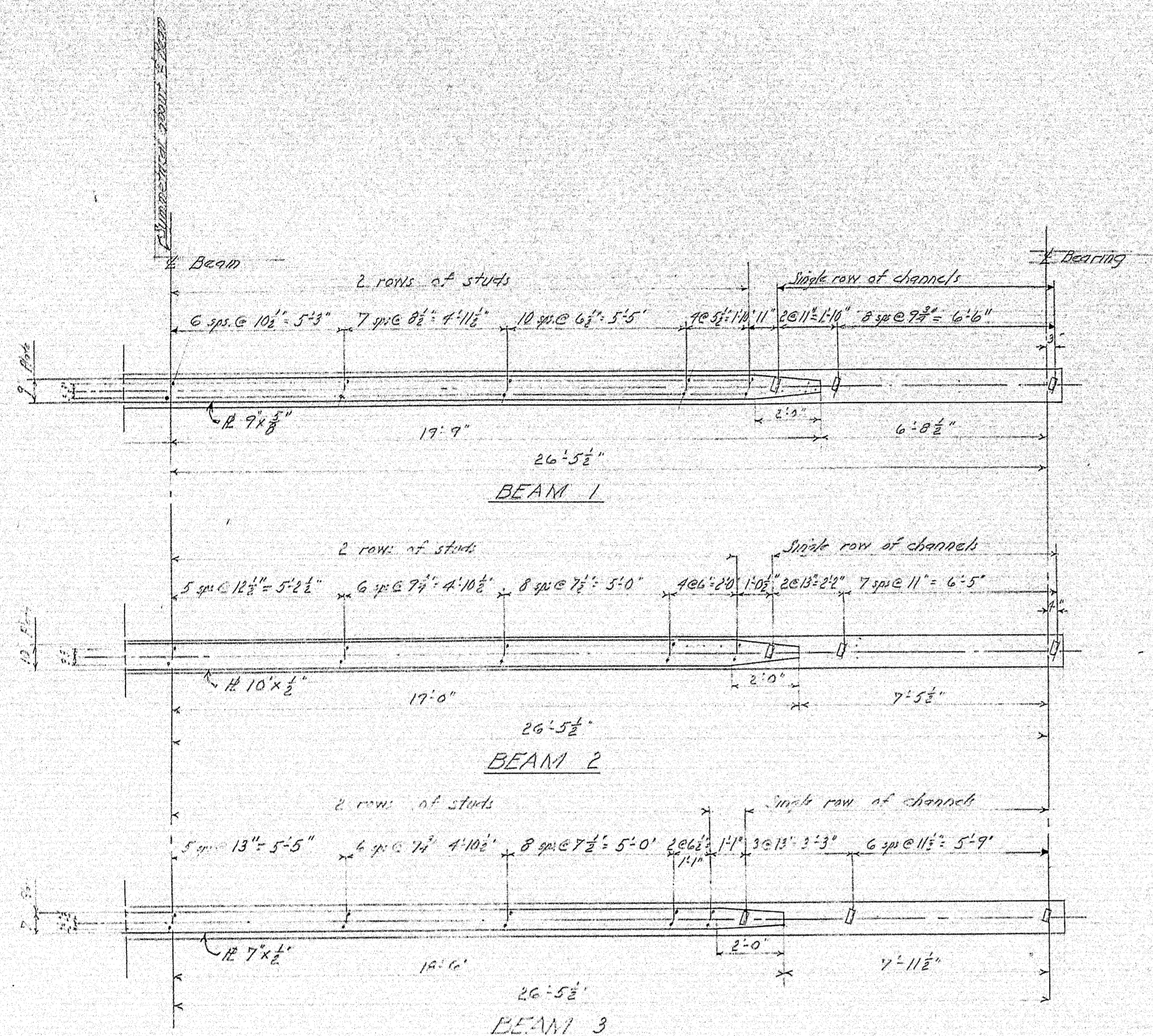
Materials
All Structural Steel members shall
conform to ASTM Designation A7.

DESIGN - COFFIN
TRACE - SKINNER
CHECK - HARRIS

BRIDGE NO. 350-21
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

STATION 350 BRIDGE
OVER
EAST BRANCH PLEASANT RIVER
IN THE TOWNSHIP OF
T5 R9 (EBEEME)
PISCATAQUIS COUNTY
COVER PLATE, BEARING, & RAIL DETAILS
SHEET 9 OF 10 AUGUSTA, MAINE Jan 60



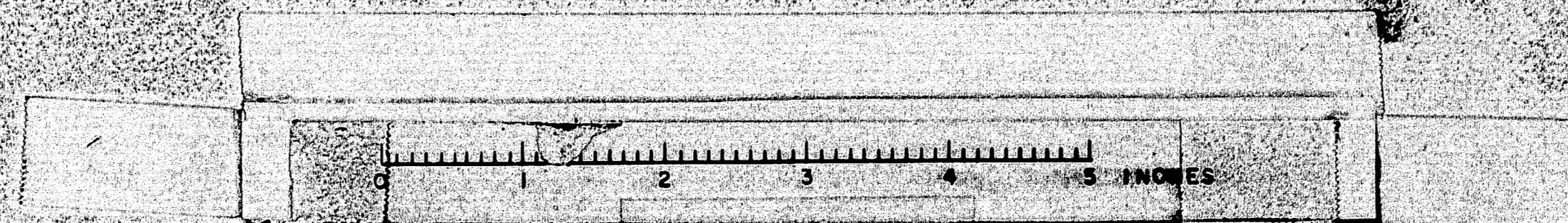
BEAM	STUDS			CHANNELS	
	No. of Beams	No. of Studs per Beam	Total	No. of LI per Beam	Total
1	4	110	440	22	88
2	4	94	376	20	80
3	2	86	172	20	40
4	2	134	268	28	56
5	2	118	236	16	32
6	1	110	110	20	20
	Total		1602	Total	342

