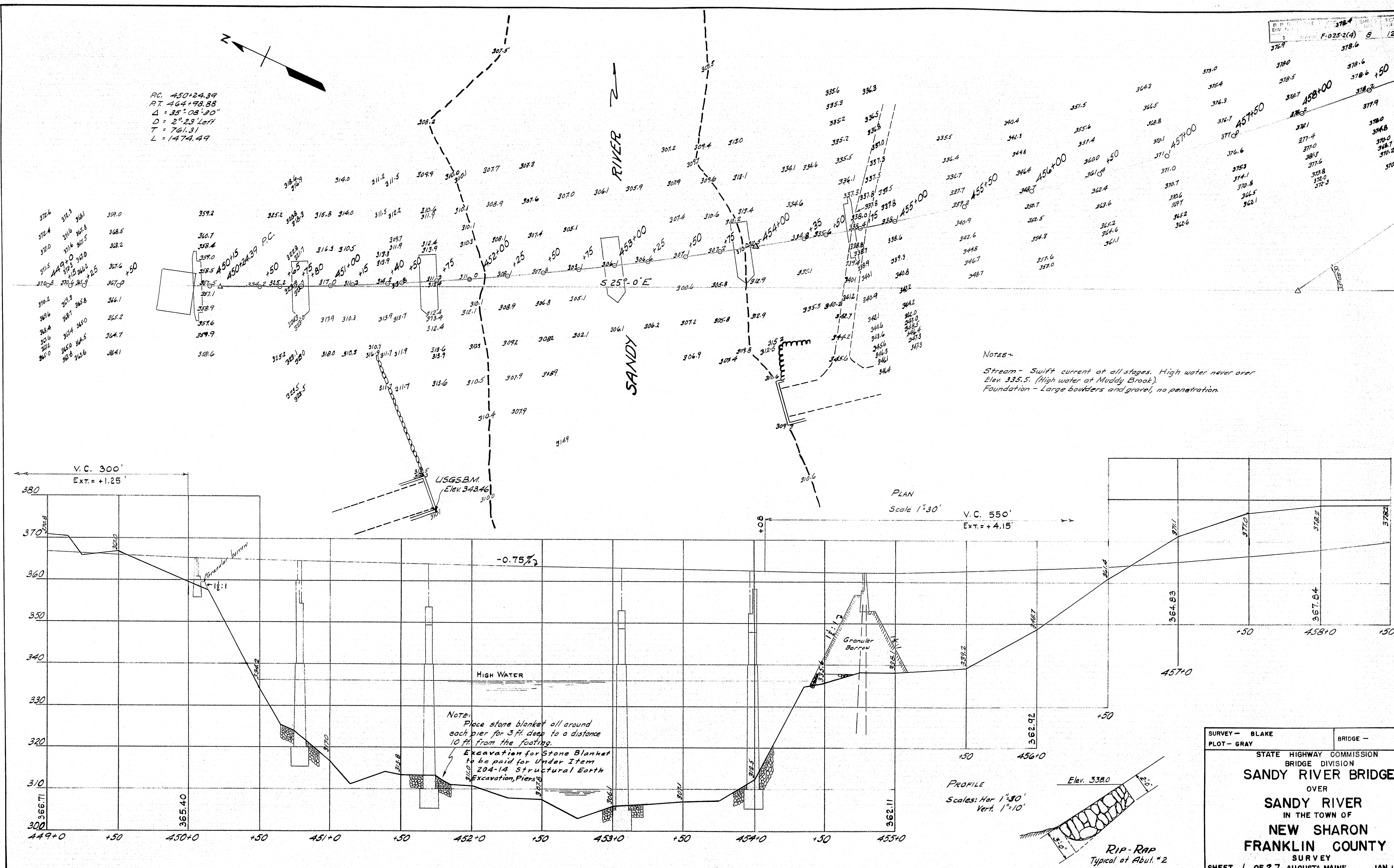


Notes–

Stream – Swift current at all stages. High water never over Elev. 335.5. (High water at Muddy Brook).

Foundation – Large boulders and gravel, no penetration.

Note:
Place stone blanket all around each pier for 3 ft. deep to a distance 10 ft. from the footing.
Excavation for Stone Blanket to be paid for Under Item 204-14 Structural Earth Excavation, Piers.

F-025-2(4) 8 129

SURVEY – BLAKE PLOT – GRAY	BRIDGE –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

OVER

SANDY RIVER

IN THE TOWN OF

NEW SHARON

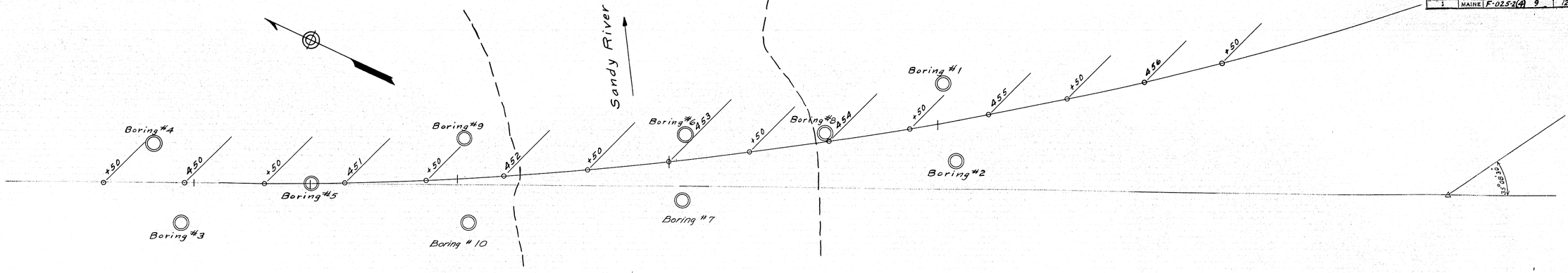
FRANKLIN COUNTY

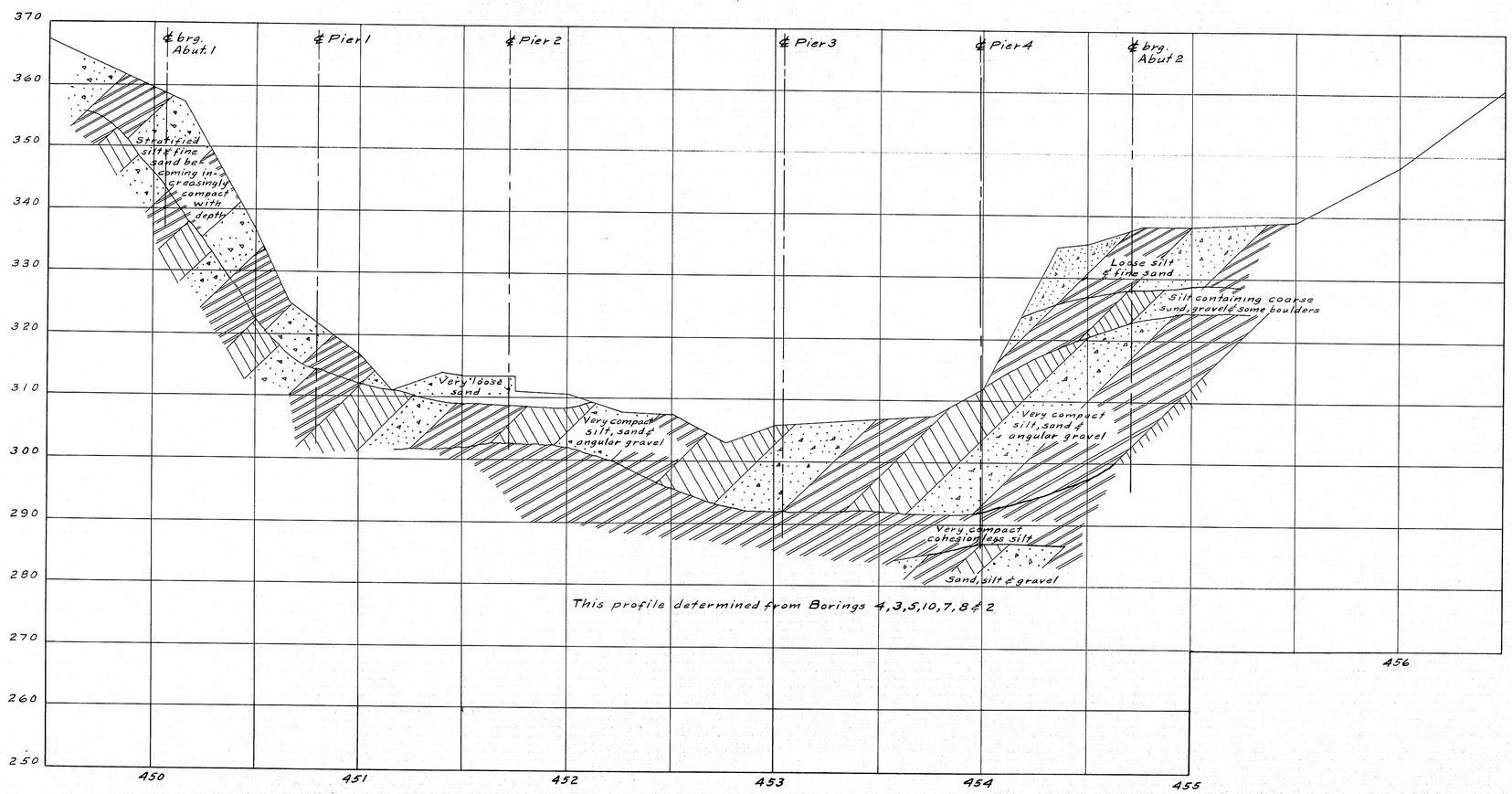
SURVEY

SHEET 1 OF 27 AUGUSTA, MAINE JAN. 1955

M-1043

B. P. R. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	9	129





This profile determined from Borings 4,3,5,10,7,8 & 2

Scale:
Hor. 1" = 30'
Vert. 1" = 10'

DESIGN — H. GRAY
TRACE — WHITE
CHECK — Kelley

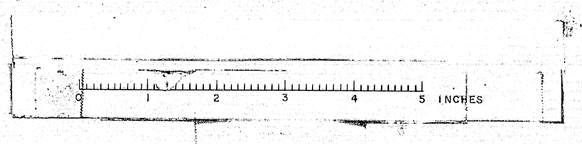
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE
OVER
SANDY RIVER
IN THE TOWN OF
NEW SHARON
FRANKLIN COUNTY

FOUNDATION SURVEY

SHEET 2 OF 27 AUGUSTA, MAINE NOV. 1955

M-1044



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	10	129

Boring #1
Sta. 454+75 25' Lt. ℄ — El. 336.5

4	
8	Loose brown sandy loam
11	with scattered gravel
12	
	El. 332.5
20	
7	
17	
21	Stratified loose medium
66	℄ fine reddish brown sand
36	
13	
36	
	El. 324.5
62	
94	
104	Dark gray clayey silt
90	containing scattered
400	grains of coarse sand
166	Boulders
	El. 318.5
450	
480	Very compact mixture of
270	cohesionless silt, sand ℄
290	gravel with boulders near bottom
	El. 314.5

Boulders

Boring #2
Sta. 454+75 25' Rt. ℄ — El. 338.9

5	
7	Brown sandy loam
29	
31	
	El. 335.9
38	Medium ℄ fine brown
16	slightly silty sand
25	
	El. 331.9
40	
50	Dark brown silt containing
40	pieces of angular gravel
26	℄ coarse sand
	El. 327.9
63	
102	
168	
250	
226	
352	Very compact dark gray
240	cohesionless silt
354	containing angular
596	gravel ℄ coarse sand
312	
440	

El. 313.9

Boring #3
Sta. 450+00 25' Rt. ℄ — El. 360.5

3	
4	
6	
4	
5	
20	Brown silty fine sand
56	containing scattered coarse
98	sand ℄ gravel. Loose in
109	upper 5 ft., becoming
88	increasingly compact
64	with depth
106	
280	
268	
268	
	El. 345.5
155	
430	

Very compact dark gray silt containing much coarse sand ℄ gravel

El. 335.5

Boring #4
Sta. 449+80 25' Lt. ℄ — El. 368.2

4	
5	
10	
38	
56	
14	
52	Stratified brown cohesionless
126	silt ℄ fine sand. Loose near
182	surface but becoming
200	increasingly compact with
149	depth ℄ containing scattered
250	coarse sand near bottom
360	
330	
330	
	El. 353.2

Very compact mixture of dark gray silt, sand ℄ gravel

El. 348.2

Boring #5
Sta. 450+80 ℄ — El. 322.7

3	
4	
4	
9	
13	Loose fine brown
6	silty sand
11	
32	
	El. 314.7
66	
98	
440	
550	
200	
126	Very compact mixture of
190	dark gray silt, sand ℄ gravel
442	

El. 300.7

Boring #6
Sta. 453+12 15' Lt. ℄ — El. 306.3

50	
80	
150	
320	
310	
370	

Very dense gray silt, sand, gravel ℄ boulders

El. 287.3

Boring #7
Sta. 453+05 25' Rt. ℄ — El. 305.1

56	
208	
122	
284	
398	
360	Very compact dark gray
454	cohesionless silt, sand
370	℄ angular gravel
498	
620	

El. 292.1

Compact thinly varved gray cohesionless silt

El. 285.1

Boring #8
Sta. 453+97 5' Rt. ℄ — El. 310.0

230	
280	
304	
300	
196	
340	
450	Very compact mixture
530	of gray silt, sand ℄
774	gravel
776	

El. 292.0

Very compact varved gray cohesionless silt

El. 287.0

Dark gray sand, silt ℄ gravel

El. 285.0

Boring #9
Sta. 451+75 25' Lt. ℄ — El. 312.3

3	
3	
2	
3	Loose brown sand
14	
16	
	El. 306.3
140	
380	

Very compact dark gray mixture of silt, sand, gravel ℄ boulders

El. 296.3

Boring #10
Sta. 451+75 28' Rt. ℄ — El. 312.4

1	
1	
1	Very loose brown sand
12	
	El. 308.4
46	
40	
79	Very compact mixture of
610	dark gray cohesionless silt ℄
220	fine sand containing sharp coarse
225	sand ℄ angular gravel
	El. 302.4

Compact thinly varved cohesionless gray silt

El. 287.4

Boring Notes

Scale - 1" = 5'

Number of blows of 275# hammer falling 18 inches required to drive extra heavy casing one foot thus: | | 40

Bottom of boring indicated thus: ⏚

DESIGN – H. GRAY TRACE – WHITE CHECK – Kelner	BRIDGE NO. SURVEY – PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

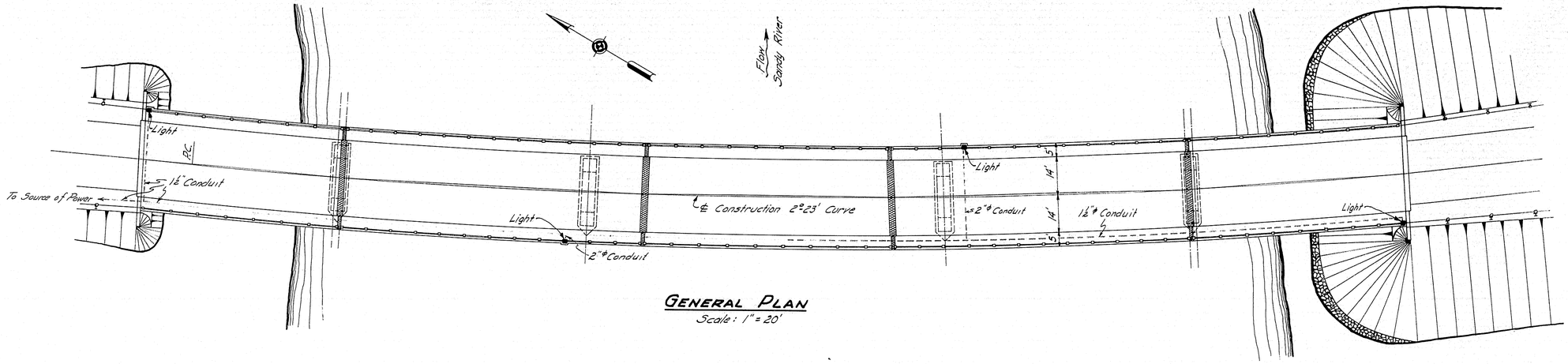
SANDY RIVER BRIDGE
OVER
SANDY RIVER
IN THE TOWN OF
NEW SHARON
FRANKLIN COUNTY
FOUNDATION SURVEY

SHEET 3 OF 27 AUGUSTA, MAINE NOV. 1955

M-1045

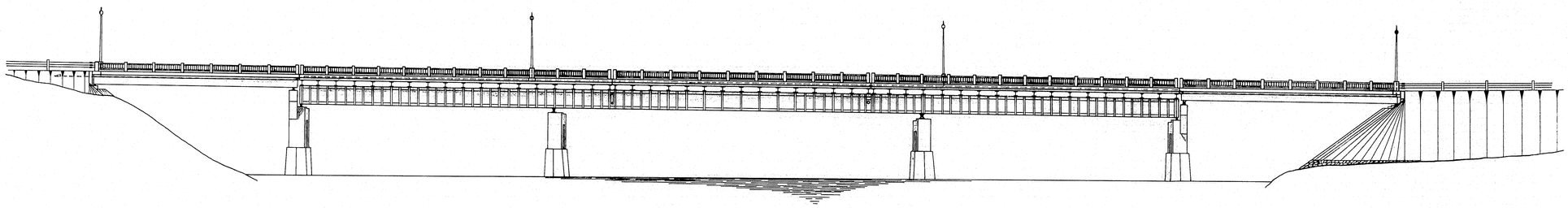
0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	11	129



GENERAL PLAN

Scale : 1" = 20'



GENERAL ELEVATION

Scale : Hor. & Vert. 1"=20'

CONCRETE CLASSIFICATION

Superstructure & Approach Slabs ..... Class "A"
Abutments ..... Class "B"
Piers ..... Below El. 340, Class "B"
Above El. 340, Class "A"
Railing Posts ..... Class "Y"

Loading H-20-44

DESIGN – HAMILTON
TRACE – CLARK
CHECK – ABE

BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

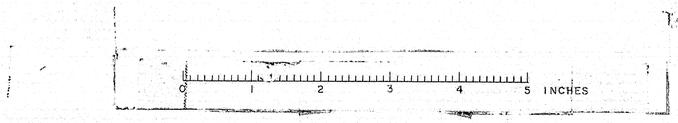
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

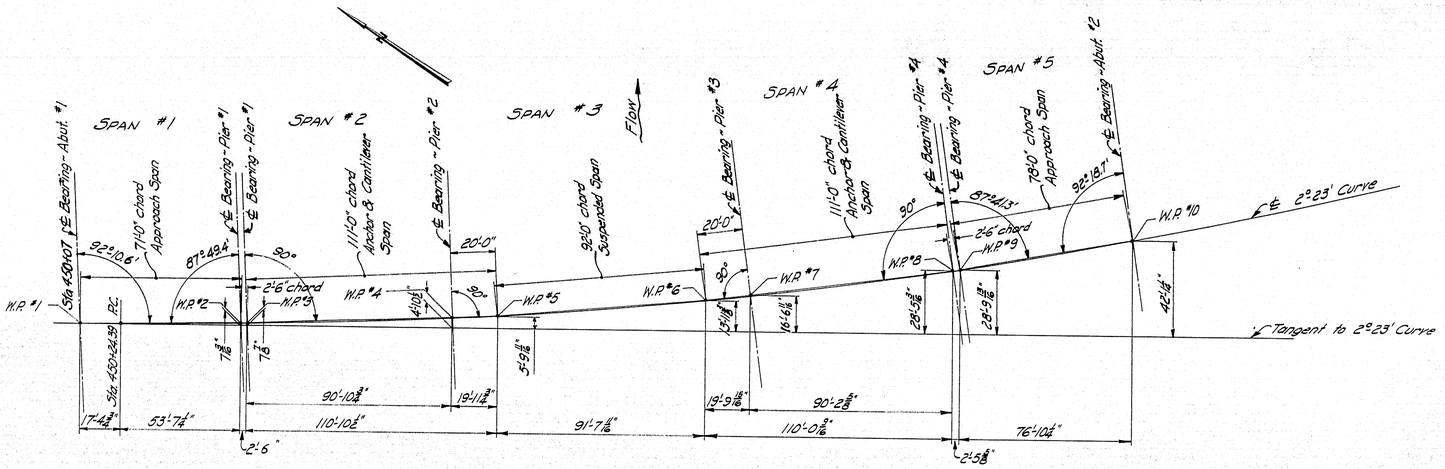
GENERAL PLAN AND ELEVATION

SHEET 4 OF 27 AUGUSTA, MAINE JAN. 1956

M-1046



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	12	1202



P.C. 450 + 24.39
P.T. 464 + 98.88
I = 35°-08'-30" Lt.
D = 2°-23'
T = 761.31
L = 1474.49
R = 2404.19

LAYOUT

DESIGN – HAMILTON, VERRILL TRACE – CLARK CHECK – ABP	BRIDGE NO. SURVEY – PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

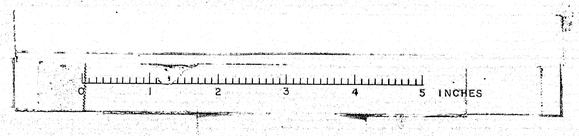
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

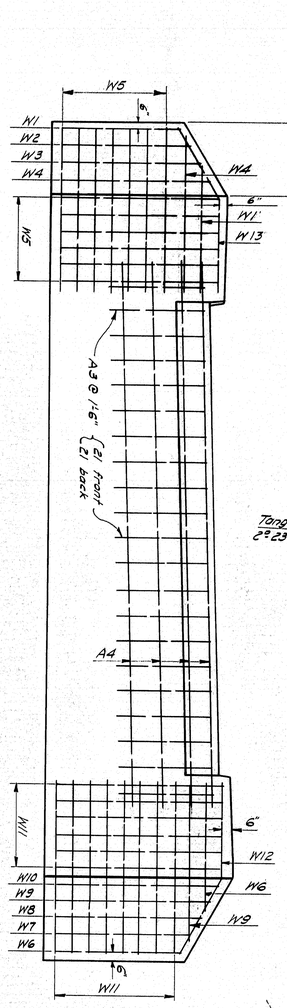
LAYOUT

SHEET 5 OF 27 AUGUSTA, MAINE JAN. 1956

M-1047.

