Fed. Road Dist. No.	State	USWPFR Proj. No.	Fiscal Year	Sheet No.	Total Sheets
9	Maine	14	1936	~	15

STATE OF MAINE
STATE HIGHWAY COMMISSION

PLAN AND PROFILE

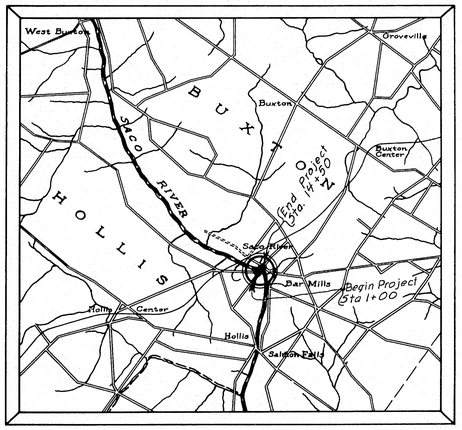
BAR MILLS BRIDGE
OVER
SACO RIVER
HOLLIS - BUXTON
YORK COUNTY
U. S. W. P. F. R. PROJECT NO. 14
TOTAL LENGTH 0.255 MILE

CONVENTIONAL SIGNS

State or National Line		Survey Line	
County Line		Culvert	
Town Line		Drop Inlet	
Unfenced Property		Trolley Pole	
Fence		Power Pole	
Right of Way Line		Tel. Pole	
Traveled Way		Marsh	
Railroad		Trees	
Retaining Wall		Stone Wall	

INDEX OF SHEETS

Sheet No.		Title Page
Sheet No.	1-3	Survey
Sheet No.	4	River Spans ~ West Abutment
Sheet No.	5	" " ~ East "
Sheet No.	6	" " ~ Piers 1 and 2
Sheet No.	7	" " ~ Trusses
Sheet No.	8-9	" " ~ Truss Details
Sheet No.	10	" " ~ Floor "
Sheet No.	11	Canal Span ~ West Abutment
Sheet No.	12	" " ~ East "
Sheet No.	13	" " ~ Truss
Sheet No.	14	" " ~ " Details
Sheet No.	15	" " ~ Floor "
Sheet No.	15A	Lighting Details



LOCATION MAP
TRACED FROM U. S. G. S. BUXTON SHEET
SCALE 1/62,500

Approved:
Maine State Highway Commission
Paul C. Thurston
Chairman
Edmund Bacon
Lucius D. Barrows
Chief Engineer.

Approved:
U. S. Bureau of Public Roads
[redacted]
District Engineer
[redacted]
Chief Engineer
[redacted]
Director.

29-2 29-23

0 1 2 3 4 5 INCHES

PRINTED ON
L. & E. CO., N.Y.
"IMPERIAL" TRACING CLOTH

USWPR			
14	1936	2	15

MATCH LINE →

MATCH LINE →

SACO RIVER

"B" Line

0+00 – ℄ Bearing

Sta. 9+24.0 ℄ Bearing

Sta 10+69.0, on Tangent, ℄ Bearing

Sta 10+59.2

Mag. North 1936

PLAN.
SCALE – 1" = 30 FEET.

Curve "C"
Sta. 0+00 = 14+00 "B"
Sta. 4+00 = 12+47.02 "A"
I = 38° 56'
D = 20°
R = 287.94
T = 101.78
L = 194.67
P.C. 0+81.67
P.T. 2+76.34

R=60'
T=108.39'

I=19°-00'
D=6°-00'
T=139.87
L=316.66
R=955.37

SUPERELEVATIONS.

Sta.	Left	Right
10+00	-2¼"	Right
11+0	+1¾"	-2¾"
+50	+6"	-6"
12+0	+6"	-6"
+50	+6"	-6"
13+0	+6"	-6"
+50	+6"	-6"
14+0	+2"	-2"
+50	-2¾"	-2¾"

See note sheet 4

PROPOSED ISLAND

Install Catch Basins with 18" Reinforced Concrete Pipe

Install 12" C.M.P. Culvert

Mary Shepherd House

Blacksmith Shop

Disputed
Lucy McKenney
Mary Shepherd

Install new 15"x 40'-0" A.C. C.M.P. (Use 24")

Install new 15"x 40'-0" A.C. C.M.P. (Use 24")

End Project (Sta. 1A+50

Sta 13+76.42 P.T.

Sta 12+19.83 P.I.

Sta 14+72.46

Sta 15+50 End of Project

Guy Wall

Gravel Sidewalk

Fence

Concrete Sidewalk

Catch Basin

Power Pole

Tel. Pole

Drive

Well

Camp

Garage

Tie Nail 24" Elm

Tie Nail 12" Elm

Tie Nail 8" Locust

Tie Nail 8" Maple

Tie Nail 8" Elm

Tie Nail 24" Locust

Tie Nail 16" Four Maples

Tie Nail 24" Elm

Iron Pin

Stone

Concrete Foundation

Brook

Culvert - 42" Asphalt Covered Corr. Metal Culvert material to be determined. Gravel fill Concrete headwalls.

Install Wing Culvert - 42" Asphalt Covered Corr. Metal pipe. Same material to be determined. Gravel fill Concrete headwalls. Under pipe Concrete Apron

Install Catch Basin with 24" Reinforced Concrete Pipe

Mary Shepherd

Lucy McKenney

Sta. 10+59.2

Sta 13+76.42 P.T.

Sta 12+19.83 P.I.

Sta 14+72.46

Sta 15+50 End of Project

Sta 10+69.0, on Tangent, ℄ Bearing

Sta. 9+24.0 ℄ Bearing

Sta 0+00 – ℄ Bearing

Sta 1A+50

Sta 16+00

Sta 9+00

Sta 10+00

Sta 11+00

Sta 12+00

Sta 13+00

Sta 14+00

Sta 15+00

Sta 0+50

Sta 1+00

Sta 1+50

Sta 2+00

Sta 0+00

Sta 0+50

Sta 1+00

Sta 1+50

Sta 2+00

Sta 2+50

Sta 3+00

Sta 3+50

Sta 4+00

Sta 9+50

Sta 10+50

Sta 11+50

Sta 12+50

Sta 13+50

Sta 14+50

Sta 15+50

Sta 16+50

Sta 10+75

Sta 11+50

Sta 12+25

Sta 13+75

Sta 14+25

Sta 15+25

Sta 12+47.02 "A"

Sta 3+50

Sta 4+00

Sta 0+81.67 P.C.

Sta 2+76.34

Sta 0+25

Sta 0+75

Sta 1+25

Sta 1+75

Sta 2+25

Sta 2+75

Sta 3+25

Sta 3+75

Sta 4+25

Sta 4+75

Sta 5+25

Sta 5+75

Sta 6+25

Sta 6+75

Sta 7+25

Sta 7+75

Sta 8+25

Sta 8+75

Sta 9+25

Sta 9+75

Sta

29-26

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
over
SACO RIVER
between the towns of
HOLLIS and BUXTON
YORK COUNTY
Survey

Sheet 3 of 15 Augusta, Maine, July, 1936

Town 16-09
Bridge 3333

Survey by Blake
Plotted and Traced by CCTD - Skype

0 1 2 3 4 5 INCHES

MAG NORTH 1936

West Buxton 6 Mi.

—NOTES—

SUPERSTRUCTURE

Span No.1 – 10"x12" wood stringers carried away.
Span No.2 – Wood stringers gone.
Span No.3 and No.4 – Steel lenticular pony trusses gone.
Span No.5 – Down-stream side steel pony truss. Up-stream side steel I-beam in place.
Span No.6 – Steel lenticular pony truss in place.

SUBSTRUCTURE

Abutment No.1 and No.2 – Stone fairly laid dry in mortar in good condition.
Abutment No.3 – Stone faced with 2' jacket of concrete. Top of stone carried away, but concrete in good condition.
Pier No.1 – Stone laid in mortar in good condition.
Pier No.2 – Stone faced with concrete jacket. Top of stone carried away, but concrete in good condition.
Pier No.3 and No.4 – Stone laid in mortar in good condition.
Abutment No.4 – Rough stone laid dry in poor condition.

STREAM

Log crib dam about 200' up-stream. High water, March 1936, El. 98.1, accompanied by ice. High water, March 1896, El. 91.0. Ordinary high water El. 82.0. Low water present stage.

FOUNDATION

All piers and abutments probably rest on ledge.

APPROACHES

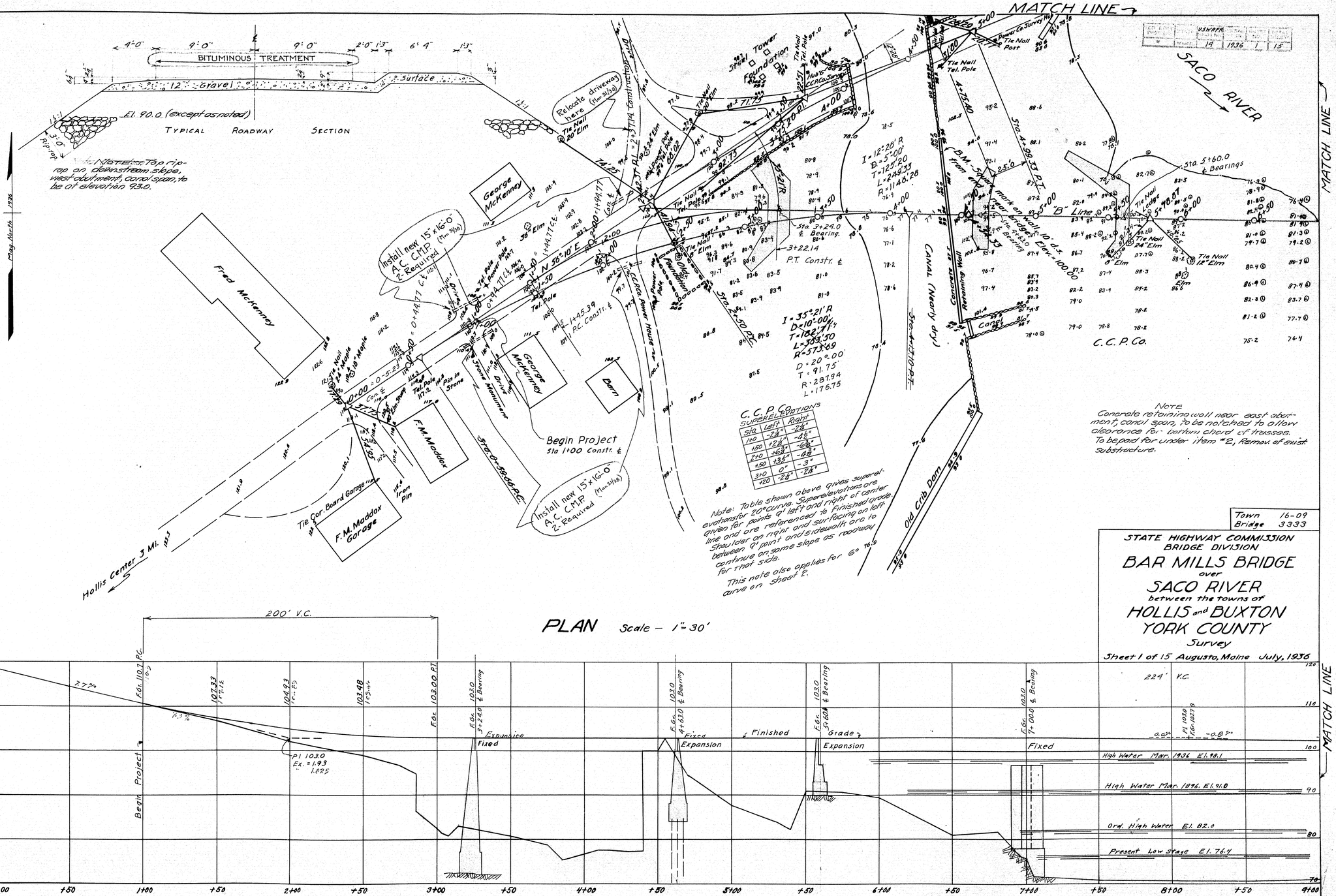
Surface treated gravel.

ELEVATIONS

Add 9.60 to all elevations for reference to C.C.P.Co. datum.

Log Crib Dam
Tail Race
Rogers Fibre Co., Inc. Mill
SACO RIVER
Rock Embankment
Spillway
Canal (Hourly C.)
Existing Piers to be Removed
Tail Race
Tie Corners Office Bldg
Tie Cor. Boiler House
Rogers Fibre Co., Inc. Boiler House
Rogers Fibre Co., Inc. Storage Shed
Tie & Witness on Conc. Base
Tie Cor. Board Mill
Tie Near Cor. Con. Curb
Tie Cor. Board Garage
Tie Corner Board Garage
Garage Blacksmith
Tie Near Cor. Con. Curb
Tie Cor. Board Garage
App. Prop. Line
Norris Haskell House
Fanny Merserve House
Mary Shepherd House
Hose House
Power Pole
Tel. Pole
Office
Parking Space
Hall Sands Store
Tie Cor. Board Store
App. Prop. Line
A.L. Bickford Store
Tie Cor. Board Store
Norris Haskell Store
Tie Cor. Board Store
App. Prop. Line
Tie Hall Cor. Board Store
Mary Shepherd House
Buxton Milling Co. Grist Mill
Mary Shepherd Barber Shop
Catch Basin
Tie Cor. Board Store
Miss Mary Shepherd (Land)
Guy Hall (Bldg)
Current Gauge
North Traverse
South Traverse
Drive
Tie Nail 20" Maple
Tie Nail 24" Maple
B.M. #1 Cut in top concrete curb 3' from end El. 96.64
B.M. #2 Cut in top concrete curb 3' from end El. 96.64
MATCH LINE

USWPR 19 1936 3 15


MATCH LINE
SACO RIVER
BITUMINOUS TREATMENT
12" Gravel Surface
TYPICAL ROADWAY SECTION
El. 90.0 (except as noted)
Rip-rap
Note: Top rip-rap on downstream slope, west abutment, conc. span, to be of elevation 93.0.
Relocate driveway here
Install new 15"x16'-0" A.C.M.P. Required
Fred McKenney
George McKenney
Begin Project Sta 1+00 Constr. ℄
Tie Cor. Board Garage
F.M. Maddox Garage
F.M. Maddox
Barn
Old Crib Dam
Tower Foundation
Sta 3+24.0 ℄ Bearing
P.T. Constr. ℄
Sta 2+50 P.T.
Sta 4+99.33 P.T.
Sta 5+60.0 ℄ Bearings
"B" Line
Concrete retaining wall
Canal (Nearly dry)
C.C.P. Co.
Hollis Center 3 Mi.
Buxton Center 5 Mi.
Mag. North 1936
Drive
Tel. Pole
Power Pole
Tie Nail
Iron Pin
Pin in Stone
Stone Monument
Fence
Brook
Elm
Maple
Ash
Spruce
Hub & CCP Co. Survey
Tie Nail Post
Tie Nail Tel. Pole
Tie Nail Ledge
Tie Nail 24" Elm
Tie Nail 12" Elm
Tie Nail 20" Elm
Tie Nail 30" Elm
Tie Nail 36" Elm
Tie Nail 18" Maple
Tie Nail 10" Maple
Tie Nail 24" Maple
Tie Nail 12" Ash
Tie Nail 18" Spruce
Tie Nail 24" Spruce
Tie Nail 30" Spruce
Tie Nail 36" Spruce
Tie Nail 12" Tel. Pole
Tie Nail 24" Tel. Pole
Tie Nail 30" Tel. Pole
Tie Nail 36" Tel. Pole
Tie Nail 24" Power Pole
Tie Nail 30" Power Pole
Tie Nail 36" Power Pole
Tie Nail 24" Iron Pin
Tie Nail 30" Iron Pin
Tie Nail 36" Iron Pin
Tie Nail 24" Stone
Tie Nail 30" Stone
Tie Nail 36" Stone
Tie Nail 24" Brook
Tie Nail 30" Brook
Tie Nail 36" Brook
Tie Nail 24" Fence
Tie Nail 30" Fence
Tie Nail 36" Fence
Tie Nail 24" Drive
Tie Nail 30" Drive
Tie Nail 36" Drive
Tie Nail 24" Spruce
Tie Nail 30" Spruce
Tie Nail 36" Spruce
Tie Nail 24" Maple
Tie Nail 30" Maple
Tie Nail 36" Maple
Tie Nail 24" Ash
Tie Nail 30" Ash
Tie Nail 36" Ash
Tie Nail 24" Elm
Tie Nail 30" Elm
Tie Nail 36" Elm

USWPTR 14 1936 4 15

PLAN

ELEVATION
Scale 1/4"=1'-0"

SECTION A-A

SECTION B-B

2:1 Keyway with 41½" Premoulded Compound. To be included in cost of concrete

Dress shaded areas to exact Elev. 97.13.

