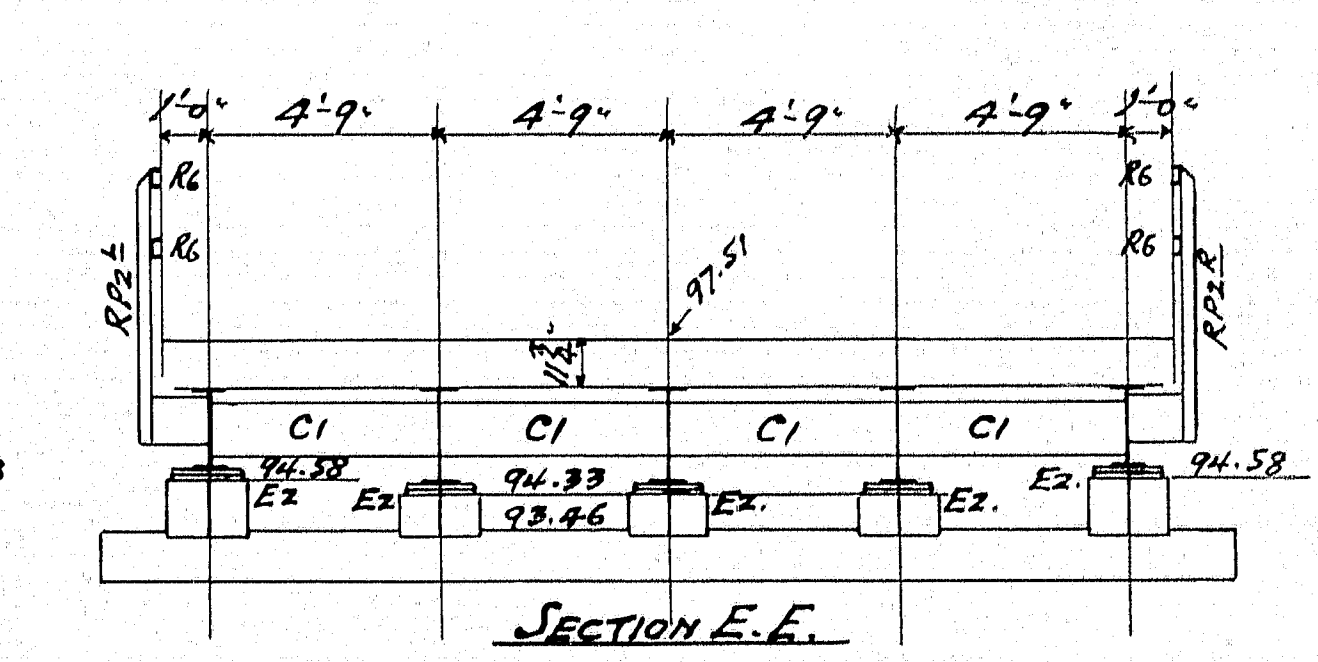
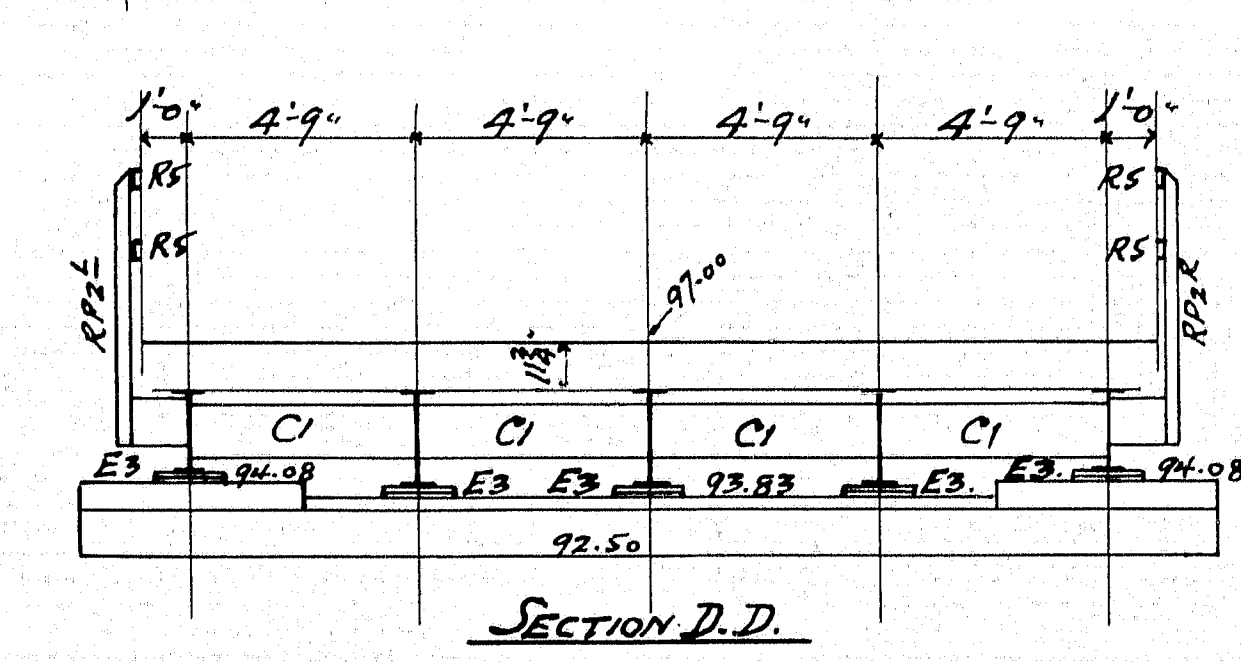
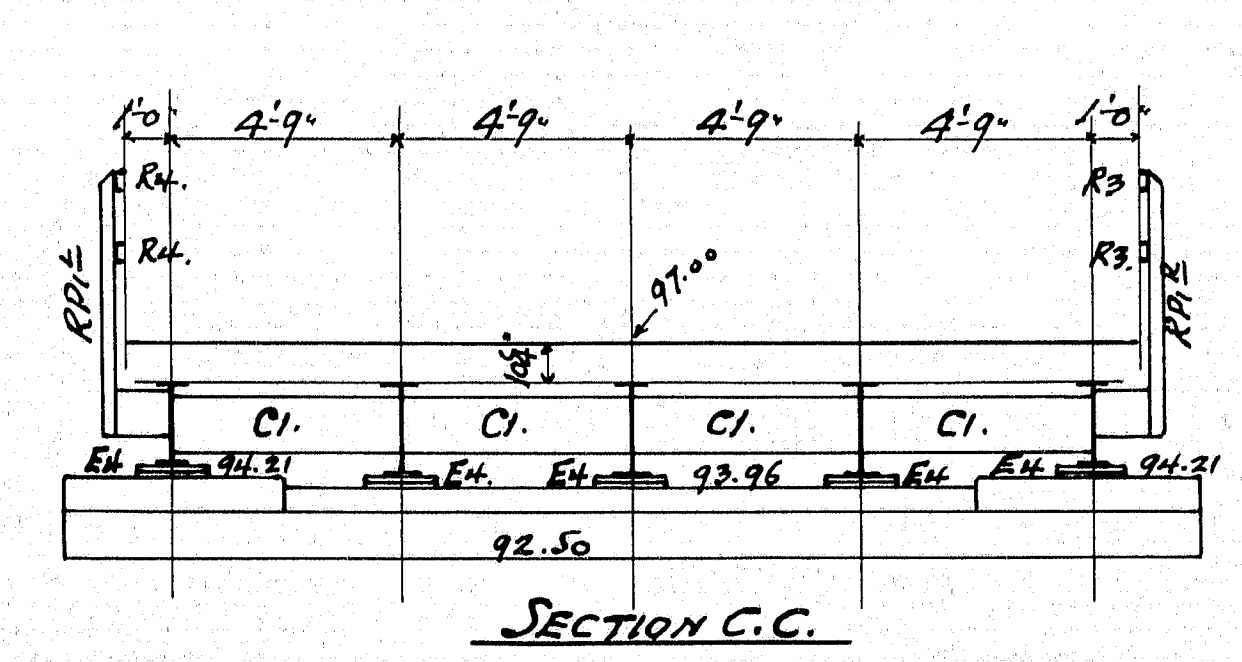
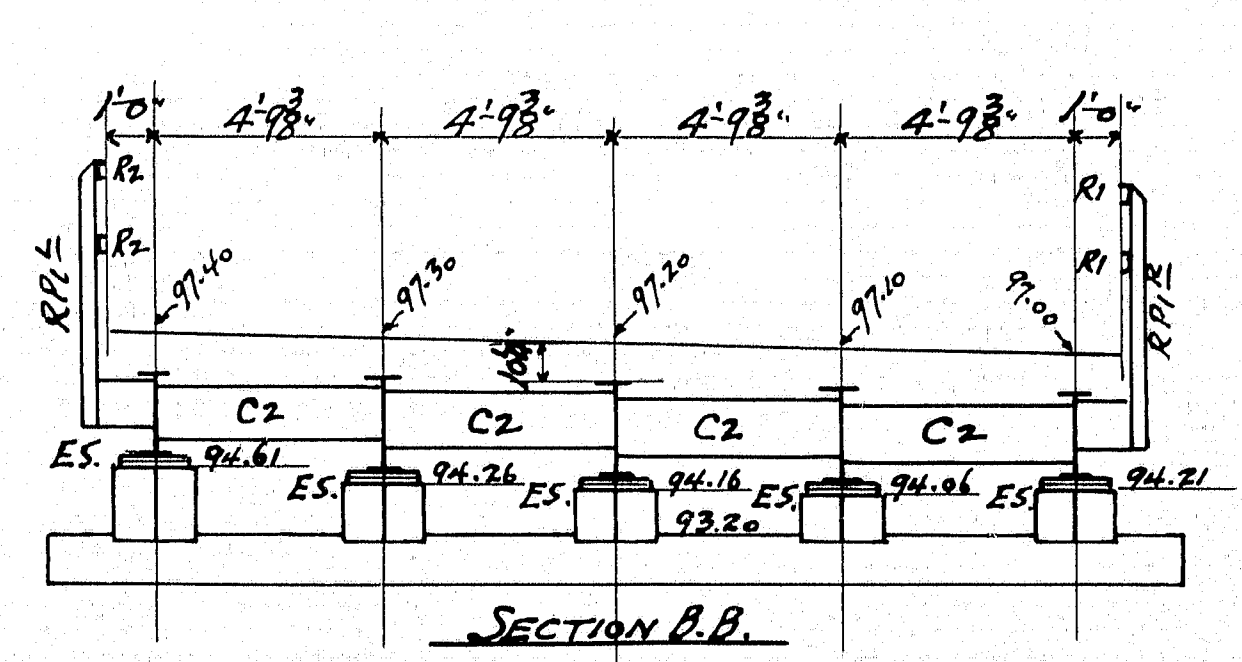
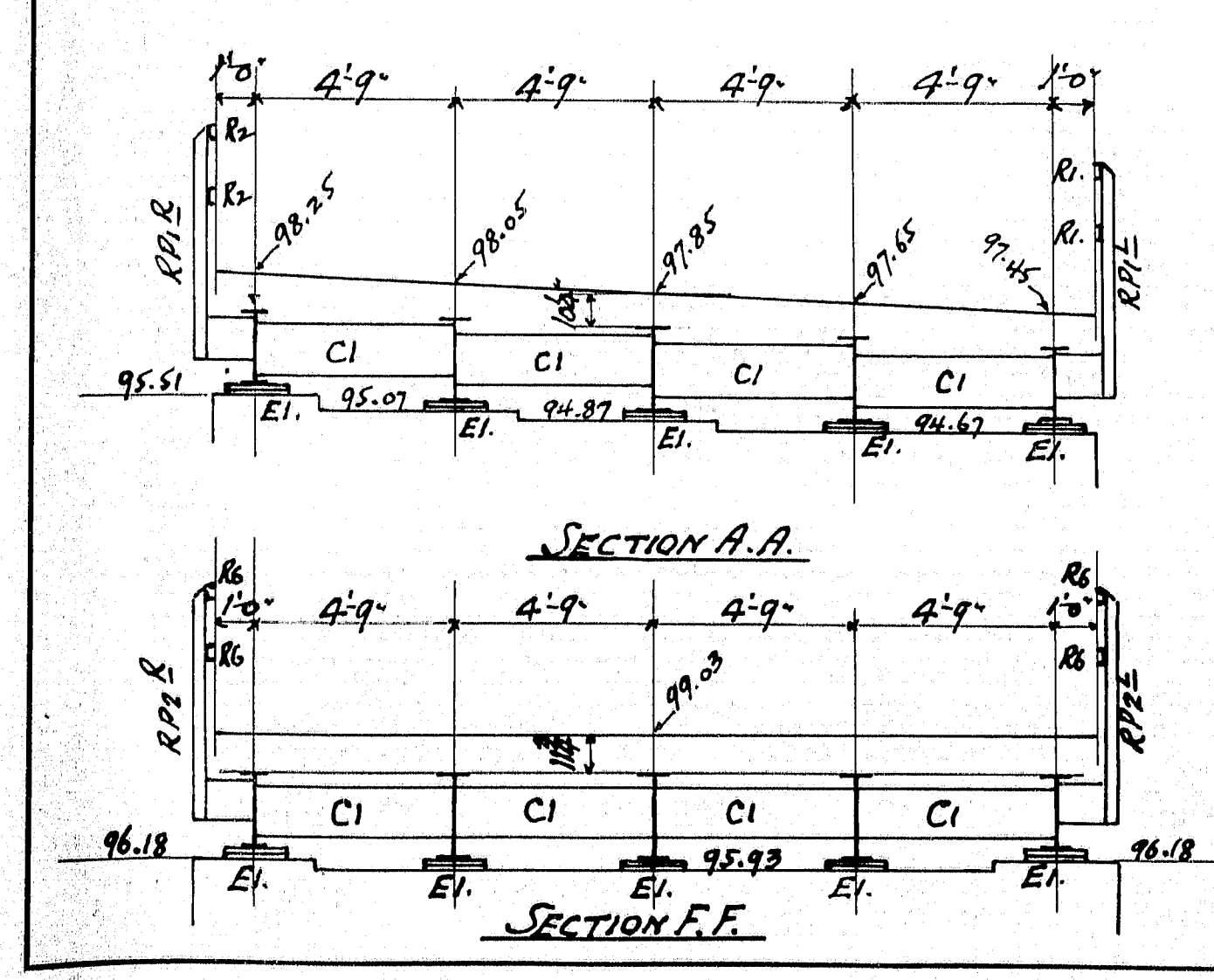
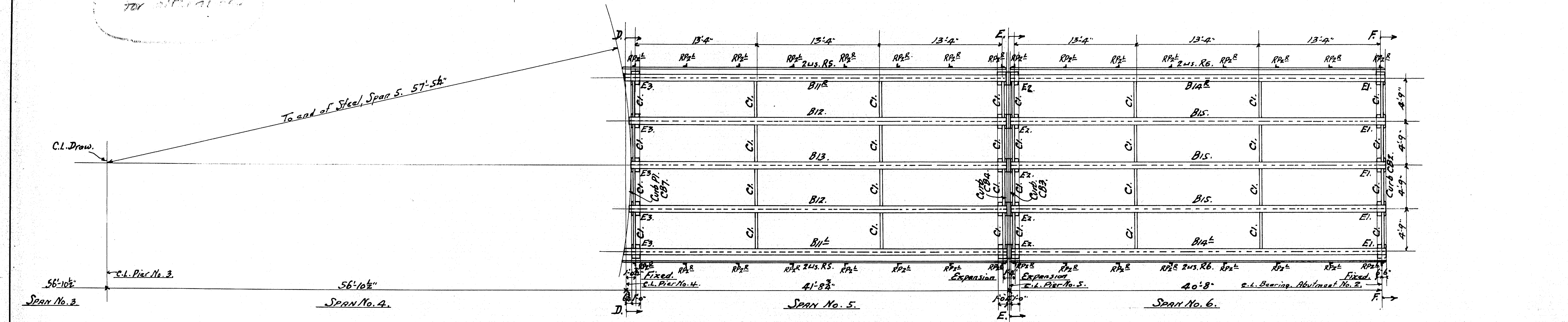
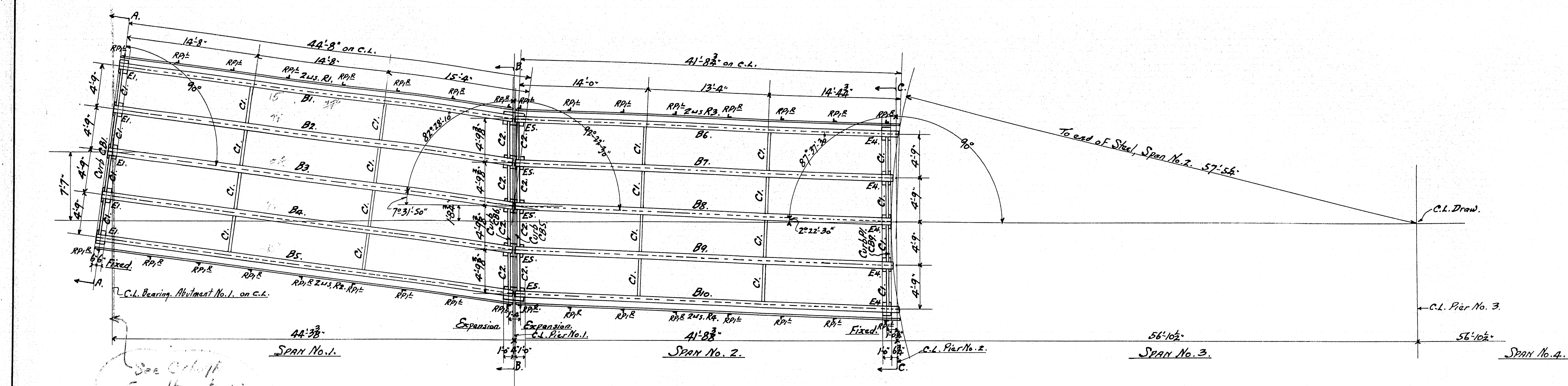


- 1 New Beam Required B1.
- 1 New Beam Required B2.
- 1 Beam Required B3. after present beam.
- 1 " " B4. " " "
- 1 " " B5. " " "
- 2 New Railing Channels R1.
- 2 Channels Required R2. after present beam.

Alterations to Span No. 1.
 Barter Island Bridge.
 Boothbay, Maine.

Rivets: 7/8"	THE BERLIN CONSTRUCTION COMPANY, INC.
Holes: 1 1/8" Unless noted	DRAWN BY: <i>Wm</i> DATE: 7/14/31
Field Connections:	CHECKED BY: DATE:
Shop Paint: 1 Coat Red Lead & Oil	SCALE: 1" = 10'
per Specifications.	CONTRACT No. 8609A
	SHEET No. 1 OF 1 SHEETS