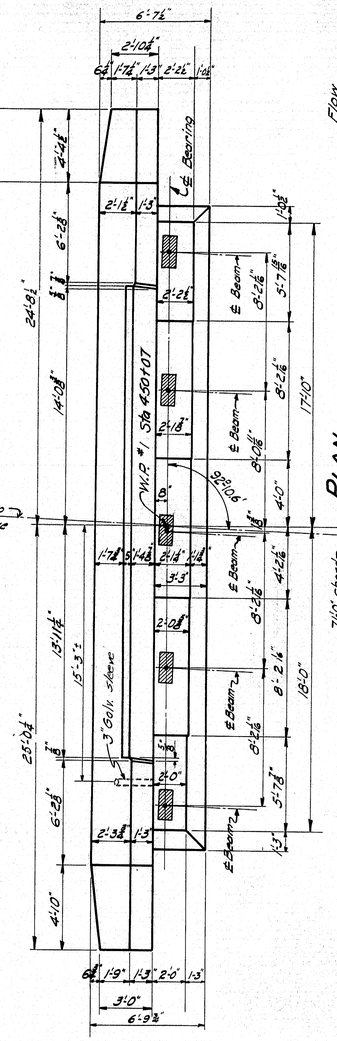


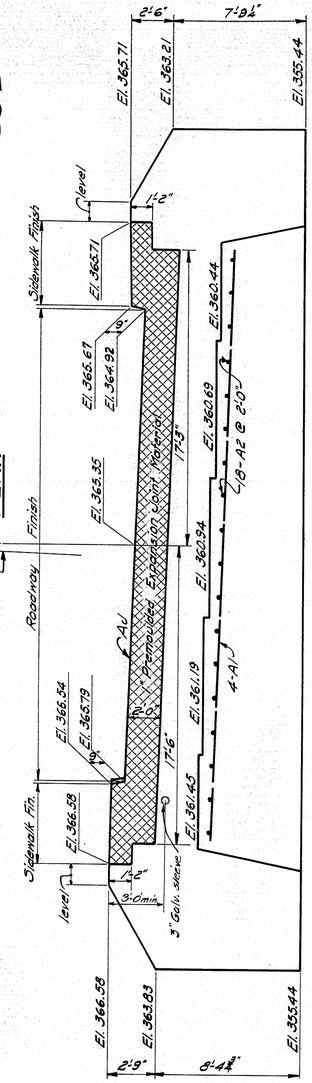
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	13	129



REAR ELEVATION

NOTE: Reinforcing steel, "W-bars," shown in "REAR ELEVATION," to be placed @ 1'-0" th. front & back of wings. Minimum cover 3".

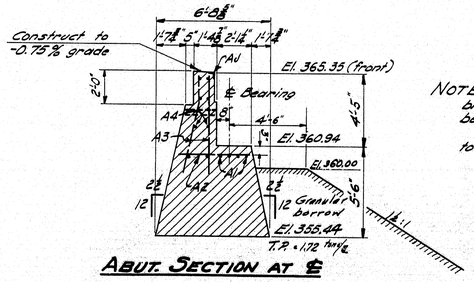


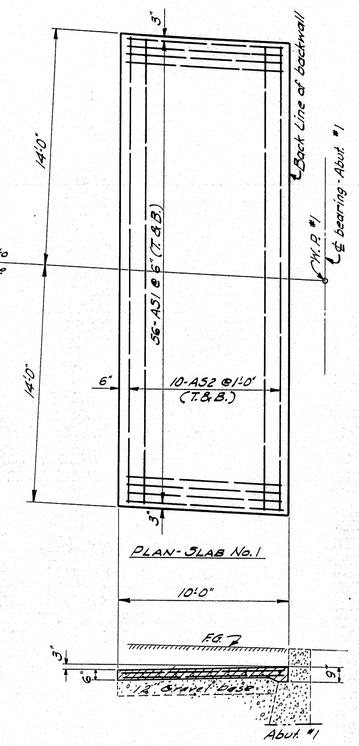


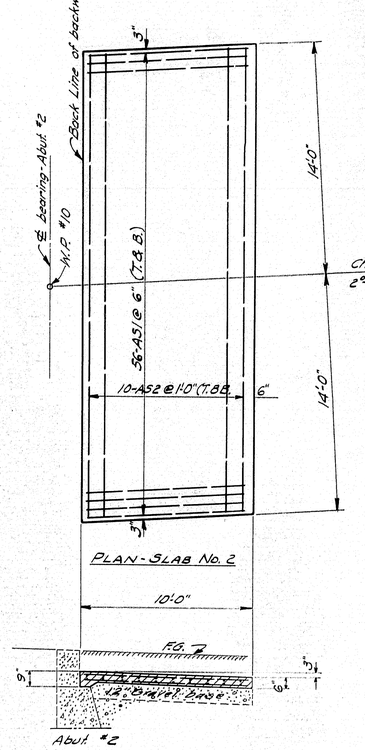
FRONT ELEVATION

NOTE: Elevations shown are for front only; Backwall to be constructed to -0.75% grade

NOTE: Dress shaded bearing areas on bridge seat, 1" larger all around than bearing plates, to exact elevations shown. Place reinforcing steel in bridge seats to clear anchor bolts.







APPROACH SLABS No. 1 & 2

NOTE: Concrete for approach slabs 1 & 2 to be paid for under ITEM 701-40 Concrete in Roadway and Sidewalk Slabs on Steel Bridges.

DESIGN - HAMILTON
TRACE - CLARK
CHECK - A.B.P

BRIDGE NO.
SURVEY -
PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

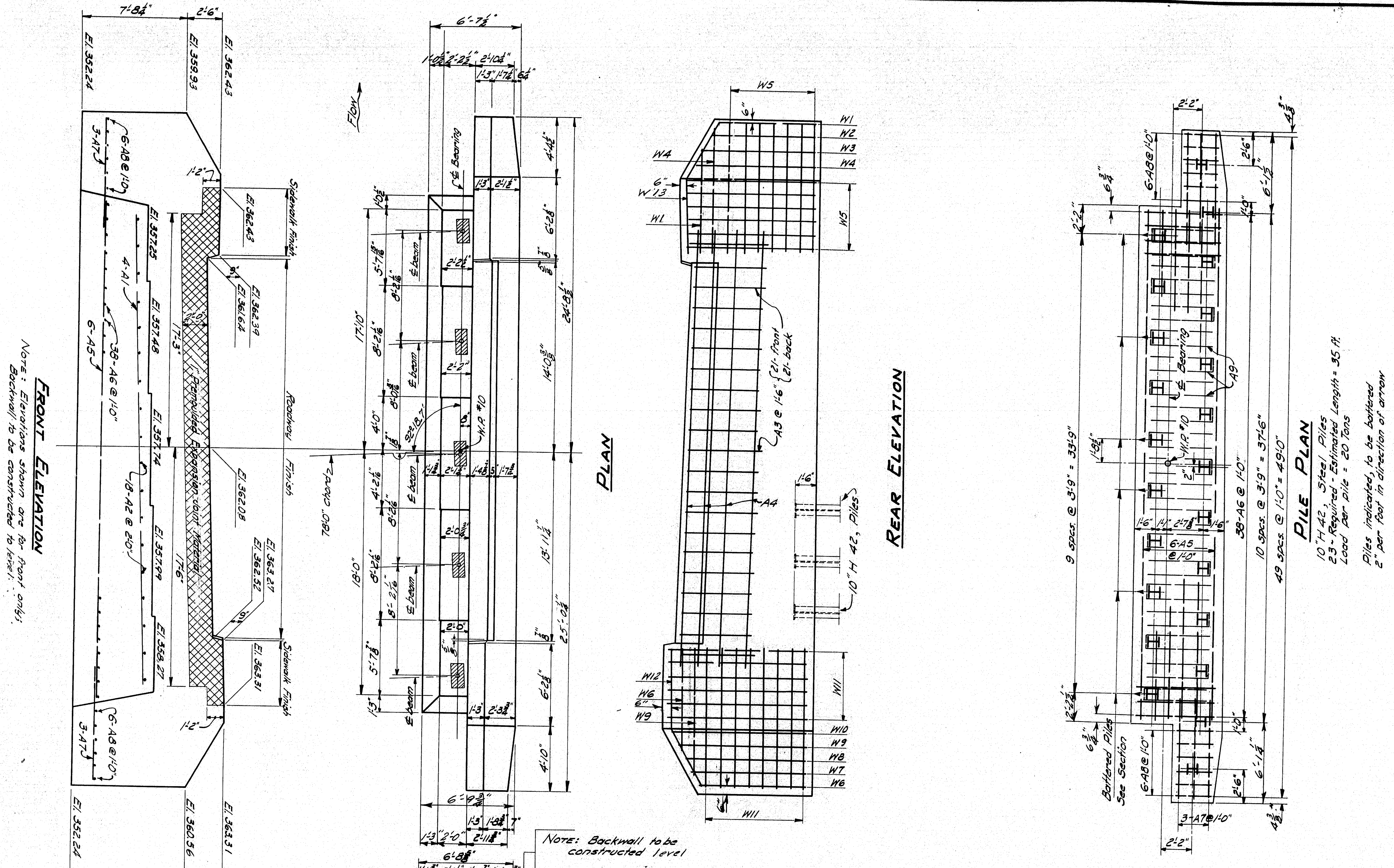
ABUTMENT NO. 1 & APPROACH SLABS

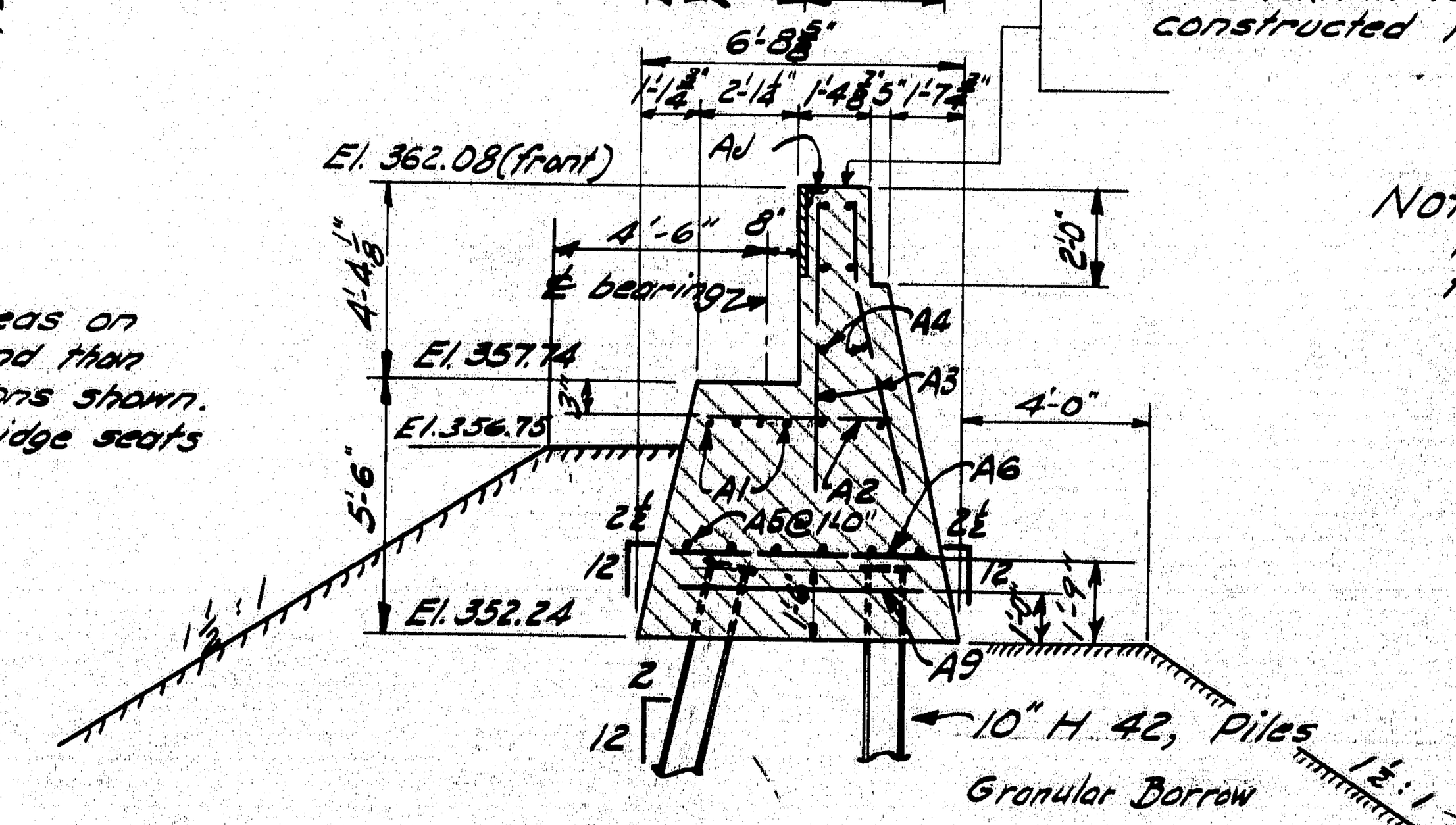
SHEET 6 OF 27 AUGUSTA, MAINE JAN. 1956

M-1048

0 1 2 3 4 5 INCHES

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	14	129



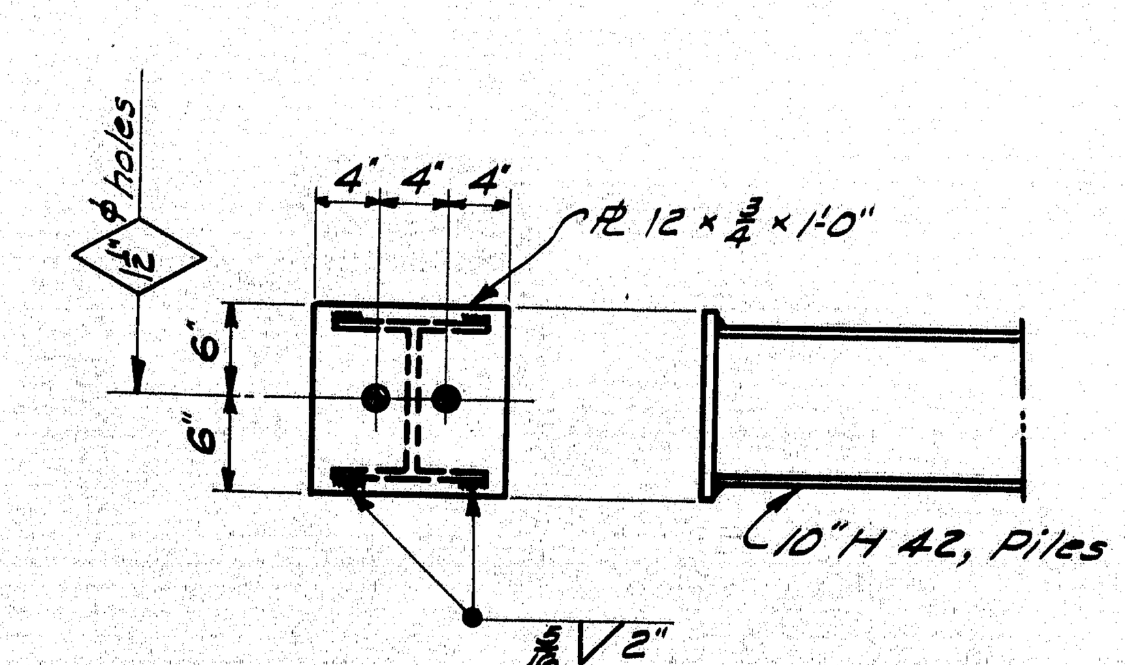


ABUT. SECTION AT ℄

NOTE: Dress shaded bearing areas on bridge seat, 1" larger all around than bearing plates, to exact elevations shown.
Place reinforcing steel in bridge seats to clear anchor bolts.

NOTE: Reinforcing steel "W-bars" shown in "REAR ELEVATION", to be placed @ 1'-0" front & back of wings. Minimum cover 3".

Note: Granular borrow shall be placed up to Elev. 352.24 before piles are driven.



PILE CAP
23 Req'd.

DESIGN - HAMILTON
TRACE - SHAILER, G.W.C.
CHECK - A.B.P.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

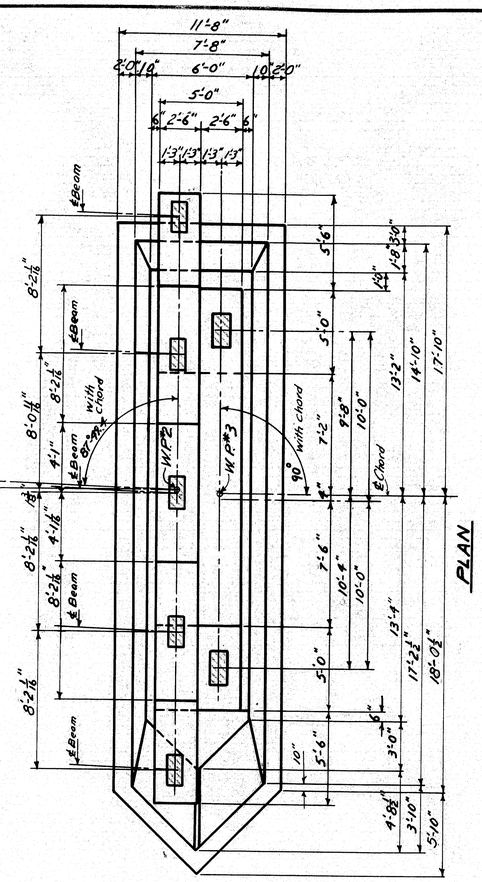
ABUTMENT NO. 2

SHEET 7 OF 27 AUGUSTA, MAINE JAN. 1956

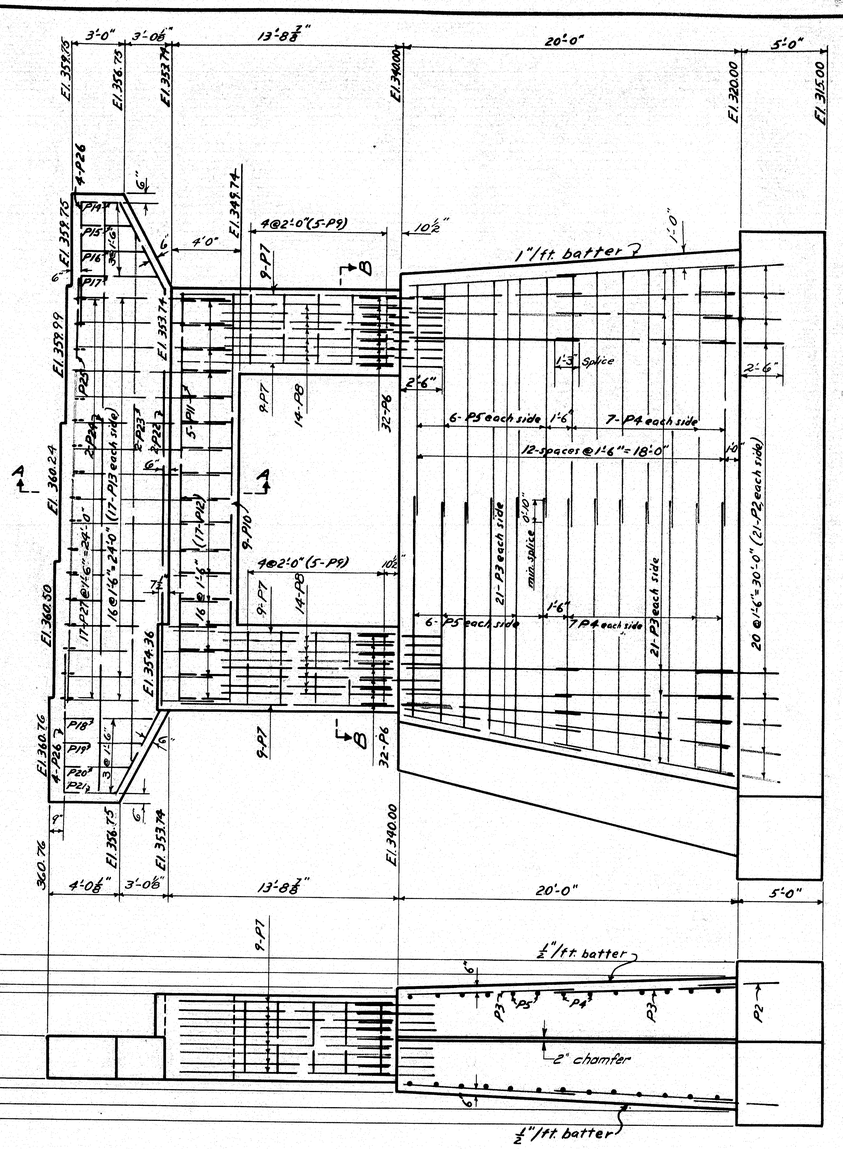
M-[redacted]1049

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2-(4)	15	129

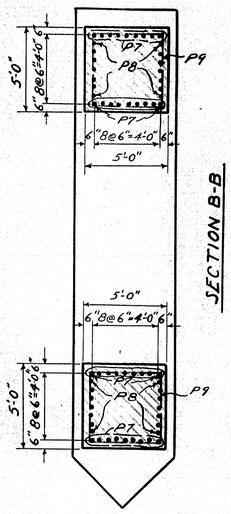
PART SIDE ELEVATION



PLAN



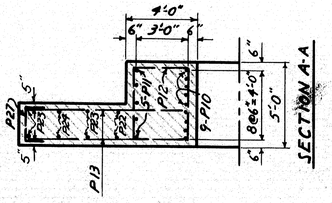
SIDE ELEVATION



SECTION B-B

NOTE: Dress shaded areas 1" larger all around than size of bearing plates to exact elevations shown. Place steel in bridge seats to clear anchor bolts.