4" Drains. Exact location to be determined in the field. Drains to consist of 4" vitrified clay pipe. Stone fill to be placed around entrance end. Drains to be included in cost of concrete.

For detail of expansion joint see sheet (10.)

Portion of Wall not founded on ledge to be separated by an expansion joint to allow for settlement

5/8 ø 1'-6" o.c. 8'-0" long "A"
3/4 ø 1'-6" & 2'-6" o.c. 8'-0" long "C"
Placed at junction of brest wall and wings 6" from back face at intersection

3/4" ø 8" o.c. 8'-0" "C"
3/4" ø 2'-0" o.c. 5'-6" long "B"
Place at Bearing Pls.

4" Drain Exact location to be determined in the field

Note: Reinforcing steel in roofs under beamrods to be spaced so as to clear anchor bolts.

4" Drain. Exact location to be determined in the field. Drains to consist of 4" vitrified clay pipe. Stone fill to be placed around entrance end. Drains to be included in cost of concrete.

Excavation to be carried to suitable material.

Concrete Classification .
S'Wk & Roadway Slab Class A
Abutments & Piers " B
Wearing Surface " Y

SCHEDULE OF REINFORCING STEEL

MARK	SIZE	No.	LENGTH	REMARKS
A	5/8 ø	23	8'-0"	
B	3/4 ø	8	5'-6"	
C	3/4 ø	30	8'-0"	

Revised 11-23-36 GL

DESIGNED BY
FAY, SPOFFORD & THORNDIKE
ENGINEERS

Town 16-09
Bridge 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
RIVER SPANS-WEST ABUTMENT

SHEET 4 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

29-28

0 1 2 3 4 5 INCHES

4" Drains. Exact locations to be determined in the field. Drains to consist of 4 vitrified clay pipe. Stone fill to be placed around entrance end. Drains to be included in cost of concrete.

2'x1' freeway with 4"x½" pre-molded compound. To be included in cost of concrete

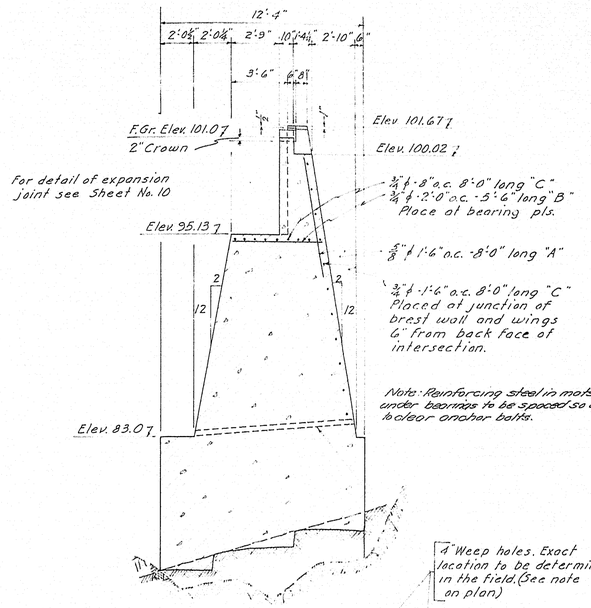
Dress shaded area to exact Elev. 95.13

PLAN
Scale ¼"=1'-0"

ELEVATION
Scale ¼"=1'-0"

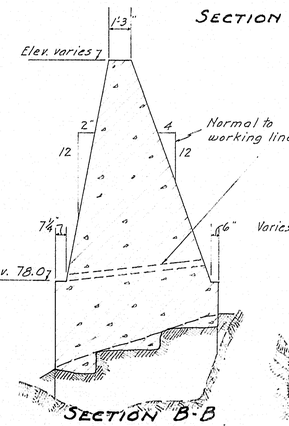
Approximate Elev. of ledge Rock to be benched as required to secure adequate bond.

SCHEDULE OF REINFORCING STEEL				
MARK	SIZE	NO.	LENGTH	REMARKS
A	⅝"ϕ	24	8'-0"	
B	⅞"ϕ	8	5'-6"	
C	¾"ϕ	40	8'-0"	

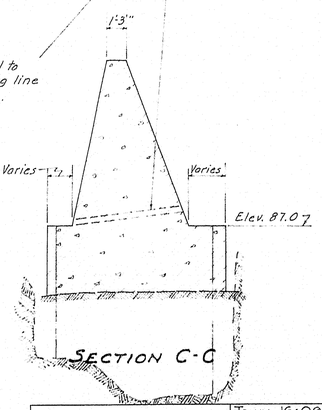


SECTION A-A

4" Weep holes. Exact location to be determined in the field. (See note on plan)



SECTION B-B



SECTION C-C

Revised 11-29-35 WHB
11-23-36 WHB

DESIGNED BY
FAY, SPOFFORD & THORNDIKE
ENGINEERS

TOWN 16-09
BRIDGE 3333

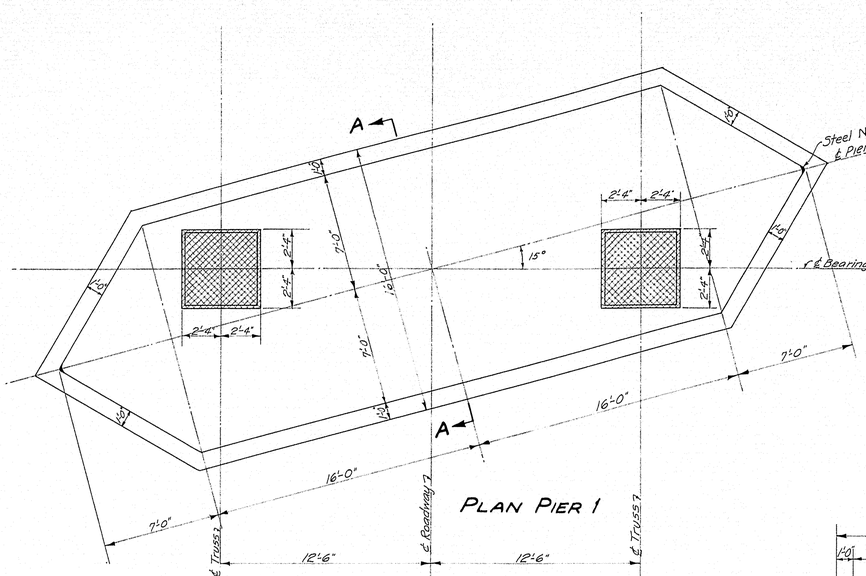
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
RIVER SPANS-EAST ABUTMENT

SHEET 5 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

29-29-29

0 1 2 3 4 5 INCHES

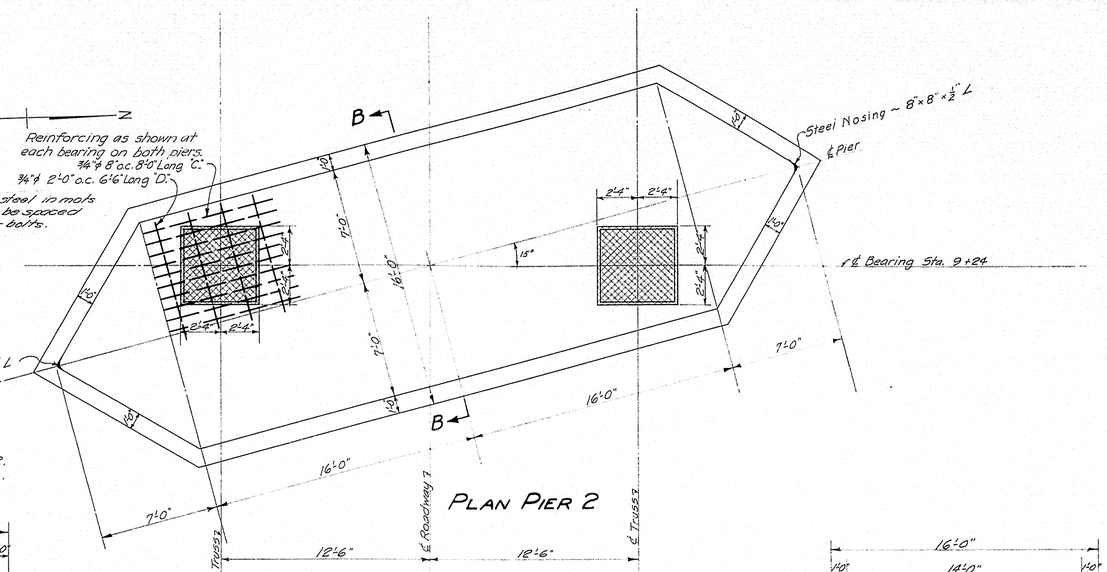


PLAN PIER 1

Z

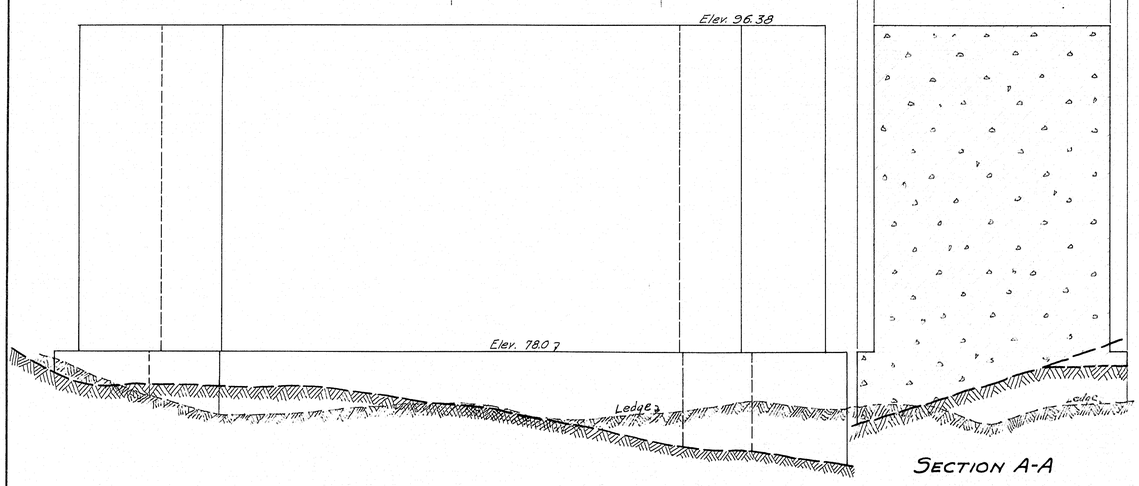
Reinforcing as shown at each bearing on both piers.
¾"ϕ 8" o.c. 8'-0" Long "C".
¾"ϕ 2'-0" o.c. 6'-6" Long "D".

Note: Reinforcing steel in mats under bearings to be spaced soas to clear anchor bolts.



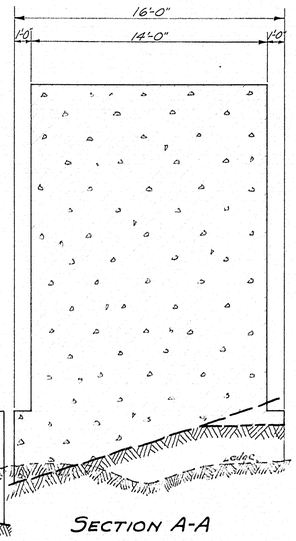
PLAN PIER 2

Note:- Dress Shaded Areas to Exact Elev. 95.48 - Pier 2. Elev. 96.38 - Pier 1.



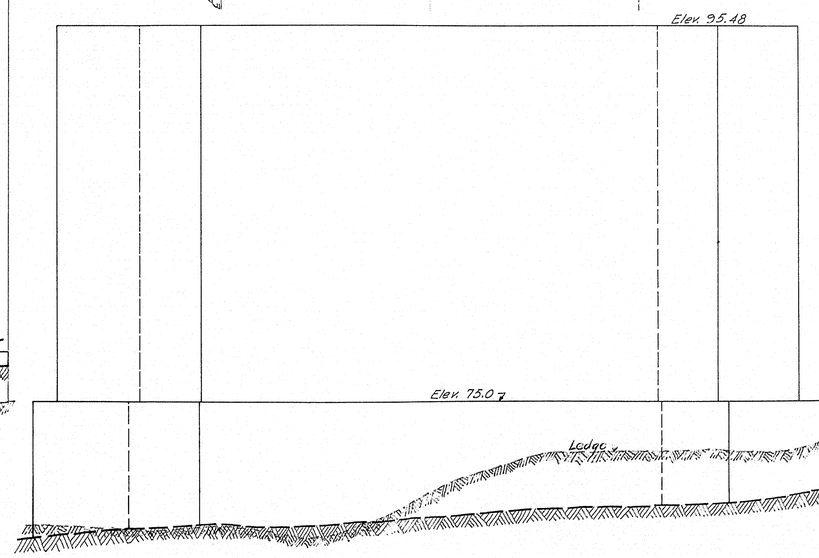
ELEVATION - PIER 1

Scale ¼"=1'-0"



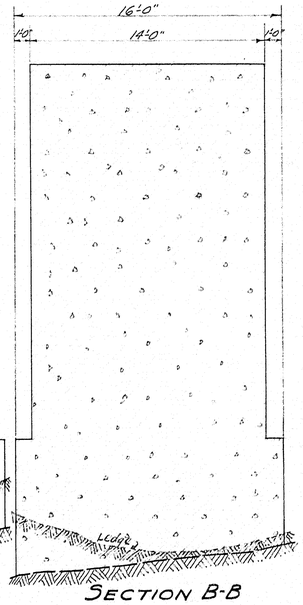
SECTION A-A

SCHEDULE OF REINFORCING STEEL				
MARK	SIZE	NO.	LENGTH	REMARKS.
C	¾"ϕ	40	8'-0"	Place 6" beneath
D	¾"ϕ	16	6'-6"	bearing plates as shown.



ELEVATION - PIER 2

Scale ¼"=1'-0"



SECTION B-B

Note:
Steel Nosing ~ with ties ~ to be furnished as "Structural Steel" Erection to be paid for as "Structural Steel, placing in concrete".

Revised 11-23-36 W.H.H.

