

STATE OF MAINE STATE HIGHWAY COMMISSION

PLAN AND PROFILE

SOUTH BRIDGE
OVER
ANDROSCOGGIN RIVER
BETWEEN CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
U.S. WPFR PROJECT NO. 29.
TOTAL LENGTH 0.217 MI.

CONVENTIONAL SIGNS

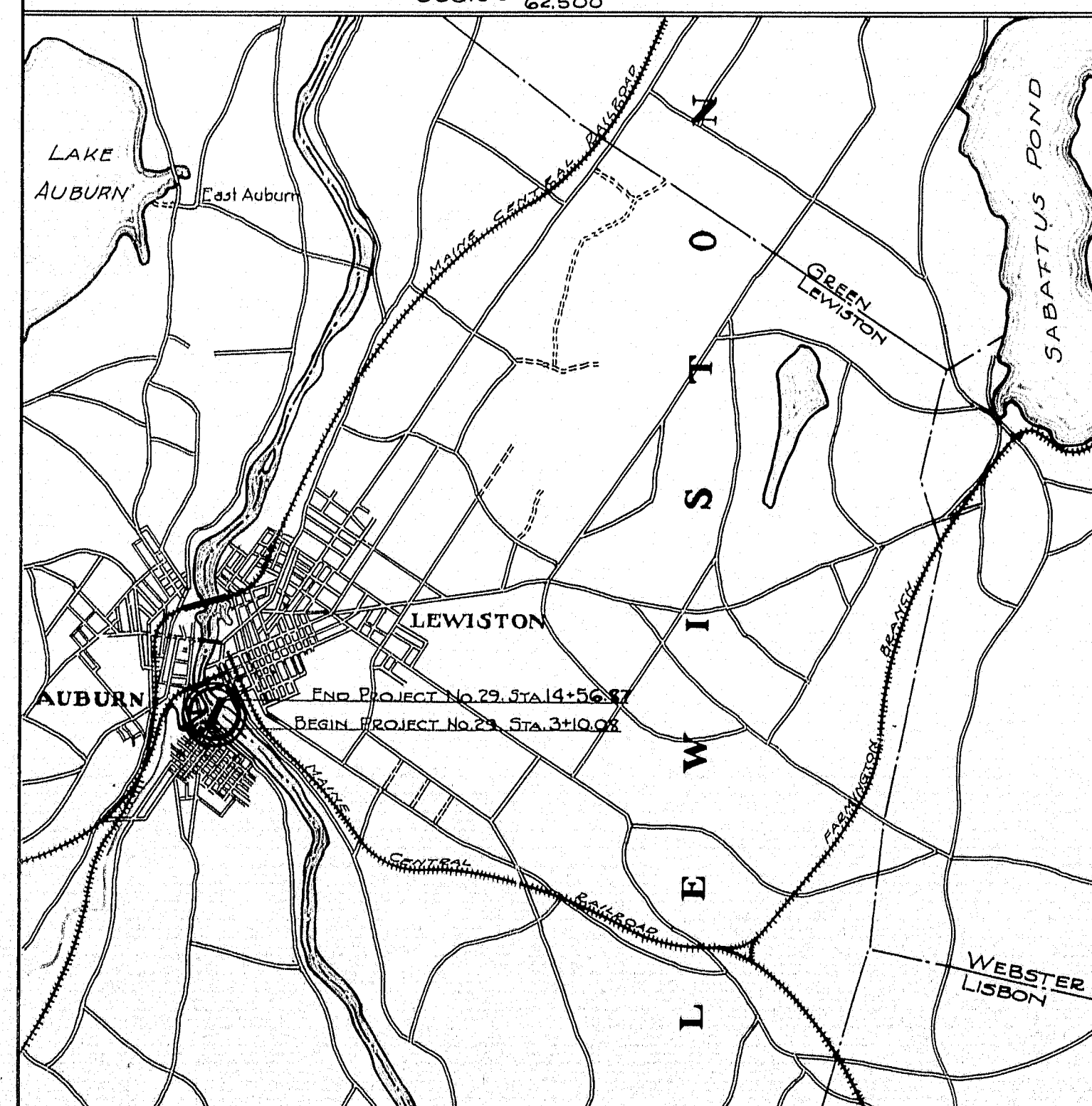
STATE OR NATIONAL LINE	-----	SURVEY LINE	-----
COUNTY LINE	-----	CULVERT	-----
TOWN LINE	-----	DROP INLET	-----
UNFENCED PROPERTY	-----	TROLLEY POLE	-----
FENCE	-----	POWER POLE	-----
RIGHT OF WAY LINE	-----	TEL. POLE	-----
TRAVELED WAY	-----	MARSH	-----
RAILROAD	-----	TREES	-----
RETAINING WALL	-----	STONE WALL	-----

INDEX OF SHEETS

SHEET NO.	TITLE PAGE
SHEET No. 1	SURVEY
SHEET No. 2-3	APPROACH DETAILS
SHEET No. 4-5	ABUTMENT DETAILS
SHEET No. 6-10	PIER DETAILS
SHEET No. 11-12	SUBSTRUCTURE STEEL SCHEDULE
SHEET No. 13	FLOOR DETAILS
SHEET No. 14	FLOOR SLAB STEEL
SHEET No. 15	CONCRETE RAIL DETAILS
SHEET No. 16	LIGHTING DETAILS
SHEET No. 17	STEEL DETAILS
SHEET No. 18-24	

LOCATION MAP

Traced from U.S.G.S. - Lewiston Sheet.
Scale = 62,500



CONCRETE CLASSIFICATION

A - ABUTMENTS, BRIDGE SLAB AND APPROACH SLABS.
B - PIERS
Y - BRIDGE WEARING SURFACE AND RAIL

APPROVED:
MAINE STATE HIGHWAY COMMISSION

Paul C. Thurston
CHAIRMAN

Stewardman

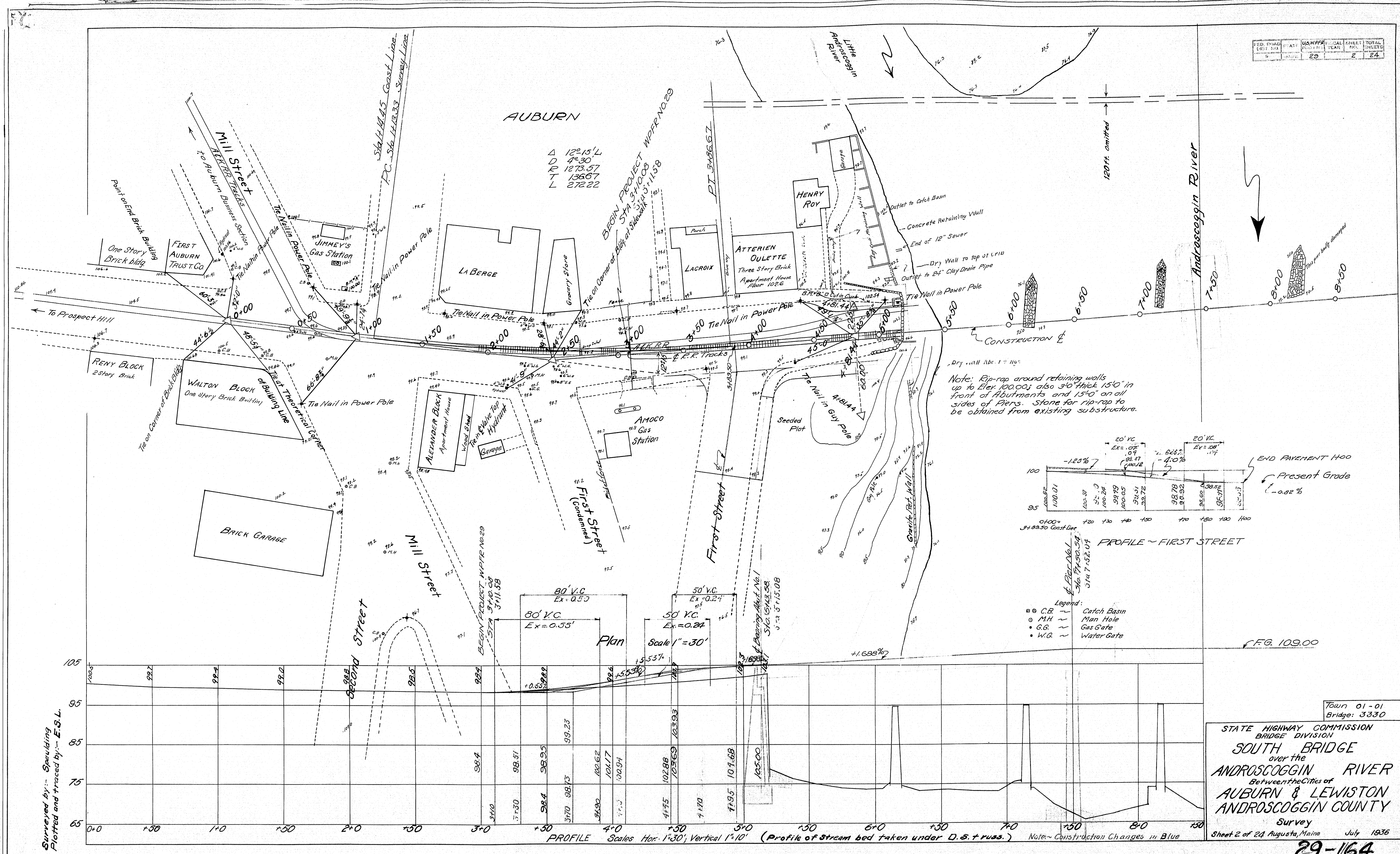
William D. Davis
CHIEF ENGINEER

APPROVED:
U. S. BUREAU OF PUBLIC ROADS

[Signature]
DISTRICT ENGINEER

[Signature]
CHIEF ENGINEER

[Signature]
DIRECTOR



Surveyed by: Spaulding
Plotted and traced by: E.S.L.

Town 01-01
Bridge: 3330

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SOUTH BRIDGE
over the
ANDROSCOGGIN RIVER
Between the Cities of
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY

Survey
Sheet 2 of 24 Augusta, Maine July 1936

SOUNDING NOTES WASH BORINGS

Abut No. 1
Soundings below Elev. 76.9
0'-9" Sand
9'-15" Fine sand & clay
15'-45" Clay
45'-60" Silty clay
60'-65" Gravel (Elev. 11.9)
Pier No. 1
Soundings below Elev. 66.3
0'-4" Sand (Hard driving)
4'-16" Quick sand
16'-60" Clay
60'-65" Sand (fine)
65' Struck rock
67' Rock or ledge (Elev. -0.7)

Pier No. 2
Soundings below El. 72.0
0'-4.6' Sand & Gravel (Hard Driving)
4.6'-20' Fine sand, some clay
20'-55' Clay
55'-65' Quick sand
65'-80' " "
80'-89' Sand (Elev. -17.0)
Abut No. 2
Soundings below El. 78.3
0'-4' Sand & logs
4'-25' Quick sand
25'-100' Clay, some sand
100'-113' Penetrated slowly, clay & fine sand
113' Ledge (Elev. -34.7)

Androscoggin River

LEWISTON

Note: Removal of buildings to be provided for by the City, not part of this contract.

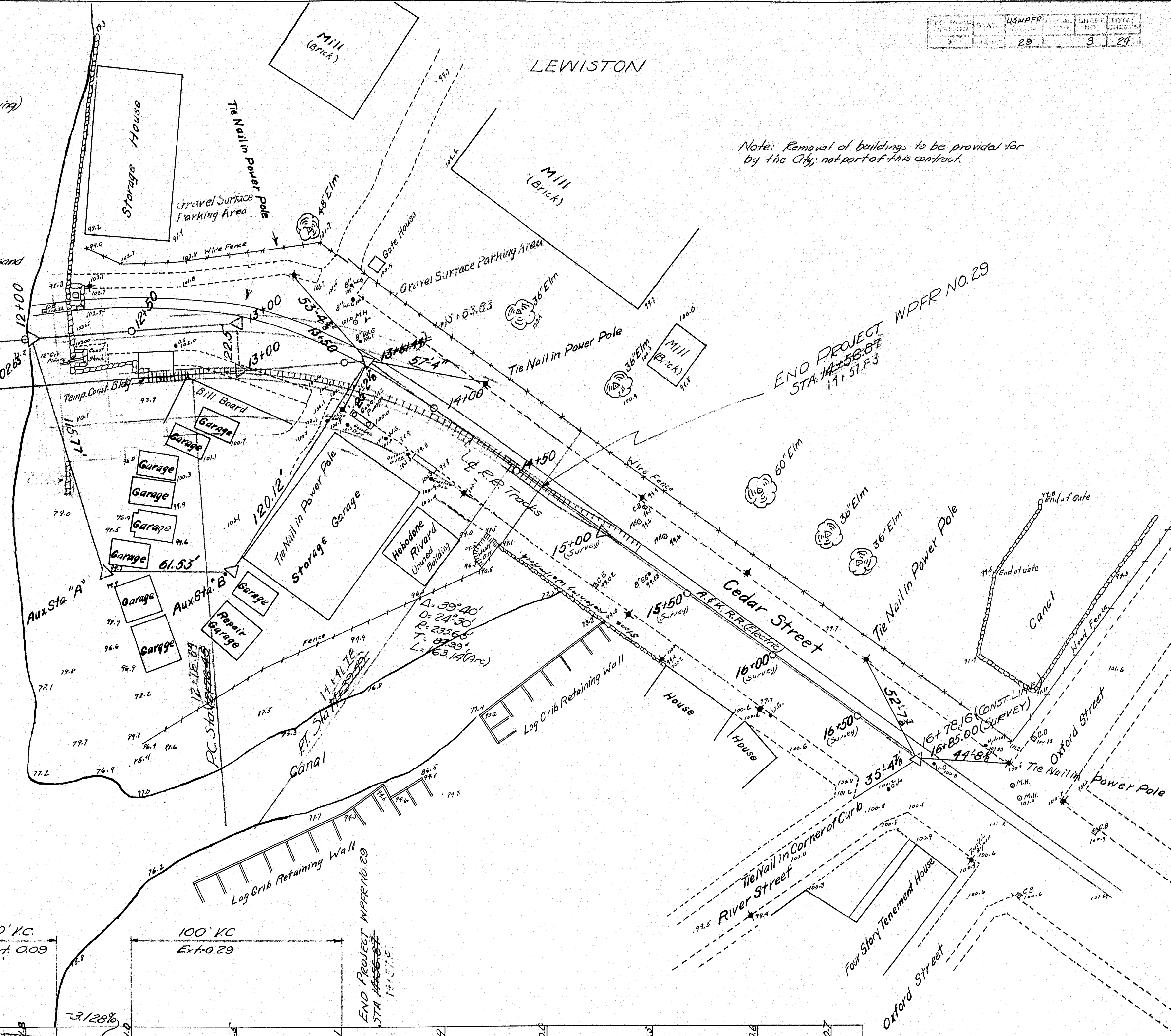
GENERAL NOTES

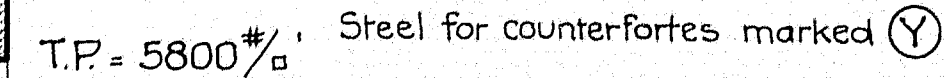
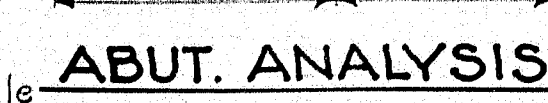
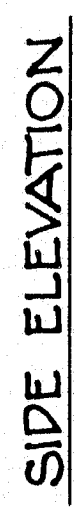
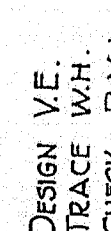
Substructure:
Six stone piers and two stone abutments. Pier #3 badly tipped over towards Lewiston. Log grillage exposed at low water at this pier. Piers and abutments of split stone laid in mortar. Some stones good-motly poor. (Six 20" I (Needle) beams on each pier. Extend about 3.0' beyond each end of pier. About 32' 0".

Superstructure:
Foot traffic only at present. Seven steel pony truss spans, five spans intact- two being damaged beyond repair by flood. Spans 3 & 4 being salvaged by W.P.A. workers at time of survey. 26' wooden sidewalks. Car tracks, single track. (Not used)

Foundation:
Sounding at Abut #2 revealed sand at elevation of about 76.0'. Rods driven easily to Elev. 53.5 at a penetration of 1" blow. 2 men with a 45" hammer. Rods penetrated about Elev. 38.0 at pier #4. Did not strike refusal at either sounding.

Stream:
Water elevation drops about 2.0 over week end when mill closes. Present level about average. High water of March 1936 reported at about Elevation 104.00 near center of bridge, and 102.50 at ends of bridge.



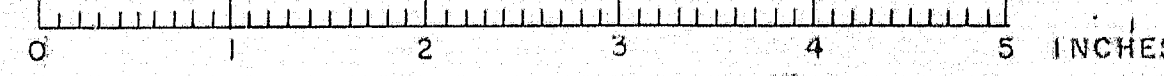


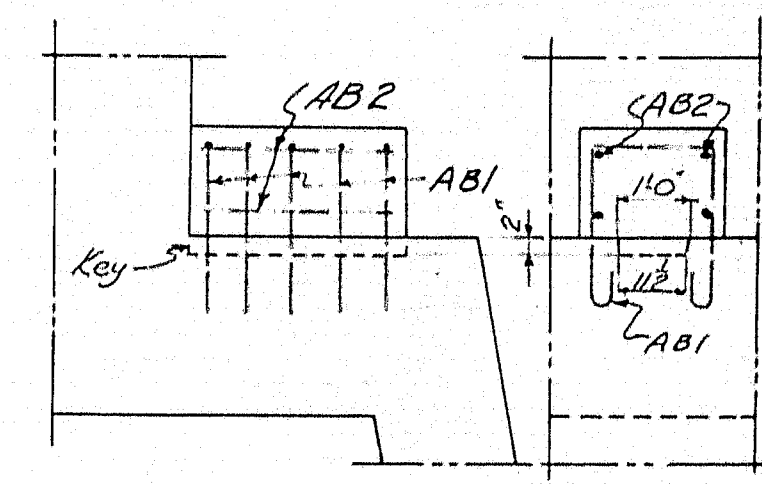
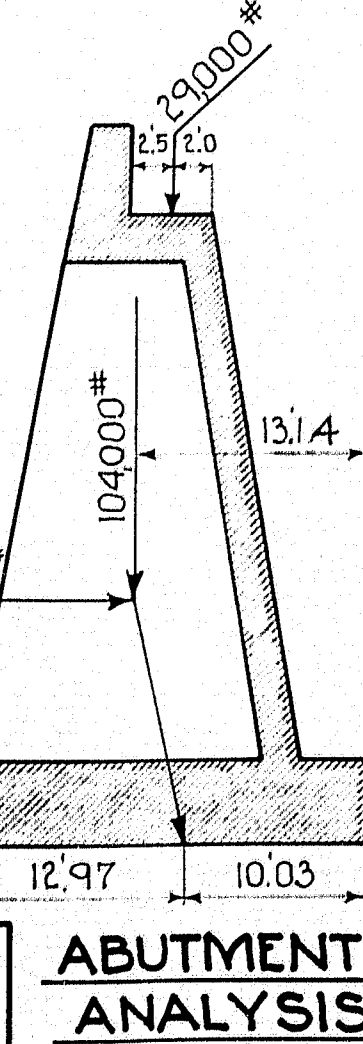
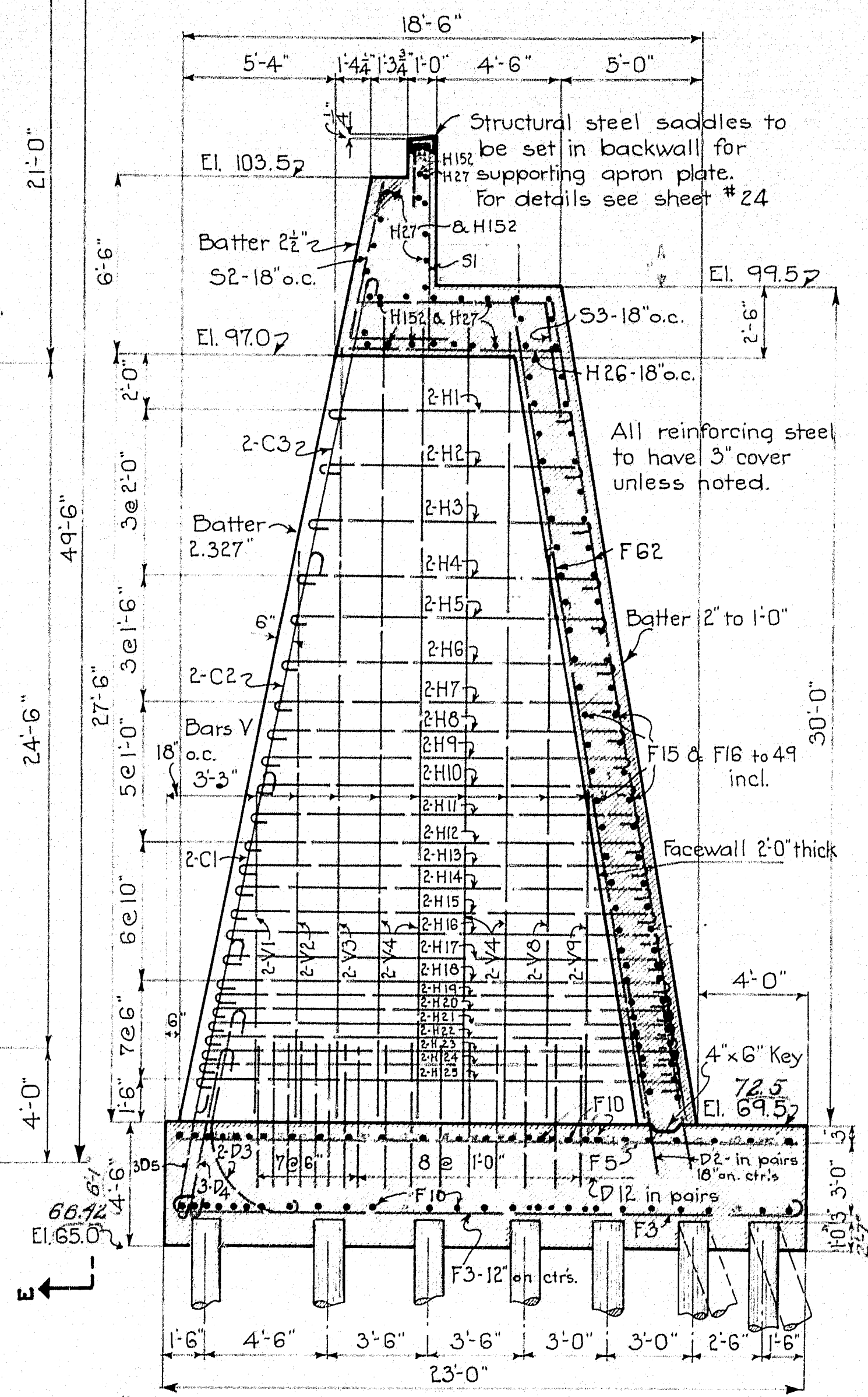
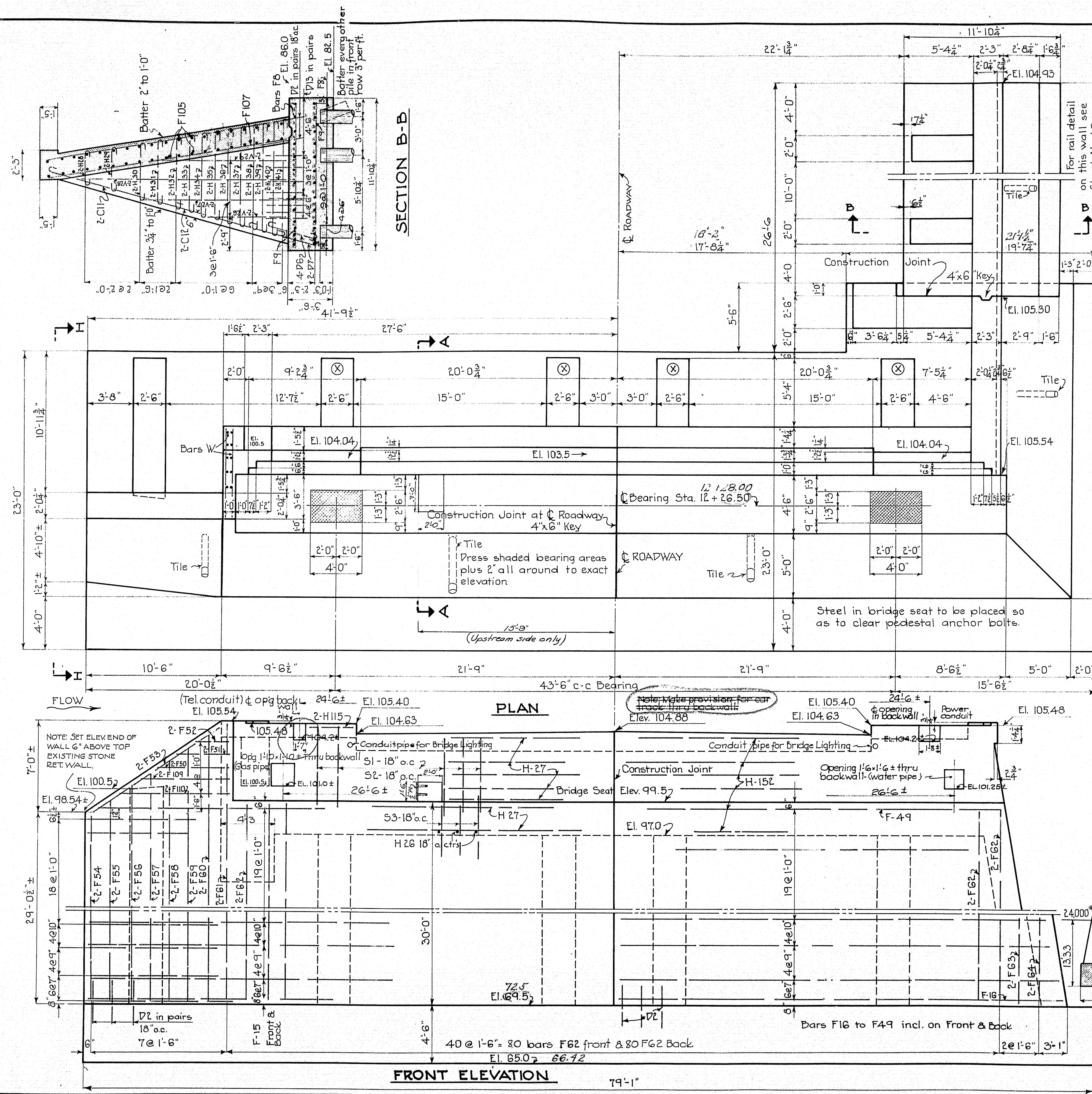
TOWN	01-01
BRIDGE	3330

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
DETAILS ABUTMENT No. 1.

SHEET 6 OF 24 SHEETS AUGUSTA, ME. AUG. 1938.

29-168





For counterforts marked (X)
 Read 4" tile for weep holes.
 Backfill with stone around inside end.
 To be paid for under substructure concrete.
 5" req'd for abutment #2.
 Exact location of holes to be determined by Engineer in field.

T.P. = 6300 #/ft.
 H.P. = 2800 #/ft.
 Max. Load per pile
 20 Tons.

Note: Construction Changes in Blue
 contracts (not) included 5-13-37
 opening 1st. contract 1-16-39

TOWN 01-01
 BRIDGE 3330

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

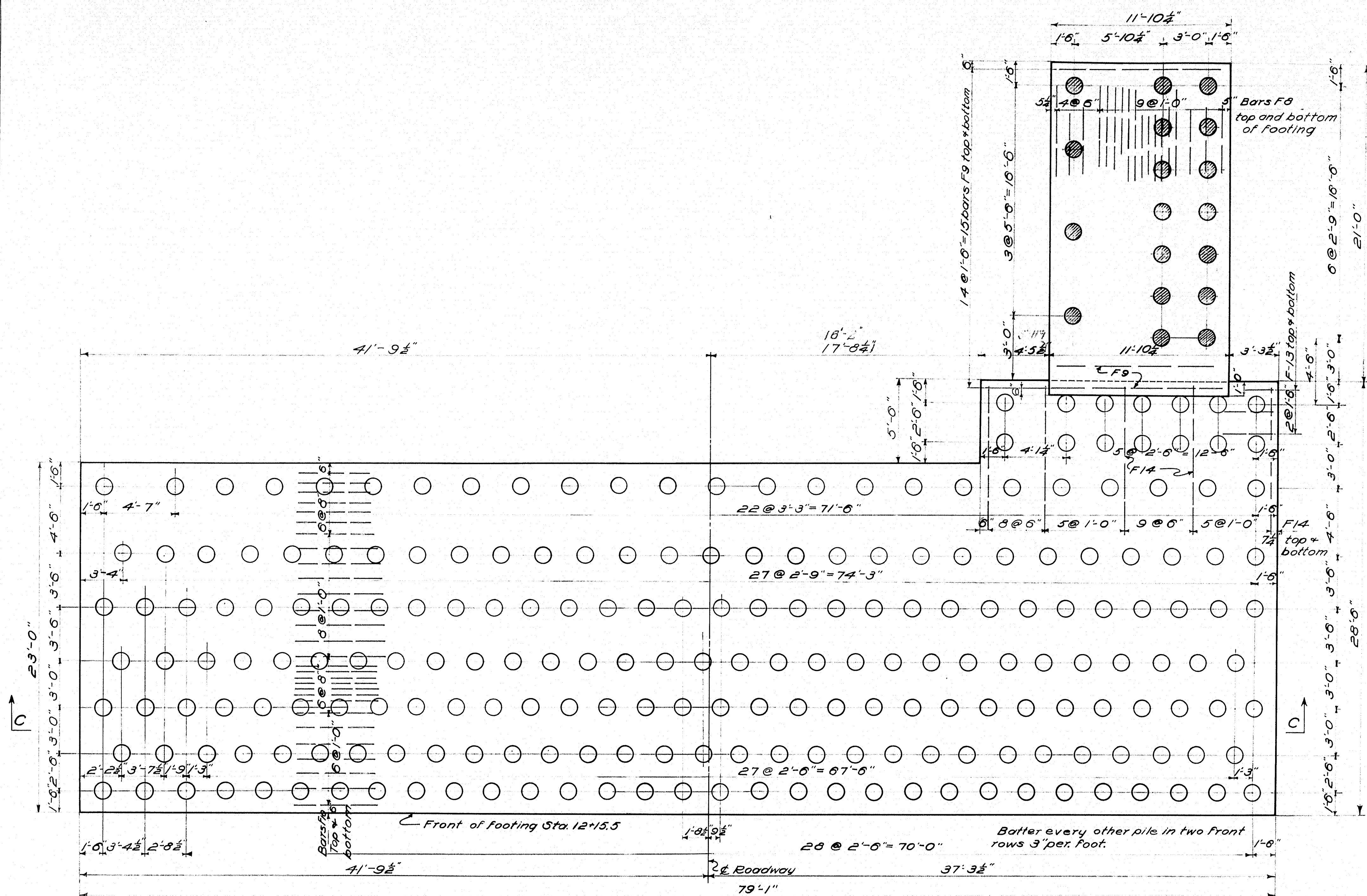
SOUTH BRIDGE
 OVER THE
ANDROSCOGGIN RIVER
 BETWEEN THE CITIES OF
AUBURN & LEWISTON
 ANDROSCOGGIN COUNTY
 DETAIL ABUT. No. 2.

SHEET 8 OF 24 SHEETS AUGUSTA, ME. AUG. 1936.

29-170

PLAN - VBE.
 TRACED - Hamilton
 CHECKED - C.I.P. EA

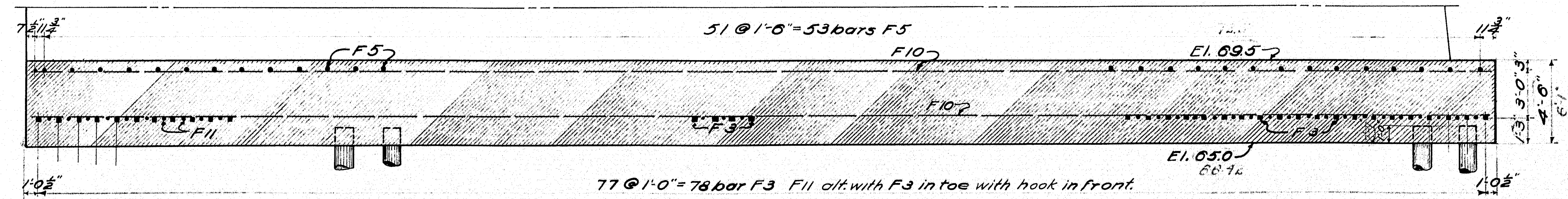
STATE	USWPP	F. AL	SHEET	TOTAL
MAINE	29		9	29



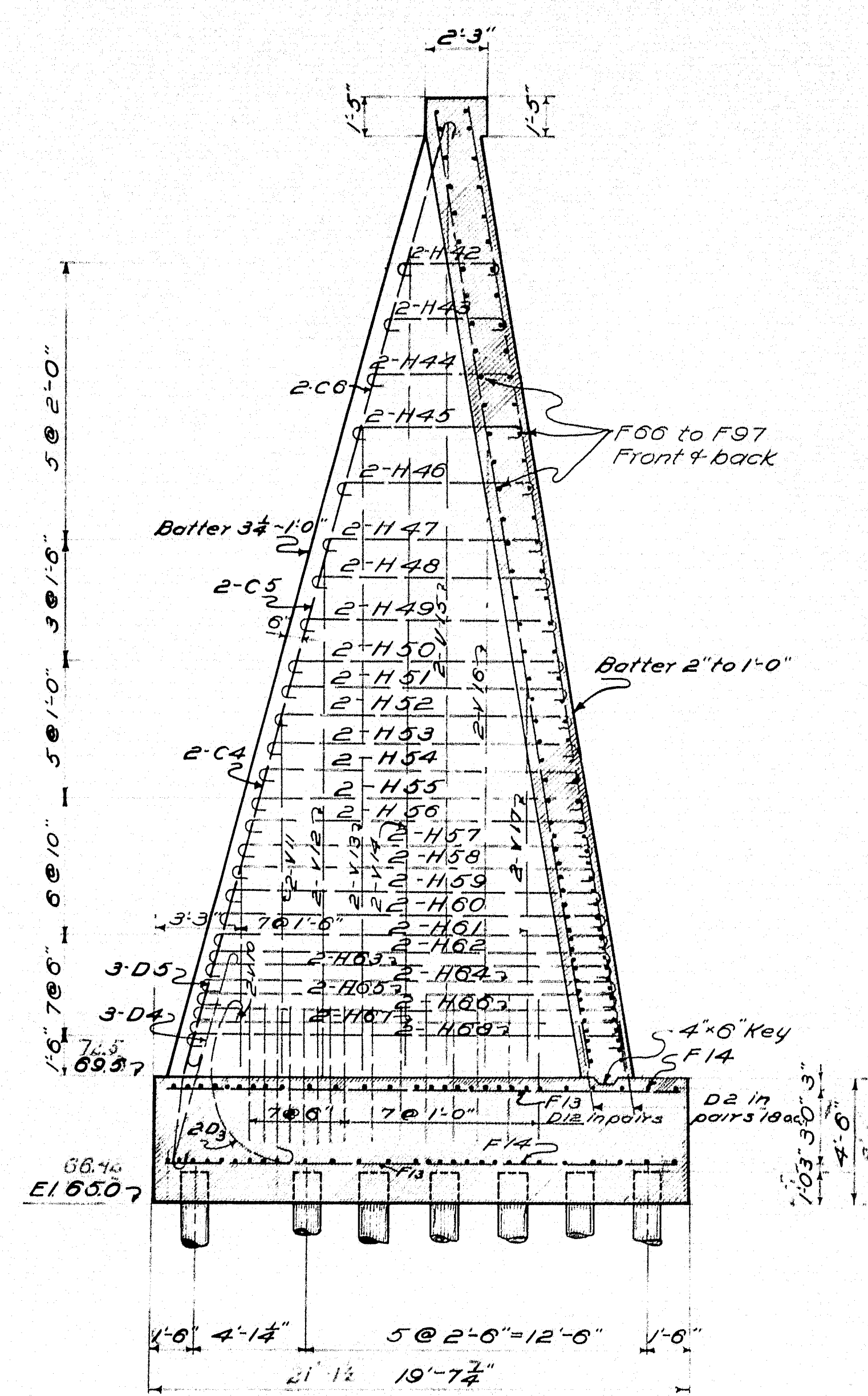
Piles shown cross hatched to be cut off of elev. 83.5. All other piles cut off of elev. 85.0 85.0

FOOTING LAYOUT AND PILE PLAN

Estimated length of piles 50'-0"
Req'd 237 piles



SECTION C.C.

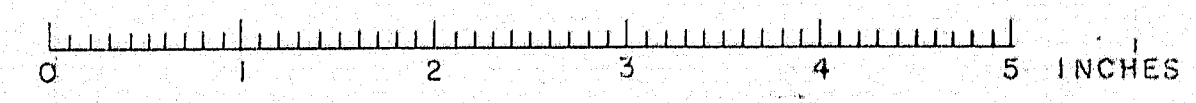


SECTION D.D. see sheet #10

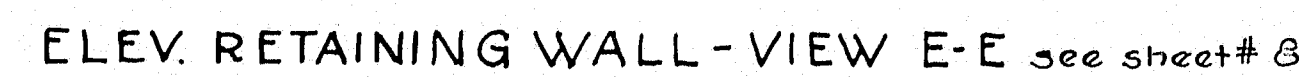
Plan - V.B.E.
Traced - Homan
Checked - E.B.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
ABUTMENT No. 2
SHEET 9 OF 24 SHEETS AUGUSTA, ME. AUG. 1936

Note: Construction Changes in Blue



29+171

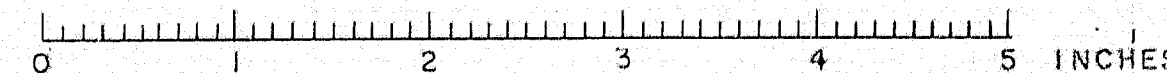


STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
DETAIL ABUT. No. 2
SHEET 10 OF 24 SHEETS AUGUSTA, ME. AUG. 1938

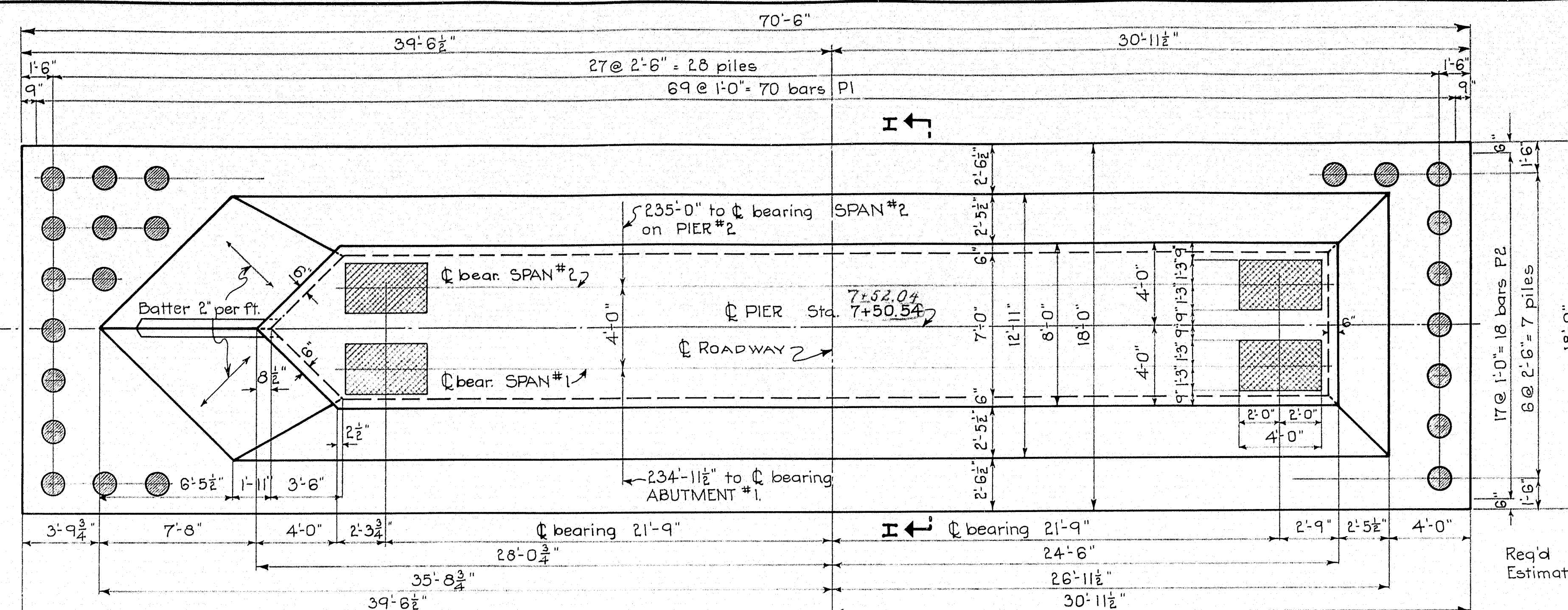
Note: Construction changes in Blue

SHEET 10 OF 24 SHEETS AUGUSTA, ME. AUG. 1936

29-172

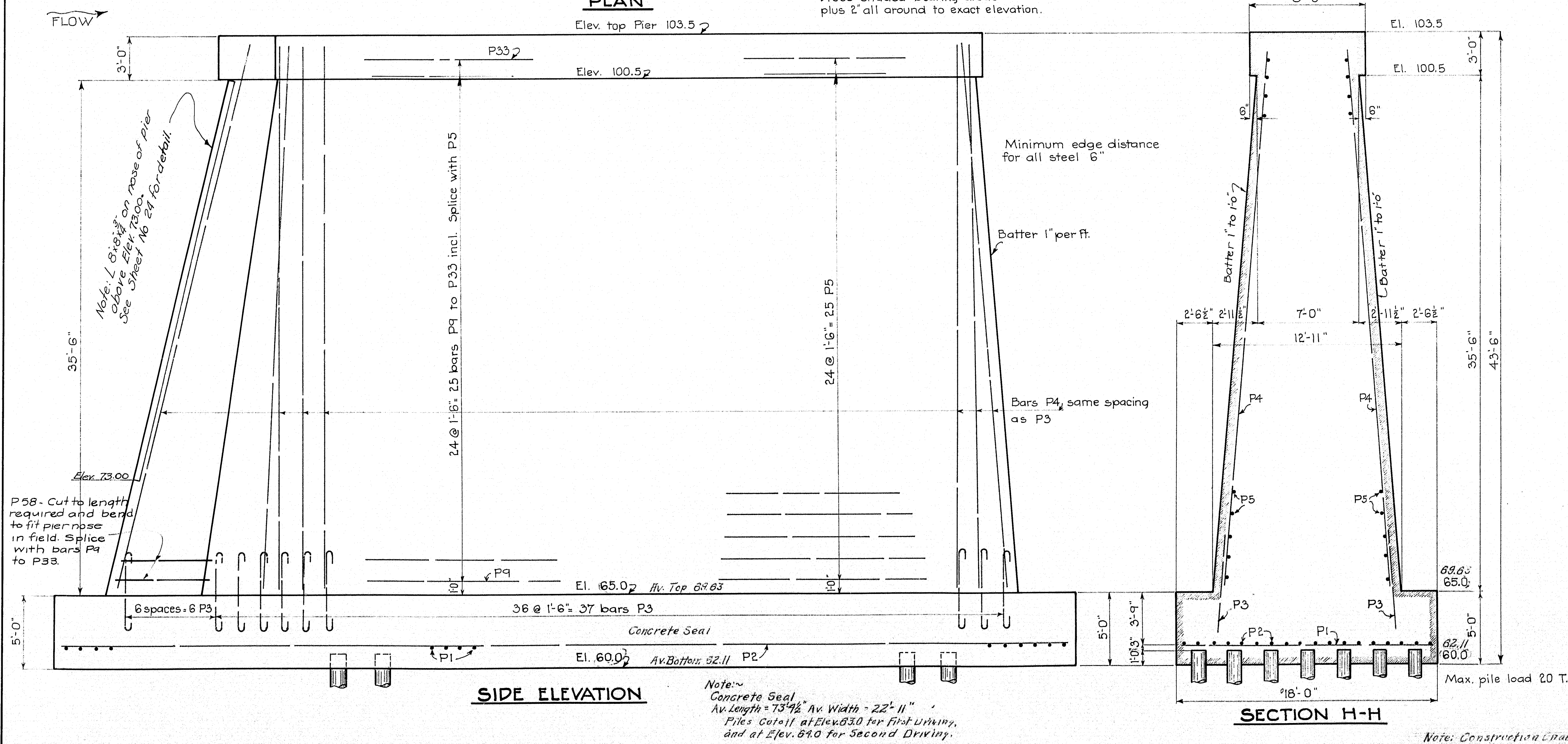


STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MAINE	29		11	24



Req'd 196 Piles
Estimated length of piling 50'-0"

PLAN
Elev. top Pier 103.5
Dress shaded bearing areas plus 2' all around to exact elevation.



Note:
Concrete Seal
Av. Length = 73' 1/2" Av. Width = 22' 11"
Piles Cutoff at Elev. 63.0 for first driving,
and at Elev. 64.0 for second driving.

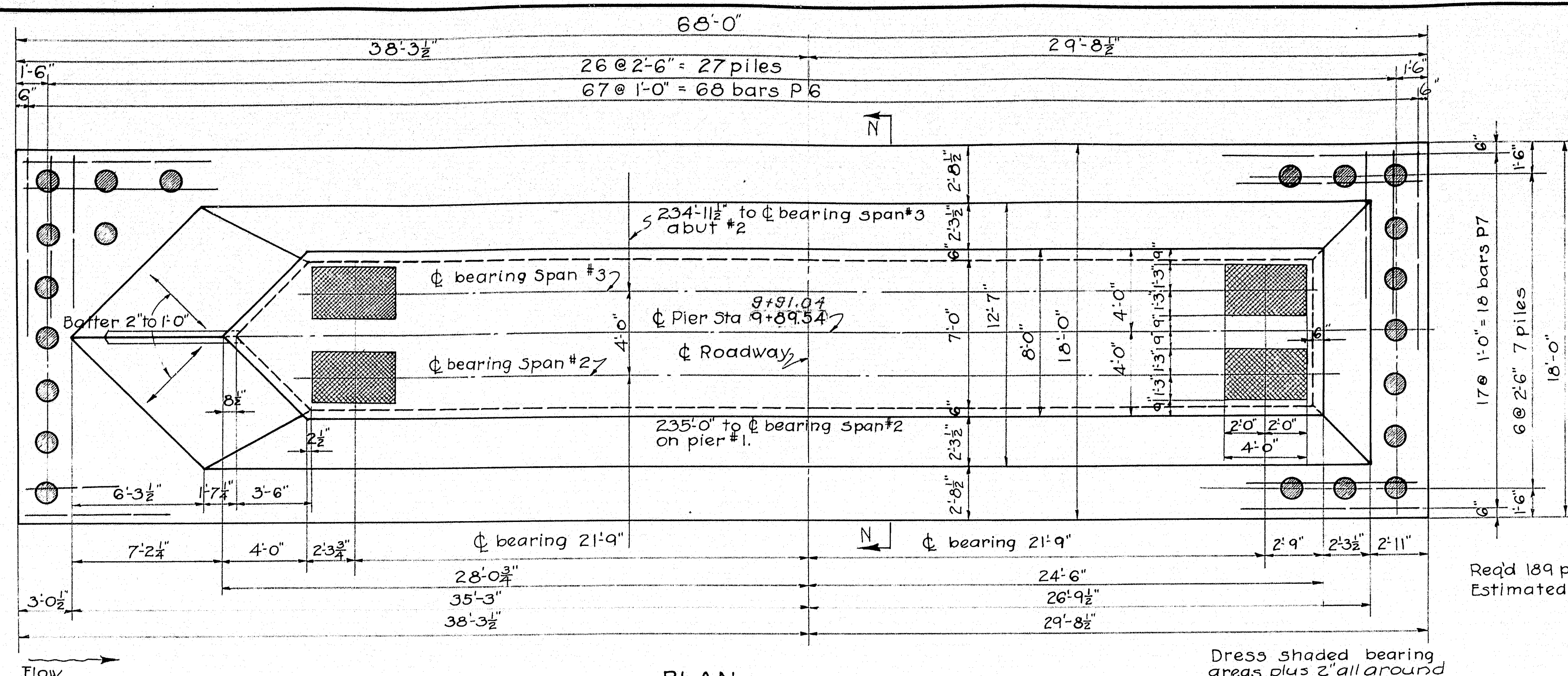
PLAN - VBE
TRACED - Yamill
CHECKED - LB

TOWN 01-01
BRIDGE 3330
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
DETAIL PIER No. 1.
SHEET 11 OF 24 SHEETS AUGUSTA, ME. AUG. 1936

29-29-173

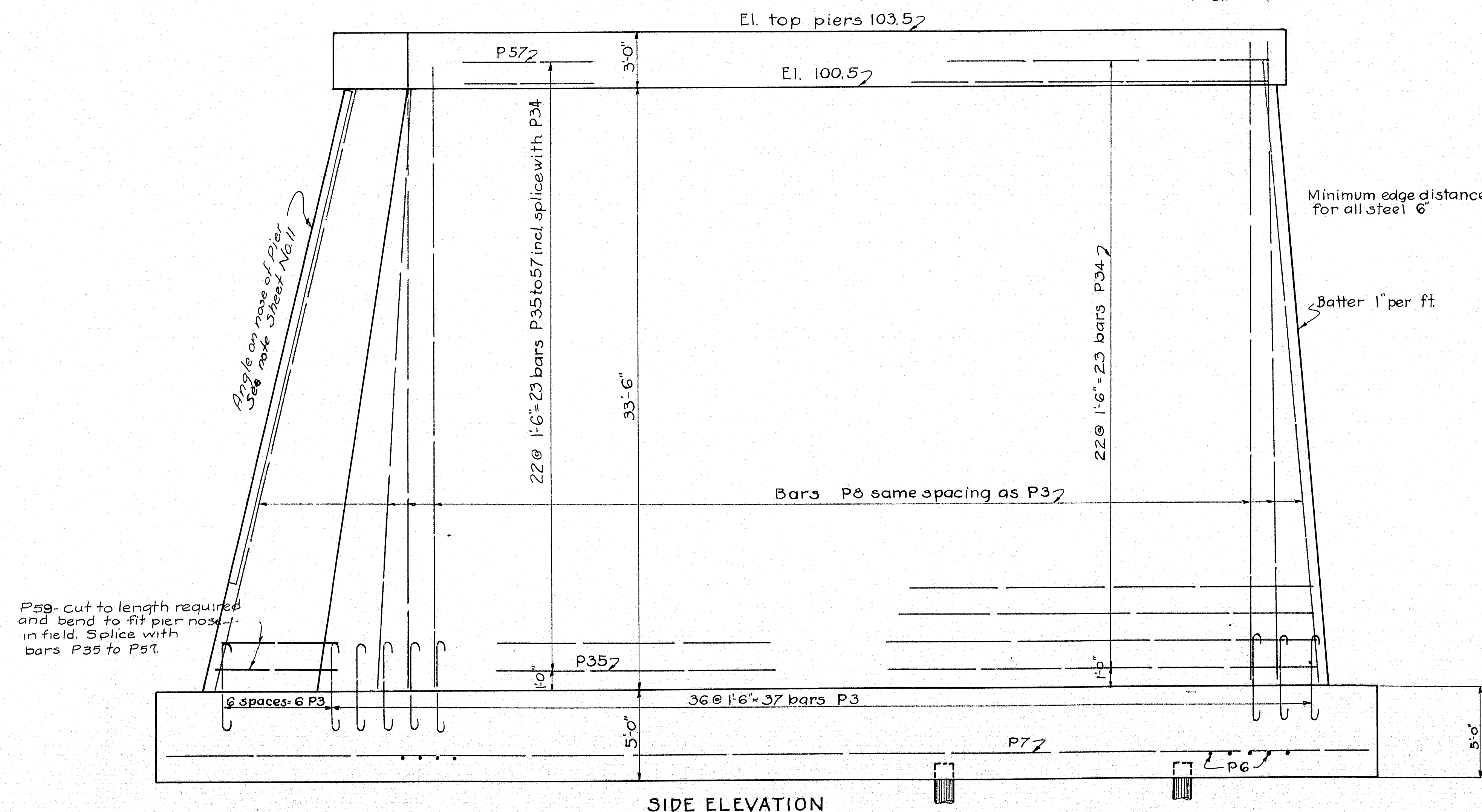
0 1 2 3 4 5 INCHES

DATE	BY	U.S. W.P.F.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1936	12	29	12	24	

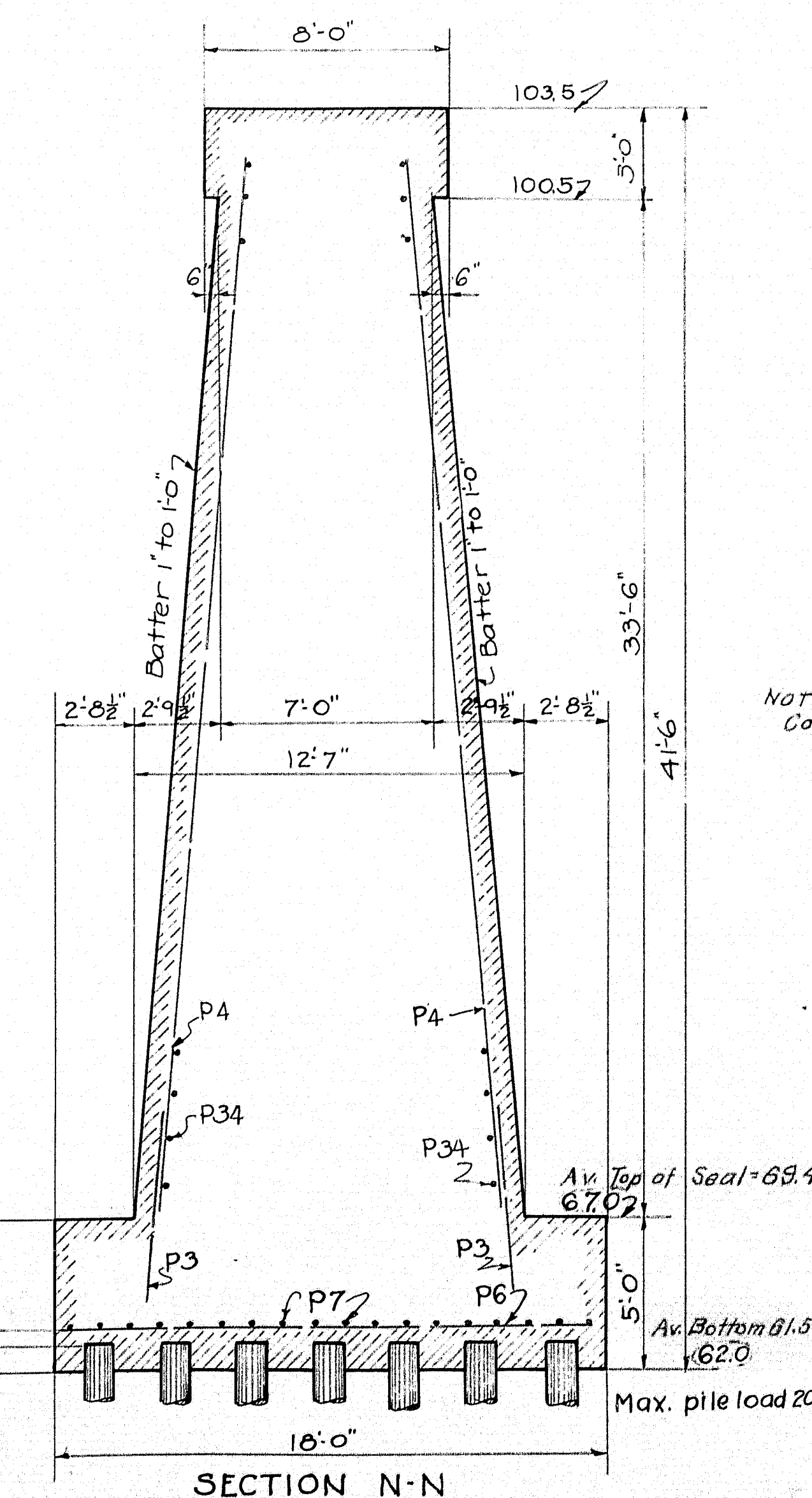


PLAN

Dress shaded bearing areas plus 2' all around to exact elevation.