END ELEVATION



SECTION A-A

DESIGN – HAMILTON
TRACE – V. SMITH
CHECK – A.P.
PLOT –

BRIDGE NO.
SURVEY –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

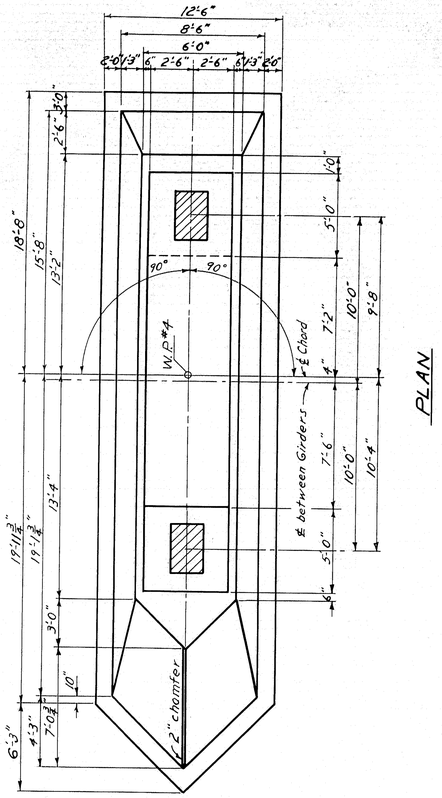
PIER NO. 1

SHEET 8 OF 27 AUGUSTA, MAINE JAN. 1956

M-[redacted]1050

0 1 2 3 4 5 INCHES

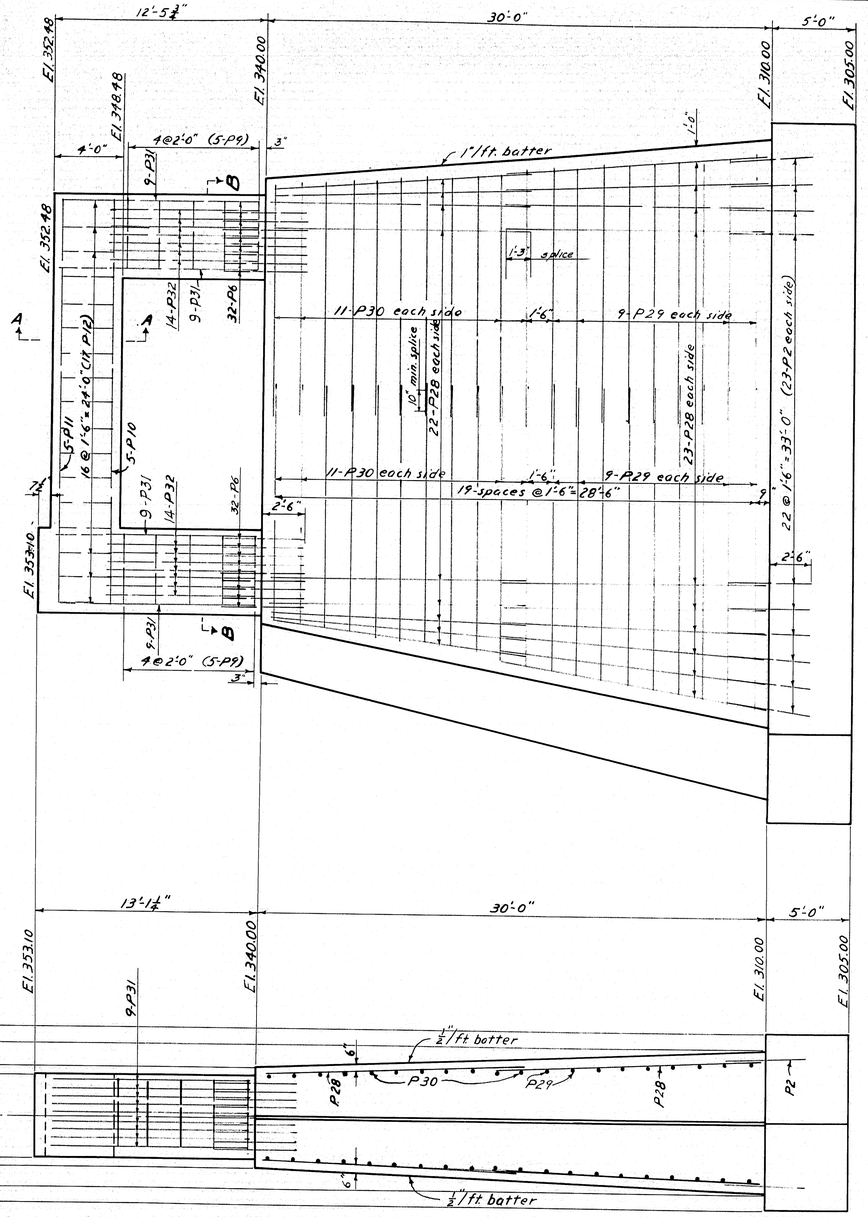
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	16	129



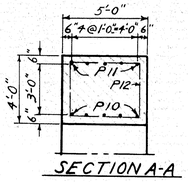
PLAN

NOTE: Dress shaded areas 1" larger all around than size of bearing plates to exact elevations shown.

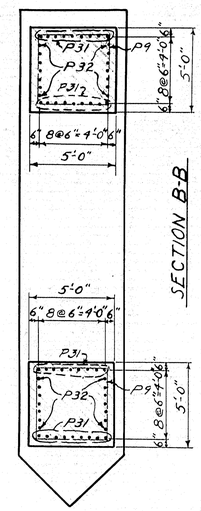
Place steel in bridge seats to clear anchor bolts.



SIDE ELEVATION

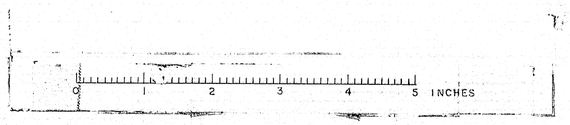


SECTION A-A



SECTION B-B

END ELEVATION



DESIGN – HAMILTON	BRIDGE NO
TRACE – V. SMITH	SURVEY
CHECK – A.D.P.	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

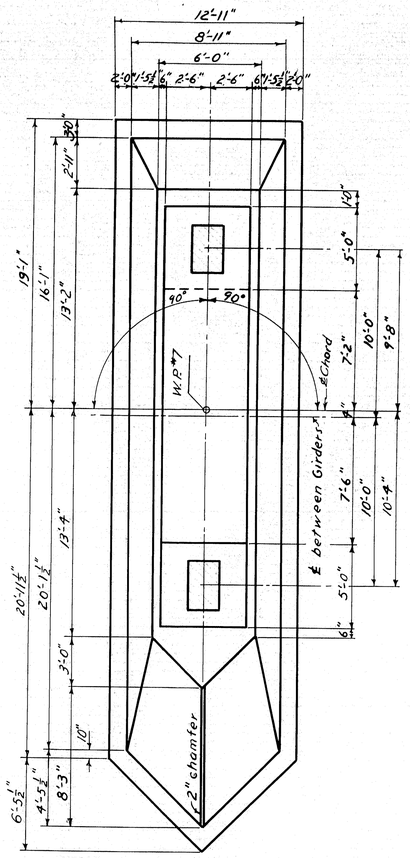
NEW SHARON
FRANKLIN COUNTY

PIER NO. 2

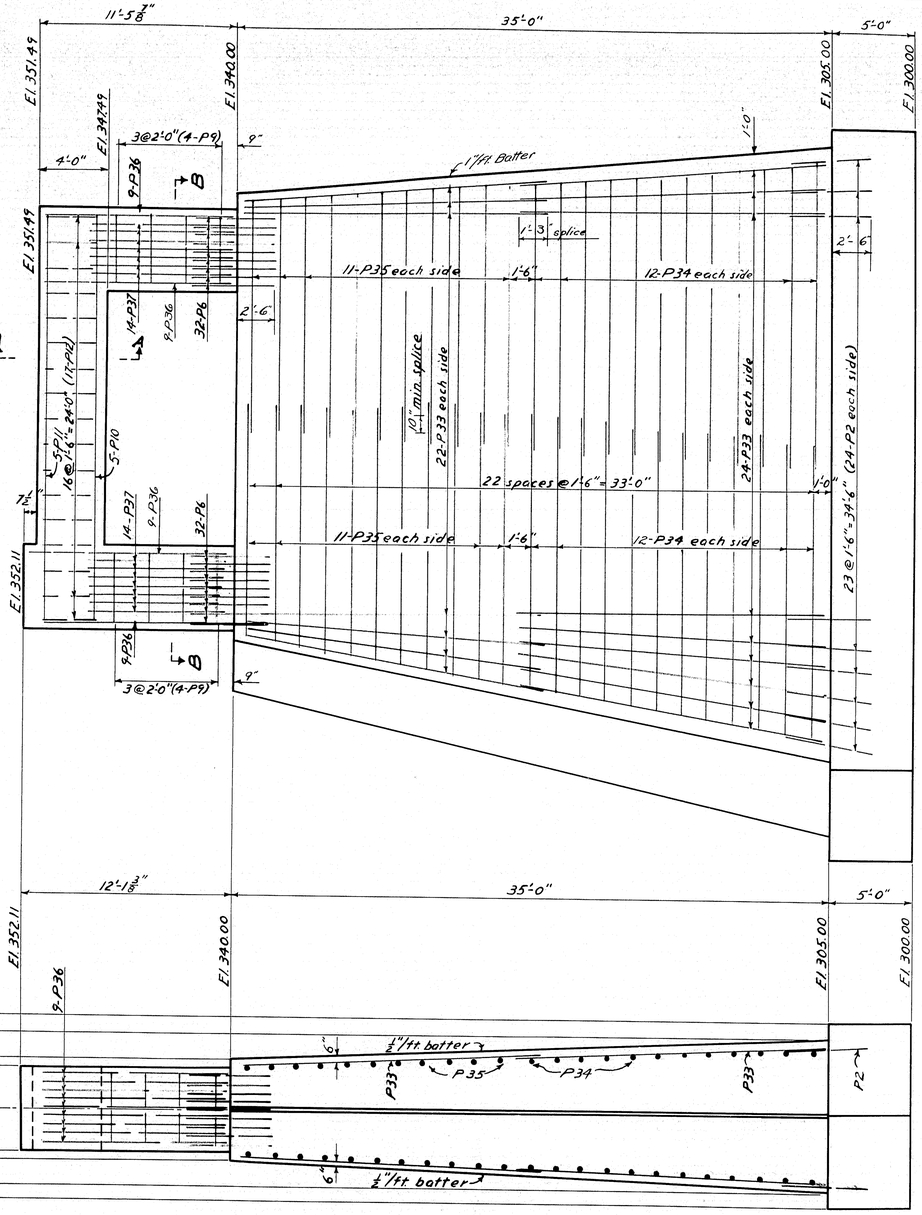
SHEET 9 OF 27 AUGUSTA, MAINE JAN. 1956

M-1051

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	17	129

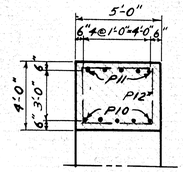


PLAN

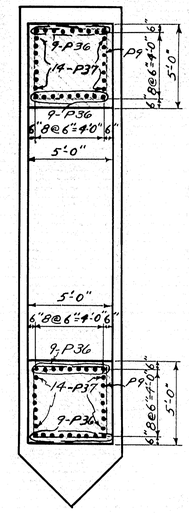


SIDE ELEVATION

END ELEVATION



SECTION A-A



SECTION B-B

NOTE: Dress shaded areas 1" larger all around than size of bearing plates. to exact elevations shown. Place steel in bridge seats to clear anchor bolts.

"FOUNDATION PRESSURES"

Group IX Loading: Water El. 336.0 with ice
Vertical D.L. & L.L. plus Longitudinal Wind = 2.55 Tons
Lateral Wind = .45 Tons
3.00 Tons/s'
Ice 6" thick @ El. 336.0 = .75 Tons/s'
3.75 Tons/s'
Allowable = 150% → 3.75 / 1.50 = 2.50 Tons Total/s'

Group II Loading: Water El. 310.0
Vertical D.L. & L.L. plus Longitudinal Wind = 2.78 Tons
Lateral Wind = .45 "
Wind on side of pier = .43 "
3.66 Tons/s'
Allowable 125% → 3.66 / 1.25 = 2.93 Tons Total/s'

DESIGN - HAMILTON
TRACE - V. SMITH
CHECK - D.B.F.
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

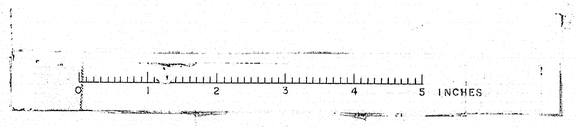
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

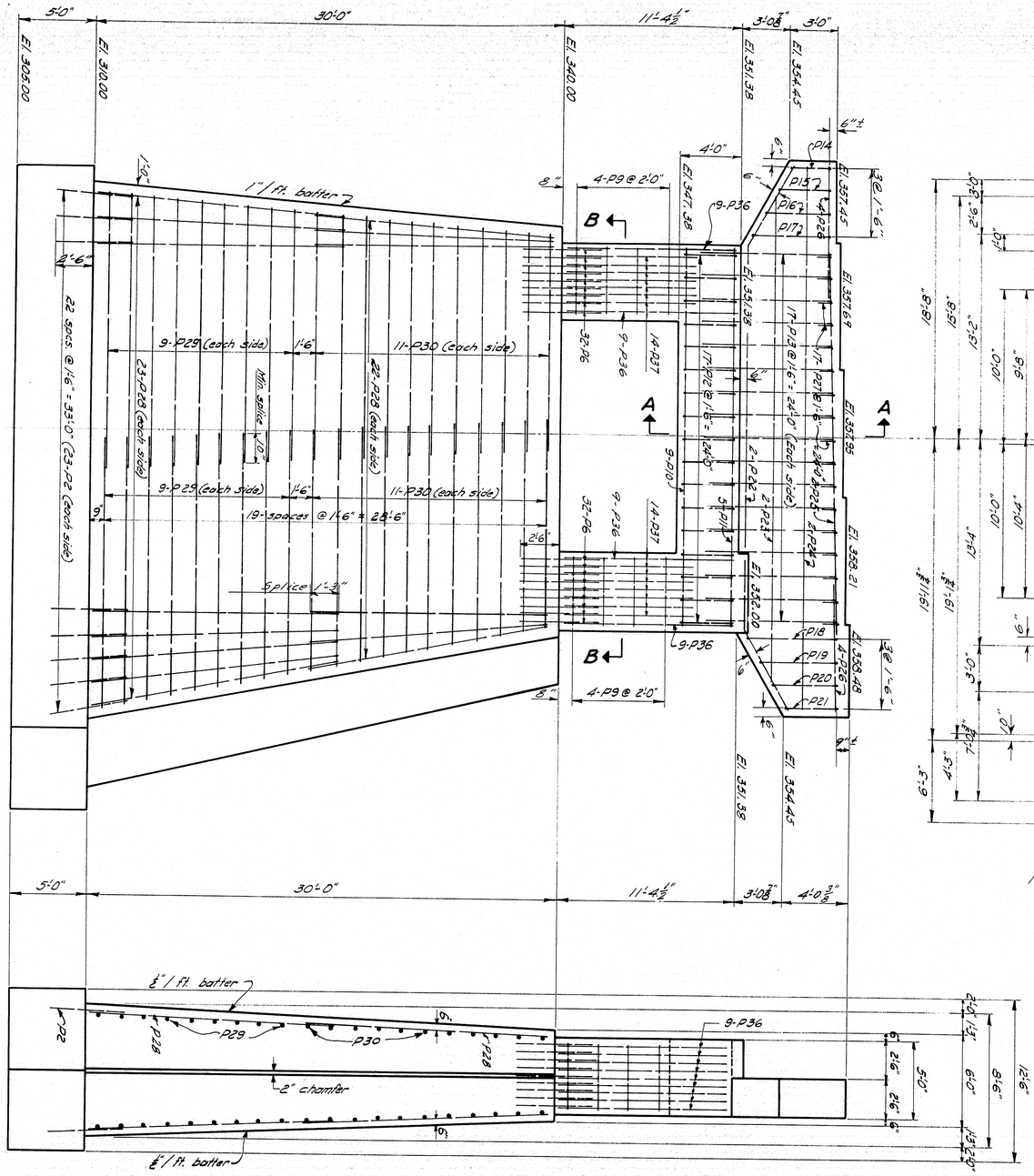
PIER NO. 3

SHEET 10 OF 27 AUGUSTA, MAINE JAN. 1956

M-1052



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	18	129



DESIGN – HAMILTON
TRACE – CLARK
CHECK – A.B.P.

BRIDGE NO.
SURVEY
PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

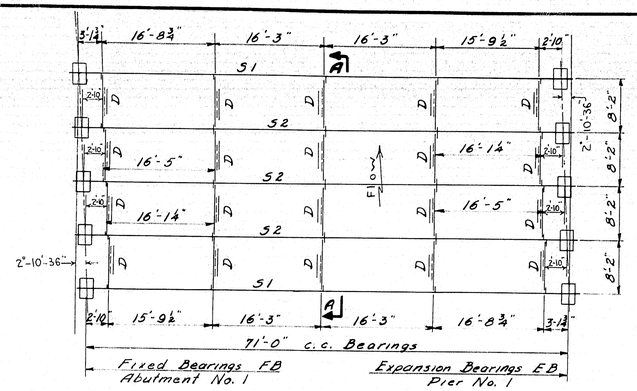
NEW SHARON
FRANKLIN COUNTY

PIER NO. 4

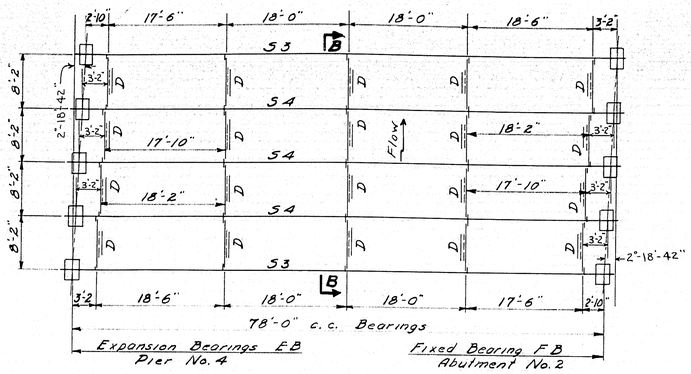
SHEET 11 OF 27 AUGUSTA, MAINE JAN. 1956

M-1053

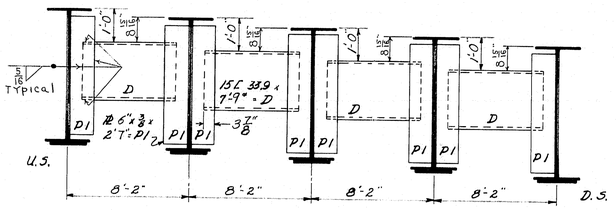
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	19	129



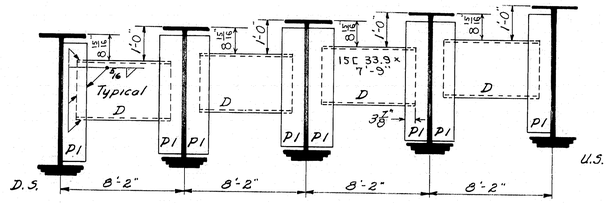
ERECTION DIAGRAM - SPAN #1



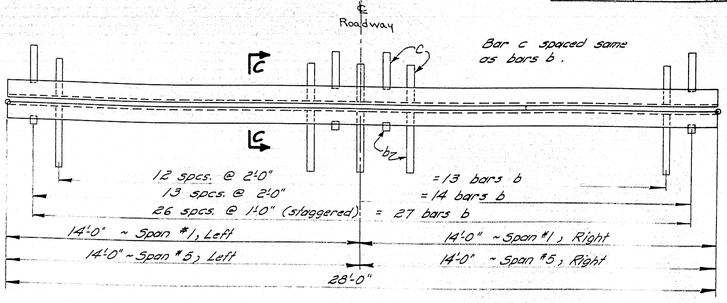
ERECTION DIAGRAM - SPAN #5



SECTION A-A

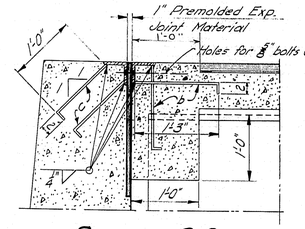


SECTION B-B



ARMORED JOINT DETAIL

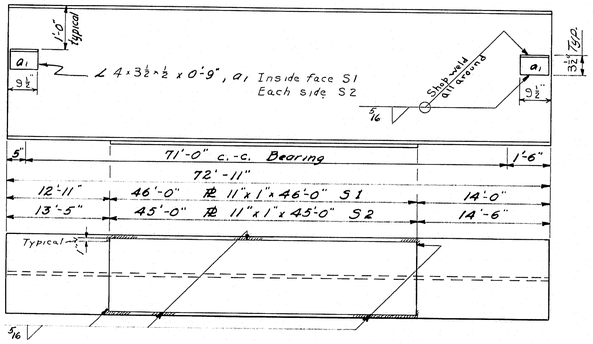
2-Req'd.



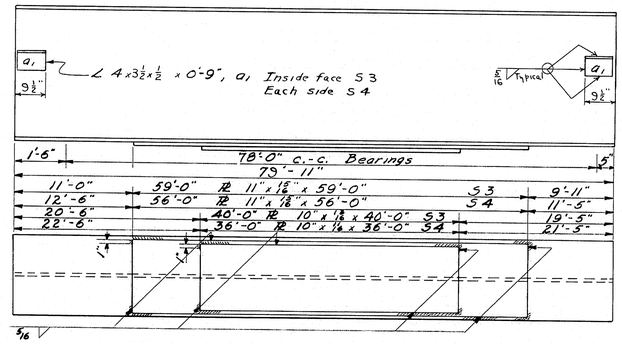
SECTION C-C

STRUCTURAL STEEL - SPANS #1 & #5

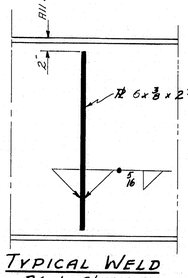
Mark	No.	Description
S1	2	36 WF x 160 x 72'-11" - Cov. PL 11 x 1 x 46'-0"
S2	3	36 WF x 170 x 72'-11" - Cov. PL 11" x 1" x 45'-0"
S3	2	36 WF x 150 x 79'-11" - 1 Cov. PL 11 x 1⅛ x 55'-0" - 1 Cov. PL 10 x 1⅛ x 40'-0"
S4	3	36 WF x 170 x 79'-11" - 1 Cov. PL 11 x 1⅛ x 55'-0" - 1 Cov. PL 10 x 1⅛ x 36'-0"
a1	32	L 4 x 3½ x ½ x 0'-9"
Armored Joint	2	2 L⁵ 4 x 4 x ⅜ x 28'-0"; 27 bars b, 1½ x ⅜ x 1'-5"; 27 bars c, 1½ x ⅜ x 1'-2" — Material for one Joint.
D	40	15 LB 33.9 x 7'-9"
P1	80	PL 6 x ⅜ x 2'-8"
FB	10	Fixed Bearing as shown
EB	10	Expansion Bearing as shown



36 WF 160 x 72'-11" **S1**, 2 req'd Camber 2¾"
36 WF 170 x 72'-11" **S2**, 3 req'd. Camber 2¾"



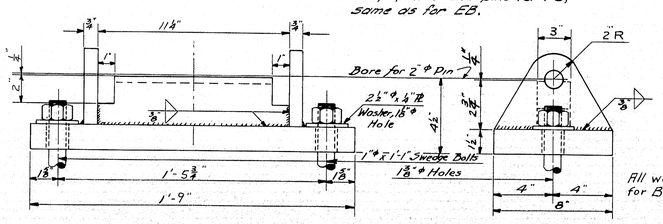
36 WF 150 x 79'-11" **S3**. 2 req'd No camber
36 WF 170 x 79'-11" **S4**. 3 req'd. No camber



TYPICAL WELD

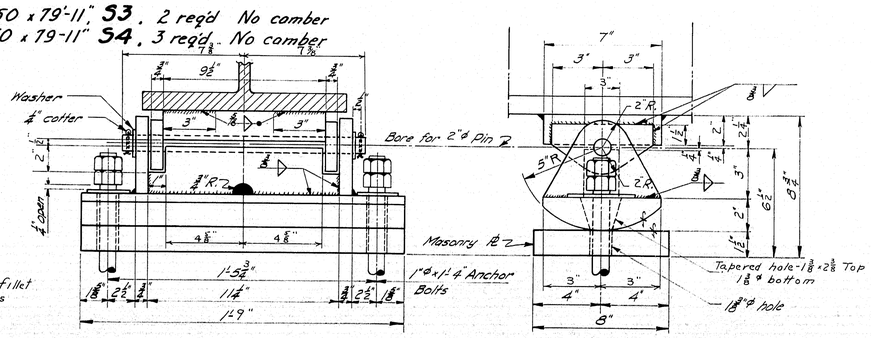
P1 to Stringer

NOTE: Top plates and pins for FB, same as for EB.