DESIGNED BY
FAY, SPOFFORD & THORNDIKE
ENGINEERS

TOWN 16-09
BRIDGE 3333

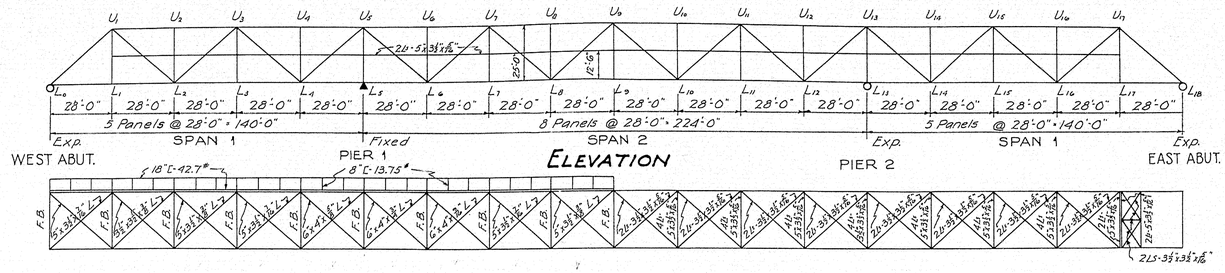
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
RIVER SPANS - PIERS 1 AND 2

SHEET 6 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

29-29-30

0 1 2 3 4 5 INCHES



HALF PLAN - BOTTOM LATERALS

HALF PLAN - TOP LATERALS

Scale: 1" = 30'

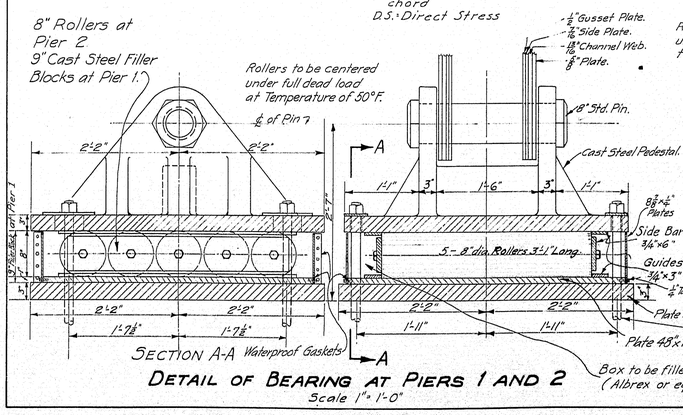
SIDEWALK TRUSS

MEMBER	STRESSES IN KIPS: DEAD	LIVE: ROWY.	LIVE: SDWK	IMPACT	TOTAL† (Without Wind)	WIND*	SECTION	AREA: GROSS	AREA: NET	ECCENTRICITY	MARKUP	RADIUS OF GYRATION
U_1-U_3	-105.5	+ 36.3 / - 84.6	+ 12.3 / - 23.1	+ 5.3 / - 10.4	-223.6		2-15"[] 33.9# 1-Con.Pl. 22"x⅞"	30.80		2.76		I_{xx} = 5.84 I_{yy} = 7.33
U_3-U_5	+148.7	+ 73.8 / - 37.8	+ 24.6 / - 9.8	+ 10.5 / - 9.7	+257.6		2-15"[] 33.9# 1-Con.Pl. 22"x⅞"	28.05	22.40	2.26		
U_5-U_7	+ 77.9	+ 48.0 / - 28.8	+ 14.4 / - 7.1	+ 5.7 / - 9.3	+146.0		2-15"[] 33.9# 1-Con.Pl. 22"x⅞"	28.05	22.40	2.26		
U_7-U_9	-302.4	+ 33.6 / - 130.0	+ 10.4 / - 40.6	+ 4.1 / - 10.1	-492.6		2-15"[] 45# 1-Con.Pl. 22"x⅞"	37.34		2.29		I_{xx} = 6.70 I_{yy} = 7.40
L_0-L_2	+ 97.7	+ 59.8 / - 18.4	+ 16.1 / - 6.2	+ 7.4 / - 2.6	+181.0		2-15"[] 33.9#	19.80	14.30			
L_2-L_4	+ 23.4	+ 75.7 / - 55.4	+ 21.0 / - 18.5	+ 9.3 / - 7.5	+ 162.1 / - 98.1	+40.3 / -40.3	2-15"[] 33.9#	19.80	14.30			I_{xx} = 5.62 I_{yy} = 5.77
L_4-L_6	-410.7	+ 9.5 / - 126.2	+ 3.2 / - 40.3	+ 1.8 / - 12.7	-589.9		2-15"[] 55# 2-Sd.Pls.12"x⅜"	47.22				I_{xx} = 4.65 I_{yy} = 5.63
L_6-L_8	+159.8	+ 87.4 / - 35.4	+ 26.3 / - 10.4	+ 12.3 / - 6.4	+286.0		2-15"[] 40#	23.40	17.78			
L_8-L_9	+350.0	+ 145.4 / - 31.8	+ 45.4 / - 10.4	+ 20.3 / - 3.5	+561.6		2-15"[] 50# 2-Sd.Pls. 12"x½"	41.28	31.52			
U_1-L_2	-131.1	+ 24.1 / - 80.0	+ 8.3 / - 21.5	+ 3.5 / - 9.8	-242.4	M=56.8 F.K. D.S.=.7-.4	2-15"[] 33.9# 1-Con.Pl. 22"x¾"	30.80		2.76		I_{xx} = 5.35 I_{yy} = 3.33 $\frac{s}{c}$ = 151.1
U_1-L_2	+ 10.5	+ 55.8 / - 33.0	+ 12.7 / - 10.3	+ 7.7 / - 5.0	+ 110.5 / - 71.3		12" WF 45#	13.24	10.94			I_{xx} = 5.15 I_{yy} = 1.94
U_3-L_2	+109.3	+ 65.1 / - 29.2	+ 16.4 / - 6.4	+ 7.7 / - 4.4	+198.5		12" WF 50#	14.71	12.15			
U_3-L_4	-230.6	+ 12.0 / - 97.3	+ 2.6 / - 24.2	+ 2.0 / - 10.0	-363.2		12" WF 106#	31.19				I_{xx} = 5.46 I_{yy} = 3.11
U_5-L_4	+351.2	+ 132.8 / - 2.8	+ 33.9 / - 0.9	+ 13.4 / - 0.5	+531.3		2-15"[] 50# 2-Sd.Pls.12"x⅝"	41.28	31.49			
U_5-L_6	+446.2	+ 159.0 / - 10.4	+ 43.2 / - 3.2	+ 16.0 / - 2.0	+664.1		2-15"[] 55# 2-Sd.Pls.12"x⅞"	50.22	38.09			
U_7-L_6	- 318.7	+ 14.0 / - 124.9	+ 4.2 / - 29.5	+ 2.3 / - 14.0	- 487.1		2-15"[] 50# 2-Sd.Pls.13"x⅝"	41.28				I_{xx} = 4.78 I_{yy} = 5.71
U_7-L_8	+191.2	+ 93.5 / - 23.8	+ 29.2 / - 6.7	+ 11.6 / - 3.8	+ 320.0		12" WF 72#	21.16	18.48			
U_9-L_8	- 63.7	+ 43.0 / - 66.1	+ 10.9 / - 16.8	+ 6.0 / - 8.5	+ 23.0 / - 162.8		12" WF 53	15.59	13.29			I_{xx} = 5.23 I_{yy} = 2.48
U_1L_1-U_3L_3	+ 72.1	+ 41.8	+ 14.9	+ 11.6	+140.4		4L's 5"x3½"x⅞"	12.16	9.16			
U_3-L_5	- 540.4	+ 8.8 / - 170.2	+ 2.7 / - 51.2	+ 1.7 / - 17.2	- 779.0	M=1385 F.K. D.S.=.20-.1	2-15"[] 55# 2-Cov.Pls. 28"x⅝" (2½" in.) 2-Sd.Pls. 14"x⅝"	60.41				I_{xx} = 5.76 I_{yy} = 8.61 $\frac{s}{c}$ = 340
U_3L_3-U_5L_5	+ 72.1	+ 41.8	+ 14.9	+ 11.6	+140.4		4L's 5"x3½"x⅞"	12.16	9.16			
U_3L_3-U_5L_5 / U_5L_5-L_8	- 13.7				- 13.7		4L's 5"x3½"x⅞"	12.16				I_{yy} = 2.54
R_0	+127.5	+ 78.4 / - 17.7	+ 18.4 / - 5.5	+ 9.7 / - 2.5	+234.0							
R_5	+613.4	+191.6	+ 58.9	+ 19.6	+883.5							

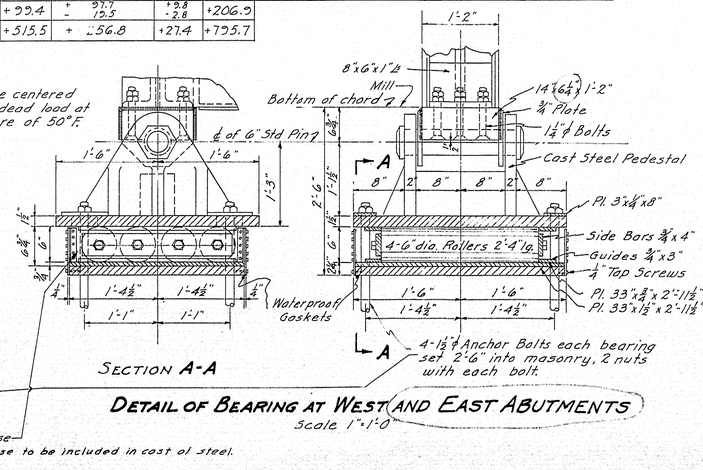
ROADWAY TRUSS

MEMBER	STRESSES IN KIPS: DEAD	LIVE: ROADWAY	IMPACT	TOTAL†	WIND*	SECTION	AREA: GROSS	AREA: NET	ECCENTRICITY	MARKUP	RADIUS OF GYRATION
U_1-U_3	- 82.8	+ 40.7 / - 86.8	+ 5.8 / - 10.7	-180.3		2-15" [] 33.9# 1-Con.Pl. 22"x⅞"	30.80		2.76		I_{xx} = 5.84 I_{yy} = 7.33
U_3-U_5	+136.4	+ 81.1 / - 33.5	+ 11.6 / - 4.5	+229.1		2-15" [] 33.9# 1-Con.Pl. 22"x⅞"	28.05	22.40	2.26		
U_5-U_7	+ 76.3	+ 48.6 / - 27.0	+ 5.8 / - 4.0	+130.7		2-15" [] 33.9# 1 Con.Pl. 22"x⅞"	28.05	22.40	2.26		
U_7-U_9	- 239.8	+ 28.5 / - 122.0	+ 3.5 / - 17.5	-379.3		2-15" [] 33.9# 1-Con.Pl. 22"x⅞"	30.80		2.76		I_{xx} = 5.84 I_{yy} = 7.33
L_0-L_2	+ 78.8	+ 60.7 / - 20.3	+ 7.5 / - 2.7	+147.0	±41.2	2-15"[] 33.9#	19.80	14.30			
L_2-L_4	+ 12.4	+ 79.2 / - 60.9	+ 9.7 / - 8.1	+ 131.0 / - 31.4	±40.3	2-15"[] 33.9#	19.80	14.30			
L_4-L_6	-352.2	+ 73.7 / - 131.3	+ 13.5 / - 13.3	-496.8		2-15"[] 45# 2-Sd.Pls. 12"x½"	38.34				I_{xx} = 4.81 I_{yy} = 5.74
L_6-L_8	+121.0	+ 78.8 / - 30.1	+ 11.3 / - 5.7	+211.1	±68.0	2-15"[] 33.9#	19.80	14.30			
L_8-L_9	+279.1	+ 136.8 / - 26.7	+ 19.5 / - 3.3	+435.3		2-15"[] 35# 2-Sd.Pls. 12"x½"	32.46	24.43			
U_1-L_2	-105.5	+ 27.1 / - 81.4	+ 3.5 / - 10.0	-196.9	M=56.8 F.K. D.S.=.7-.4	2-15" [] 33.9# 1-Con.Pl. 22"x⅞"	30.80		2.76		I_{xx} = 5.35 I_{yy} = 3.33 $\frac{s}{c}$ = 151.1
U_1-L_2	+ 5.5	+ 57.5 / - 40.6	+ 7.9 / - 5.2	+ 91.8 / - 62.8		12" WF 45#	13.24	10.94			I_{xx} = 5.15 I_{yy} = 1.94
U_3-L_2	+ 94.4	+ 66.4 / - 30.5	+ 7.9 / - 4.5	+168.7		12" WF 45#	13.24	10.94			
U_3-L_4	-194.3	+ 52.7 / - 58.3	+ 7.1 / - 11.1	-303.7		12" WF 92#	27.06				I_{xx} = 5.40 I_{yy} = 3.08
U_5-L_4	+ 294.3	+ 133.3 / - 2.9	+ 13.5 / - 5.5	+441.1		2-15"[] 40# 2-Sd.Pls. 12"x⅝"	33.90	25.66			
U_5-L_6	+ 370.6	+ 155.0 / - 5.4	+ 16.0 / - 17.8	+545.8		2-15"[] 50# 2-Sd.Pls. 12"x⅞"	41.28	31.48			
U_7-L_6	- 264.2	+ 13.3 / - 125.1	+ 2.2 / - 14.0	-403.3		2-15"[] 45# 2-Sd.Pls. 12"x½"	38.34				I_{xx} = 4.81 I_{yy} = 5.74
U_7-L_8	+ 158.8	+ 93.2 / - 24.5	+ 11.1 / - 3.7	+263.1		12" WF 64#	18.83	16.03			
U_9-L_8	- 52.9	+ 42.4 / - 65.3	+ 5.7 / - 8.4	+ 17.0 / - 133.3		12" WF 53#	15.59	13.29			I_{xx} = 5.23 I_{yy} = 2.48
U_1L_1-U_3L_3	+ 57.4	+ 41.8	+ 11.6	+110.8		4L's 5"x3½"x⅞"	12.16	9.16			
U_3-L_5	-451.9	+ 80.0 / - 170.7	+ 1.5 / - 17.3	-639.9	M=1385 F.K. D.S.=.20-.1	2-15" [] 55# 2-Sd.Pls. 14"x⅝" 2-Cov.Pls. 28"x⅝" (2½" in.)	52.72				I_{xx} = 5.76 I_{yy} = 8.61 $\frac{s}{c}$ = 288.0
U_3L_3-U_5L_5	+ 57.4	+ 41.8	+ 11.6	+110.8		4L's 5"x3½"x⅞"	12.16	9.16			
U_1L_1-L_2 / U_5L_5-L_8	- 13.7			- 13.7		4L's 5"x3½"x⅞"	12.16				I_{yy} = 2.54
R_0	+ 99.4	+ 97.7 / - 19.5	+ 9.8 / - 2.8	+206.9							
R_5	+515.5	+ 256.8	+27.4	+795.7							

Notes:
† Corrected for stress reversal.
* For Top chord and Portals, wind stresses come from minimum load on unloaded chord
D.S. = Direct Stress

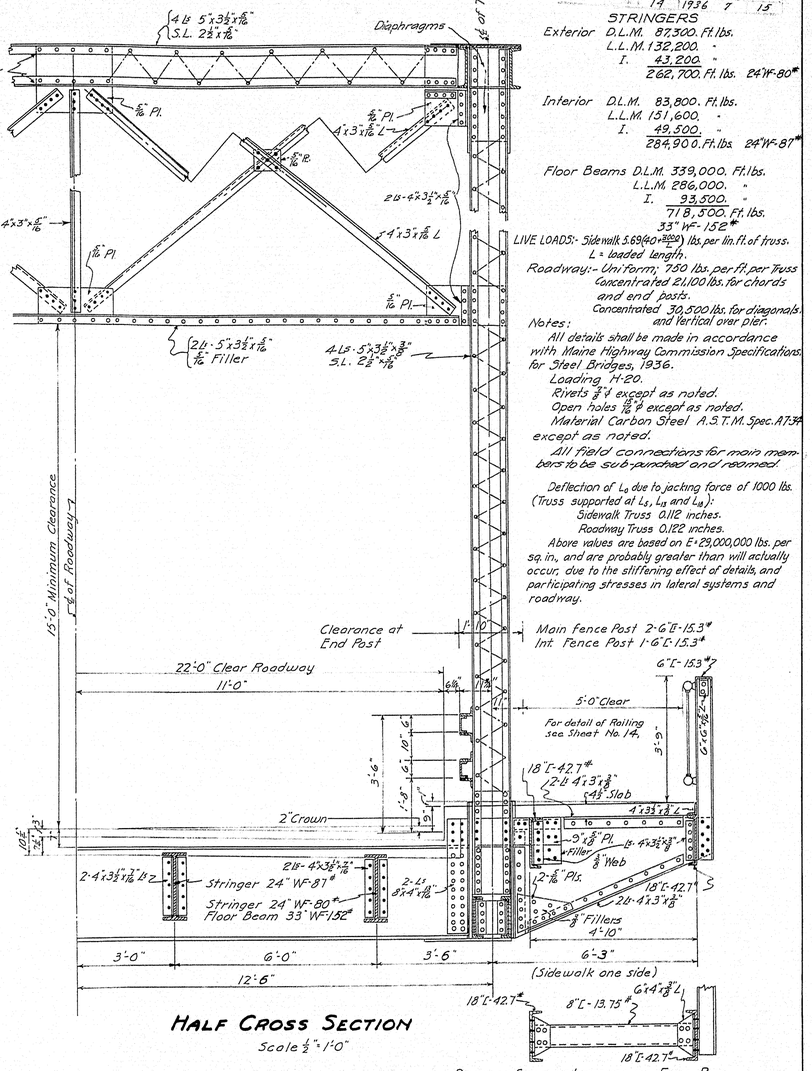


DETAIL OF BEARING AT PIERS 1 AND 2
Scale 1" = 1'-0"



DETAIL OF BEARING AT WEST AND EAST ABUTMENTS
Scale 1" = 1'-0"

Note:
Tops and bottoms of Cast Steel Filler Blocks and rollers shall be milled, also plates in contact with rollers.



