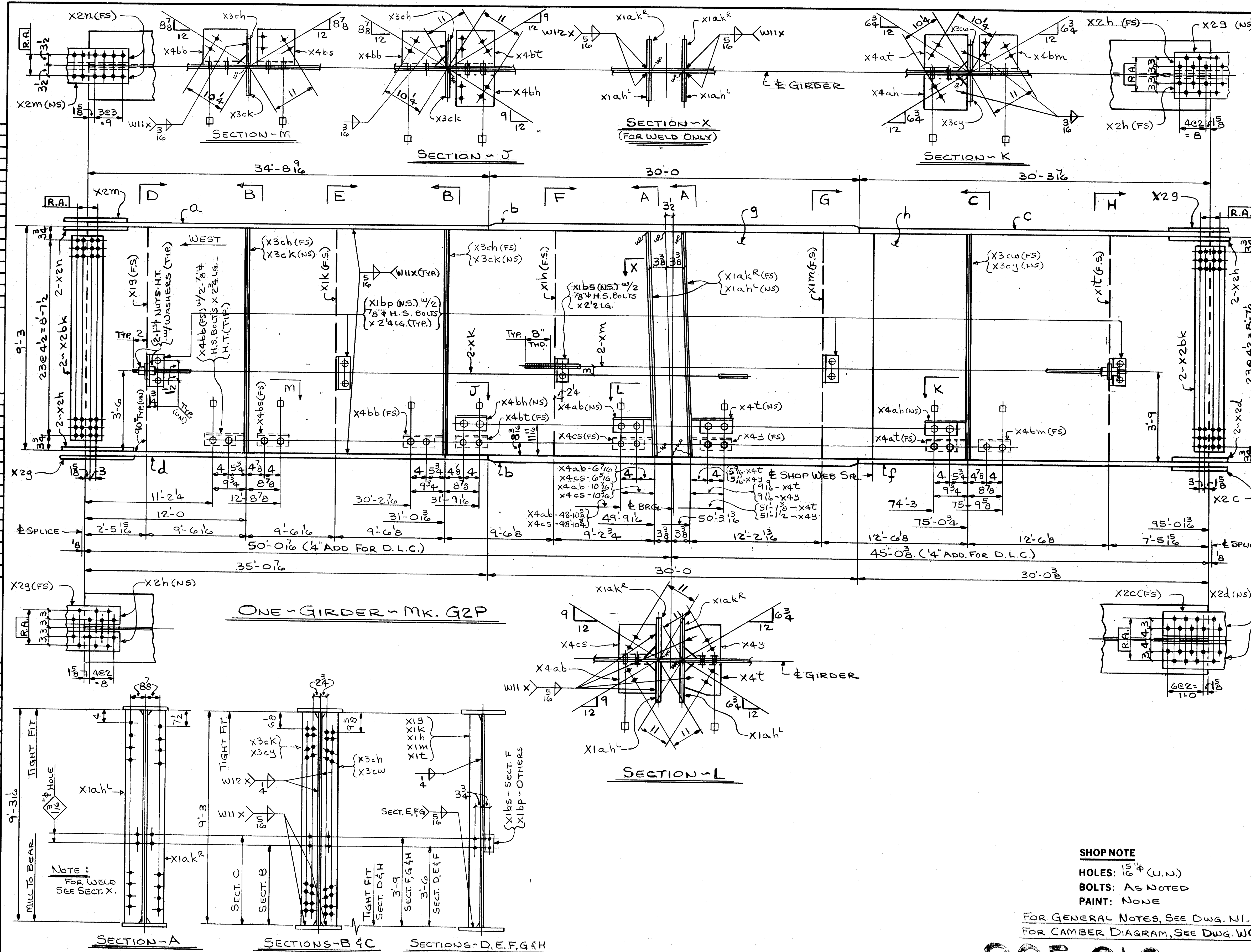


AP 22082A



| FED. ROAD DIST. NO. | | STATE | | FED. AID PROJ. NO. | |
|---------------------|--|-------|--|--------------------|--|
| 1 | | ME | | 116-395-8(8)116 | |

| BILL OF MATERIAL | | | | | | |
|------------------|------|---------------------------|----------|----------------|-------|--------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | TOTAL WEIGHT |
| ONE | G2P | GIRDER | | | | 53,495 |
| ONE | X3cy | BAR 7x1/2 | 9 3 | | | |
| ONE | a | R. 24x14 | 34 8 1/2 | | | |
| 2 | b | R. 24x24 | 30 0 | | | |
| ONE | c | R. 24x14 | 30 3 1/2 | | | |
| | d | R. 24x14 | 35 0 1/2 | | | |
| | f | R. 24x14 | 30 0 3/8 | | | |
| | g | R. 111x1 1/2 | 28 1 | | | |
| | h | R. 111x1 1/2 | 28 1 1/2 | | | |
| | X19 | BAR 5x1/2 | 9 3 | | | |
| | X1h | | | | | |
| | X1k | | | | | |
| | X1m | | | | | |
| ONE | X1t | BAR 5x1/2 | 9 3 | | | |
| 2 | XK | 1" ROD | 57 0 4 | THD. BOTH ENDS | 5 1/2 | |
| 2 | Xm | 1" ROD | 50 2 3/4 | THD. BOTH ENDS | 5 1/2 | |
| | | WASH. FOR 1" ROD | | | 8 1/2 | |
| | | 1" STD. HEX. NUTS | | | 8 1/4 | |
| 2 | X29 | R. 15x1 1/2 | 1 10 1/2 | | | |
| 4 | X2h | BAR 6x3/4 | 1 10 1/2 | | | |
| ONE | X2m | R. 11x1/2 | 2 0 1/2 | | | |
| 2 | X2n | BAR 4x3/4 | 2 0 1/2 | | | |
| 4 | X2bk | R. 106x2x1/2 | 1 0 1/2 | | | |
| ONE | X2c | R. 19x1 1/2 | 2 6 1/2 | | | |
| 2 | X2d | BAR 8x7/8 | 2 6 1/2 | | | |
| 2 | X1ak | R. 10x1 | 9 3 1/2 | | | |
| 2 | X1ah | R. 10x1 | 9 3 1/2 | | | |
| ONE | X3cw | BAR 7x1/2 | 9 3 | | | |
| 34 | | WASH. FOR 7/8" H.S. BOLTS | | | 8 1/2 | |
| 24 | | 7/8" H.S. BOLTS | 0 2 3/4 | | 8 1/2 | |
| 2 | | 7/8" H.S. BOLTS | 0 2 1/2 | | 8 1/4 | |
| 8 | | 7/8" H.S. BOLTS | 0 2 1/4 | | 8 1/5 | |
| 2 | X3ch | BAR 7x1/2 | 9 3 | | | |
| 2 | X3ck | BAR 7x1/2 | 9 3 | | | |
| 4 | X1bp | 5x3x4 | 0 6 | | | |
| ONE | X1bs | 5x3x2x1/2 | 0 6 | | | |
| 2 | X4bb | R. MC18x45.8 | 0 11 1/2 | | | |
| ONE | X4bh | | 0 10 | | | |
| | X4bm | | 0 10 | | | |
| | X4bs | | 0 10 | | | |
| | X4bt | | 0 10 | | | |
| | X4cs | | 0 11 1/2 | | | |
| | X4ab | | 0 11 1/2 | | | |
| | X4ah | | 0 11 1/2 | | | |
| | X4at | | 0 11 1/2 | | | |
| | X4t | | 0 11 1/2 | | | |
| ONE | X43 | R. MC18x45.8 | 0 11 1/2 | | | |

| NO. | REVISION | DATE |
|-----|----------|------|
| | | |

HIGH STEEL STRUCTURES, INC.

1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717-296-5211

A Subsidiary of High Industries, Inc.

GIRDER G2P

I-395 BRIDGE OVER PENOBSCOT RIVER

I-395 BRIDGE STA. 164 +60.00

PENOBSCOT COUNTY

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

STATE CONTRACT OR REF. NO. **G** CONTRACTOR **CANERO CORP.**

IN CHARGE: **HINKLE** MADE BY: **G.F.Z.** CHK'D: **J.L.C.** DATE: **10-1-84**

CONTRACT NUMBER: **ME-84088-3** DRAWING NUMBER: **33 OF 47**

SHOP NOTE

HOLES: 15/16" (U.N.)

BOLTS: AS NOTED

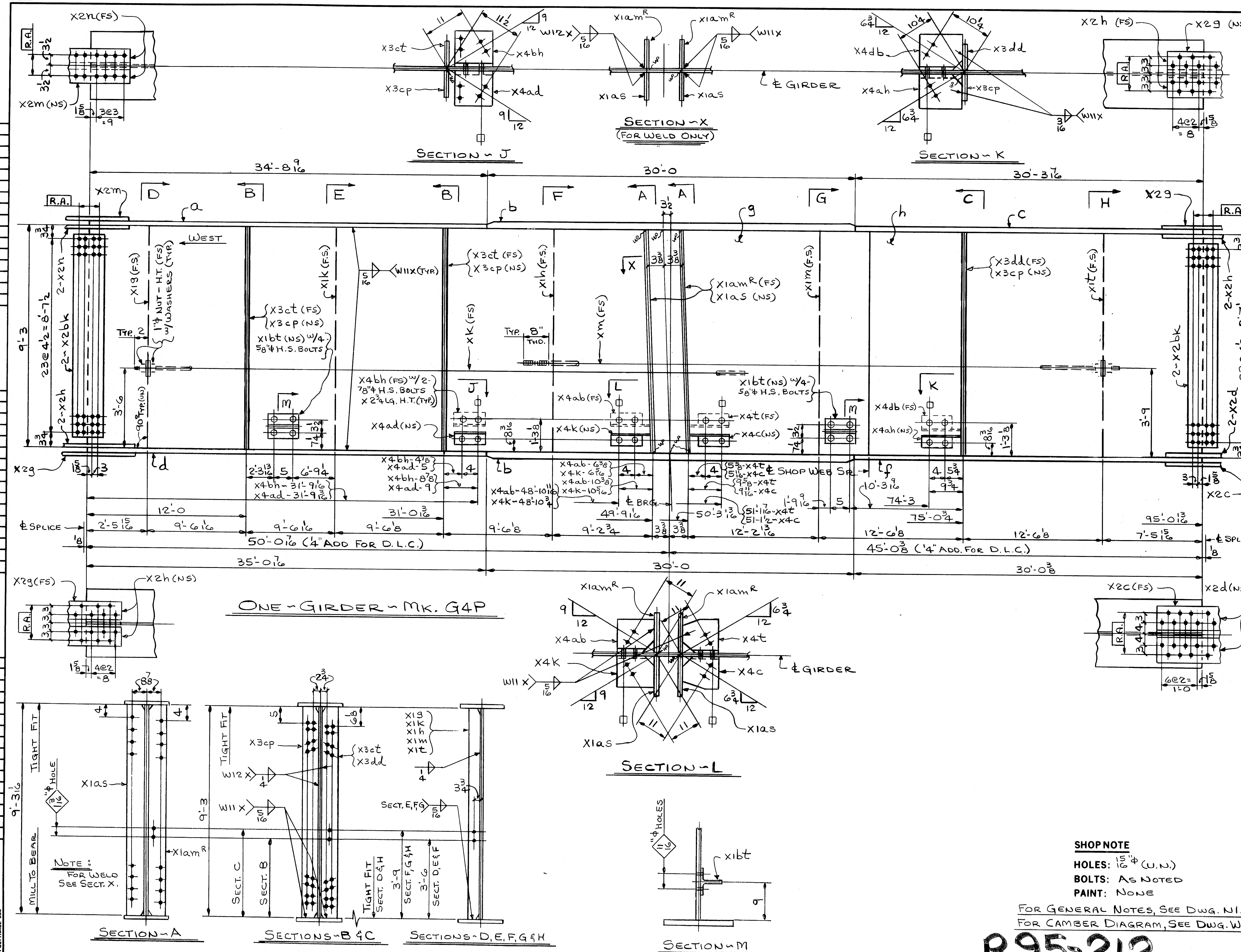
PAINT: NONE

FOR GENERAL NOTES, SEE DWG. N1.

FOR CAMBER DIAGRAM, SEE DWG. WC2

R95-210 CODE: 4000

AP 22683A



| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|--------------------|-------|--------------------|
| 1 | ME | 119-395-8(22)104 |

| BILL OF MATERIAL | | | | | |
|------------------|------|---------------------------|--------|---------|----------------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | TOTAL WEIGHT |
| ONE | G4P | GIRDER | | | 53220 |
| ONE | a | R. 24 x 14 | 34 | 8 1/2 | |
| 2 | b | R. 24 x 24 | 30 | 0 | |
| ONE | c | R. 24 x 14 | 30 | 3 1/2 | |
| | d | R. 24 x 14 | 35 | 0 1/2 | |
| | f | R. 24 x 14 | 30 | 0 3/8 | |
| | g | R. 111 x 16 | 66 | 1 | |
| | h | R. 111 x 16 | 28 | 1 1/2 | |
| | X19 | BAR 5 x 1/2 | 9 | 3 | |
| | X1h | | | | |
| | X1k | | | | |
| | X1m | | | | |
| | X1t | BAR 5 x 1/2 | 9 | 3 | |
| | XK | 1" ROD | 57 | 0 4 | THD. BOTH ENDS 5 1/2 |
| ONE | Xm | 1" ROD | 50 | 2 4 | THD. BOTH ENDS 5 1/2 |
| 4 | | WASH. FOR 1" ROD | | | 5 1/2 |
| 4 | | 1" STD. HEX. NUTS | | | 5 1/2 |
| 2 | X29 | R. 15 x 16 | 1 | 10 1/2 | |
| 4 | X2h | BAR 6 x 3/4 | 1 | 10 1/2 | |
| ONE | X2m | R. 11 x 12 | 2 | 0 2 | |
| 2 | X2n | BAR 4 x 3/4 | 2 | 0 2 | |
| 4 | X2bk | R. 10 1/2 x 1/2 | 1 | 0 2 | |
| ONE | X2c | R. 19 x 1/2 | 2 | 6 2 | |
| 2 | X2d | BAR 8 x 7/8 | 2 | 6 2 | |
| 2 | X1am | R. 10 x 1" | 9 | 3 1/2 | |
| 2 | X1as | R. 10 x 1" | 9 | 3 1/2 | |
| 8 | | WASH. FOR 5/8" H.S. BOLTS | | | 8 1/10 |
| 16 | | WASH. FOR 3/4" H.S. BOLTS | | | 8 1/11 |
| 16 | | 3/4" H.S. BOLTS | 0 | 2 4 | 8 1/11 |
| 8 | | 3/4" H.S. BOLTS | 0 | 2 4 | 8 1/11 |
| 2 | X1bt | WT 6 x 13 | 0 | 8 | |
| 3 | X3cp | BAR 7 x 1/2 | 9 | 3 | |
| 2 | X3ct | BAR 7 x 1/2 | 9 | 3 | |
| ONE | X3dd | BAR 7 x 1/2 | 9 | 3 | |
| | X4c | R. MC18 x 45.8 | 0 | 11 1/2 | |
| | X4k | | 0 | 11 1/2 | |
| | X4t | | 0 | 11 1/2 | |
| | X4ab | | 0 | 11 1/2 | |
| | X4ad | | 0 | 9 1/2 | |
| ONE | X4bh | | 0 | 10 | |
| ONE | X4ab | R. MC18 x 45.8 | 0 | 11 1/2 | |
| ONE | X4db | R. MC18 x 45.8 | 0 | 11 1/2 | |

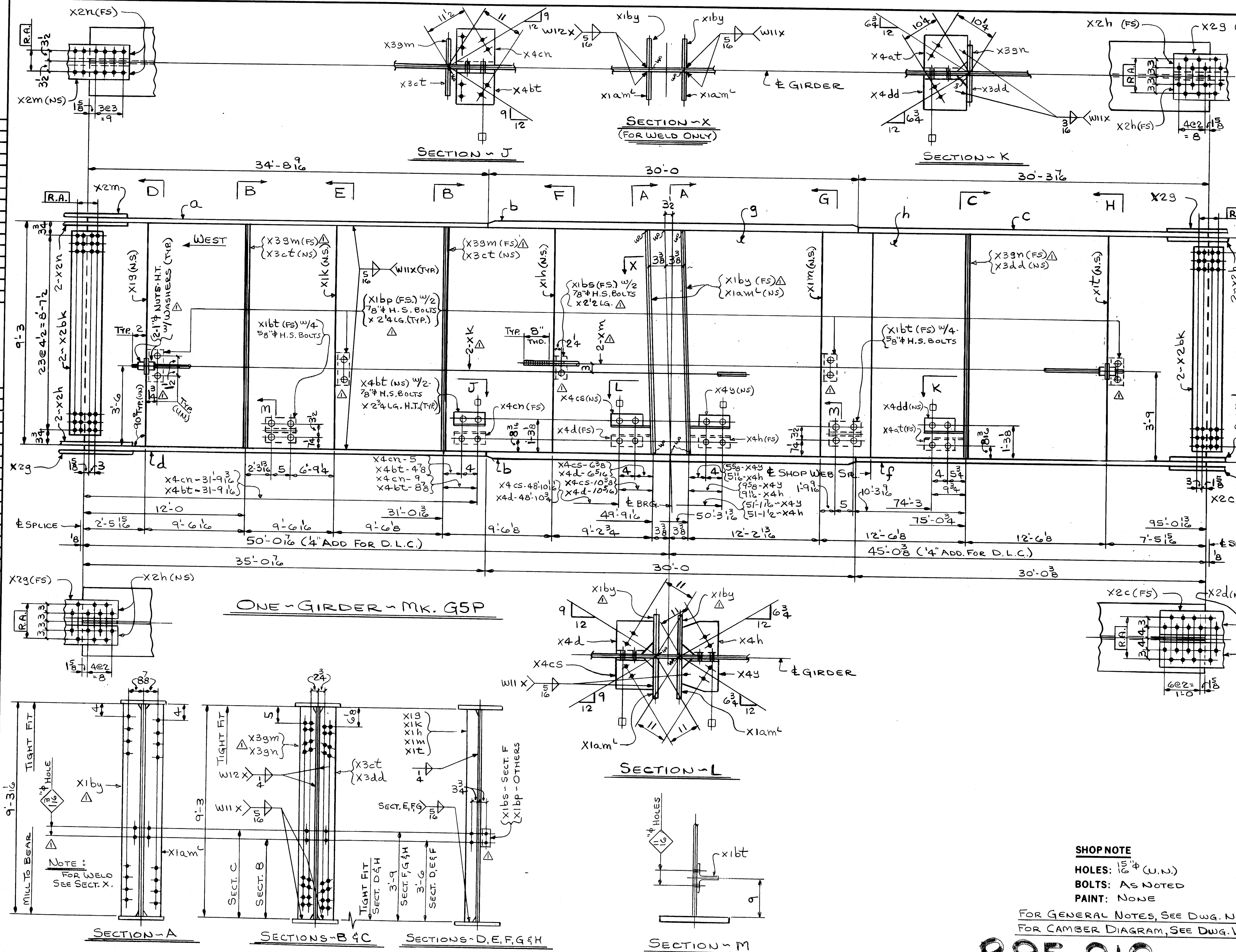
SHOP NOTE
HOLES: 1/8" (U.N.)
BOLTS: AS NOTED
PAINT: NONE

FOR GENERAL NOTES, SEE DWG. N1.
FOR CAMBER DIAGRAM, SEE DWG. WC2

R95-212 CODE: 4000

| | | |
|-----------------------------------|-----------------|-----------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | |
| GIRDER G4P | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CANRO CORP. | 10-1-84 |
| IN CHARGE: | MADE BY: | CHK'D BY: |
| HINKLE | G.F.Z. | J.L.C. |
| CONTRACT NUMBER: | DRAWING NUMBER: | DATE: |
| ME-84088-3 | 35 OF 47 | 10-1-84 |

AP 22683A



| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. |
|--------------------|--|-------|--------------------|
| 1 | | ME | 116-395-8(28)104 |

| BILL OF MATERIAL | | | | | |
|------------------|------|---------------------------|-----------|----------------|--------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | TOTAL WEIGHT |
| ONE | G5P | GIRDER | | | 53,540 |
| ONE | X4dd | PL MC18x45.8 | 0 11 1/2 | | |
| ONE | a | R. 24x14 | 34 8 1/16 | | |
| 2 | b | R. 24x24 | 30 0 | | |
| ONE | c | R. 24x14 | 30 3 1/2 | | |
| 1 | d | R. 24x14 | 35 0 1/16 | | |
| | f | R. 24x14 | 30 0 3/8 | | |
| | g | R. 111x1 1/2 | 66 1 | | |
| | h | R. 111x1 1/2 | 28 11 1/8 | | |
| | X19 | BAR 5x1/2 | 9 3 | | |
| | X1h | | | | |
| | X1k | | | | |
| | X1m | | | | |
| ONE | X1t | BAR 5x1/2 | 9 3 | | |
| 2 | XK | 1" ROD | 57 0 4 | THD. BOTH ENDS | 5 12 |
| 2 | Xm | 1" ROD | 50 2 3/4 | THD. BOTH ENDS | 5 11 |
| 8 | | WASH. FOR 1" ROD | | | 8 12 |
| 8 | | 1" STD. HEX. NUTS | | | 8 14 |
| 2 | X23 | R. 15x1 1/2 | 1 10 1/2 | | |
| 4 | X2h | BAR 6x3/4 | 1 10 1/2 | | |
| ONE | X2m | R. 11x1/2 | 2 0 2 | | |
| 2 | X2n | BAR 4x3/4 | 2 0 2 | | |
| 4 | X2bk | R. 10 1/2x1/2 | 1 0 2 | | |
| ONE | X2c | R. 19x1/2 | 2 6 2 | | |
| 2 | X2d | BAR 8x7/8 | 2 6 2 | | |
| 2 | X1b3 | R. 10x1" | 9 3 1/2 | | |
| 2 | X1qm | R. 10x1" | 9 3 1/2 | | |
| 8 | | WASH. FOR 5/8" H.S. BOLTS | | | 8 10 |
| 26 | | WASH. FOR 3/4" H.S. BOLTS | | | 8 11 |
| 16 | | 3/4" H.S. BOLTS | 0 2 3/4 | | 8 1 |
| 2 | | 3/4" H.S. BOLTS | 0 2 2 | | 8 1 |
| 8 | | 3/4" H.S. BOLTS | 0 2 4 | | 8 1 5 |
| 8 | | 3/4" H.S. BOLTS | 0 2 4 | | 8 1 3 |
| 2 | X1bt | WT 6x13 | 0 8 | | |
| 4 | X1bp | L 5x3x1/4 | 0 6 | | |
| ONE | X1bs | L 5x3 1/2x1/2 | 0 6 | | |
| 2 | X3gm | BAR 7x1/2 | 9 3 | | |
| ONE | X3gn | | | | |
| 2 | X3ct | | | | |
| ONE | X3dd | BAR 7x1/2 | 9 3 | | |
| 1 | X4d | PL MC18x45.8 | 0 11 1/2 | | |
| | X4h | | 0 11 1/2 | | |
| | X4y | | 0 11 1/2 | | |
| | X4bt | | 0 10 | | |
| | X4cn | | 0 9 1/2 | | |
| ONE | X4cs | | 0 11 1/2 | | |
| ONE | X4at | PL MC18x45.8 | 0 11 1/2 | | |

| NO. | REVISION | CONTRACT REVISION | CONTROL | DATE |
|-----|----------|-------------------|---------|---------|
| 1 | | | | 9/28/84 |

HIGH STEEL STRUCTURES, INC.

1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-5211

A Subsidiary of High Industries, Inc.

| | | |
|-----------------------------------|------------|--|
| GIRDER | | G5P |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | G | CONTRACTOR GANBRO CORP. |
| IN CHARGE: | HINKLE | MADE BY: G.F.Z. CHKD. BY: J.L.C. DATE: 10-1-84 |
| CONTRACT NUMBER: | ME-84088-3 | DRAWING NUMBER: 36 OF 47 |

SHOP NOTE

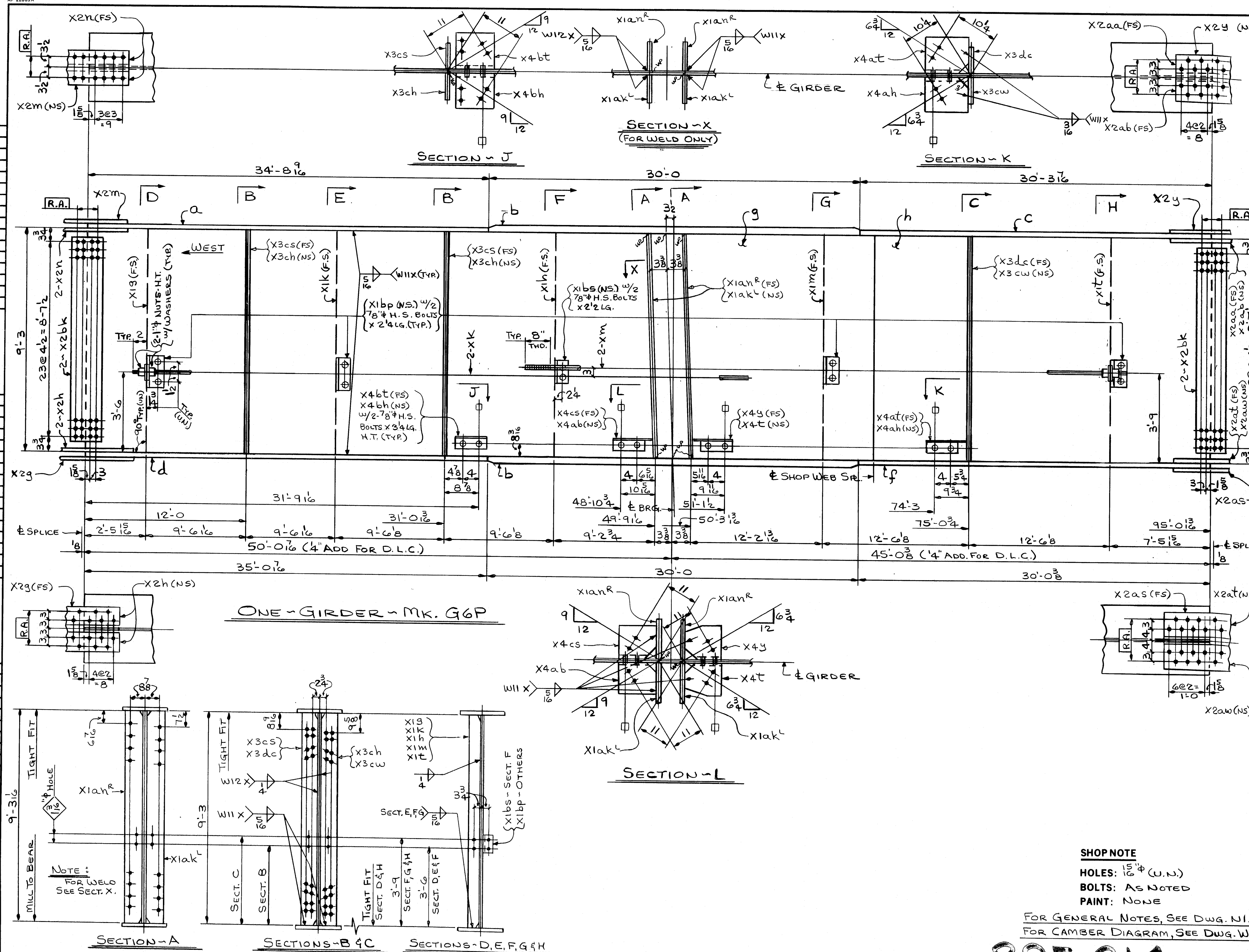
HOLES: 15/16" (U.N.)
BOLTS: AS NOTED
PAINT: NONE

FOR GENERAL NOTES, SEE DWG. N1.
FOR CAMBER DIAGRAM, SEE DWG. WCZ

R95-213

CODE: 4000

AF 22893A



| BILL OF MATERIAL | | REVISION | | DATE | |
|------------------|------|-------------------------|-----------|----------------|-------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE | G6P | GIRDER | | | 53525 |
| ONE | a | R. 24 x 14 | 34 8 1/2 | | |
| 2 | b | R. 24 x 24 | 30 0 | | |
| ONE | c | R. 24 x 14 | 30 3 1/2 | | |
| | d | R. 24 x 14 | 35 0 1/2 | | |
| | f | R. 24 x 14 | 30 0 1/2 | | |
| | g | R. 111 x 16 | 66 1 | | |
| | h | R. 111 x 16 | 28 11 1/2 | | |
| | X19 | BAR 5 x 1/2 | 9 3 | | |
| | X1h | | | | |
| | X1k | | | | |
| | X1m | | | | |
| ONE | X1t | BAR 5 x 1/2 | 9 3 | | |
| 2 | XK | 1" ROD | 57 0 4 | THD. BOTH ENDS | 5 12 |
| 2 | XM | 1" ROD | 50 2 3/4 | THD. BOTH ENDS | 5 11 |
| 8 | | WASH. FOR 1" ROD | | | 8 12 |
| 8 | | 1" STD. HEX. NUTS | | | 8 14 |
| ONE | X23 | R. 15 x 16 | 1 10 1/2 | | |
| 2 | X2h | BAR 6 x 3/4 | 1 10 1/2 | | |
| ONE | X2m | R. 11 x 12 | 2 0 1/2 | | |
| 2 | X2n | BAR 4 x 3/4 | 2 0 1/2 | | |
| 4 | X2bk | R. 10 6/2 x 1/2 | 1 0 1/2 | | |
| ONE | X2aa | BAR 6 1/2 x 3/4 | 1 10 1/2 | | |
| | X2ab | BAR 6 1/2 x 3/4 | 1 10 1/2 | | |
| | X2as | R. 19 4 x 1/2 | 2 6 1/2 | | |
| | X2at | R. 8 4 x 7/8 | 2 6 1/2 | | |
| ONE | X2aw | R. 8 4 x 7/8 | 2 6 1/2 | | |
| 18 | | WASH. FOR 8" H.S. BOLTS | | | 8 11 |
| 8 | | 8" H.S. BOLTS | 0 3 4 | | 8 11 |
| 2 | | 8" H.S. BOLTS | 0 2 2 | | 8 11 |
| 8 | | 8" H.S. BOLTS | 0 2 4 | | 8 11 |
| ONE | X2y | R. 15 1/2 x 1/2 | 1 10 1/2 | | |
| 2 | X1an | R. 10 x 1 1/2 | 9 3 1/2 | | |
| 2 | X1ak | R. 10 x 1 1/2 | 9 3 1/2 | | |
| 4 | X1bp | 5 x 3 1/2 x 1/2 | 0 6 | | |
| ONE | X1bs | 5 x 3 1/2 x 1/2 | 0 6 | | |
| 2 | X3cs | BAR 7 x 1/2 | 9 3 | | |
| 2 | X3ch | | | | |
| ONE | X3cw | | | | |
| | X3dc | BAR 7 x 1/2 | 9 3 | | |
| | X4t | R. MC 18 x 45.8 | 0 11 1/2 | | |
| | X4y | | 0 11 1/2 | | |
| | X4ab | | 0 11 1/2 | | |
| | X4ah | | 0 11 1/2 | | |
| | X4at | | 0 11 1/2 | | |
| | X4bh | | 0 10 | | |
| | X4bt | | 0 10 | | |
| ONE | X4cs | R. MC 18 x 45.8 | 0 11 1/2 | | |

SHOP NOTE
 HOLES: 1/2" (U.N.)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL NOTES, SEE DWG. N1.
 FOR CAMBER DIAGRAM, SEE DWG. WC2

R95-214 Code: 4000

1905 Old Philadelphia Pike
 Lancaster, Pennsylvania 17603
 Phone 717/299-5211

HIGH STEEL STRUCTURES, INC.

A Subsidiary of High Industries, Inc.

GIRDER G6P

I-395 BRIDGE OVER PENOBSCOT RIVER

I-395 BRIDGE STA. 164 + 60.00

PENOBSCOT COUNTY

STATE OF MAINE

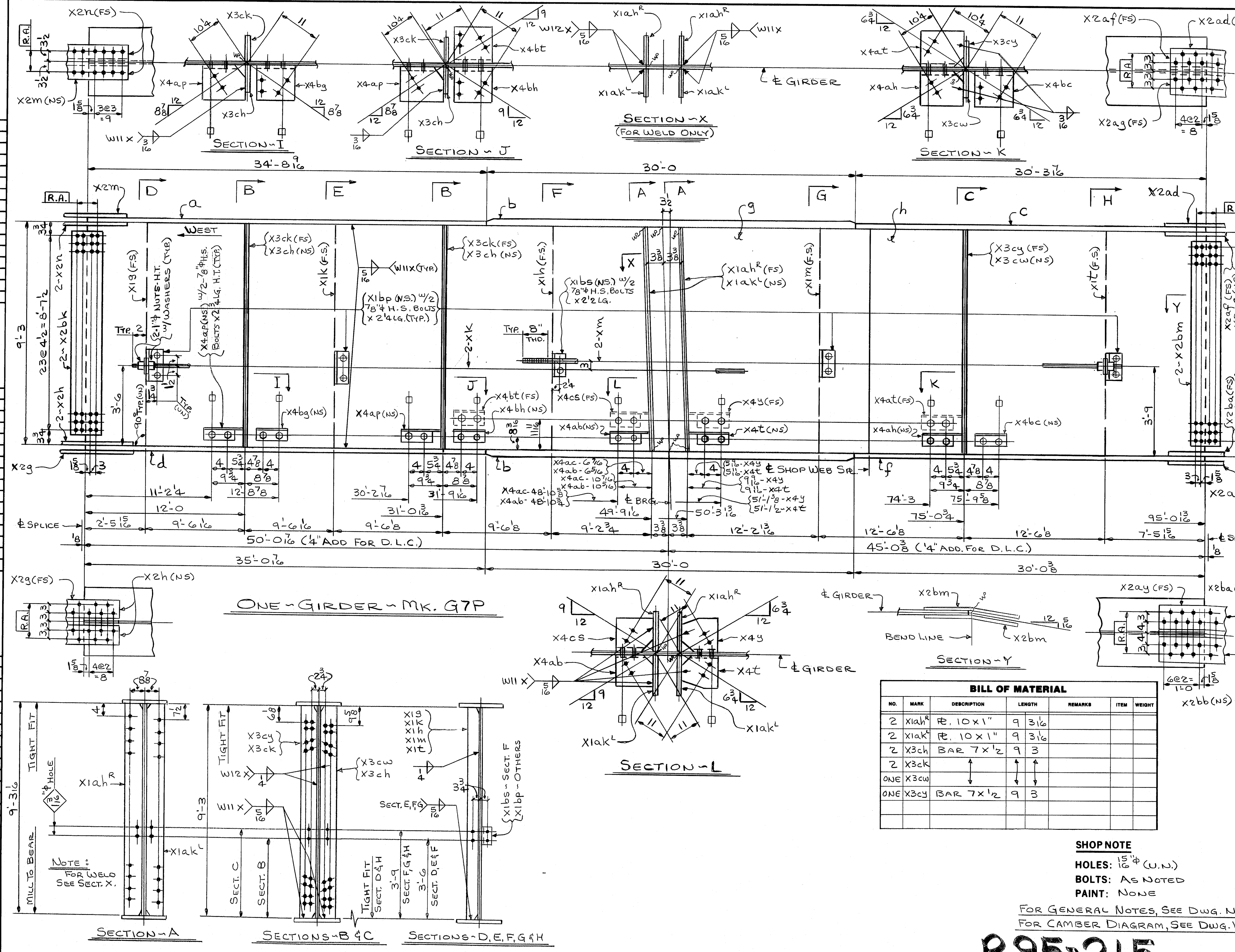
DEPARTMENT OF TRANSPORTATION

STATE CONTRACT OR REF. NO. 6 CONTRACTOR GANBRO CORP.

IN CHARGE: HINKLE MADE BY: G.F.Z. CHK'D BY: JLC DATE: 10-2-84

CONTRACT NUMBER: ME-84088-3 DRAWING NUMBER: 37 OF 47

AF 2283A



| REV. ROAD | STATE | FED. AID |
|-----------|-------|------------------|
| 1 | ME | FIG-395-8(82)176 |

| BILL OF MATERIAL | | | | | |
|------------------|------|---------------------------|--------|---------|----------------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | TOTAL WEIGHT |
| ONE | G7P | GIRDER | | | 53710 |
| ONE | a | FE. 24 x 14 | 34 | 8 1/2 | |
| 2 | b | FE. 24 x 24 | 30 | 0 | |
| ONE | c | FE. 24 x 14 | 30 | 3 1/2 | |
| | d | FE. 24 x 14 | 35 | 0 1/2 | |
| | f | FE. 24 x 14 | 30 | 0 1/2 | |
| | g | FE. 111 x 16 | 66 | 1 | |
| | h | FE. 111 x 16 | 28 | 1 1/2 | |
| | X13 | BAR 5 x 1/2 | 9 | 3 | |
| | X1h | | | | |
| | X1k | | | | |
| | X1m | | | | |
| ONE | X1t | BAR 5 x 1/2 | 9 | 3 | |
| 2 | Xk | 1" ROD | 57 | 0 4 | THD. BOTH ENDS 5 1/2 |
| 2 | Xm | 1" ROD | 50 | 2 3/4 | THD. BOTH ENDS 5 1/2 |
| 8 | | WASH. FOR 1" ROD | | | 5 1/2 |
| 8 | | 1" STD. HEX. NUTS | | | 5 1/2 |
| ONE | X23 | FE. 15 x 1/2 | 1 | 10 1/2 | |
| 2 | X2h | BAR 6 x 3/4 | 1 | 10 1/2 | |
| ONE | X2m | FE. 11 x 1/2 | 2 | 0 1/2 | |
| 2 | X2n | BAR 4 x 3/4 | 2 | 0 1/2 | |
| 2 | X2k | FE. 10 1/2 x 1/2 | 1 | 0 1/2 | |
| 2 | X2bm | FE. 10 1/2 x 1/2 | 1 | 0 1/2 | BENT |
| ONE | X2ad | FE. 15 1/2 x 1/2 | 1 | 10 1/2 | |
| | X2af | BAR 6 1/2 x 3/4 | 1 | 10 1/2 | |
| | X2a3 | BAR 6 1/2 x 3/4 | 1 | 10 1/2 | |
| ONE | X2a4 | FE. 19 1/2 x 1/2 | 2 | 6 1/2 | |
| 34 | | WASH. FOR 3/4" H.S. BOLTS | | | 5 1/2 |
| 24 | | 3/4" H.S. BOLTS | 0 | 2 3/4 | 5 1/2 |
| 2 | | 3/4" H.S. BOLTS | 0 | 2 1/2 | 5 1/2 |
| 8 | | 3/4" H.S. BOLTS | 0 | 2 1/4 | 5 1/2 |
| ONE | X2ba | FE. 8 1/2 x 7/8 | 2 | 6 1/2 | |
| ONE | X2bb | FE. 8 1/2 x 7/8 | 2 | 6 1/2 | |
| 4 | X1bp | 5 x 3 x 1/4 | 0 | 6 | |
| ONE | X1bs | 5 x 3 x 1/2 | 0 | 6 | |
| | X44 | FE. MC18 x 45.8 | 0 | 11 1/2 | |
| | X4t | | 0 | 11 1/2 | |
| | X4ab | | 0 | 11 1/2 | |
| | X4cs | | 0 | 11 1/2 | |
| | X4ah | | 0 | 11 1/2 | |
| | X4at | | 0 | 11 1/2 | |
| | X4bc | | 0 | 10 | |
| | X4bg | | 0 | 10 | |
| | X4bh | | 0 | 10 | |
| | X4bt | | 0 | 10 | |
| 2 | X4ap | FE. MC18 x 45.8 | 0 | 11 1/2 | |

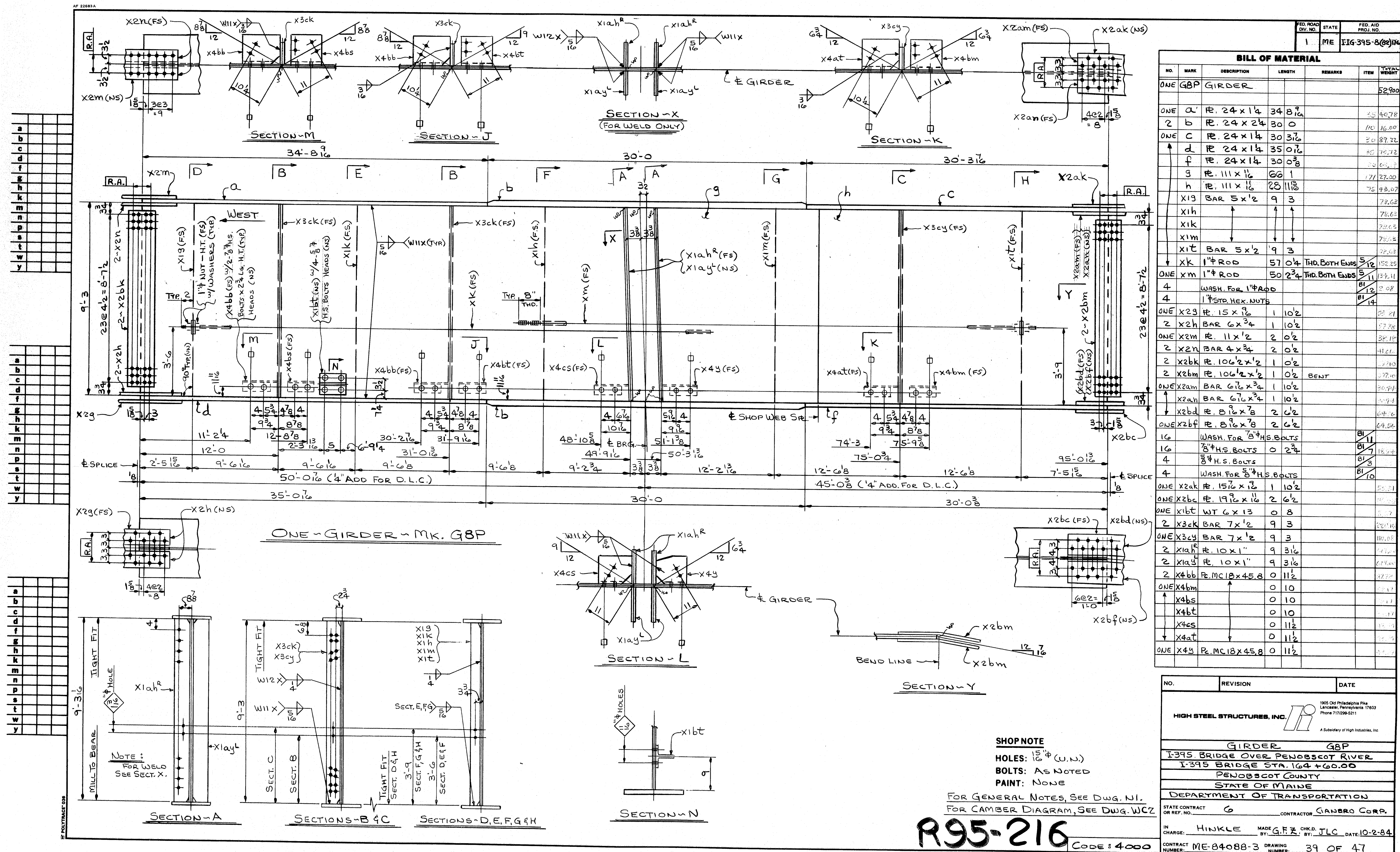
| BILL OF MATERIAL | | | | | |
|------------------|-------------------|-------------|--------|---------|-------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM WEIGHT |
| 2 | X1ah ^R | FE. 10 x 1" | 9 | 3 1/2 | |
| 2 | X1ak ^L | FE. 10 x 1" | 9 | 3 1/2 | |
| 2 | X3ck | BAR 7 x 1/2 | 9 | 3 | |
| 2 | X3ck | | | | |
| ONE | X3cw | | | | |
| ONE | X3cy | BAR 7 x 1/2 | 9 | 3 | |

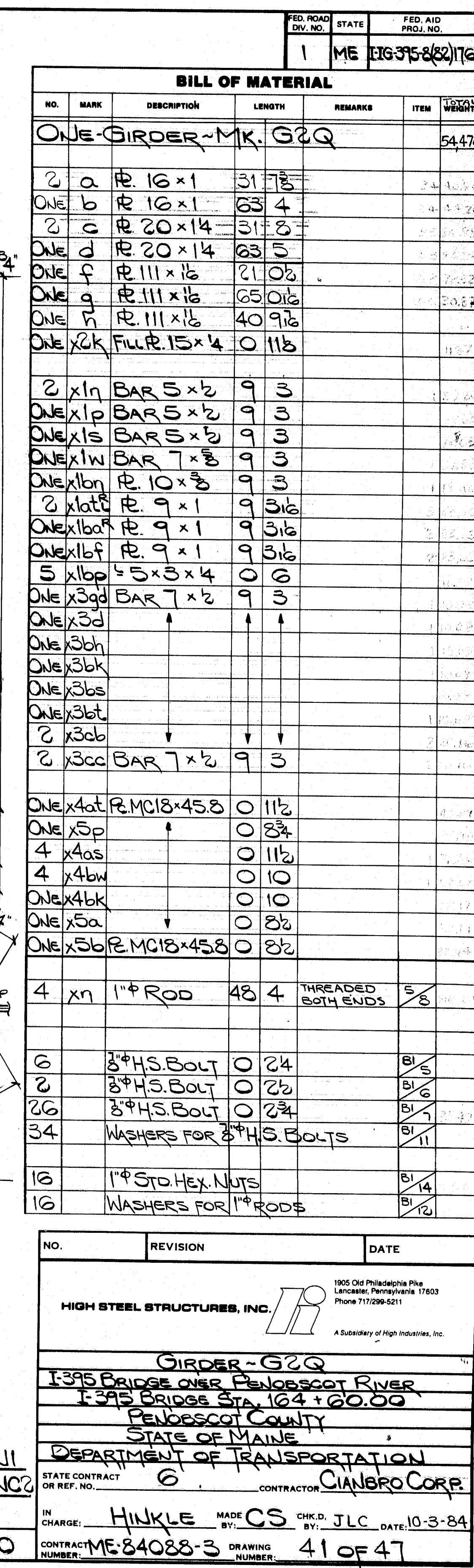
SHOP NOTE
HOLES: 1 1/2" (U.N.)
BOLTS: AS NOTED
PAINT: NONE

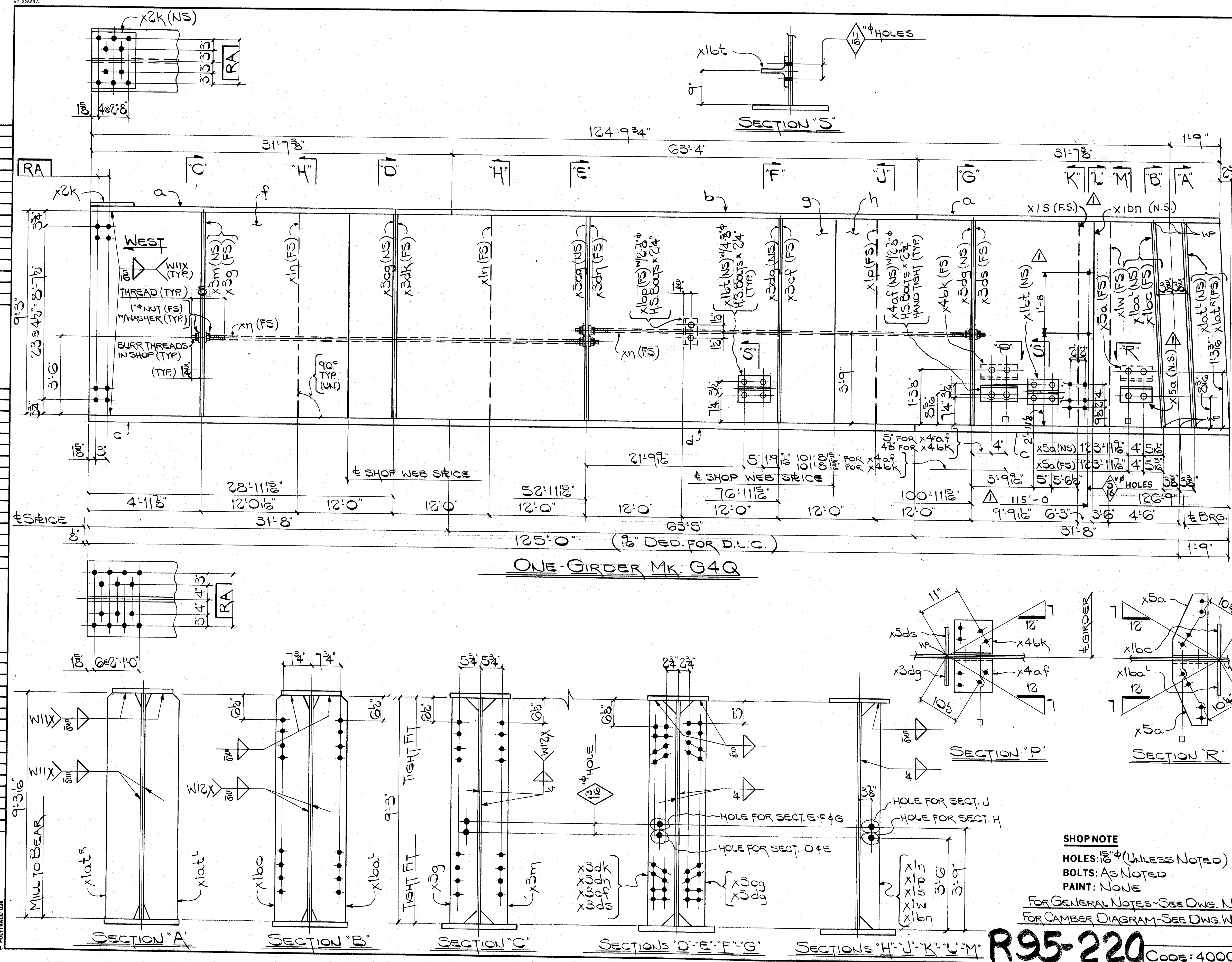
FOR GENERAL NOTES, SEE DWG. N1.
FOR CAMBER DIAGRAM, SEE DWG. WCZ

R95-215 CODE: 4000

| | | |
|---|-----------------|-----------|
| NO. | REVISION | DATE |
| | | |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | |
| A Subsidiary of High Industries, Inc. | | |
| GIRDER G7P | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CIANERO CORP. | |
| IN CHARGE: | MADE BY: | CHK'D BY: |
| HINKLE | G.F.F. | J.L.C. |
| CONTRACT NUMBER: | DRAWING NUMBER: | DATE: |
| ME-84088-3 | 38 OF 47 | 10-2-84 |







| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | IG-35(22)76 |

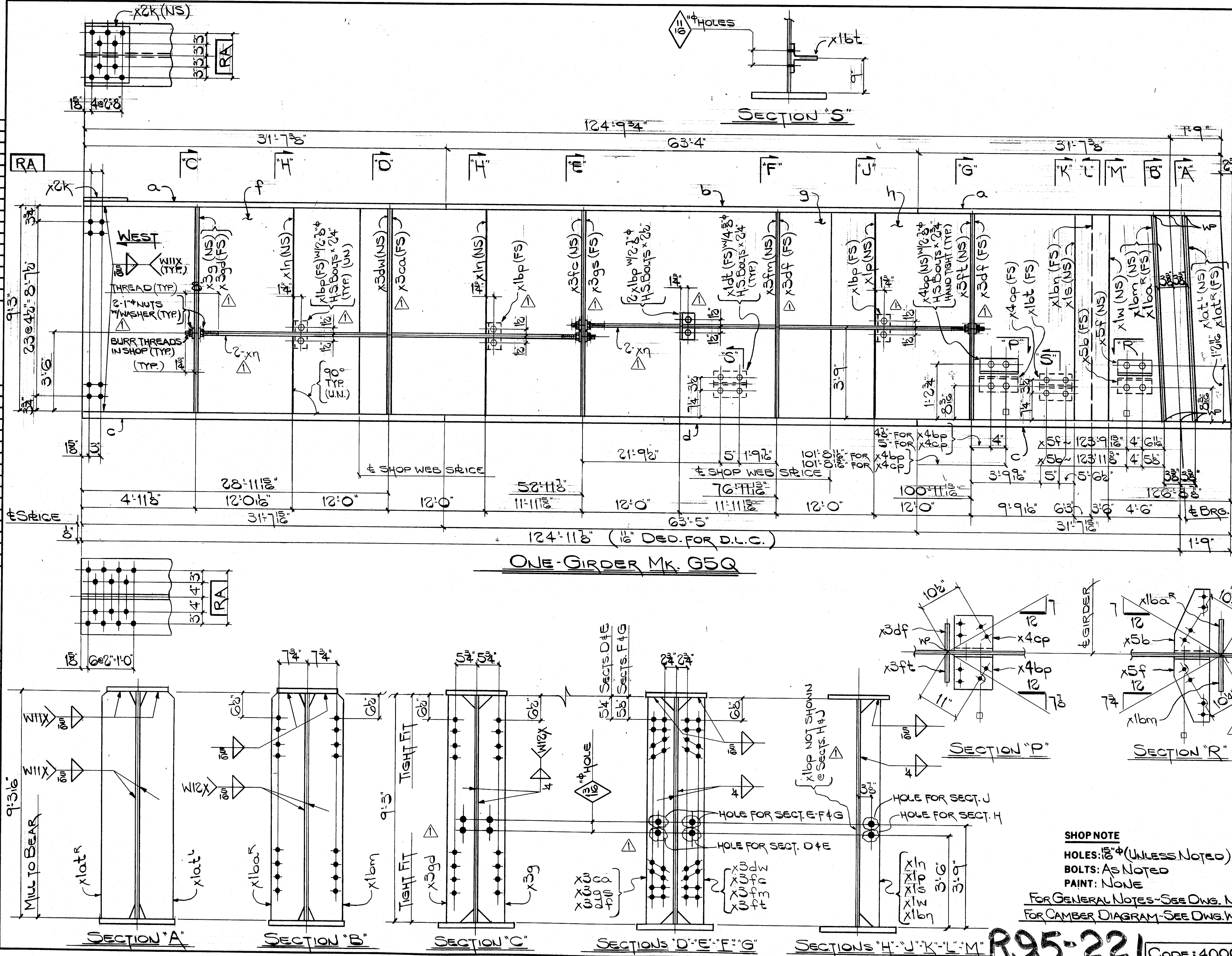
| BILL OF MATERIAL | | | | | |
|----------------------|------|----------------------------|------------|------------------|--------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | TOTAL WEIGHT |
| ONE GIRDER - MK. G4Q | | | | | |
| 2 | a | PL 16 x 1 | 31' 7 3/8" | | 53.25 |
| ONE | b | PL 16 x 1 | 63' 4" | | |
| 2 | c | PL 20 x 14 | 31' 8" | | |
| ONE | d | PL 20 x 14 | 63' 5" | | |
| ONE | e | PL 111 x 16 | 21' 0 1/2" | | |
| ONE | f | PL 111 x 16 | 65' 0 1/2" | | |
| ONE | g | PL 111 x 16 | 40' 9 1/2" | | |
| ONE | h | PL 111 x 16 | 0' 11 1/8" | | |
| ONE | i | FLAT PLATE 15 x 4 | 0' 11 1/8" | | |
| 2 | j | BAR 5 x 6 | 9' 3" | | |
| ONE | k | BAR 5 x 6 | 9' 3" | | |
| ONE | l | BAR 5 x 6 | 9' 3" | | |
| ONE | m | BAR 7 x 8 | 9' 3" | | |
| ONE | n | PL 10 x 8 | 9' 3" | | |
| 2 | o | PL 9 x 1 | 9' 3 1/2" | | |
| ONE | p | PL 9 x 1 | 9' 3 1/2" | | |
| ONE | q | PL 9 x 1 | 9' 3 1/2" | | |
| ONE | r | PL 9 x 1 | 9' 3 1/2" | | |
| ONE | s | PL 9 x 1 | 9' 3 1/2" | | |
| 2 | t | WT 6 x 13 | 0' 8" | | |
| ONE | u | BAR 7 x 2 | 9' 3" | | |
| ONE | v | | | | |
| 2 | w | | | | |
| ONE | x | | | | |
| ONE | y | | | | |
| 2 | z | | | | |
| ONE | aa | | | | |
| ONE | ab | | | | |
| ONE | ac | | | | |
| 2 | ad | BAR 7 x 2 | 9' 3" | | |
| ONE | ae | MC 18 x 45.8 | 0' 9 1/2" | | |
| ONE | af | MC 18 x 45.8 | 0' 10" | | |
| 2 | ag | MC 18 x 45.8 | 0' 8 1/2" | | |
| 2 | ah | 1" ROD | 48' 4" | THREAD BOTH ENDS | 5 1/2 |
| 8 | ai | 3/8" HS. BOLT | 0' 24" | | 5 1/2 |
| 8 | aj | WASHERS FOR 3/8" HS. BOLTS | | | 5 1/2 |
| 2 | ak | 3/8" HS. BOLT | 0' 24" | | 5 1/2 |
| 8 | al | 3/8" HS. BOLT | 0' 24" | | 5 1/2 |
| 10 | am | WASHERS FOR 3/8" HS. BOLTS | | | 5 1/2 |
| 8 | an | 1" STD. HEX. NUTS | | | 5 1/2 |
| 8 | ao | WASHERS FOR 1" RODS | | | 5 1/2 |

SHOP NOTE
 HOLES: 1/2" (UNLESS NOTED)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL NOTES - SEE DWS. N1
 FOR CAMBER DIAGRAM - SEE DWS. W02

| | | | |
|--|---------------------------------|------------------------------|---------------|
| NO. | REVISION | ADD. HOLES FOR CATWALK CHAIN | DATE 2-12-85 |
| HIGH STEEL STRUCTURES, INC. 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of High Industries, Inc. | | | |
| GIRDER - G4Q I-395 BRIDGE OVER PENOBSCOT RIVER I-395 BRIDGE STA. 164 + 00.00 PENOBSCOT COUNTY STATE OF MAINE DEPARTMENT OF TRANSPORTATION STATE CONTRACT NO. 6 CONTRACTOR CIANGRO CORP. | | | |
| IN CHARGE: HINKLE | MADE BY: CS | CHK. D. JLC | DATE: 10-2-84 |
| CONTRACT NUMBER: ME-84088-3 | DRAWING NUMBER: 43 OF 47 | | |

R95-220 CODE: 4000

AF 22083A

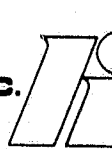


| | | | |
|-----------------------|--|-------|-----------------------|
| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. |
| 1 | | ME | 84088-3 |

| BILL OF MATERIAL | | | | | | |
|----------------------|-------|---------------------------|------------|------------------|------|-----------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | TOTAL WEIGHT |
| ONE GIRDER - MK. G5Q | | | | | | |
| 2 | a | R 16 x 1 | 31'-7 3/8" | | | 54.05 |
| ONE | b | R 10 x 1 | 63'-4" | | | 44.26 |
| 2 | c | R 20 x 14 | 31'-7 3/8" | | | 50.58 |
| ONE | d | R 20 x 14 | 63'-5" | | | 52.41 |
| ONE | e | R 111 x 16 | 21'-0 3/8" | | | 10.56 |
| ONE | f | R 111 x 16 | 65'-0 3/8" | | | 29.52 |
| ONE | g | R 111 x 16 | 40'-9 3/8" | | | 11.57 |
| ONE | h | R 111 x 16 | 40'-9 3/8" | | | 11.57 |
| ONE | x2k | FLR R 15 x 4 | 0'-11 1/8" | | | 1.10 |
| 2 | x1n | BAR 5 x 2 | 9'-3" | | | 1.27 |
| ONE | x1p | BAR 5 x 2 | 9'-3" | | | 7.26 |
| ONE | x1s | BAR 5 x 2 | 9'-3" | | | 1.27 |
| ONE | x1w | BAR 7 x 8 | 9'-3" | | | 1.27 |
| ONE | x1n | R 10 x 8 | 9'-3" | | | 1.18 |
| 2 | x1atb | R 9 x 1 | 9'-3 1/2" | | | 0.64 |
| ONE | x1ba* | R 9 x 1 | 9'-3 1/2" | | | 0.64 |
| ONE | x1lom | R 9 x 1 | 9'-3 1/2" | | | 0.64 |
| 5 | x1lop | 5 x 3 x 4 | 0'-6" | | | 16.00 |
| 2 | x1bt | WT 6 x 13 | 0'-8" | | | 1.24 |
| ONE | x3g | BAR 7 x 2 | 9'-3" | | | 1.10 |
| ONE | x3gd | | | | | 1.10 |
| ONE | x3ca | | | | | 1.10 |
| ONE | x3dw | | | | | 1.10 |
| ONE | x3fc | | | | | 1.10 |
| ONE | x3gs | | | | | 1.10 |
| ONE | x3fm | | | | | 1.10 |
| 2 | x3df | | | | | 1.10 |
| ONE | x3ft | BAR 7 x 2 | 9'-3" | | | 1.10 |
| ONE | x4top | R MC18 x 45B | 0'-10" | | | 2.17 |
| ONE | x4op | | 0'-9 1/2" | | | 2.16 |
| ONE | x5b | | 0'-8 1/2" | | | 2.14 |
| ONE | x5f | R MC18 x 45B | 0'-8" | | | 2.12 |
| 4 | xn | 1" ROD. | 48'-4" | THREAD BOTH ENDS | 5 | 54.27 |
| 8 | | 8" H.S. BOLT | 0'-24" | | B1 | 1.10 |
| 8 | | WASHERS FOR 8" H.S. BOLTS | | | B1 | 1.10 |
| 8 | | 8" H.S. BOLT | 0'-24" | | B1 | 1.10 |
| 2 | | 8" H.S. BOLT | 0'-26" | | B1 | 1.10 |
| 8 | | 8" H.S. BOLT | 0'-24" | | B1 | 1.10 |
| 16 | | WASHERS FOR 8" H.S. BOLTS | | | B1 | 1.10 |
| 16 | | 1" ST. Hex NUTS | | | B1 | 1.10 |
| 16 | | WASHERS FOR 1" RODS | | | B1 | 1.10 |

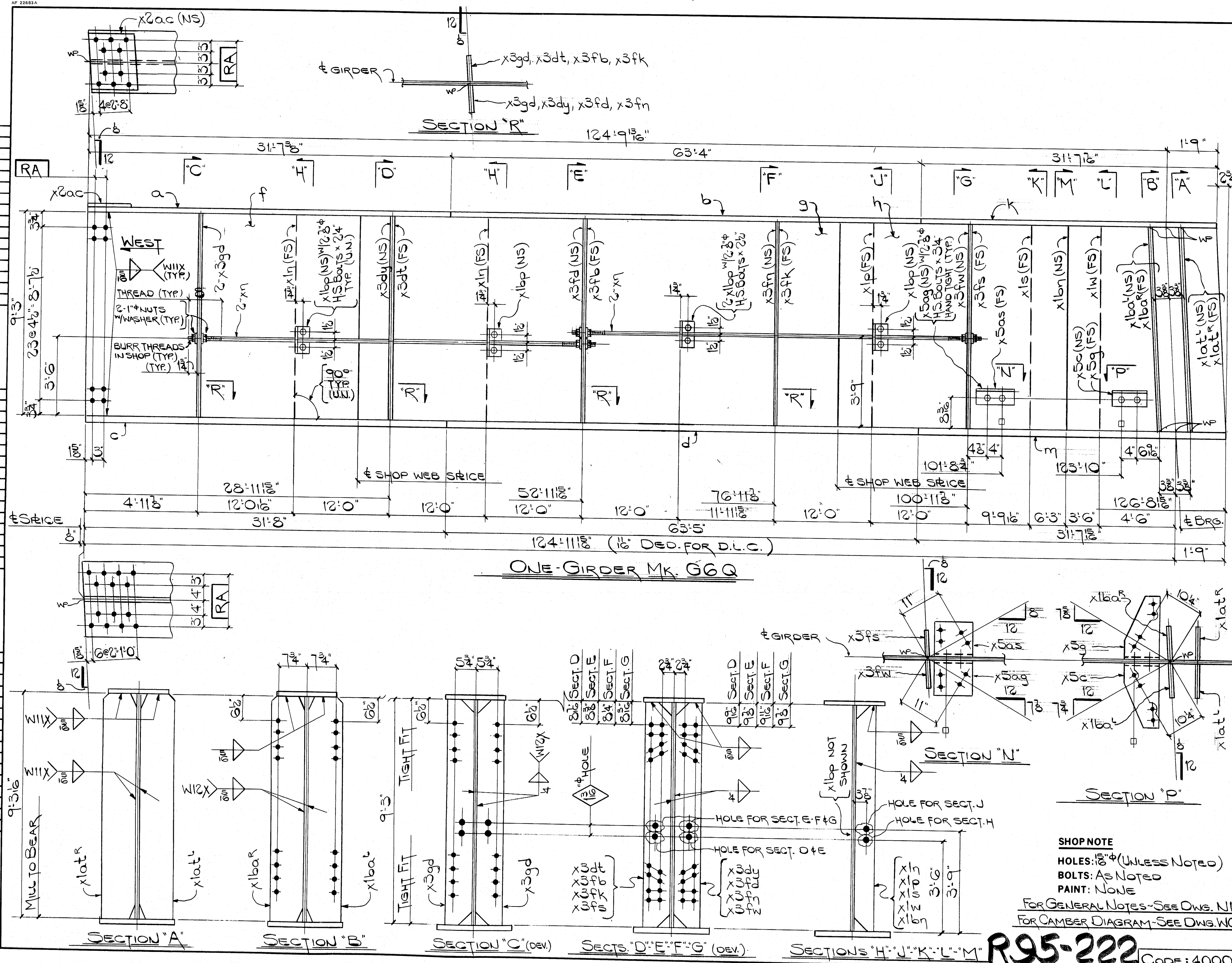
| | | | |
|-----|----------|-----------------------------------|--------------|
| NO. | REVISION | contract revision control # 14 | DATE 9-28-84 |
|-----|----------|-----------------------------------|--------------|

1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-5211



High Steel Structures, Inc.
A Subsidiary of High Industries, Inc.

| | | | |
|-----------------------------------|------------|--------------------|---------------|
| GIRDER - G5Q | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164 + 60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR | CIANERO CORP. |
| IN CHARGE: | HINKLE | MADE BY: | CS |
| CHK'D. | JLC | DATE | 10-2-84 |
| CONTRACT NUMBER: | ME-84088-3 | DRAWING NUMBER: | 44 OF 47 |



| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. |
|--------------------|--|-------|--------------------|
| 1 | | ME | 1763758(82)176 |

| BILL OF MATERIAL | | | | | |
|------------------|------------|---------------------------|-----------|--------------------|--------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | TOTAL WEIGHT |
| ONE | GIRDER-MK. | G6Q | | | 54085 |
| ONE | K | R. 16x1 | 31'7 1/2" | | |
| ONE | O | R. 16x1 | 31'7 1/2" | | |
| ONE | B | R. 16x1 | 63'4" | | |
| ONE | O | R. 20x14 | 31'7 1/2" | | |
| ONE | D | R. 20x14 | 63'5" | | |
| ONE | F | R. 111x16 | 21'0 1/2" | | |
| ONE | G | R. 111x16 | 63'0 1/2" | | |
| ONE | H | R. 111x16 | 40'9 3/8" | | |
| ONE | X2ac | FLR. 15 1/2x4 | 0'11 1/8" | | |
| ONE | M | R. 20x14 | 31'7 1/2" | | |
| 2 | X1n | BAR 5x2 | 9'5" | | |
| ONE | X1p | BAR 5x2 | 9'5" | | |
| ONE | X1S | BAR 5x2 | 9'5" | | |
| ONE | X1W | BAR 7x8 | 9'5" | | |
| ONE | X1on | R. 10x8 | 9'5" | | |
| 2 | X1at | R. 9x1 | 9'5 1/8" | | |
| ONE | X1ba | R. 9x1 | 9'5 1/8" | | |
| ONE | X1ba | R. 9x1 | 9'5 1/8" | | |
| 5 | X1bp | 5x5x4 | 0'6" | | |
| 2 | X3gd | BAR 7x2 | 9'5" | | |
| ONE | X3dt | BAR 7x2 | 9'5" | | |
| ONE | X3dy | | | | |
| ONE | X3fb | | | | |
| ONE | X3fk | | | | |
| ONE | X3fn | | | | |
| ONE | X3fs | | | | |
| ONE | X3fw | BAR 7x2 | 9'5" | | |
| ONE | X5c | R.MC18x45.8 | 0'84" | | |
| ONE | X5g | | 0'8" | | |
| ONE | X5ag | | 0'10" | | |
| ONE | X5as | R.MC18x45.8 | 0'10b" | | |
| 4 | Xn | 1" ROD | 48'4" | THREADED BOTH ENDS | 5'6" |
| 6 | | 8" H.S. BOLT | 0'24" | | BI 5 |
| 2 | | 8" H.S. BOLT | 0'28" | | BI 6 |
| 4 | | 8" H.S. BOLT | 0'34" | | BI 8 |
| 12 | | WASHERS FOR 8" H.S. BOLTS | | | BI 11 |
| 16 | | 1" STD. HEX. NUTS | | | BI 14 |
| 16 | | WASHERS FOR 1" RODS | | | BI 12 |

| NO. | REVISION | DATE |
|-----|----------|------|
| | | |

SHOP NOTE
 HOLES: 1/8" (UNLESS NOTED)
 BOLTS: As Noted
 PAINT: NONE
 FOR GENERAL NOTES-SEE DWG. N1
 FOR CAMBER DIAGRAM-SEE DWG. W2

SECTION "N"
SECTION "P"

SECTION "A"
SECTION "B"
SECTION "C" (DEV.)
SECT'S "D" "E" "F" "G" (DEV.)
SECTIONS "H" "J" "K" "L" "M"

R95-222 Code: 4000

HIGH STEEL STRUCTURES, INC.
 1905 Old Philadelphia Pike
 Lancaster, Pennsylvania 17603
 Phone 771-0296-5211
 A Subsidiary of High Industries, Inc.

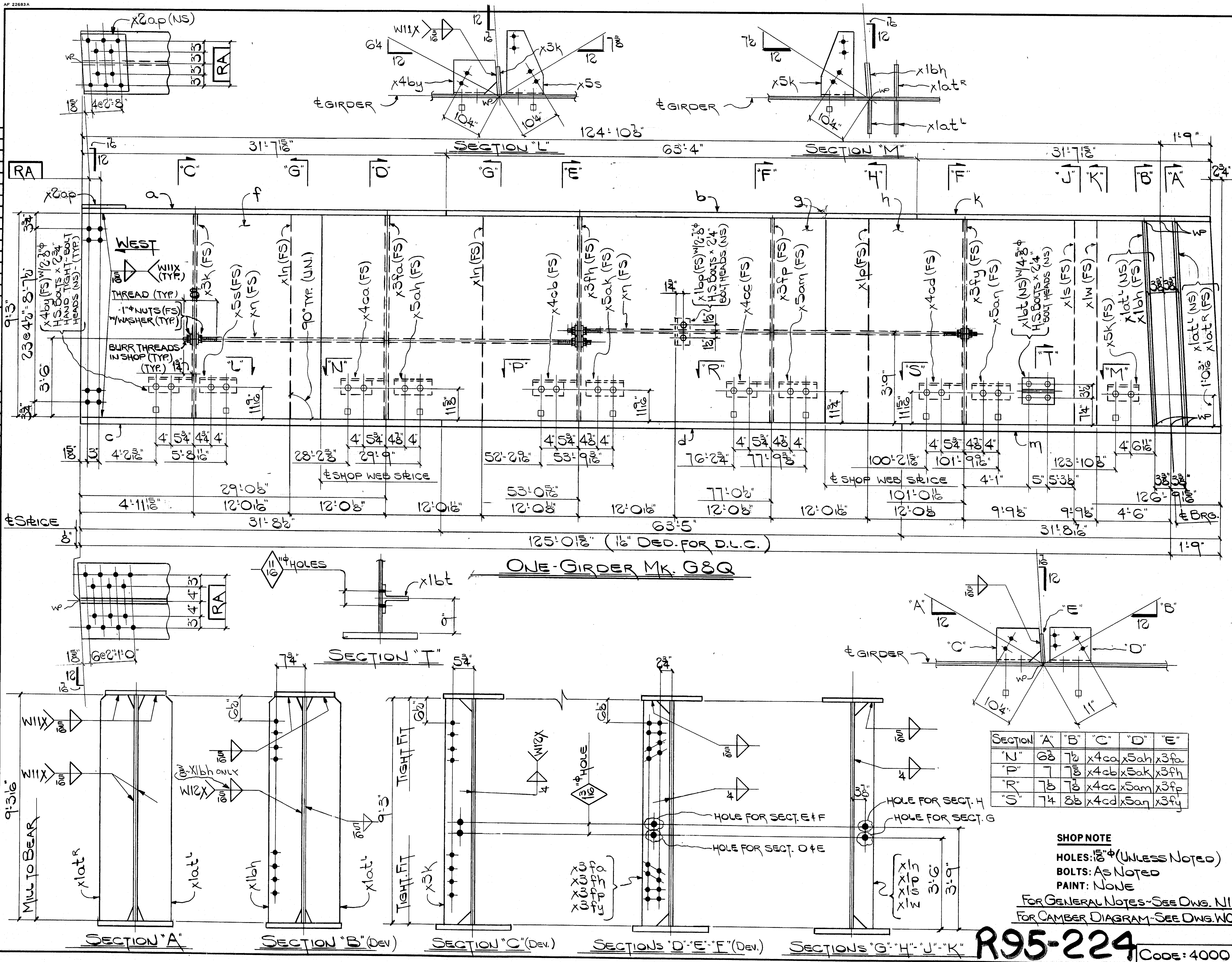
GIRDER-G6Q
I-395 BRIDGE OVER PENOBSCOT RIVER
I-395 BRIDGE STA. 164+60.00
PENOBSCOT COUNTY
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STATE CONTRACT OR REF. NO. **6** CONTRACTOR **CIAMBRO CORP.**

IN CHARGE: **HINKLE** MADE BY: **CS** CHK. D. BY: **JLC** DATE: **10-3-84**

CONTRACT NUMBER: **ME-84088-3** DRAWING NUMBER: **45 of 47**

AF 22683A



| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | TOTAL WEIGHT |
|-----|------|-------------|--------|---------|------|--------------|
|-----|------|-------------|--------|---------|------|--------------|

| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | TOTAL WEIGHT |
|-----|----------------|-----------------------------|-------------|--------------------|------|--------------|
| ONE | GIRDER-MK. G8Q | | | | | 53510 |
| ONE | K | 1/2" x 12" | 31' 7 1/2" | | | |
| ONE | Q | 1/2" x 12" | 31' 7 1/2" | | | |
| ONE | B | 1/2" x 12" | 63' 4" | | | |
| ONE | C | 20" x 14" | 31' 7 1/2" | | | |
| ONE | D | 20" x 14" | 63' 5" | | | |
| ONE | F | 111" x 16" | 21' 0 1/2" | | | |
| ONE | G | 111" x 16" | 63' 0 1/2" | | | |
| ONE | H | 111" x 16" | 40' 10 3/8" | | | |
| ONE | Xap | 1/2" x 12" | 0' 11 1/2" | | | |
| ONE | M | 20" x 14" | 31' 7 1/2" | | | |
| 2 | Xln | BAR 5 x 2 | 9' 3" | | | |
| ONE | Xlp | BAR 5 x 2 | 9' 3" | | | |
| ONE | Xls | BAR 5 x 2 | 9' 3" | | | |
| ONE | Xlw | BAR 7 x 8 | 9' 3" | | | |
| 3 | Xlat | 1/2" x 12" | 9' 3 1/2" | | | |
| ONE | Xlbh | 1/2" x 12" | 9' 3 1/2" | | | |
| ONE | Xlbt | WT 6 x 13 | 0' 8" | | | |
| ONE | Xlbp | 5" x 8 x 4 | 0' 6" | | | |
| ONE | Xsk | BAR 7 x 2 | 9' 3" | | | |
| ONE | X3fa | | | | | |
| ONE | X3fh | | | | | |
| ONE | X3fp | | | | | |
| ONE | X3fy | BAR 7 x 2 | 9' 3" | | | |
| ONE | X4by | MC 18 x 45.8 | 0' 11 1/2" | | | |
| ONE | X4cd | | 0' 11 1/2" | | | |
| ONE | X4cb | | 0' 11 1/2" | | | |
| ONE | X4cc | | 0' 11 1/2" | | | |
| ONE | X4cd | | 0' 11 1/2" | | | |
| ONE | X5s | | 0' 9 3/8" | | | |
| ONE | X5ah | | 0' 10 1/2" | | | |
| ONE | X5ak | | 0' 10 1/2" | | | |
| ONE | X5am | | 0' 10 1/2" | | | |
| ONE | X5an | | 0' 10 1/2" | | | |
| ONE | X5k | MC 18 x 45.8 | 0' 8" | | | |
| 2 | Xn | 1" Rod | 48' 4" | THREADED BOTH ENDS | 5 | 8 |
| 4 | | 5/8" H.S. Bolt | 0' 24" | | B1 | 3 |
| 4 | | WASHERS FOR 5/8" H.S. BOLTS | | | B1 | 10 |
| 2 | | 5/8" H.S. Bolt | 0' 24" | | B1 | 3 |
| 22 | | 5/8" H.S. Bolt | 0' 24" | | B1 | 11 |
| 24 | | WASHERS FOR 5/8" H.S. BOLTS | | | B1 | 11 |
| 8 | | 1" Sto. Hex. Nuts | | | B1 | 4 |
| 8 | | WASHERS FOR 1" RODS | | | B1 | 12 |

| SECTION | A | B | C | D | E |
|---------|-------|-------|----------------|---|---|
| N | 28 | 7 1/2 | x4ca x5ah x3fa | | |
| P | 7 | 7 1/2 | x4cb x5ak x3fh | | |
| R | 7 1/2 | 7 1/2 | x4cc x5am x3fp | | |
| S | 7 1/2 | 8 1/2 | x4cd x5an x3fy | | |

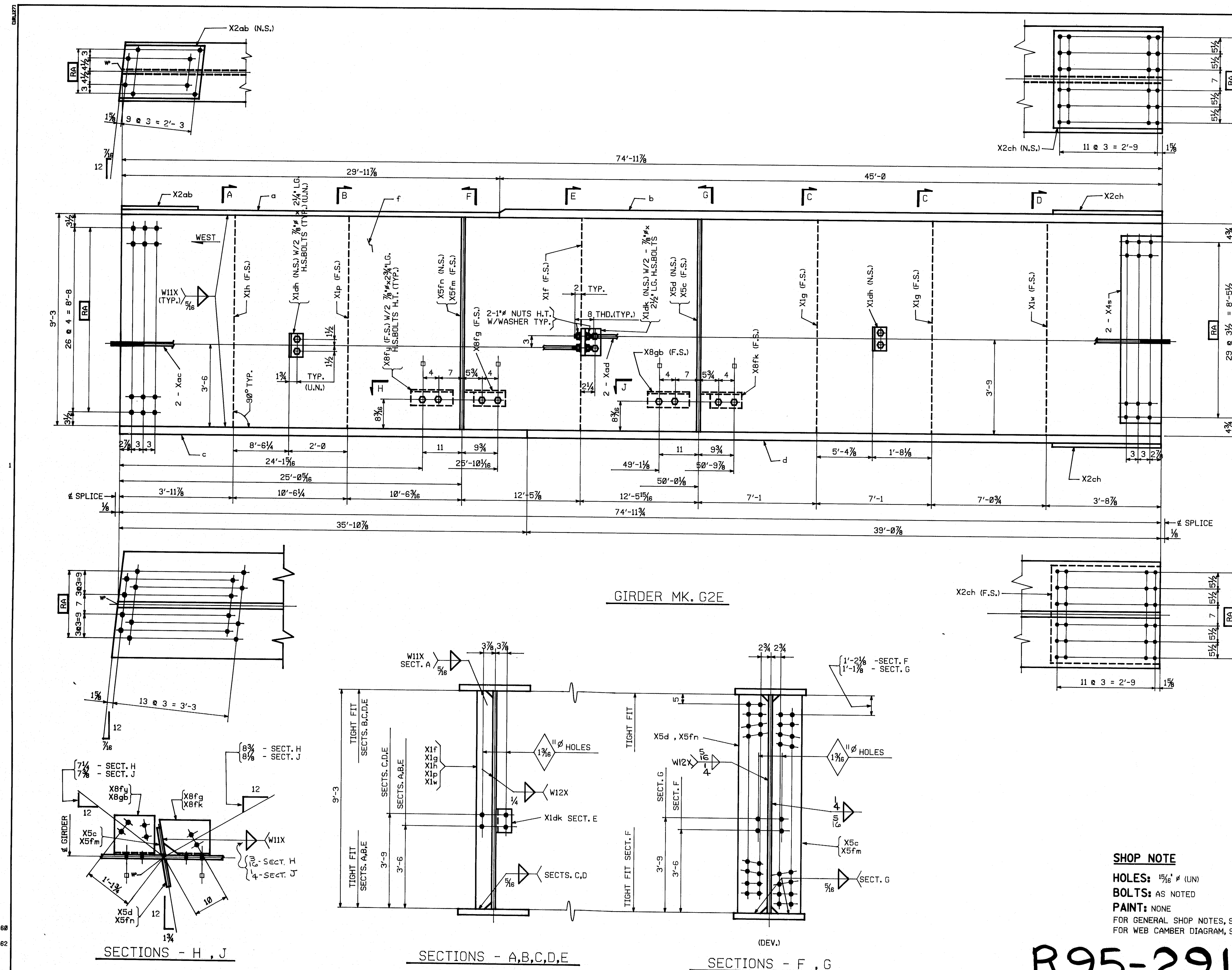
SHOP NOTE
 HOLES: 1/8" (UNLESS NOTED)
 BOLTS: As Noted
 PAINT: None
 For GENERAL NOTES-See DWS. N1
 For CAMBER DIAGRAM-See DWS. WC2

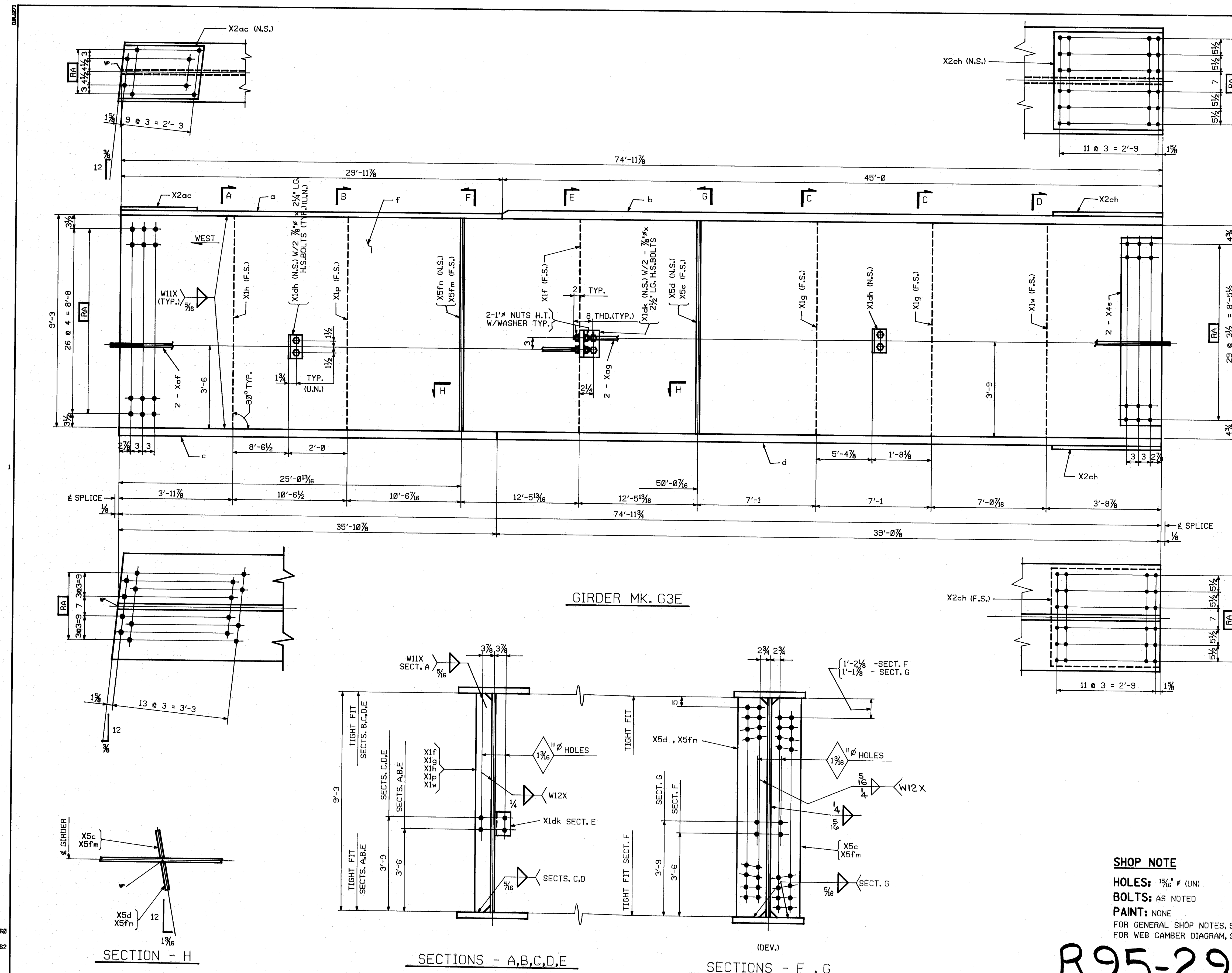
R95-224 Code: 4000

| | | |
|---|------------|---------------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | |
| A Subsidiary of High Industries, Inc. | | |
| GIRDER-G8Q | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 124+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR |
| IN CHARGE: | HINKLE | MADE BY: CS |
| CONTRACT NUMBER: | ME-84088-3 | CHK'D: JLC |
| DRAWING NUMBER: | 47 | DATE: 10-2-84 |

Roll #95

P. 224A
to
345

[illegible]



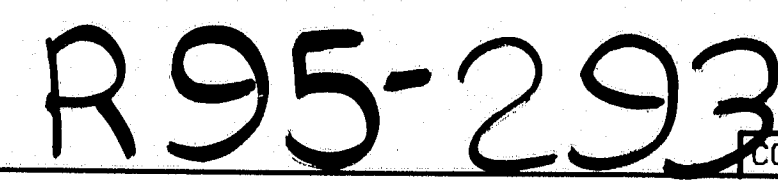
SHOP NOTE


HOLES: 15/16" (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC2

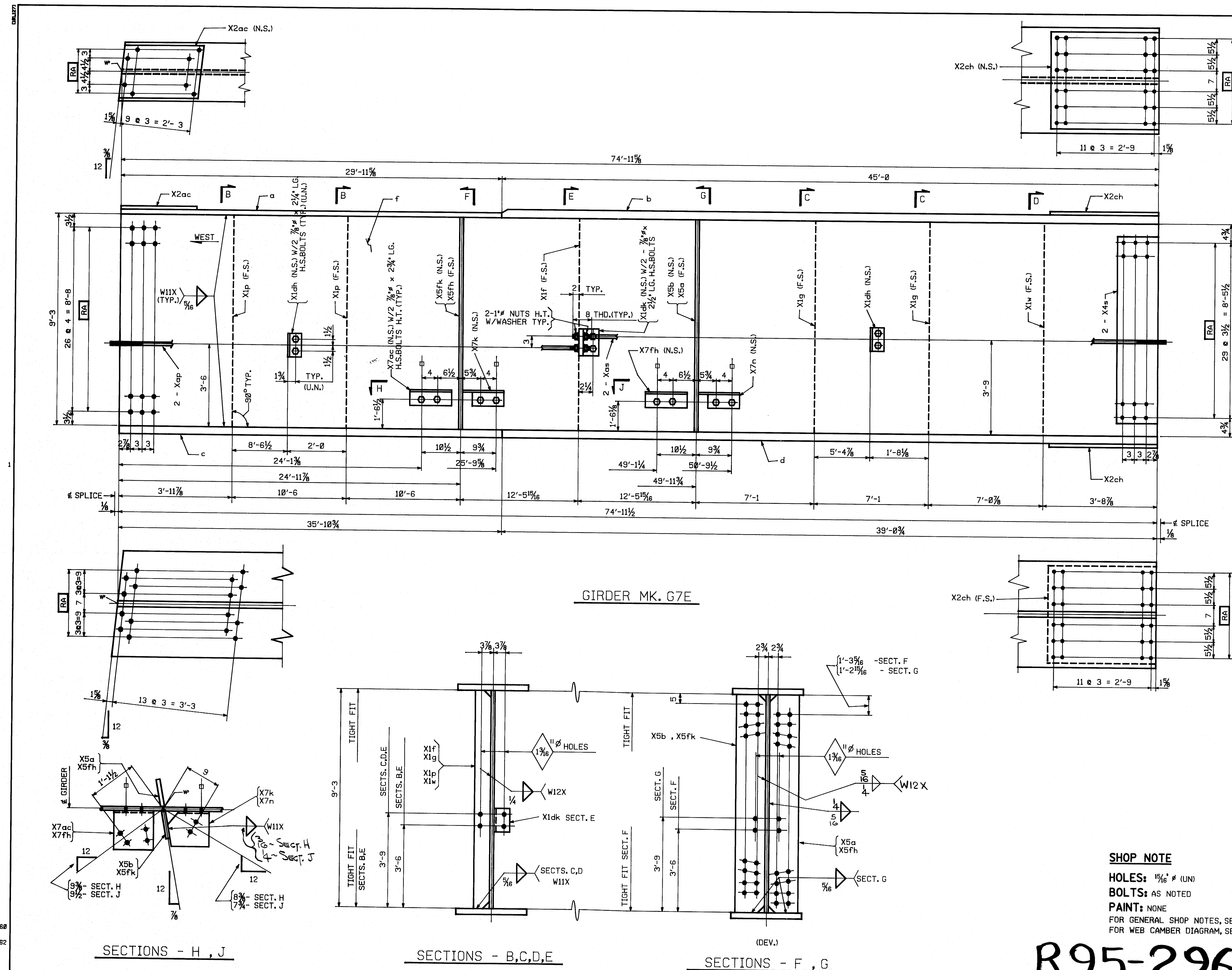
R95-292

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|------------------|------|--------------|--------|---------------------|----------------|-----------------------|
| | | | | FED.ROAD DIV.NO. | STATE | FED.AID PROJ.NO. |
| | | | | 1 | ME. | I-10-395-8182176 |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SUB- MOUNT E.A. |
| ONE | G3E | GIRDER | | | | 55,620 |
| 1 | a | E 20 x 1¼ | 29 | 11½ | | |
| 1 | b | E 36 x 2½ | 45 | 0 | | |
| 1 | c | E 36 x 2½ | 35 | 10½ | | |
| 1 | d | E 36 x 2½ | 39 | 0½ | | |
| 1 | f | E 111 x 1¼ | 75 | 0 | | |
| 2 | xaf | 1" ROD | 37 | 10½ | THD. BOTH ENDS | 7 |
| 2 | xag | 1" ROD | 37 | 9½ | ↓ | 3 |
| 1 | xif | BAR 7 x ¾ | 9 | 3 | | |
| 2 | xig | BAR 7 x ¾ | 9 | 3 | | |
| 1 | xih | BAR 5 x ½ | 9 | 3 | | |
| 1 | xip | BAR 5 x ½ | 9 | 3 | | |
| 1 | xiw | BAR 8 x ¾ | 9 | 3 | | |
| 2 | xidh | L 5 x 3 x ¼ | 0 | 6 | | |
| 1 | xidk | L 5 x 3½ x ½ | 0 | 6 | | |
| 1 | x2ac | E 19 x ½ | 2 | 6½ | A606 - TYPE 4 | |
| 2 | x4s | E 10½ x ½ | 0 | 10½ | A606 - TYPE 4 | |
| 1 | x5c | BAR 7 x ¾ | 9 | 3 | | |
| 1 | x5d | BAR 7 x ¾ | 9 | 3 | | |
| 1 | x5fm | BAR 7 x ½ | 9 | 3 | | |
| 1 | x5fn | BAR 7 x ½ | 9 | 3 | | |
| 2 | x2ch | E 32 x ¾ | 3 | 0½ | | |
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| NO. | REVISION | DATE |
|---|--------------------------|--------------------------------|
| <div> <div> HIGH STEEL STRUCTURES, INC. </div> <div> 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 171/239-328 </div> </div> | | |
| <div> <div>GIRDER</div> <div>G3E</div> </div> | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: J.L.C. | CHK'D BY: B.J.K. DATE: 9-24-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 27 OF 80 | |



| | | | |
|-----------------------------------|------------|--|--|
| NO. | REVISION | DATE | |
| HIGH STEEL STRUCTURES, INC. | | 1905 Old Philadelphia Pike Lancaster/Pennsylvannia 17603 Phone 717/299-5253 | |
| | |  A Subsidiary of High Industries, Inc. | |
| GIRDER | | G4E | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | | CONTRACTOR | |
| 6 | | CIAMBRO CORP. | |
| IN CHARGE: | HINKLE | MADE BY: | J.L.C. CHK'D. BY: <u>SWK</u> DATE: <u>9-24-84</u> |
| CONTRACT NUMBER: | ME-64088-2 | DRAWING NUMBER: | 28 OF 80 |



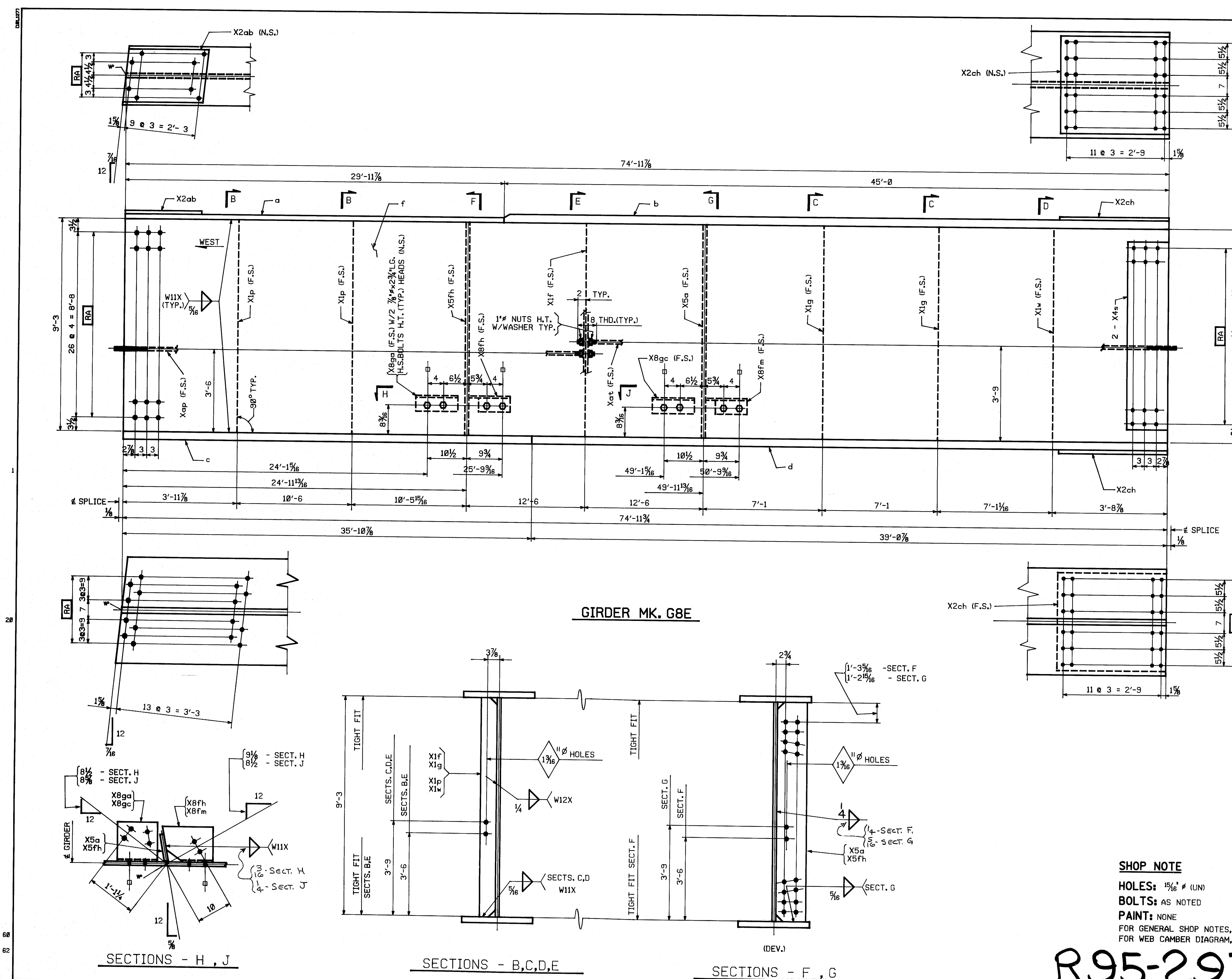
SHOP NOTE

HOLES: 15/16" (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC2

R95-296

| | | FED. ROAD DIV. NO. | | | STATE | FED. AID PROJ. NO. | |
|------------------|------|-------------------------|--------|---------|----------------|-----------------------|----------------|
| | | 1 | | | ME. | I-10-395-8(82)176 | |
| BILL OF MATERIAL | | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | | ITEM | SH WEP 6 |
| ONE | G7E | GIRDER | | | | | 55,780 |
| 1 | a | R 20 x 1¼ | 29 | 11% | | | |
| 1 | b | R 36 x 2½ | 45 | 0 | | | |
| 1 | c | R 36 x 2½ | 35 | 10% | | | |
| 1 | d | R 36 x 2½ | 39 | 0% | | | |
| 1 | f | R 111 x ¼ ₁₆ | 74 | 11% | | | |
| 2 | xap | 1" ROD | 37 | 18 | THD. BOTH ENDS | 7 4 | |
| 2 | xas | 1" ROD | 37 | 9% | | 7 4 | |
| 1 | xlf | BAR 7 x ⅝ | 9 | 3 | | | |
| 2 | xlg | BAR 7 x ⅝ | 9 | 3 | | | |
| 2 | xlp | BAR 5 x ½ | 9 | 3 | | | |
| 1 | xlw | BAR 8 x ¾ | 9 | 3 | | | |
| 2 | xldh | L 5 x 3 x ¼ | 0 | 6 | | | |
| 1 | xldk | L 5 x 3½ x ½ | 0 | 6 | | | |
| 1 | x2ac | R 19 x ⅜ | 2 | 6% | A606 - TYPE 4 | | |
| 2 | x4s | R 104½ x ⅜ | 0 | 10% | A606 - TYPE 4 | | |
| 1 | x5a | BAR 7 x ⅝ | 9 | 3 | | | |
| 1 | x5b | BAR 7 x ⅝ | 9 | 3 | | | |
| 1 | x5fh | BAR 7 x ½ | 9 | 3 | | | |
| 1 | x5fk | BAR 7 x ½ | 9 | 3 | | | |
| 1 | x7k | PC. MC18x45.8 | 0 | 11½ | | | |
| 1 | x7n | PC. MC18x45.8 | 0 | 11½ | | | |
| 1 | x7ac | PC. MC18x45.8 | 0 | 10% | | | |
| 1 | x7fh | PC. MC18x45.8 | 0 | 10% | | | |
| 2 | x2ch | R 32 x ⅞ | 3 | 0% | | | |
| 8 | | 1" STD. HEX NUT | | | | B1 | 15 |
| 8 | | WASH. FOR 1" H.S.B. | | | | B1 | 13 |
| 8 | | ⅞" H.S.BOLTS | 0 | 2% | | B1 | 7 |
| 2 | | ⅞" H.S.BOLTS | 0 | 2½ | | B1 | 6 |
| 14 | | WASH. FOR 7/8" H.S.B. | | | | B1 | 12 |
| 4 | | ⅞" H.S.BOLTS | 0 | 2¼ | | B1 | 5 |
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| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. <small>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-258</small> <small>A Subsidiary of High Industries, Inc.</small> | | |
| GIRDER G7E | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE HINKLE | MADE BY J.L.C. | CHK'D BY B.J.K. DATE 9-23-84 |
| CONTRACT NUMBER ME-84088-2 | DRAWING NUMBER 31 OF 80 | |



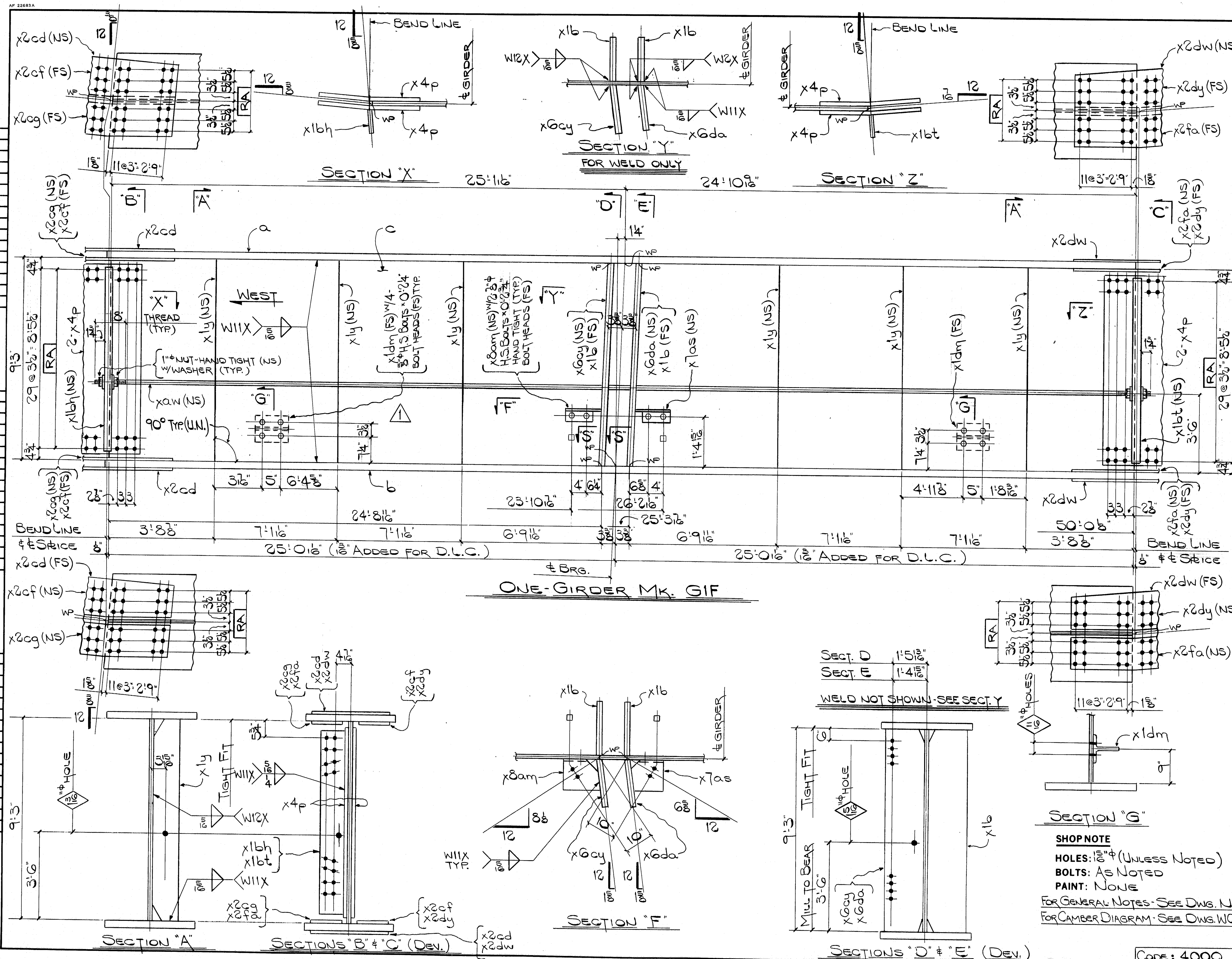
| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. | |
|-----------------------|--|-------|-----------------------|--|
| 1 | | ME. | I-10-395-8182176 | |

| BILL OF MATERIAL | | | | | | |
|------------------|------|-----------------------|--------|---------|----------------|-----------------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHP. WEIGHT LB. |
| ONE | G8E | GIRDER | | | | 55,320 |
| 1 | a | E 20 x 1 1/4 | 29 | 11 1/2 | | |
| 1 | b | E 36 x 2 1/2 | 45 | 0 | | |
| 1 | c | E 36 x 2 1/2 | 35 | 10 1/2 | | |
| 1 | d | E 36 x 2 1/2 | 39 | 0 1/2 | | |
| 1 | f | E 111 x 1 1/8 | 75 | 0 | | |
| 1 | xap | 1" ROD | 37 | 10 | THD. BOTH ENDS | 7 |
| 1 | xat | 1" ROD | 37 | 9 1/2 | | 4 |
| 1 | xlf | BAR 7 x 5/8 | 9 | 3 | | 7 |
| 2 | xlg | BAR 7 x 5/8 | 9 | 3 | | |
| 2 | xlp | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | xlw | BAR 8 x 3/4 | 9 | 3 | | |
| 2 | x2ch | E 32 x 7/8 | 3 | 0 1/2 | | |
| 1 | x2ab | E 19 1/2 x 1 1/2 | 2 | 6 1/2 | A606 - TYPE 4 | |
| 2 | x4s | E 10 1/2 x 1 1/2 | 0 | 10 1/2 | A606 - TYPE 4 | |
| 1 | x5a | BAR 7 x 5/8 | 9 | 3 | | |
| 1 | x5fh | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x8fh | PC. MC18x45.8 | 1 | 0 | | |
| 1 | x8fm | PC. MC18x45.8 | 0 | 11 1/2 | | |
| 1 | x8ga | PC. MC18x45.8 | 0 | 9 1/2 | | |
| 1 | x8gc | PC. MC18x45.8 | 0 | 9 1/2 | | |
| 4 | | 1" STD. HEX NUT | | | | B1 15 |
| 4 | | WASH. FOR 1" H.S.B. | | | | B1 13 |
| 8 | | 7/8" H.S.BOLTS | 0 | 2 1/2 | | B1 7 |
| 8 | | WASH. FOR 7/8" H.S.B. | | | | B1 12 |
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SHOP NOTE
 HOLES: 15/16" (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC2

R95-297

| NO. | REVISION | DATE |
|-----------------------------------|--------------------------|--------------------------------|
| | | |
| | | |
| GIRDER G8E | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIAMBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: J.L.C. | CHKD. BY: P.V.K. DATE: 9-24-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 32 OF 80 | |



FED. ROAD
DIV. NO.

1

STATE

ME.

FED. AID
PROJ. NO.

IG-395-8(82)116

NO.

