STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR - BREWER BRIDGE

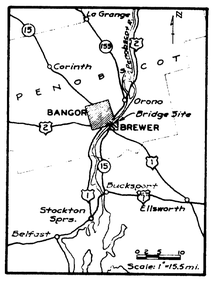
OVER

PENOBSCOT RIVER

BETWEEN THE CITIES OF

BANGOR AND BREWER

PENOBSCOT COUNTY



LOCATION MAP

INDEX OF SHEETS

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

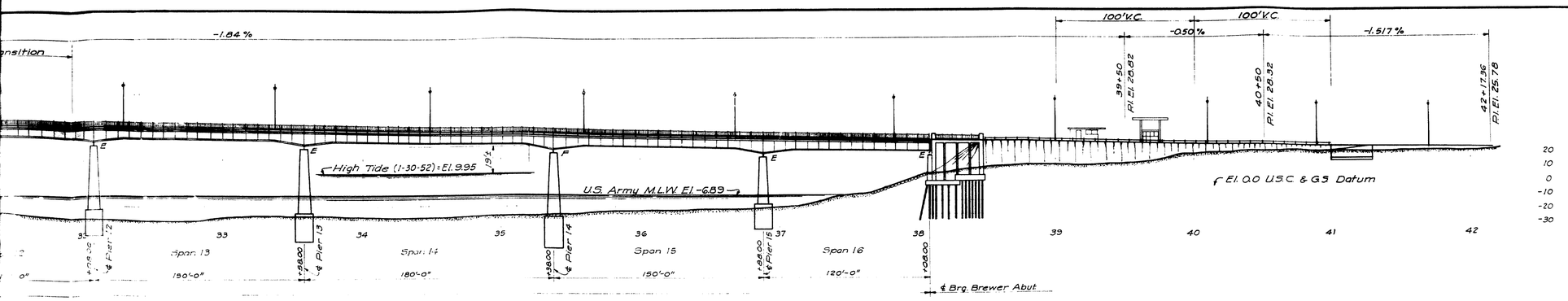
APPROVED:
MAINE STATE HIGHWAY COMMISSION

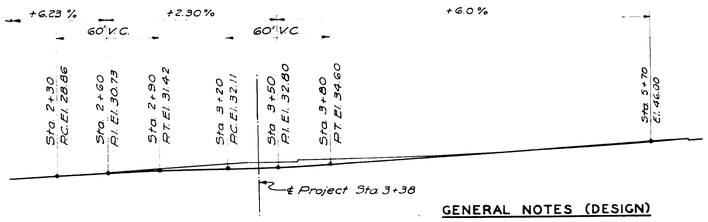
CHAIRMAN

CHIEF ENGINEER

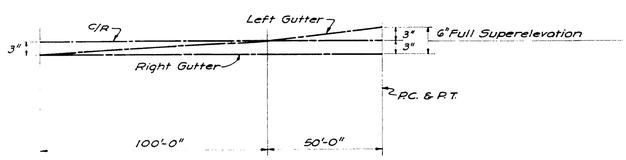
62-1

0 1 2 3 4 5 INCHES





℄ PROFILE - SUMMER STREET



150' SUPERELEVATION TRANSITION

GENERAL NOTES (DESIGN)

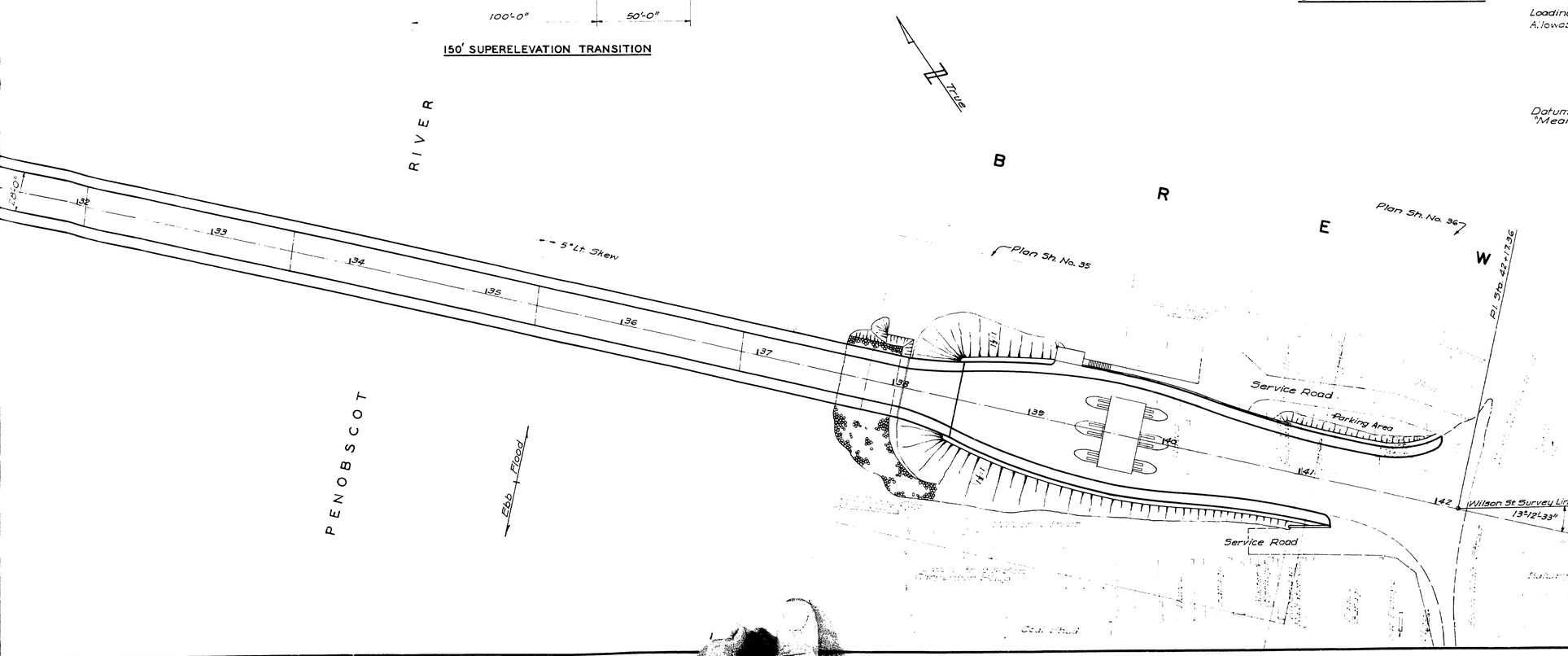
Specifications: A.A.S.H.O. Standard Specifications for Highway Bridges 1949

Loading: H 20-S16-44

Allowable Unit Stresses: (n = 10)

fs (Structural)	=	18,000 p.s.i.
fs (Reinforcing)	=	18,000 p.s.i.
fc		1,000 p.s.i.

Datum: Elevations shown refer to U.S.C. & G.S. "Mean Sea Level" datum



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

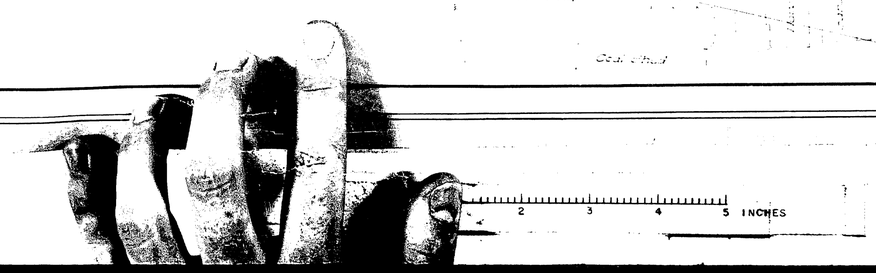
BANGOR, MAINE

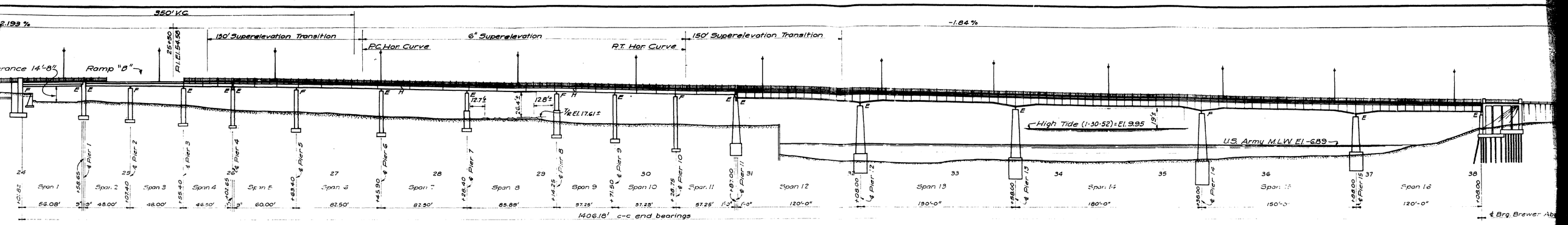
GENERAL PLAN & ELEVATION

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

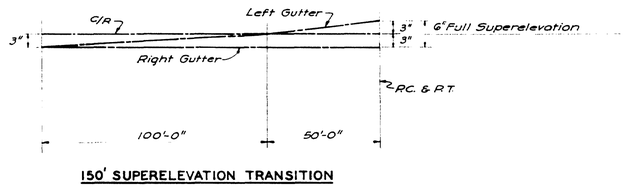
DETAILED G.E.G. 3-28-52 10-3-52 SCALE: 1" = 40'-0"
TRACED E.R.Jr. 11-13-52
CHECKED E.M.N. 1-15-53

SHEET NO. 2





DEVELOPED ELEVATION

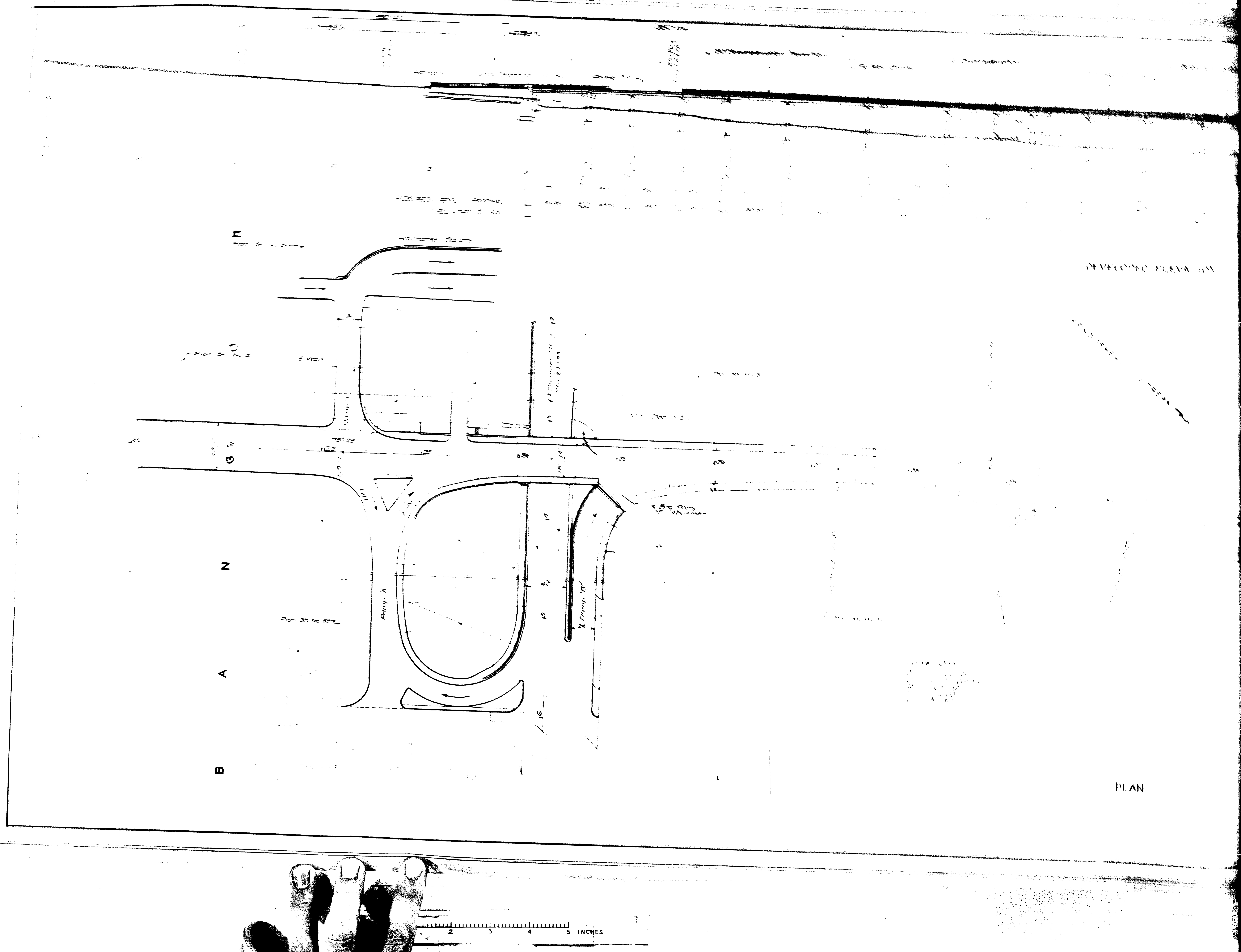


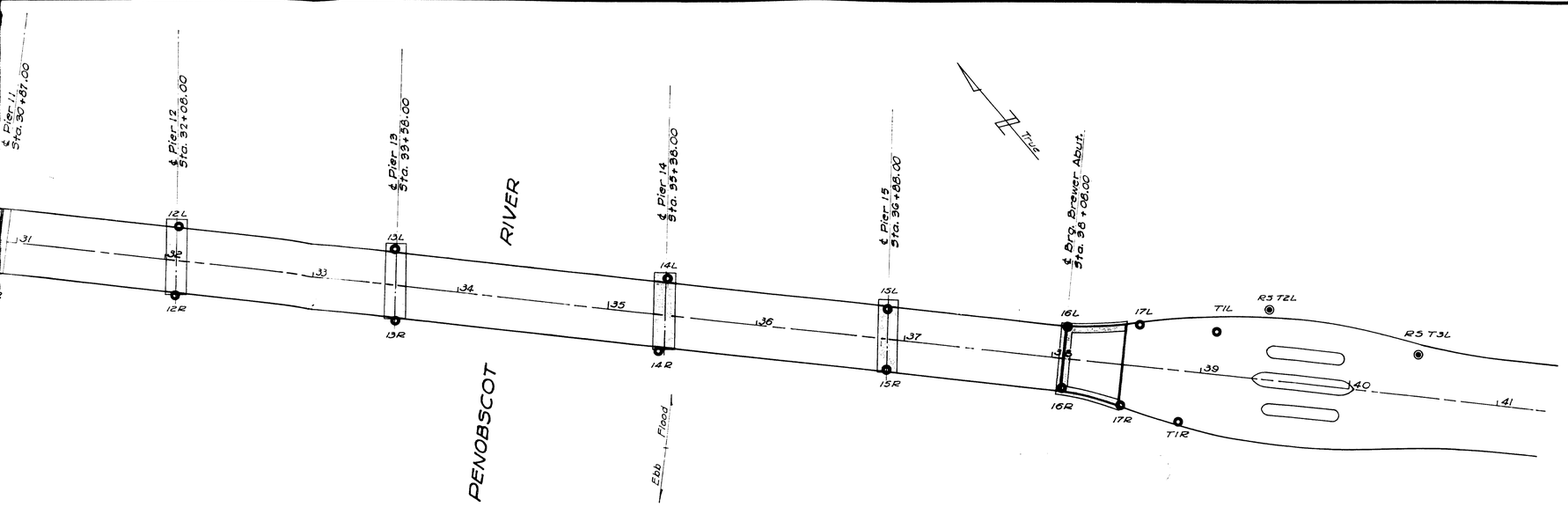
150' SUPERELEVATION TRANSITION

Curve Data:
Δ = 12°-26' Rt.
D = 4°-00' (100' Arc)
R = 1432.39'
T = 156.03'
L = 310.83'

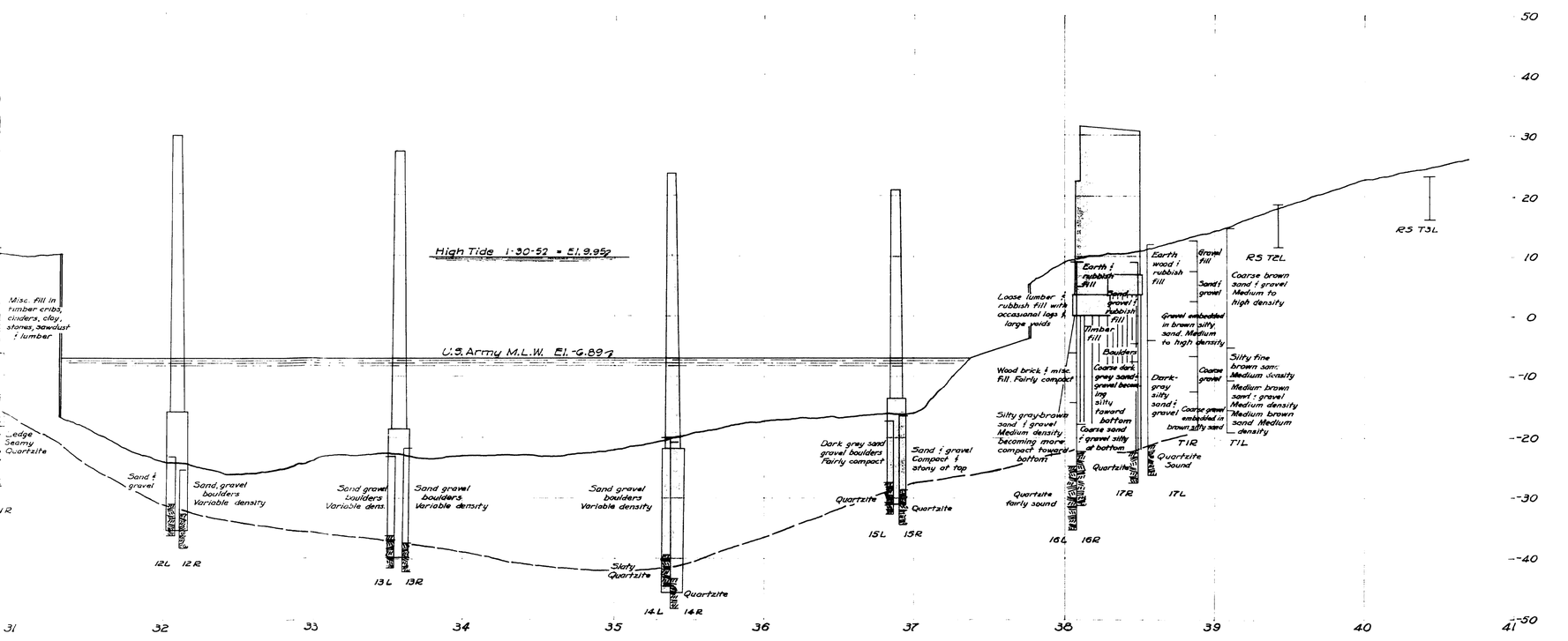
PLAN

0 1 2 3 4 5 INCHES


PLAN
2 3 4 5 INCHES



PLAN
Scale: 1"=40'



PROFILE
Scale:
H 1"=40'
V 1"=10'

NOTE:

"The soil stratification illustrated on this drawing has been developed by interpretation of, and interpolation between, the various soil borings. It is, therefore, speculative, and no warranty is implied with respect to the continuity of soil layers, or to the elevations of the soil boundaries except at the actual boring locations. Depths and thicknesses of the latter are subject to the inaccuracies inherent in the drilling methods. Factual data obtained in making the borings appears on Sheets entitled 'Boring Logs'. The descriptions of the various soil layers are based upon the driller's field classification and upon the engineer's inspection of samples and interpretation of the driller's record."

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR - BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR MAINE

FOUNDATION DATA

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED G.H.K. 10-31-52
TRACED E.R.Jr. 11-6-52
CHECKED G.E.G. 1-15-53

SCALE: AS SHOWN

SHEET NO. 3

RC 2 210' Lt. & Sta. 22+91

℄ Brg. Union St. Abut. Sta. 24+01.67

RA4

℄ Summer St. Sta. 24+33

℄ Pier 1 Sta. 24+58.65

℄ Pier 2 Sta. 25+07.40

℄ Pier 3 Sta. 25+55.40

℄ Pier 4 Sta. 26+02.65

℄ Pier 5 Sta. 26+63.40

℄ Pier 6 Sta. 27+45.90

℄ Pier 7 Sta. 28+28.40

℄ Pier 8 Sta. 29+14.25

℄ Pier 9 Sta. 29+71.50

℄ Pier 10 Sta. 30+28.75

℄ Pier 11 Sta. 30+87.00

℄ Pier 12 Sta. 32+08.00

RC1 RC3 AL 7L 8L 10L 11L 12L

22 23 24 25 26 27 28 29 30 31 32 33

℄ Project

AR 3R 6R 7R 8R 9R 11R 12R

RB3 ℄ Bearing Ramp B Abut.

RA1 RB2

RA2

RA3 223' Rt. & Sta. 23+80 RB1

50 40 30 20 10 0 -10 -20 -30 -40 -50

Ground Line

Sand and Gravel

Stiff brown weathered clay becoming varved with fine sand and cohesionless silt near bottom

Brown varved cohesionless silt, fine sand & small amount of clay.

Brown sand of medium density very fine & silty in upper part

Brown sand & gravel

Fine & medium brown sand loose to medium density

RC1 AL Rock Line

Fine brown sand containing some gravel in upper portion medium density

AR2

Silty sand & gravel of med. density

RB3

Clean medium & fine gray-brown sand containing stones in lower portion

Boulders embedded in sand

Slaty Quartzite

Loose fine & med. brown sand containing Black gravel

Block gravel mixed with coarse clayey sand. Brick fragments at top medium density

Slaty Quartzite

3L 3R

Sand

Gray-brown sand well-graded coarse to fine containing some small gravel

Fill coarse gravel sand & clay

Quartzite

Loose sand containing small stones

Clean grey-brown med. & fine sand containing rubbish

Coarse gravel & boulders Compact

Quartzite

6R 6L

Loose gravel

Fairly dense gravel

Sand Clay Compact

Miscellaneous fill of gravel & wood of variable density

Sound Quartzite

7R 7L

Wood, gravel rubbish, clay fill

Sound Quartzite

8L 8R

Loose granular fill

Loose sawdust fill

9R

Misc. fill of stone timber & cribbing

Compact sharp granular material & boulders

Ledge Seamy Quartzite

10L

Misc. fill in timber cribs, cinders, clay, stones, sawdust & lumber

Ledge Seamy Quartzite

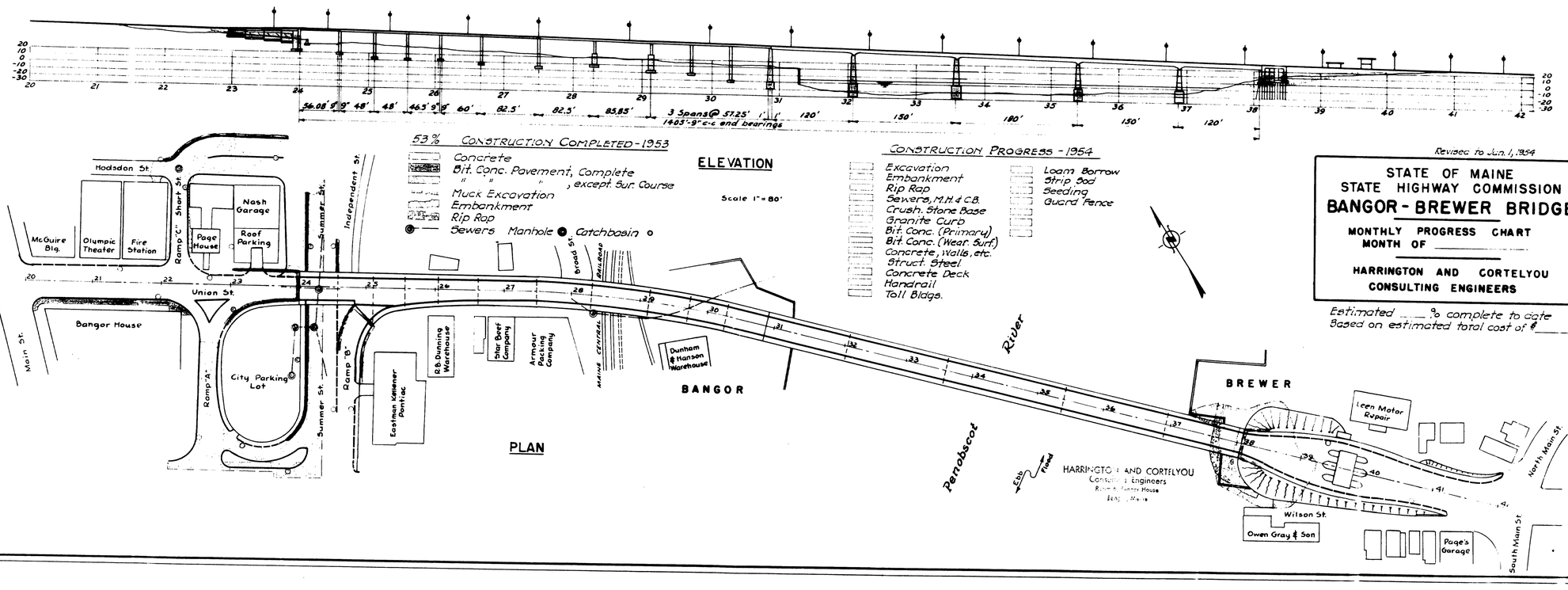
11L 11R

Sand & gravel

Sand, gravel boulders Variable density

12L 12R

3 4 5 INCHES



ELEVATION

Scale 1" = 80'

53% CONSTRUCTION COMPLETED - 1953

- Concrete
- Bit. Conc. Pavement, Complete
- " " " , except Sur. Course
- Muck Excavation
- Embankment
- Rip Rap
- Sewers Manhole ● Catchbasin o

CONSTRUCTION PROGRESS - 1954

- Excavation
- Embankment
- Rip Rap
- Sewers, M.H.'s & C.B.
- Crush. Stone Base
- Granite Curb
- Bit. Conc. (Primary)
- Bit. Conc. (Wear. Surf.)
- Concrete, Walls, etc.
- Struct. Steel
- Concrete Deck
- Handrail
- Toll Bldgs.
- Loam Borrow
- Strip. Sod
- Seeding
- Guard Fence

PLAN

HARRINGTON AND CORTELYOU
Consulting Engineers
Portland, Maine

Revised to Jun. 1, 1954

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR - BREWER BRIDGE

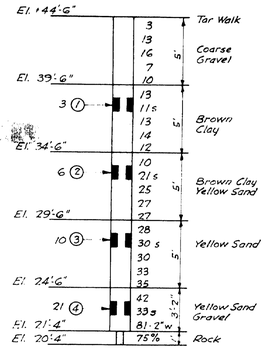
MONTHLY PROGRESS CHART
MONTH OF _____

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS

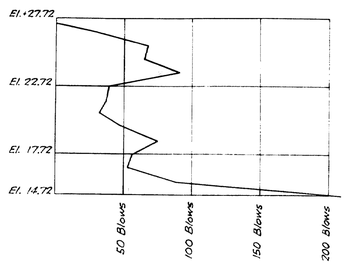
Estimated ____ % complete to date
Based on estimated total cost of $ _____

0 1 2 3 4 5 INCHES

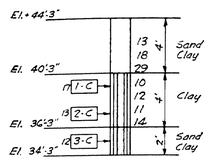
BORING #RC1
24' Lt. & Sta. 22+96



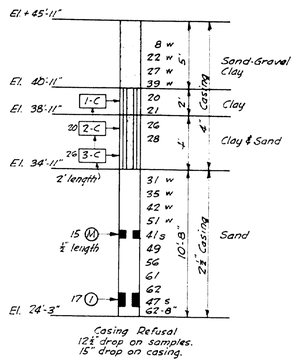
ROD SOUNDING #RC2
210' Lt. & Sta. 22+91



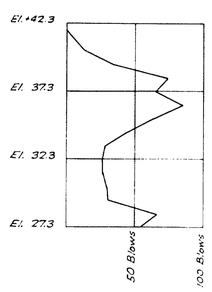
BORING #RC3
24' Lt. & Sta. 23+01



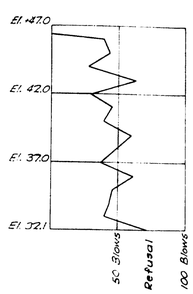
BORING #RA1
53' Rt. & Sta. 22+98



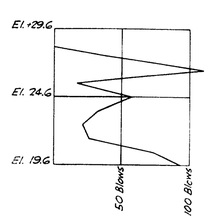
ROD SOUNDING #RA2
115' Rt. Sta. 24+10



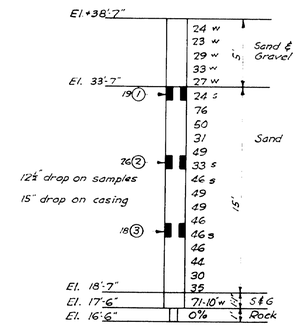
ROD SOUNDING #RA3
223' Rt. & Sta. 23+80



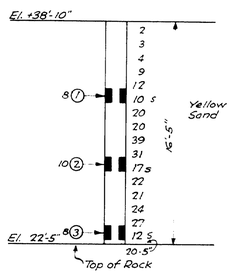
ROD SOUNDING #RA4
115' Lt. & Sta. 24+10



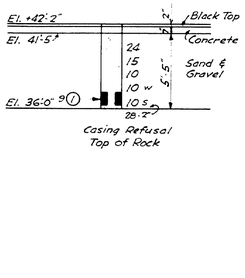
BORING #AR
36.5' Rt. & Sta. 24+00



BORING #AL
23' Lt. & Sta. 23+77



BORING #RB1
165' Rt. & Sta. 24+56



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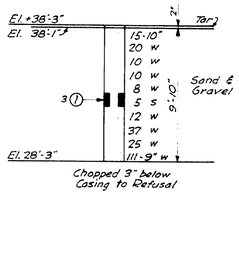
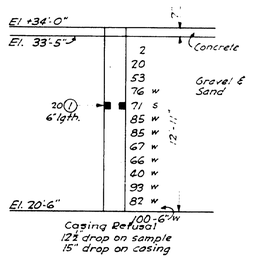
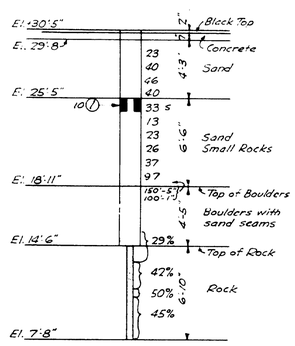
85' Rt. & Sta. 24+90



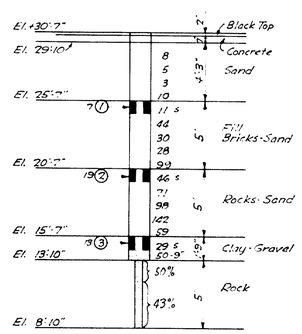
BORING #RB3
27' Rt. & Sta. 24+85



BORING #3L
12' Lt. & Sta. 25+54



BORING #3R
25.5' Rt. & Sta. 25+56



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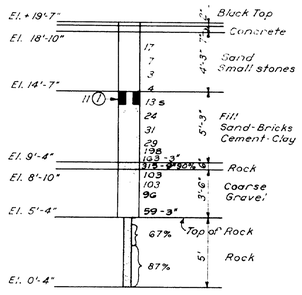
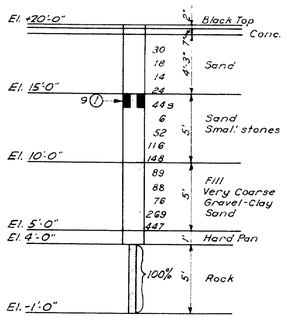
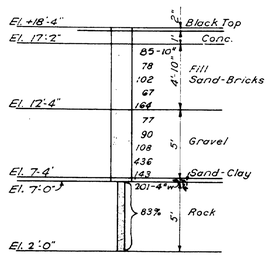
13' Lt. & Sta. 27+52.6



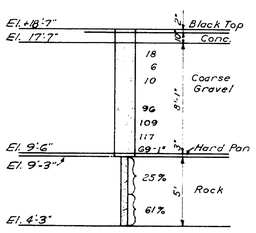
BORING #6R
19' Rt. & Sta. 27+48.5



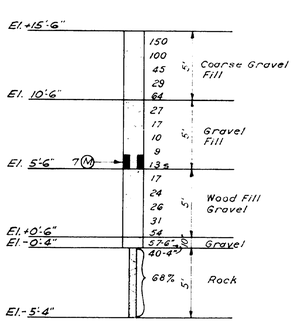
BORING #7L
7' Lt. Tang. Sta. 28+29



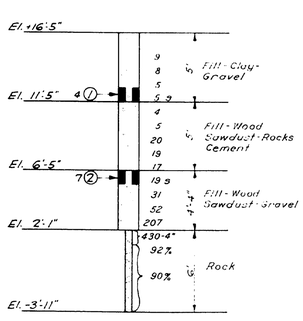
BORING #7R
13' Rt. Tang. Sta. 28+23



BORING #8L
9' Lt. Tang. Sta. 29+10



BORING #8R
19' Rt. Tang. Sta. 29+10.5



For Notes see Sh. No. 6.

Note:
Soil samples will be exhibited at the Maine State Highway Commission Testing Laboratories, University of Maine, Orono, Maine.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR MAINE

BORING LOGS #1

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED G.H.K. 10-14-52
TRACED H.C.K. 11-1-52
CHECKED G.E.G. 1-15-53

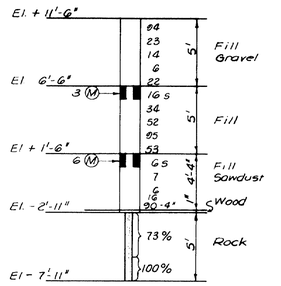
SCALE: 1" = 5'-0"

SHEET NO. 4

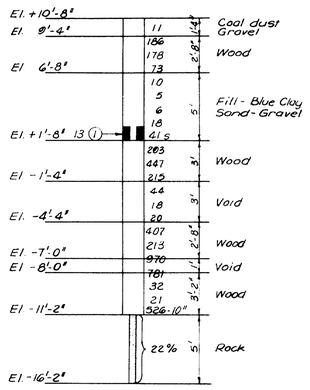
62-4

0 1 2 3 4 5 INCHES

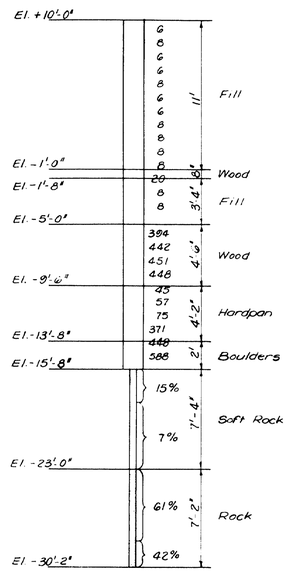
BORING #9R
11½' Rt. ℄ Sta. 29+70.6



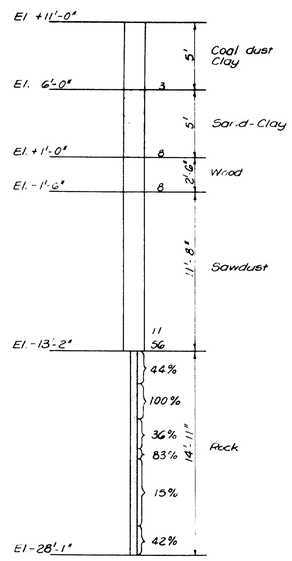
BORING # 10L
35' Lt. ℄ Sta 30+28



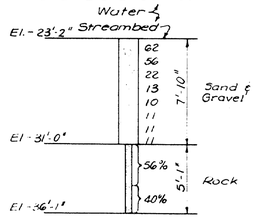
BORING #11L
13' Lt. ℄ Sta 30+76



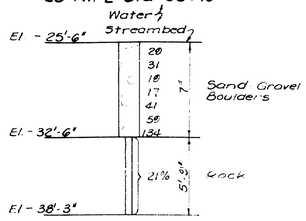
BORING #11R
26½' Rt. ℄ Sta. 30+86



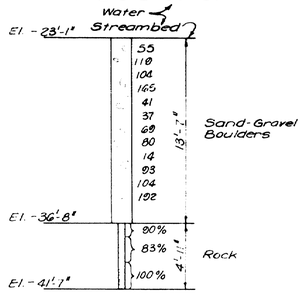
BORING # 12L
23' Lt. ℄ Sta. 32+07



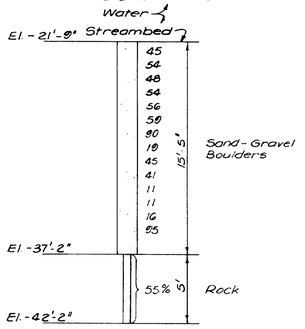
BORING # 12 R
23' Rt. ℄ Sta. 32+10



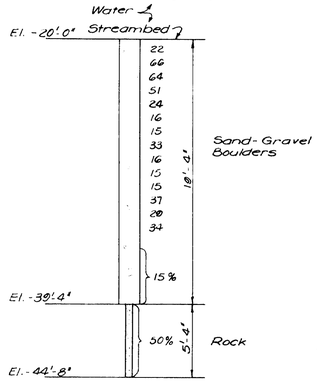
BORING # 13L
24' Lt. ℄ Sta. 33+55



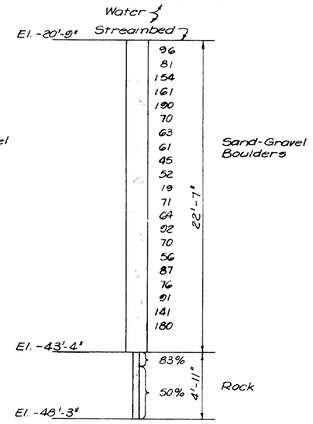
BORING #13R
23' Rt. ℄ Sta. 33+61



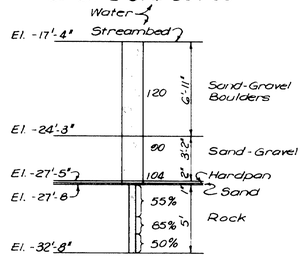
BORING # 14L
24' Lt. ℄ Sta. 35+37



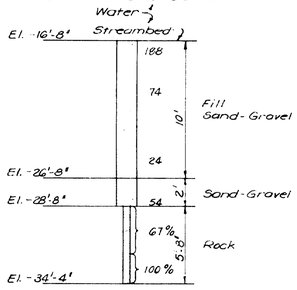
BORING # 14R
24' Rt. ℄ Sta. 35+37



BORING #15L
20' Lt. ℄ Sta. 36+86



BORING # 15R
20' Rt. ℄ Sta 36+90



For Notes see Sh. No. 6.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR MAINE

BORING LOGS #2

HARRINGTON AND GORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED G.H.K. 10-15-52
TRACED F.J.D. 11-6-52
CHECKED G.E.G. 1-15-53

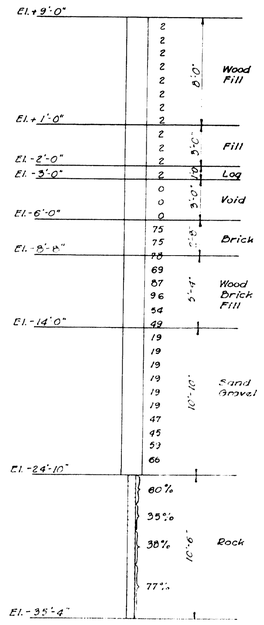
SCALE: 1" = 5'-0"

SHEET NO. 5

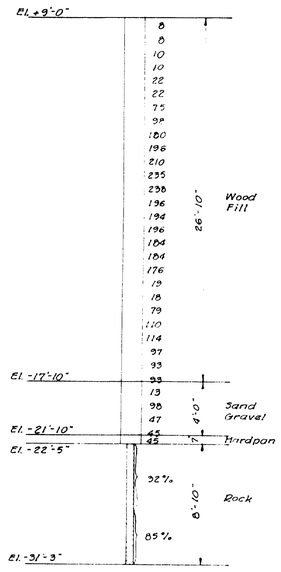
68-5

0 1 2 3 4 5 INCHES

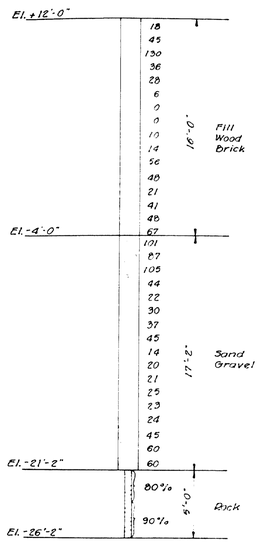
BORING #16L
21.5' Lt. ℄ Sta. 38+08



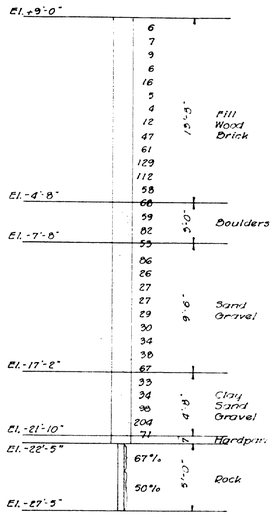
BORING #16R
20' Rt. ℄ Sta. 38+08



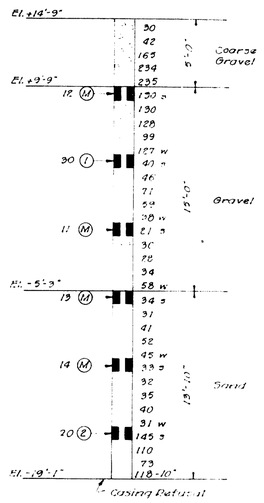
BORING #17L
27.5' Lt. ℄ Sta. 38+50



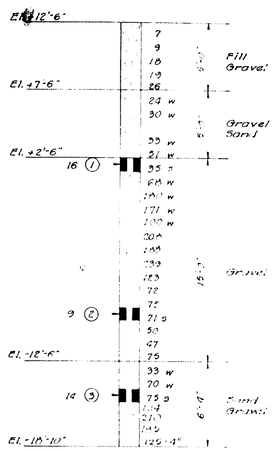
BORING #17R
27' Rt. ℄ Sta. 38+49



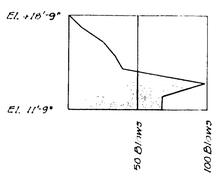
BORING #T1L
29' Lt. ℄ Sta 39+08



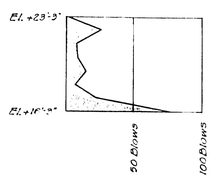
BORING #T1R
34' Rt. ℄ Sta. 38+88



ROD SOUNDING #T2L
47' Lt. ℄ Sta. 39+42



ROD SOUNDING #T3L
28' Lt. ℄ Sta. 40+43



NOTES:

1. Location and designation of Dry Samples indicated thus: ①
2. Location and designation of Continuous Samples indicated thus: 1-6
3. Unsuccessful attempts to secure samples indicated thus: Ⓜ
4. Dry Samples taken in a Split-tube Sampler.
5. Continuous Samples taken in 2" O.D. 18 Ga. seamless tubing.
6. Figure to left of Sample Markers indicate number of 15" drops of 332 lb. hammer required to drive Sampler 12" (unless otherwise shown)
7. Number of 18" drops of 332 lb. hammer required to drive 2½" extra-heavy casing one foot indicated thus: 18
   (unless otherwise shown)
8. "W" or "S" indicates hole was "washed" or "sampled" ahead of casing.
9. Recovery of rock core indicated thus: 50%

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

BORING LOGS #3

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

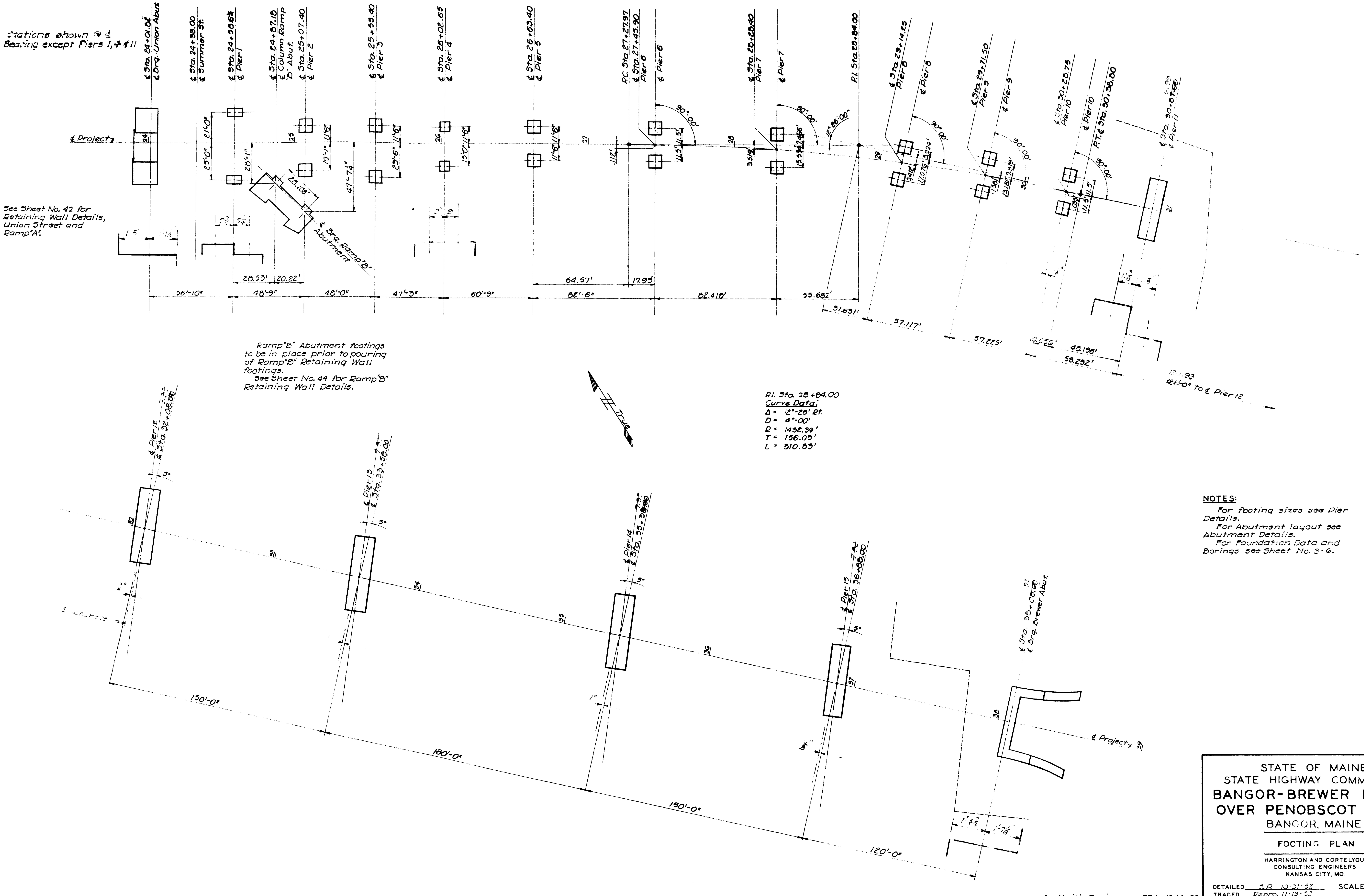
DETAILED G.H.K. 10-15-52
TRACED S.P. 11-2-52
CHECKED G.E.G. 1-15-53

SCALE: 1" = 5'-0"

SHEET NO. 6

62-6

0 1 2 3 4 5 INCHES



NOTES:

For footing sizes see Pier Details.

For Abutment layout see Abutment Details.

For Foundation Data and Borings see Sheet No. 3-6.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

FOOTING PLAN

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED S.B. 10-31-52
TRACED Repro. 11-13-52
CHECKED Z.E.W. 1-15-53

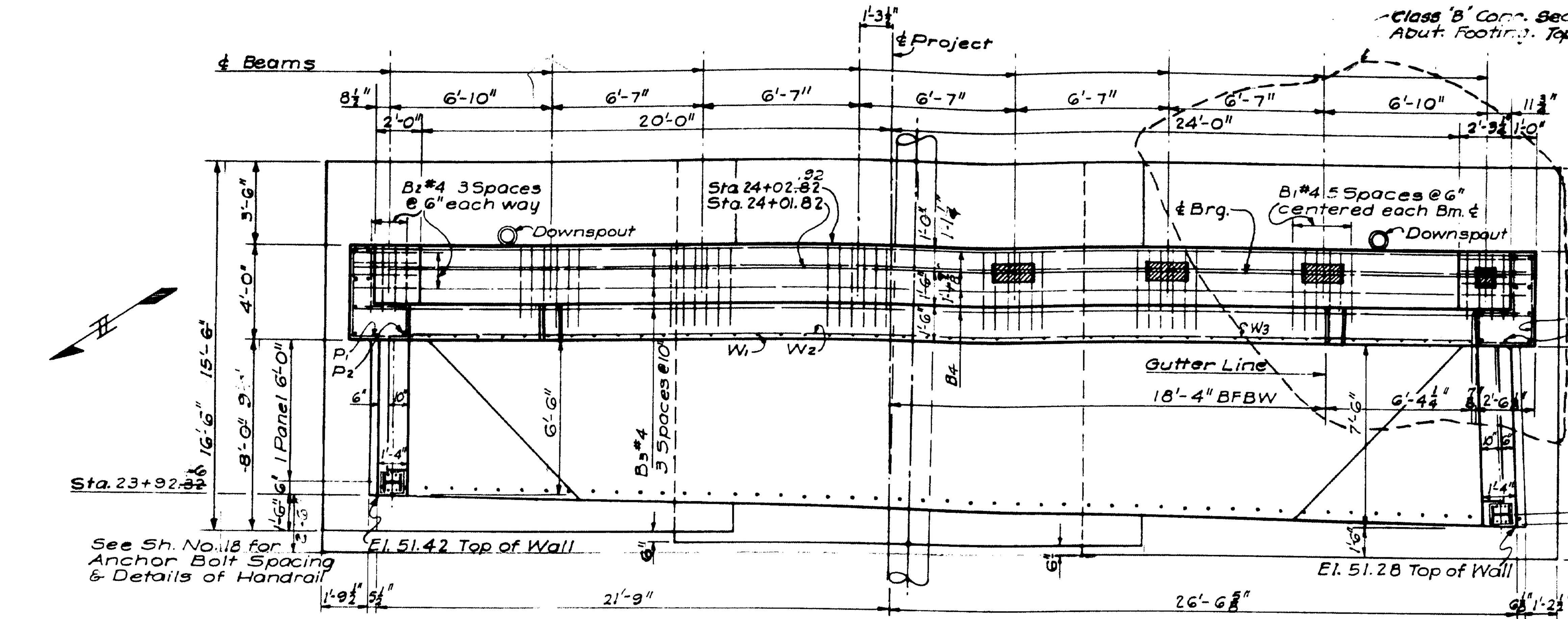
SCALE: 1" = 30'-0"

SHEET NO. 7

As Built Revisions Z.E.W. 12-14-54

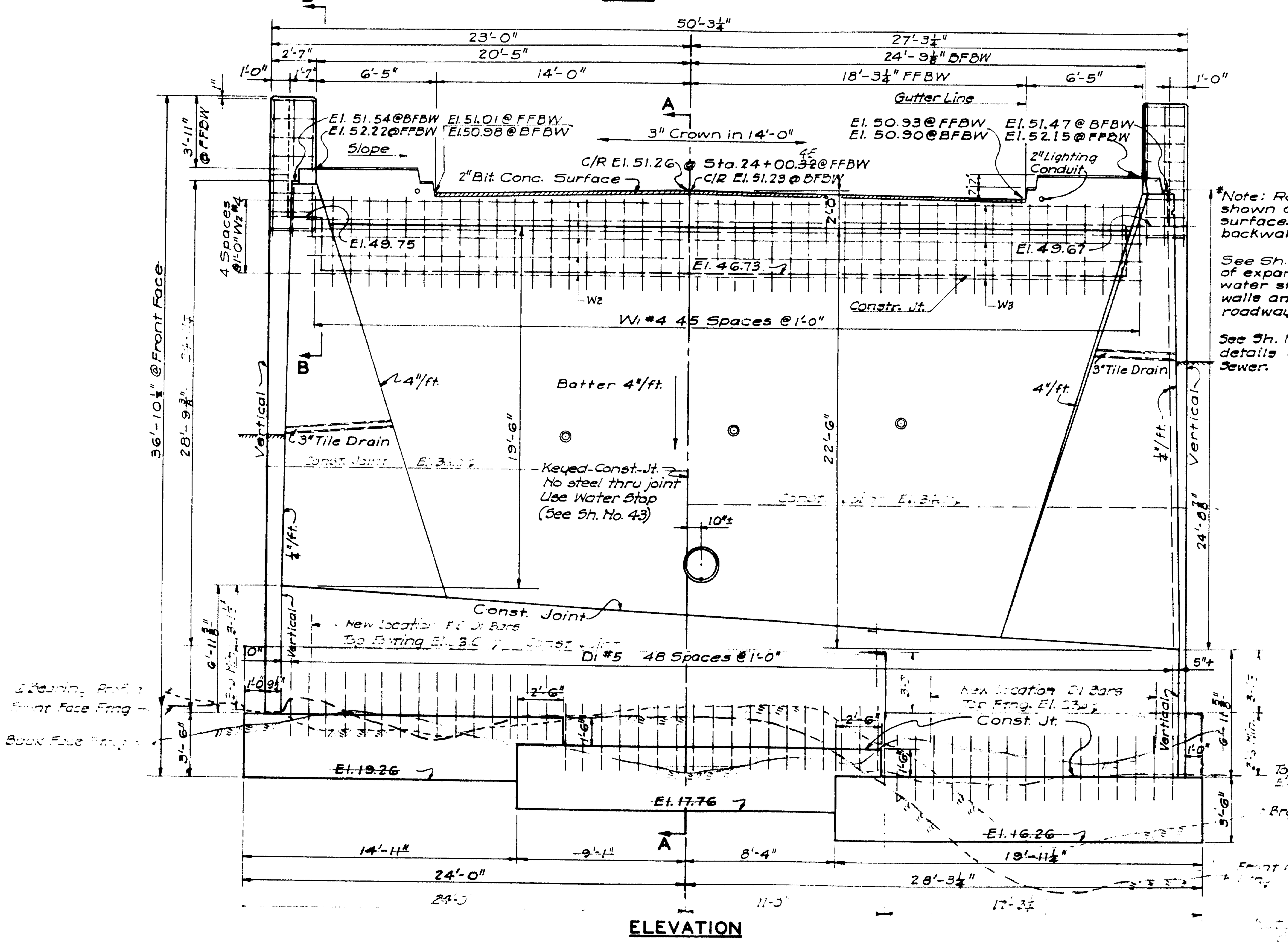
62-7

0 1 2 3 4 5 INCHES



PLAN

See Sh. No. 28 for details of 2" conduit and Pull Box for Lighting.

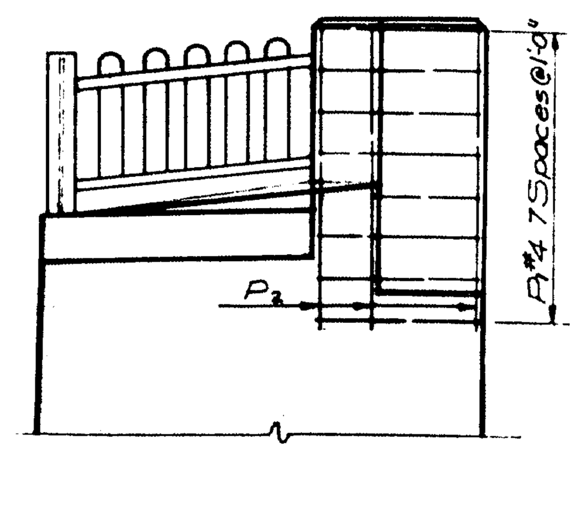


ELEVATION
Showing Back Face

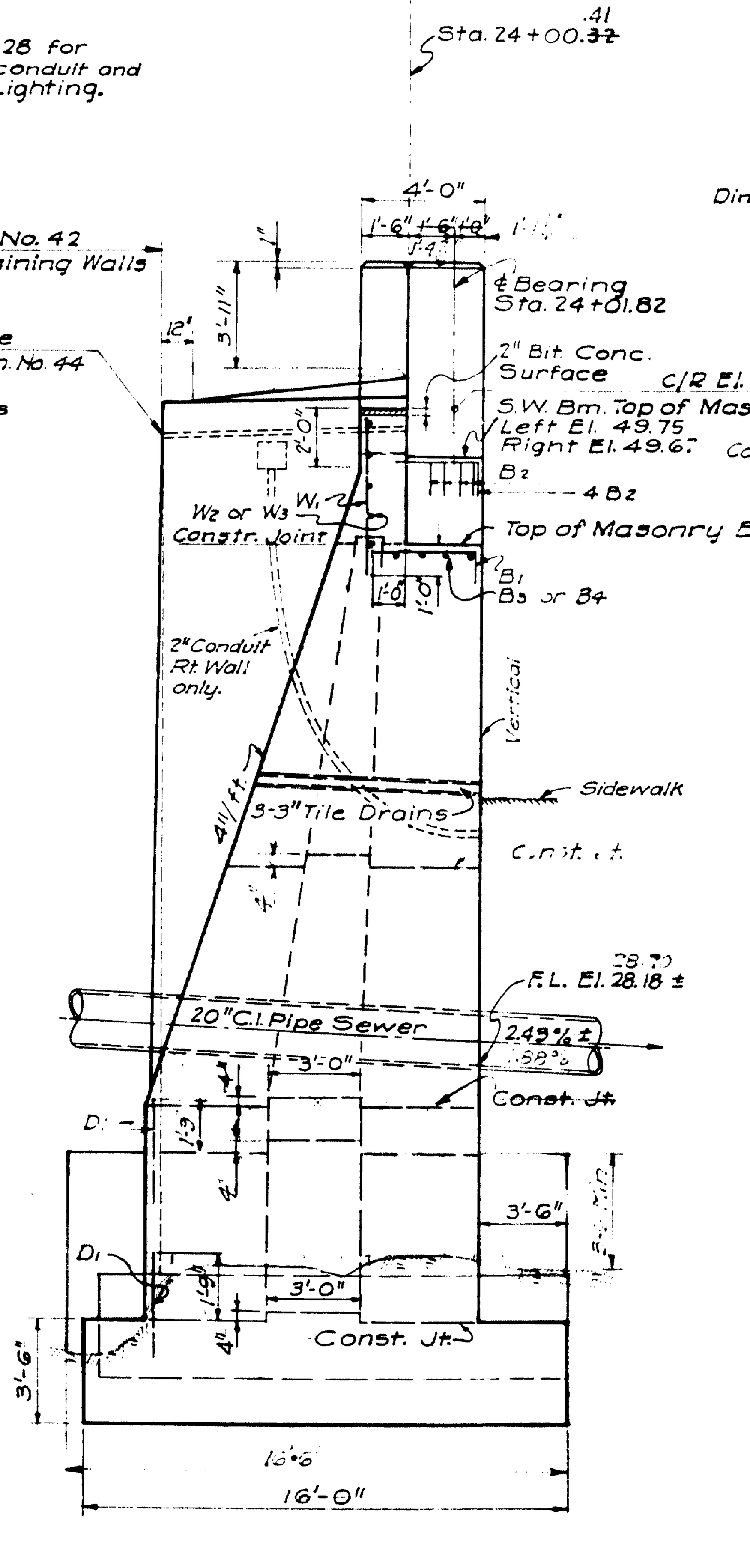
*Note: Roadway elevations shown are for finished surface. Top of conc. backwall is 2" below.

See Sh. No. 43 for details of expansion joint and water stop at ends of walls and Sh. No. 19 for roadway joint.

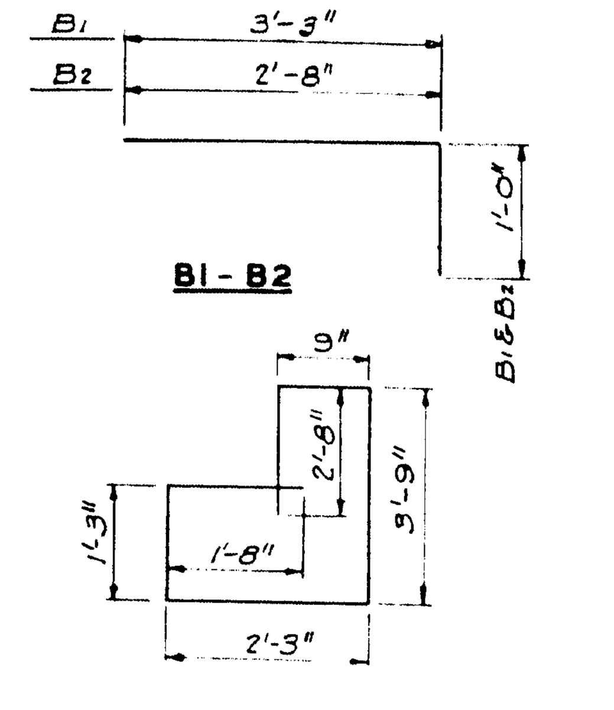
See Sh. Nos. 31 and 47 for details of 20" C.I. Pipe Sewer.



SECTION B-B



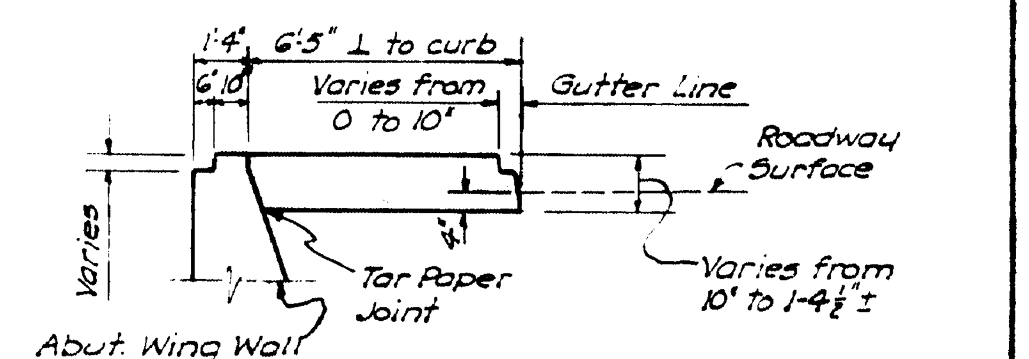
SECTION A-A



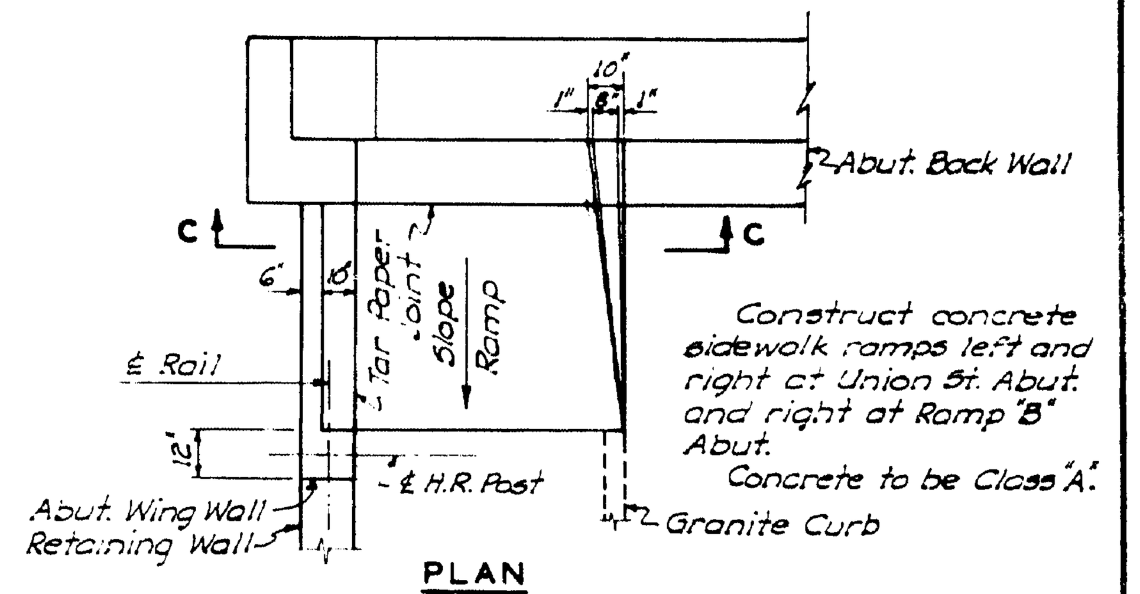
BENDING DIAGRAMS
Dimensions shown are out to out of bar.

BILL OF REINFORCING					
Mark	No.	Size #	Shape	Length	
B1	36	4	⌐	4'	3"
B2	16	"	⌐	3'	8"
B3	4	"	—	22'	9"
B4	4	"	—	27'	0"
D1	49	5	—	3'	6"
P1	16	4	⊏	12'	4"
P2	20	"	—	7'	3"
W1	46	"	—	5'	0"
W2	5	"		21'	0"
W3	5	"		25'	0"

NOTES:
1. All concrete shall be Class "B."
2. Bevel all exposed edges with ¾"△ molding except as shown.
3. All footings shall be carried to sound rock.
4. Reinforcing under bearing plates shall be placed to clear anchor bolts.
5. Maximum Design Footing Pressure = 4.4 T/□'



SECTION C-C



PLAN

TYPICAL SIDEWALK RAMP

AS BUILT REVISIONS
HARRINGTON & CORTELYOU
Consulting Engineers
C.F.N.-Z.E.N. 2-3-54

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

UNION STREET ABUTMENT

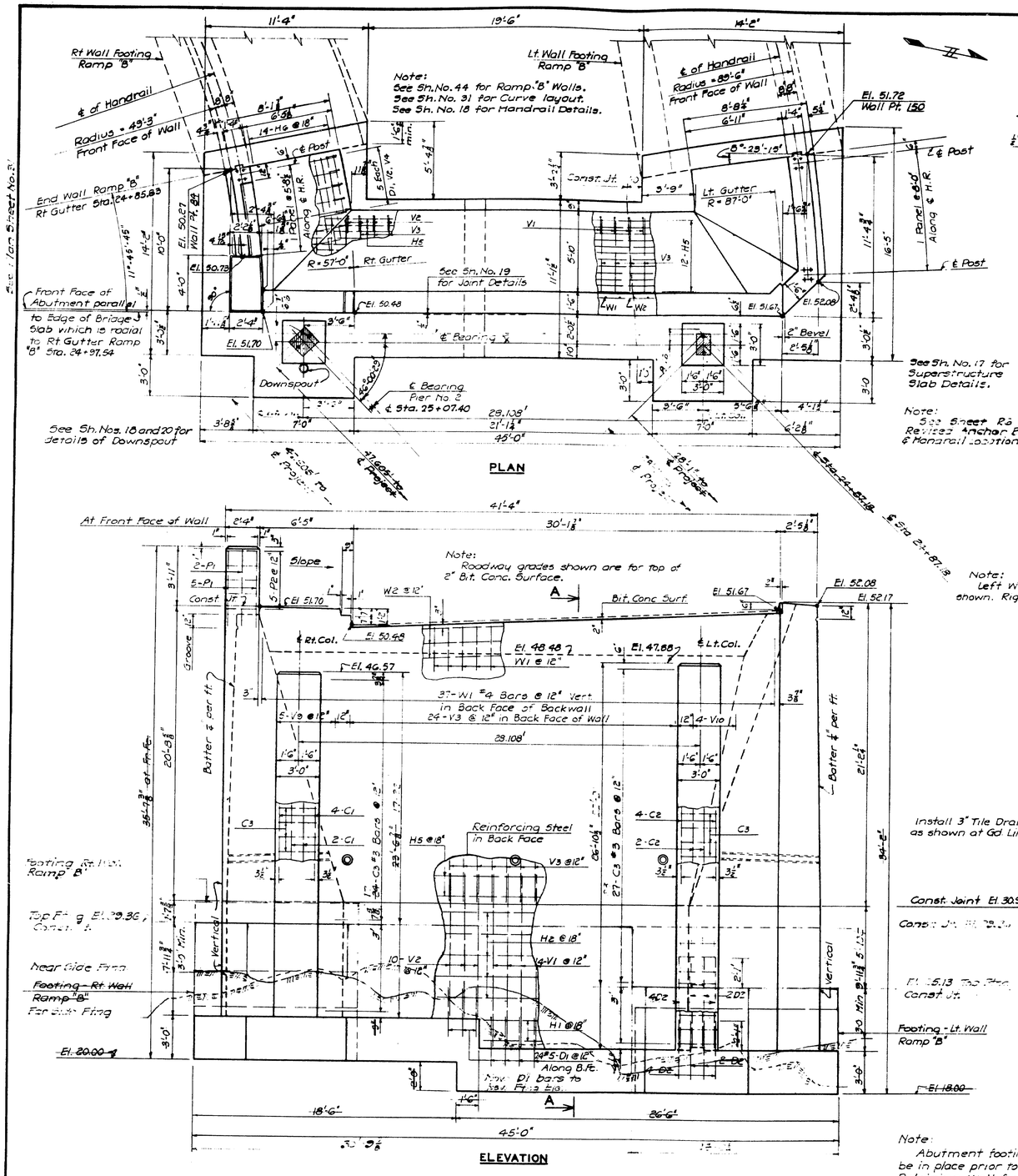
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED E.R. Jr. 10-11-52
TRACED Repro. 11-6-52
CHECKED G.H.K. 1-15-53

SCALE: ¼" = 1'-0"
SHEET NO. 8

62-8

0 1 2 3 4 5 INCHES



BILL OF REINFORCING					
Mark	No.	Size	Shape	Length	
C1	12	9		28'-4"	17'-1"
C2	12	9		26'-6"	22'-5"
C3	61	3		11' 3"	
C4	24	4		4' 7"	
D1	32	5		3' 6"	
D2	24	9		4' 2"	
H1	2	4		16' 0"	(Av.)
H2	5	4		26' 6"	
H3	6	4		5' 3"	
H4	7	4		4' 3"	
H5	12	4	*	30' 7½"	
H6	14	4	*	7' 6"	
H7	12	4	*	6' 3½"	
H8	3	4		9' 6"	
P1	12	4		5' 0"	
P2	5	4		12' 4"	
V1	17	4		12' 0"	(Av.)
V2	15	4		10' 0"	3'-9"
V3	24	4		18' 6"	
V4	5	4		20' 0"	
V5	4	4	*	10' 7½"	
V6	3	4		31' 7"	
V7	5	4	*	11' 6"	
V8	2	4		9' 0"	
V9	5	4	*	10' 0"	
V10	4	4	*	11' 0"	
W1	37	4		9' 0"	
W2	3	4		35' 0"	

Cut one each length

H5	Varies from 26'-6" to 34'-9" by 9" Incr.
H6	" " 5'-4" " 9'-8" " 4" "
H7	" " 3'-3" " 9'-9" " 6½" "
V5	" " 4'-6" " 16'-9" " 4'-1" "
V7	" " 3'-6" " 19'-6" " 4'-0" "
V8	" " 3'-0" " 17'-0" " 3'-6" "
V10	" " 3'-6" " 18'-6" " 5'-6" "

BENDING DIAGRAMS
Dimensions are out to out of bar

* Average Length.

NOTES:

All concrete shall be Class "B" Concrete except columns which shall be Class "A" Concrete.

Bevel all exposed edges with a ¾" 4 molding unless otherwise noted.

For Handrail Details see Sheet No. 18.

Maximum Design Footing Pressure = 3.5 T./s.f.

All footings shall be carried to sound rock.

Reinforcing under bearing plates shall be placed to clear anchor bolts.

AS BUILT REVISIONS

HARRINGTON & CORTELYOU
Consulting Engineers

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

RAMP "B" ABUTMENT

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

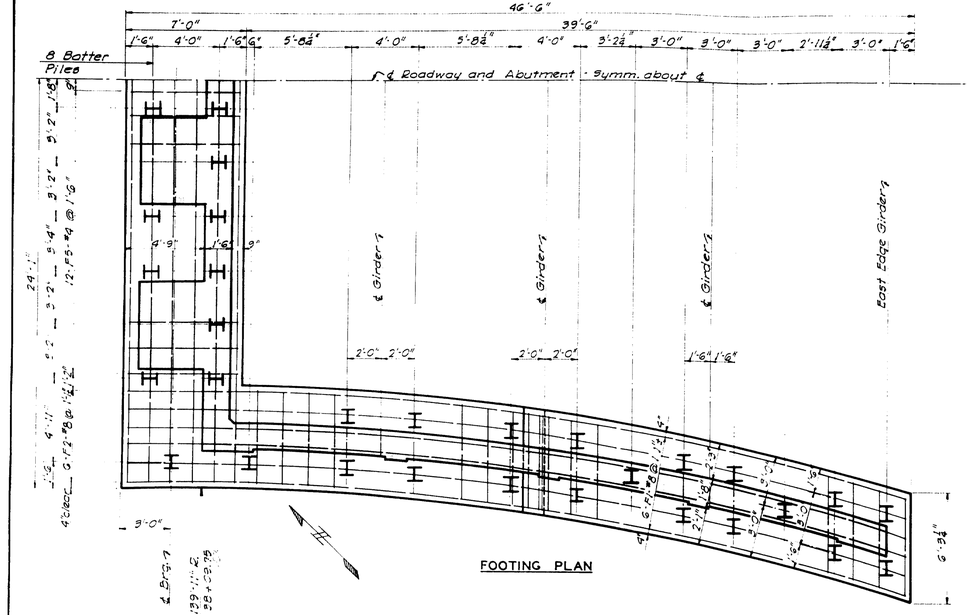
DETAILED Z.E.W. 10-17-52
TRACED Repro. 11-6-52
CHECKED G.H.W. 1-15-53

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

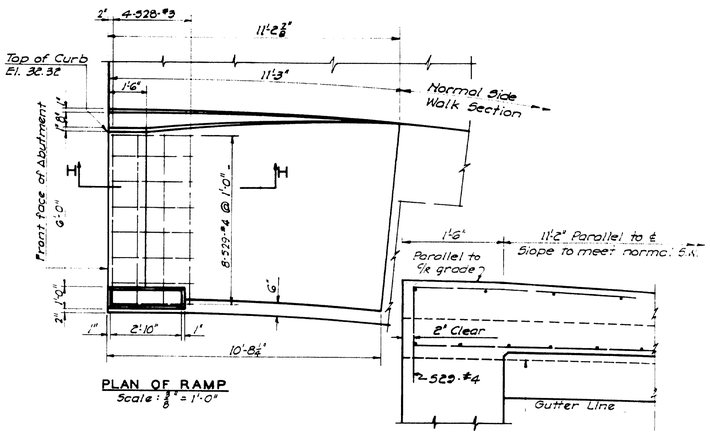
SHEET NO. 9

62-9

0 1 2 3 4 5 INCHES

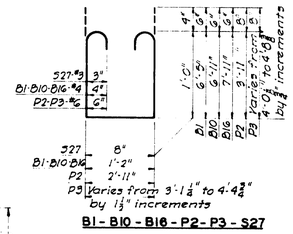


FOOTING PLAN

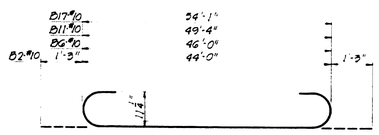


PLAN OF RAMP
Scale: ⅜" = 1'-0"

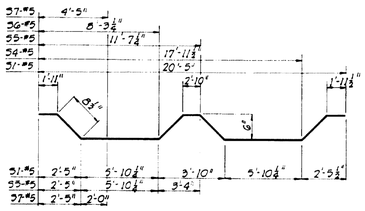
SECTION H-H
Scale: 1" = 1'-0"



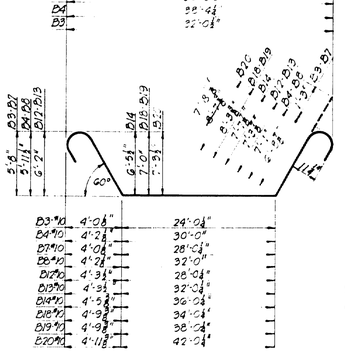
B1 - B10 - B16 - P2 - P3 - S27



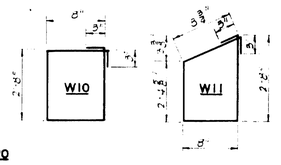
B2 - B6 - B11 - B17

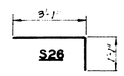


S1 - S4 - S5 - S6 - S7



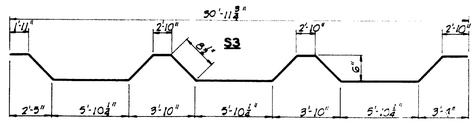
B3 - B4 - B7 - B8 - B12 - B13 - B14 - B18 - B19 - B20

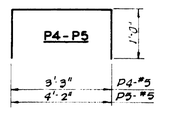


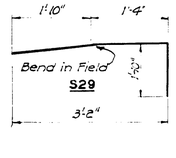


S26

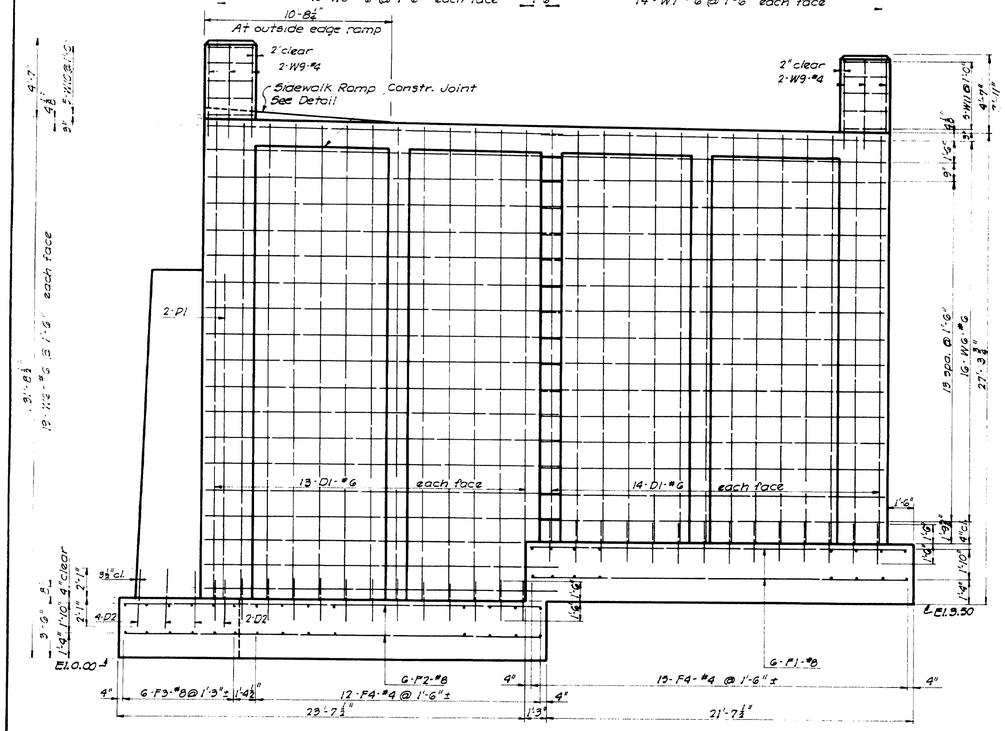
All dimensions are to outside of bar.







BENDING DIAGRAMS



SIDE ELEVATION

BILL OF REINFORCING

Mk.	No.	Size	Shape	Length	Mk.	No.	Size	Shape	Length
S19	6	4		37' 4"	B1	37	4		19' 0"
S20	3	4		38' 10"	B2	6	10		46' 6"
S21	1	4		40' 4"	B3	4	10		40' 0"
S22	12	3		40' 0"	B4	2	10		46' 8"
S23	36	4		21' 0"	B5	2	10		41' 0"
S24	192	3		7' 9"	B6	6	10		48' 6"
S25	34	4		5' 0"	B7	2	10		44' 0"
S26	18	4		4' 2"	B8	2	10		48' 8"
S27	82	3		3' 0"	B9	2	10		43' 0"
S28	8	3		6' 11"	B10	32	4		16' 0"
S29	16	4		5' 0"	B11	6	10		51' 10"
					B12	2	10		45' 2"
					B13	2	10		49' 2"
W1	60	6		27' 4"	B14	2	10		53' 10"
W2	68	6		22' 4"	B15	2	10		46' 0"
W3	4	6		14' 0"	B16	35	4		18' 0"
W4	4	6		9' 4"	B17	6	10		36' 7"
W5	8	6		20' 2"	B18	2	10		53' 1"
W6	140	6		20' 0"	B19	2	10		57' 1"
W7	56	6		29' 9"	B20	2	10		~~61' 5"~~ 60'-0"
W8	52	6		27' 2"	B21	2	10		51' 0"
W9	24	4		5' 5"	B22	6	4		29' 8"
W10	10	4		7' 3"	B23	3	6		11' 4"
W11	10	4		7' 0"	B24	6	4		10' 3"
					B25	36	4		6' 0"
					B26	6	4		6' 8"
					B27	3	6		30' 9"
					B28	3	6		40' 0"
D1	168	6		3' 0"					
D2	40	8		4' 2"					
					F1	24	8		22' 2"
					F2	24	8		24' 4"
					F3	12	8		47' 6"
					F4	108	4		5' 6"
					F5	48	4		6' 4"
					P1	40	8		18' 11"
					P2	12	6		12' 1"
					P3	48	6		15' 10"
					P4	24	5		5' 3"
					P5	28	5		6' 2"
					S1	66	5		21' 3"
					S2	64	5		39' 11"
					S3	2	5		32' 3"
					S4	2	5		18' 7"
					S5	2	5		12' 0"
					S6	2	5		6' 6"
					S7	2	5		4' 7"
					S8	4	5		26' 3"
					S9	4	5		19' 3"
					S10	4	5		14' 3"
					S11	4	5		9' 10"
					S12	4	5		6' 1"
					S13	4	5		2' 9"
					S14	27	4		29' 10"
					S15	9	4		31' 4"
					S16	11	4		32' 10"
					S17	6	4		34' 4"
					S18	6	4		35' 10"

* Average length

NOTES:

All concrete shall be Class 'A'. Bevel all exposed edges with ¾"Δ molding except as shown. Fillets as shown shall be 2'Δ. Drain tile shall not be paid for directly but shall be included in unit price for Class 'A' concrete. For Handrail Details see Sheet No. 18. For Expansion Joint Details see Sheet No. 19. Fills shall be placed and compacted so that the elevation inside and outside of walls is about the same at all times. All construction joints shall be keyed. Both horiz. and vert. joints. Crown of Roadway elevations shown are to top of 2" Bituminus Concrete Surface.

Design Pile Loads:
DL = 22.9 T/Pile Maximum
DL+LL = 34.3 T/Pile Maximum

Gravel borrow shall be placed to bottom of footing prior to driving piling. See Sheet No. 41. Reinforcing under bearing plates shall be placed to clear anchor bolts.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

BREWER ABUTMENT

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED S.R. 8-7-62
TRACED S.R. 12-3-62
CHECKED E.E.W. 1-15-63

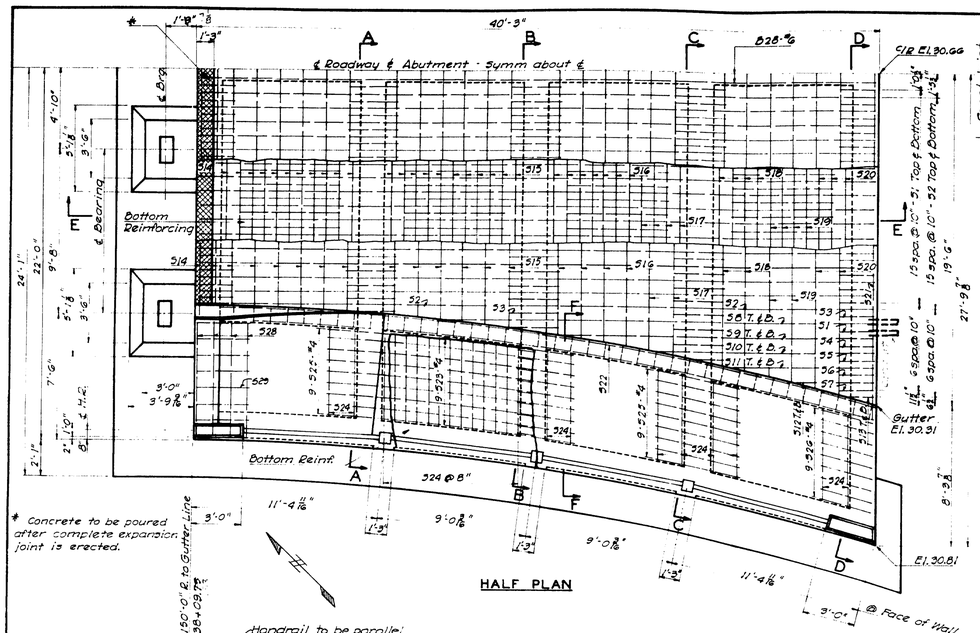
SCALE: ¼" = 1'-0"

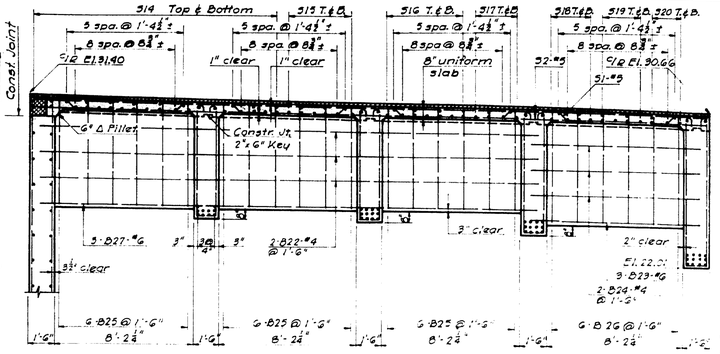
SHEET NO. 10

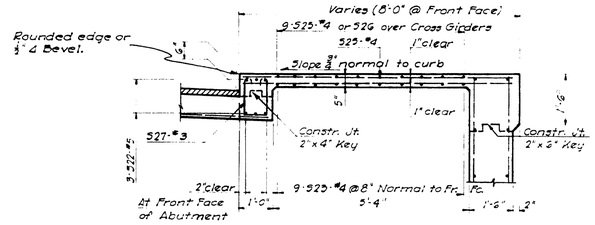
As Built Revisions CFW CEA

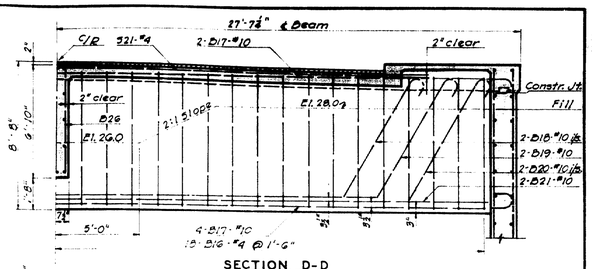
62-10

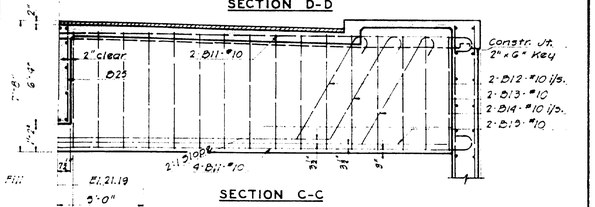
0 1 2 3 4 5 INCHES

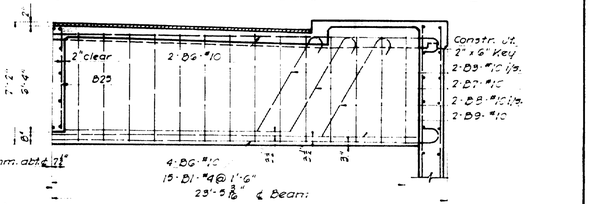


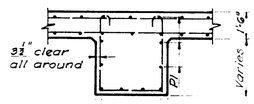


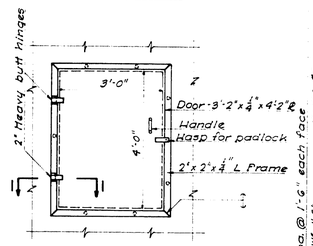


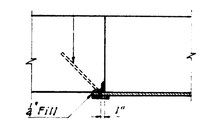






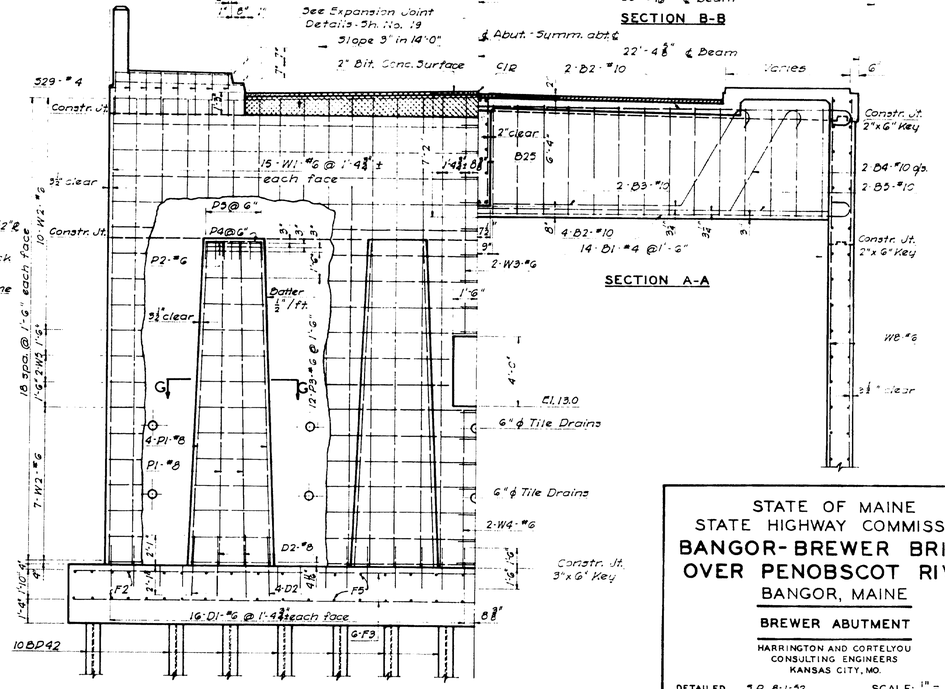






Provide similar door and frame using a 2'-8"x¼"x5'-2" R. for Adam's Garage Ramp. For size see Sh. No. 46.

Door and frame shall not be paid for directly but shall be included in unit price bid for Class "A" concrete.



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

BREWER ABUTMENT

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

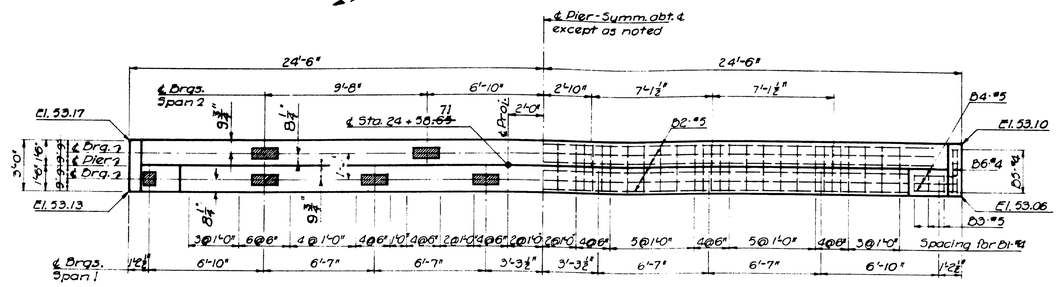
DETAILED S.A.B. 8-1-52
TRACED S.A.B. 8-1-52
CHECKED Z.E.W. 1-16-53

SCALE: 1" = 1'-0" AND AS NOTED
SHEET NO. 11

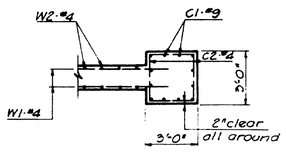
As Built Revisions [illegible]

62-11

0 1 2 3 4 5 INCHES



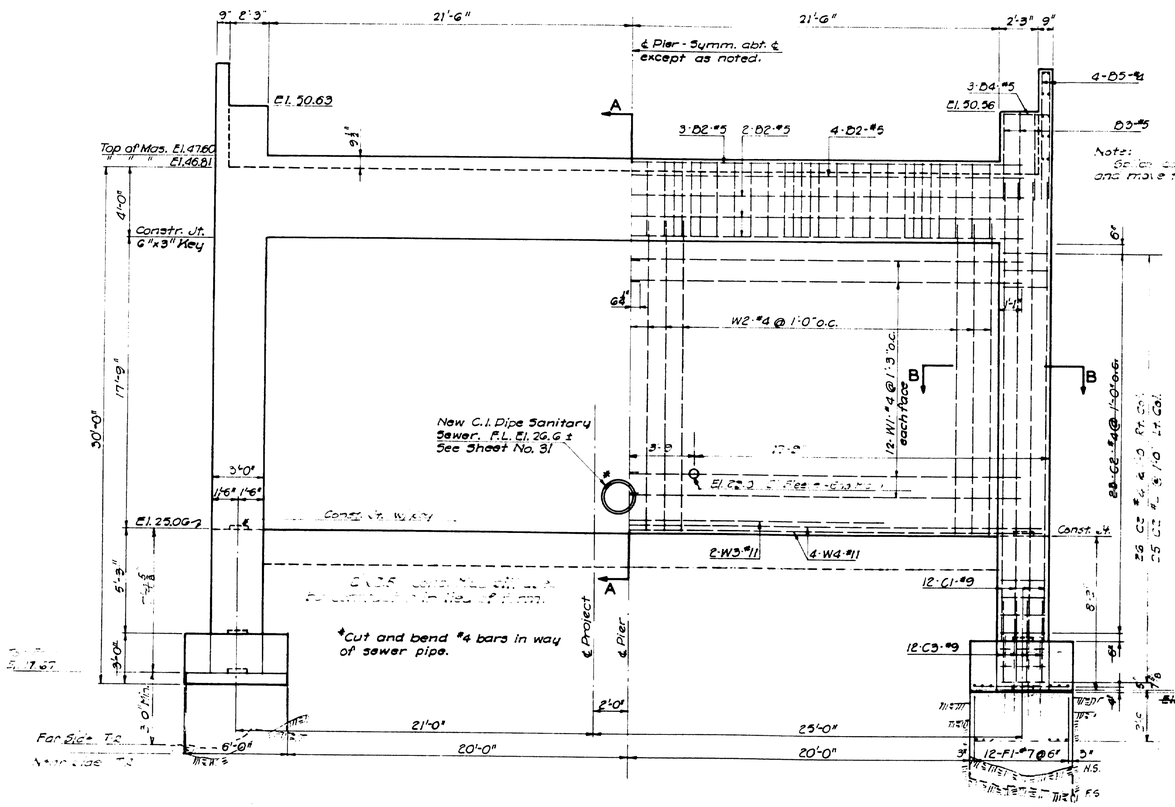
PLAN



SECTION B-B

BILL OF REINFORCING

	Mk.	No.	Size	Shape	Length
Pier 1	B1	58	4		11' 7"
	B2	13	5		45' 8"
	B3	6	5		11' 6"
	B4	6	5		7' 10"
	B5	6	4		15' 9"
	B6	20	4		2' 8"
	C1a	13	9		39' 11"
	C1	~~24~~ 24	9		~~86' 9"~~ 89' 8"
	C2	~~46~~ 46	4		11' 2"
	C3	24	5		4' 6"
	F1	24	7		9' 6"
	F2	40	5		5' 6"
	W1	48	4		23' 1"
	W2	93	4		38' 3"
	W3	2	11		30' 0"
	W4	8	11		40' 6"



ELEVATION

END VIEW

SECTION A-A

NOTES:
For General Notes see Sheet No. 14.
Maximum Design Footing Pressure: DL + LL = 4.8 Tons/□'

'AS BUILT' REVISIONS
HARRINGTON & CORTELYOU
Consulting Engineers
C.F.N. - L.E.W. 3-30-53

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

PIER 1

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

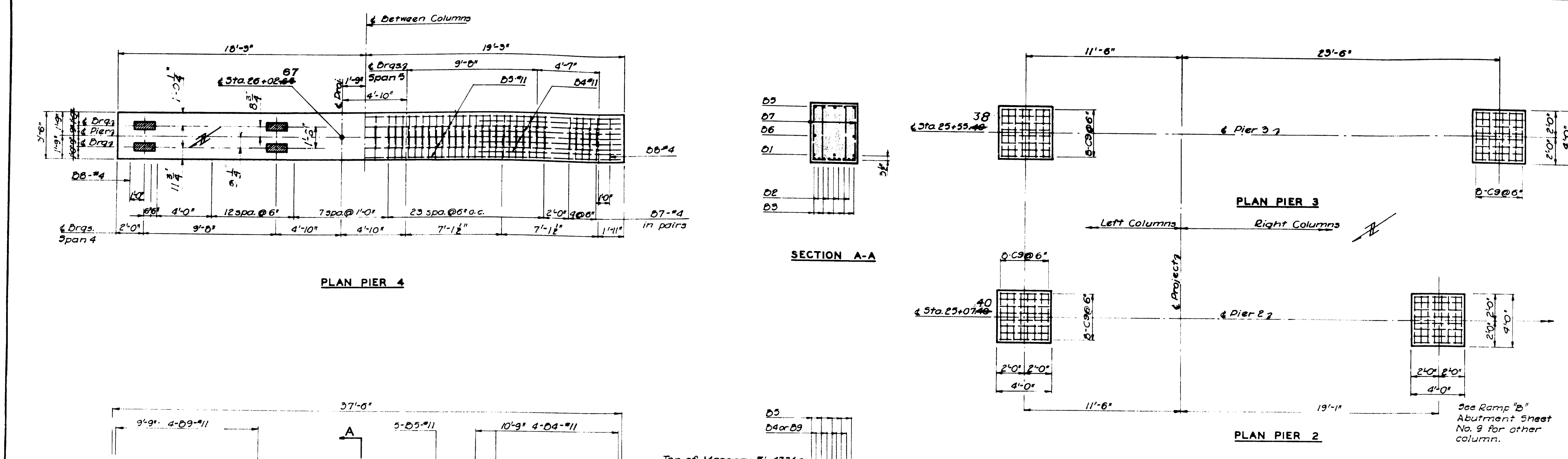
DETAILED 3.R 10-27-52
TRACED Repro. 11-6-52
CHECKED E.F.W. 1-15-53

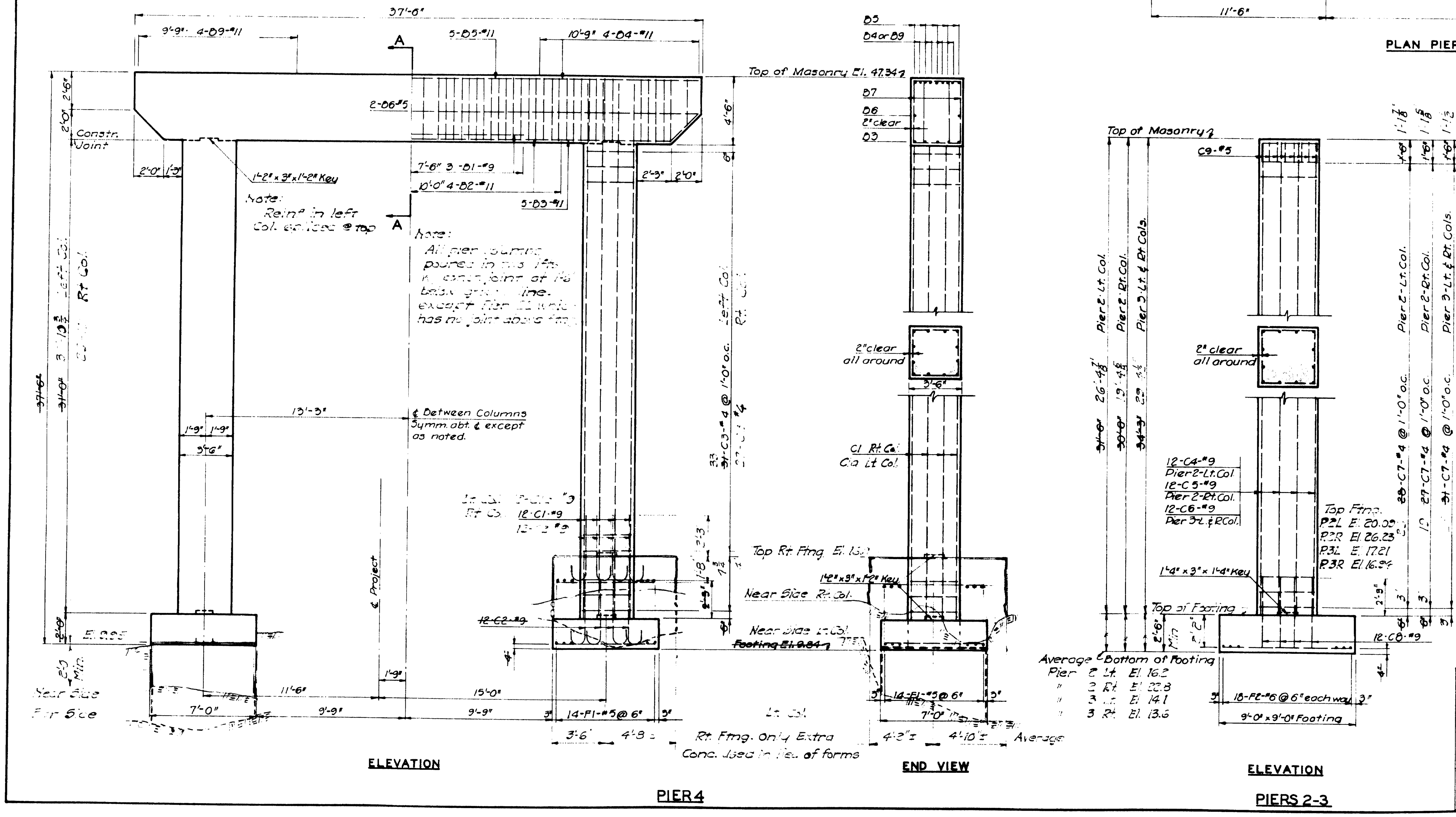
SCALE: ¼" = 1'-0"

SHEET NO. 12

62-12

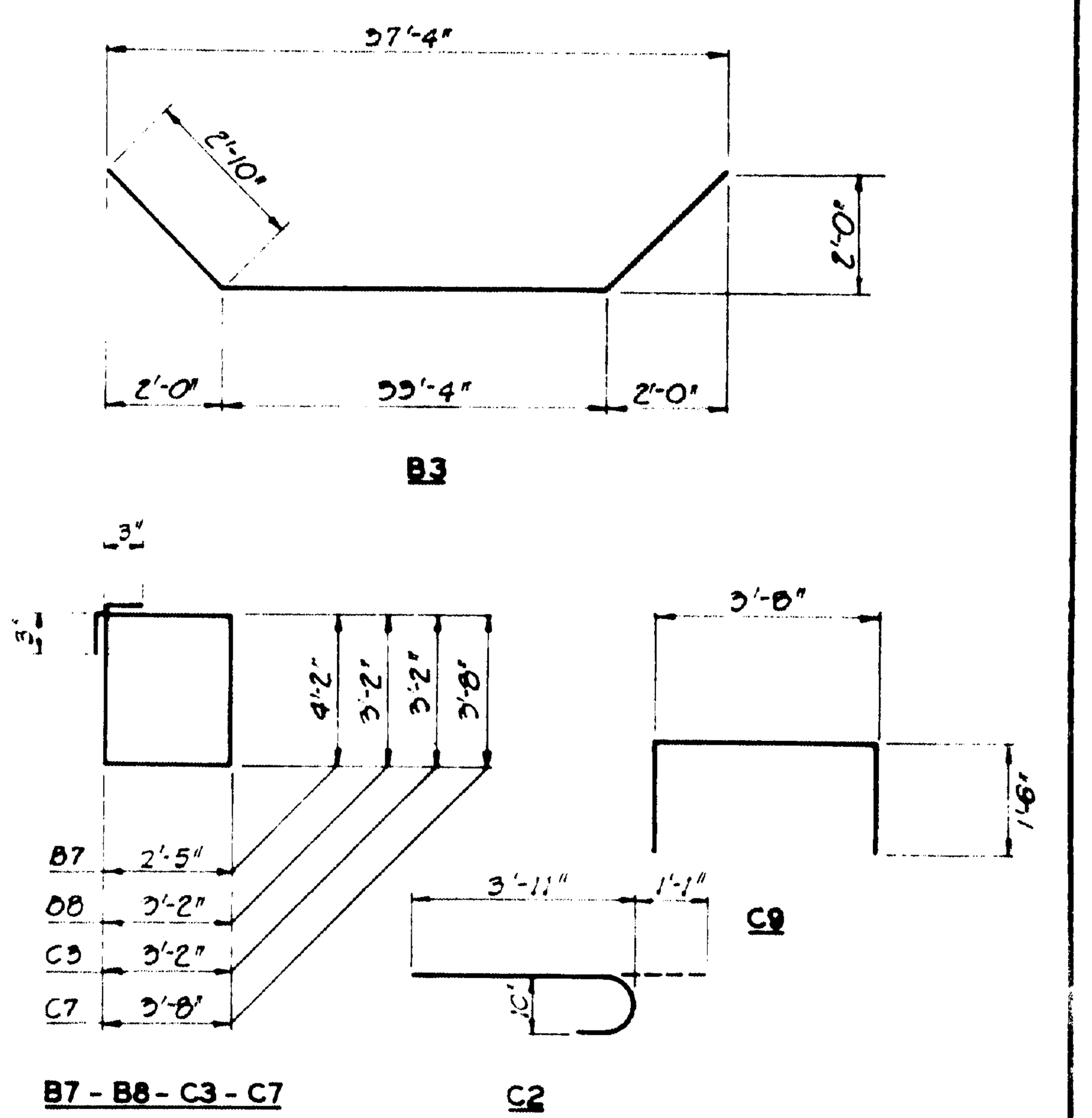
0 1 2 3 4 5 INCHES





BILL OF REINFORCING

	Mk.	No.	Size	Shape	Length	
Pier 2 45	C4	12	9	straight	~~28'~~	~~6"~~ 25-11
	C5	12	9	straight	~~27'~~	~~6"~~ 18'-11
	C7	~~55~~	4	tie	15'	2"
	C8	24	9	straight	4'	6"
	C9	32	5	U	6'	8"
	F2	72	6	straight	8'	6"
Pier 3 58	C6	24	9	straight	~~31'~~	~~9"~~ 28-11
	C7	~~62~~	4	tie	15'	2"
	C8	24	9	straight	4'	6"
	C9	32	5	U	6'	8"
	F2	72	6	straight	8'	6"
Pier 4	B1	3	9	straight	15'	0"
	B2	4	11	straight	20'	0"
	B3	5	11	bent	39'	0"
	B4	4	11	straight	10'	9"
	B5	3	11	straight	37'	2"
	B6	2	5	straight	37'	2"
	B7	102	4	tie	13'	8"
	B8	2	4	tie	13'	2"
	B9	4	11	straight	9'	9"
	C1a	12	9	straight	36'	-5"
12	C1	~~24~~	9	straight	~~34'~~	~~6"~~
	C2	24	9	hook	5'	0"
	C3	~~62~~	4	tie	13'	2"
	F1	56	5	straight	6'	6"



BENDING DIAGRAMS

NOTES:

For General Notes see Sheet No. 14.

Maximum Design Footing Pressure: Pier 4 Pier 2-3

DL+LL = 4.8 T./a' 3.5 T./a'

DL+LL+30#W= 7.2 T./a' 6.1 T./a'

TOP MASONRY ELEVATION		
Column	Pier 2	Pier 3
Left	46.50	46.59
Right	45.62	46.51
~~BOTTOM FOOTING ELEVATION~~		
~~Left~~	~~15.00~~	~~12.34~~
~~Right~~	~~15.12~~	~~12.06~~

AS BUILT REVISIONS
HARRINGTON & CORTELYOU
Consulting Engineers

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

PIERS 2-3-4

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

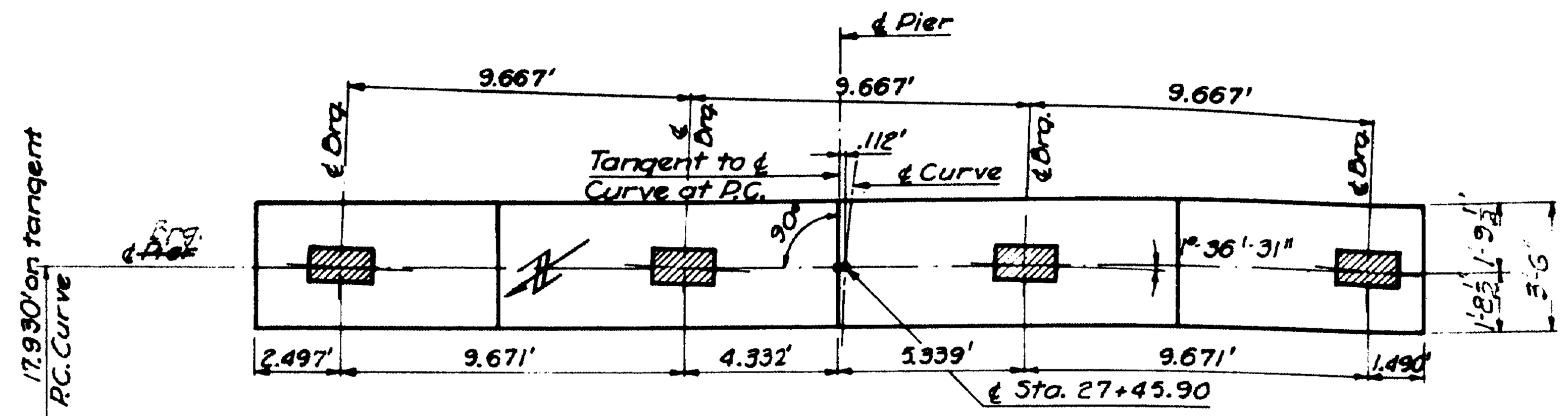
DETAILED S.P. 10-29-52
TRACED Repro. 11-6-52
CHECKED Z.E.W. 1-15-53

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

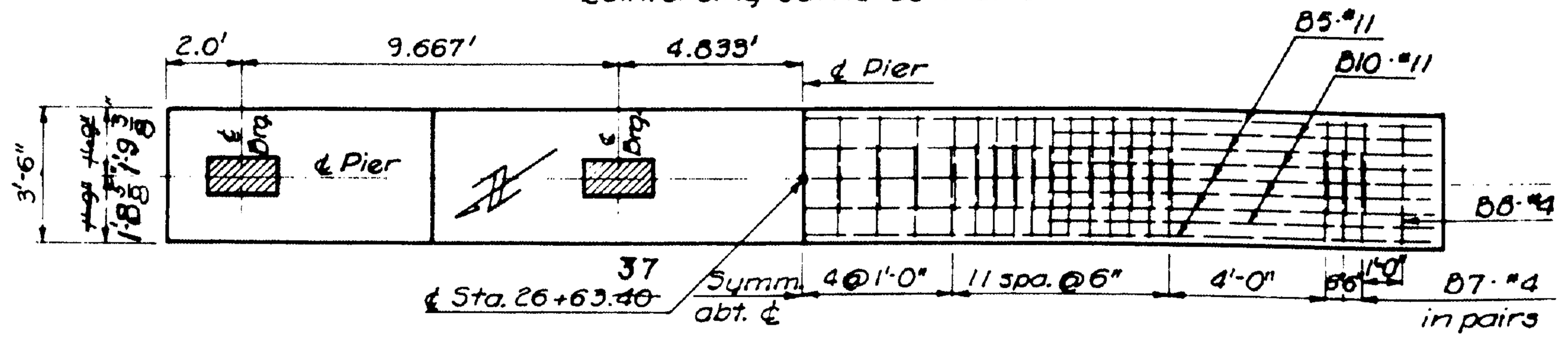
SHEET NO. 13

62-13

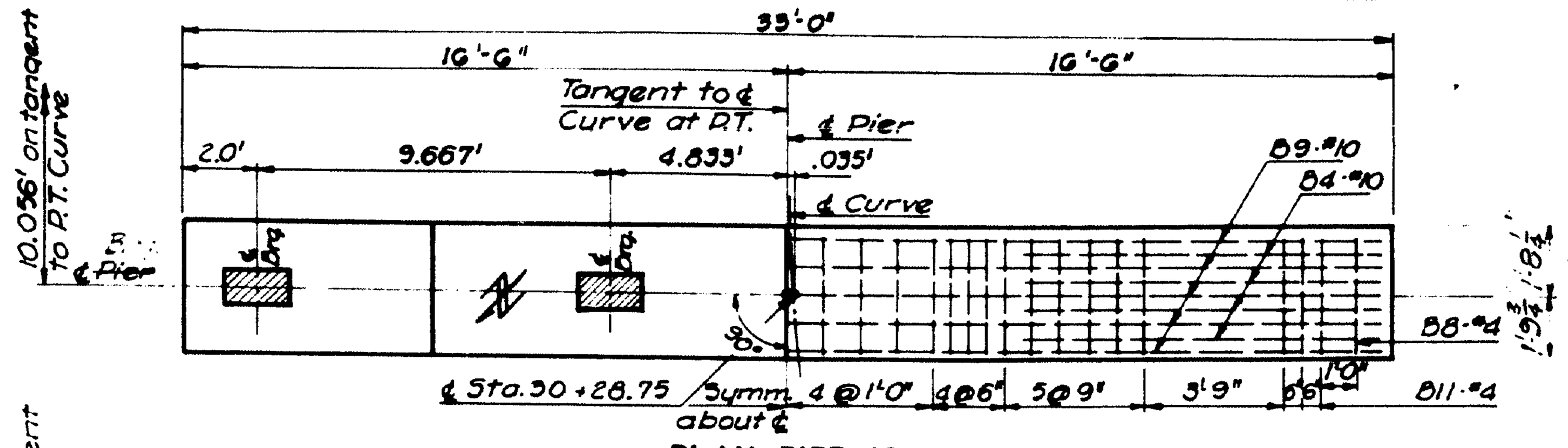
0 1 2 3 4 5 INCHES



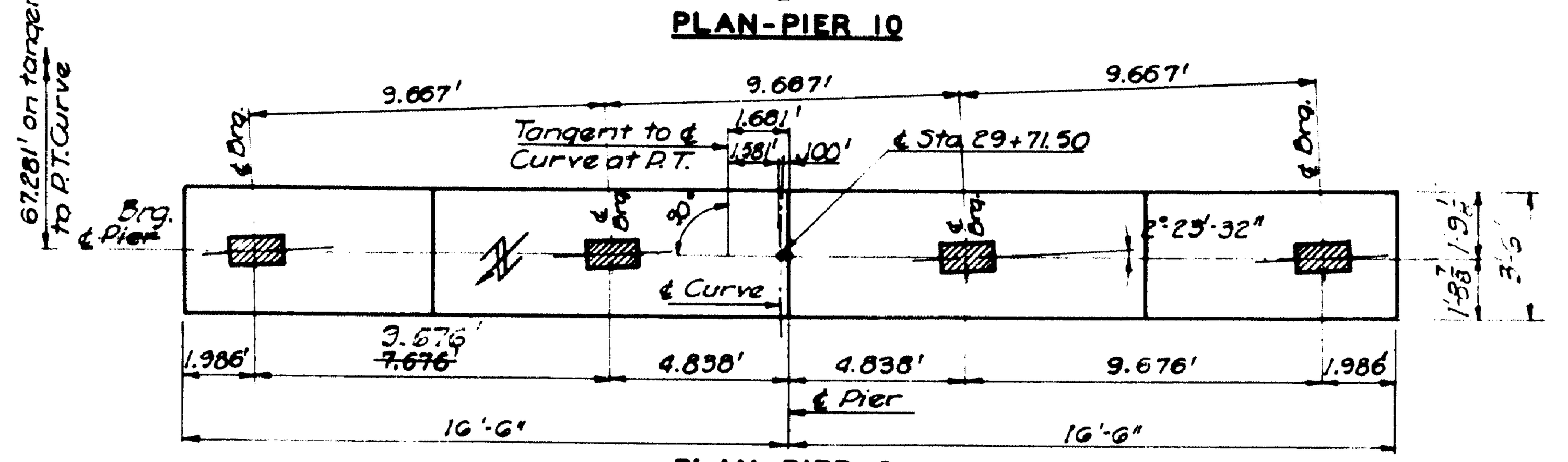
PLAN - PIER 6
Reinforcing same as Pier 5



PLAN - PIER 5



PLAN - PIER 10



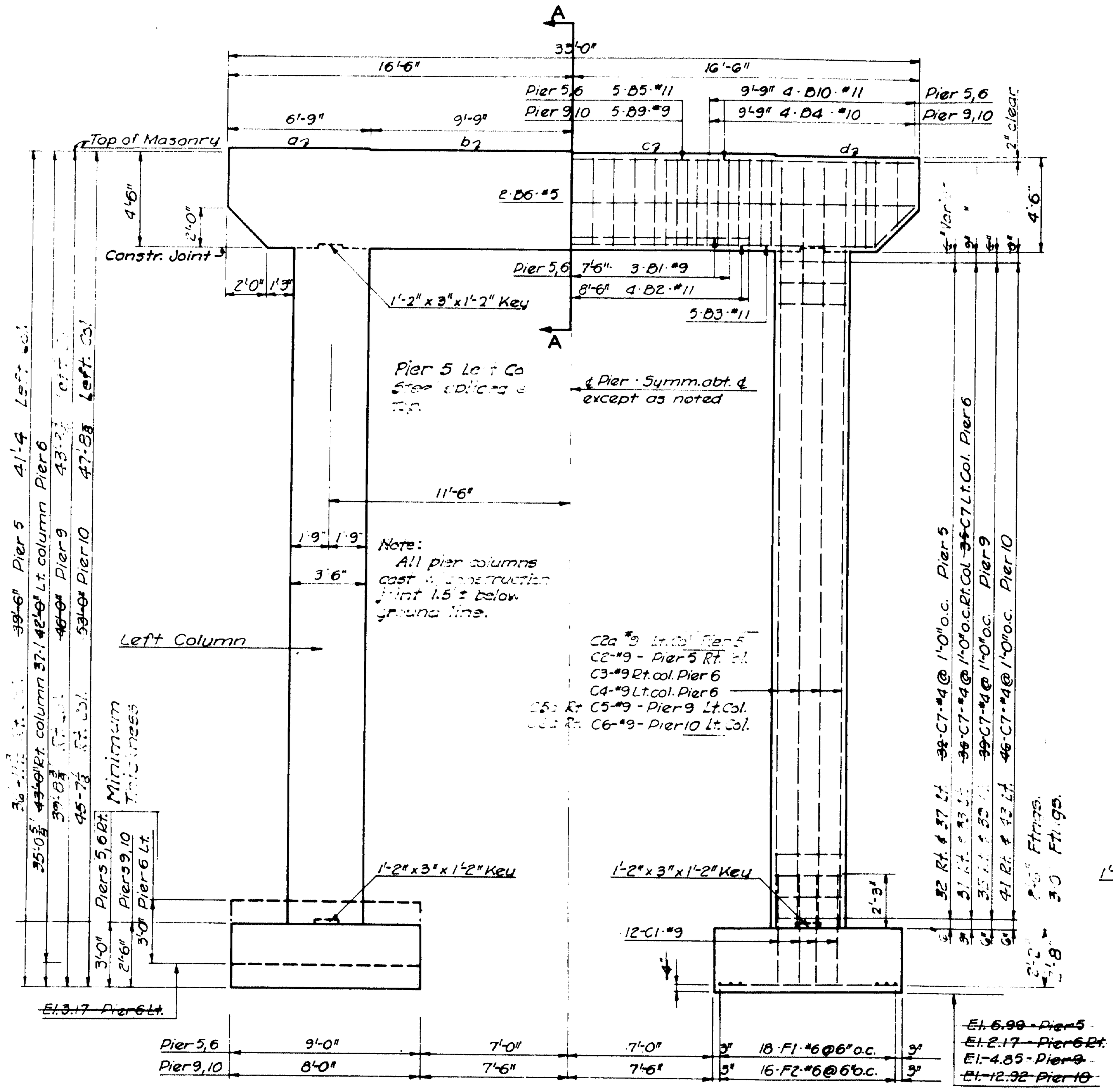
PLAN - PIER 9
Reinforcing same as Pier 10

BILL OF REINFORCING

	Mk.	No.	Size	Shape	Length	
Pier	B1	3	9	—	15'	0"
5	B2	4	11	—	17'	0"
	B3	5	11	_/	34'	6"
	B5	5	11	—	32'	8"
	B6	2	5	—	32'	8"
	B7	74	4	□	13'	8"
	B8	2	4	□	13'	2"
	B10	8	11	—	9'	9"
	C1	24	9	—	4'	6"
12	C2	~~24~~	9	—	36'	C"
39	C7	~~64~~	4	□	13'	2"
	C2a	12	9	—	40	[illegible]
	F1	72	6	—	8'	6"
Pier	B1	3	9	—	15'	0"
6	B2	4	11	—	17'	0"
	B3	5	11	_/	34'	6"
	B5	5	11	—	32'	8"
	B6	2	5	—	32'	8"
	B7	74	4	□	13'	8"
	B8	2	4	□	13'	2"
	B10	8	11	—	9'	9"
	C1	24	9	—	4'	6"
	C3	12	9	—	39'	6"
	C4	12	9	—	38'	6"
64	C7	~~71~~	4	□	13'	2"
	F1	72	6	—	8'	6"

BILL OF REINFORCING

	Mk.	No.	Size	Shape	Length	
Pier	B2	4	11	—	17'	0"
9	B3	5	11	_/	34'	6"
	B4	8	10	—	9'	9"
	B6	2	5	—	32'	8"
	B8	2	4	□	13'	2"
	B9	5	10	—	32'	8"
	B11	33	4	□	15'	2"
	C1	24	9	—	4'	6"
12	C5	~~24~~	9	—	43'	~~8"~~ 42-10
74	C7	~~78~~	4	□	13'	2"
	C5a	12	9	—	39	2
	F2	64	6	—	7'	6"
Pier	B2	4	11	—	17'	0"
10	B3	5	11	_/	34'	6"
	B4	8	10	—	9'	9"
	B6	2	5	—	32'	8"
	B8	2	4	□	13'	2"
	B9	5	10	—	32'	8"
	B11	33	4	□	15'	2"
	C1	24	9	—	4'	6"
12	C6	~~24~~	9	—	50'	~~8"~~
84	C7	~~92~~	4	□	13'	2"
	C6a	12	9	—	45	1
	F2	64	6	—	7'	6"



ELEVATION

LEFT FOOTING ELEVATIONS

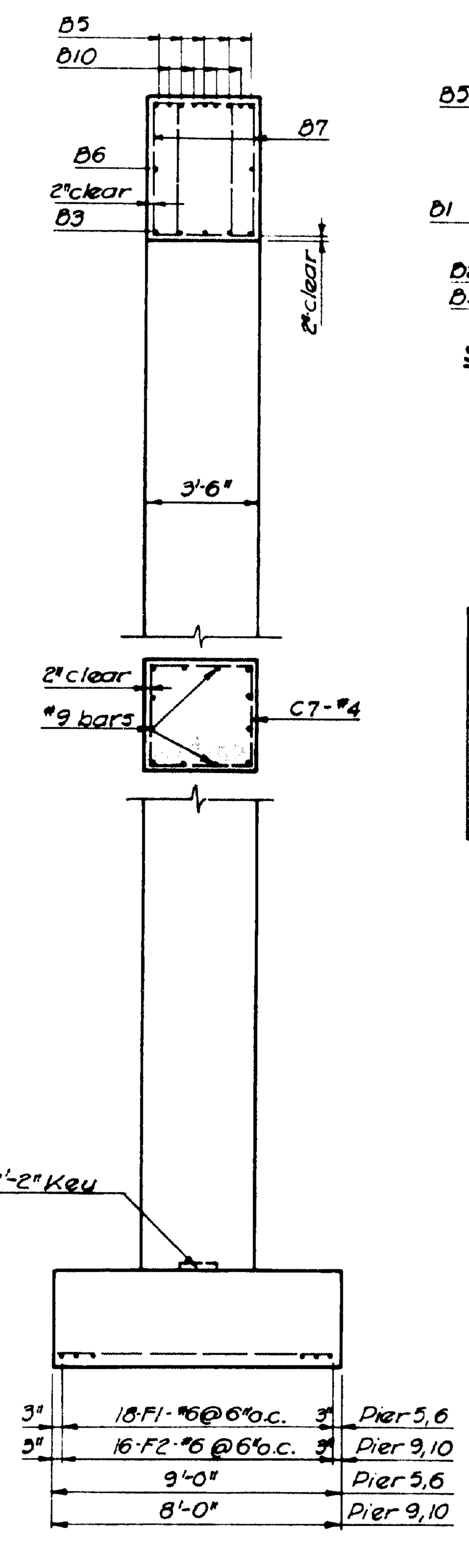
	Pier 5	Pier 6	Pier 9	Pier 10
Top of Footing	5.16	8.03	-3.16	-7.66
Ave. Bott. of Ftng.	3.1*	3.9	-5.4	-11.1

* Placed [illegible] course, [illegible] El. -3.5
Ave. Top El. [illegible]

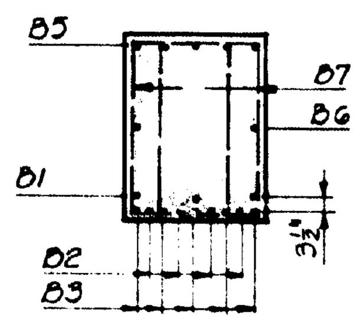
RIGHT FOOTING ELEVATIONS

	Pier 5	Pier 6	Pier 9	Pier 10
Top of Footing	9.51*	10.12	1.45	-5.51
Ave. Bott. of Ftng.	5.5	5.4	-3.5	-8.7

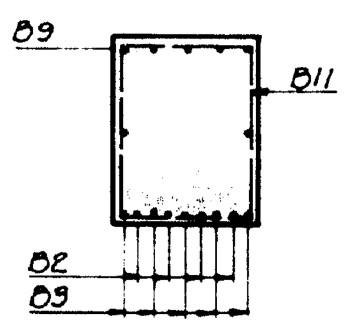
* Pier 5 footing placed w/o forms
Average size 10.3 x 11.2



END VIEW



SECTION A-A
PIERS 5-6



SECTION A-A
PIERS 9-10

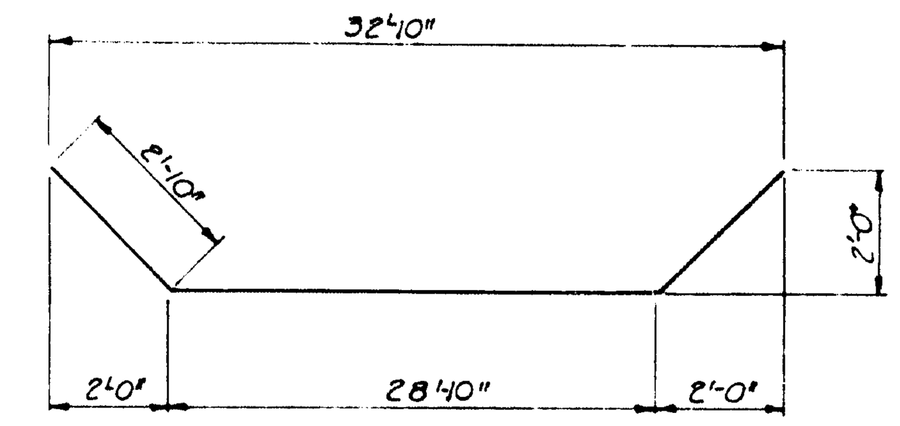
TOP MASONRY ELEVATIONS

	a	b	c	d
Pier 5	46.49	46.49	46.49	46.49
Pier 6	45.69	45.46	45.29	45.17
Pier 9	41.55	41.39	41.25	41.15
Pier 10	40.47	40.33	40.20	40.08

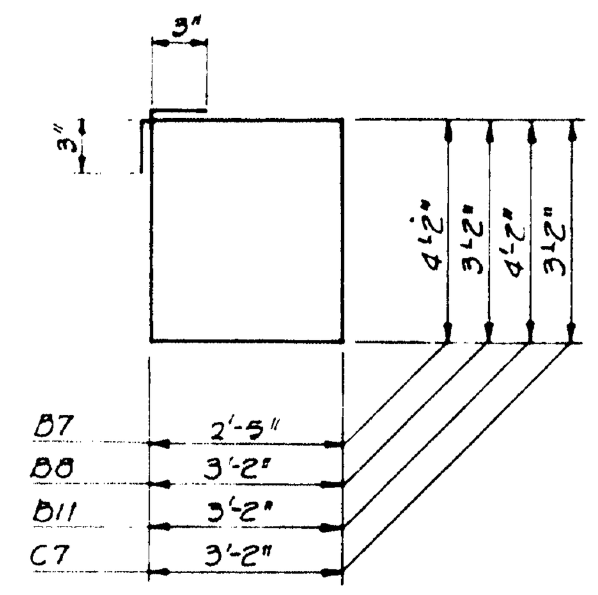
NOTES:

Use Class "A" Concrete thruout except as otherwise shown.
Bevel all exposed edges 1" except as otherwise shown.
All construction joints shall be keyed as shown or as directed.
Reinforcing under bearing plates shall be placed to clear anchor bolts.
Footings shall be carried to sound rock.

See Sheet No. 27 for Anchor Bolt Details.
See Sheet Nos. 18 and 34 for Details and Locations of Downspouts.
Dimensions for Bending Diagrams are out to out of bar.
Maximum Design Footing Pressure
DL + LL = 4.6 Tons/□'
DL + LL + 30# W = 7.3 Tons/□'



B3



B7 - B8 - B11 - C7

BENDING DIAGRAMS

AS BUILT REVISIONS
HARRINGTON & CORTELYOU
Consulting Engineers
C.E.H.-Z.E.W. 3-9-56

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

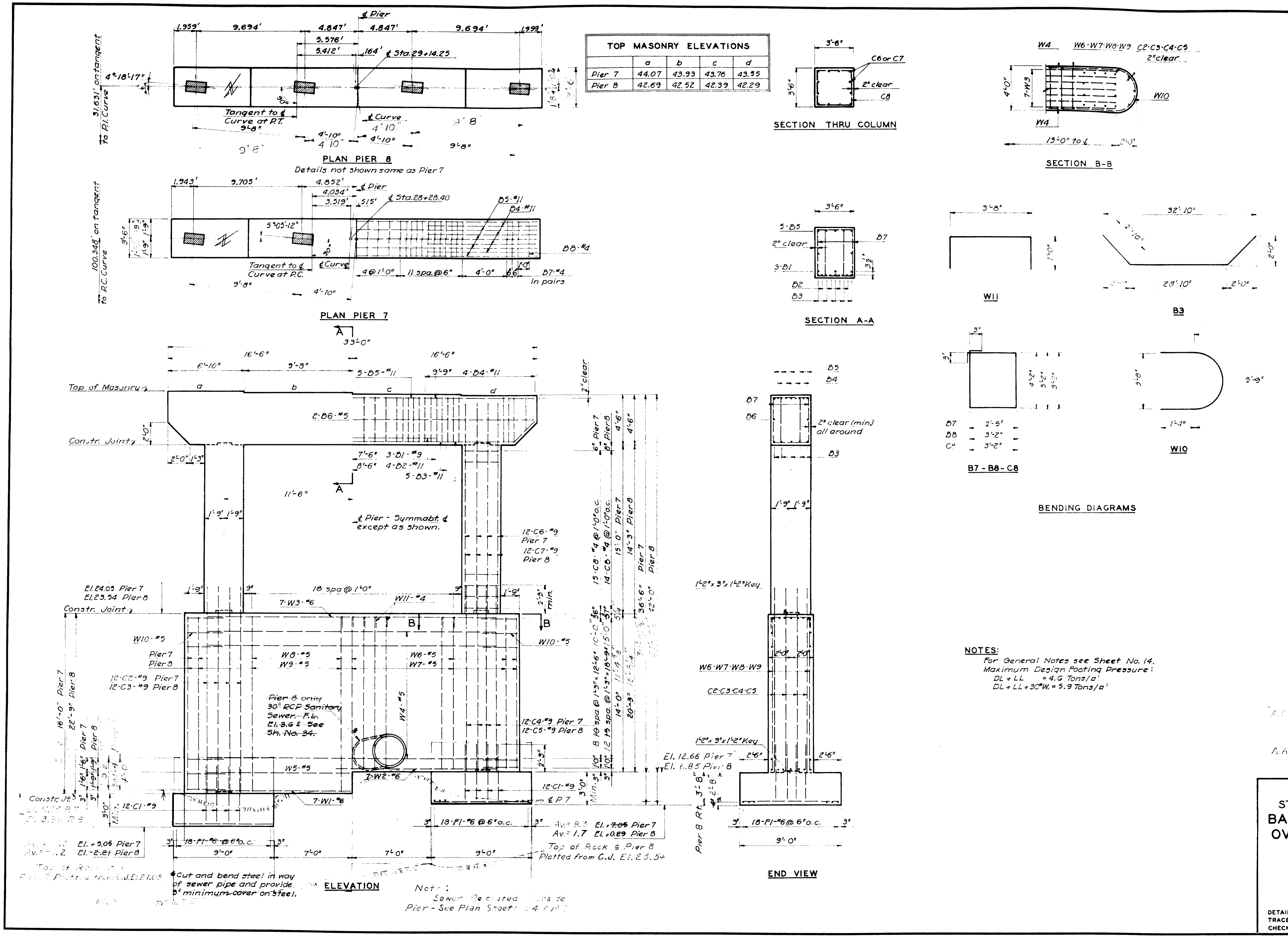
PIERS 5-6-9-10

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED S.R. 10-17-52
TRACED Repro. 11-6-52
CHECKED Z.E.W. 1-15-53
SCALE: 1/4" = 1'-0"
SHEET NO. 14

68-14

0 1 2 3 4 5 INCHES



TOP MASONRY ELEVATIONS

	a	b	c	d
Pier 7	44.07	43.93	43.76	43.55
Pier 8	42.69	42.52	42.39	42.29

NOTES:
For General Notes see Sheet No. 14.
Maximum Design Footing Pressure:
DL + LL = 4.6 Tons/□'
DL + LL + 30% W. = 5.9 Tons/□'

BILL OF REINFORCING

No	Mk.	No.	Size	Shape	Length	Length
Pier 7	B1	3	9		15' 0"	
	B2	4	11		17' 0"	
	B3	5	11		34' 6"	
	B4	8	11		9' 9"	
	B5	5	11		32' 8"	
	B6	2	5		32' 8"	
	B7	74	4		13' 8"	
	B8	2	4		13' 2"	
	C1	24	9		4' 6"	
	C2	12	9		18' 3"	14'-5"
	C4	12	9		16' 3"	13'-6"
	C6	24	9		19' 0"	
	C8	30	4		13' 2"	
	F1	72	6		8' 6"	
	D1	6			2' 0"	
	W1	7	6		13' 0"	
	W2	7	6		14' 6"	
	W3	7	6		26' 0"	
18	W4	20	5		26' 0"	
	W5	2	5		13' 0"	
	W6	23	5		13' 9"	11'-1"
	W8	21	5		15' 9"	11'-[illegible]"
21	W10	25	5		8' 5"	
	W11	19	4		5 8"	
Pier 8	B1	3	9		15 0"	
	B2	4	11		17' 0"	
	B3	5	11		34' 6"	
	B4	8	11		9' 9"	
	B5	5	11		32' 8"	
	B6	2	5		32' 8"	
	B7	74	4		13' 8"	
	B8	2	4		13' 2"	
	C1	24	9		4' 6"	
	C3	12	9		25' 0"	22'-0"
	C5	12	9		22' 6"	19'-0"
	C7	24	9		18' 6"	
	C8	28	4		13' 2"	
	F1	72	6		8' 6"	
	W1	7	6		13' 0"	
	W2	7	6		14' 6"	
	W3	7	6		26' 0"	
26	W4	30	5		26 0"	
6	W5	2	5		13' 0"	
	W7	23	5		20' 0"	16'-5"
	W9	21	5		22' 6"	19'-5"
	W10	35	5		8' 5"	
	W11	19	4		5' 8"	

Note:
Balance of steel in Pier 8

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

PIERS 7 & 8

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

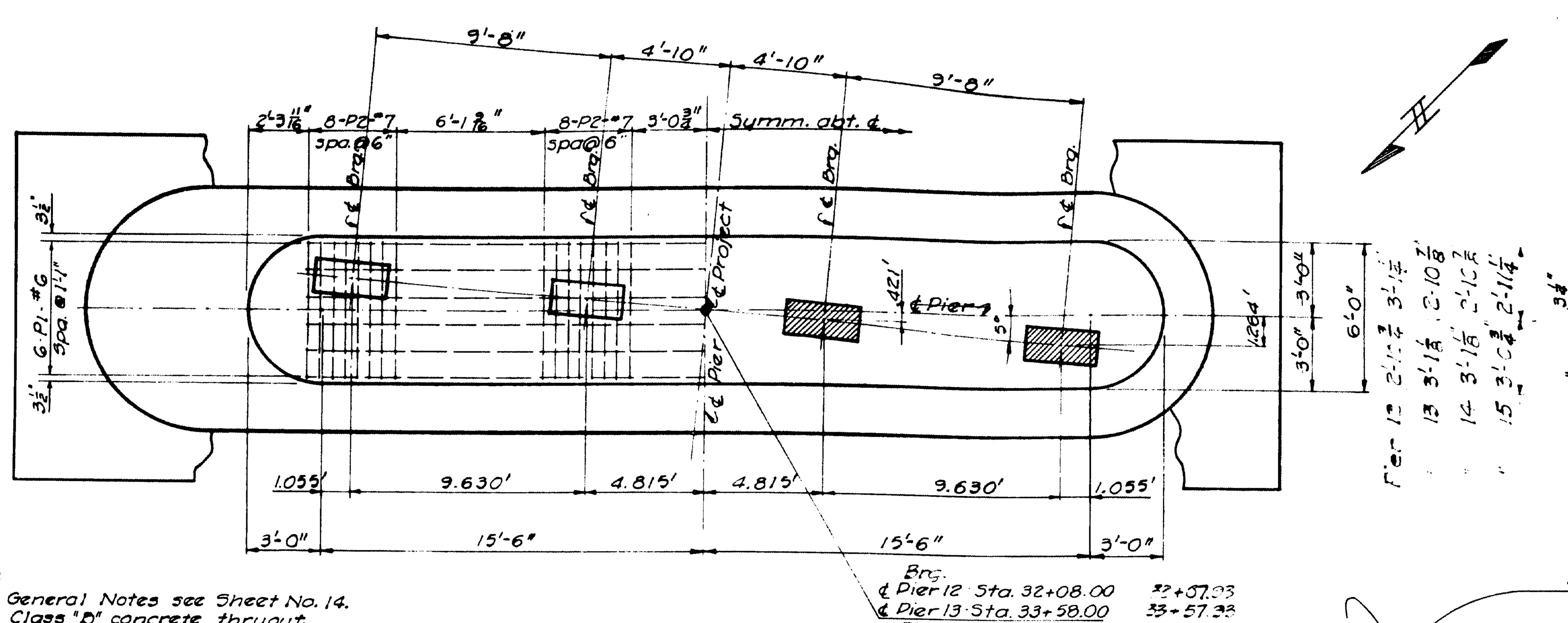
DETAILED G.H.M. 10-17-52
TRACED S.P. 10-23-52
CHECKED Z.E.W. 1-15-53

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

SHEET NO. 15

62-15

0 1 2 3 4 5 INCHES

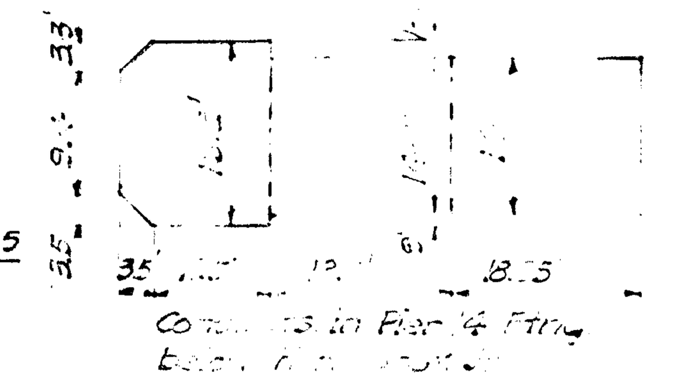


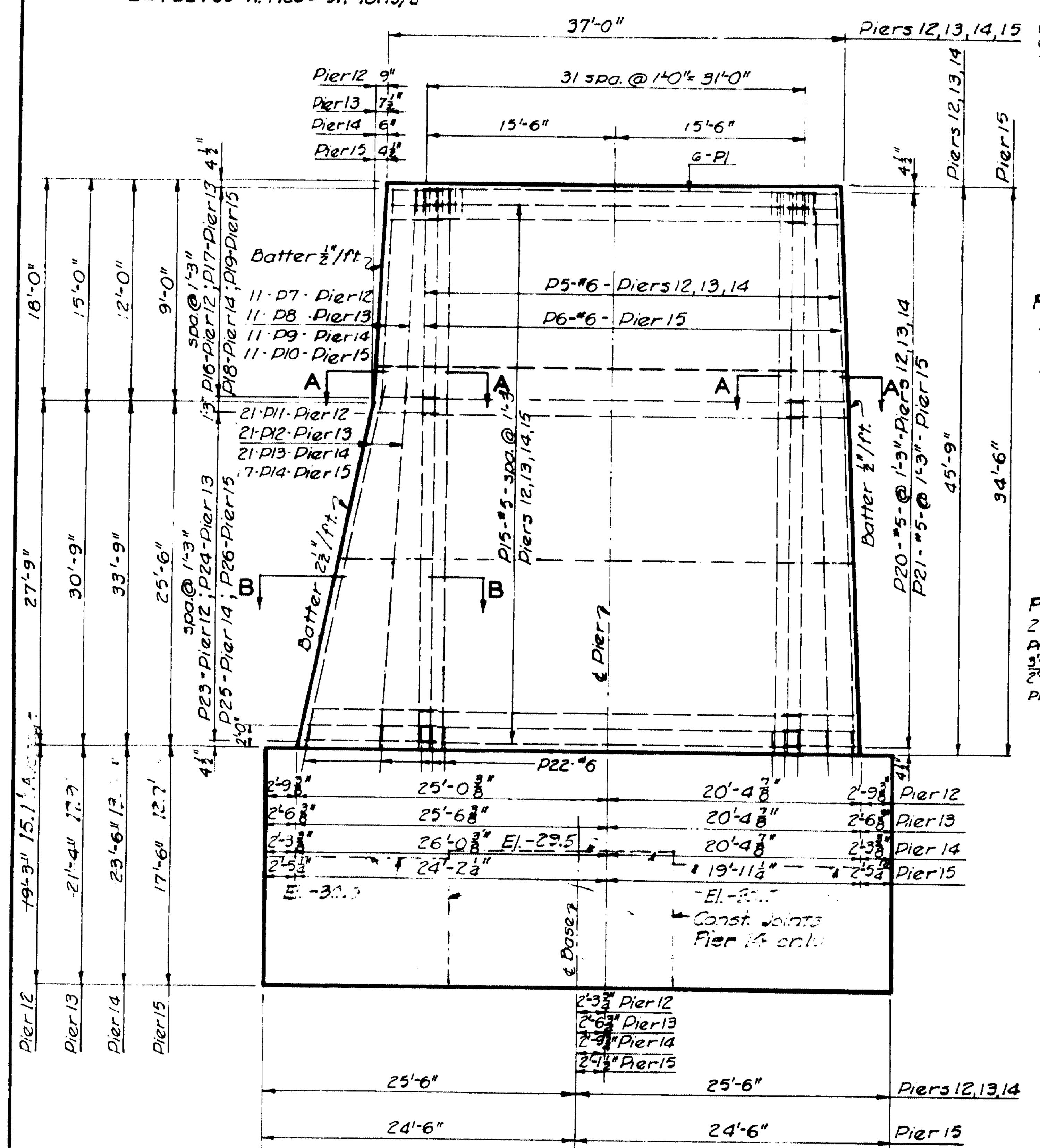
NOTES:

For General Notes see Sheet No. 14.
Use Class "B" concrete thruout.
Bases shall be carried to sound rock and may be stepped if necessary.

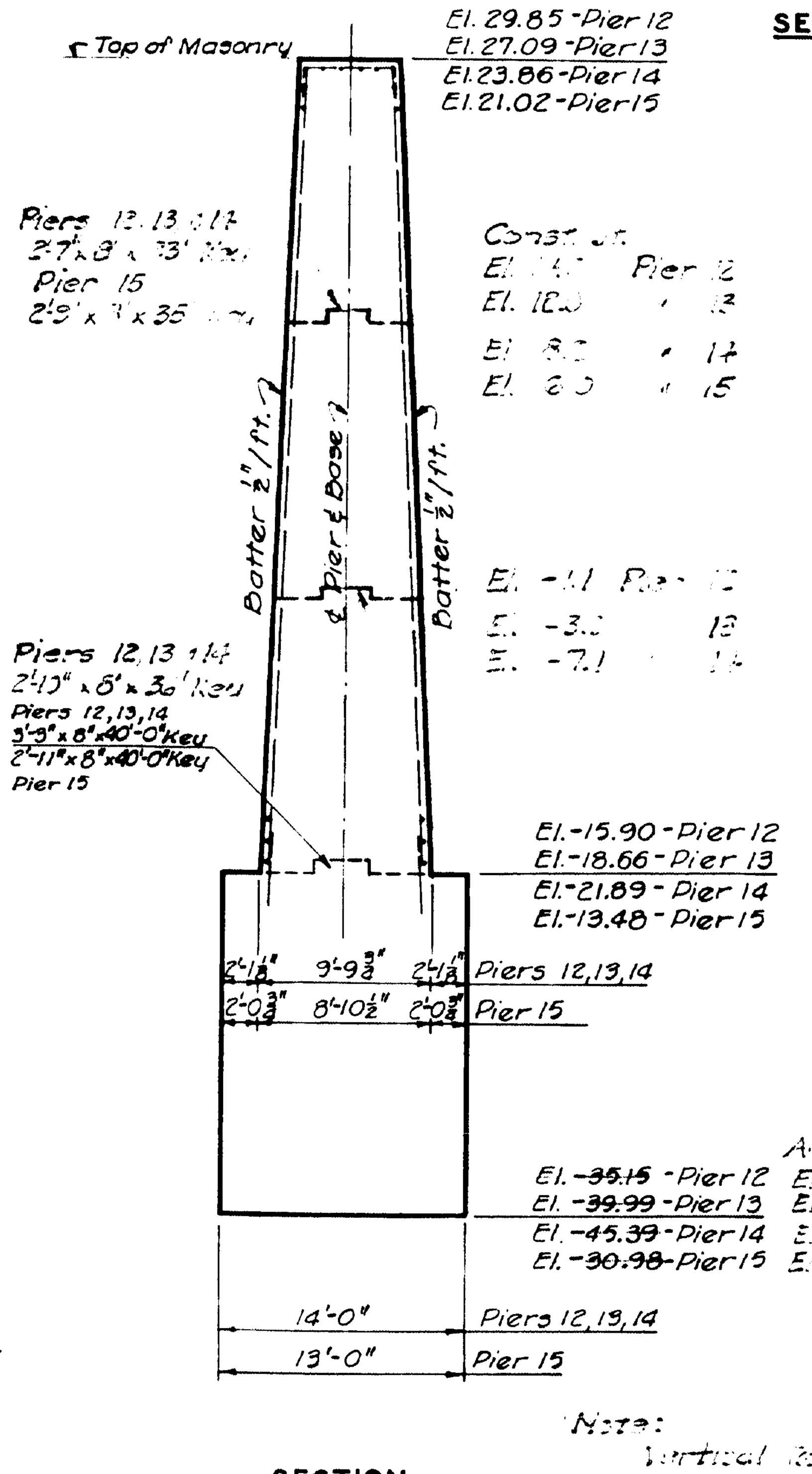
PLAN

See Sheet No. 27 for Anchor Bolt spacing.
Maximum Design Base Pressure:
DL + LL = 5.1 Tons/□'
DL + LL + 30#W. + Ice = 9.1 Tons/□'





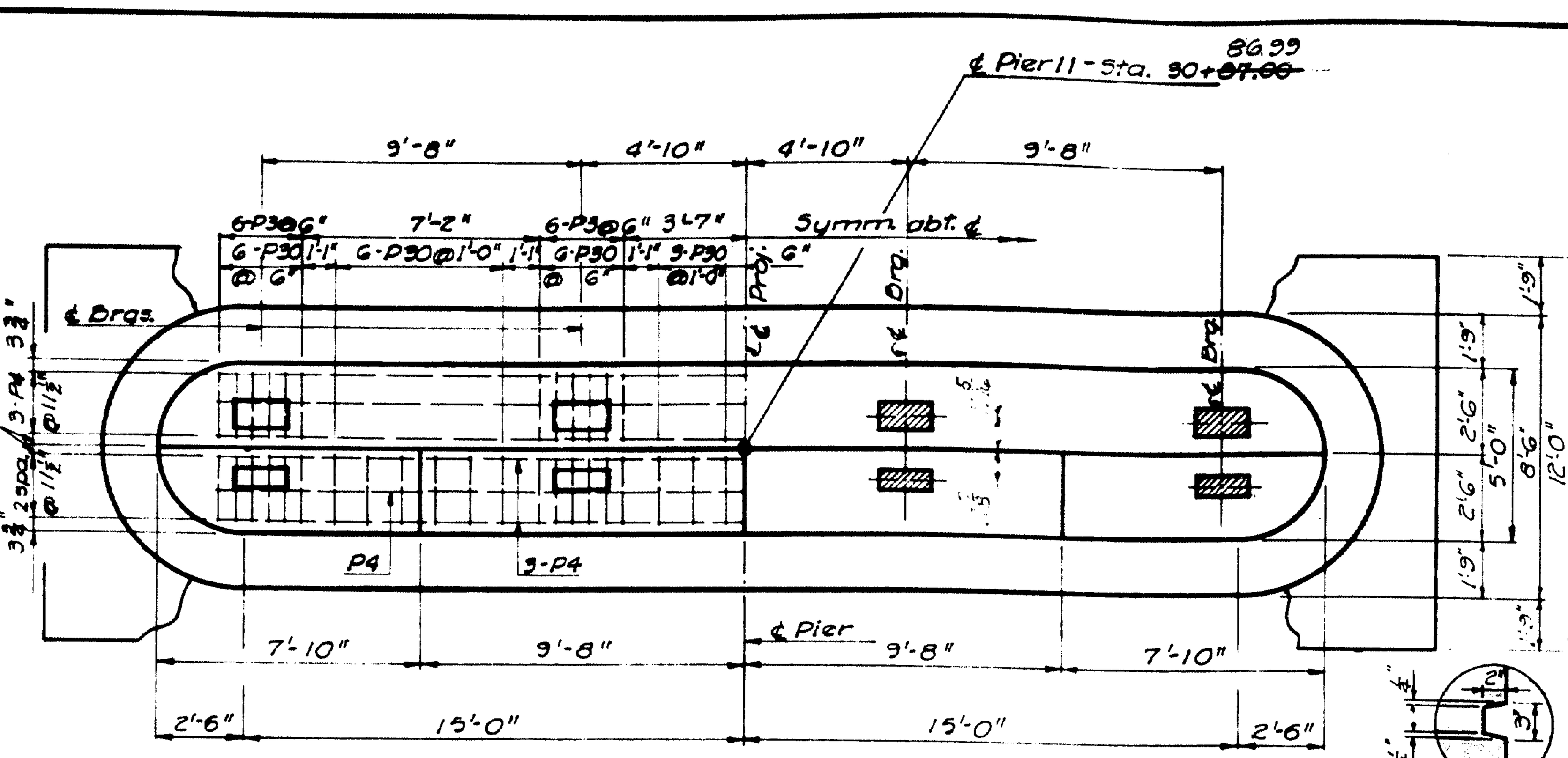
ELEVATION



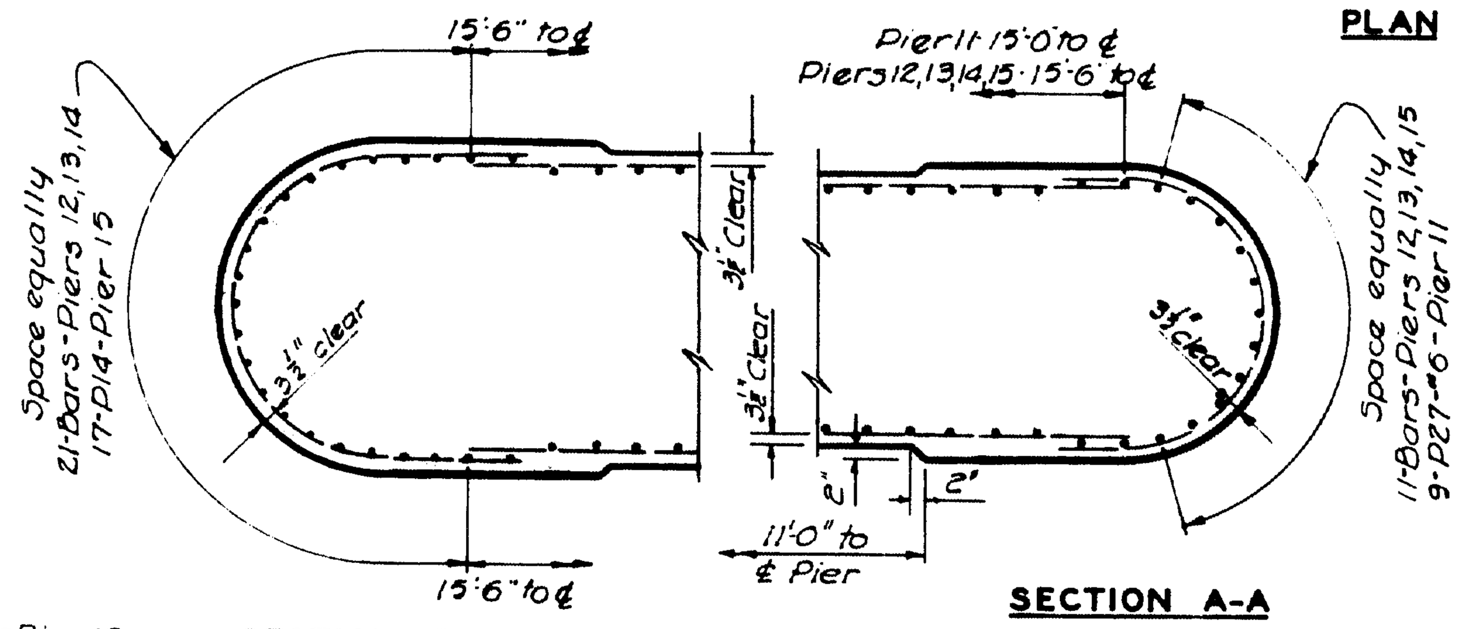
SECTION

Note:
Vertical Rein. Steel splices at Const. Jts.

PIERS 12-13-14-15
Scale: 1/8" = 1'-0"

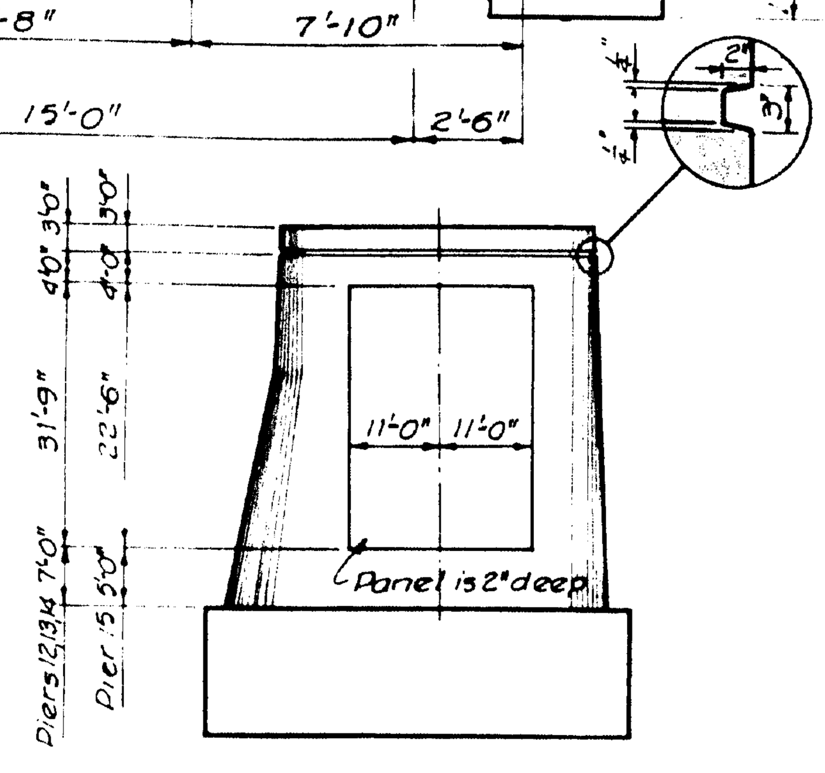


PLAN

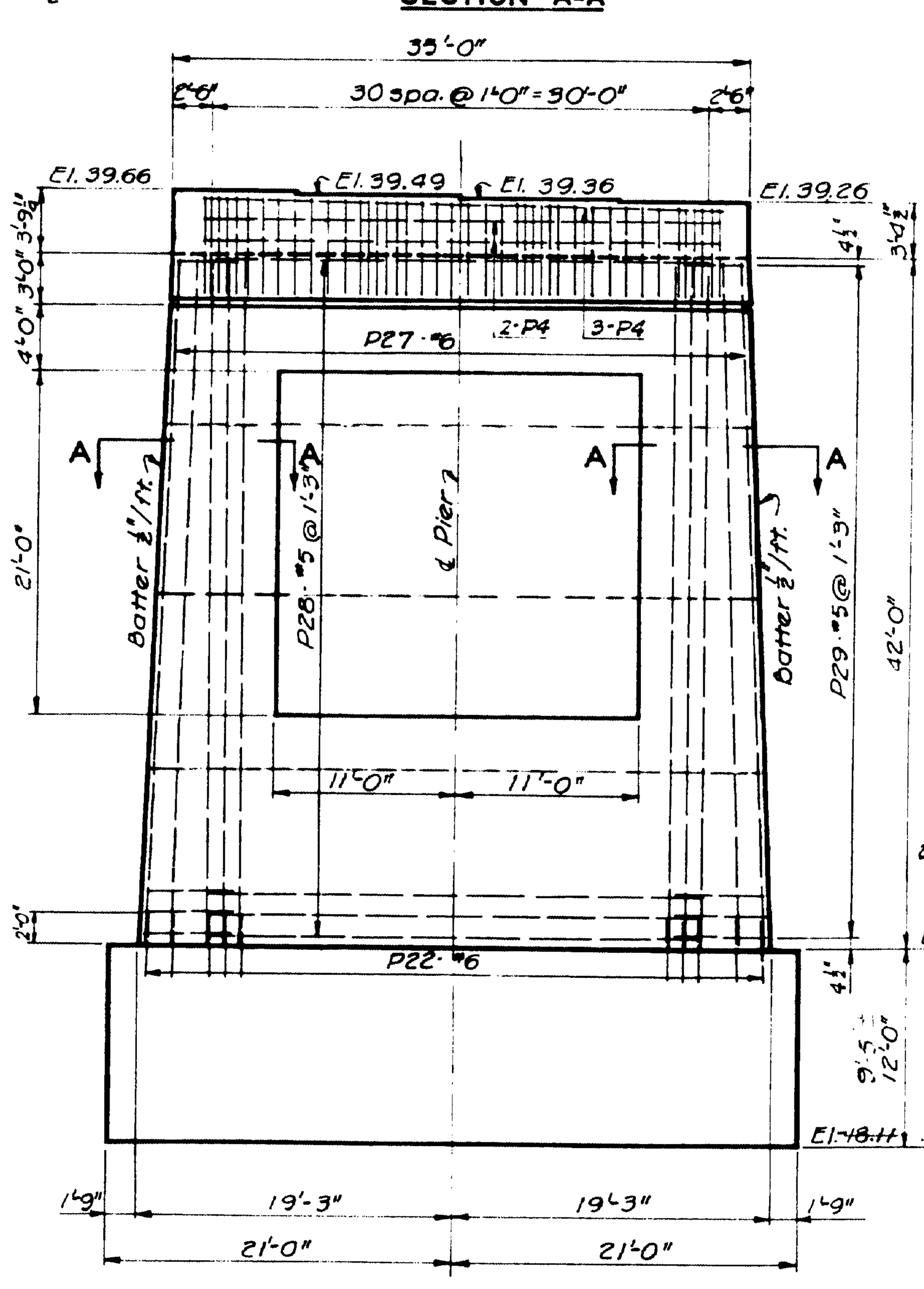


SECTION B-B

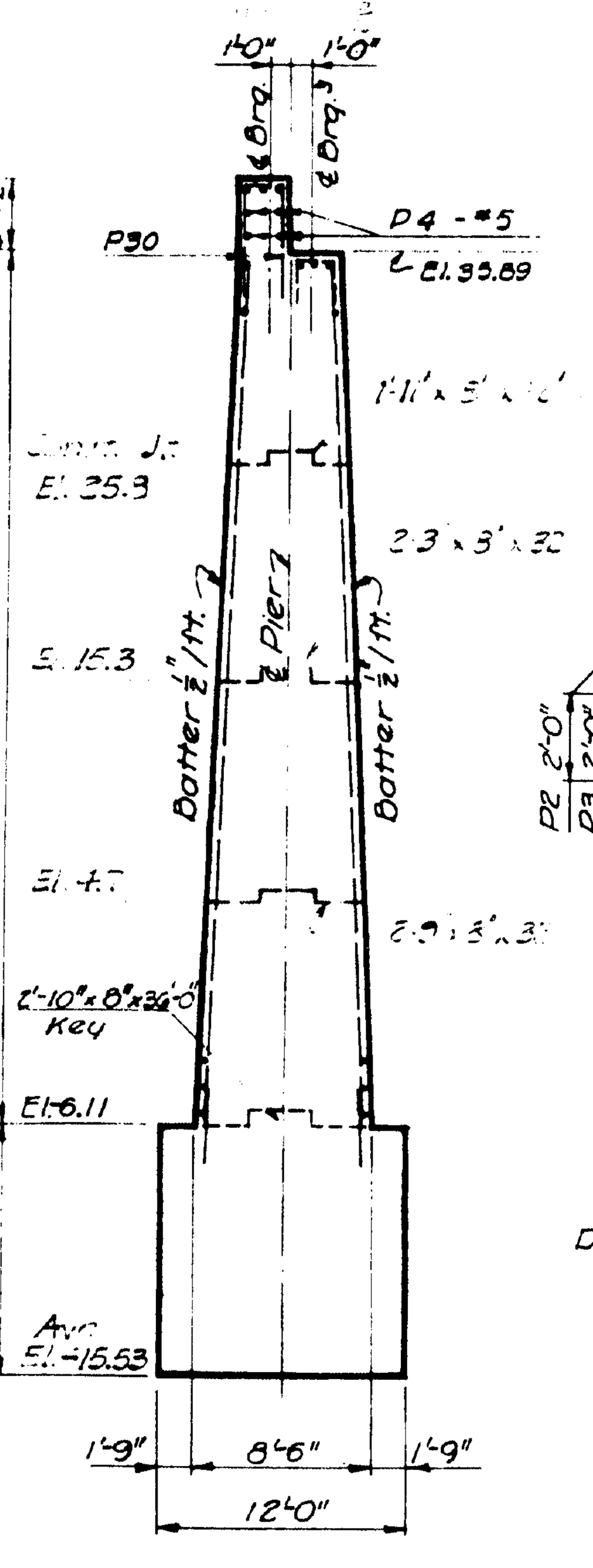
SECTION A-A



PANEL DETAIL



ELEVATION



SECTION

PIER 11
Scale: 1/8" = 1'-0"

AS BUILT REVISIONS
HARRINGTON & CORTELYOU
Consulting Engineers

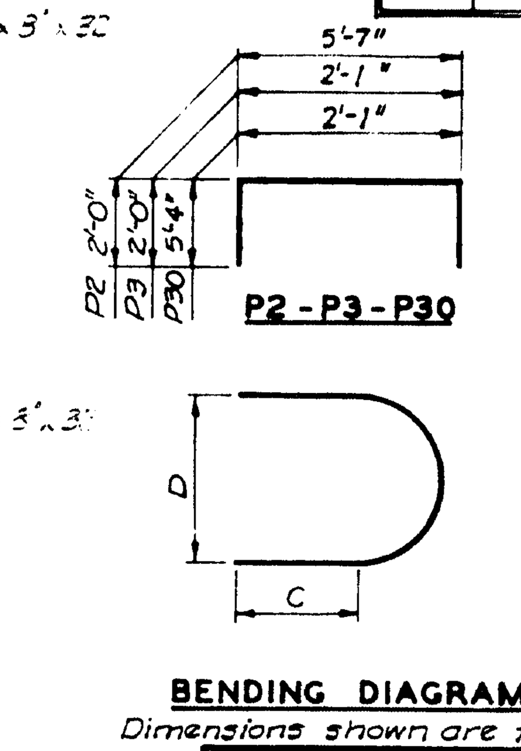
BILL OF REINFORCING

	Mk.	No.	Size	Shape	Length	
Pier 11	P3	24	7	⊓	6'	1"
	P4	10	6	—	31'	6"
	P22	80	6	—	4'	0"
	P27	80	6	—	41'	9"
	P28	68	5	—	30'	0"
	P29	68	5	⊂	*12'	3"
	P30	42	7	⊓	12'	9"
Pier 12	P1	6	6	—	32'	4"
	P2	32	7	⊓	9'	7"
	P5	75	6	—	45'	6"
	P7	11	6	—	17'	8"
	P11	21	6	—	29'	11"
	P15	72	5	—	31'	0"
	P16	15	5	⊂	*12'	4 1/2"
	P20	37	5	⊂	*14'	2"
	P22	96	6	—	4'	0"
	P23	22	5	⊂	*20'	1 3/4"
Pier 13	P1	6	6	—	32'	4"
	P2	32	7	⊓	9'	7"
	P5	75	6	—	45'	6"
	P8	11	6	—	14'	8"
	P12	21	6	—	33'	0"
	P15	72	5	—	31'	0"
	P17	12	5	⊂	*12'	1 1/2"
	P20	37	5	⊂	*14'	2"
	P22	96	6	—	4'	0"
	P24	25	5	⊂	*20'	3 1/4"
Pier 14	P1	6	6	—	32'	4"
	P2	32	7	⊓	9'	7"
	P5	75	6	—	45'	6"
	P9	11	6	—	11'	8"
	P13	21	6	—	36'	1"
	P15	72	5	—	31'	0"
	P18	10	5	⊂	*11'	11 1/2"
	P20	37	5	⊂	*14'	2"
	P22	96	6	—	4'	0"
	P25	27	5	⊂	*20'	8 1/8"
Pier 15	P1	6	6	—	32'	4"
	P2	32	7	⊓	9'	7"
	P6	75	6	—	34'	3"
	P10	11	6	—	8'	8"
	P14	17	6	—	27'	7"
	P15	54	5	—	31'	0"
	P19	7	5	⊂	*11'	8 1/2"
	P21	27	5	⊂	*13'	5 1/4"
	P22	92	6	—	4'	0"
	P26	21	5	⊂	18'	2 1/4"

Mk.	D varies by 1 1/4" increment Min.	D Max.	C varies by 2 1/2" increment Min.	C Max.
P16	5'-5 3/8"	6'-10 7/8"	1'-4"	1'-4"
P17	5'-5 3/8"	6'-7 1/8"	do	do
P18	5'-5 3/8"	6'-4 3/8"	do	do
P19	5'-5 3/8"	6'-0 3/8"	do	do
P20	5'-5 3/8"	9'-2 3/8"	do	do
P21	5'-5 3/8"	8'-3 3/8"	do	do
P23	7'-0 1/8"	9'-2 3/4"	1'-6 1/4"	5'-10 3/4"
P24	6'-8 3/8"	9'-2 3/8"	1'-4 3/4"	6'-4 1/2"
P25	6'-5 3/8"	9'-2 3/8"	1'-5 3/4"	6'-10 3/4"
P26	6'-2 1/8"	8'-3 3/8"	1'-4 1/4"	5'-6 1/4"
P29	4'-4 3/8"	7'-10"	1'-4"	1'-4"

Cut one bar each length, except cut 2 ea. lgth. for P29

* Average length



BENDING DIAGRAMS
Dimensions shown are to outside of bar.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

PIERS 11-12-13-14-15

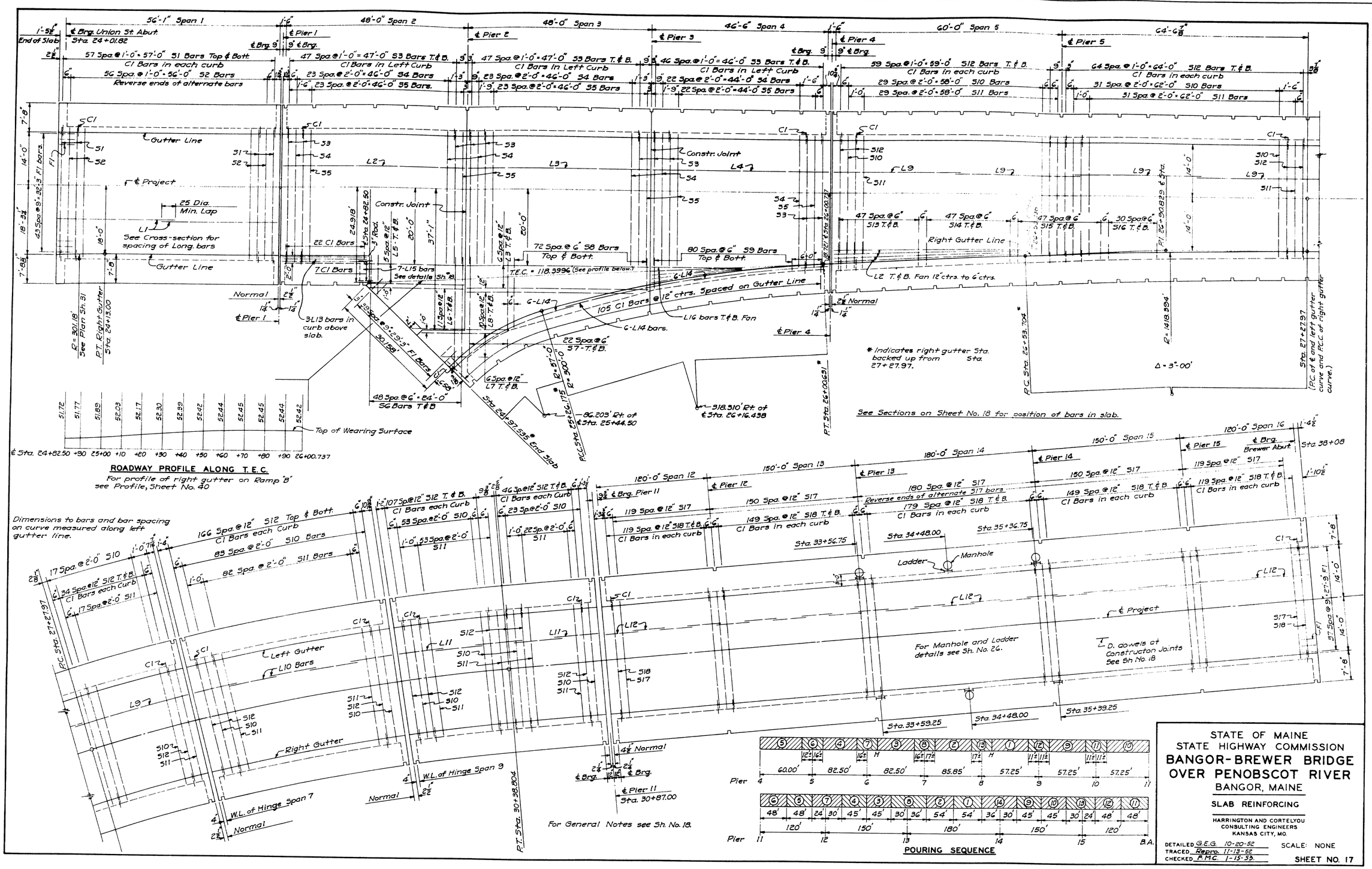
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED S.P. 10-19-52
TRACED Repro. 11-6-52
CHECKED Z.E.W. 1-15-53

SCALE: 1/4" = 1'-0" AND AS NOTED
SHEET NO. 16

62-16

0 1 2 3 4 5 INCHES



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

SLAB REINFORCING

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

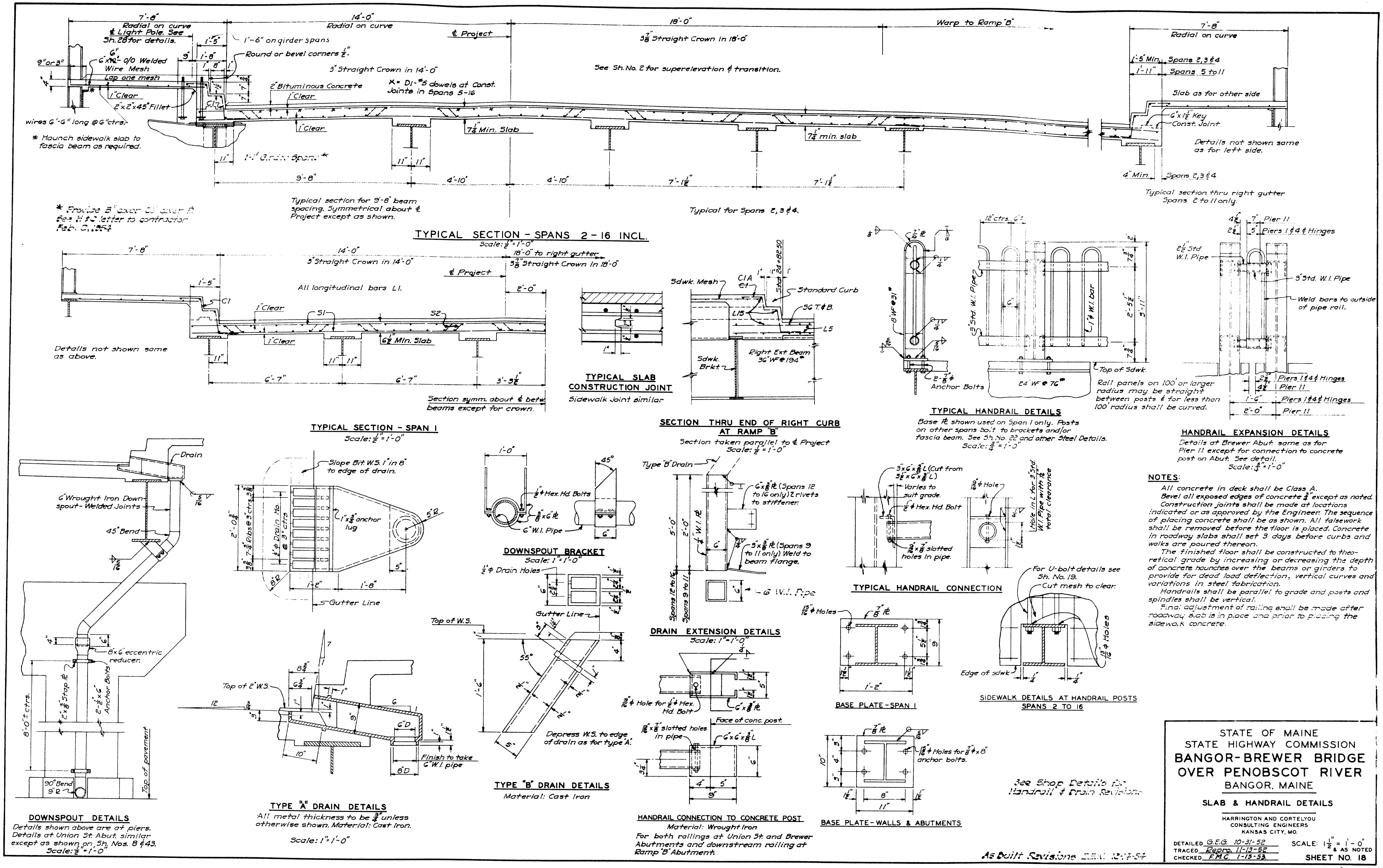
DETAILED G.E.G. 10-20-52
TRACED Repro. 11-13-52
CHECKED P.M.C. 1-15-53

SCALE: NONE

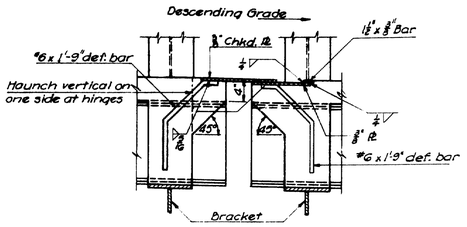
SHEET NO. 17

62-17

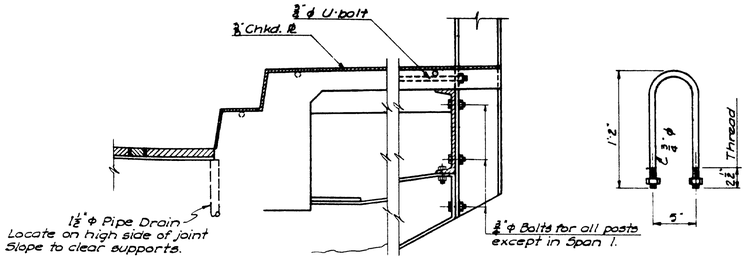
0 1 2 3 4 5 INCHES



0 1 2 3 4 5 INCHES

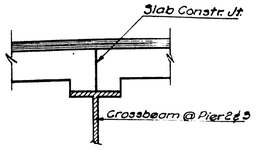


SECTION A-A
Scale: 1" = 1'-0"

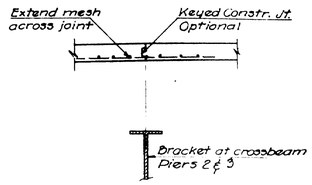


SECTION B-B
Scale: 1" = 1'-0"

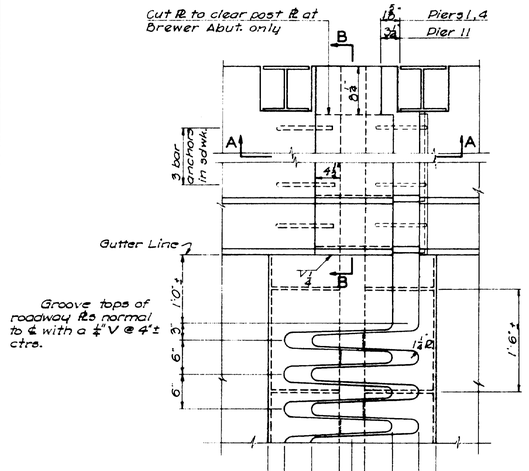
U-BOLT DETAIL
1 Req'd for each handrail post Spans 2-16.
Scale: 1½" = 1'-0"



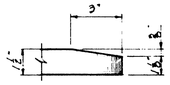
SLAB JOINT
PIER 2 & 3



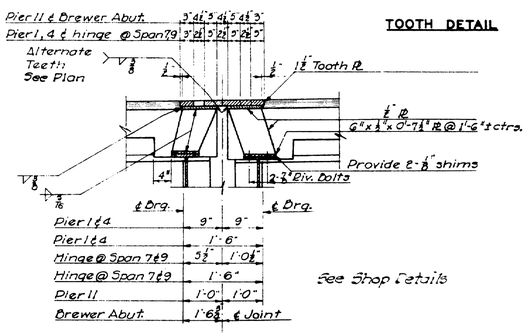
SIDEWALK JOINT
PIER 2 & 3



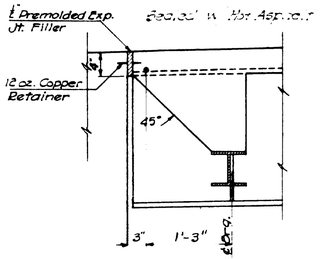
PART PLAN EXPANSION JOINT
Scale: 1" = 1'-0"



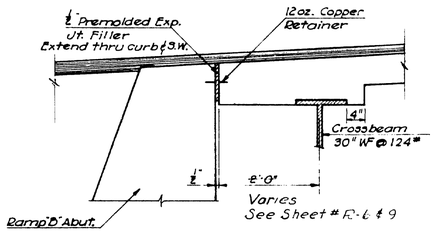
TOOTH DETAIL



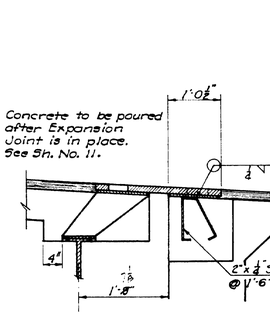
TYPICAL ROADWAY JOINT



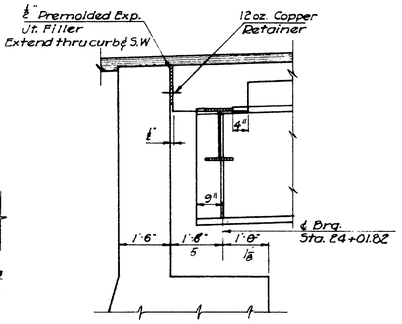
SIDEWALK JOINT
UNION ST. ABUTMENT
Details at Ramp 'B' Abutment similar.
Scale: 1" = 1'-0"



ROADWAY JOINT
RAMP 'B' ABUTMENT



ROADWAY JOINT
BREWER ABUTMENT



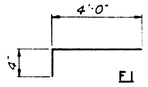
ROADWAY JOINT
UNION ST. ABUTMENT

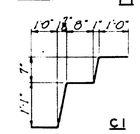
NOTES:
For General Notes see Sheet No. 18.
All expansion joint material is carbon steel.
Dimensions are for a normal temperature of 60° F. with full dead load.
Copper retainers and premolded joint filler shall be included in unit price bid for concrete.

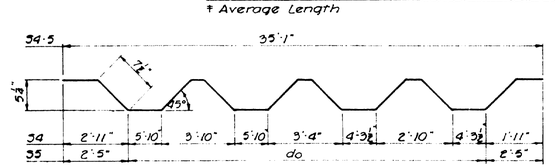
L6	Varies from 13'-6" to 24'-6" by 1'-0" incr.
L7	" " 6'-0" to 20'-0" by 2'-4" incr.
L8	" " 44'-0" to 10'-8" by 5'-4" incr.

S6	Varies from 9'-0" to 32'-0" by 5 3/4" incr.
S7	" " 19'-0" to 26'-4" by 4" incr.
S8	" " 19'-6" to 9'-0" by 12" incr.
S9	" " 8'-0" to 2'-2" by 8" incr.

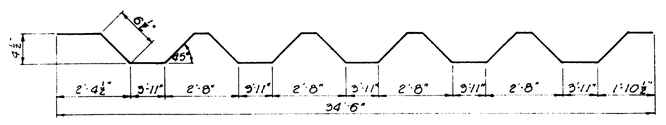
Cut 2 bars each length
L6 - L7 - L8 - S6 - S7 - S8 - S9





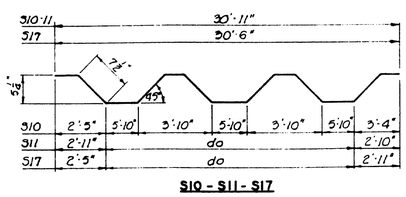


S4 - S5



S2

All dimensions are out to out of bars



S10 - S11 - S17

BENDING DIAGRAMS

BILL OF REINFORCING

Mk.	No.	Size	Shape	Length	Location
C1	~~2790~~ 2790	5		4' 4"	All curbs
D1	500	5		3' 0"	Const. Jts. Sp. 5-16
C1A	"	5			Curve in S.W. end Sp. 2
F1	122	4		4' 4"	Joints at Abuts.
L1	140	4		29' 4"	Long. Span 1
L2	65	4		48' 4"	Long. Span 2 & 5
L3	71	4		47' 8"	Long. Span 3
L4	57	4		46' 10"	Long. Span 4
L5	12	4		27' 0"	Long. Span 2
L6	24	4		+19' 0"	do
L7	14	4		+13' 0"	Long. Span 2 & 3
L8	22	4		+27' 4"	Long. Span 3
L9	245	4		35' 0"	Long. Spans 5-7
L10	245	4		34' 6"	Long. Spans 7-9
L11	245	4		32' 2"	Long. Spans 9-11
L12	1225	4		30' 0"	Long. Spans 12-16
L13	3	4		22' 9"	Pt. Curb Span 2
L14	18	4		36' 0"	Pt. Curb Spans 2 & 3
L15	7	4		6' 6"	Pt. Curb @ Ramp B
L16	10	4		28' 0"	Long. Span 4
S1	116	4		34' 6"	Trans. Span 1
S2	57	5		36' 2"	do
S3	286	5		35' 1"	Trans. Spans 2, 3, 4
S4	71	5		36' 7"	do
S5	71	5		36' 7"	do
S6	98	5		+20' 6"	Trans. Span 2
S7	46	5		+22' 8"	Trans. Span 3
S8	146	5		+14' 3"	do
S9	162	5		+ 5' 1"	Trans. Span 4
S10	242	5		32' 0½"	Trans. Span 5-11
S11	240	5		32' 0½"	do
S12	964	5		30' 11"	do
S13	96	5		7' 0"	Trans. Span 5
S14	96	5		6' 0"	do
S15	96	5		5' 0"	Trans. Spans 5-6
S16	62	5		4' 0"	Trans. Span 6
S17	719	5		31' 7½"	Trans. Spans 12-16
S18	1440	5		30' 6"	do
S19	3	5		5' 0"	Ext. L4 Pole Box - 25+31

† Average Length

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE
EXPANSION JOINTS AND BENDING DIAGRAMS
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

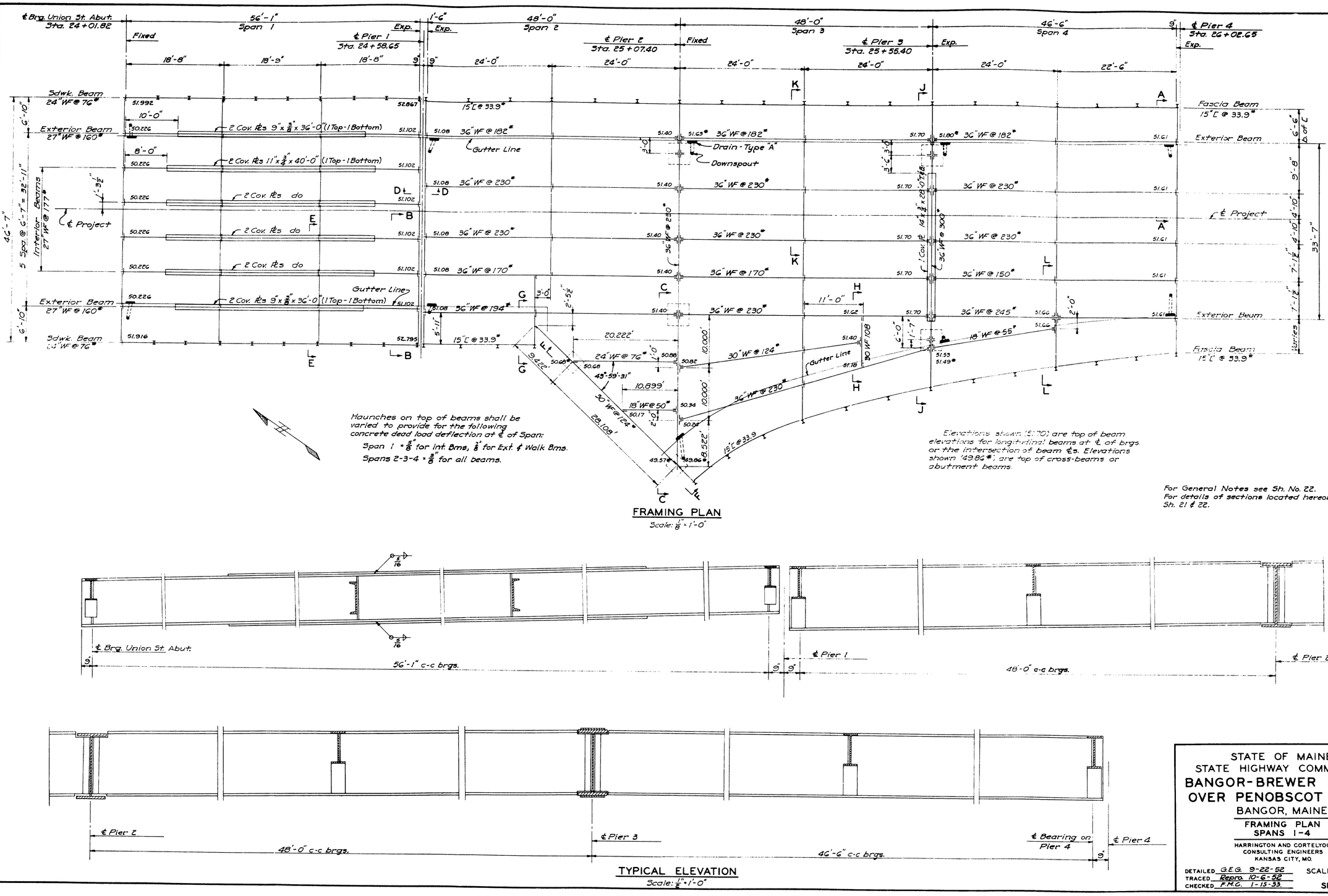
DETAILED S.A. 11-53
TRACED Repro 11-17-53
CHECKED F.M.C. 1-16-53

SCALE: 3" = 1'-0" AND AS NOTED
SHEET NO. 19

As Built Revisions CFW, JEW 12-14-54

62-19

0 1 2 3 4 5 INCHES



FRAMING PLAN
Scale: 1" = 1'-0"

TYPICAL ELEVATION
Scale: 1" = 1'-0"

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE
FRAMING PLAN SPANS 1-4

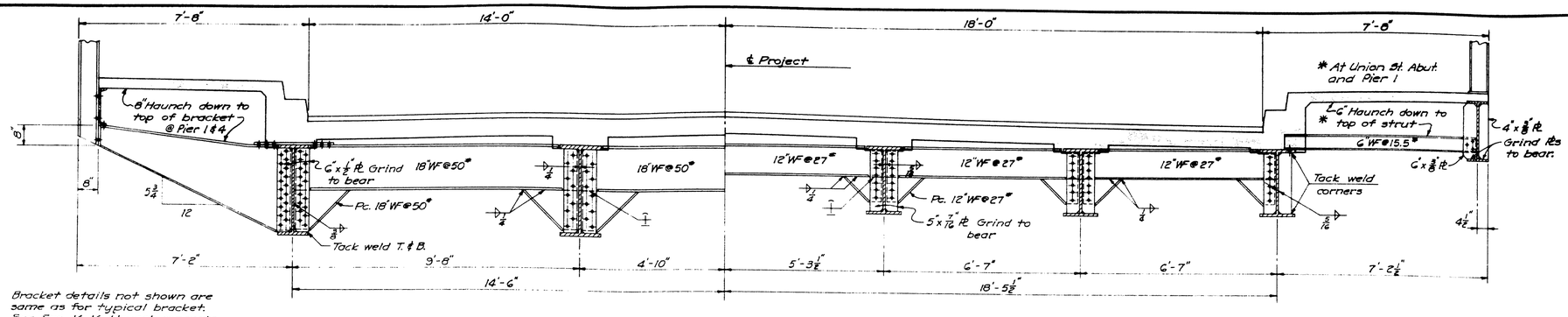
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED G.E.G. 9-22-52
TRACED Repro. 10-6-52
CHECKED F.M.C. 1-15-53

SCALE: AS NOTED
SHEET NO. 20

62-20

0 1 2 3 4 5 INCHES



Bracket details not shown are same as for typical bracket. See Sec. K-K. Haunch concrete on fascia beam for D.L. deflection and vertical curve.

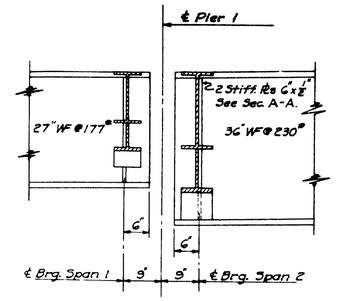
SECTION A-A

End bearing stiffeners to be 6"x½" ℓℓs ground to bear.

Scale: ½" = 1'-0"

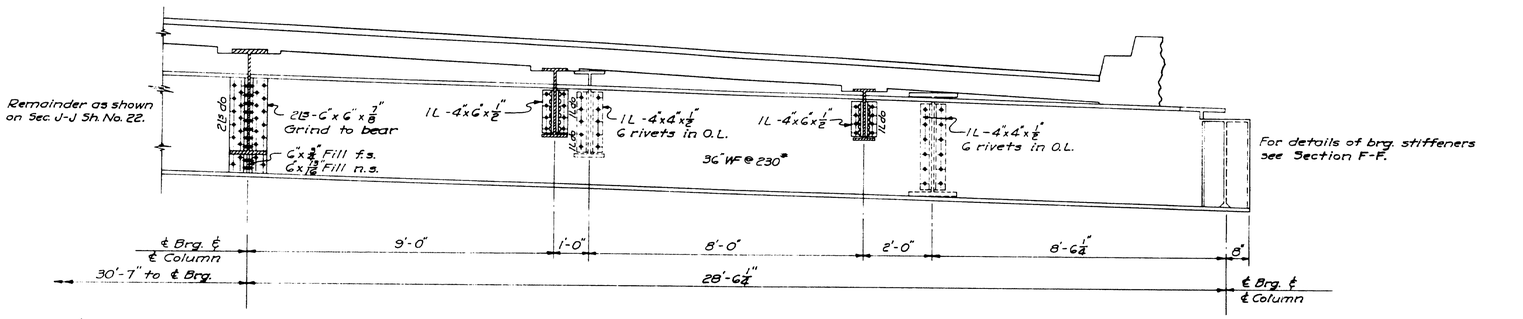
SECTION B-B

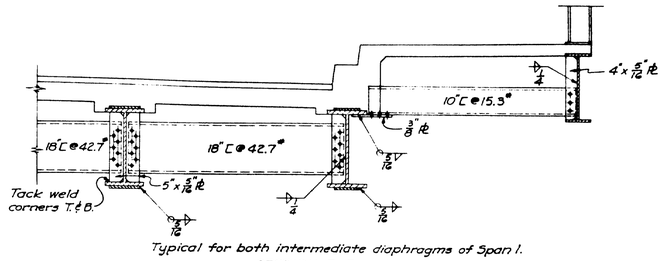
Typical end brg. details Span 1. End bearing stiffeners to be 5"x7/16" ℓℓs, ground to bear, except as shown. See Sh. No. 27 shoes and anchor bolts.