HALF CROSS SECTION
Scale ½" = 1'-0"

DETAIL OF STRUT AT INTERMEDIATE FENCE POST

USWRPA

14 1936 7 15

STRINGERS
Exterior D.L.M. 87,300. Ft.lbs.
L.L.M. 132,200. "
I. 43,200. "
262,700. Ft. lbs. 24"WF-80#

Interior D.L.M. 83,800. Ft.lbs.
L.L.M. 151,600. "
I. 49,500. "
284,900. Ft.lbs. 24"WF-87#

Floor Beams D.L.M. 339,000. Ft.lbs.
L.L.M. 286,000. "
I. 93,500. "
718,500. Ft.lbs. 33"WF-152#

LIVE LOADS:- Sidewalk 5.69(40 + 2800/L) lbs. per lin. ft. of truss.
L = loaded length.
Roadway:- Uni Form; 730 lbs. per Ft. per Truss
Concentrated 21,100 lbs. for chords and end posts.
Concentrated 30,900 lbs. for diagonals and Vertical over pier.

Notes:
All details shall be made in accordance with Maine Highway Commission Specifications for Steel Bridges, 1936.
Loading H-20.
Rivets ¾" ϕ except as noted.
Open holes ⅞" ϕ except as noted.
Material Carbon Steel A.S.T.M. Spec. A7-36 except as noted.
All field connections for main members to be sub-punched and reamed.

Deflection of L_9 due to jacking force of 1000 lbs. (Truss supported at L_5, L_{18} and L_9):
Sidewalk Truss 0.112 inches.
Roadway Truss 0.122 inches.

Above values are based on E = 29,000,000 lbs. per sq. in., and are probably greater than will actually occur, due to the stiffening effect of details, and participating stresses in lateral systems and roadway.

Main fence Post 2-6"[-15.3#
Int. Fence Post 1-6"[-15.3#

Town 16-09
Bridge 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
RIVER SPANS - TRUSSES

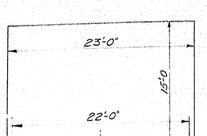
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ENGINEERS

Revised 11-23-36 M.H.B.
" 11-23-36 Plan 14

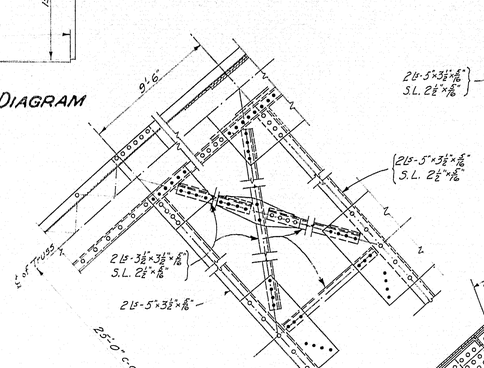
SHEET 7 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

29-31

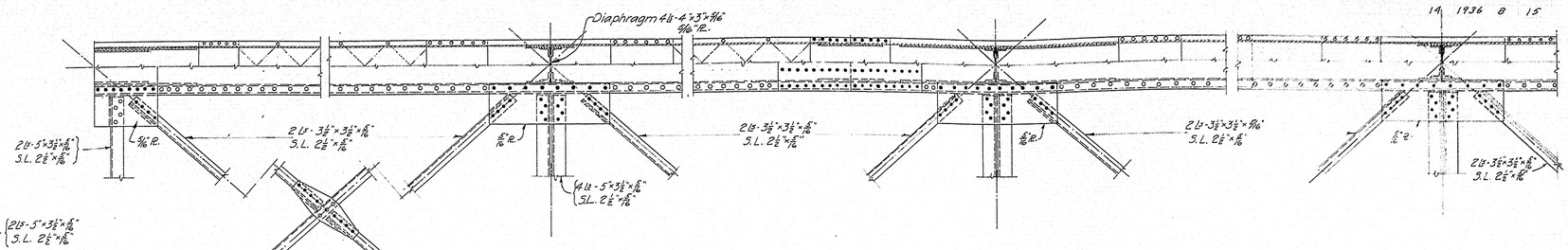
0 1 2 3 4 5 INCHES



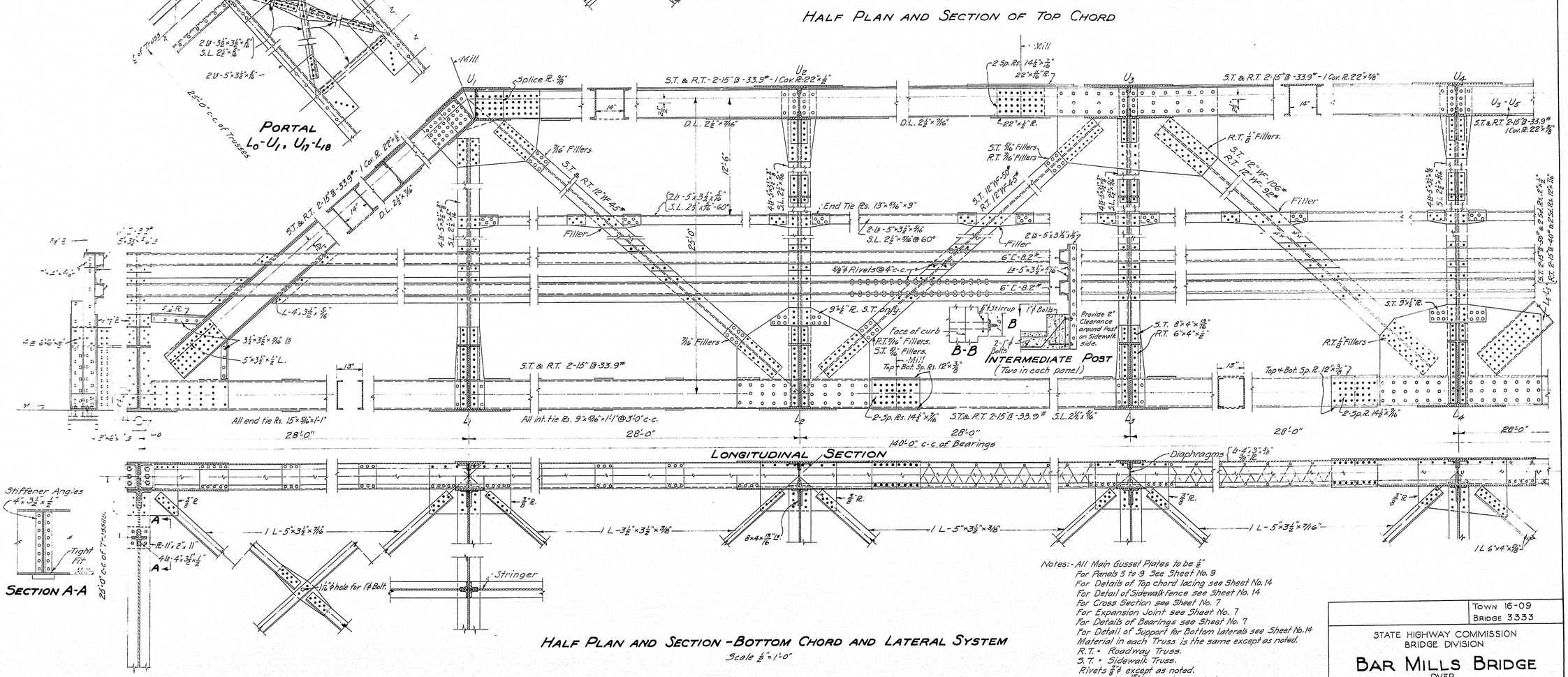
CLEARANCE DIAGRAM



PORTAL
L_0-U_1, U_{11}-L_{18}



HALF PLAN AND SECTION OF TOP CHORD



LONGITUDINAL SECTION

HALF PLAN AND SECTION - BOTTOM CHORD AND LATERAL SYSTEM
Scale ½" = 1'-0"

Notes:- All Main Gusset Plates to be ½"
For Panels 5 to 9 See Sheet No. 9
For Details of Top chord lacing see Sheet No. 14
For Detail of Sidewalk Fence see Sheet No. 14
For Cross Section see Sheet No. 7
For Expansion Joint see Sheet No. 7
For Details of Bearings see Sheet No. 7
For Detail of Support for Bottom Laterals see Sheet No. 14
Material in each Truss is the same except as noted.
R.T. = Roadway Truss.
S.T. = Sidewalk Truss.
Rivets ⅞" ⌀ except as noted.
Open holes 15/16" ⌀ except as noted.

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Revised Dec. 27, 1936 - Brayton

TOWN 16-09
BRIDGE 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

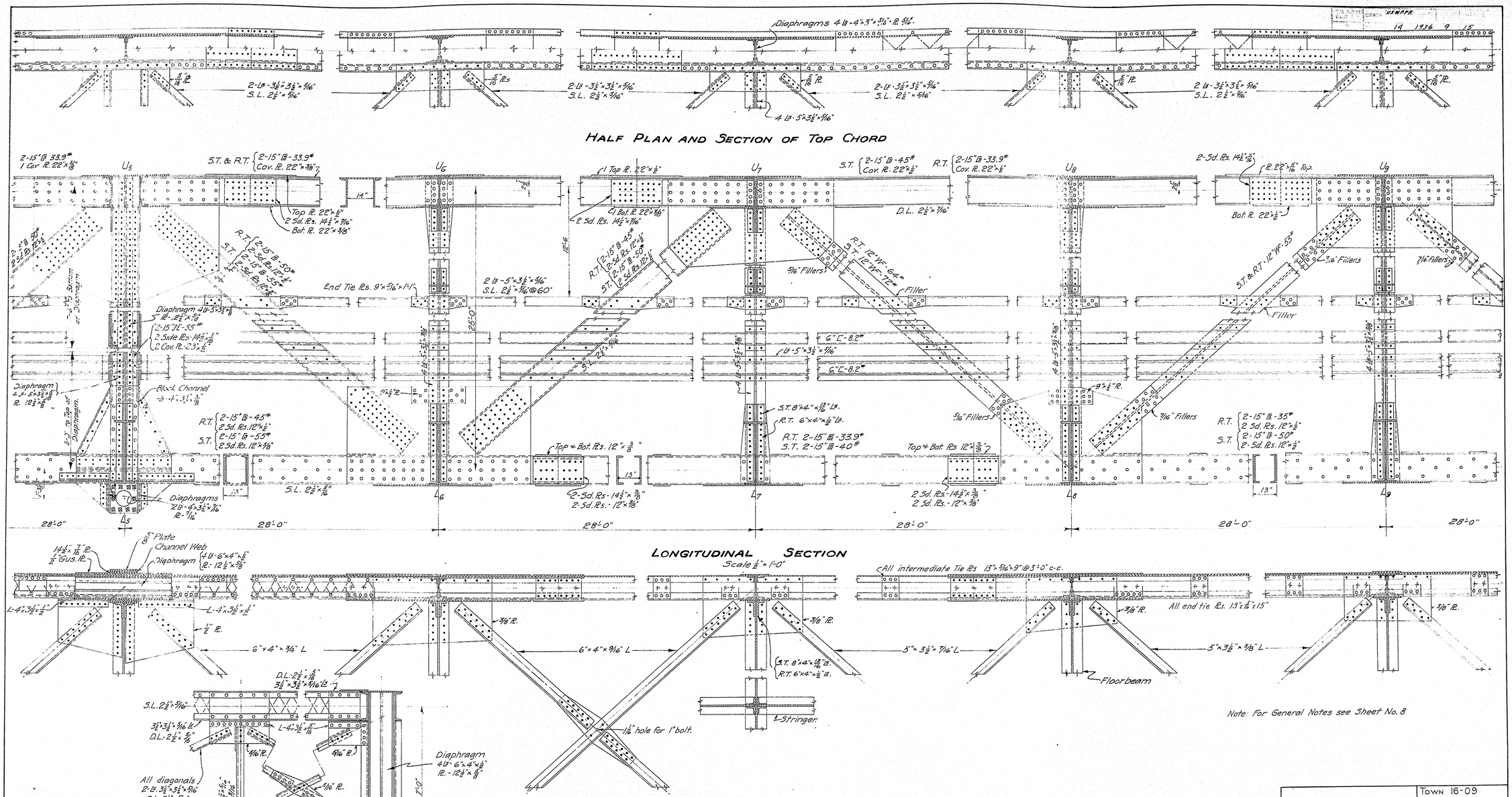
BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
RIVER SPANS-TRUSS DETAILS

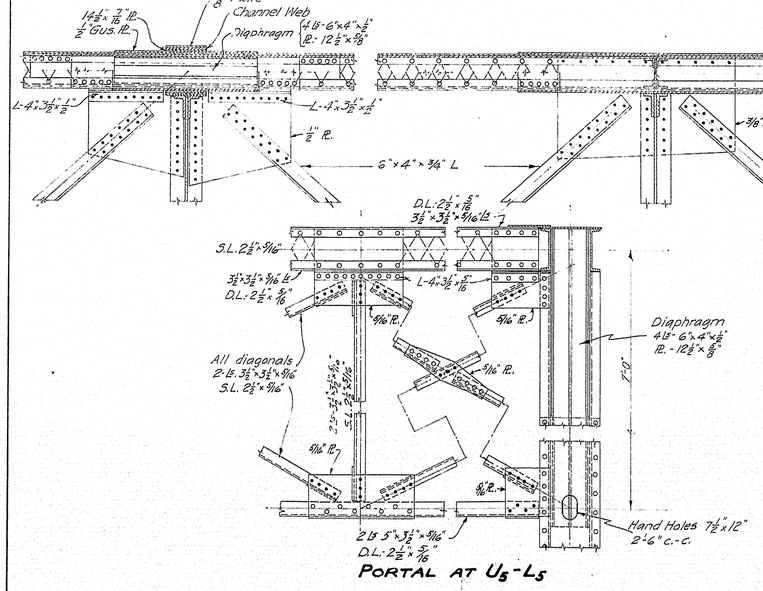
SHEET 8 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

16-29-32

0 1 2 3 4 5 INCHES

USWPPR
14 1936 9 15







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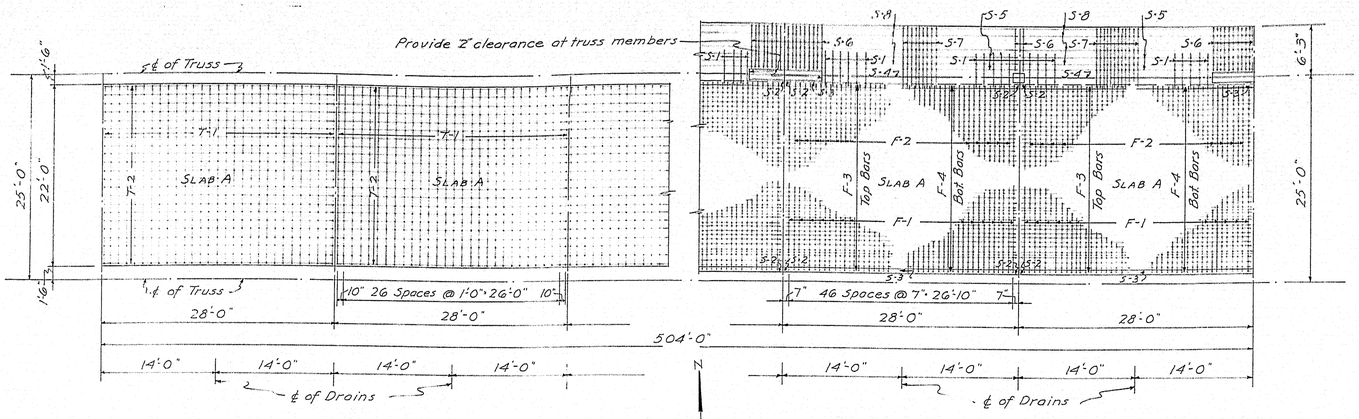
TOWN 16-09
BRIDGE 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
RIVER SPANS-TRUSS DETAILS