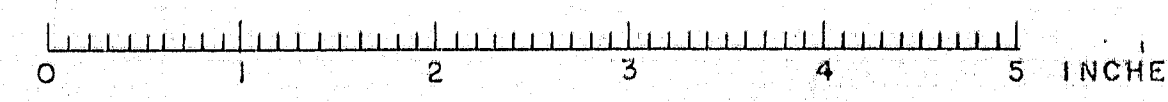


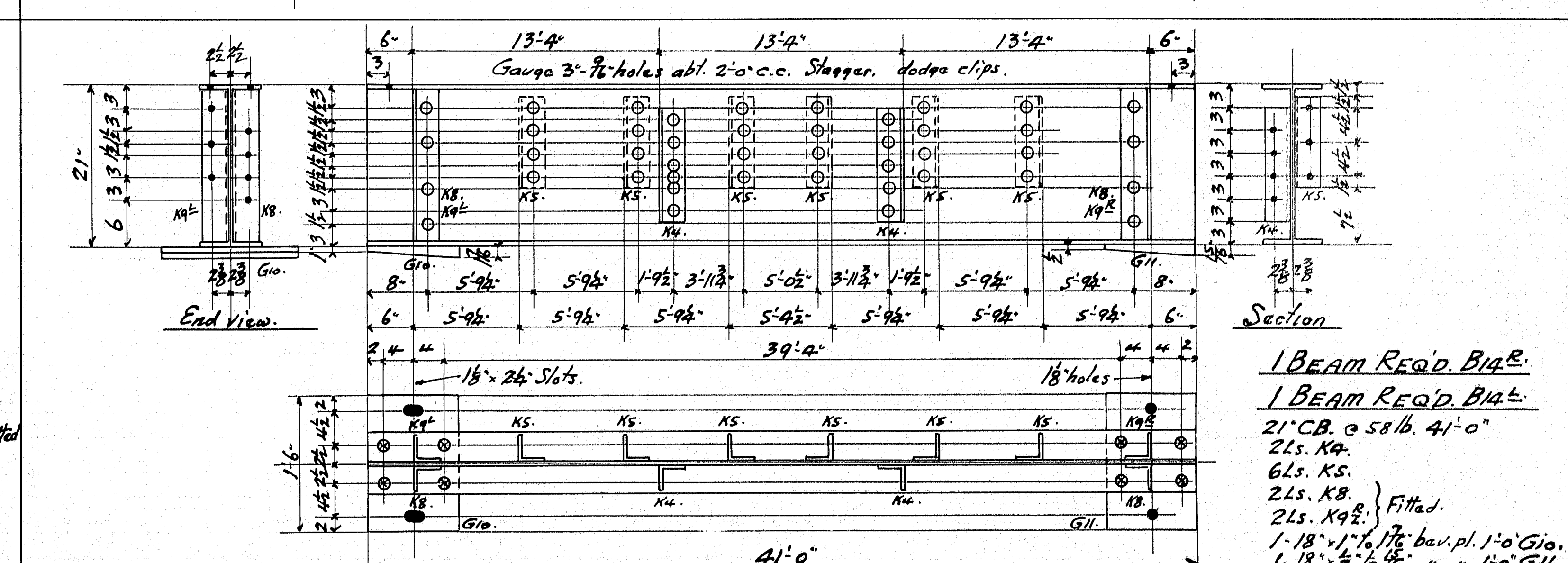
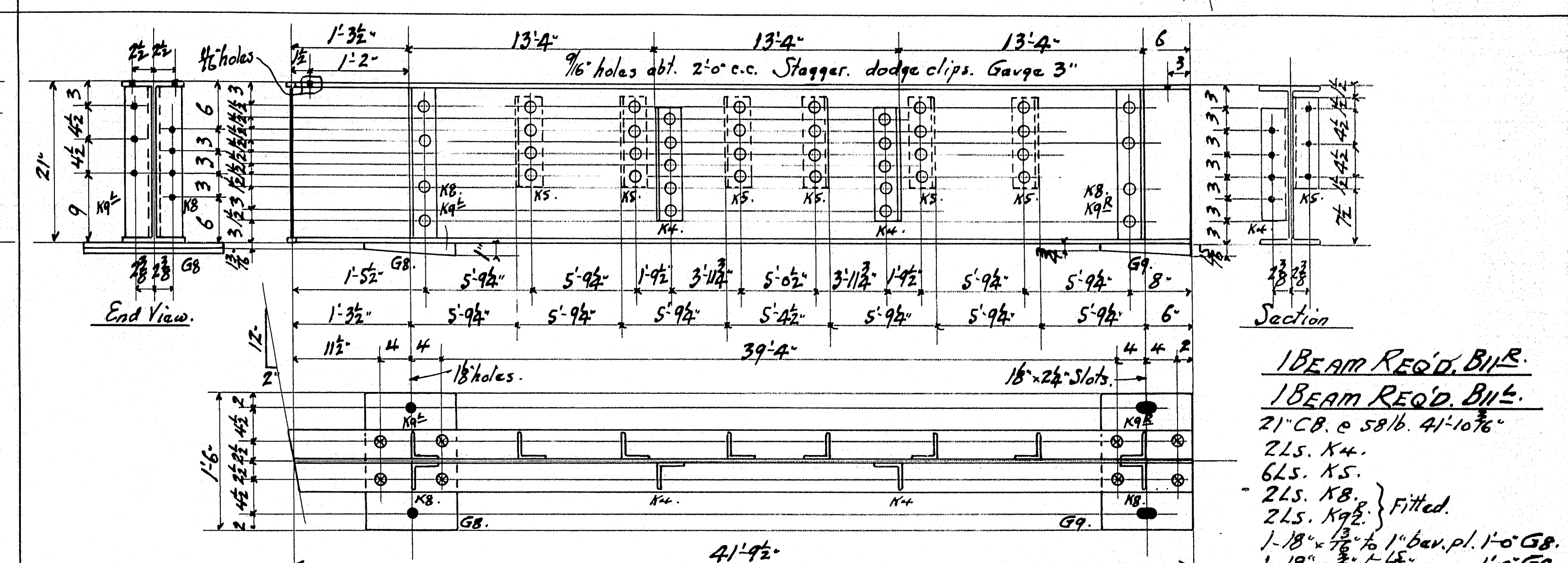
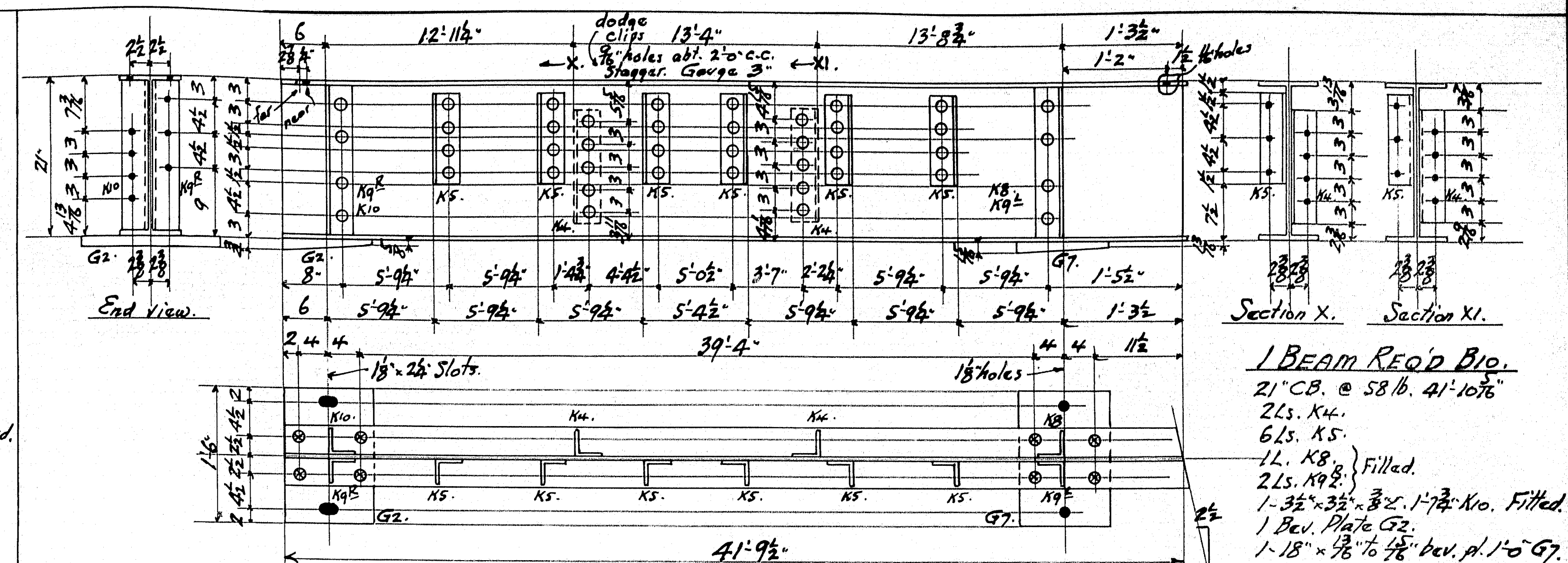
ERECTION PLAN, APPROACH SPANS.
BARTER ISLAND BRIDGE.
OVER BACK RIVER.
BOOTHBAY, LINCOLN CO.
MAINE.

Revised 5-19-31

Rivets: _____
 Holes: _____
 Field Connections: Riveted-except Railings
 Channels: _____
 Shop Paint: 1 Coat Red Lead & Oil per
 Specifications. Contact Surfaces
 not to be painted.
 To be Inspected.

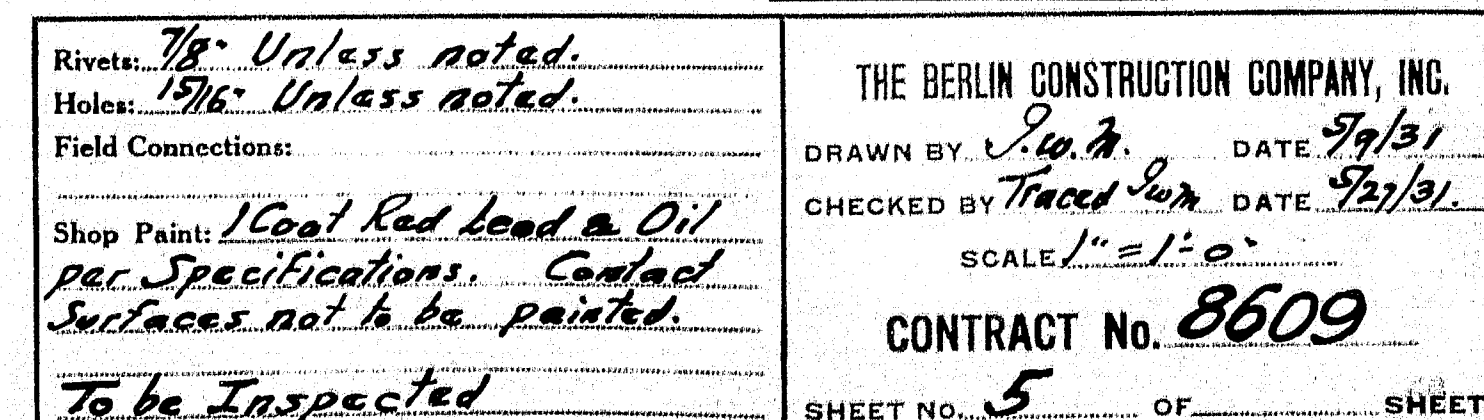
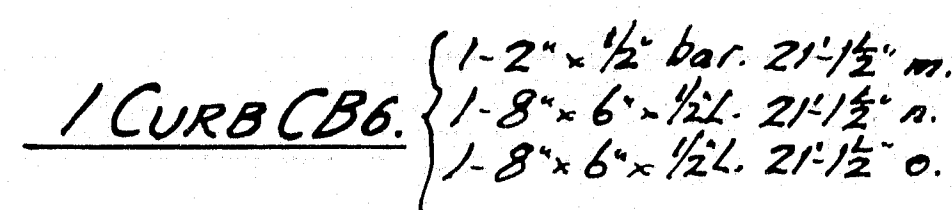
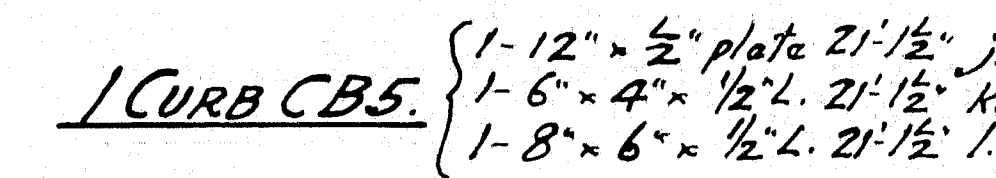
THE BERLIN CONSTRUCTION COMPANY, INC.
 DRAWN BY: *P. M.* DATE: 7/30/31
 CHECKED BY: *Thos. S.* DATE: 5/27/31
 SCALE: 3/8" = 1'-0"
 CONTRACT No. 8609
 SHEET No. 1 OF 1 SHEETS

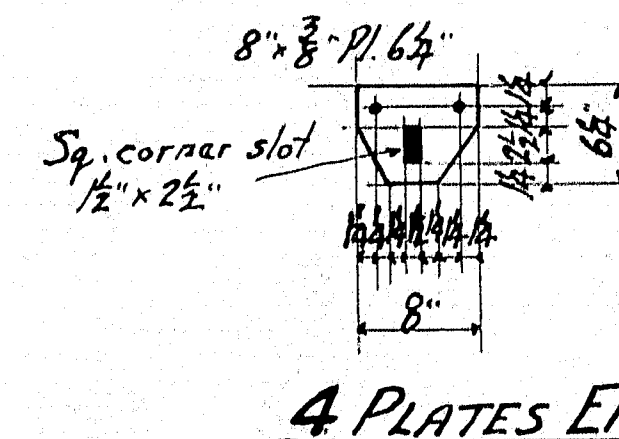




Rivets: 7/8"
Holes: 1 1/16" Unless noted.
Field Connections: Riveted.
Shop Paint: 1 Coat Red Lead &
Oil per Specifications.
Contact Surfaces not to be
painted.
To be Inspected.

THE BERLIN CONSTRUCTION COMPANY, INC.
DRAWN BY J. M. DATE 7/5/31
CHECKED BY T. J. S. DATE 7/21/31
SCALE 1" = 1'-0"
CONTRACT NO. 8609
SHEET NO. 2 OF _____ SHEETS

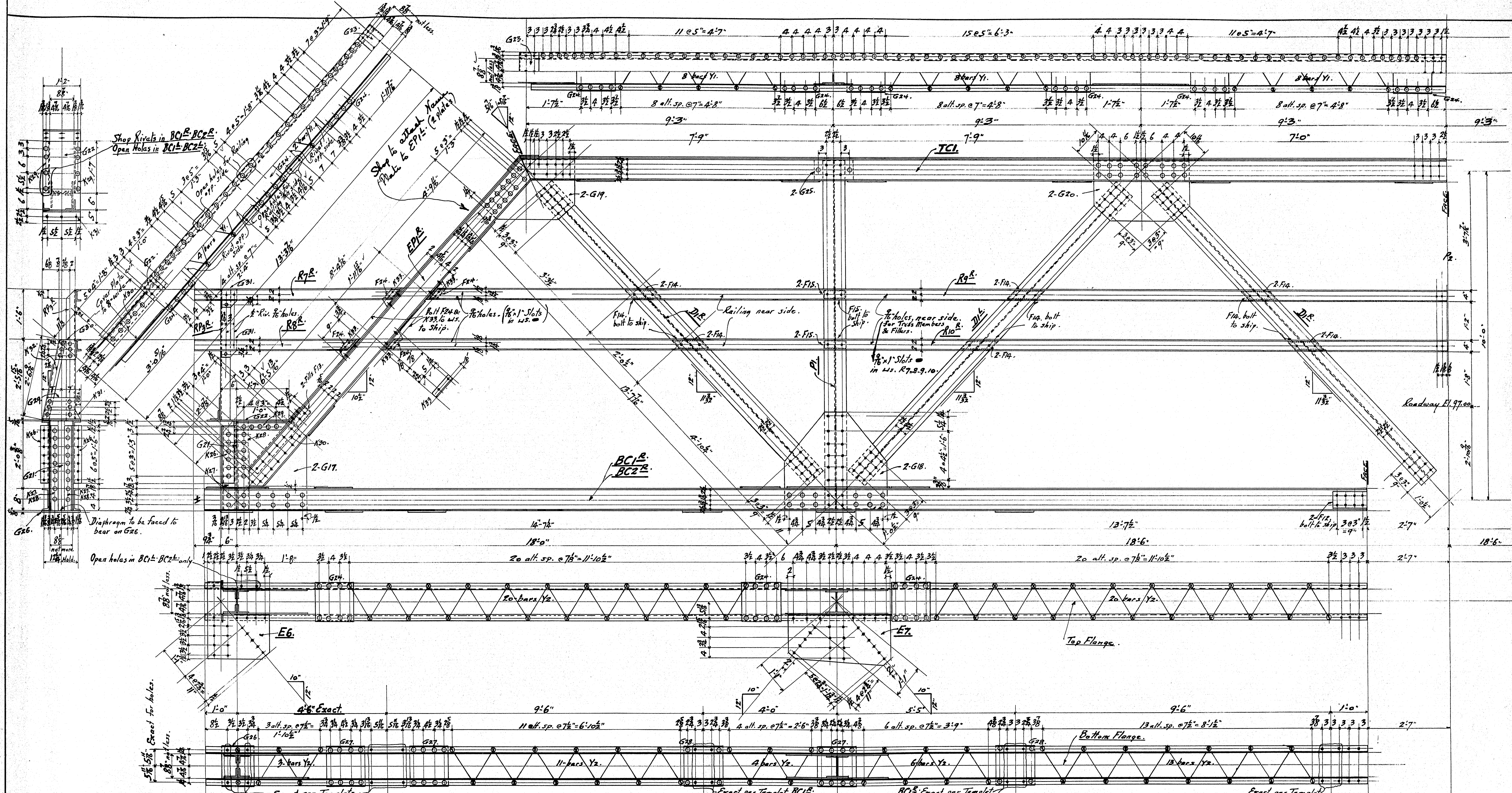




ERECTION PLAN. DRAW SPAN
BARTER ISLAND BRIDGE
OVER BACK RIVER.
BOOTHBAY, LINCOLN CO.
MAINE.

Revised 6/23/3

THE BERLIN CONSTRUCTION COMPANY, INC.
DRAWN BY J. W. M. DATE 5/27/31
CHECKED BY _____ DATE _____
SCALE $\frac{3}{8} = 1'-0"$
CONTRACT No. 8609
SHEET NO. 6 OF _____ SHEET _____



- 2-8" x 13.75 lb. 12'-10 3/4" EP1R.
1-14" x 7/16" plate 12'-5 1/2" TC1.
2-8" x 13.75 lb. 27'-10 3/4" TC1.
1-14" x 7/16" plate 27'-10 3/4" TC1.
2-8" x 13.75 lb. 34'-11" BC1R.
2-8" x 13.75 lb. 34'-11" BC2R.
1-8" x 13.75 lb. 11'-11 1/2" DI1R.
1-8" x 13.75 lb. 10'-7 1/2" DI1R.
32" x 3/4" Plate 2'-6 3/4" G17.
37" x 3/4" " 2'-11 1/2" G18.
22" x 3/4" " 2'-9 1/2" G19.
22" x 3/4" " 2'-10" G20.

- 7 1/2" x 3/4" Plate 2'-8 1/4" G21.
14" x 7/16" " 3'-0" G22.
14" x 7/16" " 1'-1" G23.
14" x 7/16" " 1'-2" G24.
7 1/2" x 3/4" " 1'-2" G25.
12" x 7/8" " 1'-2" G26.
14" x 7/16" " 1'-2" G27.
14" x 7/16" " 1'-2" G28.
8" x 7/16" " 1'-0" G29.
7" x 7/16" " 7'-4" G30.
6" x 7/16" " 5'-8" G31.
6" x 7/16" Filler 1'-0" F12.

- 3 1/2" x 3/4" Filler 7'-4" F13.
27 1/2" x 7/16" Plate 1'-0 1/2" E6.
18 1/2" x 7/16" " 3'-1" E7.
24" x 3/8" Lacing bar 1'-1 1/2" c.c. Y1.
24" x 3/8" " 1'-1 1/2" c.c. Y2.
5" x 3" x 3/4" L. 1'-9" K26.
5" x 3" x 3/4" L. 2'-6 3/4" K27R.
4" x 3" x 3/4" L. 2'-8 1/2" K28R.
3" x 2 1/2" x 7/16" L. 1'-6 3/4" K29R.
3 1/2" x 3 1/2" x 3/4" L. 2'-5 1/2" K30R.
3 1/2" x 3 1/2" x 3/4" L. 1'-2" K31R.
2 1/2" x 2 1/2" x 7/16" L. 2'-6 3/4" K32R.

- 2 END POSTS. EP1R.
2 " " EP1L.
4 TOP CHORDS. TC1.
1 BOTTOM CHORD. BC1R.
1 " " BC1L.
1 " " BC2R.
1 " " BC2L.
6 DIAGONALS. DI1R.
6 " " DI1L.
- 4 POSTS. P1.
2 RAIL POSTS. RP3R.
2 " " RP3L.
2 RAILING L. R10R.
2 " " R10L.
4 PLATES E6.
4 " " E7.

All Field Connections of Main Members to be sub-punched & reamed to a metal template.

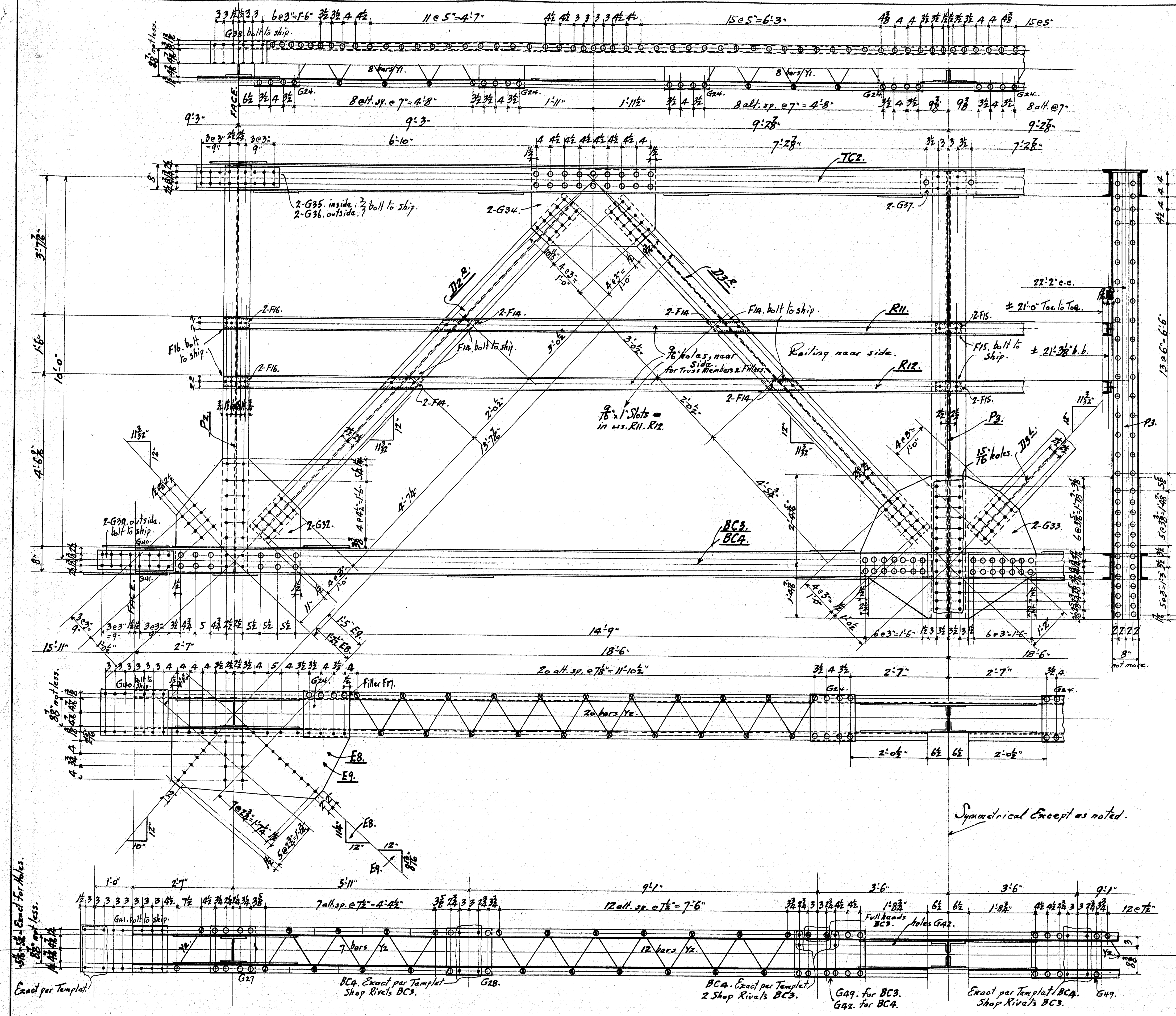
DRAW SPAN.

Rivets: 3/4".
Holes: 7/8". Unless Noted.
Field Connections: Riveted.

Shop Paint: 1 Coat. Red Lead & Oil, per Specifications. Contact Surfaces not to be painted.

Revised 6/23/31. Work with Sheet No. 8. To be Inspected.

THE BERLIN CONSTRUCTION COMPANY, INC.
DRAWN BY: J. W. M. DATE: 4/4/31
CHECKED BY: DATE: SCALE: 1" = 1'-0"
CONTRACT No. 8609
SHEET No. 7 OF SHEETS



- 2-8" x 13.75 lb. 36" TC2.
 1-14" x 7/16" Plate 36" TC2.
 1-8" x 18.75 lb. 42" BC3.
 2- " " 20" BC3.
 1- " " 42" BC4.
 2- " " 20" BC4.
 1-8" x 13.75 lb. 11" D2.
 1- " " 11" D3.
 1- " " 10" P2.
 4-5" x 3/8" x 23" 11" P3.
 1-7/8" x 1/2" Plate 11" P3.
 39" x 3/8" Plate 2-1/2" G32.
 44" x 3/8" " 4-7" G33.
 24" x 3/8" " 3-2" G34.
 7/8" x 3/8" " 2-2" G35.
 6" x 1/2" " 2-2" G36.
 7/8" x 3/8" " 1-2" G37.
 14" x 3/8" " 1-6" G38.
 6" x 1/2" " 2-0" G39.
 14" x 3/8" " 1-9" G40.
 14" x 3/8" " 2-3" G41.
 14" x 3/8" " 1-11" G42.
 3/8" x 1/2" Filler 8" F6.
 2 1/2" x 3/8" " 1-2" F17.
 21" x 7/8" Plate 4-6 1/2" E8.
 19 1/2" x 7/8" " 4-6 1/2" E9.
 14" x 3/8" " 1-11" G49.
 4" x 5.4 lb. 36" R11.
 4" x 5.4 lb. 36" R12.

- 2 TOP CHORDS TC2.
 1 BOTTOM CHORD BC3, AS SHOWN.
 1 " " BC4, OPPOSITE.
 2 DIAGONALS D2.
 2 " D3.
 2 " D3.
 4 POSTS P2.
 2 " P3.
 2 RAILING L. R11.
 2 " R12.
 2 PLATES E8.
 2 " E9.

Symmetrical Except as noted.

All Field Connections of Main Members to be sub-punched & reamed to a metal template.

Exact per Template.

BC4. Exact per Template Shop Rivets BC3.

BC4. Exact per Template 2 Shop Rivets BC3.