Design - *Harold E.*
 Check - *Barney*

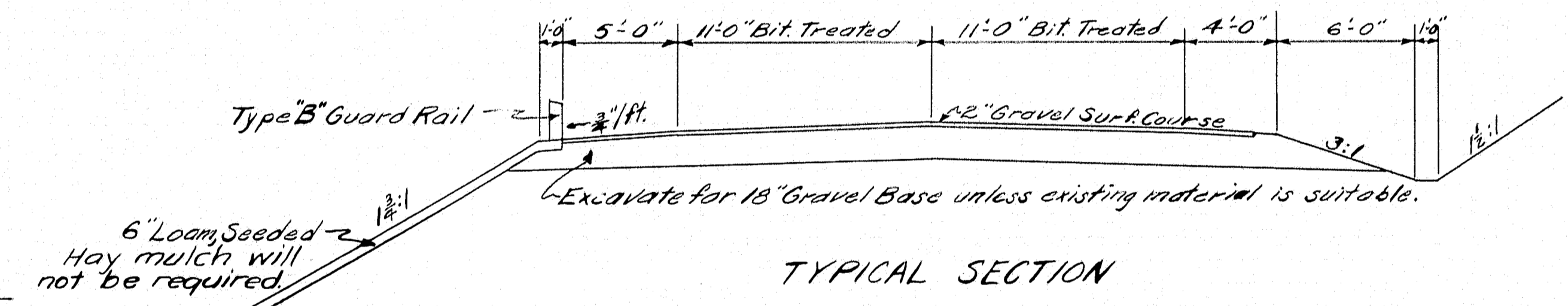
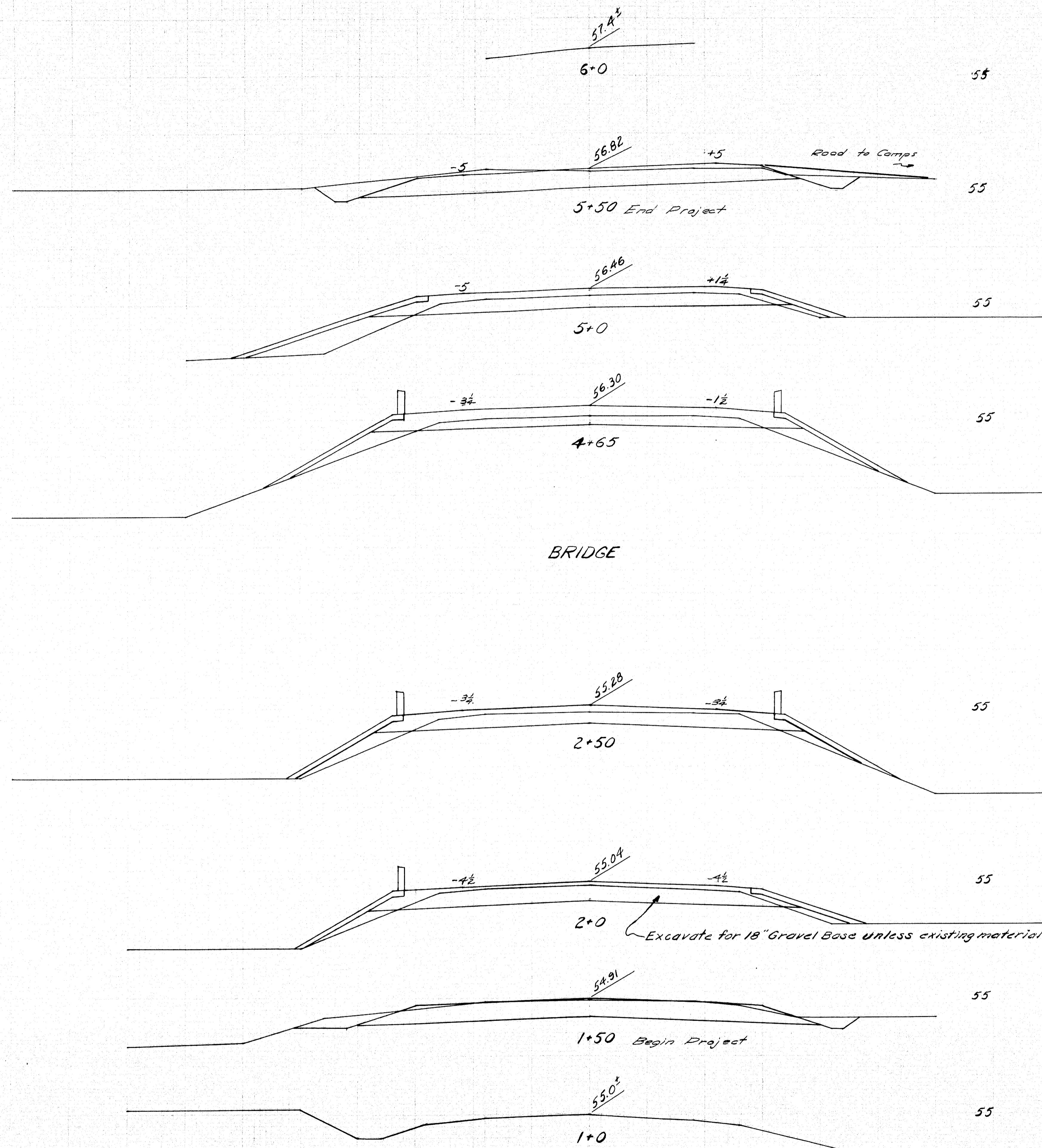
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 STATION 350 BRIDGE
 OVER
 EAST BRANCH PLEASANT RIVER
 IN THE TOWNSHIP OF
 T5R9 (EBEEME)
 PISCATAQUIS COUNTY

SHEAR CONNECTORS

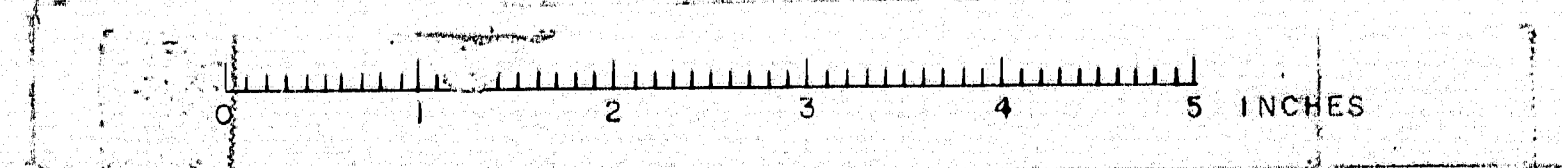
Sheet 9 of 10 Augusta, Maine August 1962