SHEET 9 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

29-33

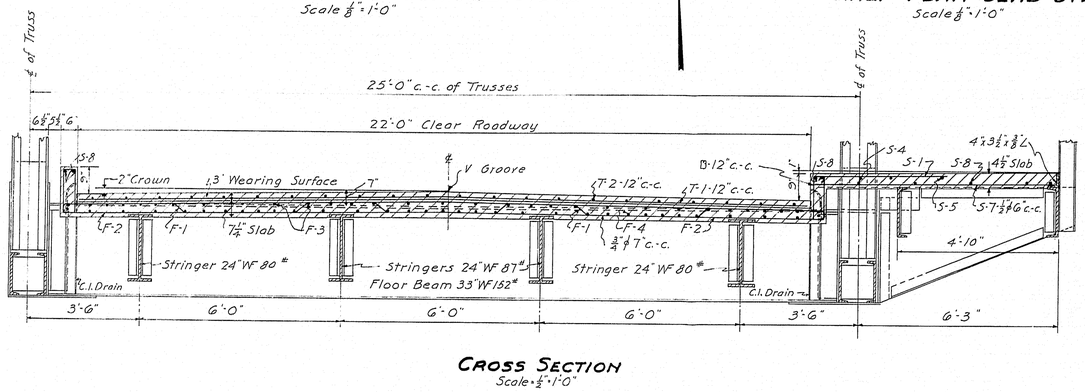


HALF PLAN WEARING SURFACE STEEL

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

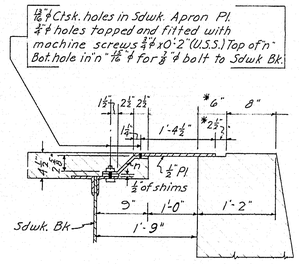
HALF PLAN SLAB STEEL

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

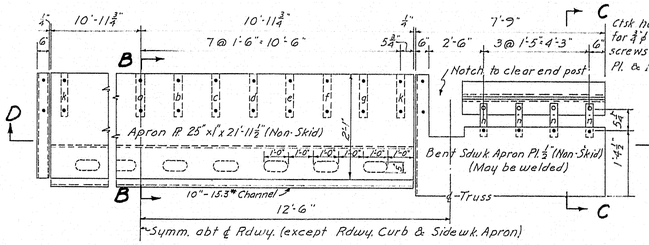


CROSS SECTION

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

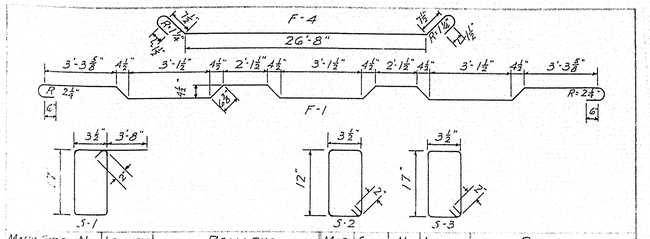


SECTION C-C



PLAN

SIDEWALK																	
A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A



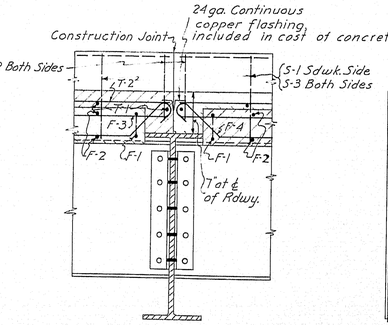
MARK	SIZE	No.	LENGTH	REMARKS
F-1	⅞" ϕ	432	25'-3"	Slab A
F-2	⅞" ϕ	828	22'-8"	Slab A
F-3	⅞" ϕ	558	27'-8"	Slab A
F-4	⅞" ϕ	594	28'-10"	Slab A
T-1	⅜" ϕ	522	21'-10"	Slab A Surface
T-2	⅜" ϕ	396	27'-8"	Slab A Surface

MARK	SIZE	No.	LENGTH	REMARKS
S-1	½" ϕ	414	7'-3"	Top of Curb
S-2	½" ϕ	52	3'-0"	Curb
S-3	½" ϕ	594	3'-10"	Curb
S-4	½" ϕ	18	22'-4"	Sidewalk
S-5	½" ϕ	36	26'-8"	Top of Sidewalk
S-6	½" ϕ	364	5'-3"	Bot. of Sidewalk
S-7	½" ϕ	828	7'-3"	Bot. of Sidewalk
S-8	½" ϕ	144	27'-8"	Curbs & Sidewalk

REINFORCING STEEL LOCATION

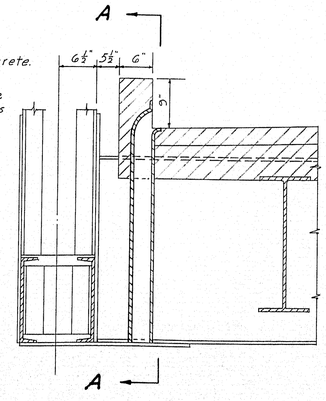
PANEL A			SIDEWALK					
24-F-1	33-F-4	29 T-1	414 S-1	18 S-4	828 S-7			
23-F-2		22 T-2	52 S-2	36 S-5	144 S-8			
31-F-3			594 S-3	364 S-6				

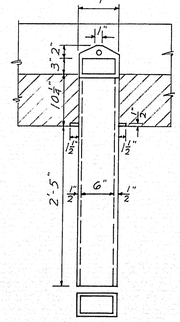
Notes:
All Reinforcing Steel to be plain bars, Structural Grade.
All dimensions to ℄ of bars.



SLAB AND CURB DETAIL

AT INTERMEDIATE FLOOR BEAMS
AT CENTER LINE OF ROADWAY
Scale 1" = 1'-0"

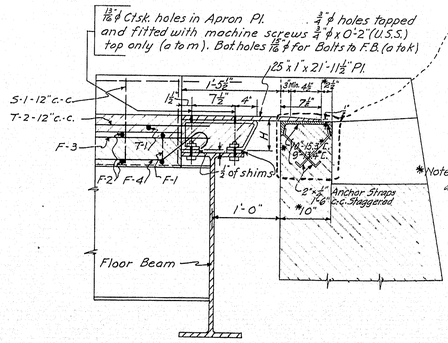




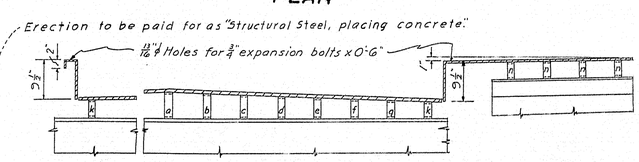
SECTION A-A

DETAIL OF CAST IRON DRAINS

Scale = 1" = 1'-0"



SECTION B-B



* Note:- 1 inch less for Canal Span and West Abut. (River Spans)

SECTION D-D

MARK	H	No. Reqd.
a	5¼"	1
b	5¼"	2
c	5¼"	2
d	5"	2
e	48"	2
f	4½"	2
g	4½"	2
k	3½"	2
m	2⅝"	4

DETAIL OF EXPANSION JOINT AND EXPANSION APRON PLATE

East and West Abutment (River Span) West Abutment (Canal Span)

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Town 16-09
Bridge 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY

RIVER SPANS - FLOOR DETAILS

SHEET 10 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

29-34

1A 1936 10 15

0 1 2 3 4 5 INCHES

PLAN
Scale 1/4"=1'-0"

ELEVATION

SECTION C-C

SECTION A-A

SECTION B-B

Note: Dress shaded areas to exact Elev. 97.14.

Note: Reinforcing steel in mats under bearings to be spaced so as to clear anchor bolts.

SCHEDULE OF REINFORCING STEEL				
MARK	SIZE	No.	LENGTH	REMARKS
A	⅝" ϕ	24	8'-0"	
B	½" ϕ	8	5'-6"	
C	⅝" ϕ	49	8'-0"	
D	½" ϕ	16	7'-0"	

Revised 11-23-36 WHB
" 11-23-36 [illegible]

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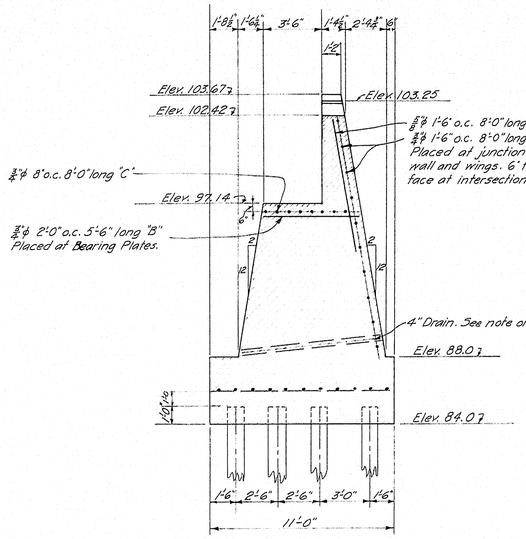
Town 16-09
Bridge 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

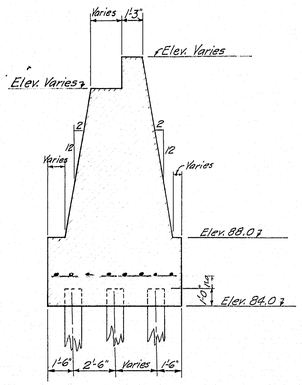
BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
CANAL SPAN - WEST ABUTMENT

SHEET 11 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

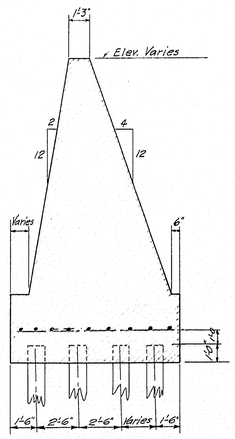
29-29-35



SECTION A-A

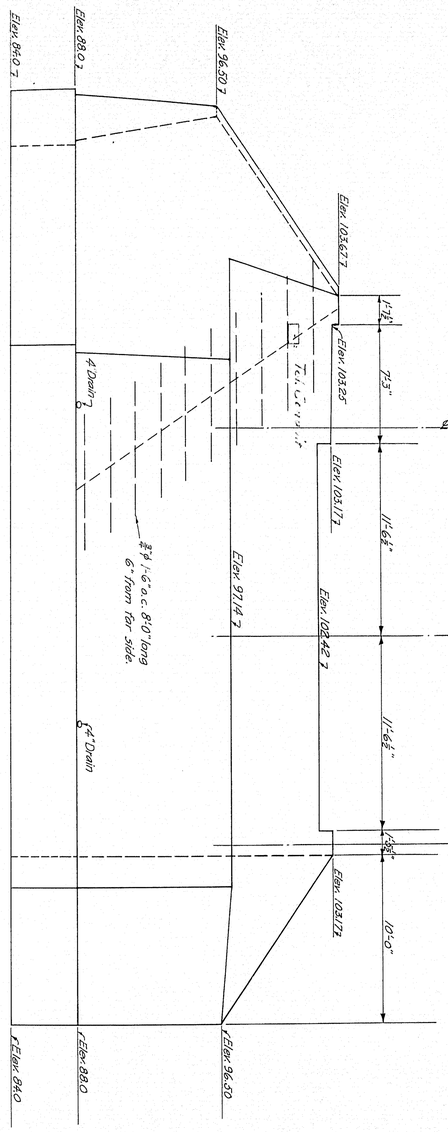


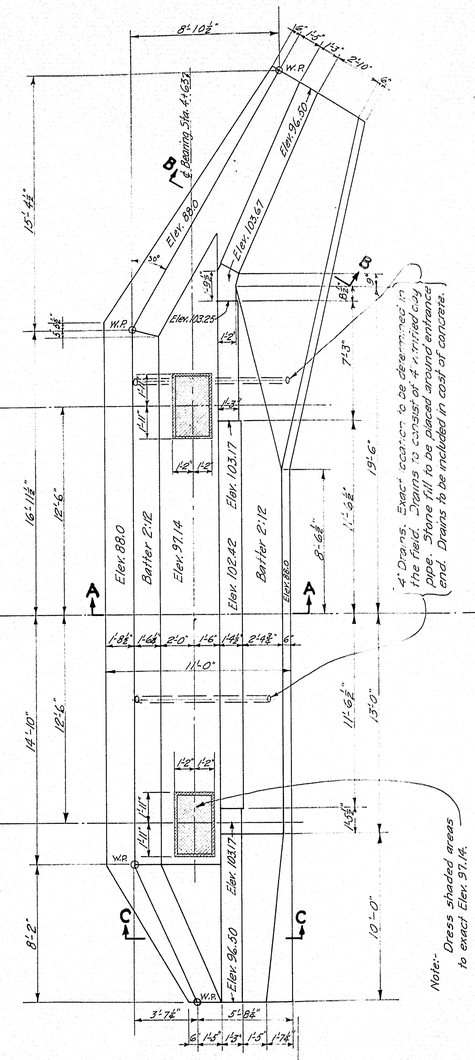
SECTION C-C



SECTION B-B

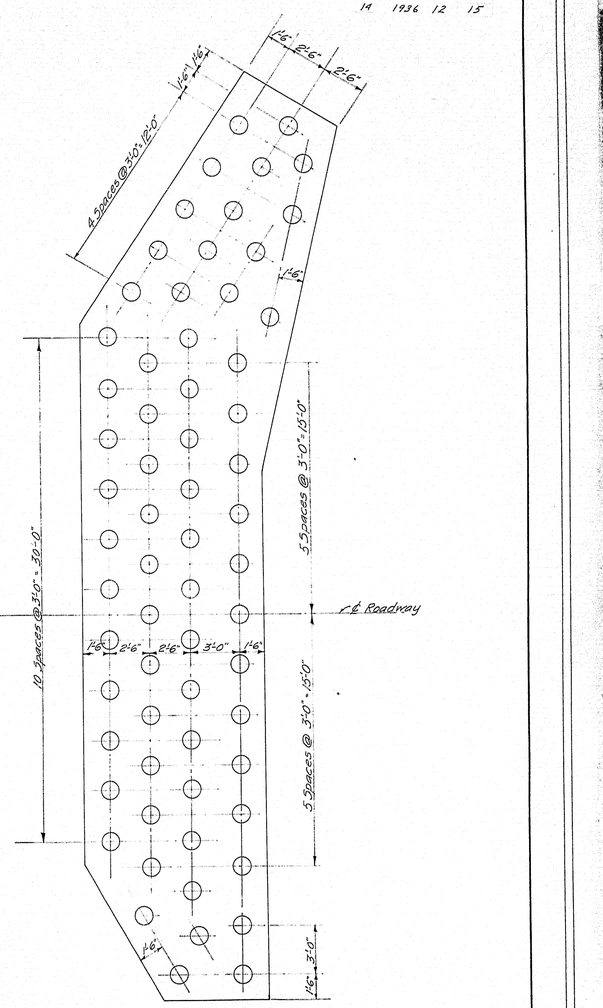
WEST ELEVATION



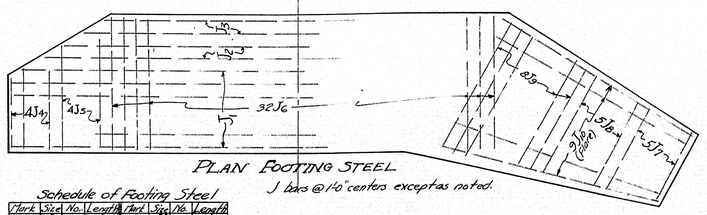


"4" Drains. Exact location to be determined in the field. Drains to consist of 4" x unglazed tile pipe. Stone fill to be placed around entrance end. Drains to be included in cost of concrete.

Note:- Dress shaded areas to exact Elev. 97.14.



PILE PLAN



PLAN FOOTING STEEL

J bars @ 1'0" centers except as noted.