MARK

DESCRIPTION

LENGTH

REMARKS

ITEM

SHIP-
WEIGHT

ONE GIRDER ~ MK. GIF

75,715

ONE

a

R 44 x 3

500 1/2

ONE

b

R 44 x 3

500 1/2

ONE

c

R 111 x 3

500 1/2

6

xly

BAR 8 x 24

9 3/4

2

xlb

R 19 x 13

9 3/4

ONE

xlbh

BAR 8 x 2

8 6 1/2

ONE

xlbv

BAR 8 x 2

8 6 1/2

ONE

xocy

R 19 x 13

9 3/4

ONE

xoda

R 19 x 13

9 3/4

2

xod

R 33 1/2 x 14

6 1/2

2

xocf

R 15 1/2 x 13

6 1/2

2

xocg

R 15 1/2 x 13

6 1/2

2

xodw

R 33 1/2 x 14

6 1/2

2

xody

R 15 1/2 x 13

6 1/2

2

xofa

R 15 1/2 x 13

6 1/2

4

x4p

R 104 1/2 x 2

1 9

BENT

ONE

xlas

R 2 MC18 x 45.8

0 11

ONE

xlam

R 2 MC18 x 45.8

1 1/2

2

xldm

WT 6 x 13

0 8

ONE

xaw

1" ROD

50 4 1/2

THREAD BOTH ENDS

7 2 1/2

4

3" H.S. BOLT

0 2 1/2

8 1/2

4

WASHERS FOR 3" H.S. BOLTS

8 1/2

8

3" H.S. BOLT

0 2 1/2

8 1/2

8

WASHERS FOR 3" H.S. BOLTS

8 1/2

4

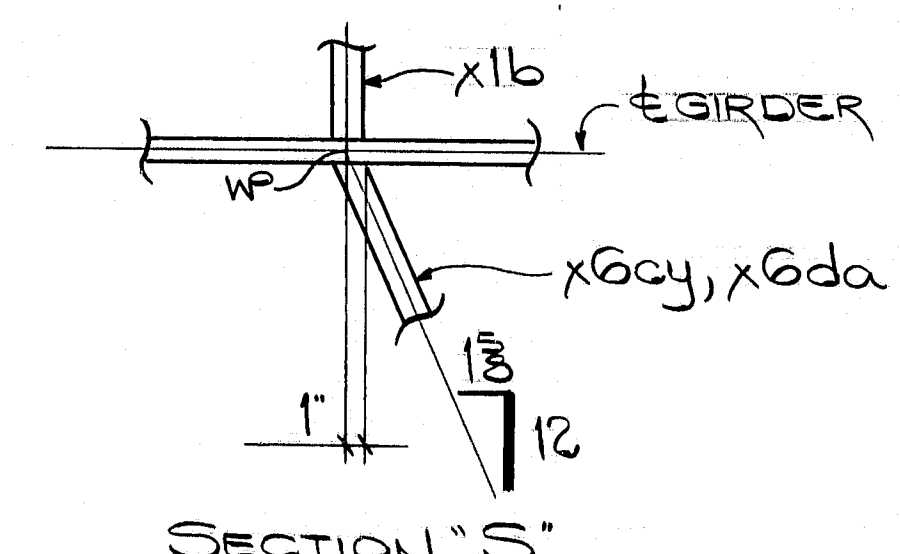
1" STD HEX NUTS

8 1/2

4

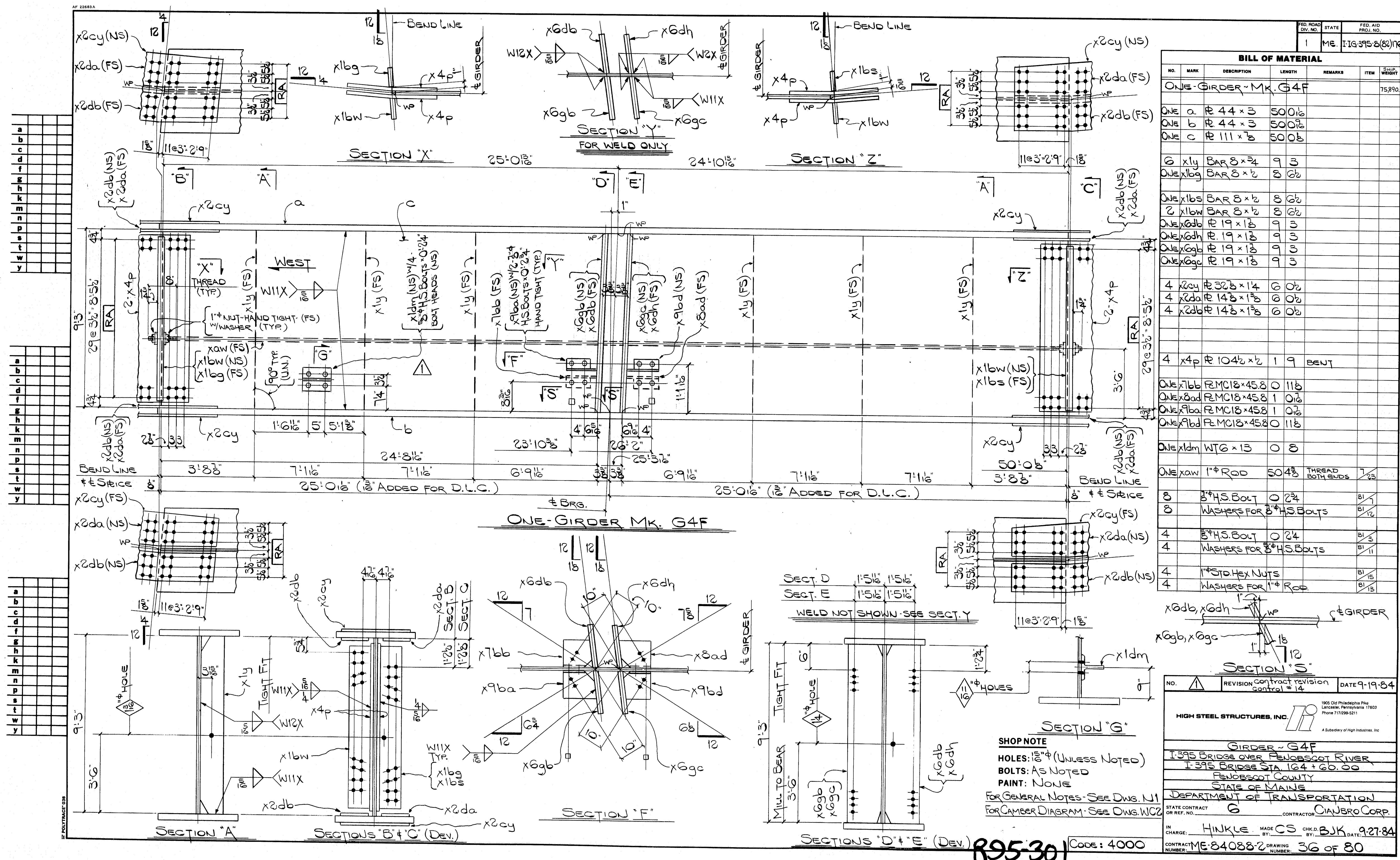
WASHERS FOR 1" ROD

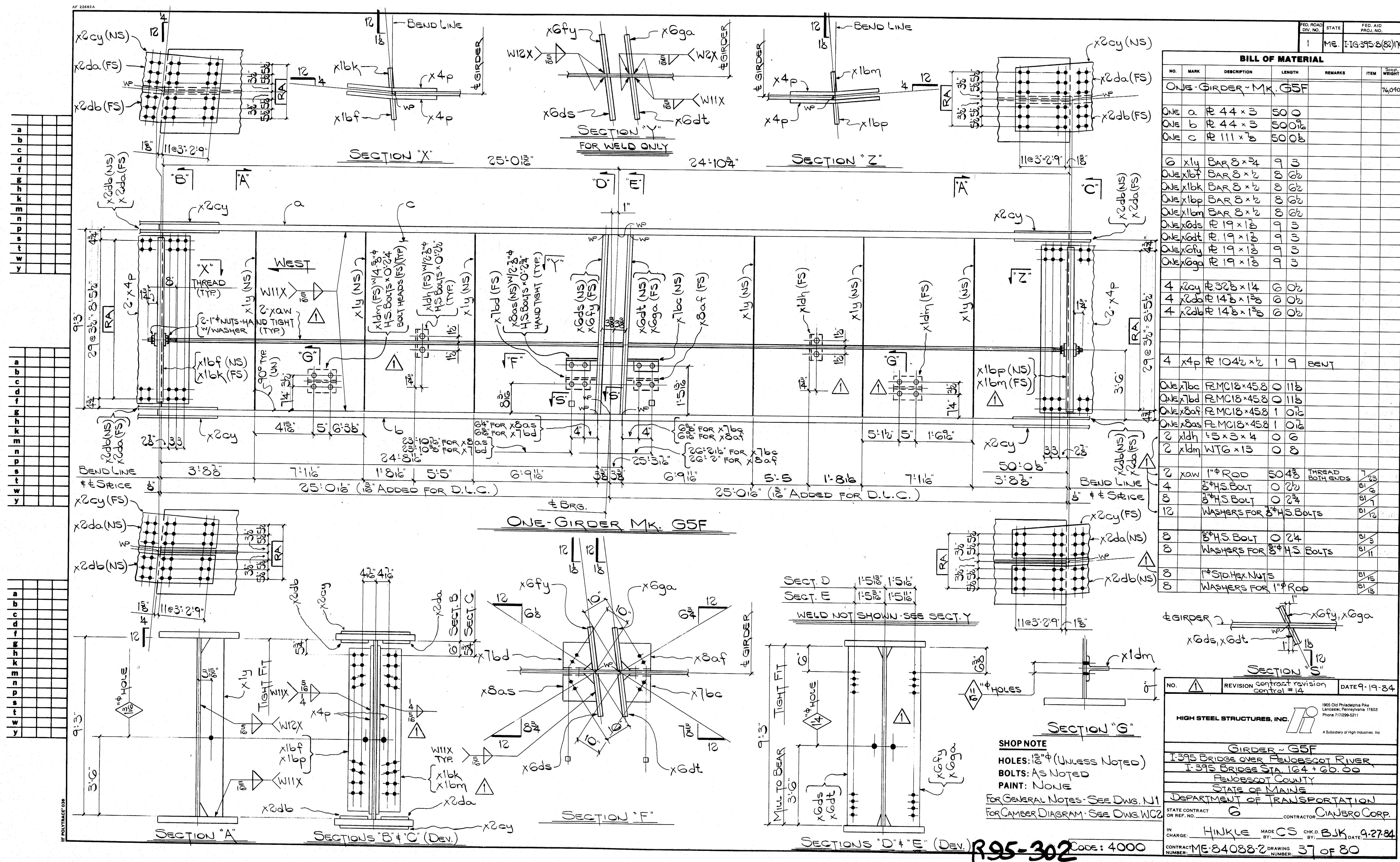
8 1/2

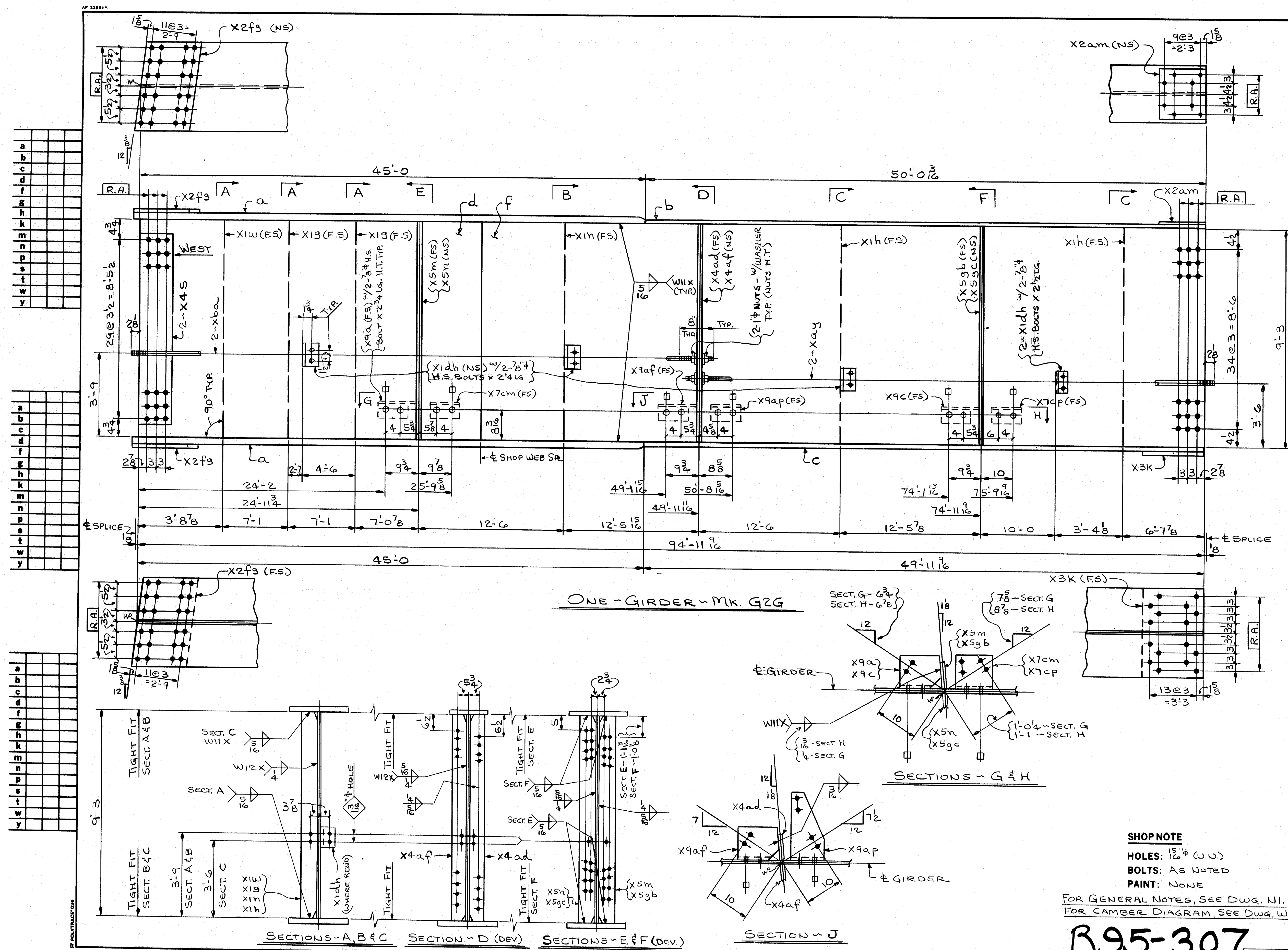


| NO. | REVISION | CONTRACT REVISION | DATE |
|---|------------|-------------------|----------|
| 1 | | 14 | 9-18-84 |
| HIGH STEEL STRUCTURES, INC. | | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717-299-5211 | | | |
| A Subsidiary of High Industries, Inc. | | | |
| GIRDER - GIF | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA 124 + 60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT NO. 6 | | | |
| CONTRACTOR: CHAMBERLAIN CORP. | | | |
| IN CHARGE: | HINKLE | MADE BY: | CS |
| CHK. BY: | BJK | DATE: | 9-27-84 |
| CONTRACT NO. | ME-84088-2 | DRAWING NO. | 33 OF 80 |

R95-298





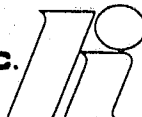


| FED. ROAD DIV. NO. | | STATE | | FED. AID PROJ. NO. | |
|-----------------------|--|-------|--|-----------------------|--|
| 1 | | ME | | EIG 395-8(88)17 | |

| BILL OF MATERIAL | | | | | | |
|------------------|------|--|--------|--------------------------------|-------------------|----------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT |
| ONE | G2G | GIRDER | | | | 63.54 |
| 2 | a | R. 32 x 2 ³ / ₈ | 45 | 0'2 | | |
| ONE | b | R. 20 x 18 | 50 | 0'6 | | |
| ONE | c | R. 32 x 1 ⁵ / ₈ | 49 | 11'6 | | |
| ONE | d | R. 111 x 1 ¹ / ₂ | 30 | 6'8 | | |
| ONE | f | R. 111 x 1 ¹ / ₂ | 64 | 6'8 | | |
| 2 | x2f9 | R. 33 ³ / ₁₆ x 8 | 3 | 0'8 | FILLS | |
| ONE | x2am | R. 18 x 10ga | 2 | 6'8 | FILL A606 TYPE 4 | |
| ONE | x3K | R. 28 x 1'2 | 3 | 6'8 | FILL | |
| 2 | x4S | R. 104'2 x 10ga | 0 | 10 ³ / ₈ | FILLS A606 TYPE 4 | |
| 5 | x1dh | L 5 x 3 x 1/4 | 0 | 6 | | |
| ONE | x1w | BAR 8 x 3/4 | 9 | 3 | | |
| 2 | x13 | BAR 7 x 5/8 | ↑ | ↑ | | |
| 2 | x1h | BAR 5 x 1/2 | ↓ | ↓ | | |
| ONE | x1n | BAR 5 x 1/2 | 9 | 3 | | |
| 2 | xba | 1" ROD | 50 | 4 | THD BOTH ENDS | 7 2 |
| 2 | xay | 1" ROD | 45 | 4 | THD BOTH ENDS | 7 15 |
| 8 | | 1" STD. HEX. NUTS | | | | 81 15 |
| 8 | | WASHERS FOR 1" ROD | | | | 81 15 |
| 20 | | WASHERS FOR 7/8" BOLTS | | | | 81 18 |
| 6 | | 7/8" H.S. BOLTS | 0 | 2'4 | | 81 6 |
| 2 | | 7/8" H.S. BOLTS | 0 | 2'2 | | 81 6 |
| 12 | | 7/8" H.S. BOLTS | 0 | 2'3 1/2 | | 81 7 |
| ONE | x4ad | BAR 7 x 1/2 | 9 | 3 | | |
| ↑ | x4af | BAR 7 x 1/2 | | | | |
| | x5m | BAR 7 x 5/8 | | | | |
| | x5n | BAR 7 x 5/8 | | | | |
| ↓ | x5gb | BAR 7 x 1/2 | ↓ | ↓ | | |
| ONE | x59c | BAR 7 x 1/2 | 9 | 3 | | |
| ONE | x7cp | Pc. MC18 x 45.8 | 0 | 10 | | |
| ↑ | x7cm | | 0 | 9 3/4 | | |
| | x9a | | 0 | 11'8 | | |
| | x9c | | 0 | 11 3/8 | | |
| ↓ | x9af | | 0 | 11 1/2 | | |
| ONE | x9ap | Pc. MC18 x 45.8 | 0 | 8'4 | | |

SHOP NOTE
HOLES: $15 \frac{11}{16}$ " ϕ (U.D.)
BOLTS: AS NOTED
PAINT: NONE

FOR GENERAL NOTES, SEE DWG. N1.
FOR CAMBER DIAGRAM, SEE DWG. WC2.

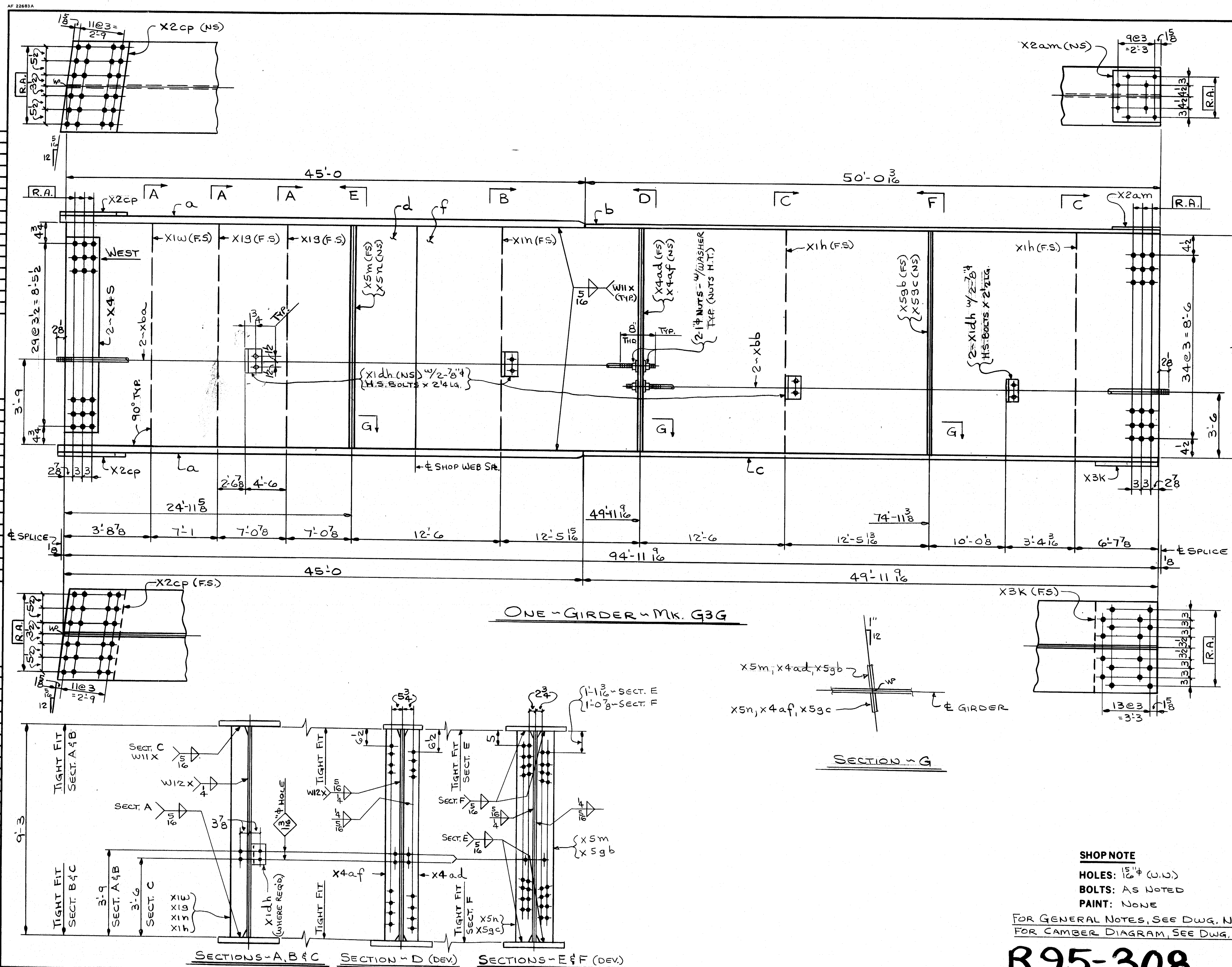
| | | |
|---|-----------------|--|
| NO. | REVISION | DATE |
|  | | 1905 Old Philadelphia Pk. Lancaster, Pennsylvania 17603 Phone 717/299-8211 |
| HIGH STEEL STRUCTURES, INC. | | |
| A Subsidiary of High Industries, Inc. | | |
| GIRDER | | |
| I-395 BRIDGE OVER PENNSCOGOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENNSCOGOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT | 6 | CONTRACTOR CIANBRO CORP. |
| REF. NO. | | |
| IN CHARGE: HINKLE | MADE BY: G.F.Z. | CHK'D: BJK DATE: 9-17-84 |
| CONTRACT NUMBER: ME-84-088-2 | DRAWING | 42 OF 80 |

AF 22803A

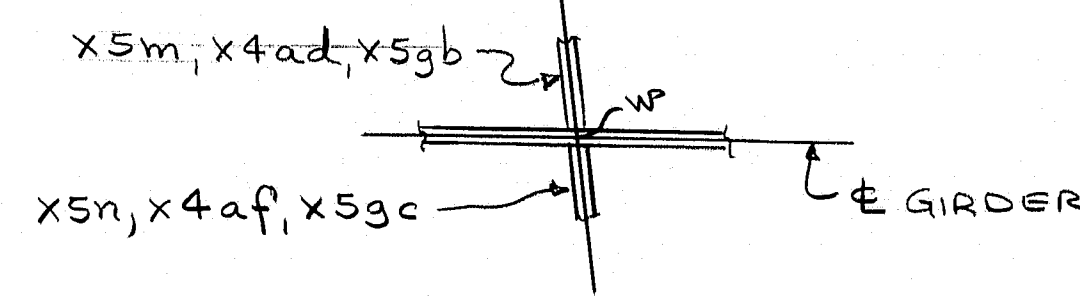
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ONE GIRDER - MK. G3G



SECTION - G

SHOP NOTE

HOLES: 1/2" (U.C.)
BOLTS: AS NOTED
PAINT: NONE

FOR GENERAL NOTES, SEE DWG. N1.
FOR CAMBER DIAGRAM, SEE DWG. WC2.

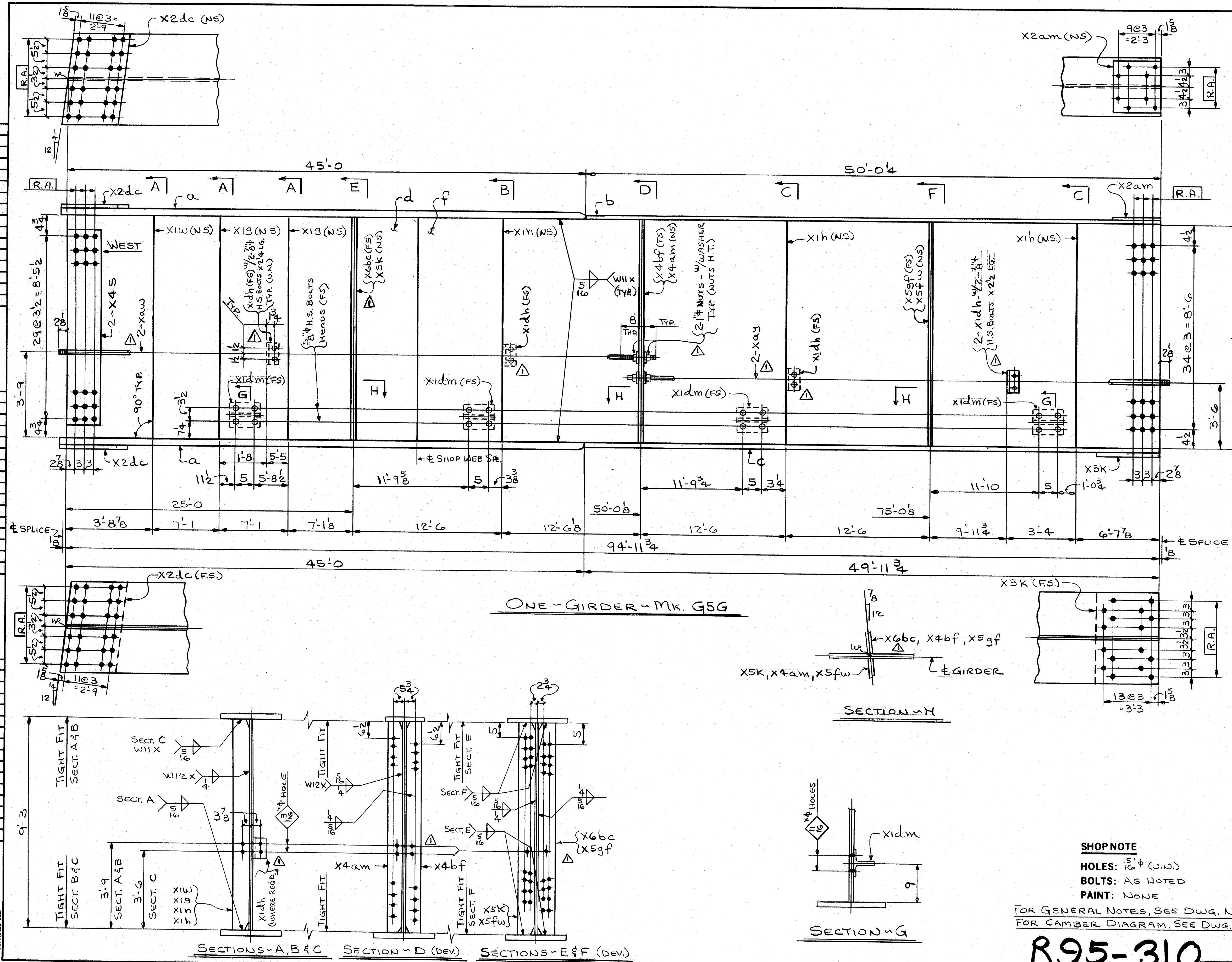
R95-308

| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | QUANTITY |
|-----|------|-------------|--------|---------|------|----------|
|-----|------|-------------|--------|---------|------|----------|

| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | QUANTITY |
|-----|------|------------------------|----------|---------------|------|----------|
| ONE | G3G | GIRDER | | | | 63,295 |
| 2 | a | R. 32x2 3/8 | 45 0/16 | | | |
| ONE | b | R. 20x1 1/2 | 50 0/16 | | | |
| ONE | c | R. 32x1 1/2 | 49 11/16 | | | |
| ONE | d | R. 111 x 1 1/2 | 30 6/8 | | | |
| ONE | f | R. 111 x 1 1/2 | 64 6/8 | | | |
| 2 | X2cp | R. 33 1/2 x 3/8 | 3 0/8 | FILLS | | |
| ONE | X2am | R. 18 x 10GA | 2 6/8 | FILL TYPE 4 | | |
| ONE | X3K | R. 28 x 1/2 | 3 6/8 | FILL | | |
| 2 | X4S | R. 104 1/2 x 10GA | 0 10/8 | FILLS TYPE 4 | | |
| 5 | X1dh | 1/2 x 3 x 4 | 0 6/8 | | | |
| ONE | X1w | BAR 8 x 3/4 | 9 3 | | | |
| 2 | X13 | BAR 7 x 5/8 | 1 1/2 | | | |
| 2 | X1h | BAR 5 x 1/2 | 1 1/2 | | | |
| ONE | X1n | BAR 5 x 1/2 | 9 3 | | | |
| 2 | Xba | 1" ROD | 50 4 | THD BOTH ENDS | | |
| 2 | Xbb | 1" ROD | 45 4 1/2 | THD BOTH ENDS | | |
| 8 | | 1" STD. HEX. NUTS | | | | |
| 8 | | WASHERS FOR 1" ROD | | | | |
| 8 | | WASHERS FOR 7/8" BOLTS | | | | |
| 6 | | 7/8" H.S. BOLTS | 0 24 | | | |
| 2 | | 7/8" H.S. BOLTS | 0 22 | | | |
| ONE | X4ad | BAR 7 x 1/2 | 9 3 | | | |
| | X4af | BAR 7 x 1/2 | | | | |
| | X5m | BAR 7 x 5/8 | | | | |
| | X5n | BAR 7 x 5/8 | | | | |
| | X5gb | BAR 7 x 1/2 | | | | |
| ONE | X53c | BAR 7 x 1/2 | 9 3 | | | |

| | | |
|---|-----------------|-----------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | |
| A Subsidiary of High Industries, Inc. | | |
| GIRDER G3G | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CIANBRO CORP. | |
| IN CHARGE: | MADE BY: | CHK'D BY: |
| HINKLE | G.F.Z. | B.J.K. |
| CONTRACT NUMBER: | DRAWING NUMBER: | DATE: |
| ME-84-088-2 | 43 OF 80 | 9-17-84 |

AF 22682A



| BILL OF MATERIAL | | | | | |
|------------------|------|---|-----------------------------------|---------------|--------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE | G5G | GIRDER | | | 63,330 |
| 2 | a | PL 32x2 ³ / ₈ | 45 0 ⁵ / ₈ | | |
| ONE | b | PL 20x1 ⁵ / ₈ | 50 0 ⁴ / ₈ | | |
| ONE | c | PL 32x1 ⁵ / ₈ | 49 11 ³ / ₄ | | |
| ONE | d | PL 111x1 ¹ / ₁₆ | 30 6 ² / ₈ | | |
| ONE | f | PL 111x1 ¹ / ₁₆ | 64 6 ⁴ / ₈ | | |
| 4 | xidm | WT 6x13 | 0 8 | | |
| 2 | x2dc | PL 32x ³ / ₈ x ⁵ / ₈ | 3' 0 ⁸ / ₈ | FILLS | |
| ONE | x2am | PL 18x10 ⁹ / ₁₆ | 2 6 ⁸ / ₈ | FILL TYPE 4 | |
| ONE | x3k | PL 28x1 ¹ / ₂ | 3 6 ⁸ / ₈ | FILL | |
| 2 | x45 | PL 104 ¹ / ₂ x10 ⁹ / ₁₆ | 0 10 ⁸ / ₈ | FILLS TYPE 4 | |
| 5 | xidh | 5x3x ¹ / ₂ | 0 6 | | |
| ONE | x1w | BAR 8x ³ / ₄ | 9 3 | | |
| 2 | x13 | BAR 7x ⁵ / ₈ | 1 1 | | |
| 2 | x1h | BAR 5x1 ¹ / ₂ | 9 3 | | |
| ONE | x1h | BAR 5x1 ¹ / ₂ | 9 3 | | |
| 2 | xaw | 1" ROD | 50 4 ⁸ / ₈ | THD BOTH ENDS | 7 23 |
| 2 | xay | 1" ROD | 45 4 | THD BOTH ENDS | 7 15 |
| 8 | | 1" STD. HEX. NUTS | | | 81 15 |
| 8 | | WASHERS FOR 1" ROD | | | 81 15 |
| 8 | | WASHERS FOR 7/8" BOLTS | | | 81 18 |
| 6 | | 7/8" H.S. BOLTS | 0 2 ⁴ / ₈ | | 81 5 |
| 16 | | 5/8" H.S. BOLTS | 0 2 ⁴ / ₈ | | 81 3 |
| 16 | | WASHERS FOR 5/8" BOLTS | | | 81 11 |
| 2 | | 5/8" H.S. BOLTS | 0 2 ² / ₈ | | 81 6 |
| ONE | x4am | BAR 7x1 ¹ / ₂ | 9 3 | | |
| | x4bf | BAR 7x1 ¹ / ₂ | 1 1 | | |
| | x5k | BAR 7x ⁵ / ₈ | 1 1 | | |
| | x6bc | BAR 7x ⁵ / ₈ | 1 1 | | |
| | x5fw | BAR 7x1 ¹ / ₂ | 1 1 | | |
| ONE | x5gf | BAR 7x1 ¹ / ₂ | 9 3 | | |

SHOP NOTE

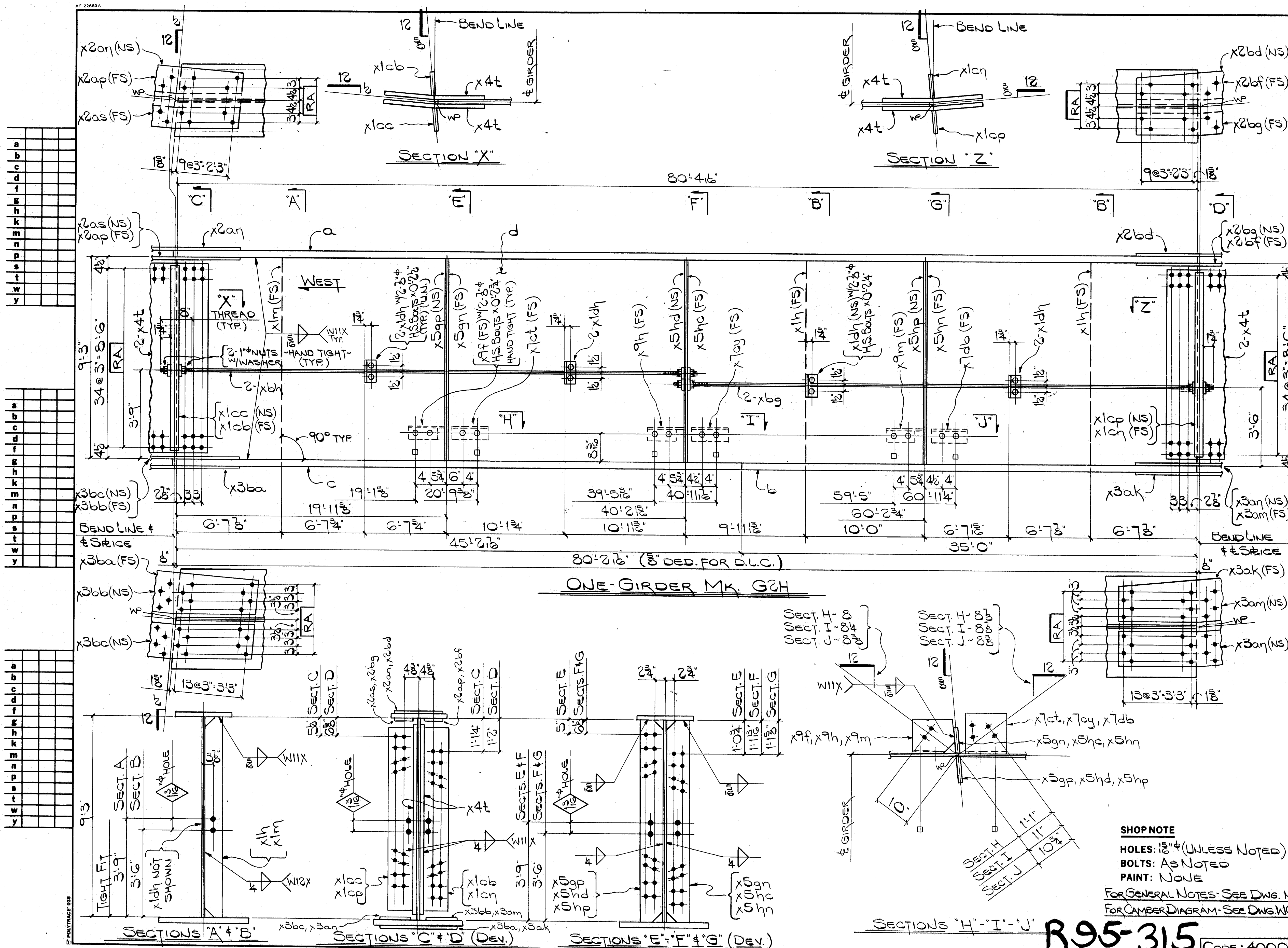
HOLES: 15/16" (U.S.)
 BOLTS: AS NOTED
 PAINT: NONE

FOR GENERAL NOTES, SEE DWG. N1.
 FOR CAMBER DIAGRAM, SEE DWG. WC2.

R95-310

| | | | |
|--|------------|-------------------------------|---------------|
| NO. 1 | REVISION | CONTRACT REVISION CONTROL #14 | DATE 9-12-84 |
| HIGH STEEL STRUCTURES, INC. | | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211 A Subsidiary of High Industries, Inc. | | | |
| GIRDER G5G | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR | CIANERO CORP. |
| IN CHARGE | HINKLE | MADE BY | G.F.R. |
| | | CHK'D BY | B.J.K. |
| | | DATE | 9-17-84 |
| CONTRACT NUMBER | ME-84088-2 | DRAWING NUMBER | 45 OF 80 |

AP 22681A



| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. |
|--------------------|--|-------|--------------------|
| 1 | | ME | I-195-315-2(2)17 |

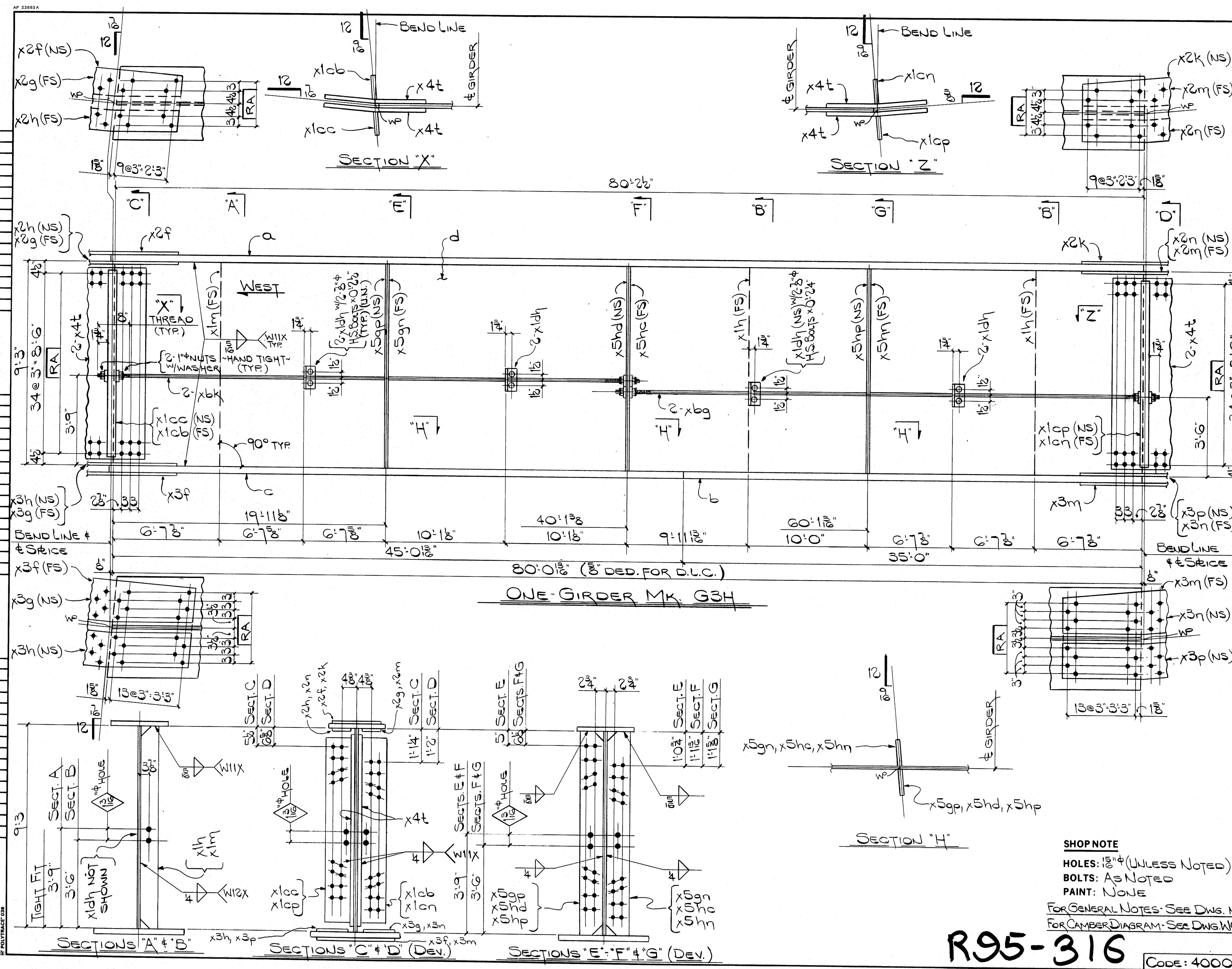
| BILL OF MATERIAL | | | | | |
|----------------------|------|--------------------------|----------|------------------|-------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE GIRDER - MK. G2H | | | | | |
| ONE a | | PL 20 x 14 | 80 4 1/2 | | |
| ONE b | | PL 32 x 2b | 35 0 | | |
| ONE c | | PL 32 x 2b | 45 3 1/2 | | |
| ONE d | | PL 111 x 1 1/2 | 80 4 1/2 | | |
| 2 | x1h | BAR 5 x 2 | 9 3 | | |
| ONE x1m | | BAR 5 x 2 | 9 3 | | |
| ONE x1cb | | BAR 8 x 2 | 8 7 | | |
| ONE x1cc | | BAR 8 x 2 | 8 7 | | |
| ONE x1cn | | BAR 8 x 2 | 8 7 | | |
| ONE x1cp | | BAR 8 x 2 | 8 7 | | |
| ONE x1gn | | BAR 7 x 2 | 9 3 | | |
| ONE x1gp | | BAR 7 x 2 | 9 3 | | |
| ONE x1hc | | BAR 7 x 2 | 9 3 | | |
| ONE x1hd | | BAR 7 x 2 | 9 3 | | |
| ONE x1hn | | BAR 7 x 2 | 9 3 | | |
| ONE x1hp | | BAR 7 x 2 | 9 3 | | |
| ONE x1an | | PL 19 3/8 x 9 | 5 0 1/2 | | |
| ONE x1ap | | PL 7 1/2 x 5 | 5 0 1/2 | | |
| ONE x1as | | PL 7 1/2 x 3 | 5 0 1/2 | | |
| ONE x1ba | | PL 29 1/2 x 13 | 7 0 1/2 | | |
| ONE x1bb | | PL 13 1/2 x 13 | 7 0 1/2 | | |
| ONE x1bc | | PL 13 1/2 x 13 | 7 0 1/2 | | |
| ONE x1bd | | PL 19 1/2 x 13 | 5 0 1/2 | | |
| ONE x1bf | | PL 7 1/2 x 3 | 5 0 1/2 | | |
| ONE x1bg | | PL 7 1/2 x 3 | 5 0 1/2 | | |
| ONE x1ak | | PL 29 1/2 x 13 | 7 0 1/2 | | |
| ONE x1am | | PL 13 1/2 x 13 | 7 0 1/2 | | |
| ONE x1an | | PL 13 1/2 x 13 | 7 0 1/2 | | |
| 4 | x4t | PL 105 x 2 | 1 9 | BENT | |
| ONE x1ct | | R. MC18 x 45.8 | 0 10 | | |
| ONE x1cy | | R. MC18 x 45.8 | 0 9 3/4 | | |
| ONE x1db | | R. MC18 x 45.8 | 0 9 3/4 | | |
| ONE x1f | | R. MC18 x 45.8 | 0 11 1/2 | | |
| ONE x1h | | R. MC18 x 45.8 | 0 11 1/2 | | |
| ONE x1m | | R. MC18 x 45.8 | 0 11 1/2 | | |
| 7 | x1dh | 5 x 3 x 4 | 0 6 | | |
| 2 | x1h | 1" Rod | 40 7 1/2 | THREAD BOTH ENDS | 7 |
| 2 | x1g | 1" Rod | 40 4 | THREAD BOTH ENDS | 7 1/2 |
| 2 | | 3" HS. BOLT | 0 24 | | 6 1/2 |
| 2 | | 3" HS. BOLT | 0 24 | | 6 1/2 |
| 12 | | 3" HS. BOLT | 0 24 | | 6 1/2 |
| 20 | | WASHERS FOR 3" HS. BOLTS | | | 6 1/2 |
| 16 | | 1" STD. HEX. NUTS | | | 6 1/2 |
| 16 | | WASHERS FOR 1" RODS | | | 6 1/2 |

| NO. | REVISION | DATE |
|-----|----------|------|
| | | |

| | |
|---|----------------------|
| HIGH STEEL STRUCTURES, INC. | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211 | |
| A Subsidiary of High Industries, Inc. | |
| GIRDER - G2H | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | |
| I-395 BRIDGE STA. 164+60.00 | |
| PENOBSCOT COUNTY | |
| STATE OF MAINE | |
| DEPARTMENT OF TRANSPORTATION | |
| STATE CONTRACT NO. 6 | |
| CONTRACTOR CIAMBRO CORP. | |
| IN CHARGE: HINKLE | MADE BY: CS |
| CHARGE: HINKLE | CHK'D BY: BJK |
| CONTRACT NO. ME-84088-2 | DRAWING NO. 50 OF 80 |

SHOP NOTE
HOLES: 1/8" (UNLESS NOTED)
BOLTS: AS NOTED
PAINT: NONE
FOR GENERAL NOTES - SEE DWG. N1
FOR CAMBER DIAGRAM - SEE DWG. W3

R.95-315 CODE: 4000



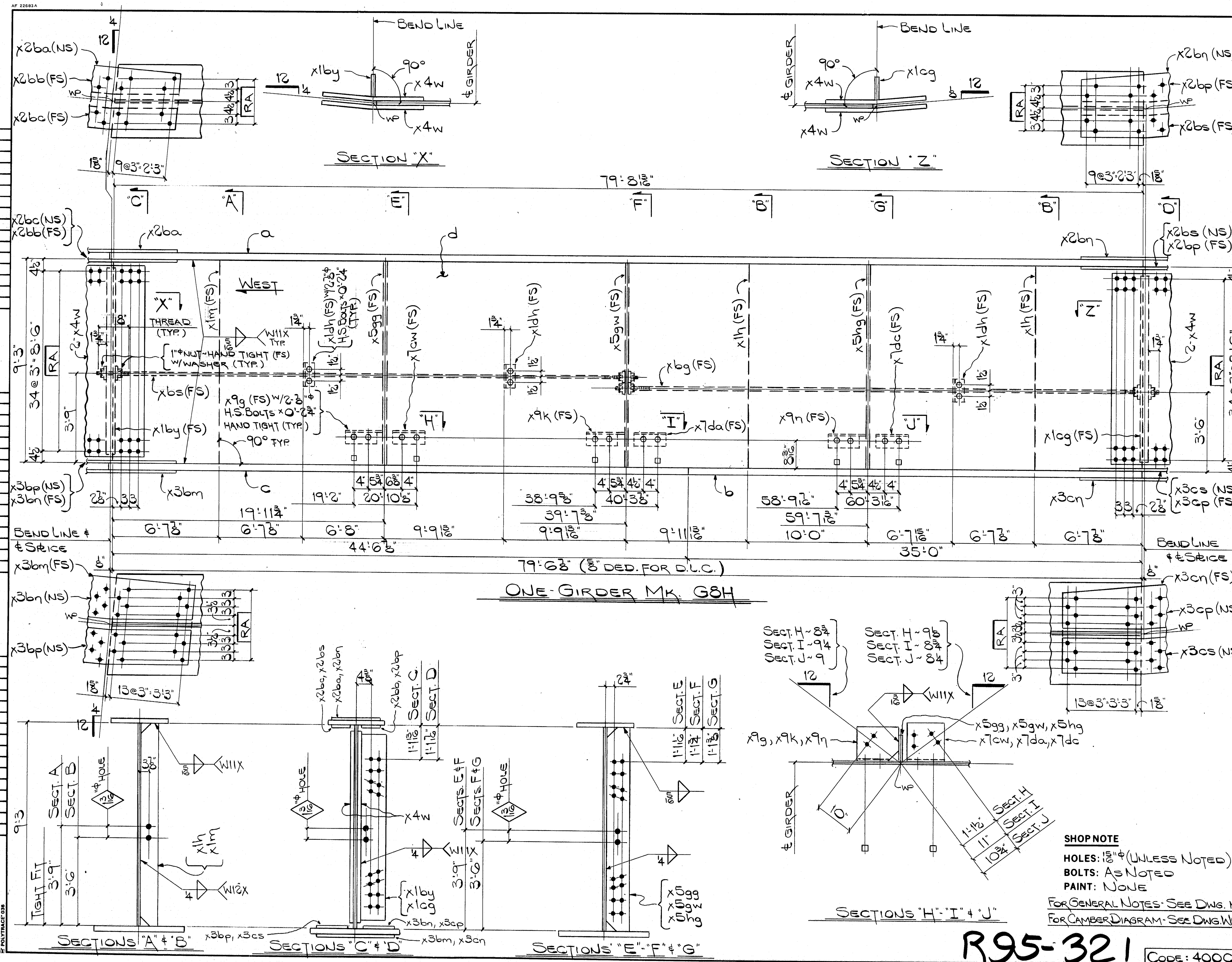
| BILL OF MATERIAL | | | | | |
|----------------------|------|---------------------------|-----------|------------------|------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE GIRDER - MK. G3H | | | | | |
| ONE | a | 20 x 14 | 80'2 1/2" | | |
| ONE | b | 32 x 26 | 35'0" | | |
| ONE | c | 32 x 26 | 45'1 1/2" | | |
| ONE | d | 11 x 16 | 80'2 1/2" | | |
| 2 | x1h | BAR 5 x 2 | 9'3" | | |
| ONE | x1m | BAR 5 x 2 | 9'3" | | |
| ONE | x1cb | BAR 8 x 2 | 8'7" | | |
| ONE | x1cc | BAR 8 x 2 | 8'7" | | |
| ONE | x1cn | BAR 8 x 2 | 8'7" | | |
| ONE | x1cp | BAR 8 x 2 | 8'7" | | |
| ONE | x5gn | BAR 7 x 2 | 9'3" | | |
| ONE | x5gp | BAR 7 x 2 | 9'3" | | |
| ONE | x5hc | BAR 7 x 2 | 9'3" | | |
| ONE | x5hd | BAR 7 x 2 | 9'3" | | |
| ONE | x5hn | BAR 7 x 2 | 9'3" | | |
| ONE | x5hp | BAR 7 x 2 | 9'3" | | |
| ONE | x2f | 20 x 14 | 5'0" | | |
| ONE | x2g | 20 x 14 | 5'0" | | |
| ONE | x2h | 20 x 14 | 5'0" | | |
| ONE | x3f | 29 x 18 | 7'0" | | |
| ONE | x3g | 29 x 18 | 7'0" | | |
| ONE | x3h | 29 x 18 | 7'0" | | |
| ONE | x2k | 19 x 18 | 5'0" | | |
| ONE | x2m | 7 x 8 | 5'0" | | |
| ONE | x2n | 7 x 8 | 5'0" | | |
| ONE | x3m | 29 x 18 | 7'0" | | |
| ONE | x3n | 13 x 18 | 7'0" | | |
| ONE | x3p | 13 x 18 | 7'0" | | |
| 4 | x4t | 105 x 2 | 1'9" | BENT | |
| 7 | xldh | 5 x 3 x 4 | 0'6" | | |
| 2 | xbk | 1" ROD | 40'5 1/2" | THREAD BOTH ENDS | 7/16 |
| 2 | xbg | 1" ROD | 40'4" | THREAD BOTH ENDS | 7/16 |
| 2 | | 3" H.S. BOLT | 0'24" | | 5/8 |
| 6 | | 3" H.S. BOLT | 0'24" | | 5/8 |
| 8 | | WASHERS FOR 3" H.S. BOLTS | | | 5/8 |
| 16 | | 1" STD. HEX NUTS | | | 5/8 |
| 16 | | WASHERS FOR 1" RODS | | | 5/8 |

SHOP NOTE
 HOLES: 1 1/2" (UNLESS NOTED)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL NOTES: SEE DWG. N1
 FOR CAMBER DIAGRAM: SEE DWG. W03

R95-316

CODE: 4000

| | | |
|--|--------------------|-----------------------------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. 1805 Old Philadelphia Pike Ligonier, Pennsylvania 17043 Phone 717/299-5211 A Subsidiary of High Industries, Inc. | | |
| GIRDER - G3H I-395 BRIDGE OVER PENOBSCOT RIVER I-395 BRIDGE STA. 164+60.00 PENOBSCOT COUNTY STATE OF MAINE DEPARTMENT OF TRANSPORTATION STATE CONTRACT OR REF. NO. 6 CONTRACTOR CIANBRO CORP. | | |
| IN CHARGE: HINKLE | MADE BY: CS | CHK'D BY: BJL DATE: 9-27-84 |
| CONTRACT: ME-84088-2 | DRAWING NUMBER: 51 | OF 80 |

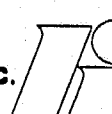


| | | | |
|-----------------------|--|-------|-----------------------|
| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. |
| 1 | | ME | 11G395882/176 |

| BILL OF MATERIAL | | | | | | |
|----------------------|------|---------------------------|-------------|------------------|---------|--------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP. WEIGHT |
| ONE GIRDER ~ MK. G8H | | | | | | |
| ONE | a | PL 20 x 14 | 79' 9" | | | 52420 |
| ONE | b | PL 32 x 28 | 35' 0" | | | |
| ONE | c | PL 32 x 28 | 44' 7 1/2" | | | |
| ONE | d | PL 111 x 16 | 79' 8 1/2" | | | |
| 2 | x1h | BAR 5 x 2 | 9' 3" | | | |
| ONE | x1m | BAR 5 x 2 | 9' 3" | | | |
| ONE | x1by | BAR 8 x 2 | 8' 1" | | | |
| ONE | x1cg | BAR 8 x 2 | 8' 1" | | | |
| ONE | x5gg | BAR 7 x 2 | 9' 3" | | | |
| ONE | x5gw | BAR 7 x 2 | 9' 3" | | | |
| ONE | x5hg | BAR 7 x 2 | 9' 3" | | | |
| ONE | x2ba | PL 18 1/2 x 18 | 5' 0" | | | |
| ONE | x2bb | BAR 6 1/2 x 8 | 5' 0" | | | |
| ONE | x2bc | BAR 6 1/2 x 8 | 5' 0" | | | |
| ONE | x3bm | PL 28 1/2 x 18 | 7' 0" | | | |
| ONE | x3bn | PL 12 1/2 x 18 | 7' 0" | | | |
| ONE | x3bp | PL 12 1/2 x 18 | 7' 0" | | | |
| ONE | x2bn | PL 18 1/2 x 18 | 5' 0" | | | |
| ONE | x2bp | BAR 6 1/2 x 8 | 5' 0" | | | |
| ONE | x2bs | BAR 6 1/2 x 8 | 5' 0" | | | |
| ONE | x3cn | PL 28 1/2 x 18 | 7' 0" | | | |
| ONE | x3cp | PL 12 1/2 x 18 | 7' 0" | | | |
| ONE | x3cs | PL 12 1/2 x 18 | 7' 0" | | | |
| 4 | x4w | PL 105 x 2 | 1' 9" | BENT | | |
| ONE | x7cw | R. MC18 x 45.8 | 0' 9 3/4" | | | |
| ONE | x7da | R. MC18 x 45.8 | 0' 9 1/2" | | | |
| ONE | x7dc | R. MC18 x 45.8 | 0' 9 1/2" | | | |
| ONE | x9g | R. MC18 x 45.8 | 0' 11 1/2" | | | |
| ONE | x9k | R. MC18 x 45.8 | 0' 11 1/2" | | | |
| ONE | x9n | R. MC18 x 45.8 | 0' 11 1/2" | | | |
| 3 | x1dh | 5 x 3 x 4 | 0' 6" | | | |
| ONE | xbs | 1" ROD | 39' 11 1/2" | THREAD BOTH ENDS | 7' 6" | |
| ONE | xbg | 1" ROD | 40' 4" | THREAD BOTH ENDS | 7' 9" | |
| 6 | | 8" H.S. BOLT | 0' 24" | | 5' 6" | |
| 12 | | 8" H.S. BOLT | 0' 24" | | 5' 1" | |
| 18 | | WASHERS FOR 8" H.S. BOLTS | | | 5' 10" | |
| 8 | | 1" STD. HEX. NUTS | | | 5' 1/3" | |
| 8 | | WASHERS FOR 1" RODS | | | 5' 13" | |

| NO. | REVISION | DATE |
|-----|----------|------|
| | | |

HIGH STEEL STRUCTURES, INC.



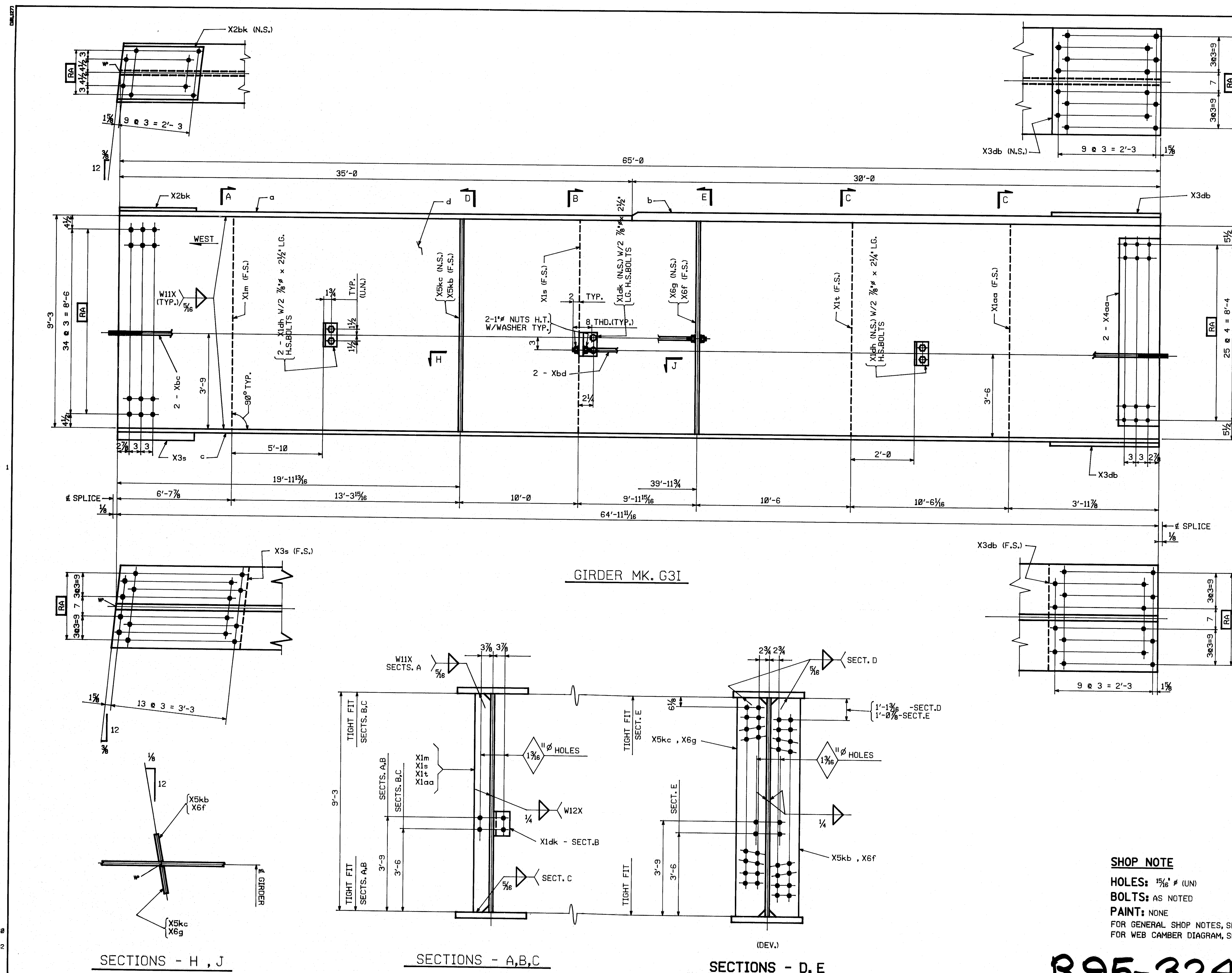
1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-5211
A Subsidiary of High Industries, Inc.

| | |
|-----------------------------------|--------------------------|
| GIRDER - G8H | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | |
| I-395 BRIDGE STA. 164+60.00 | |
| PENOBSCOT COUNTY | |
| STATE OF MAINE | |
| DEPARTMENT OF TRANSPORTATION | |
| STATE CONTRACT OR REF. NO. 6 | CONTRACTOR CIAMBRO CORP. |

| | | | |
|--------------------------------|-----------------------------|------------|---------------|
| IN CHARGE: HINKLE | BY: CS | CHK'D: BJK | DATE: 9-27-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 56 OF 80 | | |

SHOP NOTE
 HOLES: 1 1/2" (UNLESS NOTED)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL NOTES: SEE DWG. N1
 FOR CAMBER DIAGRAM: SEE DWG. W3

R95-321 CODE: 4000



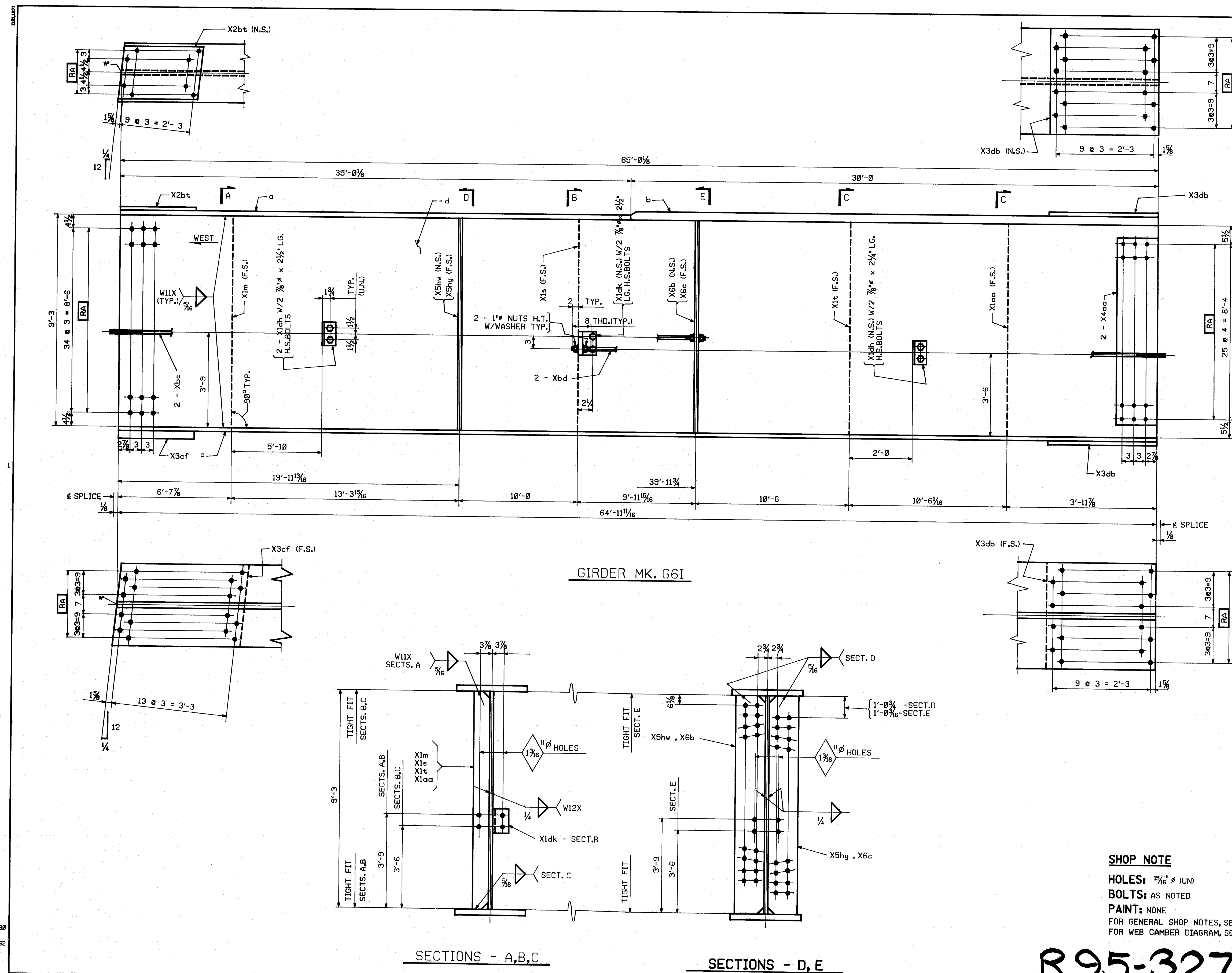
SHOP NOTE

HOLES: $\frac{1}{16}$ " (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC3

R95-324

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| | | | | FED.ROAD DIV.NO. | STATE | FED.AID PROJ.NO. |
| | | | | 1 | ME. | I-10-395-6(82)176 |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | | ITEM |
| ONE | G31 | GIRDER | | | | 3,395 |
| 1 | a | £ 18 x 1 | 35 0 | | | |
| 1 | b | £ 28 x 1½ | 30 0 | | | |
| 1 | c | £ 28 x 1½ | 64 11¼ ₁₆ | | | |
| 1 | d | £ 111 x ¼ ₁₆ | 65 0 | | | |
| 2 | xbc | 1" ROD | 40 3% | | | 7 9 |
| 2 | xbd | 1" ROD | 35 4 | | | 7 2 |
| 1 | x1m | BAR 5 x ½ | 9 3 | | | |
| 1 | x1s | BAR 5 x ½ | 9 3 | | | |
| 1 | x1t | BAR 5 x ½ | 9 3 | | | |
| 1 | x1aa | BAR 6 x ⅝ | 9 3 | | | |
| 3 | x1dh | L 5 x 3 x ¼ | 0 6 | | | |
| 1 | x1dk | L 5 x 3½ x ½ | 0 6 | | | |
| 1 | x2bk | £ 19 x ¼ | 2 6% | | | |
| 1 | x3s | £ 29½ x ⅜ | 3 6% | | | |
| 2 | x3db | £ 28 x ½ | 2 6% | A606 - TYPE 4 | | |
| 2 | x4aa | £ 103 x ⅛ | 0 10% | A606 - TYPE 4 | | |
| 1 | x5kc | BAR 7 x ½ | 9 3 | | | |
| 1 | x6g | BAR 7 x ½ | 9 3 | | | |
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| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1005 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5551</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| GIRDER G31 | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIAMBRO CORP. |
| IN CHARGE | HINKLE | MADE BY J.L.C. CHK'D BY B.J.K. DATE 9-24-84 |
| CONTRACT NUMBER | ME-84058-2 | DRAWING NUMBER 59 OF 80 |

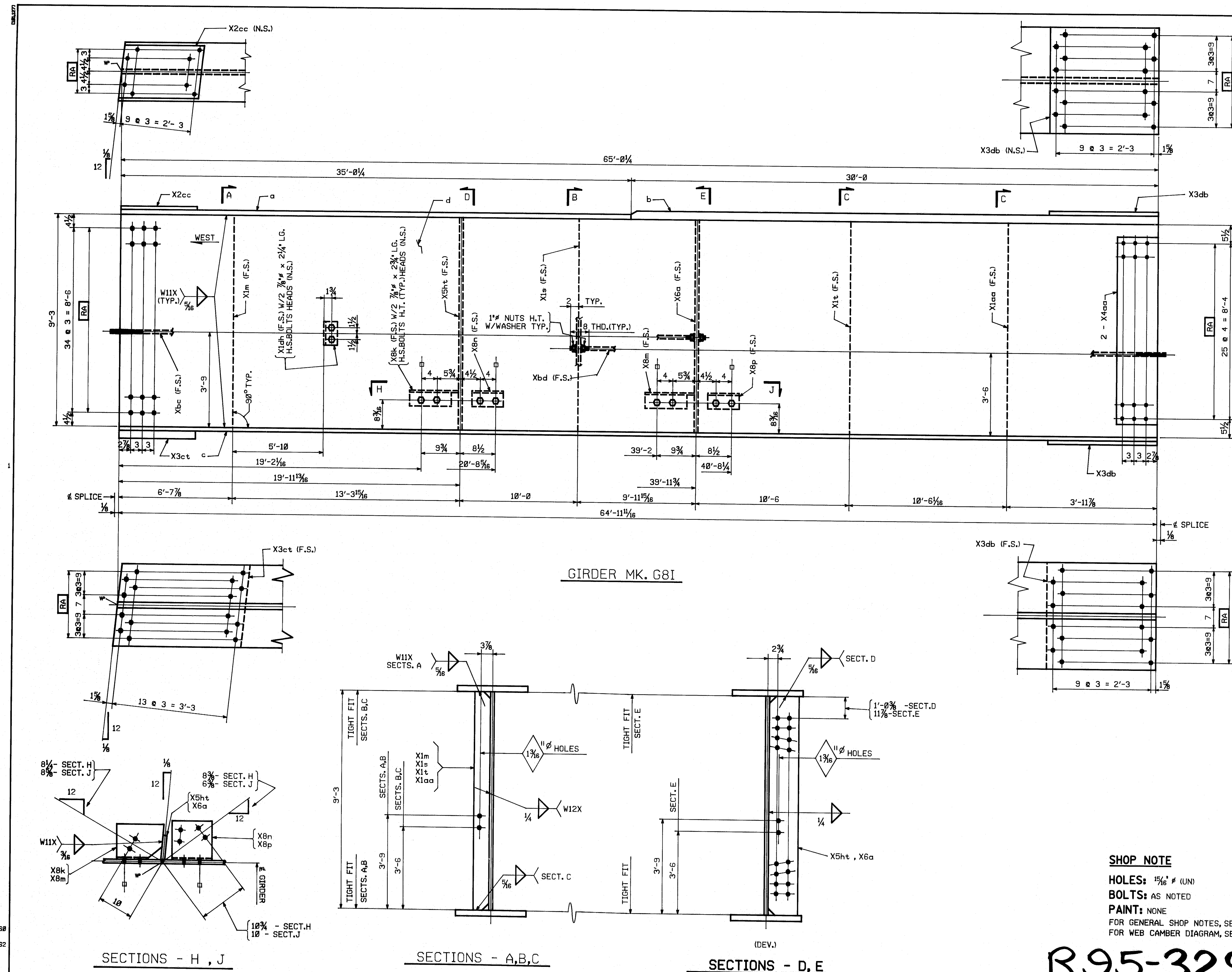


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|------------------|------|--------------------------------------|--------|---------------------|----------------|
| | | FED.ROAD DIV.NO. | STATE | FED.AID PROJ.NO. | |
| | | 1 | ME. | I-10-395-8(2)176 | |
| BILL OF MATERIAL | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE | G61 | GIRDER | | | 36,990 |
| 1 | a | $\frac{1}{2}$ 18 x 1 | 35 | $0\frac{1}{8}$ | |
| 1 | b | $\frac{1}{2}$ 28 x $1\frac{1}{4}$ | 30 | 0 | |
| 1 | c | $\frac{1}{2}$ 28 x $1\frac{1}{4}$ | 64 | $11\frac{1}{16}$ | |
| 1 | d | $\frac{1}{2}$ 111 x $\frac{1}{16}$ | 65 | $0\frac{1}{8}$ | |
| 2 | xbc | 1" ROD | 40 | $3\frac{3}{8}$ | $7\frac{1}{2}$ |
| 2 | xbd | 1" ROD | 35 | 4 | $7\frac{1}{2}$ |
| 1 | x1m | BAR 5 x $\frac{1}{2}$ | 9 | 3 | |
| 1 | x1s | BAR 5 x $\frac{1}{2}$ | 9 | 3 | |
| 1 | x1t | BAR 5 x $\frac{1}{2}$ | 9 | 3 | |
| 1 | x1aa | BAR 6 x $\frac{3}{8}$ | 9 | 3 | |
| 3 | x1dh | L 5 x 3 x $\frac{1}{4}$ | 0 | 6 | |
| 1 | x1dk | L 5 x $3\frac{1}{2}$ x $\frac{1}{2}$ | 0 | 6 | |
| 1 | x2bt | $\frac{1}{2}$ 18 x $\frac{1}{4}$ | 2 | $6\frac{1}{8}$ | |
| 1 | x3cf | $\frac{1}{2}$ 29 x $\frac{3}{8}$ | 3 | $6\frac{1}{8}$ | |
| 2 | x3db | $\frac{1}{2}$ 28 x $\frac{1}{4}$ | 2 | $6\frac{1}{8}$ | A606 - TYPE 4 |
| 2 | x4aa | $\frac{1}{2}$ 103 x $\frac{1}{8}$ | 0 | $10\frac{3}{8}$ | A606 - TYPE 4 |
| 1 | x5hw | BAR 7 x $\frac{1}{2}$ | 9 | 3 | |
| 1 | x6b | BAR 7 x $\frac{1}{2}$ | 9 | 3 | |
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| NO. | REVISION | DATE |
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| HIGH STEEL STRUCTURES, INC. 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-332 A Subsidiary of High Industries, Inc. | | |
| GIRDER I-395 BRIDGE OVER PENOBSCOT RIVER I-395 BRIDGE STA. 164+60.00 PENOBSCOT COUNTY STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIAMBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: J.L.C. | CHK'D BY: B.J.K. DATE: 9-24-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 62 OF 80 | |

R95-327

CODE:4000



SHOP NOTE

HOLES: 1/16" (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC3

R95-329

| FED.ROAD DIV. NO. | | | | STATE | FED.AID PROJ. NO. | |
|----------------------|------|-----------------------|--------|---------|----------------------|-------------|
| 1 | | | | ME. | I-10-395-8(82)17 | |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHR. EA. |
| ONE | G81 | GIRDER | | | | 36,115 |
| 1 | a | 2 18 x 1 | 35 | 0 1/4 | | |
| 1 | b | 2 28 x 1 3/4 | 30 | 0 | | |
| 1 | c | 2 28 x 1 3/4 | 64 | 11 1/16 | | |
| 1 | d | 2 111 x 1 1/16 | 65 | 0 1/4 | | |
| 1 | xbc | 1" ROD | 40 | 3 3/8 | 7 9 | |
| 1 | xbd | 1" ROD | 35 | 4 | 7 2 | |
| 1 | x1m | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | x1s | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | x1t | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | x1aa | BAR 6 x 3/8 | 9 | 3 | | |
| 1 | x1dh | L 5 x 3 x 1/4 | 0 | 6 | | |
| 1 | x2cc | 2 18 1/8 x 1/4 | 2 | 6 1/8 | | |
| 1 | x3ct | 2 28 7/8 x 3/8 | 3 | 6 1/8 | | |
| 2 | x3db | 2 28 x 1/8 | 2 | 6 1/8 | A606 - TYPE 4 | |
| 2 | x4aa | 2 103 x 1/8 | 0 | 10 3/8 | A606 - TYPE 4 | |
| 1 | x5ht | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6a | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x8k | PC. MC18x45.8 | 0 | 11 1/8 | | |
| 1 | x8m | PC. MC18x45.8 | 0 | 11 1/8 | | |
| 1 | x8n | PC. MC18x45.8 | 0 | 9 1/2 | | |
| 1 | x8p | PC. MC18x45.8 | 0 | 9 1/2 | | |
| 4 | | 1" HWY. HEX NUT | | | B1 15 | |
| 4 | | WASH. FOR 1" H.S.B. | | | B1 13 | |
| 2 | | 3/8" H.S.BOLTS | 0 | 2 1/4 | B1 5 | |
| 8 | | 3/8" H.S.BOLTS | 0 | 2 3/4 | B1 7 | |
| 10 | | WASH. FOR 3/8" H.S.B. | | | B1 12 | |

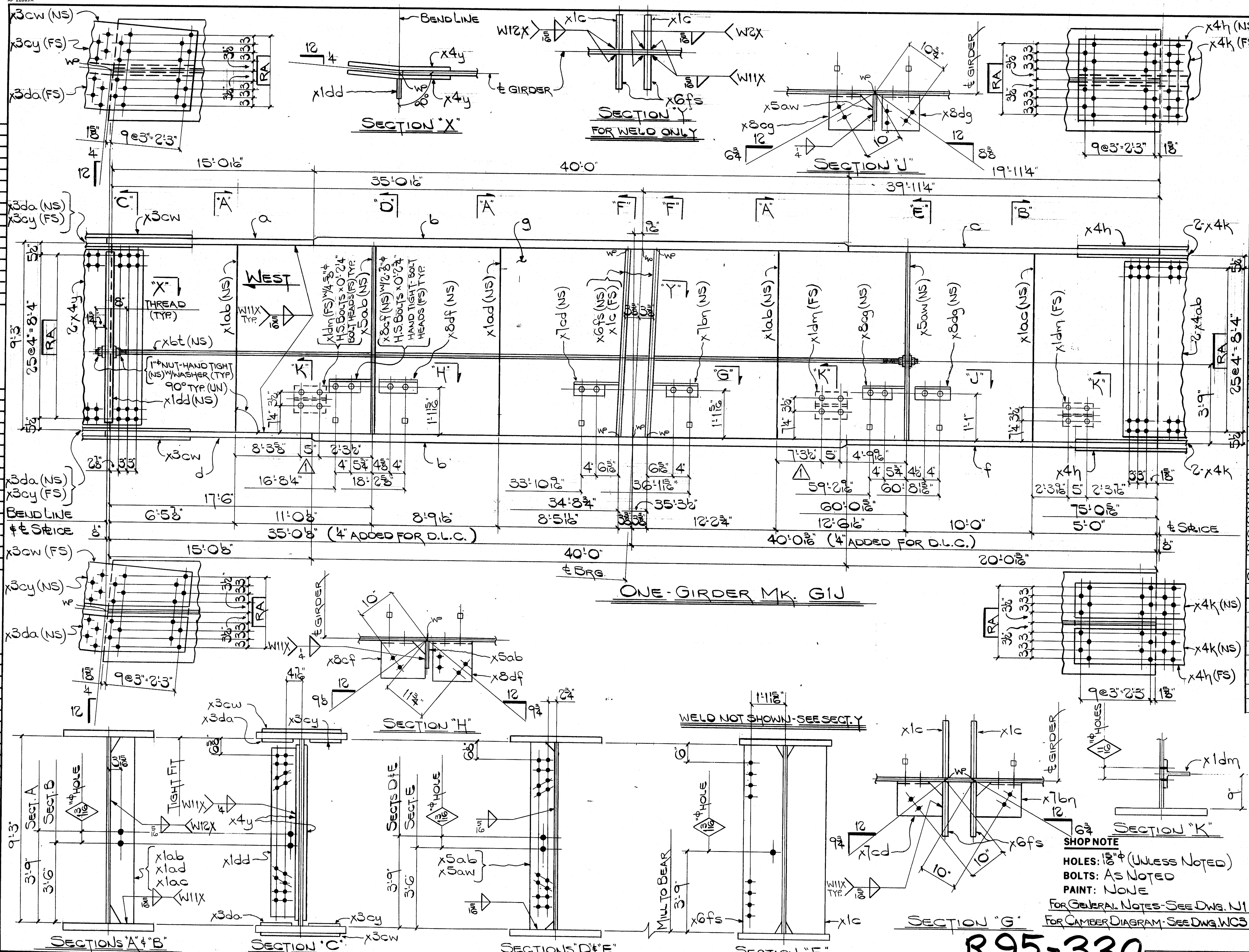
| NO. | REVISION | DATE |
|--|--------------------------|--------------------------------|
| <div> <div> HIGH STEEL STRUCTURES, INC. </div> <div> 1005 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-525 </div> </div> <div> A Subsidiary of High Industries, Inc. </div> | | |
| <div> <div>GIRDER</div> <div>G81</div> </div> | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: J.L.C. | CHK'D BY: B.J.K. DATE: 9-24-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 64 OF 80 | |

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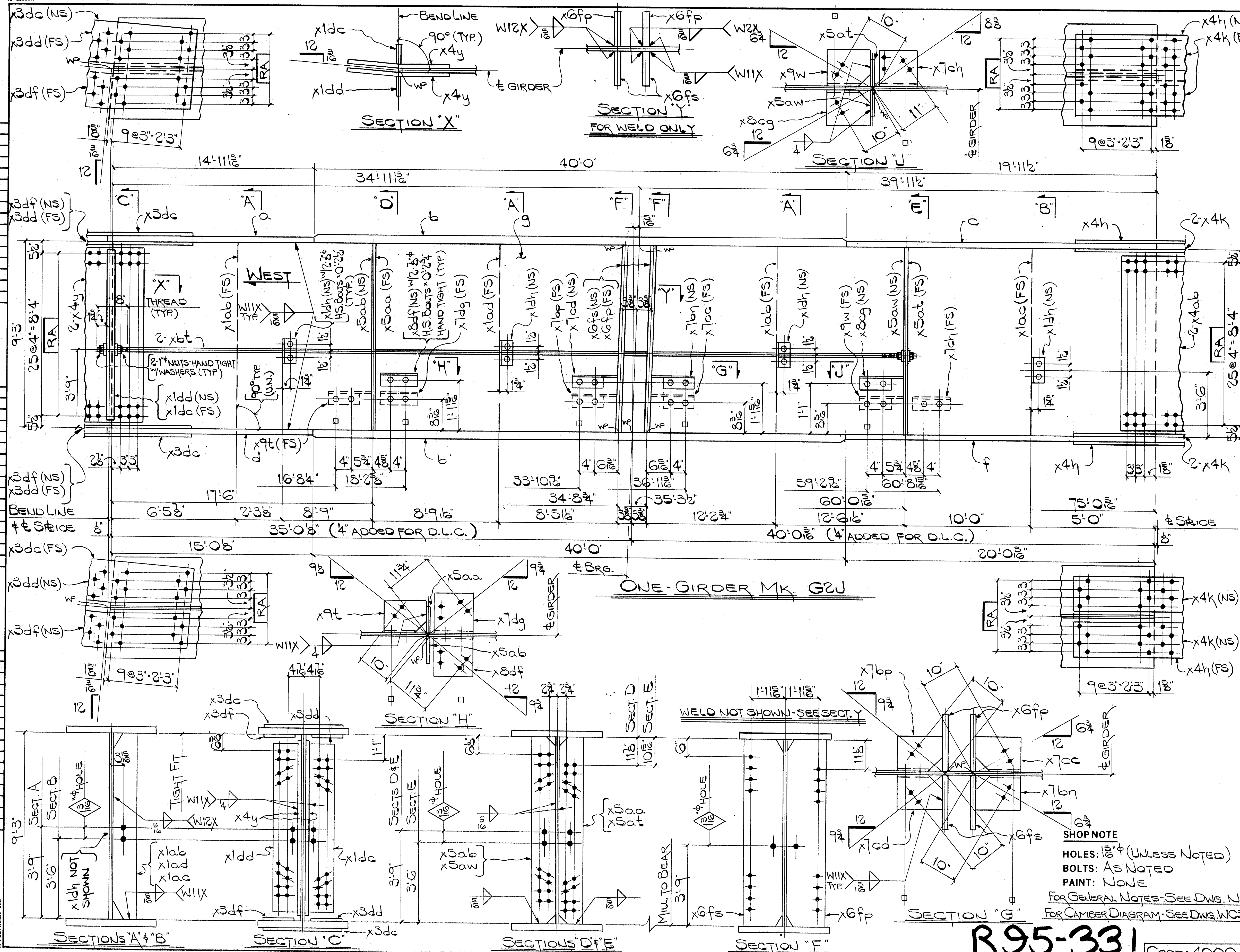
| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | 1-163758(82)176 |

| BILL OF MATERIAL | | | | | |
|--------------------|------|---------------------------|-----------|------------------|-------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE GIRDER MK. GIJ | | | | | |
| One | a | PL 36 x 12 | 15 0 1/8 | | |
| 2 | b | PL 36 x 3 | 40 0 | | |
| One | c | PL 36 x 2 | 19 11 1/4 | | |
| One | d | PL 36 x 12 | 15 0 1/8 | | |
| One | e | PL 36 x 2 | 20 0 1/8 | | |
| One | f | PL 111 x 2 | 75 0 1/8 | | |
| 2 | g | PL 28 x 3 | 5 0 1/2 | | |
| 2 | h | PL 12 x 1 | 5 0 1/2 | | |
| 2 | i | PL 103 x 2 | 1 9 | BENT | |
| 2 | j | PL 28 x 3 | 5 0 1/2 | | |
| 4 | k | PL 12 x 1 | 5 0 1/2 | | |
| 2 | l | PL 103 x 2 | 1 9 | | |
| 2 | m | BAR 6 x 12 | 9 3 | | |
| One | n | BAR 6 x 12 | 9 3 | | |
| One | o | BAR 7 x 12 | 9 3 | | |
| One | p | BAR 8 x 2 | 8 5 | | |
| One | q | BAR 7 x 12 | 9 3 | | |
| One | r | BAR 7 x 12 | 9 3 | | |
| 2 | s | PL 15 x 12 | 9 3 | | |
| 2 | t | PL 15 x 12 | 9 3 | | |
| 3 | u | WT 6 x 13 | 0 8 | | |
| One | v | PL MC 18 x 45.8 | 0 11 1/2 | | |
| One | w | PL MC 18 x 45.8 | 0 11 1/2 | | |
| One | x | PL MC 18 x 45.8 | 0 11 1/2 | | |
| One | y | PL MC 18 x 45.8 | 0 11 1/2 | | |
| One | z | PL MC 18 x 45.8 | 0 9 3/4 | | |
| One | aa | PL MC 18 x 45.8 | 0 9 3/4 | | |
| One | ab | 1" ROD | 60 4 1/2 | THREAD BOTH ENDS | 3 3 |
| 12 | ac | 3" H.S. BOLT | 0 24 | | 51 3 |
| 12 | ad | WASHERS FOR 3" H.S. BOLTS | | | 51 11 |
| 12 | ae | 3" H.S. BOLT | 0 24 | | 51 7 |
| 12 | af | WASHERS FOR 3" H.S. BOLTS | | | 51 12 |
| 4 | ag | 1" STD. HEX. NUTS | | | 51 5 |
| 4 | ah | WASHERS FOR 1" ROD | | | 51 13 |

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| NO. | REVISION | CONTRACT REVISION | DATE |
| 1 | | Control #14 | 9-21-84 |
| HIGH STEEL STRUCTURES, INC. | | | |
| 1805 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | | |
| A Subsidiary of High Industries, Inc. | | | |
| GIRDER - GIJ | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | | | |
| CONTRACTOR CIAMBRO CORP. | | | |
| IN CHARGE: | HINKLE | MADE BY: | CS |
| CHARGE: | ME-84088-2 | CHK. BY: | BJK |
| DATE: | 9-27-84 | BY: | |
| CONTRACT NUMBER: | ME-84088-2 | DRAWING NUMBER: | 65 OF 80 |

R95-330 Code: 4000

AF 22681A



(NS)

(FS)

FED. ROAD
DIV. NO.

STATE

FED. AID
PROJ. NO.

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ME

116-395-8(82)176

BILL OF MATERIAL


| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP. WEIGHT |
|-----|------|---------------------------|-----------|------------------|-------|--------------|
| ONE | | GIRDER MK. G2J | | | | 79,975 |
| ONE | a | 2x36x12 | 15'0 1/2 | | | |
| 2 | b | 2x36x3 | 40'0 | | | |
| ONE | c | 2x36x2 | 19'11 1/2 | | | |
| ONE | d | 2x36x12 | 15'0 3/8 | | | |
| ONE | f | 2x36x2 | 20'0 1/2 | | | |
| ONE | g | 2x11x3 | 75'0 1/2 | | | |
| | | | | | | |
| 2 | x3dc | 2x28x1/2 | 5'0 1/2 | | | |
| 2 | x3dd | 2x12x1 | 5'0 1/2 | | | |
| 2 | x3df | 2x12x1 | 5'0 1/2 | | | |
| 2 | x4y | 2x103x1/2 | 1'9 | BENT | | |
| 2 | x4h | 2x28x1/2 | 5'0 1/2 | | | |
| 4 | x4k | 2x12x1 | 5'0 1/2 | | | |
| 2 | x4ab | 2x103x1/2 | 1'9 1/2 | | | |
| | | | | | | |
| 2 | xlab | BAR 6x12 | 9'3 | | | |
| ONE | xlac | BAR 6x12 | 9'3 | | | |
| ONE | xlad | BAR 7x12 | 9'3 | | | |
| ONE | xldc | BAR 8x12 | 8'5 | | | |
| ONE | xldd | BAR 8x12 | 8'5 | | | |
| ONE | x5aa | BAR 7x12 | 9'3 | | | |
| ONE | x5ab | BAR 7x12 | 9'3 | | | |
| ONE | x5at | BAR 7x12 | 9'3 | | | |
| ONE | x5aw | BAR 7x12 | 9'3 | | | |
| 2 | x6fp | 2x15x1/2 | 9'3 | | | |
| 2 | x6fs | 2x15x1/2 | 9'3 | | | |
| 4 | xldh | 2x5x3x4 | 0'6 | | | |
| ONE | x7cc | 2xMC18x45.8 | 0'11 1/2 | | | |
| ONE | x7cd | 2xMC18x45.8 | 0'11 1/2 | | | |
| ONE | x7ch | 2xMC18x45.8 | 0'9 3/4 | | | |
| ONE | x7cn | 2xMC18x45.8 | 0'11 1/2 | | | |
| ONE | x7cp | 2xMC18x45.8 | 0'11 1/2 | | | |
| ONE | x7cq | 2xMC18x45.8 | 0'11 1/2 | | | |
| ONE | x7ct | 2xMC18x45.8 | 0'9 3/4 | | | |
| ONE | x7cw | 2xMC18x45.8 | 0'11 1/2 | | | |
| 2 | xbt | 1" ROD | 20'4 1/2 | THREAD BOTH ENDS | 3/3 | |
| 8 | | 3" H.S. BOLT | 0'2 1/2 | | 51/8 | |
| 20 | | 3" H.S. BOLT | 0'2 1/2 | | 51/8 | |
| 28 | | WASHERS FOR 3" H.S. BOLTS | | | 51/12 | |
| 8 | | 1" STD. HEX. NUTS | | | 51/8 | |
| 8 | | WASHERS FOR 1" RODS | | | 51/8 | |

NO.

REVISION

DATE

HIGH STEEL STRUCTURES, INC.



1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-5211

A Subsidiary of High Industries, Inc.

GIRDER - G2J

I-395 BRIDGE OVER PENOBSCOT RIVER

I-395 BRIDGE STA. 164+60.00

PENOBSCOT COUNTY

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

STATE CONTRACT OR REF. NO. 6

CONTRACTOR CIAMBRO CORP.

IN CHARGE: HINKLE

MADE BY: CS

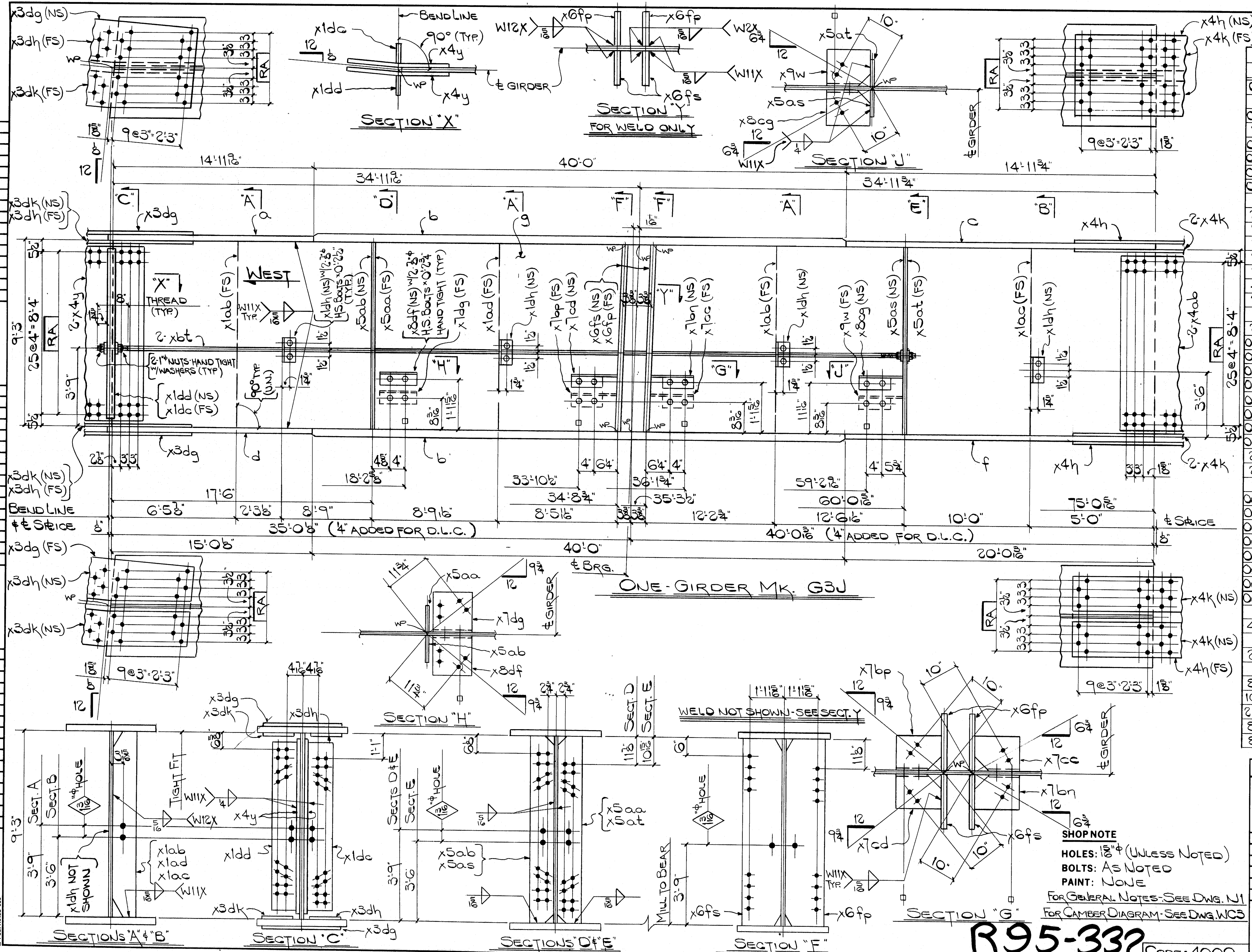
CHK. BY: BJL

DATE: 9-27-84

CONTRACT NO. ME-84088-2

DRAWING NO. 66 OF 80

AF 22083A



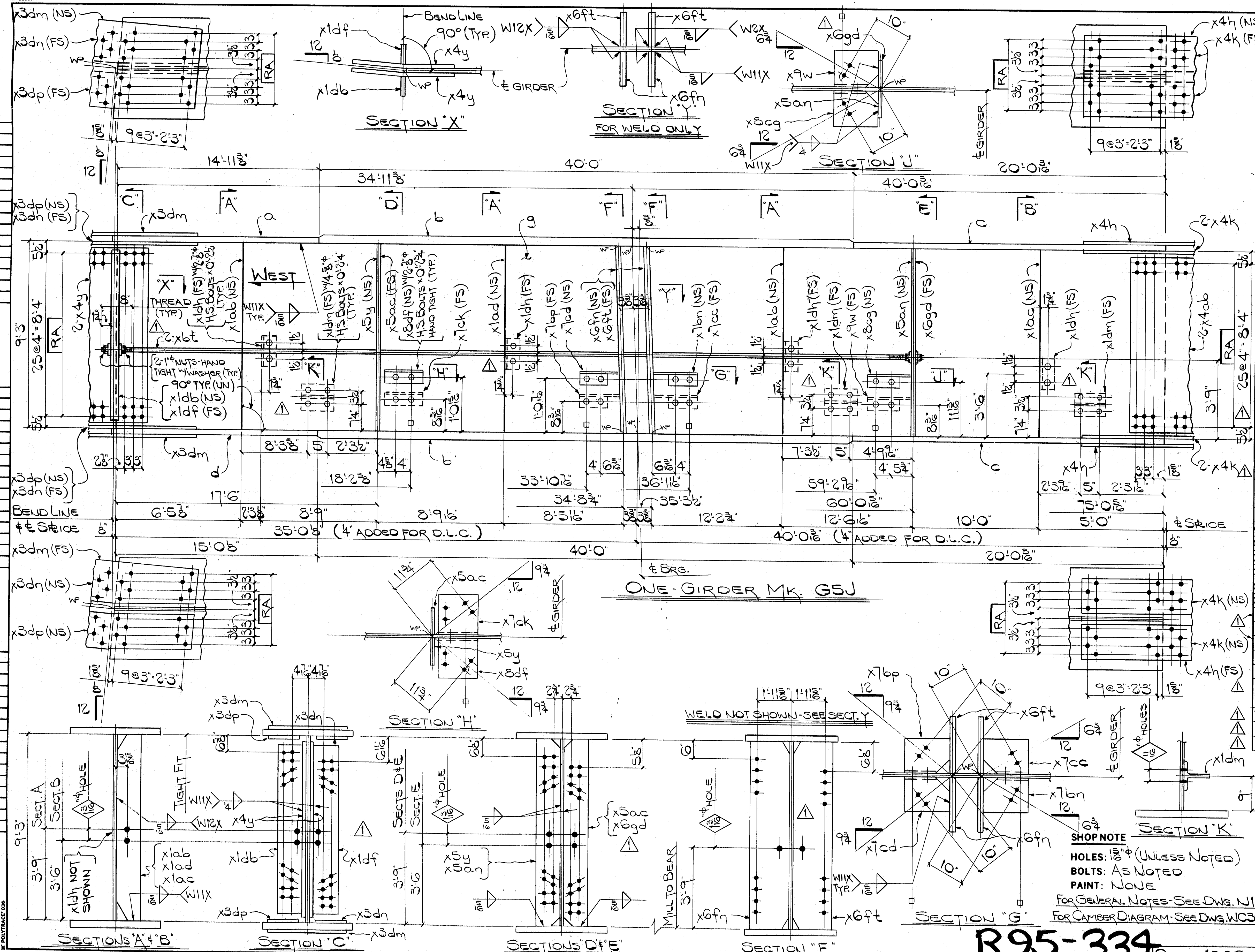
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|--------------------|-------|--------------------|
| 1 | ME | IG-395-3(82)176 |

| BILL OF MATERIAL | | | | | |
|--------------------|-------------------------|----------------|----------|------------------|-------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM WEIGHT |
| ONE GIRDER MK. G3J | | | | | |
| ONE | a | PL 36 x 18 | 14 11/16 | | 78.655 |
| 2 | b | PL 36 x 3 | 40 0 | | |
| ONE | c | PL 36 x 2 | 14 11/16 | | |
| ONE | d | PL 36 x 18 | 15 0 1/8 | | |
| ONE | f | PL 36 x 2 | 200 3/8 | | |
| ONE | g | PL 11 x 8 | 15 0 1/8 | | |
| 2 | x3dg | PL 28 x 4 | 5 0 1/2 | | |
| 2 | x3dh | PL 12 x 1 | 5 0 1/2 | | |
| 2 | x3dk | PL 12 x 1 | 5 0 1/2 | | |
| 2 | x4y | PL 103 x 2 | 1 9 | BENT | |
| 2 | x4h | PL 28 x 4 | 5 0 1/2 | | |
| 4 | x4k | PL 12 x 1 | 5 0 1/2 | | |
| 2 | x4ab | PL 103 x 2 | 1 9 1/2 | | |
| 2 | xlab | BAR 6 x 18 | 9 0 | | |
| ONE | xlac | BAR 6 x 18 | 9 0 | | |
| ONE | xlad | BAR 7 x 18 | 9 0 | | |
| ONE | xldc | BAR 8 x 2 | 8 5 | | |
| ONE | xldd | BAR 8 x 2 | 8 5 | | |
| ONE | x5aa | BAR 7 x 18 | 9 0 | | |
| ONE | x5ab | BAR 7 x 18 | 9 0 | | |
| ONE | x5as | BAR 7 x 18 | 9 0 | | |
| ONE | x5at | BAR 7 x 18 | 9 0 | | |
| 2 | x6fp | PL 15 x 12 | 9 3 | | |
| 2 | x6fs | PL 15 x 12 | 9 3 | | |
| ONE | x7bn | PL MC18 x 45.8 | 0 11 1/2 | | |
| ONE | x7bp | PL MC18 x 45.8 | 0 11 1/2 | | |
| ONE | x7cc | PL MC18 x 45.8 | 0 11 1/2 | | |
| ONE | x7cd | PL MC18 x 45.8 | 0 11 1/2 | | |
| ONE | x7dg | PL MC18 x 45.8 | 0 9 3/4 | | |
| ONE | x8cf | PL MC18 x 45.8 | 0 11 1/2 | | |
| ONE | x9w | PL MC18 x 45.8 | 0 11 1/2 | | |
| 4 | xldh | 5 x 3 x 4 | 0 6 | | |
| 2 | xbt | 1" Rod | 60 4 1/2 | THREAD BOTH ENDS | 8 3 |
| 3 | 3" HS BOLT | | 0 26 | | 5 1/6 |
| 16 | 3" HS BOLT | | 0 24 | | 5 1/12 |
| 24 | WASHERS FOR 3" HS BOLTS | | | | 5 1/12 |
| 8 | 1" STD. HEX NUTS | | | | 5 1/15 |
| 8 | WASHERS FOR 1" RODS | | | | 5 1/13 |

| | | |
|---|-----------------|-----------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | |
| A Subsidiary of High Industries, Inc. | | |
| GIRDER - G3J | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CIABRO CORP. | 9-27-84 |
| IN CHARGE: | MADE BY: | CHK'D BY: |
| HINKLE | CS | BJK |
| CONTRACT NUMBER: | DRAWING NUMBER: | DATE: |
| ME-840882 | 67 OF 80 | |

R95-332 Code: 4000

AP 22083A



(NS)

(FS)

FED. ROAD
DIV. NO.

STATE

FED. AID
PROJ. NO.

1

ME

1163758(2)116

BILL OF MATERIAL

| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT |
|--------------------|------|--------------------------|-----------|------------------|-------|----------------|
| ONE GIRDER MK. GSJ | | | | | | 79,900 |
| ONE | a | R 36 x 13 | 14 11 1/8 | | | |
| 2 | b | R 36 x 3 | 40 0 | | | |
| 2 | c | R 36 x 2 | 200 3/8 | | | |
| ONE | d | R 36 x 13 | 15 0 1/8 | | | |
| ONE | g | R 111 x 3 | 75 0 1/8 | | | |
| 2 | x3dm | R 284 x 3/4 | 5 0 1/2 | | | |
| 2 | x3dn | R 124 x 1 | 5 0 1/2 | | | |
| 2 | x3dp | R 124 x 1 | 5 0 1/2 | | | |
| 2 | x4y | R 103 x 1/2 | 1 9 | BENT | | |
| 2 | x4h | R 28 x 3/4 | 5 0 1/2 | | | |
| 4 | x4k | R 12 x 1 | 5 0 1/2 | | | |
| 2 | x4ab | R 103 x 1/2 | 1 9 1/2 | | | |
| 2 | xlab | BAR 6 x 12 | 9 3 | | | |
| ONE | xlac | BAR 6 x 12 | 9 3 | | | |
| ONE | xlad | BAR 7 x 12 | 9 3 | | | |
| ONE | xldb | BAR 8 x 2 | 8 3 | | | |
| ONE | xldf | BAR 8 x 2 | 8 3 | | | |
| ONE | x5y | BAR 7 x 12 | 9 3 | | | |
| ONE | x5ac | BAR 7 x 12 | 9 3 | | | |
| ONE | x5an | BAR 7 x 12 | 9 3 | | | |
| 2 | x6fn | R 15 x 1/2 | 9 3 | | | |
| 2 | x6ft | R 15 x 1/2 | 9 3 | | | |
| ONE | x6gd | BAR 7 x 12 | 9 3 | | | |
| 3 | xldm | WT 6 x 13 | 0 8 | | | |
| ONE | x7cc | R MC18 x 45.8 | 0 11 1/2 | | | |
| ONE | x7cd | R MC18 x 45.8 | 0 11 1/2 | | | |
| ONE | x7ck | R MC18 x 45.8 | 0 9 3/4 | | | |
| ONE | x7bn | R MC18 x 45.8 | 0 11 1/2 | | | |
| ONE | x7bp | R MC18 x 45.8 | 0 11 1/2 | | | |
| ONE | x8cg | R MC18 x 45.8 | 0 11 1/2 | | | |
| ONE | x8df | R MC18 x 45.8 | 0 9 3/4 | | | |
| ONE | x9w | R MC18 x 45.8 | 0 11 1/2 | | | |
| 4 | xldh | 5 x 3 x 4 | 0 6 | | | |
| 2 | xbt | 1" Rod | 60 4 1/2 | THREAD BOTH ENDS | 8 3 | |
| 12 | | 3" HS. BOLT | 0 2 1/4 | | 61 3 | |
| 8 | | WASHERS FOR 3" HS. BOLTS | | | 61 11 | |
| 8 | | 3" HS. BOLT | 0 2 1/4 | | 61 6 | |
| 16 | | 3" HS. BOLT | 0 2 1/4 | | 61 7 | |
| 24 | | WASHERS FOR 3" HS. BOLTS | | | 61 12 | |
| 8 | | 1" STD. HEX. NUTS | | | 61 5 | |
| 8 | | WASHERS FOR 1" ROD. | | | 61 3 | |

NO.


REVISION

CONTRACT REVISION

CONTROL #14

DATE 9-20-84

HIGH STEEL STRUCTURES, INC.



1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/696-5211

A Subsidiary of High Industries, Inc.