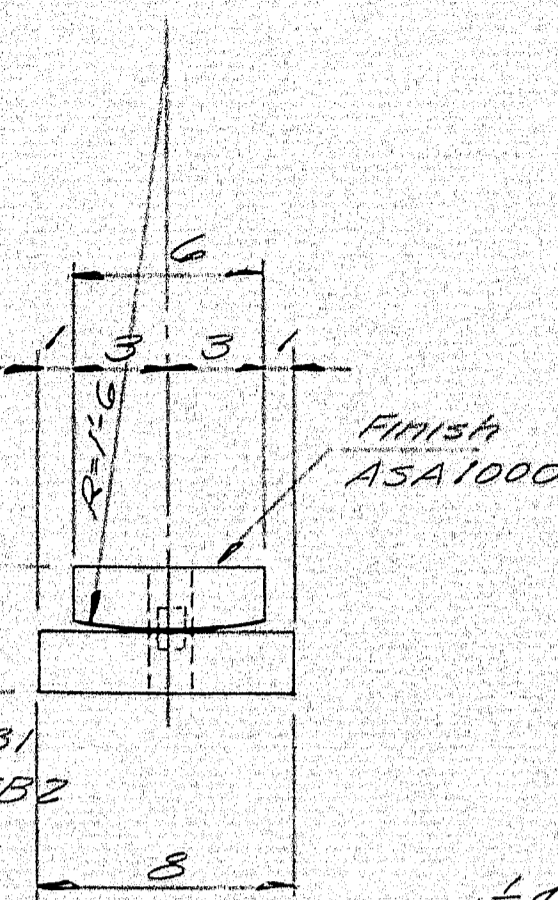


D. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

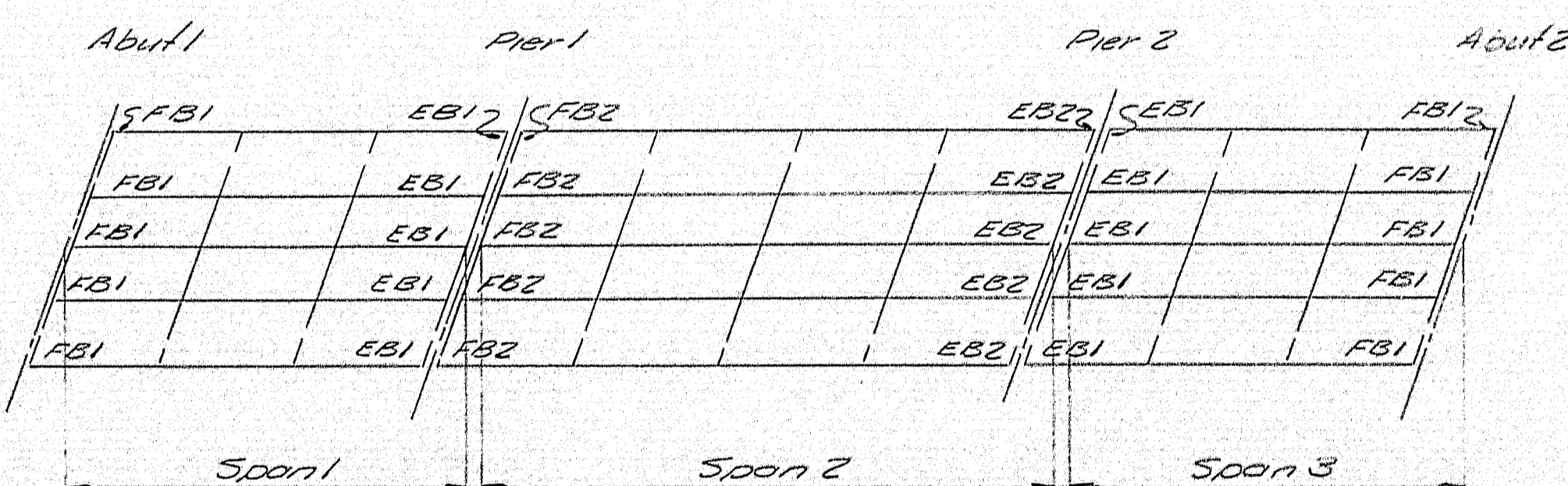


DESIGN - HICKS TRACE - HICKS CHECK - Harris	BRIDGE NO. 5787
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
STATION 350 BRIDGE OVER	
EAST BRANCH PLEASANT RIVER IN THE TOWNSHIP OF	
T5 R9 (EBEEME) PISCATAQUIS COUNTY	
CROSS SECTIONS	
SHEET 10 OF 10 AUGUSTA, MAINE Jan 60	