SECTION D-D

Scale: ¾" = 1'-0"





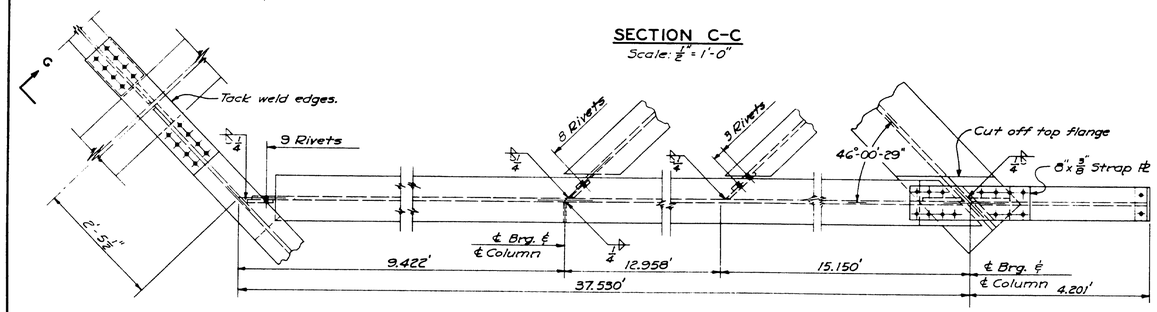
Typical for both intermediate diaphragms of Span 1.

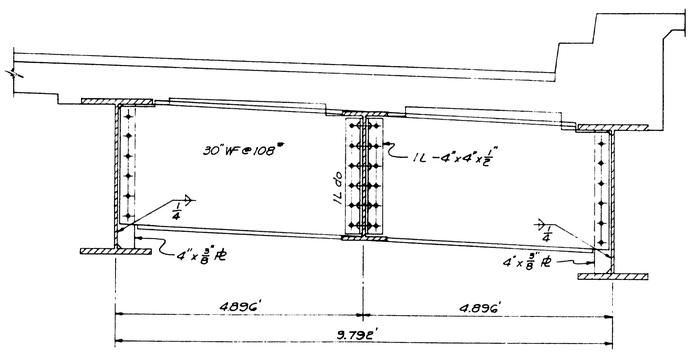
SECTION E-E

Scale: ½" = 1'-0"

SECTION C-C

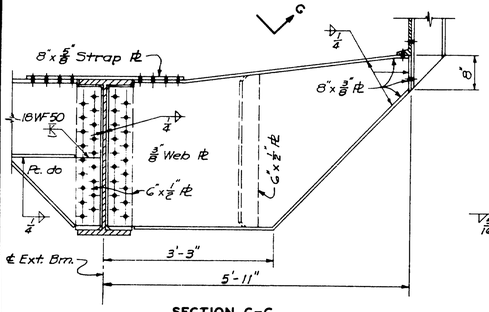
Scale: ½" = 1'-0"





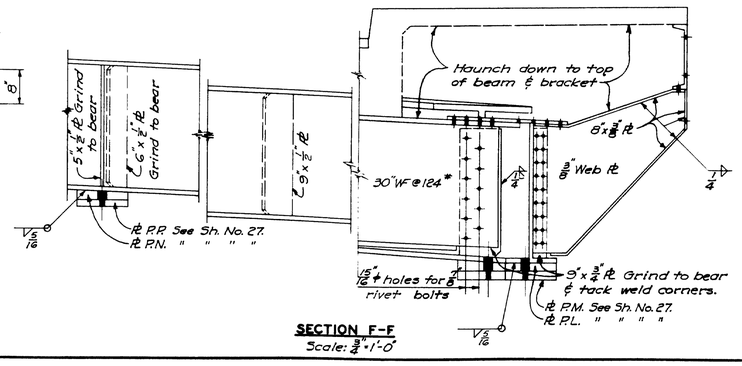
SECTION H-H

Scale: ¾" = 1'-0"



SECTION G-G

Scale: ¾" = 1'-0"



SECTION F-F

Scale: ¾" = 1'-0"

For General Notes see Sheet No. 22.
For location of sections see Sh. No. 20.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

STEEL DETAILS
SPANS 1-4

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

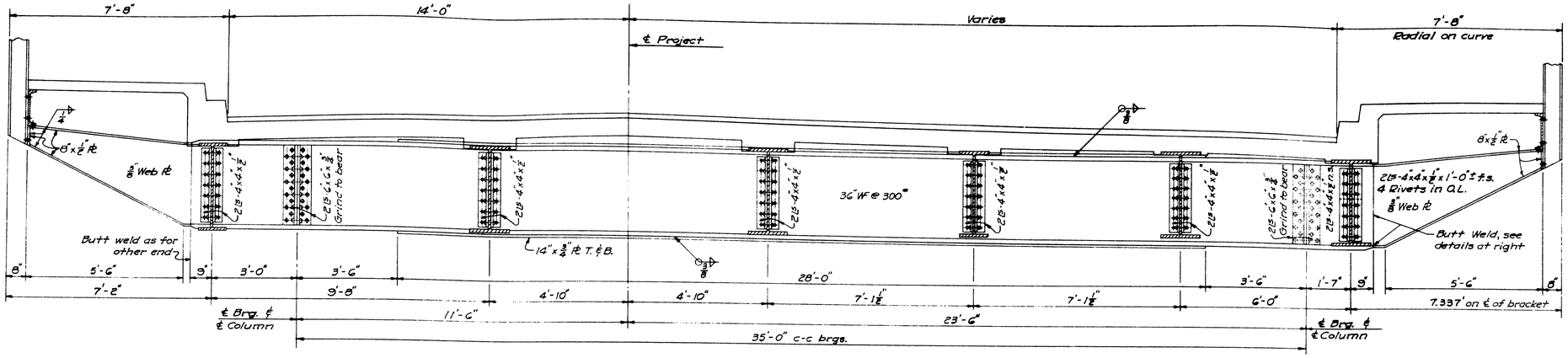
DETAILED G.E.G. 9-22-52
TRACED Repro. 10-6-52
CHECKED F.M.C. 1-15-53.

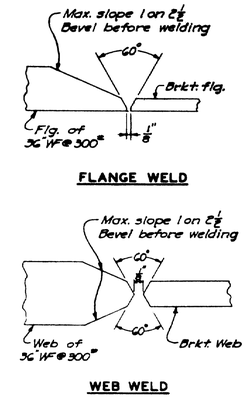
SCALE AS NOTED

SHEET NO. 21

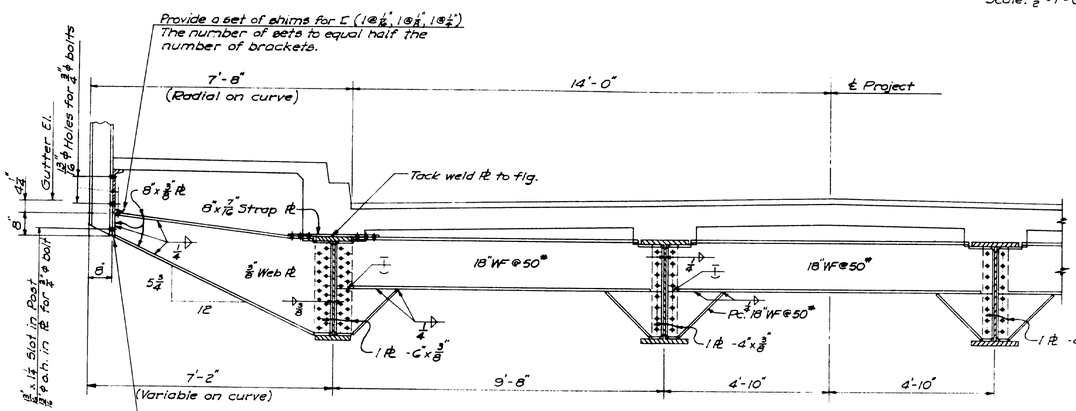
62-21

0 1 2 3 4 5 INCHES

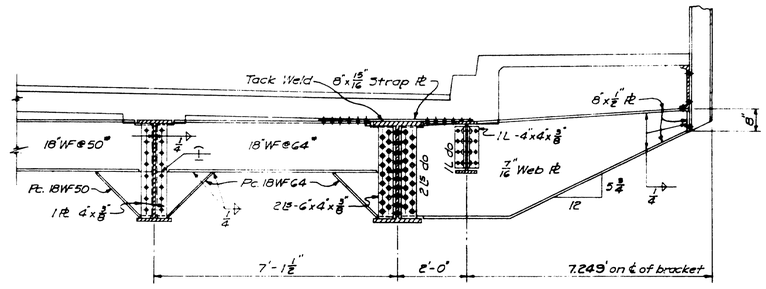




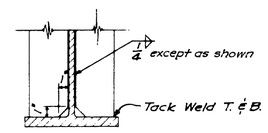
SECTION J-J
Scale: ½" = 1'-0"



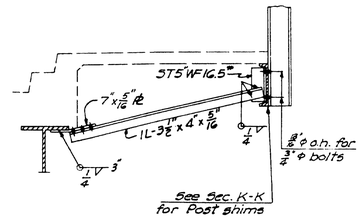
SECTION K-K TYPICAL INTERMEDIATE DIAPHRAGMS AND BRACKET- SPANS 2, 3 & 4
Scale: ½" = 1'-0"



SECTION L-L
Scale: ½" = 1'-0"



WELDED STIFFENER DETAILS



STRUTS AT INTERMEDIATE HANDRAIL POSTS

Bolts shall be standard bolts with hexagonal heads and nuts. They shall be threaded to such a length that not more than one thread will be within the grip of the metal. Bolts will extend entirely through their nuts, but not more than ¼" beyond them. Number of bolts furnished shall be 5 percent more than the actual number shown on the plans for each size and length.

NOTES:

Use ⅞" ϕ rivets thruout. Open holes 15/16" ϕ.
Bearing stiffeners shall be vertical and shall be ground to bear at bottom.
Dimensions are horizontal and refer to top of top flange.
No camber is required.
For shoe details see Sheet No. 27.
All material is carbon steel.
For location of sections see Sh. No. 20.
See Section K-K for handrail post connection and details.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

STEEL DETAILS
SPANS 1 - 4

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

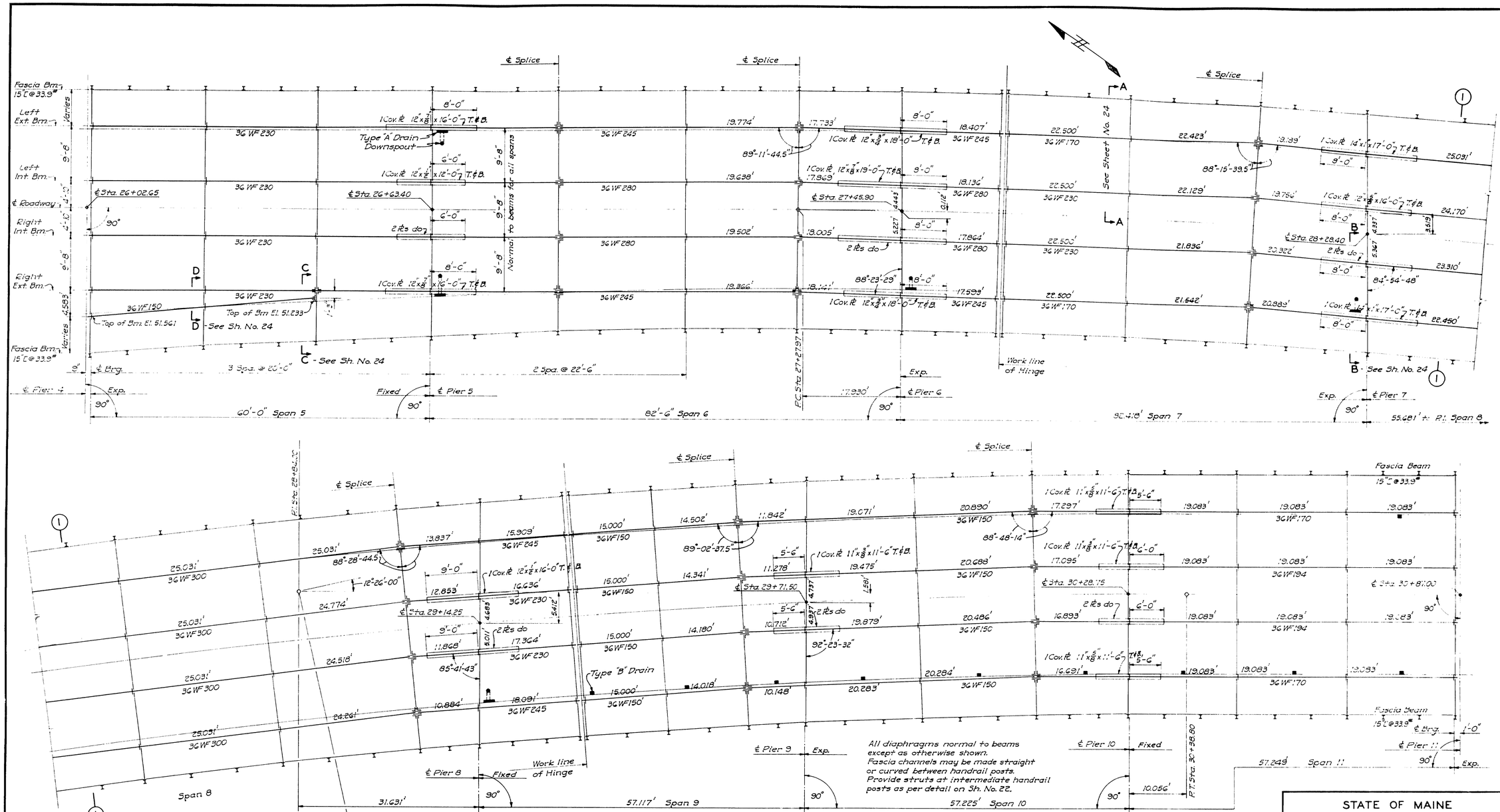
DETAILED G.E.G. 9-22-52
TRACED Repro. 10-6-52
CHECKED F.M.C. 1-15-53.

SCALE: AS NOTED

SHEET NO. 22

62-22

0 1 2 3 4 5 INCHES



FRAMING PLAN

Scale: ⅛" = 1'-0"

Curve Data:
Δ = 12°-26'-00" Rt.
D = 4°-00'
R = 1432.394'
T = 156.029'
L = 310.833'

All diaphragms normal to beams except as otherwise shown.
Fascia channels may be made straight or curved between handrail posts.
Provide struts at intermediate handrail posts as per detail on Sh. No. 22.

For General Notes see Sh. No. 22.

Location of Type "A" Drains shown thus ▲; of Type "B" thus ■.

TOP OF BEAM ELEVATIONS (On top of top flange of WF)

Beam	℄ Brg. Pier 4	℄ Pier 5	℄ Splice	℄ Splice	℄ Pier 6	W.L. of Hinge	℄ Splice	℄ Pier 7	℄ Splice	℄ Pier 8	W.L. of Hinge	℄ Splice	℄ Pier 9	℄ Splice	℄ Pier 10	℄ Brg. Pier 11
Left Exterior	51.561	51.069	50.885	50.725	50.395	50.053	49.218	48.861	47.465	47.207	46.911	46.362	46.143	45.405	45.055	43.898
Left Interior	51.561	51.069	50.885	50.555	50.223	49.886	49.056	48.689	47.314	47.075	46.765	46.219	46.011	45.268	44.923	43.765
Right Interior	51.561	51.069	50.885	50.386	50.051	49.719	48.895	48.517	47.163	46.942	46.619	46.076	45.878	45.132	44.791	43.634
Right Exterior	51.561	51.069	50.885	50.217	49.880	49.553	48.734	48.346	47.012	46.809	46.473	45.933	45.745	44.996	44.659	43.502

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

FRAMING PLAN
SPANS 5 TO 11

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

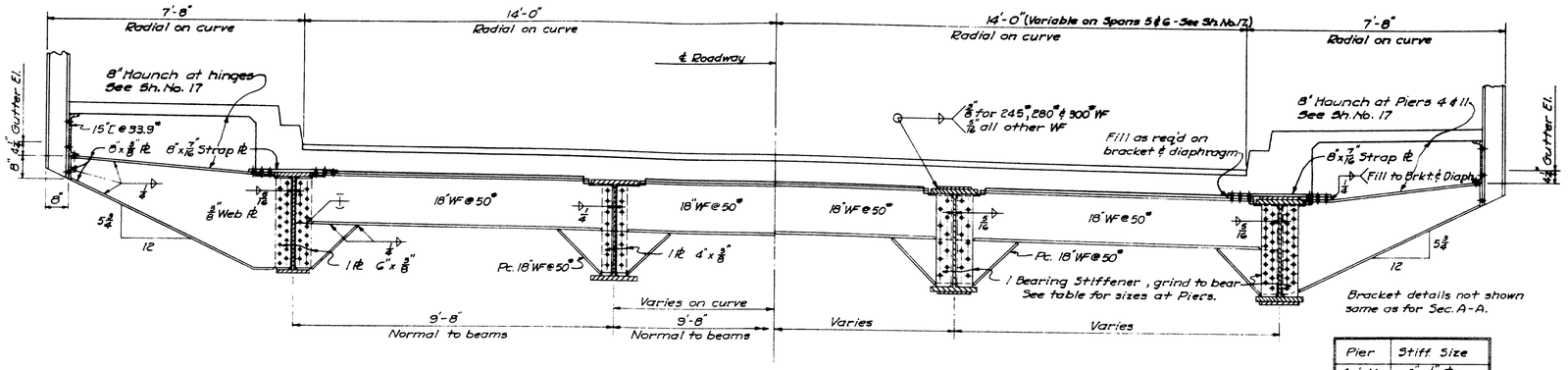
DETAILED G.E.G. 9-25-52
TRACED G.E.G. 9-25-52
CHECKED F.M.C. 1-14-53.

SCALE: AS NOTED

SHEET NO. 23

62-23

0 1 2 3 4 5 INCHES



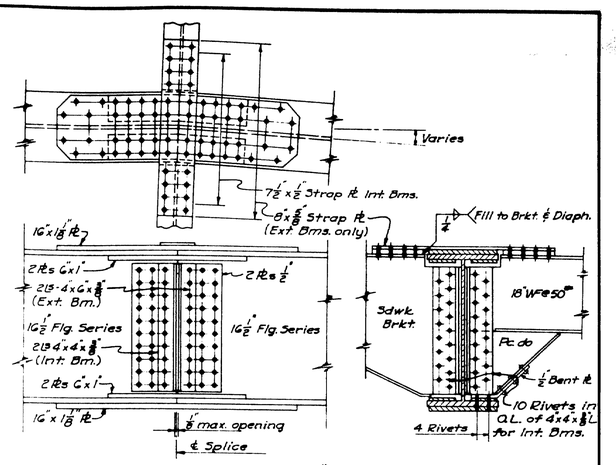
SECTION A-A TYPICAL INTERMEDIATE DIAPHRAGMS

SECTION B-B TYPICAL DIAPHRAGMS AT PIERS

Scale: 1/2" = 1'-0"

Bearing stiffeners to be vertical, all other stiff. may be normal to beams. Stiffener welding same as for Spans 1 to 4 except as shown. See Sh. No. 22.

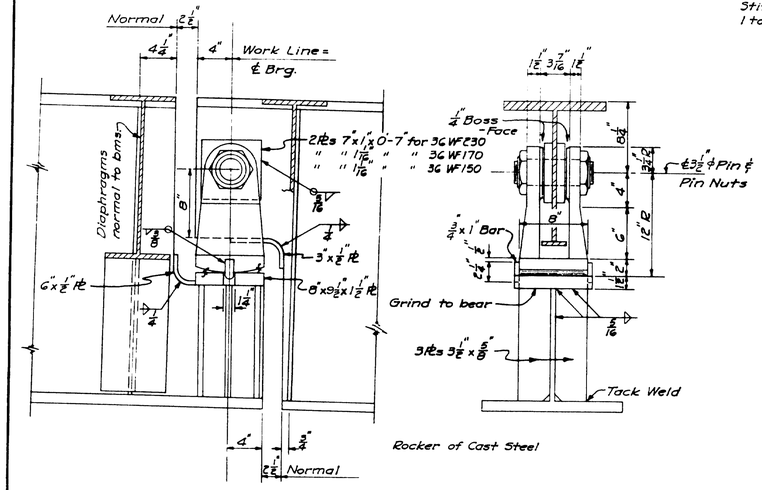
Pier	Stiff. Size
4 & 11	6"x 1/2" Pls
5, 6 & 8	6"x 3/8" Pls
9 & 10	6"x 3/4" Pls
7	6"x 1" Pls



TYPICAL SPLICE FOR 16 1/2" FLANGE BEAMS

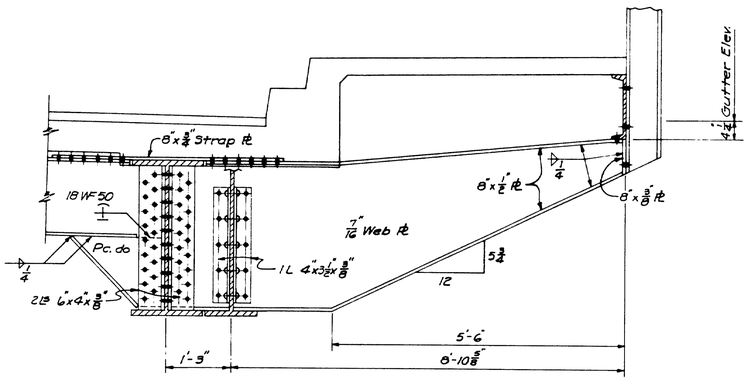
Exterior beam shown, interior beams same except as noted. Fill as req'd.

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



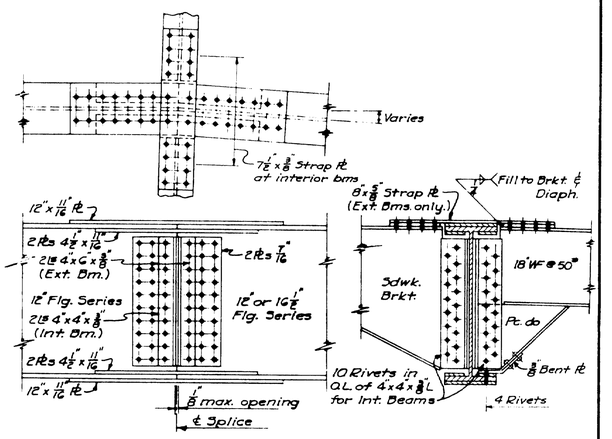
HINGE DETAILS

Scale: 1 1/2" = 1'-0"



SECTION C-C

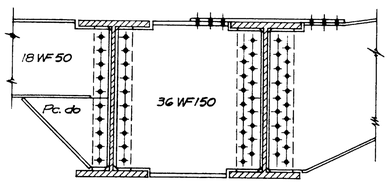
Scale: 3/4" = 1'-0"



TYPICAL SPLICE FOR 12 TO 16 1/2 AND 12 TO 12 FLANGE SERIES

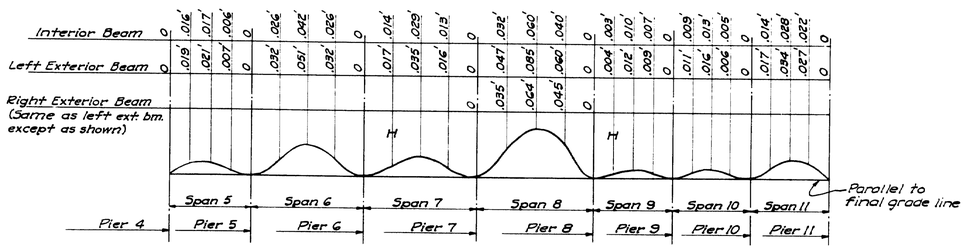
Exterior beam shown; interior beams same except as noted. Fill as req'd.

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



SECTION D-D

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



CONCRETE DEAD LOAD CAMBER

Values for concrete dead load only, shown at quarter ℄ mid-points of spans, except where marked 'H' indicating hinge.

For General Notes see Sh. No. 22.
For location of sections see Sh. No. 23.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

STEEL DETAILS
SPANS 5-11

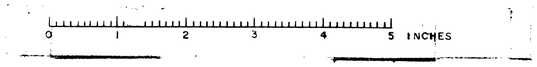
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

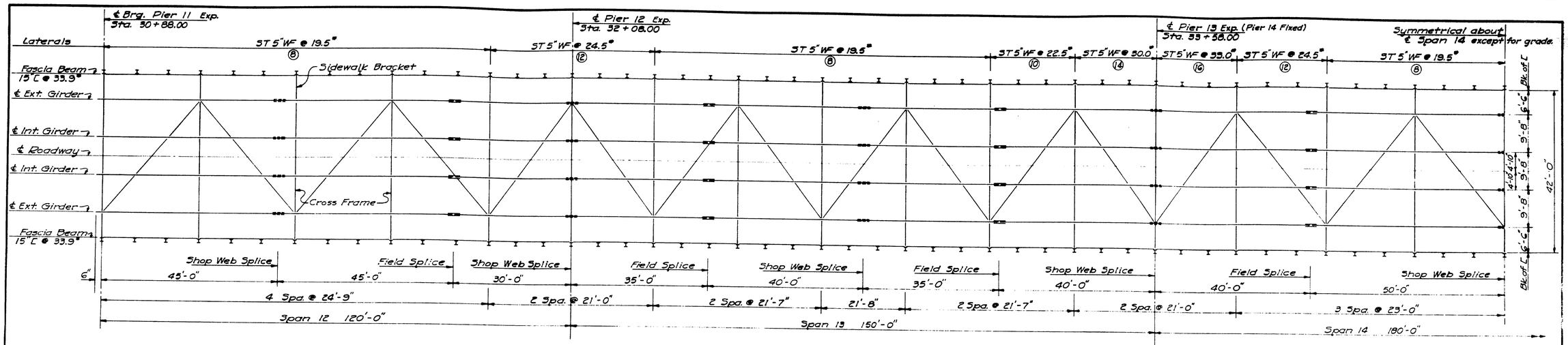
DETAILED G.E.G. 10-1-52
TRACED Eepro. 10-6-52
CHECKED F.M.C. 1-14-53

SCALE: AS NOTED

SHEET NO. 24

62-24

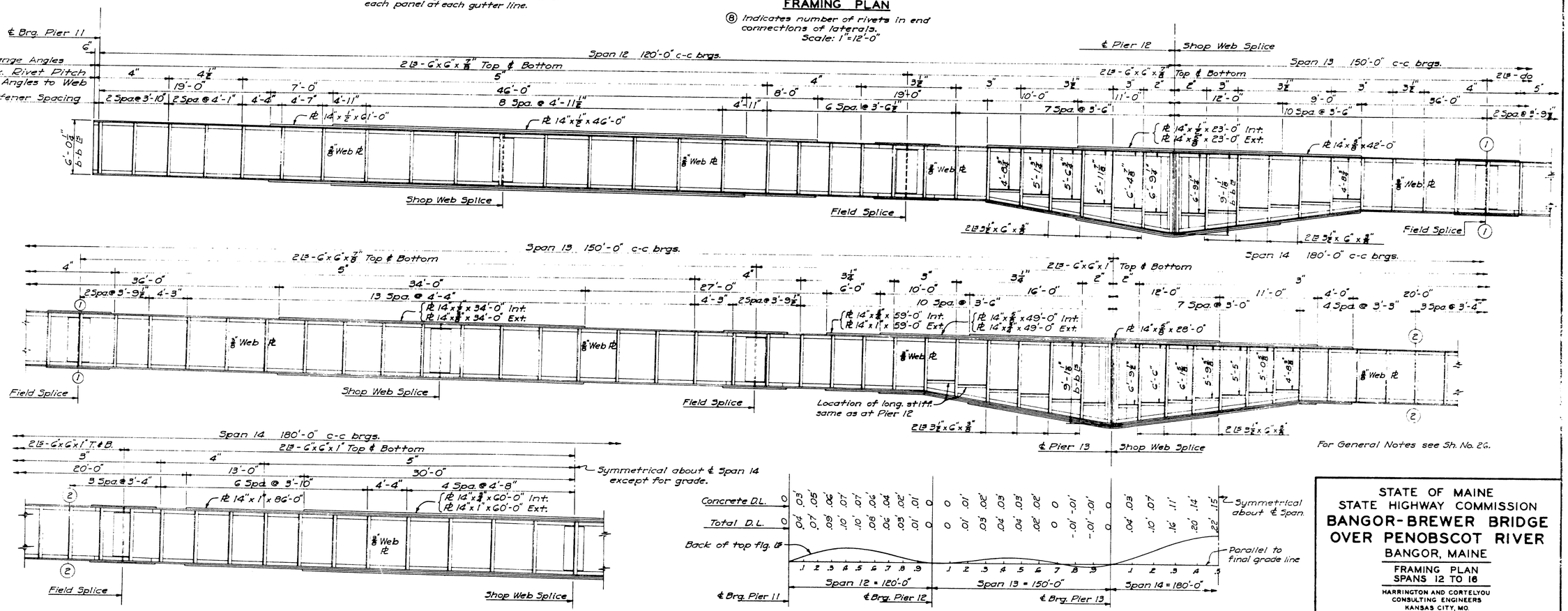




Install one Type "B" drain in center of each panel at each gutter line.

FRAMING PLAN

⑧ Indicates number of rivets in end connections of laterals.
Scale: 1"=12'-0"



For General Notes see Sh. No. 24.

DEAD LOAD CAMBER DIAGRAM

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

FRAMING PLAN
SPANS 12 TO 16

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

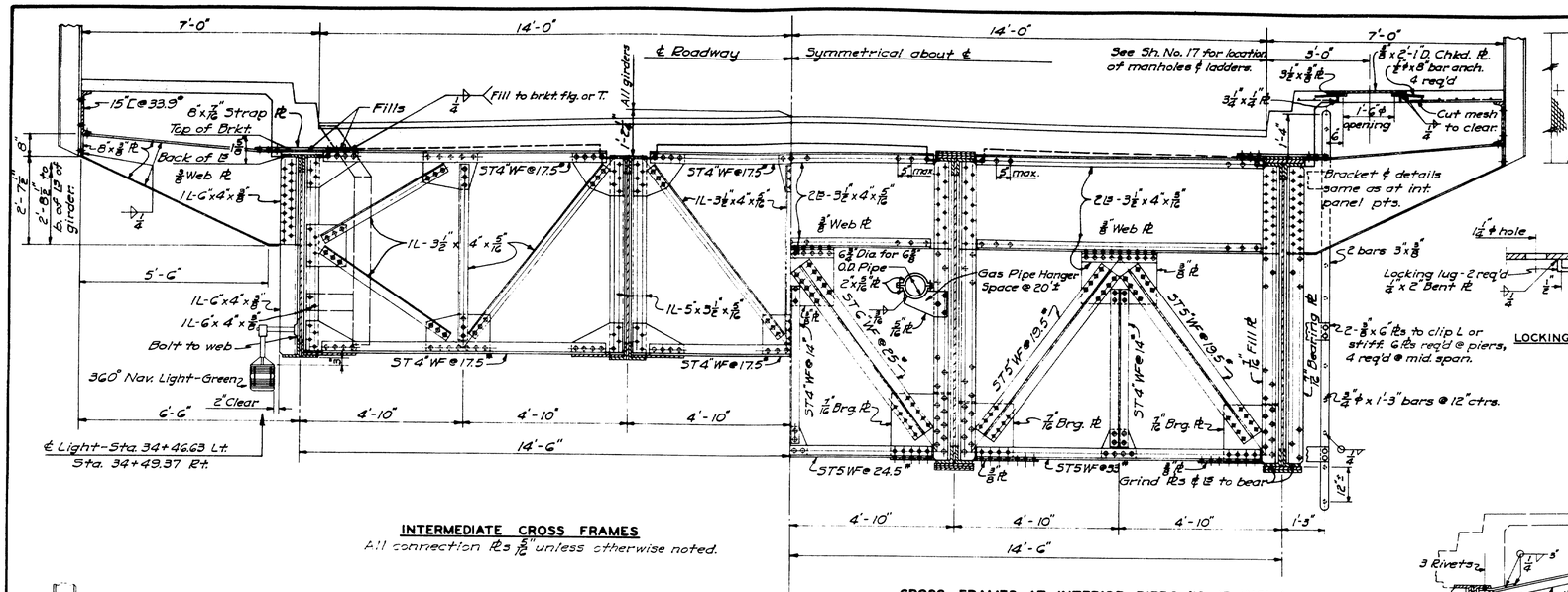
DETAILED G.E.G. 8-14-52
TRACED Repro. 9-8-52
CHECKED F.M.C. 1-13-53.

SCALE: 3/16" = 1'-0" & AS NOTED

SHEET NO. 25

62-25

0 1 2 3 4 5 INCHES



INTERMEDIATE CROSS FRAMES

All connection Plts 7/16" unless otherwise noted.

CROSS FRAMES AT INTERIOR PIERS (12-15 INCL.)

LOCKING LUG DETAILS

FIELD SPLICE

STRUTS AT INTERMEDIATE HANDRAIL POSTS

14"x5/8" Plt	4 Spa. @ 5 1/2"
14"x1/2" Plt	6 Spa. @ 5 1/2"
14"x5/8" Plt	8 Spa. @ 5 1/2" Min. pitch = 5 1/2"
14"x3/4" Plt	9 Spa. @ 5 1/2" Max. pitch = 5"
14"x1" Plt	13 Spa. @ 5 1/2"

COVER PLATE RIVETING

CROSS FRAMES AT PIER 11 & BR. ABUT

Bracket shown for north girder at Pier 11; other brackets same as above.

SHOP WEB SPLICE

TYPICAL LATERAL CONNECTION

TYPICAL GIRDER AND LATERAL DETAILS

Shown for Piers 12 & 15

NOTES

Use 7/8" ϕ rivets throughout. Open holes 15/16" ϕ.

Bearing stiffeners and bearing plates shall be vertical and shall be ground to bear at bottom. All stiffeners and clip angles at cross frames to be on fills.

All intermediate stiffeners to be 5 1/2" x 5"x 5/16" crimped, unless otherwise noted.

Dimensions are horizontal and refer to back of top flange angles.

Dimensions are for a normal temperature of 60°F with full dead load.

Girders shall be cambered for total dead load as per camber diagram and flanges shall be parallel to grade.

Girders shall be erected and bolted for two spans ahead before any rivets are driven in any span.

All longitudinal stiffeners to be 4" x 3 1/2" x 5/16" Lgs on the inside of web only.

For shoes see Sh. No. 27.

All material is carbon steel except as noted.

For handrail post connection and details see Sec. K-K Sh. No. 22.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

STEEL DETAILS
SPANS 12 TO 16

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

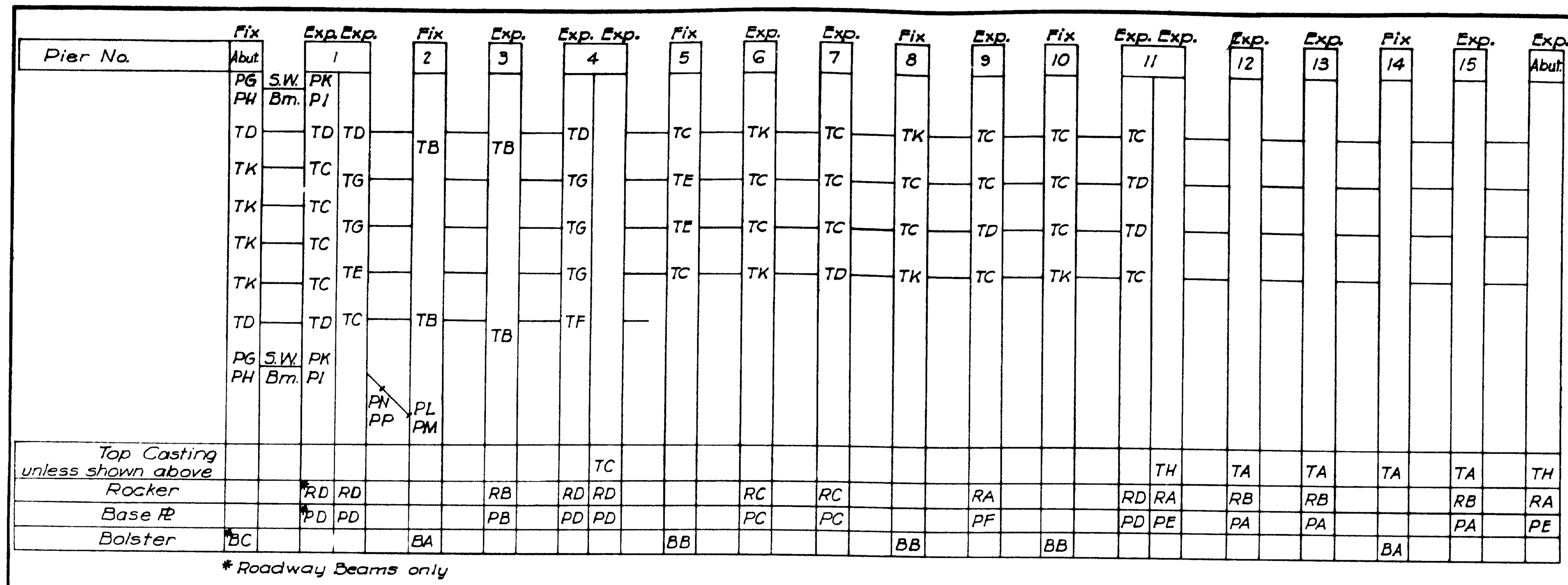
DETAILED G.E.G. 8-21-52
TRACED Repro. 9-8-52
CHECKED F.M.C. 1-15-53.

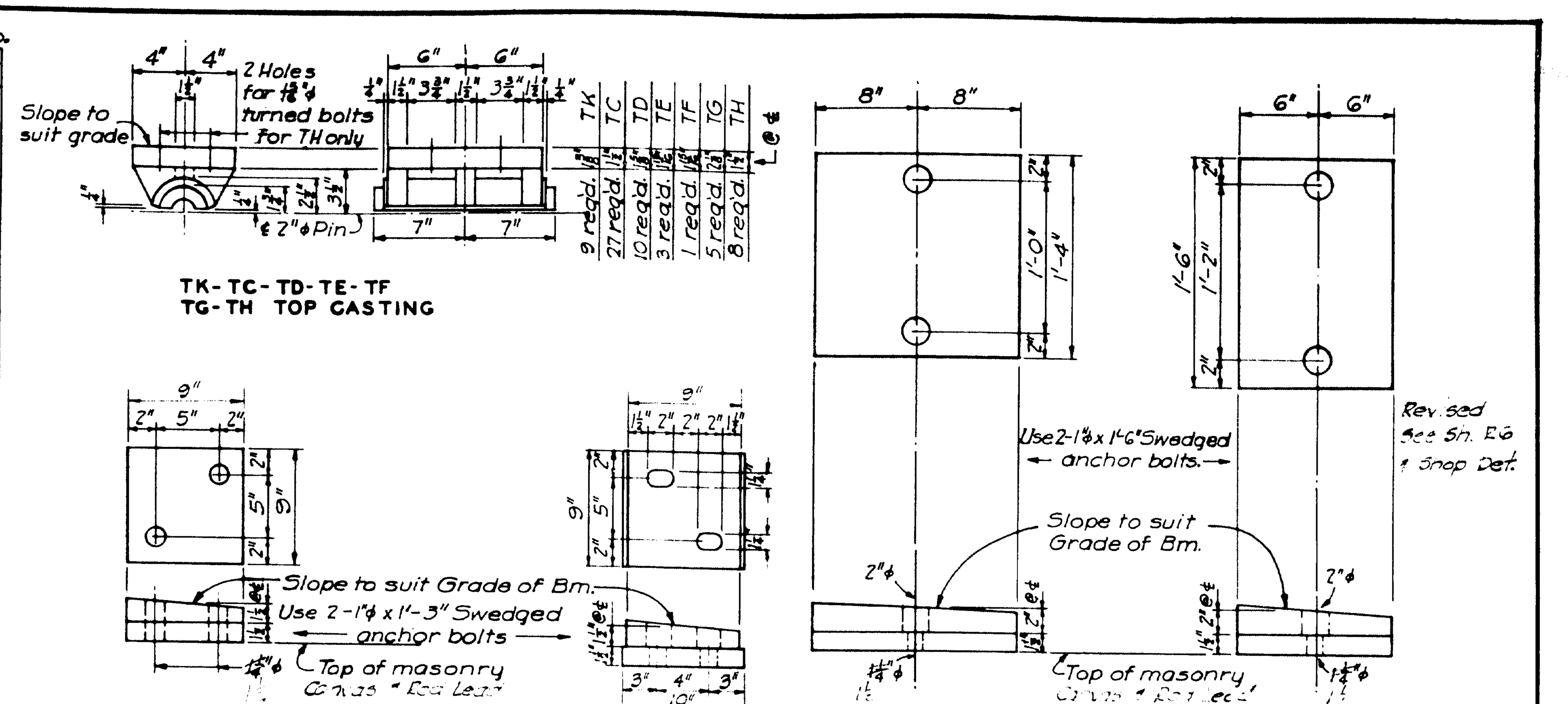
SCALE: 1" = 1'-0"

SHEET NO. 26

62-26

0 1 2 3 4 5 INCHES



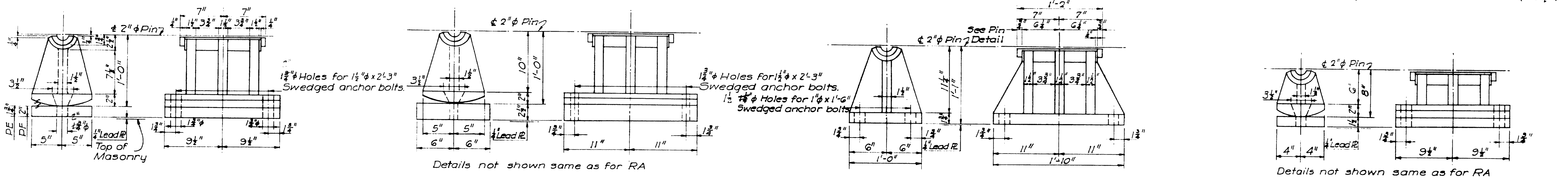


TK-TC-TD-TE-TF
TG-TH TOP CASTING

PG TOP PLATE (2 req'd.)
PH BASE PLATE (2 req'd.)

PK TOP PLATE (2 req'd.) PL TOP PLATE (1 req'd.)
PI BASE PLATE (2 req'd.) PM BASE PLATE (1 req'd.)

PN TOP PLATE (1 req'd.)
PP BASE PLATE (1 req'd.)

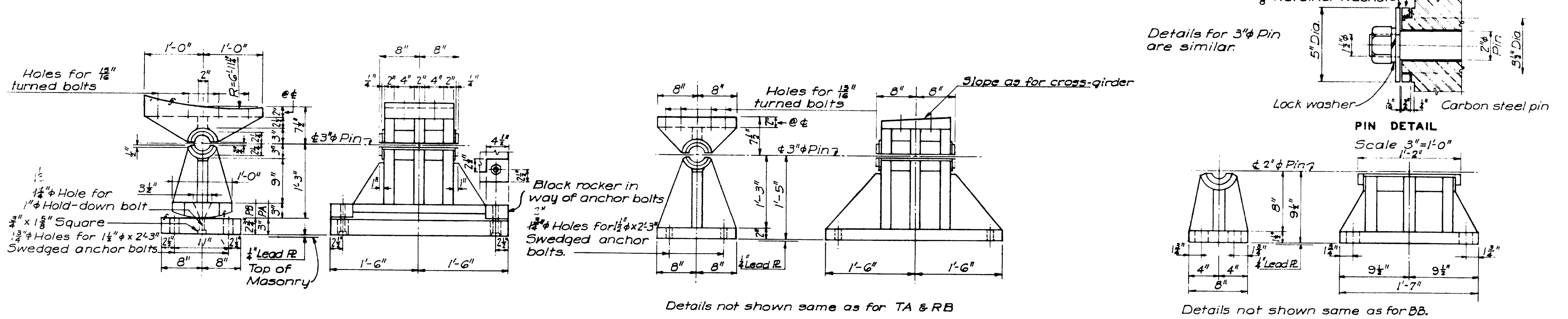


RA ROCKER (12 req'd.)
PE PLATE (8 req'd.)
PF PLATE (4 req'd.)

RC ROCKER (8 req'd.)
PC PLATE (8 req'd.)

BB BOLSTER (12 req'd.)

RD ROCKER (25 req'd.)
PD PLATE (25 req'd.)



PIN DETAIL
Scale 3"=1'-0"

TA TOP CASTING (16 req'd.)
RB ROCKER (14 req'd.)
PA PLATE (12 req'd.)
PB PLATE (2 req'd.)

Scale 1"=1'-0"

Note:
TA castings shall be fitted to girders in shop and shipped bolted thereto or matchmarked therewith.

BA BOLSTER (6 req'd.)
TB TOP CASTING (4 req'd.)

Scale 1"=1'-0"

BC BOLSTER (6 req'd.)

NOTES:
All base plates and pins shall be structural carbon steel and all top castings, rockers and bolsters shall be cast steel.
Bottoms of all bolstors and base plates shall be rough cut to a plane surface.
Shop weld all top castings or top plates to beam flanges with ⅜" continuous fillet weld all around unless holes are provided for turned bolts.
Lead plates to extend ½" beyond edges of base plates and bolsters.

See Structural Steel ... for bearing shim ...

As Built Revisions ZBK 12-14-54

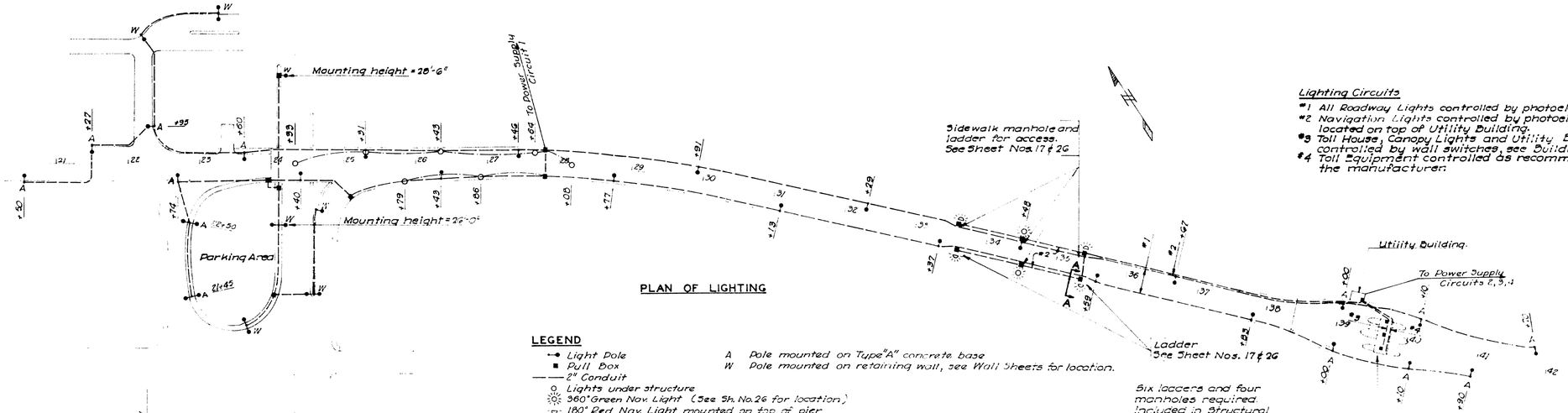
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
SHOES

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED E.R. Jr. 10-28-52
TRACED Repro 11-6-52
CHECKED E.M.C. 1-16-53
SCALE: 1½"=1'-0" & AS NOTED
SHEET NO. 27

62-27

0 1 2 3 4 5 INCHES



PLAN OF LIGHTING

Lighting Circuits

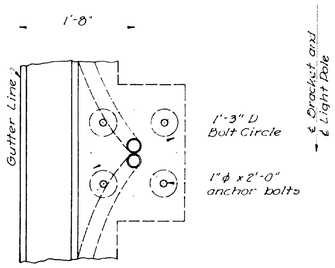
- #1 All Roadway Lights controlled by photoelectric relay.
- #2 Navigation Lights controlled by photoelectric relay, located on top of Utility Building.
- #3 Toll House, Canopy Lights and Utility Building controlled by wall switches, see Building Details.
- #4 Toll Equipment controlled as recommended by the manufacturer.

LEGEND

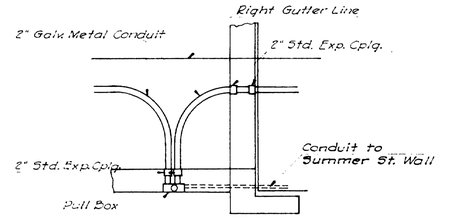
- Light Pole
- Pull Box
- 2" Conduit
- Lights under structure
- 360° Green Nav. Light (See Sh. No. 26 for location.)
- 180° Red Nav. Light mounted on top of pier
- Parkway Cable
- A Pole mounted on Type "A" concrete base
- W Pole mounted on retaining wall, see Wall Sheets for location.

Six laccers and four manholes required. Included in Structural Steel bid item.

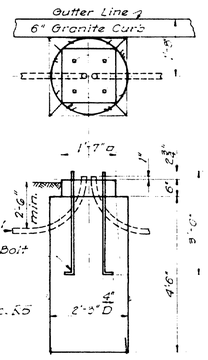
For pull box locations in Utility Building and Toll Booths see details of such buildings.



PLAN

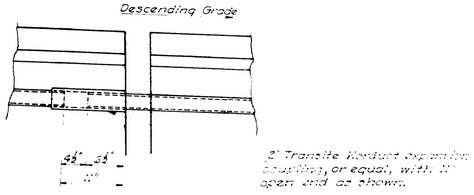


PLAN
Scale: $\frac{1}{4}$" = 1'-0"



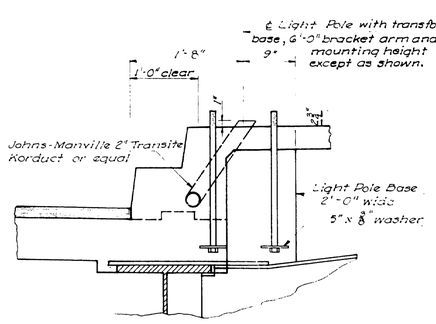
LIGHT POLE BASE "A"

Anchor bolts for light poles on retaining walls same as shown above.
Scale: $\frac{1}{2}$" = 1'-0"



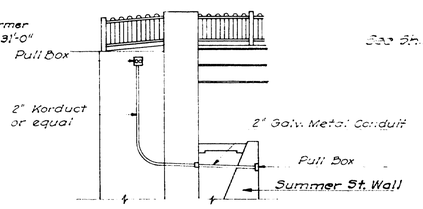
CONDUIT EXPANSION JOINT

at Piers 1, 4 & 11, Hinges & Brewer Abutment.
Details for joint at Union St. Abutment and all Wall expansion joints similar except use std. 2" Transite expansion coupling, or equal, with 3" open end.



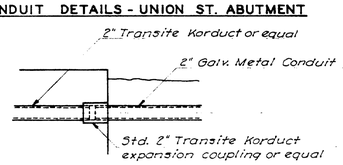
TYPICAL LIGHT POLE BASE ON STRUCTURE

For light pole bases on retaining walls see wall details.



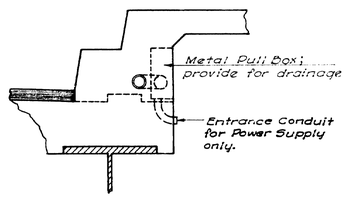
ELEVATION
Scale: $\frac{1}{8}$" = 1'-0"

CONDUIT DETAILS - UNION ST. ABUTMENT

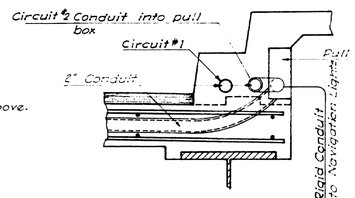


CONDUIT EXPANSION JOINT

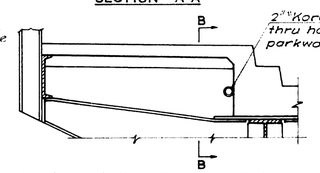
at ends of walls and abutments



PULL BOX ON STRUCTURE

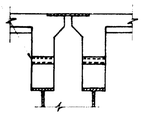


SECTION A-A



CONDUIT FOR PARKWAY CABLE

Details shown are typical for all haunches thru which parkway cable must pass. Parkway cable to be fastened to back of curb under sidewalk at intervals not greater than 5'-0" with suitable loops provided at expansion joints.



SECTION B-B

NOTES:

Power Supply to Utility Building and to pull box at Sta. 27+ shall be overhead wires installed by Bangor Hydro-Electric Co. The Contractor shall provide suitable entrances and all conduit beyond same.

All conduit in concrete shall be Johns-Manville 2" Transite Korduct or equal and all underground conduit shall be 2" Galvanized metal conduit.

Stationing shown for location of light poles on structure and lights under structure is approximate. All light poles shall be centered on the nearest bracket. Lights under the structure shall be suspended from the bottom flange of the nearest bracket except at Sta. 26+18 where the bottom flange of the diaphragm at the ¼ or Pendulum shall be used, and at Sta. 24+39 where the light shall be located between beams with clearance point on light not lower than bottom of beams.

For Circuit #1, the Contractor shall furnish and install all conduits, fittings, pull wire, 7 pull boxes and 27 light poles with single brackets and 5 light poles with twin brackets. All other equipment, including luminaires, incandescent fixtures, photoelectric relay, wiring and cable will be furnished and installed by Bangor Hydro-Electric Co.

For Circuit #2, the Contractor shall furnish and install all materials, pull wires & equipment except wiring.

For Circuit #3, the Contractor shall furnish and install all materials, equipment and wiring.

For Circuit #4, all materials and equipment shall be furnished and installed by others.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

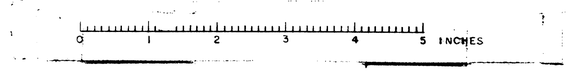
LIGHTING DETAILS

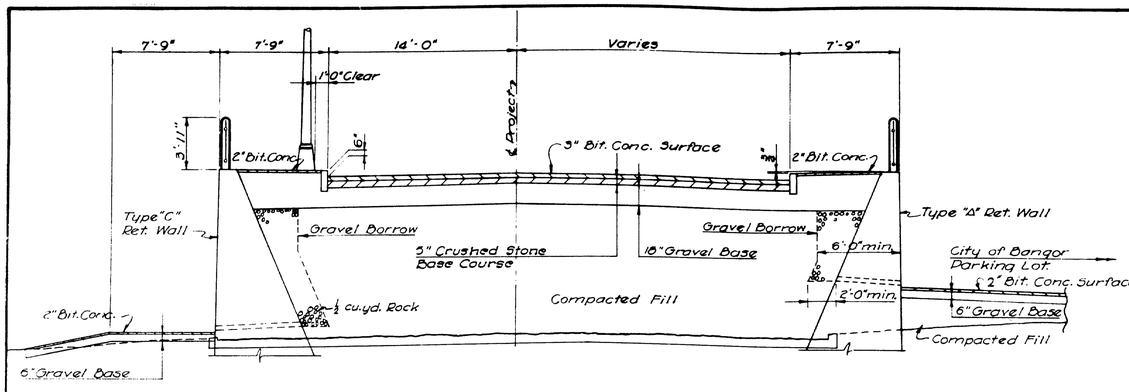
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	G.E.G. 11-7-52	SCALE: 1" = 1'-0"
TRACED	S.P. 11-11-52	AND AS NOTED
CHECKED	F.M.C. 1-15-53	SHEET NO. 28

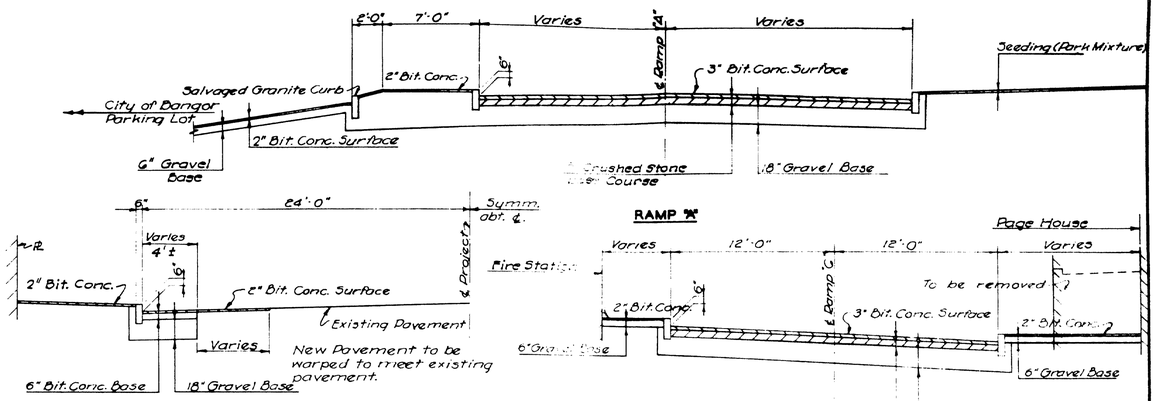
As Built Revisions J.E.M. 10-54

62-28





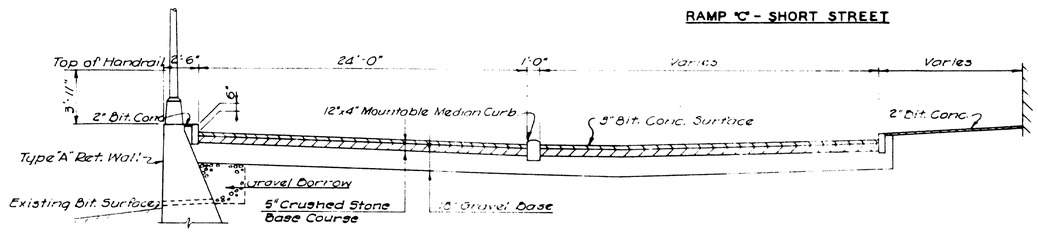
UNION STREET APPROACH



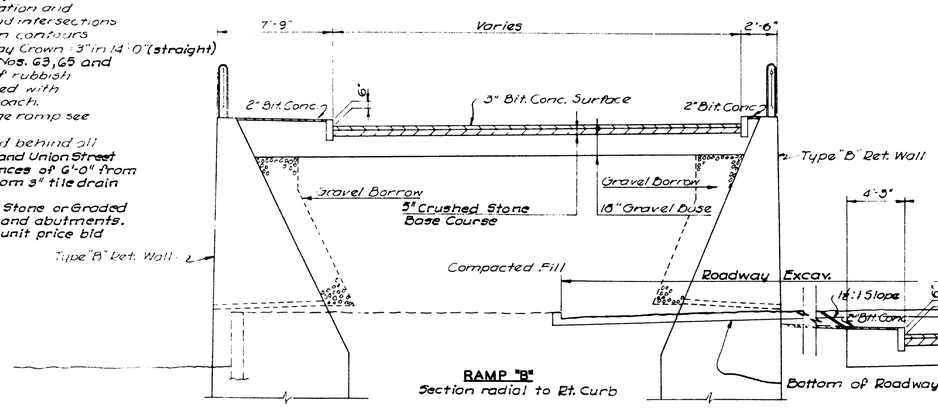
UNION STREET WIDENING

RAMP "A"

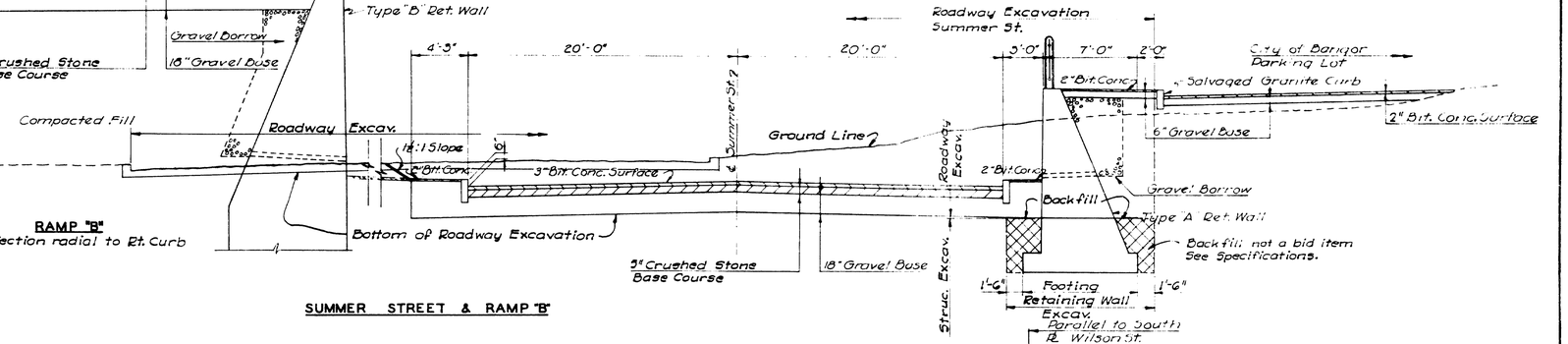
RAMP "C" - SHORT STREET



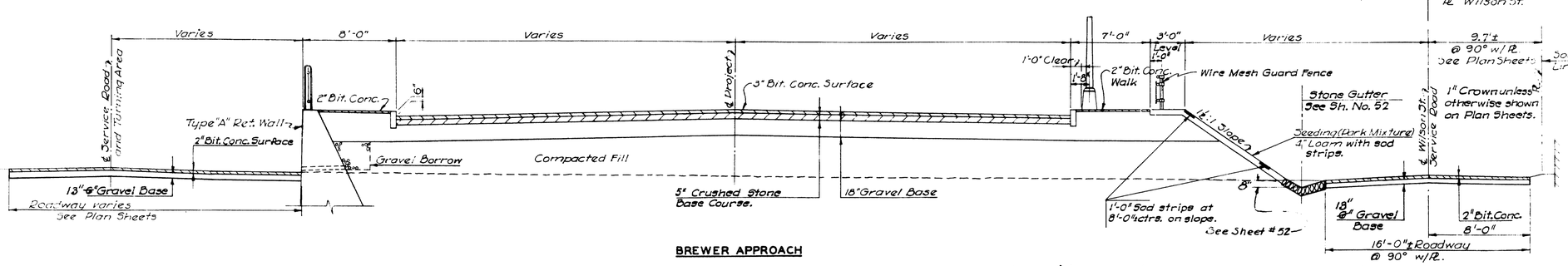
RAMP "C" - HAYMARKET SQUARE



RAMP "B"
Section radial to Rt. Curb



SUMMER STREET & RAMP "B"



BREWER APPROACH

GENERAL NOTES:

Bituminus concrete surface of sidewalks to be sloped up ¾" from roadway curbs or down ¾" from top of retaining walls.

All curbs to be 6"x 18" Granite and as noted.

Depth of bases shown may be changed to meet local conditions, as directed by Engineer.

At sections where new work is warped into existing pavements the base courses shall be warped gradually to fit base courses under existing pavements.

Roadway surface superelevation and transitions at ramp curves and intersections are indicated by construction contours on plan sheets. Normal Roadway Crown - 3" in 14'-0" (straight)

See cross sections, Sheet Nos. 63, 65 and Plan Sheet No. 41 for limits of rubbish fill, to be removed and replaced with Gravel Borrow on Brewer Approach.

For details of Adams Garage ramp see Sheet Nos. 42 & 46

Gravel Borrow to be placed behind all retaining walls and Ramp "B" and Union Street Abutments for minimum distances of 6'-0" from front face of wall and 2'-0" from 3" tile drain openings as shown.

Place ½ cu. yd. of 2" Crushed Stone or Graded Gravel at each drain in walls and abutments. Payment shall be included in unit price bid for "Gravel Borrow."

As Built Revisions CFW/CEM 10-1-54

This Section Rt. Sta. 40+73 to 41+12.50

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

TYPICAL SECTIONS

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED JH 8-29-52
TRACED Repro. 10-20-52
CHECKED EMN 1-19-53

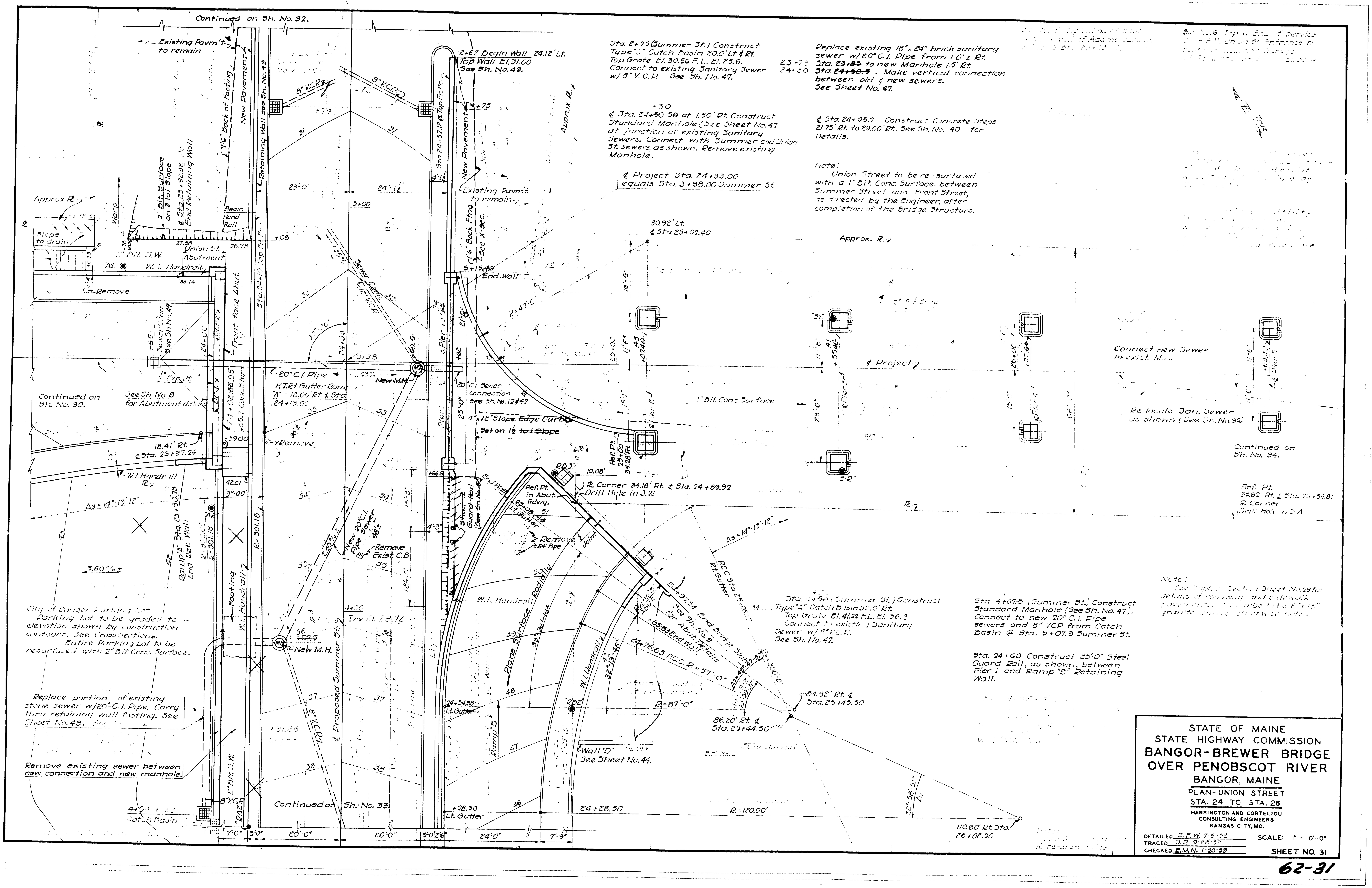
SCALE: 1" = 5'-0"

SHEET NO. 29

62-29

0 1 2 3 4 5 INCHES

℄ Sta. 21+32 Construct Type "C" Catch Basin 24' Lt. ℄ Top Grate El. 52.75 Fl. El. 48.75 Connect to existing Sanitary Sewer w/8" VCP Remove existing catch basin
Sta. 22+75 (Ramp "C") Construct Type "C" Catch Basin as shown Top Grate El. 48.70 Fl. El. 43.70 Connect to existing Sanitary Sewer w/8" VCP.
See Sh. No. 47 for Drainage Details
Note: Estimated limits of pavement re-construction and re-surfacing are shown on these plans by shaded lines, and estimated quantities are based on areas shown. Final limits are to be determined in the field, by the Engineer.
Sta. 22+98 to Sta. 23+92.52 Construct Retaining Wall Left See Sheet No. 42 for details.
P.I. References:
℄ Sta. 22+19.71 Δ=0°32' Lt.
1. 60d Nail at P.I. (0'-11" Rt. and at 90° with Surv. Line-Sta. 7+21.67)
2. Cor. Brick Fire Station 37.47' N
3. Top Fire Hyd. 31.76' E.N.E.
Right Curb Sta. 22+52.29
* Raise window sills to new S.W. level. Payment for raising window sills to be included in unit price bid for "Gravel Base"
Note: Plans for Short Street Entrance Stairs to be provided by Maine State Highway Comm.
Entrance Stairs
+95 Light
℄ Match Line 70' Lt. of Project ℄
54.00' Lt. ℄ Sta. 22+73.00
Sta. 23+40.07-20.75 Lt. to 53.25' Lt. Construct R.C. Ramp to garage roof See Sh. No. 46 for details.
72.00' Lt. ℄ Sta. 23+53.00
For Ramp Details See Sheet 46A
Top Wall El. 49.53
Fill level with Top of Sidewalk
Fill level w/ Top of Roof
New 2" Bit. Conc. SW
Warp Driveway to fit
Type "C" Catch Basin
End New Curb
Pit "A"
Estimated Limit New Surfacing
Remove existing pavement
℄ Project Az. 331°11'53"
Remove existing bit. surface from concrete base.
3" Conduit for City of Bangor Fire Alarm System to be furnished by the City and installed by the Contractor. Payment for installing conduit to be included in unit price bid for "Gravel Base."
BM #1 NW Cor. Top Step 36' Rt. Sta. 20+75 USC & GS El. 57.96 Bangor City El. 66.54
New 2" Bit. Conc. S.W. Surfacing
Remove existing sidewalk to ℞ and replace with new bit. sidewalk sloped from new top of curb to existing elev. at property line.
Continued on Sheet No. 31
26' Rt. Sta. 22+55 El. 48.76
2" Bit. SW
Seeding
ENTRANCE
EXIT
Ramp "A"
60.0 Rt. El. 48.76
86.5' ℄ El. 48.60
110.5' ℄ El. 48.40
31.45' Rt. ℄ Sta. 23+24.13
Construct at Sta. 23+00 (Ramp "A") Type "C" Catch Basin Top Gr. El. 48.32 Fl. El. 43.32
Ramp "A" Sta. 22+80 to Sta. 23+90.73 Construct Retaining Wall 7'-9" Rt. of Lt. Gutter Line. See Sheet No. 42 for details.
City of Bangor Parking Lot
End Begin Retaining Wall and Parking Lot Curb
Salvaged Granite Curb
Sta. 21+78 Construct Type "C" Catch Basin 24' Rt. ℄ Top Grate El. 50.70 Fl. El. 45.70 Connect to existing Sanitary Sewer w/8" VCP. See Sheet No. 47
Curve Center 126.71' Rt. ℄ Sta. 20+05.00 Δ3 = 16°03'34"
CURVE DATA
R1 = 180' Δ = 90° w/ tang. back of P.I. Sta. 22+19.71
R2 = 45' Δ1 = 6°58'41"
R3 = 250' Δ2 = 66°57'45"
Δ3 = 16°03'34"
To remain in place
To P.T. See Sheet No. 33
Continued on Sheet No. 33
Note: Remove existing curbs and portions of existing pavement between Sta. 20± and Sta. 21+35 as shown and replace with new pavement, curb and sidewalk surfacing. Existing sidewalks which are damaged by construction to be replaced as directed by the Engineer. See typical sections Sh. No. 29 and cross sections.
GENERAL NOTES
See Typical Sections Sh. No. 29 for details of roadway and sidewalk pavements and curbs.
All curbs to be 6"x18" granite unless otherwise shown.
See Detail Sheets for Retaining Walls, Lighting, Bridge Structure, etc.
Locations shown, on these sheets, for existing underground utilities are approximate only and are not guaranteed. Utilities damaged by construction operations will be replaced at the contractors expense.
All catch basins shall have traps, approved by the Engineer, installed as outlets, except as noted.
Ramp Stationing shown is on Gutter Line of inside ramp curb and is a continuation of ℄ Project Stationing unless otherwise noted.
Elevation datum is USC & GS Mean Sea Level from USC & GS BM No. X-8, El. 18.300 at Union Station, Bangor, Me.
Test Boring Legend:
Core Drill Test Hole
Wash Boring Test Hole
Rod Sounding Hole
Subgrade Test Pit
Trees to be removed as pay items marked thus
Existing utilities which are within the limits of construction are to be removed by the owners prior to the start of construction.
See Sheets No. 37 & 38 for Profiles.
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
PLAN-UNION STREET
STA. 21 TO STA. 23
HARRINGTON AND CORTELYOU CONSULTING ENGINEERS KANSAS CITY, MO.
DETAILED Z.E.W. 7-6-52
TRACED C.M.M. 8-21-52
CHECKED E.M.N. 1-20-53
SCALE: 1" = 10'-0"
SHEET NO. 30
62-30
0 1 2 3 4 5 INCHES



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

PLAN - UNION STREET
STA. 24 TO STA. 26

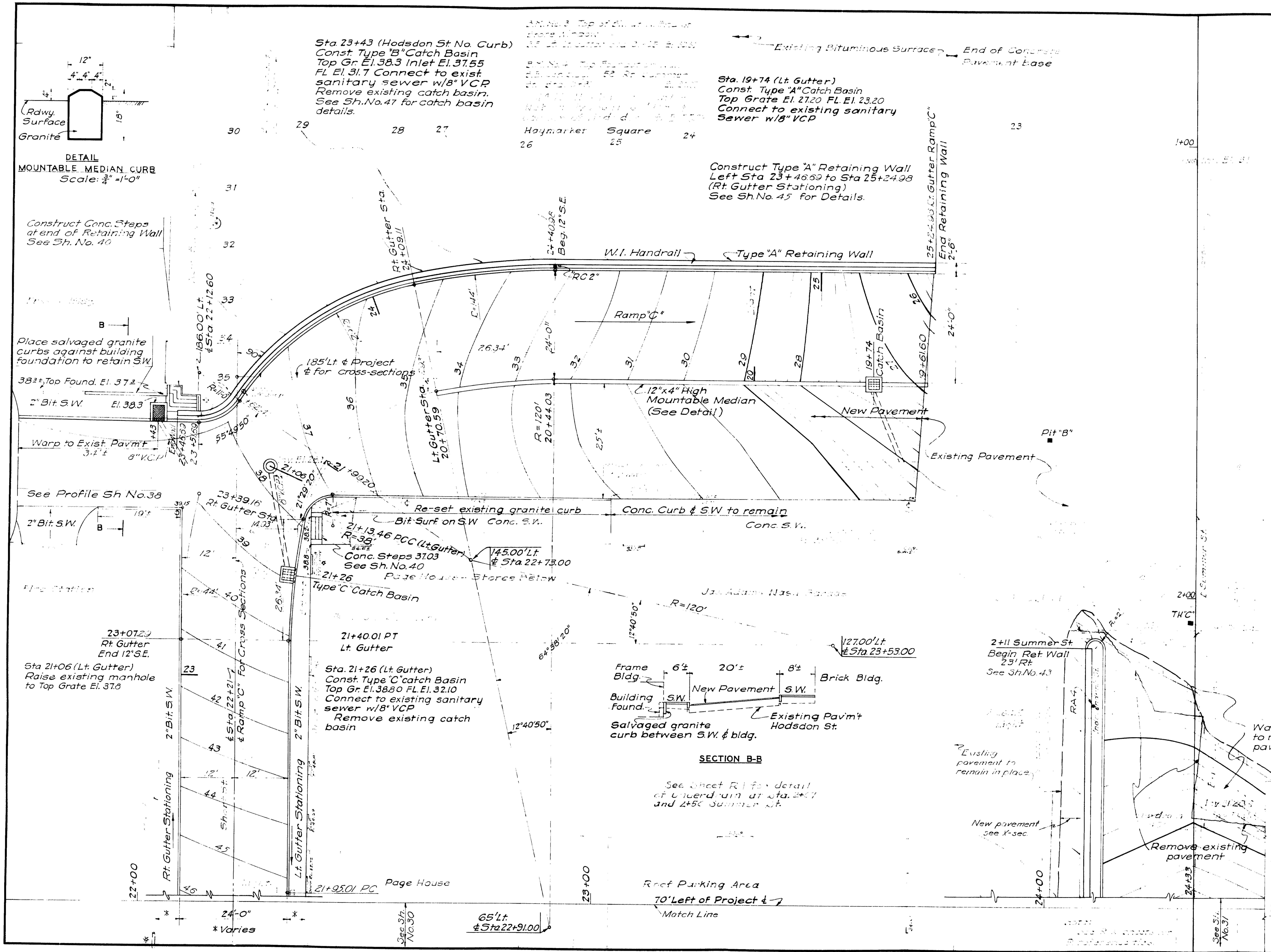
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 7-6-52
TRACED S.P. 9-22-52
CHECKED E.M.N. 1-20-53

SCALE: 1" = 10'-0"

SHEET NO. 31

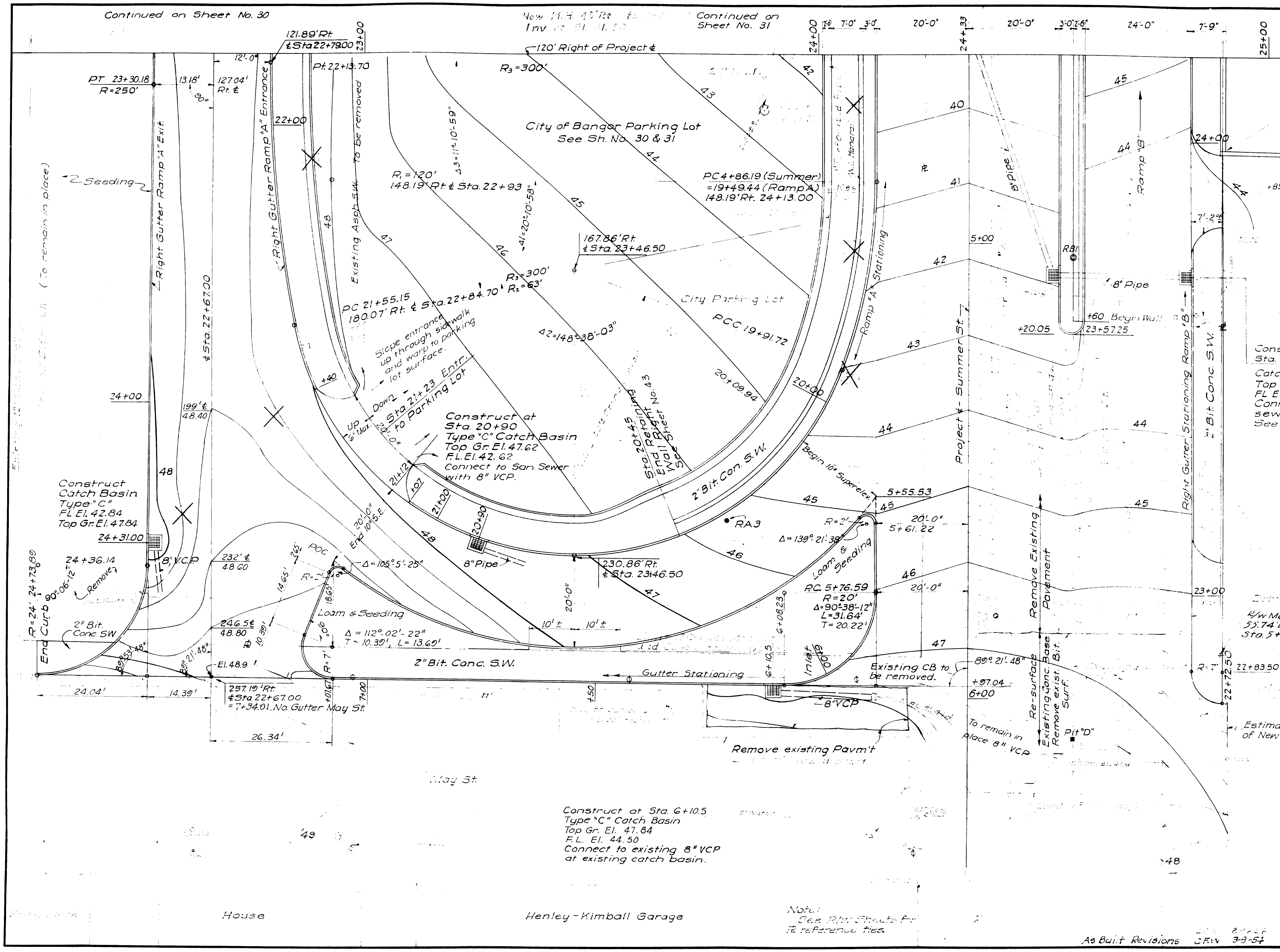
62-31


DETAIL
MOUNTABLE MEDIAN CURB
Scale: 3/4" = 1'-0"
Rdwy. Surface
Granite
Sta. 23+43 (Hodsdon St. No. Curb)
Const. Type "B" Catch Basin
Top Gr. El. 38.3 Inlet El. 37.55
FL El. 31.7 Connect to exist. sanitary sewer w/8" VCP
Remove existing catch basin.
See Sh. No. 47 for catch basin details.
Existing Bituminous Surface
End of Concrete Pavement Base
Sta. 19+74 (Lt. Gutter)
Const. Type "A" Catch Basin
Top Grate El. 27.20 FL. El. 23.20
Connect to existing sanitary Sewer w/8" VCP
Haymarket Square
Construct Type "A" Retaining Wall
Left Sta 23+46.69 to Sta 25+24.98
(Rt. Gutter Stationing)
See Sh. No. 45 for Details.
Construct Conc. Steps at end of Retaining Wall
See Sh. No. 46
W.I. Handrail
Type "A" Retaining Wall
End Retaining Wall
Ramp "C"
Place salvaged granite curbs against building foundation to retain S.W.
38± Top Found. El. 37.±
2" Bit. S.W.
El. 38.3
185' Lt. ¢ Project
¢ for cross-sections
12"x4" High Mountable Median (See Detail)
19+74 Catch Basin
New Pavement
Existing Pavement
Pit "B"
Warp to Exist. Pavm't
8" VCP
See Profile Sh. No. 38
23+39.16 Rt. Gutter Sta.
Re-set existing granite curb
Conc. Curb & S.W. to remain
Bit. Surf. on S.W.
Conc. S.W.
21+13.46 PCC (Lt. Gutter)
R=38'
145.00' Lt. ¢ Sta. 22+73.00
Conc. Steps 37.03
See Sh. No. 40
21+26 Type "C" Catch Basin
R=120'
23+07.29 Rt. Gutter End 12" S.E.
Sta 21+06 (Lt. Gutter)
Raise existing manhole to Top Grate El. 37.6
21+40.01 PT Lt. Gutter
Sta. 21+26 (Lt. Gutter)
Const. Type "C" catch Basin
Top Gr. El. 38.80 FL. El. 32.10
Connect to existing sanitary sewer w/8" VCP
Remove existing catch basin
2" Bit. S.W.
¢ Sta. 22+21 ¢ Ramp "C" for Cross Sections
Rt. Gutter Stationing
Lt. Gutter Stationing
21+95.01 PC
Page House
127.00' Lt. ¢ Sta. 23+53.00
Frame Bldg.
Building Found.
New Pavement
S.W.
Brick Bldg.
Existing Pavm't Hodsdon St.
Salvaged granite curb between S.W. & bldg.
SECTION B-B
2+11 Summer St.
Begin Ret. Wall 23' Rt.
See Sh. No. 43
Warp surface to meet existing pavement
Existing pavement to remain in place
New pavement see X-sec
Remove existing pavement
Roof Parking Area
70' Left of Project ¢
Match Line
24'-0"
* Varies
65' Lt. ¢ Sta. 22+91.00
See Sh. No. 30
See Sh. No. 31
22+00
23+00
24+00
0 1 2 3 4 5 INCHES

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
PLAN
HAYMARKET SQUARE
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 8-11-52
TRACED E.R. Jr. 9-22-52
CHECKED E.M.N. 1-20-53
SCALE: 1" = 10'-0"
SHEET NO. 32

62-32



STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

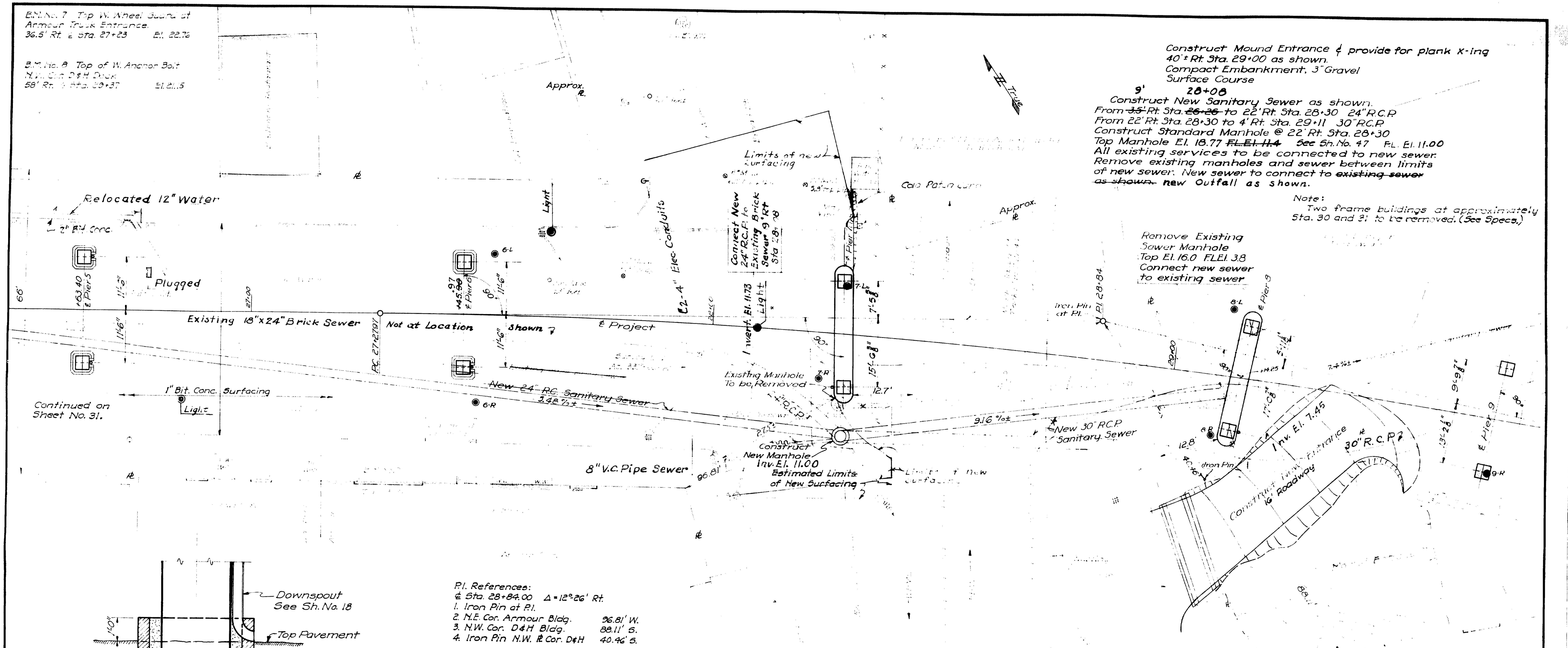
PLAN
SUMMER STREET - RAMP "A"

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

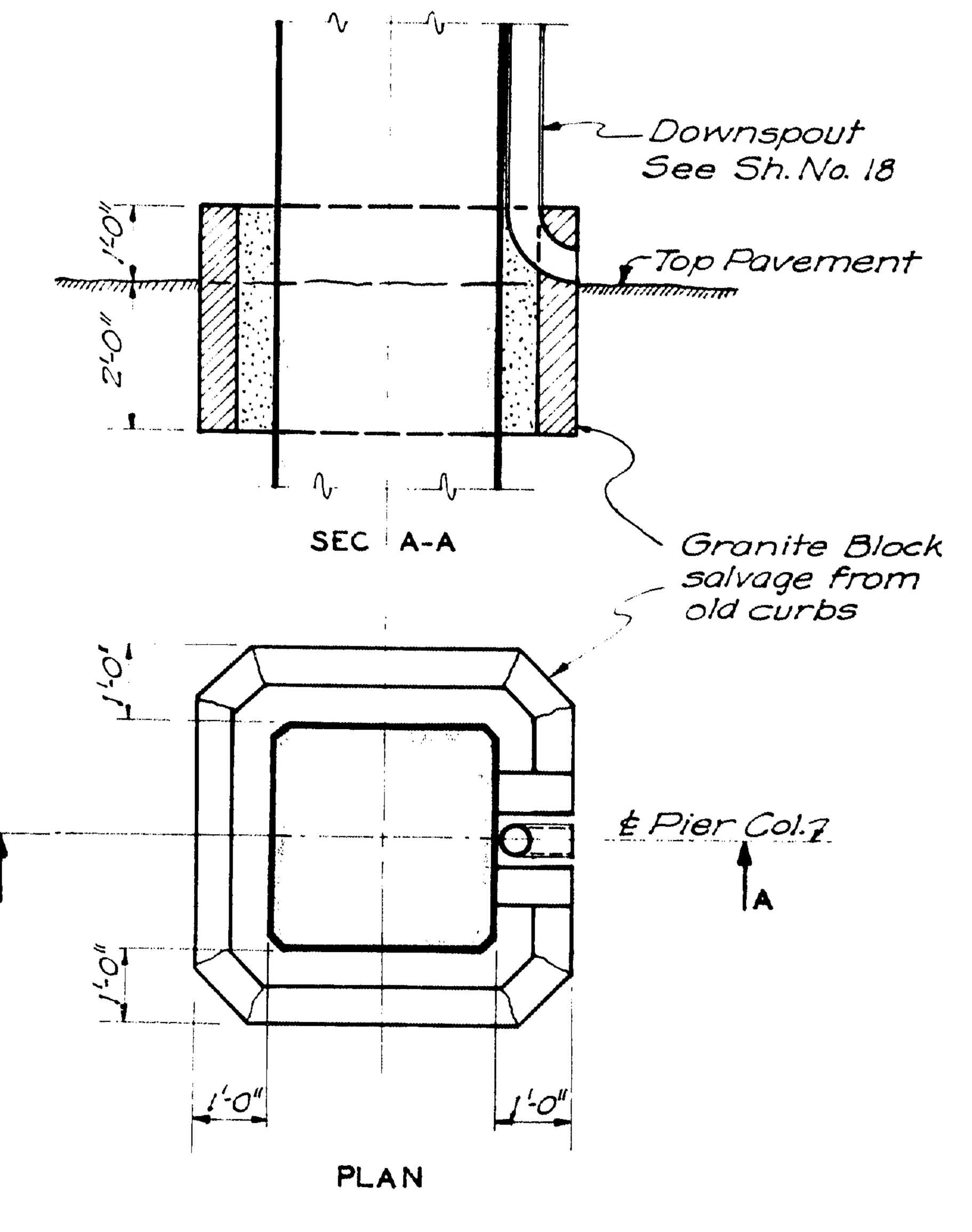
DETAILED C.M.M. 8-14-52
TRACED E.R.Jr. 9-30-52
CHECKED E.M.N. 1-20-53
SCALE: 1" = 10'-0"
SHEET NO. 33

62-33

0 1 2 3 4 5 INCHES



P.I. References:
℄ Sta. 28+84.00 Δ=12°26' Rt.
1. Iron Pin at P.I.
2. N.E. Cor. Armour Bldg. 96.81' W.
3. N.W. Cor. D&H Bldg. 88.11' S.
4. Iron Pin N.W. ℞ Cor. D&H 40.96' S.



PIER CURBS
Scale ½"=1'-0"

Note:-
Existing sewer removed between the connection to the brick sewer at 9' Rt. Sta. 28+08 and the river side of Pier 8 Excavation - except under the M.C.R.R. Main Line Tracks.

NOTE:
U.S. Engineer Department B.M. No. 1 Elev. is 28.13' above "Mean Low Water." "The top of a disc set in a stone monument at the northeast corner of McLaughlin's Warehouse at the corner of Front and May Streets, Bangor, Me."
Survey Datum (USC & GS Mean Sea Level) Elev. 21.24.

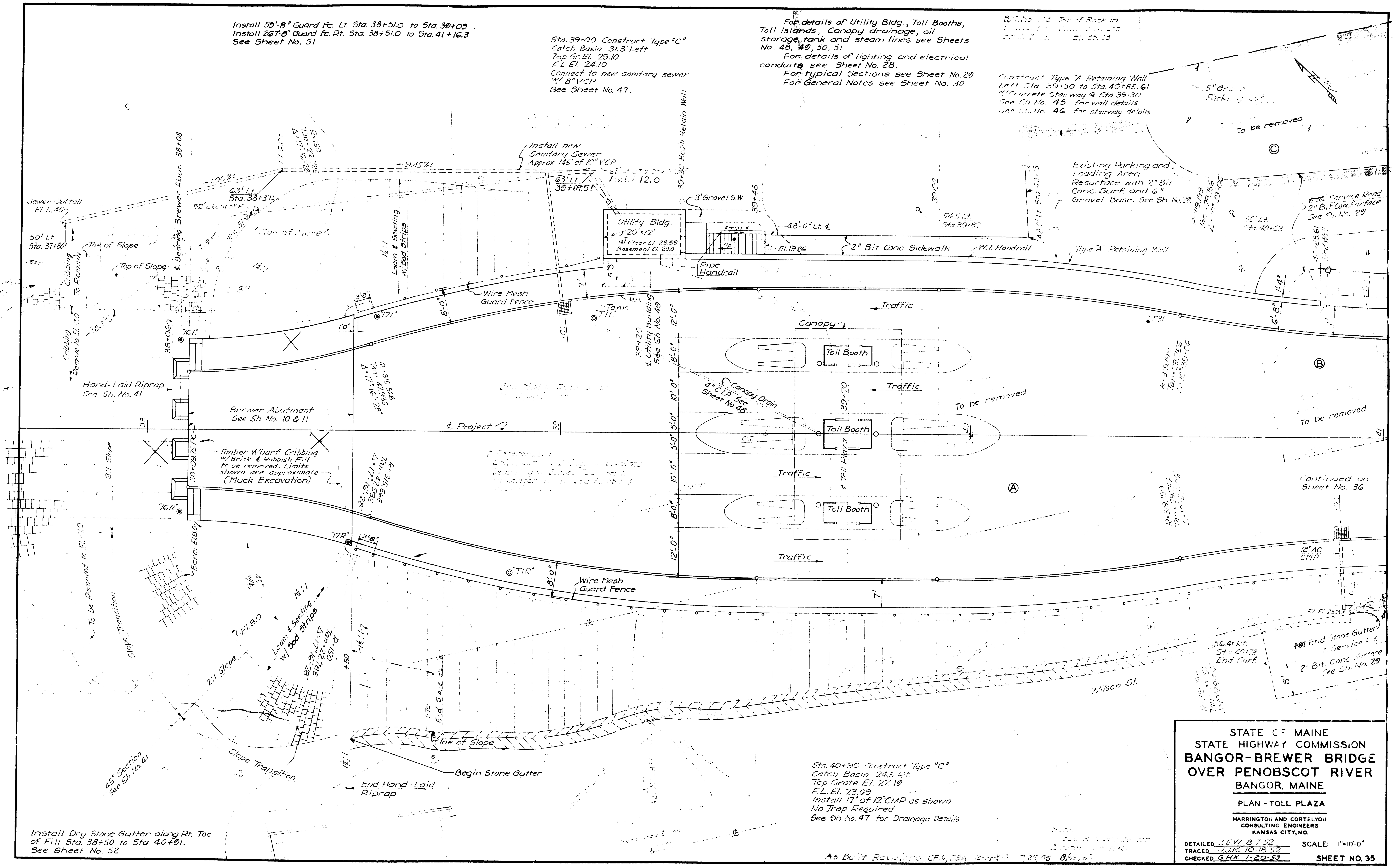
CURVE DATA
Δ = 12°26' Rt.
D = 4°00' (100' Arc)
R = 1432.40'
T = 156.03'
L = 310.83'

As Built ...

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
PLAN-UNION STREET
STA. 27 TO STA. 29
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

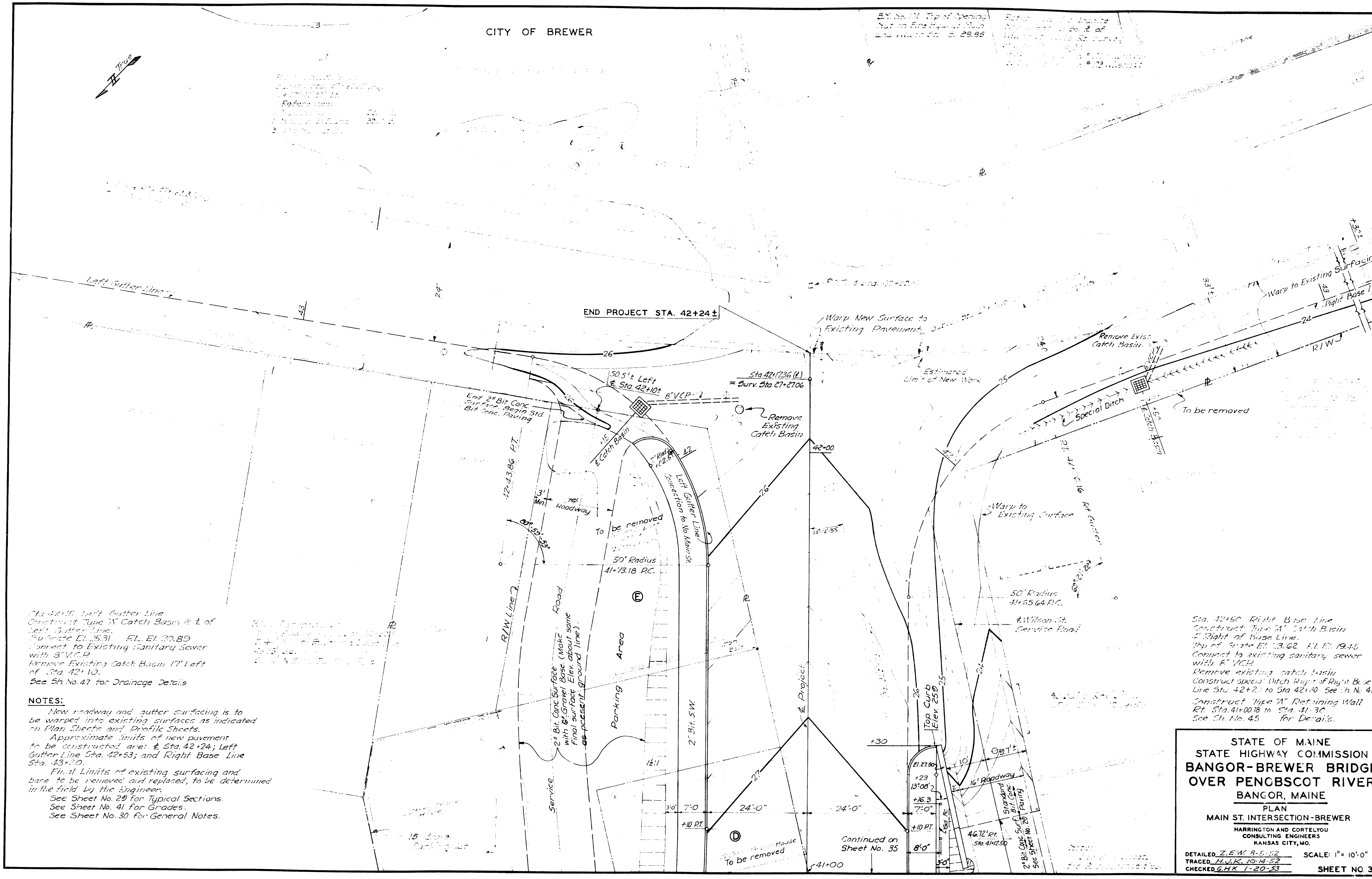
DETAILED Z.E.W. 7-6-52
TRACED C.M.M. 8-23-52
CHECKED E.M.N. 1-20-53
SCALE: 1"=10'-0"
SHEET NO. 34

62-34



62-35

0 1 2 3 4 5 INCHES



Sta. 42+15 Left Gutter Line
Construct Type "A" Catch Basin @ ℄ of Left Gutter Line.
Top Grate El. 25.31 F.L. El. 20.89
Connect to Existing Sanitary Sewer with 8" V.C.P.
Remove Existing Catch Basin 17' Left of Sta. 42+10.
See Sh. No. 47 for Drainage Details

NOTES:

New roadway and gutter surfacing is to be warped into existing surfaces as indicated on Plan Sheets and Profile Sheets.

Approximate limits of new pavement to be constructed are: ℄ Sta. 42+24; Left Gutter Line Sta. 42+53; and Right Base Line Sta. 43+30.

Final Limits of existing surfacing and base to be removed and replaced, to be determined in the field by the Engineer.

See Sheet No. 29 for Typical Sections.
See Sheet No. 41 for Grades.
See Sheet No. 30 for General Notes.

Sta. 42+50 Right Base Line
Construct Type "A" Catch Basin 4' Right of Base Line.
Top of Grate El. 23.62 F.L. El. 19.45
Connect to existing sanitary sewer with 6" VCP.
Remove existing catch basin
Construct special Ditch Right of Right Base Line Sta. 42+20 to Sta. 42+80 See Sh. No. 41.

Construct Type "A" Retaining Wall Rt. Sta. 41+00.78 to Sta. 41+30
See Sh. No. 45 for Details.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

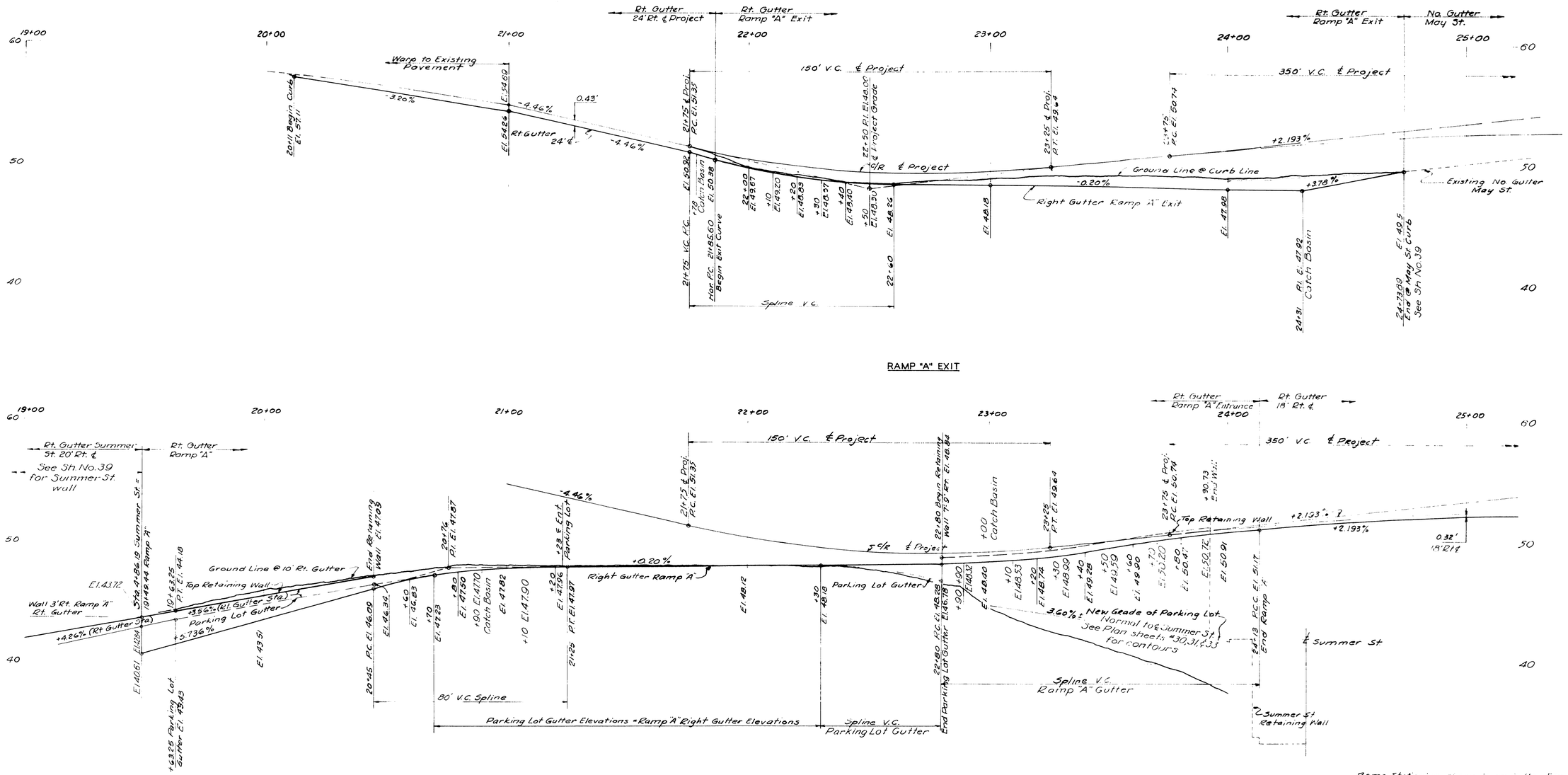
PLAN
MAIN ST. INTERSECTION-BREWER

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 8-5-52
TRACED H.J.K. 10-14-52
CHECKED G.H.K. 1-20-53
SCALE: 1" = 10'-0"
SHEET NO. 36

62-36

0 1 2 3 4 5 INCHES



RAMP "A" EXIT

RAMP "A" - ENTRANCE

Showing Right Gutter, Retaining Walls and Parking Lot Gutter.

Ramp Stationing shown is on gutter line of inside ramp curb and is a continuation of ℄ Project Stationing, unless noted.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

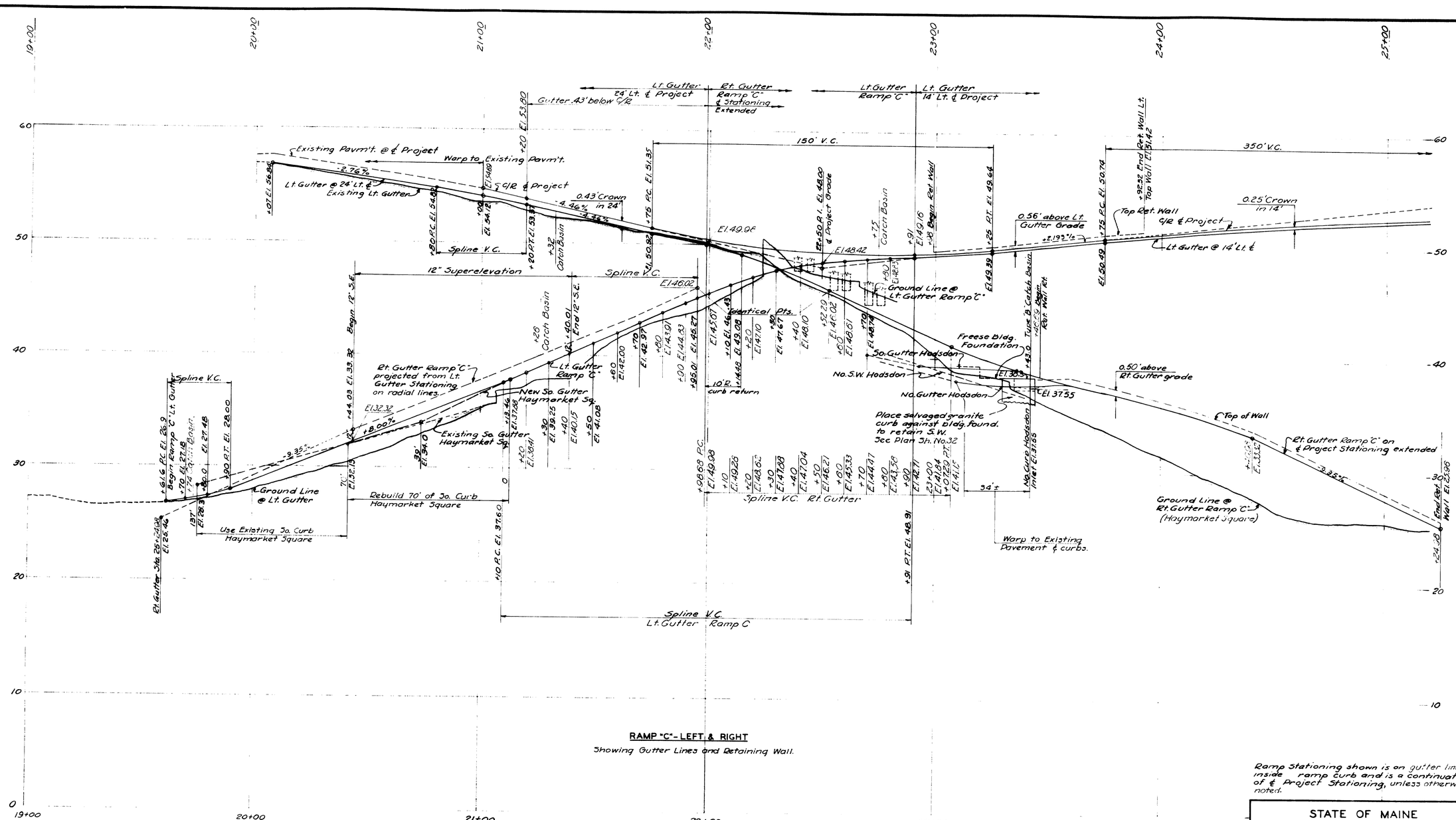
PROFILES - RAMP "A"

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED C.M.M. 8-13-52
TRACED H.F.W. 9-13-52
CHECKED E.M.N. 1-20-53

SCALE: 1"=4'-0" VERT.
1"=20'-0" HOR.
SHEET NO. 37

62-37



RAMP "C" - LEFT & RIGHT

Showing Gutter Lines and Retaining Wall.

Ramp Stationing shown is on gutter line of inside ramp curb and is a continuation of ℄ Project Stationing, unless otherwise noted.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

PROFILES - RAMP "C"

HARRINGTON AND CONTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

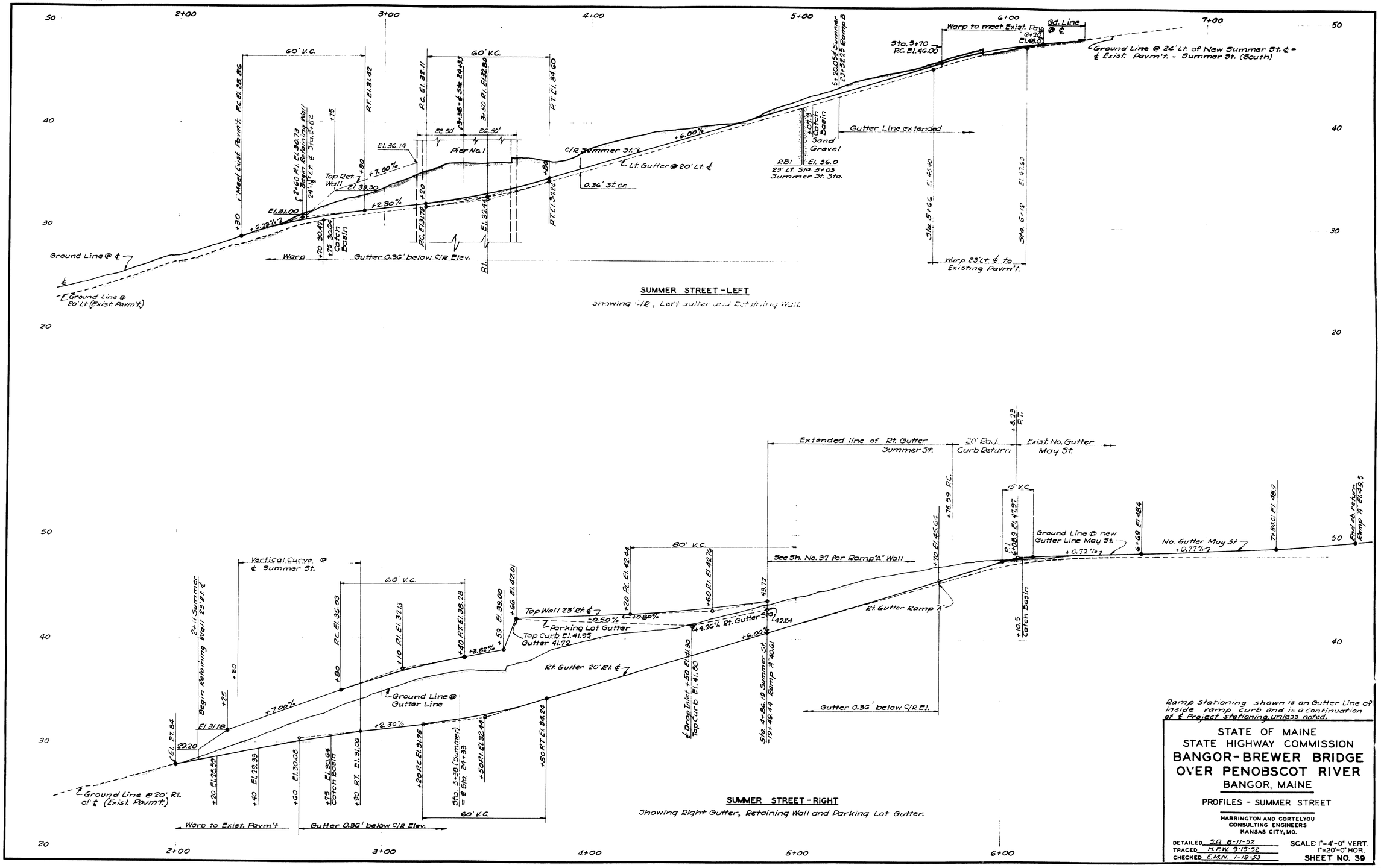
DETAILED S.B. 8-13-32
TRACED H.F.W. 9-15-32
CHECKED E.M.W. 1-20-33

SCALE: 1"=4'-0" VERT.
1"=20'-0" HOR.

SHEET NO. 38

62-38

0 1 2 3 4 5 INCHES



SUMMER STREET - LEFT

Showing C/R, Left Gutter and Retaining Wall.

SUMMER STREET - RIGHT

Showing Right Gutter, Retaining Wall and Parking Lot Gutter.

Ramp Stationing shown is on Gutter Line of inside ramp curb and is a continuation of ℄ Project Stationing unless noted.

STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

PROFILES - SUMMER STREET

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

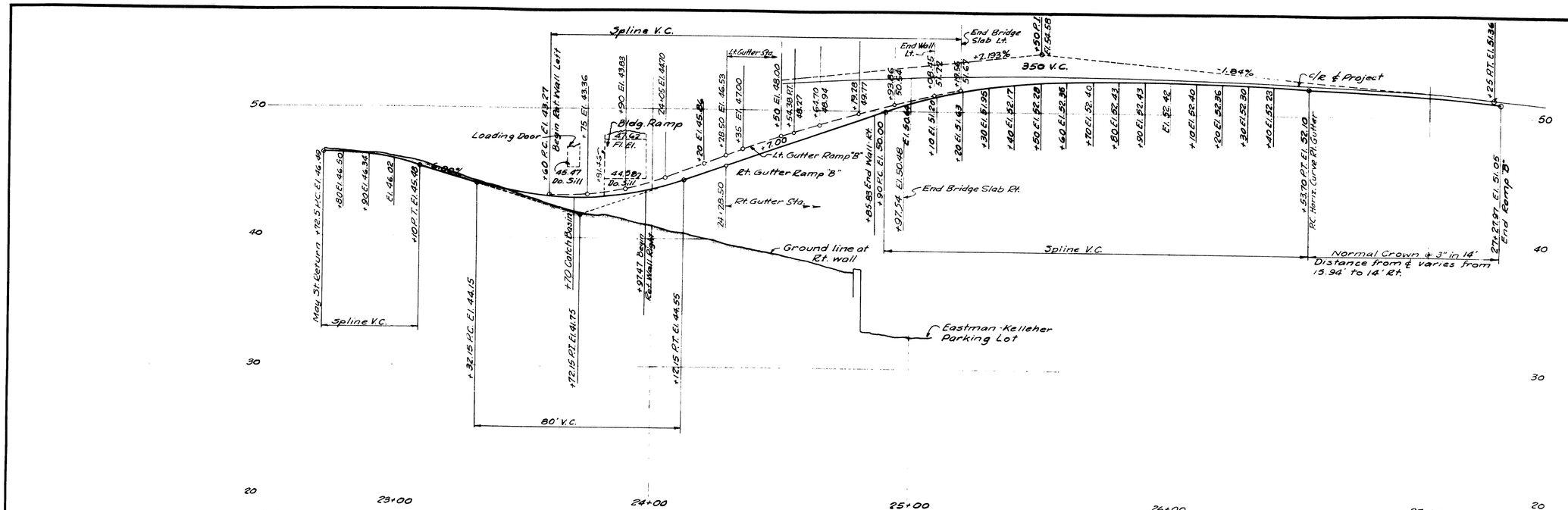
DETAILED S.P. 8-11-52
TRACED M.P.W. 9-15-52
CHECKED E.M.N. 1-19-53

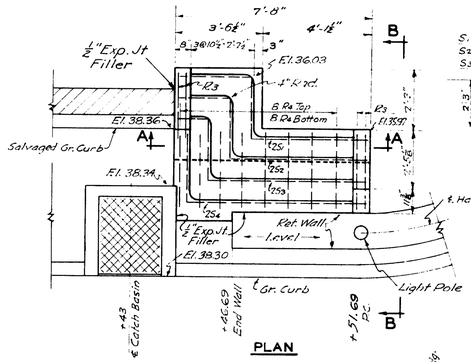
SCALE: 1"=4'-0" VERT.
1"=20'-0" HOR.

SHEET NO. 39

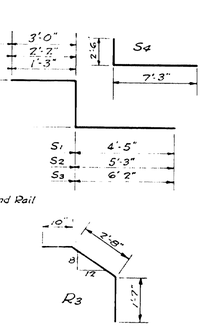
62-39

0 1 2 3 4 5 INCHES





PLAN



BENDING DIAGRAM

BILL OF REINFORCING					
Mark	No	Size No	Shape	Length ft.	Length in.
S1	2	5		9	8
S2	2	5		9	8
S3	2	5		9	8
S4	2	5		9	9
R1	6	5		3	0
R2	4	5		2	4
R3	4	5		5	1
R4	16	5		3	8

SECTION A-A

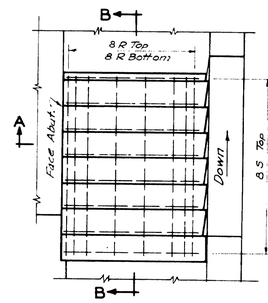
Note:
Use ½" premolded expansion joint filler between concrete steps and retaining wall, building, and catch basin. Concrete in steps to be Class "A" Concrete.

SECTION B-B

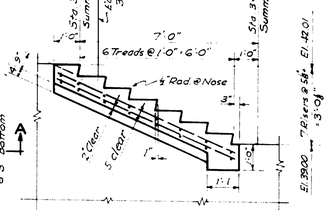
STEPS AT STA. 23+50 RIGHT GUTTER RAMP "C"
See Sh. No. 32

RAMP "B"-LEFT & RIGHT

Scale: 1"=4' Vertical
1"=20' Horizontal



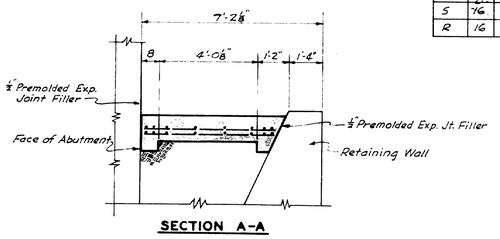
PLAN



SECTION B-B

BILL OF REINFORCING					
Mark	No.	Size No	Shape	Length ft.	Length in.
S	16	5		7'	5"
R	16	5		5'	3"

Note:
Steps at left Gutter, Ramp "C", Sta. 21+15. are similar.



SECTION A-A

STEPS FOR SUMMER ST. WALL
See Sh. No. 31.

CONCRETE STEP DETAILS
Scale: ⅜"=1'-0"

Ramp stationing shown is gutter line of inside ramp curb and is a continuation of ℄ Project stationing, unless otherwise noted.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

PROFILES - RAMP "B"

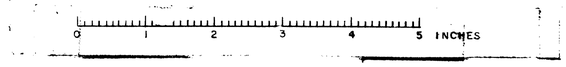
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

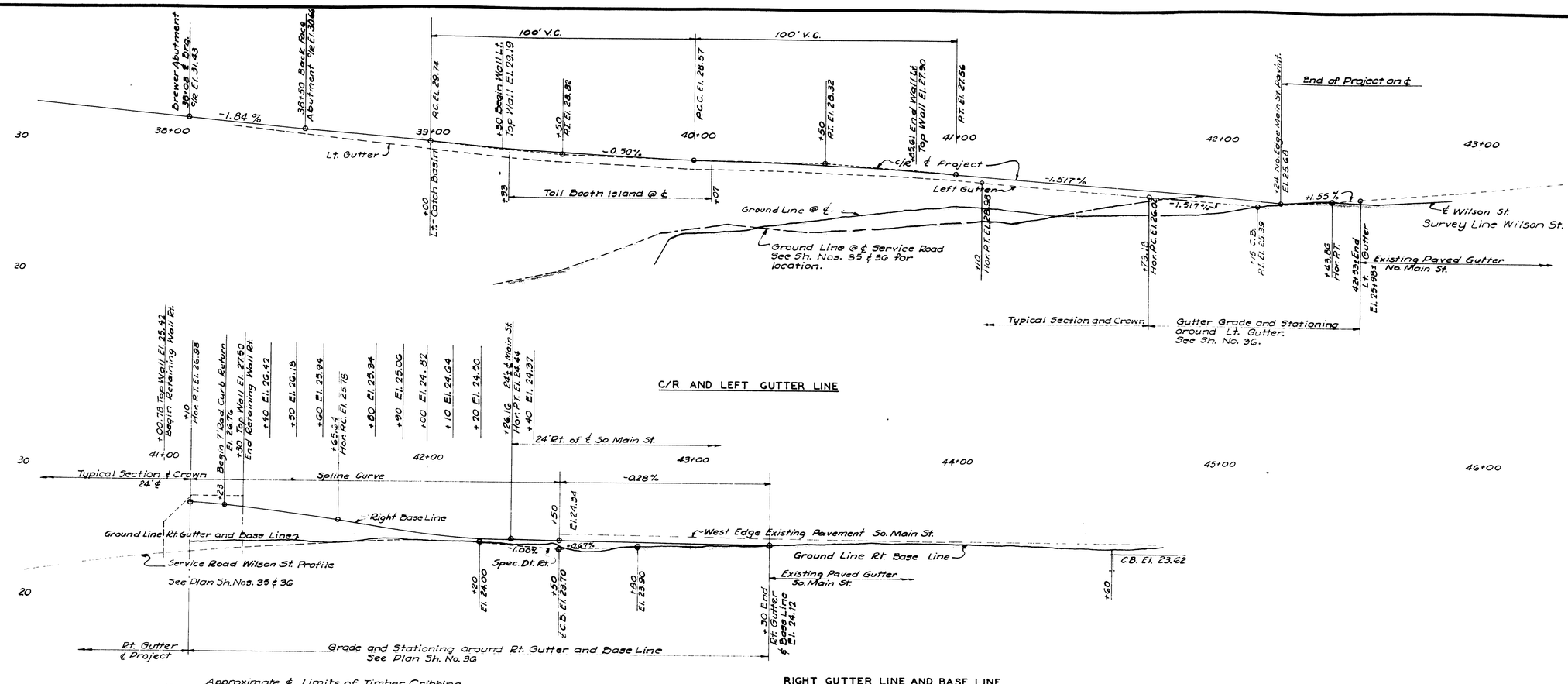
DETAILED J.P. 8-14-52
TRACED H.F.W. 9-15-52
CHECKED E.M.N. 1-21-53

SCALE: AS NOTED

SHEET NO. 40

62-40





STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

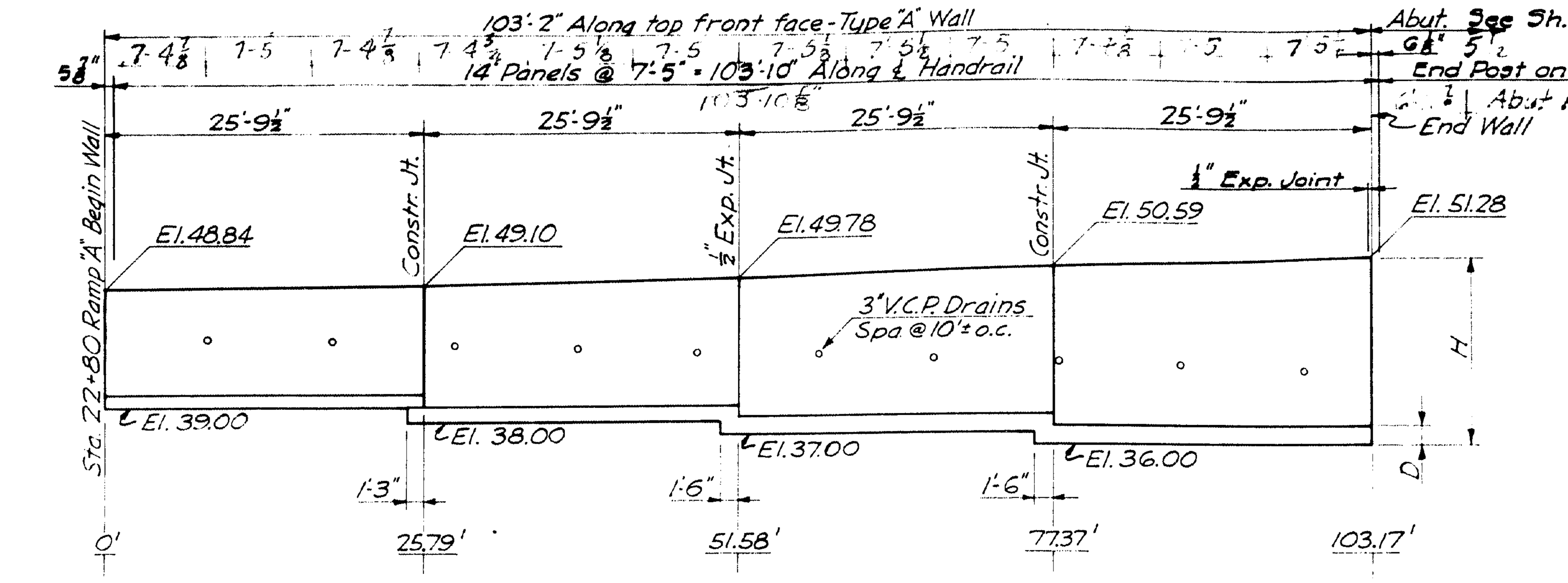
BANGOR, MAINE

PROFILES - BREWER

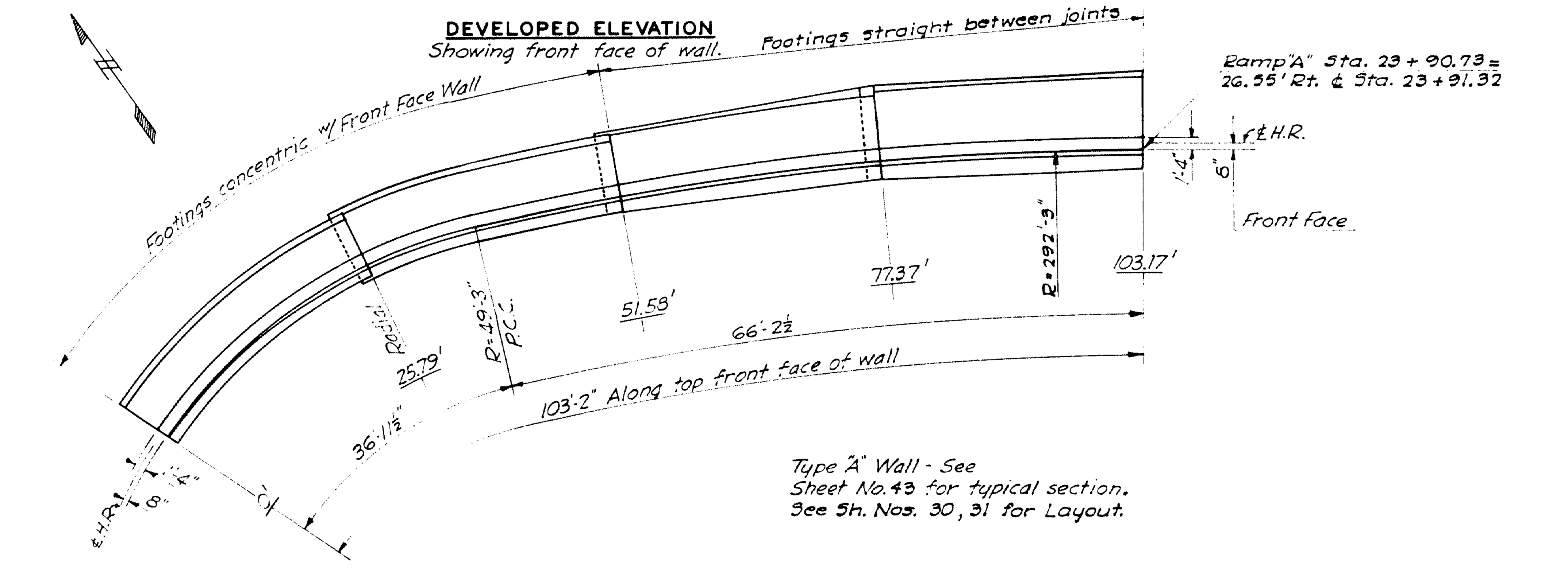
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	C.M.M. 8-18-32	SCALE: 1"=4'-0" VERT.
TRACED	H.E.W. 9-13-32	1"=20'-0" HOR.
CHECKED	G.M.K. 1-20-33	SHEET NO. 41

62-41



DEVELOPED ELEVATION
Showing front face of wall.



Type "A" Wall - See Sheet No. 43 for typical section. See Sh. Nos. 30, 31 for Layout.

PLAN

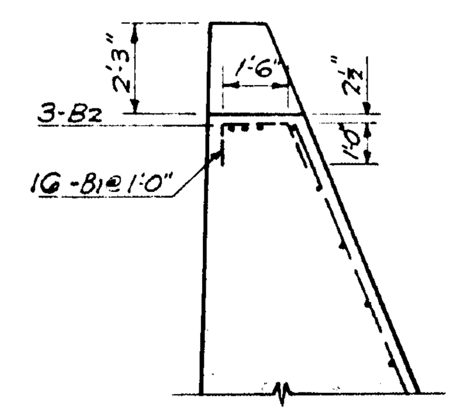
RAMP "A" WALL

Note: Stairway brackets to be monolithic with retaining wall. See Sh. No. 46 for details of stairs and brackets.

Reinforcing steel shown is for section ahead.

RETAINING WALL DIMENSIONS & BILL OF REINFORCING

Sec. at	H	D	F	A	B	#4-½"φ Reinforcing bars											
						Footing				Wall-Vertical				Wall-Horizontal			
						Mk.	No.	Length		Mk.	No.	Length		Mk.	No.	Length	
Ramp "A"-Type "A" Wall																	
0	9.84	1'-0"	6'-10"	1'-2¾"	5'-2⅜"	D1	26	2'	1"	V1	26	9'	5"	H1	7	25'	3"
25.79	10.10	1'-0"	6'-10"	1'-2¾"	5'-3¾"												
25.79	11.10	1'-3"	7'-7"	1'-5⅛"	5'-7¾"	D1	26	2'	1"	V2	26	10'	6"	H1	7	25'	3"
51.58	11.78	1'-3"	7'-7"	1'-5⅛	5'-11⅛"												
51.58	12.78	1'-6"	8'-1"	1'-6⅜"	6'-3¼"	D1	26	2'	1"	V3	26	12'	1"	H1	8	25'	3"
77.37	13.59	1'-6"	9'-1"	1'-9¼"	6'-7½"												
77.37	14.59	1'-6"	9'-1"	1'-9¼"	7'-0¾	D1	26	2'	1"	V4	26	14'	0"	H1	10	25'	3"
103.17	15.28	1'-6"	9'-6"	1'-10⅜"	7'-4⅜												
Union Street-Type "C" Wall																	
End	11.27	1'-3"	8'-8"	2'-8¼	6'-11¼"	D1	12	2'	1"	V1	12	10'	6"	H1	8	12'	0"
~~0~~	11.27	1'-3"	8'-8"	2'-8¼"	6'-11¼"	D1	~~17~~	2'	1"	V1	~~17~~	10'	6"	H2	~~8~~	~~16'~~	~~9"~~
17.15	11.50	1'-3"	8'-10"	2'-8¼"	7'-0½"		12				12				10	11'	7"
17.15	12.14	1'-6"	9'-6"	3'-2¼"	7'-5½"	D1	17	2'	1"	V2	17	11'	3"	H2	~~8~~	16'	9"
34.14	12.51	1'-6"	9'-8"	3'-2⅜	7'-7⅜										10		
34.14	14.04	1'-9"	10'-8"	3'-8⅝"	8'-5⅛"	D1	22	2'	1"	V3	22	*		H3	10	*	
56.00	14.50	1'-9"	10'-11"	3'-8¾"	8'-7½"					B1	16	3'	6"	B2	3	15'	6"
56.00	16.58	2'-0"	12'-2"	4'-3⅛"	9'-8"	D1	19	2'	1"	V4	19	15'	6"	H4	11	18'	9"
75.17	17.00	2'-0"	12'-4"	4'-3¼"	9'-10¼"												
75.17	19.09	2'-3"	13'-8"	4'-9⅝"	10'-10⅞"	D1	19	2'	1"	V5	19	18'	0"	H4	13	18'	9"
94.32	19.50	2'-3"	13'-10	4'-9¾"	11'-1"												
						D2	31	2'	0"								

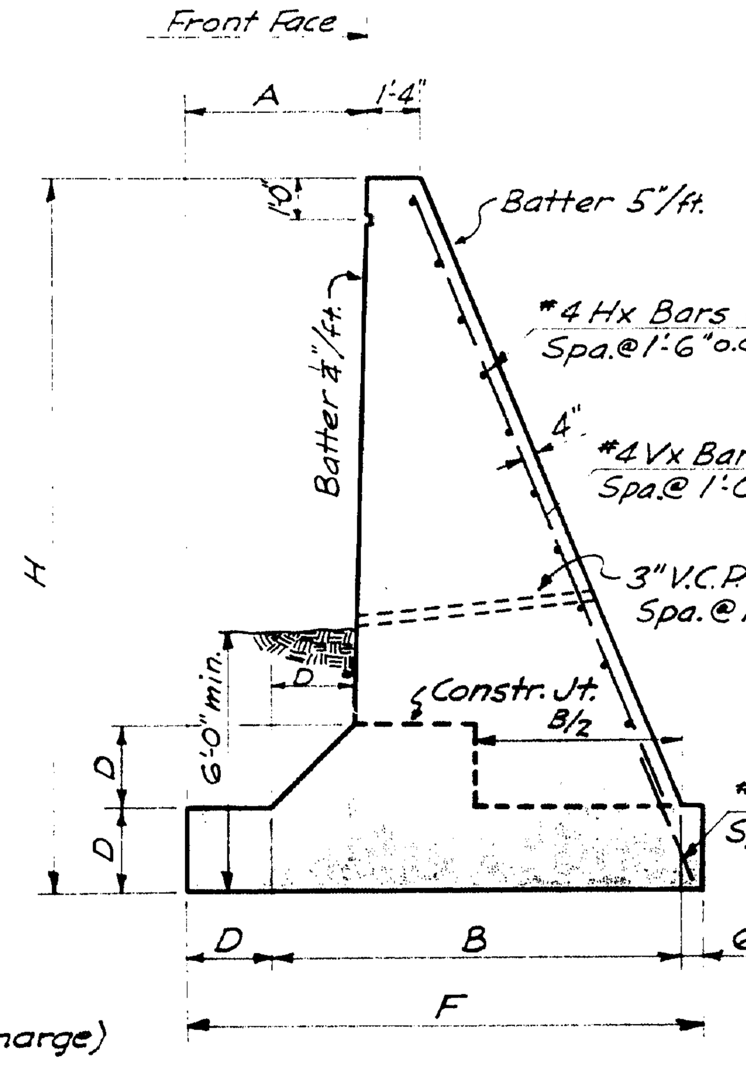


SECTION A-A
Showing Ramp Span Seat

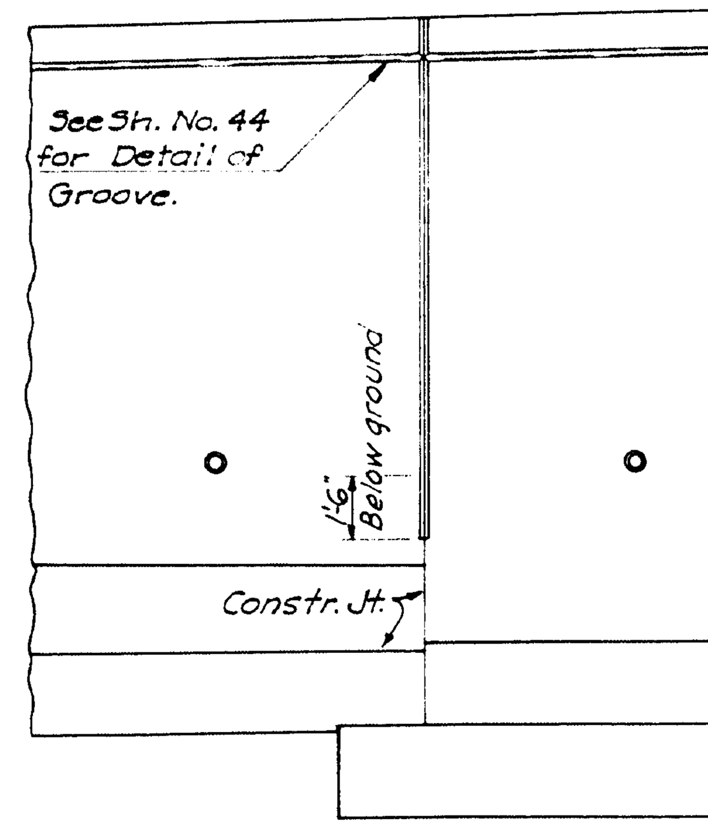
* 16-V3 @ 10'-8" lg.-6 @ 13'-0" lg.
* 8-H3 @ 21'-6" lg.-2 @ 5'-6" lg.

See Sh. No. 43 for General Notes and details of expansion and construction joints and water stops. See Sh. No. 18 for Handrail Details.

Type "C" Wall:
Design Footing Pressure: (2' Surcharge)
Max. Toe Pressure = 1.2T/□'
Heel Pressure = 0.8T/□'



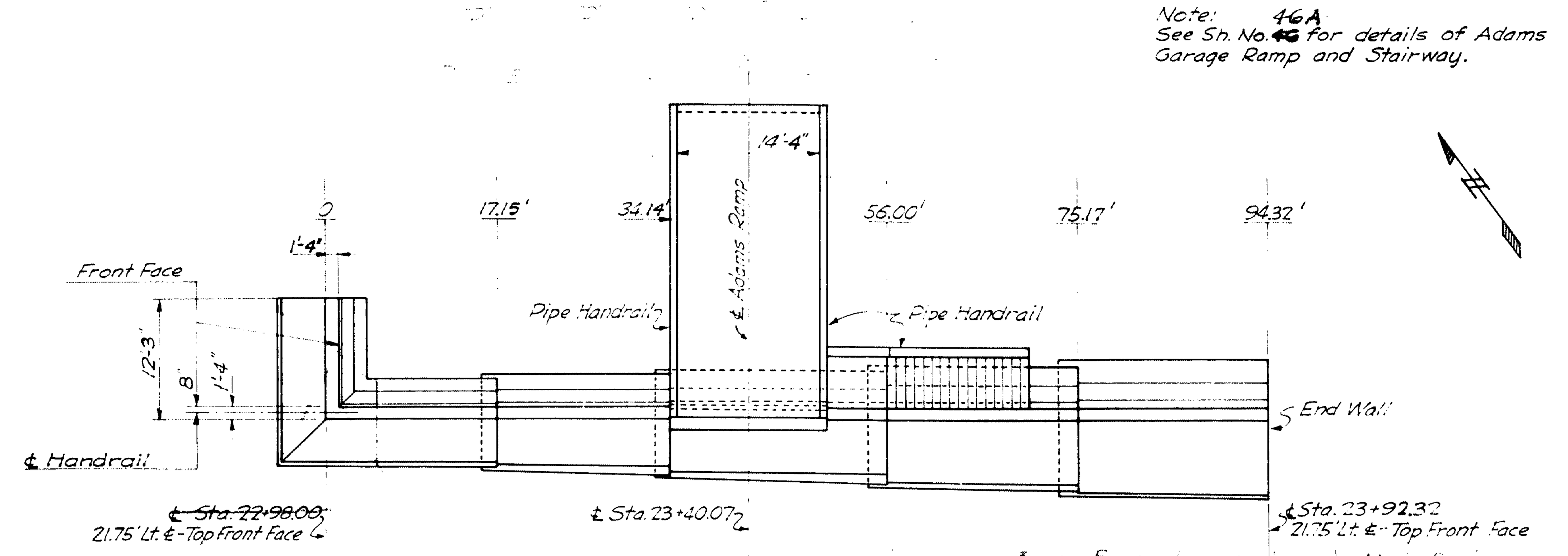
TYPICAL SECTION



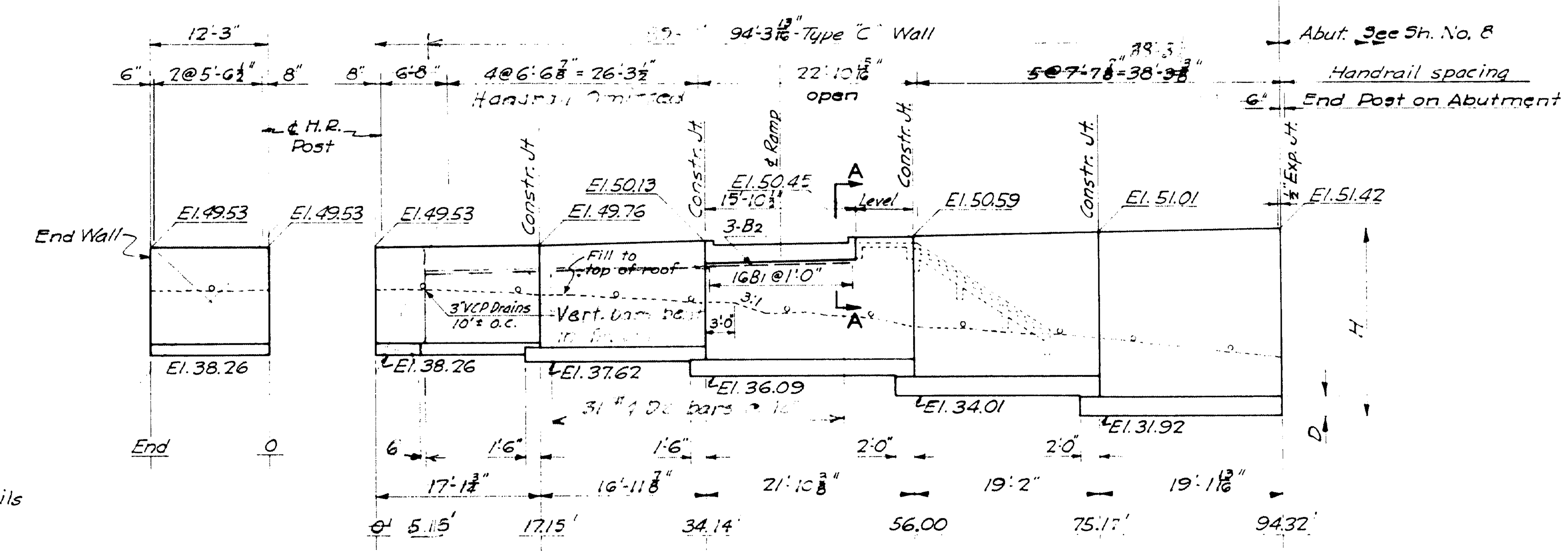
PART TYPICAL ELEVATION

RETAINING WALL - TYPE C
Scale: ½" = 1'-0"

Note: See Sh. No. 46A for details of Adams Garage Ramp and Stairway.



PLAN



DEVELOPED ELEVATION
Showing back face of wall

UNION STREET WALL

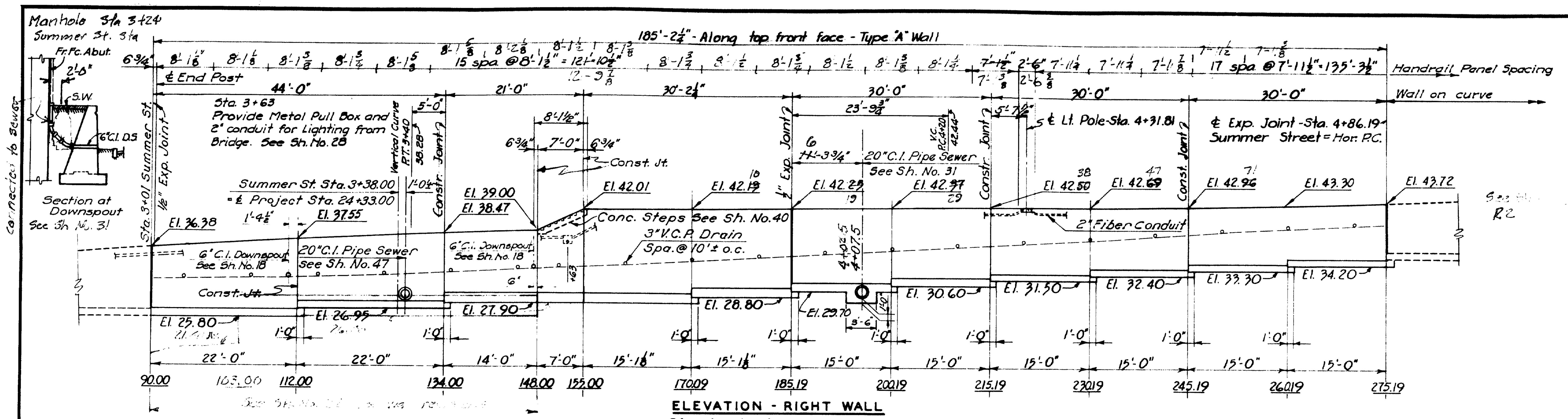
As Built Revisions 3-5-57

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR MAINE
RETAINING WALLS
RAMP "A" & UNION STREET
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

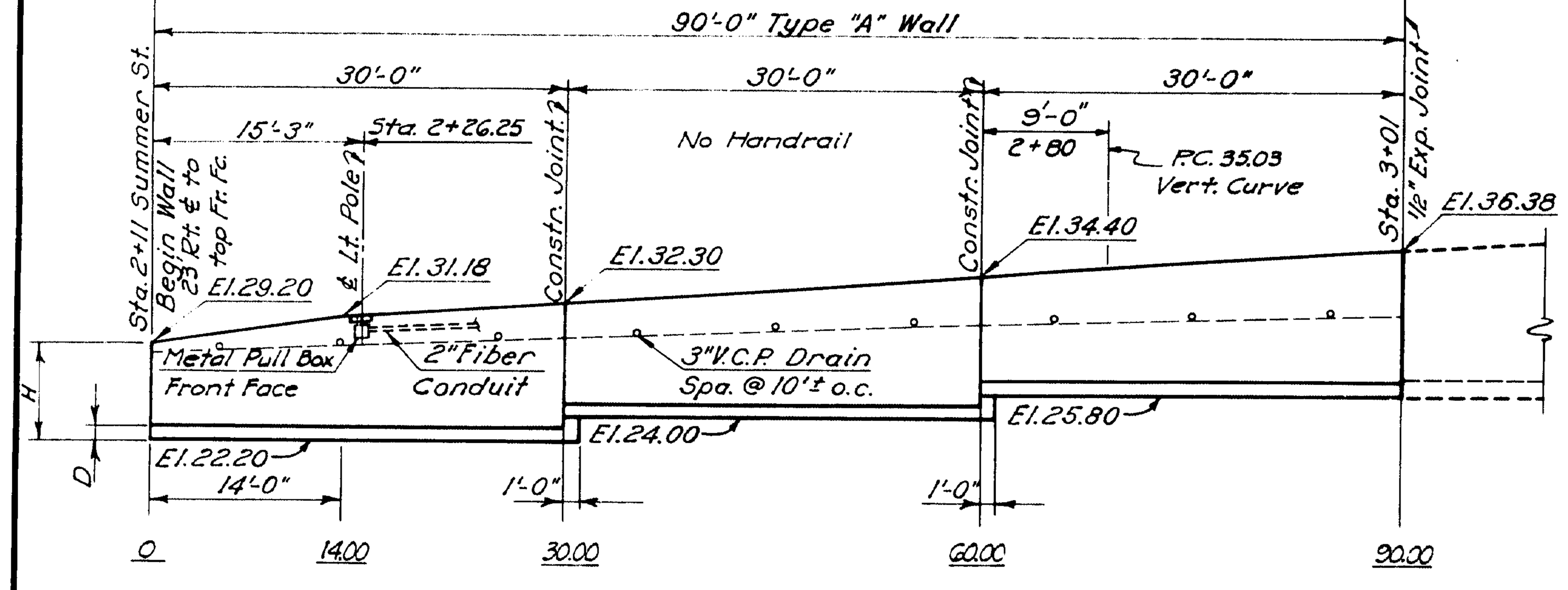
DETAILED S.P.	9-18-52	SCALE: 1" = 10'-0" & AS NOTED
TRACED H.J.K.	10-28-52	
CHECKED G.H.K.	1-20-53	SHEET NO. 42

62-42

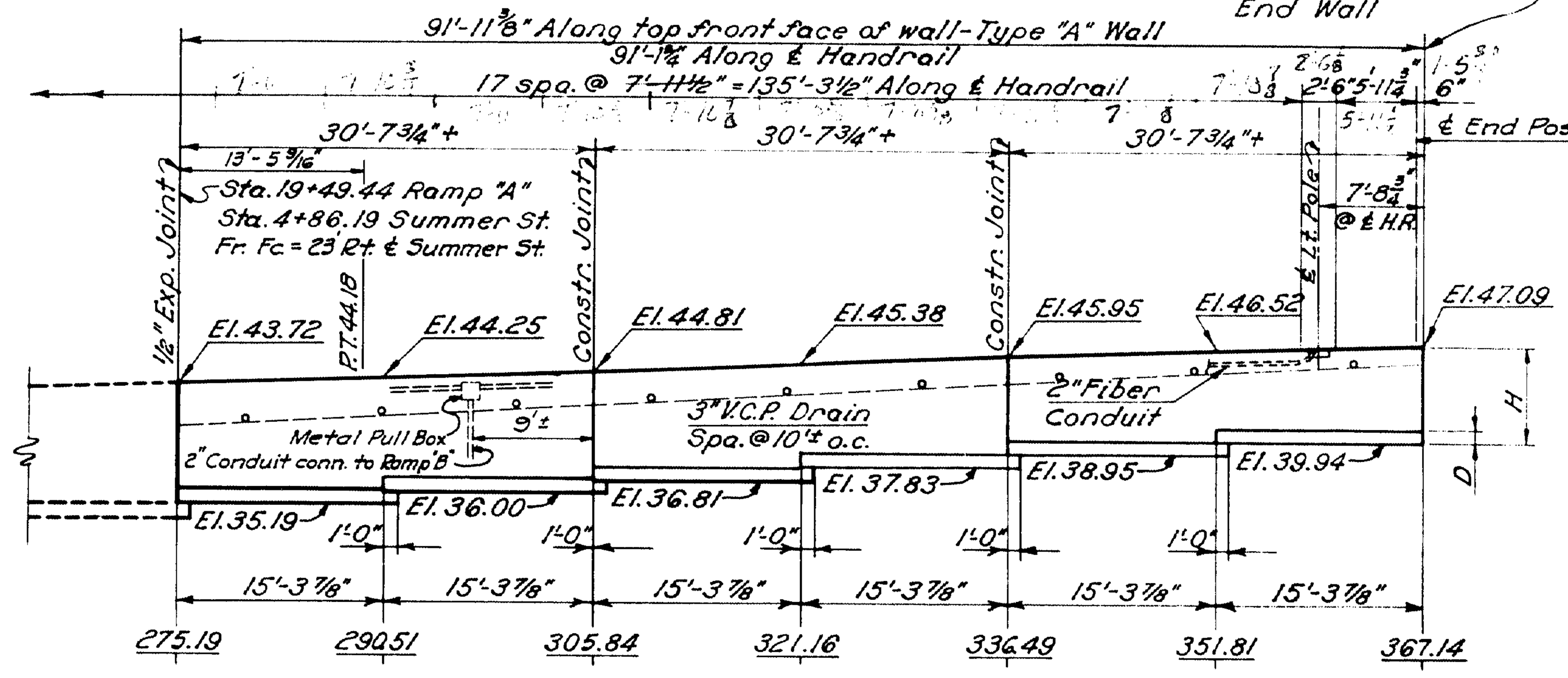
0 1 2 3 4 5 INCHES



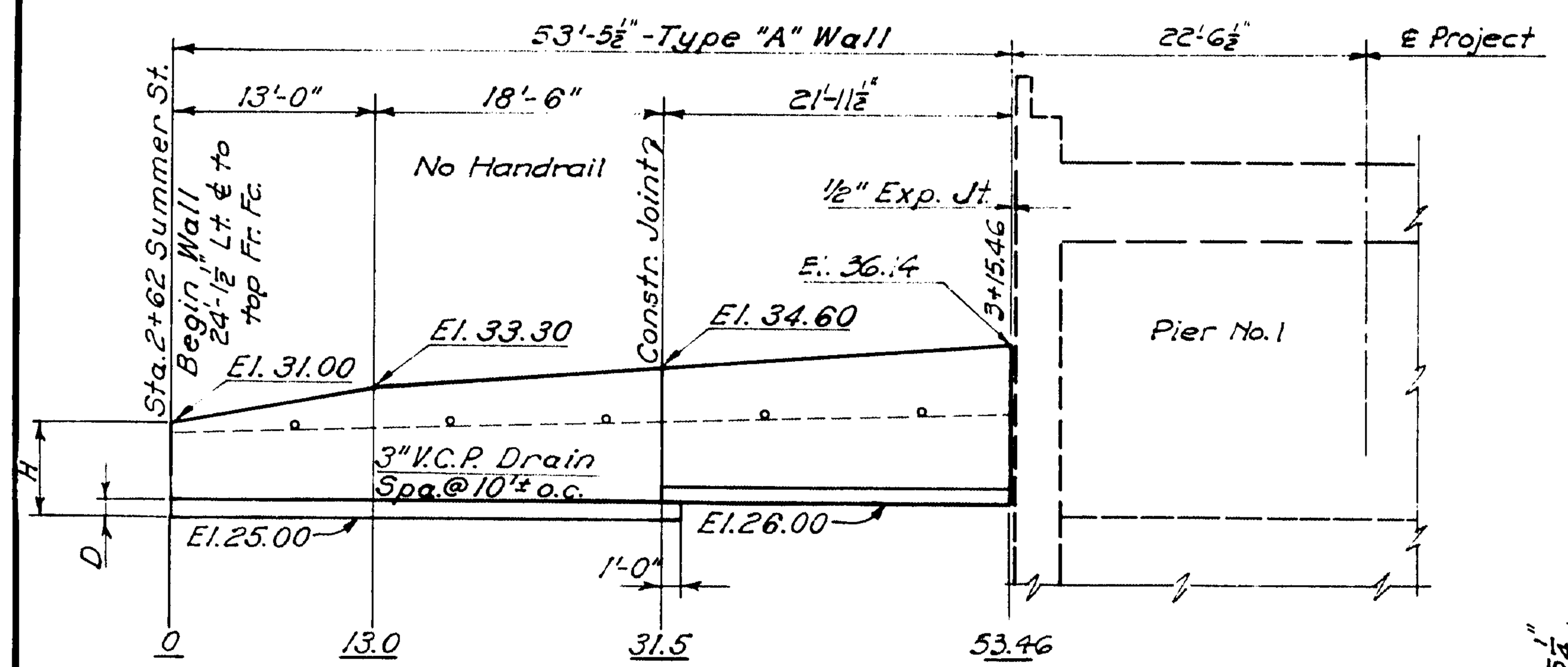
ELEVATION - RIGHT WALL
Showing back face of wall



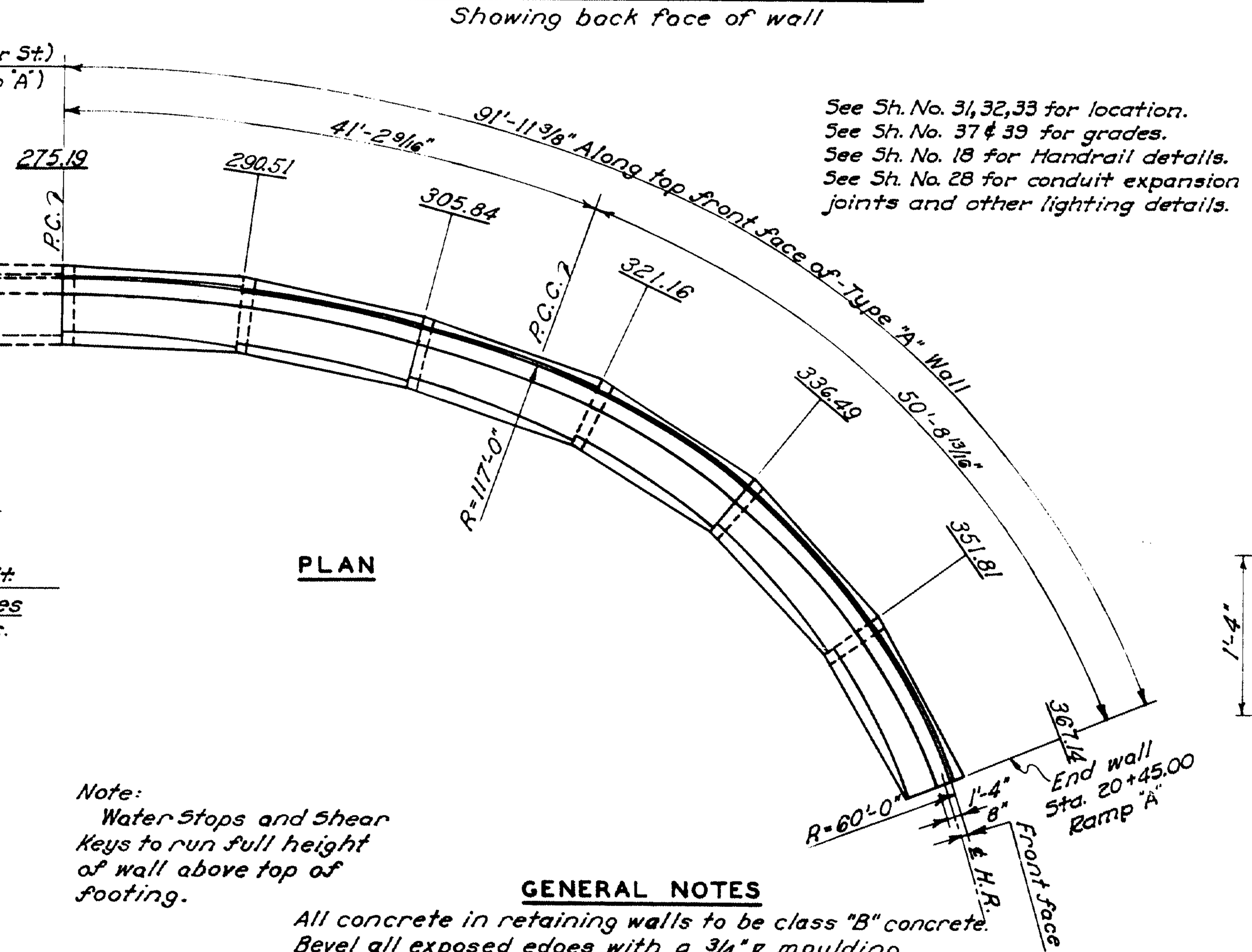
ELEVATION - RIGHT WALL
Showing back face of wall



DEVELOPED ELEVATION - RIGHT WALL
Showing back face of wall

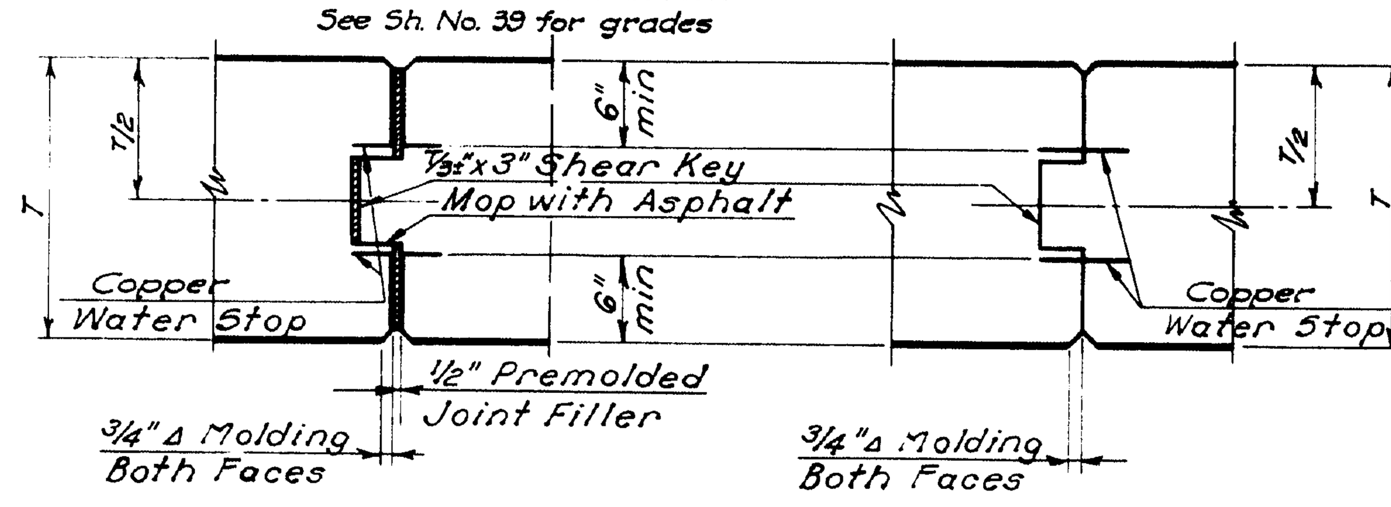


ELEVATION - LEFT WALL
Showing front face of wall
See Sh. No. 31 for location
See Sh. No. 39 for grades



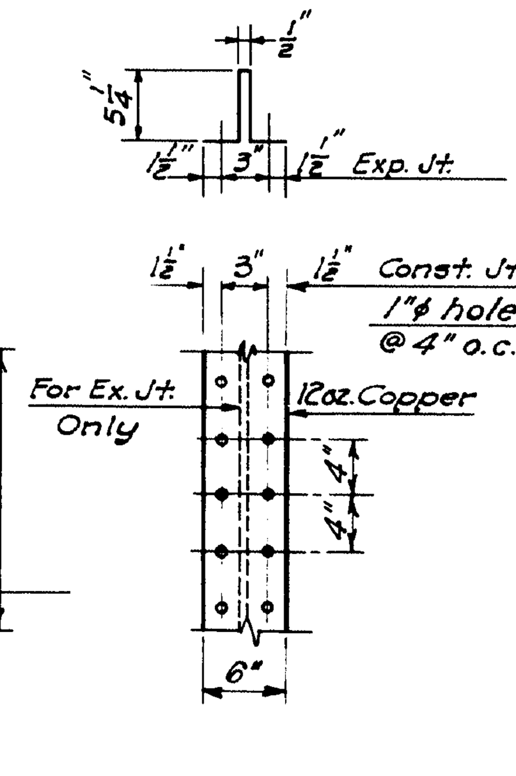
PLAN

See Sh. No. 31, 32, 33 for location.
See Sh. No. 37 & 39 for grades.
See Sh. No. 18 for Handrail details.
See Sh. No. 28 for conduit expansion joints and other lighting details.



EXPANSION JOINT

CONSTRUCTION JOINT
Scale: 1" = 1'-0"



WATER STOP

Note:
Water Stops and Shear Keys to run full height of wall above top of footing.

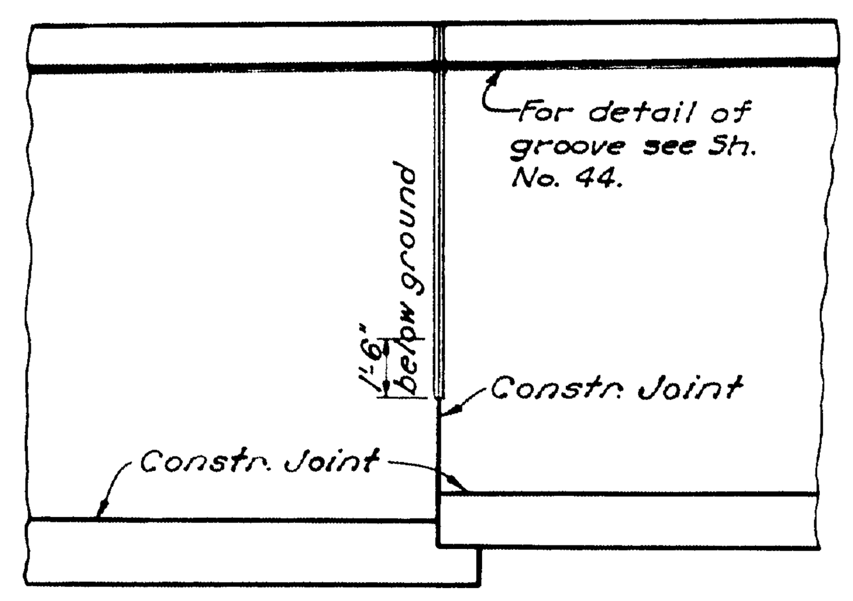
GENERAL NOTES

All concrete in retaining walls to be class "B" concrete.
Bevel all exposed edges with a ¾" ▽ moulding unless otherwise noted.

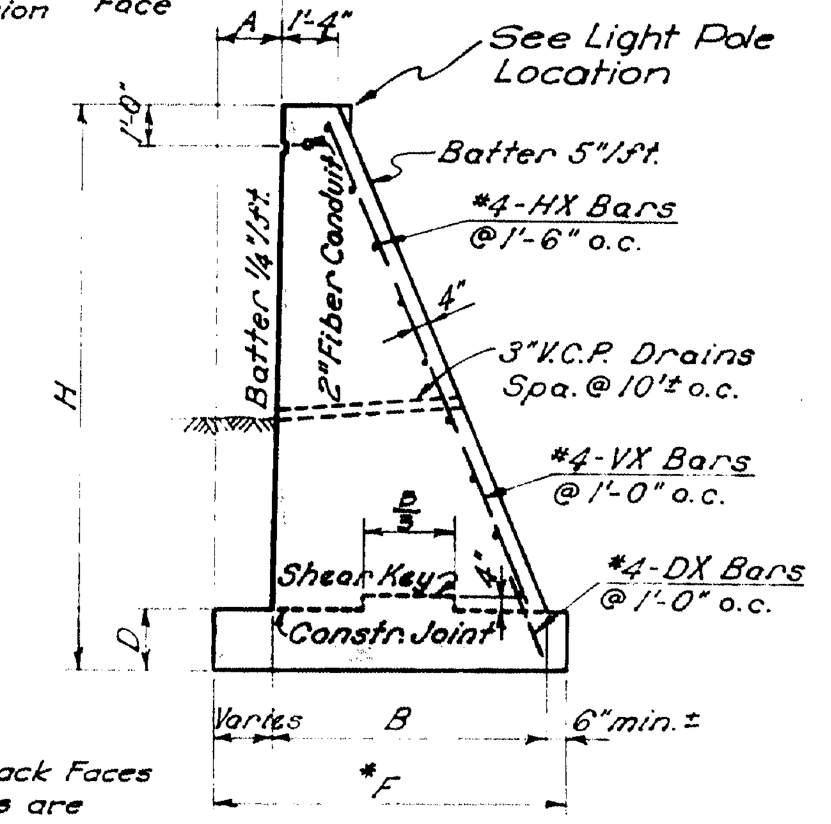
RETAINING WALL DIMENSIONS & BILL OF REINFORCING

Sec. at	H	D	F	A	B	#4 Reinforcing Bars: Footing Mk	Footing No.	Footing Length	Wall-Vertical Mk	Wall-Vertical No.	Wall-Vertical Length	Wall-Horizontal Mk	Wall-Horizontal No.	Wall-Horizontal Length
Right Wall - Type "A"														
0	7.00	1'-0"	5'-2"	0'-9¾"	3'-11½"	D2	14	7' 4"	-	-	- -	H1	5	29' 6"
14	8.98	1'-0"	6'-3"	1'-1"	4'-9⅞"	D1	16	2' 1"	V1	16	8' 6"	-	-	- -
30	10.10	1'-0"	6'-10"	1'-2¾"	5'-3¾"	D1	30	2' 1"	V2	30	7' 9"	H1	6	29' 6"
60	10.40	1'-0"	7'-0"	1'-3¼"	5'-5⅜"	D1	30	2' 1"	V3	30	8' 0"	H1	6	29' 6"
90	10.58	1'-0"	7'-2"	1'-3⅝"	5'-6⅜"	D1	22	2' 1"	V4	22	10' 1"	H2	7	21' 9"
112	11.75	1'-3"	7'-8"	1'-5"	5'-11⅛"	D1	22	2' 1"	V5	22	10' 0"	H2	7	21' 9"
134	11.52	1'-3"	7'-6"	1'-4⅝"	5'-9⅞"	D1	21	2' 1"	V6	14	9' 8"	H2	7	20' 9"
148	11.10	1'-6"	7'-2"	1'-3½"	5'-6⅜"	-	-	- -	V7	7	10' 2"	-	-	- -
155	14.11	1'-6"	8'-10"	1'-8½"	6'-10¼"	D1	15	2' 1"	V8	15	13' 6"	H3	9	30' 0"
170.09	14.23	1'-6"	8'-10"	1'-8¾"	6'-10⅞"	D1	15	2' 1"	V9	15	12' 8"	-	-	- -
185.19	13.45	1'-6"	8'-5"	1'-7⅜"	6'-6¾"	D1	15	2' 1"	V10	15	12' 1"	H1	8	29' 6"
200.19	12.67	1'-3"	8'-2"	1'-6½"	6'-4"	D1	15	2' 1"	V11	15	11' 2"	-	-	- -
215.19	11.90	1'-3"	7'-9"	1'-5¼"	5'-11⅞"	D1	15	2' 1"	V12	15	10' 8"	H1	7	29' 6"
230.19	11.19	1'-0"	7'-5"	1'-4⅝"	5'-9½"	D1	15	2' 1"	V13	15	9' 10"	-	-	- -
245.19	10.56	1'-0"	7'-2"	1'-3⅝"	5'-6¼"	D1	15	2' 1"	V14	15	9' 3"	H1	6	29' 6"
260.19	10.00	1'-0"	6'-10"	1'-2⅝"	5'-3¼"	D1	15	2' 1"	V15	15	8' 7"	-	-	- -
275.19	9.52	1'-0"	6'-7"	1'-1⅞"	5'-0¾"	D1	16	2' 1"	V 3	16	8' 0"	H4	5	30' 0"
290.51	9.06	1'-0"	6'-4"	1'-1⅛"	4'-10⅜"	D1	16	2' 1"	V16	16	7' 6"	-	-	- -
305.84	8.81	1'-0"	6'-2"	1'-0¾"	4'-9"	D1	16	2' 1"	V17	16	7' 3"	H4	5	30' 0"
321.16	8.57	1'-0"	6'-0"	1'-0¼"	4'-7¾"	D1	16	2' 1"	V18	16	6' 9"	-	-	- -
336.49	8.12	1'-0"	5'-9"	0'-11½"	4'-5⅜"	D1	16	2' 1"	V19	16	6' 3"	H4	4	30' 0"
351.81	7.57	1'-0"	5'-6"	0'-10⅝"	4'-2½"	D1	16	2' 1"	V20	16	5' 9"	-	-	- -
367.14	7.15	1'-0"	5'-3"	0'-10"	4'-0¼"									
Left Wall - Type "A"														
0	6.00	1'-0"	4'-7"	0'-8"	3'-6¼"	D1	13	2' 1"	V1	13	5' 3"	H1	4	12' 6"
13.0	8.30	1'-0"	5'-10"	1'-0"	4'-6¼"	D1	19	2' 1"	V2	19	7' 9"	H2	6	20' 0"
31.5	9.60	1'-0"	6'-7"	1'-2"	5'-1¼"	D1	22	2' 1"	V3	22	8' 0"	H3	6	21' 6"
53.46	10.14	1'-0"	6'-11"	1'-4"	5'-4"									

Reinforcing steel shown is for section ahead.
Dimensions are for section behind, at each section "F" is same for both footings.

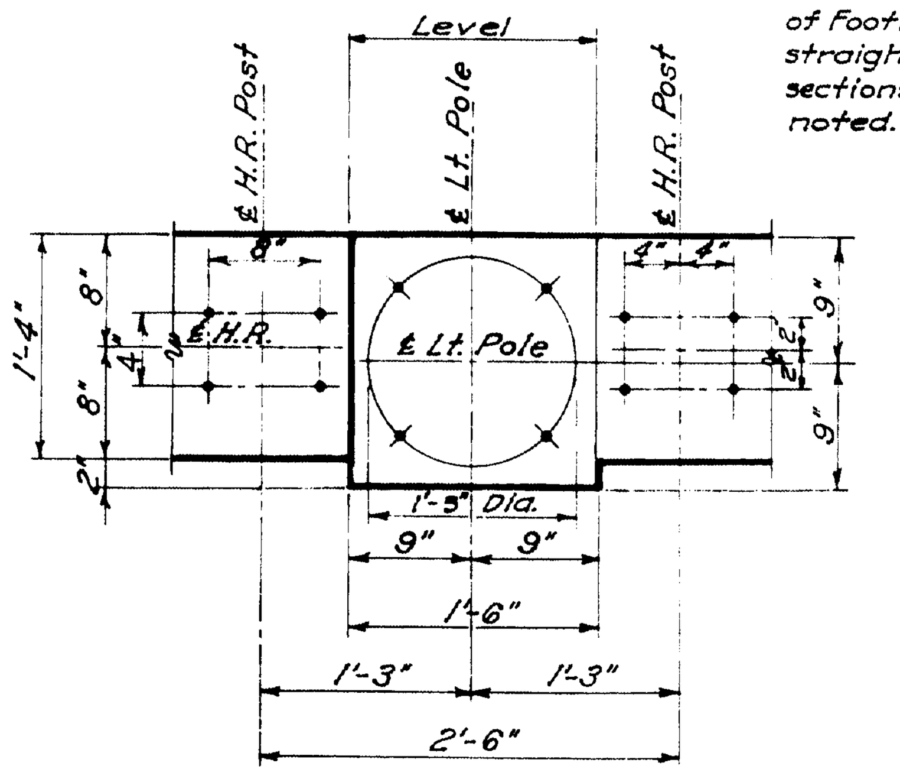


PART TYPICAL ELEVATION
Scale: ¼" = 1'-0"



* Front & Back Faces of footings are straight lines between sections unless noted.

TYPICAL WALL SECTION
RETAINING WALL - TYPE "A"
Scale: ½" = 1'-0"



TYPICAL LIGHT POLE LOCATION
Showing Anchor Bolt Spacing
Scale: 1" = 1'-0"

Max. Design Footing Pressure = 1.6 T/ft²

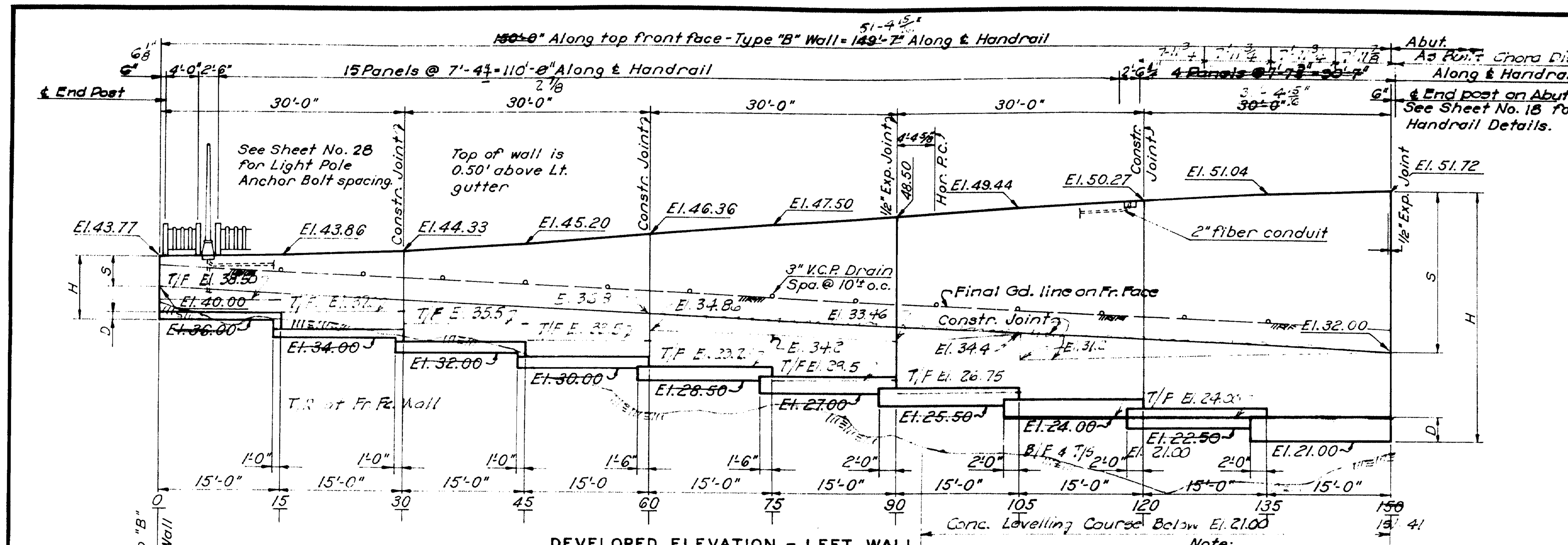
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE
RETAINING WALLS SUMMER STREET
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED S.P. 9-11-52
TRACED G.P. 10-8-52
CHECKED G.K. 1-20-53

SCALE: 1" = 10'-0" & AS NOTED
SHEET NO. 43

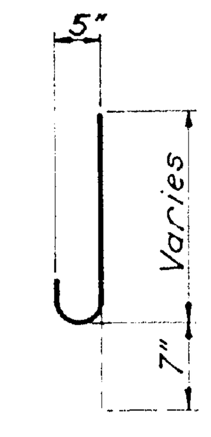
"As Built" Revisions 3-8-54

62-43



DEVELOPED ELEVATION - LEFT WALL
Showing back face elevation

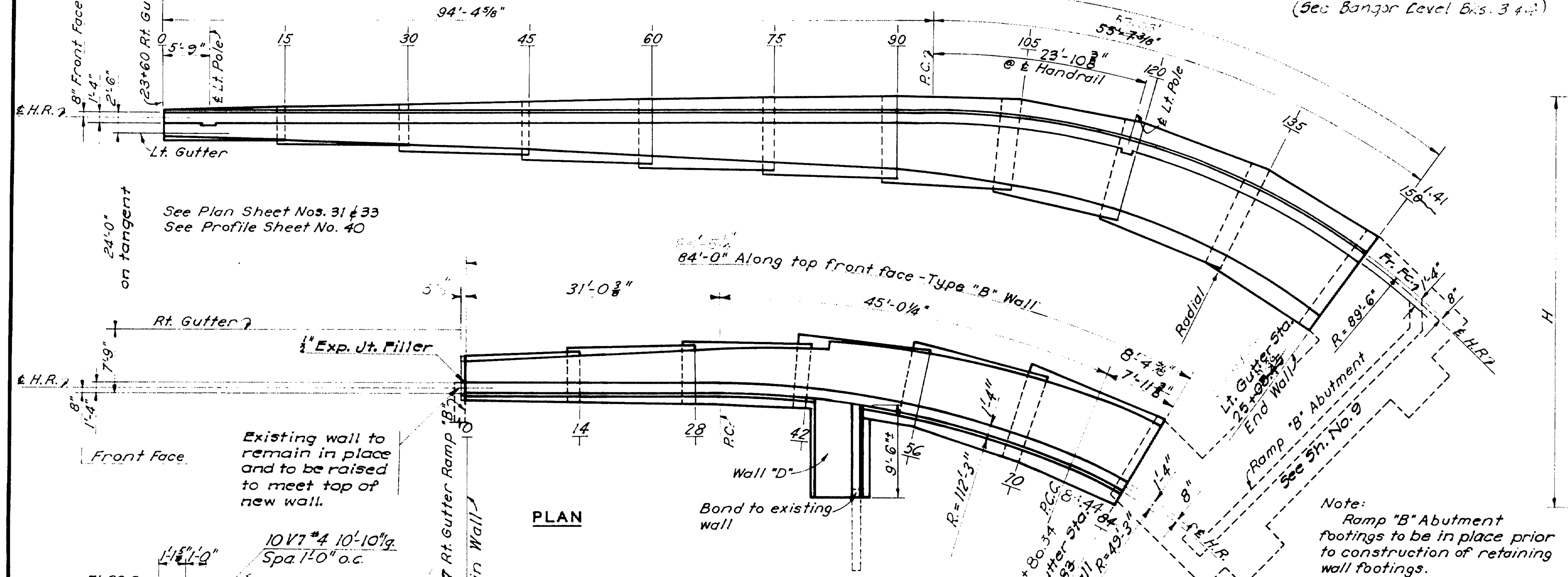
Note:
Footing elevations shown are estimated from soundings, obtained in the field, by the State Highway Commission, and are not guaranteed.



D1 - D2 - D8

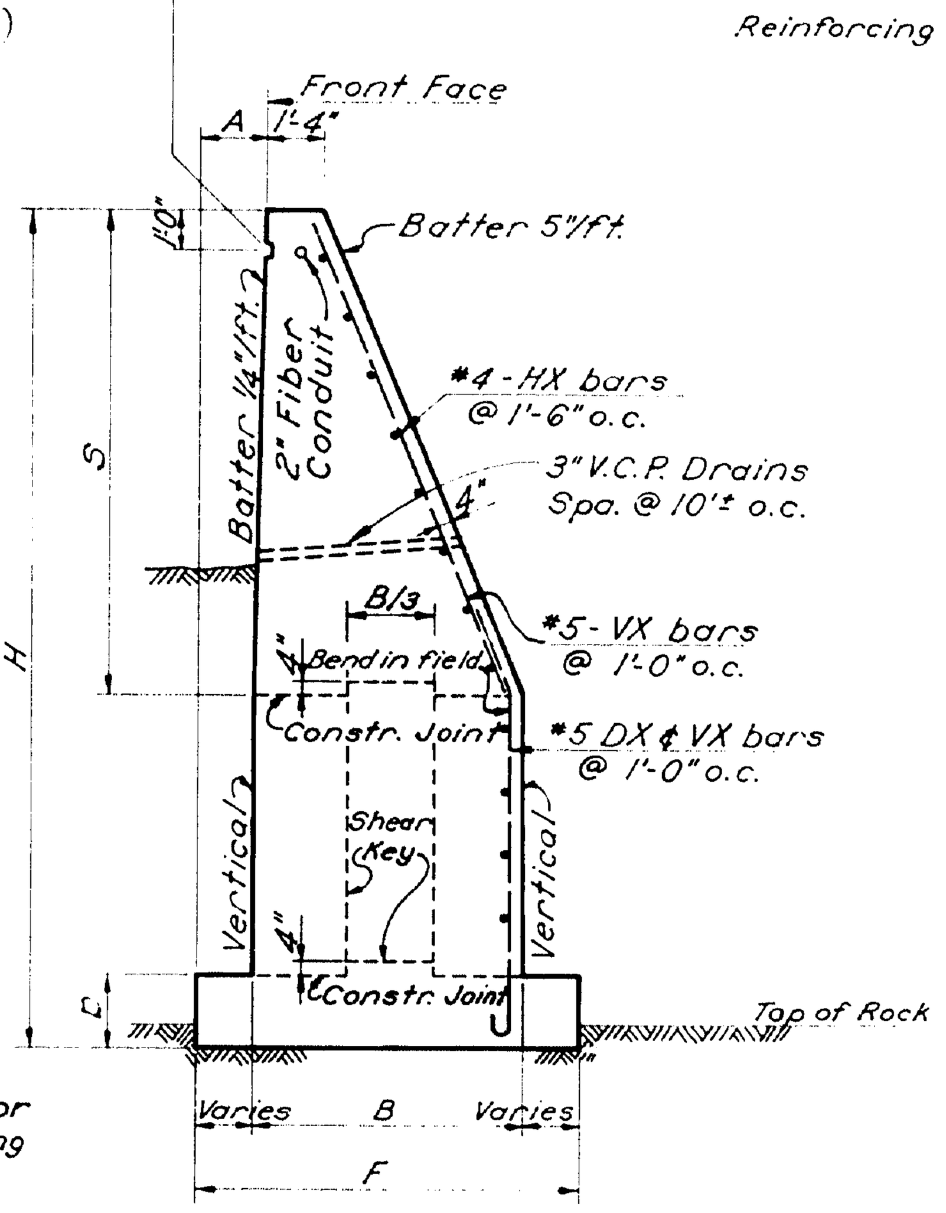
Sec. at	H	D	S	F	A	B	5/8"ϕ - #5 - Reinforcing Bars: Footings Mk.	Footings No.	Footings Length	Wall-Vertical Mk.	Wall-Vertical No.	Wall-Vertical Length	1/2"ϕ - #4 - Bars: Wall-Horizontal Mk.	Wall-Horizontal No.	Wall-Horizontal Length
0	7.77	1'-0"	3.77	3'-7"	0'-4½"	2'-11¾"	D1	15	8' 3"	-	-	-	H1	54	29' 6"
15	7.86	1'-0"	4.66	4'-0"	0'-8⅛"	3'-4½"									
15	8.86	1'-0"	4.66	4'6"	0'-8⅛"		D2	15	9' 10"	-	-	-			
30	10.33	1'-0"	5.93	5'-0"	1'-0"	3'-11⅛"									
30	12.33	1'-6"	5.93	5'-8"	1'-0"		D3	15	7' 7"	V1	15	6' 3"	H1	10	29' 6"
45	13.20	1'-6"	7.60	6'-4"	1'-3⅞"	4'-7⅞"									
45	15.20	1'-6"	7.60	7'-0"	1'-3⅞"		D4	15	8' 9"	V2	15	8' 0"			
60	16.36	1'-6"	9.56	7'-0"	1'-6⅝"	5'-6¼"									
60	17.86	1'-9"	9.56	8'-3"	1'-6⅝"		D5	15	9' 3"	V3	15	10' 2"	H1	13	29' 6"
75	19.00	1'-9"	11.50	9'-0"	1'-9¼"	6'-4⅜"									
75	20.50	2'-3"	11.50	9'-5"	1'-9¼"		D6	15	9' 6"	V4	15	12' 2"			
90	21.50	2'-3"	13.30	10'-2"	2'-0"	7'-1⅞"									
90	23.00	2'-6"	13.30	10'-7"	2'-0"		D7	15	2' 8"	V5	15	8' 6"	H1	15	29' 6"
105	23.94	2'-6"	15.04	11'-2"	2'-2¾"	7'-11"				V9	15	14' 2"			
105	25.44	2'-9"	15.04	11'-8"	2'-2¾"		D7	15	2' 8"	V6	15	9' 3"			
120	26.27	2'-9"	16.67	12'-4"	2'-5"	8'-7½"				V10	15	16' 8"			
120	27.77	3'-0"	16.67	12'-9"	2'-5"		D7	15	2' 8"	V7	15	9' 7"	H1	19	29' 6"
135	28.54	3'-0"	18.24	13'-5"	2'-7½"	9'-3¾"				V11	15	17' 10"			
135	30.04	3'-0"	18.24	13'-10"	2'-7½"		D7	15	2' 8"	V8	15	10' 3"			
150	30.72	3'-0"	19.72	14'-2"	2'-6"	9'-11½"				V12	15	19' 8"			

Reinforcing steel shown is for section ahead.

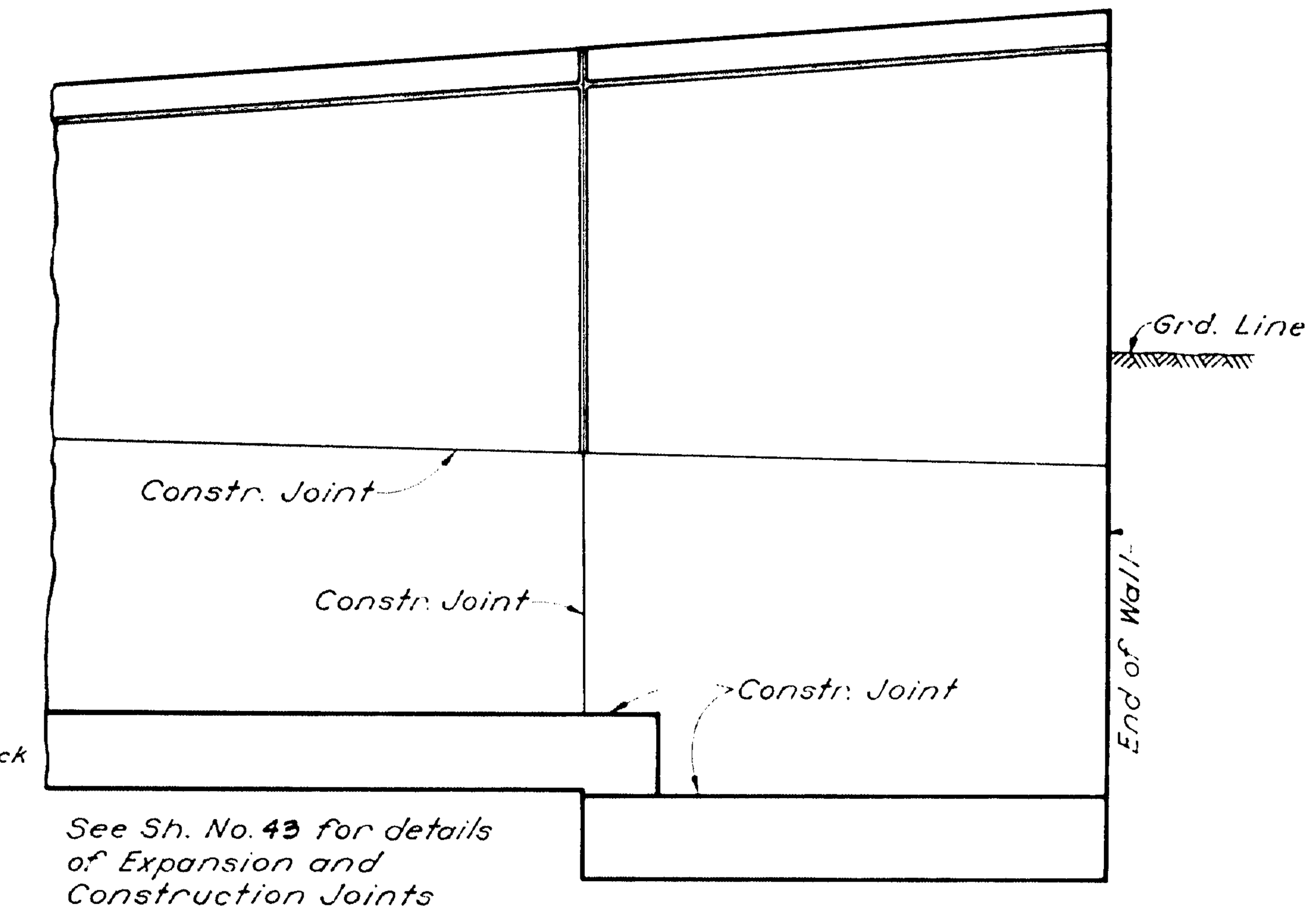


PLAN

Note:
Ramp "B" Abutment footings to be in place prior to construction of retaining wall footings.