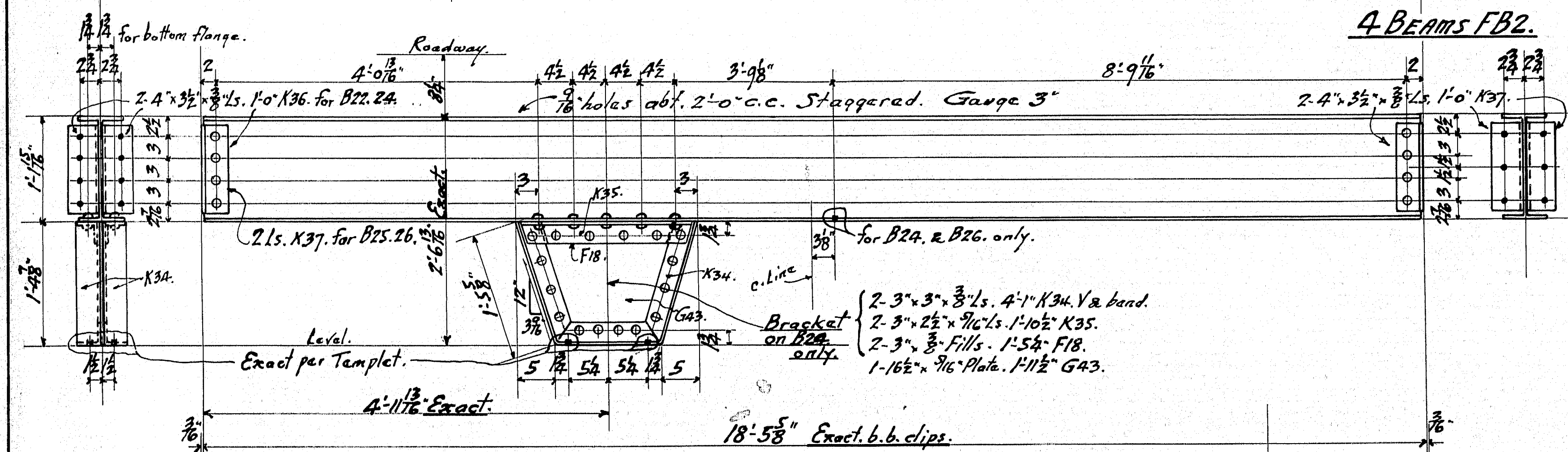
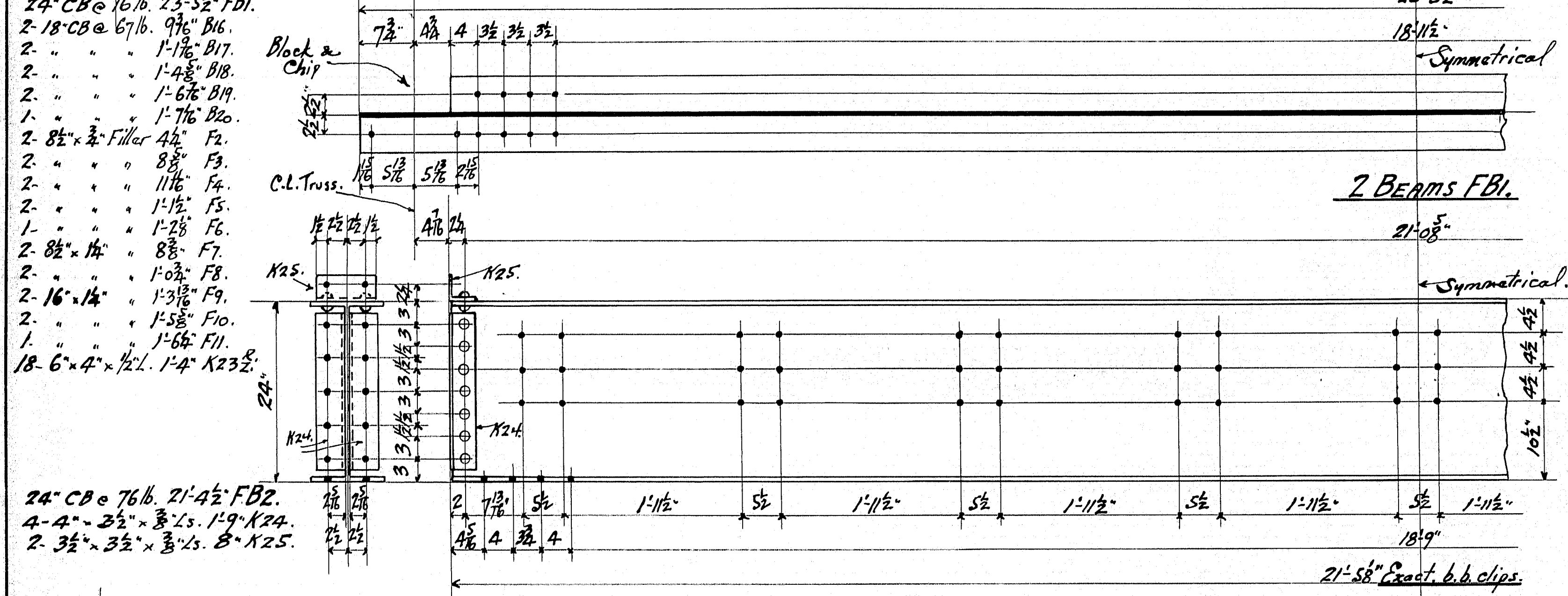
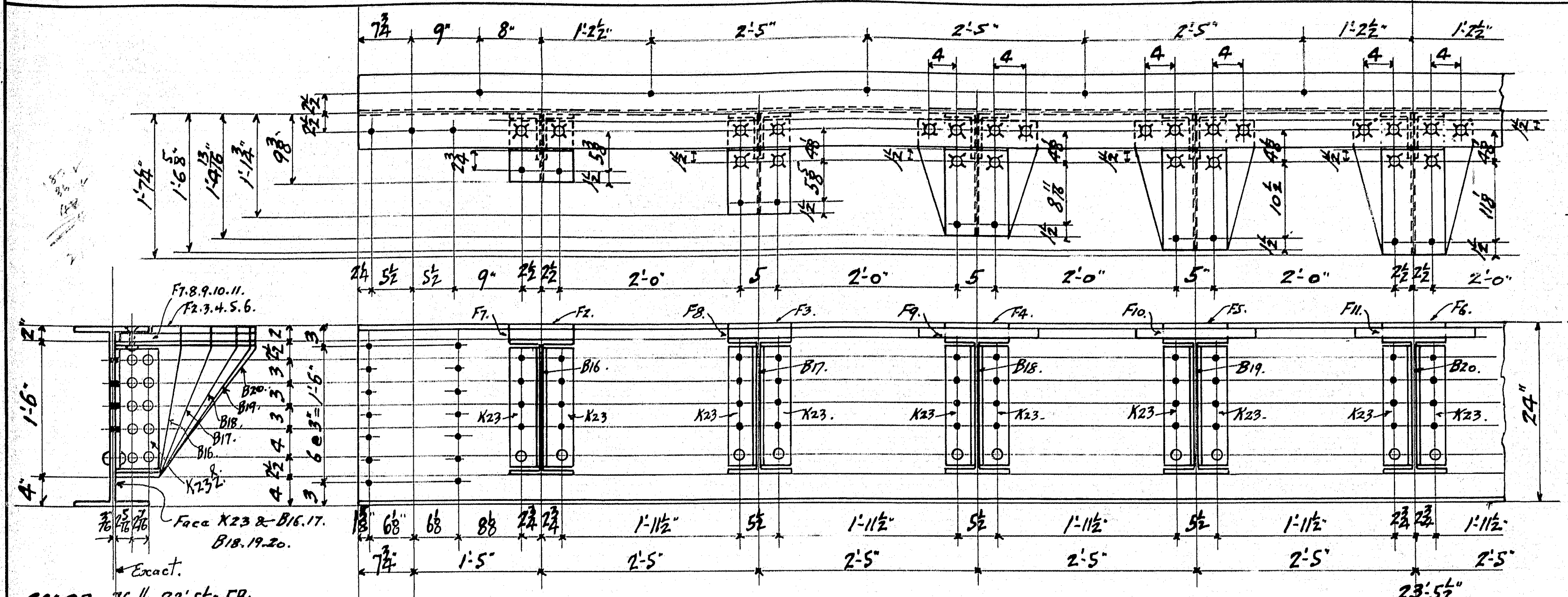
G49. for BC3. G42. for BC4.

Exact per Template/BC4. Shop Rivets BC3.

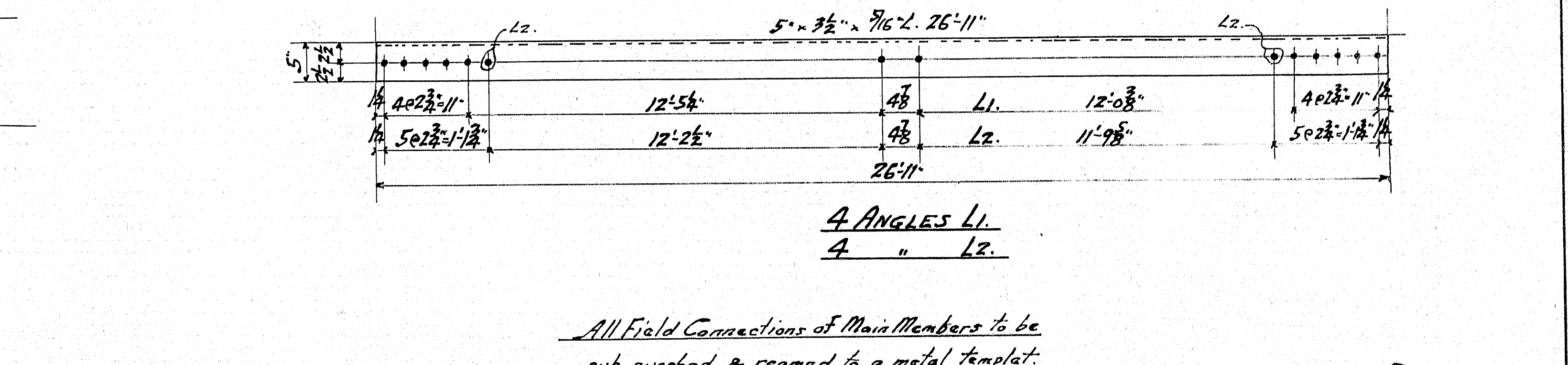
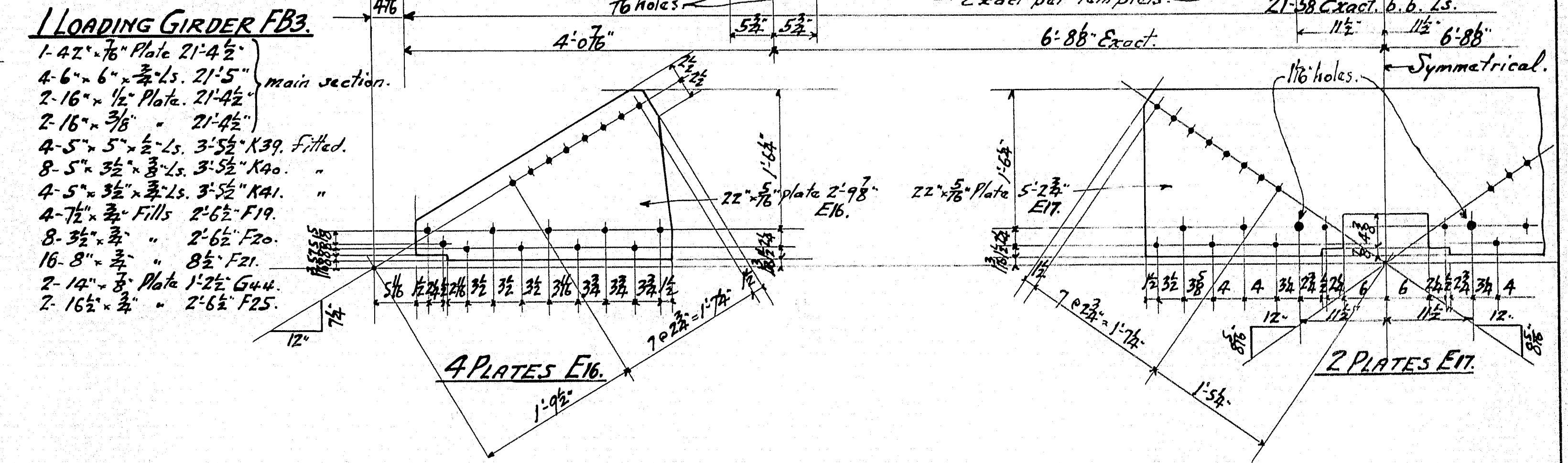
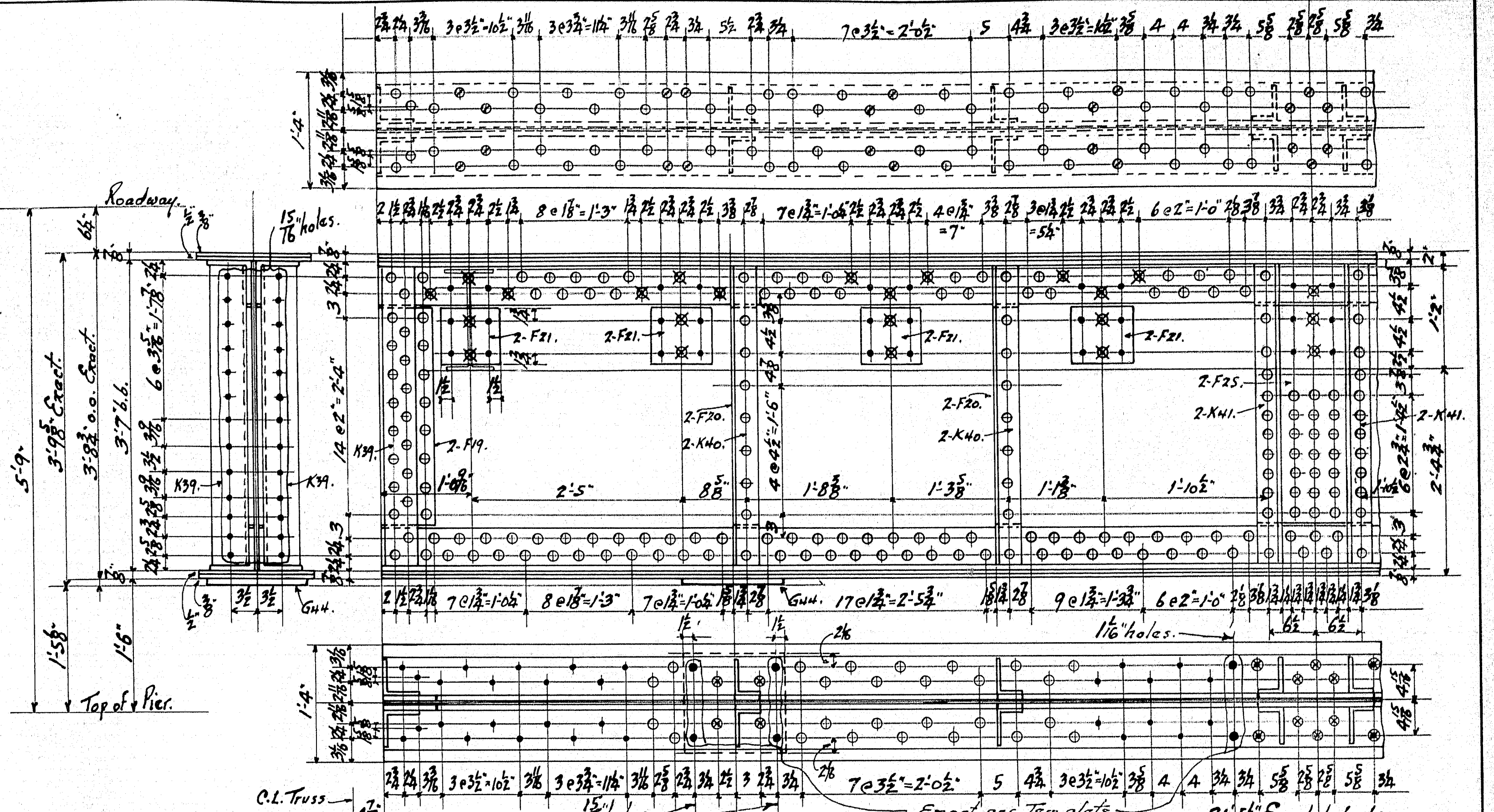
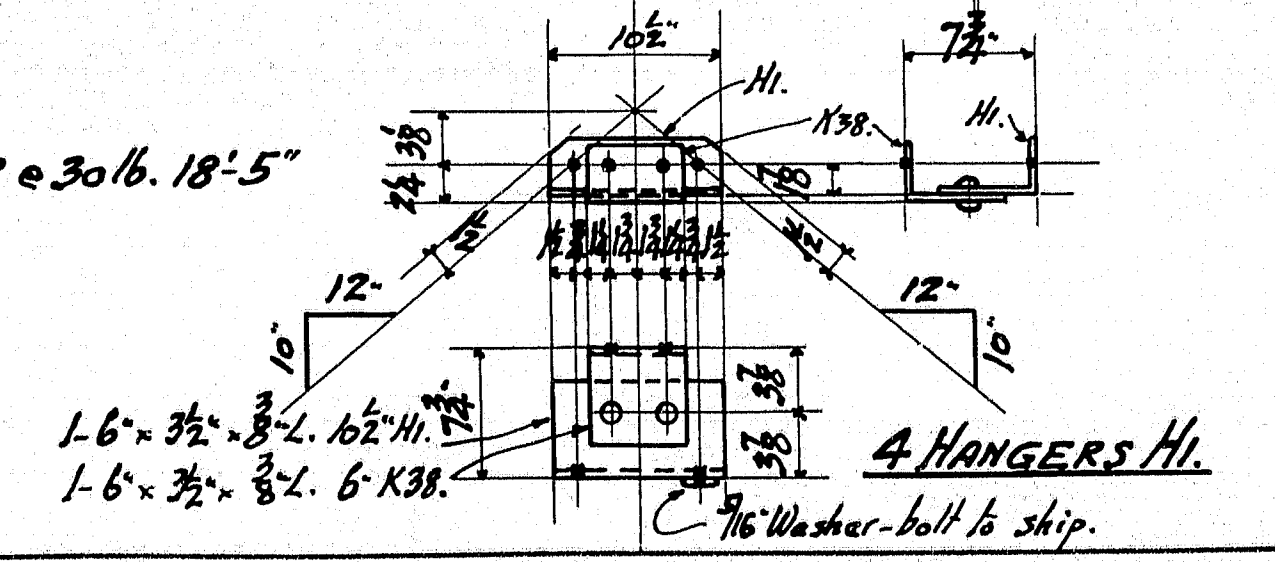
Revised 4/23/31.

Work with Sheet No. 7.

Rivets: 3/4". Holes: 13/16". Unless Noted. Field Connections: Riveted.	
Shop Paint: 1 Coat Red Lead & Oil, per Specifications. Contact Surfaces not to be painted.	To be Inspected.
DRAWN BY: J. M. DATE: 4/5/31 CHECKED BY: DATE: SCALE: 3/8" = 1'-0" CONTRACT No. 8609 SHEET No. 8 OF SHEETS	

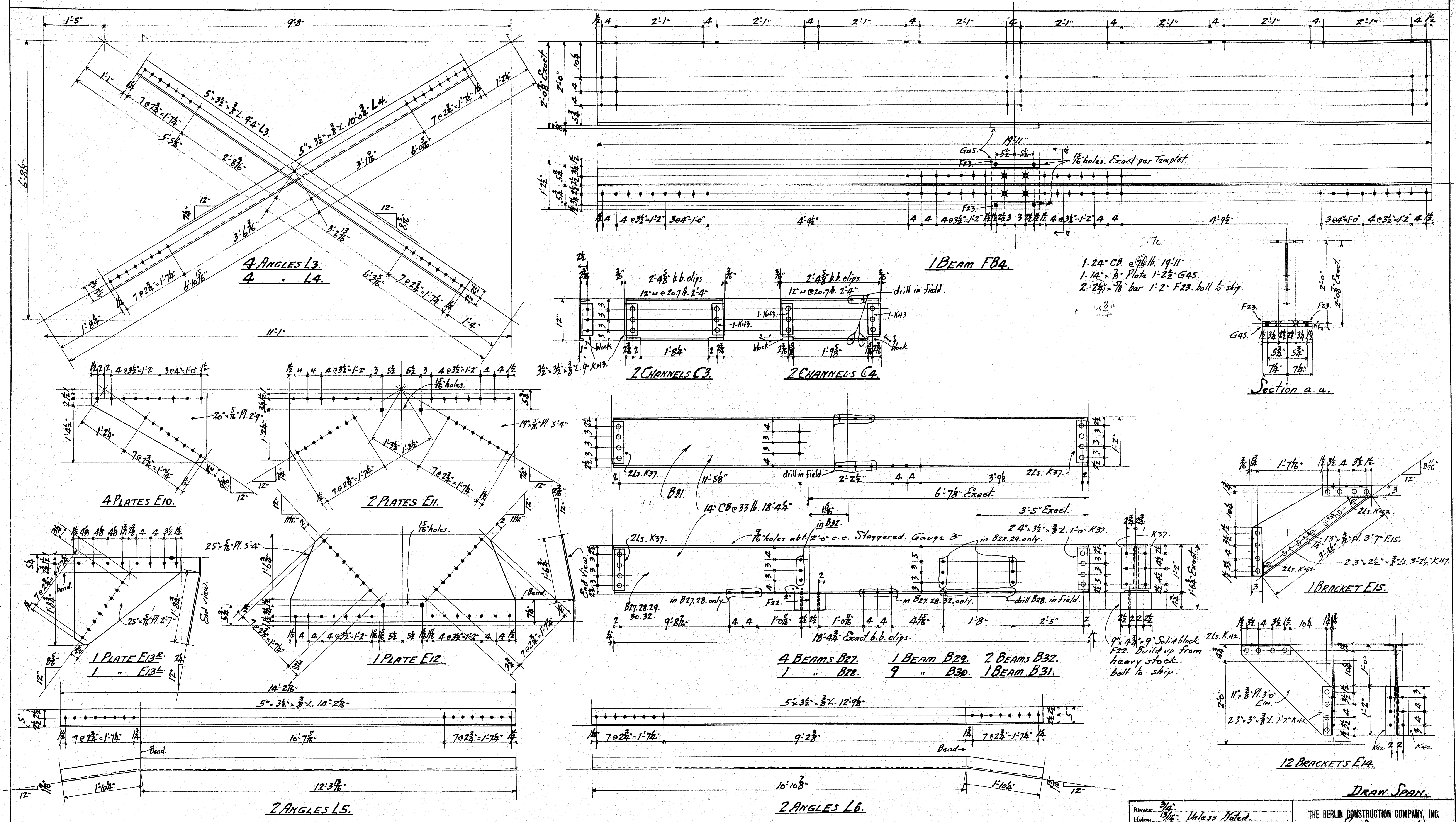


- 16 BEAMS B22.**
 2 " B22.
 16 " B25.
 2 " B26.



Rivets: $\frac{3}{4}$ "
 Holes: $\frac{1}{8}$ " unless noted.
 Field Connections: Riveted.
 Shop Paint: 1 Gal Red Lead & Oil, per Specifications. Contact Surfaces not to be painted.
 To be Inspected.