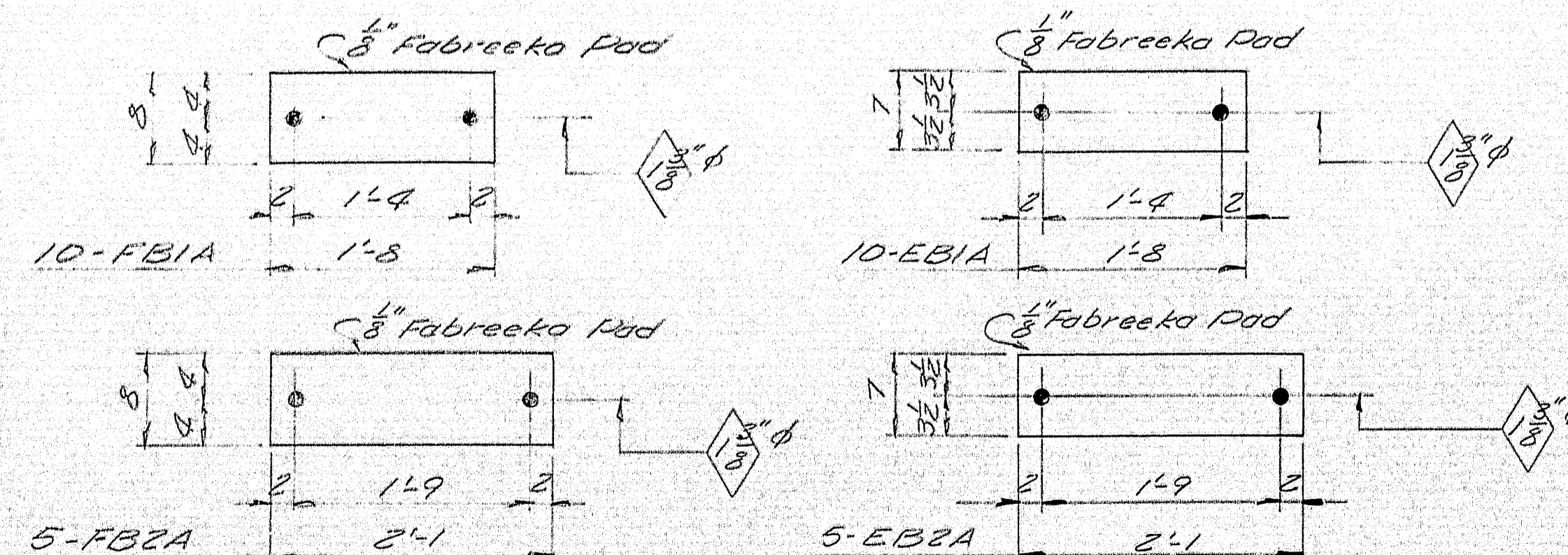




PINTLE DETAIL



BEARING PLAN



Do not paint lubrite bronze or areas in contact with lubrite bronze.
Paint all other surfaces with red lead and oil per M.S.H.C. Specs.