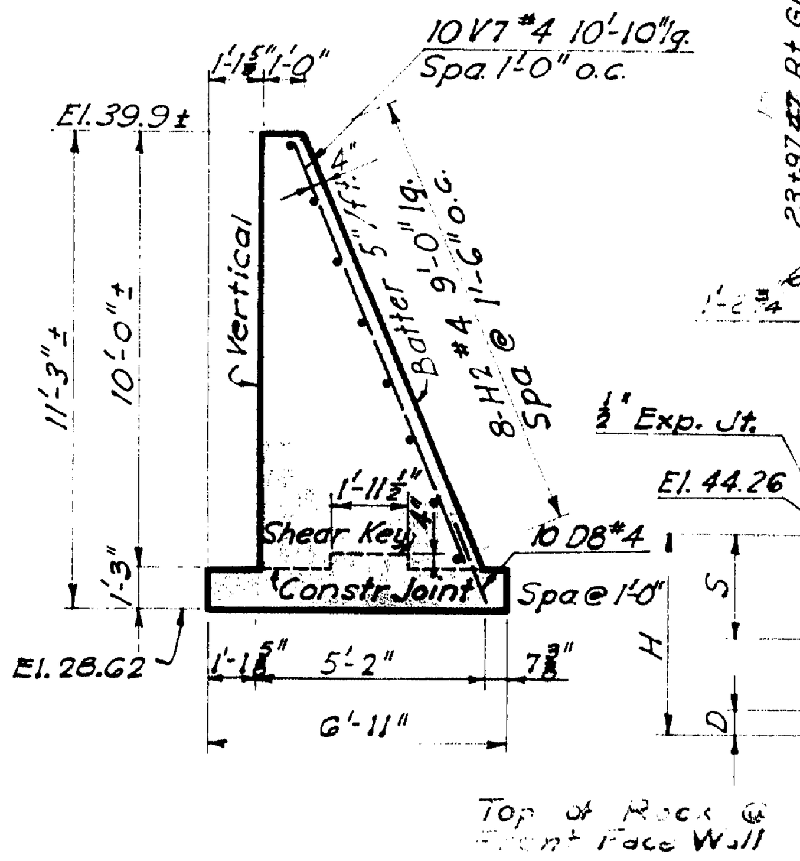
TYPICAL SECTION



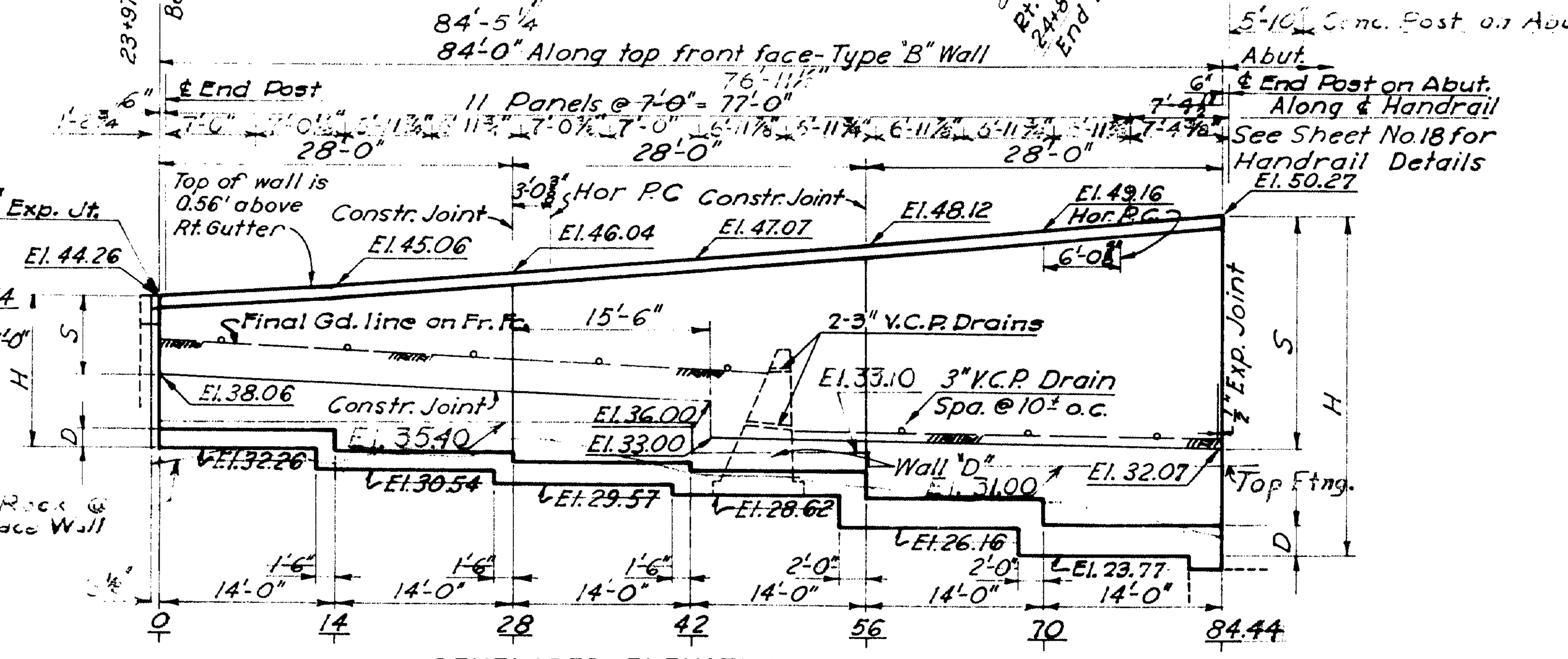
PART TYPICAL ELEVATION

RETAINING WALL - TYPE "B"
Scale 1/4" = 1'-0"

AS BUILT REVISIONS



DETAIL OF WALL "D"



DEVELOPED ELEVATION - RIGHT WALL
Showing front face elevation

Sec. at	H	D	S	F	A	B	5/8"ϕ - #5 - Reinforcing Bars: Footings Mk.	Footings No.	Footings Length	Wall-Vertical Mk.	Wall-Vertical No.	Wall-Vertical Length	1/2"ϕ - #4 - Bars: Wall-Horizontal Mk.	Wall-Horizontal No.	Wall-Horizontal Length
0	12.00	1'-6"	6.20	5'-6"	0'-10⅜"	4'-0½"	D1	14	7' 0"	V1	14	6' 8"	H1	9	27' 6"
14	12.80	1'-6"	7.66	6'-4"	1'-1⅞"	4'-8¼"	No Hooks								
14	14.52	1'-6"	7.66	6'-8"	1'-1⅞"		D2.	14	8' 0"	V2	14	8' 1"			
28	15.50	1'-6"	9.31	7'-3"	1'-2"	5'-4⅞"	No Hooks								
28	16.47	1'-9"	9.31	7'-7"	1'-2"		D3	14	8' 1'	V3	14	9' 10"	H1	11	27' 6"
42	17.50	1'-9"	11.00	8'-0"	1'-2½"	6'-1¾"									
42	18.45	2'-0"	11.00	9'-0"	1'-2½"		D4	14	4' 11"	V4	14	15' 9"			
56	19.50	2'-0"	15.41	9'-6"	1'-3⅞"	8'-0⅞"									
56	21.96	2'-3"	15.41	10'-1"	1'-3⅞"		D5	14	6' 11"	V5	14	16' 6"	H1	15	27' 6"
70	23.00	2'-3"	16.78	11'-0"	1'-10¼"	8'-8⅛"									
70	25.40	2'-6"	16.78	11'-8"	1'-10¼"		D6	14	8' 7"	V6	14	17' 11"			
84	26.50	2'-6"	18.20	12'-2"	1'-9⅞"	9'-3½"									
									#4 Bars						
"D"							D8	10	2' 7"	V7	10	10' 10"	H2	8	9' 0"

Notes:
All concrete shall be class "B" concrete.
Bevel all exposed edges of concrete with a 3/4" ϕ moulding unless otherwise shown.

Max. Design Footing Pressure = 3.6 T/ft²

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
RETAINING WALLS
RAMP "B"

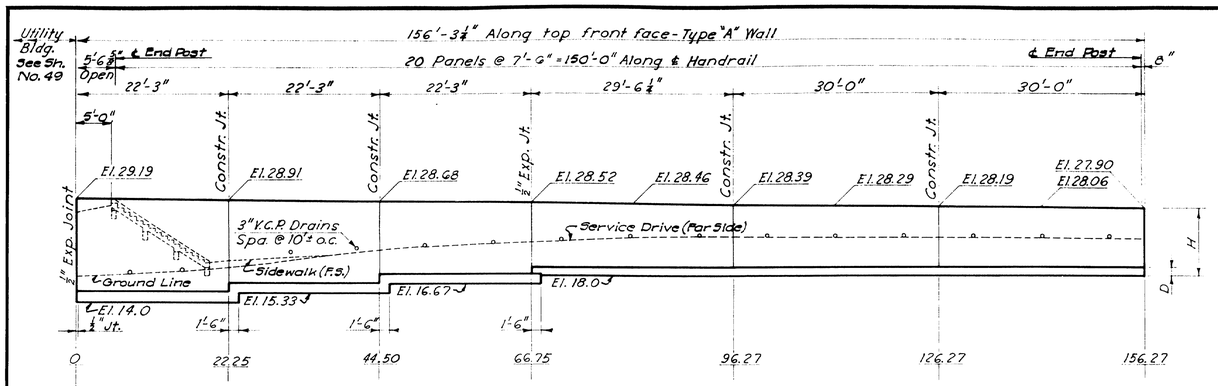
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED S.P. 9-9-52
TRACED G.P. 10-21-52
CHECKED G.K. 1-20-53

SCALE: 1" = 10'-0" & AS NOTED

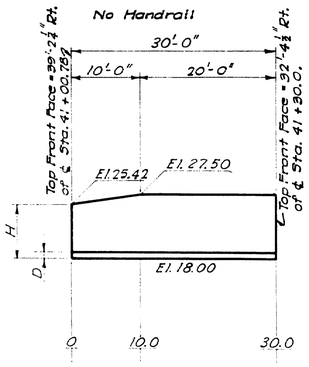
SHEET NO. 44

62 44

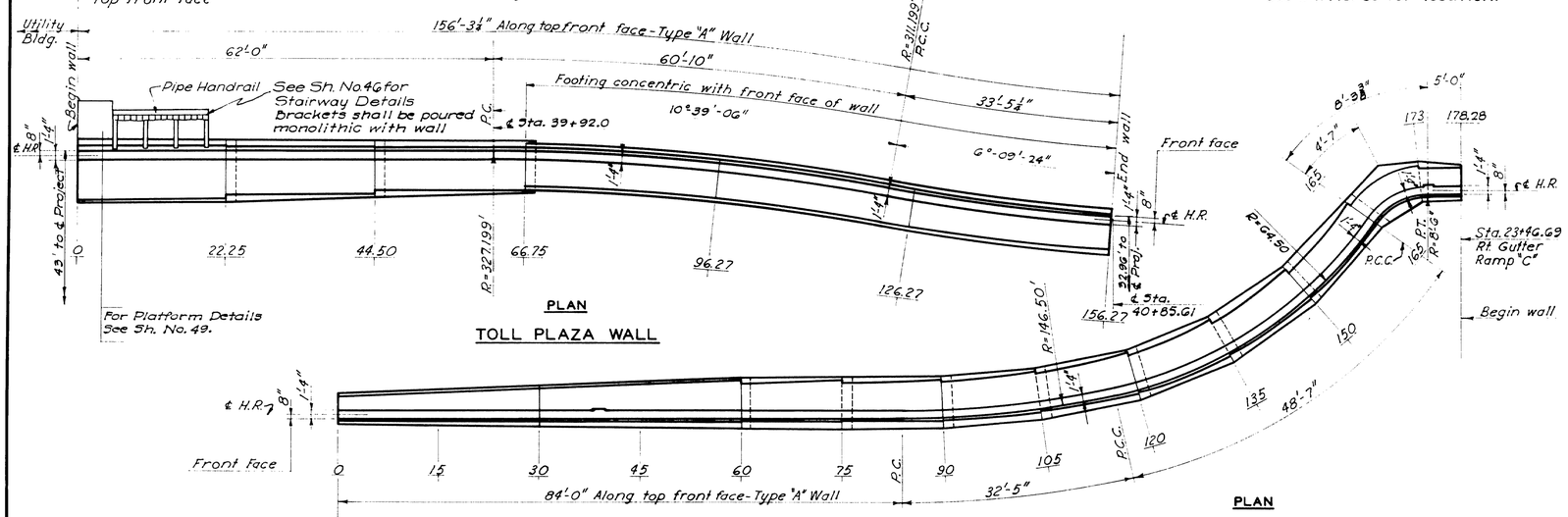


DEVELOPED ELEVATION
Showing back face of wall

See Sh. No. 35 for additional layout.

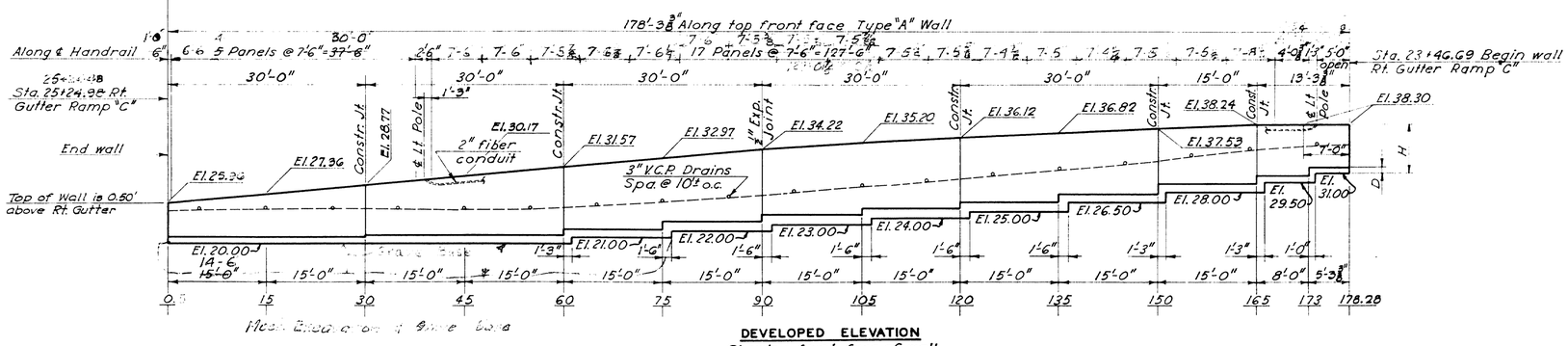


ELEVATION-WILSON STREET WALL
See Sh. No. 36 for location.



PLAN

See Sh. No. 32 for additional layout.



DEVELOPED ELEVATION
Showing front face of wall

RAMP "C" - HAYMARKET SQUARE WALL

RETAINING WALL DIMENSIONS & BILL OF REINFORCING

Sec. at	H	D	F	A	B	¾"ø #4 Reinforcing Bars: Footing Mk	Footing No.	Footing Length	Wall-Vertical Mk	Wall-Vertical No.	Wall-Vertical Length	Wall-Horizontal Mk	Wall-Horizontal No.	Wall-Horizontal Length
Toll Plaza Wall-Type "A" Wall														
0	15.19	1'-6"	9'-5"	1'-10⅜"	7'-3⅜"	D1	22	2' 1"	V1	22	14' 4"	H1	10	21' 9"
22.25	14.91	1'-6"	9'-3"	1'-9¾"	7'-2⅜"	D1	22	2' 1"	V2	22	12' 8"	H1	9	21' 9"
44.50	13.35	1'-6"	8'-5"	1'-7¼"	6'-6¼"	D1	22	2' 1"	V3	22	11' 0"	H1	7	21' 9"
66.75	11.85	1'-6"	7'-7"	1'-4¾"	5'-10⅛"	–	–	–	–	–	–	–	–	–
66.75	10.52	1'-3"	7'-0"	1'-3"	5'-4⅝"	D1	30	2' 1"	V4	30	9' 9"	H2	7	29' 0"
96.27	10.39	1'-3"	7'-0"	1'-3"	5'-4"	D1	30	2' 1"	V5	30	9' 6"	H3	7	29' 6"
126.27	10.19	1'-3"	7'-0"	1'-3"	5'-3"	D1	30	2' 1"	V6	30	9' 2"	H3	7	29' 6"
156.27	9.90	1'-3"	7'-0"	1'-3"	5'-1⅜"									
Wilson Street Wall-Type "A" Wall														
0	7.42	1'-0"	5'-5"	10⅜"	4'-1⅜"	D1	10	2' 1"	V1	10	6' 9"	H1	5	29' 6"
10	9.50	1'-0"	6'-6"	1'-1⅝"	5'-0⅜"	D1	20	2' 1"	V2	20	9' 1"	H2	5	19' 6"
30	9.50	1'-0"	6'-6"	1'-1⅝"	5'-0⅜"									
Ramp "C"-Haymarket Square Wall-Type "A" Wall														
0	5.96'	1'-0"	4'-7"	0'-8⅜"	3'-6"	D2	15	6' 0"	–	–	–	H1	5	29' 6"
15	–	–	–	–	–	D1	15	2' 1"	V1	15	6' 9"			
30	8.77'	1'-0"	6'-2"	1'-0⅝"	4'-8¾"	D1	30	2' 1"	V2	15	8' 0"	H1	6	29' 6"
45	–	–	–	–	–	–	–	–	V3	15	9' 6"			
60	11.57	1'-3"	7'-7"	1'-4¾"	5'-10⅛"	D1	15	2' 1"	V4	15	10' 0"	H1	8	29' 6"
75	11.97	1'-3"	7'-9"	1'-5⅛"	6'-0¼"	D1	15	2' 1"	V4	15	10' 0"			
90	12.22	1'-6"	7'-9"	1'-5⅛"	6'-0¼"	D1	15	2' 1"	V5	15	10' 5"	H1	8	29' 6"
105	12.20	1'-6"	7'-9"	1'-5⅛"	6'-0⅛"	D1	15	2' 1"	V5	15	10' 5"			
120	12.12	1'-6"	7'-9"	1'-5⅛"	6'-11⅜"	D1	15	2' 1"	V6	15	10' 4"	H1	8	29' 6"
135	11.82	1'-6"	7'-7"	1'-4¾"	5'-10⅛"	D1	15	2' 1"	V7	15	9' 8"			
150	11.03	1'-3"	7'-4"	1'-4"	5'-7⅛"	D1	15	2' 1"	V8	15	8' 10"	H2	7	14' 6"
165	10.24	1'-3"	6'-10"	1'-2¾"	5'-3⅛"	D1	8	2' 1"	V9	8	8' 1"	H2	6	14' 6"
173	8.80	1'-0"	6'-1"	1'-0⅛"	4'-9"	D1	6	2' 1"	V10	6	6' 8"			
178.28	7.30	1'-0"	5'-4"	0'-10⅛"	4'-1⅛"									

Dimensions are for lower footing at each section, unless otherwise shown.
Reinforcing steel is for section ahead.
See Sheet No. 43 for Typical Details of Type 'A' Wall and General Notes.
See Sheet No. 18 for Handrail Details.
See Sheet No. 26 for Lighting Details.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MA NE
RETAINING WALLS RAMP "C" & TOLL PLAZA

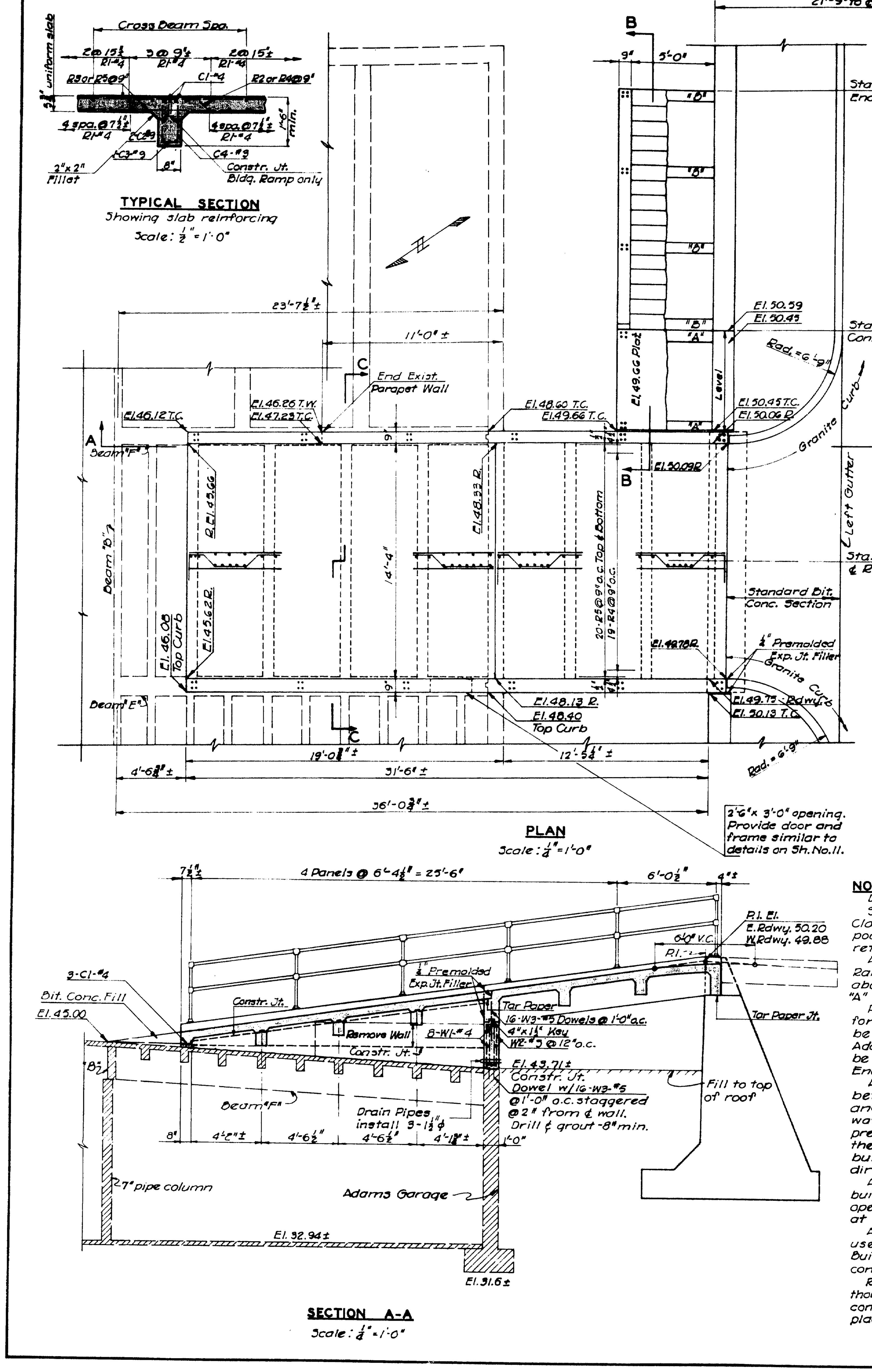
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

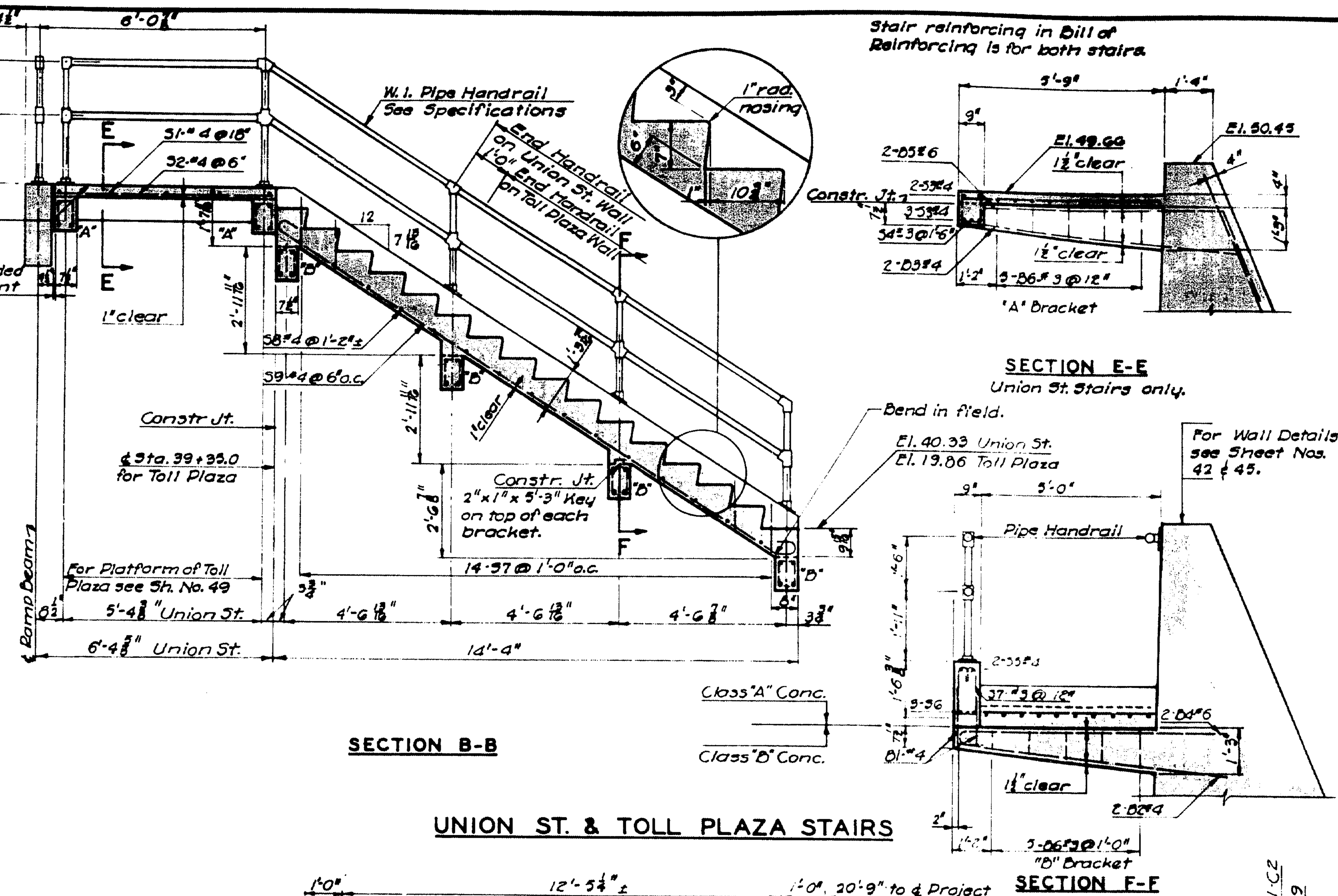
DETAILED S.P. 9-16-52
TRACED L.B.R. 9-25-52
CHECKED G.H.K. 1-20-53
SCALE: 1"-10'-0"
SHEET NO. 45

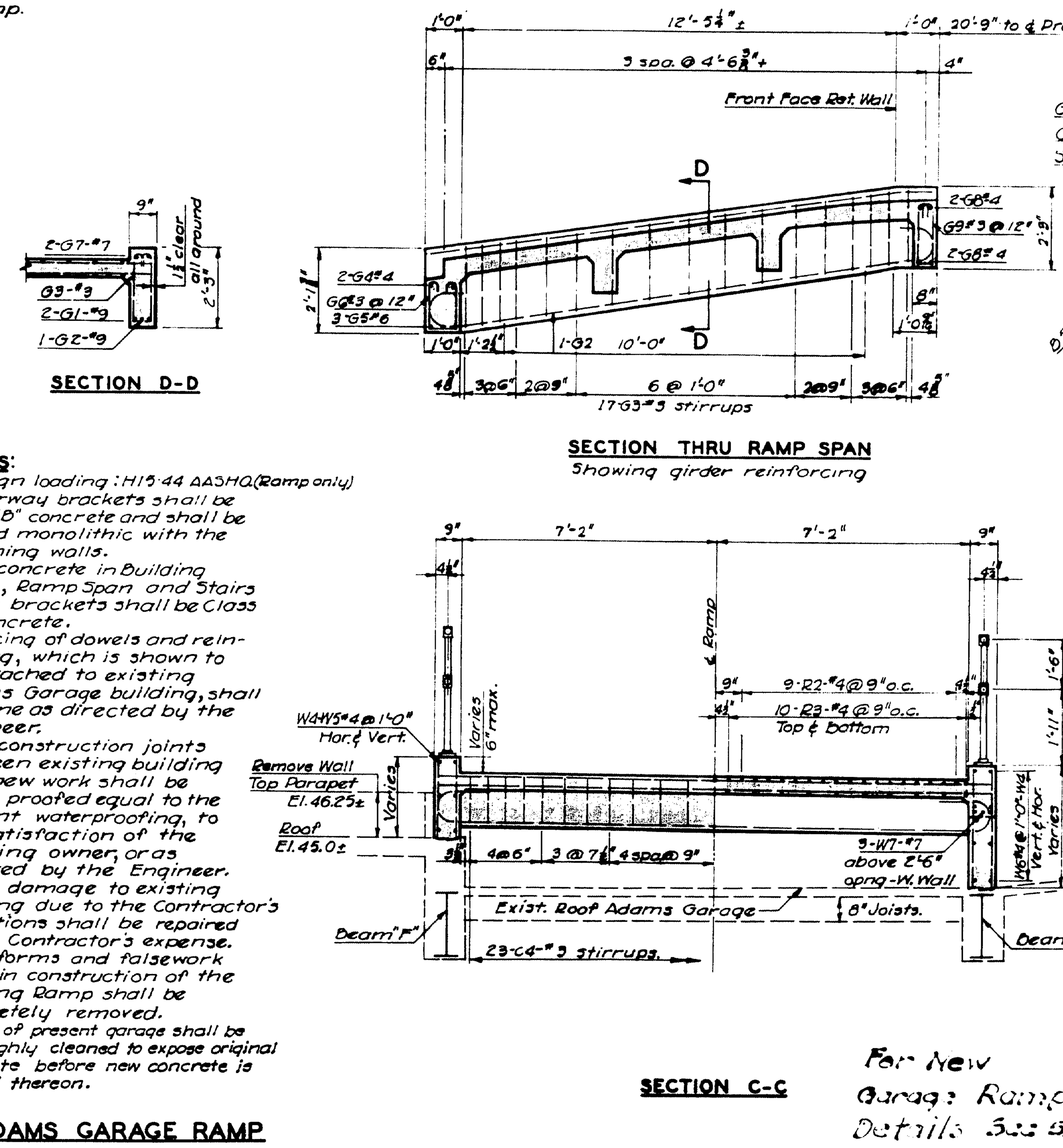
As Built Rev. Blocks 3-8-54 8-8-54 LEW

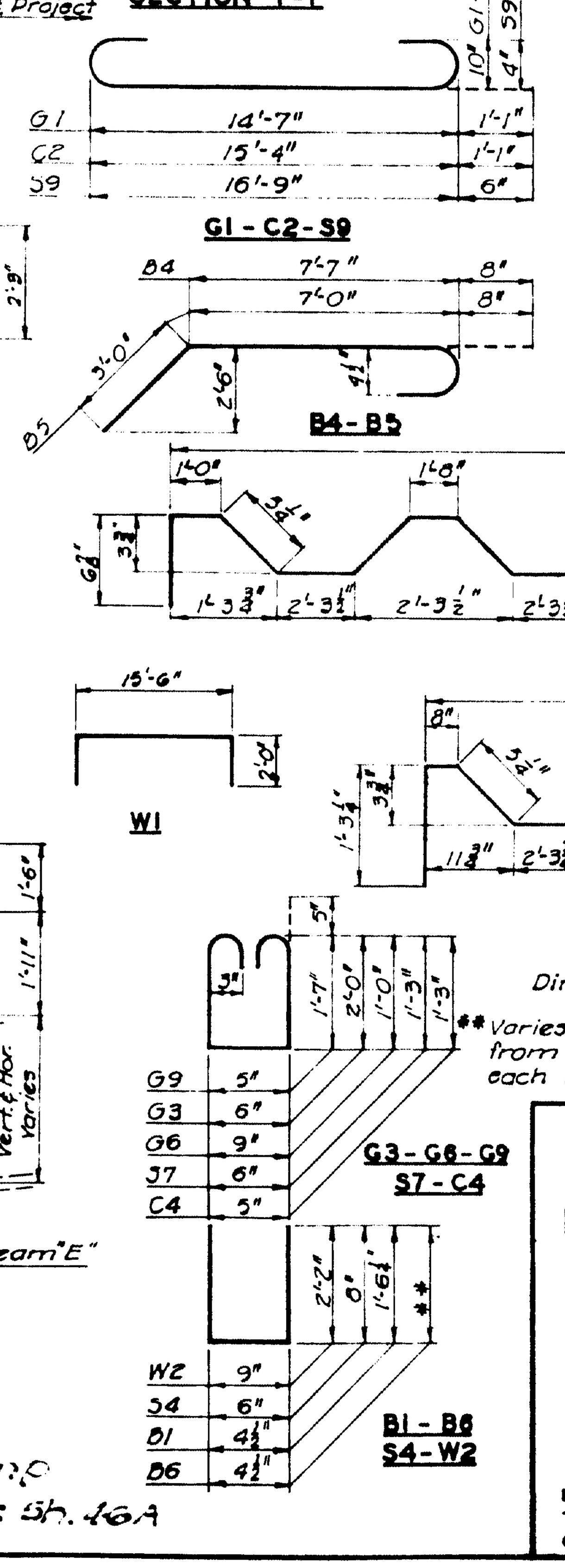
62-45

0 1 2 3 4 5 INCHES









NOTES:

Design loading: H15-44 AASHO (Ramp only)

Stairway brackets shall be Class "B" concrete and shall be poured monolithic with the retaining walls.

All concrete in Building Ramp, Ramp Span and Stairs above brackets shall be Class "A" Concrete.

Placing of dowels and reinforcing, which is shown to be attached to existing Adams Garage building, shall be done as directed by the Engineer.

All construction joints between existing building and new work shall be water proofed equal to the present waterproofing, to the satisfaction of the building owner, or as directed by the Engineer.

Any damage to existing building due to the Contractor's operations shall be repaired at the Contractor's expense.

All forms and falsework used in construction of the Building Ramp shall be completely removed.

Roof of present garage shall be thoroughly cleaned to expose original concrete before new concrete is placed thereon.

ADAMS GARAGE RAMP

BILL OF REINFORCING

Mk.	No.	Size	Shape	Length		Location
B1	16	4		3'	5"	Stairs
B2	16	4		7'	3"	do
B3	4	4		7'	1"	Platform
B4	16	6		8'	3"	Stairs
B5	4	6		10'	8"	Platform
B6	50	3		* 1'	9½"	Platf. & Stair
C1	13	4		15'	7"	B.R. & R.S.
C2	10	9		17'	6"	do
C3	5	9		9'	0"	do
C4	115	3		3'	9"	do
G1	4	9		18'	9"	Ramp Span
G2	2	9		10'	0"	do
G3	34	3		5'	4"	do
G4	2	4		15'	7"	do
G5	3	6		15'	7"	do
G6	16	3		3'	7"	do
G7	4	7		14'	7"	do
G8	4	4		15'	7"	do
G9	16	3		4'	5"	do
R1	74	4		15'	7"	BR. & R.S.
R2	19	"		19'	11"	Bldg. Ramp
R3	40	"		18'	5"	do
R4	19	"		17'	1"	Ramp Span
R5	40	4		13'	9"	do
S1	5	4		5'	4"	Platform
S2	10	4		5'	8"	do
S3	5	4		5'	9"	do
S4	4	3		1'	10"	do
S5	4	4		16'	9"	Stairs
S6	6	5		16'	9"	do
S7	28	3		3'	10"	do
S8	30	4		5'	3"	do
S9	20	4		17'	9"	do
W1	8	4		19'	6"	Bldg. Ramp
W2	16	3		5'	1"	do
W3	32	5		2'	6"	do
W4	14	4		18'	0"	do
*W5	36	4		* 2'	1¼"	do
*W6	36	4		* 2'	6⅜"	do
W7	3	7		6'	6"	do

* W5 - Varies by 1 9/16" incr. from 1'-0" to 3'-2 9/16"
W6 - Varies by 2½" incr. from 9½" to 4'-4"
Cut 2 each length.
* Average length.

BENDING DIAGRAMS

Dimensions are out to out of bars.

** Varies by 1¼" increments from 6" to 11". Cut 10 each length.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

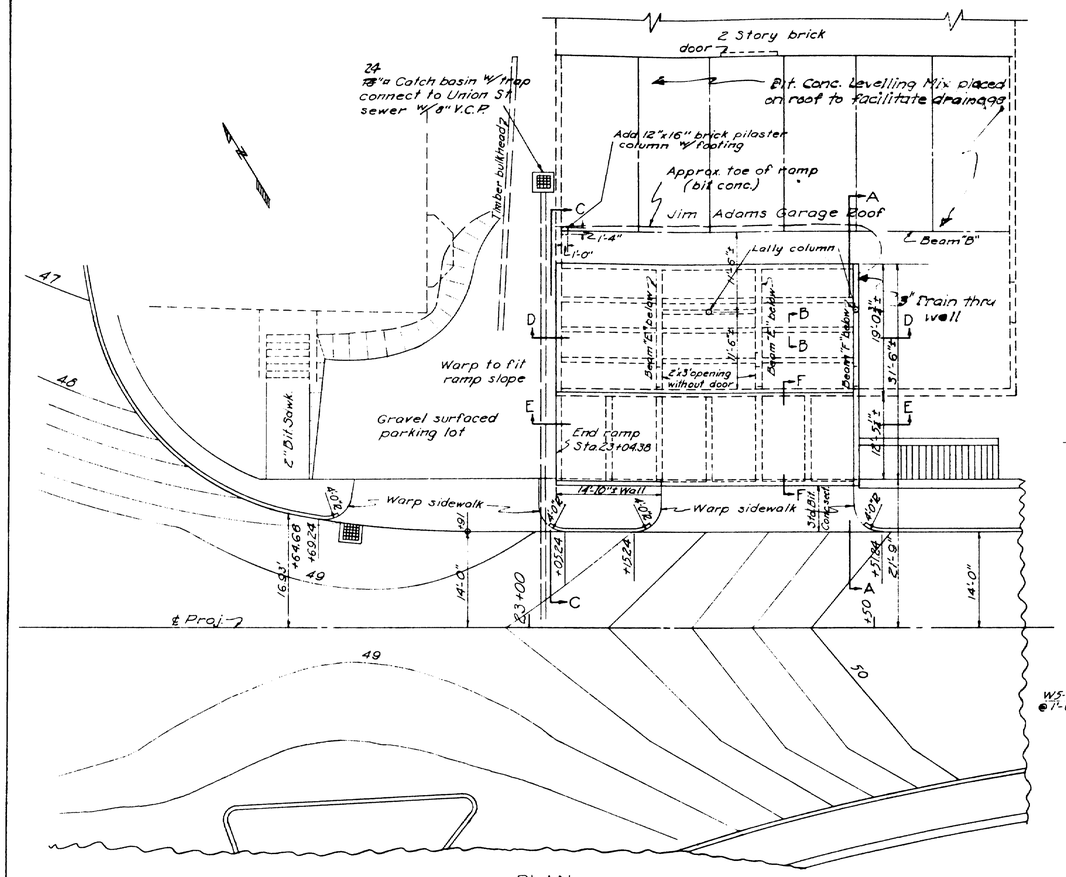
DETAILS
GARAGE RAMP & STAIRS

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED S.P. 10-9-52
TRACED Repro. 11-6-52
CHECKED G.H.K. 1-20-53

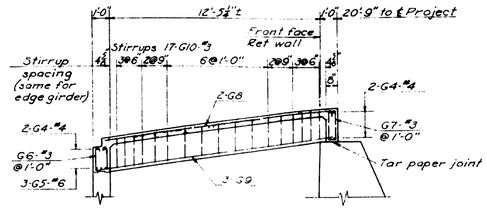
SCALE: 3/8" = 1'-0" AND AS NOTED
SHEET NO. 46

62-46

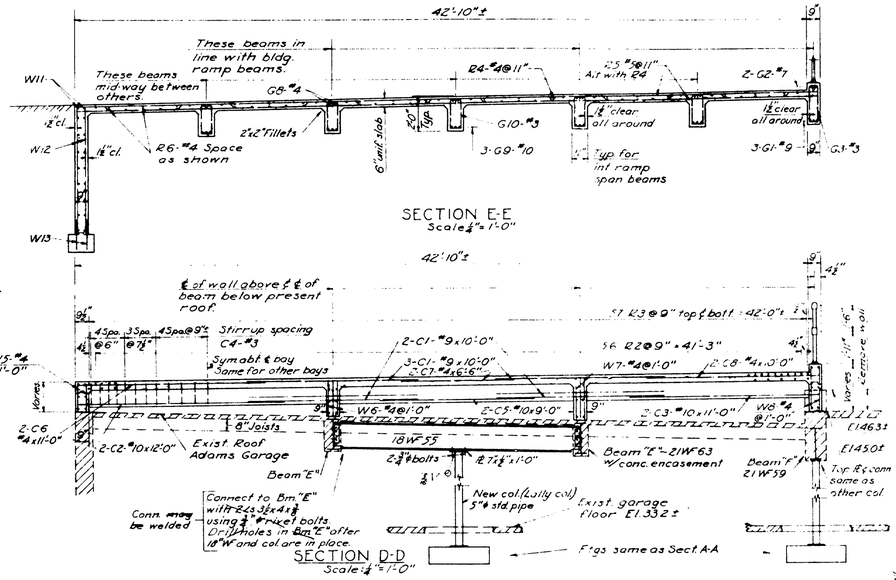


PLAN
Scale: 1" = 10'

SECTION B-B
Typical cross beam
Scale: ½" = 1'-0"



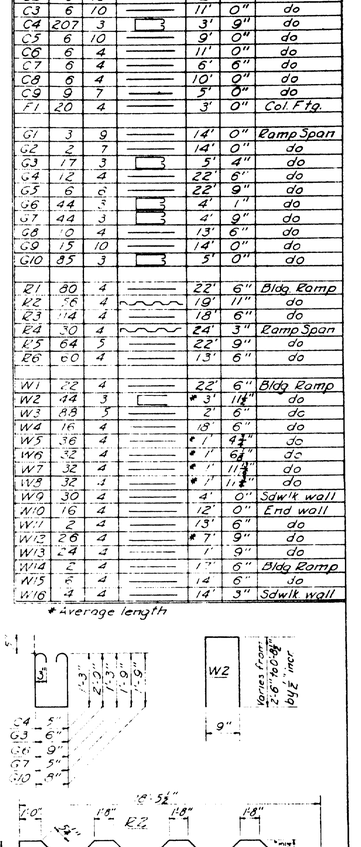
SECTION F-F
Scale ¼" = 1'-0"



SECTION D-D
Scale ¼" = 1'-0"

BILL OF REINFORCING					
Mk.	No.	Size	Shape	Length	Location
C1	42	9		10' 0"	Bldg. Ramp
C2	6	10		12' 0"	do
C3	6	10		11' 0"	do
C4	207	3		3' 9"	do
C5	6	10		9' 0"	do
C6	6	4		11' 0"	do
C7	6	4		6' 6"	do
C8	6	4		10' 0"	do
C9	9	7		5' 0"	do
F1	20	4		3' 0"	Col. Ftg.
G1	3	9		14' 0"	Ramp Span
G2	2	7		14' 0"	do
G3	17	3		5' 4"	do
G4	12	4		22' 6"	do
G5	6	6		22' 9"	do
G6	44	3		4' 1"	do
G7	44	3		4' 9"	do
G8	10	4		13' 6"	do
G9	15	10		14' 0"	do
G10	85	3		5' 0"	do
R1	80	4		22' 6"	Bldg. Ramp
R2	56	4		19' 11"	do
R3	114	4		18' 6"	do
R4	30	4		24' 3"	Ramp Span
R5	64	3		22' 9"	do
R6	60	4		13' 6"	do
W1	22	4		22' 6"	Bldg. Ramp
W2	44	3		* 3' 1½"	do
W3	88	3		2' 6"	do
W4	16	4		18' 6"	do
W5	36	4		* 1' 4½"	do
W6	32	4		* 1' 6¾"	do
W7	32	4		* 1' 11½"	do
W8	32	4		* 1' 1½"	do
W9	30	4		4' 0"	Sdw'k wall
W10	16	4		12' 0"	End wall
W11	2	4		13' 6"	do
W12	28	4		* 7' 9"	do
W13	24	4		1' 9"	do
W14	2	4		1' 6"	Bldg. Ramp
W15	4	4		14' 6"	do
W16	4	4		14' 3"	Sdwlk wall

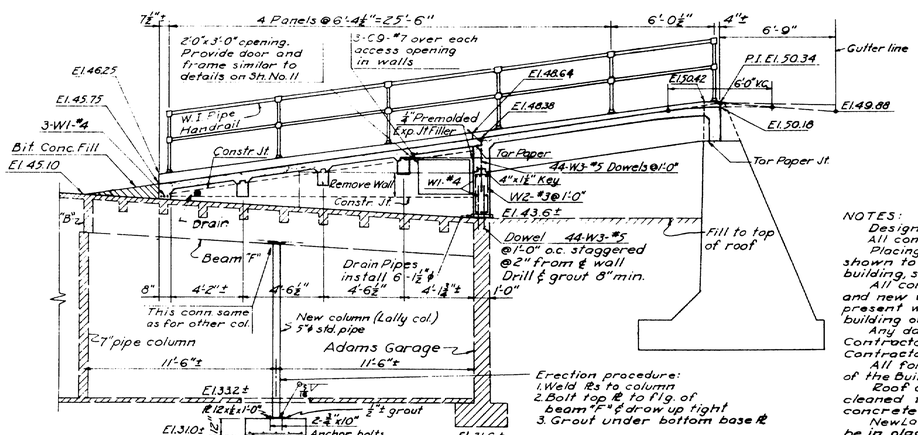
* Average length



Bar	Min	Max	Incr
W5	4"	2'-5½"	1½"
W6	5"	2'-6¾"	1½"
W7	6"	3'-0"	1½"
W8	1'-0"	3'-6"	1½"
W12	7'-3"	13'-6"	1½"

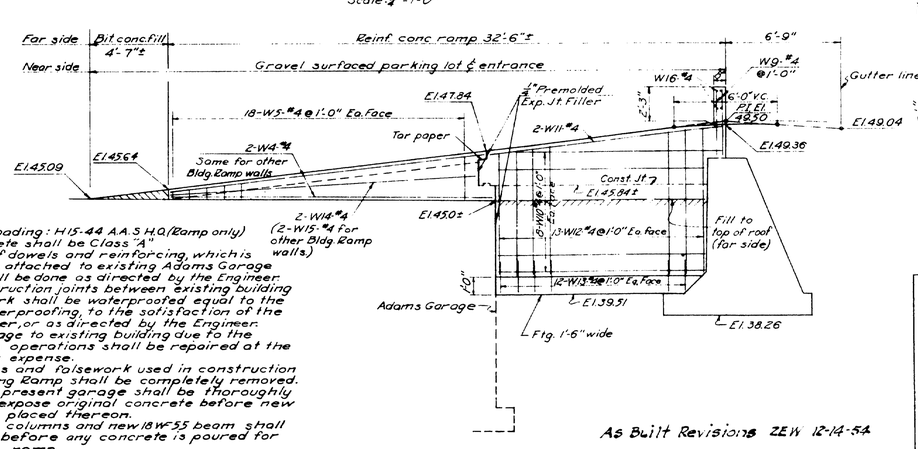
Straight variable bars. Cut 2 each length

BENDING DIAGRAMS
Dimensions are out to out of bars



SECTION A-A
Scale: ¼" = 1'-0"

Erection procedure:
1. Weld Rs to column
2. Bolt top R to flg. of beam "F" ℄ draw up tight
3. Grout under bottom base R



SECTION C-C
Scale: ¼" = 1'-0"

NOTES:
Design loading: H15-44 A.A.S.H.O. (Ramp only)
All concrete shall be Class "A"
Placing of dowels and reinforcing, which is shown to be attached to existing Adams Garage building, shall be done as directed by the Engineer.
All construction joints between existing building and new work shall be waterproofed equal to the present waterproofing, to the satisfaction of the building owner, or as directed by the Engineer.
Any damage to existing building due to the Contractor's operations shall be repaired at the Contractor's expense.
All forms and falsework used in construction of the Building Ramp shall be completely removed.
Roof of present garage shall be thoroughly cleaned to expose original concrete before new concrete is placed thereon.
New Lally columns and new 18 WF 55 beam shall be in place before any concrete is poured for new building ramp.

Slab const. joints sealed w/ hot asphalt.

As Built Revisions ZEW 12-14-54

Revised 10-19-53 M.E.H.

This sheet supersedes garage ramp details on Sh. No. 46

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
DETAILS
GARAGE RAMP

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO

DETAILED M.E.H. 10-2-53
TRACED
CHECKED G.H.K. 10-5-53

SCALE: ¼" = 1'-0" AND AS NOTED

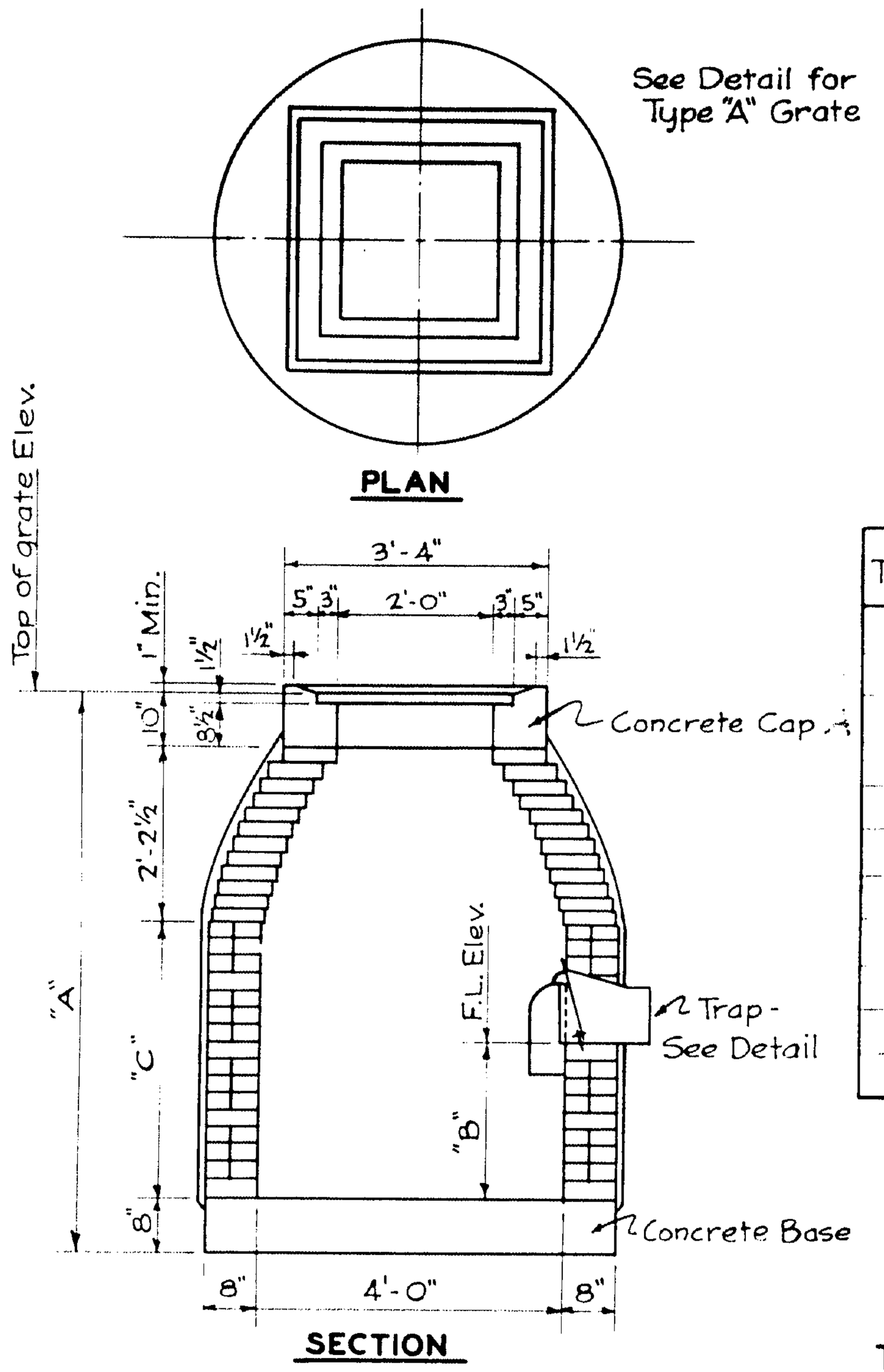
SHEET NO. 46A

62-47

0 1 2 3 4 5 INCHES

ADDITIONAL SEWER QUANTITIES

Location	Sheet No.	Description	Quantity
Sta. 28+30 to Sta. 29+11	34	30" R.C.P.	84'
Sta. 26+26 to Sta. 28+30	32 & 34	24" R.C.P.	204'
Sta. 23+85 to Sta. 24+62	31	20" C.I.P.	75'
Relocated Bangor House Sewer	31	20" C.I.P.	55'
Utility House Sewer	35	10" V.C.P.	145'
Summer St. Sewer	31	20" C.I.P.	75'
Summer St. Sewer Conn.	31	12" V.C.P.	40'

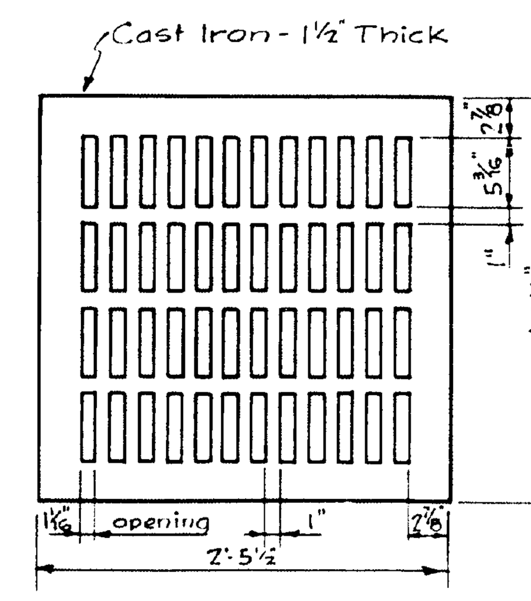


Type A Catch Basin ... Garage ... Sh. ...

Type	Station	Sheet No.	Top Gr. Elev.	F.L. Elev.	Dim. "A"	Dim. "B"	Dim. "C"	Quantity 8" V.C.P. Req'd.
A	19+74 (Lt. Gutter Ramp "C")	32	27.20	23.20	7'-2"	2'-6"	3'-5½"	18'
A	4+50 (Summer St.)	31	41.22	36.80	7'-2"	2'-1'	3'-5½"	6'
C	24+31 (Ramp "A")	33	47.84	42.84	7'-8	—	3'-11½"	12'
C	20+90 (Rt. Gutter Ramp "A")	33	47.62	42.62	7'-8"	—	3'-11½"	12'
C	6+10.5 (May St.)	33	47.84	44.50	6'-0"	—	2'-3½"	24
C	5+07.3 (Summer St.)	33	41.80	37.30	7'-2"	—	3'-5½"	99'
C	*23+70 (Ramp "B")	33	42.96	38.46	7'-2"	—	3'-5½"	27'
C	39+00 (℄ Project)	35	29.10	24.10	7'-8"	—	3'-11½"	33'
C	*40+90 (℄ Project)	35	27.19	23.69	6'-2"	—	2'-5½"	ǂ 18'
A	42+15 (Lt. Gutter Brewer)	36	25.31	20.89	7'-2"	2'-1"	3'-5½"	27'
A	42+50 (Rt. Base Line Brewer)	36	23.62	19.45	7'-2"	2'-4"	3'-5½"	12'

* No Trap Req'd.
ǂ Requires 12" Asph.-Coated Corr. Metal Pipe

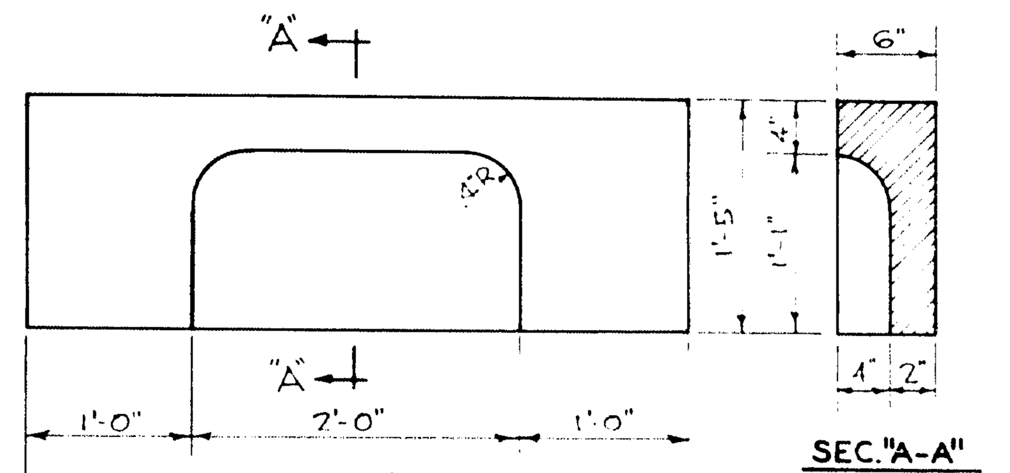
TYPE "A" CATCH BASIN
4 Req'd.



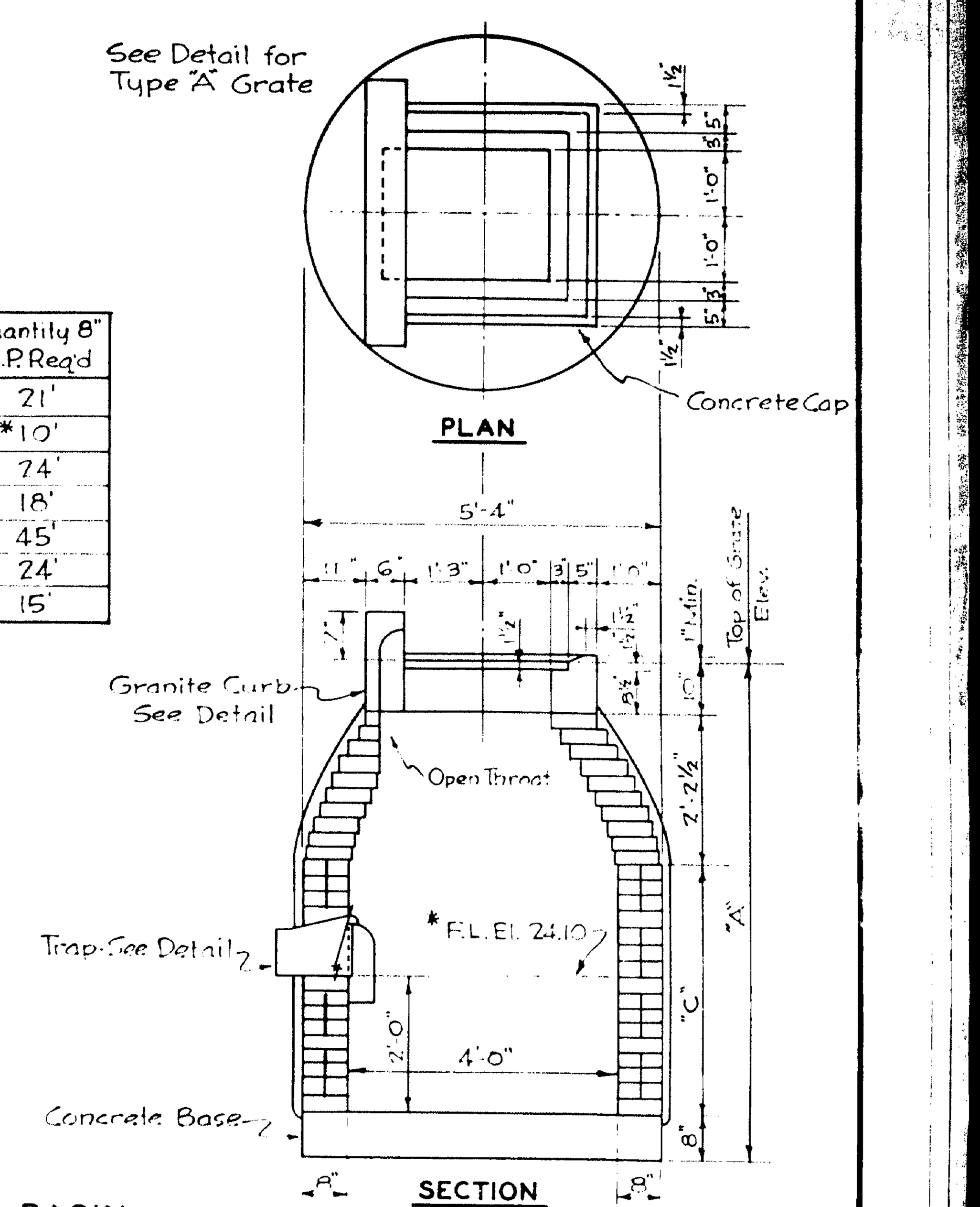
TYPE "A" GRATE
18 Req'd.
Scale: 1"=1'-0"

Station	Sheet No.	Top Gr. Elev.	F. L. Elev.	Dim. "A"	Dim. "C"	Quantity 8" V.C.P. Req'd
21+26 Left Gutter Ramp "C"	32	38.80	32.10	9'-4½"	5'-8"	21'
21+32 ℄ Project	30	52.75	48.75	6'-8"	2'-11½"	*10'
21+78 ℄ Project	30	50.70	45.70	7'-8"	3'-11½"	24'
22+75 Ramp "C"	30	48.70	43.70	7'-8"	3'-11½"	18'
23+00 Ramp "A"	30	48.32	43.32	7'-8"	3'-11½"	45'
2+75L Summer St.	31	30.56	25.56	7'-8"	3-11½"	24'
2+75R Summer St.	31	30.56	25.56	7'-8"	3-11½"	15'

*Approximate. Use existing pipe if approved.

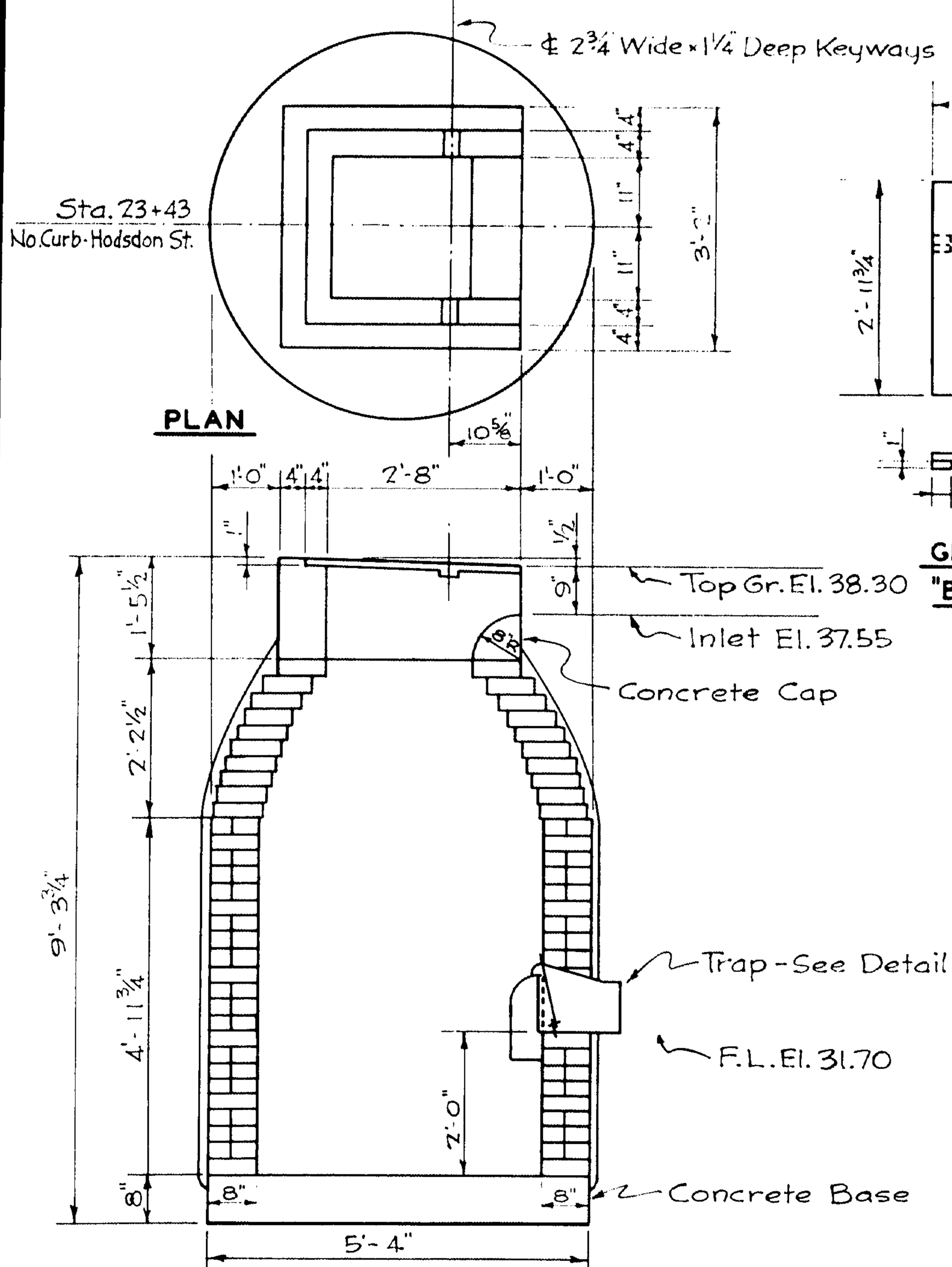


DETAIL OF STANDARD GRANITE CURB INLET
14 Req'd.
Scale: 1"=1'-0"

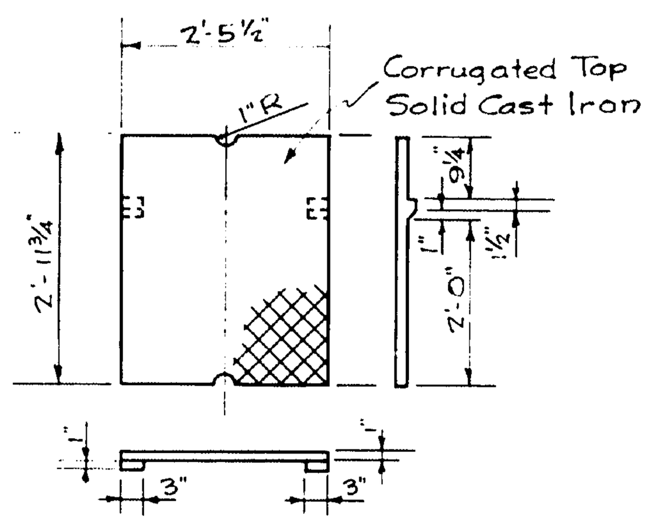


TYPE "C" CATCH BASIN
14 Req'd.

* 4" C.I.P. at Sta. 39+00 from Canopy Drain

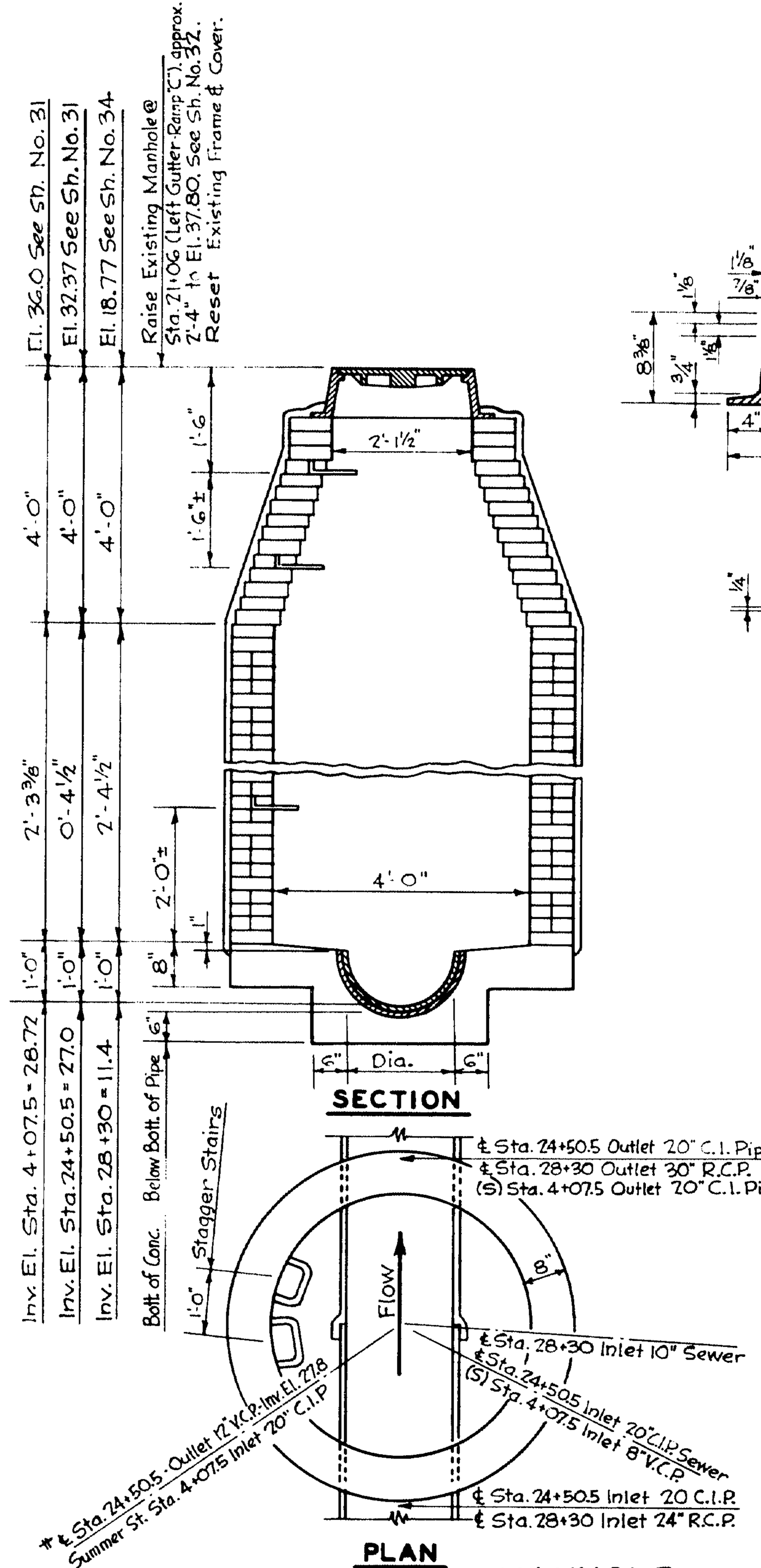


TYPE "B" CATCH BASIN
One Req'd - See Sh. No. 32
Hodsdon St. - No. Curb - 12' of 8" V.C.P. Req'd.



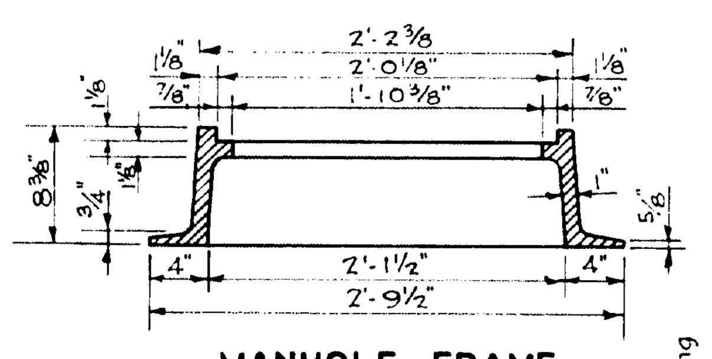
GRATE FOR TYPE "B" CATCH BASIN

8 Manholes ... Sh. No. 31

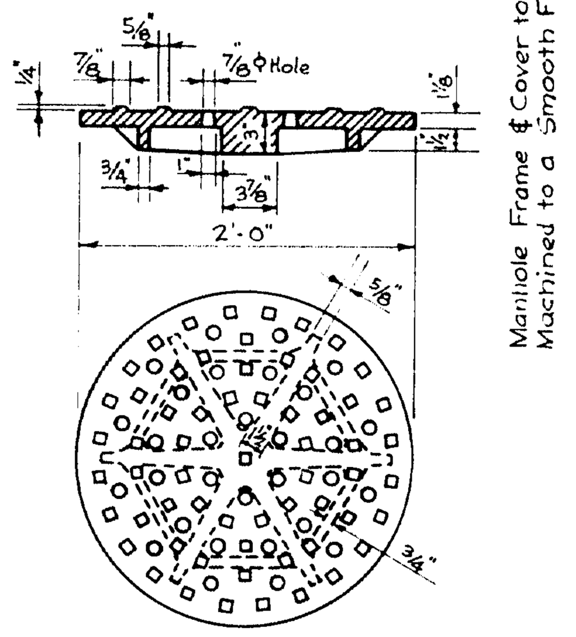


*New Cross Connection to Dead End Sewer No. on Summer St.

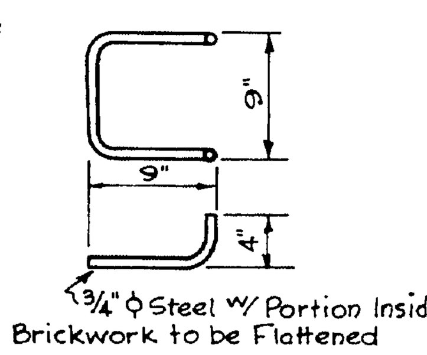
MANHOLE
3 Req'd



MANHOLE FRAME

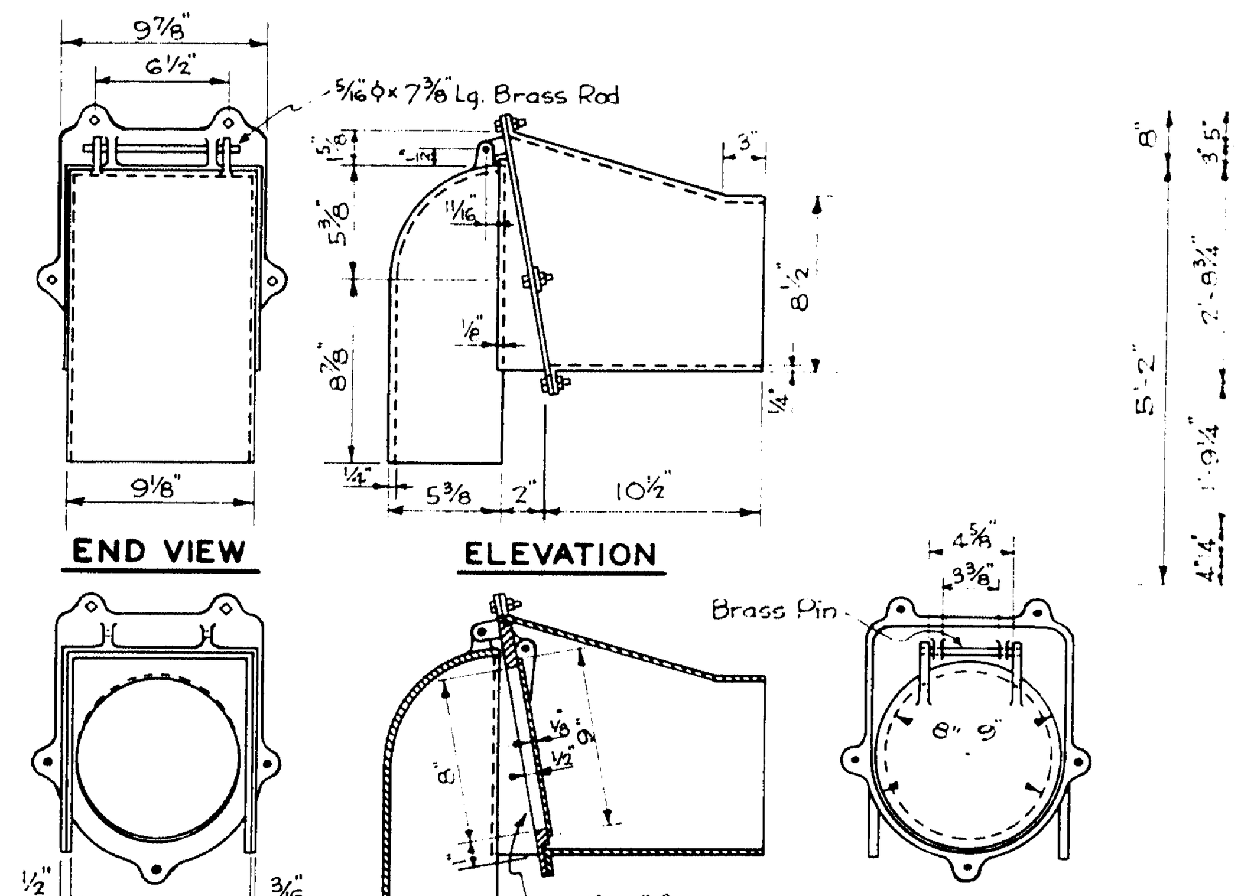


MANHOLE COVER
Scale: 1"=1'-0"

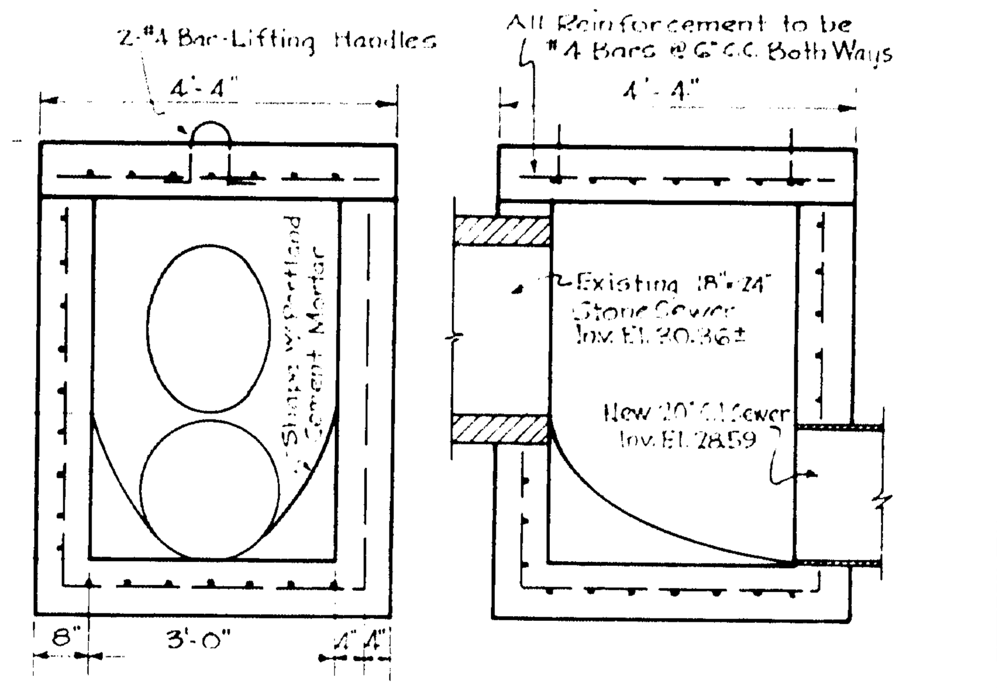


STEPS
Scale: 1"=1'-0"

* Connection through Pier 1 Wall to existing 18" × 24" Brick Sewer at Sta. 24+62. See Sh. No. 12 & 31



TRAP
17 Req'd
Scale: 1½"=1'-0



DETAIL OF SEWER BOX AT STA. 23+85
See Sh. No. 31

GENERAL NOTES

Manholes, Catch Basins, Trap, & Grate to Conform to Maine State Highway Commission Standards.

Manholes & Catch Basins may be Constructed of Brick, Concrete Blocks, or Granite Blocks. Plaster Exterior with Portland Cement Mortar.

See Sh. No. 31 & ... for revisions of ... manholes at Summer St. ... parking lot ...

"As Built" Revisions 8-10-5...

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

DRAINAGE DETAILS

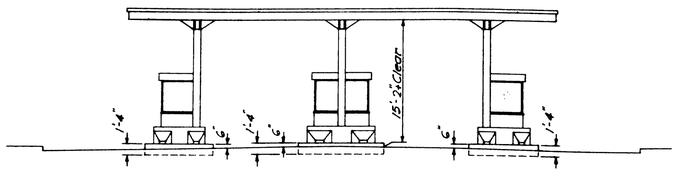
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	H.J.K.	10-3-52
TRACED	H.J.K.	10-8-52
CHECKED	E.M.N.	1-19-53

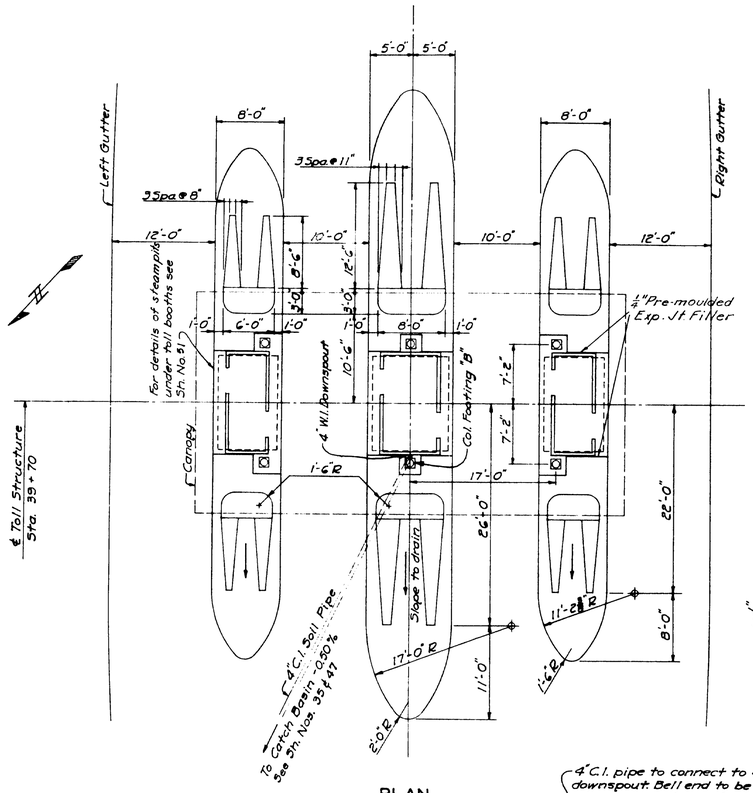
SCALE: ½"=1'-0" & AS NOTED
SHEET NO. 47

62-48

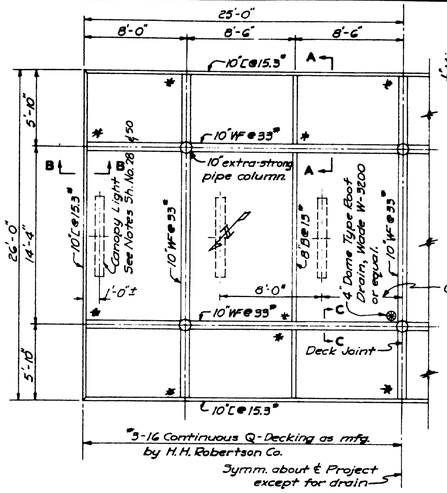
0 1 2 3 4 5 INCHES



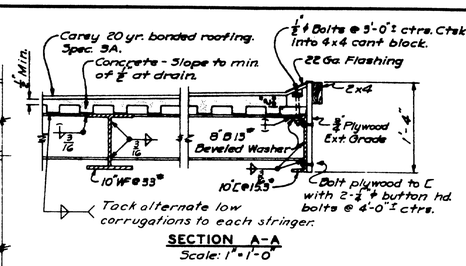
ELEVATION



PLAN
Scale: 1/8" = 1'-0"

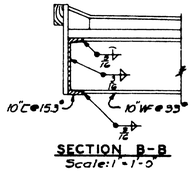


FRAMING PLAN
Scale: 1/2" = 1'-0"

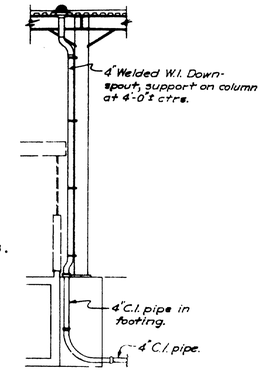


SECTION A-A
Scale: 1" = 1'-0"

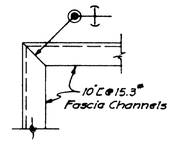
* Steel not fabricated according to plans. Extra plates welded in field for connections.

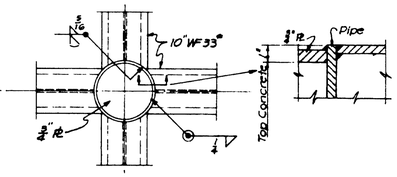


SECTION B-B
Scale: 1" = 1'-0"

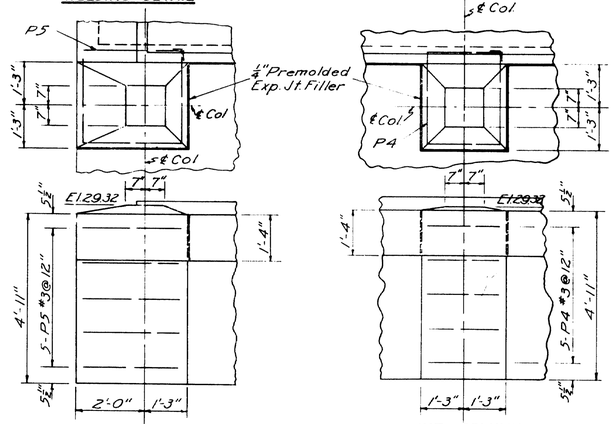


SECTION C-C
Scale: 1/2" = 1'-0"



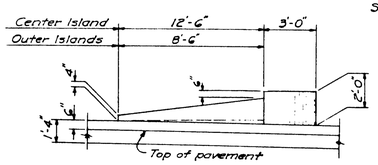


WELDING DETAIL



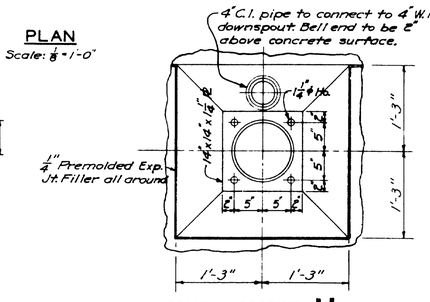
EXT. COLUMN FOOTING DETAILS
Scale: 1/2" = 1'-0"

INT. COLUMN FOOTING DETAILS
Scale: 1/2" = 1'-0"



Top of islands parallel to grade. Crown slightly to drain. Bevel all exposed edges of concrete bumpers with 1 1/2"-45° bevel.

CONCRETE BUMPER
Scale: 1/4" = 1'-0"



COLUMN FOOTING "B"
Scale: 1" = 1'-0"
Details shown are typical for all footings except for footing size ℄ C.I. pipe.

TYPICAL COLUMN AND FOOTING
Scale: 1" = 1'-0"

NOTES:

For additional details see Sheet Nos. 30 and 31.
For lighting details see Sheet No. 28 and 50.
All concrete in Toll House islands, bumpers and canopy footings shall be Class "B". Concrete bumpers shall be rubbed to present a uniformly smooth, white appearance. Concrete in canopy roof shall be sloped to a roof drain as shown. See Specifications for type of concrete in canopy roof.

"As Built" Revisions 8-10-55 ZEW.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

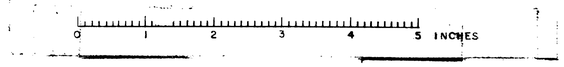
TOLL ISLANDS & CANOPY

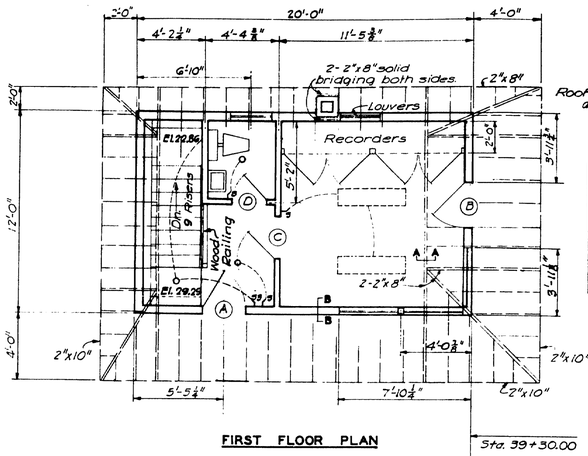
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED G.E.G. 12-13-52
TRACED Repro. 1-19-53
CHECKED G.H.W. 1-20-53

SCALE: AS NOTED
SHEET NO. 48

62-49



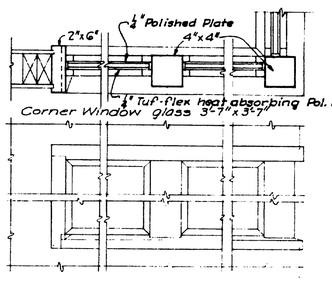


FIRST FLOOR PLAN

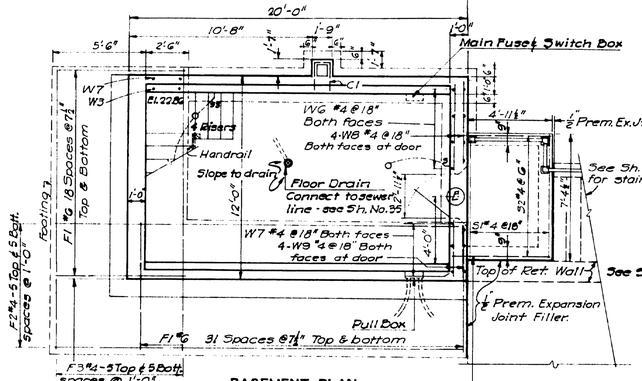
Sta. 39+30.00

DOOR SCHEDULE		
Door	Type	Size
A	Flush	2'-8"x 6'-8"
B	do	do
C	do	2'-6"x 6'-6"
D	do	2'-0"x 6'-6"
E	2-Panel	2'-8"x 6'-8"

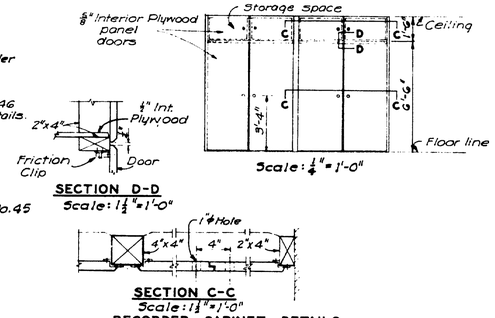
Note:
Framing of exterior walls and interior partitions shall be 2"x4" studs @ 16" o.c.. The stairs shall be 8 2/9" risers and 9" treads with 2 x 10" treads and 2-2"x12" stringers.



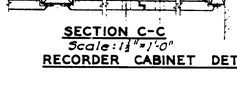
CORNER WINDOWS
Scale : 1½"=1'-0"



BASEMENT PLAN

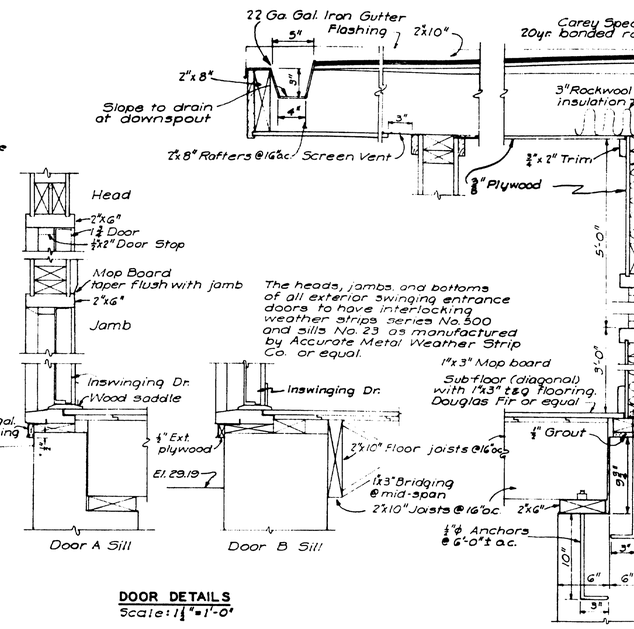


SECTION D-D
Scale : 1½"=1'-0"



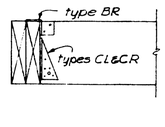
SECTION C-C
Scale : 1½"=1'-0"

RECORDER CABINET DETAILS

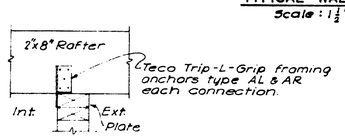


DOOR DETAILS
Scale : 1½"=1'-0"

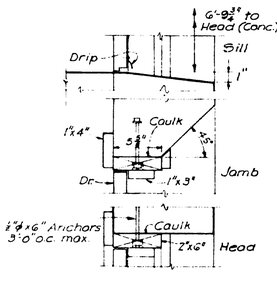
TYPICAL WALL SECTION
Scale : 1½"=1'-0"



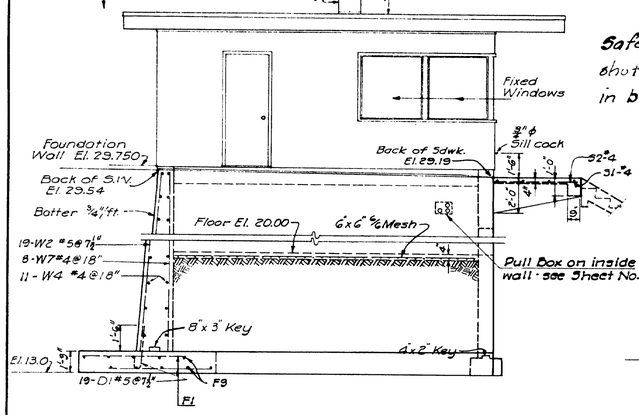
SECTION A-A
Scale : 1½"=1'-0"



SECTION B-B
Scale : 1½"=1'-0"

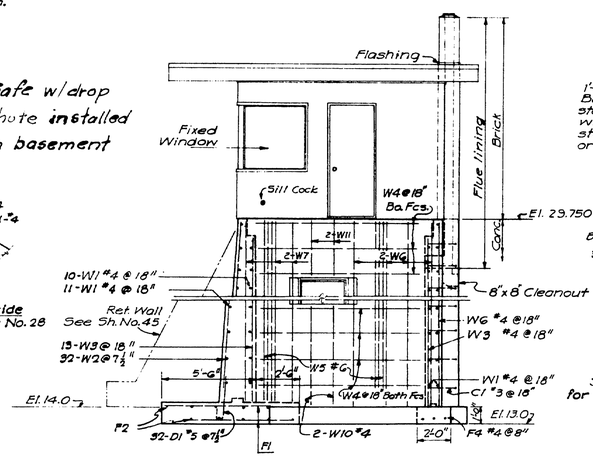


DOOR E DETAILS
Scale : 1½"=1'-0"



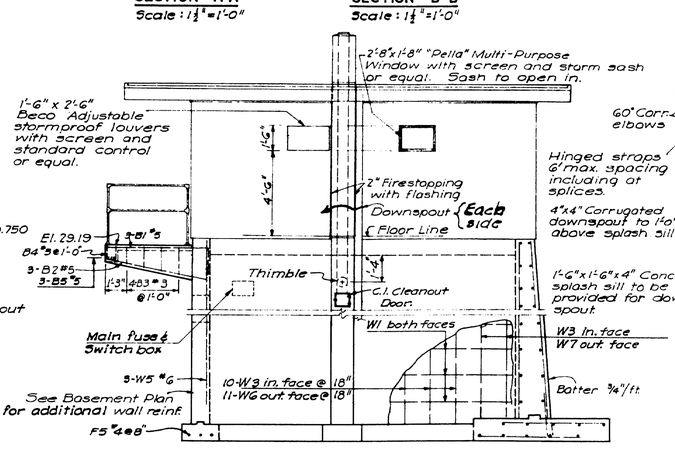
FRONT ELEVATION

Safe w/drop chute installed in basement

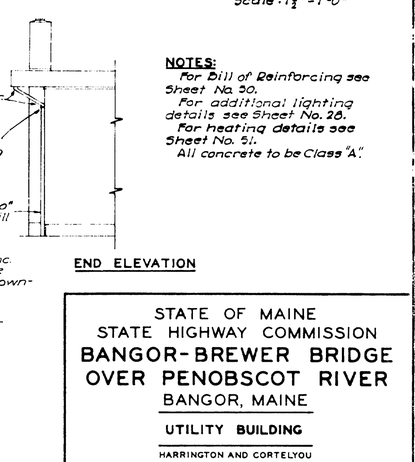


END ELEVATION

Platform not shown. For horizontal bars each side of door see Basement Plan.



REAR ELEVATION



END ELEVATION

NOTES:
For Bill of Reinforcing see Sheet No. 30.
For additional lighting details see Sheet No. 26.
For heating details see Sheet No. 51.
All concrete to be Class "A".

"As Built" Revisions 8-8-55 ZEW

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

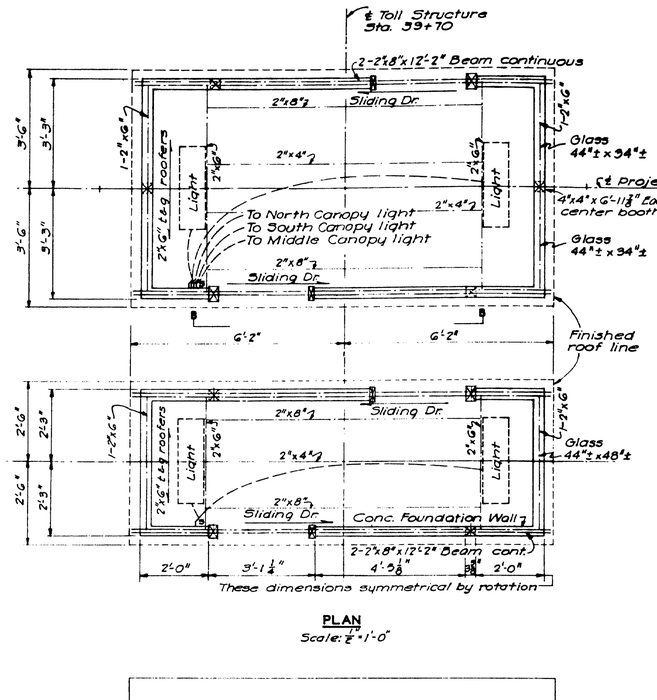
UTILITY BUILDING

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	E.R.Jr.	12-6-52	SCALE: 1" = 1'-0" AND AS NOTED
TRACED	Repro.	1-19-53	SHEET NO. 49
CHECKED	G.H.K.	1-20-53	

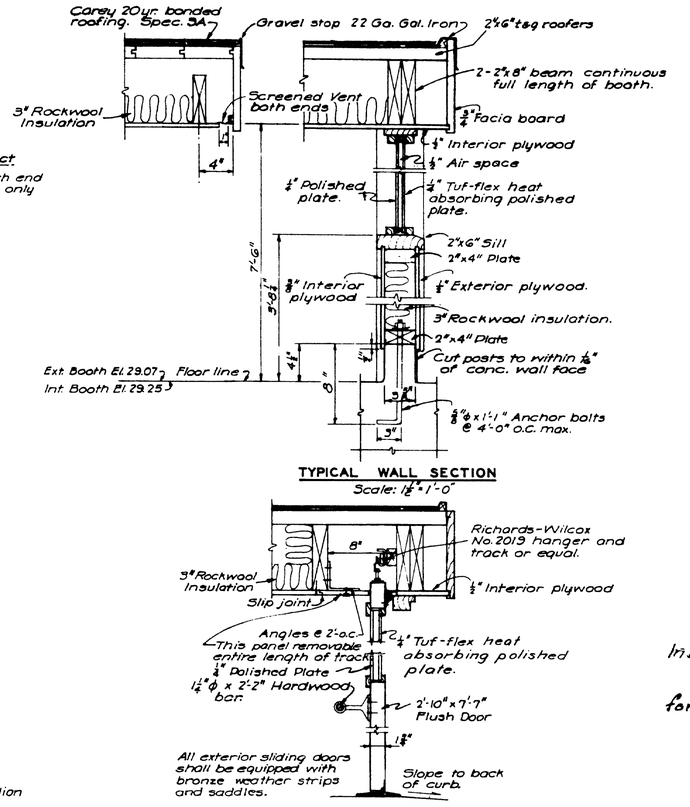
62-50

0 1 2 3 4 5 INCHES



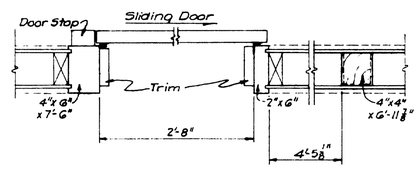
PLAN
Scale: 1/2" = 1'-0"

ELEVATION
Scale: 1/2" = 1'-0"

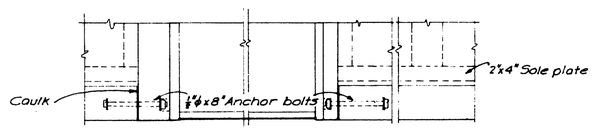


TYPICAL WALL SECTION
Scale: 1½" = 1'-0"

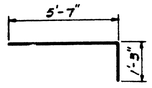
DOOR DETAILS
Scale: 1½" = 1'-0"



SECTION A-A
Scale: 1½" = 1'-0"

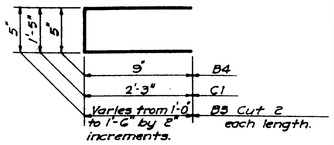


VIEW B-B
Scale: 1½" = 1'-0"

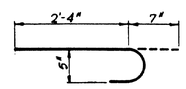


B1

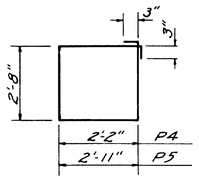
All dimensions are out to out of bar.



B3-B4-C1



D1



P4 - P5

See M3HC Toll Recording Equipment Installation plans

See Plan Sh No. 12B & letter 7-14-55 for toll booth door revisions.

BILL OF REINFORCING

Mk.	No.	Size	Shape	Length
B1	6	5	⌐	6' 10"
B2	6	5	—	5' 9"
B3	8	3	⊔	2' 11⅝"
B4	5	3	⊔	1' 11"
B5	3	5	—	7' 2"
C1	10	3	⊔	5' 11"
D1	51	5	⌐	2' 11"
F1	102	6	—	6' 0"
F2	10	4	—	24' 0"
F3	10	4	—	16' 6"
F4	3	4	—	19' 0"
F5	3	4	—	10' 0"
W1	42	4	—	19' 6"
W2	51	5	—	15' 3"
W3	25	4	—	14' 3"
W4	36	4	—	11' 6"
W5	6	6	—	15' 0"
W6	19	4	—	15' 6"
W7	16	4	—	15' 3"
W8	8	4	—	5' 0"
W9	8	4	—	3' 0"
W10	4	4	—	5' 9"
W11	4	4	—	2' 6"
S1	4	4	—	7' 2"
S2	15	4	—	5' 8"
* P1	76	3	—	9' 8"
* P2	76	3	—	11' 6"
* P3	152	3	—	7' 8"
* P4	10	3	⊓	10' 2"
* P5	20	3	⊓	11' 8"
* P6	118	3	—	4' 7"

*This reinforcing for utility building walls Sh. No. 49, except * bars are for steam pits Sh. No. 51.*

t Average length

NOTES:

Framing not shown shall be 2x4 studs at 16" o.c..
For heating and steam pit details see Sheet No. 51.
For additional details see Sheet No. 48.
For lighting details see Sheet No. 28.

"As Built" Revisions 8-9-55 ZEW.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

TOLL BOOTH DETAILS

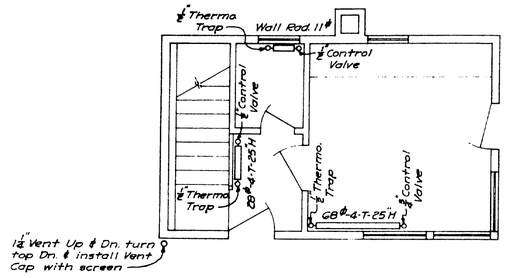
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED E.R.Jr. 12-6-52
TRACED Repro. 1-19-53
CHECKED G.H.K. 1-20-53

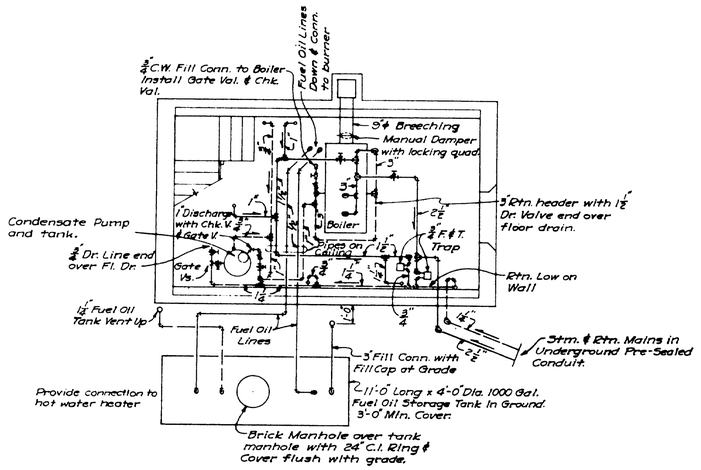
SCALE: AS NOTED
SHEET NO. 50

62-51

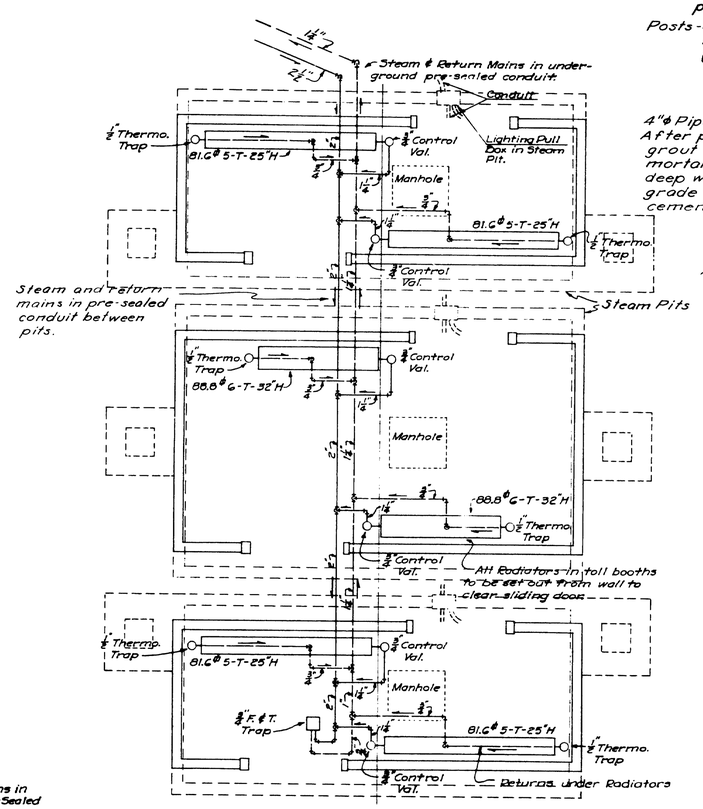
0 1 2 3 4 5 INCHES



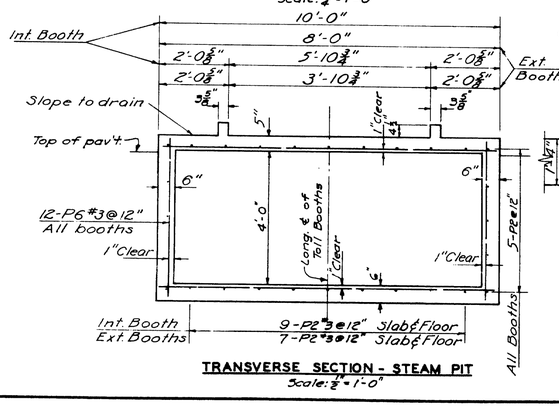
FIRST FLOOR PLAN-UTILITY BUILDING
Scale: ¼" = 1'-0"



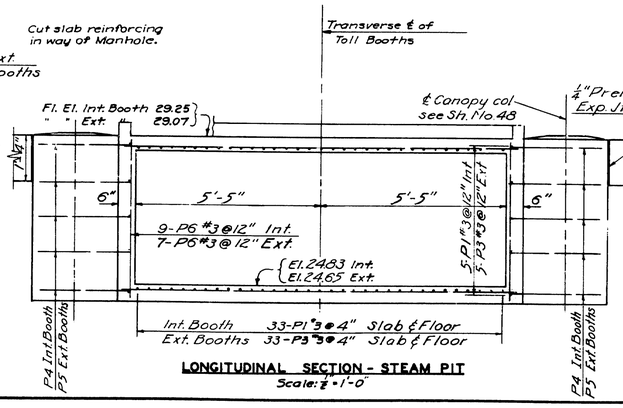
BASEMENT PLAN-UTILITY BUILDING
Scale: ¼" = 1'-0"



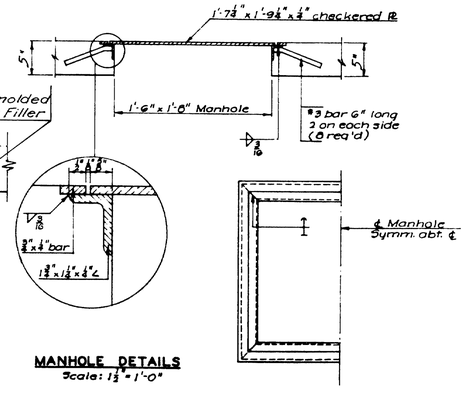
PLAN OF TOLL BOOTHS
Scale: Not to scale



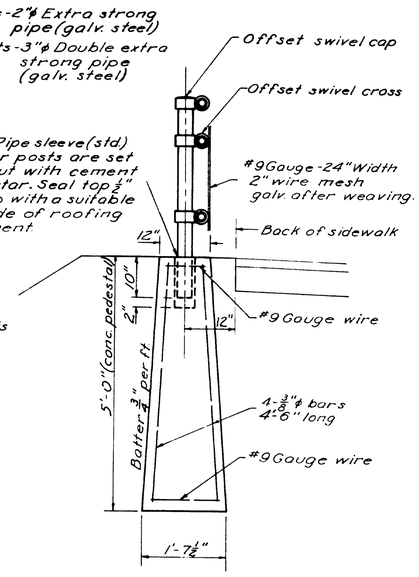
TRANSVERSE SECTION - STEAM PIT
Scale: ½" = 1'-0"



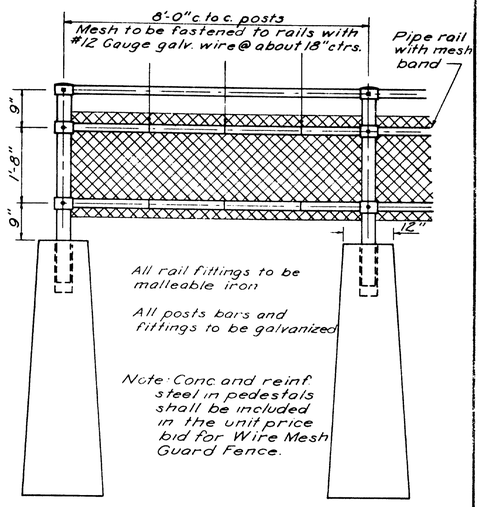
LONGITUDINAL SECTION - STEAM PIT
Scale: ½" = 1'-0"



MANHOLE DETAILS
Scale: 1½" = 1'-0"



SECTION



PART SIDE ELEVATION

WIRE MESH GUARD FENCE
Scale: ¾" = 1'-0"

NOTES:

All concrete shall be Class "B".
See Sheet Nos. 46, 49, 50 for additional details.
See Specifications for equipment requirements.
See Sheet No. 56 for Bill of Reinforcing.
One oil fired - 20 gallon-jacketed-hot water tank, with connections to fuel oil tank, shall be installed in basement.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

HEATING DETAILS & GUARD FENCE

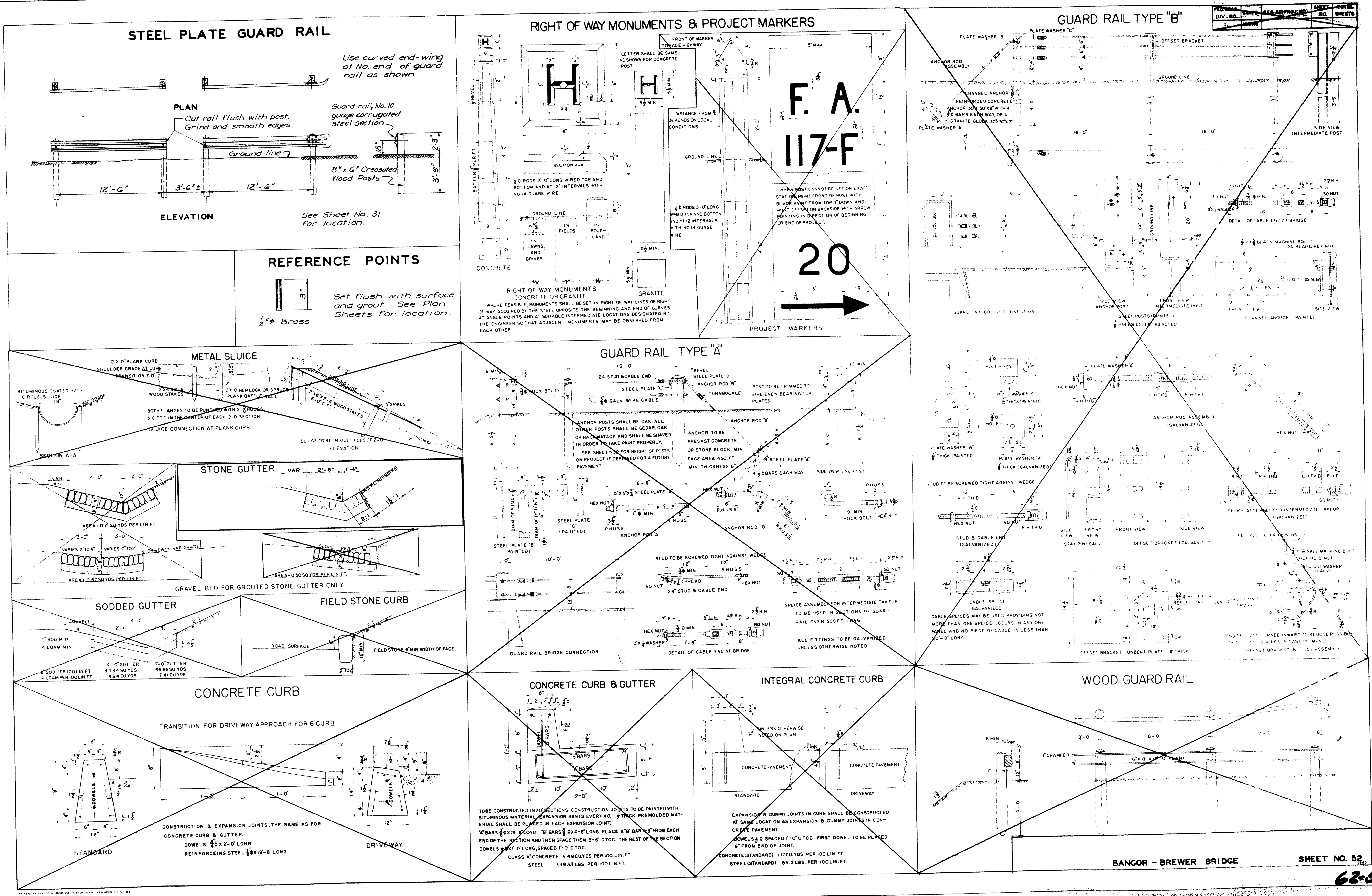
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

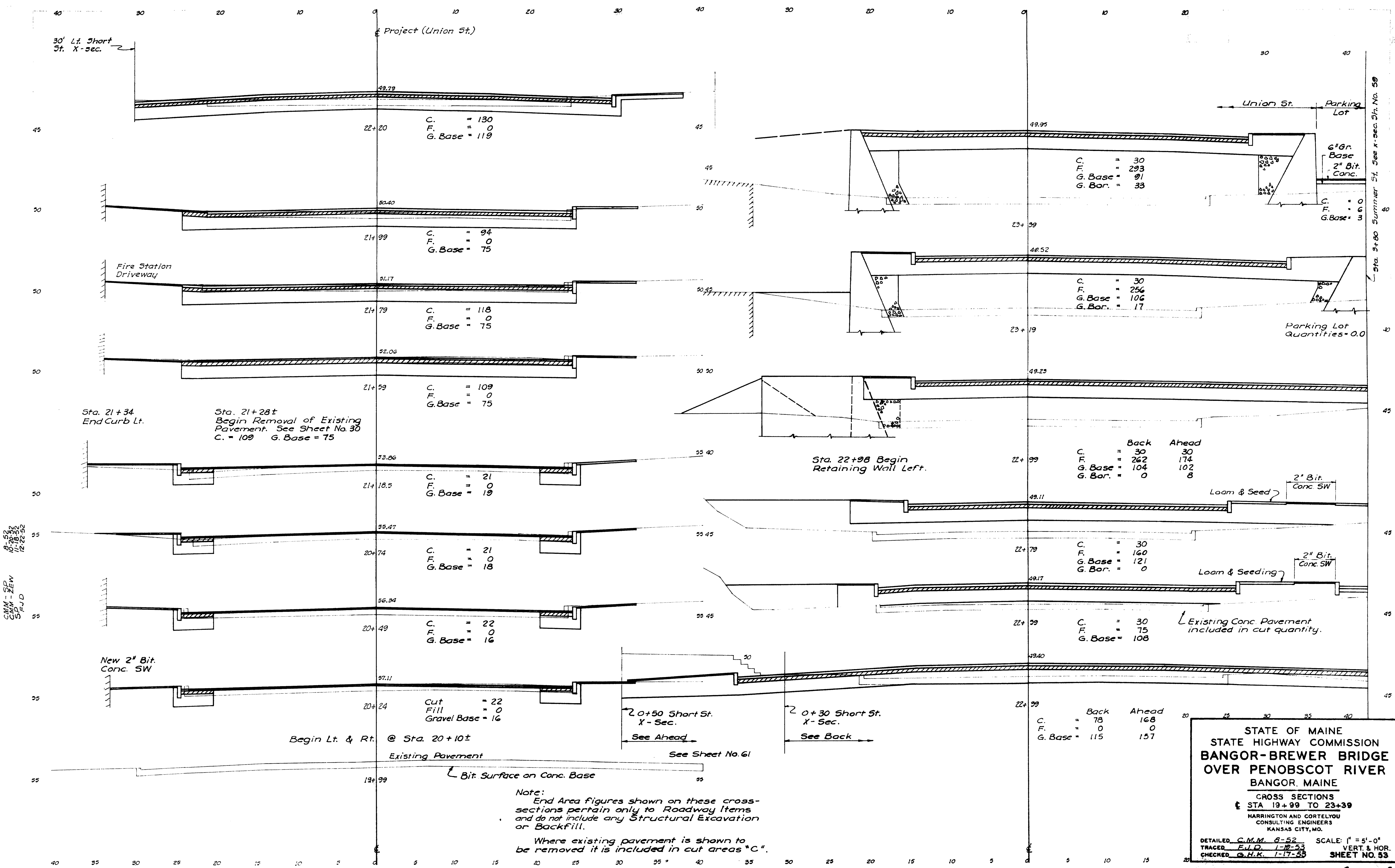
DETAILED G.E.G. 12-12-52
TRACED Reaco. 1-19-53
CHECKED G.H.K. 1-20-53

SCALE: AS NOTED
SHEET NO. 51

62-52

0 1 2 3 4 5 INCHES


STEEL PLATE GUARD RAIL
Use curved end-wing at No. end of guard rail as shown.
PLAN
Cut rail flush with post. Grind and smooth edges.
Guard rail, No. 10 guage corrugated steel section
Ground line
8" x 6" Creosoted Wood Posts
12'-6"
3'-6" ±
12'-6"
ELEVATION
See Sheet No. 31 for location.
REFERENCE POINTS
Set flush with surface and grout. See Plan Sheets for location.
1/2"φ Brass
RIGHT OF WAY MONUMENTS & PROJECT MARKERS
F. A.
117-F
20
RIGHT OF WAY MONUMENTS
CONCRETE OR GRANITE
CONCRETE
GRANITE
PROJECT MARKERS
GUARD RAIL TYPE "B"
GUARD RAIL TYPE "A"
METAL SLUICE
STONE GUTTER
GRAVEL BED FOR GROUTED STONE GUTTER ONLY.
SODDED GUTTER
FIELD STONE CURB
CONCRETE CURB
TRANSITION FOR DRIVEWAY APPROACH FOR 6" CURB
STANDARD
DRIVEWAY
CONCRETE CURB & GUTTER
INTEGRAL CONCRETE CURB
WOOD GUARD RAIL
GUARD RAIL BRIDGE CONNECTION
ALL FITTINGS TO BE GALVANIZED UNLESS OTHERWISE NOTED.
BANGOR - BREWER BRIDGE
SHEET NO. 52
62-53



Note:
End Area figures shown on these cross-sections pertain only to Roadway Items and do not include any Structural Excavation or Backfill.

Where existing pavement is shown to be removed it is included in cut areas "C".

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

CROSS SECTIONS
℄ STA 19+99 TO 23+39

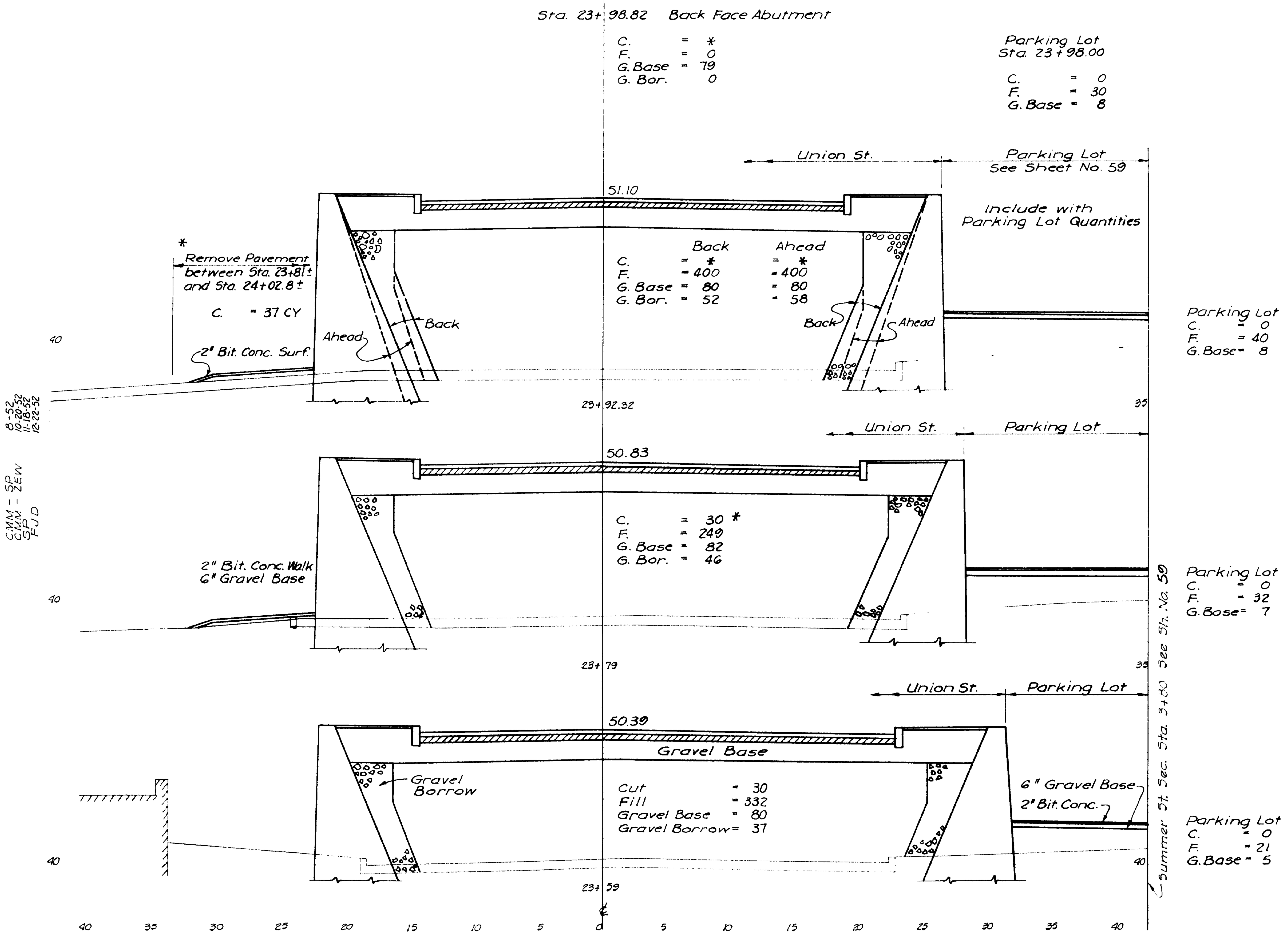
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED C.M.M. 8-52
TRACED F.J.D. 1-15-53
CHECKED G.H.K. 1-17-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 53

62-54

0 1 2 3 4 5 INCHES



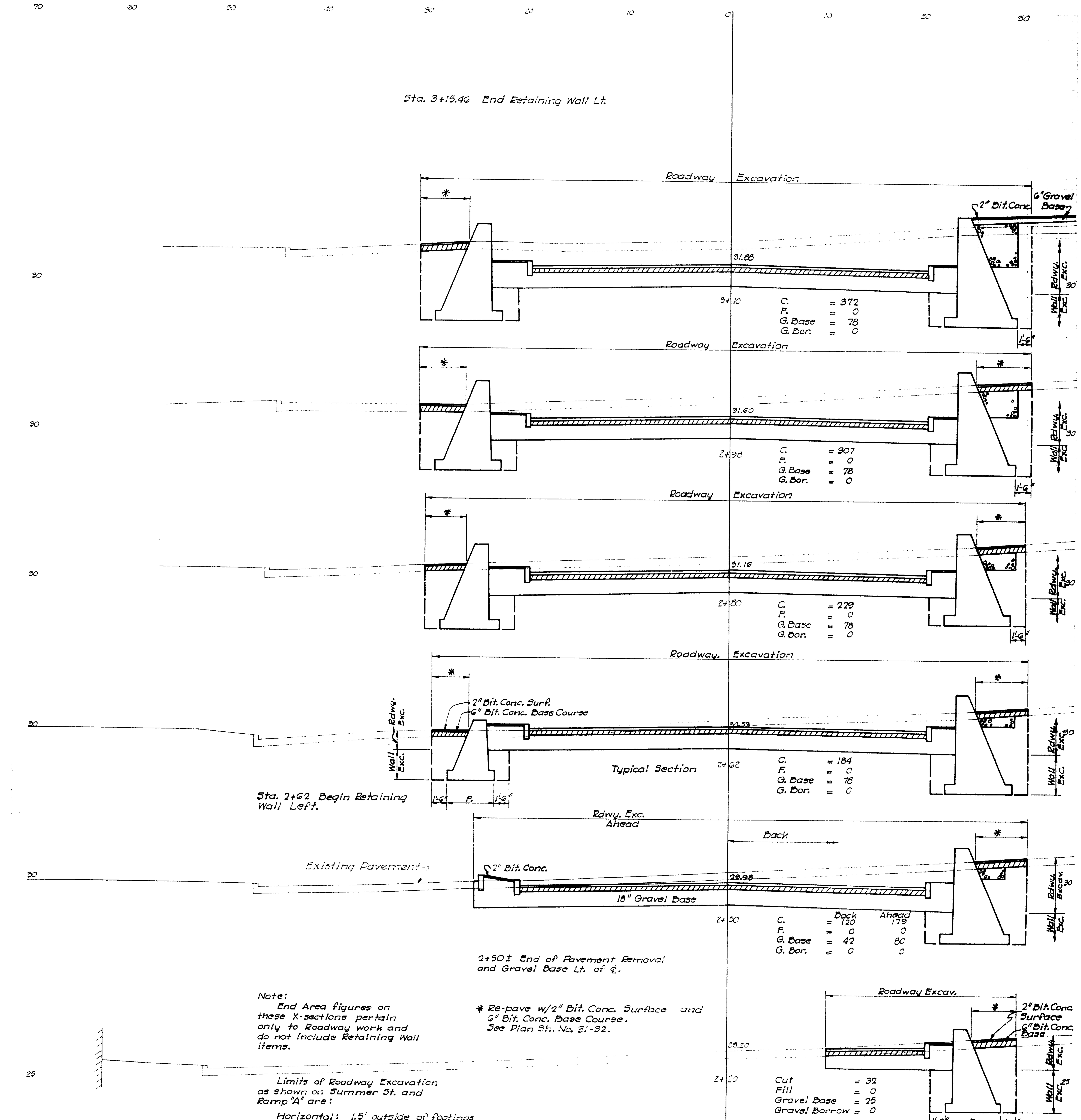
Note:
End Area figures shown on these X-Sections pertain only to Roadway work and do not include any Structural Excavation or Backfill.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
CROSS SECTIONS
℄ STA. 23+59 TO 24+00
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED CMM 8-52 — SCALE: 1" = 5'-0" VERT. & HOR.
TRACED F.J.D. 1-17-52
CHECKED G.H.K. 1-16-53 — SHEET NO. 54

62-55

0 1 2 3 4 5 INCHES



STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

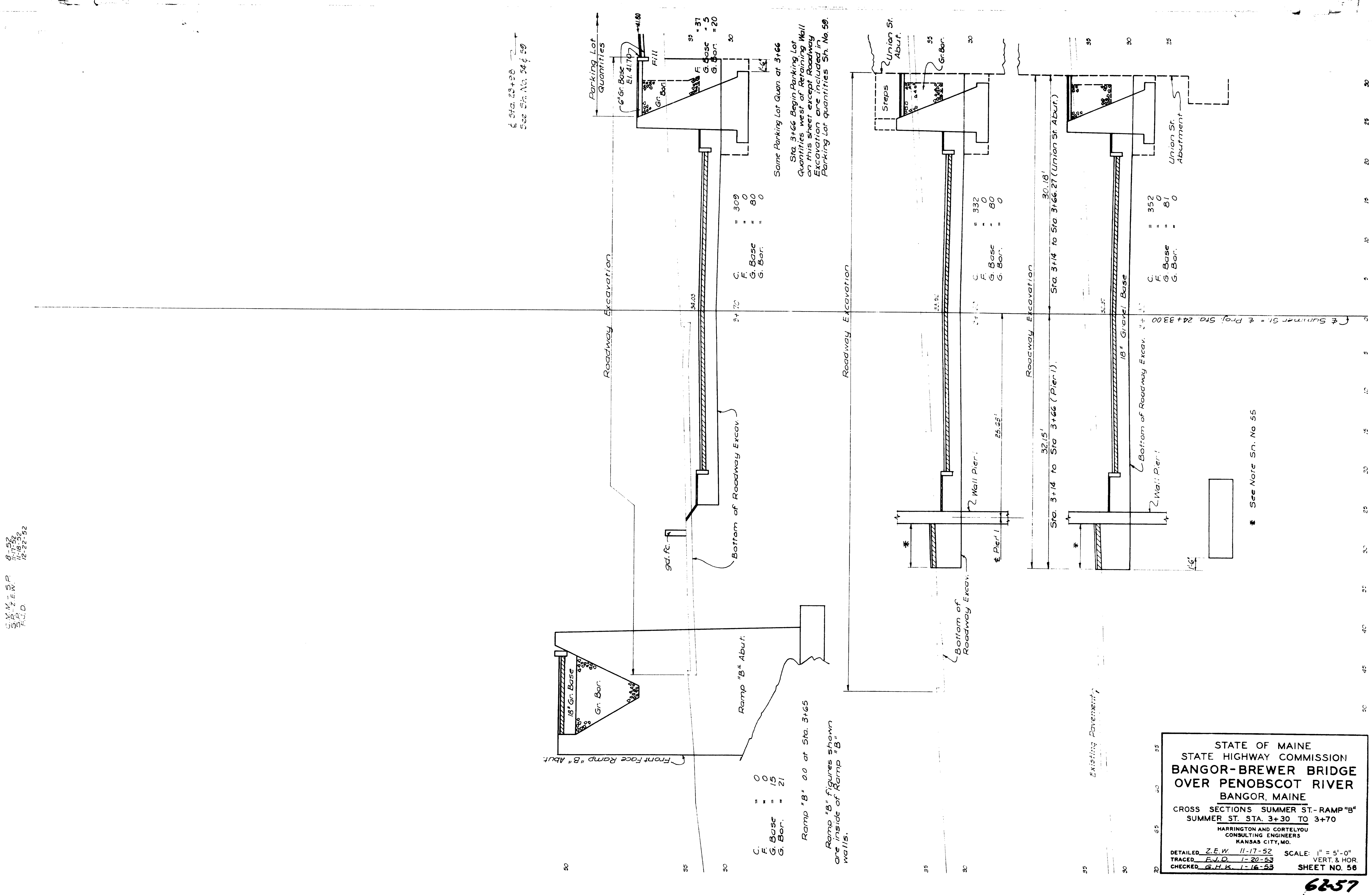
CROSS SECTIONS
SUMMER ST. STA. 2+00 TO 3+10

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 11-17-52
TRACED S.R. 1-20-52
CHECKED G.H.K. 1-16-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 55

62-56



STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

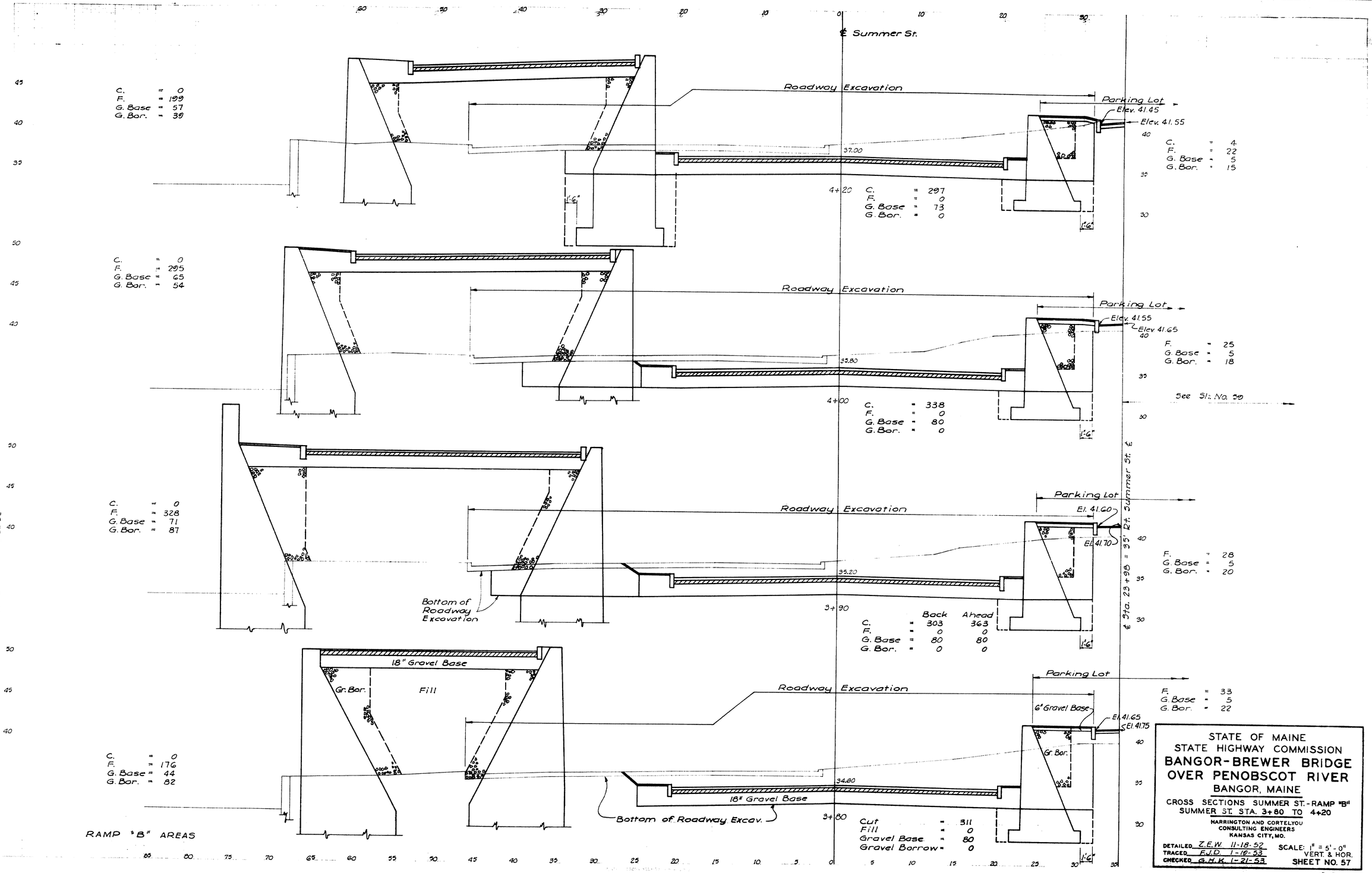
CROSS SECTIONS SUMMER ST.-RAMP "B"
SUMMER ST. STA. 3+30 TO 3+70

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 11-17-52
TRACED F.J.D. 1-20-53
CHECKED G.H.K. 1-16-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 56

6257



STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

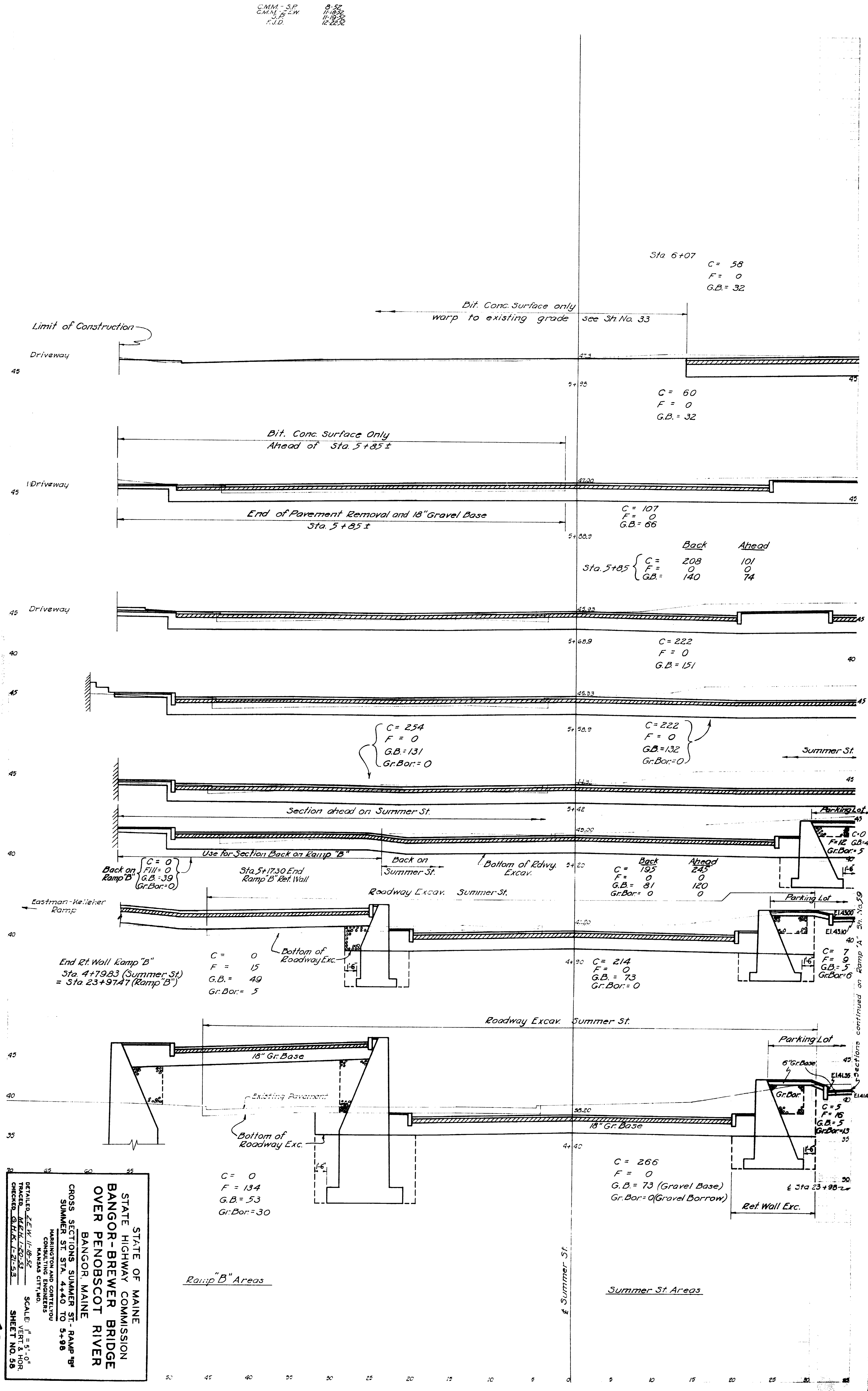
CROSS SECTIONS SUMMER ST.-RAMP "B"
SUMMER ST. STA. 3+80 TO 4+20

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 11-18-52
TRACED E.J.D. 1-18-53
CHECKED G.H.K. 1-21-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 57

62-58



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

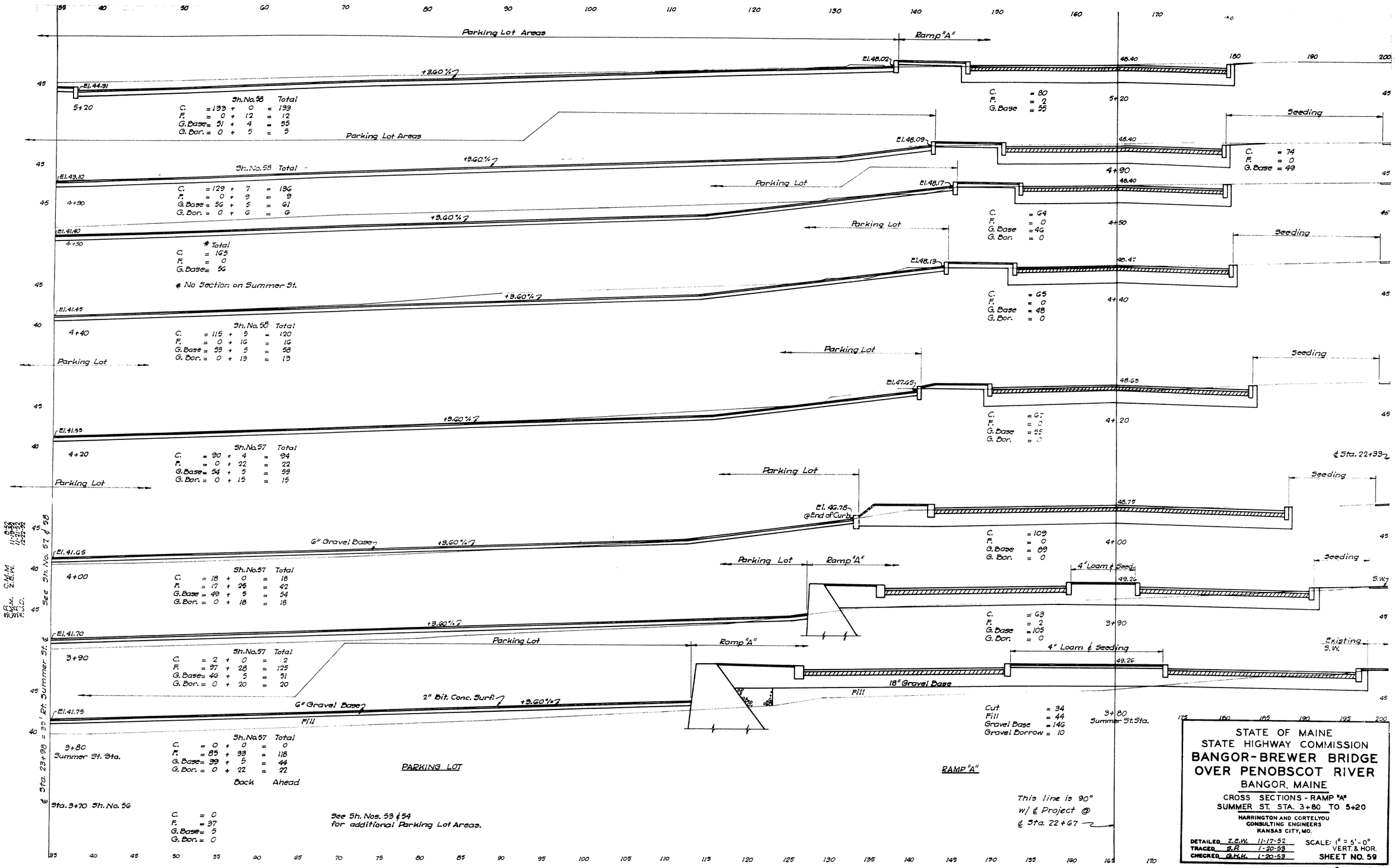
CROSS SECTIONS SUMMER ST. - RAMP "B"
SUMMER ST. STA. 4+40 TO 5+98

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 11-18-52
TRACED M.R.H. 1-20-53
CHECKED G.H.K. 1-21-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 58

62-59



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

CROSS SECTIONS - RAMP "A"
SUMMER ST. STA. 3+80 TO 5+20

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	Z.E.W.	11-17-52
TRACED	S.R.	1-20-53
CHECKED	C.W.M.	1-20-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 59

62-60

Sta. 5+97 to Sta. 6+07 (See Sh. No. 30.)
Excavation = 18 C.Y.
Gr. Base = 12 C.Y.

257.19' Rt. & Sta. 22+67.00

North Gutter May St.

Fold

48.90

C = 169
Fill = 0
G.B. = 100

Sta. 5+90 = 0.0 for 18" Gravel Base

Note:
2" Bit. Conc. Sidewalk x 7' wide w/6" Gravel Base between these two sections
Exc. = 20 C.Y. G.B. = 15 C.Y.

* 5+95.2 at ℄ Summer St.

* This section is along No. Gutter Line of May St. and is not parallel to other sections.

Seeding

48.84

18" Gravel Base

63'-0" Back only

5+88.9

Back Ahead
C = 163 100
F = 0 0
G.B. = 129 66

Ramp "A"

Seeding

48.60

5+68.9

C = 410
F = 0
G.B. = 218

Sta. 5+60 = 0.0 on Parking Lot Areas

Summer St.

Ramp "A" Roadway Excav.

Ramp "A"

Parking Lot

El. 46.77

El. 47.52

Ramp "A"

Gd. Line

Seeding

40.54

6" Gr. Base

C = 35
F = 14
G.B. = 11
Gr. Bor. = 4

5+58.9

C = 309
F = 0
G.B. = 144

Fill

Bottom of Roadway Exc.

Ramp "A"

Parking Lot Areas

Ramp "A"

Seeding

Ramp "A" Roadway Exc.

El. 45.41

3.25%

2" Bit. Conc. Surf.

Ground Line

48.43

18" Gravel Base

6" Gravel Base

El. 47.97

C = 87
F = 9
G.B. = 40 (Gravel Base)
Gr. Bor. = 8 (Gravel Borrow)

5+42

Summer Street Stationing

C = 167
F = 0
G.B. = 79

Fill

Gravel Base

Bottom of Roadway Excav.

℄ Sta. 28+98 = 35' Rt. Summer St. ℄
See Sh. No. 58

Note:
This line is 90° w/ ℄ Project @ ℄ Sta. 22+67.00

Parking Lot Areas

Ramp "A" Areas

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
CROSS SECTIONS - RAMP "A"
SUMMER ST. STA. 5+42 TO 5+95

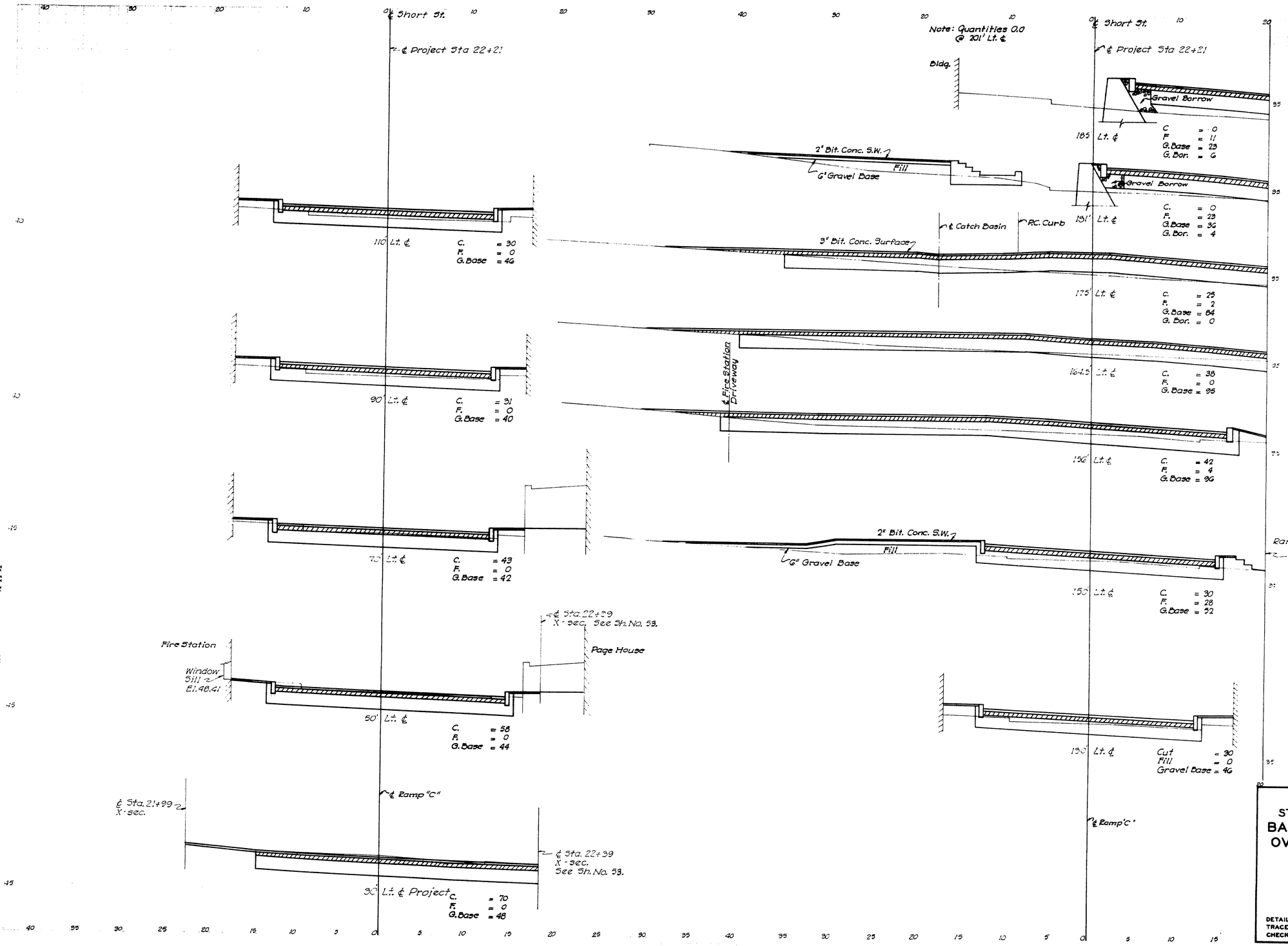
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 11-20-52
TRACED M.R.H. 1-20-53
CHECKED G.H.K. 1-20-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 60

62-61

0 1 2 3 4 5 INCHES



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

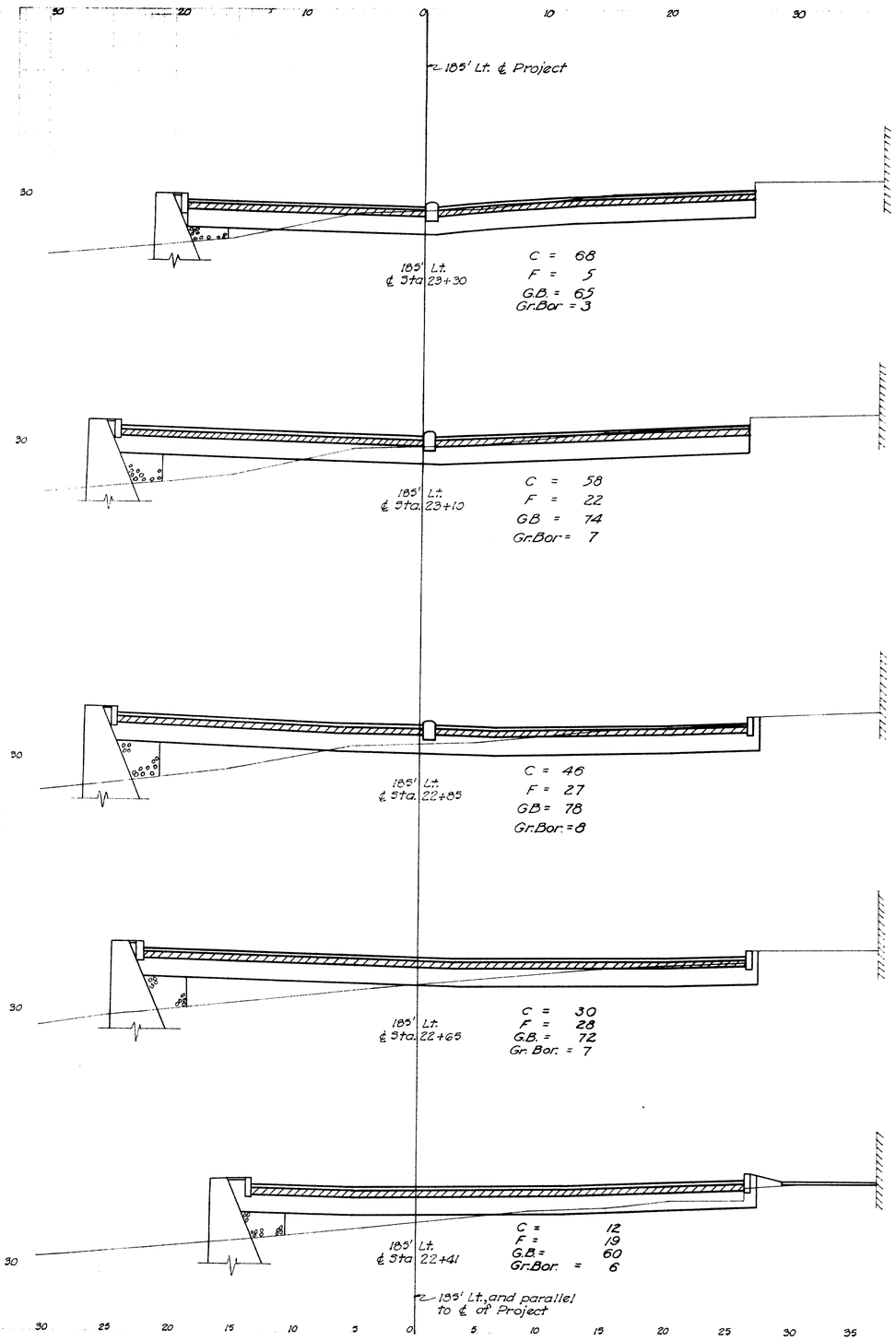
CROSS SECTIONS
RAMP "C"-SHORT ST.

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	C.M.M.	8-2-52
TRACED	S.P.	1-19-53
CHECKED	G.H.K.	1-19-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 61

62-62



Quantities = Same
@ 185' Lt. ℄ Sta. 23+74

185' Lt.
℄ Sta 23+70
C = 112
F = 0
G.B. = 81
Gr.Bor. = 0

25

30

18" Gravel Base

185' Lt.
℄ Sta 23+50
C = 81
F = 0
G.B. = 78
Gr.Bor. = 0

℄ 185' Left of and parallel to ℄ Project.

35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE

CROSS SECTIONS
RAMP "C"-HAYMARKET SQUARE

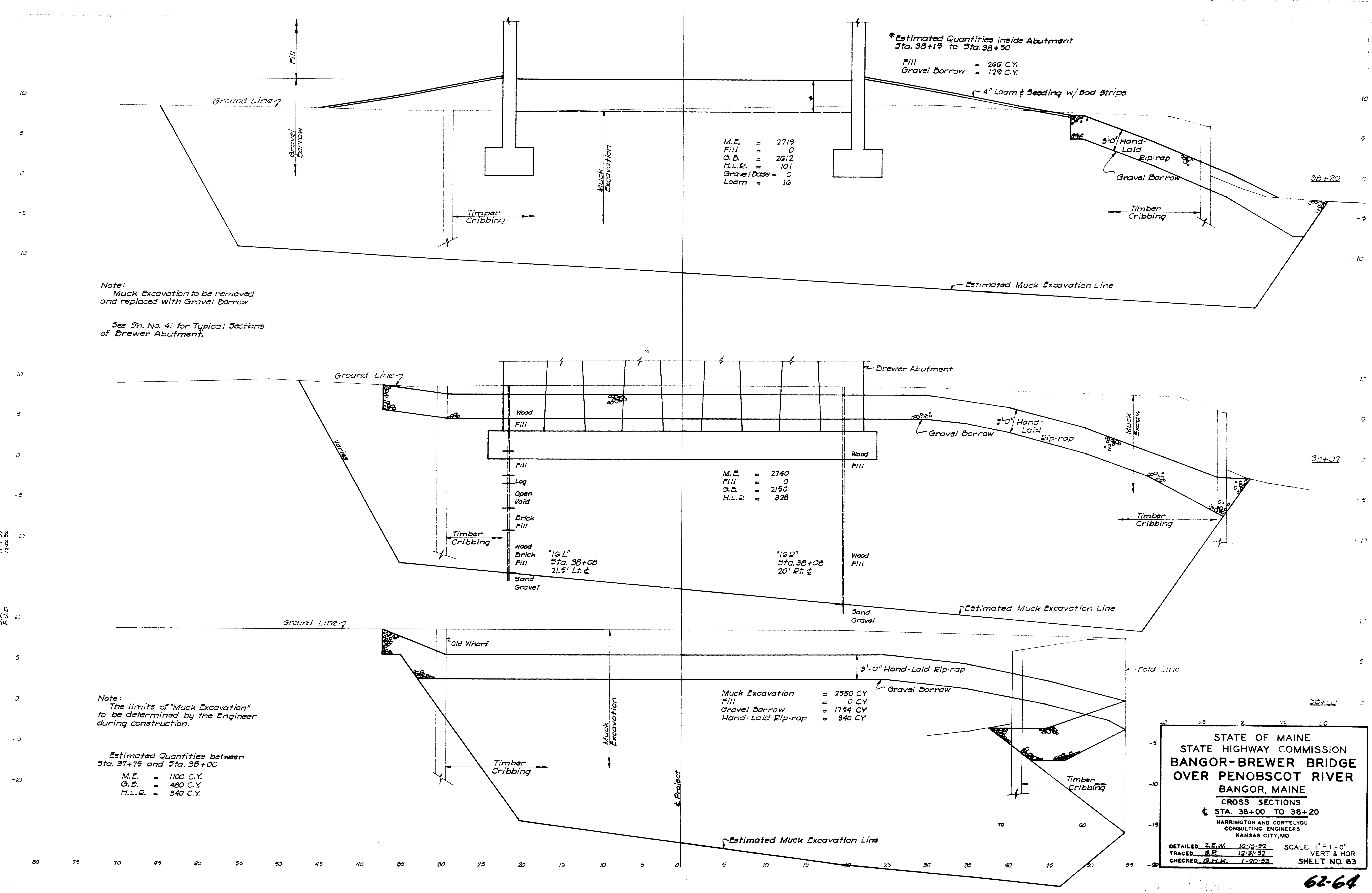
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED CMM-ZEW 10-21-52
TRACED M.R.H. 1-19-53
CHECKED G.W.K. 1-20-53

SCALE: 1" = 5'-0"
VERT. & HOR.
SHEET NO. 62

62-63

0 1 2 3 4 5 INCHES



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

CROSS SECTIONS
¢ STA. 38+00 TO 38+20

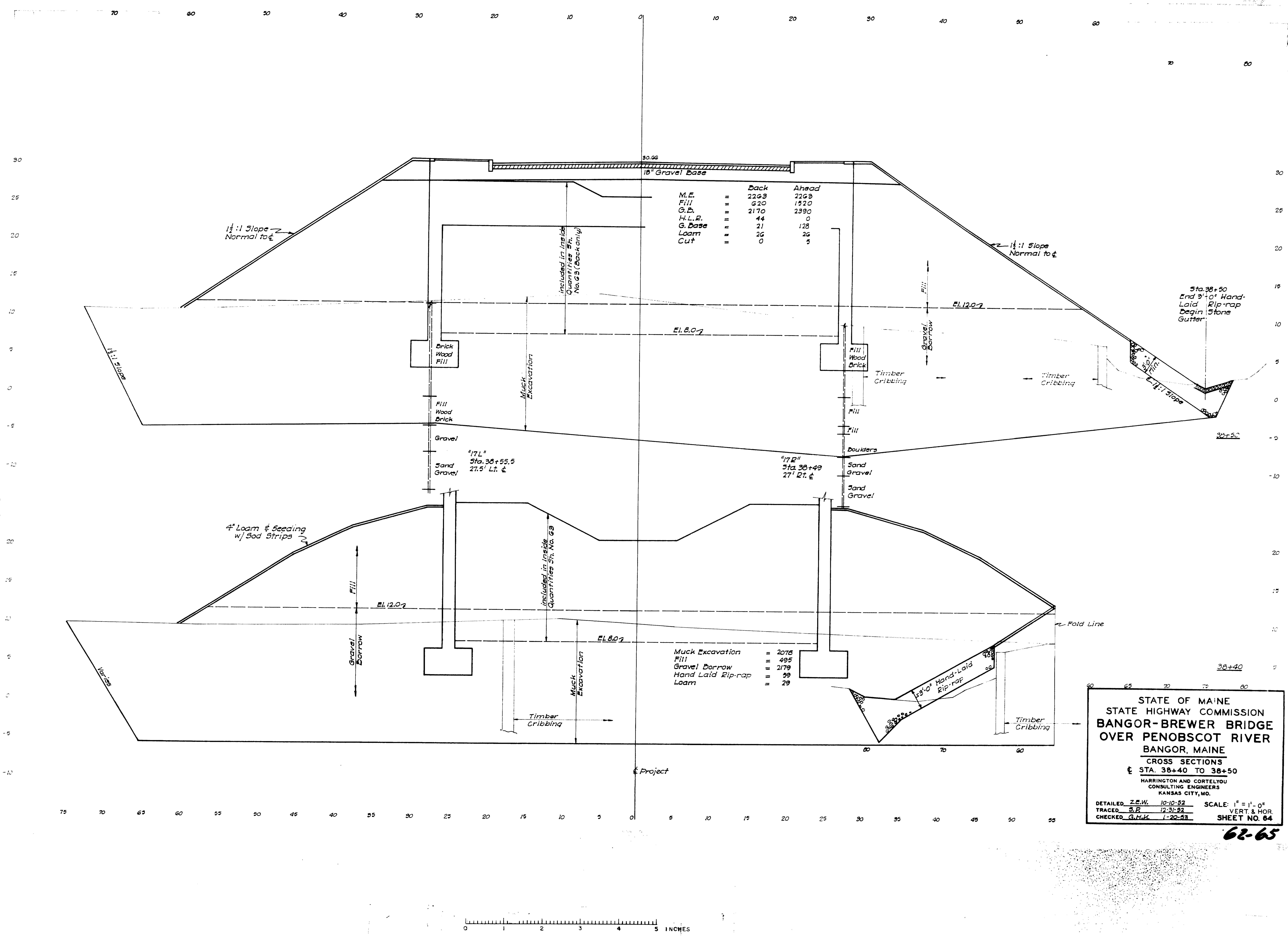
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 10-10-52
TRACED S.P. 12-31-52
CHECKED G.H.K. 1-20-53

SCALE: 1" = 1'-0" VERT. & HOR.
SHEET NO. 63

62-64

0 1 2 3 4 5 INCHES



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

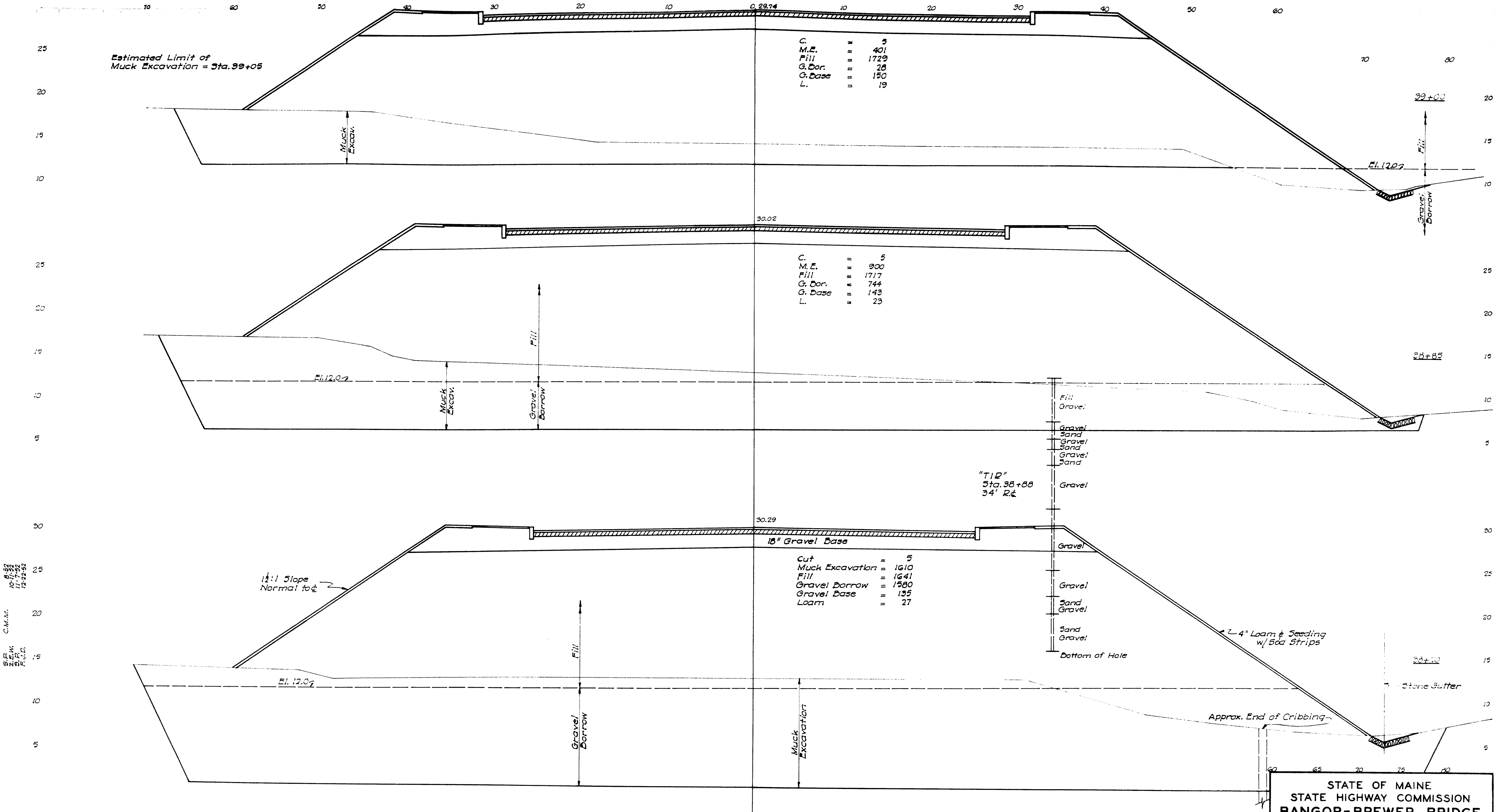
CROSS SECTIONS
℄ STA. 38+40 TO 38+50

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 10-10-52
TRACED S.R. 12-31-52
CHECKED G.H.K. 1-20-53

SCALE: 1" = 1'-0" VERT. & HOR.
SHEET NO. 64

62-65



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

CROSS SECTIONS
℄ STA. 38+70 TO 39+00

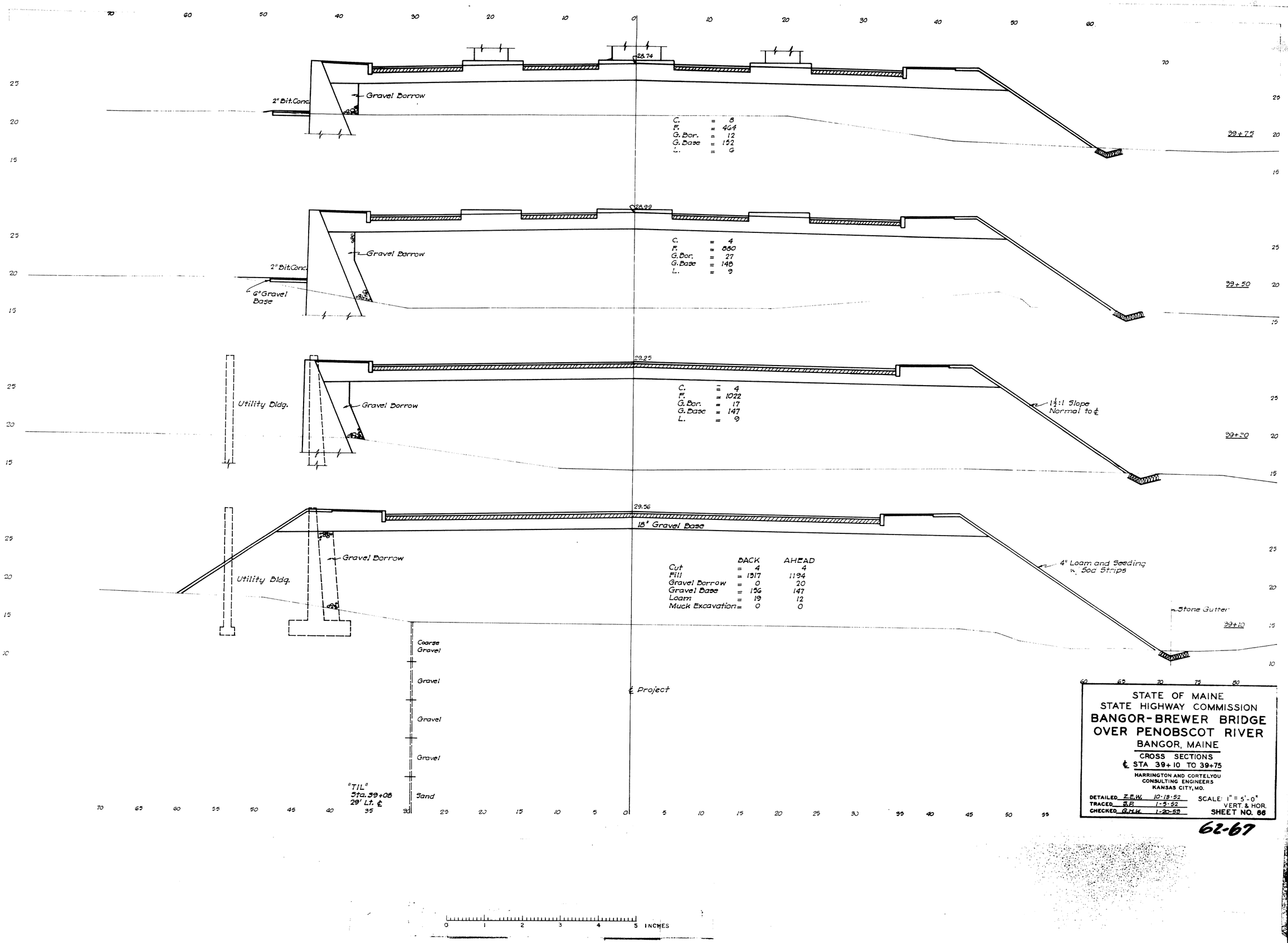
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED Z.E.W. 10-11-52
TRACED S.P. 1-2-53
CHECKED G.H.K. 1-20-53

SCALE: 1" = 1'-0"
VERT. & HOR.
SHEET NO. 65

62-66

0 1 2 3 4 5 INCHES



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

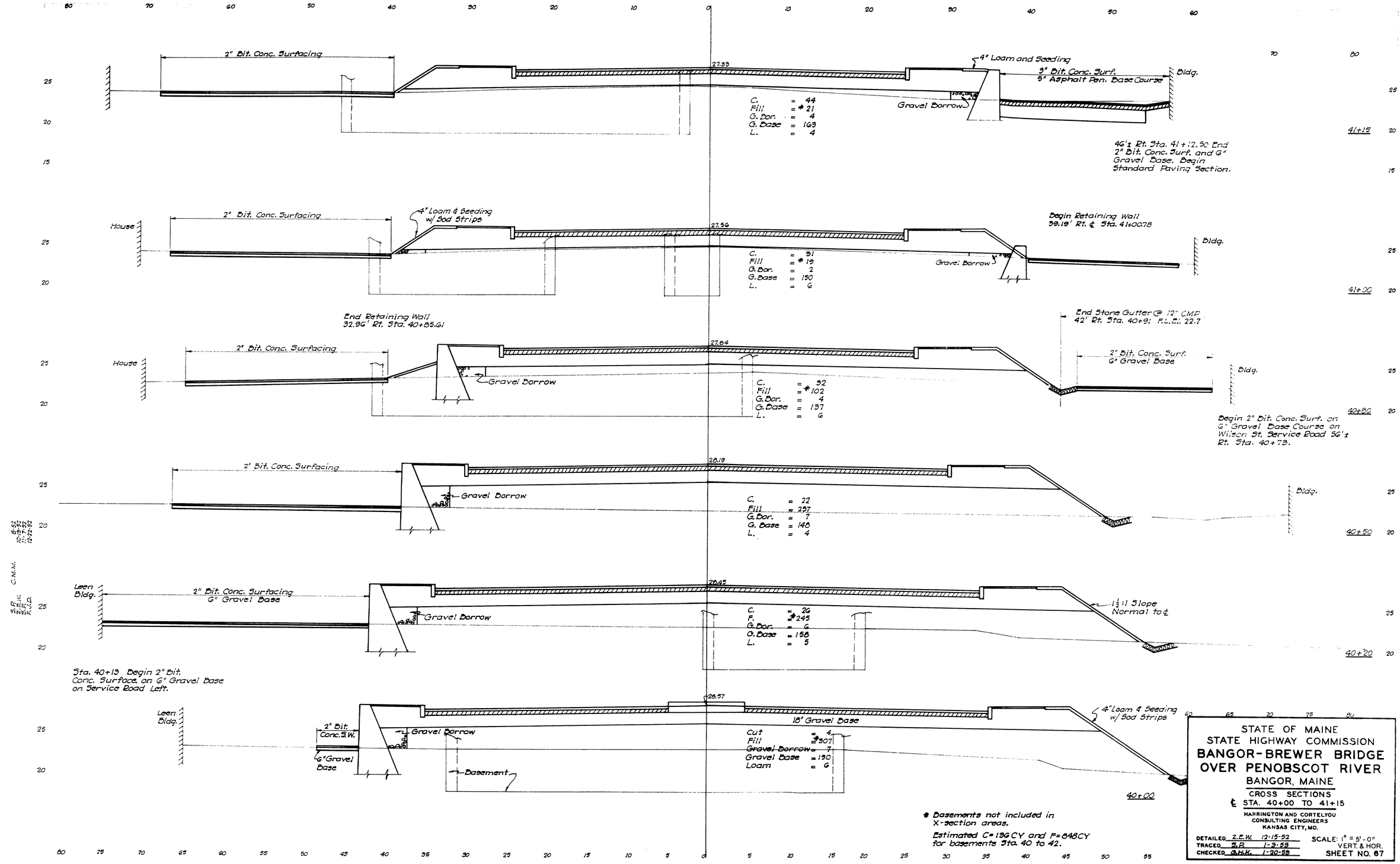
CROSS SECTIONS
℄ STA 39+10 TO 39+75

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	Z.E.W.	10-18-52
TRACED	S.B.	1-5-53
CHECKED	G.H.K.	1-20-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 86

62-67



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

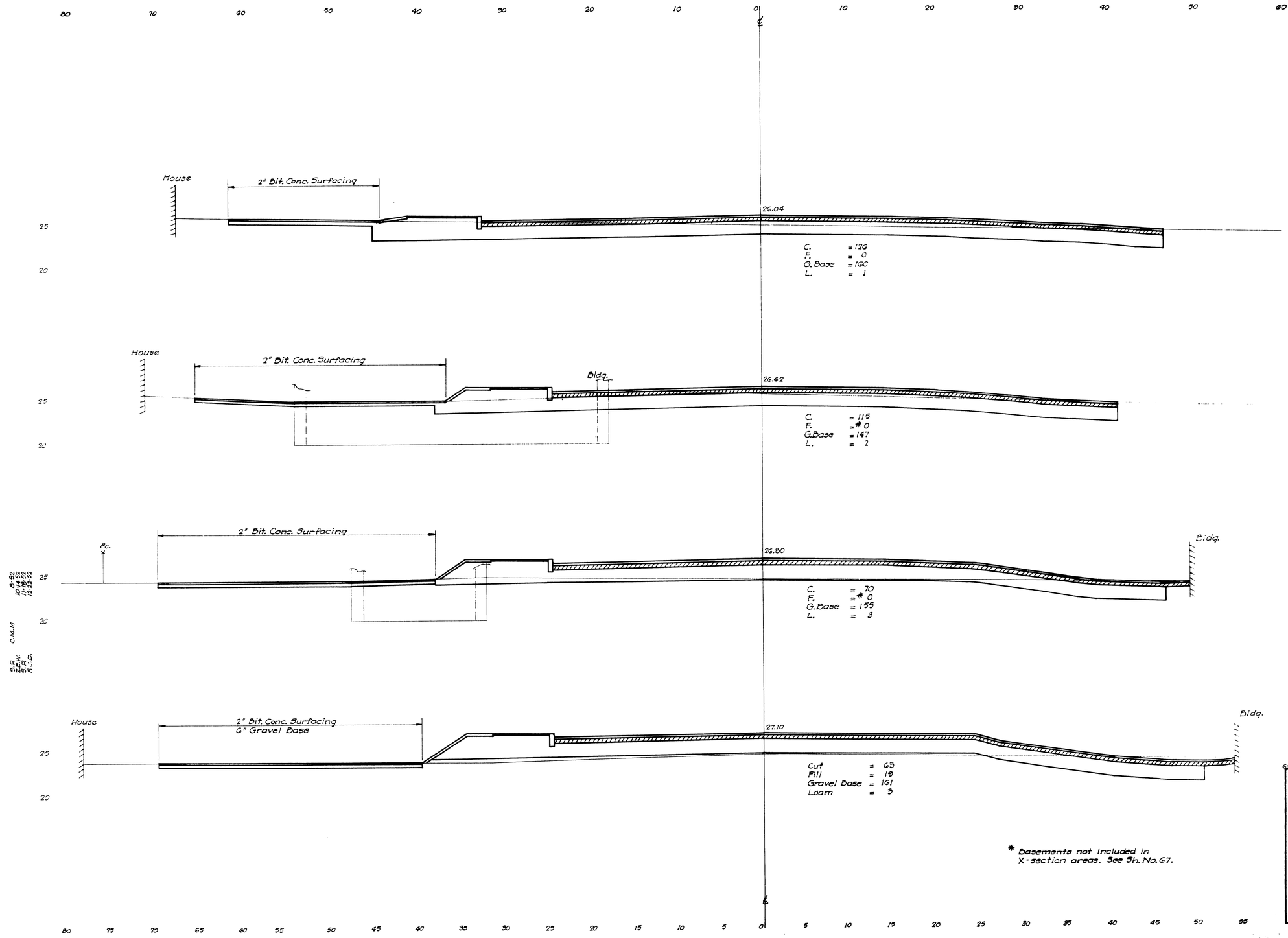
CROSS SECTIONS
℄ STA. 40+00 TO 41+15

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	Z.E.W.	12-15-52
TRACED	S.B.	1-9-53
CHECKED	G.H.K.	1-20-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 67

62-68



* Basements not included in X-section areas. See Sh. No. G7.

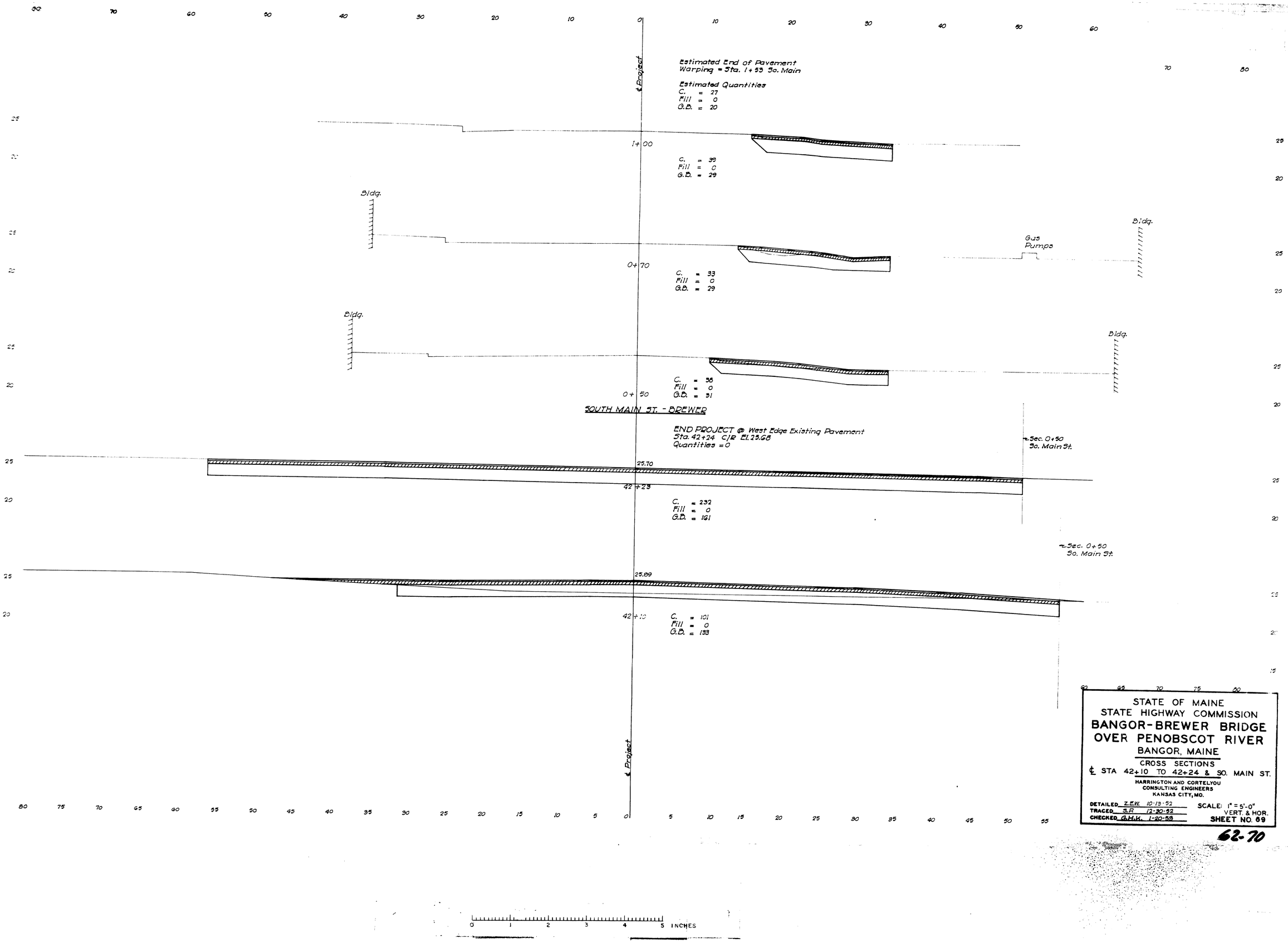
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER
BANGOR, MAINE
CROSS SECTIONS
℄ STA. 41+30 TO 42+00

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

DETAILED	Z.E.W.	10-15-52
TRACED	S.R.	1-5-53
CHECKED	G.H.W.	1-20-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 68

62-69



STATE OF MAINE
STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER

BANGOR, MAINE

CROSS SECTIONS

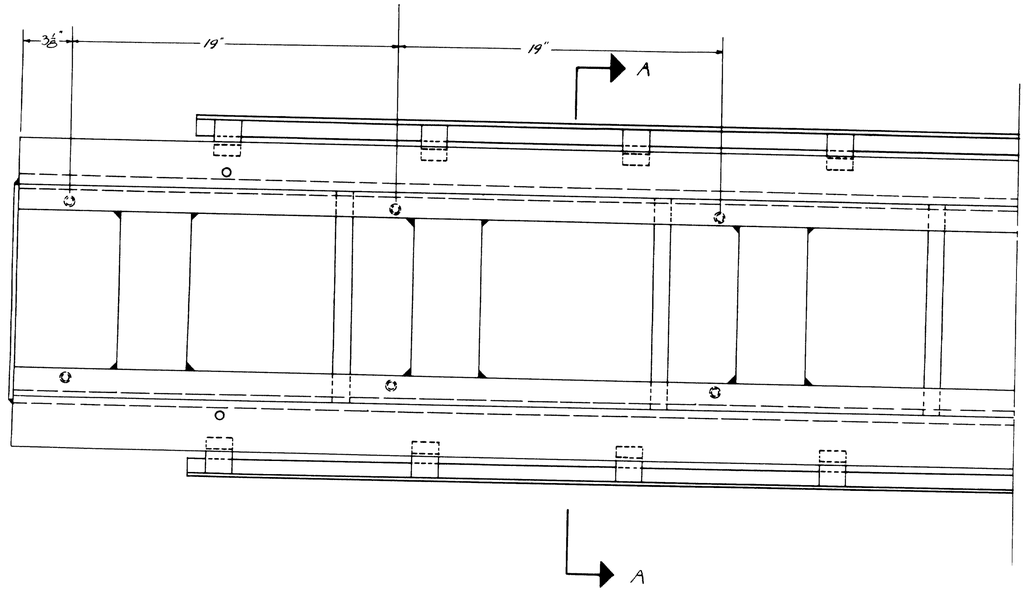
℄ STA 42+10 TO 42+24 & SO. MAIN ST.

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

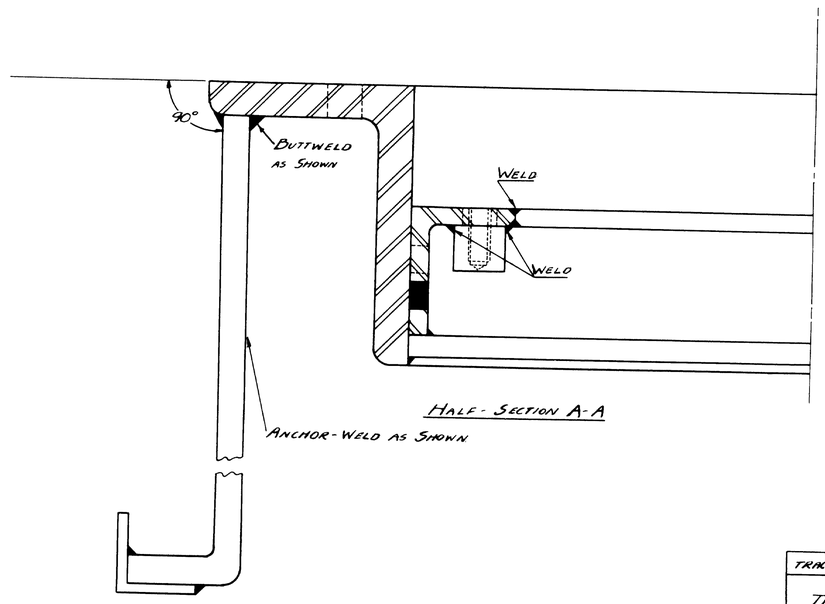
DETAILED Z.E.W. 10-13-52
TRACED S.R. 12-30-52
CHECKED G.H.K. 1-20-53

SCALE: 1" = 5'-0" VERT. & HOR.
SHEET NO. 69

62-70



HALF PLAN VIEW



HALF - SECTION A-A

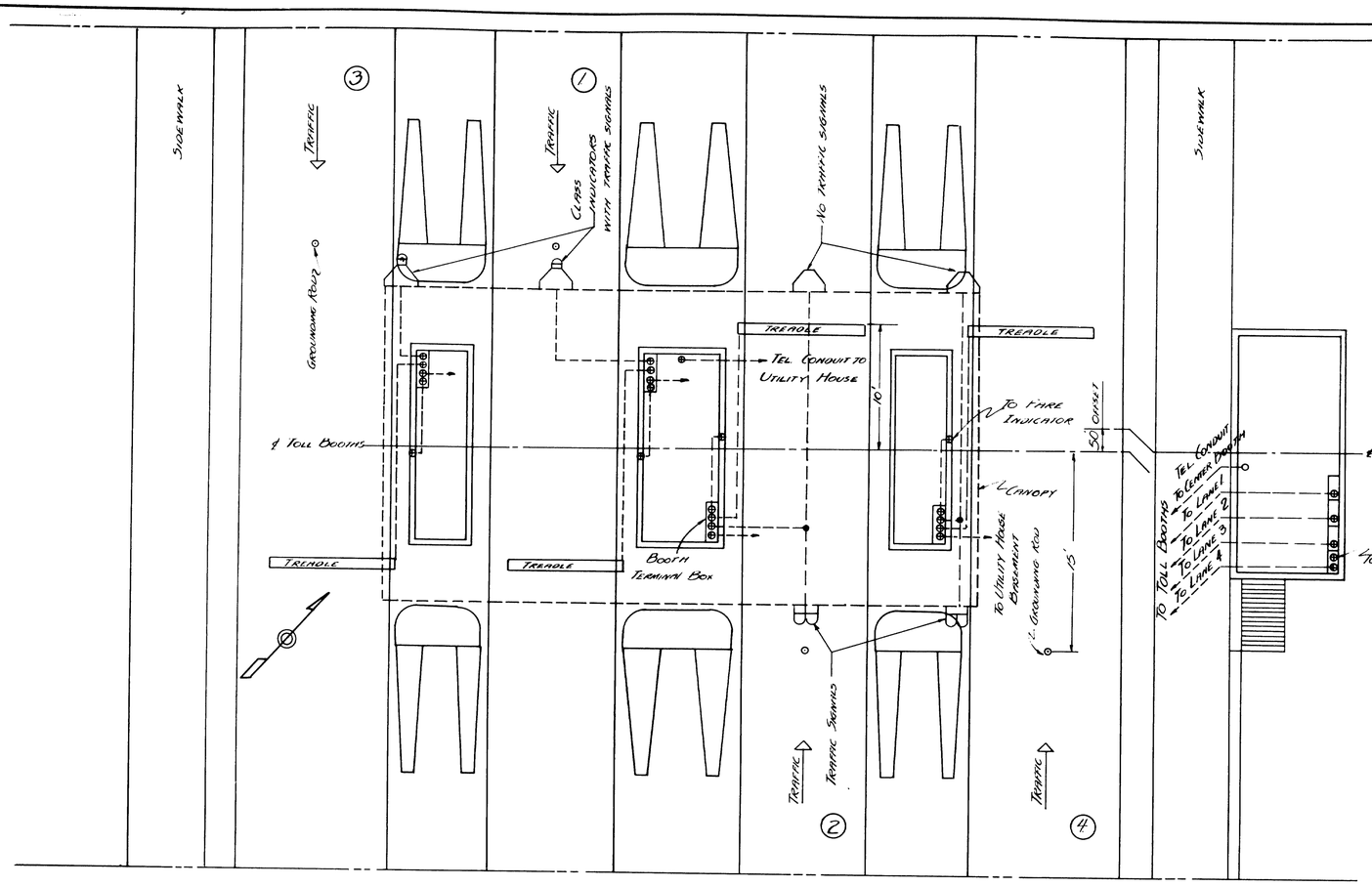
TRIKE- NARRELL

TREADLE FRAME
(REVISION OF TALLER & COOPER DESIGN)

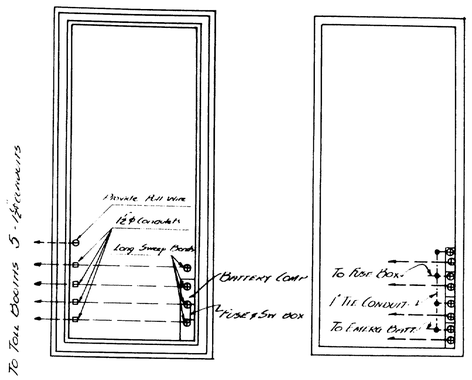
JAN. 1954

62-71

0 1 2 3 4 5 INCHES



GENERAL PLAN



UTILITY HOUSE

FOUNDATION PLAN — FLOOR PLAN

NOTES

CONDUIT SIZE

1½ϕ UTILITY HOUSE TO BOOTH TERMINAL BOX

1½ϕ TREADLE TO BOOTH TERMINAL BOX

ALL OTHER CONDUIT FOR TOLL EQUIPMENT TO BE 1" MINIMUM SIZE

PROVIDE PULL BOXES AS NECESSARY

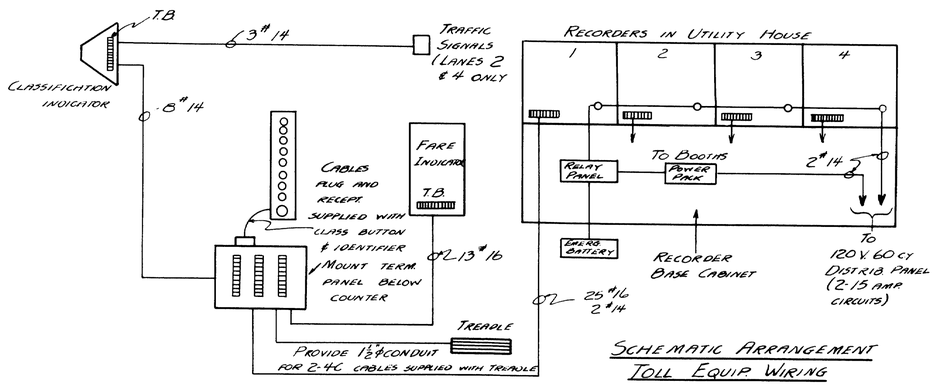
TOLL WIRING MAY BE INDIVIDUAL CONDUCTORS OR A CABLE FOR 120 V. SERVICE

1½ϕ TELEPHONE CONDUIT FROM UTILITY HOUSE TO CENTER TOLL BOOTH

PROVIDE 4-¾"x5' COPPERWELD GROUND RODS. SEE SHEET 3 FOR INSTALLATION METHOD

SEE SHEETS 28, 49 AND 50 FOR LIGHTING DETAILS

USE LONG SWEEP BENDS WHERE EVER FEASIBLE



TYPICAL TOLL WIRING FOR EACH LANE

SCHEMATIC ARRANGEMENT TOLL EQUIP. WIRING

Revised 3/1954

PLAN - MURRELL

CHECK - BRIDGE

STATE HIGHWAY COMMISSION

BRIDGE DIVISION

BANGOR - BREWER BRIDGE

OVER THE

PENOBSCOT RIVER

IN THE CITY OF

BANGOR

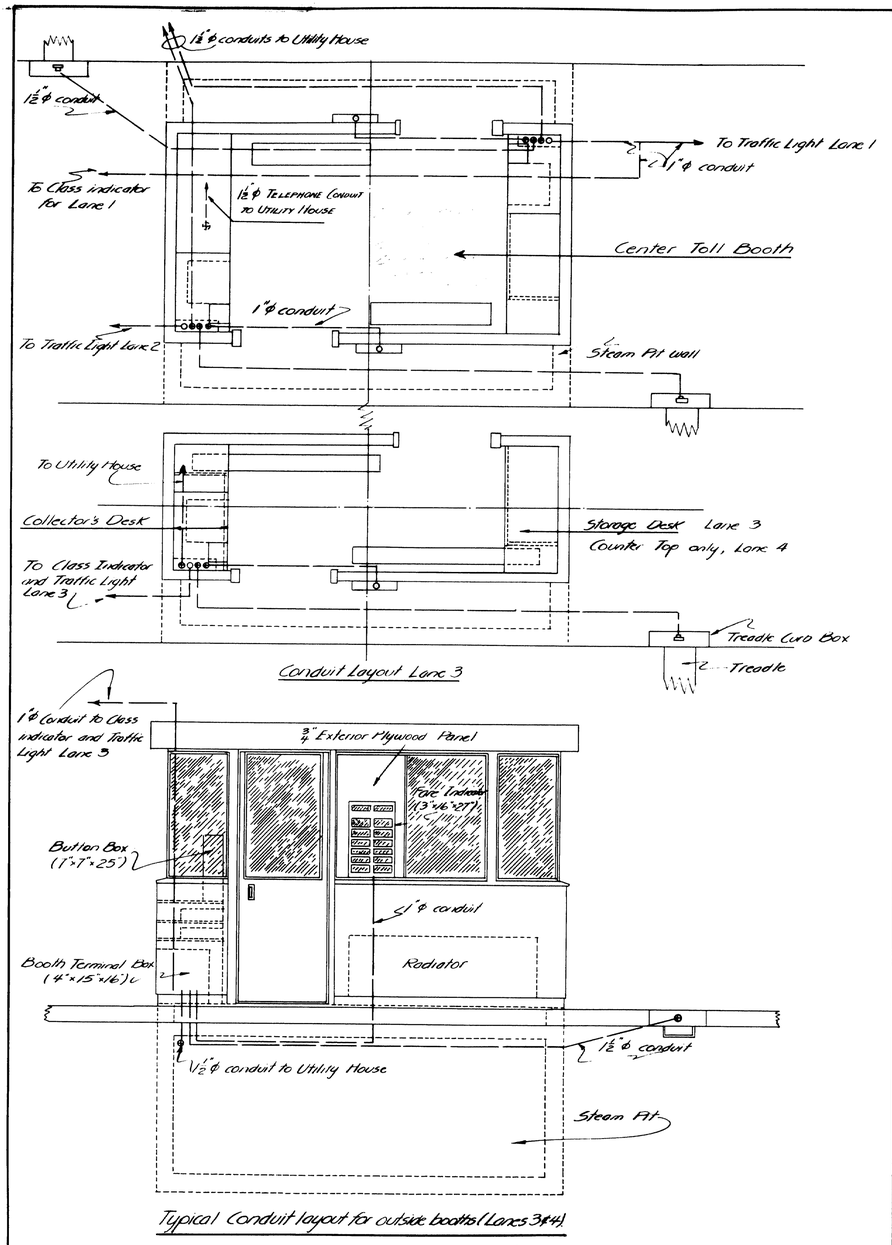
PENOBSCOT COUNTY

ELECTRICAL LAYOUT

SHEET 1 OF 4 AUGUSTA, MAINE JAN. 1954

62-72

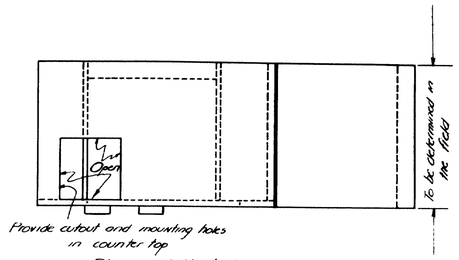
0 1 2 3 4 5 INCHES



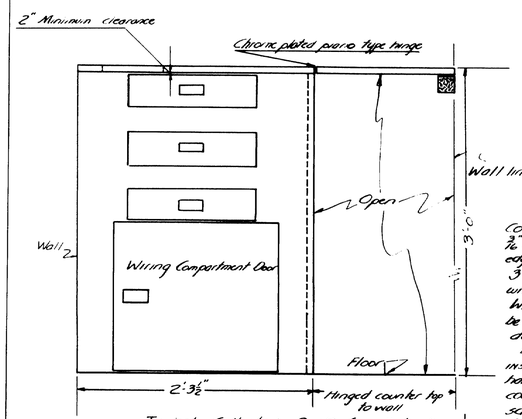
Conduit Layout Lane 3

Typical Conduit layout for outside booths (Lanes 3 & 4)

Note for Lane 4. Lane 4 booth rotated 180°
Additional conduit required for traffic light.