SCHEDULE OF REINFORCING STEEL				
MARK	SIZE	NO.	LENGTH	REMARKS
A	⅝" ϕ	23	8'-0"	
B	⅝" ϕ	8	5'-6"	
C	⅝" ϕ	26	8'-0"	

Schedule of Footing Steel

Mark	Size	No.	Length	Mark	Size	No.	Length
J1	¾" ϕ	14	21-6	J6	¾" ϕ	32	10-6
J2	"	4	19-6	J7	"	5	6-0
J3	"	4	17-6	J8	"	3	8-2
J4	"	4	6-0	J9	"	8	10-0
J5	"	4	8-6	J10	"	9	18-6

Footing Steel added, April, 1937

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FAY, SPOFFORD & THORNDIKE
ENGINEERS

Town 16-09
Bridge 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

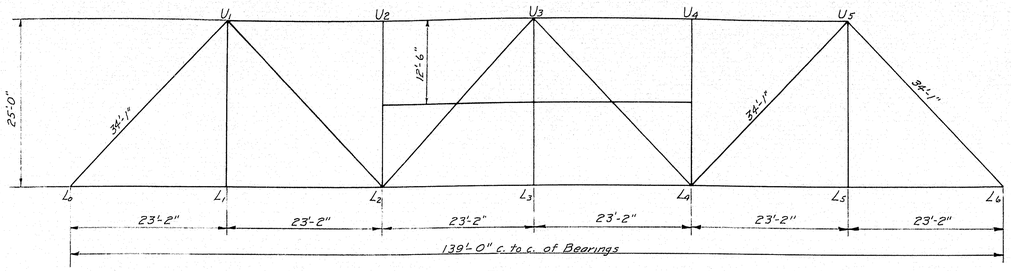
BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY

CANAL SPAN - EAST ABUTMENT

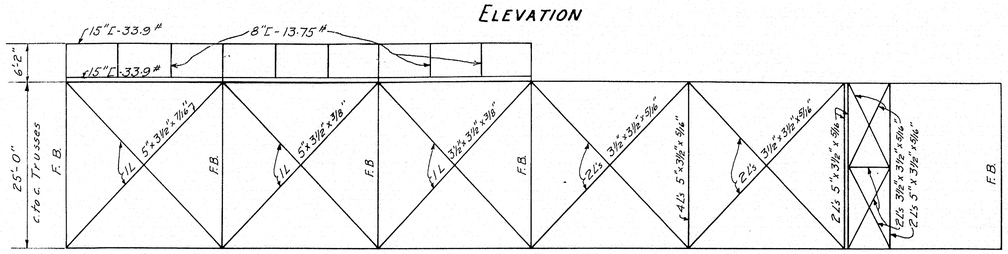
SHEET 12 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

29-36

FED. AID PROJ. NO.	STATE	COUNTY	SHEET NO.	TOTAL SHEETS
D		YORK	13	15
		19 1936		



ELEVATION



HALF PLAN BOTTOM LATERALS

HALF PLAN - TOP LATERALS

Scale 1"=10'-0"

	Sidewalk Truss								Roadway Truss							
	Stresses in Kips					Area			Stresses in Kips					Area		
Member	Dead	Live Roadway	Live Sidewalk	Impact	Total	Section	Gross	Net	Dead	Live Roadway	Impact	Total	Section	Gross	Net	
U1-U3	-250.0	-90.1	-30.1	-17.0	-387.2	2-12" [C 30# 1 Cov. 22"x½"	28.58		-195.4	-90.1	-17.0	-302.5	2-12" [C 25# 1 Cov. 22"x11/16	24.27		
L0-L2	+156.0	+56.3	+18.8	+10.6	+241.7	2-12" [C] -30#	17.58	13.54	+121.8	+56.3	+10.6	+188.7	2-12" [C] 25#	14.64	11.09	
L2-L4	+281.6	+101.4	+33.8	+19.2	+436.0	2-12" [C] 40# 2-PL 11½"x⅜"	30.65	24.38	+220.1	+101.4	+19.2	+340.7	2-12" [C] 30# 2-PL 11½"x5/16"	24.77	19.48	
U1-L0*	-229.8	-83.0	-27.6	-15.7	-356.1	2-12" [C 40# 1 Cov. 22"x⅜"	37.21		-179.3	-83.0	-15.7	-278.0	2-12" [C 35# 1 Cov. 22"x5/16"	31.52		
U1-L2	+138.5	+67.1	+21.6	+15.4	+242.6	12" WF 58#	17.06	14.50	+108.5	+67.1	+15.4	+191.0	12" WF 53#	15.59	13.29	
U3-L2	-46.5	-44.4 +19.7	-15.0 +9.0	-11.4 +5.8	-117.3 +20	12" WF 45#	13.24	11.94	-36.4 +25.5	-44.4 +19.7	-11.4 +5.8	-92.2 —	12" WF 45#	13.24		
U1-L1 U3-L3	+61.0	+40.5	+13.2	+11.8	+126.5	4 Ls 5"x3½"x⅜	12.2		+46.5	+40.5	+11.8	+98.8	4 Ls 5"x3½"x⅜	12.2	9.2	
U2-L2	-68.5	—	—	—	-68.5	4 Ls 5"x3½"x⅜	12.2		-65.5	—	—	-65.5	4 Ls 5"x3½"x⅜	12.2		
Gross Reaction	201.3	73.0	24.4	13.8	312.5				156.6	73.0	13.8	243.4				

*Moment due to 30# wind = 63.2 Ft Kips
Direct stress due to 30# wind = -8.0 Kips

STRINGERS

Exterior D.L.M. 53,500 Ft. lbs.
L.L.M. 108,000 " "
I. 36,400 " "
203,900 " " 21" WF 68#

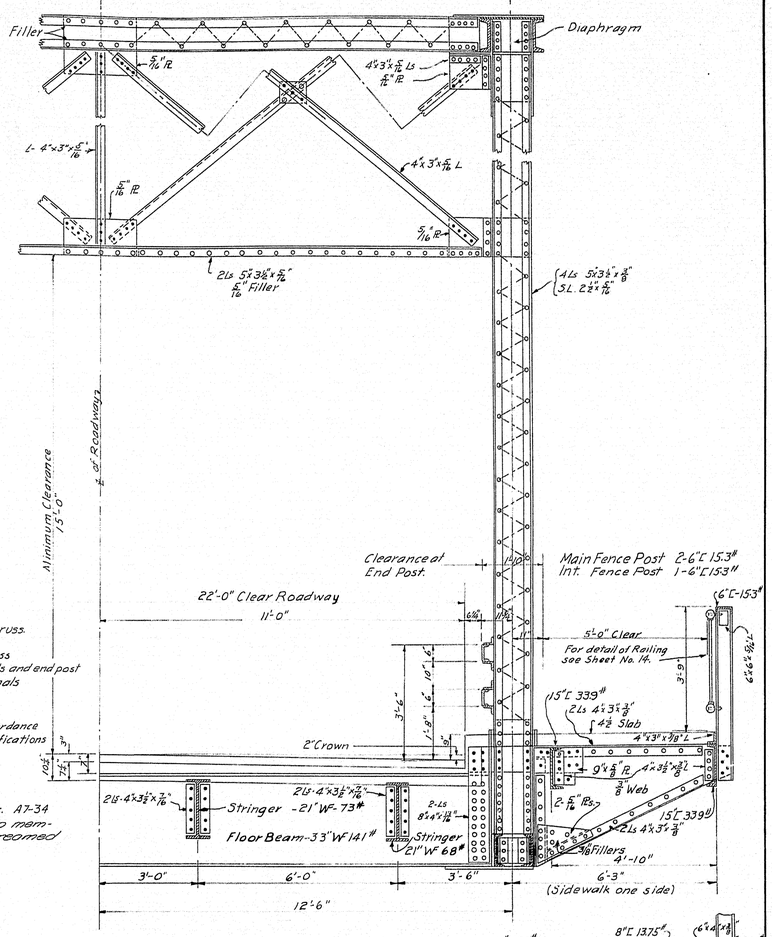
Interior D.L.M. 56,300 Ft. lbs.
L.L.M. 123,500 " "
I. 41,600 " "
221,400 " " 21" WF 73#

FLOOR BEAMS

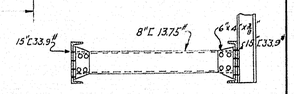
D.L.M. 275,900 Ft lbs.
L.L.M. 279,000 " "
I. 94,000 " "
648,900 " " 33" WF 141#

LIVE LOADS:-
SIDEWALK: 5.69 (40 + 3000/L) lbs. per lin. ft. of truss.
L = Loaded Length.
ROADWAY: Uniform; 750 lbs. per ft per truss
Concentrated 21,100 lbs. for chords and end post
30,500 " " diagonals

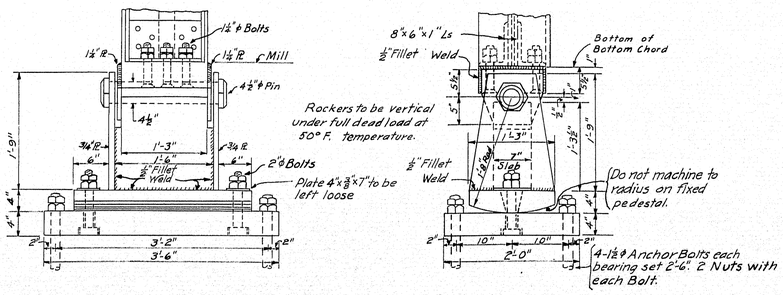
Notes:
All details shall be made in accordance with Maine Highway Commission Specifications for Steel Bridges 1936.
Loading H-20
Rivets ⅞" ϕ except as noted
Open holes 15/16" ϕ except as noted
Material Carbon Steel A.S.T.M. Spec. A7-34
All field connections for main members to be sub-punched and reamed



HALF CROSS SECTION
Scale ½"=1'-0"

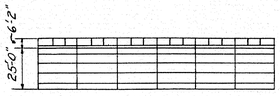


DETAIL OF STRUT AT INTERMEDIATE FENCE POST

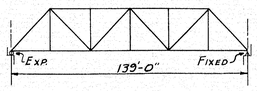


Rockers to be vertical under full dead load at 50° F. temperature.

BEARING PEDESTALS
Scale 1"=1'-0"



GENERAL PLAN



ELEVATION

Revised 11-23-36 H.B.
" 11-23-36 W.H.H.

DESIGNED BY
FAY, SPOFFORD & THORNDIKE
ENGINEERS

TOWN 16-09
BRIDGE 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

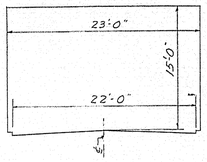
BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
CANAL SPAN - TRUSSES

SHEET 13 OF 15 SHEETS AUGUSTA, ME., SEPT. 1936

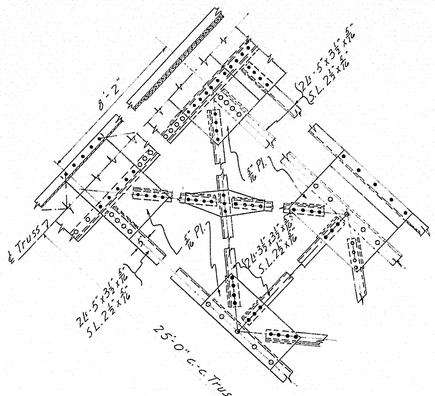
29-37

0 1 2 3 4 5 INCHES

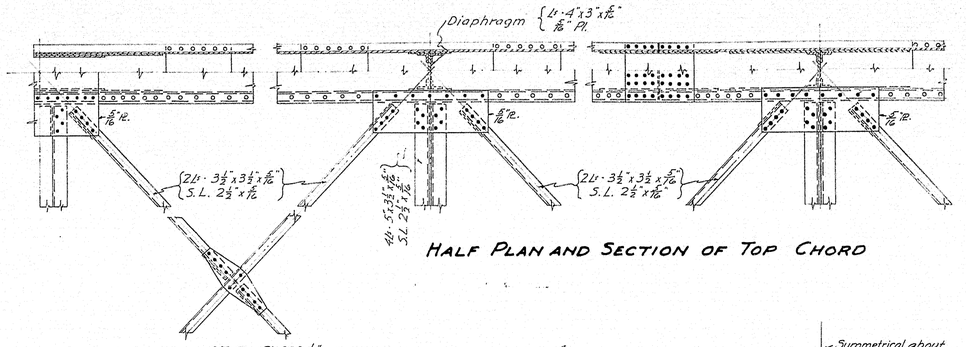
U.S.D.P.R.
14 1936 14 15



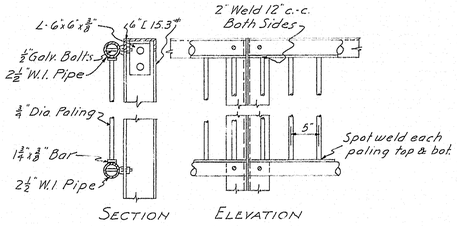
CLEARANCE DIAGRAM



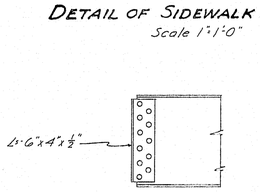
PORTAL
U_1-L_0 U_3-L_6



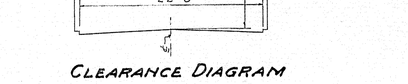
HALF PLAN AND SECTION OF TOP CHORD



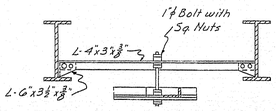
DETAIL OF SIDEWALK RAILING
Scale 1"=1'-0"



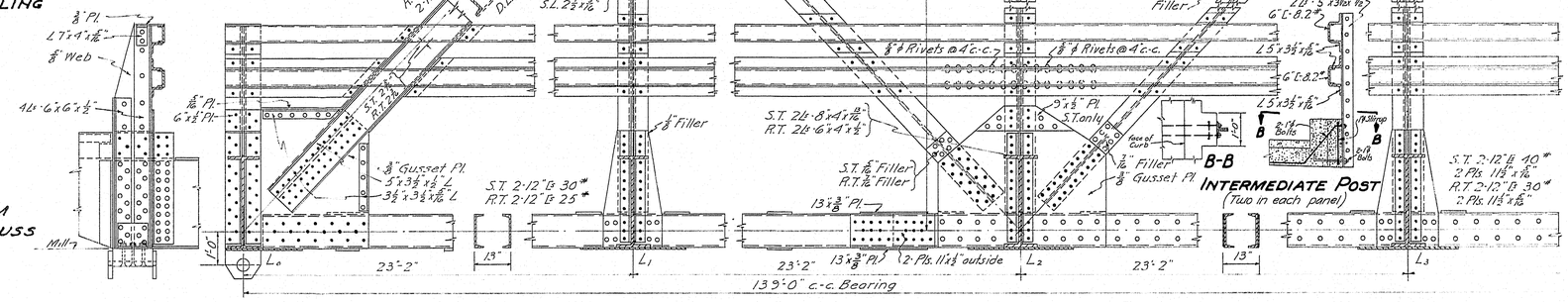
DETAIL OF FLOOR BEAM CONNECTION R'DW'Y TRUSS



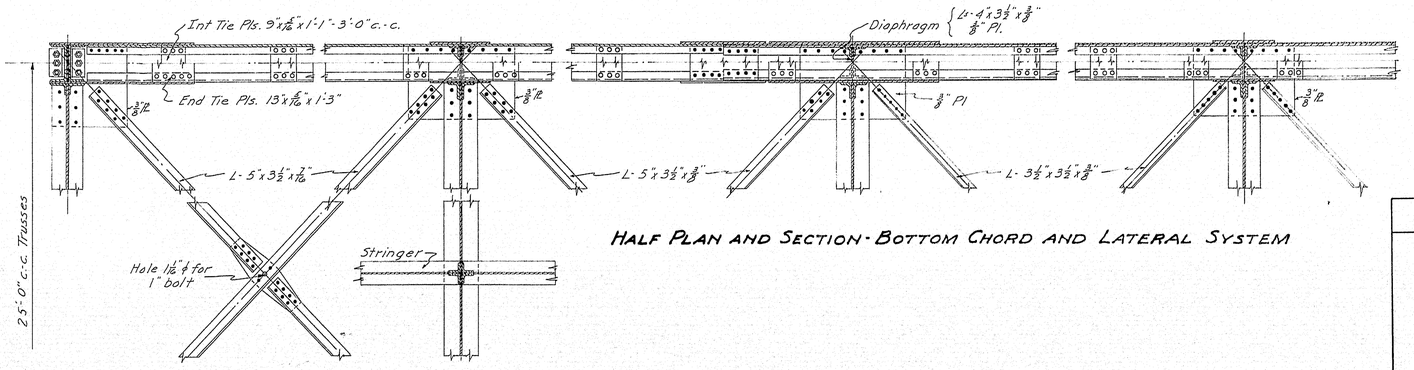
DETAIL OF TOP CHORD LACING



DETAIL OF LOWER LATERAL SUPPORT



LONGITUDINAL SECTION
Scale ½"=1'-0"



HALF PLAN AND SECTION - BOTTOM CHORD AND LATERAL SYSTEM

Notes:-
All Main Gusset Plates ⅜" except as noted.

For Cross Section see Sheet No.15
For Detail of Bearings see Sheet No.13
R.T. = Roadway Truss
S.T. = Sidewalk Truss
Material in each Truss same.
except as noted.
Rivets ⅞" ℄ except as noted.
Open holes ⅞" ℄ except as noted.