GIRDER - GSJ

I-395 BRIDGE OVER PENOBSCOT RIVER

I-395 BRIDGE STA. 164 + 20.00

PENOBSCOT COUNTY

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

STATE CONTRACT NO. 6

CONTRACTOR CIAMBRO CORP

IN CHARGE: HINKLE

MADE BY: CS

CHK.D. BY: BJK

DATE: 9-27-84

CONTRACT ME-84088-2

DRAWINGS 69 OF 80

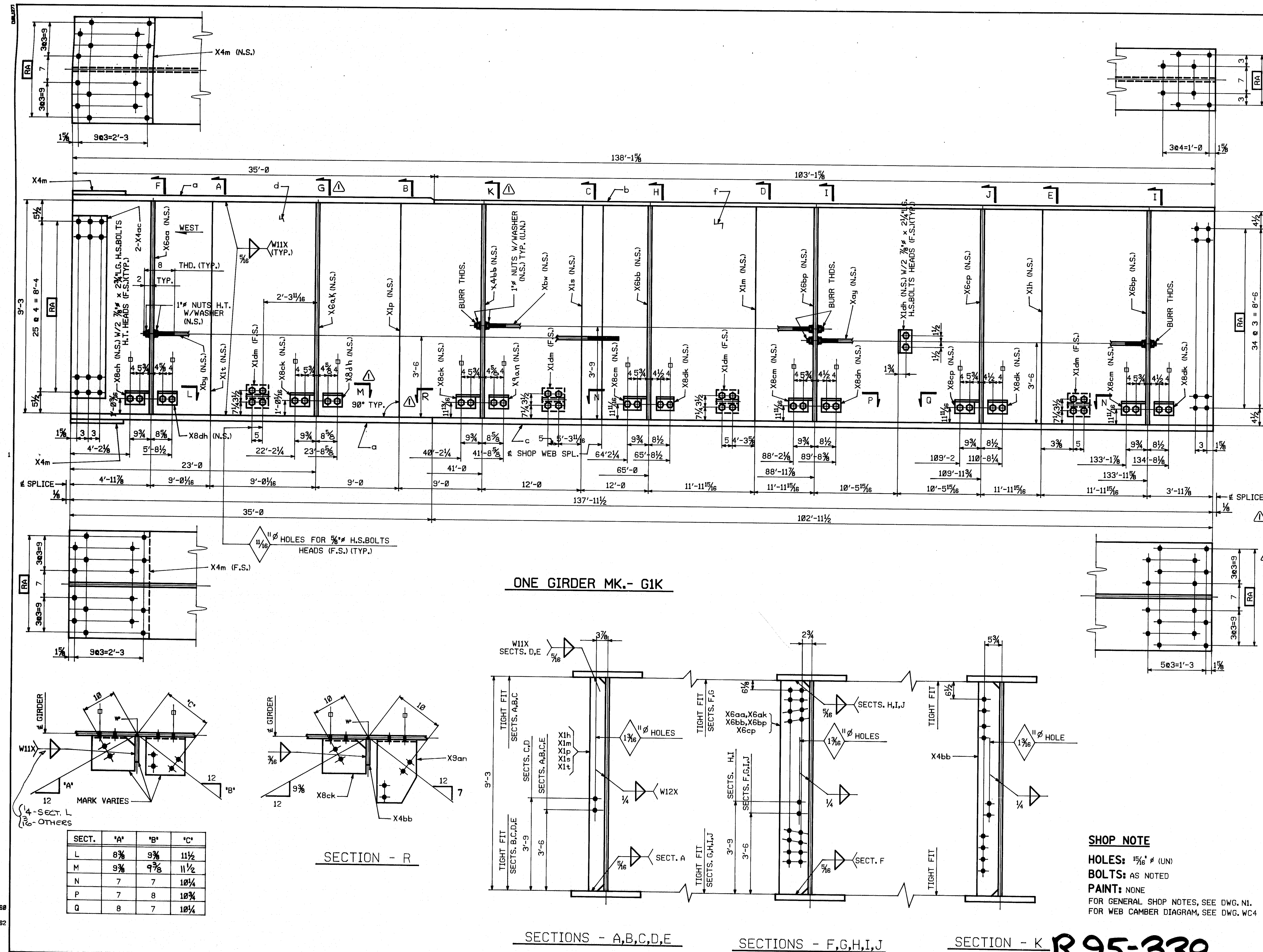
R95-334 Code: 4000

RF 22883A

FED. ROAD
DIV. NO. 1
STATE ME
FED. AID
PROJ. NO. IG-395-8(32)176

BILL OF MATERIAL

| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP. WEIGHT |
|---------------------------|------|-------------|--------|---------|------|--------------|
| ONE GIRDER MK. G7J | | | | | | |
| ONE | a | 28x18 | 14'03" | | | |
| 2 | b | 28x3 | 40'0" | | | |
| ONE | c | 28x2 | 20'03" | | | |
| ONE | d | 28x18 | 15'03" | | | |
| ONE | e | 28x2 | 20'03" | | | |
| ONE | f | 28x18 | 15'03" | | | |
| ONE | g | 28x2 | 20'03" | | | |
| 2 | x4a | 28x3 | 5'02" | | | |
| 2 | x4b | 28x1 | 5'02" | | | |
| 2 | x4c | 28x1 | 5'02" | | | |
| 2 | x4d | 28x1 | 5'02" | | | |
| 2 | x4e | 28x1 | 5'02" | | | |
| 2 | x4f | 28x1 | 5'02" | | | |
| 2 | x4g | 28x1 | 5'02" | | | |
| 2 | x4h | 28x1 | 5'02" | | | |
| 2 | x4i | 28x1 | 5'02" | | | |
| 2 | x4j | 28x1 | 5'02" | | | |
| 2 | x4k | 28x1 | 5'02" | | | |
| 2 | x4l | 28x1 | 5'02" | | | |
| 2 | x4m | 28x1 | 5'02" | | | |
| 2 | x4n | 28x1 | 5'02" | | | |
| 2 | x4o | 28x1 | 5'02" | | | |
| 2 | x4p | 28x1 | 5'02" | | | |
| 2 | x4q | 28x1 | 5'02" | | | |
| 2 | x4r | 28x1 | 5'02" | | | |
| 2 | x4s | 28x1 | 5'02" | | | |
| 2 | x4t | 28x1 | 5'02" | | | |
| 2 | x4u | 28x1 | 5'02" | | | |
| 2 | x4v | 28x1 | 5'02" | | | |
| 2 | x4w | 28x1 | 5'02" | | | |
| 2 | x4x | 28x1 | 5'02" | | | |
| 2 | x4y | 28x1 | 5'02" | | | |
| 2 | x4z | 28x1 | 5'02" | | | |
| 2 | x4aa | 28x1 | 5'02" | | | |
| 2 | x4ab | 28x1 | 5'02" | | | |
| 2 | x4ac | 28x1 | 5'02" | | | |
| 2 | x4ad | 28x1 | 5'02" | | | |
| 2 | x4ae | 28x1 | 5'02" | | | |
| 2 | x4af | 28x1 | 5'02" | | | |
| 2 | x4ag | 28x1 | 5'02" | | | |
| 2 | x4ah | 28x1 | 5'02" | | | |
| 2 | x4ai | 28x1 | 5'02" | | | |
| 2 | x4aj | 28x1 | 5'02" | | | |
| 2 | x4ak | 28x1 | 5'02" | | | |
| 2 | x4al | 28x1 | 5'02" | | | |
| 2 | x4am | 28x1 | 5'02" | | | |
| 2 | x4an | 28x1 | 5'02" | | | |
| 2 | x4ao | 28x1 | 5'02" | | | |
| 2 | x4ap | 28x1 | 5'02" | | | |
| 2 | x4aq | 28x1 | 5'02" | | | |
| 2 | x4ar | 28x1 | 5'02" | | | |
| 2 | x4as | 28x1 | 5'02" | | | |
| 2 | x4at | 28x1 | 5'02" | | | |
| 2 | x4au | 28x1 | 5'02" | | | |
| 2 | x4av | 28x1 | 5'02" | | | |
| 2 | x4aw | 28x1 | 5'02" | | | |
| 2 | x4ax | 28x1 | 5'02" | | | |
| 2 | x4ay | 28x1 | 5'02" | | | |
| 2 | x4az | 28x1 | 5'02" | | | |
| 2 | x4ba | 28x1 | 5'02" | | | |
| 2 | x4bb | 28x1 | 5'02" | | | |
| 2 | x4bc | 28x1 | 5'02" | | | |
| 2 | x4bd | 28x1 | 5'02" | | | |
| 2 | x4be | 28x1 | 5'02" | | | |
| 2 | x4bf | 28x1 | 5'02" | | | |
| 2 | x4bg | 28x1 | 5'02" | | | |
| 2 | x4bh | 28x1 | 5'02" | | | |
| 2 | x4bi | 28x1 | 5'02" | | | |
| 2 | x4bj | 28x1 | 5'02" | | | |
| 2 | x4bk | 28x1 | 5'02" | | | |
| 2 | x4bl | 28x1 | 5'02" | | | |
| 2 | x4bm | 28x1 | 5'02" | | | |
| 2 | x4bn | 28x1 | 5'02" | | | |
| 2 | x4bo | 28x1 | 5'02" | | | |
| 2 | x4bp | 28x1 | 5'02" | | | |
| 2 | x4bq | 28x1 | 5'02" | | | |
| 2 | x4br | 28x1 | 5'02" | | | |
| 2 | x4bs | 28x1 | 5'02" | | | |
| 2 | x4bt | 28x1 | 5'02" | | | |
| 2 | x4bu | 28x1 | 5'02" | | | |
| 2 | x4bv | 28x1 | 5'02" | | | |
| 2 | x4bw | 28x1 | 5'02" | | | |
| 2 | x4bx | 28x1 | 5'02" | | | |
| 2 | x4by | 28x1 | 5'02" | | | |
| 2 | x4bz | 28x1 | 5'02" | | | |
| 2 | x4ca | 28x1 | 5'02" | | | |
| 2 | x4cb | 28x1 | 5'02" | | | |
| 2 | x4cc | 28x1 | 5'02" | | | |
| 2 | x4cd | 28x1 | 5'02" | | | |
| 2 | x4ce | 28x1 | 5'02" | | | |
| 2 | x4cf | 28x1 | 5'02" | | | |
| 2 | x4cg | 28x1 | 5'02" | | | |
| 2 | x4ch | 28x1 | 5'02" | | | |
| 2 | x4ci | 28x1 | 5'02" | | | |
| 2 | x4cj | 28x1 | 5'02" | | | |
| 2 | x4ck | 28x1 | 5'02" | | | |
| 2 | x4cl | 28x1 | 5'02" | | | |
| 2 | x4cm | 28x1 | 5'02" | | | |
| 2 | x4cn | 28x1 | 5'02" | | | |
| 2 | x4co | 28x1 | 5'02" | | | |
| 2 | x4cp | 28x1 | 5'02" | | | |
| 2 | x4cq | 28x1 | 5'02" | | | |
| 2 | x4cr | 28x1 | 5'02" | | | |
| 2 | x4cs | 28x1 | 5'02" | | | |
| 2 | x4ct | 28x1 | 5'02" | | | |
| 2 | x4cu | 28x1 | 5'02" | | | |
| 2 | x4cv | 28x1 | 5'02" | | | |
| 2 | x4cw | 28x1 | 5'02" | | | |
| 2 | x4cx | 28x1 | 5'02" | | | |
| 2 | x4cy | 28x1 | 5'02" | | | |
| 2 | x4cz | 28x1 | 5'02" | | | |
| 2 | x4da | 28x1 | 5'02" | | | |
| 2 | x4db | 28x1 | 5'02" | | | |
| 2 | x4dc | 28x1 | 5'02" | | | |
| 2 | x4dd | 28x1 | 5'02" | | | |
| 2 | x4de | 28x1 | 5'02" | | | |
| 2 | x4df | 28x1 | 5'02" | | | |
| 2 | x4dg | 28x1 | 5'02" | | | |
| 2 | x4dh | 28x1 | 5'02" | | | |
| 2 | x4di | 28x1 | 5'02" | | | |
| 2 | x4dj | 28x1 | 5'02" | | | |
| 2 | x4dk | 28x1 | 5'02" | | | |
| 2 | x4dl | 28x1 | 5'02" | | | |
| 2 | x4dm | 28x1 | 5'02" | | | |
| 2 | x4dn | 28x1 | 5'02" | | | |
| 2 | x4do | 28x1 | 5'02" | | | |
| 2 | x4dp | 28x1 | 5'02" | | | |
| 2 | x4dq | 28x1 | 5'02" | | | |
| 2 | x4dr | 28x1 | 5'02" | | | |
| 2 | x4ds | 28x1 | 5'02" | | | |
| 2 | x4dt | 28x1 | 5'02" | | | |
| 2 | x4du | 28x1 | 5'02" | | | |
| 2 | x4dv | 28x1 | 5'02" | | | |
| 2 | x4dw | 28x1 | 5'02" | | | |
| 2 | x4dx | 28x1 | 5'02" | | | |
| 2 | x4dy | 28x1 | 5'02" | | | |
| 2 | x4dz | 28x1 | 5'02" | | | |
| 2 | x4ea | 28x1 | 5'02" | | | |
| 2 | x4eb | 28x1 | 5'02" | | | |
| 2 | x4ec | 28x1 | 5'02" | | | |
| 2 | x4ed | 28x1 | 5'02" | | | |
| 2 | x4ee | 28x1 | 5'02" | | | |
| 2 | x4ef | 28x1 | 5'02" | | | |
| 2 | x4eg | 28x1 | 5'02" | | | |
| 2 | x4eh | 28x1 | 5'02" | | | |
| 2 | x4ei | 28x1 | 5'02" | | | |
| 2 | x4ej | 28x1 | 5'02" | | | |
| 2 | x4ek | 28x1 | 5'02" | | | |
| 2 | x4el | 28x1 | 5'02" | | | |
| 2 | x4em | 28x1 | 5'02" | | | |
| 2 | x4en | 28x1 | 5'02" | | | |
| 2 | x4eo | 28x1 | 5'02" | | | |
| 2 | x4ep | 28x1 | 5'02" | | | |
| 2 | x4eq | 28x1 | 5'02" | | | |
| 2 | x4er | 28x1 | 5'02" | | | |
| 2 | x4es | 28x1 | 5'02" | | | |
| 2 | x4et | 28x1 | 5'02" | | | |
| 2 | x4eu | 28x1 | 5'02" | | | |
| 2 | x4ev | 28x1 | 5'02" | | | |
| 2 | x4ew | 28x1 | 5'02" | | | |
| 2 | x4ex | 28x1 | 5'02" | | | |
| 2 | x4ey | 28x1 | 5'02" | | | |
| 2 | x4ez | 28x1 | 5'02" | | | |
| 2 | x4fa | 28x1 | 5'02" | | | |
| 2 | x4fb | 28x1 | 5'02" | | | |
| 2 | x4fc | 28x1 | 5'02" | | | |
| 2 | x4fd | 28x1 | 5'02" | | | |
| 2 | x4fe | 28x1 | 5'02" | | | |
| 2 | x4ff | 28x1 | 5'02" | | | |
| 2 | x4fg | 28x1 | 5'02" | | | |
| 2 | x4fh | 28x1 | 5'02" | | | |
| 2 | x4fi | 28x1 | 5'02" | | | |
| 2 | x4fj | 28x1 | 5'02" | | | |
| 2 | x4fk | 28x1 | 5'02" | | | |
| 2 | x4fl | 28x1 | 5'02" | | | |
| 2 | x4fm | 28x1 | 5'02" | | | |
| 2 | x4fn | 28x1 | 5'02" | | | |
| 2 | x4fo | 28x1 | 5'02" | | | |
| 2 | x4fp | 28x1 | 5'02" | | | |
| 2 | x4fq | 28x1 | 5'02" | | | |
| 2 | x4fr | 28x1 | 5'02" | | | |
| 2 | x4fs | 28x1 | 5'02" | | | |
| 2 | x4ft | 28x1 | 5'02" | | | |
| 2 | x4fu | 28x1 | 5'02" | | | |
| 2 | x4fv | 28x1 | 5'02" | | | |
| 2 | x4fw | 28x1 | 5'02" | | | |
| 2 | x4fx | 28x1 | 5'02" | | | |
| 2 | x4fy | 28x1 | 5'02" | | | |
| 2 | x4fz | 28x1 | 5'02" | | | |
| 2 | x4ga | 28x1 | 5'02" | | | |
| 2 | x4gb | 28x1 | 5'02" | | | |
| 2 | x4gc | 28x1 | 5'02" | | | |
| 2 | x4gd | 28x1 | 5'02" | | | |
| 2 | x4ge | 28x1 | 5'02" | | | |
| 2 | x4gf | 28x1 | 5'02" | | | |
| 2 | x4gg | 28x1 | 5'02" | | | |
| 2 | x4gh | 28x1 | 5'02" | | | |
| 2 | x4gi | 28x1 | 5'02" | | | |
| 2 | x4gj | 28x1 | 5'02" | | | |
| 2 | x4gk | 28x1 | 5'02" | | | |
| 2 | x4gl | 28x1 | 5'02" | | | |
| 2 | x4gm | 28x1 | 5'02" | | | |
| 2 | x4gn | 28x1 | 5'02" | | | |
| 2 | x4go | 28x1 | 5'02" | | | |
| 2 | x4gp | 28x1 | 5'02" | | | |
| 2 | x4gq | 28x1 | 5'02" | | | |
| 2 | x4gr | 28x1 | 5'02" | | | |
| 2 | x4gs | 28x1 | 5'02" | | | |
| 2 | x4gt | 28x1 | 5'02" | | | |
| 2 | x4gu | 28x1 | 5'02" | | | |
| 2 | x4gv | 28x1 | 5'02" | | | |
| 2 | x4gw | 28x1 | 5'02" | | | |
| 2 | x4gx | 28x1 | 5'02" | | | |
| 2 | x4gy | 28x1 | 5'02" | | | |
| 2 | x4gz | 28x1 | 5'02" | | | |
| 2 | x4ha | 28x1 | 5'02" | | | |
| 2 | x4hb | 28x1 | 5'02" | | | |
| 2 | x4hc | 28x1 | 5'02" | | | |
| 2 | x4hd | 28x1 | 5'02" | | | |
| 2 | x4he | 28x1 | 5'02" | | | |
| 2 | x4hf | 28x1 | 5'02" | | | |
| 2 | x4hg | 28x1 | 5'02" | | | |
| 2 | x4hh | 28x1 | 5'02" | | | |
| 2 | x4hi | 28x1 | 5'02" | | | |
| 2 | x4hj | 28x1 | 5'02" | | | |
| 2 | x4hk | 28x1 | 5'02" | | | |
| 2 | x4hl | 28x1 | 5'02" | | | |
| 2 | x4hm | 28x1 | 5'02" | | | |
| 2 | x4hn | 28x1 | 5'02" | | | |
| 2 | x4ho | 28x1 | 5'02" | | | |
| 2 | x4hp | 28x1 | 5'02" | | | |
| 2 | x4hq | 28x1 | 5'02" | | | |
| 2 | x4hr | 28x1 | 5'02" | | | |
| 2 | x4hs | 28x1 | 5'02" | | | |
| 2 | x4ht | 28x1 | 5'02" | | | |
| 2 | x4hu | 28x1 | 5'02" | | | |
| 2 | x4hv | 28x1 | 5'02" | | | |
| 2 | x4hw | 28x1 | 5'02" | | | |
| 2 | x4hx | 28x1 | 5'02" | | | |
| 2 | x4hy | 28x1 | 5'02" | | | |
| 2 | x4hz | 28x1 | 5'02" | | | |
| 2 | x4ia | 28x1 | 5'02" | | | |
| 2 | x4ib | 28x1 | 5'02" | | | |
| 2 | x4ic | 28x1 | 5'02" | | | |
| 2 | x4id | 28x1 | 5'02" | | | |
| 2 | x4ie | 28x1 | 5'02" | | | </ |

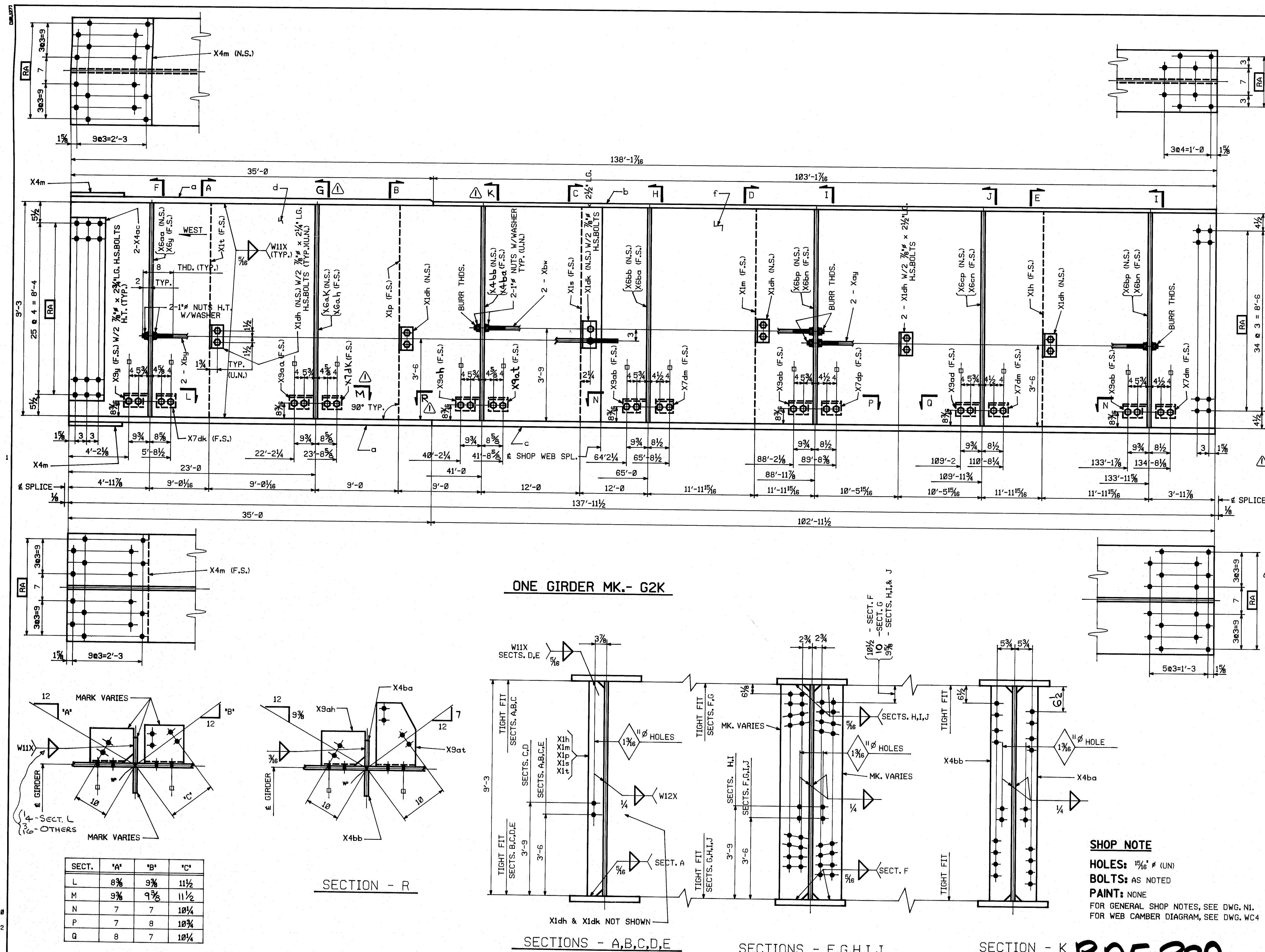


| | | | | FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|------------------|------|-----------------------|--------|-----------------------|------------------|-----------------------|
| | | | | 1 | ME. | I-10-395-0(82)176 |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHP. WEIGHT LB. |
| ONE | G1K | GIRDER | | | | 68,730 |
| 2 | a | 28 x 1 1/2 | 35 | Ø | | |
| 1 | b | 16 x 1 | 103 | 1 1/2" | | |
| 1 | c | 28 x 1 1/2 | 102 | 1 1/2" | | |
| 1 | d | 111 x 1 1/2 | 63 | 6 1/2" | | |
| 1 | f | 111 x 1 1/2 | 74 | 6 1/2" | | |
| 2 | x4m | 28 x 1 1/2 | 2 | 6 1/2" | | |
| 2 | x4ac | 103 x 1 1/2 | 0 | 9 1/2" | A606-TYPE 4 | |
| 1 | xby | 1" ROD | 56 | 4 1/2" | } THD. BOTH ENDS | 7 3/2 |
| 1 | xbw | 1" ROD | 48 | 4" | | 7 1/2 |
| 1 | xay | 1" ROD | 45 | 4" | | 7 1/2 |
| 1 | x1h | BAR 5 x 1/2 | 9 | 3" | | |
| 1 | x1m | BAR 5 x 1/2 | 9 | 3" | | |
| 1 | x1p | BAR 5 x 1/2 | 9 | 3" | | |
| 1 | x1s | BAR 5 x 1/2 | 9 | 3" | | |
| 1 | x1t | BAR 5 x 1/2 | 9 | 3" | | |
| 1 | x1dh | L 5 x 3 x 1/4 | Ø | 6" | | |
| 4 | x1dm | WT 6 x 13 | Ø | 8" | | |
| 1 | x4bb | BAR 7 x 1/2 | 9 | 3" | | |
| 1 | x6aa | BAR 7 x 3/8 | 9 | 3" | | |
| 1 | x6ak | BAR 7 x 1/2 | 9 | 3" | | |
| 1 | x6bb | BAR 7 x 1/2 | 9 | 3" | | |
| 2 | x6bp | BAR 7 x 1/2 | 9 | 3" | | |
| 1 | x6cp | BAR 7 x 1/2 | 9 | 3" | | |
| 1 | x8ch | PC. MC18x45.8 | Ø | 11 1/2" | | |
| 2 | x8ck | PC. MC18x45.8 | Ø | 11 1/2" | | |
| 3 | x8cm | PC. MC18x45.8 | Ø | 11 1/2" | | |
| 1 | x8cp | PC. MC18x45.8 | Ø | 11 1/2" | | |
| 2 | x8dh | PC. MC18x45.8 | Ø | 9 3/4" | | |
| 3 | x8dk | PC. MC18x45.8 | Ø | 9 1/2" | | |
| 1 | x8dm | PC. MC18x45.8 | Ø | 9 1/2" | | |
| 1 | x9an | PC. MC18x45.8 | Ø | 8 1/2" | | |
| 10 | | 1" STD. HEX NUT | | | B1 | 15 |
| 10 | | WASH. FOR 1" H.S.B. | | | B1 | 13 |
| 16 | | 3/8" H.S.BOLTS | Ø | 2 1/4" | B1 | 3 |
| 16 | | WASH. FOR 3/8" H.S.B. | | | B1 | 11 |
| 2 | | 1/2" H.S.BOLTS | Ø | 2 1/4" | B1 | 5 |
| 28 | | 3/8" H.S.BOLTS | Ø | 2 3/4" | B1 | 7 |
| 30 | | WASH. FOR 3/8" H.S.B. | | | B1 | 12 |

| | | | |
|-----------------------------------|--------------------------|---|---------------|
| NO. 1 | REVISION | CONST. JT. MOVED | DATE 11-19-84 |
| HIGH STEEL STRUCTURES, INC. | | 105 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5281 A Subsidiary of High Industries, Inc. | |
| GIRDER | | G1K | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 16+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. 6 | CONTRACTOR CIANBRO CORP. | | |
| IN CHARGE HINKLE | MADE BY J.L.C. | CHK'D BY B.J.K. | DATE 9-24-84 |
| DRAWING NUMBER ME-84088-2 | DRAWING NUMBER 73 OF 80 | | |

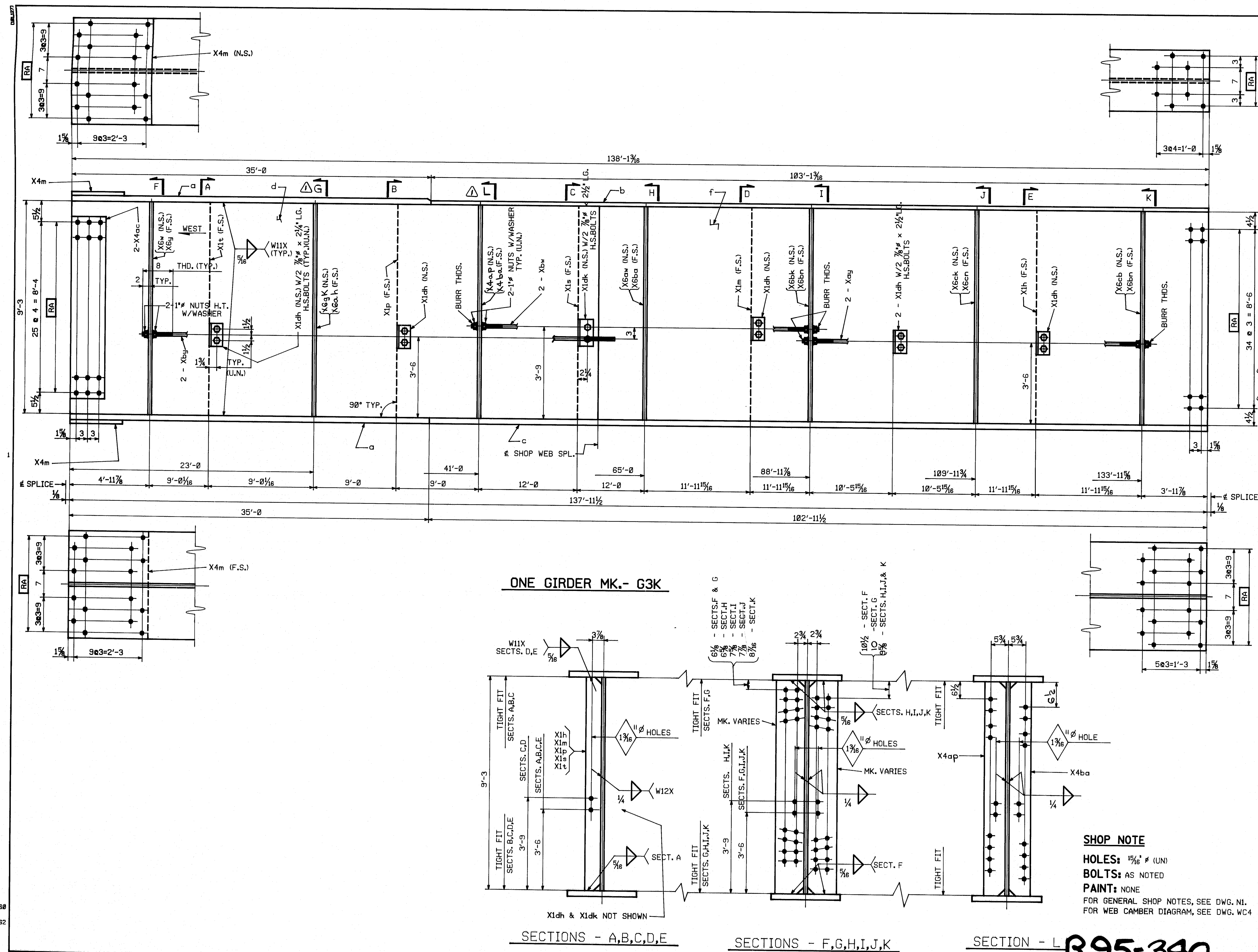
SHOP NOTE
 HOLES: 1 1/8" # (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC4

R95-338



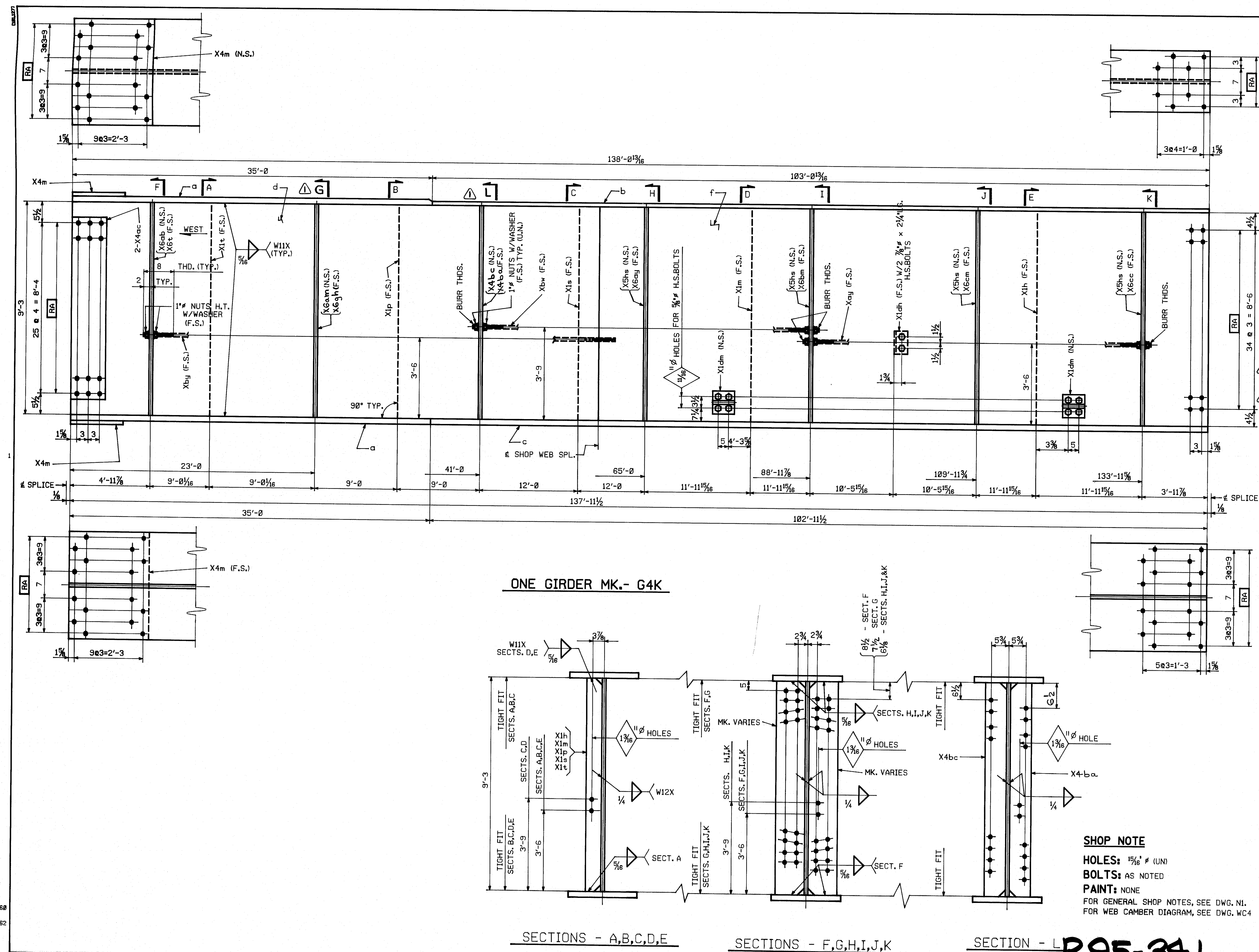
| | | | | FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|------------------|------|---------------------|--------|-----------------------|------------------|-----------------------|
| | | | | 1 | ME. | I-10-395-8(82)176 |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | | SUP. PQTY EA. |
| ONE | G2K | GIRDER | | | | 49,905 |
| 2 | a | E 28 x 1½ | 35 | Ø | | |
| 1 | b | E 16 x 1 | 103 | 1⅞ | | |
| 1 | c | E 28 x 1½ | 102 | 11½ | | |
| 1 | d | E 111 x ¼ | 63 | 6¾ | | |
| 1 | f | E 111 x ¼ | 74 | 6¾ | | |
| 2 | x4m | E 28 x ½ | 2 | 6½ | | |
| 2 | x4ac | E 103 x ⅓ | Ø | 9½ | A606-TYPE 4 | |
| 2 | xbv | 1" ROD | 56 | 4¼ | } THD. BOTH ENDS | 7 32 |
| 2 | xbw | 1" ROD | 48 | 4 | | 7 19 |
| 2 | xay | 1" ROD | 45 | 4 | | 7 15 |
| 1 | x1h | BAR 5 x ½ | 9 | 3 | | |
| 1 | x1m | BAR 5 x ½ | 9 | 3 | | |
| 1 | x1p | BAR 5 x ½ | 9 | 3 | | |
| 1 | x1s | BAR 5 x ½ | 9 | 3 | | |
| 1 | x1t | BAR 5 x ½ | 9 | 3 | | |
| 6 | x1dh | L 5 x 3 x ¼ | Ø | 6 | | |
| 1 | x1dk | L 5 x 3½ x ½ | Ø | 6 | | |
| 1 | x4bb | BAR 7 x ½ | 9 | 3 | | |
| 1 | x6aa | BAR 7 x ⅞ | 9 | 3 | | |
| 1 | x6ak | BAR 7 x ½ | 9 | 3 | | |
| 1 | x6bb | BAR 7 x ½ | 9 | 3 | | |
| 2 | x6bp | BAR 7 x ½ | 9 | 3 | | |
| 1 | x6cp | BAR 7 x ½ | 9 | 3 | | |
| 2 | x7dk | PC, MC18x45.8 | Ø | 9½ | | |
| 3 | x7dm | PC, MC18x45.8 | Ø | 9½ | | |
| 1 | x7dp | PC, MC18x45.8 | Ø | 9½ | | |
| 1 | x9y | PC, MC18x45.8 | Ø | 11½ | | |
| 1 | x9aa | PC, MC18x45.8 | Ø | 11½ | | |
| 3 | x9ab | PC, MC18x45.8 | Ø | 11½ | | |
| 1 | x9ad | PC, MC18x45.8 | Ø | 11½ | | |
| 1 | x9ah | PC, MC18x45.8 | Ø | 11½ | | |
| 1 | x9at | PC, MC18x45.8 | Ø | 8½ | | |
| 1 | x4ba | BAR 7 x ½ | 9 | 3 | | |
| 1 | x6y | BAR 7 x ⅞ | 9 | 3 | | |
| 1 | x6ah | BAR 7 x ½ | 9 | 3 | | |
| 1 | x6ba | BAR 7 x ½ | 9 | 3 | | |
| 2 | x6bn | BAR 7 x ½ | 9 | 3 | | |
| 1 | x6cn | BAR 7 x ½ | 9 | 3 | | |
| 20 | | 1" STD. HEX NUT | | | | B1 15 |
| 20 | | WASH. FOR 1" H.S.B. | | | | B1 13 |
| 8 | | ⅞" H.S.BOLTS | Ø | 2¼ | | B1 5 |
| 4 | | ⅞" H.S.BOLTS | Ø | 2½ | | B1 6 |
| 28 | | ⅞" H.S.BOLTS | Ø | 2¾ | | B1 7 |
| 40 | | WASH. FOR ⅞" H.S.B. | | | | B1 12 |

| NO. | REVISION | CONST. JT. MOVED | DATE |
|-----------------------------------|----------|------------------|----------|
| | | CONTROL #15 | 11-19-84 |
| HIGH STEEL STRUCTURES, INC. | | | |
| GIRDER | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| CONTRACTOR CIANBRO CORP. | | | |
| STATE CONTRACT OR REF. NO. 6 | | | |
| IN CHARGE HINKLE | | | |
| MADE BY J.L.C. CHK'D BY BJK | | | |
| DATE 9-24-84 | | | |
| CONTRACT NUMBER ME-84088-2 | | | |
| DRAWING NUMBER 74 OF 80 | | | |



| | | | | | | |
|------------------|------|-----------------------|--------|-----------------------|------------------|-----------------------|
| | | | | FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
| | | | | 1 | ME. | I-10-395-8(2)176 |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | | ITEM |
| ONE | G3K | GIRDER | | | | 69,320 |
| 2 | a | E 28 x 1 1/2 | 35 | 0 | | |
| 1 | b | E 16 x 1 | 103 | 1 3/8 | | |
| 1 | c | E 28 x 1 1/2 | 102 | 1 1/2 | | |
| 1 | d | E 111 x 1 1/8 | 63 | 6 1/2 | | |
| 1 | f | E 111 x 1 1/8 | 74 | 6 1/8 | | |
| 2 | x4m | E 28 x 1/2 | 2 | 6 1/8 | | |
| 2 | x4ac | E 103 x 1/8 | 0 | 9 1/8 | A606-TYPE 4 | |
| 2 | xbu | 1" ROD | 56 | 4 1/4 | } THD. BOTH ENDS | 7 3/2 |
| 2 | xbw | 1" ROD | 48 | 4 | | 7 1/19 |
| 2 | xay | 1" ROD | 45 | 4 | | 7 1/15 |
| 1 | xih | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | xim | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | xip | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | xis | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | xit | BAR 5 x 1/2 | 9 | 3 | | |
| 6 | xldh | L 5 x 3 x 1/4 | 0 | 6 | | |
| 1 | xldk | L 5 x 3 1/2 x 1/2 | 0 | 6 | | |
| 1 | x4ap | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6w | BAR 7 x 3/8 | 9 | 3 | | |
| 1 | x6gk | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6aw | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6bk | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6ck | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6cb | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x4ba | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6y | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6ah | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6ba | BAR 7 x 1/2 | 9 | 3 | | |
| 2 | x6bn | BAR 7 x 1/2 | 9 | 3 | | |
| 1 | x6cn | BAR 7 x 1/2 | 9 | 3 | | |
| 20 | | 1" STD. HEX NUT | | | | B1 1/5 |
| 20 | | WASH. FOR 1" H.S.B. | | | | B1 1/13 |
| 8 | | 7/8" H.S.BOLTS | 0 | 2 1/4 | | B1 1/5 |
| 4 | | 7/8" H.S.BOLTS | 0 | 2 1/2 | | B1 1/6 |
| 12 | | WASH. FOR 7/8" H.S.B. | | | | B1 1/12 |

| | | | |
|-----------------------------------|----------|----------------------------------|--|
| NO. 15 | REVISION | CONST. JT. MOVED CONTROL # 15 | DATE 11-19-84 |
| HIGH STEEL STRUCTURES, INC. | | | 1005 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5333 A Subsidiary of High Industries, Inc. |
| GIRDER | | | G3K |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | | 6 | CONTRACTOR CIAMBRO CORP. |
| IN CHARGE HINKLE | | MADE BY J.L.C. | CHK'D BY BJK DATE 9-24-84 |
| CONTRACT NUMBER ME-84088-2 | | DRAWING NUMBER 75 OF 80 | |



| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. | |
|--------------------|--|-------|--------------------|--|
| 1 | | ME. | I-10-395-0102176 | |

| BILL OF MATERIAL | | | | | |
|------------------|------|-----------------------|--------|---------|----------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE | G4K | GIRDER | | | 68,900. |
| 2 | a | 28 x 1 1/2 | 35 | 0 | |
| 1 | b | 16 x 1 | 103 | 0 13/16 | |
| 1 | c | 28 x 1 1/2 | 102 | 11 1/2 | |
| 1 | d | 111 x 1 1/8 | 63 | 6 7/16 | |
| 1 | f | 111 x 1 1/8 | 74 | 6 7/16 | |
| 2 | x4m | 28 x 1 1/2 | 2 | 6 1/4 | |
| 2 | x4ac | 103 x 1 1/8 | 0 | 9 1/8 | A606-TYPE 4 |
| 1 | xby | 1" ROD | 56 | 4 1/4 | |
| 1 | xbw | 1" ROD | 48 | 4 | THD. BOTH ENDS |
| 1 | xay | 1" ROD | 45 | 4 | |
| 1 | xih | BAR 5 x 1/2 | 9 | 3 | |
| 1 | xim | BAR 5 x 1/2 | 9 | 3 | |
| 1 | xip | BAR 5 x 1/2 | 9 | 3 | |
| 1 | xis | BAR 5 x 1/2 | 9 | 3 | |
| 1 | xit | BAR 5 x 1/2 | 9 | 3 | |
| 1 | xidh | 5 x 3 x 1/4 | 0 | 6 | |
| 2 | xidm | WT 6 x 13 | 0 | 8 | |
| 1 | x4ba | BAR 7 x 1/2 | 9 | 3 | |
| 1 | x6t | BAR 7 x 3/8 | 9 | 3 | |
| 1 | x6gh | BAR 7 x 1/2 | 9 | 3 | |
| 1 | x6am | BAR 7 x 1/2 | 9 | 3 | |
| 1 | x6ay | BAR 7 x 1/2 | 9 | 3 | |
| 4 | x5hs | BAR 7 x 1/2 | 9 | 3 | |
| 1 | x6bm | BAR 7 x 1/2 | 9 | 3 | |
| 1 | x4bc | BAR 7 x 1/2 | 9 | 3 | |
| 1 | x6ab | BAR 7 x 3/8 | 9 | 3 | |
| 1 | x6cc | BAR 7 x 1/2 | 9 | 3 | |
| 1 | x6cm | BAR 7 x 1/2 | 9 | 3 | |
| 8 | | 3/8" H.S.BOLTS | 0 | 2 1/4 | B1 3 |
| 8 | | WASH. FOR 3/8" H.S.B. | | | B1 11 |
| 10 | | 1" STD. HEX NUT | | | B1 15 |
| 10 | | WASH. FOR 1" H.S.B. | | | B1 13 |
| 2 | | 3/8" H.S.BOLTS | 0 | 2 1/4 | B1 5 |
| 2 | | WASH. FOR 3/8" H.S.B. | | | B1 12 |

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|-----|----------|------------------|---------------|
| NO. | REVISION | CONST. JT. MOVED | DATE 11-19-84 |
| | | CONTROL #15 | |

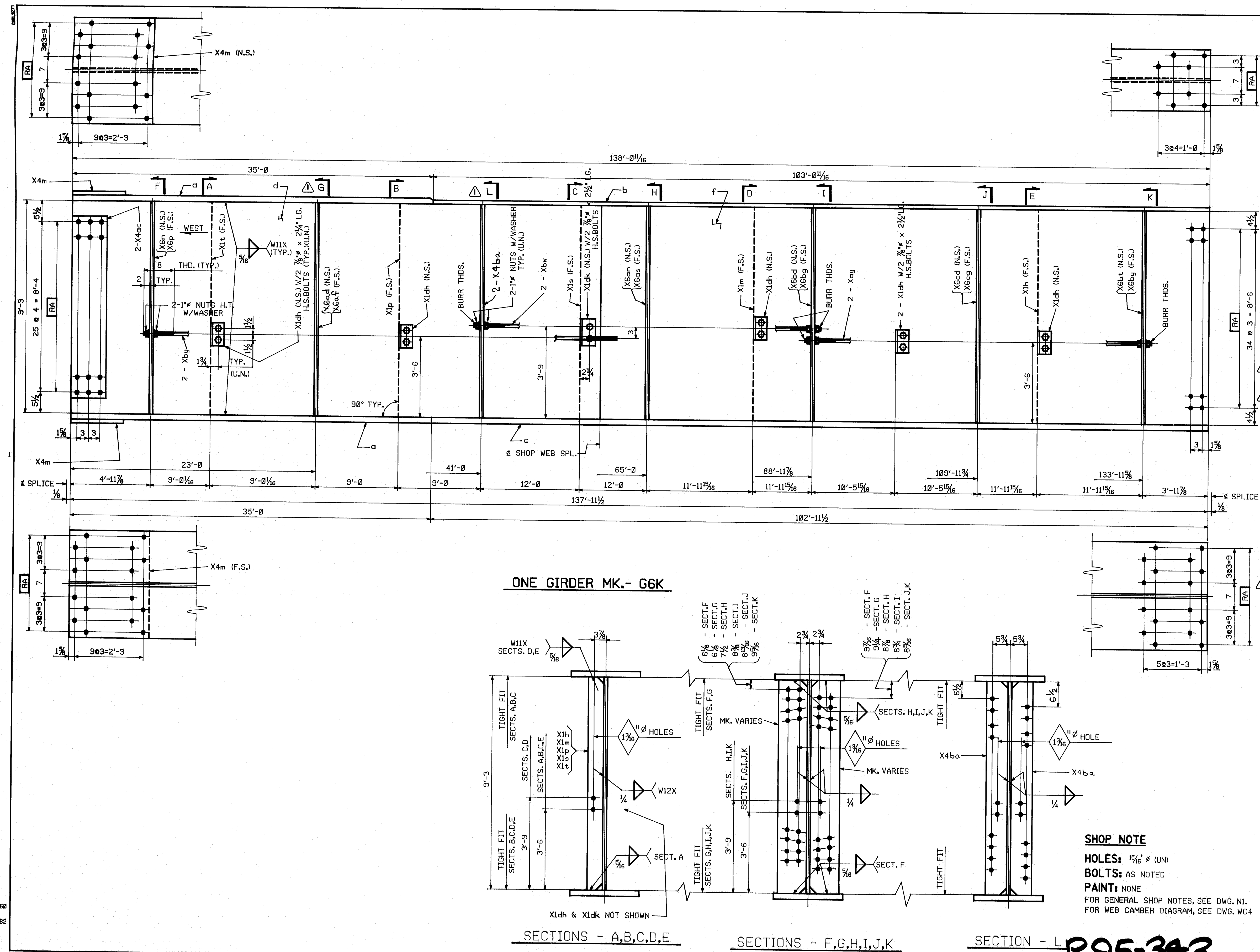
| | |
|--|--|
| HIGH STEEL STRUCTURES, INC. | |
| 1005 Old Philadelphia Pike Lancaster, Pennsylvania 17601 Phone 717/299-523 | |
| A Subsidiary of High Industries, Inc. | |
| GIRDER | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | |
| I-395 BRIDGE STA. 164+60.00 | |
| PENOBSCOT COUNTY | |
| STATE OF MAINE | |
| DEPARTMENT OF TRANSPORTATION | |
| STATE CONTRACT | CONTRACTOR CIAMBRO CORP. |
| OR REF. NO. 6 | |
| IN CHARGE: HINKLE | MADE BY: J.L.C. CHK'D BY: B.J.K. DATE: 9-24-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 76 OF 80 |

SHOP NOTE

HOLES: 1/8" # (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC4

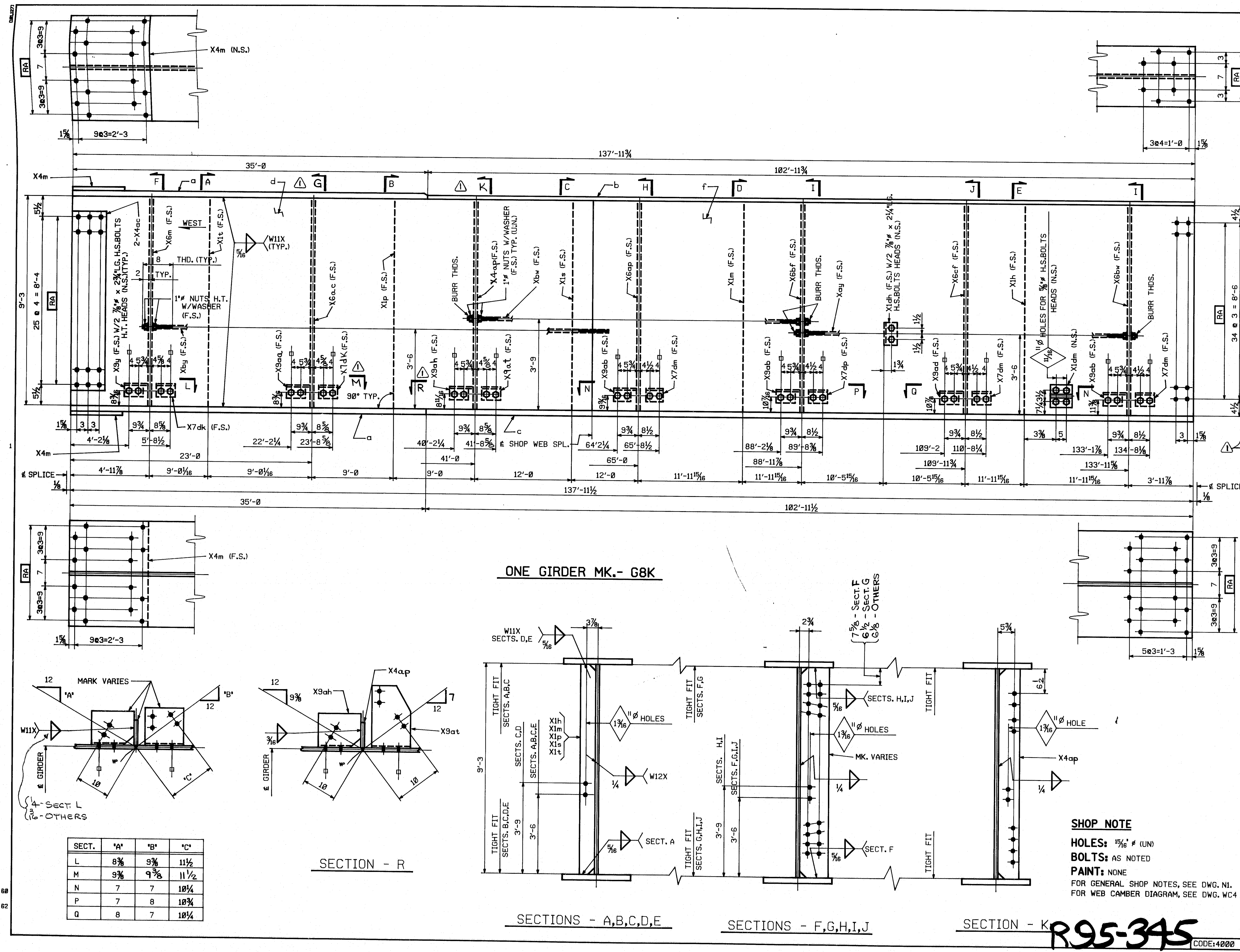
R95-341

CODE 14000



| | | FED. ROAD DIV. NO. | | STATE | | FED. AID PROJ. NO. | |
|------------------|------|--------------------|--------|---------|----------------|--------------------|----------|
| | | 1 | | ME. | | I-1G-395-B(62)176 | |
| BILL OF MATERIAL | | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | QTY. | WGT. LB. |
| ONE | G6K | GIRDER | | | | | 69,310 |
| 2 | a | 28 x 1 1/2 | 35 | 0 | | | |
| 1 | b | 16 x 1 | 103 | 0 1/16 | | | |
| 1 | c | 28 x 1 1/2 | 102 | 11 1/2 | | | |
| 1 | d | 111 x 1 1/16 | 63 | 6 3/8 | | | |
| 1 | f | 111 x 1 1/16 | 74 | 6 3/8 | | | |
| 2 | x4m | 28 x 1/2 | 2 | 6 1/2 | | | |
| 2 | x4ac | 103 x 1/8 | 0 | 9 1/2 | A606-TYPE 4 | | |
| 2 | xby | 1" ROD | 56 | 4 1/4 | THD. BOTH ENDS | 7 | 32 |
| 2 | xbw | 1" ROD | 48 | 4 | | 7 | 19 |
| 2 | xay | 1" ROD | 45 | 4 | | 7 | 15 |
| 1 | xih | BAR 5 x 1/2 | 9 | 3 | | | |
| 1 | xim | BAR 5 x 1/2 | 9 | 3 | | | |
| 1 | xip | BAR 5 x 1/2 | 9 | 3 | | | |
| 1 | xis | BAR 5 x 1/2 | 9 | 3 | | | |
| 1 | xit | BAR 5 x 1/2 | 9 | 3 | | | |
| 6 | xldh | L 5 x 3 x 1/4 | 0 | 6 | | | |
| 1 | xldk | L 5 x 3 1/2 x 1/2 | 0 | 6 | | | |
| 1 | x6n | BAR 7 x 3/16 | 9 | 3 | | | |
| 1 | x6ad | BAR 7 x 1/2 | 9 | 3 | | | |
| 1 | x6an | BAR 7 x 1/2 | 9 | 3 | | | |
| 1 | x6bd | BAR 7 x 1/2 | 9 | 3 | | | |
| 1 | x6cd | BAR 7 x 1/2 | 9 | 3 | | | |
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|---|------------|------------------|---------------|
| NO. 1 | REVISION | CONST. JT. MOVED | DATE 11-19-84 |
| CONTROL #15 | | | |
| HIGH STEEL STRUCTURES, INC. | | | |
| 1805 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-3233 | | | |
| A Subsidiary of High Industries, Inc. | | | |
| GIRDER G6K | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR | CIANBRO CORP. |
| IN CHARGE | HINKLE | MADE BY | J.L.C. |
| | | CHK'D BY | B.J.K. |
| DATE | 9-24-84 | | |
| CONTRACT NUMBER | ME-84088-2 | DRAWING NUMBER | 78 OF 80 |



| FED. ROAD DIST. NO. | | STATE | FED. AID PROJ. NO. |
|---------------------|-----|-------------------|--------------------|
| 1 | ME. | 1-10-395-8(82)176 | |

| BILL OF MATERIAL | | | | | |
|------------------|------|-----------------------|--------|----------------|------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE | G8K | GIRDER | | | |
| 2 | a | 28 x 1 1/2 | 35 | | |
| 1 | b | 16 x 1 | 102 | | |
| 1 | c | 28 x 1 1/2 | 102 | | |
| 1 | d | 111 x 1 1/8 | 63 | | |
| 1 | f | 111 x 1 1/8 | 74 | | |
| 2 | x4m | 28 x 1 1/2 | 2 | | |
| 2 | x4ac | 103 x 1/8 | 0 | A606-TYPE 4 | |
| 1 | xby | 1" ROD | 56 | | |
| 1 | xbw | 1" ROD | 48 | THD. BOTH ENDS | |
| 1 | xay | 1" ROD | 45 | | |
| 1 | xih | BAR 5 x 1/2 | 9 | | |
| 1 | xim | BAR 5 x 1/2 | 9 | | |
| 1 | xip | BAR 5 x 1/2 | 9 | | |
| 1 | xis | BAR 5 x 1/2 | 9 | | |
| 1 | xit | BAR 5 x 1/2 | 9 | | |
| 1 | xidh | L 5 x 3 x 1/4 | 0 | | |
| 1 | xidm | WT 6 x 13 | 0 | | |
| 1 | x4ap | BAR 7 x 1/2 | 9 | | |
| 1 | x6m | BAR 7 x 3/8 | 9 | | |
| 1 | x6ac | BAR 7 x 1/2 | 9 | | |
| 1 | x6ap | BAR 7 x 1/2 | 9 | | |
| 1 | x6bf | BAR 7 x 1/2 | 9 | | |
| 1 | x6cf | BAR 7 x 1/2 | 9 | | |
| 2 | x7dk | PC. MC18x45.8 | 0 | | |
| 3 | x7dm | PC. MC18x45.8 | 0 | | |
| 1 | x7dp | PC. MC18x45.8 | 0 | | |
| 1 | x9y | PC. MC18x45.8 | 0 | | |
| 1 | x9aa | PC. MC18x45.8 | 0 | | |
| 3 | x9ab | PC. MC18x45.8 | 0 | | |
| 1 | x9ad | PC. MC18x45.8 | 0 | | |
| 1 | x9ah | PC. MC18x45.8 | 0 | | |
| 1 | x9at | PC. MC18x45.8 | 0 | | |
| 4 | | 1/2" H.S.BOLTS | 0 | | |
| 4 | | WASH. FOR 1/2" H.S.B. | 0 | | |
| 1 | x6bw | BAR 7 x 1/2 | 9 | | |
| 10 | | 1" STD. HEX NUT | 0 | | |
| 10 | | WASH. FOR 1" H.S.B. | 0 | | |
| 2 | | 3/8" H.S.BOLTS | 0 | | |
| 28 | | 1/4" H.S.BOLTS | 0 | | |
| 30 | | WASH. FOR 1/4" H.S.B. | 0 | | |

| NO. | REVISION | CONST. JT. MOVED | DATE |
|-----|----------|------------------|----------|
| 1 | | CONTROL | 11-19-84 |

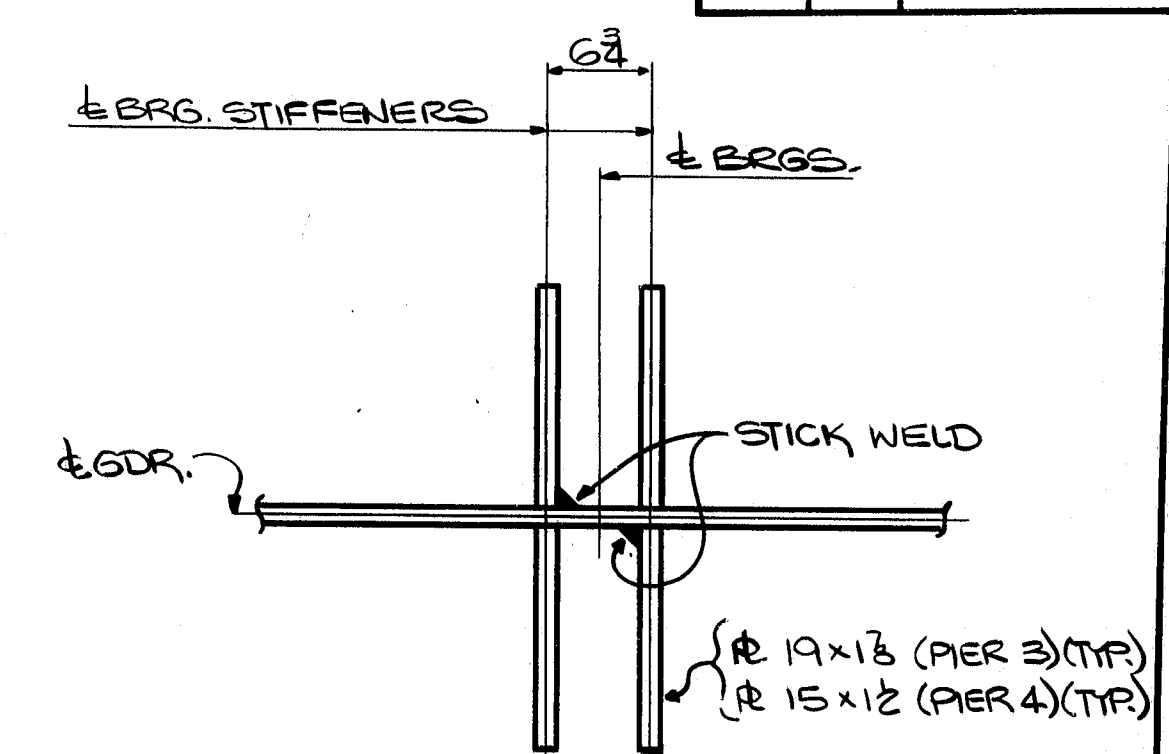
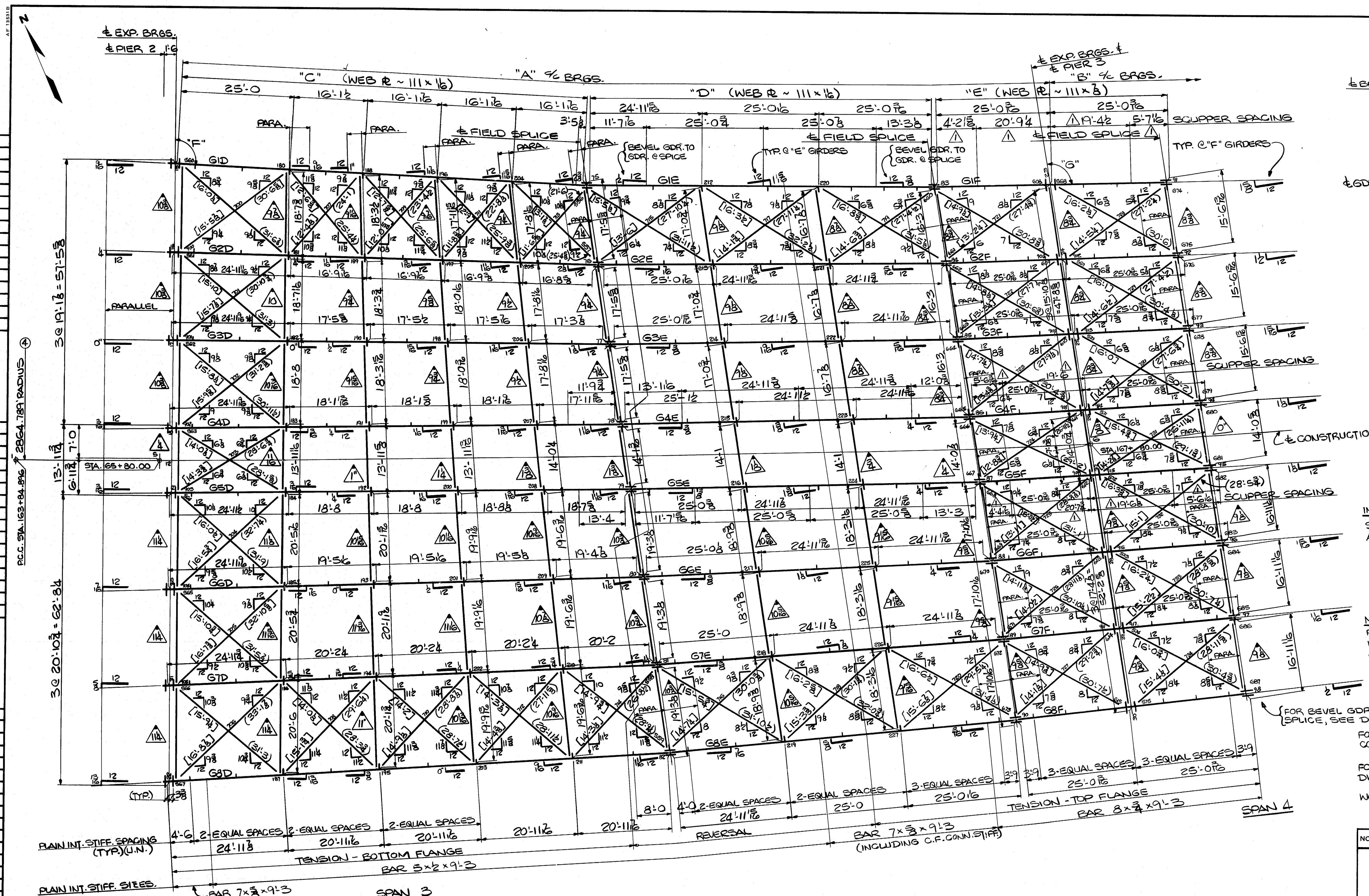
| HIGH STEEL STRUCTURES, INC. | |
|--|---|
| 1005 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-528 | |
| A Subsidiary of High Industries, Inc. | |
| GIRDER | G8K |
| I-395 BRIDGE OVER PENOBSCOT RIVER | |
| I-395 BRIDGE STA. 164+60.00 | |
| PENOBSCOT COUNTY | |
| STATE OF MAINE | |
| DEPARTMENT OF TRANSPORTATION | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR CIANBRO CORP. |
| IN CHARGE, HINKLE | MADE BY J.L.C. CHK'D BY B.J.K. DATE 9-24-84 |
| CONTRACT NUMBER ME-84088-2 | DRAWING NUMBER 80 OF 80 |

Roll #95

P

346-498

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | 16-395-8(32)176 |



INTERMEDIATE STIFFENER NOTE:
STIFFENERS MARKED WITH AN ASTERISK (*)
ARE TO BE PLACED AT THE SCUPPER.

NOTE:
POINT NOS. 556, 557, 558, 559 & 660 - 699 ARE HORSE BR.
WORK POINTS AND ARE LOCATED 9" FROM G GIRDER
ALONG CONNECTION STIFFENER.

FOR BEVEL GDR. TO GDR. AT
SPICE, SEE DWG. WS2

FOR FIGURING PLAN NOTES, SEE DWG. WSI ON
CONTRACT # ME-84088-1.

FOR WELDING OF INT. STIFFS. & C.F. CONN. RES. SEE
DWG. WSI ON CONTRACT # ME-84088-1

WORK THIS DWG. WITH DWGS. WS2 THRU WS10

STIFFENER CORNER CLIPS

BRG. STIFFS. ~ 12" x 32" @ 1/2" THK. WEB R.
12" x 42" @ 5/8" THK. WEB R.

OTHERS ~ 32" x 32" @ 1/2" THK. WEB R.
32" x 42" @ 5/8" THK. WEB R.

STIFFENER SIZES

BEARING STIFFS. ~ PIER 2 - 12" x 15"
PIER 3 - 19" x 15"

C.F. CONN. STIFFS. - 7" x 2" (U.N.)
C.F. CONN. STIFFS. ON SPICE R. - 8" x 2"
PLAIN INT. STIFFS. - AS NOTED

| LINE | "A" | "B" | "C" | "D" | "E" | "F" | "G" |
|------|-------------|--------------|-------------|-------------|------------|-------------|-------------|
| G1 | 189'-6 1/8" | 300'-4 1/8" | 89'-5 1/8" | 75'-0 3/8" | 50'-0 3/8" | 92'-33'-06" | 97'-45'-54" |
| G2 | 192'-0 3/8" | 300'-2 3/8" | 92'-0 3/8" | 75'-0" | | 91'-18'-13" | 96'-58'-46" |
| G3 | 194'-3 3/8" | 300'-1 3/8" | 94'-8" | 75'-0" | | 90'-07'-23" | 96'-11'-37" |
| G4 | 197'-4 1/8" | 299'-11 1/8" | 97'-3 3/8" | 75'-0 3/8" | | 89'-00'-19" | 95'-24'-29" |
| G5 | 199'-7 3/8" | 299'-11 1/8" | 99'-7 3/8" | 75'-0 3/8" | | 88'-59'-27" | 95'-22'-54" |
| G6 | 202'-7 3/8" | 299'-11 1/8" | 102'-7 3/8" | 74'-11 1/8" | | 87'-58'-28" | 94'-23'-37" |
| G7 | 205'-8 3/8" | 299'-11 1/8" | 105'-8 3/8" | 74'-11 1/8" | | 87'-01'-16" | 93'-24'-18" |
| G8 | 208'-9 3/8" | 299'-11 1/8" | 108'-9 3/8" | 75'-0" | 50'-0 3/8" | 86'-07'-06" | 92'-25'-01" |

R95-346

| NO. | REVISION | CONTRACT REVISION | DATE |
|-----|----------|-------------------|---------|
| 1 | 1 | 1 | 9-11-84 |

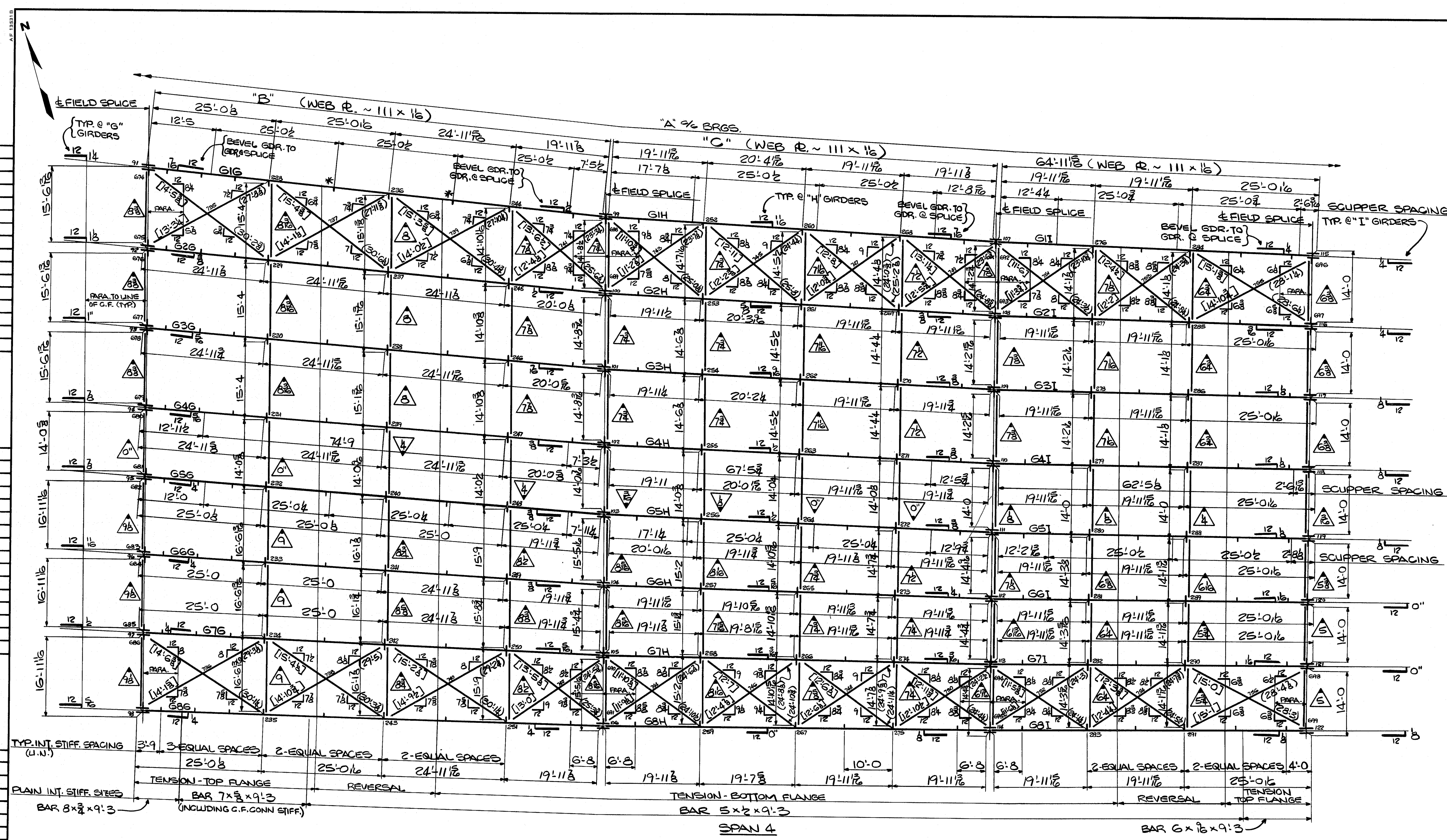
| | | |
|---------------------------------------|--|---|
| HIGH STEEL STRUCTURES, INC. | | 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 |
| A Subsidiary of High Industries, Inc. | | |

| | |
|-----------------------------------|--|
| FIGURING PLAN - SPANS 3 & 4 | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | |
| I-395 BRIDGE STA. 164+60.00 | |
| PENOBSCOT COUNTY | |
| STATE OF MAINE | |
| DEPARTMENT OF TRANSPORTATION | |

| | | | |
|----------------------------|---|------------|---------------|
| STATE CONTRACT OR REF. NO. | G | CONTRACTOR | CLANBRO CORP. |
|----------------------------|---|------------|---------------|

| | | | | | | | |
|-----------------|------------|----------------|-----|------------|-----|------|--------|
| IN CHARGE | HINKLE | MADE BY | GJK | CHK. D. BY | JLC | DATE | 6-6-84 |
| CONTRACT NUMBER | ME-84088-2 | DRAWING NUMBER | WS1 | | | | |

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | 116-395-8(82)176 |



| LINE | "A" | "B" | "C" |
|------|------------|-----------|-----------|
| G1 | 300:4 1/2 | 95:0 | 80:4 1/2 |
| G2 | 300:2 3/8 | 94:11 1/8 | 80:2 1/8 |
| G3 | 300:1 1/4 | 94:11 1/8 | 80:1 1/8 |
| G4 | 299:11 3/8 | 95:0 | 79:11 1/2 |
| G5 | 299:11 3/8 | 95:0 | 79:11 1/2 |
| G6 | 299:9 3/8 | 94:11 1/8 | 79:9 3/8 |
| G7 | 299:8 3/8 | 94:11 1/8 | 79:8 3/8 |
| G8 | 299:7 1/2 | 95:0 | 79:7 1/2 |

STIFFENER SIZES
 C.F. CONN. STIFFS. ~ 7x2 (U.N.)
 C.F. CONN. STIFFS. ON SPICE R. ~ 8x2
 PLAIN INT. STIFFS. ~ AS NOTED

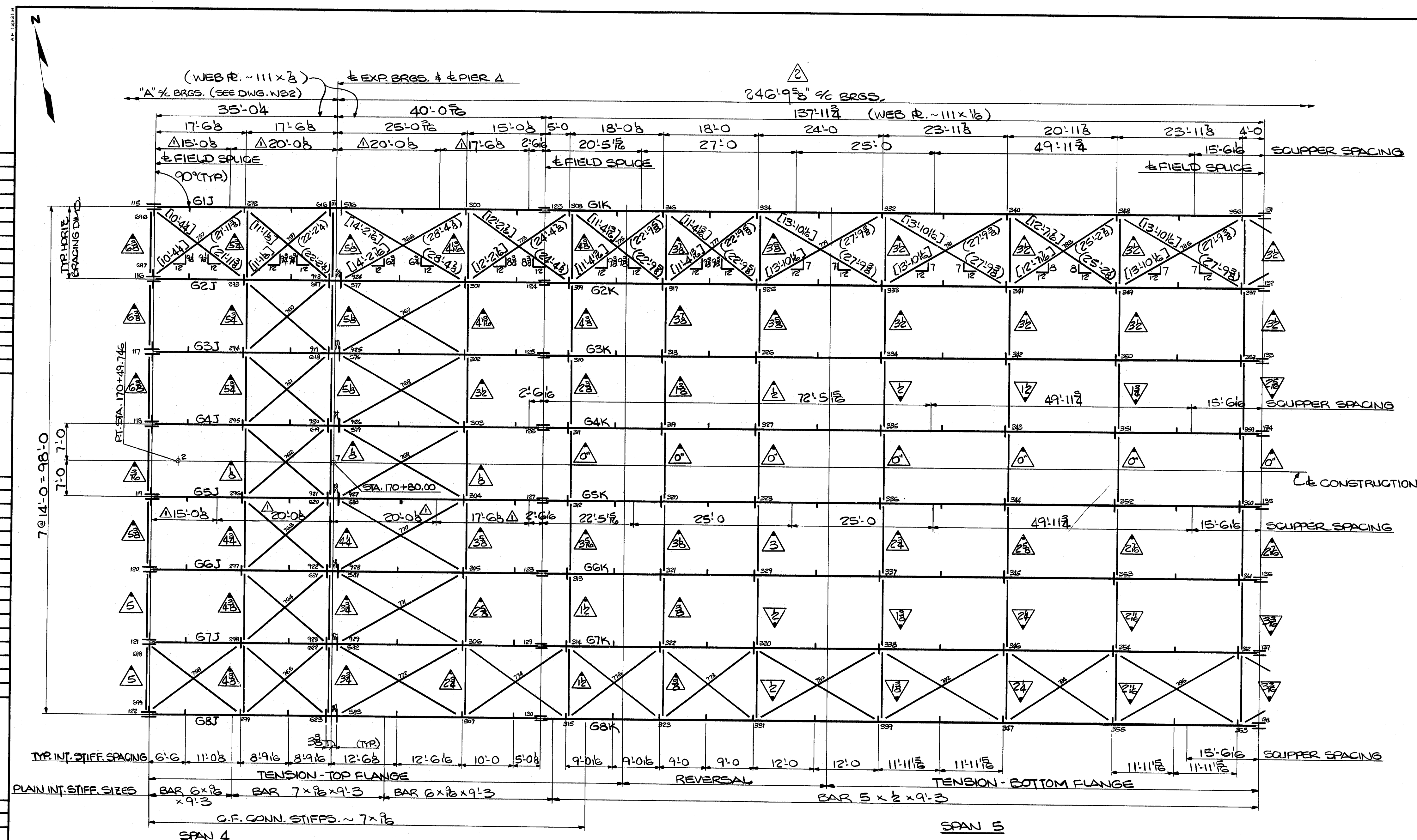
STIFFENER CORNER CLIPS
 3/2 x 3/2 (TYP. THIS DWG.)

| | | |
|--|---|------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of High Industries, Inc. | | |
| FIGURING PLAN - SPAN 4 I-395 BRIDGE OVER PENOBSCOT RIVER I-395 BRIDGE STA. 164+60.00 PENOBSCOT COUNTY STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | |
| IN CHARGE, HINKLE | MADE BY, BJK CHK'D BY, JLC DATE: 6-6-84 | |
| CONTRACT NUMBER, ME-84088-2 | DRAWING NUMBER, WS2 | |

R95-347

WORK THIS DWG. WITH DWGS. WS1 & WS3 THRU WS10

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|-----------------------|-------|-----------------------|
| 1 | ME | 115-295-8(2)176 |



STIFFENER SIZES
 BEARING STIFFS - PIER 4 ~ 15 x 1/2 (SEE NOTE)
 C.F. CONN. STIFFS. ~ 7 x 2 (U.N.)
 C.F. CONN. STIFFS. ON SPLICE RS. ~ 3 x 2
 PLAIN INT. STIFFS. ~ AS NOTED

STIFFENER CORNER CUPS
 BRG. STIFFS. ~ 12 x 4 1/2
 OTHERS ~ 32 x 22 @ 1/8\"/>

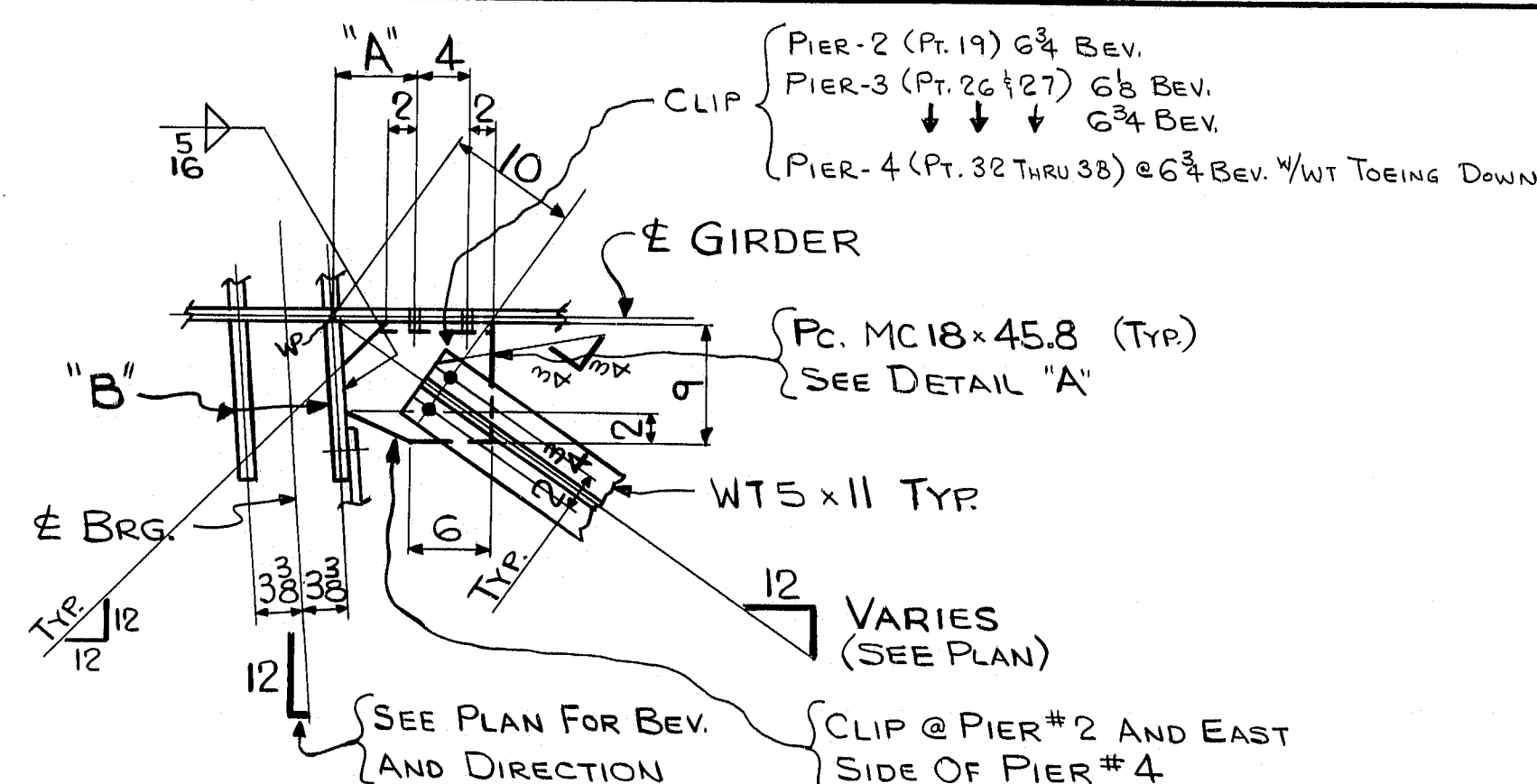
NOTE:
 FOR WELDING OF BEARING STIFFENER
 AT PIER 4, SEE DETAIL ON DNG. WS1.

| | | |
|---|---|---------------|
| NO. 1 | Revised span length Control #16 | 1-12-85 |
| NO. 2 | REVISION CONTRACT REVISION CONTROL #14 | DATE 9-11-84 |
| HIGH STEEL STRUCTURES, INC. <small>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of High Industries, Inc.</small> | | |
| FIGURING PLAN - SPANS 4 & 5 I-395 BRIDGE OVER PENOBSCOT RIVER I-395 BRIDGE STA. 164+60.00 PENOBSCOT COUNTY STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CANBRO CORP. | 6-6-84 |
| IN CHARGE: | MADE BY: | CHK'D. BY: |
| HINKLE | BUK | JLC |
| CONTRACT NUMBER: | DRAWING NUMBER: | DATE |
| ME-84088-2 | WS3 | 6-6-84 |

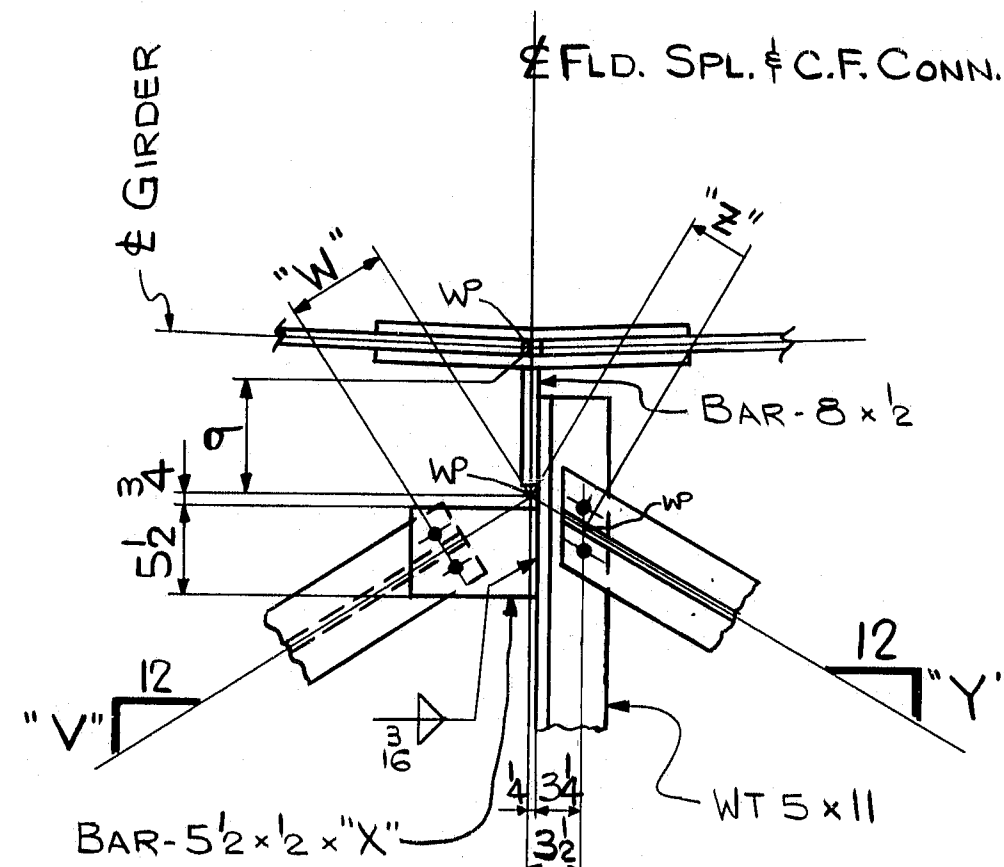
R 95-348

WORK THIS DNG. WITH DNGS. WS1, WS2, & WS4 THRU WS10

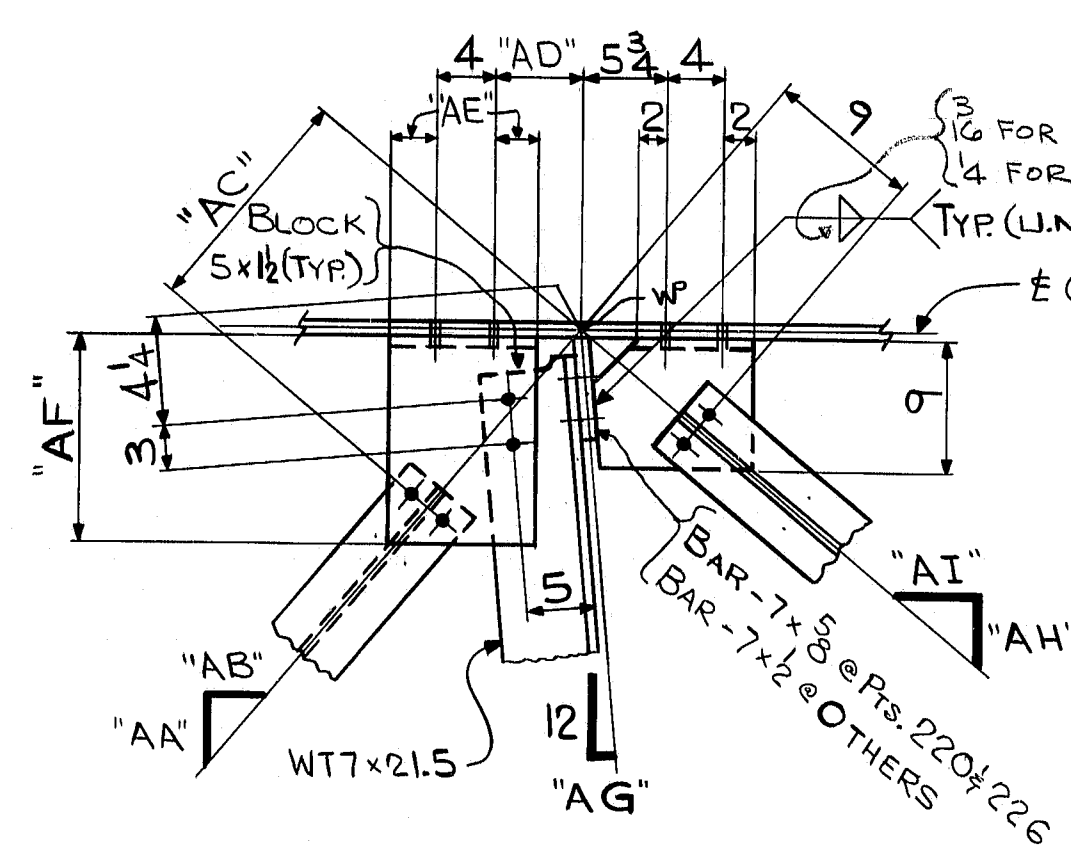
AS 1331



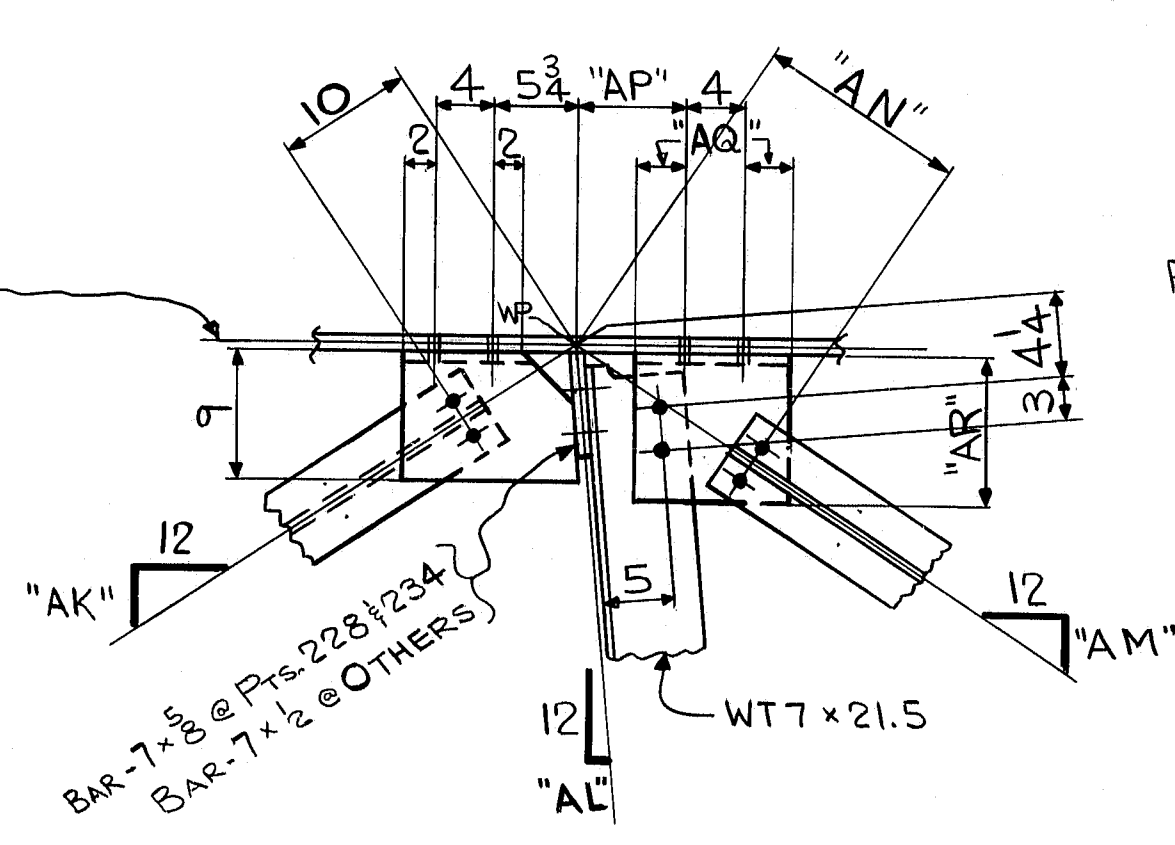
| PIER | "A" | "B" |
|------|-------|--------------------|
| 2 | 6 1/6 | 12 x 1 1/2 x 9 1/3 |
| 3 | 6 1/6 | 12 x 1 1/2 x 9 1/3 |
| 4 | 6 1/4 | 12 x 1 1/2 x 9 1/3 |



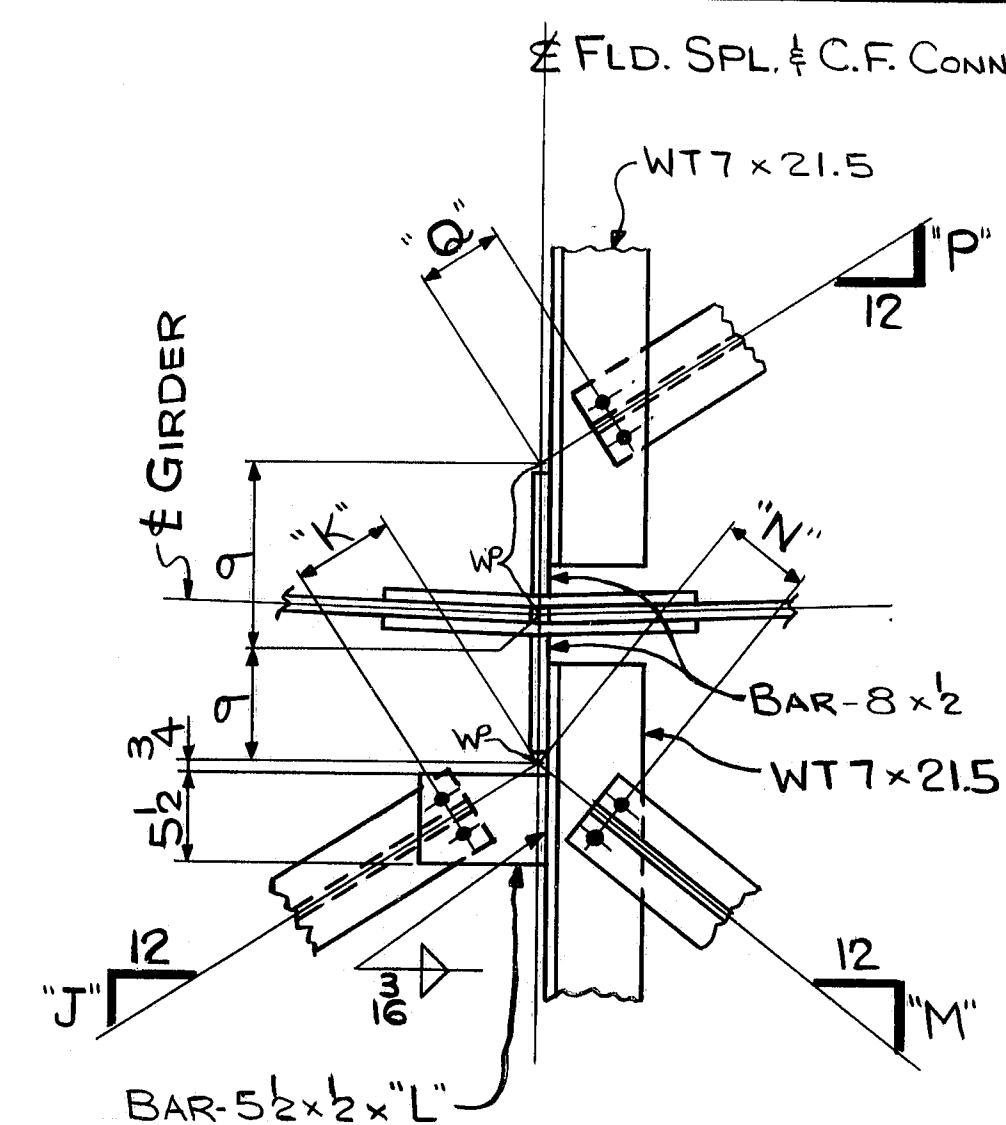
| POINT | "V" | "W" | "X" | "Y" | "Z" |
|-------|-------|-------|-------|-------|-------|
| 107 | 7 1/2 | 6 1/2 | 8 | 8 1/4 | 4 1/4 |
| 108 | 8 1/4 | 5 1/2 | 7 1/4 | 7 1/2 | 4 1/4 |
| 113 | 8 1/2 | 6 1/2 | 7 1/2 | 8 1/2 | 4 1/4 |
| 114 | 8 1/2 | 6 | 7 1/2 | 8 1/4 | 4 1/4 |
| 115 | 9 1/2 | 5 1/2 | 7 1/2 | 8 1/2 | 3 1/2 |
| 116 | | | | 6 1/2 | 4 |
| 121 | | | | 6 1/2 | 4 |
| 122 | 9 1/2 | 5 1/2 | 7 1/2 | 8 1/2 | 3 1/2 |



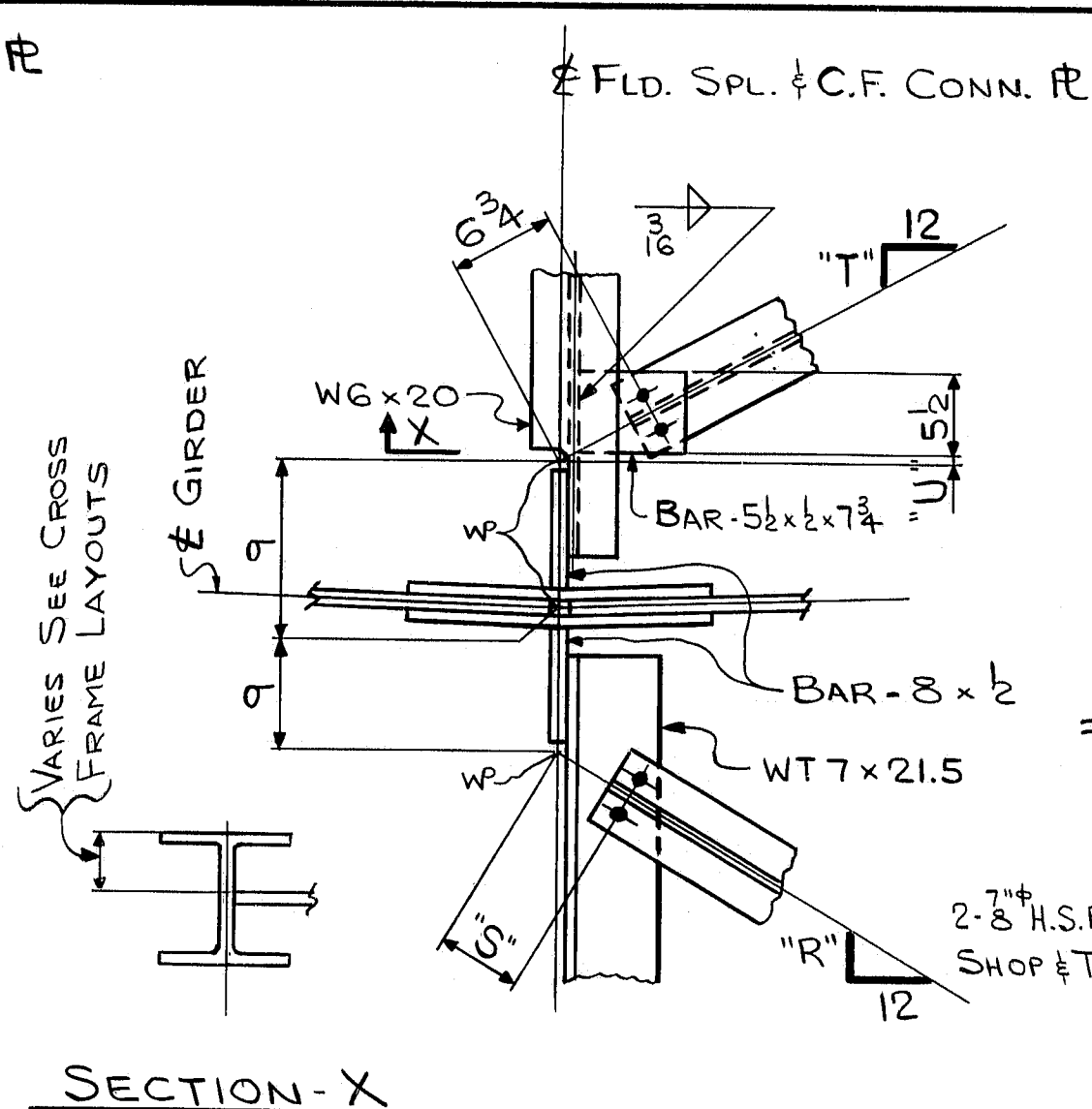
| POINT | "AA" | "AB" | "AC" | "AD" | "AE" | "AF" | "AG" | "AH" | "AI" |
|-------|--------|--------|-------|-------|-------|--------|--------|--------|--------|
| 180 | 9 1/2 | 12 | 1 1/2 | 6 1/2 | 3 1/2 | 10 1/4 | 9 | 12 | 11 1/2 |
| 187 | 10 1/4 | 12 | 1 1/2 | 5 1/2 | 3 1/2 | 11 1/2 | 1 1/2 | 11 1/4 | 12 |
| 188 | 12 | 9 1/2 | 1 1/4 | 5 1/2 | 3 1/2 | 1 1/3 | 1 | 11 1/2 | |
| 195 | 12 | 11 1/2 | 1 1/4 | 5 1/2 | 3 1/2 | 1 1/2 | 3 | 11 1/2 | |
| 196 | 12 | 9 1/2 | 1 1/4 | 5 1/2 | 3 1/2 | 1 1/3 | 1 1/2 | 11 1/2 | |
| 202 | 11 1/4 | 12 | 1 1/3 | 6 1/4 | 3 | 1 1/2 | 4 | 10 1/2 | |
| 204 | 12 | 9 1/2 | 1 1/4 | 5 1/2 | 3 1/2 | 1 1/3 | 1 1/2 | 10 1/2 | |
| 210 | 12 | 12 | 1 1/3 | 6 | 3 1/4 | 1 1/2 | 3 1/4 | 10 | |
| 212 | 8 1/2 | | 1 1/2 | 5 1/2 | 3 1/2 | 10 | 11 1/2 | 7 1/2 | |
| 218 | 9 1/2 | | 1 1/2 | 6 1/2 | 3 1/2 | 10 1/4 | 8 1/2 | | |
| 220 | 9 1/2 | | 1 1/2 | 5 1/2 | 3 1/2 | 10 | 11 1/2 | 6 1/2 | |
| 226 | 9 1/2 | 12 | 1 1/2 | 6 1/2 | 3 1/2 | 10 1/4 | 8 1/4 | 12 | |



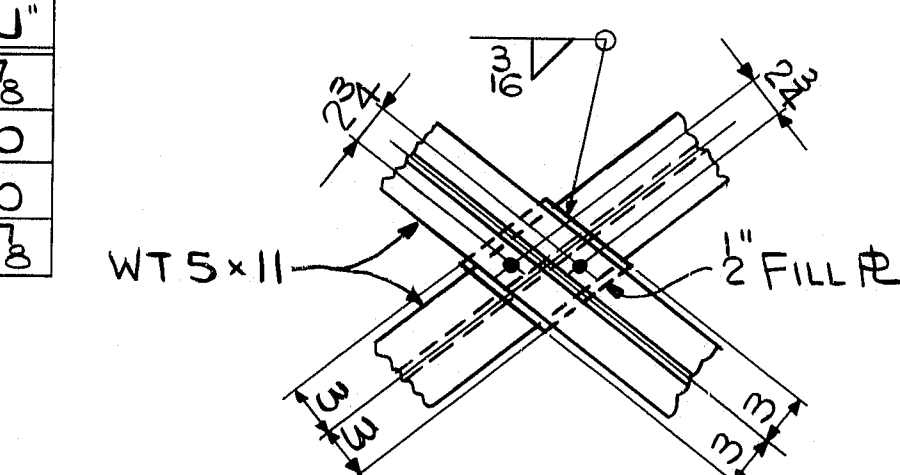
| POINT | "AK" | "AL" | "AM" | "AN" | "AP" | "AQ" | "AR" |
|-------|-------|-------|-------|-------|-------|-------|--------|
| 228 | 7 1/2 | 14 | 6 1/4 | 1 1/2 | 6 1/2 | 2 1/2 | 9 |
| 234 | 8 | 2 | 7 1/2 | 1 1/2 | 6 1/2 | 2 1/2 | 9 |
| | | | | | | | |
| 244 | 7 1/2 | 14 | 7 1/4 | 1 1/2 | 6 1/2 | 2 1/2 | 9 1/4 |
| 250 | 8 | 2 | 8 1/2 | 1 1/4 | 6 1/2 | 2 1/4 | 10 |
| 252 | 8 1/4 | 1 1/2 | 8 1/2 | 1 1/2 | 6 1/2 | 2 1/2 | 9 1/2 |
| 258 | 8 1/2 | 1 1/2 | 9 | 1 1/2 | 6 1/2 | 2 1/4 | 10 1/2 |



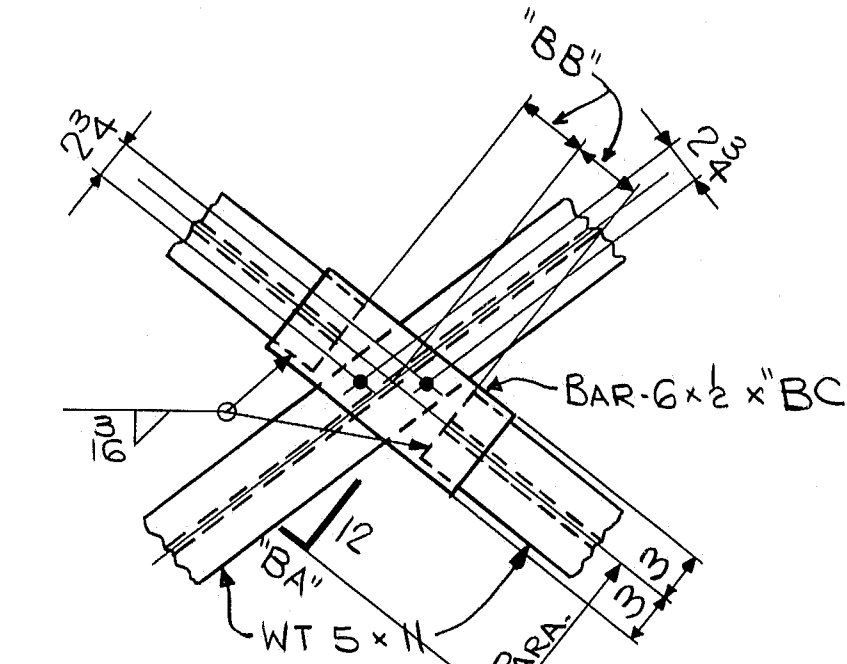
| POINT | "J" | "K" | "L" | "M" | "N" | "P" | "Q" |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 84 | 9 1/2 | 5 1/2 | 6 1/2 | 6 | 5 1/4 | 8 1/2 | 5 1/2 |
| 85 | - | - | - | 8 1/2 | 5 1/2 | 6 1/2 | 5 1/4 |
| 88 | - | - | - | 9 | 7 1/4 | | |
| 89 | 7 1/2 | 6 1/2 | 8 | 8 1/4 | 7 1/2 | | |
| 92 | 5 1/2 | 8 | 9 1/2 | 8 1/2 | 5 1/2 | | |
| 93 | - | - | - | 8 1/2 | 5 1/2 | | |
| 96 | - | - | - | 9 1/2 | 5 1/2 | 7 1/2 | 5 1/4 |
| 97 | 8 | 6 1/2 | 7 1/2 | 7 1/2 | 5 1/4 | 8 1/2 | 5 1/2 |



| POINT | "R" | "S" | "T" | "U" |
|-------|-------|-------|-------|-------|
| 86 | 6 1/4 | 5 1/4 | 7 1/2 | 1 1/2 |
| 87 | 9 1/4 | 5 1/2 | 5 1/2 | 0 |
| 94 | 8 1/2 | 5 1/2 | 5 1/2 | 0 |
| 95 | 7 | 5 1/4 | 7 1/2 | 1 1/2 |



TYP. BRACING INTERSECTION CONN. (U.N.)



| POINT | "BA" | "BB" | "BC" |
|-------|-------|-------|-------|
| 703 | 7 1/2 | 6 | 1 1/2 |
| 724 | 8 | 6 1/4 | 1 1/2 |
| 731 | 8 | 6 1/4 | 1 1/2 |
| 762 | 2 1/2 | 4 1/2 | 1 1/4 |
| 769 | 7 1/2 | 6 | 1 1/2 |

| | | |
|--|---------------------------|---|
| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| <p>BRACING LAYOUTS</p> <p>I-395 BRIDGE OVER PENOBSCOT RIVER</p> <p>I-395 BRIDGE STA. 164+60.00</p> <p>PENOBSCOT COUNTY</p> <p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE HINKLE | MADE BY JLC | CHK'D BY BJK DATE 7-13-84 |
| CONTRACT NUMBER ME-84-088-2 | DRAWING NUMBER WS4 | |

R95-349

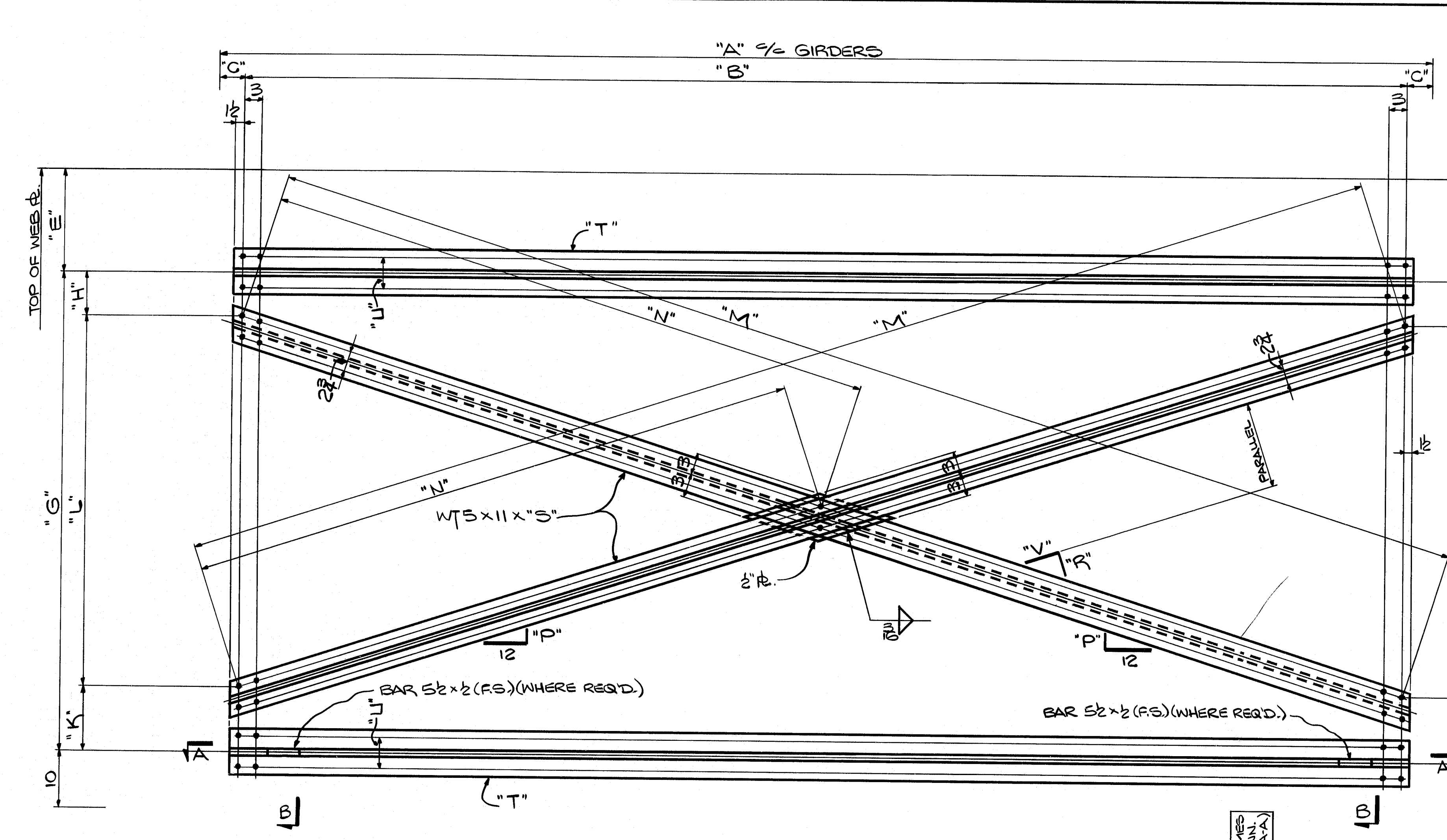
WORK THIS DWG. WITH DWGS. WS1, WS2, WS3, & WS5

a
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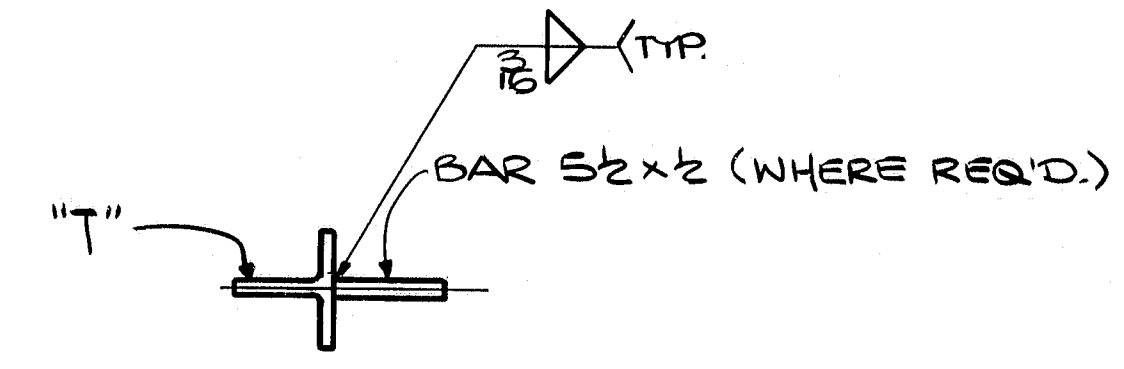
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42-10112



| PT. NOS. | "W" | "X" | "A" | "AA" | "AB" | "AC" | "AD" | "AE" | "AF" | "AG" | "AH" | "AI" | "AJ" | "AK" | "AL" |
|----------|-----|-----------|-------|--------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| 88 | 87 | 17-10 1/2 | — | 7 1/2 | — | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 89 | 88 | 17-10 1/2 | — | 7 1/2 | — | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 90 | 89 | 17-10 1/2 | 9 1/2 | 7 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 84 | 83 | 16-3 | 9 1/2 | 6 | 5 1/2 | 9 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 85 | 84 | 16-3 | — | 6 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 86 | 85 | 16-3 | — | 6 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 106 | 105 | 15-5 1/2 | 9 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 100 | 99 | 14-8 1/2 | 9 1/2 | 7 1/2 | 7 1/2 | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 114 | 113 | 14-4 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 108 | 107 | 14-2 1/2 | 8 1/2 | 7 1/2 | 7 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 81 | 82 | 19-3 1/2 | 9 1/2 | 9 1/2 | 8 | 12 | 11 1/2 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 75 | 76 | 17-5 1/2 | 9 1/2 | 10 1/2 | 6 1/2 | 12 | 9 1/2 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 95 | 96 | 16-11 1/2 | — | 7 | — | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 96 | 97 | 16-11 1/2 | — | 7 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 97 | 98 | 16-11 1/2 | 8 | 7 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 91 | 92 | 15-6 1/2 | 8 1/2 | 5 1/2 | 5 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 92 | 93 | 15-6 1/2 | — | 5 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 93 | 94 | 15-6 1/2 | — | 6 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 115 | 116 | 14-0 | 9 1/2 | 6 1/2 | 9 1/2 | 6 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 121 | 122 | 14-0 | 9 1/2 | 6 1/2 | 9 1/2 | 6 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |

| PT. NOS. | "W" | "X" | "A" | "AA" | "AB" | "AC" | "AD" | "AE" | "AF" | "AG" | "AH" | "AI" | "AJ" | "AK" | "AL" |
|----------|-----|-----------|-------|--------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| 88 | 87 | 17-10 1/2 | — | 7 1/2 | — | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 89 | 88 | 17-10 1/2 | — | 7 1/2 | — | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 90 | 89 | 17-10 1/2 | 9 1/2 | 7 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 84 | 83 | 16-3 | 9 1/2 | 6 | 5 1/2 | 9 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 85 | 84 | 16-3 | — | 6 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 86 | 85 | 16-3 | — | 6 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 106 | 105 | 15-5 1/2 | 9 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 100 | 99 | 14-8 1/2 | 9 1/2 | 7 1/2 | 7 1/2 | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 114 | 113 | 14-4 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 108 | 107 | 14-2 1/2 | 8 1/2 | 7 1/2 | 7 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 81 | 82 | 19-3 1/2 | 9 1/2 | 9 1/2 | 8 | 12 | 11 1/2 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 75 | 76 | 17-5 1/2 | 9 1/2 | 10 1/2 | 6 1/2 | 12 | 9 1/2 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 95 | 96 | 16-11 1/2 | — | 7 | — | 9 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 96 | 97 | 16-11 1/2 | — | 7 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 97 | 98 | 16-11 1/2 | 8 | 7 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 91 | 92 | 15-6 1/2 | 8 1/2 | 5 1/2 | 5 1/2 | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 92 | 93 | 15-6 1/2 | — | 5 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 93 | 94 | 15-6 1/2 | — | 6 1/2 | — | 8 1/2 | 12 | 4 1/2 | — | 5 1/2 | — | 5 1/2 | — | 5 1/2 | — |
| 115 | 116 | 14-0 | 9 1/2 | 6 1/2 | 9 1/2 | 6 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| 121 | 122 | 14-0 | 9 1/2 | 6 1/2 | 9 1/2 | 6 1/2 | 12 | 4 1/2 | — | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |



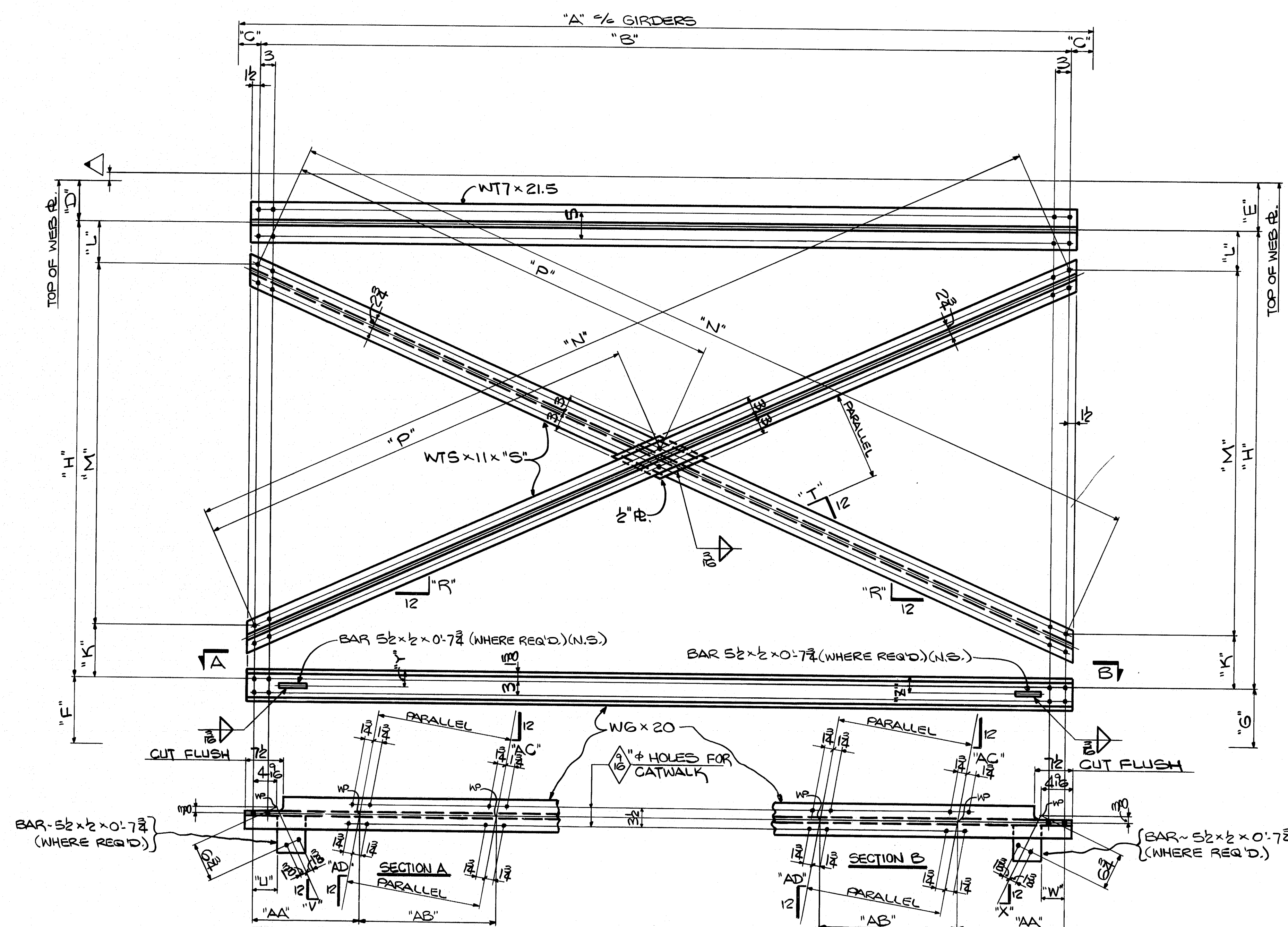
SECTION B

| | | |
|--|----------|------|
| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717-299-5211</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| <p>CROSSFRAME LAYOUT & FIELD SPACE</p> <p>I-395 BRIDGE OVER PENOBSCOT RIVER</p> <p>I-395 BRIDGE STA. 104+60.00</p> <p>PENOBSCOT COUNTY</p> <p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| <p>STATE CONTRACT OR REF. NO. G CONTRACTOR CIAMRO CORP.</p> | | |
| <p>IN CHARGE: HINKLE MADE BY: BJK CHK'D BY: JLC DATE: 7-3-84</p> | | |
| <p>CONTRACT NUMBER: ME-84088-2 DRAWING NUMBER: WSG</p> | | |

R95-351

WORK THIS DWG. WITH DWGS. WS1, WS2, WS3, & WS4.