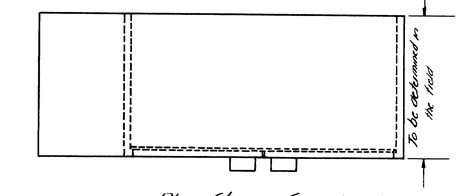
Plan Collector's Desk



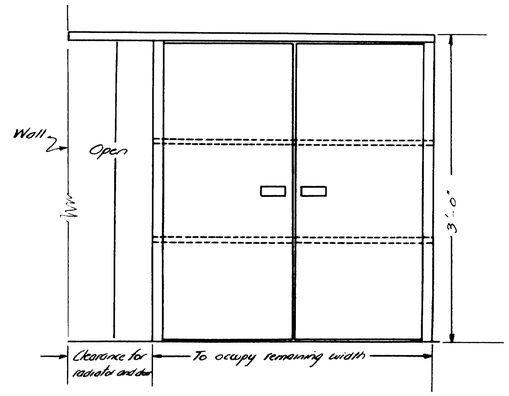
Typical Collector's Desk for all booths

Note

Counter top ¾" Plywood with 1/16" linoleum covering and chrome edging
3 drawers to be 4"x14"x14"x14" with drawer pulls
Wiring compartment door to be hinged and provided with door pull and friction clip
Drawers to be 3½"x15"x15" inside dimensions, made of hardwood, assembled with countersunk flathead wood screws, with metal glides, and furnished with stop at back.



Plan Storage Compartment

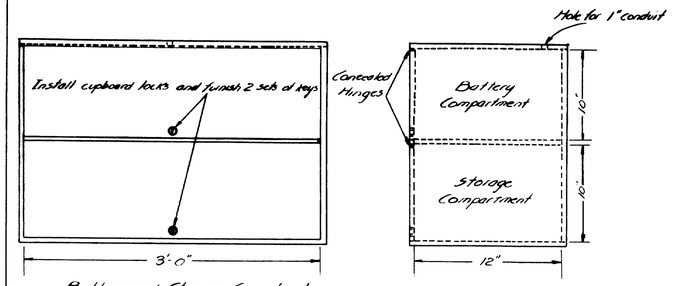


Typical Storage Compartment

Note

Shelves and counter top ¾" Plywood
Counter top covering 1/16" linoleum with chrome edging.
Doors to be provided with hinges, door pulls, and friction clips.

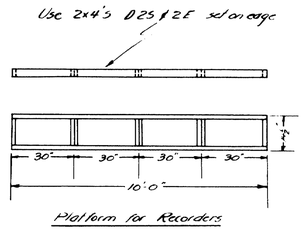
Use ¾" plywood for compartments



Battery and Storage Compartment

Note

Fasten to rear wall in Basement of Utility House below Fuse Box and Main Switch.



Platform for Recorders

DETAILS - MURRELL
CHECK -
BRIDGE

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BANGOR - BREWER BRIDGE
OVER THE
PENOBSCOT RIVER
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY

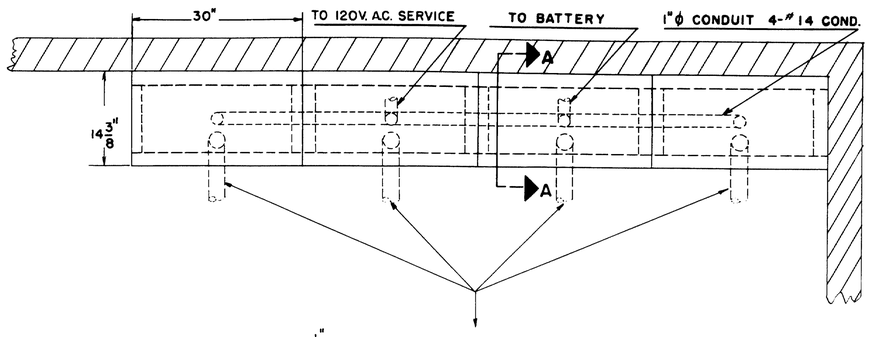
DETAILS FOR TOLL EQUIPMENT INSTALLATION

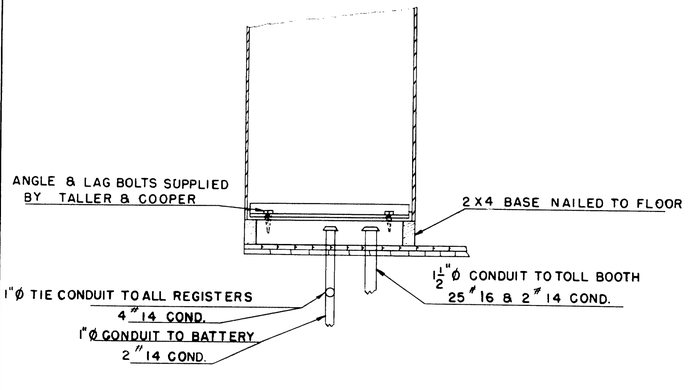
SHEET 2 OF 4 AUGUSTA, MAINE JAN. 1954

REVISED 3/1954

62-73

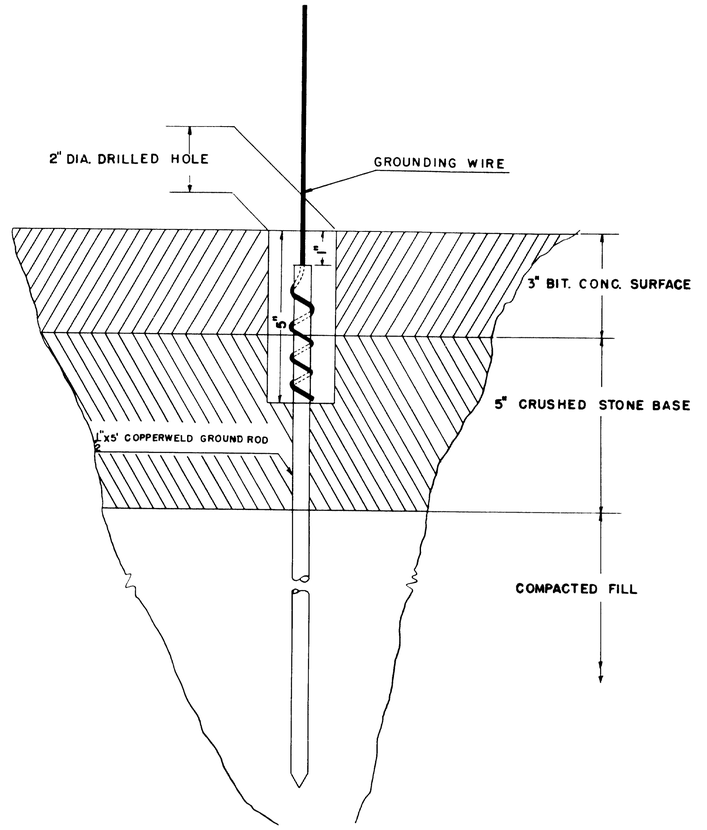
0 1 2 3 4 5 INCHES





SECTION A-A

LAYOUT OF REGISTERS IN UTILITY HOUSE



GROUND ROD INSTALLATION

NOTE
INSTALLATION OF GROUND ROD

DRILL 2" DIA. HOLE 5" DEEP ON CENTER LINE OF EACH LANE AND 15' FROM CENTER LINE OF TOLL BOOTHS. AS SHOWN ON PLAN. DRIVE COPPERWELD GROUND ROD UNTIL TOP OF ROD IS 1" BELOW TOP OF WEARING SURFACE.

GROUNDING WIRE WILL BE SUPPLIED BY THE STATE HIGHWAY COMMISSION.

DETAILED— MURRELL	
TRACE— MURRELL	BRIDGE

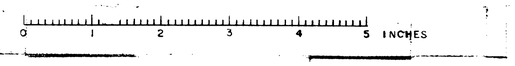
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

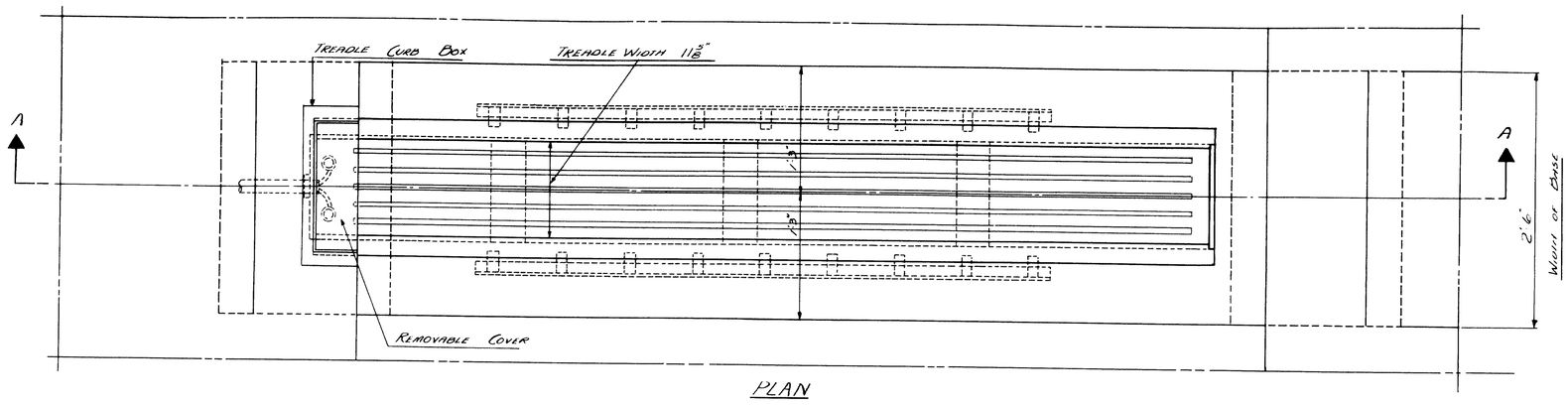
BANGOR- BREWER BRIDGE
OVER THE
PENOBSCOT RIVER
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY

REGISTER LAYOUT & GROUND ROD

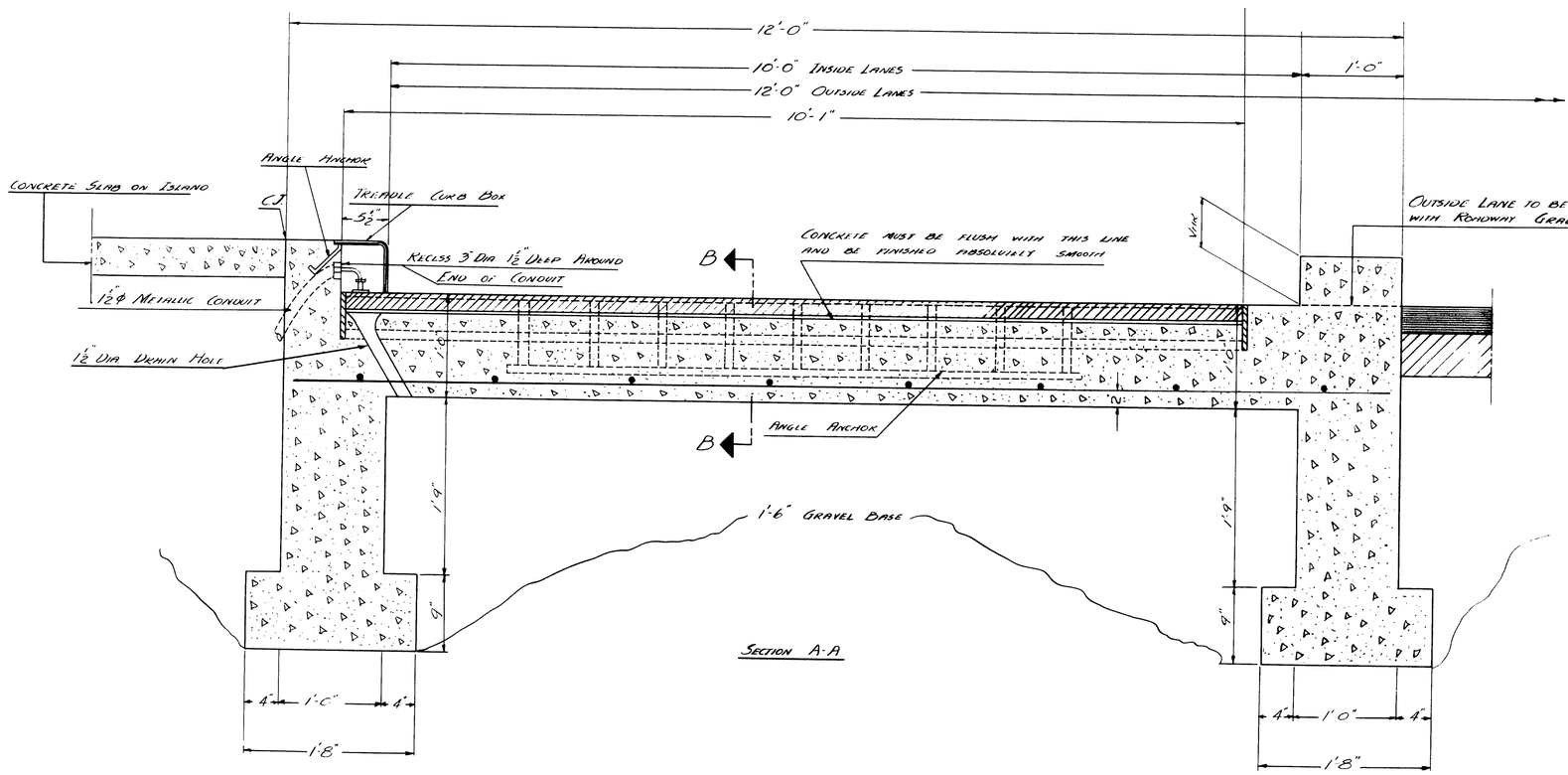
SHEET 3 OF 4 AUGUSTA, MAINE FEB. 1954

62-74

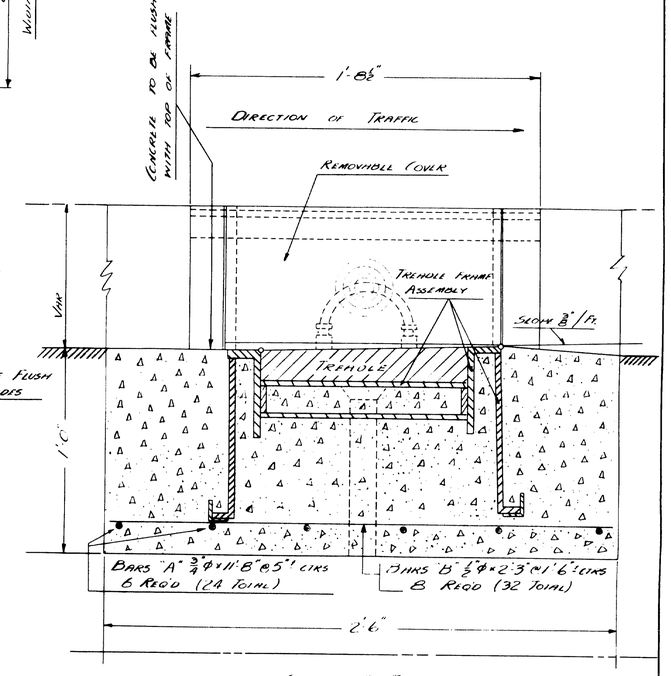




PLAN



SECTION A-A



SECTION B-B

GENERAL NOTES

TREADLES, TREADLE FRAMES, ETC TO BE FURNISHED BY THE STATE HIGHWAY COMMISSION.

JIGGLE TREADLE FRAME DURING ERECTION TO RELEASE ANY TRAPPED AIR.

FROM AUGUSTA BRIDGE PLANS
TRACE-MURRELL
BRIDGE

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

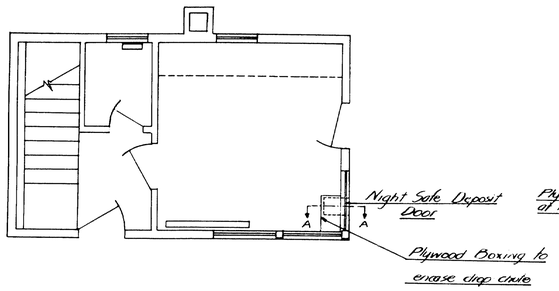
BANGOR- BREWER BRIDGE
OVER THE
PENOBSCOT RIVER
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY

CONCRETE TREADLE BASE

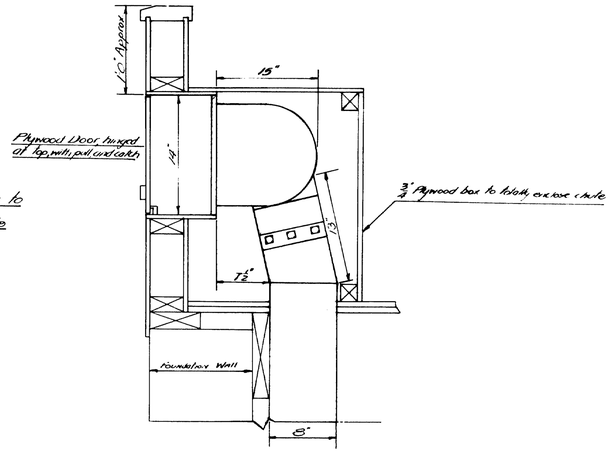
SHEET 4 OF 4 AUGUSTA, MAINE FEB. 1954

68-75

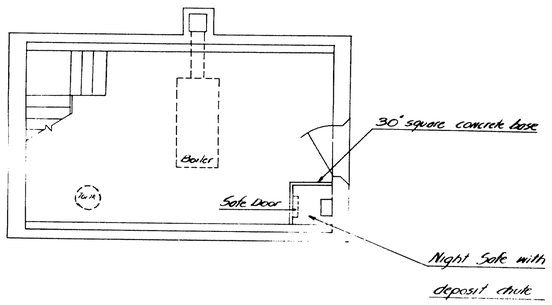
0 1 2 3 4 5 INCHES



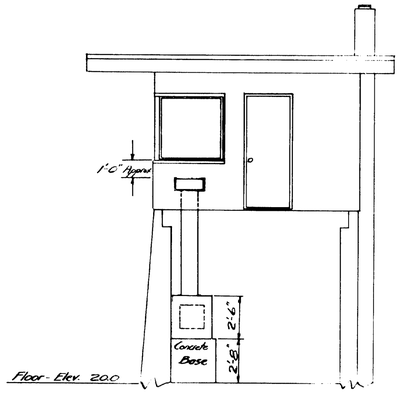
FIRST FLOOR PLAN-UTILITY BUILDING



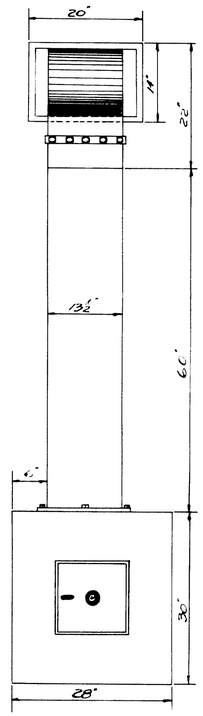
SECTION A-A (Enlarged)



BASEMENT PLAN-UTILITY BUILDING



END ELEVATION



FRONT ELEVATION - SAFE

NOTE

The safe will be furnished and delivered to the job site by The Maine State Highway Commission.

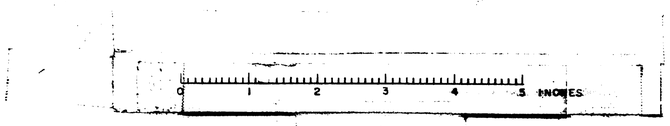
DETAIL - MURRELL	
CHECK -	BRIDGE

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

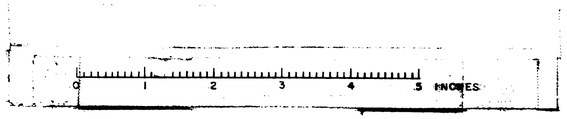
BANGOR-BREWER BRIDGE
OVER THE
PENOBSCOT RIVER
IN THE CITY OF
BANGOR
PENOBSCOT COUNTY

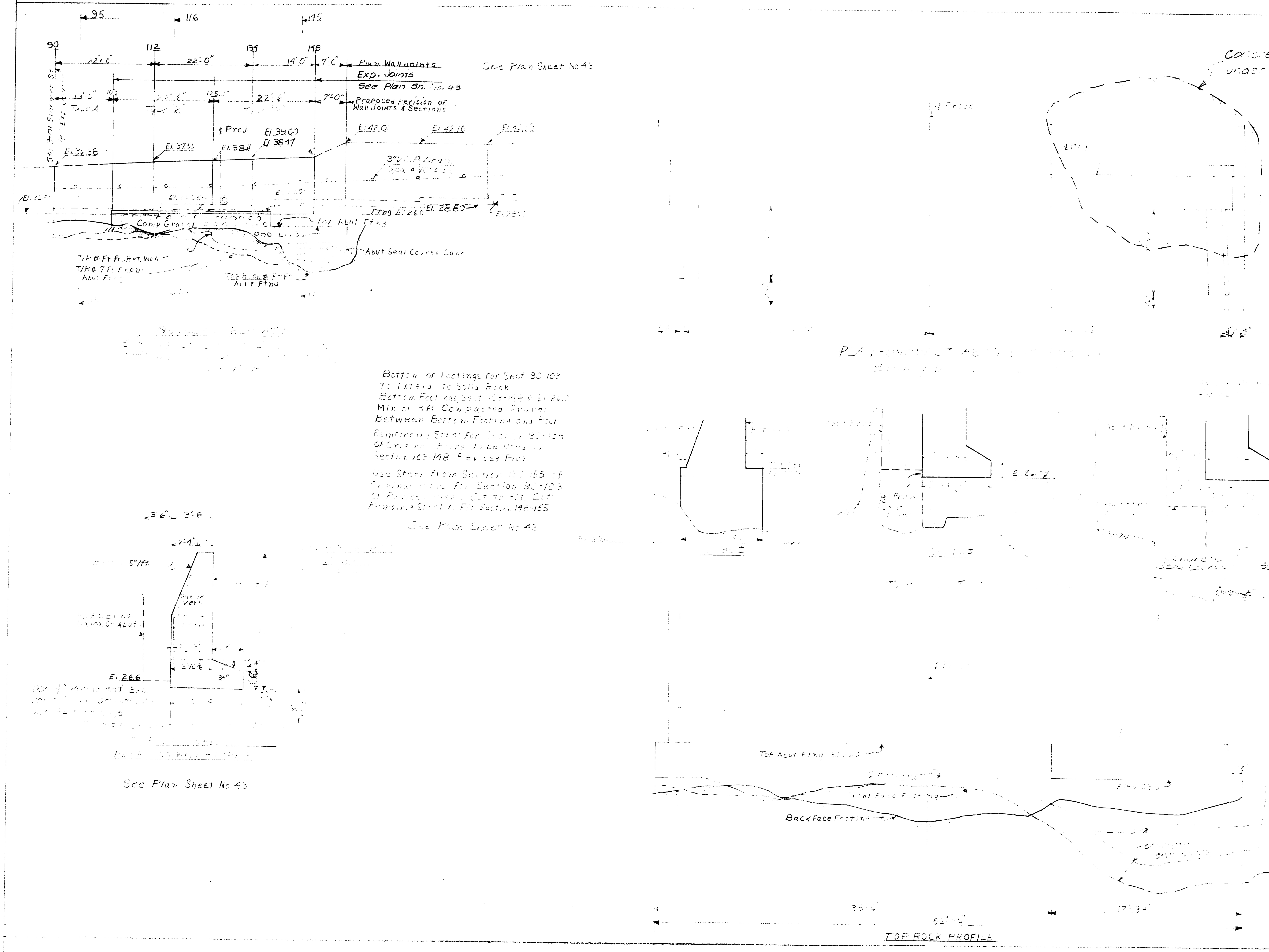
DROPSAFE DETAILS
SHEET OF AUGUSTA, MAINE MARCH 1954

62-76



62-77





FOOTING REVISION

HARRINGTON & CORTELYOU

Consulting Engineers

SHEET NO. R-2

62-78

△ 10-7-53 Revised as Built [illegible]

Location	Size & Type	Length, Feet [illegible]	[illegible]	[illegible]	Remarks
[illegible]	24 RCP	204	0	-204	Deleted - Use existing [illegible]
Union St	24 RCP	0	[illegible]	+[illegible]	New - To Replace [illegible]
Union St	30 RCP	34	[illegible]	+8	From [illegible]
Union St	30 RCP	0	150	+150	To Replace Outfall From [illegible] To River Due To Broken Pipe in Existing [illegible]
Union St	30 ACCMP	0	36	+36	Outfall Thru Dock To Point Below Low Water Mark

STATE OF [illegible]

BANGOR-BREWER [illegible]

[illegible] RIVER

BANGOR, MAINE

UNION ST. SEWER REVISIONS

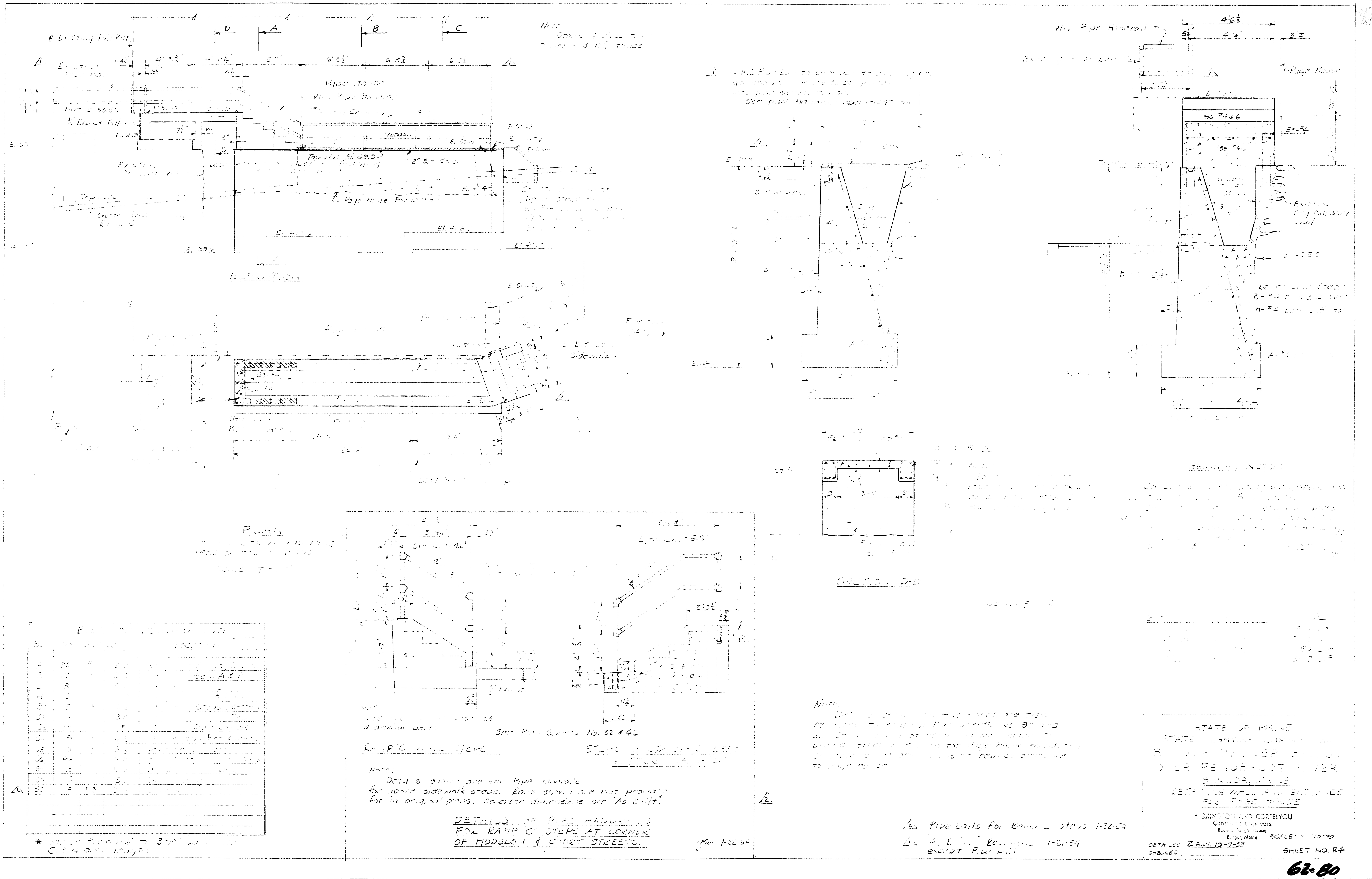
Consulting Engineers

Bangor, Maine

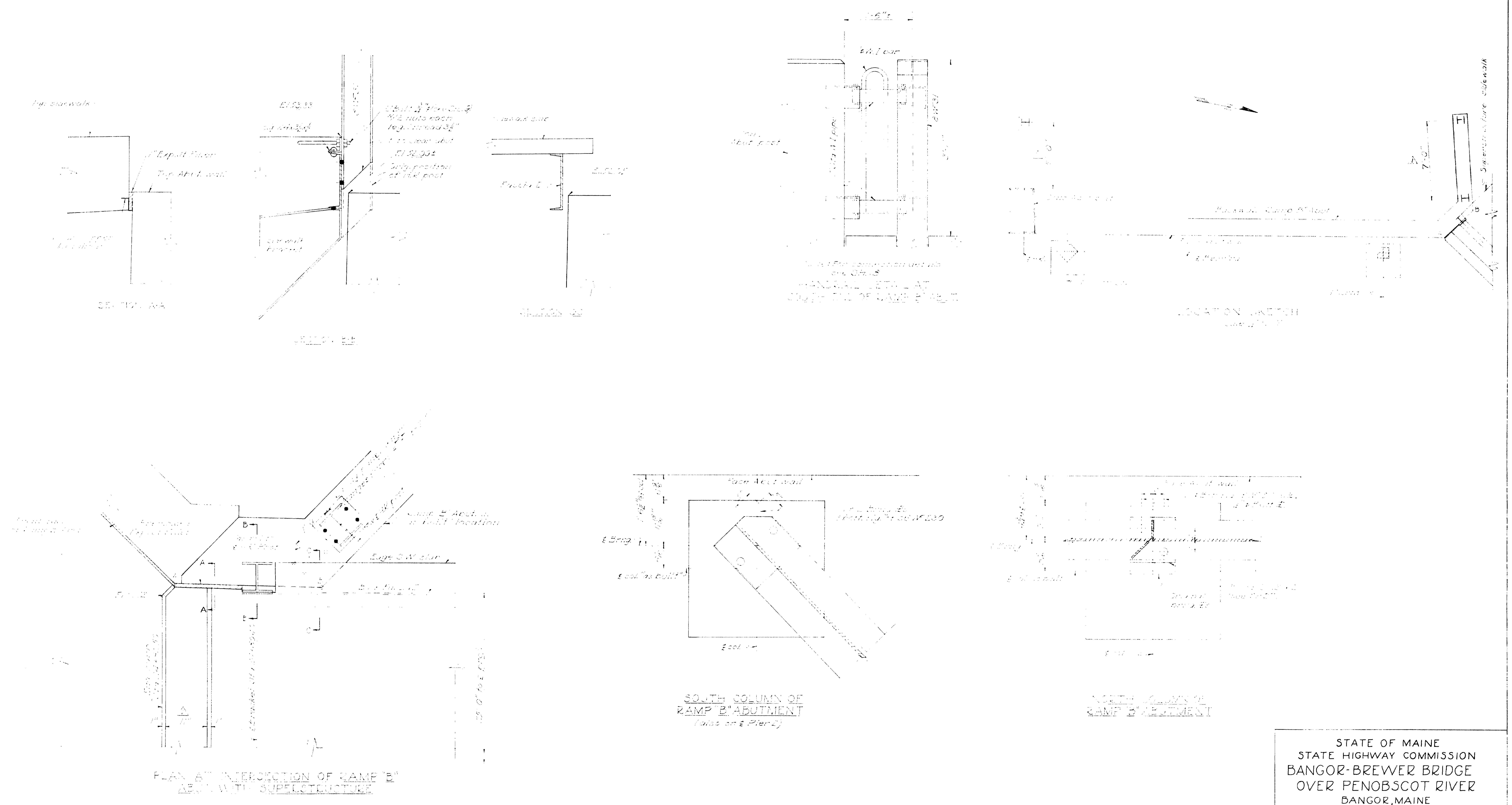
SCALE: As Noted

R3

62-79



ELEVATION
PLAN
SECTION D-D
Details shown are for Pipe Handrails
for above sidewalk steps. Rails shown are not provided
for in original plans. Concrete dimensions are "As Built".
See Plan Sheets No. 32 & 42
DETAILS OF PIPE HANDRAILS
FOR RAMP "C" STEPS AT CORNER
OF HODSDON & SHORT STREETS.
Pipe Rails for Ramp C steps 1-22-54
"As Built" Revisions 1-21-54
except Pipe Rail
STATE OF MAINE
OVER PENOBSCOT RIVER
HARRINGTON AND CORTELYOU
Consulting Engineers
Bangor, Maine
DETAILED Z.E.W. 10-7-53
CHECKED
SHEET NO. R4
62-80



Details on this sheet supersede corresponding details on Sh. No. 9, 18, & 27, & Section G-G on Sh. No. 21.

△ Revised 12-28-53

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

RAMP "B" ABUTMENT REVISION

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

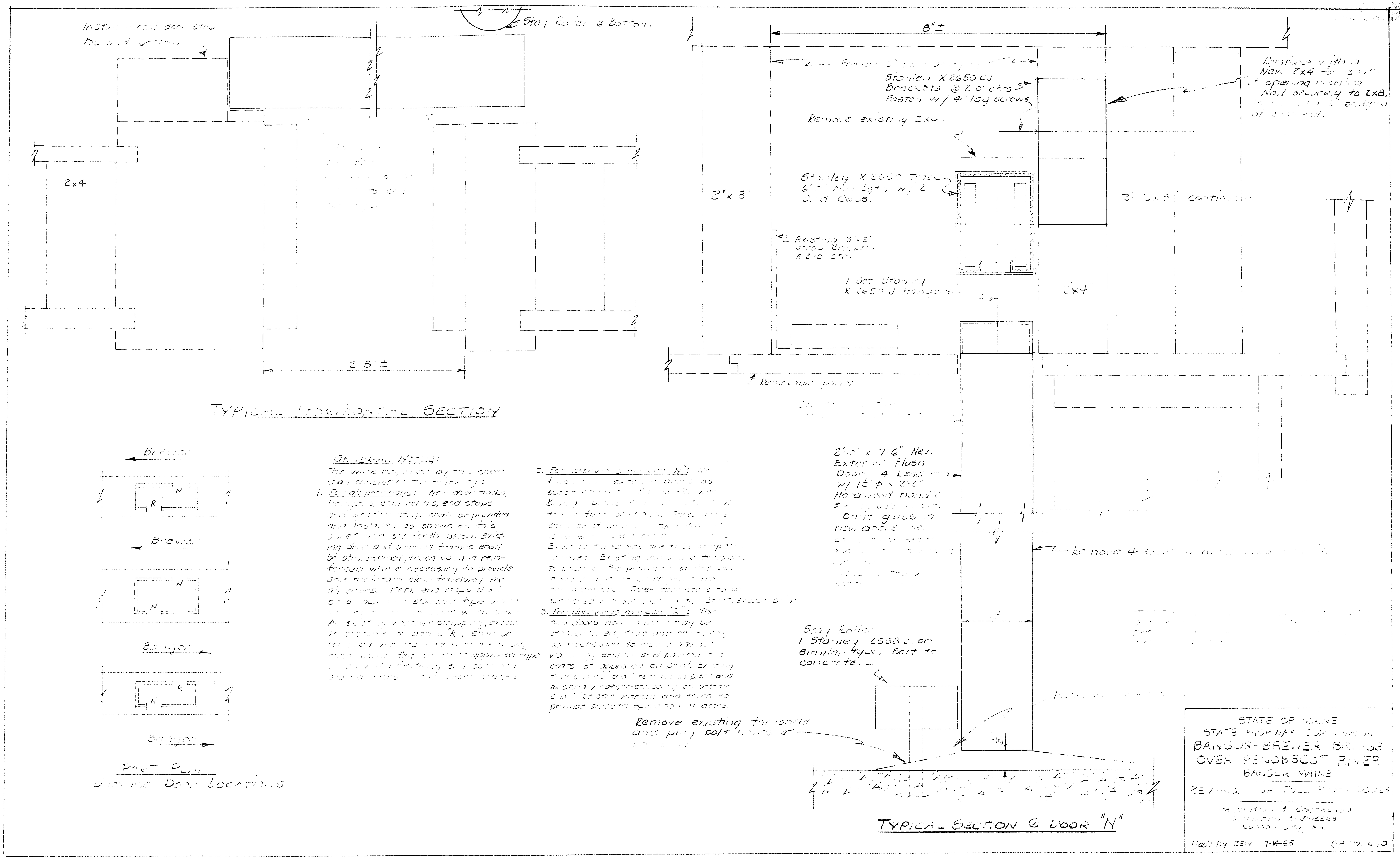
SCALE: 1" = 1'-0" & AS NOTED

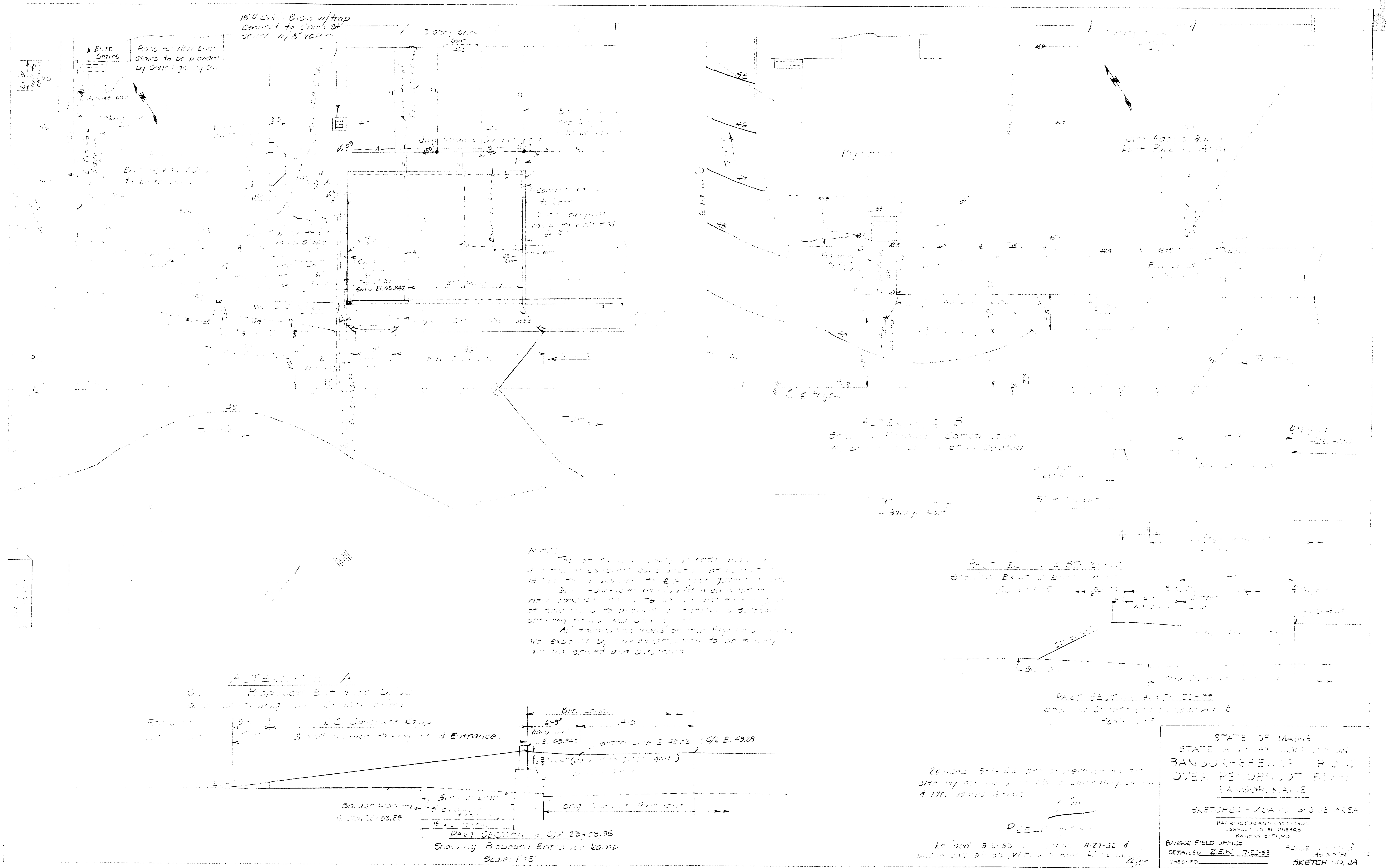
DETAILED M.Z.H. 12-19-53
CHECKED G.H.K. 12-28-53

SH. NO. R6

8-13-35 62-81 A

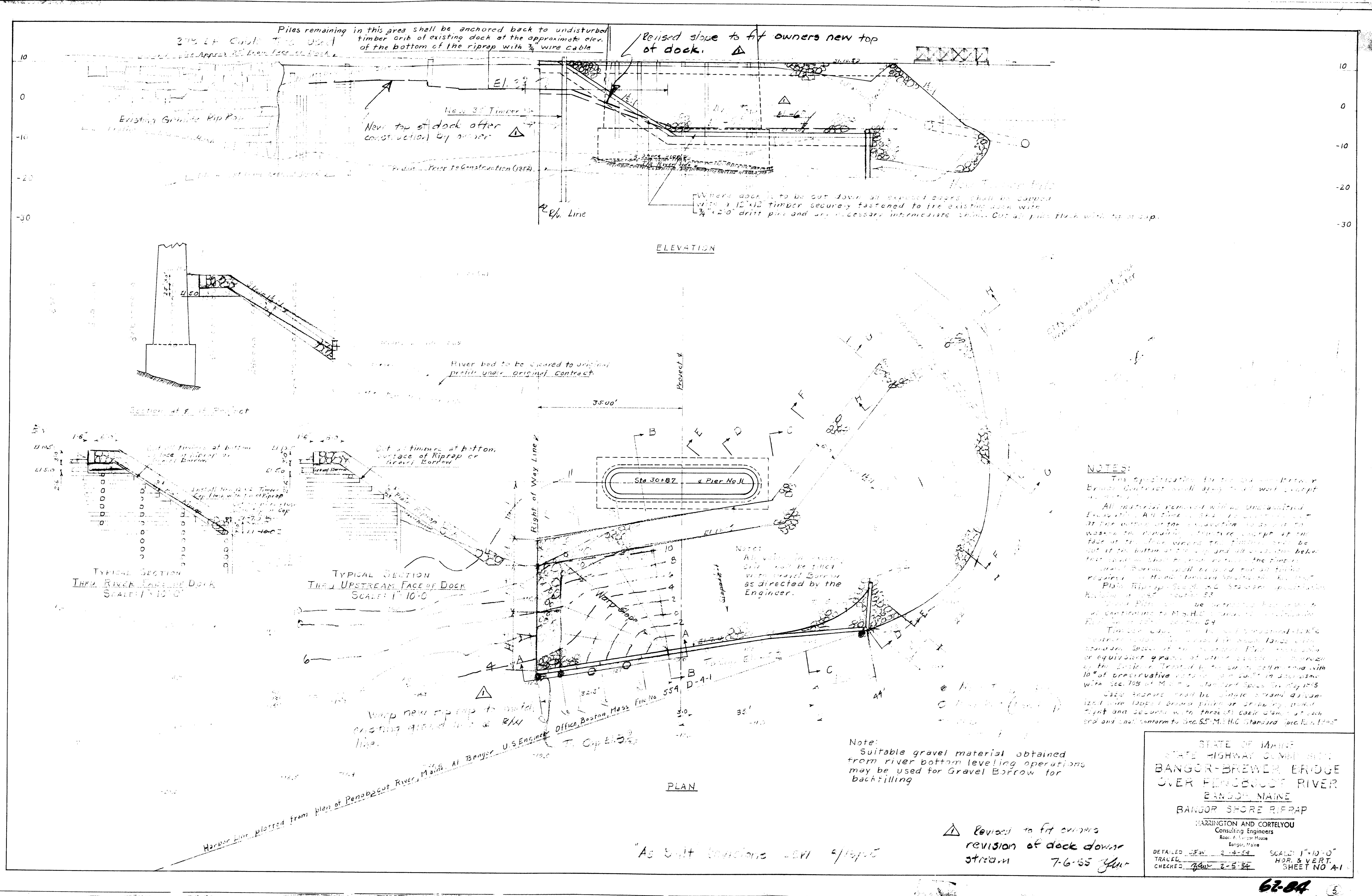
0 1 2 3 4 5 INCHES


Stay Roller @ Bottom
8'±
Stanley X 2650 CJ
Brackets @ 2'-0" ctrs
Fasten w/ 4" lag screws
Remove existing 2x4
2'x 8"
2x4
2'-8"±
Existing 3"x 8"
1 Set Stanley
X 2650 J hangers
"2x4"
Removable panel
TYPICAL HORIZONTAL SECTION
Brewer
Bangor
PART PLAN
Showing Door Locations
GENERAL NOTES:
Remove existing threshold
and plug bolt holes at
Stay Roller
1 Stanley 2558 J or
similar type. Bolt to
concrete.
Nail securely to 2x8.
TYPICAL SECTION @ DOOR "N"
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR MAINE
Made By ZEW 7-14-55
62-82
INCHES

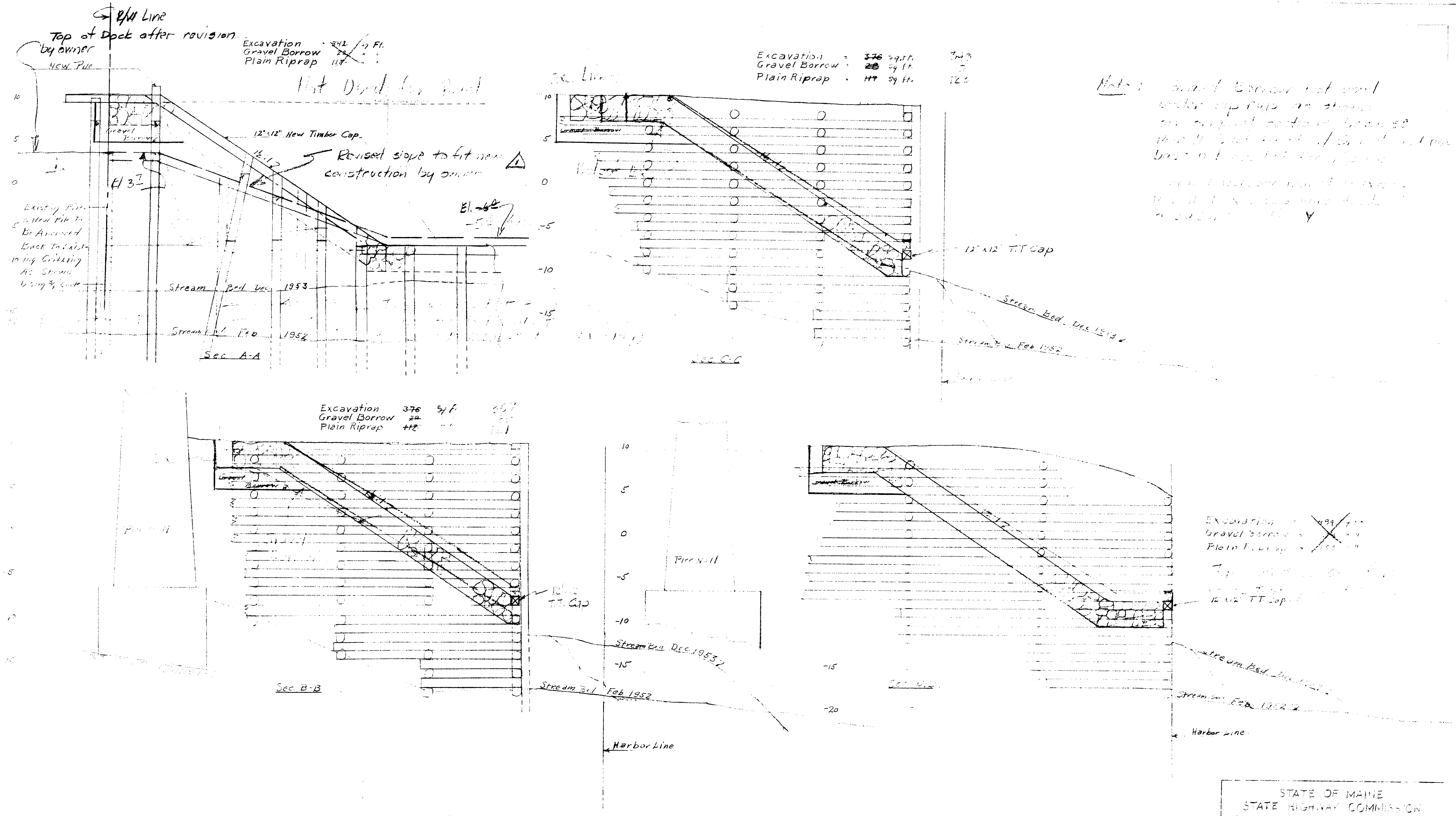


62-83

0 1 2 3 4 5 INCHES



Piles remaining in this area shall be anchored back to undisturbed timber crib of existing dock at the approximate elev. of the bottom of the riprap with 3/4" wire cable
Revised slope to fit owners new top of dock.
New top of dock after construction by owner
Existing Granite Rip Rap
Profile Prior to Construction (1952)
New 3" Timber
Where dock is to be cut down as existing piles shall be capped with 12"x12" timber securely fastened to the existing dock with 3/4"x20" drift pins
℄ R/W Line
ELEVATION
River bed to be cleared to original profile under original contract.
Section at ℄ of Project
Cut all timbers at bottom surface of Riprap or Gravel Borrow
TYPICAL SECTION THRU RIVER FACE OF DOCK SCALE: 1" = 10'-0"
TYPICAL SECTION THRU UPSTREAM FACE OF DOCK SCALE: 1" = 10'-0"
Right of Way Line
Project ℄
35.00'
Sta 30+87
℄ Pier No. 11
Warp Slope
Note: All voids in existing crib shall be filled with Gravel Borrow as directed by the Engineer.
Warp new top slope to match existing grade at R/W line.
Harbor Line plotted from plan of Penobscot River, Maine At Bangor U.S. Engineer Office, Boston, Mass. File No. 554
D-4-1
Note: Suitable gravel material obtained from river bottom leveling operations may be used for Gravel Borrow for backfilling
PLAN
NOTES:
"As Built"
Revised to fit owners revision of dock down stream 7-6-55
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
BANGOR SHORE RIPRAP
HARRINGTON AND CORTELYOU
Consulting Engineers
DETAILED G.F.W. 2-4-54
TRACED
CHECKED 2-5-54
SCALE: 1" = 10'-0" HOR. & VERT.
SHEET NO. A-1
62-84
INCHES



Revised to fit owners revision of 7-6-55 dock downstream

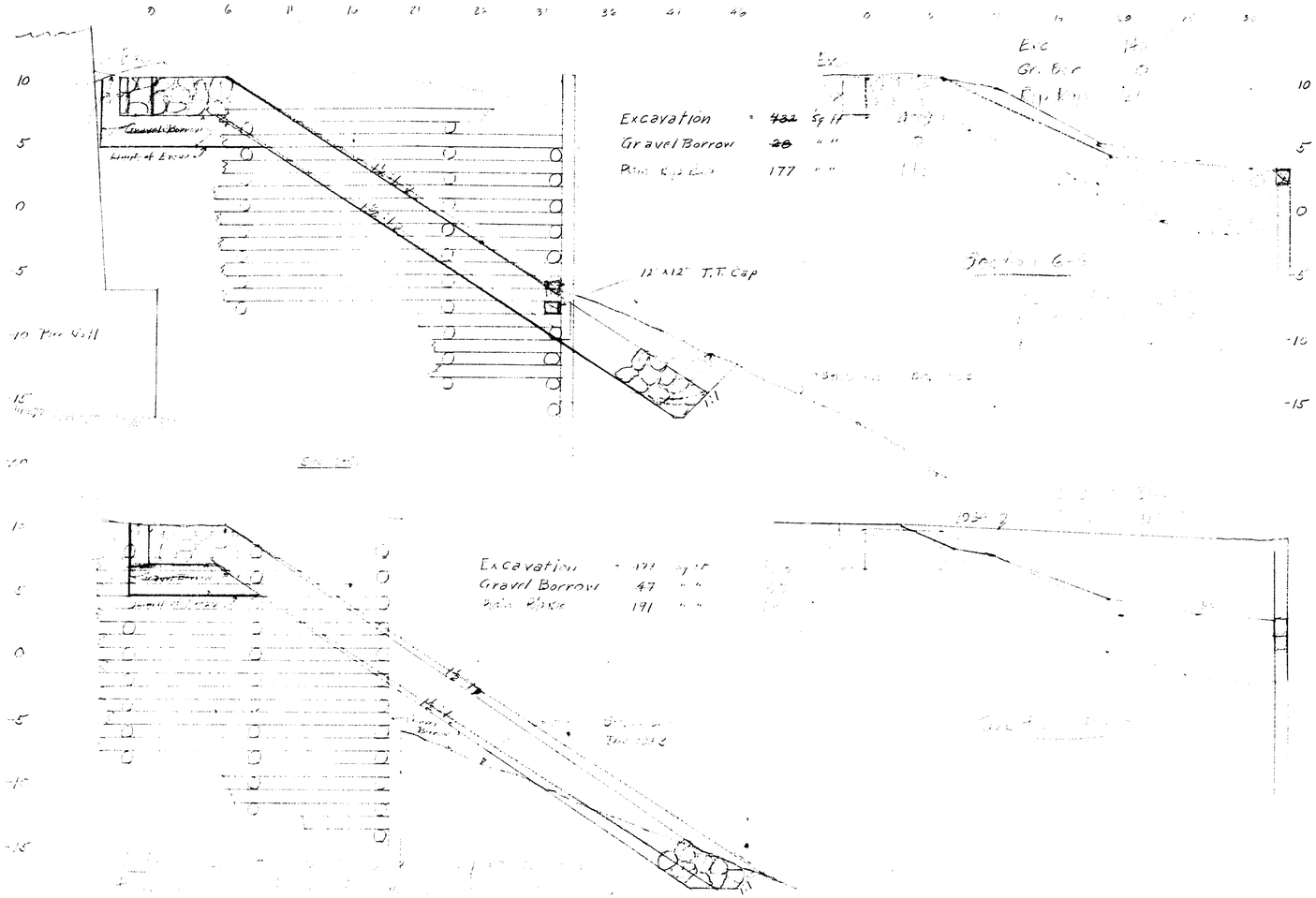
As Built Revisions & Quantities

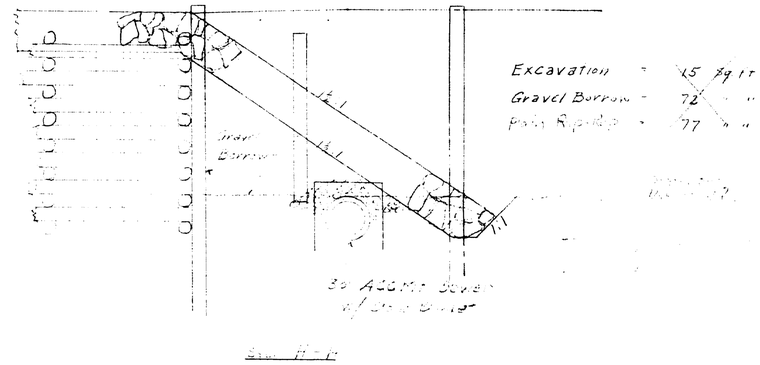
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR MAINE
CROSS-SECTIONS
BANGOR SHORE RIPRAP
HARRINGTON AND CORTELYOU
Consulting Engineers
Room 6, Bangor House
Bangor, Maine

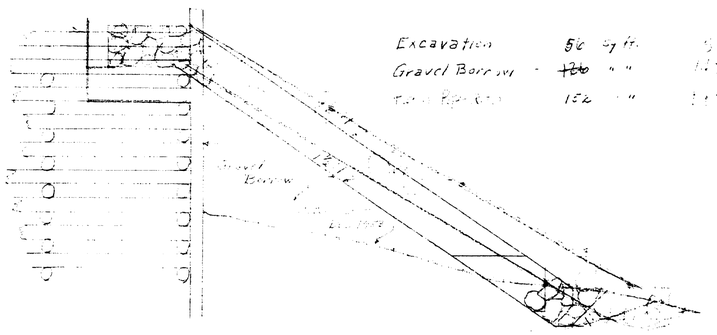
DETAILED CFW
TRACED
CHECKED
SCALE: 1" = 5'-0 VERT. & HOR.
SHEET NO A-2

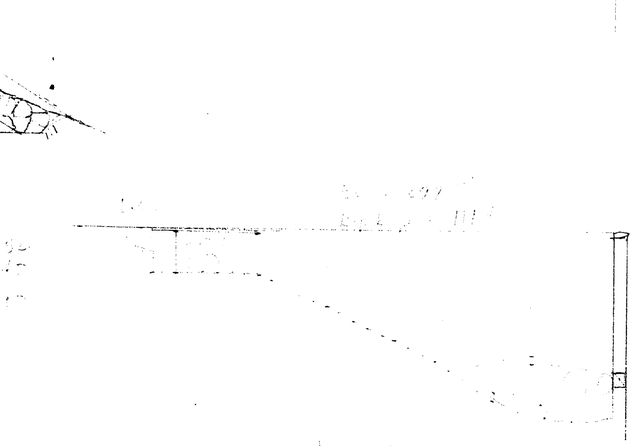
62-85

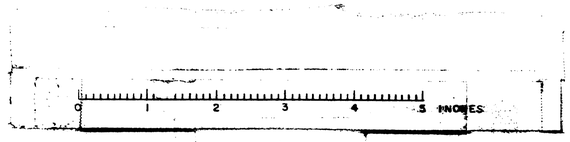
0 1 2 3 4 5 INCHES





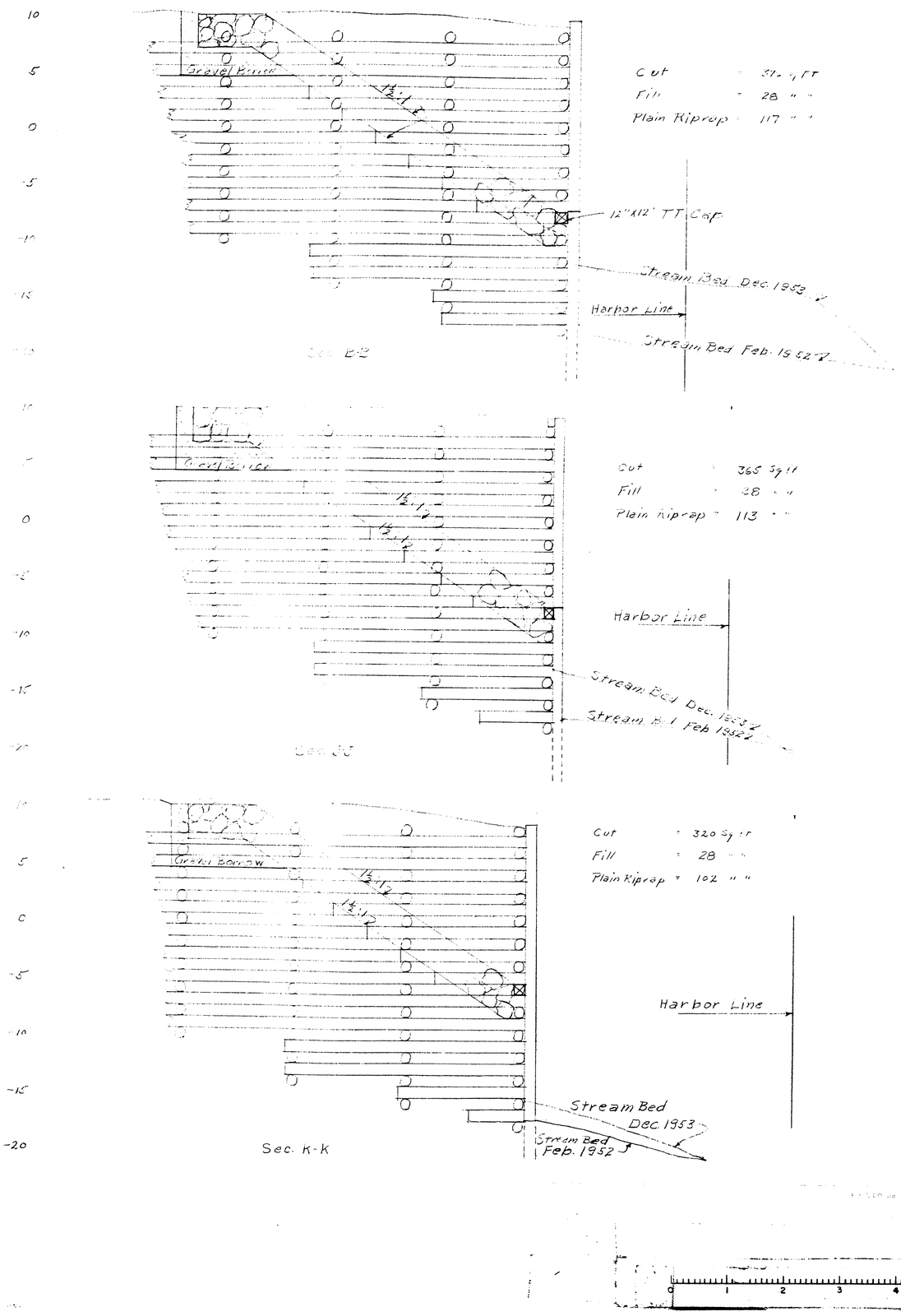


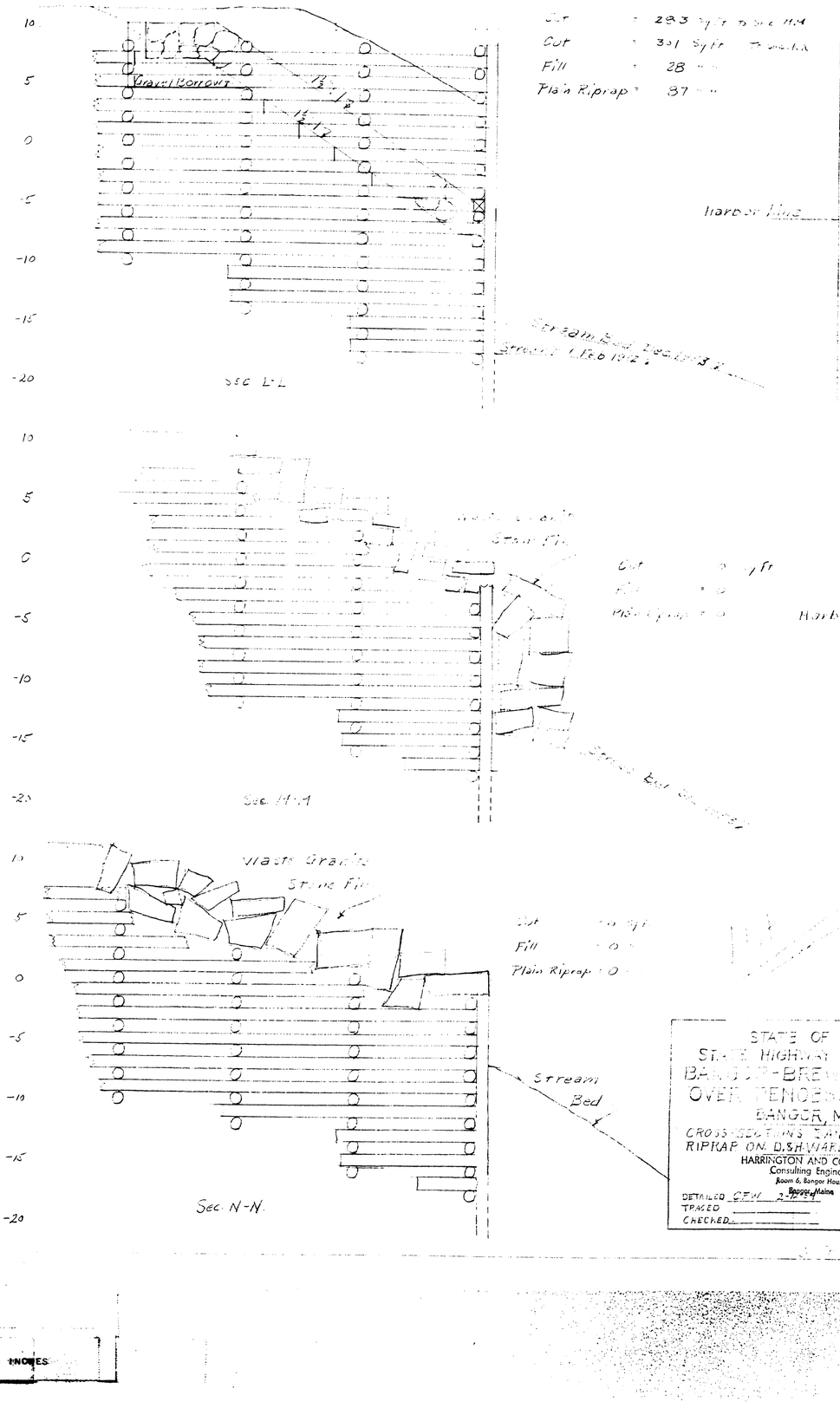




STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
CROSS-SECTIONS
BANGOR SHORE RIPRAP
HARRINGTON AND CORTELYOU
Consulting Engineers
Room 6, Bangor House
Bangor, Maine
DETAILED CFW 2-2-54
TRACED
CHECKED
SCALE: 1" = 5'-0"
VERT'L HOR.
SHEET NO A-3

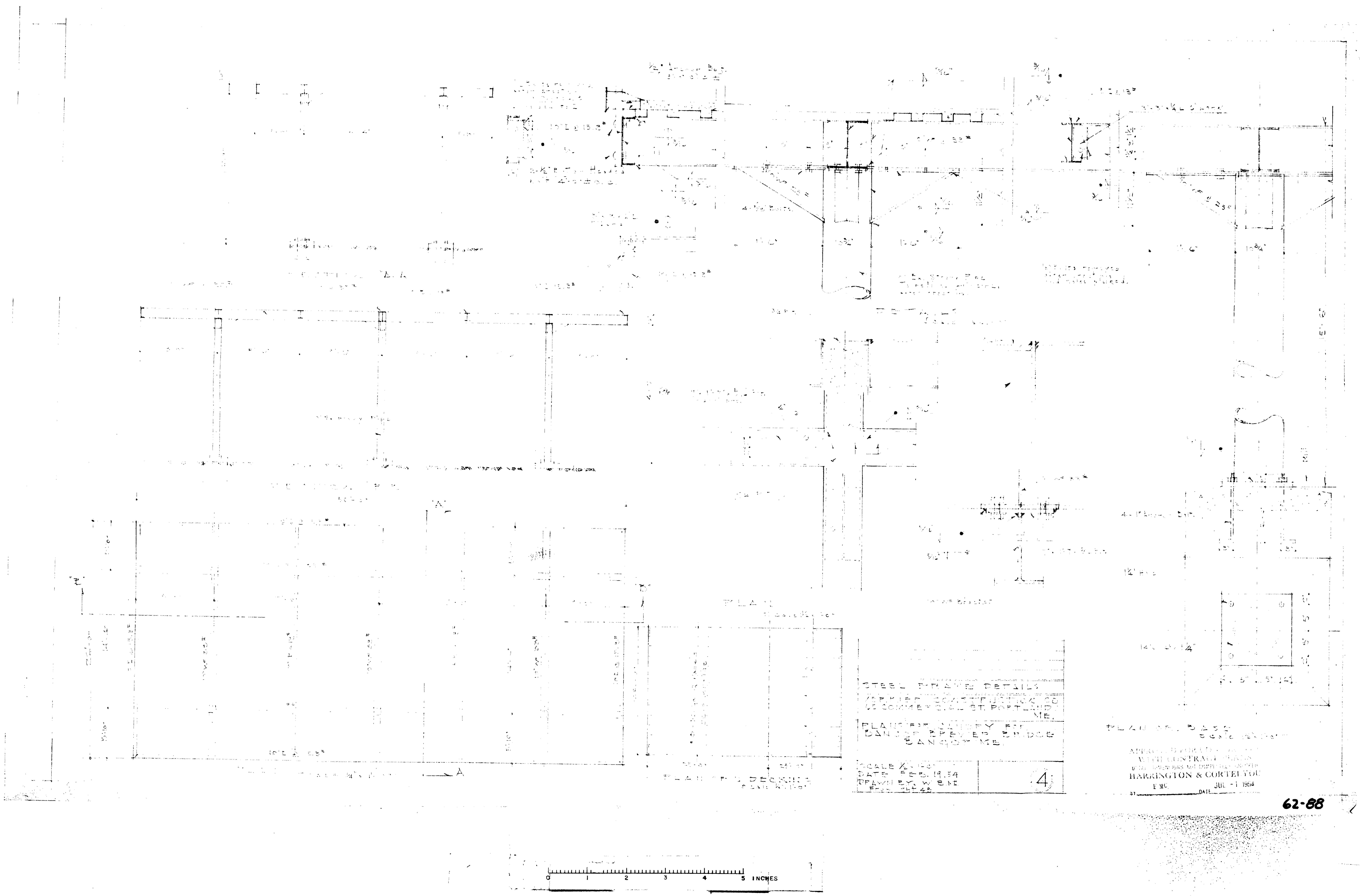
62-86
5



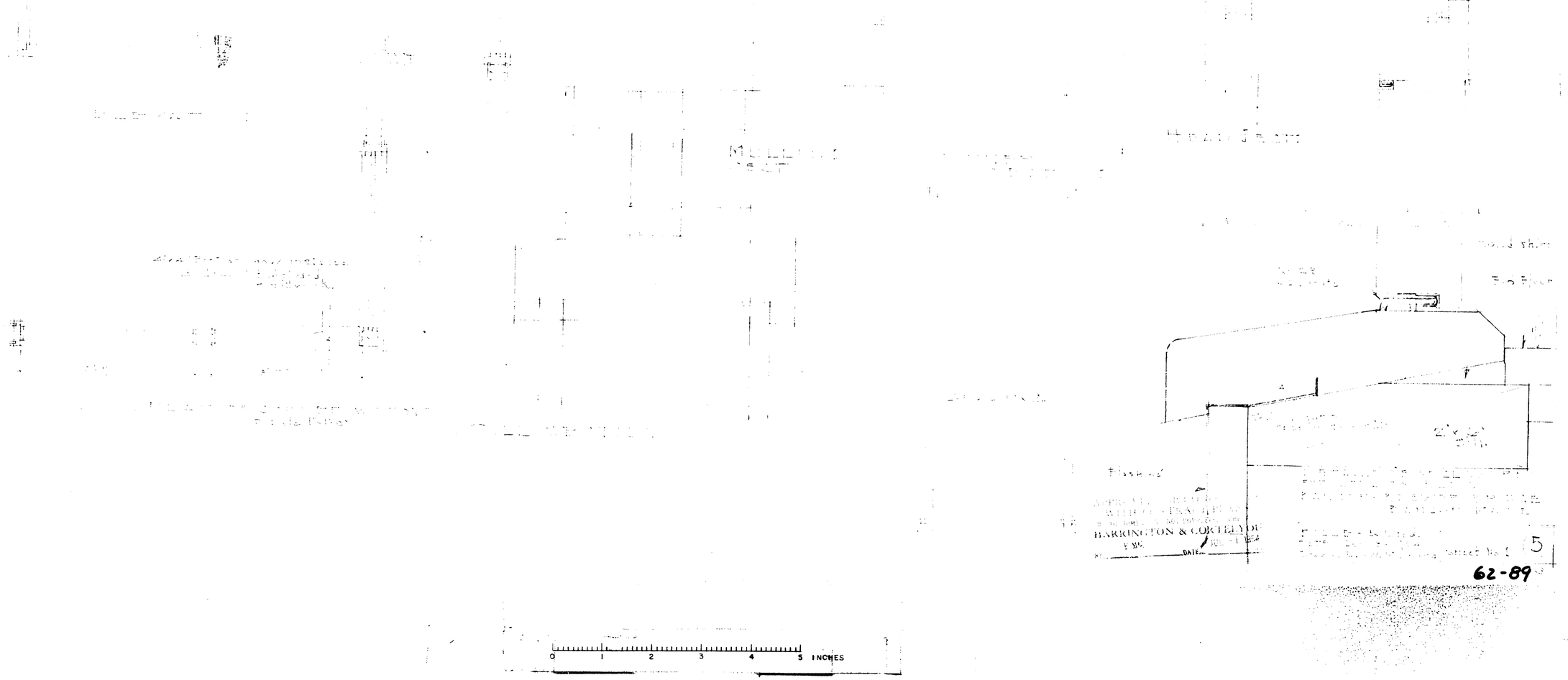


STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
CROSS SECTIONS SHOWING SHAPE OF RIPRAP ON D.S.H. WAREHOUSE PROPERTY
HARRINGTON AND CORTELYOU
Consulting Engineers
Room 6, Bangor House
Bangor, Maine
DETAILED CEW 2-25-53
TRACED
CHECKED
SCALE: 1" = 10' VERT. & HOR.
SHEET NO. A4

62-97



STEEL FRAME DETAILS
ME.
DATE FEB. 19, 54
4
HARRINGTON & CORTELYOU
JUL -1 1954
62-88
INCHES


0 1 2 3 4 5 INCHES
HARRINGTON & CORTELYOU
DATE
5
62-89

HARRINGTON & CORTELYOU
DATE JUL 1 1954

MERRINER CONSTRUCTION Co
65 COMMERCIAL ST PORTLAND ME

DETAILS FOR MILLWORK FOR
UTILITY BUILDING - BANGOR
BREWER BRIDGE

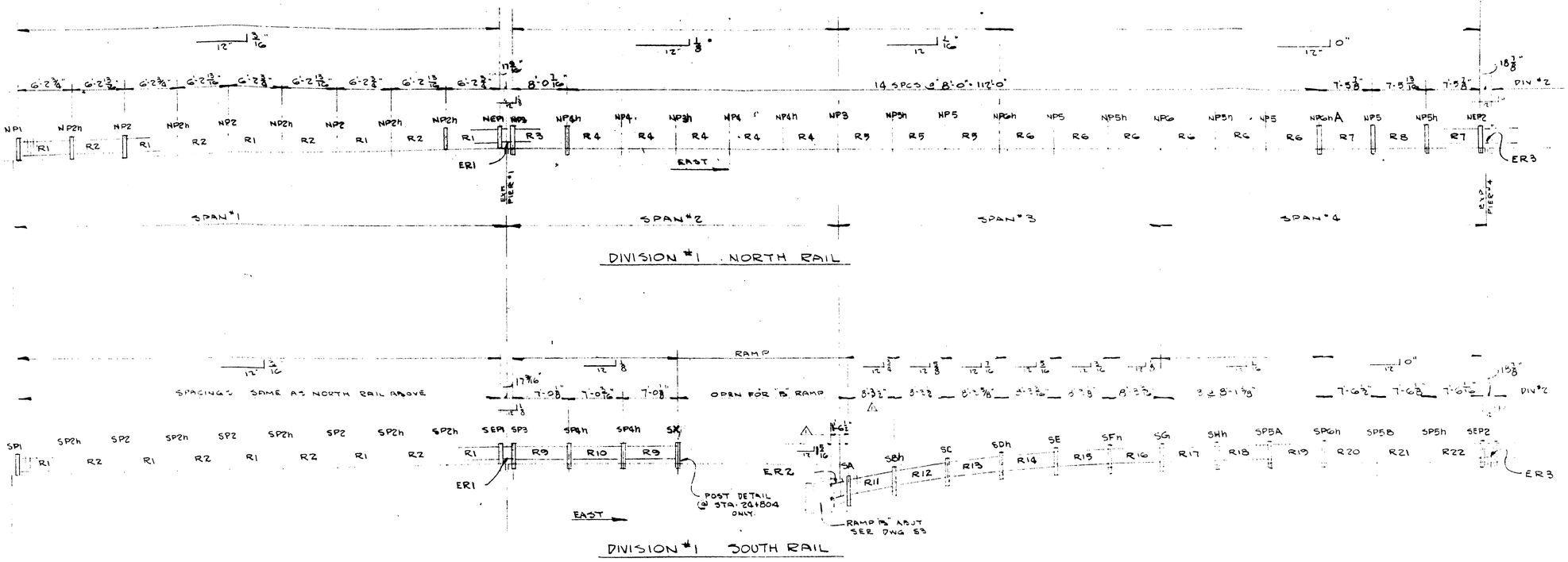
SCALE - AS NOTED
DATE APR 16 - 54
DRAWN BY W. MILLWARD SHEET No (6)

62-90

APPROVED FOR CONSTRUCTION
WITH CORRECTIONS NOTED
HARRINGTON & CORTELYOU
INC.
BY _____ DATE JUL - 1 1954

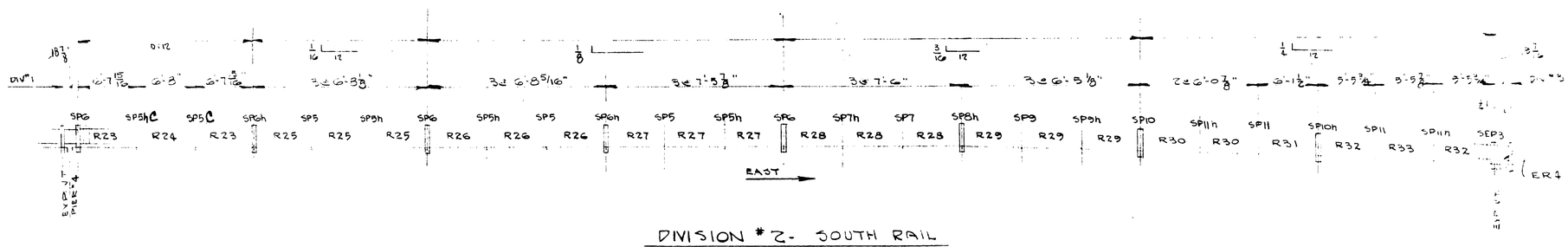
7

62-91

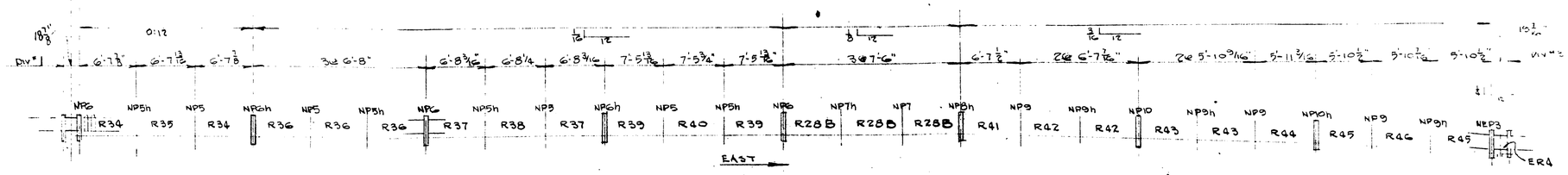


DIVISION #1 NORTH RAIL

DIVISION #1 SOUTH RAIL



DIVISION #2- SOUTH RAIL



DIVISION #2- NORTH RAIL

GEN. NOTE:
SEE TYPICAL DETAIL DWG 293-S1
RAIL & POST TO BE PAINTED RED LEAD.

GENERAL REVISIONS -5-7-54 FOR POSTS

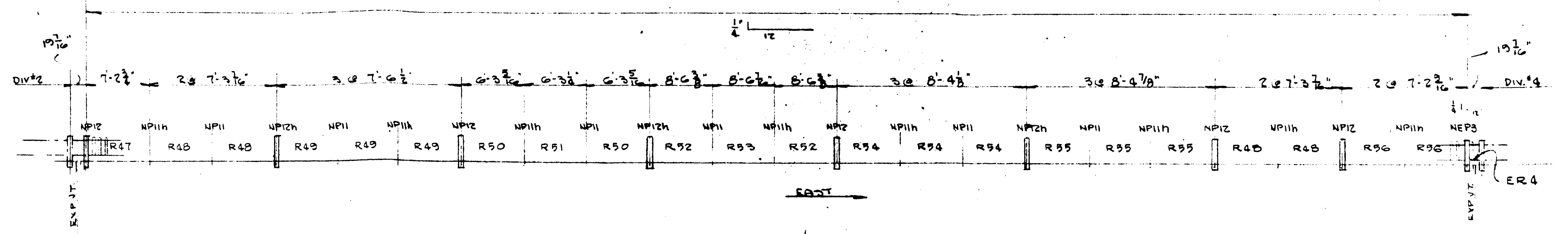
⚠1 @ RAMP "B" - REVISED RAIL DIM. TO SUIT H&C DWG RG OF 7/28/53

3	3-24-54	3	6-15-54
4	4-1-54	7	7-28-54
5	7-7-54		

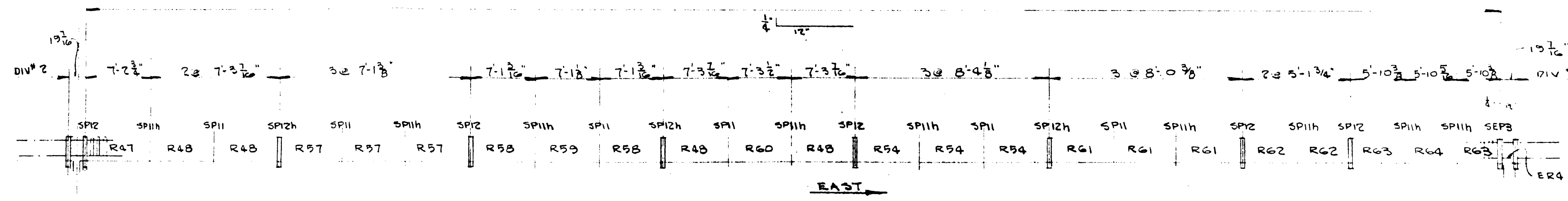
VERBAL H&C LETR 7-1-54 TO VERRIER

BANGOR-BREWER BRIDGE RAIL
DIVISION #1 & #2 - ERECTION PLAN
VERRIER CONST CO.
H. & CORTELYOU
DATE 4-1-54 REVISED 5-7-54
BY R.L.B. BY R.L.B.
62-92
LS 00. 293-E1

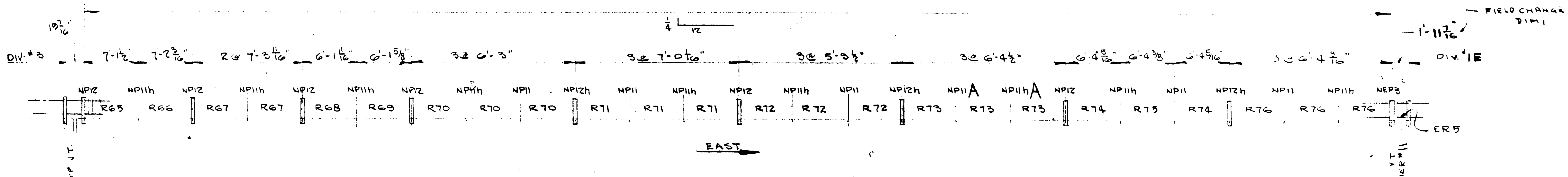
0 1 2 3 4 5 INCHES



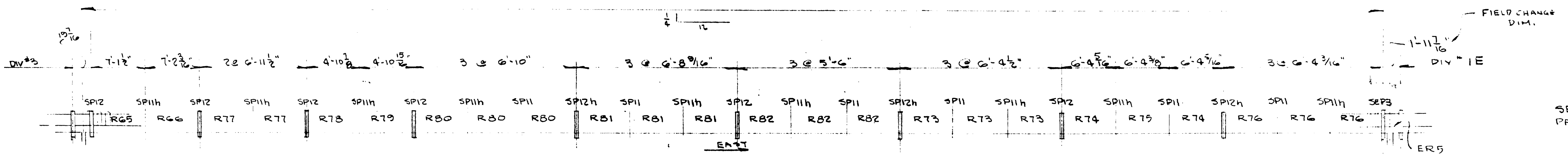
DIVISION #3 - NORTH RAIL



DIVISION #3 - SOUTH RAIL



DIVISION #4 - NORTH RAIL

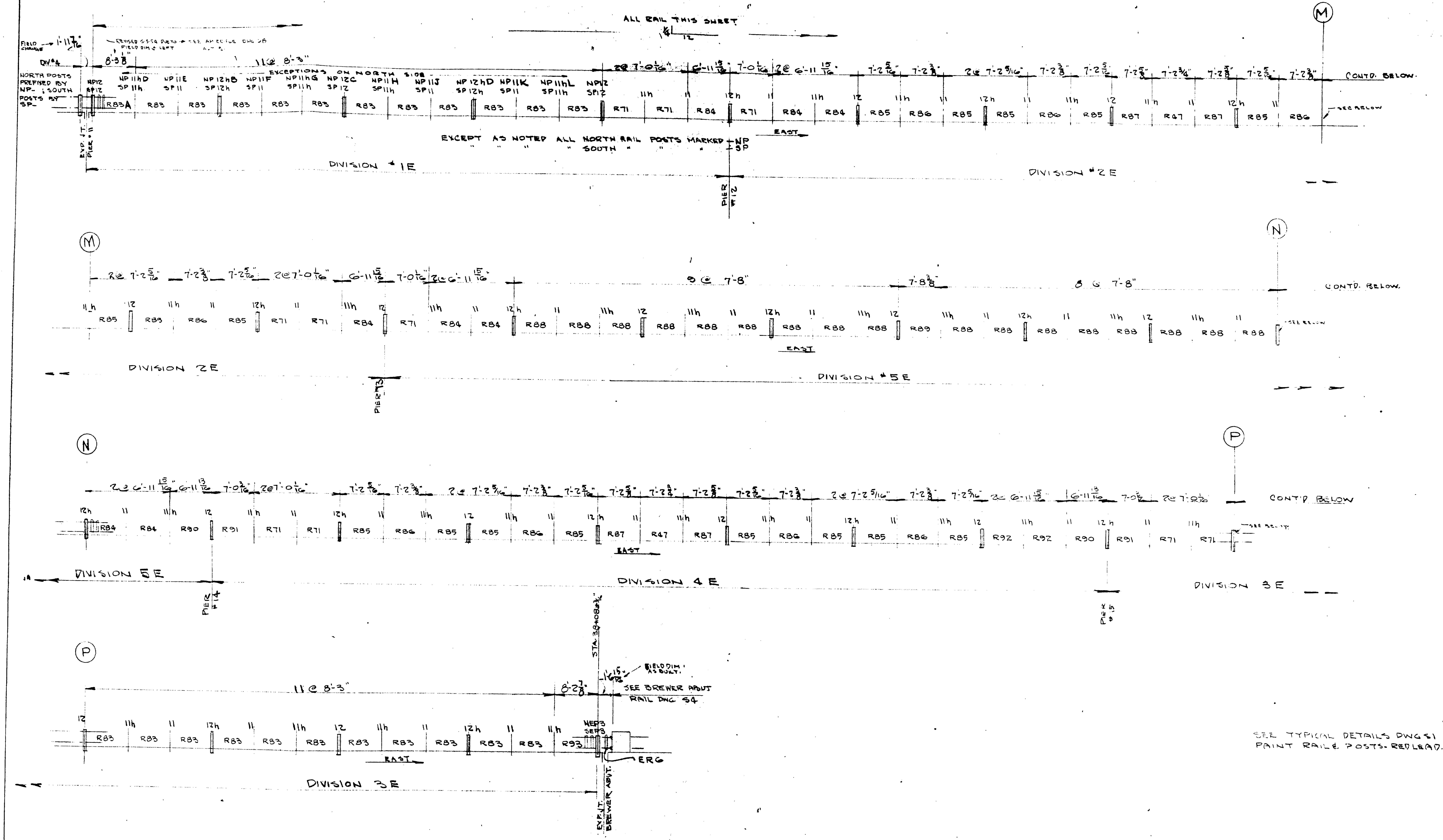


DIVISION #4 - SOUTH RAIL

SEE TYPICAL DETAILS DWG. 51
PAINT RAIL & POSTS - RED LEAD.

3	4-1-54	3	6-25-54
3	5-7-54	3	7-23-54

BANGOR-BREWER BRIDGE RAIL
DIVISION # 3 & 4 - ERECTION PLAN
VERRIER CONST. Co.
H. & CORTELYOU
4-1-54 5-7-54
R.L.B. 62-93
293



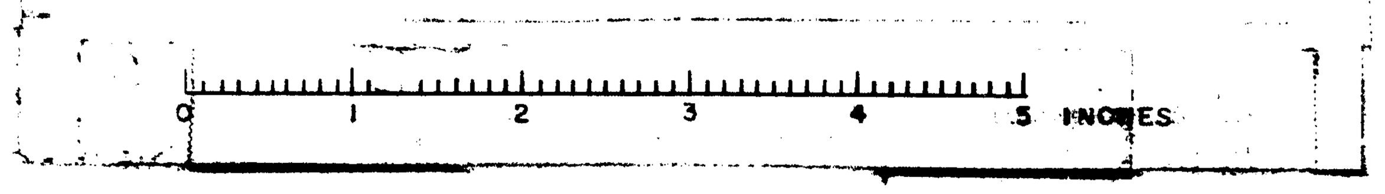
SEE TYPICAL DETAILS DWG 51
PAINT RAIL & POSTS- RED LEAD.

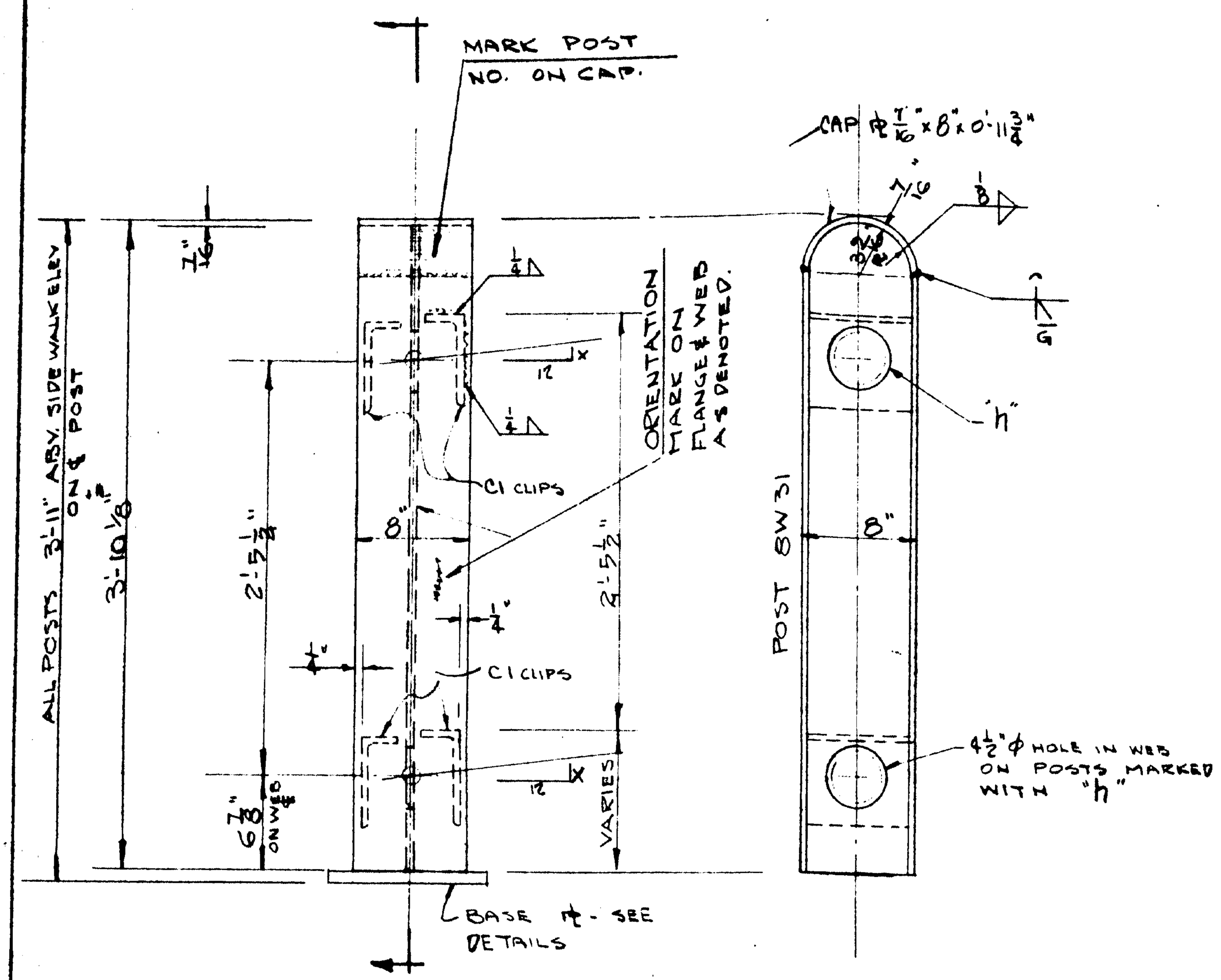
BANGOR-BREWER BRIDGE RAIL
DIVISION 1E TO 3E - PIER 11 TO BR. ABUT. ERECTION
VERRIER CONST Co.
H. & CORTELYOU

3	4-1-54	3	6-25-54
3	5-7-54		7-7-54
		3	7-23-54

ORDER NO. VERBAL
APPROVAL DATE H&C LETR 7-1-54

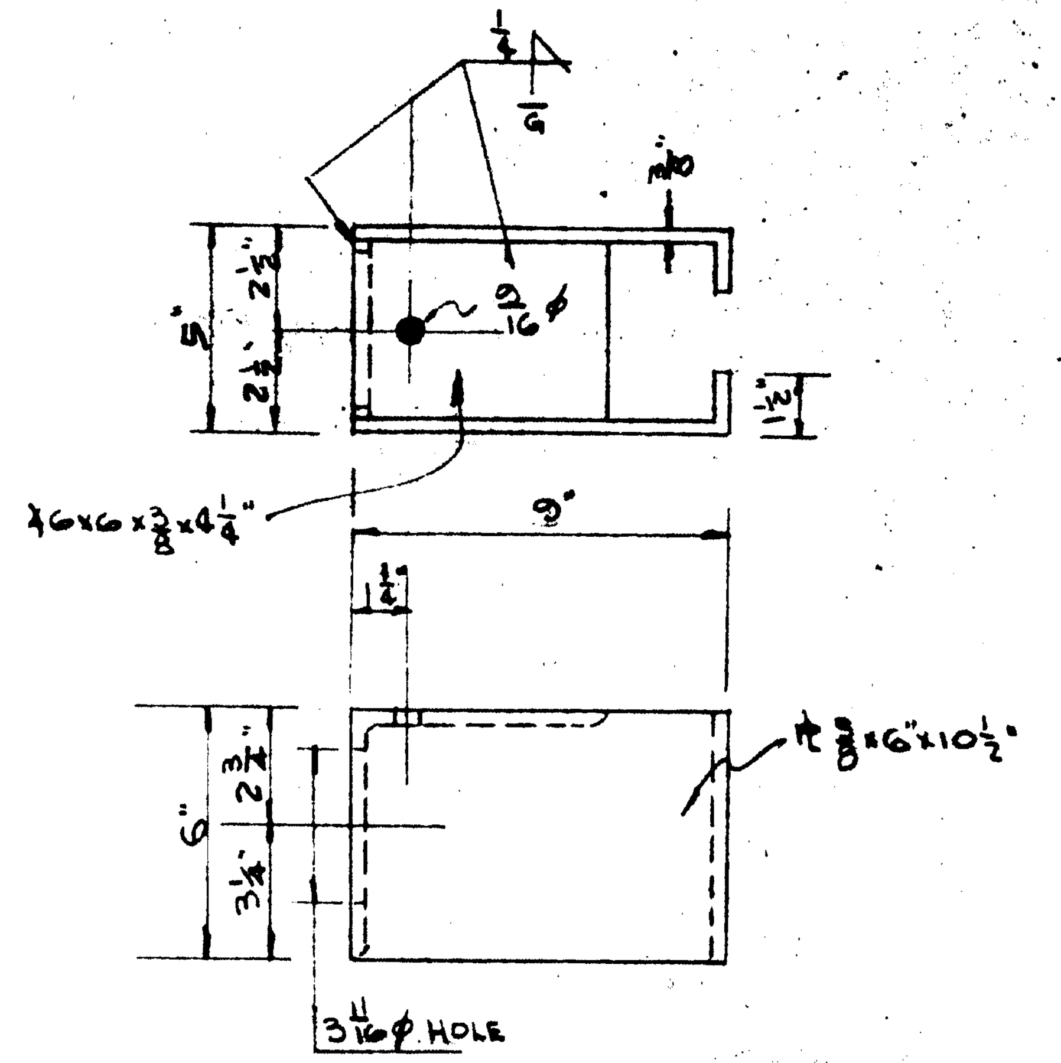
4-1-54 REVISED 7-7-54
R.L.B. BY
62-94
ROLLING MILLS CO. 293-E3





TYPICAL POST FOR WALLS, ABUTMENTS & SPAN 1

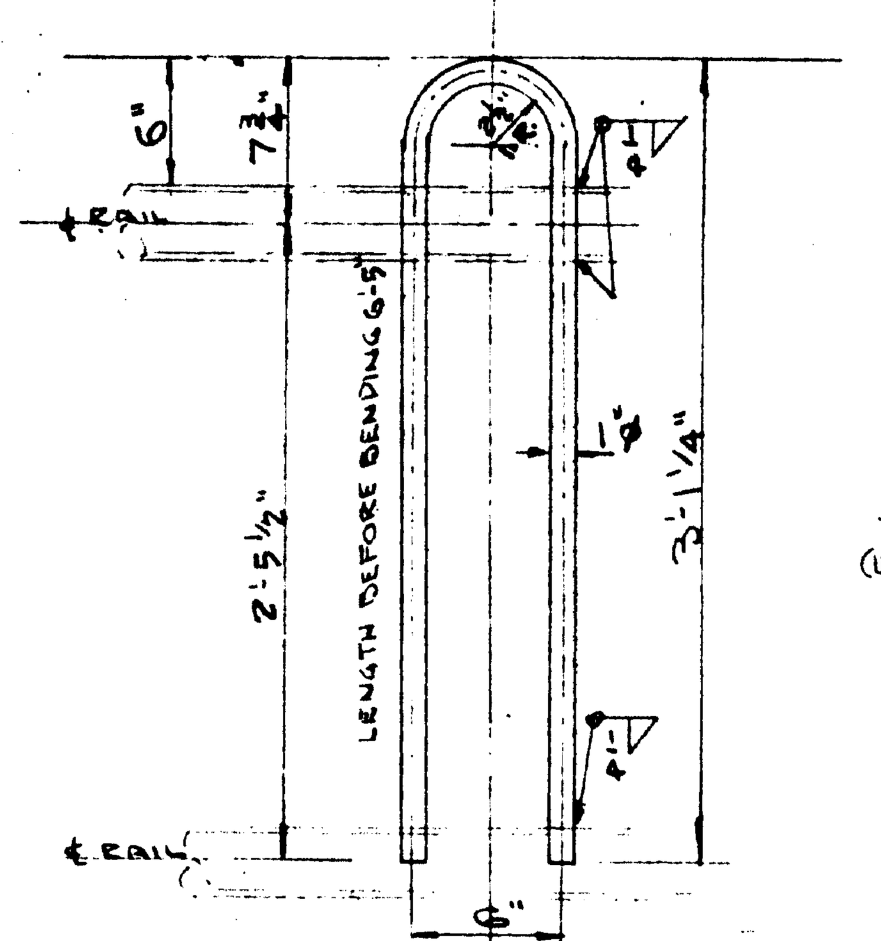
SPANS 2-16 SIMILAR EXCEPT THEY CONNECT TO 15" FACIA I BELOW SIDEWALK.



CH1- FOR CONCRETE POSTS

18 - REQD.

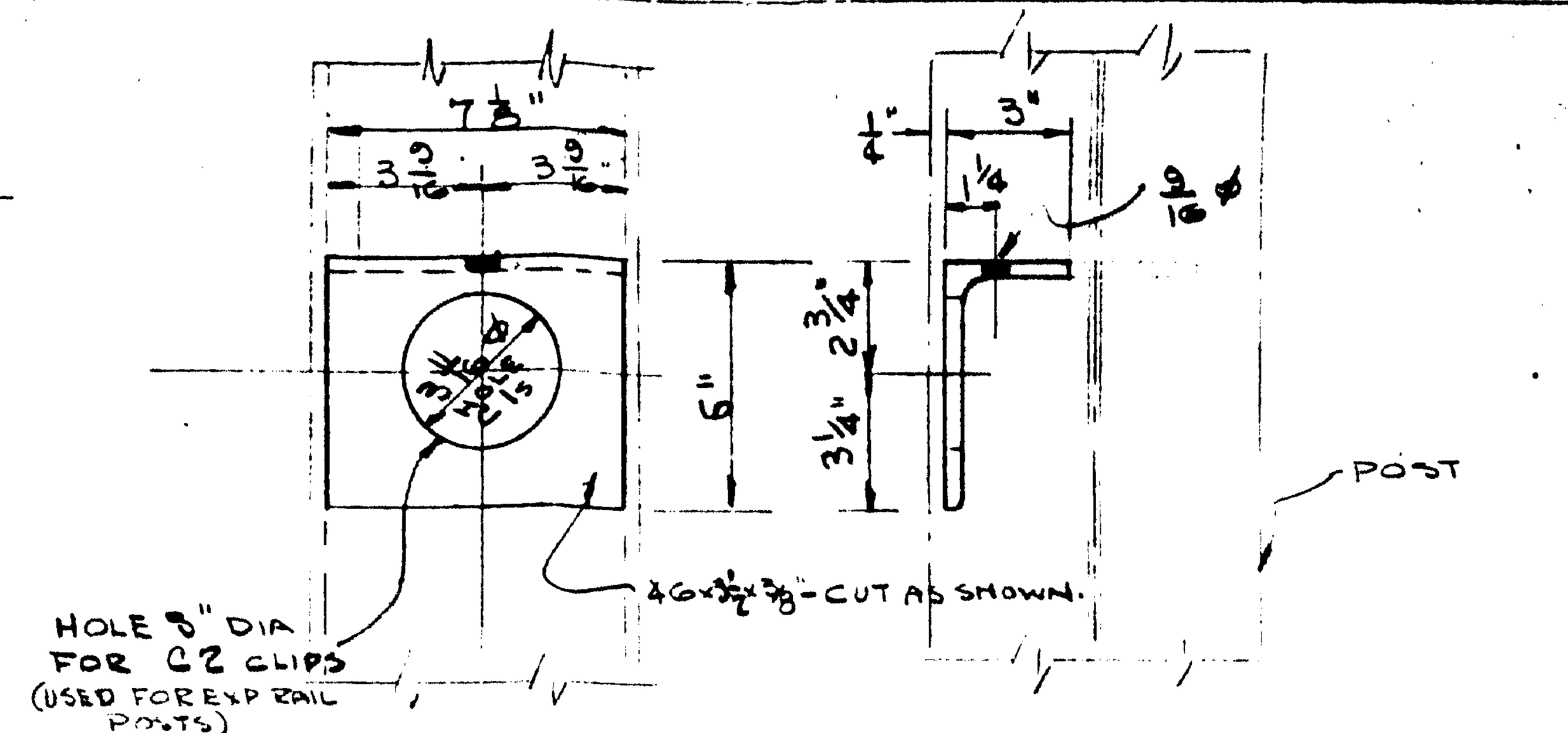
WROUGHT IRON



MATERIAL- WROUGHT IRON BAR

TYPICAL PALE DET.

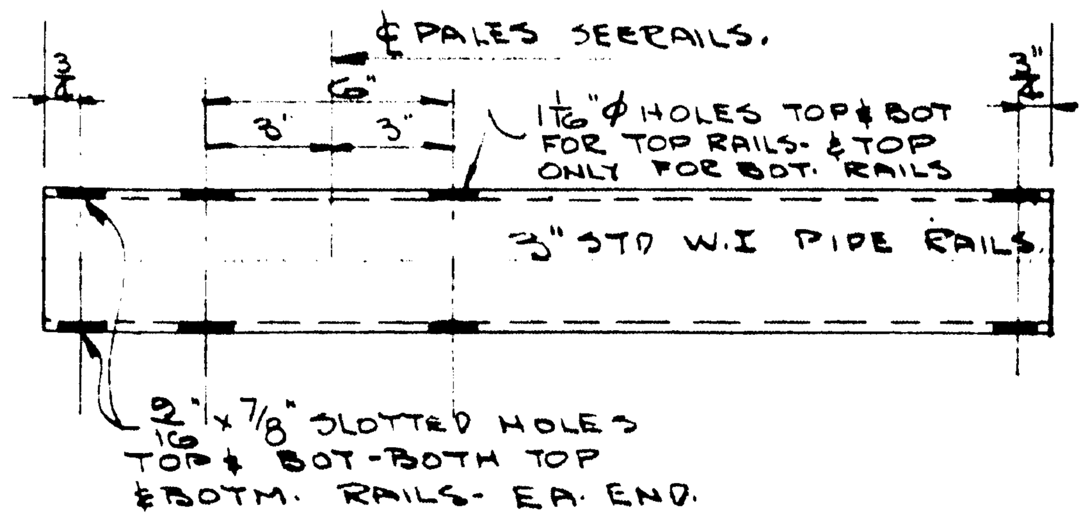
(TOTAL QUANTITY TAKEN FROM RAILING DETAILS)



C1 & C2- CLIPS- FOR ALL POSTS

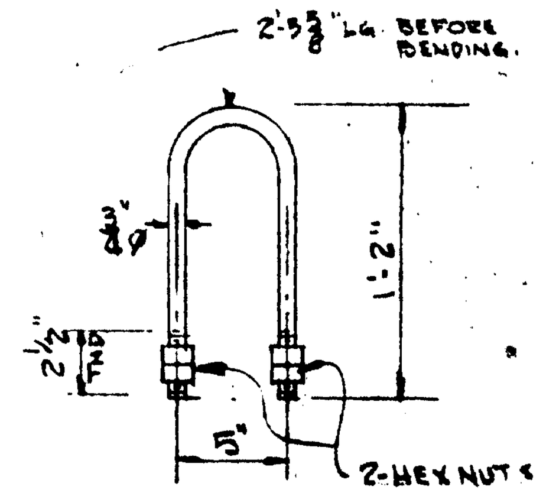
2140 - C1s - REQD.

26 - C2s. REQD.



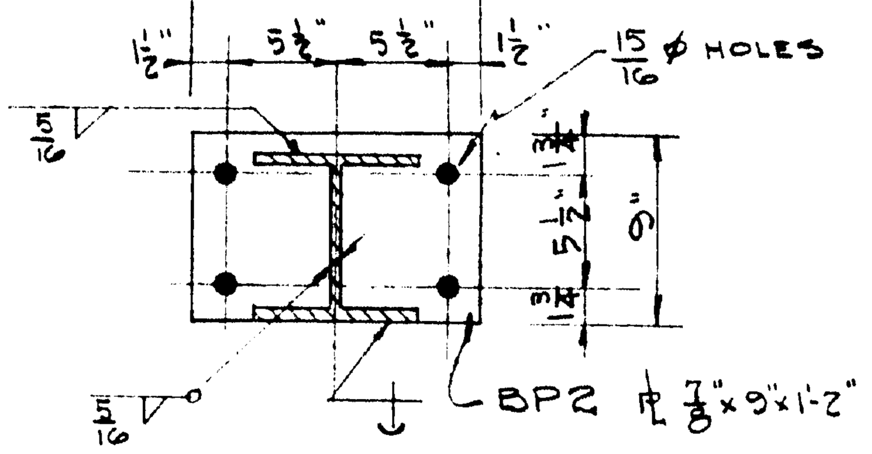
TYPICAL RAIL DETAIL

UNLESS OTHERWISE SHOWN- RAIL SHALL BE DRILLED AS THIS DETAIL

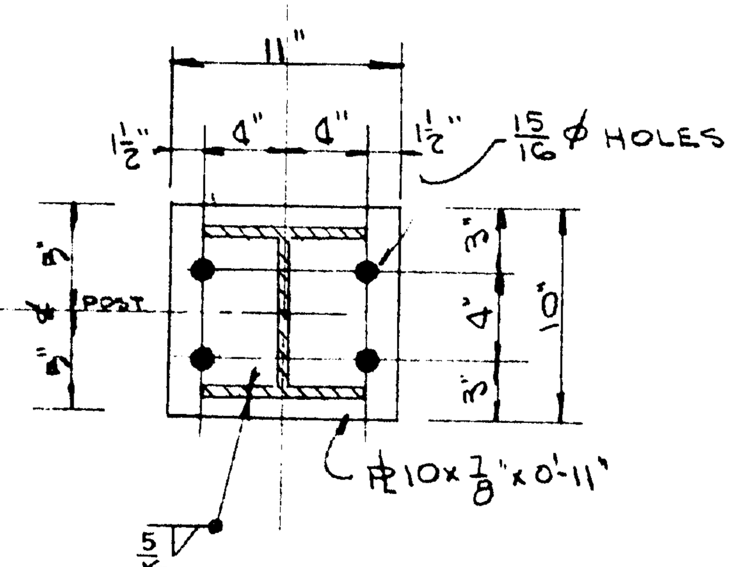


"U" BOLTS FOR POST CONN. SPAN 2 TO 16

TOTAL REQD- 374



BP2 - FOR SPAN 1 POSTS



BP1- FOR WALLS & ABUTMENT POSTS

1-BP1A- SEE DWG S13

NOTES

RAILS & POSTS TO BE FABRICATED AS SHOWN ON TYPICAL DETAILS EXCEPT AS OTHERWISE NOTED AT PIECE DETAILS.
PAINT RED LEAD
FIELD BOLTS FOR SPAN 2-16
1500 - 3/4"ϕ x 2" HX.HD AM.STD BOLTS (MIN. THD 1 1/4") WITH HX. NUTS
RAIL CONNECTION BOLTS
2260 - 1/2"ϕ X 5 1/2" HEX HD BOLTS WITH HX NUTS

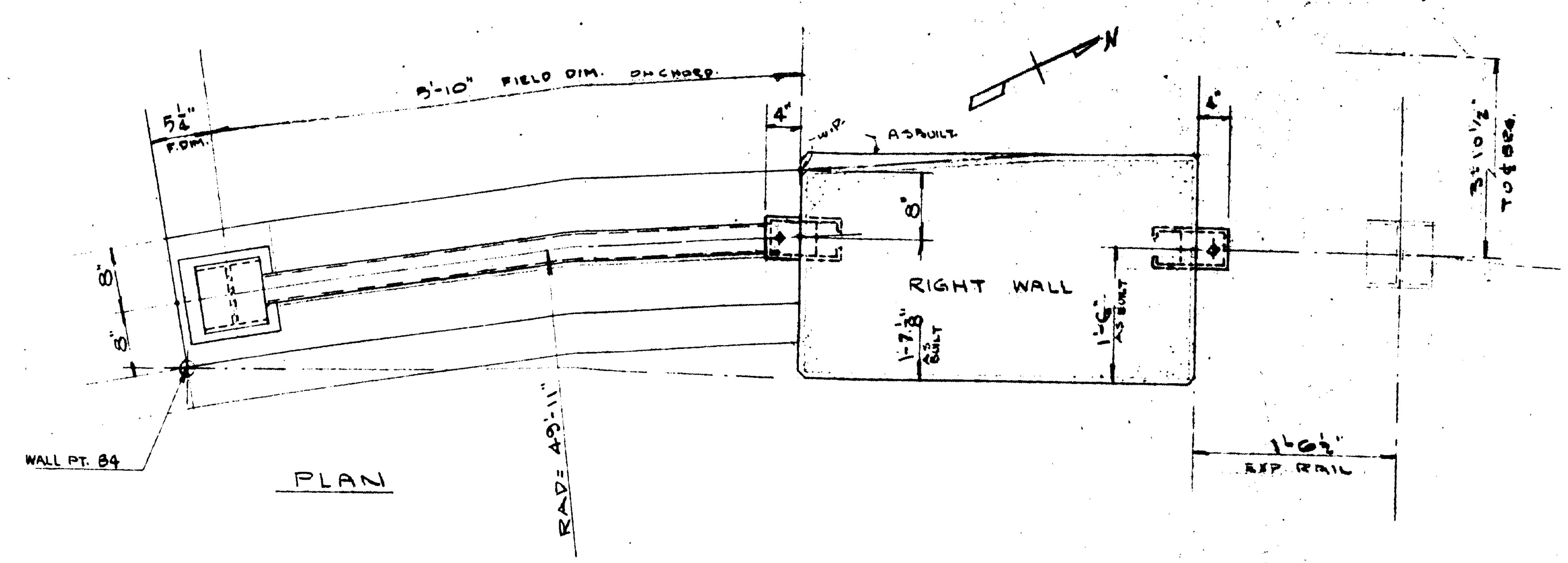
BANGOR-BREWER BRIDGE RAIL
TYPICAL DETAILS
VERRIER CONST. Co
H. & CORTELYOU
R.L.B.
62-95
293-S1

0 1 2 3 4 5 INCHES

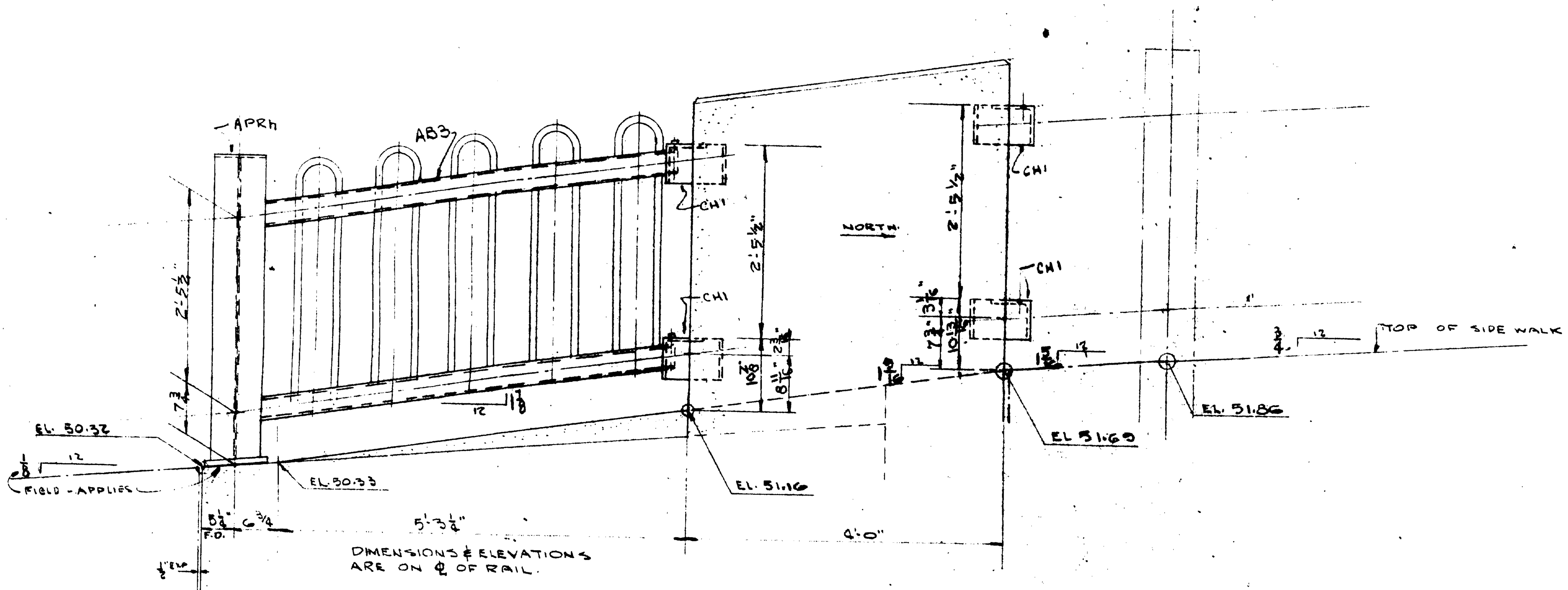
BANGOR BREWER BRIDGE RAIL
UNION ST. ABUTMENT
VERRIER CONST. Co.
HARRINGTON & CORTELYOU
DATE 5-7-54
R.L.B.
62-96

3	5-16-54	3	6-25-54 H&C
3	5-7-54	3	7-23-54

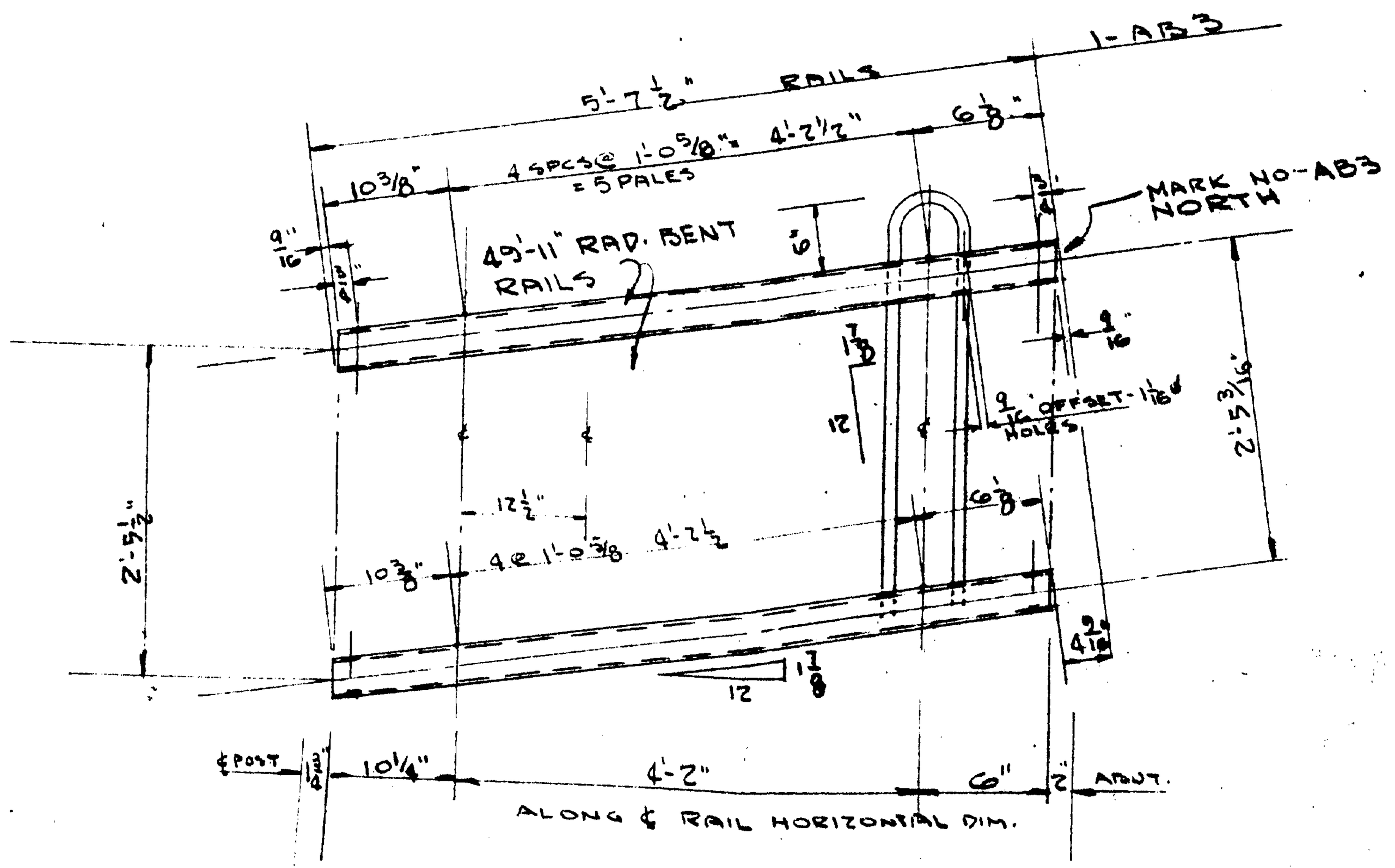
VERBAL
H&C LETR 7-1-54 TO VERRIER
ROLLING MILLS CO.

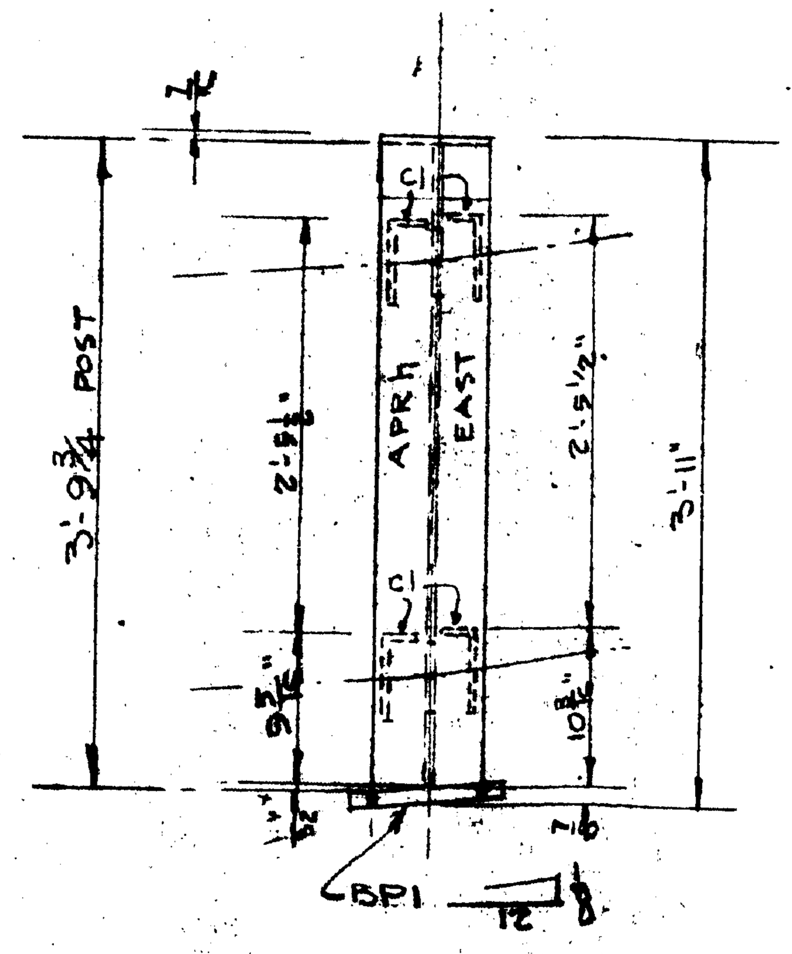


PLAN



ELEVATION RAMP "B" ABUT. RAIL
RIGHT WALL - EAST

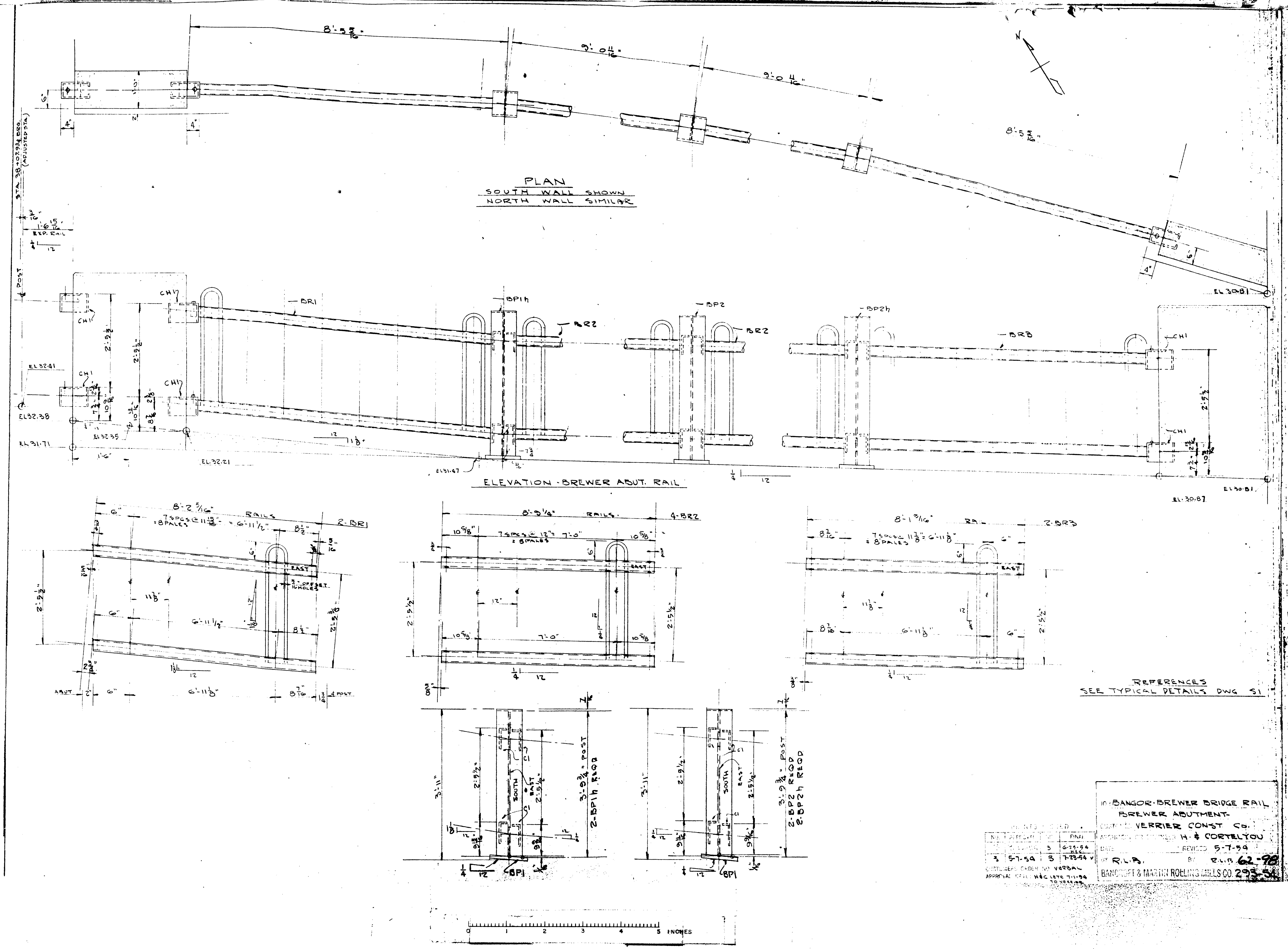


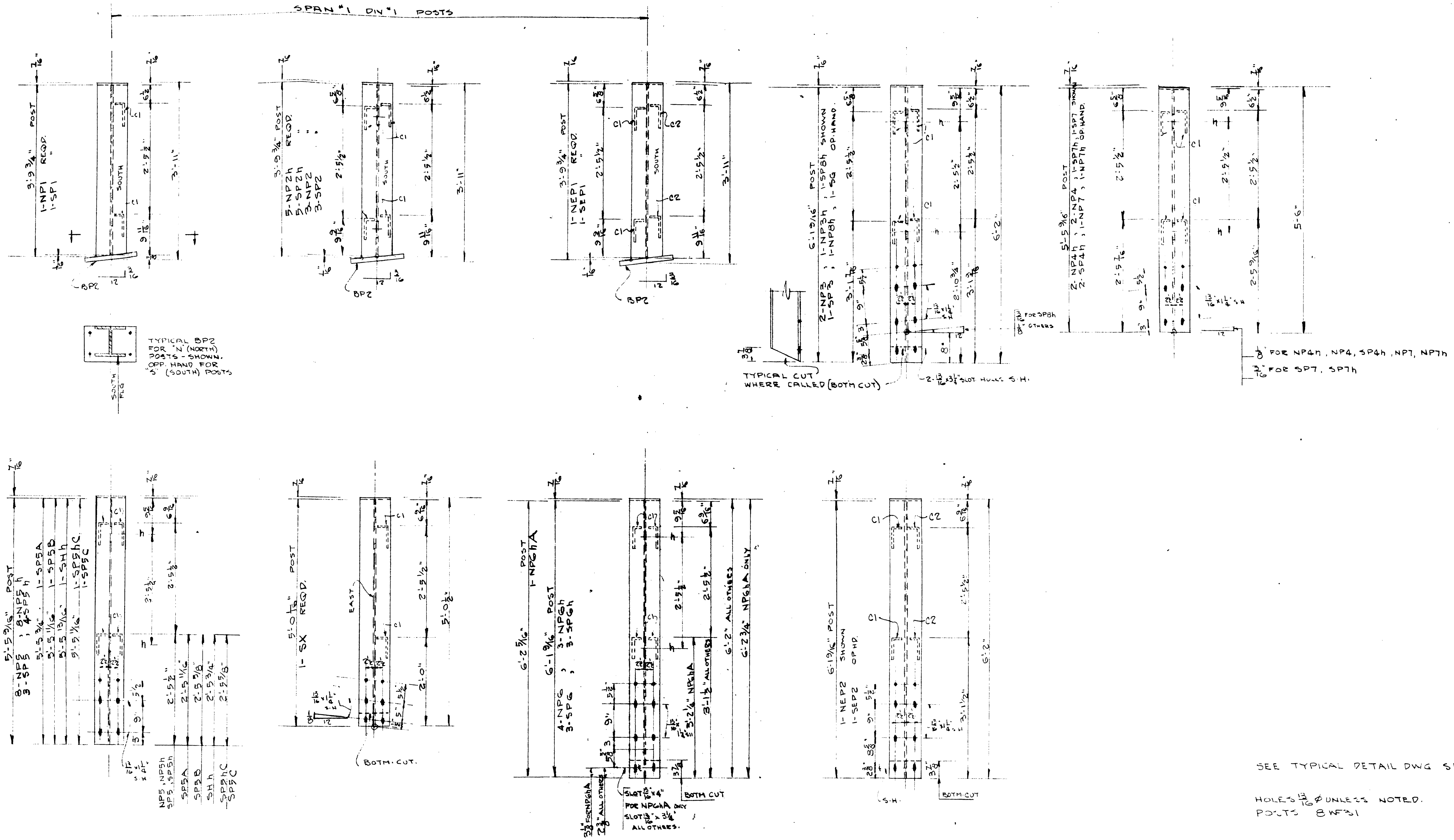


1-APRh
RAMP "B" ABUT POST

REFERENCES
SEE DWG 51 FOR TYPICAL DETAILS.

BANGOR-BREWER BRIDGE RAIL
RAMP "B" ABUTMENT
VERRIER CONST CO.
H. & CORTELYOU
5-7-54
R.L.B.
3 5-7-54 3 7-23-54
VERBAL


PLAN
SOUTH WALL SHOWN
NORTH WALL SIMILAR
ELEVATION - BREWER ABUT. RAIL
2-BR1
4-BR2
2-BR3
BP1h
BP2
BP2h
CH1
EL 32.41
EL 32.38
EL 31.71
EL 32.35
EL 32.21
EL 31.47
EL 30.81
EL 30.87
3'-9 3/4" POST
2-BP1h REQD
2-BP2 REQD
2-BP2h REQD
REFERENCES
SEE TYPICAL DETAILS DWG S1
BANGOR-BREWER BRIDGE RAIL
BREWER ABUTMENT
VERRIER CONST. Co.
H. & CORTELYOU
REVISED 5-7-54
R.L.B.
62-98
BANCROFT & MARTIN ROLLING MILLS CO.
INCHES



SEE TYPICAL DETAIL DWG S1

HOLES 13/16 ⌀ UNLESS NOTED.
POSTS 8WF31

DIVISION #1 & 2 POSTS
SPAN 1 TO 6+

BANGOR-BREWER BRIDGE RAIL
POST DETAILS SH 1
VERRIER CONST. CO.
H. E. CORTELYOU

3	3-24-54	3	6-25-54
3	5-7-54	3	7-23-54

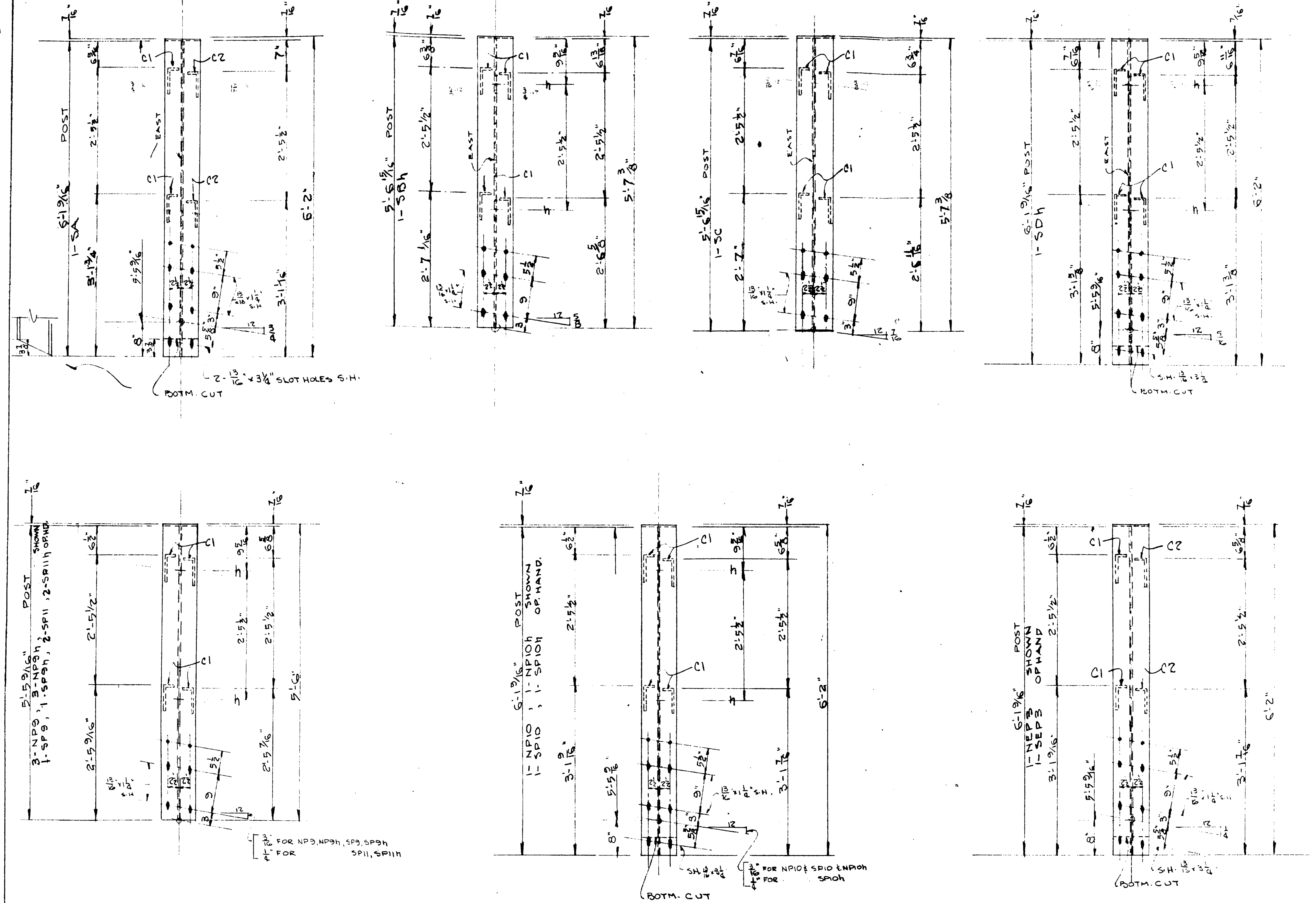
VERBAL
RECHECK 7-1-54

5-7-54 R.L.B. 5-7-54

62-99

293-55

INCHES



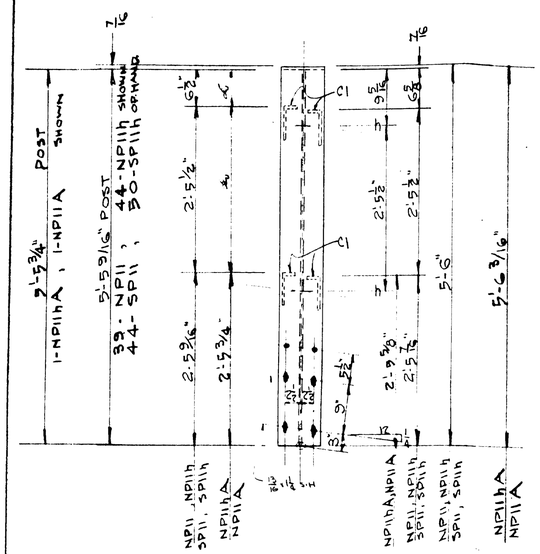
SEE TYPICAL DETAIL DWG 31.

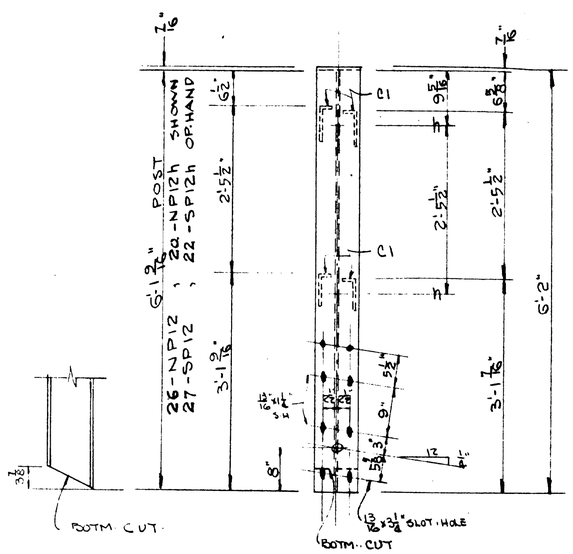
HOLES $\frac{13}{16}$ ϕ UNLESS NOTED.
POSTS 8WF31

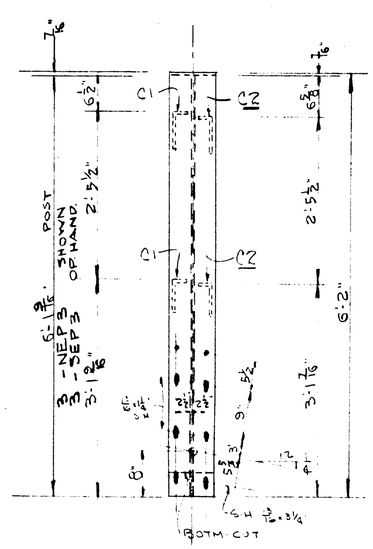
DIVISION #1 & 2 POSTS.

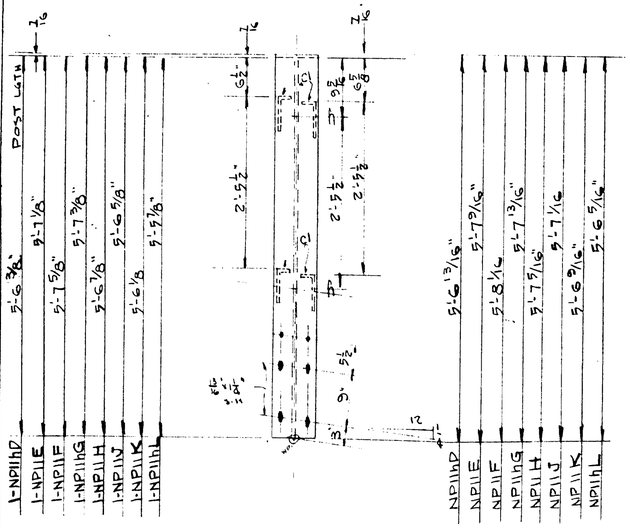
BANGOR-BREWER BRIDGE RAIL
POST DETAILS SH#2
VERRIER CONST. Co.
H. & CORTELYOU
5-7-54 5-7-54
R.L.B. 62-400
... & MARTIN ROLLING MILLS CO. 293-56

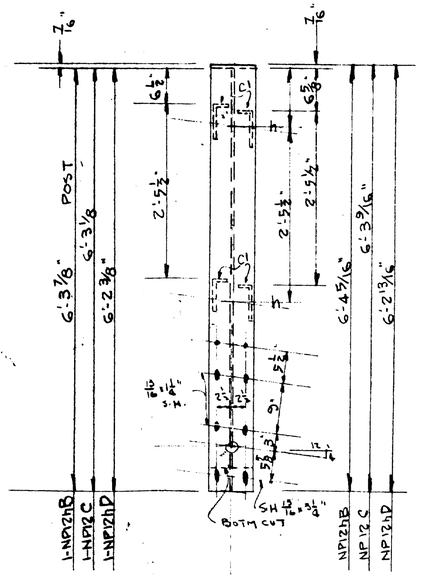
0 1 2 3 4 5 INCHES











SEE TYPICAL DETAILS DWG 51
HOLES 13/16 Ø UNLESS NOTED.
PAINT RED LEAD.

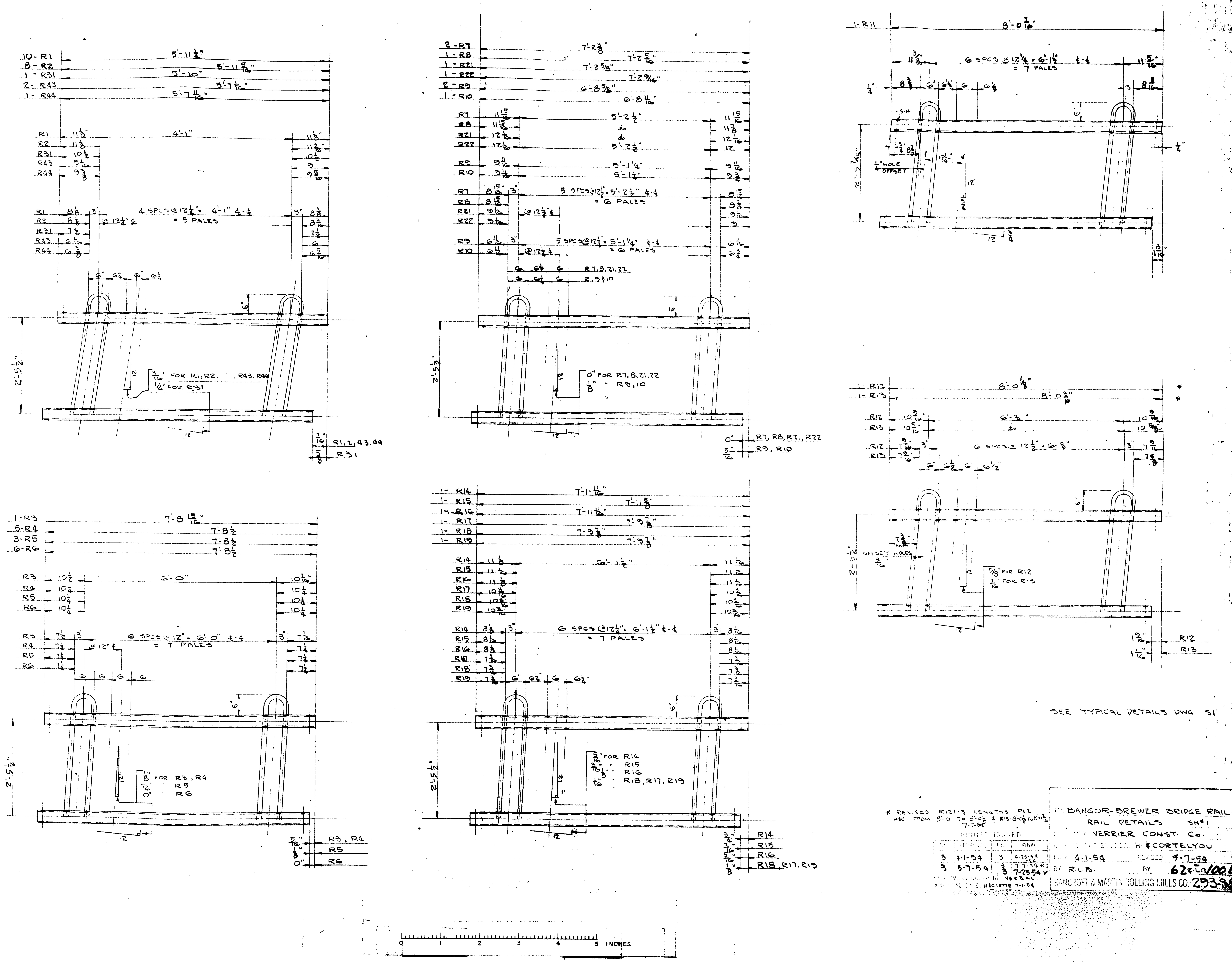
PRINTS ISSUED

NO.	APPROVAL	NO.	FINAL
3	4-1-54	3	6-25-54 HLC
3	7-7-54	3	7-28-54 ✓

CUSTOMERS ORDER NO. VERBAL
APPROVAL DATE HLC LETR 7-11-54 TO VERRIER

JOB BANGOR-BREWER BRIDGE RAIL
POST DETAILS
CUSTOMER VERRIER CONST. CO.
ARCHITECT OR ENGINEER H. S CORTELYOU
DATE 4-1-54 REVISED 7-7-54
BY R.L.P. BY 62 Tn. 100A
BANCROFT & MARTIN ROLLING MILLS CO. 293-57

0 1 2 3 4 5 INCHES



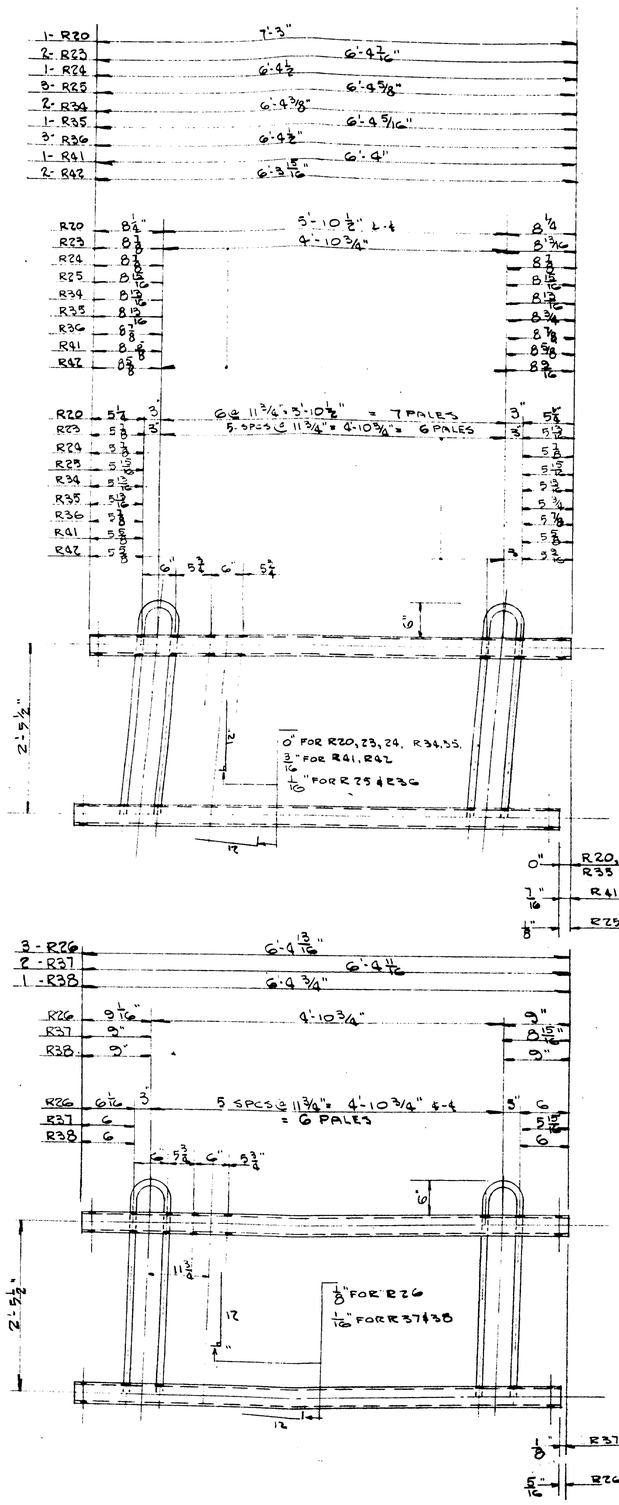
* REVISED R12 & 13 LENGTHS PER H & C. FROM 8'-0 TO 8'-0⅛ & R13-8'-0⅛ TO 8'-0 3/16
7-7-54

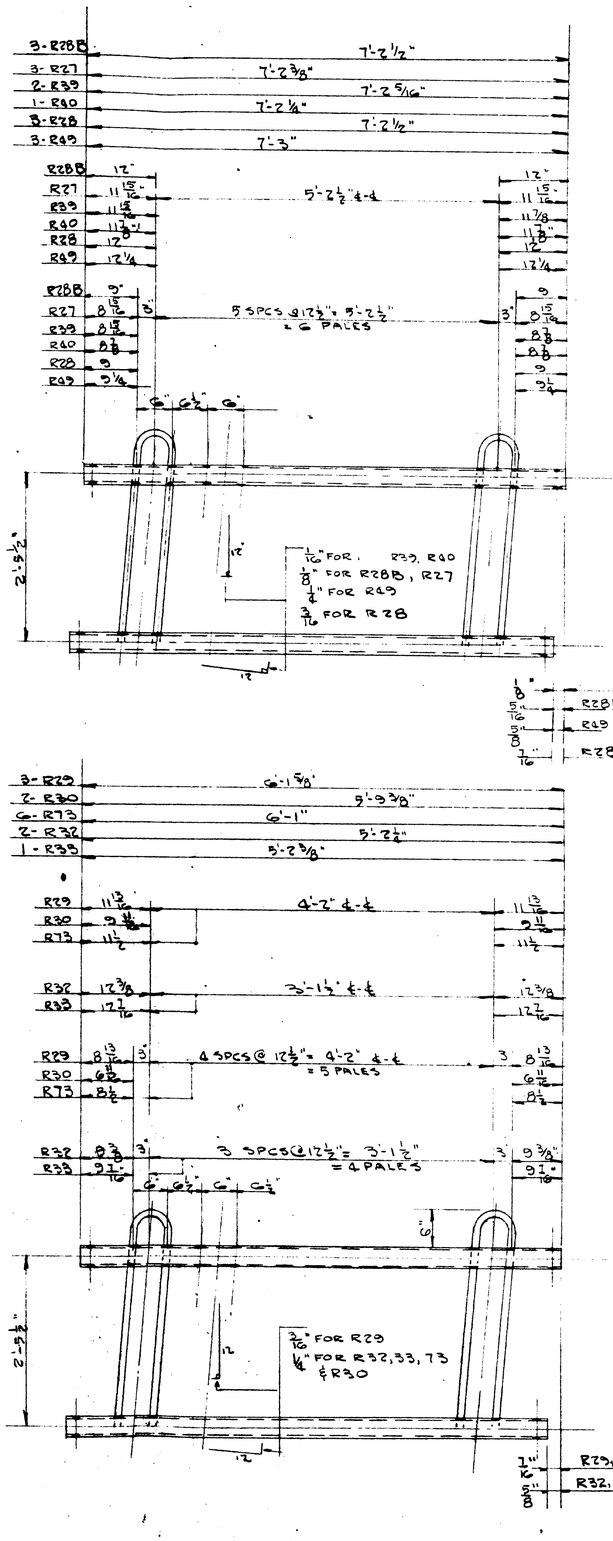
PRINTS ISSUED

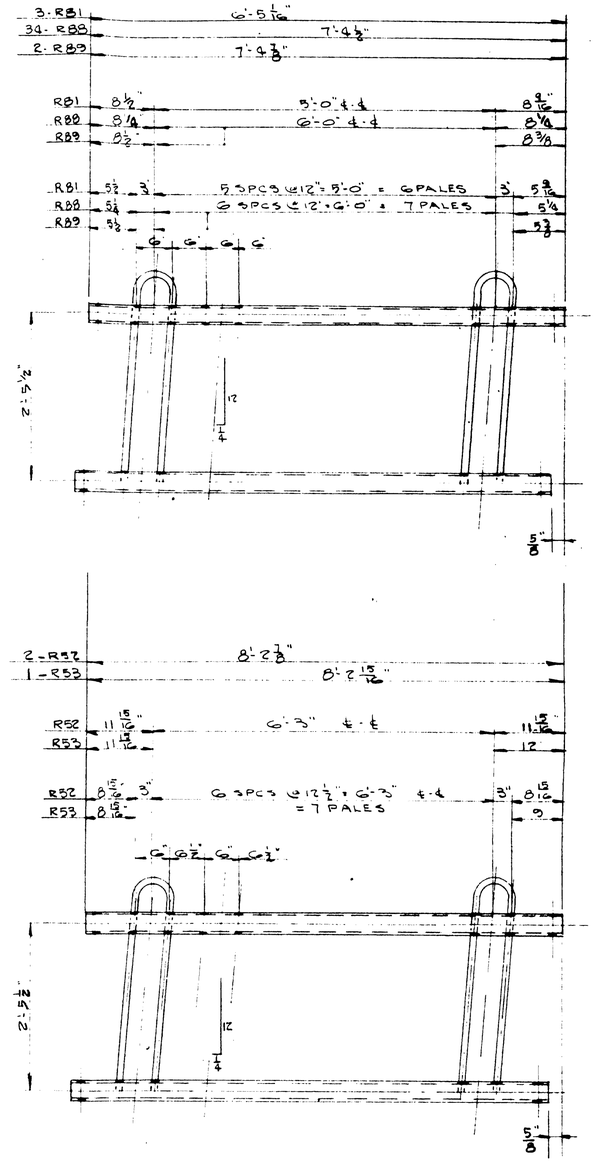
NO.	APPROVAL	NO.	FINAL
3	4-1-54	3	6-25-54 H&C
3	5-7-54	3 3	7-7-54 H&C 7-23-54

CUSTOMERS ORDER NO. VERBAL
APPROVAL DATE: H&C LETTER 7-1-54

BANGOR-BREWER BRIDGE RAIL
RAIL DETAILS SH#1
VERRIER CONST. Co.
H. & CORTELYOU
DATE 4-1-54 REVISED 5-7-54
BY R.L.B. BY 62 R. LR/100 B
BANCROFT & MARTIN ROLLING MILLS CO. 293-58







SEE TYPICAL DETAILS DWG S1

3	4-1-54	3	6-25-54 HLC		
3	5-7-54	3	7-23-54		

VERBAL HLC LETR 7-11-54 TO VERRIER

BANGOR-BREWER BRIDGE RAIL
RAIL DETAILS SH# 2
VERRIER CONST. CO.
ARCHITECT OR ENGINEER H. & CORTELYOU
DATE 4-1-54 REVISED 7-7-54
BY R.L.B. BY 62 R.L.B 100 C
FAIRCROFT & MARTIN ROLLING MILLS CO. 293-59

0 1 2 3 4 5 INCHES

2- R45	5'-7"	
1- R46	5'-6 15/16"	
2- R50	5'-11 13/16"	
1- R51	5'-11 3/4"	
2- R63	5'-6 7/8"	
1- R64	5'-6 13/16"	
1- R68	5'-10 3/16"	
1- R69	5'-10 1/8"	
3- R70	5'-11 1/2"	
3- R72	5'-6"	
4- R74	6'-0 13/16"	
2- R75	6'-0 7/8"	
6- R76	6'-0 11/16"	

R45	9"	4'-1" c-c	9"
R46	9"		8 15/16"
R50	11 3/8"		11 7/16"
R51	11 3/8"		11 3/8"
R63	8 15/16"		8 15/16"
R64	8 15/16"		8 7/8"
R68	10 3/8"		10 9/16"
R69	10 3/8"		10 1/2"
R70	11 1/2"		11 1/2"
R72	8 1/2"		8 1/2"
R74	11 15/16"		11 7/8"
R75	11 15/16"		11 15/16"
R76	11 7/8"		11 15/16"
R45	6"	3" 4 SPACES @ 12 1/4" = 4'-1" c-c = 5 PALES	3" 6"
R46	6"		5 15/16"
R50	8 3/8"		8 7/16"
R51	8 3/8"		8 3/8"
R63	5 15/16"		5 15/16"
R64	5 15/16"		5 7/8"
R68	7 5/8"		7 9/16"
R69	7 5/8"		7 1/2"
R70	8 1/4"		8 1/4"
R72	5 1/2"		5 1/2"
R74	8 15/16"		8 7/8"
R75	8 13/16"		8 15/16"
R76	8 7/8"		8 13/16"

6" 6 1/4" 6" 6 1/4"

2'-5 1/2"

3/16" FOR R45 & R46
1/4" FOR OTHERS

ALL OTHERS 5/8"
R45 & R46 7/16"

R47	6'-11 1/2"
R48	6'-11 15/16"
R56	6'-11 1/16"
R57	6'-9 7/8"
R58	6'-9 11/16"
R59	6'-9 5/8"
R60	7'-0"
R65	6'-10"
R66	6'-10 11/16"
R67	7'-0 3/16"
R71	6'-8 9/16"
R77	6'-8"
R80	6'-6 1/2"

R47	11"	5'-1 1/2" c-c	11"
R48	11 3/8"		11 7/16"
R56	10 15/16"		10 3/8"
R57	10 5/8"		10 9/16"
R58	10 1/4"		10 3/16"
R59	10 1/4"		10 1/8"
R60	11 3/8"		11 3/8"
R65	10 3/8"		10 3/8"
R66	10 3/4"		10 11/16"
R67	11 1/2"		11 7/16"
R71	9 11/16"		9 5/8"
R77	9 3/8"		9 5/16"
R80	8 5/8"		8 5/8"
R47	8"	3" 5 SPACES @ 12 1/4" = 5'-1 1/2" c-c = 6 PALES	3" 8"
R48	8 3/8"		8 5/16"
R56	7 15/16"		7 7/8"
R57	7 5/16"		7 5/16"
R58	7 1/4"		7 3/16"
R59	7 1/4"		7 1/8"
R60	8 3/8"		8 3/8"
R65	7 3/8"		7 3/8"
R66	7 3/4"		7 11/16"
R67	8 1/2"		8 7/16"
R71	6 11/16"		6 5/8"
R77	6 3/8"		6 3/8"
R80	5 5/8"		5 5/8"

6" 6 1/4" 6"

2'-5 1/2"

5/8"

16- R84	6'-8 7/16"
32- R85	6'-10 13/16"
16- R86	6'-10 7/8"
8- R87	6'-11 3/8"
4 R90	6'-8 5/16"
4 R91	6'-8 11/16"
4 R92	6'-8 7/16"

R84	9 3/8"	5'-1 1/2" c-c	9 9/16"
R85	10 3/4"		10 3/4"
R86	10 1/2"		10 13/16"
R87	10 15/16"		10 15/16"
R90	9 1/2"		9 1/2"
R91	9 3/4"		9 11/16"
R92	9 5/8"		9 9/16"
R84	6 9/16"	3" 5 SPACES @ 12 1/4" = 5'-1 1/2" c-c = 6 PALES	3" 6 9/16"
R85	7 13/16"		7 3/4"
R86	7 13/16"		7 13/16"
R87	7 15/16"		7 15/16"
R90	6 9/16"		6 1/2"
R91	6 3/4"		6 11/16"
R92	6 5/8"		6 9/16"

6" 6 1/4" 6" 6 1/4"

2'-5 1/2"

5/8"

SEE TYPICAL DETAILS DWG S1

7-7-94
★REVISED QUANTITIES OF R47 FROM 4 TO 5

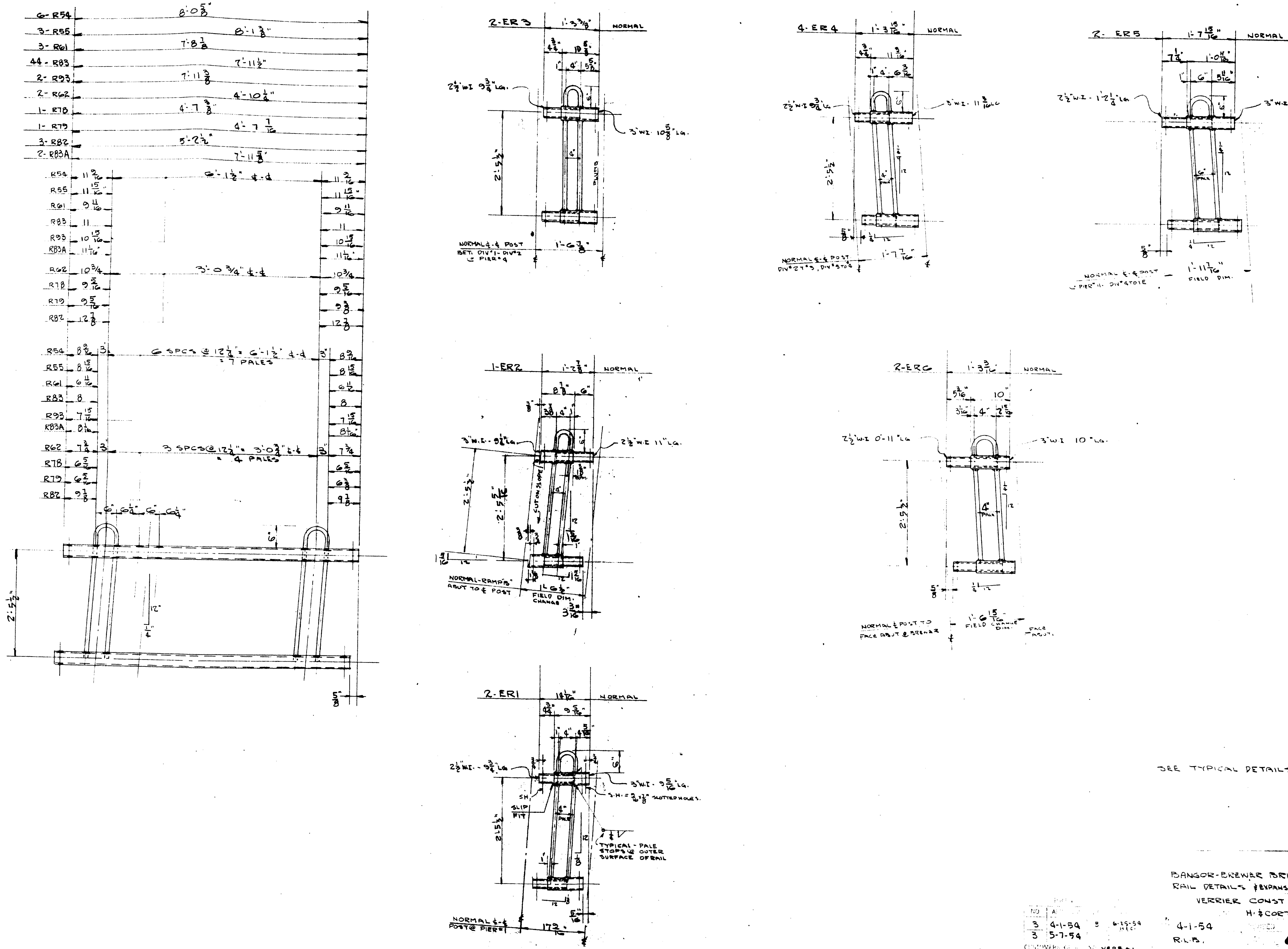
BANGOR-BREWER BRIDGE- RAIL
RAIL DETAILS SH# 3
VERRIER CONST. CO
H. # CORTELYOU

3	4-1-94	3	6-25-94	ISSUED	4-1-94
3	5-7-94	3	7-7-94 REVISED	BY	R.L.B.
		3	7-23-54 VERBAL	REVISED	7-7-94
			H&L LETR 7-1-94 TO VERBAL	BY	R.L.B.

62 R.L.B. 100 D

BETHLEHEM STEEL CORPORATION BETHLEHEM & MARTIN ROLLING MILLS CO. 293-5K

0 1 2 3 4 5 INCHES



SEE TYPICAL DETAILS - DWG 31

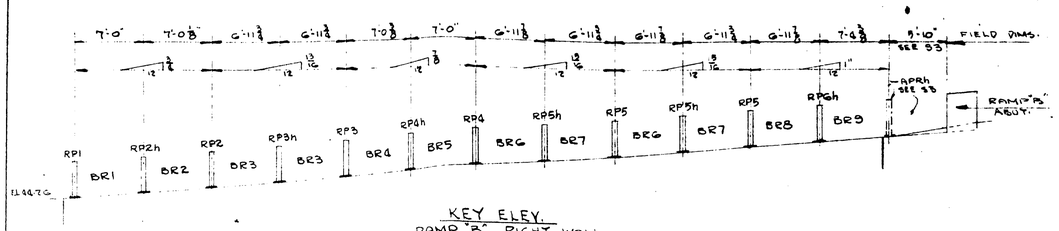
BANGOR-BREWER BRIDGE RAIL
RAIL DETAILS & EXPANSION RAIL SH 4
VERRIER CONST CO
H. & CORTELYOU

NO		
3	4-1-54	6-25-54
3	5-7-54	

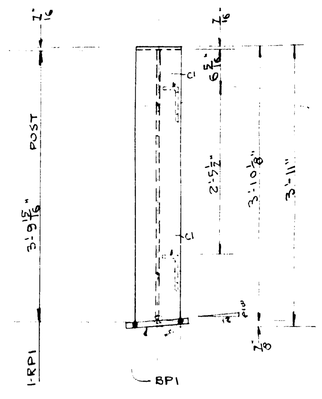
CUSTOMERS ... VERBAL
APPROVAL DATE 5-22-54

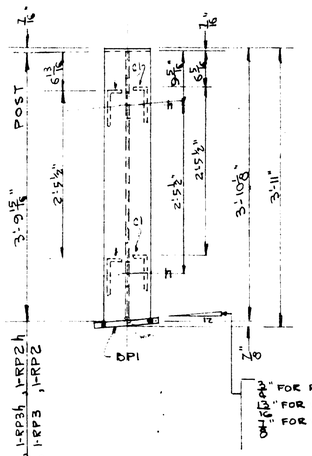
4-1-54
R.L.B.
5-7-54
62 R.L.B. 100 E
293 SH

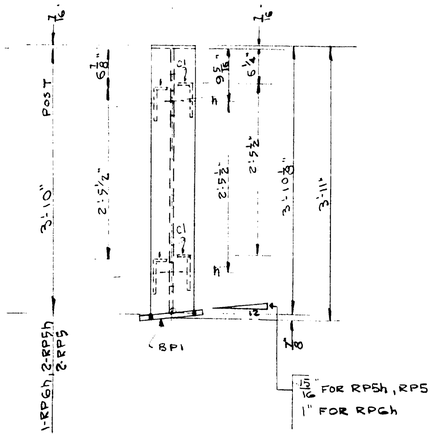
0 1 2 3 4 5 INCHES



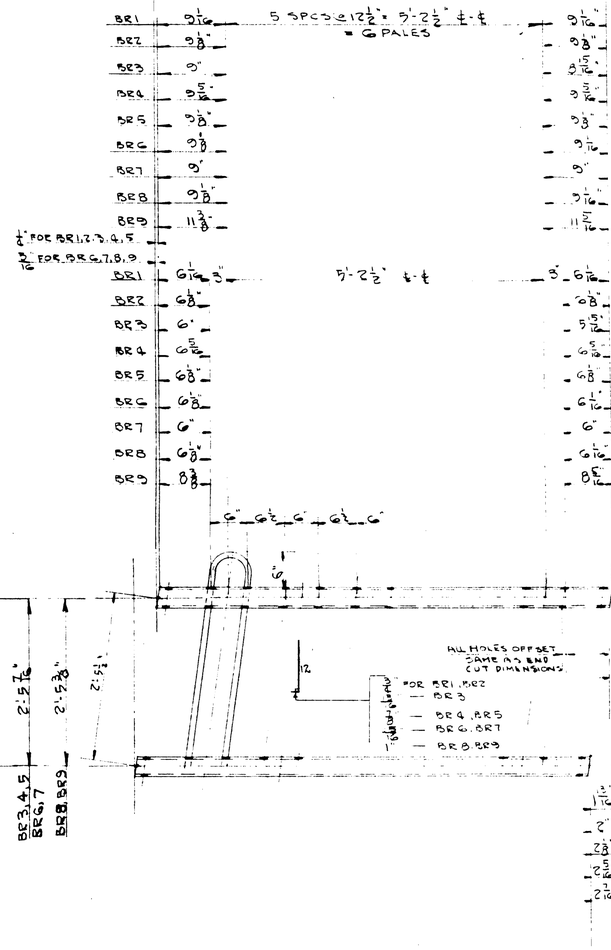
KEY ELEV.
RAMP "B" RIGHT WALL







1- BR1	6'-8 7/8" O.A. LENGTH
1- BR2	6'-9"
2- BR3	6'-8 11/16"
1- BR4	6'-9 3/8"
1- BR5	6'-9"
2- BR6	6'-8 15/16"
2- BR7	6'-8 13/16"
1- BR8	6'-9"
1- BR9	7'-1 1/2"



SEE TYPICAL DETAIL DWG 293-51

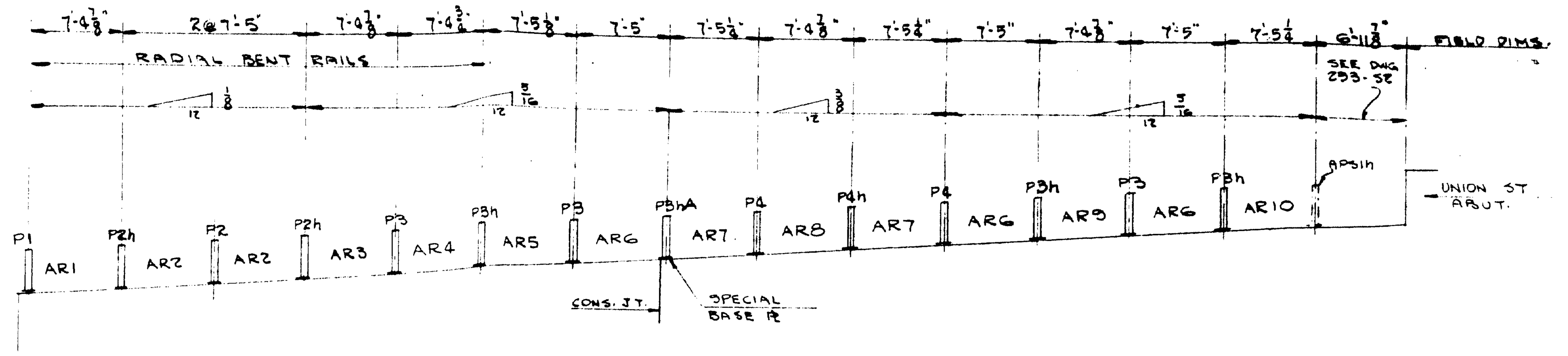
0 1 2 3 4 5 INCHES

PRINTS ISSUED

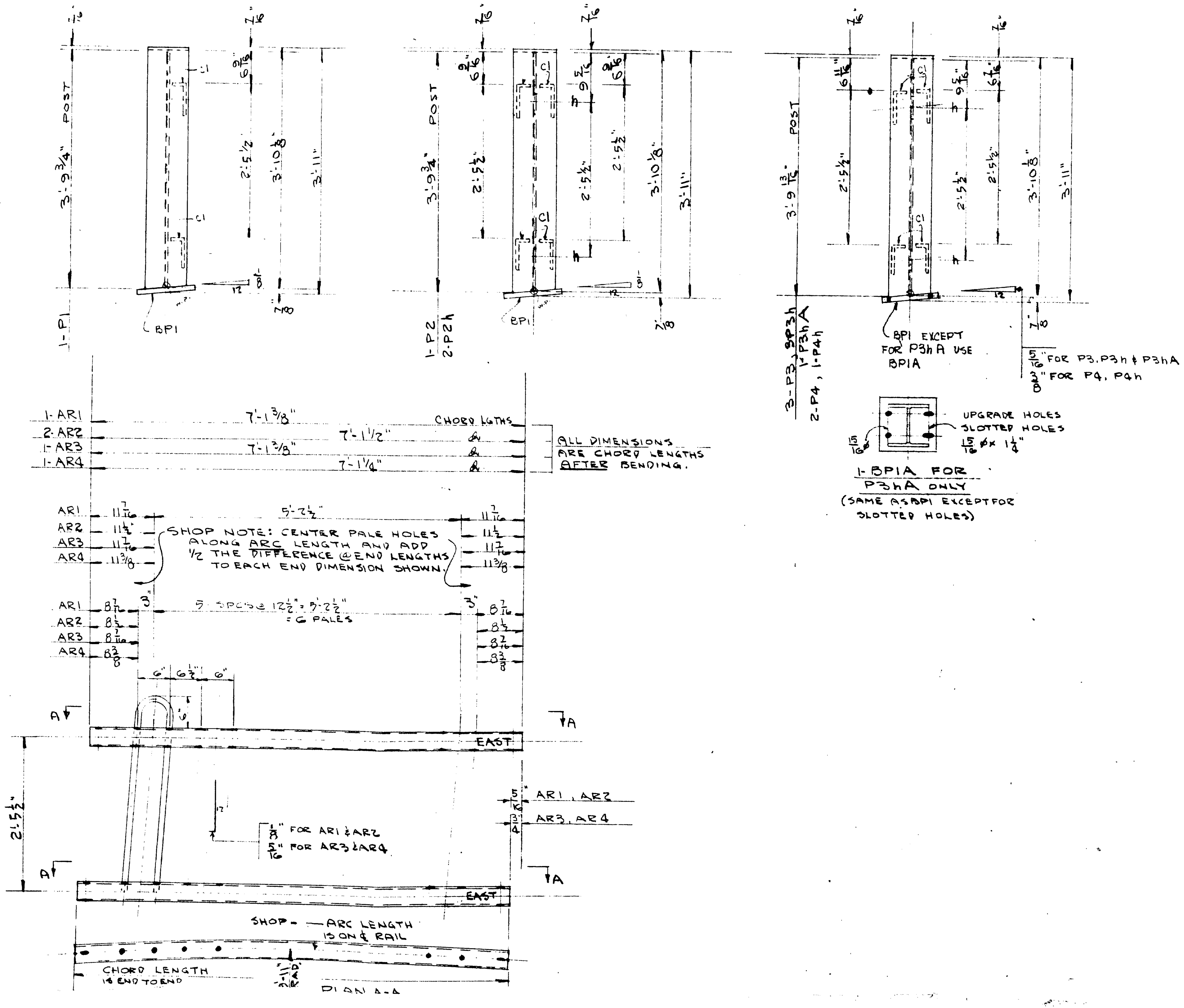
NO.	APPROVAL	NO.	FINAL
3	5-19-54	3	6-29-54 1/2
		3	7-23-54 ✓

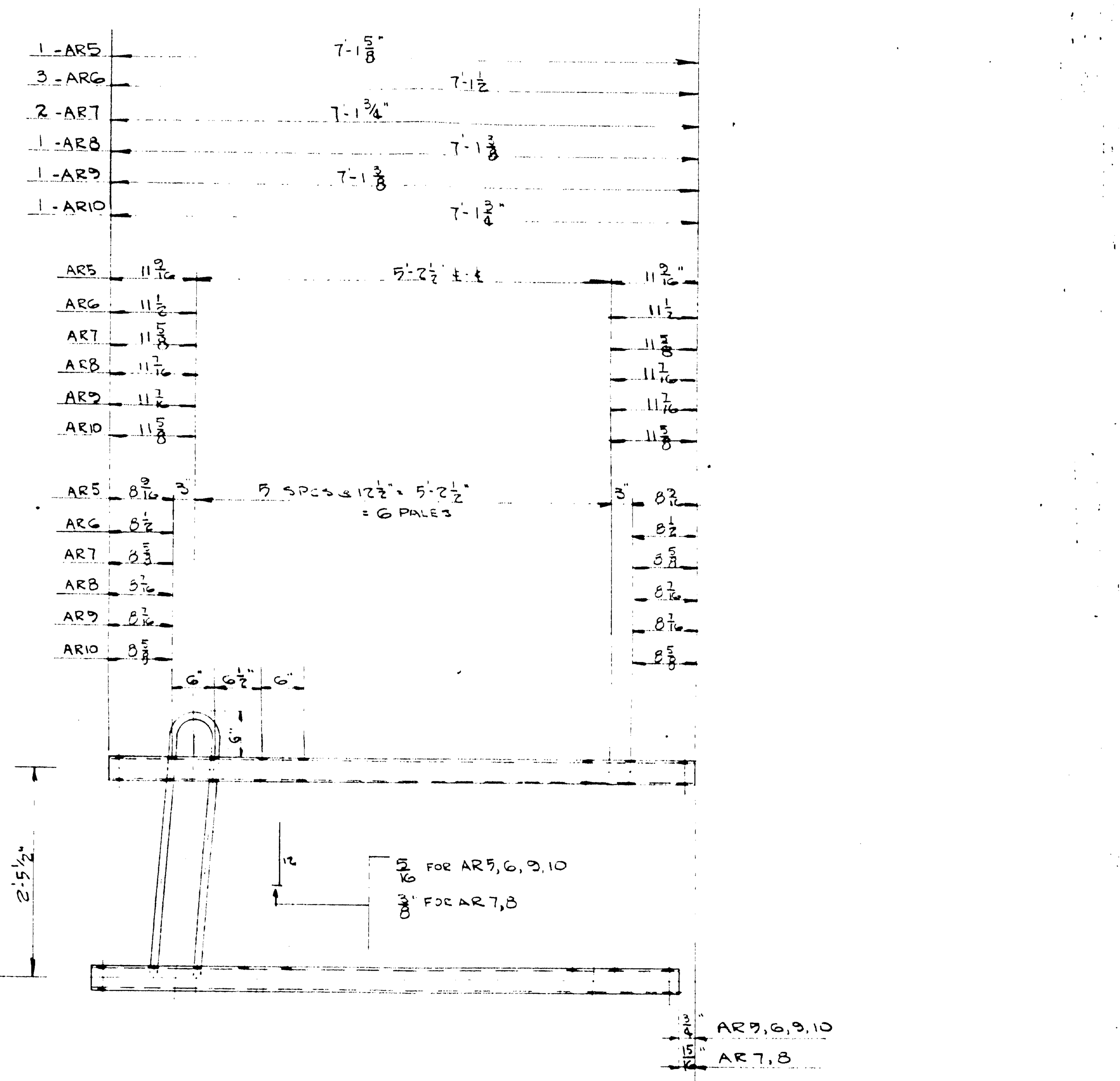
CUSTOMER'S ORDER NO. VERBAL
APPROVAL DATE 5-27-54

105 BANGOR-BREWER BRIDGE RAIL
RAMP "B" RIGHT WALL
CUSTOMER MERRIER CONST CO.
ARCHITECT OR ENGINEER H. & CORTELYOU
DATE 5-17-54 REVISED
BY R.L.D. BY 62-100 F
BANCROFT & MARTIN ROLLING MILLS CO. 293-50



KEY ELEV.
RAMP "A" SOUTH WALL



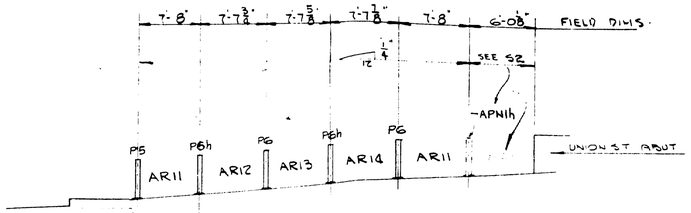


SEE TYPICAL DETAILS DWG-31

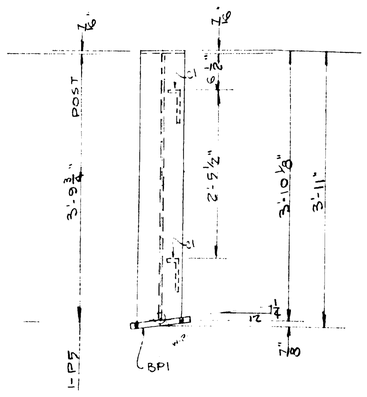
PRINTS ISSUED			
NO.	APPROVAL	NO.	FINAL
3	5-19-54	3	6-23-54
		3	7-23-54

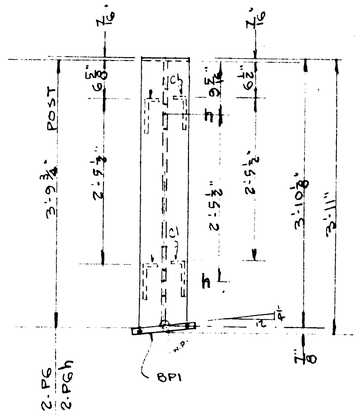
CUSTOMER ORDER NO. VERBAL
APPROVAL DATE 5-27-54

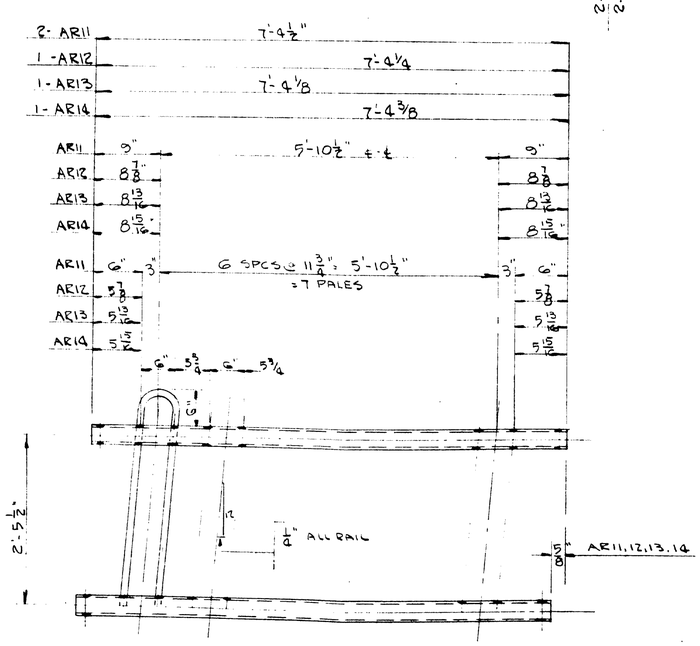
JOB BANGOR-BREWER BRIDGE RAIL
RAIL & POST DET. RAMP "A" SOUTH.
CUSTOMER VERRIER CONST. CO.
ARCHITECT OR ENGINEER H. E. CORTELYOU
DATE 5-14-54 REVISED
R.L.B. BY 62-100 G
BANCROFT & MARTIN ROLLING MILLS CO. 293 S13



KEY ELEV.
RAMP "A" NORTH WALL





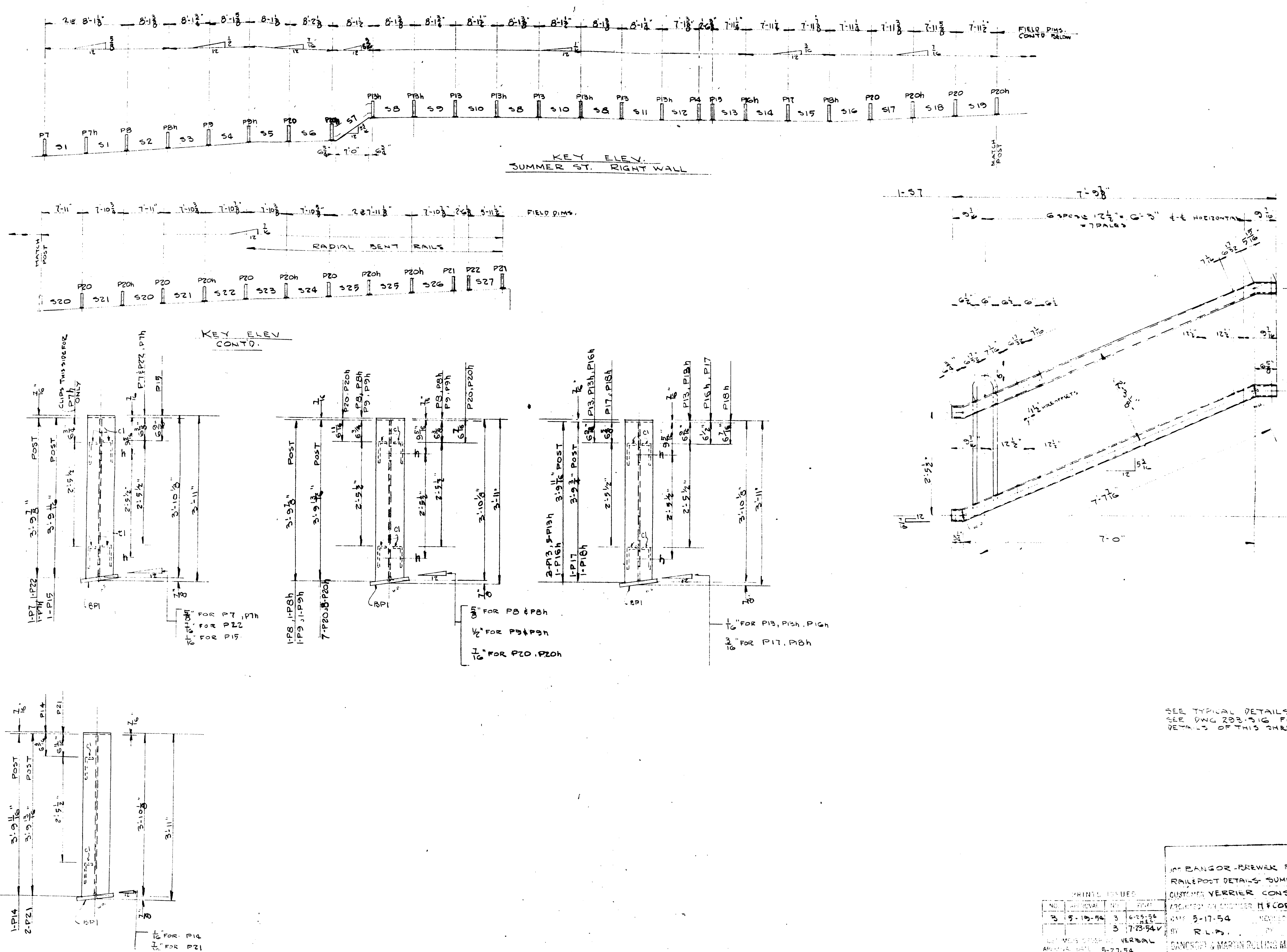


SEE TYPICAL DETAILS DWG 31

PRINTS ISSUED			
NO.	APPROVAL	NO.	FINAL
3	5-19-54	5	6-25-54
		3	7-23-54

WORK ORDER NO. VERBAL
DATE 5-27-54

NO. BANGOR - BREWER BRIDGE RAIL
RAIL & POST DETAILS - RAMP 'A' NORTH
STOWER VERRIER CONST CO.
ARCHITECT OR ENGINEER H. & CORTELYOU
DATE 5-14-54 REVISED
R.L.D. BY 62-100 H
JANCROFT & MARTIN ROLLING MILLS CO. 293-S14



SEE TYPICAL DETAILS DWG 51
SEE DWG 293-516 FOR RAIL
DETAILS OF THIS SHEET

SH 1 OF 2

JOB	BANGOR-BREWER BRIDGE RAIL
	RAIL & POST DETAILS - SUMMER ST. RIGHT
CUSTOMER	VERRIER CONST CO
ARCHITECT OR ENGINEER	H F CORTELYOU
DATE	5-17-54
BY	R.L.P.
	62-100 I
BANCROFT & MARTIN ROLLING MILLS CO.	293-51

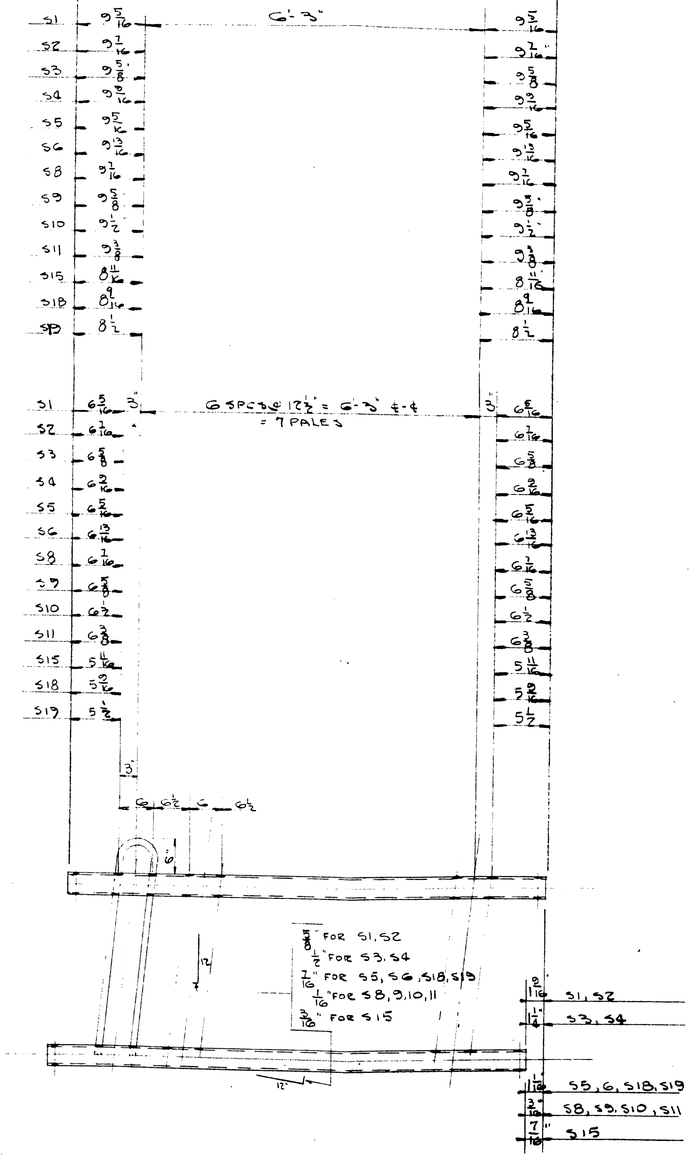
PRINTS ISSUED

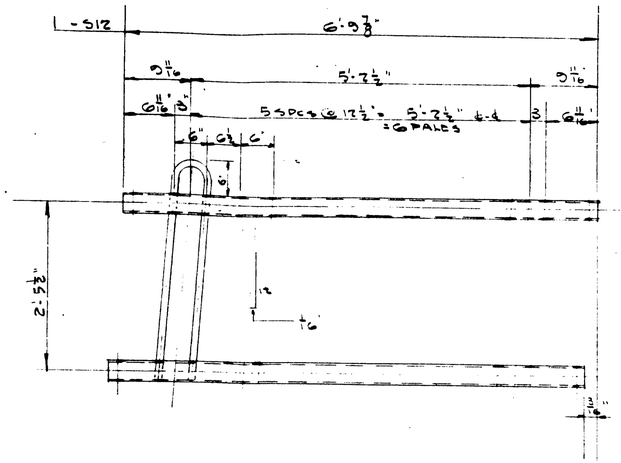
NO.	APPROVAL	NO.	FIELD
3	5-19-54	3	6-29-54
		3	7-23-54

APPROVAL DATE 5-27-54 VERBAL

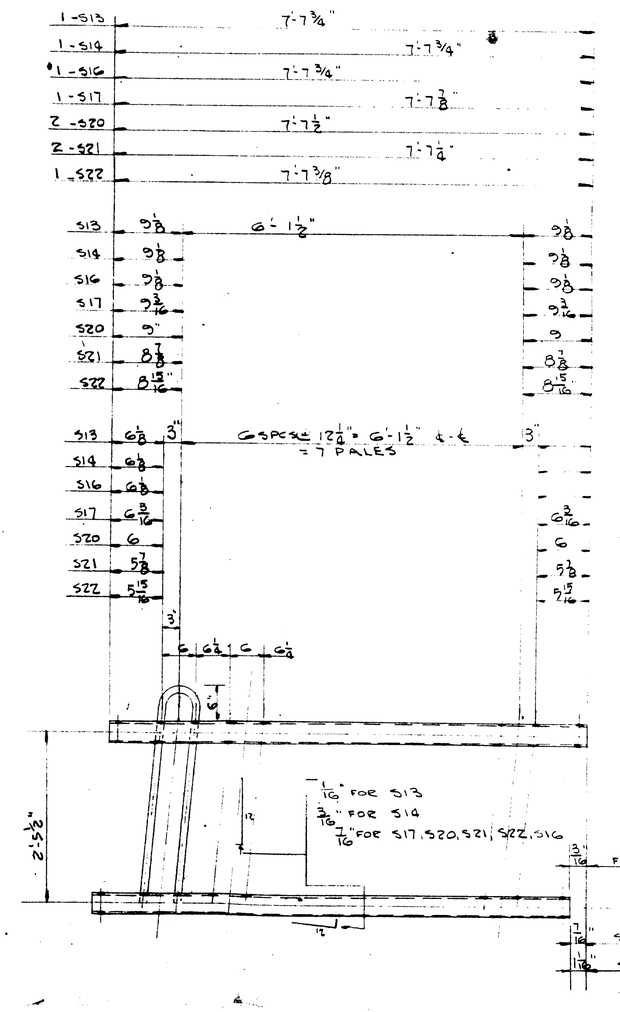
0 1 2 3 4 5 INCHES

2 - S1	7'-9 5/8"	
1 - S2		7'-9 7/8"
1 - S3	7'-10 1/4"	
1 - S4		7'-10 1/8"
1 - S5	7'-9 5/8"	
1 - S6		7'-10 5/8"
3 - S8	7'-9 7/8"	
1 - S9		7'-10 1/4"
2 - S10	7'-10"	
1 - S11		7'-9 3/4"
1 - S15	7'-8 3/8"	
1 - S18		7'-8 1/8"
1 - S19	7'-8"	





1 - S13	7'-7 3/4"
1 - S14	7'-7 3/4"
1 - S16	7'-7 3/4"
1 - S17	7'-7 7/8"
028 - 2	7'-7½"
125 - 2	7'-7¼"
225 - 1	7'-7 3/8"



1 - S27	5'-8" CHORD LENGTH
S27	9" 4'-2" 9"
S27	6" 3" 4 SPCS @ 12½" = 4'-2" ± ℄ = 5 PALES 3" 6"
1 - S23	7'-6 7/8" CHORD LENGTHS
1 - S24	7'-7 1/8" d1
2 - S25	7'-7 5/8" d2
1 - S26	7'-7 3/8" d3

OVER ALL DIMENSIONS ARE CHORD LENGTHS AFTER BENDING.