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Bridge 3333

STATE HIGHWAY COMMISSION
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BAR MILLS BRIDGE
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SACO RIVER
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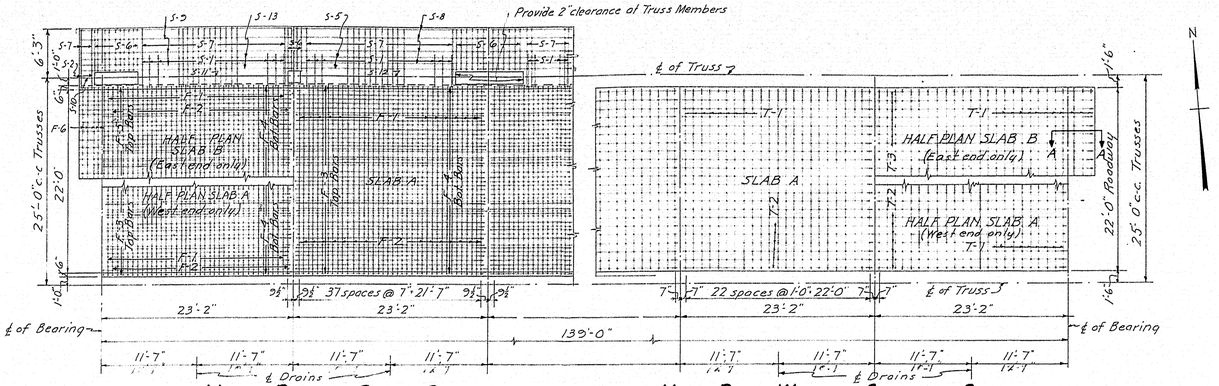
CANAL SPAN - TRUSS DETAILS

SHEET 14 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

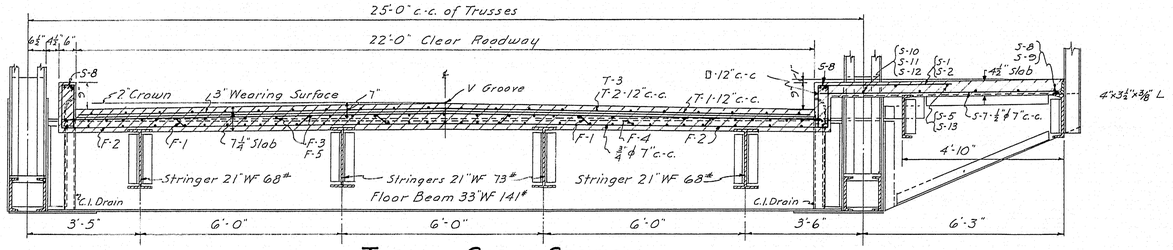
29-29-38

0 1 2 3 4 5 INCHES

USWDPR
19 1936 15 15



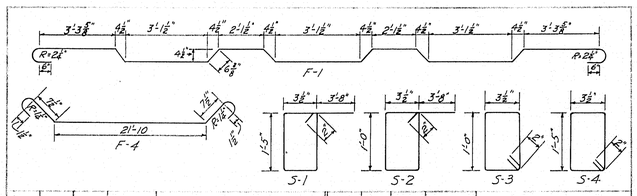
HALF PLAN SLAB STEEL Scale ⅛"=1'-0" HALF PLAN WEARING SURFACE STEEL



TYPICAL CROSS SECTION
Scale ½"=1'-0"

Exp. end — Fixed end

		Sidewalk				
A	A	A	A	A	B	⅝ Abut. Apron.

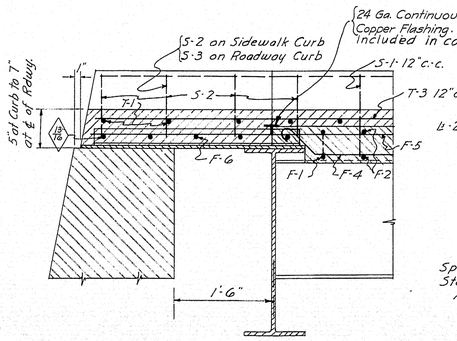


Mark	Size	No	Length	Remarks
F-1	⅜"ϕ	114	25'-3"	Slab A and B.
F-2	⅜"ϕ	228	22'-8"	Slab A and B.
F-3	⅝"ϕ	155	22'-10"	Slab A.
F-4	⅝"ϕ	198	23'-10"	Slab A and B.
F-5	⅝"ϕ	31	25'-8"	Slab B and Abut. Apron.
F-6	⅝"ϕ	5	22'-8"	Abut. Apron.
T-1	⅜"ϕ	141	21'-10"	Slab A and B Surface.
T-2	⅜"ϕ	110	22'-10"	Slab A Surface.
T-3	⅜"ϕ	22	25'-8"	Slab B Surface.

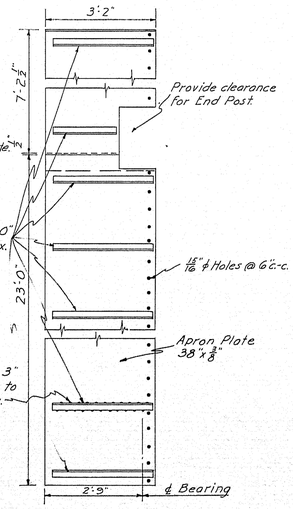
Mark	Size	No.	Length	Remarks.
S-1	½"ϕ	108	7'-3"	Top of Sidewalk and Curb.
S-2	½"ϕ	4	6'-5"	Top of Sidewalk and Curb.
S-3	½"ϕ	30	3'-10"	Curbs.
S-4	½"ϕ	132	4'-8"	Curbs.
S-5	½"ϕ	10	20'-10"	Top of Sidewalk.
S-6	½"ϕ	48	5'-4"	Bottom of Sidewalk.
S-7	½"ϕ	220	7'-4"	Bottom of Sidewalk.
S-8	½"ϕ	40	22'-10"	Curb and Sidewalk.
S-9	½"ϕ	8	25'-8"	Curb and Sidewalk.
S-10	½"ϕ	2	3'-6"	Sidewalk.
S-11	½"ϕ	2	17'-2"	Sidewalk.
S-12	½"ϕ	2	18'-1"	Sidewalk.
S-13	½"ϕ	2	25'-8"	Top of Sidewalk.

REINFORCING STEEL LOCATION

Panel A			Panel B & Abut. Apron			Sidewalk			
19 F-1	22 T-2		19 F-1	26 T-1		108 S-1	48 S-6	2 S-11	
38 F-2			38 F-2	22 T-3		4 S-2	220 S-7	2 S-12	
31 F-3			33 F-4			30 S-3	40 S-8	2 S-13	
33 F-4			31 F-5			132 S-4	8 S-9		
23 T-1			5 F-6			10 S-5	2 S-10		



SECTION A-A THRU ABUTMENT APRON
AT CENTER LINE OF ROADWAY (Fixed End)
Scale 1"=1'-0"



Notes:-
For detail of Cast Iron Drains see Sheet No. 10
For detail of Slab at Floor Beam see Sheet No. 10
For detail of Expansion Joint see Sheet No. 10

DESIGNED BY
FAY, SPOFFORD & THORNDIKE
ENGINEERS

Town 16-09
Bridge 3333

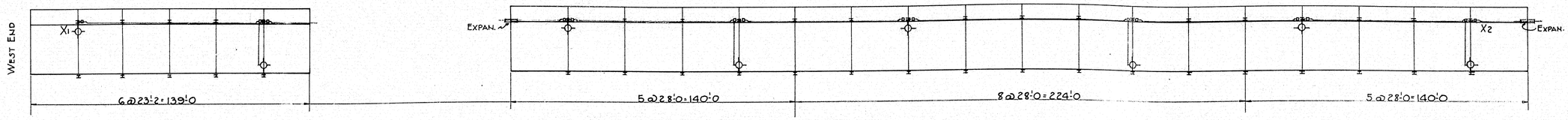
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY
CANAL SPAN - FLOOR DETAILS

SHEET 15 OF 15 SHEETS AUGUSTA, ME. SEPT. 1936

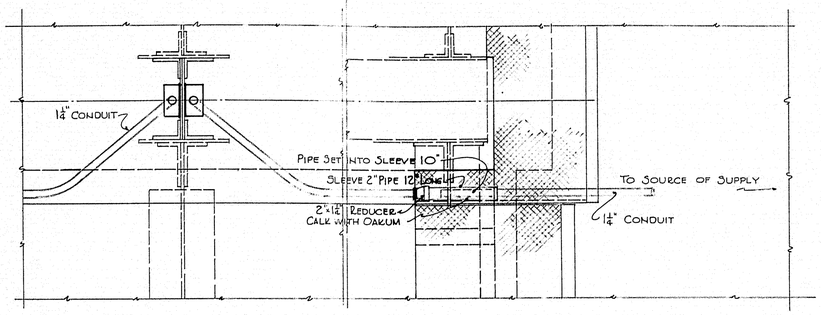
29-39

0 1 2 3 4 5 INCHES



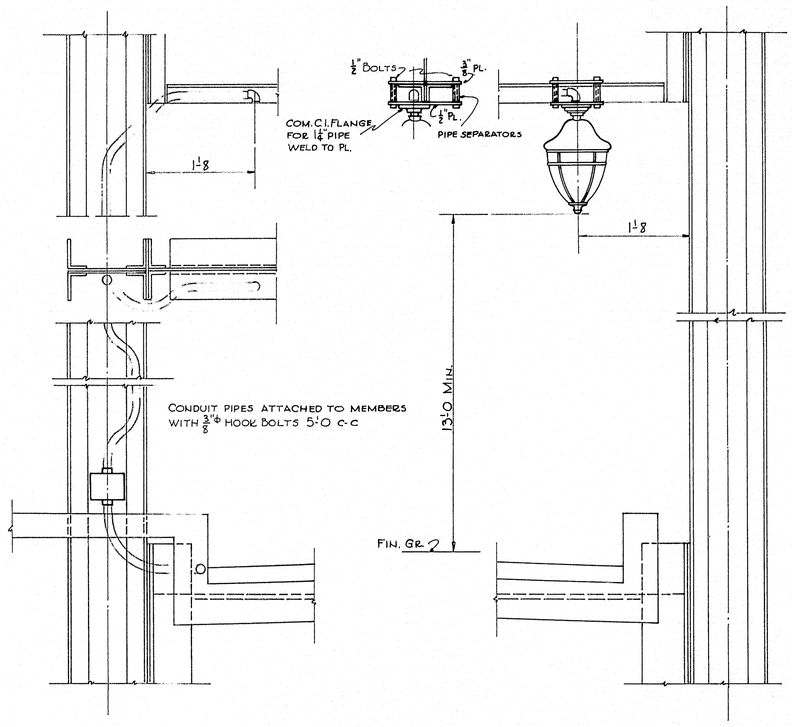
General Plan

□ Junction Box
⊙ Light



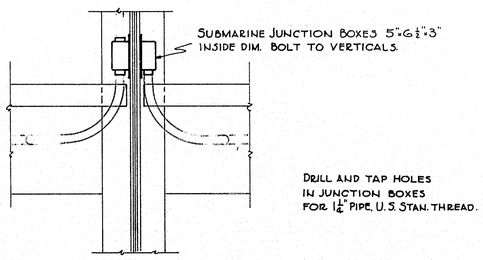
Detail Plan

IF SOURCE OF SUPPLY IS OPPOSITE TO THAT WHICH IS SHOWN, ELIMINATE BOX X2 AND SUBSTITUTE X1 AS SHOWN AND TAKE SUPPLY FROM WEST END.



Section thru Truss Span

Notes:
LIGHTS TO BE GENERAL ELECTRIC FORM 258 NOVALUX UNITS. EQUIVALENT LIGHTING DETAILS MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



Section thru Vertical

Required

15 Junction Boxes
8 Light3-Units

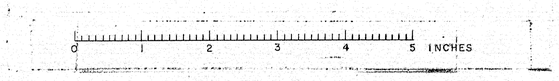
Town 16-09
Bridge 3333

State Highway Commission
Bridge Division

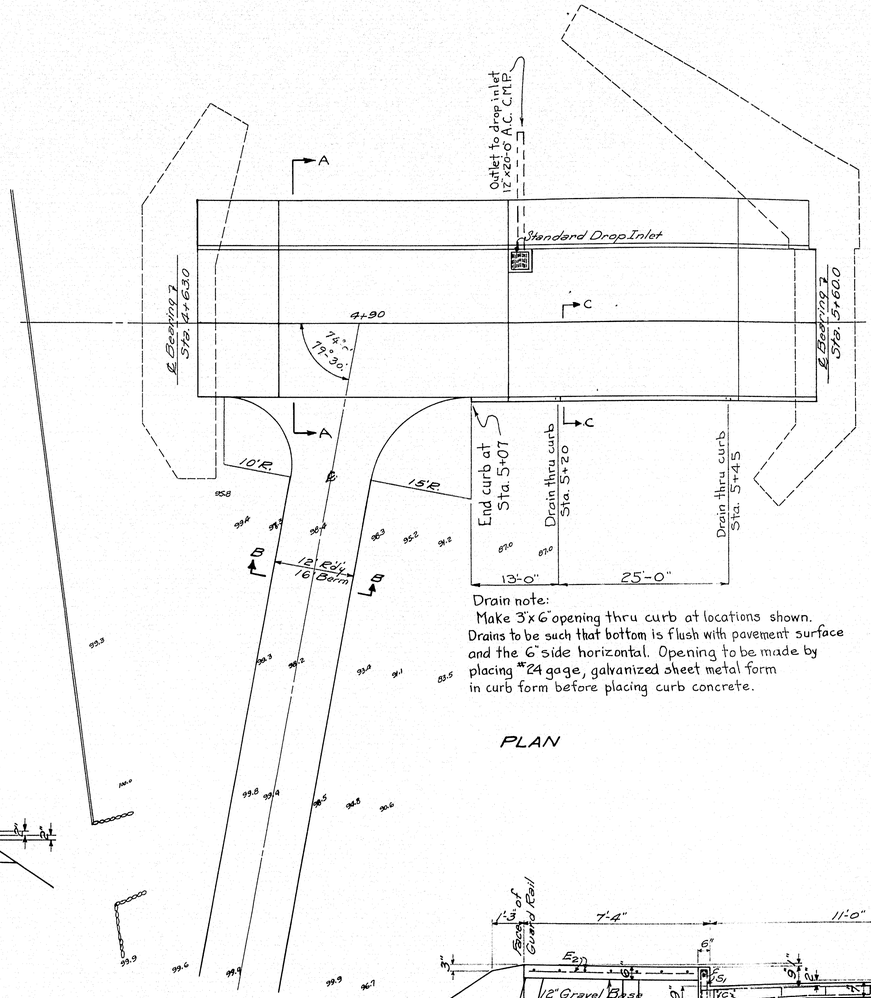
Bar Mills Bridge
over
Saco River
Between The Towns of
Hollis and Buxton
York County
Lighting Details

Sheet 15A of 15 Sheets Augusta Me. Nov. 1936.

29 29-40

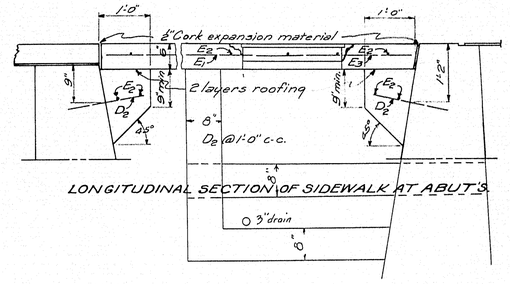


FED. ROAD DIST. NO.	STATE	U.S.NO. OR ROUTE NO.	SHEET NO.	TOT. SHEETS
1	MAINE	14	15-B	15

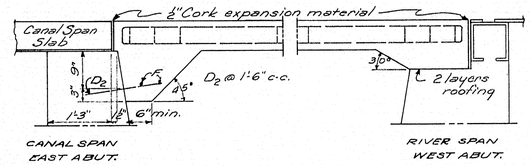


PLAN

Drain note:
Make 3"x6" opening thru curb at locations shown. Drains to be such that bottom is flush with pavement surface and the 6" side horizontal. Opening to be made by placing #24 gage, galvanized sheet metal form in curb form before placing curb concrete.



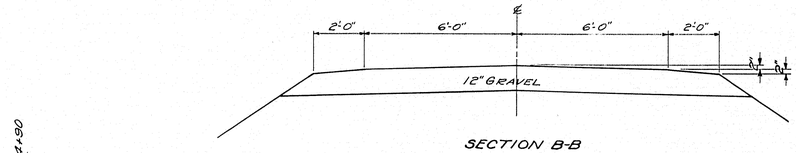
LONGITUDINAL SECTION OF SIDEWALK AT ABUT'S.