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | 116-315-8(82)176 |



| "AB" | | | | | | | | | | | | | | | | "AA" | | | | | | | | | | DIMS. FOR CATWALK HOLES | | | |
|------|-----------|-----------|-------|-------|-------|--------|--------|----------|--------|-------|-----------|-----------|----------|-------|------------|--------|-------|-------|-------|-------|-------|-----------|----------|----------|-------|-------------------------|--|--|--|
| "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "K" | "L" | "M" | "N" | "P" | "R" | "S" | "T" | "U" | "V" | "W" | "X" | "Y" | "Z" | SEE SECT. | "AA" | "AB" | "AC" | "AD" | | | |
| 1/8 | 14'-1 1/8 | 13'-4 1/8 | 4 3/8 | 7 1/2 | 8 3/8 | 11 1/2 | 10 3/8 | 7'-8 | 11 1/2 | 8 1/2 | 6'-0 | 14'-7 1/8 | 7'-3 1/8 | 5 3/8 | 15'-1 1/8 | 10 1/8 | — | — | — | — | — | A | 1'-2 3/8 | 2'-3 1/8 | 1 3/8 | 1 1/8 | | | |
| 3/16 | 14'-0 1/8 | 13'-3 1/8 | 4 3/8 | 8 | 8 3/8 | 11 1/8 | 11 1/8 | 7'-7 1/8 | 11 1/8 | 8 1/2 | 5'-11 1/8 | 14'-6 3/8 | 7'-3 1/8 | 5 3/8 | 15'-0 3/8 | 10 3/8 | — | — | — | — | — | B | 1'-2 | 2'-3 1/8 | 1 3/8 | 1 1/8 | | | |
| 1/4 | 14'-0 | 13'-3 1/8 | 4 1/8 | 9 | 9 1/8 | 11 1/8 | 11 1/8 | 7'-6 1/8 | 11 1/8 | 8 1/2 | 5'-10 1/8 | 14'-6 1/8 | 7'-3 | 5 1/8 | 14'-11 1/8 | 10 3/8 | — | — | — | — | — | A | 1'-1 1/8 | 2'-3 | 0" | 1 1/8 | | | |
| 5/16 | 14'-0 3/8 | 13'-3 3/8 | 4 1/8 | 8 1/4 | 8 1/4 | 11 1/2 | 11 1/2 | 7'-7 1/4 | 11 1/2 | 8 1/2 | 5'-11 1/4 | 14'-6 1/8 | 7'-3 1/8 | 5 3/8 | 15'-0 3/8 | 10 3/8 | 4 1/8 | 5 3/8 | 5 1/8 | 7 3/8 | 2 1/8 | A | 1'-2 | 2'-3 1/8 | 1 3/8 | 1 1/8 | | | |
| 3/8 | 14'-0 1/2 | 13'-4 | 4 1/8 | 8 1/2 | 8 1/2 | 11 1/2 | 11 1/2 | 7'-7 1/2 | 11 1/2 | 8 1/2 | 5'-11 1/2 | 14'-6 1/8 | 7'-3 1/8 | 5 3/8 | 15'-1 | 10 3/8 | 4 1/8 | 5 3/8 | 5 1/8 | 7 3/8 | 2 1/8 | B | 1'-2 | 2'-3 1/8 | 1 3/8 | 1 1/8 | | | |
| 1/2 | 14'-0 | 13'-3 1/4 | 4 3/8 | 8 | 8 3/8 | 11 1/8 | 11 3/8 | 7'-7 1/2 | 11 1/8 | 8 1/2 | 5'-11 1/2 | 14'-6 1/8 | 7'-3 1/8 | 5 3/8 | 15'-0 1/8 | 10 1/8 | — | — | — | — | — | B | 1'-2 | 2'-3 | 1 3/8 | 1 1/8 | | | |

R95-352

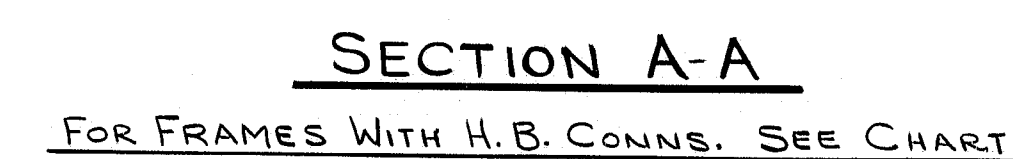
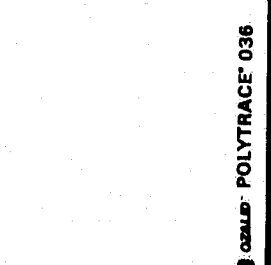
WORK THIS DWS. WITH DWGS. WS1, WS2, & WS4

| | | |
|--|---------------------|-----------------|
| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| <p>CROSSFRAME LAYOUTS & FIELD SPLICE</p> <p>I-395 BRIDGE OVER PENOBSCOT RIVER</p> <p>I-395 BRIDGE STA. 164 + 60.00</p> <p>PENOBSCOT COUNTY</p> <p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| IN CHARGE: HINKLE | MADE BY: BJK | CHK. D. BY: JLC |
| CONTRACT NUMBER: ME-84083-2 | DRAWING NUMBER: WS7 | DATE: 7-5-84 |

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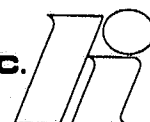


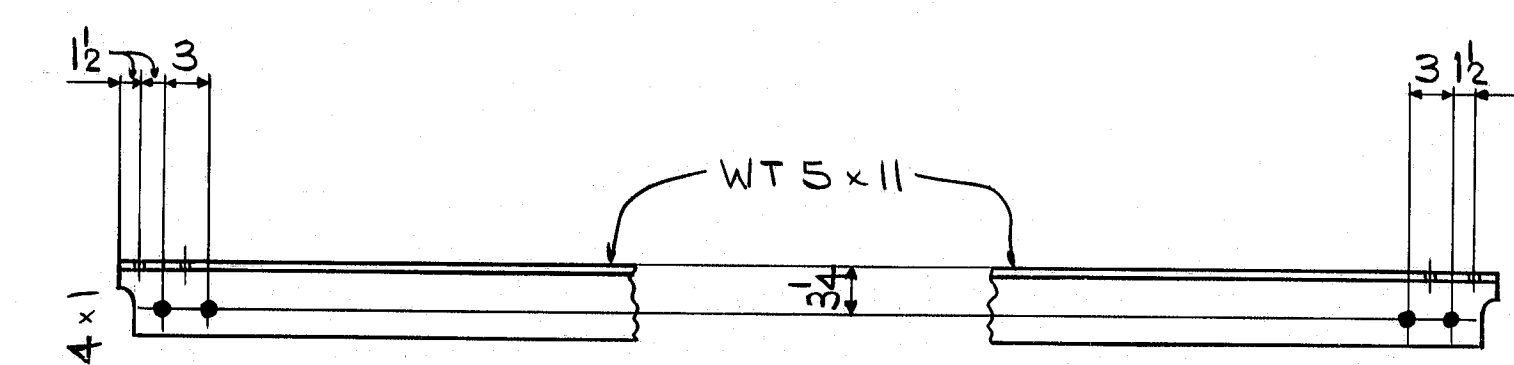
| | | | | | | | | | | | | NO. OF FRAMES W/40 CONNS. |
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| "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | "K" | "L" | |
| 11 ⁵ / ₈ | 20:5 ³ / ₄ | 20:0:4 | 1:9 ¹ / ₈ | 1:6 ¹ / ₈ | 6:10 ¹ / ₈ | 5:4 ¹ / ₈ | 20:8 ³ / ₄ | 3:4 | 10:4 ³ / ₈ | 6 ¹ / ₈ | 21:1 ³ / ₈ | 1 |
| 11 ⁴ / ₈ | 20:6 | 20:0:2 | 1:9 ⁴ / ₈ | 1:6 ⁴ / ₈ | 6:10:4 | 5:4:8 | 20:9 | 3 ¹ / ₈ | 10:4 ¹ / ₂ | 6 ¹ / ₈ | 21:5 ¹ / ₈ | 1 |
| 7 ³ / ₄ | 14:6 ³ / ₈ | 14:1 ³ / ₈ | 1:5 ³ / ₄ | 1:3 ³ / ₄ | 7:10:4 | 5:8 | 15:2 ¹ / ₂ | 4 ¹ / ₈ | 7:7 ⁴ / ₈ | 11 ¹ / ₂ | 15:1 ⁵ / ₈ | 0 |
| 7 ¹ / ₄ | 14:7 ¹ / ₈ | 14:1 ¹ / ₈ | 1:5 ³ / ₈ | 1:3 ³ / ₄ | 7:1 ³ / ₄ | 5:8 | 15:2 ¹ / ₈ | 4 ¹ / ₈ | 7:7 ³ / ₈ | 11 ¹ / ₂ | 15:8 ¹ / ₈ | 1 |
| 7 ³ / ₈ | 14:10 ³ / ₈ | 14:4 ³ / ₈ | 1:5 ³ / ₈ | 1:3 ³ / ₈ | 7:1 ³ / ₈ | 5:7 ³ / ₈ | 15:5 ³ / ₄ | 4 ¹ / ₈ | 7:8 ³ / ₈ | 11 ³ / ₈ | 15:11 ³ / ₈ | 0 |
| 7 ³ / ₈ | 14:10 ¹ / ₈ | 14:5 ³ / ₈ | 1:5 ³ / ₈ | 1:3 ³ / ₈ | 7:1 ³ / ₈ | 5:7 ³ / ₈ | 15:6 | 4 ¹ / ₈ | 7:9 | 11 ³ / ₈ | 15:11 ¹ / ₂ | 1 |
| | | | | | | | | | | | | |
| 7 ¹ / ₈ | 15:1 ³ / ₄ | 14:8 ⁴ / ₈ | 1:5 ¹ / ₈ | 1:3 ¹ / ₈ | 7:1 ¹ / ₈ | 5:7 ¹ / ₈ | 15:8 ³ / ₈ | 4 ³ / ₈ | 7:10 ¹ / ₈ | 10 ³ / ₈ | 16:2 ⁴ / ₈ | 0 |
| 8 ¹ / ₈ | 15:2 | 14:8 ¹ / ₂ | 1:6 ¹ / ₈ | 1:3 ¹ / ₈ | 7:1 ¹ / ₈ | 5:7 ¹ / ₈ | 15:9 ¹ / ₈ | 4 ³ / ₈ | 7:10 ¹ / ₂ | 10 ³ / ₈ | 16:2 ¹ / ₈ | 1 |
| 8 ¹ / ₈ | 15:4 | 14:10 ¹ / ₂ | 1:6 ¹ / ₈ | 1:3 ¹ / ₈ | 7:1 ¹ / ₈ | 5:7 ¹ / ₈ | 15:10 ³ / ₈ | 4 ¹ / ₈ | 7:11 ¹ / ₈ | 10 ³ / ₈ | 16:4 ⁴ / ₈ | 1 |
| 8 ³ / ₈ | 15:8 ³ / ₄ | 15:3 ¹ / ₄ | 1:6 ³ / ₈ | 1:3 ³ / ₈ | 7:1 ¹ / ₈ | 5:7 ³ / ₈ | 16:3 ⁴ / ₈ | 4 ¹ / ₈ | 8:1 ⁵ / ₈ | 10 ³ / ₈ | 16:8 ⁹ / ₈ | 0 |
| 8 ¹ / ₂ | 15:9 | 15:3 ¹ / ₂ | 1:6 ¹ / ₂ | 1:4 | 7:1 | 5:7 ⁴ / ₈ | 16:3 ¹ / ₈ | 4 ³ / ₈ | 8:1 ¹ / ₈ | 10 ¹ / ₈ | 16:8 ³ / ₄ | 1 |
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| 9 | 16:6 ¹ / ₈ | 16:1 ¹ / ₈ | 1:7 | 1:4 ¹ / ₂ | 7:0 ¹ / ₂ | 5:6 ³ / ₄ | 17:0 ¹ / ₂ | 4 ³ / ₈ | 8:6 ⁴ / ₈ | 9 ¹ / ₈ | 17:5 ¹ / ₈ | 1 |

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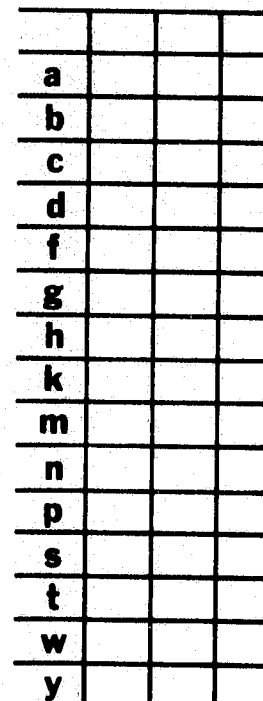
R95-353

WORK THIS DWG. WITH DWGS. WSI THRU WSS

| | | |
|---|-------------------------------|--|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC.  | | 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Tel: 717/299-8211 |
| | | <i>A Subsidiary of High Industries, Inc.</i> |
| INT. CROSSFRAME LAYOUTS I-395 BRIDGE OVER PENOBSCOT RIVER I-395 BRIDGE STA. 164+60.00 PENOBSCOT COUNTY STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRE CORP. |
| IN CHARGE: HINKLE | MADE BY: JLC | CHK'D BY: BJK DATE: 7-10-8 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: WSB | |

AF 13531B

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R95-354

WORK THIS DWG. WITH DWGS. WSI THRU WS5

NO.  REVISION CONST. J.T. MOVED
CONTROL #15 DATE 11-21-8

1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-5211

HIGH STEEL STRUCTURES, INC. 

A Subsidiary of High Industries, Inc.

INT. CROSSFRAME LAYOUTS
I-395 BRIDGE OVER PENOBSCOT RIVER
I-395 BRIDGE STA.164+60.00
PENOBSCOT COUNTY
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STATE CONTRACT OR REF. NO. G CONTRACTOR CIANBERO CORP.

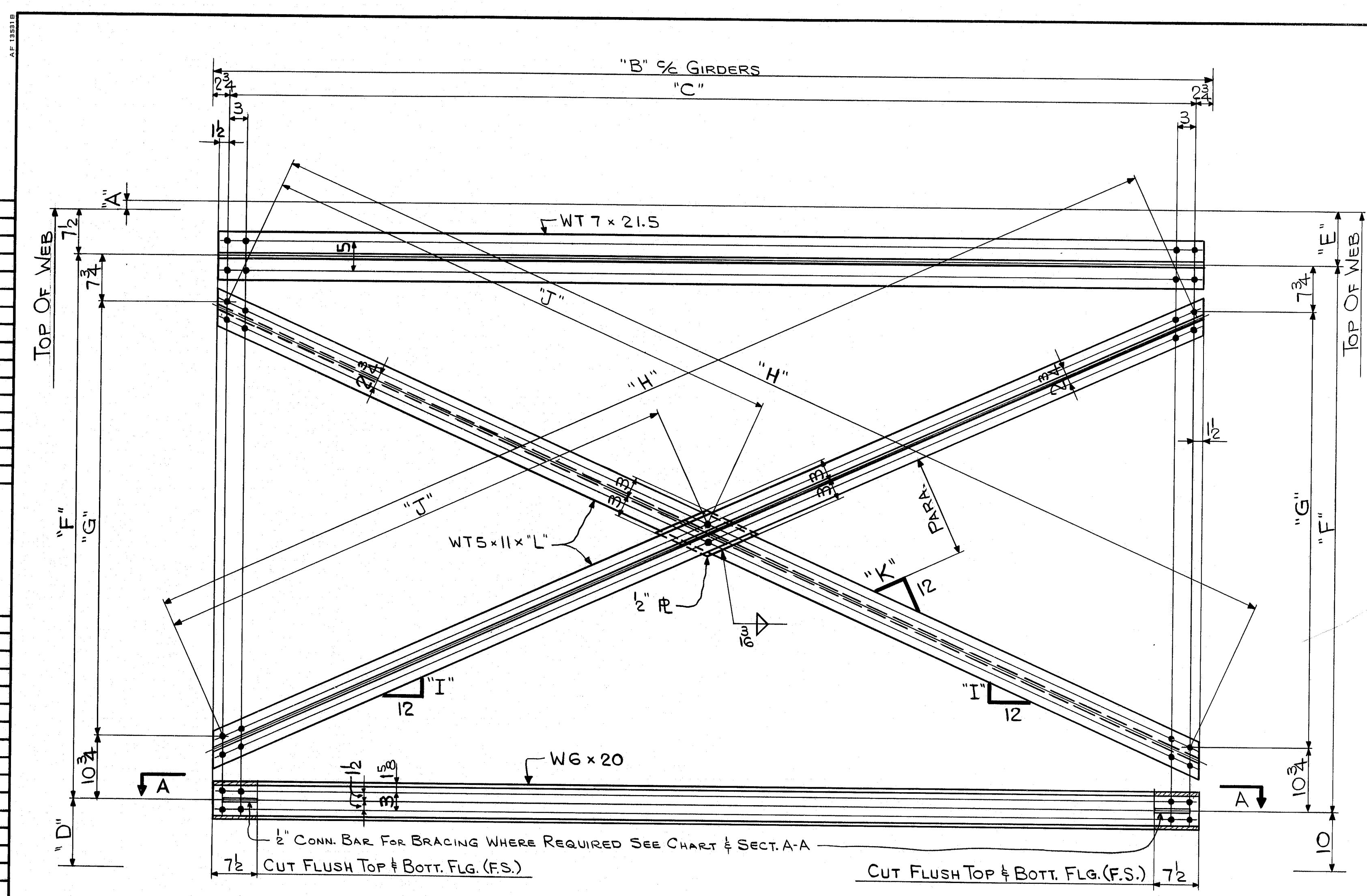
IN CHARGE: HINKLE MADE BY: JLC CHK. D: BJK DATE: 7-10-84

CONTRACT NUMBER: ME-84088-2 DRAWING: WS9

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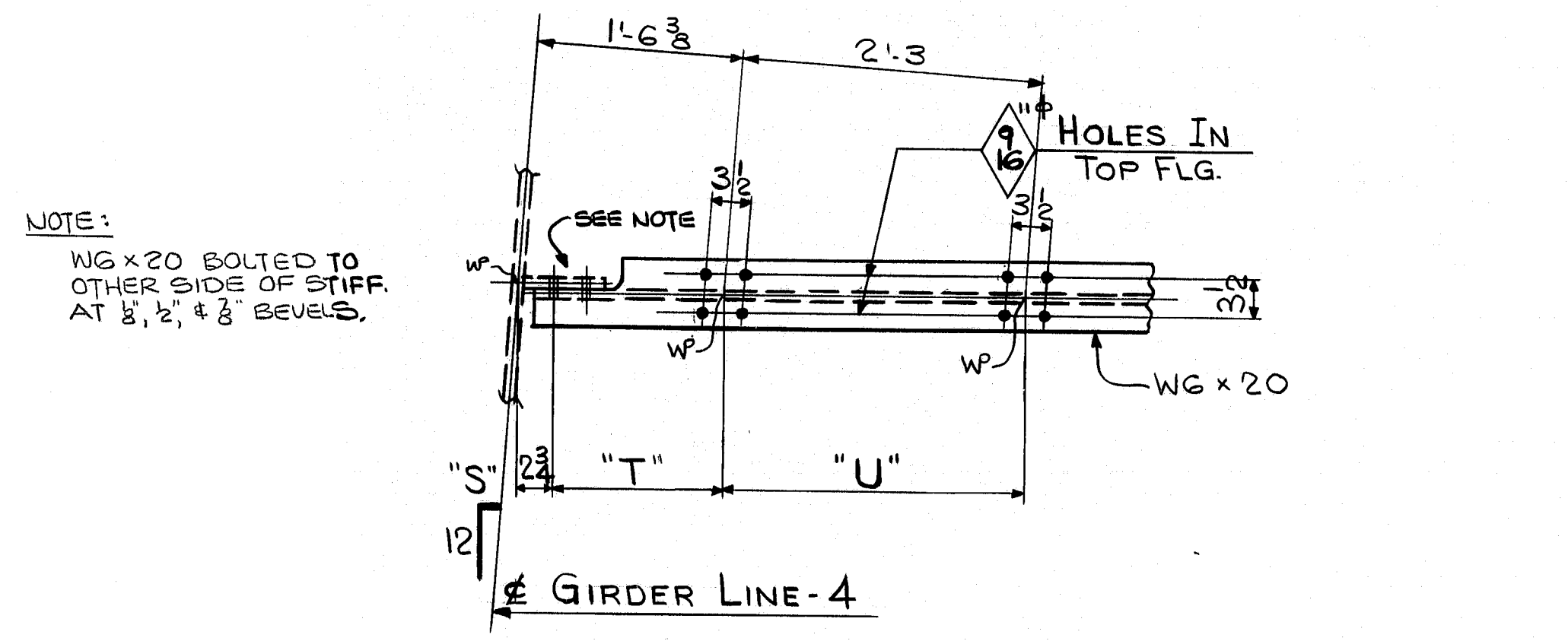
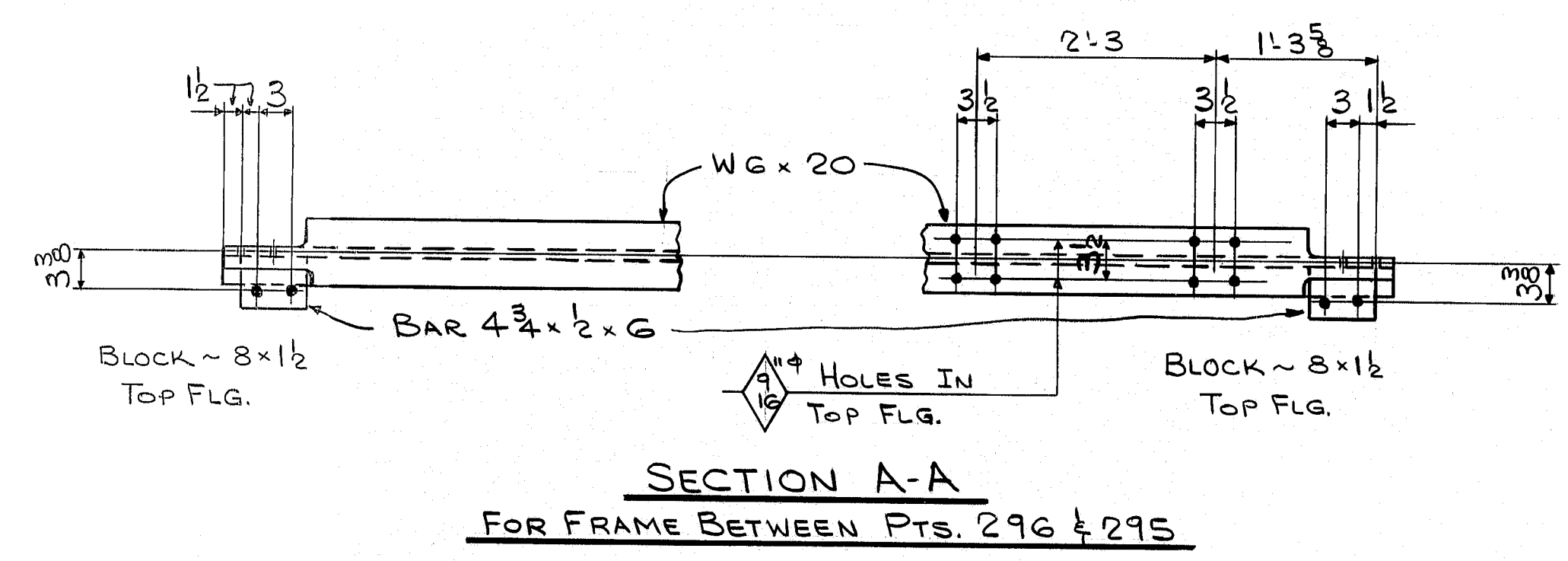
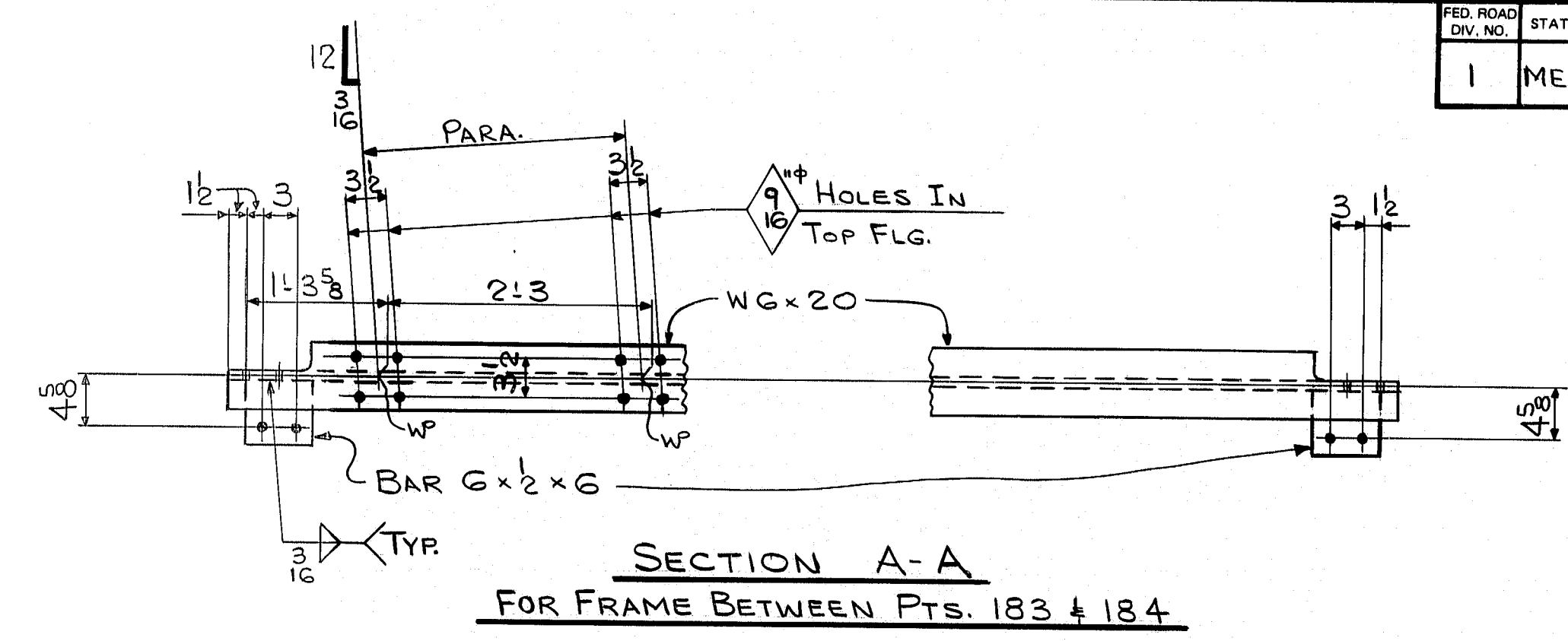
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| "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | "K" | "L" | No. Of BRACES % OF CONNS. SEE SECT. AA |
|-----|-----------|----------|--------|-------|---------|---------|-----------|-------|---------|--------|----------|--|
| 1 | 13-11 5/8 | 13-6 3/8 | 11 | 8 1/2 | 7-8 1/2 | 6-1 2/2 | 14-10 3/8 | 5 1/2 | 7-5 3/8 | 10 1/8 | 15-4 3/8 | 0 |
| 16 | 13-11 1/8 | 13-6 1/8 | 10 1/8 | 8 1/8 | 7-8 1/8 | 6-2 1/8 | 14-10 3/8 | 5 1/2 | 7-5 3/8 | 10 3/8 | 15-4 3/8 | 1 |
| 14 | 13-11 1/8 | 13-6 1/8 | 11 1/4 | 8 3/4 | 7-8 3/4 | 6-1 3/4 | 14-10 3/8 | 5 1/8 | 7-5 3/8 | 10 1/2 | 15-4 3/8 | 0 |
| 0 | 14-0 | 13-6 1/2 | 10 | 7 1/2 | 7-9 1/2 | 6-1 3/2 | 14-11 | 5 1/8 | 7-5 3/2 | 10 1/4 | 15-4 3/8 | 0 |
| 0 | 14-0 3/8 | 13-6 3/8 | 10 | 7 1/2 | 7-9 1/2 | 6-1 3/2 | 14-11 1/8 | 5 1/8 | 7-5 3/8 | 10 1/4 | 15-5 1/8 | 0 |
| 0 | 14-0 1/4 | 13-6 3/4 | 10 | 7 1/2 | 7-9 1/2 | 6-1 3/2 | 14-11 1/8 | 5 1/8 | 7-5 3/8 | 10 1/4 | 15-5 1/8 | 0 |
| 13 | 14-0 1/4 | 13-6 3/4 | 11 3/8 | 8 3/8 | 7-8 3/8 | 6-1 3/8 | 14-10 3/8 | 5 1/8 | 7-5 3/8 | 10 1/8 | 15-4 3/8 | 0 |
| 8 | 14-0 3/8 | 13-6 3/8 | 10 3/8 | 7 3/8 | 7-9 3/8 | 6-1 3/8 | 14-11 1/4 | 5 1/8 | 7-5 3/8 | 10 1/8 | 15-5 1/8 | 0 |
| 4 | 14-0 1/2 | 13-7 | 10 1/4 | 7 1/4 | 7-9 1/4 | 6-1 3/4 | 14-11 1/8 | 5 1/8 | 7-5 3/8 | 10 1/8 | 15-5 1/4 | 0 |
| 0 | 14-0 3/8 | 13-7 3/8 | 10 | 7 1/2 | 7-9 1/2 | 6-1 3/2 | 14-11 1/8 | 5 1/8 | 7-5 3/8 | 10 1/8 | 15-5 1/2 | 0 |
| 34 | 14-1 | 13-7 1/2 | 10 3/4 | 8 1/4 | 7-8 3/4 | 6-2 1/4 | 14-11 1/8 | 5 1/8 | 7-5 3/8 | 10 1/2 | 15-5 1/2 | 0 |
| 13 | 14-1 | 13-7 1/2 | 11 3/8 | 8 3/8 | 7-8 3/8 | 6-1 3/8 | 14-11 1/8 | 5 1/8 | 7-5 3/8 | 10 1/8 | 15-5 1/8 | 0 |
| 8 | 14-0 | 13-6 1/2 | 10 3/8 | 7 3/8 | 7-9 3/8 | 6-1 3/8 | 14-10 3/8 | 5 1/8 | 7-5 3/8 | 10 1/8 | 15-4 3/8 | 0 |
| 4 | 14-0 | 13-6 1/2 | 10 1/4 | 7 1/4 | 7-9 1/4 | 6-2 1/4 | 14-10 3/8 | 5 1/2 | 7-5 3/8 | 10 1/8 | 15-4 3/8 | 0 |

OPP. HAND



SECTION A-A
TYP. HOLE SPACING FOR CATWALK CONN.

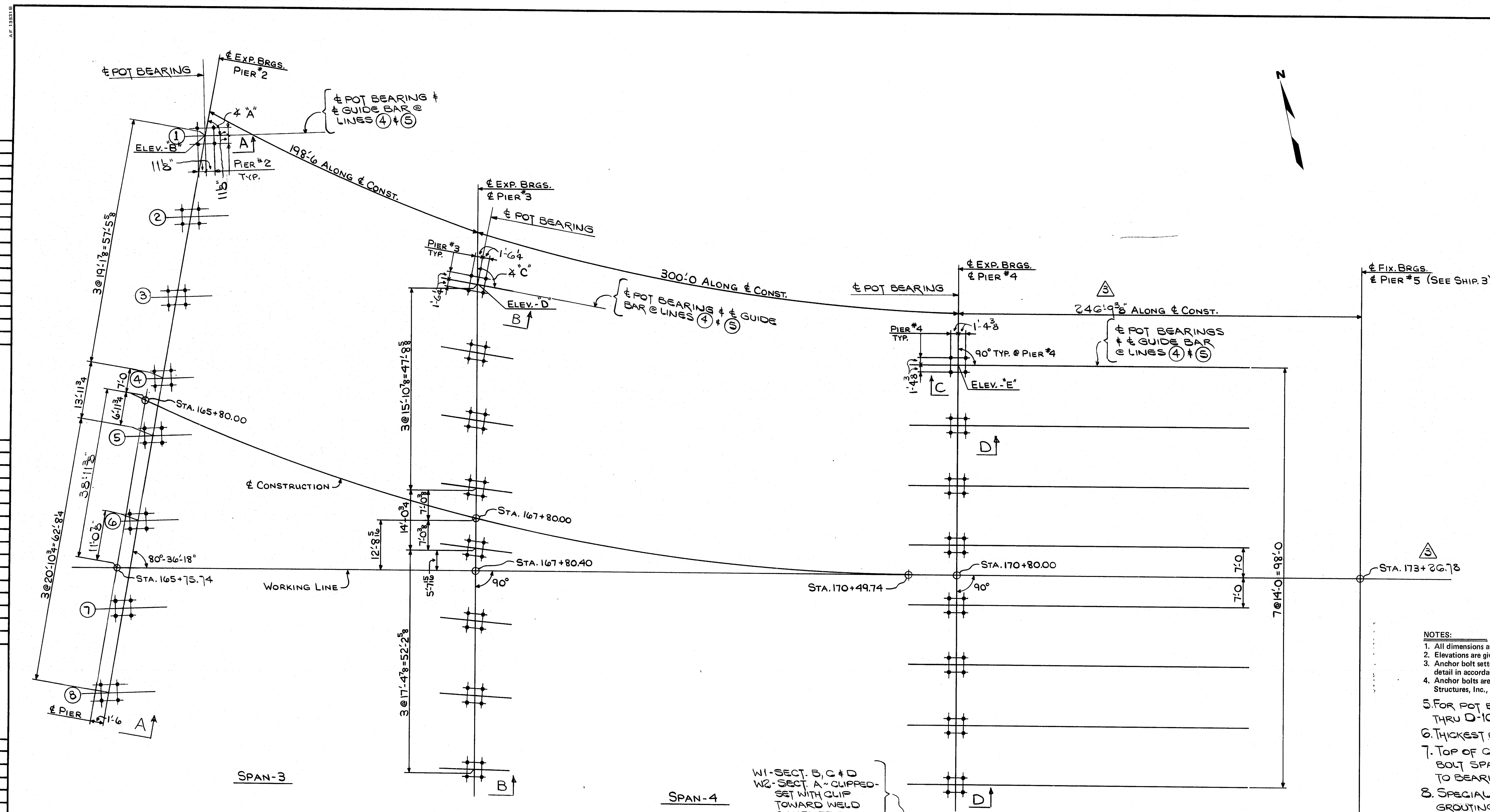
| "S" | "T" | "U" |
|-----|---------|---------|
| 0 | 1-3 5/8 | 2-3 |
| 8 | 1-3 5/8 | 2-3 |
| 4 | 1-3 5/8 | 2-3 |
| 2 | 1-3 5/8 | 2-3 |
| 16 | 1-3 5/8 | 2-3 1/8 |
| 8 | 1-3 1/8 | 2-3 1/8 |
| 16 | 1-3 1/8 | 2-3 1/8 |
| 13 | 1-3 1/8 | 2-3 1/8 |

| | | |
|--|--------------------------|----------------------------|
| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| <p>INT. CROSSFRAME LAYOUTS</p> <p>I-395 BRIDGE OVER PENOBSCOT RIVER</p> <p>I-395 BRIDGE STA. 164+60.00</p> <p>PENOBSCOT COUNTY</p> <p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR CIANERO CORP. | |
| IN CHARGE: HINKLE | MADE BY: JLC | CHK. BY: BJK DATE: 7-10-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: WS10 | |

R 95-355

WORK THIS DWG. WITH DWGS. WSI THRU WS5

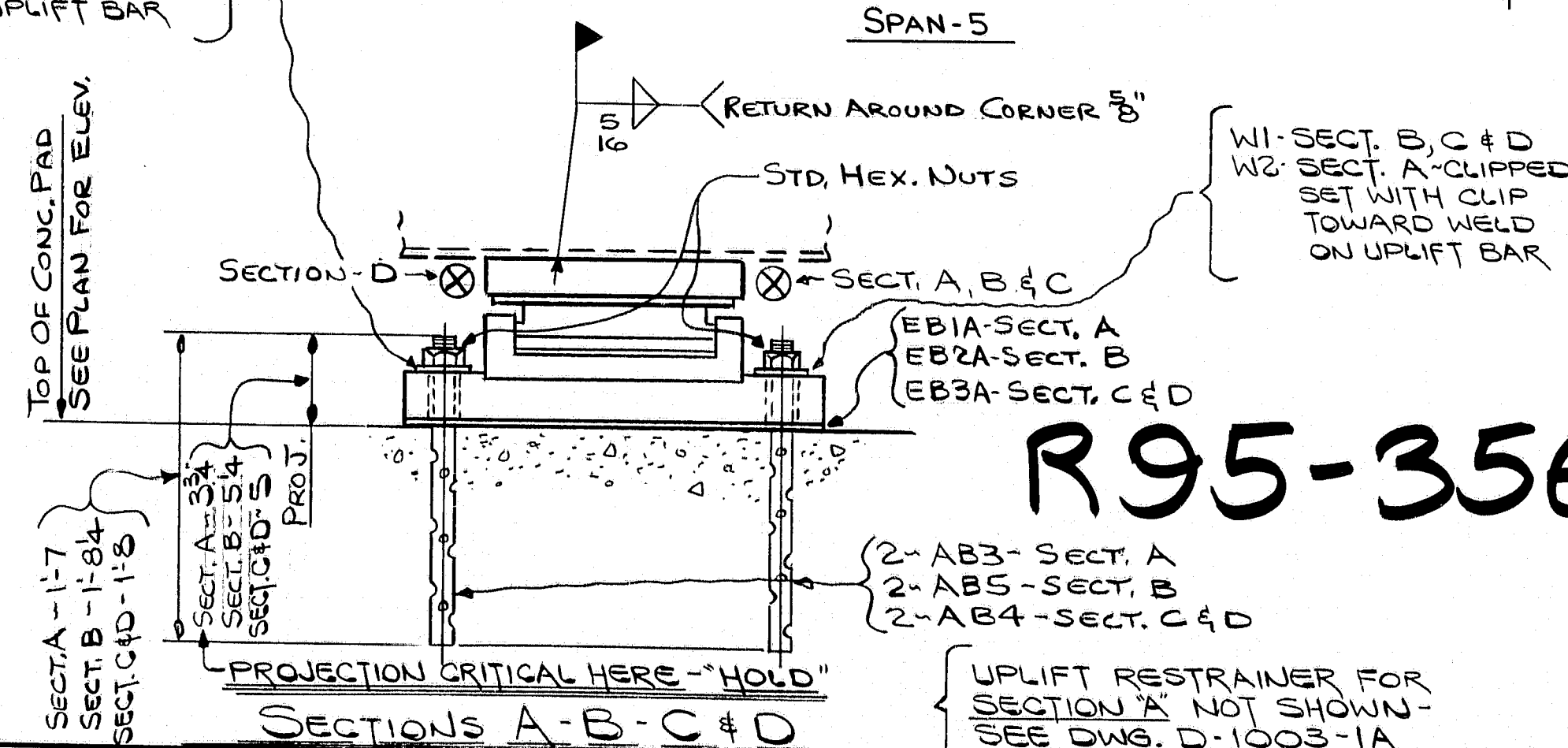
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|-----------------------|-------|-----------------------|
| 1 | ME | I-16-395-8(82)176 |



| LINE | "A" | "B" | "C" | "D" | "E" |
|------|-----------|-------|-----------|-------|-------|
| 1 | 84°43'28" | 78.33 | 91°55'44" | 80.91 | 82.71 |
| 2 | 84°16'20" | 79.19 | 91°43'47" | 81.65 | 83.14 |
| 3 | 83°55'44" | 80.05 | 91°31'50" | 82.37 | 83.57 |
| 4 | 83°32'18" | 80.92 | 91°19'52" | 83.10 | 83.99 |
| 5 | 83°32'43" | 80.94 | 91°19'28" | 83.14 | 84.00 |
| 6 | 83°04'31" | 81.89 | 90°58'06" | 83.94 | 84.35 |
| 7 | 82°30'47" | 82.83 | 90°36'00" | 84.73 | 84.66 |
| 8 | 82°00'12" | 83.77 | 90°15'20" | 85.53 | 84.98 |

ANCHOR BOLT PLAN

W1-SECT. B, C & D
W2-SECT. A - CLIPPED -
SET WITH CLIP
TOWARD WELD
ON UPLIFT BAR



R95-356

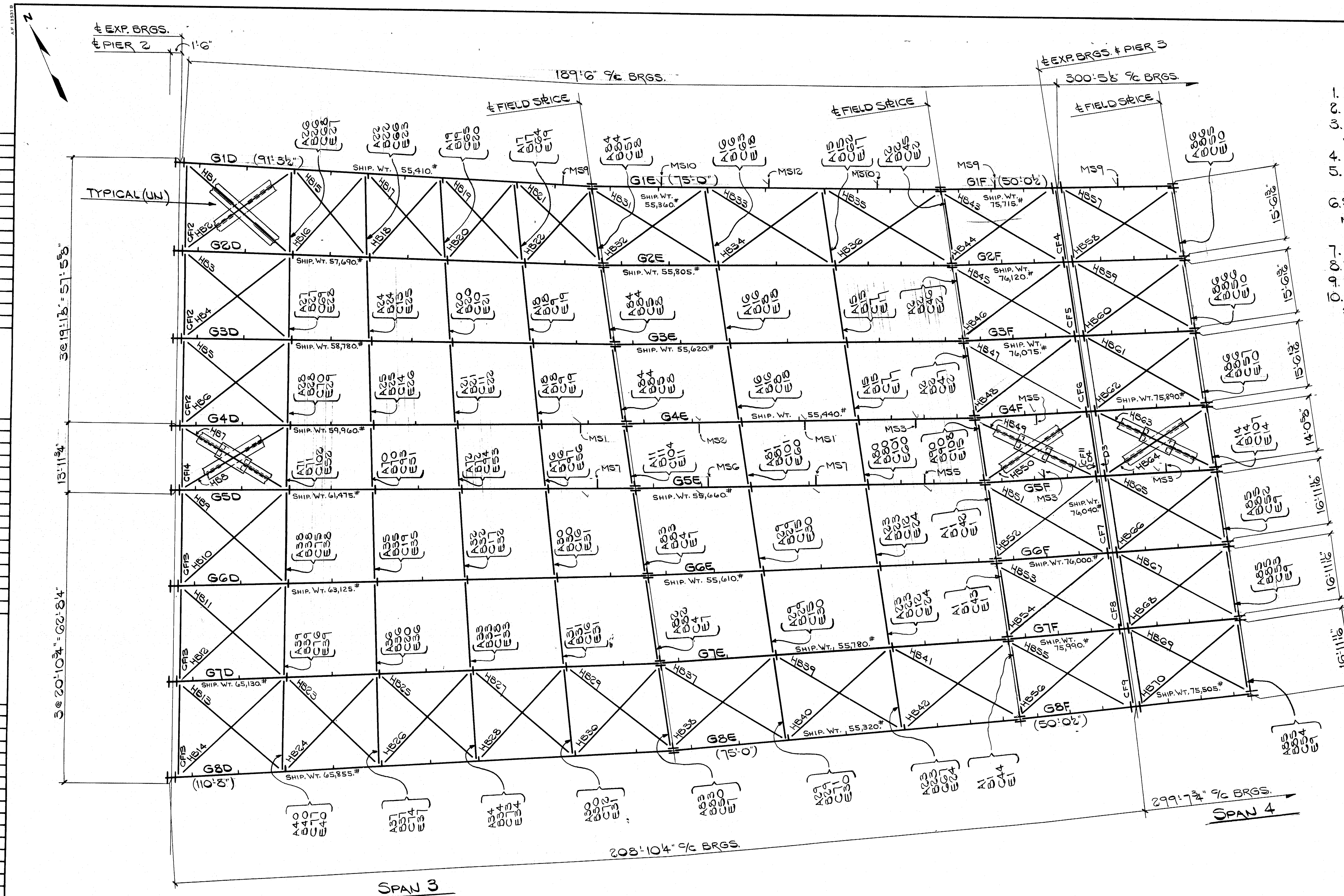
- NOTES:
- All dimensions are given horizontally.
 - Elevations are given to top of concrete pad.
 - Anchor bolt settings must be exact in every detail in accordance with this drawing.
 - Anchor bolts are furnished by High Steel Structures, Inc., and set by others.
 - FOR POT BEARINGS SEE DRAWINGS D-1001-1A THRU D-1001-1F & D-1003-1A.
 - THICKEST EDGE OF SOLE PLATE MARKED THUS (X)
 - TOP OF CONCRETE ELEVATIONS AND ANCHOR BOLT SPACINGS HAVE BEEN MADE TO CONFORM TO BEARING DETAILS ON DWG. D-1001-1A.
 - SPECIAL BRIDGE SEAT PREPARATION & GROUTING OF ANCHOR BOLT HOLES, REQUIRED BY CONTRACT DOCUMENTS, BY OTHERS THAN HIGH STEEL STRUCTURES, INC.
 - UPSET THREADS ABOVE NUT FOR ALL ANCHOR BOLTS. (AS MARKS)

| | | |
|-----------------------------------|--------------------------|---------------|
| NO. 1 | REVISION 9-28-84 | DATE 9-28-84 |
| NO. 2 | REVISION 1-12-85 | DATE 1-12-85 |
| HIGH STEEL STRUCTURES, INC. | | |
| ANCHOR BOLT PLAN | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. 6 | CONTRACTOR CIAMBRO CORP. | |
| IN CHARGE: HINKLE | MADE BY: FDS | CHK'D BY: CS |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: E1B | DATE: 6-26-84 |

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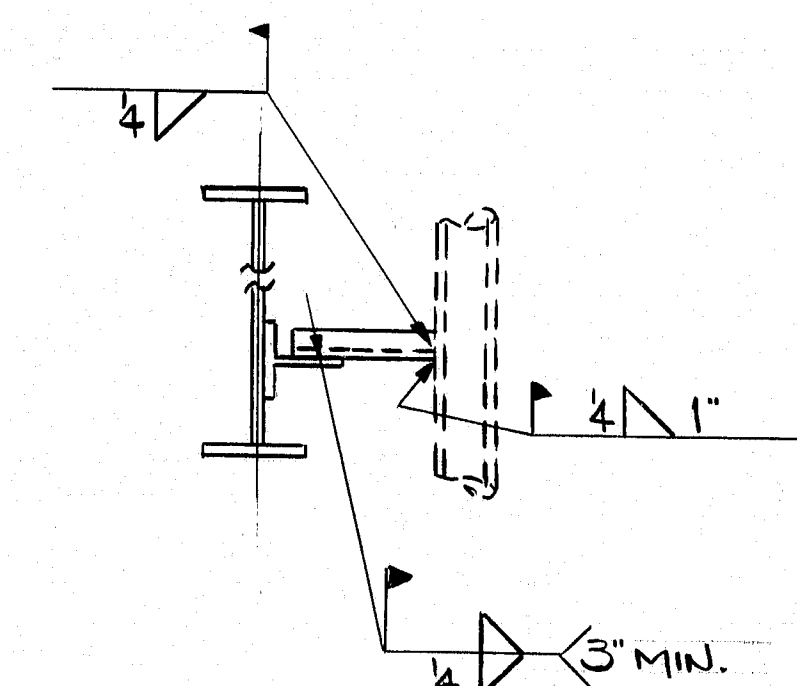
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NOTES

1. ALL DIMENSIONS ARE GIVEN HORIZONTALLY.
2. ALL STEEL TO BE A588 (U.N.) UNPAINTED
3. ALL FIELD CONNECTIONS ARE TO BE MADE WITH 3/4\"/>



FIELD WELD FOR SCUPPER ANGLES

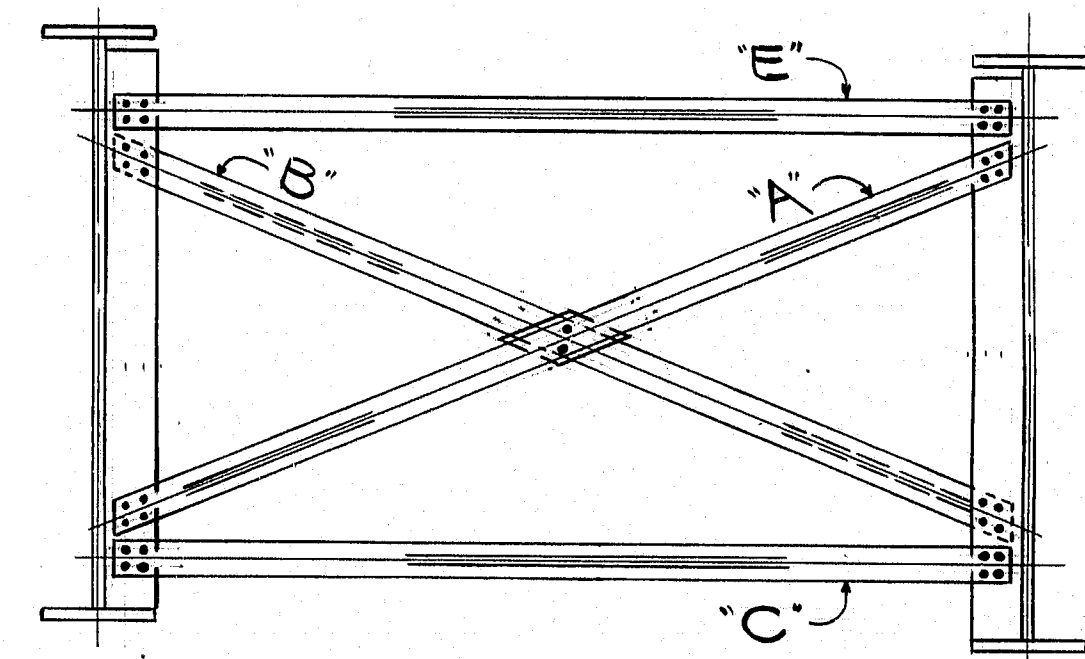
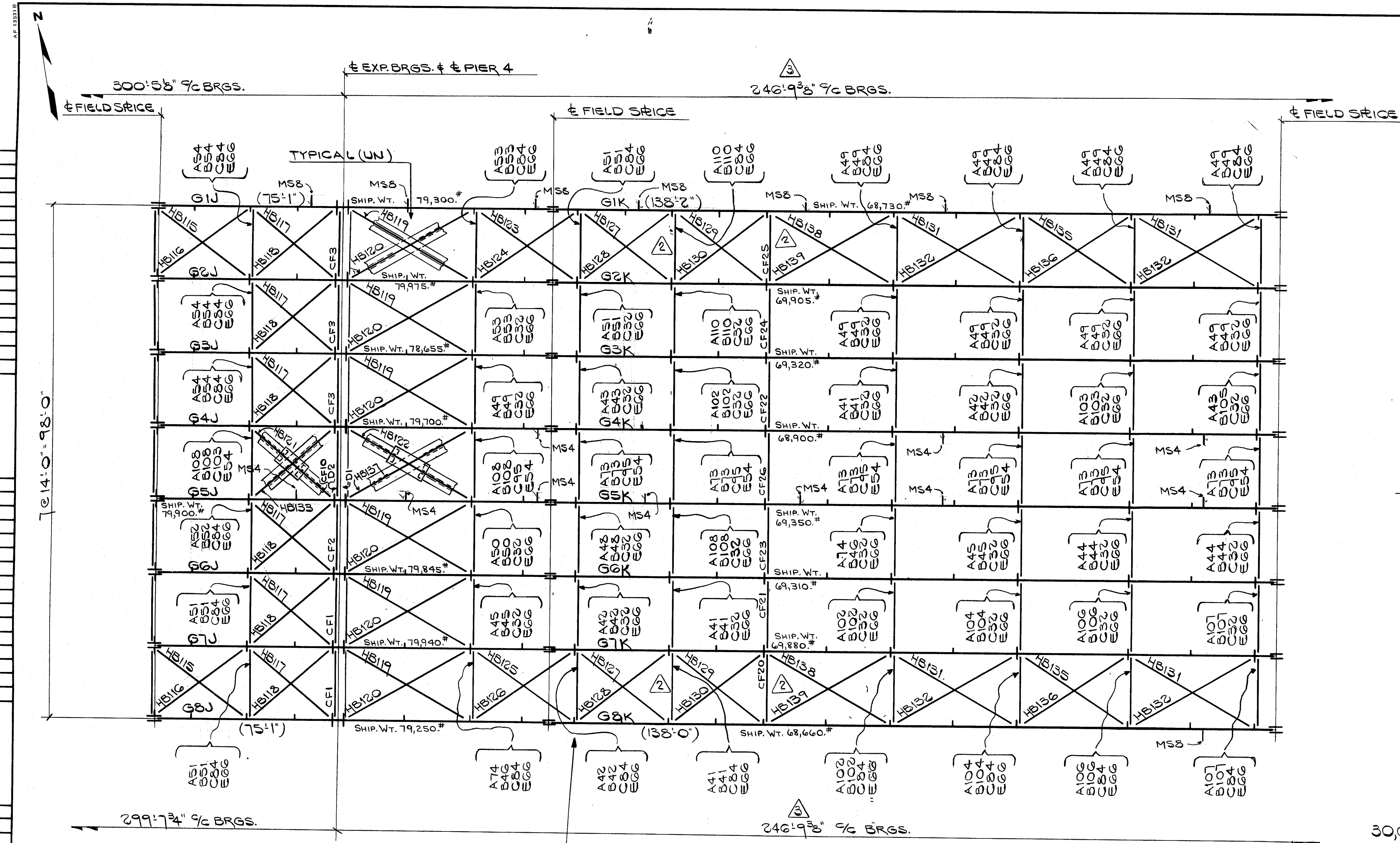
ERECTION NOTE:

No credit will be allowed for work performed by others in replacing or correcting materials or workmanship covered by this drawing unless expressly authorized by High Steel Structures, Inc.

| | | |
|--|---------------------------------|---|
| NO. | REVISION | DATE |
| <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211</p> <p>HIGH STEEL STRUCTURES, INC.</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| <p>ERECTION PLAN</p> <p>I-395 BRIDGE OVER PENOBSCOT RIVER</p> <p>I-395 BRIDGE STA. 164+60.00</p> <p>PENOBSCOT COUNTY</p> <p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR CIANERO CORP. | |
| IN CHARGE: HINKLE | MADE BY: C.S. | CHK'D BY: BJK DATE: 9-18-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: E2 | |

R95-357

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|--------------------|-------|--------------------|
| 1 | ME | IG-395-8(82)116 |



TYPICAL CROSSFRAME SECTION
(SHAPES VARY)

FIELD BOLT SUMMARY

HIGH STRENGTH (A325 TYPE 3) BOLTS
W/HTY. HEX. HD. & A563 GRADE C3 HEX. NUT

| | | |
|--------|---------------|-----------------|
| 510 - | 3" H.S. Bolts | x 0' 2" LG. |
| 6815 - | | x 0' 2 1/4" LG. |
| 815 - | | x 0' 2 1/2" LG. |
| 120 - | | x 0' 2 3/4" LG. |
| 4895 - | | x 0' 3" LG. |
| 5870 - | | x 0' 3 1/4" LG. |
| 10 - | | x 0' 3 1/2" LG. |
| 225 - | | x 0' 3 3/4" LG. |
| 670 - | | x 0' 4" LG. |
| 335 - | | x 0' 4 1/4" LG. |
| 2690 - | | x 0' 5" LG. |
| 2820 - | | x 0' 6" LG. |
| 4835 - | 3" H.S. Bolts | x 0' 7" LG. |

30,610 HARD FLAT WASH. FOR 3" H.S. BOLTS (F43G WEATHERING)

190-HEX. NUTS FOR 1" H.S. BOLTS (A563 GR C3) } FOR HANDRAIL
190-HARD FLAT WASH. FOR 1" H.S. BOLTS (F43G WEATHERING) } AT FIELD SPICES

ERECTION NOTE
1" HANDRAIL ON GIRDERS G1K THRU G8K TERMINATED AT FIRST CROSSFRAME FOR SHIPMENT. HANDRAIL TO BE EXTENDED TO LAST CROSSFRAME OF GIRDERS G1J THRU G8J FOR FINAL POSITION.

| | | | |
|-------|----------|---------------------|---------------|
| NO. 3 | REVISION | Revised span length | DATE 1-12-85 |
| NO. 2 | REVISION | Const. Jt. Moved | DATE 11-21-84 |
| NO. 1 | REVISION | Contract revision | DATE 9-10-84 |

HIGH STEEL STRUCTURES, INC.

1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-5211

A Subsidiary of High Industries, Inc.

ERECTION PLAN
I-395 BRIDGE OVER PENOBSCOT RIVER
I-395 BRIDGE STA. 164+60.00
PENOBSCOT COUNTY
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STATE CONTRACT OR REF. NO. 6 CONTRACTOR CANARD CORP.

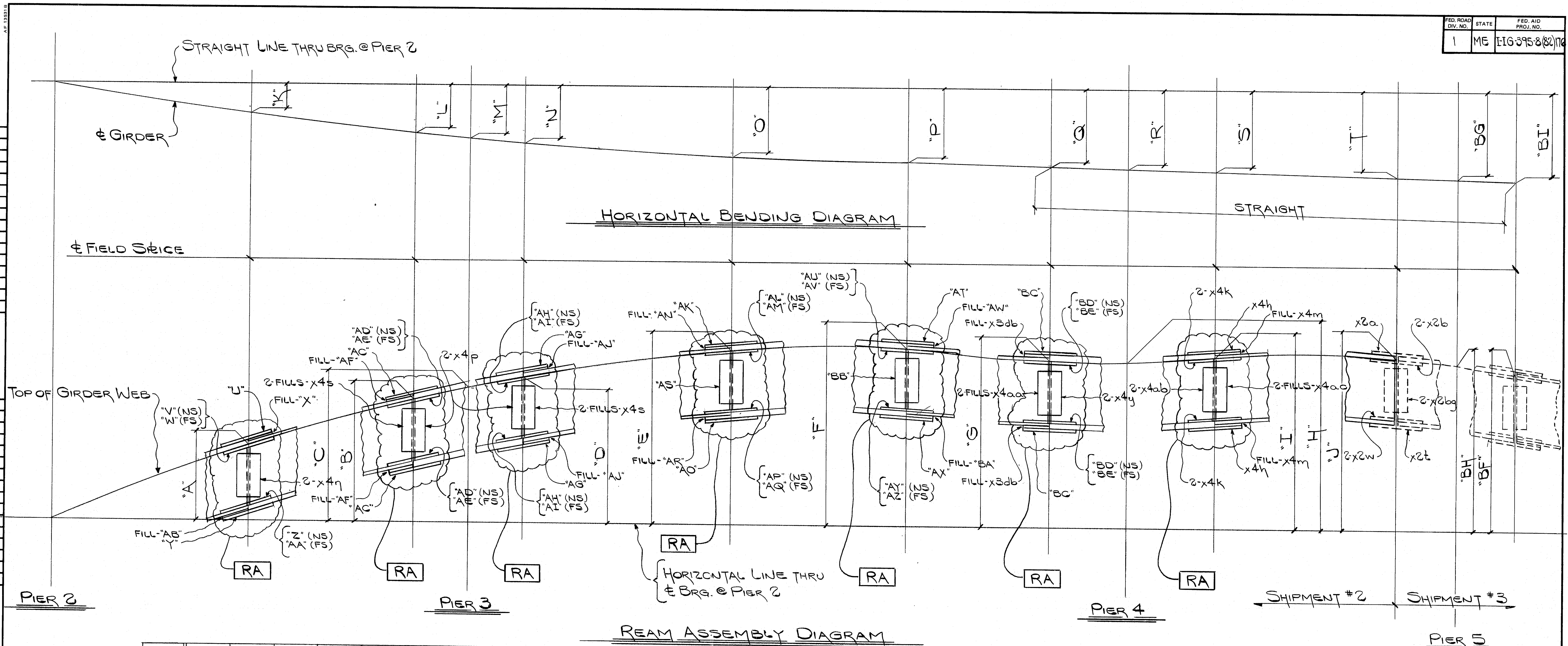
IN CHARGE HINKLE MADE BY C.S. CHK'D BY BJK DATE 9-18-84

CONTRACT NUMBER ME-84088-2 DRAWING NUMBER E4

R 95-359

WORK THIS DWS. WITH DWS. E2, E3 & E5

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | 16-395-2(82)172 |



REAM ASSEMBLY DIAGRAM

| GIRDER | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | BF | BG | BH | BI |
|--------|----------|----------|-----------|-----------|-----------|-----------|----------|-----------|-----------|---------------|------------|------------|------------|------------|-----------|------------|------------|------------|-----------|------------|--------------|------------|--------------|-----------|
| G1 | 1'9 3/4" | 2'8 3/4" | 3'0" | 3'4 3/4" | 4'10 3/4" | 5'1 1/2" | 4'8 3/4" | 4'8 3/4" | 4'10 3/4" | 4'6 3/4" | 14'11 3/4" | 24'4 3/4" | 26'9 3/4" | 29'1 3/4" | 34'8 3/4" | 35'10 3/4" | 34'6 3/4" | 33'1 3/4" | 31'5 3/4" | 25'10 3/4" | 2'8 3/4" | 23'0 3/4" | 3'4 3/4" | 2'10 3/4" |
| G2 | 1'9 3/4" | 2'8 3/4" | 2'10 3/4" | 3'2 3/4" | 4'8 3/4" | 4'10 3/4" | 4'4 3/4" | 4'3 3/4" | 4'4 3/4" | 3'11 3/4" | 13'9" | 22'3 3/4" | 24'4 3/4" | 26'6 3/4" | 31'6 3/4" | 32'6 3/4" | 31'2 3/4" | 29'11 3/4" | 28'5 3/4" | 23'5 3/4" | 2'1 3/4" | 20'10 3/4" | 2'10 3/4" | 19'0 3/4" |
| G3 | 1'8 3/4" | 2'5 3/4" | 2'8 3/4" | 3'1" | 4'5 3/4" | 4'7 3/4" | 4'0 3/4" | 3'10 3/4" | 3'10 3/4" | 3'4 3/4" | 12'6 3/4" | 20'11 3/4" | 22'0 3/4" | 23'10 3/4" | 28'4 3/4" | 29'3 3/4" | 27'11 3/4" | 26'9 3/4" | 25'6 3/4" | 20'11 3/4" | 1'6 3/4" | 18'8 3/4" | 2'3 3/4" | 17'0 3/4" |
| G4 | 1'8 3/4" | 2'4 3/4" | 2'7 3/4" | 2'11 3/4" | 4'2 3/4" | 4'3 3/4" | 3'8 3/4" | 3'5 3/4" | 3'2 3/4" | 2'4 3/4" | 11'4 3/4" | 18'0 3/4" | 19'8 3/4" | 21'3 3/4" | 25'3 3/4" | 26'0 3/4" | 24'8 3/4" | 23'8 3/4" | 22'6 3/4" | 18'6 3/4" | 0'5 3/4" | 16'6 3/4" | 1'2 3/4" | 15'0 3/4" |
| G5 | 1'9 3/4" | 2'4 3/4" | 2'7 3/4" | 2'10 3/4" | 4'2 3/4" | 4'3 3/4" | 3'8 3/4" | 3'4 3/4" | 3'2 3/4" | 2'3 3/4" | 11'7 3/4" | 18'2 3/4" | 19'10 3/4" | 21'5 3/4" | 25'5 3/4" | 26'2" | 24'9 3/4" | 23'9 3/4" | 22'7 3/4" | 18'7 3/4" | 0'5 3/4" | 16'7 3/4" | 1'2 3/4" | 15'1 3/4" |
| G6 | 1'9 3/4" | 2'3 3/4" | 2'5 3/4" | 2'9" | 3'11 3/4" | 3'11 3/4" | 3'2 3/4" | 2'9 3/4" | 2'6 3/4" | 1'7" | 10'7 3/4" | 16'0 3/4" | 17'4 3/4" | 18'7 3/4" | 21'4 3/4" | 21'4 3/4" | 19'10 3/4" | 19'0 3/4" | 18'0 3/4" | 14'6 3/4" | (-)'0'3 3/4" | 12'9 3/4" | 0'5 3/4" | 11'6 3/4" |
| G7 | 1'8 3/4" | 2'1 3/4" | 2'3 3/4" | 2'6 3/4" | 3'8 3/4" | 3'6 3/4" | 2'7 3/4" | 2'2 3/4" | 1'9 3/4" | 0'4 3/4" | 9'6 3/4" | 13'10 3/4" | 14'10 3/4" | 15'9 3/4" | 17'3 3/4" | 16'7 3/4" | 15'0 3/4" | 14'3 3/4" | 13'5" | 10'5 3/4" | (-)'1'6 3/4" | 8'11 3/4" | (-)'0'9 3/4" | 7'10 3/4" |
| G8 | 1'8 3/4" | 2'0 3/4" | 2'2" | 2'4 3/4" | 3'5 3/4" | 3'2 3/4" | 2'1 3/4" | 1'6 3/4" | 0'11 3/4" | (-)'0'10 3/4" | 8'6 3/4" | 11'8 3/4" | 12'4 3/4" | 12'11 3/4" | 13'3 3/4" | 11'10 3/4" | 10'11 3/4" | 9'6 3/4" | 8'9 3/4" | 6'4 3/4" | (-)'2'8 3/4" | 5'2 3/4" | (-)'2'0 3/4" | 4'3 3/4" |

NOTE:

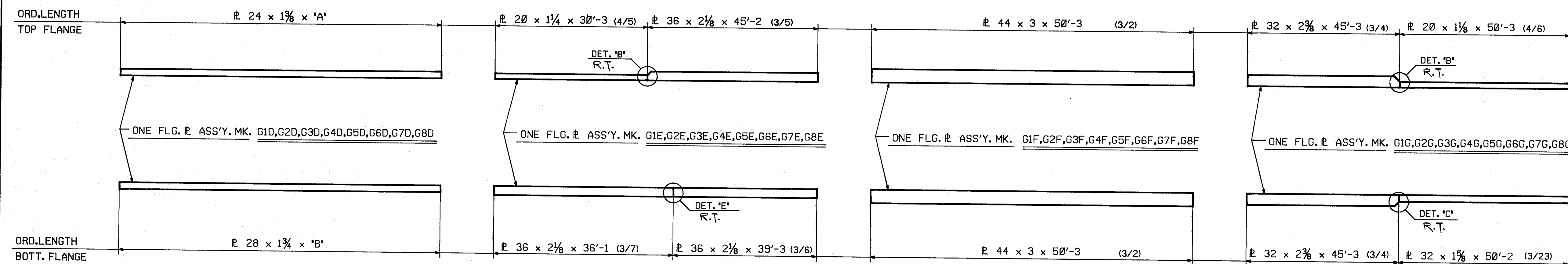
FIGURES SHOWN THUS: (-)'0'10 3/4" ARE BELOW HORIZONTAL BASE LINE.

WORK THIS DWG. WITH DWGS E2, E3 & E4

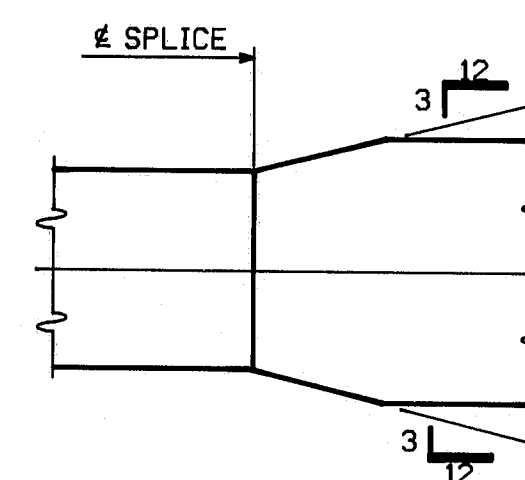
R95-360

| | | |
|---|-----------------|----------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | |
| REAM ASSEMBLY DIAGRAM | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA 124+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | |
| 9 | CIANBRO CORP. | |
| IN CHARGE: | MADE BY: | CHK. BY: |
| HINKLE | CS | BLK |
| CONTRACT NUMBER: | DRAWING NUMBER: | DATE: |
| ME-84088-2 | E5 | 9-18-84 |

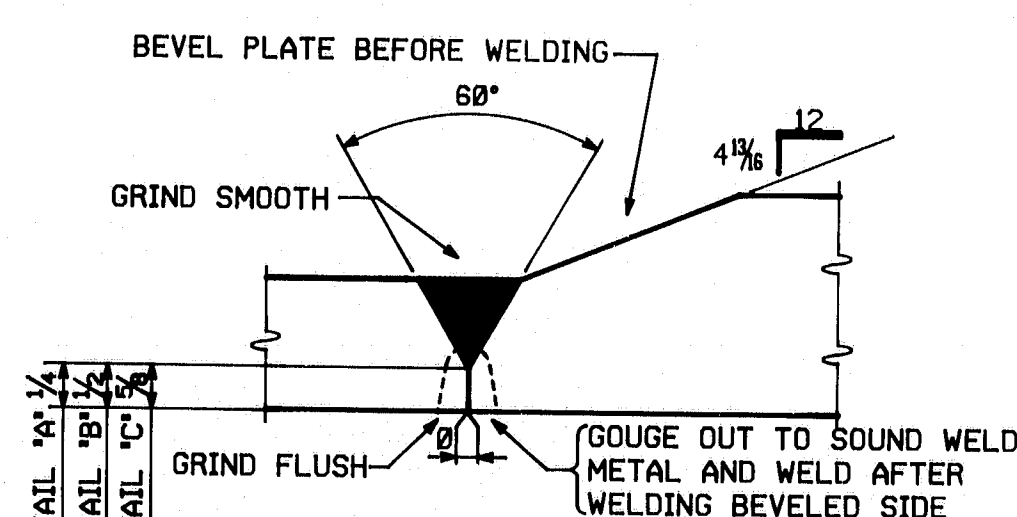
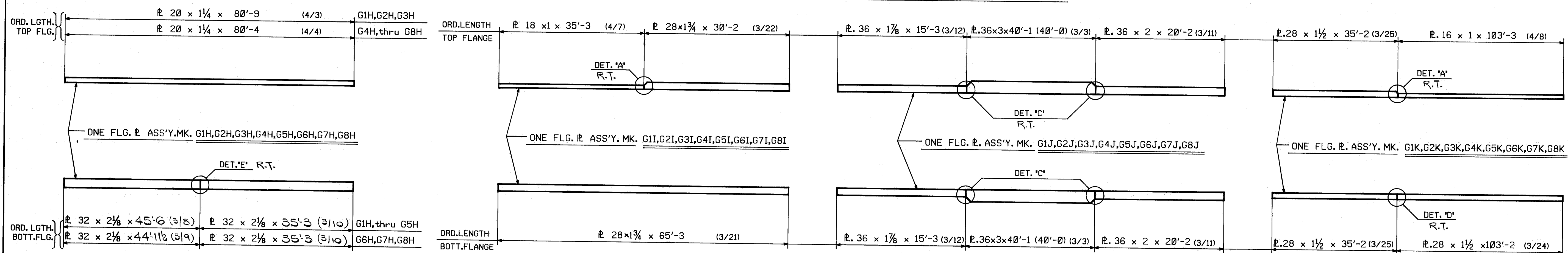
| FED. AID DIV. NO. | STATE | FED. AID PROJ. NO. |
|-------------------|-------|--------------------|
| 1 | ME. | I-19-395-8(82)176 |



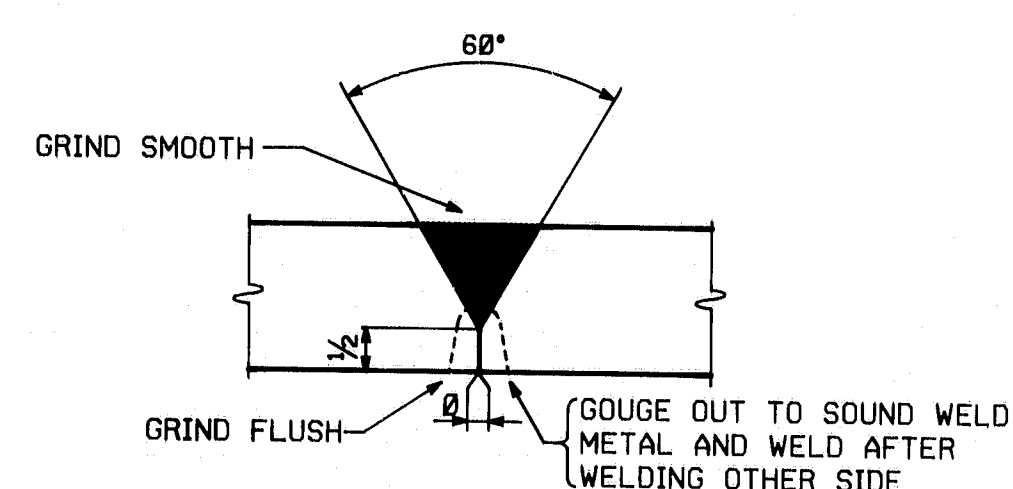
| MARK | "A" | "B" |
|------|---------------|---------------|
| G1D | 91'-4 (4/2) | 91'-5 (3/20) |
| G2D | 93'-11 (3/32) | 93'-11 (3/19) |
| G3D | 96'-6 (3/31) | 96'-7 (3/18) |
| G4D | 99'-2 (3/30) | 99'-3 (3/17) |
| G5D | 101'-6 (3/29) | 101'-6 (3/16) |
| G6D | 104'-6 (3/28) | 104'-7 (3/15) |
| G7D | 107'-7 (3/27) | 107'-7 (3/14) |
| G8D | 110'-9 (3/26) | 110'-8 (3/13) |



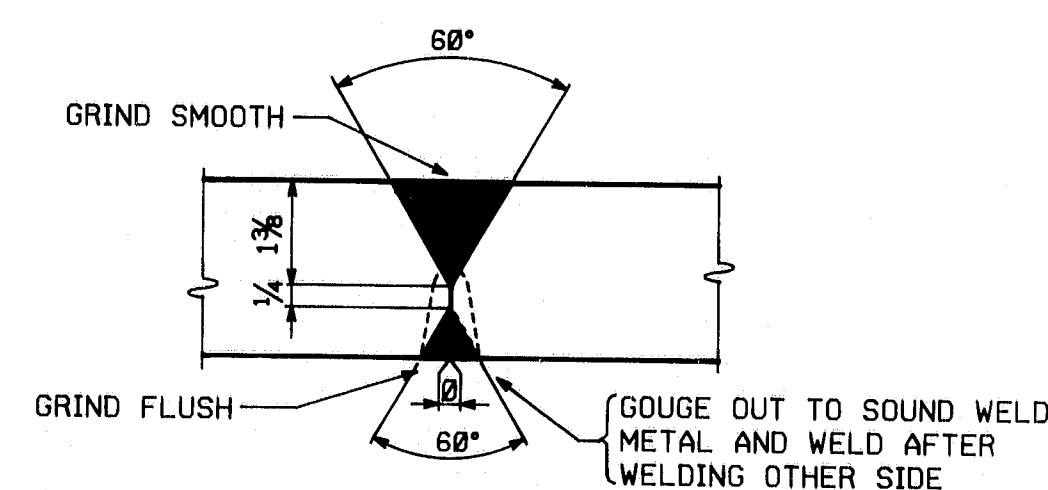
PLAN VIEW AT FLG. TRANSITION



DETAILS "A", "B", "C"
(B-L2c-S)
W22X



DETAIL "D"
(B-L2c-S)
W22X



DETAIL "E"
(B-U3c-S)
W23X

NOTES:

FOR GENERAL NOTES, SEE DRAWING N1.
ALL STEEL TO BE ASTM A588, WITH CHARPY V-NOTCH TEST REQUIRED.

TESTING TO BE DONE BY A QUALIFIED TECHNICIAN.
DIMENSIONS SHOWN THUS (40'-0") ARE THE ACTUAL DIMENSIONS THAT WILL APPEAR ON THE GIRDER DETAIL DRAWINGS.
R.T. INDICATES SEICES TO BE RADIOGRAPHICALLY TESTED 100% TEST 25% OF REMAINDER.
TESTING TO BE DONE BY A QUALIFIED TECHNICIAN.

| NO. | REVISION | DATE |
|-----|----------|------|
| 1 | | |

1005 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-528
A Subsidiary of High Industries, Inc.

HIGH STEEL STRUCTURES, INC.

FLANGE PLATE DETAILS
I-395 BRIDGE OVER PENOBSCOT RIVER
I-395 BRIDGE STA. 164+60.00
PENOBSCOT COUNTY
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

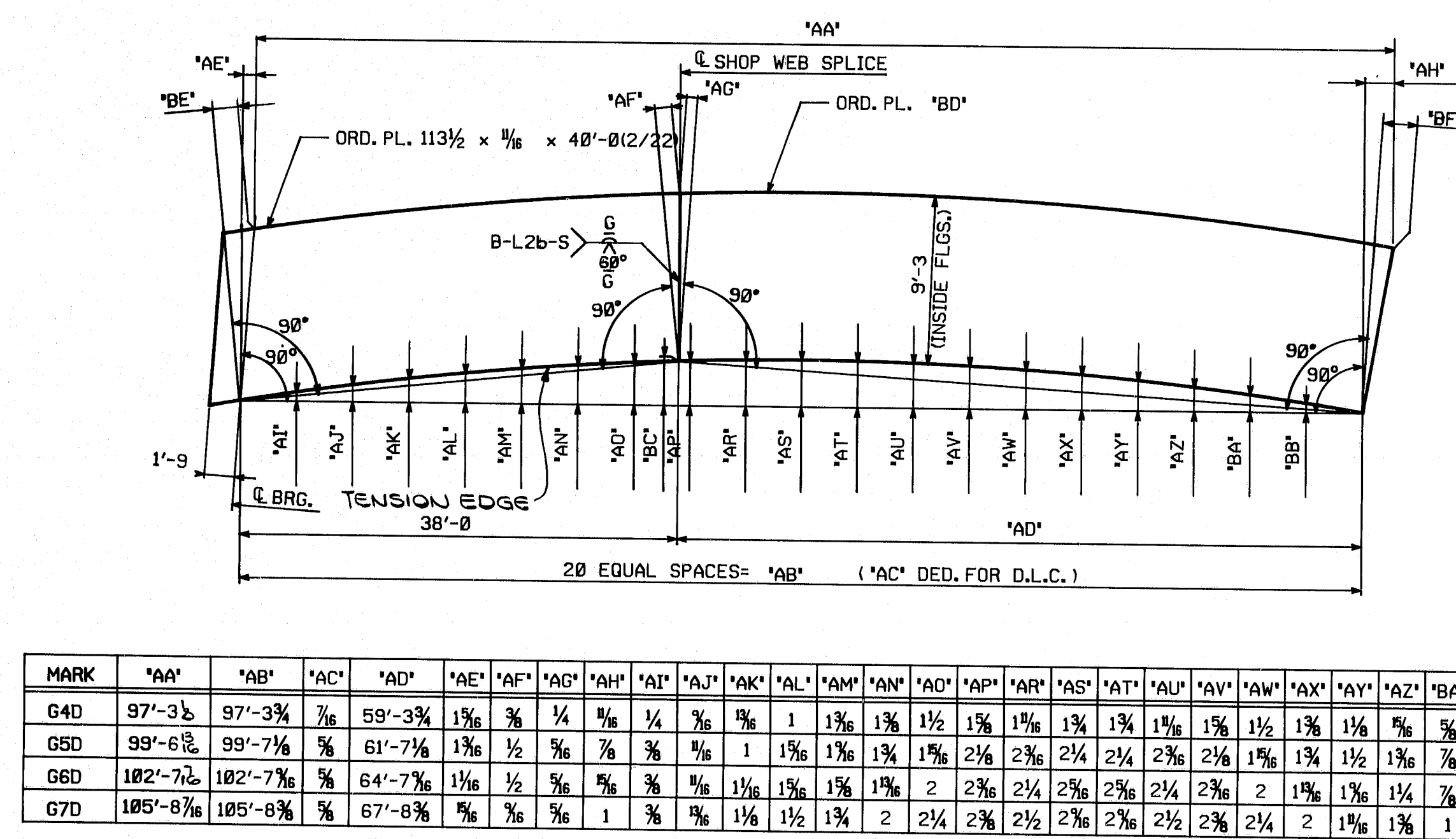
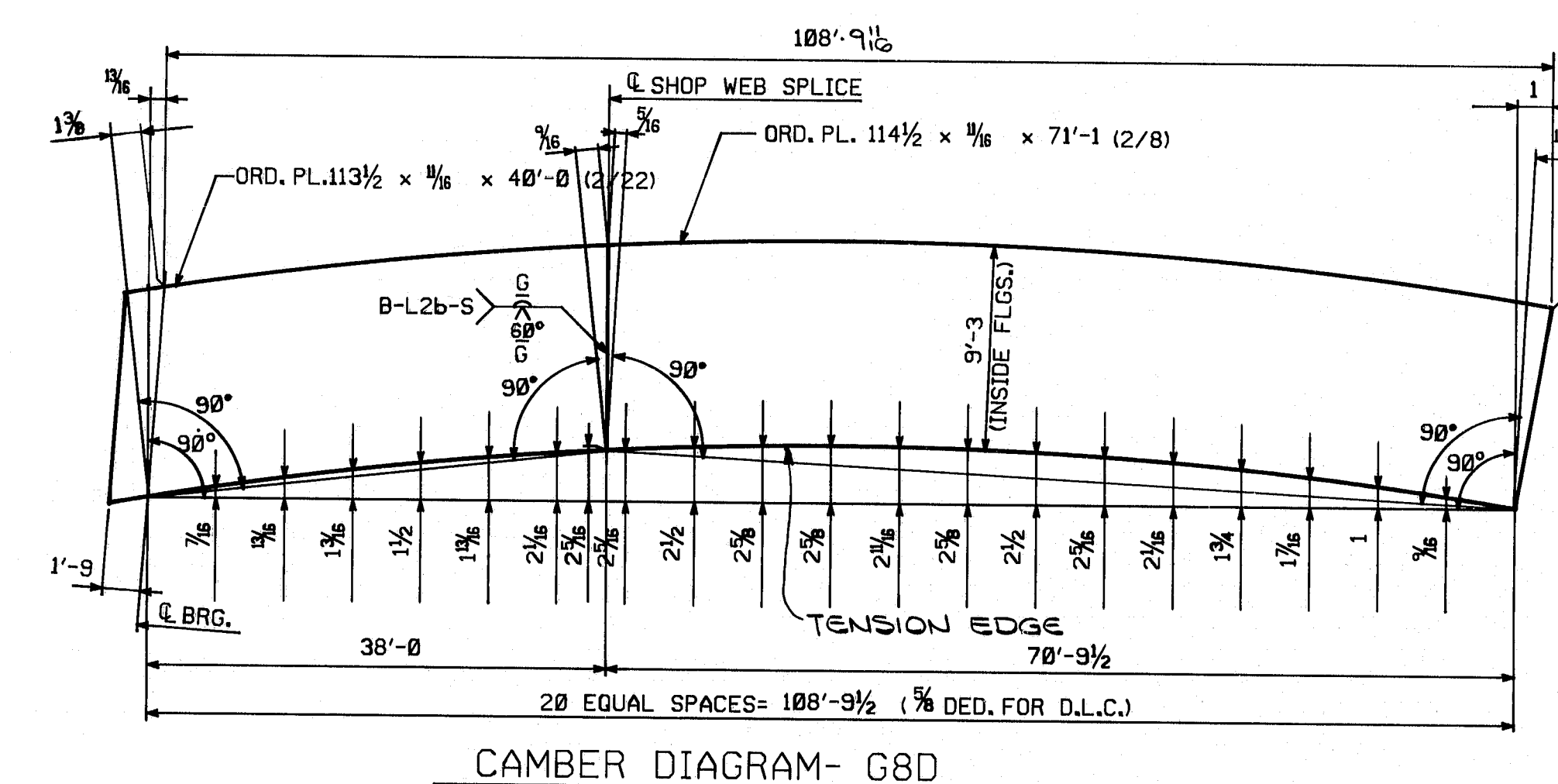
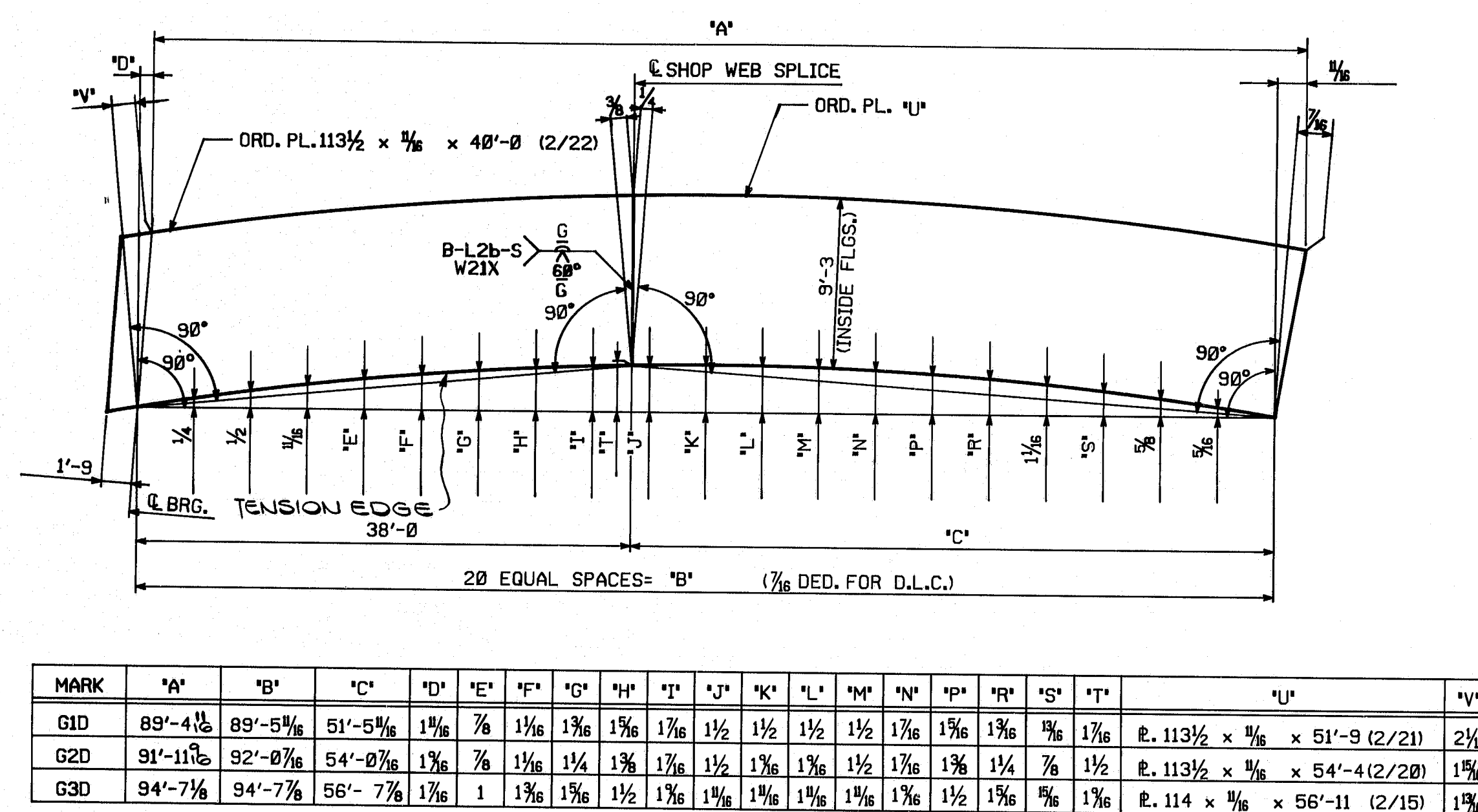
STATE CONTRACT OR REF. NO. 6 CONTRACTOR CIANBRO CORP.

IN CHARGE HINKLE MADE BY C.S. BY G.F.Z. DATE 7-20-84

CONTRACT NUMBER ME-84088-2 DRAWING NUMBER FS1

R95-361

CODE : 4000



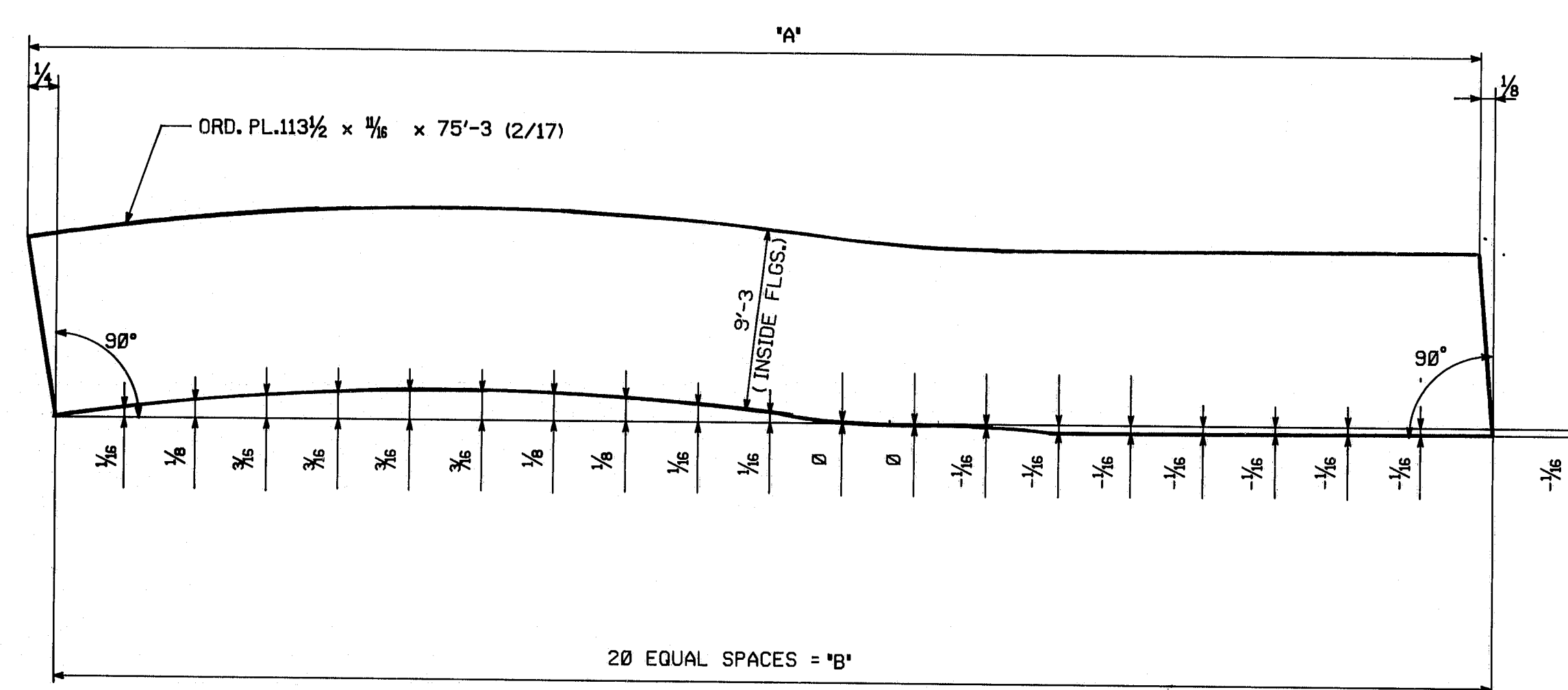
NOTES:
 FOR GENERAL NOTES, SEE DRAWING N1.
 ALL STEEL TO BE ASTM A588 WITH CHARPY V-NOTCH TEST.
 SHOP INSPECTION BY MAINE D.O.T., OR THEIR REPRESENTATIVE.
 ALL SHOP WEB SPLICES TO BE RADIOGRAPHICALLY TESTED 1/2 DEPTH FROM THE TENSION EDGE PLUS RANDOM 25% OF REMAINDER, BY A QUALIFIED TECHNICIAN.

| | | |
|---|---------------------|---------------------------------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. 105 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of HSB Industries, Inc. | | |
| WEB CAMBER DIAGRAMS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE, HINKLE | MADE BY, C.S. | CHK'D BY, G.F.F., DATE, 7-20-48 |
| CONTRACT NUMBER, ME-84088-2 | DRAWING NUMBER, WC1 | |

R95-362

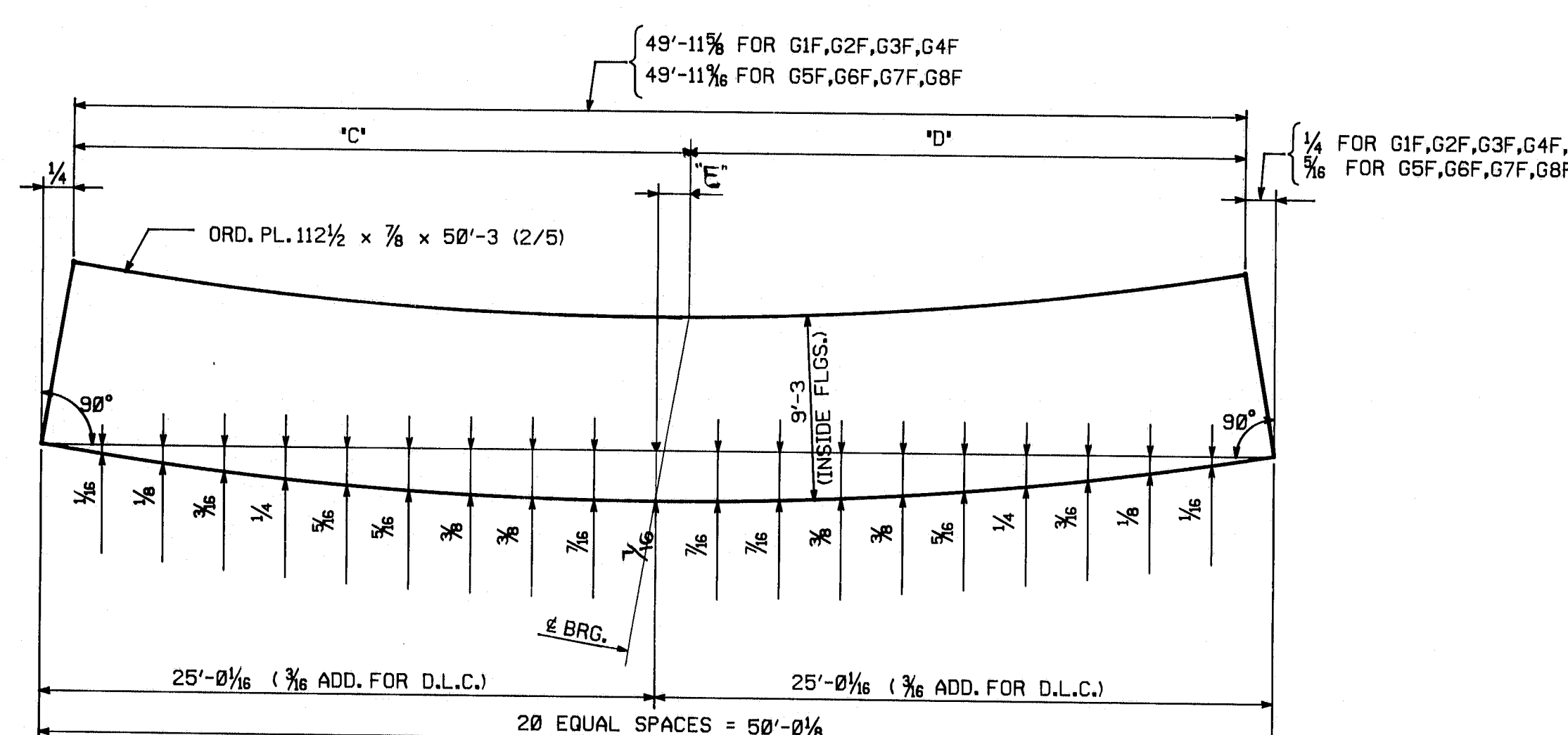
CODE: 4000

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|--------------------|-------|--------------------|
| 1 | ME. | 1-10-395-8(82)176 |



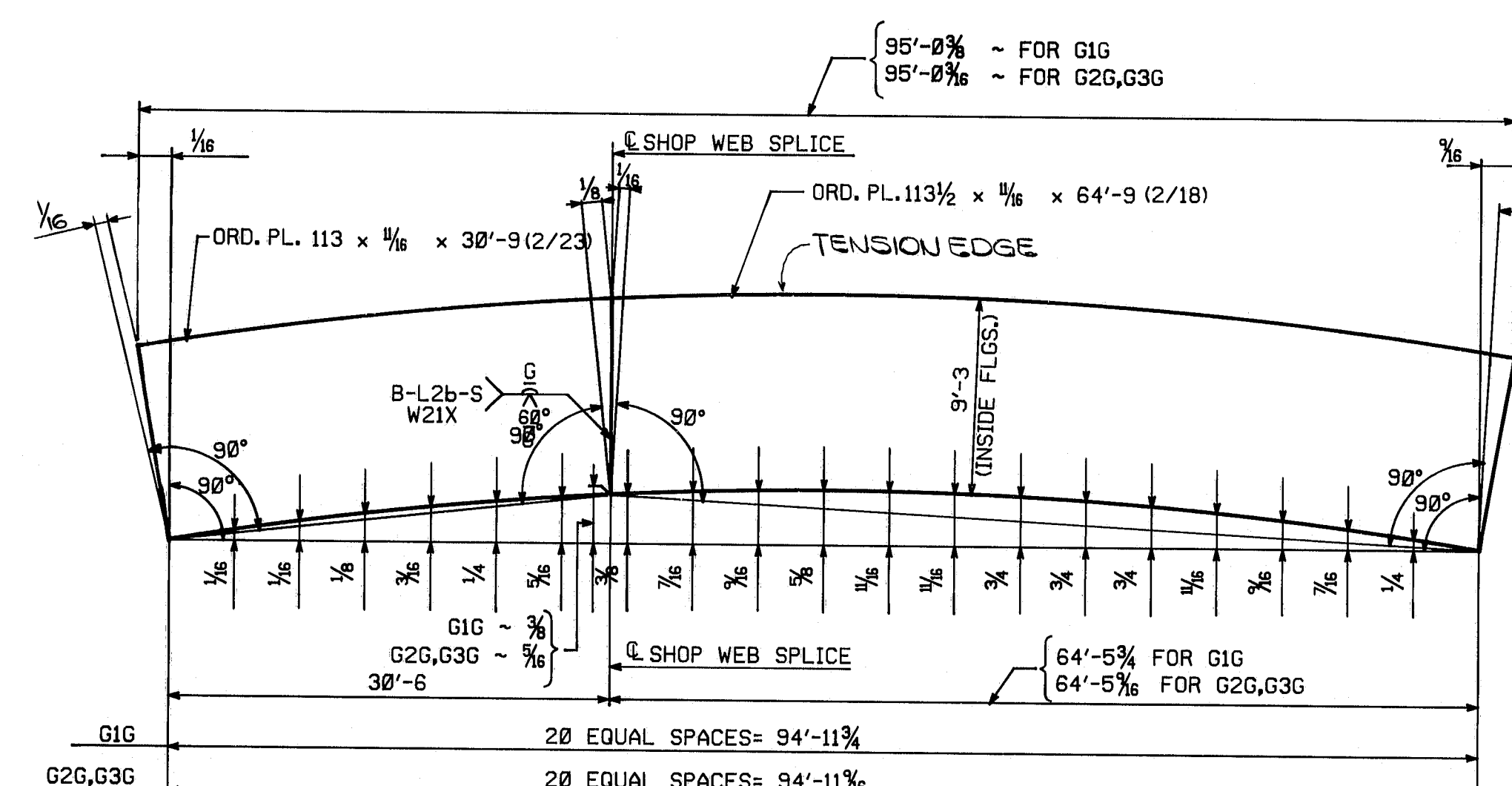
| MARK | "A" | "B" |
|------|------------|------------|
| G1E | 75'-0 1/8 | 74'-11 5/8 |
| G2E | 74'-11 1/2 | 74'-11 3/4 |
| G3E | 74'-11 1/2 | 74'-11 3/4 |
| G4E | 75'-0 1/8 | 74'-11 5/8 |

| MARK | "A" | "B" |
|------|------------|------------|
| G5E | 75'-0 1/8 | 74'-11 5/8 |
| G6E | 74'-11 1/2 | 74'-11 3/4 |
| G7E | 74'-11 1/2 | 74'-11 3/4 |
| G8E | 74'-11 1/2 | 74'-11 3/4 |

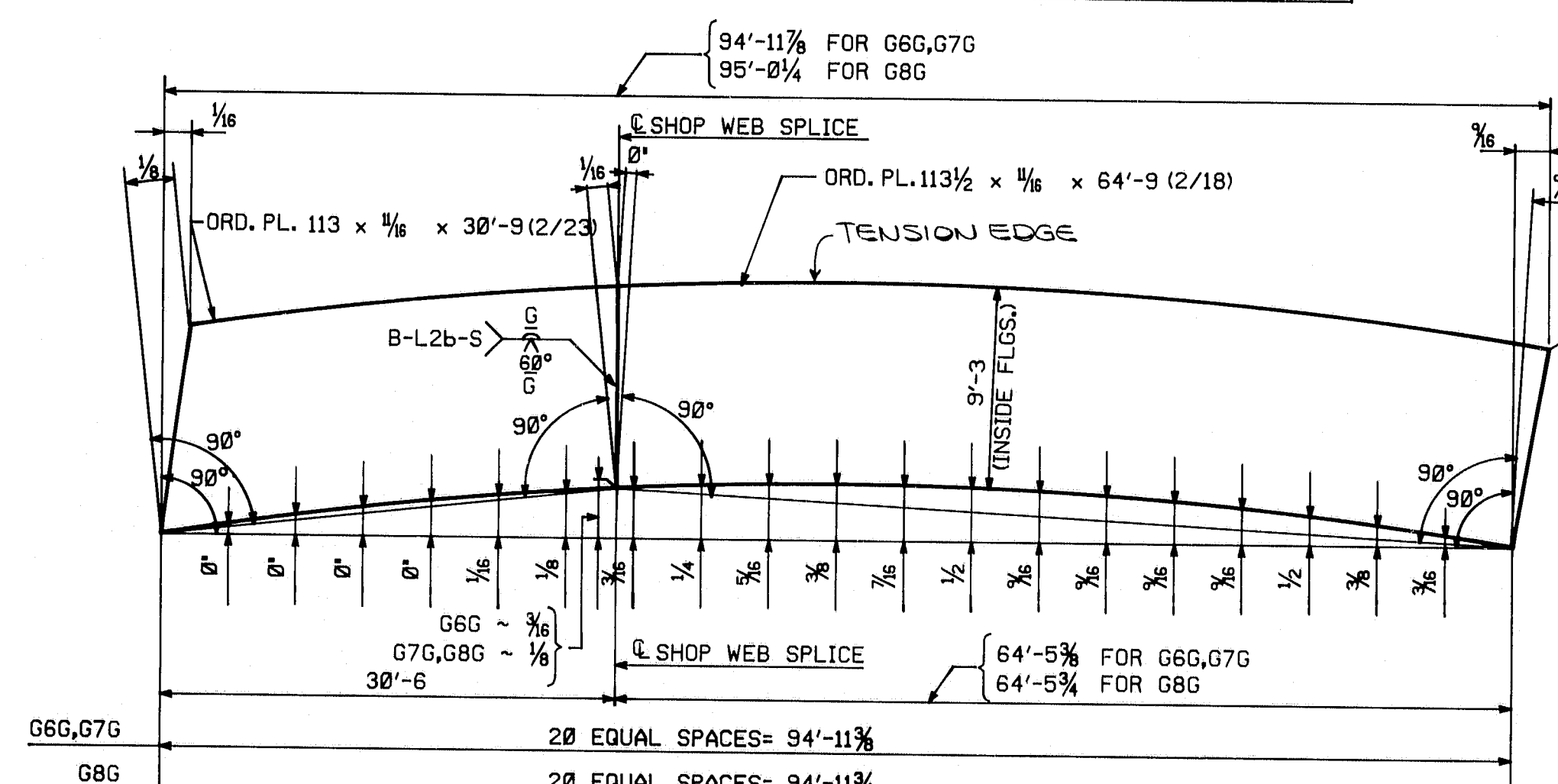
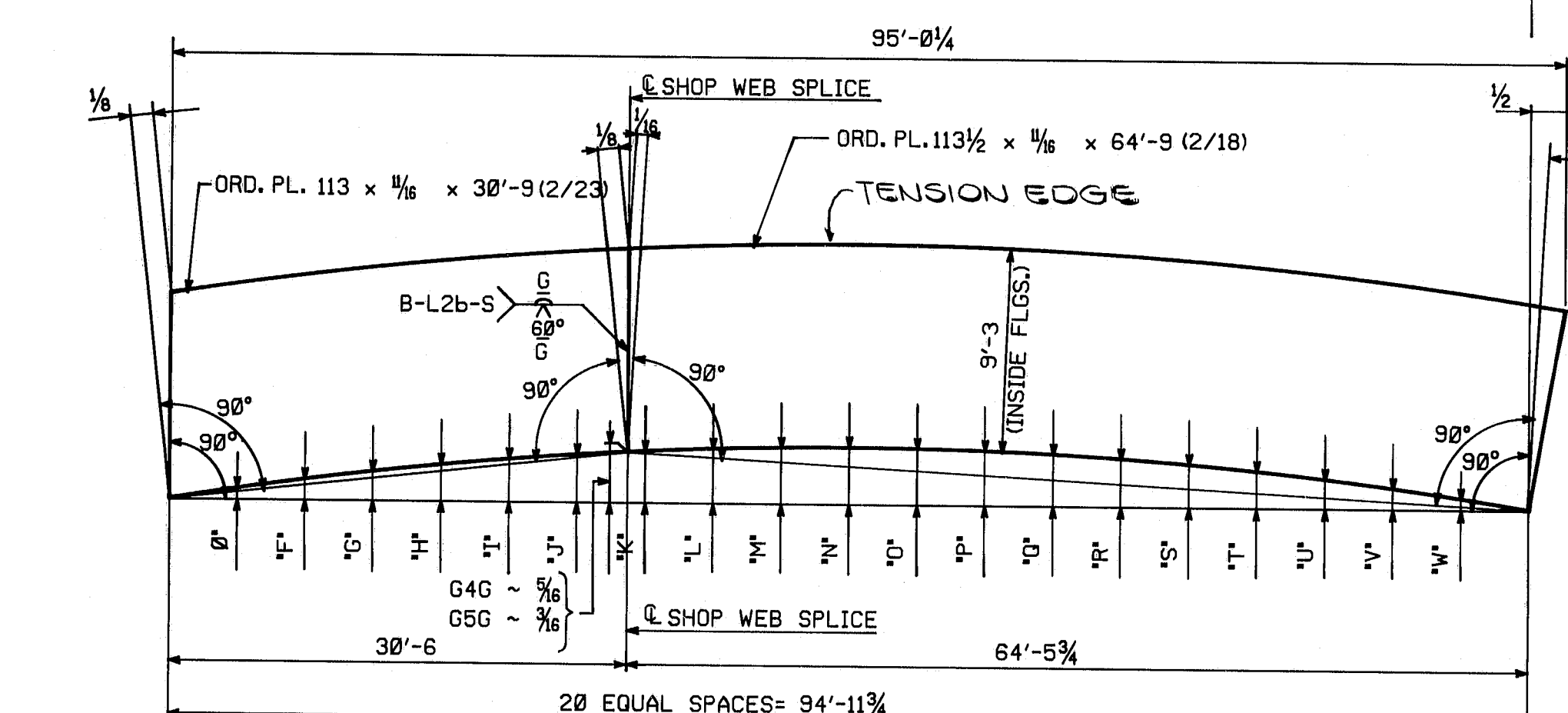


| MARK | "C" | "D" | "E" |
|------|-----------|------------|-------|
| G1F | 25'-1 1/8 | 24'-10 1/8 | 1 1/4 |
| G2F | 25'-1 | 24'-10 1/8 | 1 1/8 |
| G3F | 25'-0 1/8 | 24'-10 1/8 | 1 1/8 |
| G4F | 25'-0 1/8 | 24'-10 1/8 | 1 |

| MARK | "C" | "D" | "E" |
|------|-----------|------------|-----|
| G5F | 25'-0 1/8 | 24'-10 1/8 | 1 |
| G6F | 25'-0 1/8 | 24'-10 1/8 | 7/8 |
| G7F | 25'-0 1/8 | 24'-10 1/8 | 7/8 |
| G8F | 25'-0 1/2 | 24'-11 1/8 | 7/8 |



| MARK | "F" | "G" | "H" | "I" | "J" | "K" | "L" | "M" | "N" | "O" | "P" | "Q" | "R" | "S" | "T" | "U" | "V" | "W" |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| G4G | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 |
| G5G | 0 | 0 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 | 1/8 |