FIXED BEARING, FB

10-Req'd. - Ship Assembled



EXPANSION BEARING, EB

10-Req'd. Ship Assembled

SPECIFICATIONS
DESIGN & DETAIL: A.A.S.H.O., 1953.
FABRICATION & ERECTION: State of Maine, State Highway Commission, Standard Specifications, Revision of Jan. 1956.
LOADING: H20-44.

DESIGN - VERRILL	BRIDGE NO.
TRACE - FORTIER	SURVEY
CHECK - A.B.F.	PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

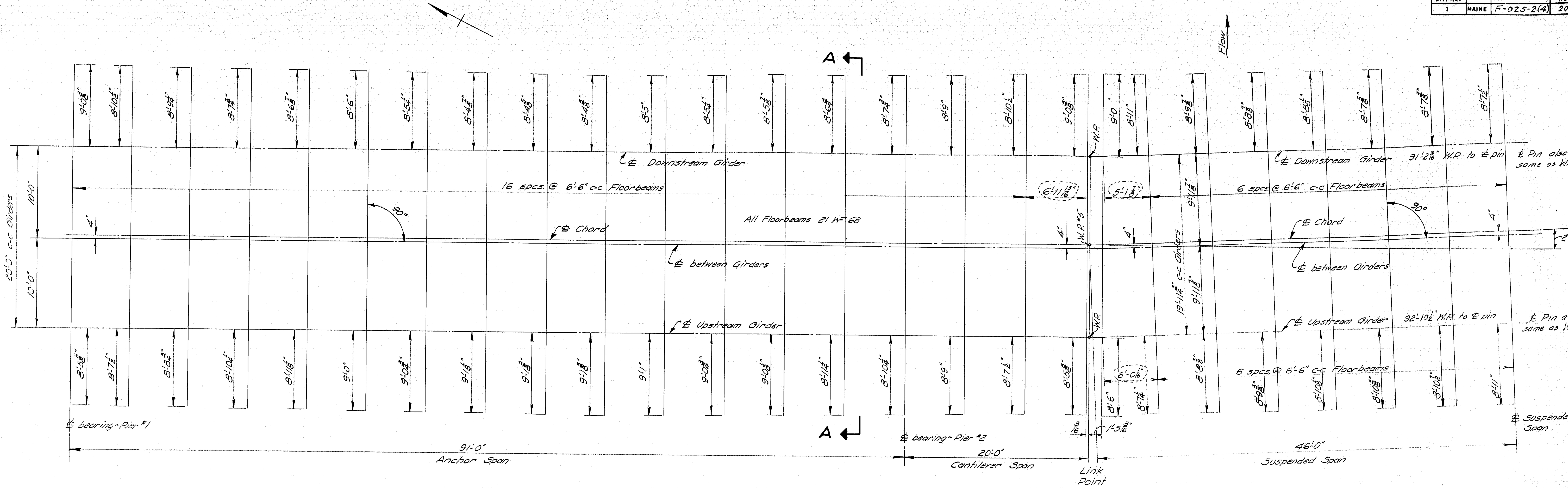
NEW SHARON
FRANKLIN COUNTY

STRUCTURAL STEEL SPANS 1 & 5

SHEET 12 OF 27 AUGUSTA, MAINE JAN. 1956

M-1054

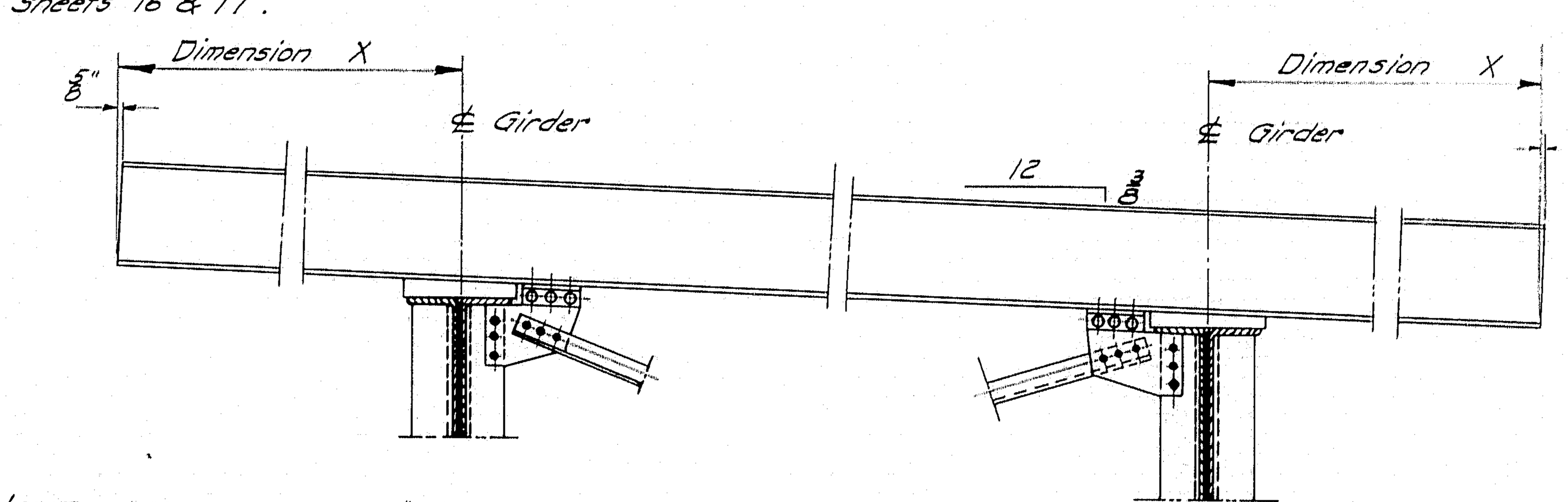
B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	20	129



HALF GENERAL PLAN

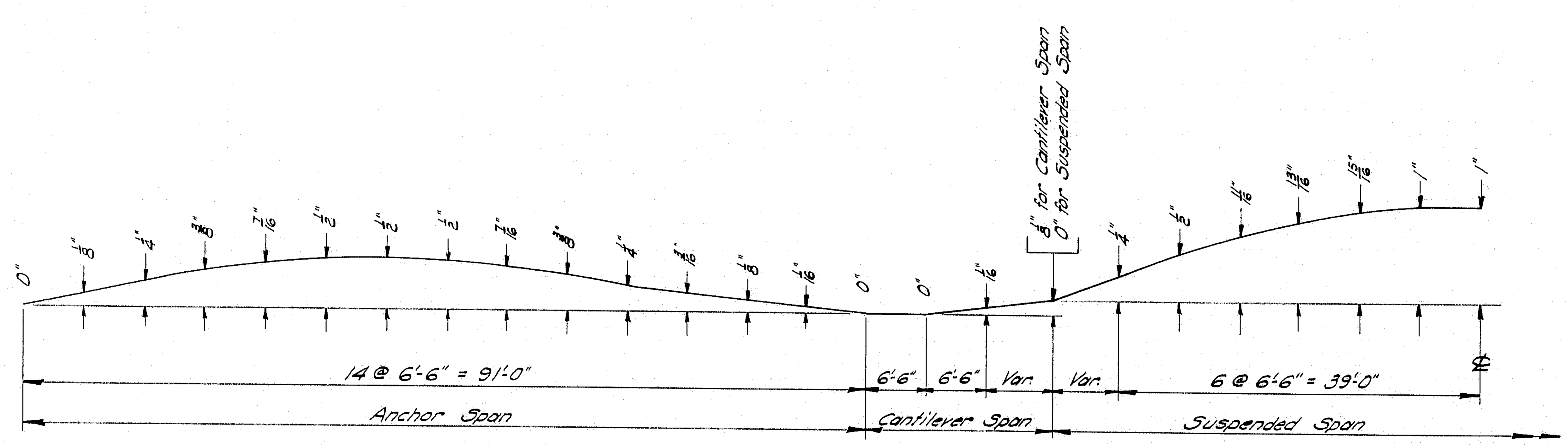
Spans #2-3-4

NOTE: Dimensions above shown thus ( ) are for Link Point only. For corresponding dimensions at Pin Suspension Point, see sheets 16 & 17.



NOTE: Offset dimensions "X", shown on General Plan, are measured in a horizontal plane.

SECTION A-A



CAMBER DIAGRAM

For Girders

— SPECIFICATIONS —

DESIGN & DETAIL: A.A.S.H.O., 1953
FABRICATION & ERECTION: State of Maine, State Highway Commission, Standard Specifications Revision of Jan. 1956.
LOADING: H 20 - 44
SHOP CONNECTIONS: 7/8" ϕ rivets.
HOLES: 15/16" ϕ unless otherwise shown.
FIELD CONNECTIONS: 7/8" ϕ rivets or high tensile strength bolts, 7/8" ϕ.

NOTE: All gusset plates for bottom laterals and sway frames to be 3/8".

DESIGN - HAMILTON
TRACE - CLARK DETAIL - L.H.W.
CHECK - A.B.P.
BRIDGE NO.
SURVEY
P. 01 -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

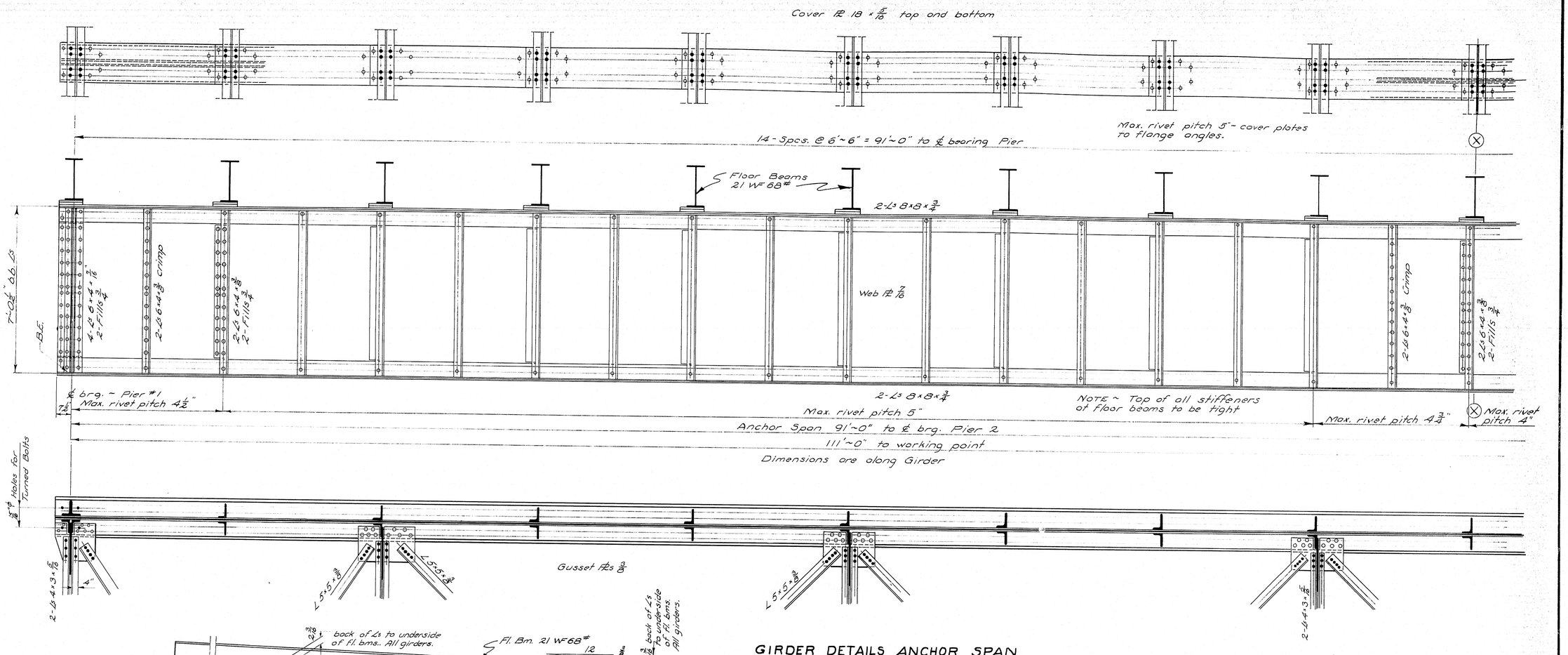
STRUCTURAL STEEL

SHEET 13 OF 27 AUGUSTA, MAINE JAN. 1956

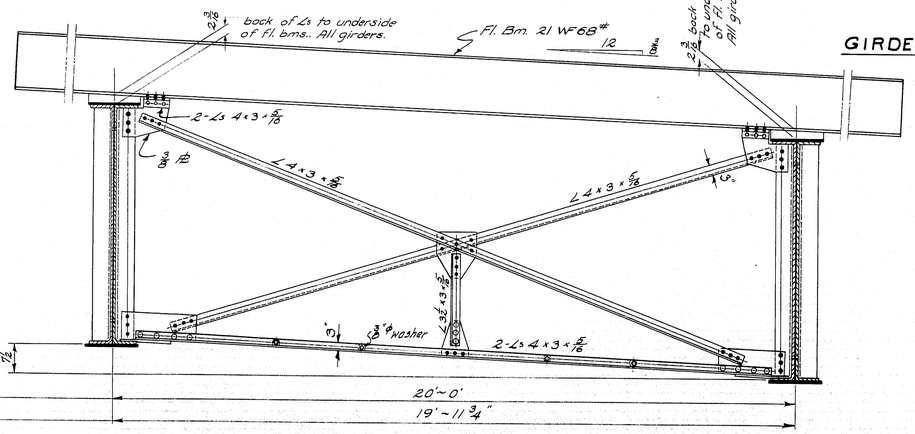
M-1055

0 1 2 3 4 5 INCHES

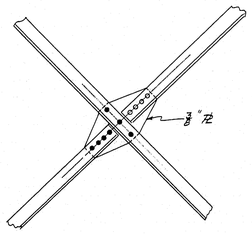
B P R DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	21	129



GIRDER DETAILS ANCHOR SPAN



TYPICAL SECTION
Showing Cross Frames



DESIGN - HAMILTON
TRACE - BAILEY DETAIL - LHW
CHECK - RBP
BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

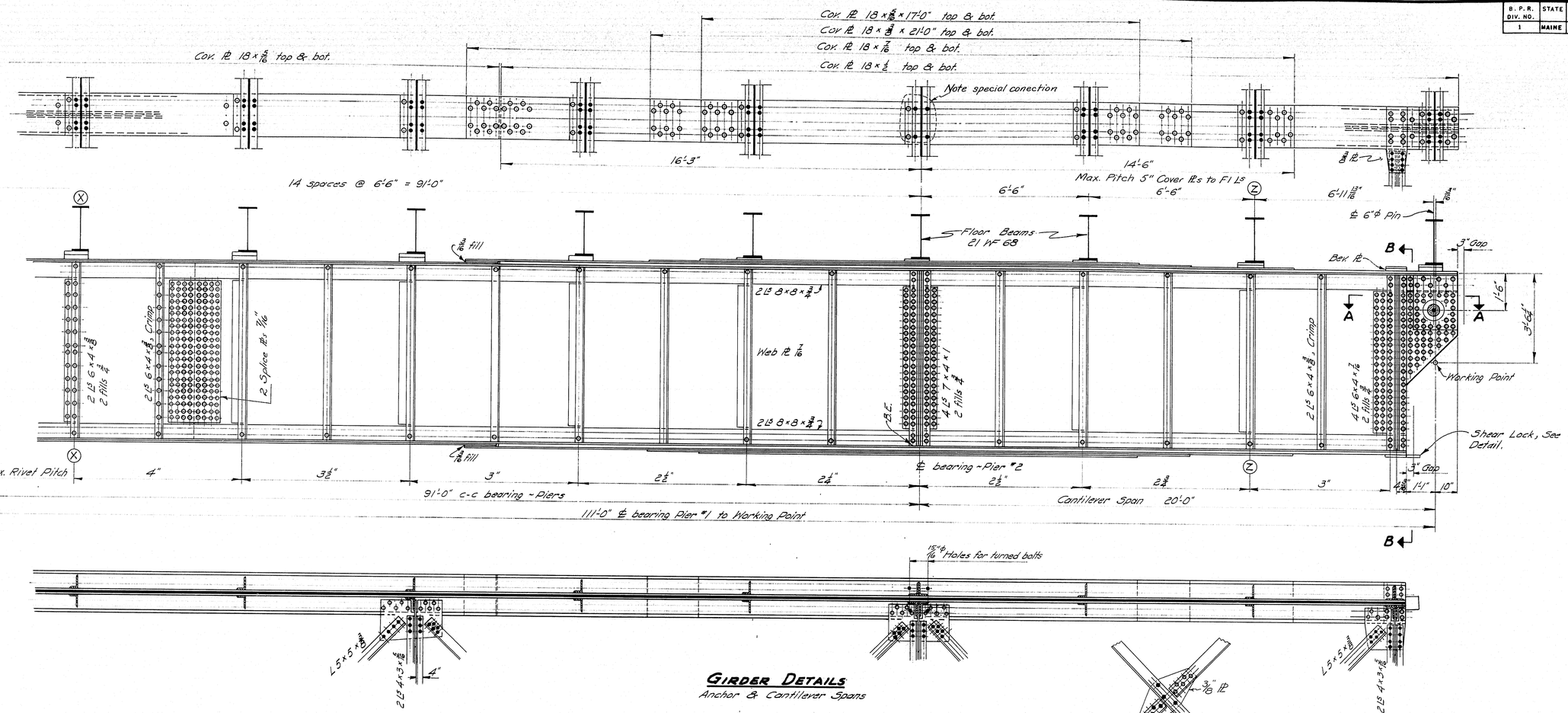
NEW SHARON
FRANKLIN COUNTY

STRUCTURAL STEEL

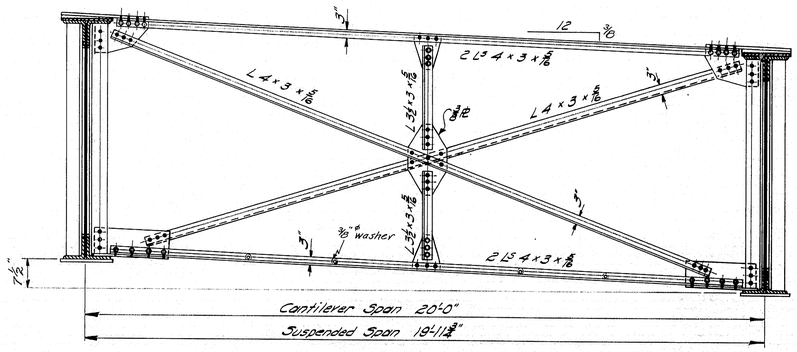
SHEET 14 OF 27 AUGUSTA, MAINE JAN. 1956

M-1056

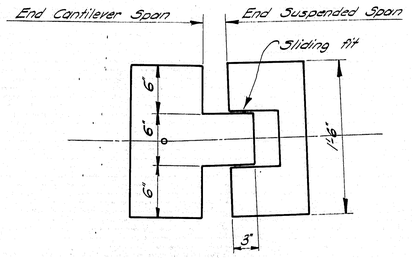
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	22	129



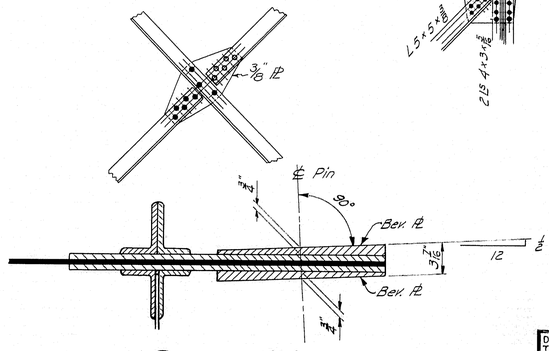
GIRDER DETAILS
Anchor & Cantilever Spans



SECTION B-B
Typical where there is no Floor beam.



SHEAR LOCK
Plates 1" thick and to dimensions as shown. Plates on Cantilever Span to be riveted and Plates on Suspended Span to be bolted and furnished with 1/4" normal shims to permit adjustment after girders have been erected.



SECTION A-A

DESIGN – HAMILTON
TRACE – CLARK DETAIL – L.H.W.
CHECK – A.B.P.