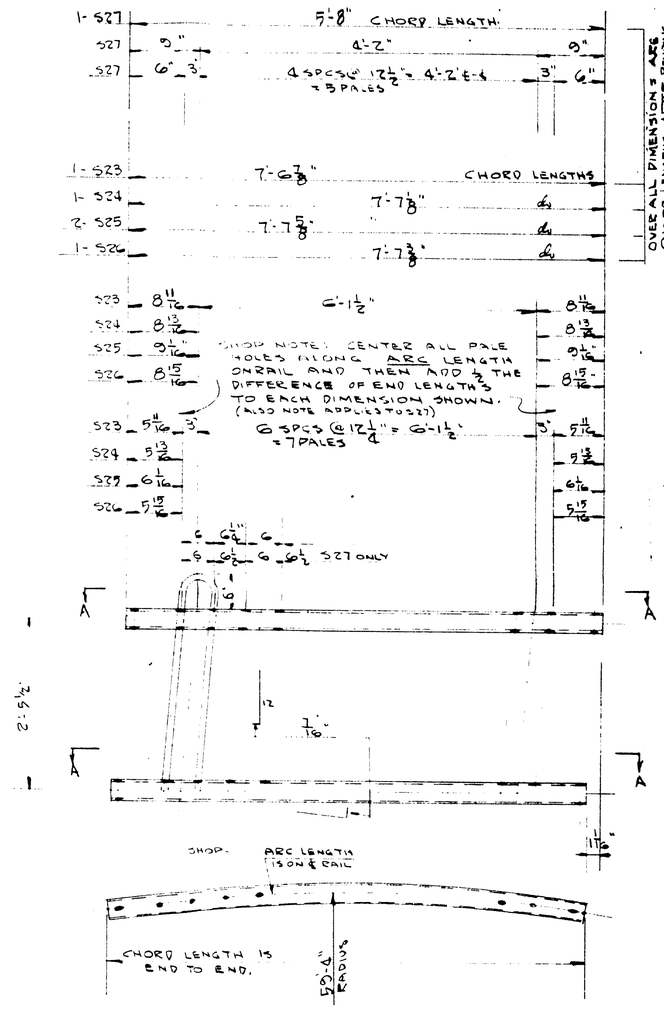
S23	8 11/16"
S24	8 15/16"
S25	9 1/16"
S26	8 15/16"
S23	5 11/16"
S24	5 15/16"
S27	6 1/16"
S26	5 15/16"

6'-1½"

SHOP NOTE: CENTER ALL PALE HOLES ALONG ARC LENGTH ON RAIL AND THEN ADD ½ THE DIFFERENCE OF END LENGTHS TO EACH DIMENSION SHOWN. (ALSO NOTE APPLIES TO S27)

6 SPCS @ 12¼" = 6'-1½"
= 7 PALES

S23	8 11/16"
S24	8 15/16"
S25	9 1/16"
S26	8 15/16"
S23	5 11/16"
S24	5 15/16"
S27	6 1/16"
S26	5 15/16"



PLAN SECT A-A

SEE TYPICAL DETAILS S1
SEE DWG 293-S19 FOR KEY PLAN & POINTS

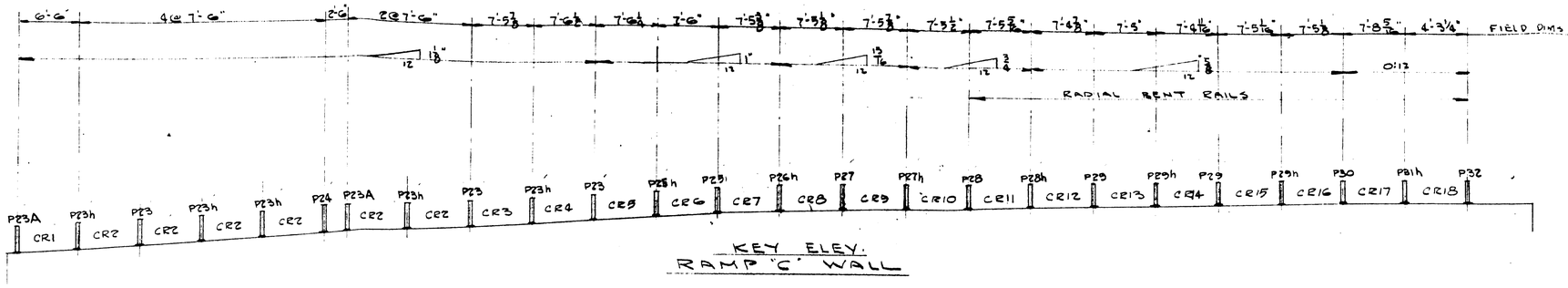
SH. 2 OF 2

3	5-19-54	3	6-29-54	
		3	7-28-54	V

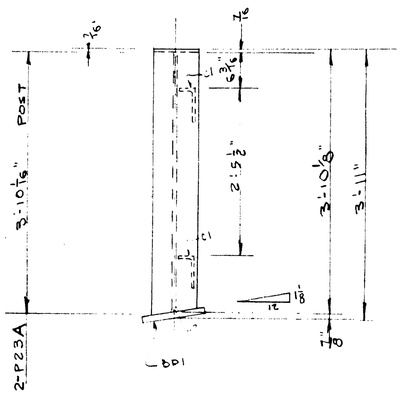
REMOVAL DATE: 5-27-54

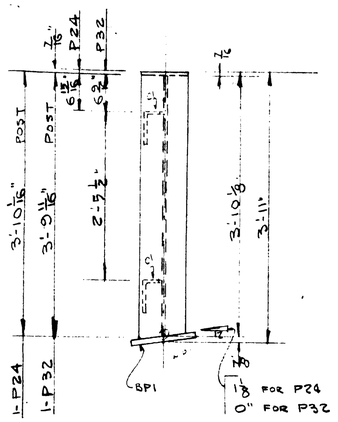
JOB BANGOR - BREWER BRIDGE RAIL
RAIL DETAILS FOR SUMMER ST. RIGHT
ERECTOR VERRIER CONST CO
ENGINEER H & CORTELYOU
5-17-54 REVISED
R.V.B. BY 62-100.5
BANGOR & MARTIN ROLLING MILLS CO. 293-S

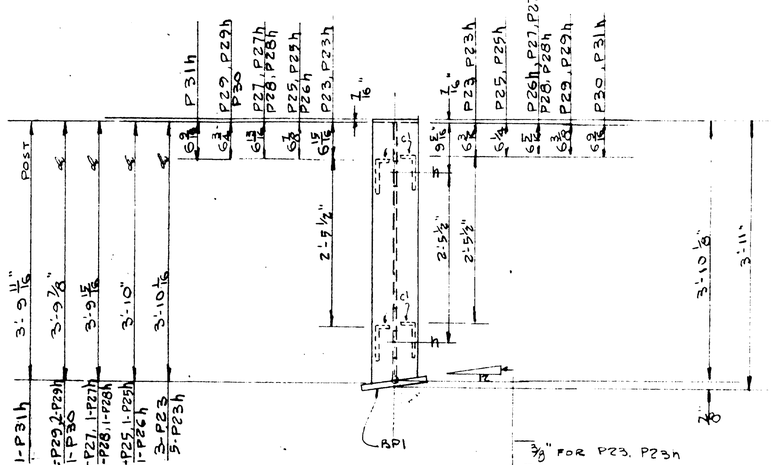
0 1 2 3 4 5 INCHES



KEY ELEV.
RAMP 'C' WALL







7/8" FOR P23, P23h
5/16" FOR P25, P25h, P26h
¼" FOR P27, P27h, P28, P28h
15/16" FOR P29, P29h, P30
0" FOR P31h

SEE TYPICAL DETAIL DWG 51
SEE DWG 293-R18 FOR RAIL DETAILS

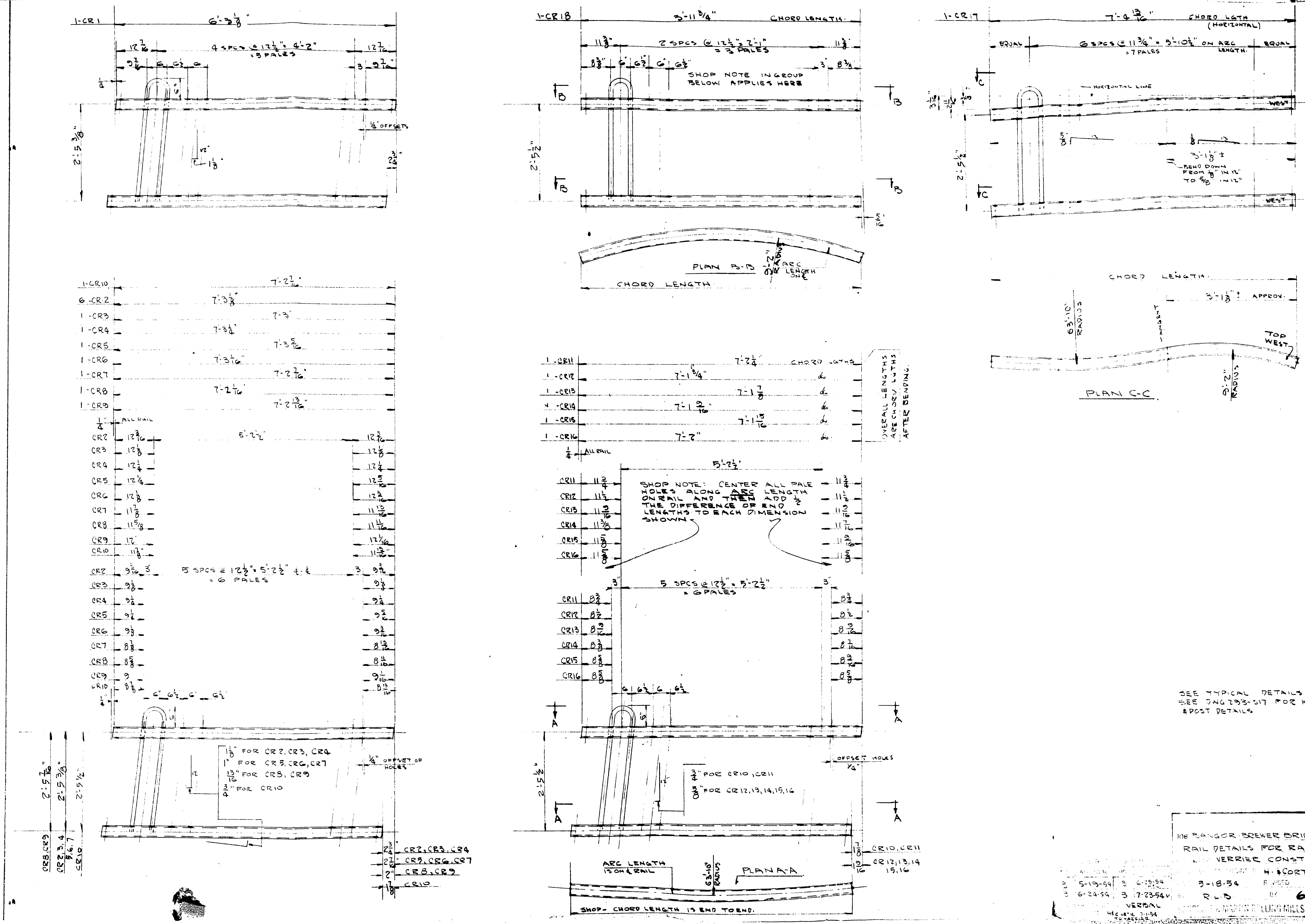
SH. 1 OF 2

NO.	APPROVAL	NO.	FINAL
3	5-19-54	3	6-25-54 HC
		3	7-23-54 V

CUSTOMER'S APPROVAL VERBAL.
APPROVAL DATE 5-27-53

JOB RANGOR: DREWER BRIDGE RAIL
POST & RAIL FOR RAMP 'C' WALL
VERRIER CONST. CO.
ARCHITECT OR ENGINEER H. & CORTELYOU
DATE 5-18-54 REVISED
R.L.B BY 62-100 K
BANCROFT & MARTIN ROLLING MILLS CO. 293

0 1 2 3 4 5 INCHES



0 1 2 3 4 5 INCHES

SEE TYPICAL DETAILS DWG S1
SEE DWG 293-S17 FOR KEYPLAN & POST DETAILS

SH 2 OF 2.

JOB BANGOR BREWER BRIDGE RAIL

RAIL DETAILS FOR RAMP "C" WALL

VERRIER CONST CO.

H. & CORTELYOU

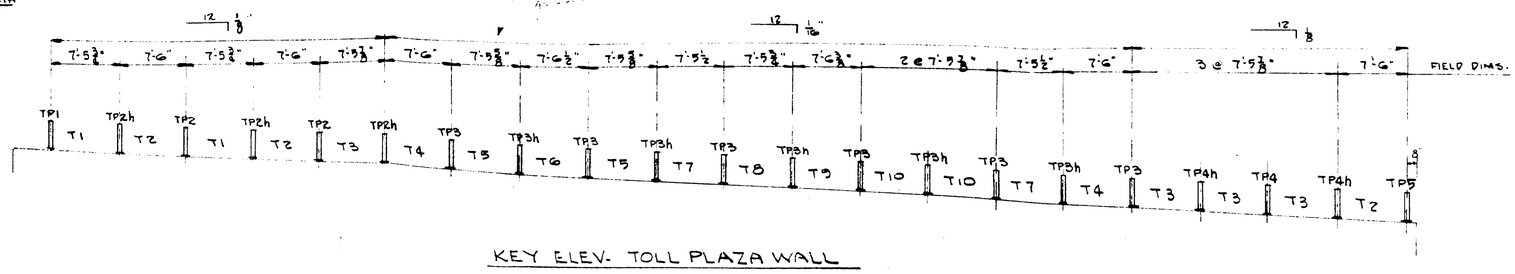
3	5-19-54	3	6-25-54
3	6-24-54	3	7-23-54
		VERBAL	
		REC LETR 7-1-54 TO VARRIER	

3-18-54 REVISED

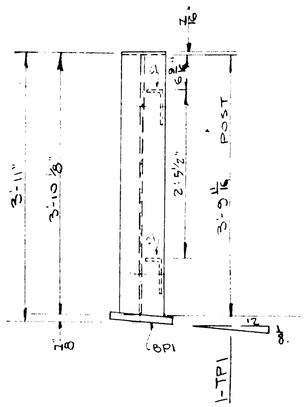
R.L.B. BY 62-100 L

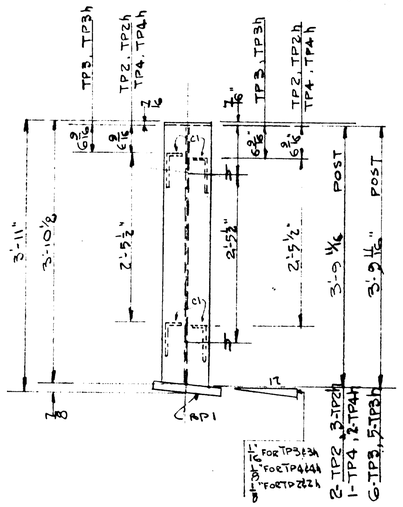
MARTIN ROLLING MILLS CO. 293-S18

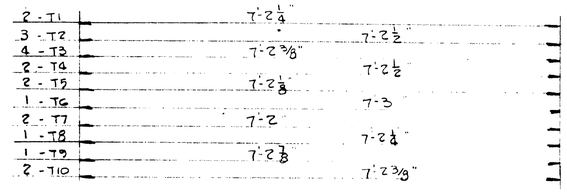
NORTH

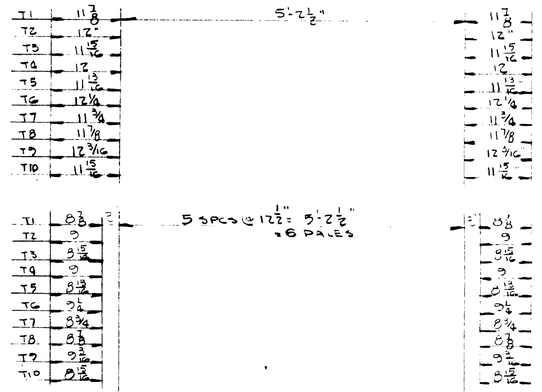


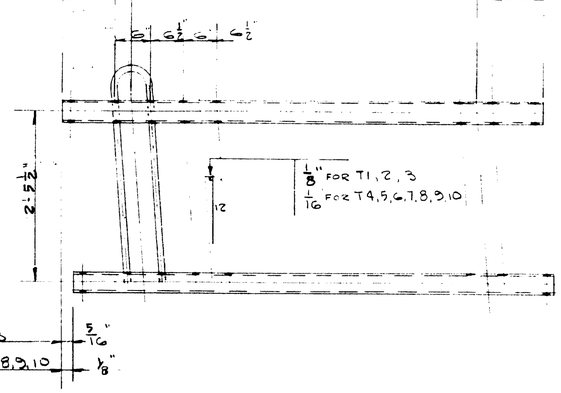
KEY ELEV. TOLL PLAZA WALL

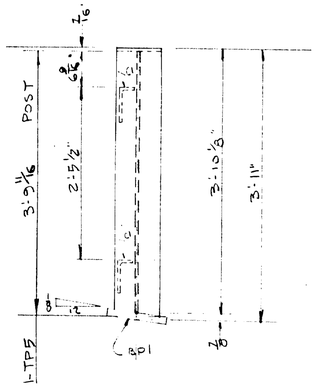




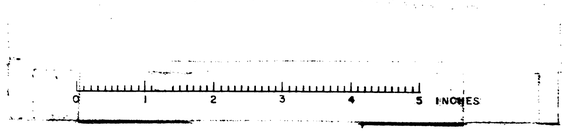








SEE TYPICAL DETAIL DWG S1

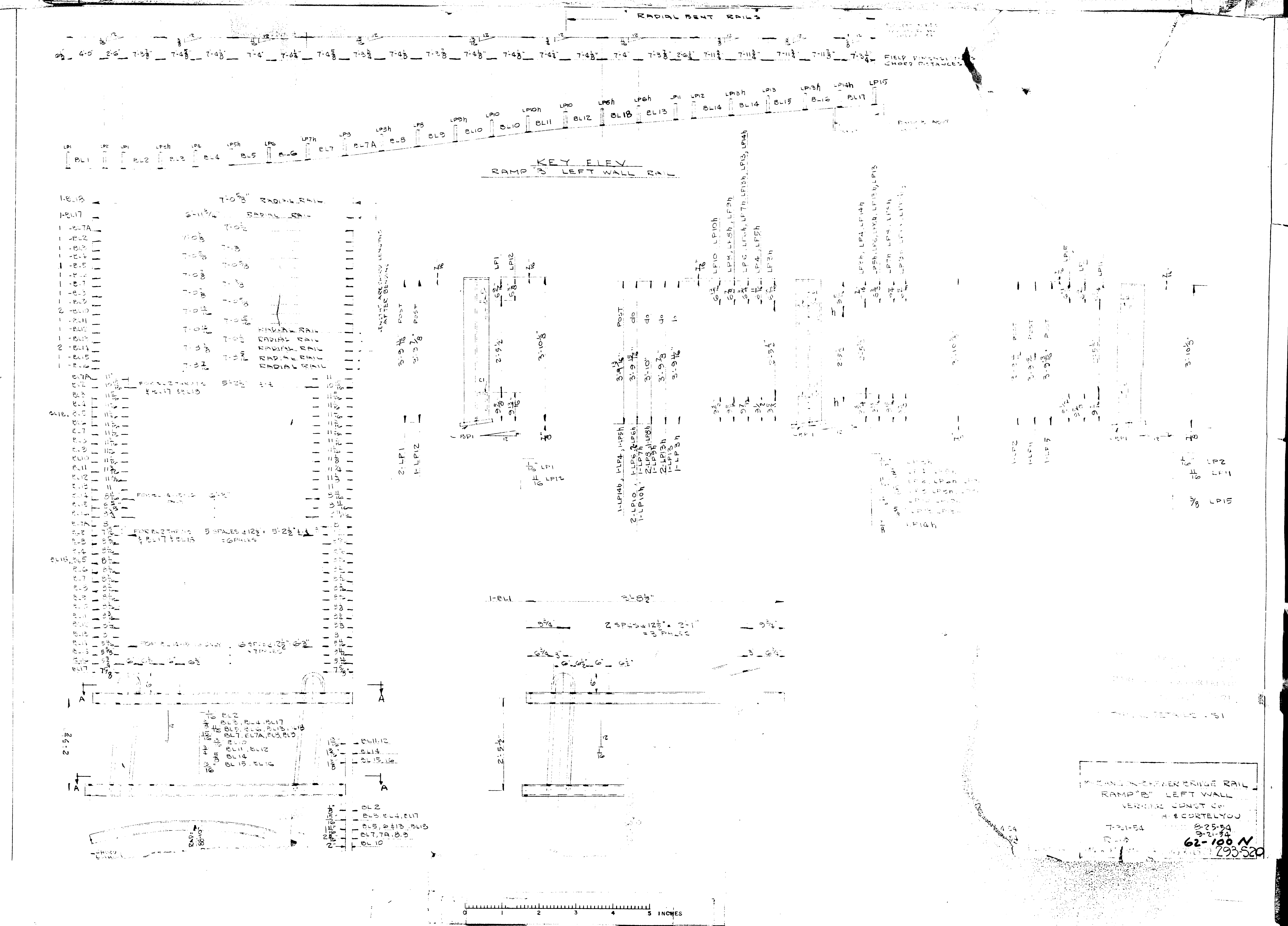


PRINTS ISSUED

NO	APPROVAL	NO.	FINAL
	9-28-54	3	6-29-54
	6-20-54	3	7-23-54 ✓

ORDER NO. VERBAL

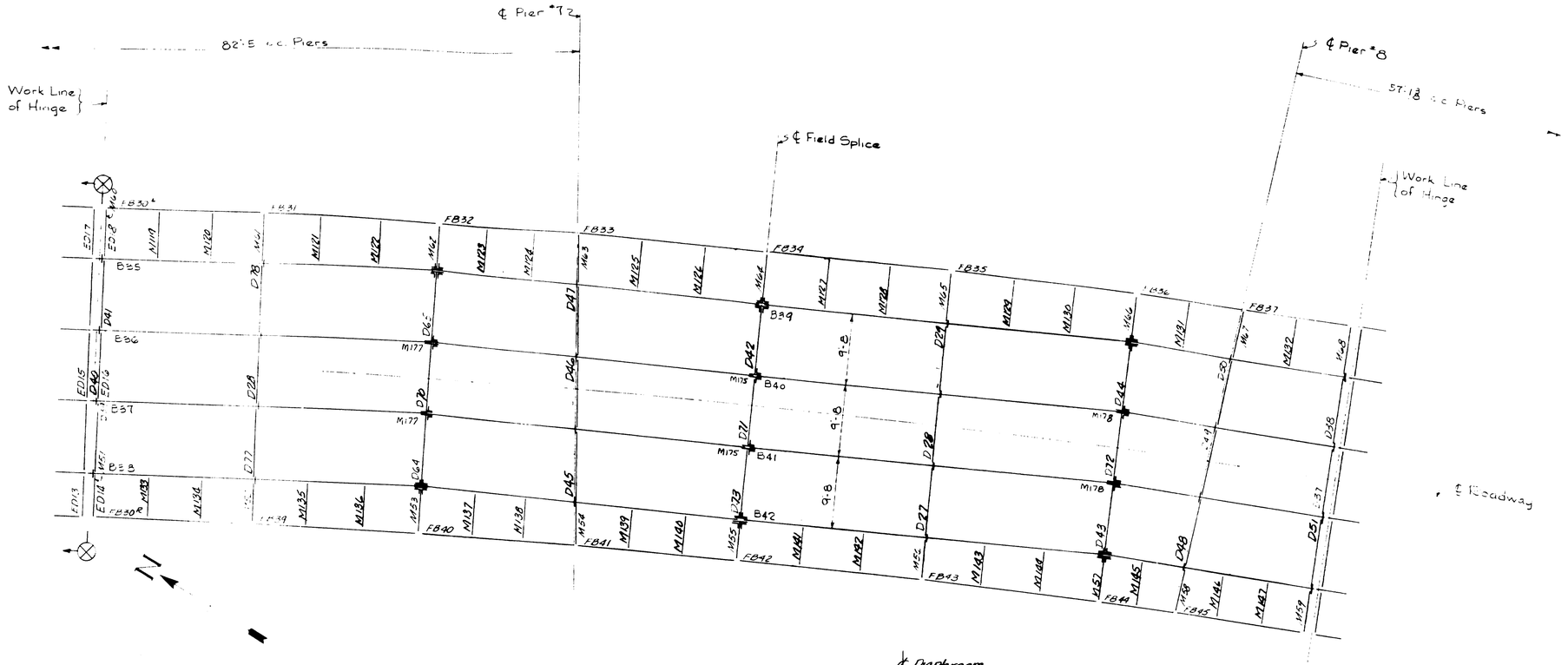
JOB BANGOR BREWER BRIDGE RAIL
TOLL PLAZA WALL
CUSTOMER VERRIER CONST. CO.
ARCHITECT OR ENGINEER H. E. CORTELYOU
DATE 5-28-54 REVISED
BY R.L.B. BY 62-100 M
BAMFORTH & MARTIN ROLLING MILLS CO. 293-519

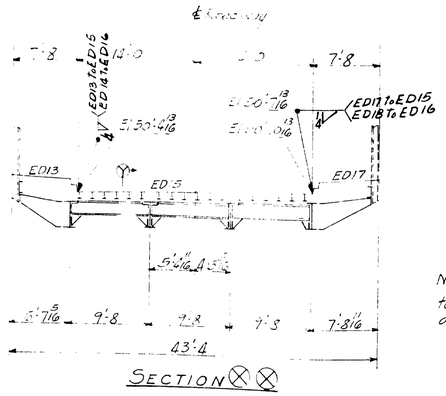

RADIAL BENT RAILS
KEY ELEV
RAMP "B" LEFT WALL RAIL
RADIAL RAIL
POST
RAMP "B" LEFT WALL
H. E. CORTELYOU
62-100 N
293-529
0 1 2 3 4 5 INCHES

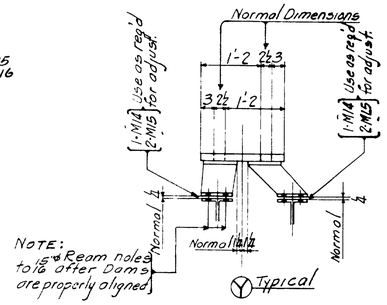

0
1
2
3
4
5 INCHES


5 INCHES
0
1
2
3
4
5

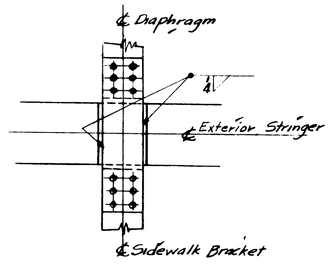

0 1 2 3 4 5 INCHES







NOTE: 15/16" Ream holes to 1" after Dams are properly aligned



Typical Connection-Bracket Tie Pls. to Stringers-Except at Splices

FOR CONNECTIONS OF RAILING POSTS AND THE NECESSARY SHIMS AT BOTH THE SIDEWALK BRACKETS AND THE INTERMEDIATE STRUTS SEE SKETCHES ON SHEET E201.1

All connections Riveted, except for expansion dams to diaphragms.
Use Dardelet Rivet Bolts and Fascia Channels to Sidewalk Brackets
use ordinary Bolts.
Bolts for Railing Post connections supplied by others

2-Wash: 2½ x ⅛ (1⅞ hole) } To be used where necessary under nut of
1-Wash: 2½ x ⅛ (1⅞ hole) } Dardelet Rivet Bolts to build up required grip.

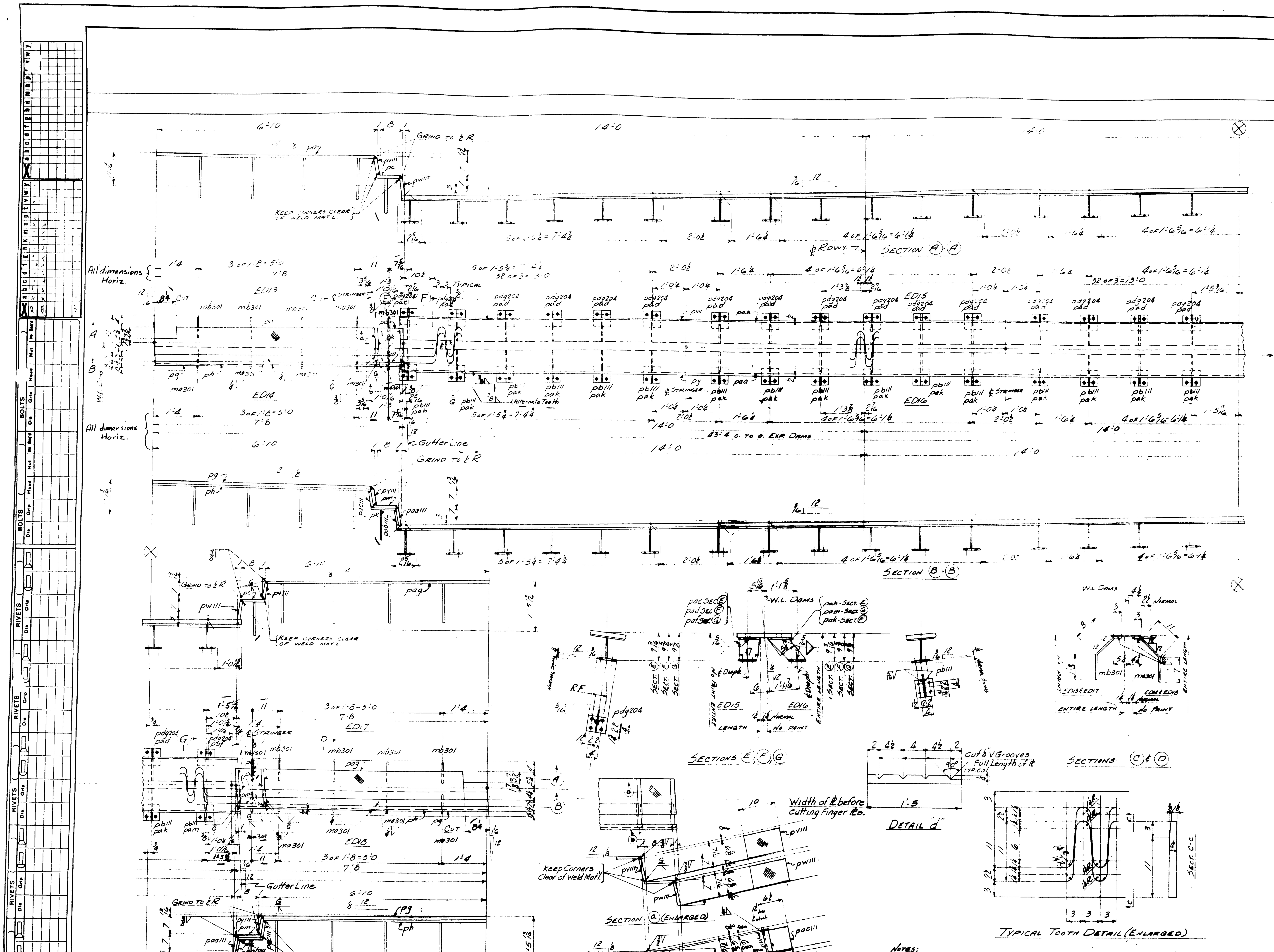
TRENTON FERRY
Div. 3
BANGOR - BREWER Br.
OVER PENOBSCOT RIVER
STATE OF MAINE

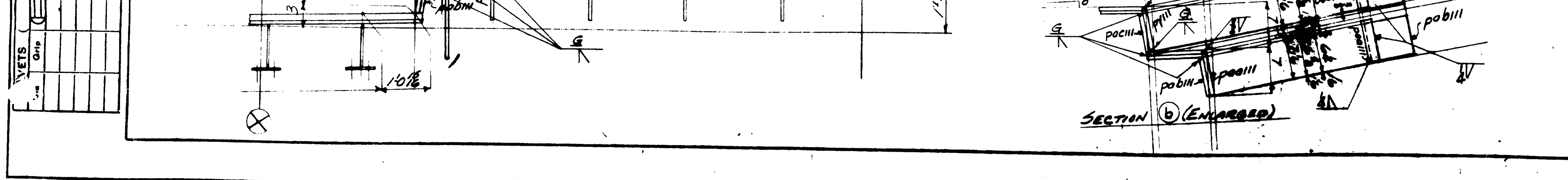
DESIGNED AND DETAILED BY
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENTON PLANT
IN CHARGE OF	E.B. MANN
DRAW. MADE BY	S.E.K. DATE 8-[illegible]-54
DRAW. CHECKED BY	PRV DATE 1-20-54
F	
E	
D	
C	
B	
X 2-8-54 REVISIONS	
ORDER No.	Q4149
SHEET No.	E301

68-101

AMERICAN BLUE PRINTING CO., PGH., PA.





DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	MATERIAL — SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3		ONE EXPANSION DAM-ED13					126# ✓			
4		ONE EXPANSION DAM-ED17					" ✓			
5		1	R 10 3/8	6	9 3/8	pag	5300 ED17 (Raised 1/8 R)	-4	S	92
6		1	R 10 3/8	6	9 5/8	pa	5300 ED13	-4	S	92
7		2	R 10 3/8		8 1/16	pc	5300		S	9
8		2	R 10 3/8		6 5/8	pv111	5300		/	7
9		2	R 10 3/8		6 3/8	pw111	5300		/	7
10	20	10	Rs. #6 Reinforcing Rod	1	9	mb301	BENT	20-0 R6	50299	13
11										4 wts / 2 W
12										
13		ONE EXPANSION DAM-ED14					104# ✓			
14		ONE EXPANSION DAM-ED18					" ✓			
15										
16		2	R 12 3/8	6	9 5/8	pg		20-0	M619	13
17		2	R 6 1/2 3/8	6	9 5/8	ph		45-0	M618	56
18		2	R 6 1/2 3/8		8 3/8	pk		45-0	M618	6
19		2	R 12 3/8		8	pm		20-0	M619	1
20		2	R 12 3/8		6 5/8	pv111			/	1
21		2	R 12 3/8		6 5/8	paa111			/	1
22		2	R 6 1/2 3/8		6 3/8	pac111			/	5
23		2	R 6 1/2 3/8		6 1/4	pab111			/	4
24	20	10	Rs. #6 Reinforcing Rod	1	9	ma301	BENT	20-0 R6	50299	13
25										4 W
26										
27		ONE EXPANSION DAM-ED15					1911# ✓			
28		1	R 14 1/2	28	2	pw	-790	14x1/2x28-2	1032	2011
29	2	1	R 8 1/2	28	2	paa		45-0	M618	383
30		18	R 7 1/2		7 1/2	pdg204			/	134
31		1	R 7 1/2		7	pac		30-0	1035	7
32		16	R 7 1/2		7 7/16	pad		30-0	1035	118
33		1	R 7 1/2		7 3/16	paf		30-0	1035	7
34										[illegible] wts
35										3 holes / 44 W
36										4P
37		ONE EXPANSION DAM-ED16					942# ✓			
38										
39		1	R 14 1/2	28	2	py	-790	14x1/2x28-2	M32	2011
40		1	R			paa			/	383
41		18	R 7 1/2		7 1/2	pb111			/	134
42		1	R 5 3/8 1/2	1	4 11/16	pah	-3		S	12
43		16	R 5 3/8 1/2	1	4 7/16	pak	-46		S	191
44		1	R 5 3/8 1/2	1	4 3/4	pam	-3		S	12
45										942 wts
46										7 holes
47										44 W
48										4P
49										
50										
51										
52										
53										
54										
55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										

EXPANSION DAMS ED13, ED14, ED15, ED16, ED17 & ED18

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER THE PENOBSCOT RIVER
BANGOR, MAINE

TYPICAL TOOTH DETAIL (ENLARGED)

NOTES:
1) FINGER PLATES ON DAMS FRAMING OPPOSITE EACH OTHER MUST BE CUT FROM ONE PLATE TO INSURE CORRECT FITTING OF FINGERS.
2) SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
3) MATERIAL: OH STEEL ASTM A7-52T
4) HOLES: 15/16 Ø
5) PAINT: YES, EXCEPT AS NOTED.
6) SHOP CONTACT SURFACES: NO
7) Holes marked R.F. to be subpunched & and reamed to size in field.

Before Cutting Finger Plates from one plate, Groove Plate as shown in Detail "d" [redacted]

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

REVISIONS	
F	
E	
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X	2-8-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY E.A.B. DATE 10-6-53
DRAW. CHECKED BY PRY DATE 1-19-54

ORDER No. Q4149 SHEET No. 301

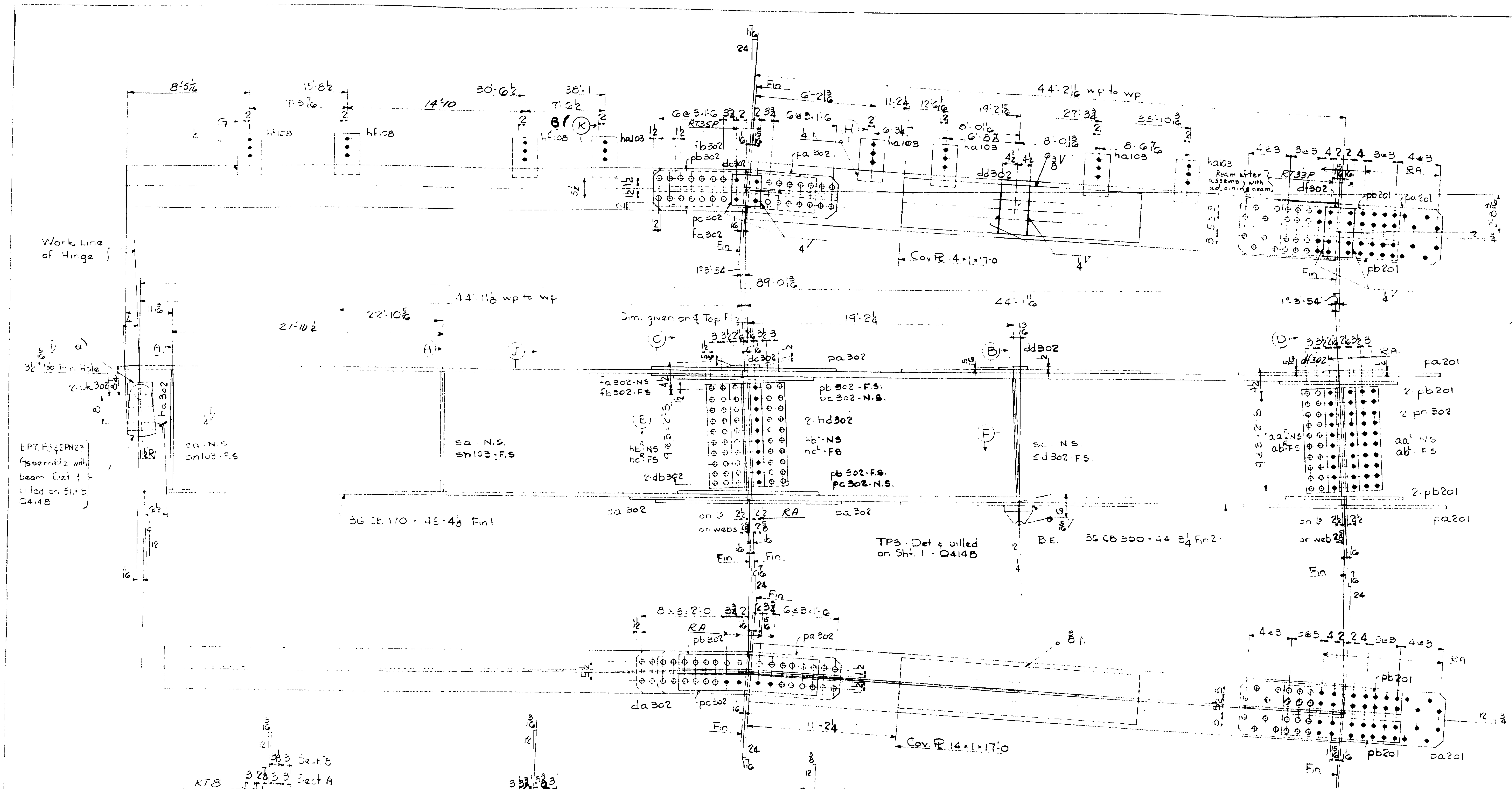
304 WELD

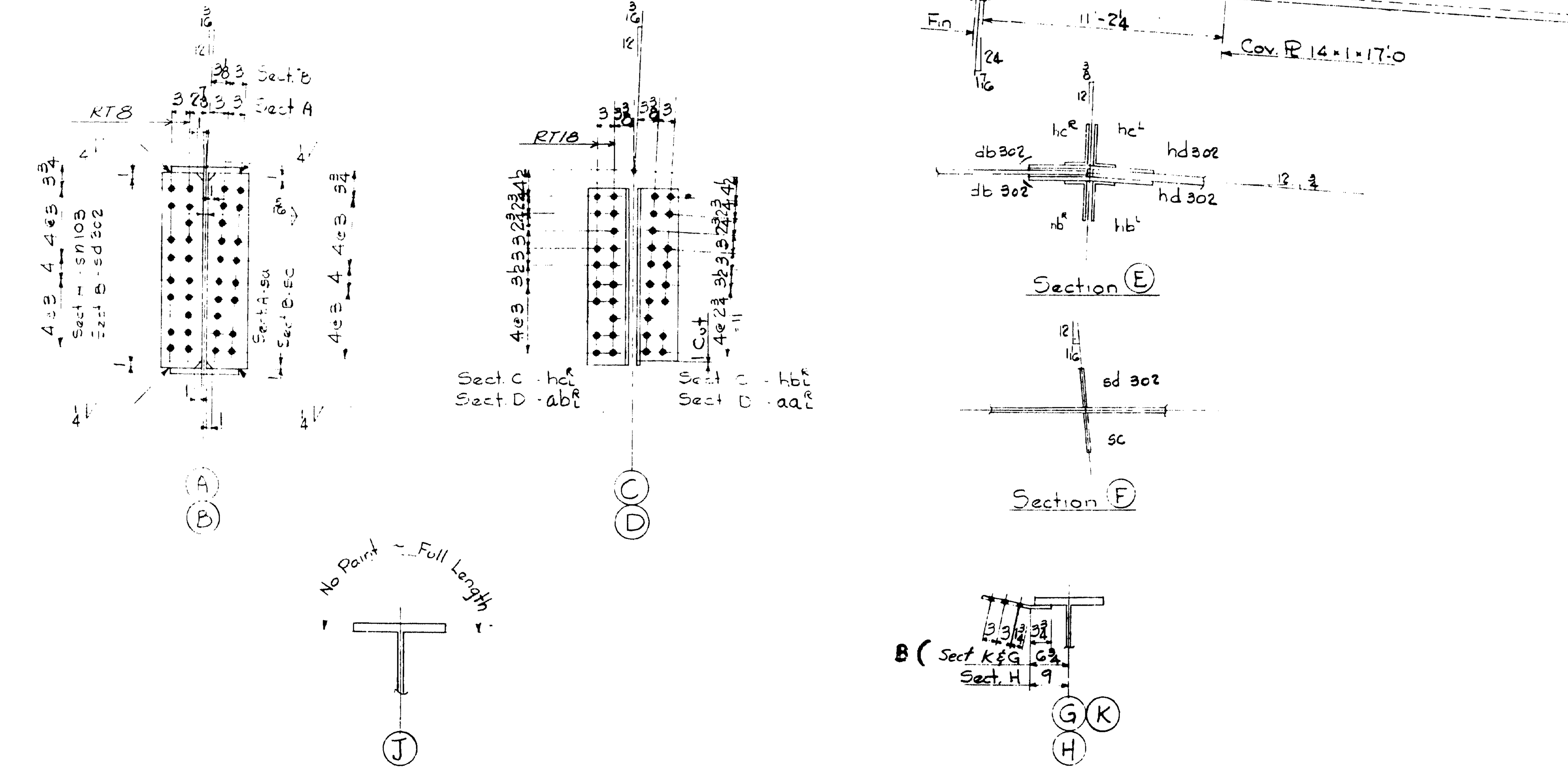
62-101 A

DRAWING WITH BILL

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship. Piece
1													
2													
3										91' 10"			
4													
5										249	Q4148 ✓		
6			One Beam						B35	24953	Q4149 ✓		
7		1	36	CB	170		45	4⅛		Fin 1 -89	45-4	3015	7708
8		1	36	CB	300		44	3¼		Fin 2 -18	44'-4	3005	13281
9													
10	4	2	℞	12⅞	11/16		4	2¾	pa302	-3 2.5r 2.5r	13 x 41-9	3032 S	255
11	4	2	℞	5 11/16	11/16		3	2⅞	pb302			S	86
12	4	2	℞	5 11/16	11/16		3	2⅜	pc302			S	85
13		2	℞	16	1⅛		4	9	pa201	-"			581
14		4	℞	6	1		2	9	pb201				224
15		2	Cov ℞	14	1		17	0		UM		3031	1618
16													
17	12	2	℞	7	11/16			7	pk302	-6		S	30
18	4	2	℞	30	7/16		1	9⅜	ha302	Bent		S	159
19	8	2	℞	30	½		1	9⅜	pn302			S	182
20	2	1	Fil	9	(5/16-½)		1	2	dd302			S	15
21	2	1	Fil	8	(5/16-½)		1	3	df302			S	14
22	2	1	Fil	4½	1/16		2	1⅛	fa302			S	18
23	2	1	Fil	12	⅝		2	7½	da302	-1		S	67
24	12	2	Fil	30	⅛			10	db302			S	21
25		2	℞	7	⅜		2	9¾	sa		45-0	M618	50
26		2	℞	7	⅜		2	9¾	sh103				50
27		1	℞	7¼	1		2	9¼	sc	Fin 1		S	68
28	2	1	℞	7	1		2	9¼	sd302	Fin 1	30-0	M619	66
29	2	1	Fil	8	(5/16-½)			9	dc302			S	8
30	8	1	℞	3	½			9¾	ha302	Bent		S	4
31		2	∠s	7	4	⅜	2	6	hb^R_L	Bent	60-0	M619	68
32		2	∠s	7	4	⅜	2	6	hc^R_L	Bent	60-0	M619	68
33		2	∠s	7	4	⅜	2	6	aa^R_L		60-0	M619	68
34		2	∠s	7	4	⅜	2	6	ab^R_L		60-0	M619	68
35		3	℞	7	5/16		1	1	hf108	Bent			24
36		5	℞	7	5/16		1	1	ha103	Bent			40
37	2	1	Fil	4½	9/16		2	1½	fb302			S	18
38		1	Rocker						EP7	Det & billed			125
39		1	Pin						P3	on Sht 3			24
40		2	Pin Nuts						PN23	Q4148			6
41													
42		1	Top Plate						TP3	Det & billed			94
43										on Sht 1			
44										Q4148			
45		6	S B ⅞									Stone	
46													63 RIV.
47													128 cuts
48													68 holes
49													55 W
50													87 P
51													
52													
53													
54													
55													
56													
57													
58													
59													
60													
61													
62													
63													
64													
65													
66													
67													





NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 and Special Provisions

MATERIAL: O.H. Steel A.S.T.M. A7-52T

RIVETS: ⅞" HOLES: 15/16" unless noted

WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or Subdrilled ¼ and Reamed to size with connecting parts assembled.

Holes marked R.T. to be Subpunched or Subdrilled ¼ and reamed to size to a metal Templet

Holes marked RA. to be subpunched or subdrilled ¼ and reamed to size while connecting members are assembled. Connecting members to be matchmarked.

B.E. indicates bearing end of stiffeners.

In assembling TP3 care must be taken to have axis of bore normal to ℄ of beam.

Shop to fabricate beams with mill camber up.

For assembling & reaming diagrams see sht. 3/2
Work sheet 3/2 with this sheet.

LIFTING WT. = 14 TONS

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

STRINGER B35
DIV. 3

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. E. MARKS
DRAW. MADE BY S.E.K. DATE 10-8-53
DRAW. CHECKED BY PRY DATE 1-14-54

REVISIONS	
F	
E	
D	
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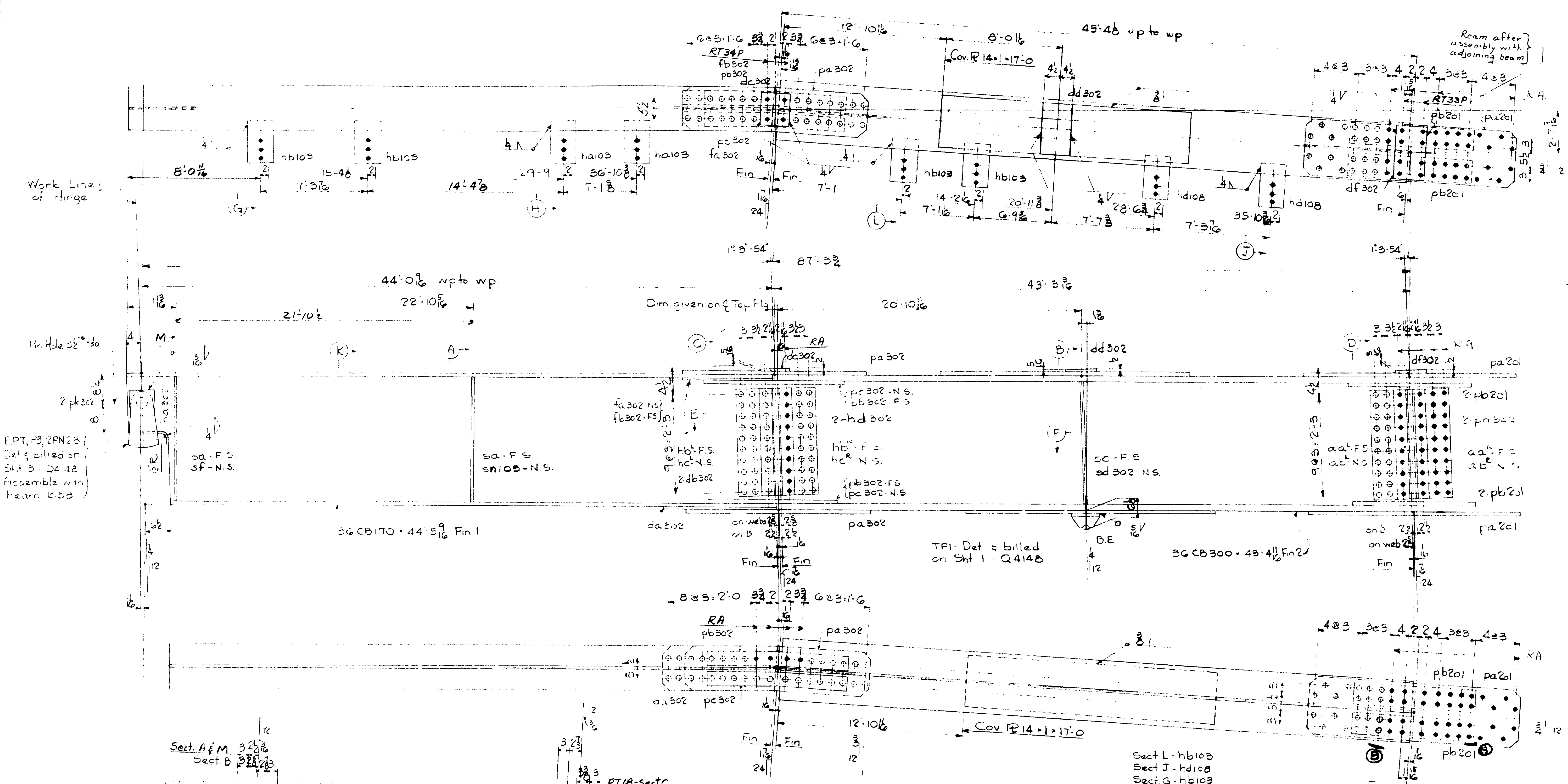
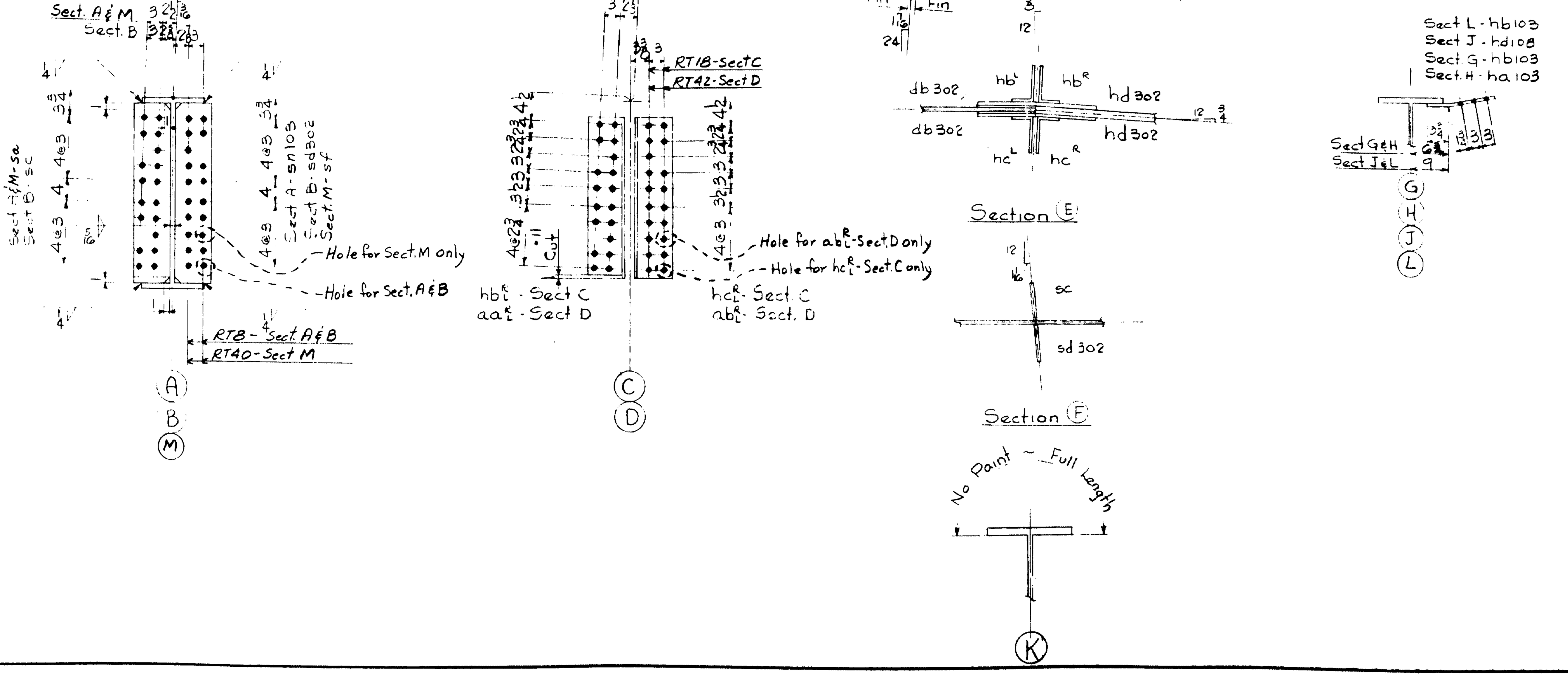
B	2-15-54
X	2-8-54

ORDER No. Q4149
SHEET No. 3/2

Mk. 301, 302

62-101B





NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 & Special Provisions

MATERIAL: O.H. Steel A.S.T.M. A7-52T

RIVETS: 7/8" HOLES: 15/16" unless noted

WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled

All holes for Shop Rivets to be Subpunched or Subdrilled 1/4 and Reamed to size with connecting parts assembled.

Holes marked R.T. to be Subpunched or subdrilled 1/4 and reamed to size to a metal templet

Holes marked RA to be subpunched & subdrilled 1/4 & reamed to size while connecting members are assembled. Connecting members to be matchmarked.

B.E. indicates bearing end of stiffeners.

In assembling TP1 care must be taken to have axis of bore normal to ⊄ of beam.

Shop to fabricate beams with mill camber up.

For assembling & reaming diagrams see sht. #312 Work sht. #312 with this sheet.

LIFTING WT. = 13 TONS

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

DRAWING WITH BILL
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE				LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										90'1"			
2													
3													
4										253#	Q4148 ✓		
5			One	Beam					B38	24543#	Q4149 ✓		
6													
7		1	36	CB	170		44	5 9/16		Fin 1 -89	44'-5 1/2	3016	7560
8		1	36	CB	300		43	4 11/16		Fin 2 -18	43'-5 1/4	3008	13020
9													
10		2	R	12 7/8	1/16		4	2 3/4	pa302	-3			255
11		2	R	5 11/16	11/16		3	2 7/8	pb302				86
12		2	R	5 11/16	11/16		3	2 7/8	pc302				85
13		2	R	16	1 1/8		4	9	pa201	-11			581
14		4	R	6	1		2	9	pb201				224
15		2	Cov R	14	1		17	0		UM		3031	1618
16													
17		2	R	7	11/16			7	hk302	-6			30
18		2	R	30	1/16		1	9 3/8	hd302	Bent			159
19		2	R	30	1/2		1	9 3/8	pn302				182
20		1	Fil	4 1/2	9/16		2	1 1/2	fb302				18
21		1	Fil	8	(3/16-1/2)		1	3	df302				14
22		1	Fil	4 1/2	7/16		2	1 1/8	fa302				18
23		1	Fil	12	5/8		2	7 1/2	da302	-1			47
24		2	Fil	30	1/8			10	ab302				21
25		1	Fil	8	(5/16-1/2)			9	dc302				8
26		1	Fil	9	(5/16-1/2)		1	2	dd302				15
27		1	R	3	1/2			9 3/4	ha302				4
28		2	Ls	7	4	3/8	2	6	hb^L	Bent	60-0	M619	68
29		2	Ls	7	4	3/8	2	6	hc^R		60-0	M619	68
30		2	Ls	7	4	3/8	2	6	aa^L		60-0	M619	68
31		2	Ls	7	4	3/8	2	6	ab^R		60-0	M619	68
32													
33		2	R	7	3/8		2	9 3/4	sa		45-0	M618	50
34		1	R	7	3/8		2	9 3/4	sn103				25
35		1	R	7 1/4	1		2	9 1/4	sc	Fin 1		S	68
36		1	R	7	1		2	9 1/4	sd302	Fin 1			66
37		1	R	7	3/8		2	9 3/4	sf		45-0	M618	25
38		4	R	7	5/16		1	1	hb103	Bent			32
39		2	R	7	5/16		1	1	ha103				16
40		2	R	7	5/16		1	1	hd108				16
41													
42		1	Top	Plate					TP1	Det & billed			9[illegible]
43										on Sht. 1 · Q4148			
44													
45													
46		1	Rocker						EP7	Det & billed			125
47		1	Pin						P3	on Sht. 3			24
48		2	Pin Nuts						PN23	Q4148			6
49													
50													
51		6	SB	7/8								Stores	
52													23 RIV.
53													28 wt
54													28 hole.
55													25 W
56													26 P
57													
58													
59													
60													
61													
62													
63													
64													
65													
66													
67													

STRINGER B38
DIV. 3

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

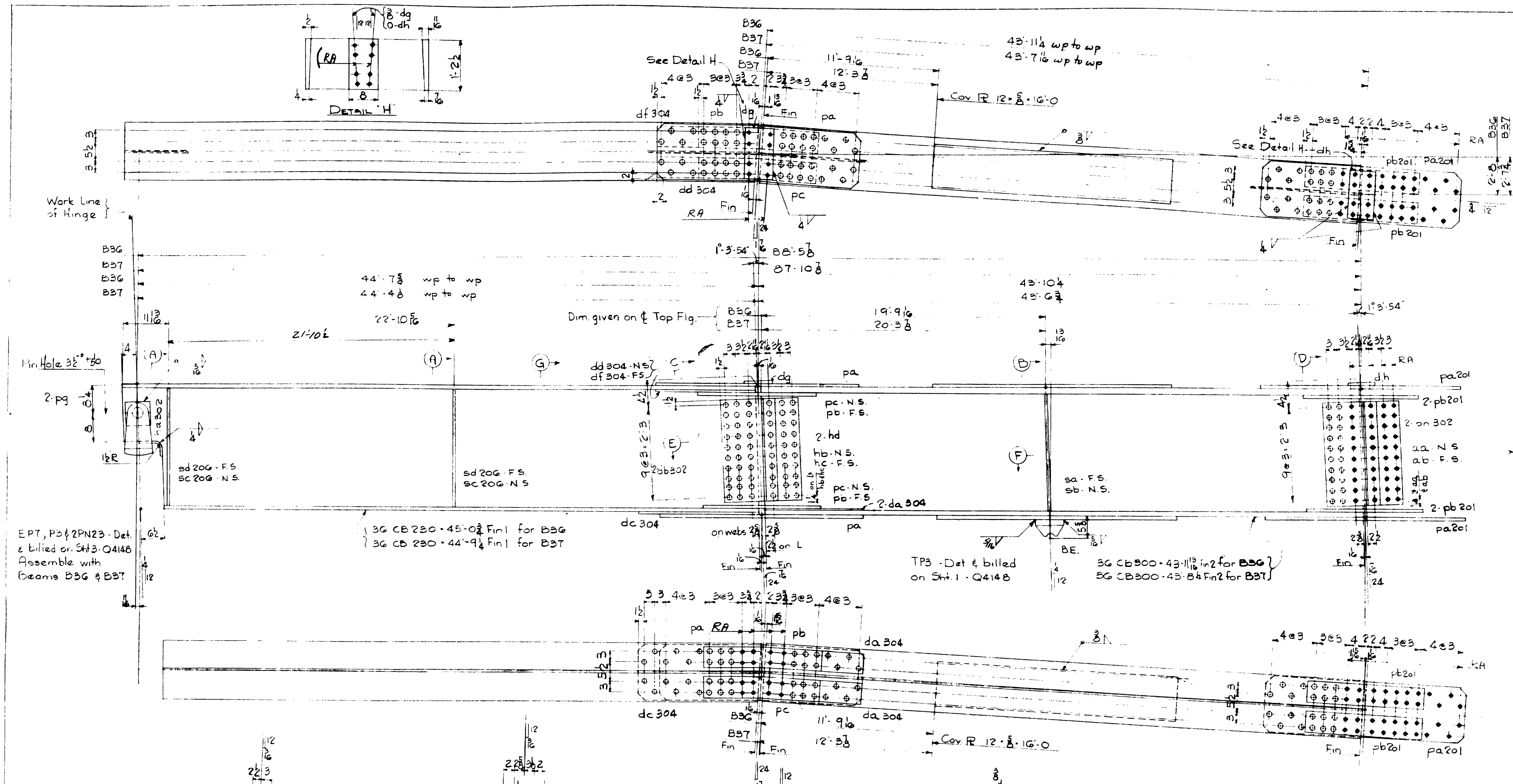
REVISIONS	
F	
E	
D	
C	
B	2-22-54
X	2-8-54

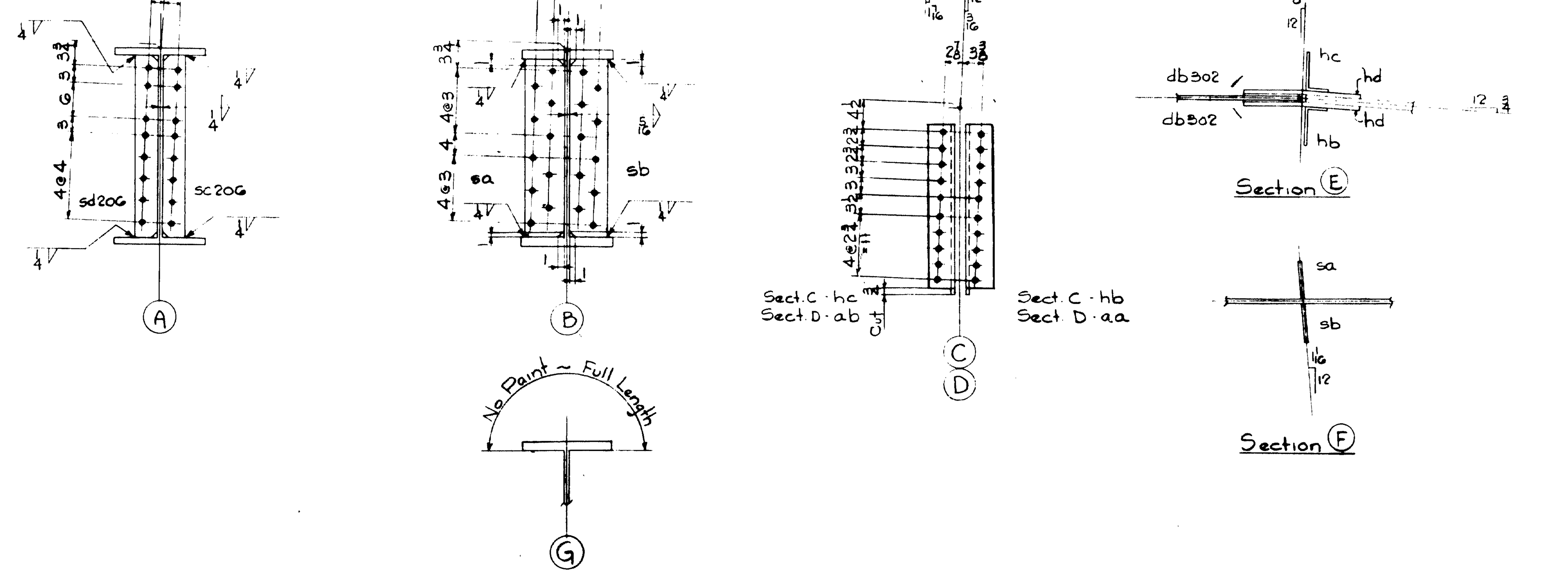
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 10-12-53
DRAW. CHECKED BY PRY DATE 1-14-54

ORDER No. Q4149
SHEET No. 303

301,302

62-101C





Drawing with Bill — American Bridge Division, United States Steel Company

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1							91'3"			
2										
3							249#	Q4148 for B36+37		
4		One Beam				B36	26969#	Q4149		
5		One Beam				B37	26812#	Q4149		
6										
7		1	36 CB 230	45	0¾	(Fin1)	B36 -110	45-0½	3011	10364
8		1	36 CB 300	43	11 13/16	(Fin2)	-18	44-0½	3006	13197
9		1	36 CB 230	44	9¼	(Fin1)	B37 -110	44-9	3012	10297
10		1	36 CB 300	43	8¼	(Fin2)	-18	43-9	3007	1310
11										
12		4	PL 16⅜ 1⅛	4	9	pa	-5	60x1⅛x25'-0	2022	61
13		4	PL 6½ 1	2	9	pb			S	12
14		4	PL 6½ 1	2	8⅜	pc			S	11
15		4	PL 30 ½	1	9⅜	hd	Bent		S	182
16		4	PL 6 1⅛	4	9	pa201	-11			581
17		8	PL 6 1	2	9	pb201				224
18		4	PL 30 ½	1	9⅜	pn302				182
19		4	Cov PL 12 ⅝	16	0		U.M.	45'-0	M619	816
20		4	PL 7 1		7	pg	-5	30'-0	M619	28
21										
22		2	PL 6¼ 1	2	9¼	sa	Fin1		S	5
23		2	PL 6¼ 1	2	9¼	sb	Fin1		S	5
24		4	PL 4 ⅜	2	9¼	sc206				28
25		4	PL 4 ⅜	2	9¼	sd206				28
26		2	Fil 8 (1/16-¼)	1	2½	dh			S	15
27		2	PL 3 ½		9¾	ha302	Bent			4
28		2	L 4 4 ⅜	2	5¾	hb	Bent		S	24
29		2	L 4 4 ⅜	2	5¾	hc	Bent		S	24
30		2	L 4 4 ⅜	2	5¾	aa			S	24
31		2	L 4 4 ⅜	2	5¾	ab			S	24
32		2	Fil 8 (1/16-¼)	1	2½	dg			S	15
33		4	Fils 6 1/16	2	9¾	da304			S	41
34		4	Fils 30 ⅛		10	db302				21
35		2	Fils 16 ⅞	2	10⅝	dc304	-1		S	138
36		2	Fils 6 7/16	2	4⅝	dd304			S	21
37		2	Fils 6 7/16	2	4⅝	df304			S	21
38		2	Top Plates			TP3	Det & billed			94
39							on Sh 1 - Q4148			
40										
41										
42		2	Rockers			EP7	Det &			125
43		2	Pins			P3	billed on			24
44		4	Pin Nuts			PN23	Sh 3 - Q4148			6
45										
46		4	S.B. ⅞"						Stores	
47										78 Riv.
48										150 cuts
49										73 holes
50										49 W
51										91 P

Notes:

Specifications: Maine State Highway Comm. 1945 & Special Provisions

Material: O.H Steel ASTM A7-52T

Rivets: ⅞"⌀ Holes: 15/16"⌀ unless noted

Workmanship:

Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or Subdrilled ¼ and reamed to size with connecting parts assembled

Holes marked RA. to be subpunched or subdrilled ¼ and reamed to size while connecting members are assembled. Connecting members to be match marked.

B.E. indicates bearing end of stiffeners.

In assembling TP3 care must be taken to have axis of bore normal to ℄ of beam.

Shop to fabricate beams with mill camber up.

For assembling & reaming diagrams see sht #312
Work sht #312 with this sheet.

Lifting Wt. = 15 Tons.

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

Stringers B36, B37
Div. 3

State of Maine
State Highway Commission
Bangor - Brewer Bridge
over Penobscot River
Bangor, Maine

American Bridge Division, United States Steel Company

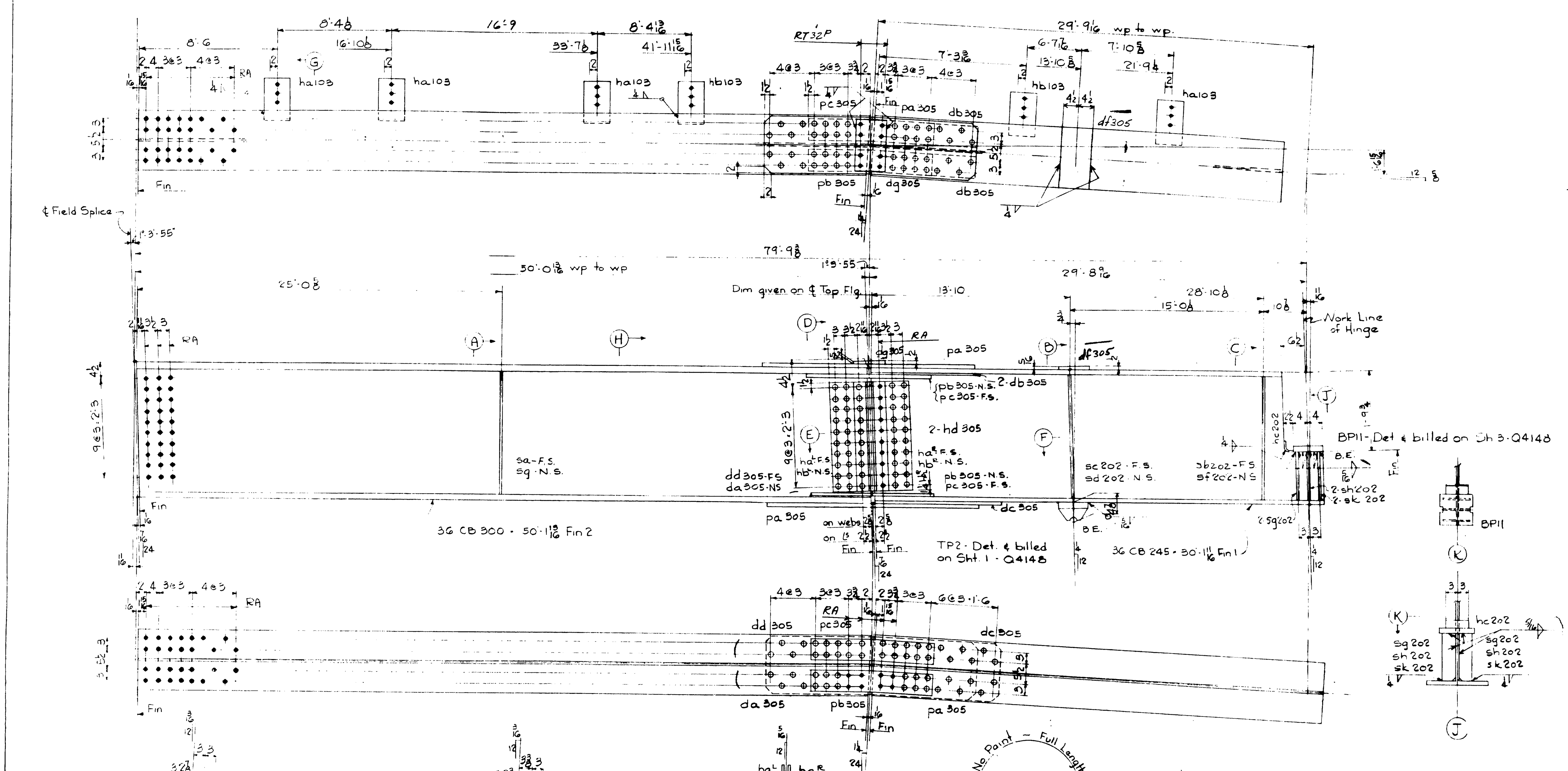
Drawings made at Trenton plant
Work fabricated at Trenton plant
In charge of E.B. Marks
Draw. made by S.E.K. Date 10-16-53
Draw. checked by PRY Date 1-13-54

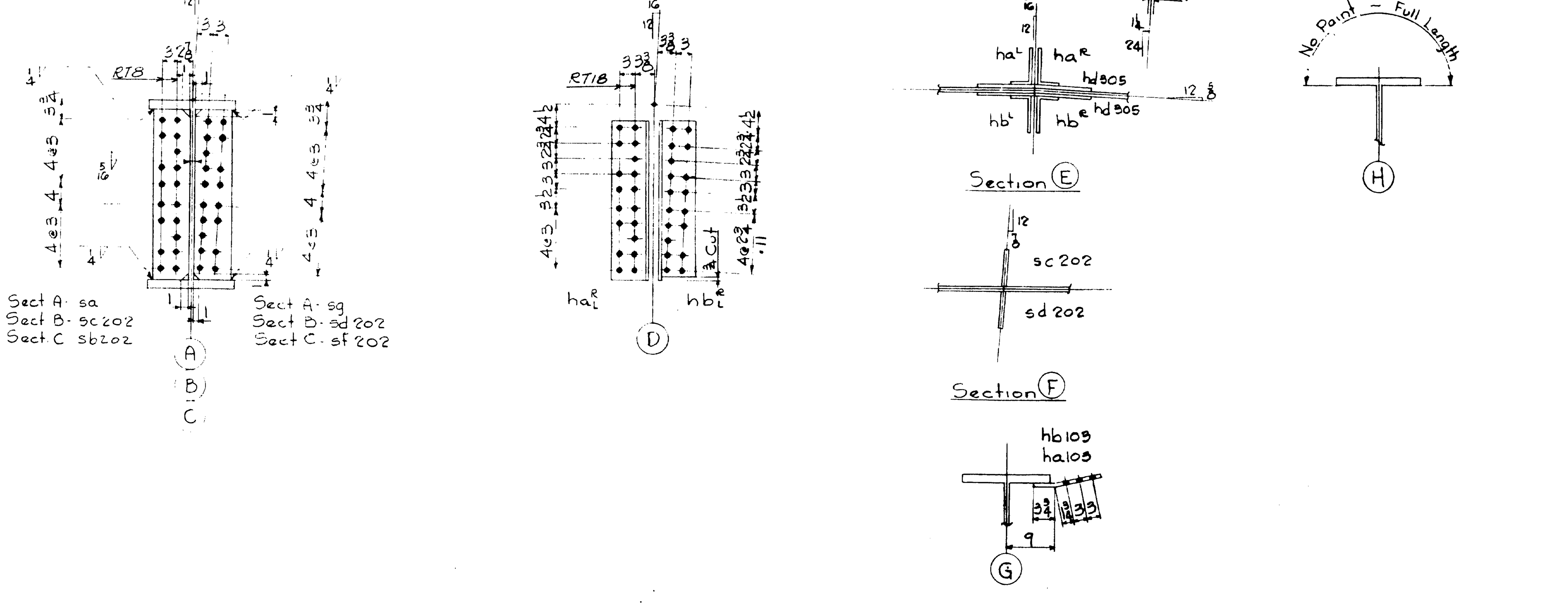
Revisions	
F	
E	
D	
C	
B	
X	2-8-54

Order No. Q4149 — Sheet No. 304

301, 302

62-101D





NOTES:

SPECIFICATIONS: Maine State Highway Commission 1945 & Special Provisions

MATERIAL: O.H. Steel A.S.T.M. A7-52T

RIVETS: $\frac{7}{8}$"⌀ Holes: $\frac{15}{16}$"⌀

WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or subdrilled ¼ and reamed to size with connecting parts assembled.

Holes marked R.T. to be Subpunched or Subdrilled ¼ and reamed to size to a metal templet

Holes marked RA to be subpunched or subdrilled ¼ and reamed to size while connecting members are assembled. Connecting members to be matchmarked.

B.E. indicates bearing end of stiffeners.

In assembling TP2 care must be taken to have axis of bore normal to ℄ of beam.

Shop to fabricate beams with mill camber up.

For assembling & reaming diagrams see sht. #312
Work sht. #312 with this sheet.

LIFTING WT.: 19 TONS

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	MATERIAL – SHAPE				LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHOP PIECE
1													
2													
3										80'2"			
4										122# Q4148 ✓			
5			ONE BEAM						B39	24044# Q4149 ✓			
6													
7		1	36	CB	300		50	1 13/16		Fin 2 -18	50'-2	3001	15048
8		1	36	CB	245		30	1 11/16		Fin 1 -125	30'-2	3009	7387
9													
10	4	2	PL	16 3/4	1 1/8		4	9	pa305	-5	60x1⅛x25'-0	2022	609
11	4	2	PL	6 1/2	1		2	8 1/2	pb305			S	120
12	4	2	PL	6 1/2	1		2	9	pc305			S	122
13	8	2	PL	30	1/2		1	9 3/8	hd305	Bent		S	182
14		1	Fil	9	(5/16-1/2)		1	4	df305			S	17
15	2	1	Fil	8	(5/16-1/2)		1	3	dg305			S	14
16	2	1	Fil	6	5/16		1	4 1/2	da305	-		S	9
17	2	2	Fil	6	5/16		2	4 1/4	db305			S	30
18	2	1	Fil	16	5/8		2	10 1/4	dc305	-1		S	97
19	2	1	Fil	6	5/16		1	4 1/2	dd305			S	9
20													
21		1	PL	7	3/8		2	9 1/4	sa		45-0	M618	[illegible]
22		1	PL	7	3/8		2	9 1/4	sg		45-0	M618	25
23		1	PL	7	7/8		2	9 1/4	sc202	Fin 1			56
24		1	PL	7	7/8		2	9 1/4	sd202	Fin 1			58
25		1	PL	7	3/8		2	9 1/4	sb202				25
26		1	PL	7	3/8		2	9 1/4	sf202				25
27		2	PL	3 1/2	5/8		1	0 11/16	sg202	Fin 1			16
28		2	PL	3 1/2	5/8		1	0 3/4	sh202	Fin 1			16
29		2	PL	3 1/2	5/8		1	0 13/16	sk202	Fin 1			16
30													
31													
32		2	Ls	7	4	3/8	2	6	ha	Bent	60'-0	M619	68
33		2	Ls	7	4	3/8	2	5 3/4	hb	Bent	60'-0	M619	67
34		1	PL	6	1/2			5 1/4	hc202	Bent			4
35													
36		4	PL	7	5/16		1	1	ha103	Bent			32
37		2	PL	7	5/16		1	1	hb103	Bent			16
38													
39		1	TOP PLATE						TP2	Det. & billed			91
40										on Sh.1-Q4148			
41													
42		1	BASE PLATE						BP11	Det. & billed			31
43										on Sh.3-Q4148			
44													
45		2	S.B.	7/8"⌀								Stores	
46													56 Riv.
47													149 Cut
48													62 hol
49													24 W
50													80 P
51													
52													
53													
54													
55													
56													
57													
58													
59													
60													
61													
62													
63													
64													
65													
66													
67													

STRINGER B39
DIV. 3

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 10-20-53
DRAW. CHECKED BY PRY DATE 1-18-54

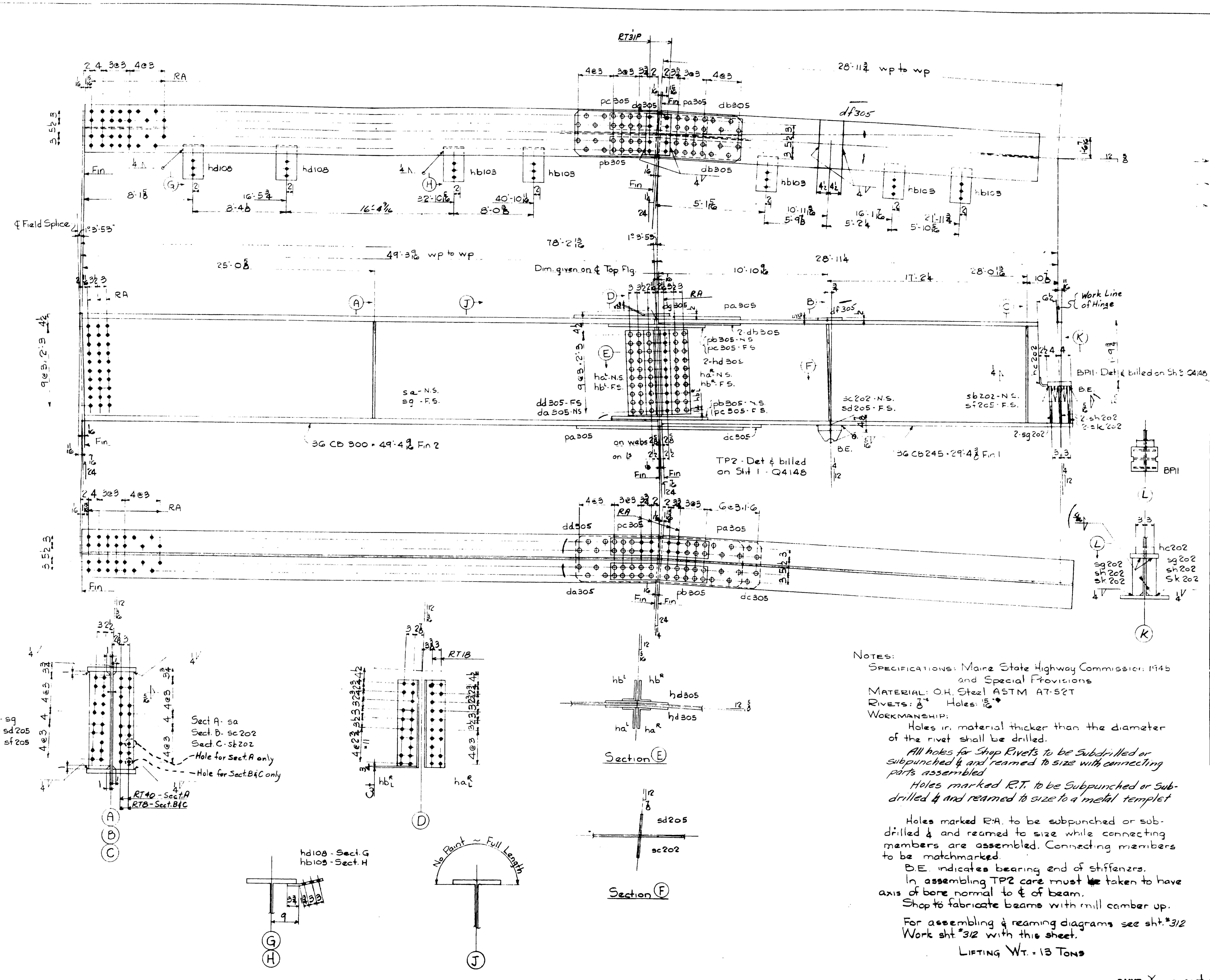
REVISIONS	
F	
E	
D	
C	
B	
X	2-8-54

ORDER No. Q4149

SHEET No. 305

301, 302

62-101E WELD



Notes:
Specifications: Maine State Highway Commission 1945 and Special Provisions
Material: O.H. Steel ASTM A7-52T
Rivets: 7/8" Holes: 15/16"
Workmanship:
Holes in material thicker than the diameter of the rivet shall be drilled.
All holes for Shop Rivets to be Subdrilled or subpunched 1/4 and reamed to size with connecting parts assembled
Holes marked R.T. to be Subpunched or Subdrilled 1/4 and reamed to size to a metal templet
Holes marked R.A. to be subpunched or subdrilled 1/4 and reamed to size while connecting members are assembled. Connecting members to be matchmarked.
B.E. indicates bearing end of stiffeners.
In assembling TP2 care must be taken to have axis of bore normal to ℄ of beam.
Shop to fabricate beams with mill camber up.
For assembling & reaming diagrams see sht. #312
Work sht. #312 with this sheet.

Lifting Wt. = 13 Tons

DRAWING WITH BILL
AMERICAN BRIDGE DIVISION UNITED STATES STEEL COMPANY

Line	No. of Pcs.	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1						78'-7"			
4						122#	Q4148 /		
5		One Beam			B42	23627#	Q4149 /		
7	1	36 CB 300	49	4 9/16		Fin 2 -18	49'-4 3/4	3004	14817
8	1	36 CB 245	29	4 3/8		Fin 1 -125	29'-4 3/4	3010	7193
11	2	PL 16 3/4 1 1/8	4	9	pa305	-5			609
12	2	PL 6 1/2 1	2	8 1/2	pb305				120
13	2	PL 6 1/2 1	2	9	pc305				122
14	2	PL 30 1/2	1	9 3/8	hd305	Bent			182
15	1	Fil 6 (5/16)	1	4 1/2	dd305				9
16	2	PL 7 5/16	1	1	hd108	Bent			16
17	1	Fil 6 (5/16)	1	4 1/2	da305				9
18	2	Fils 6 5/16	2	4 1/2	db305				30
19	1	Fil 16 (5/8)	2	10 1/4	dc305				97
20	5	PL 7 5/16	1	1	hb103	Bent			40
21	2	L 7 4 3/8	2	6	ha R/L	Bent	60'-0	M619	68
22	2	L 7 4 3/8	2	5 3/4	hb R/L	Bent	60'-0	M619	67
23	1	PL 6 1/2		5 1/4	hc202	Bent			4
25	1	PL 7 3/8	2	9 1/4	sa		45'-0	M618	25
26	1	PL 7 3/8	2	9 1/4	sg		45'-0	M618	25
27	1	PL 7 7/8	2	9 1/4	sc202	Fin 1			58
28	1	PL 7 7/8	2	9 1/4	sd205	Fin 1			58
29	1	PL 7 3/8	2	9 1/4	sb202				25
30	1	PL 7 3/8	2	9 1/4	sf205				25
31	2	PL 3 1/2 5/8	1	0 11/16	sg202	Fin 1			16
32	2	PL 3 1/2 5/8	1	0 3/4	sh202	Fin 1			16
33	2	PL 3 1/2 5/8	1	0 13/16	sk202	Fin 1			16
34	1	Fil 9 (5/16-1/2)	1	4	df305				17
35	1	Fil 8 (5/16-1/2)	1	3	dg305				14
36	1	Top Plate			TP2	Det & billed on Sh 1 - Q4148			91
39	1	Base Plate			BP11	Det & billed on Sh 3 - Q4148			31
42	2	SB 7/8"					Stores		
43									149 cuts
44									56 Riv.
45									62 holes
46									24 W
47									80 P

Stringer - B42
Div. 3

State of Maine
State Highway Commission
Bangor - Brewer Bridge
over Penobscot River
Bangor, Maine

AMERICAN BRIDGE DIVISION UNITED STATES STEEL COMPANY

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

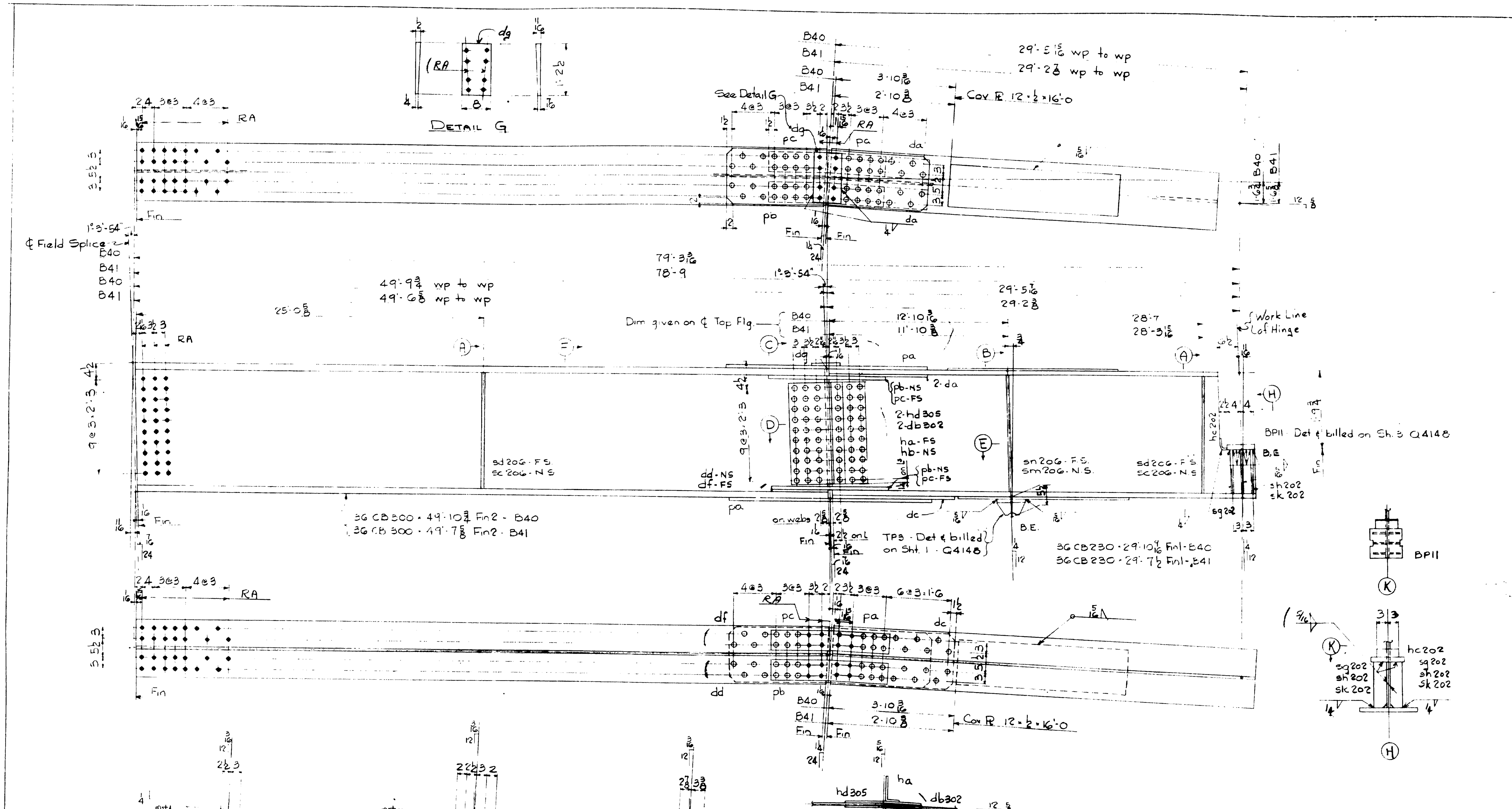
Revisions	
F	
E	
D	
C	
B	
X	2-8-54

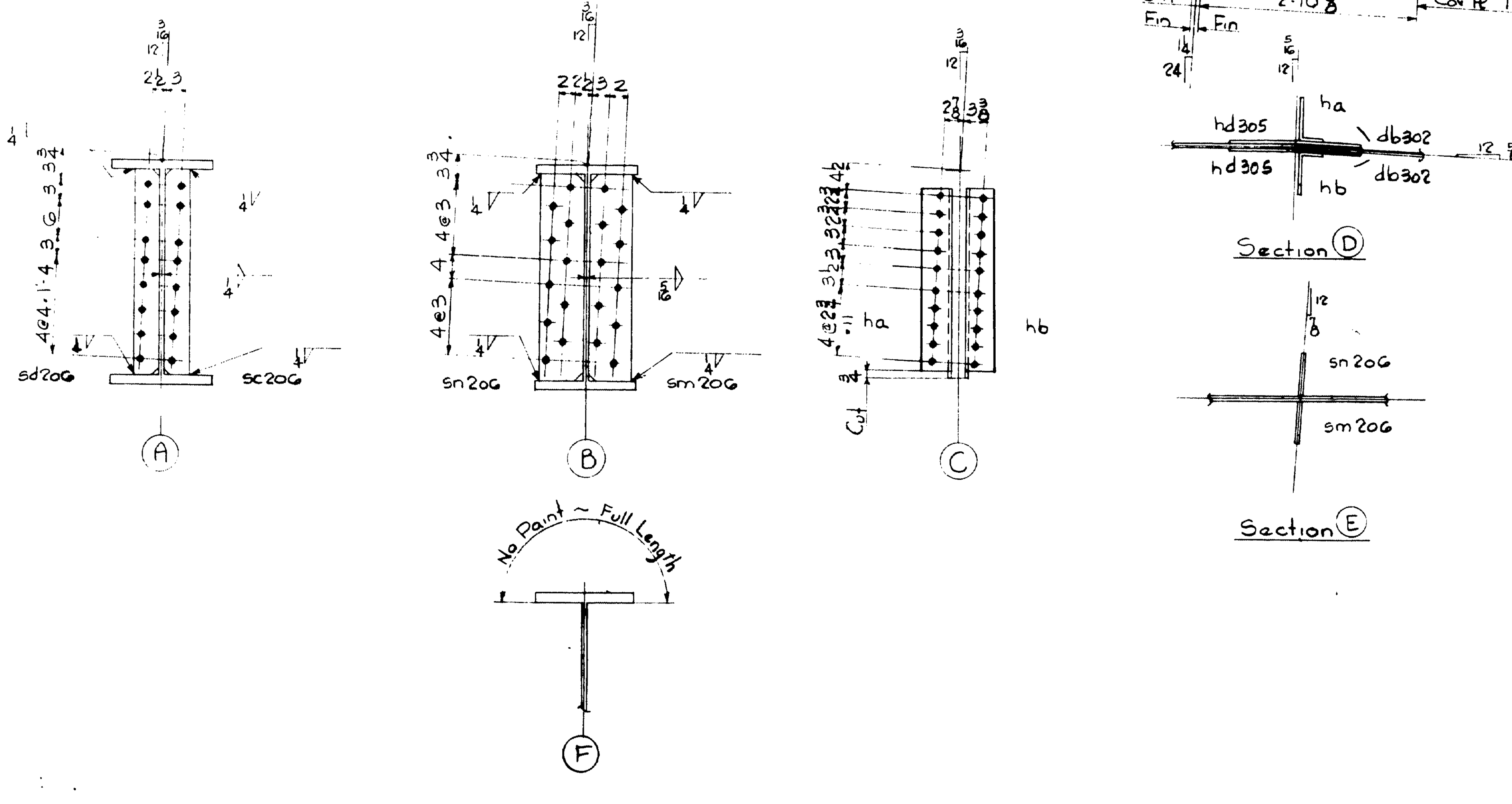
DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY S.E.K. DATE 10-22-53
DRAW. CHECKED BY PRY DATE 1-18-54

ORDER No. Q4149 | SHEET No. 306

301, 302

62-101F Weld





NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 and Special Provisions.
MATERIAL: O.H. Steel A.S.T.M. A7-52T
RIVETS: ⅞" HOLES: 15/16"
WORKMANSHIP:
Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or Subdrilled ¼ and reamed to size with connecting parts assembled

Holes marked RA to be subpunched or subdrilled ¼ and reamed to size while connecting members are assembled. Connecting members to be matchmarked.

B.E. indicates bearing end of stiffeners.

In assembling TP3 care must be taken to have axis of bore normal to ¢ of beam.

Shop to fabricate beams with mill camber up.

For assembling & reaming diagrams see sht. #312/6. Work sheet #312/6 with this sheet.

Lifting Wt. = 13 Tons

DRAWING WITH BILL
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Shop Piece
1										
2										
3										
4							125"-	Q4148 for B40-B41 ✓		
5			One Beam			B40	23998#-	Q4149 ✓		79'2"
6			One Beam			B41	23860#-	Q4149 ✓		79'1"
7										
8		1	36 CB 300	49	10¾	Fin 2	B40 -18	49'-11	3012	14970
9		1	36 CB 230	29	10 9/16	Fin 1	-115	29'-11	3013	6875
10		1	36 CB 300	49	7⅝	Fin 2	B41 -18	49'-7¾	3003	14892
11		1	36 CB 230	29	7½	Fin 1	-115	29'-7¾	3014	6815
12										
13										
14		4	PL 16¾ 1⅛	4	8⅜	pa	-5	16¾ x 1⅛ x 25'-0	2022	602
15		4	PL 6½ 1	2	7⅞	pb			S	117
16		4	PL 6½ 1	2	8⅜	pc			S	119
17		4	PL 30 ½	1	9⅜	hd305	Bent			182
18		4	Cov PL 12 ½	16	0		U.M.	45'-0	M619	653
19										
20		4	Fils 6 7/16	2	3⅞	da			S	42
21		2	Fils 16 ⅞	2	9⅞	dc			S	134
22		4	Fils 30 ⅞		10	db302				21
23		4	PL 4 ⅜	2	9¼	sd206				28
24		4	PL 4 ⅜	2	9¼	sc206				28
25		2	PL 6 ⅞	2	9¼	sn206	Fin 1			49
26		2	PL 6 ⅞	2	9¼	sm206	Fin 1			49
27		2	PL 6 ½		5¼	hc202	Bent			4
28										
29		4	PL 3½ ⅝	1	0 11/16	sg202	Fin 1			16
30		4	PL 3½ ⅝	1	0¾	sh202	Fin 1			16
31		4	PL 3½ ⅝	1	0 13/16	sk202	Fin 1			16
32										
33		2	Ls 4 4 ⅜	2	5¾	ha	Bent		S	24
34		2	Ls 4 4 ⅜	2	5¾	hb	Bent		S	24
35										
36										
37		2	Top Plates			TP3	Det & billed			94
38							on Sh. 1 - Q4148			
39										
40		2	Base Plates			BP11	Det & billed			31
41							on Sh. 3 - Q4148			
42										
43		2	Fils 6 7/16		3⅞	dd			S	12
44		2	Fils 6 7/16		4¼	df			S	12
45		2	Fils 8 (11/16 - ¼)	1	2½	dg			S	15
46										5 Riv
47										134 cuts
48										50 holes
49										43 W
50										26 P
51										
52										
53										
54										
55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										

STRINGERS B40 & B41
DIV. 3

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY S.E.K. DATE 10-26-53
DRAW. CHECKED BY PRY DATE 1-18-54

REVISIONS	
F	
E	
D	
C	
B	2-15-54
X	2-8-54

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

ORDER No. Q4149
SHEET No. 307

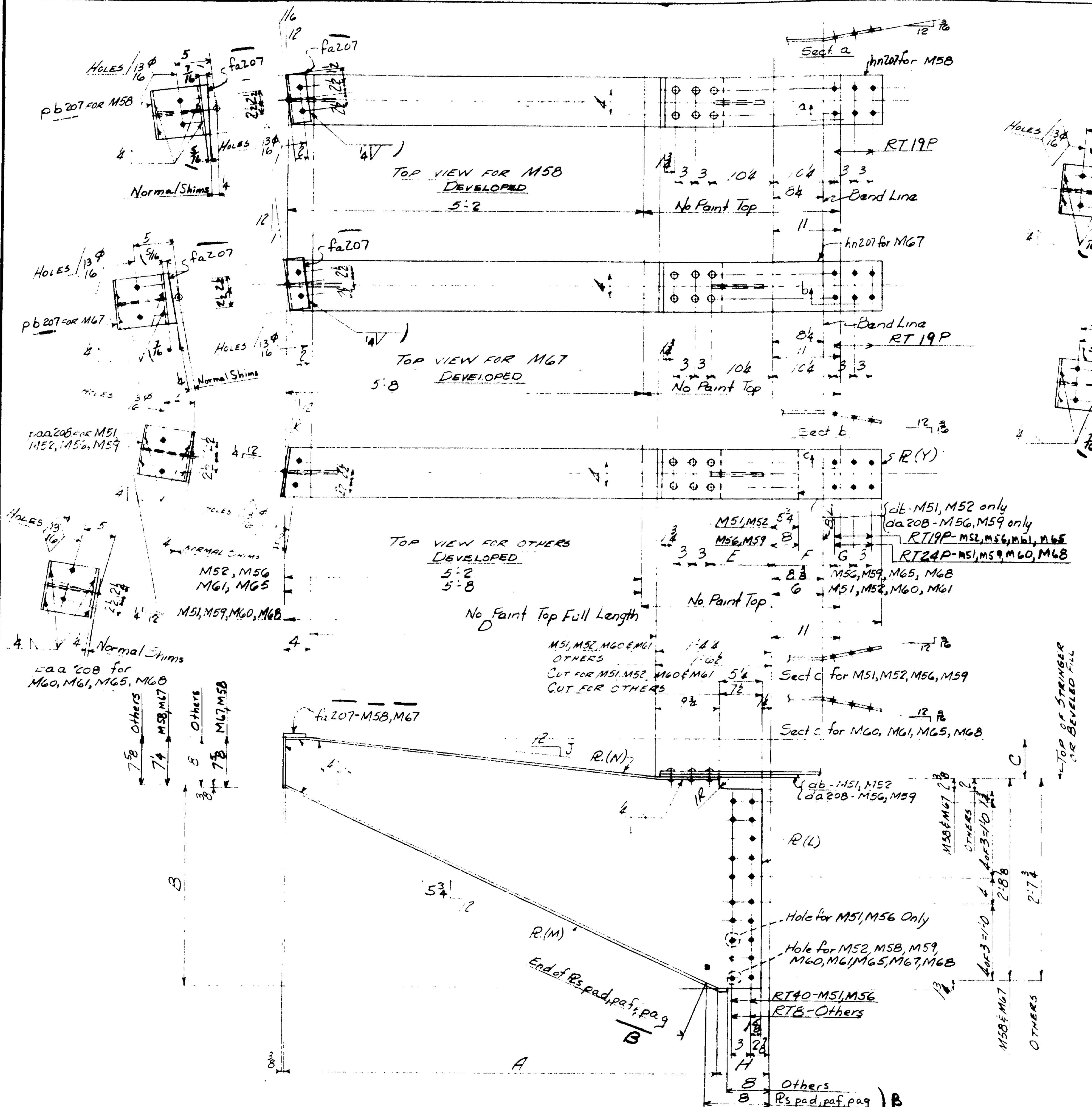
301, 302

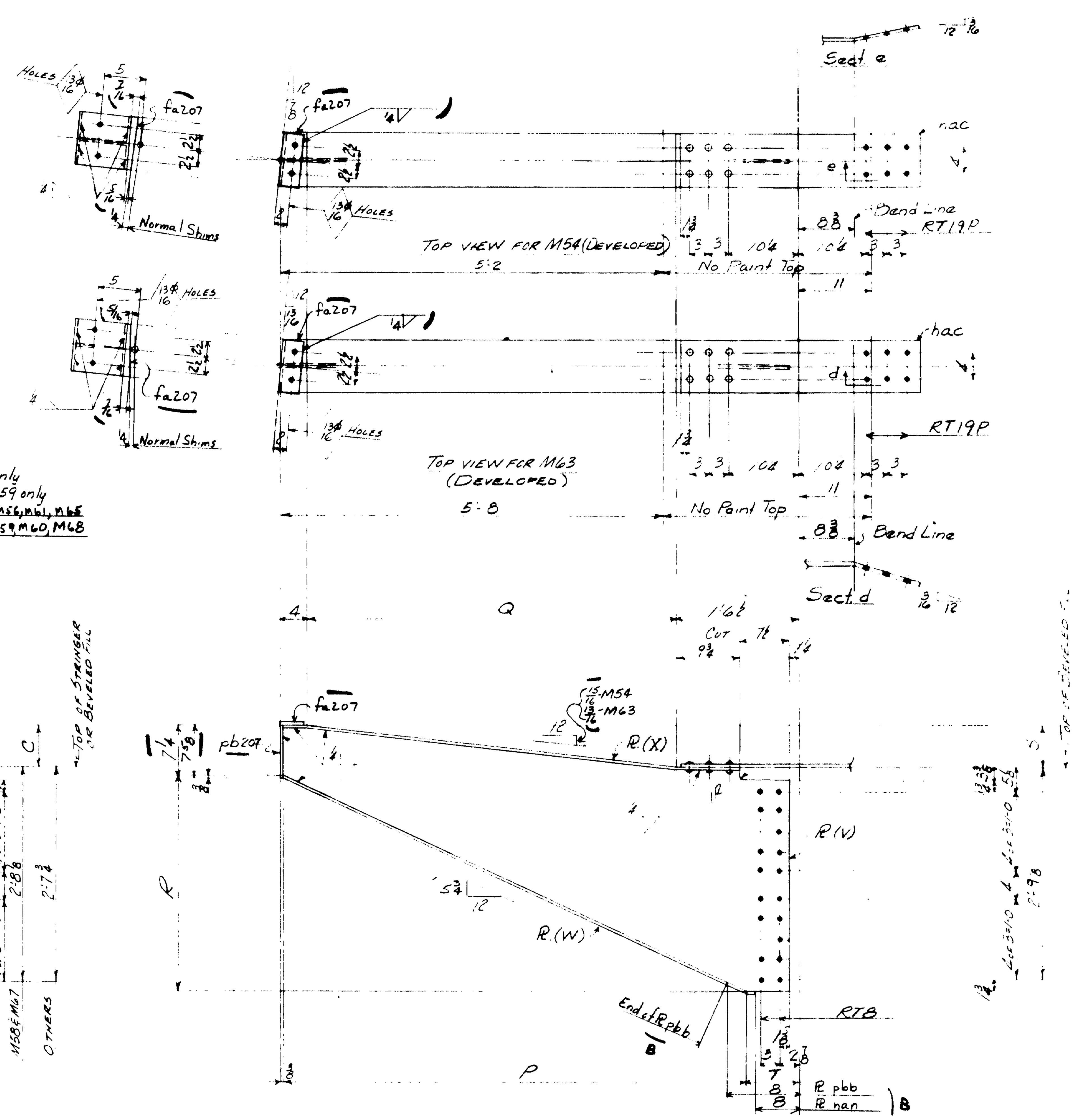
62-101 G

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3										
4										
5		One Bracket-M51					331#	/	1P	
6		One Bracket-M52					336#	/	1P	
7		One Bracket-M56					327#	/	1P	
8		One Bracket-M58					353#	/	1P	
9		One Bracket-M59					346#	/	1P	
10		One Bracket-M60					400#	/	2P	
11		One Bracket-M61					396#	/	2P	
12		One Bracket-M65					405#	/	2P	
13		One Bracket-M67					378#	/	2P	
14		One Bracket-M68					382#	/	2P	
15		2	Fl 3½ 7/16		8	fa207	M58, M67			3
16		2	[illegible]		7⅝	pb207	FOR M58, M67			7
17		[illegible]	[illegible]	1	9½	db	M51, M52		S	6
18		2	[illegible]			hn207	M58, M67			36
19			[illegible]			hy	FOR M51	30-0	1034	37
20			[illegible]		9	hab	FOR M52 & M61	30-0	1034	[illegible]
21	4	[illegible]	8 7/16	3	0	hac	M56, M65	30-0	1034	[illegible]
22			[illegible]	3		had	FOR M59, M68	30-0	1034	37
23			[illegible]	5		pk	FOR M51 ·134	42½ x 40-0	1029	294
24			[illegible]			pm	FOR M52 ·133			299
25			[illegible]			pn	FOR M56 ·134			292
26			[illegible]			pp	FOR M58 ·133			311
27			[illegible]			pt	FOR M59 ·136	42½ x 40-0	1029	30[illegible]
28			[illegible]			paa208	FOR M51 M52 M56 M59 M60, M61, M65 & M68			7
29			[illegible]			pw	FOR M60 ·137	42½ x 40-0	1029	350
30			[illegible]		4 1/16	py	FOR M61 ·132			345
31			[illegible]		2	paa	FOR M65 ·139			356
32			(8⅞	6		pab	FOR M67 ·140	42½ x 40-0	1029	334
33			[illegible]		8	pac	FOR M68 ·144	42½ x 40-0	1029	343
34			[illegible]	5	1 3/16	pad	FOR M51	45-0	M618	59
35	1	Pl	8 ⅜		11	paf	FOR M52			61
36		Pl	⅜		1 7/16	pag	FOR M56			59
37		Pl	⅜		3¼	hv	FOR M58-Bent			64
38		Pl	⅜		1⅛	pak	FOR M59			62
39	1	Pl	⅜		11½	hw	FOR M60-Bent			71
40	1	Pl	⅜		10 3/16	hag	FOR M61 Bent			70
41	1	Pl	⅜	7	9⅛	hah	FOR M65 Bent			72
42		Pl	⅜		8⅛	hak	FOR M67-Bent			68
43		Pl	⅜		5 9/16	ham	FOR M68-Bent			69
44		Pl	8 ⅜			ha	FOR M51 BENT			55
45		Pl	⅜			hb	FOR M52 BENT			5[illegible]
46		Pl	⅜	5		hc	FOR M56 BENT			[illegible]
47		Pl	⅜			hd	FOR M58 BENT			[illegible]
48	1	Pl	⅜		5 1/16	hf	FOR M59 BENT			[illegible]
49		Pl	⅜			hg	FOR M60 BENT			[illegible]
50		Pl	⅜		4¾	hh	FOR M61 BENT			[illegible]
51		Pl	⅜			hk	FOR M65 BENT			[illegible]
52		Pl	⅜		3⅜	hm	FOR M67 BENT			[illegible]
53		Pl	⅜			hn	FOR M68 BENT	45-0	M618	[illegible]
54	1	Pl	8 7/16	2	10¾	haf	[illegible]	30-0	1034	35
55	2	Fl	8 ⅜	2	2	da208	M56, M59			7
56		One Bracket-M54					331#	/		
57		One Bracket-M63					402#	/		
58	2	Fl				fa207				3
59	2	Pl				pb207				
60	2	Pl				hac	Bent			
61	1	Pl	(38¼ ⅜			pay	FOR M54	42½ x 40-0	1029	
62	1	Pl	(38 11/16 ⅜			pba	FOR M63	do	1029	
63	1	Pl	8 ⅜	5	10⅛	pbb	FOR M54	45-0	M618	
64	1	Pl	⅜		11¼	han	FOR M63 Bent			
65	1	Pl	8 ⅜	5		hp	FOR M54 BENT			4
66	1	Pl	8 ⅜			ht	FOR M63 BENT	45-0	M618	4
67										





Brkt.	Dimensions A	B	C	D	E	F	G	H	Bevels J	K	Piece Marks L	M	N	Y
M51	5-5¾	2-7½	5⅝	4-3 1/16	8	1-1	4	5 3/16	1 5/16	0	pk	pad	ha	hy
M52	5-5⅝	2-7 7/16	5 9/16	4-4½	8	9½	3	6¾	1¼	⅛	pm	paf	hb	hab
M56	5-5⅝	2-7 7/16	5 9/16	4-0 7/16	10¼	10¼	3	4 15/16	1⅜	3/16	pn	pag	hc	hac
M58	5-5⅞	2-7 9/16	4 15/16)	4-5 9/16	—	—	—	9 13/16	1⅛)	—	pp	hv	hd	—
M59	5-6	2-7½	5⅝	4-3⅞	10¼	10¼	4	8	1 5/16	0	pt	pak	hf	had
M60	5-5⅝	2-7 7/16	5 9/16	5-4 7/16	8	10¼	4	1-6 11/16	1 1/16	0	pw	hw	hg	haf
M61	5-5⅞	2-7 1/16	5 1/16	5-3 1/16	8	9½	3	1-5 1/16	1 1/16	⅛	py	hag	hh	hab
M65	5-6¾	2-8	6⅛	5-2⅝	10¼	10¼	3	1-6	1 3/16	3/16	paa	hah	hk	hac
M67	5-6¾	2-8	5⅜)	4-10⅜	—	—	—	1-1¾	1⅛)	—	pab	hak	hm	—
M68	5-7 3/16	2-8 3/16	6 5/16	4-11⅛	10¼	10¼	4	1-2 1/16	1¼	0	pac	ham	hn	had

Brkt.	Dimensions P	Q	R	S	T	Piece Marks V	W	X
M54	5-5½	4-1¼	2-7⅜	3¾)	5⅞	pay	pbb	hp
M63	5-6⅜	5-1⅝	2-7 13/16	4 3/16)	1-5⅜	pba	han	ht

Notes:
1) Specifications: Maine State Highway Comm. 1945 and Special Provisions.
2) Material: OH Steel ASTM A7-52T
3) Rivets: ⅞ ⌀
4) Holes: 15/16 ⌀ Unless Noted
5) Paint: Yes, except as noted.
6) Shop Contact Surfaces: No
7) Workmanship: Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.
All holes for shop rivets to be subpunched or subdrilled ¼ and reamed to size with connecting parts assembled.

Sidewalk Brackets M51, M52, M54, M56, M58, M59, M60, M61, M63, M65, M67, M68

Div. 3

State of Maine
State Highway Commission
Bangor-Brewer Bridge
Over the Penobscot River
Bangor, Maine

DGI 1500-2-51 PENCILTEX

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E. B. Marks
DRAW. MADE BY E.A.B. DATE 11-18-53
DRAW. CHECKED BY PRY DATE 1-20-54

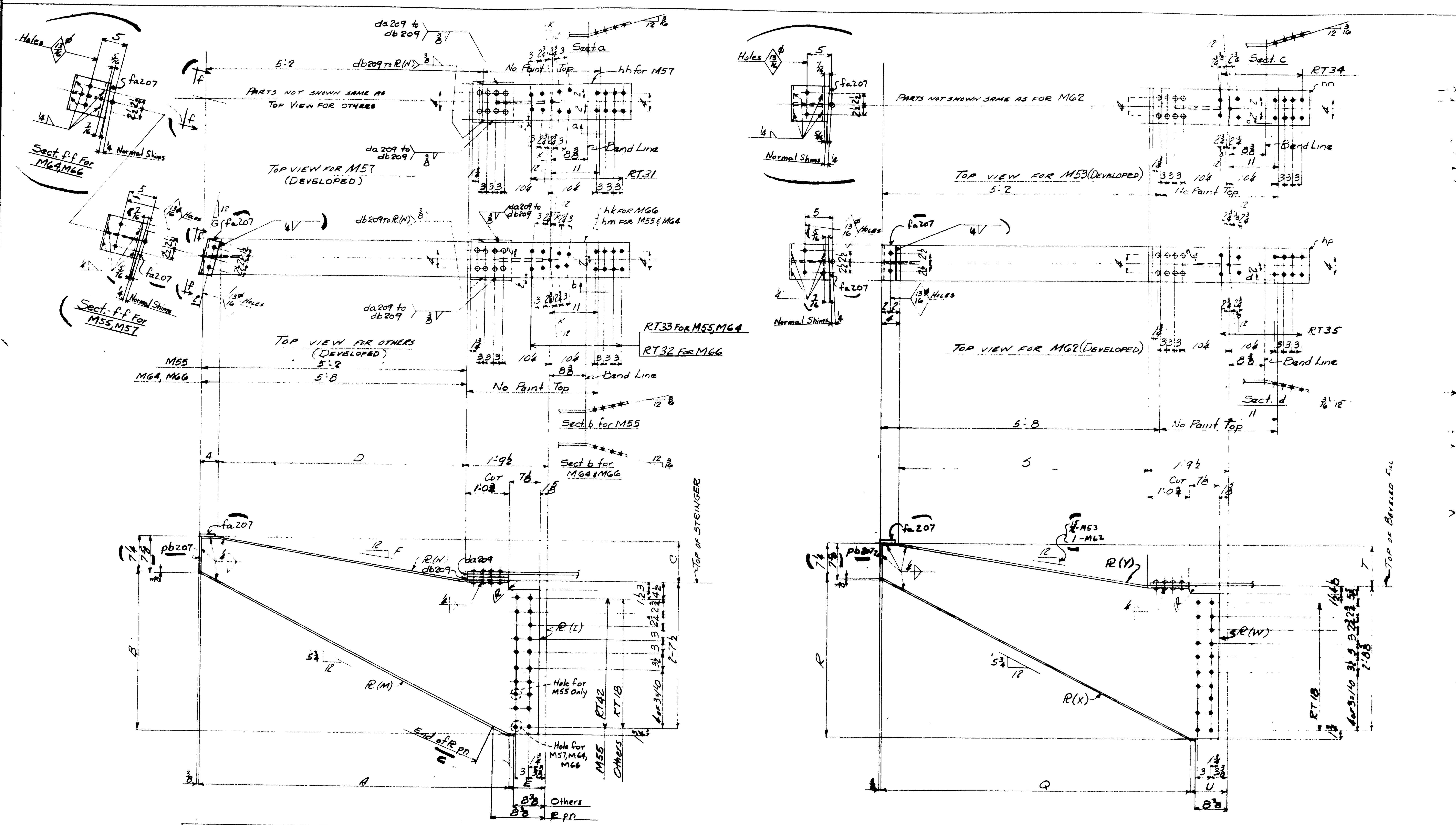
REVISIONS	
F	
E	
D	
C	
B	3-15-54
X	2-9-54

ORDER No. Q4149
SHEET No. 303

[redacted]

Adv. Bill 303

62-101 H



Brkt.	Dimensions					Bevels			Piece Marks		
	A	B	C	D	E	F	G	K	L	M	N
M55	5'-5 3/16	2'-7 1/4	5 1/4	3'-7 3/8	3 5/16	1 1/16	0	0	pg	pn	ha
M57	5'-5 1/16	2'-7 3/16	5 3/16	4'-4 7/16	1'-0 1/2	1 3/16	1/16	5/16	ph	ht	hb
M64	5'-5 3/8	2'-7 9/16	5 9/16	5'-1 5/8	1'-8 7/8	1 1/16	0	0	pk	hv	hc
M66	5'-6 3/8	2'-7 13/16	5 13/16	4'-4 7/16	11 3/16	1 1/16	1/16	5/16	pm	hw	hd

Brkt.	Dimensions					Piece Marks		
	Q	R	S	T	U	W	X	Y
M53	5'-5 3/16	2'-7 1/4	4'-4 7/16	4 1/8	1'-0 3/8	pw	hy	hf
M62	5'-5 1/2	2'-7 3/8	4'-4 3/8	4 1/4	1'-0	py	hab	hg

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape			Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1												
2												
3												
4												
5		One Bracket - M55							377#			
6		One Bracket - M57							433#			
7		One Bracket - M64							479#			
8		One Bracket - M66							426#			
9												
10		4	PL	8	3/8		7 5/8	pb207				7
11		1	Fil	3 1/2	(7/16 - 5/16)		8	fa207				3
12		1	PL	8	5/8	3	6	hh	For M57 Bent	45-0	M618	60
13		2	PL	8	5/8	3	6	hm	M55 & M64 Bent	45-0	M618	60
14		1	PL	(38 7/8	3/8	6	7/8	pg	For M55	42 1/2 x 40-0	1029	277
15		1	PL	(38 3/16	3/8	6	3 15/16	ph	For M57	↓	↓	314
16		1	PL	38 7/16	3/8	6	7/8	pk	For M64	↓	↓	35[illegible]
17		1	PL	38 11/16	3/8	6	15/16	pm	For M66	42 1/2 x 40-0	1029	314
18		1	PL	8	3/8	5	6 11/16	pn	For M55	45-0	M618	[illegible]
19		1	PL	8	3/8	6	4 5/16	ht	For M57 - Bent			6[illegible]
20		1	PL	8	3/8	7	1 9/16	hv	For M64 - Bent			[illegible]
21		1	PL	8	3/8	6	4 7/16	hw	For M66 - Bent			65
22		1	PL	8	3/8	5	0 1/8	ra	For M55 Bent			51
23		1	PL	8	3/8	5	9 1/8	rb	For M57 Bent			59
24		1	PL	8	3/8	6	6 5/16	rc	For M64 Bent	↓	↓	67
25		1	PL	8	3/8	5	9 3/16	rd	For M66 Bent	45-0	M618	59
26		4	Fills	3	3/4	1	0 3/4	da209				22
27		4	Fills	9	3/4	1	0 3/4	db209				24
28		1	PL	8	5/8	3	6	hk	M66 - Bent	45-0	M618	60
29												
30		One Bracket - M53							388#			
31		One Bracket - M62							387#			
32												
33		2	PL					pb207				7
34		1	PL	8	5/8	3	6	hp	M66 - Bent	45-0	M618	60
35		1	PL	8	5/8	3	6	hn	M53 - Bent	45-0	M618	60
36		1	PL	(38 1/8	3/8	6	3 15/16	pw	For M53	42 1/2 x 40-0	1029	315
37		1	PL	(38 1/4	3/8	6	3 7/8	py	For M62	42 1/2 x 40-0	1029	315
38		1	PL	8	3/8	6	4 5/16	hy	For M53 - Bent	45-0	M618	65
39		1	PL	8	3/8	6	4 1/4	hab	For M62 - Bent	↓	↓	65
40		1	PL	8	3/8	5	9	hf	For M53 Bent	↓	↓	59
41		1	PL	8	3/8	5	8 15/16	hg	For M62 Bent	45-0	M618	59
42		2	Fil					fa207				3
43												130
44												131
45												3
46												7
47												2

Sidewalk Bracket M53, M55, M57, M62, M64 & M66
Div. 3

State of Maine
State Highway Commission
Bangor - Brewer Bridge
Over the Penobscot River
Bangor, Maine

Notes:
1) Specifications: Maine State Highway Comm. 1945 and special provisions.
2) Material: OH Steel ASTM A7-52T
3) Rivets: 7/8 φ
4) Holes: 15/16 φ Unless Noted
5) Paint: Yes, except as noted
6) Shop Contact Surfaces: No
7) Workmanship: Holes marked RT to be subpunched or subdrilled 1/4 and reamed to size to a metal templet.
All holes for shop rivets to be subpunched or subdrilled 1/4 and reamed to size with connecting parts assembled.

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E. B. Marks
DRAW. MADE BY E. A. B. DATE 11-19-53
DRAW. CHECKED BY PRY DATE 1-21-54

Revisions	
F	
E	
D	
C	3-15-54
B	2-22-54
X	2-9-54

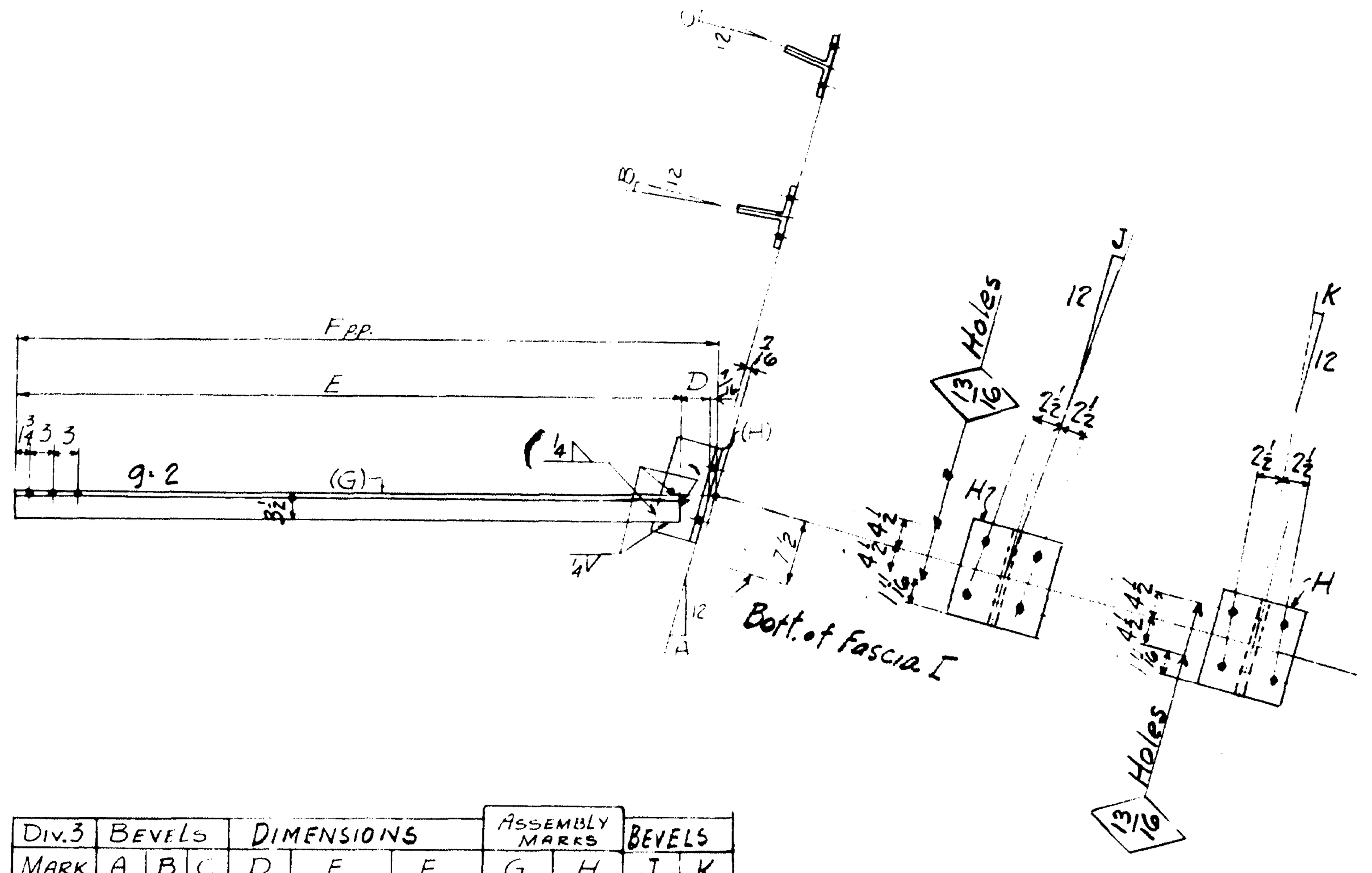
ORDER No. Q4149 | SHEET No. 309

[redacted]

303

62-101.I

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY



Div.3	Bevels			Dimensions			Assembly Marks		Bevels	
Mark	A	B	C	D	E	F	G	H	J	K
M119	2 1/4	0	0	2 3/8	6'-4 1/2	6'-7 5/16	aa	mf310	1/4	—
M120	2 5/16	1/16	—	1 15/16	6'-4 1/2	6'-6 7/8	aa	ma310	1/4	—
M121	2 3/8	3/16	—	2 1/4	6'-2	6'-4 11/16	ah213	mb310	1/4	—
M122	2 7/16	1/4	—	2 7/16	6'-0	6'-2 7/8	ad	mg	1/4	—
M123	2 5/8	—	3/16	2 3/8	5'-10	6'-0 13/16	a[illegible]	mb213	1/4	—
M124	2 9/16	—	5/16	2 1/4	6'-0	6'-2 11/16	ad	mb213	1/4	—
M125	2 7/16	—	3/16	2 3/8	6'-3 1/4	6'-6 1/16	am	mh310	1/4	—
M126	2 7/16	—	1/8	2 1/4	6'-4 1/2	6'-1 3/16	aa	md213	1/4	—
M127	2 7/16	1/16	—	2 7/16	6'-4 3/4	6'-7 3/8	ak	ma310	1/4	—
M128	2 7/16	1/8	—	2 1/16	6'-4 1/2	6'-7	aa	mc	1/4	—
M129	2 9/16	1/4	—	2 5/16	6'-1 1/4	6'-4	ag213	mq	1/4	—
M130	2 11/16	5/16	—	2 3/16	5'-11	6'-1 3/8	af213	md	1/4	—
M131	2 11/16	—	3/16	2 1/4	5'-9 1/2	6'-0 3/16	ad213	mh310	1/4	—
M132	2 5/8	—	1/16	2 9/16	5'-11	6'-2	af213	mf213	1/4	—
M133	2 3/4	0	0	2 1/16	5'-3 3/4	5'-6 1/4	at	mk310	—	1/4
M134	2 3/4	1/16	—	2 7/16	5'-3 3/4	5'-6 5/8	at	mn310	—	1/4
M135	2 5/8	3/16	—	2 1/2	5'-6	5'-8 15/16	ab213	mn310	—	1/4
M136	2 9/16	1/4	—	2 5/16	5'-8	5'-10 5/8	ac213	mp	—	1/4
M137	2 3/4	—	5/16	2 7/16	5'-5 1/4	5'-8 1/8	ay	mn213	—	1/4
M138	2 7/8	—	1/4	2 3/8	5'-3 1/4	5'-6 1/16	an	mp213	—	1/4
M139	3	—	1/8	2 3/8	5'-0 3/4	5'-3 9/16	aab	mt213	—	1/4
M140	3 1/16	—	1/16	2 5/16	4'-11 1/2	5'-2 1/4	aac	mv213	—	1/4
M141	3 1/16	1/16	—	2 7/16	4'-11	5'-1 7/8	aad	mm310	—	1/4
M142	3	1/8	—	2 9/16	4'-11 1/2	5'-2 1/2	aac	mt	—	1/4
M143	2 7/8	1/4	—	2 3/8	5'-2 3/4	5'-5 9/16	aag	mp	—	1/4
M144	2 13/16	5/16	—	2 1/8	5'-5 1/4	5'-7 13/16	ay	mv	—	1/4
M145	2 11/16	—	3/16	2 1/2	5'-6 1/2	5'-9 7/16	aak	mw310	—	1/4
M146	2 3/4	—	1/8	2 1/2	5'-5 1/2	5'-7 3/4	ay	mt213	—	1/4
M147	2 3/4	—	1/16	2 5/16	5'-4 1/2	5'-7 1/4	aab213	mv213	—	1/4

M119 - 66°
M120 - "
M121 - 65°
M122 - 63°
M123 - 62°
M124 - 63°
M125 - 65°
M126 - 66°
M127 - "
M128 - "
M129 - 64°
M130 - 63°
M131 - 62°
M132 - 63°
M133 - 58°
M134 - "
M135 - 57°
M136 - 61°
M137 - 59°
M138 - 58°
M139 - 56°
M140 - 55°
M141 - "
M142 - "
M143 - 57°
M144 - 59°
M145 - 60°
M146 - 59°
M147 - 58°

Line	Total No. of Pieces on the Order	No. of Pieces on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1													
2													
3													
4													
5		29	Sidewalk Struts - One of Each										
6			M119	M120	M121	M122	M123	M124	M125	M126, M127, M128			
7			M129	M130	M131	M132	M133	M134	M135	M136, M137, M138			
8			M139	M140	M141	M142	M143	M144	M145	M146, M147			
9													
10		4	L's	4	3 1/2	5/16	6	4 1/2	aa	For M119, M120, M126, M128	60·2	M618	43
11		1	L	4	3 1/2	5/16	5	6	ab213	For M135			42
12		1	L	4	3 1/2	5/16	5	8	ac213	For M136			44
13		2	L's	4	3 1/2	5/16	6	0	ad	For M122, M124	60·2	M618	46
14		1	L	4	3 1/2	5/16	6	2	ah213	For M121			48
15		1	L	4	3 1/2	5/16	5	10	a[illegible]	For M123	60·2	M618	45
16		1	L	4	3 1/2	5/16	6	3 1/4	am	For M125	60·2	M618	48
17		2	L's	4	3 1/2	5/16	5	11	af213	For M130, M132			46
18		1	L	4	3 1/2	5/16	6	4 3/4	ak	For M127	60·2	M618	49
19		1	L	4	3 1/2	5/16	6	1 1/4	ag213	For M129			47
20		1	L	4	3 1/2	5/16	5	9 1/2	ad213	For M131			45
21		1	L	4	3 1/2	5/16	5	3 1/4	an	For M138	60·2	M618	41
22													
23		2	L's	4	3 1/2	5/16	5	3 3/4	at	For M134, M133	60·2	M618	41
24													
25		1	L	4	3 1/2	5/16	5	[illegible]	aab213	For M147			41
26													
27		3	L's	4	3 1/2	5/16	5	5 1/4	ay	For M144, M137, M146	60·2	M618	42
28													
29		1	L	4	3 1/2	5/16	5	0 3/4	aab	For M139	60·2	M618	39
30		2	L's	4	3 1/2	5/16	4	11 1/2	aac	For M140, M142	60·2	M618	38
31		1	L	4	3 1/2	5/16	4	11	aad	For M141	60·2	M618	38
32													
33		1	L	4	3 1/2	5/16	5	2 3/4	aag	For M143	60·2	M618	40
34													
35		1	L	4	3 1/2	5/16	5	6 1/2	aak	For M145	60·2	M618	43
36													
37											10CB33		
38	8	1	5	TCB	16.5		1	0 3/8	mf310	For M119	63·0	M618	17
39	4	1	5	TCB	16.5		1	0 3/8	ma310	For M120, M127 Bent		M618	17
40	4	1	5	TCB	16.5		1	0 3/8	mb310	For M121 Bent		M618	17
41		1	5	TCB	16.5		1	0 3/8	mn213	For M137 Bent			17
42		2	5	TCB	16.5		1	0 3/8	mb213	For M123, M124 Bent			17
43		1	5	TCB	16.5		1	0 3/8	md213	For M126 Bent			17
44		1	5	TCB	16.5		1	0 3/8	mf213	[illegible] Bent			17
45		1	5	TCB	16.5		1	0 3/8	mc	For M128 Bent	10CB33 63·0	M618	17
46		2	5	TCB	16.5		1	0 3/8	mq	For M122, M129 Bent			17
47		1	5	TCB	16.5		1	0 3/8	md	For M130 Bent			17
48	3	2	5	TCB	16.5		1	0 3/8	mh310	For M125, M131 Bent			17
49	7	1	5	TCB	16.5		1	0 3/8	mk310	For M133			17
50	4	2	5	TCB	16.5		1	0 3/8	mm310	For M134, M141 Bent			17
51	4	1	5	TCB	16.5		1	0 3/8	mn310	For M135 Bent			17
52		2	5	TCB	16.5		1	0 3/8	mp	For M136, M143 Bent			17
53		1	5	TCB	16.5		1	0 3/8	mt	For M142 Bent			17
54		1	5	TCB	16.5		1	0 3/8	mv	For M144 Bent			17
55	2	1	5	TCB	16.5		1	0 3/8	mw310	For M145 Bent	10CB33 63·0	M618	17
56		1	5	TCB	16.5		1	0 3/8	mp213	For M138 Bent			17
57		2	5	TCB	16.5		1	0 3/8	mt213	For M139, M146 Bent			17
58		2	5	TCB	16.5		1	0 3/8	mv213	For M140, M147 Bent			17
59													
60													
61													
62													
63													
64													
65													
66													
67													

SIDEWALK STRUTS DIV. 3

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

NOTES:-
SPECIFICATIONS:- MAINE STATE HIGHWAY Comm 1945 and SPECIAL PROVISIONS.
MATERIAL: O.H. STEEL ASTM A7-52T
HOLES 15/16" ⌀ U.N.

D-81 1500 12-51 PENCILTEX
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY RJG. DATE 12-9-53
DRAW. CHECKED BY PRY DATE 1-23-54

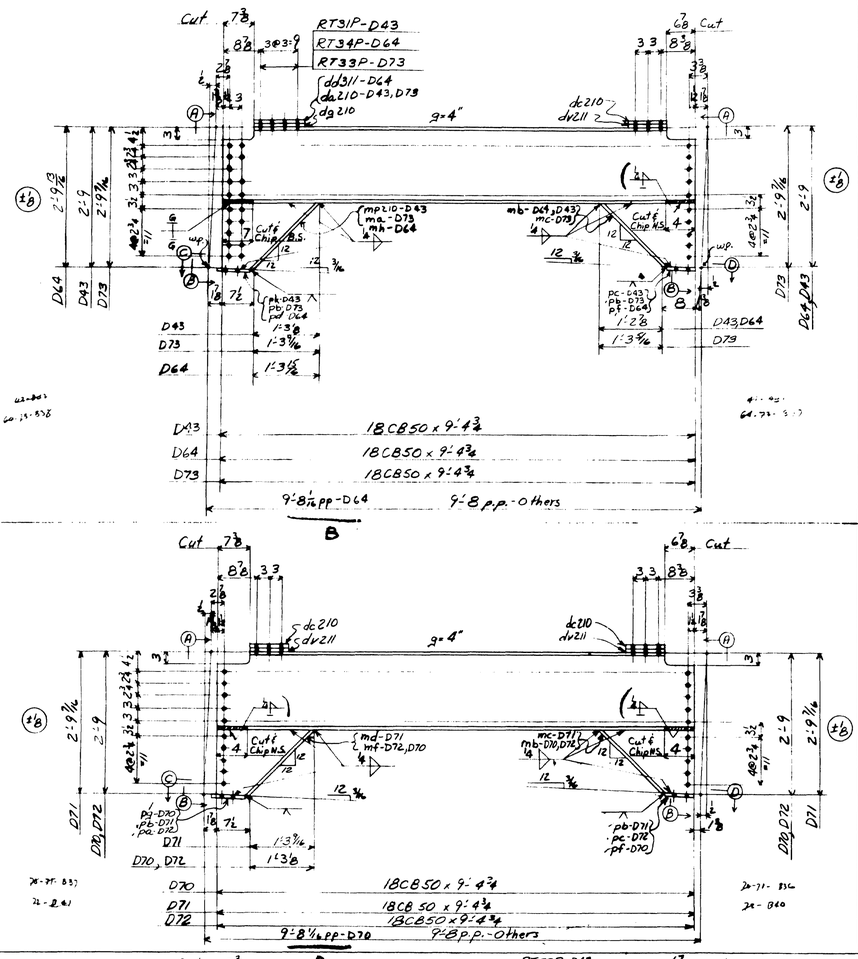
REVISIONS	
F	
E	
D	
C	
B	
X	2-10-54

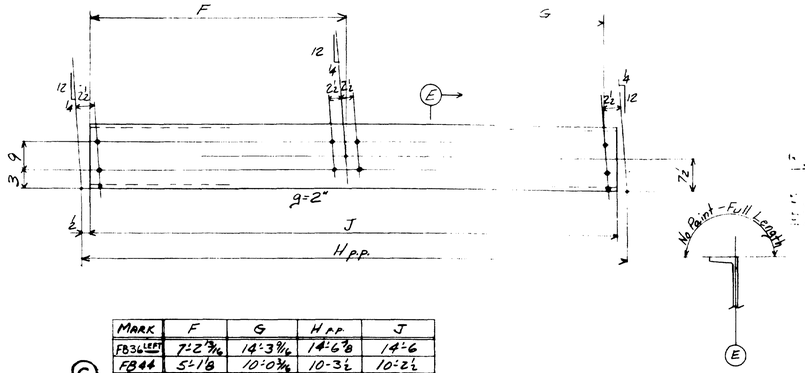
PAINT: Y35
SHOP CONTACT SURFACES: NO

ORDER No. Q4149
SHEET No. 310

Adv. Bill 304

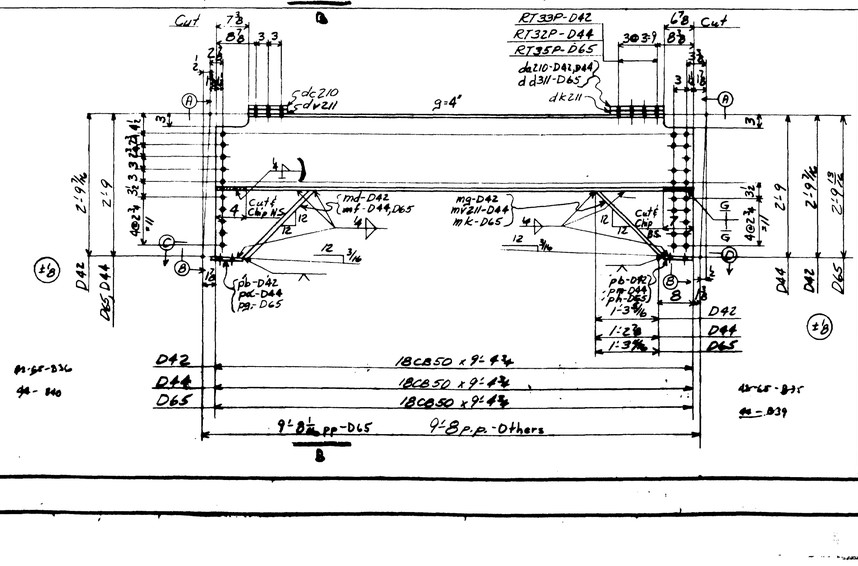
WELD
62-101J

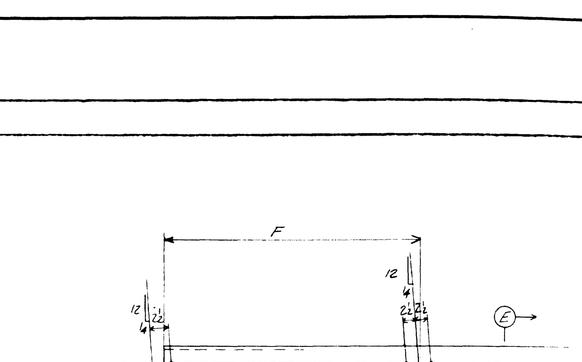




MARK	F	G	H pp	J
FB36 LEFT	7'-2 3/16	14'-3 11/16	14'-6 7/8	14'-6
FB44	5'-1 1/8	10'-0 11/16	10'-3½	10'-2½
FB47 LEFT	7'-3 1/16	14'-9 11/16	14'-7 3/8	14'-6½
FB48 LEFT	6'-1 1/16	12'-0	12'-3 5/16	12'-2
FB56	6'-10 5/8	13'-7 5/16	13'-11	13'-10
FB57	4'-10 5/8	9'-6½	9'-9 7/16	9'-9

NOTE:
All Holes in Fascia Beams to be 13/16" ø





NOTES:
Specifications - Maine State Highway Comm. 1945 and Special Provisions
Material - O.H. Steel ASTM A7-52T
Holes - 13/16" ø Unless Noted
Paint - Yes, Except as Noted
Shop Contact Surfaces - No
Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet
SHOP CONTACT SURFACES

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Bridge	No. of Pcs. on Sheet	MATERIAL: SHAPE	LENGTH: Feet	LENGTH: Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3										
4			ONE DIAPHRAGM			D43	642# /1			
5			ONE DIAPHRAGM			D64	628# /1			
6			ONE DIAPHRAGM			D73	643# /1			
7	3	1	18 C 50	9	4¾		-31	9'-4¾	3019	470
8		2	18 C 50	2	3¼	ma	D73 -62	60165-0	1018	114
9	4	2	18 C 50	2	2¼	mb	D43, D64 -63	60165-0	1018	115
10	2	1	18 C 50	2	3¼	mc	D73 -63	60165-0	1018	116
11		1	18 C 50	2	2⅜	mp210	D43 -60			117
12		1	18 C 50	2	3¾	mh	D64 -64	60165-0	1018	118
13		1	PL 15 ½		7½	pk	D43		S	119
14	6	2	PL 15 ½		1¼	pb'	D73		S	3 11
15	2	1	PL 14 ½		7⅞	pc	D43		S	115
16		1	PL 14 ½		7	pd	D64		S	116
17	2	1	PL 14 ½		7⅞	pf	D64		S	117
18		2	Fil 8 ¾	1	0 4	dg210	D43, D73			2 6
19		3	Fil 6 ½		9 4	dv211				3 9
20		3	Fil 7 ½		9 4	dc210				3 9
21	6	1	Fil 8 ¾	1	0 4	dd311	D64		S	2 6
22		3	Fil 8 ½	1	0 4	dk210				3 9
23										
24			ONE DIAPHRAGM			D70	644# /1			
25			ONE DIAPHRAGM			D71	645# /1			
26			ONE DIAPHRAGM			D72	643# /1			
27	3	1	18 C 50	9	4¾		-25	9'-4¾	3019	470
28	2	2	PL			mb	D70, D72 -64			112
29		1	PL			mc	D71 -63			115
30	2	1	PL 18 C 50	2	3¼	md	D71 -62	60165-0	1018	114
31	4	2	PL 18 C 50	2	2⅜	mf	D70, D72 -64	60165-0	1018	111
32	2	1	PL 14½ ½		7½	pa	D72		S	115
33		2	PL			pb	D71			3 11
34		1	PL			pc	D72			115
35		1	PL			pf	D70			115
36	2	1	PL 15 ½		7½	pg	D70		S	116
37		6	Fil			dv211				3 9
38		6	Fil			dc210				3 9
39										2 7
40			ONE DIAPHRAGM			D42	651# /1			5 10
41			ONE DIAPHRAGM			D44	649# /1			
42			ONE DIAPHRAGM			D65	636# /1			
43	3	1	18 C 50	9	4¾		-31	9'-4¾	3019	470
44		1	PL			md	D42 -62			114
45		2	PL			mf	D44, D65			111
46		1	PL 18 C 50	2	3¼	mg	D42 -63	60165-0	1018	115
47		1	PL 18 C 50	2	3⅛	mk	D65 -64	60165-0	1018	117
48		1	PL 18 C 50	2	2¼	mv211	D44 -60			112
49		1	PL			pa	D44			115
50		2	PL			pb	D42			3 11
51		1	PL 14½ ½		7⅞	pm	D44		S	115
52		1	PL			pg	D65			116
53		1	PL 14½ ⅜		7⅝	pb	D65		S	
54		2	Fil			dg210	D42, D44			2 6
55		3	Fil			dv211				3 9
56		3	Fil			dc210				3 9
57		1	Fil			dd311	D65			2 6
58		3	Fil 8 ½	1	0 4	dk211				3 9
59										D42 D44 D65
60										
61		1	15 C 33.9	14	6	FB36	lc 493# /	cf 14'-8	4024	
62		1	15 C 33.9	10	2½	FB44	346# /	cf 11'-0	3029	
63		1	15 C 33.9	14	6½	FB47	lc 494# /	cf 20'-4	4016	
64		1	15 C 33.9	12	2	FB48	lc 414# /	12'-2	4026	
65		1	15 C 33.9	13	10	FB56	470# /	cf 14'-0	4025	
66		1	15 C 33.9	9	9	FB57	331# /	cf 14'-2	3028	
67										

DIAPHRAGMS - Dw 3
FASCIA BEAMS - Dw 3 & 4
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

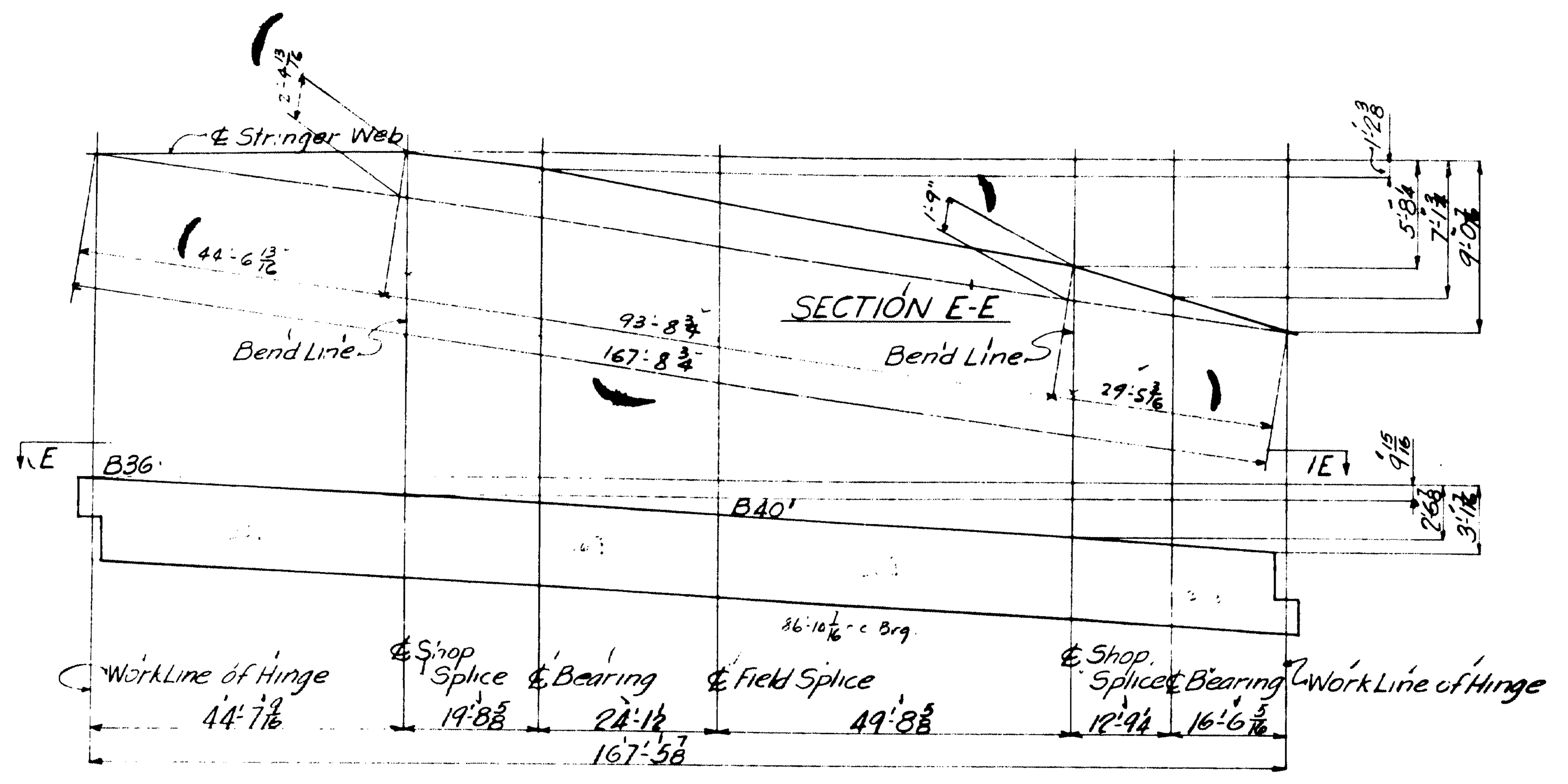
DE 1000-8 PENCILTEX
AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

REVISIONS	
F	
E	
D	3-10-54
C	2-17-54
B	2-10-54
X	2-2-54

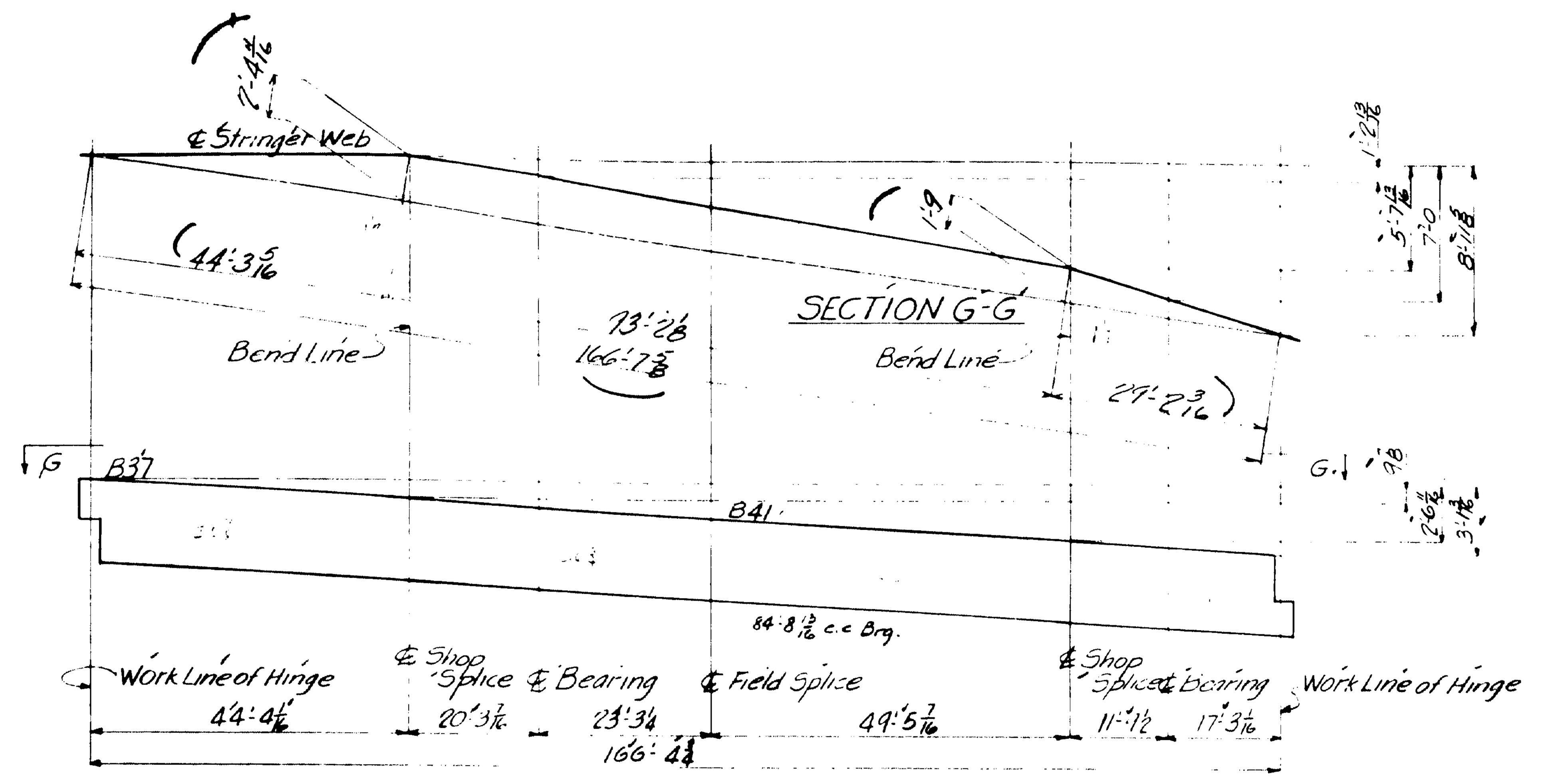
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY PRY DATE 1-14-54
DRAW. CHECKED BY W.J. DATE 1-23-54
ORDER No. Q4149
SHEET No. 311

No. 303, 402

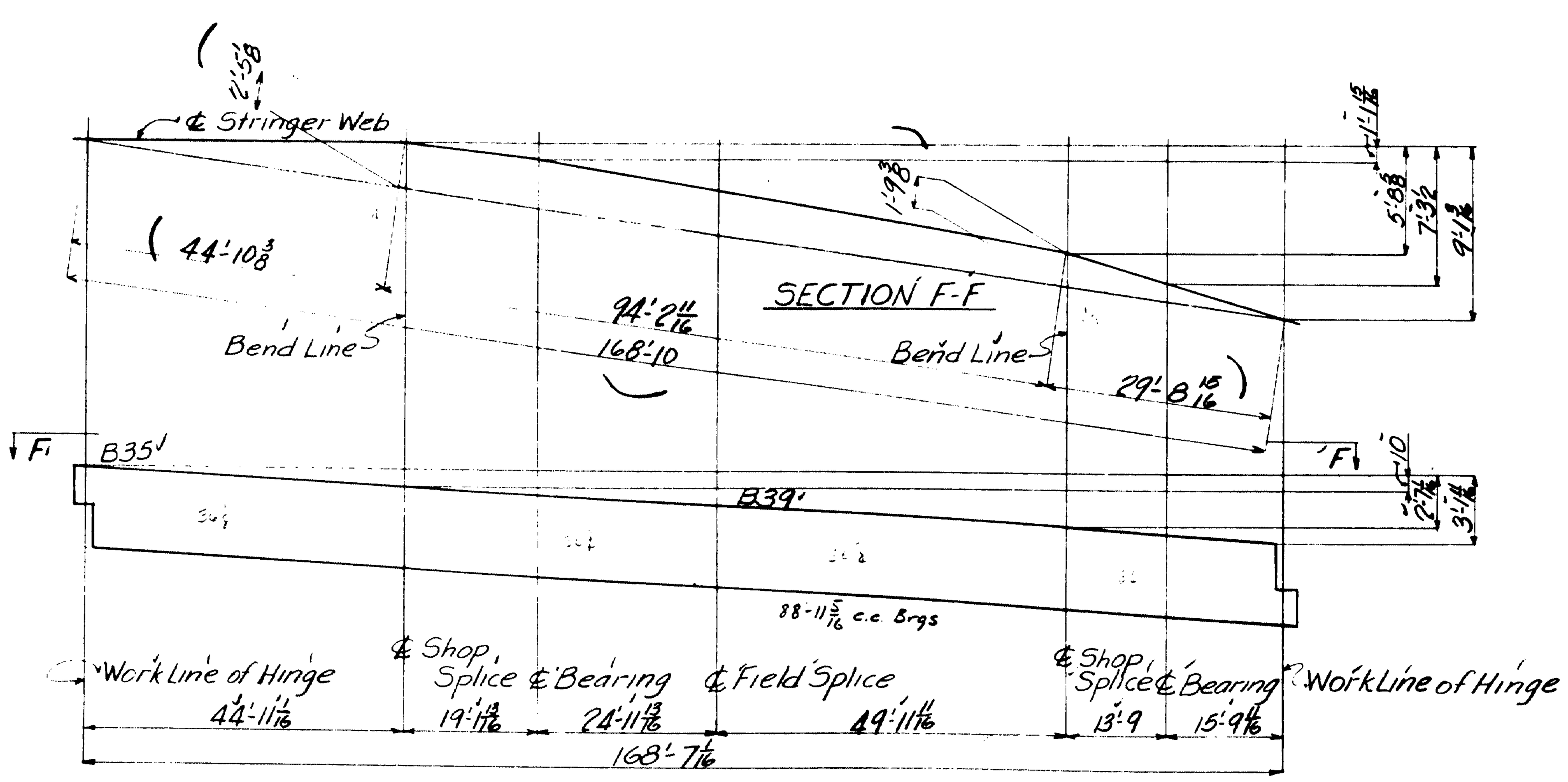
GAR-101 K Welding



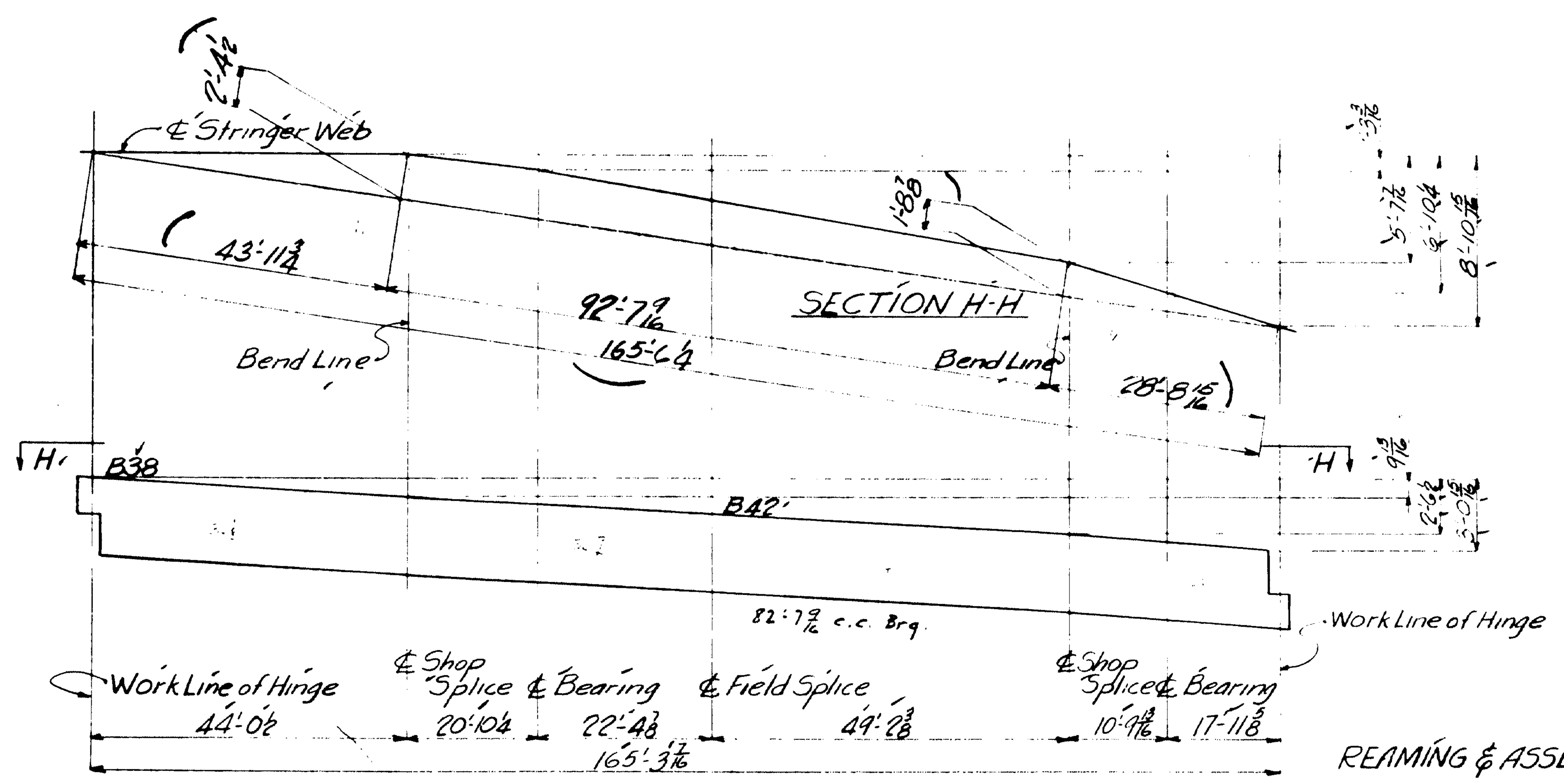
B36 & B40



B37 & B41



B35 & B39



B38 & B42

REAMING & ASSEMBLY DIAGRAMS

STATE of MAINE
STATE HIGHWAY COMMISSION
BANGOR BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D-63 1M-8-51 PENCILTEX Div. 3

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

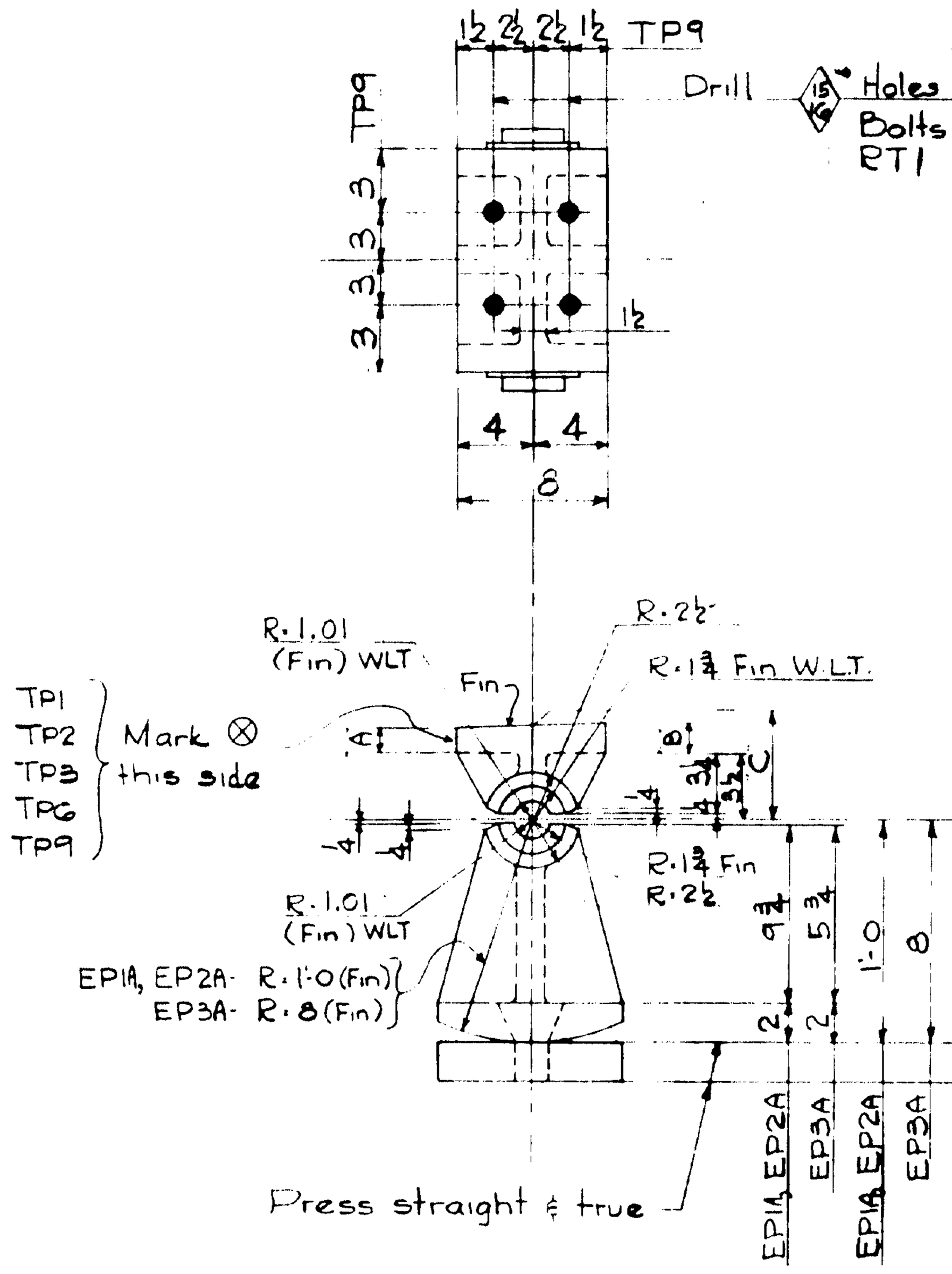
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY J.J.T. DATE 1-27-54
DRAW. CHECKED BY B.E.P. DATE 2-1-54

PAINT:
SHOP CONTACT SURFACES:

REVISIONS
F
E
D
C
B
A

ORDER No. Q4149
SHEET No. 312

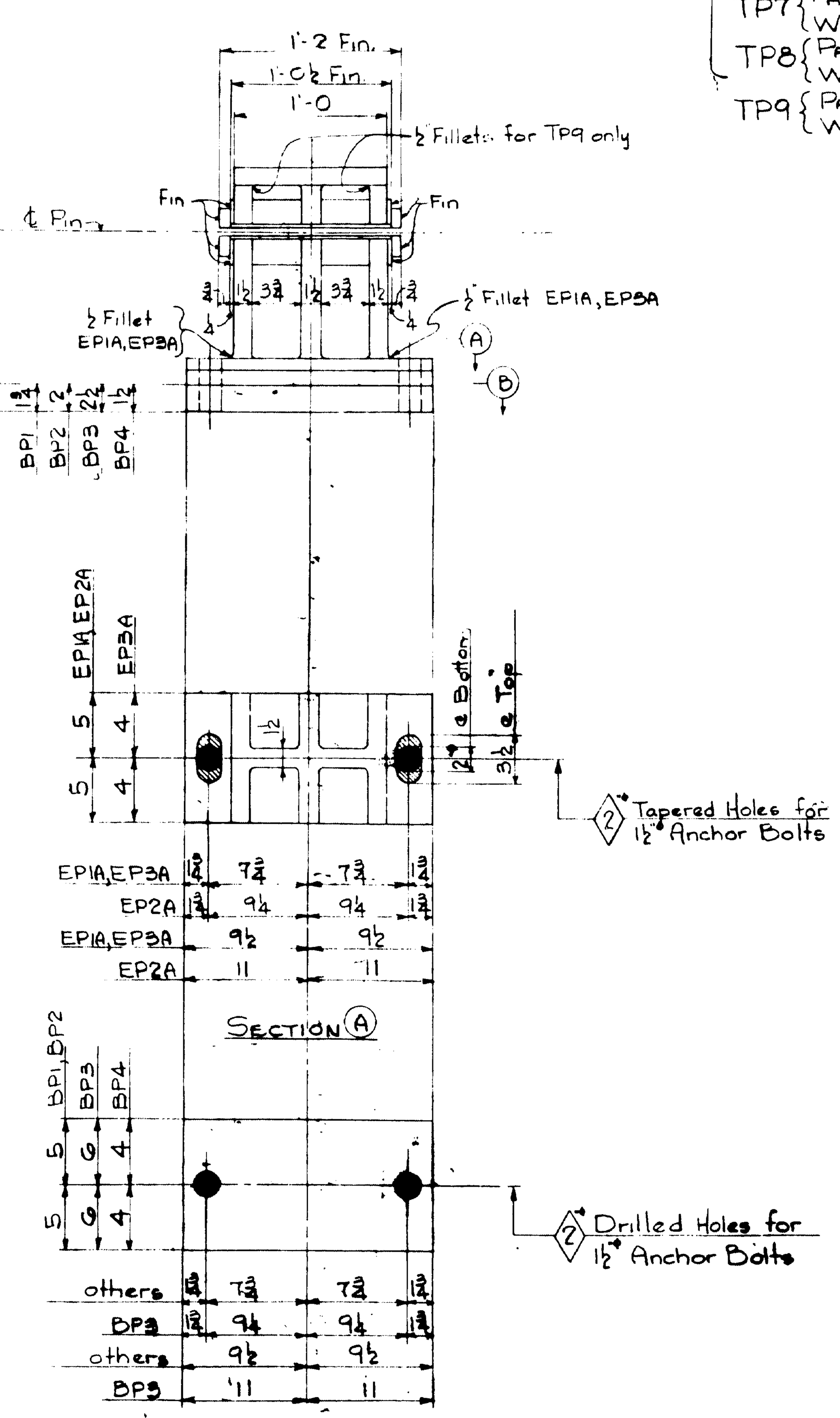
62-101 L



Mark	Dim. A	Dim B	Dim C
TP1	1 9/16	1 11/16	5 1/8
TP2	1 5/16	1 7/16	4 7/8
TP3	1 7/16	1 9/16	5
TP4	1 5/8	1 5/8	5 1/8
TP5	2 1/8	2 1/8	5 3/8
TP6	1 3/4	1 7/8	5 5/16
TP7	1 1/2	1 1/2	5
TP8	1 15/16	1 15/16	5 7/16
TP9	1 7/16	1 9/16	5
TP17	1 13/16	1 13/16	5 5/16

To be painted after assembly to beams.

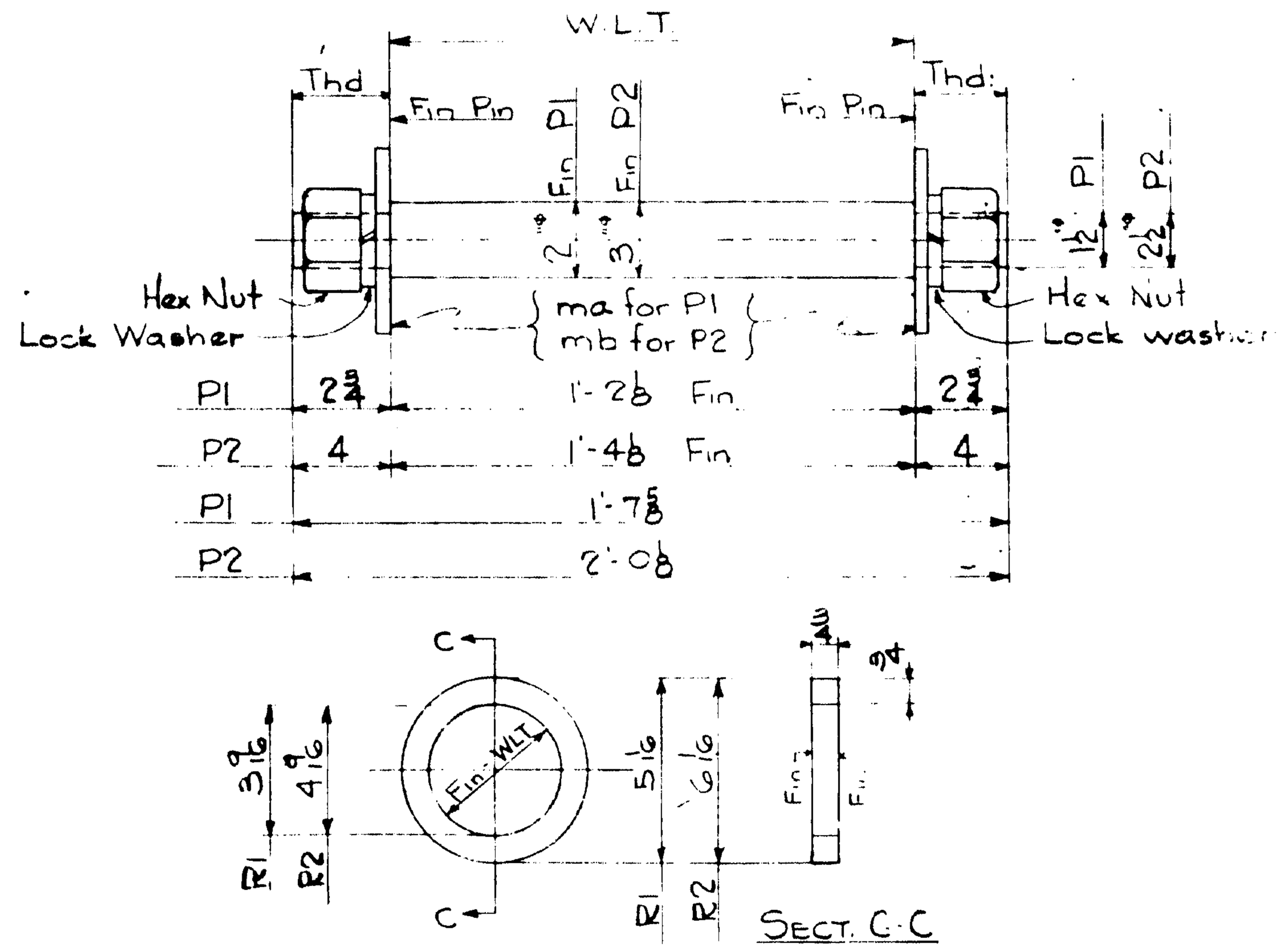
- TP17 { Patt. No. T-2463-AH, Wt. 104# } To be shop welded to Beams on Sheets-103-Q4149
- TP1 { Patt. No. T-2463-AH, Wt. 98# } To be shop welded to Beams on Sheets-101,303,405,406-Q4149
- TP2 { Patt. No. T-2463, Wt. 91# } To be shop welded to Beams on Sheets-101,202,205,305,306,407-Q4149
- TP3 { Patt. No. T-2463 AH, Wt. 94# } To be shop welded to Beams on Sheets-101,201,203,206,302,304,307,403,404,405,406,407-Q4149
- TP4 { Patt. No. T-2463-AH, Wt. 98# } To be shop welded ~~to~~ Beams on Sheets-103,109-Q4149
- TP5 { Patt. No. T-2463-AH, Wt. 113# } To be shop welded to Beams on Sheets-103,109-Q4149
- TP6 { Patt. No. T-2463-AH, Wt. 104# } To be shop welded to Beams on Sheet-201-Q4149
- TP7 { Patt. No. T-2463-AH, Wt. 94# } To be shop welded to Beam on Sheet-103-Q4149
- TP8 { Patt. No. T-2463-AH, Wt. 107# } To be shop welded to Beam on Sheet-110-Q4149
- TP9 { Patt. No. T-2463-AH, Wt. 94# }



Expansion Pedestals

- EP1A { Patt. No. T-2465, Wt. 238# }
- EP2A { Patt. No. T-2466, Wt. 255# }
- EP3A { Patt. No. T-2467, Wt. 160# }

Base Plates - BP1, BP2, BP3, BP4



Notes:

Material: Cast Steel - A.S.T.M. A27, Grade 65-35
O.H. Steel - A.S.T.M. A7-52T.

Specifications: Maine State Highway Comm 1945 & special provisions.

Paint: One coat red lead & oil except surfaces marked W.L.T. to receive white lead & tallow

Scribe longitudinal & transverse center lines on sides of base plates.

All fillets on castings to be 1" unless noted.

Holes marked RT. to be drilled full size to a metal templet.

(*Note to Shop: Save Reaming Templet For Use on Q4150.*)

DRAWING WITH BILL
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

Amb. Fab.	Trent. Fab	Line	No. of Pcs. on Sheet	Material Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Shop Piece
		1									
		2									
	8	3	8	Top Pedestals			TP1	(Patt. T-2463-AH.)			
		4	8	Casting 8 4⅞ on ℄	1	2		Shop weld to Bm.	Rq 6-50382		98
		5						(See Sketch)			
	9	6	9	Top Pedestals			TP2	(Patt. T-2463)			
		7	9	Casting 8 4⅞ on ℄	1	2		Shop weld to Bm.	Rq 6-50382		91
		8						(See Sketch)			
	26	9	26	Top Pedestals			TP3	(Patt. T-2463-AH)			
		10	26	Casting 8 4⅞ on ℄	1	2		Shop weld to Bm.	Rq 6-50382		94
		11						(See Sketch)			
	2	12	2	Top Pedestals			TP4	(Patt. T-2463-AH)			
		13	2	Casting 8 4⅞	1	2		Shop weld to Bm.	Rq 6-50382		98
		14						(See Sketch)			
	5	15	5	Top Pedestals			TP5	(Patt. T-2463-AH)			
		16	5	Casting 8 5⅛	1	2		Shop weld to Bm.	Rq 6-50382		113
		17						(See Sketch)			
	2	18	2	Top Pedestals			TP6	(Patt. T-2463-AH)			
		19	2	Casting 8 5 1/16 on ℄	1	2		Shop weld to Bm.	Rq 6-50382		104
		20						(See Sketch)			
	1	21	One	Top Pedestals			TP7	(Patt. T-2463-AH)			
		22	1	Casting 8 4⅞	1	2		Shop weld to Bm.	Rq 6-50382		94
		23						(See Sketch)			
	1	24	1	Top Pedestals			TP8	(Patt. T-2463-AH)			
		25	1	Casting 8 5 3/16	1	2		Shop weld to Bm.	Rq 6-50382		107
		26						(See Sketch)			
	1	27	One	Top Pedestals			TP17	(Patt. T-2463-AH)			
		28	1	Casting 8 5 1/16	1	2		Shop weld to Bm.	Rq 6-[illegible]		104
		29						(See Sketch)			
8		30	8	Top Pedestals			TP9	(Patt. T-2463-AH)			
		31	8	Casting 8 4⅞ on ℄	1	2			Rq 1-[illegible]		94
		32									
		33									
8	4	34	12	Exp. Pedestals			EP1A	(Patt. T-2465)			
		35	12	Casting 10 11¾	1	7			Rq 6-50382		238
		36									
	8	37	8	Exp. Pedestals			EP2A	(Patt. T-2466)			
		38	8	Casting 10 11¾	1	10			Rq 6-50382		255
		39									
	25	40	25	Exp. Pedestals			EP3A	(Patt. T-2467)			
		41	25	Casting 8 7¾	1	7			Rq 6-50382		155
		42									
		43									
8		44	8	Base Plates			BP1	91#			
		45	8	PL 10 1½	1	7				S	98
		46									
	4	47	4	Base Plates			BP2	103#			
		48	4	PL 10 2	1	7				S	107
		49									
	8	50	8	Base Plates			BP3	183#			
		51	8	PL 12 2½	1	10				S	187
		52									
	25	53	25	Base Plates			BP4	61#			
		54	25	PL 8 1½	1	7			33-6	M656	
		55									
8	55	56	63	Pins 2" x	1	7⅝	P1	21#		S	
		57	126	Wash. 5" x ⅜			ma	(1 1/16" Hole)		S	
		58	126	Hex Nuts (1½" Tap)					110/16	Stores S	
		59	126	Lock Washers				for 1½" Pin	110/16	Rq 6-50382	
		60									
16	4	61	20	Pins 3" x	2	0⅛	P2	59#		S	
		62	40	Wash. 6" x ⅜			mb	(2 9/16" Hole)		S	
		63	40	Hex Nuts (2½" Tap)					8/32	Stores S	
		64	40	Lock Washers				for 2½" Pin	8/32	Rq 6-57830	
		65									
16	110	66	126	Rings 5 1/16" x ¾		Fin 2	R1	2#		S	
32	8	67	40	Rings 6 1/16" x ¾		Fin 2	R2	3#		S	

To be Shop Assembled as noted on Sht #4

B

Bangor-Brewer Bridge
over Penobscot River
State of Maine

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

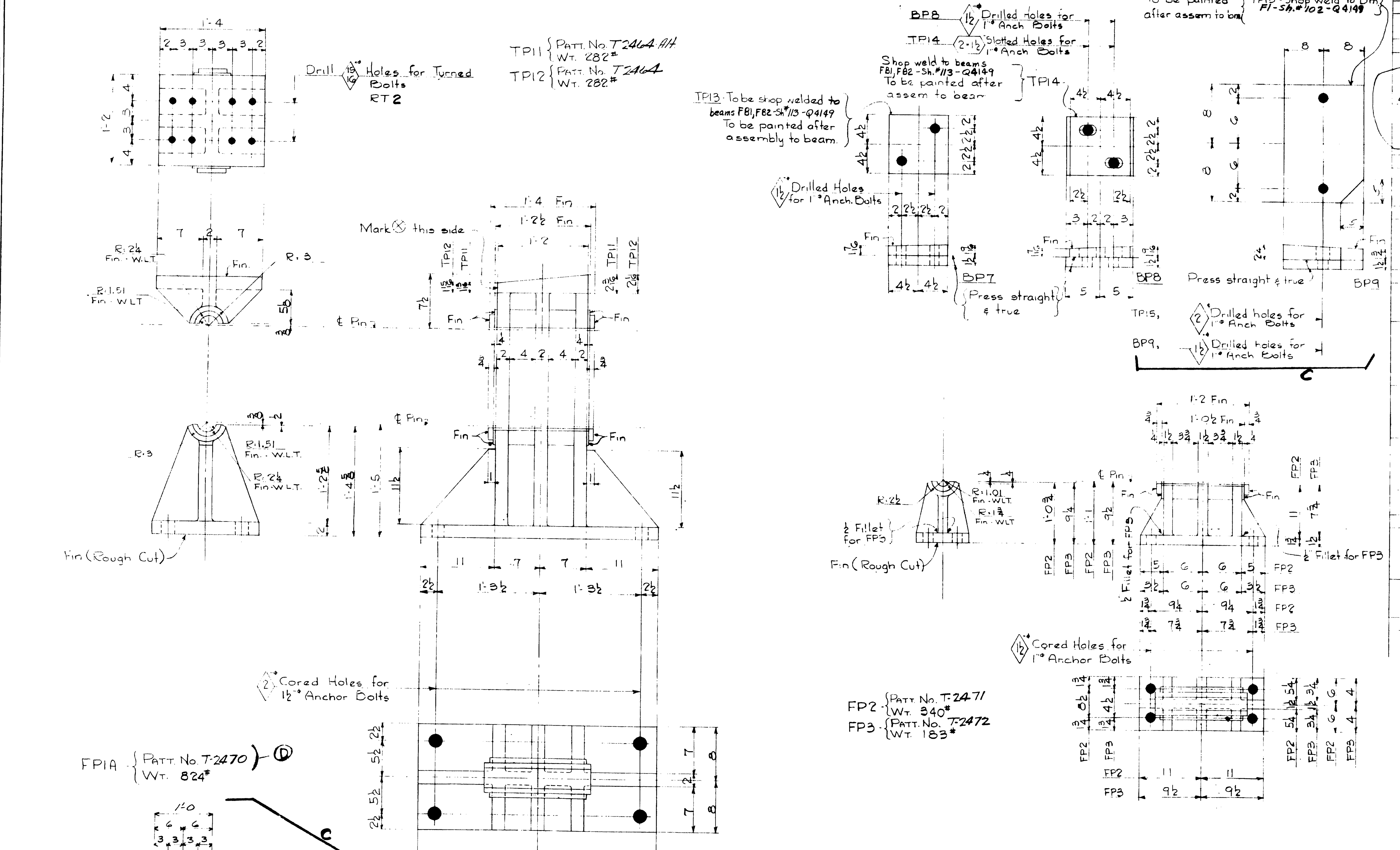
DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trent. & Amb. PLANT
IN CHARGE OF E. E. Marks
DRAW. MADE BY S.E.K. DATE 7-3-53
DRAW. CHECKED BY E.B. DATE 9-4-53

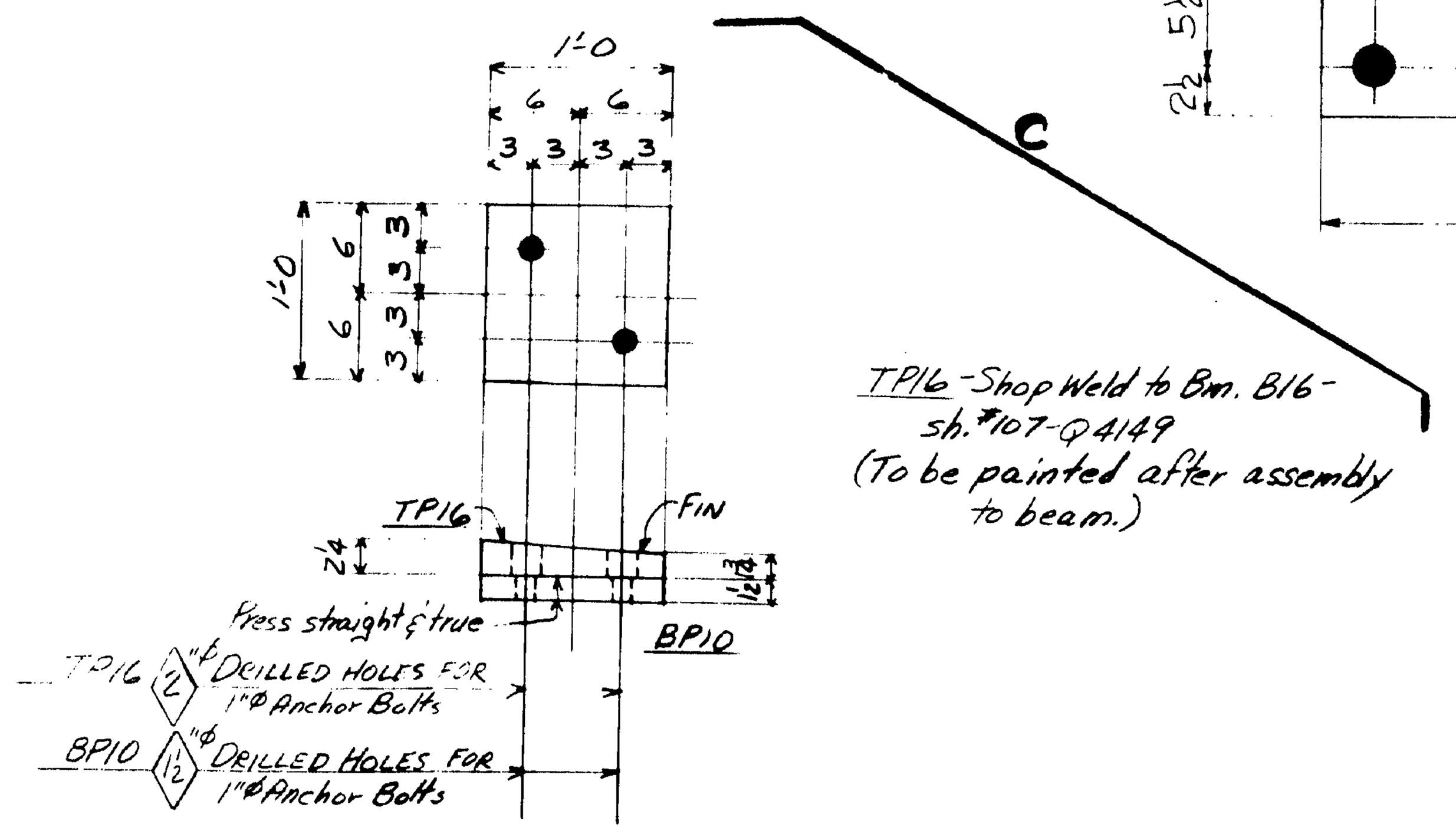
Revisions	
F	
E	
D	
C	
B	2-24-54
X	12-7-53

ORDER No. Q4148 — SHEET No. 1

10, 1, 2

62-101





DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Amb. Fab.	Trent. Fab.	Line	No. of Pcs. on Sheet	Material / Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
	2	4	2	Top Pedestals			TP11	(Patt. T-2464 Alt.)			
		5	2	Casting 14 7/8 on ℄	1	4			Ry6-50382		282
	2	7	2	Top Pedestals			TP12	(Patt. T-2464)			
		8	2	Casting 14 7/8 on ℄	1	4			Ry6-50382		282
4	2	11	6	Fixed Pedestals			FP1A	(Patt. T-2470) (D)			
		12	6	Casting 16 16 5/8	3	0			Ry1-82176 / Ry6-50382		813
		14		For Shop Assem. see Sht. #4							
	12	16	12	Fixed Pedestals			FP2	(Patt. T2471)	341#		
		17	12	Casting 12 12 3/4	1	10			Ry6-50382		340
	6	20	6	Fixed Pedestals			FP3	(Patt. T2472)	184#		
		21	6	Casting 8 9 1/4	1	7			Ry6-50382		183
	2	25	2	Top Plates			TP13	To be shop	32#		
		26	2	PL 9 (1 7/16 - 1 9/16)		9		welded to		S	34 (2 holes)
		27						Bms on Sht.			
		28						113-Q4149			
	2	29	2	Top Plates			TP14	To be shop	31#		
		30	2	PL 9 (1 7/16 - 1 9/16)		9		welded to		S	34 (3 cuts)
		31						Bms. on Sht.			
		32						113-Q4149			
	1	33		One Top Plate			TP15	To be shop	136#		
		34	1	PL 16 (1 3/4 - 2 1/4)	1	4		welded to		S	145 (3 holes, 6 cuts)
		35						Bms on Sht.			
		36						102-Q4149			
	1	37		One Top Plate			TP16	To be shop	79#		
		38	1	PL 12 (1 3/4 - 2 1/4)	1	0 (C)		welded to		S	82 (3 holes)
		39						Bms on Sht.			
		40						107-Q4149			
	2	41	2	Base Plates			BP7		32#		
		42	2	PL 9 1½		9				S	34 (2 holes)
	2	44	2	Base Plates			BP8		36#		
		45	2	PL 9 1½		10				S	38 (2 holes)
	1	48		One Base Plate			BP9		107#		
		49	1	PL 16 1½	1	4				S	109 (2 holes)
	1	52		One Base Plate			BP10		59#		
		53	1	PL 12 1½	1	0 (C)				S	61 (2 holes)

Notes:

Material: Cast Steel - A.S.T.M. A27, Grade 65-35.
O.H. Steel - A.S.T.M. A7-52T.

Specifications: Maine State Highway Comm. 1945 & special provisions.

Paint: One coat red lead & oil except surfaces marked W.L.T. to receive white lead & tallow.

Scribe longitudinal & transverse center lines on sides of pedestals.

All fillets on castings to be 1" unless noted.

Holes marked RT to be drilled full size to a metal templet.