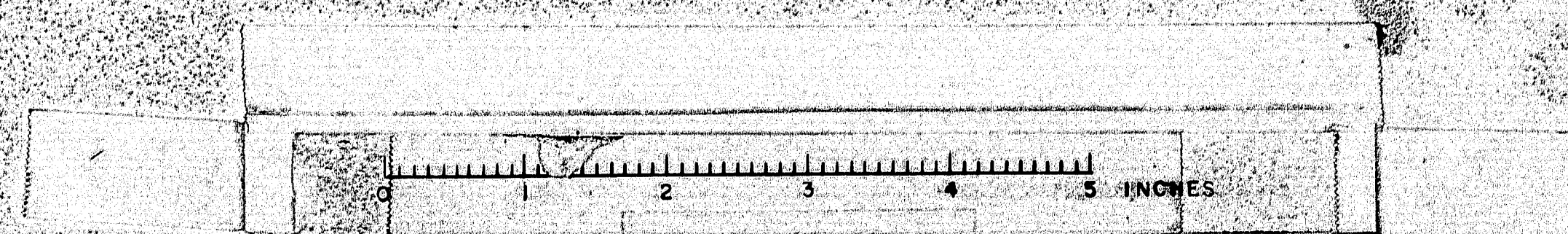
SCALE WEIGH

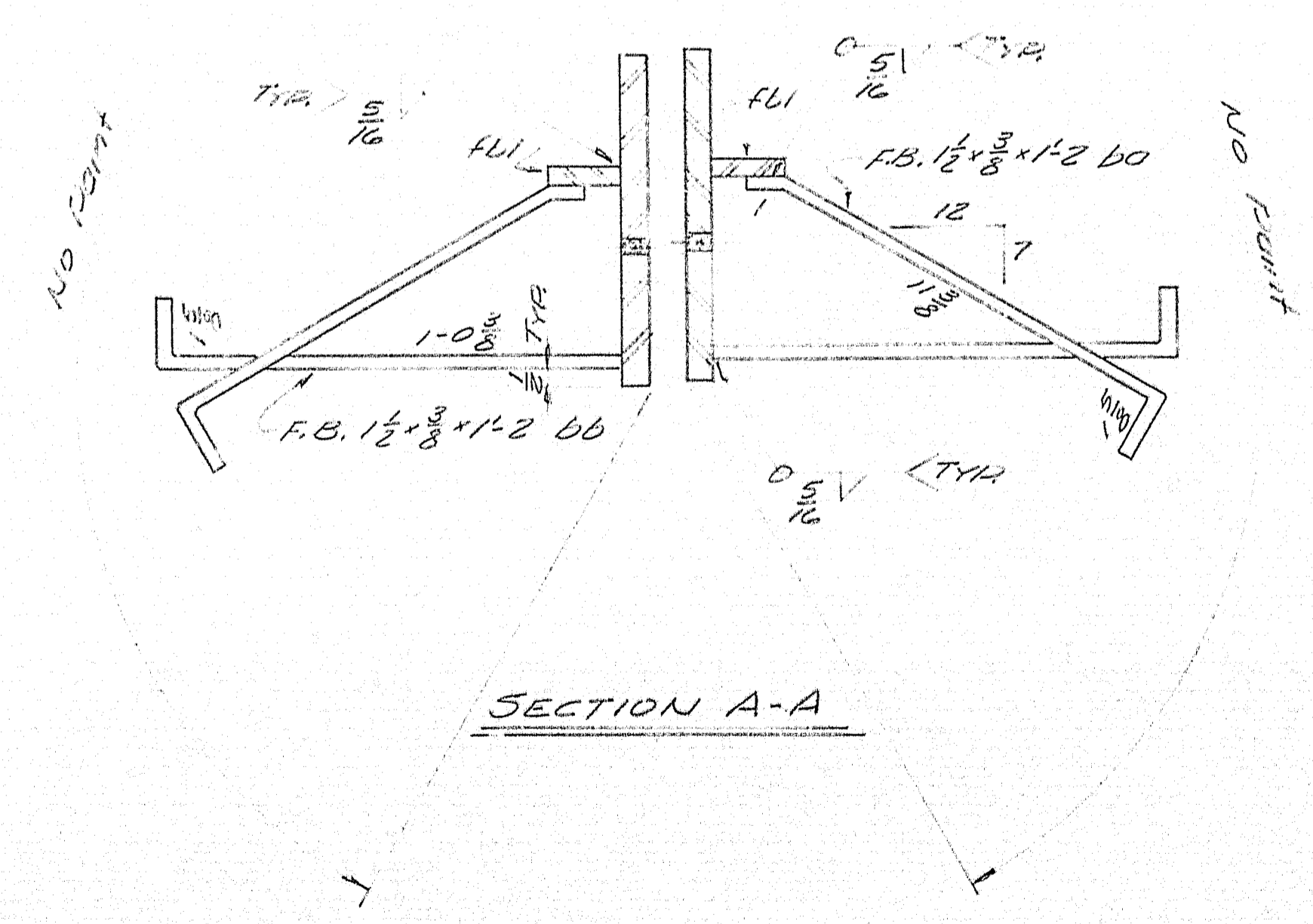
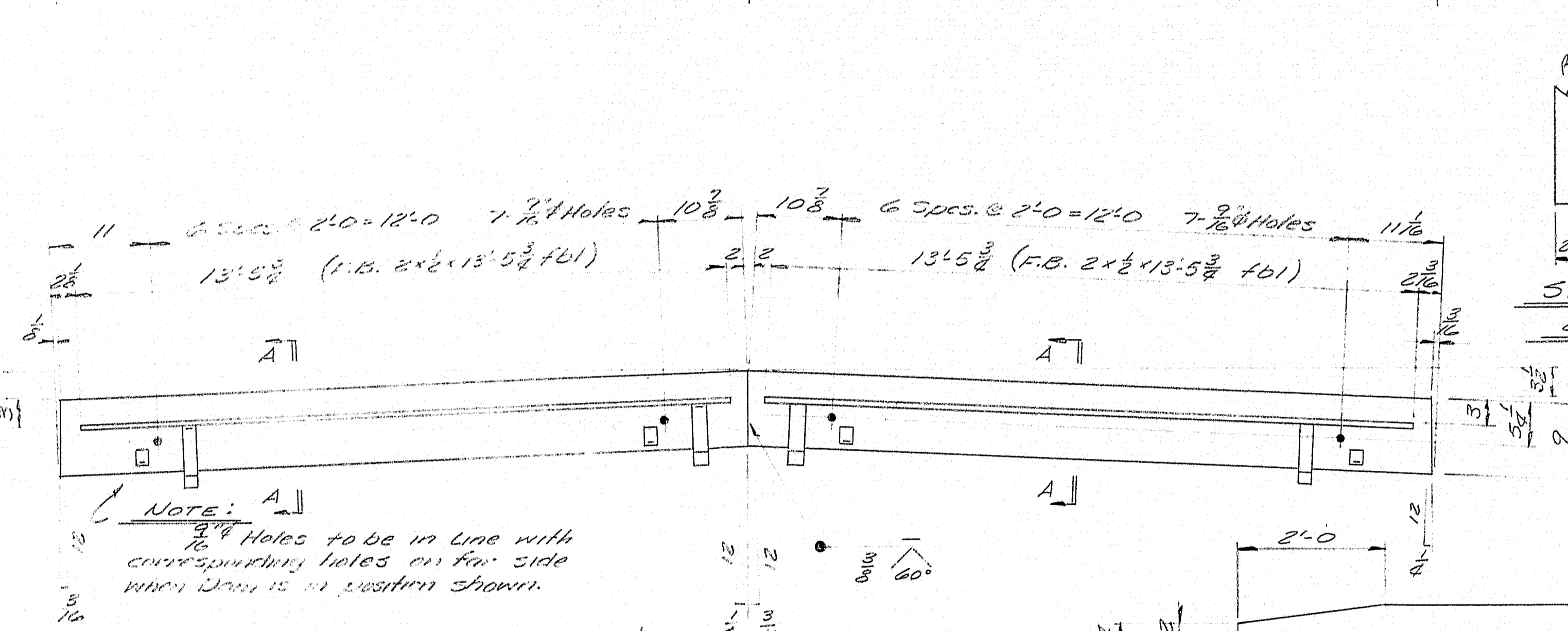
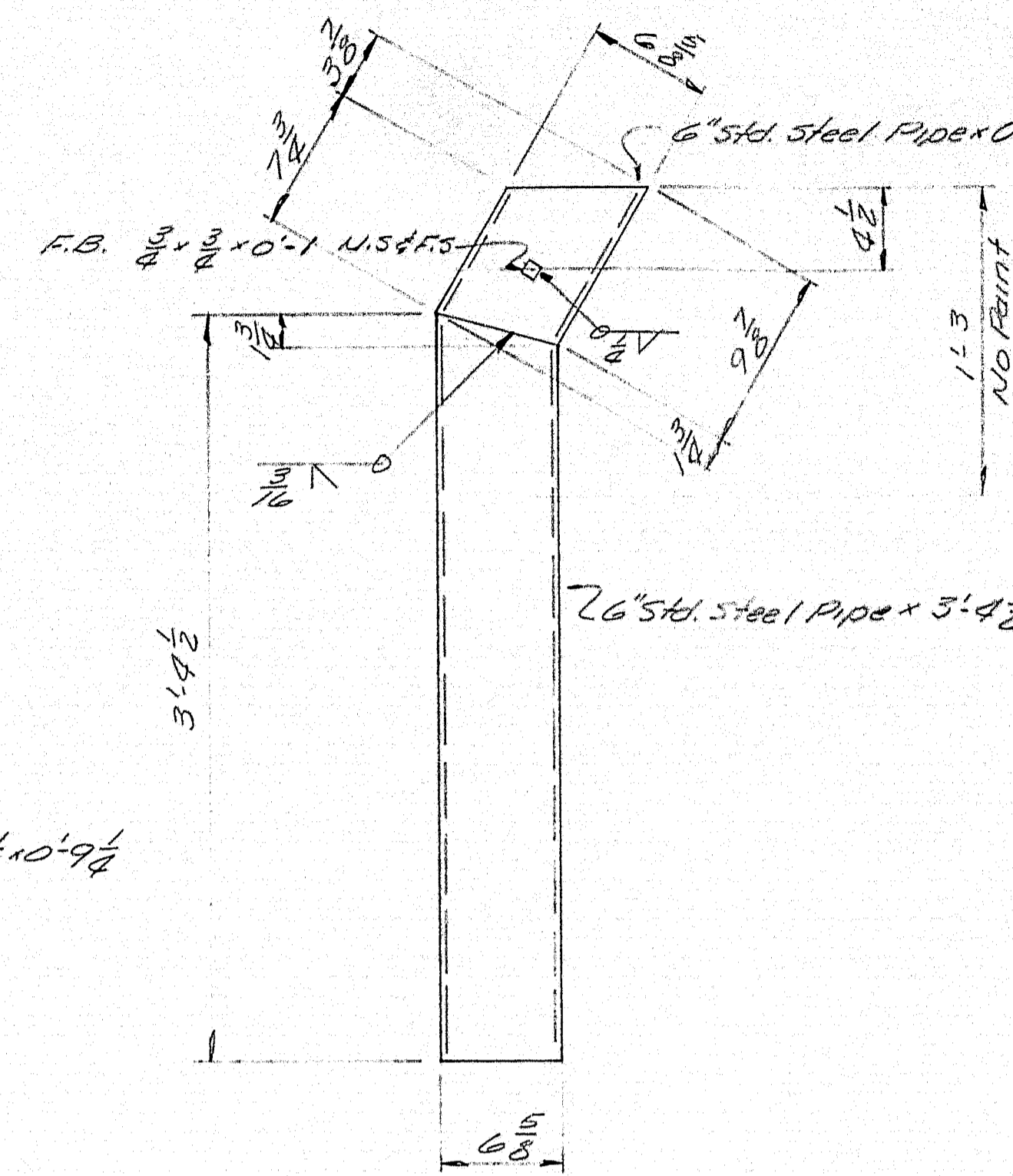
SHOP CONNECTIONS: *Welded*
FIELD CONNECTIONS: *Welded, Bolted*
HOLES: *As Noted*
PAINT: *As Noted*