BRIDGE NO.
SURVEY –
PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

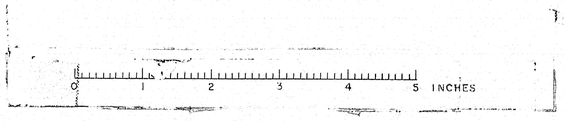
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

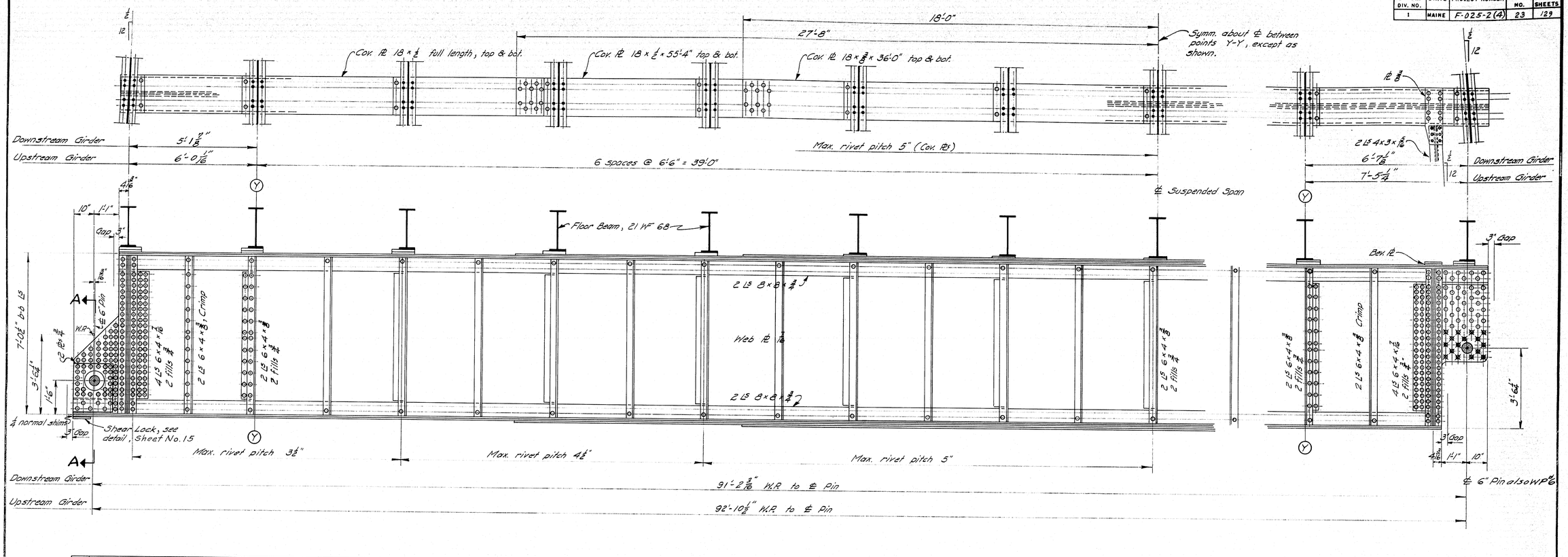
STRUCTURAL STEEL

SHEET 15 OF 27 AUGUSTA, MAINE JAN. 1956

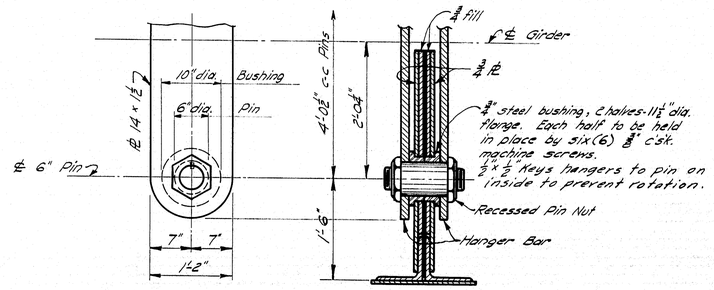
M-1057



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	23	129

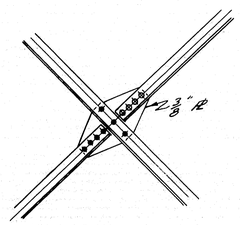


GIRDER DETAILS
Suspended Span



HANGER BAR
4-Req'd.

SECTION A-A



DESIGN	HAMILTON
TRACE	CLARK
DETAIL	L.H.W.
CHECK	A.B.C.
BRIDGE NO.	
SURVEY	
PLOT	

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

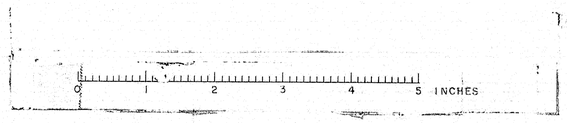
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

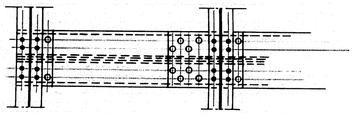
STRUCTURAL STEEL

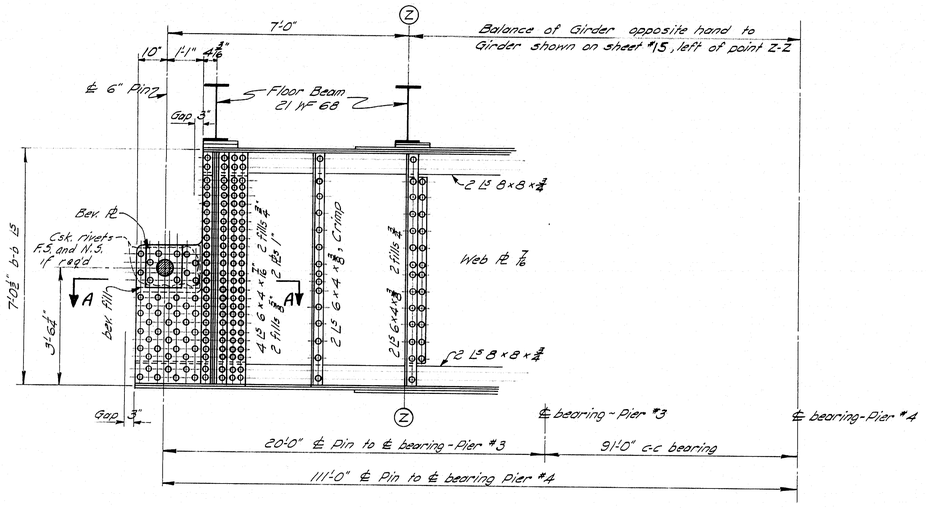
SHEET 16 OF 27 AUGUSTA, MAINE JAN. 1956

M-1058

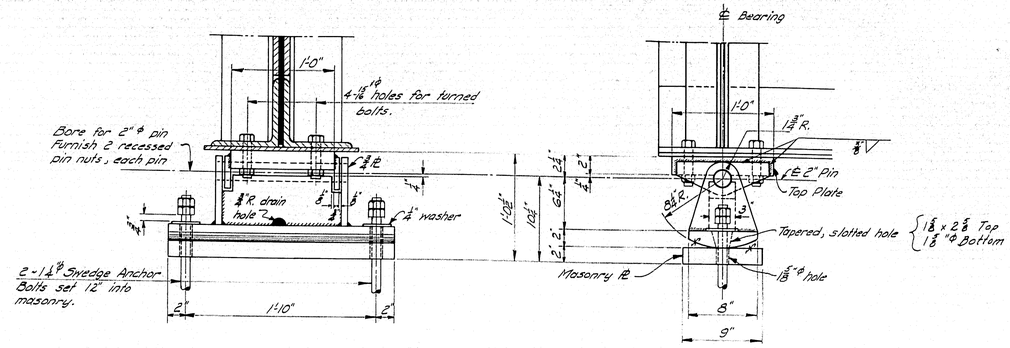


B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	24	129

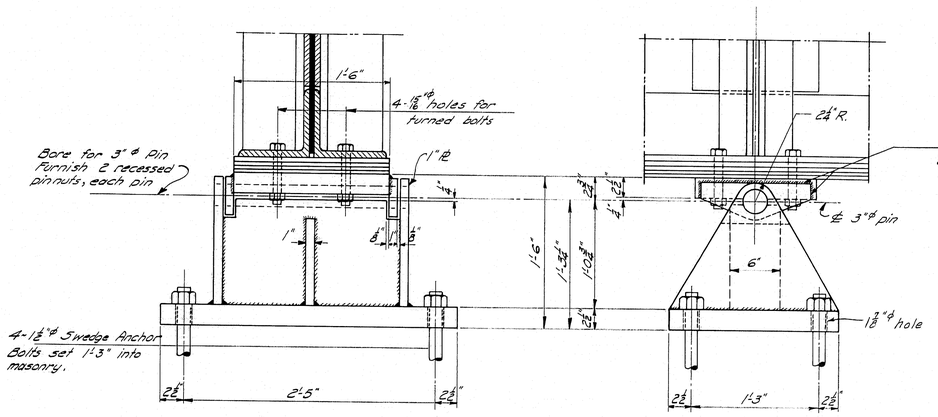




GIRDER DETAILS
Anchor & Cantilever Spans

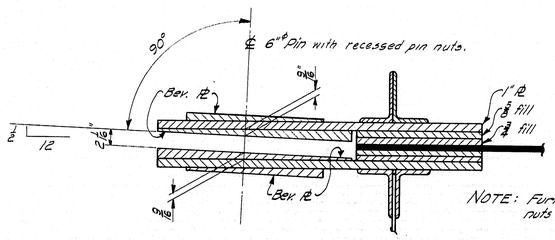


EXPANSION PEDESTAL
For girders at Piers #1 and #4
4-Req'd.
Ship Assembled



Welding - All welds to be ¼" fillet except as noted

FIXED PEDESTAL
For girders at Piers #2 & #3
4-Req'd.
Ship Assembled



NOTE: Furnish 2 recessed pin nuts with each pin

SECTION A-A

DESIGN - HAMILTON
TRACE - CLARK
DETAIL - L.H.W.
CHECK - A.B.P.
BRIDGE NO
SURVEY
PLOT --

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

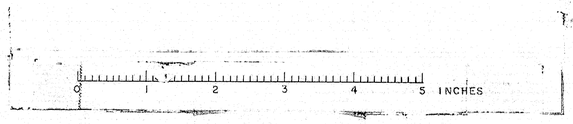
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

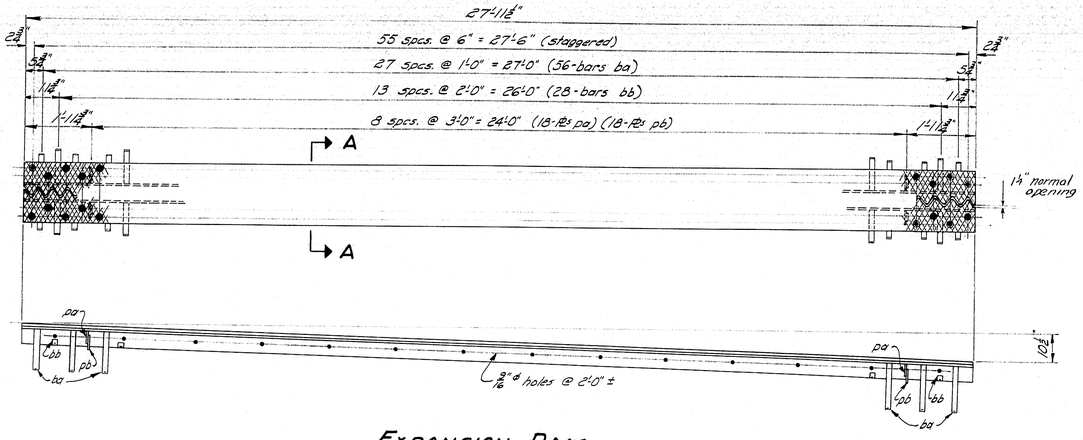
STRUCTURAL STEEL

SHEET 17 OF 27 AUGUSTA, MAINE JAN. 1956

M-1059

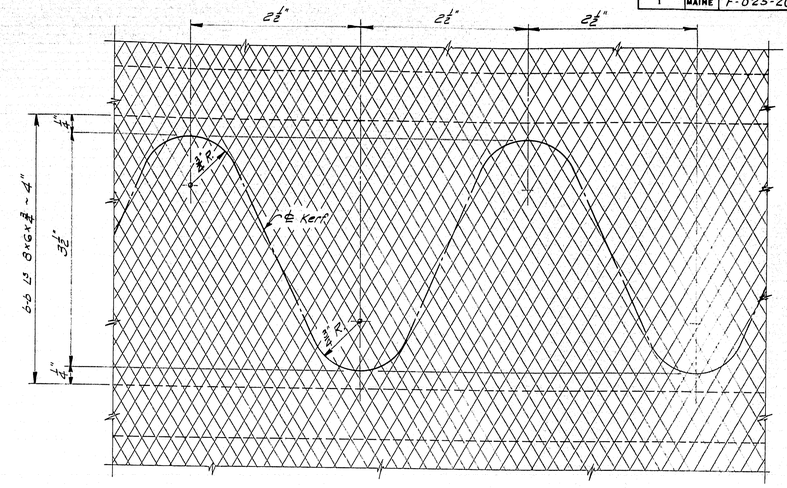


B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	25	129



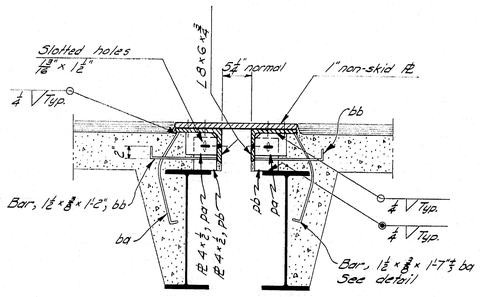
EXPANSION DAM

2-Req'd. at Link & Pin, as shown
2-Req'd. with plates pa & pb omitted one side only, at Pier #1 and #4



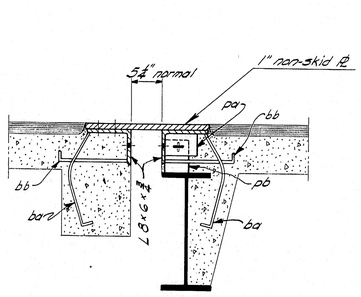
CUTTING DETAIL

For 1" non-skid plate



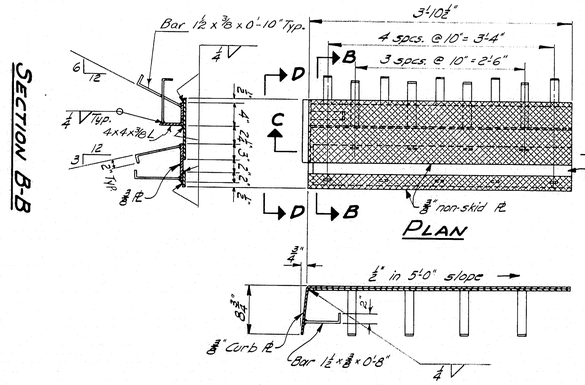
SECTION A-A

At Link or Pin



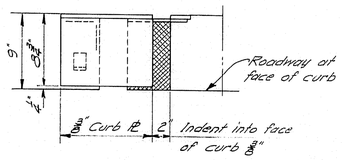
SECTION A-A

At Piers #1 & #4



SECTION B-B

PLAN

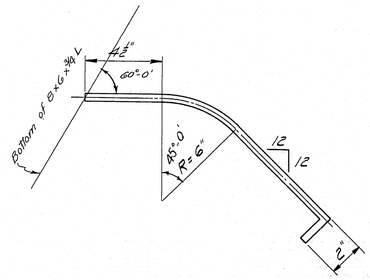


VIEW D-D

SECTION C-C

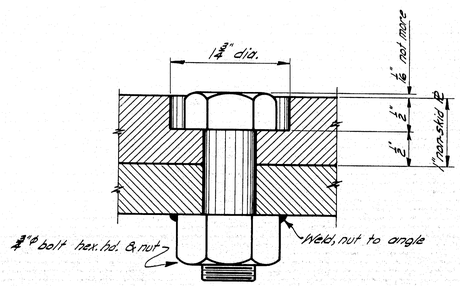
SIDEWALK EXPANSION DAM

4 Req'd. as shown
4 Req'd. opp. hand



BAR DETAIL

Bar, 1 1/2 x 3/8 x 1'-7 7/8", ba



BOLTING DETAIL

For 1" non-skid plate

DESIGN – HAMILTON
TRACE – CLARK DETAIL – L.H.W.
CHECK – A.B.P.

BRIDGE NO.
SURVEY
PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

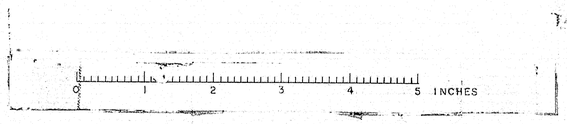
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

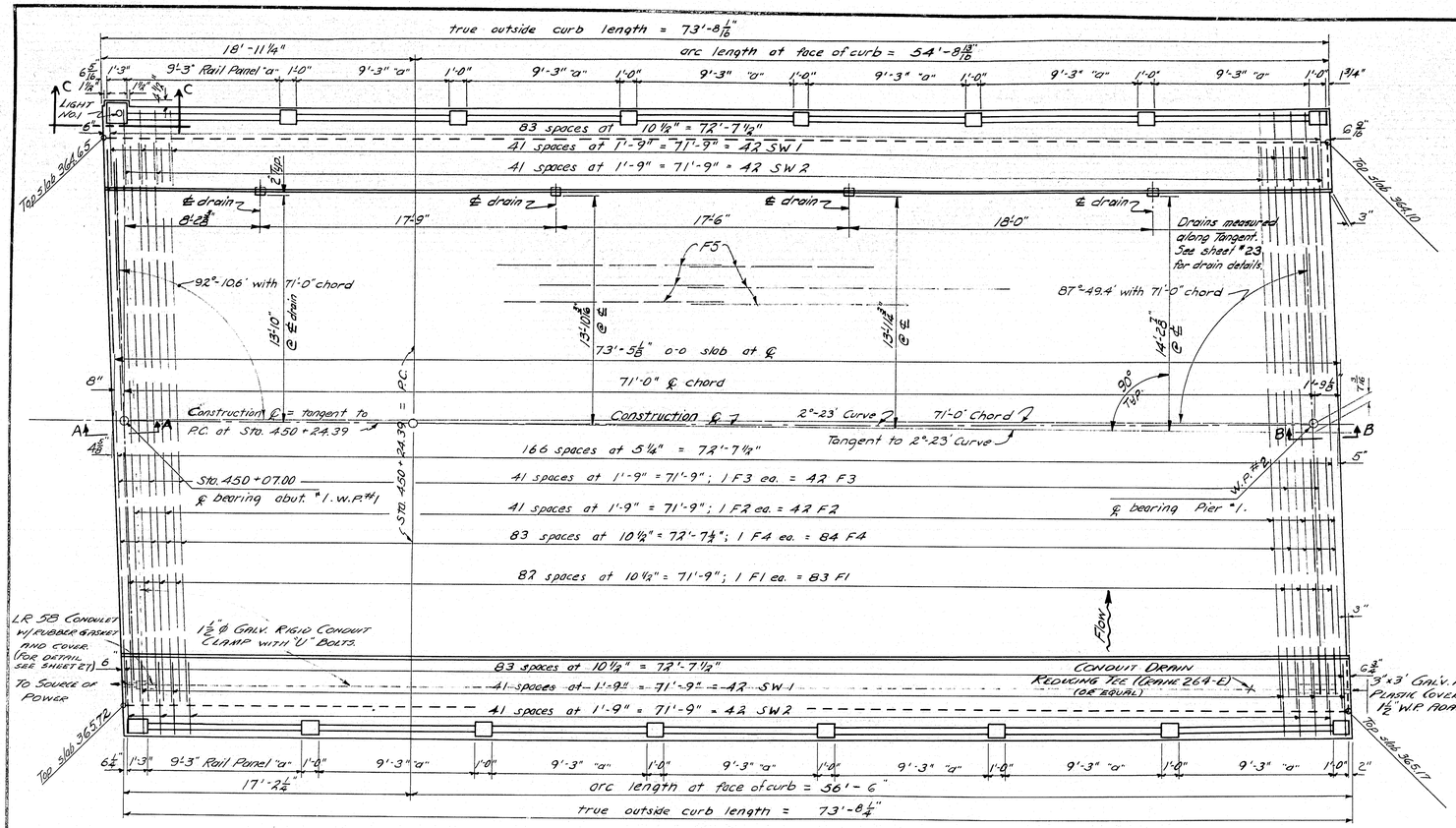
STRUCTURAL STEEL

SHEET 18 OF 27 AUGUSTA, MAINE JAN. 1956

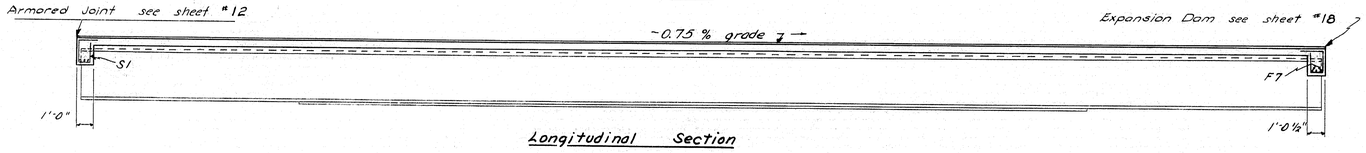
M-1060



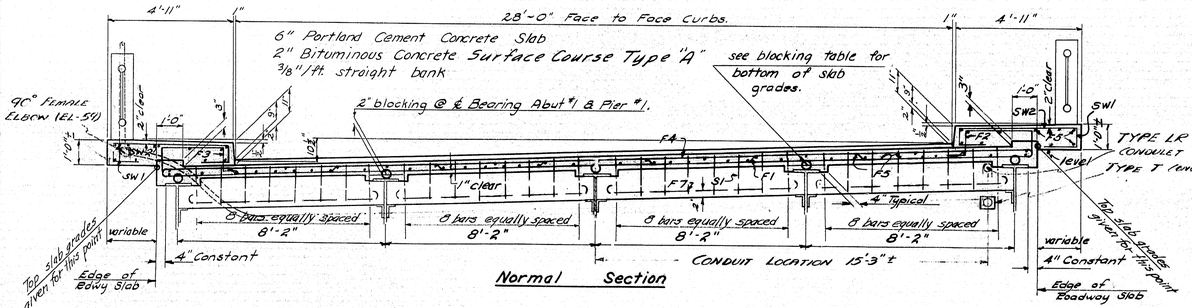
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	26	129



Plan



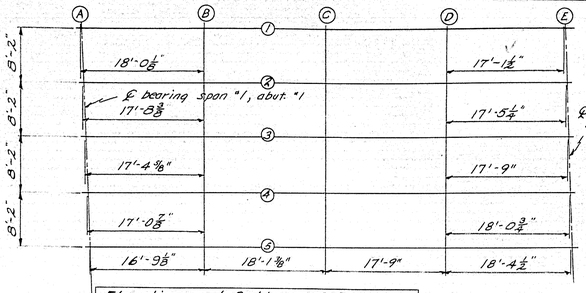
Longitudinal Section



Normal Section

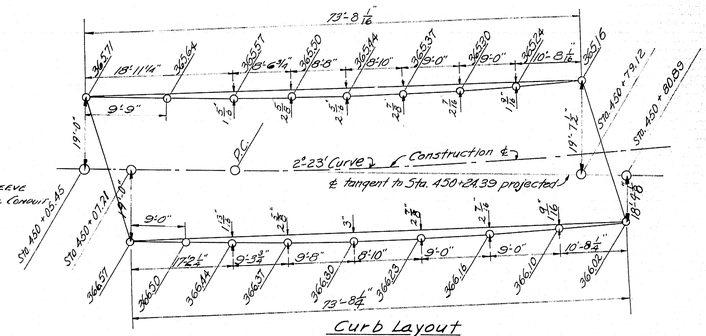
NOTE: Edges of roadway slab to be set at 4" from outside edges of steel stringers in a straight line. (Both sides)

Note: Sidewalks not to be placed until slab has cured 7 days.