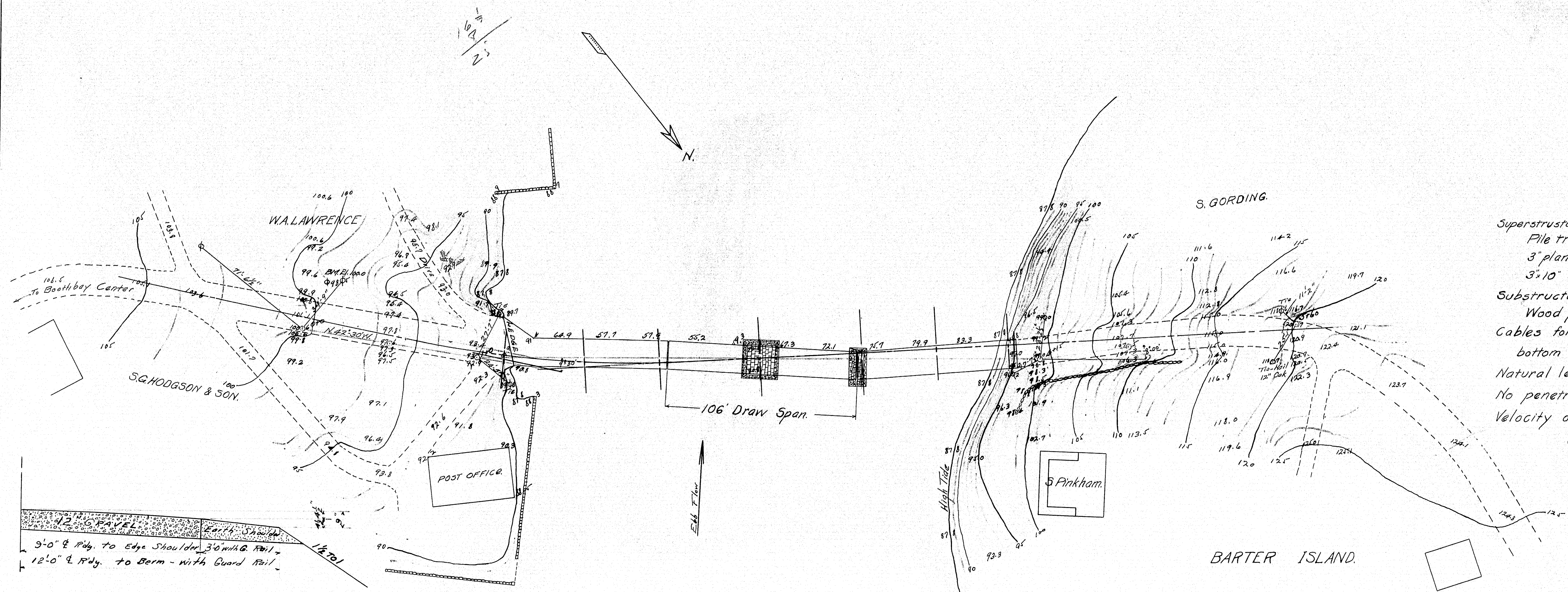
THE BERLIN CONSTRUCTION COMPANY, INC.
 DRAWN BY: L.A.M. DATE: 4/1/31
 CHECKED BY: DATE: _____
 SCALE: 1" = 1'-0"
 CONTRACT No. 8609
 SHEET No. 9 OF 9 SHEETS



All Field Connections of Main Members to be sub-punched & reamed to a metal template.

Revised 6/24/31

Rivets: $\frac{3}{4}$ "	THE BERLIN CONSTRUCTION COMPANY, INC. DRAWN BY: <i>J. W. M.</i> DATE: 6/12/31 CHECKED BY: _____ DATE: _____ SCALE: 1" = 1'-0" CONTRACT No. 8609 SHEET No. 10 OF 19 SHEETS
Holes: $\frac{15}{16}$ " Unless Noted.	
Field Connections: Riveted.	
Shop Paint: 1 Coat Red Lead & Oil per Specifications. Contact surfaces not to be painted.	
To be Inspected	



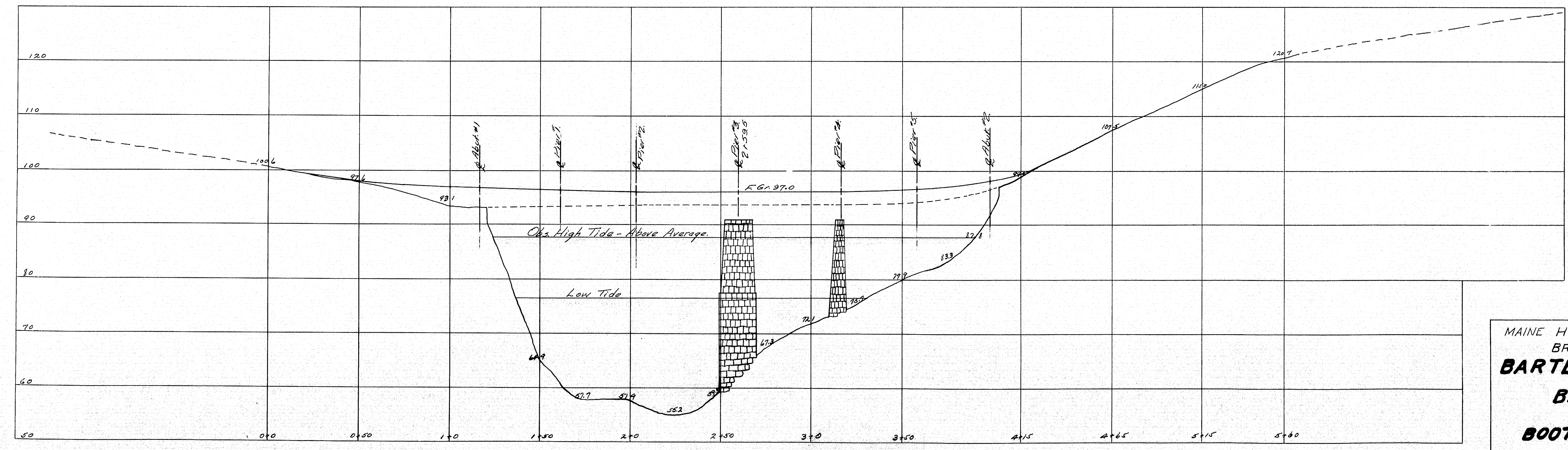
Notes.

Superstructure.
 Pile tressle with swing span.
 3" planking good condition.
 3" 10' stringers - fair.

Substructure.
 Wood piling - very poor condition.
 Cables for Tel. & Power cross river
 bottom US 8 D.S. sides of bridge
 Natural ledge abutments.
 No penetration - ledge.
 Velocity of current $3\frac{1}{2}'/\text{sec.}$ at $\frac{1}{2}$ Ebb.
 Clear Channel - 42'
 Extreme high tide 88.5'

APPROACH FILL SECTION

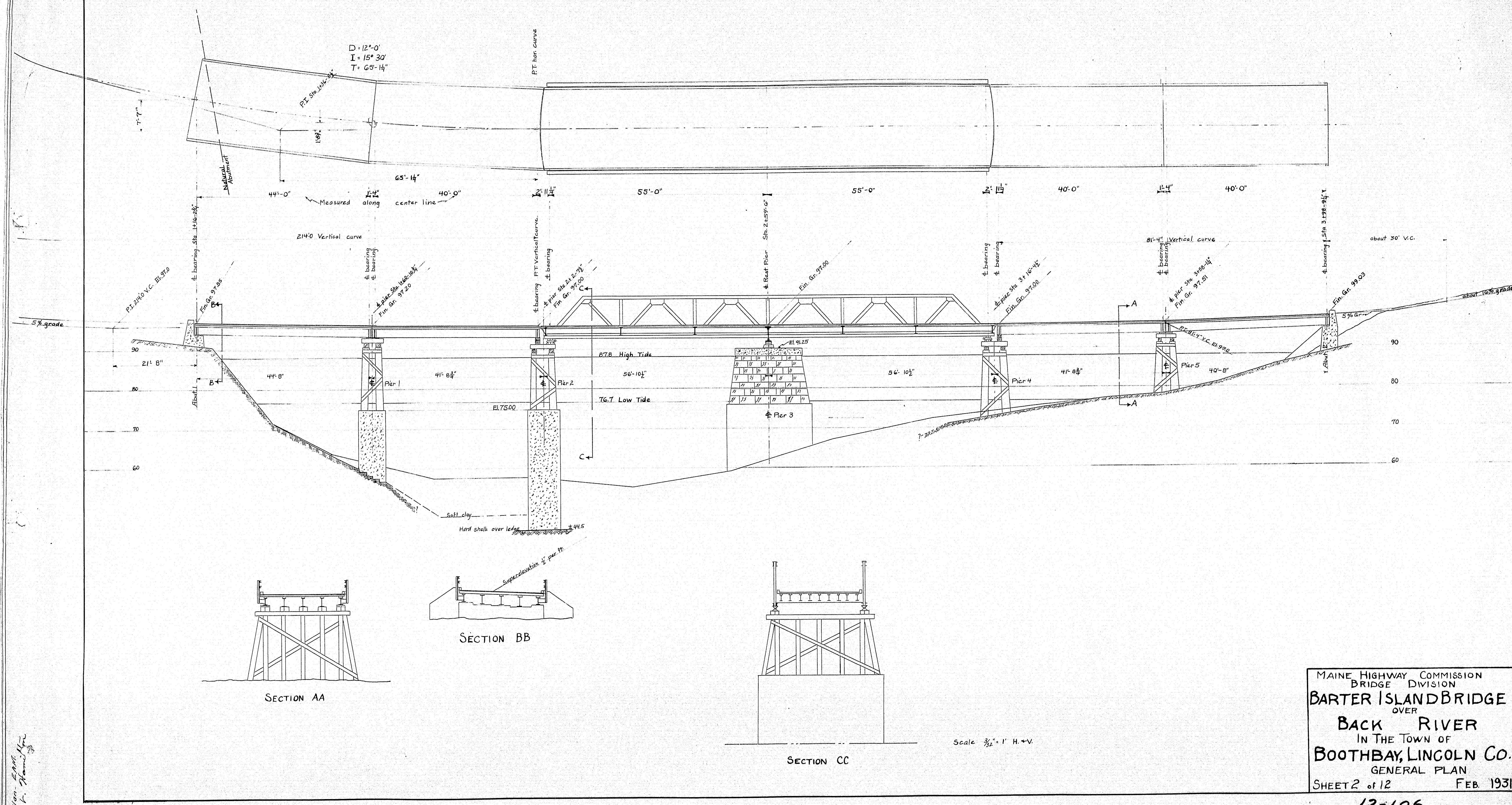
PLAN Scale 1" = 30'



PROFILE Vert. Scale - 1" = 10'

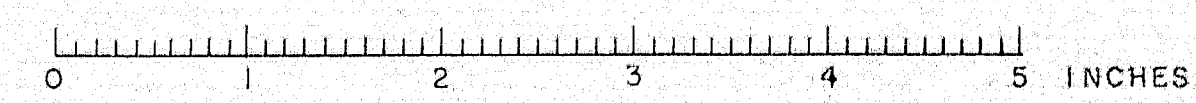
MAINE HIGHWAY COMMISSION
 BRIDGE DIVISION.
BARTER ISLAND BRIDGE
 OVER
BACK RIVER
 TOWN OF
BOOTHBAY, LINCOLN CO.
 Sheet 1 of 12 Augusta, Me. Jan. 6, 1930.

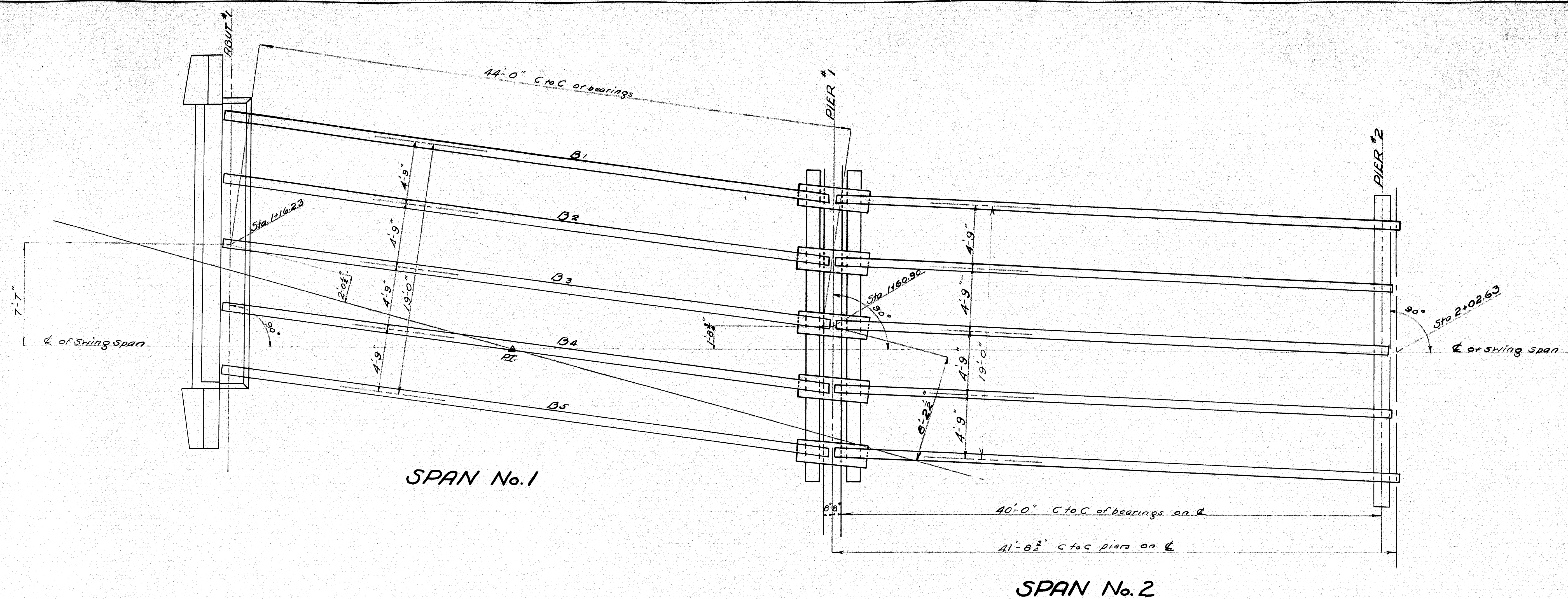
1100-2-AM
T. H. HANCOCK



MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BARTER ISLAND BRIDGE
OVER
BACK RIVER
IN THE TOWN OF
BOOTHBAY, LINCOLN CO.
GENERAL PLAN
SHEET 2 of 12 FEB. 1931

12-106





ABUTMENT No.1 as built. The \angle of bearings at abutment is parallel to piers 1, 2, 3 & 4 and is at right angles to \angle of swing span. All others are the same as in the original plans.

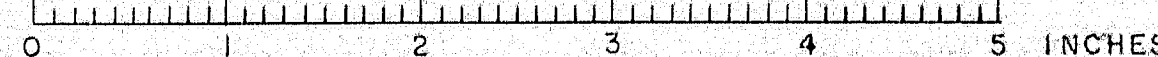
Traced - SWING. 2/11/32

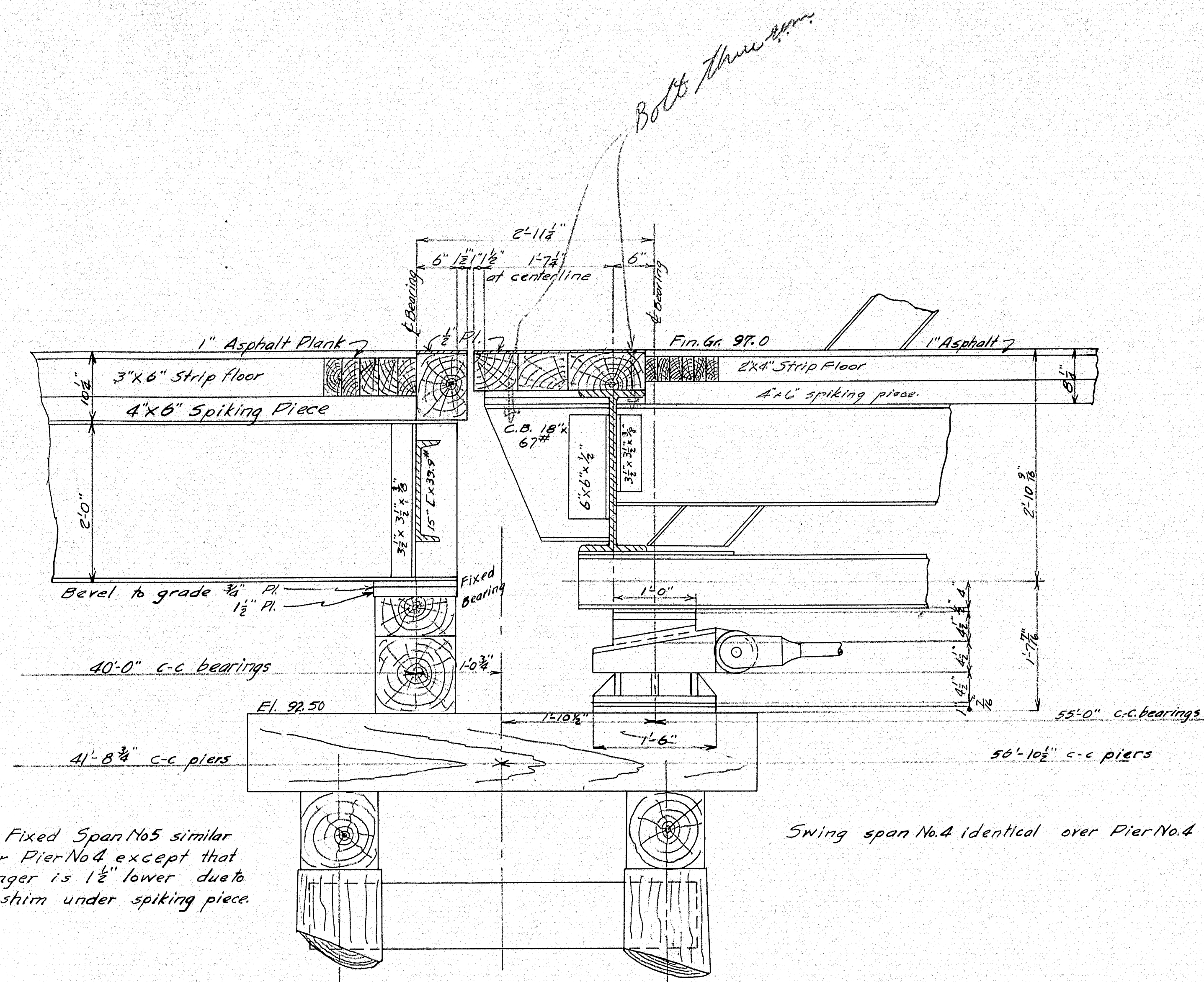
TOWN 08-02
BRIDGE 2039

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION

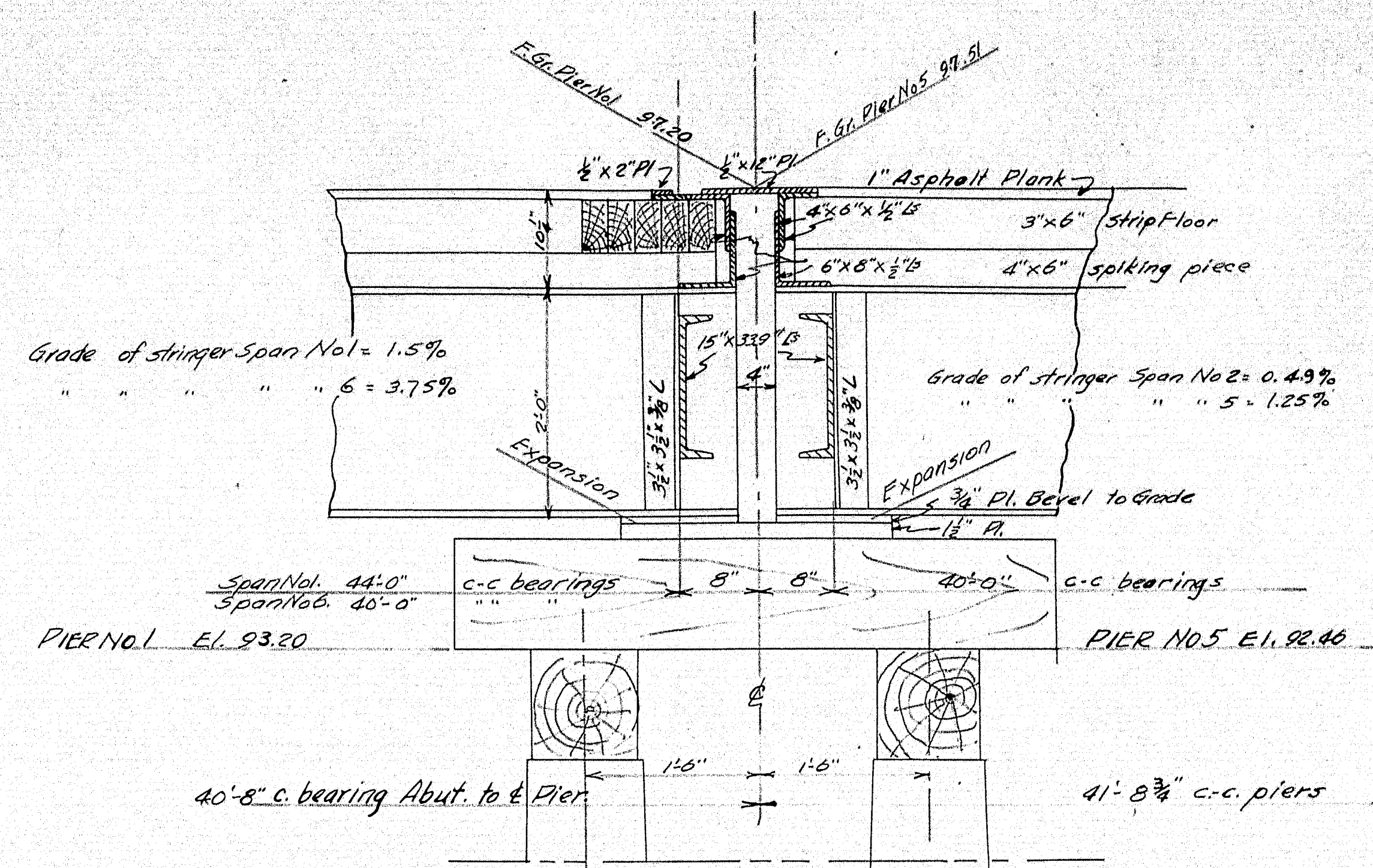
BARTER ISLAND BRIDGE
OVER
BACK RIVER
IN THE TOWN OF
BOOTHBAY
LINCOLN COUNTY
ADJUTANT #1 AS BUILT
SHEET 12 of 12 AUGUSTA, ME. FEB. 4, 1932.