Approved 8-7-17

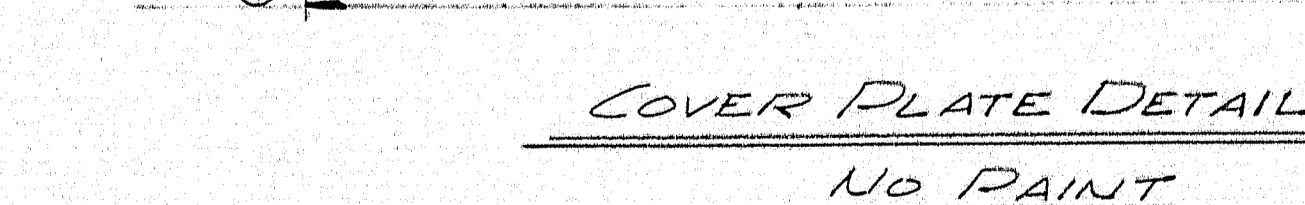
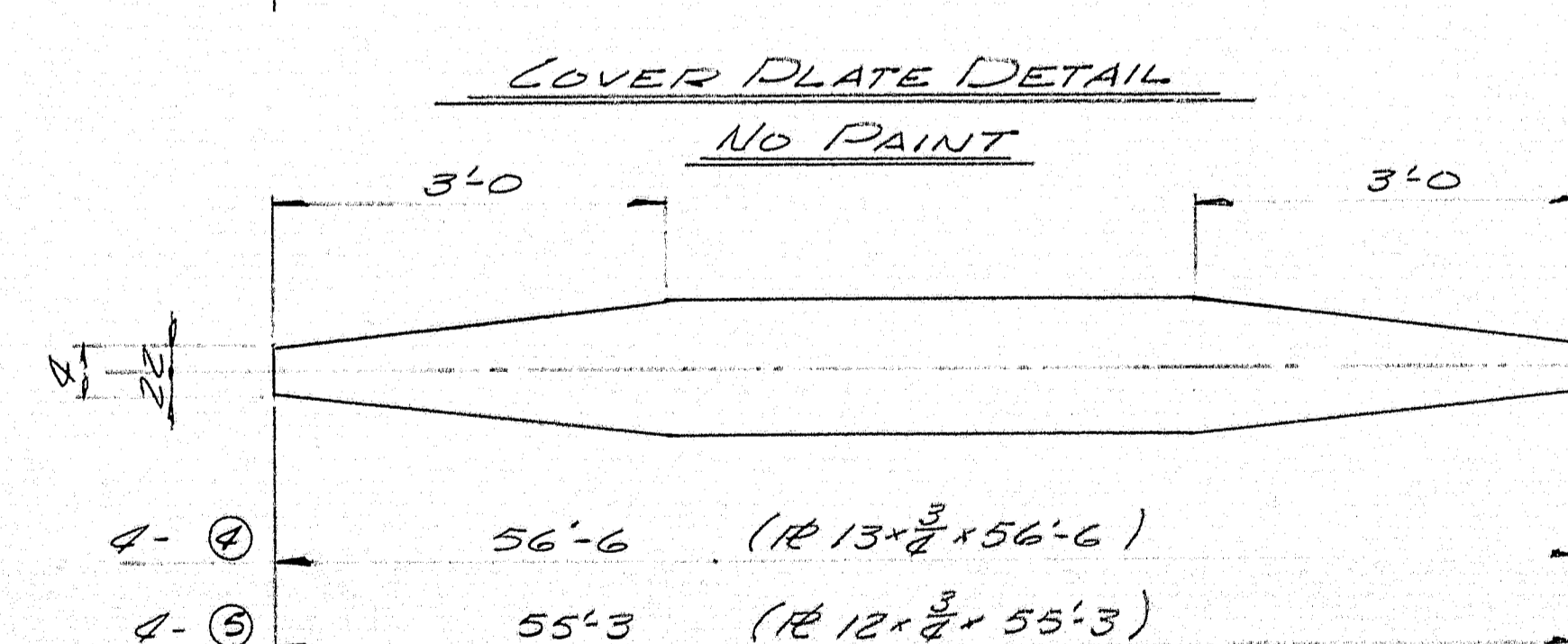
BEARING DETAIL	
Bancroft & Martin Rollings Mills Company South Portland 7, Maine	
STATION 350 BRIDGE T5, R9 EBENE, MAINE.	
CUSTOMER	RAYMOND SARGENT, INC.
DESIGNER	M.S.H.C. BRIDGE DIV.
ORDER NO. <u>Verbol</u>	DWG. NO. <u>62-230-51</u>