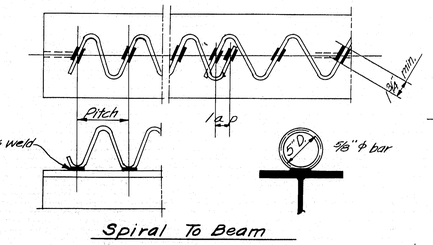
Elevations at Bottom of Slab					
	A	B	C	D	E
1	364.18	364.11	364.00	363.84	363.64
2	364.43	364.36	364.26	364.10	363.90
3	364.68	364.62	364.51	364.35	364.15
4	364.94	364.88	364.77	364.61	364.41
5	365.19	365.13	365.02	364.86	364.66

Build slab forms to the elevations shown in the table at points indicated. These elevations include compensation for dead load deflection.

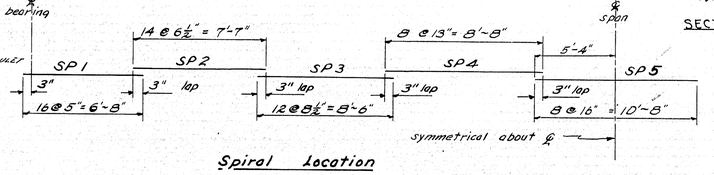


Curb Layout

Note: Indicated grades to be set after slab has been placed, and larger part of sidewalk concrete has been placed.



Spiral To Beam

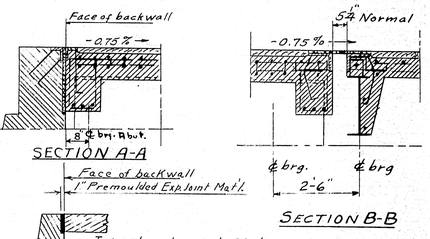


Spiral Location

required: 10 SP1, 10 SP2, 10 SP3, 10 SP4, 5 SP5

SHEAR CONNECTORS

See sheet No. 23 for details of an alternate type of shear connector.



DESIGN – VERRILL	BRIDGE NO.
TRACE – MOLLIGONE	SURVEY
CHECK – A.B.P.	F-01

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

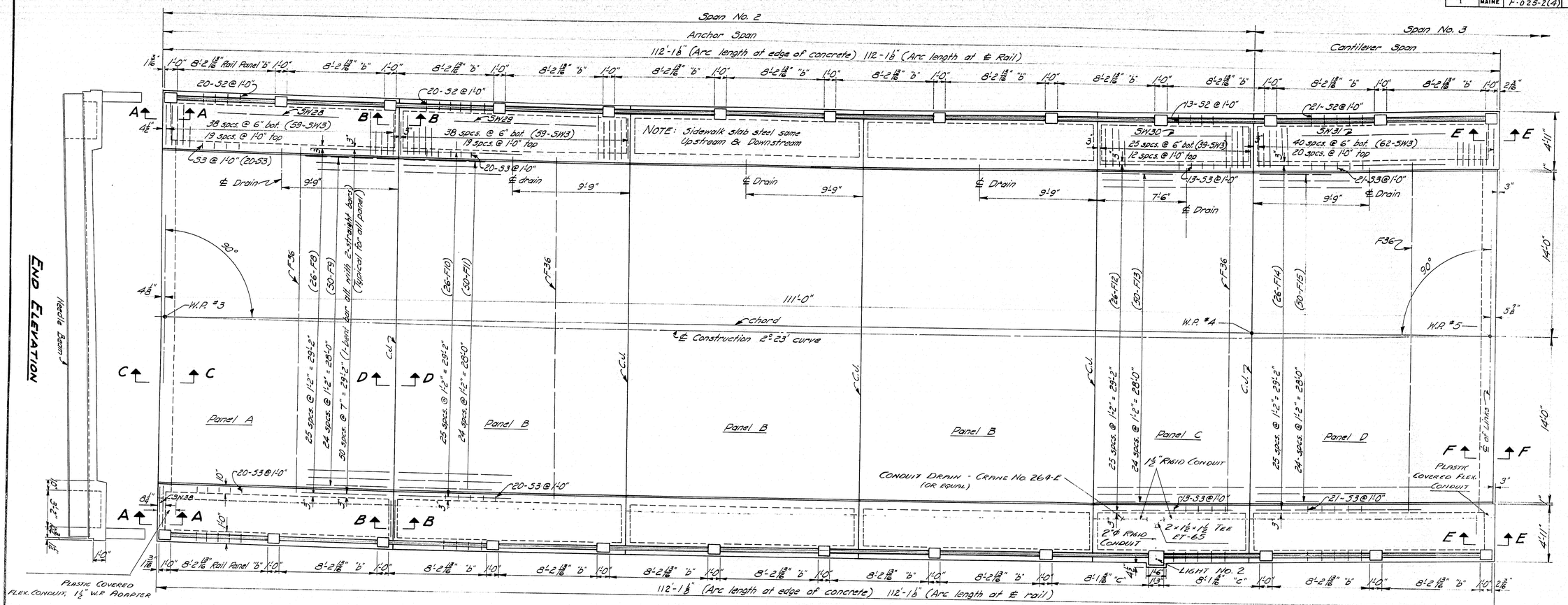
SUPERSTRUCTURE – SPAN 1

SHEET 19 OF 27 AUGUSTA, MAINE JAN. 1956

M-1061

0 1 2 3 4 5 INCHES

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	27	129



Note: For Transverse Section and Sections A-A to F-F see Sheet No. 23

NOTE: The concrete slabs in spans 2, 3, & 4 shall be placed in the following sequence.

Span #2	Panels	B & A	Anchor Span
Span #4	"	B & H	"
Span #3	"	C-B-E & F	Suspended Span
Span #3	"	D & G	Cant. Spans
Span #2	Panel	C	Anchor Span
Span #4	"	C	"

The concrete in all panels shall be placed from ℄ of roadway toward the sides of the slab.

DESIGN - HAMILTON
TRACE - CLARK
CHECK - W. Blake A.B.P.

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

SUPERSTRUCTURE - SPAN 2

SHEET 20 OF 27 AUGUSTA, MAINE JAN. 1956

M-1062

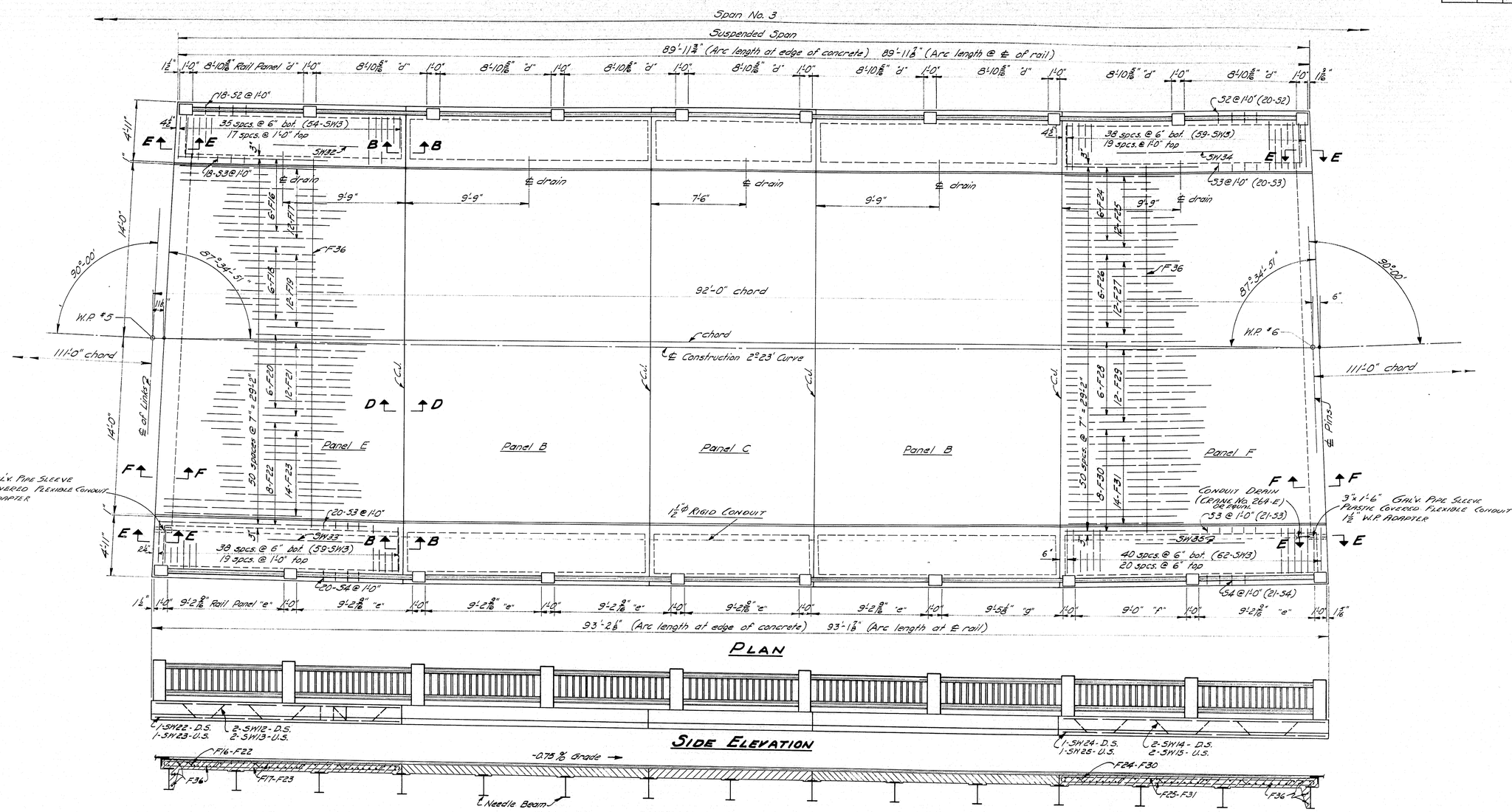
B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	28	129

Flow

Span No. 3

Suspended Span

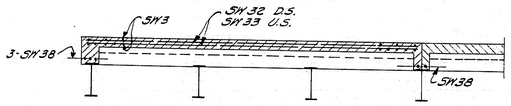
89'-11⅞" (Arc length at edge of concrete) 89'-11⅞" (Arc length @ ℄ of rail)



PLAN

SIDE ELEVATION

LONGITUDINAL SECTION



PART LONGITUDINAL SECTION SIDEWALK

Note: For Transverse Section and Sections A-A to F-F see Sheet No. 23

DESIGN - HAMILTON
TRACE - CLARK
CHECK - W. Blake A.B.P.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

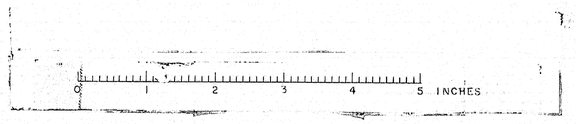
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

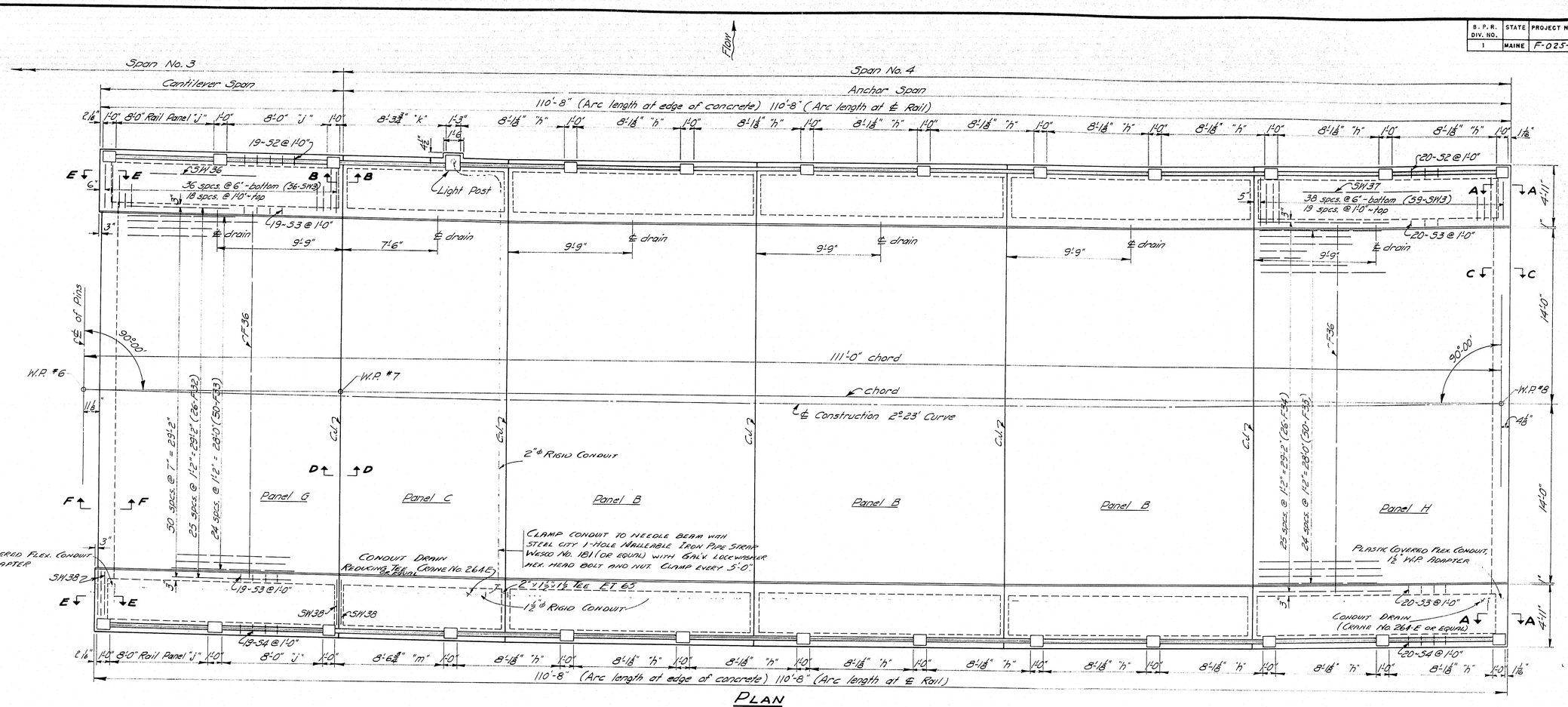
SUPERSTRUCTURE - SPAN 3

SHEET 21 OF 27 AUGUSTA, MAINE JAN. 1956

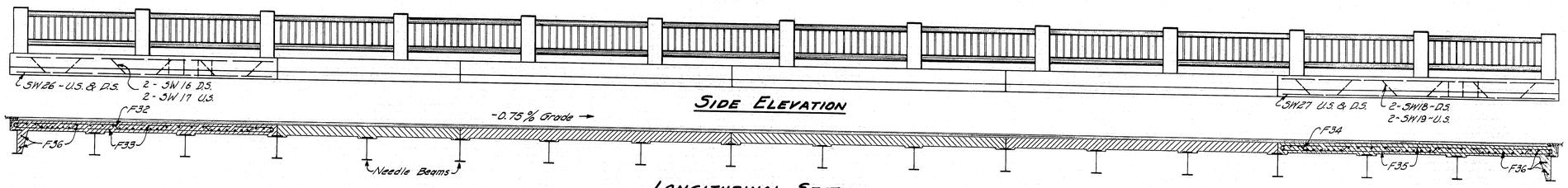
M-1063



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	29	129



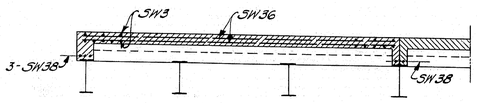
PLAN



SIDE ELEVATION

LONGITUDINAL SECTION

Roadway



PART LONGITUDINAL SECTION

Sidewalk

Note: For Transvere Section and Sections A-A to F-F see Sheet No. 23

DESIGN - HAMILTON	BRIDGE NO.
TRACE - CLARK	SURVEY -
CHECK - W. Blair A.B.R.	PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

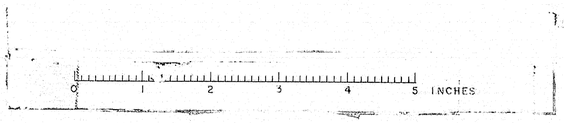
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

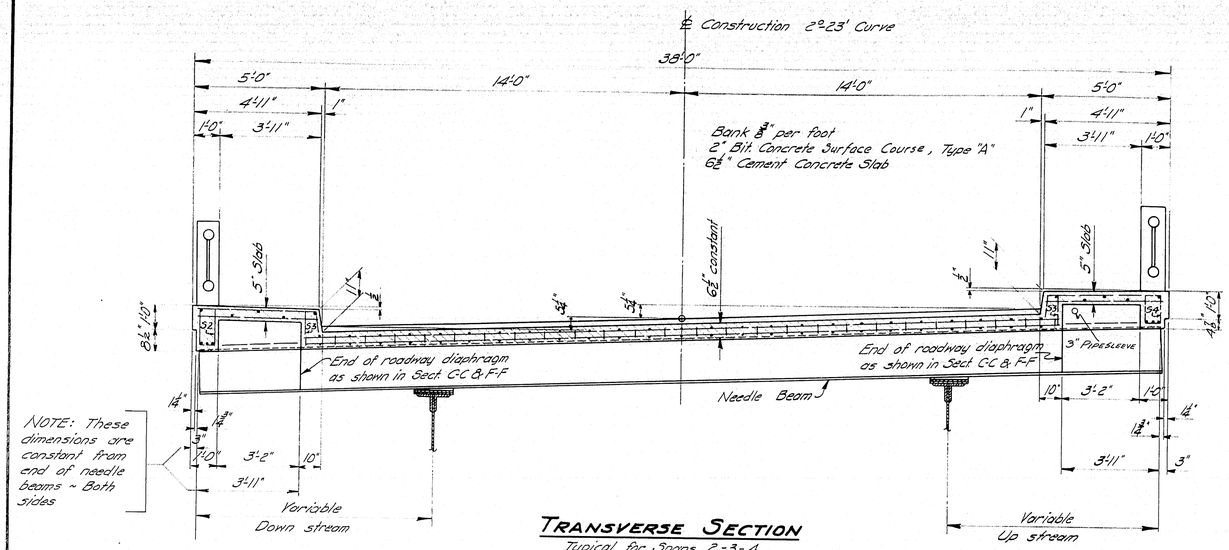
SUPERSTRUCTURE - SPAN 4

SHEET 22 OF 27 AUGUSTA, MAINE JAN. 1956

M-1064



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	30	129

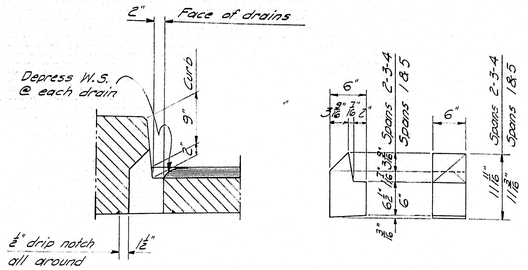


NOTE: These dimensions are constant from end of needle beams ~ Both sides

TRANSVERSE SECTION

Typical for Spans 2-3-4

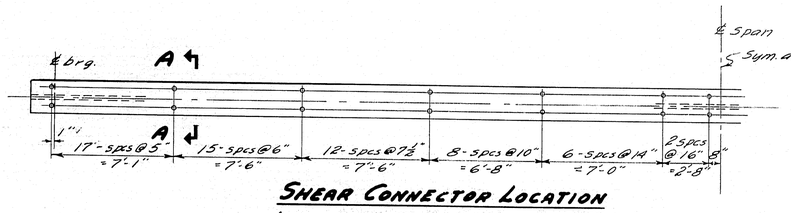
NOTE: Dead load deflections have been compensated for by camber in the plate girders.



DRAIN DETAILS

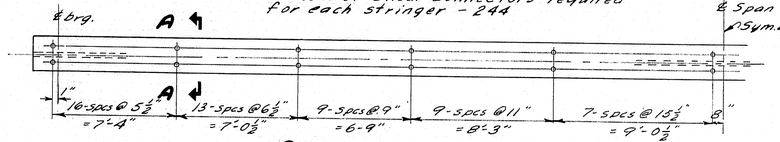
All Spans as shown

Drain forms to be constructed of #24 gage galvanized sheet iron
17 req'd. ~ Spans 2-3-4
8 req'd. ~ " 1 & 5
Total drains req'd. = 25



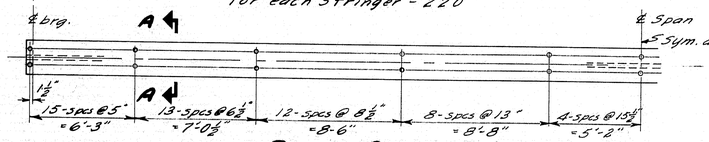
SHEAR CONNECTOR LOCATION
INTERIOR STRINGER - SPAN 5

Number of shear connectors required for each stringer - 244



SHEAR CONNECTOR LOCATION
EXTERIOR STRINGER - SPAN 5

Number of shear connectors required for each stringer - 220



SHEAR CONNECTOR LOCATION
STRINGER - SPAN 1

Number of shear connectors required for each stringer - 210

TOTAL NUMBER OF STUDS REQUIRED FOR SPANS 1 & 5 - 2,222

SHEAR CONNECTORS

See Sheet Nos. 19 and 24 for details of an alternate type of shear connector

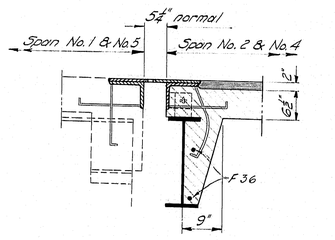
SECTION A-A

SECTION A-A

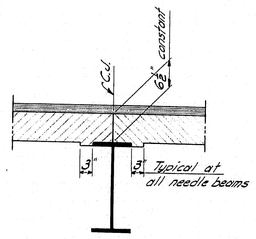
SECTION B-B

Typical for all sidewalk diaphragms - Spans 2-3-4

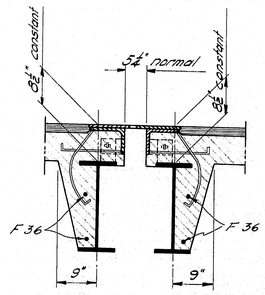
SECTION E-E



SECTION C-C



SECTION D-D



SECTION F-F

DESIGN - HAMILTON
TRACE - CLARK
CHECK - A.E.E.