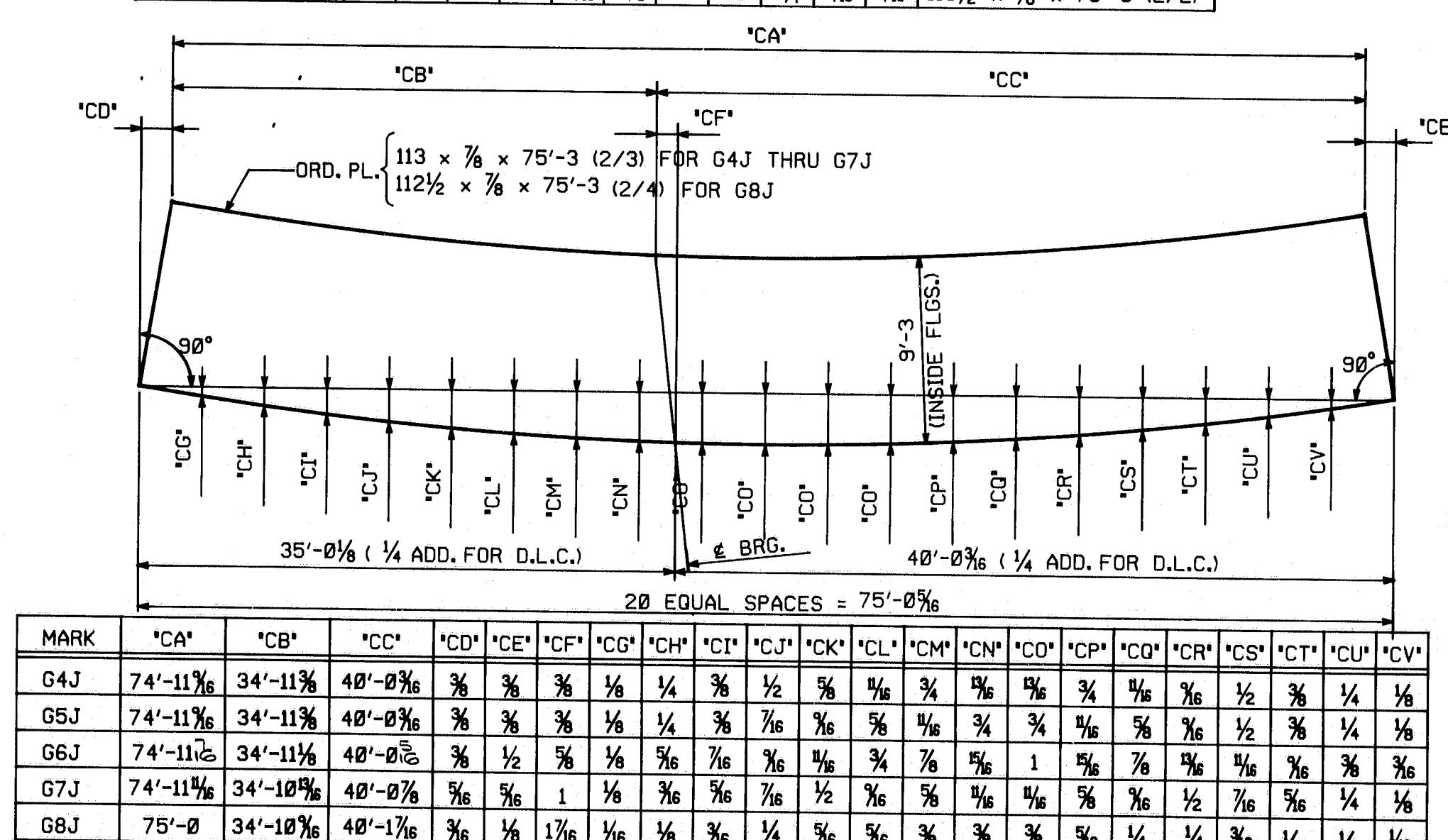
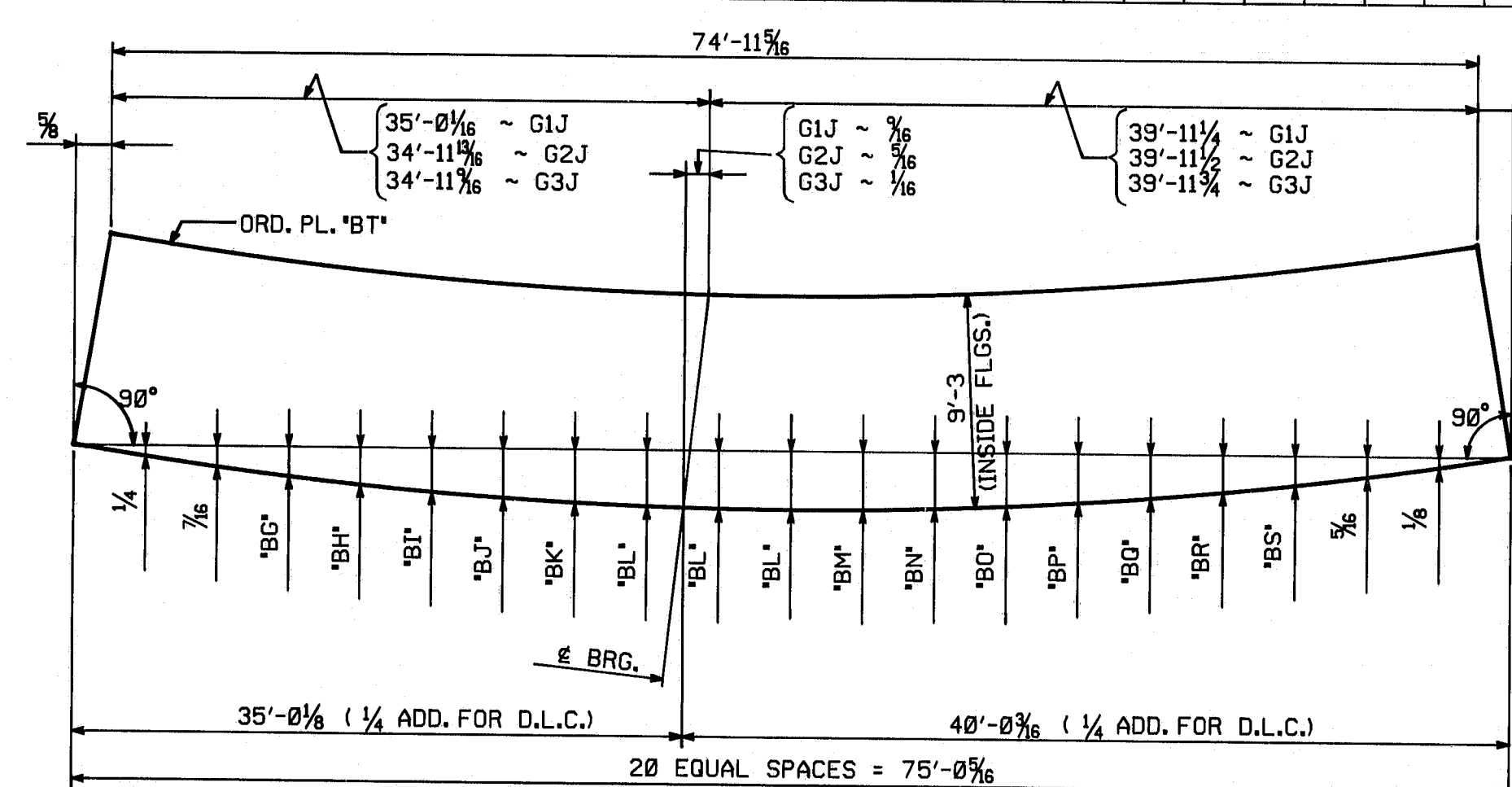
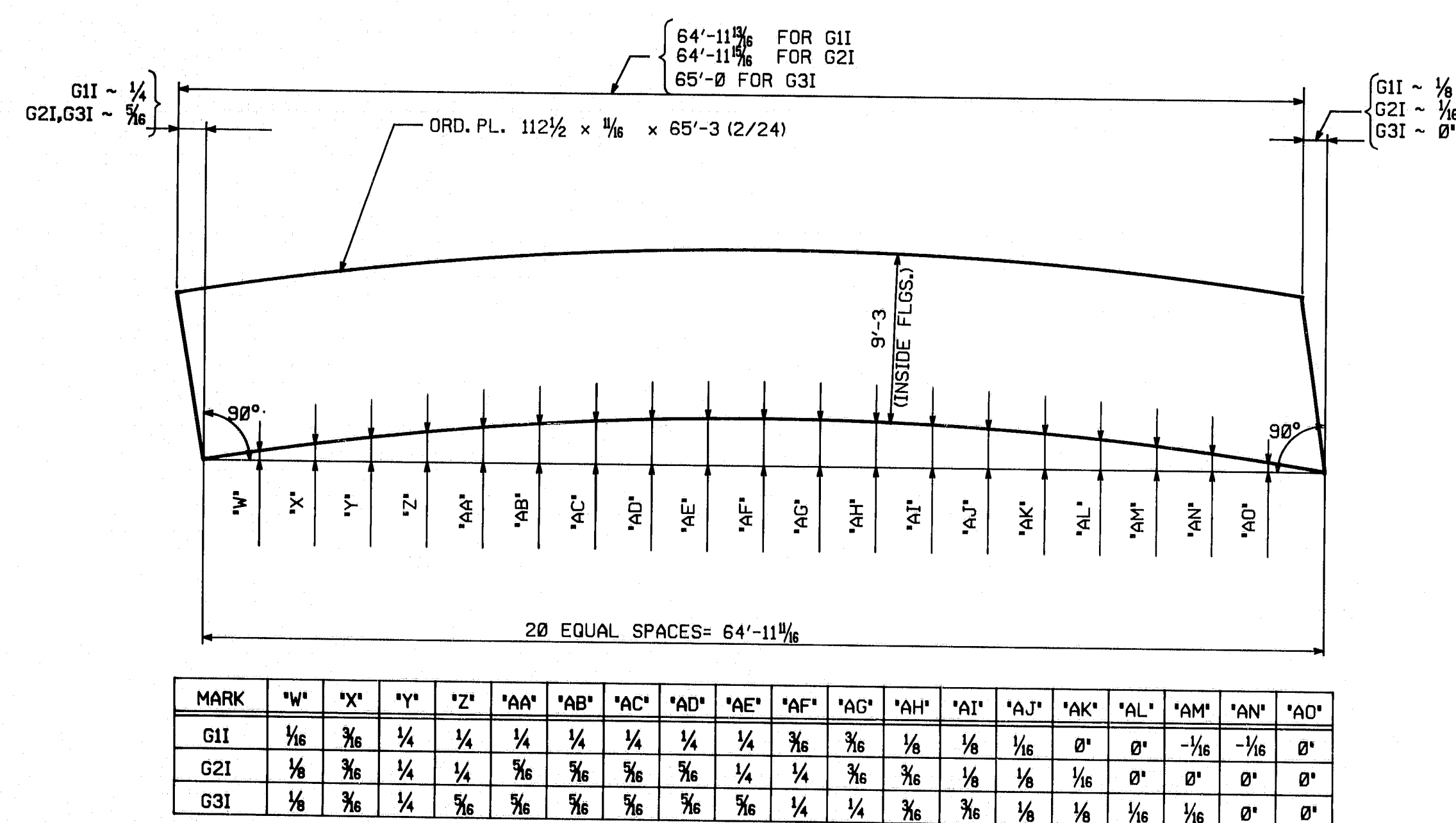
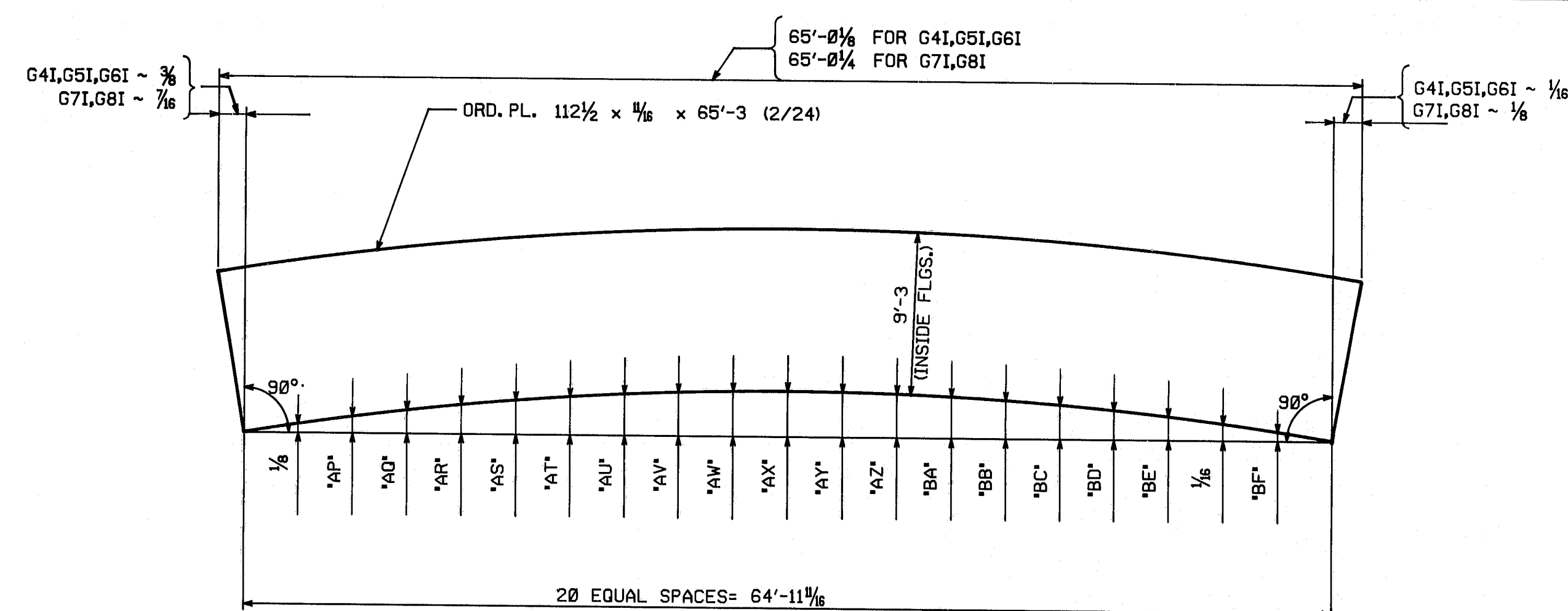
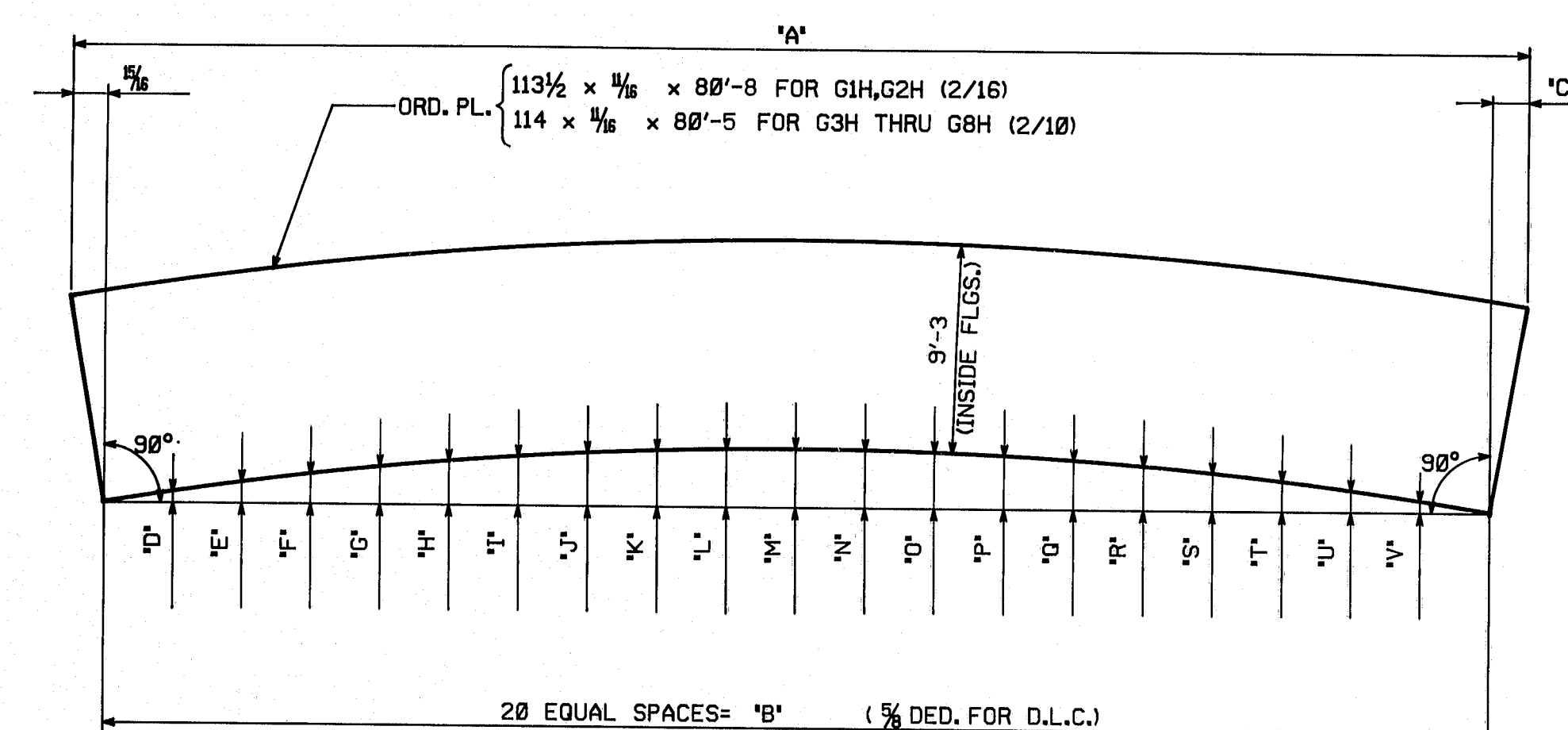


NOTES:
FOR NOTES SEE DWG. WC1

| | | |
|--|----------|------|
| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1705 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of High Industries, Inc.</p> | | |
| <p>WEB CAMBER DIAGRAMS</p> <p>I-395 BRIDGE OVER PENOBSCOT RIVER</p> <p>I-395 BRIDGE STA. 164+60.00</p> <p>PENOBSCOT COUNTY</p> <p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| <p>STATE CONTRACT OR REF. NO. 6 CONTRACTOR CIANBRO CORP.</p> | | |
| <p>IN CHARGE: HINKLE MADE BY: C.S. CHK'D BY: G.F.F. DATE: 7-20-84</p> | | |
| <p>CONTRACT NUMBER: ME-84088-2 DRAWING NUMBER: WC2</p> | | |


R95-363

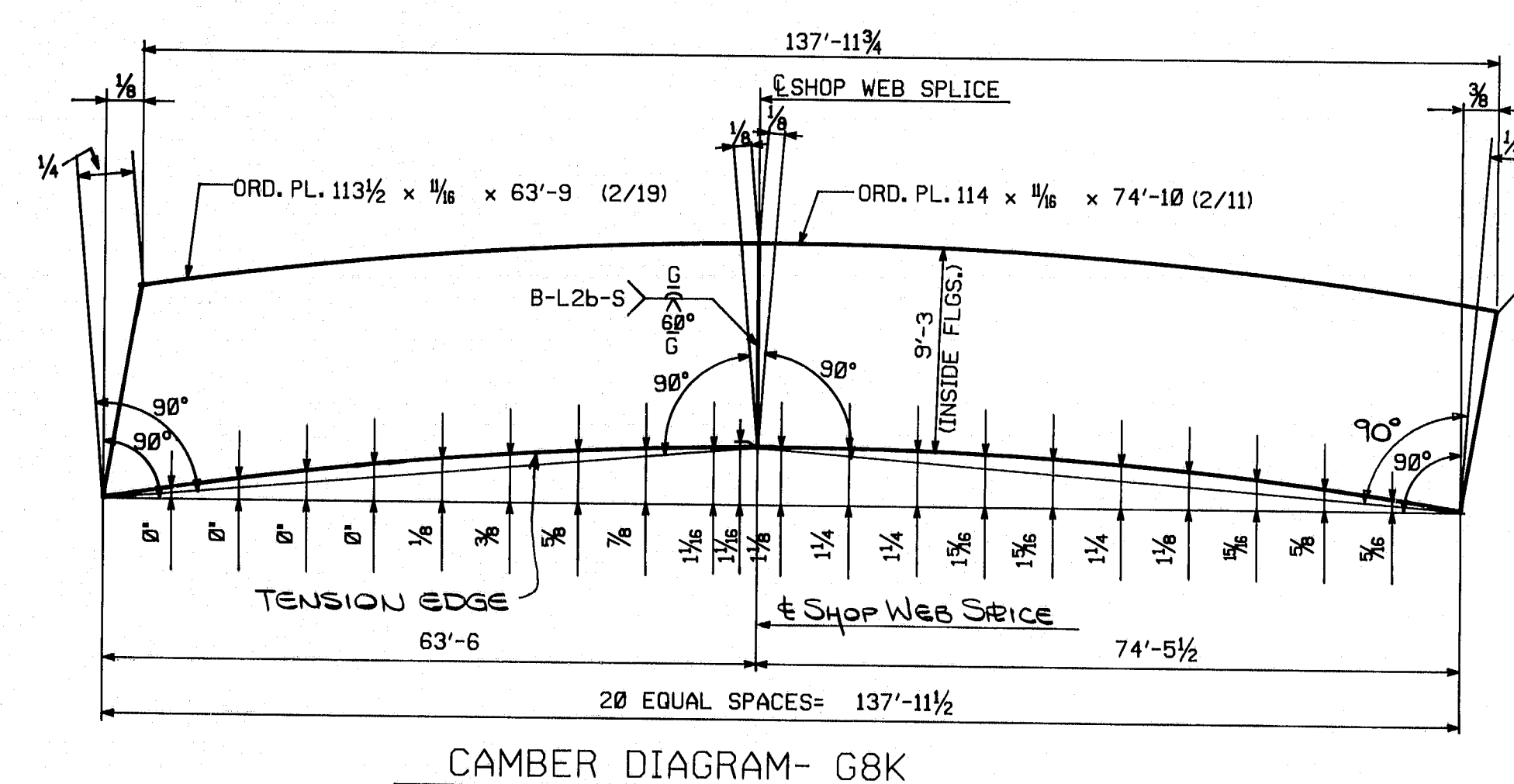
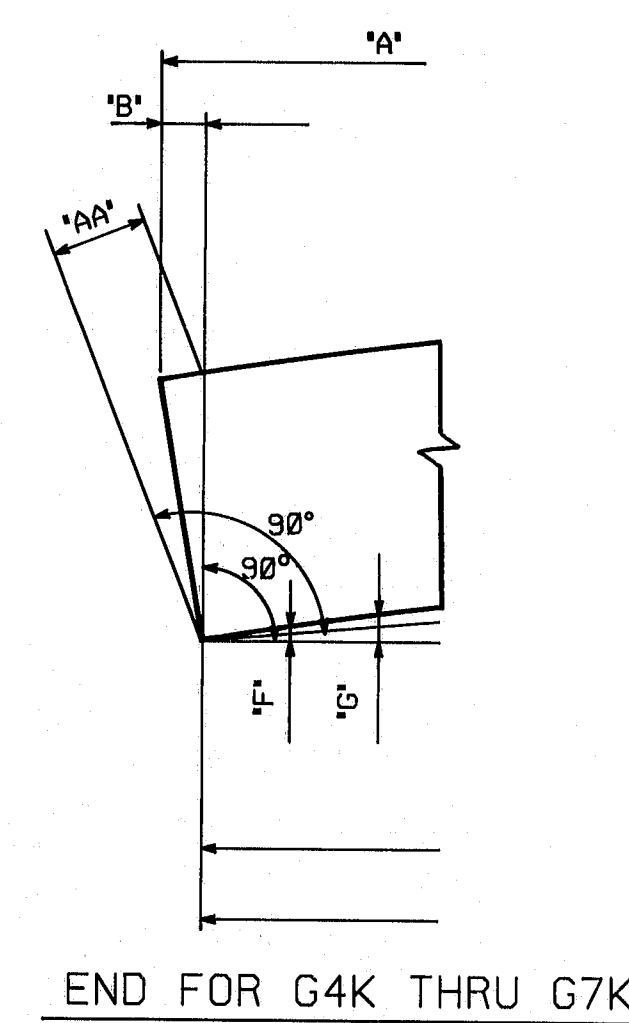
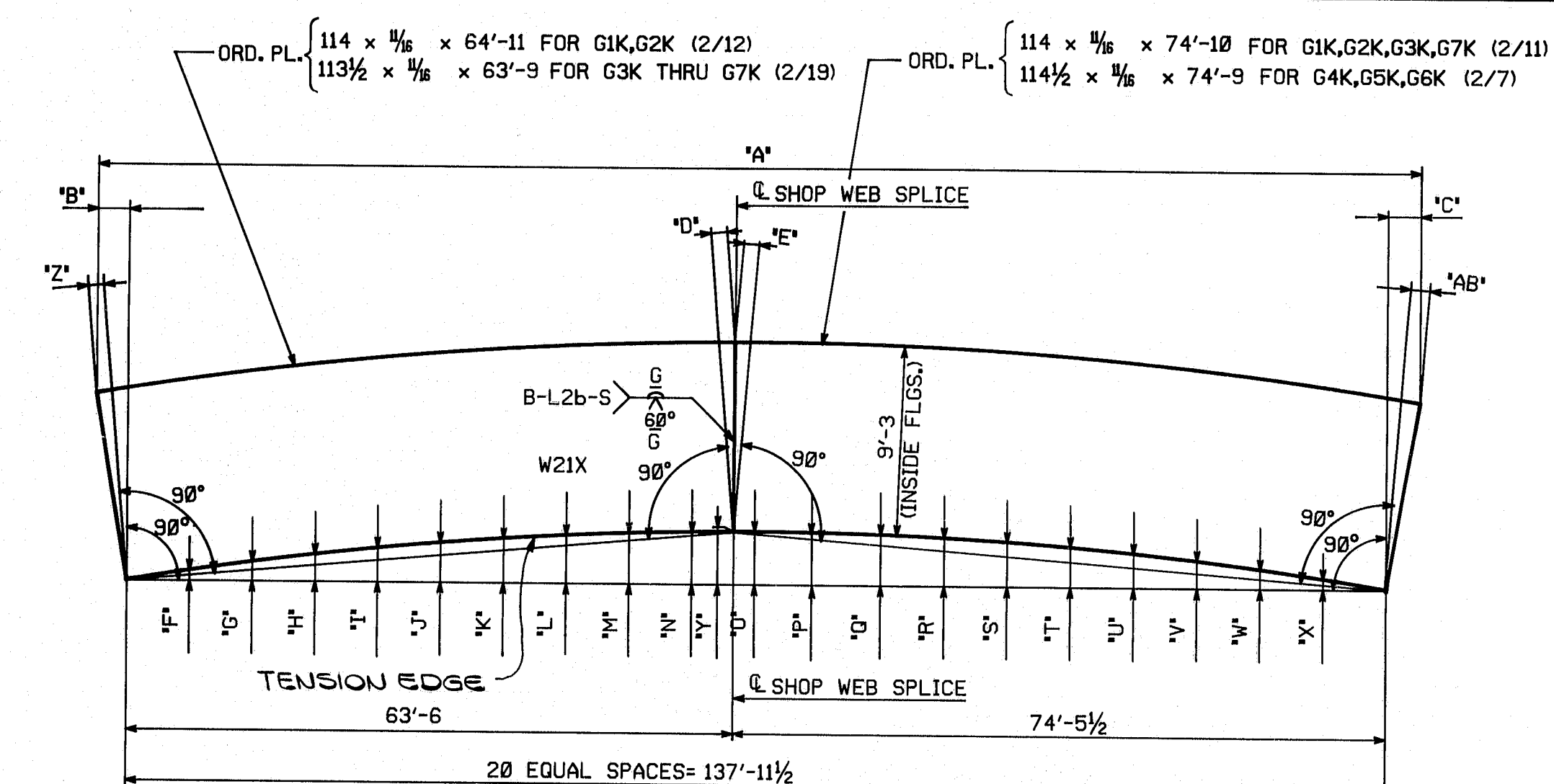
CODE: 4000




NOTES:

FOR NOTES SEE DWG. WC1

| | | |
|---|--------------------|---|
| NO. | REVISION | DATE |
|  | | 805 Oak Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-325 |
| HIGH STEEL STRUCTURES, INC. | | A Subsidiary of High Industries, Inc. |
| WEB CAMBER DIAGRAMS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 16+460.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBORG CORP. |
| IN CHARGE HINKLE | MADE BY | C.S. CH.D. BY G.F.Z. DATE 7-20-84 |
| CONTRACT NUMBER ME-84088-2 | DRAWING NO. WC3 | |



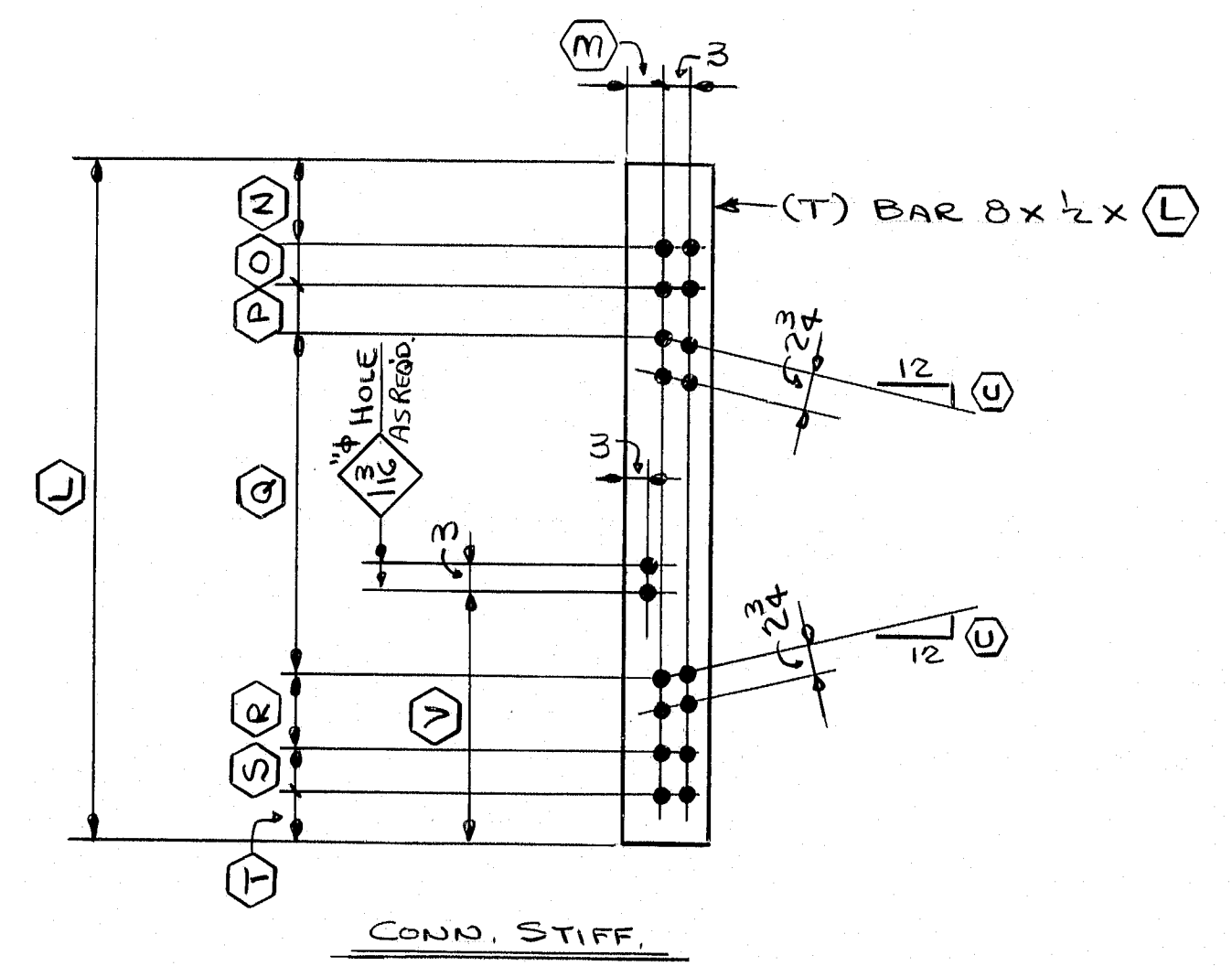
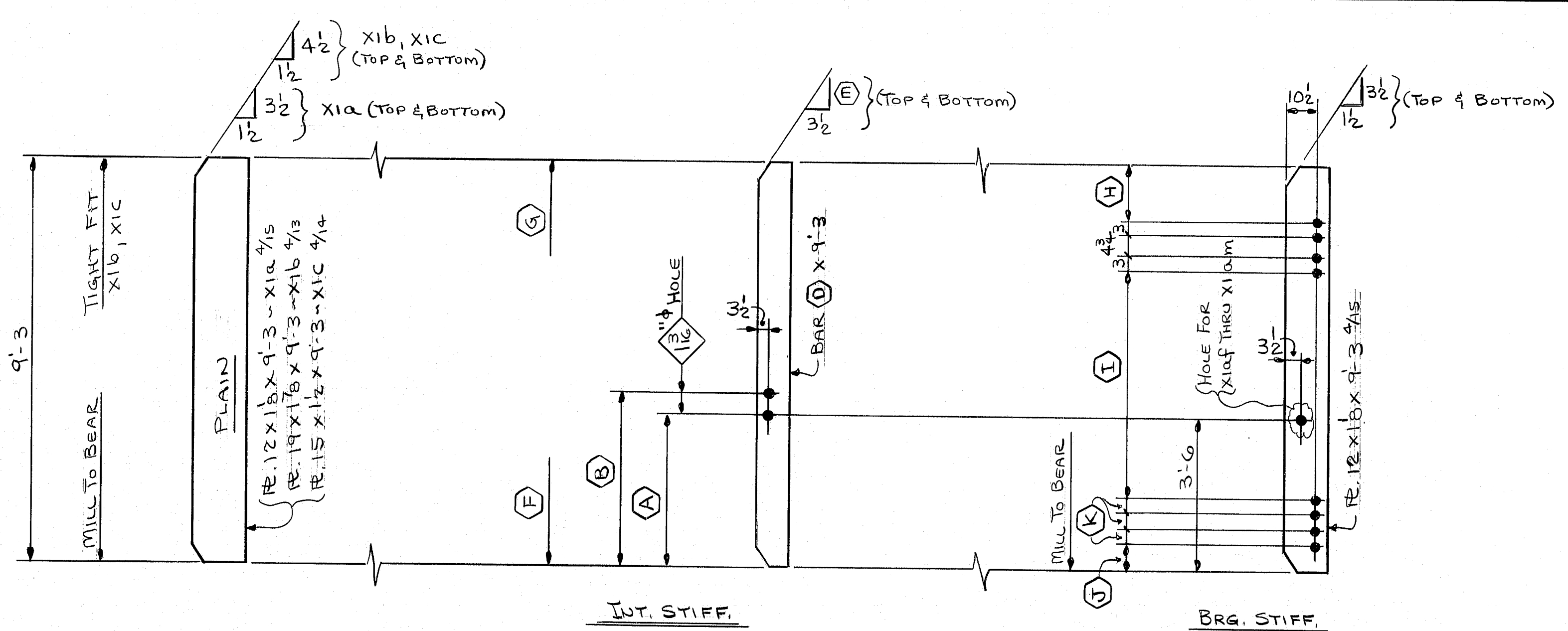
NOTES:
FOR NOTES SEE DWG. WC1

| | | |
|---|--------------------------|---|
| NO. | REVISION | DATE |
|  | | 1905 Old Philadelphia Pike Lincolnton, Pennsylvania 17033 Phone 717/291-512 |
| HIGH STEEL STRUCTURES, INC. | | A Subsidiary of High Industries, Inc. |
| WEB CAMBER DIAGRAM | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REFNO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: C.S. | CHECKED BY: G.F.Z. DATE: 7-20-82 |
| CONTRACT NO.: ME-84088-2 | DRAWING NO.: W/C4 | |

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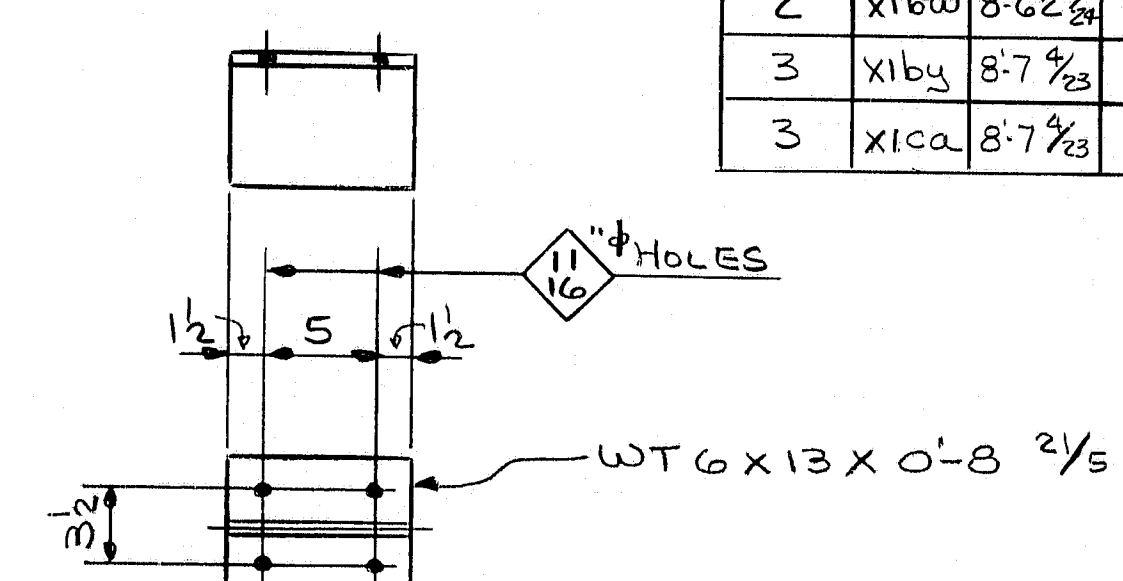
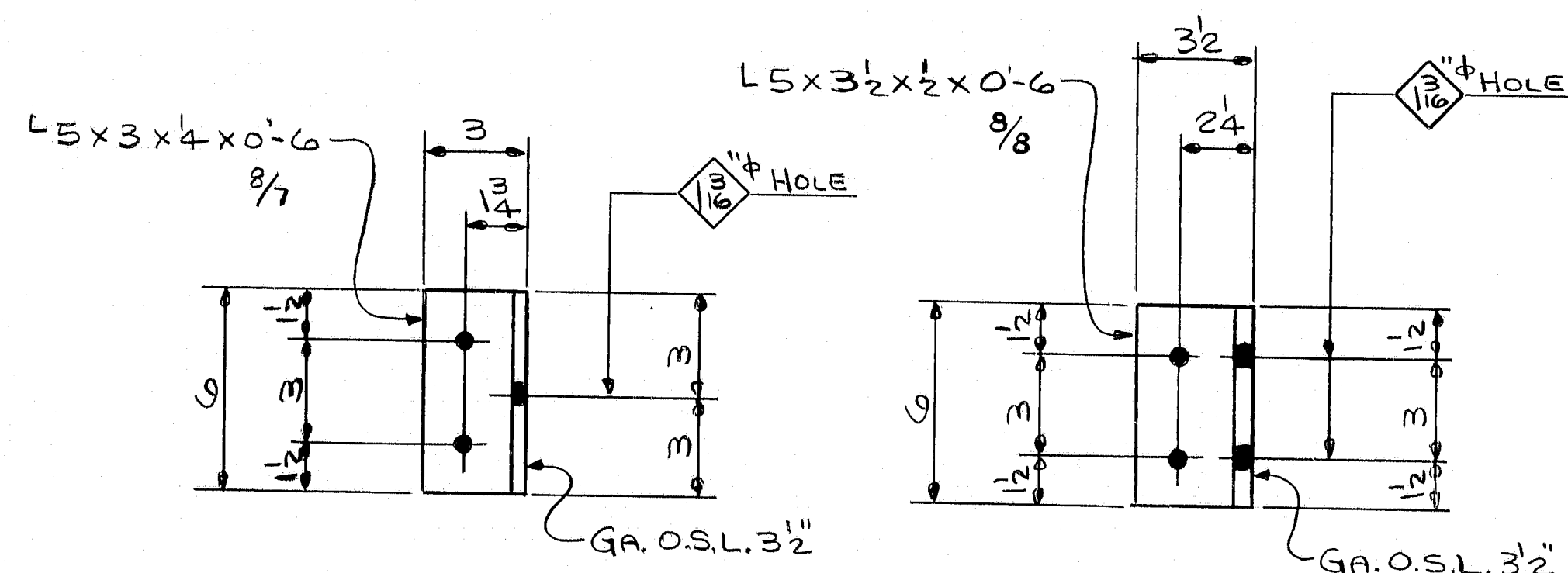
18-BRG. STIFF. - MK. X1A
4-BRG. STIFF. - MK. X1B
4-BRG. STIFF. - MK. X1C

| REQD. | MK. | (A) | (B) | (C) | (D) | (E) | (F) | (G) |
|-------|------|-------|-------|----------|-----|-----------|-----------|-----------|
| 8 | X1d | 3'-6" | - | 7x8 1/8 | 3/2 | TIGHT FIT | - | - |
| 8 | X1f | 3'-6" | 3'-9" | 7x8 1/8 | 3/2 | TIGHT FIT | TIGHT FIT | - |
| 32 | X1g | - | 3'-9" | 7x8 1/8 | 3/2 | - | TIGHT FIT | - |
| 59 | X1h | 3'-6" | - | 5x2 1/2 | 3/2 | TIGHT FIT | - | - |
| 8 | X1k | 3'-6" | 3'-9" | 7x8 1/8 | 3/2 | - | - | - |
| 31 | X1m | - | 3'-9" | 7x8 1/8 | 3/2 | - | - | - |
| 9 | X1n | - | 3'-9" | 7x8 1/8 | 3/2 | - | - | - |
| 21 | X1p | 3'-6" | - | 7x8 1/8 | 3/2 | - | - | - |
| 16 | X1s | 3'-6" | 3'-9" | 7x8 1/8 | 3/2 | TIGHT FIT | - | - |
| 16 | X1t | 3'-6" | - | 5x2 1/2 | 3/2 | - | - | - |
| 16 | X1u | - | 3'-9" | 8x4 1/2 | 3/2 | - | - | - |
| 48 | X1v | 3'-6" | - | 8x4 1/2 | 3/2 | - | - | - |
| 8 | X1aa | 3'-6" | - | 6x10 1/2 | 3/2 | - | - | - |
| 16 | X1ab | - | 3'-9" | 6x10 1/2 | 3/2 | - | - | - |
| 8 | X1ac | 3'-6" | - | 6x10 1/2 | 3/2 | - | - | - |
| 8 | X1ad | - | 3'-9" | 7x10 1/2 | 3/2 | - | - | TIGHT FIT |

| REQD. | MK. | (H) | (I) | (J) | (K) |
|-------|------|-------|------------|-------|-------|
| 12 | X1ag | 6'-2" | 5'-10 3/4" | 6'-2" | 5'-2" |
| ONE | X1am | 6'-4" | 6'-4" | 8'-2" | 3' |
| ONE | X1an | 6'-2" | 6'-4" | 8'-4" | 3' |

| REQD. | MK. | (L) | (M) | (N) | (O) | (P) | (Q) | (R) | (S) | (T) | (U) | (V) |
|-------|------|-----------|-------|-----------|-----|-----------|-------|-----|-------|-------|-------|-----|
| 2 | X1ap | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 2 | X1as | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1at | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1aw | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1ay | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1ba | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1bb | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1bc | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bd | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bf | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bg | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bh | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1bk | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1bm | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bn | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bp | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bs | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1bt | 3'-2" | 2' | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 2 | X1bw | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1by | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1ca | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |

| REQD. | MK. | (L) | (M) | (N) | (O) | (P) | (Q) | (R) | (S) | (T) | (U) | (V) |
|-------|------|-----------|-------|-----------|-----|-----------|-------|-----|-------|-------|-------|-----|
| 3 | X1cb | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1cc | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1cd | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1ce | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 2 | X1cf | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 2 | X1cg | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 2 | X1ch | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1ci | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1cj | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1ck | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1cl | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1cm | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1cn | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1cp | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1cs | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1ct | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 2 | X1cw | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 2 | X1cy | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1da | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1db | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1dc | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| 3 | X1dd | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1de | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1df | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |
| ONE | X1dg | 8'-9 1/2" | 3'-2" | 1'-0 3/8" | 5' | 5'-4 1/2" | 8'-4" | 5' | 4'-2" | 3'-2" | 3'-3" | - |



192-ANGLES - MK X1dh

20-ANGLES - MK X1dk

59-SCUPPER CONN. - MK X1dm

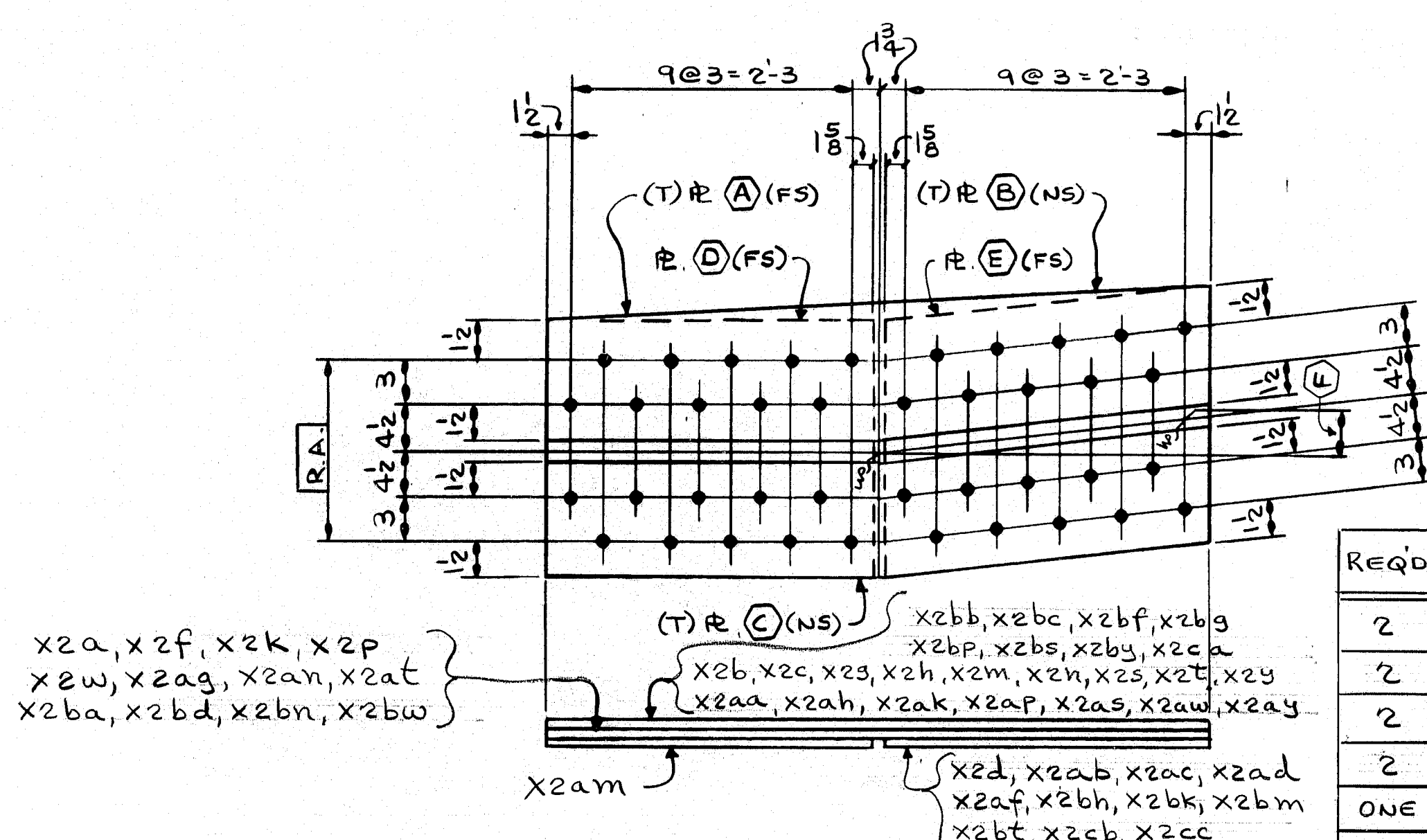
SHOP NOTE
HOLES: 1 1/2" (U.N.)
BOLTS: NONE
PAINT: NONE

FOR GENERAL NOTES, SEE DRAWING N1.
ALL STEEL TO BE A.S.T.M. A588.
(T) INDICATES CHARPY V-NOTCH TEST REQD.

R95-366

| | | | | |
|---|------------|----------------|---------------|--------------|
| NO. 1 | REVISION | CONTRACT | REVISION | DATE 9-11-84 |
| HIGH STEEL STRUCTURES, INC. | | | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | | | |
| A Subsidiary of High Industries, Inc. | | | | |
| JOB STANDARDS | | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | | |
| I-395 BRIDGE STA. 164+60.00 | | | | |
| PENOBSCOT COUNTY | | | | |
| STATE OF MAINE | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| STATE CONTRACT | NO. 6 | CONTRACTOR | CIANBRO CORP. | |
| IN CHARGE | HINKLE | MADE BY | G.F.Z. | CHKD. BY BJK |
| CONTRACT NUMBER | ME-84088-2 | DRAWING NUMBER | X1 | DATE 8-8-84 |

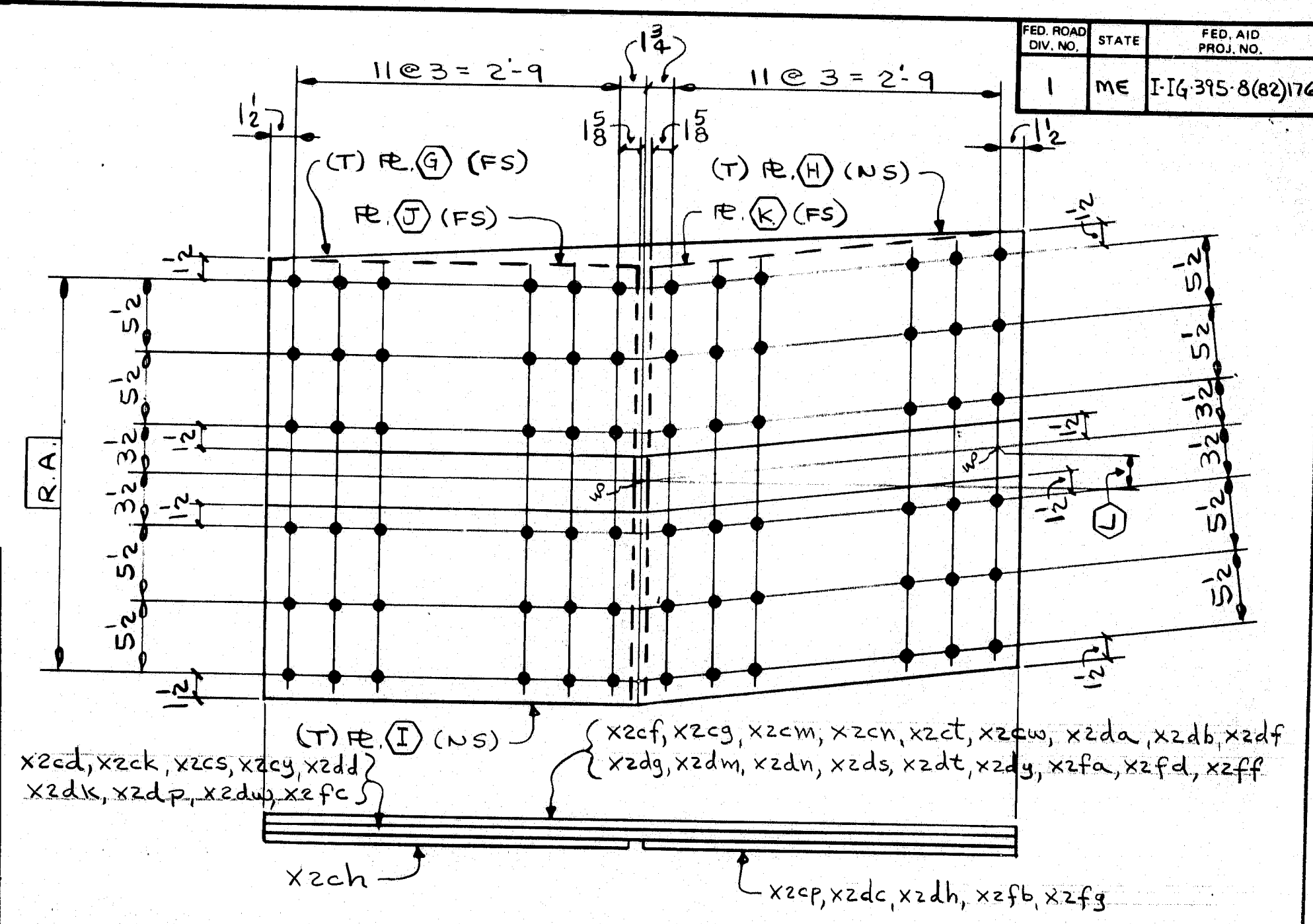
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| REQD. | MARK. | (A) | (B) | (C) | (D) | (E) | (F) |
|-------|-------|--|--|--|--|---|----------------|
| ONE | X2a | $19\frac{1}{4} \times 6 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | $\frac{1}{16}$ |
| ONE | X2b | — | $7\frac{1}{4} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | |
| ONE | X2c | — | — | $7\frac{1}{4} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | |
| ONE | X2d | — | — | — | — | $19\frac{1}{4} \times 10 \times 2 \cdot 6\frac{3}{8} \frac{5}{16}$ (AGGG-TYPE 4) | |
| 3 | X2f | $19\frac{1}{8} \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | $\frac{1}{16}$ |
| 3 | X2g | — | $7\frac{1}{8} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | |
| 3 | X2h | — | — | $7\frac{1}{8} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | |
| 5 | X2k | $19 \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | |
| 5 | X2m | — | $7 \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | $\frac{1}{16}$ |
| 5 | X2n | — | — | $7 \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | |
| 2 | X2p | $18\frac{3}{4} \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | |
| 2 | X2s | — | $7\frac{3}{8} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | |
| 2 | X2t | — | — | $7\frac{3}{8} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | $\frac{1}{16}$ |
| 4 | X2w | $18\frac{1}{2} \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | |
| 4 | X2y | — | $6\frac{15}{16} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | |
| 4 | X2aa | — | — | $6\frac{15}{16} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | |
| 2 | X2ab | — | — | — | — | — | $\frac{1}{16}$ |
| 2 | X2ac | — | — | — | — | $19\frac{1}{8} \times 10 \times 2 \cdot 6\frac{3}{8} \frac{5}{16}$ (AGGG-TYPE 3) | |
| ONE | X2ad | — | — | — | — | $19 \times 10 \times 2 \cdot 6\frac{3}{8} \frac{5}{16}$ (AGGG-TYPE 3) | |
| 2 | X2af | — | — | — | — | $18\frac{3}{4} \times 10 \times 2 \cdot 6\frac{3}{8} \frac{5}{16}$ (AGGG-TYPE 3) | |
| ONE | X2ag | $19\frac{1}{2} \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | $\frac{1}{16}$ |
| ONE | X2ah | — | $7\frac{1}{2} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | |
| ONE | X2ak | — | — | $7\frac{1}{2} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | |
| 8 | X2am | — | — | — | $18 \times 10 \times 2 \cdot 6\frac{3}{8} \frac{5}{16}$ (AGGG-TYPE 3) | — | |
| ONE | X2an | $19\frac{1}{2} \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | $\frac{1}{16}$ |
| ONE | X2ap | — | $7\frac{3}{8} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | |
| ONE | X2as | — | — | $7\frac{3}{8} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | |
| 2 | X2at | $18\frac{3}{4} \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | |
| 2 | X2aw | — | $6\frac{3}{4} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | $\frac{1}{16}$ |
| 2 | X2ay | — | — | $6\frac{3}{4} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | |
| ONE | X2ba | $18\frac{1}{2} \times 10 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | — | |
| ONE | X2bb | — | $6\frac{1}{4} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | — | |
| ONE | X2bc | — | — | $6\frac{1}{4} \times 8 \times 5 \cdot 0\frac{1}{2} \frac{5}{16}$ | — | — | $\frac{1}{16}$ |

| REQD | MARK | (B) | (C) | (D) | (E) | (F) |
|------|------|--|--|--|--|-----------------|
| 2 | X2bd | $19 \times 16 \times 5 \cdot 0 \frac{5}{16}$ | — | — | — | 1" |
| 2 | X2bf | — | $7 \frac{1}{2} \times 8 \times 5 \cdot 0 \frac{5}{16}$ | — | — | |
| 2 | X2bg | — | — | $7 \frac{1}{2} \times 6 \times 5 \cdot 0 \frac{5}{16}$ | — | |
| 2 | X2bh | — | — | — | $11 \frac{1}{2} \times 4 \times 2 \cdot 6 \frac{9}{8}$ | |
| ONE | X2bk | — | — | — | $19 \times 4 \times 2 \cdot 6 \frac{9}{8}$ | $\frac{15}{16}$ |
| 2 | X2bm | — | — | — | $8 \frac{1}{2} \times 4 \times 2 \cdot 6 \frac{9}{8}$ | $\frac{7}{8}$ |
| ONE | X2bn | $18 \frac{1}{2} \times 16 \times 5 \cdot 0 \frac{5}{16}$ | — | — | — | |
| ↑ | X2bp | — | $6 \frac{5}{8} \times 6 \times 5 \cdot 0 \frac{5}{16}$ | — | — | 1 4 |
| | X2bs | — | — | $6 \frac{5}{8} \times 7 \times 5 \cdot 0 \frac{5}{16}$ | — | |
| | X2bt | — | — | — | — | $\frac{1}{16}$ |
| | X2bw | $18 \frac{1}{2} \times 16 \times 5 \cdot 0 \frac{5}{16}$ | — | — | $18 \frac{3}{4} \times 4 \times 2 \cdot 6 \frac{9}{8}$ | |
| | X2by | — | $6 \frac{1}{2} \times 8 \times 5 \cdot 0 \frac{5}{16}$ | — | — | $\frac{7}{16}$ |
| | X2ca | — | — | $6 \frac{1}{2} \times 6 \times 5 \cdot 0 \frac{5}{16}$ | — | |
| ↑ | X2cb | — | — | — | — | |
| ONE | X2cc | — | — | — | $18 \frac{3}{4} \times 4 \times 2 \cdot 6 \frac{9}{8}$ | $\frac{1}{4}$ |

| REQD. | MARK | (G) | (H) | (I) | (J) | (K) | (L) |
|-------|------|---|--|--|-----|--|----------------|
| 2 | x2dk | $32\frac{3}{4} \times 14 \times 6'0\frac{5}{8}$ | — | — | — | — | 116 |
| 2 | x2dm | — | $14\frac{3}{4} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | — | |
| 2 | x2dn | — | — | $14\frac{3}{4} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | |
| 2 | x2dp | $32\frac{1}{2} \times 14 \times 6'0\frac{1}{2}$ | — | — | — | — | 5 _B |
| 2 | x2ds | — | $14\frac{11}{16} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | — | |
| 2 | x2dt | — | — | $14\frac{11}{16} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | |
| 2 | x2dw | $33\frac{1}{2} \times 14 \times 6'0\frac{1}{2}$ | — | — | — | — | 116 |
| 2 | x2dy | — | $15\frac{3}{8} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | — | |
| 2 | x2fa | — | — | $15\frac{3}{8} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | |
| 2 | x2fb | — | — | — | — | $33\frac{3}{8} \times 8 \times 3'0\frac{1}{8}$ | 18 |
| 2 | x2fc | $33\frac{3}{8} \times 14 \times 6'0\frac{1}{2}$ | — | — | — | — | |
| 2 | x2fd | — | $15\frac{3}{8} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | — | |
| 2 | x2ff | — | — | $15\frac{3}{8} \times 18\frac{1}{2} \times 6'0\frac{1}{2}$ | — | — | 18 |
| 2 | x2fg | — | — | — | — | $33\frac{3}{8} \times 8 \times 3'0\frac{1}{8}$ | |



| REQD | MARK | (G) | (H) | (I) | (J) | (K) | (L) |
|------|------|--|--|--|--|---|-----------------|
| 2 | X2cd | $33\frac{3}{4} \times 1\frac{1}{4} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | — | $1\frac{1}{16}$ |
| 2 | X2cf | — | $15\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | |
| 2 | X2cg | — | — | $15\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | |
| 16 | X2ch | — | — | — | $32 \times \frac{5}{8} \times 3'-0\frac{1}{8} \frac{1}{2}$ | — | — |
| 4 | X2ck | $33\frac{3}{4} \times 1\frac{1}{4} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | — | 1" |
| 4 | X2cm | — | $15\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | |
| 4 | X2cn | — | — | $15\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | |
| 2 | X2cp | — | — | — | — | $32\frac{1}{2} \times 3'-0\frac{1}{8} \frac{1}{3}$ | $7\frac{3}{8}$ |
| 2 | X2cs | $32\frac{1}{2} \times 1\frac{1}{4} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | — | |
| 2 | X2ct | — | $14\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | |
| 2 | X2cw | — | — | $14\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | $1\frac{3}{16}$ |
| 8 | X2cy | $32\frac{3}{8} \times 1\frac{1}{4} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | — | |
| 8 | X2da | — | $14\frac{3}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | |
| 8 | X2db | — | — | $14\frac{7}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | 34 |
| 4 | X2dc | — | — | — | — | $32\frac{3}{8} \times 3'-0\frac{1}{8} \frac{1}{3}$ | |
| 8 | X2dd | $32\frac{3}{8} \times 1\frac{1}{4} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | — | |
| 8 | X2df | — | $14\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | — | 34 |
| 8 | X2dg | — | — | $14\frac{1}{8} \times 1\frac{3}{8} \times 6'-0\frac{1}{2} \frac{5}{8}$ | — | — | |
| 6 | X2dh | — | — | — | — | $32\frac{1}{2} \times 8 \times 3'-0\frac{1}{8} \frac{1}{3}$ | |

SHOP NOTE

HOLES: AS NOTED

BOLTS: NONE


PAINT: NONE

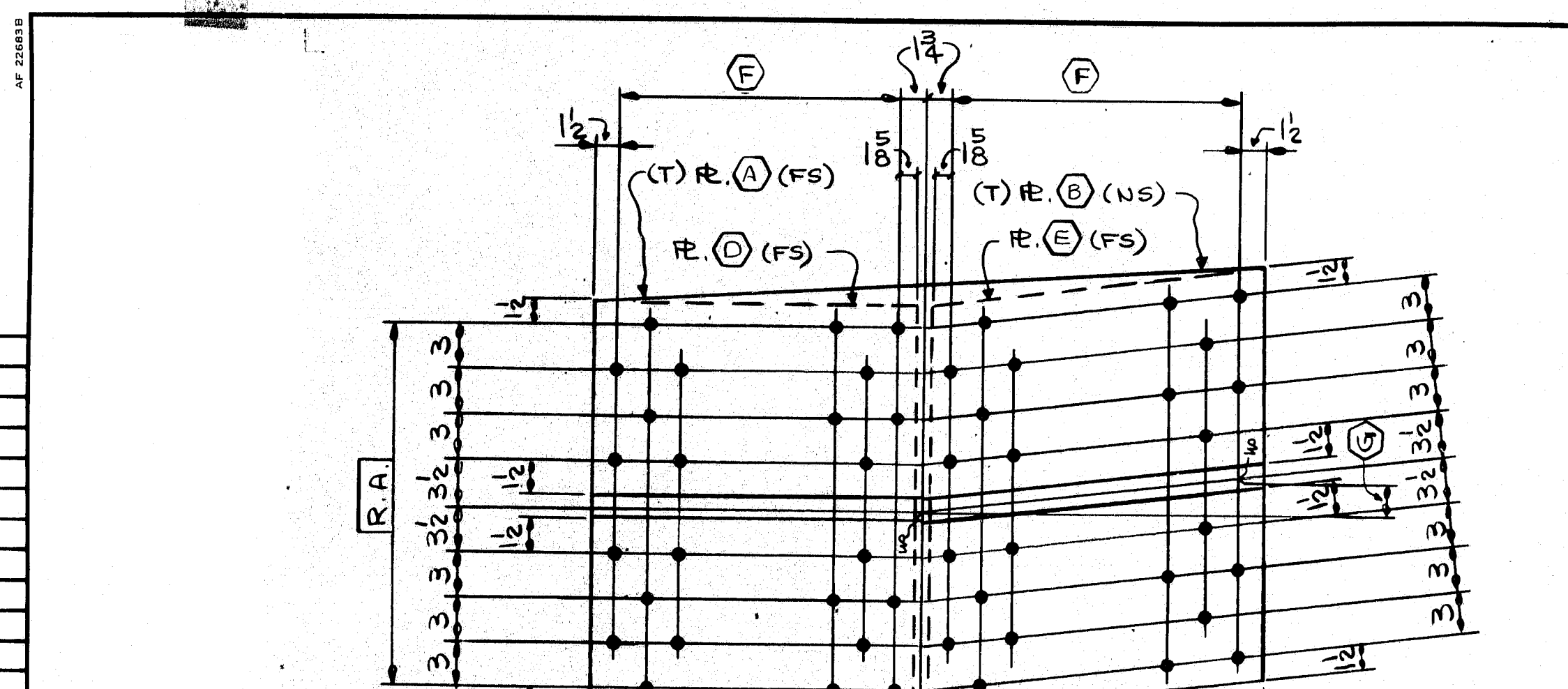
NOTES, SEE DRAWING NO.

BE A.S.T.M. A588, (UN)

ES CHARPY V-NOTCH TEST REQ'D.

R95-367

| | | |
|---|-------------------|--|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | 1905 Old Plackeppa Pike Lexington, Pennsylvania 15203 Phone 717/298-5211 |
|  | | * Subsidiary of High Industries Inc. |
| JOB STANDARDS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164 + 60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR <u>CIANBRO CORP.</u> |
| IN CHARGE | <u>HINKLE</u> | MADE BY <u>G.F.Z.</u> CHKD BY <u>BJK</u> DATE <u>8-8-84</u> |
| CONTRACT NUMBER | <u>ME-60088-2</u> | DRAWING NUMBER <u>X2</u> |



X3b, X3c, X3d, X3e, X3f, X3g, X3h, X3i, X3j, X3k, X3l, X3m, X3n, X3o, X3p, X3q, X3r, X3s, X3t, X3u, X3v, X3w, X3x, X3y, X3z, X3aa, X3ab, X3ac, X3ad, X3ae, X3af, X3ag, X3ah, X3ai, X3aj, X3ak, X3al, X3am, X3an, X3ao, X3ap, X3aq, X3ar, X3as, X3at, X3au, X3av, X3aw, X3ax, X3ay, X3az, X3ba, X3bb, X3bc, X3bd, X3be, X3bf, X3bg, X3bh, X3bi, X3bj, X3bk, X3bl, X3bm, X3bn, X3bo, X3bp, X3bq, X3br, X3bs, X3bt, X3bu, X3bv, X3bw, X3bx, X3by, X3bz, X3ca, X3cb, X3cc, X3cd, X3ce, X3cf, X3cg, X3ch, X3ci, X3cj, X3ck, X3cl, X3cm, X3cn, X3co, X3cp, X3cq, X3cr, X3cs, X3ct, X3cu, X3cv, X3cw, X3cx, X3cy, X3cz, X3da, X3db, X3dc, X3dd, X3de, X3df, X3dg, X3dh, X3di, X3dj, X3dk, X3dl, X3dm, X3dn, X3do, X3dp, X3dq, X3dr, X3ds, X3dt, X3du, X3dv, X3dw, X3dx, X3dy, X3dz, X3ea, X3eb, X3ec, X3ed, X3ee, X3ef, X3eg, X3eh, X3ei, X3ej, X3ek, X3el, X3em, X3en, X3eo, X3ep, X3eq, X3er, X3es, X3et, X3eu, X3ev, X3ew, X3ex, X3ey, X3ez, X3fa, X3fb, X3fc, X3fd, X3fe, X3ff, X3fg, X3fh, X3fi, X3fj, X3fk, X3fl, X3fm, X3fn, X3fo, X3fp, X3fq, X3fr, X3fs, X3ft, X3fu, X3fv, X3fw, X3fx, X3fy, X3fz, X3ga, X3gb, X3gc, X3gd, X3ge, X3gf, X3gg, X3gh, X3gi, X3gj, X3gk, X3gl, X3gm, X3gn, X3go, X3gp, X3gq, X3gr, X3gs, X3gt, X3gu, X3gv, X3gw, X3gx, X3gy, X3gz, X3ha, X3hb, X3hc, X3hd, X3he, X3hf, X3hg, X3hi, X3hj, X3hk, X3hl, X3hm, X3hn, X3ho, X3hp, X3hq, X3hr, X3hs, X3ht, X3hu, X3hv, X3hw, X3hx, X3hy, X3hz, X3ia, X3ib, X3ic, X3id, X3ie, X3if, X3ig, X3ih, X3ii, X3ij, X3ik, X3il, X3im, X3in, X3io, X3ip, X3iq, X3ir, X3is, X3it, X3iu, X3iv, X3iw, X3ix, X3iy, X3iz, X3ja, X3jb, X3jc, X3jd, X3je, X3jf, X3jg, X3jh, X3ji, X3jj, X3jk, X3jl, X3jm, X3jn, X3jo, X3jp, X3jq, X3jr, X3js, X3jt, X3ju, X3jv, X3jw, X3jx, X3jy, X3jz, X3ka, X3kb, X3kc, X3kd, X3ke, X3kf, X3kg, X3kh, X3ki, X3kj, X3kl, X3km, X3kn, X3ko, X3kp, X3kq, X3kr, X3ks, X3kt, X3ku, X3kv, X3kw, X3kx, X3ky, X3kz, X3la, X3lb, X3lc, X3ld, X3le, X3lf, X3lg, X3lh, X3li, X3lj, X3lk, X3ll, X3lm, X3ln, X3lo, X3lp, X3lq, X3lr, X3ls, X3lt, X3lu, X3lv, X3lw, X3lx, X3ly, X3lz, X3ma, X3mb, X3mc, X3md, X3me, X3mf, X3mg, X3mh, X3mi, X3mj, X3mk, X3ml, X3mm, X3mn, X3mo, X3mp, X3mq, X3mr, X3ms, X3mt, X3mu, X3mv, X3mw, X3mx, X3my, X3mz, X3na, X3nb, X3nc, X3nd, X3ne, X3nf, X3ng, X3nh, X3ni, X3nj, X3nk, X3nl, X3nm, X3nn, X3no, X3np, X3nq, X3nr, X3ns, X3nt, X3nu, X3nv, X3nw, X3nx, X3ny, X3nz, X3oa, X3ob, X3oc, X3od, X3oe, X3of, X3og, X3oh, X3oi, X3oj, X3ok, X3ol, X3om, X3on, X3oo, X3op, X3oq, X3or, X3os, X3ot, X3ou, X3ov, X3ow, X3ox, X3oy, X3oz, X3pa, X3pb, X3pc, X3pd, X3pe, X3pf, X3pg, X3ph, X3pi, X3pj, X3pk, X3pl, X3pm, X3pn, X3po, X3pp, X3pq, X3pr, X3ps, X3pt, X3pu, X3pv, X3pw, X3px, X3py, X3pz, X3qa, X3qb, X3qc, X3qd, X3qe, X3qf, X3qg, X3qh, X3qi, X3qj, X3qk, X3ql, X3qm, X3qn, X3qo, X3qp, X3qq, X3qr, X3qs, X3qt, X3qu, X3qv, X3qw, X3qx, X3qy, X3qz, X3ra, X3rb, X3rc, X3rd, X3re, X3rf, X3rg, X3rh, X3ri, X3rj, X3rk, X3rl, X3rm, X3rn, X3ro, X3rp, X3rq, X3rr, X3rs, X3rt, X3ru, X3rv, X3rw, X3rx, X3ry, X3rz, X3sa, X3sb, X3sc, X3sd, X3se, X3sf, X3sg, X3sh, X3si, X3sj, X3sk, X3sl, X3sm, X3sn, X3so, X3sp, X3sq, X3sr, X3ss, X3st, X3su, X3sv, X3sw, X3sx, X3sy, X3sz, X3ta, X3tb, X3tc, X3td, X3te, X3tf, X3tg, X3th, X3ti, X3tj, X3tk, X3tl, X3tm, X3tn, X3to, X3tp, X3tq, X3tr, X3ts, X3tt, X3tu, X3tv, X3tw, X3tx, X3ty, X3tz, X3ua, X3ub, X3uc, X3ud, X3ue, X3uf, X3ug, X3uh, X3ui, X3uj, X3uk, X3ul, X3um, X3un, X3uo, X3up, X3uq, X3ur, X3us, X3ut, X3uu, X3uv, X3uw, X3ux, X3uy, X3uz, X3va, X3vb, X3vc, X3vd, X3ve, X3vf, X3vg, X3vh, X3vi, X3vj, X3vk, X3vl, X3vm, X3vn, X3vo, X3vp, X3vq, X3vr, X3vs, X3vt, X3vu, X3vv, X3vw, X3vx, X3vy, X3vz, X3wa, X3wb, X3wc, X3wd, X3we, X3wf, X3wg, X3wh, X3wi, X3wj, X3wk, X3wl, X3wm, X3wn, X3wo, X3wp, X3wq, X3wr, X3ws, X3wt, X3wu, X3wv, X3ww, X3wx, X3wy, X3wz, X3xa, X3xb, X3xc, X3xd, X3xe, X3xf, X3xg, X3xh, X3xi, X3xj, X3xk, X3xl, X3xm, X3xn, X3xo, X3xp, X3xq, X3xr, X3xs, X3xt, X3xu, X3xv, X3xw, X3xx, X3xy, X3xz, X3ya, X3yb, X3yc, X3yd, X3ye, X3yf, X3yg, X3yh, X3yi, X3yj, X3yk, X3yl, X3ym, X3yn, X3yo, X3yp, X3yq, X3yr, X3ys, X3yt, X3yu, X3yv, X3yw, X3yx, X3yy, X3yz, X3za, X3zb, X3zc, X3zd, X3ze, X3zf, X3zg, X3zh, X3zi, X3zj, X3zk, X3zl, X3zm, X3zn, X3zo, X3zp, X3zq, X3zr, X3zs, X3zt, X3zu, X3zv, X3zw, X3zx, X3zy, X3zz.

| REQD. | MARK | (A) | (B) | (C) | (D) | (E) | (F) | (G) |
|-------|------|----------------------------|----------------------------|----------------------------|-------------------------|-----------------------|---------------|---------|
| ONE | X3a | 27 3/4 x 18 x 7'-0 1/2 5/8 | | | | | 13 @ 3 = 3'-3 | 11 1/16 |
| ONE | X3b | | 13 3/4 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| ONE | X3c | | | 13 3/4 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 8 | X3d | | | | 28 x 3/8 x 3'-6 1/8 5/8 | | | 11 1/16 |
| 3 | X3f | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| 3 | X3g | | 12 1/2 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 3 | X3h | | | 12 1/2 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 8 | X3k | | | | 28 x 3/8 x 3'-6 1/8 5/8 | | | 11 1/16 |
| 4 | X3m | 29 3/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| 4 | X3n | | 13 3/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 4 | X3p | | | 13 3/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| ONE | X3s | | | | | 29 3/8 x 3'-6 1/8 5/8 | | 11 1/16 |
| 5 | X3w | 29 1/4 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| 5 | X3y | | 13 1/4 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 5 | X3aa | | | 13 1/4 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 2 | X3ac | | | | | 29 1/4 x 3'-6 1/8 5/8 | | 11 1/16 |
| ONE | X3ad | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| ONE | X3af | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| ONE | X3ag | | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 2 | X3ak | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| 2 | X3am | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 2 | X3an | | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| ONE | X3ap | | | | | 29 1/8 x 3'-6 1/8 5/8 | | 11 1/16 |
| ↑ | X3as | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| ↓ | X3at | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| ONE | X3aw | | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| ONE | X3ba | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| ONE | X3bb | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | 13 @ 3 = 3'-3 | 11 1/16 |

| REQD. | MARK | (A) | (B) | (C) | (D) | (E) | (F) | (G) |
|-------|------|----------------------------|----------------------------|----------------------------|-----|--|---------------|---------|
| ONE | X3bc | | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | 13 @ 3 = 3'-3 | 11 1/16 |
| ONE | X3bf | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| ONE | X3bg | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| ONE | X3bh | | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| ONE | X3bm | 28 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| ONE | X3bn | | 12 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| ONE | X3bp | | | 12 1/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| ONE | X3bt | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| ↑ | X3bw | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| | X3by | | | 13 1/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| | X3ca | | | | | 29 1/8 x 3'-6 1/8 5/8 | | 11 1/16 |
| | X3cb | 29 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| | X3cc | | 13 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| | X3cd | | | 13 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| | X3cf | | | | | 29 1/8 x 3'-6 1/8 5/8 | | 11 1/16 |
| | X3cg | 28 3/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| | X3ch | | 12 3/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| | X3ck | | | 12 3/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| | X3cm | | | | | 28 3/8 x 3'-6 1/8 5/8 | | 11 1/16 |
| | X3cn | 28 1/8 x 18 x 7'-0 1/2 5/8 | | | | | | 11 1/16 |
| | X3cp | | 12 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| ↓ | X3cs | | | 12 1/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| ONE | X3ct | | | | | 28 1/8 x 3'-6 1/8 5/8 | 13 @ 3 = 3'-3 | 11 1/16 |
| 2 | X3cw | 28 3/8 x 3'-6 1/8 5/8 | | | | | 9 @ 3 = 2'-3 | 11 1/16 |
| 2 | X3cy | | 12 3/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 2 | X3da | | | 12 3/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 16 | X3db | | | | | 28 x 10 1/4 x 2'-6 1/8 5/8 (As per Note 3) | | 11 1/16 |
| 2 | X3dc | 28 1/2 x 3'-6 1/8 5/8 | | | | | | 11 1/16 |
| 2 | X3dd | | 12 1/2 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 2 | X3df | | | 12 1/2 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 2 | X3dg | 28 3/8 x 3'-6 1/8 5/8 | | | | | | 11 1/16 |
| 2 | X3dh | | 12 3/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 2 | X3dk | | | 12 3/8 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 4 | X3dm | 28 1/4 x 3'-6 1/8 5/8 | | | | | | 11 1/16 |
| 4 | X3dn | | 12 1/4 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 4 | X3dp | | | 12 1/4 x 18 x 7'-0 1/2 5/8 | | | | 11 1/16 |
| 2 | X3ds | 28 1/8 x 3'-6 1/8 5/8 | | | | | | 11 1/16 |
| 2 | X3dt | | 12 1/8 x 18 x 7'-0 1/2 5/8 | | | | | 11 1/16 |
| 2 | X3dw | | | 12 1/8 x 18 x 7'-0 1/2 5/8 | | | 9 @ 3 = 2'-3 | 11 1/16 |

SHOP NOTE

HOLES: AS NOTED
BOLTS: NONE
PAINT: NONE

FOR GENERAL NOTES SEE DRAWING N1.
ALL STEEL TO BE A.S.T.M. A588 (UN)
(T) INDICATES CHARPY V-NOTCH TEST REQD.

R95-368

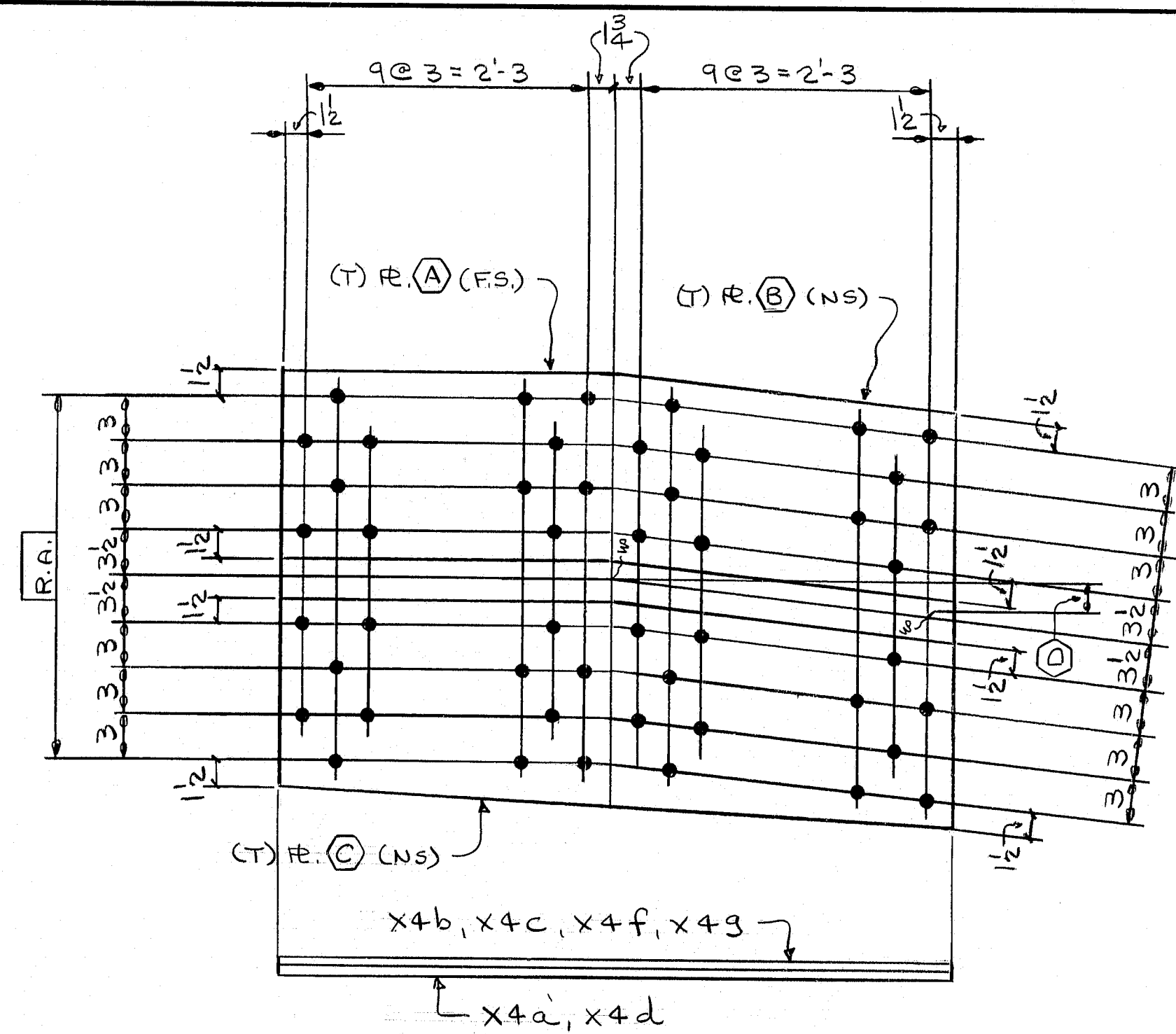
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| | | |
|--|----------------|------|
| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1395 BRIDGE OVER PENOBSCOT RIVER I-395 BRIDGE STA. 164 + 60.00 PENOBSCOT COUNTY STATE OF MAINE DEPARTMENT OF TRANSPORTATION</p> | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| IN CHARGE | BY | DATE |
| CONTRACT NUMBER | DRAWING NUMBER | |

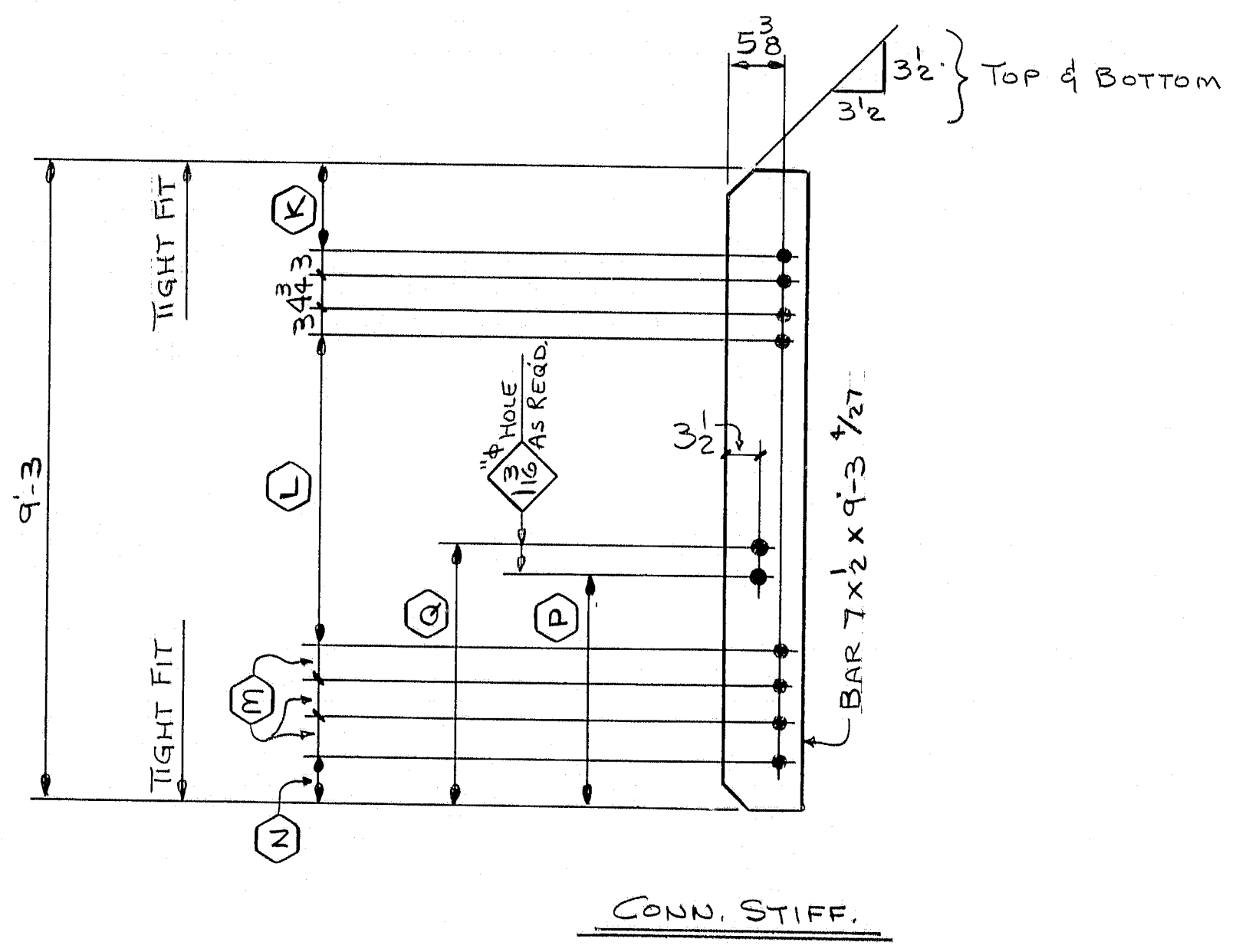
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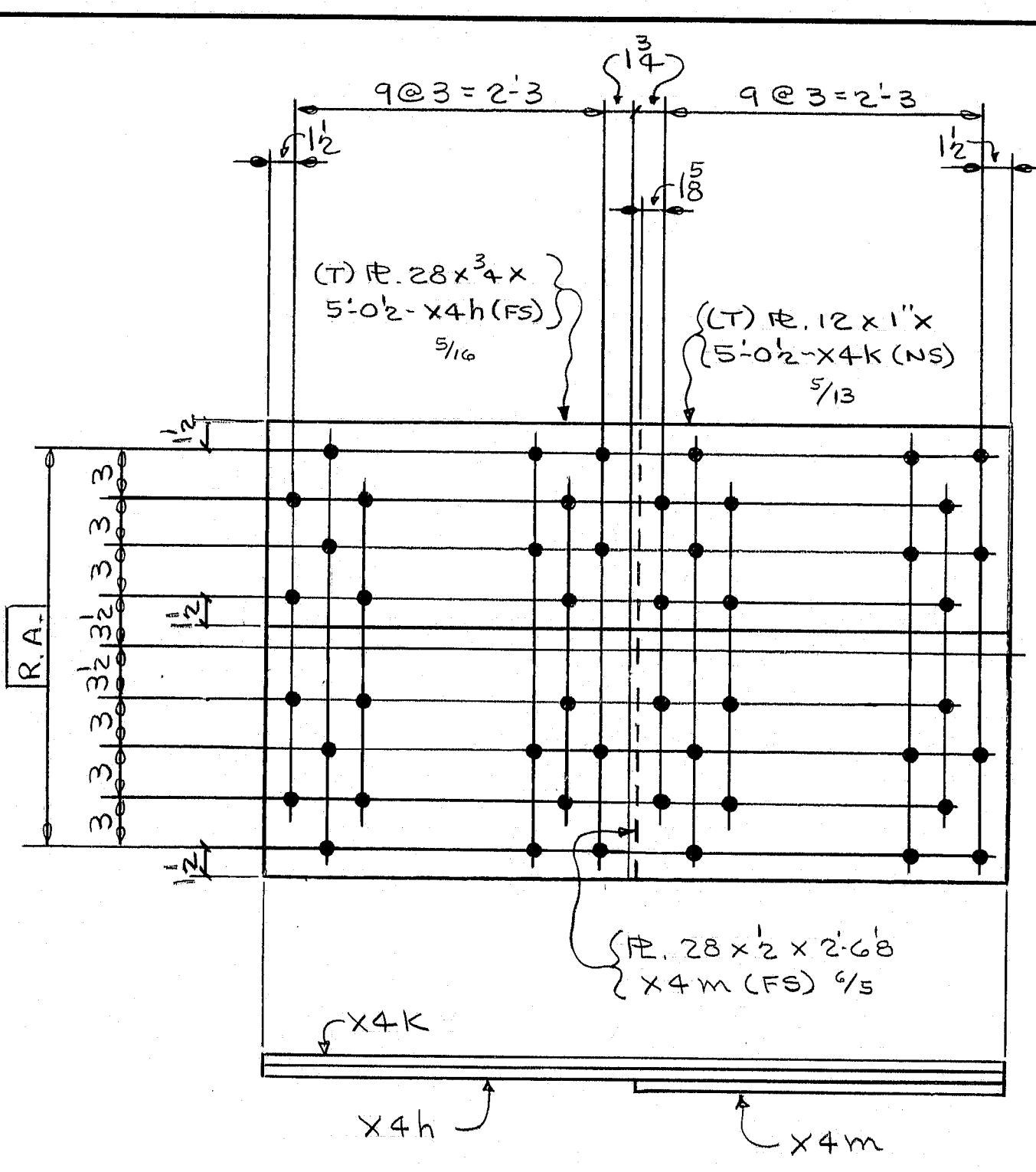


| REQ'D. | MARK | (A) | (B) | (C) | (D) |
|--------|------|-----------------------------|---------------------------|---------------------------|-----|
| 2 | X4a | 28# x 3/4" x 5'-0 1/2" 5/16 | — | — | — |
| 2 | X4b | — | 12# x 1" x 5'-0 1/2" 5/12 | — | — |
| 2 | X4c | — | — | 12# x 1" x 5'-0 1/2" 5/12 | — |
| 2 | X4d | 28# x 3/4" x 5'-0 1/2" 5/16 | — | — | — |
| 2 | X4f | — | 12# x 1" x 5'-0 1/2" 5/12 | — | — |
| 2 | X4g | — | — | 12# x 1" x 5'-0 1/2" 5/12 | — |

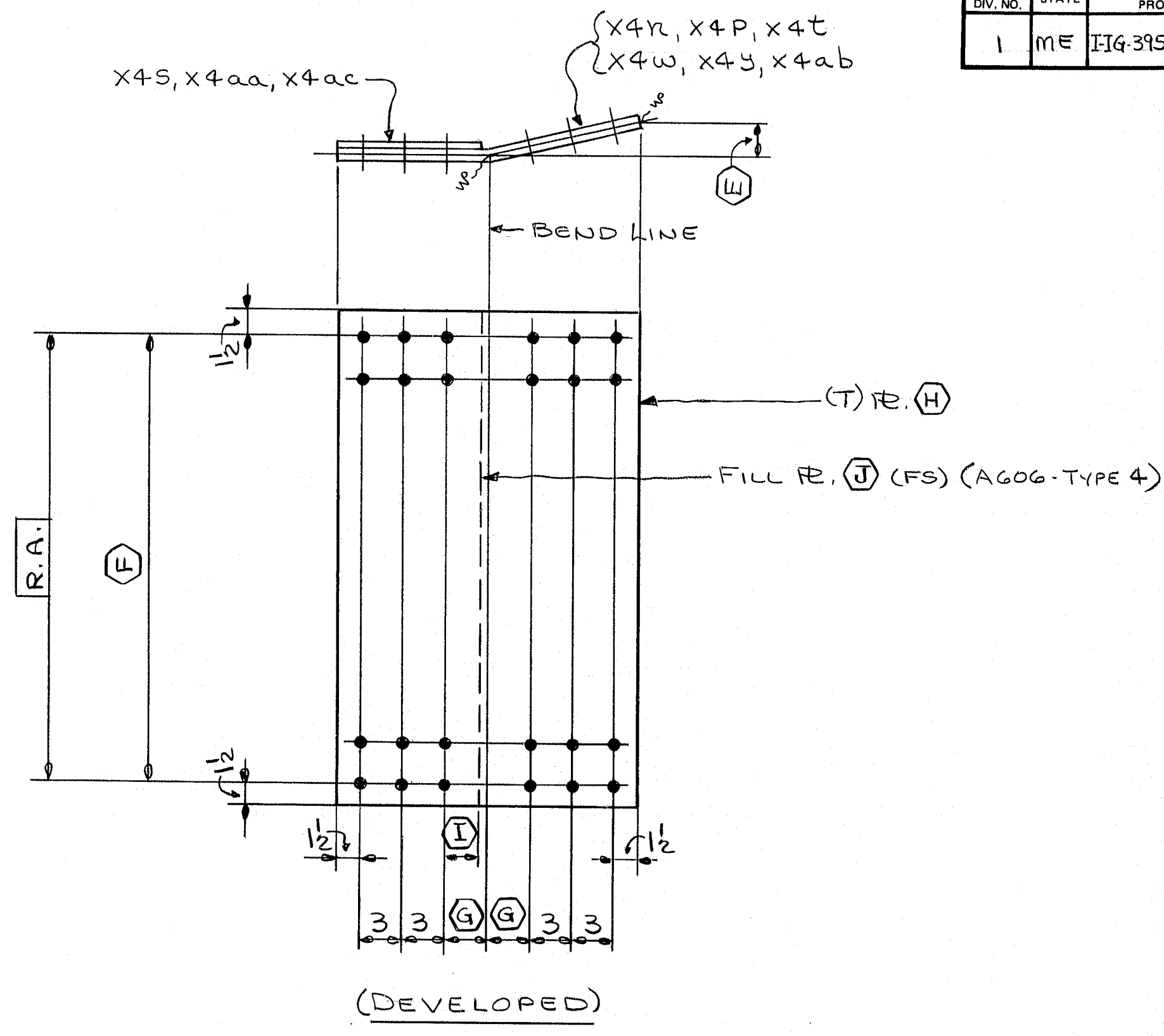


SEE SCHEDULE C RIGHT

| REQ'D. | MARK | (K) | (L) | (M) | (N) | (P) | (Q) |
|--------|------|-------|----------|-----|----------|------|------|
| 6 | X4ad | 6 1/2 | 5-11 3/4 | 5 | 7 | 3'-6 | 3'-9 |
| 3 | X4af | 6 1/2 | 5-3 3/4 | — | 1'-3 | — | — |
| ONE | X4ah | 6 1/2 | 5-3 3/8 | — | 1'-3 5/8 | — | — |
| 2 | X4am | 6 1/2 | 5'-3 | 5 | 1'-3 3/4 | — | 3'-9 |
| 3 | X4ap | 6 1/2 | 6'-3 3/4 | 3 | 9 | — | 3'-9 |
| ONE | X4ay | 6 1/2 | 6'-1 1/4 | — | 11 1/2 | — | 3'-9 |
| 6 | X4ba | 6 1/2 | 6'-4 1/4 | — | 8 1/2 | — | 3'-9 |
| 2 | X4bb | 6 1/2 | 6'-0 5/8 | — | 1'-0 8 | 3'-6 | 3'-9 |
| ONE | X4bc | 6 1/2 | 6'-4 1/4 | — | 8 1/2 | — | — |
| ONE | X4bd | 6 3/4 | 6'-4 | — | 8 1/2 | — | — |
| ONE | X4bf | 6 1/2 | 6'-4 | 3 | 8 3/4 | 3'-6 | 3'-9 |
| ONE | X4bg | 6 1/2 | 6'-4 1/4 | 3 | 8 1/2 | 3'-6 | 3'-9 |



16 - SPLICE RS. - MK. X4h
32 - SPLICE RS. - MK. X4K
16 - FILL RS. - MK. X4m



| REQ'D. | MARK | (E) | (F) | (G) | (H) | (I) | (J) |
|--------|------|-----|---------------|-------|-----------------|------|---------------------------|
| 16 | X4n | 3/8 | 26@4=8'-8 | 3 | 107x2x1'-9 5/20 | — | — |
| 32 | X4p | 1/4 | 29@3=8'-5 1/2 | 3 | 104x2x1'-9 5/22 | — | — |
| 32 | X4s | — | 29@3=8'-5 1/2 | — | — | 2'-8 | 104x2x10GAx0'-10 3/8 5/16 |
| 22 | X4t | 3/8 | 34@3=8'-6 | 3 | 105x2x1'-9 5/21 | — | — |
| 10 | X4w | 1/8 | 34@3=8'-6 | 3 | 105x2x1'-9 5/21 | — | — |
| 16 | X4y | 1/8 | 25@4=8'-4 | 3 | 103x2x1'-9 5/23 | — | — |
| 16 | X4aa | — | 25@4=8'-4 | — | — | 2'-8 | 103x10GAx0'-10 3/8 5/16 |
| 16 | X4ab | 0 | 25@4=8'-4 | 1 3/4 | 103x2x1'-6 5/24 | — | — |
| 16 | X4ac | — | 25@4=8'-4 | — | — | 1'-8 | 103x10GAx0'-9 8 5/11 |

SHOP NOTE
HOLES: 1/2" (MIN)
BOLTS: NONE
PAINT: NONE

FOR GENERAL NOTES, SEE DRAWING N1.
ALL STEEL TO BE A.S.T.M. A 588, (UN)
(T) INDICATES CHARPY V-NOTCH TEST REQ'D

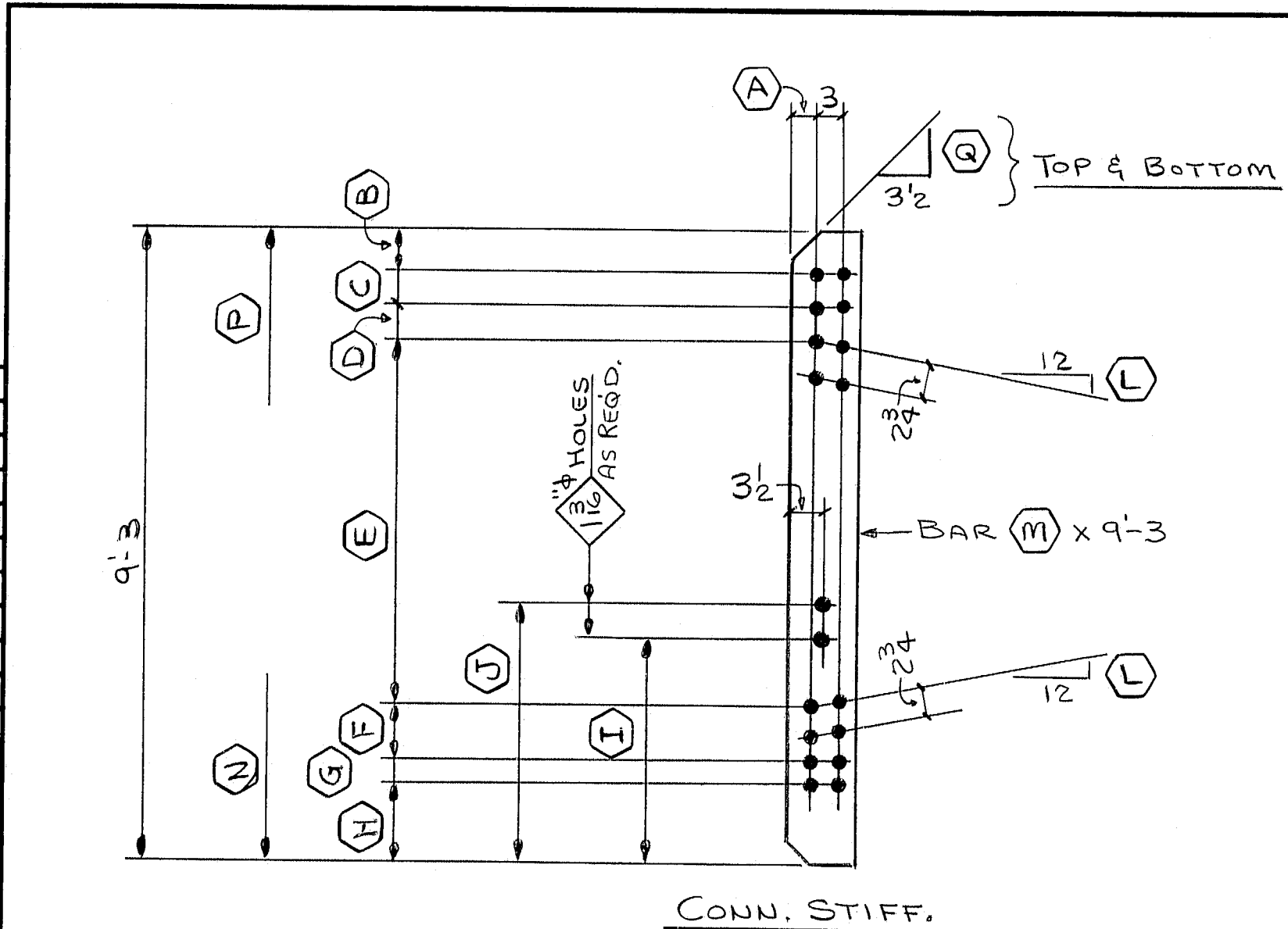
R95-369

| | | |
|--|---------------------------|---------------|
| NO. 2 | REVISION CONST. JT. MOVED | DATE 11-21-84 |
| NO. 1 | REVISION CONTRACT #15 | DATE 9-11-84 |
| HIGH STEEL STRUCTURES, INC. 1000 Old Philadelphia Pk. Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of High Industries, Inc. | | |
| JOB STANDARDS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CIANERO CORP. | 8-8-84 |
| IN CHARGE: HINKLE | MADE BY: G.F.Z. | CHK'D BY: BJK |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: X4 | |