84-179 A





8-①	39°C	(14 9 × $\frac{5}{9}$ × 39°C)
8-②	38.0	(14 10 × $\frac{5}{9}$ × 38°C)
4-③	37°C	(14 7 × $\frac{5}{9}$ × 37°C)
2-④	51°C	(14 10 × $\frac{5}{9}$ × 51°C)

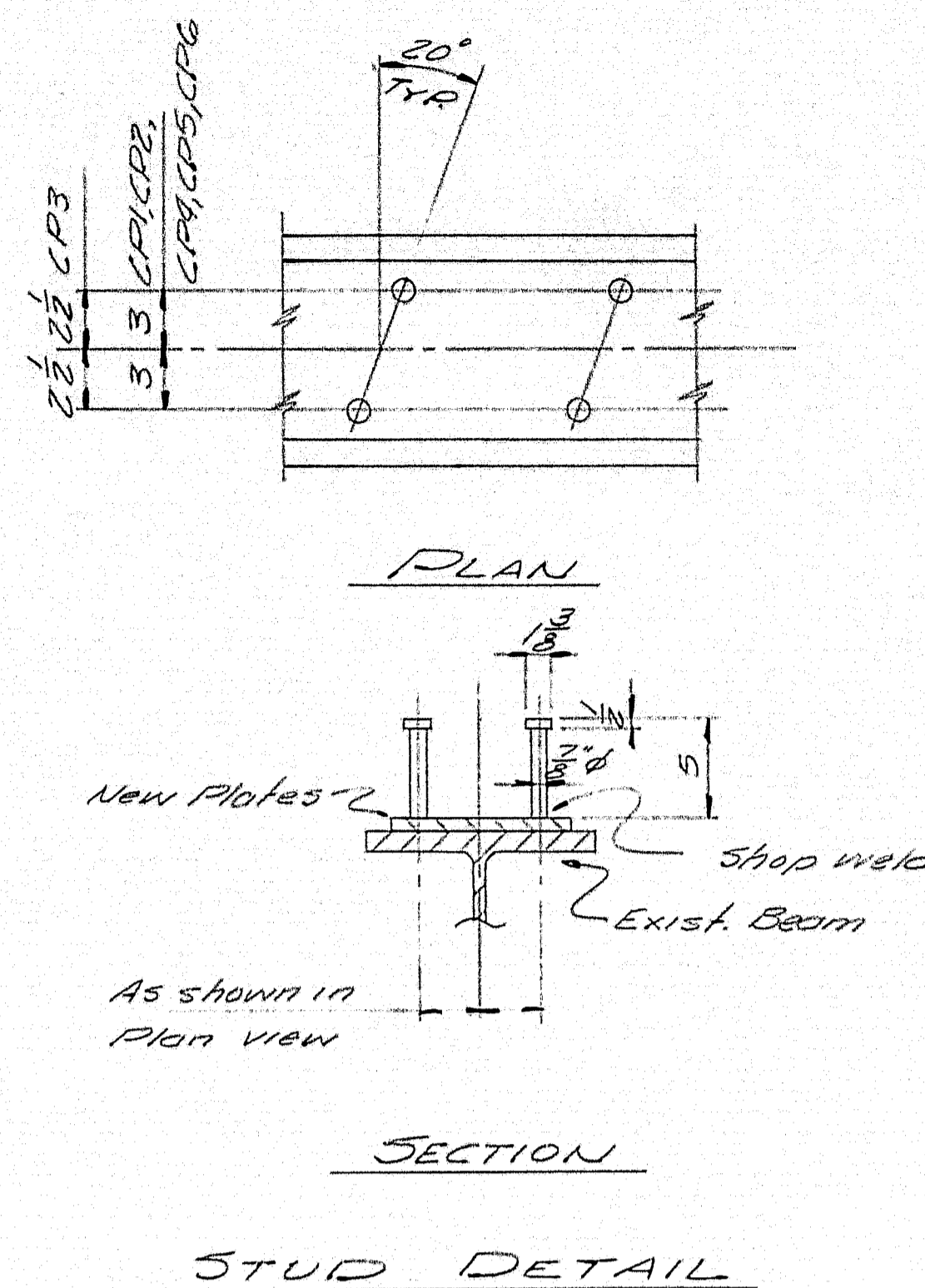
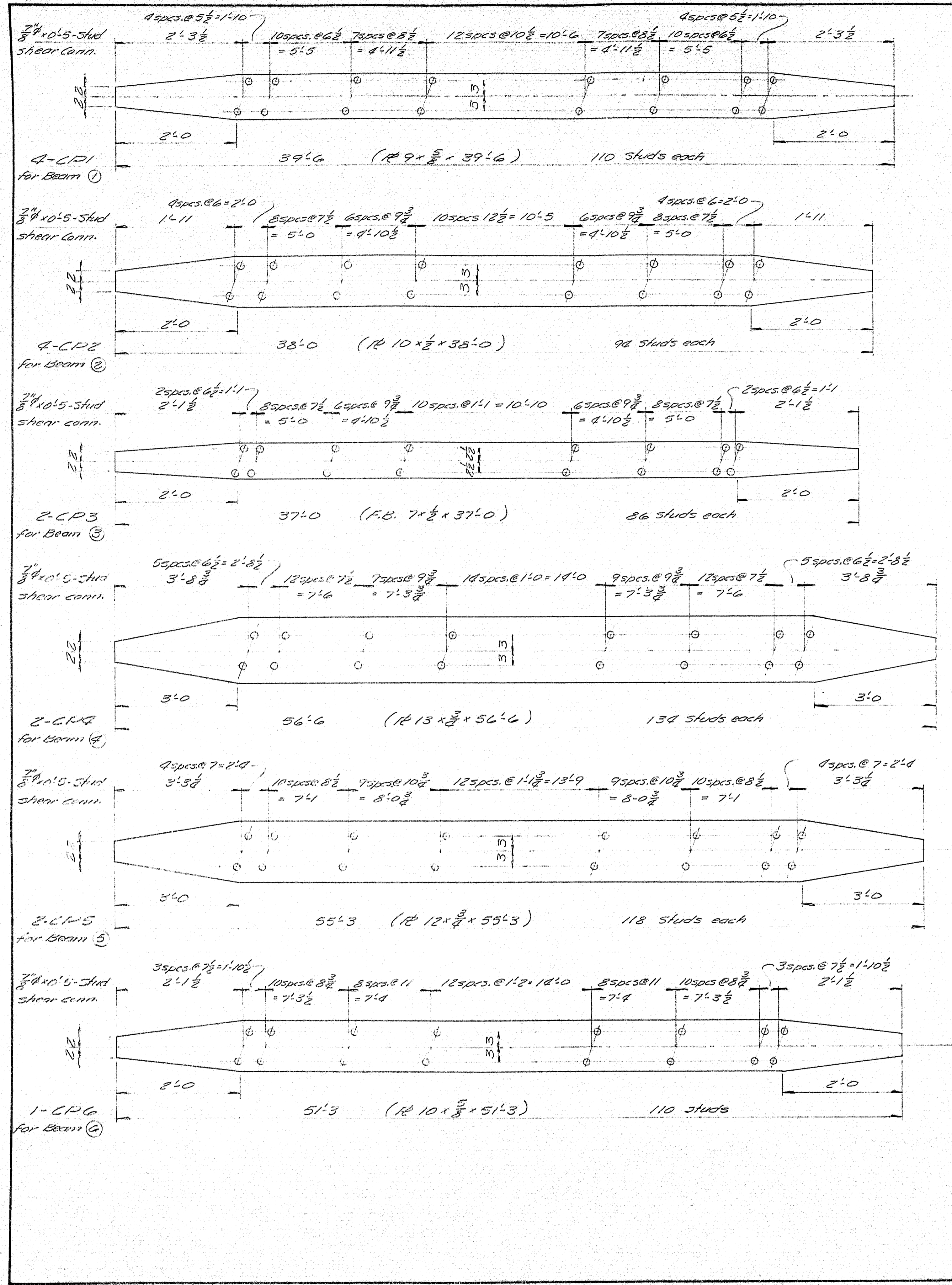