12-107



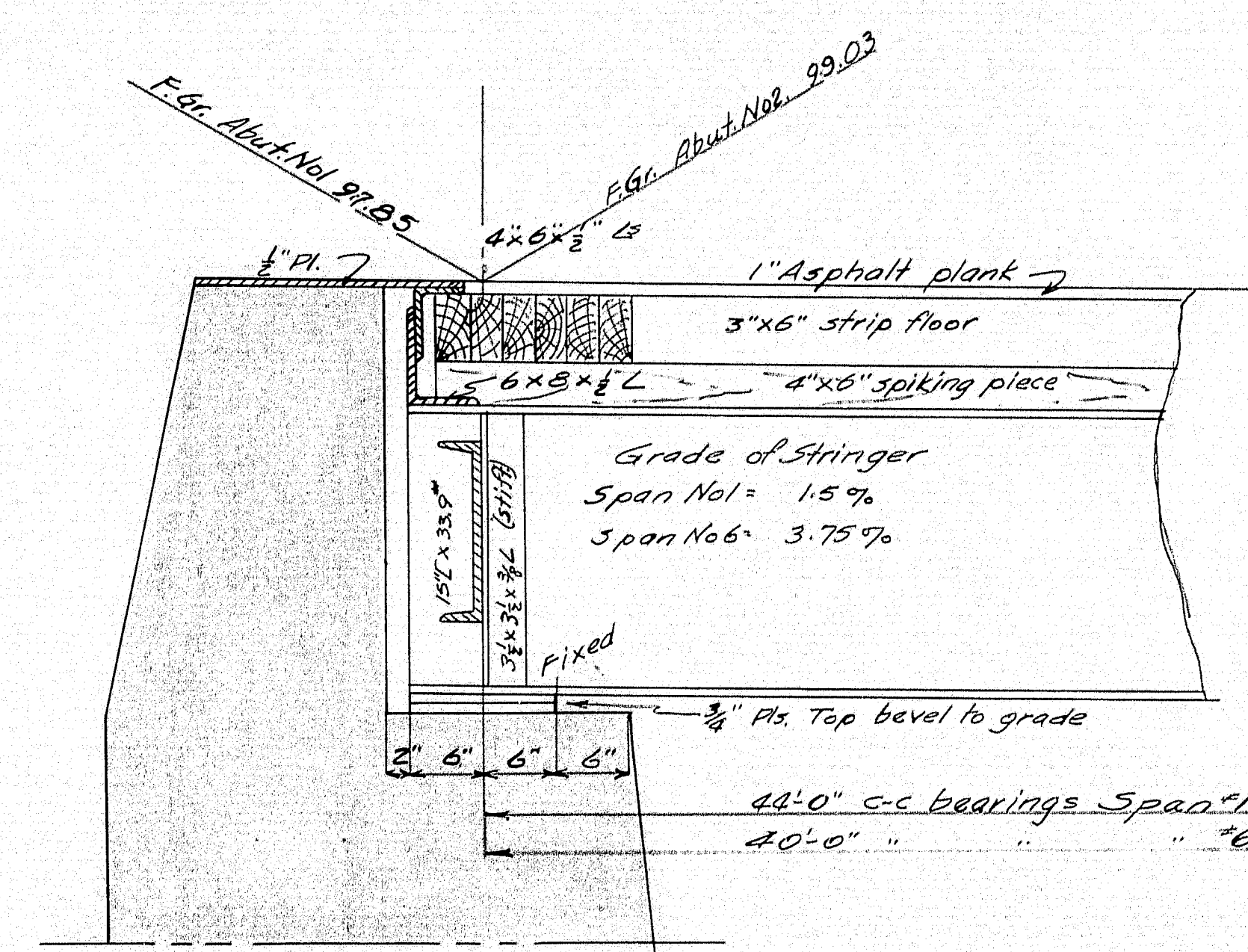


LONGITUDINAL SECTION AT CENTER LINE.
PIER No. 2



LONGITUDINAL SECTION AT CENTER LINE
PIER No. 1

Section of Pier No. 5 similar except for 1 1/2 inch shim under spiking piece and finished grade.



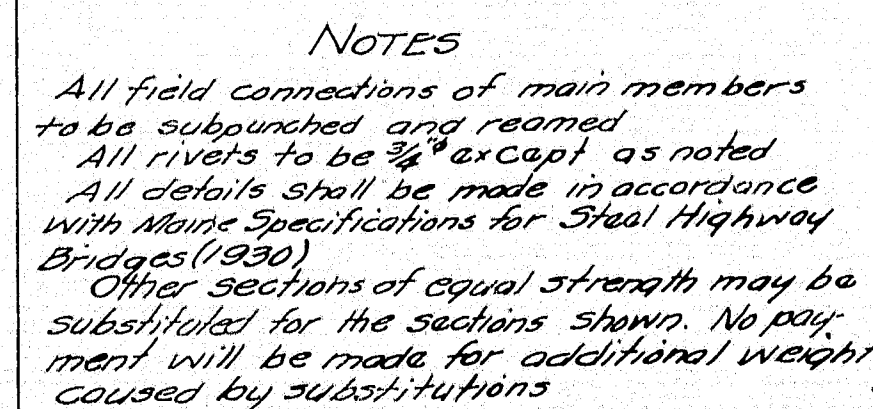
LONGITUDINAL SECTION AT CENTER LINE
ABUTMENT No. 1

Section of Abut No. 2 is similar except for 1 1/2 inch shim under spiking piece and finished grades.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BARTER ISLAND BRIDGE
OVER
BACK RIVER
TOWN OF
BOOTHBAY, LINCOLN COUNTY
DETAILS

SHEET 3 OF 12 AUGUSTA, ME. MARCH 9, 1931

12-108

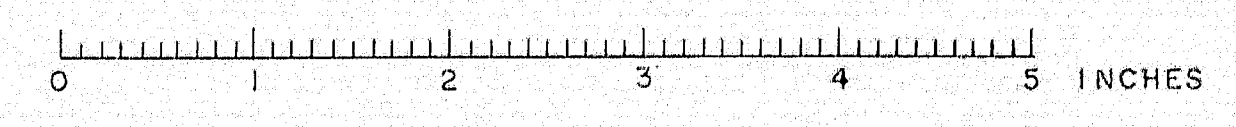


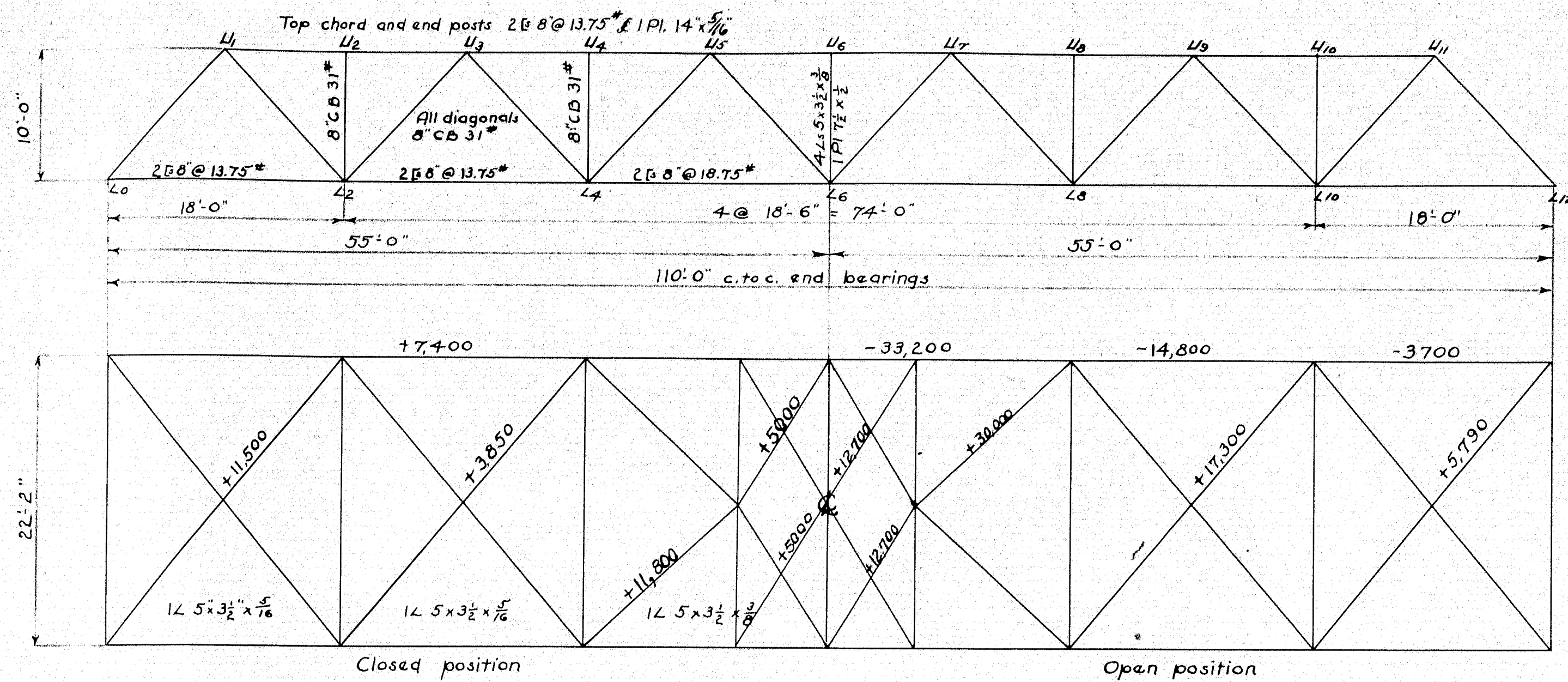
Maine Highway Commission
Bridge Division

BARTER ISLAND BRIDGE
over
BACK RIVER
in the town of
BOOTHBAY
LINCOLN Co

SWING SPAN DETAILS.

Sheet 4 of 12. Nov 24, 1930





LATERALS

INTERIOR STRINGER

13 1/8" C.B. 30#
Moment = 830,000 lbs. ins.
Shear = 23,900 lbs.

EXTERIOR STRINGER

13 1/8" C.B. 30#
Moment = 679,000 lbs. ins.
Shear = 13,000 lbs.

FLOOR BEAM

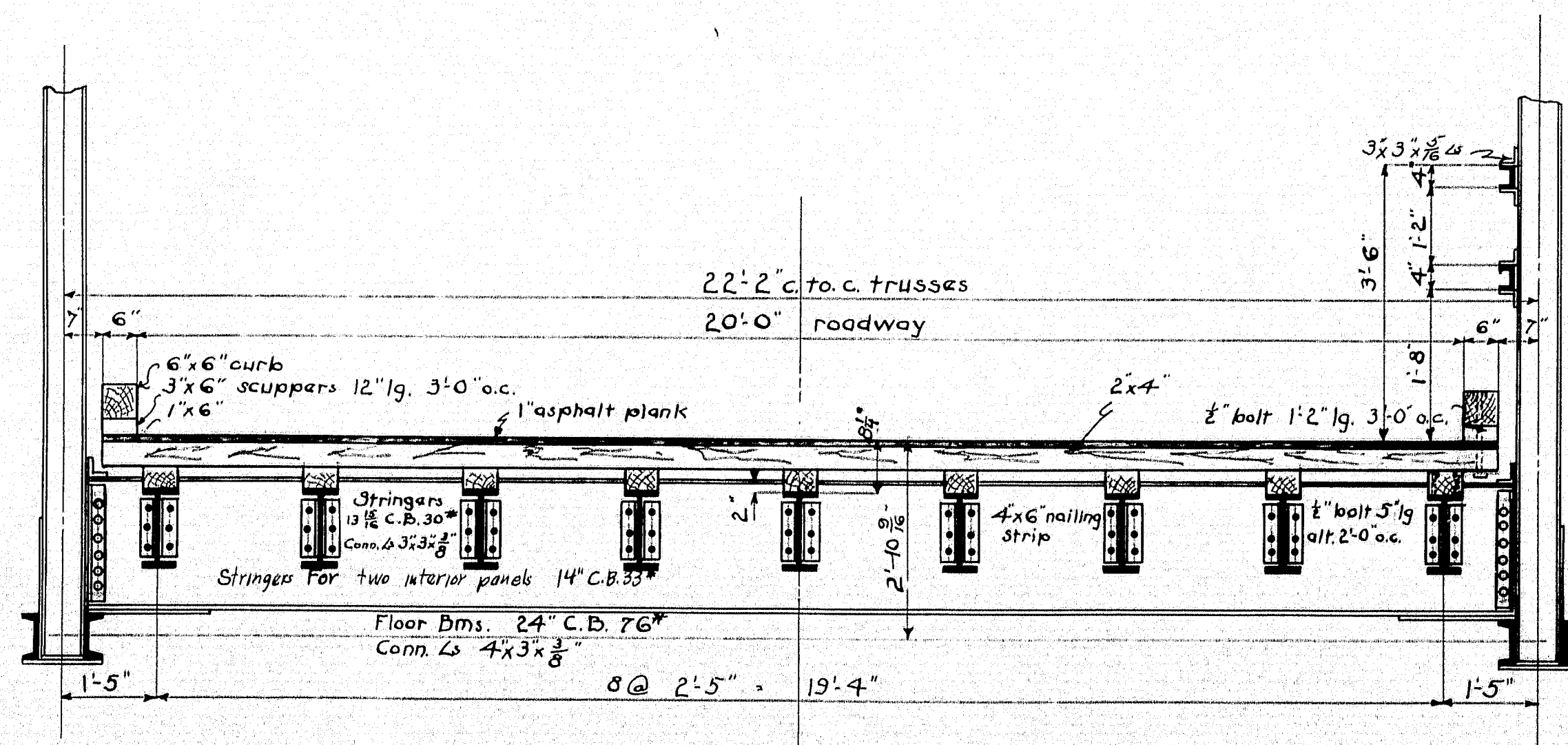
24" C.B. 76#
Moment = 4,228,000 lbs. ins.
Shear = 38,600 lbs.

LOADING

Dead Load = 830# per lin. ft. of truss.
Live Load = Floor System 2-10 Ton trucks - Truss M-10 Uniform Load of 34.9# per lin. ft. of truss + concentrated load of 9800#
Impact: $I = \frac{50}{L+125}$ for all parts of structure L = Loaded length of span
Wind Load = Moving load of 50# per sq. ft. on 1/2 times side area of bridge as seen in elevation, open or closed, or -
Moving load of 15# per sq. ft. on 1/2 times side area of bridge as seen in elevation plus a force 3 acting on end of span to cause stresses in lateral system.
 $3 = 0.00035 WL$ W = weight of structure L = overall length.

Loading Girder

Moment: D.L. = 12,285,000 lbs. ins. L.L.+I. = 5,583,000 lbs. ins.
Shear: D.L. = 92,400 lbs. L.L.+I. = 97,500 lbs.
L.L.+I. taken once. Design based on unit stress of 16,000 psi.
Web Pl. 4x6 x 1/2", 4x6 x 1/2", 2x6 x 1/2", 2x6 x 1/2" Conn. 2x5 x 3/8"
Center stiffeners 4x5 x 3/8" x 3/8"
Interior stiffeners 2x5 x 3/8" x 3/8"



CROSS SECTION

Note- Bolts for timber to steel connections to be furnished by Substructure Contractor.

STRESS TABLE

CASE I * Dead Load: Bridge open or closed no end reactions
CASE II * Dead Load: Bridge closed with its ends lifted to cause positive end reactions equal to 1/2 times the maximum live load negative reaction without impact
CASE III ~ Live Load: Bridge closed with one arm loaded and considered as a simple span but with no dead truss reactions
CASE IV ~ Live Load: Bridge closed and considered as a continuous girder
CASE V ~ Live Load: Bridge closed and considered as a continuous girder but with load placed so as not to cause negative reactions

Member	Case I	Case II	Case III	Case IV	Case V	I+20%	I+III	I+V	II+V	II+IV	Lat eff.	Max. Ten.	Max. Comp.
L0 U1	+10,500	+2300	-45,200	+6,900	-38,900	+12,600	-37,900	-25,400	-31,100	+9,200		+12,600	-37,900
U1 U3	+14,200	+3100	-61,300	+9,400	-51,900	+17,600	-51,400	-38,100	-45,900	+17,500		+17,600	-51,900
U3 U5	+57,000	+34,800	-61,300	+18,900	-42,400	+68,400	+21,400	+69,400	+47,200	+53,500		+69,400	-42,400
U5 U6	+128,200	+94,900	-61,300	+41,100	-20,200	+153,800	+128,200	+169,300	+136,000	+156,000		+169,300	-20,200
L0 L2	-7,100	-1600	+30,700	+27,900	+24,600	-8,500	+25,700	+19,000	+22,900	+26,700		+25,700	-8,500
L2 L4	-35,600	-19,000	+30,700	+10,900	+38,400	-42,700	+128,700	+13,500	+25,100	+6,300		+128,700	-42,700
L4 L6	-93,600	-64,800	+30,700	+8,000	+2,100	-11,100	+61,900	+115,400	+87,600	+88,200		+115,400	-11,100
U1 L2	-10,500	-2300	+45,200	+38,900	+38,900	-12,600	+37,900	+25,400	+31,100	+9,200		+37,900	-12,600
L2 U3	+31,500	+23,300	-19,900	+26,200	+26,200	+37,800	+51,400	+57,700	+49,500	+49,500		+57,700	-19,900
U3 L4	-31,500	-23,300	-19,900	+26,200	+26,200	-37,800	-51,400	-57,700	-49,500	-49,500		-57,700	-19,900
L4 U5	+52,400	+44,300	-45,200	-53,000	-53,000	-62,900	-97,600	-105,400	-97,300	-97,300		-105,400	-97,300

+ Tension - Compression

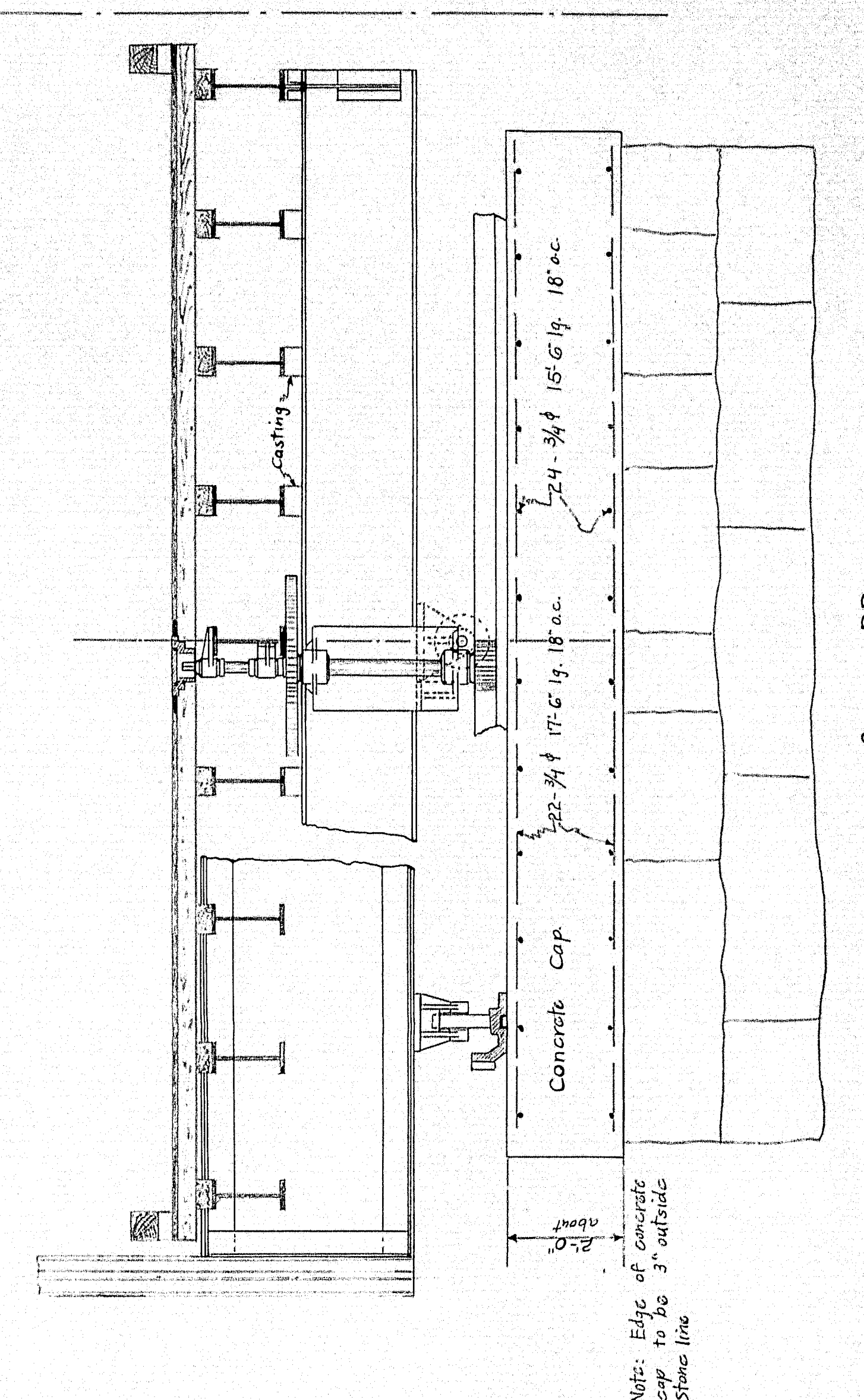
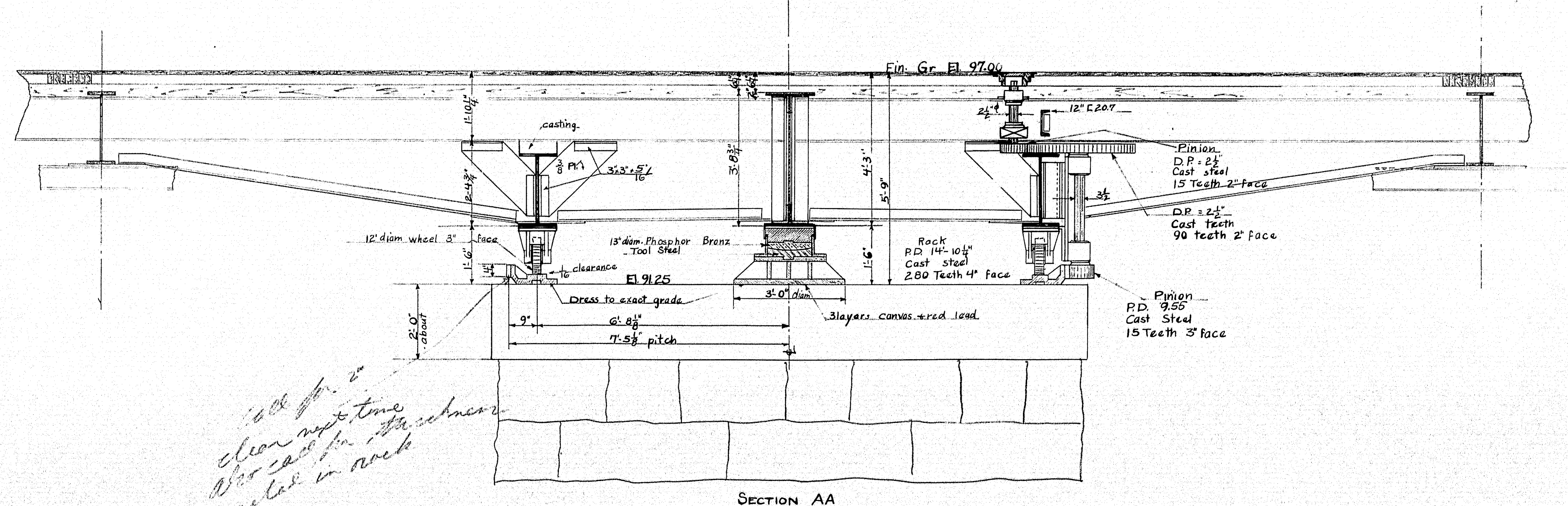
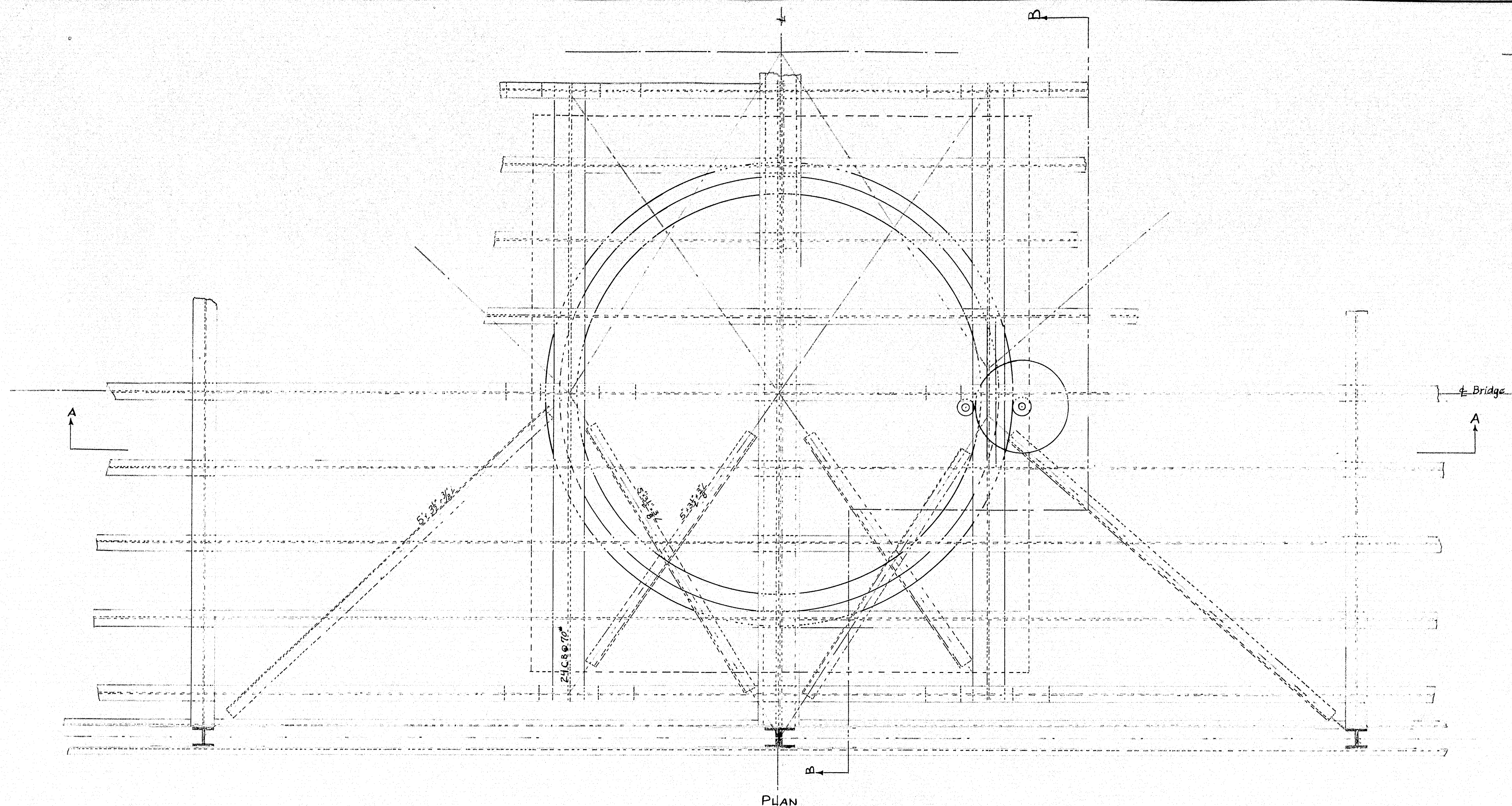
Live Load stresses increased 100%
Lateral Forces 50%