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

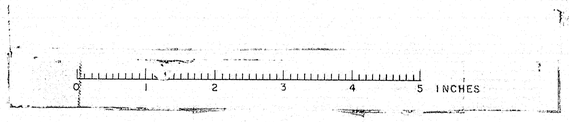
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

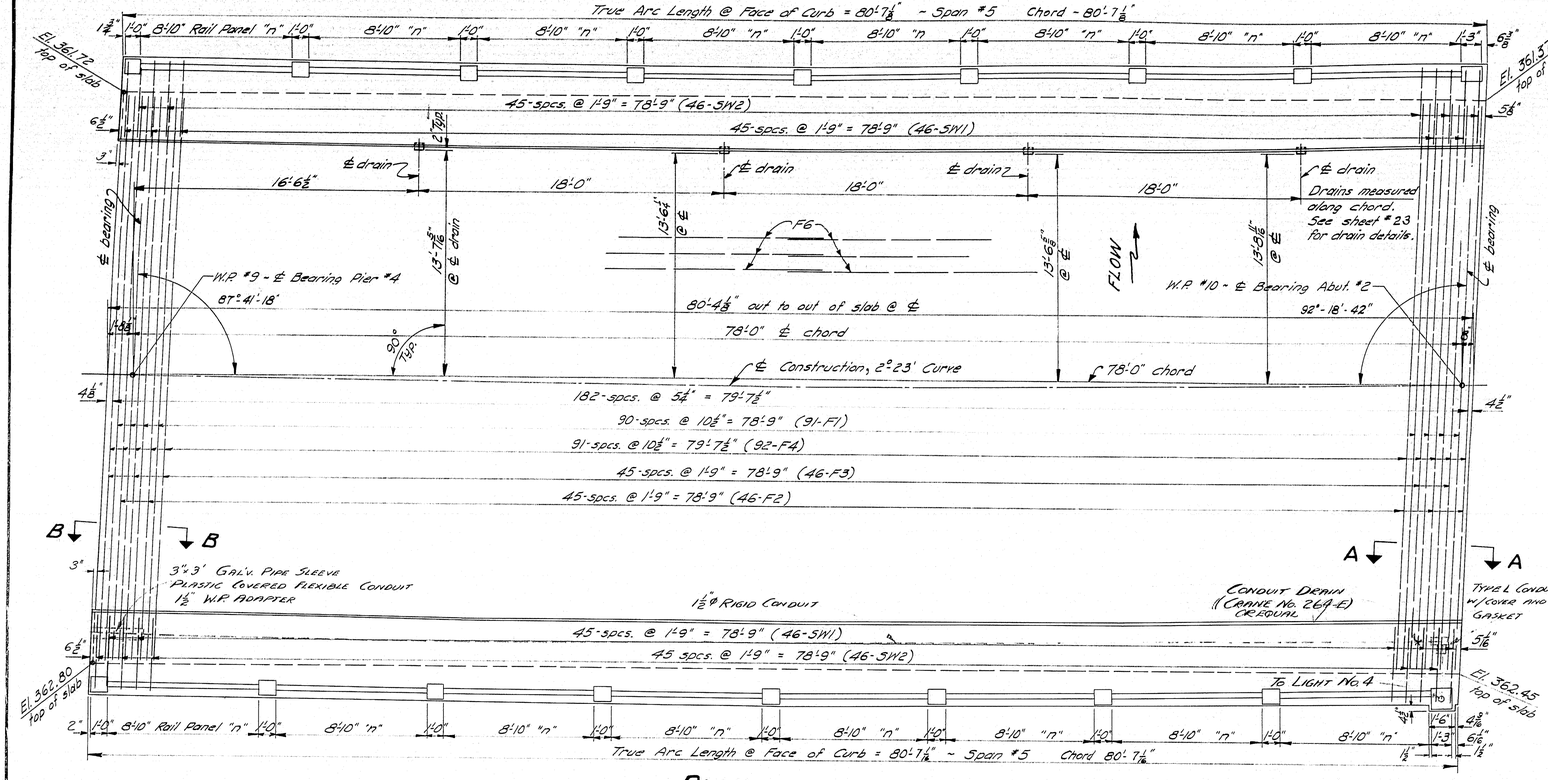
SUPERSTRUCTURE DETAILS

SHEET 23 OF 27 AUGUSTA, MAINE JAN. 1956

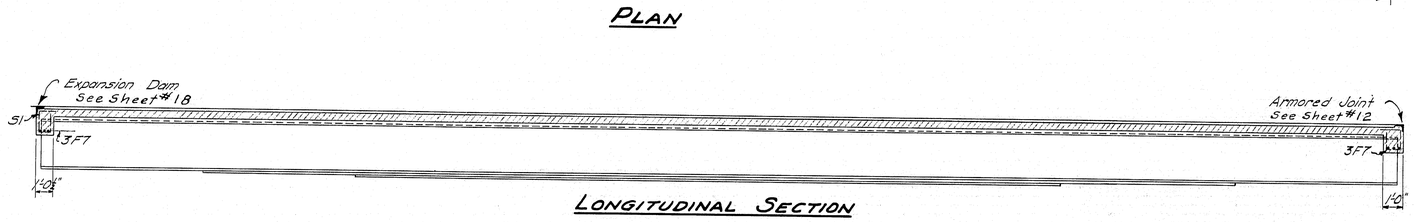
M-1065



B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	31	129

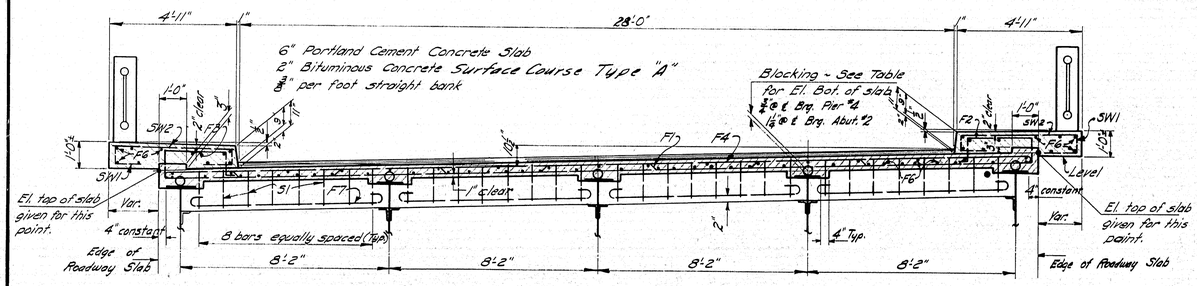


PLAN



LONGITUDINAL SECTION

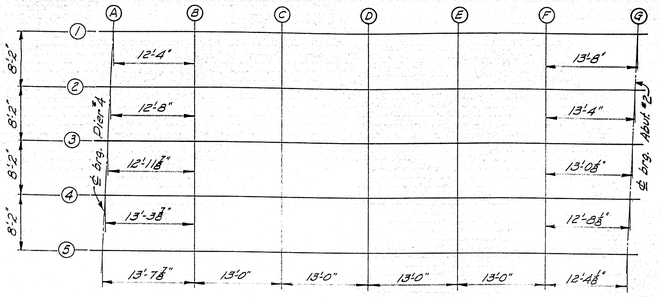
Note - For Sections A-A & B-B See Sheet #19



NORMAL SECTION

Note: Edges of roadway slab to be set 4" from outside edges of steel stringers in a straight line (both sides).

NOTE: Sidewalk shall not be placed until the slab has cured seven (7) days.



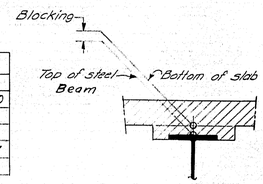
BLOCKING PLAN

Span #5

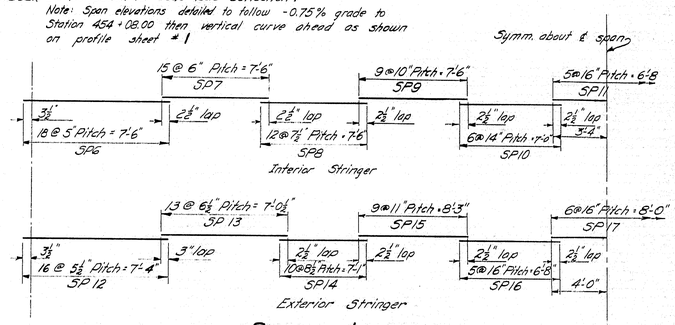
ELEVATION AT BOTTOM OF SLAB							
Beam	A	B	C	D	E	F	G
1	361.23	361.20	361.16	361.11	361.04	360.97	360.90
2	361.49	361.48	361.43	361.39	361.32	361.25	361.16
3	361.75	361.73	361.69	361.64	361.57	361.50	361.41
4	362.01	361.99	361.94	361.90	361.83	361.76	361.67
5	362.27	362.22	362.18	362.13	362.06	362.00	361.92

Build slab forms to the elevations shown in table above at points indicated. These elevations include compensation for dead load deflection.

Note: Span elevations detailed to follow -0.75% grade to Station 454+08.00 then vertical curve ahead as shown on profile sheet #1



BLOCKING DETAIL



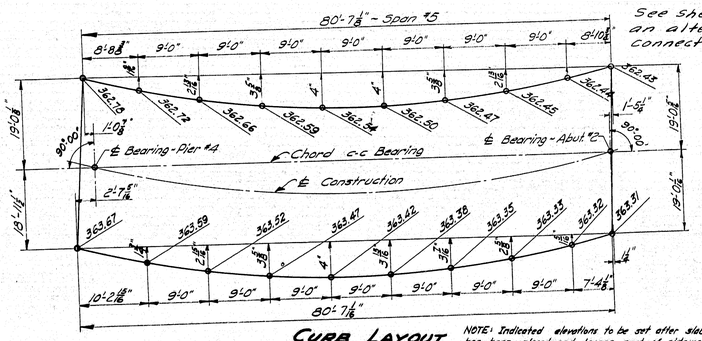
SPIRAL LOCATION

REQUIRED: 6-SP6, 6-SP7, 6-SP8, 6-SP9, 6-SP10, 3-SP11, 4-SP12 4-SP13, 4-SP14, 4-SP15, 4-SP16, 2-SP17

NOTE: For Spiral to beam connection see sh. #19, Superstr.-Span #1

SHEAR CONNECTORS

See Sheet No. 23 for details of an alternate type of shear connector.



CURB LAYOUT

NOTE: Indicated elevations to be set after slab has been placed and larger part of sidewalk concrete has been placed.

DESIGN - VERRILL
TRACE - CLARK
CHECK - RBP

BRIDGE NO.
SURVEY -
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

SUPERSTRUCTURE - SPAN 5

SHEET 24 OF 27 AUGUSTA, MAINE JAN. 1956

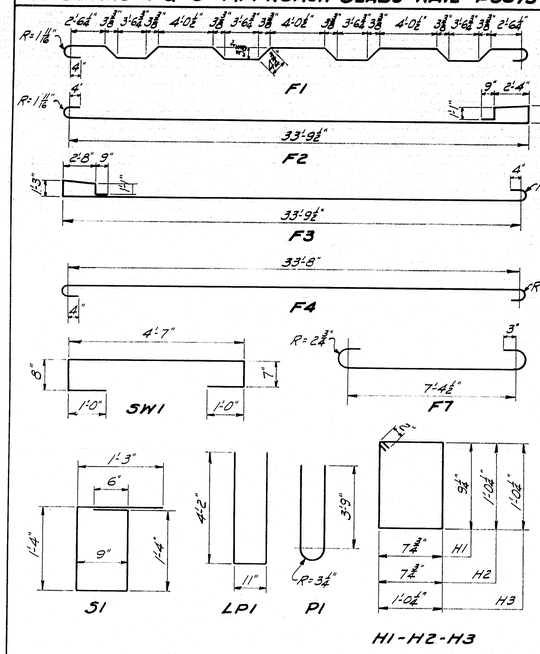
M-1066

0 1 2 3 4 5 INCHES

B.P.R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	32	129

SUPERSTRUCTURE - REINFORCING STEEL

SPANS #1 & #5 - APPROACH SLABS-RAIL POSTS



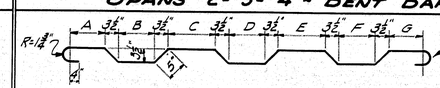
BENT BARS

Mark	Size	No.	Length	Location
F1	#5	174	36'-2"	Spans #1 & #5 - Slab
F2	#5	88	39'-10"	" " " - "
F3	#5	88	40'-4"	" " " - "
F4	#5	176	35'-3"	" " " - "
F7	#7	48	9'-4"	Spans #1 & #5 - End Diaphragms
SW1	#3	176	7'-10"	Spans #1 & #5 - Sidewalk
S1	#4	128	5'-2"	Spans #1 & #5 - End Diaphragms
P1	#6	204	8'-4"	All spans - Rail Posts
LP1	#6	8	9'-3"	Light Posts
H1	#3	400	3'-2"	All spans - Rail Posts
H2	#3	8	3'-8"	End Rail Posts - Spans #1 & #5
H3	#3	16	4'-5"	Light Posts

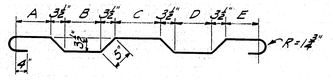
STRAIGHT BARS

Mark	Size	No.	Length	Location
F5	#4	142	37'-0"	Span #1 (spliced) - Slab
F6	#4	213	27'-4"	Span #5 (2-splices) - Slab
SW2	#3	176	4'-7"	Spans #1 & #5 - Sidewalk
AS1	#5	224	9'-6"	Approach Slabs
AS2	#4	40	27'-6"	" "

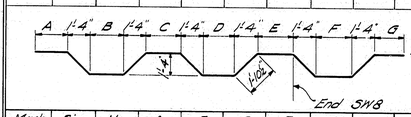
SPANS #2-#3-#4 - BENT BARS



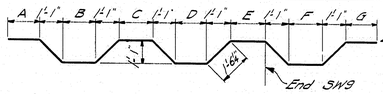
Mark	Size	No.	A	B	C	D	E	F	G	Length	Location
F8	#6	26	1'-7¼"	2'-8"	3'-2"	2'-9"	3'-2"	2'-9"	1'-3½"	21'-5"	Panel A
F10	⇩	208	1'-3¼"	2'-9"	3'-2"	2'-9"	3'-2"	2'-9"	1'-3½"	21'-2"	" B
F14		26	1'-3¼"	2'-9"	3'-2"	2'-9"	3'-2½"	3'-2"	1'-10"	22'-3"	" D
F16		6	1'-3¼"	2'-2"	2'-9⅜"	2'-9"	3'-2"	2'-9"	1'-3¼"	20'-3"	" E
F18		6	1'-3¼"	2'-4"	2'-10⅜"	2'-9"	3'-2"	2'-9"	1'-3¼"	20'-6"	" E
F20		6	1'-3¼"	2'-5½"	2'-11½"	2'-9"	3'-2"	2'-9"	1'-3½"	20'-8"	" E
F22		8	1'-3¼"	2'-7½"	3'-0½"	2'-9"	3'-2"	2'-9"	1'-3½"	21'-0"	" E
F24		6	1'-3¼"	2'-9"	3'-2"	2'-9"	3'-0"	2'-10½"	1'-2¾"	21'-8"	" F
F26		6	1'-3¼"	2'-9"	3'-2"	2'-9"	3'-1"	3'-0½"	1'-3½"	21'-11"	" F
F28		6	1'-3¼"	2'-9"	3'-2"	2'-9"	3'-1½"	3'-2½"	1'-3¾"	22'-3"	" F
F30		8	1'-3½"	2'-9"	3'-2"	2'-9"	3'-1¾"	3'-4¾"	1'-3¾"	22'-6"	" F
F32		26	1'-3¼"	2'-3½"	2'-10½"	2'-9"	3'-2"	2'-9"	1'-3¼"	20'-5"	" G
F34	#6	26	1'-3¼"	2'-9"	3'-2"	2'-9"	3'-2"	2'-9"	1'-5"	21'-4"	" H



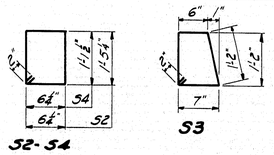
Mark	Size	No.	A	B	C	D	E	—	—	Length	Location
F12	#6	78	1'-3¼"	2'-9"	3'-2"	2'-9"	1'-3½"			14'-5"	Panel C



Mark	Size	No.	A	B	C	D	E	F	G	Length	Location
SW4	#6	2	1'-2½"	1'-9"	2'-1"	1'-9"	2'-1"	1'-9"	10½"	22'-9"	D.S. Panel A
SW6	⇩	16	10½"	1'-9"	2'-1"	1'-9"	2'-1"	1'-9"	10½"	22'-5"	" " B
SW8		6	10½"	1'-9"	2'-1"	1'-9"	10½"	—	—	14'-10"	" " C
SW10		2	10½"	1'-9"	2'-1"	1'-9"	2'-2½"	2'-0"	1'-5"	23'-4"	" " D
SW12		2	11"	10½"	1'-2½"	1'-9"	2'-2½"	1'-9"	10½"	20'-10"	" " E
SW14	⇩	2	10½"	1'-9"	2'-1"	1'-9"	2'-0"	1'-7"	1'-1½"	22'-5"	" " F
SW16	#6	2	1'-0"	1'-3"	1'-10"	1'-9"	2'-1"	1'-9"	10½"	21'-9½"	" " G
SW18	#6	2	10½"	1'-9"	2'-1"	1'-9"	2'-1"	1'-9"	1'-2½"	22'-9"	" " H



Mark	Size	No.	A	B	C	D	E	F	G	Length	Location
SW5	#6	2	1'-4½"	2'-0"	2'-4"	2'-0"	2'-4"	2'-0"	1'-0"	22'-2"	U.S. Panel A
SW7	⇩	16	1'-0½"	2'-0"	2'-4"	2'-0"	2'-4"	2'-0"	1'-0½"	21'-10½"	" " B
SW9		6	1'-0½"	2'-0"	2'-4"	2'-0"	1'-0½"	—	—	14'-6"	" " C
SW11		2	1'-0½"	2'-0"	2'-4"	2'-0"	2'-5½"	2'-3"	1'-6½"	22'-9"	" " D
SW13		2	1'-4½"	1'-11"	2'-0½"	2'-0"	2'-4"	2'-0"	1'-0½"	21'-10"	" " E
SW15	⇩	2	1'-0½"	2'-0"	2'-4"	2'-0"	2'-8"	2'-8"	1'-7½"	23'-5½"	" " F
SW17	#6	2	1'-1½"	1'-6"	2'-4"	2'-0"	2'-4"	2'-0"	1'-0½"	21'-5½"	" " G
SW19	#6	2	1'-0½"	2'-0"	2'-4"	2'-0"	2'-4"	2'-0"	1'-4"	22'-2"	" " H

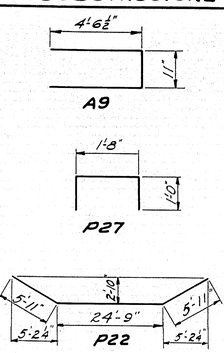


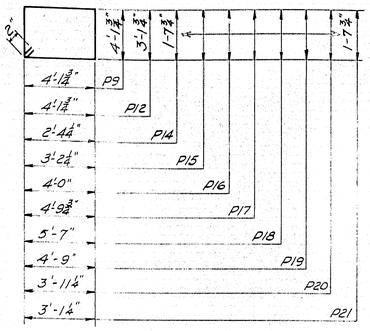
Mark	Size	No.	Length	Location
S2	#3	317	4'-3"	D.S. sidewalk beam, all panels
S3	#3	637	3'-9"	U.S. & D.S. curbs, all panels
S4	#3	320	3'-7½"	U.S. sidewalk beam, all panels

SPANS #2-#3-#4 - STRAIGHT BARS

Mark	Size	No.	Length	Location
F9	#6	50	19'-5"	Panel A
F11	⇩	400	19'-2"	" B
F13		150	12'-8"	" C
F15		50	20'-2"	" D
F17		12	18'-1"	" E
F19		12	18'-5"	" E
F21		12	18'-9"	" E
F23		14	16'-10"	" E
F25		12	19'-7"	" F
F27		12	19'-11"	" F
F29		12	20'-0"	" F
F31		14	20'-6"	" F
F33	⇩	50	18'-6"	" G
F35	#6	50	19'-6"	" H
F36	#4	559	29'-4"	All panels
SW3	#4	1884	4'-7"	All panels (sidewalk)
SW39	#6	2	19'-5"	U.S. & D.S. sdwk. beam Panel A
SW40	⇩	16	19'-2"	" " " " " B
SW20		6	12'-8"	" " " " " C
SW21		2	20'-2"	" " " " " D
SW22		One	17'-7"	D.S. sdwk. beam " E
SW23		One	19'-2½"	U.S. " " " E
SW24		One	19'-2"	D.S. " " " F
SW25		One	2'-0"	U.S. " " " F
SW26		2	18'-8"	U.S. & D.S. sdwk. beam " G
SW27	#6	2	19'-6"	" " " " " H
SW28	#4	10	19'-5"	" " " slab " A
SW29	⇩	80	19'-2"	" " " " " B
SW30		30	12'-8"	" " " " " C
SW31		10	20'-4"	" " " " " D
SW32		5	17'-8"	D.S. sdwk. Slab " E
SW33		5	18'-10"	U.S. " " " E
SW34		5	18'-8"	D.S. " " " F
SW35		5	20'-5"	U.S. " " " F
SW36	⇩	10	18'-8"	U.S. & D.S. sdwk. " " G
SW37	⇩	10	19'-6"	" " " " " H
SW38	#4	88	4'-6"	Sdwk. diaphragms, All panels

SUBSTRUCTURE ~ REINFORCING STEEL ABUTS. & PIERS





BENT BARS

Mark	Size	No.	Length	Location
A9	#6	19	10'-0"	Abut. #2
P9	#4	36	16'-11"	All Piers - Columns
P12	⇩	68	14'-11"	" " - Caps
P14		2	8'-4"	Pier #1 & #4
P15		2	10'-0"	" " "
P16		2	11'-8"	" " "
P17		2	13'-3"	" " "
P18		2	14'-10"	" " "
P19		2	13'-2"	" " "
P20	⇩	2	11'-6"	" " "
P21	#4	2	9'-10"	" " "
P22	#9	4	36'-7"	" " "
P27	#5	34	3'-8"	" " "

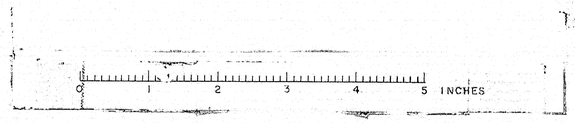
STRAIGHT BARS

Mark	Size	No.	Length	Location
A1	#6	8	35'-6"	Abuts. #1 & #2
A2	#4	36	4'-0"	" " "
A3	#5	84	5'-3"	" " "
A4	#6	16	33'-0"	" " "
A5	#6	6	37'-0"	Abut. #2
A6	#6	38	5'-6"	" "
A7	#6	6	7'-6"	" "
A8	#6	12	2'-2"	" "
W1	#5	8	7'-2"	Abuts. ~ Wings
W2	#5	4	7'-9"	" "
W3	#5	4	8'-2"	" "
W4	#5	8	8'-11"	" "
W5	#5	52	9'-4"	" "
W6	#5	8	7'-10"	" "

STRAIGHT BARS (Cont'd.)