SIDE ELEVATION



SECTION N-N

Note: Concrete Seal at Pier No. 2
Av. Length = 74'-0" Av. Width = 23'-1"
Piles Cut off at Elev 63.5

Note: Construction Changes in Blue

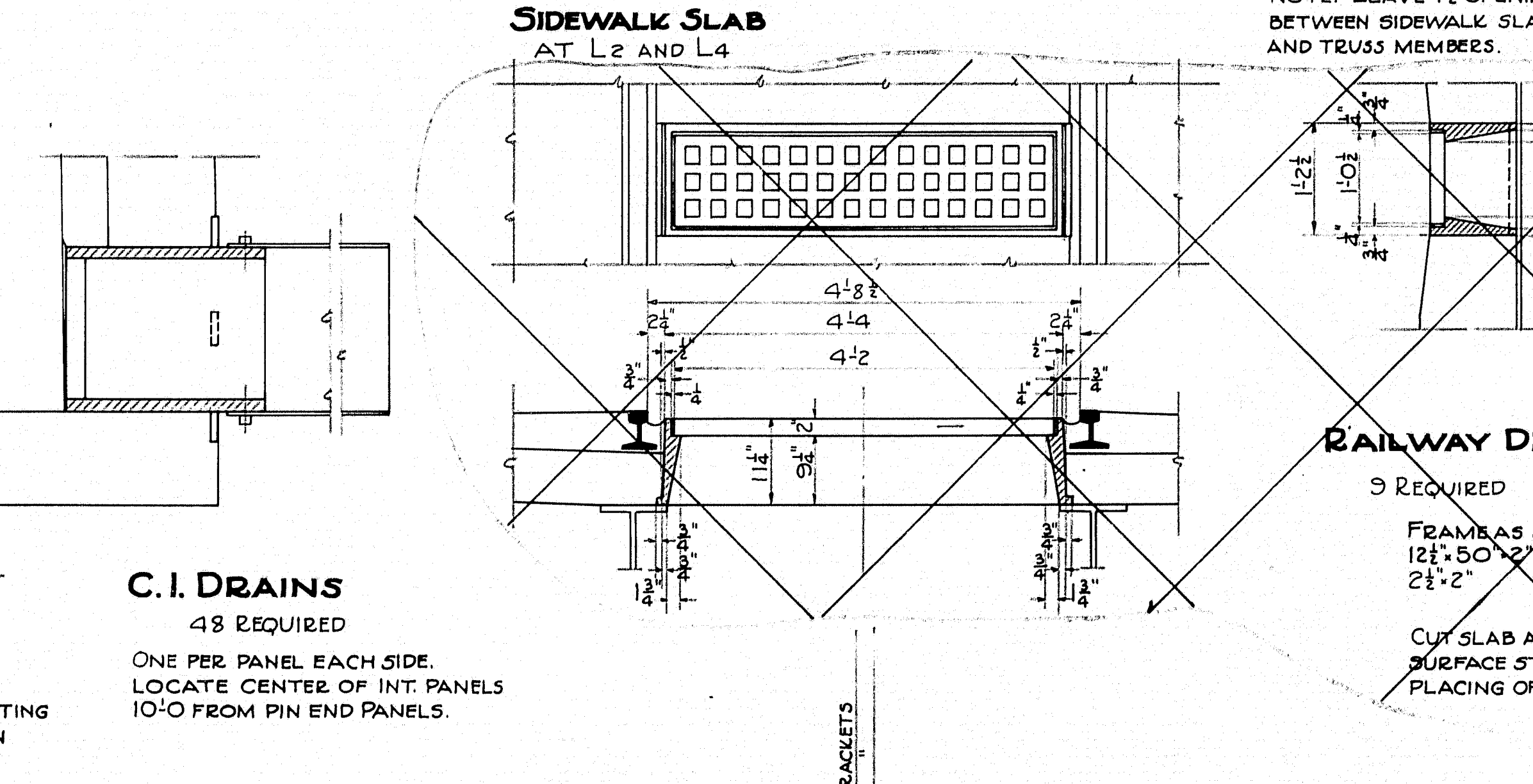
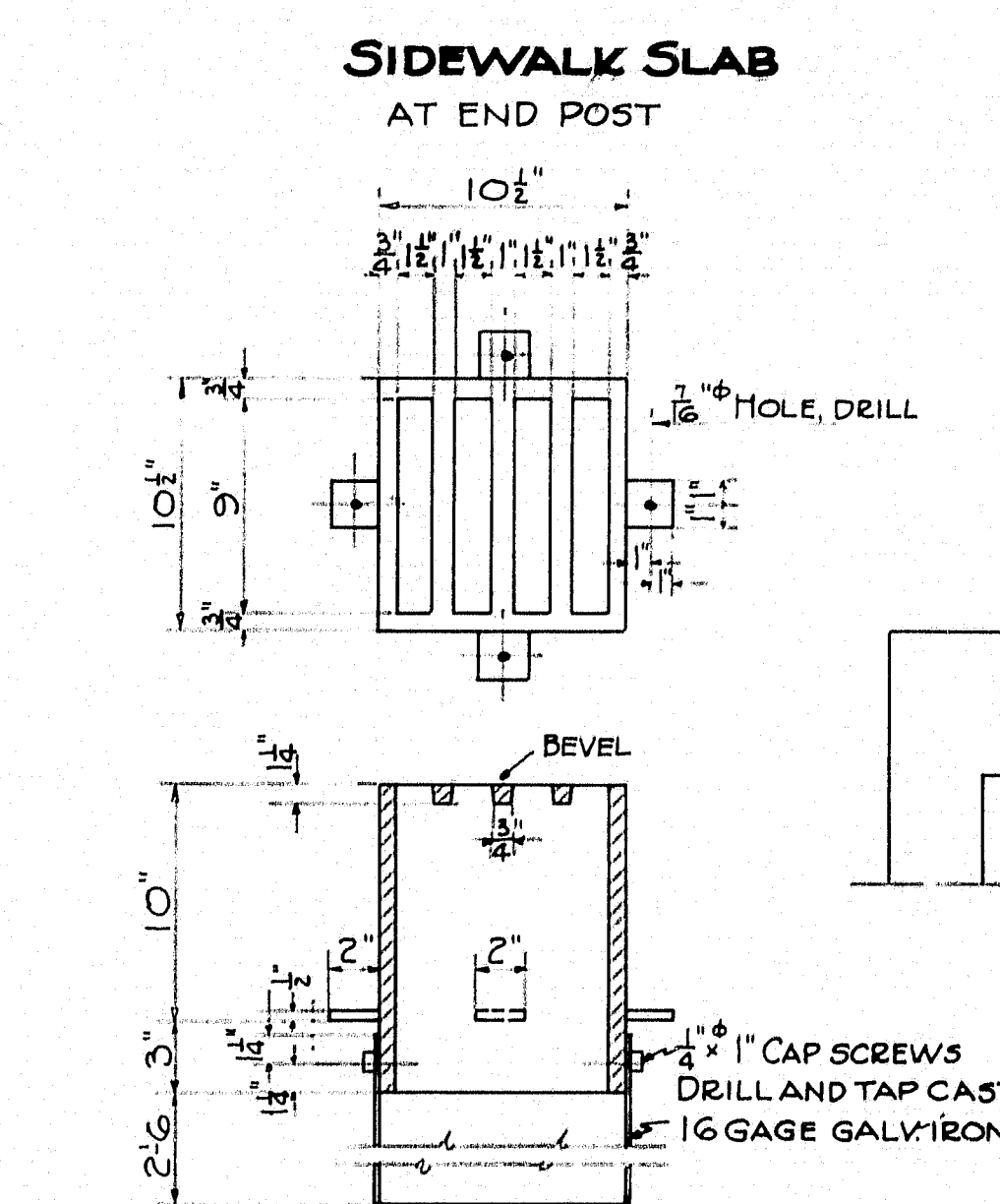
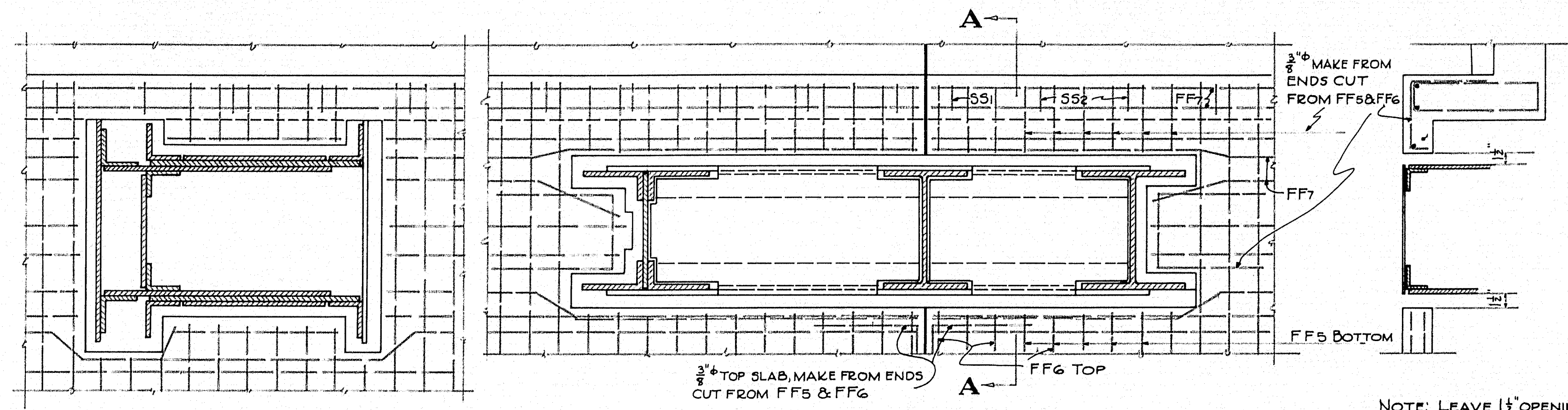
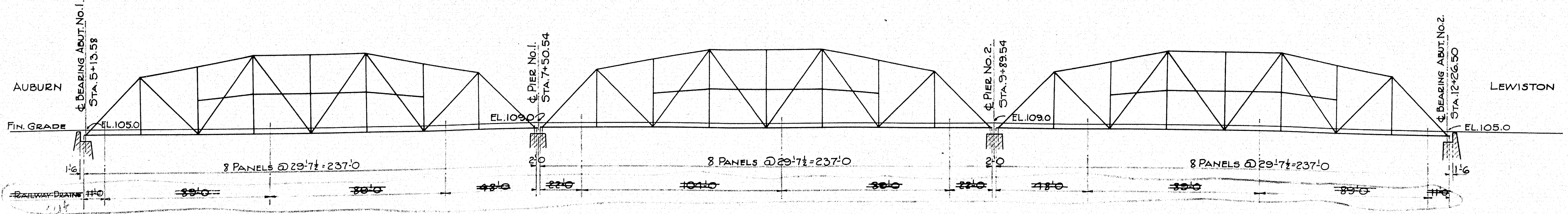
TOWN	01-01
BRIDGE	3330
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
SOUTH BRIDGE	
OVER THE	
ANDROSCOGGIN RIVER	
BETWEEN THE CITIES OF	
AUBURN & LEWISTON	
ANDROSCOGGIN COUNTY	
DETAIL PIER No. 2.	
SHEET 12 OF 24 SHEETS AUGUSTA, ME. AUG 1936	

PLAN - VDE
TRACED - Street
CHECKED - E.O.

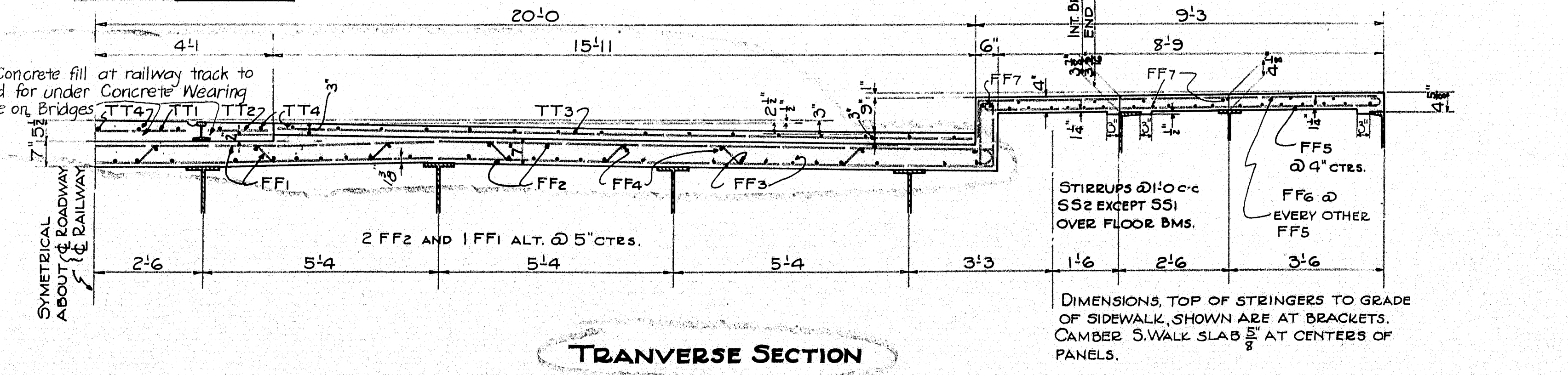
29-129-174

0 1 2 3 4 5 INCHES

ED. ROAD DIST. NO.	STATE	LAWYER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	MAINE	29	14	24	

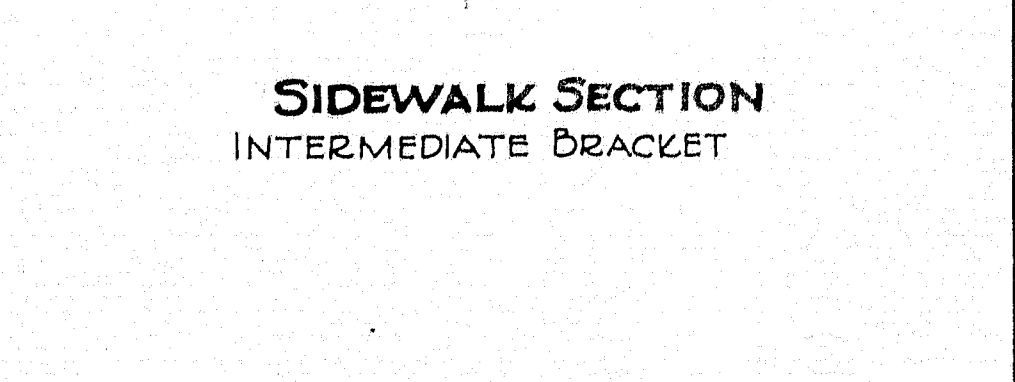
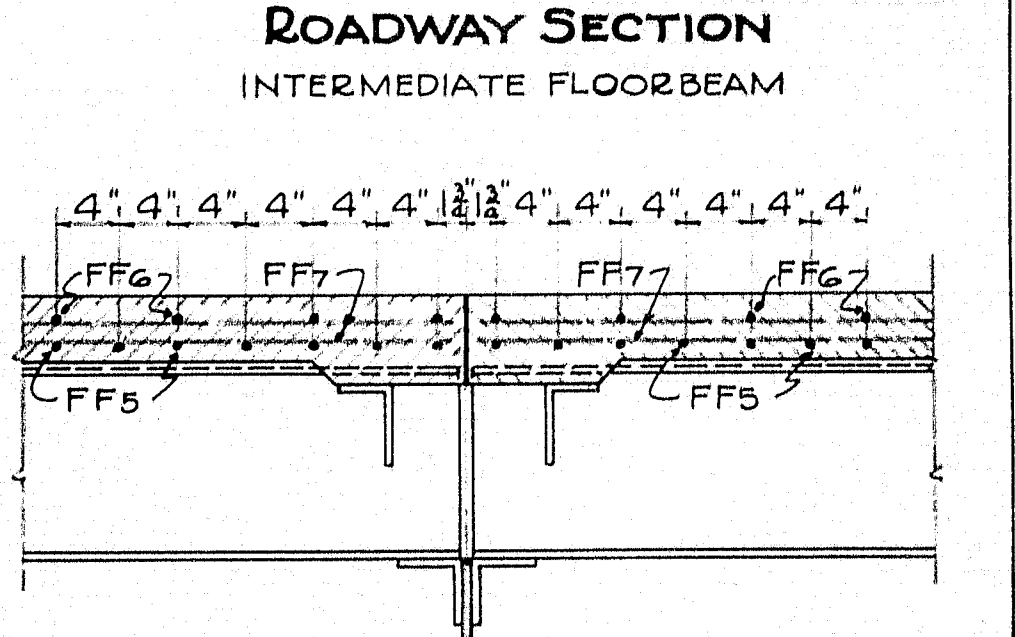
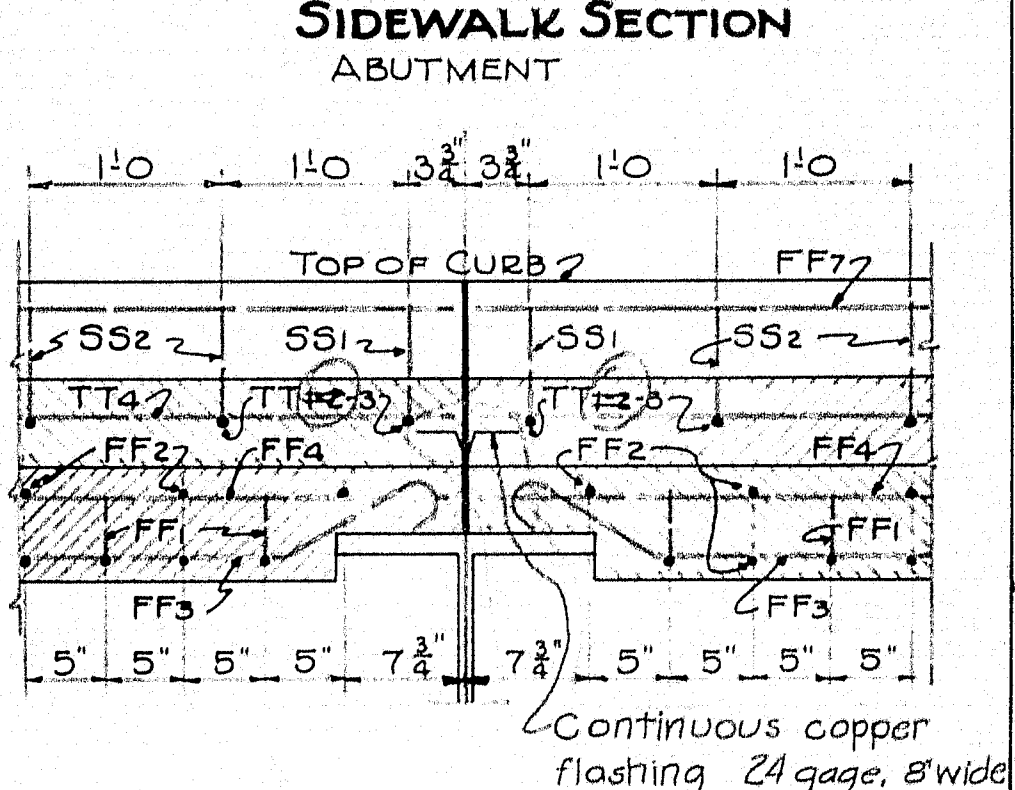
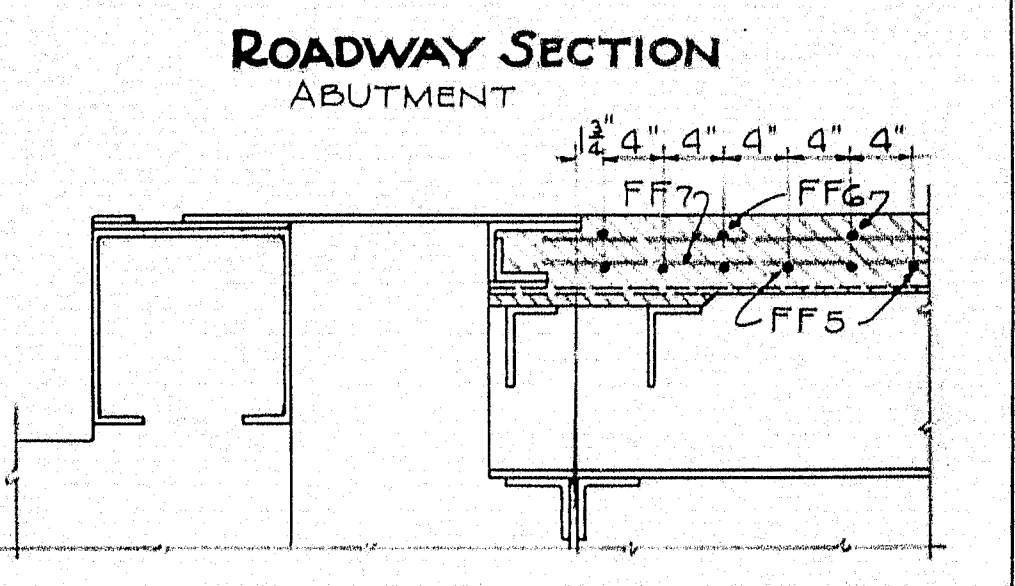
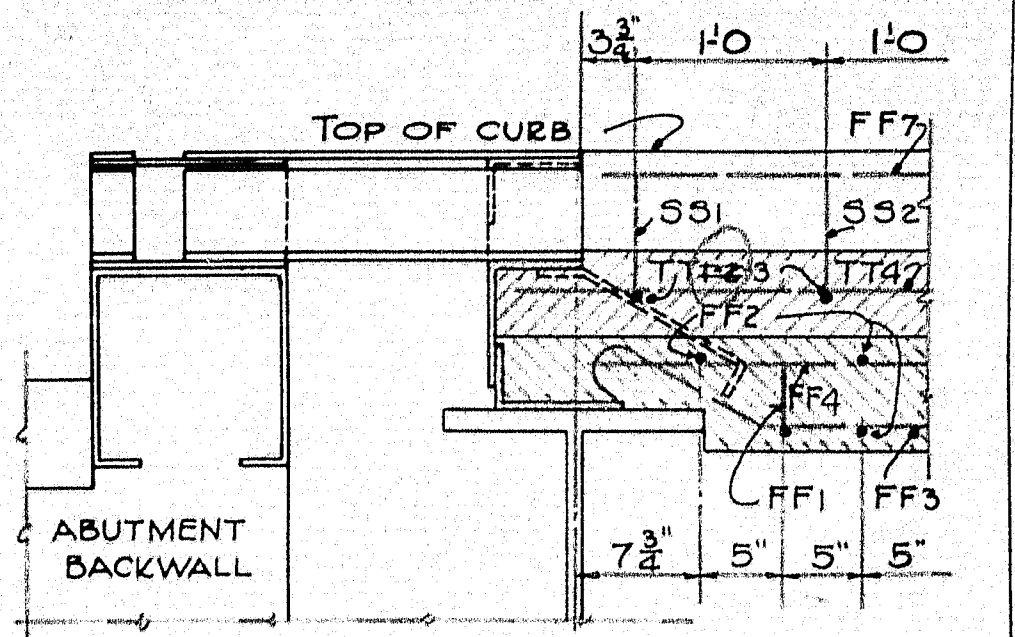
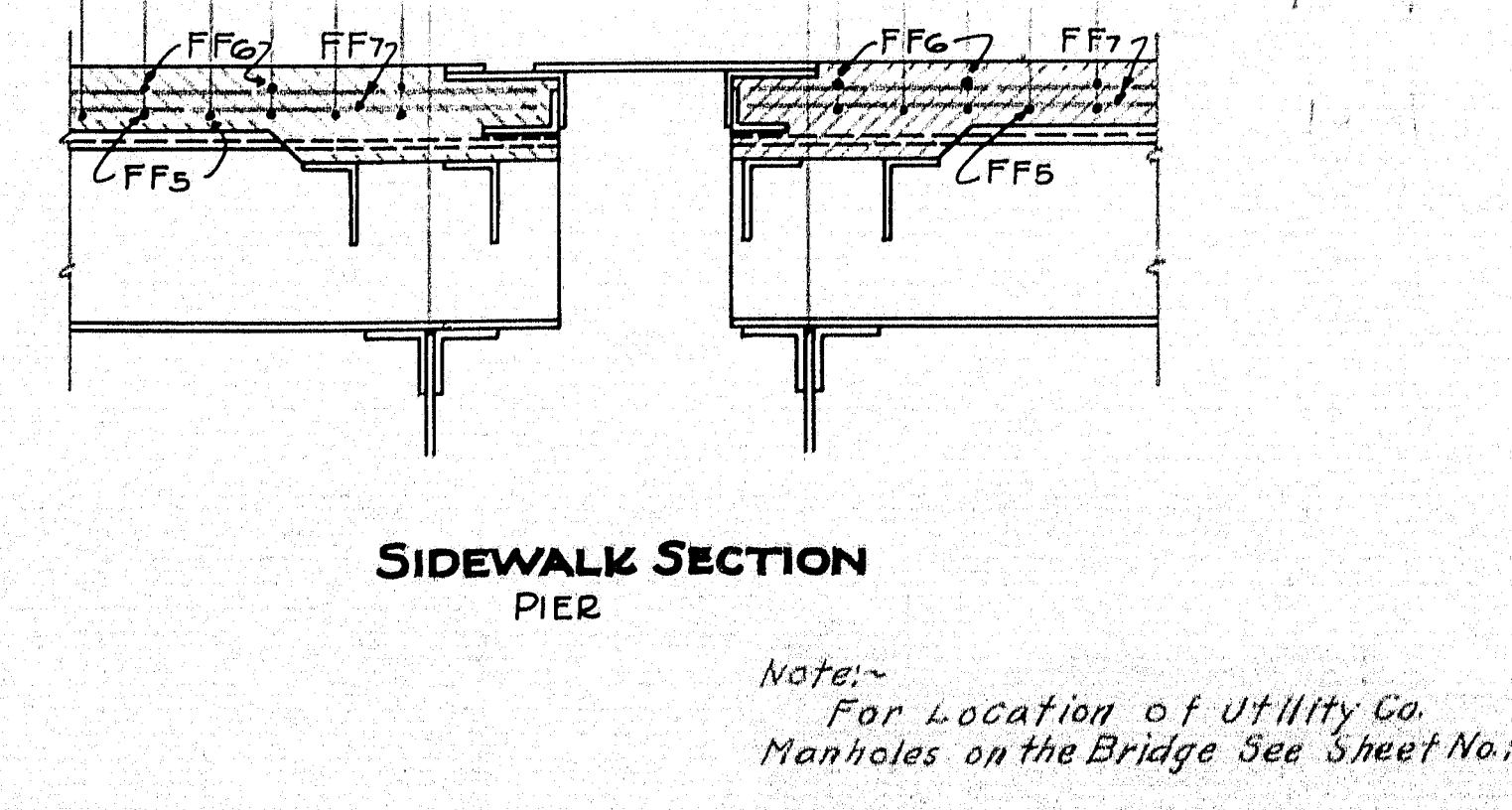
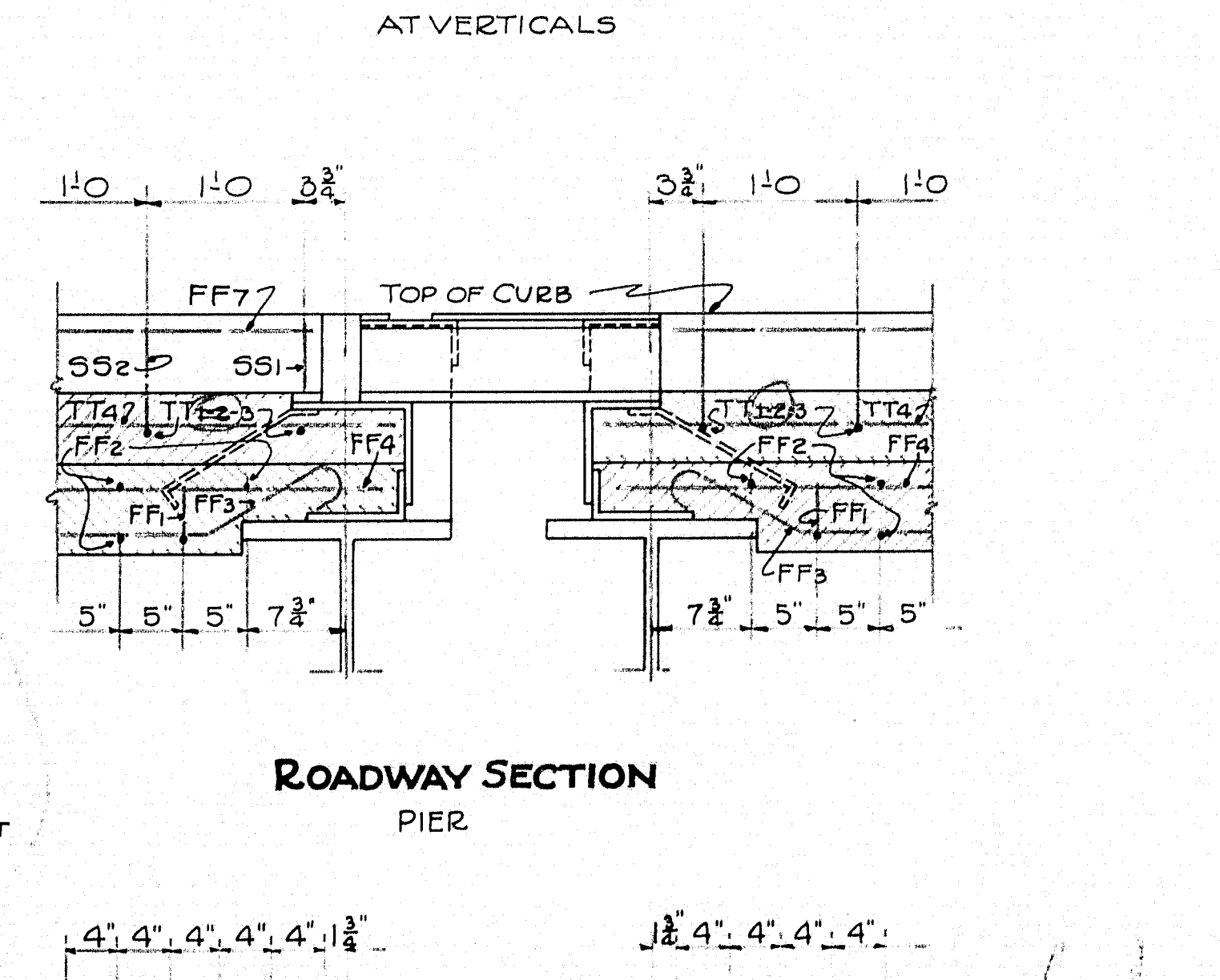
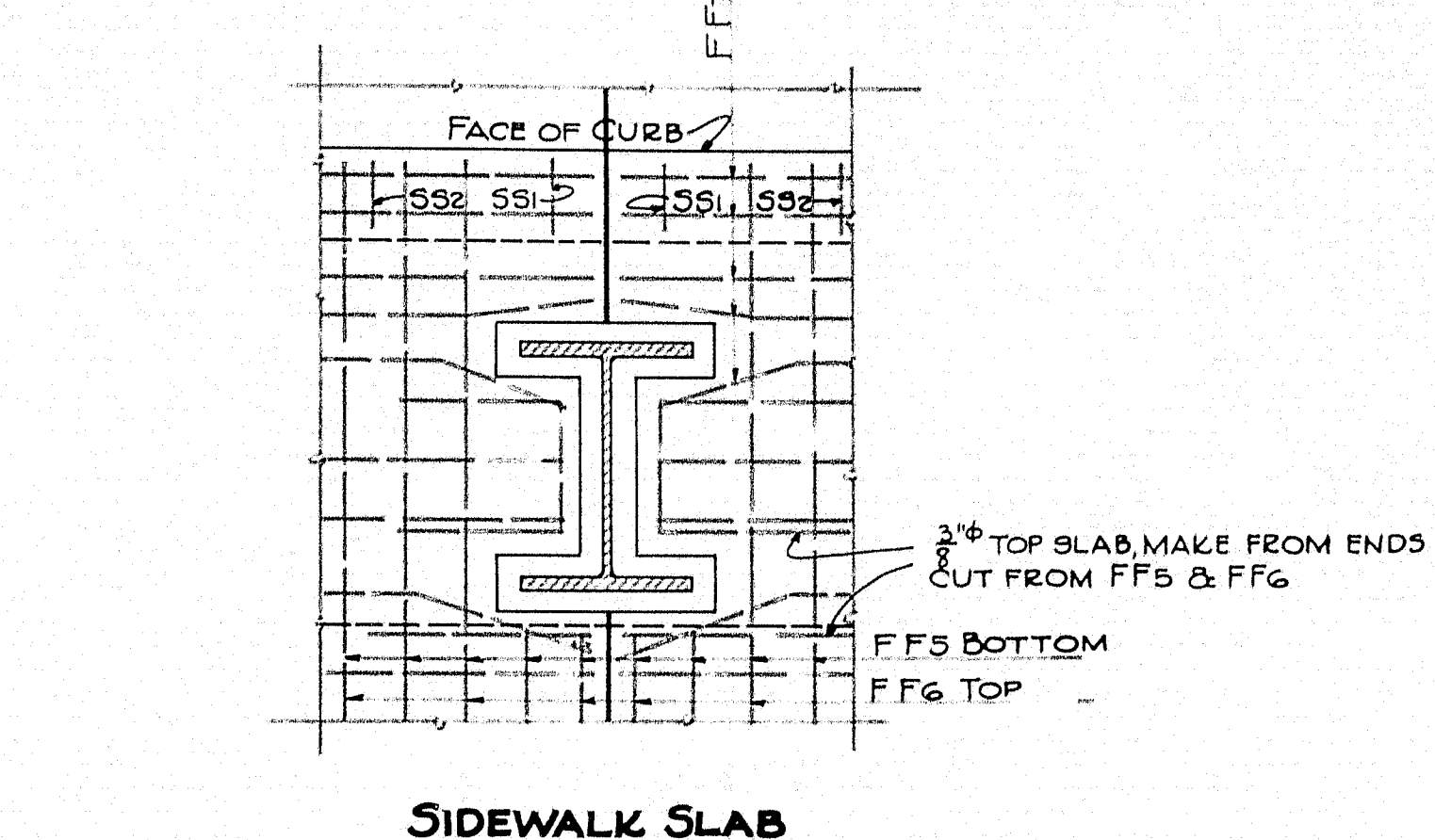


NOTE: LEAVE 1 1/2\"/>



TRANSVERSE SECTION

SEE SHEET 14A FOR REVISED TRANSVERSE SECTION



TOWN 01-01
BRIDGE 3330

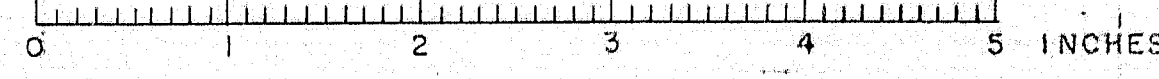
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
FLOOR DETAILS

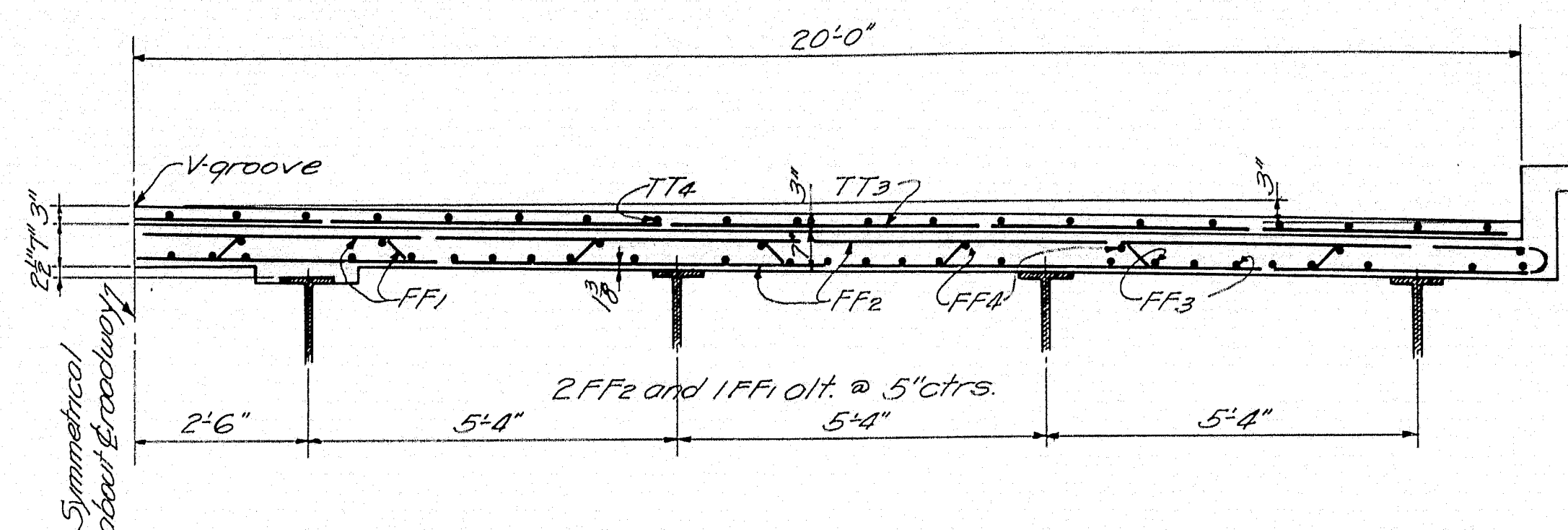
For Location of Utility Co.
Manholes on the Bridge See Sheet No. 7

SHEET 14 OF 24 SHEETS AUGUSTA ME. AUG. 1936

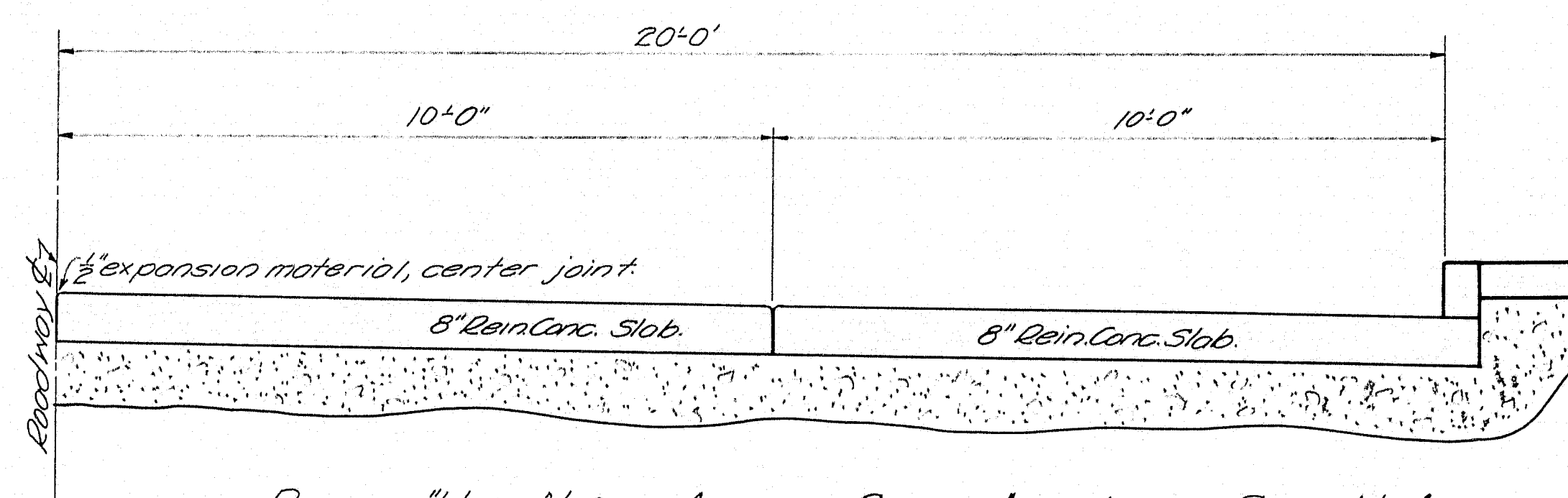
PLAN CLIP
TRACED I.R.
CHECK V.



DATE	REVISION	TOTAL	SHEET	TOTAL
NOV 1937	NO. 1	NO.	NO.	NO.
			14A	24



REVISED "TRANSVERSE SECTION" as shown on SHEET No. 14
 Portion not shown same as detailed on SHEET No. 14.



REVISED "HALF NORMAL APPROACH SECTION" as shown on SHEET No. 4
 Portion not shown same as detailed on SHEET No. 4.

with
 FEB

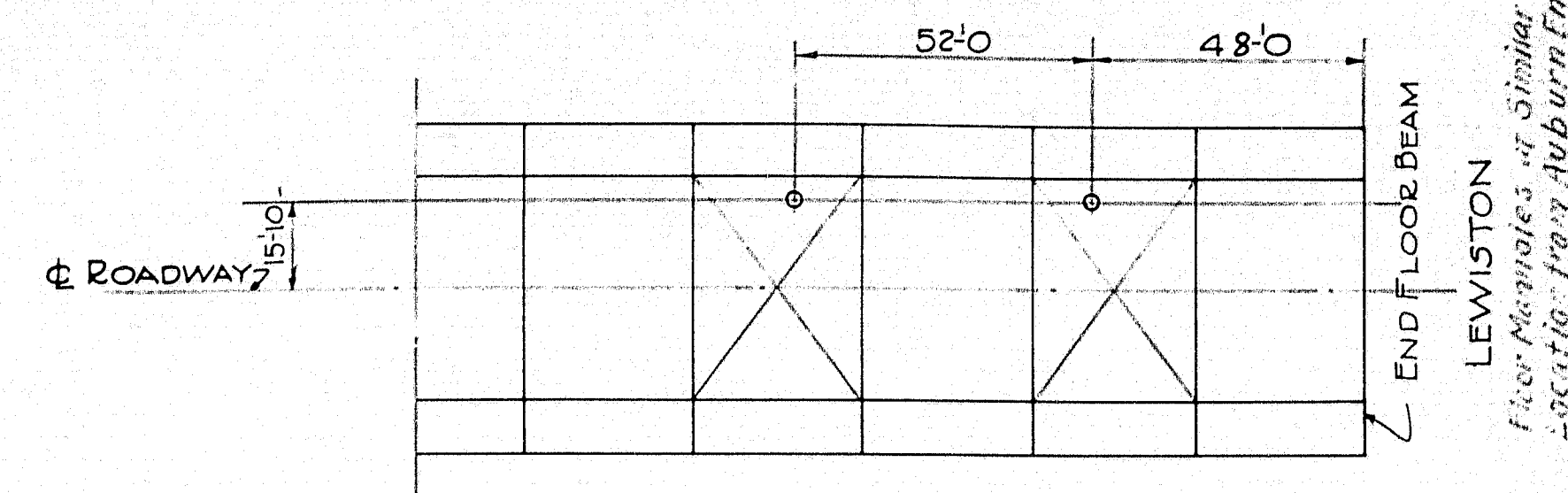
Town 01-01
 Bridge 3330

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 SOUTH BRIDGE
 OVER THE
 ANDROSCOGGIN RIVER
 BETWEEN THE CITIES OF
 AUBURN & LEWISTON
 ANDROSCOGGIN COUNTY
 REVISIONS

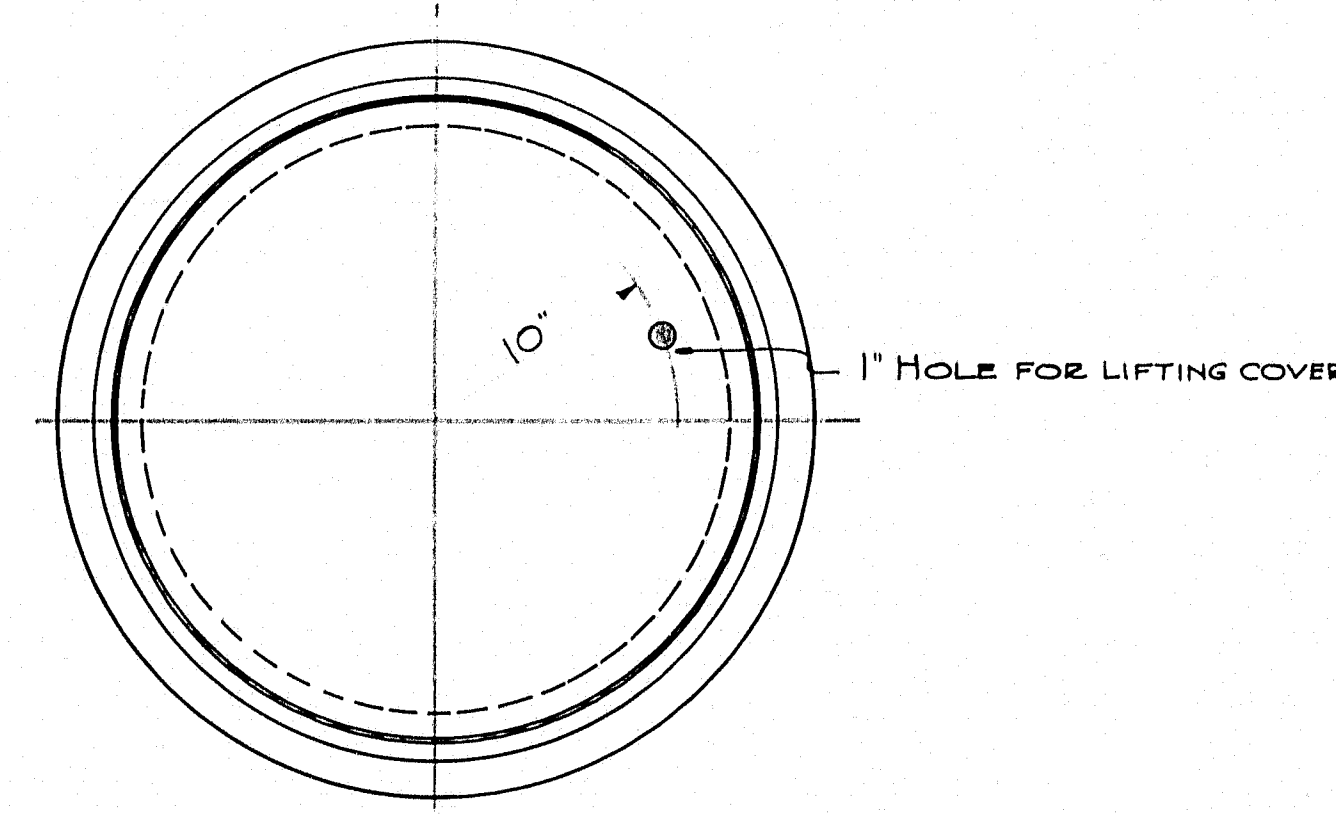
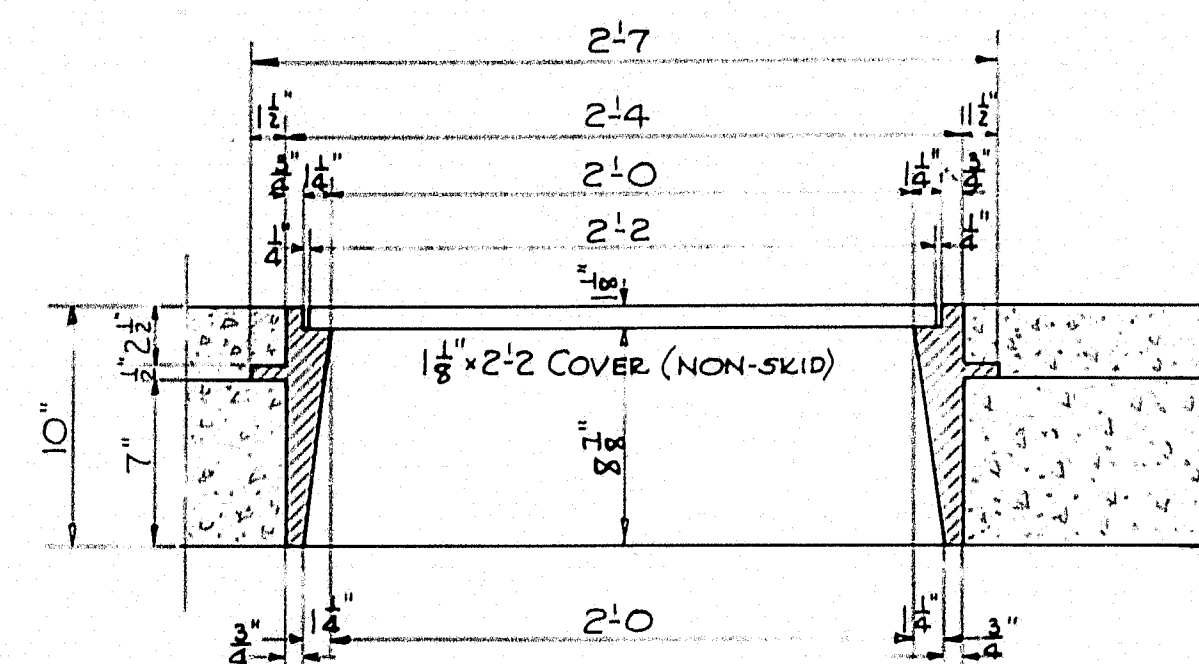
SHEET 14A of 24 SHEETS AUGUSTA, ME MAR. 1937

29 29-177

0 1 2 3 4 5 INCHES



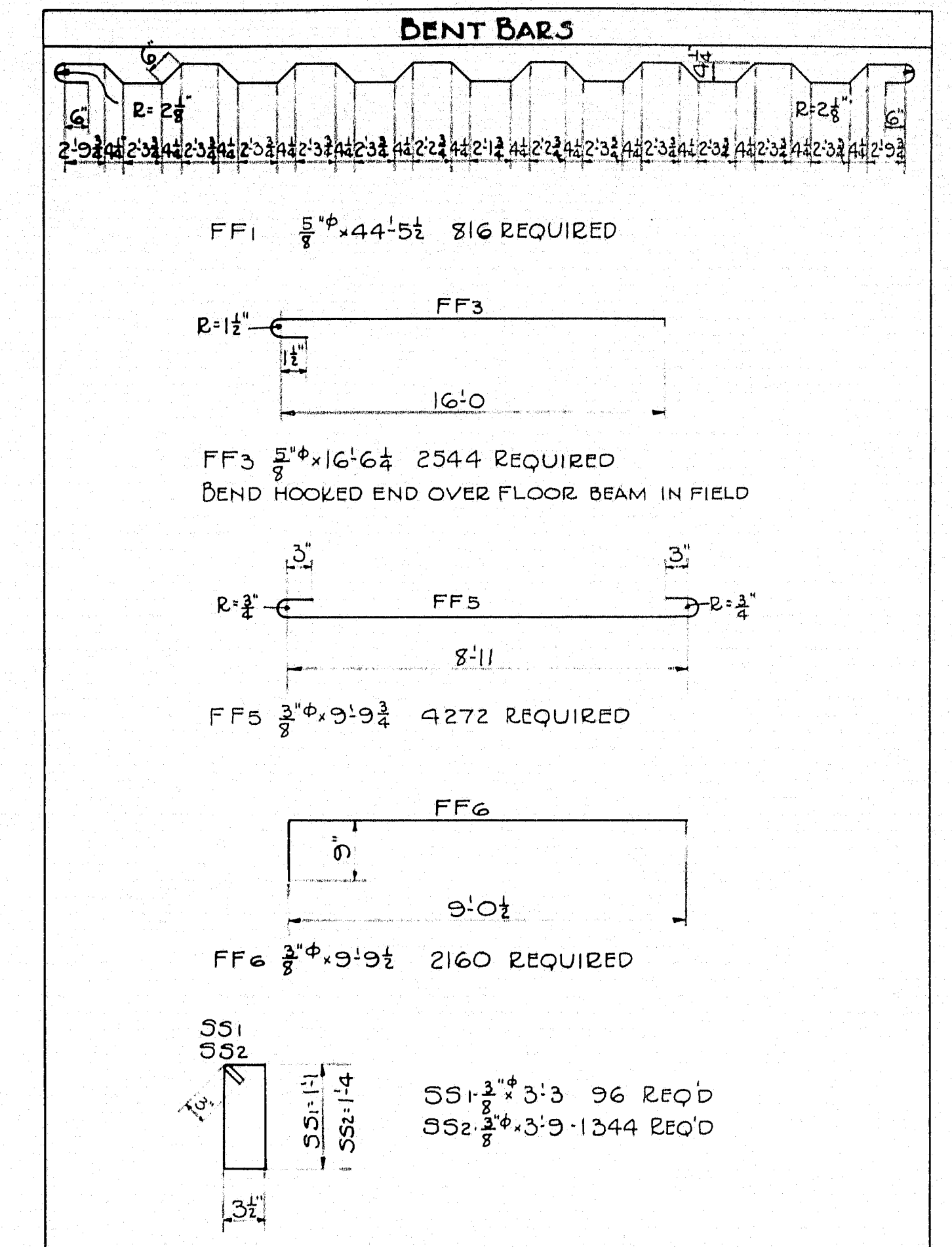
FLOOR MANHOLES
LOCATION



DETAIL MANHOLE

REQUIRED - 2 C.I. COVERS
" 2 C.I. RINGS

FLOOR REINFORCING STEEL



STRAIGHT BARS

MARK	SIZE	NO.	LENGTH	LOCATION
FF2	$\frac{3}{8}$ " ϕ	1632	40'-8"	ROADWAY SLAB
FF4	$\frac{1}{2}$ " ϕ	768	16'-0"	" " - TOP
FF7	$\frac{3}{8}$ " ϕ	2496	15'-9"	SIDEWALK SLAB
				WEARING SURFACE
TT3	$\frac{3}{8}$ " ϕ	1440	19'-10"	" "
TT4	$\frac{3}{8}$ " ϕ	1920	15'-9"	" "

ALL STEEL DIMENSIONS TO CENTER OF BARS.
ALL STEEL TO BE PLAIN ROUNDS, STRUCTURAL GRADE.

PLAN C.L.P.
TRACED I.R.
CHECK V.E.

Note: Construction Changes in Blue
Steel Schedule Revised 8-18-27

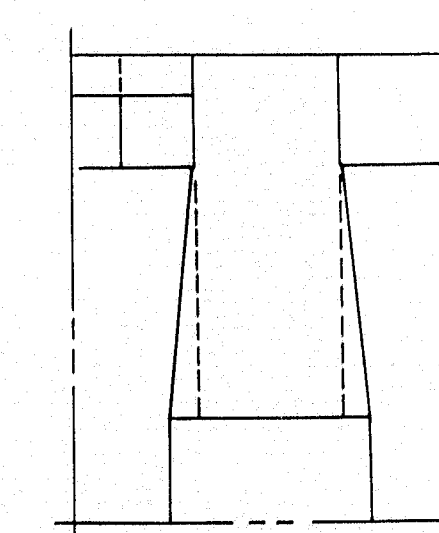
TOWN 01-01
BRIDGE 3330

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

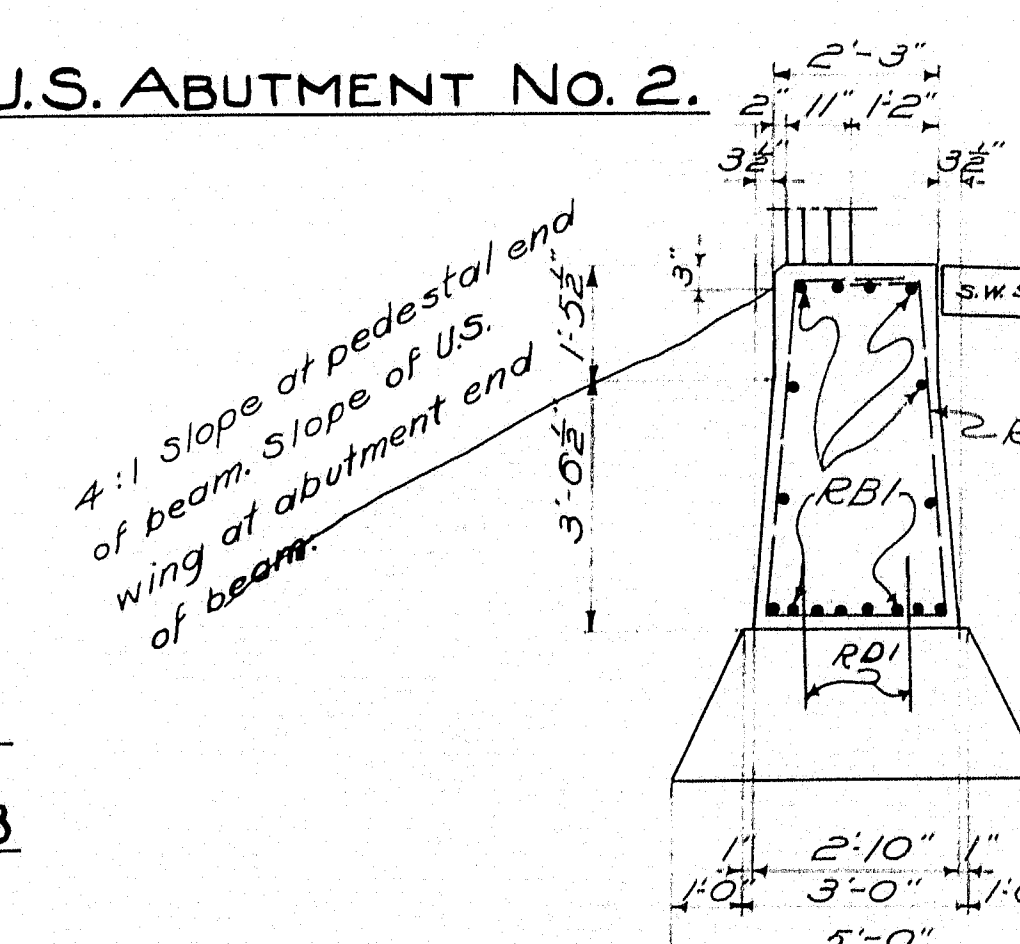
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY

FLOOR SLAB STEEL

SHEET 15 OF 24 SHEETS AUGUSTA ME. AUG. 1936.

[illegible]

SECTION B-B



SECTION A-A

Note: Concrete in rail beam and pedestal to be paid for under Concrete in Abutments and Retaining Walls.

Notes: Construction Charges - Blue

TOWN 01-01
BRIDGE 3330

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

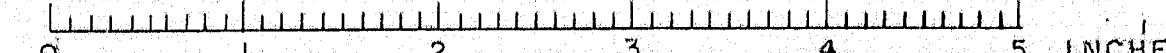
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY

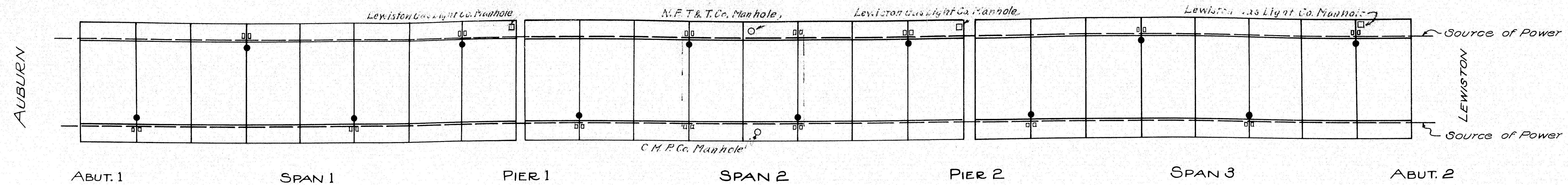
CONCRETE RAIL DETAILS

SHEET 16 OF 24 SHEETS AUGUSTA, ME. AUG. 1930

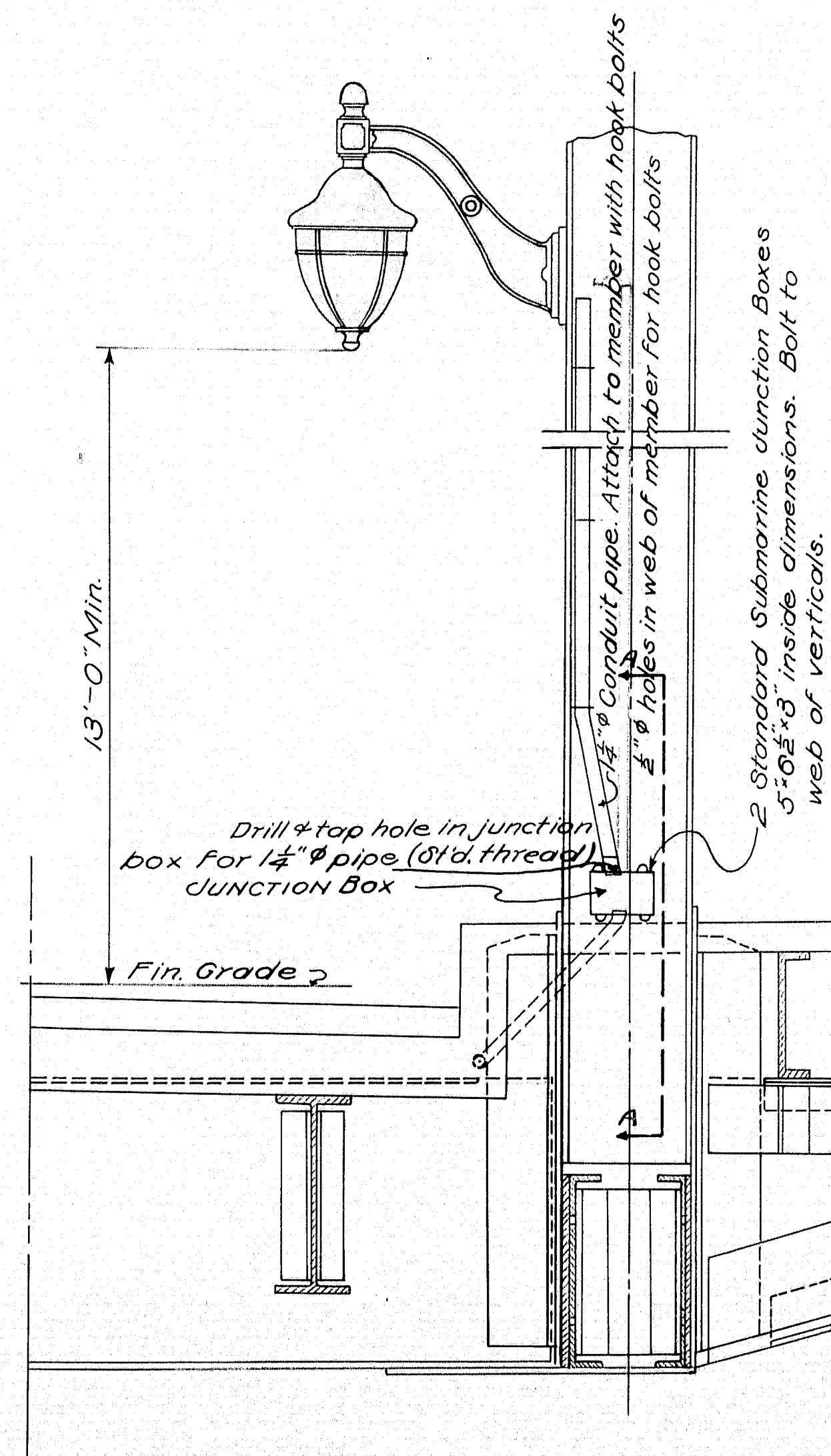
LEIS AUGUSTINE, ME. 7 AUGUST 1955

29-179

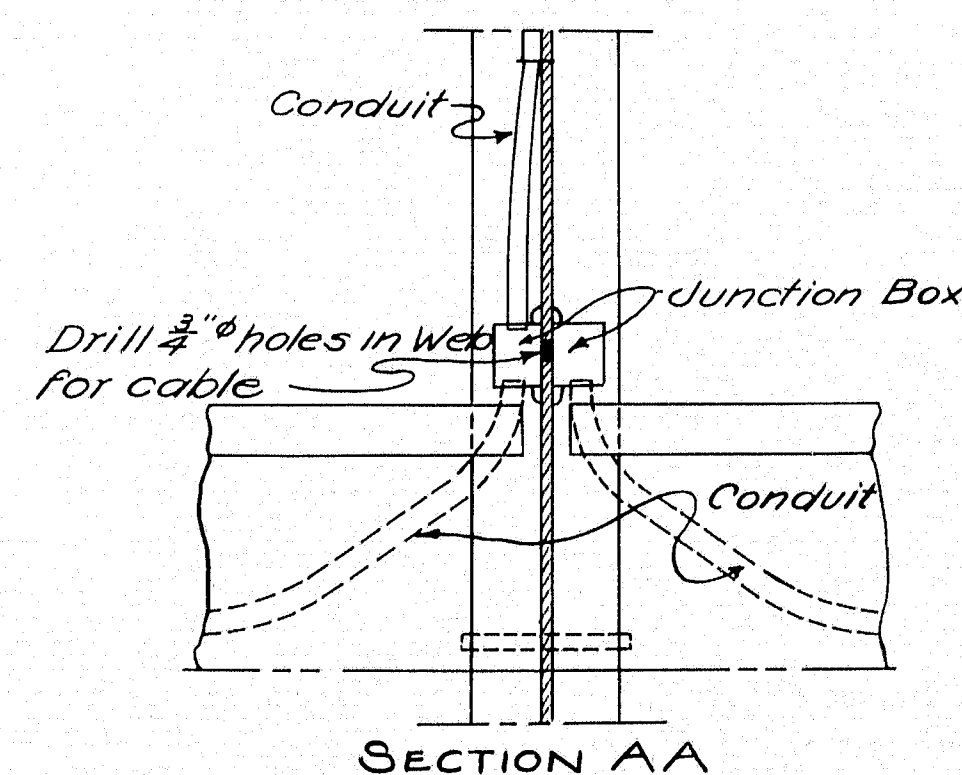
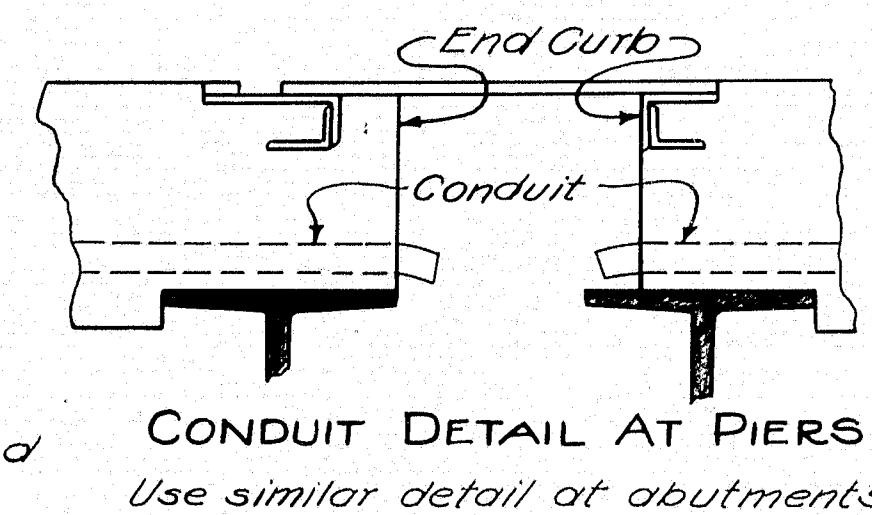




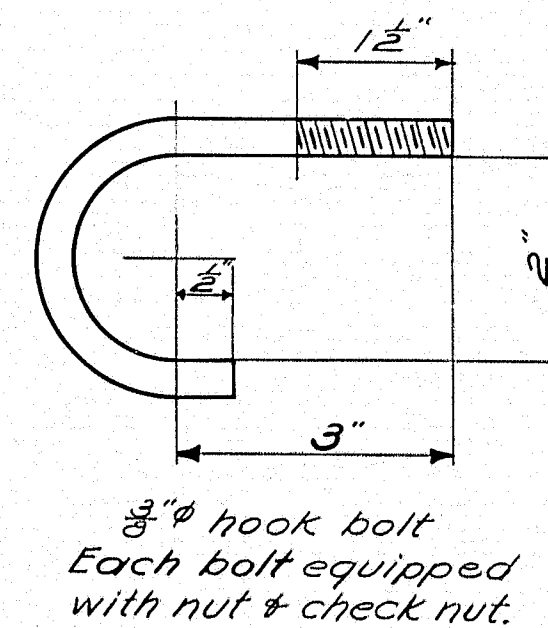
Notes:-
 Lights on the Auburn Half are Series Connections and Power Furnished by the C. M. P. Co.
 Lights on the Lewiston Half are Multiple Connections and Power Furnished by the City



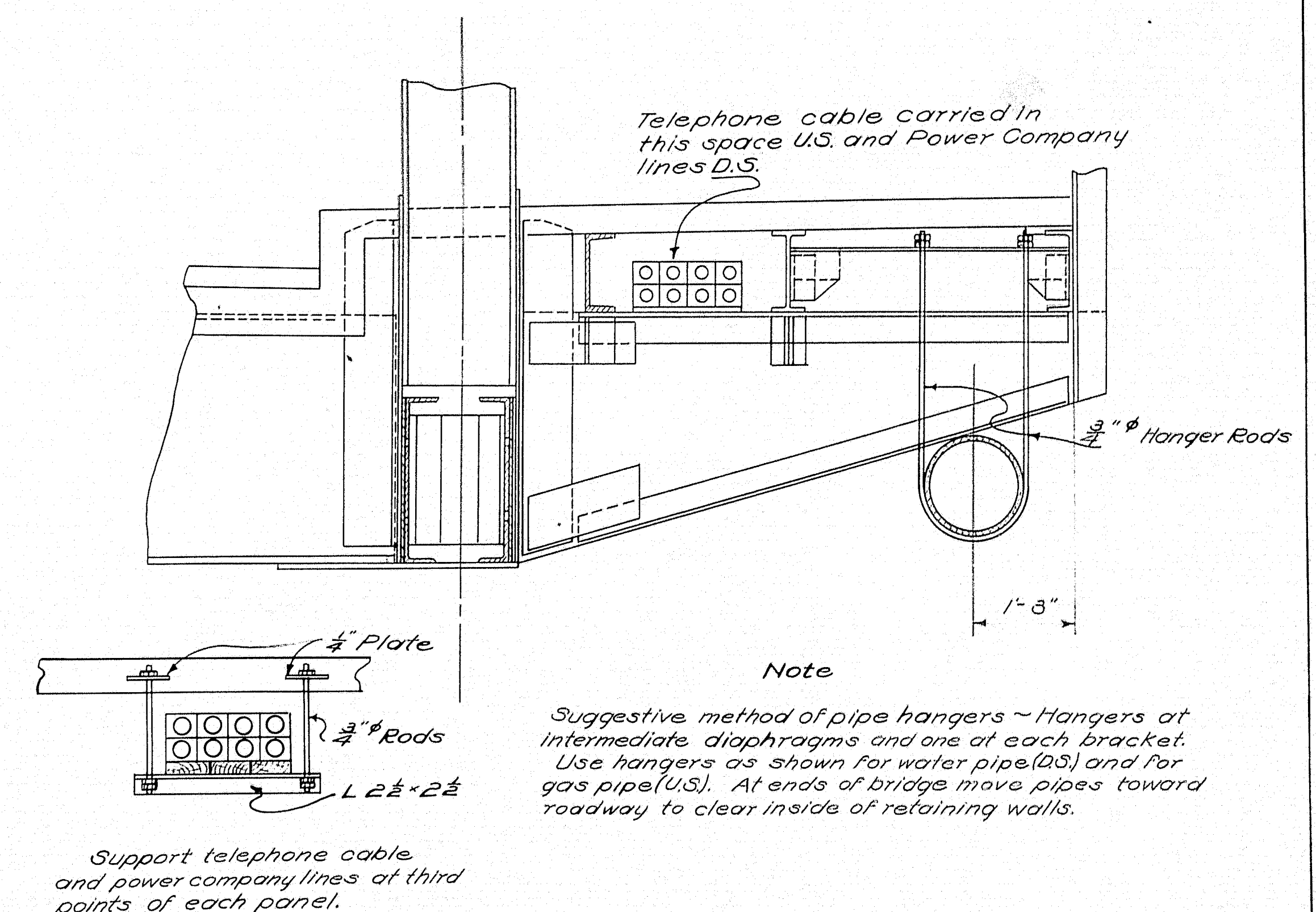
Notes
 Lights to be - General Electric Form 258 Novalux units.
 Brackets to be - King Company design K-1241 with Flat base.
 Equivalent lighting details may be substituted if approved by the Engineer.