SHIP			BILL OF MATERIAL		DWG. NO. 68-230-36		
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS	
			ITEM 702-103			WT. OUT	WT. ADD
DRAIN	20		SHOP ASS'Y.				
	20		6" PIPE	3 1/2		28	
	20		do	0 11/16		89	
	20		F.B. 3/8 x 1/2	0 1			
STAY PLATE	20		F.B. 5 x 1/2	0 9/16	131	5	3
			SHOP ASS'Y.				
ED1A	E		129 x 3/8	13 9 3/8	636	1	11
ED1B	E		do	13 9 1/8	636	1	11
ED2A	E		do	13 9 3/8	636	1	11
ED2B	E		do	13 9 1/8	636	1	11
	104	60	F.B. 1 1/2 x 3/8	1 E	232		5
	56	66	F.B. 1 1/2 x 3/8	1 E	125		3
	3	61	F.B. 2 x 1/2	13 5 3/8	367		7
(1)	3		129 x 3/8	39 6	6036	170	121
(2)	3		1210 x 1/2	38 0	5163	163	103
(3)	4		127 x 5/8	37 0	1761	41	35
(4)	2		1210 x 5/8	31 3	2183	51	84
(4)	4		1213 x 3/4	56 6	7503	276	131
(5)	2		1212 x 3/4	55 3	6763	284	118
A1	104		24 x 2 x 3/8	4 0			
Field	132		3/4 M. BOLT	0 2 3/8		Hex. Hoff Nut	132 Ref
Field	132		3/4 WASHER			LOCK WASHER	
Field	20		1" WELDED 4" ROD		1000	50"/DOX	

SHOP CONNECTIONS: *Welded*
FIELD CONNECTIONS: *Welded*
HOLES: *As Noted*
PAINT: *Red lead and oil per M.S.A.C.*
Specs. As Noted

Approved 8-7-82 4/L	STEEL DETAILS	
	Bancroft & Martin Rolling Mills Company South Portland 1, Maine	
	STATION 350 BRIDGE TS, R9 EBEEME, MAINE.	
	CUSTOMER <u>RAYMOND SARGENT, INC.</u> DESIGNER <u>M.S.H.C. BRIDGE DIV.</u>	
	ORDER NO. <u>Verbol</u>	DWG. NO. <u>62-230-52</u>

DRAWN	7-26-68	H.C.
REVISION		
REVISION		
REVISION		



SHIP		BILL OF MATERIAL			DWG. NO. 62-230-59	
MARK	NO.	MARK	SHAPE	LENGTH	WT.	REMARKS
CP1	4		R 9 x 5/8	39' 6"		This list for shop
CP2	4		R 10 x 1/2	38' 0"		use only. These plates are listed on Dwg.
CP3	2		F.B. 7 x 1/2	37' 0"		
CP4	2		R 13 x 3/4	56' 6"		#62-230-52 for shipping and billing
CP5	2		R 12 x 3/4	55' 3"		
CP6	1		R 10 x 5/8	51' 3"		
		1602 shop	3/4" stud	0' 5"		stud shear conn.
Field	342		4L 7.25	0' 9"		No Feb

SHOP CONNECTIONS: Welded
 FIELD CONNECTIONS: Welded
 HOLES: _____
 PAINT: NO PAINT

COVER PLATES & SHEAR CONNS.
 Bancroft & Martin Rolling Mills Company
 South Portland 1, Maine
 STATION 350 BRIDGE
 T5, R9 EBEEME, MAINE.
 CUSTOMER: RAYMOND SARGENT, INC.
 DESIGNER: M.S.M.C. BRIDGE DIV.
 ORDER NO. Verbol DWG. NO. 62-230-59

DRAWN	9-18-62	M.L.
REVISION		
REVISION		
REVISION		

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