Mark	Size	No.	Length	Location
W7	#5	4	8'-3"	Abuts. - Wings
W8	#5	4	8'-10"	" "
W9	#5	8	9'-6"	" "
W10	#5	4	10'-0"	" "
W11	#5	56	10'-4"	" "
W12	#5	4	11'-0"	" "
W13	#5	4	10'-0"	" "
P2	#6	182	5'-0"	All Piers - Footings
P3	#6	84	10'-6"	Pier #1
P4	#4	28	16'-0"	"
P5	#4	24	14'-0"	"
P6	#9	256	5'-0"	All Piers - Columns
P7	#9	36	13'-0"	Pier #1 - "
P8	#9	28	10'-3"	" "
P10	#10	28	24'-2"	All Piers - Caps
P11	#9	20	24'-2"	" " - "
P13	#5	68	8'-6"	Piers #1 & #4 - Caps
P23	#9	4	31'-6"	" " " - "
P24	#9	4	35'-2"	" " " - "
P25	#9	4	25'-6"	" " " - "
P26	#10	16	9'-0"	" " " - "
P28	#6	180	15'-6"	Pier #2 & #4
P29	#4	72	17'-6"	" "
P30	#4	88	15'-0"	" "
P31	#9	36	12'-0"	" "
P32	#9	28	9'-0"	"
P33	#6	92	18'-0"	Pier #3
P34	#4	48	18'-0"	"
P35	#4	44	15'-6"	"
P36	#9	72	11'-0"	Piers #3 & #4 - Columns
P37	#9	56	8'-0"	" " " - "

NOTE: All dimensions to ℄ Bent Bars.



DESIGN - W.B.H., W.J.V.
TRACE - G.W.C.
CHECK - Wdake A.B.P.

BRIDGE NO.
SURVEY -
PLOT

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

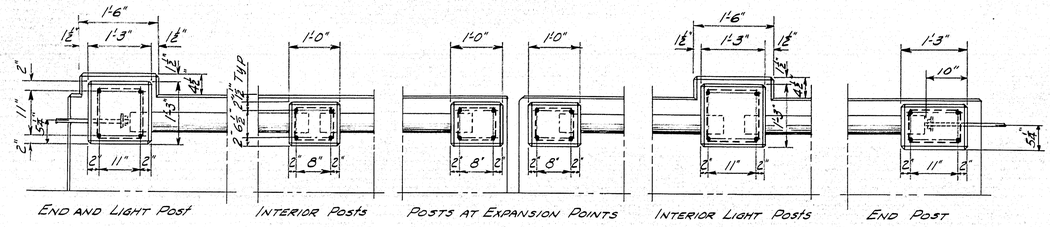
NEW SHARON
FRANKLIN COUNTY

REINFORCING STEEL SCHEDULE

SHEET 25 OF 27 AUGUSTA, MAINE JAN. 1956

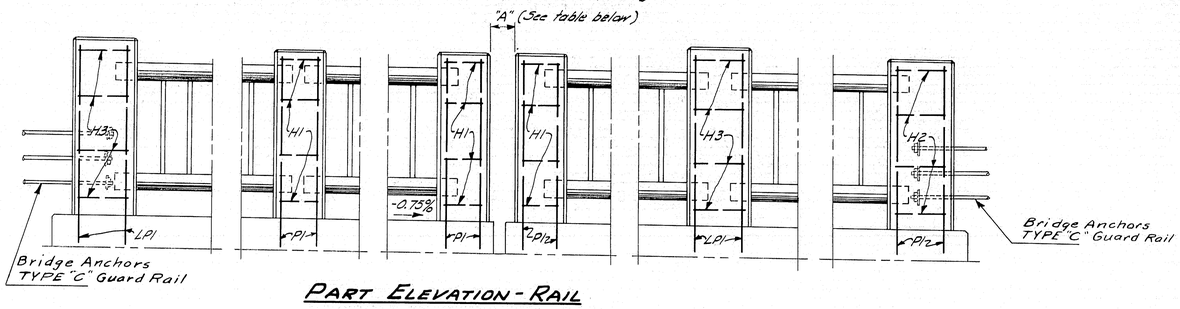
M-1067

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	33	129



PART PLAN - RAIL

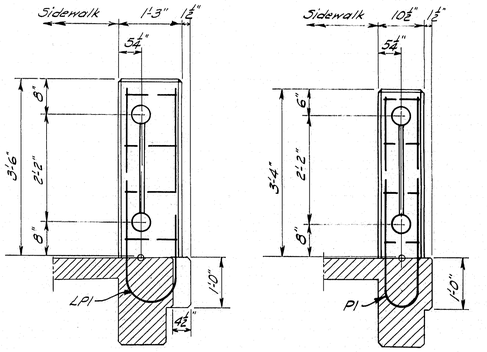
NOTE: See "Superstructure Slab" for rail post spacing



PART ELEVATION - RAIL

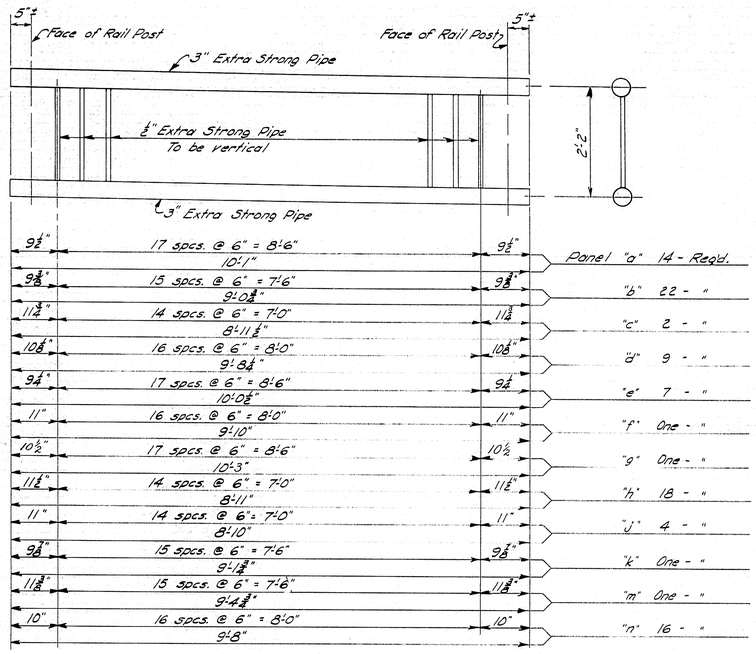
Rail to be constructed to -0.75 % grade. Posts to be plumb. Chamfer exposed edges of concrete ½".

DIMENSION "A" Upstream	DIMENSION "A" Downstream	LOCATION
5 7/16"	5 3/16"	Between Span #1 and Span #2
5 1/16"	5 1/16"	" Cant. Span & Suspended Span
5 3/16"	5 1/16"	" Suspended & Cant. Span
5 5/16"	5 1/16"	" Span #4 and Span #5



END AND LIGHT POST

INTERIOR POSTS AND END POSTS

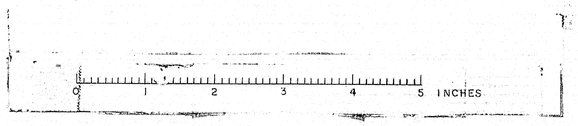


RAIL NOTE

⅞"ϕ holes for ½" pipe, to be drilled in the 3" pipe so that the ½" pipe will extend thru the wall of the 3" pipe. The ½" pipe to be filled welded top and bottom, to the 3" pipe. All exposed joints shall be finished by grinding or filling to give a neat appearing job.

Rail details shall be submitted by the Contractor, to the Engineer for approval before fabrication is started.

Wrap ends of 3"ϕ pipe that extend into posts with two layers of heavy roofing.



DESIGN - HAMILTON
TRACE - SHAILER, G.W.C.
CHECK - W. Blake
BRIDGE NO
SURVEY
PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

SANDY RIVER BRIDGE

IN THE TOWN OF

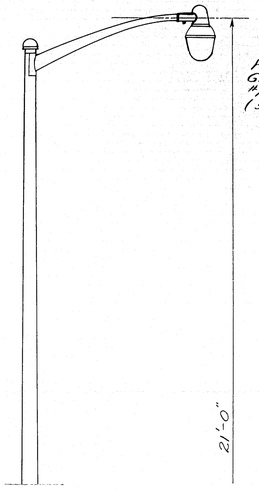
NEW SHARON
FRANKLIN COUNTY

RAIL DETAILS

SHEET 26 OF 27 AUGUSTA, MAINE JAN. 1956

M-1068

B. P. R. DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	F-025-2(4)	34	129



PENDANT LUMINAIRE
G.E. 101R C-SYMETRIC
M.A.G. 136 OR EQUIVALENT
(SUPPLIED BY OTHERS)
6000 LUMEN

ALUMINUM STANDARD AS MANUFACTURED BY HUBBARD ALUMINUM PRODUCTS CO. PITTSBURG, PA. (OR EQUIVALENT)
1951 CATALOG HUBBARD NO. 1282056
MOUNTING HEIGHT 21'-0". 6'-0" BRACKET LENGTH, BOLT CIRCLE DIA. = 10"
4"x6" HAND HOLE WITH COVER
4 STANDARDS REQUIRED
4 SETS OF ANCHOR BOLTS REQUIRED.

GENERAL NOTES

ALL RIGID CONDUIT, FLEXIBLE CONDUIT AND FITTINGS ARE THOSE LISTED IN WESCO CATALOG No. 100 CROUSE-HINDS CATALOG No. 3300 AND CRANE CATALOG No. 49. THE REFERENCES TO CATALOG NUMBER SERVE ONLY AS A GUIDE. SUBSTITUTION MAY BE MADE PROVIDED THEY ARE EQUIVALENT AND ARE APPROVED BY THE UNDERWRITERS LABORATORIES INC. AND BY THE ENGINEER.

PROVISION SHALL BE MADE FOR EFFECTIVE DRAINING OF ALL CONDUIT AT LOCATIONS WHERE MOISTURE MAY COLLECT WITHIN THEM, AND AS INDICATED ON THE PLANS.

ALL RIGID CONDUIT TO BE GALVANIZED AND ALL THREADS ARE TO BE RED LEADED.

CONDUIT WHICH IS TO BE LAID IN EARTH SHALL BE PAINTED WITH TWO COATS OF ASPHALTIC PAINT.

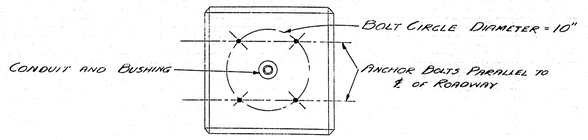
A GALVANIZED STEEL PULL WIRE #12 GAUGE SHALL BE INSTALLED IN EACH CONDUIT LINE.

ALL LIGHT STANDARDS TO BE SET PLUMB.

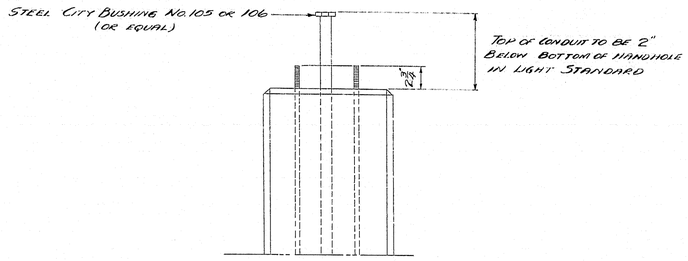
COAT ALL SURFACES THAT COME IN CONTACT WITH ALUMINUM LIGHT STANDARDS INCLUDING CONCRETE, BOLTS, NUTS ETC, WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND.

BUSHINGS TO BE INSTALLED ON ALL CONDUIT TERMINATIONS.

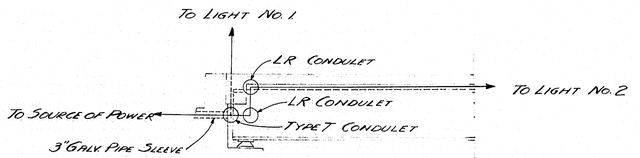
A WEATHER-PROOF FUSE BOX SHALL BE MOUNTED ON POLE AT SOURCE OF POWER.



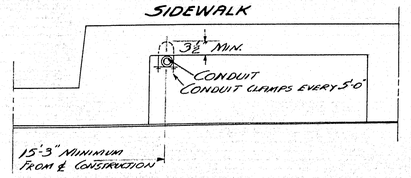
ANCHOR BOLT LAYOUT



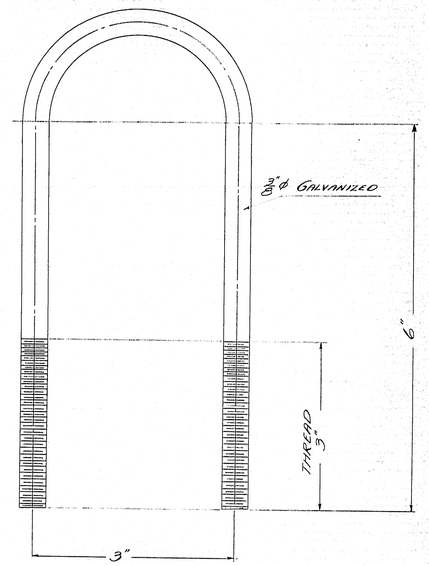
PART ELEVATION OF LIGHT POST
(CONDUIT AND ANCHOR BOLT INSTALLATION)



SUGGESTED CONDUIT PLAN AT ABUTMENT No. 1.



TYPICAL U-BOLT INSTALLATION
GIRDER SPANS
(USE U-BOLT SUPPORT FOR SPANS 1 AND 5 ALSO)



U-BOLTS (10 REQUIRED)
(SUPPLY WITH 2 GALV. LOCK WASHERS AND 2 GALV. HEX. NUTS EACH)

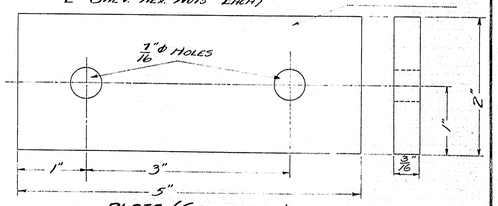


PLATE (GALVANIZED)

DESIGN – MURRELL	BRIDGE NO.
TRACE – MURRELL	SURVEY –
CHECK – A.B.P.	PLOT –

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

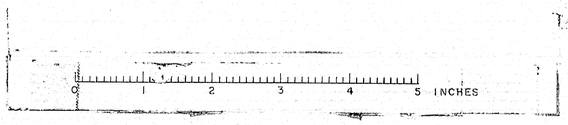
SANDY RIVER BRIDGE

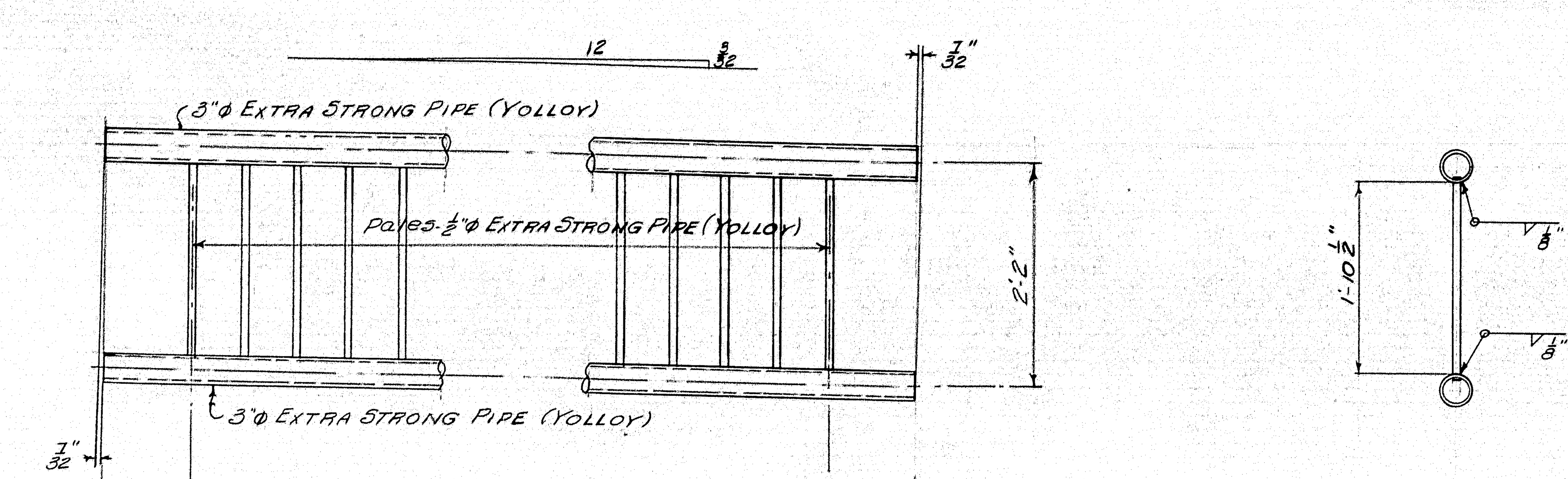
IN THE TOWN OF

NEW SHARON
FRANKLIN COUNTY

LIGHTING DETAILS
SHEET 27 OF 27 AUGUSTA, MAINE MARCH 1956

M-1069





Overall	End	Spacing	End	Panel
10'-1"	9½"	17 Spcs. @ 6" = 8'-6"	9½"	14 - Panel a
9'-0¾"	9⅜"	15 Spcs. @ 6" = 7'-6"	9⅜"	22 - Panel b
8'-11½"	11¾"	14 Spcs. @ 6" = 7'-0"	11¾"	2 - Panel c
9'-8¼"	10⅛"	16 Spcs. @ 6" = 8'-0"	10⅛"	9 - Panel d
10'-0½"	9¼"	17 Spcs. @ 6" = 8'-6"	9¼"	7 - Panel e
9'-10"	11"	16 Spcs. @ 6" = 8'-0"	11"	One - Panel f
10'-3"	10½"	17 Spcs. @ 6" = 8'-6"	10½"	One - Panel g
8'-11"	11½"	14 Spcs. @ 6" = 7'-0"	11½"	18 - Panel h
8'-10"	11"	14 Spcs. @ 6" = 7'-0"	11"	4 - Panel j
9'-1¾"	9⅞"	15 Spcs. @ 6" = 7'-6"	9⅞"	One - Panel k
9'-4¾"	11⅜"	15 Spcs. @ 6" = 7'-6"	11⅜"	One - Panel m
9'-8"	10"	16 Spcs. @ 6" = 8'-0"	10"	16 - Panel n

BILL OF MATERIAL DWG. NO. 6-306-51

SHIP MARK	NO.	MARK	SHAPE	LENGTH		WT.	REMARKS
Panel a	14		Rail Panel			—	
Panel b	22		do			—	
Panel c	2		do			—	
Panel d	9		do			—	
Panel e	7		do			—	
Panel f	1		do			—	
Panel g	1		do			—	
Panel h	18		do			—	
Panel j	4		do			—	
Panel k	1		do			—	
Panel m	1		do			—	
Panel n	16		do			—	
	28	a	3"ϕ Extra Strong Pipe	10	1		Yolloy
	44	b	do	9	0¾		do
	4	c	do	8	11½		do
	18	d	do	9	8¼		do
	14	e	do	10	0½		do
	2	f	do	9	10		do
	2	g	do	10	3		do
	36	h	do	8	11		do
	8	j	do	8	10		do
	2	k	do	9	1¾		do
	2	m	do	9	4¾		do
	32	n	do	9	8		do
	1582	Pales	½"ϕ Extra Strong Pipe	1	11½		do

SHOP CONNECTIONS: Welded
FIELD CONNECTIONS:
HOLES: $\frac{13}{16}$"ϕ
PAINT: M.S.H.C. Spec. : Red Lead
Pay length of rail - 936.63 Lin. Ft.

NOTES:-
Pales to be vertical
Drill $\frac{13}{16}$"ϕ holes in 3"ϕ pipe for pales
Pales to extend thru wall of 3"ϕ pipe
All joint to be finished by filling or grinding to give a neat appearing surface.

BRIDGE RAIL

Bancroft & Martin Rolling Mills Company
South Portland 7, Maine

SANDY RIVER BRIDGE
NEW SHARON, ME.

App 12-17-56

CUSTOMER Cianchette Brothers
DESIGNER M.S.H.C.

DRAWN 12-13-56 P.L.F.
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ORDER NO.
DWG. NO. 6-306-51

M: 10 M-10691A