Required 28
 24 Junction Boxes
 12 Brackets
 12 Light Units



● LIGHT
 □ JUNCTION BOX



Details and material for supporting gas and water pipes, telephone cables, etc. to be furnished by Utility Companies.

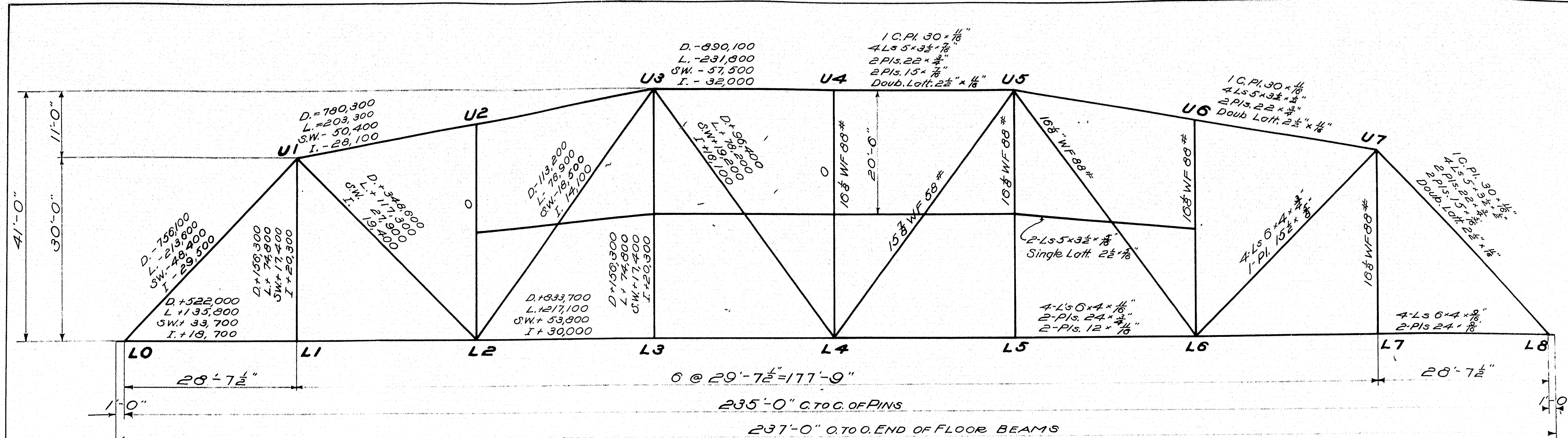
STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
SOUTH BRIDGE
 OVER THE
ANDROSCOGGIN RIVER
 BETWEEN THE CITIES OF
AUBURN & LEWISTON
 ANDROSCOGGIN COUNTY
 LIGHTING DETAILS

Note: Construction Changes in Blue

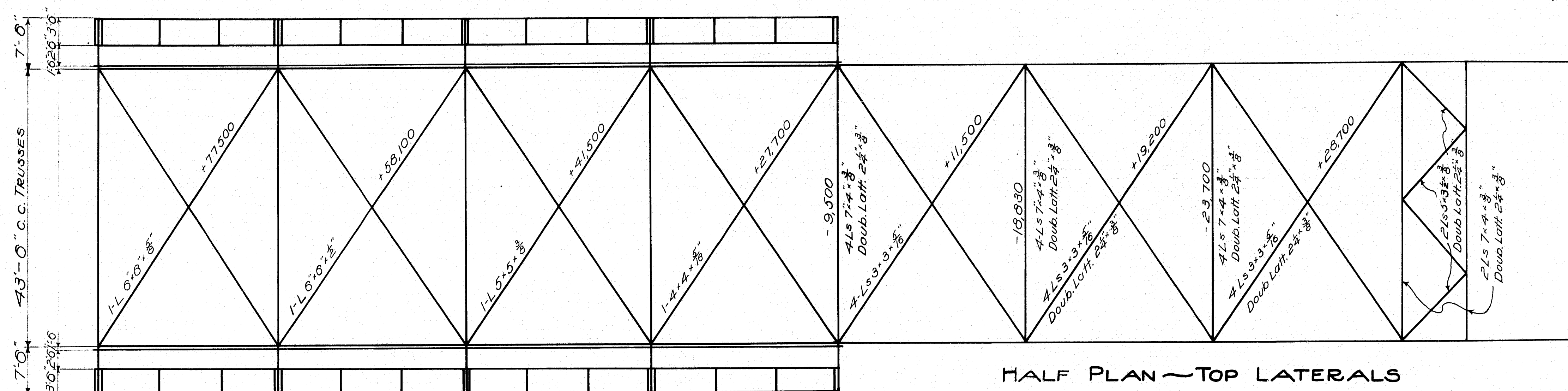
SHEET 17 OF 24 SHEETS AUGUSTA ME. AUG. 1936

29-180

Plan-EEB
 Traced-TFH
 Checked-E

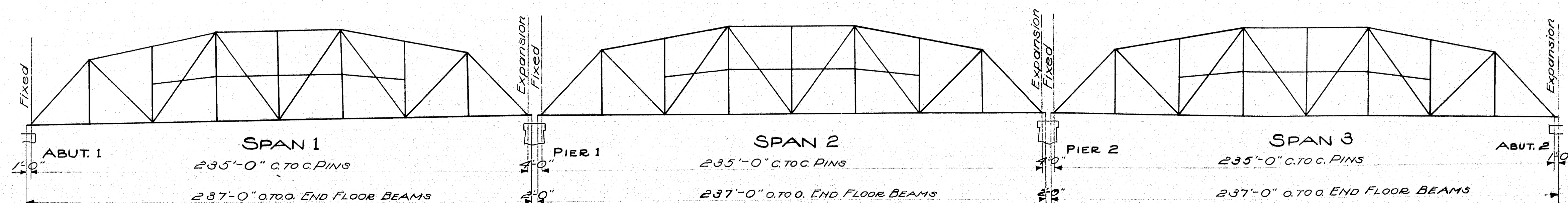


ELEVATION



HALF PLAN ~ BOTTOM LATERALS

HALF PLAN ~ TOP LATERALS



GENERAL ELEVATION

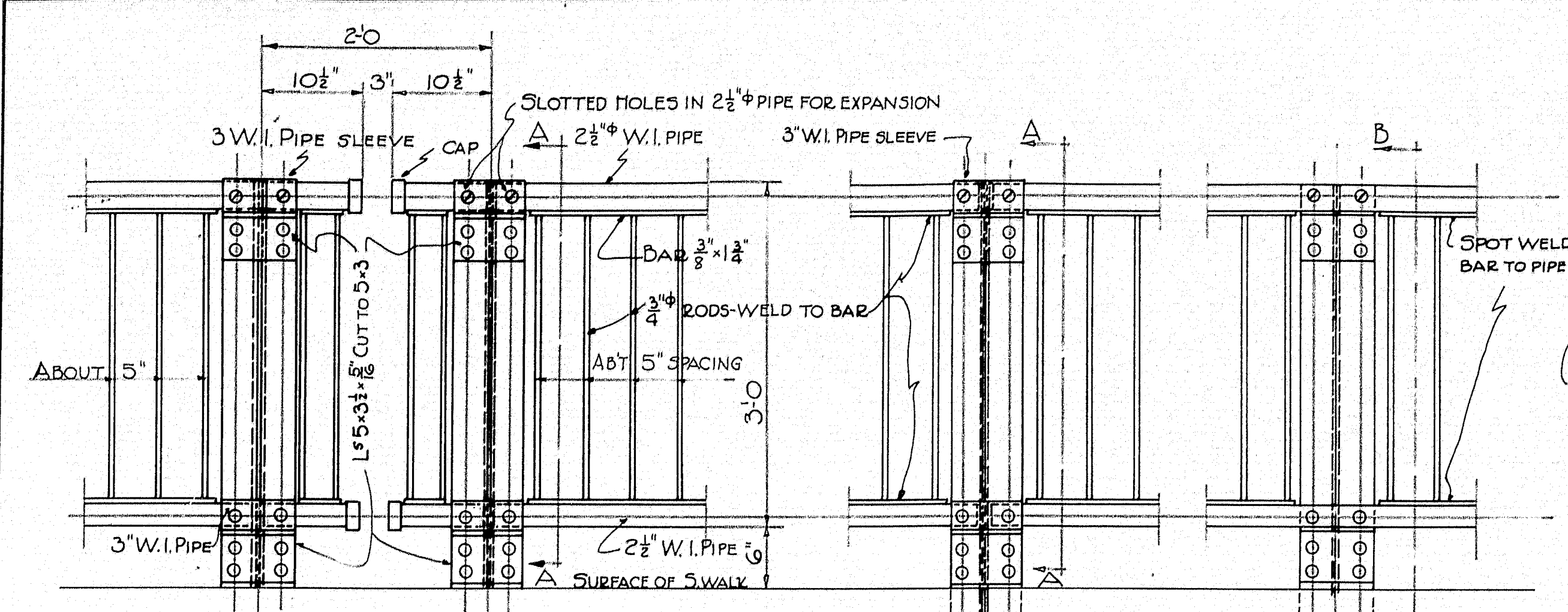
STRINGERS	
Exterior	D.L.M. 1,115,000 in lbs. L.L.M. 1,456,800 " " I. 472,000 " " 3,043,800 Use 23 3/8 WF 74 #
Interior	D.L.M. 1,113,700 in lbs. (Under El. R.R. Tracks R.R. Loading) R.R.M. 1,117,200 " " I. 362,000 " " 2,592,900 in lbs.
(Truck Loading)	D.L.M. 1,113,700 in lbs. L.L.M. 1,073,700 " " I. 542,300 " " 3,329,700 " " Use 24 WF 80 #
Interior Roadway	D.L.M. 974,200 in lbs. L.L.M. 1,723,500 " " I. 559,100 " " 3,256,800 Use 24 WF 80 #
Exterior Sidewalk	D.L.M. 299,270 in lbs. L.L.M. 197,475 " " 496,745 " " Use 12 C 40 #
Interior Sidewalk	D.L.M. 239,600 in lbs. L.L.M. 394,950 " " 634,550 " " Use 12 1/2 WF 32 #
FLOOR BEAMS	
Interior	D.L.M. 13,343,600 in lbs. (R.R. #2 Trucks) L.L.M. 9,829,700 " " I. 2,075,700 " " 25,852,000 " " Use 36 1/2 WF 280 # (Silicon Steel)
(4 Lines H2O Trucks)	D.L.M. 13,343,600 in lbs. L.L.M. 9,829,700 " " I. 2,443,200 " " 24,714,200 " "
End	D.L.M. 6,674,300 in lbs. (R.R. #2 Trucks) L.L.M. 9,829,700 " " I. 2,673,700 " " 19,177,700 " " Use 35 3/8 WF 230 # (Silicon Steel)

LOADING
 Floor System and Hangers ~ 4-20 Ton Trucks or 2-20 Ton Trucks and 30-Ton Electric Car, Using the Loading giving Greater Stress.
 Trusses ~ uniform D.L. 52.75 #/ft., live moving load of 1109 #/ft.
 Concentration for moment 31200 # concentration for shear 4000 #
 Sidewalk ~ $D = (40 + \frac{1000}{L}) (\frac{33-W}{36})$ P = load in lbs. per sq. ft., L = Loaded length in ft., W = width of sidewalk in ft.
 Impact ~ $I = \frac{50}{L+50}$, where L = Loaded length in ft.
 Lateral ~ Bottom system 30 # per sq. ft. on 1/2 x the area of the bridge as seen in side elevation + 300 # per lin ft.
 ~ Top system 50 # per sq. ft. on 1/2 x the area of the bridge as seen in side elevation, treated as a moving load.
 Unit Stresses ~ Tension 18,000 #/sq. in. Carbon Steel Increase 40 %
 Compression = $\frac{18000}{1 + (1/3500)(\frac{L}{r})^2}$ Silicon Steel

Notes: All details shall be made in accordance with MAINE STATE HIGHWAY COMMISSION SPECIFICATION FOR STEEL BRIDGES 1930
 Rivets 3/4" for trusses, floor & bottom laterals, 3/8" for portals, sway frames & top laterals.
 Field connections for main members to be sub-punched and reamed.

TOWN 01-01
 BRIDGE 3330
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
SOUTH BRIDGE
 OVER THE
ANDROSCOGGIN RIVER
 BETWEEN THE CITIES OF
AUBURN & LEWISTON
 ANDROSCOGGIN COUNTY
STRESSES
 SHEET 18 OF 24 SHEETS AUGUSTA ME. AUG. 1936.

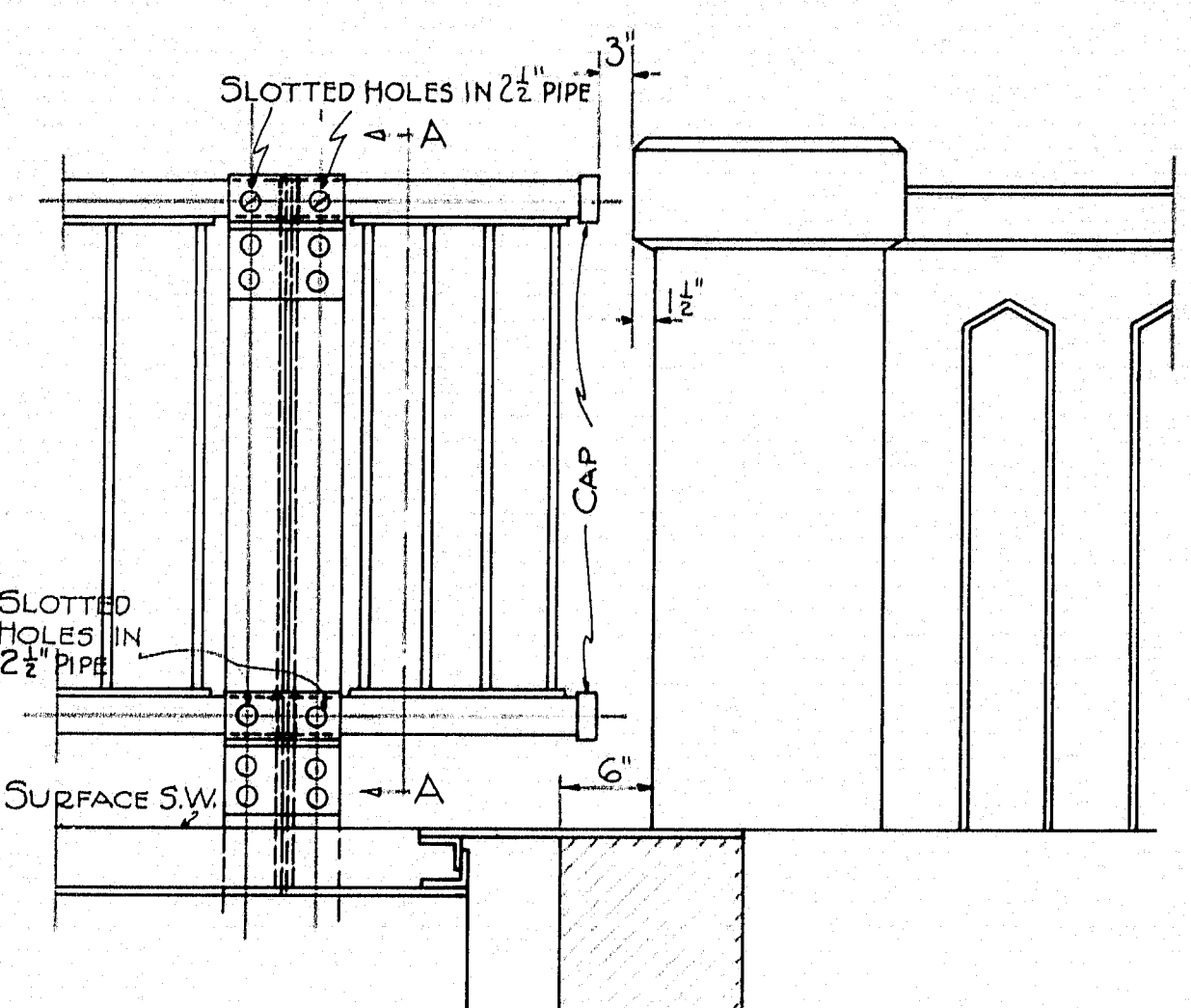
FED. ROAD DIST. NO.	STATE	USWPER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MAINE	29	19	24	



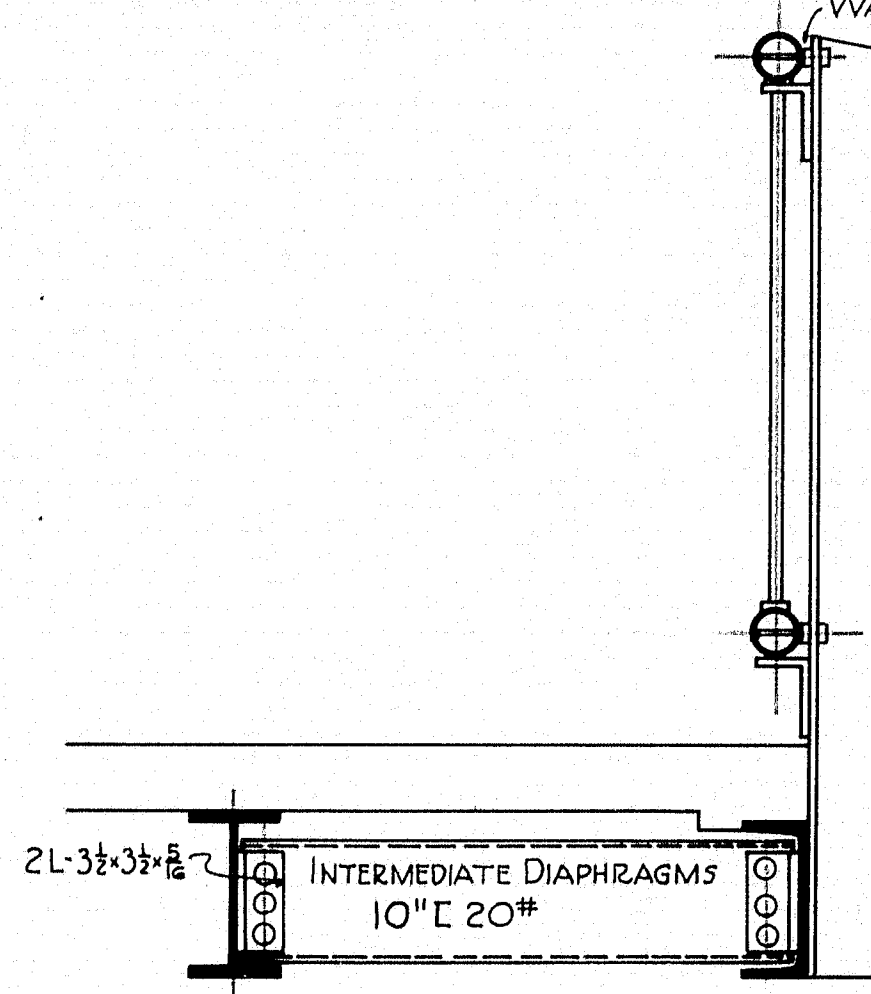
END BRACKET POSTS AT PIER

INT BRACKET POST

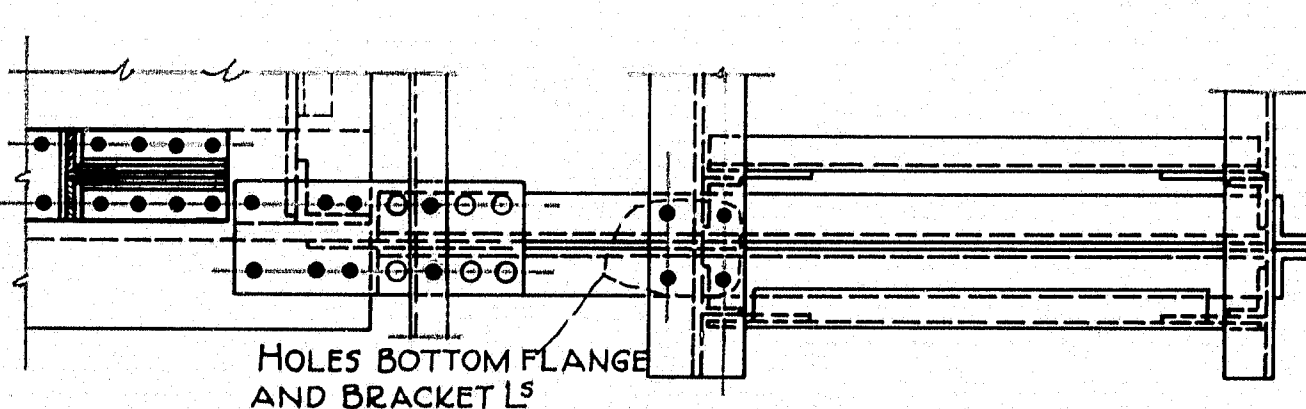
AT INT DIAPHRAGMS



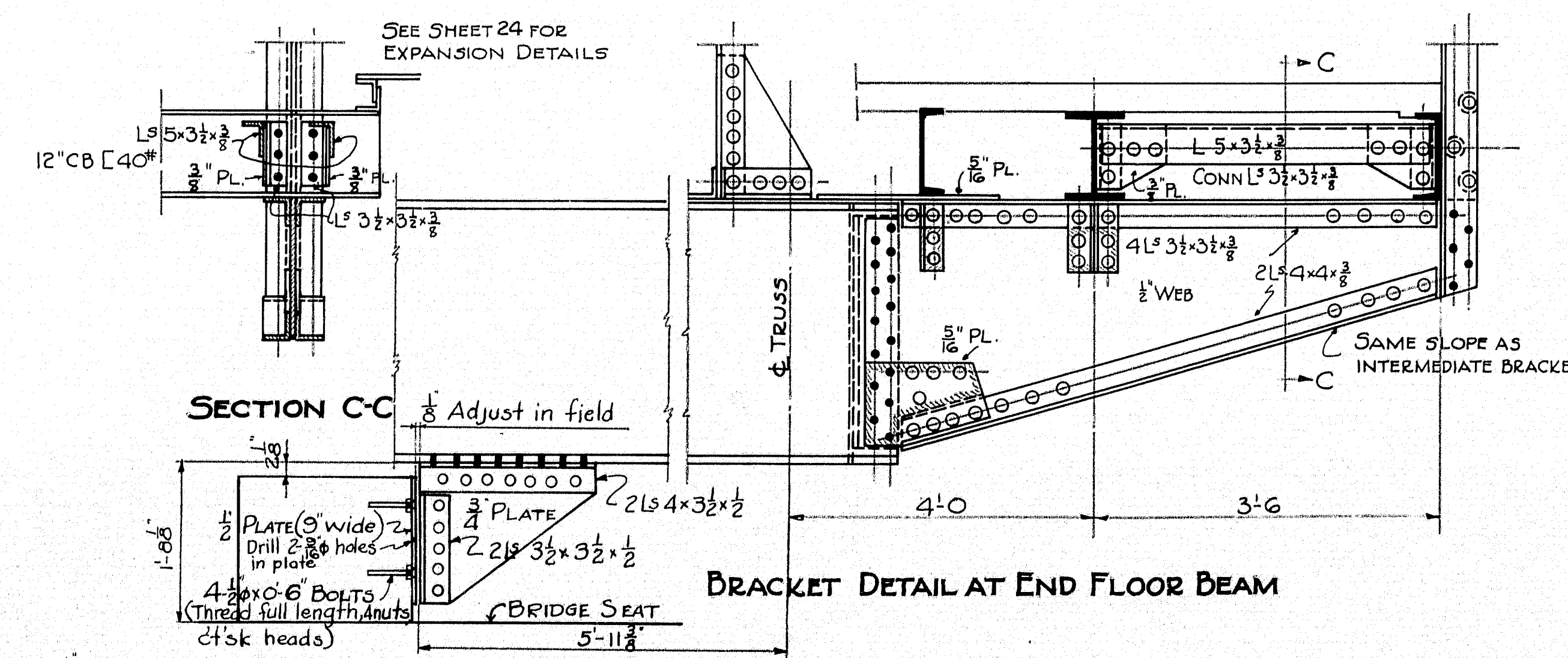
AT ABUTMENTS



DETAILS OF 3\"/>



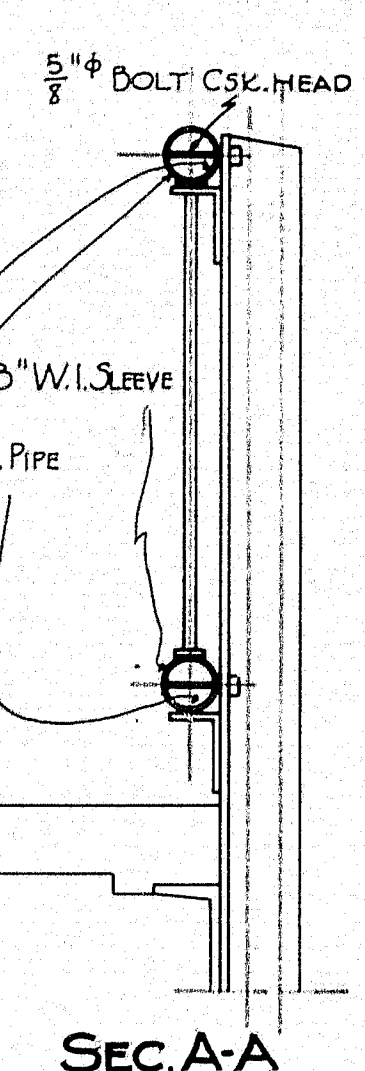
SEC. B-B



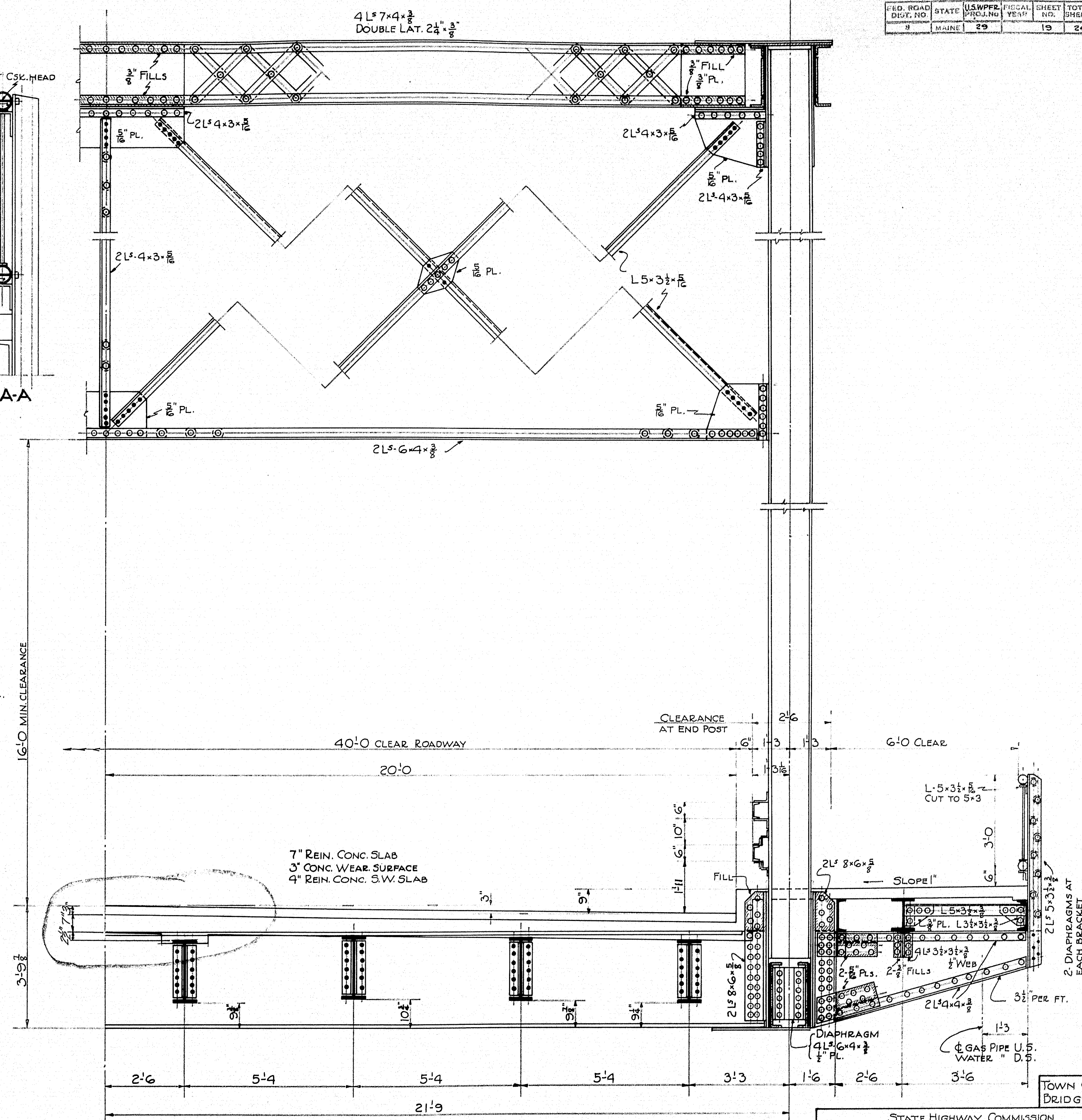
SECTION C-C

BRACKET DETAIL AT END FLOOR BEAM

1/2\"/>



SEC. A-A



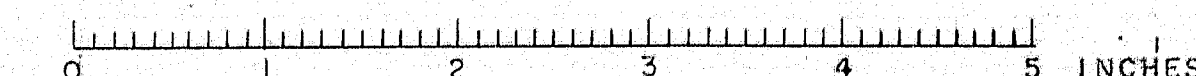
- | | | |
|-------------------------|--------------------------------|-------------------------------|
| INT. SIDEWALK STRINGERS | 12 C 35* | CONN L ^s 4x3 1/2 |
| INT. ROADWAY STRINGERS | 24 WF 80* | " L ^s 4x3 1/2 |
| EXT. " " | 23 1/2 WF 74* | |
| INT. SIDEWALK | 12 1/2 W 32 & 12\"/> | |
| EXT. " " | 12 C 40* | |
| INT. FLOOR BEAMS | 36 1/2 WF 280* (SILICON STEEL) | CONN L ^s 8x6 x 3/4 |
| END " " | 35 1/2 WF 230* | " L ^s 6x4 x 1/2 |

HALF CROSS SECTION

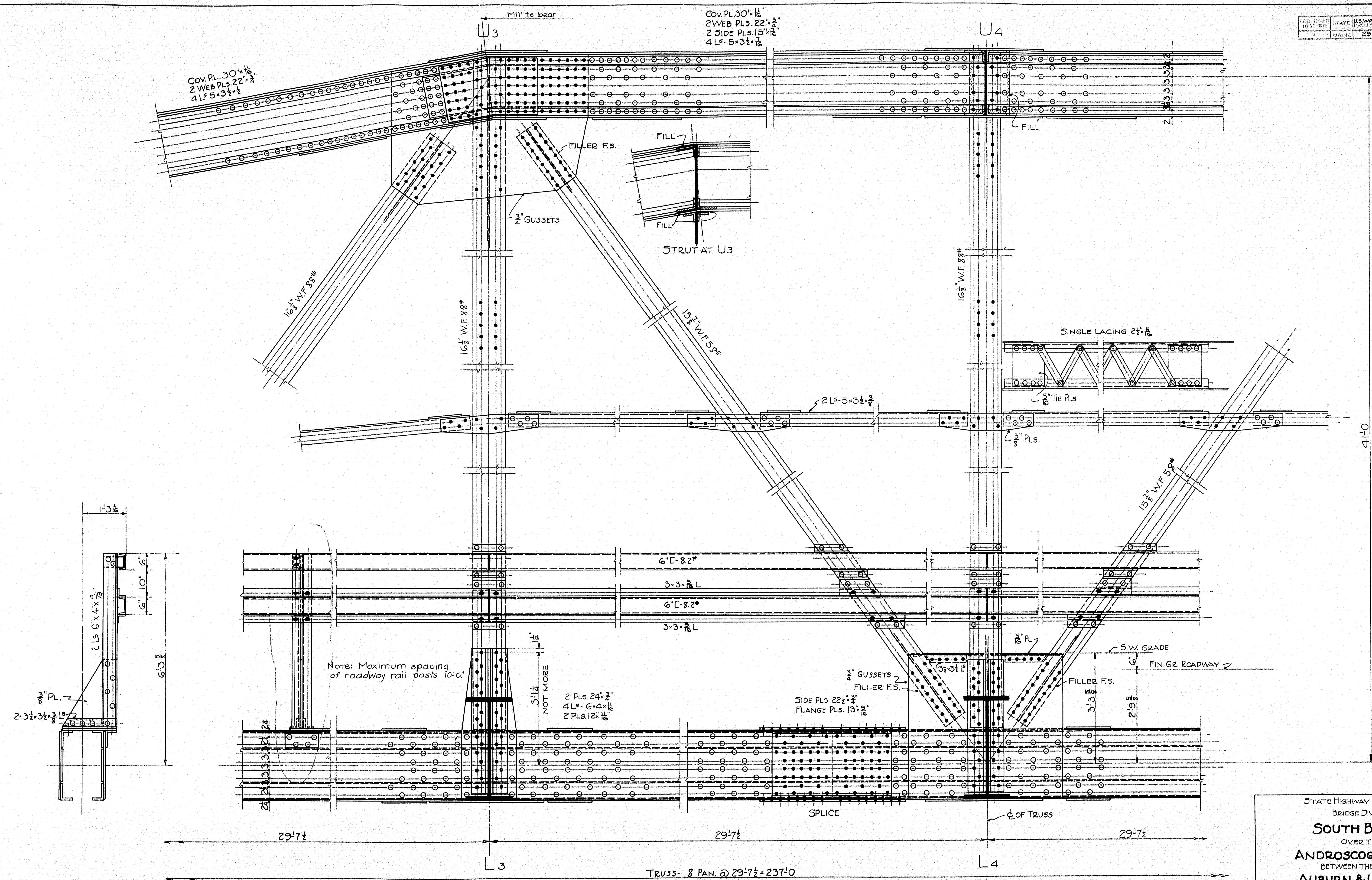
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
DETAILS

Half Cross Section revised. Trusses removed 5-19-36. SHEET 19 OF 24 SHEETS AUGUSTA, ME. AUG. 1936.

29-29-182



FED. ROAD DIST. NO.	STATE	U.S. WPPF PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
0	MAINE	29		21	24



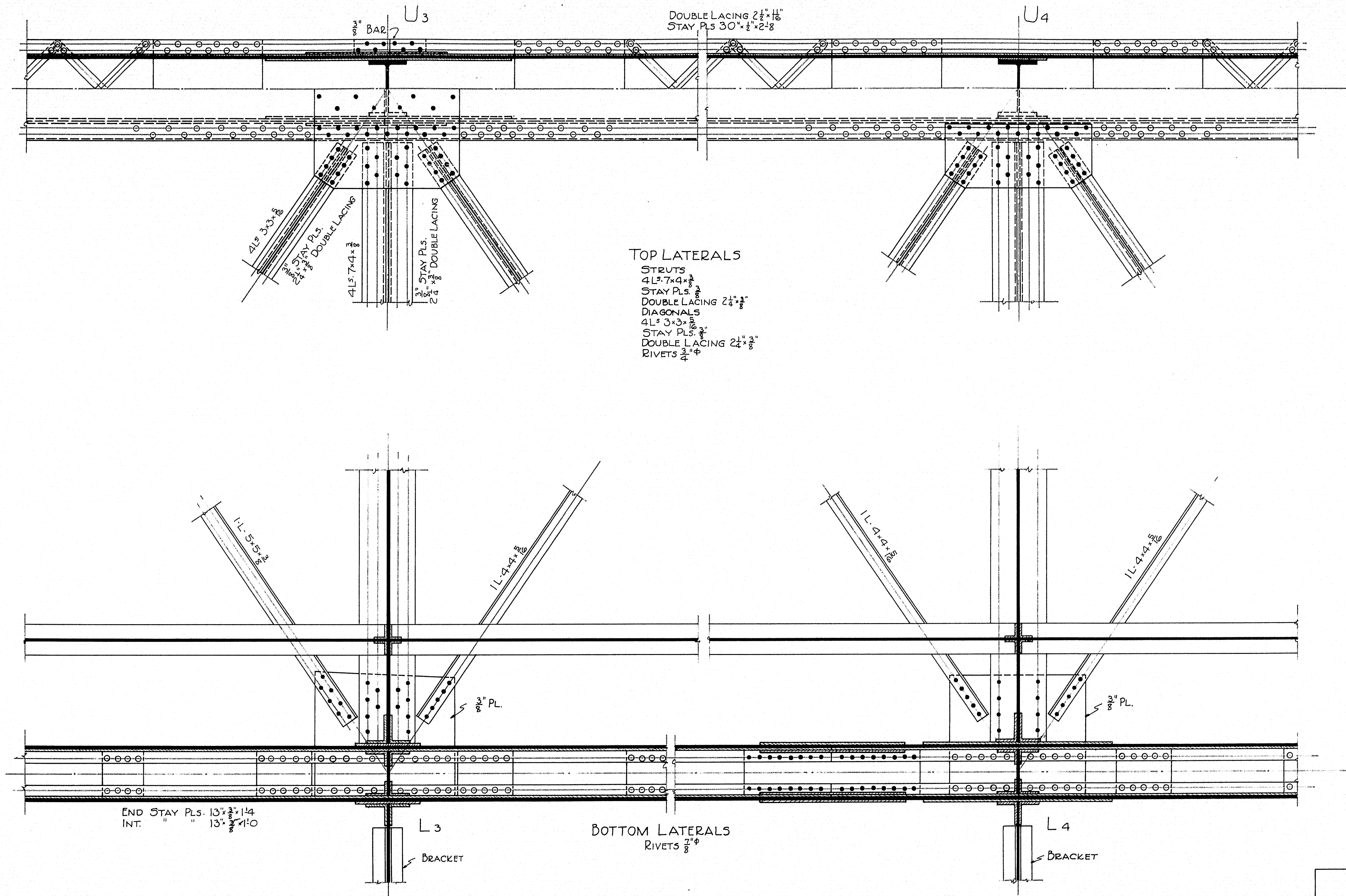
DESIGN C.L.P.
PLAN I.R.
TRACED I.R.
CHECK R.M.L.-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
TRUSS

SHEET 21 OF 24 SHEETS AUGUSTA ME AUG. 1936

29-29-184

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MAINE	29		23	24



DESIGN C.L.P.
 PLAN I.R.
 TRACED I.R.
 CHECK R.M.L.

TOWN 01-01
 BRIDGE 3330

STATE HIGHWAY COMMISSION
 BRIDGE DIVISION

SOUTH BRIDGE
 OVER THE
ANDROSCOGGIN RIVER
 BETWEEN THE CITIES OF
AUBURN & LEWISTON
 ANDROSCOGGIN COUNTY

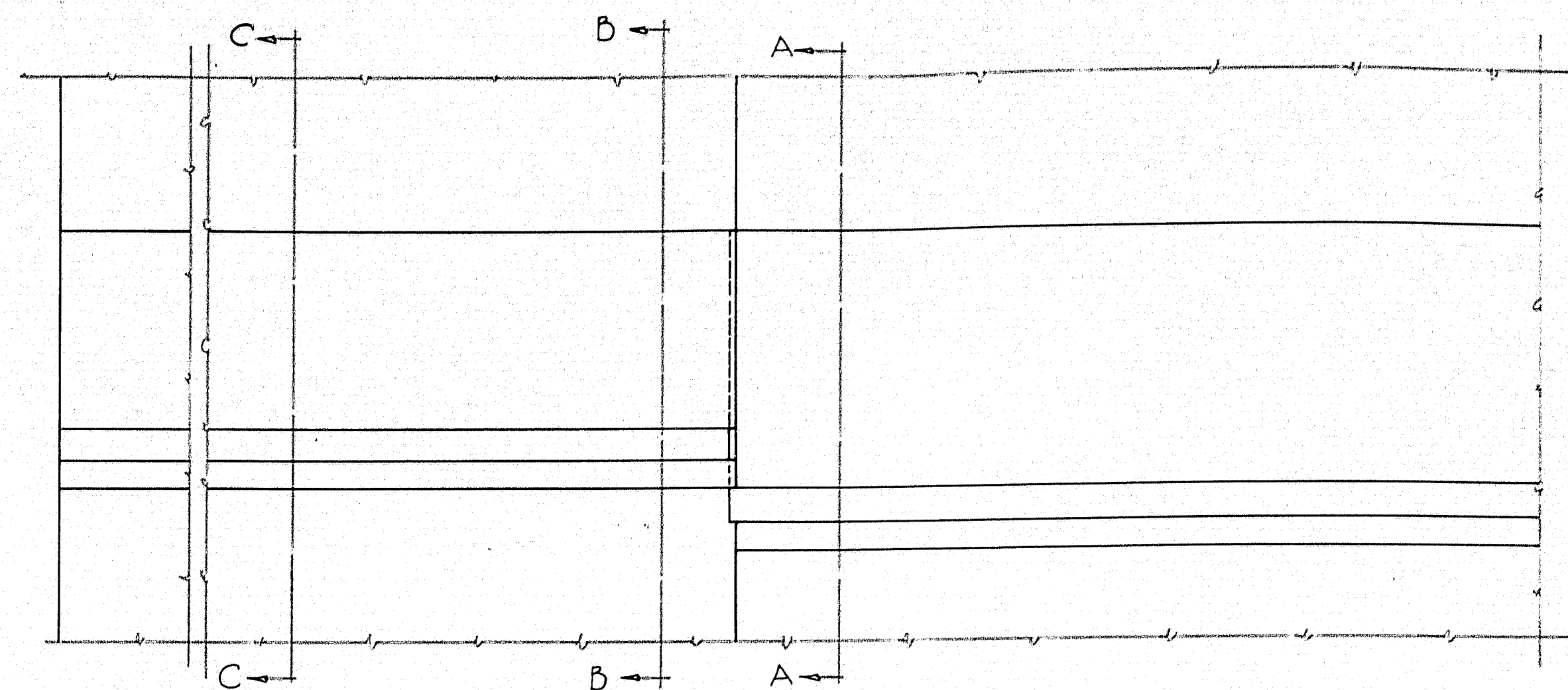
LATERALS

SHEET 23 OF 24 SHEETS AUGUSTA ME AUG. 1936.

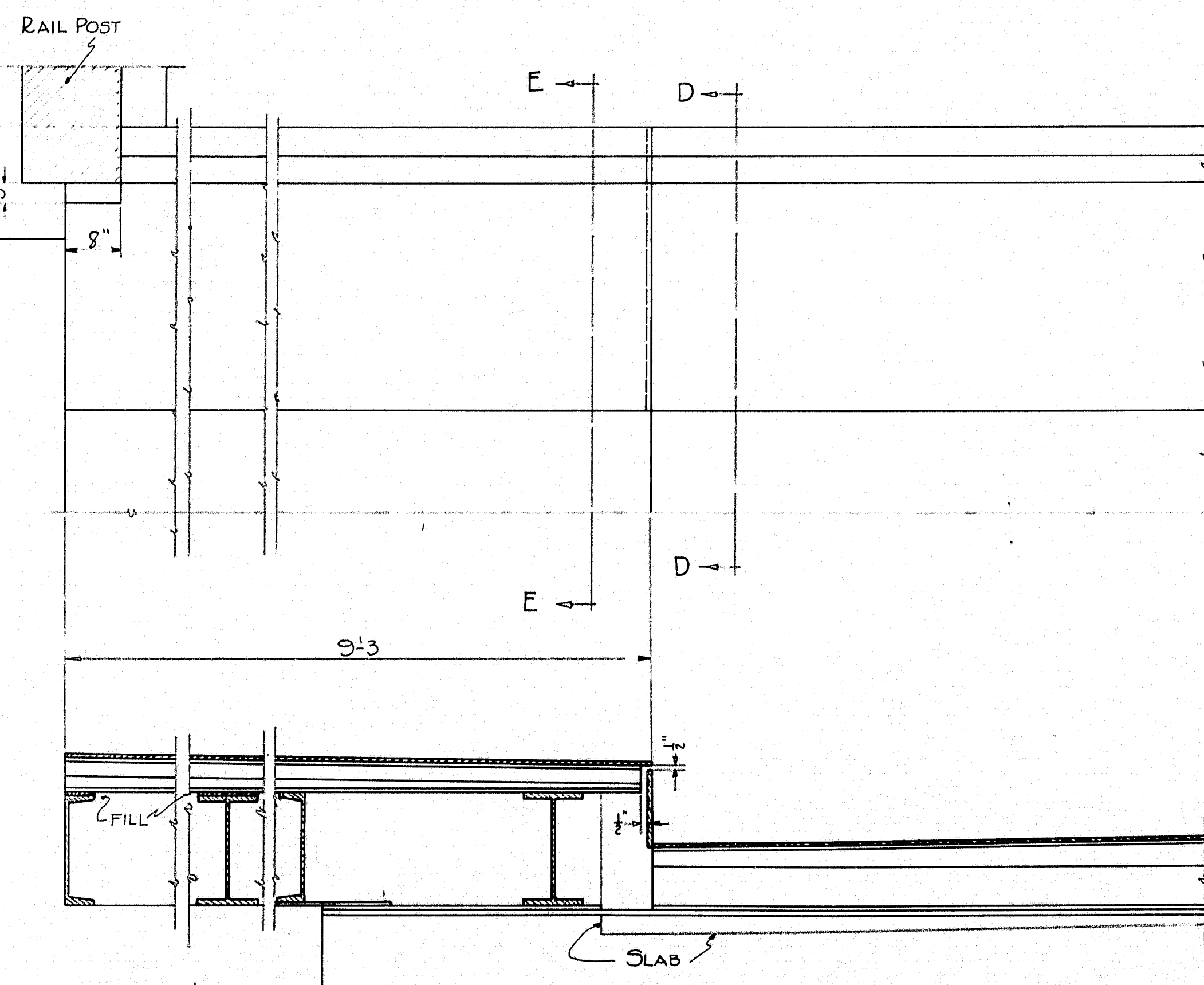
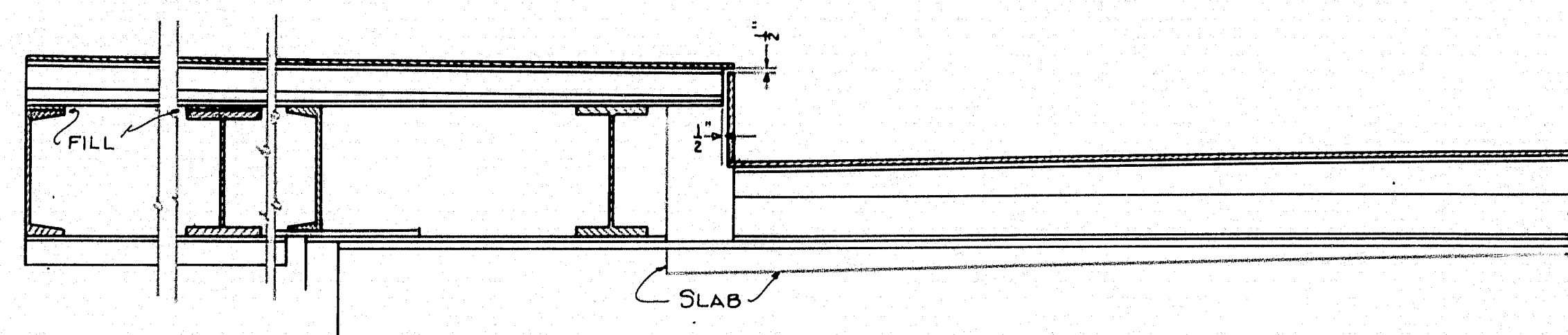
29-29486

0 1 2 3 4 5 INCHES

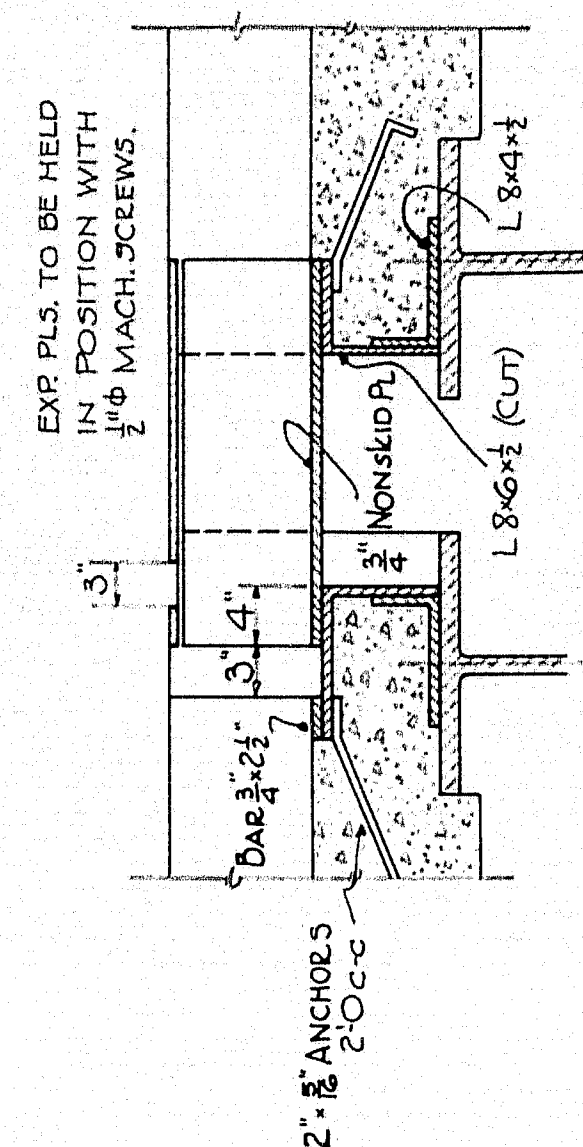
DATE	BY	CHKD	DATE	BY	CHKD	SHEET	TOTAL
1936	10	10	1936	10	10	24	24



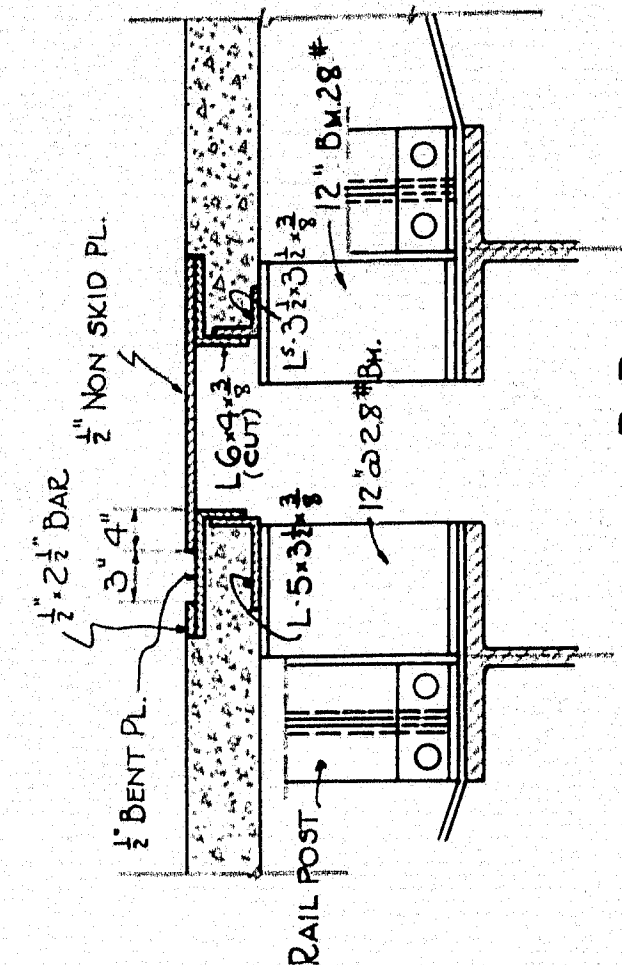
ROADWAY EXPANSION PLATES TO BE IN THREE SECTIONS, ONE ON EACH SIDE OF RAILROAD TRACKS AND ONE BETWEEN RAILS.