Note to Shop: Same Reaming Templet for use on Q4149. (E)

Bangor-Brewer Bridge over Penobscot River State of Maine

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Drawings made at Trenton plant
Work fabricated at Trent. & Amb. plant
In charge of E. B. Marks
Draw. made by S.E.K. Date 7-6-53
Draw. checked by E.B.M. Date 9-4-53

Revisions	
F	
E	
D	1-21-54
C	12-31-53
B	12-7-53
X	11-4-53

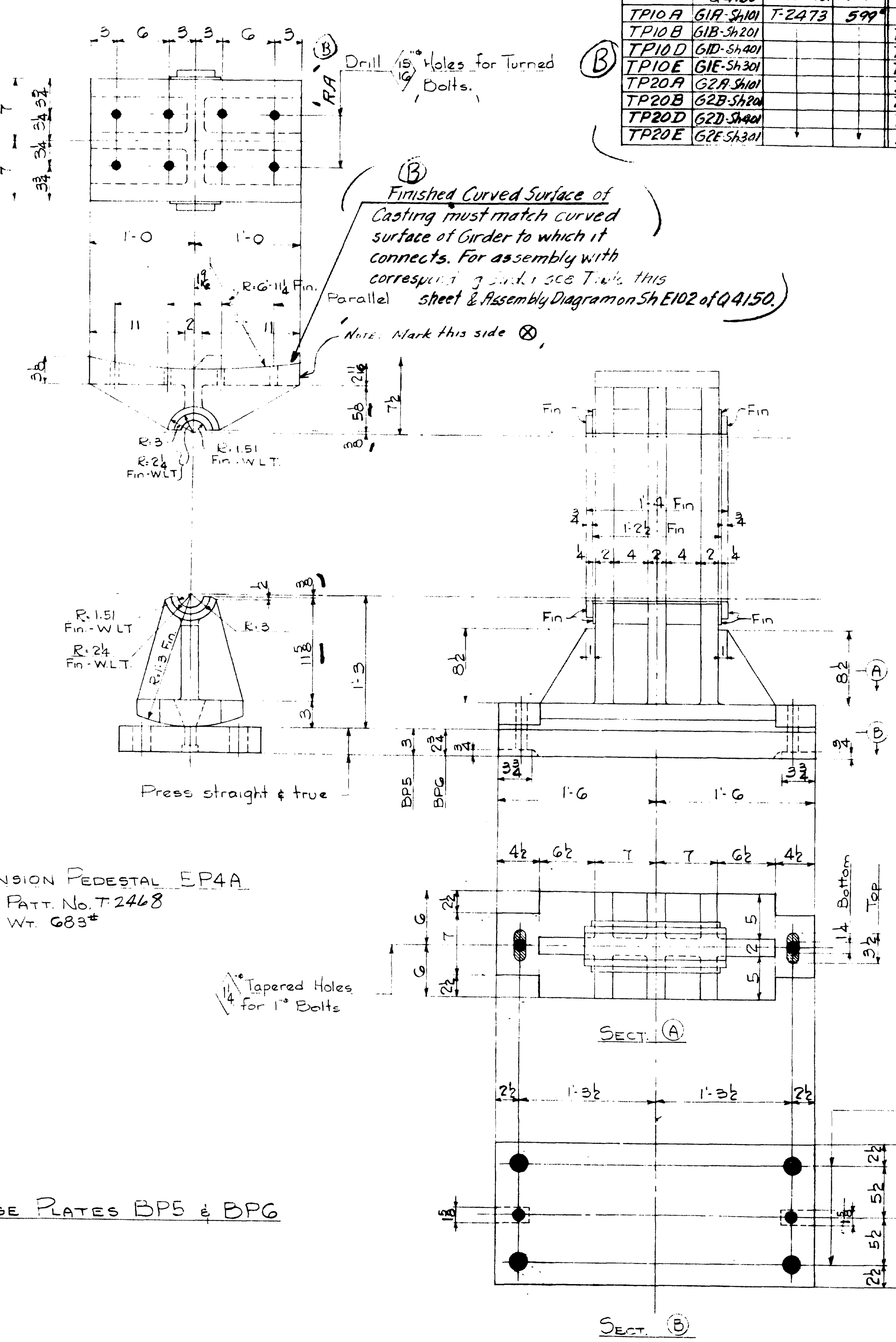
Order No. Q4148 Sheet No. 2

10,1

62-102

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

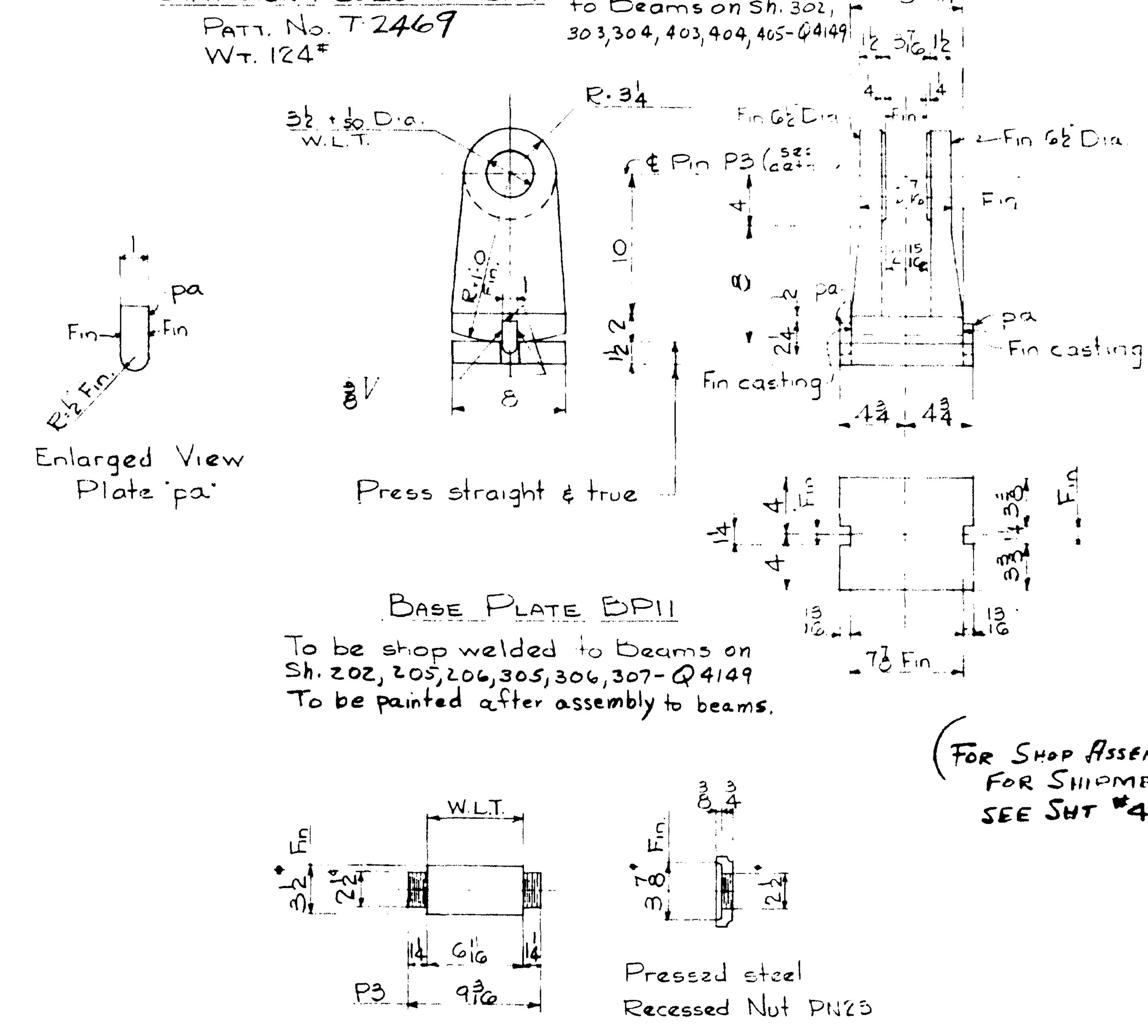
TOP PEDESTALS							
MARK	GIRDER Q4150	PATT. No.	WT.	MARK	GIRDER Q4150	PATT. No.	WT.
TP10A	G1A-Sh101	T-2473	599#	TP30A	G3A-Sh101	T-2473	599#
TP10B	G1B-Sh201			TP30B	G3B-Sh201		
TP10D	G1D-Sh401			TP30D	G3D-Sh401		
TP10E	G1E-Sh301			TP30E	G3E-Sh301		
TP20A	G2A-Sh101			TP40A	G4A-Sh101		
TP20B	G2B-Sh201			TP40B	G4B-Sh201		
TP20D	G2D-Sh401			TP40D	G4D-Sh401		
TP20E	G2E-Sh301			TP40E	G4E-Sh301		



EXPANSION PEDESTAL EP4A
PATT. No. T-2468
WT. 683#

BASE PLATES BP5 & BP6

EXPANSION PEDESTAL EP7
PATT. No. T-2469
WT. 124#
To be shop assembled to Beams on Sh. 302, 303, 304, 403, 404, 405-Q4149



BASE PLATE BP11
To be shop welded to Beams on Sh. 202, 205, 206, 305, 306, 307-Q4149
To be painted after assembly to beams.

(For Shop Assembly For Shipment see Sht #4)

LINE	Amb	Trent	No. of Pcs on Sheet	SHAPE	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
10	12	2	14	Exp. Pedestals	EP4A	(Patt. T2468)			
11			14	Casting 12 14⅝ 3 0			Req 1 / Req 6	82176 / 50382	608
14	12		12	Base Plates	BP5	475 ✓			
15			12	Pl 16 ... 3 0				S	490
18		2	2	Base Plates	BP6	435 ✓			
19			2	Pl 16 2¾ 3 0				S	449
23		8	8	Exp. Pedestals	EP7	125 ✓			
24			8	Casting		To be shop	Req 6	50382	124
25				(Patt. No. T-2469)		assembled			
26			16	Pl 1 Fin ¾ 2¼	pa	to Beams		S	1
27						on Sh. 302, 303,			
28		8	8	Pins 3½ Fin 9 3/16	P3	304, 403, 404,	24 ✓	S	25
29		16	16	Recessed Nuts	PN23	405-Q4149	3 Req 6	A1-489	3
32		8	8	Pl 8 1½ 9½	BP11	To be shop welded to Beams on Sh. 202, 205, 206, 305, 306, 307-Q4149	31 ✓	S	32
41	1			ONE-TOP PEDESTAL TP10A					
42	1			ONE-TOP PEDESTAL TP10B					
43	1			ONE-TOP PEDESTAL TP10D					
44	1			ONE-TOP PEDESTAL TP10E					
45	1			ONE-TOP PEDESTAL TP20A					
46	1			ONE-TOP PEDESTAL TP20B					
47	1			ONE-TOP PEDESTAL TP20D					
48	1			ONE-TOP PEDESTAL TP20E		(Patt. T-2473)			
49	1			ONE-TOP PEDESTAL TP30A					
50	1			ONE-TOP PEDESTAL TP30B					
51	1			ONE-TOP PEDESTAL TP30D					
52	1			ONE-TOP PEDESTAL TP30E					
53	1			ONE-TOP PEDESTAL TP40A					
54	1			ONE-TOP PEDESTAL TP40B					
55	1			ONE-TOP PEDESTAL TP40D					
56	1			ONE-TOP PEDESTAL TP40E					
58			16	Castings 16 7⅜ 2 0			Req 1	82176	412

NOTES:
Material: Cast Steel - A.S.T.M. A27, Grade 65-35.
O.H. Steel - A.S.T.M. A7-52T.
Specifications: Maine State Highway Comm. 1945 & special provisions.

Paint: One coat red lead & oil except surfaces marked W.L.T. to receive white lead & tallow.

Scribe longitudinal & transverse center lines on sides of base plates.

All fillets on castings to be 1" unless noted.

(E) Holes marked RA to be subdrilled ⅛" and reamed to size while assembled to connecting Girder. See Assembly Diagram Sht E102, Contract Q4150.

Bangor - Brewer Bridge over Penobscot River State of Maine

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

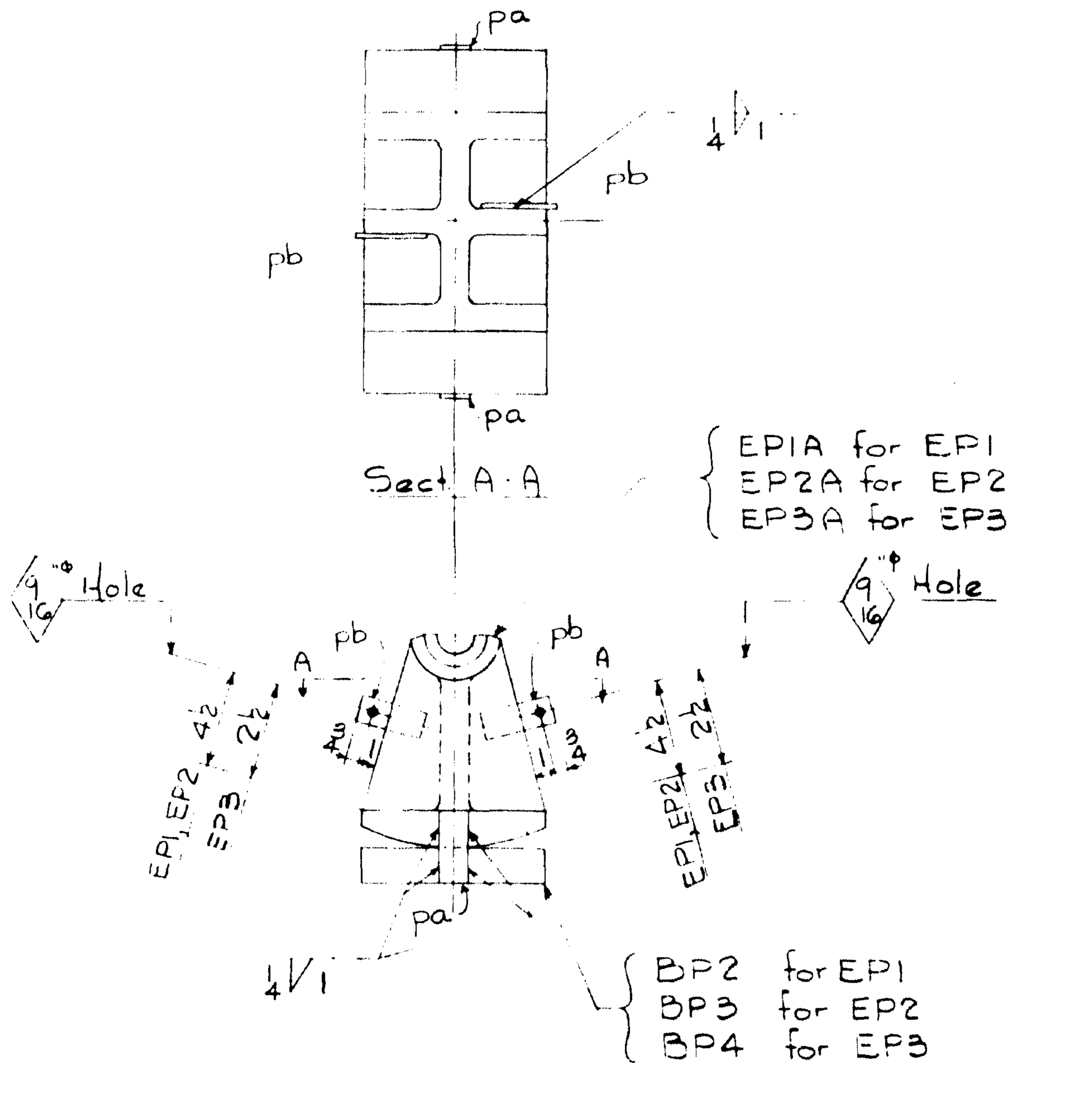
DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trent & Amb PLANT
IN CHARGE OF E. B. Mau...
DRAW. MADE BY S.E.K. DATE 7-9-53
DRAW. CHECKED BY ... DATE 9-4-53

REVISIONS	
F	
E	
D	
C	
B	12-31-53
X	12-7-53

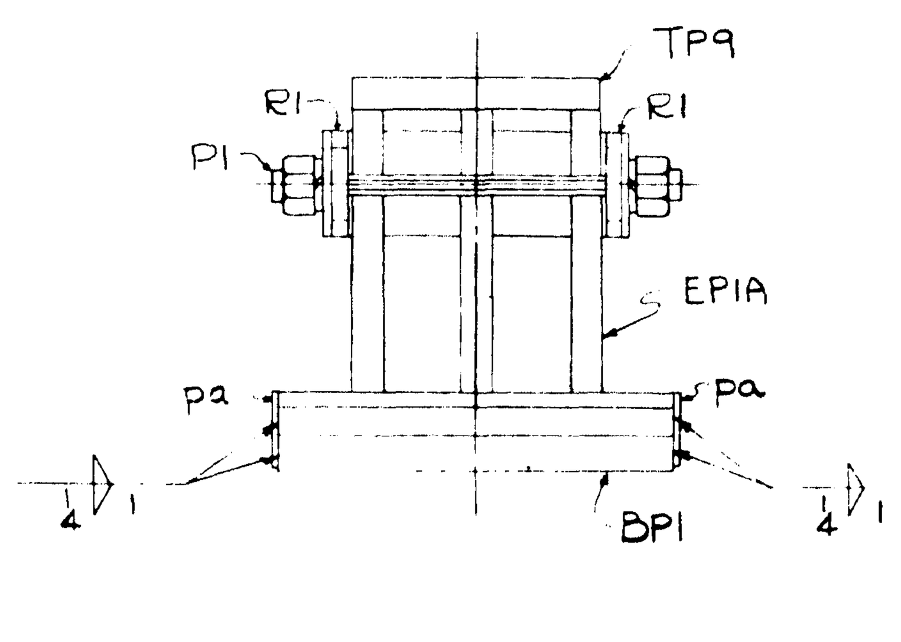
ORDER No. Q4148
SHEET No. 3

10,1

68-103



EXPANSION PEDESTAL ASSEMBLY
EP1
EP2
EP3



EXPANSION PEDESTAL ASSEMBLY
EP5

AMBRIDGE ASSEMBLY (lines 69–116)

Line	Pcs.	Description	Mark	Remarks	Ordered	Item	Weight
68							
69	One	Expansion Pedestal	EP10A		1573		
70	One	Expansion Pedestal	EP10B		"		
71	One	Expansion Pedestal	EP10E		"		
72	One	Expansion Pedestal	EP20A		"		
73	One	Expansion Pedestal	EP20B		"		
74	One	Expansion Pedestal	EP20E		"		
75	One	Expansion Pedestal	EP30A		"		
76	One	Expansion Pedestal	EP30B		"		
77	One	Expansion Pedestal	EP30E		"		
78	One	Expansion Pedestal	EP40A		"		
79	One	Expansion Pedestal	EP40B		"		
80	One	Expansion Pedestal	EP40E		"		
81							
82	12	Castings	EP4A				608
83	12	Base Plates	BP5				475
84	1	Casting	TP10A	EP10A (Detailed & billed on Sht. 5)			412
85	1	Casting	TP10B	EP10B			
86	1	Casting	TP10E	EP10E			
87	1	Casting	TP20A	EP20A			
88	1	Casting	TP20B	EP20B			
89	1	Casting	TP20E	EP20E			
90	1	Casting	TP30A	EP30A			
91	1	Casting	TP30B	EP30B			
92	1	Casting	TP30E	EP30E			
93	1	Casting	TP40A	EP40A			
94	1	Casting	TP40B	EP40B			
95	1	Casting	TP40E	EP40E			412
96	12	Pins	P2	Det & billed			59
97	24	Rings	R2	on Sht. 1			6
98	24	Bolts 1" × 7¼		Sq Hd & Hex Nut		S	5
99	24	Wash 2½" × ⅜		(1 1/16" Hole)		S	1
100							7 P
101							
102							
103							
104							
105	One	Fixed Pedestal	FP10D		1296		
106	One	Fixed Pedestal	FP20D		"		
107	One	Fixed Pedestal	FP30D		"		
108	One	Fixed Pedestal	FP40D		"		
109							
110	4	Castings	FP1A	Det & billed on sht. 2			813
111	1	Casting	TP10D	FP10D Det & billed on Sht. 3			412
112	1	Casting	TP20D	FP20D			
113	1	Casting	TP30D	FP30D			
114	1	Casting	TP40D	FP40D			412
115	4	Pins	P2	Det & billed			59
116	8	Rings	R2	on Sht. 1			6
117							6
118							

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

TRENTON ASSEMBLY (lines 4–31); AMBRIDGE ASSEMBLY (lines 33–39); TRENTON ASSEMBLY (lines 50–54)

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Material: Shape	Length: Feet	Length: Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1										
2										
3								2" No Charge		
4		4	Expansion Pedestals				EP1	342		
5	58	8	PL 1½ 4		3½	pa			S	1
6	58	8	PL 1½ 4		3½	pb			S	1
7		4	Castings			EP1A	Det & billed			238
8		4	Base Plates			BP2	on Sh 1			103
9										1 P
10								2" No Charge		
11		8	Expansion Pedestals				EP2	439		
12		16	PL			pa				1
13		16	PL			pb				1
14		8	Castings			EP2A	Det & Billed			255
15		8	Base Plates			BP3	on Sh. 1			183
16										1 P
17								2" No Charge		
18		25	Expansion Pedestals				EP3	222		
19		50	PL			pa				1
20		50	PL			pb				1
21		25	Castings			EP3A	Det & billed			160
22		25	Base Plates			BP4	on Sh. 1			61
23										1 P
24		2	Expansion Pedestals				EP4	1402		
25		2	Castings			EP4A	Det & billed on Sh. 3			608
26		2	Castings			TP12	Det & billed on Sh. 2			282
27		2	Base Plates			BP6	Det & billed on Sh. 3			435
28		2	Pins			P2	Det & billed			59
29		4	Rings			R2	on Sh. 1			6
30		4	bolts 1"		7		Sq Hd & Hex Nut		Stores	5
31		4	Wash 2½" × ⅜				(1 1/16" Hole)		S	1
32										6 P
33		8	Expansion Pedestals				EP5	452		
34		16	PL 1½ 4		3½	pa			AS	1
35		8	Castings			EP1A				238
36		8	Castings			TP9	Det & billed			94
37		8	Base Plates			BP1	on Sh. 1			91
38		8	Pins			P1				24
39		16	Rings			R1				4
40										
41										
42										
43										
44										
45										
46										
47										
48										
49										
50		2	Fixed Pedestals				FP1	1165		
51		2	Castings			FP1A	Det & billed on Sh. 2			813
52		2	Castings			TP11				283
53		2	Pins			P2	Det & billed			59
54		4	Rings			R2	on Sh. 1			6
55										5 P
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										

PEDESTAL ASSEMBLIES

BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENT & AMB. PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY S.E.K DATE 7-13-53
DRAW. CHECKED BY PRY DATE 9-17-53

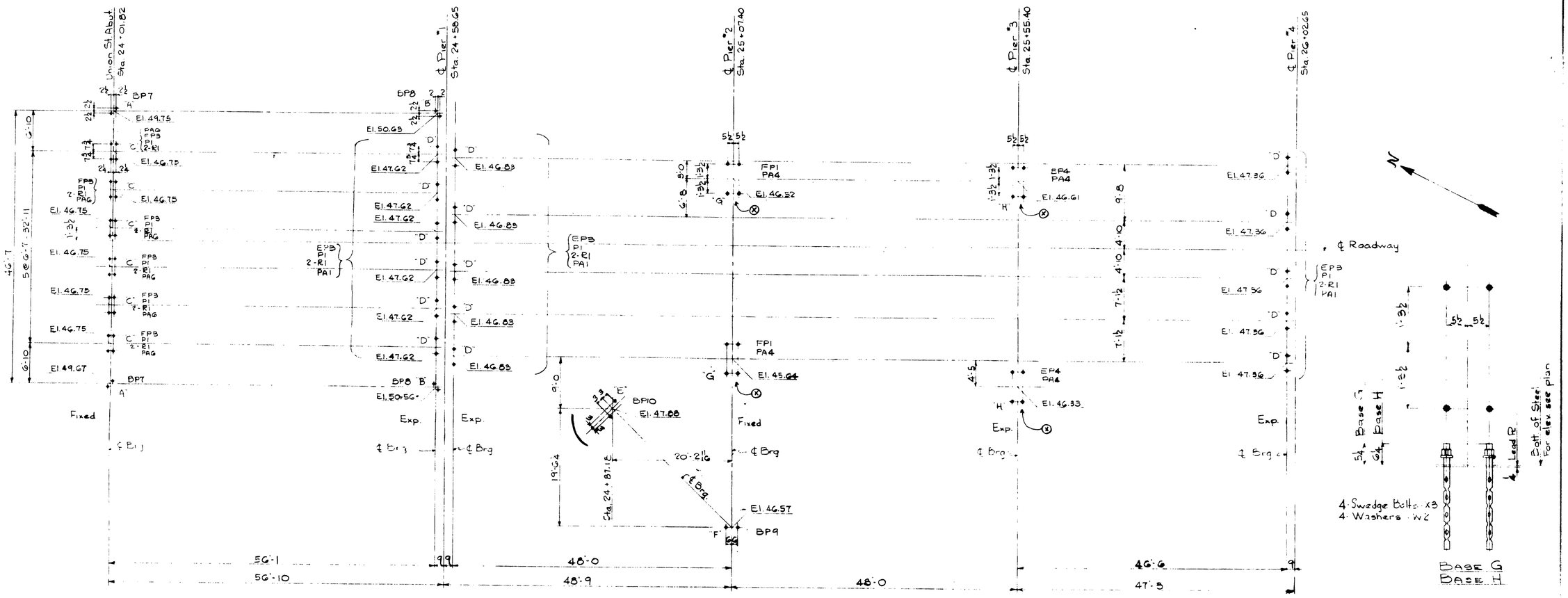
REVISIONS: F, E, D, C, B, X 12-31-53

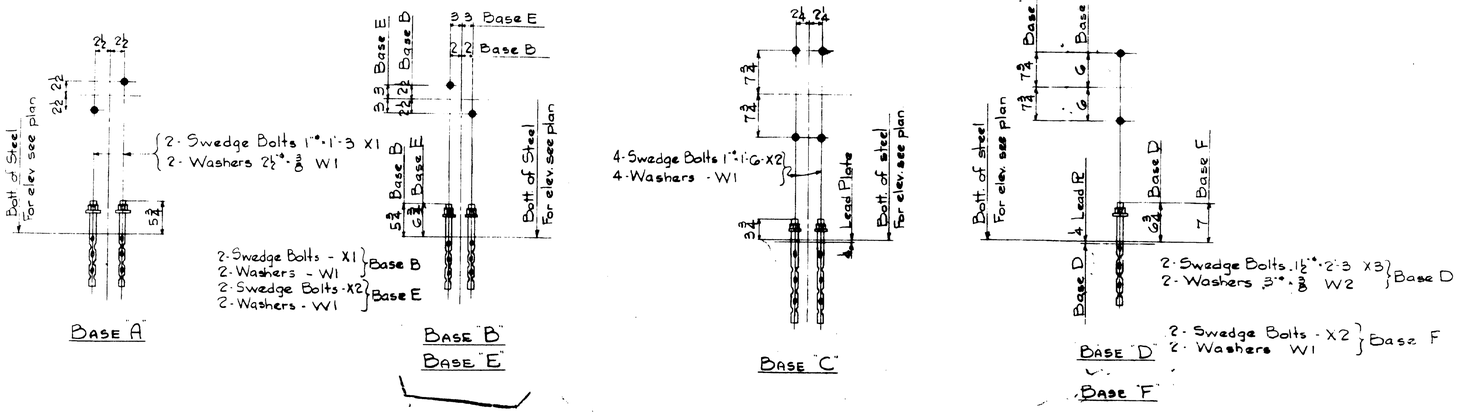
PAINT:
SHOP CONTACT SURFACES:

ORDER No. Q4148
SHEET No. 4

62-104

WELD





Anchor Bolts furnished by A.B. Div.
Anchor Bolts set by A.B. Div.

NOTE – Pedestals to be erected with sides marked ⊗ as shown.

THE DIMENSIONS GIVEN ON THIS PLAN MUST BE STRICTLY ADHERED TO IF ALL MASONRY CONCRETE AND SUPERSTRUCTURE CONTRACTORS OR THE STEEL WORK WILL NOT FIT. REPORT ANY ERRORS OR MISMEASUREMENTS AT ONCE.
DATE 9-17-53

ANCHOR BOLT PLAN

BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

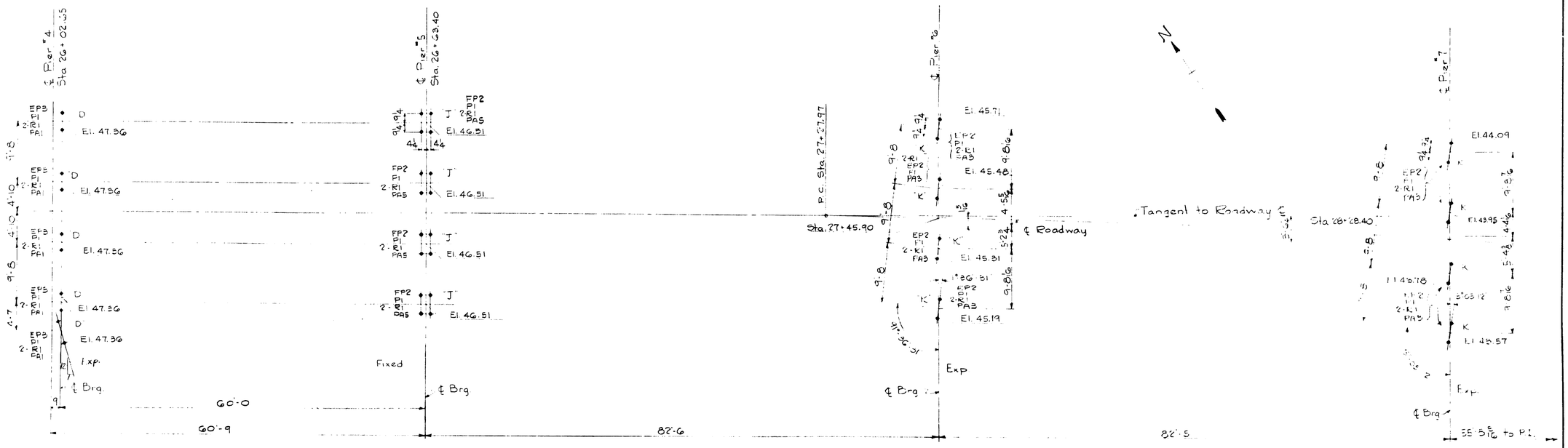
DESIGNED AND DETAILED
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

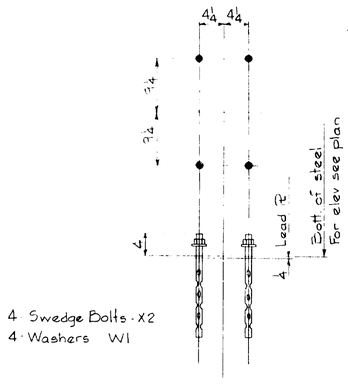
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENT & AMB PLANT
IN CHARGE OF E.D. MARKS
DRAW. MADE BY E.E.K DATE 6-12-53
DRAW. CHECKED BY PRY DATE 9-17-53

REVISIONS	
X	12-9-53
B	
C	
D	
E	
F	

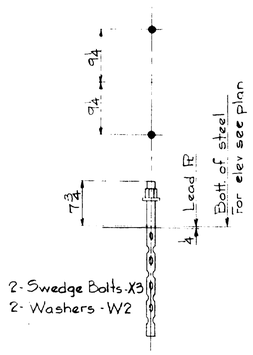
ORDER No. Q4148
SHEET No. E1

62-105





BASE "J"



BASE "K"

Anchor Bolts furnished by A B Div
Anchor Bolts set by A.B. Div.

For Base "D" see sheet E1.

ANCHOR BOLT PLAN

BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

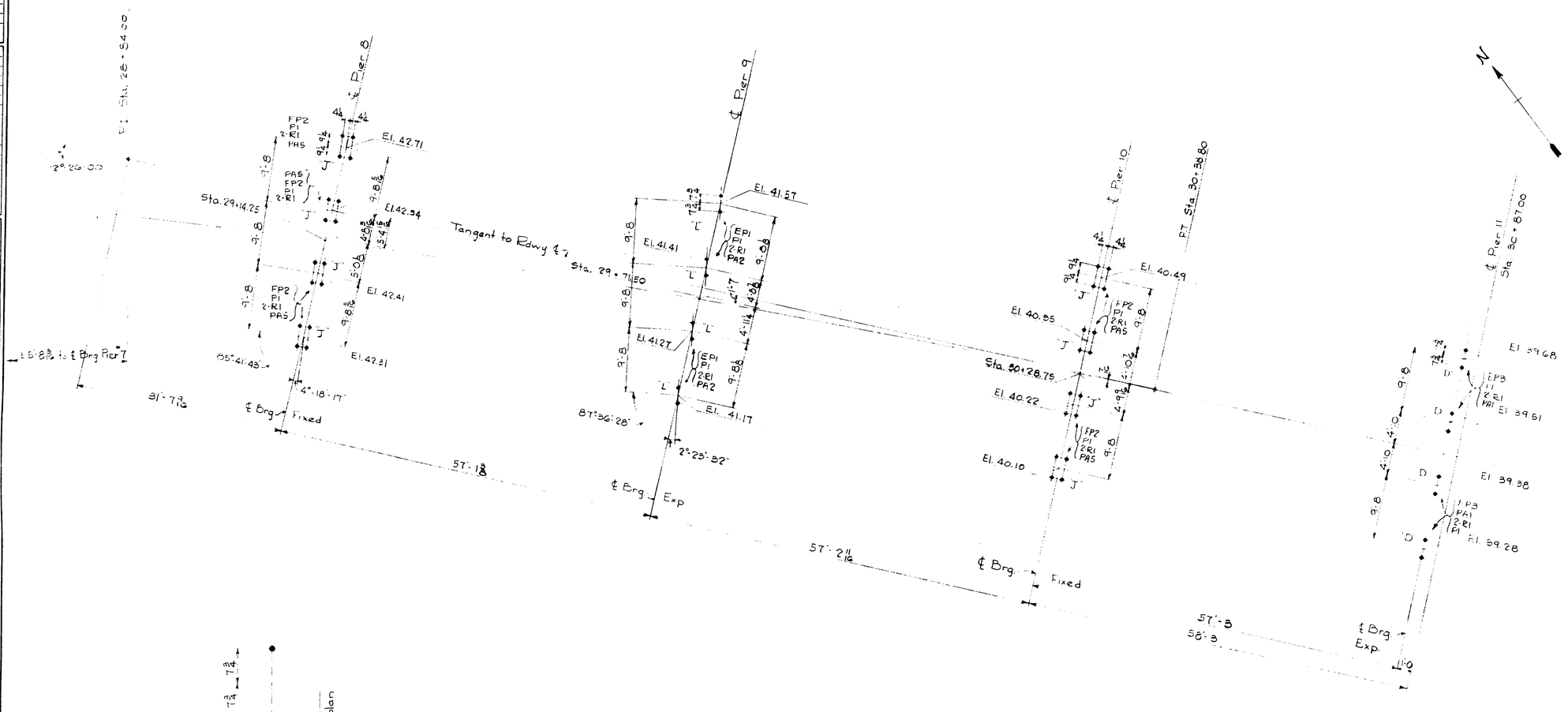
THE DIMENSIONS GIVEN ON THIS PLAN MUST BE STRICTLY ADHERED TO ! ALL MASONRY EMPLACEMENT AND BUILDING CONSTRUCTION OR THE STEEL WORK WILL NOT FIT. REPORT ANY ERRORS OR MISUNDERSTANDINGS AT ONCE.
DATE 9-17-53

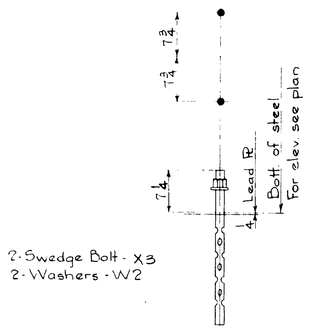
DRAWING MADE AT TRENTON PLANT
WORK FABRICATED AT TRENT & AMB PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 6-17-53
DRAW. CHECKED BY PRY DATE 9-17-53

REVISIONS: F, E, D, C, B, X

ORDER No. Q4148
SHEET No. E2

62-106





2-Swedge Bolt - X3
2-Washers - W2

BASE 'L'

Anchor Bolts furnished by A.B. Div.
Anchor Bolts set by A.B. Div.

For Base 'D' see sheet E1.
For Base 'J' see sheet E2.

THE DIMENSIONS GIVEN ON THIS PLAN MUST BE STRICTLY ADHERED TO. ALL MASONRY CONCRETE AND BRIDGE SEAT CONSTRUCTION OR THE STEEL WORK WILL NOT FIT. REPORT ANY ERRORS OR MISUNDERSTANDINGS AT ONCE.

DATE 9-17-53

ANCHOR BOLT PLAN

BANGOR-BREWER BRIDGE OVER PENOBSCOT RIVER STATE OF MAINE

D-83 1500 3-53 PENCILTEX

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL CORPORATION

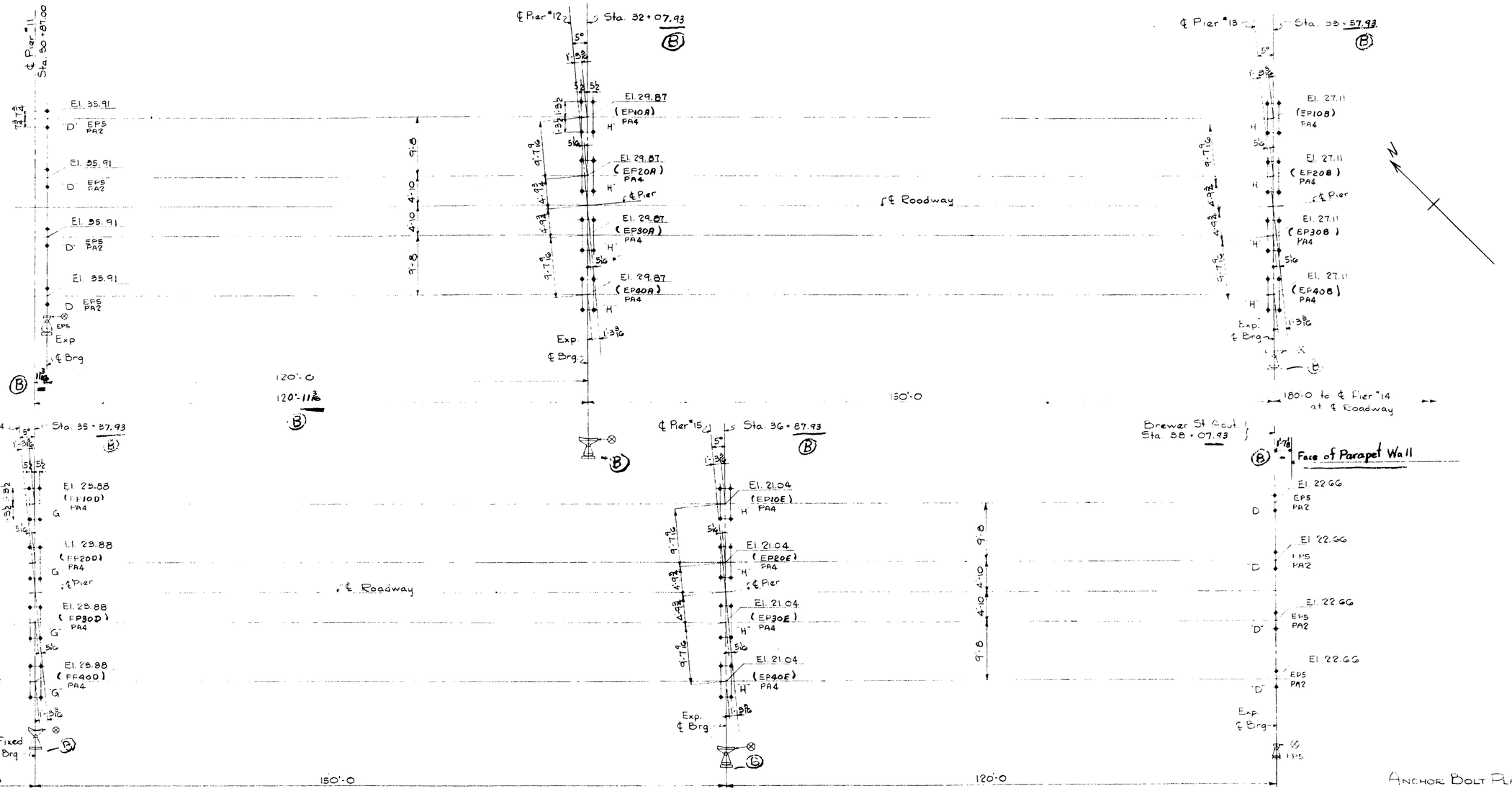
DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trent + Amb PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY S.E.K. DATE 6-19-53
DRAW. CHECKED BY PRY DATE 7-17-53

REVISIONS
F
E
D
C
B
X

ORDER No. Q4148

SHEET No. E3

62-107



Pedestals to be erected with side marked ⊗ in position shown.

Anchor Bolts furnished by A.B. Div.
Anchor Bolts set by A.B. Div.

For detail of Bases see sht. E1.

THE DIMENSIONS GIVEN ON THIS PLAN MUST BE STRICTLY ADHERED TO IN ALL MASONRY CONCRETE AND BUILDING CONSTRUCTION OR THE STEEL WORK WILL NOT FIT. REPORT ANY ERRORS OR MISUNDERSTANDINGS AT ONCE.
DATE 9-17-53

ANCHOR BOLT PLAN

BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL CORPORATION

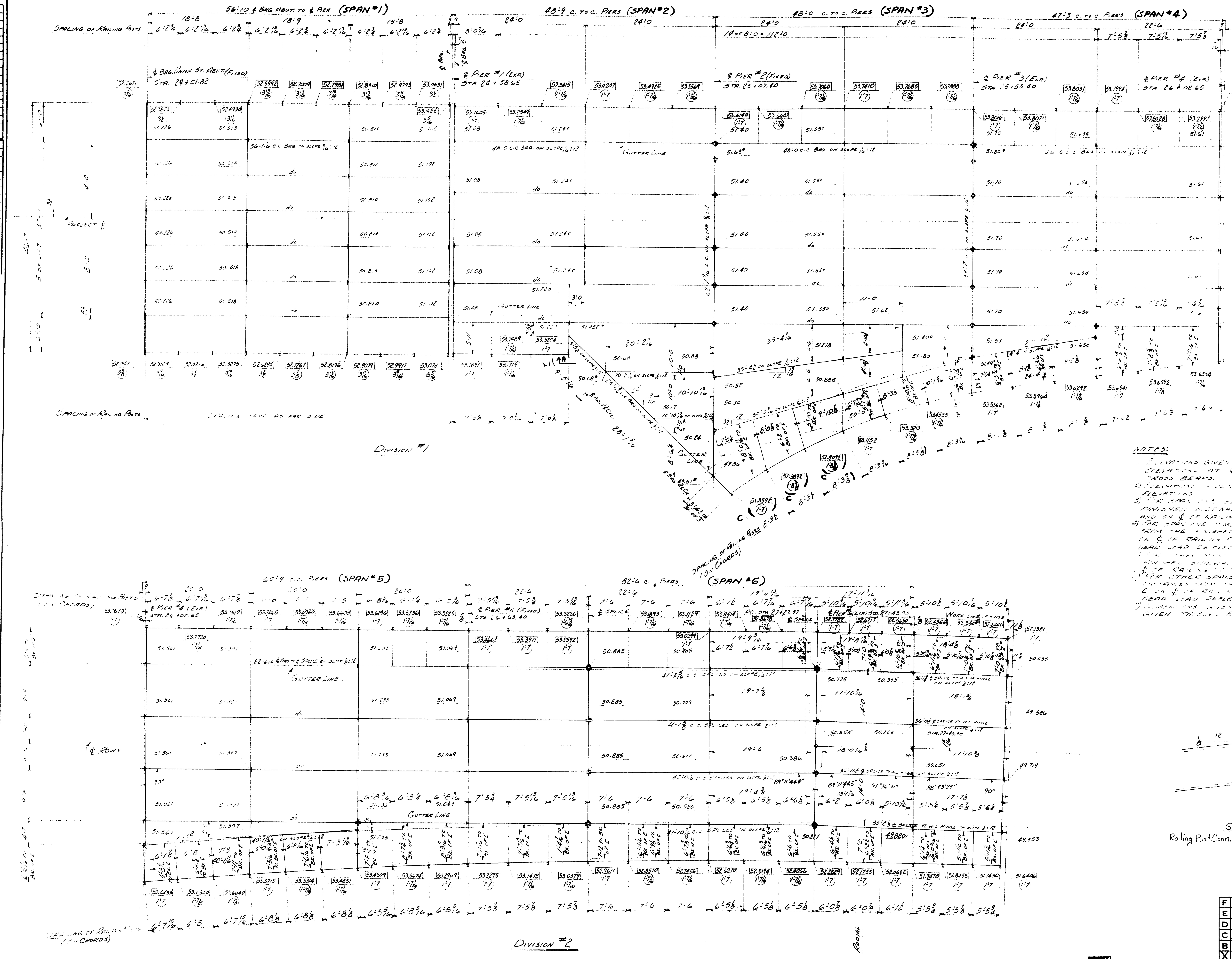
DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENT. & AMB. PLANT
IN CHARGE OF	E.D. MARKS
DRAW. MADE BY	SEK DATE 6-23-53
DRAW. CHECKED BY	PRY DATE 9-17-53

REVISIONS	
F	
E	
D	
C	
B	2-15-54
X	12-31-53

ORDER No. Q4148

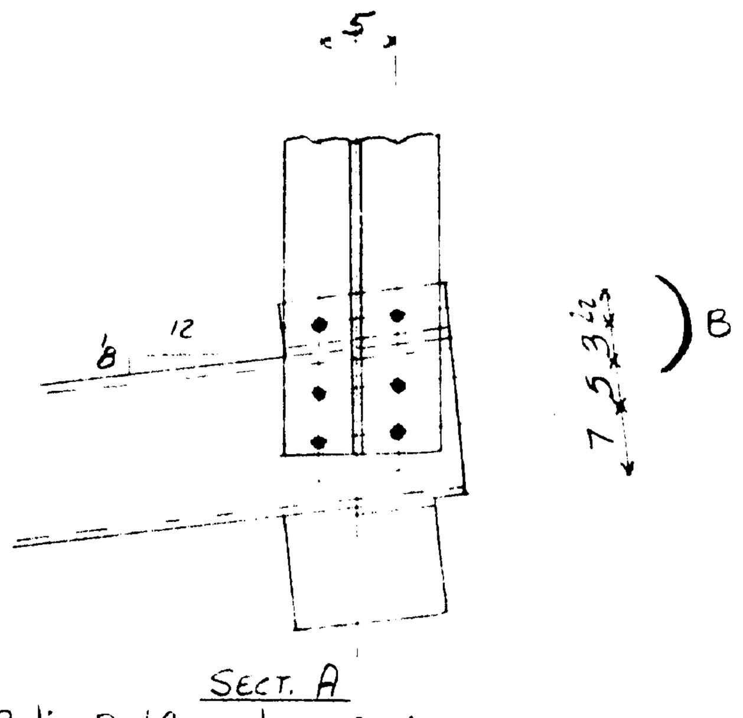
SHEET No. E4

62-108



NOTES:

1) ELEVATIONS GIVEN THUSLY 51.70, ARE TOP OF STRINGER ELEVATIONS AT ℄ BRGS AND/OR AT INTERSECTIONS OF CROSS BEAMS.
2) ELEVATIONS GIVEN THUSLY 49.86, ARE TOP OF CROSS BEAM ELEVATIONS.
3) FOR SPAN ONE ELEVATIONS GIVEN THUSLY, 51.3976, ARE FINISHED SIDEWALK ELEVATIONS ON ℄ OF SIDEWALK BEAM AND ON ℄ OF RAILING POSTS.
4) FOR SPAN ONE DIMENSIONS GIVEN THUSLY, (3½), ARE DISTANCES FROM THE FINISHED SIDEWALK ON ℄ OF SIDEWALK BEAM AND ON ℄ OF RAILING POSTS TO TOP OF SIDEWALK BEAM FROM DEAD LOAD DEFLECTION.
5) FOR OTHER SPANS ELEVATIONS GIVEN THUSLY, 51.3560, ARE FINISHED SIDEWALK ELEVATIONS AT BACK OF FASCIA [ON ℄ OF RAILING POSTS.
6) FOR OTHER SPANS DIMENSIONS GIVEN THUSLY, (1'-7), ARE DISTANCES FROM THE FINISHED SIDEWALK AT BACK OF FASCIA [ON ℄ OF RAILING POSTS TO BOTTOM OF FASCIA [BEFORE DEAD LOAD DEFLECTION.
7) DIMENSIONS GIVEN ARE HORIZONTAL EXCEPT THOSE GIVEN THUSLY: 56'-6 C.C. BRGS. ON SLOPE 4:12.



SECT. A
Railing Post Conn. Sta. 24+80.40 ONLY

DIVISIONS #1 & #2

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

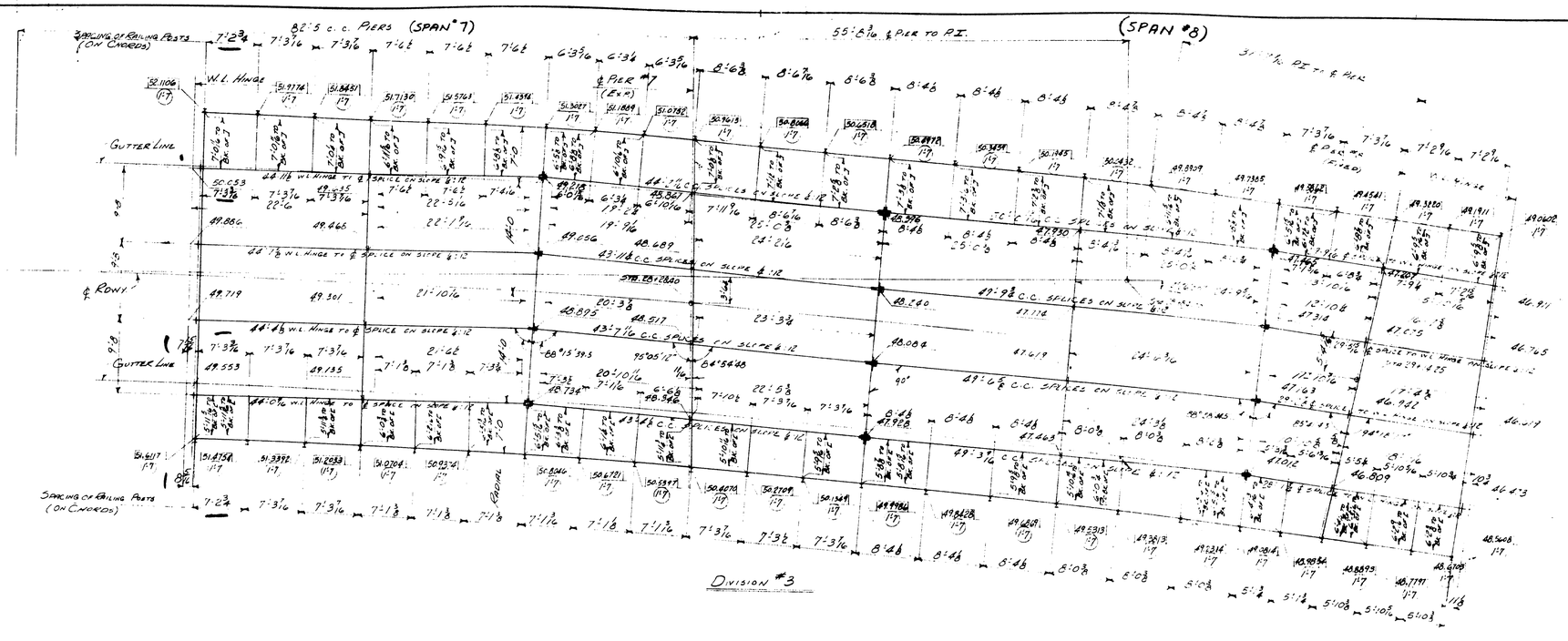
REVISIONS	
F	
E	
D	
C	4-8-54
B	1-26-54
X	

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF MARKS
DRAW. MADE BY EAB DATE 6-11-53
DRAW. CHECKED BY PRY DATE 9-18-53

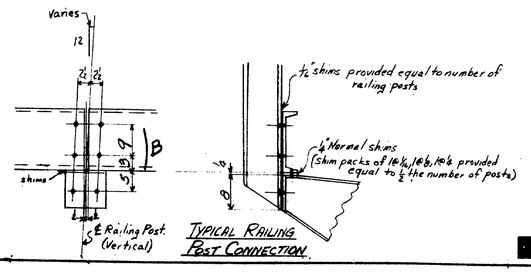
ORDER No. Q4149
SHEET No. E1

Formerly D1

62-109



NOTES:
1) ELEVATIONS GIVEN THUS: 46.473 ARE TOP OF STRINGER ELEVATIONS AT ℄ BRG. AND ℄ INTERSECTIONS OF GIRDER BEARING.
2) ELEVATIONS GIVEN THUS: 46.473 ARE FINISHED SIDEWALK ELEVATIONS ON BACK OF FASCIA AT ℄ OF RAILING POSTS.
3) DIMENSIONS GIVEN THUS: 19'-10 3/16 ARE DISTANCES FROM THE FINISHED SIDEWALK AT BACK OF FASCIA AT ℄ OF RAILING POSTS TO BOTTOM OF FASCIA BEFORE DEAD LOAD DEFLECTION.
4) DIMENSIONS GIVEN ARE HORIZONTAL EXCEPT THOSE GIVEN THUS: 14'-6 3/4 ℄ SPLICE TO ℄ BRG. ON SLOPE 6:12.



TYPICAL RAILING POST CONNECTION

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

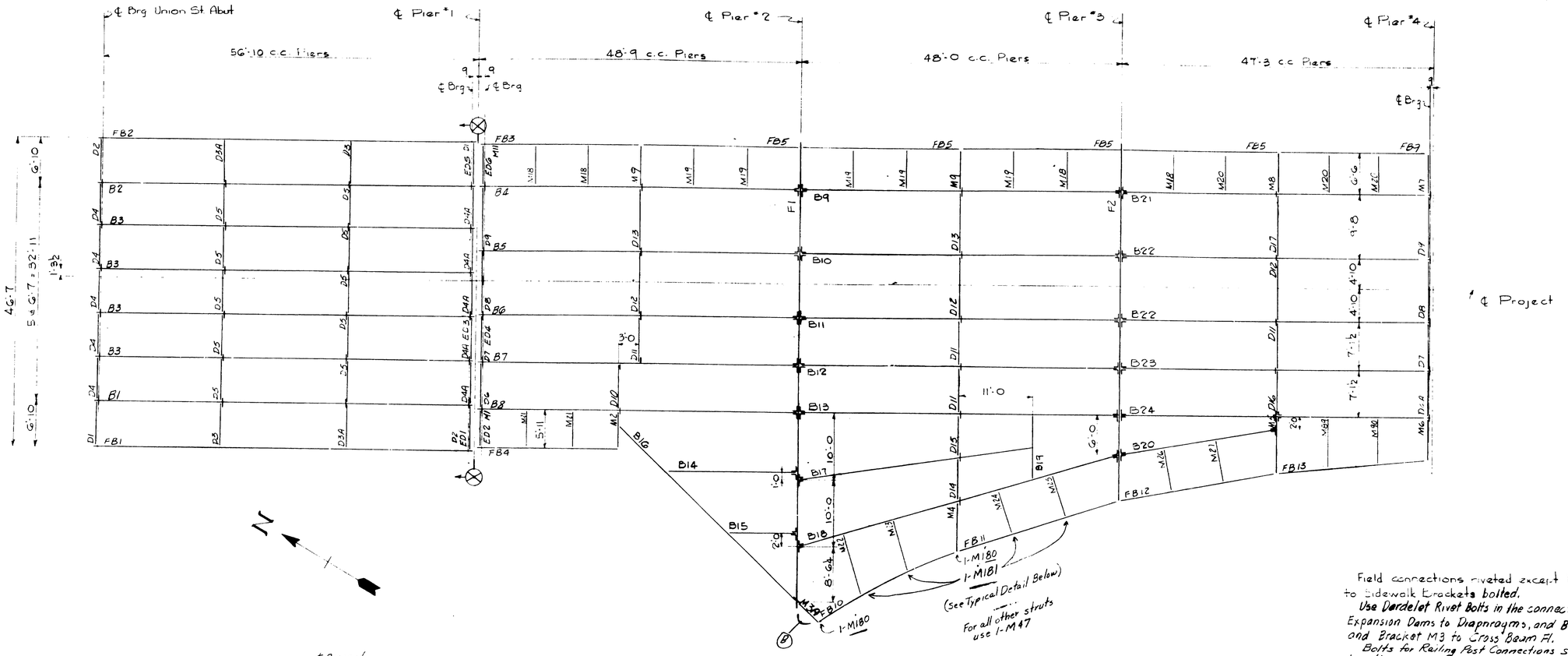
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF MACKS
DRAW. MADE BY EAB DATE 6-19-53
DRAW. CHECKED BY PRY DATE 9-18-53

REVISIONS	
F	
E	
D	
C	
B	1-26-54
X	12-8-53

ORDER No. Q4149
SHEET No. E2

Formerly D2

62-110

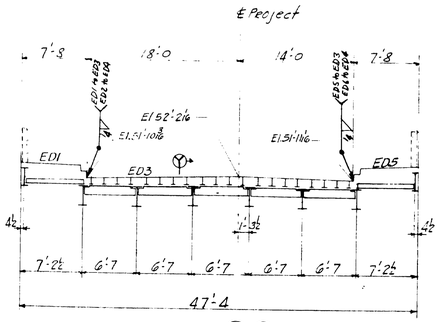


Field connections riveted except Fascia to Sidewalk Brackets bolted.

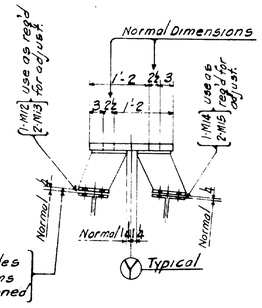
Use Dardelet Rivet Bolts in the connection of Expansion Dams to Diaphragms, and Beam B16 and Bracket M3 to Cross Beam F1.

Bolts for Railing Post Connections supplied by others.

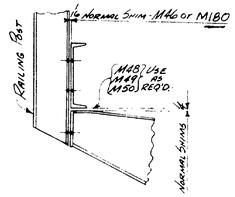
2-Wash. 2½"ø (1⅞" hole) } To be used for Expansion
1-Wash. 2½"ø (1⅞ hole) } Dams where necessary under nut of Dardelet Rivet Bolts to build up required grip.



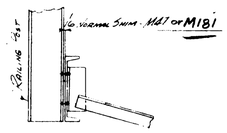
SECTION ⊗⊗



NOTE: Ream holes to 1⅞"ø after Dams are properly aligned



TYPICAL RAILING POST CONN. AT SIDEWALK BRK'TS.



TYPICAL RAILING POST CONN. AT INTERMEDIATE STRUTS

ERECTION PLAN
DIV. 1
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

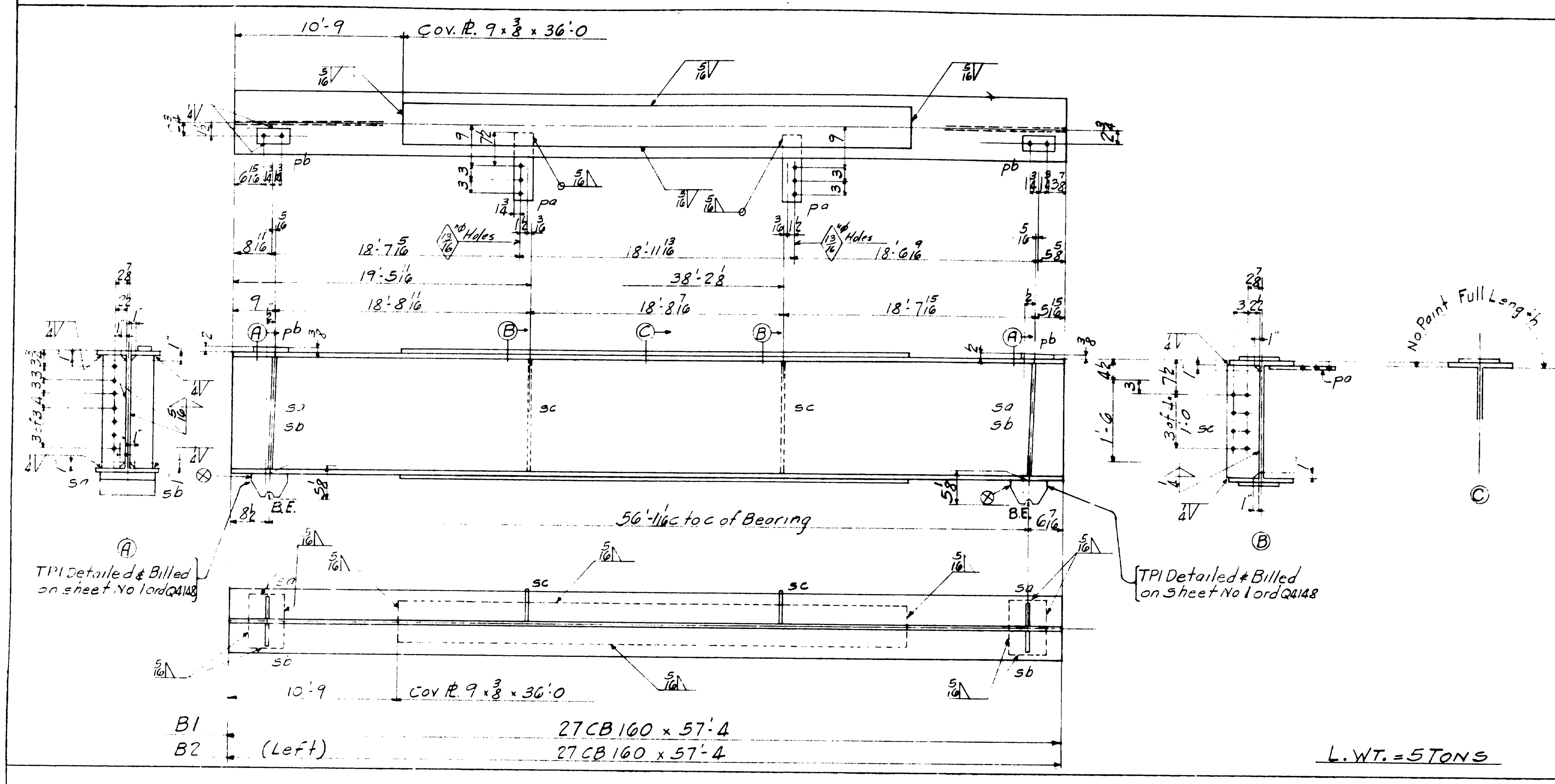
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL CORPORATION

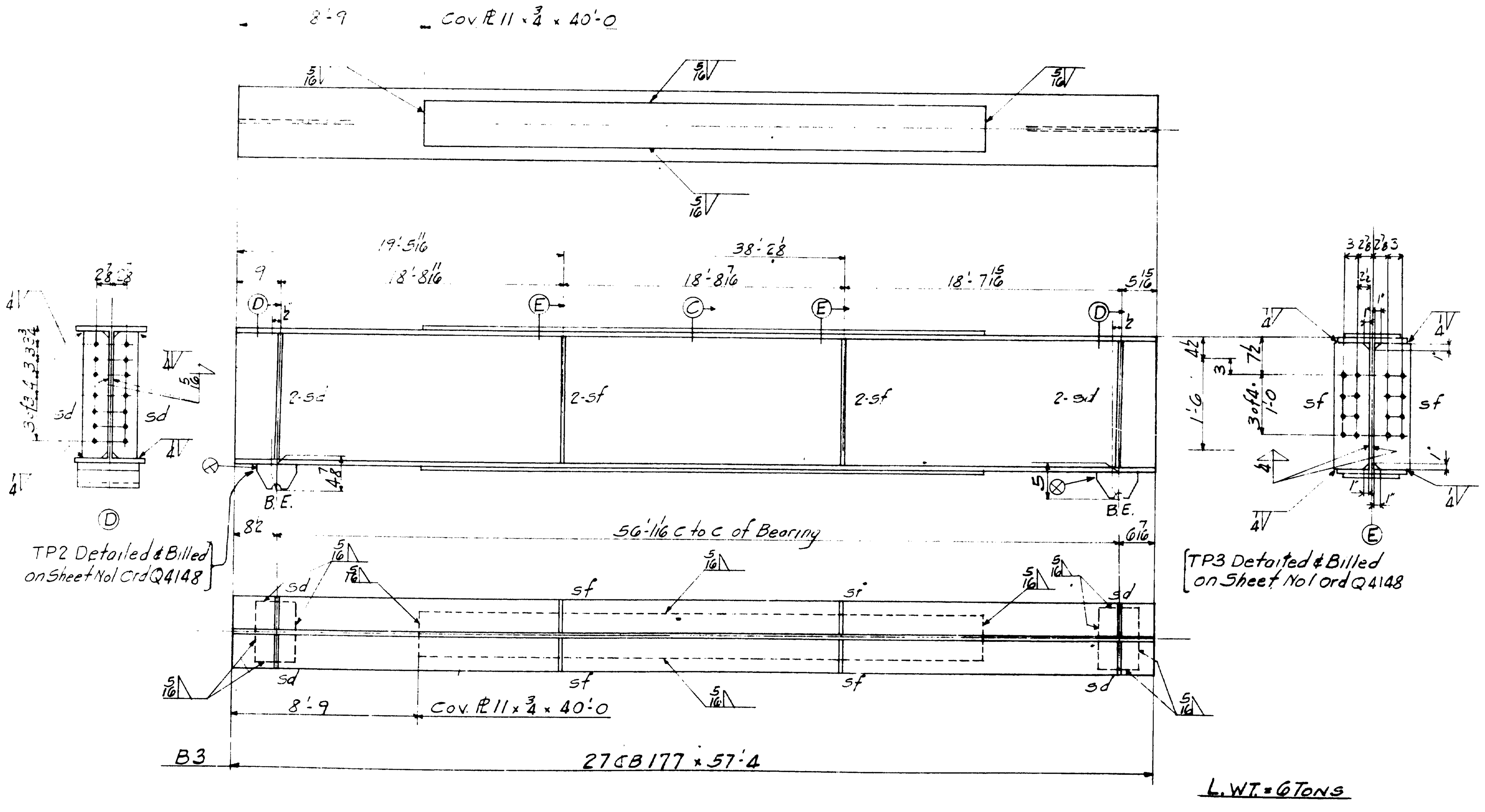
DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENTON PLANT
IN CHARGE OF	E.B. MARKS
DRAW. MADE BY	S.E.K. DATE 7-29-53
DRAW. CHECKED BY	H&R DATE 1-6-54
ORDER No.	Q4149
SHEET No.	E101

REVISIONS	
F	
E	
D	
C	
B	6-12-54
X	2-8-54

OWNER
STATE HIGHWAY COMMISSION

62-111





DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3										
4										
5										
6							57'4"			
7								197"-Q4148 ✓		
8		1	27 CB 160	57	4	B1		10205"-Q4149	1021	9173
9		1	27 CB 160	57	4	B2	(Left)		1021	9173
10										
11		4	Cov. PL 9 3/8	36	0		UM	45.0	M618	827
12		4	PL 5 7/16	2	0 7/8	sa	FIN1	35.0	M618	31
13		4	PL 5 7/16	2	0 7/8	sb	FIN1	35.0	M618	31
14		4	PL 7 7/16	2	0 7/8	sc		45.0	M618	31
15		4	PL 4 3/8	1	3 1/4	pa		35.0	M618	13
16		4	PL 3 (3/8-1/2)		6 1/2	pb			S	5
17		4	Top PLATES			TP1	Detailed & Billed on sh #1 Ord Q4148			196
18										4 holes 66 w/ P
19						57'4"	186"-Q4148 ✓			32
20		4	27 CB 177	57	4	B3	12616"-Q4149	3-1/...	1020 6A1-654	10147
21										
22		8	Cov PL 11 3/4	40	0		UM		1033	2244
23		16	PL 5 7/16	2	0 3/4	sd	FIN1	35.0	M618	61
24		16	PL 7 5/16	2	0 3/4	sf		45.0	M618	61
25										
26										
27		4	Top PLATES			TP2	Detailed & Billed			91
28		4	Top PLATES			TP3	on sh #1 Ord Q4148			94
29										4 holes
30										73 w/ P
31										34
32										
33										
34										
35										
36										
37										
38										
39										
40										
41										
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55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										STOCK CHARGES

STRINGERS - SPAN 1 - DIV. 1

NOTES:
SPECIFICATIONS: MAIN STATE HIGHWAY COMM. 1945 and SPECIAL PROVISIONS
MATERIAL: O.H. STEEL ASTM A7-52T
HOLES: 15/16"φ Unless Noted
WORKMANSHIP: Holes in material thicker than 7/8" to be drilled
Place Top Plates TP1, TP2 & TP3 on Beams with the Face marked ⊗ as indicated
Shop to Fabricate Beams with MILL CAMBER UP
BE Indicates Bearing End of Stiffeners
In assembling TP1, TP2 & TP3 to Beams care must be taken to have axis of bore normal to ℄ of Beam.

PAINT: Yes, Except Top as noted
SHOP CONTACT SURFACES: No

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
over PENOBSCOTT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

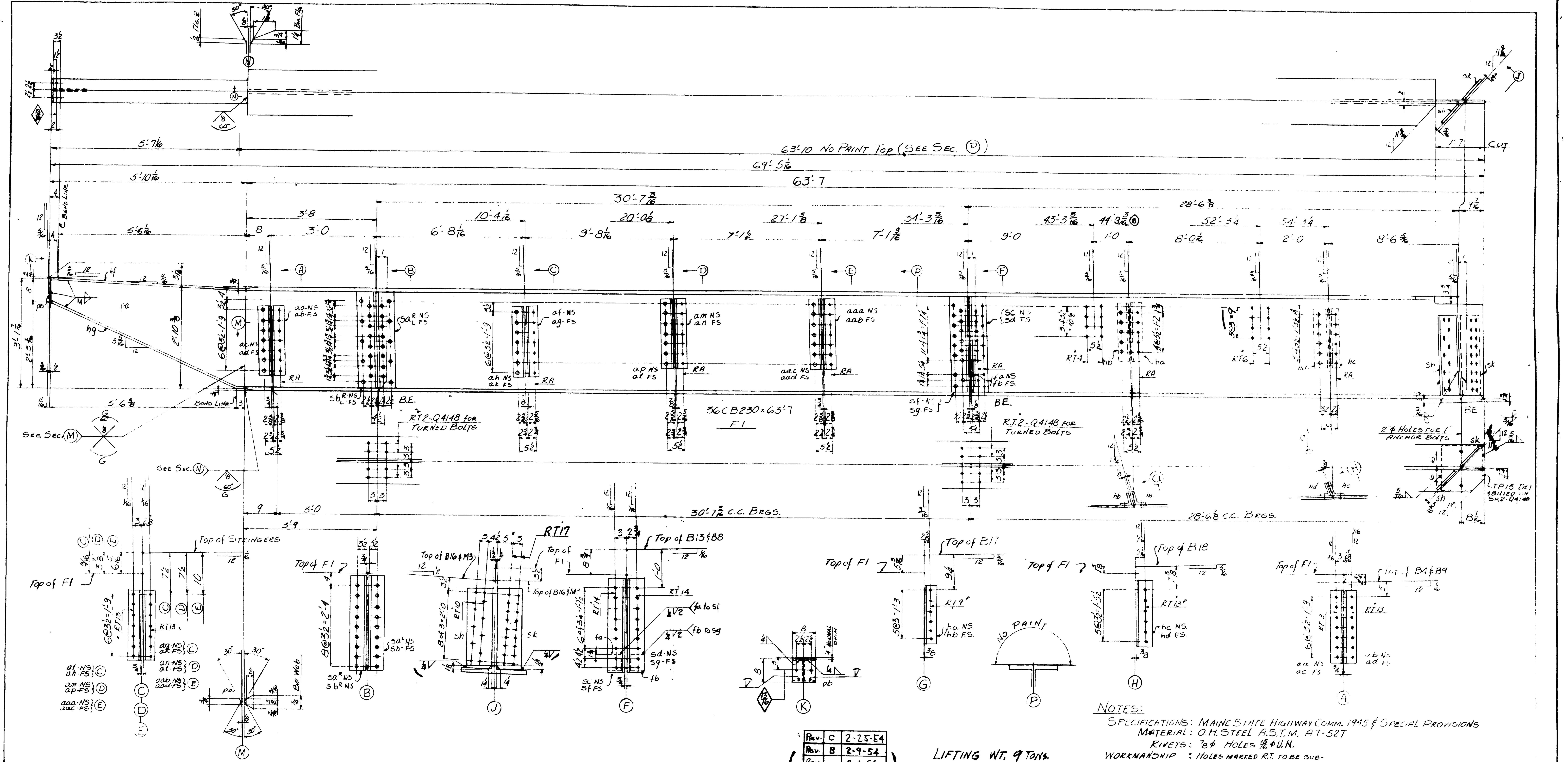
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY OHC DATE 8-11-53
DRAW. CHECKED BY GLL DATE 1-4-53

REVISIONS
F
E
D
C
B
X

ORDER No. Q4149
SHEET No. 101

Ab. Bill 101

Weld
62-112



LIFTING WT. 9 TONS.

Rev.		
Rev.	C	2-25-54
Rev.	B	2-9-54
Rev.		2-1-54

LINE	No. of Pcs. on Sheet	SHAPE	LENGTH Foot	LENGTH Inches	ASSEMBLING MARK	REMARKS (69'6" / 137-Q4148)	CALCULATED WEIGHT FOR ONE SHIP. PIECE	ORDERED	ITEM
1	ONE	TRANSVERSE BM			F1	16215-Q4149			
2									
3	1	36 CB 230	63	7		-134	14623	63'8	1009
4	1	PL 8 × 1/2	5	9 3/8	hf		79	45-0	M618
5	1	PL 8 × 1/2		8	pb		9	45-0	M618
6	1	PL 8 × 1/2	6	3 9/16	hg		86	45-0	M618
7	1	PL 36 3/8 × 3/8	5	9 1/2	pa	-112	276	12 1/2 × 40-0	1029
8	1	PL 9 3/4	2	5 11/16	sh	Fin 1	57		S
9	1	PL 9 3/4	2	5 7/8	sk	Fin 1	57		S
10									
11									
12	1	L 4 4 1/2	2	0 1/4	aa		26	50-0	M618
13	1	L 4 4 1/2	2	0 1/4	ab		26	50-0	M618
14	1	L 4 4 1/2	2	0 1/4	ac		26	50-0	M618
15	1	L 4 4 1/2	2	0 1/4	ad		26	50-0	M618
16									
17	2	L 6 6 3/4	2	9 5/8	sa R/L	Fin. 1	161	39-9	M618
18	2	L 6 6 3/4	2	9 5/8	sb R/L	Fin. 1	161	39-9	M618
19	1	L 6 6 7/8	2	9 5/8	sc	Fin. 1	93		S
20	1	L 6 6 7/8	2	9 5/8	sd	Fin. 1	93		S
21	1	L 6 6 7/8	2	9 5/8	sf	Fin. 1	93		S
22	1	L 6 6 7/8	2	9 5/8	sg	Fin. 1	93		S
23	1	L 4 4 1/2	1	6 3/4	ha		20	50-0	M618
24	1	L 4 4 1/2	1	6 3/4	hb		20	50-0	M618
25	1	PL 8 1/2 × 1/2	1	8 1/2	hc		25		S
26	1	PL 9 1/2 × 1/2	1	8 1/2	hd		28		S
27	1	PL 5 1/2 × 13/16		8 3/4	fa		11		S
28	1	PL 5 1/2 × 3/4		8 3/4	fb		10		S
29	1	L 4 4 1/2	2	0 5/8	af		26	50-0	M618
30	1	L 4 4 1/2	2	0 5/8	ag		26	50-0	M618
31	1	L 4 4 1/2	2	0 5/8	ah		26	50-0	M618
32	1	L 4 4 1/2	2	0 5/8	ak		26		
33	1	L 4 4 1/2	2	0 5/8	am		26		
34	1	L 4 4 1/2	2	0 5/8	an		26		
35	1	L 4 4 1/2	2	0 5/8	ap		26		
36	1	L 4 4 1/2	2	0 5/8	at		26		
37	1	L 4 4 1/2	2	0 5/8	aaa		26		
38	1	L 4 4 1/2	2	0 5/8	aab		26		
39	1	L 4 4 1/2	2	0 5/8	aac		26		
40	1	L 4 4 1/2	2	0 5/8	aad		26	50-0	M618
41									
42	14	SB 7/8 ∅							Stores
43									
44	1	Top PL (C)			TB15	Detailed & Billed on Sh 2 Q4148			
45									

53 RIV. 246 cuts 52 holes — 11 W 56 P

NOTES:

SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 & SPECIAL PROVISIONS
MATERIAL: O.H. STEEL A.S.T.M. A7-52T
RIVETS: 7/8 ∅ HOLES 15/16 ∅ U.N.
WORKMANSHIP: HOLES MARKED R.T. TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE TO A METAL TEMPLET.
HOLES MARKED RA. TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE WITH CONNECTING PARTS ASSEMBLED.
HOLES IN MATERIAL OVER 7/8 THICK TO BE DRILLED.
B.E. INDICATES BEARING END OF STIFFENERS
SHOP TO FABRICATE BEAM WITH MILL CAMBER UP
All holes for shop rivets to be subpunched or subdrilled 1/4 and reamed to size with connecting parts assembled.

PAINT: YES (EXCEPT TOP AS NOTED)
CONTACT SURFACES: NO

TRANSVERSE BEAM - DIV. 1

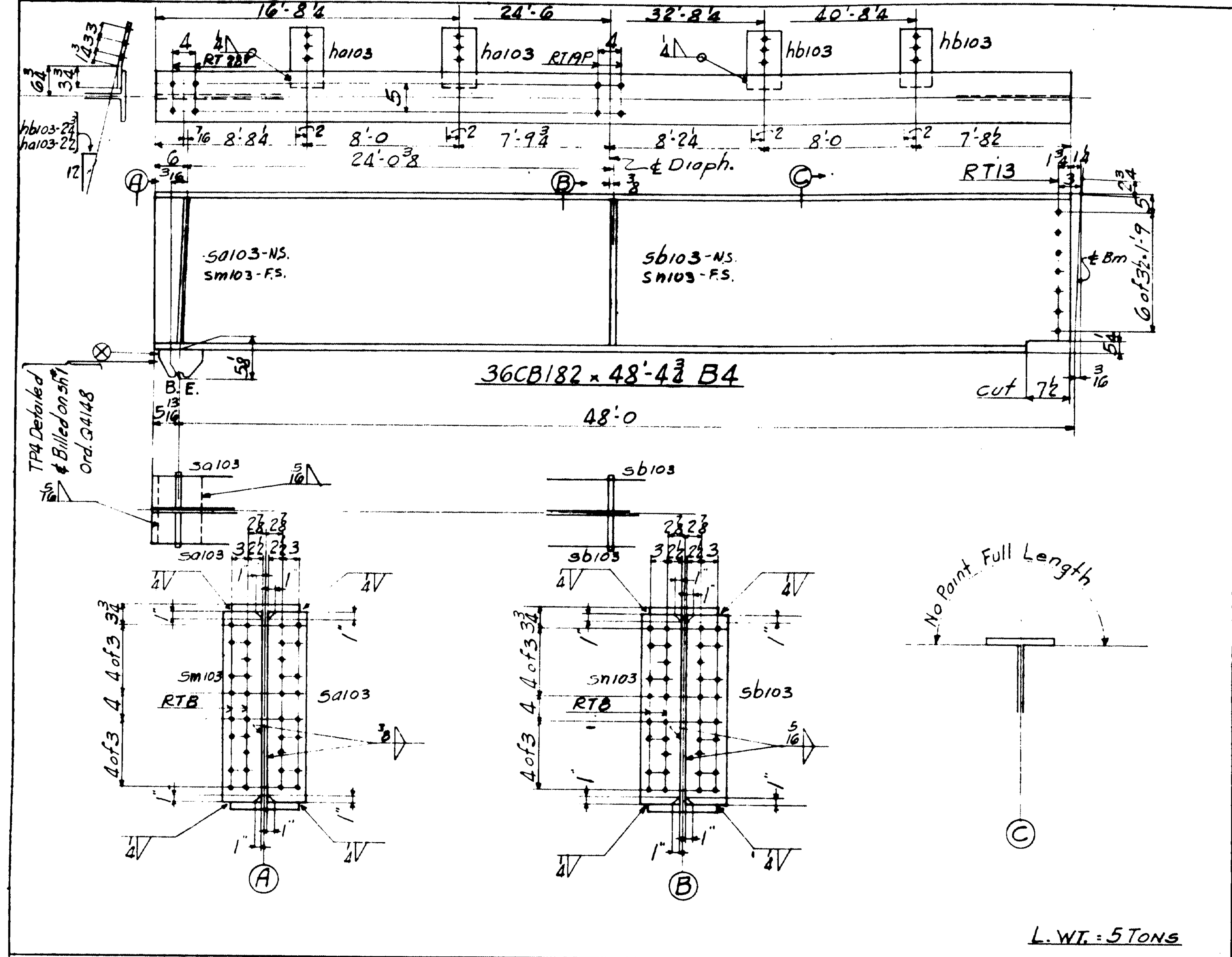
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR MAINE

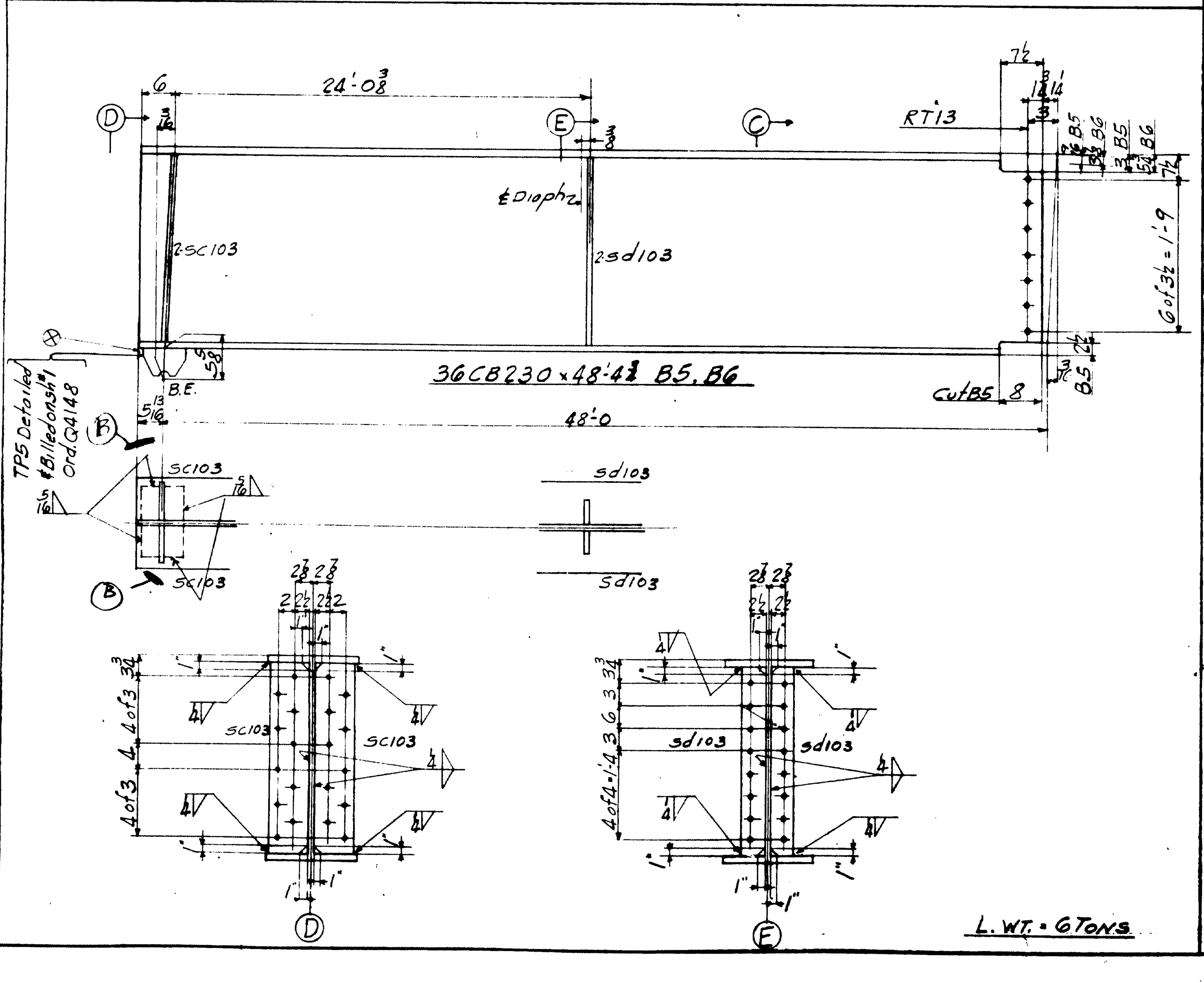
AMERICAN BRIDGE COMPANY

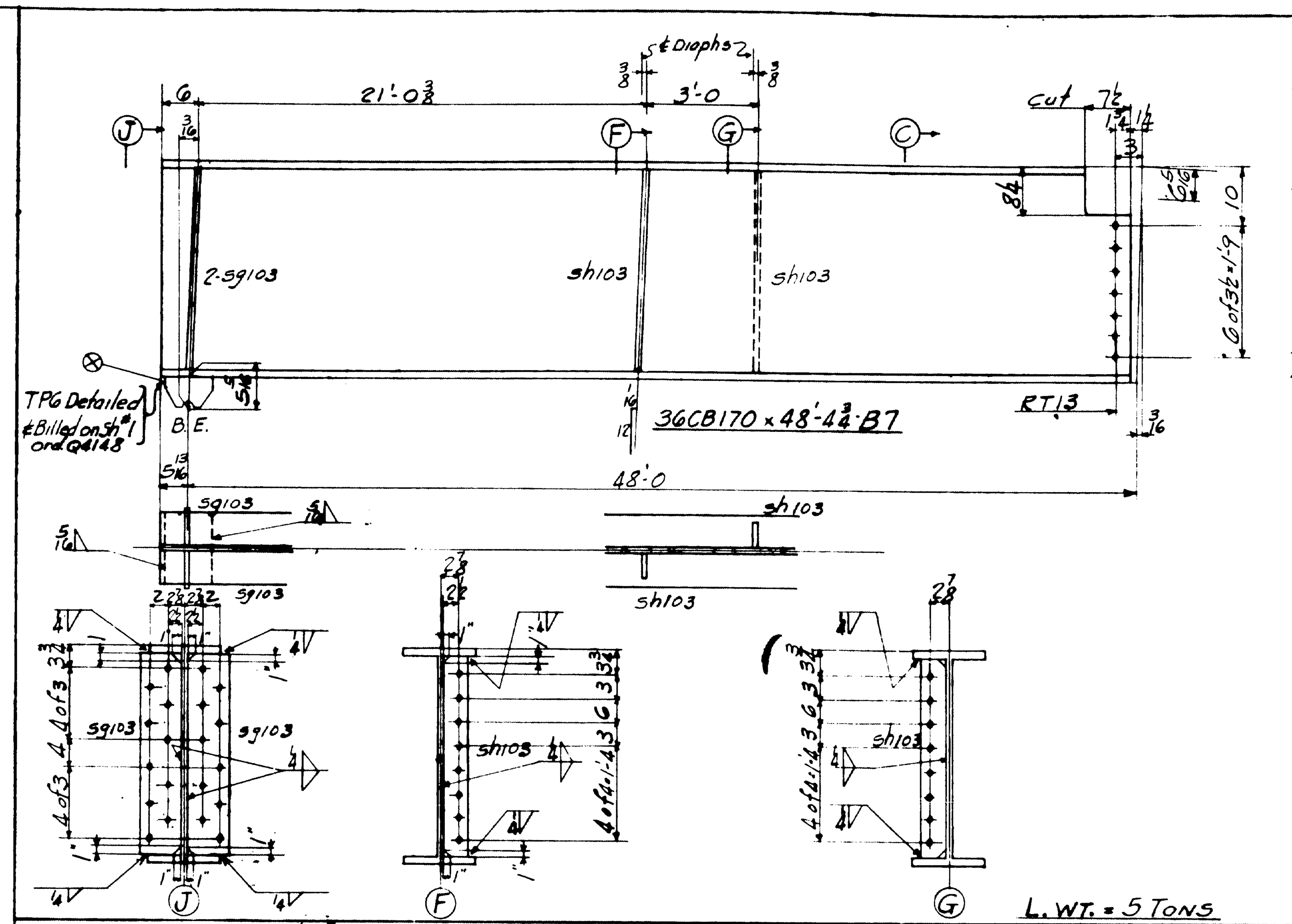
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY RJG. DATE 8/17/53
DRAW. CHECKED BY [illegible] DATE 1-9-54

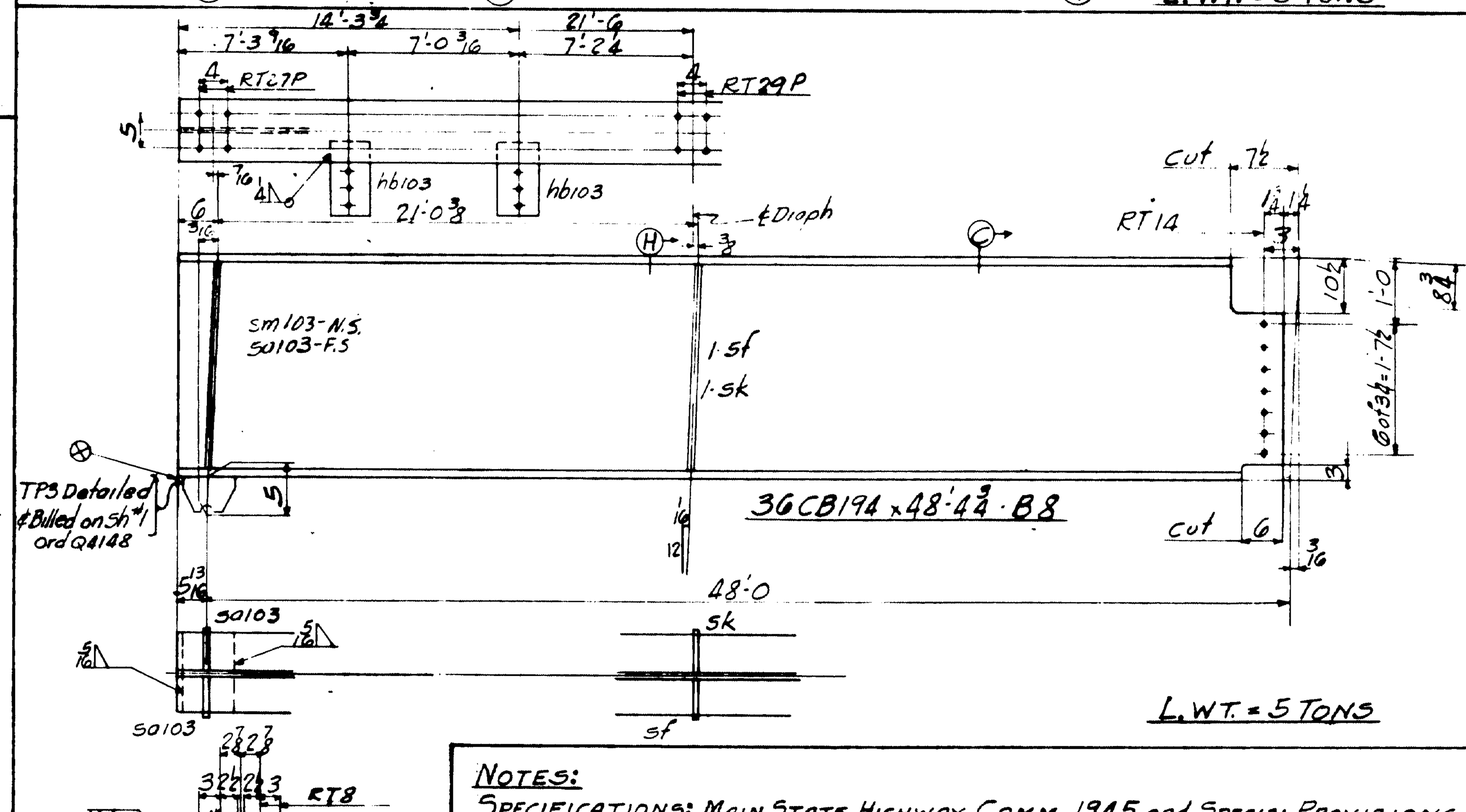
ORDER No. Q4149 — SHEET No. 102

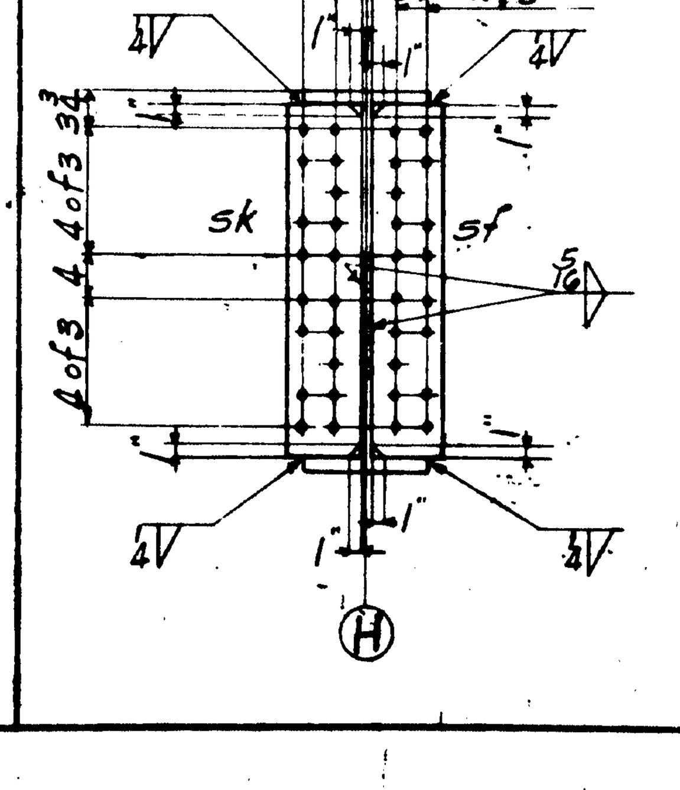
62-113 WELDING











DRAWING WITH BILL
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sketch	MATERIAL Shape	Length Feet	Length Inches	Assembling Mark	REMARKS	ORDERED	Item	Calculated Weight for One
1							48'5"			
2										
3							98#	Q4148 ✓		
4		1	36CB182	48	4¾	B4	37 8955#	Q4149 ✓	1009	8809
5	5	1	PL 7 × ⅜	2	9¾	sn103		45-0	M618	25
6	4	1	PL 7 × ½	2	9¾	sm103	FIN1	30-0	1035	33
7	24	2	PL 7 × 5/16	1	1	ha103		45-0	M618	16
8	27	2	PL 7 × 5/16	1	1	hb103		45-0	M618	16
9	4	1	PL 7 × ½	2	9¾	sa103	FIN1	30-0	1035	33
10	4	1	PL 7 × ⅜	2	9¾	sb103		45-0	M618	25
11		1	Top Plate			TP4	Detailed & Billed on sh#1 ord. Q4148			98 cuts
12						48'5"			1BW 3/18	3 4 holes
13		1	36CB230	48	4¾	B5	95 11164# 113# Q4148 ✓	Q4149 ✓	1005	11132
14		1	36CB230	48	4¾	B6	51 11208# 113# Q4148 ✓	Q4149 ✓	1005	11132
15										
16	14	4	PL 6 × ½	2	9¼	sc103	FIN1		5	57
17	21	4	PL 4 × ⅜	2	9¼	sd103		35-0	M618	28
18		2	Top PLATES			TP5	Detailed & Billed on sh#1 ord Q4148			113 cuts
19						48'5"	104# Q4148		384 4 holes 8W	4 3 5 1 cuts
20		1	36CB170	48	4¾	B7	39 8307#	Q4149	1012	8228
21										
22	4	2	PL 6 × ½	2	9¾	sg103	FIN1		5	57
23	8	2	PL 4 × ⅜	2	9¾	sh103		35-0	M618	29
24		1	Top PLATE			TP6	Detailed & Billed on sh#1 ord Q4148			94 cuts
25						48'5"	94# Q4148		7W 24P	3 4 holes
26		1	36CB194	48	4¾	B8	77 9496#	Q4149 ✓	1008	9390
27		1	PL			sm103	FIN1			33
28		2	PL			hb103				16
29		1	PL			sa103	FIN1			33
30		1	PL 7 × ½	2	9¾	sf		30-0	1035	33
31		1	PL 7 × ½	2	9¾	sk		30-0	1135	33
32		1	Top PLATE			TP3	Detailed & Billed on sh#1 ord Q4148			94
33										77 cuts
34										10 holes
35										12 W
36										33 P
37										
38										
39										
40										
41										
42										
43										
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67										

STRINGERS - SPAN 2 - DIV. 1

NOTES:

SPECIFICATIONS: MAIN STATE HIGHWAY COMM. 1945 and SPECIAL PROVISIONS.
MATERIAL: O.H. STEEL ASTM A7-52T
HOLES: 13/16"⌀
WORKMANSHIP: Holes in material thicker than ⅞" to be drilled.
Holes marked RT to be subpunched ¼" and reamed to size to a metal template.
Place Top Plates TP3, 4, 5 & 6 on beams with the face marked ⊗ as indicated.
Shop to Fabricate Beams with Mill Camber UP.
B.E. Indicates Bearing End of Stiffners
In Assembling TP3, TP4, TP5 & TP6 to Beams, care must be taken to have axis of bore normal to ℄ of Beam.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
over PENOBSCOTT RIVER
BANGOR, MAINE

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

REVISIONS	
F	
E	
D	
C	
B	2-5-54
X	2-1-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY JHC DATE 8-14-53
DRAW. CHECKED BY J.B.L. DATE 1-4-53

PAINT: Yes, Except Top as noted
SHOP CONTACT SURFACES: No

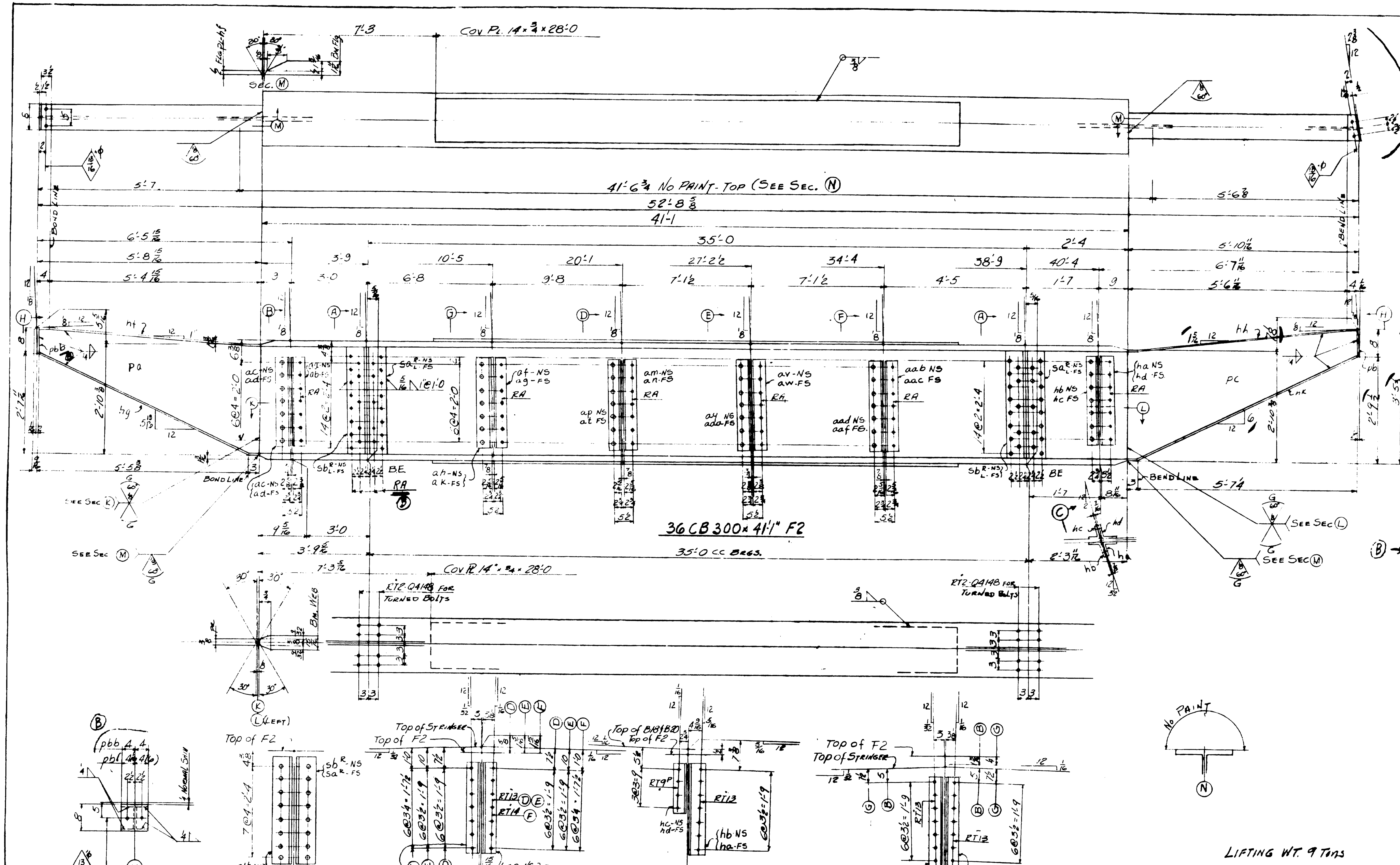
ORDER No. Q4149
SHEET No. 103

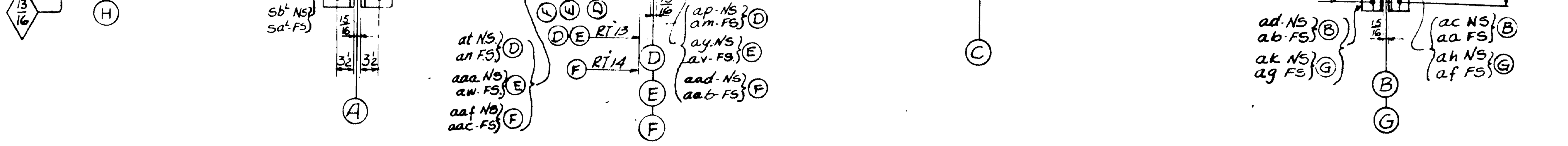
Ab. 102

62-114 Weld

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1							52'9"			
4		ONE TRANSVERSE Bm F2					11455			
6		1	36 CB 300	41	1			41'-3	1001	12324
7		2	PL 14 ¾	28	0		UM	45-0	M618	1999
8		4	L 6 6 ¾	2	9¼	sa R/L	Finl UM.	39-9	M618	318
9		4	L 6 6 ¾	2	9¼	sb R/L	Finl U.M.	39-9	M618	318
10		1	PL 10 ½	2	3	ha			S	38
11		1	PL 9¾ ½	2	3	hb			S	
12		1	L 5 4 ½	1	3	hd	Cut 6x4		S	2
13		1	L 4 4 ½	1	3	hc		50-0	M618	
14		1	PL 8 ½	5	9¾	hf			S	3
15		1	PL 8 ½	6	3⅜	hg			S	16
16		1	PL 8 ½	5	11½	hh			S	
17		1	PL 8 ½	6	6	hk			S	6
18		1	PL 38½ x ⅜	5	8⅜	pa	-125	42½x40-0	1029	288
19	(B)	1	PL 8 ½		8	pb		45-0	M618	9
20		1	PL 40½ x ⅜	5	10	pc	-135	42½x40-0	1029	309
21		1	L 4 4 ½	2	3¼	aa		50-0	M618	29
22		1	L 4 4 ½	2	3¼	ab				29
23		1	L 4 4 ½	2	3¼	ac				29
24		1	L 4 4 ½	2	3¼	ad				29
25		1	L 4 4 ½	2	3	af				29
26		1	L 4 4 ½	2	3	ag				29
27		1	L 4 4 ½	2	3	ah				29
28		1	L 4 4 ½	2	3	ak				29
29		1	L 4 4 ½	2	3	am				29
30		1	L 4 4 ½	2	3	an				29
31		1	L 4 4 ½	2	3	ap				29
32		1	L 4 4 ½	2	3	at				29
33		1	L 4 4 ½	2	3	av				29
34		1	L 4 4 ½	2	3	aw				29
35		1	L 4 4 ½	2	3	ay				29
36		1	L 4 4 ½	2	3	aaa				29
37		1	L 4 4 ½	2	3	aab				29
38		1	L 4 4 ½	2	3	aac				29
39		1	L 4 4 ½	2	3	aad				29
40		1	L 4 4 ½	2	3	aaf		50-0	M618	29
42		16	S.B. ⅞ φ						Stores	
44		1	Pl 8 ½		8	pb		45-0	M618	9
45										36 RIV
46										262 Cov
47										43 hdr
48										1 W
49										54 P





LIFTING WT. 9 Tons

TRANSVERSE BEAM - DIV. 1

NOTES:

SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS
MATERIAL: O.H. STEEL A.S.T.M. A7-52T
RIVETS: ⅞ φ HOLES $\frac{15}{16}$ φ U.N.
WORKMANSHIP: HOLES MARKED R.I. TO BE SUBPUNCHED OR SUBDRILLED & REAMED TO SIZE TO A METAL TEMPLET.
HOLES MARKED R.A. TO BE SUBPUNCHED OR SUBDRILLED & REAMED TO SIZE WITH CONNECTING PARTS ASSEMBLED.
HOLES IN MATERIAL OVER ⅞" THICK TO BE DRILLED.
B.E. INDICATES BEARING END OF STIFFENERS.
SHOP TO FABRICATE BEAM WITH MILL CAMBER UP.
All holes for shop rivets to be subpunched or subdrilled and reamed to size with connecting parts assembled.

PAINT: YES (EXCEPT AS NOTED)
SHOP CONTACT SURFACES: NO

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
Over PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

REVISIONS	
F	
E	
D	
C	
B	2-9-54
X	2-1-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY RJG DATE 8/24/53
DRAW. CHECKED BY [illegible] DATE 1-13-54

ORDER No. Q4149
SHEET No. 104

WELDING
62-115

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship. Piece
1							47'10"			
2										
3							8705#			
4		1	36 CB 182	47	9½	B9	-105	47-9½	1010	8698
5		1	℞ 7 ⅜	2	9¾	sn103				25
6		1	℞ 7 ⅜	2	9¾	sb103				25
7		1	℞ 7 5/16	1	1	ha103	Bent			8
8		3	℞ 7 5/16	1	1	hb103	Bent			24
9										13 cuts holes
10							47'10"			26 W P
11		1	36 CB 230	47	9½	B10	10867#	47-9½	1006	10992
12		1	36 CB 230	47	9½	B11	10908#	47-9½	1006	10992
13		1	36 CB 230	47	9½	B13	10929#	47-9½	1006	10992
14										
15		5	℞ 4 ⅜	2	9¼	sd103	2-B10.B11 1-B13			28 / 14
16		1	℞ 5 ⅜	2	9¼	sc	B13		S	18
17		1	℞ 4 ⅜	2	9¼	sb	B13	35-0	M618	14
18									B10	189 cuts
19									B11	148 cuts
20									B13	147 cuts
21								B10-B11		3 holes
22									B13	4 holes
23								B10-B11		3 W
24									B13	5 W
25								B10-B11		36 P
26									B13	37 P
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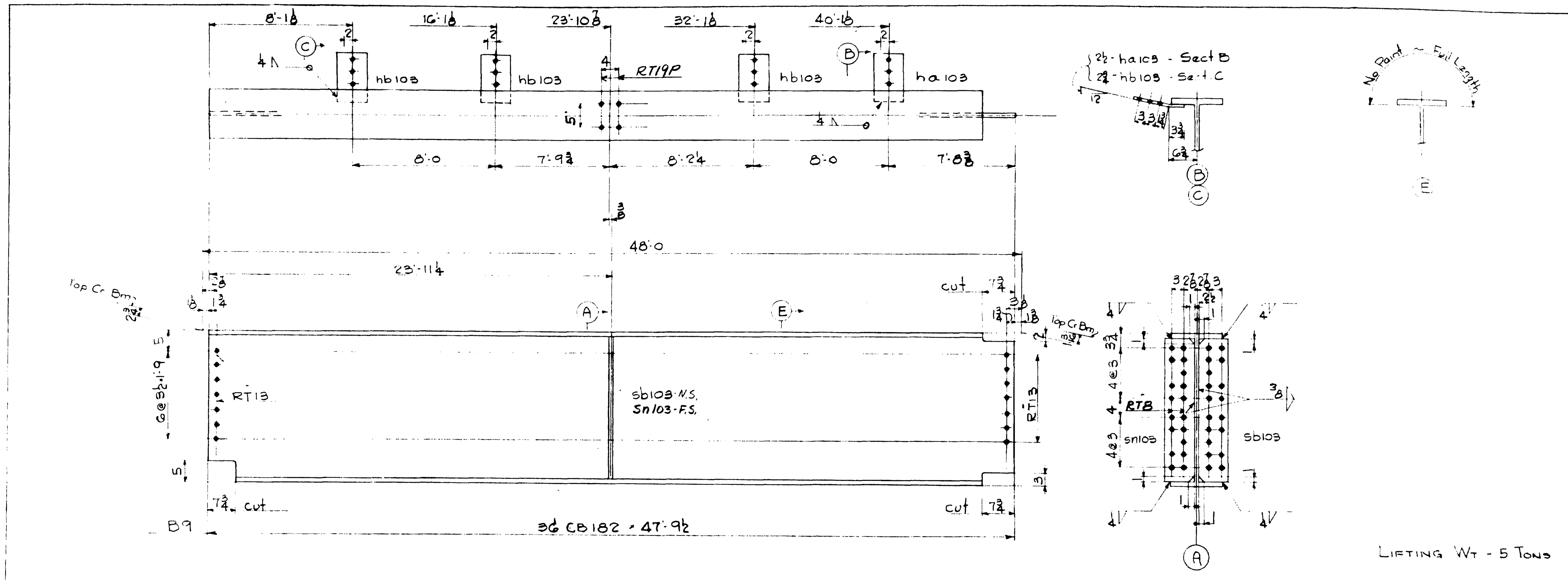
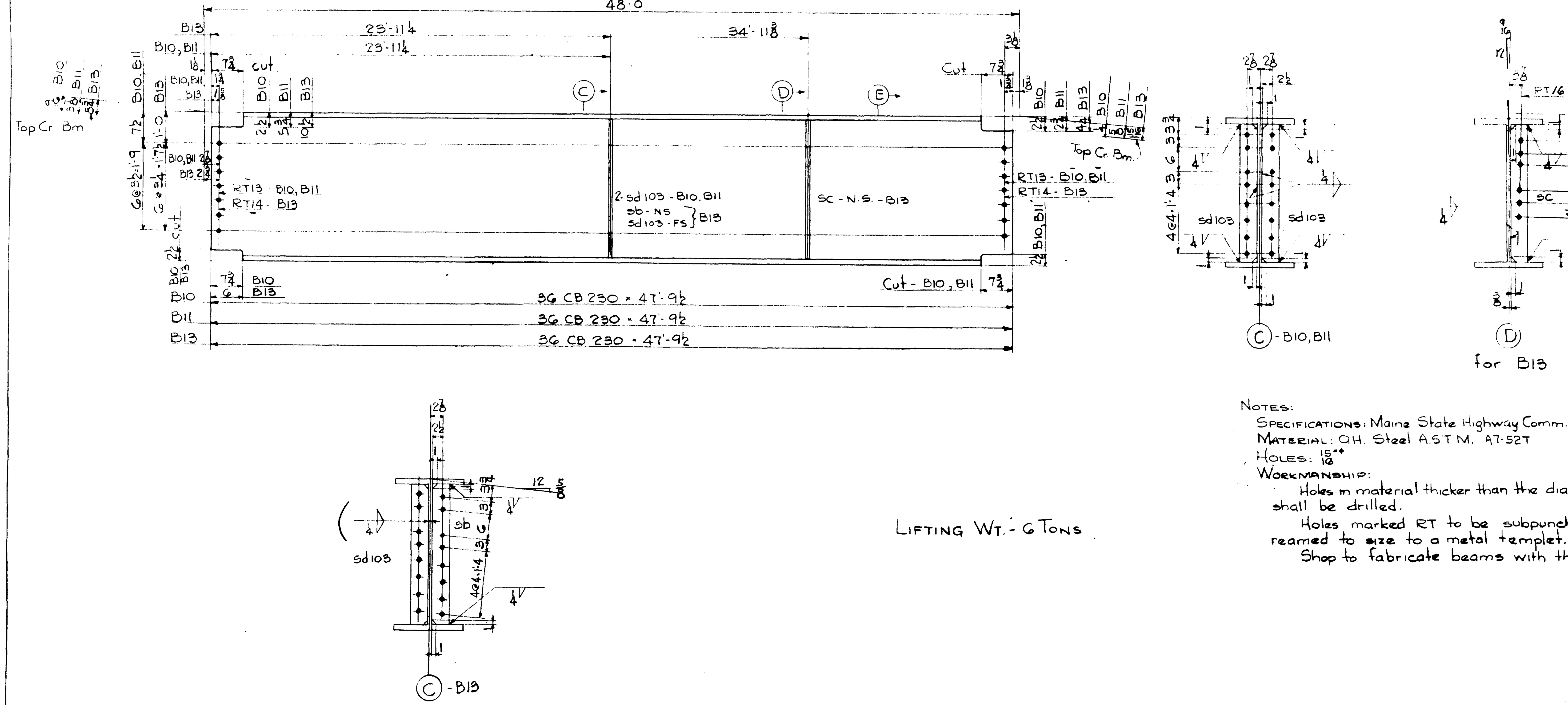




Notes:

Specifications: Maine State Highway Comm. 1945 & Special Provisions

Material: O.H. Steel A.S.T.M. A7-52T

Holes: $\frac{15}{16}$"

Workmanship:

Holes in material thicker than the diameter of the rivet shall be drilled.

Holes marked RT to be subpunched or subdrilled & and reamed to size to a metal templet.

Shop to fabricate beams with the natural mill camber up.

PAINT: Yes - except top as noted
SHOP CONTACT SURFACES: No

STRINGERS - SPAN 3 - DIV 1

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D-81 1500 12-51 PENCILTEX
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

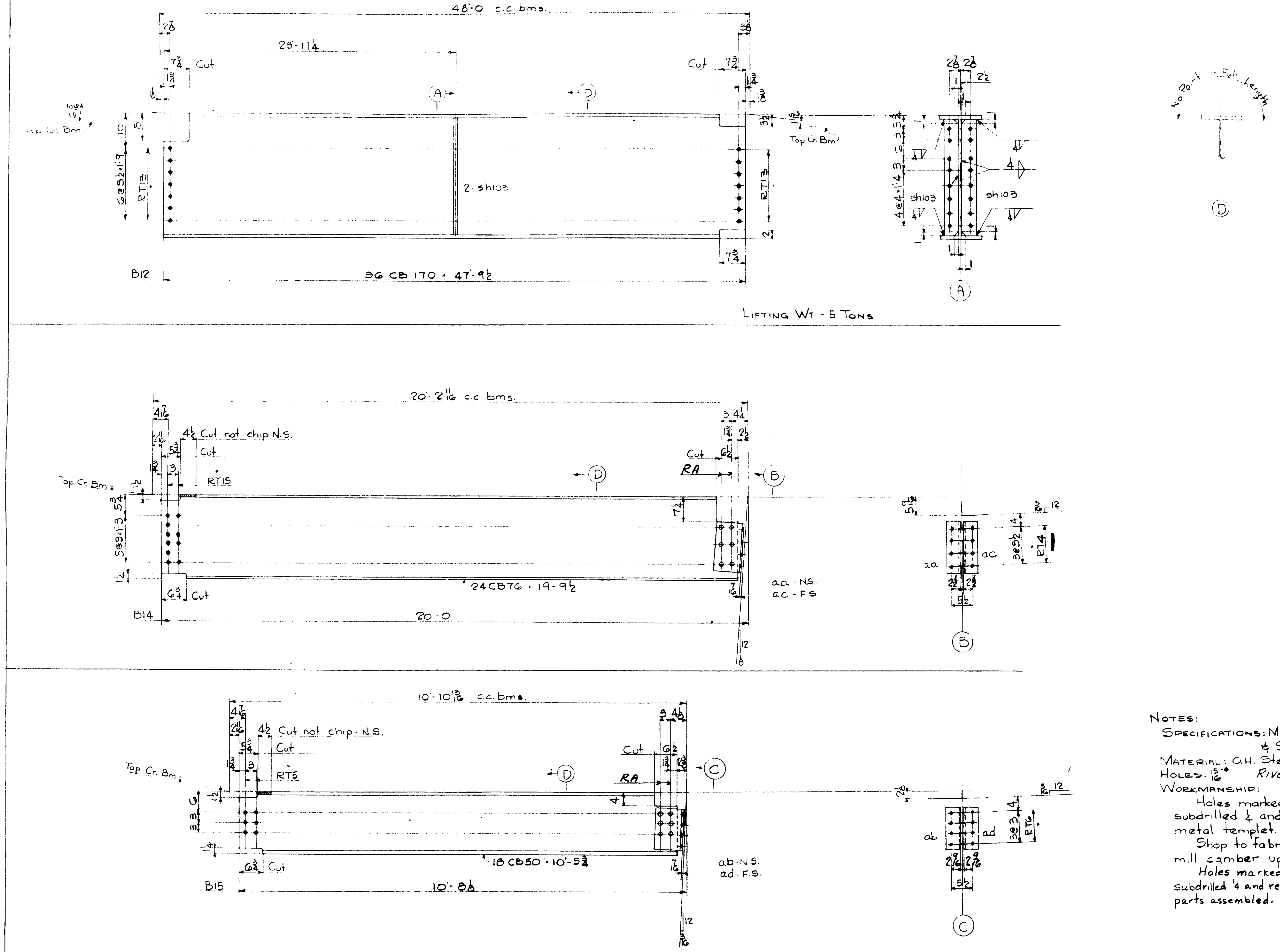
Revisions	
F	
E	
D	
C	
B	
X	2-27-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 8-24-53
DRAW. CHECKED BY S.L.L. DATE 1-4-53

ORDER No. Q4149
SHEET No. 105

Ab. Bill 104

WELD
62-116



DRAWING WITH BILL

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1													
2										47'10"			
3													
4		1	36	CB	170		47	9½	B12	8076# ✓	47'-9½	1013	8124
5		2	PL		4	3/8	2	9¾	sh103				29
6													105 cuts
7													3 holes 3 w 28 P
8		One Beam							B14	1516# ✓			
9		1	24	CB	76		19	9½			20-0	M618	1504
10		1	L	8	4	½	1	3	aa			S	25
11		1	L	8	4	½	1	3	ac			S	25
12													2 RIV. 43 cuts 2 holes 5 P
13		One Beam							B15	538# ✓			
14		1	18	CB	50		10	5¾			6/65-0	1018	524
15		1	L	8	4	½	1	0	ab			S	20
16		1	L	8	4	½	1	0	ad			S	20
17													2 RIV. 29 cuts 1 hole 2 P
18													
19													
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66													
67													Stock Charges

NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 & Special Provisions

MATERIAL: O.H. Steel A.S.T.M. A7-52T

HOLES: 15/16"⌀ Rivets: 7/8"⌀

WORKMANSHIP:

Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.

Shop to fabricate beams with natural mill camber up.

Holes marked RA to be subpunched or subdrilled ¼ and reamed to size with connecting parts assembled.

Div. 1

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D-81 1500 12-51 PENCILTEX

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E. B. Marks
DRAW. MADE BY SEK DATE 8-27-53
DRAW. CHECKED BY GGL DATE 1-4-53

REVISIONS	
F	
E	
D	
C	
B	2-27-54
X	2-2-54

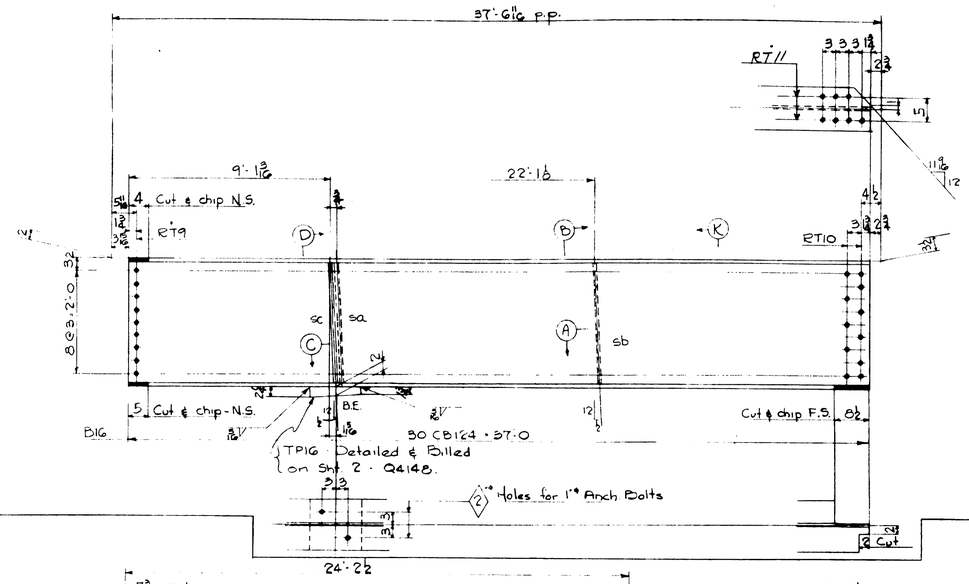
PAINT: Yes, Except Top as noted
SHOP CONTACT SURFACES: No

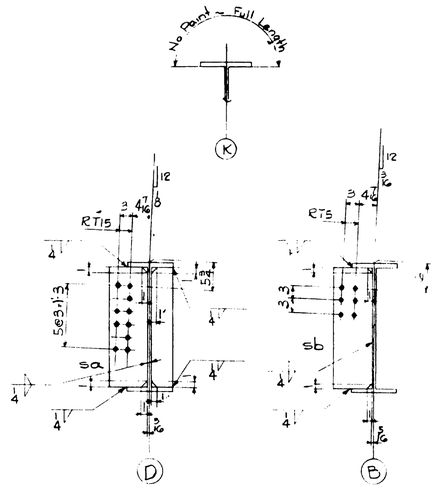
ORDER No. Q4149
SHEET No. 106

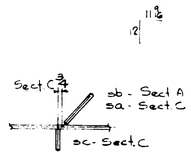
Ab. Bill 102, 104

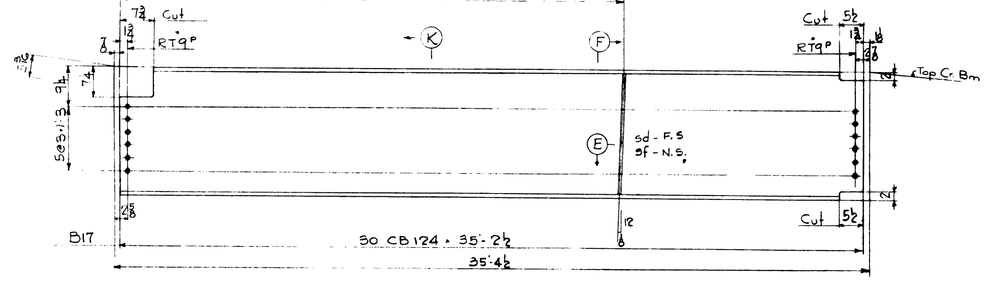
62-117

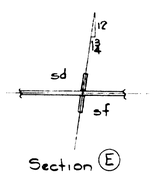
Weld

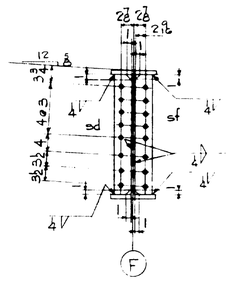


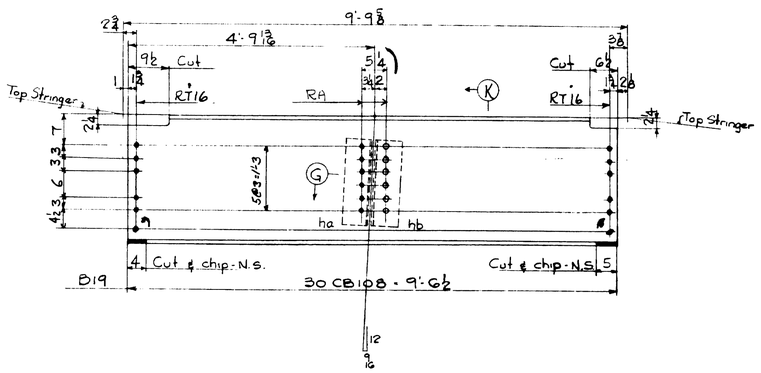


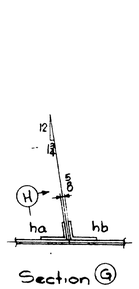


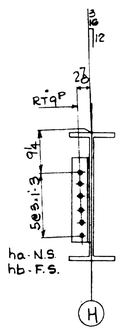












Notes:
Specifications: Maine State Highway Comm. 1945 & Special Provisions
Material: O.H. Steel ASTM A7-52T
Rivets: ⅞" ø Holes. 15/16" ø
Workmanship:
Holes in material thicker than the diameter of the rivet shall be drilled.
Holes marked ET to be subpunched or subdrilled ¼ and reamed to size to a metal templet
Shop to fabricate beams with natural mill camber up.
B.E. indicates bearing end of stiffeners.
Holes marked RA to be subpunched ¼ and reamed to size with connecting members assembled.

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces as this Order	MATERIAL No. of Pieces	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	FROM	CALCULATED WEIGHT FOR ONE ASSEMBLY PIECE
1										
2										
3							79#-Q4148 ✓			
4		ONE BEAM				B16	466T-Q4149 ✓			
5		1 30 CB 124		37	0			37'-6½	1015	4588
6		1 PL	9 ½	2	4⅛	sa	Fin 1		5	36
7		1 PL	9 ½	2	4⅛	sb			5	36
8		1 PL	5 ½	2	4⅛	sc	Fin 1		5	20
9		1 Top Plate				TP16	Detailed & Billed on Sht 2 - Q4148			73
10										2
11										1
12										
13										
14		ONE BEAM				B17	4342#✓			
15		1 30 CB 124		35	2½			35-2½	1016	4346
16		1 PL	4 ⅜	2	4⅛	sd		35-0	M618	12
17		1 R	4 ⅜	2	4⅛	sf		35-0	M618	12
18										6
19										3
20		ONE BEAM				B19	1026#✓			
21		1 30 CB 108		9	6½			9-6½	5	1030
22		1 L 4 4 ½		1	8¼	ha	Bent	50-0	M618	22
23		1 L 4 4 ½		1	8¼	hb	Bent	50-0	M618	22
24		2 SBA*							Stores	
25										2
26										4
27										4
28										3
29										3
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Div. 1

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE
SPECIFICATIONS DATED 1945
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 9-1-53
DRAW. CHECKED BY [illegible] DATE 1-5-54

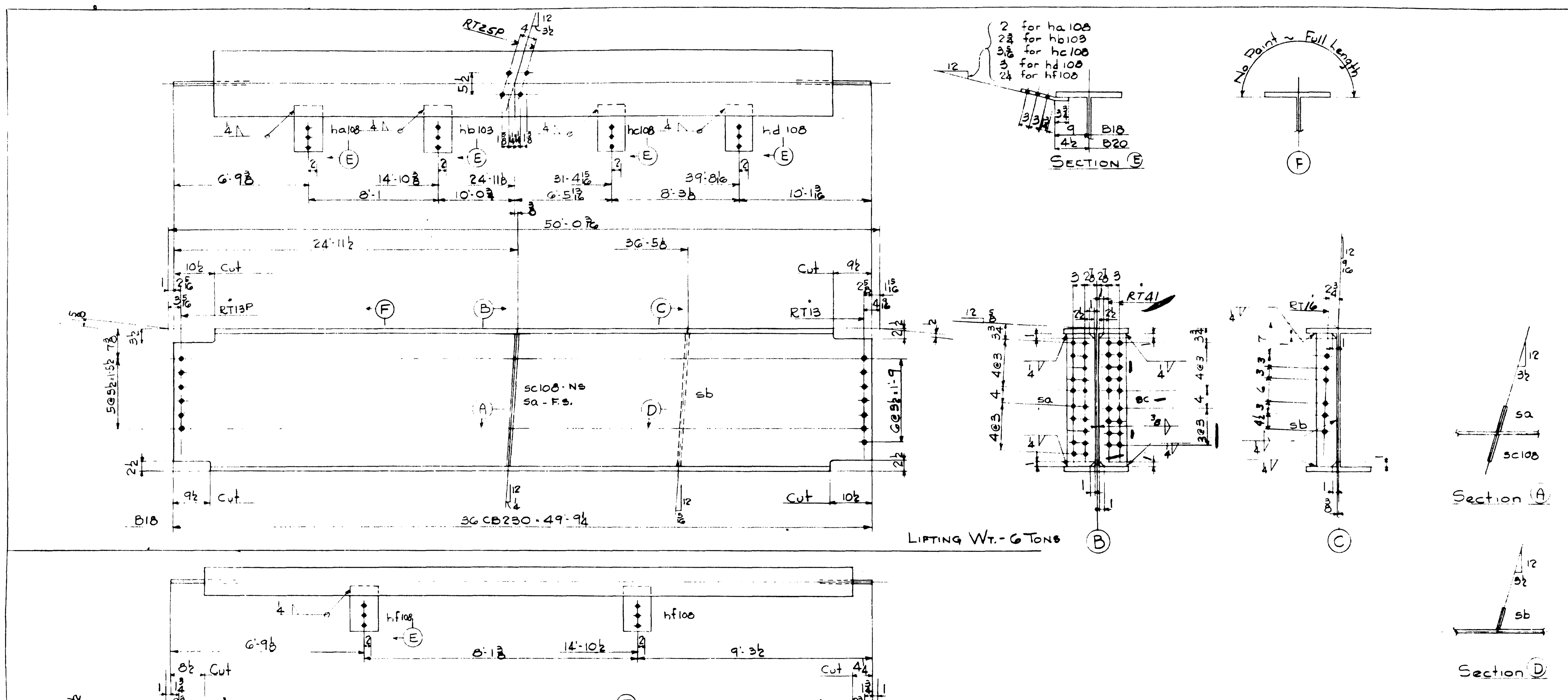
F	
E	
D	
C	
B	
X	1-29-54
REVISIONS	

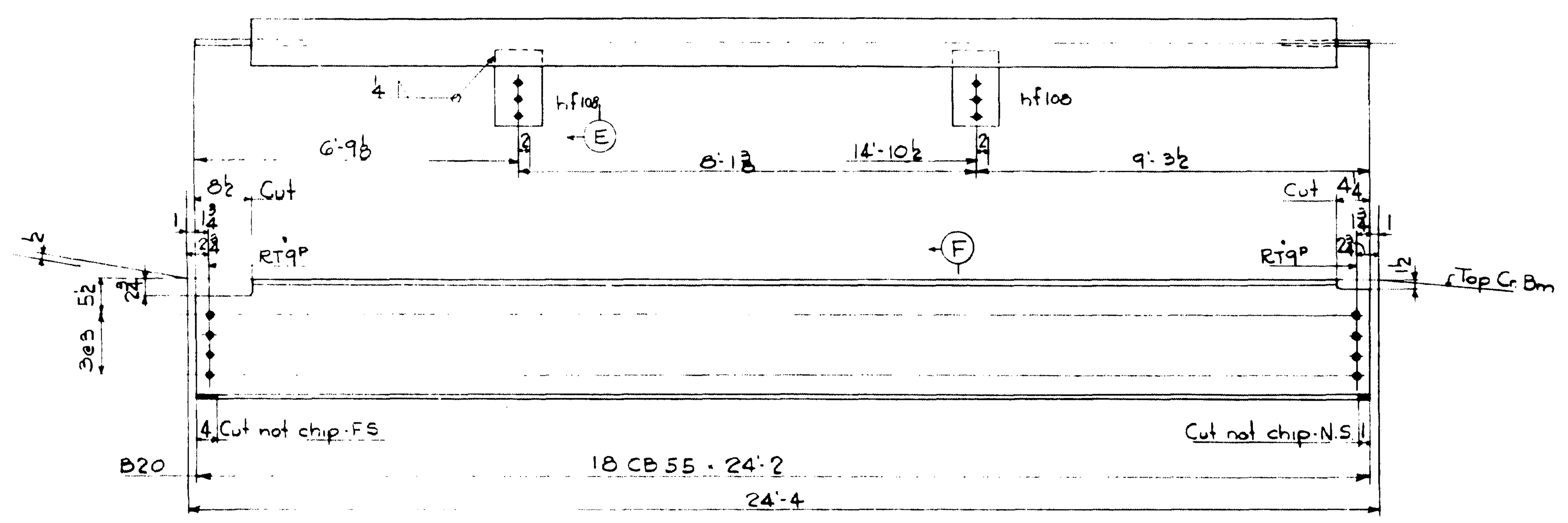
ORDER No. Q4149
SHEET No. 107

PAINT: Yes, except top as noted.
SHOP CONTACT SURFACES: No

Mk. III 10¢

62-118 Weld





Notes:
Specifications: Maine State Highway Commission 1945 and Special Provisions
Material: O.H. Steel ASTM A7-52T
Holes: 15/16"
Workmanship:
Holes in material thicker than the diameter of the rivet shall be drilled.
Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.
Shop to fabricate beams with natural mill camber up.

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1													
2													
3										49'10"			
4													
5		One Beam							B18	11341#✓			
6		1	36	CB	230		49	9¼			49-10¼	1004	11447
7		1	PL	7	⅜		2	9¼	sa		45-0	M618	25
8		1	PL	5	⅜		2	9¼	sb			S	18
9	4	1	PL	7	5/16		1	1	ha108		45-0	M618	8
10		1	PL	7	5/16		1	1	hb103				8
11	7	1	PL	7	5/16		1	1	hc108		45-0	M618	8
12	9	1	PL	7	5/16		1	1	hd108		45-0	M618	8
13		1	PL	7	⅜		2	9¼	sc		45-0	M618	
14													
15		1	18	CB	55		24	2	B20	1327#✓	25-6	M618	1323
16	12	2	PL	7	5/16		1	1	hf108		45-0	M618	16
17													
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Div. 1

State of Maine
State Highway Commission
Bangor-Brewer Bridge
over Penobscot River
Bangor, Maine

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E. B. Marks
DRAW. MADE BY S.E.K. DATE 9-5-53
DRAW. CHECKED BY [illegible] DATE 1-5-54

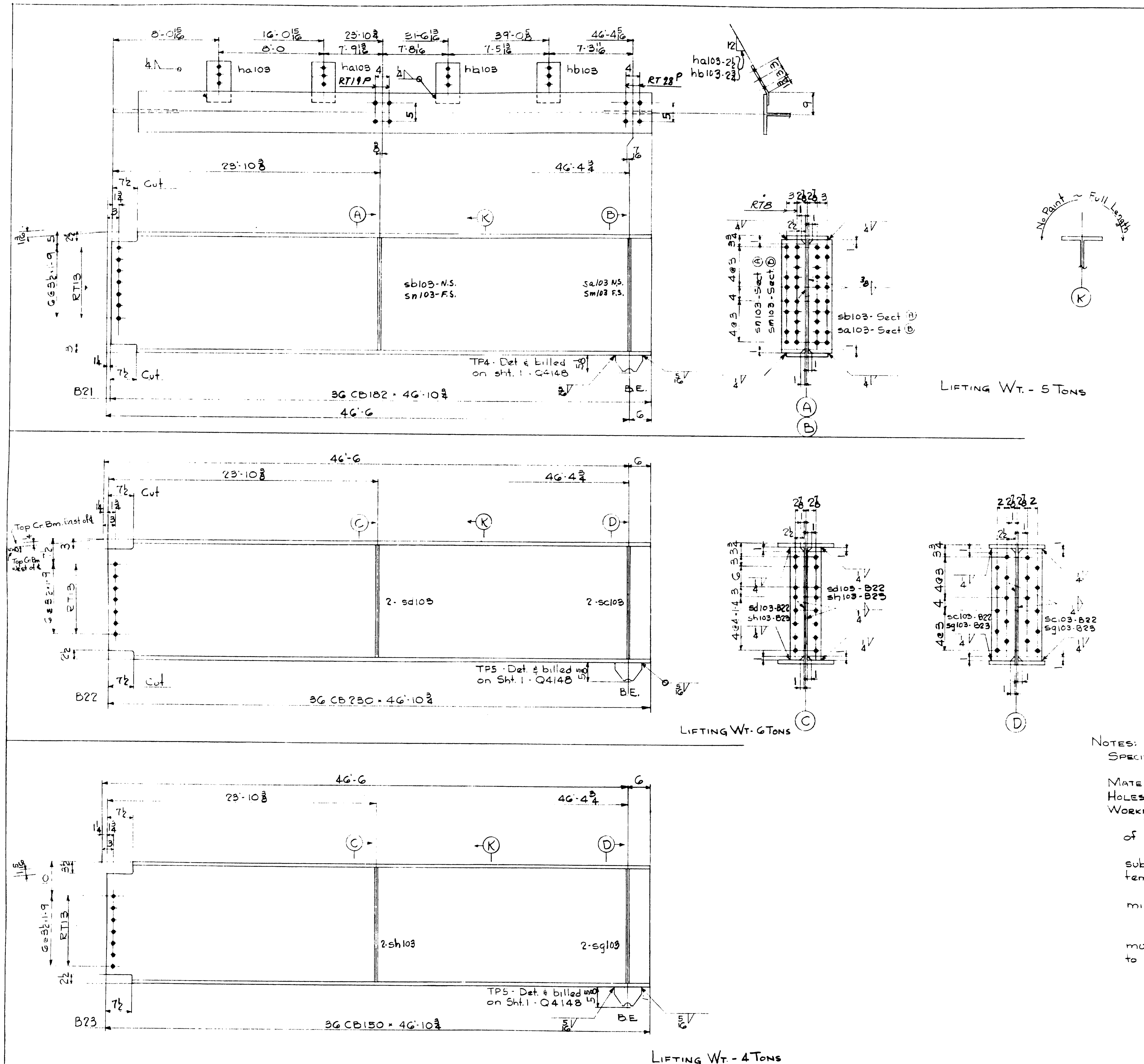
REVISIONS	
F	
E	
D	
C	
B	
X	1-26-54

PAINT: Yes, except top as noted
SHOP CONTACT SURFACES: No

ORDER No. Q4149
SHEET No. 108

104, 105

62-119 Weld



DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Material Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1							46'11"			
2										
3							98" Q4148 ✓			
4		ONE	BEAM			B21	8653" Q4149 ✓			
5		1	36 CB 182	46	10¾			46'-10¾	1011	8536
6		1	PL 7 ½	2	9¾	sm103	Fin 1			33
7		1	PL 7 ⅜	2	9¾	sb103				25
8		1	PL 7 ½	2	9¾	sa103	Fin 1			33
9		2	PL 7 5/16	1	1	ha103				16
10		1	Top Plate			TP4	Det & Billed			98
11							on Sht 1, Q4148			
12		2	PL 7 5/16	1	1	hb103				16
13		1	PL 7 ⅜	2	9¾	sn103				25
14		2	BEAMS			B22	113" Q4148 ✓ 10821 Q4149 ✓	46'11"		668 cuts holes
15		2	36 CB 230	46	10¾			46-10¾	1007	10787
16		4	PL 4 ⅜	2	9¼	sd103				28
17		4	PL 6 ½	2	9¼	sc103	Fin 1			57
18		2	Top Plates			TP5	Detailed &			113
19							billed on			92 cuts
20							Sht 1 - Q4148			4 holes 8 W
21							113" Q4148			37 P
22		ONE	BEAM			B23	7094" Q4149	46'11"		
23		1	36 CB 150	46	10¾			46-10¾	1014	7035
24		2	PL 4 ⅜	2	9¾	sh103				29
25		2	PL 6 ½	2	9¾	sg103	Fin 1			57
26		1	Top Plate			TP5	Detailed &			113
27							billed on			56 cuts
28							Sht 1 Q4148			4 holes
29										8 W
30										25 P
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NOTES:
SPECIFICATIONS: Maine State Highway Comm. 1945 and Special Provisions.
MATERIAL: OH Steel ASTM A7-52T
HOLES - 15/16"Φ
WORKMANSHIP:
Holes in material thicker than the diameter of the rivet shall be drilled
Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.
Shop to fabricate beams with natural mill camber up.
B.E. indicates bearing end of stiffener.
In assembling TP4 & TP5 to beams care must be taken to have axis of bore normal to ℄ of beam

Div 1

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D-81 1500 12-51 PENCILTEX
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 9-10-53
DRAW. CHECKED BY [signature] DATE 1-5-54

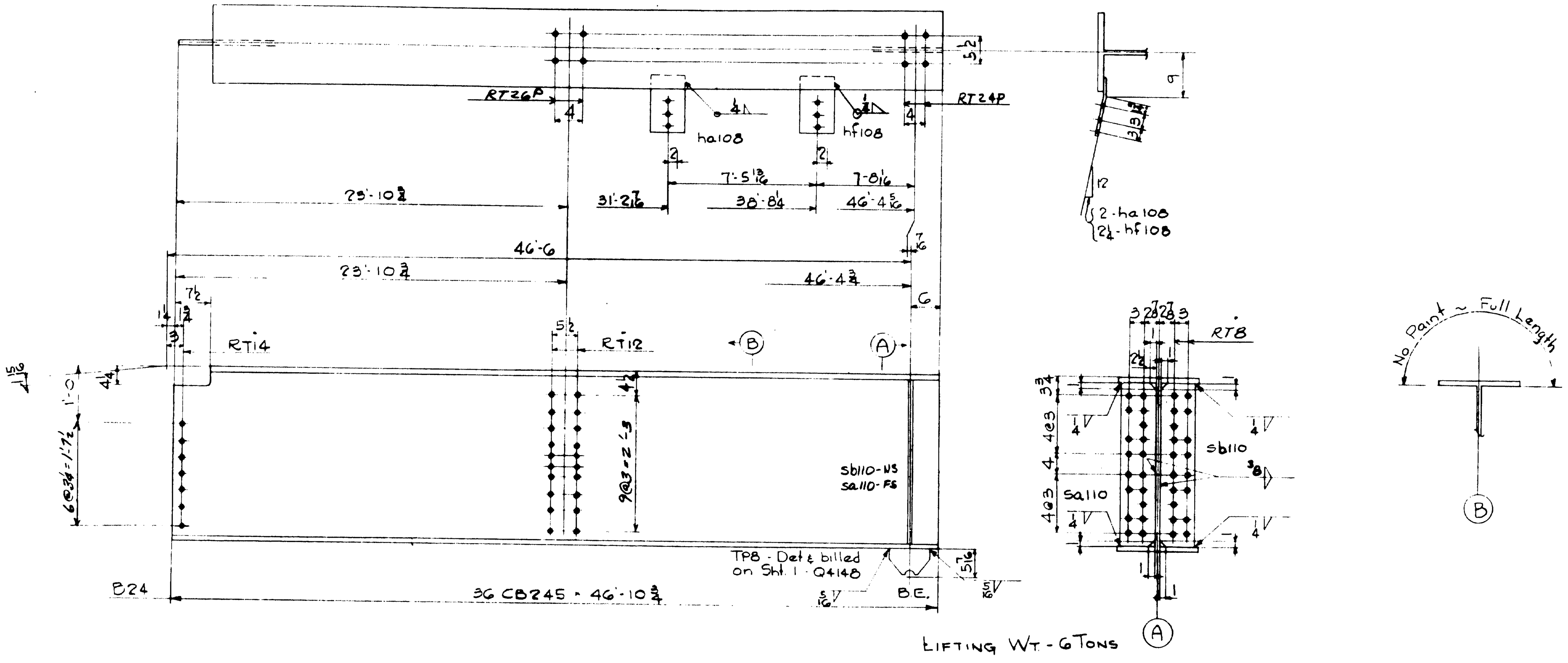
REVISIONS
F
E
D
C
B
X

PAINT: Yes, except top as noted
SHOP CONTACT SURFACES: No

ORDER No. Q4149
SHEET No. 109

Ab. 105

62-120 WELD



DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3							46'11"			
4							107" - Q4148 ✓			
5		One Beam				B24	11556" - Q4149 ✓			
6		1	36 CB 245	46	10 3/4			46-10 3/4	1002	1 1 4 9 1
7	2	1	R 7 1/2	2	9 1/4	Sa110	Fin 1	36-0	1035	3 3
8		1	R 7 5/16	1	1	hf108				
9		1	Top Plate			TP8	Detailed &			
10							billed on			
11							Sht. 1 Q4148			
12		1	R 7 5/16	1	1	ha108				
13	2	1	R 7 1/2	2	9 1/4	Sb110	Fin 1	35-0	1035	3 3
14										
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Div. 1

Notes:

Specifications: Maine State Highway Commission 1945 and Special Provisions

Material: O.H. Steel A.S.T.M. A7-52T

Holes: 15/16

Workmanship:

Holes in material thicker than the diameter of the rivet shall be drilled.

Holes marked RT to be subpunched or subdrilled 1/4 and reamed to size to a metal templet.

Shop to fabricate beams with natural mill camber up.

B.E. indicates bearing end of stiffener.

State of Maine
State Highway Commission
Bangor-Brewer Bridge
over Penobscot River
Bangor, Maine

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY S.E.K. DATE 9-10-53
DRAW. CHECKED BY B.E.R. DATE 1-5-54

REVISIONS
F
E
D
C
B
X

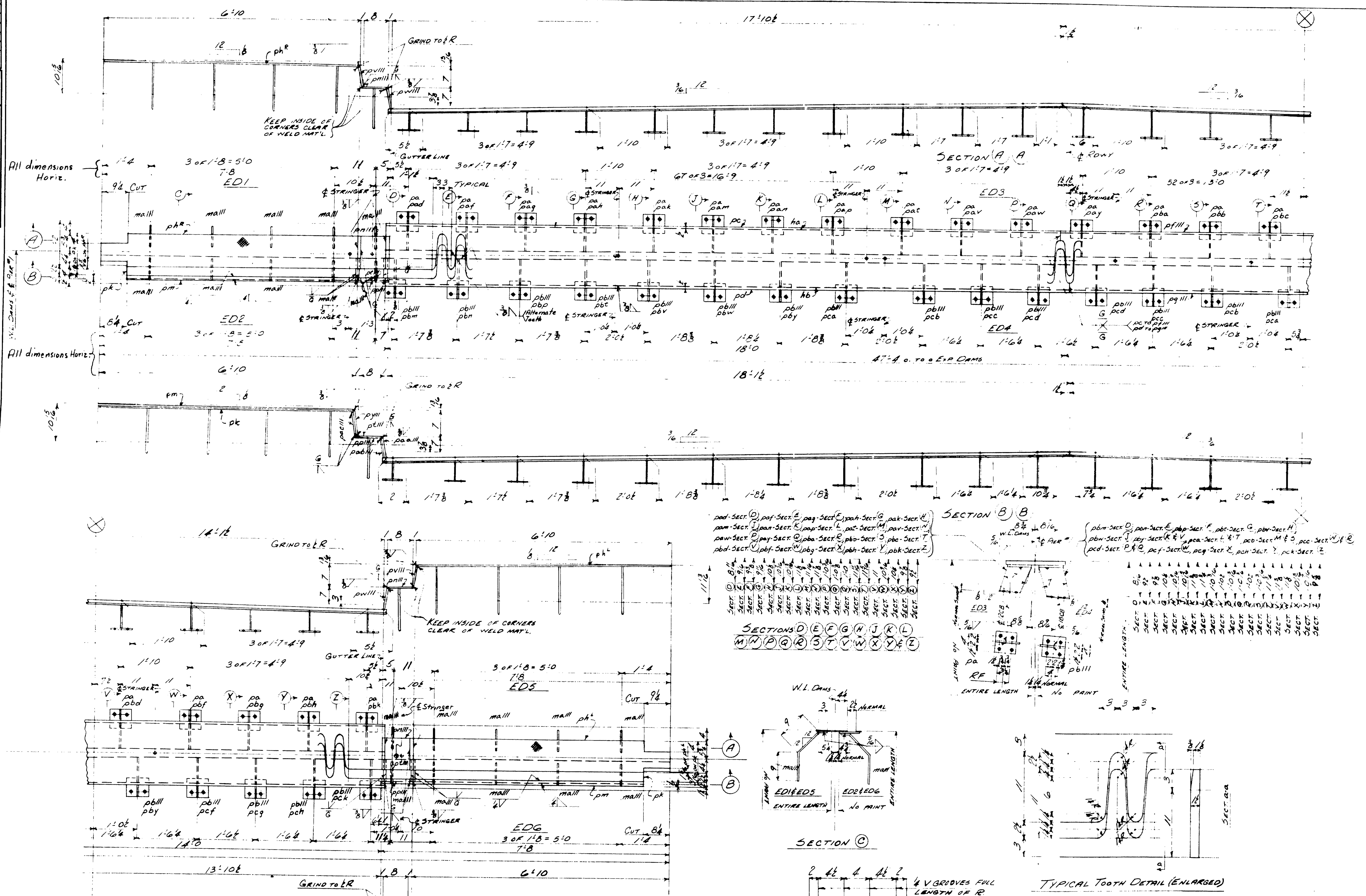
ORDER No. Q4149
SHEET No. 110

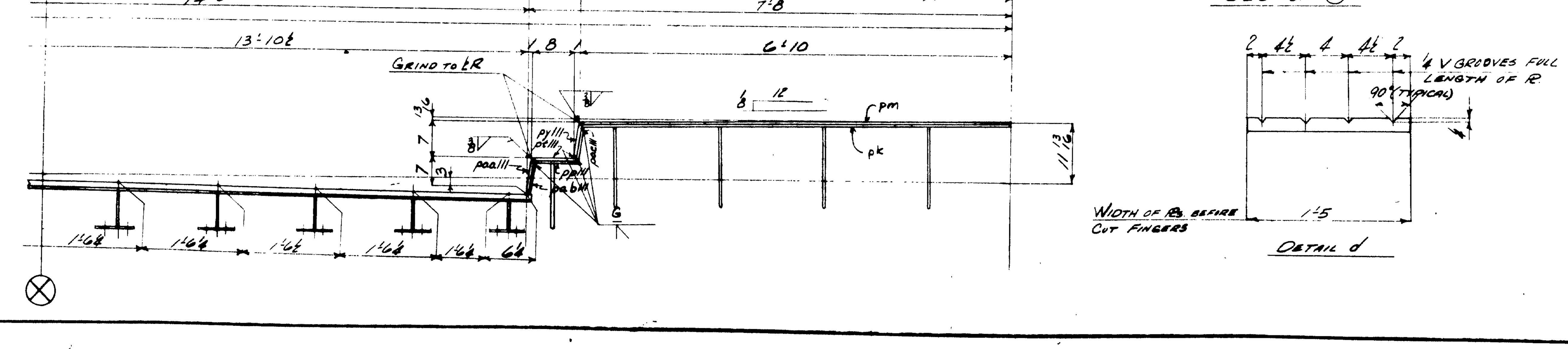
PAINT: Yes, except top as noted
SHOP CONTACT SURFACES: No

105

62-121 Weld

0 1 2 3 4 5 INCHES





NOTES:
1) FINGER PLATES ON DAMS FRAMING OPPOSITE EACH OTHER MUST BE CUT FROM ONE PLATE TO INSURE CORRECT FITTING OF FINGERS.
2) SPECIFICATIONS: MAIN STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
3) MATERIAL: OH STEEL ASTM A7-52T
4) HOLES: 13/16 Ø
5) PAINT: YES, EXCEPT AS NOTED.
6) SHOP CONTACT SURFACES: NO
7) BEFORE CUTTING FINGER PLS. FROM ONE R, GROOVE R. AS SHOWN IN DETAIL d.
8) HOLES MARKED R.F. TO BE SUBPUNCHED ¼ AND REAMED TO SIZE IN THE FIELD.

[redacted]

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape			Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1		ONE EXPANSION DAM - ED1								126#		
2		ONE EXPANSION DAM - ED5 (LEFT)								"		
3	5	2	R	10	3/8		8	pn///	5300 (Raised Pattern Plate)		S	9
4	7	2	R	10	3/8		6 5/8	pv///	5300		S	7
5	7	2	R	10	3/8		6 5/8	pw///	5300		S	7
6		2	R	10	3/8	6	9 5/8	ph R/L	5300		S	92
7	60	10	#6 Reinforcing Bars			1	9	ma///	BENT	20-0 Rg6	50299	13
8												
9		ONE EXPANSION DAM - ED2							101#			
10		ONE EXPANSION DAM - ED6 (LEFT)							"			
11	7	2	R	1½	3/8		8	pt///		20-0	M619	
12	5	2	R	6½	3/8		8 3/8	po///		45-0	M618	
13	9	2	R	1½	3/8		6 5/8	py///		20-0	M619	
14	9	2	R	1½	3/8		6 5/8	paa///		20-0	M619	
15	7	2	R	6½	3/8		6¼	pab///		45-0	M618	
16	7	2	R	6½	3/8		6 5/8	pac///		45-0	M618	
17		2	R	1½	3/8	6	3/8	pm		20-0	M619	12
18		2	R	6½	3/8	6	9 5/8	pk		45-0	M618	56
19		10						ma///	BENT			13
20												
21		ONE EXPANSION DAM - ED3							2179#			
22		1	R	8	½	32	2	ha	BENT	45-0	M618	438
23	2	1	R	14	1½	14	2½	pf///	-399	17x1½x32-10 / 17x1½x32-2	1030 / 1031	1015
24		1	R	7	½		10¼	pad	-1	30-0	1035	10
25		1	R	7	½		10 7/16	paf	-1			10
26		1	R	7	½		10½	pag	-1			10
27		1	R	7	½		10 11/16	pah	-1			11
28		1	R	7	½		10 7/8	pak	-1			11
29		1	R	7	½		11 1/8	pam	-2			11
30		1	R	7	½		11 5/16	pan	-2			11
31		1	R	7	½		11½	pap	-2			11
32		1	R	7	½		11 13/16	pat	-2			12
33		1	R	7	½	1	0 1/16	pav	-2			12
34		1	R	7	½	1	0¼	paw	-2			12
35		1	R	7	½	1	0 3/8	pay	-2			12
36		1	R	7	½	1	0 1/8	pba	-2			12
37		1	R	7	½		11 15/16	pbb	-2			12
38		1	R	7	½		11 11/16	pbc	-2			12
39		1	R	7	½		11 7/16	pbd	-2			11
40		1	R	7	½		11 3/16	pbf	-2			11
41		1	R	7	½		11	pbg	-2			11
42		1	R	7	½		10 13/16	pbh	-2			11
43		1	R	7	½		10 11/16	pbk	-1	30-0	1035	11
44		20	R	6½	½		7	pa			S	129
45		1	R	14	1½	17	11½	pc	-503	17x1½x32-2	1031	1282
46												936
47		ONE EXPANSION DAM - ED4							2209#			
48	2		R	14	1½	3	11½	pg///	-342	17x1½x32-10 / 17x1½x32-2	1030 / 1031	947
49	77	20	R	7	½		7½	pb///		30-0	1035	149
50		1	R	7	½		10 3/16	pbm	-1			
51		1	R	7	½		10 9/16	pbn	-1			
52		1	R	7	½		10¾	pbp	-1			
53		1	R	7	½		11	pbt	-2			
54		1	R	7	½		11 1/8	pbv	-2			
55		1	R	7	½		11 7/16	pbw	-2			
56		2	R	7	½		11¾	pby	-3			2[illegible]
57		2	R	7	½		11 15/16	pca	-3			
58		2	R	7	½	1	0 3/8	pcb	-3			
59		2	R	7	½	1	0½	pcc	-3			
60		2	R	7	½	1	0¾	pcd	-3			
61		1	R	7	½		11 5/8	pcf	-2			
62		1	R	7	½		11 5/16	pcg	-2			
63		1	R	7	½		11 1/8	pch	-2			
64		1	R	7	½		10 5/8	pck	-1	30-0	1035	
65		1	R	14	1½	18	2½	pd	-511	17x1½x32-2	1031	13[illegible]
66		1	R	8	½	32	2	hb	BENT	45-0	M618	4[illegible]
67												

EXPANSION DAMS ED1, ED2, ED3, ED4, ED5 & ED6

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

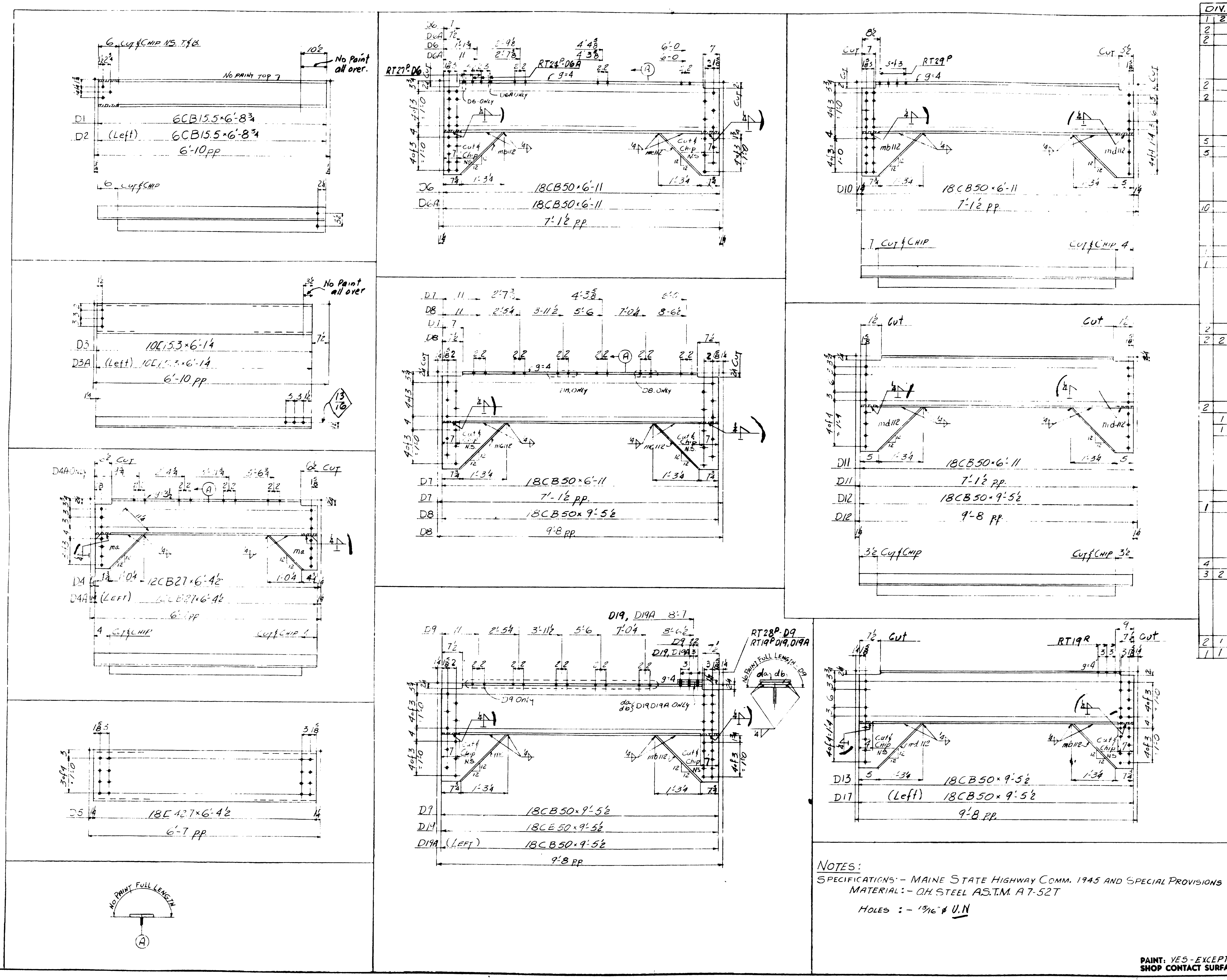
REVISIONS	
F	
E	
D	
C	
B	
X	

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY E. A. B. DATE 9-24-53
DRAW. CHECKED BY PRY DATE 12-22-53

ORDER No. Q4149
SHEET No. 111

No. 107

62-122 WELD



DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DIV. 1	DIV. 2	LINE	Total No. of Pieces on the Order	No. of Pieces on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
		1										
1	2	2										
2		3			2- DIAPHRAGMS			D1	102# ✓	✓		
2		4			2- DIAPHRAGMS			D2	LEFT "	✓		
		5										
		6		4	6 CB 15.5	6	8¾				S	104 2 cuts
		7										
2		8			2- DIAPHRAGMS			D3	93# ✓			
2		9			2- DIAPHRAGMS			D3A	LEFT " ✓			
		10										
		11		4	10 [15.3	6	1¼			28-0	M618	93
		12										
5		13			5- DIAPHRAGMS			D4	213# ✓			
5		14			5- DIAPHRAGMS			D4A	LEFT 201# ✓			
		15										
		16		10	12 CB 27	6	4½				S	172
		17		20	Pcs. 12 CB 27	1	5 11/16	ma	-45		S	93
		18										53 cuts D4 / 54 cuts D4A / 1 hole
10		19			10- DIAPHRAGMS			D5	271# ✓			1 P / 1 W
		20										
		21		10	18 [42.7	6	4½			65-0	M618	272 2 holes 1 P
		22										
1		23			ONE DIAPHRAGM			D6	417# ✓			
1		24			ONE DIAPHRAGM			D6A	413# ✓			
		25										
		26		2	18 CB 50	6	11			60/65-0	1018	346
		27	14	2	Pcs. 18 CB 50	2	3 1/16	mb112	-63	60/65-0	1018	113
		28	21	2	Pcs. 18 CB 50	2	3 1/16	mc112	-63	60/65-0	1018	113
		29										153 cuts D6 / 154 cuts D6A / 20 / 4 holes / 2 W
2		30			2- DIAPHRAGMS			D7	419# ✓			
2	2	31			4- DIAPHRAGMS			D8	545# ✓			
		32										
		33		2	18 CB 50	6	11		FOR D7	60/65-0	1018	346
		34		4	18 CB 50	9	5½		FOR D8	2: 2:	1019 2011	473
		35		12				mc112				226
		36										154 cuts D7
2		37			2- DIAPHRAGMS			D9	543# ✓			155 cuts D8 / 3 holes
	1	38			ONE DIAPHRAGM			D19	573# ✓			2 W / 2 P
	1	39			ONE DIAPHRAGM			D19A	Left " ✓			
		40		4	18 CB 50	9	5½		-29	2: 2:	1019 2011	473
		41		4				mc112	-63			113
		42		4				mb112	-63			113
		43		2	Fills 9½ ⅝		9	da	D19 D19A		S	15
		44		2	Fills 8½ ⅝		9	db			S	14
		45										2P 153 cuts / 5 holes D9 / 4 holes D19 / 2 W
1		46		1	DIAPHRAGM			D10	421# ✓			
		47		1	18 CB 50	6	11		-23	60/65-0	1018	346
		48		1				mb112	-63			113
		49	26	1	Pc. 18 CB 50	2	1⅛	md112	-59	60/65-0	1018	105
		50										145 cuts / 2 holes
4		51		4	- DIAPHRAGMS			D11	414# ✓			2 W / 2 P
3	2	52		5	- DIAPHRAGMS			D12	541# ✓			
		53										
		54		4	18 CB 50	6	11		FOR D11 -25	60/65-0	1018	346
		55		5	18 CB 50	9	5½		FOR D12 -25	3: 2:	1019 2011	473
		56		18				md112	-118			210
		57										143 cuts / 3 holes
2	1	58		3	- DIAPHRAGM			D13	543# ✓			2 W / 2 P
1	1	59		2	DIAPHRAGM			D17	LEFT " ✓			
		60		5	18 CB 50	9	5½		-27	3: 2:	1019 2011	473
		61		5				mb112	-63			113
		62		5				md112	-59			105
		63										149 cuts
		64										3 holes
		65										2 W / 2 P
		66										
		67										STOCK CHANGES

DIAPHRAGMS - DIV. 1 & 2

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

NOTES:
SPECIFICATIONS: - MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS
MATERIAL: - O.H. STEEL A.S.T.M. A7-52T
HOLES: - 13/16" ⌀ U.N

PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

REVISIONS	
F	
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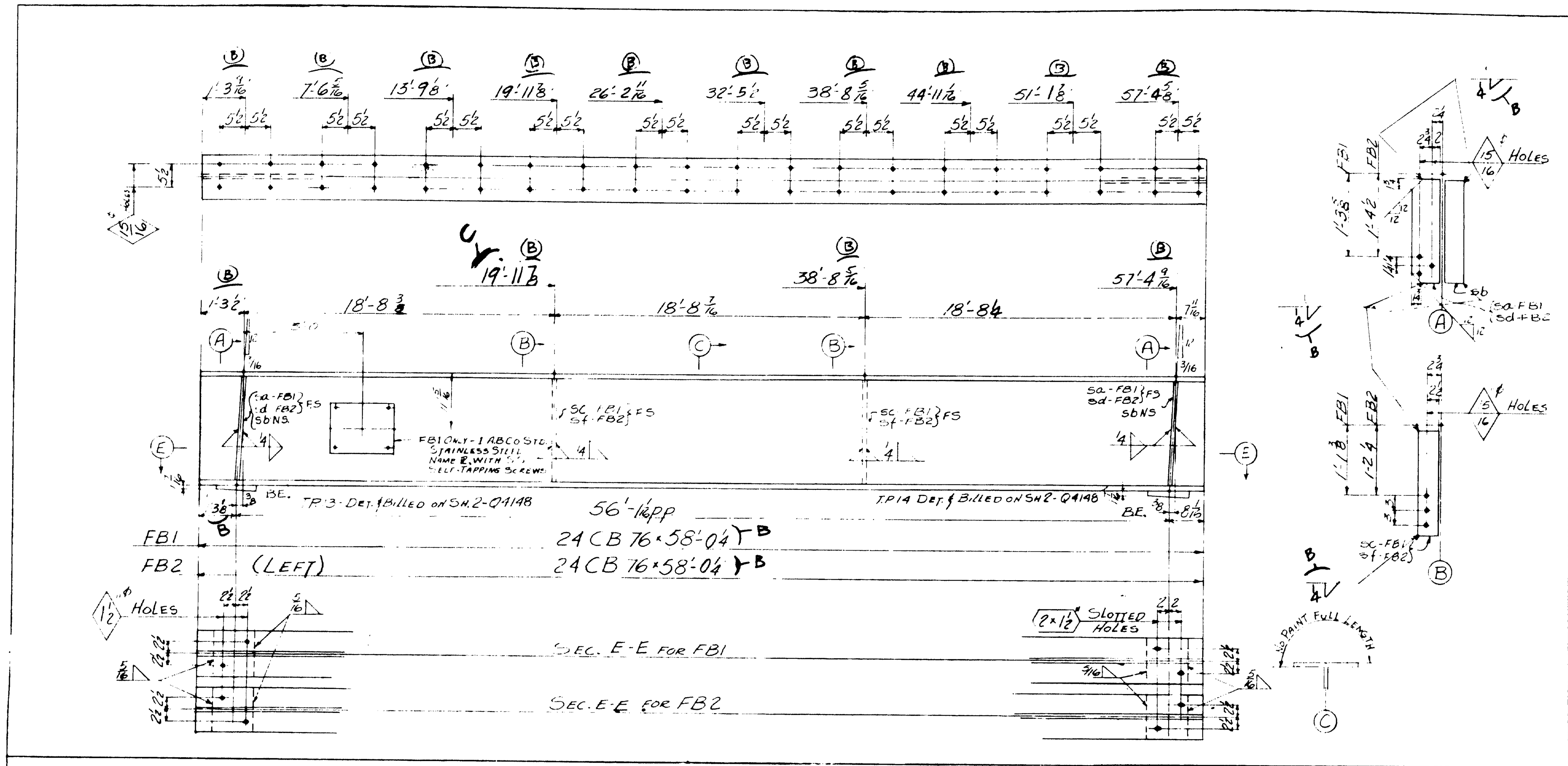
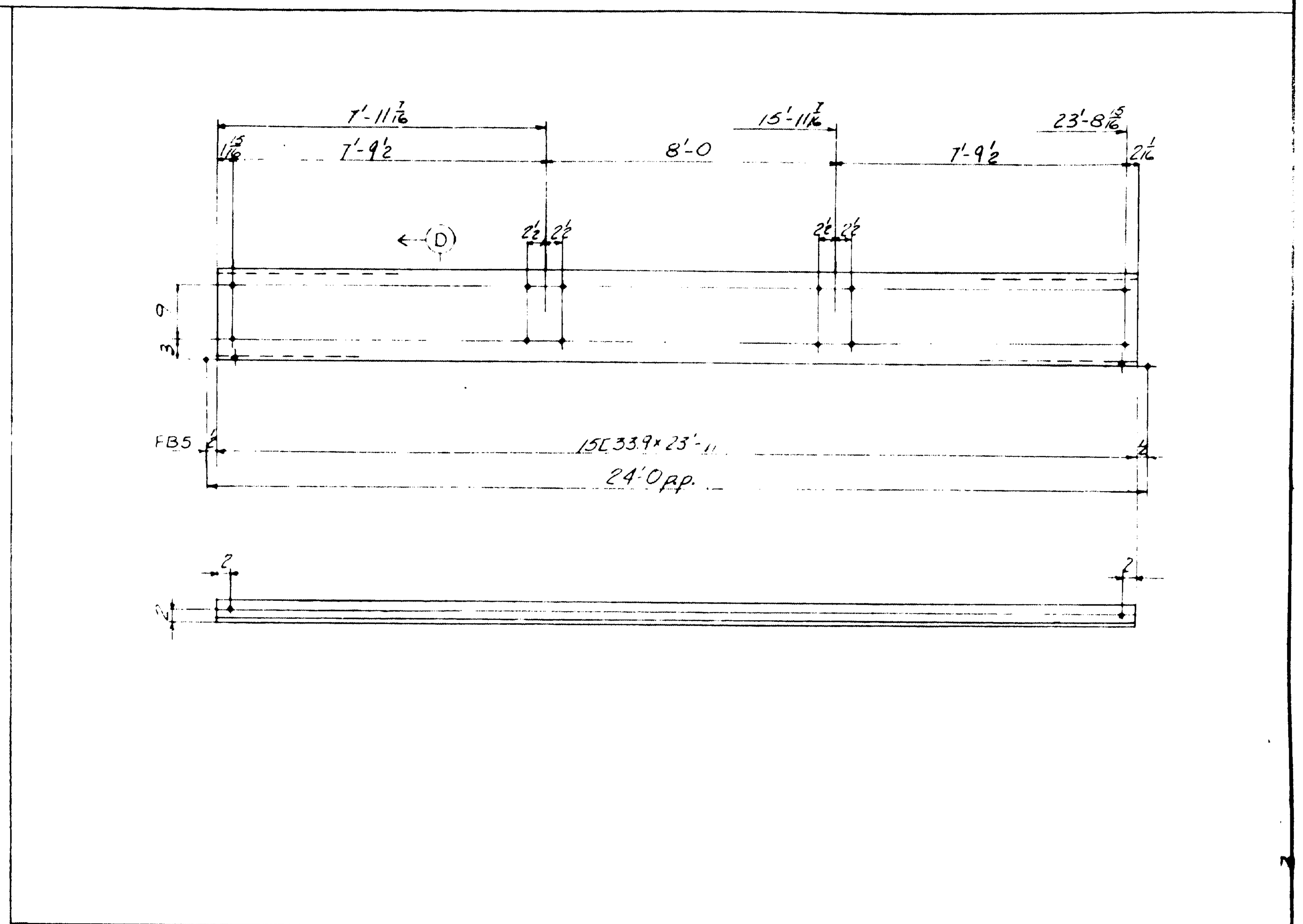
D	
C	
B	
X	2-1-54

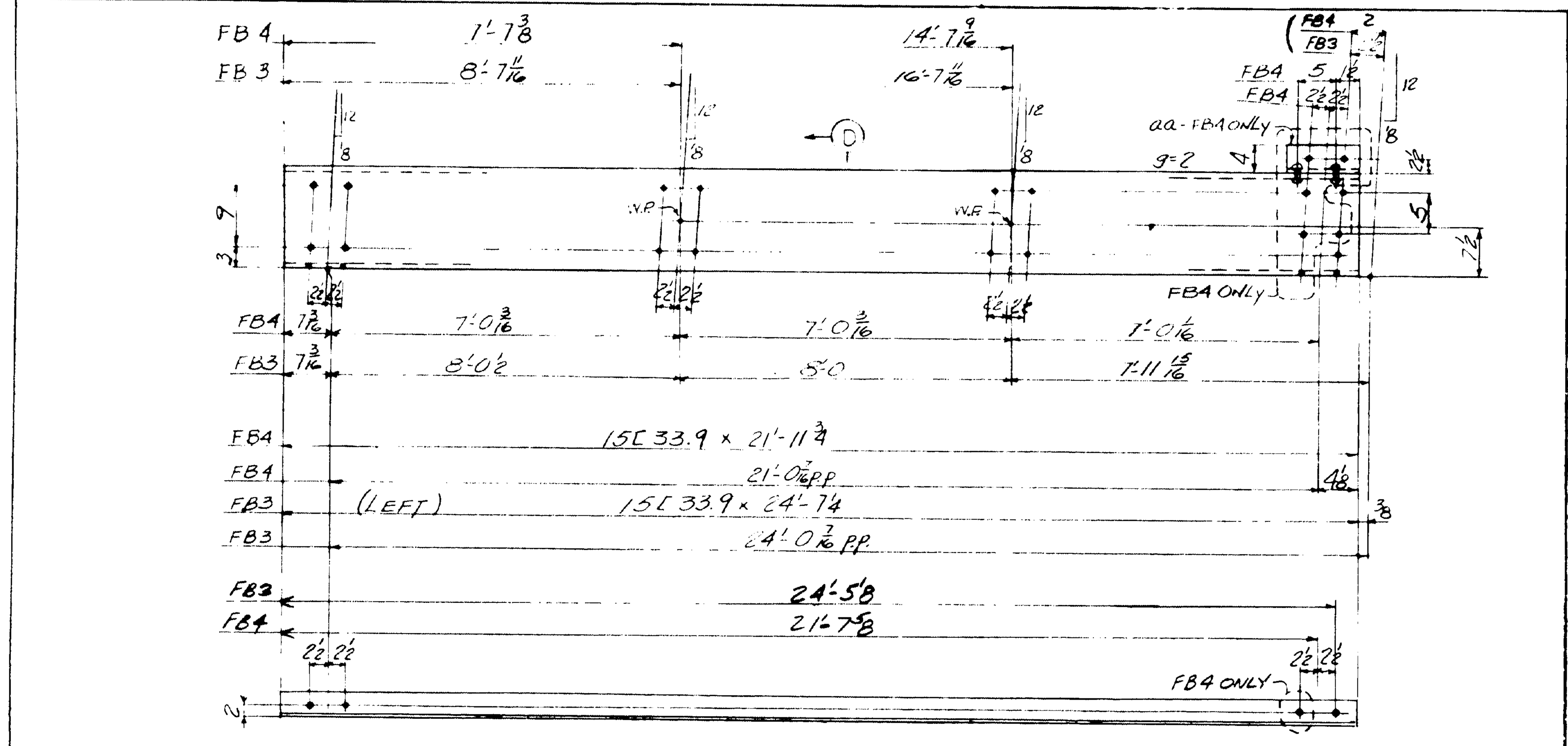
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY R.J.G. DATE 10-7-53
DRAW. CHECKED BY B.E.L. DATE 1-11-54

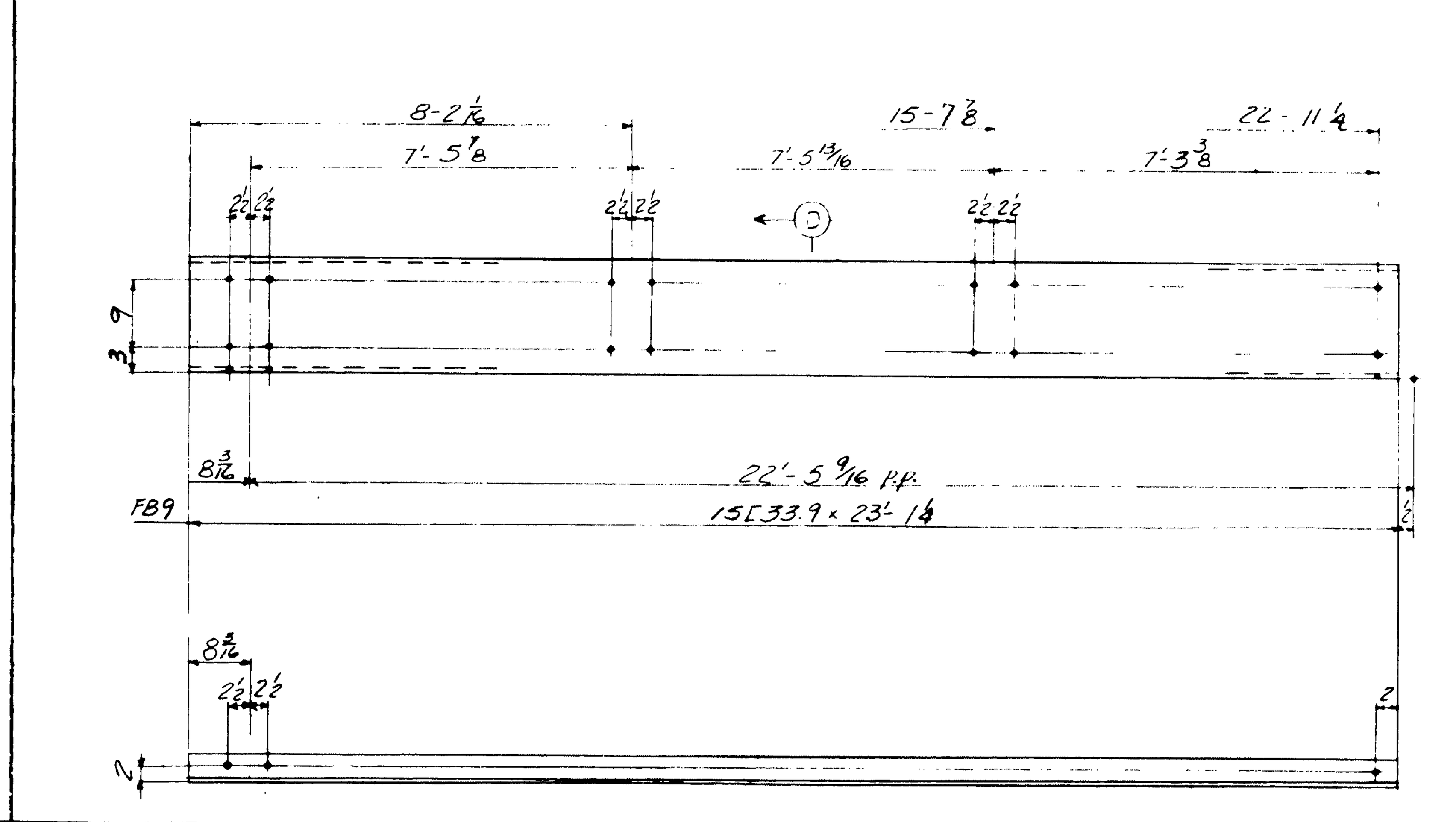
ORDER No. Q4149 | SHEET No. 112

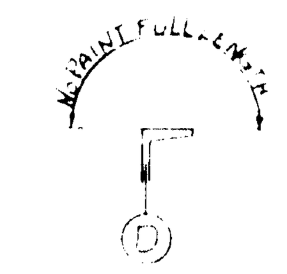
62-123 WELDING











NOTES:
SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS
MATERIAL: O.H. STEEL A.S.T.M. A7-52T
RIVETS: ¾"Φ HOLES 13/16"Φ U.N.
PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO
WORKMANSHIP: SHOP TO FABRICATE BEAMS FB1 & FB2 WITH MILL CAMBER UP.
BE. INDICATES BEARING END

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE				LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	CALCULATED WEIGHT FOR ONE SHIP. PIECE	ORDERED	ITEM
1		ONE FASCIA BEAM							FB1	4490# - Q4149 ✓			
2		ONE FASCIA BEAM							FB2	(LEFT) 4487# - Q4149 ✓			
3													
4		2	24	CB	76		58	0¼	B		4410	60-1	M960
5		2	PL	6	⅜		1	10 7/16	sa	FIN 1 FB1	29		S
6		4	PL	4	⅜		1	10 7/16	sb	FIN 1	19	35-0	M618
7		2	PL	4	5/16		1	10 7/16	sc	FB1	16		S
8		2	PL	6	⅜		1	10 7/16	sd	FIN 1 FB2	29		S
9		2	PL	4	5/16		1	10 7/16	sf	FB2	16		S
10													
11		1	S.S. A.B.Co STD. NAME PL							FB1	3		Stores
12													
13		2	TOP PLATES						TP13	DET & BILLED	32		
14		2	TOP PLATES						TP14	ON SH 2	31		
15										Q4148	8 holes 5W 16P		
16		ONE FASCIA BEAM							FB4		754#		
17		ONE FASCIA BEAM							FB3	(LEFT)	834#		
18													
19		1	15	[	33.9		21	11¾		FB4	745	21'-11¾	1028
20		1	15	[	33.9		24	7¼		FB3	834	24'-7¼	1024
21		1	L	4	3½	½		8	aa	FB4	8		S
22											1 RIV. FB4 1 hole 1P		
23		4 FASCIA BEAMS							FB5	813# ✓			
24													
25		4	15	[	33.9		23	11			811	23'-11	1026
26											1 hole 3P		
27		ONE FASCIA BEAM							FB9	785# ✓			
28													
29		1	15	[	33.9		23	1¼			783	23'-1¼	1027
30											1 hole 3P		
31													
32													
33													
34													
35													
36													
37													
38													
39													
40													
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C	3-16-54
B	2-15-54
X	2-2-54
REVISIONS	

[redacted]

FASCIA BEAMS - DIV. 1

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER.
BANGOR, MAINE

AMERICAN BRIDGE COMPANY

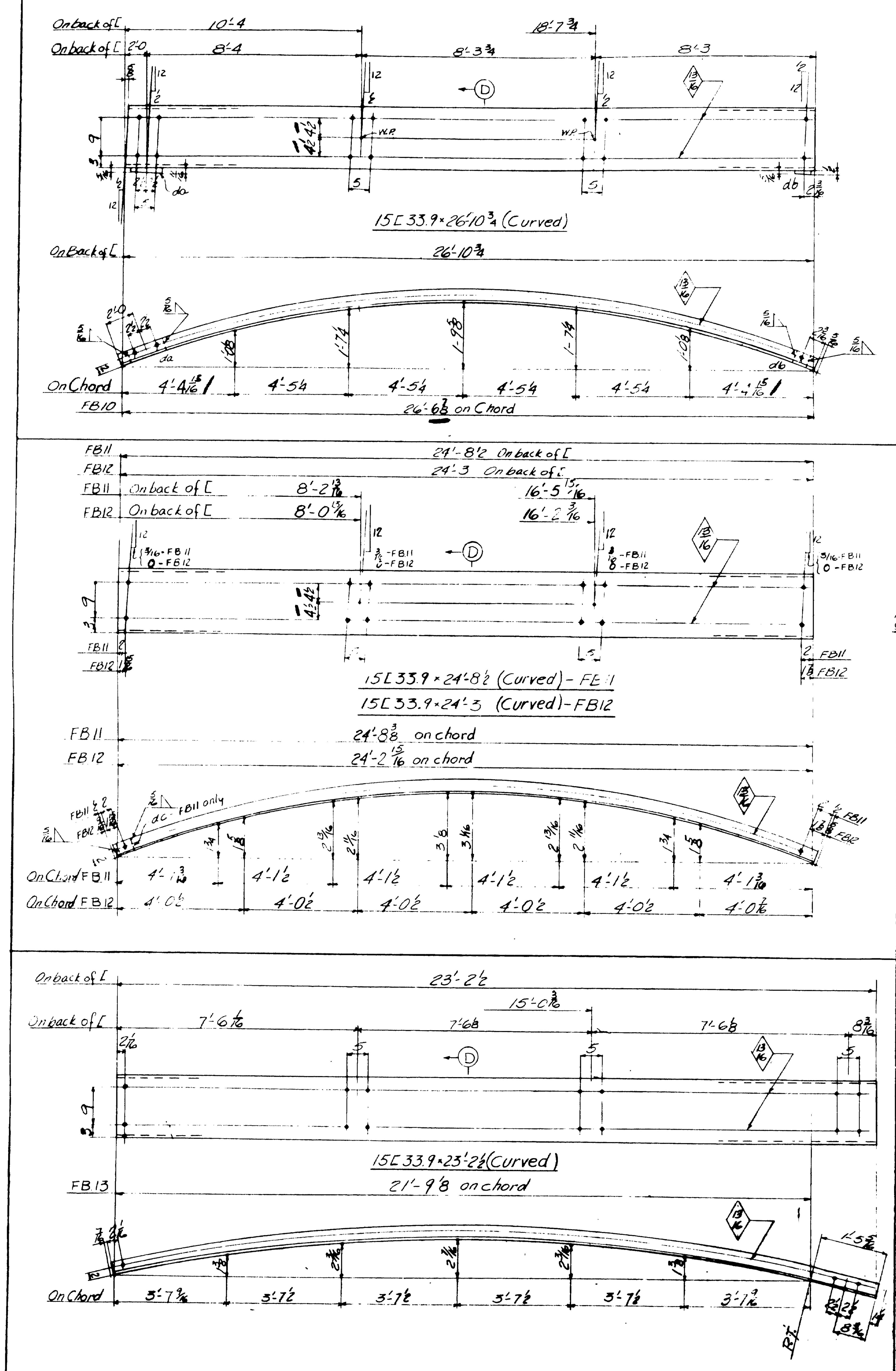
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY RJG. DATE 10-14-53
DRAW. CHECKED BY PRY DATE 1-14-54

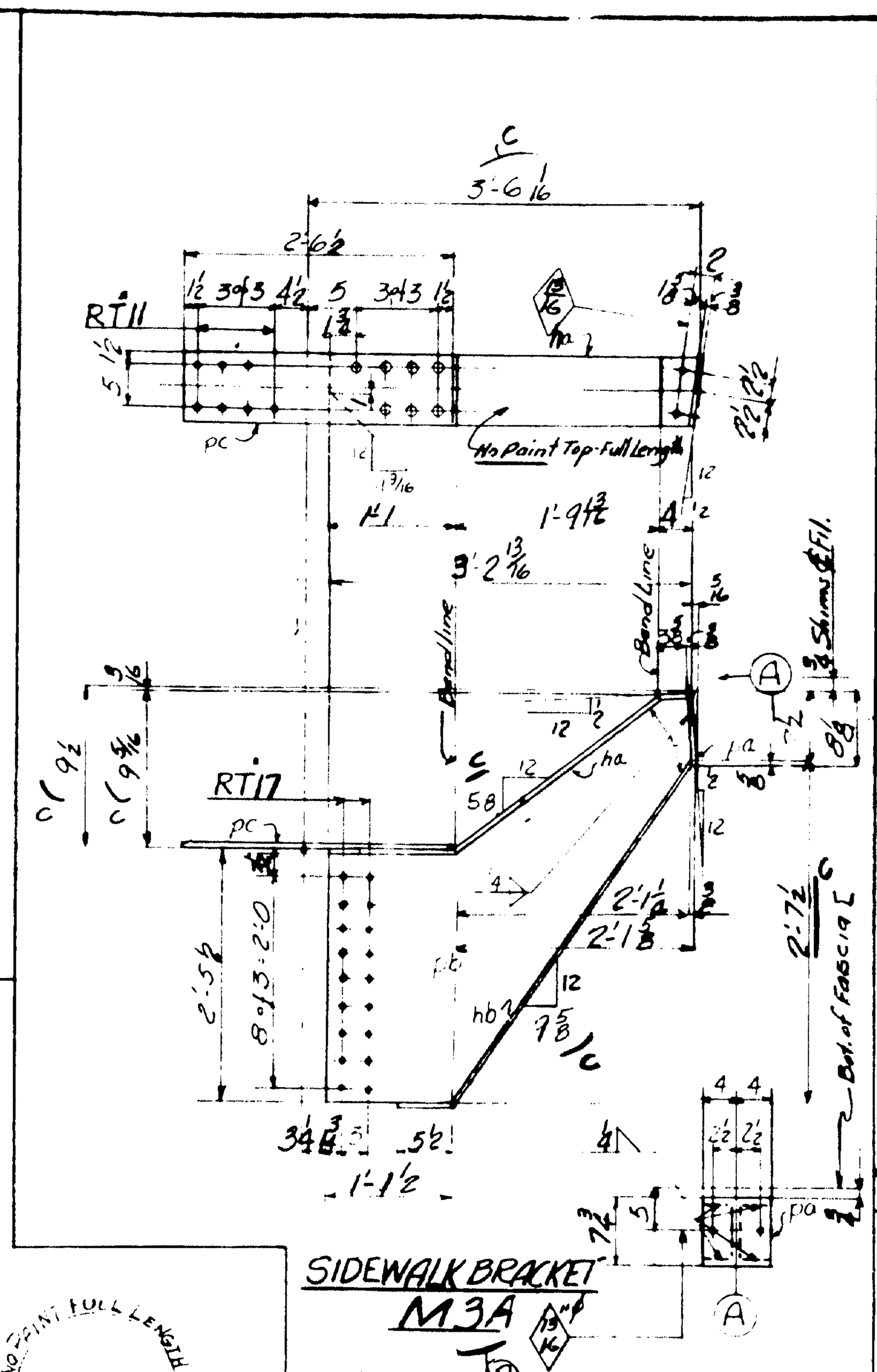
ORDER No. Q4149 | SHEET No. 113

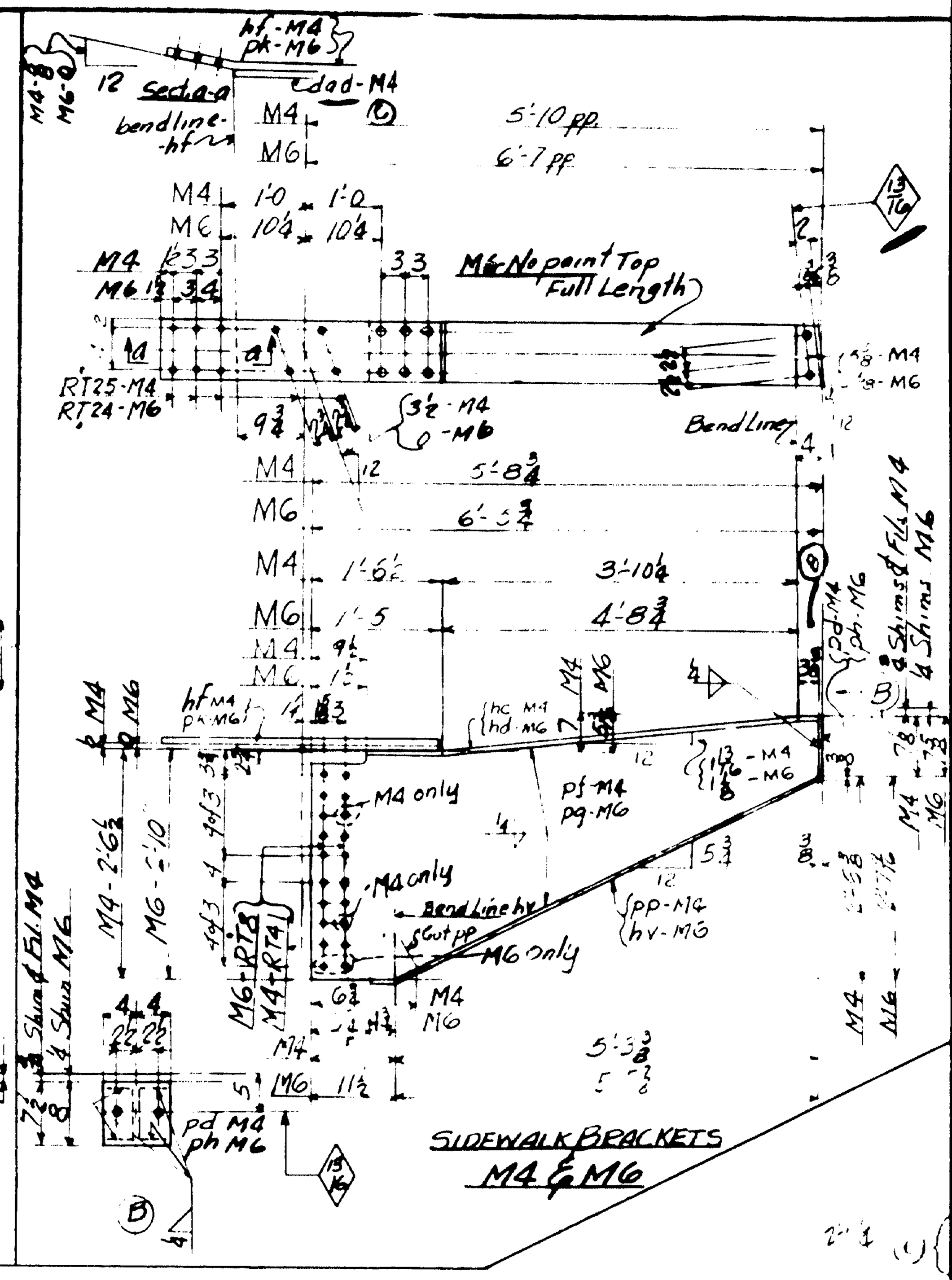
ADVANCE BILL - 101, 102, 104 & 106

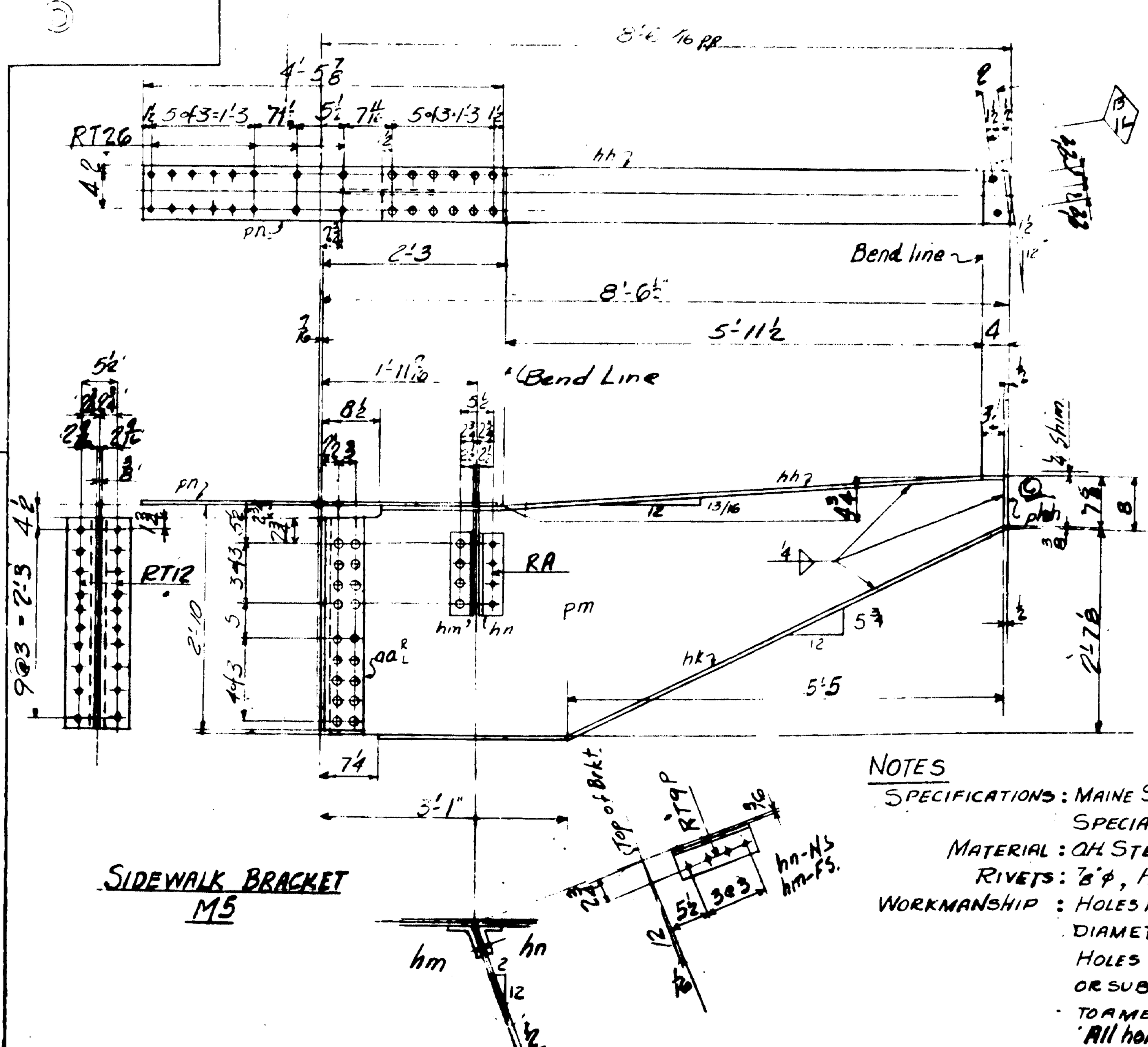
Welding

62-124









DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	MATERIAL SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3										
4										
5		1	Fascia Beam - FB10				918#			
6		1	15 [33.9	26	10¾		Curved	28'-0	1022	912
7		1	Fil. 3½ (⅝-½)		8	da			S	4
8		1	Fil. 3½ (⅝-½)		3½	db			S	1
9		1	Fascia Beam - FB11				841#			
10		1	15 [33.9	24	8½		Curved	28'-0	1022	838
11		1	Fil. 3½ ½		3	dc			S	1
12										
13		1	Fascia Beam - FB12				824#			
14		1	15 [33.9	24	3		Curved	25'-6	1023	822
15										
16										
17		1	Fascia Beam - FB13				789#			
18		1	15 [33.9	23	2½			24'-6	1025	787
19										
20										
21										
22		1	Sidewalk Bracket - M3A				192#			
23										
24		1	PL 8 ⅝	3	4½	ha	Bent	45'-0	M618	34
25		1	PL 8 ⅜	3	10⅝	hb	Bent	45'-0	M618	39
26		1	PL 8 ⅜		7¾	pa		45'-0	M618	7
27		1	PL 38⅝ ⅜	3	2¾	pb		42½×40'-0	1029	152
28		1	PL 8 ⅜	2	6½	pc		45'-0	M618	26
29										
30		1	Sidewalk Bracket - M4				336#			
31		1	Sidewalk Bracket - M6				369#			
32										
33		1	PL 8 ⅜	5	1½	hc	M4 Bent	45'-0	M618	52
34		1	PL 8 ⅜	5	10⅝	hd	M6 Bent	45'-0	M618	60
35		1	PL 8 ⅜	5	9½	hu	M4	45'-0	M618	59
36		1	PL 8 ⅜	6		hv	M6 Bent	45'-0	M618	66
37		1	PL 8 ⅜		7½	pd	M4	45'-0	M618	6
38		1	PL 8 ⅜		8	ph	M6	45'-0	M618	7
39		1	PL 37½ ⅜	5	8⅜	pf	M4 -136	42½×40'-0	1029	276
40		1	PL 38⅝ ⅜	6	5⅜	pg	M6 -133	do	1029	326
41		1	PL 8 7/16	3	3	hf	M4 Bent	30'-0	1034	39
42		1	PL 8 7/16	3	0½	pk	M6	30'-0	1034	36
43		1	Fil 8 ½	2	5⅝	dad	M4	45'-0	M618	33
44										
45		1	Sidewalk Bracket - M5				781#			
46										
47		1	PL 8 ½	7	10½	hh	Bent	45'-0	M618	106
48		1	PL 8 ½	3	5¾	hk	Bent	45'-0	M618	115
49		1	PL 8 ½		0	phh		45'-0	M618	9
50		1	PL 38¼ 7/16	8	5½	pm			S	491
51		1	PL 8 15/16	4	5¾	pn			S	114
52		1	L 4 4 ⅜	1	0	hm	Bent		S	10
53		1	L 4 4 ⅜	1	0	hn	Bent		S	10
54		2	L 7 4 ⅜	2	6¾	a2?			S	10

CURVED FASCIA BMS. & SIDEWALK BKTS.-DIV. I

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

NOTES

SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS

MATERIAL: O.H. STEEL A.S.T.M. A7-52T

RIVETS: ⅞"φ, HOLES 15/16"φ U.N.

