All Floor Beam Conns. & Stiffs ⊥ to Working line.

Shop Note: See Enlarged detail below.

All these lines on curve

All these lines are vertical lines 90° to Working line, except at ends of Girders as Shown.

These 12 lines are parallel to ℄ of splice

Shop Note: See Enlarged detail below

Shop Note: Splice L's h, k, m, n, p are curved symmetrically about ℄ of Splice.

Figures given on Horizontal line

Figures given along ℄ of splice

Grind h-h along this edge to fit fillet of 6×4 L

Grind k-k along these edges to fit fillet of 6×4 L's

Grind m-m to fit fillet of 5×3½ L's

Figures given on Horizontal line

Note: change in gauge for chord L3

Note: Break in gauge

Fill-in

Flatten ⅜ high N.S.

ctsk. not chipped N.S.

4-Rivets ctsk not chipped N.S.

5-Rivets ctsk not chipped N.S. Break in gauge

Temp 7

Panel Point (31)

Panel Point (32)

Cov. Pl. e

Cov. Pl. f

Working line (Horizontal)

Floor line

Parallel to Working line

℄ of Pin Hole

℄ of Splice

Exact

Not More

Shop Note: See Enlarged detail below.

1-Web-aR for SG33R
1- " -bR " SG34R

1-adR N.S.
1-h33 N.S.

2-k33
2-af40R ℄

2-adR FS

2-V30 for SG33R

V30 for SG33R

radius N.S.

Sect. A-A

SG33R	SG34R					SG33R	SG34R				
1		aR	78×7/16 Web Pl. abt.	56'1½	Tp. curved ord. 56'½	2	2	h33	3½×⅝ fills.	3'2⅝	
	1	bR	" " " "	56'1½	Tp. curved ord-56'½	4	4	k33	7×⅝ "	9½	
2	2	cR	6×4×⅝ L3 abt.	56'1½	Curved	4	4	af40R	5×3½×⅝ L3	12½	
1	1	dR	" " " "	56'0½	"	2	2	af40R	" " "	12½	
1	1	dLX	" " " "	56'0¼	"	8	8	ac30R	3½×3½×⅝ L3	12½	
1	1	e	12½×⅝ Cov. Pl. abt.	56'1½	" ord-56'½	4	4	adR	7⅝×3½×10(5⅝,7⅛)	1'3½	Tp. bevel edge for welding
1	1	f	" " " "	56'0½	" " 56'0½	4	4	ae	9×½ fills. abt.	7½	Tp. Weld
2	2	W29	13×7/16 Sp. Pls. at R.	5'1		4	4	af	9×7/16 Pls. "	1'6⅜	" "
2	2	g	12½×⅝×⅜ " "	4'10½	bolted	4	4	agL	9×½ Pls. "	12½	Tp. bevel edge for welding
2	2	h	5×3½×⅜×⅜ L2	3'4½	bolted. Grind h-h to curved fillet 6×4×⅝	1	1	ah	14×⅜ Pl.	3'2	Tp.
2	2	K	" " " "	3'4½	" "	1	1	ak	" " "	2'8	
1	1	m	5×3½×⅜ L	2'10½	" Grind k-k to fillet 6×4×⅝	1	1	am	3½×⅜ fill.	2'8	
1	1	n	" " " "	2'10½	" "	1	1	an	" " "	3'2	
1	1	P	3½×3×⅜ L	1'1	"	8		V30	8×3½×⅜ L3	6	
1	1	tR	5×3½×⅜ L abt.	54'11⅞	curved	6	6		⅞ Shop T Bolts	2⅛	U.h.
1	1	uR	" " " "	54'11⅞	"	8	8		" " "	3½	U.h.
1	1	VR	3½×3×⅜ L	3'0⅝	curved crimped ⅜						
2	2	WR	" " " "	6'11⅞	curved crimped ⅜						
1	1	xR	" " " "	6'11⅞	" " 1"						
1	1	yR	" " " "	6'10⅞	" " ⅜						
2	2	aaR	" " " "	6'11⅞	" " ⅜						
1	1	abR	" " " "	6'11½	" " 11/16						
1	1	acR	" " " "	2'1 8⅛	curved						
6	6	adeoR	5×3½×⅝ L3	4'3½	crimped ⅜						
2	2	aeoR	" " " "	4'3½	"						

Sect. B-B

Sect. C-C

Sect. D-D

Sect. E-E

Sect. F-F

Under Connection to Girder

Location Diagram for Stiffening Girders 17th from Cable Bent

Deer Isle Cable Bent — Sedgwick Cable Bent — ℄ of Suspension Bridge

Wanted

1-Girder SG33R as Shown & Noted
1- " SG33L oppo. hand
1- " SG33R as Shown & Noted
1- " SG34L oppo. hand to SG34R

Camber Diagram

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.

SPECIFICATIONS:- WORKMANSHIP, DEER ISLE - SEDGWICK BRIDGE SPECIFICATIONS AND STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS 1936 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 ⅞ UNLESS NOTED. OPEN HOLES 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 3/16 SMALLER AND AFTER ASSEMBLING, REAMED 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 07-706 DULUX RED LEAD.
CONTACT SURFACES NOT PAINTED.
ERECTION MARKS PAINTED ON PAINTED SURFACES.
EDGE DISTANCES NOT GIVEN, ARE 1½
LAST ASSEMBLY MARK an SHOP LISTS, PAGES 28429.

Summary of ⅞ Field Rivets

48 - ⅞ F.R. 2½		16 - ⅞ F.R. 2½		8 - ⅞ F.R. 3	
124 - " " 2½		32 - " " 3½		192 - " " 4½	
48 - " " 2⅝		88 - " " 3½		96 - " " 5⅛	

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 # 457
C. O. # 457-A
DRAWING: # 21
ENGINEER: J. H. Wonner
DRAFTSMAN: W. C. + P. R. D.
CHECKED BY T. V. R. 4-8-38.
SCALE: 3/16 = 1'0
DATE April 4th 1938

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