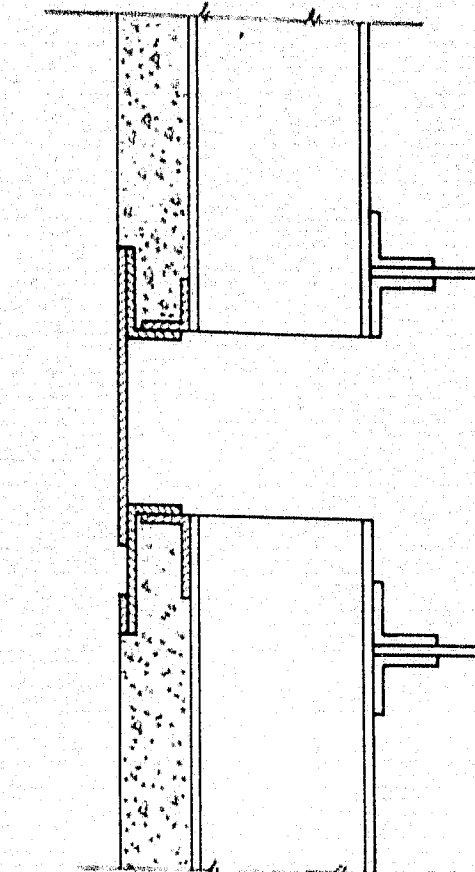
EXPANSION DETAILS AT ABUTMENTS



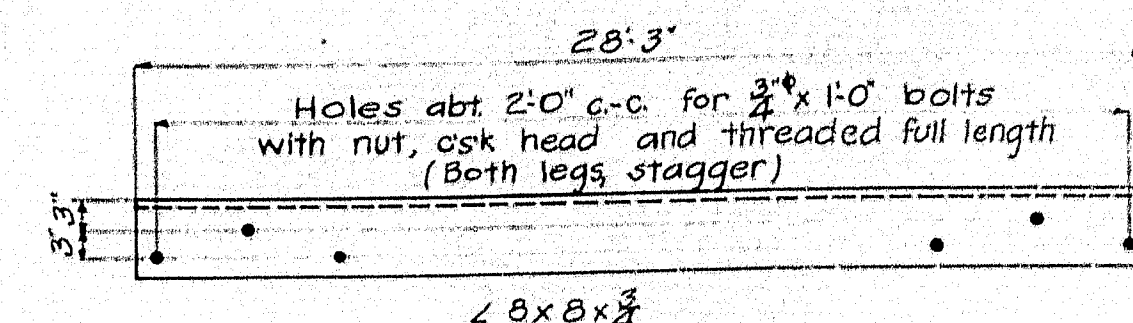
SECT. A-A



SECT. B-B



SECT. C-C

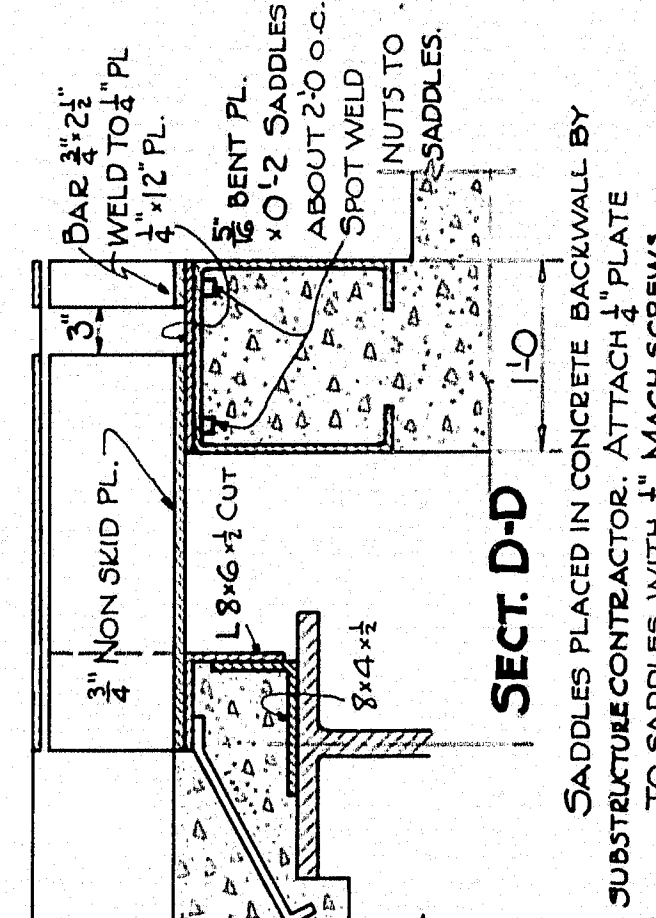


PIER ANGLES

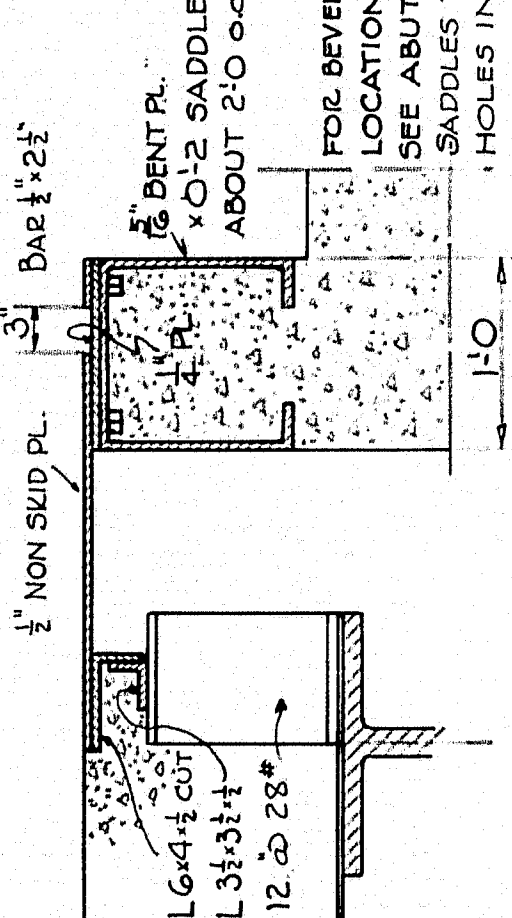
Pier Nose angles to be furnished by steel superstructure contractor and set in position by concrete portion contractor. Angles to be furnished in two sections for each pier.

STEEL CONTRACTOR TO FURNISH SHIMS $\frac{1}{2}$ " TO $\frac{3}{4}$ " THICK AND 3" SQUARE WITH $\frac{1}{4}$ " HOLE IN CENTER. THESE TO BE USED IN PLACING NON-SKID EXPANSION PLATES IN PROPER POSITION.

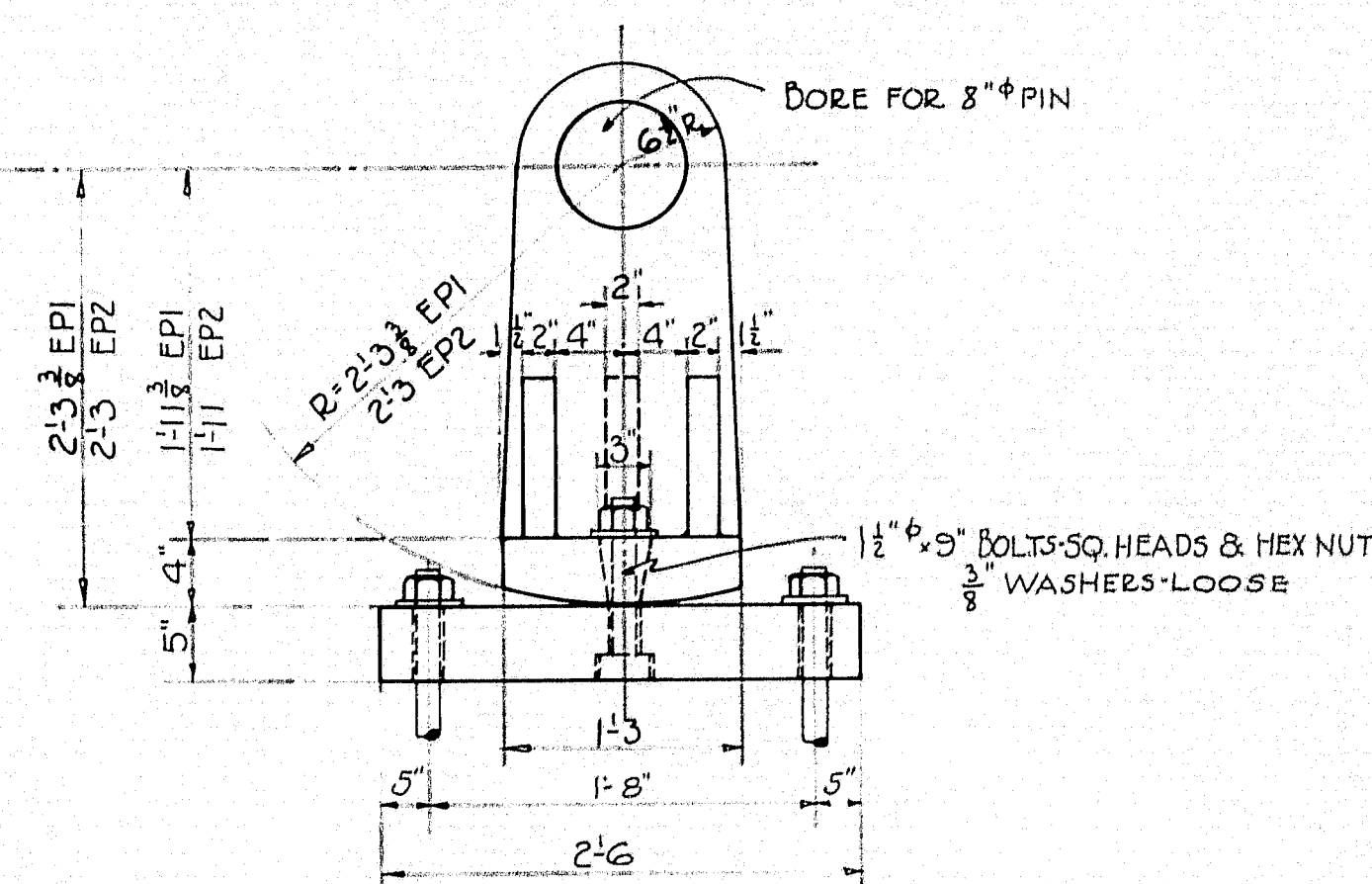
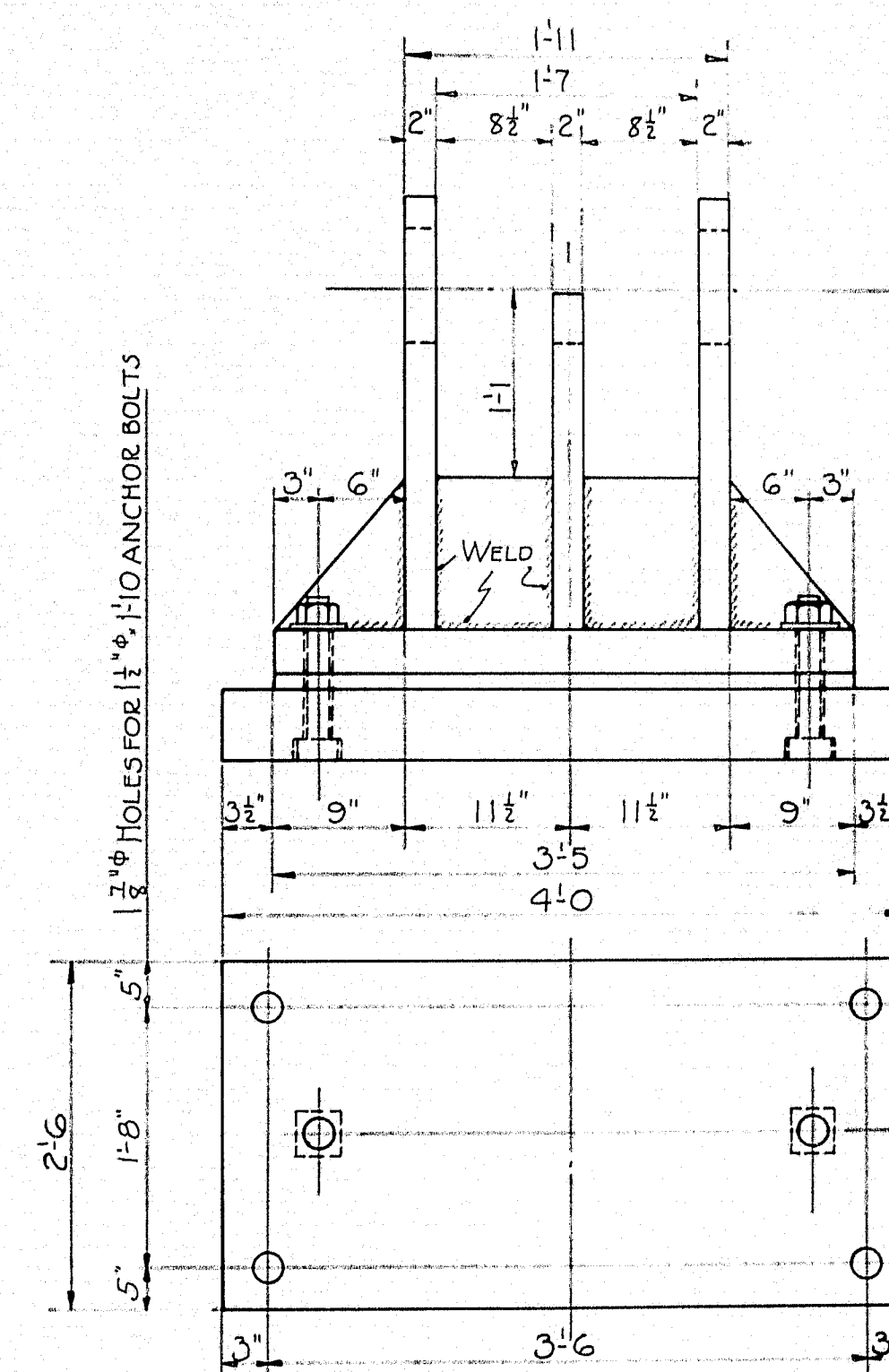
EXPAN. DETAILS AT PIERS



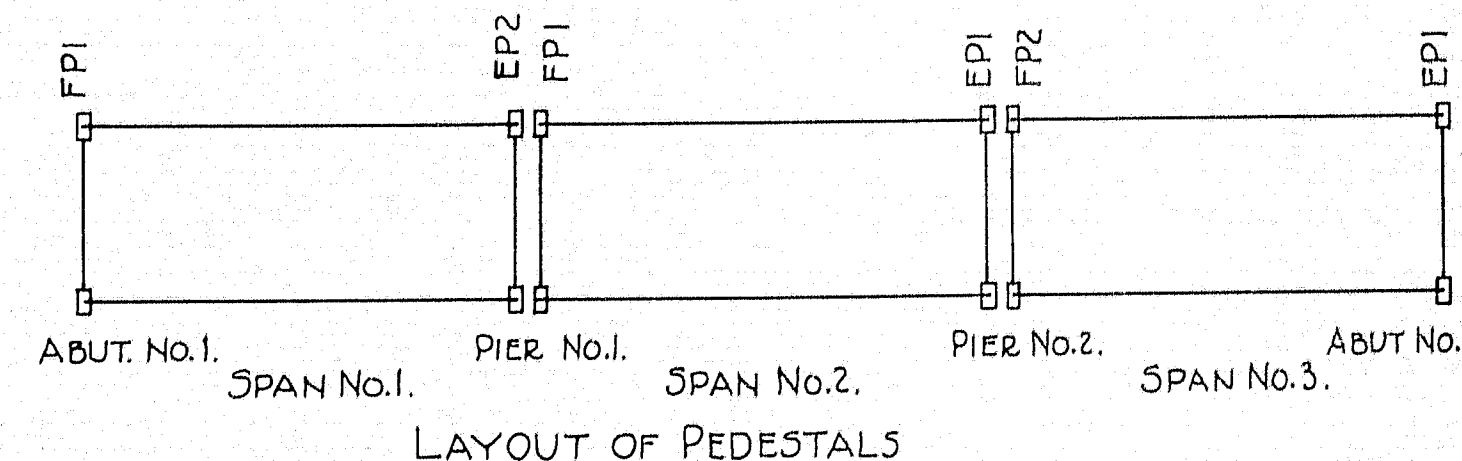
SECT. D-D



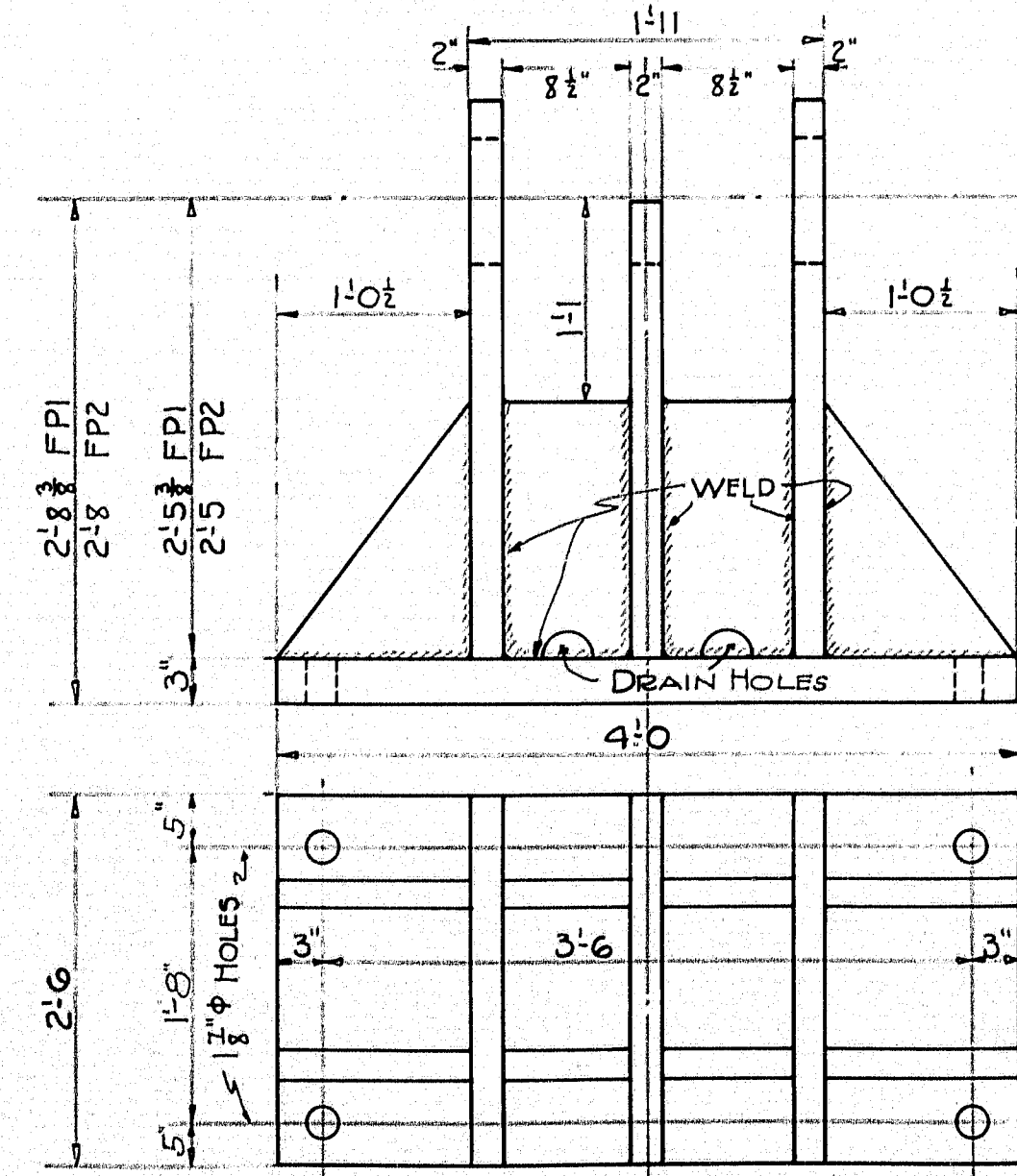
SECT. E-E



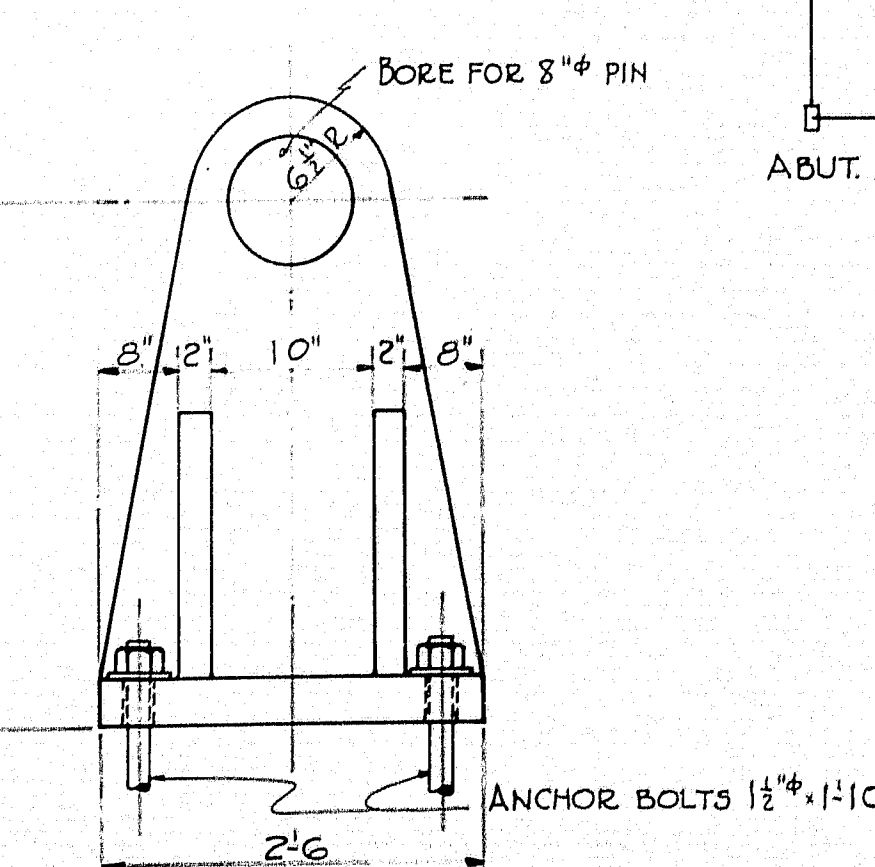
EXPANSION PEDESTAL



LAYOUT OF PEDESTALS



FIXED PEDESTAL



PLAN ED.
TRACED I.E.
CHECK R.M.L.

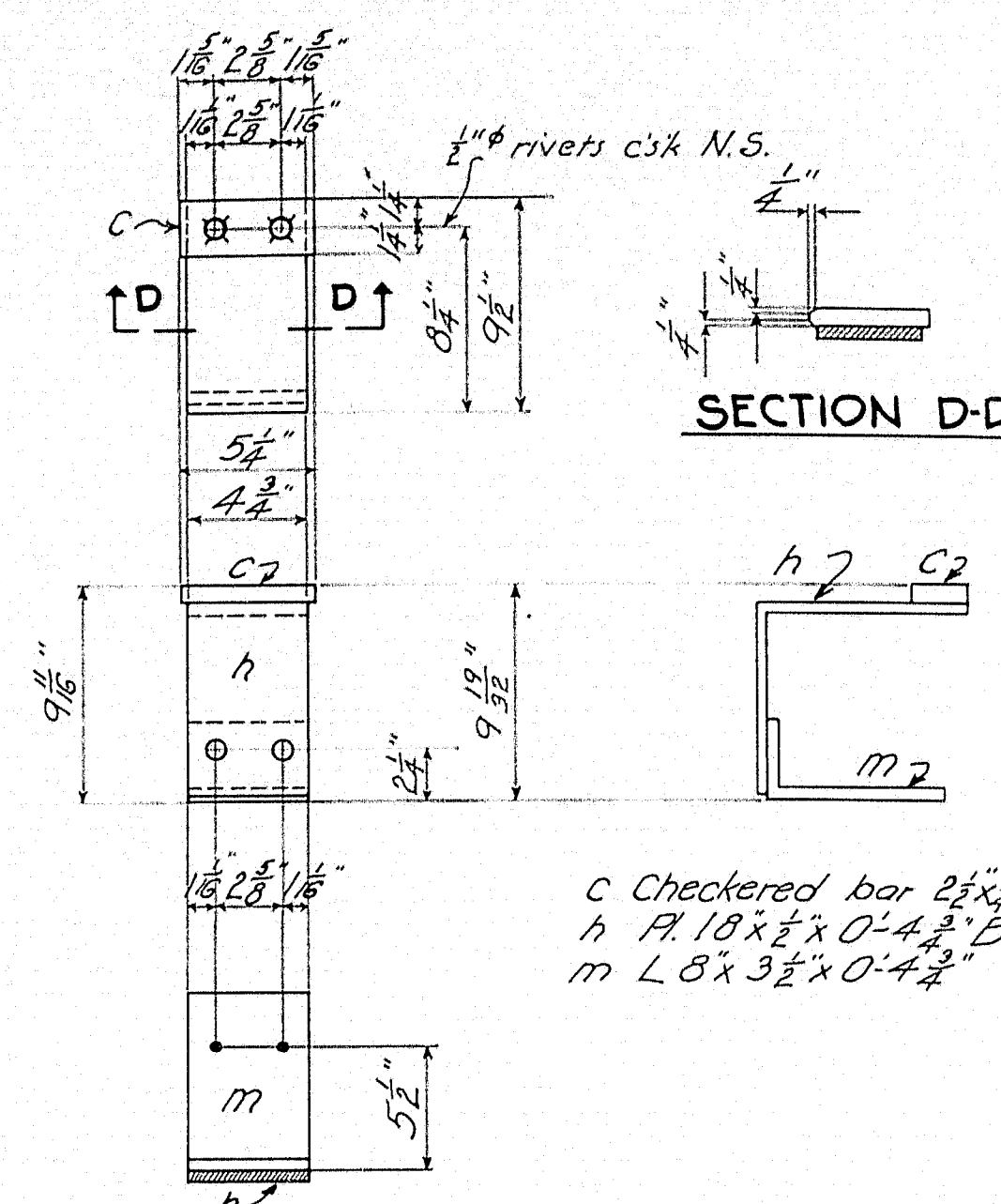
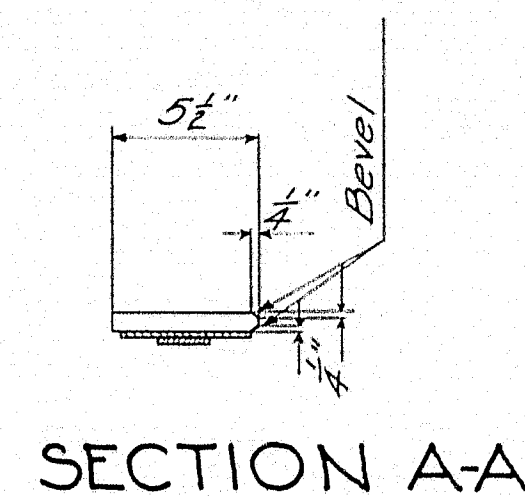
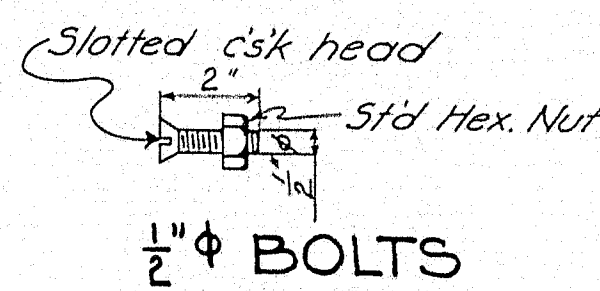
TOWN 01-01
BRIDGE 3330

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
SOUTH BRIDGE
OVER THE
ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY
DETAILS

SHEET 24 OF 24 SHEETS AUGUSTA ME AUG. 1936.

29-187

0 1 2 3 4 5 INCHES



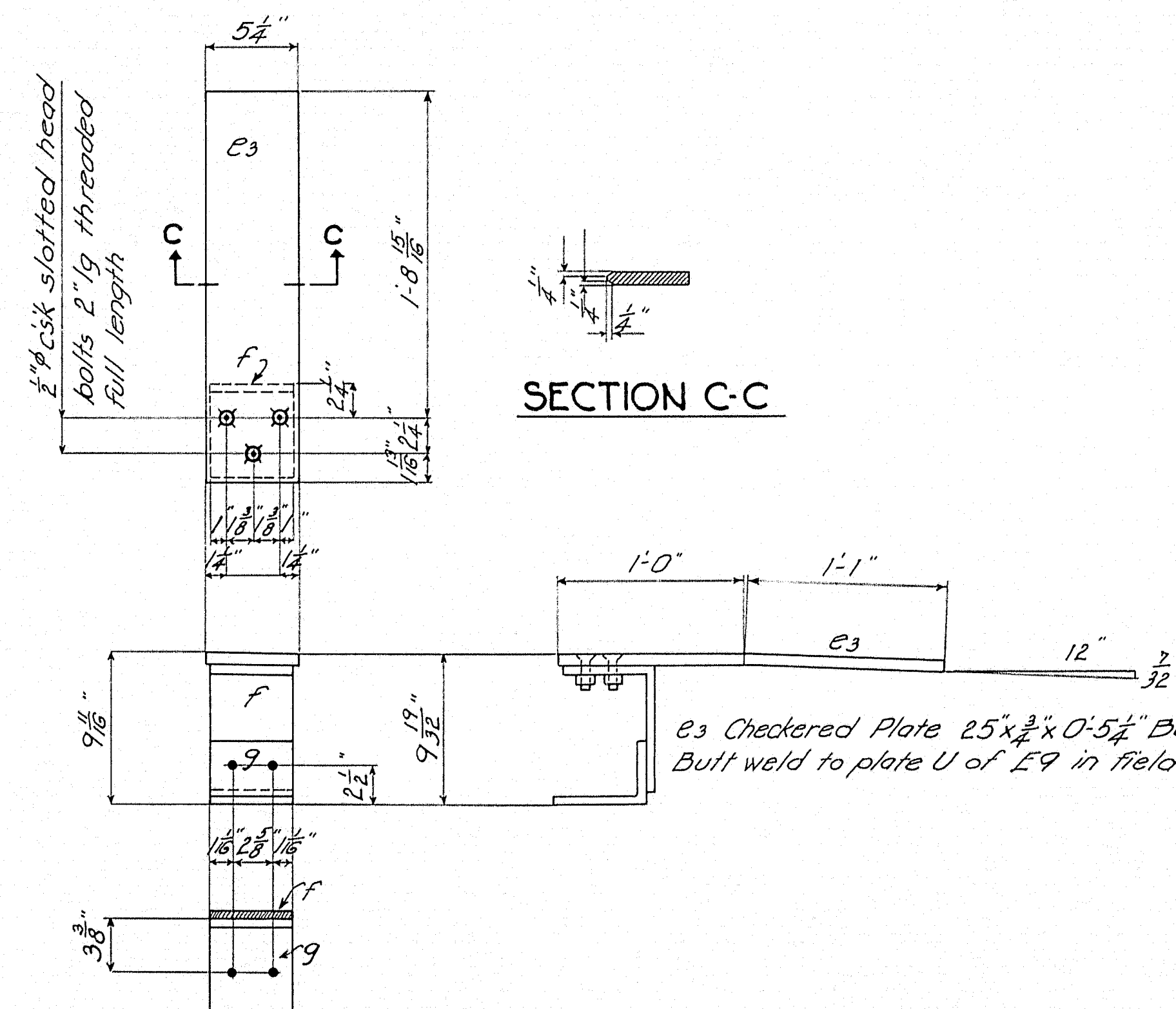
REQ'D 2- EXPANSIONS EIIA^R (PIER NOS. 1+2 U.S.) AS SHOWN
" 2- do EIIA^L (PIER NOS. 1+2 D.S.) OPP. HAND

Bolts Req'd
 $\frac{1}{2}'' \phi$ c/sk slotted head, threaded full length
 4 - $\frac{1}{4}''$ long
 28 - 2" long

Rivets $\frac{3}{4}'' \phi$ (Unless noted)
 Open holes $\frac{13}{16}'' \phi$



e_1 Checkered Pl $23 \times \frac{3}{4} \times 0.5 \frac{1}{4}$ for E7A { Butt weld to plate p
 e_2 do do do $0.5 \frac{1}{2}$ for E7B { of E7 in field.



SECTION C-C

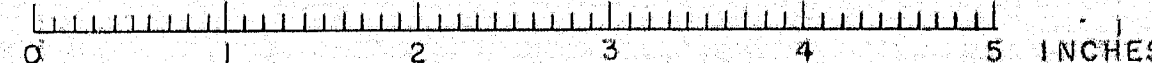
REQ'D 2 - EXPANSIONS E7A (ABUT. NO. 1, U.S., ABUT. NO. 2, D.S.)
" 2 - do E7B (ABUT. NO. 1, D.S., ABUT. NO. 2, U.S.)

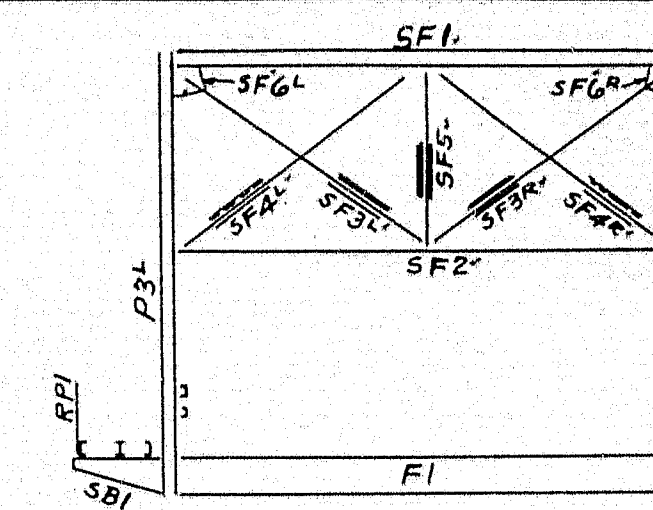
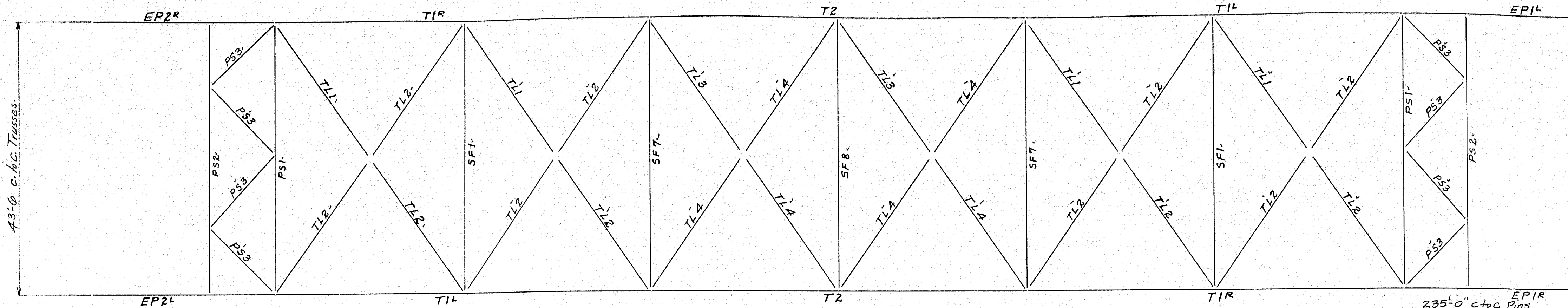
REQ'D 2- EXPANSIONS EQA^R (PIER NOS. 1+2 U.S.) AS SHOWN
" 2- do EQA^L (PIER NOS. 1+2 D.S.) OPP HAND

	TOWN 01-01 BRIDGE 3330
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
SOUTH BRIDGE OVER THE ANDROSCOGGIN RIVER BETWEEN THE CITIES OF AUBURN & LEWISTON ANDROSCOGGIN COUNTY ADDITIONAL EXPANSION PLATES AND DAMS SHEET 249 OF 24 SHEETS AUGUSTA ME. AUG. 1936.	

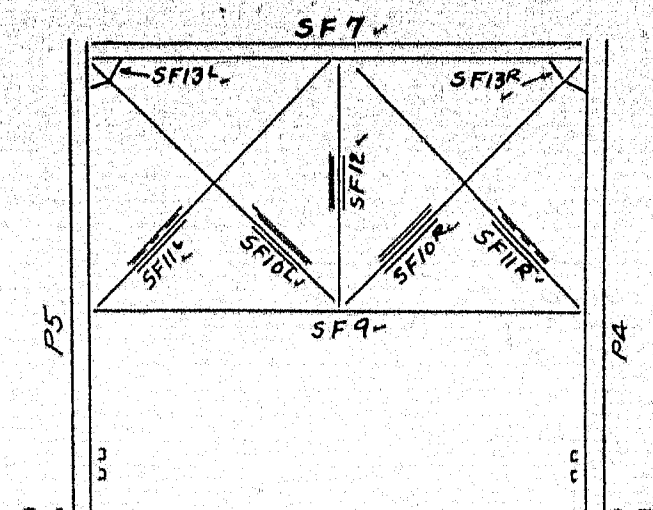
29-29-188

PLAN - C.L.P.
TRACED - Hamilton
CHECK - F.B.I.

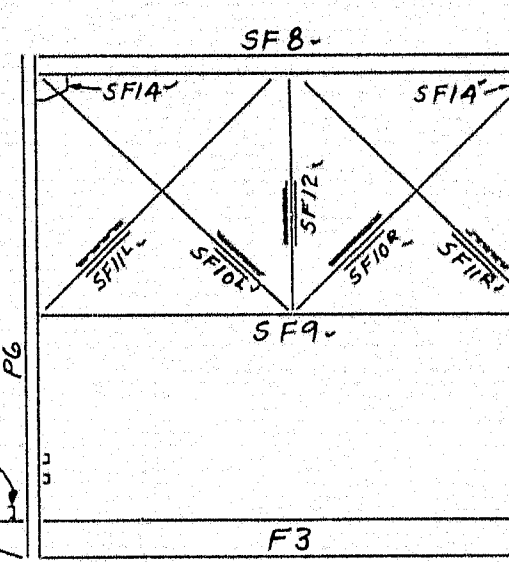




Section A-A



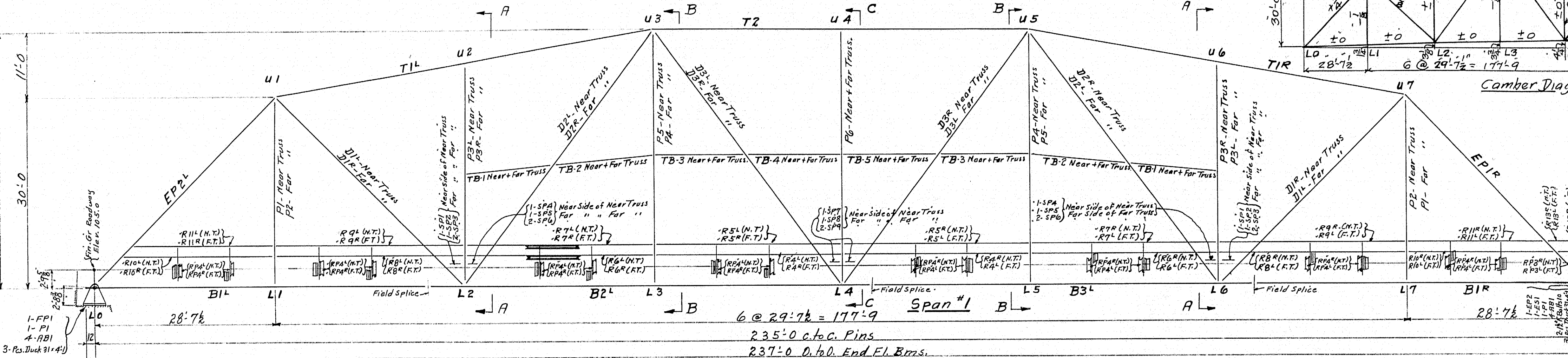
Section B-B



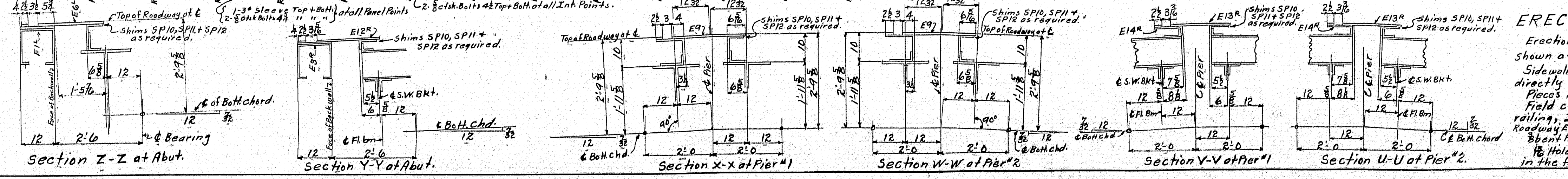
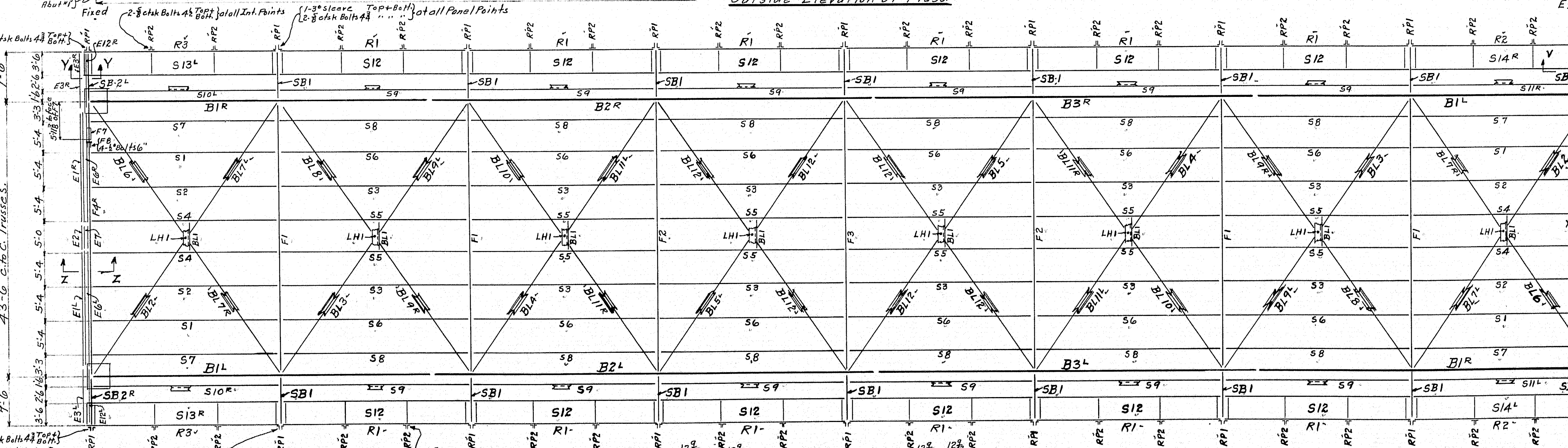
Section C-C

Description	Qty.	Notes
Bottom Chords	2-6-11	
Top Chords	7-10	
Posts + Hangers	4	
Diagonal Truss Members	12-14	
Top + Bottom Chords	15	
Side Walk Railing	17-19	
Expansion Plan	21	

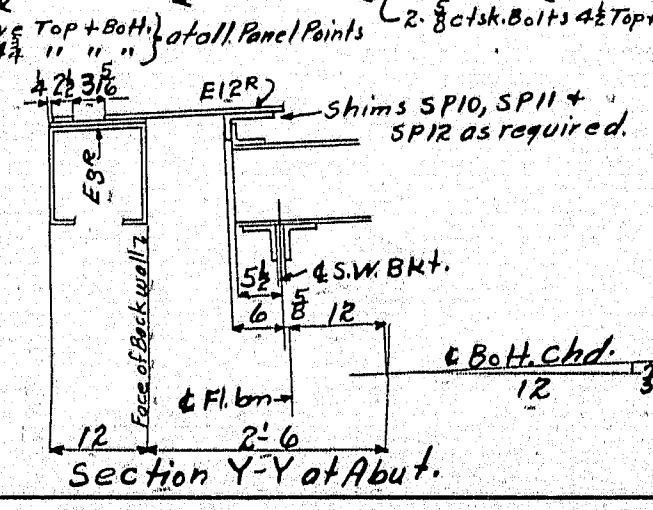
Note: Holes for connection of lamp bldgs, junction boxes, hook bolts for conduit pipes, & cable to be drilled in the field by others. Holes for connection of hangers for water and gas pipes to be drilled in the field by the Utility Cos.



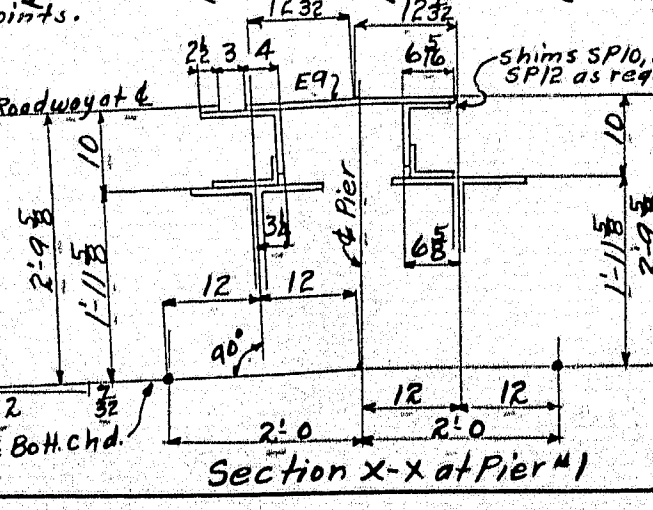
Outside Elevation of Truss



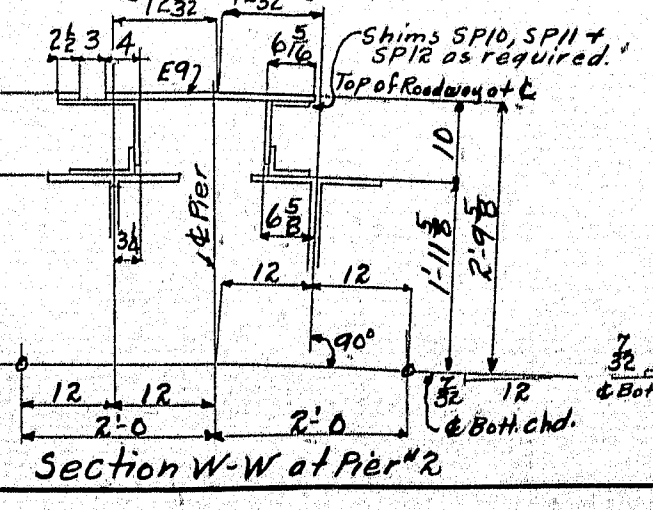
Section Z-Z at Abut.



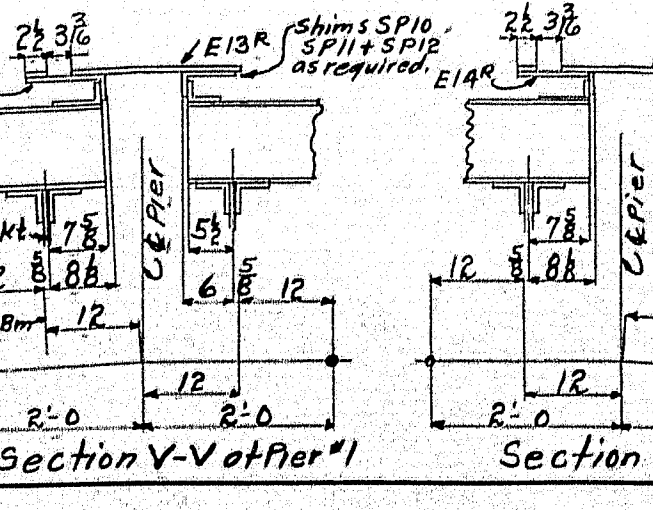
Section Y-Y at Abut.



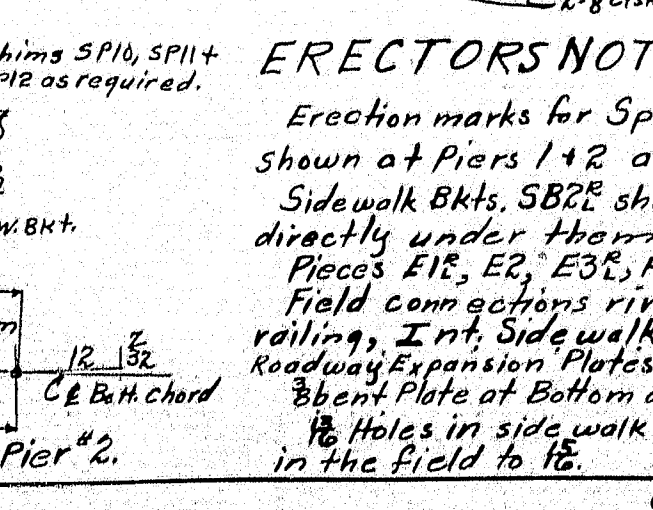
Section X-X at Pier #1



Section W-W at Pier #2



Section V-V at Pier #1



Section U-U at Pier #2

To Lewiston

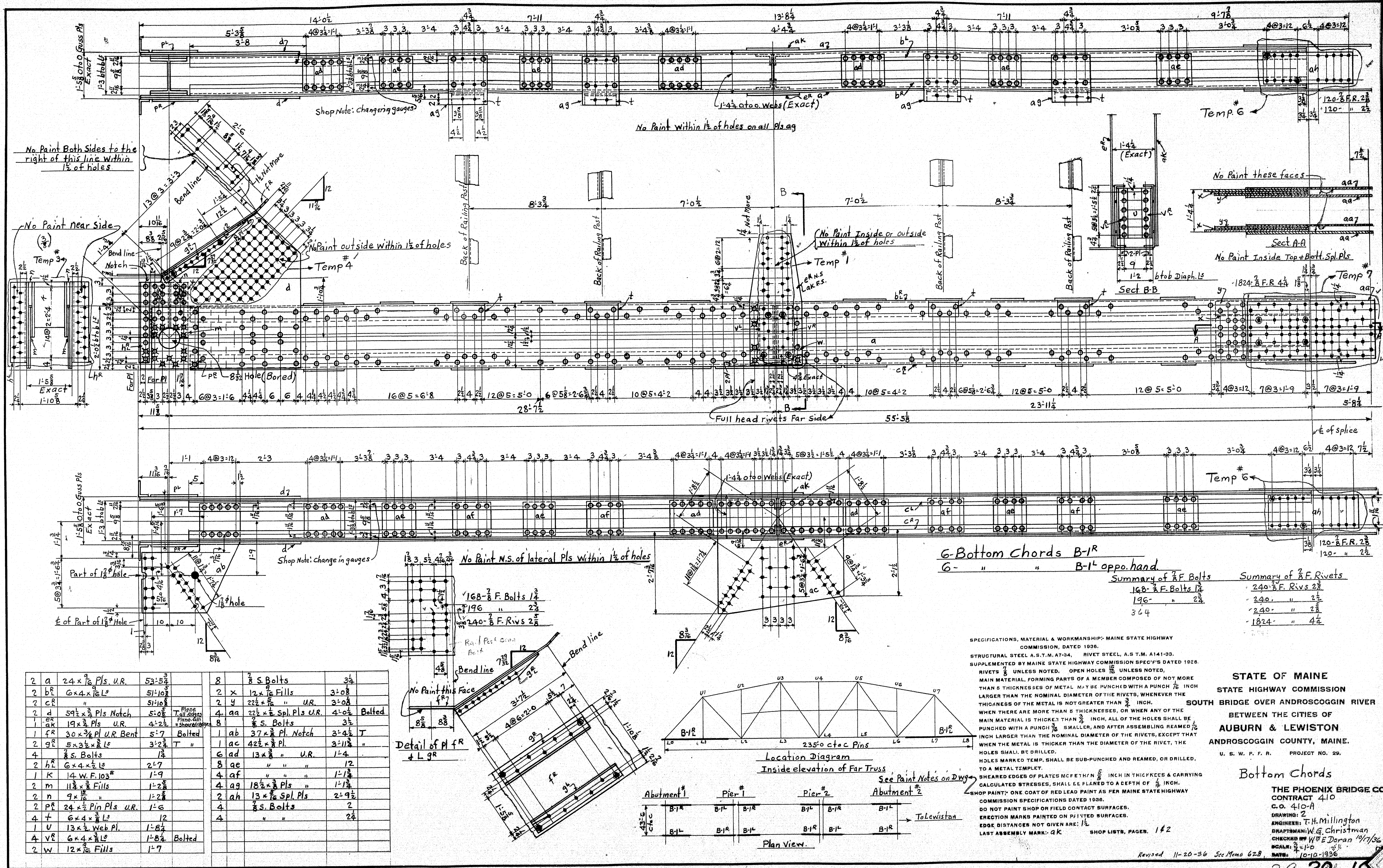
STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 20.

ERECTION PLAN

THE PHOENIX BRIDGE CO.
CONTRACT A10
C.O.
DRAWING: P1
ENGINEER: T.H. Millington
CHECKED BY: Shinghouse
SCALE: 3/8" = 1'-0"
DATE: 10-30-36.

ERECTOR'S NOTES

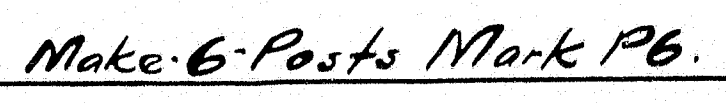
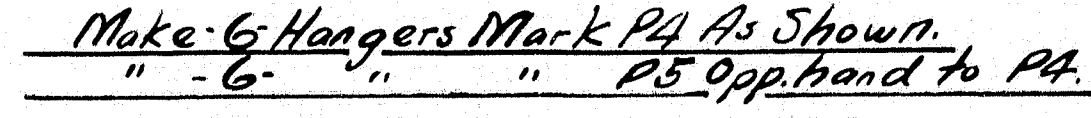
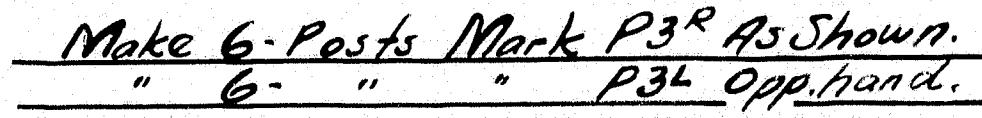
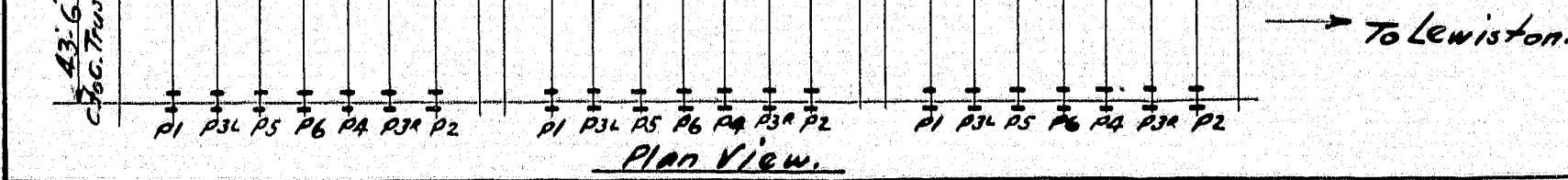
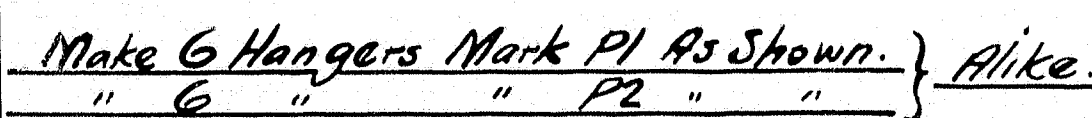
Erection marks for Spans 1, 2 & 3 are the same except as shown at Piers 1 & 2 and Abutment #2. Sidewalk Bldgs, SB2C should not be erected until anchor bolt directly under them is placed. Pieces E1E, E2E, E3E, E4E, & P1 are not erected by The Phoenix Bridge Co. Field connections riveted except roadway railing, Side walk railing, 2nd. Side walk railing posts, Roadway railing posts at Piers, Roadway Expansion Joints and Sidewalk Expansion Joints are Field Bolted. Bent Plate at Bottom of End Posts EP1E & EP2E may be Field Riveted or Field Bolted. Holes in side walk brackets for railing Post Connection to be made in the field to 16. Use 2" x 3/4" Washers with field bolts for bolting Int. Sidewalk Railing Posts.



2	a	24 x 7/8 Pls. U.R.	53-5 3/4			8	7	8 S. Bolts	3 1/2	
2	b	6 x 4 x 1/2 L	51-10 3/4			2	x	12 x 7/8 Fills	3-0 8	
2	c	"	51-10 3/4			2	y	22 1/2 x 3/4 " U.R.	3-0 8	
2	d	59 1/2 x 3/4 Pls Notch	5-0 8			4	aa	22 1/2 x 3/4 Spl. Pls U.R.	4-0 8	Bolted
1	ea	19 x 3/4 Pls U.R.	4-2 1/2			8		8 S. Bolts	3 1/2	
1	fr	30 x 3/4 Pl U.R. Bent	5-7		Bolted	1	ab	37 x 3/4 Pl. Notch	3-4 1/2	T
2	gr	5 x 3 1/2 x 1/2 L	3-2 3/4		T "	1	ac	42 1/2 x 3/4 Pl.	3-11 3/4	"
4		8 S. Bolts	1 1/2			6	ad	13 x 3/4 " U.R.	1-4	"
2	h	6 x 4 x 1/2 L	2-7			8	ae	" " "	1-12	
1	k	14 W. F. 103	1-9			4	af	" " "	1-1 1/2	
2	m	11 1/2 x 3/4 Fills	1-2 3/4			4	ag	18 1/2 x 3/4 Pls "	1-1 1/2	
2	n	9 x 1/2 L	1-2 3/4			2	ah	13 x 3/4 Spl. Pls	2-9 1/2	"
2	pr	24 x 7/8 Pin Pls U.R.	1-6			4		8 S. Bolts	2	
4	t	6 x 4 x 1/2 L	12			4		" " "	2 1/2	
1	u	13 x 3/4 Web Pl.	1-8 1/2							
4	vr	6 x 4 x 1/2 L	1-8 1/2		Bolted					
2	w	12 x 7/8 Fills	1-7							

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.

Bottom Chords
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-A
DRAWING: 2
ENGINEER: F.H. Millington
DRAFTSMAN: W.G. Christman
CHECKED BY: W.E. Doran 4/17/36
SCALE: 1"=10'-0"
DATE: 10-10-1936



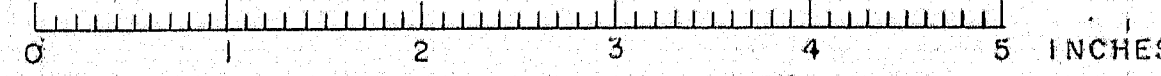
STATE OF MAINE
STATE HIGHWAY COMMISSION
TH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 20.