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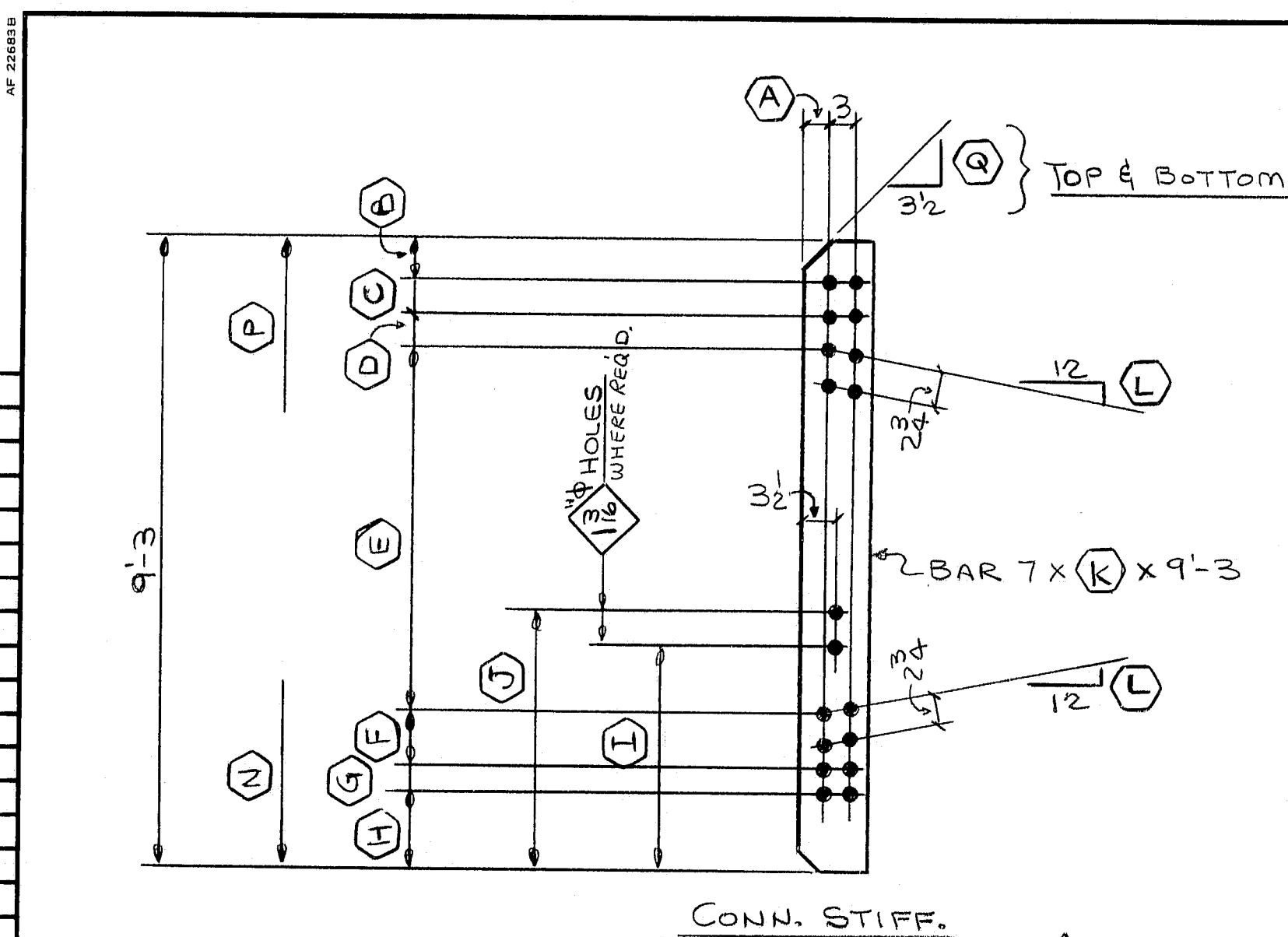
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| REQD | MARK | A | B | C | D | E | F | G | H | I | J | L | M | N | P | Q |
|------|------|---------|---------|-------|---------|---------|-------|-------|-------|-----|-------|---------|---------|---|-----------|-------|
| 3 | X5a | 2 3/8 | 1-2 1/2 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | - | 3-9 | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |
| 3 | X5b | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 5 | 7 1/2 | - | 3-9 | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |
| 3 | X5c | 1-1 1/8 | 5 | 5 | 5-6 3/8 | 7 3/4 | 5 | 5 | 7 1/2 | - | 3-9 | 4 1/8 | - | - | - | - |
| 3 | X5d | 5 | 5 | 5 | 5-6 3/8 | 7 3/4 | 5 | 5 | 7 1/2 | - | 3-9 | 4 1/8 | - | - | - | - |
| ONE | X5f | 5 3/4 | 5 3/4 | 5 3/4 | 6-2 3/4 | 9 1/4 | 3 | 8 1/2 | - | 3-9 | 5 7/8 | - | - | - | - | - |
| ONE | X5g | 5 | 5 3/4 | 5 3/4 | 6-2 3/4 | 9 1/4 | 3 | 9 1/4 | - | - | 5 7/8 | - | - | - | - | - |
| 3 | X5h | 1-2 | 5 | 5 | 5-6 3/8 | 7 3/4 | 5 | 7 1/2 | - | 3-9 | 4 1/8 | - | - | - | - | - |
| 3 | X5k | 5 | 5 | 5 | 5-6 3/8 | 7 3/4 | 5 | 7 1/2 | - | 3-9 | 4 1/8 | - | - | - | - | - |
| 3 | X5m | 1-1 1/8 | 5 | 5 | 5-7 1/8 | 7 3/4 | 5 | 7 1/2 | - | 3-9 | 4 1/8 | - | - | - | - | - |
| 3 | X5n | 5 | 5 | 5 | 5-7 1/8 | 7 3/4 | 5 | 7 1/2 | - | 3-9 | 4 1/8 | - | - | - | - | - |
| ONE | X5p | 2 3/8 | 5 | 5 | 5 3/4 | 6-3 | 9 1/4 | 3 | 8 1/2 | - | - | 5 1/2 | 7x2 1/2 | - | - | 3 1/2 |
| 2 | X5s | 2 3/8 | 10 1/2 | 2 3/8 | 4 3/8 | 6-1 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/8 | 7x2 1/2 | - | - | 4 1/2 |
| 2 | X5t | 6 3/8 | 6 3/8 | 6 3/8 | 6-1 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/8 | 7x2 1/2 | - | - | - | - |
| ONE | X5w | 10 3/8 | 6 3/8 | 6 3/8 | 6-1 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/8 | 7x2 1/2 | - | - | - | - |
| ONE | X5y | 6 3/8 | 6 3/8 | 6 3/8 | 6-1 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/8 | 7x2 1/2 | - | - | - | - |
| 3 | X5aa | 11 3/8 | 6 3/8 | 6 3/8 | 6-1 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/8 | 7x2 1/2 | - | - | - | - |
| 3 | X5ab | 6 3/8 | 2 3/4 | 4 3/8 | 6-1 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/8 | 7x2 1/2 | - | - | - | - |
| ONE | X5ac | 5 3/8 | 5 3/8 | 5 3/8 | 6-2 3/8 | 9 1/4 | 3 | 8 1/2 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 2 | X5ad | 5 | 5 | 5 3/4 | 6-2 3/8 | 9 1/4 | 3 | 8 1/2 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| ONE | X5af | 8 3/8 | 2 3/4 | 4 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5ag | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5ah | 8 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5ai | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5aj | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5ak | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5al | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5am | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5an | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5ao | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 3 | X5ap | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| ONE | X5as | 6 3/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 2 | X5at | 10 1/8 | 6 3/8 | 6 3/8 | 6-3 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/2 | - | - | - | - | - |
| 2 | X5au | 2 3/8 | 6 3/8 | 2 3/4 | 4 3/8 | 6-1 1/8 | 7 3/4 | 2 3/4 | 8 3/8 | - | 3-9 | 5 1/8 | 7x2 1/2 | - | TIGHT FIT | 4 1/2 |
| ONE | X5ay | 2 3/8 | 1-4 1/4 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |
| 3 | X5ba | 5 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |
| 3 | X5bb | 1-4 1/4 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |
| 3 | X5bc | 5 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |
| 3 | X5bd | 1-4 1/4 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |
| ONE | X5bf | 2 3/8 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | 7x2 1/2 | - | TIGHT FIT | 3 1/2 |

| REQD | MARK | A | B | C | D | E | F | G | H | I | J | L | M | N | P | Q |
|-------|------|---------|---------|-------|---------|---------|-------|-------|-------|-----|---|-------|---------|-----------|---|-------|
| ONE | X5bg | 2 3/8 | 1-3 1/8 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | 3 3/8 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| ↑ | X5bh | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 3/8 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| | X5bk | 1-3 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 3/8 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| | X5bm | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 3/8 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| | X5bn | 1-2 3/8 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 3/8 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| | X5bp | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 3/8 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| | X5bs | 5 1/2 | 5 1/2 | 5 1/2 | 6-2 1/2 | 9 1/4 | 3 | 8 1/2 | 3-6 | - | - | 5 1/2 | - | - | - | - |
| | X5bt | 5 | 5 1/2 | 5 1/2 | 6-2 1/2 | 9 1/4 | 3 | 8 1/2 | 3-6 | - | - | 5 1/2 | - | - | - | - |
| | X5bw | 1-4 | 5 | 5 | 5-4 3/4 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 1/2 | - | - | - | - |
| | X5by | 5 | 5 | 5 | 5-4 3/4 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 1/2 | - | - | - | - |
| | X5ca | 1-4 3/4 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5cb | 5 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5cc | 1-3 1/8 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5cd | 5 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5cf | 1-2 1/2 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5cg | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5ch | 1-2 3/4 | 5 | 5 | 5-6 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5ck | 5 | 5 | 5 | 5-6 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5cm | 1-2 1/2 | 5 | 5 | 5-6 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5cn | 5 | 5 | 5 | 5-6 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| Δ | X5cp | 6 | 5 1/2 | 5 1/2 | 6-2 | 9 1/4 | 3 | 8 1/2 | 3-6 | - | - | 5 1/2 | - | - | - | - |
| | X5cs | 5 | 5 1/2 | 5 1/2 | 6-2 | 9 1/4 | 3 | 8 1/2 | 3-6 | - | - | 5 1/2 | - | - | - | - |
| | X5ct | 1-3 1/2 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| | X5cw | 5 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| | X5cy | 1-4 1/2 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 5/8 | - | - | - | - |
| | X5da | 5 | 5 | 5 | 5-4 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 5/8 | - | - | - | - |
| | X5db | 1-3 1/2 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| | X5dc | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| | X5dd | 1-2 3/4 | 5 | 5 | 5-6 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/4 | - | - | - | - |
| | X5df | 5 | 5 | 5 | 5-6 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/4 | - | - | - | - |
| | X5dg | 1-2 3/8 | 5 | 5 | 5-6 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/2 | - | - | - | - |
| | X5dh | 5 | 5 | 5 | 5-6 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/2 | - | - | - | - |
| | X5dk | 1-2 1/2 | 5 | 5 | 5-6 5/8 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| | X5dm | 5 | 5 | 5 | 5-6 5/8 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| Δ | X5dn | 6 1/2 | 5 1/2 | 5 1/2 | 6-1 1/2 | 9 1/4 | 3 | 8 1/2 | - | - | - | 5 1/2 | - | - | - | - |
| ONE | X5dp | 5 | 5 1/2 | 5 1/2 | 6-1 1/2 | 9 1/4 | 3 | 8 1/2 | - | - | - | 5 1/2 | - | - | - | - |
| 2 | X5ds | 1-3 1/2 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| 2 | X5dt | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| ONE | X5dw | 1-3 3/8 | 5 | 5 | 5-4 3/4 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| ONE | X5dy | 5 | 5 | 5 | 5-4 3/4 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| 2 | X5fa | 1-2 1/2 | 5 | 5 | 5-6 1/4 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| 2 | X5fb | 5 | 5 | 5 | 5-6 1/4 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 1/2 | - | - | - | - |
| ONE | X5fc | 1-2 1/4 | 5 | 5 | 5-6 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| ↑ | X5fd | 5 | 5 | 5 | 5-6 1/2 | 7 3/4 | 5 | 7 1/2 | - | - | - | 3 3/8 | - | - | - | - |
| Δ | X5ff | 6 3/8 | 5 1/2 | 5 1/2 | 6-1 3/8 | 9 1/4 | 3 | 8 1/2 | - | - | - | 5 1/2 | - | - | - | - |
| ONE | X5fg | 5 | 5 1/2 | 5 1/2 | 6-1 3/8 | 9 1/4 | 3 | 8 1/2 | - | - | - | 5 1/2 | - | - | - | - |
| 3 | X5fh | 1-3 3/8 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 1/2 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| 3 | X5fk | 5 | 5 | 5 | 5-5 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 3 1/2 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |
| 3 | X5fm | 1-2 3/8 | 5 | 5 | 5-6 3/8 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 4 | - | - | - | - |
| 3 | X5fn | 5 | 5 | 5 | 5-6 3/8 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 4 | - | - | - | - |
| ONE Δ | X5fp | 6 1/2 | 5 1/2 | 5 1/2 | 6-1 1/2 | 9 1/4 | 3 | 8 1/2 | 3-6 | - | - | 5 1/2 | - | - | - | - |
| ONE | X5fs | 5 | 5 | 5 | 5-6 1/2 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | - | 5 1/2 | - | - | - | - |
| 2 | X5ft | 2 3/8 | 1-1 1/2 | 5 | 5 | 5-7 1/4 | 7 3/4 | 5 | 7 1/2 | 3-6 | - | 4 3/8 | 7x2 1/2 | TIGHT FIT | - | 3 1/2 |

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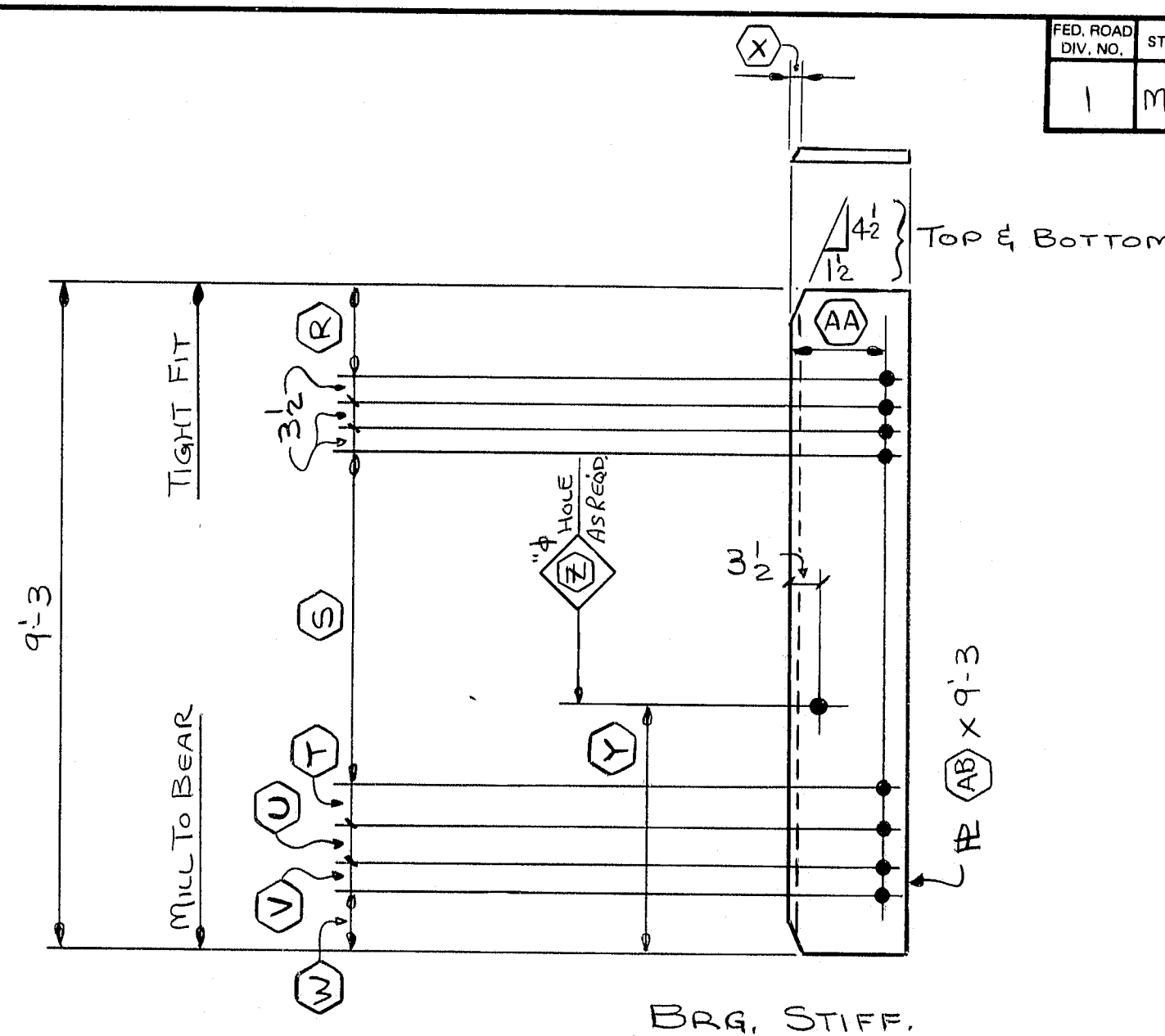


| REQ'D | MARK | A | B | C | D | E | F | G | H | I | J | K | L | Item | N | P | Q |
|-------|------|-------|----------|-------|-------|-----------|-------|-------|----------|------|------|-----|-------|------|-----------|-----------|-----|
| 2 | XGaa | 2 3/8 | 11 3/8 | 2 3/4 | 4 3/8 | 6'-0 1/4 | 7 3/8 | 2 3/4 | 8 3/8 | 3'-6 | 3'-9 | 1/2 | 5 1/4 | 4/27 | TIGHT FIT | TIGHT FIT | 3/2 |
| 2 | XGbb | ↑ | 6 3/8 | ↑ | ↑ | 6'-0 1/4 | ↑ | ↑ | 1'-2 3/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ONE | XGbc | ↑ | 1'-0 1/8 | ↑ | ↑ | 5'-11 1/2 | ↑ | ↑ | 8 3/8 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ONE | XGbd | ↑ | 6 3/8 | ↑ | ↑ | 5'-11 1/2 | ↑ | ↑ | 1'-2 1/8 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| 3 | XGbf | ↑ | 1'-0 3/8 | ↑ | ↑ | 5'-11 1/4 | ↑ | ↑ | 8 3/8 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| 3 | XGbg | ↑ | 6 3/8 | 2 3/4 | 4 3/8 | 5'-11 1/4 | 7 3/8 | 2 3/4 | 1'-3 3/8 | 3'-6 | 3'-9 | 1/2 | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ONE | XGbh | ↑ | 5 1/4 | 5 | 5 1/4 | 6'-2 3/4 | 9 1/4 | 3 | 8 1/2 | 3'-6 | 3'-9 | 1/2 | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ONE | XGbi | ↑ | 5 | 5 | 5 1/4 | 6'-2 3/4 | 9 1/4 | 3 | 8 1/2 | 3'-6 | 3'-9 | 1/2 | 5 1/4 | 4/27 | TIGHT FIT | TIGHT FIT | 3/2 |
| 2 | XGbm | ↑ | 7 3/8 | 2 3/4 | 4 3/8 | 6'-4 1/2 | 7 3/8 | 2 3/4 | 8 3/8 | 3'-6 | 3'-9 | 1/2 | 5 1/4 | 4/20 | ↑ | ↑ | ↑ |
| 2 | XGbn | ↑ | 6 3/8 | ↑ | ↑ | 6'-4 1/2 | ↑ | ↑ | 10 3/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ONE | XGbp | ↑ | 9 1/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 8 3/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGbs | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGbt | ↑ | 8 1/2 | ↑ | ↑ | 6'-3 3/8 | ↑ | ↑ | 8 3/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGbu | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGbv | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGbw | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGbx | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGby | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGca | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcb | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcc | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcd | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGce | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcf | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcg | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGch | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGci | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcj | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGck | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcl | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcm | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcn | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcp | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGcq | ↑ | 6 3/8 | ↑ | ↑ | 6'-2 1/2 | ↑ | ↑ | 11 1/8 | ↑ | ↑ | ↑ | 5 1/4 | ↑ | ↑ | ↑ | ↑ |

(SCHEDULE CONTINUED BELOW)

| REQ'D | MARK | R | S | T | U | V | W | X | Y | Z | AA | AB |
|-------|------|--------|-----------|-------|-------|-------|----------|-------|------|----------|---------------|---------------|
| ONE | XGff | 6 | 5'-4 3/8 | 3 1/2 | 3 1/2 | 3 1/2 | 1'-7 5/8 | 0" | 3'-6 | 1 1/8 | 1'-5 1/8 | 19x1 1/8 3/16 |
| ONE | XGfg | 6 | 5'-4 3/8 | ↑ | ↑ | ↑ | 1'-7 5/8 | ↑ | 3'-6 | ↑ | 1'-4 1/8 | 19x1 1/8 3/16 |
| 4 | XGfh | 9 3/4 | 5'-10 1/4 | ↑ | ↑ | ↑ | 10 | ↑ | 3'-9 | ↑ | 1'-1 1/2 | 15x1 1/2 1/4 |
| 4 | XGfi | 6 | 5'-10 1/4 | ↑ | ↑ | ↑ | 1'-1 1/4 | ↑ | ↑ | ↑ | ↑ | ↑ |
| 2 | XGfm | 10 1/4 | 5'-9 3/4 | ↑ | ↑ | ↑ | 10 | ↑ | ↑ | ↑ | ↑ | ↑ |
| 2 | XGfn | 6 | 5'-9 3/4 | ↑ | ↑ | ↑ | 1'-2 1/4 | ↑ | ↑ | ↑ | ↑ | ↑ |
| 6 | XGfp | 11 1/8 | 5'-8 3/8 | ↑ | ↑ | ↑ | 10 | ↑ | ↑ | ↑ | ↑ | ↑ |
| 6 | XGfs | 6 | 5'-8 3/8 | 3 1/2 | 3 1/2 | 3 1/2 | 1'-3 1/8 | ↑ | 3'-9 | ↑ | ↑ | ↑ |
| 2 | XGft | 6 3/8 | 5'-11 3/8 | 6 | 5 1/2 | 3 | 8 1/2 | ↑ | 3'-9 | 1 1/8 | ↑ | ↑ |
| 2 | XGfw | 6 | 5'-11 3/8 | ↑ | ↑ | ↑ | 8 3/8 | 0 | ↑ | 1'-1 1/2 | 15x1 1/2 1/4 | ↑ |
| ONE | XGfy | 6 3/8 | 5'-11 3/8 | ↑ | ↑ | ↑ | 8 1/2 | 1 1/8 | 3'-6 | 14 | 1'-4 1/8 | 19x1 1/8 3/16 |
| ↑ | XGga | 6 3/8 | ↑ | ↑ | ↑ | ↑ | 8 1/2 | ↑ | 3'-6 | 14 | 1'-5 1/8 | ↑ |
| ↑ | XGgb | 6 | ↑ | ↑ | ↑ | ↑ | 8 3/8 | ↑ | ↑ | 1'-5 1/8 | ↑ | ↑ |
| ONE | XGgc | 6 | 5'-11 3/8 | 6 | 5 1/2 | 3 | 8 3/8 | 1 1/8 | ↑ | 1'-4 1/8 | 19x1 1/8 3/16 | ↑ |

| REQ'D | MARK | A | B | C | D | E | F | G | H | I | J | K | L | M | N | P | Q |
|-------|------|-------|-------|-------|-------|----------|-------|-------|-------|------|------|-------|-------|------|-----------|-----------|-----|
| ONE | XGdd | 2 3/8 | 5 | 5 | 5 1/4 | 6'-3 | 9 1/4 | 3 | 8 1/2 | ↑ | 3'-9 | 1/2 | 5 1/4 | 4/26 | TIGHT FIT | TIGHT FIT | 3/2 |
| 2 | XGde | 2 3/8 | 5 | ↑ | ↑ | 6'-3 | ↑ | ↑ | ↑ | 3'-6 | 3'-9 | 1/2 | 5 1/4 | 4/26 | TIGHT FIT | TIGHT FIT | 3/2 |
| ONE | XGdf | 2 3/8 | 5 | ↑ | ↑ | 6'-2 3/4 | ↑ | ↑ | ↑ | 3'-9 | 1/2 | 5 1/4 | 4/20 | ↑ | ↑ | ↑ | ↑ |
| ONE | XGdg | 2 3/8 | 5 | ↑ | ↑ | 6'-3 | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ONE | XGdh | 2 3/8 | 5 | 5 | 5 1/4 | 6'-3 | 9 1/4 | 3 | 8 1/2 | 3'-6 | ↑ | 1/2 | 5 1/4 | 4/27 | TIGHT FIT | TIGHT FIT | 3/2 |
| ONE | XGdi | 2 3/8 | 7 1/2 | 2 3/4 | 4 3/8 | 6'-4 5/8 | 7 3/8 | 2 3/4 | 8 3/8 | 3'-6 | ↑ | 1/2 | 5 1/4 | 4/27 | TIGHT FIT | TIGHT FIT | 3/2 |
| ONE | XGdj | 2 3/8 | 6 3/8 | 2 3/4 | 4 3/8 | 6'-4 5/8 | 7 3/8 | 2 3/4 | 10 | 3'-6 | ↑ | 1/2 | 5 1/4 | 4/27 | TIGHT FIT | TIGHT FIT | 3/2 |



| REQ'D | MARK | R | S | T | U | V | W | X | Y | Z | AA | AB |
|-------|------|----------|----------|-------|-------|-------|----------|-------|------|-------|----------|---------------|
| ONE | XGct | 1'-2 3/4 | 5'-5 1/4 | 3 1/2 | 3 1/2 | 3 1/2 | 10 | 1 1/4 | 3'-6 | 1 1/8 | 1'-4 5/8 | 19x1 1/8 3/16 |
| ONE | XGcw | 1'-2 3/4 | ↑ | ↑ | ↑ | ↑ | 10 | ↑ | ↑ | ↑ | 1'-5 1/2 | ↑ |
| 2 | XGcy | 6 | ↑ | ↑ | ↑ | ↑ | 1'-6 3/4 | ↑ | ↑ | ↑ | 1'-5 1/2 | ↑ |
| 2 | XGda | 6 | ↑ | ↑ | ↑ | ↑ | 1'-6 3/4 | ↑ | ↑ | ↑ | 1'-4 5/8 | ↑ |
| 2 | XGdb | 1'-2 3/4 | ↑ | ↑ | ↑ | ↑ | 10 | 1 1/8 | ↑ | 1 1/4 | 1'-4 1/8 | ↑ |
| ONE | XGdc | 1'-2 3/4 | 5'-5 1/4 | 3 1/2 | 3 1/2 | 3 1/2 | 10 | 1 1/8 | 3'-6 | 1 1/4 | 1'-5 1/8 | 19x1 1/8 3/16 |
| ↑ | XGde | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGdf | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGdg | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGdh | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGdi | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGdj | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| ↑ | XGdk | 6 | 5'-5 1/4 | ↑ | ↑ | ↑ | 1'-6 3/4 | ↑ | ↑ | ↑ | 1'-5 1/8 | ↑ |
| ↑ | XGdl | 6 | 5'-5 1/4 | ↑ | ↑ | ↑ | 1'-6 3/4 | ↑ | ↑ | ↑ | 1'-4 1/8 | ↑ |
| ↑ | XGdm | 6 | 5'-5 1/4 | ↑ | ↑ | ↑ | 1'-6 3/4 | ↑ | ↑ | ↑ | 1'-4 1/8 | ↑ |
| ↑ | XGdn | 1'-3 5/8 | 5'-4 3/8 | ↑ | ↑ | ↑ | 10 | 0" | ↑ | 1 1/8 | 1'-4 3/4 | ↑ |
| ↑ | XGdp | 1'-3 5/8 | ↑ | ↑ | ↑ | ↑ | 10 | 0" | ↑ | 1 1/8 | 1'-5 1/4 | ↑ |
| ↑ | XGds | 6 | ↑ | ↑ | ↑ | ↑ | 1'-7 5/8 | ↑ | ↑ | 1 1/4 | 1'-5 1/8 | ↑ |
| ↑ | XGdt | 6 | ↑ | ↑ | ↑ | ↑ | 1'-7 5/8 | ↑ | ↑ | 1 1/4 | 1'-4 1/8 | ↑ |
| ONE | XGdw | 1'-3 5/8 | ↑ | ↑ | ↑ | ↑ | 10 | 0" | ↑ | 1 1/8 | 1'-4 1/8 | ↑ |
| 2 | XGdy | 1'-3 5/8 | ↑ | ↑ | ↑ | ↑ | 10 | ↑ | ↑ | ↑ | 1'-5 1/8 | ↑ |
| ONE | XGfa | 6 | ↑ | ↑ | ↑ | ↑ | 1'-7 5/8 | ↑ | ↑ | ↑ | 1'-5 1/4 | ↑ |
| ONE | XGfb | 6 | ↑ | ↑ | ↑ | ↑ | 1'-7 5/8 | ↑ | ↑ | ↑ | 1'-4 3/4 | ↑ |
| ONE | XGfc | 1'-3 5/8 | 5'-4 3/8 | 3 1/2 | 3 1/2 | 3 1/2 | 10 | 0" | 3'-6 | 1 1/8 | 1'-4 3/4 | 19x1 1/8 3/16 |

NO. 2 REVISION CONST. JT. MOVED DATE 11-21-84 NO. 1 REVISION CONTRACT REVISION CONTROL # 14 DATE 9-11-84

CONTRACTOR: CIAMBRO CORP.

STATE CONTRACT OR REF. NO. 6

CHARGE: HINKLE MADE BY: G.F.Z. CHK'D BY: B.K. DATE: 8-8-84

CONTRACT NUMBER: ME-84088-2 DRAWING NUMBER: XG

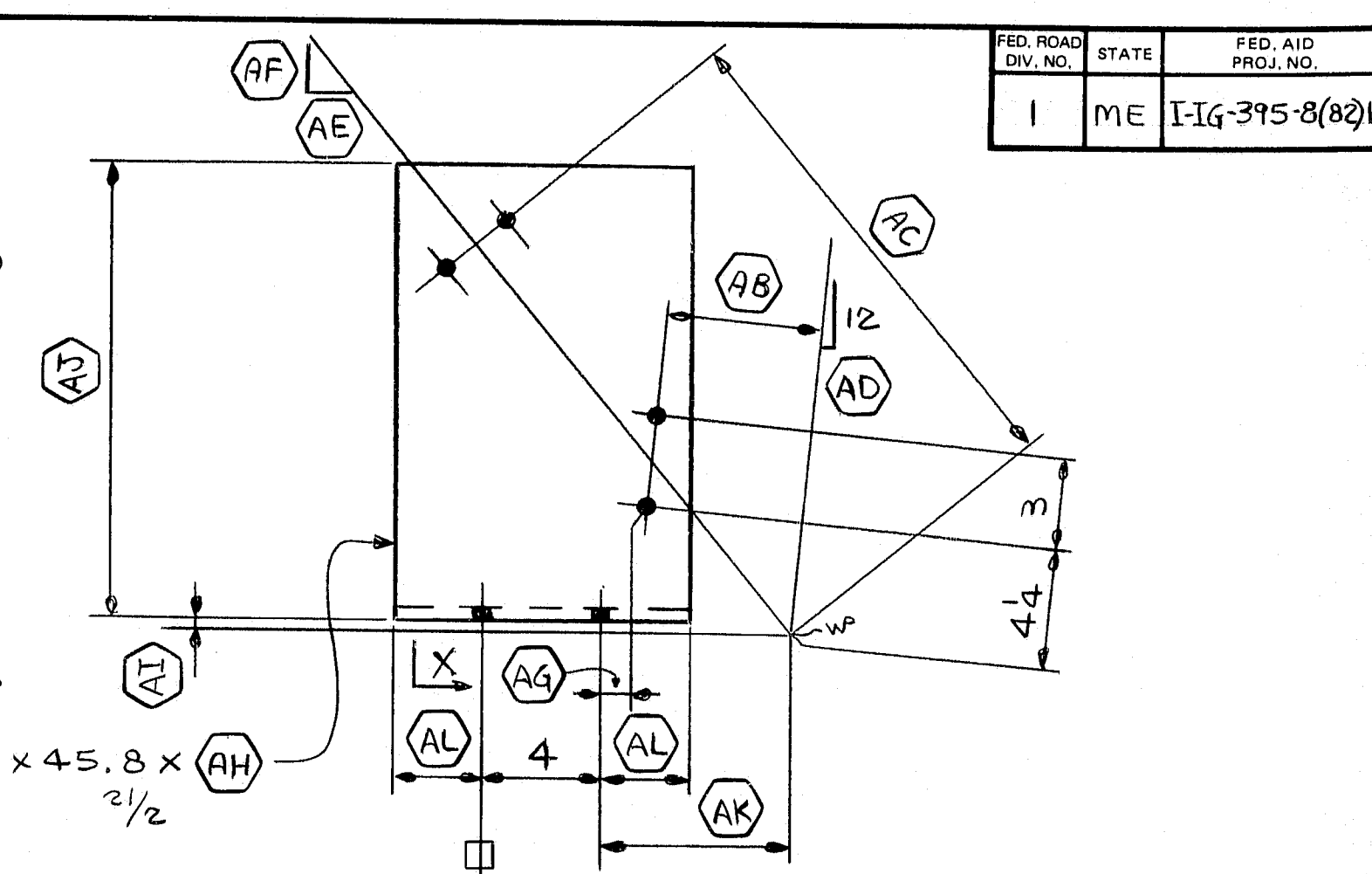
SHOP NOTE
HOLES: 1/2" (U.N.)
BOLTS: NONE
PAINT: NONE
FOR GENERAL NOTES, SEE DRAWING N1.
ALL STEEL TO BE A.S.T.M. A588.

HIGH STEEL STRUCTURES, INC.
1905 Old Philadelphia Pike
Lancaster, Pennsylvania 17603
Phone 717/299-5211
A Subsidiary of High Industries, Inc.

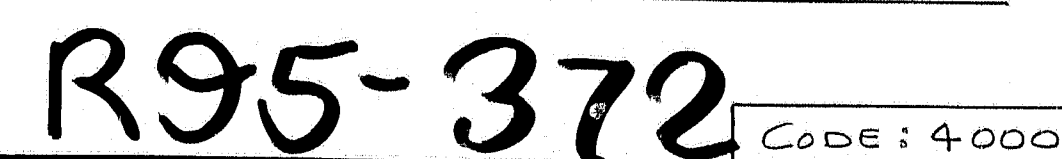
JOB STANDARDS
I-395 BRIDGE OVER PENOBSCOT RIVER
I-395 BRIDGE STA. 164+60.00
PENOBSCOT COUNTY
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



R95-371

CODE: 4-000



| REQD. | MARK | (AB) | (AC) | (AD) | (AE) | (AF) | (AG) | (AH) | (AI) | (AJ) | (AK) | (AL) |
|-------|------|-----------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|-----------------|-----------------|
| ONE | X7ah | 5 $\frac{1}{4}$ | 1'-2 | 1 $\frac{3}{16}$ | 12 | 10 $\frac{3}{4}$ | 1 $\frac{1}{2}$ | 10 $\frac{1}{4}$ | 3 $\frac{3}{8}$ | 11 $\frac{1}{2}$ | 5 $\frac{3}{8}$ | 3 $\frac{1}{8}$ |
| ONE | X7ak | 5 $\frac{1}{4}$ | 1'-3 $\frac{3}{4}$ | 3 $\frac{3}{8}$ | 11 $\frac{1}{2}$ | 12 | 7 $\frac{1}{8}$ | 11 $\frac{1}{2}$ | 3 $\frac{3}{8}$ | 1'-1 $\frac{1}{2}$ | 6 | 3 $\frac{3}{4}$ |
| ONE | X7dt | 5 $\frac{1}{4}$ | 1'-1 $\frac{1}{2}$ | 5 $\frac{1}{8}$ | 12 | 10 $\frac{3}{8}$ | 1 $\frac{3}{8}$ | 10 $\frac{3}{4}$ | 3 $\frac{3}{8}$ | 11 $\frac{1}{4}$ | 6 $\frac{5}{8}$ | 3 $\frac{3}{8}$ |
| ONE | X7dy | 5 $\frac{1}{4}$ | 1'-1 $\frac{3}{4}$ | 1 $\frac{3}{16}$ | 12 | 9 $\frac{3}{8}$ | 1 $\frac{1}{16}$ | 10 | 3 $\frac{3}{8}$ | 10 $\frac{3}{4}$ | 6 $\frac{1}{2}$ | 3 |
| ONE | X7fb | 5 $\frac{1}{4}$ | 1'-1 $\frac{3}{4}$ | 0" | 12 | 9 $\frac{1}{4}$ | 1 $\frac{1}{4}$ | 10 | 3 $\frac{3}{8}$ | 10 $\frac{3}{4}$ | 6 $\frac{1}{2}$ | 3 |
| ONE | X7fc | 5 $\frac{1}{4}$ | 1'-2 $\frac{1}{4}$ | 1 $\frac{1}{16}$ | 12 | 10 $\frac{1}{2}$ | 1 $\frac{1}{16}$ | 10 $\frac{1}{4}$ | 3 $\frac{3}{8}$ | 11 $\frac{3}{4}$ | 6 $\frac{5}{8}$ | 3 $\frac{3}{8}$ |
| ONE | X7ff | 3 $\frac{1}{2}$ | 11 | 0" | 12 | 8 $\frac{3}{8}$ | 1 $\frac{1}{8}$ | 9 $\frac{3}{4}$ | 1 $\frac{1}{16}$ | 9 | 4 $\frac{5}{8}$ | 2 $\frac{3}{8}$ |

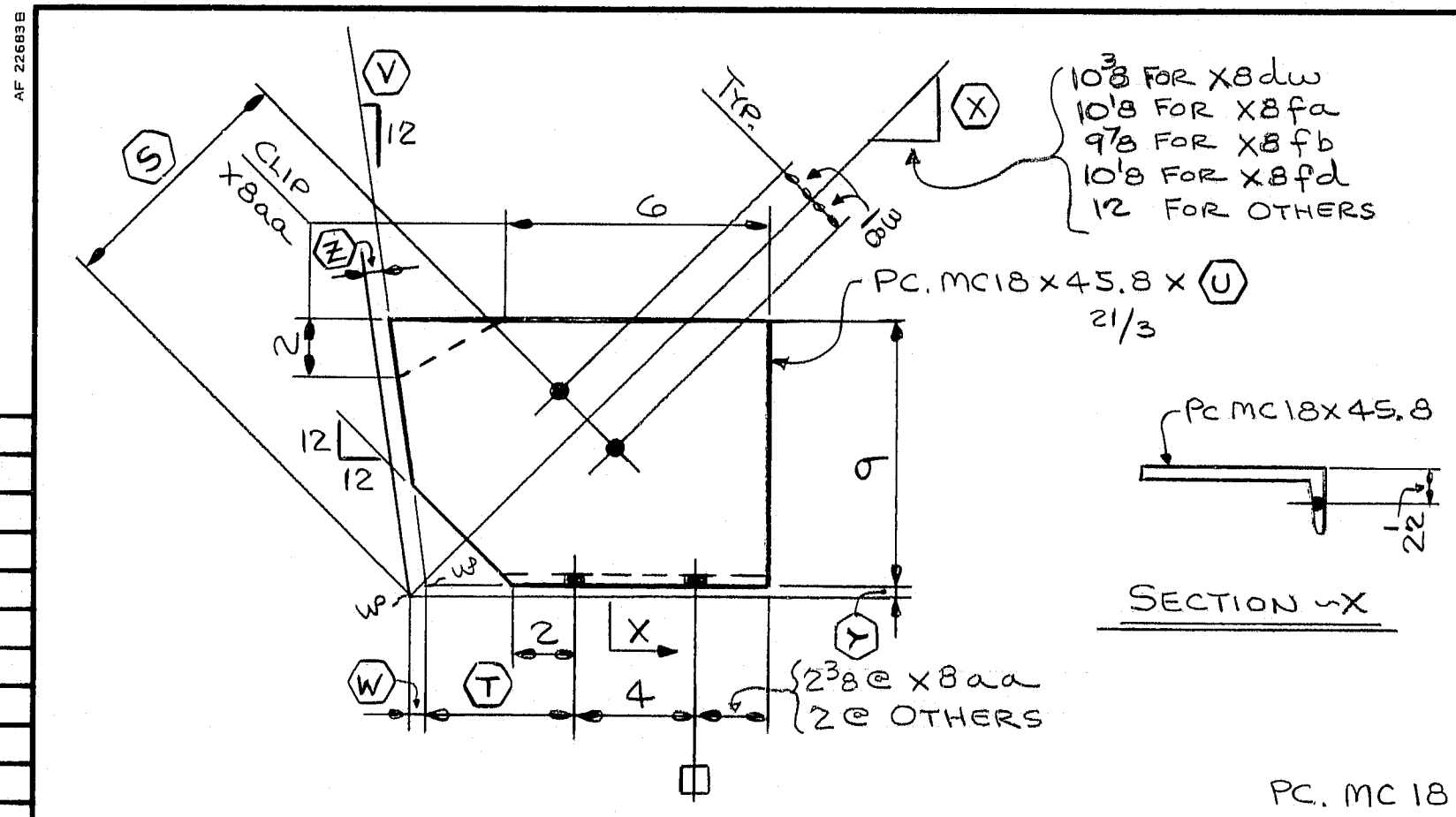


| | | | |
|---|--------------------|---|---|
| NO.  | REVISION | CONST. JT. Moved CONTROL # 15 | DATE 11-28-84 |
| HIGH STEEL STRUCTURES, INC. | |  | 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 |
| | | A Subsidiary of High Industries, Inc. | |
| JOB STANDARDS | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164 + 60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. 6 | | CONTRACTOR CLABERO CORP. | |
| IN CHARGE: HINKLE | MADE BY: G.F.Z. | CHK'D. BY: BJK | DATE: 8-16-84 |
| CONTRACT NUMBER ME-84088-2 | | DRAWING NUMBER X7 | |

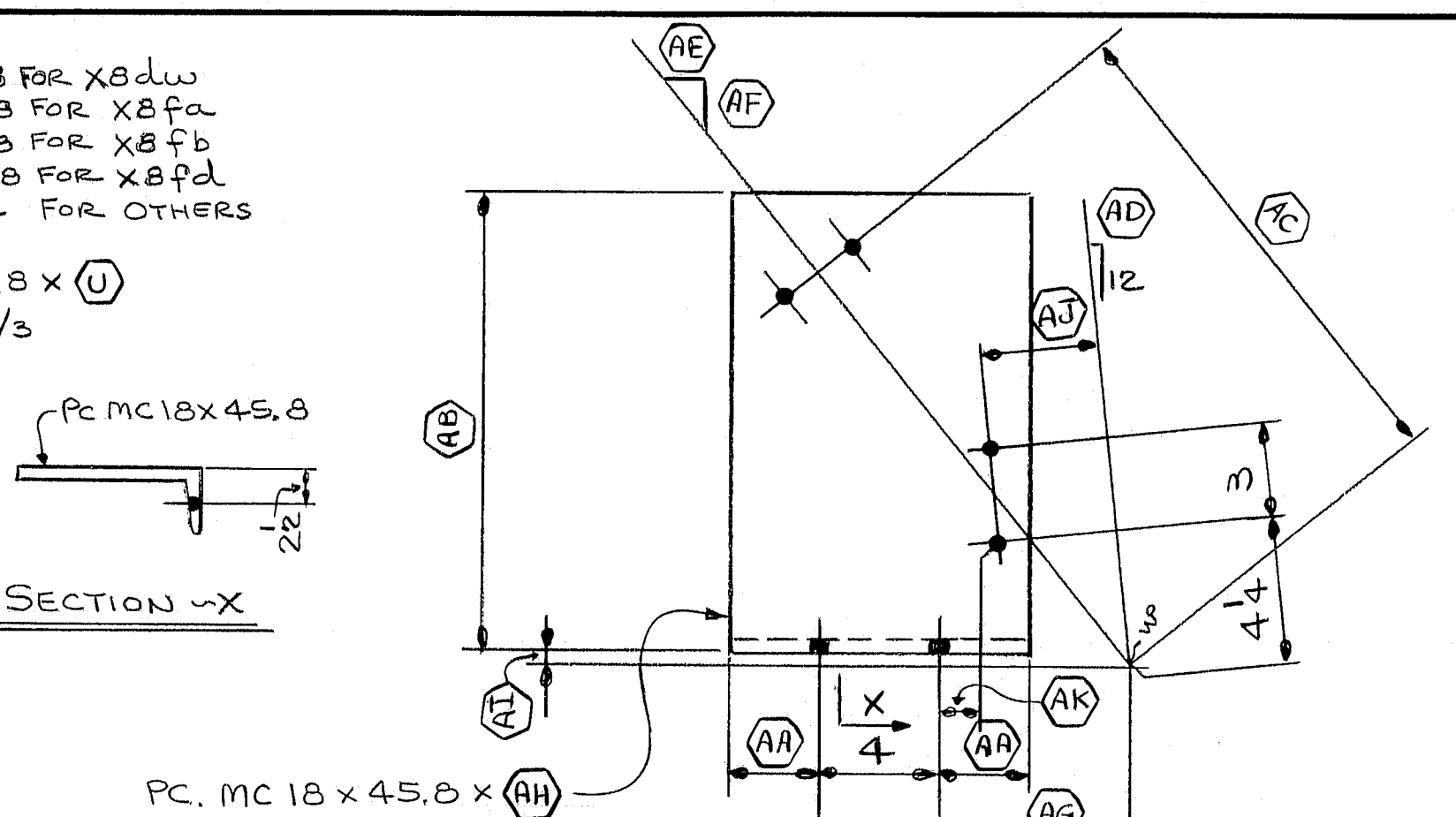
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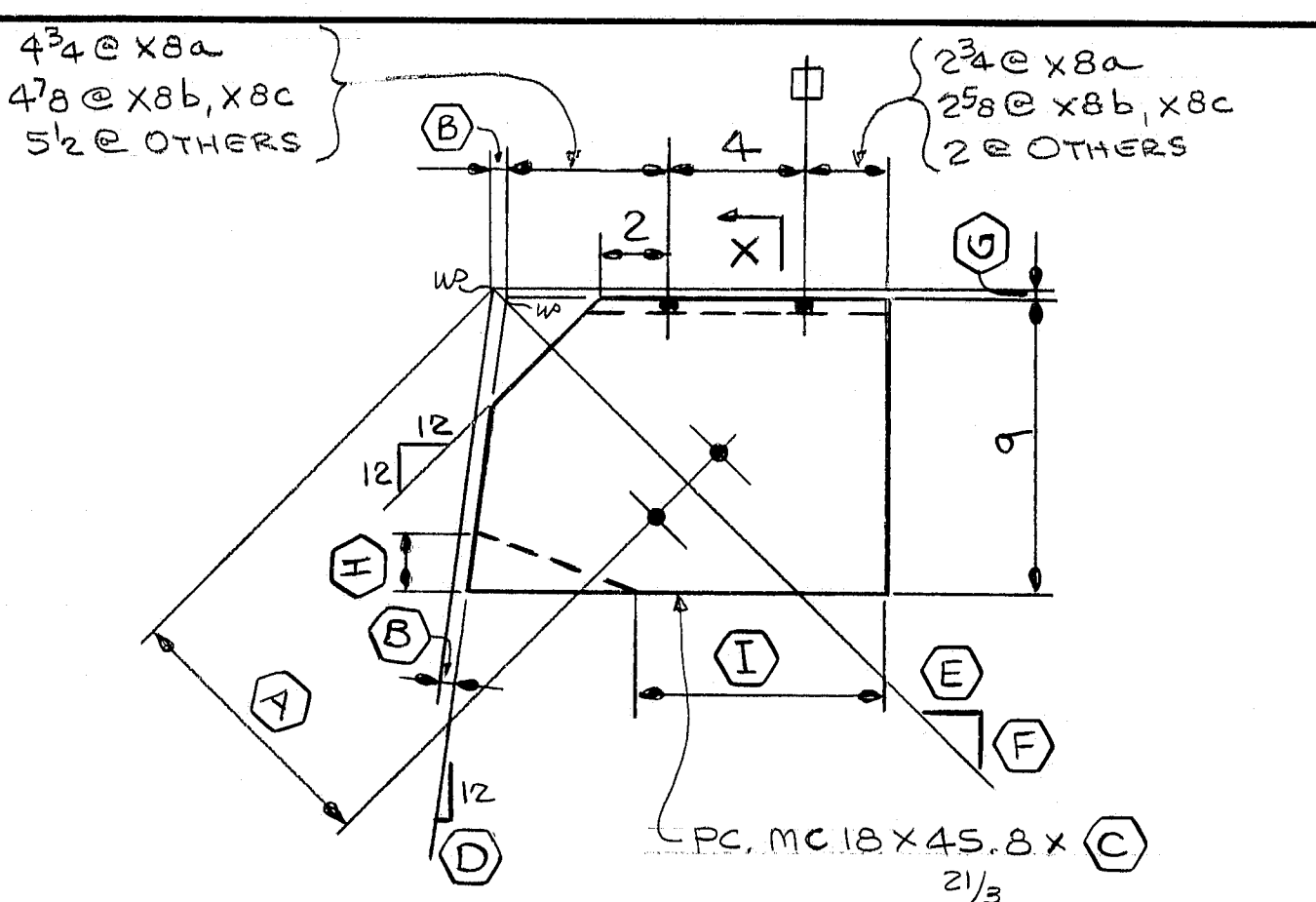


| REQD | MARK | S | T | U | V | W | X | Y | Z |
|------|------|-------|--------|--------|-------|--------|--------|-------|--------|
| ONE | X8aa | 10 | 5 1/2 | 11 5/8 | 4 | 9 1/16 | 9 1/4 | 3 3/8 | 9 1/16 |
| | X8ab | | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 |
| | X8ac | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8ad | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8af | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8ag | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8ah | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8ak | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8am | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8an | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8ap | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8as | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8at | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8aw | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| | X8ay | | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | | |
| ONE | X8ba | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| 2 | X8bb | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| ONE | X8bc | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| ONE | X8bd | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| ONE | X8bf | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| 2 | X8bs | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| ONE | X8bt | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| ONE | X8by | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| | X8ca | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| | X8cb | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| | X8cc | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| ONE | X8cd | | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 1 1/2 | 1 1/2 |
| 2 | X8cf | | | | | 9 1/16 | 1 1/2 | | |
| 6 | X8cg | | | | | 6 3/4 | 1 1/2 | | |
| 2 | X8ch | | | | | 8 3/8 | 1 1/2 | | |
| 4 | X8ck | | | | | 9 1/8 | 1 1/2 | | |
| 6 | X8cm | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 7 3/8 | 1 1/2 | 1 1/2 |
| 2 | X8cp | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 8 3/8 | 1 1/2 | 1 1/2 |
| ONE | X8dw | 9 | 5 1/2 | 11 5/8 | 1 1/2 | 1 1/4 | 12 3/8 | 1 1/2 | 1 1/2 |
| ONE | X8fa | 9 | 5 1/2 | 11 5/8 | 1 1/2 | 1 1/4 | 12 3/8 | 1 1/2 | 1 1/2 |
| ONE | X8fb | 9 | 5 1/2 | 11 5/8 | 1 1/2 | 1 1/4 | 12 3/8 | 1 1/2 | 1 1/2 |



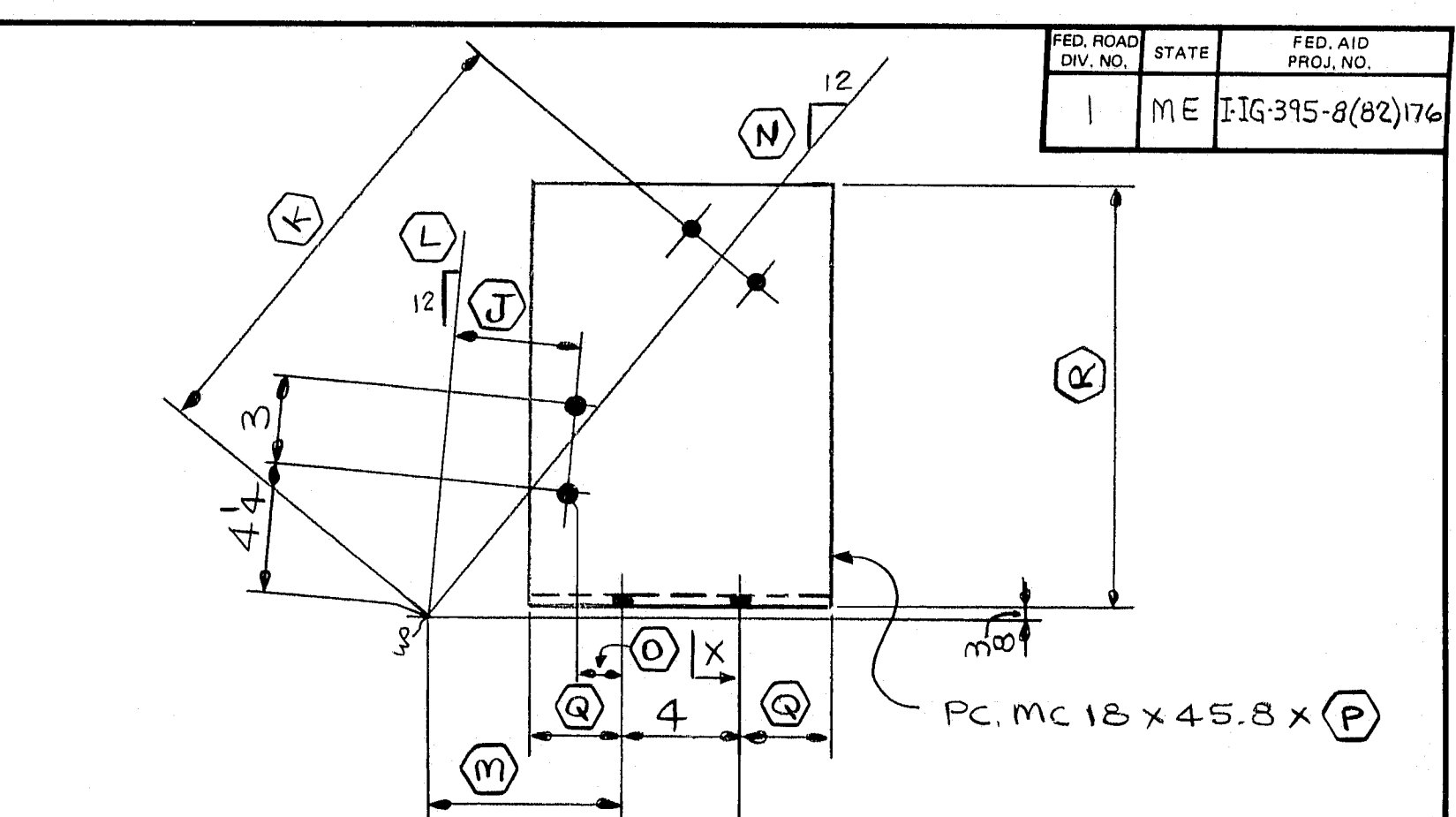
| REQD | MARK | AA | AB | AC | AD | AE | AF | AG | AH | AI | AJ | AK |
|------|------|-------|----|--------|-------|----|-------|-------|-------|-------|-------|-------|
| ONE | X8bg | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8bh | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8bk | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8bm | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8bn | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8bp | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8cs | | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8ct | | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8cw | | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8cy | | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8da | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8db | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8dc | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| ONE | X8dd | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| 6 | X8df | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| ONE | X8dg | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| 4 | X8dh | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| 6 | X8dk | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| 2 | X8dn | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |

| REQD | MARK | S | T | U | V | W | X | Y | Z |
|------|------|----|-------|--------|---|-------|--------|-------|-------|
| ONE | X8fc | 9 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fd | 9 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fe | 9 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fg | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fh | | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fi | | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| ONE | X8fm | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| ONE | X8fn | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fo | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fp | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fq | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fr | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fs | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8ft | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fu | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fv | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fw | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fx | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fy | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |
| | X8fz | 10 | 5 1/2 | 11 5/8 | 0 | 1 1/4 | 11 5/8 | 3 3/8 | 1 1/2 |



| REQD | MARK | A | B | C | D | E | F | G | H | I |
|------|------|----|-------|--------|-------|----|--------|-------|---|---|
| ONE | X8a | 10 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |
| | X8b | 10 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |
| | X8c | 10 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |
| | X8d | 9 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |
| | X8e | 9 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |
| | X8f | 9 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |
| | X8g | 10 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |
| ONE | X8h | 10 | 5 1/2 | 11 5/8 | 1 1/2 | 12 | 10 3/8 | 3 3/8 | 2 | 6 |

| REQD | MARK | AA | AB | AC | AD | AE | AF | AG | AH | AI | AJ | AK |
|------|------|-------|--------|--------|-------|----|-------|-------|-------|-------|-------|-------|
| ONE | X8dy | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8fn | 3 | 11 5/8 | 1 1/2 | 1 1/4 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8fp | 3 1/2 | 11 5/8 | 1 1/2 | 1 1/4 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8fs | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8ft | 3 1/2 | 11 5/8 | 1 1/2 | 1 1/4 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8fw | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8fy | 3 1/2 | 11 5/8 | 1 1/2 | 1 1/4 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8ga | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| | X8gb | 3 1/2 | 11 5/8 | 1 1/2 | 1 1/4 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| ONE | X8gc | 2 1/2 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |
| ONE | X8gd | 3 | 9 | 11 5/8 | 1 1/2 | 12 | 6 3/4 | 6 3/4 | 9 1/4 | 3 3/8 | 5 1/2 | 1 1/2 |



| REQD | MARK | J | K | L | M | N | O | P | Q | R |
|------|------|-------|--------|-------|-------|-------|-------|--------|-------|--------|
| ONE | X8g | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |
| | X8h | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |
| | X8i | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |
| | X8j | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |
| | X8k | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |
| | X8l | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |
| | X8m | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |
| ONE | X8n | 5 1/2 | 11 5/8 | 1 1/2 | 7 3/8 | 7 3/8 | 1 1/2 | 10 3/8 | 3 3/8 | 11 5/8 |

SHOP NOTE
HOLES: 1 1/2"
BOLTS: NONE
PAINT: NONE

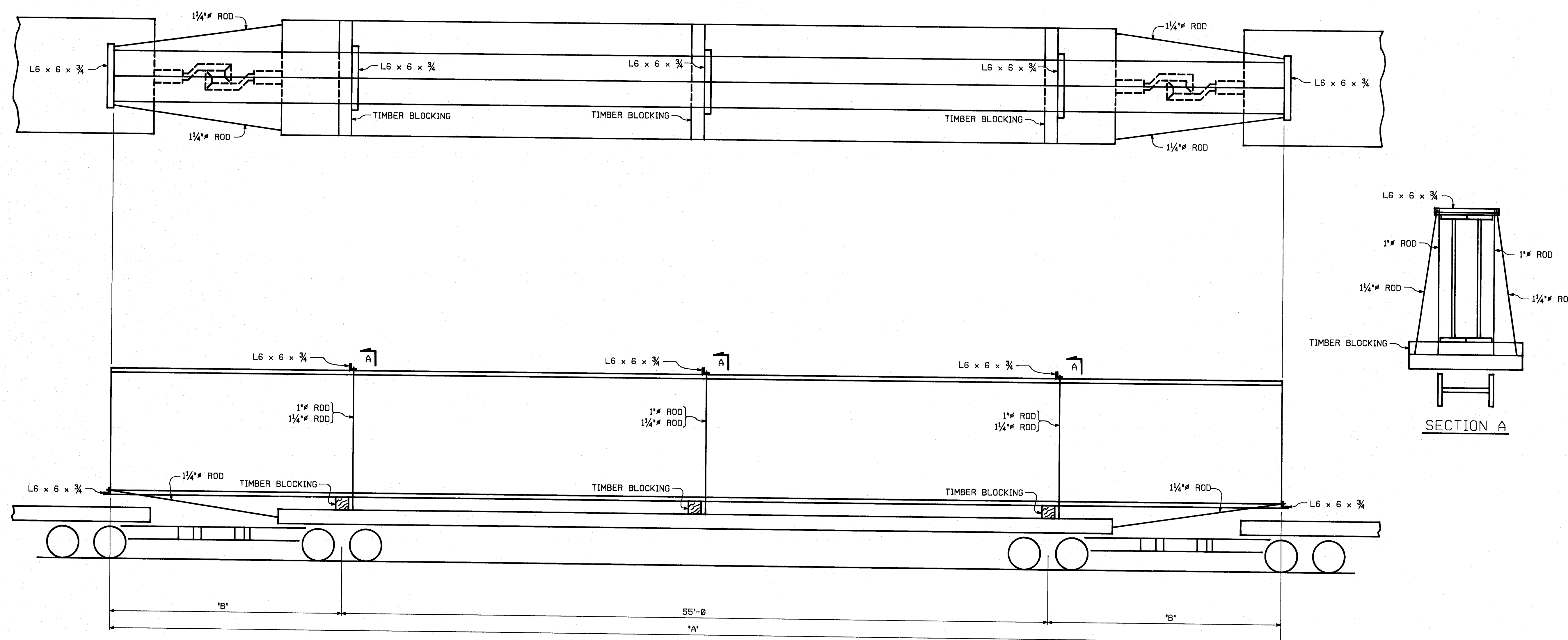
FOR GENERAL NOTES, SEE DWG. N1.
ALL STEEL TO BE A.S.T.M. A588.

R95-373

CODE: 4-000

| | | | |
|---|--------------------|------------------|---------------|
| NO. 1 | REVISION | CONST. JT. MOVED | DATE 11-28-84 |
| HIGH STEEL STRUCTURES, INC. | | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | | |
| A Subsidiary of High Industries, Inc. | | | |
| JOB STANDARDS | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT | BY: G | CONTRACTOR | CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: G.F.Z. | CHK. BY: BJK | DATE: 8-16-84 |
| CONTRACT NUMBER: ME-84-088-2 | DRAWING NUMBER: X8 | | |

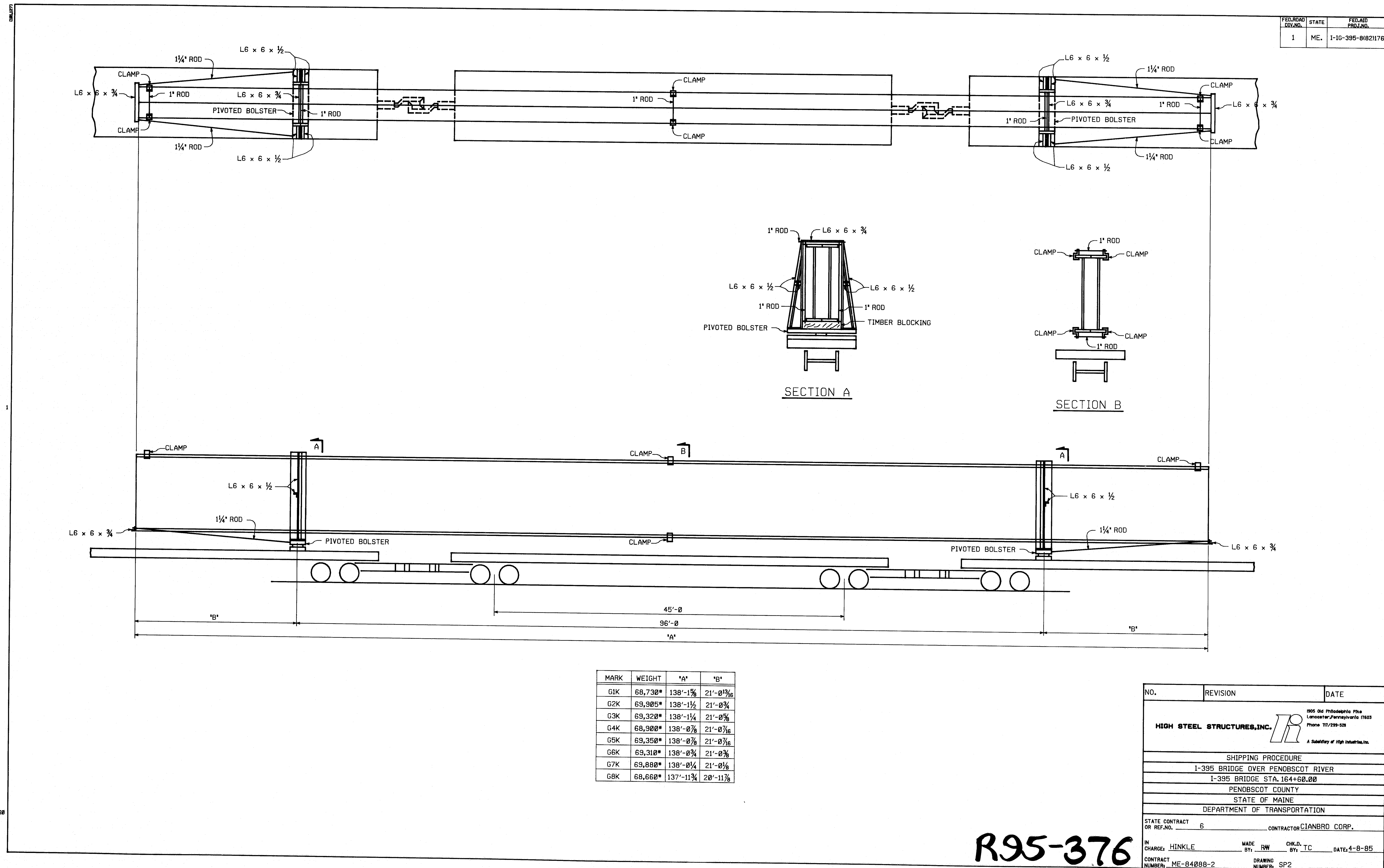
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|--------------------|-------|--------------------|
| 1 | ME. | 1-10-395-01021176 |



| MARK | WEIGHT | "A" | "B" |
|------|---------|-------------|-------------|
| G1D | 55,410* | 91'-3 1/2" | 18'-1 1/4" |
| G2D | 57,690* | 93'-10 1/8" | 19'-5 1/8" |
| G3D | 58,780* | 96'-5 5/8" | 20'-8 1/8" |
| G4D | 59,960* | 99'-1 1/2" | 22'-0 3/8" |
| G5D | 61,475* | 101'-5" | 23'-2 1/2" |
| G6D | 63,125* | 104'-5 1/2" | 24'-8 3/4" |
| G7D | 65,130* | 107'-6 3/8" | 26'-3 3/8" |
| G8D | 65,855* | 110'-7 1/2" | 27'-9 3/4" |
| G1G | 62,970* | 95'-0 3/4" | 20'-0 3/8" |
| G2G | 63,540* | 95'-0 1/4" | 20'-0 1/8" |
| G3G | 63,295* | 95'-0 1/4" | 20'-0 1/8" |
| G4G | 63,040* | 95'-0 1/4" | 20'-0 1/8" |
| G5G | 63,330* | 95'-0 1/4" | 20'-0 1/8" |
| G6G | 63,275* | 94'-11 1/8" | 19'-11 1/8" |
| G7G | 63,520* | 94'-11 1/8" | 19'-11 1/8" |
| G8G | 62,980* | 95'-0 1/4" | 20'-0 1/8" |

| | | |
|--|---------------------|--------------|
| NO. | REVISION | DATE |
| <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5201 A Subsidiary of High Structures, Inc.</p> | | |
| <p>SHIPPING PROCEDURE</p> | | |
| <p>1-395 BRIDGE OVER PENOBSCOT RIVER</p> | | |
| <p>1-395 BRIDGE STA. 164+60.00</p> | | |
| <p>PENOBSCOT COUNTY</p> | | |
| <p>STATE OF MAINE</p> | | |
| <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| <p>STATE CONTRACT OR REF. NO. 6 CONTRACTOR CIANBRO CORP.</p> | | |
| IN CHARGE: HINKLE | MADE BY: RW | CHK'D BY: TC |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: SP1 | DATE: 4-8-85 |

R95-375



| <p>WELDING PROCEDURE FOR AWS PREQUALIFIED JOINTS</p> <p>W1ME</p> <p>PROCEDURE SPECIFICATIONS</p> <p>MATERIAL SPECIFICATION.....ASTM A-36, A-572, A-441, A-588</p> <p>WELDING PROCESS.....SHIELDED METAL ARC</p> <p>MANUAL OR MACHINE.....MANUAL</p> <p>POSITION OF WELDING.....IF AND 2F (FLAT AND HORIZONTAL)</p> <p>FILLER METAL SPECIFICATION.....AWS A5.1-81</p> <p>FILLER METAL CLASSIFICATION.....E70B8</p> <p>FLUX.....D.N.A.</p> <p>SINGLE OR MULTIPLE ARC.....SINGLE</p> <p>POLARITY.....DC+ OR AC</p> <p>ELECTRICAL STICK OUT.....D.N.A.</p> <p>ROOT TREATMENT.....MANUAL CLEANING</p> <p>PREHEAT AND INTERPASS TEMPERATURE.....SEE ATTACHED PREHEAT CHART</p> <p>OPEN CIRCUIT VOLTAGE.....60</p> <p>WELDING PROCEDURE</p> <table> <tr> <th>PASS NO.</th> <th>WIRE SIZE</th> <th>WELDING CURRENT</th> <th>TRAVEL IPM</th> <th>JOINT DETAIL</th> </tr> <tr> <td>1</td> <td>1/8</td> <td>180</td> <td>•</td> <td>TACKS, REPAIRS, LESS THAN 6"</td> </tr> <tr> <td>1</td> <td>1/8</td> <td>215</td> <td>•</td> <td>FILLET WELDS</td> </tr> <tr> <td>1</td> <td>1/8</td> <td>230</td> <td>•</td> <td>" " " " " "</td> </tr> <tr> <td>1</td> <td>1/8</td> <td>275</td> <td>•</td> <td>" " " " " "</td> </tr> <tr> <td>1</td> <td>1/8</td> <td>350</td> <td>•</td> <td>" " " " " "</td> </tr> </table> <p>* WELD SIZE DETERMINED BY TRAVEL SPEED * VOLTAGE FIXED</p> <p>THIS PROCEDURE MAY VARY DUE TO FABRICATION SEQUENCE, FIT-UP, PASS SIZE, ETC. WITHIN THE "LIMITATION OF VARIABLES" GIVEN IN THE AMERICAN WELDING SOCIETY CODE, A.W.S. D.I.I.</p> | PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | 1 | 1/8 | 180 | • | TACKS, REPAIRS, LESS THAN 6" | 1 | 1/8 | 215 | • | FILLET WELDS | 1 | 1/8 | 230 | • | " " " " " " | 1 | 1/8 | 275 | • | " " " " " " | 1 | 1/8 | 350 | • | " " " " " " | <p>WELDING PROCEDURE FOR AWS PREQUALIFIED JOINTS</p> <p>W2ME</p> <p>PROCEDURE SPECIFICATIONS</p> <p>MATERIAL SPECIFICATION.....ASTM A-36, A-572, A-441, A-588</p> <p>WELDING PROCESS.....SHIELDED METAL ARC</p> <p>MANUAL OR MACHINE.....MANUAL</p> <p>POSITION OF WELDING.....4F (OVERHEAD)</p> <p>FILLER METAL SPECIFICATION.....AWS A5.1-81</p> <p>FILLER METAL CLASSIFICATION.....E70B8</p> <p>FLUX.....D.N.A.</p> <p>SINGLE OR MULTIPLE ARC.....SINGLE</p> <p>POLARITY.....DC+ OR AC</p> <p>ELECTRICAL STICK OUT.....D.N.A.</p> <p>ROOT TREATMENT.....MANUAL CLEANING</p> <p>PREHEAT AND INTERPASS TEMPERATURE.....SEE ATTACHED PREHEAT CHART</p> <p>OPEN CIRCUIT VOLTAGE.....60</p> <p>WELDING PROCEDURE</p> <table> <tr> <th>PASS NO.</th> <th>WIRE SIZE</th> <th>WELDING CURRENT</th> <th>TRAVEL IPM</th> <th>JOINT DETAIL</th> </tr> <tr> <td>1</td> <td>1/8</td> <td>140</td> <td>•</td> <td>TACK WELDS</td> </tr> <tr> <td>1</td> <td>1/8</td> <td>280</td> <td>•</td> <td>TACK WELDS</td> </tr> </table> <p>* VOLTAGE FIXED</p> <p>THIS PROCEDURE MAY VARY DUE TO FABRICATION SEQUENCE, FIT-UP, PASS SIZE, ETC. WITHIN THE "LIMITATION OF VARIABLES" GIVEN IN THE AMERICAN WELDING SOCIETY CODE, A.W.S. D.I.I.</p> | PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | 1 | 1/8 | 140 | • | TACK WELDS | 1 | 1/8 | 280 | • | TACK WELDS | <p>WELDING PROCEDURE FOR AWS PREQUALIFIED JOINTS</p> <p>W2XME</p> <p>PROCEDURE SPECIFICATIONS</p> <p>MATERIAL SPECIFICATION.....ASTM A-36, A-572, A-588</p> <p>WELDING PROCESS.....SHIELDED METAL ARC</p> <p>MANUAL OR MACHINE.....MANUAL</p> <p>POSITION OF WELDING.....1F, 2F (FLAT AND HORIZONTAL)</p> <p>FILLER METAL SPECIFICATION.....AWS A5.1-81</p> <p>FILLER METAL CLASSIFICATION.....E8018-C3</p> <p>FLUX.....D.N.A.</p> <p>SINGLE OR MULTIPLE ARC.....SINGLE</p> <p>POLARITY.....DC+ OR AC</p> <p>ELECTRICAL STICK OUT.....D.N.A.</p> <p>ROOT TREATMENT.....MANUAL CLEANING</p> <p>PREHEAT AND INTERPASS TEMPERATURE.....SEE ATTACHED PREHEAT CHART</p> <p>OPEN CIRCUIT VOLTAGE.....60</p> <p>WELDING PROCEDURE</p> <table> <tr> <th>PASS NO.</th> <th>WIRE SIZE</th> <th>WELDING CURRENT</th> <th>TRAVEL IPM</th> <th>JOINT DETAIL</th> </tr> <tr> <td>1-3</td> <td>1/8</td> <td>140</td> <td>•</td> <td>REPAIRS, LESS THAN 6"</td> </tr> <tr> <td>1-3</td> <td>1/8</td> <td>280</td> <td>•</td> <td>" " " " " "</td> </tr> <tr> <td>1-3</td> <td>1/8</td> <td>280</td> <td>•</td> <td>" " " " " "</td> </tr> </table> <p>* VOLTAGE FIXED</p> <p>THIS PROCEDURE MAY VARY DUE TO FABRICATION SEQUENCE, FIT-UP, PASS SIZE, ETC. WITHIN THE "LIMITATION OF VARIABLES" GIVEN IN THE AMERICAN WELDING SOCIETY CODE, A.W.S. D.I.I.</p> | PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | 1-3 | 1/8 | 140 | • | REPAIRS, LESS THAN 6" | 1-3 | 1/8 | 280 | • | " " " " " " | 1-3 | 1/8 | 280 | • | " " " " " " | <p>WELDING PROCEDURE FOR AWS PREQUALIFIED JOINTS</p> <p>W21XME</p> <p>PROCEDURE SPECIFICATIONS</p> <p>MATERIAL SPECIFICATION.....ASTM A-588(UNPAINTED)</p> <p>WELDING PROCESS.....SAW, SINGLE ELECTRODE</p> <p>MANUAL OR MACHINE.....MACHINE</p> <p>POSITION OF WELDING.....1G (FLAT)</p> <p>FILLER METAL SPECIFICATION.....AWS E5.23-88</p> <p>WELD METAL CLASSIFICATION.....F7A4-EM12K-N1</p> <p>FLUX/WIRE.....LINCOLN XXXX18/L61</p> <p>POLARITY.....DC+</p> <p>ELECTRICAL STICK OUT (INCHES).....1</p> <p>ROOT TREATMENT.....MANUAL CLEANING</p> <p>PREHEAT AND INTERPASS TEMPERATURE.....SEE PREHEAT CHART</p> <p>WELDING PROCEDURE</p> <table> <tr> <th>PASS NO.</th> <th>WIRE SIZE</th> <th>WELDING CURRENT</th> <th>TRAVEL IPM</th> <th>JOINT DETAIL</th> </tr> <tr> <td>ALL</td> <td>3/32</td> <td>450</td> <td>34</td> <td>17</td> </tr> </table> <p>TOLERANCES:</p> <p>AMPS: 485-495</p> <p>WIRE FEED SPEED: 82-187</p> <p>VOLTS: 31.7-36.3</p> <p>TRAVEL SPEED: 14.5-19.5</p> <p>THIS PROCEDURE MAY VARY DUE TO FABRICATION SEQUENCE, FIT-UP, PASS SIZE, ETC. WITHIN THE "LIMITATION OF VARIABLES" GIVEN IN THE AMERICAN WELDING SOCIETY CODE, A.W.S. D.I.I.</p> | PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | ALL | 3/32 | 450 | 34 | 17 | <p>SHIELDED METAL-ARC WELDING WITH LOW HYDROGEN ELECTRODES OR SUBMERGED ARC WELDING</p> <p>MINIMUM PREHEAT AND INTERPASS TEMPERATURE</p> <table> <tr> <th>THICKNESS OF THICKEST PART AT POINT OF WELDING</th> <th>M183 (ASTM A36) M223 (A572, GR.50)</th> <th>M222 (A588)</th> </tr> <tr> <td>INCHES</td> <td>DEGREES (F)</td> <td>DEGREES (F)</td> </tr> <tr> <td>TO 3/8</td> <td>50</td> <td>180</td> </tr> <tr> <td>OVER 3/8 TO 1/2</td> <td>70</td> <td>280</td> </tr> <tr> <td>OVER 1/2 TO 2 1/2</td> <td>150</td> <td>380</td> </tr> <tr> <td>OVER 2 1/2</td> <td>225</td> <td>350</td> </tr> </table> | THICKNESS OF THICKEST PART AT POINT OF WELDING | M183 (ASTM A36) M223 (A572, GR.50) | M222 (A588) | INCHES | DEGREES (F) | DEGREES (F) | TO 3/8 | 50 | 180 | OVER 3/8 TO 1/2 | 70 | 280 | OVER 1/2 TO 2 1/2 | 150 | 380 | OVER 2 1/2 | 225 | 350 |
|---|------------------------------------|-----------------|-----------------|------------------------------|--------------|---|-----|-----|----|------------------------------|---|-----|-----|----|--------------|--|----------|-----------|-----------------|-------------|--------------|-----|-----|-----|-------------|----|-----|-----|-----|-------------|--|--|-----------|-----------------|------------|--------------|---|-----|-----|---|------------|---|-----|-----|---|------------|--|----------|-----------|-----------------|------------|--------------|-----|-----|-----|---|-----------------------|-----|-----|-----|---|-------------|-----|-----|-----|---|-------------|--|----------|-----------|-----------------|------------|--------------|-----|------|-----|----|----|--|--|------------------------------------|-------------|--------|-------------|-------------|--------|----|-----|-----------------|----|-----|-------------------|-----|-----|------------|-----|-----|
| PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 180 | • | TACKS, REPAIRS, LESS THAN 6" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 215 | • | FILLET WELDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 230 | • | " " " " " " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 275 | • | " " " " " " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 350 | • | " " " " " " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 140 | • | TACK WELDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 280 | • | TACK WELDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-3 | 1/8 | 140 | • | REPAIRS, LESS THAN 6" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-3 | 1/8 | 280 | • | " " " " " " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1-3 | 1/8 | 280 | • | " " " " " " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALL | 3/32 | 450 | 34 | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THICKNESS OF THICKEST PART AT POINT OF WELDING | M183 (ASTM A36) M223 (A572, GR.50) | M222 (A588) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INCHES | DEGREES (F) | DEGREES (F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TO 3/8 | 50 | 180 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OVER 3/8 TO 1/2 | 70 | 280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OVER 1/2 TO 2 1/2 | 150 | 380 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OVER 2 1/2 | 225 | 350 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>WELDING PROCEDURE FOR AWS PREQUALIFIED JOINTS</p> <p>W11XME</p> <p>PROCEDURE SPECIFICATIONS</p> <p>MATERIAL SPECIFICATION.....ASTM A-36, A-572, A-441, A-588</p> <p>WELDING PROCESS.....SUBMERGED ARC</p> <p>MANUAL OR MACHINE.....MACHINE</p> <p>POSITION OF WELDING.....2F (HORIZONTAL)</p> <p>FILLER METAL SPECIFICATION.....AWS A5.17-88</p> <p>FILLER METAL CLASSIFICATION.....F7A2-EM12K</p> <p>FLUX.....LINCOLN 761</p> <p>SINGLE OR MULTIPLE ARC.....SINGLE ELECTRODE L 61</p> <p>POLARITY.....DC+</p> <p>ELECTRICAL STICK OUT.....STANDARD 1"</p> <p>ROOT TREATMENT.....MANUAL CLEANING</p> <p>PREHEAT AND INTERPASS TEMPERATURE.....SEE ATTACHED PREHEAT CHART</p> <p>OPEN CIRCUIT VOLTAGE.....60</p> <p>WELDING PROCEDURE</p> <table> <tr> <th>PASS NO.</th> <th>WIRE SIZE</th> <th>WELDING CURRENT</th> <th>TRAVEL IPM</th> <th>JOINT DETAIL</th> </tr> <tr> <td>1</td> <td>1/8</td> <td>450</td> <td>37</td> <td>27</td> </tr> <tr> <td>1</td> <td>1/8</td> <td>450</td> <td>37</td> <td>17</td> </tr> </table> <p>TOLERANCES:</p> <p>AMPS: 485-495</p> <p>VOLTS: 34.5-39.5</p> <p>TRAVEL SPEED: 27A 23-31 17A 14.5-19.5</p> <p>THIS PROCEDURE MAY VARY DUE TO FABRICATION SEQUENCE, FIT-UP, PASS SIZE, ETC. WITHIN THE "LIMITATION OF VARIABLES" GIVEN IN THE AMERICAN WELDING SOCIETY CODE, A.W.S. D.I.I.</p> | PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | 1 | 1/8 | 450 | 37 | 27 | 1 | 1/8 | 450 | 37 | 17 | <p>WELDING PROCEDURE FOR AWS PREQUALIFIED JOINTS</p> <p>W12XME</p> <p>PROCEDURE SPECIFICATIONS</p> <p>MATERIAL SPECIFICATION.....ASTM A-36, A-572, A-441, A-588</p> <p>WELDING PROCESS.....SUBMERGED ARC</p> <p>MANUAL OR MACHINE.....MACHINE (OVRT)</p> <p>POSITION OF WELDING.....2F (HORIZONTAL)</p> <p>FILLER METAL SPECIFICATION.....AWS A5.17-88</p> <p>FILLER METAL CLASSIFICATION.....F7A2-EM12K</p> <p>FLUX.....LINCOLN 761</p> <p>SINGLE OR MULTIPLE ARC.....SINGLE ELECTRODE L 61</p> <p>POLARITY.....DC+</p> <p>ELECTRICAL STICK OUT.....STANDARD 1"</p> <p>ROOT TREATMENT.....MANUAL CLEANING</p> <p>PREHEAT AND INTERPASS TEMPERATURE.....SEE ATTACHED PREHEAT CHART</p> <p>OPEN CIRCUIT VOLTAGE.....60</p> <p>WELDING PROCEDURE</p> <table> <tr> <th>PASS NO.</th> <th>WIRE SIZE</th> <th>WELDING CURRENT</th> <th>TRAVEL IPM</th> <th>JOINT DETAIL</th> </tr> <tr> <td>1</td> <td>1/8</td> <td>480</td> <td>32</td> <td>23</td> </tr> <tr> <td>1</td> <td>1/8</td> <td>480</td> <td>32</td> <td>15</td> </tr> </table> <p>TOLERANCES:</p> <p>AMPS: 360-440</p> <p>VOLTS: 29.8-34.2</p> <p>TRAVEL SPEED: 22A 19.5-26.5 15A 12.2-17.5</p> <p>THIS PROCEDURE MAY VARY DUE TO FABRICATION SEQUENCE, FIT-UP, PASS SIZE, ETC. WITHIN THE "LIMITATION OF VARIABLES" GIVEN IN THE AMERICAN WELDING SOCIETY CODE, A.W.S. D.I.I.</p> | PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | 1 | 1/8 | 480 | 32 | 23 | 1 | 1/8 | 480 | 32 | 15 | <p>WELDING PROCEDURE FOR AWS PREQUALIFIED JOINTS</p> <p>W13XME</p> <p>PROCEDURE SPECIFICATIONS</p> <p>MATERIAL SPECIFICATION.....ASTM A-36, A-572, A-441, A-588</p> <p>WELDING PROCESS.....SUBMERGED ARC</p> <p></p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 450 | 37 | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 450 | 37 | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PASS NO. | WIRE SIZE | WELDING CURRENT | TRAVEL IPM | JOINT DETAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 480 | 32 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1/8 | 480 | 32 | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| GIRDERS "G" | | | | | | | | | | |
|-------------|----|----|----|----|----|----|----|----|--|--|
| | D | E | F | G | H | I | J | K | | |
| 1 | 17 | 25 | 33 | 41 | 49 | 57 | 65 | 73 | | |
| 2 | 18 | 26 | 34 | 42 | 50 | 58 | 66 | 74 | | |
| 3 | 19 | 27 | 35 | 43 | 51 | 59 | 67 | 75 | | |
| 4 | 20 | 28 | 36 | 44 | 52 | 60 | 68 | 76 | | |
| 5 | 21 | 29 | 37 | 45 | 53 | 61 | 69 | 77 | | |
| 6 | 22 | 30 | 38 | 46 | 54 | 62 | 70 | 78 | | |
| 7 | 23 | 31 | 39 | 47 | 55 | 63 | 71 | 79 | | |
| 8 | 24 | 32 | 40 | 48 | 56 | 64 | 72 | 80 | | |

| CROSSFRAMES "CF" | | | | | | | | | |
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| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | X | 2 | - | - | - | - | - | - | 2 |
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| 2 | 7 | - | - | - | 7 | 8 | 8 | - | - |
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| CROSSFRAMES (KNOCKED DOWN) | | | | | | | | | |
|----------------------------|----------------|---|---|---|---|---|---|---|---|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | A1 thru A45 | | | | | | | | |
| 1 | A48 thru A104 | | | | | | | | |
| 2 | A106 thru A109 | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | B1 thru B46 | | | | | | | | |
| 5 | B48 thru B75 | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | B76 thru B109 | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | C1 thru C61 | | | | | | | | |

| (KNOCKED DOWN) CONT'D. | | | | | | | | | |
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| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | C62 thru C101, C110+ | | | | | | | | |
| 1 | C111-Det'd on DWS #13 | | | | | | | | |
| 2 | C102 thru C109-Det'd on DWS #14 | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | E1 thru E79-Det'd on DWS #11 | | | | | | | | |
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| HORIZ. BRACING "HB" | | | | | | | | | |
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| 0 | X | 15 | - | - | - | 15 | 10 | 15 | 15 |
| 1 | 15 | - | - | - | 15 | 15 | 15 | 15 | 15 |
| 2 | 15 | 15 | 15 | - | - | - | - | - | 15 |
| 3 | 15 | - | - | - | - | - | - | - | 15 |
| 4 | 15 | - | - | - | - | - | - | 15 | 15 |
| 5 | 15 | - | - | - | - | - | - | - | 15 |
| 6 | 15 | 15 | 15 | 15 | - | - | - | - | 15 |
| 7 | 15 | - | - | - | - | - | - | - | 15 |
| 8 | 15 | - | - | - | - | - | - | - | 15 |
| 9 | 15 | - | - | - | - | - | - | - | 15 |

| HORIZ. BRAC. "HB" (CONT'D.) | | | | | | | | | |
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| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
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| 11 | 15 | 15 | 15 | 15 | 15 | 15 | - | - | 15 |
| 12 | 15 | 15 | 15 | 15 | - | - | - | - | 15 |
| 13 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
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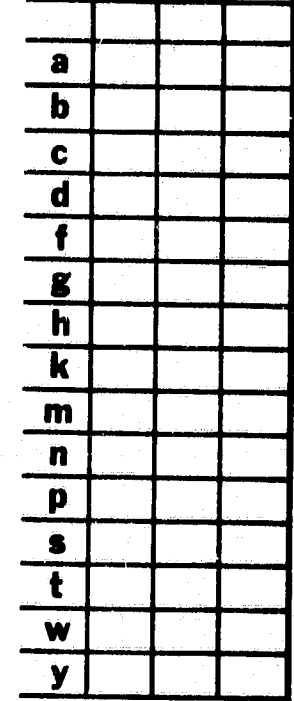
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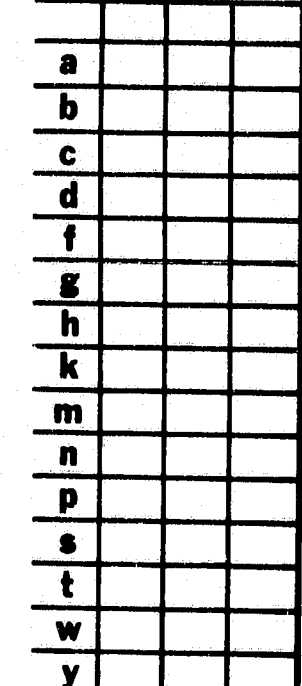
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| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | SCUPPER SUPPORT ANGLES | | | | | | | | |
| 1 | MS1 thru MS14-Det'd on DWS #3 | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | ANCHOR BOLTS WASHERS #1 | | | | | | | | |
| 4 | FABRIC PADS-Det'd on DWS #1 | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | POT BEARINGS-Det'd on DWS | | | | | | | | |
| 7 | *D-1001-1A thru 1F & D-1003-1A | | | | | | | | |
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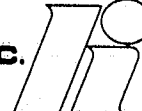
R95-379 CODE: 5300

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| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | |  1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211 |
| | | A Subsidiary of High Industries, Inc. |
| CROSSFRAME DETAILS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. G CONTRACTOR CIANBRO CORP. | | |
| IN CHARGE: HINKLE | MADE BY: JLC | CHK'D. BY: BJK DATE: 7-13-84 |
| CONTRACT NUMBER: ME-8408R-2 DRAWING 2 OF 80 | | |



| MARK | 'AA' | MARK | 'AA' |
|------|--------------------|------|--------------------|
| MS1 | 4:10 $\frac{1}{2}$ | MS8 | 2:22 $\frac{3}{4}$ |
| MS2 | 4:9 $\frac{3}{4}$ | MS9 | 2:2 |
| MS3 | 4:9" | MS10 | 2:0 $\frac{1}{2}$ |
| MS4 | 4:8 $\frac{1}{2}$ | MS11 | 1:11 $\frac{3}{4}$ |
| MS5 | 4:7 $\frac{1}{2}$ | MS12 | 1:11" |
| MS6 | 4:7" | MS13 | 1:9 $\frac{1}{2}$ |
| MS7 | 4:6 $\frac{1}{4}$ | MS14 | 1:8 $\frac{1}{2}$ |

SHOP NOTE
HOLES: 16^{15"} (U.N.)
BOLTS: NONE
PAINT: NONE
 FOR GENERAL NOTES SEE DWG. NO.

| | | |
|---|--------------------|---|
| NO. | REVISION | DATE |
|  | | 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717-299-5211 |
| HIGH STEEL STRUCTURES, INC. | | A Subsidiary of High Industries, Inc. |
| CROSSFRAME DETAILS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR, CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: JLC | CHK'D BY: BJK |
| | | DATE: 7-23-84 |
| CONTRACT NUMBER: ME-84-088-2 | DRAWING BY: ALJ | 3 OF 80 |

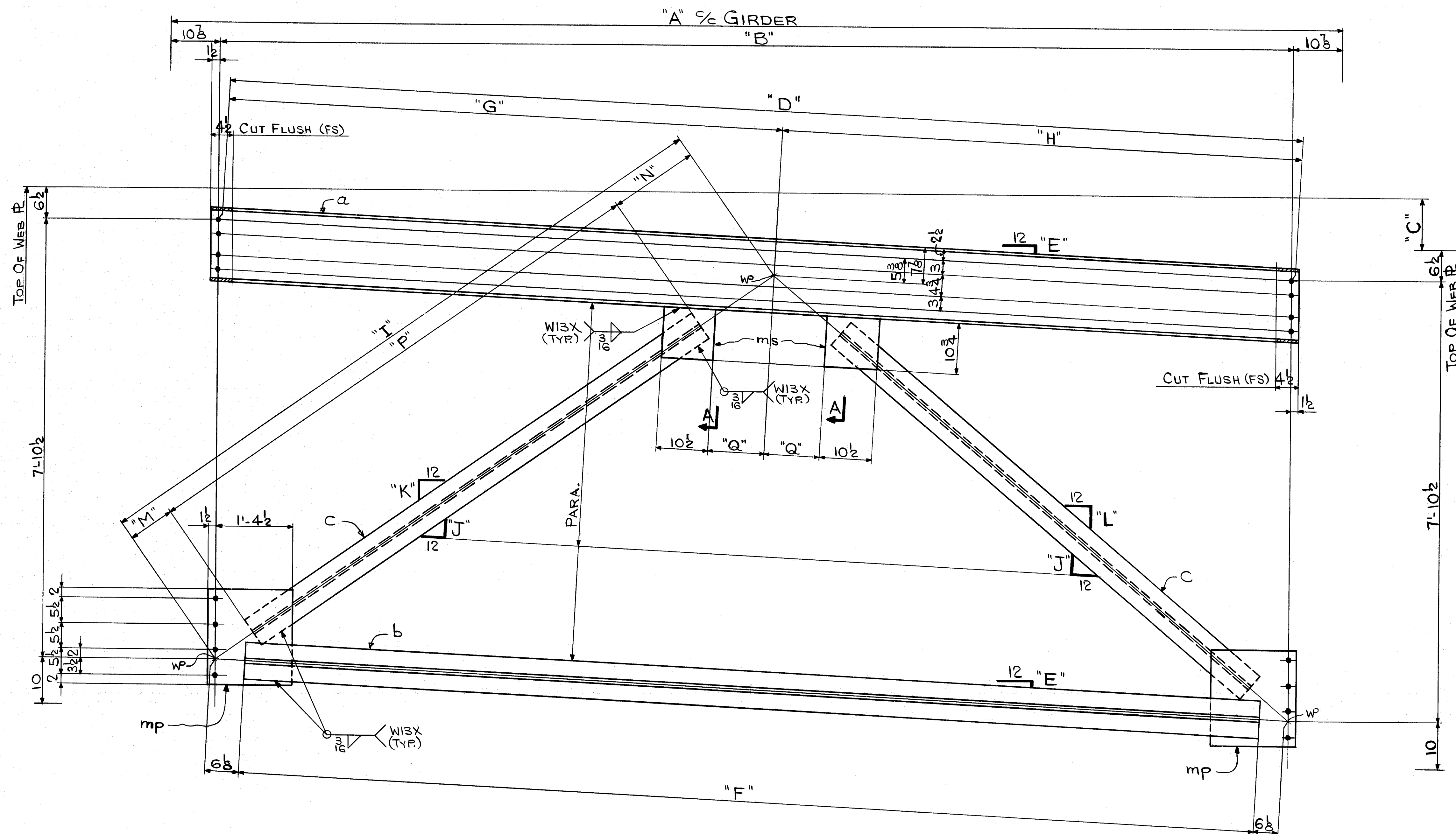
R95-380

CODE: 5300

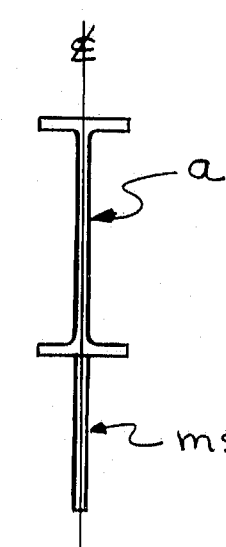
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| MARK | "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | "K" | "L" | "M" | "N" | "P" | "Q" |
|------|-------------|------------|------------|------------|-----------|------------|------------|-----------|------------|--------|-----------|------------|------------|------------|-----------|--------|
| CF12 | 19'-1 1/2" | 17'-4 1/2" | 10'-3 1/2" | 17'-4 3/8" | 5'-5 1/2" | 16'-4 1/2" | 9'-0 1/2" | 8'-3 1/2" | 11'-5 1/2" | 10'-4" | 9'-4" | 11'-5 1/2" | 10'-1 1/2" | 11'-5 1/2" | 9'-0 3/4" | 10'-2" |
| CF13 | 20'-10 3/4" | 19'-1" | 11'-4" | 19'-1 1/4" | 9'-1 1/2" | 18'-1" | 9'-11 1/4" | 9'-2" | 12'-1 1/2" | 9'-8" | 8'-1 1/2" | 10'-6 1/2" | 10'-3 1/2" | 11'-6 3/4" | 9'-8" | 11'-0" |



SHOP NOTE
 HOLES: 15 11/16"
 BOLTS: NONE
 PAINT: NONE
 FOR GENERAL NOTES SEE DWG. 11

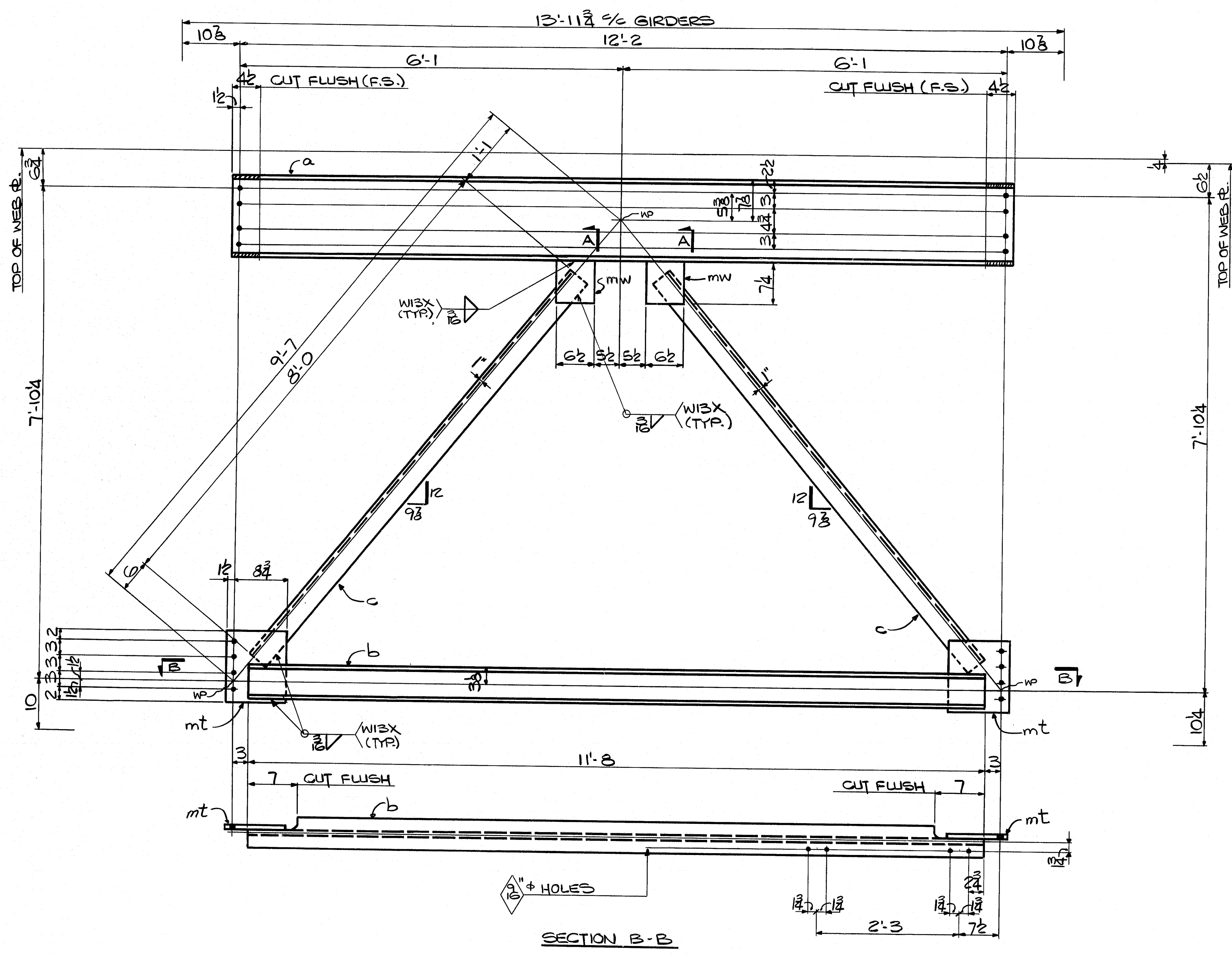
SECTION-A R95-381 CODE: 5300

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | 116-395-8(82)176 |

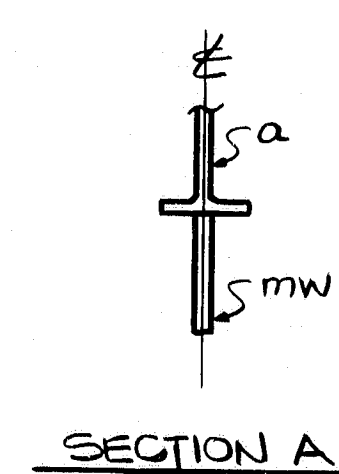
| BILL OF MATERIAL | | | | | |
|------------------|------|--------------|----------|---------|-------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| 3 | CF12 | CROSSFRAME | | | 1115. |
| 3 | a | W16 x 26 | 17 8 3/8 | | 11/3 |
| 3 | b | WT 7 x 21.5 | 16 4 1/2 | | 10/22 |
| 6 | c | WT 6 x 13 | 9 0 3/4 | | 12/24 |
| 6 | mp | R 18 x 3 | 1 8 1/2 | | 16/18 |
| 6 | ms | R 10 1/2 x 3 | 0 10 3/4 | | 16/20 |
| 3 | CF13 | CROSSFRAME | | | 1210. |
| 3 | a | W16 x 26 | 19 5 | | 11/2 |
| 3 | b | WT 7 x 21.5 | 18 1 | | 9/19 |
| 6 | c | WT 6 x 13 | 9 8 | | 12/23 |
| 6 | mp | | | | |
| 6 | ms | | | | |

| NO. | REVISION | DATE |
|--|-------------------------|-------------------------|
| | | |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of High Industries, Inc. | | |
| CROSSFRAME DETAILS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | G | CONTRACTOR CIAMRO CORP. |
| IN CHARGE: HINKLE | MADE BY: BJK | CHK'D BY: JLC |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 4 OF 80 | DATE: 7-3-84 |

AF 22693A



SECTION B-B
CROSSFRAME ~ GF14



SHOP NOTE
HOLES: 1 1/2\"/>

R95-382 CODE: 5300

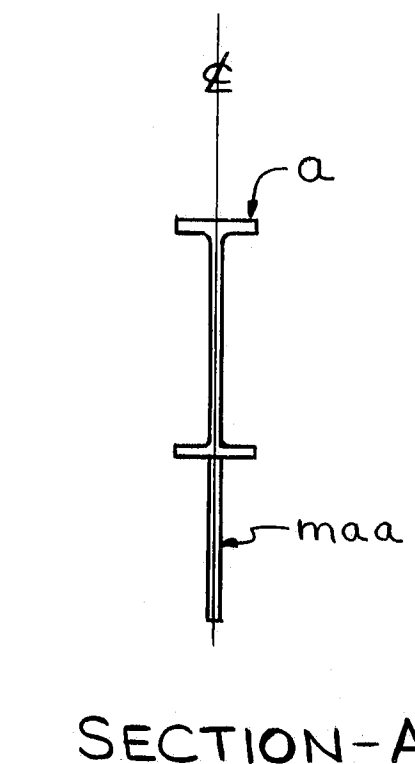
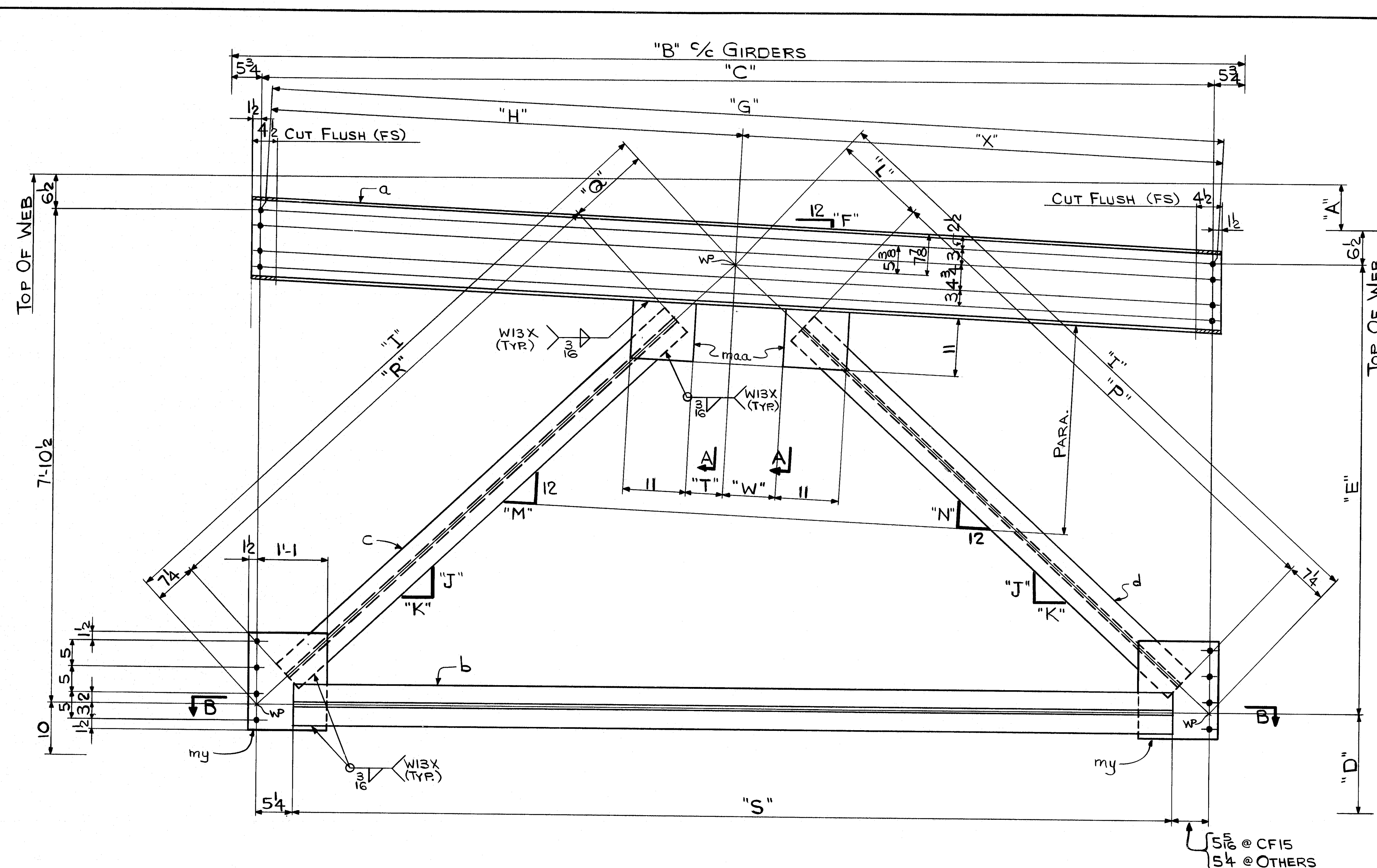
| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. | | | |
|-----------------------|------|-------------|-----------------------|---------|------|------------------------|
| 1 | | ME | [IG-395-8(82)] 76 | | | |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP- WEIGHT EA. |
| ONE | GF14 | CROSSFRAME | | | | 752. |
| ONE | a | W16 x 26 | 12 | 5 | | 11/10 |
| ONE | b | W6 x 20 | 11 | 8 | | 12/8 |
| 2 | c | 4x4x3/8 | 8 | 0 | | 15/11 |
| 2 | mt | 104x3/8 | 1 | 1 | | 16/21 |
| 2 | mw | BAR 6x3/8 | 0 | 74 | | 16/26 |
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| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| CROSSFRAME DETAIL | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CIANBRO CORP. | |
| IN CHARGE: | MADE BY: | CHK'D BY: |
| HINKLE | BJK | JLC |
| DATE: | DATE: | DATE: |
| 7-3-84 | | |
| CONTRACT NUMBER: | DRAWING NUMBER: | |
| ME-84088-2 | 5 OF 80 | |

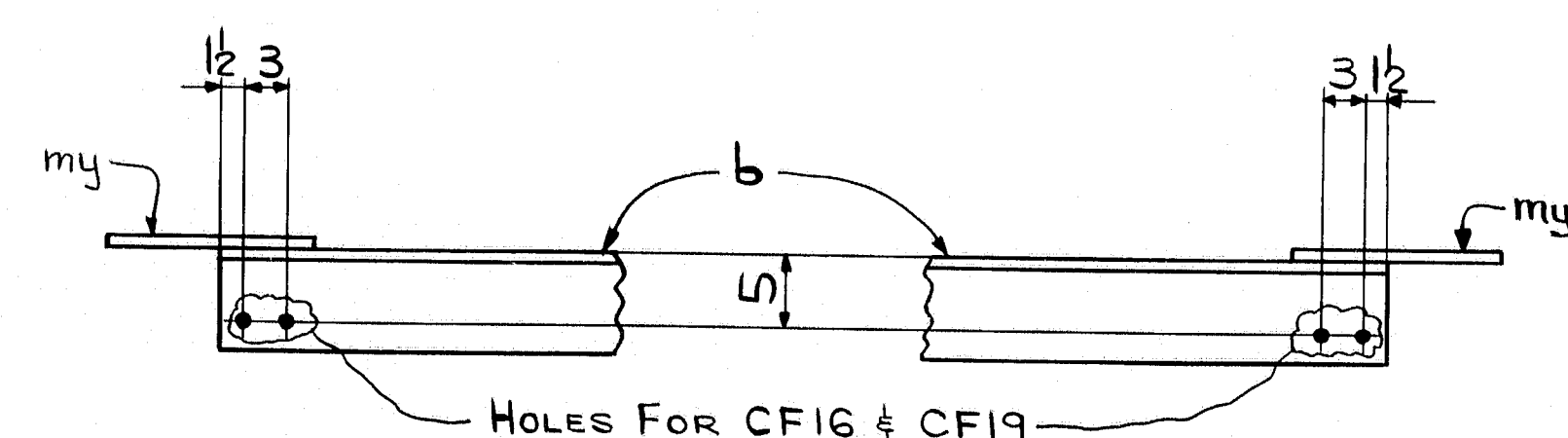
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| MARK | "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | "K" | "L" | "M" | "N" | "P" | "Q" | "R" | "S" | "T" | "W" | "X" |
|------|-------|----------|----------|---------|---------|-------|----------|---------|----------|--------|--------|----------|--------|--------|---------|----------|---------|----------|-----|--------|---------|
| CF15 | 8 | 15-1 1/2 | 14-1 1/2 | 1-6 | 7-2 1/2 | 9 1/2 | 14-1 1/2 | 7-1 1/2 | 10-0 1/2 | 12 | 11 1/2 | 11-4 1/2 | 10 1/2 | 10 1/2 | 8-0 1/2 | 11-2 1/2 | 8-2 | 13-3 1/2 | 7 | 9 1/2 | 7-0 1/2 |
| CF16 | 8 | 15-1 1/2 | 14-1 1/2 | 1-6 | 7-2 1/2 | 9 1/2 | 14-1 1/2 | 7-1 1/2 | 10-0 1/2 | 12 | 12 | 11-4 1/2 | 10 1/2 | 10 1/2 | 8-0 1/2 | 11-2 1/2 | 8-2 | 13-3 1/2 | 7 | 9 1/2 | 7-0 1/2 |
| CF17 | 8 3/4 | 16-1 3/4 | 15-2 3/4 | 1-6 3/4 | 7-1 3/4 | 9 1/2 | 15-2 1/2 | 7-1 1/2 | 10-4 1/2 | 11 1/2 | 11 1/2 | 11-4 1/2 | 10 1/2 | 10 1/2 | 8-3 1/2 | 11-4 | 8-5 1/2 | 14-3 1/2 | 8 | 10 3/4 | 7-6 1/2 |
| CF18 | 8 3/4 | 16-1 1/2 | 15-2 3/4 | 1-6 3/4 | 7-1 3/4 | 9 1/2 | 15-2 1/2 | 7-1 1/2 | 10-4 1/2 | 11 1/2 | 11 1/2 | 11-4 1/2 | 10 1/2 | 10 1/2 | 8-3 1/2 | 11-4 | 8-5 1/2 | 14-3 1/2 | 8 | 10 3/4 | 7-7 |
| CF19 | 8 3/4 | 16-1 1/2 | 15-2 3/4 | 1-6 3/4 | 7-1 3/4 | 9 1/2 | 15-2 1/2 | 7-1 1/2 | 10-4 1/2 | 11 1/2 | 12 | 11-5 1/2 | 11 3/4 | 10 1/2 | 8-3 1/2 | 11-4 | 8-5 1/2 | 14-3 1/2 | 8 | 10 3/4 | 7-7 |