Design - E.A.M.
Traced - J.H.M.
Checked - G.L.P.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BARTER ISLAND BRIDGE
OVER
BACK RIVER
IN THE TOWN OF
BOOTHBAY, LINCOLN CO.
STRESS SHEET.
SHEET 5 of 12. Nov. 24, 1930

12-110

0 1 2 3 4 5 INCHES

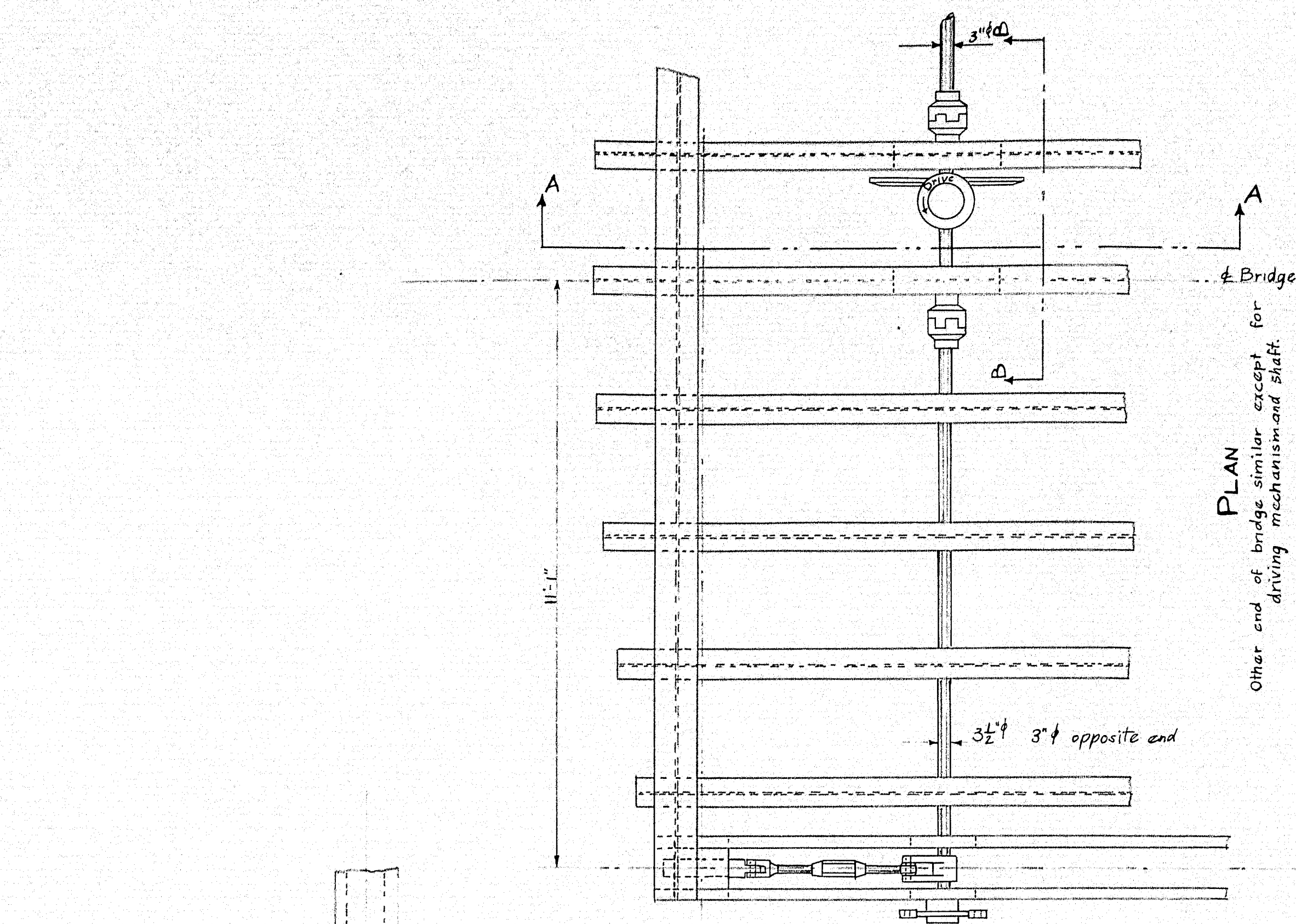


Details shown are suggestive of those to be used in the preparation of the shop detail plans.
 All details to be prepared in accordance with Maine State Highway Commission Specifications for Highway Bridges 1930 and the special specifications for this bridge.
 Gear teeth to be of the 20° involute type.
 Machinery designed to open bridge in 6½ min. against an unbalanced wind of 2½" per sq. ft. of area of bridge as seen in side elevation. Wedges operate in ½ min.
 Motive power - 2 men exerting 40" each on a 6' capstan lever and traveling 160 Ft. per min.

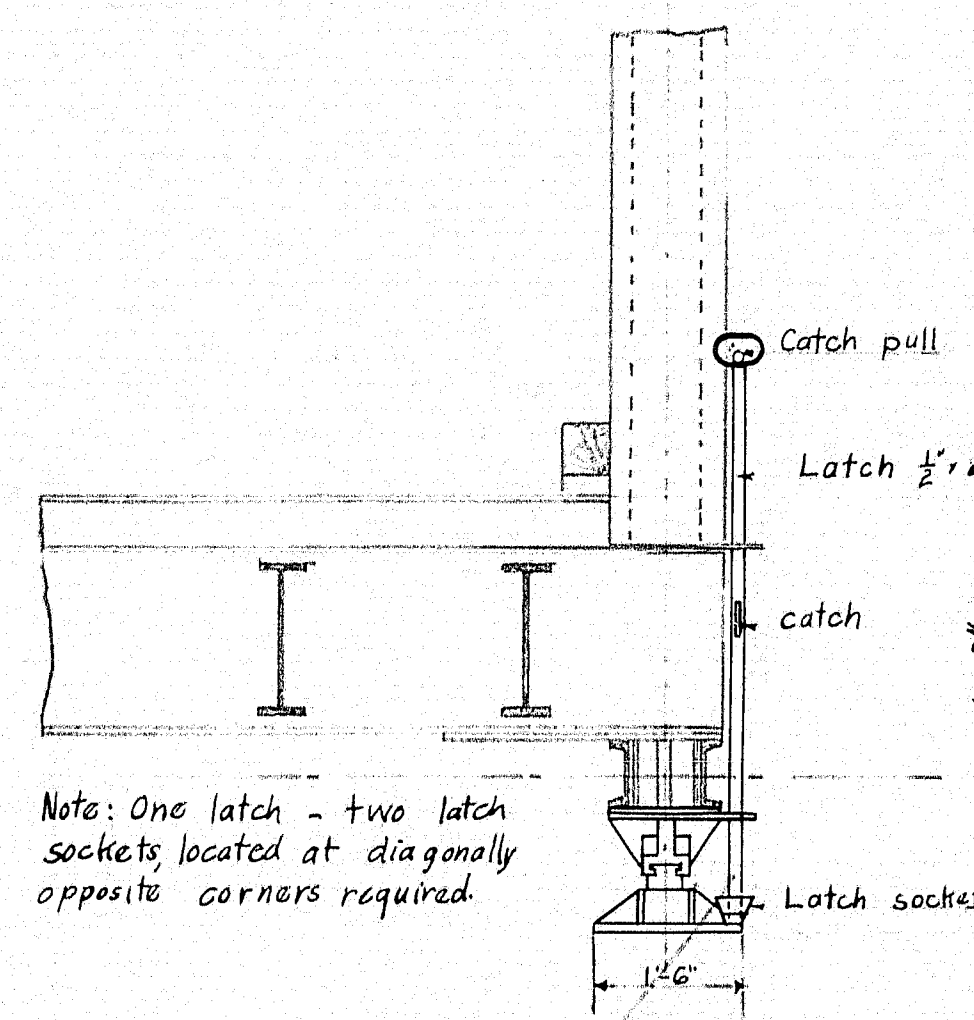
*Clear up time
 also call for thickness
 of steel in rock*

MAINE HIGHWAY COMMISSION
 BRIDGE DIVISION
BARTER ISLAND BRIDGE
 OVER
BACK RIVER
 IN THE TOWN OF
BOOTHBAY, LINCOLN CO.
 MACHINERY DETAILS
 SHEET 6 of 12. FEB. 1931

12-111

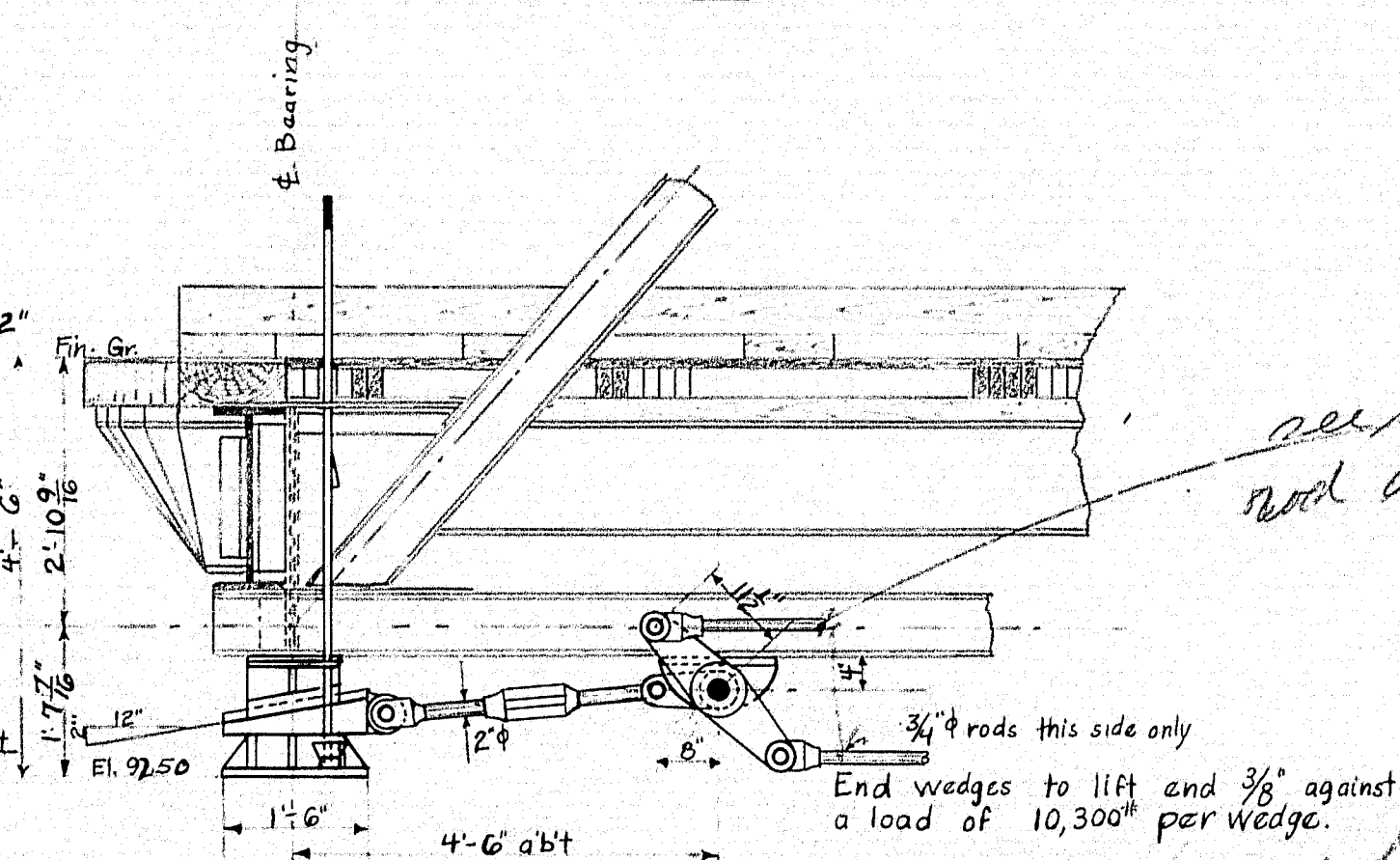


PLAN
Other end of bridge similar except for
driving mechanism and shaft.

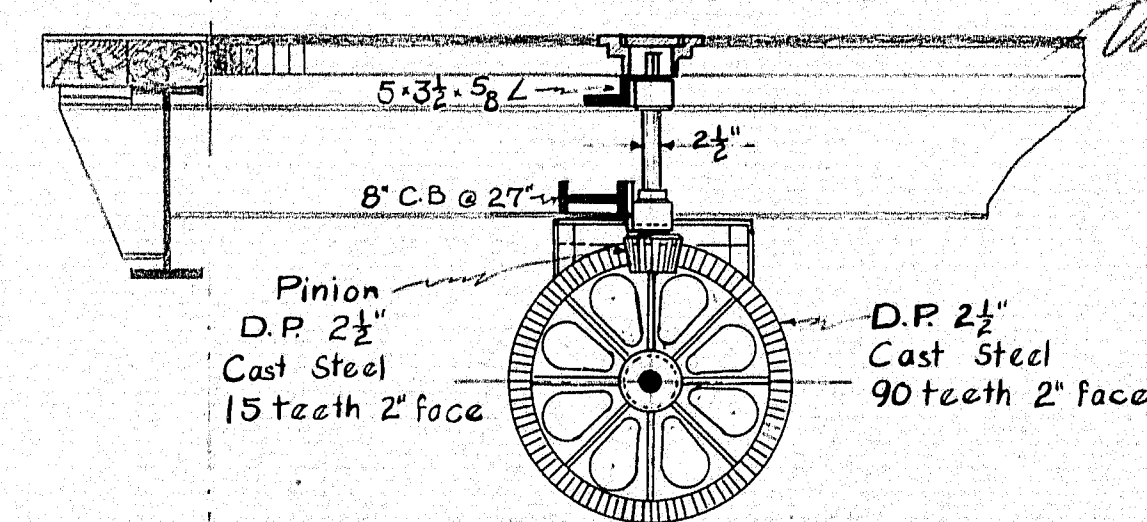


Note: One latch - two latch
sockets located at diagonally
opposite corners required.