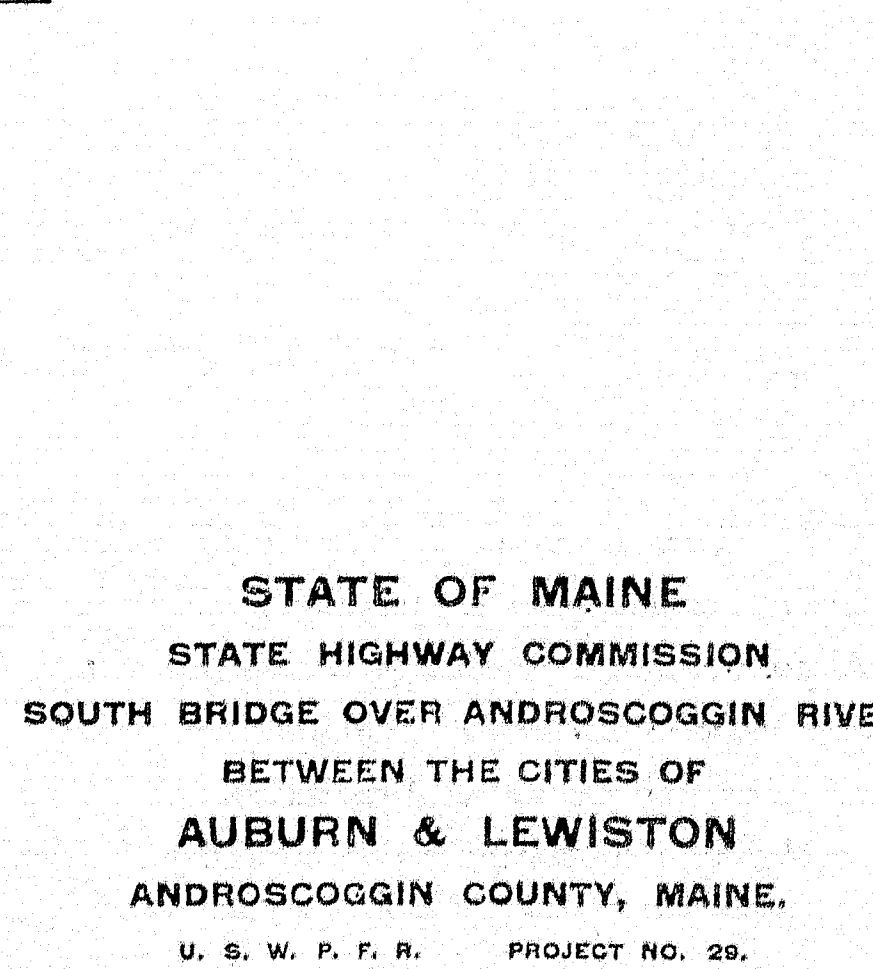
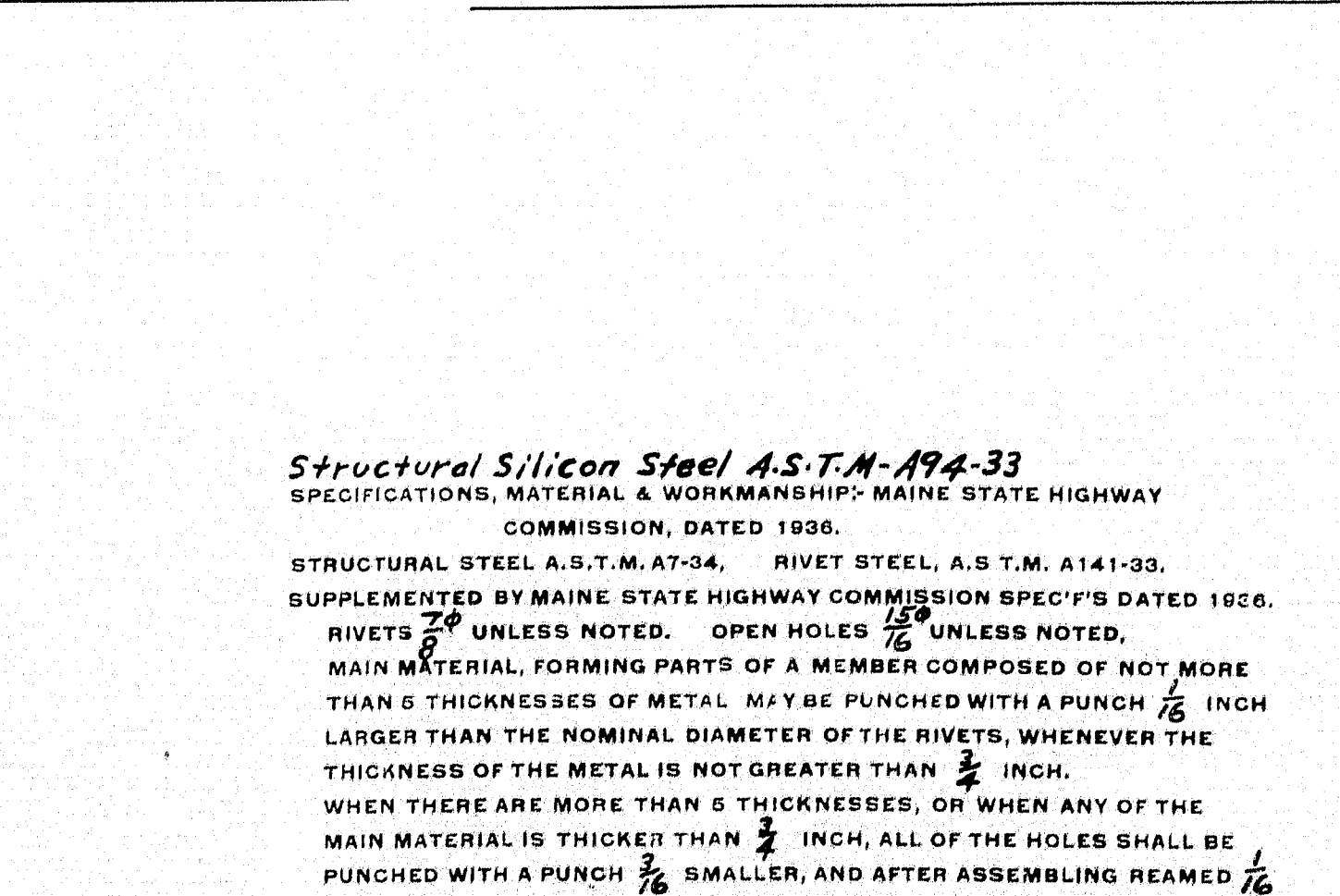
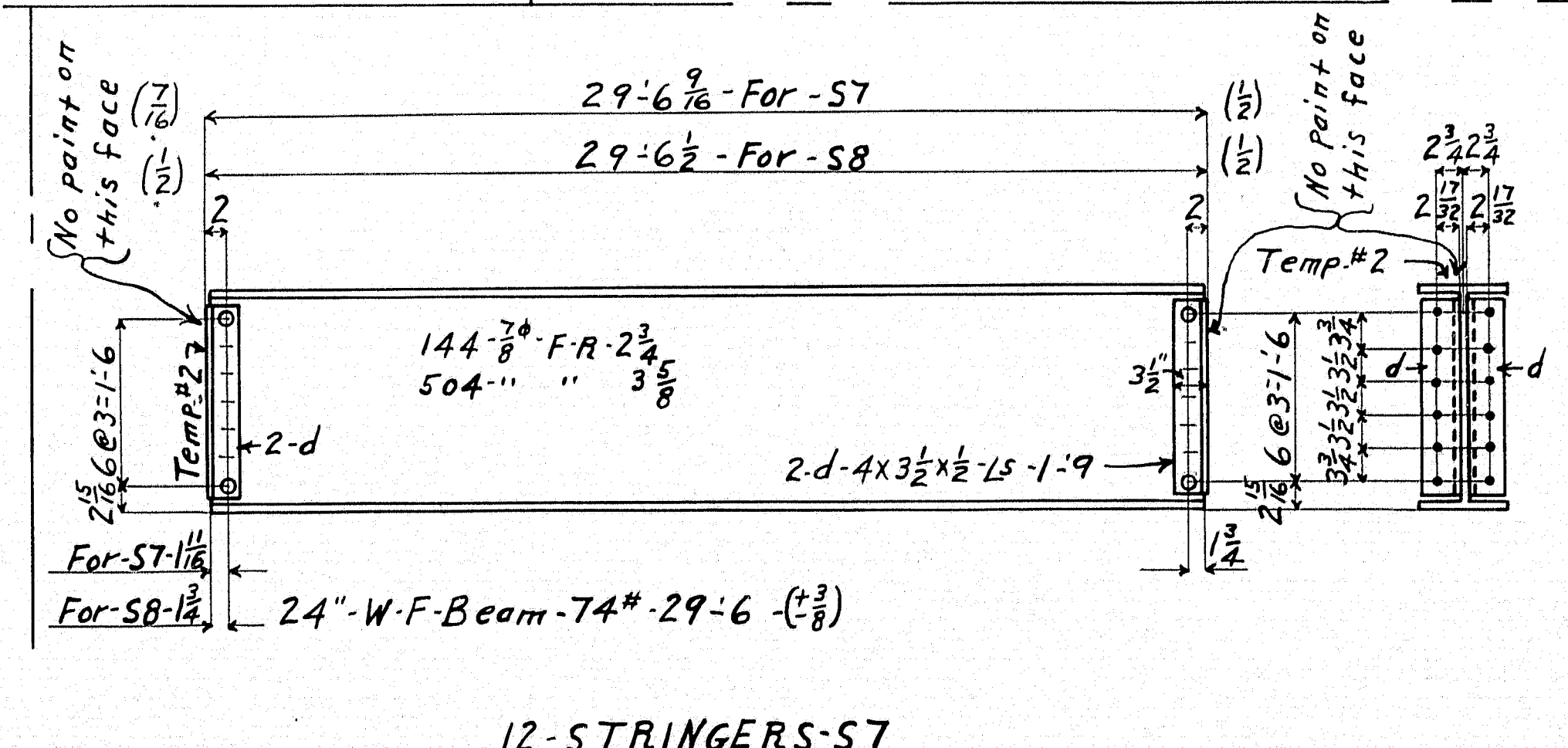
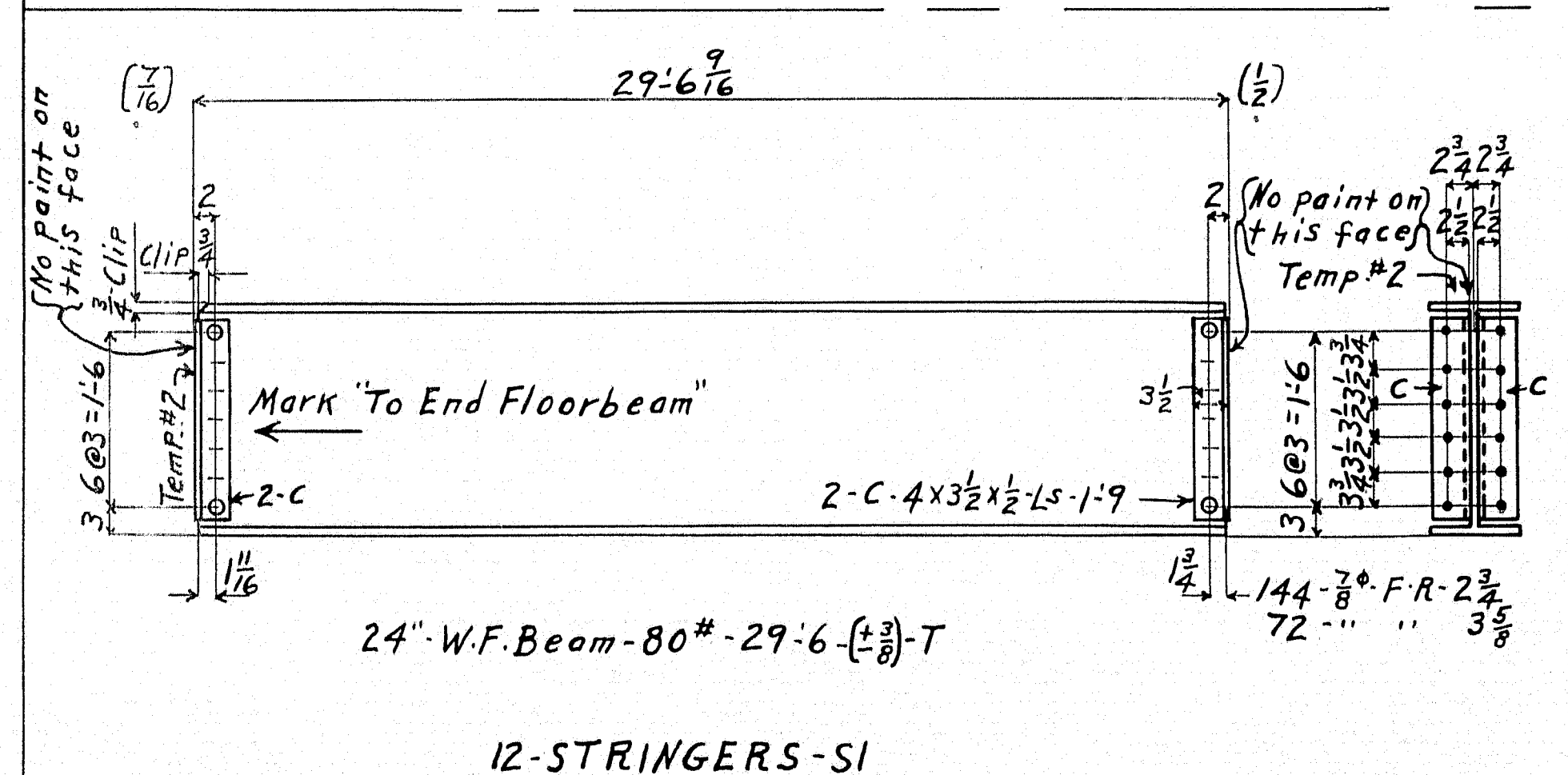
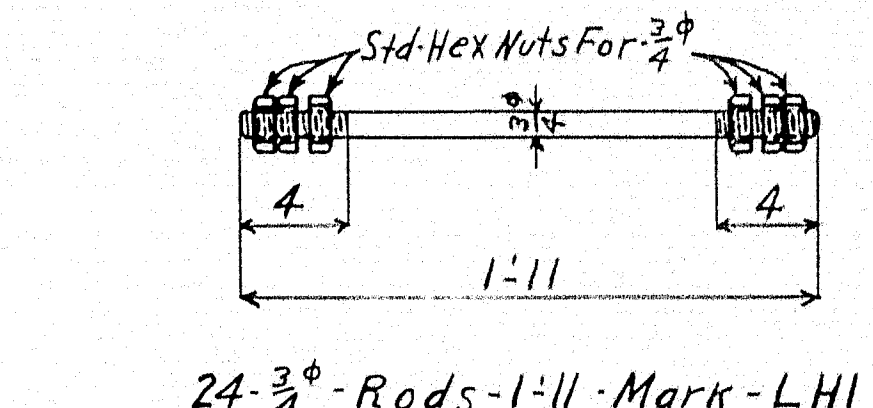
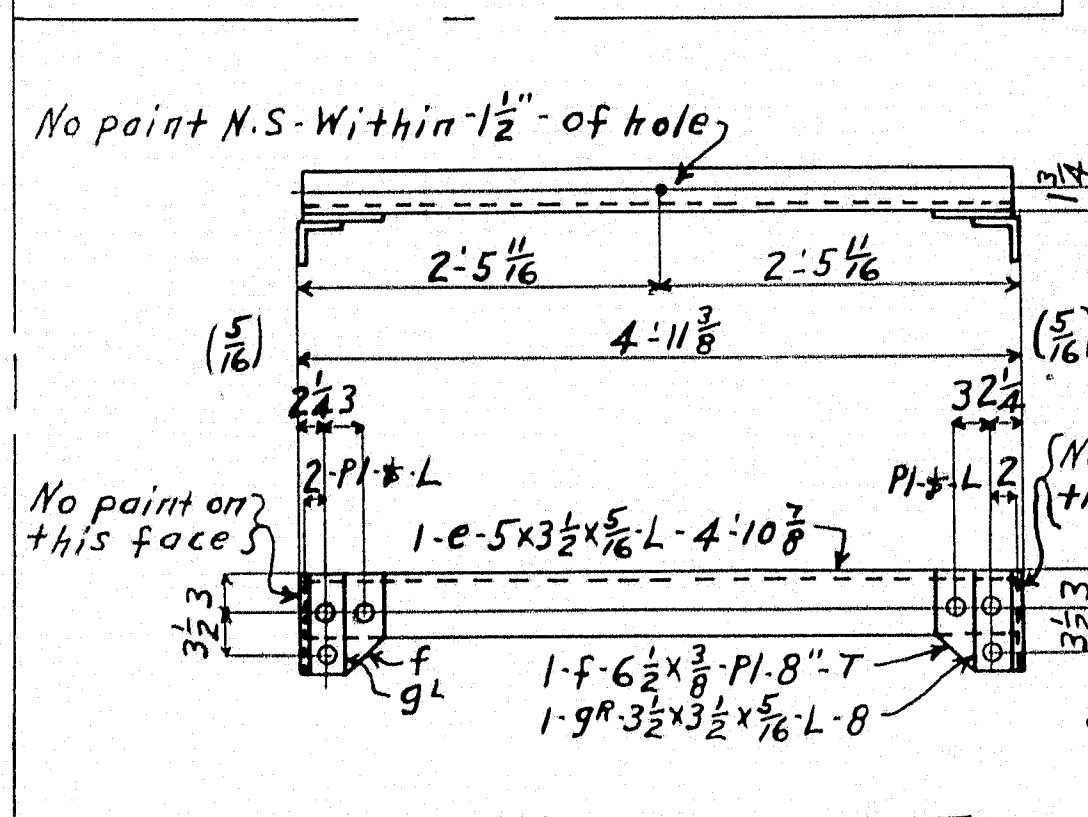
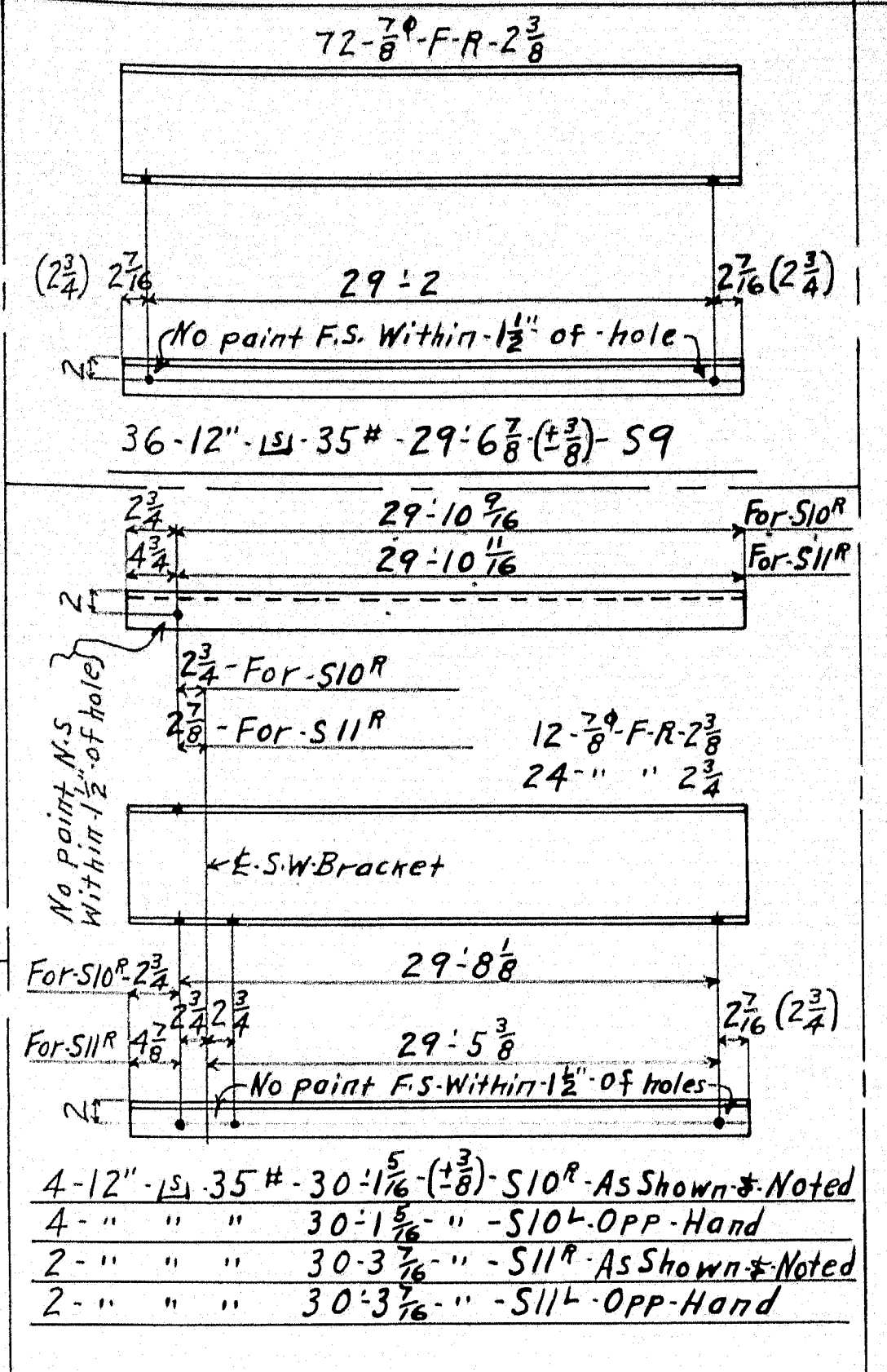
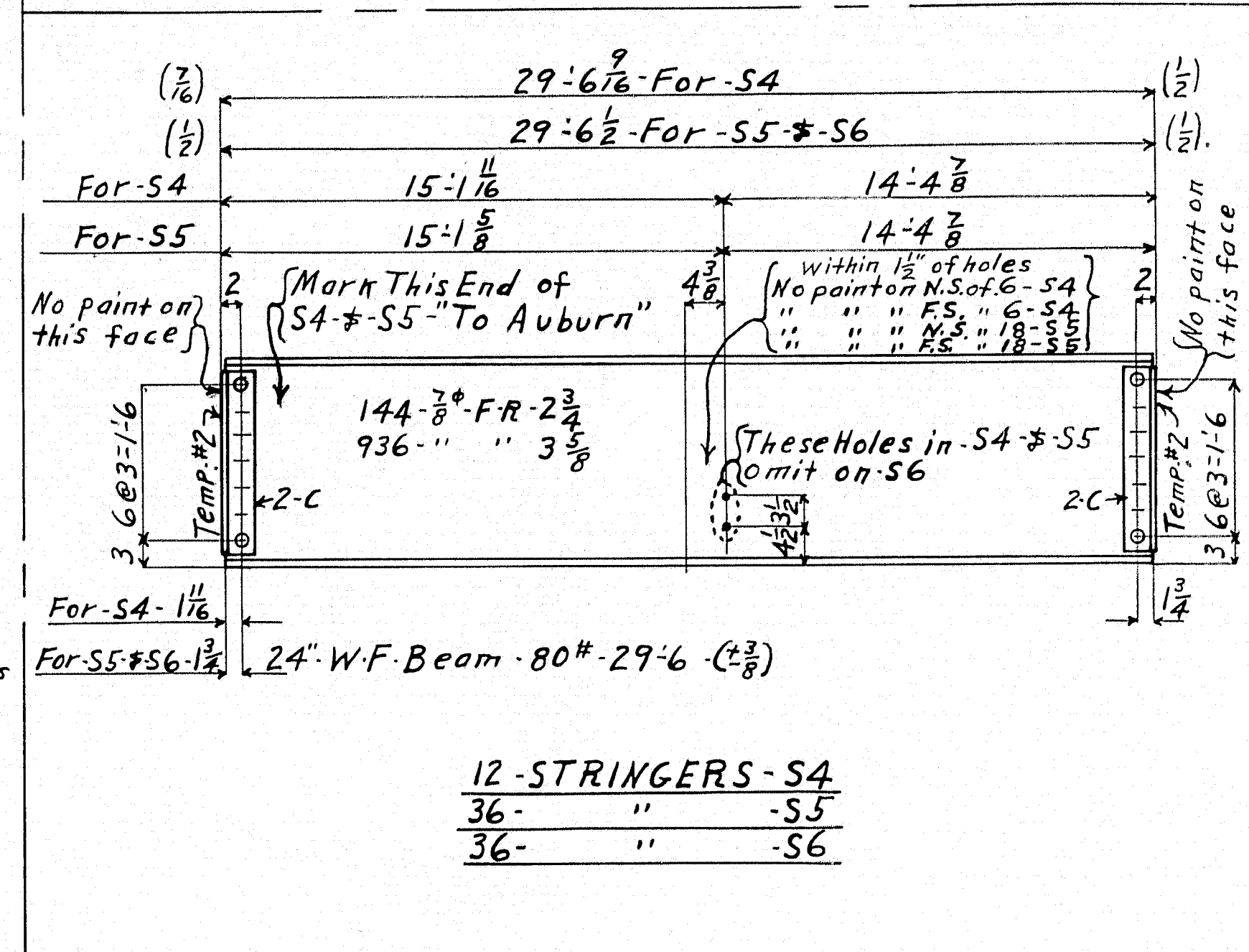
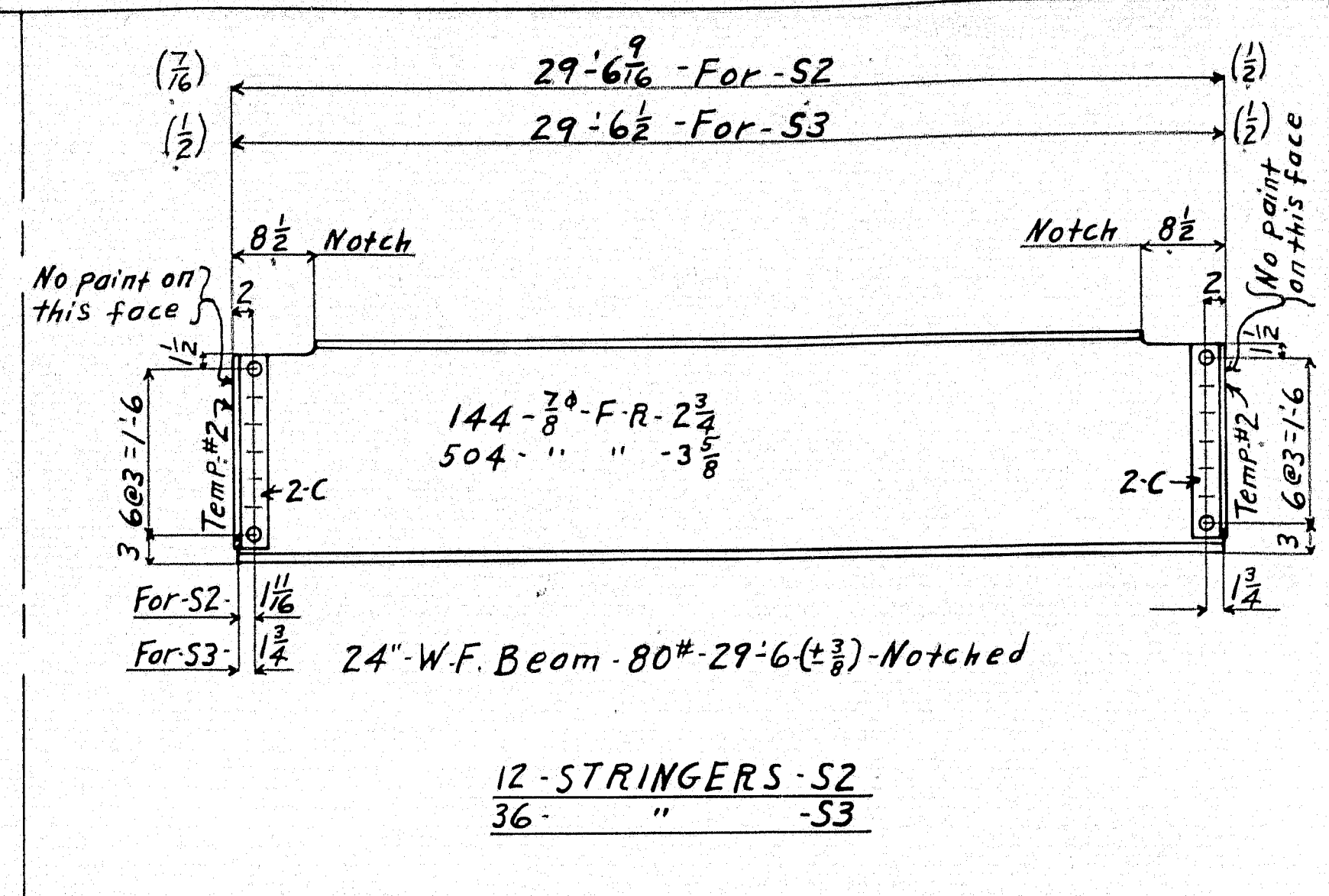
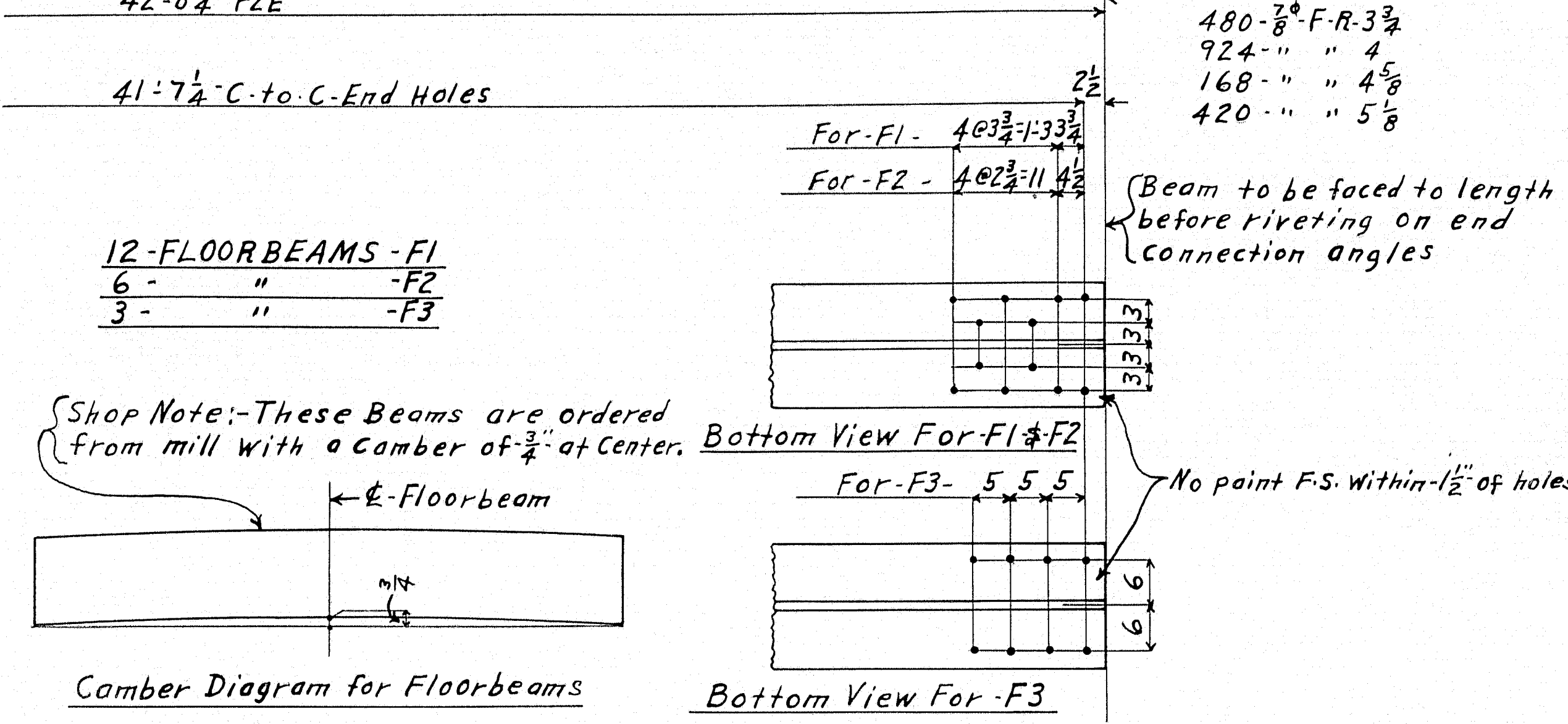
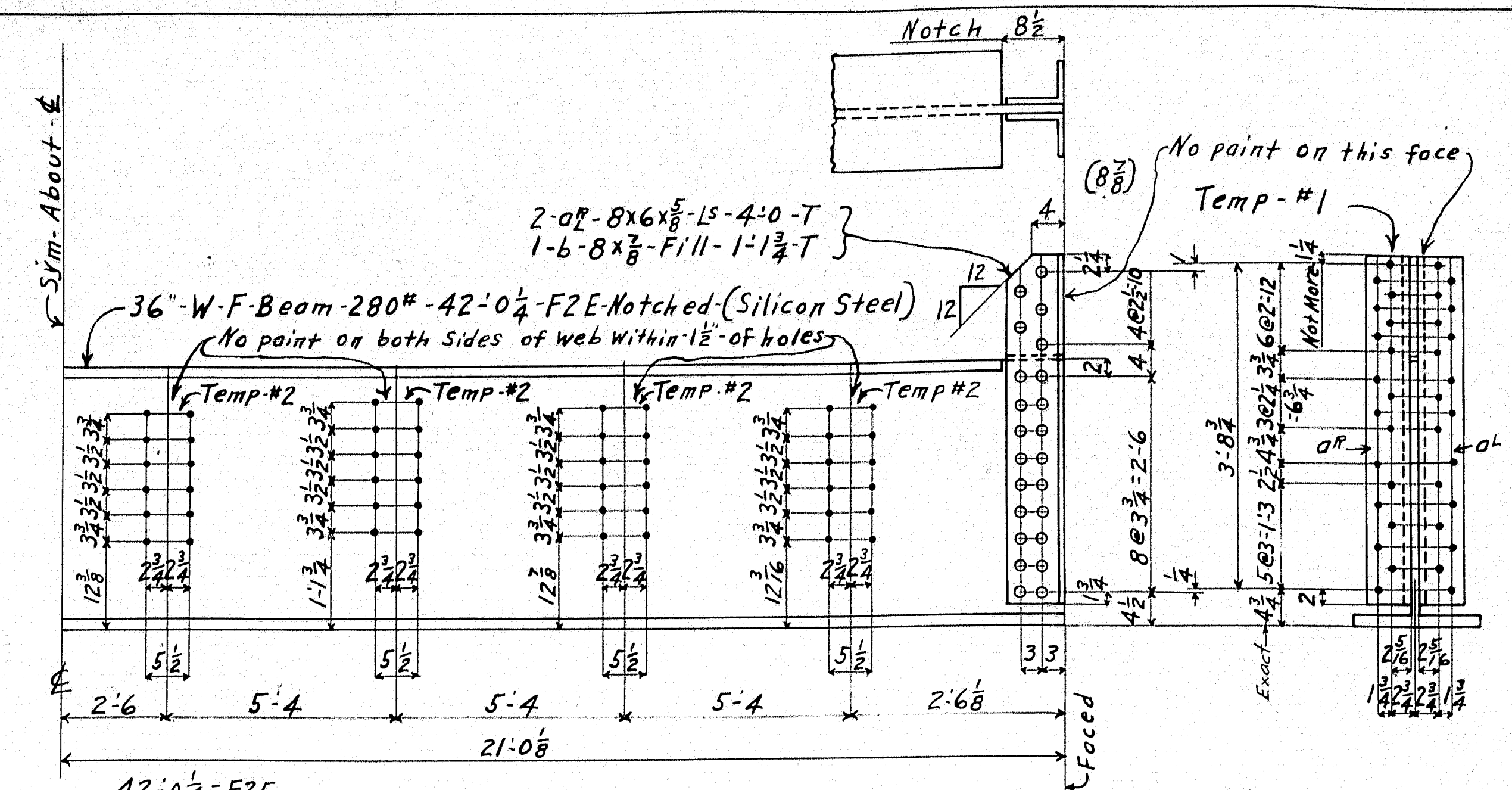
Posts & Hangers.

THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-A
DRAWING: 4
ENGINEER: Thos. H. Millington.
DRAFTSMAN: F.R. Morris.
CHECKED BY: W.C. E. Doran 10/23/36
SCALE: 3" = 1'-0"
DATE: Oct. 13th 1936.

Summary of 3" ϕ Field Rivets.
288 - 3" ϕ Frivs. 3/8"
288 - " " 3/4"

Revised 11/20/36 see memo # 628
Revised 11/6/36 As per returned print 11/6/36.





Length	2 1/2	2 3/4	3 1/2	3 3/4	4	4 1/2	5
Number	180	600	2016	480	924	168	420

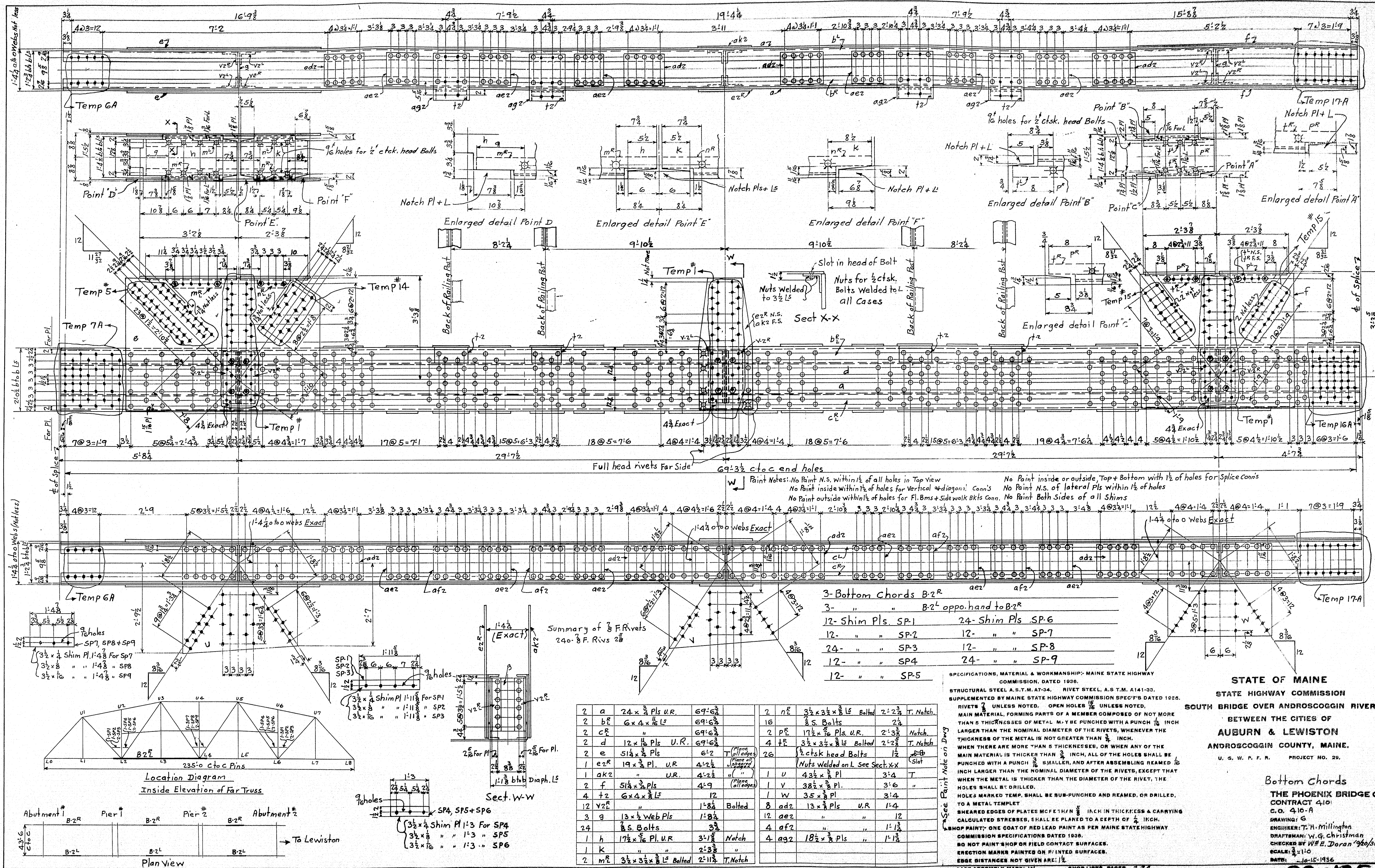
See Paint Notes on Dwg →

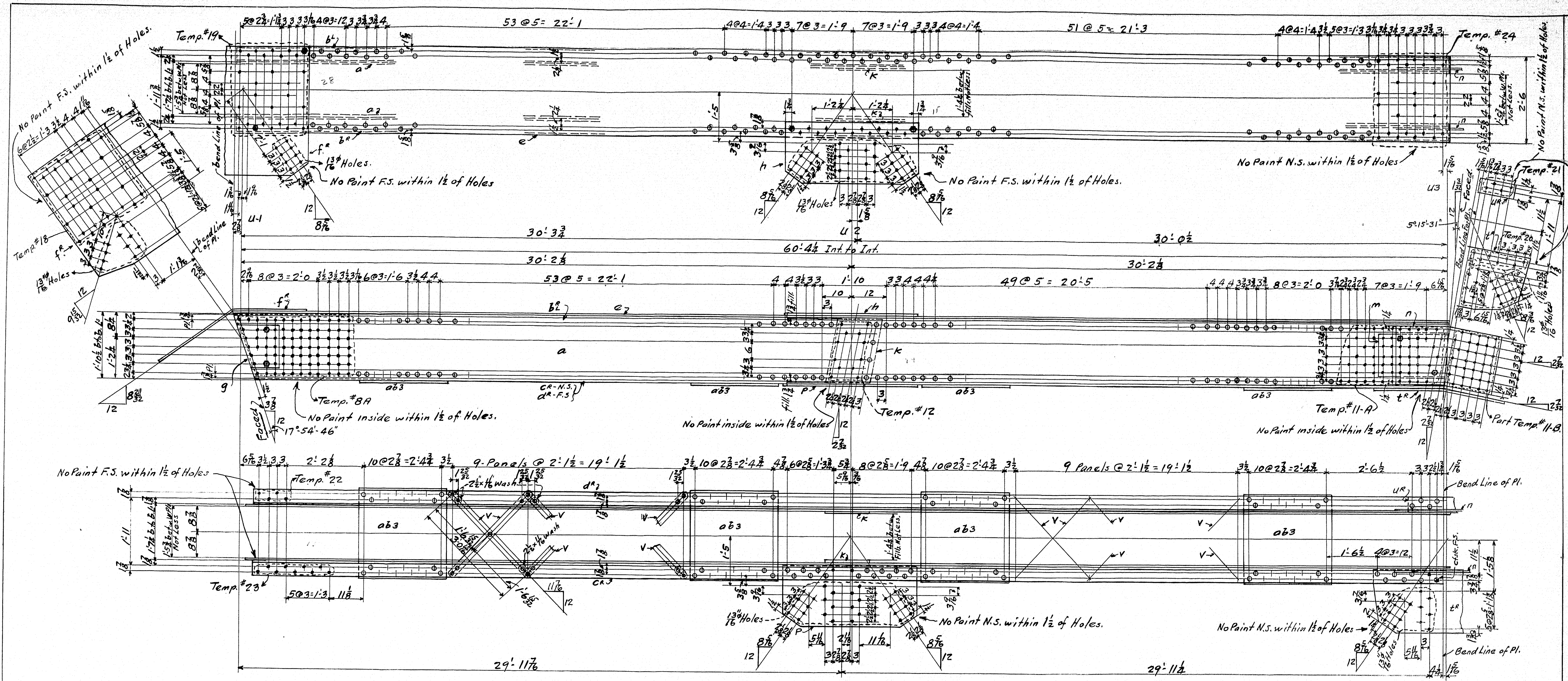
Structural Steel A.S.T.M. A141-33
SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1936.
STRUCTURAL STEEL A.S.T.M. A7-34, RIVET STEEL, A.S.T.M. A141-33, SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.
RIVETS: UNLESS NOTED, OPEN HOLES: UNLESS NOTED, MAIN MATERIAL FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL MAY BE PUNCHED WITH A PUNCH 1/16 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 1/2 INCH. WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 1/2 INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 3/16 INCH SMALLER, AND AFTER ASSEMBLING REAMED 1/16 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.
HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLET.
SHEARED EDGES OF PLATES MORE THAN 5/8 INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE FLANED TO A DEPTH OF 1/4 INCH.
DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.
ERECTION MARKS PAINTED ON PAINTED SURFACES.
EDGE DISTANCES NOT GIVEN ARE: 1 1/2
LAST ASSEMBLY MARK: 98
SHOP LISTS, PAGES: 152

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.
FLOORBEAMS & STRINGERS

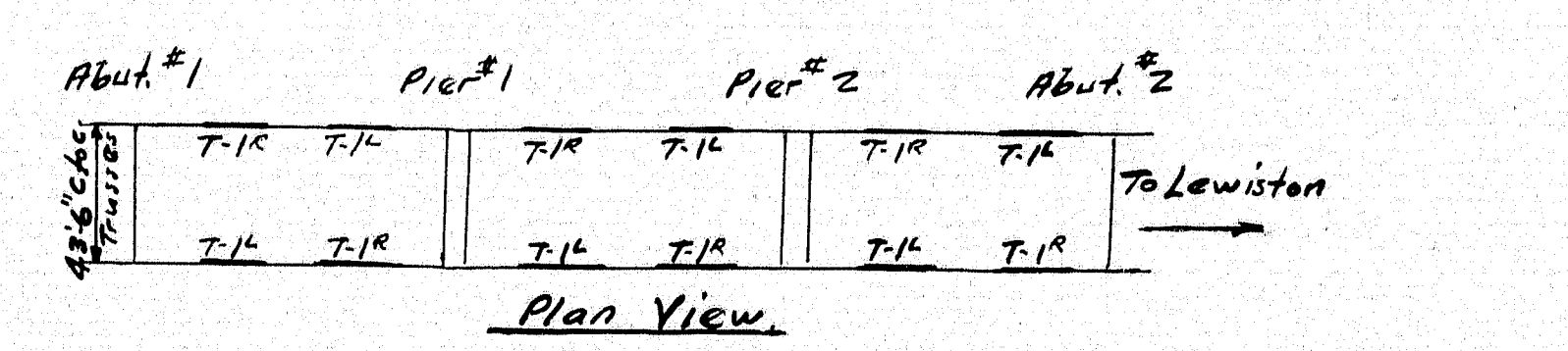
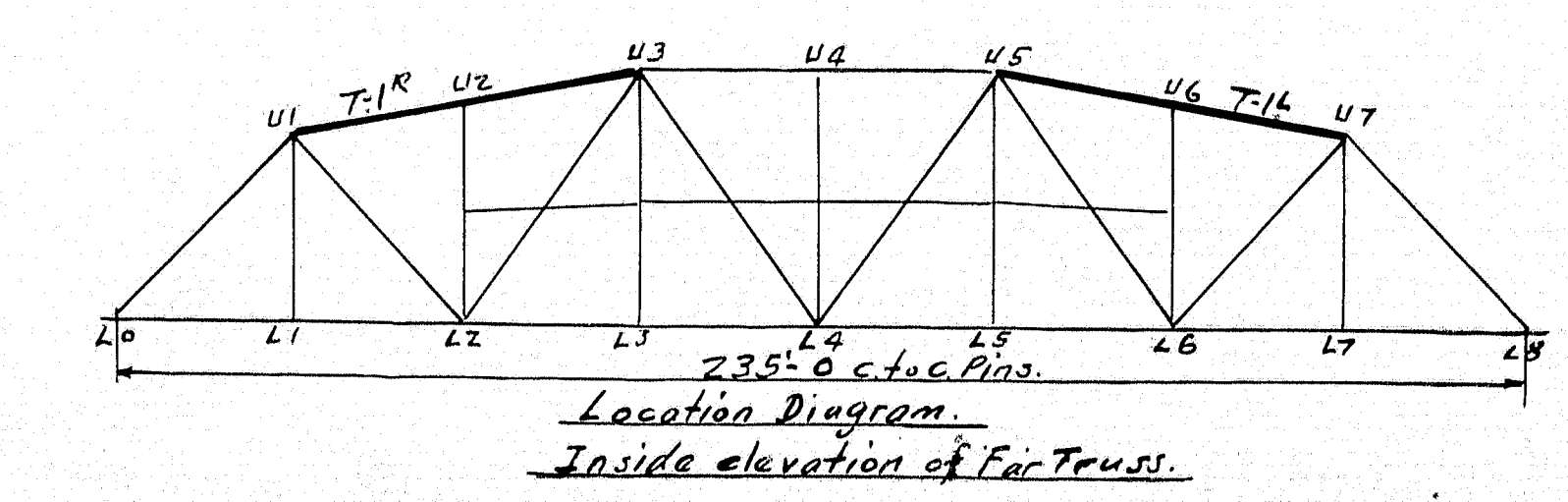
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-B
DRAWING: 5
ENGINEER: T.H. Millington
DRAFTSMAN: N.W. Dellinger
CHECKED BY: J.W. 10/24-36.
SCALE: 3/4" = 1'-0"
DATE: 10-10-36

29-194





2	a	22x3/4 wals. A1. U. R.	60'-7 7/8	T. F.R.E.
2	b	5x3 1/2 x 1/2 L	60'-7 7/8	"
1	c	"	59'-11 1/2	"
1	d	"	59'-11 1/2	"
1	e	30x1/2 wals. U. R.	60'-7 7/8	"
1	f	46x3/4 Pl. Bent	4'-7 1/2	"
8	g	3" S. Bolts	2 1/2	"
2	h	15x5 flls.	1'-2 1/2	T. F.R.E.
4	i	3" S. Bolts	2 1/2	"
1	j	21x3/4 Pl.	3'-9 1/2	T.
2	k	15x5 flls. U. R.	2'-1 1/2	T.
2	m	15x5 flls.	1'-11 1/2	T. F.R.E.
2	n	24x3 Pls.	3'-0 1/2	T.
4	o	30x5 Pls. U. R.	2'-8	"
1	p	21x3/4 Pl.	3'-9 1/2	T.
1	q	22x3 Pl. Bent	3'-9 1/2	T.
1	r	5x3 Pl. Bent	1'-11 1/2	"
36	v	2 1/2 x 1/2 Lath Bars	3'-3 3/4	T.
40	w	2 1/2 x 1/2 wals. @ 1/2 Holes.		



6- Top Chords T-1" as shown.
6- " " T-1" Opp. hand.

Summary of 3/4" Field Rivets.

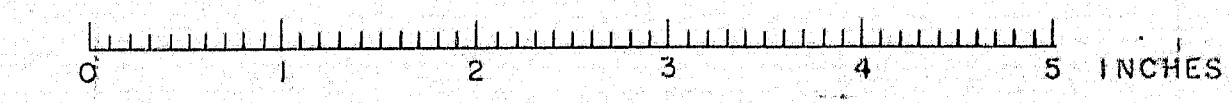
156	"	"	2 3/8
240	"	"	2 3/8
1248	"	"	3 3/4
636	"	"	3 3/4
912	"	"	3 3/4
528	"	"	4 3/8
288	"	"	4 3/8
96	"	"	4 3/8
168	"	"	5 1/2
552	"	"	4 1/2

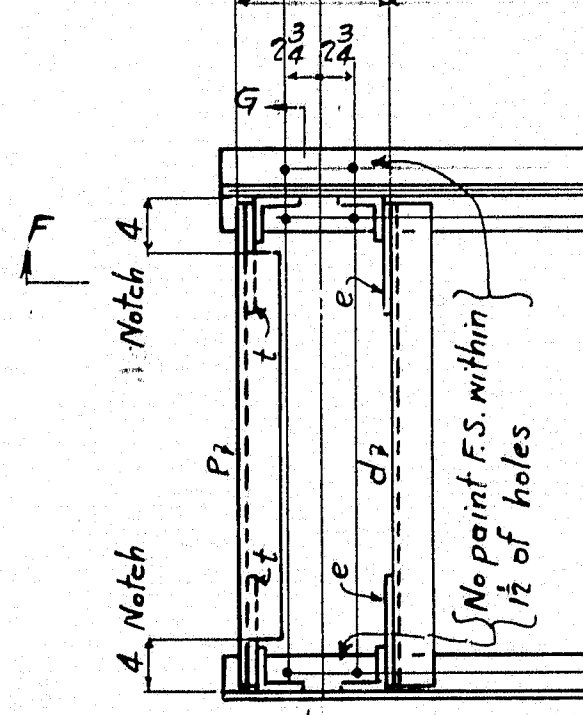
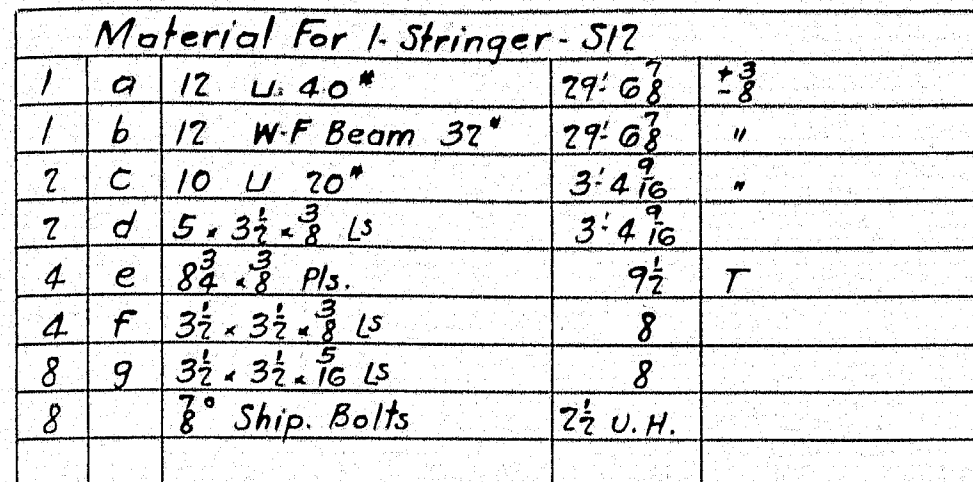
See Paint Notes on Dwg.
Revised 11/4/36 Per Rtd. Print 11/4/36

SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1930.
STRUCTURAL STEEL A.S.T.M. A7-34, RIVET STEEL, A.S.T.M. A141-33.
SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPEC'S DATED 1938.
RIVETS 3/8" UNLESS NOTED. OPEN HOLES 1/8" UNLESS NOTED.
MAIN MATERIAL FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL MAY BE PUNCHED WITH A PUNCH 1/8" LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 1/2" INCH.
WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 1/2" INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 3/16" SMALLER, AND AFTER ASSEMBLING REAMED 1/16" INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.
HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLATE.
SHEARED EDGES OF PLATES MORE THAN 5/8" INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/4" INCH.
SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1930.
DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.
ERECTION MARKS PAINTED ON PLYED SURFACES.
EDGE DISTANCES NOT GIVEN ARE: 1 1/2"
LAST ASSEMBLY MARK: V
SHOP LISTS, PAGES 8

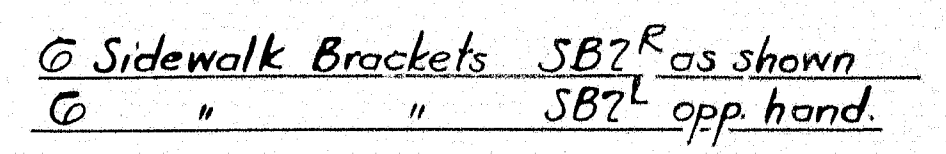
STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 20.
TOP CHORDS
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-A
DRAWING: T. H. Millington.
ENGINEER: T. H. Millington.
DRAFTSMAN: Shiohouse
CHECKED BY: F. M. M. 1/21/36.
SCALE: 3/4" = 1'-0"
DATE: 10-14-36

2929-196

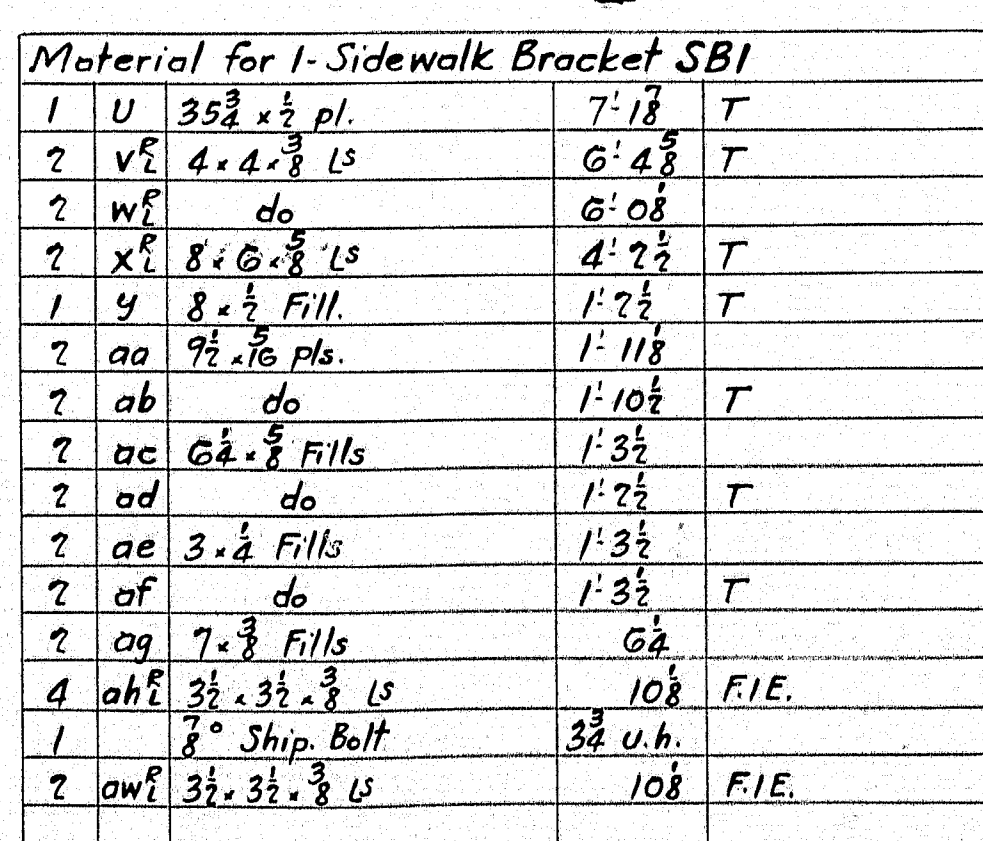




S13R	S14R				
1	KR	12	U-40"	30:17 $\frac{5}{8}$	$\pm \frac{3}{8}$
1	KR		do	30:37 $\frac{5}{8}$	"
1	m	12	W.F Beam 32"	30:1 $\frac{1}{2}$	"
	n		do	30:3 $\frac{1}{2}$	"
2	c				
2	d				
1	p	5-3 $\frac{1}{2}$ $\pm \frac{3}{8}$	L	3:47 $\frac{10}{16}$	Notched
2	p	8- $\frac{5}{8}$	Pls.	7 $\frac{1}{2}$	T.
4	e				
G	f				
8	g				
10	10		$\frac{7}{8}$ Ship Bolts	2 $\frac{1}{2}$ u.h.	



Material For 1- Sidewalk Bracket SB2R			
1	ok	3 3/8" x 1/2" PL.	7:10 ¹⁰ T
2	amf	4 x 4 x 3/8" IS	6:55 ¹⁰ T
?	an	do	6:11 ¹²
1	op	11 x 10 ¹⁰ PL	1:02 ¹⁰ T
1	ot	11 x 8 ¹⁰ Fill.	1:52 ¹⁰ T Notched
?	ou	3 1/2 x 3/8" Fill/s.	6:1 ¹⁰
?	og		
?	oh		
1	av	8 1/2 x 10 ¹⁰ PL.	1:10 ¹⁰



4-Stringers	$S13^R$ as shown
4- "	$S13^L$ opp. hand
2- "	$S14^R$ as shown
2- "	$S14^L$ opp. hand

Summary of $\frac{3}{8}$ " Field Rivets									
Length	$2\frac{3}{8}$	$3\frac{1}{2}$		4	$4\frac{1}{2}$	5	$5\frac{1}{2}$		
Number	324	120		924	60	168	126	420	

Summary of $\frac{3}{8}$ " Field Bolts

72. $\frac{3}{8}$ " Field Bolts	3
---------------------------------	---

SPECIFICATIONS, MATERIAL & WORKSMANSHIP: MAINE STATE HIGHWAY
COMMISSION, DATED 1936.

STRUCTURAL STEEL A.S.T.M. A7-34, RIVET STEEL, A.S.T.M. A141-33.
SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPEC'F DATED 1958.

RIVETS $\frac{7}{8}$ " UNLESS NOTED, OPEN HOLES $\frac{1}{8}$ " UNLESS NOTED,
MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE
THAN 5 THICKNESSES OF METAL MAY BE PUNCHED WITH A PUNCH $\frac{1}{16}$ " INCH
LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE
THICKNESS OF THE METAL IS NOT GREATER THAN $\frac{3}{4}$ " INCH.
WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE
MAIN MATERIAL IS THICKER THAN $\frac{3}{4}$ " INCH, ALL OF THE HOLES SHALL BE
PUNCHED WITH A PUNCH $\frac{1}{8}$ " SMALLER, AND AFTER ASSEMBLING REAMED $\frac{1}{16}$ "
INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT
WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE
HOLES SHALL BE DRILLED.

HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED,
TO A FINAL TEMPLATE.

SHOULDER EDGES OF PLATES MORE THAN $\frac{1}{8}$ " INCH IN THICKNESS A CARRYING
CALCULATED STRESS, SHALL BE FLANGED TO A DEPTH OF $\frac{1}{4}$ " INCH.

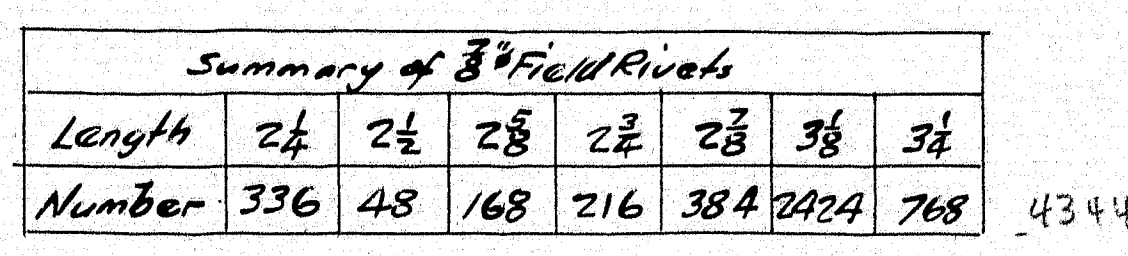
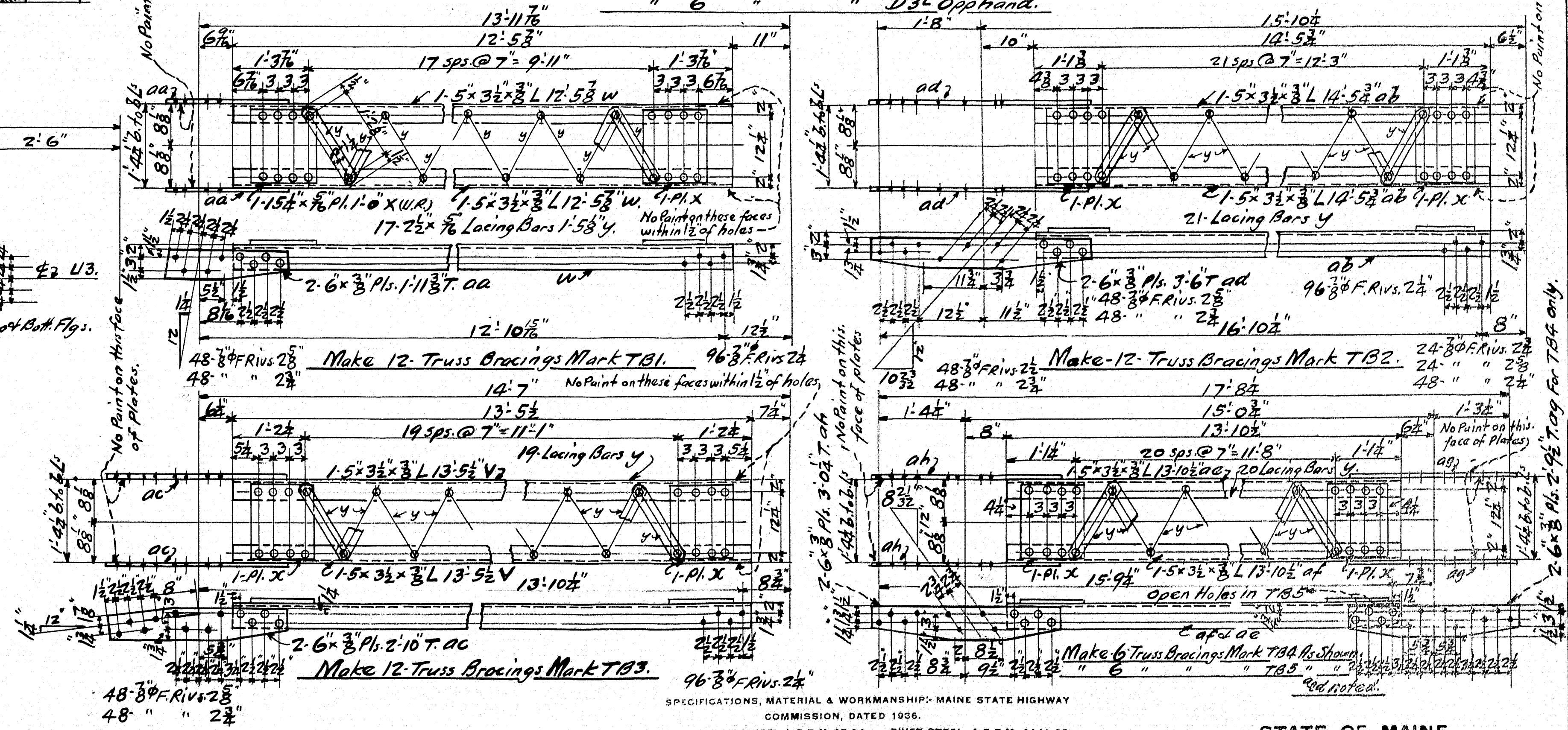
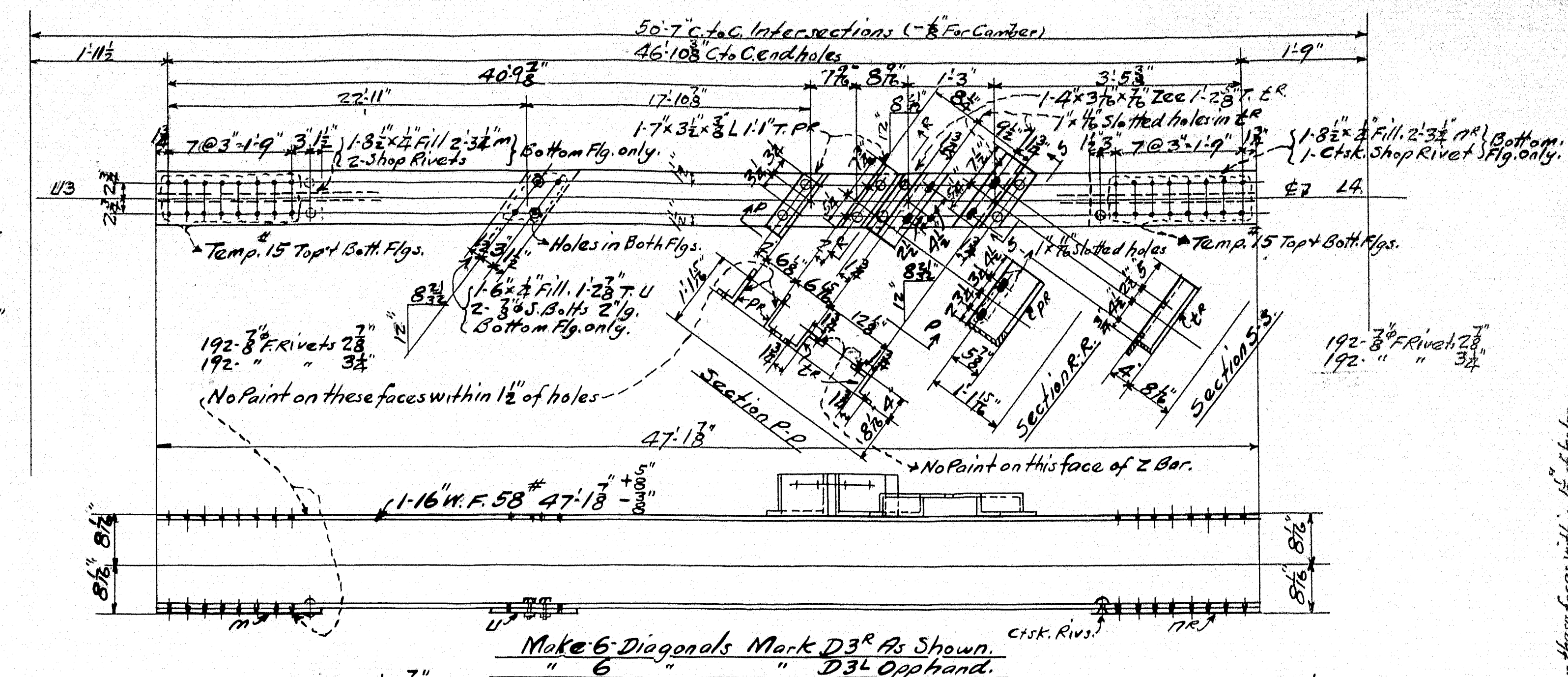
→ SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY
COMMISSION SPECIFICATIONS DATED 1936.

DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.
ERECTION MARKS PAINTED ON PUNCHED SURFACES.

EDGE DISTANCES NOT GIVEN ARE: $1\frac{1}{2}$ "

LAST ASSEMBLY MARK: *anb* SHOP LISTS, PAGES, *3rd*

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.
SIDEWALK STEINGERS +
SIDEWALK BRACKETS
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-B
DRAWING: 8
ENGINEER: T.H. Millington
DRAFTSMAN: N.W. Dellinger
CHECKED BY: F.R.M. 10-27-36
SCALE: 3/4" = 1'-0"
DATE: 10-10-36.

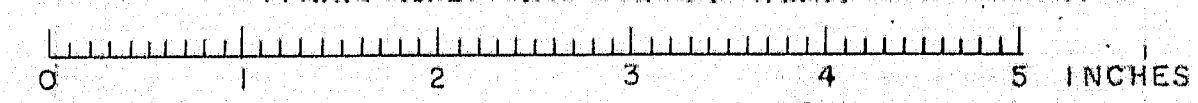


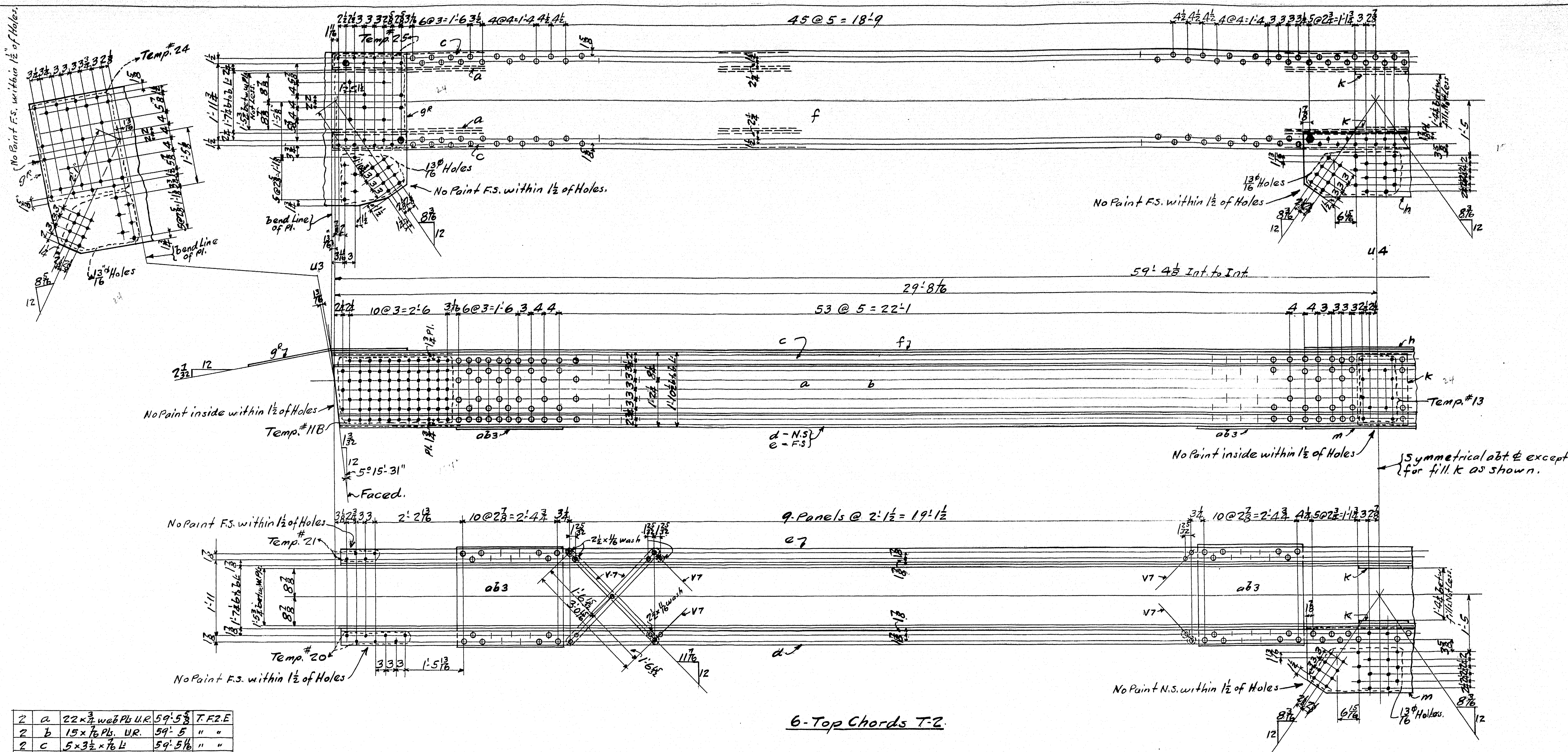
See Paint notes on Dwg. → SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.
DO NOT PAINT SHOP ON FIELD CONTACT SURFACES.
ERECTION MARKS PAINTED ON P^{INTED} SURFACES.
EDGE DISTANCES NOT GIVEN ARE: 1/2"
LAST ASSEMBLY MARK: ah SHOP LISTS, PAGES. 17 & 18

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.

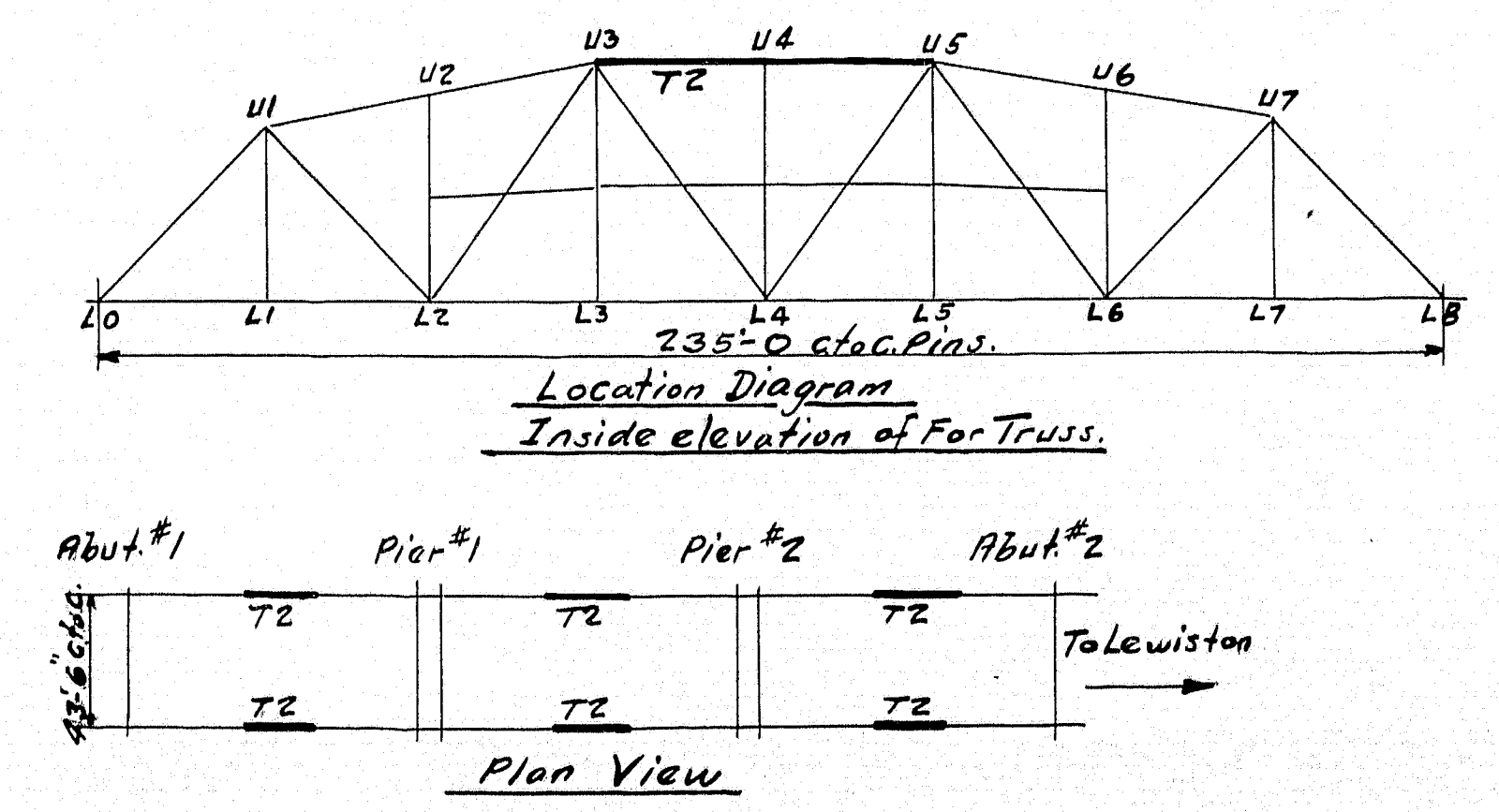
Diagonals and Truss Bracings.

THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-A
DRAWING: #9
ENGINEER: Thos. H. Millington.
DRAFTSMAN: F.R. Morris.
CHECKED BY: W.E. Doren. 10-26-36
SCALE: 3" = 1'-0"
DATE: 10-17-36.





2	a	22 x 3/4 web Pl. U.R.	59'-5 3/4"	T.F.Z.E.
2	b	15 x 7/8 Pl. U.R.	59'-5"	"
2	c	5 x 3 1/2 x 7/8 L	59'-5 1/8"	"
1	d	"	59'-2 3/4"	"
1	e	"	59'-2 3/4"	"
1	f	30 x 1/2 Cor. Pl. U.R.	59'-5 1/8"	"
2	g	47 x 3/4 Pl. bent	4'-0 1/2"	"
6	h	3/4 S. Bolts	2 1/2"	"
1	h	19 1/2 x 3/4 Pl.	3'-7"	T.
2	k	15 x 3/4 f.i.l.s. U.R.	1'-10"	"
4	ob3	30 x 3/4 Pls. U.R.	2'-8"	"
1	m	19 1/2 x 3/4 Pl.	3'-7"	T.
36	VT	2 1/2 x 7/8 Lath Bars	3'-3 3/4"	"
40		2 1/2 x 7/8 Wash. O.H. Hole		"



6-Top Chords T-2.

Summary of 3/8" Field Rivets.

120-3/8 F. Rvs.	2 3/8
192- "	2 3/8
282- "	3 3/8
192- "	3 3/8
1008- "	3 3/8
672- "	4 3/8
144- "	4 1/2
168- "	5 1/2
2778	

SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1936.

STRUCTURAL STEEL A.S.T.M. A7-34. RIVET STEEL, A.S.T.M. A141-33.

SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.

RIVETS 3/8" UNLESS NOTED. OPEN HOLES 1/8" UNLESS NOTED.

MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 6 THICKNESSES OF METAL MAY BE PUNCHED WITH A PUNCH 1/8" INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 1/2" INCH.

WHEN THERE ARE MORE THAN 6 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 1/2" INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 1/8" SMALLER, AND AFTER ASSEMBLING REAMED 1/8" INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.

HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLET.

SHEARED EDGES OF PLATES MORE THAN 1/8" INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/8" INCH.

SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.

DO NOT PAINT SHOP ON FIELD CONTACT SURFACES.

ERECTION MARKS PAINTED ON PUNCHED SURFACES.

EDGE DISTANCES NOT GIVEN ARE: 1/2"

LAST ASSEMBLY MARK: M

SHOP LISTS, PAGES 9

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.

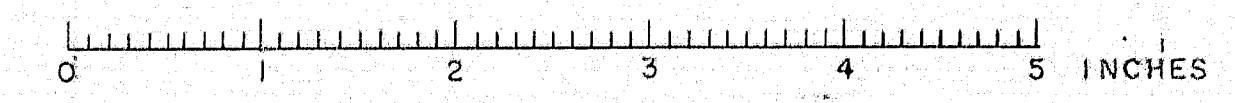
U. S. W. P. F. R. PROJECT NO. 29.

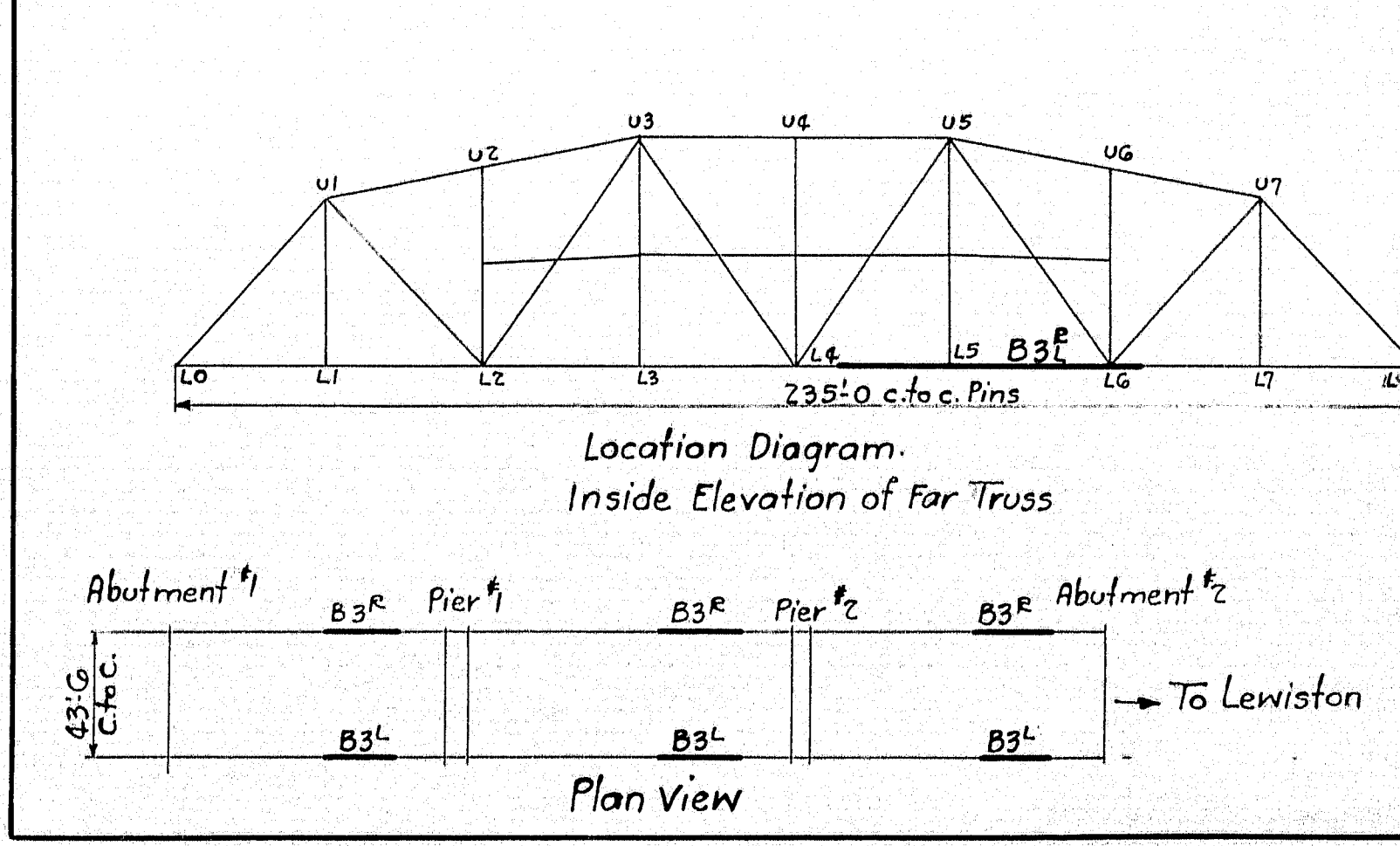
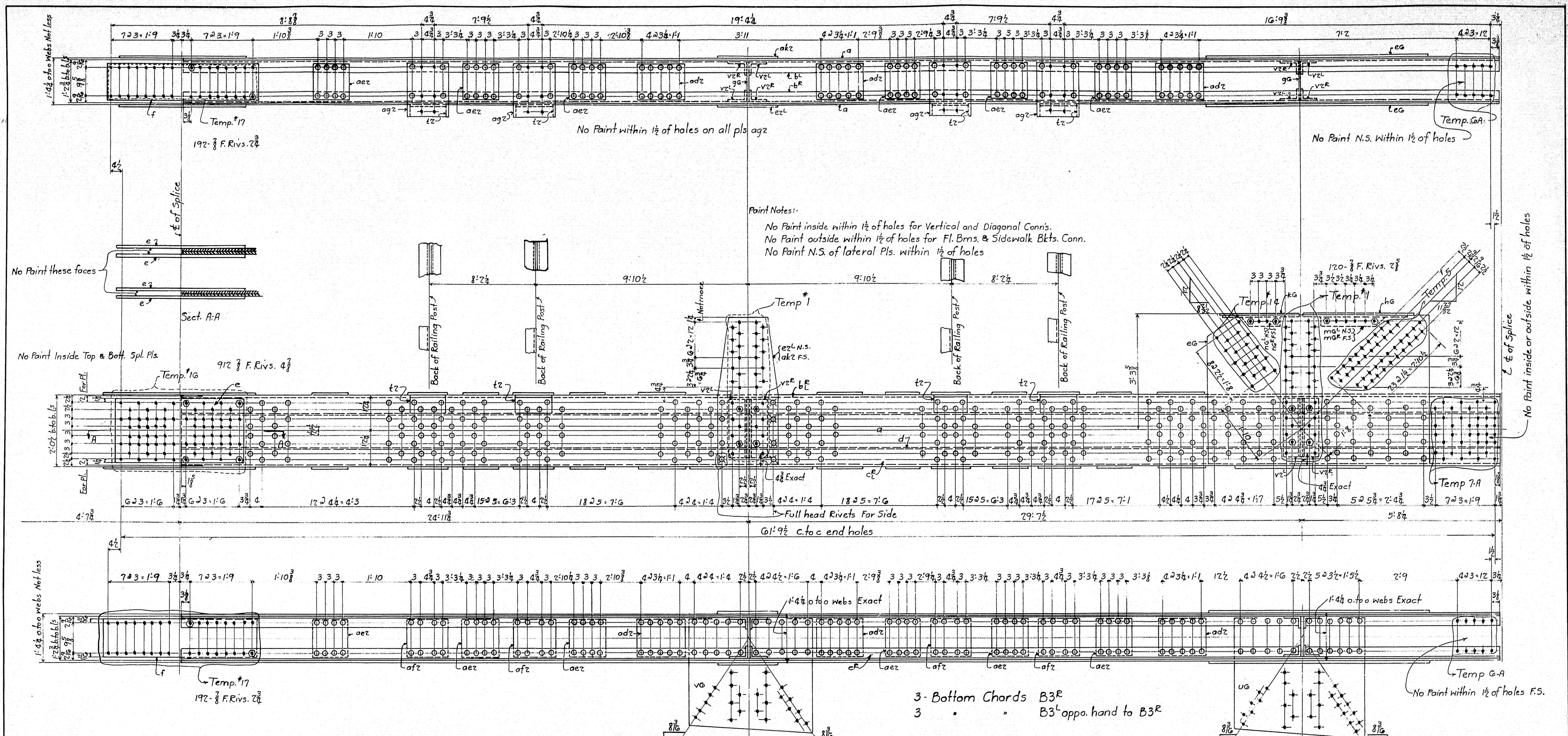
TOP CHORDS

THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-8.

DRAWING: 10
ENGINEER: T.H. Millington.
DRAFTSMAN: Shinehouse.
CHECKED BY: J.P.M. 10/22/36.
SCALE: 3/8" = 1'-0"
DATE: 10-15-36.

Revised 11/13/36 Per Ref'd. Print 11/1/36





2	a	24 x 3/4 Pls. u.e.	60' 3 1/2		
2	b	6 x 4 x 1/2 ls	60' 3 1/2		
2	c	"	60' 3 1/2		
2	d	12 x 1/2 Pls. u.e.	60' 3 1/2		
2	e	5 1/2 x 3/4 Pls.	6' 2		
1	e	19 x 3/4 Pl. u.e.	4' 2 1/2		
1	akz	"	4' 2 1/2		
4	tz	6 x 4 x 3/8 ls	12		
8	vz	13 x 1/2 Web Pls.	1' 8 1/2		
2	g	8 S. Bolts.	3 1/2		
1	h	17 1/2 x 1/2 Pl. u.e.	3' 1 1/2		
1	kg	"	2' 3 1/2		
2	mol	3 1/2 x 3 1/2 x 1/2 Bolted	2' 11 1/2		
2	ng	"	2' 2 1/2		
8		8 S. Bolts	2 1/2		
14		2 Ctsk. head bolts	1 1/2		
1	ug	43 1/2 x 3/4 Pl.	3' 4		
1	vg	38 1/2 x 3/4 Pl.	3' 6		
6	adz	13 x 3/4 Pls. u.e.	1' 4		
12	aez	"	12		
4	afz	"	1' 1 1/2		
4	agz	18 1/2 x 3/4 Pls.	1' 1 1/2		
2	e	22 1/2 x 3/4 Spl. Pls. u.e.	3' 6 1/2		
2	f	13 x 1/2 " "	4' 3 1/2		
4		8 S. Bolts	4		

3- Bottom Chords B3R
3 " B3L oppo. hand to B3R

Summary of 3 F. Rivets.
384 - 3/8 F. Rivs. 2 1/2
912 " 4 1/2
120 " 2 1/2
1416 " 2 1/2

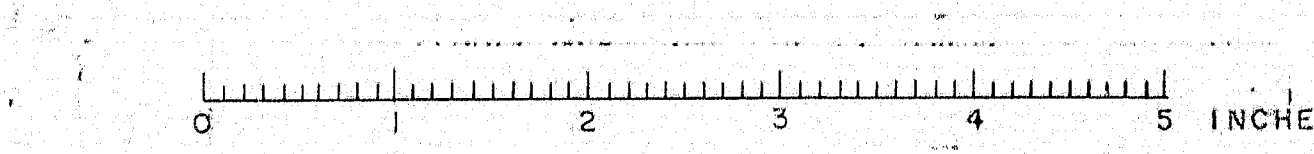
SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1930.
STRUCTURAL STEEL A.S.T.M. A7-34. RIVET STEEL, A.S.T.M. A141-33.
SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPEC'G'S DATED 1935.
RIVETS: 3/8 UNLESS NOTED. OPEN HOLES: 1/8 UNLESS NOTED.
MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL, MAY BE PUNCHED WITH A PUNCH 1/8 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 1/2 INCH.
WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 1/2 INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 1/8 SMALLER, AND AFTER ASSEMBLING REAMED 1/8 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.
HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLATE.
SHEARED EDGES OF PLATES MORE THAN 5/8 INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/4 INCH.
SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1935.
DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.
ERECTION MARKS PAINTED ON PUNCHED SURFACES.
EDGE DISTANCES NOT GIVEN ARE: 1/2
LAST ASSEMBLY MARK: f

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.

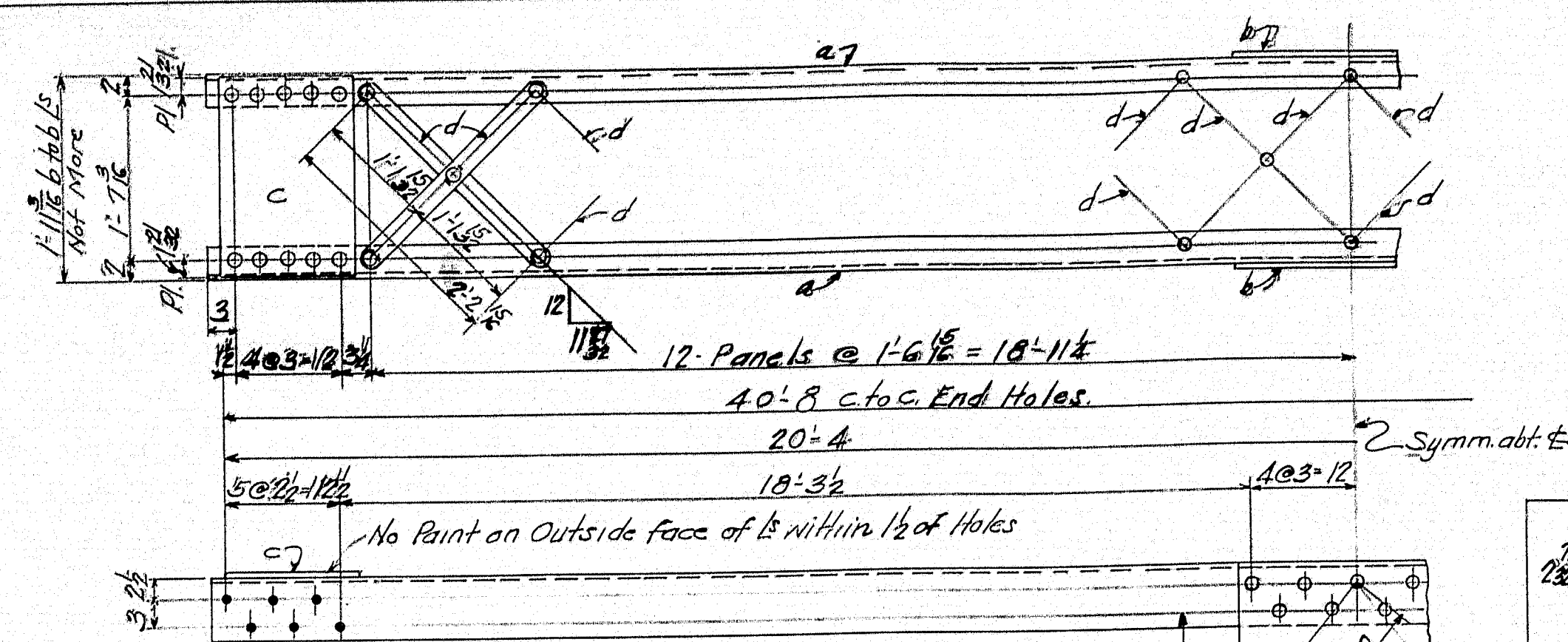
Bottom Chords
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-A
DRAWING: 11
ENGINEER: T. H. Millington
DRAFTSMAN: W. G. Christman
CHECKED BY: W. E. Daran 10/21/36
SCALE: 3/4" = 1'-0"
DATE: 10-15-1936

See Paint Notes on Dwg.

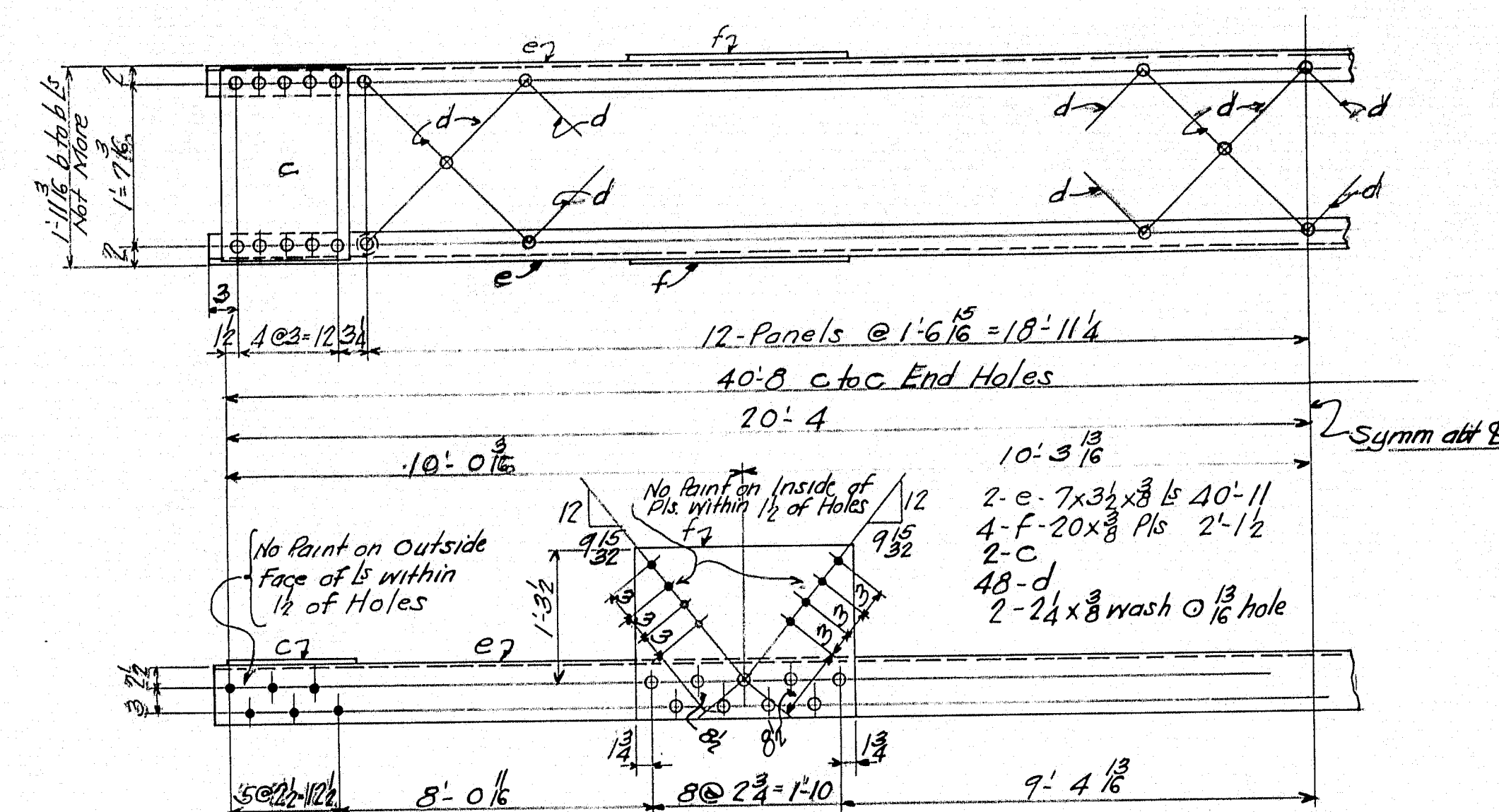
Revised 11/20/36 See memo G28



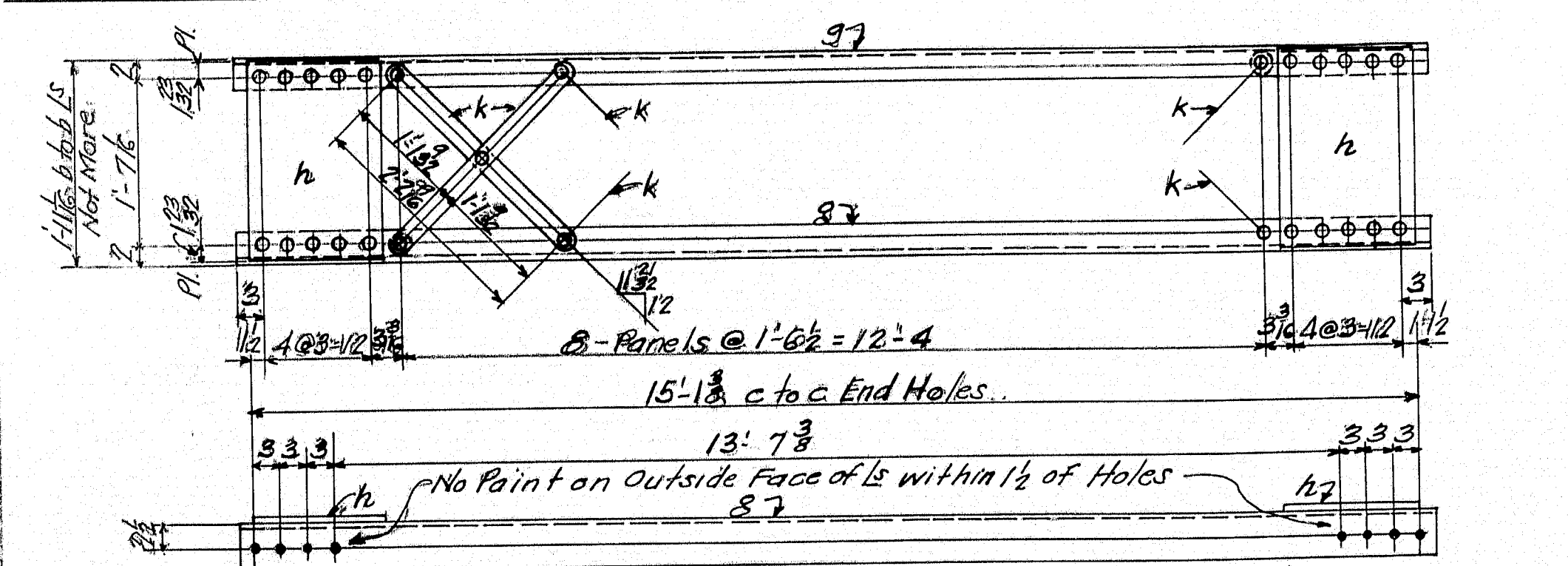
29-29-200



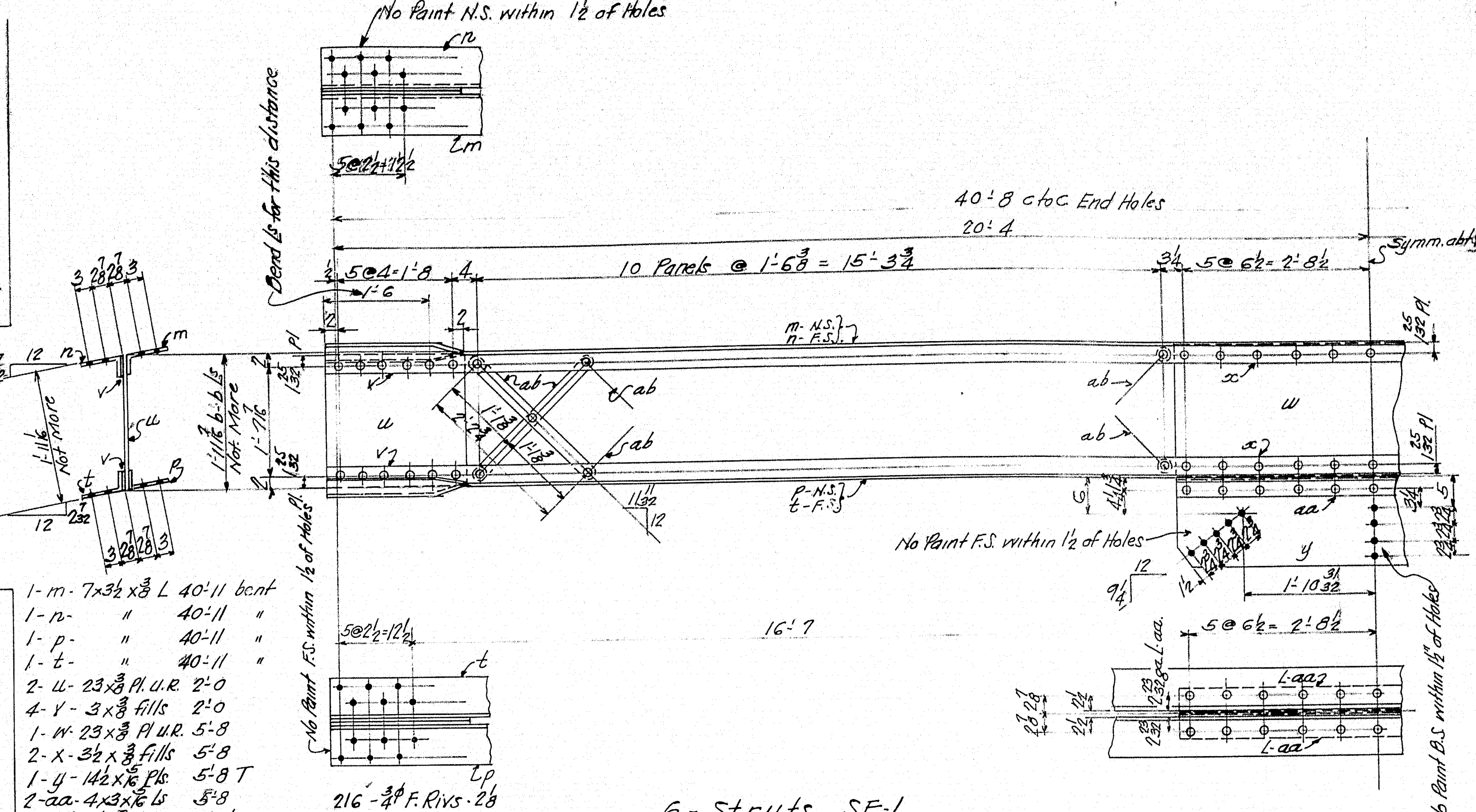
6- Portal Top Struts PS-1



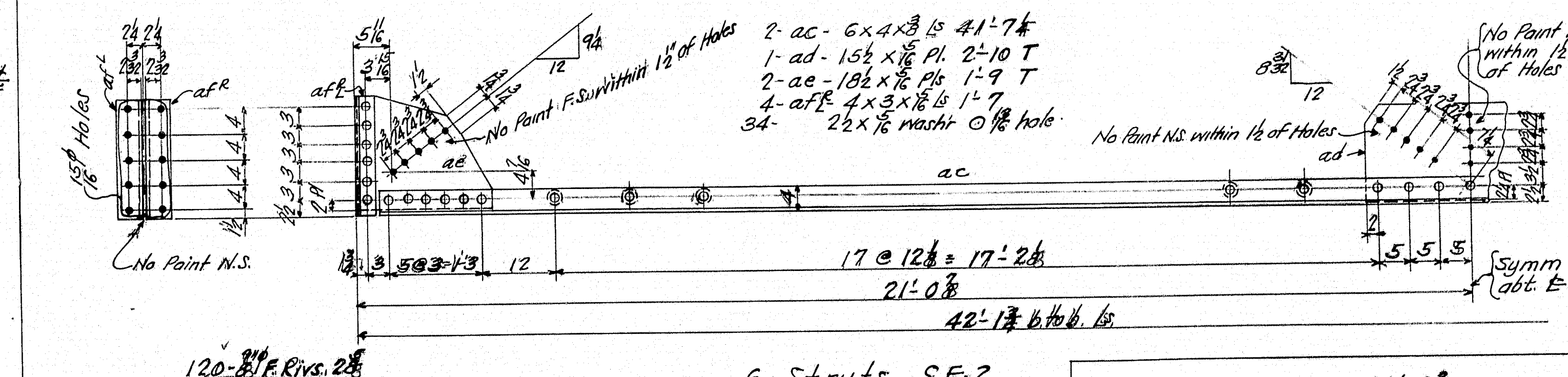
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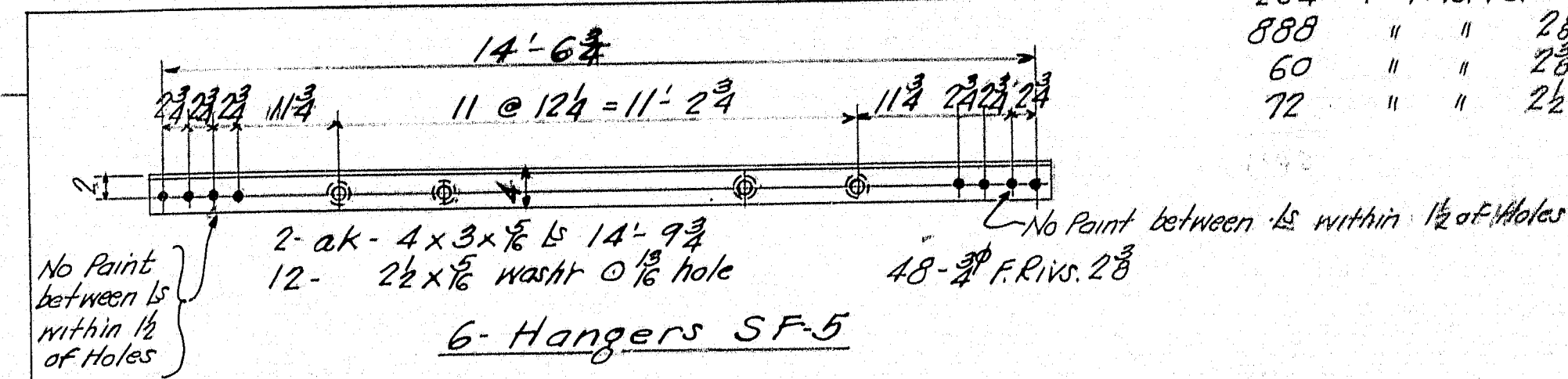
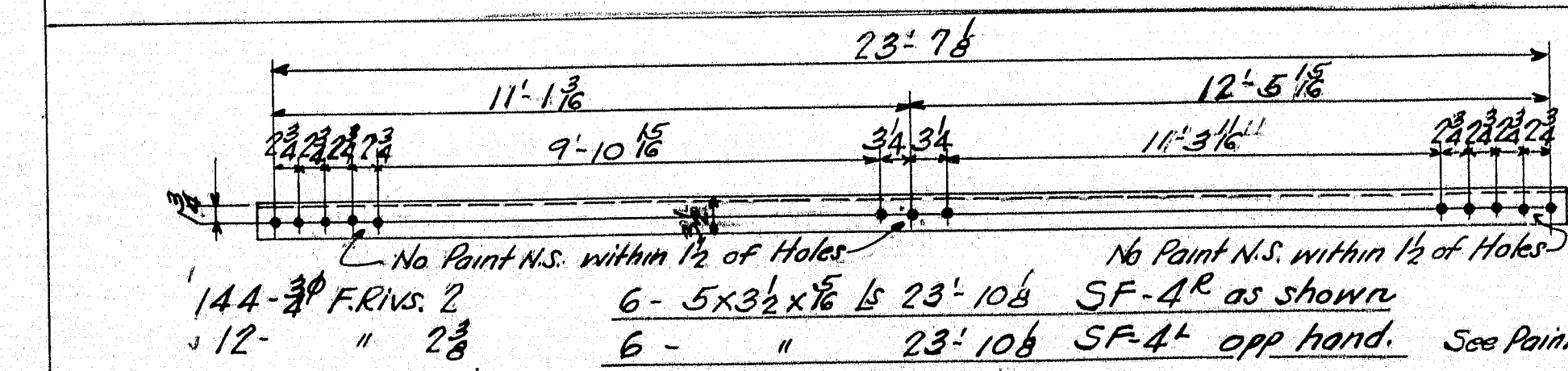
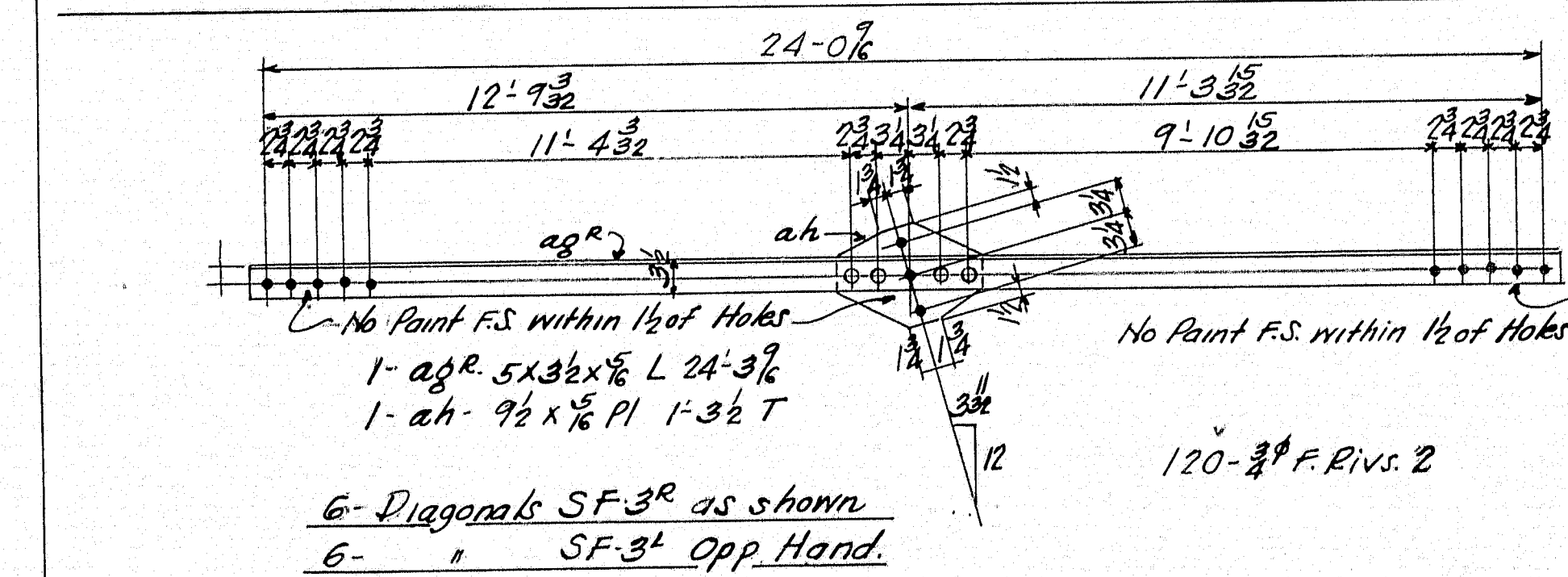
24- Portal Diagonals PS-3



6- Struts SF-1

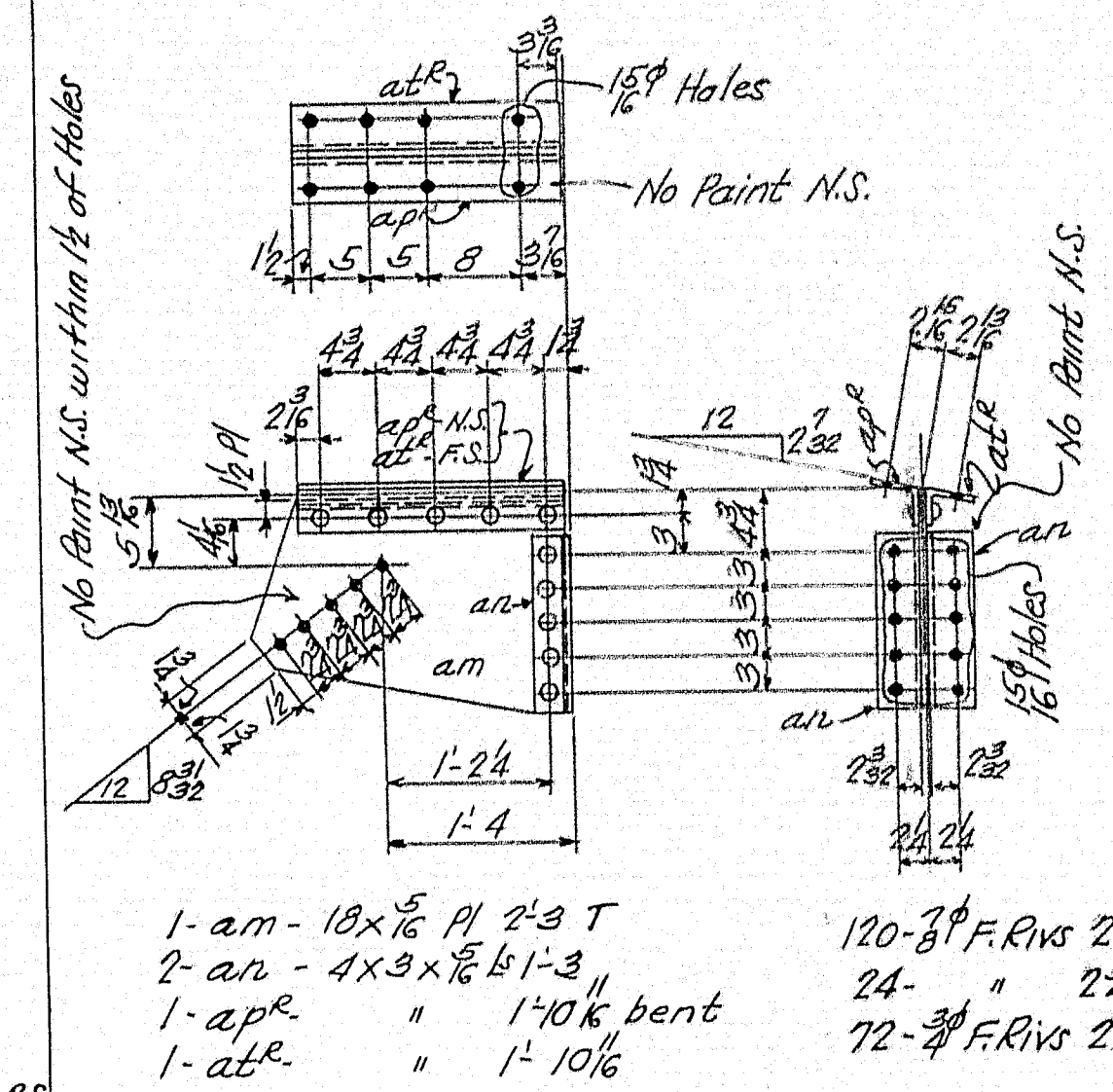


6- Struts SF-2



6- Hangers SF-5

SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1936.
STRUCTURAL STEEL A.S.T.M. A7-34, RIVET STEEL, A.S.T.M. A141-33.
SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPEC'S DATED 1938
RIVETS UNLESS NOTED, OPEN HOLES UNLESS NOTED.
MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL MAY BE PUNCHED WITH A PUNCH 1/8 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 3/8 INCH.
WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 3/8 INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 1/4 INCH SMALLER, AND AFTER ASSEMBLING REAMED 1/16 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.
HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLATE.
SHEARED EDGES OF PLATES MORE THAN 3/8 INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/4 INCH.
SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.
DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.
ERECTION MARKS PAINTED ON P. INTD SURFACES.
EDGE DISTANCES NOT GIVEN ARE: 1/2"
LAST ASSEMBLY MARK: 28
SHOP LISTS, PAGES 10 & 11



6- Brackets SF-6R as shown
6- " SF-6L Opp hand

Summary of 3/4 Field Rivets
240-3/4 F.Rivs 28
24- " 28

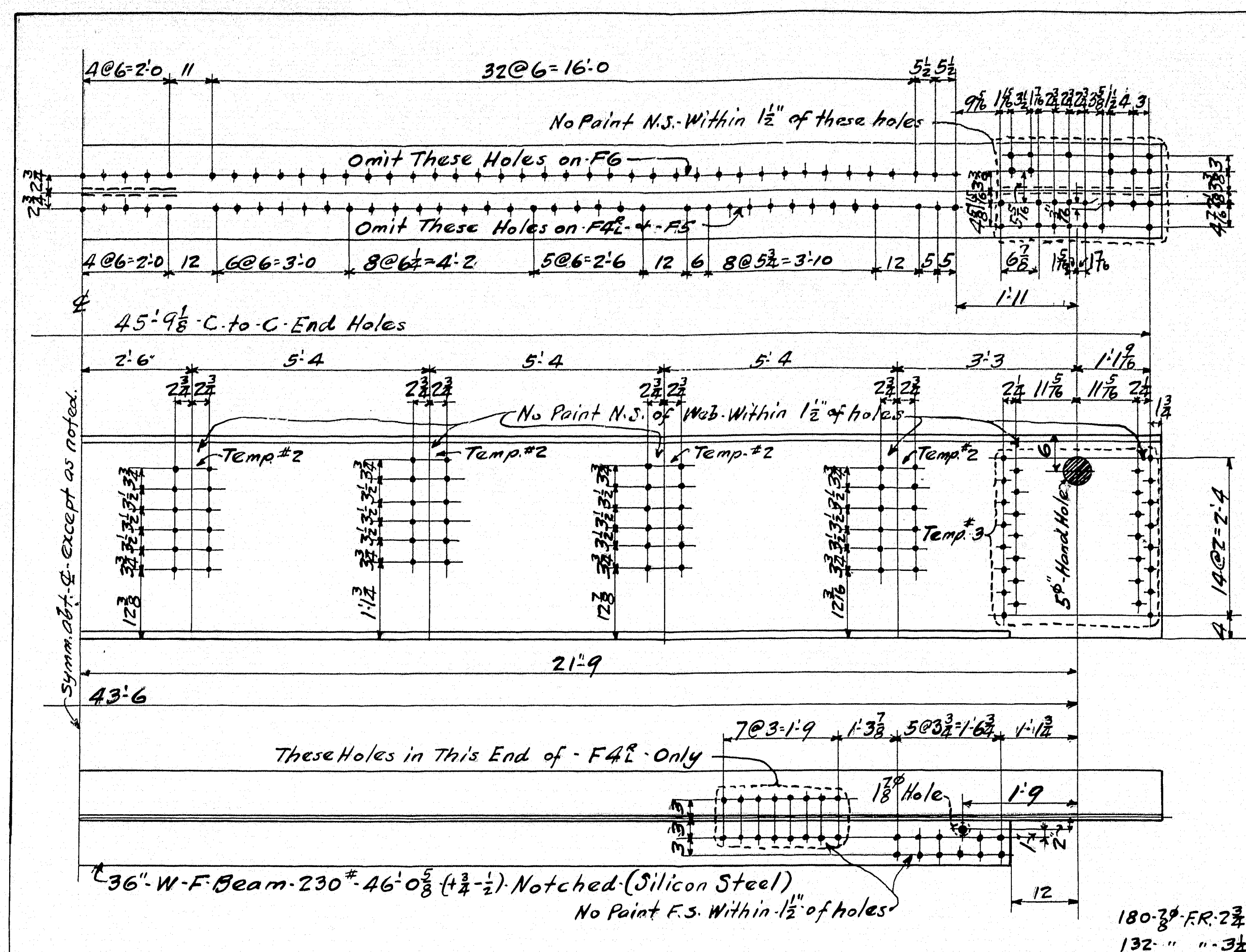
Summary of 3/4 Field Rivets
264-3/4 F.Rivs 2
888 " 28
60 " 28
72 " 28

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. F. R. PROJECT NO. 29.