SECTION B-B

SHOP NOTE
HOLES: 15" φ
BOLTS: NONE
PAINT: NONE
FOR GENERAL NOTES SEE DWG. N1

R95-383

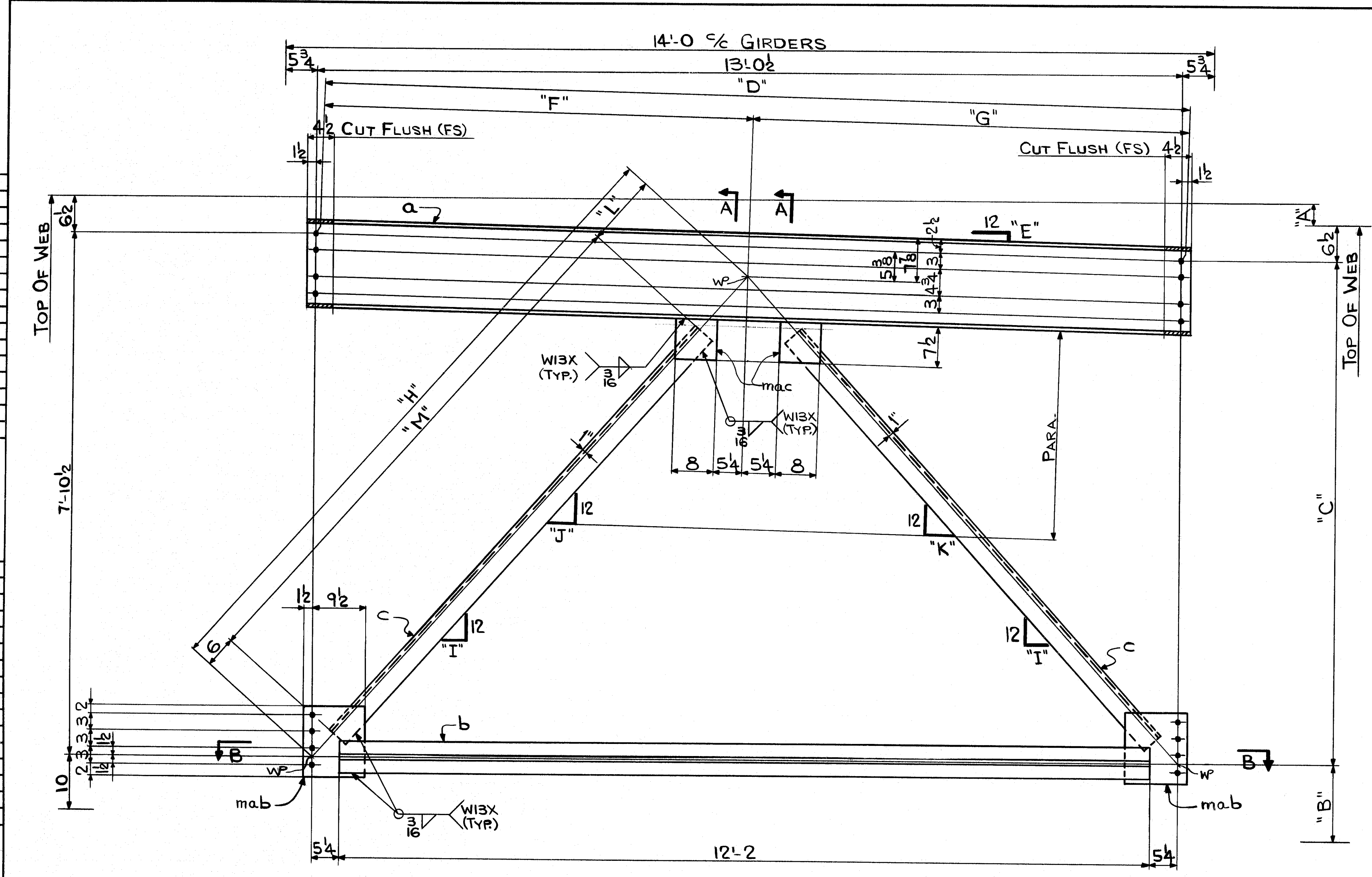
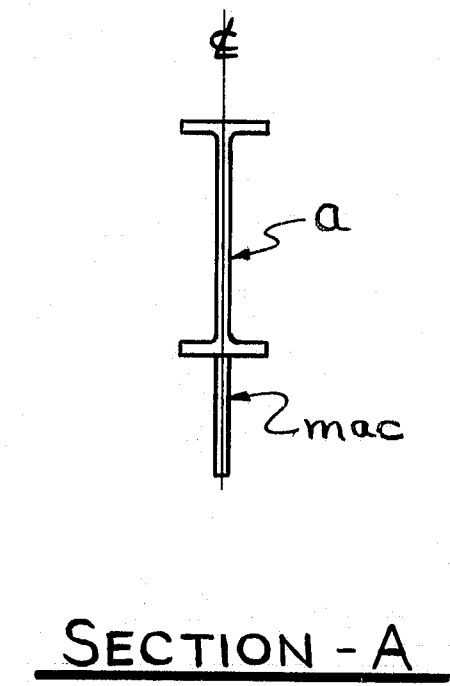
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|-----------------------|--|-------|-----------------------|
| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. |
| 1 | | ME. | IG-395-8(82)176 |

| BILL OF MATERIAL | | | | | | |
|------------------|------|-------------|----------------------------------|----------------------------------|------------|-----------------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT LB. |
| 2 | CF15 | CROSSFRAMES | | | | 950. |
| 1 | CF16 | ↓ | | | | 950. |
| 1 | CF17 | | | | | 1007. |
| 1 | CF18 | | | | | 1007. |
| 1 | CF19 | | | | | 1007. |
| 2 | a | W16 x 26 | 14 5 ⁵ / ₈ | CF15 | | 11/7 |
| 1 | a | ↓ | 14 5 ⁵ / ₈ | CF16 | | 11/6 |
| 1 | a | | 15 6 ⁷ / ₈ | CF17 | | 11/5 |
| 2 | a | | 15 6 ⁷ / ₈ | CF18, CF19 | | 11/4 |
| 2 | b | | WT 7 x 21.5 | 13 3 ³ / ₈ | CF15 | |
| 1 | b | ↓ | 13 3 ³ / ₈ | CF16 | | 10/1 |
| 1 | b | | 14 3 ³ / ₈ | CF17 | | 10/12 |
| 2 | b | | 14 3 ³ / ₈ | CF18, CF19 | | 10/11 |
| 3 | c | | WT 6 x 13 | 8 2 | CF15, CF16 | |
| 3 | c | ↓ | 8 5 ⁴ / ₄ | CF17 CF18, CF19 | | 12/25 |
| 3 | d | | 8 0 ⁴ / ₄ | CF15, CF16 | | 12/28 |
| 3 | d | | 8 3 ² / ₂ | CF17 CF18, CF19 | | 12/27 |
| 12 | my | | R 14 1/2 x 3/8 | 1 6 | | |
| 12 | maa | R 11 x 3/8 | 0 11 | | | 16/19 |
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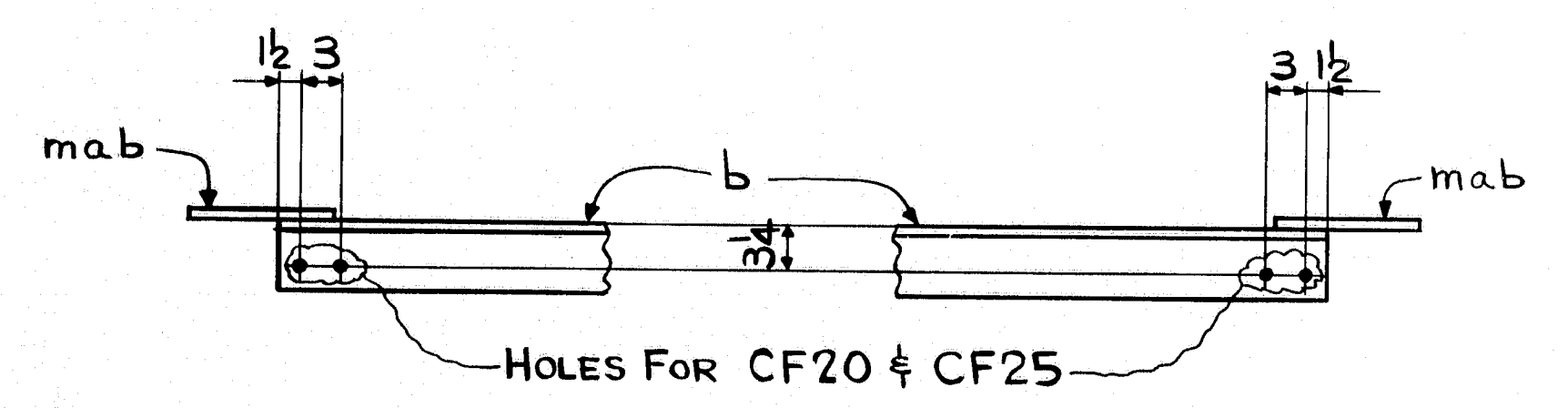
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|--|-------------------|--------------------------|
| NO. | REVISION | DATE |
| | | |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-6211 A Subsidiary of High Industries, Inc. | | |
| CROSSFRAME DETAILS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: JLC | CHK. BY: BJK |
| DATE: 7-23-84 | | |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 6 | OF 80 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|-----------------------|-------|-----------------------|
| 1 | ME | I-16-315-8(82)176 |

| BILL OF MATERIAL | | | | | | |
|------------------|------|---------------|---------|------------|-------|-----------------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT LB. |
| 1 | CF20 | CROSSFRAME | | | | 685. |
| 1 | CF21 | | | | | 685. |
| 1 | CF22 | | | | | 684. |
| 1 | CF23 | | | | | 681. |
| 1 | CF24 | | | | | 681. |
| 1 | CF25 | | | | | 681. |
| 3 | a | W16 x 26 | 13 3/16 | CF22, CF21 | 11/1 | |
| 1 | a | | 13 3/16 | CF23 | 11/11 | |
| 2 | a | | 13 3/8 | CF24, CF25 | 11/11 | |
| 6 | b | WT 5 x 11 | 12 2 | | 16/3 | |
| 6 | c | L 4 x 4 x 3/8 | 8 3/4 | CF22 | 16/7 | |
| 2 | c | | 8 2/4 | CF23 | 16/9 | |
| 4 | c | | 8 2 | CF24, CF25 | 16/10 | |
| 12 | mab | R 11 x 3/8 | 1 1 | | 16/19 | |
| 12 | mac | BAR 7/2 x 3/8 | 0 8 | | 16/27 | |



| MARK | "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | "K" | "L" | "M" |
|------|-------|----------|----------|-----------|-----|----------|----------|-----------|------------|------------|-----------|----------|-----|
| CF20 | | | | | | | | | | | | | |
| CF21 | 1/2 | 10 1/2 | 7'-10 | 13'-0 1/2 | 1/6 | 6'-6 1/4 | 6'-6 1/4 | 9'-10 7/8 | 10'-10 1/2 | 10'-10 3/8 | 11'-0 1/8 | 8'-3 3/4 | |
| CF22 | | | | | | | | | | | | | |
| CF23 | 3 | 1'-1 | 7'-7 1/2 | 13'-0 1/2 | 1/4 | 6'-6 1/8 | 6'-6 3/8 | 9'-9 1/2 | 10'-10 1/8 | 10'-10 1/8 | 11'-1 1/4 | 8'-2 1/4 | |
| CF24 | 3 5/8 | 1'-1 5/8 | 7'-6 3/8 | 13'-0 1/8 | 1/4 | 6'-6 3/8 | 6'-6 3/8 | 9'-9 1/4 | 10'-10 3/4 | 10'-10 3/4 | 11'-1 1/4 | 8'-2 | |
| CF25 | | | | | | | | | | | | | |



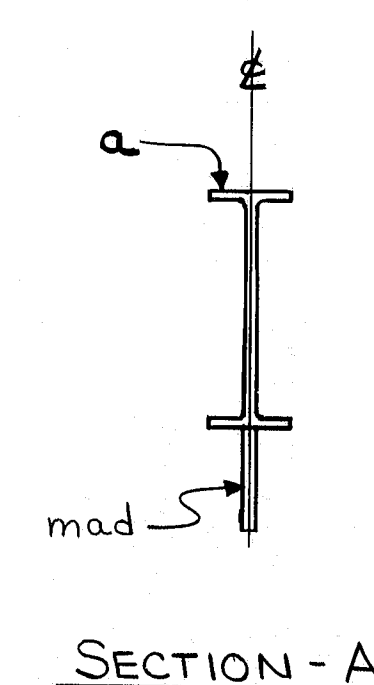
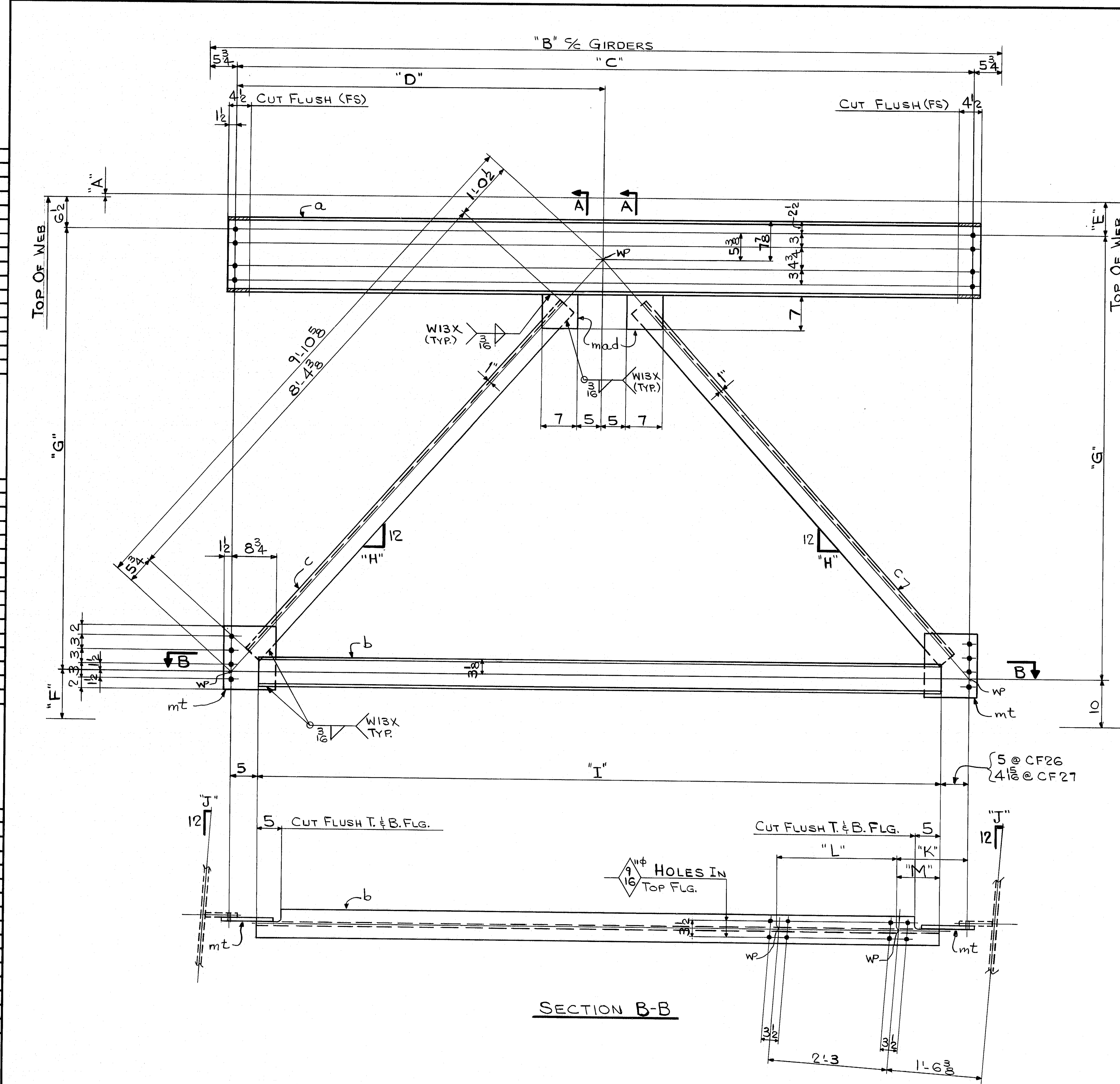
SHOP NOTE
HOLES: 1 5/8" ϕ
BOLTS: NONE
PAINT: NONE

FOR GENERAL NOTES SEE DWG. N1

R95-384

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| NO. 1 | REVISION | CONST. JT. MOVED | DATE 11-20-84 |
| CONTROL # 15 | | | |
| HIGH STEEL STRUCTURES, INC. | | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | | |
| A Subsidiary of High Industries, Inc. | | | |
| CROSSFRAME DETAILS | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164 +60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR | CIAMBRO CORP. |
| IN CHARGE: | HINKLE | MADE BY: | JLC |
| CHARGE: | | CHKD BY: | BJK |
| DATE: | 7-23-84 | | |
| CONTRACT NUMBER: | ME-84088-2 | DRAWING NUMBER: | 7 OF 80 |

AP 22885A



| MK. | "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | "K" | "L" | "M" |
|------|-----|-----------|-----------|----------|-------|--------|-----------|--------|-----------|-----|----------|----------|-------|
| CF26 | 0 | 14'-0 | 13'-0 1/2 | 6'-6 1/4 | 6 1/2 | 10 | 7'-10 1/2 | 10 1/8 | 12'-2 1/2 | 0 | 1'-0 5/8 | 2'-3 | 7 3/8 |
| CF27 | 4 | 14'-0 1/8 | 13'-1 1/8 | 6'-6 1/2 | 6 3/4 | 10 1/4 | 7'-10 1/4 | 10 3/8 | 12'-3 3/8 | 3 | 1'-0 1/8 | 2'-3 1/8 | 7 1/4 |

SHOP NOTE
HOLES: 1 1/8" (U.N.)
BOLTS: NONE
PAINT: NONE
FOR GENERAL NOTES SEE DWG. N1

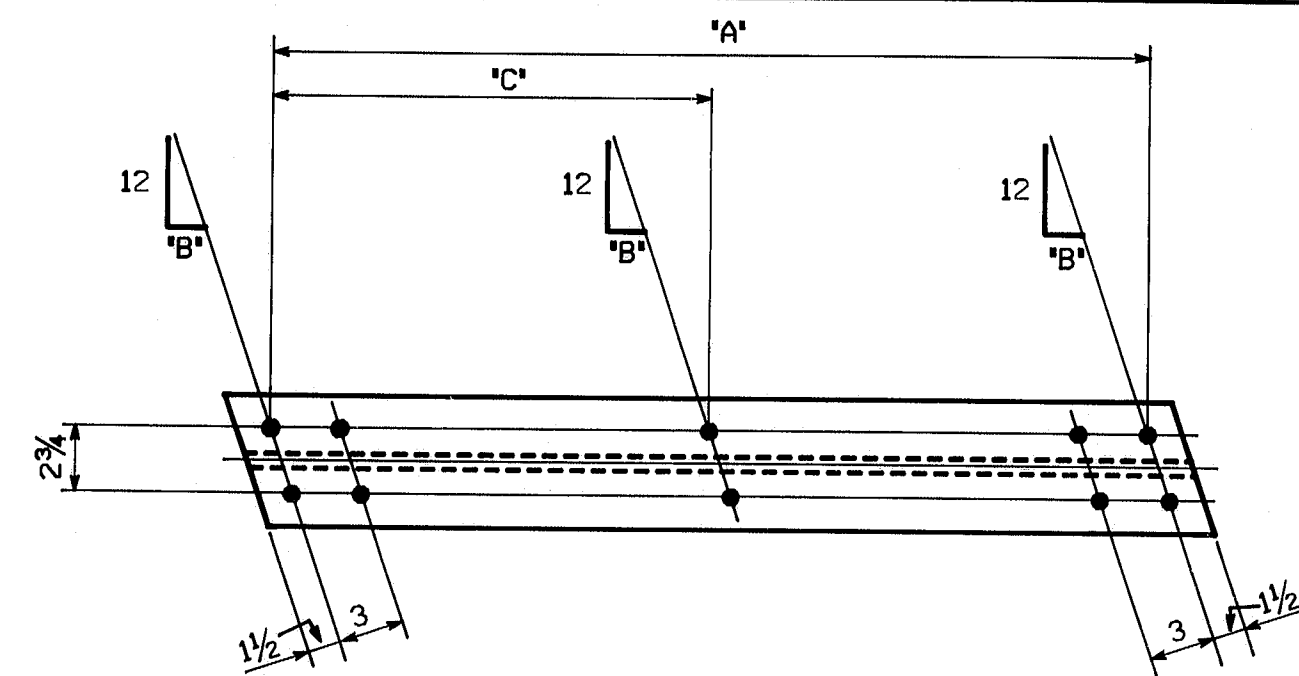
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| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. | |
| 1 | | ME. | IIG 395-8(82)170 | |

| BILL OF MATERIAL | | | | | | |
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| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT EA. |
| ONE | CF26 | CROSSFRAME | | | | 793 |
| ONE | CF27 | CROSSFRAME | | | | 795 |
| 1 | a | W16x26 | 13 3 1/2 | CF26 | | 11/9 |
| 1 | a | W16x26 | 13 4 1/2 | CF27 | | 11/8 |
| 1 | b | WGx20 | 12 2 1/2 | CF26 | | 11/32 |
| 1 | b | WGx20 | 12 3 1/8 | CF27 | | 11/31 |
| 4 | c | L 4x4x 3/8 | 8 4 3/8 | | | 16/6 |
| 4 | mt | R 10 1/4 x 3/8 | 1 1 | | | 16/21 |
| 4 | mad | BAR 7 x 3/8 | 0 7 | | | 16/25 |
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|---|------------------|--------------------------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | |
| A Subsidiary of High Industries, Inc. | | |
| CROSSFRAME DETAILS | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | G | CONTRACTOR CIAMBRO CORP. |
| IN CHARGE HINKLE | MADE BY JLC | CHK'D BY BJK |
| CONTRACT NUMBER ME-84088-2 | DRAWING NUMBER 8 | DATE 7-23-84 |
| OF 80 | | |

R95-385

CODE: 5300



| MARK | A | B | C |
|------|-------------|--------|------------|
| A1 | 17'-11 1/2" | 3 3/8" | 8'-11 3/8" |
| A2 | 16'-5 1/2" | 4 3/8" | 8'-2 3/8" |
| A3 | 15'-8 1/2" | 4 1/8" | 7'-10" |
| A4 | 15'-7 3/4" | 4 1/8" | 7'-9 3/4" |
| A5 | 15'-8 3/8" | 4 1/8" | 7'-6 3/8" |
| A6 | 14'-11 1/2" | 4 1/8" | 7'-5 1/8" |
| A7 | 14'-10 1/2" | 5 1/8" | 7'-5 1/4" |
| A8 | 14'-10 3/8" | 5 1/8" | 7'-5 1/8" |
| A9 | 14'-8 5/8" | 5 1/8" | 7'-4 5/8" |
| A10 | 14'-8 1/8" | 5 1/8" | 7'-4 1/4" |
| A11 | 14'-7 7/8" | 5 3/8" | 7'-3 7/8" |
| A12 | 14'-6 1/2" | 5 3/8" | 7'-3 1/2" |
| A13 | 14'-6 1/8" | 5 1/8" | 7'-3" |
| A14 | 14'-6 1/2" | 5 3/8" | 7'-3 1/2" |
| A15 | 17'-1 3/8" | 4 1/8" | 8'-6 13/8" |
| A16 | 17'-6 1/8" | 4" | 8'-9 1/8" |
| A17 | 18'-1 1/2" | 3 3/8" | 9'-0 1/2" |
| A18 | 18'-1 1/2" | 3 3/8" | 9'-0 3/4" |
| A19 | 18'-4 1/8" | 3 3/8" | 9'-2 3/8" |
| A20 | 18'-4 1/8" | 3 3/8" | 9'-2 3/8" |
| A21 | 18'-4 1/8" | 3 3/8" | 9'-2 3/8" |
| A22 | 18'-7 1/2" | 3 3/8" | 9'-3 1/2" |
| A23 | 18'-8 1/8" | 3 3/8" | 9'-4" |
| A24 | 18'-8 1/8" | 3 3/8" | 9'-4 1/8" |
| A25 | 18'-8 1/8" | 3 3/8" | 9'-4 1/8" |
| A26 | 18'-11 1/8" | 3 3/8" | 9'-5 1/8" |
| A27 | 18'-11 1/8" | 3 3/8" | 9'-5 1/8" |
| A28 | 19'-0 1/8" | 3 3/8" | 9'-6 1/8" |
| A29 | 19'-1 1/8" | 3 3/8" | 9'-6 1/8" |
| A30 | 19'-9 1/8" | 3 3/8" | 9'-10 1/8" |
| A31 | 19'-9 1/8" | 3 3/8" | 9'-10 1/8" |
| A32 | 20'-1" | 3 3/8" | 10'-0 1/2" |
| A33 | 20'-1" | 3 3/8" | 10'-0 1/2" |
| A34 | 20'-1 3/8" | 3 3/8" | 10'-0 3/8" |
| A35 | 20'-4 1/8" | 3 3/8" | 10'-2 3/8" |
| A36 | 20'-4 1/8" | 3 3/8" | 10'-2 3/8" |
| A37 | 20'-4 1/8" | 3 3/8" | 10'-2 3/8" |
| A38 | 20'-8 1/2" | 3 3/8" | 10'-4 1/4" |
| A39 | 20'-8 1/2" | 3 3/8" | 10'-4 1/4" |
| A40 | 20'-9" | 3 3/8" | 10'-4 1/2" |

| MARK | A | B | C |
|------|-------------|--------|-----------|
| A41 | 15'-0 1/2" | 5 3/8" | 7'-6 1/2" |
| A42 | 14'-11 1/2" | 5 3/8" | 7'-5 1/2" |
| A43 | 14'-11 1/4" | 5 3/8" | 7'-5 1/8" |
| A44 | 14'-11 3/8" | 5 3/8" | 7'-5 1/8" |
| A45 | 14'-11 1/2" | 5 3/8" | 7'-5 1/8" |
| A46 | 14'-10 1/2" | 5 1/2" | 7'-5 1/8" |
| A47 | 14'-10 3/4" | 5 1/2" | 7'-5 1/8" |
| A48 | 14'-10 1/2" | 5 1/2" | 7'-5 1/8" |
| A49 | 14'-10 3/4" | 5 1/2" | 7'-5 1/8" |
| A50 | 14'-10 1/2" | 5 1/2" | 7'-5 1/8" |
| A51 | 14'-10 1/2" | 5 1/8" | 7'-5 1/8" |
| A52 | 14'-10 1/4" | 5 1/8" | 7'-5 1/8" |
| A53 | 14'-10 1/4" | 5 3/8" | 7'-5 1/8" |
| A54 | 14'-9 3/8" | 5 3/8" | 7'-4 3/8" |
| A55 | 14'-10 1/8" | 5 1/4" | 7'-5 1/8" |
| A56 | 14'-11 1/2" | 5 1/4" | 7'-5 3/4" |
| A57 | 14'-11 1/2" | 5 1/4" | 7'-5 3/4" |
| A58 | 14'-11" | 5 3/8" | 7'-5 1/2" |
| A59 | 14'-11 1/2" | 5 3/8" | 7'-5 3/8" |
| A60 | 15'-0 3/8" | 5 3/8" | 7'-6 3/8" |
| A61 | 15'-0 1/2" | 5 3/8" | 7'-6 3/8" |
| A62 | 15'-0 1/2" | 5 1/8" | 7'-6 1/2" |
| A63 | 15'-1 1/8" | 5 1/8" | 7'-6 3/8" |
| A64 | 15'-2 1/8" | 5" | 7'-7 1/8" |
| A65 | 15'-4 3/8" | 5" | 7'-8 3/8" |
| A66 | 15'-4 1/4" | 5" | 7'-8 1/2" |
| A67 | 15'-4 1/2" | 5" | 7'-8 1/4" |
| A68 | 15'-7" | 4 7/8" | 7'-9 1/2" |
| A69 | 15'-7 3/8" | 4 7/8" | 7'-9 3/8" |
| A70 | 14'-10 3/8" | 5 1/2" | 7'-5 1/8" |
| A71 | 14'-10 3/8" | 5 1/2" | 7'-5 1/8" |
| A72 | 14'-10 1/4" | 5 1/8" | 7'-5 1/8" |
| A73 | 14'-11" | 5 3/8" | 7'-5 1/2" |
| A74 | 14'-11 1/8" | 5 3/8" | 7'-5 1/2" |
| A75 | 14'-11 1/8" | 5 1/2" | 7'-5 3/8" |
| A76 | 14'-10 3/8" | 5 1/8" | 7'-5 1/8" |
| A77 | 14'-11 1/4" | 5 1/2" | 7'-5 1/8" |
| A78 | 14'-11 1/8" | 5 1/2" | 7'-5 1/8" |
| A79 | 14'-11 1/8" | 5 1/2" | 7'-5 1/8" |
| A80 | 14'-11 1/8" | 5 1/8" | 7'-5 3/8" |

| MARK | A | B | C |
|------|-------------|--------|------------|
| A81 | 14'-11 1/8" | 5 1/8" | 7'-5 3/8" |
| A82 | 19'-3 1/2" | 3 1/2" | 9'-7 3/4" |
| A83 | 19'-3 3/8" | 3 1/2" | 9'-7 3/4" |
| A84 | 17'-7 1/4" | 3 3/8" | 8'-9 5/8" |
| A85 | 17'-1 1/4" | 4" | 8'-6 3/8" |
| A86 | 15'-9 1/2" | 4 3/8" | 7'-10 3/8" |
| A87 | 14'-6 1/2" | 5 3/8" | 7'-3 1/8" |
| A88 | 14'-6 1/2" | 5 3/8" | 7'-3 1/4" |
| A89 | 14'-6 1/2" | 5 1/8" | 7'-3 3/8" |
| A90 | 14'-7 1/4" | 5 3/8" | 7'-3 3/8" |
| A91 | 14'-6 1/8" | 5 3/8" | 7'-3 1/4" |
| A92 | 15'-2 1/2" | 4 3/8" | 7'-7 1/4" |
| A93 | 15'-2 1/2" | 4 3/8" | 7'-7 1/8" |
| A94 | 15'-5 3/8" | 4 1/8" | 7'-8 3/8" |
| A95 | 15'-6" | 4 1/8" | 7'-9" |
| A96 | 15'-8 1/2" | 4 3/8" | 7'-10 1/8" |
| A97 | 15'-9 1/2" | 4 3/8" | 7'-10 1/8" |
| A98 | 15'-10 1/8" | 4 3/8" | 7'-11 1/8" |
| A99 | 16'-3 1/4" | 4 7/8" | 8'-1 1/8" |
| A100 | 16'-3 1/8" | 4 3/8" | 8'-1 1/4" |
| A101 | 17'-0 1/2" | 4 1/8" | 8'-6 1/4" |
| A102 | 14'-11 1/8" | 5 1/8" | 7'-5 3/8" |
| A103 | 14'-11 1/2" | 5 3/8" | 7'-5 3/4" |
| A104 | 14'-11 1/8" | 5 3/8" | 7'-5 1/4" |
| A105 | 14'-11 1/8" | 5 3/8" | 7'-5 1/8" |
| A106 | 14'-10 3/8" | 5 1/2" | 7'-5 1/8" |
| A107 | 14'-10 3/8" | 5 1/2" | 7'-5 1/8" |
| A108 | 14'-10 3/8" | 5 1/2" | 7'-5 1/8" |
| A109 | 14'-10 3/8" | 5 1/2" | 7'-5 1/8" |
| A110 | 14'-10 3/8" | 5 1/2" | 7'-5 1/8" |

| BILL OF MATERIAL | | | | | | |
|------------------|------|-------------|--------|----------|------|-----------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT LB. |
| ONE | A91 | WT5 x 11 | 15 | 0 7/8" | 15 | 166. |
| 2 | A92 | | 15 | 8 1/8" | 14 | 173. |
| ONE | A93 | | 15 | 8 1/4" | 14 | 173. |
| 2 | A94 | | 15 | 11 3/8" | 14 | 176. |
| ONE | A95 | | 15 | 11 1/2" | 14 | 176. |
| ONE | A96 | | 16 | 2 1/4" | 14 | 178. |
| 2 | A97 | | 16 | 2 1/8" | 14 | 179. |
| 3 | A98 | | 16 | 4 1/4" | 13 | 180. |
| ONE | A99 | | 16 | 8 3/8" | 13 | 184. |
| 2 | A100 | | 16 | 8 3/4" | 13 | 184. |
| 3 | A101 | | 17 | 5 1/8" | 13 | 193. |
| 3 | A102 | | 15 | 5 1/8" | 14 | 170. |
| ONE | A103 | | 15 | 5 1/2" | 14 | 170. |
| 2 | A104 | | 15 | 5 1/4" | 14 | 170. |
| 2 | A105 | | 15 | 5 1/8" | 14 | 170. |
| 2 | A107 | | 15 | 4 7/8" | 14 | 170. |
| 4 | A108 | | 15 | 4 7/8" | 14 | 170. |
| ONE | A109 | WT5 x 11 | 15 | 4 13/16" | 14 | 170. |
| 2 | A110 | WT5 x 11 | 15 | 4 1/8" | 14 | 170. |

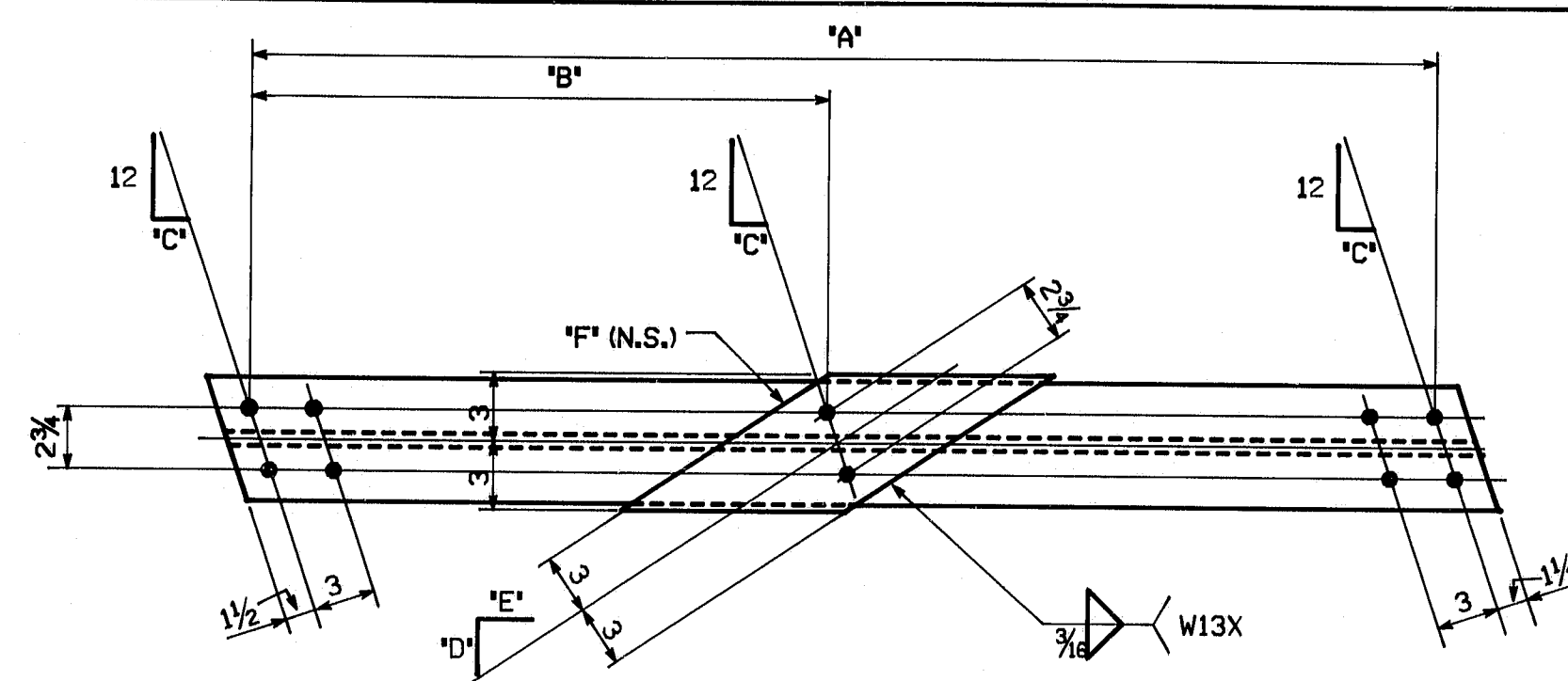
| BILL OF MATERIAL | | | | | | |
|------------------|------|-------------|--------|----------|------|-----------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT LB. |
| ONE | A48 | WT5 x 11 | 15 | 4 13/16" | 14 | 170. |
| 9 | A49 | | 15 | 4 1/8" | 14 | 170. |
| ONE | A50 | | 15 | 4 3/8" | 14 | 170. |
| 4 | A51 | | 15 | 4 3/8" | 14 | 169. |
| ONE | A52 | | 15 | 4 1/8" | 15 | 169. |
| 2 | A53 | | 15 | 4 1/8" | 15 | 169. |
| 3 | A54 | | 15 | 3 1/4" | 15 | 169. |
| 3 | A55 | | 15 | 4 1/4" | 14 | 169. |
| 2 | A56 | | 15 | 5 3/8" | 14 | 170. |
| ONE | A57 | | 15 | 5 3/8" | 15 | 170. |
| ONE | A58 | | 15 | 4 3/8" | 14 | 170. |
| 2 | A59 | | 15 | 4 13/16" | 14 | 170. |
| ONE | A60 | | 15 | 6 1/8" | 14 | 171. |
| 2 | A61 | | 15 | 6 3/8" | 14 | 171. |
| ONE | A62 | | 15 | 6 3/8" | 14 | 171. |
| 2 | A63 | | 15 | 6 3/8" | 14 | 171. |
| 3 | A64 | | 15 | 7 3/8" | 14 | 172. |
| ONE | A65 | | 15 | 10" | 14 | 175. |
| ONE | A66 | | 15 | 9 3/8" | 14 | 174. |
| ONE | A67 | | 15 | 10 1/8" | 14 | 175. |
| 2 | A68 | | 16 | 8 3/8" | 14 | 177. |
| ONE | A69 | | 16 | 8 3/8" | 14 | 177. |
| ONE | A70 | | 15 | 4 1/8" | 15 | 169. |
| ONE | A71 | | 15 | 4 1/8" | 14 | 169. |
| ONE | A72 | | 15 | 4 3/8" | 14 | 169. |
| 6 | A73 | | 15 | 4 13/16" | 14 | 170. |
| 3 | A74 | | 15 | 5 3/8" | 14 | 170. |
| ONE | A75 | | 15 | 5 1/8" | 14 | 170. |
| ONE | A76 | | 15 | 4 1/2" | 14 | 170. |
| ONE | A77 | | 15 | 5 3/8" | 14 | 170. |
| ONE | A78 | | 15 | 5 1/4" | 14 | 170. |
| ONE | A79 | | 15 | 5 1/2" | 14 | 170. |
| ONE | A80 | | 15 | 5 1/2" | 14 | 170. |
| ONE | A81 | | 15 | 5 1/8" | 14 | 170. |
| ONE | A82 | | 19 | 8 1/4" | 13 | 217. |
| 2 | A83 | | 19 | 8 3/8" | 13 | 217. |
| 3 | A84 | | 18 | 8 1/4" | 13 | 199. |
| 3 | A85 | | 17 | 6 3/8" | 13 | 193. |
| 3 | A86 | | 16 | 2 3/4" | 13 | 179. |
| 3 | A87 | | 14 | 11 1/8" | 15 | 165. |
| ONE | A88 | | 15 | 8 3/8" | 15 | 166. |
| 2 | A89 | | 15 | 8 3/8" | 15 | 166. |
| ONE | A90 | WT5 x 11 | 15 | 1" | 15 | 166. |

| BILL OF MATERIAL | | | | | | |
|------------------|------|-------------|--------|----------|------|-----------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT LB. |
| 3 | A1 | WT5 x 11 | 18 | 4" | 13 | 202. |
| 3 | A2 | | 16 | 10 3/8" | 13 | 186. |
| 2 | A3 | | 16 | 1 3/8" | 14 | 178. |
| ONE | A4 | | 16 | 1 1/8" | 14 | 177. |
| ONE | A5 | | 15 | 5 3/8" | 14 | 171. |
| 2 | A6 | | 15 | 5 3/8" | 14 | 170. |
| 2 | A7 | | 15 | 4 1/4" | 14 | 169. |
| ONE | A8 | | 15 | 3 13/16" | 15 | 169. |
| 2 | A9 | | 15 | 2 3/8" | 15 | 168. |
| ONE | A10 | | 15 | 2 1/8" | 15 | 167. |
| ONE | A11 | | 15 | 1 3/8" | 15 | 167. |
| ONE | A12 | | 15 | 0 3/8" | 15 | 166. |
| ONE | A13 | | 14 | 1 1/8" | 15 | 165. |
| ONE | A14 | | 15 | 0 3/8" | 15 | 166. |
| 3 | A15 | | 17 | 6 1/8" | 13 | 193. |
| 3 | A16 | | 17 | 1 1/8" | 13 | 198. |
| ONE | A17 | | 18 | 6 3/8" | 13 | 204. |
| 2 | A18 | | 18 | 6 1/2" | 13 | 204. |
| ONE | A19 | | 18 | 9 3/8" | 13 | 207. |
| ONE | A20 | | 18 | 9 3/8" | 13 | 207. |
| ONE | A21 | | 18 | 9 3/8" | 13 | 207. |
| ONE | A22 | | 19 | 0 3/8" | 13 | 210. |
| 3 | A23 | | 19 | 1 1/8" | 13 | 210. |
| ONE | A24 | | 19 | 1 1/8" | 13 | 210. |
| ONE | A25 | | 19 | 1 3/8" | 13 | 214. |
| ONE | A26 | | 19 | 4 1/2" | 13 | 214. |
| ONE | A27 | | 19 | 4 3/8" | 13 | 214. |
| ONE | A28 | | 19 | 5" | 13 | 214. |
| 3 | A29 | | 19 | 6 1/4" | 13 | 215. |
| 2 | A30 | | 20 | 2 3/8" | 13 | 223. |
| ONE | A31 | | 20 | 2 1/8" | 13 | 223. |
| ONE | A32 | | 20 | 5 3/8" | 13 | 226. |
| ONE | A33 | | 20 | 5 3/8" | 13 | 226. |
| ONE | A34 | | 20 | 5 1/8" | 13 | 226. |
| ONE | A35 | | 20 | 9 1/4" | 13 | 229. |
| ONE | A36 | | 20 | 9 1/8" | 13 | 229. |
| ONE | A37 | | 20 | 9 3/8" | 12 | 229. |
| ONE | A38 | | 21 | 1 1/8" | 12 | 232. |
| ONE | A39 | | 21 | 1 3/8" | 12 | 233. |
| ONE | A40 | | 21 | 1 3/8" | 12 | 233. |
| 3 | A41 | | 15 | 6 1/4" | 14 | 171. |
| 3 | A42 | | 15 | 5 3/8" | 14 | 171. |
| 2 | A43 | | 15 | 5 1/4" | 14 | 170. |
| 2 | A44 | | 15 | 5 3/8" | 14 | 170. |
| 2 | A45 | WT5 x 11 | 15 | 5 1/8" | 14 | 170. |

SHOP NOTE
HOLES: 15/16" #
BOLTS: NONE
PAINT: NONE
FOR GENERAL SHOP NOTES, SEE DWG. N1.

R95-386

| | | | |
|--|------------|------------------|---------------|
| NO. 1 | REVISION | CONST. JT. MOVED | DATE 11-21-84 |
| CONTROL # 15 | | | |
| R95 001 Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/295-933 A Subsidiary of High Industries, Inc. | | | |
| CROSSFRAMES | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | |
| I-395 BRIDGE STA. 164+60.00 | | | |
| PENOBSCOT COUNTY | | | |
| STATE OF MAINE | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR | CIANBRO CORP. |
| IN CHARGE | HINKLE | MADE BY | C.S. BJK |
| CONTRACT NUMBER | ME-84088-2 | CHK'D BY | DATE 9-24-84 |
| DRAWING NUMBER | | | |



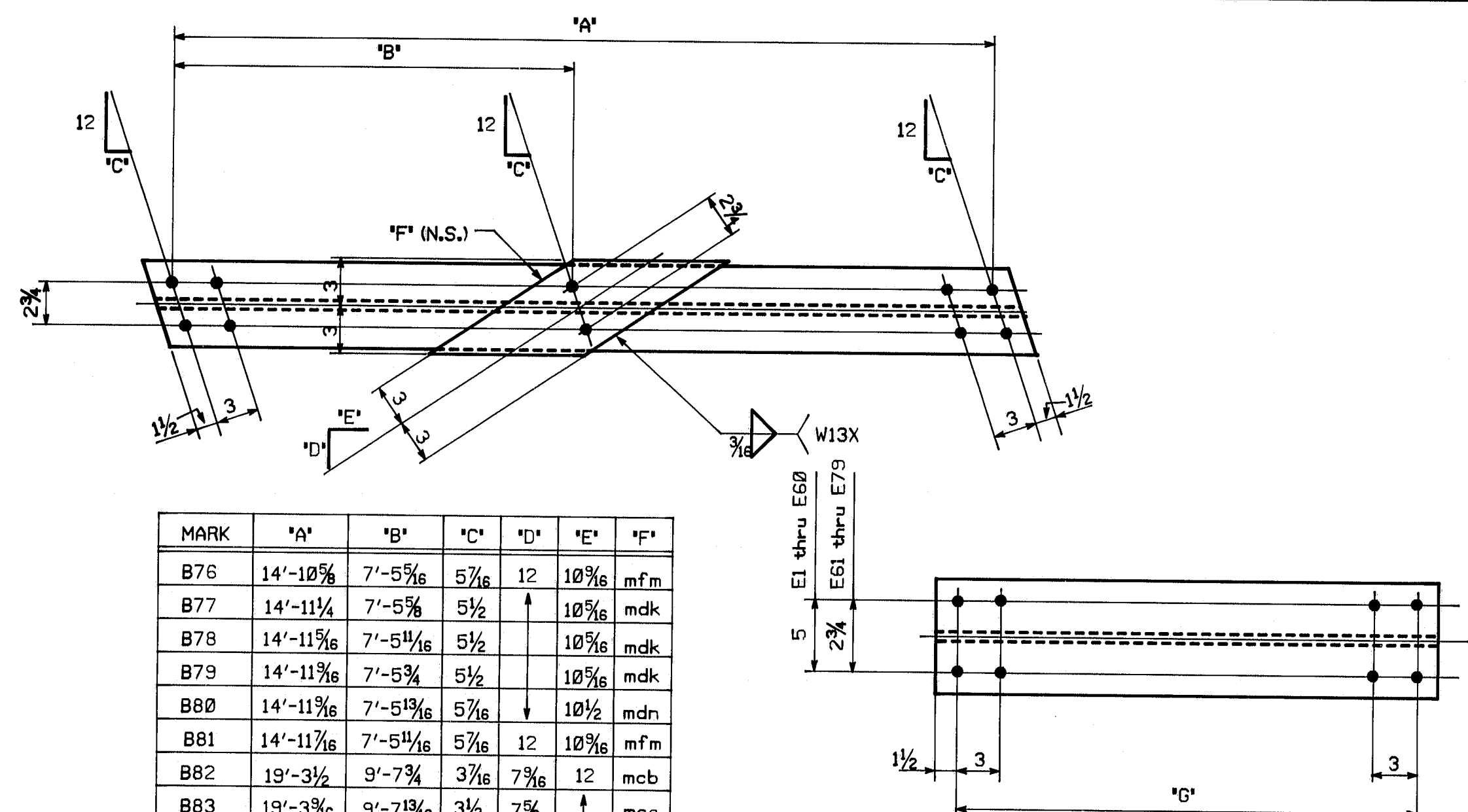
| MARK | A | B | C | D | E | F |
|------|------------|-----------|-------|--------|--------|-----|
| B1 | 17'-11 1/8 | 8'-11 1/2 | 3 3/8 | 8 1/2 | 12 | maf |
| B2 | 16'-5 1/8 | 8'-2 1/8 | 4 3/8 | 9 1/2 | | mag |
| B3 | 15'-8 1/8 | 7'-10 1/8 | 4 1/8 | 10 1/8 | | mah |
| B4 | 15'-7 3/8 | 7'-9 3/8 | 4 1/8 | 10 3/8 | | mak |
| B5 | 15'-8 3/8 | 7'-6 1/8 | 4 1/8 | 11 1/8 | | mam |
| B6 | 14'-11 1/8 | 7'-5 1/8 | 4 1/8 | 11 1/8 | 12 | man |
| B7 | 14'-10 1/2 | 7'-5 1/4 | 5 1/8 | 12 | 11 3/8 | mat |
| B8 | 14'-10 1/8 | 7'-5 1/8 | 5 1/8 | | 11 1/8 | mcw |
| B9 | 14'-8 3/8 | 7'-4 1/8 | 5 3/8 | | 11 3/8 | mcu |
| B10 | 14'-8 1/8 | 7'-4 1/8 | 5 3/8 | | 11 1/8 | mcu |
| B11 | 14'-7 3/8 | 7'-3 1/8 | 5 3/8 | | 10 1/8 | mda |
| B12 | 14'-6 3/8 | 7'-3 1/8 | 5 3/8 | | 10 3/8 | mdb |
| B13 | 14'-6 1/8 | 7'-3 | 5 3/8 | | 10 3/8 | mdn |
| B14 | 14'-6 1/8 | 7'-3 1/8 | 5 3/8 | 12 | 10 3/8 | mdb |
| B15 | 17'-1 1/8 | 8'-6 3/8 | 4 3/8 | 9 3/8 | 12 | man |
| B16 | 17'-6 1/8 | 8'-9 1/8 | 4 3/8 | 9 1/8 | | map |
| B17 | 18'-1 1/8 | 9'-0 1/8 | 3 3/8 | 8 3/8 | | mas |
| B18 | 18'-1 1/2 | 9'-0 3/8 | 3 3/8 | 8 3/8 | | mat |
| B19 | 18'-4 1/8 | 9'-2 1/8 | 3 3/8 | 8 3/8 | | maw |
| B20 | 18'-4 1/8 | 9'-2 1/8 | 3 3/8 | 8 3/8 | | maf |
| B21 | 18'-4 1/8 | 9'-2 1/8 | 3 3/8 | 8 3/8 | | mau |
| B22 | 18'-7 1/8 | 9'-4 | 3 3/8 | 8 3/8 | | mba |
| B23 | 18'-8 1/8 | 9'-4 1/8 | 3 3/8 | 8 3/8 | | mbb |
| B24 | 18'-8 1/8 | 9'-4 1/8 | 3 3/8 | 8 3/8 | | mba |
| B25 | 18'-8 1/8 | 9'-4 1/8 | 3 3/8 | 8 3/8 | | mbb |
| B26 | 18'-11 1/8 | 9'-5 1/8 | 3 3/8 | 8 | | mbc |
| B27 | 18'-11 1/8 | 9'-5 1/8 | 3 3/8 | 7 1/8 | | mbd |
| B28 | 19'-0 1/8 | 9'-6 1/8 | 3 3/8 | 7 1/8 | | mbd |
| B29 | 19'-1 1/8 | 9'-6 1/8 | 3 3/8 | 7 1/8 | | mbf |
| B30 | 19'-9 1/8 | 9'-10 1/8 | 3 3/8 | 7 1/8 | | mbg |
| B31 | 19'-9 1/8 | 9'-10 1/8 | 3 3/8 | 7 1/8 | | mbh |
| B32 | 20'-1 | 10'-0 1/2 | 3 3/8 | 7 1/8 | | mbk |
| B33 | 20'-1 | 10'-0 1/2 | 3 3/8 | 7 1/4 | | mbm |
| B34 | 20'-1 1/8 | 10'-0 1/8 | 3 3/8 | 7 1/4 | | mbn |
| B35 | 20'-4 1/8 | 10'-2 1/4 | 3 3/8 | 7 1/4 | | mbp |
| B36 | 20'-4 1/8 | 10'-2 1/4 | 3 3/8 | 7 1/4 | | mbp |
| B37 | 20'-4 1/8 | 10'-2 1/4 | 3 3/8 | 7 1/4 | | mbp |
| B38 | 20'-8 1/2 | 10'-4 1/4 | 3 3/8 | 7 | | mbp |
| B39 | 20'-8 1/4 | 10'-4 3/8 | 3 3/8 | 6 1/8 | | mbt |
| B40 | 20'-9 | 10'-4 1/2 | 3 3/8 | 6 1/8 | 12 | mbw |

| MARK | A | B | C | D | E | F |
|------|------------|----------|-------|--------|--------|-----|
| B41 | 15'-0 1/8 | 7'-6 | 5 3/8 | 12 | 9 3/8 | mdc |
| B42 | 14'-11 1/8 | 7'-5 1/8 | 5 3/8 | | 9 1/8 | mdc |
| B43 | 14'-11 1/4 | 7'-5 1/8 | 5 3/8 | | 10 1/8 | mdf |
| B44 | 14'-11 1/8 | 7'-5 1/8 | 5 3/8 | | 10 1/8 | mdf |
| B45 | 14'-11 1/8 | 7'-5 1/8 | 5 3/8 | | 10 1/8 | mdf |
| B46 | 14'-11 1/8 | 7'-5 1/8 | 5 3/8 | | 10 1/8 | mdg |
| B48 | 14'-10 1/8 | 7'-5 1/8 | 5 1/2 | | 10 1/8 | mdk |
| B49 | 14'-10 1/8 | 7'-5 1/8 | 5 1/2 | | 10 1/8 | mdk |
| B50 | 14'-10 1/8 | 7'-5 1/8 | 5 1/2 | | 10 1/8 | mdm |
| B51 | 14'-10 1/8 | 7'-5 1/8 | 5 1/8 | | 10 1/2 | mdn |
| B52 | 14'-10 1/4 | 7'-5 1/8 | 5 1/8 | | 10 1/8 | mdp |
| B53 | 14'-10 1/4 | 7'-5 1/8 | 5 1/8 | | 10 1/8 | mds |
| B54 | 14'-9 1/8 | 7'-4 1/8 | 5 1/8 | | 10 1/8 | mdt |
| B55 | 14'-10 1/8 | 7'-5 1/4 | 5 1/4 | | 11 1/8 | mdw |
| B56 | 14'-11 1/2 | 7'-5 1/4 | 5 1/4 | | 11 | mdy |
| B57 | 14'-11 1/8 | 7'-5 1/4 | 5 1/4 | | 11 1/8 | mfa |
| B58 | 14'-11 | 7'-5 1/2 | 5 3/8 | | 11 1/8 | mcu |
| B59 | 14'-11 1/8 | 7'-5 1/8 | 5 3/8 | | 11 1/8 | mcu |
| B60 | 15'-0 1/8 | 7'-6 1/8 | 5 3/8 | | 11 1/8 | mcu |
| B61 | 15'-0 1/8 | 7'-6 1/8 | 5 3/8 | | 11 1/4 | mfb |
| B62 | 15'-0 1/8 | 7'-6 1/8 | 5 3/8 | | 11 1/8 | mfc |
| B63 | 15'-1 1/8 | 7'-6 1/2 | 5 3/8 | | 11 1/8 | mfc |
| B64 | 15'-2 1/8 | 7'-7 1/8 | 5 | | 11 1/8 | mfd |
| B65 | 15'-4 3/8 | 7'-8 3/8 | 5 | | 11 1/8 | mff |
| B66 | 15'-4 1/4 | 7'-8 1/8 | 5 | | 12 | mfg |
| B67 | 15'-4 1/2 | 7'-8 1/4 | 5 | 12 | 11 1/8 | mff |
| B68 | 15'-7 | 7'-9 1/2 | 4 3/8 | 11 3/8 | 12 | mbu |
| B69 | 15'-7 3/8 | 7'-9 3/8 | 4 3/8 | 11 3/8 | 12 | mca |
| B70 | 14'-10 1/8 | 7'-5 1/8 | 5 1/2 | 12 | 10 1/8 | mfb |
| B71 | 14'-10 1/8 | 7'-5 1/8 | 5 1/2 | 12 | 10 1/8 | mdm |
| B72 | 14'-10 1/4 | 7'-5 1/8 | 5 1/8 | 12 | 10 1/2 | mdn |
| B73 | 14'-11 | 7'-5 1/2 | 5 3/8 | 12 | 10 1/4 | mdh |
| B74 | 14'-11 1/8 | 7'-5 1/8 | 5 3/8 | 12 | 10 1/4 | mdh |
| B75 | 14'-11 3/8 | 7'-5 1/8 | 5 1/2 | 12 | 10 1/4 | mfk |

| BILL OF MATERIAL | | | | | | |
|------------------|------|-------------|--------|---------|--------------------|--------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | WEIGHT |
| 2 | mbd | BAR 6 x 1/2 | 1 | 8 | B27,B28 | 16 2/3 |
| 3 | mbf | | 1 | 8 1/4 | B29 | |
| 2 | mbg | | 1 | 9 1/4 | B30 | |
| 1 | mbh | | 1 | 9 1/4 | B31 | |
| 1 | mbk | | 1 | 9 3/4 | B32 | |
| 1 | mbm | | 1 | 9 3/4 | B33 | |
| 1 | mbn | | 1 | 9 3/4 | B34 | |
| 3 | mbp | | 1 | 9 3/4 | B35,B36,B37 | |
| 1 | mba | | 1 | 10 1/4 | B38 | |
| 1 | mbt | | 1 | 10 3/4 | B39 | |
| 1 | mbw | | 1 | 10 3/4 | B40 | |
| 2 | mbu | | 1 | 2 1/2 | B88 | |
| 1 | mca | | 1 | 2 1/2 | B89 | |
| 2 | mdt | | 1 | 2 | B7 | |
| 1 | mcw | | 1 | 2 | B8 | |
| 7 | mcu | | 1 | 1 1/8 | B9,B10,B50,B59,B60 | |
| 1 | mda | | 1 | 1 1/8 | B11 | |
| 2 | mdb | | 1 | 1 1/4 | B12,B14 | |
| 3 | mdc | | 1 | 0 3/8 | B41 | |
| 3 | ddd | | 1 | 0 3/8 | B42 | |
| 5 | ddf | | 1 | 1 | B43,B44,B45 | |
| 2 | ddg | | 1 | 1 | B46 | |
| 7 | mdh | | 1 | 1 | B73,B74 | |
| 10 | mdk | | 1 | 1 1/8 | B48,B49 | |
| 2 | mdm | | 1 | 1 1/8 | B50,B71 | |
| 5 | mdn | | 1 | 1 1/4 | B51,B72 | |
| 1 | mdp | | 1 | 1 1/8 | B52 | |
| 2 | mds | | 1 | 1 1/8 | B53 | |
| 3 | mdt | | 1 | 1 1/2 | B54 | |
| 3 | mdw | | 1 | 1 1/8 | B55 | |
| 2 | mdy | | 1 | 1 1/8 | B56 | |
| 1 | mfa | | 1 | 1 1/8 | B57 | |
| 2 | mfb | | 1 | 1 1/8 | B61 | |
| 3 | mfc | | 1 | 2 1/4 | B62,B63 | |
| 3 | mfd | | 1 | 2 3/8 | B64 | |
| 2 | mff | | 1 | 2 1/2 | B65,B67 | |
| 1 | mfg | | 1 | 2 1/2 | B66 | |
| 1 | mfh | | 1 | 1 1/4 | B70 | |
| 1 | mfk | | 1 | 1 | B75 | |
| 1 | mfn | BAR 6 x 1/2 | 1 | 1 1/8 | B13 | 16 2/3 |

| BILL OF MATERIAL | | | | | | |
|------------------|------|-------------|--------|---------|---------|---------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | WEIGHT |
| 2 | B46 | WT5 x 11 | 15 | 5 1/8 | | 14 2/5 |
| ONE | B48 | | 15 | 4 1/8 | | 14 2/7 |
| 9 | B49 | | 15 | 4 1/8 | | 14 2/8 |
| ONE | B50 | | 15 | 4 1/8 | | 14 2/9 |
| 4 | B51 | | 15 | 4 1/8 | | 14 2/31 |
| ONE | B52 | | 15 | 4 1/8 | | 15 2/2 |
| 2 | B53 | | 15 | 4 1/8 | | 15 2/2 |
| 3 | B54 | | 15 | 3 1/8 | | 15 2/4 |
| 3 | B55 | | 15 | 4 1/4 | | 14 3/32 |
| 2 | B56 | | 15 | 5 1/8 | | 14 2/23 |
| ONE | B57 | | 15 | 5 1/8 | | 14 2/24 |
| ONE | B58 | | 15 | 4 1/8 | | 14 2/26 |
| 2 | B59 | | 15 | 4 1/8 | | 14 2/26 |
| ONE | B60 | | 15 | 6 1/8 | | 14 1/19 |
| 2 | B61 | | 15 | 6 1/8 | | 14 1/18 |
| ONE | B62 | | 15 | 6 1/8 | | 14 1/17 |
| 2 | B63 | | 15 | 6 1/8 | | 14 1/16 |
| 3 | B64 | | 15 | 7 3/8 | | 14 1/15 |
| ONE | B65 | | 15 | 10 | | 14 1/11 |
| ONE | B66 | | 15 | 9 1/8 | | 14 1/12 |
| ONE | B67 | | 15 | 10 1/8 | | 14 1/10 |
| 2 | B68 | | 16 | 0 3/8 | | 14 1/19 |
| ONE | B69 | | 16 | 0 3/8 | | 14 1/16 |
| ONE | B70 | | 15 | 4 1/8 | | 15 2/18 |
| ONE | B71 | | 15 | 4 1/8 | | 14 3/31 |
| ONE | B72 | | 15 | 4 1/8 | | 14 3/32 |
| 6 | B73 | | 15 | 4 1/8 | | 14 2/26 |
| ONE | B74 | | 15 | 5 1/8 | | 14 2/25 |
| ONE | B75 | WT5 x 11 | 15 | 5 1/8 | | 14 2/25 |
| 4 | maf | BAR 6 x 1/2 | 1 | 7 1/8 | B1,B20 | 16 2/3 |
| 3 | mag | | 1 | 5 1/4 | B2 | |
| 2 | mah | | 1 | 4 1/4 | B3 | |
| 1 | mak | | 1 | 4 1/8 | B4 | |
| 3 | mam | | 1 | 3 3/8 | B5,B6 | |
| 3 | man | | 1 | 5 1/2 | B15 | |
| 3 | map | | 1 | 5 1/8 | B16 | |
| 1 | mas | | 1 | 6 3/8 | B17 | |
| 2 | mat | | 1 | 6 3/8 | B18 | |
| 1 | maw | | 1 | 7 1/8 | B19 | |
| 1 | may | | 1 | 7 1/4 | B21 | |
| 2 | mab | | 1 | 7 1/2 | B22,B24 | |
| 4 | mbb | | 1 | 7 1/8 | B23,B25 | |
| 1 | mbc | BAR 6 x 1/2 | 1 | 7 1/8 | B26 | 16 2/3 |

| | | | | | FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
|------------------|------|-------------|--------|---------|-----------------------|-----------------|-----------------------|
| | | | | | 1 | ME. | I-10-395-8(82)176 |
| BILL OF MATERIAL | | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SUP MATERIAL | |
| 3 | B1 | WT5 x 11 | 18 | 4 | | 13 22 | 218 |
| 3 | B2 | | 16 | 10 3/8 | | 13 28 | 20 |
| 2 | B3 | | 16 | 1 1/8 | | 14 4 | 191 |
| ONE | B4 | | 16 | 1 1/8 | | 14 5 | 191 |
| ONE | B5 | | 15 | 5 5/8 | | 14 21 | 184 |
| 2 | B6 | | 15 | 5 5/8 | | 14 23 | 183 |
| 2 | B7 | | 15 | 4 1/4 | | 14 32 | 181 |
| ONE | B8 | | 15 | 3 5/8 | | 15 3 | 181 |
| 2 | B9 | | 15 | 2 3/8 | | 15 6 | 179 |
| ONE | B10 | | 15 | 2 3/8 | | 15 7 | 179 |
| ONE | B11 | | 15 | 1 3/8 | | 15 8 | 178 |
| ONE | B12 | | 15 | 0 3/8 | | 15 10 | 178 |
| ONE | B13 | | 14 | 11 1/8 | | 15 15 | 177 |
| ONE | B14 | | 15 | 0 3/8 | | 15 10 | 178 |
| 3 | B15 | | 17 | 6 1/8 | | 13 25 | 203 |
| 3 | B16 | | 17 | 11 1/8 | | 13 24 | 213 |
| ONE | B17 | | 18 | 6 3/8 | | 13 20 | 222 |
| 2 | B18 | | 18 | 6 1/2 | | 13 21 | 220 |
| ONE | B19 | | 18 | 9 3/8 | | 13 19 | 223 |
| ONE | B20 | | 18 | 9 3/8 | | 13 19 | 223 |
| ONE | B21 | | 18 | 9 3/8 | | 13 18 | 224 |
| ONE | B22 | | 19 | 0 3/8 | | 13 17 | 227 |
| 3 | B23 | | 19 | 1 | | 13 16 | 227 |
| ONE | B24 | | 19 | 1 1/8 | | 13 15 | 227 |
| ONE | B25 | | 19 | 1 1/8 | | 13 14 | 227 |
| ONE | B26 | | 19 | 4 1/2 | | 13 13 | 230 |
| ONE | B27 | | 19 | 4 3/4 | | 13 12 | 231 |
| ONE | B28 | | 19 | 5 | | 13 11 | 231 |
| 3 | B29 | | 19 | 6 1/4 | | 13 10 | 232 |
| 2 | B30 | | 20 | 2 3/8 | | 13 6 | 241 |
| ONE | B31 | | 20 | 2 7/8 | | 13 7 | 241 |
| ONE | B32 | | 20 | 5 3/8 | | 13 6 | 244 |
| ONE | B33 | | 20 | 5 3/8 | | 13 6 | 244 |
| ONE | B34 | | 20 | 5 5/8 | | 13 4 | 244 |
| ONE | B35 | | 20 | 9 3/4 | | 13 3 | 247 |
| ONE | B36 | | 20 | 9 7/8 | | 13 2 | 248 |
| ONE | B37 | | 20 | 9 5/8 | | 12 32 | 248 |
| ONE | B38 | | 21 | 1 1/8 | | 12 31 | 251 |
| ONE | B39 | | 21 | 1 3/8 | | 12 30 | 252 |
| ONE | B40 | | 21 | 1 5/8 | | 12 29 | 252 |
| 3 | B41 | △ | 15 | 6 1/8 | | 14 19 | 182 |
| 3 | B42 | △ | 15 | 5 5/8 | | 14 21 | 181 |
| ONE | B43 | | 15 | 5 1/4 | | 14 24 | 181 |
| 2 | B44 | | 15 | 5 3/8 | | 14 24 | 181 |
| 2 | B45 | WT5 x 11 | 15 | 5 1/8 | | 14 25 | 181 |



| MARK | "A" | "B" | "C" | "D" | "E" | "F" |
|------|-------------|------------|--------|---------|---------|-----|
| B76 | 14'-10 1/8" | 7'-5 1/8" | 5 1/8" | 12 | 10 1/8" | mfm |
| B77 | 14'-11 1/4" | 7'-5 1/8" | 5 1/2" | 12 | 10 1/8" | mdk |
| B78 | 14'-11 1/8" | 7'-5 1/8" | 5 1/2" | 12 | 10 1/8" | mdk |
| B79 | 14'-11 1/8" | 7'-5 1/8" | 5 1/2" | 12 | 10 1/8" | mdk |
| B80 | 14'-11 1/8" | 7'-5 1/8" | 5 1/8" | 12 | 10 1/8" | mdn |
| B81 | 14'-11 1/8" | 7'-5 1/8" | 5 1/8" | 12 | 10 1/8" | mfm |
| B82 | 19'-3 1/2" | 9'-7 3/8" | 3 1/2" | 7 3/8" | 12 | mcb |
| B83 | 19'-3 3/8" | 9'-7 1/8" | 3 1/2" | 7 3/8" | 12 | mcc |
| B84 | 17'-7 1/4" | 8'-9 5/8" | 3 1/2" | 8 3/8" | 12 | mcd |
| B85 | 17'-1 1/4" | 8'-6 5/8" | 4 | 8 1/8" | 12 | mcf |
| B86 | 15'-9 1/2" | 7'-10 3/8" | 4 3/8" | 10 1/8" | 12 | mcg |
| B87 | 14'-8 1/8" | 7'-3 1/8" | 5 1/8" | 12 | 10 1/8" | mfn |
| B88 | 14'-8 1/2" | 7'-3 1/4" | 5 3/8" | 12 | 10 1/8" | mds |
| B89 | 14'-6 5/8" | 7'-3 1/8" | 5 1/8" | 12 | 10 1/8" | mfm |
| B90 | 14'-7 1/8" | 7'-3 3/8" | 5 3/8" | 12 | 10 1/8" | mfp |
| B91 | 14'-6 3/8" | 7'-3 1/8" | 5 1/8" | 12 | 10 1/8" | mda |
| B92 | 15'-2 1/2" | 7'-7 1/4" | 4 1/8" | 11 1/2" | 12 | mch |
| B93 | 15'-2 1/8" | 7'-7 1/8" | 4 1/8" | 11 1/2" | 12 | mch |
| B94 | 15'-5 1/8" | 7'-8 1/8" | 4 1/8" | 11 1/2" | 12 | mam |
| B95 | 15'-6 1/8" | 7'-9 1/8" | 4 1/8" | 11 1/2" | 12 | mam |
| B96 | 15'-8 1/8" | 7'-10 1/8" | 4 1/8" | 10 1/8" | 12 | mck |
| B97 | 15'-9 1/8" | 7'-10 1/2" | 4 1/8" | 10 1/8" | 12 | mck |
| B98 | 15'-10 1/8" | 7'-11 1/8" | 4 1/8" | 10 1/8" | 12 | mcn |
| B99 | 16'-3 1/4" | 8'-1 1/8" | 4 1/8" | 10 1/8" | 12 | mcp |
| B100 | 16'-3 1/8" | 8'-1 1/4" | 4 1/8" | 10 1/8" | 12 | mcp |
| B101 | 17'-0 1/2" | 8'-6 1/4" | 4 1/8" | 9 3/8" | 12 | mcs |
| B102 | 14'-11 1/8" | 7'-5 1/8" | 5 1/8" | 12 | 9 3/8" | mfs |
| B103 | 14'-11 1/2" | 7'-5 1/8" | 5 3/8" | 12 | 10 1/8" | mft |
| B104 | 14'-11 1/2" | 7'-5 1/8" | 5 3/8" | 12 | 10 1/8" | mfw |
| B105 | 14'-11 1/4" | 7'-5 1/8" | 5 3/8" | 12 | 10 1/8" | mfy |
| B106 | 14'-11 1/4" | 7'-5 1/8" | 5 3/8" | 12 | 10 1/8" | mdg |
| B107 | 14'-10 1/8" | 7'-5 1/8" | 5 1/2" | 12 | 10 1/8" | mfk |
| B108 | 14'-10 1/8" | 7'-5 1/8" | 5 1/2" | 12 | 10 1/8" | mfk |
| B109 | 14'-10 1/8" | 7'-5 1/8" | 5 1/2" | 12 | 10 1/8" | mdk |
| B110 | 14'-10 1/8" | 7'-5 1/8" | 5 1/2" | 12 | 10 1/8" | mth |

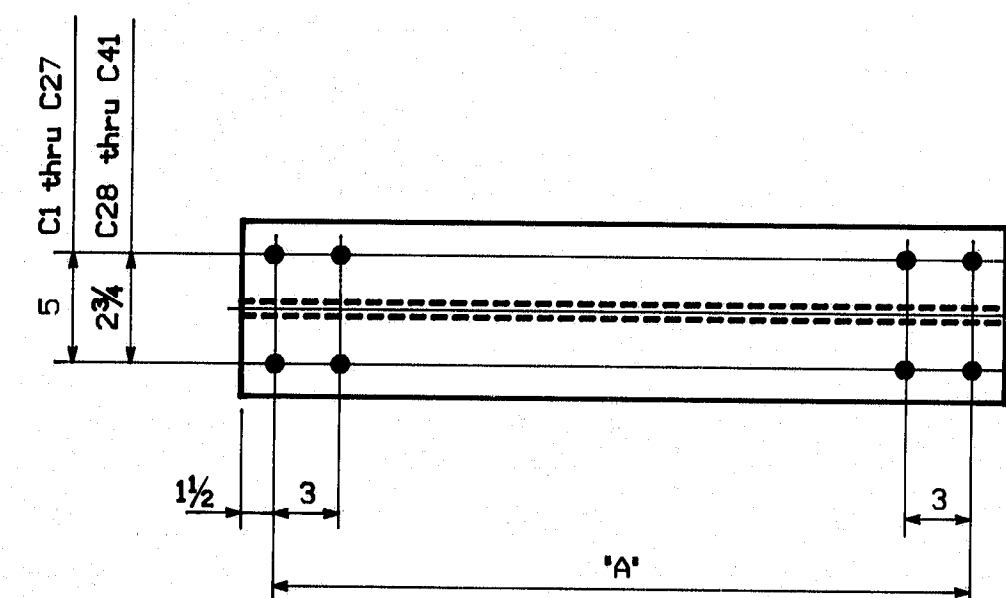
SHOP NOTE: DIFFERENT WEIGHT, WT'S

| MARK | "G" | MARK | "G" |
|------|-------------|------|-------------|
| E1 | 17'-1 1/8" | E42 | 14'-1 1/8" |
| E2 | 15'-6 1/8" | E43 | 14'-4 1/8" |
| E3 | 14'-8 1/8" | E44 | 14'-5 1/8" |
| E4 | 14'-8 1/8" | E45 | 14'-8 1/8" |
| E5 | 13'-11 1/8" | E46 | 14'-8 1/2" |
| E6 | 13'-11 1/8" | E47 | 14'-10 1/2" |
| E7 | 18'-6 1/8" | E48 | 15'-3 1/8" |
| E8 | 18'-6 1/8" | E49 | 15'-3 1/2" |
| E9 | 18'-2 1/8" | E50 | 16'-1 1/8" |
| E10 | 14'-9 1/8" | E51 | 13'-6 1/8" |
| E11 | 13'-4 1/8" | E52 | 13'-6 1/8" |
| E12 | 13'-3 1/8" | E53 | 13'-6 1/8" |
| E13 | 13'-3 1/8" | E54 | 13'-6 1/2" |
| E14 | 13'-3 1/8" | E55 | 13'-6 1/2" |
| E15 | 13'-4 1/8" | E56 | 13'-6 3/8" |
| E16 | 13'-3 1/4" | E57 | 13'-6 7/8" |
| E17 | 18'-2 1/8" | E58 | 13'-7 1/8" |
| E18 | 18'-7 1/8" | E59 | 13'-7 1/8" |
| E19 | 17'-3 1/8" | E60 | 13'-7 1/2" |
| E20 | 17'-6 1/8" | | |
| E21 | 17'-6 1/8" | E61 | 13'-8 1/8" |
| E22 | 17'-6 1/8" | E62 | 13'-7 1/8" |
| E23 | 17'-10 1/8" | E63 | 13'-6 1/8" |
| E24 | 17'-10 1/8" | E64 | 13'-6 1/8" |
| E25 | 17'-10 1/8" | E65 | 13'-3 1/8" |
| E26 | 17'-10 1/8" | E66 | 13'-6 1/2" |
| E27 | 18'-1 1/8" | E67 | 13'-7 1/8" |
| E28 | 18'-2 1/8" | E68 | 13'-8 1/8" |
| E29 | 18'-2 1/8" | E69 | 13'-8 1/8" |
| E30 | 18'-3 1/8" | E70 | 13'-8 1/8" |
| E31 | 19'-0 1/8" | E71 | 13'-9 1/8" |
| E32 | 19'-4 1/8" | E72 | 13'-9 1/8" |
| E33 | 19'-4 1/8" | E73 | 13'-10 1/8" |
| E34 | 19'-4 1/8" | E74 | 13'-10 1/8" |
| E35 | 19'-7 1/8" | E75 | 14'-0 1/8" |
| E36 | 19'-8 1/8" | E76 | 14'-2 1/8" |
| E37 | 19'-8 1/8" | E77 | 14'-2 1/8" |
| E38 | 19'-11 1/8" | E78 | 14'-5 1/8" |
| E39 | 20'-0 1/8" | E79 | 14'-5 1/8" |
| E40 | 20'-0 1/8" | | |
| E41 | 14'-1 1/8" | | |

| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT |
|-----|------|-------------|--------|---------|--------|-------------|
| ONE | E35 | WT7 x 21.5 | 19 | 10 1/8" | 9 1/2 | 428 |
| ONE | E36 | | 19 | 11 1/4" | 9 1/2 | 429 |
| ONE | E37 | | 19 | 11 1/4" | 9 1/2 | 429 |
| ONE | E38 | | 20 | 3 | 9 1/2 | 436 |
| ONE | E39 | | 20 | 3 1/4" | 9 1/2 | 436 |
| ONE | E40 | | 20 | 3 1/4" | 9 1/2 | 437 |
| 2 | E41 | | 14 | 4 1/8" | 10 1/2 | 309 |
| ONE | E42 | | 14 | 4 1/8" | 10 1/2 | 310 |
| 2 | E43 | | 14 | 7 1/8" | 10 1/2 | 316 |
| ONE | E44 | | 14 | 8 1/4" | 10 1/2 | 316 |
| ONE | E45 | | 14 | 11 1/4" | 10 1/2 | 322 |
| 2 | E46 | | 14 | 11 1/2" | 10 1/2 | 322 |
| 3 | E47 | | 15 | 1 1/2" | 10 1/2 | 326 |
| ONE | E48 | | 15 | 6 1/4" | 9 1/2 | 334 |
| 2 | E49 | | 15 | 6 1/2" | 9 1/2 | 335 |
| 3 | E50 | | 16 | 4 1/8" | 9 1/2 | 352 |
| ONE | E51 | | 13 | 9 1/8" | 10 1/2 | 296 |
| ONE | E52 | | 13 | 9 1/4" | 10 1/2 | 296 |
| ONE | E53 | | 13 | 9 1/8" | 10 1/2 | 297 |
| 10 | E54 | | 13 | 9 1/2" | 10 1/2 | 297 |
| ONE | E55 | | 13 | 9 1/2" | 10 1/2 | 297 |
| 2 | E56 | | 13 | 9 1/2" | 10 1/2 | 297 |
| ONE | E57 | | 13 | 9 1/2" | 10 1/2 | 298 |
| ONE | E58 | | 13 | 10 | 10 1/2 | 298 |
| ONE | E59 | | 13 | 10 1/8" | 10 1/2 | 298 |
| 2 | E60 | WT7 x 21.5 | 13 | 10 1/2" | 10 1/2 | 299 |
| 2 | E61 | WT5 x 11 | 13 | 11 | 15 1/2 | 154 |
| ONE | E62 | | 13 | 10 1/8" | 15 1/2 | 153 |
| 2 | E63 | | 13 | 9 1/4" | 15 1/2 | 152 |
| ONE | E64 | | 13 | 9 | 15 1/2 | 152 |
| 6 | E65 | | 13 | 6 1/8" | 16 1/2 | 149 |
| 48 | E66 | | 13 | 9 1/2" | 15 1/2 | 152 |
| 3 | E67 | | 13 | 10 1/8" | 15 1/2 | 153 |
| 3 | E68 | | 13 | 11 1/8" | 15 1/2 | 154 |
| ONE | E69 | | 13 | 11 1/8" | 15 1/2 | 154 |
| 2 | E70 | | 13 | 11 1/8" | 15 1/2 | 154 |
| ONE | E71 | | 14 | 0 1/8" | 15 1/2 | 155 |
| 2 | E72 | | 14 | 0 1/8" | 15 1/2 | 155 |
| ONE | E73 | | 14 | 1 1/8" | 15 1/2 | 156 |
| 2 | E74 | | 14 | 1 1/4" | 15 1/2 | 156 |
| 3 | E75 | | 14 | 3 | 15 1/2 | 157 |
| 2 | E76 | | 14 | 5 1/4" | 15 1/2 | 159 |
| ONE | E77 | | 14 | 5 1/8" | 15 1/2 | 159 |
| 2 | E78 | | 14 | 8 1/8" | 15 1/2 | 162 |
| ONE | E79 | WT5 x 11 | 14 | 8 1/2" | 15 1/2 | 162 |

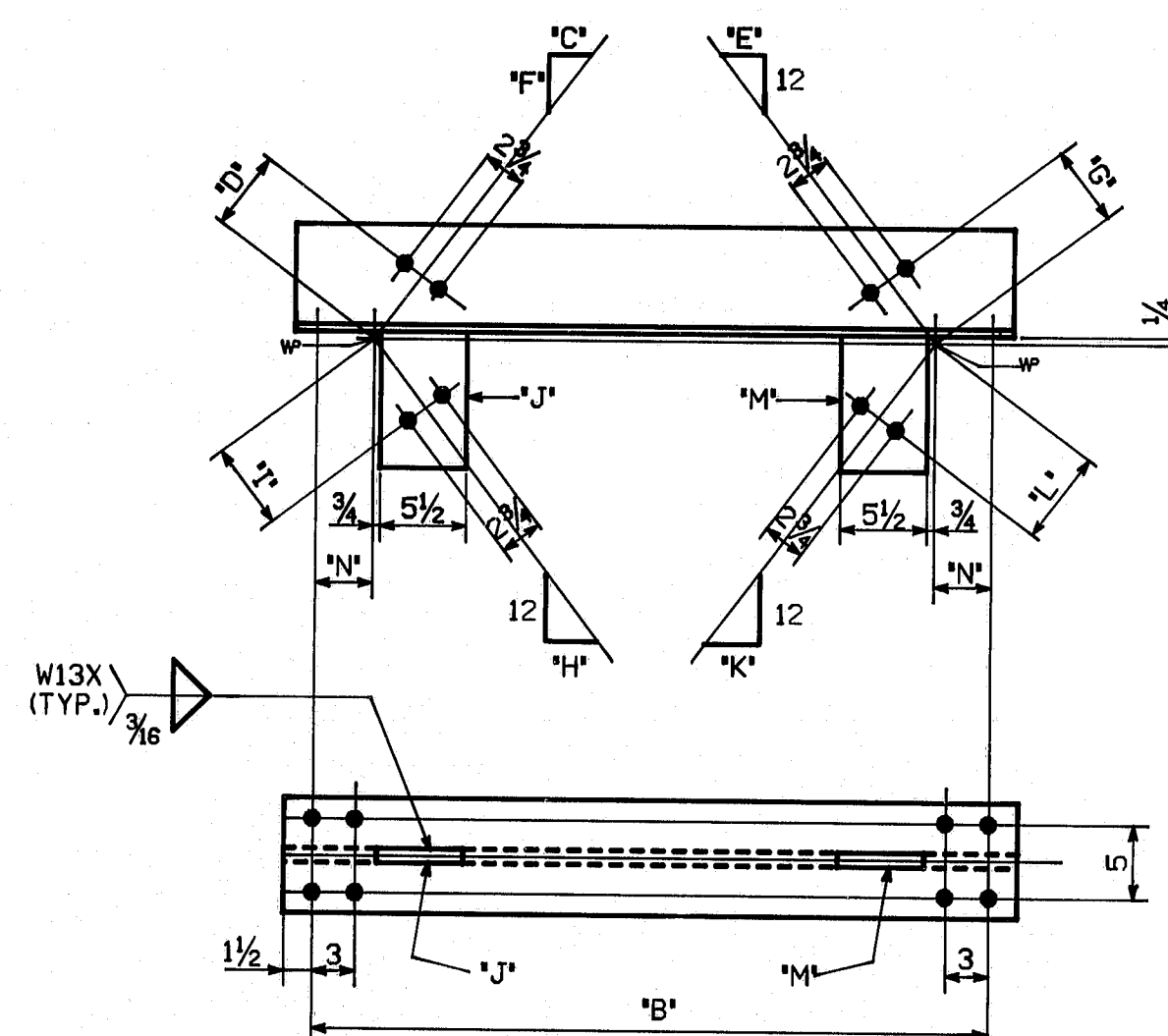
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT |
|-----|------|-------------|--------|---------|--------|-------------|
| 2 | mcp | BAR 6 x 1/2 | 1 | 4 1/8" | 16 1/2 | 23 |
| 3 | mcs | | 1 | 5 1/8" | | |
| 1 | mda | | 1 | 1 1/8" | | |
| 2 | mdg | | 1 | 1 | | |
| 4 | mdk | | 1 | 1 1/8" | | |
| 1 | mdn | | 1 | 1 1/4" | | |
| 1 | mds | | 1 | 1 1/8" | | |
| 6 | mfk | | 1 | 1 1/8" | | |
| 4 | mfm | | 1 | 1 1/4" | | |
| 3 | mfn | | 1 | 1 1/8" | | |
| 1 | mfp | | 1 | 1 1/2" | | |
| 3 | mfs | | 1 | 0 3/4" | | |
| 1 | mft | | 1 | 0 3/4" | | |
| 2 | mfw | | 1 | 0 1/8" | | |
| 1 | mfy | BAR 6 x 1/2 | 1 | 0 1/8" | | |
| 2 | mth | BAR 6 x 1/2 | 1 | 1 1/4" | | |
| 3 | E1 | WT7 x 21.5 | 17 | 4 1/4" | 9 1/2 | 374 |
| 3 | E2 | | 15 | 9 1/8" | 9 1/2 | 339 |
| 2 | E3 | | 14 | 11 1/8" | 10 1/2 | 322 |
| ONE | E4 | | 14 | 11 | 10 1/2 | 321 |
| ONE | E5 | | 14 | 2 1/2" | 15 1/2 | 306 |
| 2 | E6 | | 14 | 2 1/2" | 15 1/2 | 306 |
| 3 | E7 | | 18 | 9 1/8" | 9 1/2 | 404 |
| 3 | E8 | | 16 | 11 1/8" | 9 1/2 | 366 |
| 3 | E9 | | 16 | 5 1/8" | 9 1/2 | 355 |
| 3 | E10 | | 15 | 1 | 10 1/2 | 325 |
| ONE | E11 | | 13 | 7 1/2" | 10 1/2 | 293 |
| ONE | E12 | | 13 | 6 1/8" | 10 1/2 | 292 |
| ONE | E13 | | 13 | 6 1/8" | 10 1/2 | 291 |
| ONE | E14 | | 13 | 6 1/8" | 10 1/2 | 292 |
| ONE | E15 | | 13 | 7 | 10 1/2 | 292 |
| ONE | E16 | | 13 | 6 1/4" | 10 1/2 | 291 |
| 3 | E17 | | 16 | 5 1/8" | 9 1/2 | 354 |
| 3 | E18 | | 16 | 10 1/4" | 9 1/2 | 363 |
| 3 | E19 | | 17 | 6 1/4" | 9 1/2 | 377 |
| ONE | E20 | | 17 | 9 1/2" | 9 1/2 | 383 |
| ONE | E21 | | 17 | 9 1/8" | 9 1/2 | 383 |
| ONE | E22 | | 17 | 9 1/8" | 9 1/2 | 383 |
| ONE | E23 | | 18 | 1 | 9 1/2 | 389 |
| 3 | E24 | | 18 | 1 1/4" | 9 1/2 | 390 |
| ONE | E25 | | 18 | 1 1/4" | 9 1/2 | 390 |
| ONE | E26 | | 18 | 1 1/2" | 9 1/2 | 390 |
| ONE | E27 | | 18 | 4 1/8" | 9 1/2 | 396 |
| ONE | E28 | | 18 | 5 1/4" | 9 1/2 | 397 |
| ONE | E29 | | 18 | 5 1/2" | 9 1/2 | 397 |
| 3 | E30 | | 18 | 6 1/8" | 9 1/2 | 400 |
| 3 | E31 | | 19 | 3 1/8" | 9 1/2 | 416 |
| ONE | E32 | | 19 | 7 1/8" | 9 1/2 | 422 |
| ONE | E33 | | 19 | 7 1/4" | 9 1/2 | 422 |
| ONE | E34 | WT7 x 21.5 | 19 | 7 1/8" | 9 1/2 | 422 |

| BILL OF MATERIAL | | | | | ITEM | SHIP WEIGHT (LBS) |
|------------------|------|-------------|--------|-------------|-------|-------------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | | |
| ONE | B76 | WT5 x 11 | 15 | 4½" | 14 30 | 181. |
| ONE | B77 | | 15 | 5⅝" | 14 24 | 181. |
| ONE | B78 | | 15 | 5¼" | 14 24 | 181. |
| ONE | B79 | | 15 | 5½" | 14 22 | 182. |
| ONE | B80 | | 15 | 5½" | 14 22 | 182. |
| ONE | B81 | | 15 | 5⅝" | 14 23 | 182. |
| ONE | B82 | | 19 | 8¼" | 13 9 | 235. |
| 2 | B83 | | 19 | 8¾" | 13 8 | 235. |
| 3 | B84 | | 18 | 0¼" | 13 23 | 214. |
| 3 | B85 | | 17 | 6¾" | 13 26 | 209. |
| 3 | B86 | | 16 | 2¾" | 13 32 | 193. |
| 3 | B87 | | 14 | 11⅝" | 15 14 | 177. |
| ONE | B88 | | 15 | 0¾" | 15 13 | 177. |
| 2 | B89 | | 15 | 0¾" | 15 11 | 177. |
| ONE | B90 | | 15 | 1 | 15 9 | 178. |
| ONE | B91 | | 15 | 0⅞" | 15 12 | 177. |
| 2 | B92 | | 15 | 8⅞" | 14 14 | 185. |
| ONE | B93 | | 15 | 8¼" | 14 13 | 186. |
| 2 | B94 | | 15 | 11⅞" | 14 9 | 189. |
| ONE | B95 | | 15 | 11½" | 14 8 | 189. |
| ONE | B96 | | 16 | 2¼" | 14 3 | 192. |
| 2 | B97 | | 16 | 2⅞" | 14 2 | 192. |
| 3 | B98 | | 16 | 4¼" | 13 31 | 194. |
| ONE | B99 | | 16 | 8¾" | 13 30 | 198. |
| 2 | B100 | | 16 | 8¾" | 13 29 | 198. |
| 3 | B101 | | 17 | 5⅝" | 13 27 | 207. |
| 3 | B102 | △ | 15 | 5⅝" | 14 20 | 181. |
| ONE | B103 | | 15 | 5½" | 14 22 | 181. |
| 2 | B104 | | 15 | 5¼" | 14 24 | 181. |
| ONE | B105 | | 15 | 5¼" | 14 24 | 181. |
| 2 | B106 | | 15 | 5⅝" | 14 26 | 181. |
| 2 | B107 | | 15 | 4" | 14 27 | 181. |
| 4 | B108 | △ | 15 | 4" | 14 27 | 181. |
| ONE | B109 | WT5 x 11 | 15 | 4⅞" | 14 27 | 181. |
| △ 2 | B110 | WT5 x 11 | 15 | 4 ⅞" | 14 29 | 181. |
| 3 | mam | BAR 6 x ½ | 1 | 3¾" B94,B95 | 16 23 | |
| 1 | mcb | | 1 | 8¾" B82 | | |
| 2 | mcc | | 1 | 8¾" B83 | | |
| 3 | mcđ | | 1 | 6½" B84 | | |
| 3 | mcf | | 1 | 6¾" B85 | | |
| 3 | mcg | | 1 | 4½" B86 | | |
| 3 | mch | | 1 | 2¾" B92,B93 | | |
| 3 | mck | | 1 | 3¾" B96,B97 | | |
| 3 | mcn | | 1 | 3¾" B98 | | |
| 1 | mcn | BAR 6 x ½ | 1 | 4¾" B99 | 16 23 | |

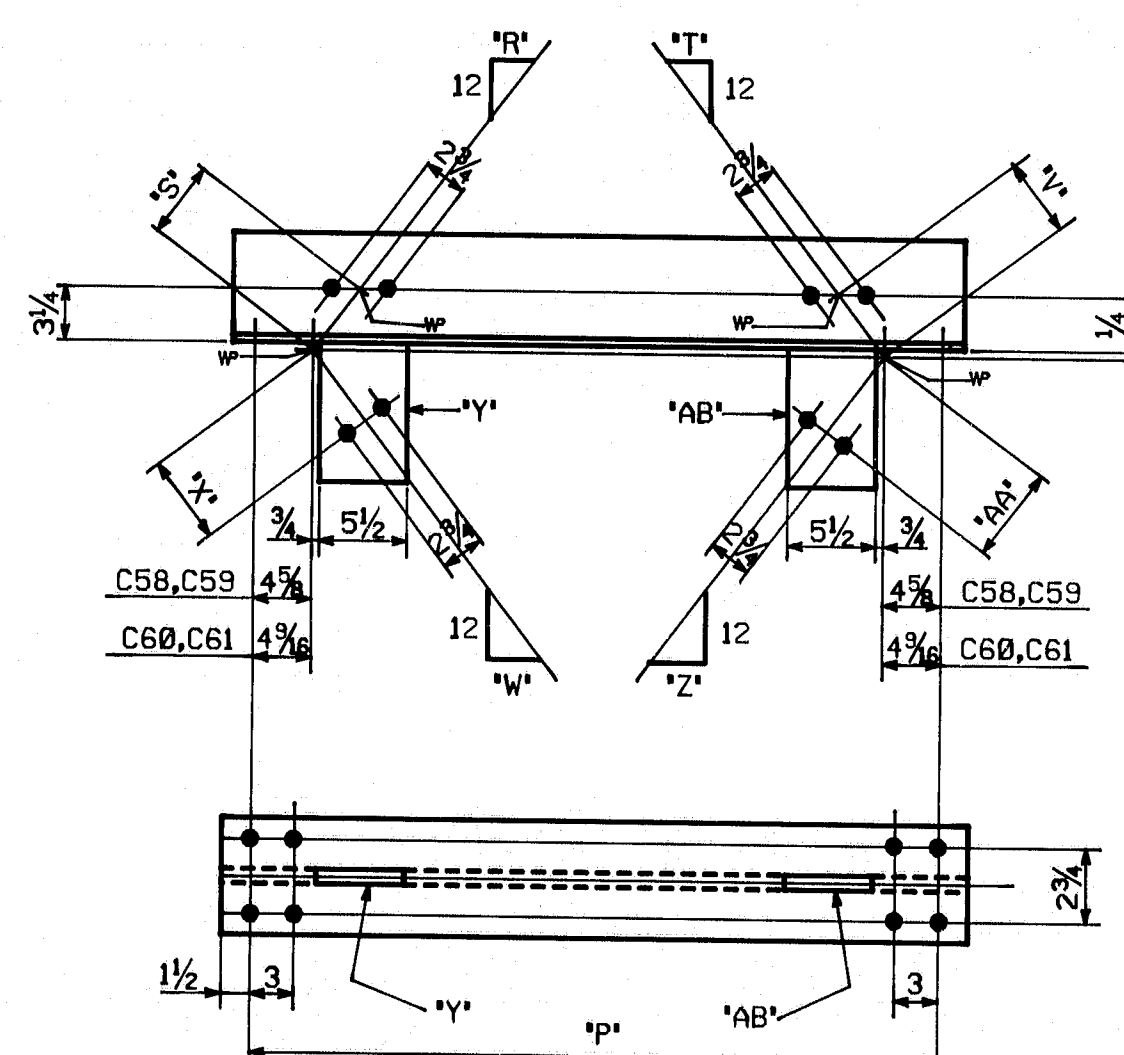


SHOP NOTE: DIFFERENT WEIGHT WT'S

| MARK | "A" | MARK | "A" |
|------|------------|------|------------|
| C1 | 14'-8 1/8 | C22 | 14'-4 1/8 |
| C2 | 14'-8 | C23 | 14'-8 1/8 |
| C3 | 13'-11 7/8 | C24 | 14'-8 1/2 |
| C4 | 18'-6 3/8 | C25 | 14'-10 1/2 |
| C5 | 16'-8 3/8 | C26 | 15'-3 1/4 |
| C6 | 16'-1 1/8 | C27 | 15'-3 1/2 |
| C7 | 18'-2 3/8 | | |
| C8 | 16'-7 1/4 | C28 | 13'-8 |
| C9 | 17'-3 3/8 | C29 | 13'-7 1/8 |
| C10 | 17'-6 3/8 | C30 | 13'-6 3/8 |
| C11 | 17'-6 1/8 | C31 | 13'-3 1/2 |
| C12 | 17'-10 3/8 | C32 | 13'-6 1/2 |
| C13 | 17'-10 1/4 | C33 | 13'-7 1/8 |
| C14 | 17'-10 7/8 | C34 | 13'-8 3/8 |
| C15 | 18'-3 3/8 | C35 | 13'-8 3/8 |
| C16 | 19'-0 1/8 | C36 | 13'-9 3/8 |
| C17 | 19'-4 1/8 | C37 | 13'-9 3/8 |
| C18 | 19'-4 3/8 | C38 | 13'-10 3/8 |
| C19 | 19'-7 3/8 | C39 | 14'-0 |
| C20 | 19'-8 1/8 | C40 | 14'-2 1/4 |
| C21 | 14'-1 3/8 | C41 | 14'-5 3/8 |



| MARK | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | "K" | "L" | "M" | "N" |
|------|------------|-------|-------|--------|--------|-------|-------|-------|-----|-------|-------|-----|-------|
| C42 | 17'-1 1/8 | 9 1/4 | 5 1/2 | 7 1/4 | 12 | 5 1/4 | — | — | — | — | — | — | 4 3/8 |
| C43 | 17'-1 1/8 | 9 | — | 7 3/4 | — | — | — | — | — | — | — | — | — |
| C44 | 17'-1 1/8 | 8 3/4 | — | 7 3/4 | — | — | 7 1/2 | 6 1/2 | mga | 9 1/4 | 5 1/4 | mgn | — |
| C45 | 15'-6 1/8 | 9 | — | 6 | — | — | 5 3/4 | 8 1/2 | mgb | 9 1/2 | 5 1/4 | mgf | — |
| C46 | 15'-6 1/8 | 8 3/4 | — | 6 1/4 | — | — | — | — | — | — | — | — | — |
| C47 | 15'-6 1/8 | 8 3/4 | — | 6 1/4 | — | — | — | — | — | — | — | — | — |
| C48 | 14'-8 3/8 | 8 3/4 | — | 8 3/4 | — | — | 5 1/2 | 8 1/2 | mgc | 9 3/8 | 5 1/4 | mgn | — |
| C49 | 13'-11 3/8 | 9 1/4 | 5 1/2 | 7 3/4 | 12 | 5 1/4 | 7 1/4 | 6 3/4 | mgd | 9 3/4 | 5 1/4 | mgf | — |
| C50 | 18'-6 3/8 | 12 | 6 1/4 | 9 3/8 | 11 3/8 | 5 1/4 | 8 | 6 1/4 | mgh | 9 1/2 | 5 1/4 | mgf | — |
| C51 | 16'-8 3/8 | 12 | 7 | 10 3/8 | 9 3/8 | 5 1/4 | 6 1/4 | 7 3/4 | mgg | 9 3/4 | 5 1/4 | mgg | — |
| C52 | 16'-2 1/8 | 9 1/4 | 5 1/2 | 7 | 12 | 5 1/4 | — | — | — | — | — | — | — |
| C53 | 16'-2 1/8 | 8 3/4 | — | 7 3/4 | — | — | — | — | — | — | — | — | — |
| C54 | 16'-2 1/8 | 8 3/4 | — | 7 3/4 | — | — | — | — | — | — | — | — | — |
| C55 | 14'-9 1/8 | 8 3/4 | — | 5 3/4 | — | — | 5 1/4 | 8 | mgw | 8 1/4 | 6 | mgk | — |
| C56 | 14'-9 1/8 | 8 3/4 | — | 5 3/4 | — | — | — | — | — | — | — | — | — |
| C57 | 14'-9 1/8 | 8 3/4 | 5 1/2 | 8 3/4 | 12 | 5 1/4 | — | — | — | — | — | — | — |



| MARK | "P" | "R" | "S" | "T" | "U" | "V" | "X" | "Y" | "Z" | "AA" | "AB" |
|------|-----------|-------|-------|-------|-------|-------|-------|-----|-------|-------|------|
| C58 | 13'-8 | 8 1/4 | 4 1/4 | 8 1/4 | 4 1/4 | 8 1/4 | 6 | mgn | 8 3/4 | 6 | mgj |
| C59 | 13'-6 | 8 1/4 | 4 1/4 | 7 3/4 | 4 1/4 | 7 3/4 | 6 1/2 | mga | 8 3/4 | 5 3/4 | mha |
| C60 | 13'-3 1/4 | 6 3/4 | 4 | 6 3/4 | 3 1/4 | 6 3/4 | 5 1/4 | mgn | 9 1/4 | 5 1/4 | mgn |
| C61 | 13'-3 1/4 | 6 3/4 | 3 1/4 | 6 3/4 | 4 | 6 3/4 | 5 1/4 | mgn | 9 1/4 | 5 1/4 | mgn |

| BILL OF MATERIAL | | | | | | | | | |
|------------------|------|---------------|--------|---------|-------|-------------|------|-------------|------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT | ITEM | SHIP WEIGHT | ITEM |
| ONE | C42 | WT7 x 21.5 | 17 | 4 1/4 | 9 24 | 374. | | | |
| ONE | C43 | WT7 x 21.5 | 17 | 4 1/4 | 9 24 | 374. | | | |
| ONE | C46 | WT7 x 21.5 | 15 | 9 1/4 | 9 30 | 339. | | | |
| ONE | C47 | WT7 x 21.5 | 15 | 9 1/4 | 9 30 | 339. | | | |
| ONE | C52 | WT7 x 21.5 | 16 | 5 1/4 | 9 27 | 355. | | | |
| ONE | C53 | WT7 x 21.5 | 16 | 5 1/4 | 9 27 | 355. | | | |
| ONE | C56 | WT7 x 21.5 | 15 | 1 | 10 3 | 325. | | | |
| ONE | C57 | WT7 x 21.5 | 15 | 1 | 10 3 | 325. | | | |
| ONE | C44 | WT7 x 21.5 | 17 | 4 1/4 | 9 24 | 385. | | | |
| ONE | C45 | WT7 x 21.5 | 15 | 9 1/4 | 9 30 | 352. | | | |
| ONE | C48 | WT7 x 21.5 | 14 | 11 3/4 | 10 5 | 333. | | | |
| ONE | C49 | WT7 x 21.5 | 14 | 2 3/4 | 10 15 | 318. | | | |
| ONE | C50 | WT7 x 21.5 | 18 | 9 3/4 | 9 12 | 416. | | | |
| ONE | C51 | WT7 x 21.5 | 16 | 11 3/4 | 9 25 | 378. | | | |
| ONE | C54 | WT7 x 21.5 | 16 | 5 1/4 | 9 27 | 367. | | | |
| ONE | C55 | WT7 x 21.5 | 15 | 1 | 10 3 | 338. | | | |
| 1 | mga | BAR 5/2 x 1/2 | 0 | 8 | 16 24 | | | | |
| 1 | mgb | BAR 5/2 x 1/2 | 0 | 9 3/4 | 16 24 | | | | |
| 1 | mgc | BAR 5/2 x 1/2 | 0 | 7 3/4 | 16 24 | | | | |
| 1 | mgd | BAR 5/2 x 1/2 | 0 | 8 1/4 | 16 24 | | | | |
| 2 | mgf | BAR 5/2 x 1/2 | 0 | 6 3/4 | 16 24 | | | | |
| 2 | mgg | BAR 5/2 x 1/2 | 0 | 6 3/4 | 16 24 | | | | |
| 2 | mgh | BAR 5/2 x 1/2 | 0 | 7 3/4 | 16 24 | | | | |
| 1 | mgi | BAR 5/2 x 1/2 | 0 | 7 1/2 | 16 24 | | | | |
| 1 | mgn | BAR 5/2 x 1/2 | 0 | 7 1/2 | 16 24 | | | | |
| 1 | mgo | BAR 5/2 x 1/2 | 0 | 7 1/2 | 16 24 | | | | |
| 1 | mgt | BAR 5/2 x 1/2 | 0 | 8 1/4 | 16 24 | | | | |
| 1 | mgw | BAR 5/2 x 1/2 | 0 | 9 3/4 | 16 24 | | | | |
| ONE | C58 | WT5 x 11 | 13 | 11 | 15 27 | 165. | | | |
| ONE | C59 | WT5 x 11 | 13 | 9 | 15 32 | 164. | | | |
| ONE | C60 | WT5 x 11 | 13 | 6 1/4 | 16 2 | 160. | | | |
| ONE | C61 | WT5 x 11 | 13 | 6 1/4 | 16 2 | 160. | | | |
| 1 | mga | BAR 5/2 x 1/2 | 0 | 8 | 16 24 | | | | |
| 1 | mgn | BAR 5/2 x 1/2 | 0 | 7 3/4 | 16 24 | | | | |
| 4 | mgn | BAR 5/2 x 1/2 | 0 | 7 3/4 | 16 24 | | | | |
| 1 | mgj | BAR 5/2 x 1/2 | 0 | 7 1/2 | 16 24 | | | | |
| 1 | mha | BAR 5/2 x 1/2 | 0 | 7 1/4 | 16 24 | | | | |

| BILL OF MATERIAL | | | | | | | | | |
|------------------|------|-------------|--------|---------|-------|-------------|------|-------------|------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT | ITEM | SHIP WEIGHT | ITEM |
| ONE | C1 | WT7 x 21.5 | 14 | 11 3/4 | 10 5 | 322. | | | |
| ONE | C2 | WT7 x 21.5 | 14 | 11 | 10 7 | 321. | | | |
| 2 | C3 | WT7 x 21.5 | 14 | 2 1/2 | 10 16 | 306. | | | |
| 2 | C4 | WT7 x 21.5 | 18 | 9 3/4 | 9 12 | 404. | | | |
| 2 | C5 | WT7 x 21.5 | 16 | 11 3/4 | 9 25 | 366. | | | |
| 2 | C6 | WT7 x 21.5 | 16 | 4 3/4 | 9 29 | 352. | | | |
| 2 | C7 | WT7 x 21.5 | 16 | 5 3/4 | 9 28 | 354. | | | |
| 2 | C8 | WT7 x 21.5 | 16 | 10 1/4 | 9 26 | 363. | | | |
| 2 | C9 | WT7 x 21.5 | 17 | 6 1/4 | 9 23 | 377. | | | |
| ONE | C10 | WT7 x 21.5 | 17 | 9 3/4 | 9 21 | 383. | | | |
| 2 | C11 | WT7 x 21.5 | 17 | 9 3/4 | 9 20 | 383. | | | |
| 2 | C12 | WT7 x 21.5 | 18 | 1 1/4 | 9 18 | 390. | | | |
| ONE | C13 | WT7 x 21.5 | 18 | 1 1/4 | 9 18 | 390. | | | |
| ONE | C14 | WT7 x 21.5 | 18 | 1 1/2 | 9 17 | 390. | | | |
| 2 | C15 | WT7 x 21.5 | 18 | 6 3/4 | 9 13 | 400. | | | |
| 2 | C16 | WT7 x 21.5 | 19 | 3 3/4 | 9 11 | 416. | | | |
| ONE | C17 | WT7 x 21.5 | 19 | 7 3/4 | 9 10 | 422. | | | |
| ONE | C18 | WT7 x 21.5 | 19 | 7 3/4 | 9 9 | 422. | | | |
| ONE | C19 | WT7 x 21.5 | 19 | 10 3/8 | 9 6 | 428. | | | |
| ONE | C20 | WT7 x 21.5 | 19 | 11 3/8 | 9 6 | 429. | | | |
| 2 | C21 | WT7 x 21.5 | 14 | 4 3/4 | 10 13 | 309. | | | |
| 2 | C22 | WT7 x 21.5 | 14 | 7 3/4 | 10 9 | 316. | | | |
| ONE | C23 | WT7 x 21.5 | 14 | 11 1/4 | 10 6 | 322. | | | |
| ONE | C24 | WT7 x 21.5 | 14 | 11 1/2 | 10 4 | 322. | | | |
| 2 | C25 | WT7 x 21.5 | 15 | 1 1/2 | 10 2 | 326. | | | |
| ONE | C26 | WT7 x 21.5 | 15 | 6 1/4 | 9 32 | 334. | | | |
| ONE | C27 | WT7 x 21.5 | 15 | 6 1/2 | 9 31 | 334. | | | |
| ONE | C28 | WT5 x 11 | 13 | 11 | 15 27 | 154. | | | |
| ONE | C29 | WT5 x 11 | 13 | 10 3/8 | 15 28 | 153. | | | |
| 2 | C30 | WT5 x 11 | 13 | 9 3/4 | 15 31 | 152. | | | |
| 4 | C31 | WT5 x 11 | 13 | 6 1/4 | 16 2 | 149. | | | |
| 28 | C32 | WT5 x 11 | 13 | 9 3/4 | 15 30 | 152. | | | |
| 2 | C33 | WT5 x 11 | 13 | 10 3/8 | 15 29 | 153. | | | |
| 2 | C34 | WT5 x 11 | 13 | 11 3/8 | 15 26 | 154. | | | |
| 2 | C35 | WT5 x 11 | 13 | 11 3/8 | 15 25 | 154. | | | |
| ONE | C36 | WT5 x 11 | 14 | 0 3/4 | 15 24 | 155. | | | |
| ONE | C37 | WT5 x 11 | 14 | 0 3/4 | 15 23 | 155. | | | |
| 2 | C38 | WT5 x 11 | 14 | 1 3/4 | 15 21 | 156. | | | |
| 2 | C39 | WT5 x 11 | 14 | 3 | 15 20 | 157. | | | |
| 2 | C40 | WT5 x 11 | 14 | 5 1/4 | 15 19 | 159. | | | |
| 2 | C41 | WT5 x 11 | 14 | 8 3/4 | 15 17 | 162. | | | |

SHOP NOTE

HOLES: 15/16" #

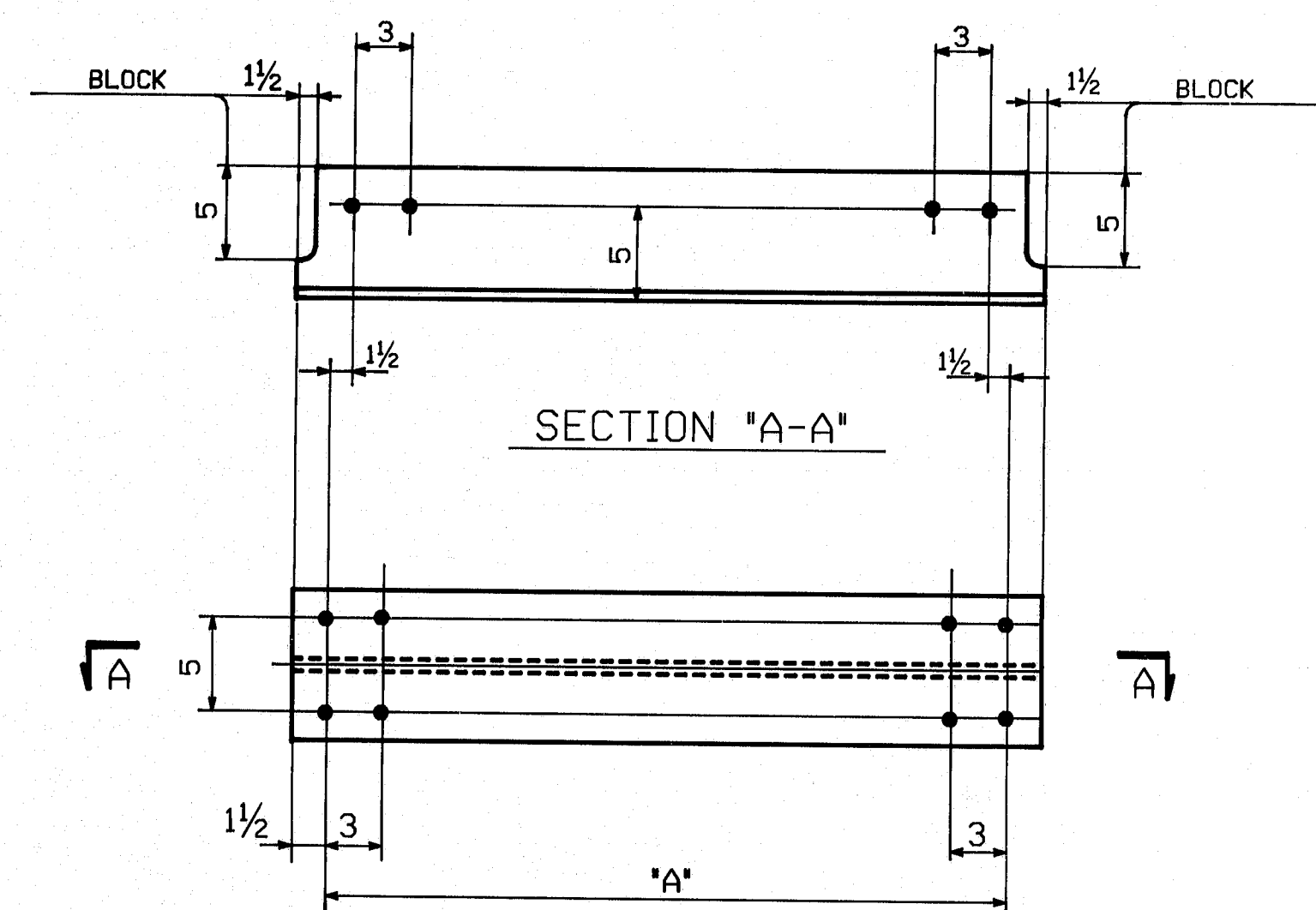
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PAINT: NONE

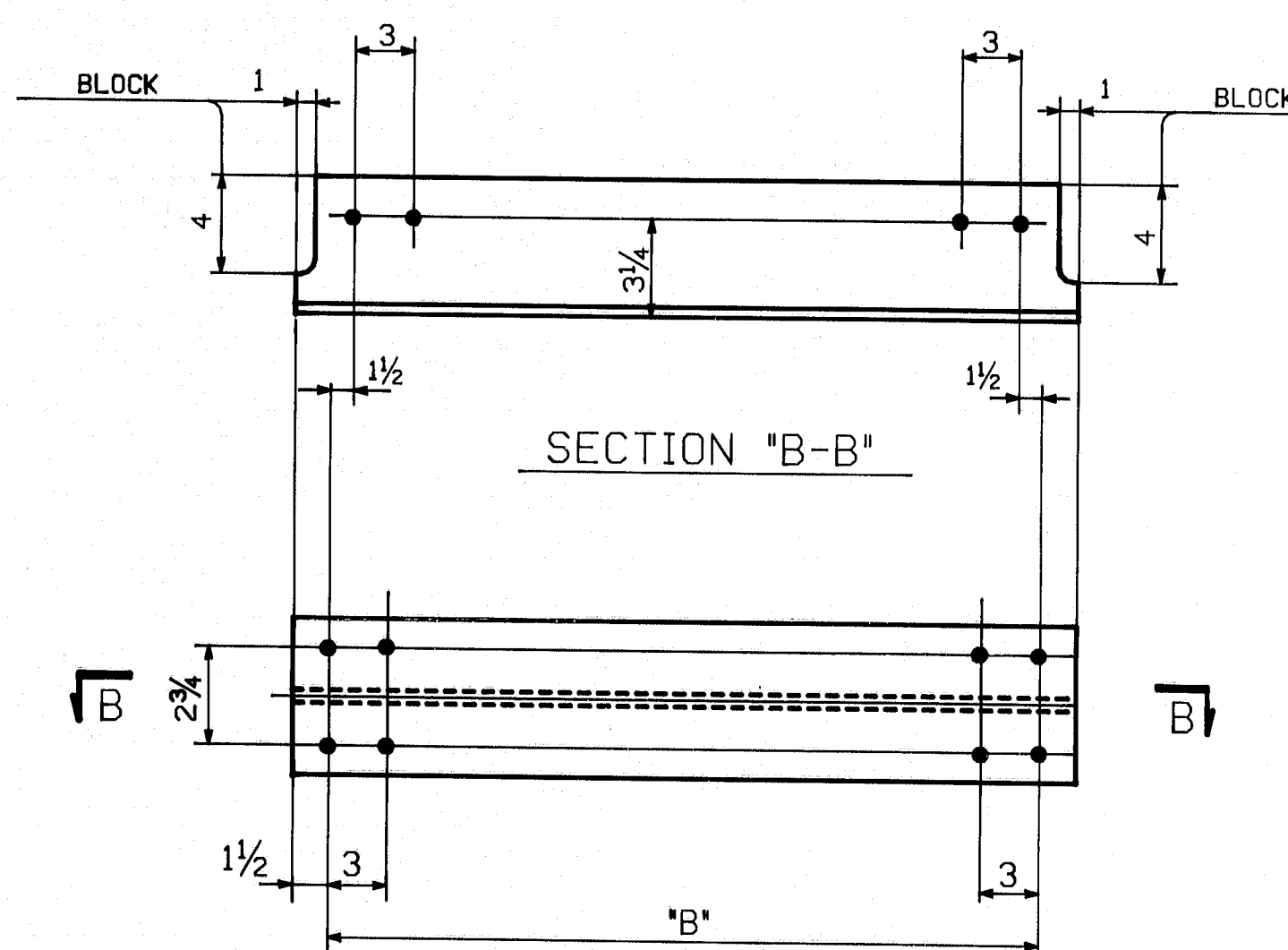
FOR GENERAL SHOP NOTES, SEE DWG. N1.