WORKMANSHIP: HOLES IN MATERIAL THICKER THAN THE DIAMETER OF THE RIVET SHALL BE DRILLED. HOLES MARKED R.T. TO BE SUBPUNCHED OR SUBDRILLED ⅛ AND REAMED TO SIZE TO METAL TEMPLET.

*All holes for shop rivets to be subpunched or subdrilled ⅛ and reamed to size with connecting parts assembled.

PAINT: YES - except as noted
SHOP CONTACT SURFACES: No

REVISIONS	
F	
E	
D	4-9-54
C	4-8-54
B	2-5-54
X	2-2-54

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL

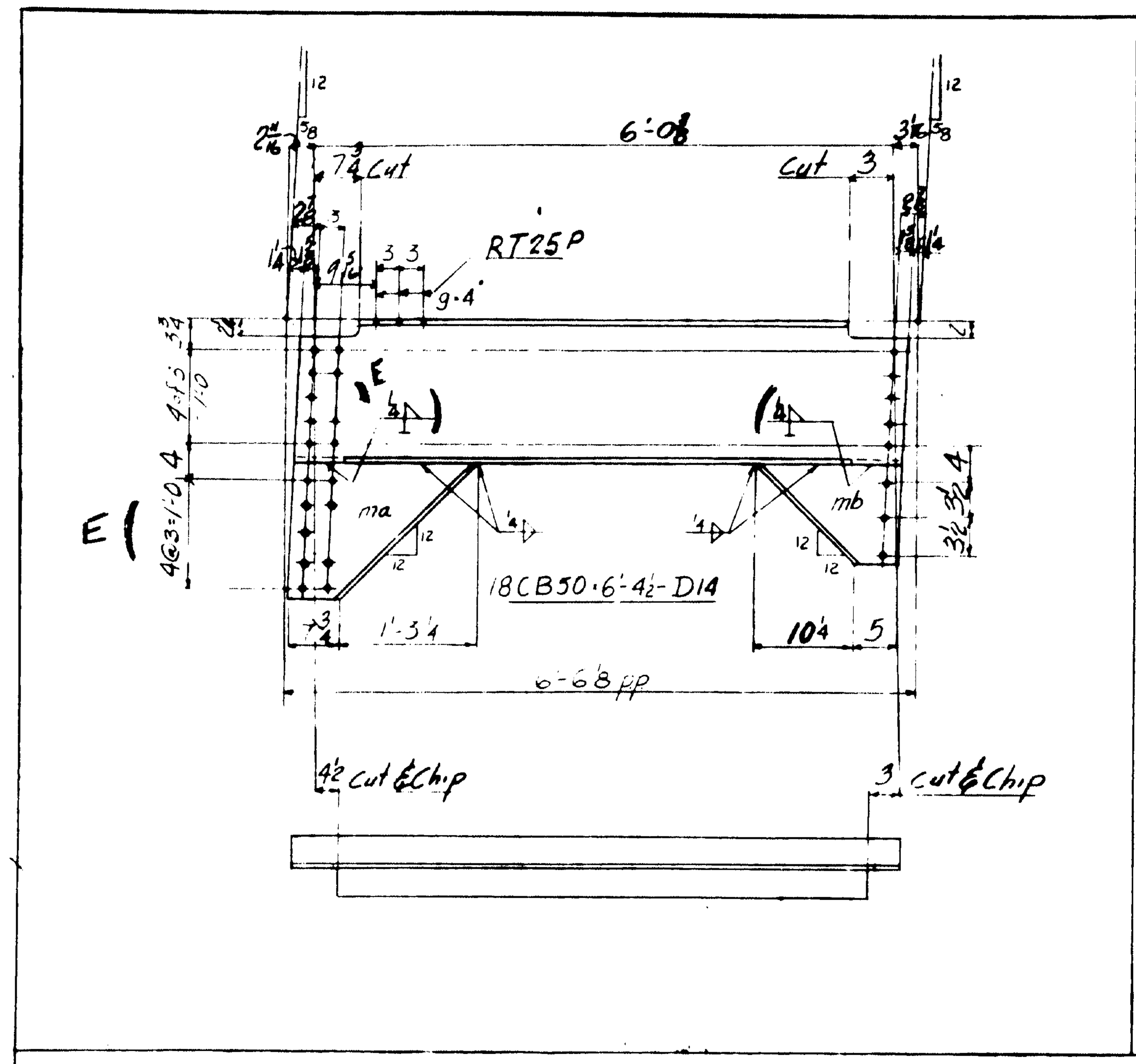
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY RJG DATE 10-21-53
DRAW. CHECKED BY [illegible] DATE 1-19-54

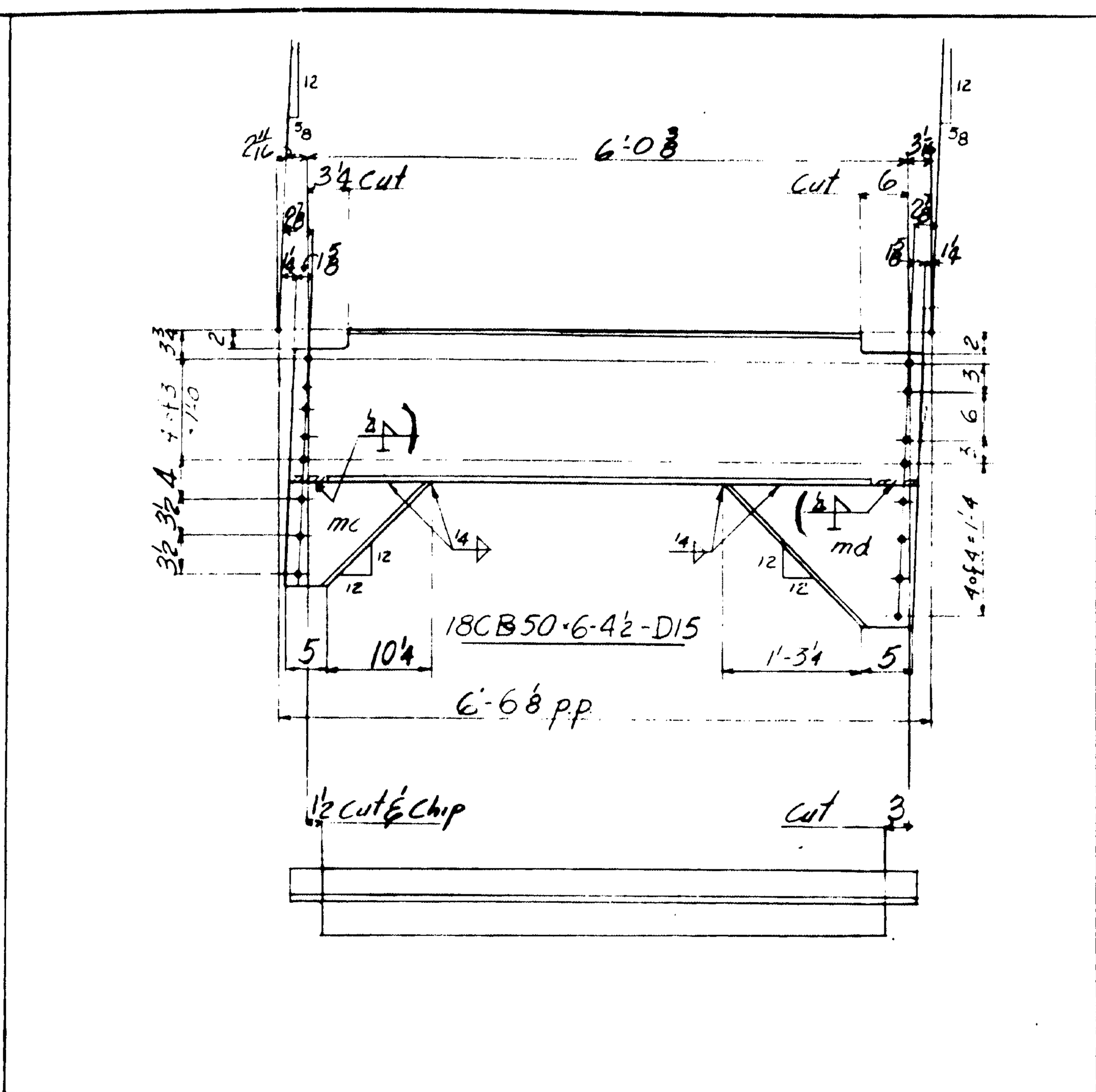
ORDER No. Q4149
SHEET No. 114

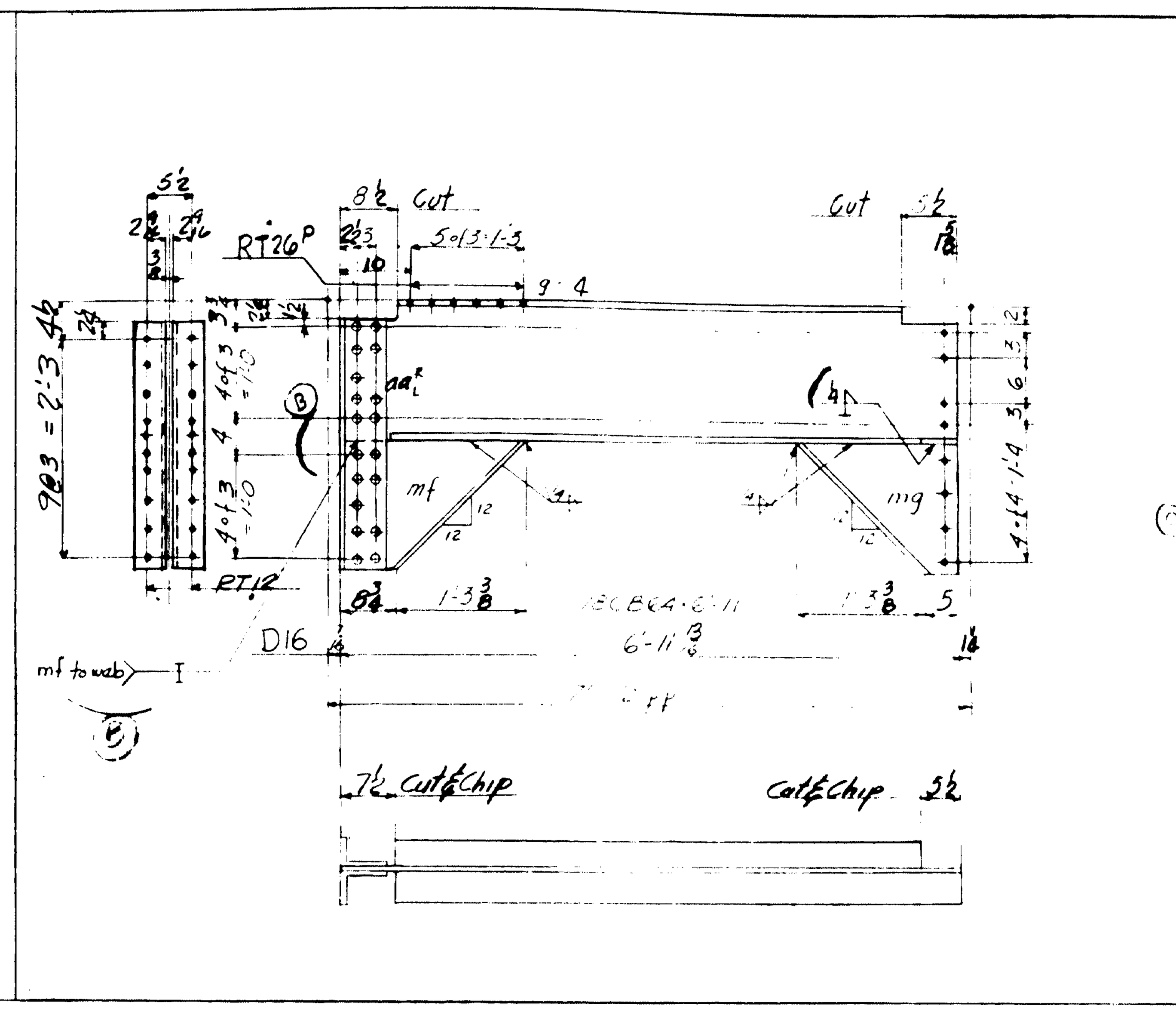
62-125 Weld

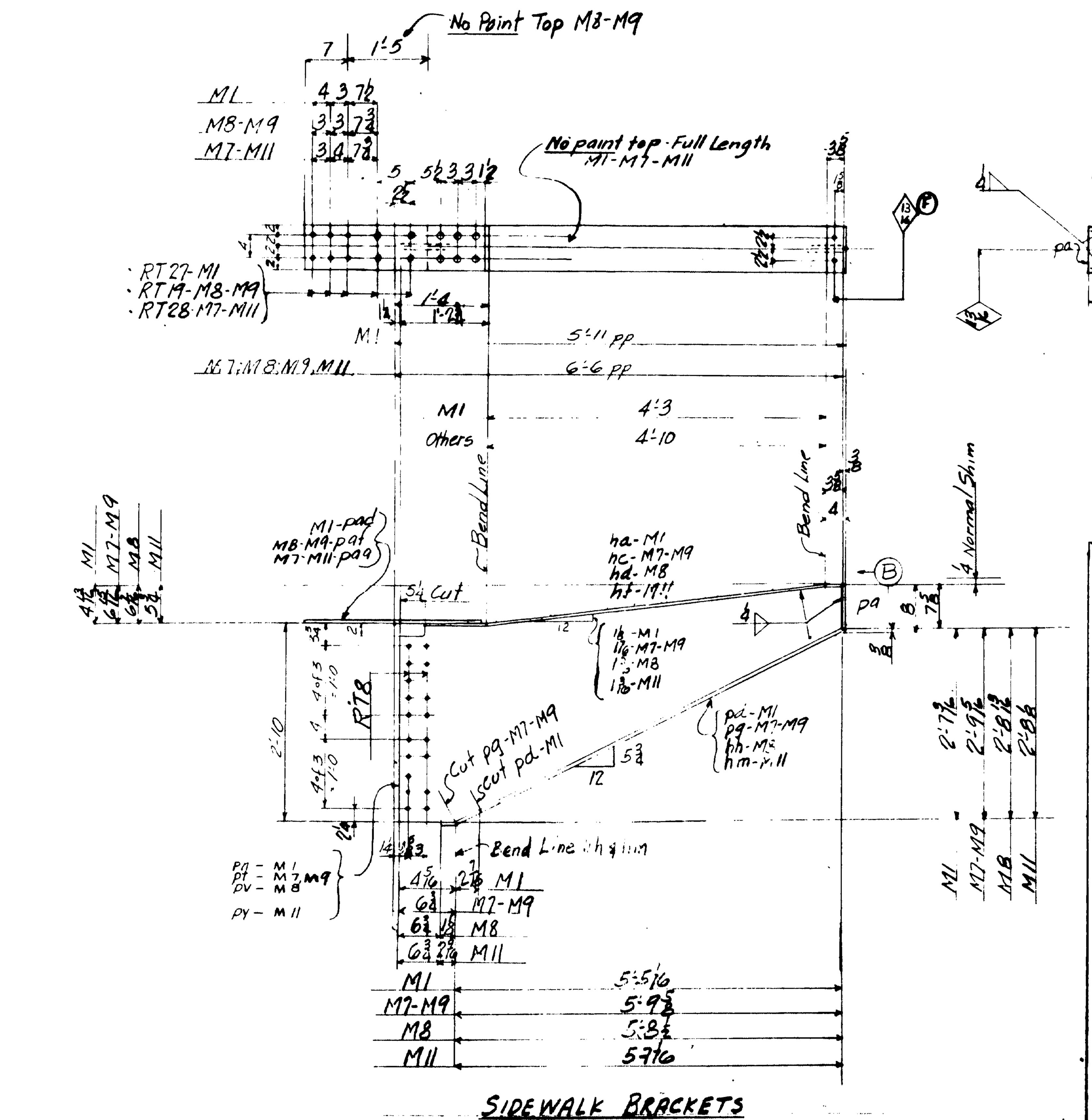
DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Line	No. of Pcs.	Shape				Length ft	Length in	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Piece
4	ONE	DIAPHRAGM						D14	371#			
6	1	18	CB	50		6	4½		-27	60 65-0	1018	319
7	1	Rc	18	CB	50	2	3 1/16	ma	-63	60 65-0	1018	113
8	1	Rc	18	CB	50	1	6 1/16	mb	-48	60 65-0	1018	
10	ONE	DIAPHRAGM						D15	373#			
12	1	18	CB	50		6	4½		-22	60 65-0	1018	31[illegible]
13	1	Rc	18	CB	50	1	6 1/16	mc	-48	60 65-0	1018	
14	1	Rc	18	CB	50	2	1⅜	md	-58	60 65-0	1018	10[illegible]
16	ONE	DIAPHRAGM						D16	611#			
18	1	18	CB	64		6	11		-42		S	443
19	1	Rc	18	CB	64	2	3 5/16	mf	-77		S	146
20	1	Rc	18	CB	64	2	1 5/16	mg	-73		S	135
21	2	L	7	4	⅜	2	7	gg			S	70
23	ONE	SIDEWALK BRKT.						M2	347#			
25	1	R	8	⅜		5	4½		Bent	45-0	M618	55
26	1	R	8	⅜		6	4 3/16		Bent	45-0	M618	65
27	1	R	8	⅜			8	pa		45-0	M618	7
28	1	R	39 13/16	⅜		5	9⅜		-166	42½ x 40-0	1029	300
29	1	R	8	⅝		5	2¾			45-0	M618	55
30	1	R	6	½		2	3				S	23
31									323# 364# 356# 359#			
32	4	SIDEWALK BRKT. ONE EACH-M1, M7, M8, M11										
33	2	SIDEWALK BRKT						M9	363#			
34	3	R	8	⅜		5	11 9/16	hc	Bent M7, M9	45-0	M618	61
35	1	R	8	⅜		5	11½	hd	M8 Bent	45-0	M618	61
36	1	R	8	⅜		5	11 7/16	hf	M11 Bent	45-0	M618	61
37	1	R	8	⅜		5	4⅝	ha	M1 Bent	45-0	M618	55
38	6	R	8	⅜			8	pa		45-0	M618	7
40	1	R	8	⅜			9½	pd	M1	45-0	M618	59
42	3	R	8	⅜			5 5/16	pg	M7, M9	45-0	M618	66
43	1	R	8	⅜		6	5⅜	hh	M8 Bent	45-0	M618	66
45	1	R	8	⅜			4 15/16	hm	M11 Bent	45-0	M618	65
46		R	38	⅜			9⅜		M1 -129	42½ x 40-0	1029	290
48	3	R	40	⅜			4⅜	pt	M7, M9 -147	42½ x 40-0	1029	336
49	1	R	40	⅜		6	4⅜	pv	M8 -150	do	1029	332
51	1	R	39⅜	⅜		6	4⅜	py	M11 -141	42½ x 40-0	1029	326
52	2	R	8	7/16		2	10½	paa	M7-M11	30-0	1034	34
53	1	R	8	7/16		2	10		M1	30-0	1034	34
54	3	R	8	7/16		2	9½	paf	M8-M9	30-0	1034	33
56											M1	
57											M7-M9	
58											M8	
59											M11	

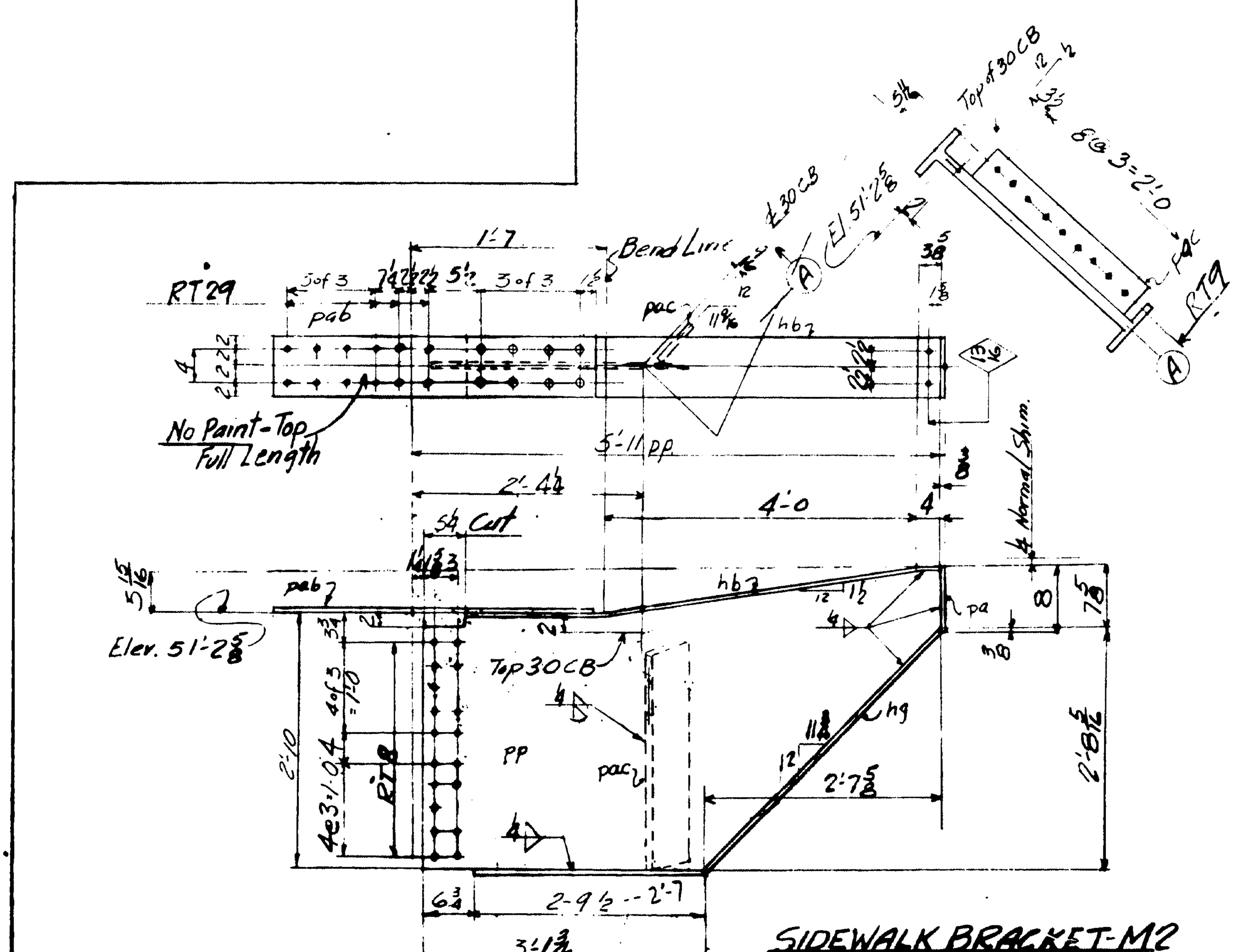








SIDEWALK BRACKETS M1, M7, M8, M9, M11



SIDEWALK BRACKET-M2

NOTES

SPECIFICATIONS: MAINE STATE HIGHWAY 1945 AND SPECIAL PROVISIONS

MATERIAL: O.H. STEEL ASTM. A7-52T

RIVETS: ⅞"φ HOLES 15/16"φ U.N.

WORKMANSHIP: HOLES MARKED R.I. TO BE SUBPUNCHED OR SUBDRILLED ¼ AND REAMED TO SIZE TO A METAL TEMPLET.

All holes for shop rivets to be subpunched or subdrilled ¼ and reamed to size with connecting parts assembled.

PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO

DIAPHRAGMS, SIDEWALK BRACKETS & STRUTS
DIV. 1

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR MAINE

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

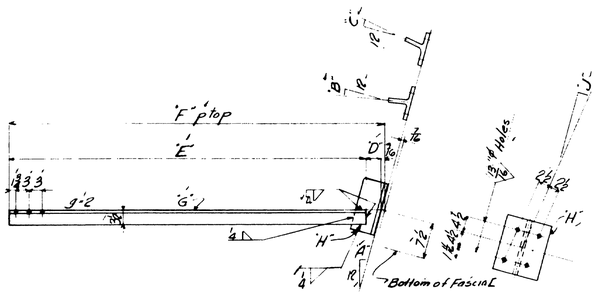
REVISIONS	
F	3-2-54
E	2-22-54
D	2-12-54
C	2-9-54
B	2-5-54
X	2-1-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY R.I.G. DATE 10-29-53
DRAW. CHECKED BY [illegible] DATE 1-19-54

ORDER No. Q4149
SHEET No. 115

104, 105, 106

62-126 Weld



MARK	BEVELS A	B	C	DIMENSIONS D	E	F	ASS. Mks G	H	BEV. J
M18	2 3/8	-	-	1 15/16	5'-10 1/2	6'-0 1/2	aa	ma	-
M19	2 3/8	-	-	2 1/8	5'-10 1/2	6'-1 1/16	aa	ma	-
M20	2 3/8	-	-	2 1/16	5'-10 1/2	6'-1	aa	ma	-
M21	2 3/8	-	-	1 15/16	5'-3 1/2	5'-5 1/8	ab	ma	-
M22	1 3/8	-	3 1/2	2 1/16	7'-2 1/8	7'-4 3/8	ac	mb	5/16
M23	2 3/8	-	1 3/8	2 1/8	5'-4 1/2	5'-6 11/16	ad	mc	5/16
M24	3 3/8	3/16	-	2 1/8	4'-10 1/2	5'-0 13/16	at	md	5/16
M25	3'	3/16	-	1 15/16	5'-1 1/8	5'-3 3/8	ag	mf	5/16
M26	2 5/16	-	3/16	2 1/16	5'-10	6'-0 1/2	ah	mg	-
M27	2 5/16	1/16	-	2	5'-9 3/8	6'-0 1/16	ak	mh	-
M89	2 5/16	-	1 3/16	2 1/8	6'-10 1/2	7'-0 1/16	am	mk	-
M90	2 5/16	-	3/8	2 1/8	6'-2 1/2	6'-5 1/16	an	mm	-

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

LINE	Total No. of Pcs. in the Order	No. of Pcs. on this Sheet	MATERIAL SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
2		4	SIDEWALK STRUTS			M18	62° -			
3		5	"			M19	" -			
4		3	"			M20	" -			
6		12	L 4 x 3 1/2 x 5/16	5	10 1/2	aa		60'-2	M618	45
7	14	12	5 TCB 16.5	1	0 3/8	ma		10CB33+63'-0	M618	17
9		2	SIDEWALK STRUTS	M21			58° -			
11		2	L 4 x 3 1/2 x 5/16	5	3 1/2	ab		60'-2	M618	21
12		9				ma				17
14		8	SIDEWALK STRUTS - ONE EACH M22-M23-M24-M25-M26-M27-M89-M90							
17		1	L 4 x 3 1/2 x 7/16	7	2 1/2	ac	M22	60'-2	M618	55
18		1	L 4 x 3 1/2 x 7/16	5	4 1/2	ad	M23			41
19		1	L 4 x 3 1/2 x 7/16	4	10 1/2	at	M24 -			37
20		1	L 4 x 3 1/2 x 7/16	5	1 1/2	ag	M25			39
21		1	L 4 x 3 1/2 x 7/16	5	10	ah	M26			45
22		1	L 4 x 3 1/2 x 7/16	5	9 3/8	ak	M27			45
23		1	L 4 x 3 1/2 x 7/16	6	10 1/2	am	M89			53
24		1	L 4 x 3 1/2 x 7/16	6	8 1/2	an	M90	60'-2	M618	48
25		1	5 TCB 16.5	1	0 3/8	mb	M 22' Bent	10CB33+63'-0	M618	17
26		1	5 TCB 16.5	1	0 3/8	mc	M 23 Bent			17
27		1	5 TCB 16.5	1	0 3/8	md	M 24 Bent			17
28		1	5 TCB 16.5	1	0 3/8	mf	M 25 Bent			17
29		1	5 TCB 16.5	1	0 3/8	mg	M 26 Bent			17
30		1	5 TCB 16.5	1	0 3/8	mh	M 27 Bent			17
31		1	5 TCB 16.5	1	0 3/8	mk	M 89 Bent			17
32		1	5 TCB 16.5	1	0 3/8	mm	M 90 Bent			17
34			M22 - 70 1/2							
35			M23 - 58							
36			M24 - 54 1/2							
37			M25 - 56							
38			M26 - 62 1/2							
39			M27 - "							
40			M89 - 70 1/2							
41			M90 - 65 1/2							

STOCK ITEMS

NOTES:-
SPECIFICATIONS: MAINE STATE HIGHWAY 1945 and SPECIAL PROVISIONS.
MATERIAL: O.H. STEEL A.S.T.M. A7-52T
Holes: 15/16"

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR MAINE

Div. I.

DBI 1500-2-54 PENCILTEX

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

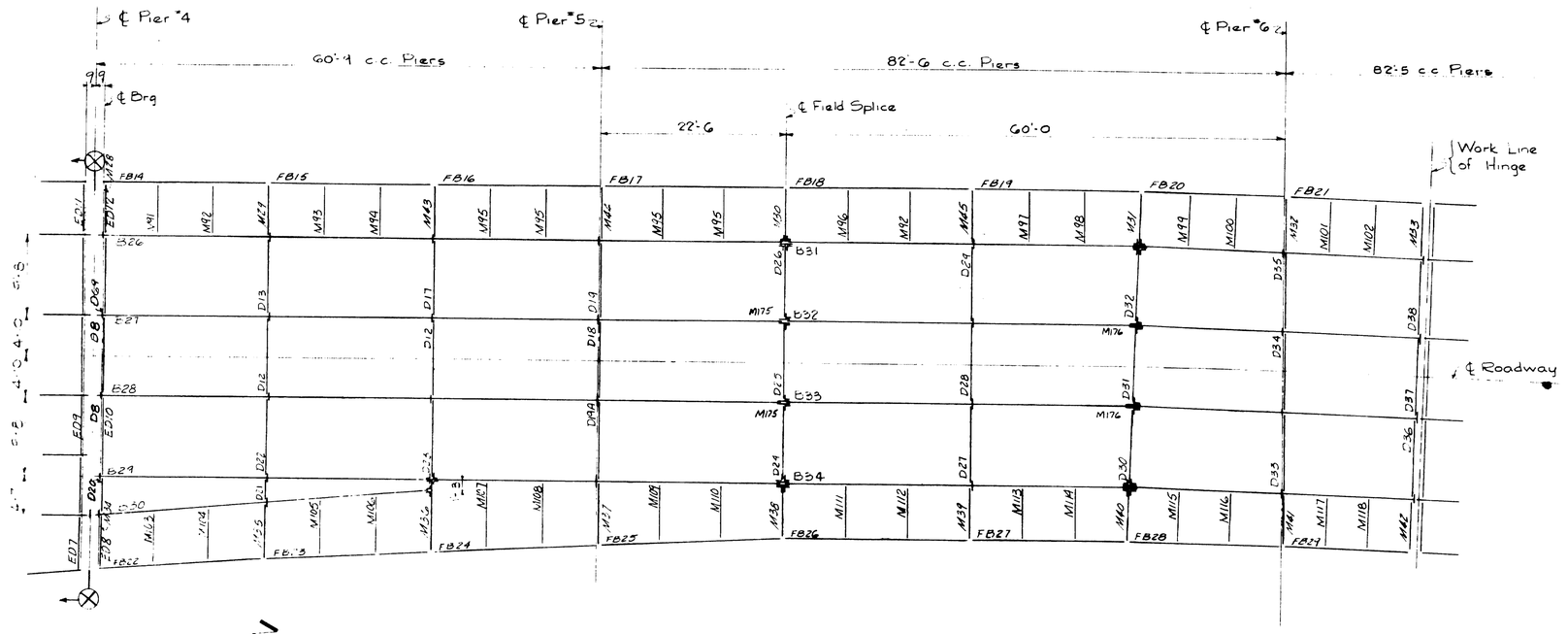
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.P. MARKS
DRAW. MADE BY J.J.T. DATE 1-19-54
DRAW. CHECKED BY E.P.M. DATE 1-19-54

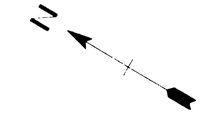
REVISIONS	
F	
E	
D	
C	
B	
X	

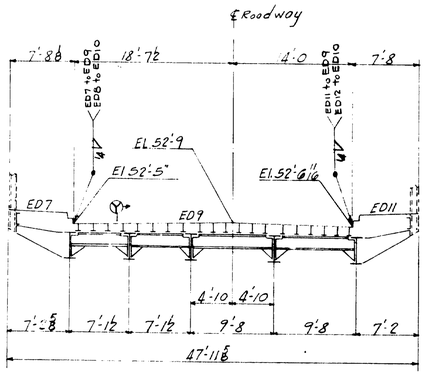
ORDER No. Q 4149
SHEET No. 116

PAINT, Yes
SHOP CONTACT SURFACES: No

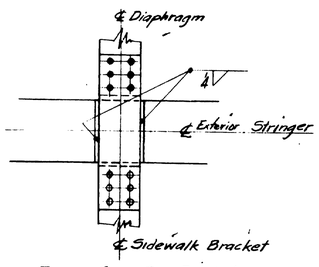
62-127 Weld.



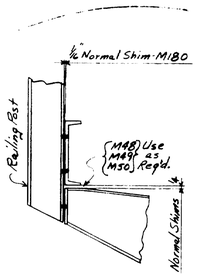




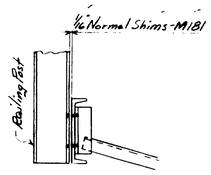
SECTION ⊗⊗



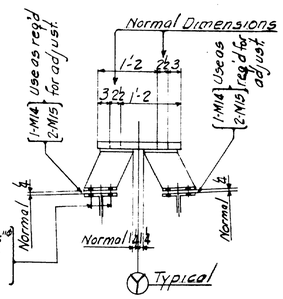
Typical Connection-Bracket Tie Rods to Stringers - Except @ Splices.



Typical Railing Post Conn. at Sidewalk Bracket.



Typical Railing Post Conn. at Intermediate Struts.



NOTE: Ream holes to 15/16" ø after Dams are properly aligned

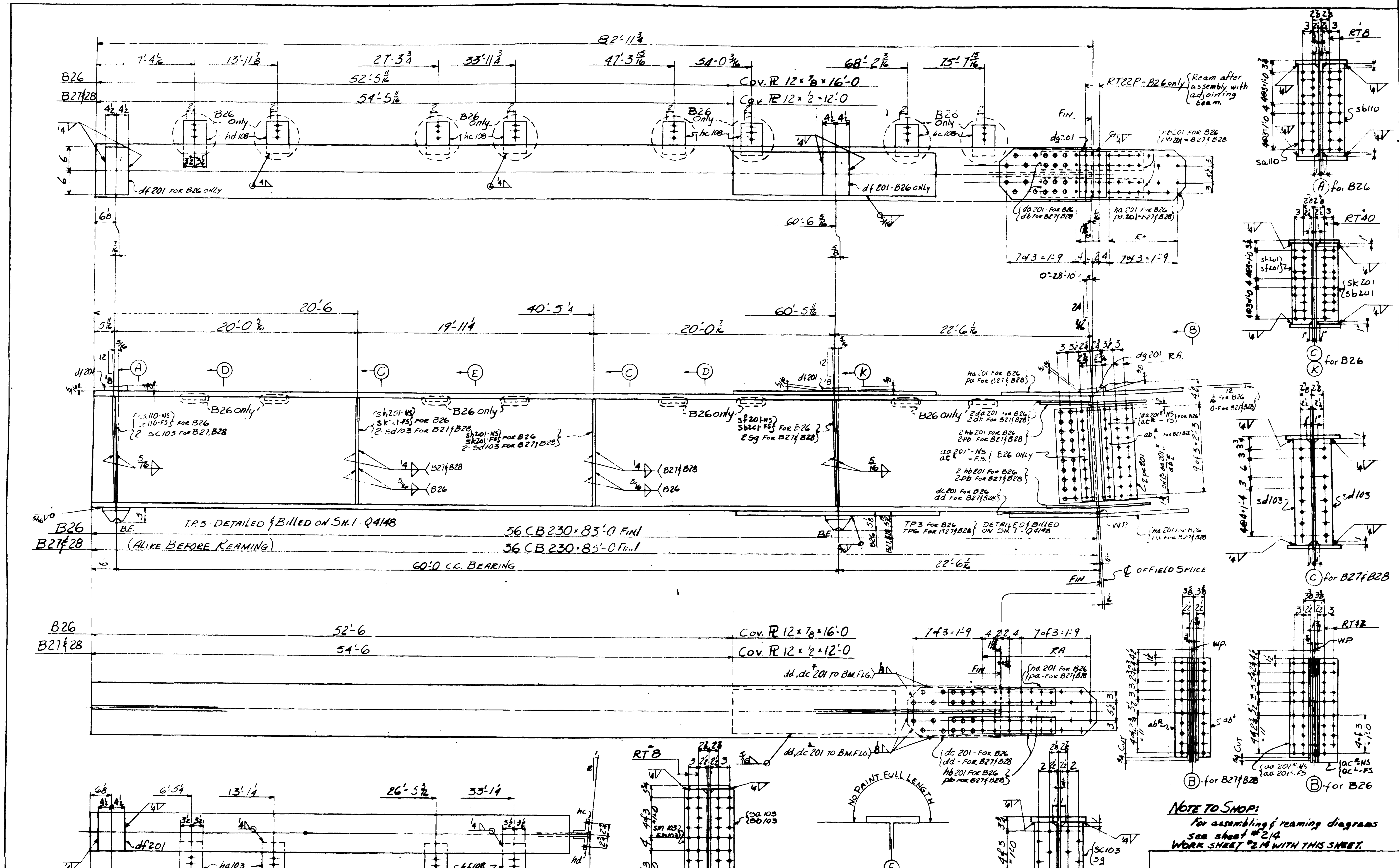
All connections riveted except for expansion dams to diaphragms use Dardelet Rivet Bolts and Fascia Channels to sidewalk brackets use ordinary bolts.
Bolts for Railing Post connections supplied by others.
2-Wash:- 2½ x ⅛ (1⅛ hole) } To be used where necessary under nut of
1-Wash:- 2½ x ⅛ (1⅛ hole) } Dardelet Rivet Bolts to build up required grip.

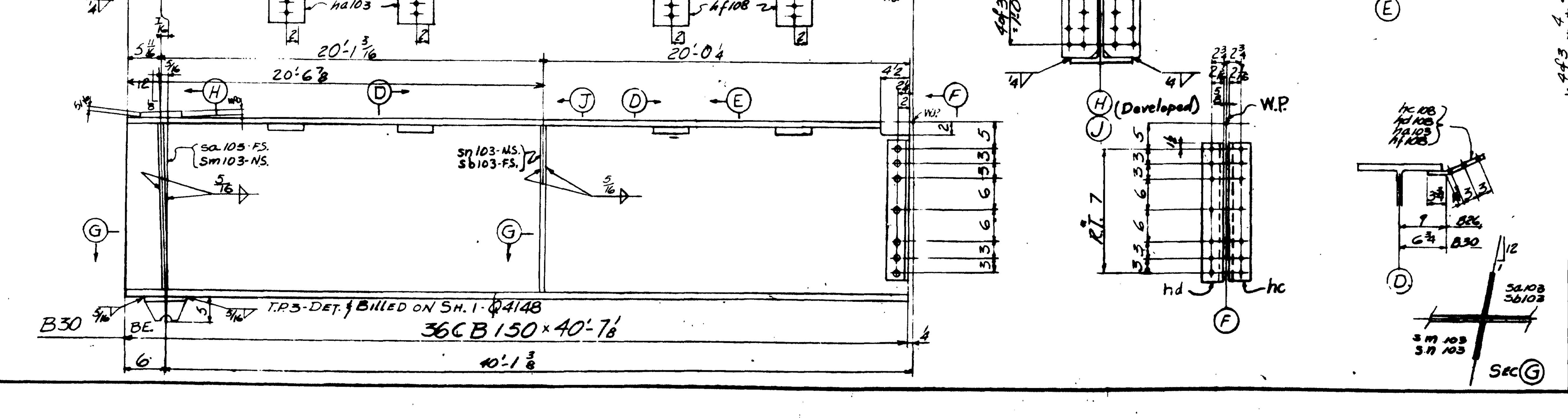
ERECTION PLAN
DIV. 2
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENTON PLANT
IN CHARGE OF	E.B. MARKS
DRAW. MADE BY	S.E.K. DATE 7-31-53
DRAW. CHECKED BY	PRY DATE 1-5-53
X 2-8-54 REVISIONS	ORDER No. Q4149
	SHEET No. E201

62-128





DRAWING WITH BILL
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

Line	Total No. of Pieces on Order	No. of on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1							85'5"			
2							188'-	Q4148 ✓		
3			ONE BEAM			B26	21806'-	Q4149 ✓		
4		1	36 CB 230	83	0		Fin/ -2	83'-1/4	2009	19090
5		2	Cov. PL 12 7/8	16	0		UM		2025	1 12
6		1	PL 7 1/2	2	9 1/4	sb110	Fin/			3
7		1	PL 7 1/2	2	9 1/4	sa110	Fin./			3
8		1	PL 7 7/8	2	9 1/4	sk201	Fin./		S	58
9	3	2	PL 7 3/8	2	9 1/4	sh201		45-0	M618	49
10		6	PL 7 5/16	1	1	hc108	Bent			48
11		2	PL 7 5/16	1	1	hd108	Bent			[illegible]
12	4	2	PL 16 1/8	4	9	ha201	Bent -11	60 x 1 1/8 x 25-0	2022	5[illegible]
13	8	4	PL 6 1	2	9	hb201	Bent	32-0	M696	22[illegible]
14	4	2	Fills 6 1/8	1	4 1/2	da201			S	1
15	2	1	Fil 16 1/8	2	4 1/2	dc201			S	1
16	8	2	PL 30 1/2	1	10	pc201			S	18[illegible]
17	4	2	Ls 7 4 3/8	2	5 3/4	aa201 R/L		60-0	M619	6[illegible]
18		2	Ls 7 4 3/8	2	6	ac R/L		60-0	M619	68
19	4	2	Fills 9 (3/8 - 5/16)	1	0	df201			S	21
20	4	1	Fil 8 (3/8 - 5/16)	1	2 1/2	dg201			S	11
21		2	Top Plates			TP3	Det. & Billed Sh. 1 - Q4148			188
22	2	1	PL 7 7/8	2	9 1/4	sf201	Fin/		S	58
23		2	PL 7 3/8	2	9 1/4	sh201		45-0	M618	49
24		4	7/8 ø S.B.				85'5"		Stores	
25			ONE BEAM			B27	Alike Before	188'-Q4148 / 21010'-Q4149		24 13
26			ONE BEAM			B28	Reaming	"		65 26
27										
28		2	36 CB 230	83	0		Fin/ -2	83'-1/4	2009	19090
29		4	Cov PL 12 1/2	12	0		UM.	45-0	M619	490
30		4	PL 6 1/2	2	9 1/4	sc103	Fin./			57
31		4	PL 6 7/8	2	9 1/4	sg	Fin./		S	99
32		8	PL 4 3/8	2	9 1/4	sd103				57
33	12	4	PL 16 1/8	4	9	pa201	-11	60 x 1 1/8 x 25-0	2022	581
34	24	8	PL 6 1	2	9	pb201		32-0	M696	224
35		4	PL			pc201				187
36		4	Fills 6 5/16	1	4 1/2	db			S	18
37		2	Fills 16 5/8	2	4 1/2	dd			S	81
38		4	Ls 4 4 3/8	2	5 3/4	ab R/L			S	49
39		2	Fills			dg201				11
40		2	Top Plates			TP3	Det. & Billed			94
41		2	Top Plates			TP6	Sh. 1 Q4148			104
42										
43		8	7/8 ø S.B.				40'7"		Stores	
44							94'-Q4148 ✓			13 24
45			ONE BEAM			B30	6300'-Q4149 ✓			53 39
46										73
47		1	36 CB 150	40	7		-15	40'-7	2010	6087
48		1	PL 7 1/2	2	9 3/4	sa103	Fin/			33
49		1	PL 7 3/8	2	9 3/4	sb103				25
50		1	L 4 3 1/2 3/8	2	3	hc	Bent		S	20
51		1	L 4 3 1/2 3/8	2	3	hd	Bent		S	20
52		2	PL 7 5/16	1	1	ha103	Bent			6
53		2	PL 7 5/16	1	1	hf108	Bent			6
54		1	Fill			df201				1
55		1	Top Plate			TP3	Det. & Billed			4
56							Sh 1 Q4148			
57		1	PL 7 1/2	2	9 3/4	sm103	Fin/			3
58		1	PL 7 3/8	2	9 3/4	sn103				5
59										3 Riv.
60										5 cuts
61										3 holes
62										2 W
63										2 P
64										
65										
66										
67										

SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
MATERIAL: O.H. STEEL A.S.T.M. A7-52T
RIVETS: 7/8" ø HOLES 15/16" ø
WORKMANSHIP: HOLES IN MATERIAL THICKER THAN THE DIAMETER OF THE RIVET SHALL BE DRILLED.

ALL HOLES FOR SHOP RIVETS TO BE SUBPUNCHED OR SUBDRILLED 1/4 & REAMED TO SIZE WITH CONNECTING PARTS ASSEMBLED

HOLES MARKED R.T. TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE TO A METAL TEMPLET.

HOLES MARKED R.A. TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE WHILE CONNECTING MEMBERS ARE ASSEMBLED. CONNECTING MEMBERS TO BE MATCHMARKED.

B.E. INDICATES BEARING END OF STIFFENER.
IN ASSEMBLING TP3 & TP6 CARE MUST BE TAKEN TO HAVE AXIS OF BORE NORMAL TO ℄ OF BEAM.
SHOP TO FABRICATE BEAMS WITH MILL CAMBER UP.
LIFTING WT. FOR B26, B27, B28 - 12 TONS

PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO

STRINGERS - B26, B27, B28 & B30

DIV. 2
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY R.T.G. DATE 9-15-53
DRAW. CHECKED BY PRY DATE 12-18-53

REVISIONS
F
E
D
C
B
X

ORDER No. Q4149
SHEET No. 201

201, 202

WELDING
62-129

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1							78'10"			
2										
3										
4							122# Q4148 ✓			
5			ONE BEAM			B31	21931# Q4149 ✓			
6										
7		1	36 CB 245	42	3 7/16		Fin 2	42'-5¼	2005	10361
8		1	36 CB 245	36	6 3/8		Fin 1 -117	36'-7¼	2007	8950
9		2	PL 16½ 1⅛	4	9	ha	Bent -5	60x1⅛x25'-0	2022	600
10		2	PL 6¼ 1	2	8¾	hg	Bent		S	116
11		2	PL 6¼ 1	2	8½	hh	Bent		S	115
12	8	2	PL 20 ½	1	10	hb202			S	187
13		2	Cov PL 12 ¾	18	0		UM	45'-0	M619	1102
14	2	1	Fil 9 (⅜-½)	1	0	da202			S	13
15	2	1	Fil 8 (⅜-5/16)	1	2½	db202			S	11
16		2	L 7 4 ⅜	2	5¾	hd R/L	Bent	60'-0	M619	67
17		2	L 7 4 ⅜	2	6	hf R/L	Bent	60'-0	M619	68
18		1	PL 7 ⅜	2	9¼	sa		45-0	M618	25
19	5	2	PL 7 ⅜	2	9¼	sb202		45-0	M618	49
20	4	1	PL 7 ⅜	2	9¼	sc202	Fin 1		S	58
21	2	1	PL 7 ⅜	2	9¼	sd202	Fin 1		S	58
22	2	1	PL 7 ⅜	2	9¼	sf202		45-0	M618	25
23	12	2	PL 3½ ⅝	1	0 11/16	sg202	Fin 1		S	16
24	12	2	PL 3½ ⅝	1	0¾	sh202	Fin 1		S	16
25	12	2	PL 3½ ⅝	1	0 13/16	sk202	Fin 1		S	16
26		2	PL 7 5/16	1	1	hd108				16
27		2	PL 7 5/16	1	1	hb103				16
28	8	1	PL 6 ½		5¼	hc202			S	4
29		2	PL 7 5/16	1	1	ha103				16
30		2	PL 7 5/16	1	1	hf108				16
31		1	TOP PLATE			TP2	Det & billed			91
32							on Sh. 1 Q4148			
33										
34		1	BASE PLATE			BP11	Det & billed			31
35							on Sh 3 Q4148			
36										
37										
38		2	SB ⅞ 1½						Stores	
39										54 RIV.
40										122 Cuts
41										53 holes
42										59 W
43										72 P
44										
45										
46										
47										
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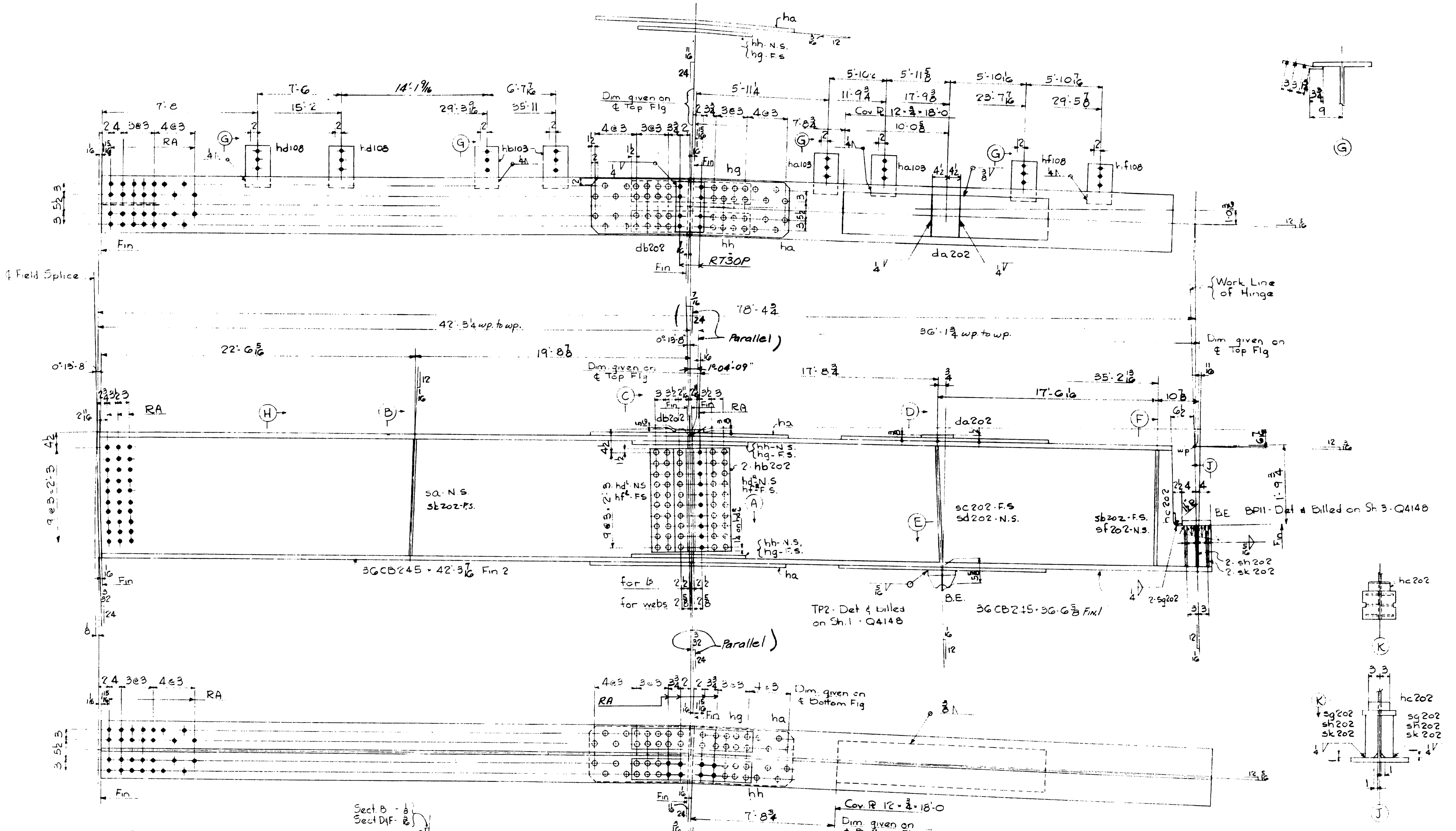
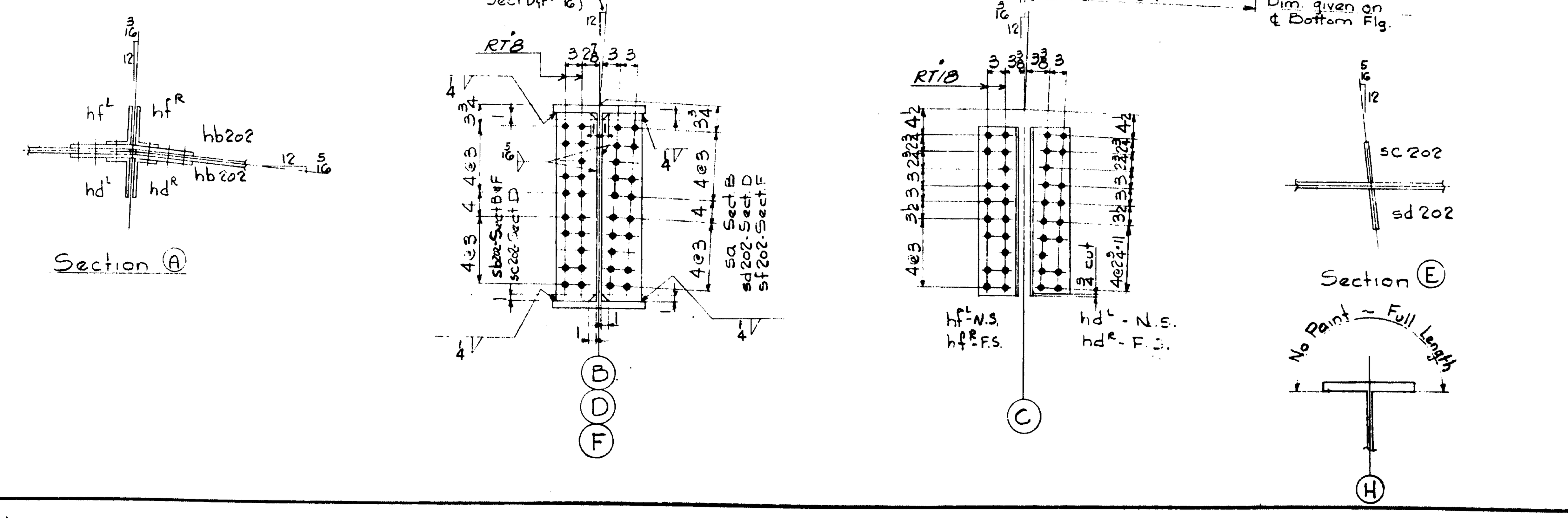




Notes:

Specifications: Maine State Hwy. Comm. 1945 & Special Provisions
Material: O.H. Steel ASTM A7-52T
Rivets: ⅞" Holes: 15/16"
Workmanship:

Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or Subdrilled ¼ and reamed to size with connecting parts assembled.

Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.

Holes marked RA. to be subpunched or subdrilled ¼ and reamed to size while connecting members are assembled. Connecting members to be matchmarked.

B.E. indicates bearing end of stiffeners.

In assembling TP2 care must be taken to have axis of bore normal to ¢ Beam.

Shop to fabricate beams with mill camber up.

For assembling & reaming diagrams see sht. 214. Work sht 214 with this sheet

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

Lifting Wt. - 12 Tons Stringer B31
Div. 2

State of Maine
State Highway Commission
Bangor-Brewer Bridge
over Penobscot River
Bangor, Maine

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

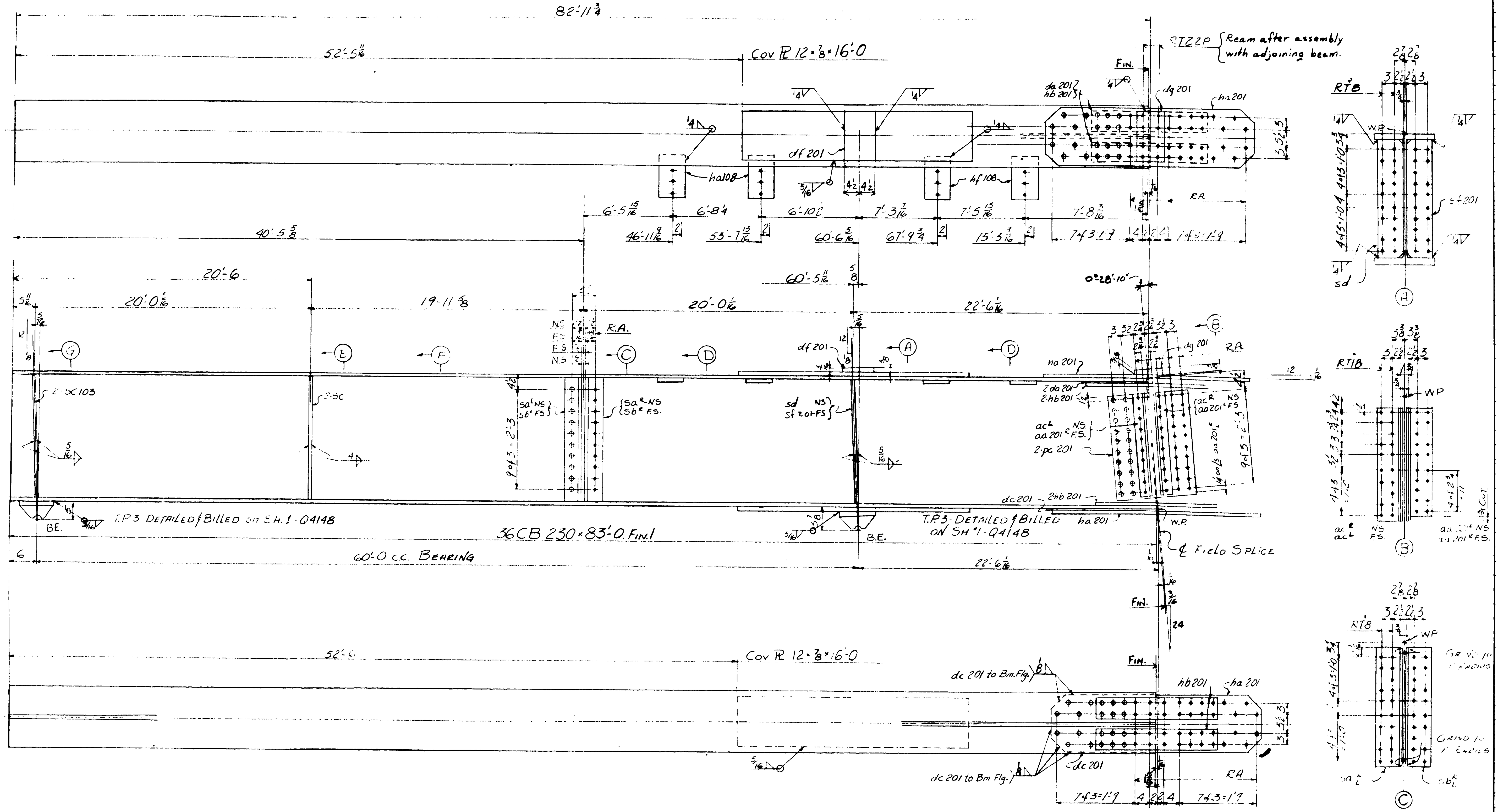
REVISIONS	
F	
E	
D	
C	✓
B	
X	3-2-54

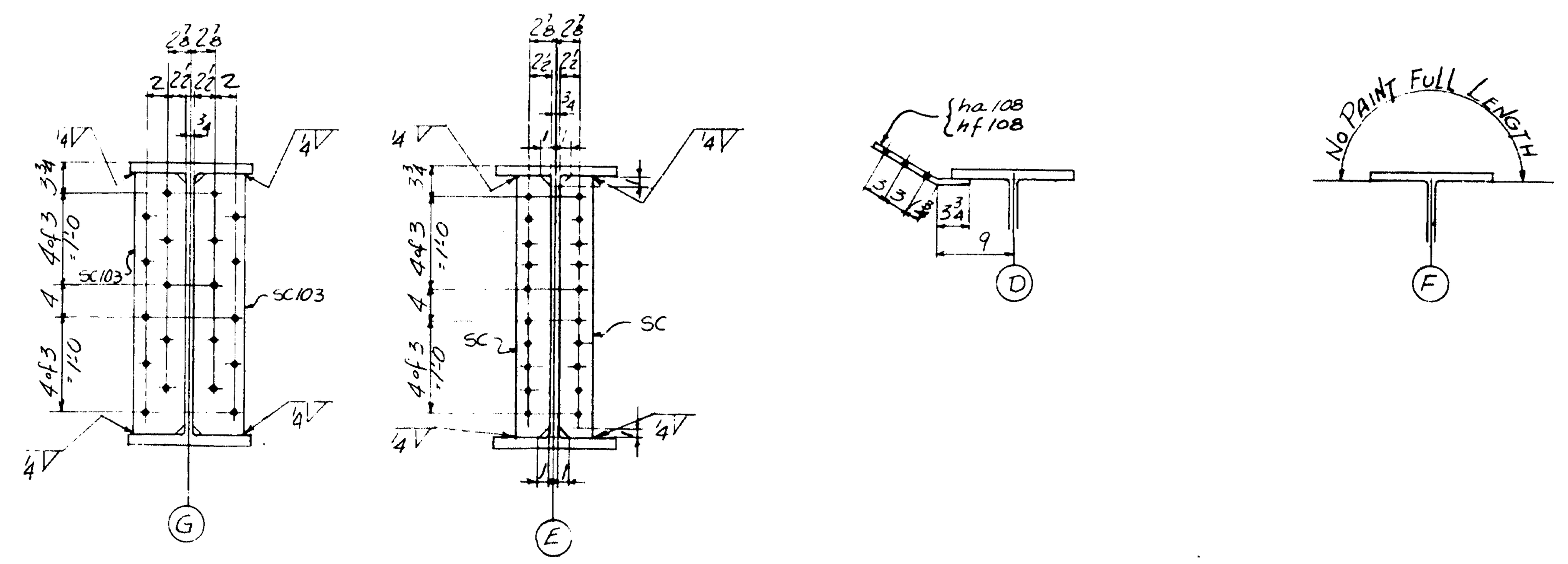
DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY S.E.K. DATE 9-24-53
DRAW. CHECKED BY PRY DATE 12-30-53

ORDER No. Q4149 | SHEET No. 202

201, 202

62-130





NOTE TO SHOP:
For assembling & reaming diagrams see sheet #214.
WORK SHEET #214 WITH THIS SHEET.

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHOP PIECE
1							85'5"			
2							188#	Q4148 ✓		
3			ONE BEAM			B29	21860#	Q4149 ✓		
4										
5		1	36 CB 230	83	0		FIN 1 -2	83-1/4	2009	19090
6		2	Cov Pl 12 × 7/8	16	0		UM		2025	1142
7		2	Pl 6 × 1/2	2	9 1/4	sc 103	FIN 1			57
8		1	Pl 7 × 7/8	2	9 1/4	sd	FIN 1		S.	58
9		2	Pl 4 × 3/8	2	9 1/4	sc		35-0	M618	28
10		2	Ls 7 × 4 × 3/8	2	9 1/4	sa R/L		60-0	M619	75
11		2	Ls 7 × 4 × 3/8	2	9 1/4	sb R/L		60-0	M619	75
12		2	Pl 7 × [illegible]	1	1	ha 108	BENT			16
13		2	Pl 7 × [illegible]		1	hf 108	BENT			16
14		2	Pl 16 × [illegible]	4	9	ha 201	BENT -11			581
15		4	Pl 6 × 1	2	4	hb 201	BENT			224
16		2	Fill 6 × 1/8	1	4 1/2	da 201				7
17		2	Fill 16 × 1/8	2	4 1/2	dc 201				16
18		2	Pl 30 × 1/2	1	10	pc 201				187
19		2	Ls 7 × 4 × [illegible]	[illegible]	5 3/4	aa 201 R/L				67
20		1	Fill 9 × (7/8 - 5/16)	1	0	df 201				11
21		1	Fill 5 × ([illegible])	1	2 1/2	dg 201				11
22		2	Ls 7 × 4 × 3/8	[illegible]	[illegible]	ac R/L		60-0	M619	68
23		2	Top Pl			TP3	DETAILED			188
24				AND BILLED ON			Sh 1 - Q4148			
25		1	Pl 7 × 7/8	2	9 1/4	sf 201	FIN 1			58
26										
27		6	7/8 φ S.B.						Stores	
28										27 RIV.
29										13 cuts
30										61 holes
31										44 W
32										76 P
33										
34										
35										
36										
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66										
67										

SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS
MATERIAL: QH. STEEL A.S.T.M. A7-52T
RIVETS: 7/8" φ HOLES 15/16 φ
WORKMANSHIP: HOLES IN MATERIAL THICKER THAN THE DIAMETER OF THE RIVET SHALL BE DRILLED.
ALL HOLES FOR SHOP RIVETS TO BE SUBPUNCHED OR SUBDRILLED 1/4 & REAMED TO SIZE WITH CONNECTING PARTS ASSEMBLED

HOLES MARKED R.T. TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE TO A METAL TEMPLET.
HOLES MARKED R.A. TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE WHILE CONNECTING MEMBERS ARE ASSEMBLED.
CONNECTING MEMBERS TO BE MATCHMARKED.
B.E. INDICATES BEARING END OF STIFFENER.
IN ASSEMBLING TP3 CARE MUST BE TAKEN TO HAVE AXIS OF BORE NORMAL TO ℄ OF BEAM. SHOP TO FABRICATE BEAM WITH MILL CAMBER UP.
LIFTING WT. 12 TONS

PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO

STRINGER B29 DIV. 2

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
Over PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

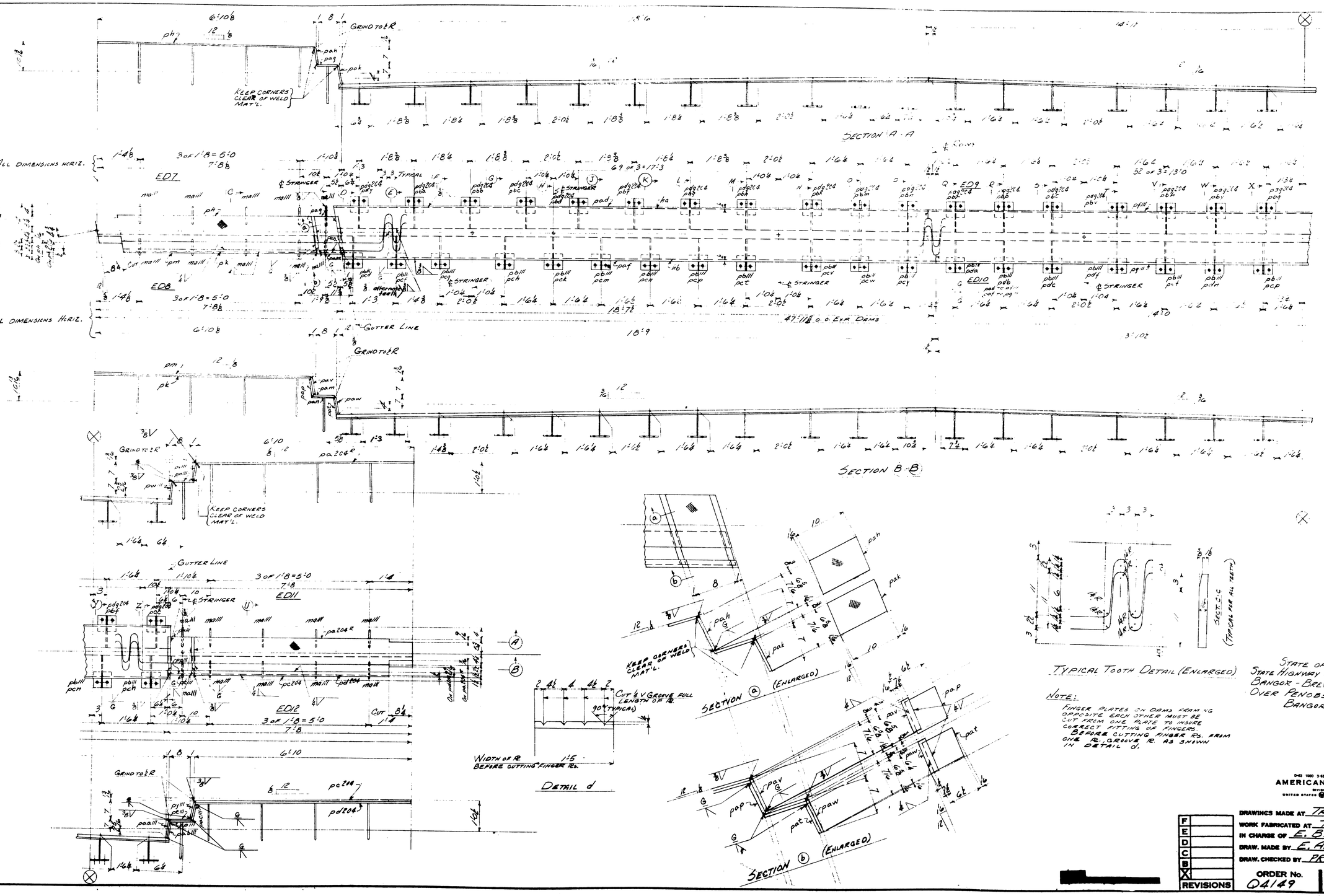
REVISIONS	
F	
E	
D	
C	
B	
X	2-22-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY RIG. DATE 9-21-53
DRAW. CHECKED BY PRY DATE 12-18-53
ORDER No. Q4149
SHEET No. 203

Ab. Bill 201, 202

WELDING

62-131



STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D-83 1600 3-53 PENCILTEX

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY E.A.B. DATE 9-28-53
DRAW. CHECKED BY PRY DATE 10-22-53

REVISIONS	
F	
E	
D	
C	
B	
X	

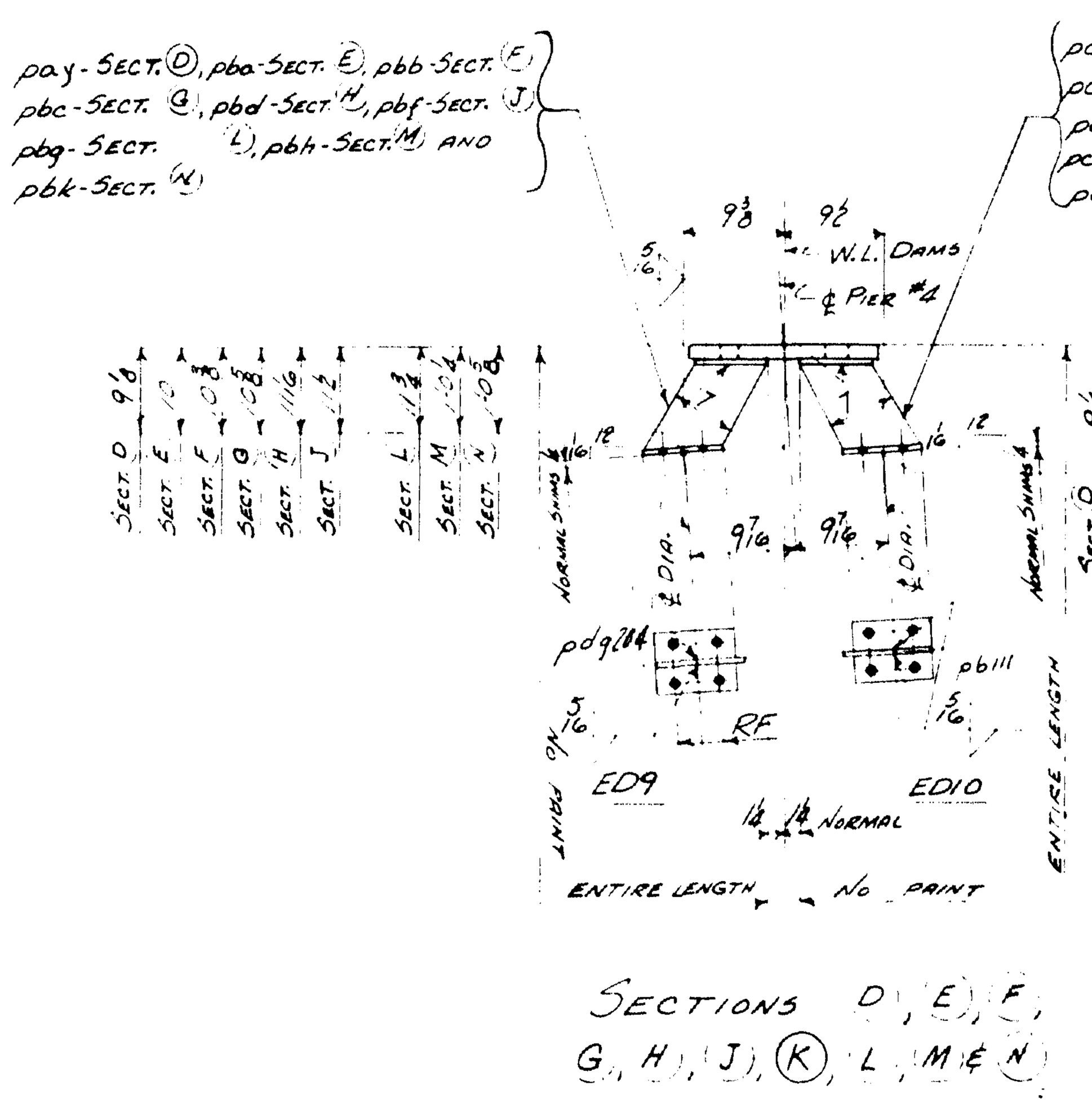
ORDER No. Q4149

SHEET No. 204AB

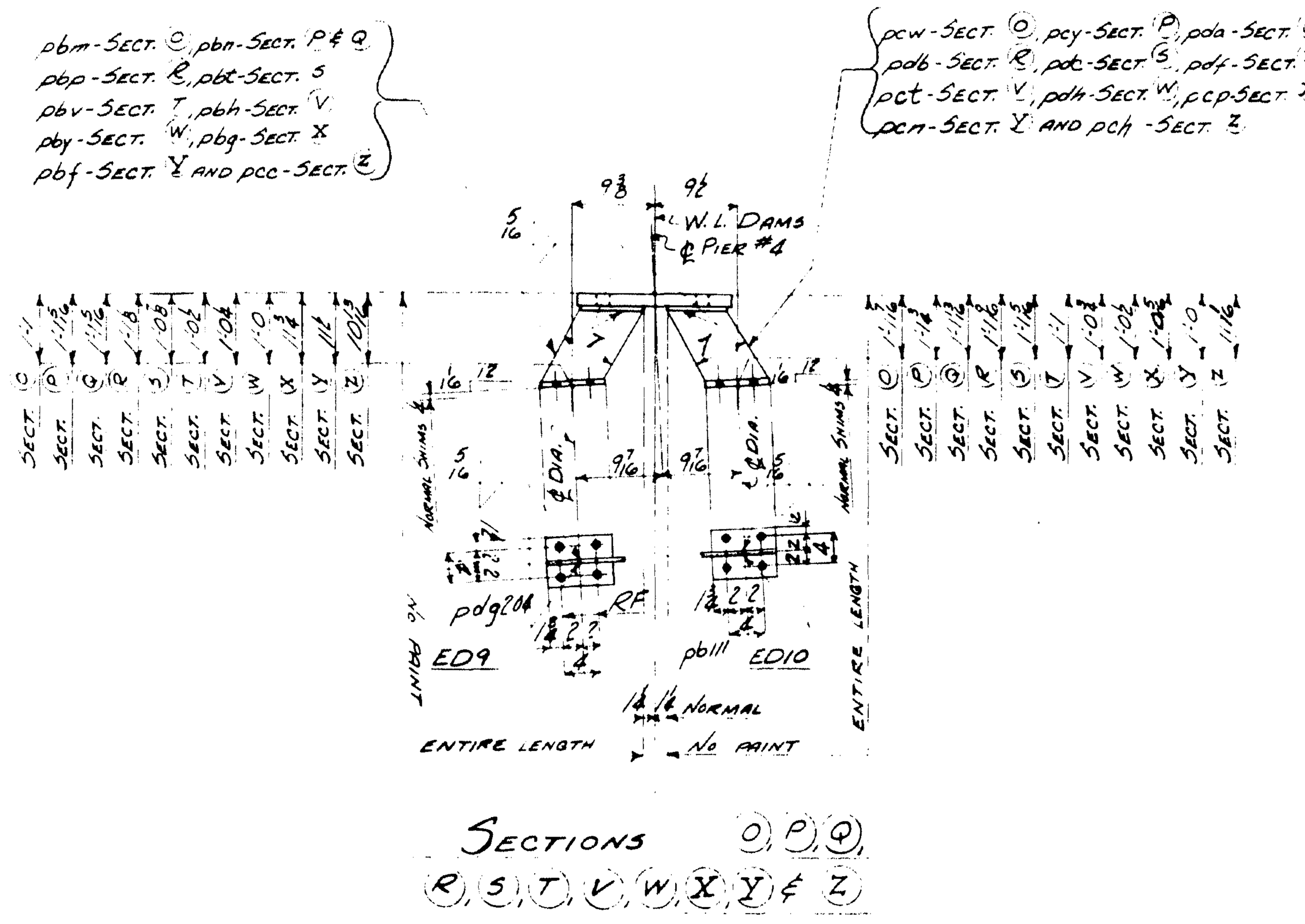
62-132

DRAWING WITH BILL

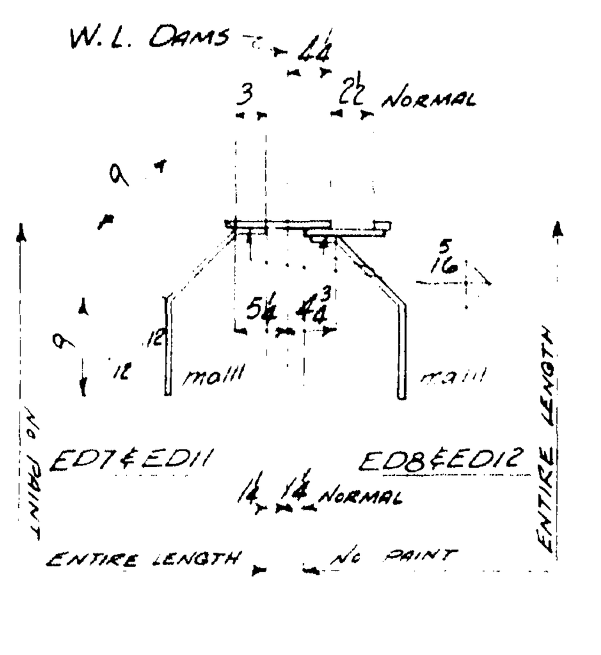
AMERICAN BRIDGE DIVISION – UNITED STATES STEEL COMPANY



SECTIONS D, E, F, G, H, J, (K), L, M & N



SECTIONS (O), (P), (Q), (R), (S), (T), (V), (W), (X), (Y) & (Z)



SECTIONS (C) & (U)

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1										
2										
3										
4			ONE EXPANSION DAM - ED7				133# ✓			
5										
6		1	R 10 ⅜	6	10¼	ph	5300 (Raised Pattern R)	-1	S	93
7		1	R 10 ⅜		8½	pag	5300		S	10
8		1	R 6⅝ ⅜		10 1/16	pah	5300		S	8
9		1	R 6⅝ ⅜		10 1/16	pak	5300		S	8
10		5	Rs. ⅝ Reinforcing Bars	1	9	maIII	BENT			13 cut W
11										
12										
13			ONE EXPANSION DAM - ED8				103# ✓			
14										
15		1	R 6½ ⅜	6	10 1/16	pk	-2	45-0	M618	57
16		1	R 2 ⅜	6	9/16	pm		20-0	M619	12
17		1	R 2 ⅜		3/16	pam		20-0	M619	1
18		1	R 6½ ⅜		8 11/16	pan		45-0	M618	6
19		1	R 6⅝ ⅜		6 7/16	pao			S	5
20		1	R 6¼ ⅜		6 9/16	pat			S	4
21		1	R 6⅝ ⅜		9/16	pav			S	1
22		1	R 6⅝ ⅜		9/16	paw			S	1
23		5	Rs.			maIII	BENT			13 2 5 cuts W
24										
25										
26			ONE EXPANSION DAM - ED9				2272# ✓			
27										
28		1	R 14 ½	4	2½	pf[illegible]	-399			1015
29		1	R 14 1½	8	7½	pad	-522	17x1½x32'10	1030	1330
30	74	20	R 7 ½		7½	pdg204		30-0	1035	149
31		1	R 7 ½		1 11/16	oay	-2			12
32		1	R 7 ½		6 1/16	oba	-2			12
33			R 7 ½		6 5/16	obb	-2			12
34		1	R 7 ½		6½	obc	-2			12
35			R 7 ½		6 7/16	obd	-2			12
36		2	R 7 ½		6½	pbf	-3			26
37		2	R 7 ½	1	1	pbg	-3			26
38		2	R 7 ½	1	1 5/16	pbh	-3			26
39			R 7 ½	1	⅜	pbk	-2			14
40			R 7 ½	1	⅞	pbm	-2			14
41		2	R 7 ½	1	1/16	pbn	-3			28
42		1	R 7 ½		1 1/16	pbp	-2			14
43		1	R 7 ½	1	1 3/16	pbt	-2			14
44		1	R 7 ½	1	1½	pbv	-2	30-0	1035	1[illegible]
45										
46			R 7 ½	1	1 3/16	pby	-2	30-0	1035	13
47										
48										
49			R 7 ½	1	0½	pcc	-2	30-0	1035	12
50		1	R 8 ½	32	0	ha	BENT	45-0	M618	446 757 cuts holes W P
51										
52										
53			ONE EXPANSION DAM - ED10				2294# ✓			
54										
55			R 14 ½	13	11½	og[illegible]	-392			997
56		1	R 14 1½	18	10	paf	-528	17x1½x32'10	1030	1344
57		21	R 7 ½		7½	pbIII				156
58		1	R 7 ½		1 15/16	pcd	-2	30-0	1035	12
59		1	R 7 ½	1	6¾	pcf	-2			12
60		1	R 7 ½	1	6½	pcg	-2			2
61		2	R 7 ½	1	0 11/16	pch	-3			25
62		1	R 7 ½	1	0⅞	pck	-2			13
63		1	R 7 ½	1	1 1/16	pcm	-2			13
64		2	R 7 ½	1	1¼	pcn	-3			26
65		2	R 7 ½	1	1½	pcp	-3			27
66		2	R 7 ½	1	1¾	pct	-3			27
67		1	R 7 ½	1	2	pcv	-2	30-0	1035	1[illegible]
68		1	R 7 ½	1	2¼	pcw	-2	30-0	1035	14
69		1	R 7 ½	1	2 7/16	pcy	-2			14
70		1	R 7 ½	1	2½	oda	-2			14
71		1	R 7 ½	1	2⅜	pdb	-2			14
72		1	R 7 ½	1	2 3/16	pdc	-2			14
73		1	R 7 ½	1	1 15/16	pdf	-2	30-0	1035	14
74										
75		1	R 7 ½	1	1⅝	pdh	2	30-0	1035	14
76										
77										
78		1	R 8 ½	32	9/16	hb	BENT	45-0	M618 cuts W Holes PT	446 958 34 8 4
79										
80										
81			ONE EXPANSION DAM - ED11				129# ✓			
82										
83		1	R 10 ⅜	6	9⅝	pa204	5300 (Raised Pattern R)		S	92
84		1	R 10 ⅜		8	paIII	5300			9
85		1	R 10 ⅜		6⅝	pvIII	5300			7
86		1	R 10 ⅜		6⅝	pwIII	5300			7
87		5	Rs.			maIII	BENT		cut W	13 1 2
88										
89										
90			ONE EXPANSION DAM - ED12				102# ✓			
91										
92		1	R 6½ ⅜	6	9⅝	od204		45-0	M618	56
93		1	R 6½ ⅜		8⅜	opIII				6
94		1	R 1½ ⅜		8	otIII				1
95		1	R 1½ ⅜		6⅝	oyIII				1
96		1	R 1½ ⅜		6⅝	paaIII				1
97		1	R 6½ ⅜		6¼	pabIII				4
98		1	R 6½ ⅜		6⅝	pacIII				5
99		5	Rs.			maIII	BENT			13
100	3	1	R 1½ ⅜	6	1⅜	pc204		20-0	M619 Cuts W	12 2 5
101										
102										
103										
104										
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EXPANSION DAMS ED7, ED8, ED9, ED10, ED11 & ED12

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER THE PENOBSCOT RIVER
BANGOR, MAINE

NOTES:
1) SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
2) MATERIAL: OH STEEL ASTM A7-52T
3) HOLES: 15/16 ⌀
4) PAINT: YES, EXCEPT AS NOTED.
5) SHOP CONTACT SURFACES: NO
6) WORKMANSHIP: HOLES MARKED RF TO BE SUBPUNCHED ¼ AND REAMED TO SIZE IN THE FIELD.

[redacted]

AMERICAN BRIDGE DIVISION – UNITED STATES STEEL COMPANY

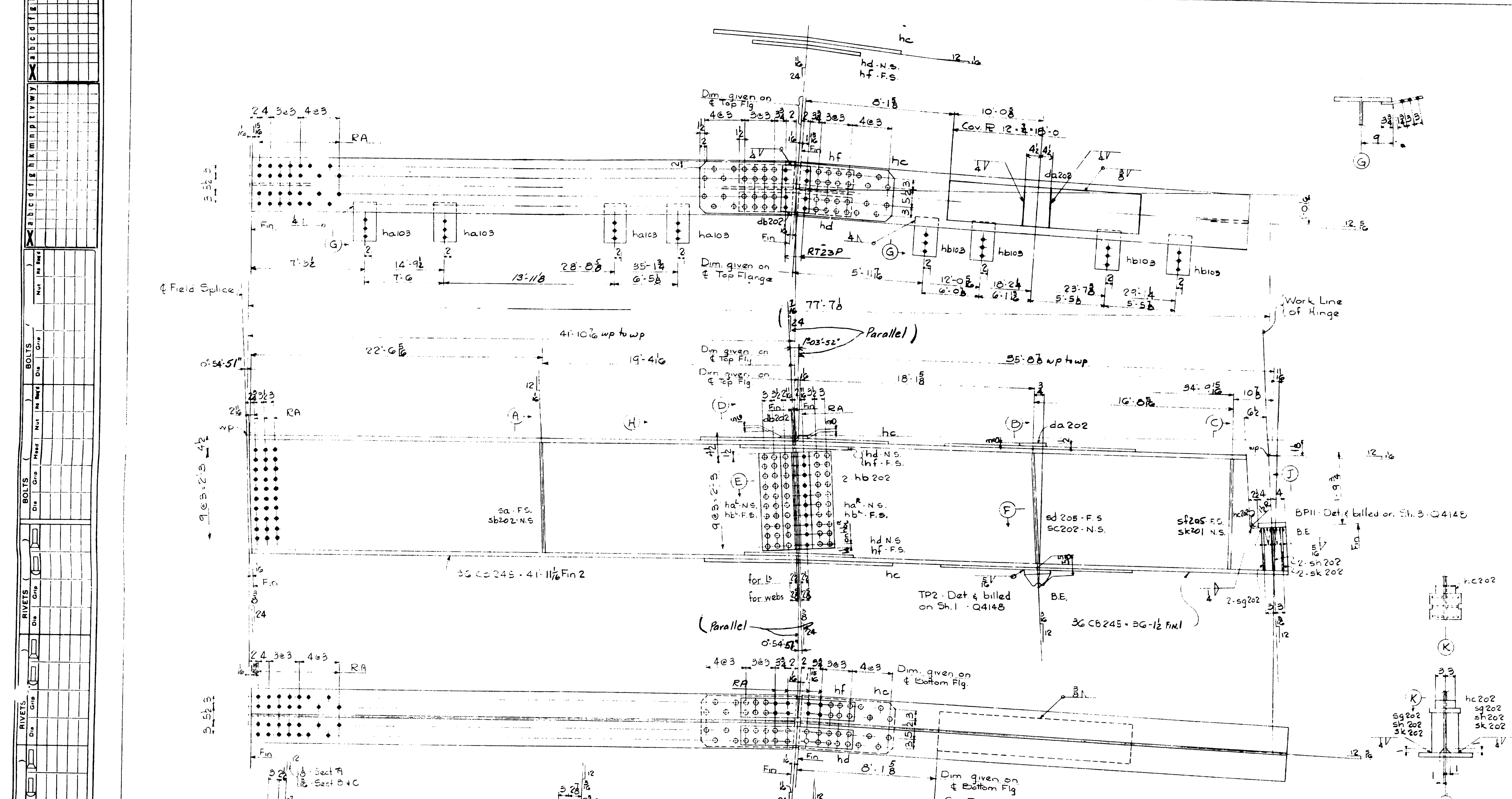
DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENTON PLANT
IN CHARGE OF	E. B. MARKS
DRAW. MADE BY	E.A.B. DATE 10-3-53
DRAW. CHECKED BY	PRY DATE 12-22-53
ORDER No.	Q4149
SHEET No.	204B

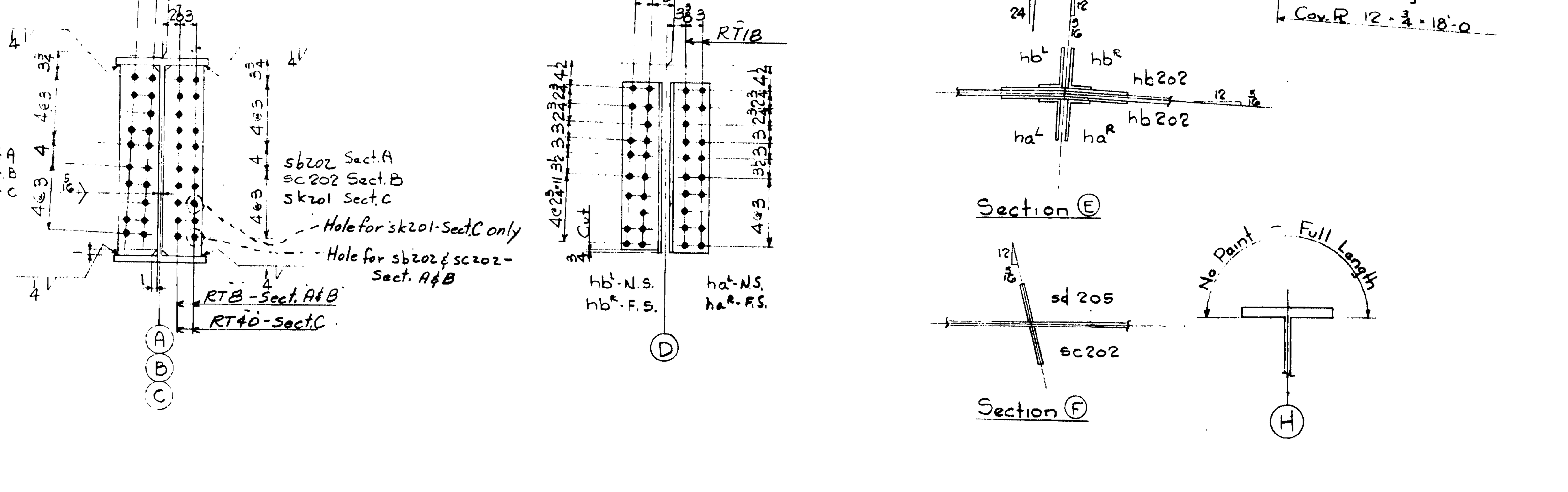
REVISIONS: F, E, D, C, B, X

Adv. Bill 204

WELD

62-133





LIFTING WT. - 12 TONS

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Material: Shape	Length: Feet	Length: Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship. Piece
1							78'1"			
2										
3										
4							122"	Q4148 ✓		
5			One Beam			B34	21752"	Q4149 ✓		
6										
7		1	36 CB 245	41	11		Fin 2	42'-0¼	2006	10273
8		1	36 CB 245	36	1½		Fin 1 -117	36'-2½	2008	8852
9		2	PL 16½ 1⅛	4	9	hc	Bent -5	16½x1⅛x25'-0	2022	600
10		2	PL 6¼ 1	2	8¾	hf	Bent		5	116
11		2	PL 6¼ 1	2	8½	hd	Bent		5	115
12		2	PL 30 ½	1	10	hb202	Bent			187
13		2	Cov PL 12 ¾	18	0		U.M	45'-0	M619	1102
14										
15		1	PL 7 ⅜	2	9¼	sk201				25
16		2	Ls 7 4 [illegible]	2	6	ha R L	Bent	60'-0	M619	68
17		2	Ls 7 4 [illegible]	2	5¾	hb R L		60'-0	M619	67
18		1	PL 6 ½		5¼	hc202				4
19		4	PL 7 5/16	1	1	ha103				32
20		4	PL 7 5/16	1	1	hb103				32
21		1	PL 7 ⅜	2	9¼	sa		45'-0	M618	25
22		1	PL 7 ⅜	2	9¼	sb202				25
23		1	PL 7 ⅞	2	9¼	sc202	Fin 1			58
24	2	1	PL 7 ⅞	2	9¼	sd205	Fin 1		S	58
25	2	1	PL 7 ⅜	2	9¼	sf205		45'-0	M618	25
26		2	PL 3½ [illegible]	1	0 11/16	[illegible]	Fin 1			16
27		2	PL 3½ [illegible]	1	0¾	[illegible]	Fin 1			16
28		2	PL 3½ [illegible]	1	0 13/16	sh202	Fin 1			16
29		1	Fil 9 (⅜-½)	1	0	da202				13
30		1	Fil 8 (⅜-5/16)	1	2½	db202				11
31		1	Base Plate			BP11	Det & billed			31
32							on Sh. 3 Q4148			
33										
34		1	Top Plate			TP2	Det & billed			91
35							on Sh. 1 Q4148			
36										
37										
38		2	SB ⅞						Stores	
39										54 RIV.
40										122 Cuts
41										51 holes
42										60 W
43										75 P
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45										
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61										
62										
63										
64										
65										
66										
67										STOCK CHANGES

NOTES:

SPECIFICATIONS: Maine State Highway Commission 1945 and Special Provisions
MATERIAL: O.H. Steel A.S.T.M. A7-52T
RIVETS: ⅞" HOLES: 15/16"
WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or Subdrilled ¼ and reamed to size with connecting parts assembled.

Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.

Holes marked RA to be subpunched or subdrilled ¼ and reamed to size while connecting members are assembled. Connecting members to be matchmarked.

Shop to fabricate beams with mill camber up.

B.E. indicates bearing end of stiffeners.

In assembling TP2 care must be taken to have axis of bore normal to ℄ Beam.

For assembling & reaming diagrams see sht. 214. Work sht. 214 with this sheet.

PAINT: Yes except as noted
SHOP CONTACT SURFACES: No

STRINGER B34
DIV. 2

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D-81 1500 12-51 PENCILTEX
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

REVISIONS	
F	
E	
D	
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B	
X	3-2-54

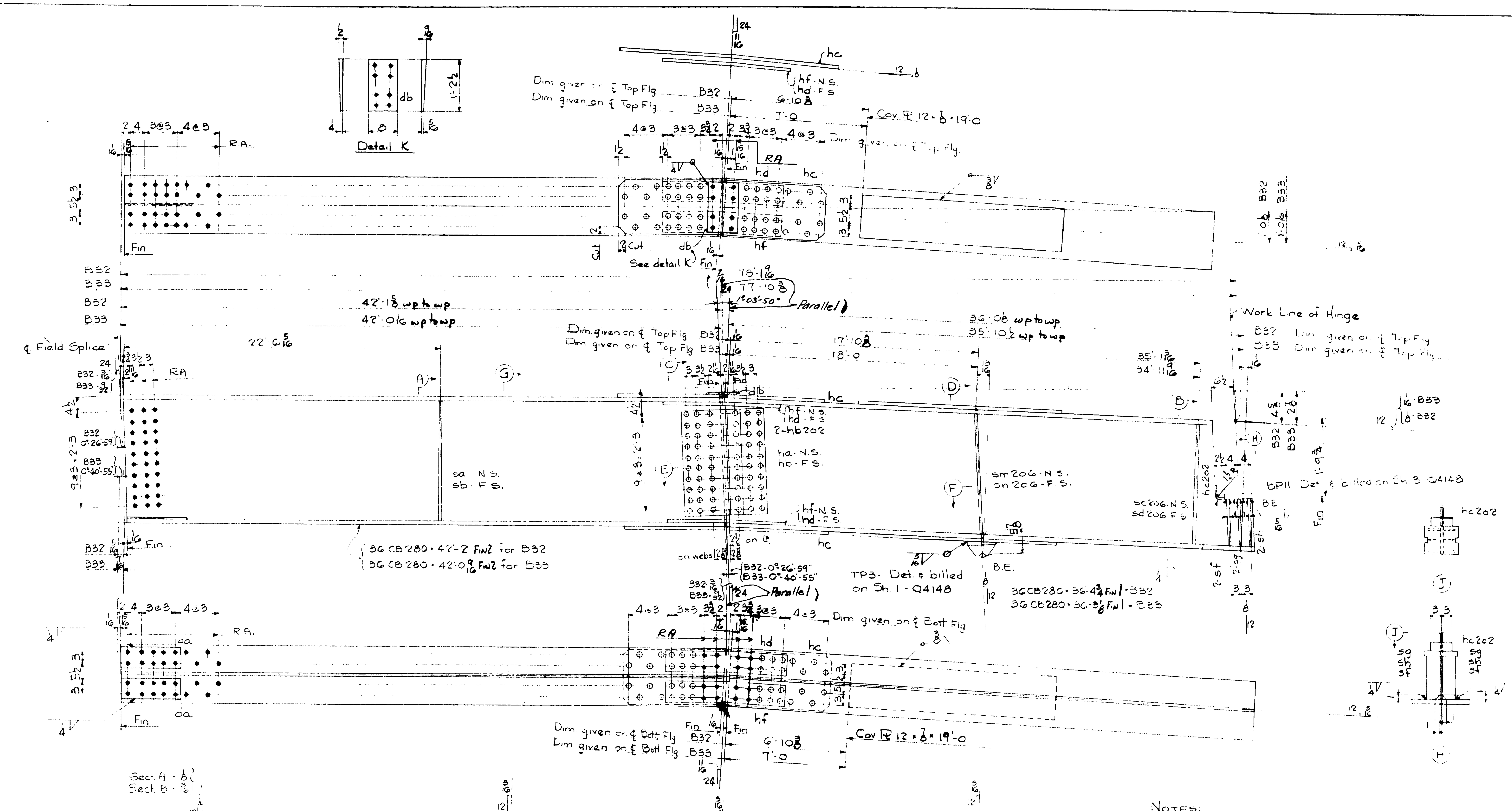
DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY S.E.K. DATE 9-28-53
DRAW. CHECKED BY PRY DATE 12-31-53

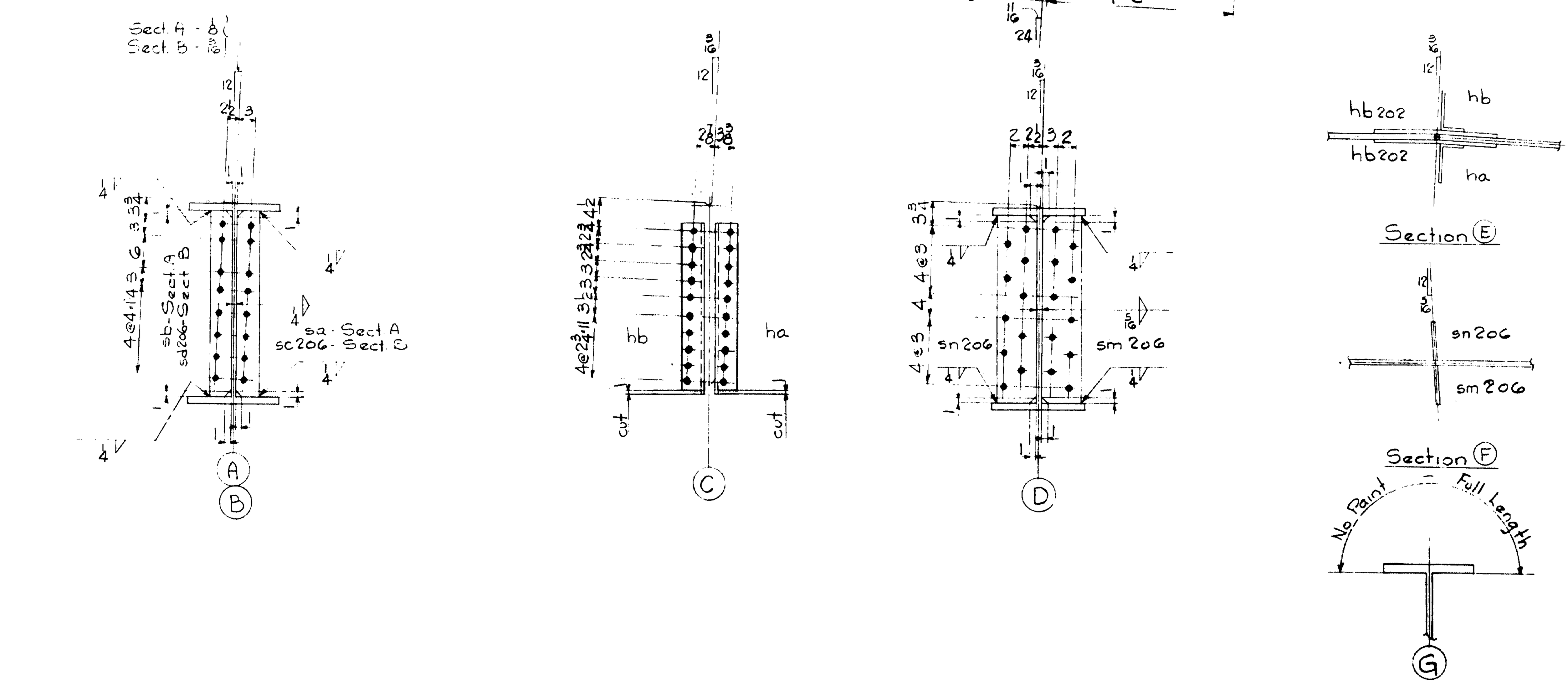
ORDER No. Q4147
SHEET No. 205

Adv. Bill 201, 202

Weld

68-134





NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 & Special Provisions

MATERIAL: O.H. Steel A.S.T.M. A7-52T

RIVETS: $\frac{7}{8}$" HOLES: $\frac{15}{16}$"

WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled

All holes for Shop Rivets to be Subpunched or Subdrilled ¼ & reamed to size with connecting parts assembled.

Holes marked RA to be subpunched or subdrilled ¼ & reamed to size while connecting members are assembled. Connecting members to be matchmarked.

B.E. indicates bearing end of stiffeners.

In assembling TP3 care must be taken to have axis of bore normal to ℄ Beam

Shop to fabricate beams with mill camber up.

For assembling & reaming diagrams see sht. 214. Work sht. 214 with this sheet.

LIFTING WT. - 13 TONS

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1													
2													
3													
4										125'	Q4148 - B32, B33 ✓		
5		One	Beam						B32	24677#	Q4149 ✓		7877
6		One	Beam						B33	24603#	Q4149 ✓		7840
7		1	36	CB	280		42	2	Fin2	For B32 -4	42-3½	2001	11808
8		1	36	CB	280		36	4¾	Fin1	-130	36-5¾	2003	10192
9		1	36	CB	280		42	0 1/16	Fin2	For B33 -5	42-2	2002	11774
10		1	36	CB	280		36	3⅜	Fin1	-130	36-4	2004	10153
11		4	PL	16½	1⅛		4	9	hc	Bent -5	66x1⅛x25-0	2022	600
12		4	PL	6¼	1		2	8¾	hd			S	116
13		4	PL	6¼	1		2	8½	hf			S	115
14		4	PL	30	½		1	10	hb202				187
15		4	Cov PL	12	⅞		19	0		UM		2024	1357
16													
17		2	Ls	4	4	⅜	2	6	ha	Bent		S	25
18		2	Ls	4	4	⅜	2	6	hb	Bent		S	25
19		2	PL	6	½			5¼	hc202				4
20													
21		2	PL	4	⅜		2	9¼	sa		35-0	M618	14
22		2	PL	4	⅜		2	9¼	sb		35-0	M618	14
23	10	2	PL	4	⅜		2	9¼	sc206		35-0	M618	14
24	10	2	PL	4	⅜		2	9¼	sd206		35-0	M618	14
25	4	2	PL	6	⅝		2	9¼	sm206	Fin1		S	49
26	4	2	PL	6	⅝		2	9¼	sn206	Fin1		S	49
27		4	PL	3½	⅝		1	1	sf	Fin1		S	16
28		4	PL	3½	⅝		1	1 1/16	sg	Fin1		S	16
29		4	PL	3½	⅝		1	1⅛	sh	Fin1		S	16
30		4	Fil	6	5/16		1	4½	da			S	18
31		2	Fil	8	(9/16-¼)		1	2½	db			S	13
32		2	Base Plates						BM1	Det. & billed			31
33										on Sh. 3 Q4148			
34													
35		2	Top Plates						TP3	Det. & billed			94
36										on Sh. 1 Q4148			
37													55 Riv
38											B32		134 Cuts
39											B33		135 Cuts
40													47 holes
41													59 W
42													82 P
43													
44													
45													
46													
47													
48													
49													
50													
51													
52													
53													
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63													
64													
65													
66													
67													

STRINGERS B32 & B33
DIV. 2

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 10-1-53
DRAW. CHECKED BY PRY DATE 12-31-53

REVISIONS	
F	
E	
D	
C	
B	
X	3-2-54

ORDER No. Q4149

SHEET No. 206

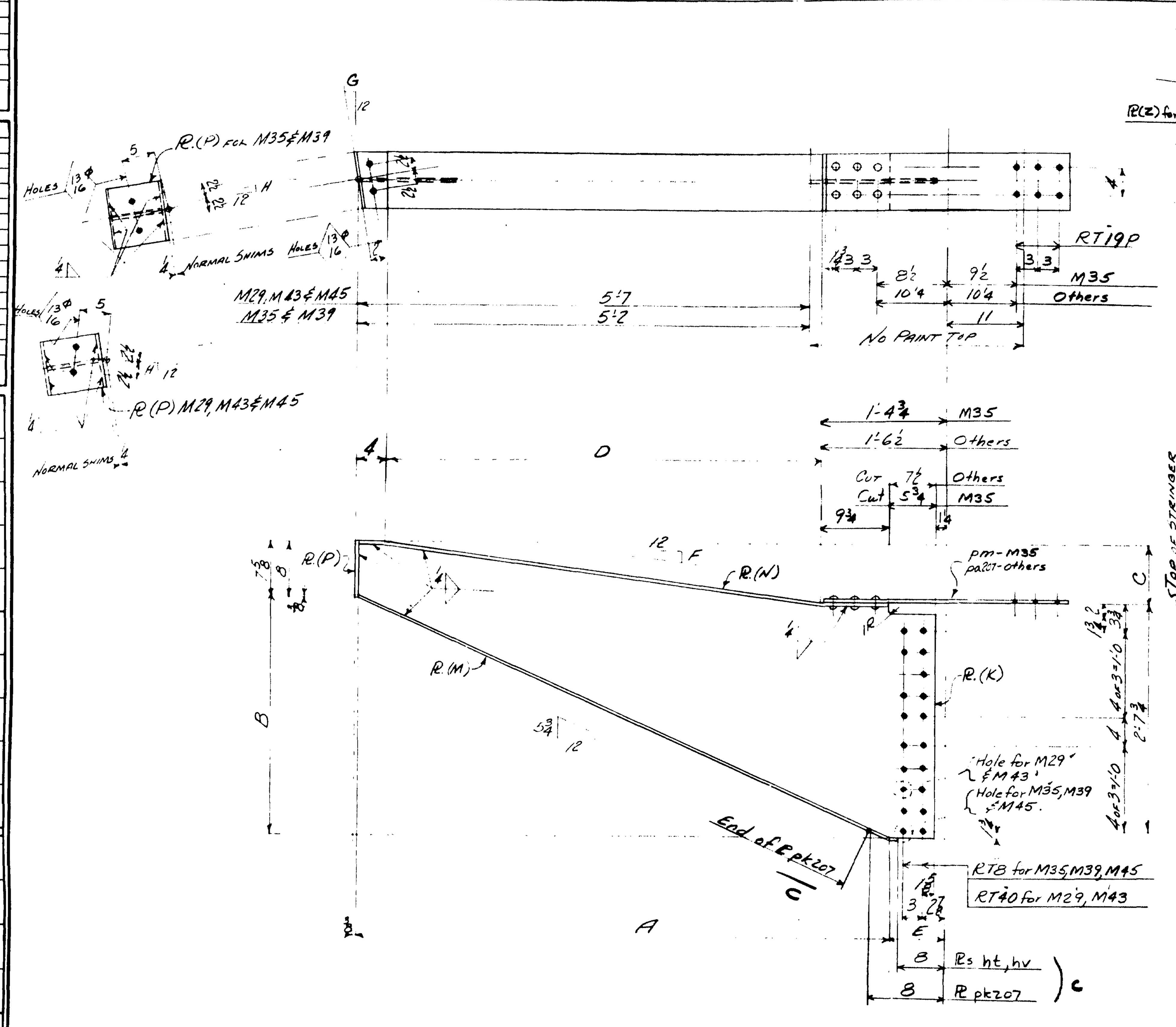
201, 202

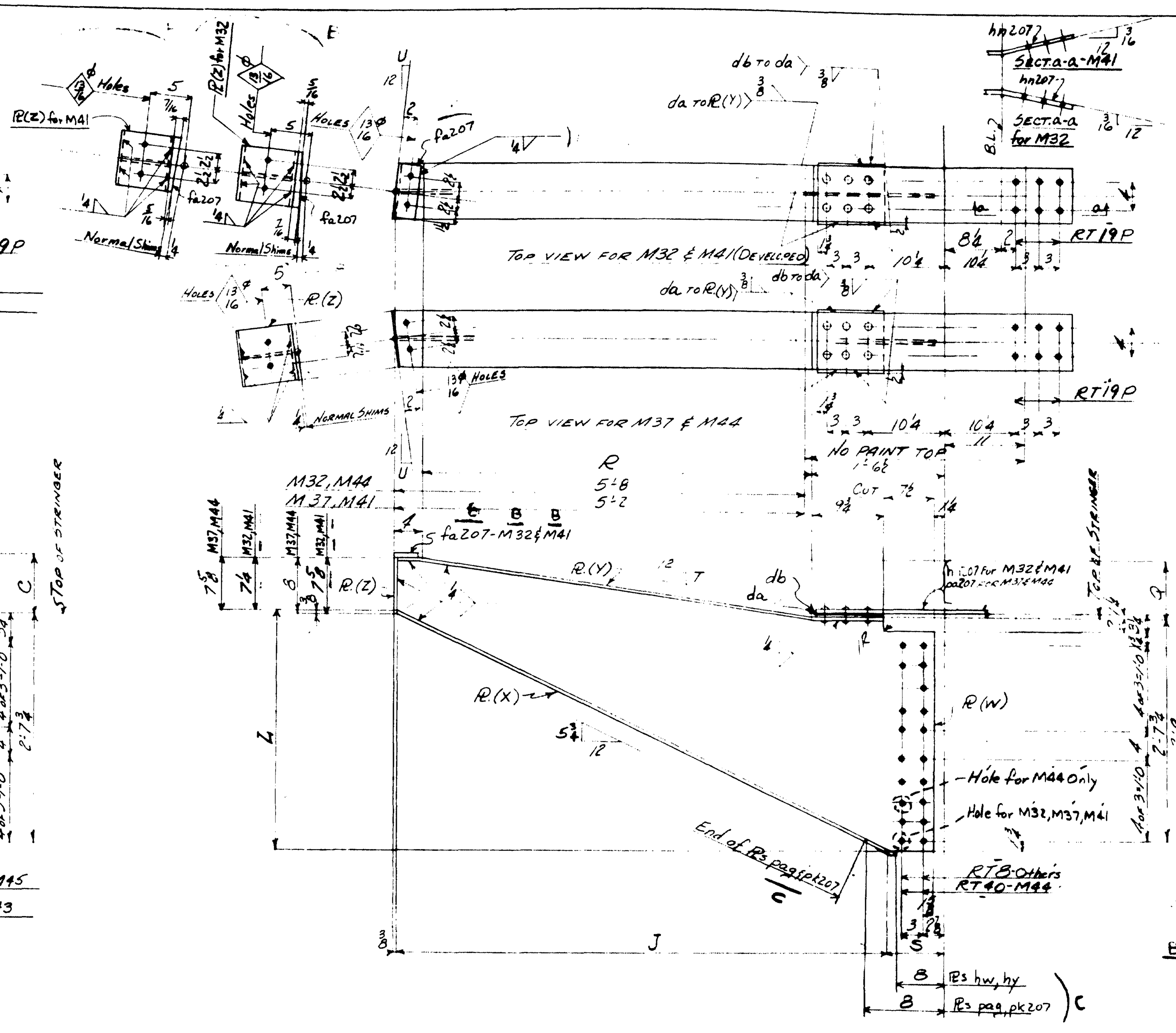
62-135

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1										
2										
3										
4										
5		One Bracket - M29					349# ✓			
6		One Bracket - M35					398# ✓			
7		One Bracket - M39					367# ✓			
8		One Bracket - M43					345# ✓			
9		One Bracket - M45					353# ✓			
10										
11	6	4	Bs. 8 7/16	3	0	pa207	M29, 39, 43, 45	30'-0	1034	36
12		1	R 41 1/16 3/8	6	4 3/8	pc	For M29 .173	42 1/2 x 3/8 x 40'0	1029	347
13		1	R 40 3/8	6	11 7/8	pd	For M35 .154			365
14		1	R 39 1/16 3/8	6	6	pf	For M39 .141			331
15		1	R 42 1/2 3/8	6	4 3/8	pg	For M43 .12			352
16		1	R 40 5/8 3/8	6	4 3/8	ph	For M45 .159	42 1/2 x 3/8 x 40'0	1029	337
17	5	3	R 8 3/8	6	5 1/4	pk207	For M29, M43, M45	45'0	M618	66
18		1	R 8 7/16	2	9 1/2	pm	For M35	30'0	1034	33
19		1	R 8 3/8	7	0 3/4	ht	For M35-Bent	45'0	M618	72
20		1	R 8 3/8	6	6 9/16	hv	For M39-Bent	45'0	M618	67
21										
22	16	5	R 8 3/8		8	pv207		45-0	M618	7
23										
24		1	R 8 3/8	5	4 9/16	ha	For M29-Bent	45'0	M618	59
25		1	R 8 3/8	6	6 11/16	hb	For M35-Bent			67
26		1	R 8 3/8	5	10 7/8	hc	For M39-Bent			60
27		1	R 8 3/8	5	9 11/16	hd	For M43-Bent			59
28		1	R 8 3/8	5	9 3/8	hf	For M45-Bent	45'0	M618	59
29										
30										
31		One Bracket - M32					417# ✓			
32		One Bracket - M37					486# ✓			
33		One Bracket - M41					362# ✓			
34		One Bracket - M44					372# ✓			
35										
36		4	Fills 9 3/4		9 1/4	da			S	18
37		4	Fills 8 1/2		9 1/4	db		45'0	M618	10
38	4	2	R 8 7/16	3	0	hn207	For M32 & M41 Bent	30'0	1034	36
39		1	R B(38 1/4 3/8	6	9	py	For M32 .134	42 1/2 x 40'0	1029	337
40		1	R 39 13/16 3/8	7	10 1/16	paa	For M37 .155	do	1029	427
41		1	R B(38 5/16 3/8	5	11 5/8	pab	For M41 .133	do	1029	298
42		1	R 42 5/8 3/8	6	4 3/8	pac	For M44 .184	do	1029	353
43		1	R 8 3/8	6	9 7/16	hw	For M32-Bent	45'0	M618	69
44		1	R 8 3/8	7	10 15/16	hy	For M37-Bent	45'0	M618	81
45		1	R 8 3/8	6	0	pag	For M41	45'0	M618	61
46		1	R			pk207	For M44			66
47	6	2	R 8 3/8		8	pak207	M37, M44	45'0	M618	7
48										
49	24	2	R 8 3/8		7 5/8	pb207	M32, M41	45'0	M618	7
50		1	R 8 3/8	6	1 13/16	hg	For M32-Bent	45'0	M618	63
51		1	R 8 3/8	7	3 1/16	hh	For M37-Bent	45'0	M618	74
52		1	R 8 3/8	5	4 1/2	hk	For M41-Bent	45'0	M618	55
53		1	R 8 3/8	5	9 11/16	hm	For M44-Bent	45'0	M618	59
54		2	R			pa207	For M37 & M44			36
55	24	2	Fl 3 1/2 (7/16 - 5/16)		8	fa207	M32, M41		S	3
56										2 Riv.
57								2P - M32		134 Cuts
58								2P - M37		5 Cuts
59								1P - M41		3 Cuts
60								1P - M44		4 Cuts
61										holes
62										W
63										
64										
65										
66										
67										





Brkt.	Dimensions					Bevels			Piece Marks			
	A	B	C	D	E	F	G	H	K	M	N	P
M29	6'-0 1/8	2'-10 9/16	8 11/16	4'-7 1/2	5 1/2	1 7/8	0	1/8	pc	pk207	ha	pv207
M35	5'-8 3/8	2'-8 3/4	6 7/8	5'-4 3/4	1'-4 3/4	1 1/4	5/8	1/8	pd	ht	hb	pv207
M39	5'-6 3/8	2'-7 13/16	5 15/16	4'-9 1/8	1'-0 7/8	1 1/4	3/16	1/8	pf	hv	hc	pv207
M43	6'-1 7/16	2'-11 1/4	9 3/8	4'-7 1/2	4 1/16	2	0	1/8	pg	pk207	hd	pv207
M45	5'-9 5/8	2'-9 3/8	7 1/2	4'-7 1/2	8	1 5/8	0	1/8	ph	pk207	hf	pv207

Brkt.	Dimensions					Bevels		Piece Marks			
	J	L	Q	R	S	T	U	W	X	Y	Z
M32	5'-5 1/2	2'-7 3/8	5 1/8	5'-0 1/8	1'-4 3/4	1	1/8	py	hw	hg	pb207
M37	5'-7 15/16	2'-8 9/16	6 1/16	6'-1 3/16	2'-3 3/8	1 1/8	9/16	paa	hy	hh	pak207
M41	5'-5 5/8	2'-7 7/16	5 3/16	4'-2 3/4	7 1/4	1 1/4	1/8	pab	pag	hk	pb207
M44	6'-1 13/16	2'-11 3/8	9 1/2	4'-7 1/2	3 13/16	2 1/16	0	pac	pk207	hm	pak207

NOTES:

1) Specifications: Maine State Highway Comm. 1945 and special provisions.
2) Material: OH Steel ASTM A7-52T
3) Rivets: 7/8 ⌀
4) Holes: 15/16 ⌀ Unless noted
5) Paint: Yes, except as noted.
6) Shop Contact Surfaces: No
7) Workmanship: Holes marked RT to be subpunched or subdrilled 1/4 and reamed to size to a metal templet.
All holes for shop rivets to be subpunched or subdrilled 1/4 and reamed to size with connecting parts assembled.

SIDEWALK BRACKETS - M29, M32, M35, M37, M39, M41, M43, M44 & M45
DIV. 2
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

DGI 1600-3-51 PENCILTEX
AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY E.A.B DATE 11-11-53
DRAW. CHECKED BY PRY DATE 12-22-53

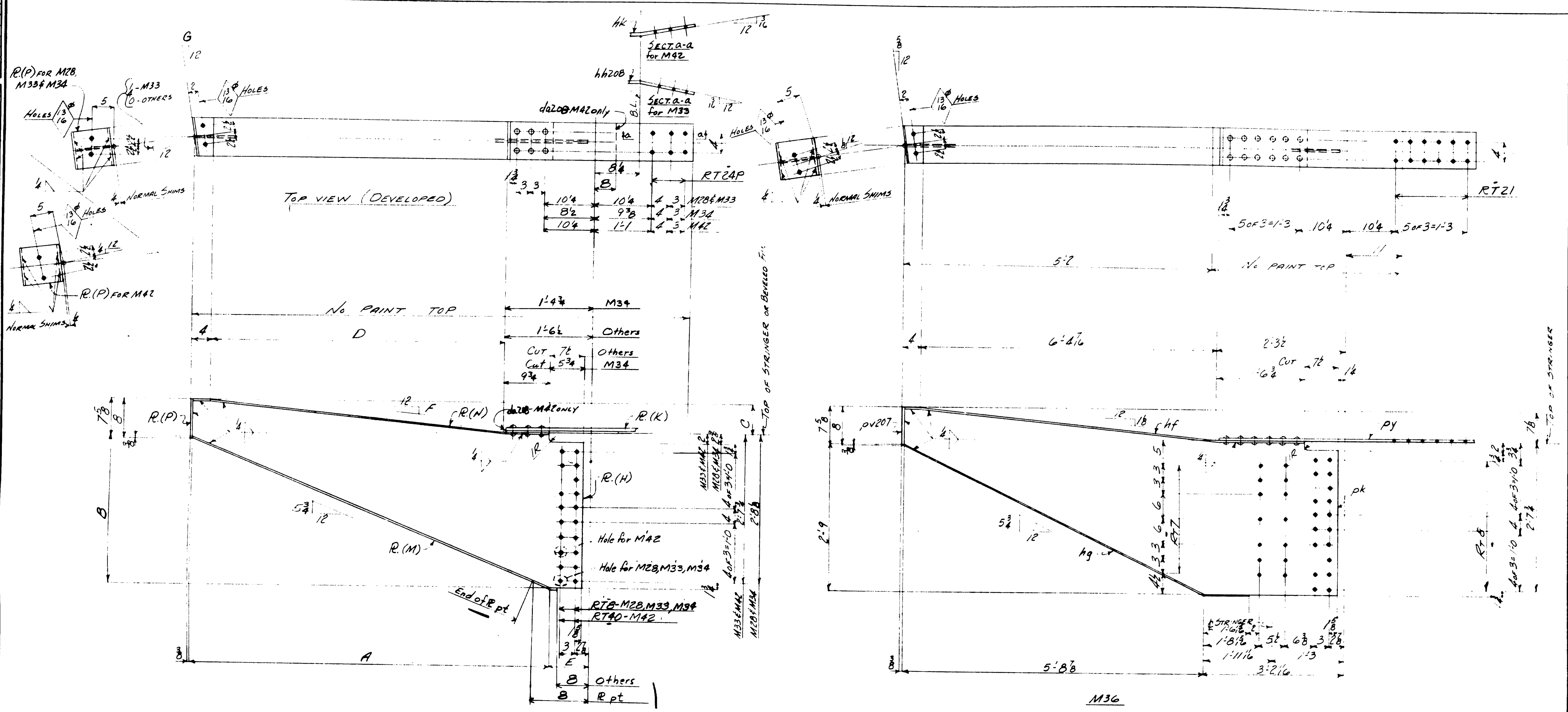
REVISIONS	
F	
E	
D	
C	3-15-54
B	2-9-54
X	2-3-54

[redacted]

ORDER No. Q4149
SHEET No. 207

Mr. Bill 203

62-136 WELD



DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3										
4										
5	ONE BRACKET - M28						355# ✓			
6	ONE BRACKET - M33						398# ✓			
7	ONE BRACKET - M34						361# ✓			
8	ONE BRACKET - M42						330# ✓			
9										
10		/	PL 40 9/16 3/8	6	4 3/8	oa	FOR M28 -157	42 1/2 x 40-0	1029	336
11		/	PL 38 7/8 3/8	6	11 1/16	ob	FOR M33 -140	↓	↓	351
12		/	PL 38 7/8 3/8	6	4 7/16	oc	FOR M34 -136	↓	↓	323
13		/	PL 38 15/16 3/8	5	9 1/16	od	FOR M42 -137	42 1/2 x 40-0	1029	295
14		/	PL 8 7/16	3	1	pf	FOR M28	30-0	1034	37
15		/	PL 8 7/16	2	10 3/8	pg	FOR M34	30-0	1034	34
16		/	PL 8 7/16	3	3 3/4	hk	FOR M42 BENT	30-0	1034	39
17		/	PL 8 3/8	6	5 1/4	pk207	FOR M28			66
18		/	PL 8 3/8	6	11 1/2	hm	FOR M33-BENT	45-0	M618	71
19		/	PL 8 3/8	6	5 1/16	hn	FOR M34-BENT	45-0	M618	66
20		/	PL 8 3/8	5	9 13/16	pt	FOR M42	45-0	M618	59
21		2	PL 8 3/8		8	pak207	FOR M28 & M34			7
22		/	PL 8 3/8	5	9 5/16	ha	FOR M28-BENT	45-0	M618	59
23		/	PL 8 3/8	6	3 13/16	hb	FOR M33-BENT	45-0	M618	64
24		/	PL 8 3/8	5	11 1/8	hc	FOR M34-BENT	45-0	M618	60
25		/	PL 8 3/8	5	2 9/16	hd	FOR M42-BENT	45-0	M618	53
26	10	2	PL 8 3/8		8	paa208	FOR M33 & M42	45-0	M618	7
27		/	PL 8 7/16	3	1	hh208	FOR M33-BENT	30-0	1034	37
28	3	/	FILL 8 1/8	2	2	da208	FOR M42		S	7
29									1P-M28	157 RIV.
30	ONE BRACKET - M36						674# ✓		2P-M33	140 CUTS
31									1P-M34, 1P-M42	136, 137 holes W
32		/	PL 40 5/8 7/16	8	0 5/16	pk			S	539
33		/	PL 8 3/8		8	pv207				7
34		/	PL 8 3/4	4	6	PY			S	92
35		/	PL 8 2	7	11 1/2	hg	BENT		S	108
36		/	PL 8 2	8	3 5/16	hf	BENT		S	113
37										4 RIV.
38										175 Cuts
39										5 holes
40										8 W
41										3 P
42										
43										
44										
45										
46										
47										
48										
49										
50										
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65										
66										
67										

BRKT.	DIMENSIONS A	B	C	D	E	BEVELS F	G	PIECE MARKS H	K	M	N	P
M28	5-9 5/8	2-9 5/16	7 1/16	4-7 1/2	8	1 1/2	0	pa	pf	pk207	ha	pak207
M33	5-6	2-7 5/8	5 3/4	5-2 3/16	1-6 5/16	1 1/8	1/16	pb	hh208	hm	hb	paa208
M34	5-6	2-7 5/8	5 3/8	4-9 5/16	11 11/16	1 1/8	5/8	pc	pg	hn	hc	pak207
M42	5-6 1/8	2-7 1/16	5 13/16	4-0 13/16	4 13/16	1 7/16	1/16	pd	hk	pt	hd	paa208

NOTES:

1) SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
2) MATERIAL: OH STEEL ASTM A7-52T
3) RIVETS: 7/8 ϕ
4) HOLES: 15/16 ϕ UNLESS NOTED
5) PAINT: YES, EXCEPT AS NOTED.
6) SHOP CONTACT SURFACES: NO
7) WORKMANSHIP: HOLES MARKED RT TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE TO A METAL TEMPLET.
HOLES FOR SHOP RIVETS TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE WITH CONNECTING PARTS ASSEMBLED.

SIDEWALK BRACKETS - M28, M33, M34, M36 & M42
DIV. 2

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

DSI 1580-2-51 PENCILTEX
AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY E.A.B. DATE 11-11-53
DRAW. CHECKED BY PRY DATE 12-22-53

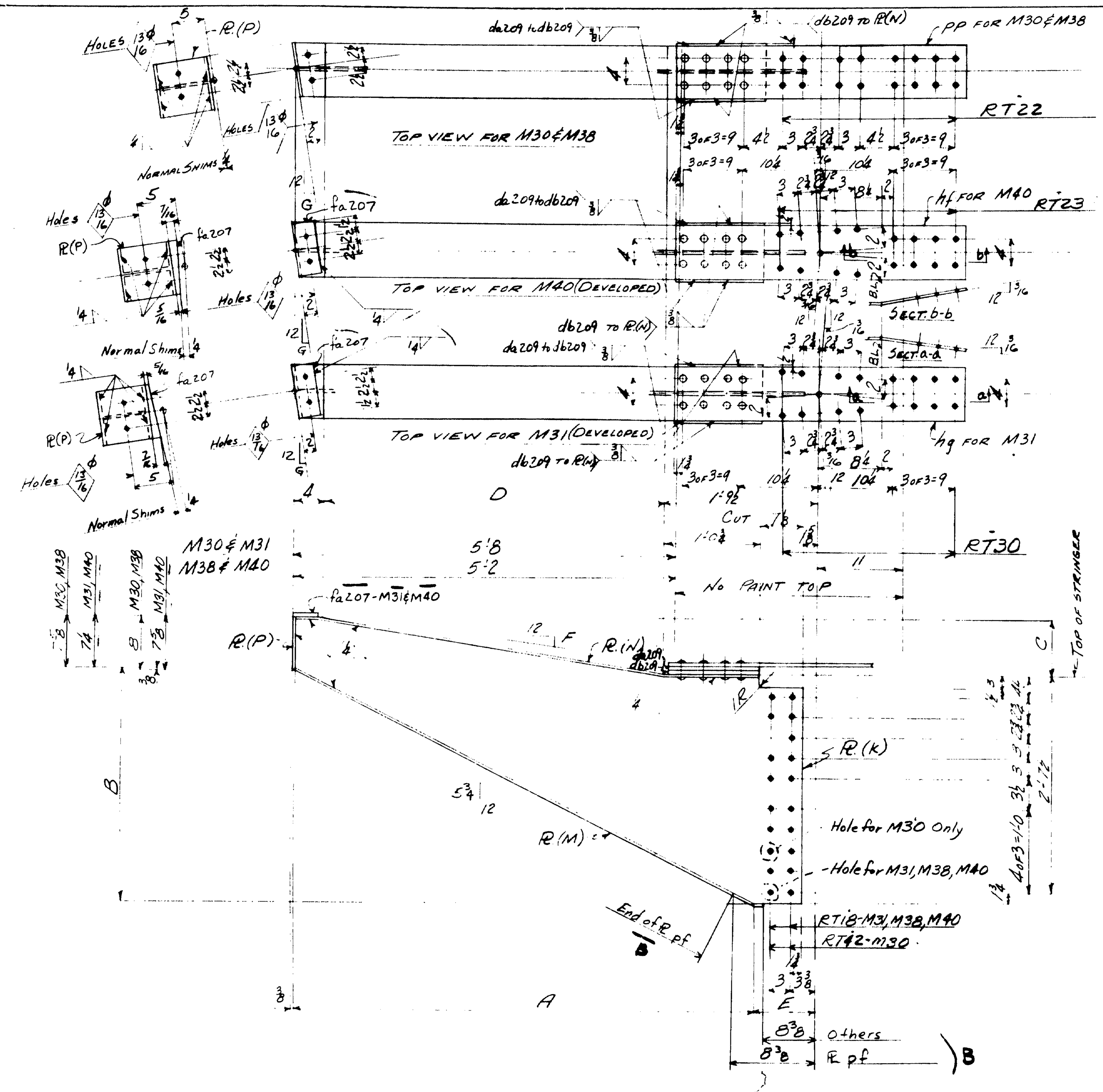
REVISIONS	
F	
E	
D	
C	
B	
X	3-15-54

[redacted]

ORDER No. Q4149
SHEET No. 208

No. 203

62137 WELD



BRKT.	DIMENSIONS					BEVELS		PIECE MARKS			
	A	B	C	D	E	F	G	K	M	N	P
M30	6'-0 3/4	2'-10 7/8	9 1/4	4'-4 1/2	4 7/8	2 1/8	0	pa	pf	ha	pak207
M31	5'-4 11/16	2'-7	5	4'-4 1/2	1'-0 15/16	1 1/8	3/16	pb	hh	hb	pb207
M38	5'-5 3/8	2'-7 5/16	5 1/16	5'-0	1'-7 3/4	1 1/8	3/8	pc	hk	hc	pak207
M40	5'-5 1/4	2'-7 1/4	5 1/4	4'-4 1/2	1'-0 3/8	1 3/16	3/16	pd	hm	hd	pb207

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1										
2										
3										
4										
5		ONE BRACKET - M30					411# ✓			
6		ONE BRACKET - M31					428# ✓			
7		ONE BRACKET - M38					466# ✓			
8		ONE BRACKET - M40					427# ✓			
9										
10		1	℞ 42 3/8 × 3/8	6	4	pa-181	FOR M30	42 1/2 × 3/8 × 40'-0	1029	348
11		1	℞ (37 7/8 × 3/8	6	4	pb-132	FOR M31	do	1029	313
12		1	℞ 38 9/16 × 3/8	6	1 1/2	pc-140	FOR M38	do	1029	350
13		1	℞ (38 1/8 × 3/8	6	4	pd-135	FOR M40	do	1029	315
14		1	℞ 8 × 3/8	6	4 13/16	pf	FOR M30	45'-0	M618	65
15		1	℞ 8 × 3/8	6	4 3/8	hh	FOR M31-BENT	↓	↓	65
16		1	℞ 8 × 3/8	7	0	hk	FOR M38-BENT	↓	↓	71
17		1	℞ 8 × 3/8	6	4 7/16	hm	FOR M40-BENT	45'-0	M618	65
18		2	℞ 8 × 3/8		8	pak207	M30, M38			7
19		2	℞ 8 × 3/8		7 5/8	pb207	M31, M40			7
20		2	℞ 8 × 5/8	3	6	pp	FOR M30 & M38	45'-0	M618	60
21		1	℞ 8 × 5/8	3	6	hf	FOR M40-BENT	45'-0	M618	60
22		1	℞ 8 × 5/8	3	6	hg	FOR M31-BENT	45'-0	M618	60
23		1	℞ 8 × 3/8	5	9 11/16	ha	FOR M30-BENT	45'-0	M618	59
24		1	℞ 8 × 3/8	5	9 3/16	hb	FOR M31-BENT	45'-0	M618	59
25		1	℞ 8 × 3/8	6	4 3/4	hc	FOR M38-BENT	45'-0	M618	65
26		1	℞ 8 × 3/8	5	9 1/4	hd	FOR M40-BENT	45'-0	M618	59
27	8	4	Fills 8 × 3/4	1	0 1/4	da209			S	21
28	8	4	Fills 9 × 3/4	1	0 1/4	db209			S	23
29		2	Fil 3 1/2 (7/16 - 5/16)		8	fa207	M31 & M40			3
30										3 RIV.
31									M30	181 wts
32									M31	132 wts
33									M38	140 wts
34									M40	135 wts
35										4 holes
36										8 W
37										2 P
38										1

NOTES:

1) SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
2) MATERIAL: OH STEEL ASTM A7-52T
3) RIVETS: 7/8 ϕ
4) HOLES: 13/16 ϕ UNLESS NOTED
5) PAINT: YES, EXCEPT AS NOTED.
6) SHOP CONTACT SURFACES: NO
7) WORKMANSHIP: HOLES MARKED RT TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE TO A METAL TEMPLET.
   ALL HOLES FOR SHOP RIVETS TO BE SUBPUNCHED OR SUBDRILLED 1/4 AND REAMED TO SIZE WITH CONNECTING PARTS ASSEMBLED.

SIDEWALK BRACKETS - M30, M31, M38 & M40
DIV. 2

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E B MARKS
DRAW. MADE BY E A B DATE 11-12-53
DRAW. CHECKED BY PRY DATE 12-22-53

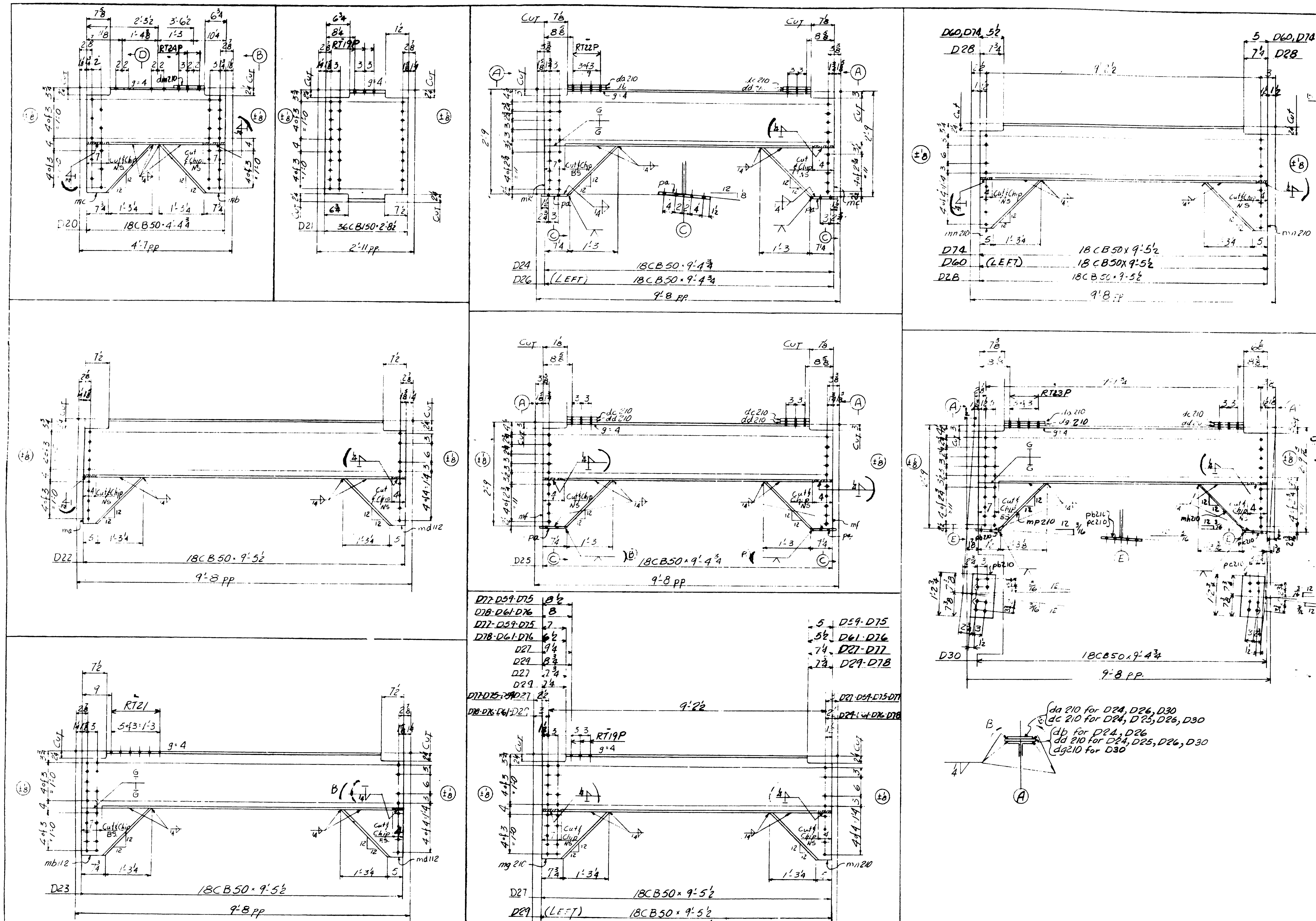
REVISIONS	
F	
E	
D	
C	
B	3-15-54
X	2-9-54

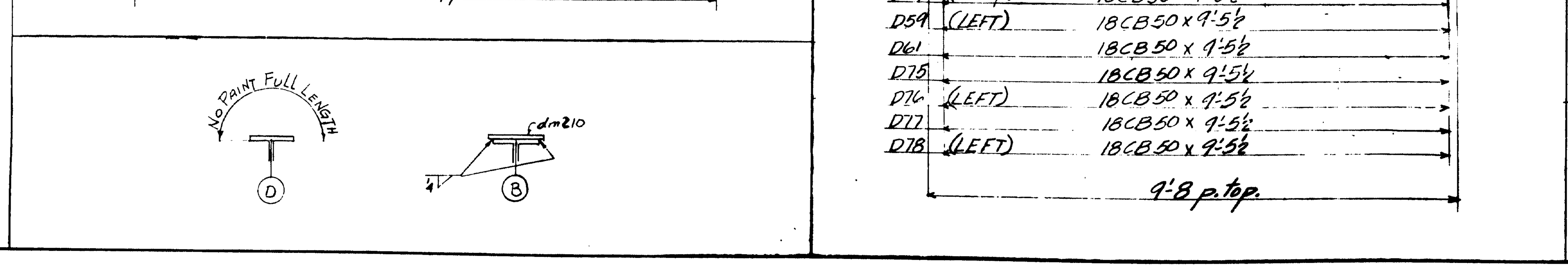
ORDER No. Q4149 — SHEET No. 209

Adj. 203 & 208

WELD

62-138





DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Div 4	Div 3	Div 2	LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE				LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHOP PIECE
			1													
			2													
			3													
		1	4		ONE	DIAPHRAGM						D20	301# ✓			
			5													
			6		1	18	CB	50		4	4¾		-28	60/65·0	1018	220
			7		1	Pc.	18	CB	50	2	3$\frac{1}{16}$	mc	-63	60/65·0	1018	113
			8		1	Pc.	18	CB	50	2	3$\frac{1}{16}$	mb	-63	60/65·0	1018	113
			9	2	1	Fil	8	⅜			10½	dm210			S	9
	1		10		ONE	DIAPHRAGM						D21	306# ✓			
			11		1	36	CB	150		2	8½			2'-8½	S	407
		1	12		ONE	DIAPHRAGM						D22	543# ✓			
			13		1	18	CB	50		9	5½		-25	9'-5½	2011	473
			14		1	Pc	18	CB	50	2	1⅛	ma	-59	60/65·0	1018	105
			15		1	Pc	18	CB	50	2	1⅛	md112	-59			105
		1	16		One	DIAPHRAGM						D23	539# ✓			
			17		1		18	CB	50	9	5½		-31	9'-5½	2011	473
			18		1	Pc	18	CB	50	2	3$\frac{1}{16}$	mb112	-63			113
			19		1	Pc						md112	-51			1[illegible]
	1	1	20		2	DIAPHRAGMS						D27		543#	✓	
	1	1	21		2	DIAPHRAGMS						D29	(LEFT)	"	✓	
2			22		2	DIAPHRAGMS						D59	(LEFT)	547#	✓	
2			23		2	DIAPHRAGMS						D61		"	✓	
2			24		2	DIAPHRAGMS						D75		"	✓	
2			25		2	DIAPHRAGMS						D76	(LEFT)	"	✓	
	1		26		ONE	DIAPHRAGM						D77		544#	✓	
	1		27		ONE	DIAPHRAGM						D78	(LEFT)	"	✓	
			28													
			29		14	18	CB	50		9	5½			2: 4: 8:	2011 3018 B4013	473
			30	44	14	Pcs	18	CB	50	2	1⅛	mn210	-59	60/65·0	1018	105
			31	34	14	Pcs	18	CB	50	2	3$\frac{1}{16}$	my210	-63	60/65·0	1018	113
			32											D27-D29 D59-D61-D75-D76 D77-D78		
		1	33		ONE	DIAPHRAGM						D25	636# ✓			
			34													
			35		1	18	CB	50		9	4¾		-25	60/65·0	1018	470
			36	4	2	Pcs	18	CB	50	2	2⅜	mf	-119	60/65·0	1018	220
			37	20	2	Fil	7½	¼			9¼	dc210			S	27
			38	8	2	Fil	8	¼			9¼	dd210			S	33
			39	6		Pc	15	½			6⅞	pa			S	29
			40													
		1	41			ONE	DIAPHRAGM					D24	640#	✓		
		1	42			ONE	DIAPHRAGM					D26	(LEFT)"	✓		
			43													
			44		2	18	CB	50		9	4¾		-31	60/65·0	1018	470
			45		2	Pcs	18	CB	50	2	2⅜	mk	-60	60/65·0	1018	110
			46		2	Pcs						mf	-60			110
			47	8	2	Fil	8	¼		1	0¼	da210			S	21
			48		2	Fil	8	¼		1	0¼	db			S	22
			49		2	Fils						dc210				15
			50		2	Fil						dd210				17
			51		2	Pc						pa				29
	2	1	52		3		DIAPHRAGMS					D28	543#	✓		
2			53		2		DIAPHRAGMS					D60	(LEFT) 549#	✓		
2			54		2		DIAPHRAGMS					D74	"	✓ 1: 2: 4:	2011 3018 B4013	
			55		7		18	CB	50	9	5½					473
			56		14	Pc						mn210	-118			210
		1	57		ONE		DIAPHRAGM					D30	642# ✓		D28 D60-D74	
			58													
			59		1	18	CB	50		9	4¾		-31	9'-5½	2011	470
			60	2	1	Pc	18	CB	50	2	3$\frac{1}{16}$	mn210	-62	60/65·0	1018	114
			61	2	1	Pc	18	CB	50	2	2$\frac{11}{16}$	mp210	-60	60/65·0	1018	112
			62	3	1	Pc	14¾	½			7⅛	pb210			S	15
			63	3	1	Pc	14¾	½			7⅛	pc210			S	15
			64		1	Fil						da210				21
			65		1	Fil						dc210				15
			66		1	Fil						dd210				17
			67	6	1	Fil	8½	⅜		1	0¼	dg210			S	18

DIAPHRAGMS - DIV. 2,3 & 4

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

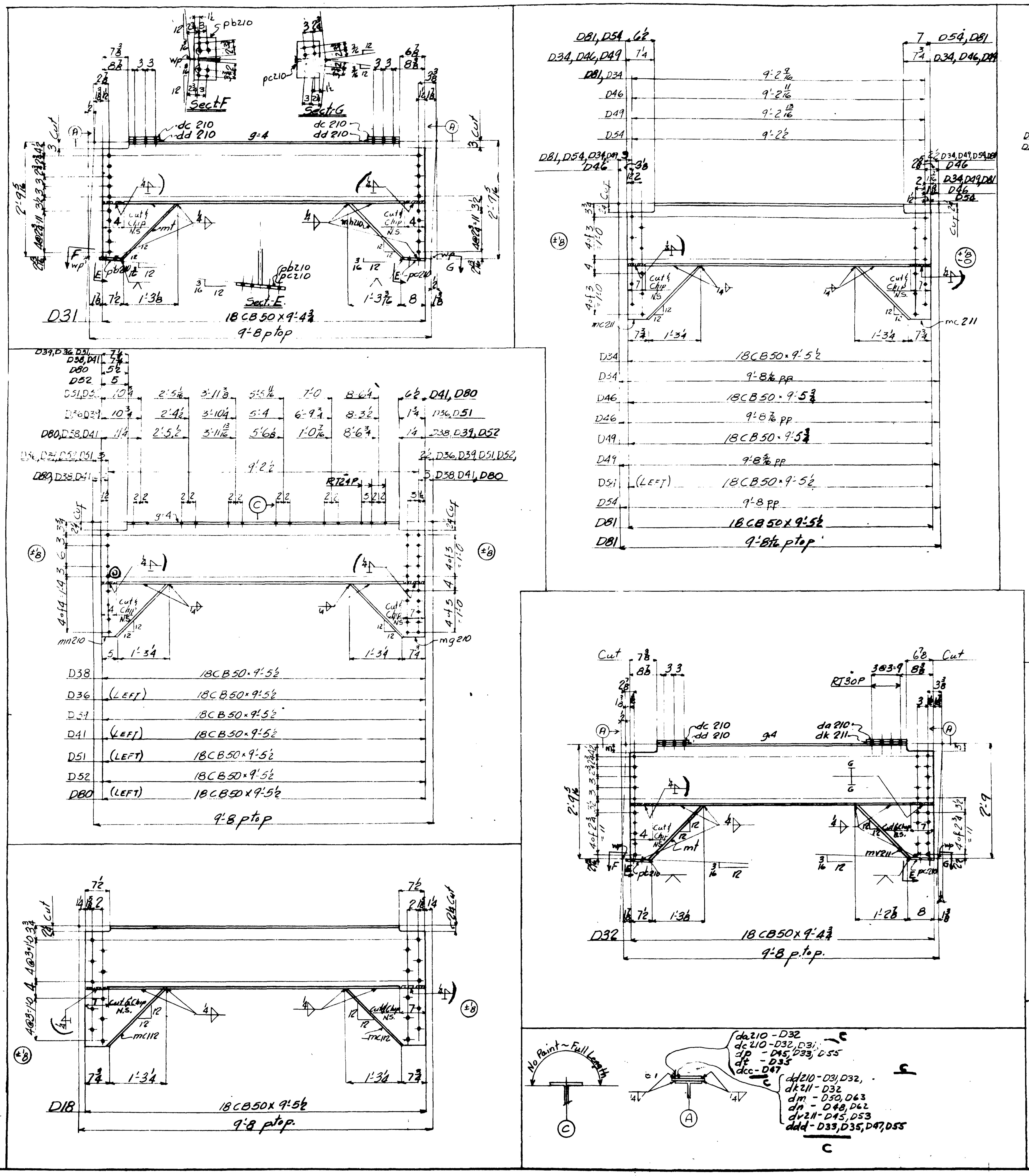
NOTES
SPECIFICATIONS : MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS
MATERIAL : O.H. STEEL A.S.T.M. A7-52T
HOLES: $\frac{13}{16}$ ϕ
Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.

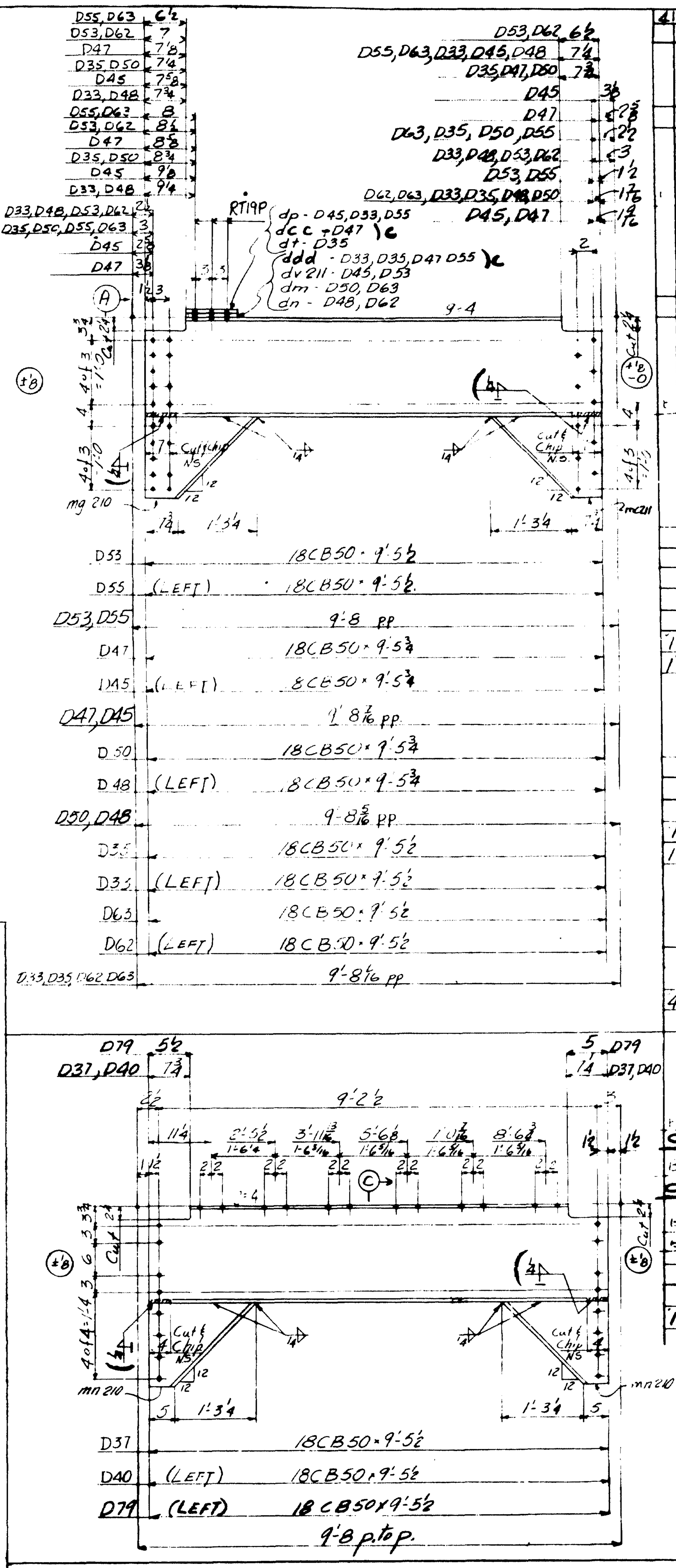
- PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

F		DRAWINGS MADE AT TRENTON PLANT
E		WORK FABRICATED AT TRENTON PLANT
D		IN CHARGE OF E.B. MARKS
C		DRAW. MADE BY RJG. DATE 1-11-53
B	2-8-54	DRAW. CHECKED BY PRY DATE 1-20-54
X	2-2-54	
REVISIONS		ORDER No. Q4149 · SHEET No. 210

M. 203, 303, 403
62-139 WELDING





DRAWING WITH BILL

AMERICAN BRIDGE

DIVISION

UNITED STATES STEEL COMPANY

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1										
2										
3			ONE DIAPHRAGM			D18	548#			
4		1	18 CB 50	9	5 1/2		-29	9'-5 1/2	2011	473
5		2	Pl 18 CB 50	2	3 1/16	mc112	-126			226
6										
7			ONE DIAPHRAGM			D31	641#			
8		1	18 CB 50	9	4 3/4		-25	9'-5 1/2	2011	470
9	2	1	Pl 18 CB 50	2	2 13/16	mt	-60	60/65-0	1018	112
10		1	Pl 18 CB 50	2	3 3/16	mh210	-62			114
11		2	Fls 7 1/2 x 3/4		9 1/4	dc210				29
12		2	Fls 8 1/2 x 3/4		7 1/4	dd210				33
13		1	Pl 14 3/4 x 1/2		7 3/8	pb210				15
14		1	Pl 14 3/4 x 1/2		7 3/8	pc210				15
15										
16			ONE DIAPHRAGM			D32	651#			
17		1	18 CB 50	9	4 3/4		-31	9'-5 1/2	2011	470
18		1	Pl			mt	-60			112
19	2	1	Pl 18 CB 50	2	2 13/16	mv211	-60	60/65-0	1018	112
20		1	Fl			dc210				15
21		1	Fl 8 x 3/4	1	0 1/4	da210				21
22	6	1	Fl 8 1/2 x 7/8	1	0 1/4	dk211			S	26
23		1	Fl			dd210				17
24		1	Pl			pb210				15
25		1	Pl			pc210				15
26										
27			2 DIAPHRAGMS			D38		541#		
28			ONE DIAPHRAGM			D36	Left	"		
29			ONE DIAPHRAGM			D39		542#		
30			ONE DIAPHRAGM			D41	Left	"		
31			ONE DIAPHRAGM			D51	Left	541#		
32			ONE DIAPHRAGM			D52		545#		
33			ONE DIAPHRAGM			D80	Left	"		
34		8	18 CB 50	9	5 1/2			2: 4: 2:	2011 3018 B4013	473
35		8	Pl 18 CB 50	2	1 7/8	mn210	-57			105
36		8	Pl 18 CB 50	2	3 1/16	mg210	-63			113
37								D38-D36-D51 D39-D41 D52-D80		
38			ONE DIAPHRAGM			D34		547#		
39			ONE DIAPHRAGM			D46		548#		
40			ONE DIAPHRAGM			D49		"		
41			ONE DIAPHRAGM			D54	Left 549#			
42			ONE DIAPHRAGM			D81	"			
43		3	18 CB 50	9	5 1/2		for D34, D54 Left	1: 2:	2011 B4013	473
44		1	18 CB 50	9	5 3/4		for D46		3017	474
45		1	18 CB 50	9	5 3/4		for D49		3017	474
46	24	10	Pl 18 CB 50	2	3 1/16	mc211	-126	60/65-0	1018	226
47			2 DIAPHRAGMS (ONE EACH of) D35, D33 Left							
48			4 DIAPHRAGMS (ONE EACH of) D47, D45 Left, D50, D48 Left							
49			4 DIAPHRAGMS (ONE EACH of) D53, D55 Left, D63, D62 Left							
50		6	18 CB 50	9	5 1/2		for D33, D35, D53, D55, D63, D62	2: 4:	2011 B4013	473
51		2	18 CB 50	9	5 3/4		for D47, D45.	9'-5 3/4	3017	474
52		2	18 CB 50	9	5 3/4		for D50, D48.	9'-5 3/4	3017	474
53		10	Pl			mg210	-63			113
54		10	Pl			mc211	-63			3
55		3	Fls 8 x 3/8		9 1/4	dp	for D45, D33, D55		S	
56		1	Fl 7 1/2 x 3/4		9 1/4	dcc	for D47		S	15
57		1	Fl 8 x 5/8		9 1/4	dt	for D35		S	13
58		4	Fls 8 1/2 x 3/4		9 1/4	ddd	for D33, D35, D47, D55		S	17
59	14	2	Fls 8 1/2 x 7/8		9 1/4	dv211	for D45, D53		S	19
60		2	Fls 8 x 1/2		9 1/4	dm	for D50, D63		S	
61		2	Fls 8 x 1/4		9 1/4	dn	for D48, D62	D35-33-50-48-47-45 D53 D55-63-62	S	
62			2 DIAPHRAGMS			D37		540#		
63			ONE DIAPHRAGM			D40	Left	"		
64			ONE DIAPHRAGM			D79	Left 546#			
65		4	18 CB 50	9	5 1/2			1: 2: 1:	2011 3018 B4013	
66		8	Pl			mn210	-118			
67										

DIAPHRAGMS - DIV. 2,3 & 4

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D35 - 576#
D33 - 571#
D47 - 579#
D45 - 574#
D50 - 557#
D48 - 552#
D53 - 568#
D55 - 573#
D63 - 558#
D62 - 553#

NOTES

SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS

MATERIAL: OH. STEEL A.S.T.M. A7-52T

HOLES - 13/16"

WORKMANSHIP: Holes marked RT to be subpunched or subdrilled 1/4 and reamed to size to a metal Templet

PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Revisions	
F	
E	
D	2-12-54
C	2-10-54
B	2-8-54
X	2-2-54

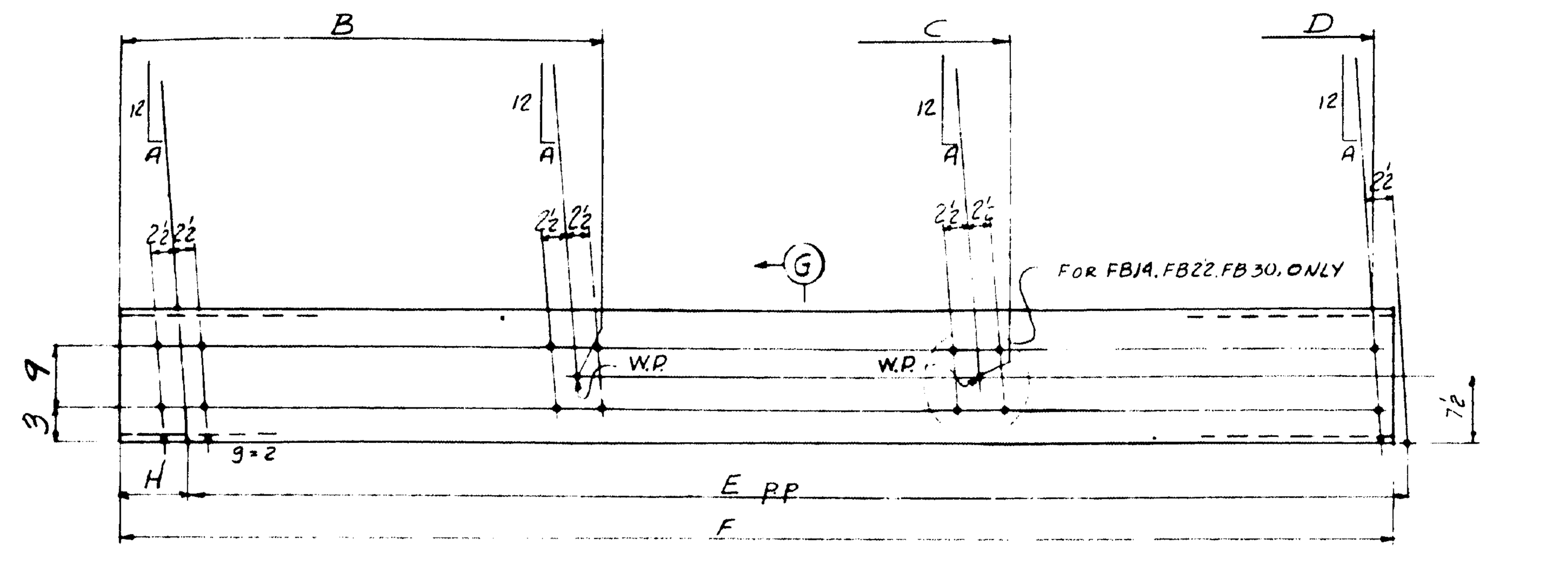
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY RJG. DATE 11-17-53
DRAW. CHECKED BY PRY DATE 1-22-54

ORDER No. Q4149
SHEET No. 211

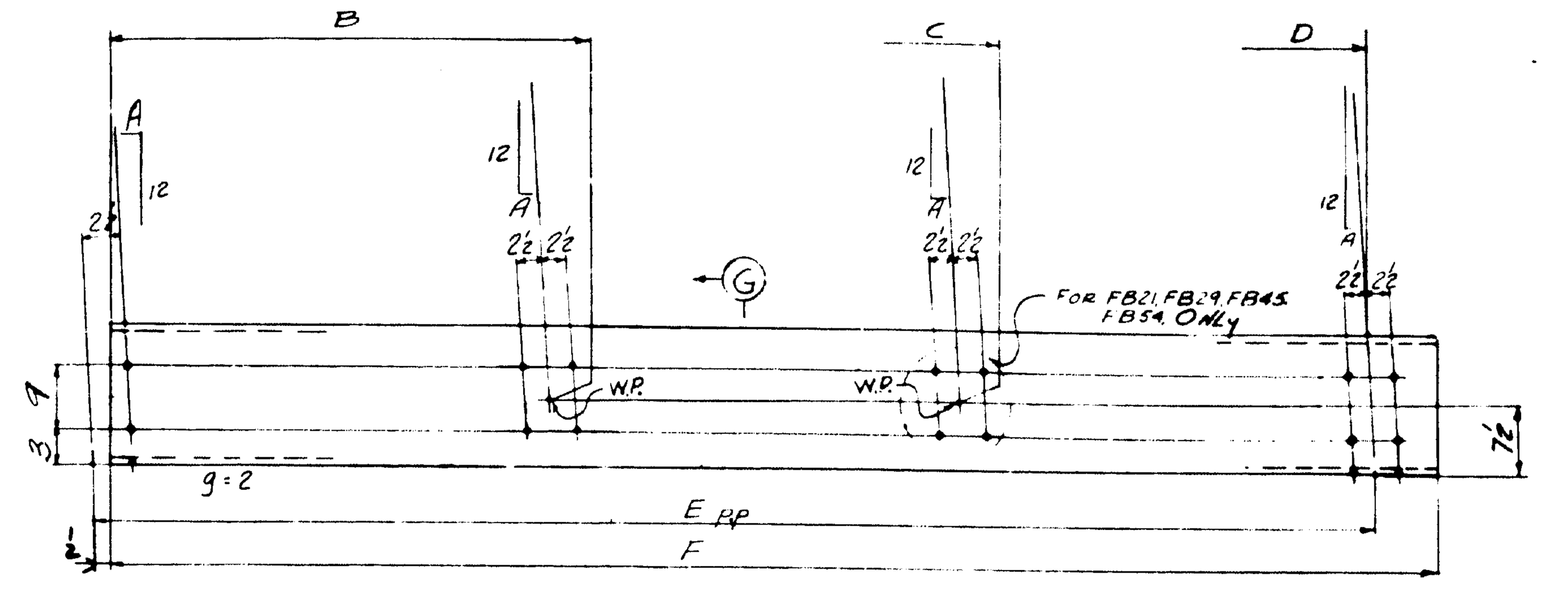
203, 303, 403

WELDING

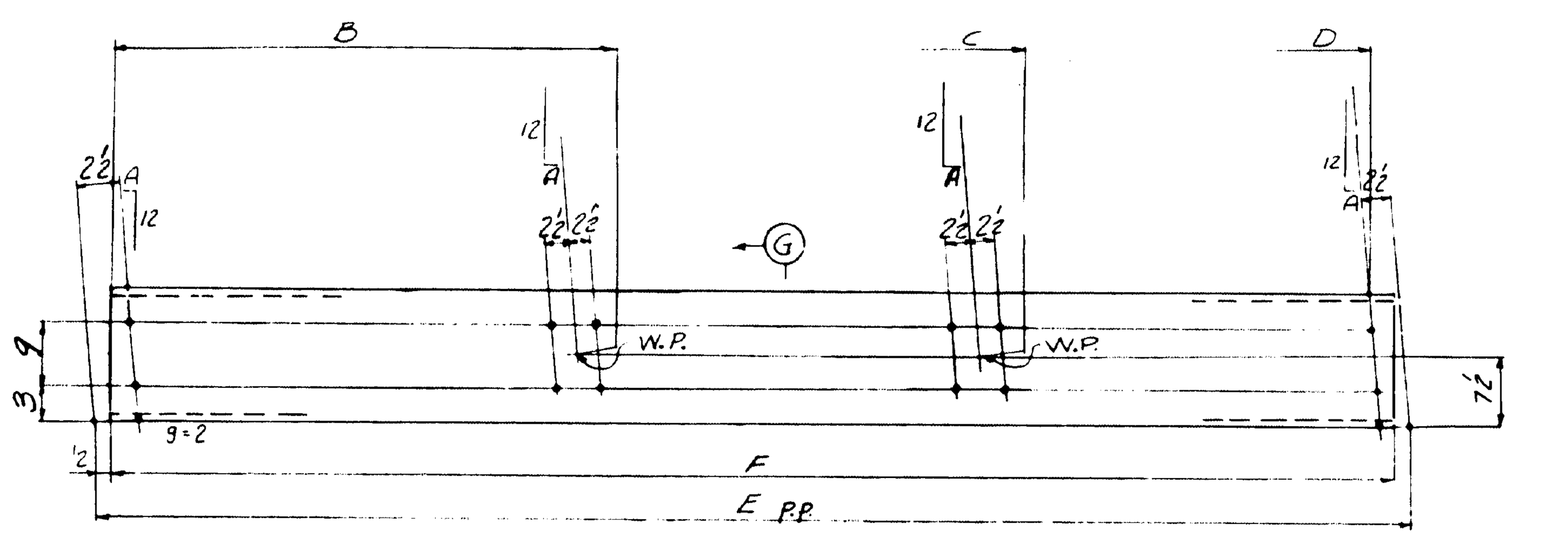
62-140



	MARK	A	H	B	C	D	E PP	F
(B)	FB14 LEFT	1/8	8 1/4	7'-4 1/16	13'-11 7/8	20'-5 3/16	19'-11 9/16	20'-7 1/4
	FB22	1/8	8 1/4	7'-4 1/8	14'-0 1/8	20'-5 1/2	19'-11 7/8	20'-7 3/4
	FB30 R	1/4	1'-0 5/8	8'-3 3/16	15'-6 5/8	22'-7 1/2	21'-9 11/16	22'-9 3/4
	FB46 R	1/4	1'-0 5/8	8'-2	—	15'-1 1/2	14'-3 11/16	15'-3 3/4



	MARK	A		B	C	D	E PP	F
(B)	FB21 LEFT	1/4		5'-9 7/8	11'-8 5/16	17'-6 11/16	17'-7 1/2	17'-11 3/8
	FB29	1/4		5'-5 1/8	10'-11	16'-4 5/8	16'-5 7/16	16'-9 1/4
(B)	FB37 LEFT	1/4		7'-1 15/16	—	14'-4 5/16	14'-5 1/8	14'-9
	FB45	1/4		5'-9 3/4	11'-8 1/16	17'-6 5/16	17'-7 1/8	17-11
	FB54 R	1/4		6'-3 1/2	12'-7 11/16	18'-11 13/16	19'-0 5/8	19'-9 5/8

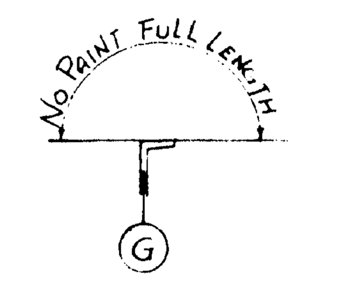


	MARK	A		B	C	D	E PP	F
	FB15 LEFT	1/8		6'-7 7/16	13'-3 7/16	19'-8 7/8	20'-0	19'-11
(B)	FB16 LEFT	1/8		6'-7 5/8	13'-3 7/8	19'-9 1/2	20'-0 5/8	19'-11 1/2
	FB17 LEFT	1/8		7'-5 1/4	14'-11	22'-2 1/4	22'-5 3/8	22'-4 1/2
	FB20 LEFT	1/4		5'-9 15/16	11'-8 1/2	17'-5	17'-8 5/16	17'-7 1/2
	FB23	1/8		6'-7 9/16	13'-3 11/16	19'-9 1/4	20'-0 3/8	19'-11
	FB24	1/8		6'-7 3/4	13'-4 1/16	19'-9 13/16	20'-0 15/16	20'-0
	FB25	1/8		7'-5 3/16	14'-11 3/16	22'-2 1/2	22'-5 5/8	22'-4 1/2
	FB26	1/4		7'-5 3/8	14'-11 3/8	22'-2 11/16	22'-6	22'-5
	FB27	1/4		6'-4 1/2	12'-9 5/8	19'-0 1/8	19'-3 7/16	19'-2 1/2
	FB28	1/4		6'-0 1/4	12'-1 1/8	17'-11 15/16	18'-3 1/4	18'-2 1/2
	FB31 LEFT	1/4		7'-5 7/8	15'-0 3/8	22'-4 1/4	22'-7 9/16	22'-6 1/2
(B)	FB32 LEFT	1/4		6'-2 11/16	12'-5 15/16	18'-6 5/8	18'-9 15/16	18'-9
	FB33 LEFT	1/4		8'-5 3/4	17'-0 3/16	25'-3 15/16	25'-7 1/4	25'-6 1/4
	FB34 LEFT	1/4		8'-3 1/2	16'-7 5/8	24'-9 1/8	25'-0 7/16	24'-11 1/2
	FB35 LEFT	1/4		8'-4 1/4	16'-9 1/8	24'-11 3/8	25'-2 11/16	25'-2
	FB39	1/4		7'-0 3/4	14'-2 1/8	21'-0 7/8	21'-4 3/16	21'-3 1/4
	FB40	1/4		7'-0 9/16	14'-1 11/16	21'-0 1/4	21'-3 9/16	21'-2 1/2
	FB41	1/4		7'-2 13/16	14'-6 5/16	21'-7 1/8	21'-10 7/16	21'-9 1/2
	FB42	1/4		8'-3 1/2	16'-7 5/8	24'-9 1/8	25'-0 7/16	24'-11 1/2
	FB43	1/4		7'-11 3/4	16'-0 1/8	23'-9 7/8	24'-1 3/16	24'-0 1/4
(B)	FB49 LEFT	1/4		6'-2 3/8	12'-5 3/8	18'-5 3/4	18'-9 1/16	18'-8
	FB50 LEFT	1/4		6'-11 7/16	13'-11 1/2	20'-8 15/16	21'-0 1/4	20'-11 1/4
	FB51 LEFT	1/4		5'-8 7/8	11'-6 3/8	17'-1 1/4	17'-4 9/16	17'-3 1/2
	FB52 R	1/4		6'-3 7/8	12'-8 3/8	18'-10 1/4	19'-1 9/16	19'-0 1/2
	FB53 R	1/4		6'-3 5/8	12'-8	18'-9 3/4	19'-1 1/16	19'-0
	FB58	1/4		6'-9 3/8	13'-7 3/8	20'-2 3/4	20'-6 1/16	20'-5
	FB59	1/4		6'-7 15/16	13'-4 1/2	19'-10 7/16	20'-1 3/4	20'-0 3/4
	FB60	1/4		5'-5 3/8	10'-11 3/8	16'-2 3/4	16'-6 1/16	16'-5
(B)	FB18 LEFT	1/8		7'-5 7/16	14'-11 7/16	22'-2 13/16	22'-6	22'-5
	FB19 LEFT	1/8		6'-6 7/8	13'-2 5/16	19'-7 3/16	19'-10 3/8	19'-9 1/2

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Div. 4	Div. 3	Div. 2	LINE	No. of Pcs.	Shape			Length Feet	Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One	
		1	6	1	15	[	33.9	20	7 1/4	FB14	B 700 ✓	20'-7 1/4	2015	698	3P 1 hole
		1	7	1	15	[	33.9	20	7 3/4	FB22	702 ✓	CF 21'-0	3024	700	1P 1 hole
	2		8	2	15	[	33.9	22	9 3/4	FB30 R L	775 ✓	CF 23'-0	3022	773	3P 1 hole
2			9	2	15	[	33.9	15	3 3/4	FB46 R L	520 ✓	CF 15'-6	4023	519	4P 1 hole
		1	13	1	15	[	33.9	19	11	FB15	B 676 ✓	19'-11	2017	675	2P
		1	14	1	15	[	33.9	19	11 1/2	FB16	B 678 ✓	CF 20'-2	2016	677	2P
		1	15	1	15	[	33.9	19	11	FB23	676 ✓	19'-11	2017	675	2P
		1	16	1	15	[	33.9	22	4 1/2	FB17	B 760 ✓	CF 22'-7	2012	759	2P
		1	17	1	15	[	33.9	17	7 1/2	FB20	B 599 ✓	CF 18'-0	2021	598	2P
		1	18	1	15	[	33.9	20	0	FB24	679 ✓	CF 20'-2	2016	678	2P
		1	19	1	15	[	33.9	22	4 1/2	FB25	760 ✓	CF 22'-7	2012	759	2P
		1	20	1	15	[	33.9	22	5	FB26	761 ✓	CF 22'-5	2013	760	2P
		1	21	1	15	[	33.9	19	2 1/2	FB27	652 ✓	CF 19'-4	2019	651	2P
		1	22	1	15	[	33.9	18	2 1/2	FB28	618 ✓	CF 18'-6	2020	617	2P
	1		23	1	15	[	33.9	22	6 1/2	FB31	B 765 ✓	CF 23'-0	3022	764	2P
	1		24	1	15	[	33.9	18	9	FB32	B 637 ✓	CF 19'-1	3025	636	2P
	1		25	1	15	[	33.9	25	6 1/4	FB33	B 866 ✓	CF 26'-0	3020	865	2P
	1		26	1	15	[	33.9	24	11 1/2	FB34	B 847 ✓	CF 25'-2	3021	846	2P
	1		27	1	15	[	33.9	25	2	FB35	B 854 ✓	25'-2	3021	853	2P
	1		28	1	15	[	33.9	21	3 1/4	FB39	722 ✓	CF 21'-6	2014	721	2P
	1		29	1	15	[	33.9	21	2 1/2	FB40	720 ✓	CF 21'-7	3023	719	2P
	1		30	1	15	[	33.9	21	9 1/2	FB41	740 ✓	CF 23'-0	3022	739	2P
	1		31	1	15	[	33.9	24	11 1/2	FB42	847 ✓	CF 25'-2	3021	846	2P
	1		32	1	15	[	33.9	24	0 1/4	FB43	815 ✓	CF 25'-2	3021	814	2P
1			33	1	15	[	33.9	18	8	FB49	B 634 ✓	CF 18'-10	4020	633	2P
1			34	1	15	[	33.9	20	11 1/4	FB50	B 711 ✓	CF 21'-0	4015	710	2P
1			35	1	15	[	33.9	17	3 1/2	FB51	B 587 ✓	CF 18'-0	2021	586	2P
2			36	2	15	[	33.9	19	0 1/2	FB52 R L	646 ✓	19'-0 1/2	4018	645	2P
2			37	2	15	[	33.9	19	0	FB53 R L	645 ✓	19'-0	4019	644	2P
1			38	1	15	[	33.9	20	5	FB58	693 ✓		S	692	2P
1			39	1	15	[	33.9	20	0 3/4	FB59	681 ✓	CF 20'-4	4016	680	2P
1			40	1	15	[	33.9	16	5	FB60	558 ✓	CF 16'-8	4022	557	2P
		1	41	1	15	[	33.9	22	5	FB18	B 761 ✓	22'-5	2013	760	2P
		1	42	1	15	[	33.9	19	9 1/2	FB19	B 672 ✓	CF 19'-10 1/4	4017	671	2P 1 hole
		1	45	1	15	[	33.9	17	11 3/8	FB21	B 610 ✓	CF 18'-6	2020	609	
		1	46	1	15	[	33.9	16	9 1/4	FB29	570 ✓	CF 17'-3	4021	569	
	1		47	1	15	[	33.9	14	9	FB37	B 501 ✓	CF 16'-3	3027	500	
	1		48	1	15	[	33.9	17	11	FB45	608 ✓	CF 18'-6	3026	607	
2			49	2	15	[	33.9	19	9 5/8	FB54 R L	672 ✓	1-19'-10	2018	671	
			50									1-CF-19'-10 1/4	4017		1 hole 2P

STOCK ORDERED



FASCIA BEAMS DIV. 2, 3 & 4

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

NOTES
SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
MATERIAL: O.H. STEEL A.S.T.M. A7-52T
HOLES: 13/16 ⌀

PAINT: YES - EXCEPT AS NOTED
SHOP CONTACT SURFACES: NO.

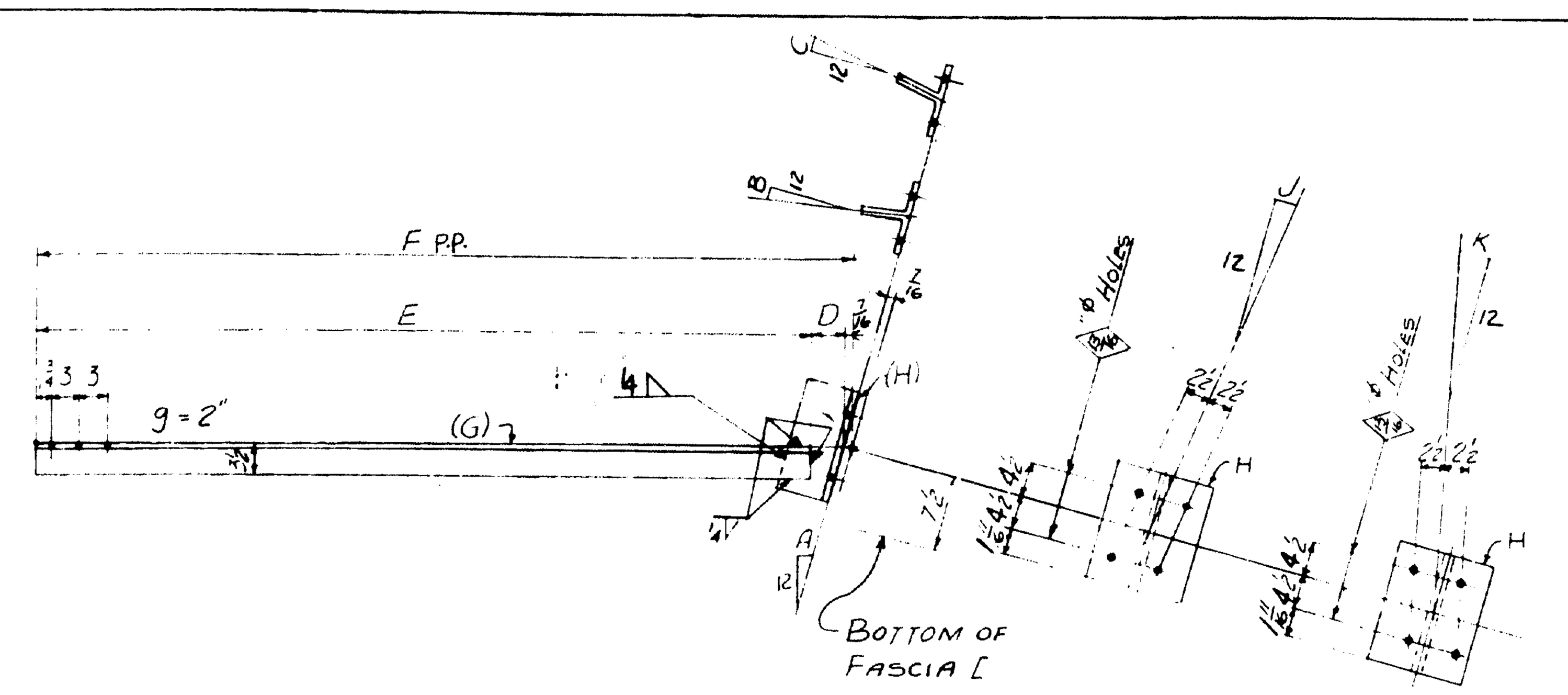
REVISIONS	
F	
E	
D	
C	
B	2-17-54
X	2-8-54

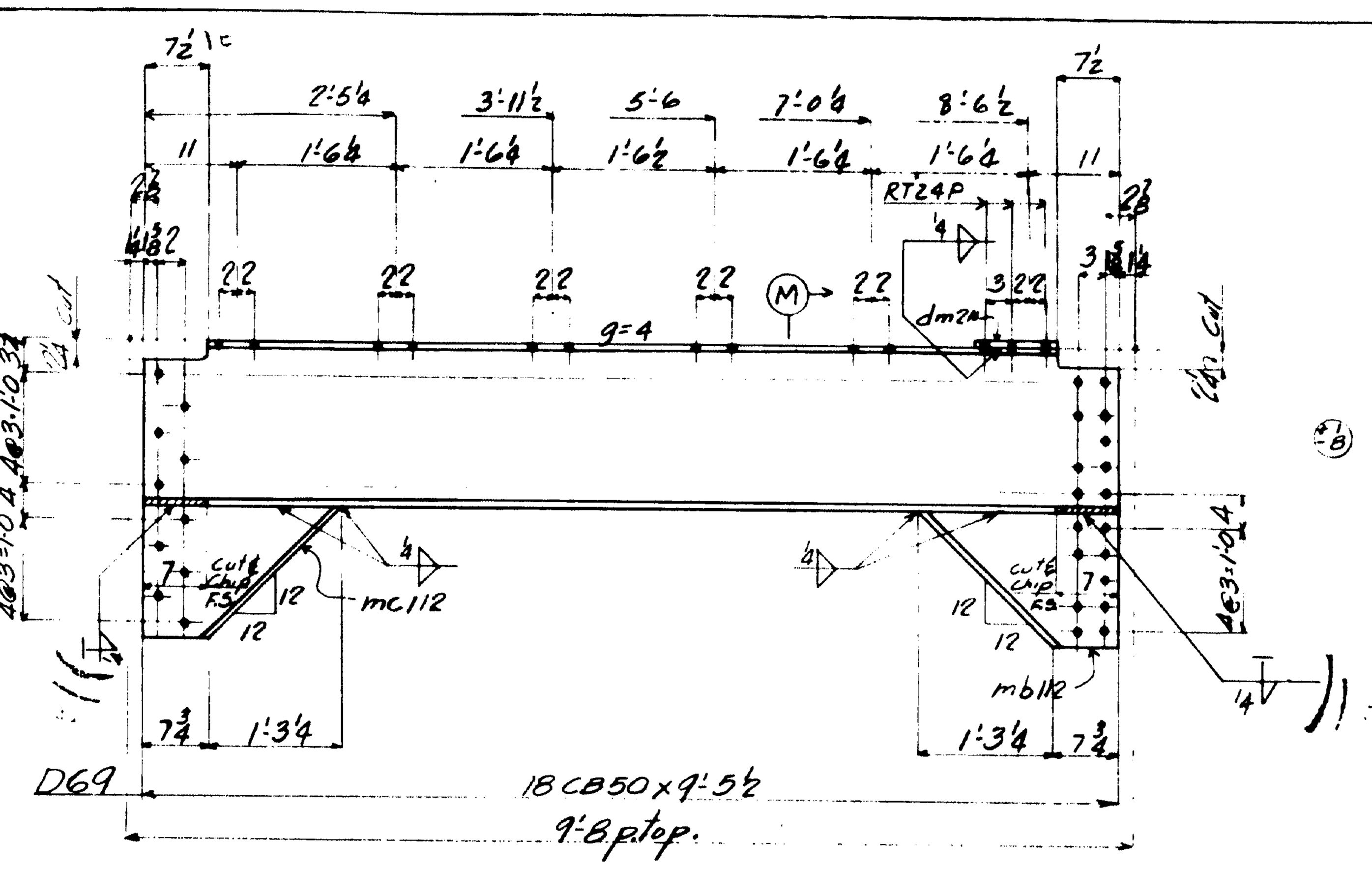
D-81 1500 12-51 PENCILTEX
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

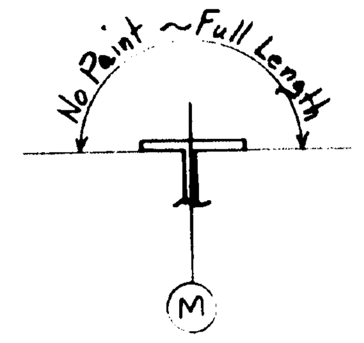
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY R.J.G. DATE 11-25-53
DRAW. CHECKED BY PRY DATE 12-23-53
ORDER No. Q4149
SHEET No. 212

Nos. 202, 303, 408

62-141







Div. 2	Bevels			Dimensions			Ass. Mks.		Bevels	
Mark	A	B	C	D	E	F	G	H	J	K
M91	3	0	0	1 15/16	5'-8 3/4	5'-11 1/8	aa213	ma	1/8	—
M92	3 1/16	0	0	2	5'-8 3/4	5'-11 3/16	aa213	ma	1/8	—
M93	3 3/16	0	0	2 3/16	5'-8 3/4	5'-11 3/8	aa213	ma	1/8	—
M94	3 3/16	0	0	2 1/4	5'-8 3/4	5'-11 7/16	aa213	ma	1/8	—
M95	3 1/4	0	0	2 5/16	5'-8 3/4	5'-11 1/2	aa213	ma	1/8	—
M96	3 1/8	0	0	2 1/8	5'-8 3/4	5'-11 5/16	aa213	ma	1/8	—
M97	2 13/16	0	0	2 7/16	5'-8	5'-10 7/8	ac213	ma	1/8	—
M98	2 11/16	0	0	2 5/16	5'-8	5'-10 3/4	ac213	ma	1/8	—
M99	2 1/2	—	5/16	2 1/16	5'-9 1/2	6'-0 3/8	ad213	mb213	1/4	—
M100	2 7/16	-	1/4	2 7/16	5'-11	6'-1 7/8	af213	mc	1/4	—
M101	2 3/8	-	1/8	2 3/8	6'-1 1/4	6'-4 1/16	ag213	md213	1/4	—
M102	2 3/8	—	1/16	2 5/16	6'-2	6'-4 3/4	ah213	mf213	1/4	—
M103	2 7/16	3/8	-	1 13/16	6'-0 3/4	6'-3 1/8	ak	mg	—	1/8
M104	2 7/16	3/8	-	2 1/8	6'-3	6'-5 9/16	am	mg	—	1/8
M105	2 3/8	3/8	—	2 5/16	6'-7 3/4	6'-10 1/2	an	mg	—	1/8
M106	2 5/16	3/8	—	2 1/4	6'-10 1/4	7'-0 15/16	ap	mg	—	1/8
M107	2 1/16	—	5/8	2 7/16	7'-9 1/4	8'-0 1/8	at	mm	—	1/8
M108	2 1/8	—	5/8	2 5/16	7'-5 1/4	7'-8	av	mm	—	1/8
M109	2 1/4	—	1/2	2 3/8	6'-9 1/2	7'-0 5/16	aw	mh	—	1/8
M110	2 5/16	—	7/16	2 7/16	6'-6	6'-8 7/8	ay	mk	—	1/8
M111	2 1/2	—	5/16	2 7/16	6'-0 3/4	6'-3 5/8	ak	mn213	—	1/4
M112	2 9/16	—	1/4	2 5/16	5'-11	6'-1 3/4	af213	mp213	—	1/4
M113	2 5/8	—	1/8	2 3/16	5'-8 3/4	5'-11 3/8	aa213	mt213	—	1/4
M114	2 5/8	-	1/16	2 3/8	5'-8	5'-10 13/16	ac213	mv213	—	1/4
M115	2 11/16	—	5/16	2 3/8	5'-6	5'-8 13/16	ab213	mn213	—	1/4
M116	2 3/4		1/4	2 1/4	5'-4 1/2	5'-7 3/16	aab213	mp213	—	1/4
M117	2 1/8	—	1/8	2 3/8	5'-2 1/4	5'-5 1/16	aac	mt213	—	1/4
M118	2 1/8	—	1/16	2 5/16	5'-1 3/4	5'-4 1/2	aad	mv213	—	1/4

M91 - 61# ✓
M93 - " ✓
M94 - " ✓
M96 - " ✓
M97 - " ✓
M98 -
M99 - 62# ✓
M100 - 63# ✓
M101 - 64# ✓
M102 - 65# ✓
M103 - 64# ✓
M104 - 65# ✓
M105 - 68# ✓
M106 - 70# ✓
M107 - 77# ✓
M108 - 74# ✓
M109 - 69# ✓
M110 - 67# ✓
M111 - 64# ✓
M112 - 63# ✓
M113 - 61# ✓
M114 - " ✓
M115 - 59# ✓
M116 - 58# ✓
M117 - 57# ✓
M118 - "
M92 - 61# ✓
M95 - " ✓

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1										
2										
3										
4		26 Sidewalk Struts - One of Each - M91, M93								
5		M94, M96, M97, M98, M99, M100, M101, M102, M103, M104, M105, M106								
6		M107, M108, M109, M110, M111, M112, M113, M114, M115, M116, M117, M118								
7										
8		Two Sidewalk Struts				M92				
9		Four Sidewalk Struts				M95				
10										
11	12	11	L 4 3 1/2 5/16	5	8 3/4	aa213	For M91-M96 Inclusive, M113	60 2	M618	44
12	2	1	L 4 3 1/2 5/16	5	6	ab213	For M115			42
13	4	3	L 4 3 1/2 5/16	5	8	ac213	For M97 M98 M114			44
14	4	1	L 4 3 1/2 5/16	5	9 1/2	ad213	For M99			45
15	7	2	L 4 3 1/2 5/16	5	11	af213	For M100, M112			[illegible]
16	3	1	L 4 3 1/2 5/16	6	1 1/4	ag213	For M101			47
17	2	1	L 4 3 1/2 5/16	6	2	ah213	For M102			48
18		2	L 4 3 1/2 5/16	6	0 3/4	ak	For M103, M111			47
19		1	L 4 3 1/2 5/16	6	3	am	For M104			45
20		1	L 4 3 1/2 5/16	6	7 3/4	an	For M105			51
21		1	L 4 3 1/2 5/16	6	10 1/4	ap	For M106			53
22		1	L 4 3 1/2 5/16	7	9 1/4	at	For M107			60
23		1	L 4 3 1/2 5/16	7	5 1/4	av	For M108			57
24		1	L 4 3 1/2 5/16	6	9 1/2	aw	For M109			52
25		1	L 4 3 1/2 5/16	6	6	ay	For M110			50
26	2	1	L 4 3 1/2 5/16	5	4 1/2	aab213	For M116			41
27		1	L 4 3 1/2 5/16	5	2 1/4	aac	For M117			40
28		1	L 4 3 1/2 5/16	5	1 3/4	aad	For M118	60 2	M618	40
29										
30		12	Pc 5 TCB 16.5	1	0 3/8	ma	For M91-M98 Inclusive	1 CB33 x 63 ½	M618	17
31	3	1	Pc 5 TCB 16.5	1	0 3/8	mb213	For M99 Bent			17
32		1	Pc 5 TCB 16.5	1	0 3/8	mc	For M100 Bent			17
33	4	1	Pc 5 TCB 16.5	1	0 3/8	md213	For M101 Bent			17
34	2	1	Pc 5 TCB 16.5	1	0 3/8	mf213	For M102 Bent			17
35		4	Pc 5 TCB 16.5	1	0 3/8	mg	For M103, M104, M105, M106 Bent			17
36		1	Pc 5 TCB 16.5	1	0 3/8	mh	For M109 Bent			17
37		1	Pc 5 TCB 16.5	1	0 3/8	mk	For M110 Bent			17
38		2	Pc 5 TCB 16.5	1	0 3/8	mm	For M107, M108 Bent			17
39	3	2	Pc 5 TCB 16.5	1	0 3/8	mn213	For M111 M115 Bent			17
40	3	2	Pc 5 TCB 16.5	1	0 3/8	mp213	For M112 M116 Bent			17
41	6	2	Pc 5 TCB 16.5	1	0 3/8	mt213	For M113 M117 Bent			17
42	5	2	Pc 5 TCB 16.5	1	0 3/8	mv213	For M114 M118 Bent	1 CB33 x 63 ½	M618	17
43										
44										
45		One Diaphragm D69					553# ✓			
46										
47		1	18 CB 50	9	5 1/2		-29	9'-5 1/2	2011	473
48		1	Pl 18 CB 50	2	3 1/16	mb112	-63			113
49		1	Pl 18 CB 50	2	3 1/16	mc112	-63			113
50		1	Fil. 8 3/8		10 1/4	dm210				9
51										155 wts
52										5 holes
53										3 W
54										2 P
55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										

Sidewalk Struts - Div. 2
Diaphragm D69 - Div. 2
State of Maine
State Highway Commission
Bangor-Brewer Bridge
Over Penobscot River
Bangor, Maine

Notes:

Specifications - Maine State Highway Comm. 1945 and Special Provisions
Material - O.H. Steel ASTM A7-52T
Holes - 15/16" ⌀ Unless Noted
Workmanship - Holes marked RT to be subpunched or subdrilled 1/4 and reamed to size to a metal templet.

