P. W. A. PROJECT NO. ME 1010 D.

DEER ISLE SEDGWICK BRIDGE DISTRICT

BRIDGE OVER EGGEMOGGIN REACH

FROM LITTLE DEER ISLE TO SEDGWICK

HANCOCK COUNTY, MAINE.

ROBINSON & STEINMAN, ENGINEERS, NEW YORK CITY.

STIFFENING GIRDERS

THE PHOENIX BRIDGE CO.

CONTRACT # 37

C.O. # 37-F

DRAWING # 32

ENGINEER: J.H. Wanner.

DRAFTSMAN: W.C.G. and H.W.D.

CHECKED BY F.R.D. 3/11/38.

SCALE: 3/4" = 1'-0"

DATE: Feb. 21st 1938.

(2)

SPECIFICATIONS:- WORKMANSHIP, DEER ISLE - SEDGWICK BRIDGE SPECIFICATIONS AND STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS 1935 EDITION.

STRUCTURAL STEEL. A. S. T. M. A7 - 36, EXCEPT THAT FOR THE WEBS, FLANGE ANGLES, FLANGE PLATES AND SPLICE MATERIAL OF THE STIFFENING GIRDERS FOR THE SUSPENSION BRIDGE, THE SPECIFICATIONS FOR STEEL SHALL BE AS FOLLOWS:- ULTIMATE STRENGTH 62000 TO 72000 POUNDS PER SQUARE INCH, AND YIELD POINT 36000 POUNDS PER SQUARE INCH, MINIMUM.

RIVET STEEL A. S. T. M. A141 - 36.

RIVETS $\frac{7}{8}$" UNLESS NOTED. OPEN HOLES $\frac{15}{16}$" UNLESS NOTED.

ALL MATERIAL FORMING A PART OF MAIN MEMBERS SHALL BE SUB-PUNCHED AND REAMED IF THE THICKNESS OF THE MATERIAL IS NOT GREATER THAN THE NOMINAL DIAMETER OF THE RIVET. REAMED HOLES PUNCHED $\frac{3}{16}$" SMALLER AND AFTER ASSEMBLING, REAMED $\frac{1}{16}$" LARGER THAN THE NOMINAL DIAMETER OF THE RIVET. HOLES SHALL BE DRILLED IN MATERIAL THE THICKNESS OF WHICH IS GREATER THAN THE NOMINAL DIAMETER OF THE RIVET.

HOLES MARKED TEMPLET SHALL BE REAMED, OR DRILLED, TO A METAL TEMPLET 1" THICK.

HOLES MAY BE PUNCHED FULL SIZE IN MATERIAL USED FOR LATERAL, LONGITUDINAL, AND SWAY BRACING, LACING BARS AND ANGLES, STAY PLATES, AND DIAPHRAGMS, NOT FORMING A PART OF THE SECTION OF MAIN MEMBERS, IF THE THICKNESS OF THE MATERIAL IS NOT GREATER THAN THE NOMINAL DIAMETER OF THE RIVET.

SHOP PAINT, ONE COAT OF DUPONT 67-706 DULUX RED LEAD.

CONTACT SURFACES NOT PAINTED.

ERECTION MARKS PAINTED ON PAINTED SURFACES.

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

LAST ASSEMBLY MARK aq SHOP LISTS, PAGES

Revised 3/10/38 as per print returned from approval. Added Special Steel to bill of Material.

Stiffening girder sections must be assembled in the Shop for reaming of Holes of Splices, in groups of not less than four (4) sections of girders.

Location Diagram for Stiffening Girders. 4th, 5th and 6th From Cable Bents.

Deer Isle Cable Bent — SG8-R SG9-R SG10-R — SG7-L SG11-L SG12-L — Cen. of Suspension Bridge — SG10-L SG9-L SG8-L — SG12-R SG11-R SG7-R — Sedgwick Cable Bent

Sect. A-A

WANTED!

1 - Girder SG7R as Shown and Noted.
1 - " SG7L opp. hand
1 - " SG8R as Shown and Noted.
1 - " SG8L opp. hand.
1 - " SG9-R as Shown and Noted.
1 - " SG9-L opp. hand.
1 - " SG10-R as Shown and Noted.
1 - " SG10-L opp. hand.
1 - " SG11-R as Shown and Noted
1 - " SG11-L opp. hand
1 - " SG12-R as Shown and Noted.
1 - " SG12-L opp. hand.

Sect E-E

NOTE: Remainder of SG9-R to Right of LINE G is the same as SG8-R
do do SG11-R do do do do do do do do do SG7-R
do do SG10R " " " " " " " " SG8R, except as shown to right of Line "H"

All information not given See SG7-R and SG8-R

All information not given See SG7R and SG8R

Summary of Field Rivets

392 -	$\frac{7}{8}$" Field Rivets	22 U.H.
144 -	" " "	$28\frac{5}{8}$ " "
128 -	" " "	$24\frac{1}{4}$ " "
144 -	" " "	$27\frac{3}{8}$ " "
160 -	" " "	$30\frac{5}{8}$ " "
384 -	" " "	$33\frac{3}{4}$ " "
272 -	" " "	$58\frac{1}{4}$ " amR N.S.
96 -	" " "	$24\frac{1}{4}$ " anR F.S.