R95-389

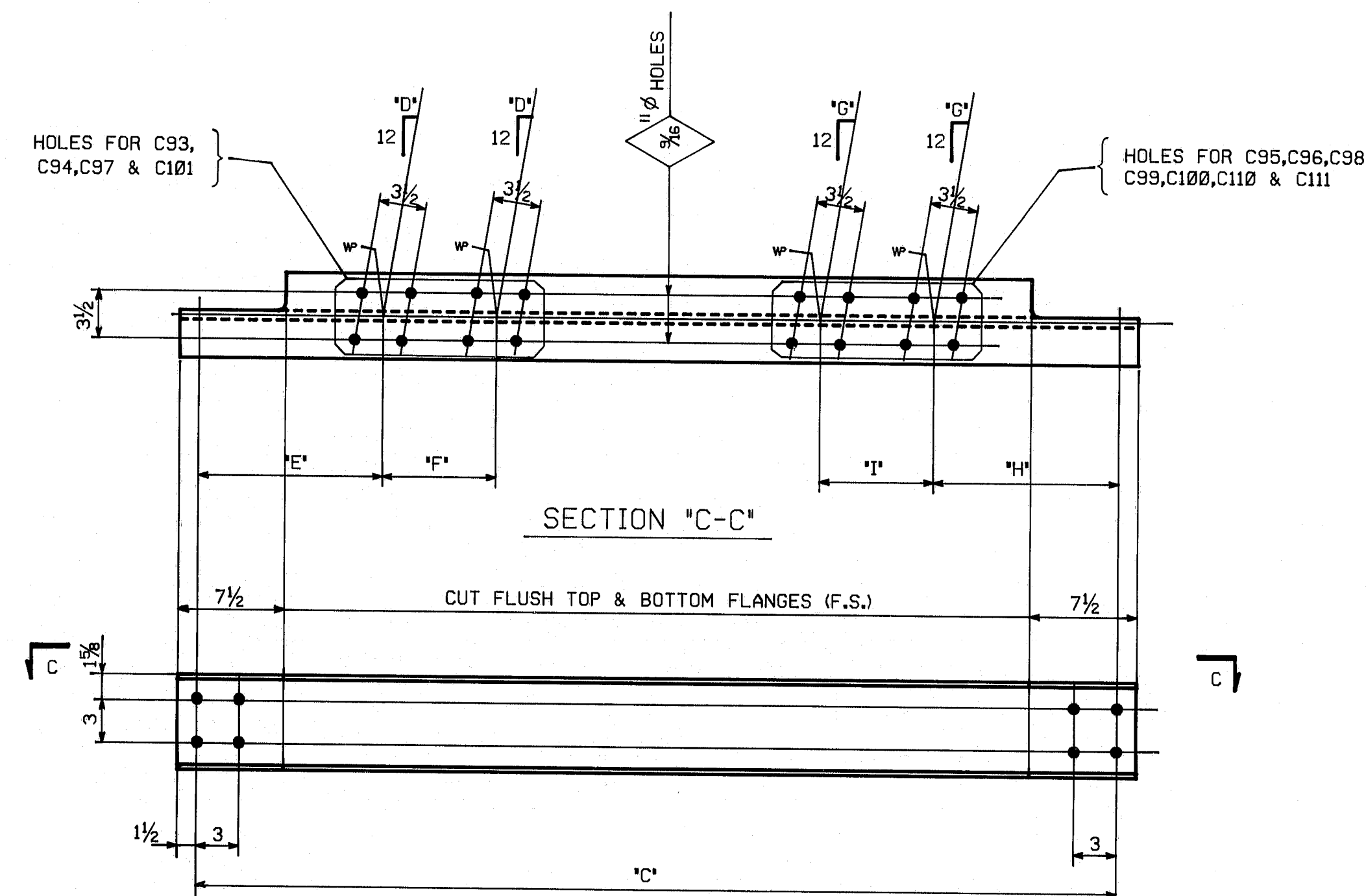
| | | |
|---|--------------------------|-----------------------------|
| NO. | REVISION | DATE |
| <p>105 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-523</p> <p>HIGH STEEL STRUCTURES, INC.</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| CROSSFRAMES | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: C.S. | CHK'D BY: BJK DATE: 9-24-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 12 OF 80 | |



| MARK | "A" | MARK | "A" |
|------|-------------|------|-------------|
| C62 | 16'-2 3/8" | C73 | 19'-4 5/8" |
| C63 | 16'-7 1/4" | C74 | 19'-8 1/4" |
| C64 | 17'-3 3/8" | C75 | 19'-11 5/8" |
| C65 | 17'-6 7/8" | C76 | 20'-0 1/4" |
| C66 | 17'-10" | C77 | 20'-0 1/2" |
| C67 | 17'-10 3/8" | C78 | 14'-1 1/8" |
| C68 | 18'-1 1/8" | C79 | 14'-5 5/8" |
| C69 | 18'-2 1/8" | C80 | 14'-8 1/2" |
| C70 | 18'-2 1/2" | C81 | 14'-10 1/2" |
| C71 | 18'-3 3/8" | C82 | 15'-3 1/2" |
| C72 | 19'-0 1/8" | C83 | 16'-1 1/8" |



| MARK | "B" | MARK | "B" |
|------|--------------|------|-------------|
| C84 | 13'-6 1/2" | C89 | 13'-10 5/8" |
| C85 | 13'-7 5/8" | C90 | 14'-0" |
| C86 | 13'-8 5/8" | C91 | 14'-2 3/8" |
| C87 | 13'-8 3/4" | C92 | 14'-5 7/8" |
| C88 | 13'-9 13/16" | | |



| MARK | "C" | "D" | "E" | "F" | "G" | "H" | "I" |
|------|------------|--------|-----------|-----------|------|-----------|-----------|
| C93 | 13'-6 1/8" | 1/4" | 1'-3 3/8" | 2'-3" | | | |
| C94 | 13'-6 5/8" | 1/8" | 1'-3 3/8" | 2'-3 1/8" | | | |
| C95 | 13'-6 1/2" | | | | 0 | 1'-3 5/8" | 2'-3" |
| C96 | 13'-6 3/4" | | | | 1/2" | 1'-3 5/8" | 2'-3" |
| C97 | 13'-6 3/4" | 1 3/8" | 1'-3 1/4" | 2'-3 1/4" | | | |
| C98 | 13'-6 7/8" | | | | 1/2" | 1'-3 5/8" | 2'-3" |
| C99 | 13'-7" | | | | 7/8" | 1'-3 1/2" | 2'-3 1/8" |
| C100 | 13'-7 1/8" | | | | 7/8" | 1'-3 1/2" | 2'-3 1/8" |
| C101 | 13'-7 1/2" | 1 3/8" | 1'-3 1/4" | 2'-3 3/8" | | | |
| C110 | 13'-6 3/4" | | | | 1/2" | 1'-3 5/8" | 2'-3" |
| C111 | 13'-6 1/2" | | | | 1/2" | 1'-3 5/8" | 2'-3" |

SHOP NOTE

HOLES: 15/16" # (U.N.)
 BOLTS: NONE
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. NO.

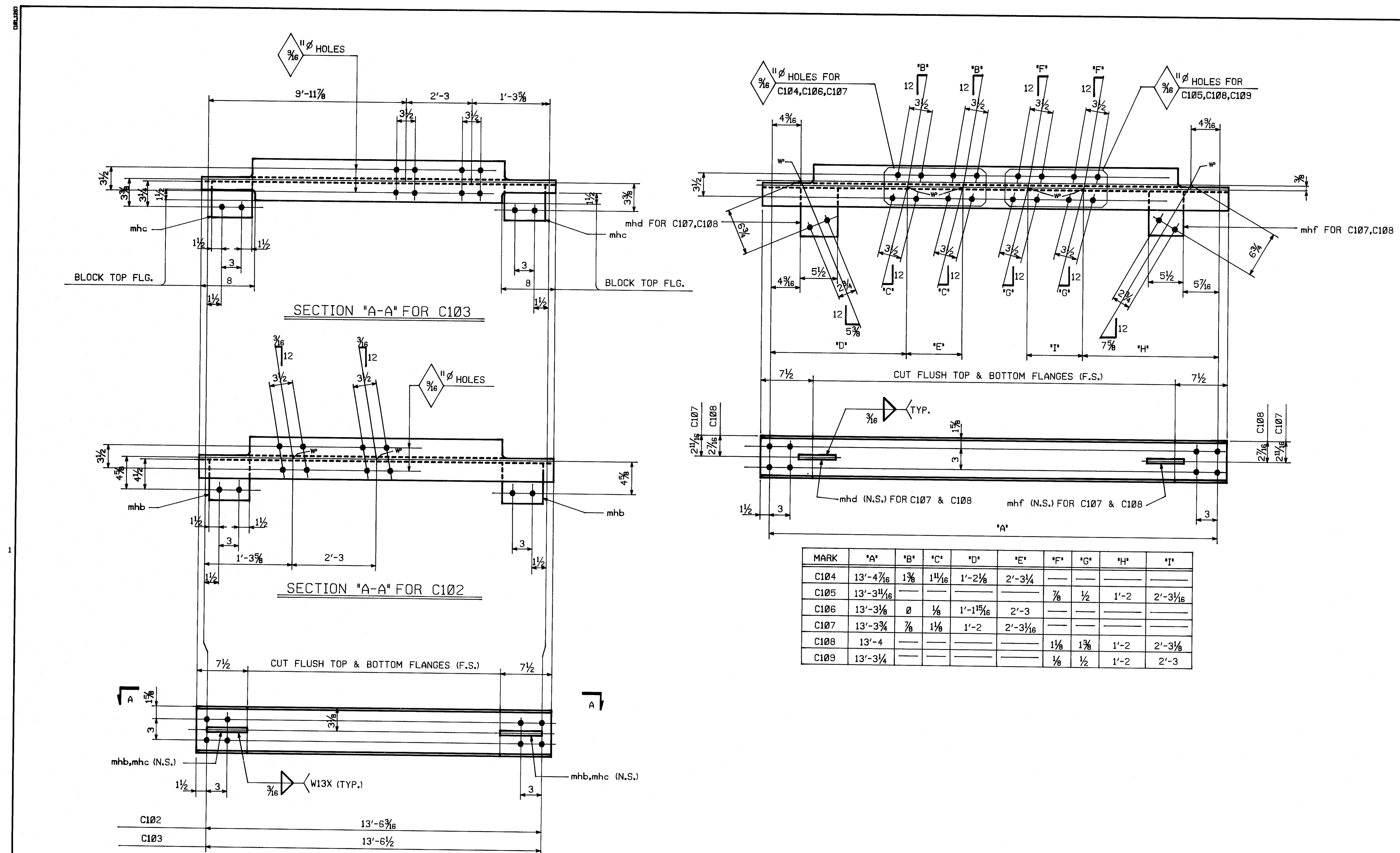
R95-390

| FED. ROAD DIV. | STATE | FED. ROAD PROJ. NO. |
|----------------|-------|---------------------|
| 1 | ME. | I-95-395-8(2)176 |

BILL OF MATERIAL

| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | QTY |
|-----|------|-------------|--------|---------|------|-----|
| ONE | C62 | WT7 x 21.5 | 16 | 5 3/8" | 9 | 29 |
| ONE | C63 | | 16 | 10 1/4" | 9 | 26 |
| ONE | C64 | | 17 | 6 1/4" | 9 | 23 |
| ONE | C65 | | 17 | 9 1/2" | 9 | 22 |
| ONE | C66 | | 18 | 1" | 9 | 19 |
| ONE | C67 | | 18 | 1 1/4" | 9 | 16 |
| ONE | C68 | | 18 | 4 7/8" | 9 | 16 |
| ONE | C69 | | 18 | 5 1/4" | 9 | 15 |
| ONE | C70 | | 18 | 5 1/2" | 9 | 14 |
| ONE | C71 | | 18 | 6 5/8" | 9 | 13 |
| ONE | C72 | | 19 | 3 3/4" | 9 | 11 |
| ONE | C73 | | 19 | 7 7/8" | 9 | 8 |
| ONE | C74 | | 19 | 11 1/4" | 9 | 5 |
| ONE | C75 | | 20 | 3" | 9 | 4 |
| ONE | C76 | | 20 | 3 1/4" | 9 | 3 |
| ONE | C77 | | 20 | 3 1/2" | 9 | 2 |
| ONE | C78 | | 14 | 4 5/8" | 10 | 10 |
| ONE | C79 | | 14 | 8 1/4" | 10 | 6 |
| ONE | C80 | | 14 | 11 1/2" | 10 | 4 |
| ONE | C81 | | 15 | 1 1/2" | 10 | 2 |
| ONE | C82 | | 15 | 6 1/2" | 31 | 33 |
| ONE | C83 | WT7 x 21.5 | 16 | 4 7/8" | 9 | 29 |
| 20 | C84 | WT5 x 11 | 13 | 9 1/2" | 15 | 30 |
| ONE | C85 | | 13 | 10 5/8" | 15 | 29 |
| ONE | C86 | | 13 | 11 3/8" | 15 | 26 |
| ONE | C87 | | 13 | 11 3/4" | 15 | 26 |
| ONE | C88 | | 14 | 0 7/8" | 15 | 23 |
| ONE | C89 | | 14 | 1 5/8" | 15 | 22 |
| ONE | C90 | | 14 | 3" | 15 | 20 |
| ONE | C91 | | 14 | 5 5/8" | 15 | 18 |
| ONE | C92 | WT5 x 11 | 14 | 8 1/2" | 15 | 16 |
| ONE | C93 | W6 x 20 | 13 | 9 1/8" | 11 | 23 |
| ONE | C94 | | 13 | 9 3/8" | 11 | 21 |
| 7 | C95 | | 13 | 9 1/2" | 11 | 20 |
| ONE | C96 | | 13 | 9 5/8" | 11 | 19 |
| ONE | C97 | | 13 | 9 3/4" | 11 | 18 |
| ONE | C98 | | 13 | 9 7/8" | 11 | 17 |
| ONE | C99 | | 13 | 10" | 11 | 16 |
| ONE | C100 | | 13 | 10 1/8" | 11 | 15 |
| 2 | C101 | | 13 | 10 1/2" | 11 | 14 |
| ONE | C110 | | 13 | 9 3/4" | 11 | 18 |
| 2 | C111 | W6 x 20 | 13 | 9 1/2" | 11 | 20 |

| | | |
|--|------------|---|
| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>100 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-1231</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| CROSSFRAMES | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE | HINKLE | MADE BY: C.S. CHLD. BY: BJK DATE: 9-24-84 |
| CONTRACT NUMBER | ME-84088-2 | DRAWING NUMBER 13 OF 80 |



SHOP NOTE

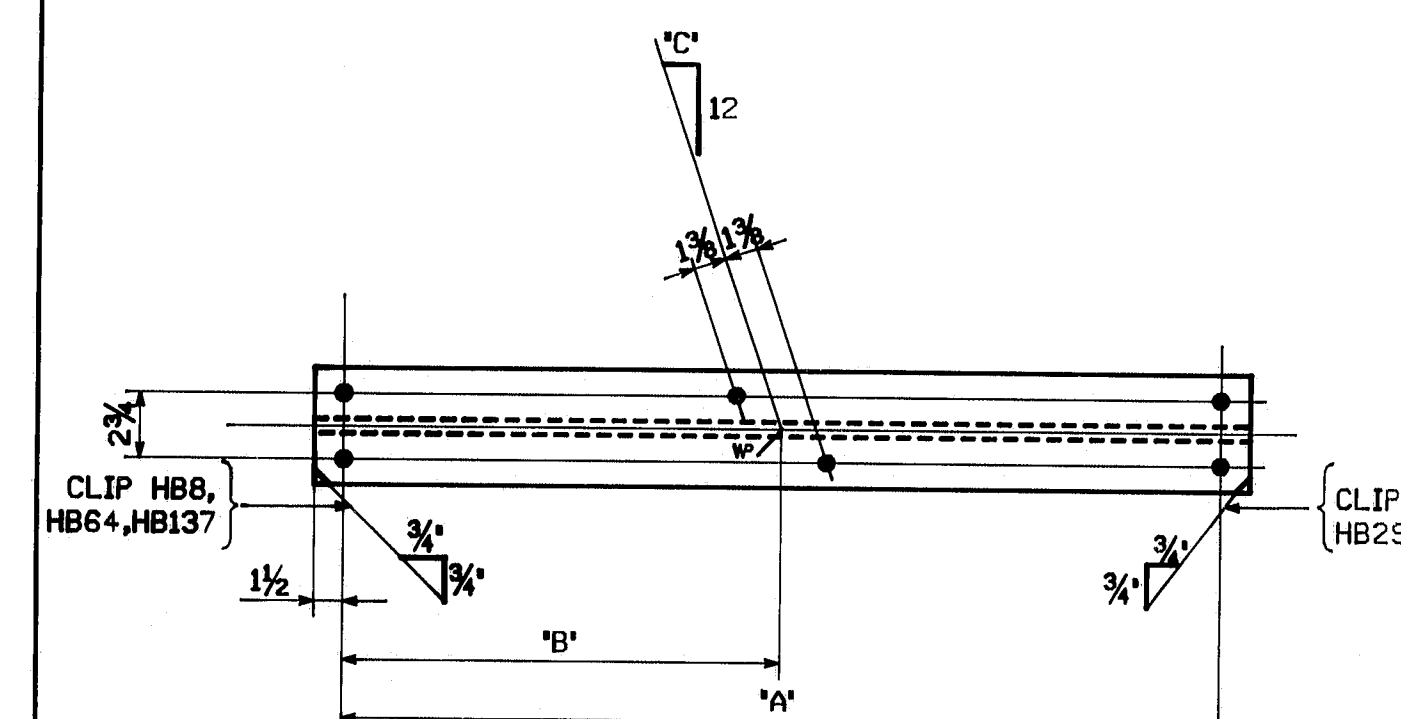
HOLES: 1/16" # (U.N.)
 BOLTS: NONE
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.

R95-391

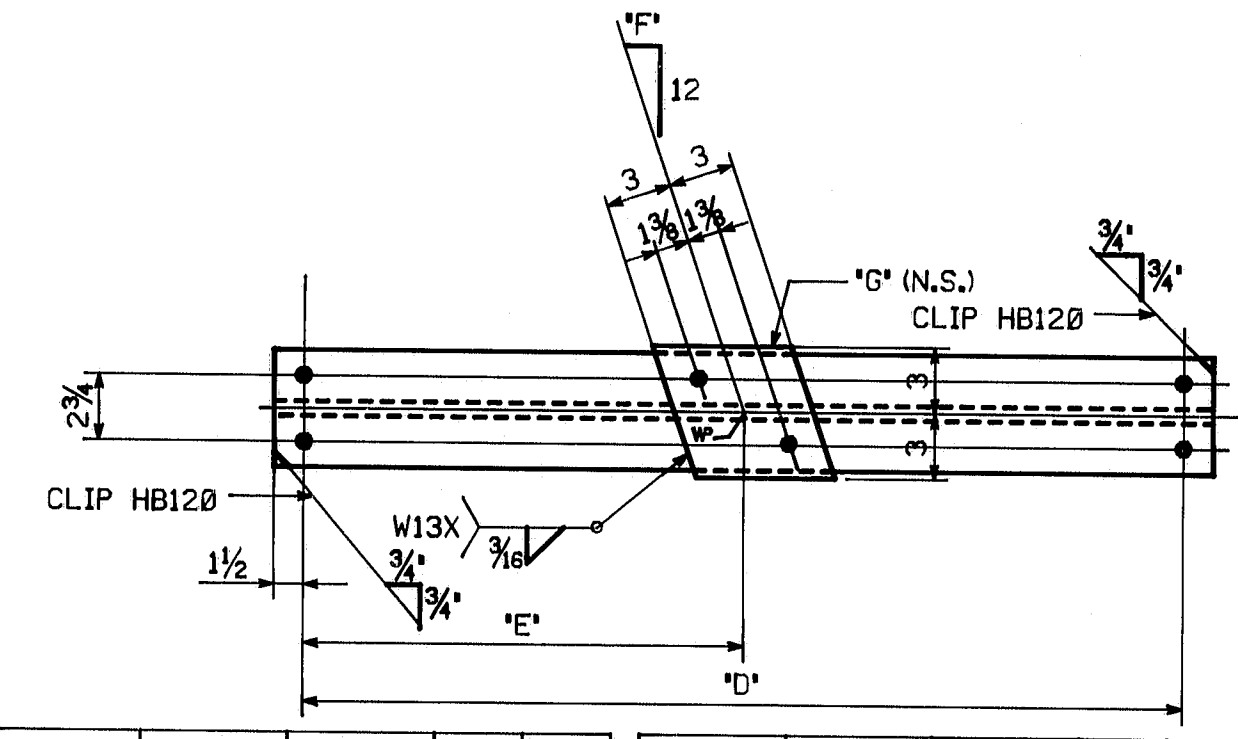
| FED. ROAD DIV. NO. | | | | STATE | FED. AID PROJ. NO. | |
|-----------------------|------|-----------------|--------|---------|-----------------------|-----------------------|
| 1 | | | | ME. | I-10-395-8(82)176 | |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHO. WEIGHT LB. |
| ONE | C102 | W6 x 20 | 13 | 9 1/4" | 11 | 284. |
| 2 | mhb | BAR 6 x 1/2 | 0 | 6 | 16 | 23 |
| ONE | C103 | W6 x 20 | 13 | 9 1/2" | 11 | 284. |
| 2 | mhc | BAR 4 3/4 x 1/2 | 0 | 6 | 16 | 23 |
| ONE | C104 | W6 x 20 | 13 | 7 1/2" | 11 | 273. |
| ONE | C105 | ↑ | 13 | 6 3/4" | 11 | 271. |
| ONE | C106 | ↑ | 13 | 6 1/8" | 11 | 284. |
| ONE | C107 | ↑ | 13 | 6 3/4" | 11 | 284. |
| ONE | C108 | ↑ | 13 | 7" | 11 | 284. |
| ONE | C109 | W6 x 20 | 13 | 6 1/4" | 11 | 271. |
| 2 | mhd | BAR 5 1/2 x 1/2 | 0 | 7 3/4" | 16 | 24 |
| 2 | mhf | BAR 5 1/2 x 1/2 | 0 | 7 3/4" | 16 | 24 |
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| NO. | REVISION | DATE |
|--|------------|--|
| <div> <div> <div>1905 Old Philadelphia Pike</div> <div>Lancaster, Pennsylvania 17603</div> <div>Phone 717/299-523</div> </div> <div> <div>High Steel Structures, Inc.</div> <div>A Subsidiary of High Industries, Inc.</div> </div> </div> | | |
| CROSSFRAMES | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE | HINKLE | MADE BY C.S. CHLD. BY BJK DATE 9-24-84 |
| CONTRACT NUMBER | ME-84088-2 | DRAWING NUMBER 14 OF 80 |

CLIP HB8, HB64, HB137



| MARK | "A" | "B" | "C" | MARK | "A" | "B" | "C" |
|-------|-------------|-------------|--------|-------|-------------|-------------|--------|
| HB1 | 29'-7 1/8" | 15'-2 1/8" | 3 1/4" | HB69 | 29'-0 1/8" | 15'-2 1/8" | 5 1/8" |
| HB3 | 29'-3 1/4" | 15'-0" | 3 1/4" | HB71 | 28'-10 3/8" | 13'-11 3/8" | 6 1/4" |
| HB5 | 28'-11 3/4" | 14'-10 1/8" | 3 1/4" | HB73 | 28'-8 1/8" | 14'-4 1/8" | 6 1/4" |
| HB8 | 28'-9" | 13'-5 1/8" | 7 3/8" | HB75 | 28'-8 1/8" | 14'-5 1/8" | 6 1/8" |
| HB9 | 29'-8 1/8" | 15'-2 1/8" | 2 1/8" | HB77 | 24'-1 1/8" | 12'-6" | 4 1/8" |
| HB11 | 29'-6 3/8" | 15'-0 3/8" | 2 1/8" | HB79 | 28'-9 1/8" | 14'-0 1/8" | 5 1/2" |
| HB13 | 29'-3" | 14'-11 1/4" | 2 1/8" | HB81 | 28'-5 1/8" | 14'-3 1/8" | 5 1/4" |
| HB23 | 26'-3" | 13'-3 1/8" | 1 1/8" | HB83 | 28'-5 1/8" | 14'-4 1/8" | 5 1/8" |
| HB25 | 26'-7 1/2" | 13'-5" | 1 1/8" | HB85 | 23'-9" | 12'-3 1/8" | 3 3/8" |
| HB27 | 26'-11 3/4" | 13'-6 1/8" | 1 1/8" | HB87 | 23'-8 1/8" | 11'-5 1/8" | 4 1/8" |
| HB29 | 27'-6" | 14'-0 1/8" | 1 1/8" | HB89 | 23'-9 1/8" | 11'-10 1/8" | 4 1/8" |
| HB31 | 30'-4 1/2" | 14'-11 1/8" | 5 1/8" | HB91 | 23'-6 1/8" | 11'-9 1/8" | 4" |
| HB33 | 30'-3 3/4" | 15'-6 1/2" | 4 1/8" | HB93 | 23'-4 1/8" | 12'-2 3/8" | 4 1/8" |
| HB35 | 30'-3 1/2" | 15'-11 1/8" | 5 1/8" | HB95 | 23'-7" | 11'-5 1/8" | 3 3/8" |
| HB37 | 30'-3 1/2" | 15'-0 1/8" | 3 1/8" | HB97 | 22'-11 1/4" | 11'-5 1/2" | 3 1/8" |
| HB39 | 30'-2 1/2" | 15'-5 1/8" | 3 3/8" | HB99 | 23'-2 1/4" | 11'-7 1/8" | 3 1/2" |
| HB41 | 30'-1 1/2" | 15'-9 1/2" | 4 1/2" | HB101 | 22'-11 1/2" | 12'-0 1/2" | 4 1/8" |
| HB43 | 29'-4 1/8" | 14'-3 1/8" | 6" | HB105 | 22'-11 1/2" | 11'-5 1/4" | 4 1/4" |
| HB45 | 29'-2 1/2" | 14'-2 1/8" | 6" | HB111 | 22'-0 1/2" | 11'-4 1/8" | 4 1/8" |
| HB47 | 29'-0 1/2" | 14'-1 1/8" | 6" | HB115 | 20'-7 3/8" | 9'-10 1/8" | 3 3/8" |
| HB50 | 25'-6 3/4" | 12'-2" | 7 1/2" | HB117 | 20'-4 1/2" | 10'-1 1/2" | 2 1/2" |
| HB51 | 29'-9 1/2" | 14'-7" | 4 1/4" | HB119 | 26'-8 1/8" | 13'-4 1/8" | 7 1/8" |
| HB53 | 29'-6 3/4" | 14'-5 1/8" | 4 1/4" | HB123 | 22'-8 1/8" | 11'-3 1/4" | 4 1/8" |
| HB55 | 29'-4" | 14'-4 1/8" | 4 1/4" | HB125 | 22'-7 1/8" | 11'-3 1/8" | 4 1/8" |
| HB57 | 29'-2 1/2" | 15'-4 1/8" | 6 1/8" | HB127 | 21'-0 1/8" | 10'-5 1/8" | 3 1/8" |
| HB59 | 29'-0 1/8" | 15'-3" | 6 1/8" | HB129 | 21'-0 1/8" | 10'-5 1/8" | 3 1/8" |
| HB61 | 28'-10 1/2" | 15'-2" | 6 1/8" | HB131 | 26'-1 1/8" | 13'-0 1/8" | 6 1/8" |
| HB64 | 25'-6 1/2" | 13'-4 1/8" | 7 1/2" | HB135 | 23'-6 1/8" | 11'-6 1/8" | 5" |
| HB65 | 29'-6 1/2" | 15'-5 1/8" | 5 1/8" | HB138 | 26'-1 1/8" | 13'-0 1/8" | 6 1/8" |
| HB67 | 29'-3 3/4" | 15'-4 1/4" | 5 1/8" | | | | |
| HB133 | 20'-4 1/2" | 10'-1 1/8" | 2 1/2" | | | | |
| HB137 | 26'-8 1/8" | 13'-4 1/8" | 7 1/8" | | | | |



| MARK | "D" | "E" | "F" | "G" | MARK | "D" | "E" | "F" | "G" |
|------|-------------|-------------|--------|-----|-------|-------------|-------------|--------|-----|
| HB2 | 26'-7 1/8" | 14'-7 1/8" | 3 1/4" | mhk | HB72 | 26'-2 1/8" | 12'-7 1/4" | 6 1/4" | mks |
| HB4 | 28'-11" | 14'-9 1/8" | 3 1/4" | mhk | HB74 | 26'-1 1/8" | 13'-0 1/8" | 6 1/4" | mkt |
| HB6 | 29'-2 1/8" | 14'-11 1/8" | 3 1/4" | mhk | HB76 | 26'-2 1/4" | 13'-2 1/2" | 6 1/8" | mky |
| HB10 | 30'-6 1/8" | 15'-7 1/8" | 2 1/8" | mhm | HB78 | 21'-7 1/8" | 11'-3 1/8" | 4 1/8" | mky |
| HB12 | 30'-10 1/8" | 15'-9 1/8" | 2 1/8" | mhm | HB80 | 27'-10 1/2" | 13'-7" | 5 1/2" | mna |
| HB14 | 31'-0 1/8" | 15'-10 1/8" | 2 1/8" | mhm | HB82 | 27'-6 1/4" | 13'-10" | 5 1/4" | mmb |
| HB24 | 27'-5 1/2" | 14'-4 1/8" | 1 1/8" | mhw | HB84 | 27'-6 1/4" | 13'-11 1/2" | 5 1/8" | mnc |
| HB26 | 26'-8 1/8" | 14'-0 1/8" | 1 1/8" | mhy | HB86 | 22'-10 3/8" | 11'-10 3/8" | 3 3/8" | mkg |
| HB28 | 25'-10 1/8" | 13'-7 1/8" | 3 1/8" | mka | HB88 | 22'-4 1/8" | 10'-9 1/8" | 4 1/8" | mmd |
| HB30 | 25'-5 1/8" | 13'-6 1/8" | 1 1/8" | mhp | HB90 | 22'-5 1/4" | 11'-1 1/4" | 4 1/8" | mmf |
| HB32 | 26'-2 1/8" | 12'-10 1/8" | 5 1/8" | mkb | HB92 | 22'-3 3/8" | 11'-1 3/8" | 4" | mmg |
| HB34 | 26'-0 1/8" | 13'-3 1/8" | 4 1/8" | mkc | HB94 | 22'-1 1/2" | 11'-7" | 4 1/2" | mmh |
| HB36 | 25'-10 1/8" | 13'-8 1/8" | 5 1/8" | mkd | HB96 | 23'-3 3/8" | 11'-3 3/8" | 3 3/8" | mmk |
| HB38 | 28'-4 1/4" | 14'-1 1/4" | 3 1/8" | mke | HB98 | 22'-8 1/8" | 11'-3 1/8" | 3 3/8" | mmn |
| HB40 | 28'-2 1/4" | 14'-5 1/8" | 3 1/8" | mkg | HB100 | 23'-0 1/8" | 11'-7 1/8" | 3 1/4" | mmn |
| HB42 | 28'-0 1/8" | 14'-8 1/8" | 4 1/2" | mkh | HB102 | 22'-9 1/8" | 11'-11 3/8" | 4 1/8" | mmp |
| HB44 | 26'-1 1/2" | 12'-9" | 6" | mkk | HB106 | 22'-6 1/8" | 11'-3" | 4 1/4" | mmr |
| HB46 | 28'-3 1/8" | 12'-10" | 6" | mkk | HB112 | 22'-10 1/8" | 11'-5 1/2" | 4 1/8" | mmr |
| HB48 | 28'-5 1/8" | 12'-11 1/8" | 6" | mkk | HB116 | 20'-7 1/8" | 9'-10 1/8" | 3 3/8" | mnb |
| HB52 | 27'-5 1/8" | 13'-5 1/8" | 4 1/4" | mkn | HB118 | 20'-4 1/2" | 10'-1 1/2" | 2 1/2" | mnc |
| HB54 | 27'-6 1/8" | 13'-7 1/4" | 4 1/4" | mkn | HB120 | 26'-8 1/8" | 13'-4 1/8" | 7 1/8" | mnd |
| HB56 | 27'-11 1/2" | 13'-8 1/8" | 4 1/4" | mkn | HB124 | 22'-7 1/8" | 11'-3 1/8" | 4 1/8" | mky |
| HB58 | 25'-11" | 13'-7 1/4" | 6 1/8" | mkn | HB126 | 22'-8 1/8" | 11'-3 1/4" | 4 1/8" | mky |
| HB60 | 26'-1 1/4" | 13'-8 1/2" | 6 1/8" | mkn | HB128 | 21'-0 1/8" | 10'-5 1/8" | 3 1/8" | mnr |
| HB62 | 26'-3 1/2" | 13'-9 1/8" | 6 1/8" | mkn | HB130 | 21'-0 1/8" | 10'-5 1/8" | 3 1/8" | mnr |
| HB66 | 27'-2 1/4" | 14'-3" | 5 1/8" | mkp | HB132 | 26'-1 1/8" | 13'-0 1/8" | 6 1/8" | mmg |
| HB68 | 27'-5 1/8" | 14'-4 1/2" | 5 1/8" | mkp | HB136 | 23'-6 1/8" | 11'-6 1/8" | 5" | mmh |
| HB70 | 27'-8 1/8" | 14'-6 1/8" | 5 1/8" | mkp | HB139 | 26'-1 1/8" | 13'-0 1/8" | 6 1/8" | mmg |

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| MARK | "H" | "K" | "L" |
|------|------------|-------------|--------|
| HB15 | 23'-2 1/8" | 11'-9 1/8" | 1 1/8" |
| HB17 | 23'-5" | 11'-10 1/8" | 1 1/8" |
| HB19 | 23'-7 1/8" | 12'-0" | 1" |
| HB21 | 24'-0 1/8" | 12'-4 1/8" | 1 1/8" |

BILL OF MATERIAL

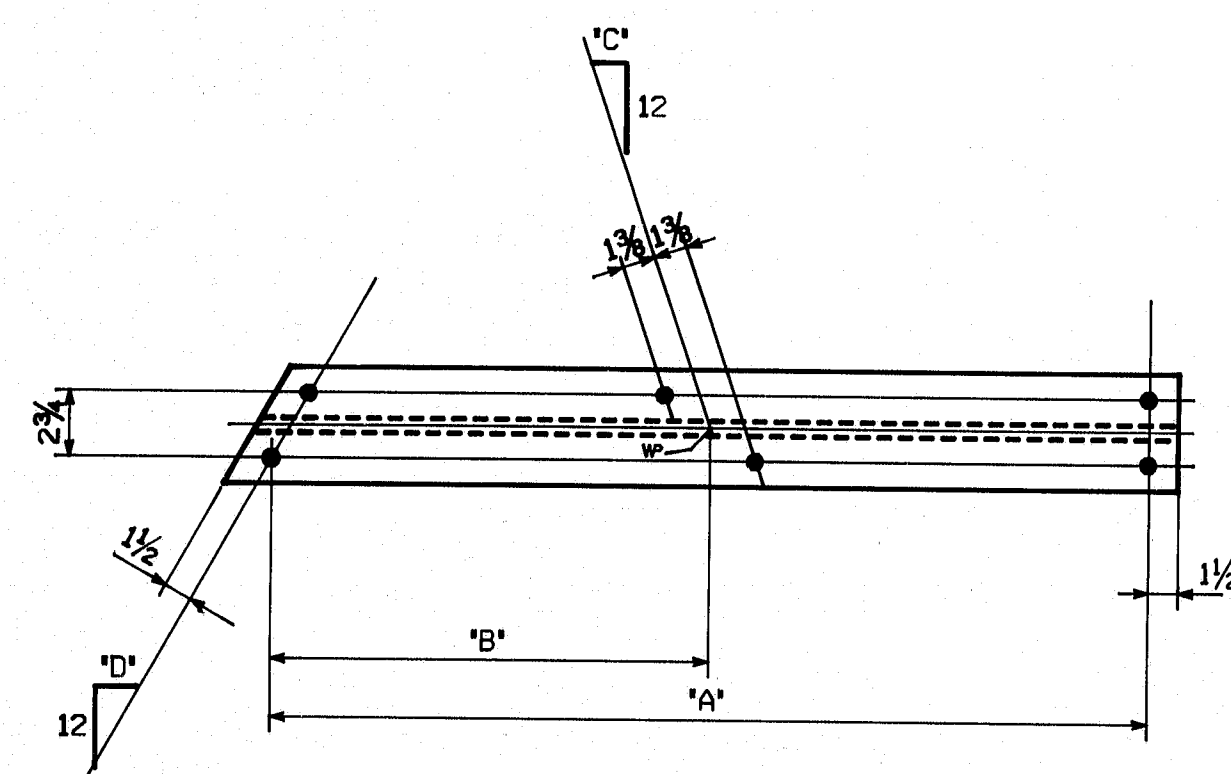
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | WEIGHT |
|-----|------|-------------|---------|--------------|------|--------|
| 1 | mmh | BAR 6 x 1/2 | 0 | HB94 | 20 | 32 |
| 1 | mmk | 0 | 8 1/4" | HB96 | | |
| 1 | mmn | 0 | 7 1/8" | HB98 | | |
| 1 | mmr | 0 | 8 1/8" | HB100 | | |
| 1 | mmp | 0 | 8 3/4" | HB102 | | |
| 1 | mmr | 0 | 8 1/2" | HB106 | | |
| 1 | mmr | 0 | 8 1/2" | HB112 | | |
| 2 | mnb | 0 | 7 1/8" | HB116 | | |
| 6 | mnc | 0 | 7 1/8" | HB118 | | |
| 6 | mnd | 0 | 10 1/8" | HB120 | | |
| 4 | mmf | 0 | 7 1/8" | HB128, HB130 | | |
| 6 | mmg | 0 | 10 1/8" | HB132, HB139 | | |
| 2 | mmh | BAR 6 x 1/2 | 0 | HB136 | 20 | 32 |

BILL OF MATERIAL

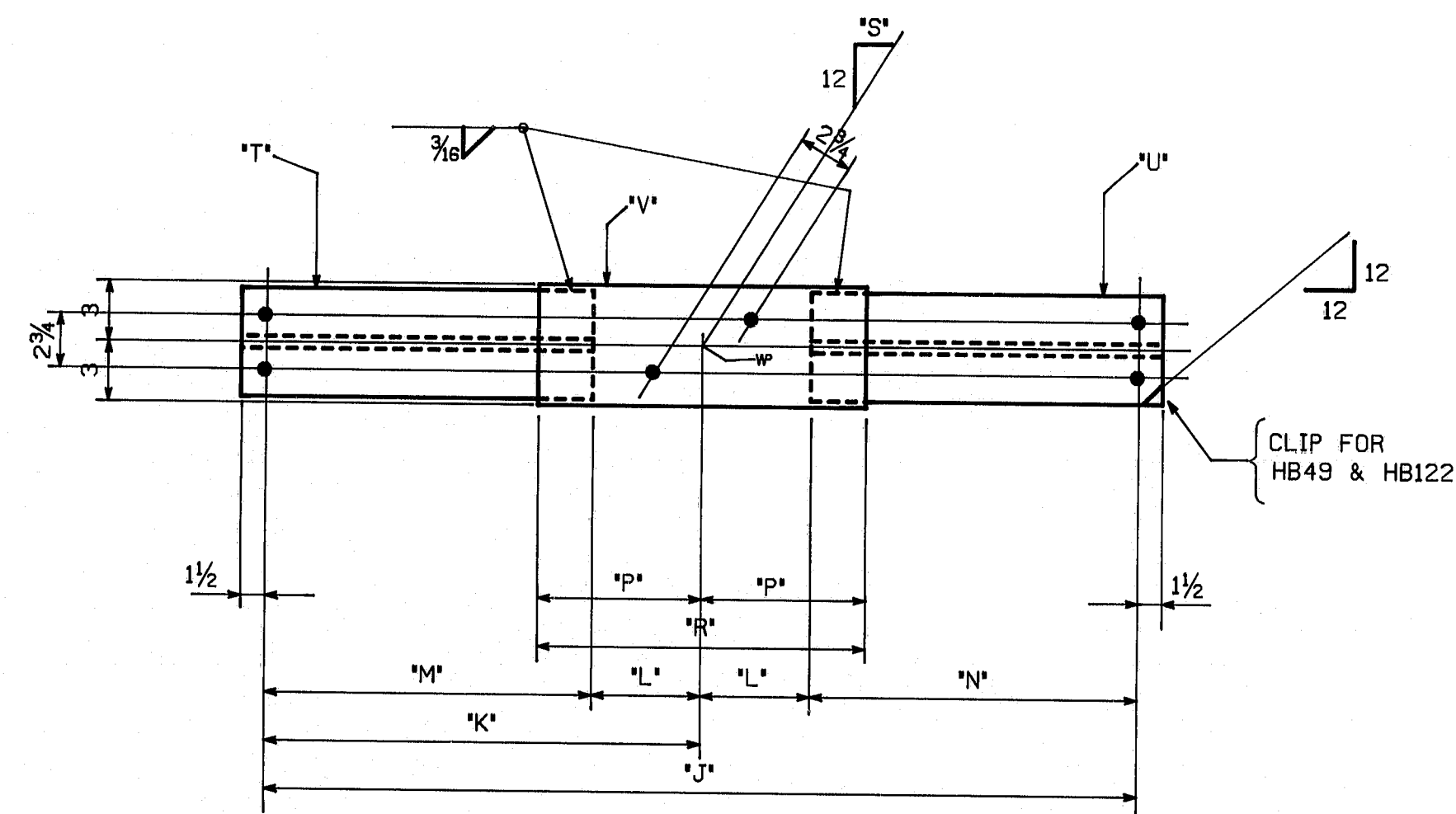
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHI FEET |
|-----|-------|-------------|--------|---------|------------------|-------------|
| ONE | HB70 | WTS x 11 | 27 | 11 1/8" | 18 | 31.6 |
| ONE | HB72 | | 26 | 5 7/8" | 18 | 30.0 |
| ONE | HB74 | | 26 | 4 3/8" | 19 | 29.9 |
| ONE | HB76 | | 26 | 5 1/4" | 18 | 31.0 |
| ONE | HB78 | | 21 | 10 1/8" | 20 | 24.8 |
| ONE | HB80 | | 28 | 1 1/2" | 10 | 31.8 |
| ONE | HB82 | | 27 | 9 1/4" | 18 | 31.4 |
| ONE | HB84 | | 27 | 9 1/4" | 18 | 31.4 |
| ONE | HB86 | | 23 | 1 5/8" | 20 | 26.2 |
| ONE | HB88 | | 22 | 7 7/8" | 20 | 25.7 |
| ONE | HB90 | | 22 | 8 1/4" | 20 | 25.7 |
| ONE | HB92 | | 22 | 6 3/8" | 20 | 25.5 |
| ONE | HB94 | | 22 | 4 1/2" | 20 | 25.4 |
| ONE | HB96 | | 23 | 6 3/8" | 18 | 24.6 |
| ONE | HB98 | | 22 | 11 1/8" | 20 | 26.0 |
| ONE | HB100 | | 23 | 3 3/8" | 19 | 26.4 |
| ONE | HB102 | | 23 | 0 5/8" | 20 | 26.1 |
| ONE | HB106 | | 22 | 9 3/8" | 20 | 25.8 |
| ONE | HB112 | | 23 | 1 1/8" | 20 | 26.2 |
| 2 | HB116 | | 20 | 10 1/8" | 20 | 23.7 |
| 6 | HB120 | | 20 | 7 1/2" | 20 | 23.4 |
| ONE | HB124 | | 22 | 10 1/8" | 18 | 24.6 |
| ONE | HB126 | | 22 | 11 1/8" | 20 | 26.0 |
| 2 | HB128 | | 21 | 3 3/8" | 20 | 24.1 |
| 2 | HB130 | | 21 | 3 1/8" | 20 | 24.2 |
| 4 | HB132 | | 26 | 4 1/8" | 19 | 29.9 |
| 2 | HB136 | | 23 | 9 3/8" | 19 | 26.9 |
| 2 | HB139 | WTS x 11 | 26 | 4 3/8" | 19 | 3 |
| 3 | mhk | BAR 6 x 1/2 | 0 | 7 1/8" | 20 | 32 |
| 3 | mhm | | 0 | 7 1/8" | HB10,HB12,HB14 | |
| 1 | mhp | | 0 | 6 1/8" | HB30 | |
| 1 | mhw | | 0 | 6 1/8" | HB24 | |
| 1 | mhy | | 0 | 6 1/8" | HB26 | |
| 1 | mka | | 0 | 6 1/8" | HB28 | |
| 1 | mkb | | 0 | 9 1/8" | HB32 | |
| 1 | mkc | | 0 | 8 5/8" | HB34 | |
| 1 | mkd | | 0 | 9 3/8" | HB36 | |
| 1 | mke | | 0 | 8 1/4" | HB38 | |
| 2 | mkg | | 0 | 8 1/8" | HB40,HB86 | |
| 1 | mkh | | 0 | 8 1/4" | HB42 | |
| 3 | mkk | | 0 | 9 1/4" | HB44,HB46,HB48 | |
| 3 | mkn | | 0 | 8 1/4" | HB52,HB54,HB56 | |
| 3 | mkr | | 0 | 9 1/8" | HB58,HB60,HB62 | |
| 3 | mks | | 0 | 9 1/8" | HB66,HB68,HB70 | |
| 1 | mkt | | 0 | 10 1/4" | HB72 | |
| 1 | mku | | 0 | 9 1/8" | HB74 | |
| 1 | mkv | | 0 | 10 1/4" | HB76 | |
| 3 | mky | | 0 | 8 3/8" | HB78,HB124,HB126 | |
| 1 | mma | | 0 | 9 3/8" | HB80 | |
| 1 | mmb | | 0 | 9 3/8" | HB82 | |
| 1 | mmc | | 0 | 9 1/8" | HB84 | |
| 1 | mmf | | 0 | 8 3/8" | HB88 | |
| 1 | mmg | | 0 | 8 1/8" | HB90 | |
| 1 | mmg | BAR 6 x 1/2 | 0 | 8 1/8" | HB92 | 20 |

BILL OF MATERIAL

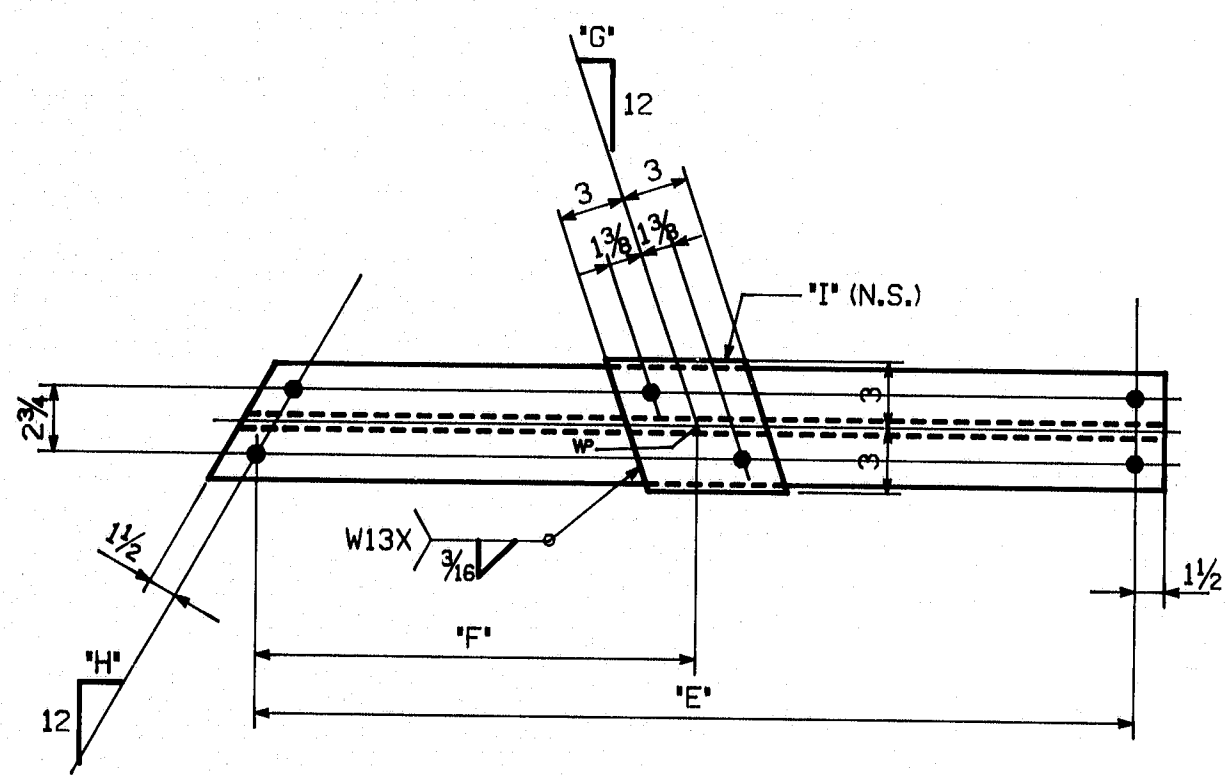
| BILL OF MATERIAL | | | | | | | |
|------------------|-------|------|-------------|--------|---------|------|-----|
| | NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | QTY |
| ONE | HB91 | | WT5 x 11 | 23 | 9 1/8" | 19 | 20 |
| ONE | HB93 | | | 23 | 7 3/8" | 20 | 22 |
| ONE | HB95 | | | 23 | 10 | 19 | 26 |
| ONE | HB97 | | | 23 | 2 1/4" | 19 | 31 |
| ONE | HB99 | | | 23 | 5 1/4" | 19 | 27 |
| ONE | HB101 | | | 23 | 2 1/2" | 19 | 30 |
| ONE | HB105 | | | 23 | 2 1/2" | 19 | 30 |
| ONE | HB111 | | | 22 | 11 1/2" | 20 | 5 |
| 2 | HB115 | | | 20 | 10 1/8" | 20 | 16 |
| 6 | HB117 | | | 20 | 7 1/2" | 20 | 22 |
| 6 | HB119 | | | 26 | 11 1/8" | 18 | 24 |
| ONE | HB123 | | | 22 | 11 1/8" | 20 | 6 |
| ONE | HB125 | | | 22 | 10 1/8" | 20 | 7 |
| 2 | HB127 | | | 21 | 3 1/8" | 20 | 17 |
| 2 | HB129 | | | 21 | 3 1/8" | 20 | 16 |
| 4 | HB131 | | | 26 | 4 1/8" | 19 | 5 |
| ONE | HB133 | | | 20 | 7 1/2" | 20 | 20 |
| 2 | HB135 | | | 23 | 9 1/8" | 19 | 20 |
| ONE | HB137 | | WT5 x 11 | 26 | 11 1/8" | 18 | 24 |
| 2 | HB138 | | WT5 x 11 | 26 | 4 3/8" | 19 | 5 |
| ONE | HB2 | | WT5 x 11 | 28 | 10 1/8" | 18 | 3 |
| ONE | HB4 | | | 29 | 2" | 17 | 28 |
| ONE | HB6 | | | 29 | 5 1/8" | 17 | 23 |
| ONE | HB10 | | | 30 | 9 1/8" | 17 | 4 |
| ONE | HB12 | | | 31 | 1 1/8" | 17 | 3 |
| ONE | HB14 | | | 31 | 3 3/8" | 17 | 2 |
| ONE | HB24 | | | 27 | 8 1/2" | 16 | 31 |
| ONE | HB26 | | | 26 | 11 1/8" | 18 | 24 |
| ONE | HB28 | | | 26 | 1 1/8" | 19 | 6 |
| ONE | HB30 | | | 25 | 8 1/8" | 19 | 2 |
| ONE | HB32 | | | 26 | 5 1/8" | 16 | 29 |
| ONE | HB34 | | | 26 | 3 3/8" | 19 | 6 |
| ONE | HB36 | | | 26 | 1 3/8" | 19 | 6 |
| ONE | HB38 | | | 28 | 7 3/8" | 16 | 3 |
| ONE | HB40 | | | 28 | 5 1/4" | 18 | 7 |
| ONE | HB42 | | | 28 | 3 3/8" | 18 | 3 |
| ONE | HB44 | | | 26 | 4 1/2" | 19 | 2 |
| ONE | HB46 | | | 26 | 6 3/8" | 18 | 27 |
| ONE | HB48 | | | 26 | 8 1/8" | 16 | 30 |
| ONE | HB52 | | | 27 | 8 5/8" | 16 | 15 |
| ONE | HB54 | | | 27 | 11 1/8" | 18 | 11 |
| ONE | HB56 | | | 28 | 2 1/2" | 19 | 3 |
| ONE | HB58 | | | 26 | 2" | 19 | 2 |
| ONE | HB60 | | | 26 | 4 1/4" | 19 | 4 |
| ONE | HB62 | | | 26 | 6 1/2" | 18 | 28 |
| ONE | HB66 | | | 27 | 5 1/2" | 18 | 3 |
| ONE | HB68 | | WT5 x 11 | 27 | 8 3/8" | 17 | 3 |



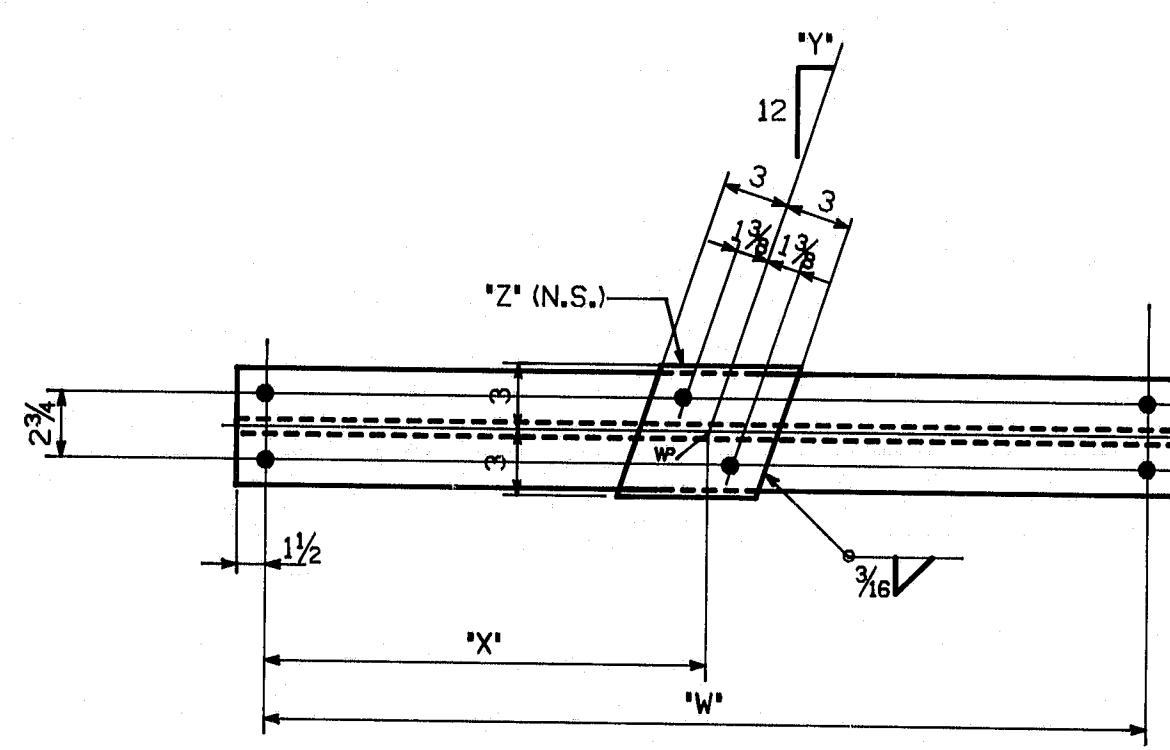
| MARK | "A" | "B" | "C" | "D" |
|-------|-------------|-------------|--------|--------|
| HB103 | 23'-2 3/8" | 11'-2 1/8" | 4 7/8" | 8 1/4" |
| HB107 | 27'-5 1/4" | 13'-1 1/8" | 8 1/8" | 6 1/8" |
| HB109 | 22'-11 1/8" | 11'-2 1/8" | 4 3/4" | 8 1/8" |
| HB113 | 27'-1 1/4" | 12'-11 3/4" | 8 1/8" | 6 1/8" |



| MARK | "J" | "K" | "L" | "M" | "N" | "P" | "Q" | "R" | "S" | "T" | "U" | "V" |
|-------|------------|------------|--------|-------------|-------------|--------|-------------|-----|-----|-----|-----|-----|
| HB7 | 26'-3 3/8" | 13'-2 1/8" | 6" | 12'-8 7/8" | 12'-7 9/16" | 9 1/2" | 1'-7 7/16" | mm | mm | mm | mpb | |
| HB49 | 27'-9 1/4" | 13'-2 1/8" | 6 1/4" | 12'-8 1/4" | 14'-0 1/2" | 9 1/2" | 1'-7 7/16" | 8 | mm | mm | mpd | |
| HB63 | 27'-9" | 14'-6 3/4" | 6 1/4" | 14'-0 1/2" | 12'-8 9/16" | 9 1/2" | 1'-7 7/16" | 8 | mm | mm | mpd | |
| HB121 | 28'-4 1/2" | 10'-1 1/8" | 4 1/2" | 9'-8 1/8" | 9'-10 1/8" | 8" | 1'-4 2 1/2" | mm | mm | mm | mpc | |
| HB122 | 26'-8 1/8" | 13'-4 7/8" | 6" | 12'-10 7/8" | 12'-10 7/8" | 9 1/2" | 1'-7 7/16" | mpa | mpa | mpa | mpb | |



| MARK | "E" | "F" | "G" | "H" | "I" |
|-------|------------|-------------|--------|--------|-----|
| HB104 | 22'-9 7/8" | 11'-0 7/8" | 4 7/8" | 7 7/8" | mkc |
| HB108 | 27'-0" | 12'-11 1/4" | 8 1/8" | 6 1/8" | mnt |
| HB110 | 23'-1 1/8" | 11'-2 1/8" | 4 3/4" | 8 1/8" | mmw |
| HB114 | 27'-3 3/8" | 13'-0 1/8" | 8 1/8" | 6 1/8" | mna |



| MARK | "W" | "X" | "Y" | "Z" |
|------|-------------|-------------|--------|-----|
| HB16 | 21'-11 1/4" | 11'-7 1/8" | 1 3/8" | mhn |
| HB18 | 21'-2 3/4" | 11'-3 3/8" | 1 3/8" | mnk |
| HB20 | 20'-6 3/8" | 10'-11 1/8" | 1" | mhs |
| HB22 | 20'-3 1/4" | 10'-9 3/8" | 1 1/8" | mht |

SHOP NOTE

HOLES: 1/8" #
 BOLTS: NONE
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.

R95-393

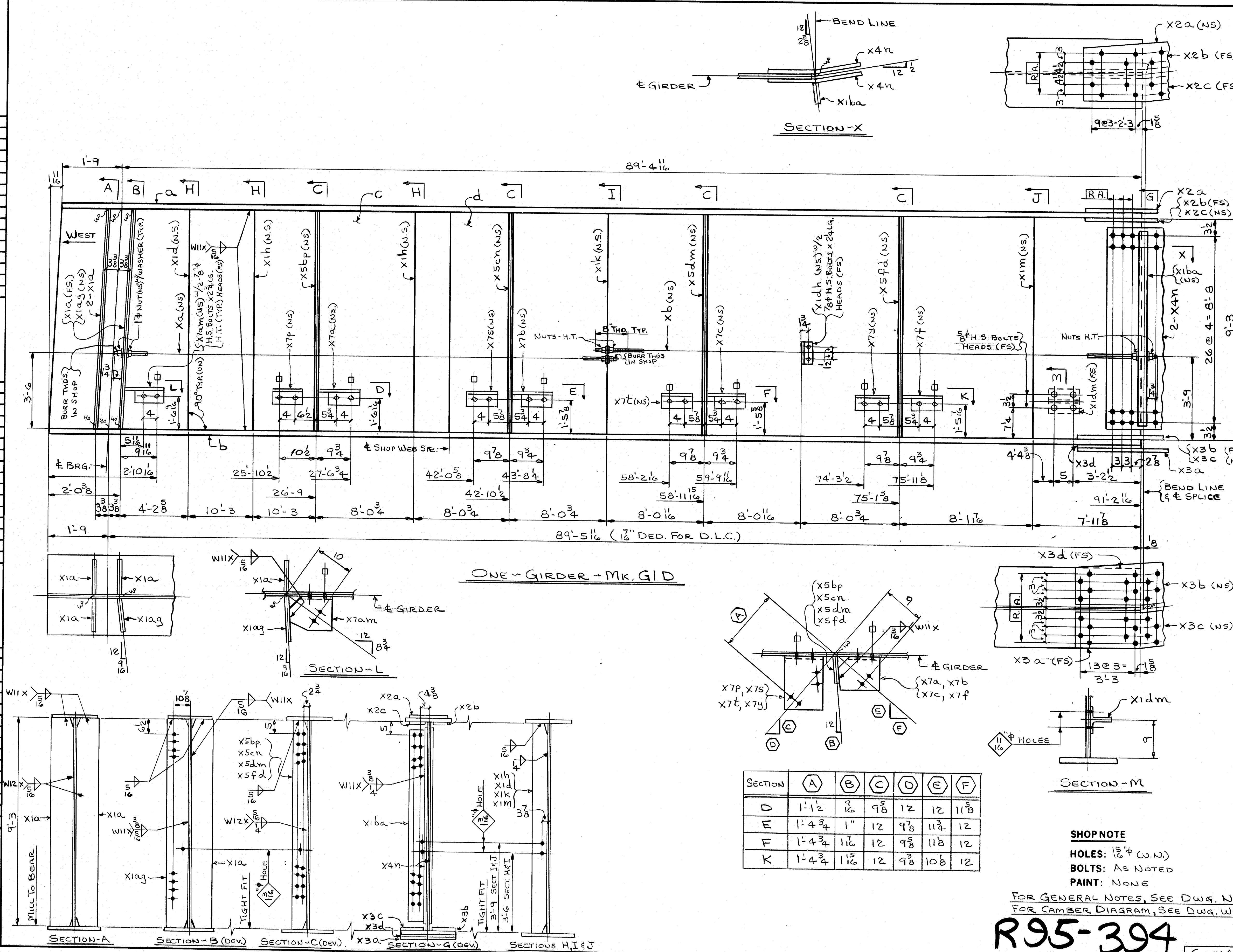
| FED. ROAD DIV. NO. | | STATE | | FED. AID PROJ. NO. | | |
|--|-------|-------------|-----------|--------------------|-------|-------------|
| 1 | | ME. | | I-10-395-8(82)176 | | |
| BILL OF MATERIAL | | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHR. WEIGHT |
| ONE | HB103 | WT5 x 11 | 23 6 3/8 | | 19 23 | 259. |
| ONE | HB107 | | 27 9 1/4 | | 19 13 | 306. |
| ONE | HB109 | | 23 4 1/4 | | 19 28 | 257. |
| ONE | HB113 | WT5 x 11 | 27 5 3/4 | | 19 19 | 303. |
| ONE | HB104 | WT5 x 11 | 23 1 3/4 | | 19 32 | 263. |
| ONE | HB108 | | 27 3 1/8 | | 19 21 | 311. |
| ONE | HB110 | | 23 6 1/8 | | 19 29 | 266. |
| ONE | HB114 | WT5 x 11 | 27 7 7/8 | | 19 18 | 314. |
| 1 | mkc | BAR 6 x 1/2 | 0 8 1/8 | HB104 | 20 32 | |
| 1 | mnt | | 0 11 5/8 | HB108 | | |
| 1 | mmw | | 0 8 1/8 | HB110 | | |
| 1 | mna | BAR 6 x 1/2 | 0 11 1/4 | HB114 | 20 32 | |
| ONE - HORIZ. BRACE ASS'Y. MK. HB7 | | | | | | 298. |
| 1 | mm | WT5 x 11 | 12 10 3/8 | | 20 24 | |
| 1 | mm | WT5 x 11 | 12 8 1/2 | | 20 27 | |
| 1 | mpb | BAR 6 x 1/2 | 1 7 | | 20 32 | |
| ONE - HORIZ. BRACE ASS'Y. MK. HB49 | | | | | | 313. |
| 1 | mm | WT5 x 11 | 12 9 3/4 | | 20 25 | |
| 1 | mna | WT5 x 11 | 14 2 | | 20 22 | |
| 1 | mpd | BAR 6 x 1/2 | 1 7 | | 20 32 | |
| ONE - HORIZ. BRACE ASS'Y. MK. HB63 | | | | | | 313. |
| 1 | mna | | | | | |
| 1 | mnt | WT5 x 11 | 12 9 1/2 | | 20 26 | |
| 1 | mpd | | | | | |
| ONE - HORIZ. BRACE ASS'Y. MK. HB121 | | | | | | 233. |
| 1 | mmw | WT5 x 11 | 9 10 3/8 | | 20 29 | |
| 1 | mmw | WT5 x 11 | 10 0 1/8 | | 20 28 | |
| 1 | mpc | BAR 6 x 1/2 | 1 4 | | 20 32 | |
| ONE - HORIZ. BRACE ASS'Y. MK. HB122 | | | | | | 303. |
| 2 | mpa | WT5 x 11 | 12 11 1/8 | | 20 23 | |
| 1 | mpb | | | | | |
| ONE | HB16 | WT5 x 11 | 22 2 1/4 | | 20 13 | 250. |
| ONE | HB18 | WT5 x 11 | 21 5 3/4 | | 20 15 | 242. |
| ONE | HB20 | WT5 x 11 | 20 9 3/8 | | 20 19 | 235. |
| ONE | HB22 | WT5 x 11 | 20 6 1/8 | | 20 21 | 231. |
| 1 | mhn | BAR 6 x 1/2 | 0 6 3/4 | HB16 | 20 32 | |
| 1 | mnk | BAR 6 x 1/2 | 0 6 3/4 | HB18 | 20 32 | |
| 1 | mhs | BAR 6 x 1/2 | 0 6 1/2 | HB20 | 20 32 | |
| 1 | mht | BAR 6 x 1/2 | 0 6 1/8 | HB22 | 20 32 | |
| NO. REVISION DATE | | | | | | |
| HIGH STEEL STRUCTURES, INC. 1005 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-3000 A Subsidiary of High Industries, Inc. | | | | | | |
| HORIZONTAL BRACING | | | | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | | | | |
| I-395 BRIDGE STA. 164+60.00 | | | | | | |
| PENOBSCOT COUNTY | | | | | | |
| STATE OF MAINE | | | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | | | |
| STATE CONTRACT OR REF. NO. 6 CONTRACTOR CIANBRO CORP. | | | | | | |
| IN CHARGE HINKLE MADE BY C.S. CHK'D BY BJK DATE 9-24-84 | | | | | | |
| CONTRACT NUMBER ME-84088-2 DRAWING NUMBER 16 OF 80 | | | | | | |

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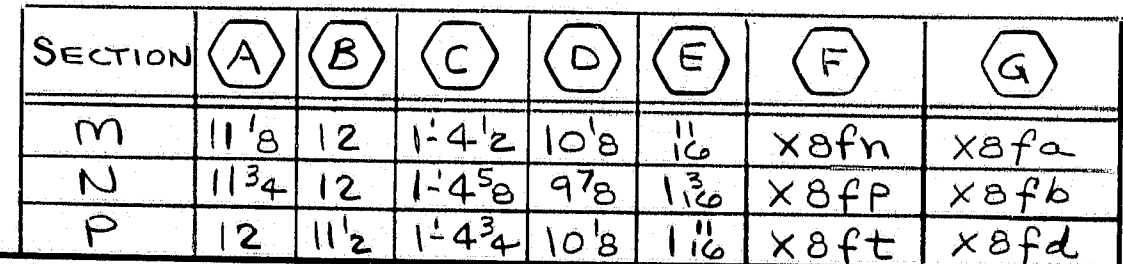
SHOP NOTE
 HOLES: 1/2" (W.N.)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL NOTES, SEE DWG. N1.
 FOR CAMBER DIAGRAM, SEE DWG. WCI.

R95-394

| | | | |
|-----------------------|--|-------|-----------------------|
| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. |
| 1 | | ME | 11G395-8(80)176 |

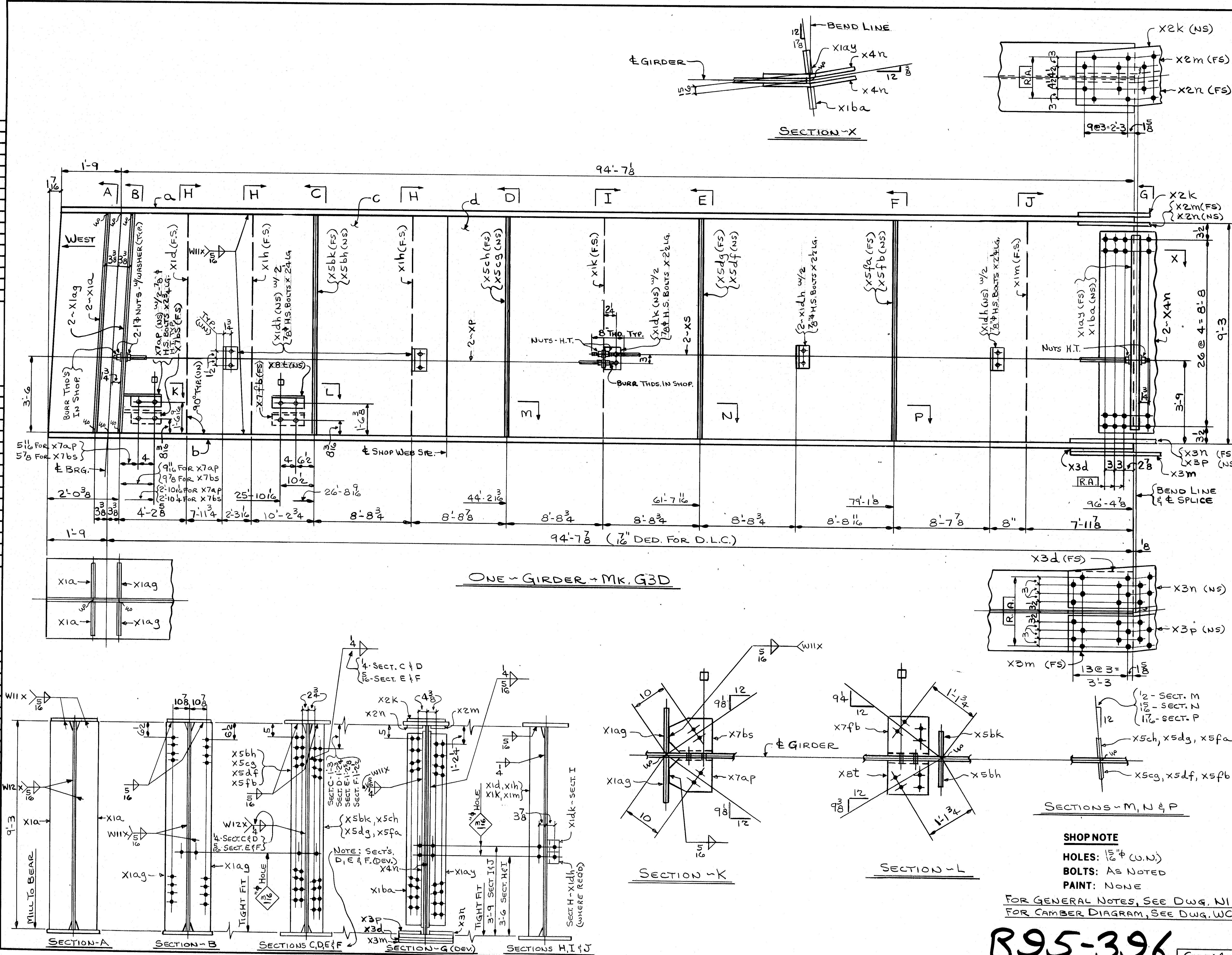
| BILL OF MATERIAL | | | | | | |
|------------------|------|------------------------|----------|----------------|------|----------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP WEIGHT |
| ONE | GID | GIRDER | | | | 55410 |
| ONE | a | #24x1 1/2 | 91 1 1/2 | | | |
| ONE | b | #28x1 1/2 | 91 2 1/2 | | | |
| ONE | c | #111x1 1/2 | 39 9 3/8 | | | |
| ONE | d | #111x1 1/2 | 51 6 3/8 | | | |
| ONE | Xa | 1" ROD | 49 2 3/8 | THD. BOTH ENDS | 7 | 21 |
| ONE | Xb | 1" ROD | 40 8 | THD. BOTH ENDS | 7 | 11 |
| 3 | Xia | #12x1 1/2 | 9 3 | | | |
| ONE | Xid | BAR 7x5/8 | | | | |
| 2 | Xih | BAR 5x1/2 | | | | |
| ONE | Xik | BAR 5x1/2 | | | | |
| ONE | Xim | BAR 5x1/2 | 9 3 | | | |
| ONE | Xidh | 5x3x4 | 0 6 | | | |
| ONE | Xiaa | #12x1 1/2 | 9 3 | | | |
| ONE | X2a | #19 1/4x1 1/2 | 5 0 1/2 | | | |
| ONE | X2b | BAR 7 1/4x1 1/2 | 5 0 1/2 | | | |
| ONE | X2c | BAR 7 1/4x1 1/2 | 5 0 1/2 | | | |
| 2 | X4n | #107x1/2 | 1 9 | BENT | | |
| ONE | X3a | #29 3/4x1 1/2 | 7 0 2 | | | |
| ONE | X3b | #13 3/4x1 1/2 | 7 0 2 | | | |
| ONE | X3c | #13 3/4x1 1/2 | 7 0 2 | | | |
| ONE | X3d | #28x1 1/2 | 3 6 3 | FILL | | |
| | Xiba | BAR 8x1/2 | 8 9 | | | |
| | X5bf | BAR 7x1/2 | 9 3 | | | |
| | X5ch | | | | | |
| | X5dm | | | | | |
| | X5fd | BAR 7x1/2 | 9 3 | | | |
| ONE | Xidm | WT 6x13 | 0 8 | | | |
| ONE | X7a | Pc MC18x45.8 | 0 11 5/8 | | | |
| | X7b | | 0 11 1/4 | | | |
| | X7c | | 0 11 1/4 | | | |
| | X7f | | 0 10 1/2 | | | |
| | X7p | | 0 10 1/2 | | | |
| | X7s | | 0 11 1/4 | | | |
| | X7t | | 0 11 1/4 | | | |
| | X7y | | 0 11 1/4 | | | |
| ONE | X7am | Pc MC18x45.8 | 0 11 5/8 | | | |
| 18 | | 7/8" H.S. BOLTS | 0 2 3/4 | | B1 | 7 |
| 2 | | 7/8" H.S. BOLTS | 0 2 1/4 | | B1 | 5 |
| 4 | | 5/8" H.S. BOLTS | 0 2 1/4 | | B1 | 3 |
| 4 | | WASHERS FOR 5/8" BOLTS | | | B1 | 11 |
| 20 | | WASHERS FOR 7/8" BOLTS | | | B1 | 12 |
| 8 | | 1 1/4" STD. HEX. NUTS | | | B1 | 15 |
| 8 | | WASHERS FOR 1 1/4" ROD | | | B1 | 13 |

| | | |
|--|------------|--------------------------------|
| NO. | REVISION | DATE |
| HIGH STEEL STRUCTURES, INC. | | |
|  | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 A Subsidiary of High Industries, Inc. | | |
| GIRDER GID | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIBRO CORP. |
| IN CHARGE | HINKLE | CHK'D BY: G.F.Z. DATE: 9-17-84 |
| CONTRACT NUMBER | ME-84088-2 | DRAWING NUMBER 17 OF 80 |



| | | | |
|--|-----------------------|-------|-----------------------|
| | FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. |
| | 1 | ME | FI-395-8(82)176 |

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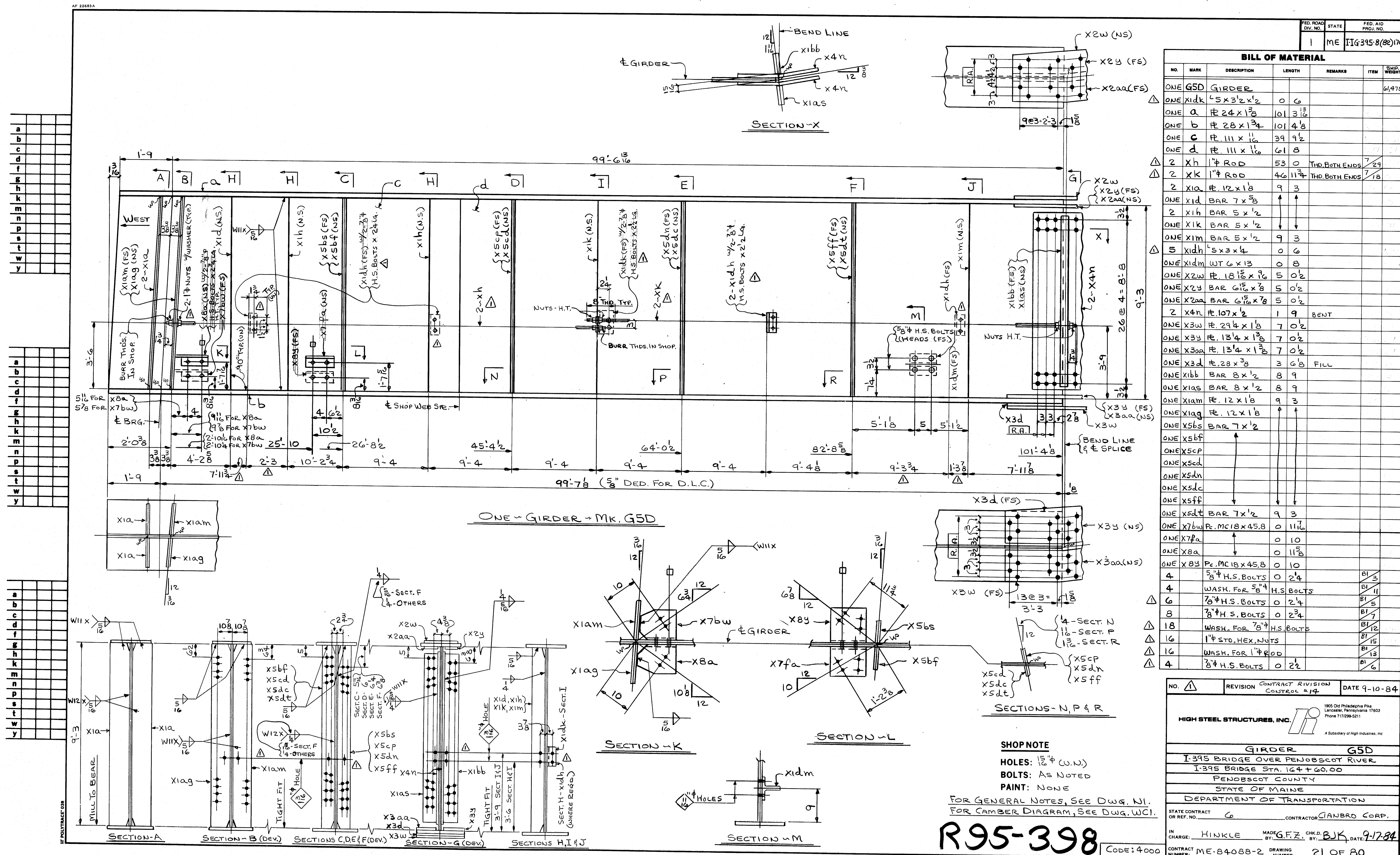
| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | II-395-8(22)174 |

| BILL OF MATERIAL | | | | | |
|------------------|------|-----------------------------|----------|----------------|--------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE | G3D | GIRDER | | | 58,780 |
| ONE | a | 24 x 1 1/2 | 96 4/8 | | |
| ONE | b | 28 x 1 1/2 | 96 4/8 | | |
| ONE | c | 111 x 1 1/2 | 39 9/8 | | |
| ONE | d | 111 x 1 1/2 | 56 8 1/2 | | |
| 2 | XP | 1" ROD | 51 2 3/8 | THD. BOTH ENDS | 7 2/8 |
| 2 | XS | 1" ROD | 43 10 | THD. BOTH ENDS | 7 1/4 |
| 2 | X1a | 12 x 1 1/2 | 9 3 | | |
| ONE | X1d | BAR 7 x 3/8 | | | |
| 2 | X1h | BAR 5 x 1/2 | | | |
| ONE | X1k | BAR 5 x 1/2 | | | |
| ONE | X1m | BAR 5 x 1/2 | 9 3 | | |
| 5 | X1dh | 5 x 3 x 4 | 0 6 | | |
| ONE | X1dk | 5 x 3 x 2 | 0 6 | | |
| ONE | X2k | 19 x 1 1/2 | 5 0 1/2 | | |
| ONE | X2m | BAR 7 x 3/8 | 5 0 1/2 | | |
| ONE | X2n | BAR 7 x 3/8 | 5 0 1/2 | | |
| 2 | X4n | 107 x 1/2 | 1 9 | BENT | |
| ONE | X3m | 29 3/8 x 1 1/2 | 7 0 1/2 | | |
| ONE | X3n | 13 3/8 x 1 1/2 | 7 0 1/2 | | |
| ONE | X3p | 13 3/8 x 1 1/2 | 7 0 1/2 | | |
| ONE | X3d | 28 x 3/8 | 3 6 3/8 | FILL | |
| ONE | X1a3 | BAR 8 x 1/2 | 8 9 | | |
| ONE | X1ba | BAR 8 x 1/2 | 8 9 | | |
| 2 | X1a3 | 12 x 1 1/2 | 9 3 | | |
| ONE | X5bk | BAR 7 x 1/2 | | | |
| ONE | X5bh | | | | |
| ONE | X5ch | | | | |
| ONE | X5df | | | | |
| ONE | X5dg | | | | |
| ONE | X5fa | | | | |
| ONE | X5fb | BAR 7 x 1/2 | 9 3 | | |
| 8 | | 3/8" H.S. BOLTS | 0 2 3/4 | | B1 7 |
| 6 | | 3/8" H.S. BOLTS | 0 2 1/4 | | B1 5 |
| 4 | | 3/8" H.S. BOLTS | 0 2 1/2 | | B1 6 |
| 18 | | WASHERS FOR 3/8" H.S. BOLTS | | | B1 12 |
| 16 | | 1" STD. HEX. NUTS | | | B1 15 |
| 16 | | WASHERS FOR 1" ROD | | | B1 13 |
| ONE | X7ap | PC MC18 x 45.8 | 0 11 1/2 | | |
| ONE | X7bs | | 0 11 1/2 | | |
| ONE | X7pb | | 0 10 | | |
| ONE | X8t | PC MC18 x 45.8 | 0 10 | | |

| NO. | REVISION | DATE |
|---|----------------|---------|
| HIGH STEEL STRUCTURES, INC. | | |
| 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/298-5211 | | |
| A Subsidiary of High Industries, Inc. | | |
| GIRDER G3D | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | LANBRO CORP. | 9-17-84 |
| IN CHARGE | MADE BY | CHK. BY |
| HINKLE | G.F.Z. | B.J.K. |
| CONTRACT NUMBER | DRAWING NUMBER | DATE |
| ME-84088-2 | 19 OF 80 | |

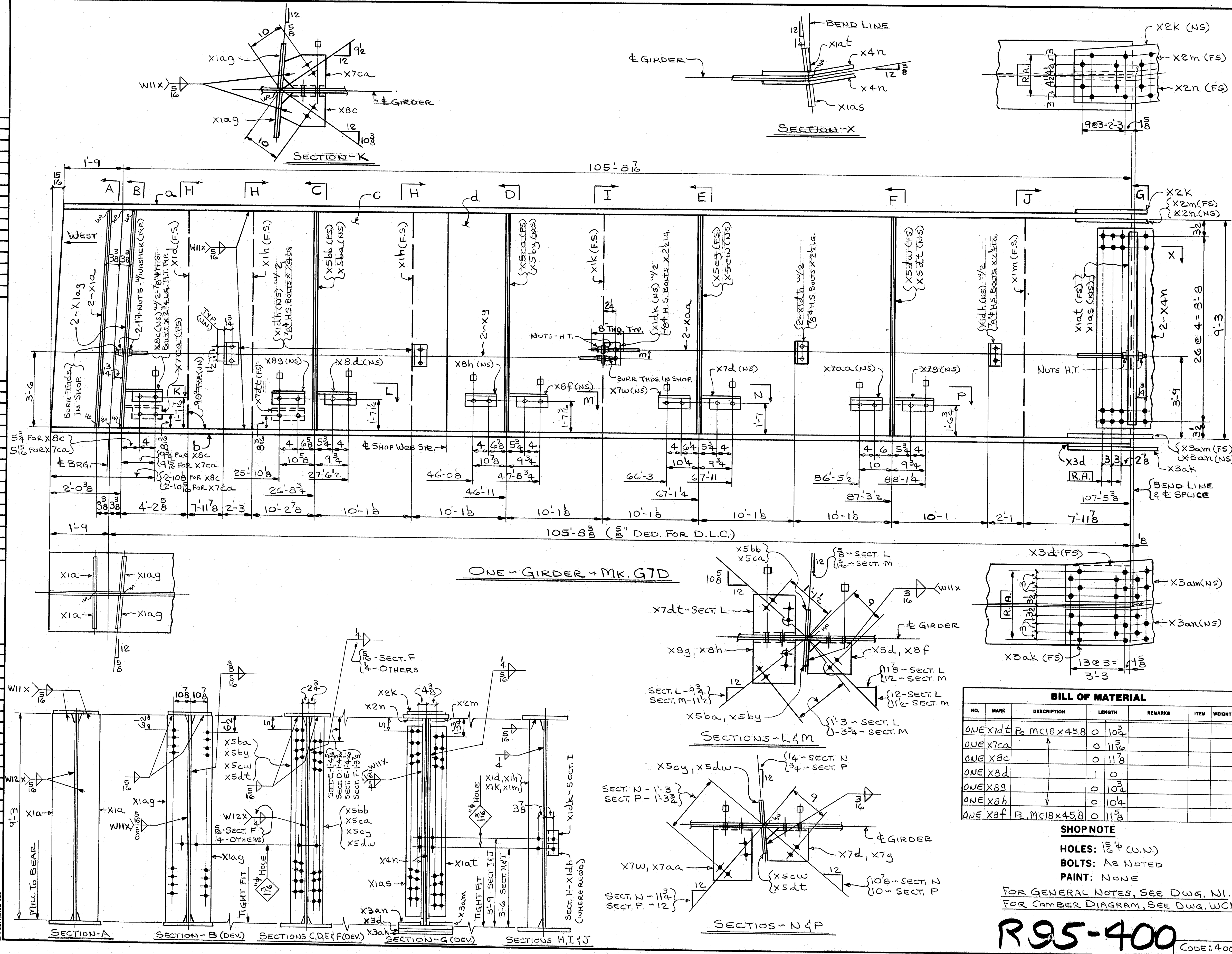
R95-396


CODE: 4000



R95-398

AF 22683A



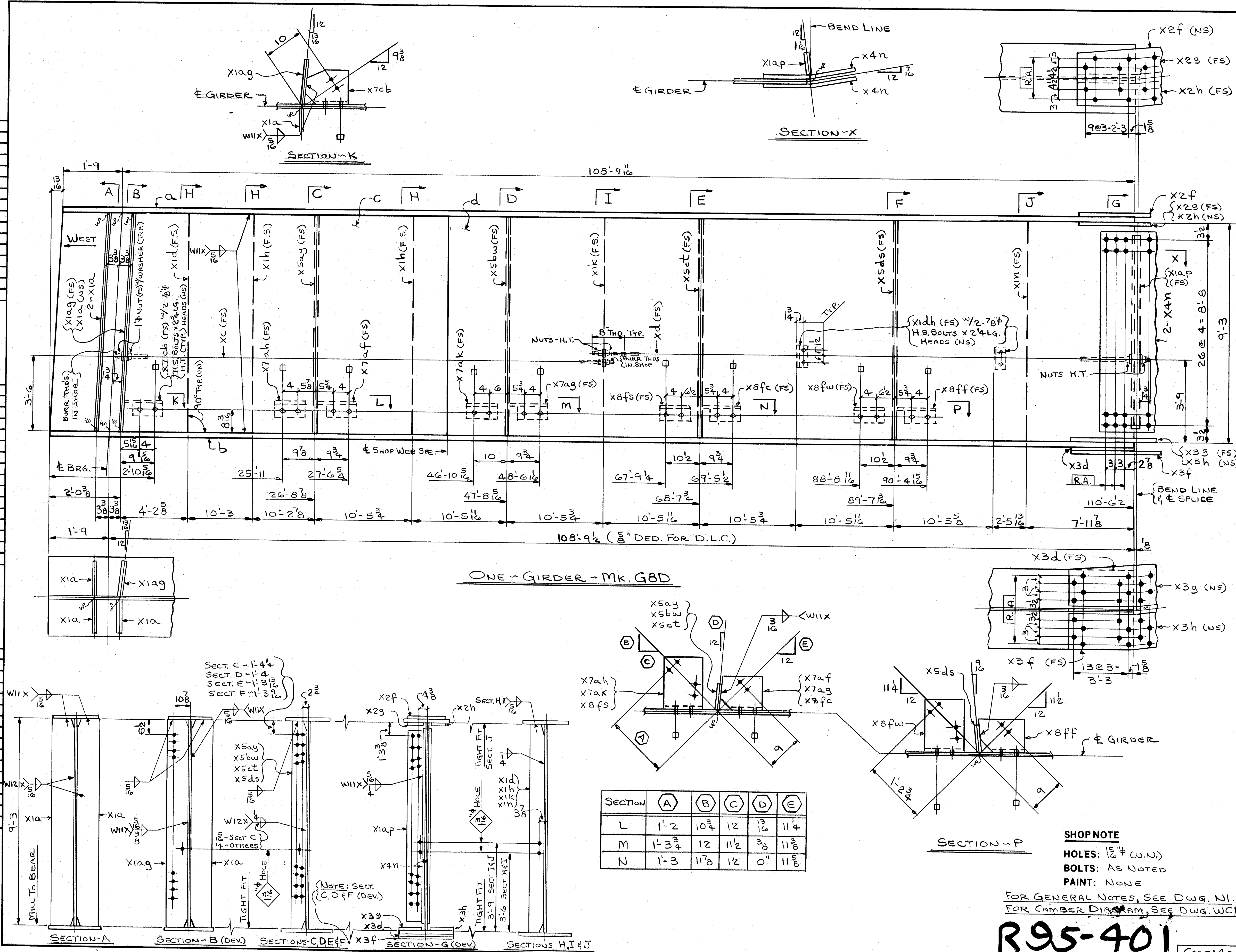
| | | | | | |
|---|------|---|-----------------------|---------------------------------------|-------------|
| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. | | |
| 1 | | ME | II-395-8(82)176 | | |
| BILL OF MATERIAL | | | | | |
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM WEIGHT |
| ONE | G7D | GIRDER | | | 65/30 |
| ONE | a | 1E 24 X 1 3/8 | 107' 5 1/2 | | |
| ↑ | b | 1E 28 X 1 3/4 | 107' 5 1/2 | | |
| ↑ | c | 1E 111 X 1 1/2 | 39' 9 1/2 | | |
| ONE | d | 1E 111 X 1 1/2 | 67' 9 3/8 | | |
| 2 | X4 | 1" ROD | 55' 3 1/2 | THD. BOTH ENDS | 2 31 |
| 2 | Xaa | 1" ROD | 50' 9 3/8 | THD. BOTH ENDS | 2 25 |
| 2 | Xia | 1E 12 X 1 5/8 | 9' 3 | | |
| ONE | Xid | BAR 7 X 5 3/8 | ↑ | ↑ | |
| 2 | Xih | BAR 5 X 1 1/2 | | | |
| ONE | Xik | BAR 5 X 1 1/2 | ↓ | ↓ | |
| ONE | Xim | BAR 5 X 1 1/2 | 9' 3 | | |
| 5 | Xidh | 5 X 3 X 4 | 0' 6 | | |
| ONE | Xidk | 5 X 3 X 2 1/2 | 0' 6 | | |
| ONE | X2k | 1E 19 X 1 1/2 | 5' 0 1/2 | | |
| ONE | X2m | BAR 7 X 8 | 5' 0 1/2 | | |
| ONE | X2n | BAR 7 X 8 | 5' 0 1/2 | | |
| 2 | X4n | 1E 107 X 1 1/2 | 1' 9 | BENT | |
| ONE | X3ak | 1E 29 1/2 X 1 1/2 | 7' 0 1/2 | | |
| ↑ | X3am | 1E 13 1/2 X 1 1/2 | 7' 0 1/2 | | |
| ↑ | X3an | 1E 13 1/2 X 1 1/2 | 7' 0 1/2 | | |
| ↑ | X3d | 1E 28 X 3 3/8 | 3' 6 3/8 | FILL | |
| ↓ | Xlat | BAR 8 X 1 1/2 | 8' 9 | | |
| ONE | Xlas | BAR 8 X 1 1/2 | 8' 9 | | |
| 2 | Xlag | 1E 12 X 1 1/2 | 9' 3 | | |
| | | | ↑ | ↑ | |
| ONE | X5ba | BAR 7 X 1 1/2 | | | |
| ↑ | X5bb | | | | |
| | X5by | | | | |
| | X5ca | | | | |
| | X5cw | | | | |
| | X5cy | | | | |
| ↓ | X5dt | | ↓ | ↓ | |
| ONE | X5dw | BAR 7 X 1 1/2 | 9' 3 | | |
| | | | | | |
| 22 | | 3/4" H.S. BOLTS | 0' 23 1/2 | | BI 7 |
| 6 | | 7/8" H.S. BOLTS | 0' 24 | | BI 5 |
| 4 | | 3/4" H.S. BOLTS | 0' 22 | | BI 6 |
| 32 | | WASHERS FOR 3/4" H.S. BOLTS | | | BI 12 |
| 16 | | 1" STD. HEX. NUTS | | | BI 15 |
| 16 | | WASHERS FOR 1" ROD | | | BI 18 |
| ONE | X7d | PC MC18 X 45.8 | 0' 11 1/2 | | |
| ONE | X7g | | 0' 11 1/2 | | |
| ONE | X7w | | 0' 10 | | |
| ONE | X7aa | PC MC18 X 45.8 | 0' 11 1/2 | | |
| NO. 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211 | | | | | |
| HIGH STEEL STRUCTURES, INC. | |  | | A Subsidiary of High Industries, Inc. | |
| GIRDER G7D | | | | | |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | | | | |
| I-395 BRIDGE STA. 164+60.00 | | | | | |
| PENOBSCOT COUNTY | | | | | |
| STATE OF MAINE | | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | | |
| STATE CONTRACT OR REF. NO. | | CONTRACTOR | | DATE | |
| 6 | | CIANERO CORP. | | 9-17-84 | |
| IN CHARGE: | | MADE BY: | | CHK. BY: | |
| HINKLE | | G.F.Z. | | B.J.K. | |
| CONTRACT NUMBER: | | DRAWING NUMBER: | | DATE: | |
| ME-84088-2 | | 23 OF 80 | | | |

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| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. |
|---------------------|-------|--------------------|
| 1 | ME | 116395-8(82)174 |

| BILL OF MATERIAL | | | | | |
|------------------|------|---------------------------|-------------|----------------|--------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM |
| ONE | G8D | GIRDER | | | 65,855 |
| ONE | a | PL 24 X 1 3/8 | 110' 6 1/2" | | |
| ONE | b | PL 28 X 1 3/4 | 110' 6 1/2" | | |
| ONE | c | PL 111 X 1 1/2 | 39' 9 1/2" | | |
| ONE | d | PL 111 X 1 1/2 | 70' 10 1/2" | | |
| ONE | Xc | 1" ROD | 56' 5 3/4" | THD. BOTH ENDS | 8 |
| ONE | Xd | 1" ROD | 52' 8 7/8" | THD. BOTH ENDS | 2 |
| 3 | Xia | PL 12 X 1 1/2 | 9' 3" | | |
| ONE | Xid | BAR 7 X 8 | | | |
| 2 | Xih | BAR 5 X 1 1/2 | | | |
| ONE | Xik | BAR 5 X 1 1/2 | | | |
| ONE | Xin | BAR 5 X 1 1/2 | 9' 3" | | |
| 2 | Xidh | 5 X 3 X 4 | 0' 6" | | |
| ONE | Xiaq | PL 12 X 1 1/2 | 9' 3" | | |
| ONE | X2f | PL 19 1/2 X 1 1/2 | 5' 0 1/2" | | |
| ONE | X2g | BAR 7 1/2 X 1 1/2 | 5' 0 1/2" | | |
| ONE | X2h | BAR 7 1/2 X 1 1/2 | 5' 0 1/2" | | |
| 2 | X4n | PL 10 1/2 X 2 | 1' 9" | BENT | |
| ONE | X3f | PL 29 1/2 X 1 1/2 | 7' 0 1/2" | | |
| ONE | X3g | PL 13 1/2 X 1 1/2 | 7' 0 1/2" | | |
| ONE | X3h | PL 13 1/2 X 1 1/2 | 7' 0 1/2" | | |
| ONE | X3d | PL 28 X 3 | 3' 6 3/4" | FILL | |
| ONE | Xiap | BAR 8 X 1 1/2 | 8' 9" | | |
| ONE | X5ay | BAR 7 X 1 1/2 | 9' 3" | | |
| ONE | X5bw | | | | |
| ONE | X5ct | | | | |
| ONE | X5ds | BAR 7 X 1 1/2 | 9' 3" | | |
| ONE | X7cb | PL MC18 X 45.8 | 0' 11 1/4" | | |
| ONE | X7ah | | 0' 10 1/4" | | |
| ONE | X7af | | 0' 11 1/4" | | |
| ONE | X7ak | | 0' 11 1/2" | | |
| ONE | X7ag | | 0' 11 3/8" | | |
| ONE | X8fs | | 0' 9 1/2" | | |
| ONE | X8fc | | 0' 11 1/2" | | |
| ONE | X8fw | | 0' 9 1/2" | | |
| ONE | X8ff | PL MC18 X 45.8 | 0' 11 1/2" | | |
| 4 | | 7/8" H.S. BOLTS | 0' 2 1/4" | | B1 5 |
| 18 | | 7/8" H.S. BOLTS | 0' 2 1/4" | | B1 7 |
| 22 | | WASH. FOR 7/8" H.S. BOLTS | | | B1 12 |
| 8 | | 1" STD. HEX. NUTS | | | B1 15 |
| 8 | | WASH. FOR 1" ROD | | | B1 13 |

SHOPNOTE

HOLES: 1/2" (U.N.)

BOLTS: AS NOTED

PAINT: NONE

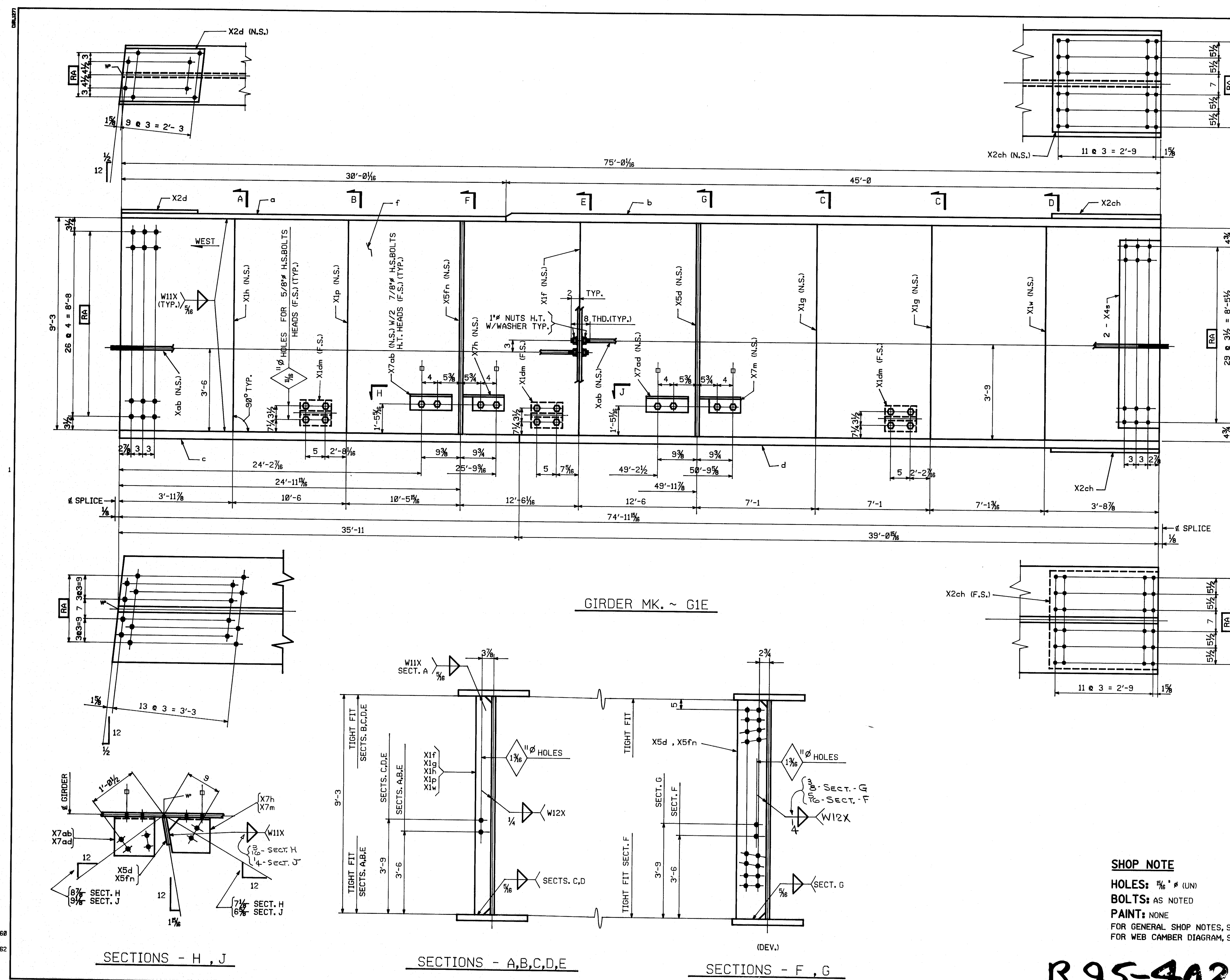
FOR GENERAL NOTES, SEE DWG. N1.

FOR CAMBER DIAGRAM, SEE DWG. WCI.

R95-401

CODE: 4000

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| NO. | REVISION | DATE |
| <p>HIGH STEEL STRUCTURES, INC.</p> <p>1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 717/299-5211</p> <p>A Subsidiary of High Industries, Inc.</p> | | |
| <p>GIRDER G8D</p> <p>I-395 BRIDGE OVER PENOBSCOT RIVER</p> <p>I-395 BRIDGE STA. 164+60.00</p> <p>PENOBSCOT COUNTY</p> <p>STATE OF MAINE</p> <p>DEPARTMENT OF TRANSPORTATION</p> | | |
| STATE CONTRACT OR REF. NO. | CONTRACTOR | DATE |
| 6 | CIANBRO CORP. | 9-17-81 |
| IN CHARGE: HINKLE | MADE BY: G.F.Z. | CHK'D BY: BJK |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 24 OF 80 | |



SHOP NOTE
 HOLES: 5/8" (UN)
 BOLTS: AS NOTED
 PAINT: NONE
 FOR GENERAL SHOP NOTES, SEE DWG. N1.
 FOR WEB CAMBER DIAGRAM, SEE DWG. WC2

R 95-402

| FED. ROAD DIV. NO. | | STATE | FED. AID PROJ. NO. | |
|--------------------|--|-------|--------------------|--|
| 1 | | ME. | I-16-395-8(82)176 | |

| BILL OF MATERIAL | | | | | | |
|------------------|------|-----------------------|--------|---------|----------------|--------------|
| NO. | MARK | DESCRIPTION | LENGTH | REMARKS | ITEM | SHIP. WEIGHT |
| ONE | G1E | GIRDER | | | | 55,360 |
| 1 | a | E 20 x 1 1/4 | 30 | 0 1/8 | | |
| 1 | b | E 36 x 2 1/4 | 45 | 0 | | |
| 1 | c | E 36 x 2 1/4 | 35 | 11 | | |
| 1 | d | E 36 x 2 1/4 | 39 | 0 1/8 | | |
| 1 | f | E 111 x 1 1/8 | 75 | 0 1/8 | | |
| 2 | xab | 1" ROD | 37 | 10 1/4 | THD. BOTH ENDS | 7 |
| 1 | xif | BAR 7 x 5/8 | 9 | 3 | | |
| 2 | xig | BAR 7 x 5/8 | 9 | 3 | | |
| 1 | xih | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | xip | BAR 5 x 1/2 | 9 | 3 | | |
| 1 | xlw | BAR 8 x 3/4 | 9 | 3 | | |
| 3 | xldm | WT 6 x 13 | 0 | 8 | | |
| 1 | x2d | E 19 1/4 x 1/2 | 2 | 6 1/4 | A686 - TYPE 4 | |
| 2 | x4s | E 10 1/2 x 1/2 | 0 | 10 1/4 | A686 - TYPE 4 | |
| 1 | x7h | PC. MC18x45.8 | 0 | 10 1/4 | | |
| 1 | x7m | PC. MC18x45.8 | 0 | 10 1/4 | | |
| 1 | x7ab | PC. MC18x45.8 | 0 | 10 1/4 | | |
| 1 | x7ad | PC. MC18x45.8 | 0 | 10 1/4 | | |
| 4 | | 1" STD. HEX NUT | | | | B1 15 |
| 4 | | WASH. FOR 1" H.S.B. | | | | B1 13 |
| 12 | | 5/8" H.S.BOLTS | 0 | 2 1/4 | | B1 3 |
| 12 | | WASH. FOR 5/8" H.S.B. | | | | B1 11 |
| 8 | | 7/8" H.S.BOLTS | 0 | 2 3/4 | | B1 7 |
| 8 | | WASH. FOR 7/8" H.S.B. | | | | B1 12 |
| 1 | x5d | BAR 7 x 5/8 | 9 | 3 | | |
| 1 | x5fn | BAR 7 x 1/2 | 9 | 3 | | |
| 2 | x2ch | E 32 x 7/8 | 3 | 0 1/8 | | |

| NO. | REVISION | DATE |
|-----|----------|------|
| | | |

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|-----------------------------------|--------------------------|--|
| HIGH STEEL STRUCTURES, INC. | | 1905 Old Philadelphia Pike Lancaster, Pennsylvania 17603 Phone 171/239-521 |
| GIRDER | | G1E |
| I-395 BRIDGE OVER PENOBSCOT RIVER | | |
| I-395 BRIDGE STA. 164+60.00 | | |
| PENOBSCOT COUNTY | | |
| STATE OF MAINE | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE CONTRACT OR REF. NO. | 6 | CONTRACTOR CIANBRO CORP. |
| IN CHARGE: HINKLE | MADE BY: J.L.C. | CHK'D BY: BJK DATE: 9-24-84 |
| CONTRACT NUMBER: ME-84088-2 | DRAWING NUMBER: 25 OF 80 | |