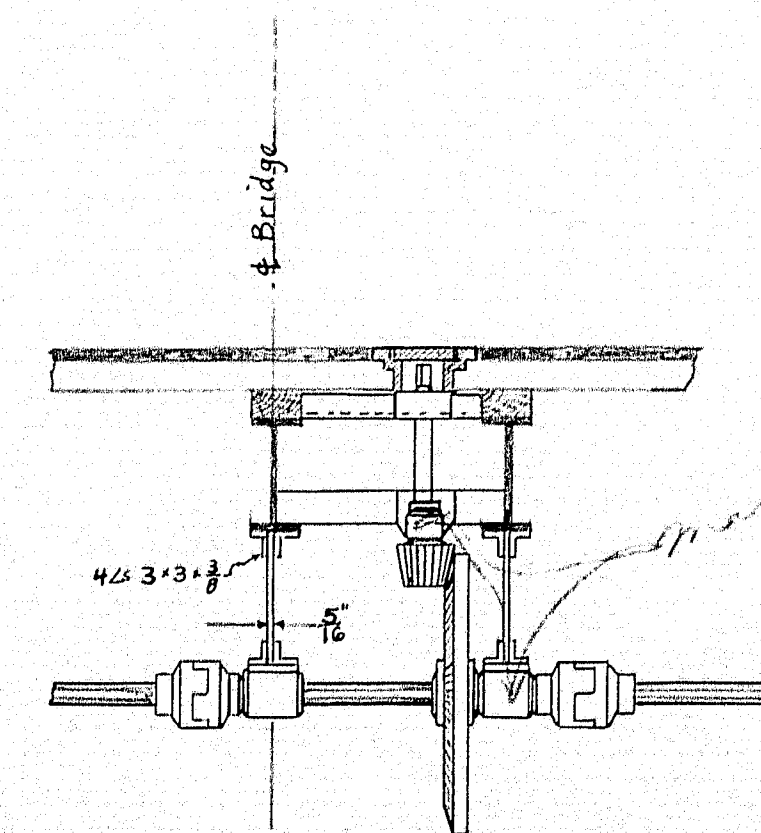
END VIEW



SIDE ELEVATION



SECTION AA



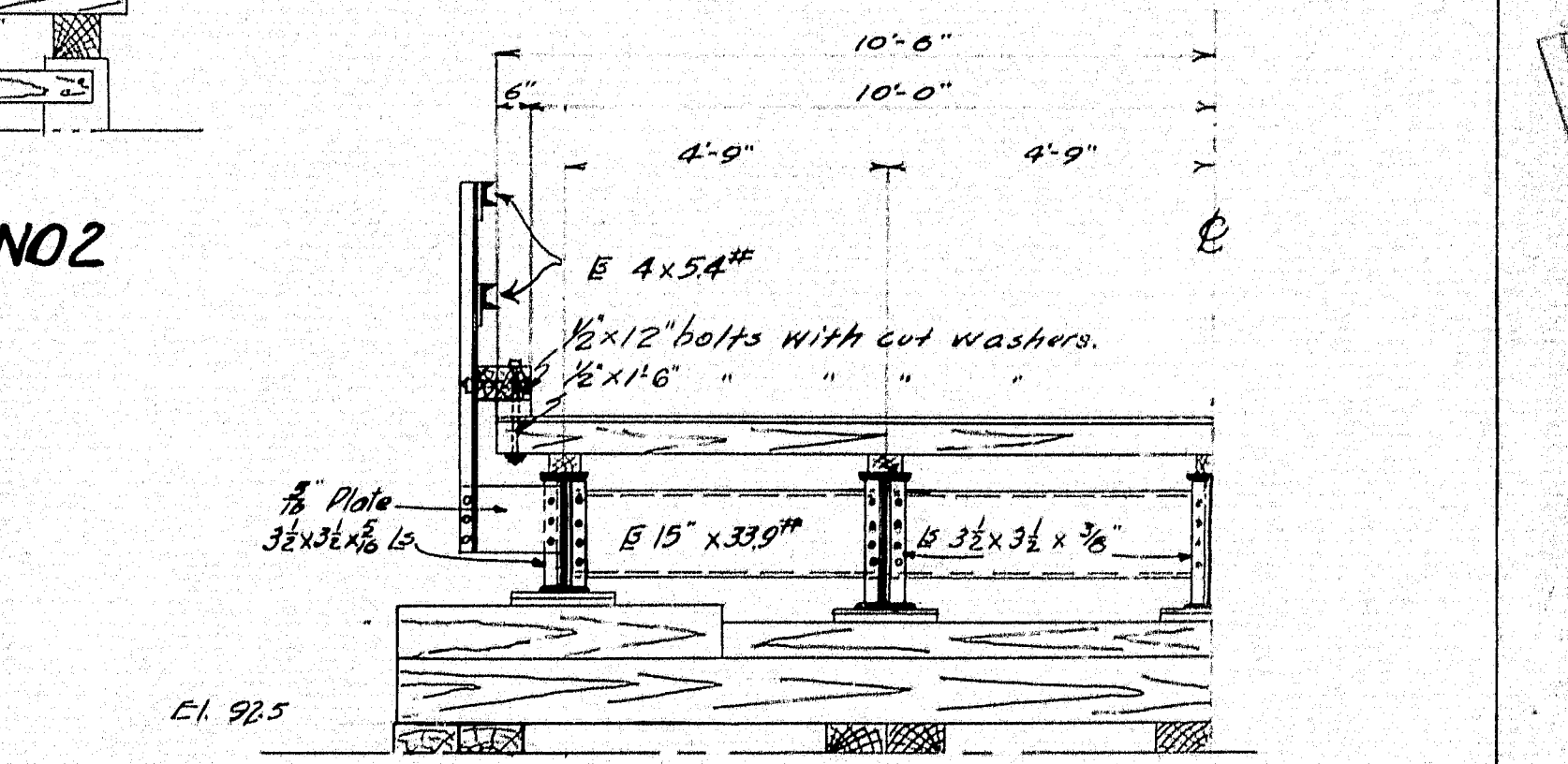
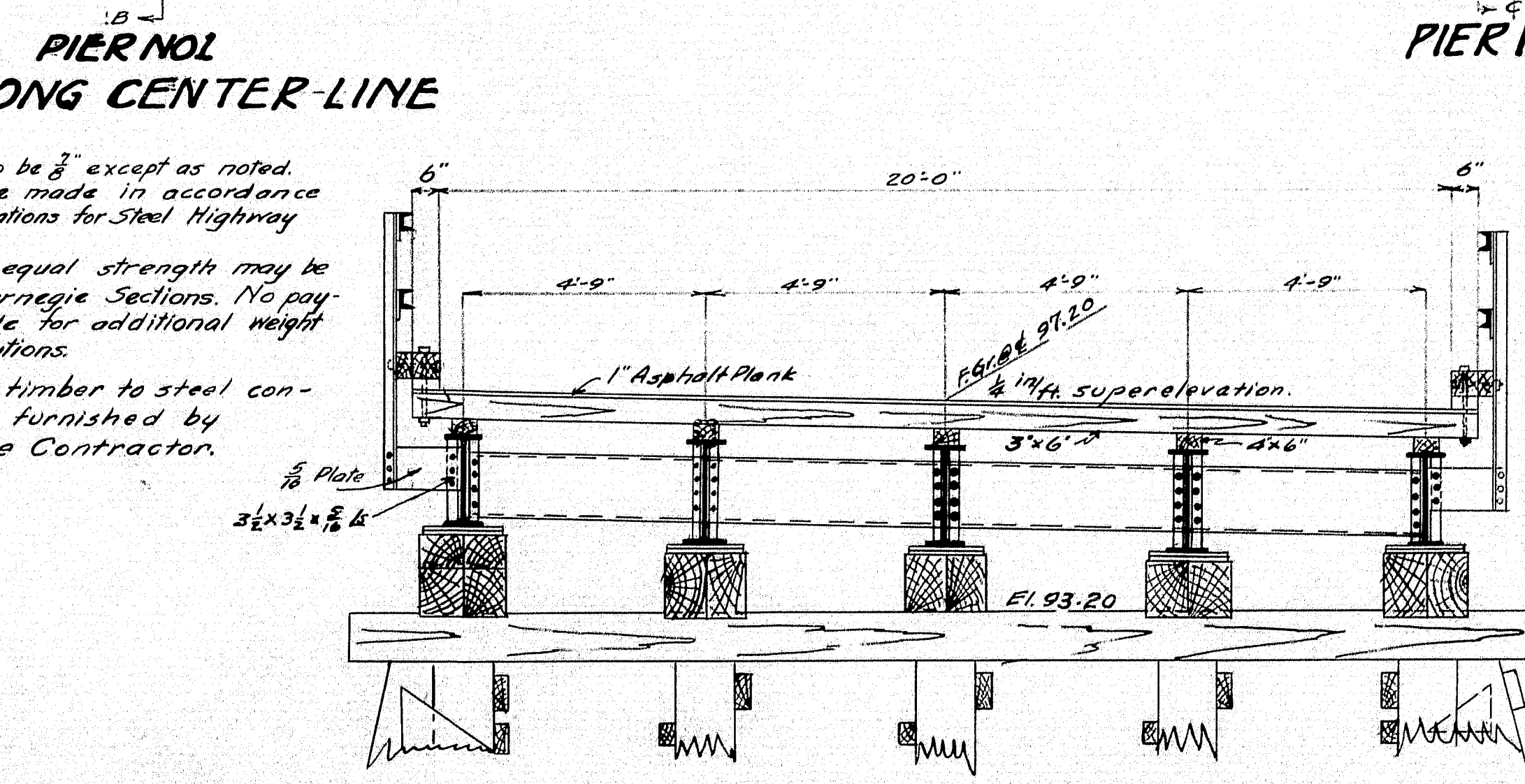
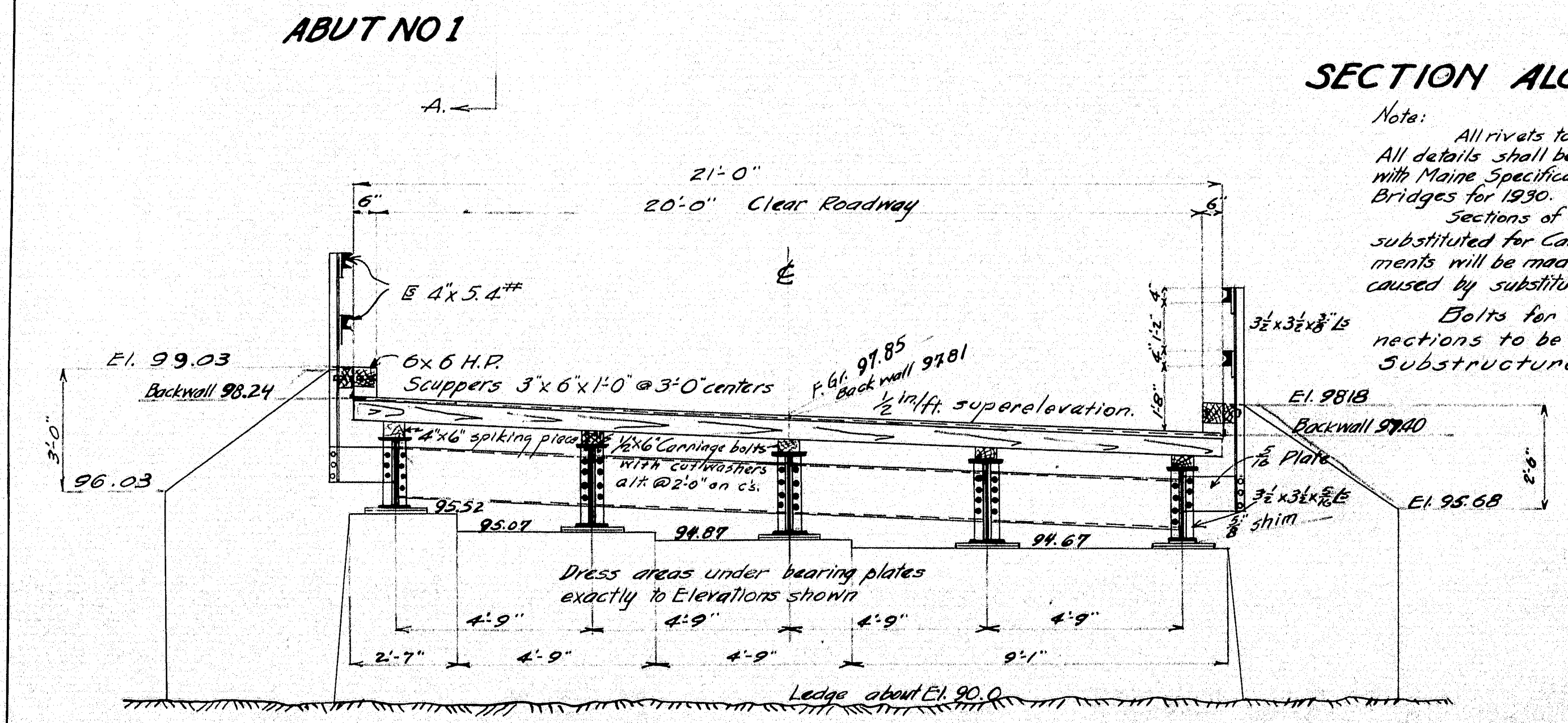
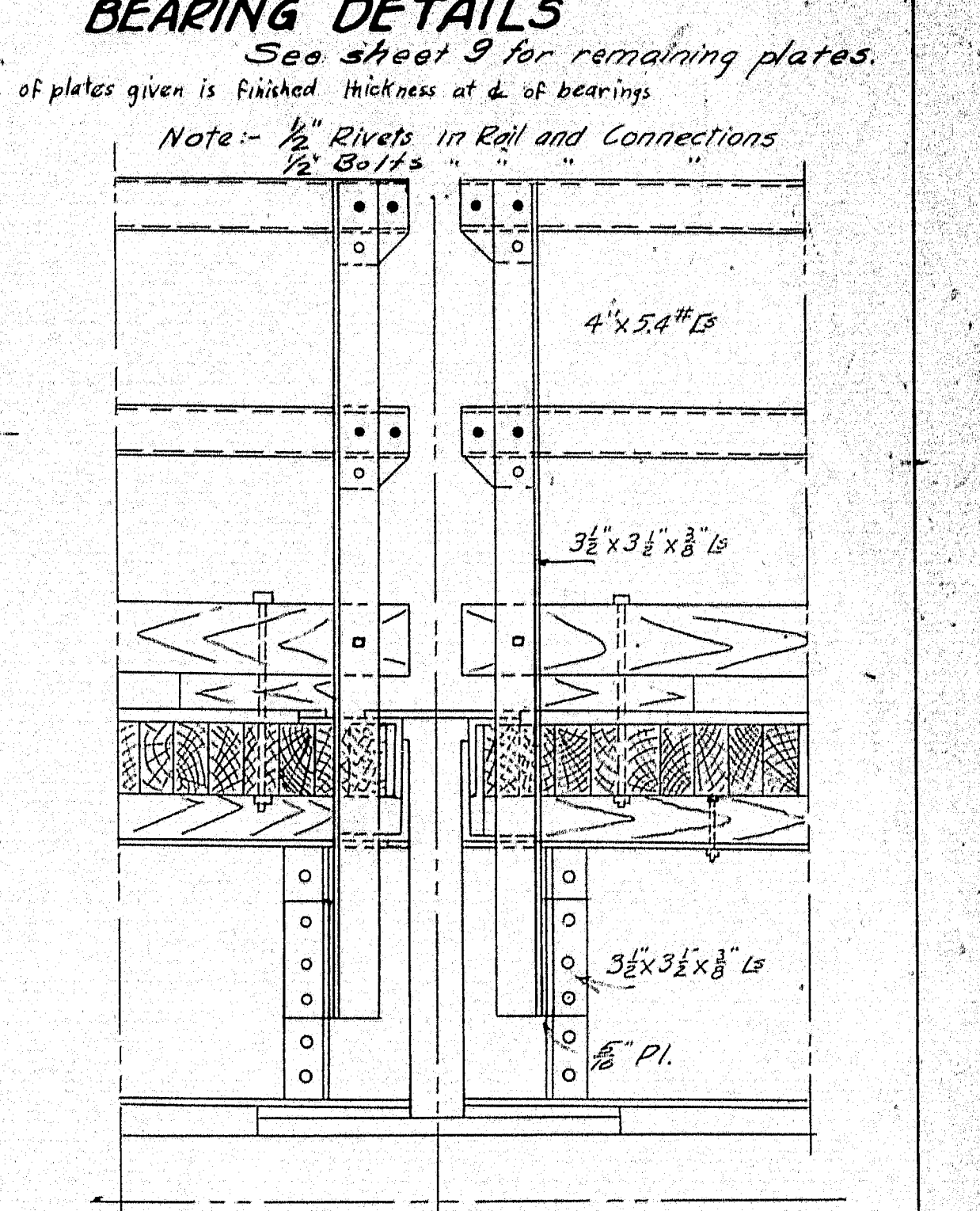
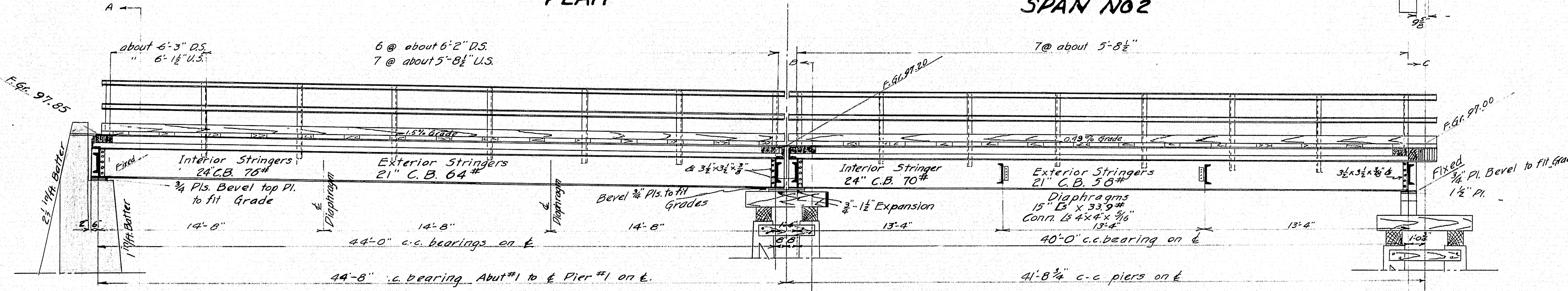
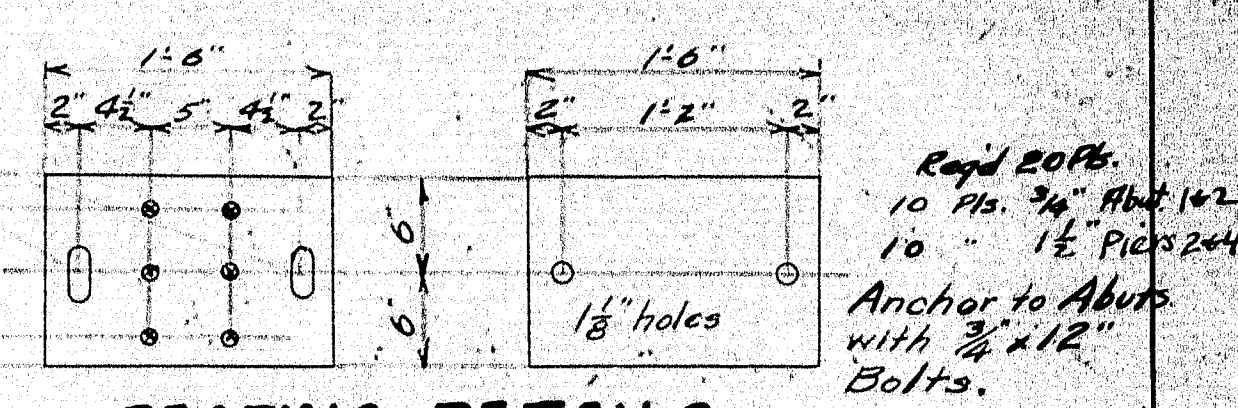
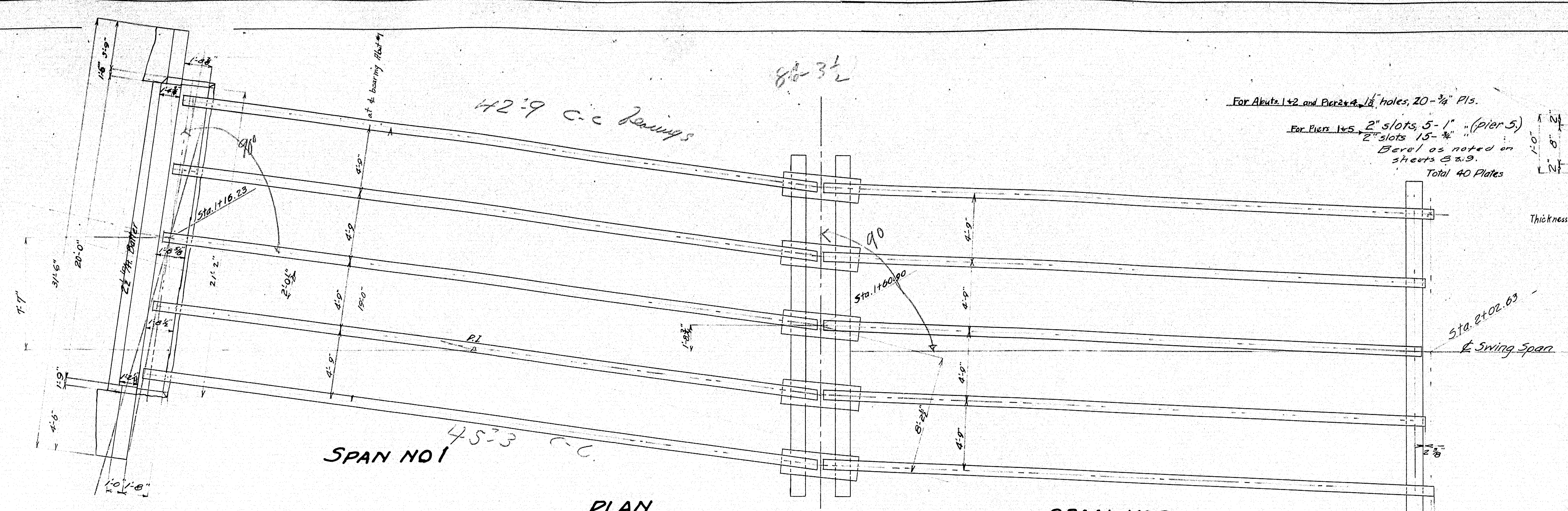
SECTION BB

NOTE

Details shown are suggestive of those to be used in the preparation of the
shop detail plans.
All details to be prepared in accordance with Maine State Highway Commission
Specifications for Highway Bridges 1930 and the special Specifications for this bridge.
Gear teeth to be of 20° involute type.

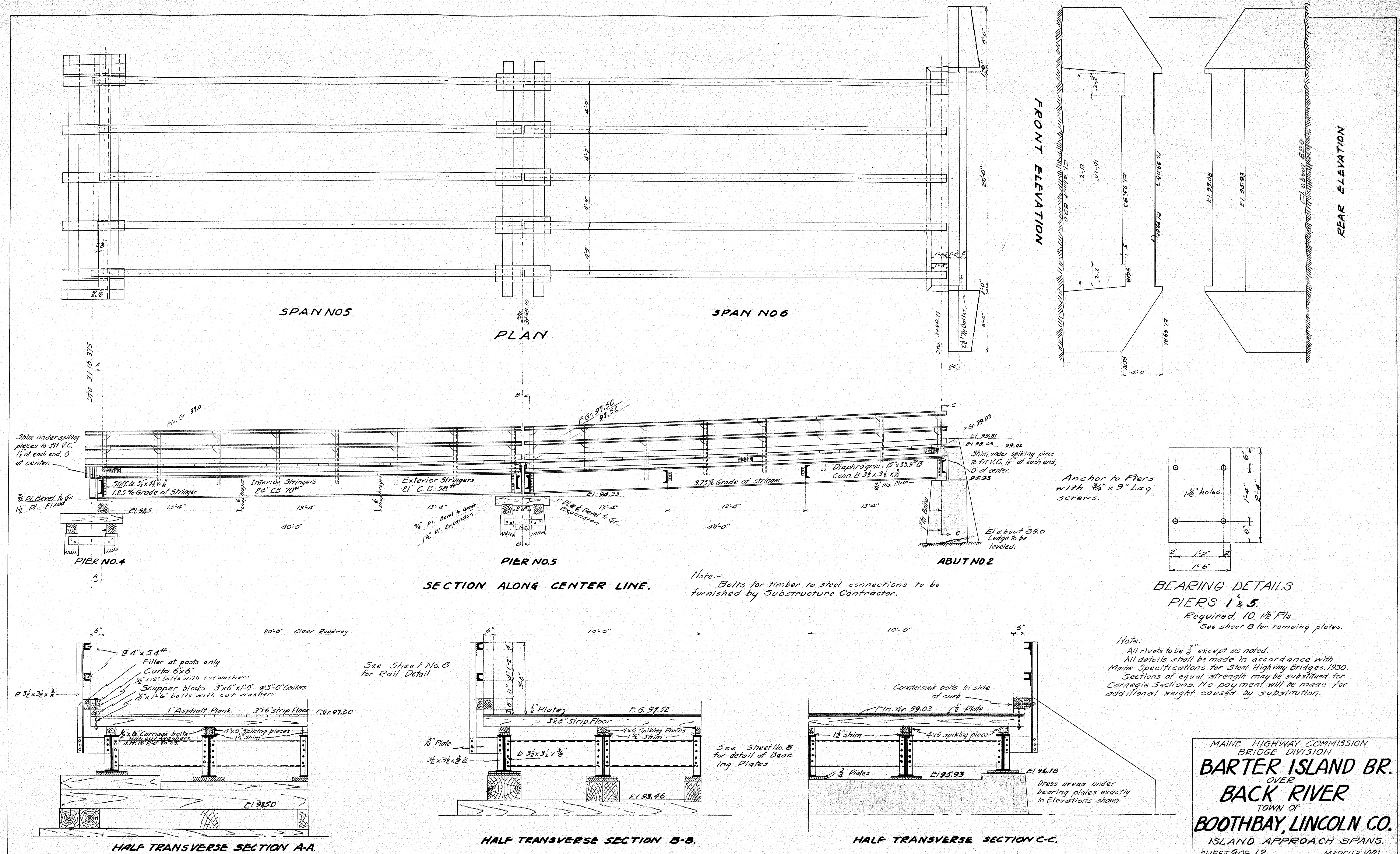
MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BARTER ISLAND BRIDGE
OVER
BACK RIVER
IN THE TOWN OF
BOOTHBAY, LINCOLN CO.
MACHINERY DETAILS
SHEET 7 of 12. FEB. 1931

12-112

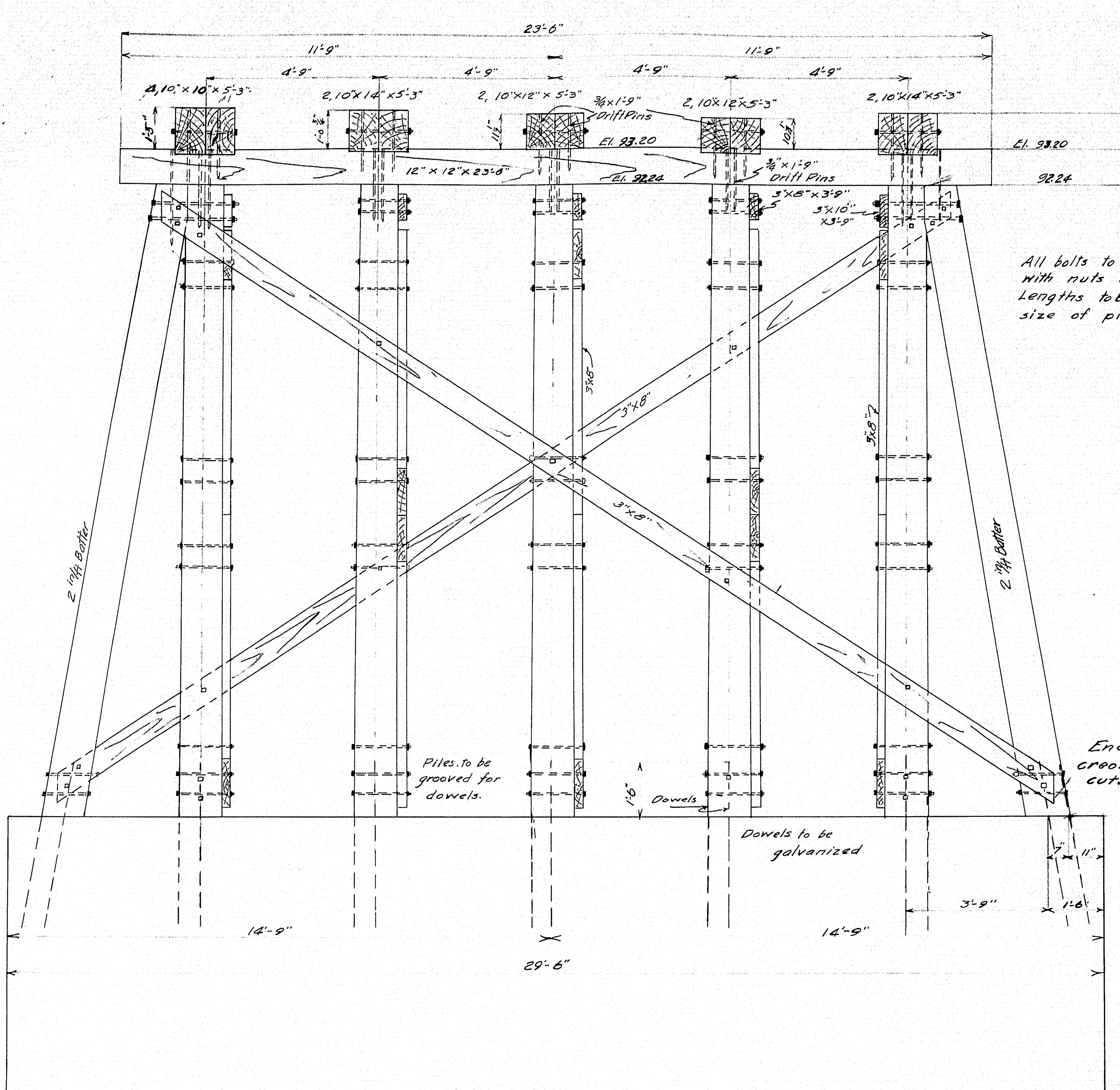


Note: All rivets to be $\frac{3}{8}$ " except as noted.
All details shall be made in accordance with Maine Specifications for Steel Highway Bridges for 1930.
Sections of equal strength may be substituted for Carnegie Sections. No payments will be made for additional weight caused by substitutions.
Bolts for timber to steel connections to be furnished by Substructure Contractor.