PORTAL & SWAY FRAMES

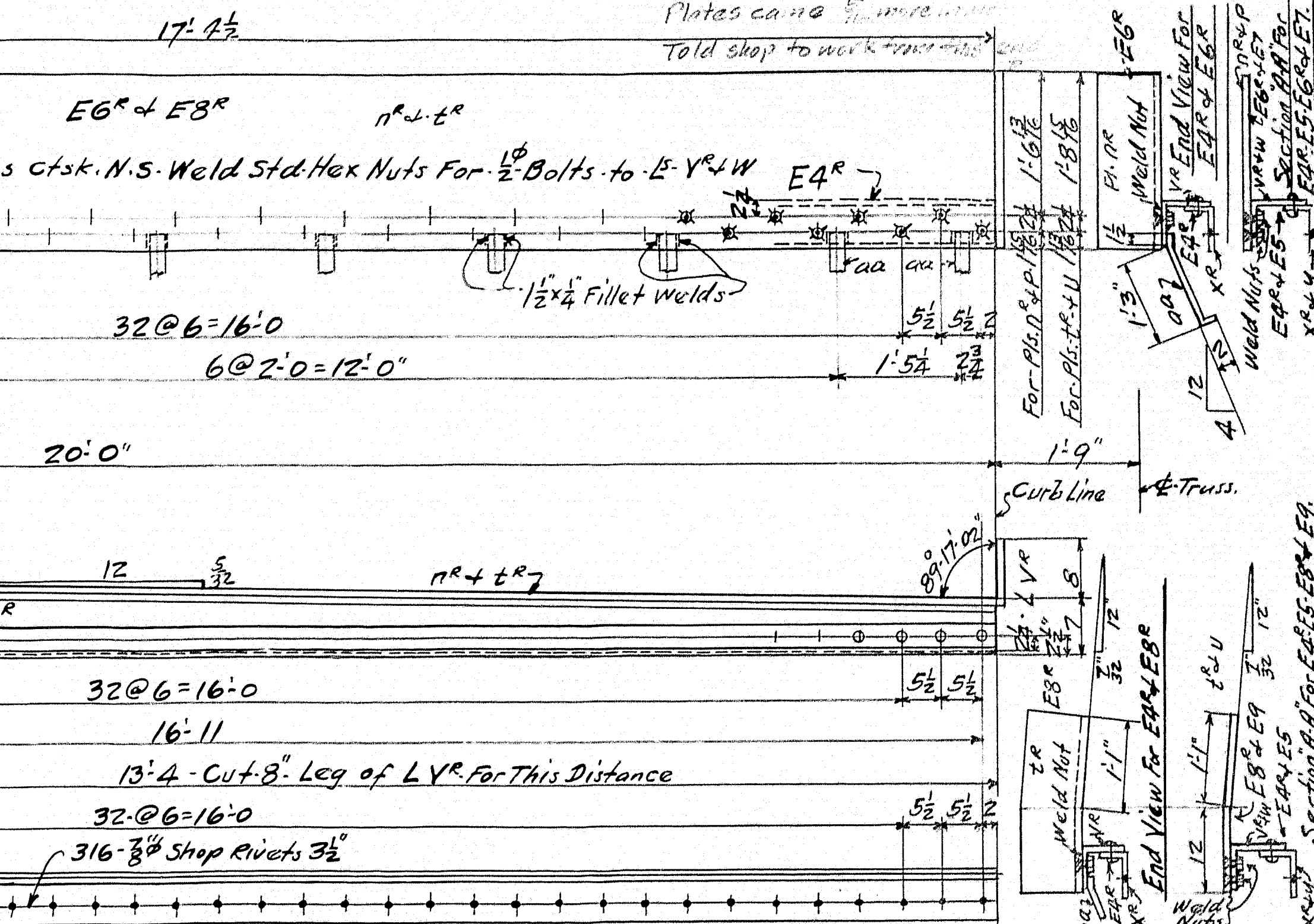
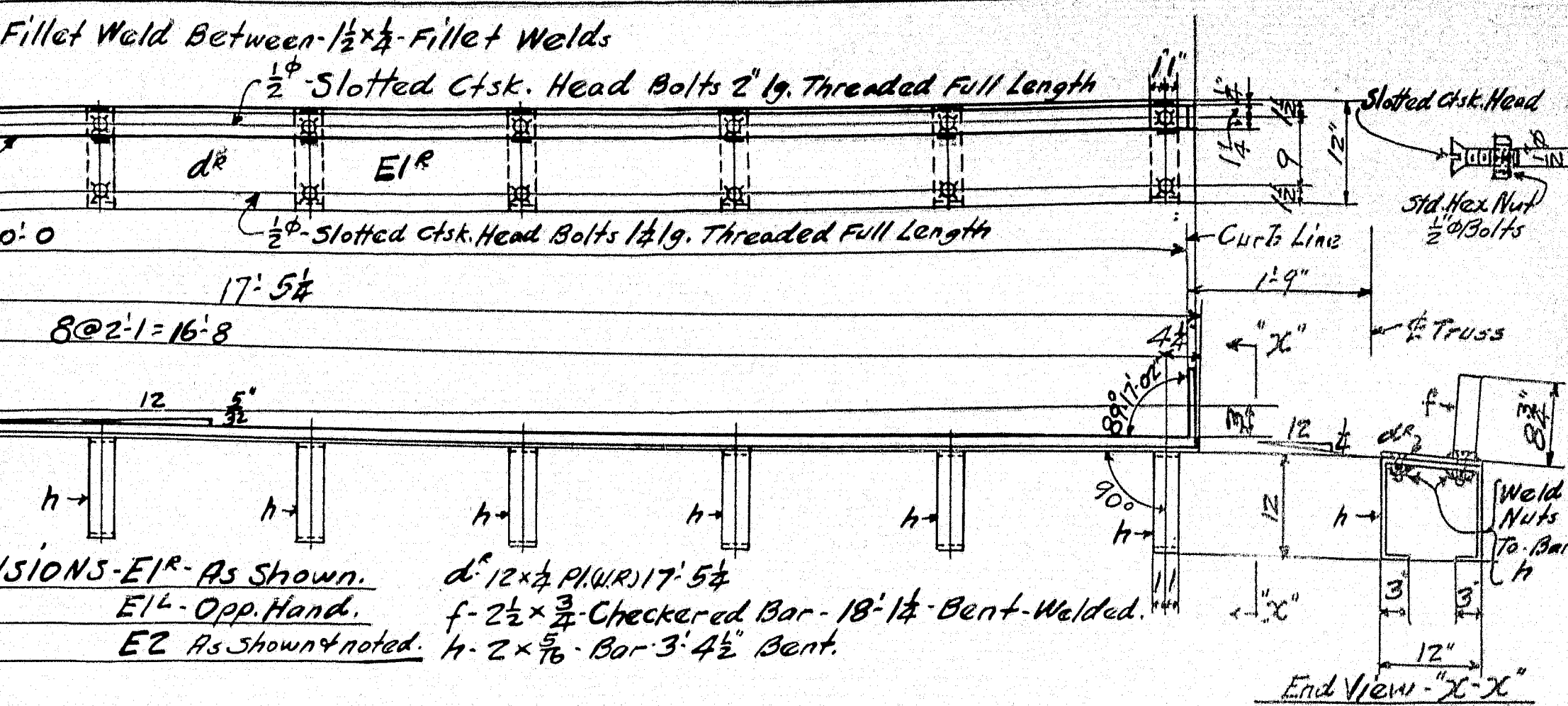
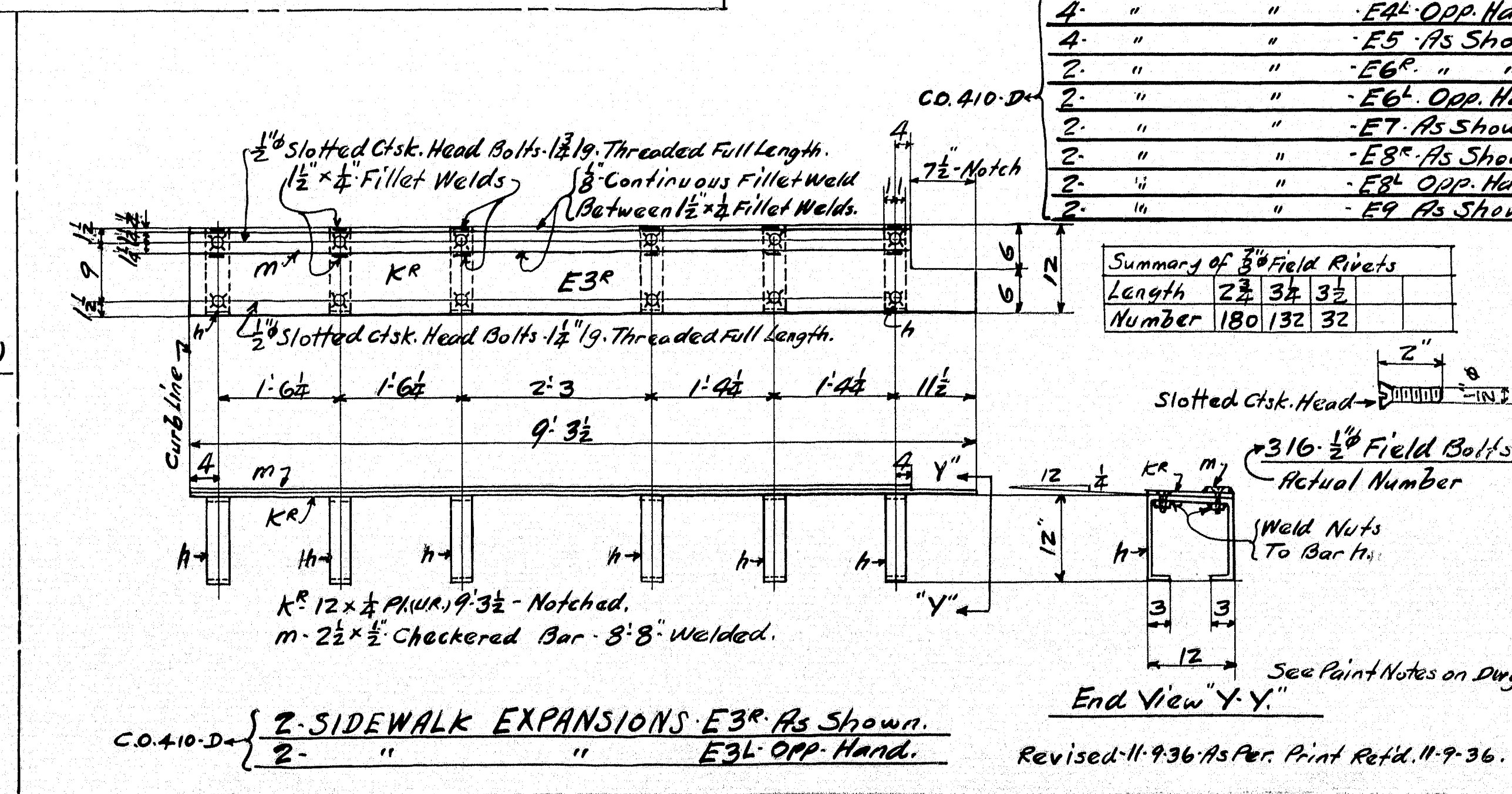
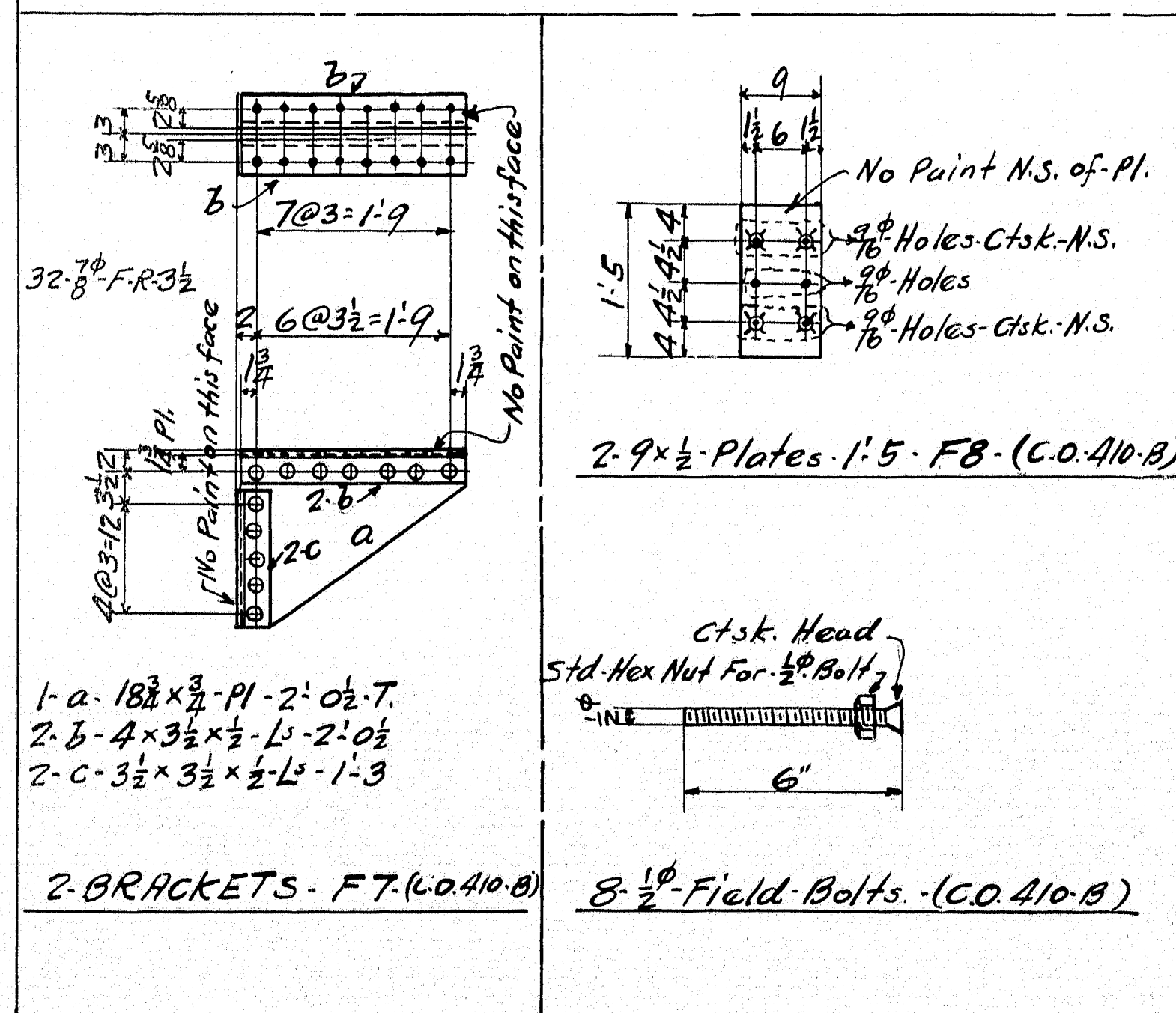
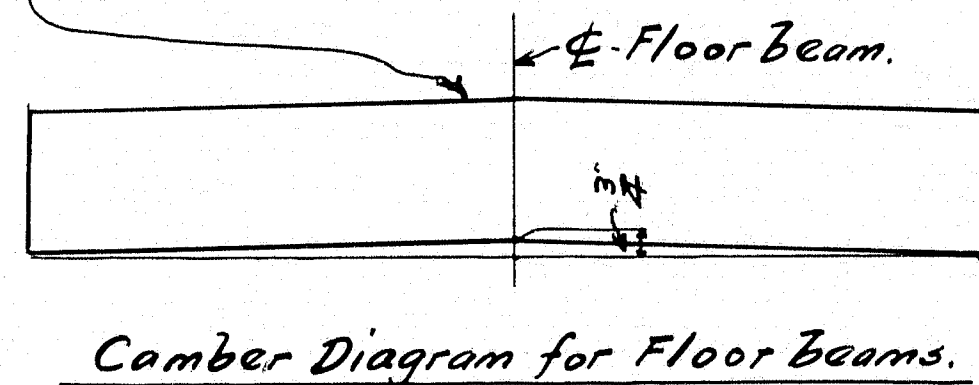
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-4
DRAWING: 12
ENGINEER: T.H. Millington
DRAFTSMAN: Shine House
CHECKED BY: M. E. Dorman 10/27/36
SCALE: 3/4" = 1'-0"
DATE: 10-20-36

29-201



- C.O. 410-B
- 1- FLOOR BEAM - F4 As Shown And Noted.
 - 1- " - F4 - Opp. Hand.
 - 2- " - F5 As Shown And Noted.
 - 2- " - F6 " " " "

Shop Note: These Beams are ordered from mill with a Camber of 1/4" at center.



Structural Silicon Steel - A.S.T.M. A99 - 33.

SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPEC'S DATED 1936

COMMISSION, DATED 1936.

STRUCTURAL STEEL A.S.T.M. A141-34, RIVET STEEL, A.S.T.M. A141-33.

SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPEC'S DATED 1936

RIVETS 3/8" UNLESS NOTED. OPEN HOLES 1/2" UNLESS NOTED.

MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL, SHALL BE PUNCHED WITH A PUNCH 1/16" LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 1/2" INCH.

WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 1/2" INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 1/8" SMALLER, AND AFTER ASSEMBLING REAMED 1/16" LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.

HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLATE.

SHEARED EDGES OF PLATES MORE THAN 1/2" INCH IN THICKNESS AND CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/4" INCH.

SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.

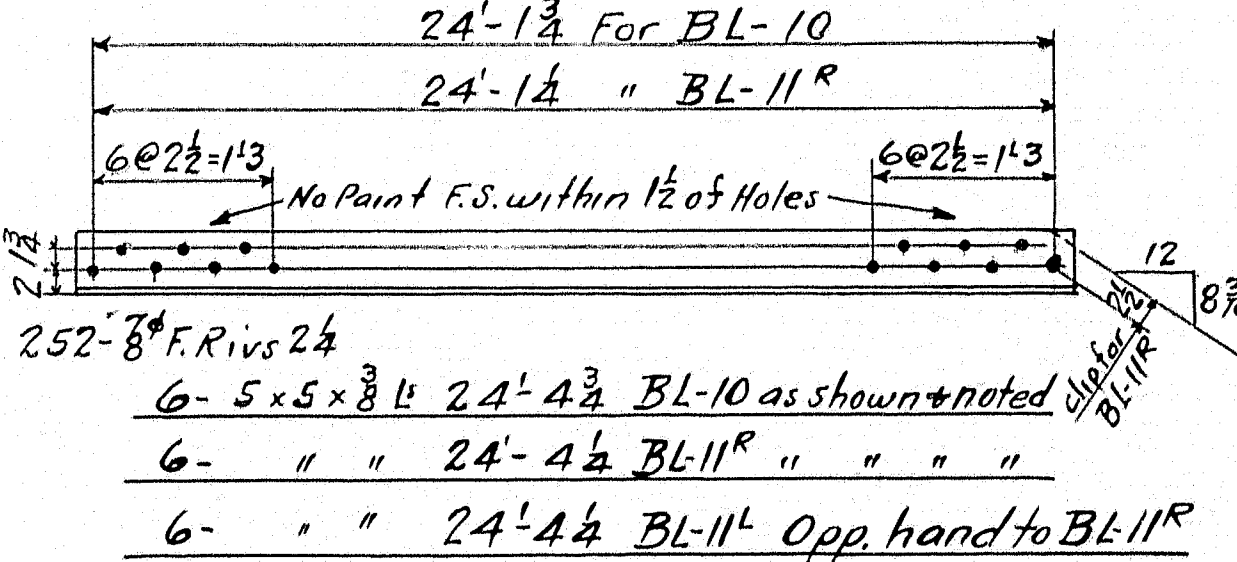
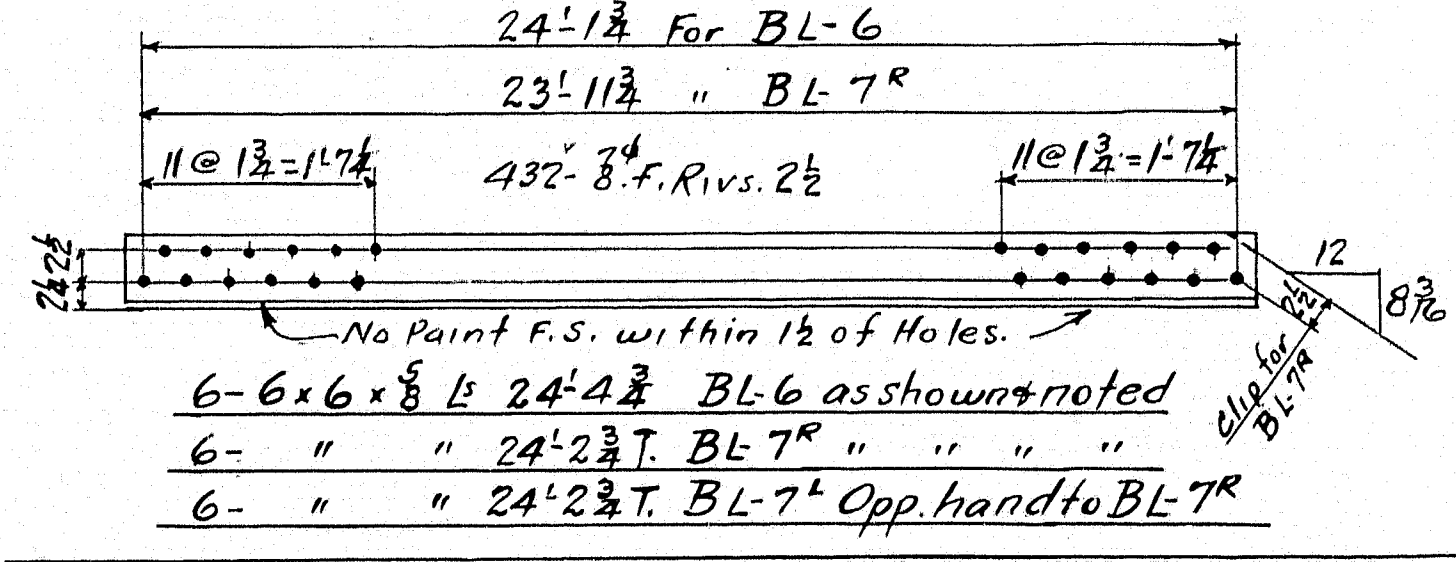
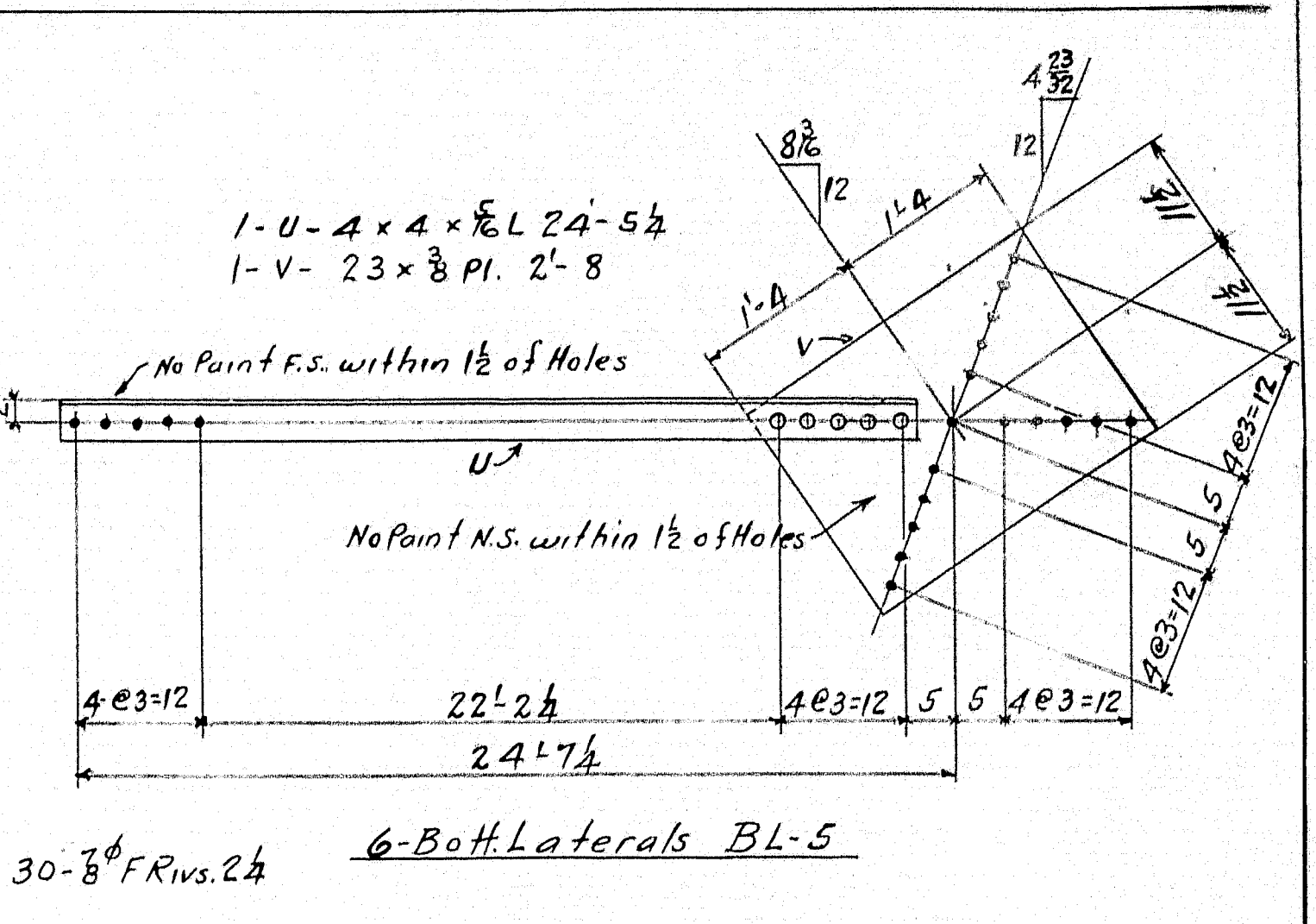
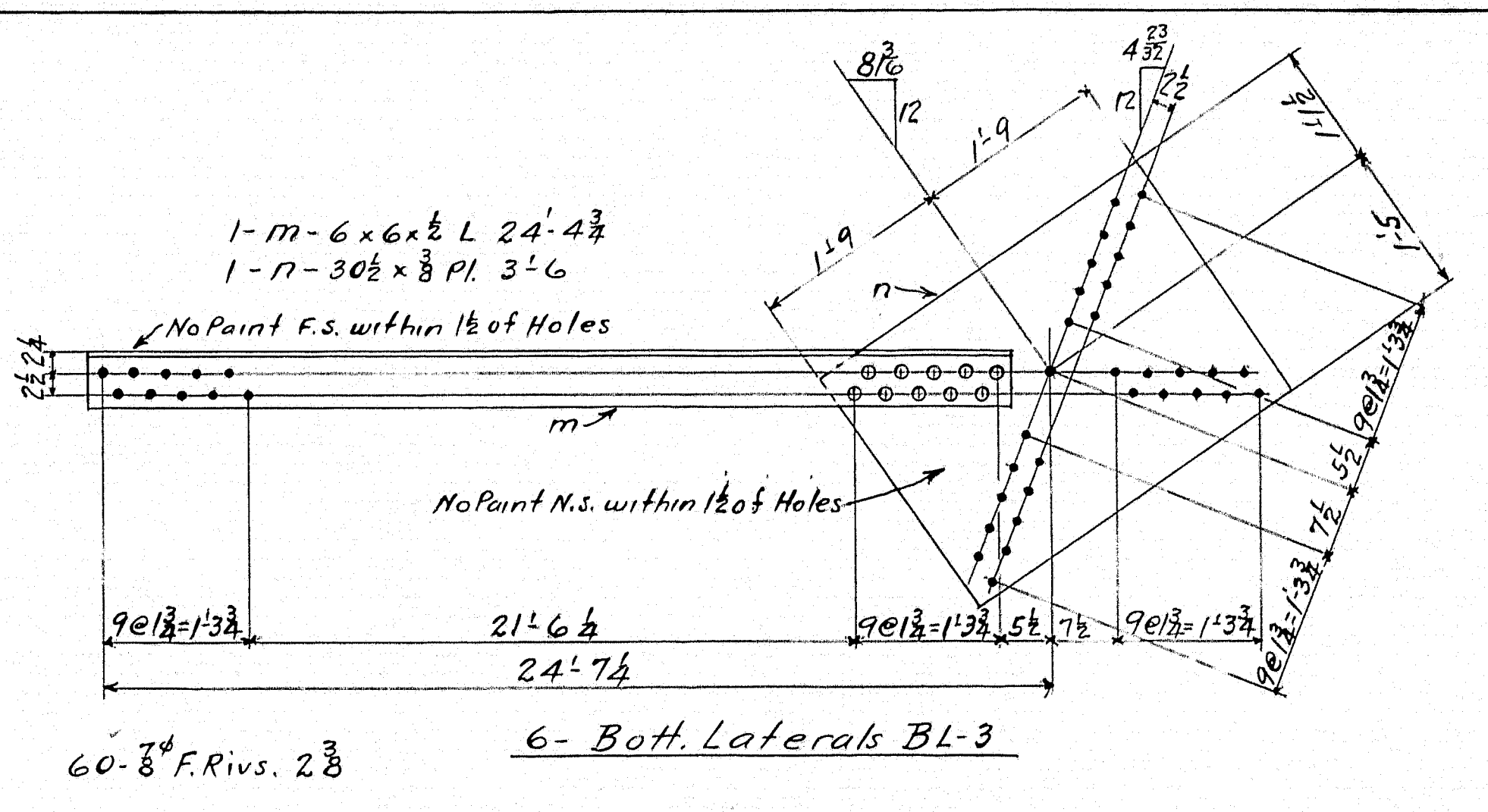
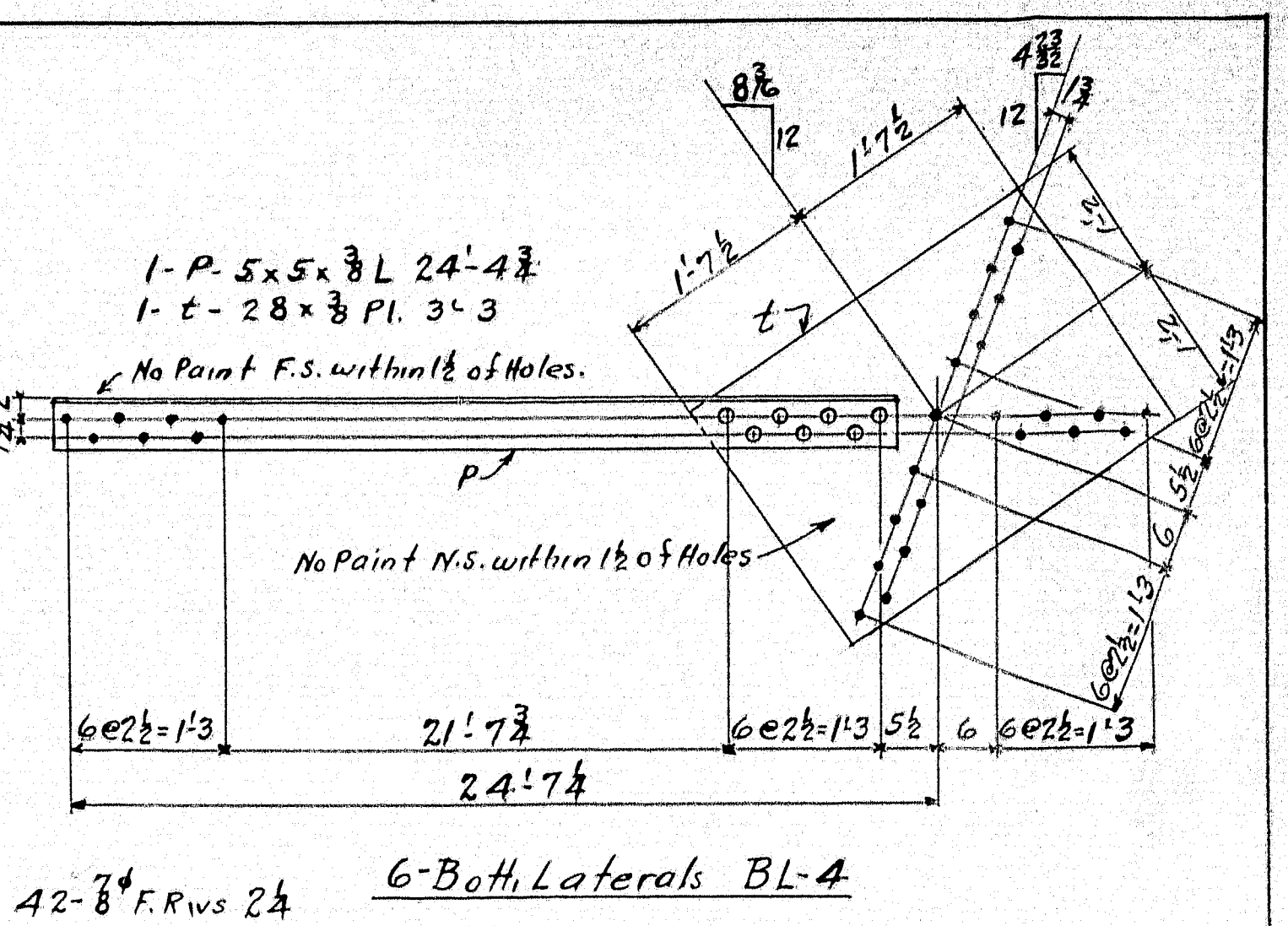
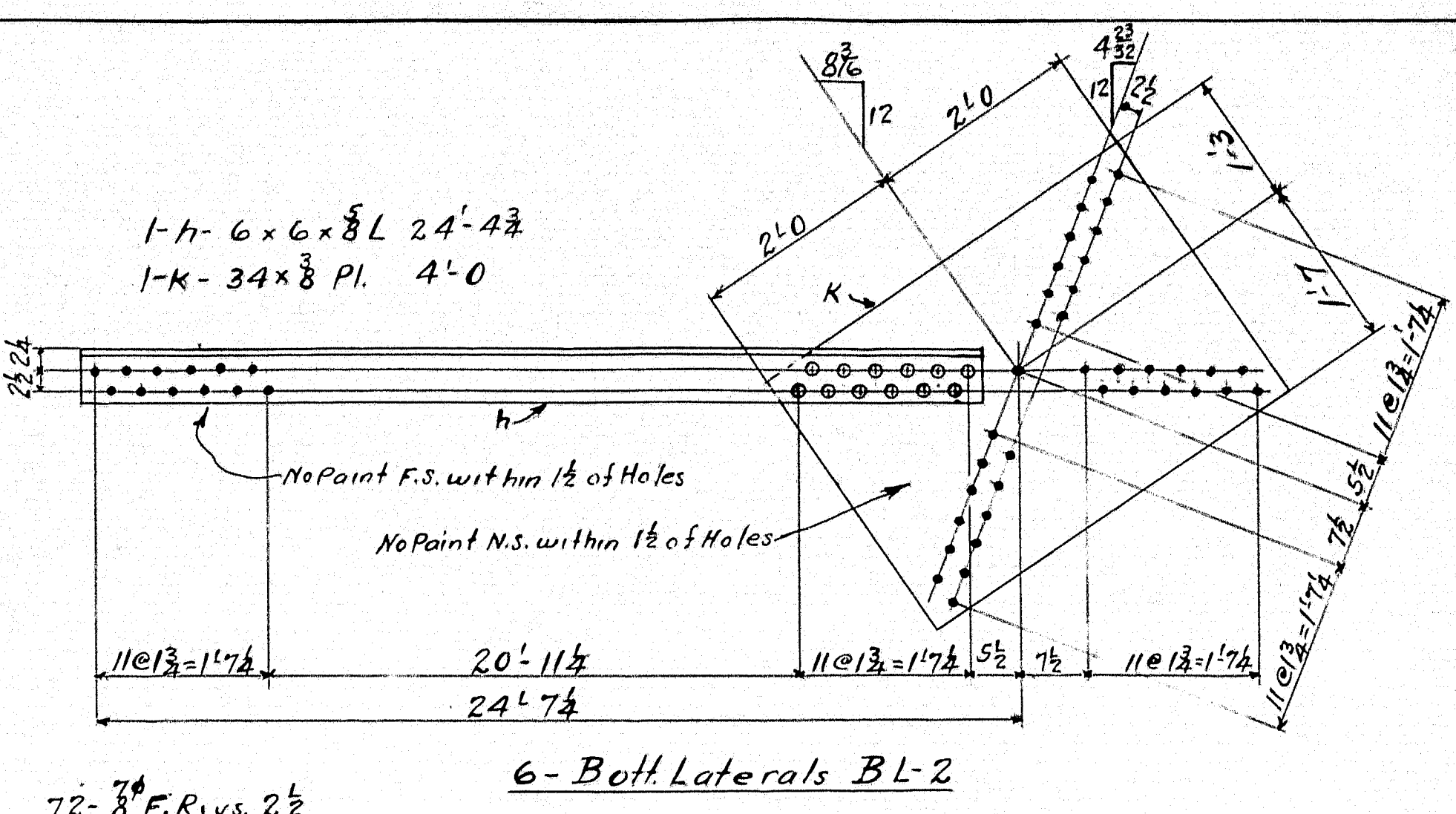
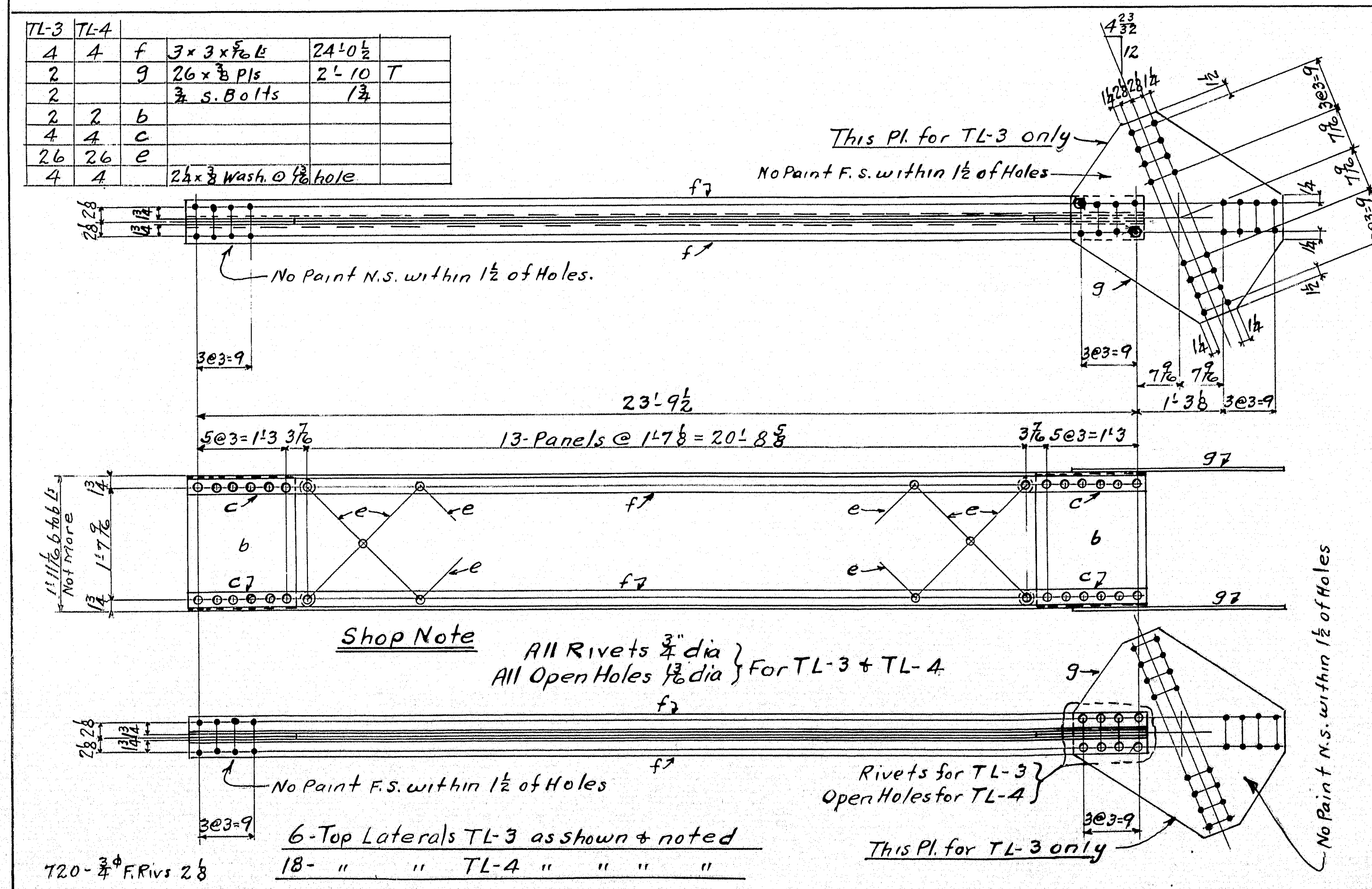
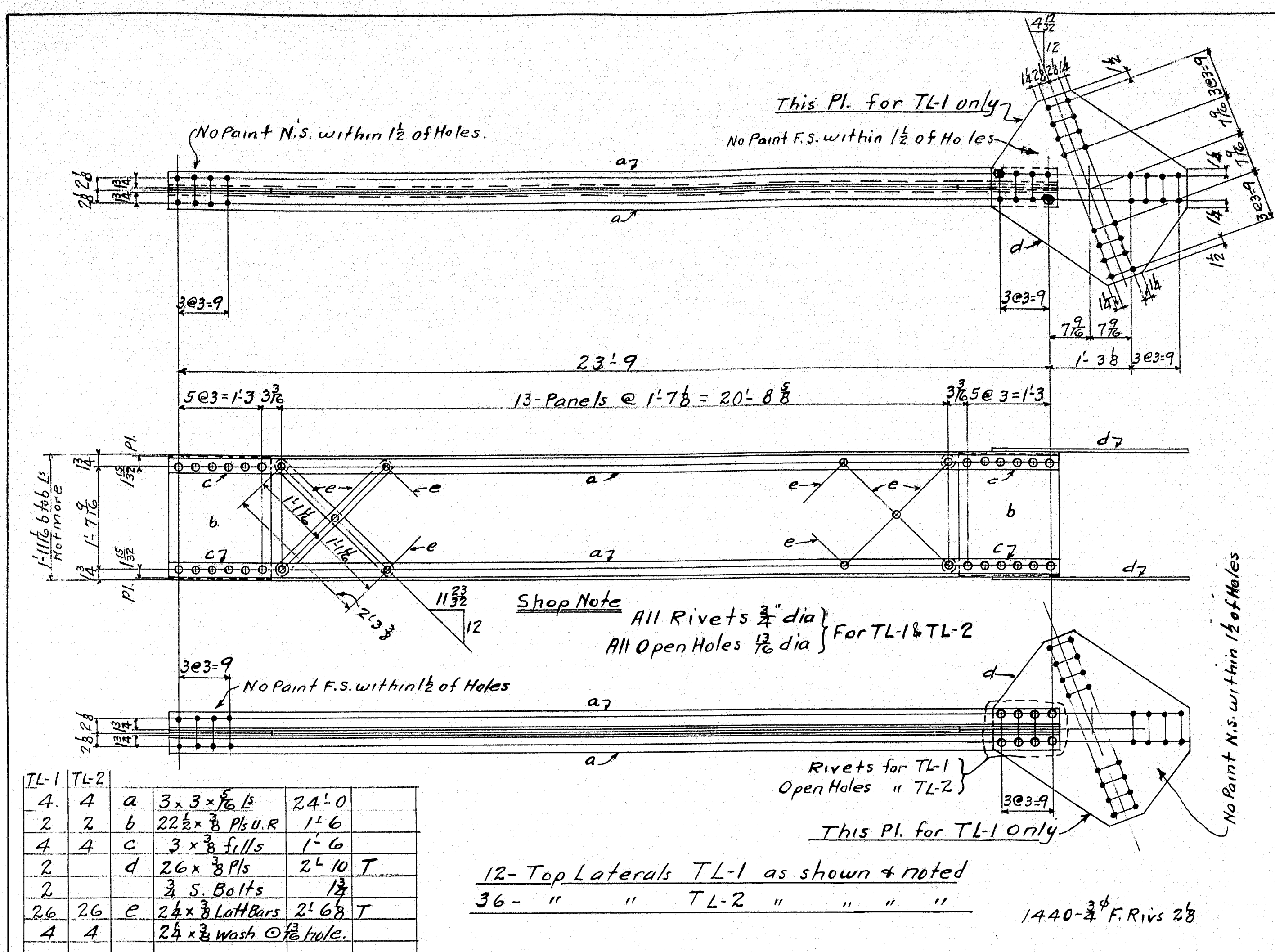
DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.

ERECTION MARKS PAINTED ON PRINTED SURFACES.

EDGE DISTANCES NOT GIVEN ARE: 1/2"

LAST ASSEMBLY MARK: 11-9-36

SHOP LISTS, PAGES: 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-12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Summary of 3/4" Field Rivets
2160-3/4" F. Rivs 2 1/2

Summary of 3/8" Field Rivets
504-3/8" F. Rivs 2 1/2
420- " " 2 3/8
504- " " 2 1/2

SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1938.

STRUCTURAL STEEL A.S.T.M. A7-34, RIVET STEEL, A.S.T.M. A141-33, SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1950.

RIVETS 3/4" UNLESS NOTED. OPEN HOLES 1 1/2" UNLESS NOTED.

MAIN MATERIAL FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL MAY BE PUNCHED WITH A PUNCH 1/8" INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 3/4" INCH.

WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 3/4" INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 1/4" SMALLER, AND AFTER ASSEMBLING REAMED 1/16" INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.

HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLATE.

SHEARED EDGES OF PLATES MORE THAN 1/2" INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/4" INCH.

SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1950.

DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.

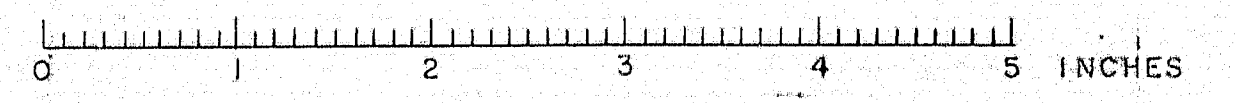
ERECTOR MARKS PAINTED ON PUNCHED SURFACES.