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Drawings made at Trenton plant
Work fabricated at Trenton plant
In charge of E. B. Marks
Draw. made by RJG. date 12-9-53
Draw. checked by PRY date 1-23-54

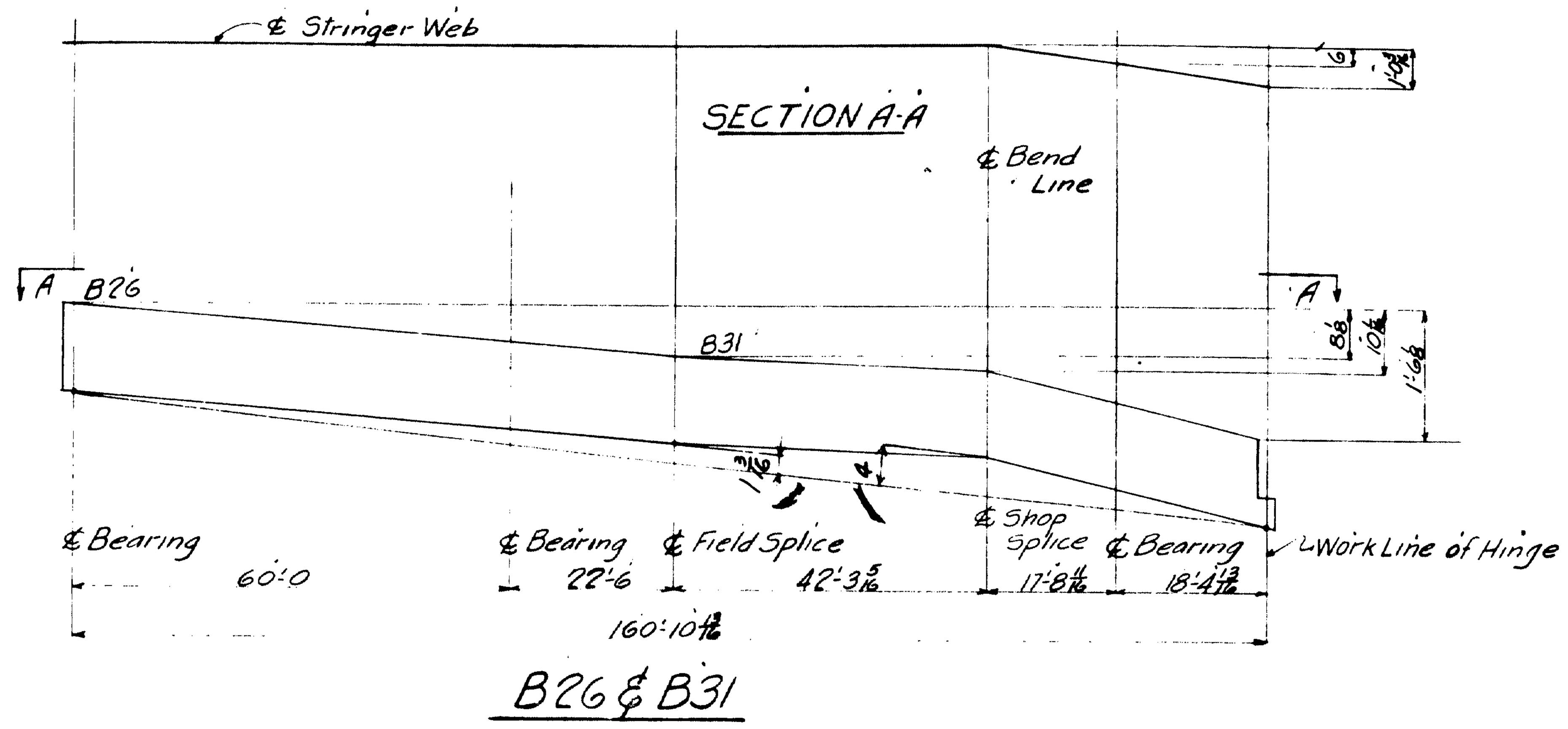
Revisions	
F	
E	
D	
C	
B	2-8-54
X	2-2-54

Paint: Yes, Except as Noted
Shop contact surfaces: No

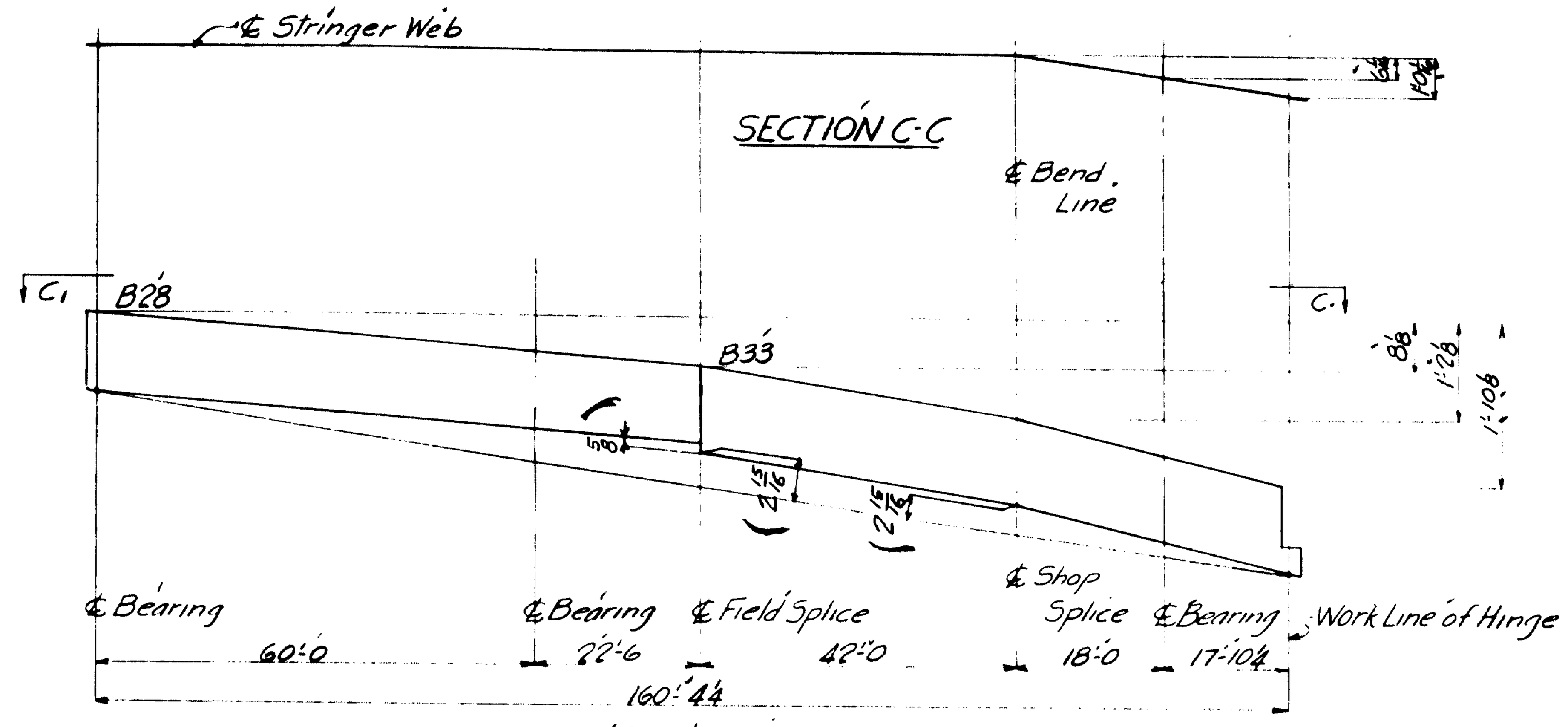
Order No. Q4149
Sheet No. 213

203

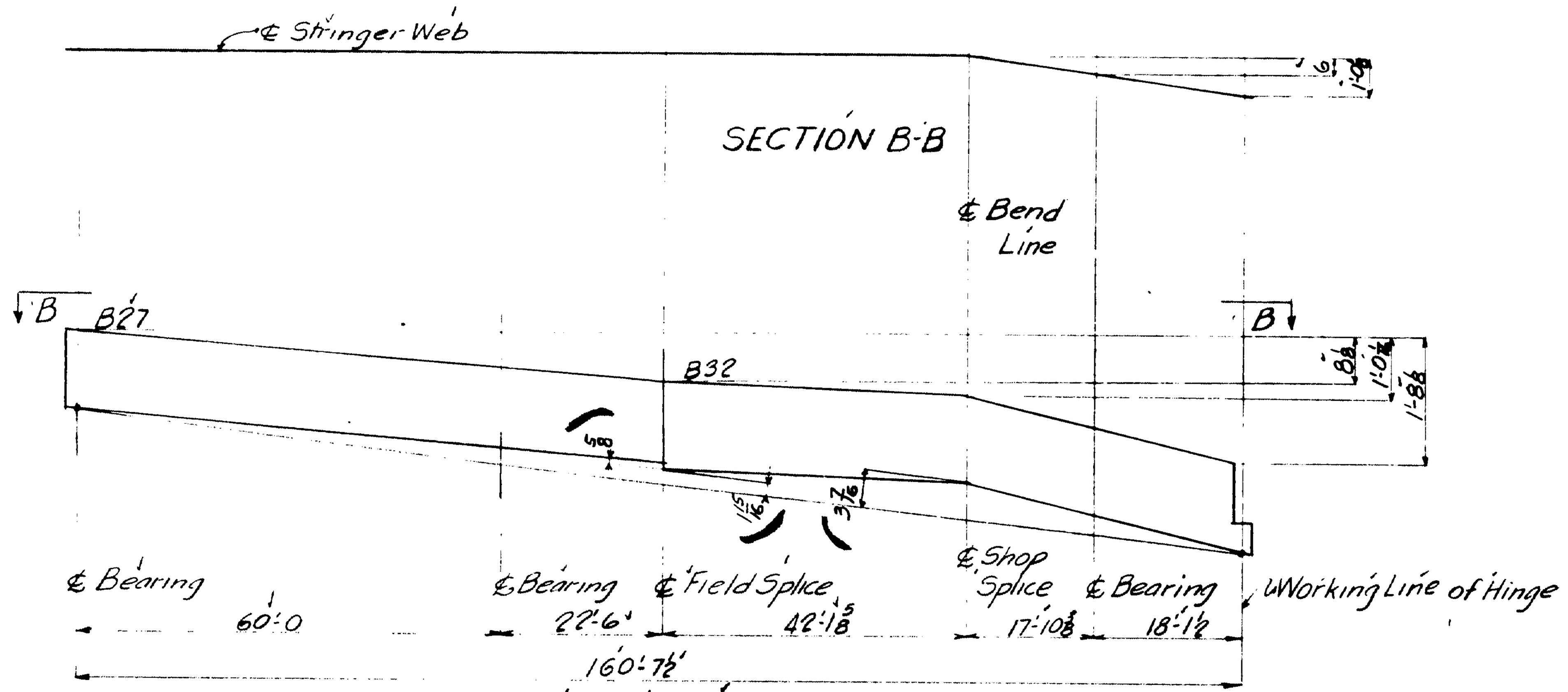
Welding
62-142



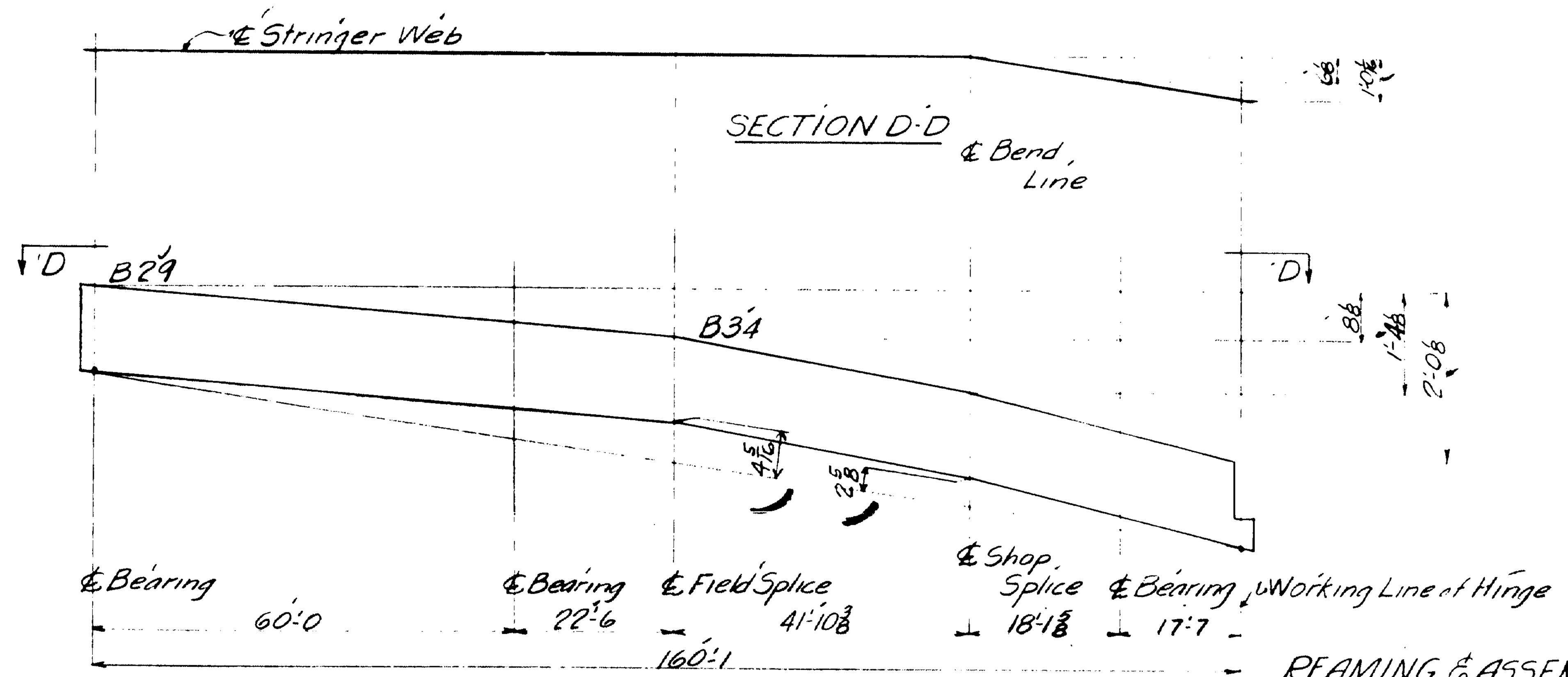
B26 & B31



B28 & B33



B27 & B32



B29 & B34

REAMING & ASSEMBLY DIAGRAM

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

Div. 2

D-63 1M-8-51 PENCILTEX

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY J.J.T. DATE 1-25-54
DRAW. CHECKED BY [illegible] DATE [illegible]

PAINT:
SHOP CONTACT SURFACES:

REVISIONS	
F	
E	
D	
C	
B	
X	3-12-54

ORDER No. Q 4149

SHEET No. 214

62-143

DRAWING WITH BILL
AMERICAN BRIDGE COMPANY

Div 4	Div 3	Div 2	LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ORDERED ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
			1										
			2										
			3										
			4										
	2	2	5		4	PL 7½ ½	3	0	M175	36# ✓	45-0	M618	38 (2 holes)
			6										
		2	7		2	PL 7½ ½	3	0	M176	36# ✓	45-0	M618	38
	2		8		2	PL 7½ ½	3	0	M177	" ✓	45-0	M618	38
	2		9		2	PL 7½ ½	3	0	M178	" ✓	45-0	M618	38 (2 holes)
			10										
4			11		4	PL 7½ ⅜	2	1½	M179	19# ✓		5	20 (1 hole)
			12										
			13										
			14										
			15										
			16										
			17										
			18										
			19										
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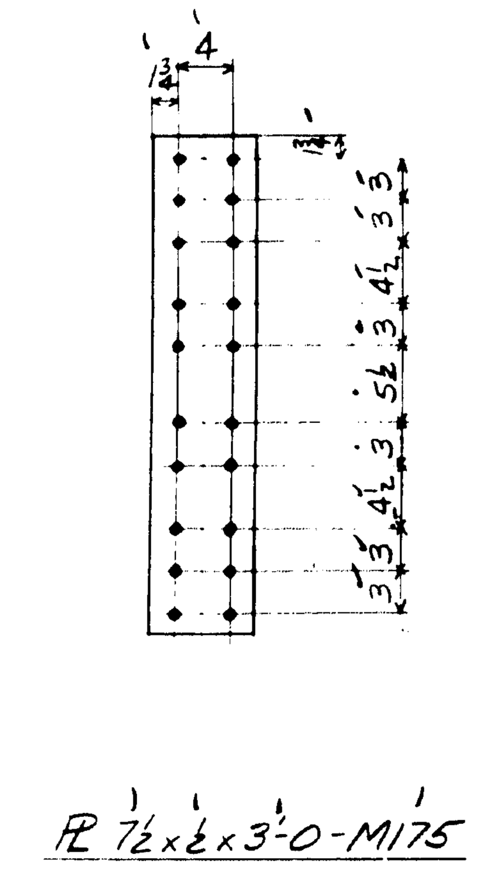
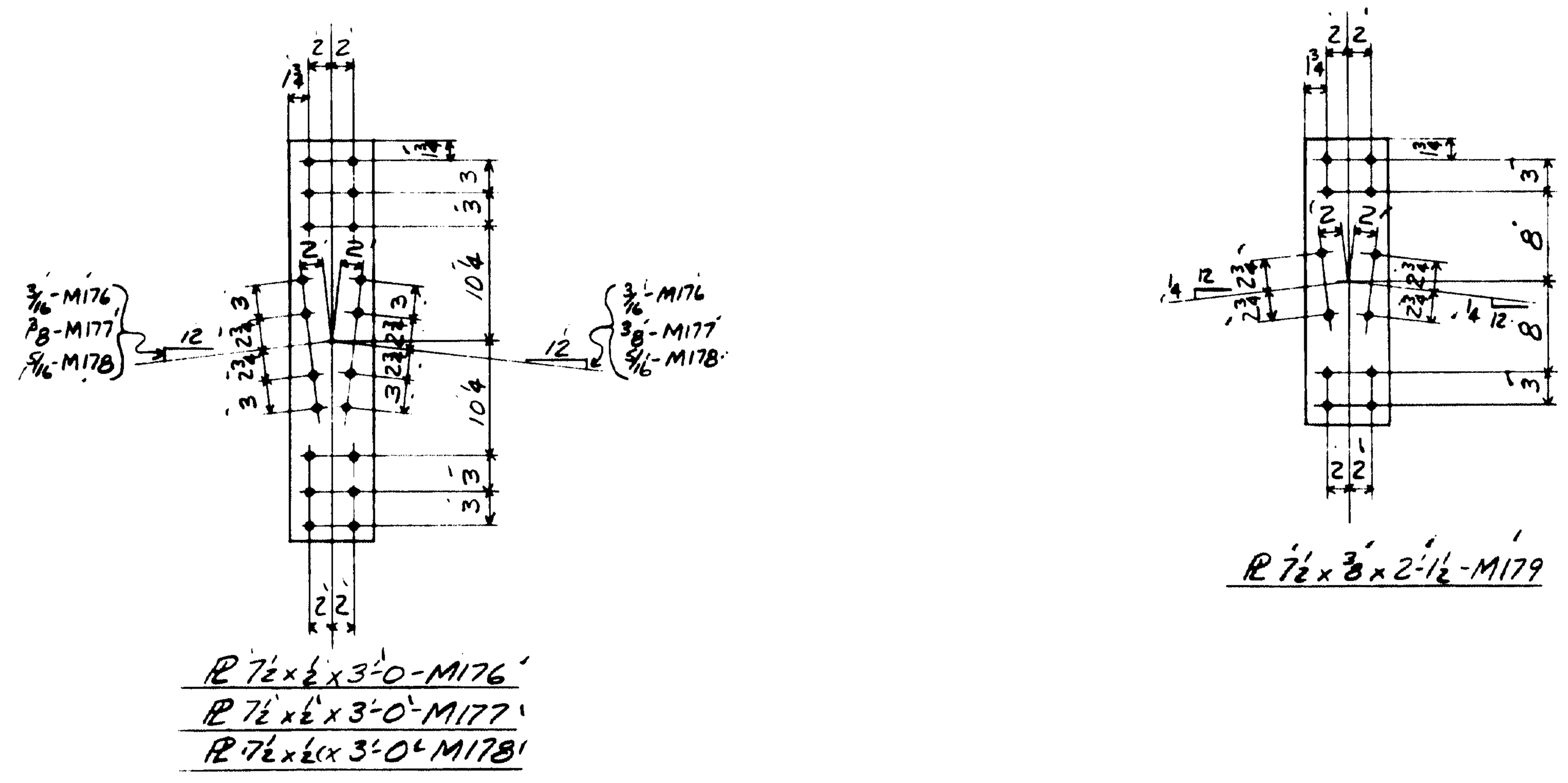
			66										
			67										

STOCK CHANGED





NOTES:

SPECIFICATIONS: "MAINE STATE HIGHWAY COMM. 1945 & SPECIAL PROVISIONS
MATERIAL: O.H. STEEL ASTM A7-52T
HOLES - 15/16" ⌀
PAINT - YES
SHOP CONTACT SURFACES - NO

TIE PLATES - M175, M176, M177, M178, M179
DIV. 2, 3, & 4
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

DGI 1500-3-51 PENCILTEX

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

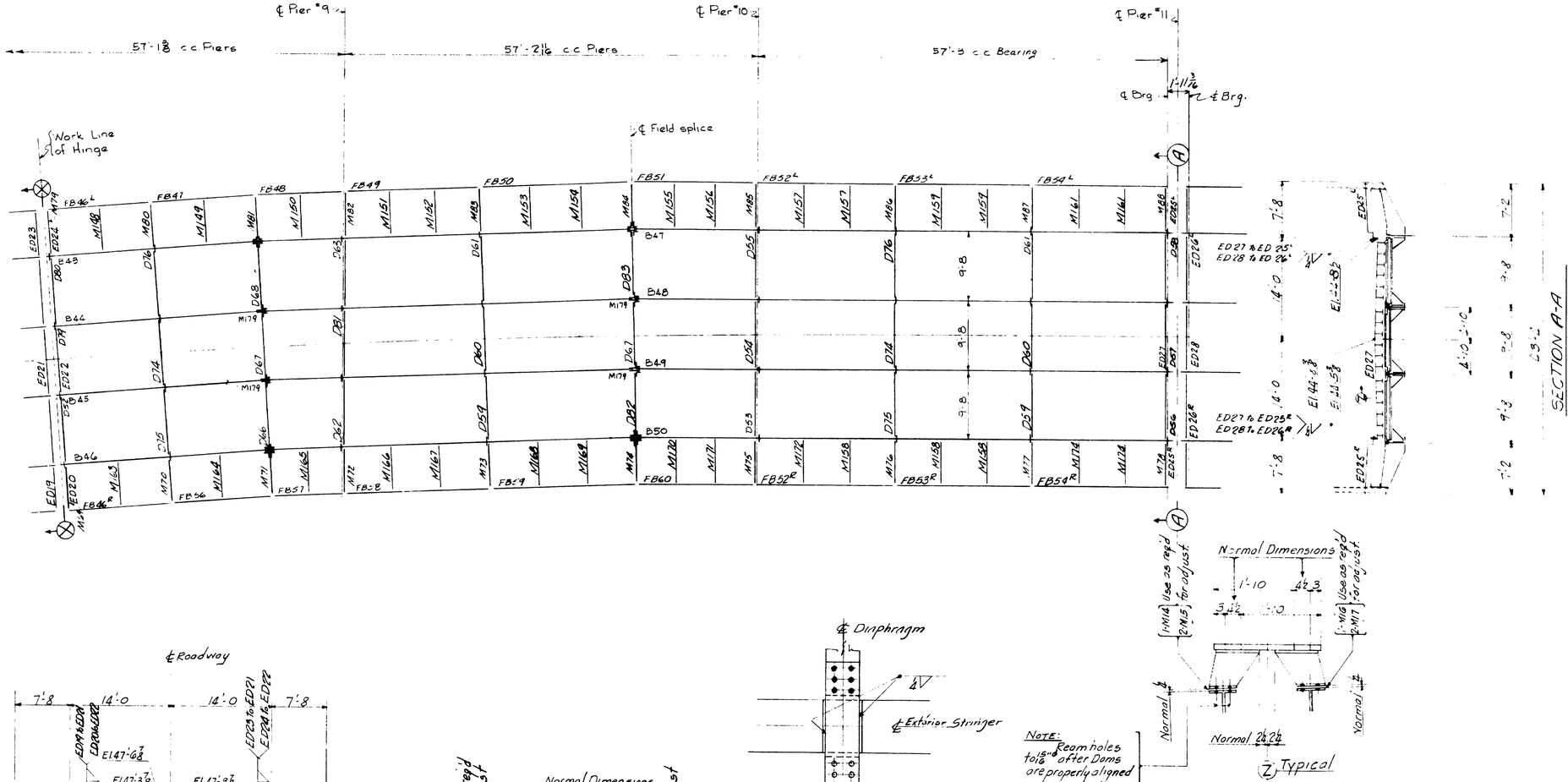
REVISIONS	
F	
E	
D	
C	
B	
X	

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY PRY DATE 1-28-54
DRAW. CHECKED BY [signature] DATE 1-29-54

ORDER No. Q4149
SHEET No. 215-

PAINT:
SHOP CONTACT SURFACES:

62-144



FOR CONNECTIONS OF RAILING POSTS AND THE NECESSARY SHIMS AT BOTH THE SIDEWALK BRACKETS AND THE INTERMEDIATE STRUTS SEE SKETCHES ON SHEET E201

All connections Riveted, except for expansion dams to diaphragms use Dardelet Rivet Bolts and Fascia Channels to sidewalk Brackets use ordinary bolts.
Bolts for Railing Post Connections supplied by others
For the Assembly Diagrams and Match Marks at the Field Splices of the Stringer Beams see Sh. 412

2-Wash.-2¼ x ⅜ (1⅛ hole) } To be used where necessary under nut
1-Wash.-2¼ x ¼ (1⅛ hole) } of Dardelet Rivet Bolts to build up required grip.

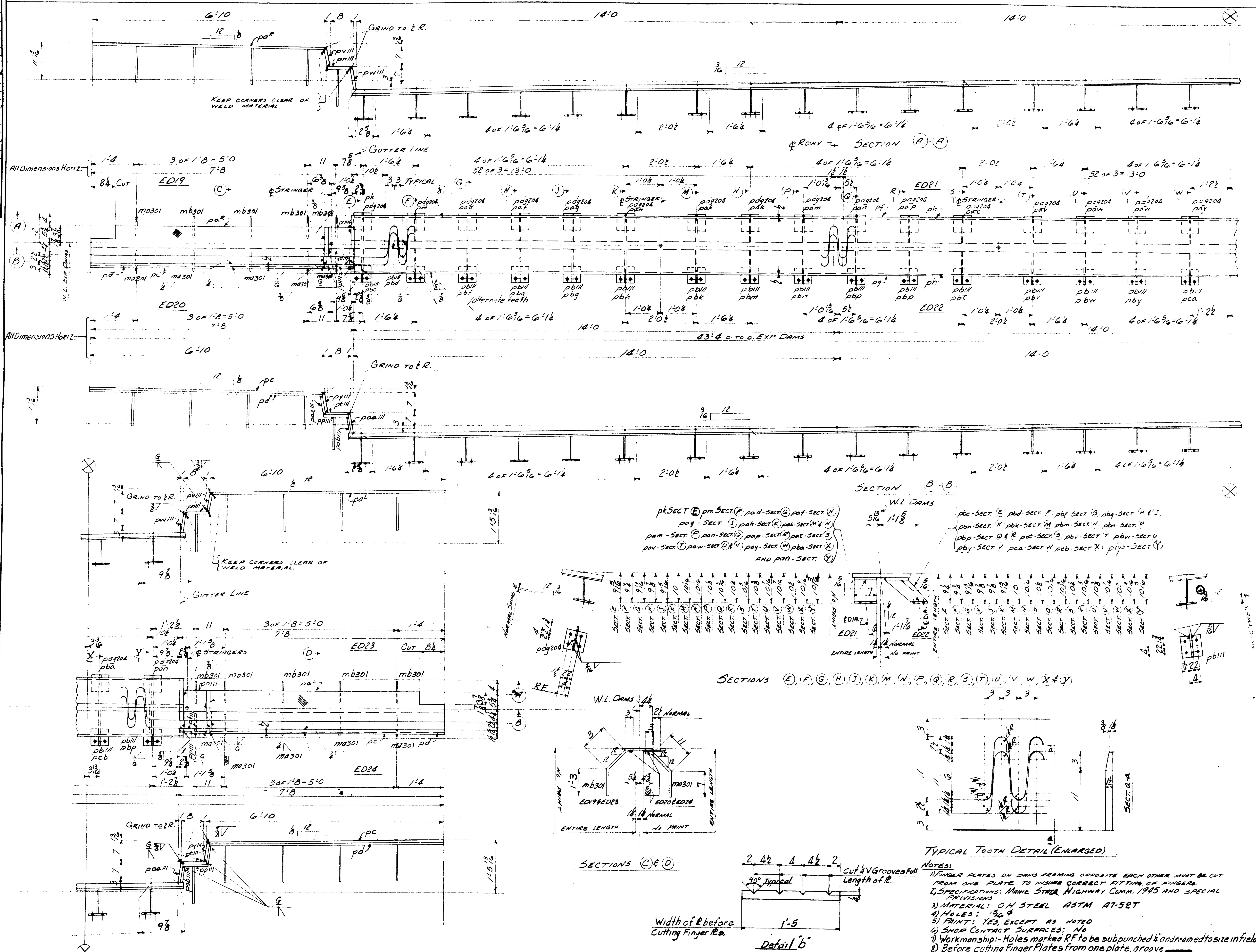
ERECTION PLAN
DIV. 4
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

AMERICAN BRIDGE DIVISION UNITED STATES STEEL CORPORATION

DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENTON PLANT
IN CHARGE OF	E.B. MARKS
DRAW. MADE BY	S.E.K. DATE 8-4-53
DRAW. CHECKED BY	PRY. DATE 2-5-54
ORDER No.	Q4149
SHEET No.	E401

REVISIONS	
F	
E	
D	
C	
B	
X	12-8-54

62-145



DRAWING WITH BILL
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	SHAPE			LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE SHIP PIECE
1												
2												
3		ONE EXPANSION DAM - ED19							126#			
4		ONE EXPANSION DAM - ED23 (LEFT)							"			
5		2	Pl.	10	3/8	6	9 5/8	pa R/L	5300 (Raised Pat. Pl.)	-4	S	92
6		2	Pl.	10	3/8		8	pn111	5300			9
7		2	Pl.	10	3/8		6 5/8	pv111	5300			7
8		2	Pl.	10	3/8		6 5/8	pw111	5300			7
9		10	Bs.	#6	Reinforcing Bars	1	9	mb301	BENT			13 (4 wts, 2 W)
10												
11		ONE EXPANSION DAM - ED20							104#			
12		ONE EXPANSION DAM - ED24 (LEFT)							"			
13		2	Pl.	12	3/8	6	9 5/8	pc		20-0	M619	13
14		2	Pl.	6 1/2	3/8	6	9 5/8	pd		45-0	M618	56
15		2	Pl.	6 1/2	3/8		8 3/8	pp111				6
16		2	Pl.	12	3/8		8	pt111				1
17		2	Pl.	12	3/8		6 5/8	py111				1
18		2	Pl.	12	3/8		6 5/8	paa111				1
19		2	Pl.	6 1/2	3/8		6 1/4	pab111				4
20		2	Pl.	6 1/2	3/8		6 5/8	pac111				5
21		10	Bs.	#6	Reinforcing Bars	1	9	ma301	BENT			13 (4 W)
22												
23		ONE EXPANSION DAM - ED21							1882#			
24		1	Pl.	14	1/2	28	2	pf	-790	17x1 1/2x28-2	1032	2011
25	2	1	Pl.	5	1/2	28	2	pl		45-0	M618	3[illegible]
26		8	Pl.	7	1/2		7 1/2	pdg204				134
27		1	Pl.	7	1/2		7 1/4	pa[illegible]	-2	38-0	1035	7
28		1	Pl.	7	1/2		7 5/16	pad	-2			7
29		1	Pl.	7	1/2		7 3/8	paf	-2			7
30		1	Pl.	7	1/2		7 7/16	pag	-2			7
31		1	Pl.	7	1/2		7 1/2	pah	-2			7
32		2	Pl.	7	1/2		7 9/16	pak	-3			15
33		1	Pl.	7	1/2		7 5/8	pam	-2			5
34		2	Pl.	7	1/2		7 11/16	pan	-3			15
35		1	Pl.	7	1/2		7 3/4	pap	-2			8
36		1	Pl.	7	1/2		7 13/16	pat	-2			8
37		1	Pl.	7	1/2		7 7/8	pav	-2			8
38		2	Pl.	7	1/2		7 15/16	paw	-3			16
39		1	Pl.	7	1/2		8	pay	-2			8
40		1	Pl.	7	1/2		8 1/16	pba	-2			8
41		1	Pl.	7	1/2		6 13/16	pk	-2	30-0	1035	7
42												823 wts / 7 holes / 44 W / 4 P
43		ONE EXPANSION DAM - ED22							1968#			
44		1	Pl.	14	1/2	28	2	pj	-790	17x1 1/2x28-2	1032	2011
45		1	Pl.					ph				183
46		8	Pl.	7	1/2		7 1/2	pb111				134
47		1	Pl.	5 1/8	1/2		4 11/16	pbc	-3		S	12
48		1	Pl.	5 5/16	1/2	1	4 3/4	pbd	-3		S	13
49		1	Pl.	5 3/8	1/2	1	4 7/8	pbf	-3		S	13
50		2	Pl.	5 3/8	1/2	1	4 7/8	pbg	-5		S	26
51		1	Pl.	5 3/8	1/2	1	4 [illegible]	pbh	-3		S	13
52		1	Pl.	5 7/16	1/2	1	4 15/16	pbk	-3		S	13
53		1	Pl.	5 1/16	1/2	1	5	pbm	-3		S	13
54		1	Pl.	5 7/16	1/2	1	5	pbn	-3		S	13
55		3	Pl.	5 1/2	1/2	1	5	pbp	-7		S	40
56		1	Pl.	5 1/16	1/2	1	5 1/16	pbt	-3		S	14
57		1	Pl.	5 9/16	1/2	1	5 1/16	pbv	-3		S	14
58		1	Pl.	5 9/16	1/2	1	5 1/16	pbw	-3		S	14
59		1	Pl.	5 5/8	1/2	1	5 1/8	pby	-3		S	14
60		1	Pl.	5 5/8	1/2	1	5 1/8	pca	-3		S	14
61		1	Pl.	5 5/8	1/2	1	5 1/8	pcb	-3		S	14
62												821 wts
63												7 holes
64												44 W
65												4 P
66												
67												

EXPANSION DAMS - ED19, ED20, ED21, ED22, ED23 & ED24

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER THE PENOBSCOT RIVER
BANGOR, MAINE

TYPICAL TOOTH DETAIL (ENLARGED)

NOTES:
1) Finger plates on dams framing opposite each other must be cut from one plate to insure correct fitting of fingers.
2) Specifications: Maine State Highway Comm. 1945 and special provisions
3) Material: O.H. Steel ASTM A7-52T
4) Holes: 15/16
5) Paint: Yes, except as noted
6) Shop Contact Surfaces: No
7) Workmanship: Holes marked RF to be subpunched & and reamed to size in field
8) Before cutting Finger Plates from one plate, groove plate as shown in Detail "b" [redacted]

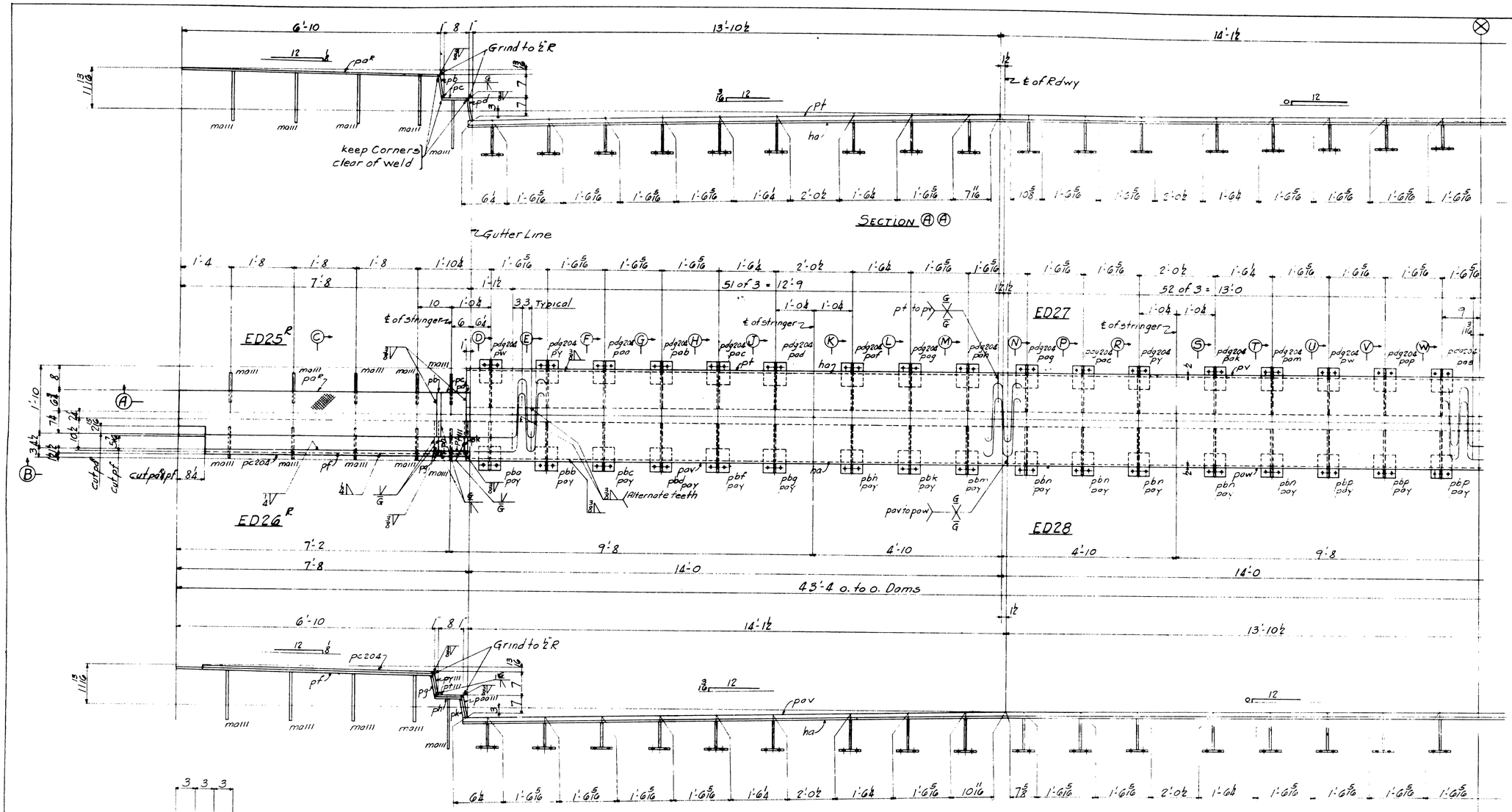
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

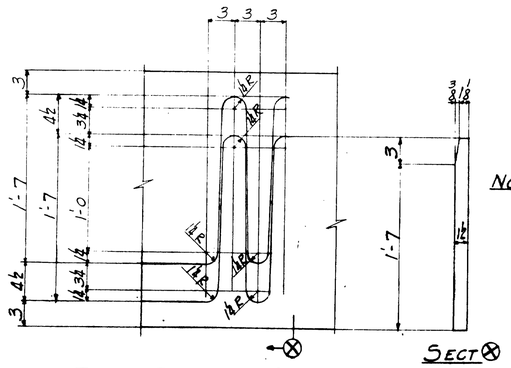
DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENTON PLANT
IN CHARGE OF	E. B. MARKS
DRAW. MADE BY	E.A.B. DATE 10-10-53
DRAW. CHECKED BY	PRY DATE 1-22-54
REVISIONS	F, E, D, C, B, X 2-22-54
ORDER No.	Q4149
SHEET No.	401

401

62-146

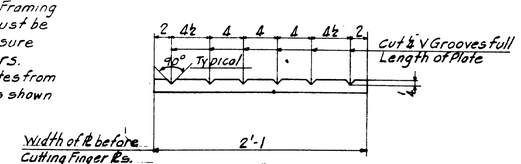
Weld.





TYPICAL TOOTH DETAIL (ENLARGED)

NOTE:
Finger Plates on Dams Framing opposite each other must be cut from one plate to insure correct fitting of Fingers. Before cutting Finger Plates from one plate, groove Plate as shown in Detail "a"



Detail "a"

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

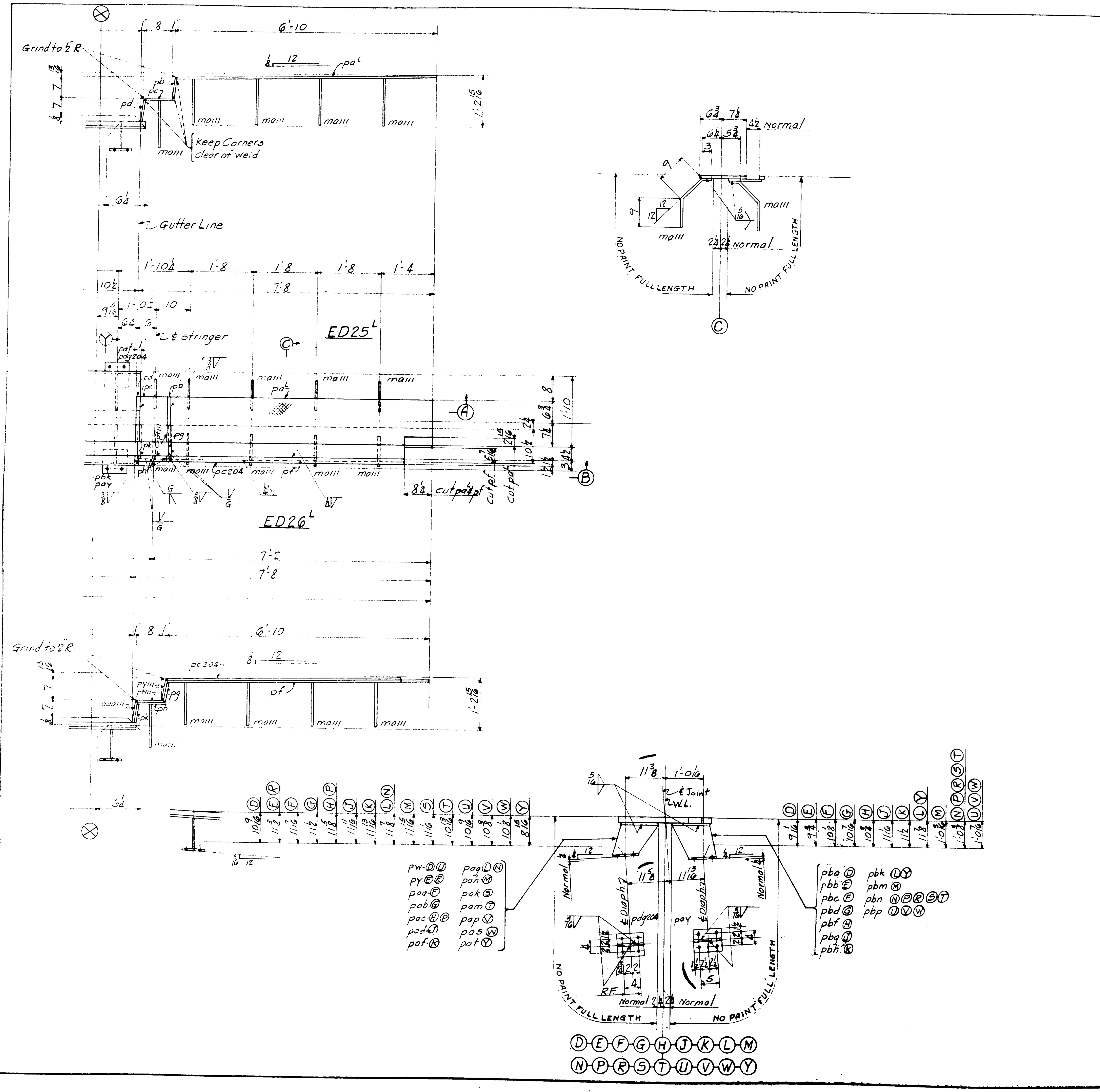
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY GKC DATE 10-13-53
DRAW. CHECKED BY FRY DATE 1-22-54

REVISIONS
F
E
D
C
B
X

ORDER No. Q4149
SHEET No. 402AB

PAINT: SHOP CONTACT SURFACES:

62-147



DRAWING WITH BILL

AMERICAN BRIDGE DIVISION

UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape			Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1												
2												
3												
4												
5												
6												
7												
8		ONE EXPANSION DAM ED25R								176#		
9		ONE EXPANSION DAM ED25L								"		
10												
11		2	PL	14	3/8	6	9 5/8	paR/L	S300 (Raised Pat. PL)	.4	S	130
12		2	PL	14	3/8		6 5/8	pb	S300		S	11
13		2	PL	14	3/8		8	pc	S300		S	13
14		2	PL	14	3/8		6 5/8	pd	S300		S	11
15		10	Pcs. #6 Reinf. Bars			1	9	ma111	Bent			13 (4 cuts, 2 W)
16												
17												
18		ONE EXPANSION DAM ED26R								142#		
19		ONE EXPANSION DAM ED26L								"		
20												
21		2	PL	10½	3/8	6	9 5/8	pf	.5	21-0	M619	91
22		2	PL	10½	3/8		6 5/8	pg		21-0	M619	7
23		2	PL	10½	3/8		8 3/8	ph		21-0	M619	9
24		2	PL	10½	3/8		6½	pk		21-0	M619	7
25		2	Bars	1½	3/8	6	1 3/8	pc204				12
26		2	Bars	1½	3/8		6 5/8	py111				1
27		2	Bars	1½	3/8		8	pt111				1
28		2	Bars	1½	3/8		6 5/8	paa111				1
29		10	Pcs					ma111				13 (5 cuts, 5 W)
30												
31												
32		ONE EXPANSION DAM ED27								2830#		
33												
34		1	PL	22	1½	13	11½	pt	.676	25x1½x28-2	4028	1566
35		1	PL	22	1½	14	2½	pv	.688	do	4028	1594
36		2	PL	11¾	½		10¾	pw	.7		S	36
37		2	PL	11 13/16	½		11 3/8	py	.7		S	38
38		1	PL	11 13/16	½		11 7/16	paa	.3		S	19
39		1	PL	11 13/16	½		11 1/16	pab	.3		S	19
40		2	PL	11 13/16	½		11½	pac	.7		S	39
41		1	PL	11 13/16	½		11 9/16	pad	.3		S	19
42		1	PL	11 13/16	½		11 1/16	paf	.3		S	20
43		2	PL	11 13/16	½		11 1/16	pag	.7		S	39
44		1	PL	11 13/16	½		11¾	pah	.3		S	20
45		1	PL	11 13/16	½		11 1/16	pak	.3		S	19
46		1	PL	11¾	½		11	pam	.3		S	18
47		1	PL	11¾	½		10 11/16	pap	.3		S	18
48		1	PL	11¾	½		10½	pas	.3		S	18
49		1	PL	11 5/8	½		9¾	pat			S	16
50	2	1	PL	12	½	28	2	ha	Bent	45-0	M619	575
51		18	PL	7	½		7½	pdg204				134
52												1479 (cuts, holes)
53												25 W, 4 P
54		ONE EXPANSION DAM ED28								2843#		
55												
56		1	PL					hu	Bent			575
57		1	PL	22	1½	14	2½	pav	.688	25x1½x28-2	4028	1594
58		1	PL	22	1½	13	11½	paw	.676	do	4028	1566
59		18	PL	7	½		8	pay		30-0	1035	42
60		1	PL	11 9/16	½		10	pba	.3		S	16
61		1	PL	11 5/8	½		10 3/8	pbb	.3		S	17
62		1	PL	11 11/16	½		10 3/8	pbc	.3		S	18
63		1	PL	11 11/16	½		10 13/16	pbd	.3		S	18
64		1	PL	11¾	½		11	pbf	.3		S	18
65		1	PL	11¾	½		11¼	pbg	.3		S	19
66		1	PL	11¾	½		11 9/16	pbh	.3		S	19
67		2	PL	11 13/16	½		11 13/16	pbk	.7		S	40
68		1	PL	11 13/16	½	1	0½	pbm	.4		S	20
69		5	PL	11 13/16	½	1	0 5/16	pbn	.18		S	102
70		3	PL	11 13/16	½	1	0¼	pbp	.11		S	61

1425 cuts, 7 hole, 45 W, 4 P

Sh. Total 6304

EXPANSION DAMS ED25R, ED26R, ED27 & ED28

STATE OF MAINE

STATE HIGHWAY COMMISSION

BANGOR-BREWER BRIDGE

OVER PENOBSCOT RIVER

BANGOR, MAINE

NOTES:

SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 and special provisions

MATERIAL: O.H. Steel ASTM A7-52T

HOLES: 13/16 Ø

WORKMANSHIP: Holes marked R.F. to be subpunched ⅛ and reamed to size in field.

PAINT: Yes, except as noted

SHOP CONTACT SURFACES: No

D-61 1800 12-51 PENCILTEX

AMERICAN BRIDGE DIVISION

UNITED STATES STEEL COMPANY

REVISIONS	
F	
E	
D	
C	
B	
X	2-18-54

DRAWINGS MADE AT TRENTON PLANT

WORK FABRICATED AT TRENTON PLANT

IN CHARGE OF E.B. MARKS

DRAW. MADE BY [illegible] DATE 10-15-53

DRAW. CHECKED BY PRY DATE 1-22-54

ORDER No. Q4149

SHEET No. 402B

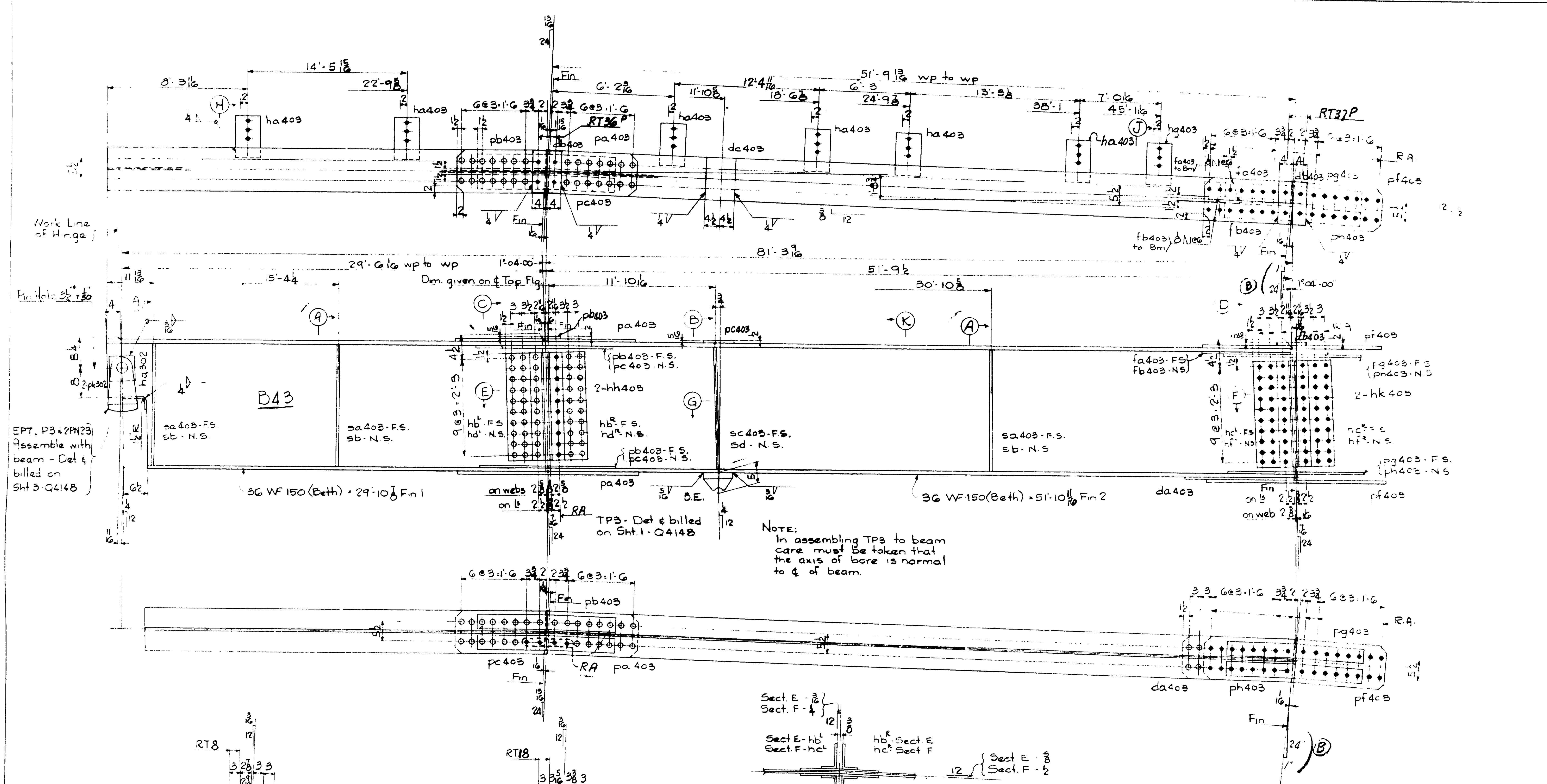
AB 404

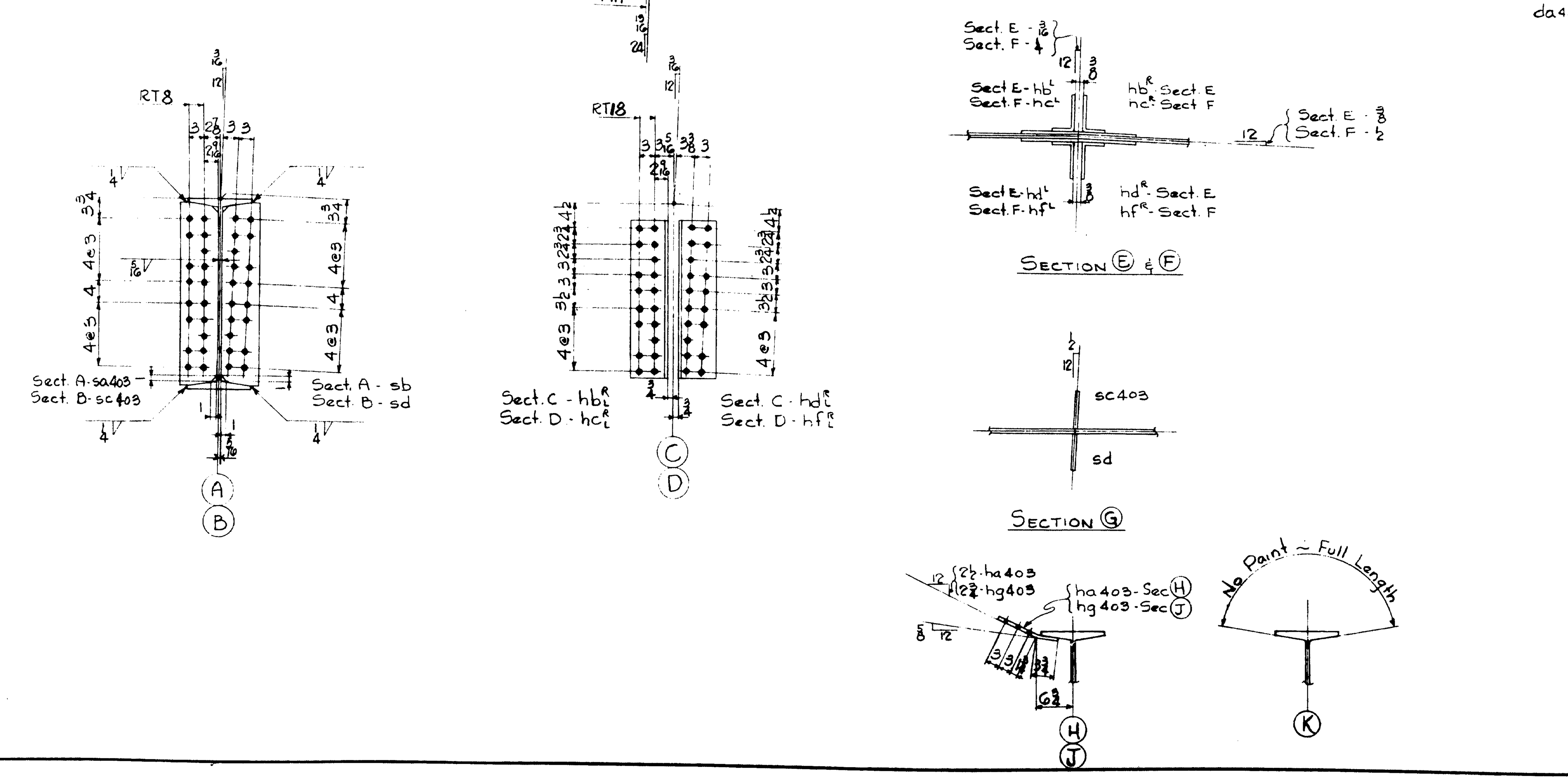
62-148

Weld

DRAWING WITH BILL
AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1							81'10"			
4							249	Q4148		
5		One Beam				B43	14045	Q4149		
7		1	36 WF 150	29	10⅞	Beth	Fin 1 -75	29'-11	B4009	4467
8		1	36 WF 150	51	10 11/16	Beth	Fin 2 -9	51-11	B4005	7785
10	8	2	PL [illegible]	4	2 11/16	pa403	-3	13×11/16×41'-9	3032	252
11	8	2	PL [illegible]	3	2 11/16	pb403			S	77
12	8	2	PL [illegible]	3	2 7/16	pc403			S	77
13	8	2	PL [illegible]	1	9⅜	hh403			S	159
14	8	2	PL 13 [illegible]	4	2¾	pf403	-3	41'-9	3032	257
15	8	2	PL [illegible]	3	2¾	pg403			S	80
16	8	2	PL [illegible]	3	2 7/16	ph403			S	80
17	8	2	PL [illegible]	1	9⅜	hk403			S	159
18		2	PL [illegible]		7	pk302	-6			30
19	2	1	Fill [illegible]	2	1½	fa403			S	4
20	2	1	Fill [illegible]	2	7⅜	da403			S	27
21	24	6	PL 7 [illegible]	1	1	ha403		45-0	M618	48
22		1	PL [illegible]		9¼	ha302				4
23	6	1	PL 7 [illegible]	1	1	hg403		45 0	M618	8
24		2	L 7 4 ⅜	2	6	hb R/L		60-0	M619	[illegible]
25		2	L 7 4 ⅜	2	6	hc R/L		60-0	M619	[illegible]
26		2	L 7 4 ⅜	2	6	hd R/L		60-0	M619	[illegible]
27		2	L 7 4 ⅜	2	6	hf R/L		60-0	M619	65
28	2	1	Fill 4½ ⅝	2	1⅝	fb403			S	4
29	6	3	PL 7 ⅜	2	10⅝	sa403		45-0	M618	76
30		3	PL 7 ⅜	2	10⅝	sb		45-0	M618	76
31	2	1	PL 7 ¾	2	10⅝	sc403	Fin 1	30-0	4032	51
32		1	PL 7 ¾	2	10⅝	sd	Fin 1	30-0	4032	51
35		1	Rocker			EF7	Det & billed			125
36		1	Pin			P3	on Sh 3			24
37		2	Pin Nuts			PN23	Q4148			6
39		1	Top Plate			TP3	Det & billed			94
40							on Sht 1			
41							Q4148			
44		16	SB ⅞						Stores	
46	4	2	Bev PL 8 (5/16-½)	1	0	db403			S	[illegible]
47	2	1	Bev PL 9 (5/16-½)	1	0	dc403			S	[illegible]





NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 & Special Provisions

MATERIAL: O.H. Steel ASTM A7-52T

RIVETS: ⅞" HOLES: 15/16" unless noted.

WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or Subdrilled ¼ and reamed to size with connecting parts assembled.

Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet

Holes marked R.A. to be subpunched or subdrilled ¼ and reamed to size while connecting members are assembled.

Connecting members to be match marked.

B.E. indicates bearing end of stiffeners.

Shop to fabricate beam with mill camber up.

For assembly & reaming diagrams see sht. #412.

Work sheet #412 with this sheet.

LIFTING WT. = 7 TONS

PAINT: Yes. except as noted
SHOP CONTACT SURFACES: No

STRINGER B43
DIV. 4

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL COMPANY

REVISIONS	
F	
E	
D	
C	
B	3-24-54
X	2-13-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY S.E.K. DATE 10-31-53
DRAW. CHECKED BY [illegible] DATE 1-25-54

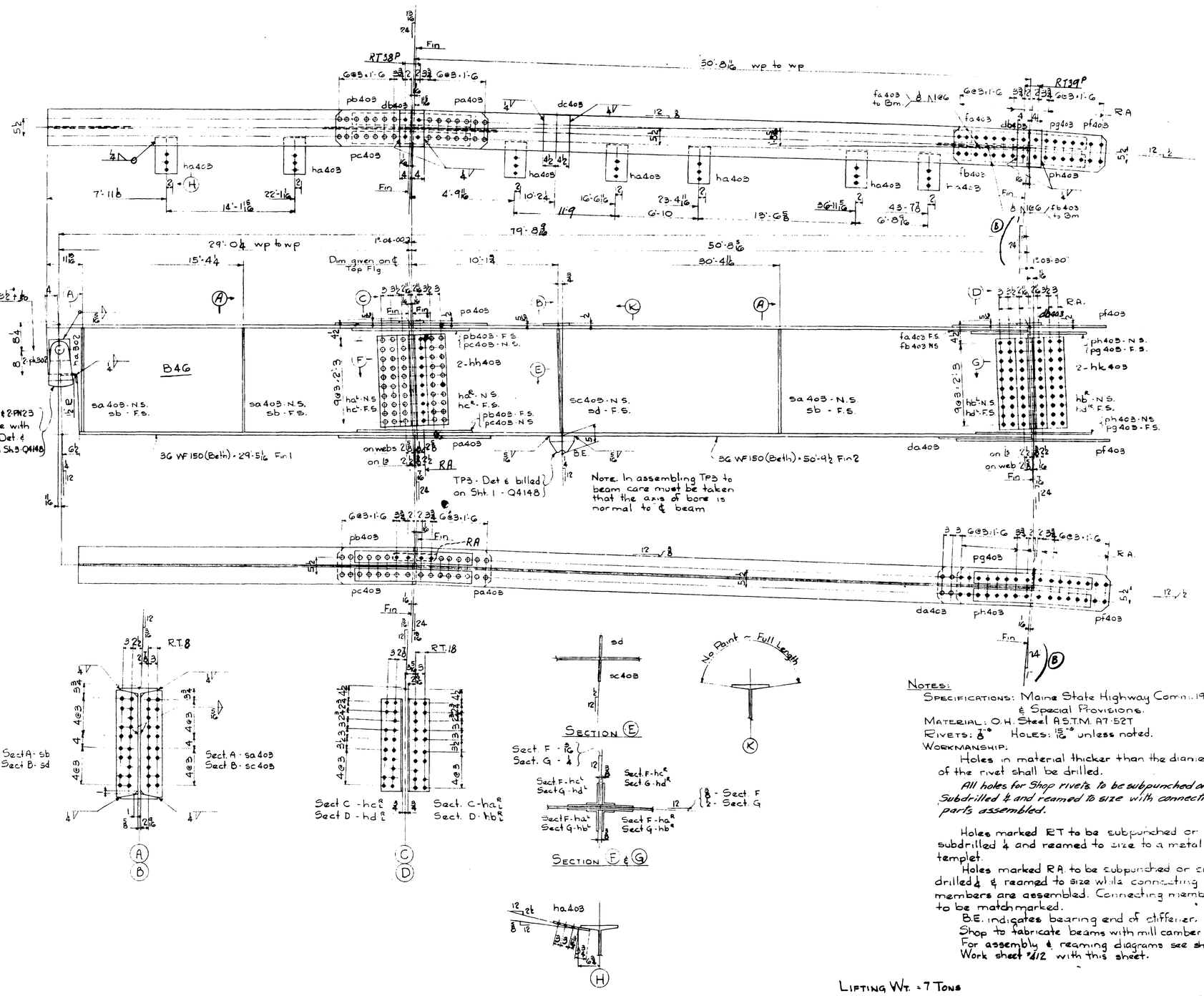
ORDER No. Q4149 | SHEET No. 405

Mr. Bill 401, 402

62-149 WELD

DRAWING WITH BILL

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY



LINE	Total No. of Pcs. in Piece Mark	No. of Pcs. in Each	MATERIAL SHAPE	LENGTH Feet	LENGTH Inches	ASSEMBLING MARK	REMARKS	ORDERED	ITEM	CALCULATED WEIGHT FOR ONE PIECE
1							80'3"			
2										
3										
4							249" Q4148			
5		ONE BEAM				B46	13806" Q4149			
6										
7	1	3G	WF 150	29	5 1/16	Both	Fin 1 ns	29'-5	B4012	4415
8	1	3G	WF 150	50	9 1/2	Both	Fin 2 - 1	50'-10	B4008	7619
9										
10	2	PR	12 3/8 x 1/16	4	2 1/16	pa403	-3			252
11	2	PR	5A x 1/16	3	2 1/16	pb403				77
12	2	PR	5A x 1/16	3	2 1/16	pc403				77
13	2	PR	3G x 1/16	1	9 3/8	hh403				159
14	2	PR	13 x 1/16	4	2 3/4	pf403	-3			257
15	2	PR	5 1/16 x 1/16	3	2 3/4	pg403				80
16	2	PR	5 3/16 x 1/16	3	2 1/16	ph403				80
17	2	PR	30 x 1/16	1	9 3/8	hk403				159
18	2	PR	7 x 1/16		T	pk302	-6			30
19										
20	7	PR	7 x 5/16		1	ha403				336
21	1	PR	8 x 1/2		9 3/8	ha302				4
22										
23	1	Fill	4 1/2 x 6	2	1 1/2	fa403				4
24	1	Fil	12 x 4	2	7 3/8	da403				27
25	1	Fil	4 1/2 x 8	2	1 8	fb403				4
26	2	PL	7 x 4	2	5	na^R		60-0	M619	68
27	2	PL	7 x 4	2	6	hb^R		60-0	M619	68
28	2	PL	7 x 4	2	6	hc^R		60-0	M619	68
29	2	PL	7 x 4	2	6	ha^L		60-0	M619	68
30										
31	3	FR	7 x 3/8	2	10	sa403				76
32	3	FR	7 x 3/8	2	10	sb		45-0	M618	76
33	1	FL	7 x 3/4	2	10	sc403	Fin 1			51
34	1	FL	7 x 3/4	2	10	sd	Fin 1	30-0	4632	51
35										
36										
37	1	ROCKER				EP7	Det &			1355
38	1	PIN				P3	billed on			214
39	2	PIN NUTS				PN23	Sh 3 Q4148			6
40										
41	1	TOP PLATE				TP3	Det & billed on Sht 1 - Q4148			914
42										
43										
44	16	SEE 8							Stores	
45										
46	2	BevR	8 (8-2)	1	0	Jb403				22
47	1	BevR	9 (8-2)	1	0	Jc403				12
48										41 RW
49										96 CW
50										73 W
51										24 W
52										50 P
53										
54										
55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										

NOTES:

SPECIFICATIONS: Maine State Highway Comm.-1945 & Special Provisions.
MATERIAL: O.H. Steel A.S.T.M. A7-52T
RIVETS: 8/8" Holes: 15/16" unless noted.
WORKMANSHIP:
Holes in material thicker than the diameter of the rivet shall be drilled.
All holes for Shop rivets to be subpunched or Subdrilled 1/4 and reamed to size with connecting parts assembled.

Holes marked RT to be subpunched or subdrilled 1/4 and reamed to size to a metal templet.
Holes marked R.A. to be subpunched or subdrilled 1/4 & reamed to size while connecting members are assembled. Connecting members to be matchmarked.
B.E. indicates bearing end of stiffener.
Shop to fabricate beams with mill camber up.
For assembly & reaming diagrams see sht #12 Work sheet #12 with this sheet.

STRINGER - B46
DIV. 4

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

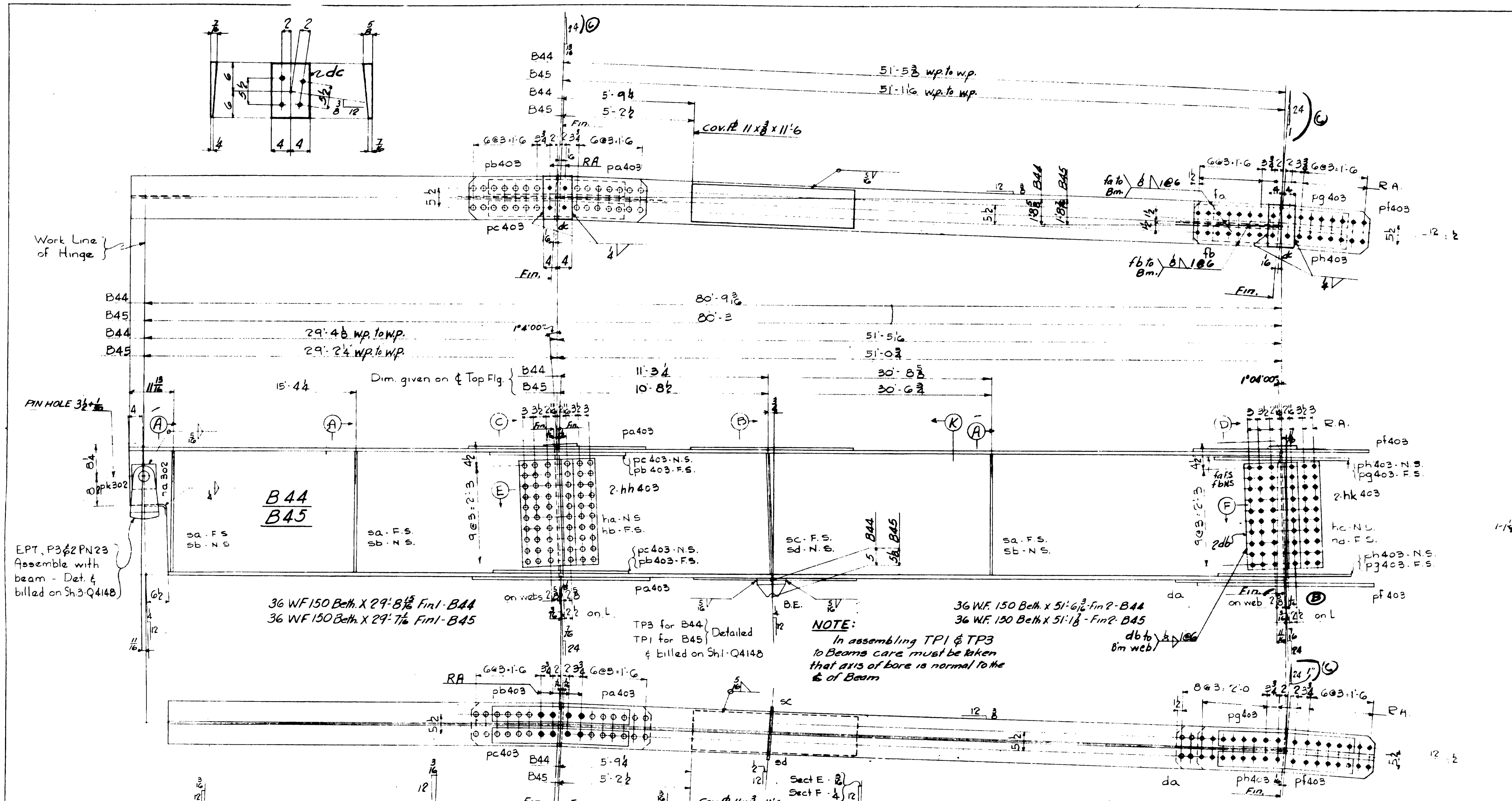
DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	TRENTON PLANT
IN CHARGE OF	E.B MARKS
DRAW. MADE BY	S.E.K DATE 11-4-53
DRAW. CHECKED BY	DATE 1-25-54
ORDER No.	Q4149
SHEET No.	404

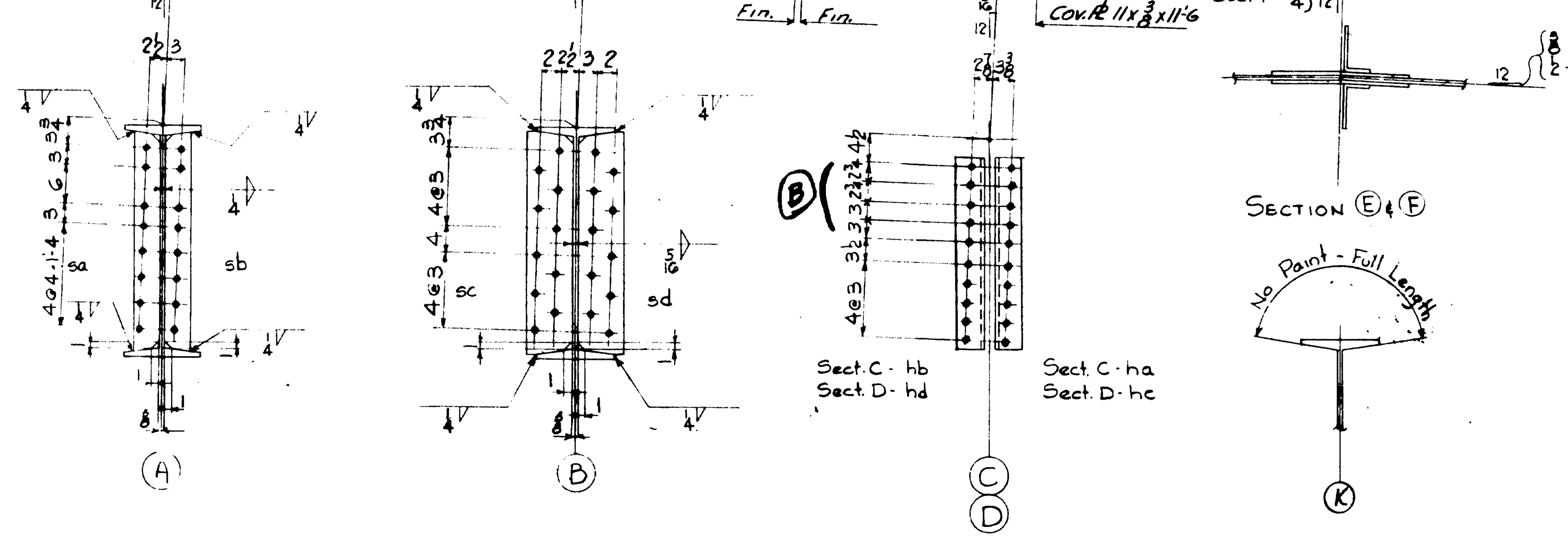
F	
E	
D	
C	
B	3-24-54
X	2-15-54
REVISIONS	

PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

Mk. Nos. 401, 402

68,150 WELD





NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 and Special Provisions.

MATERIAL: O.H. Steel A.S.T.M. A7-52T

RIVETS: 7/8" Holes 15/16" unless noted

WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled.

All holes for Shop Rivets to be Subpunched or Subdrilled & and reamed to size with connecting parts assembled

Holes marked R.A. to be subpunched or subdrilled & and reamed to size while connecting members are assembled. Connecting members to be matchmarked.

B.E. indicates bearing end of stiffener.

Shop to fabricate beams with Mill Camber up

For assembly & reaming diaphragms see Sh. #412

Work Sh. #412 with this Sheet.

LIFTING WT. 7 TONS

DRAWING WITH BILL

AMERICAN BRIDGE

DIVISION

UNITED STATES STEEL COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1							81'4"			
2										
3										
4			One Beam			B44	249° 14071°	Q4148 Q4149		
5			One Beam			B45	253° 13993°	Q4148 Q4149		
6										
7		1	36 WF 150	29	8 13/16	BETH	Fin1 } B44	29'-9	B4010	4463
8		1	36 WF 150	51	6 3/16	BETH	Fin2 } -9	51'-6 3/4	B4016	7728
9										
10		1	36 WF 150	29	7 1/16	BETH	Fin1 } B45	29'-7	B4011	4439
11		1	36 WF 150	51	1 7/8	BETH	Fin2 } -9	51'-2 1/4	B4107	7674
12		4	Cov Pl 11 3/8	11	6		U.M.	45'-0	M619	323
13		4	Pl 12 3/4 11/16	4	2 11/16	pa403	-3			252
14		4	Pl 5 1/8 11/16	3	2 11/16	pb403				77
15		4	Pl 5 1/8 11/16	3	2 7/16	pc403				77
16		4	Pl 30 7/16	1	9 3/8	hh403				159
17		4	Pl 13 11/16	4	2 3/4	pf403	-3			257
18		4	Pl 5 5/16 11/16	3	2 3/4	pg403				80
19		4	Pl 5 5/16 11/16	3	2 7/16	ph403				80
20		4	Pl 30 7/16	1	9 3/8	hk403				159
21										
22		4	Pl 7 1 1/16		7	pk302	-6			30
23										
24		2	Pl 3 1/2		9 3/4	ha302				4
25										
26		2	L 4 4 3/8	2	6	ha			S	25
27		2	L 4 4 3/8	2	6	hb			S	25
28		2	L 4 4 3/8	2	6	hc			S	25
29		2	L 4 4 3/8	2	6	hd			S	25
30										
31		6	Pl 4 3/8	2	10	sa		35'-0	M618	43
32		6	Pl 4 3/8	2	10	sb		35'-0	M618	43
33		2	Pl 6 3/4	2	10 1/8	sc	Fin.1		S	43
34		2	Pl 6 3/4	2	10 1/8	sd	Fin1		S	43
35		4	Bent Pl 8 (4-3/8)	1	0	dc			S	24
36		2	Fils 4 1/2 5/16	2	1 1/2	fa			S	10
37		2	Fil 12 5/8	2	7 3/8	da			S	67
38		2	Fils 4 1/2 5/16	2	1 1/8	fb			S	10
39		4	Fils 30 1/8		10 1/2	db			S	22
40		2	Rockers			EP7	} Det & billed			123
41		2	Pins			P3	} on Sh. 3			24
42		4	Pin Nuts			PN23	} Q4148			6
43										
44		1	Top Plate			TP1	B45 } Det &			98
45		1	Top Plate			TP3	B44 } billed			96
46							on Sh.1 Q4148			
47										
48										
49		14	S.B. 7/8"						Stores	
50										43 RW
51										70 cuts
52										15 holes
53										15 W
54										12 P
55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										

STRINGERS B44 & B45
DIV. 4

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 11-6-53
DRAW. CHECKED BY H.L.L. DATE 1-15-54

REVISIONS	
F	
E	
D	
C	3-24-54
B	2-23-54
X	2-15-54

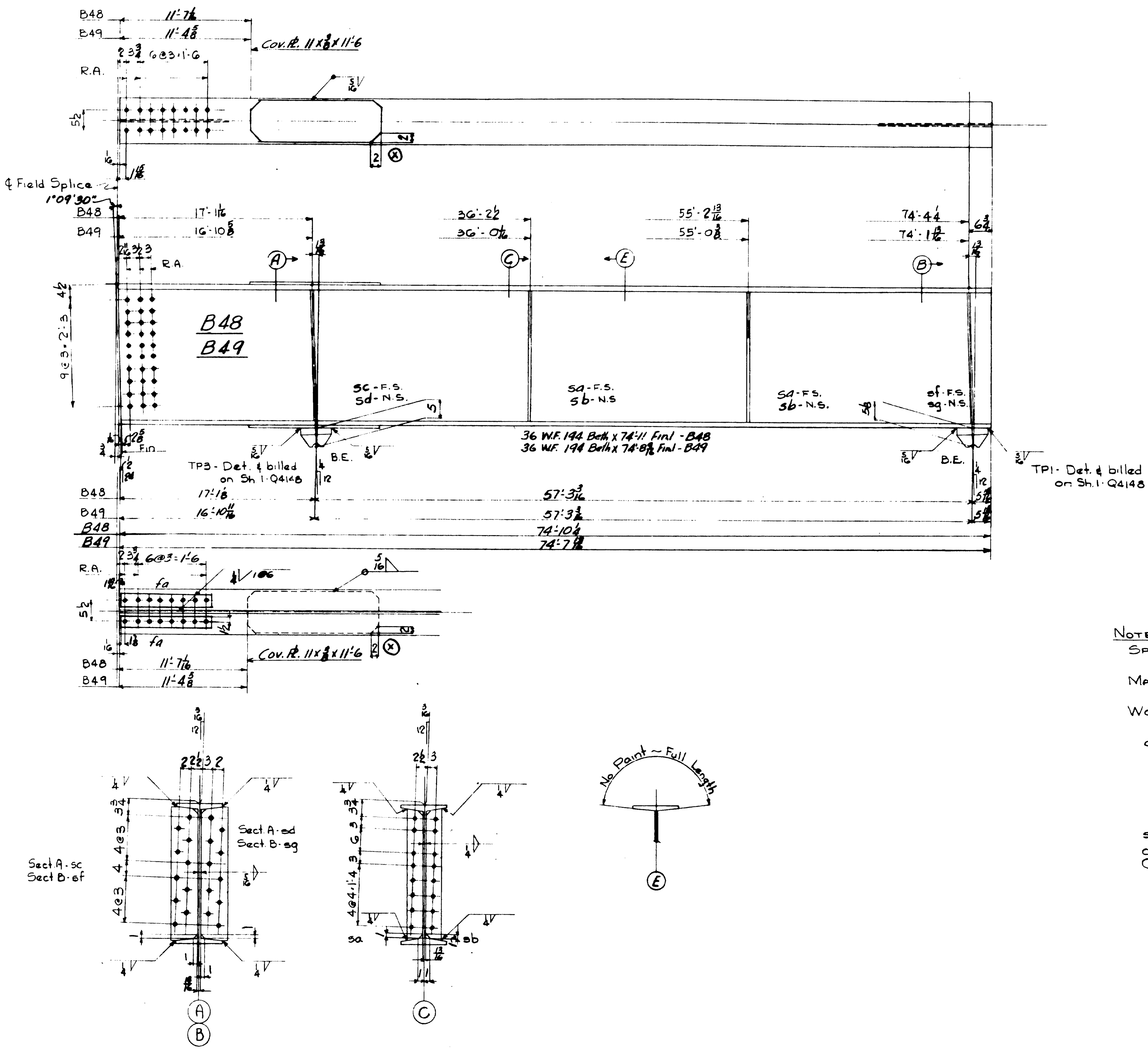
PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

ORDER No. Q4149 | SHEET No. 405

401, 402

63151

WELD



Notes:

Specifications: Maine State Highway Comm. 1945 & Special Provisions.

Material: O.H. Steel A.S.T.M. A7-52T. Holes - 15/16"

Workmanship: Holes in material thicker than the diameter of the rivet shall be drilled

Holes marked R.A. to be subpunched or subdrilled 1/4 and reamed to size while connecting members are assembled.
Connecting members to be matchmarked.
B.E. indicates bearing end of stiffener.
Shop to fabricate Beam with Mill Camber up.
In assembling TP1 & TP2 to Beams, care must be taken that the axis of bore is normal to ℄ of Beam.
For Assembly and Reaming Diagrams See Sh. 412
Work Sh. 412 with this Sheet.

LIFTING WT. = 8 TONS.

DRAWING WITH BILL
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Piece
1													
2													
3										192"	Q4148 - for B48+49 /		
4		One	Beam						B48	15138"	Q4149	/	74' 11"
5		One	Beam						B49	15100"	Q4149 /		74' 9"
6													
7		1	36	WF	194		74	11	Beth.	Fin'l B48	75'-1 1/2	B4001	1 4 5 3 4
8		1	36	WF	194		74	8 7/8	Beth	Fin'l B49	74'-11	B4002	1 4 4 9 6
9													
10		4	Pl	11	5/8		11	6		UM.	45-0	M619	3 2 3
11													
12		2	Pl	6	3/4		2	10 1/8	sc	Fin'l		5	4 3
13		2	Pl	6	3/4		2	10 1/8	sd	Fin'l		5	4 3
14		4	Pl	4	5/8		2	10	sa		35-0	M618	2 9
15		4	Pl	4	5/8		2	10	sb		35-0	M618	2 9
16		2	Pl	6	1/2		2	10 1/8	sf			5	2 9
17		2	Pl	6	1/2		2	10 1/8	sg			5	2 9
18		4	Fils	4 1/2	5/16		2	1 1/8	fa			5	2 0
19													
20		2	Top Plates						TP1	Det. &		/	9 8
21		2	Top Plates						TP3	billed on		/	9 4
22										Sh. 1 - Q4148			
23													8 cuts
24													2 1 holes
25													3 5 W
26													5 3 P

Stringers B48 & B49
Div. 4

State of Maine
State Highway Commission
Bangor - Brewer Bridge
over Penobscot River
Bangor, Maine

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

F	
E	
D	
C	
B	
X	3-9-54
REVISIONS	

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY S.G.K. DATE 11-9-53
DRAW. CHECKED BY R.L.L. DATE 1-15-54

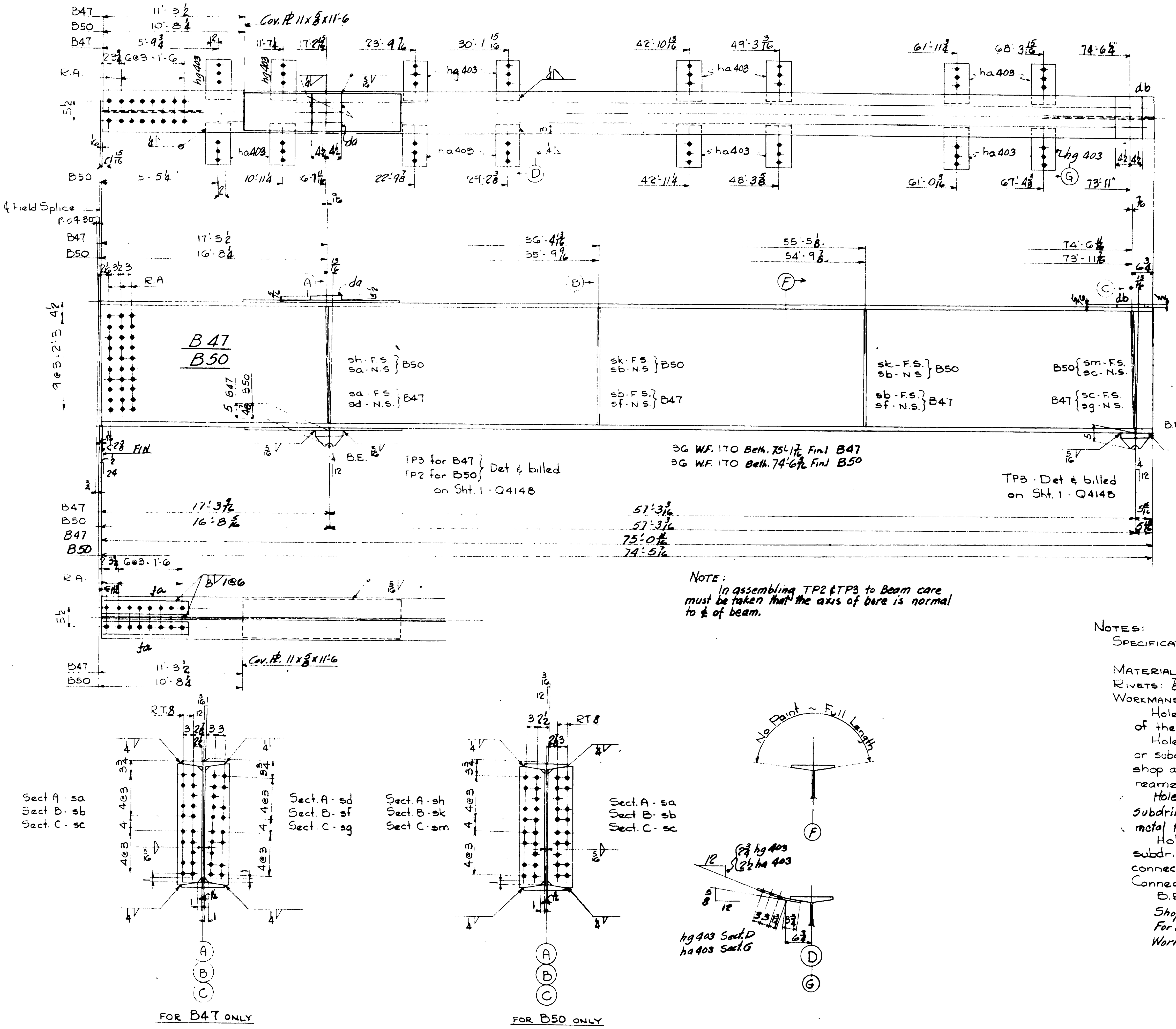
PAINT: Yes, except as noted
SHOP CONTACT SURFACES: No

ORDER No. Q4149 **SHEET No.** 406

401, 402

62-132

WELD



DRAWING WITH BILL
AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1													
2													
3													
4													
5													
6		One	Beam						B47	188# Q4148 / 13731# Q4149 /			
7		One	Beam						B50	185# Q4148 / 13627# Q4149 /			
8													
9		1	36	WF	170		75	1 1/16	Beth. Finl	B47 -11	75-3	B4095	
10		1	36	WF	170		74	6 3/8	Beth. Finl	B50 -11	74-6 1/2	B4004	
11													
12		4	Pl	11	5/8		11	6		U.M.		4031	
13													
14													
15		2	Pl	7	3/4		2	10	sa	Finl	30-0	4032	
16		4	Pl	7	3/8		2	10	sb		45-0	M618	
17		2	Pl	7	1/2		2	10	sc	Finl	30-0	1035	
18		1	Pl	7	3/4		2	10	sd	Finl	30-0	4032	
19		2	Pl	7	3/8		2	10	sf	B47	45-0	M618	
20		1	Pl	7	1/2		2	10	sg	Finl	30-0	1035	
21		1	Pl	7	3/4		2	10	sh	Finl	30-0	4032	
22		2	Pl	7	3/8		2	10	sk	B50	45-0	M618	
23		1	Pl	7	1/2		2	10	sm	Finl	30-0	1035	
24		11	Pl	7	5/16		1	1	ha403	4-B47 7-B50			
25		5	Pls	7	5/16		1	1	hg403	4-B47 1-B50			
26		2	Bev. Pls	9	(5-1 / 6-2)			11	da			S	
27		2	Bev. Pls	9	(3-1 / 6-2)		1	0	db			S	
28		3	Top	Plates					TP3	2-B47 1-B50 Det			
29		1	Top	Plate					TP2	B50 &			
30										billed on			
31										Sh. 1 - Q4148			
32		4	Fils	4 1/2	3/16		2	1/8	fa			S	1 2
33													1 1 wts
34													2 7 holes
35													4 1 W
36													4 7 P
37													
38													
39													
40													
41													
42													
43													
44													
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64													
65													
66													
67													

NOTES:

SPECIFICATIONS: Maine State Highway Comm. 1945 & Special Provisions

MATERIAL: O.H. Steel A.S.T.M. A7-52T

RIVETS: 7/8" HOLES: 15/16"

WORKMANSHIP:

Holes in material thicker than the diameter of the rivet shall be drilled

Holes in main material & splice pls. to be subpunched or subdrilled 1/4 and corresponding holes in shop assembled members subpunched 1/4 and reamed to size after assembly.

Holes marked RT to be subpunched or subdrilled 1/4 and reamed to size to a metal template.

Holes marked R.A. to be subpunched or subdrilled 1/4 and reamed to size while connecting members are assembled.

Connecting members to be matchmarked.

B.E. indicates bearing end of stiffener.

Shop to fabricate Beams with Mill Camber up.

For assembly & reaming diagrams see Sh. # 412

Work Sh. 412 with this Sheet.

LIFTING WT. 7 TONS

STRINGERS B47 & B50

DIV. 4

STATE OF MAINE

STATE HIGHWAY COMMISSION

BANGOR - BREWER BRIDGE

OVER PENOBSCOT RIVER

BANGOR, MAINE

DGI 1800-2-51 PENCILTEX

AMERICAN BRIDGE COMPANY

UNITED STATES STEEL CORPORATION SUBSIDIARY

PAINT: Yes, except as noted.
SHOP CONTACT SURFACES: No.

Revision	
F	
E	
D	
C	
B	
X	2-15-54
REVISIONS	

DRAWINGS MADE AT Trenton PLANT

WORK FABRICATED AT Trenton PLANT

IN CHARGE OF E. B. Marks

DRAW. MADE BY S.E.K. DATE 11-10-53

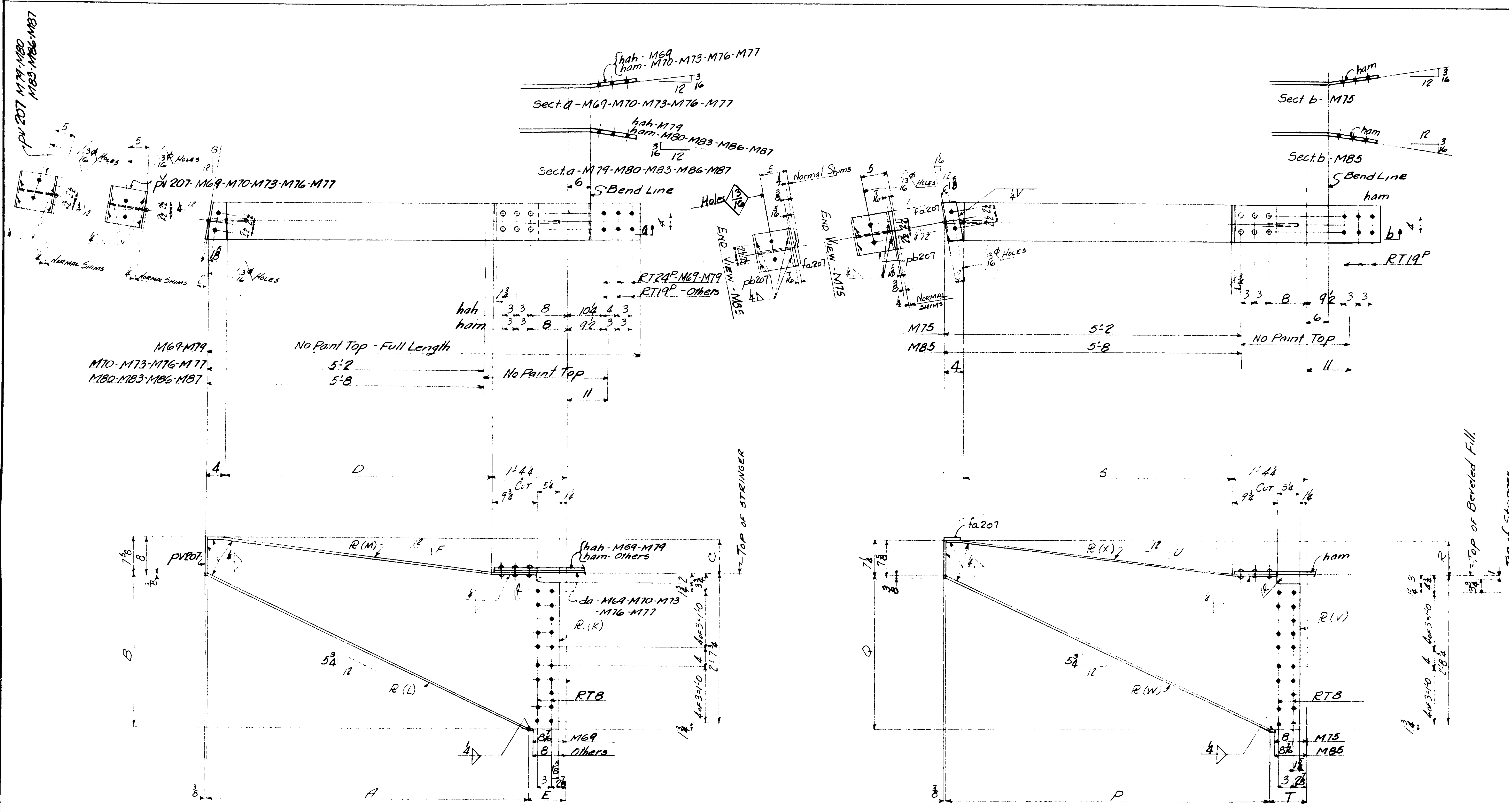
DRAW. CHECKED BY [illegible] DATE 1-25-54

ORDER No. Q4149 | SHEET No. 407.

401, 402

WELD

62-153



Brkt.	Dimensions				Bevels				Piece Mark		
	A	B	C	D	E	F	G		K	L	M
M69	5'-5 5/8	2'-7 7/16	5 9/16	4'-6 3/16	8 7/16	1 1/4	0		pc	pab	ha
M70	5'-5 5/8	2'-7 7/16	5 9/16	4'-7 1/16	9 5/16	1 3/16	1/8		pg	hv	hb
M73	5'-5 5/8	2'-7 7/16	5 9/16	4'-8 5/16	11 3/16	1 3/16	1/8		ph	hw	hc
M76	5'-7 1/16	2'-8 1/8	6 1/4	4'-9 3/4	10 9/16	1 5/16	0		pk	hy	hd
M77	5'-7 13/16	2'-8 1/2	6 5/8	4'-9 3/4	9 13/16	1 3/8	0		pm	haa	hf
M79	5'-7 3/16	2'-8 3/16	6 5/16	5'-1 5/16	1'-2	1 1/4	0		pn	hab	hg
M80	5'-7 7/16	2'-8 5/16	6 7/16	5'-0 7/16	1'-0 3/8	1 1/4	1/8		pp	hac	hh
M83	5'-7 11/16	2'-8 7/16	6 9/16	4'-10 9/16	10 3/4	1 3/8	1/8		pt	had	hk
M86	5'-8 5/8	2'-8 7/8	7	4'-9 3/4	9	1 7/16	0		py	haf	hm
M87	5'-7 1/16	2'-8 1/8	6 1/4	4'-9 3/4	10 9/16	1 5/16	0		pk	hy	hd

Brkt.	Dimensions					Bevel	Piece Marks		
	P	Q	R	S	T	U	V	W	X
M75	5'-6 1/8	2'-7 3/4	4 1/2	4'-10 3/16	11 13/16	15/16	pat	hat	hp
M85	5'-8 3/4	2'-8 15/16	5 11/16	4'-9 5/16	8 7/16	1 3/16	pav	pay	ht

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Material Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
5			One Bracket-M69				348#	1P		
6			One Bracket-M70				351#	1P		
7			One Bracket-M73				363#	1P		
8			One Bracket-M76				"	1P		
9			One Bracket-M77				"	1P		
10			One Bracket-M79				381#	2P		
11			One Bracket-M80				373#	1P		
12			One Bracket-M83				362#	1P		
13			One Bracket-M86				356#	1P		
14			One Bracket-M87				357#	1P		
16		1	R 38 11/16 × 3/8	6	0 13/16	pc .134	For M69	42 1/2 × 3/8 × 40'-0	1029	306
17		2	R 8 × 7/16	2	10 3/4	han	Bent For M69 & M79	36'-0	1034	35
18	10	8	R 8 × 7/16	2	9	ham	For M70, M73, M76, M77, M80, M83, M86, M87	36'-0	1034	33
19		1	R 38 11/16 × 3/8	6	1 1/16	pg .134	For M70	42 1/2 × 3/8 × 40'-0	1029	310
20		1	R 38 1/16 × 3/8	6	3 9/16	ph .134	For M73			318
21		2	R 39 3/8 × 3/8	6	4 3/8	pk .143	For M76, M87			326
22		1	R 39 3/4 × 3/8	6	4 3/8	pm .147	For M77			330
23		1	R 39 7/16 × 3/8	6	7 5/16	pn .145	For M79			343
24		1	R 39 9/16 × 3/8	6	7 1/16	pp .144	For M80			340
25			R 39 1/16 × 3/8	6	5 3/16	pt .147	For M83	42 1/2 × 3/8 × 40'-0	1029	333
26		10	R 8 × 3/8		8	pv207				7
28		1	R 40 1/8 × 3/8	6	4 3/4	py .152	For M86	42 1/2 × 3/8 × 40'-0	1029	333
30		1	R 8 × 3/8	6	0 13/16	pab	For M69	45-0	M618	62
31		1	R 8 × 3/8	6	2 1/8	hv	For M70 (Bent)			63
32		1	R 8 × 3/8	6	4	hw	For M73 (Bent)			65
33		2	R 8 × 3/8	6	4 15/16	hy	For M76, M87 (Bent)			65
34		1	R 8 × 3/8	6	5	haa	For M77 (Bent)			65
35		1	R 8 × 3/8	6	8 1/2	hab	For M79 (Bent)			68
36		1	R 8 × 3/8	6	7 3/8	hac	For M80 (Bent)			68
37		1	R 8 × 3/8	6	5 13/16	had	For M83 (Bent)			66
38		1	R 8 × 3/8	6	5 1/8	haf	For M86 (Bent)	45-0	M618	66
40		1	R 8 × 3/8	5	7 13/16	ha	For M69 Bent	45-0	M618	58
41			R 8 × 3/8	5	8 3/4	hb	For M70 Bent			58
42		1	R 8 × 3/8	5	10 5/8	hc	For M73 Bent			60
43		2	R 8 × 3/8	5	11 7/16	hd	For M76 (Bent) M87			61
44		1	R 8 × 3/8	5	11 1/2	hf	For M77 Bent			61
45		1	R 8 × 3/8	6	3	hg	For M79 Bent			64
46		1	R 8 × 3/8	6	2 3/16	hh	For M80 Bent			63
47		1	R 8 × 3/8	6	0 3/8	hk	For M83 Bent			62
48		1	R 8 × 3/8	5	11 1/16	hm	For M86 Bent	45-0	M618	61
49		5	Fls 8 × 1/8	1	9 3/4	da	For M69-M70 M73-M76-M77		S	6
52			One Bracket-M75				368#			
53			One Bracket-M85				359#			
56		2	R 8 × 3/8		7 5/8	pb207				7
58		2	R			ham				33
59		1	R 38 5/8 × 3/8	6	4 13/16	pat	For M75	42 1/2 × 3/8 × 40'-0	1029	323
60		1	R 39 15/16 × 3/8	6	3 15/16	pav	For M85	do	1029	329
61		1	R 8 × 3/8	6	5 5/16	hat	For M75	45-0	M618	66
62		1	R 8 × 3/8	6	4 1/2	poy	For M85			65
63		1	R 8 × 3/8	5	11 3/4	hp	For M75 Bent			61
64		1	R 8 × 3/8	5	11	ht	For M85 Bent	45-0	M618	60
65		2	Fl 3 1/2 × (5/16-7/16)		8	fa207				3

Stock Charge

Sidewalk Brackets M69, M70, M73, M75, M76, M77, M79, M80, M83, M85, M86 & M87

Notes:
1) Specifications: Maine State Highway Comm. 1945 and special provisions.
2) Material: OH Steel ASTM A7-52T
3) Rivets: 7/8 Φ
4) Holes: 15/16 Φ unless noted
5) Paint: Yes, except as noted.
6) Shop Contact Surfaces: No

Holes marked R.T. to be Subpunched 1/4 and reamed to size to a metal templet

All holes for Shop Rivets to be subpunched 1/4 and reamed to size with connecting parts assembled

State of Maine
State Highway Commission
Bangor-Brewer Bridge
Over the Penobscot River
Bangor, Maine

DBI 1500-2-51 PENCILTEX

American Bridge Company
United States Steel Corporation Subsidiary

Drawings made at Trenton Plant
Work fabricated at Trenton Plant
In charge of E. B. Marks
Draw. made by E. A. B. Date 11-20-53
Draw. checked by D. C. L. Date 2-1-54

[redacted]

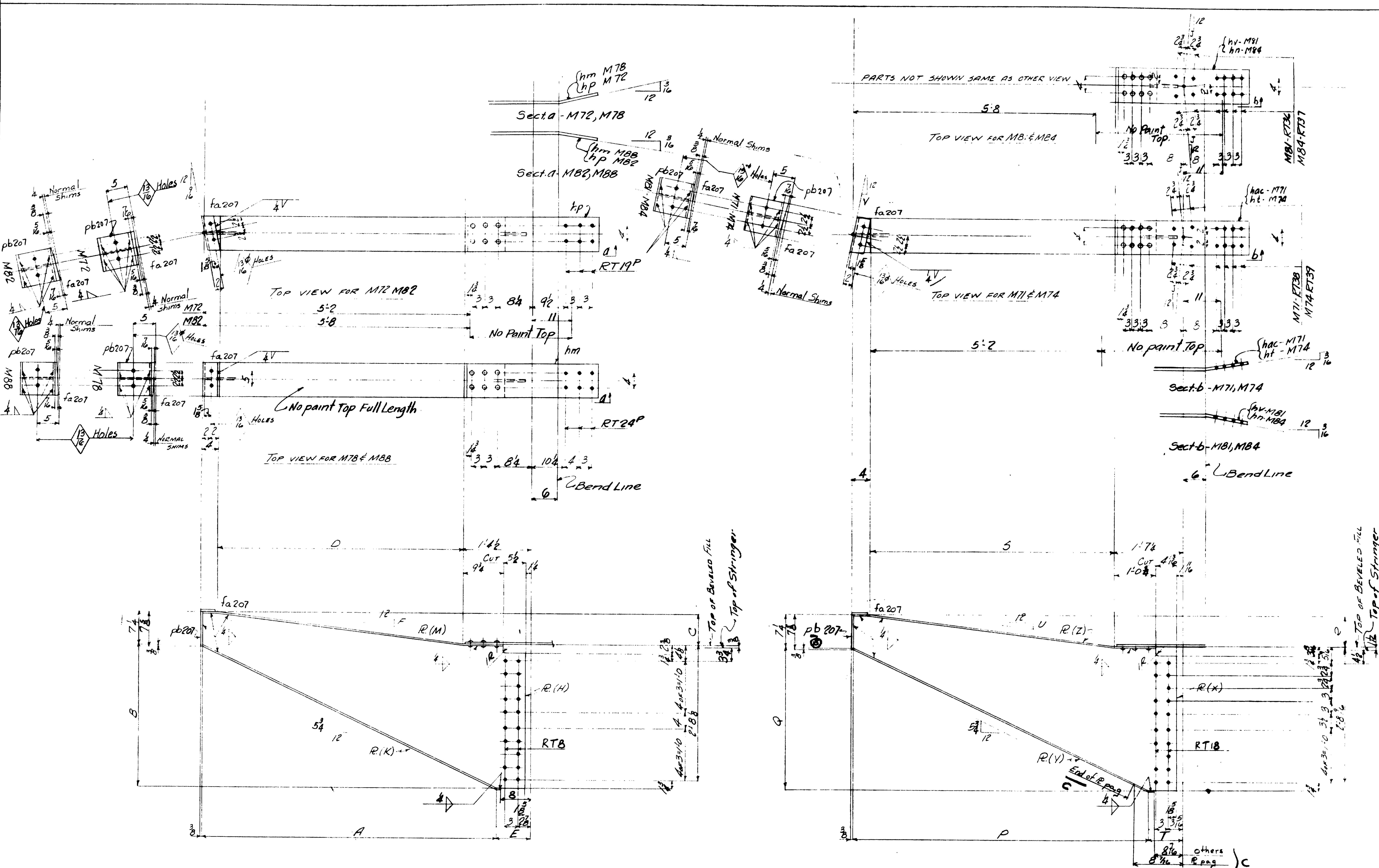
Revisions	
F	
E	
D	
C	
B	
X	2-22-54

Order No. Q4149 — Sheet No. 408

403

Weld

62-154



DRAWING WITH BILL
AMERICAN BRIDGE COMPANY

LINE	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1													
2													
3													
4													
5		One Bracket - M72								359#			
6		One Bracket - M78								362#			
7		One Bracket - M82								370#			
8		One Bracket - M88								365#			
9													
10		4	℞		8	3/8		7 5/8	pb207				7
11		4	Fils	3 1/2	(7/16 - 5/16)			8	fa207				4
12		2	℞		8	7/16	2	11	hm	For M78, M88 Bent	30-0	1034	35
13		2	℞		8	7/16	2	9 1/4	hp	For M72, M82 Bent	30-0	1034	33
14		1	℞		38 3/8	3/8	6	3 5/16	pg	For M72	42 1/4 x 3/8 x 40-0	1029	314
15			℞		39 13/16	3/8	6	4 3/8	ph	For M78			330
16		1	℞		39 3/16	3/8	6	5 1/16	pk	For M82			331
17		1	℞		38 1/4	3/8	6	4 3/8	pm	For M88	42 1/4 x 3/8 x 40-0	1029	317
18		1	℞		8	3/8	6	3 15/16	hw	For M72 Bent	45-0	M618	
19		1	℞		8	3/8	6	5 1/8	hy	For M78 Bent			
20		1	℞		8	3/8	6		hag	For M82 Bent			6
21		1	℞		8	3/8	6	4 7/8	hab	For M88 Bent			6
22		1	℞		8	3/8	5	10 3/16	ha	For M72 Bent			60
23		1	℞		8	3/8	5	11 1/4	hb	For M78 Bent			61
24		1	℞		8	3/8	6	0 5/8	hc	For M82 Bent			62
25		1	℞		8	3/8	5	11 1/16	hd	For M88 Bent	45-0	M618	60
26												M72	132
27												M78 M82 M88	149 142 137
28		One Bracket - M71								386#			
29		One Bracket - M74								402#			
30		One Bracket - M81								382#			
31		One Bracket - M84								363#			
32													
33													
34		4	℞						pb207				7
35		1	℞		8	5/8	3	1 1/2	hv	M81 Bent	45-0	M618	53
36		1	℞		36 3/8	3/8	6	3 15/16	pw	For M71	42 1/4 x 3/8 x 40-0	1029	315
37		1	℞		38 1/16	3/8	6	7	py	For M74			327
38		1	℞		39	3/8	6	3 7/8	paa	For M81			322
39		1	℞		39 1/8	3/8	6	0 13/16	pab	For M84	42 1/4 x 3/8 x 40-0	1029	310
40		1	℞		8	3/8	6	4 5/16	had	For M71 Bent	45-0	M618	65
41		1	℞		8	3/8	6	7 3/8	haf	For M74 Bent			67
42		1	℞		8	3/8	6	4 7/16	hag	For M81 Bent			65
43		1	℞		8	3/8	6	1 1/4	pag	For M84			62
44		1	℞		8	3/8	5	11 5/16	hf	For M71 Bent			61
45		1	℞		8	3/8	6	2 5/16	hg	For M74 Bent			63
46		1	℞		8	3/8	5	11 5/16	hh	For M81 Bent			61
47		1	℞		8	3/8	5	8 1/4	hk	For M84 Bent			58
48		1	℞		8	5/8	3	1 1/2	hn	For M84 Bent	45-0	M618	53
49		1	℞		8	5/8	3	1 1/2	hac	For M71 Bent	45-0	M618	53
50		1	℞		8	5/8	3	1 1/2	ht	For M74 Bent	45-0	M618	53
51													
52		4	Fils						fa207				4
53													3
54												M71-M74	128
55												M81-M84	139
56													3
57													7
58												M84	1
59													
60												Others	

Riv. cuts wts holes w p

SIDEWALK BRACKETS M71, M72, M74, M78, M81, M82, M84 & M88

Brkt.	Dimensions A	B	C	D	E	Bevel F	Piece Marks H	K	M
M72	5'-5 3/4	2'-7 1/2	4 3/8	4'-8 7/16	10 13/16	1 1/16	pg	hw	ha
M78	5'-8 3/4	2'-8 15/16	6 5/16	4'-9 1/2	8 3/8	1 5/16	ph	hy	hb
M82	5'-7 7/16	2'-8 5/16	5 11/16	4'-10 13/16	11 1/2	1 3/16	pk	hag	hc
M88	5'-5 1/2	2'-7 3/8	4 3/4	4'-9 1/2	1'-0 1/8	1	pm	hab	hd

Brkt.	Dimensions P	Q	R	S	T	Bevels U	V		J	Piece Marks X	Y	Z
M71	5'-5 1/4	2'-7 1/4	4 3/16	4'-6 3/4	1'-0 3/8	15/16	1/16		3/16	pw	had	hf
M74	5'-5 1/16	2'-7 3/16	4 1/8	4'-9 3/16	1'-3 5/8	7/8	0		1/4	py	haf	hg
M81	5'-7 1/16	2'-8 1/8	5 1/16	4'-6 1/16	10 1/2	1 1/8	1/16		3/16	paa	hag	hh
M84	5'-7 3/16	2'-8 1/4	5 3/16	4'-3 5/8	7 3/16	1 3/16	0		1/4	pab	pag	hk

NOTES:
1) SPECIFICATIONS: MAINE STATE HIGHWAY COMM. 1945 AND SPECIAL PROVISIONS.
2) MATERIAL: OH STEEL ASTM A7-52T
3) RIVETS: 7/8 ⌀
4) HOLES: 15/16 ⌀ UNLESS NOTED.
5) PAINT: YES, EXCEPT AS NOTED.
6) SHOP CONTACT SURFACES: NO

Holes marked RT to be Subpunched 1/4 and Reamed to size to a metal templet. All holes for Shop Rivets to be subpunched 1/4 and reamed to size with connecting parts assembled.

[redacted]

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER THE PENOBSCOT RIVER
BANGOR, MAINE

Revisions	
F	
E	
D	
C	
B	2-22-54
X	2-16-54

DSI 1800-2-61 PENCILTEX
AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

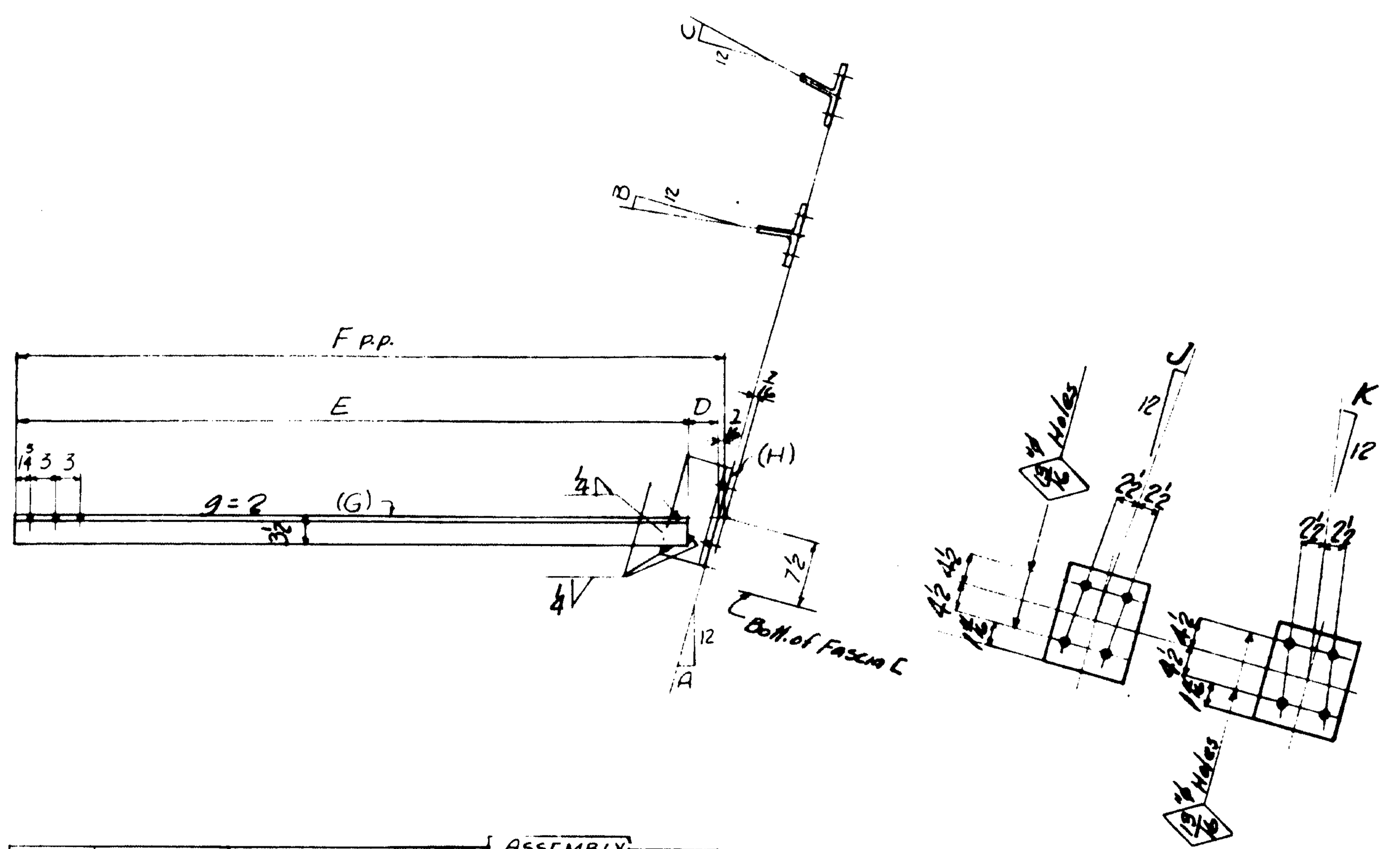
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY E.A.B. DATE 11-20-53
DRAW. CHECKED BY [illegible] DATE 2-3-54

ORDER No. Q4149
SHEET No. 409

403

WELD

62-155



Div. 4 Mark	Bevels A	B	C	Dimensions D	E	F	Assembly Marks G	H	Bevels J	K
M148	2 1/2	1/16		2 7/16	6'-1 1/4	6'-4 1/8	ag213	ma310	1/4	
M149	2 9/16	3/16		2 1/4	5'-11 3/4	6'-2 1/16	aa	mb310	1/4	
M150	2 9/16		1/8	2 3/16	5'-11	6'-1 5/8	af213	md213	1/4	
M151	2 9/16	0	0	2 1/8	5'-11 3/4	6'-2 5/16	aa	mf310	1/4	
M152	2 9/16	1/16		2 1/4	5'-11 1/2	6'-2 3/16	ap	ma310	1/4	
M153	2 5/8	3/16		2 1/8	5'-10 1/4	6'-0 13/16	ac	mb310	1/4	
M154	2 11/16	5/16		2 3/8	5'-8 3/4	5'-11 [illegible]	aa213	mb310	1/4	
M155	2 3/4		3/16	2 5/16	5'-8 1/2	5'-11 1/8	ad	mh310	1/4	
M156	2 3/4		1/8	2 1/16	5'-9 1/2	6'-0	ad213	md213	1/4	
M157	2 3/4	0	0	2 1/4	5'-10 1/4	6'-0 15/16	ac	mf310	1/4	
M158	2 9/16	0	0	2 3/16	5'-10 1/4	6'-0 7/8	ac	mk310		1/4
M159	2 5/8	0	0	2 1/8	5'-10 1/4	6'-0 15/16	ac	mf310	1/4	
M161	2 1/2	0	0	2 1/8	5'-10 1/4	6'-0 13/16	ac	mf310	1/4	
M163	2 9/16	1/16		2 1/4	5'-6 3/4	5'-9 7/16	aw	mm310		1/4
M164	2 1/2	3/16		2 1/4	5'-8 1/2	5'-11 3/16	ad	mn310		1/4
M165	2 1/2		1/8	2 1/8	5'-9 1/2	6'-0 1/16	ad213	mt213		1/4
M166	2 1/2	0	0	2 3/8	5'-8 1/2	5'-11 5/16	ad	mk310		1/4
M167	2 1/2	1/16		2 1/2	5'-8 1/2	5'-11 7/16	ad	mm310		1/4
M168	2 7/16	3/16		2 1/8	5'-10 1/4	6'-0 13/16	ac	mn310		1/4
M169	2 3/8	3/16		2 1/8	5'-11 1/2	6'-2 1/16	ap	mn310		1/4
M170	2 3/8		3/16	2 3/8	5'-11 3/4	6'-2 9/16	aq	mw310		1/4
M171	2 7/16		1/8	2 3/8	5'-11	6'-1 13/16	af213	mt213		1/4
M172	2 9/16		1/16	2 1/2	5'-11	6'-0 15/16	af213	mv213		1/4
M174	2 11/16	0	0	2 5/16	5'-10 1/4	6'-1	ac	mk310		1/4

<u>NOTES:</u>

Specifications - Maine State Highway Commission 1954 and Special Provisions.
Material - O.H. Steel A.S.T.M. A7-52T
Holes - 15/16 Unless Noted

DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

M148 - 64°
M149 - 63°
M150 - "
M151 - "
M152 - "
M153 - 62°
M154 - 61°
M155 - "
M156 - 62°
M163 - 60°
M164 - 61°
M165 - 62°
M166 - 61°
M167 - "
M168 - 62°
M169 - 63°
M170 - "
M171 - "
M172 - "
M157 - 62°
M159 - "
M161 - "
M158 - "
M174 - "

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Material Shape				Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1													
2													
3													
4													
5		19	Sidewalk Struts - One of Each - M148, M149										
6		M150	M151	M152	M153	M154	M155	M156	M163				
7		M164	M165	M166	M167	M168	M169	M170	M171, M172				
8		2	Sidewalk Struts						M157				
9		2	Sidewalk Struts						M159				
10		2	Sidewalk Struts						M161				
11		3	Sidewalk Struts						M158				
12		2	Sidewalk Struts						M174				
13		3	Ls	4	3 1/2	5/16	5	11 3/4	aa	For M149-M151 M170	60-2	M618	4
14		2	L	4	3 1/2	5/16	5	11 1/2	ap	For M152, M169	60-2	M618	4
15													
16		1	L	4	3 1/2	5/16	5	8 3/4	aa213	For M154			4
17		4	Ls	4	3 1/2	5/16	5	8 1/2	ad	For M155-M164 M166-M167	60-2	M618	4
18		2	Ls	4	3 1/2	5/16	5	9 1/2	ad213	For M156 M165			4
19		13	Ls	4	3 1/2	5/16	5	10 1/4	ac	For M153 M157, M158 M159, M161 M168, M174	60-2	M618	4
20													
21		1	L	4	3 1/2	5/16	5	6 3/4	aw	For M163	60-2	M618	4
22		3	Ls	4	3 1/2	5/16	5	11	af213	For M150, M171 M172			4
23													
24		1	L	4	3 1/2	5/16	6	1 1/4	ag213	For M148			47
25													
26		2	5	TCB	16.5		1	0 3/8	ma310	For M148, M152 (Bent)			17
27		3	5	TCB	16.5		1	0 3/8	mb310	For M149 M153 M154 (Bent)			17
28		2	5	TCB	16.5		1	0 3/8	mt213	For M165, M171 (Bent)			17
29		7	5	TCB	16.5		1	0 3/8	mf310	For M151 M157 M159, M161			17
30		1	5	TCB	16.5		1	0 3/8	mh310	For M155 (Bent)			17
31		1	5	TCB	16.5		1	0 3/8	mv213	For M172 (Bent)			17
32		2	5	TCB	16.5		1	0 3/8	md213	For M150, M156 (Bent)			17
33		2	5	TCB	16.5		1	0 3/8	mm310	For M163, M167 (Bent)			17
34		3	5	TCB	16.5		1	0 3/8	mn310	For M164, M168 M169 (Bent)			17
35		6	5	TCB	16.5		1	0 3/8	mk310	For M158, M166 M174			17
36		1	5	TCB	16.5		1	0 3/8	mw310	M170 (Bent)			17
37													
38													
39													
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63													
64													
65													
66													
67													

SIDEWALK STRUTS

State of Maine
State Highway Commission
Bangor-Brewer Bridge
Over Penobscot River
Bangor, Maine

Div. 4

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

Drawings made at Trenton plant
Work fabricated at Trenton plant
In charge of E. B. Marks
Draw. made by R.J.G. date 12-10-53
Draw. checked by [illegible] date 1-25-54

Paint: Yes
Shop contact surfaces: No

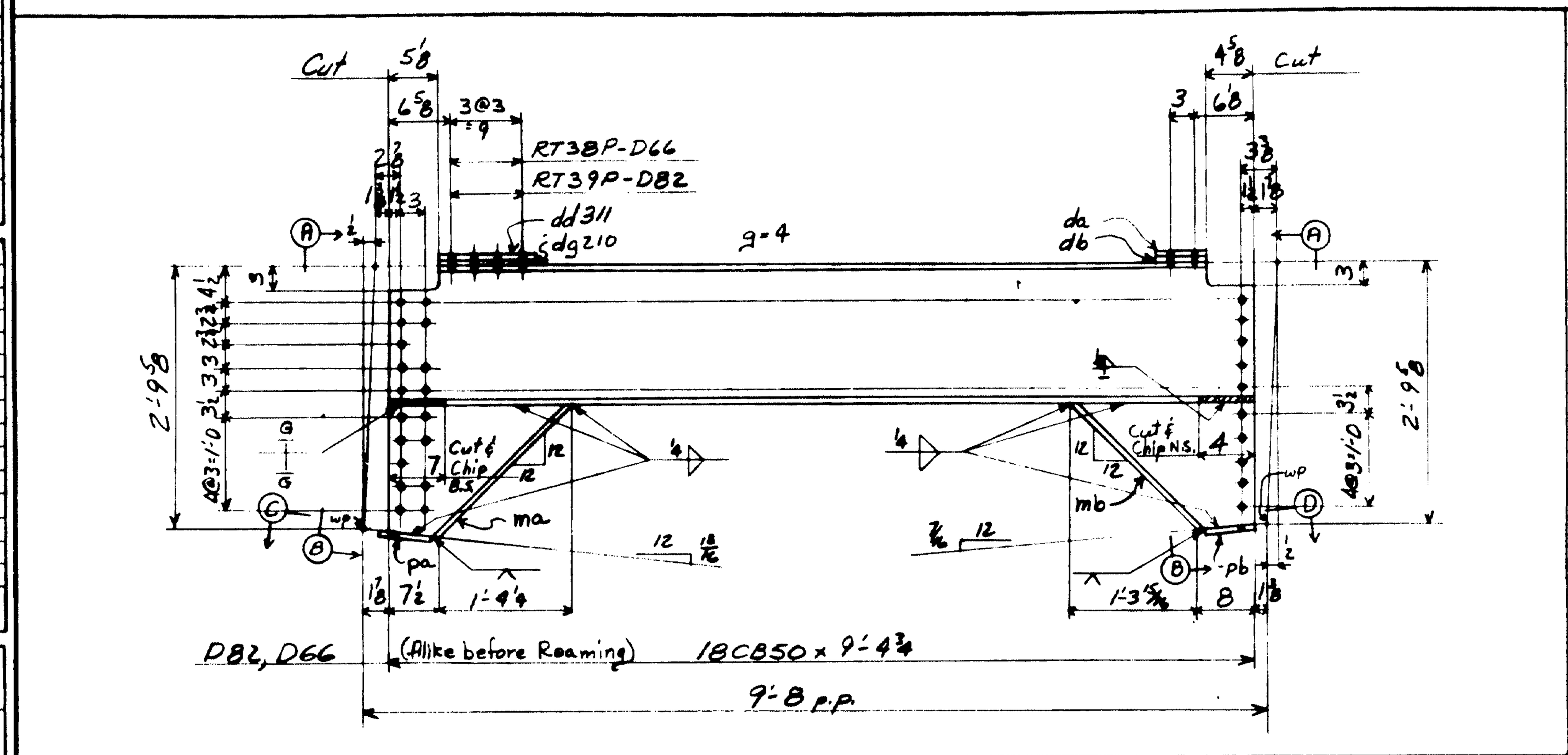
Revisions	
F	
E	
D	
C	
B	
X	2-15-54

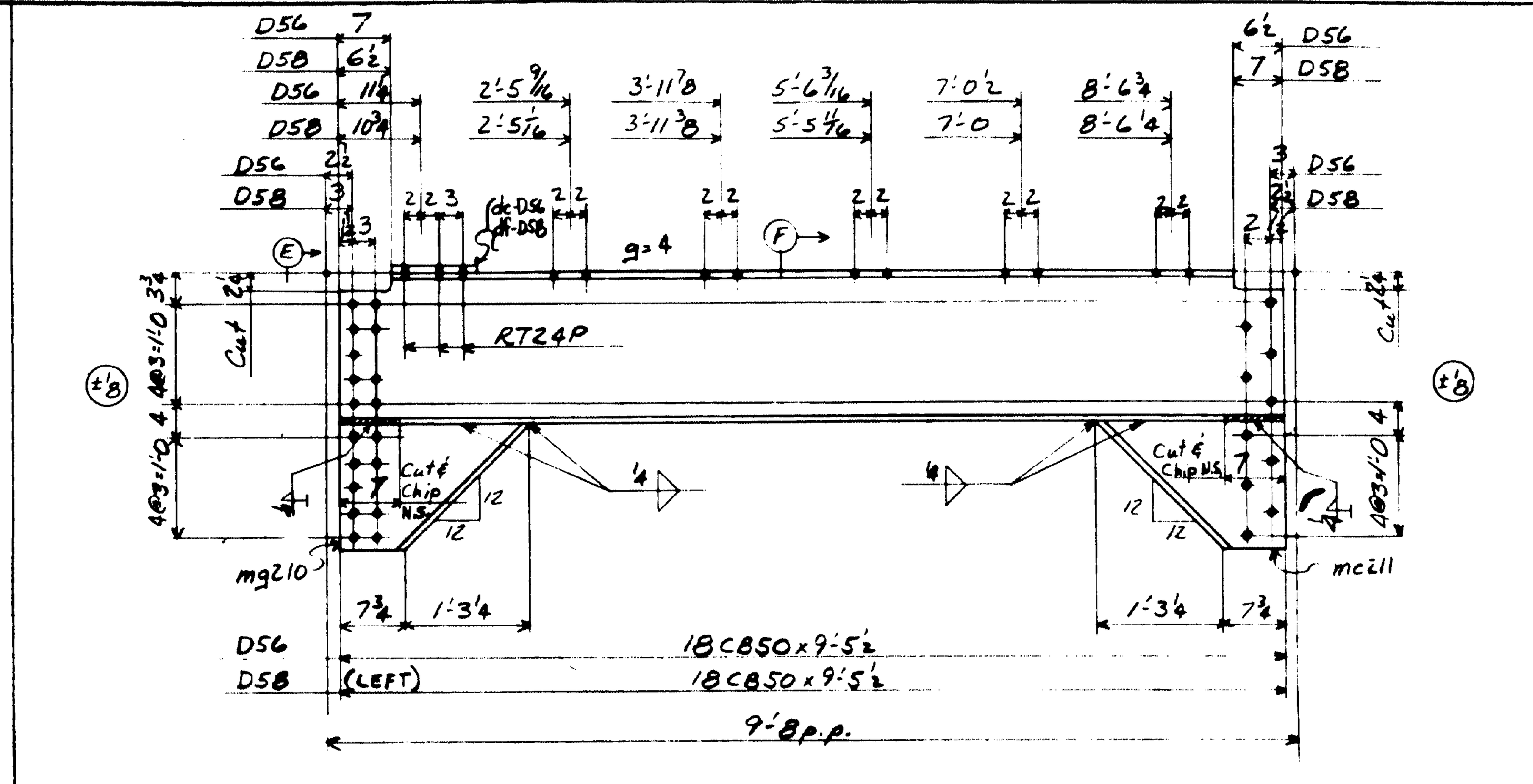
Order No. Q4149
Sheet No. 410

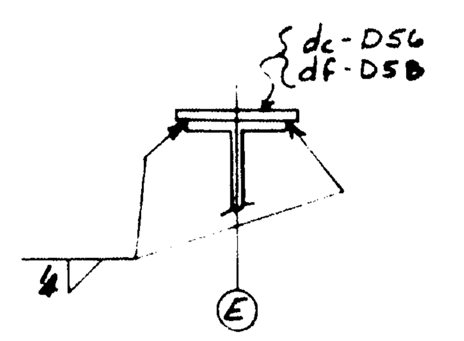
403

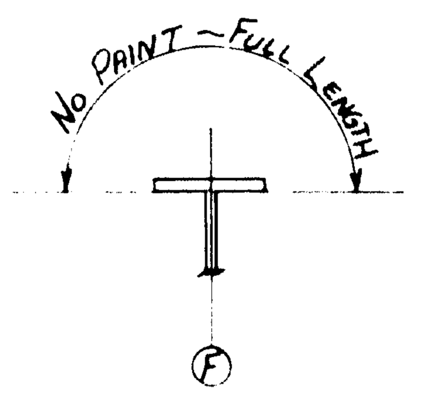
62-156

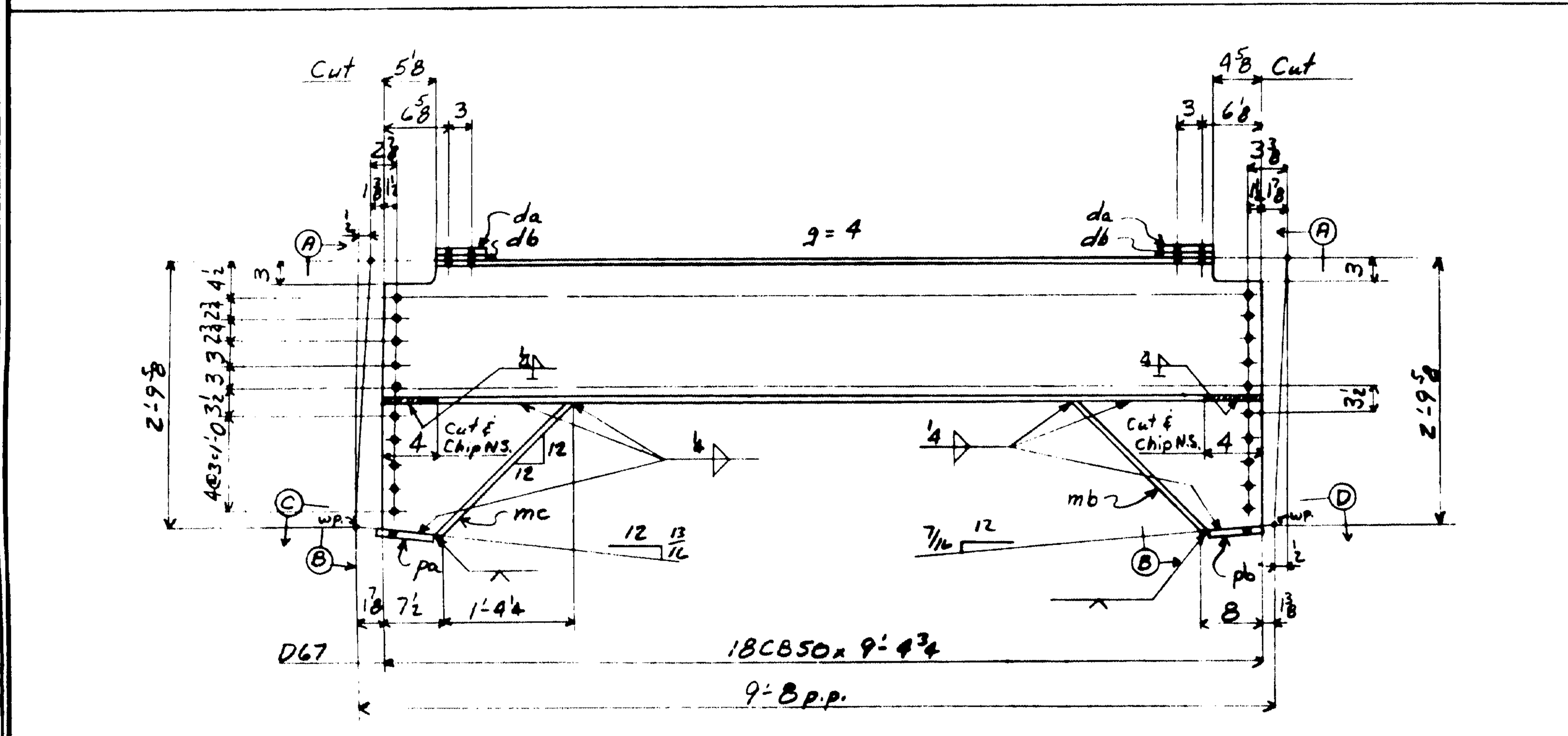
Weld.

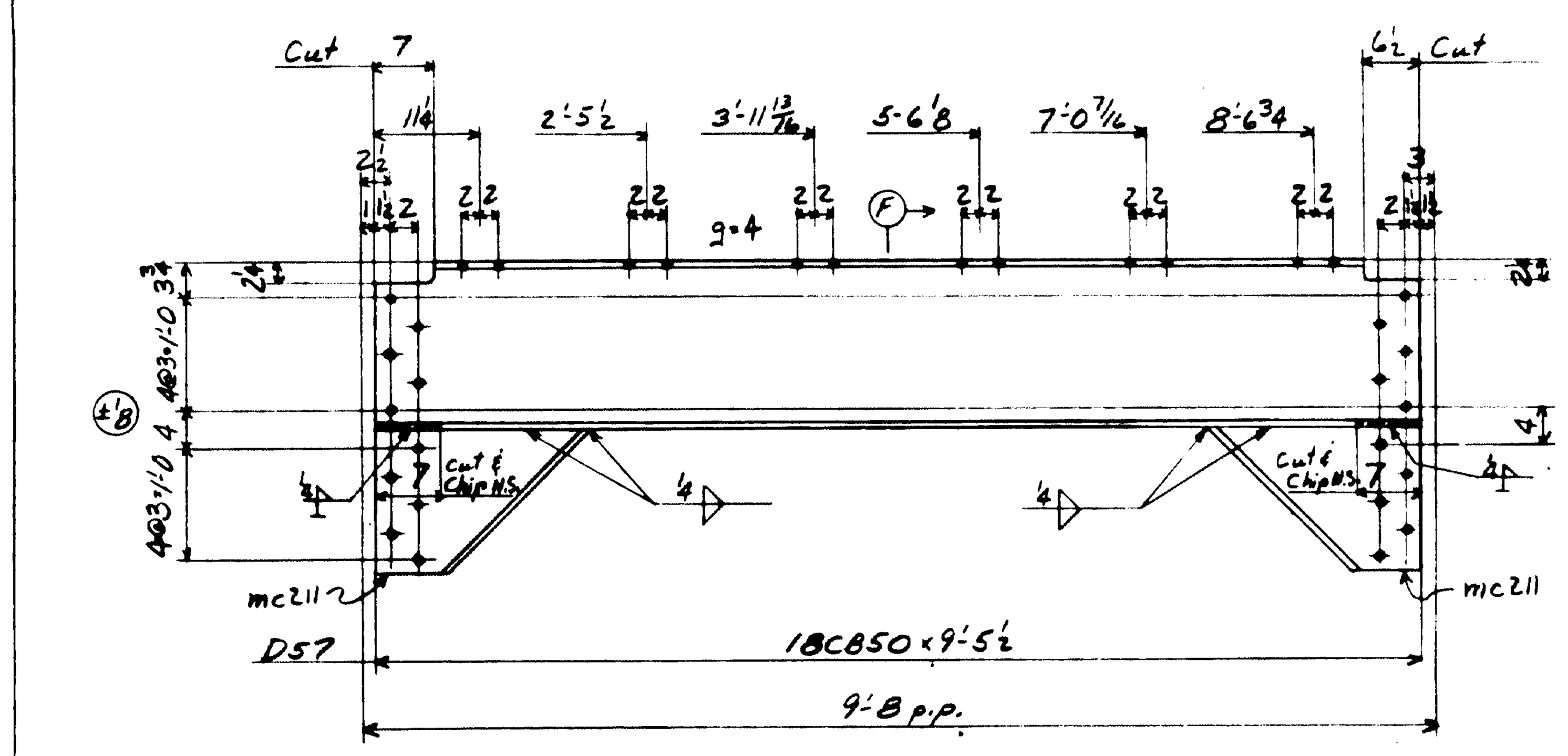


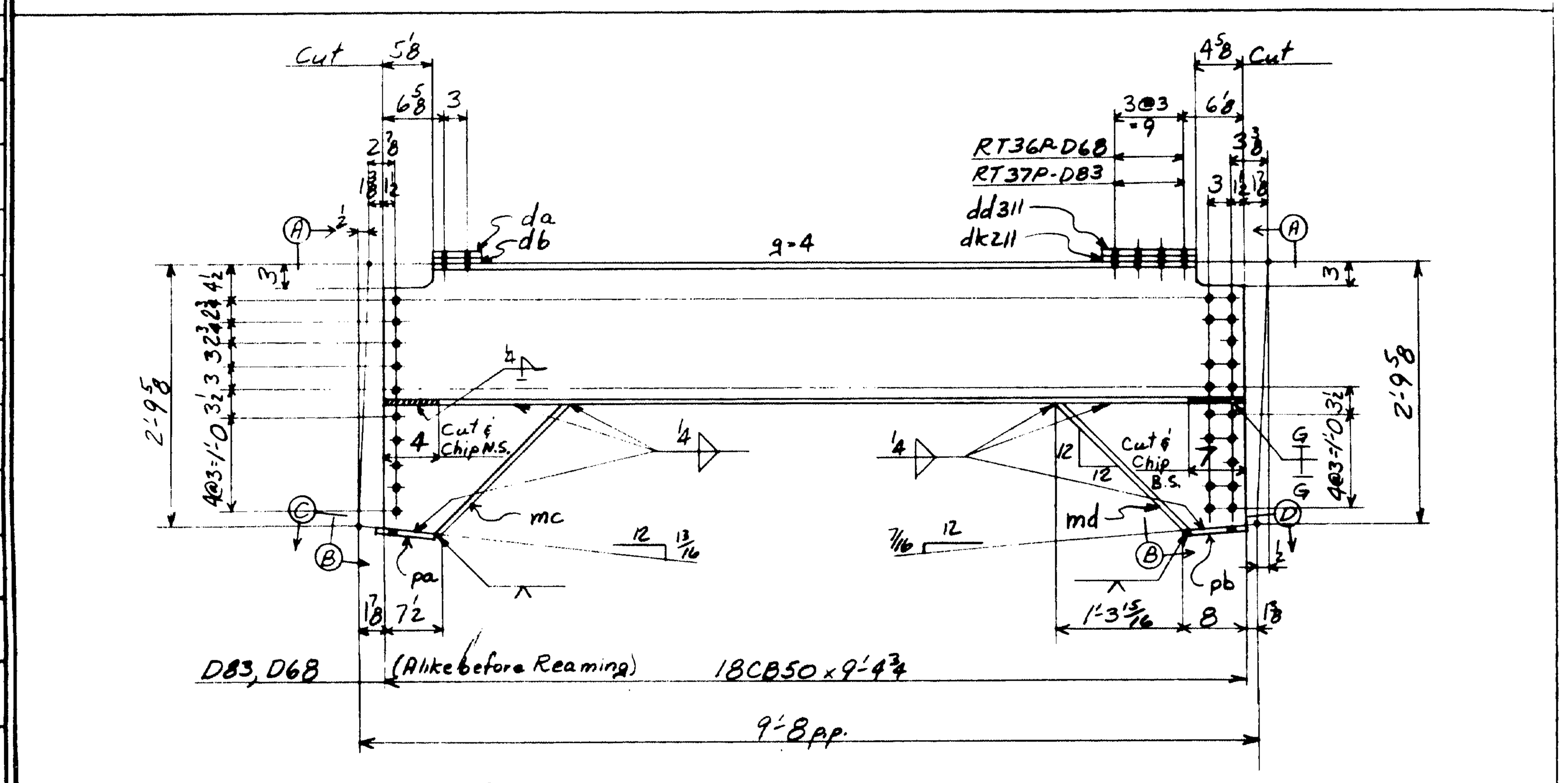


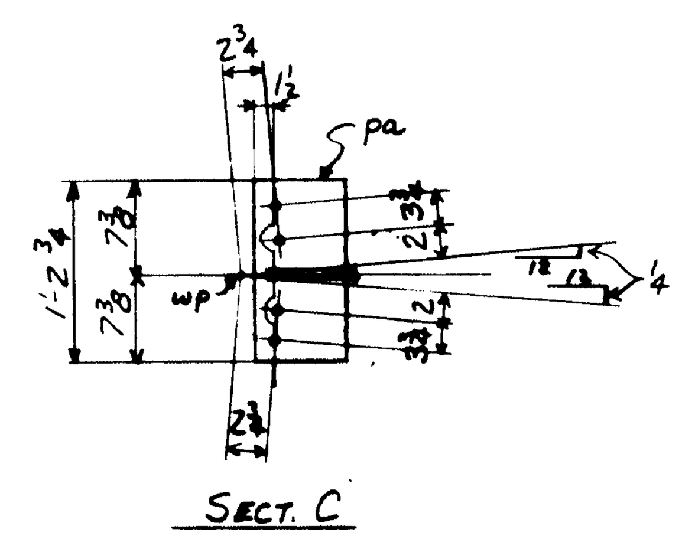


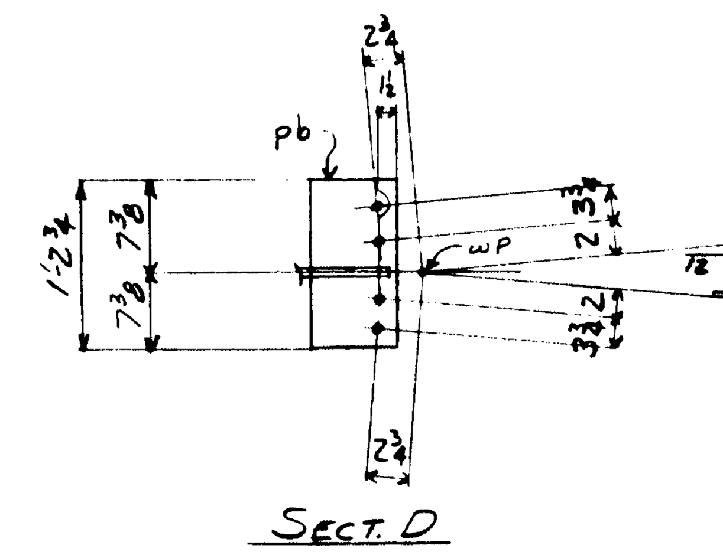


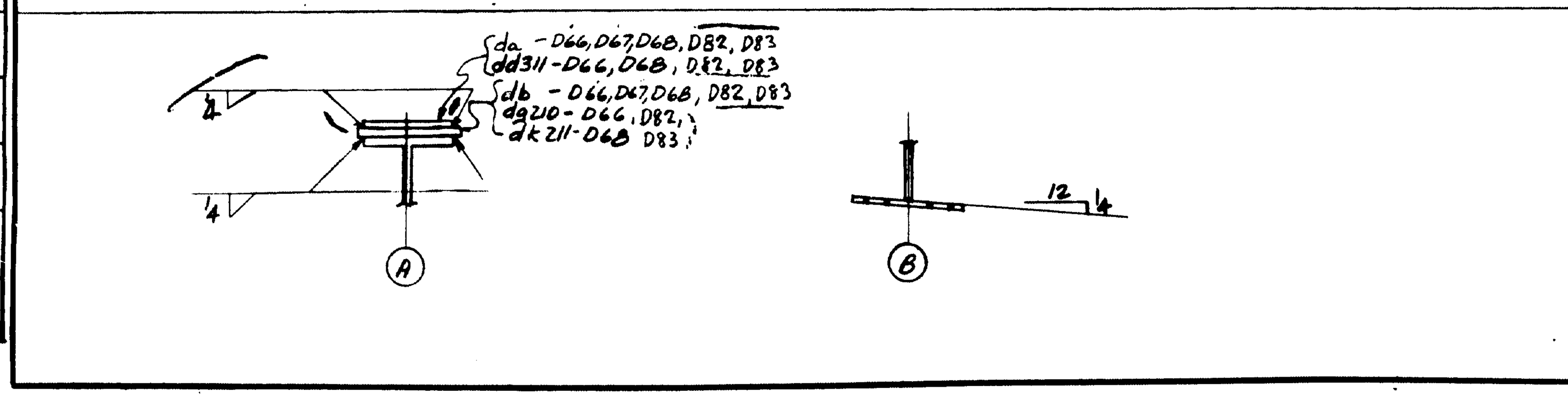












DRAWING WITH BILL

AMERICAN BRIDGE COMPANY

Line	Total No. of Pieces on the Order	No. of Pcs. on Sheet	Shape	Length Feet	Length Inches	Assembling Mark	Remarks	Ordered	Item	Calculated Weight for One Ship Piece
1										
2										
3										
4		ONE	DIAPHRAGM			D66	Alike before	619#		
5		ONE	DIAPHRAGM			D82	Reaming	"		
6		2	18 CB 50	9	4¾		.25	9'-4¾	B4014	470
7		2	Pc 18 CB50	2	3⅞	ma	-.63	61 65-0	1018	116
8	4	2	Pc 18 CB50	2	4	mb	-.63	61 65-0	1018	117
9	6	2	R 14¾ ⅜		7½	pa			S	12
10	6	2	R 14¾ ⅜		7⅜	pb			S	12
11	8	2	F.l 8½ ½		6¼	da			S	7
12	8	2	F.l 8½ ⅝		6¼	db			S	9
13		2	F.l 8½ ⅜	1	0¼	dd311				10
14		2	F.l 8½ ⅝	1	0¼	dg210				18
15										151
16		2	DIAPHRAGMS			D67		619#		
17										
18		2	18 CB 50	9	4¾		-.19	9'-4¾	B4014	470
19		2	Pc			mb	-.63			117
20	4	2	Pc 18CB50	2	3⅞	mc	-.63	61 65-0	1018	116
21		2	R			pa				12
22		2	R			pb				12
23		4	F.l			da				17
24		4	F.l			db				19
25										143
26		ONE	DIAPHRAGM			D68	Alike before	631#		
27		ONE	DIAPHRAGM			D83	Reaming	"		
28		2	18 CB 50	9	4¾		.25	9'-4¾	B4014	470
29		2	Pc			mc	-.63			116
30		2	Pc 18CB50	2	4	md	.63	60 65-0	1018	117
31		2	R			pa				12
32		2	R			pb				12
33		2	F.l			da				8
34		2	F.l			db				9
35		2	F.l			dd311				12
36		2	F.l 8½ ⅞	1	0¼	dk211				26
37										15
38		ONE	DIAPHRAGM			D56		553#		
39		ONE	DIAPHRAGM			D58	(LEFT)	559#		
40										
41		2	18CB50	9	5½		-.27	9'-5½	B4013	473
42		2	Pc 18CB50	2	3 1/16	mc211	-.63			113
43		2	Pc 18CB50	2	3 1/16	mg210	-.63			113
44		1	F.l 8½ ¼		11	dc	D56		S	7
45		1	F.l 8½ ½		11	df	D58		S	13
46										15
47		ONE	DIAPHRAGM			D57		547#		
48										
49		1	18CB50	9	5½		-.27	9'-5½	B4013	473
50		2	pc			mc211	-.126			226
51										153
52										
53										
54										
55										
56										
57										
58										
59										
60										
61										
62										
63										
64										
65										
66										
67										

NOTES:

SPECIFICATIONS - Maine State Highway Comm. 1945 & Special Provisions
MATERIAL - O.H. Steel ASTM - A7-52T
HOLES - 15/16"Ø
PAINT - Yes, Except as Noted
SHOP CONTACT SURFACES - No

Holes marked RT to be subpunched or subdrilled ¼ and reamed to size to a metal templet.

~~PAINT:~~
~~SHOP CONTACT SURFACES:~~

DIAPHRAGMS - DIV. 4
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

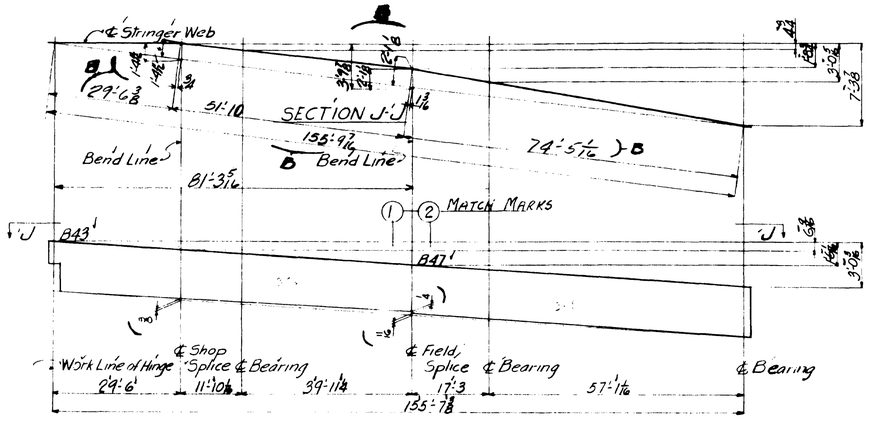
DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Trenton PLANT
IN CHARGE OF E.B. Marks
DRAW. MADE BY PRY DATE 1-18-54
DRAW. CHECKED BY [illegible] DATE 1-29-54

REVISIONS	
F	
E	
D	
C	
B	
X	

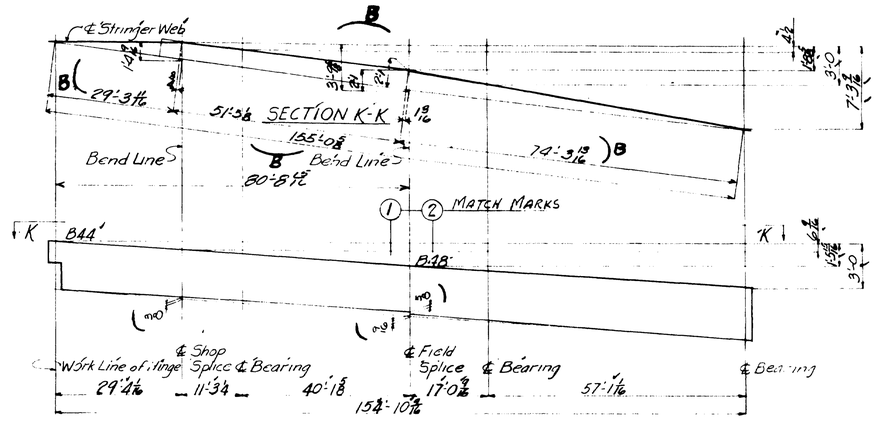
ORDER No. Q4149 | SHEET No. 411

403

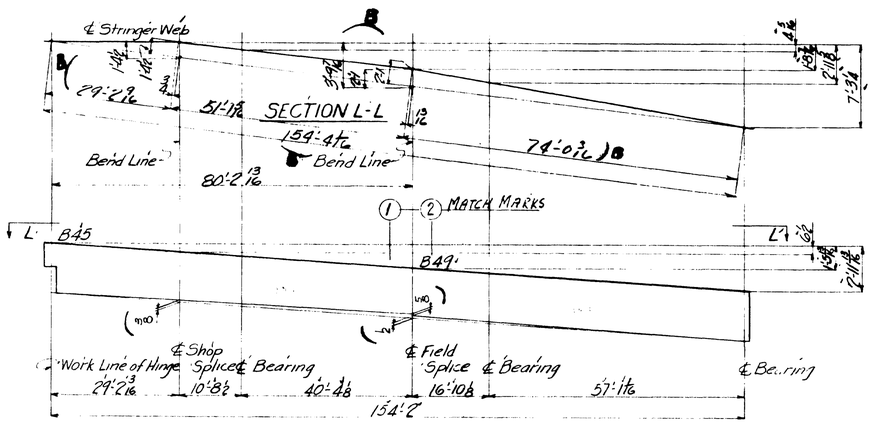
62-157 Welding



B43 & B47



B44 & B48



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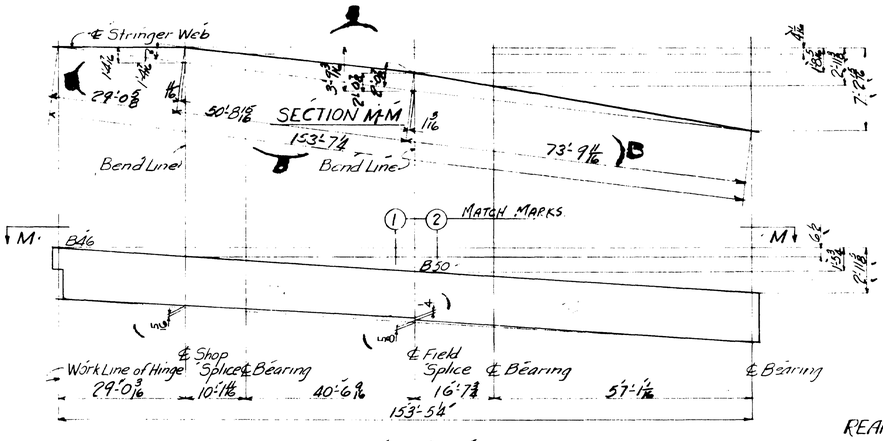


B46 & B50

The ERECTOR must see that all pieces are placed in position in accordance with the match marks shown on the Assembly diagrams.

REAMING & ASSEMBLY DIAGRAM

STATE of MAINE
STATE HIGHWAY COMMISSION
BANGOR BREWER BRIDGE
OVER PENOBSCOT RIVER
BANGOR, MAINE

D-63 1M-8-51 PENCILTEX

AMERICAN BRIDGE COMPANY
UNITED STATES STEEL CORPORATION SUBSIDIARY

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT TRENTON PLANT
IN CHARGE OF E.B.MARKS
DRAW. MADE BY J.J.T. DATE 1-27-54
DRAW. CHECKED BY [illegible] DATE 2-1-54

F	
E	
D	
C	
B	4-2-54
X	3-15-54
REVISIONS	

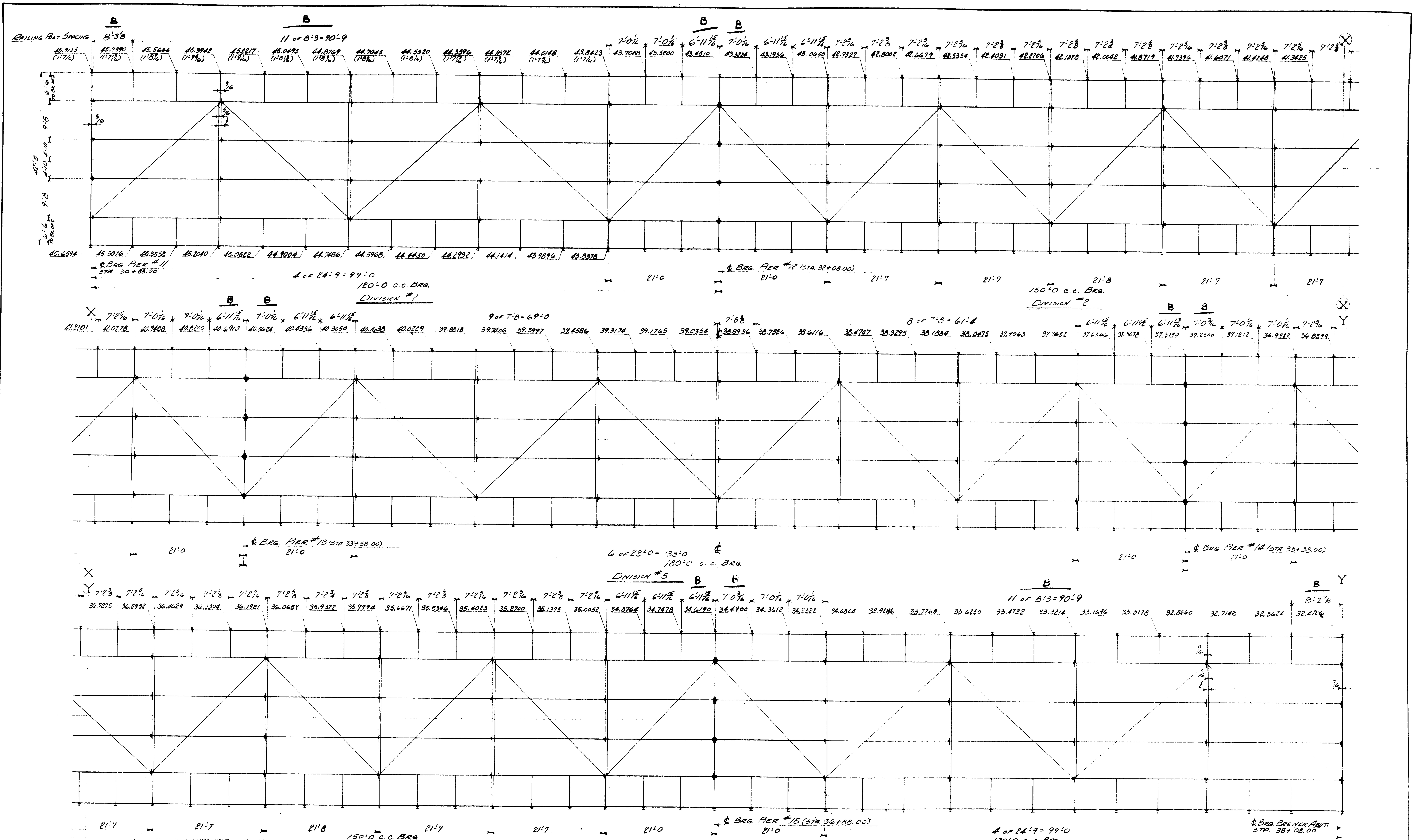
ORDER No. Q4149

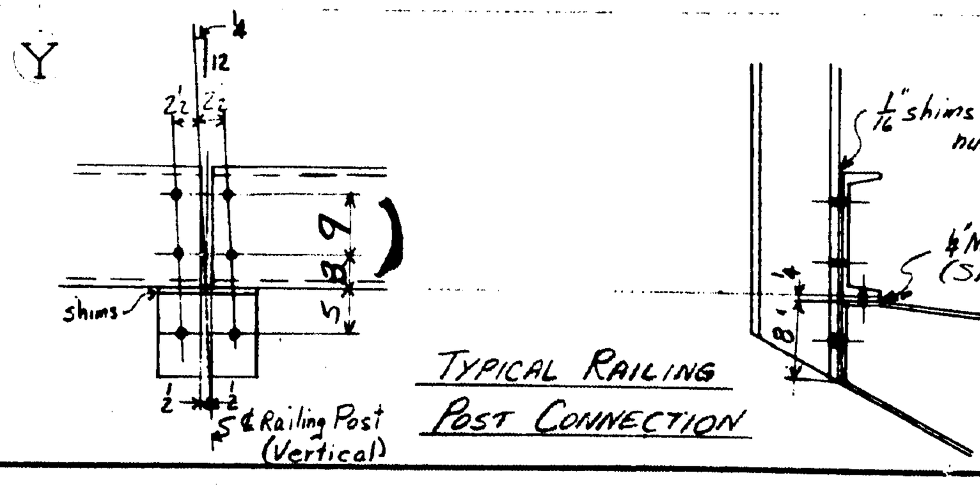
SHEET No. 412

62-158

PAINT:
SHOP CONTACT SURFACES:

AMERICAN BLUE PRINTING CO., PGH., PA.





TYPICAL RAILING POST CONNECTION

NOTES:

1) SPACING OF NEAR SIDE RAILING POSTS IS THE SAME AS THAT GIVEN FOR THOSE ON THE FAR SIDE.
2) ELEVATIONS GIVEN ARE FINISHED SIDEWALK ELEVATIONS AT THE BACK OF THE FASCIA CHANNEL ON THE ¢ OF RAILING POSTS.
3) ELEVATIONS NOT GIVEN ON THE NEAR SIDE ARE THE SAME AS THOSE GIVEN ON THE FAR SIDE.
4) THE DISTANCE FROM THE FINISHED SIDEWALK TO THE BOTTOM OF THE FASCIA CHANNEL ON ¢ OF RAILING POSTS IS 1'-7 EXCEPT AS NOTED THUSLY, (1'-8½).
5) DIMENSIONS GIVEN ARE HORIZONTAL.

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL COMPANY

REVISIONS	
F	
E	
D	
C	
B	1-28-54
X	1-26-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMB. PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY E.A.B. DATE 9-15-53
DRAW. CHECKED BY PRY DATE 9-18-53

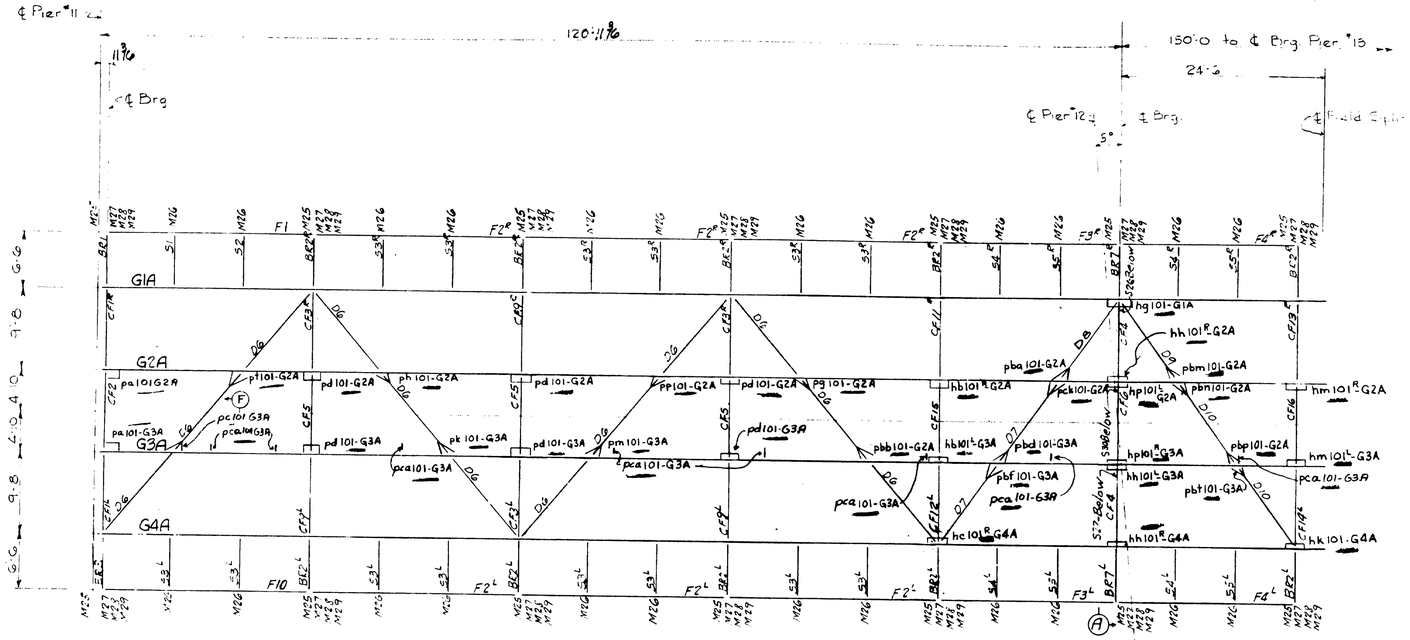
ORDER No. Q4150
SHEET No. E1

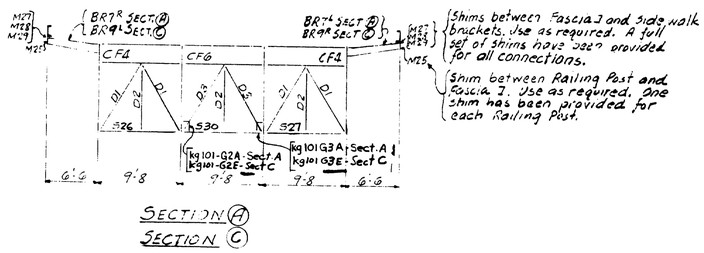
[redacted]

Formerly D8

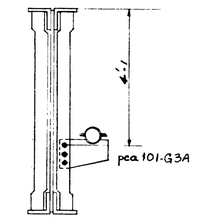
62-159

0 1 2 3 4 5 INCHES





SECTION (A)
SECTION (C)



SECTION F

Field Connections riveted except Fascia J to Side walk Brackets bolted.
Bolts for Railing Post connections supplied by others.

ERECTION PLAN
DIV. 1

BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

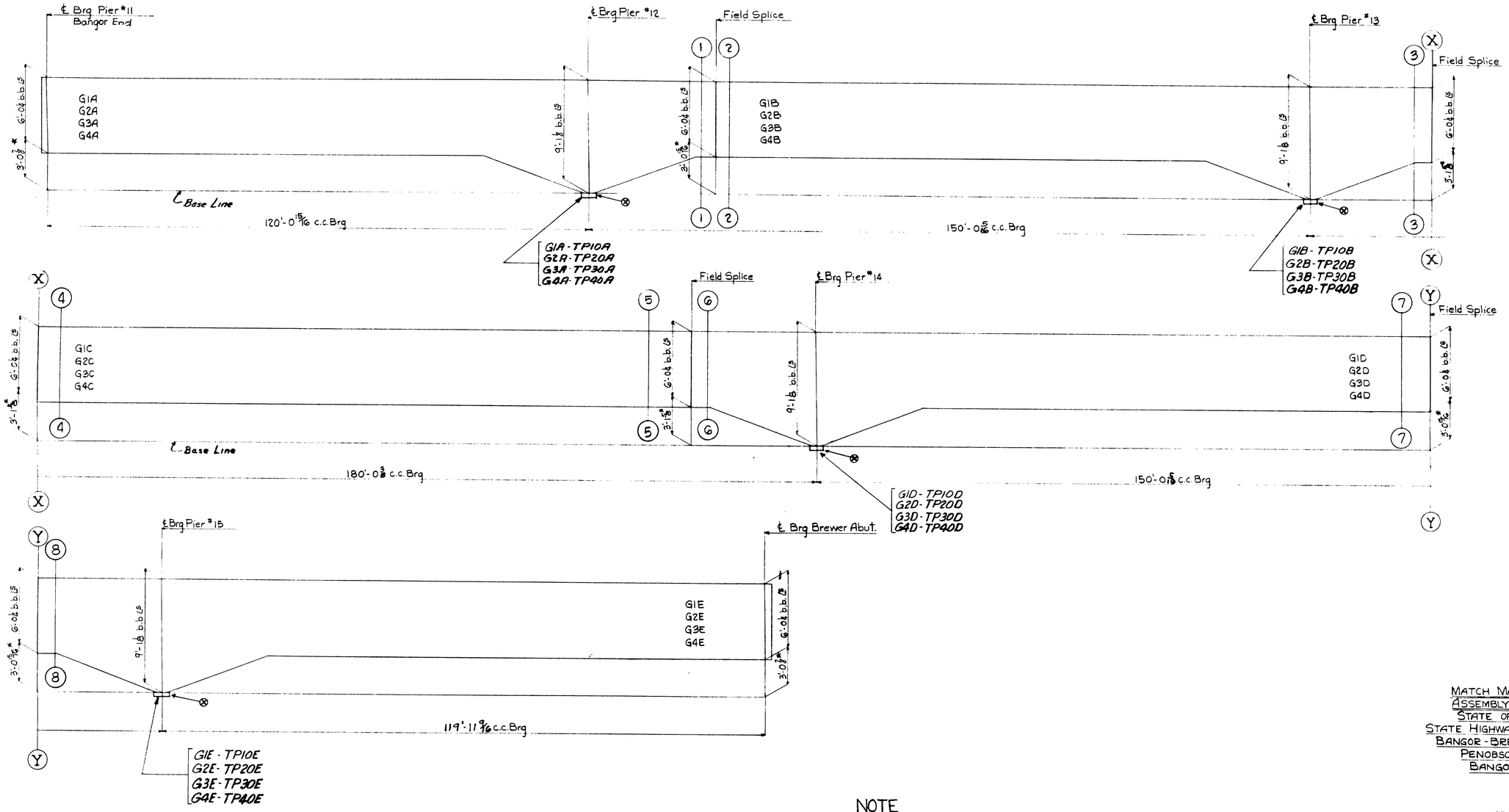
D-62 1500 3-53 PENCILTEX
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMBRIDGE PLANT
IN CHARGE OF E. F. MARKS
DRAW. MADE BY S.P.K. DATE 5-13-54
DRAW. CHECKED BY DATE

F	
E	
D	
C	
B	
X 5-13-54	
REVISIONS	

ORDER No. Q4150
SHEET No. E101

62-160



MATCH MARKING AND ASSEMBLY DIAGRAM
STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
PENOBSCOT RIVER
BANGOR, MAINE

NOTE

* Dimensions marked thus include shop camber.

The erector is to see that all pieces are placed in position in accordance with match marks as indicated on assembly diagrams.

Top Plates to be assembled to Girders with side marked thus ⊗ in direction shown.

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMBRIDGE PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY W.J.P. DATE 10-24-53
DRAW. CHECKED BY F.E. DATE 2-18-54

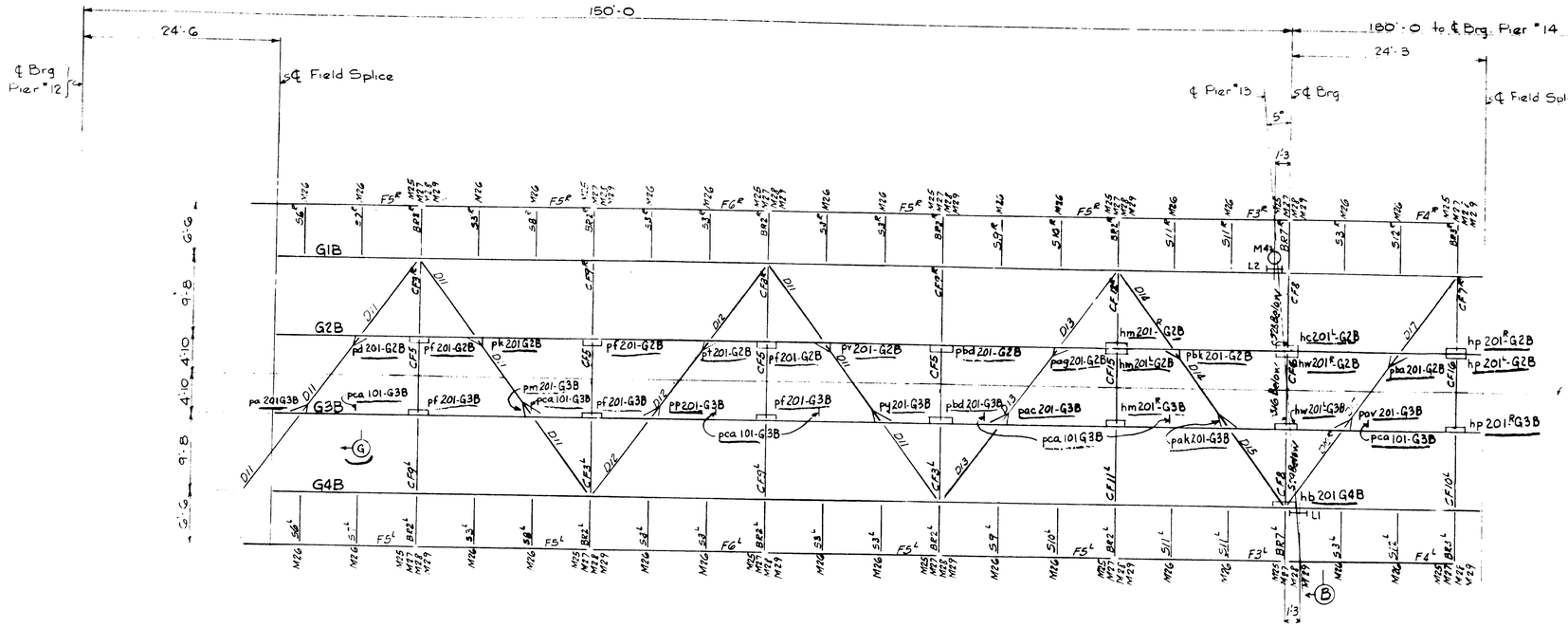
REVISIONS: F, E, D, C, B, X

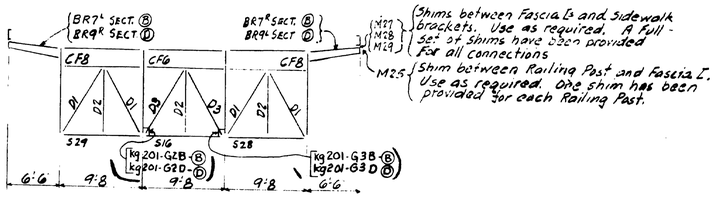
ORDER No. Q4150

SHEET No. E102

62-161

AMERICAN BLUE PRINTING CO., PGH., PA.

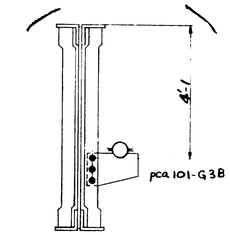




SECTION (B)
SECTION (D)

M27 } Shims between Fascia L's and Sidewalk
M28 } brackets. Use as required. A full
M29 } set of shims have been provided
for all connections.

M25 { Shim between Railing Post and Fascia L.
Use as required. One shim has been
provided for each Railing Post.



SECTION G

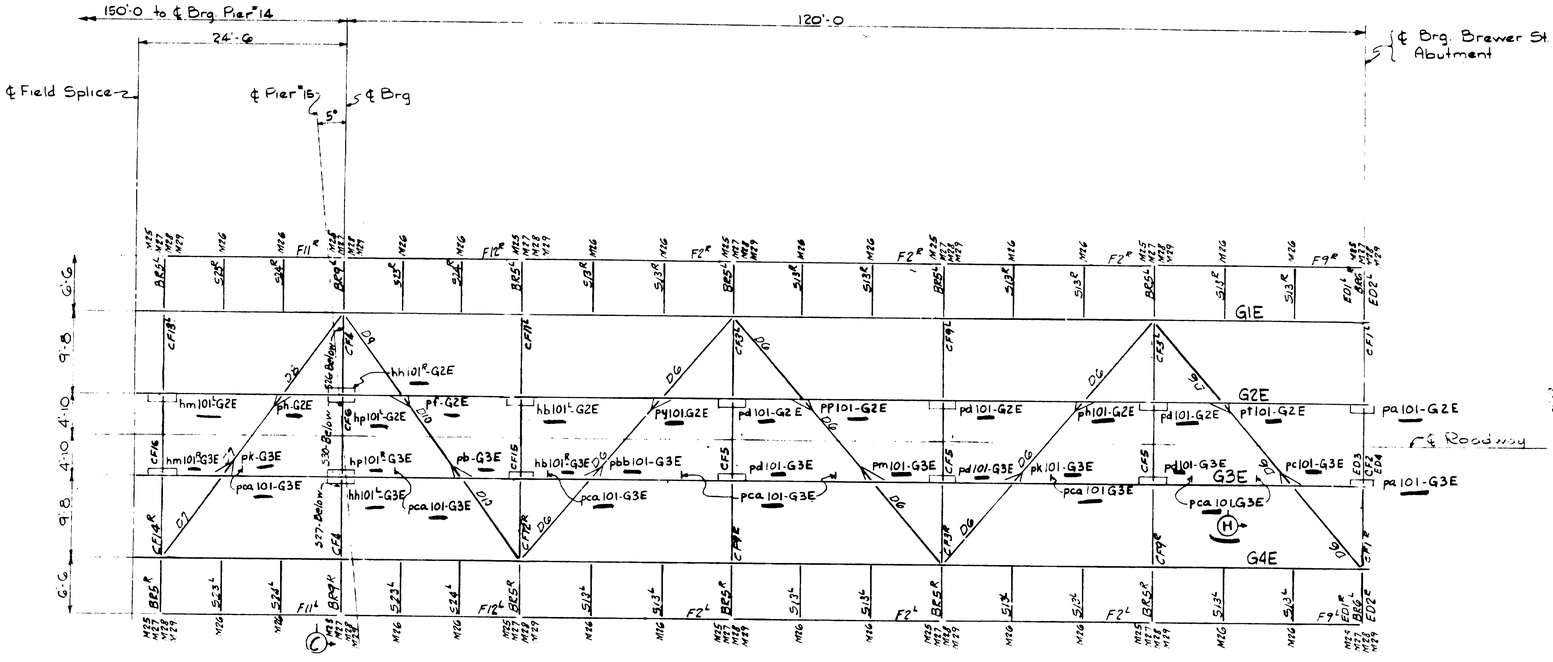
Field Connections riveted except fascia L's to sidewalk Brackets bolted
Bolts for Railing Post connections supplied by others.

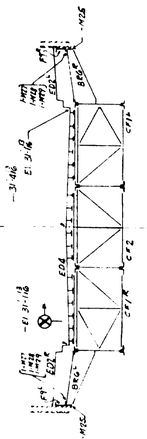
ERECTION PLAN
DIV. 2
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

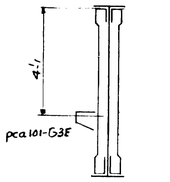
DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	AMBRIDGE PLANT
IN CHARGE OF	E.P. MARKS
DRAW. MADE BY	S.E.K. DATE 8-6-55
DRAW. CHECKED BY	DATE
F	
E	
D	
C	
B	
X 5-13-54 REVISIONS	
ORDER No.	04150
SHEET No.	E201

63-162



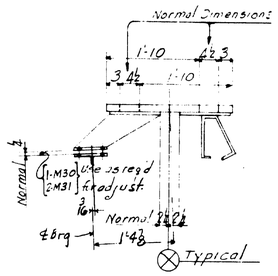


EAST ELEVATION



SECTION H

For SECTION Ⓒ see Sheet E101.
Field connections riveted except Fascia E to sidewalk brackets bolts. Use Daidelet rivet bolts in connection of Expansion Dam to diaphrams.
Bolts for Railing Posts Furnished by others.



ERECTION PLAN
DIV. 3
BANGOR - BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

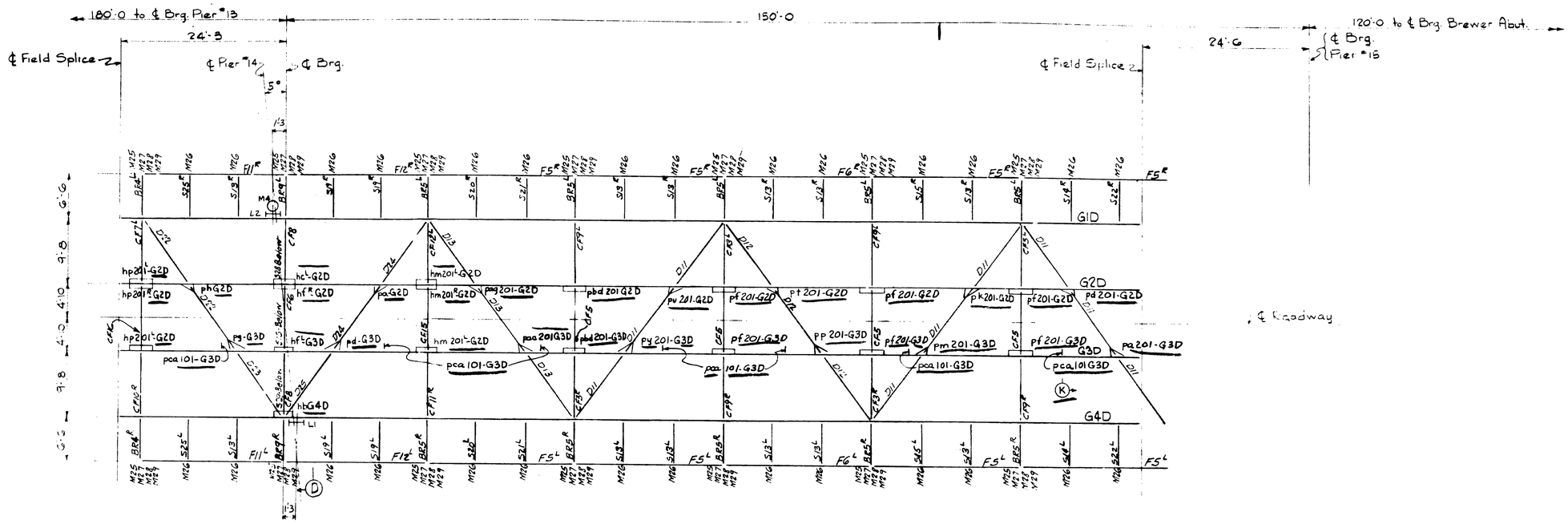
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMBRIDGE PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY S.E.K. DATE 8-6-53
DRAW. CHECKED BY DATE

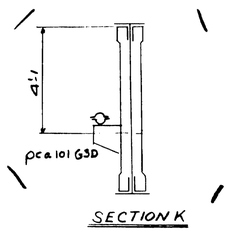
F	
E	
D	
C	
B	
X 5-14-54	
REVISIONS	ORDER No. Q4150

SHEET No. E301

PAINT:
SHOP CONTACT SURFACES:

62-163





SECTION K

For SECTION Ⓓ see Sheet E201
Field connections riveted except Fascia Lg to Sidewalk Brackets bolted.

ERECTION PLAN
DIV. 4
BANGOR-BREWER BRIDGE
OVER PENOBSCOT RIVER
STATE OF MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

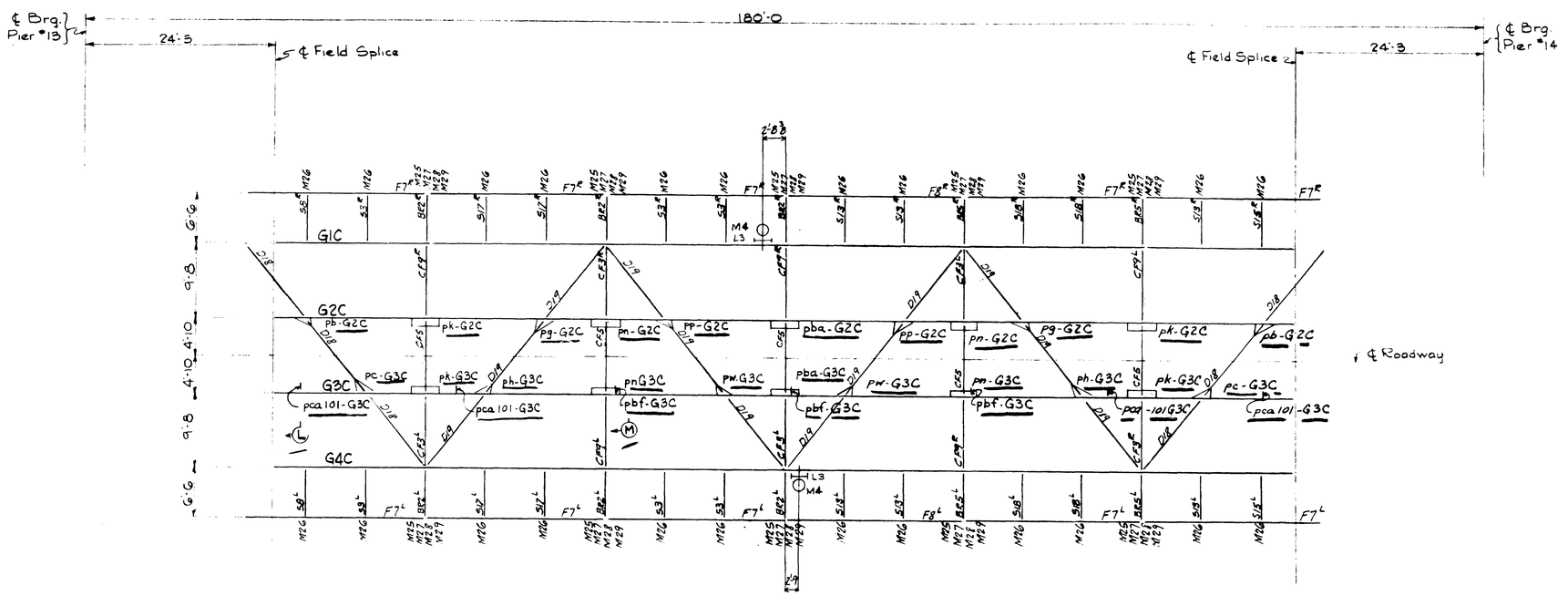
DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	AMBRIDGE PLANT
IN CHARGE OF	E.B. MARKS
DRAW. MADE BY	S.E.K. DATE 8-6-53
DRAW. CHECKED BY	DATE

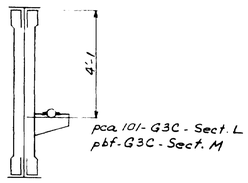
F	
E	
D	
C	
B	
X 5-17-54	
REVISIONS	

ORDER No. Q4150

SHEET No. E401

62-164





SECTION L
SECTION M

Field connections riveted except Fascia Ls to Sidewalk Brackets Bolted.

Erection Plan
Div. 5
Bangor - Brewer Bridge
over Penobscot River
State of Maine

AMERICAN BRIDGE
Division
United States Steel Corporation

Drawings made at	Trenton Plant
Work fabricated at	Ambridge Plant
In charge of	E.P. Marks
Draw. made by	S.E.K. Date 8-6-59
Draw. checked by	Date
F	
E	
D	
C	
B	
X 5-17-64 Revisions	
Order No.	Q4150
Sheet No.	E501

68-165

NOTE B - Seal opening between Cover Plate and Girder Web with weld metal.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

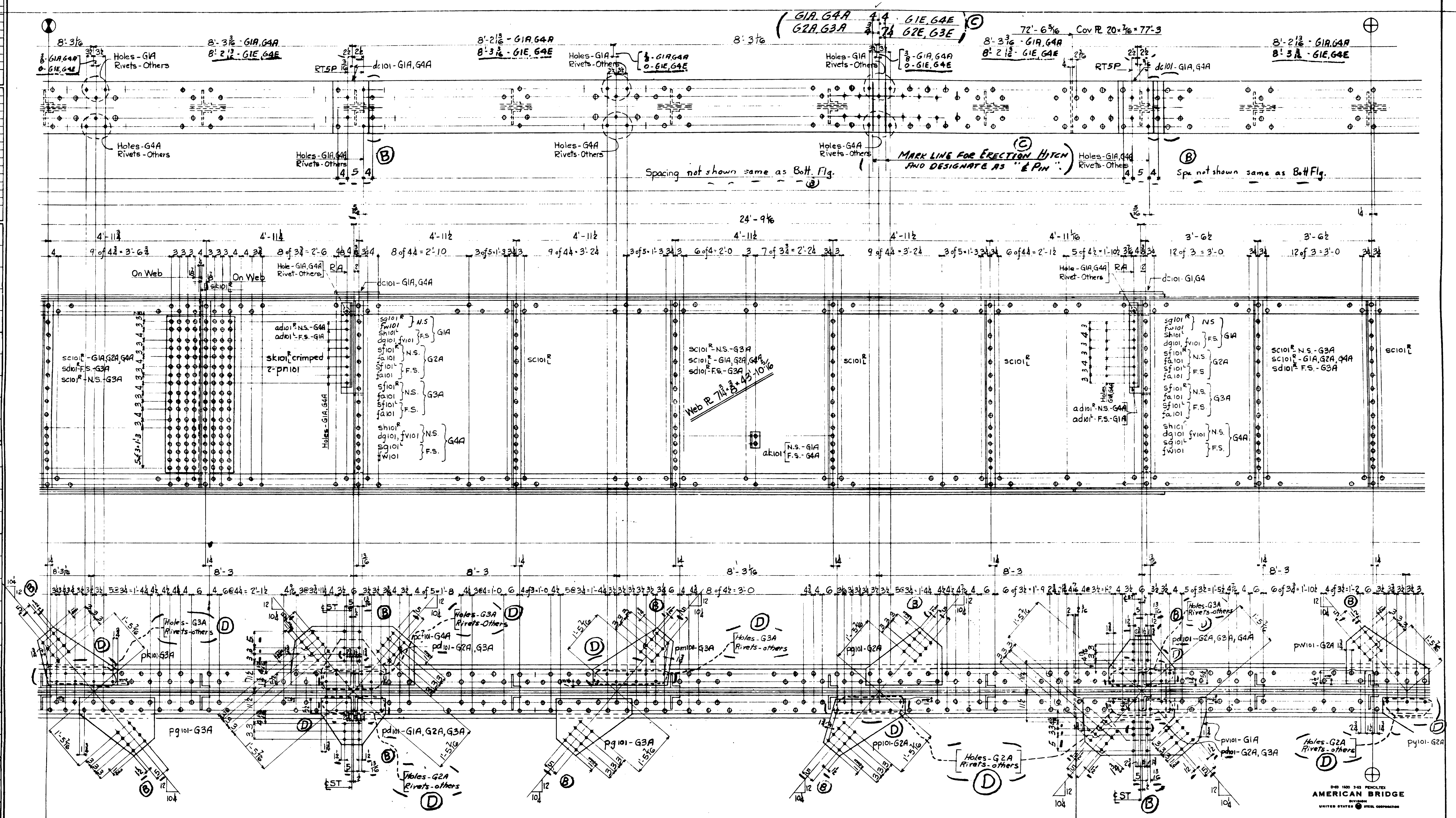
REVISIONS	
F	
E	5-17-54
D	3-12-54
C	2-20-54
B	2-18-54
X	2-12-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMBRIDGE PLANT
IN CHARGE OF E.B. MARKS
DRAW. MADE BY W.J.P. DATE 9-22-53
DRAW. CHECKED BY FEL DATE 1-28-54

ORDER No. Q4150
SHEET No. 101AF

62-166

WELDING



AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
PENOBSCOT RIVER
BANGOR, MAINE

REVISIONS	
F	
E	
D	5-17-54
C	3-18-54
B	2-20-54
X	2-12-54

DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMBRIDGE PLANT
IN CHARGE OF E. B. MARKS
DRAW. MADE BY W. J. P. DATE 9-22-53
DRAW. CHECKED BY FEL DATE 1-28-54

ORDER No.	SHEET No.
Q4150	101 BF

62-167

MARK LINE FOR ERECTION HITCH AND DESIGNATE AS "℄ PIN"

Note To Shop —
All dimensions on Bot Flg between bend line and tangent line are given on slope on face of LS.

STATE OF MAINE
STATE HIGHWAY COMMISSION
BANGOR - BREWER BRIDGE
PENOBSCOT RIVER
BANGOR, MAINE

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

DRAWINGS MADE AT	TRENTON PLANT
WORK FABRICATED AT	AMBRIDGE PLANT
IN CHARGE OF	E.B. MARKS
DRAW. MADE BY	W.J.P. DATE 9-22-53
DRAW. CHECKED BY	F.E.L. DATE 1-28-54
ORDER No.	Q4150
SHEET No.	101CF

REVISIONS	
F	
E	
D	5-17-54
C	3-18-54
B	2-20-54
X	2-12-54

62-168