Maine Highway Commission
Bridge Division
BARTER ISLAND BRIDGE
over
BACK RIVER
in the Town of
BOOTHBAY
LINCOLN CO.
MAINLAND APPROACH SPANS.
Sheet 8 of 12. Feb. 27, 1931



MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BARTER ISLAND BR.
OVER
BACK RIVER
TOWN OF
BOOTHBAY, LINCOLN CO.
ISLAND APPROACH SPANS.
SHEET 9 OF 12. MARCH 3, 1931

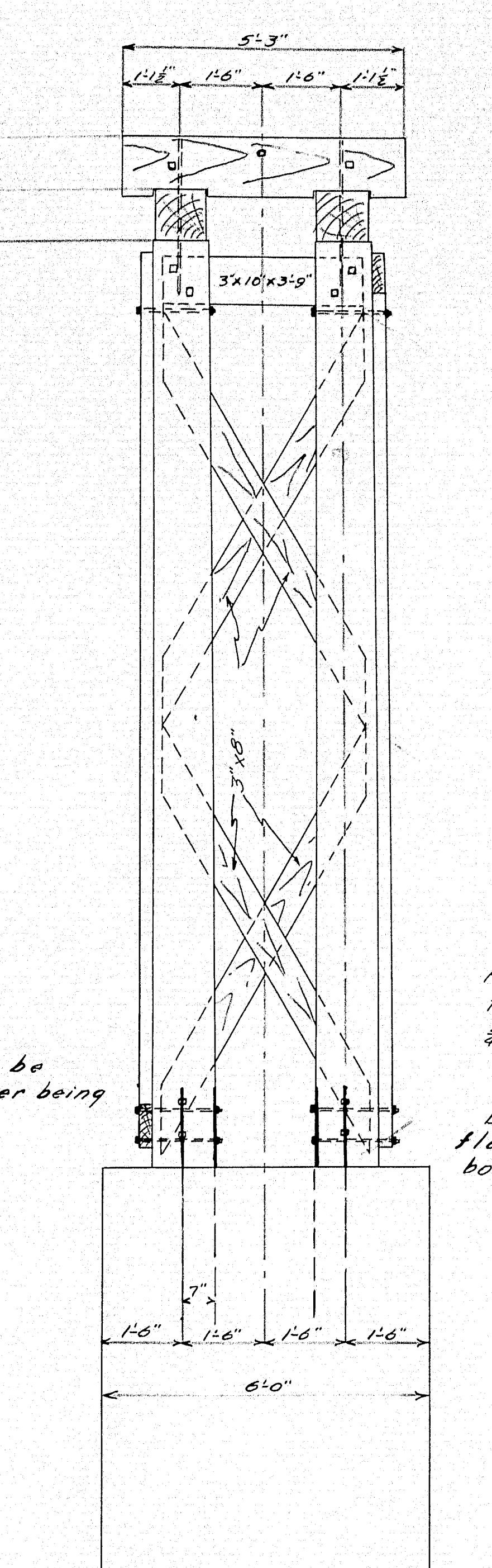


PIER NO. 1

Note:
Seal to be placed in one continuous run.
Concrete to be "in watered forms".

El. Ledge about 58.0' to be stepped.

SIDE ELEVATION



END ELEVATION.

All bolts to be $\frac{3}{8}$ " galvanized with nuts and washers. Lengths to be determined by size of piles as delivered.

Ends of bracing to be creosote treated after being cut.

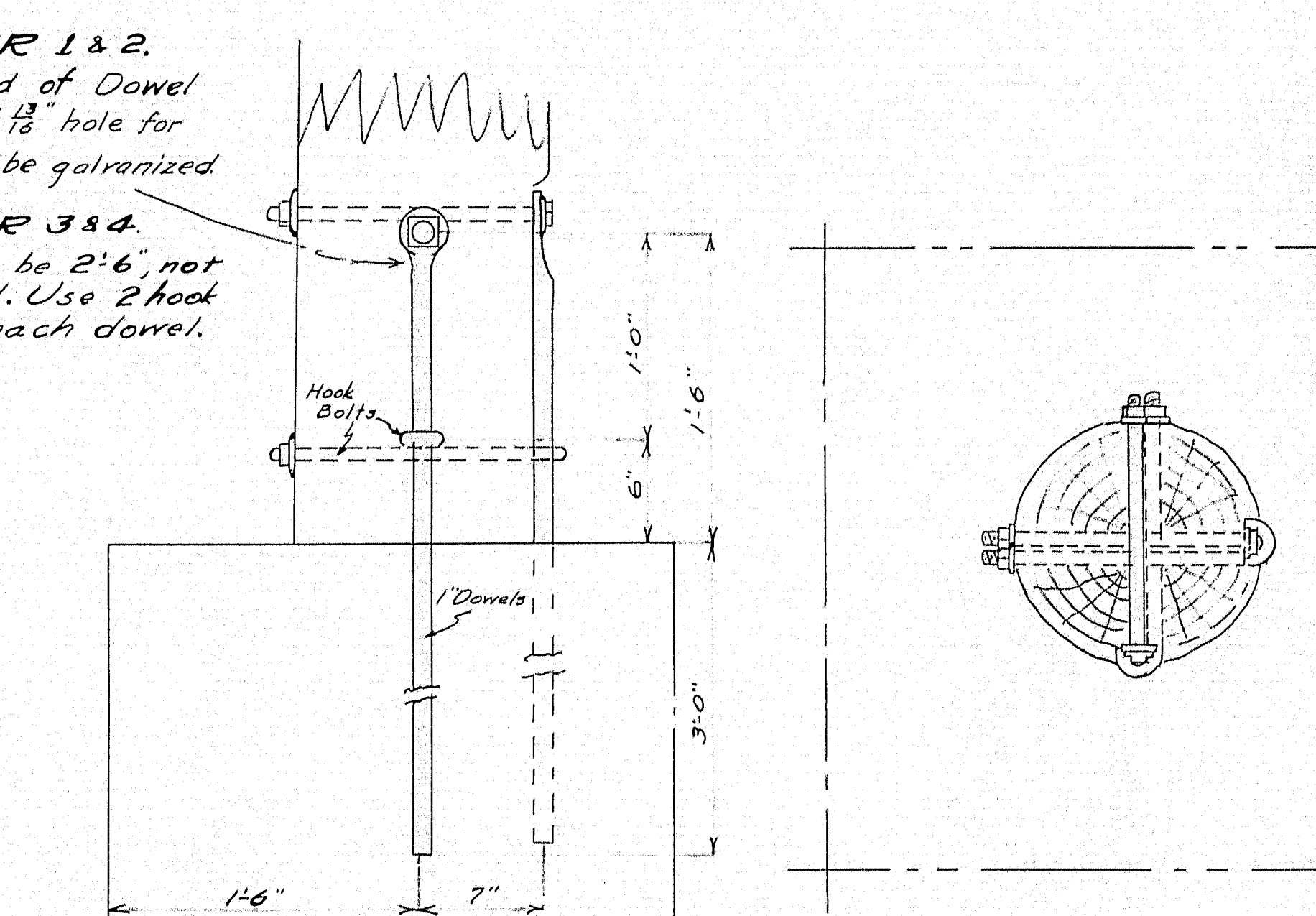
PIER 1

- 3" 3"x8"x5'-3"
- 10" 3"x8"x10'-0"
- 2" 3"x8"x30'-0"
- 2" 3"x10"x3'-9"
- 4" 10"x12"x5'-3"
- 4" 10"x10"x5'-3"
- 4" 10"x10"x5'-3"
- 2" 12"x12"x23'-6" D.B.S.
- 14" 12"x12'-6" piles
- 132 $\frac{3}{8}$ " bolts
- 44 $\frac{3}{8}$ " drift pins
- 20 $\frac{3}{8}$ " hook bolts
- 28 1"x4'-6" dowels.
- 300 C.I. washers.

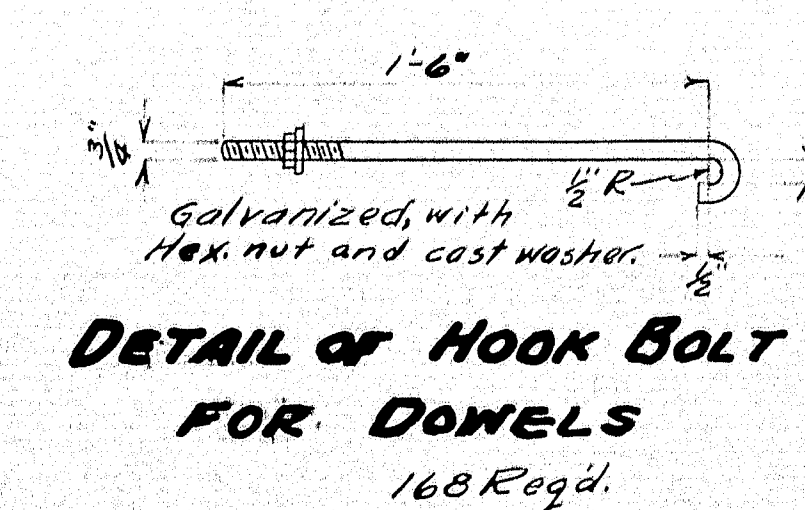
All timber to be creosoted.

PIER 1 & 2.
Flatten end of Dowel to $\frac{1}{2}$ ", drill $\frac{1}{8}$ " hole for $\frac{3}{8}$ " bolt. To be galvanized.

PIER 3 & 4.
Dowels to be 2'-6", not flattened. Use 2 hook bolts to each dowel.

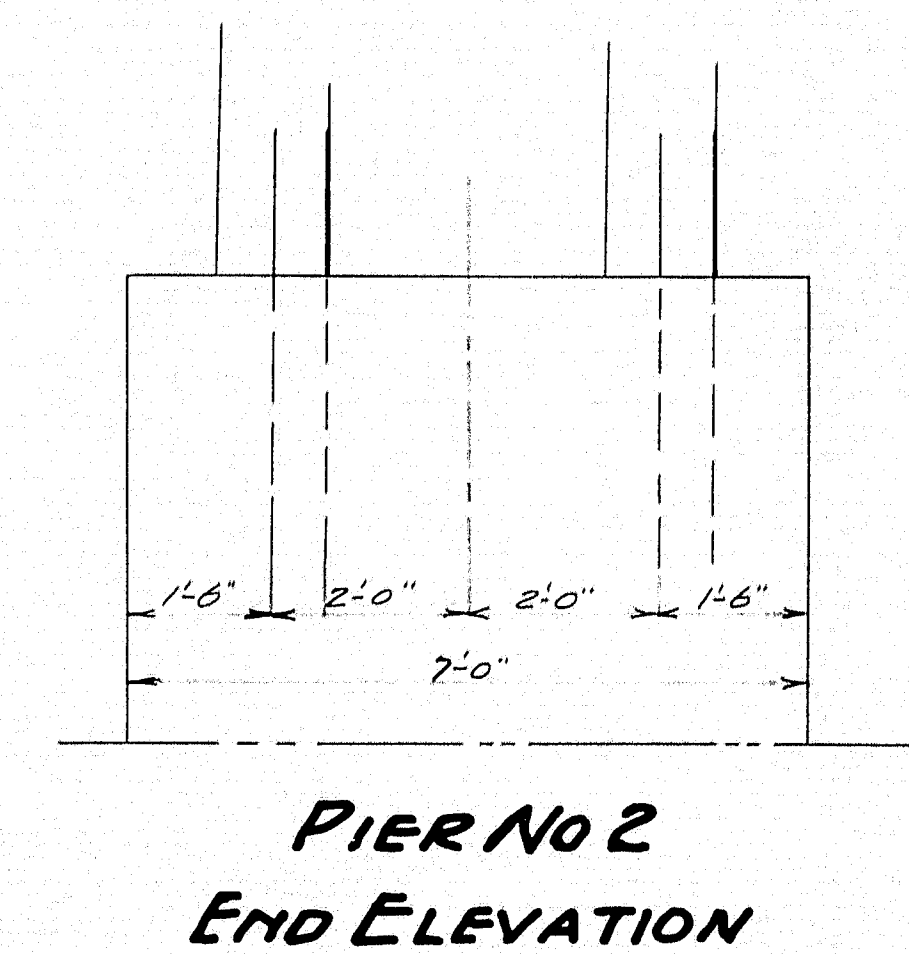
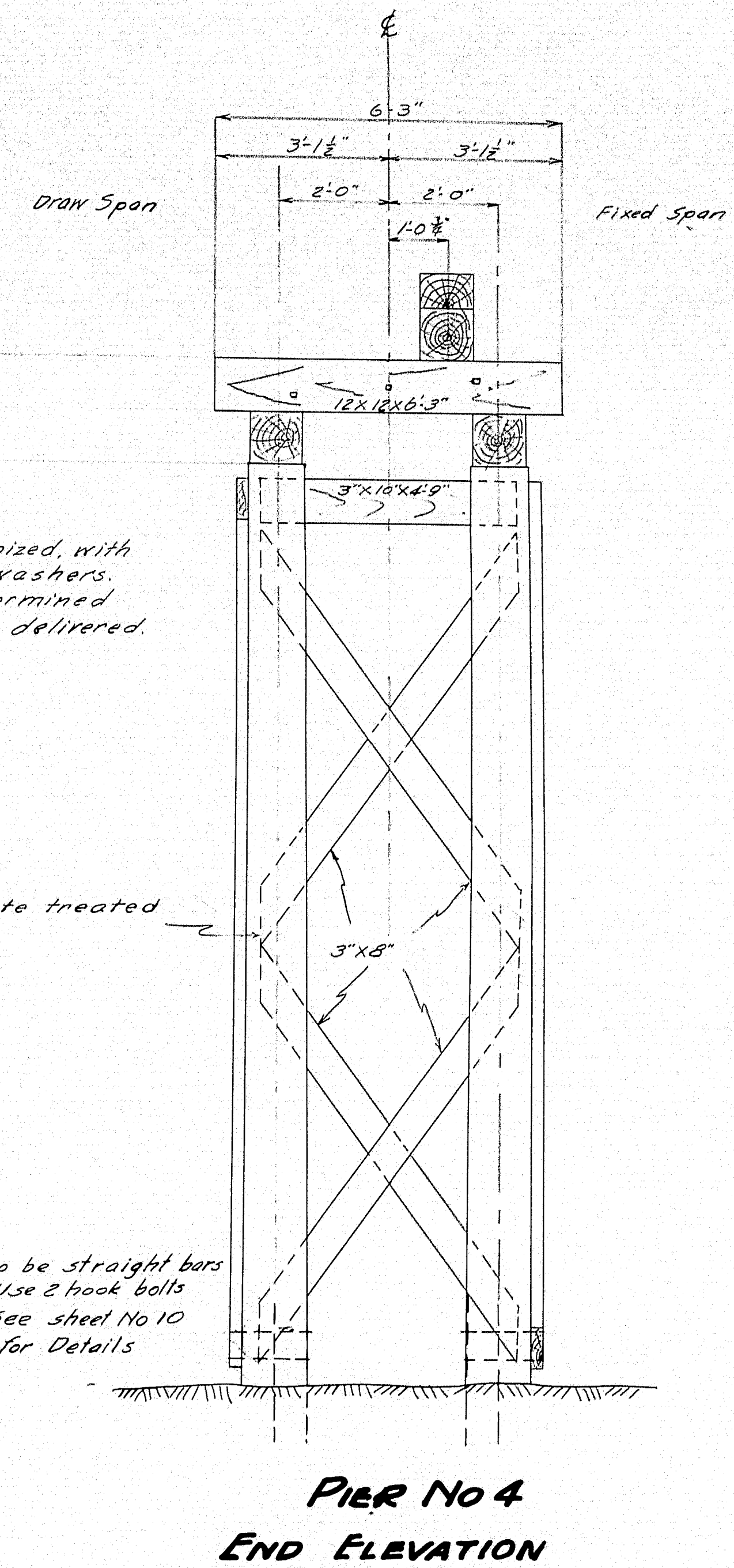
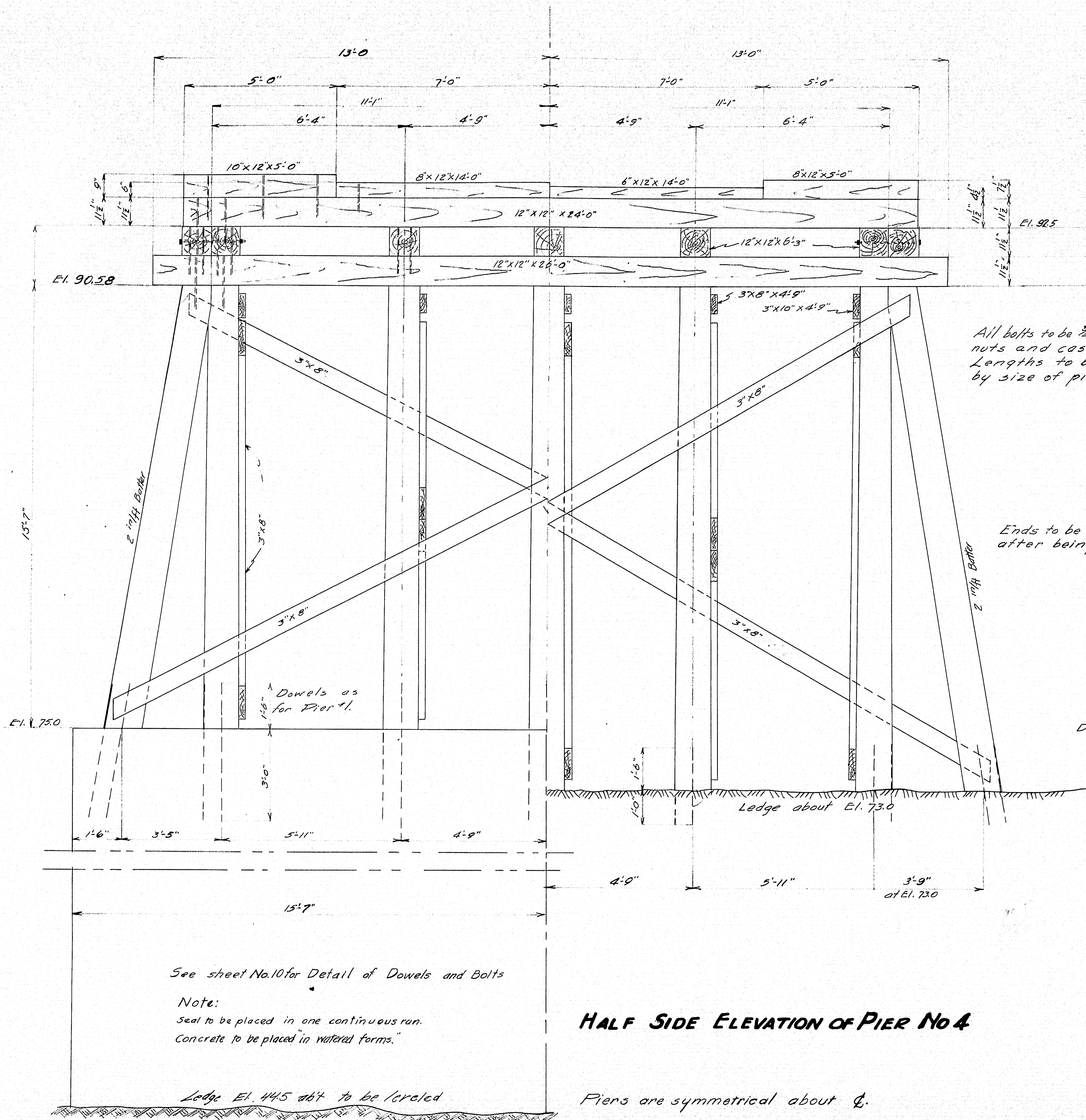


DETAIL OF PLACING AND SECURING DOWELS.
56 Reg'd. Piers 1 & 2.



DETAIL OF HOOK BOLT FOR DOWELS
168 Reg'd.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BARTER ISLAND BR.
OVER
BACK RIVER
TOWN OF
BOOTHBAY, LINCOLN, CO.
PIER NO. 1
SHEET NO. 12, AUGUSTA, ME. MARCH 4, 1931



PIER No 2

- 3-3x8x4'-9"
- 10-3x8x10'-0"
- 2-3x8x32'-0"
- 2-3x10x4'-9"
- 1-6x12x14'-0"
- 2-10x12x5'-0"
- 7-12x12x4'-3"-D.S.
- 1-12x12x24'-0"-D.S.
- 2-12x12x26'-0"-D.S.
- 14-12x16'-0" Piles
- 64 $\frac{3}{4}$ " Drift Pins
- 120 $\frac{3}{4}$ " Bolts
- 28 $\frac{3}{4}$ " Hook Bolts
- 28 1"x2'-6" Dowels
- 260 Washers (cast iron)

PIER No 4

- 3-3x8x4'-9"
- 10-3x8x10'-0"
- 2-3x8x32'-0"
- 2-3x10x4'-9"
- 1-6x12x14'-0"
- 2-10x12x5'-0"
- 7-12x12x4'-3"-D.S.
- 1-12x12x24'-0"-D.S.
- 2-12x12x26'-0"-D.S.
- 14-12x16'-0" Piles
- 64 $\frac{3}{4}$ " Drift Pins
- 120 $\frac{3}{4}$ " Bolts
- 28 $\frac{3}{4}$ " Hook Bolts
- 28 1"x2'-6" Dowels
- 260 Washers (cast iron)

All bolts and dowels to be galvanized.

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
BARTER ISLAND BRIDGE
OVER
BACK RIVER
TOWN OF
BOOTHBAY, LINCOLN, COUNTY
PLAN PIER NO. 2 AND 4
SHEET 11 OF 12, AUGUSTA, ME, MARCH 5, 1931

12-116