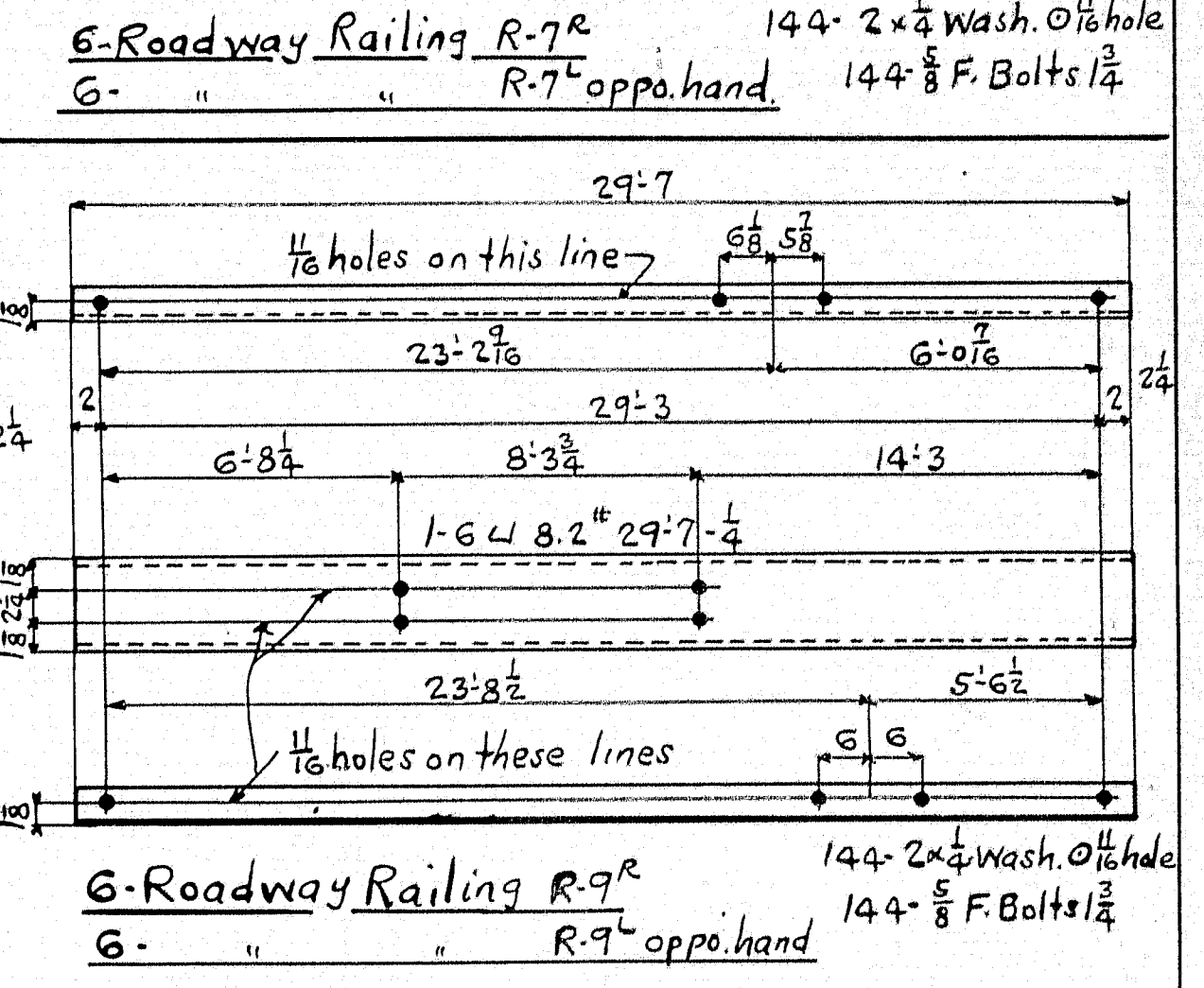
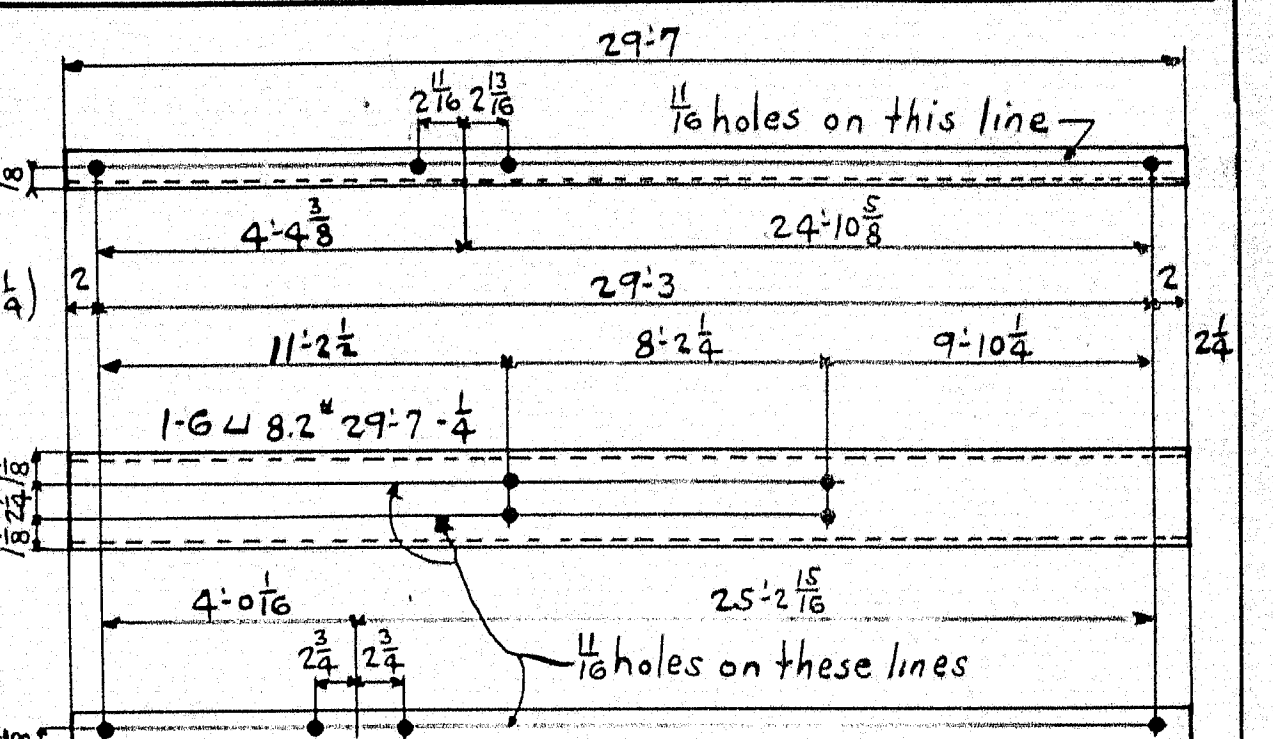
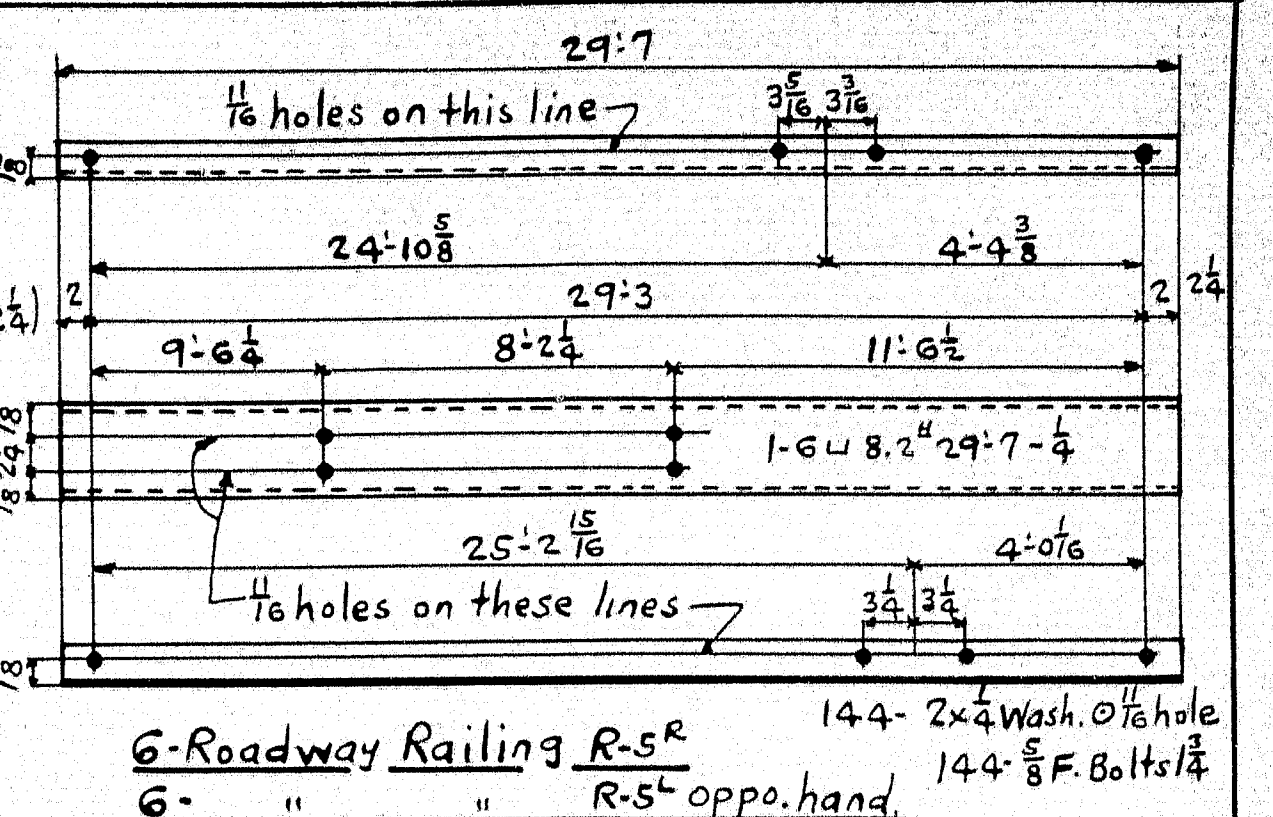
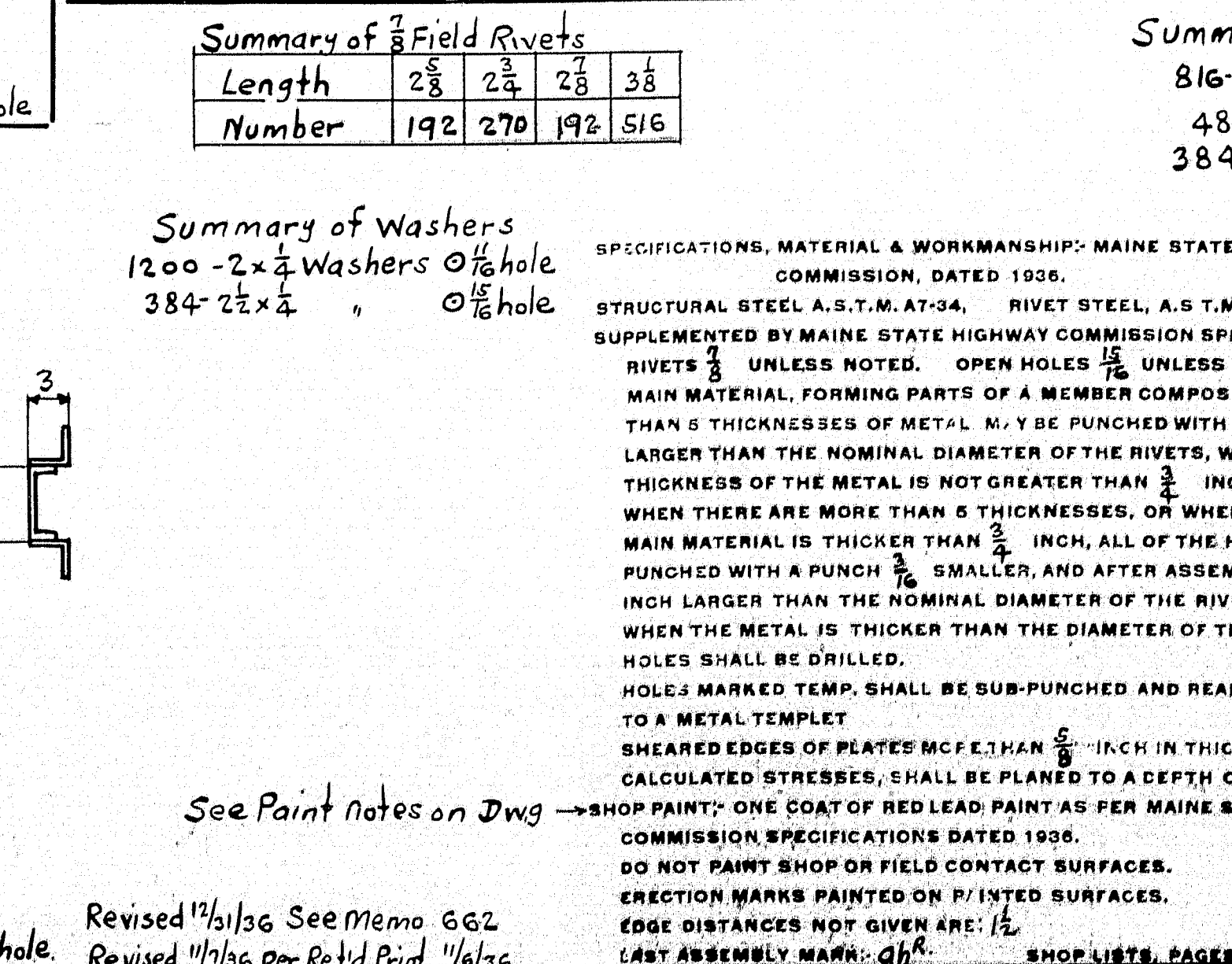
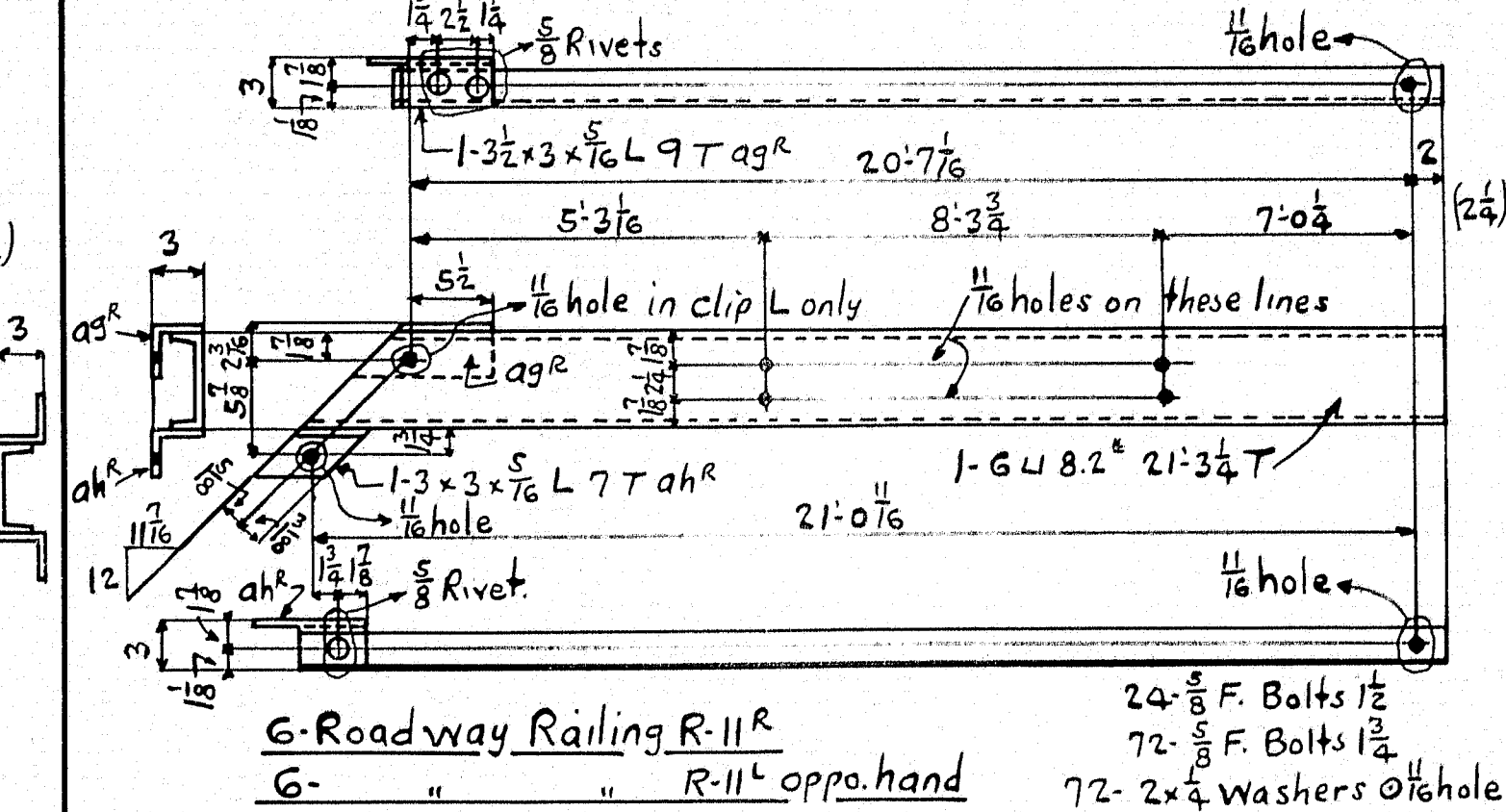
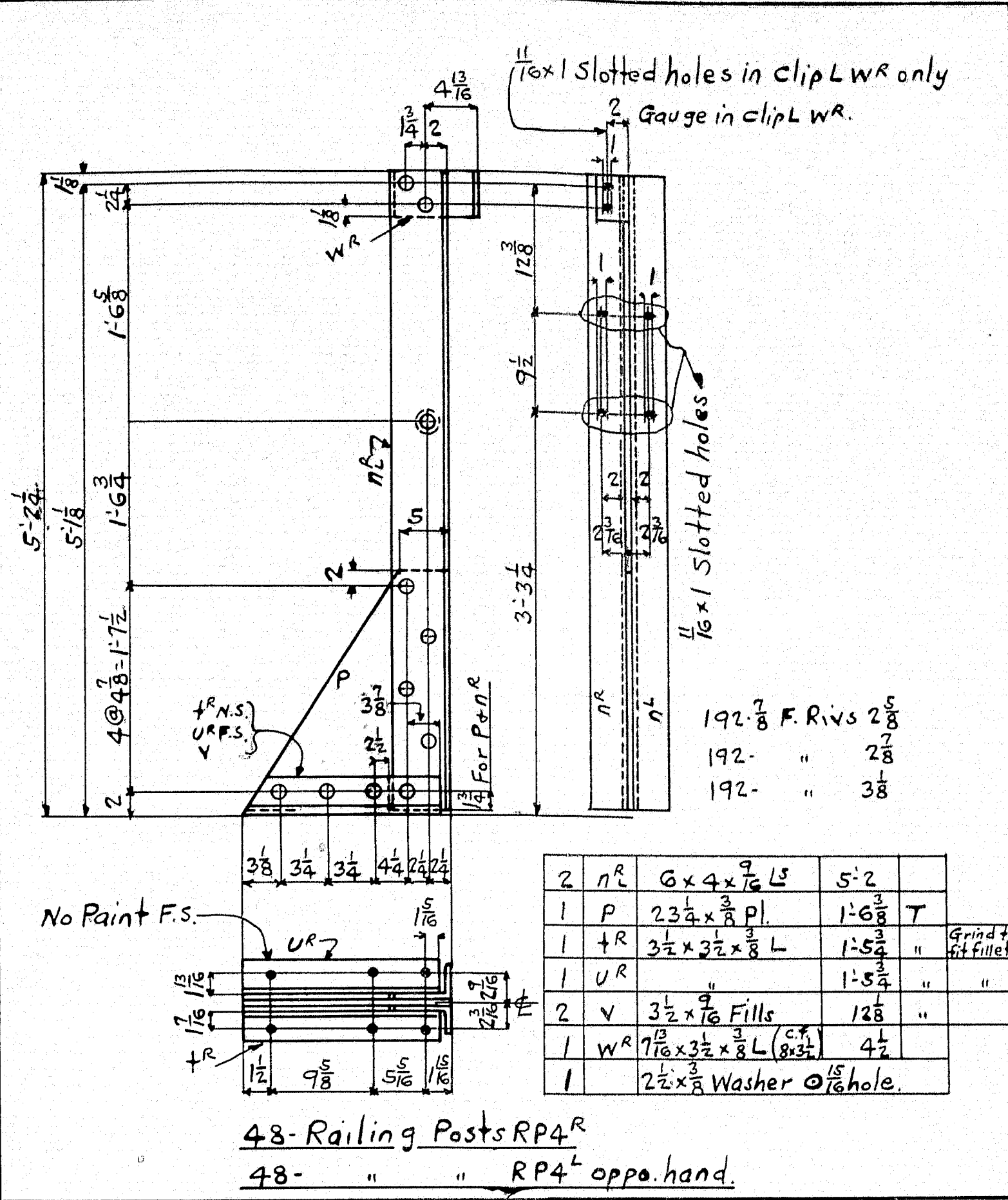
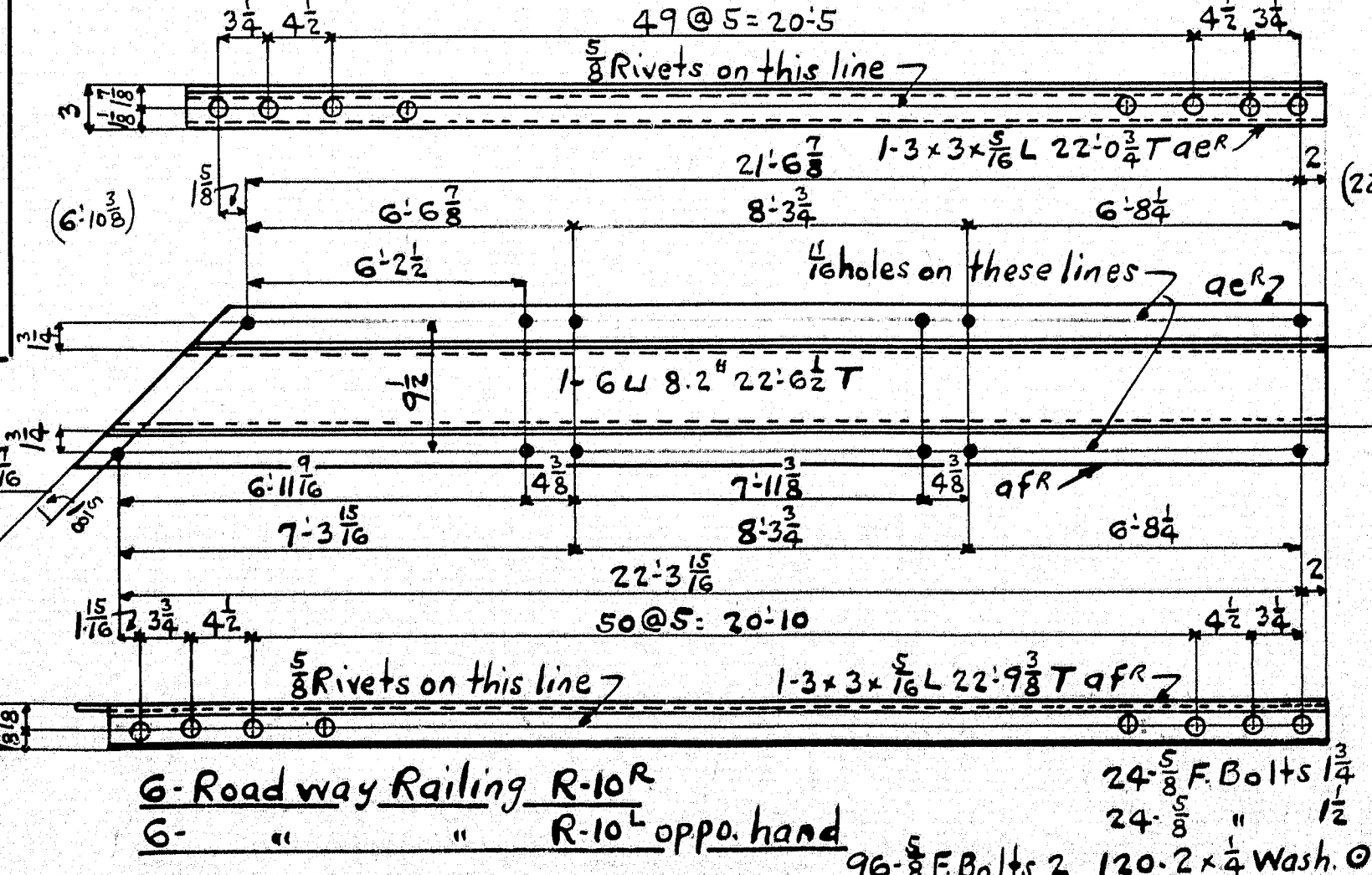
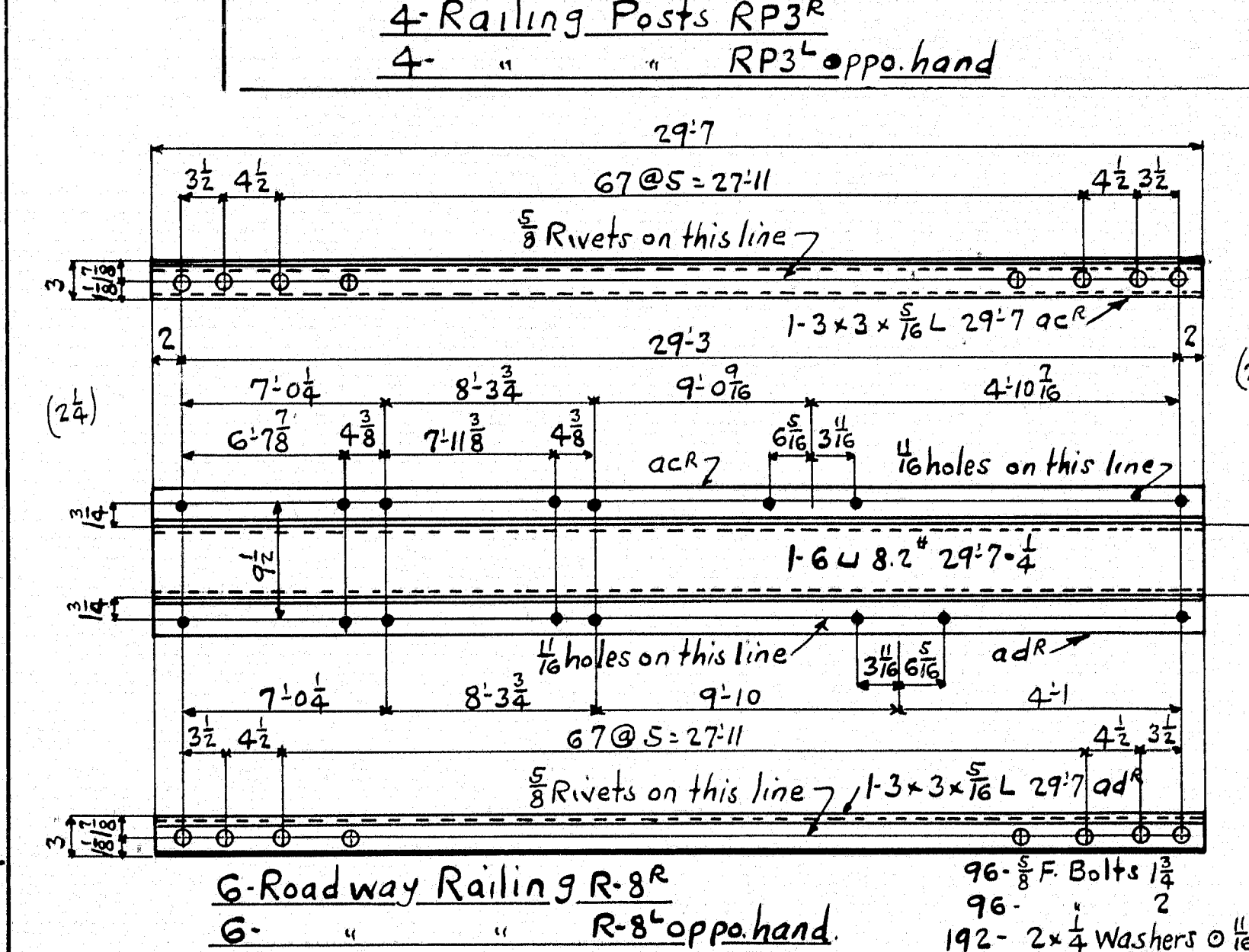
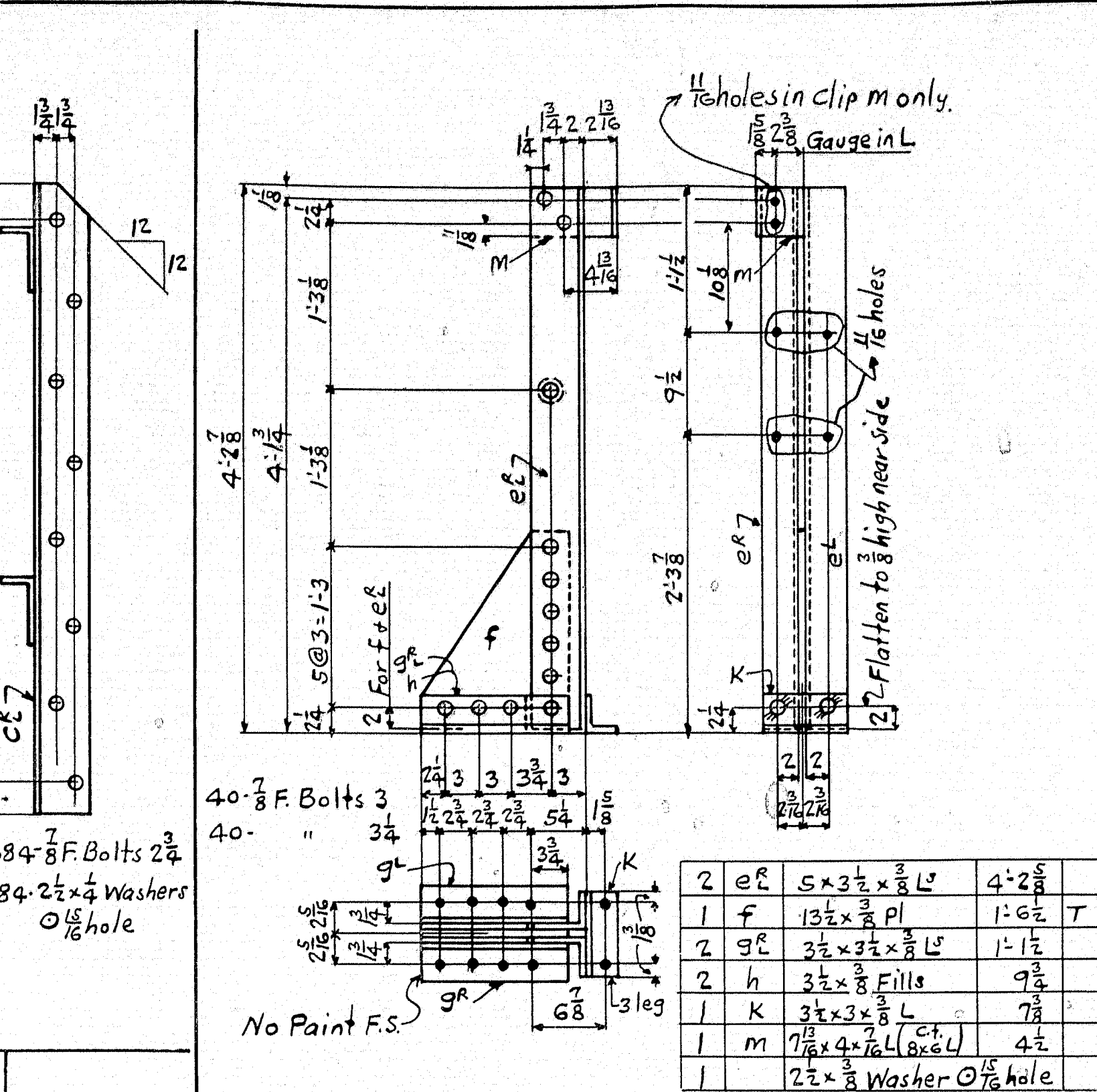
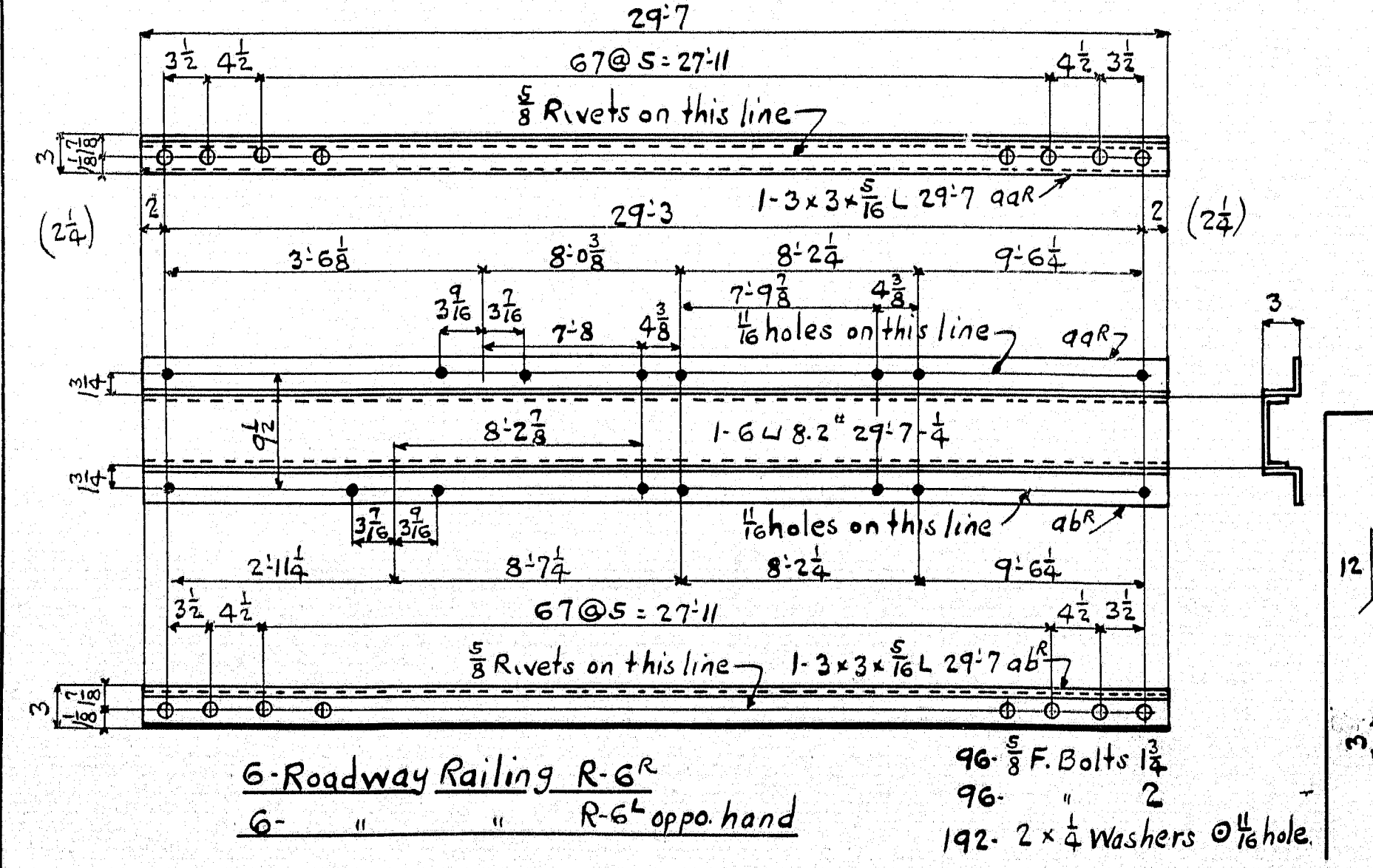
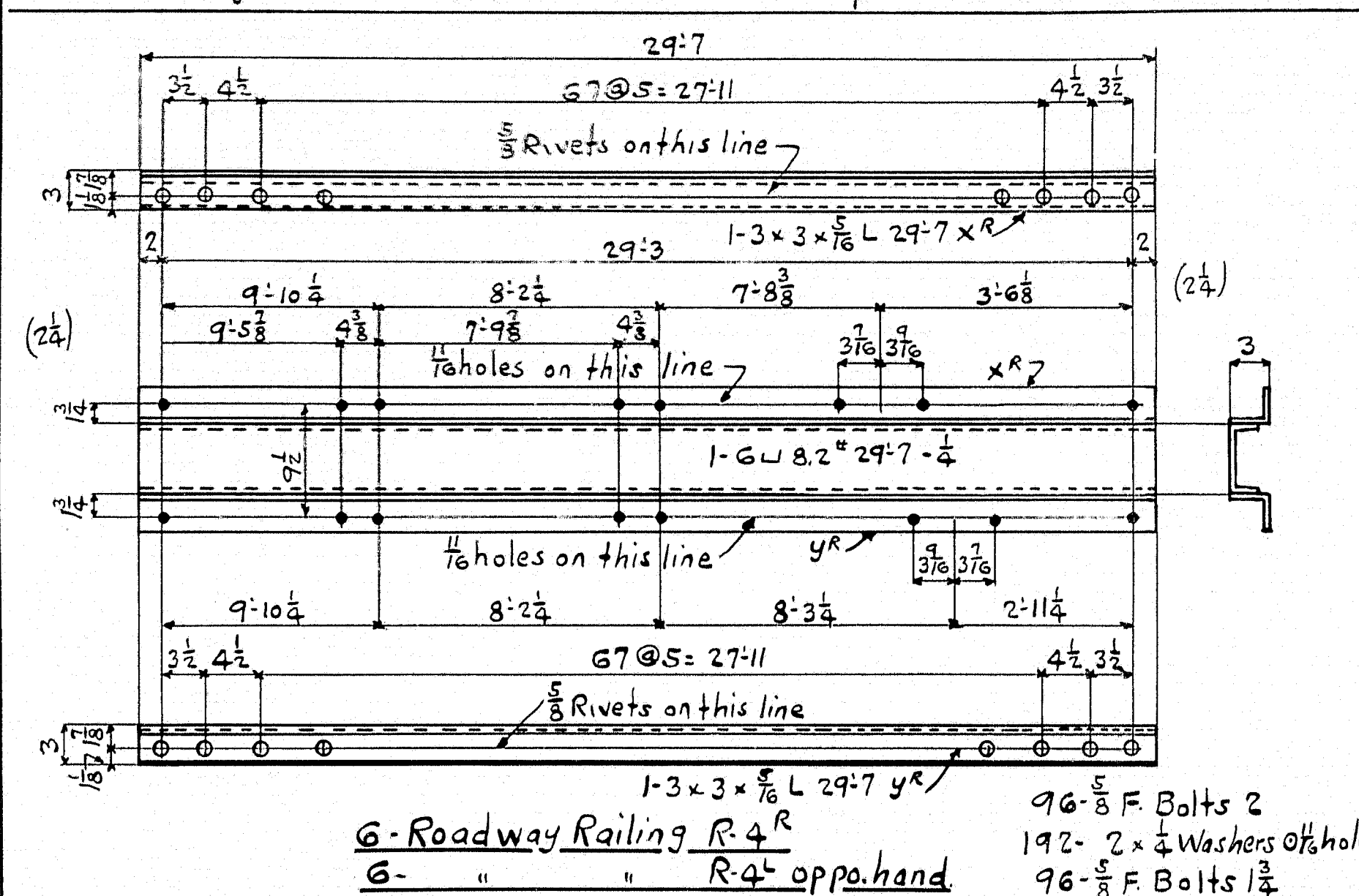
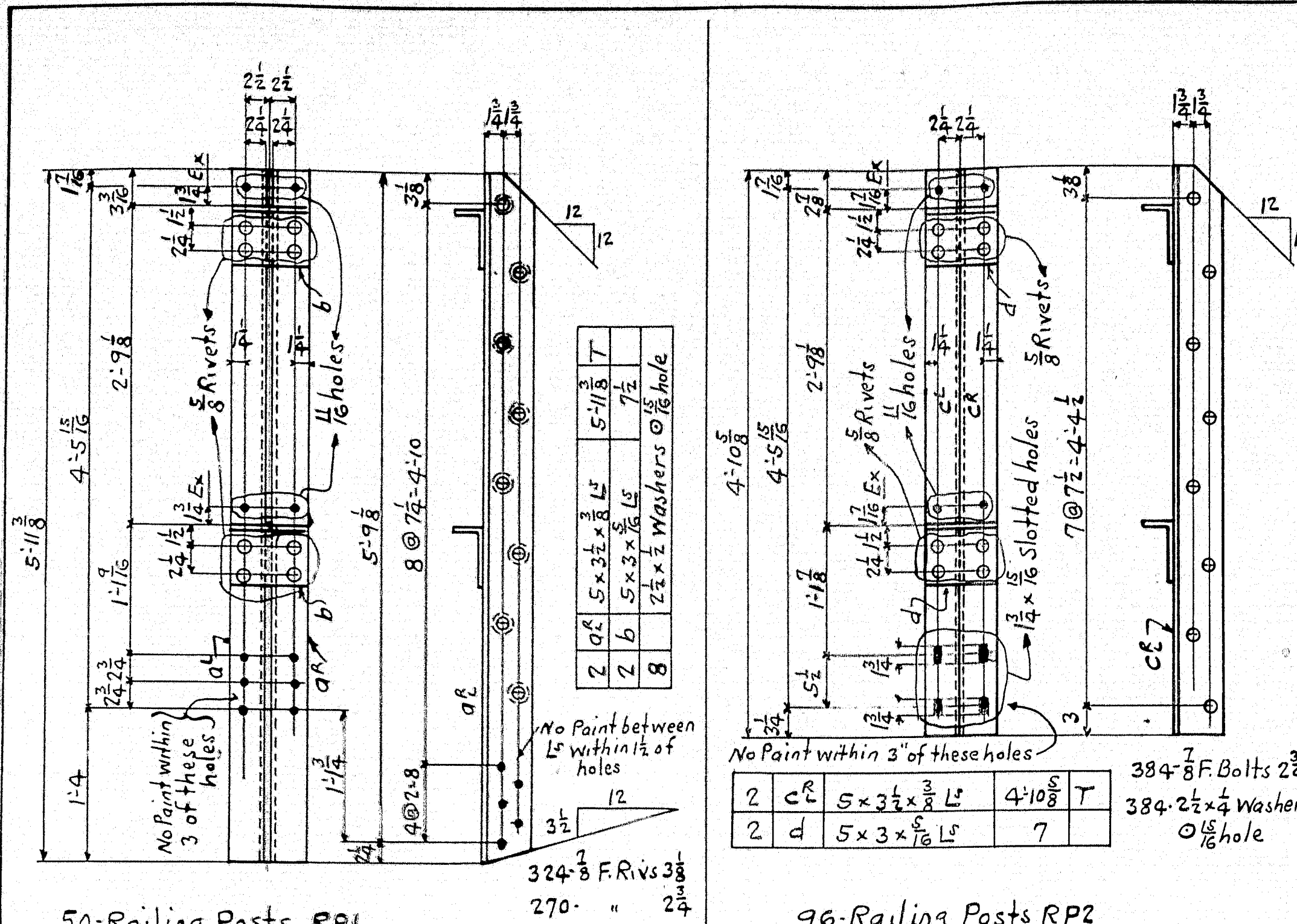
EDGE DISTANCES NOT GIVEN ARE: 1/2"

LAST ASSEMBLY MARK: V SHOP LISTS, PAGES 14 & 15

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.
TOP & BOT. LATERALS.

THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-A
DRAWING: 15
ENGINEER: T. H. Millington
DRAFTSMAN: Spinehouse
CHECKED BY: W. G. Christman 10/2/56
SCALE: 3/4" = 1'-0"
DATE: 10-24-36.





Summary of 3/8 Field Rivets

Length	2 1/2	2 3/4	2 7/8	3 1/8
Number	192	270	192	516

Summary of 5/8 Field Bolts

Length	8 1/2	9 1/2	10 1/2
Number	48	12	384

Summary of 3/4 Field Bolts

Length	10 1/2	11 1/2	12 1/2
Number	40	3	40

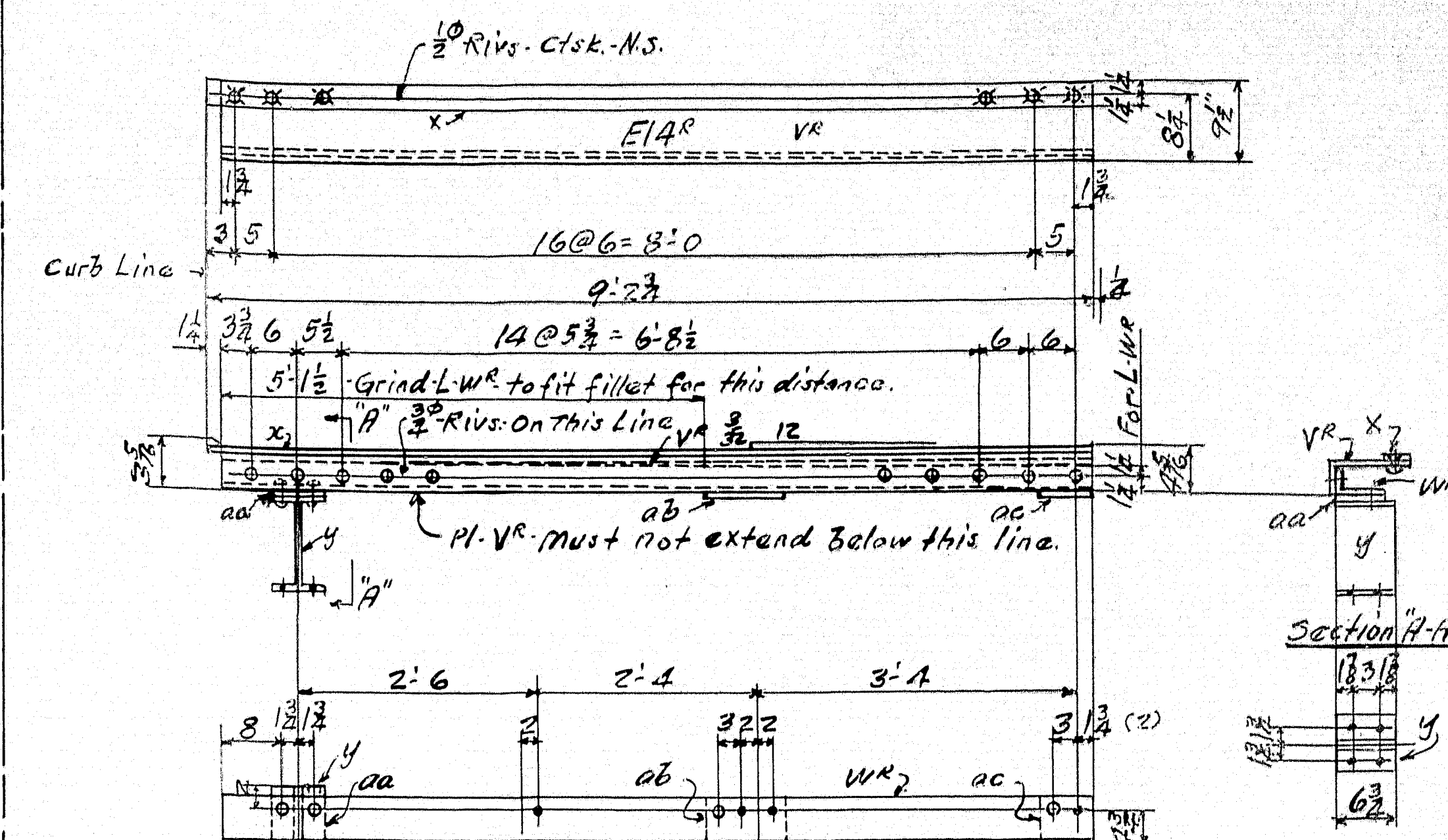
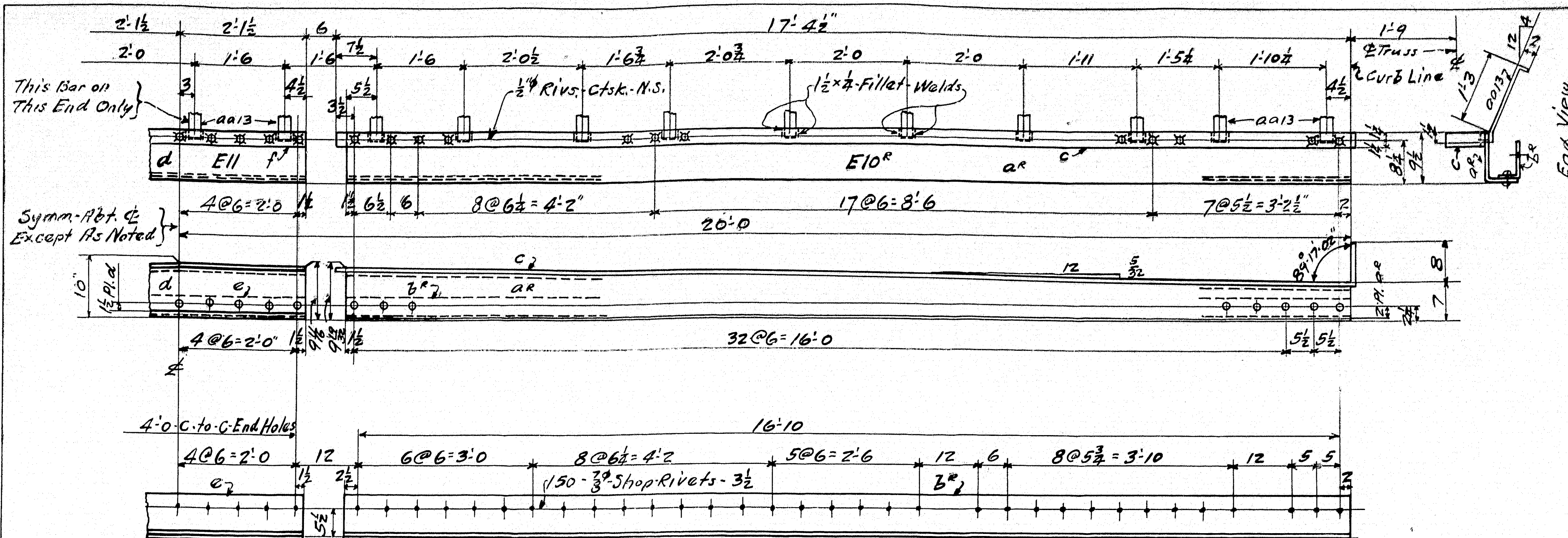
See Paint Notes on DWG

Revised 11/15/36 See Memo 662
Revised 11/15/36 Per Ret'd Print 11/15/36

SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1936.
STRUCTURAL STEEL A.S.T.M. A7-34. RIVET STEEL, A.S.T.M. A141-33.
SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.
RIVETS 3/8 UNLESS NOTED. OPEN HOLES 1/16 UNLESS NOTED.
MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL, MAY BE PUNCHED WITH A PUNCH 1/16 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 3/8 INCH.
WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 3/8 INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 1/8 SMALLER, AND AFTER ASSEMBLING REAMED 1/16 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.
HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLET.
SHEARED EDGES OF PLATES MORE THAN 5/8 INCH IN THICKNESS AND CARRYING CALCULATED STRESSES, SHALL BE PLANNED TO A DEPTH OF 1/4 INCH.
ERECTOR MARKS PAINTED ON PUNCHED SURFACES.
EDGE DISTANCES NOT GIVEN ARE: 1 1/2
CAST ASSEMBLY MARK: 40

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.

Sidewalk & Roadway Posts & Roadway Railing
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-E
DRAWING: 17
ENGINEER: T. H. Millington
DRAFTSMAN: V. G. Christman
CHECKED BY: W. E. Doran 10/29/36
SCALE: 1-1/2
DATE: 10-26-1935



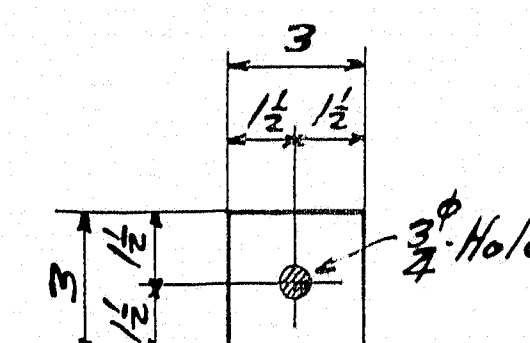
d - 18 x 1/2 - Pl. 4'3" - T. Bent.
e - 8 x 3 1/2 x 1/2 - L. 4'3".
f - 2 1/2 x 3/4 - Checkered Bar 4'3" - Bent.
aa13 - 2 x 5/8 Bar 1'6 1/2 - Bent Welded.

2. ROADWAY EXPANSIONS - E10^R - As Shown.
2. " " E10^L - Opp. Hand.
2. " " E11 - As Shown & Noted.

a^R - 18 x 1/2 - Pl. 17'2 1/2 - T. Bent.
b^R - 8 x 3 1/2 x 1/2 - L. 17'2 1/2.
c - 2 1/2 x 3/4 - Checkered Bar - 18'1 1/2 - Bent.
aa13 - 2 x 5/8 Bar - 1'6 1/2 - Bent - Welded.

Material For - E14 ^R		
1	1/4 x 13 1/2 x 1/2 - Pl. Bent	9'1 1/2 T
1	1/4 x 13 1/2 x 1/2 - Pl. Bent	9'1 1/2 " Grind to fit filler
1	1/4 x 13 1/2 - Checkered Bar	9'2 1/2
1	1/4 x 12 Phx W.F. Beam - 23"	6 1/2
1	aa 6 x 7/8 - Pl.	6 1/2
1	ab 6 x 3/4 - Pl.	10
1	ac 6 x 7/8 - Pl.	6 1/2

2. SIDEWALK EXPANSIONS - E14^R - As Shown.
2. " " E14^L - Opp. Hand.



468 - 3 x 1/2 - SHIMS - 3" - SP10.
468 - 3 x 1/2 - " - 3" - SP11.
468 - 3 x 1/2 - " - 3" - SP12.

Summary of 3/4" Field Bolts		
Length	24	36
Number	24	48

SHOP NOTE: - Pieces E10^R & E11 to be riveted in the shop to Floor Beams FG - Shown on Dwg. 13 - See diagram shown on this drawing.

Revised - 11-9-36 - As Per Print Re'd - 11-9-36.

SPECIFICATIONS, MATERIAL & WORKMANSHIP - MAINE STATE HIGHWAY COMMISSION, DATED 1936.

STRUCTURAL STEEL A.S.T.M. A7-34, RIVET STEEL, A.S.T.M. A141-33.

SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPEC'S DATED 1938.

RIVETS 3/4" UNLESS NOTED. OPEN HOLES 1/2" UNLESS NOTED.

MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL, MAY BE PUNCHED WITH A PUNCH 1/8" INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 3/4" INCH.

WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 3/4" INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 1/4" SMALLER, AND AFTER ASSEMBLING REAMED 1/8" INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.

HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLATE.

SHEARED EDGES OF PLATES MORE THAN 1/2" INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/4" INCH.

SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.

DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.

ERECTION MARKS PAINTED ON PUNCHED SURFACES.

EDGE DISTANCES NOT GIVEN ARE: 1/2"

LAST ASSEMBLY MARK: AC

SHOP LISTS, PAGES. 24 34 Lost.

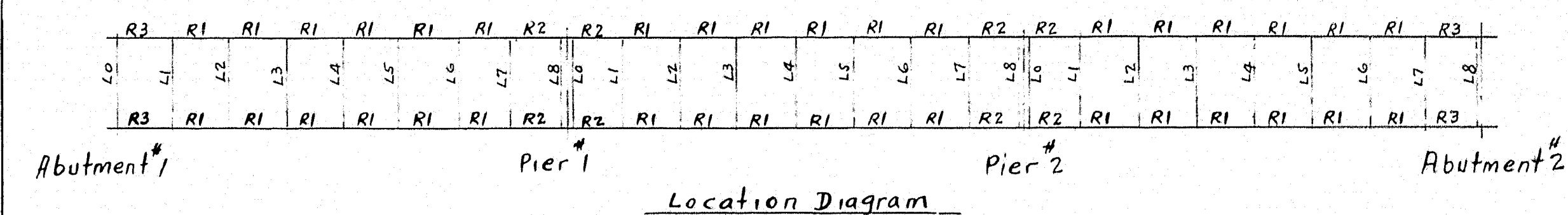
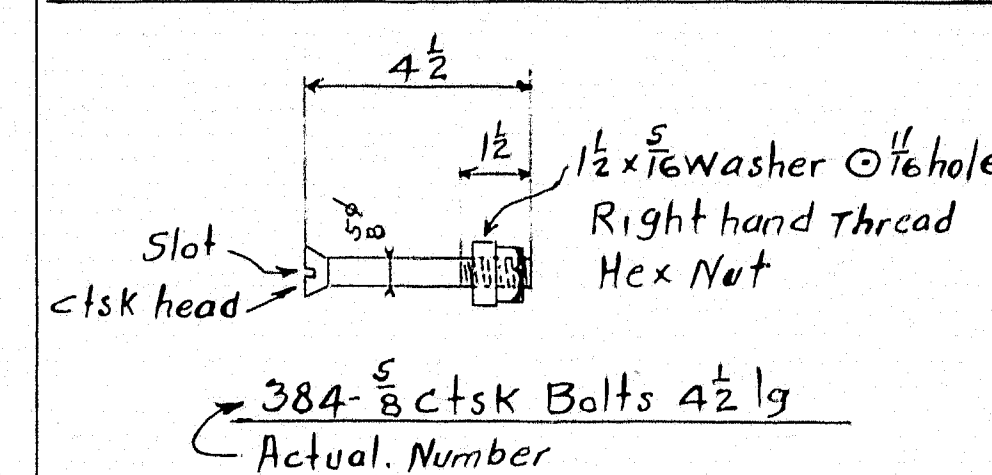
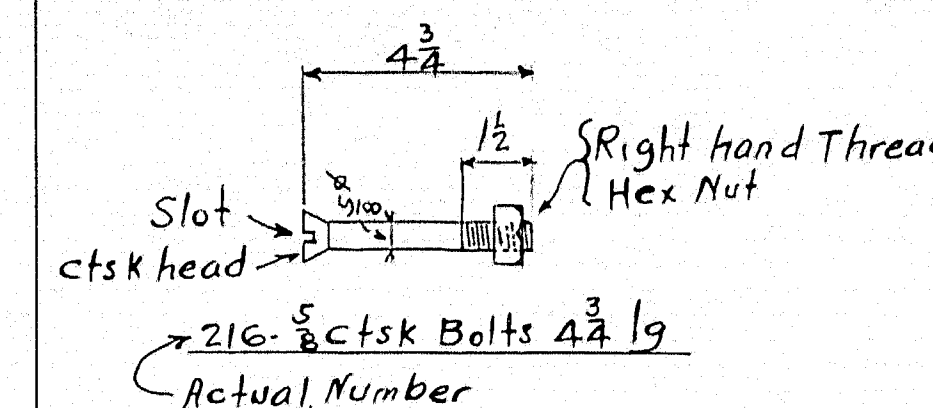
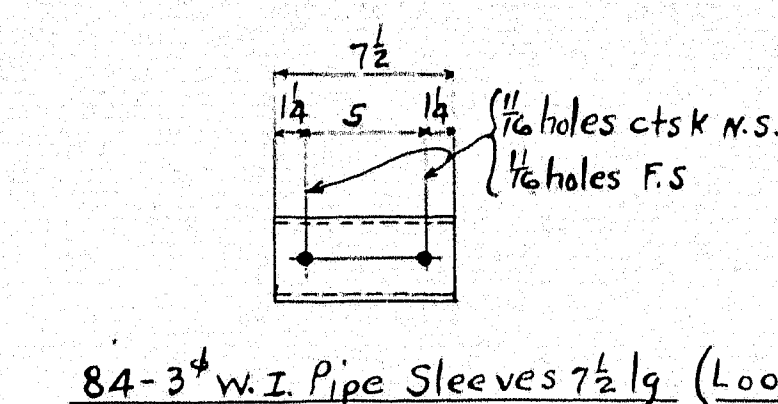
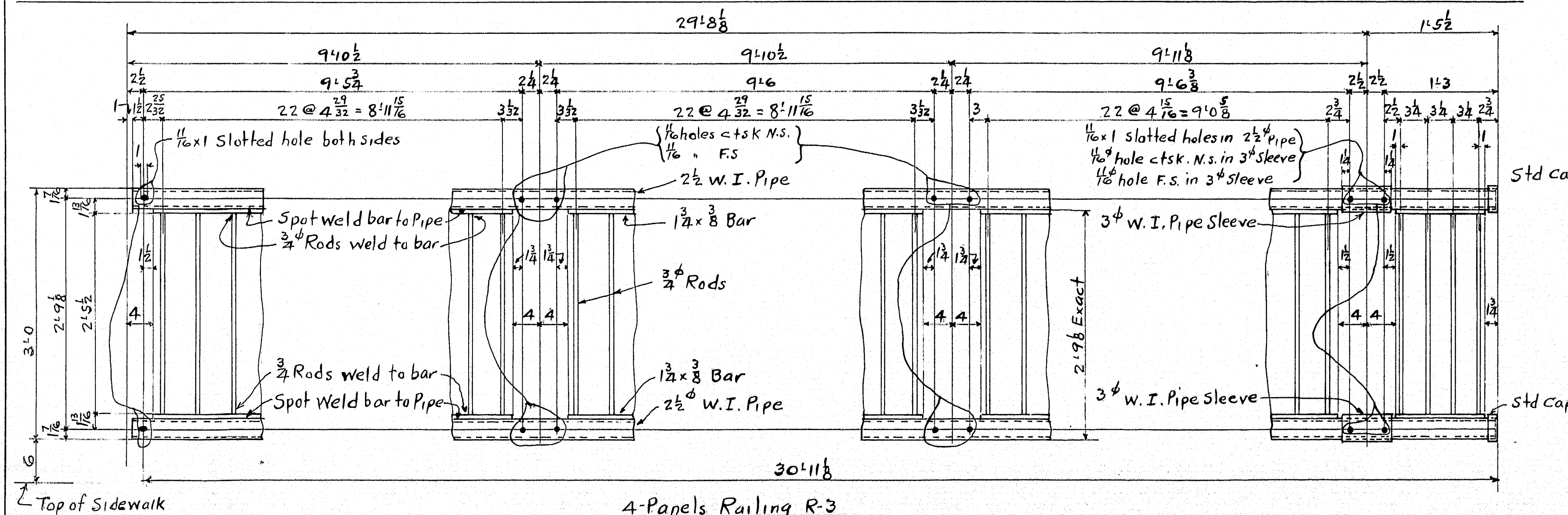
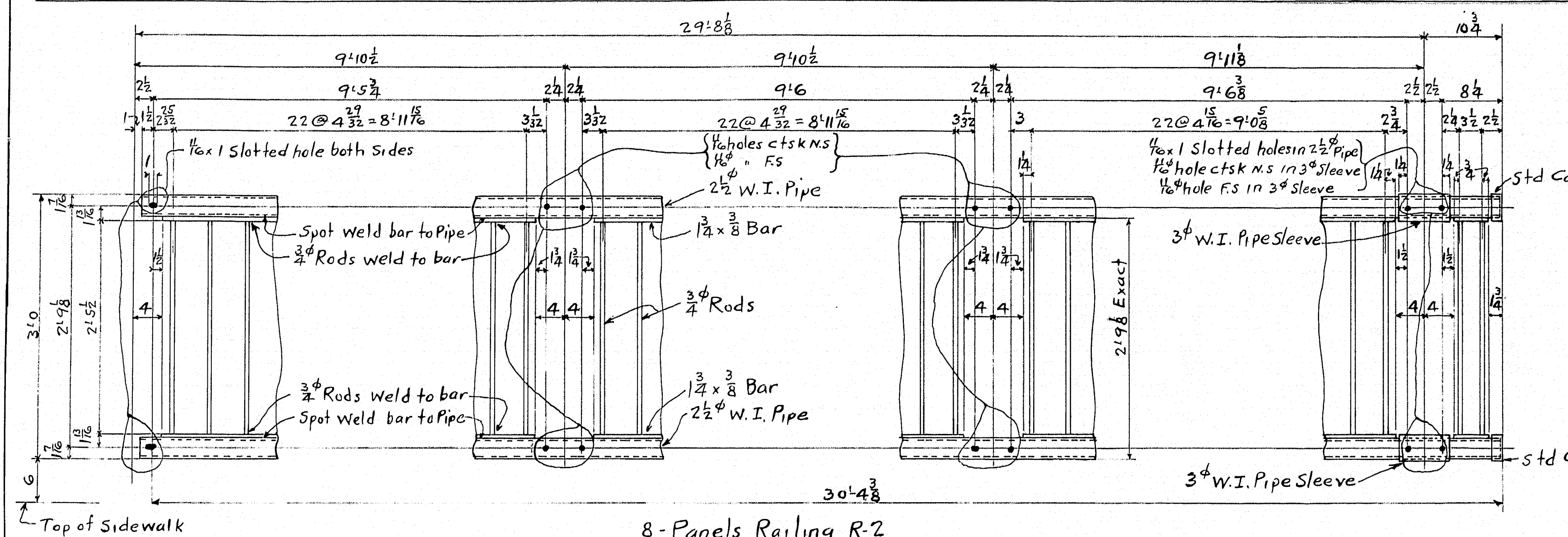
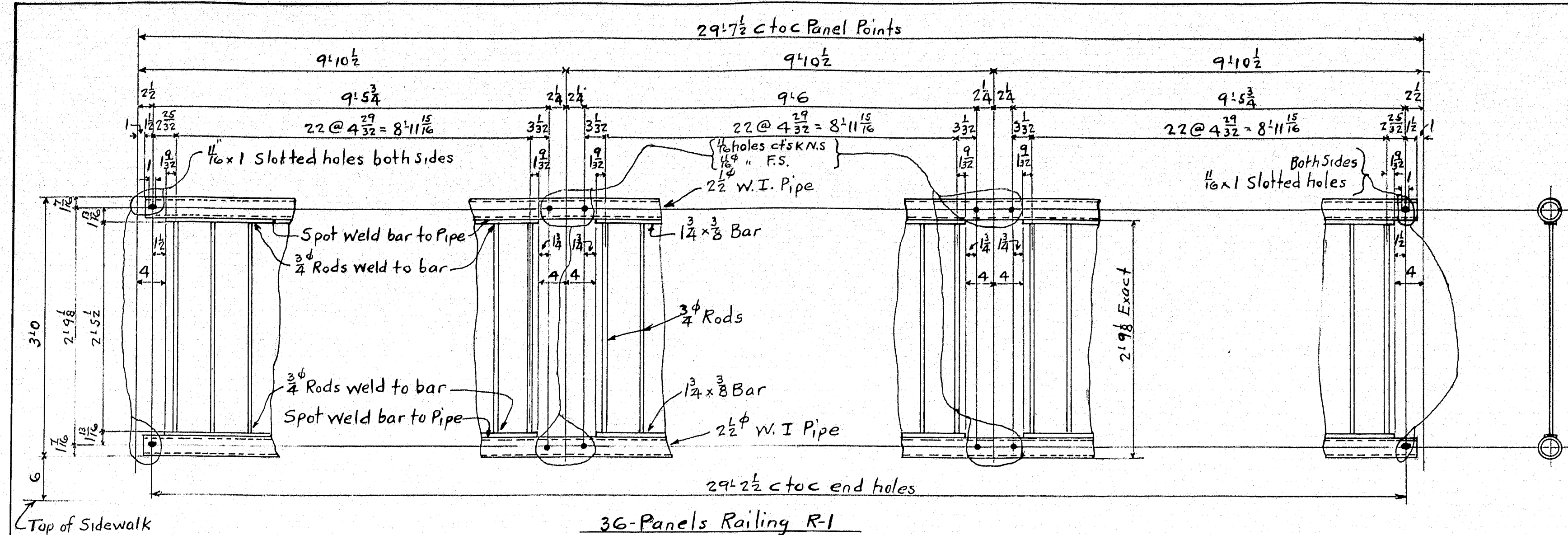
STATE OF MAINE
HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 20.

EXPANSIONS

THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-D
DRAWING: 13
ENGINEER: T. H. Millington
DRAFTSMAN: N. W. Dellinger
CHECKED BY: J. W. 10/15/36
SCALE: 1" = 1'-0"
DATE: 10-30-36

29-206

Diagram showing how Expansion Pieces E10^R, E11, E12 & E13 are to be riveted to Floor Beams FG, FS & F6.



STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.

Wrought Iron Pipe, A.S.T.M. A72-30

Specifications, Material & Workmanship: Maine State
Highway Commission dated 1936
Structural Steel A.S.T.M. A7-34, Supplemented by Maine
State Highway Commission Spec's dated 1936
Open Holes: As Noted
Shop Paint: one coat of Red Lead Paint as per Maine
State Highway Commission Specifications dated 1936
Erection marks Painted on Painted Sur faces

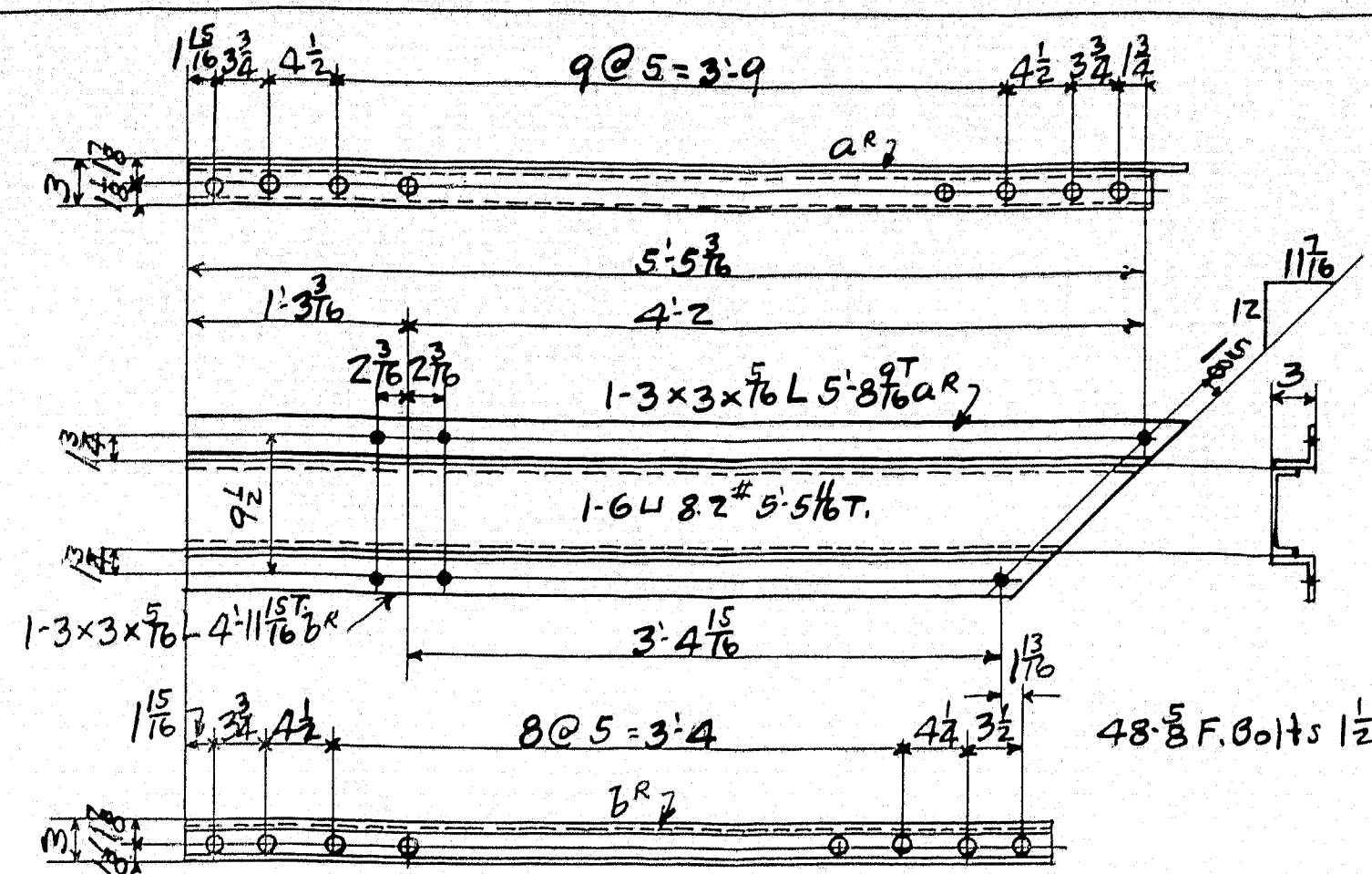
Sidewalk Railing
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-E
DRAWING: 16
ENGINEER: T.H. Millington
DRAFTSMAN: W.G. Christman
CHECKED BY: R.W. 10-27-36
SCALE: 3/4"=1'-0"
DATE: 10-22-1936

Revised 11/5/36 As per ctd print rec'd 11/5/36

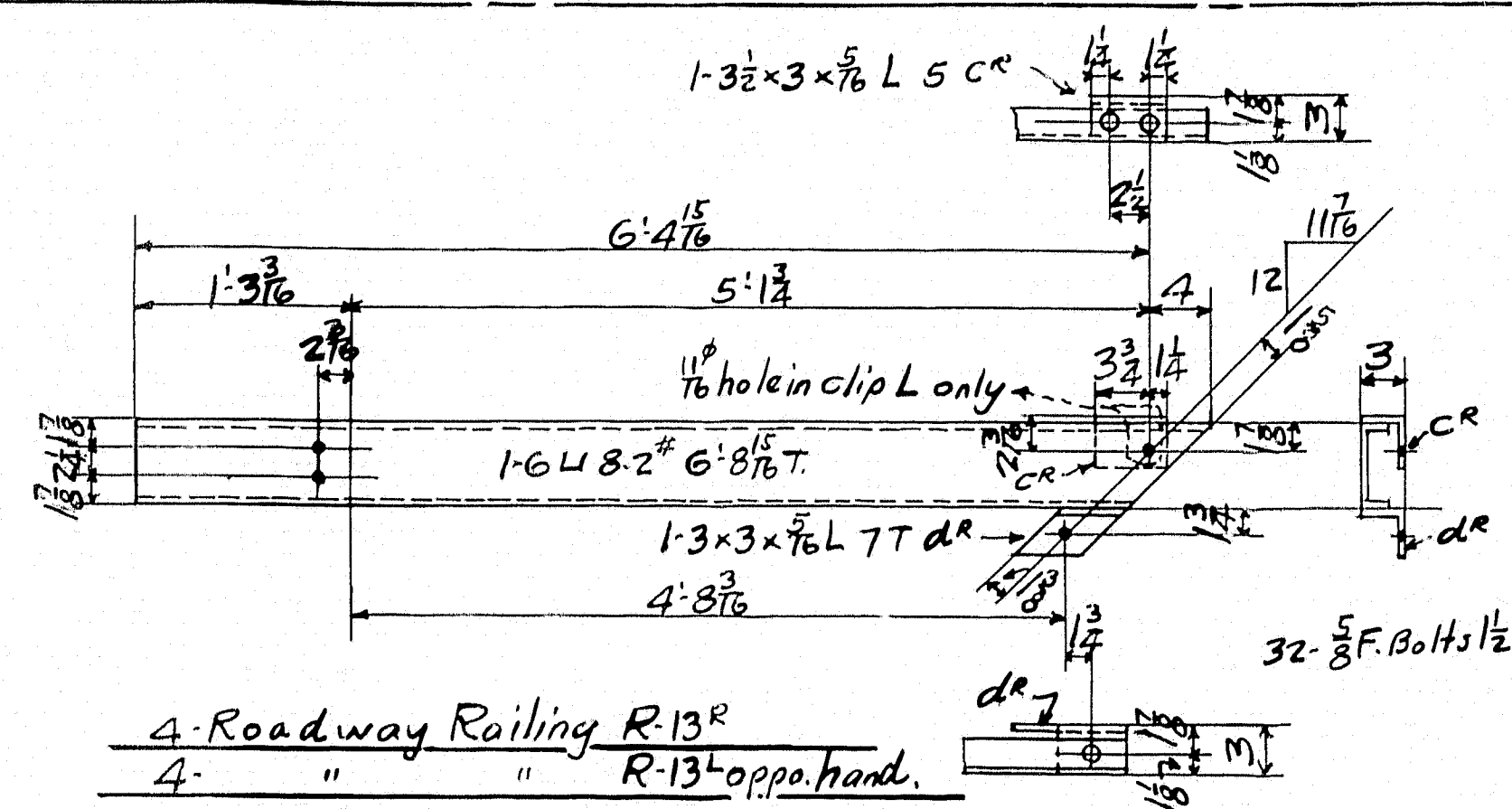
Shop List page 54 Last

0 1 2 3 4 5 INCHES

229-207



4-Roadway Railing R-12R
4- " " R-12 oppo. hand.



4-Roadway Railing R-13R
4- " " R-13 oppo. hand.

Summary of 5/8 Field Bolts
80-5/8 Bolts 1 1/2

SPECIFICATIONS, MATERIAL & WORKMANSHIP: MAINE STATE HIGHWAY COMMISSION, DATED 1936.
STRUCTURAL STEEL A.S.T.M. A7-34. RIVET STEEL, A.S.T.M. A141-33.
SUPPLEMENTED BY MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.
RIVETS 5/8 UNLESS NOTED. OPEN HOLES 1 1/8 UNLESS NOTED.
MAIN MATERIAL, FORMING PARTS OF A MEMBER COMPOSED OF NOT MORE THAN 5 THICKNESSES OF METAL MAY BE PUNCHED WITH A PUNCH 1/16 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, WHENEVER THE THICKNESS OF THE METAL IS NOT GREATER THAN 3/4 INCH.
WHEN THERE ARE MORE THAN 5 THICKNESSES, OR WHEN ANY OF THE MAIN MATERIAL IS THICKER THAN 3/4 INCH, ALL OF THE HOLES SHALL BE PUNCHED WITH A PUNCH 3/16 SMALLER, AND AFTER ASSEMBLING REAMED 1/16 INCH LARGER THAN THE NOMINAL DIAMETER OF THE RIVETS, EXCEPT THAT WHEN THE METAL IS THICKER THAN THE DIAMETER OF THE RIVET, THE HOLES SHALL BE DRILLED.
HOLES MARKED TEMP. SHALL BE SUB-PUNCHED AND REAMED, OR DRILLED, TO A METAL TEMPLET.
SHEARED EDGES OF PLATES MORE THAN 5/8 INCH IN THICKNESS & CARRYING CALCULATED STRESSES, SHALL BE PLANED TO A DEPTH OF 1/4 INCH.
SHOP PAINT: ONE COAT OF RED LEAD PAINT AS PER MAINE STATE HIGHWAY COMMISSION SPECIFICATIONS DATED 1936.
DO NOT PAINT SHOP OR FIELD CONTACT SURFACES.
ERECTION MARKS PAINTED ON FINISHED SURFACES.
EDGE DISTANCES NOT GIVEN ARE:
LAST ASSEMBLY MARK: d.r. SHOP LISTS, PAGES 4.

STATE OF MAINE
STATE HIGHWAY COMMISSION
SOUTH BRIDGE OVER ANDROSCOGGIN RIVER
BETWEEN THE CITIES OF
AUBURN & LEWISTON
ANDROSCOGGIN COUNTY, MAINE.
U. S. W. P. F. R. PROJECT NO. 29.

Roadway Railing
THE PHOENIX BRIDGE CO.
CONTRACT 410
C.O. 410-5
DRAWING: 19
ENGINEER: T.H. Millington
DRAFTSMAN: W.G. Christman
CHECKED BY: W.G. Christman
SCALE: 1"=1'-0"
DATE: 10-26-1936

29-208