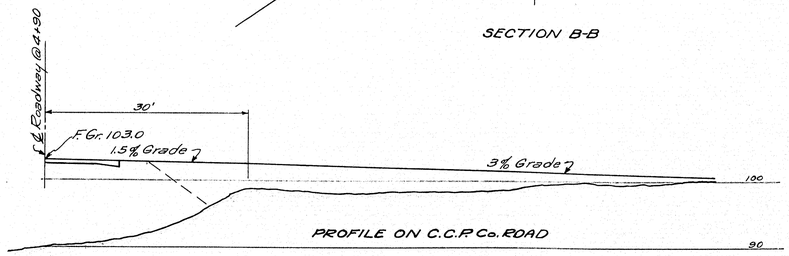
CANAL SPAN EAST ABUT.

RIVER SPAN WEST ABUT.

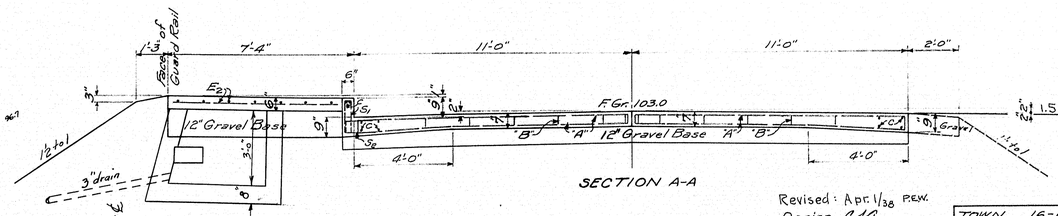
LONGITUDINAL SECTION OF ROADWAY AT ABUT'S.



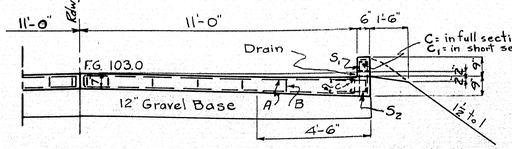
SECTION B-B



PROFILE ON C.C.P. Co. ROAD



SECTION A-A



SECTION C-C
Sta 5+07 to Abutment #3

C_2 = in full sections of curb (Same as U.S. curb)
C_1 = in short section of curb adjacent to drive.

This shoulder as shown in solid line to be built only at abut. #2 at each curb drain and at end of curb (Sta. 5+07). Shoulder as shown in dotted line to be built elsewhere along this curb

Revised: Apr. 1/38 P.E.W.
Design- C.A.G.
Checked- W.H.B.

TOWN	16-09
BRIDGE	3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY.

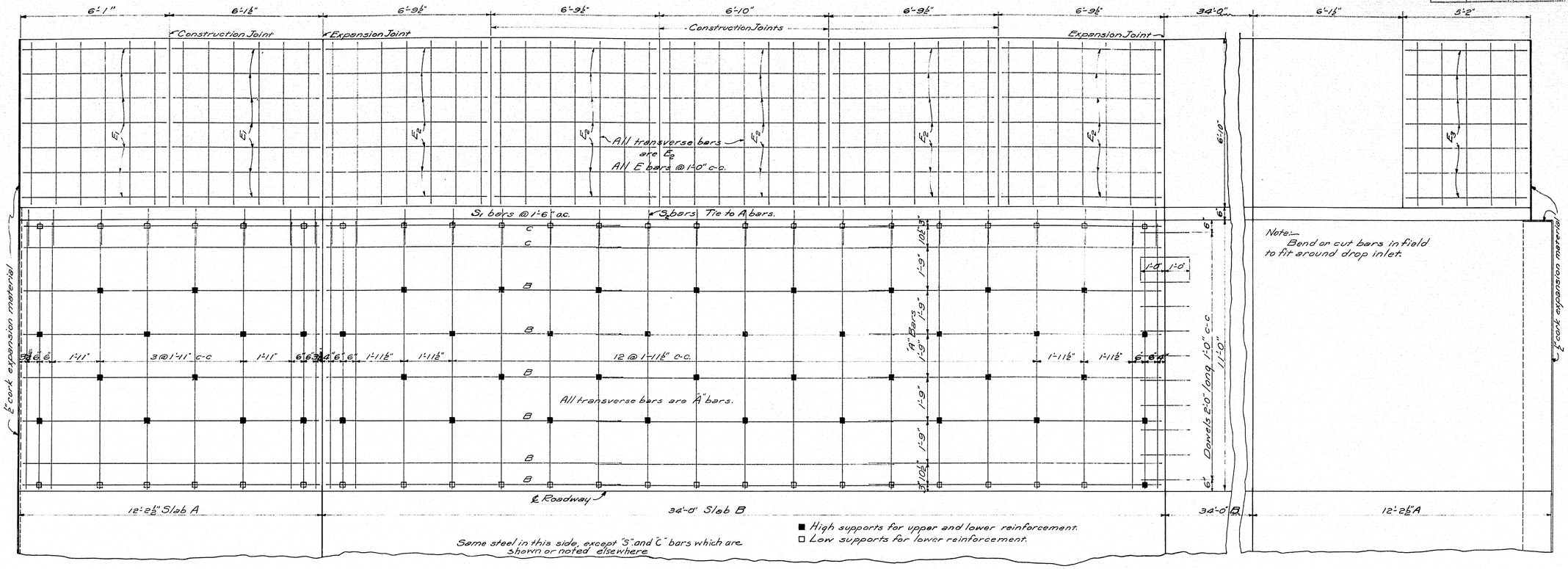
ROADWAY SLAB

Sheet 15-B of 15 Augusta, Me. Dec. 1937.

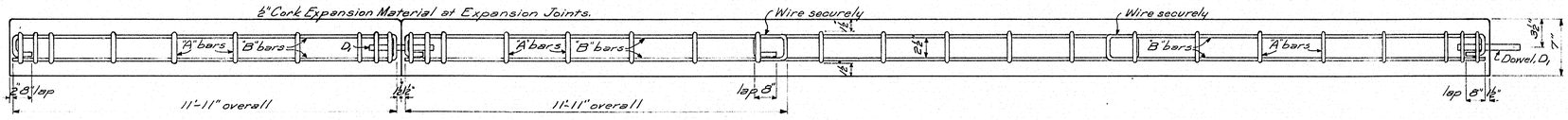
29-29-41

0 1 2 3 4 5 INCHES

FED. ROAD DIST. NO.	STATE	U.S.W.P.R.R. PROJ. NO.	SHEET NO.	TOTAL SHEET
1	MAINE	14	15-C	15



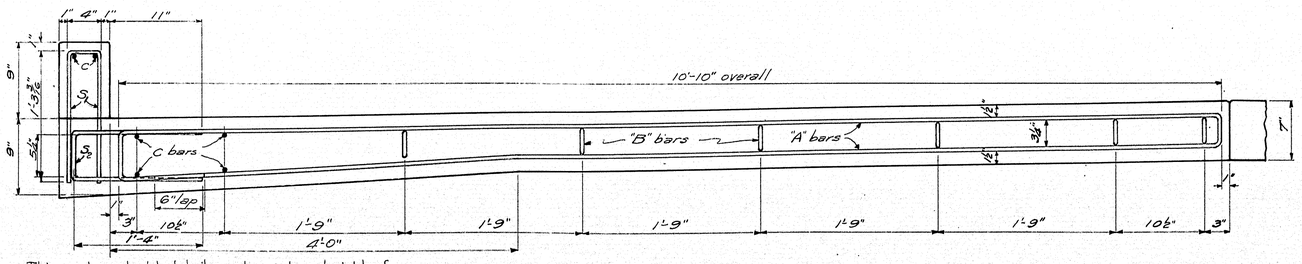
PLAN OF PAVEMENT REINFORCEMENT.



Note:— See other sections for detail adjoining Abutments. Both slabs A have the same reinforcing steel.

LONGITUDINAL SECTION SHOWING DETAIL OF "B" BARS.

Dowels must be accurately held in place perpendicular to the plane of the cross section of the pavement. One half the dowel shall be coated with bituminous material sufficient to break the bond, and provided with a 6" approved tight fitting metal cap which will allow an expansion of ½ of an inch.



This curb and slab detail applies also at right of ℄ from sta. 5+07 to Abutment # 3.

TRANSVERSE SECTION SHOWING DETAIL OF "A" & "S" BARS.

STEEL SCHEDULE				
MARK	SIZE	No.	LENGTH	
A	⅝ ϕ	124	22'-10½"	Bent
B	"	96	22'-11"	"
C	"	88	11'-1"	
D1	¾ ϕ	66	2'-0"	
D2	"	29	1'-6"	
E1	½ ϕ	14	5'-10"	
E2	"	167	6'-6"	
E3	"	7	4'-11"	
F	"	2	22'-0"	
S1	⅝ ϕ	97	2'-10"	Bent
S2	"	85	3'-1½"	"
C1	"	2	4'-10"	D. S curb, short section
All steel to be plain bars of structural grade				

Revised: Apr. 1/38 P.E.W.
Design- C.H.G.
Checked- W.H.D.

TOWN 16-09
BRIDGE 3333

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
BAR MILLS BRIDGE
OVER
SACO RIVER
BETWEEN THE TOWNS OF
HOLLIS AND BUXTON
YORK COUNTY.
ROADWAY SLAB
Sheet 15-C of 15 Augusta, Me. Dec. 1937.

29-42

0 1 2 3 4 5 INCHES

℄ of 1st Post to ℄ Bridge 252'-0"

℄ of Bridge

P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	P17	P18	P19	P20	P21	P22	P23	P24	P25	P26	P27	
9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	Length ℄ to ℄ of Posts
9'-11 3/16"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	Length of Pipe
2 2 See Sketch	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	Nº of Spaces @ 5'
3 3/4" See Sketch	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	Dist from ℄ of Post to ℄ of First Pole

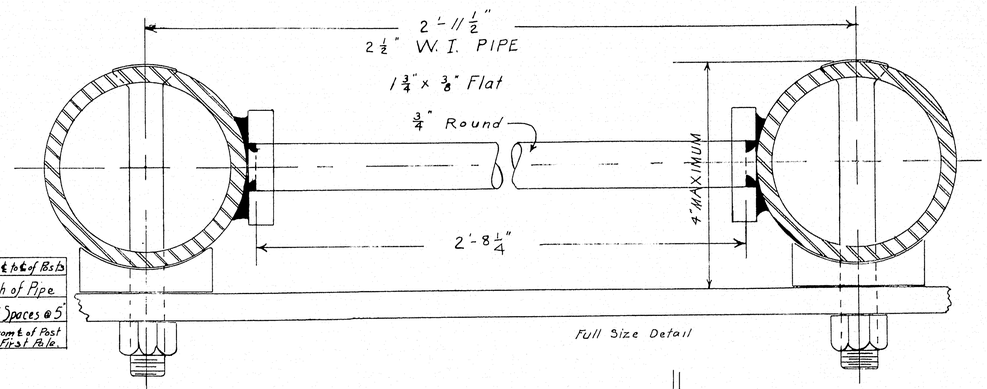
℄ Bridge to ℄ of Last Post - 252'-0"

P28	P29	P30	P31	P32	P33	P34	P35	P36	P37	P38	P39	P40	P41	P42	P43	P44	P45	P46	P47	P48	P49	P50	P51	P52	P53	P54	
9'-4 1/2"	9'-4"	9'-4 1/2"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	9'-4"	Length ℄ to ℄ of Posts
9'-4 1/2"	9'-3 7/8"	9'-4 1/2"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-3 7/8"	9'-11 3/16"	Length of Pipe
2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 2 See Sketch	Nº of Spaces @ 5'
3 3/4	3 1/8"	3 3/4"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3 1/8" See Sketch	Dist from ℄ of Post to ℄ of 1st Pole

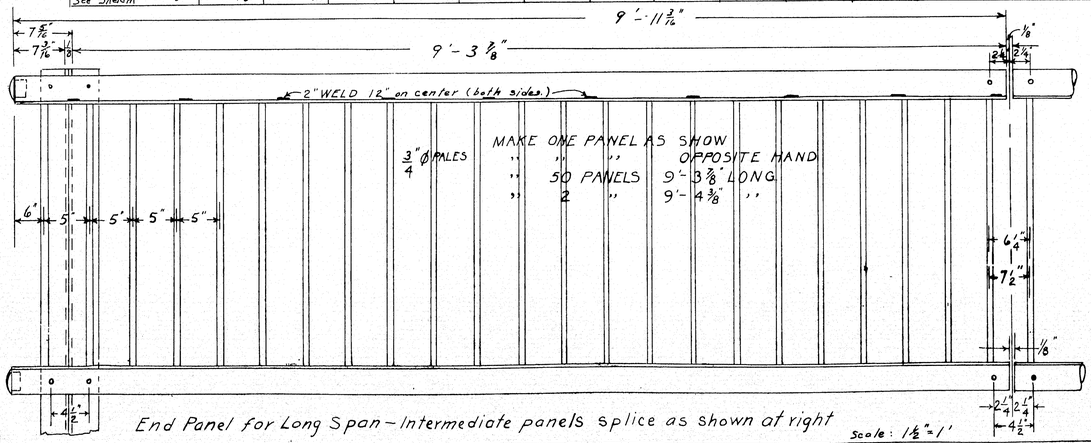
BOLT SCHEDULE
296 - 1/2 x 4 1/2 Oval Head Gal. Bolts
296 Special Cast Iron Washers
Flat to be same length as Pipe.

℄ of 1st Post to ℄ of Last Post = 139'-0"

P1A	P2A	P3A	P4A	P5A	P6A	P7A	P8A	P9A	P10A	P11A	P12A	P13A	P14A	P15A	P16A	P17A	P18A	
7'-9"	7'-8"	7'-9"	7'-9"	7'-8"	7'-9"	7'-9"	7'-8"	7'-9"	7'-9"	7'-9"	7'-9"	7'-9"	7'-8	7'-9"	7'-9"	7'-8"	7'-9"	Length ℄ to ℄ of Posts
8'-4 7/16"	7'-7 7/8"	7'-8 7/8"	7'-8 7/8"	7'-7 7/8"	7'-8 7/8"	7'-8 7/8"	7'-7 7/8"	7'-8 7/8"	7'-8 7/8"	7'-8 7/8"	7'-8 7/8"	7'-8 7/8"	7'-8 7/8"	7'-8 7/8"	7'-8 7/8"	7'-7 7/8"	8'-4 7/16"	Length of Pipe
18	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	18	Nº of Spaces @ 5'
3 3/8 See Sketch	3 3/8	3 7/8"	3 7/8"	3 3/8	3 7/8	3 1/8	3 3/8	3 1/8	3 7/8	3 7/8	3 7/8	3 7/8	3 7/8	3 7/8	3 7/8	3 3/8	3 3/4 See Sketch	Dist from ℄ of Post to ℄ of First Pole

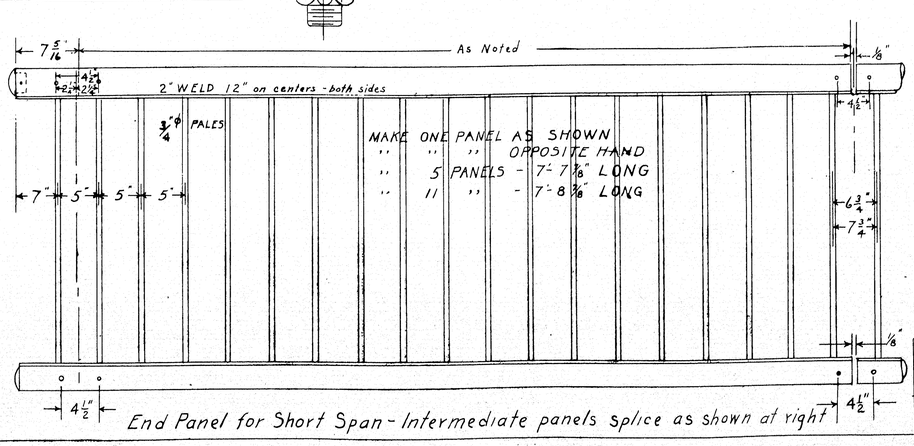


Full Size Detail



End Panel for Long Span - Intermediate panels splice as shown at right

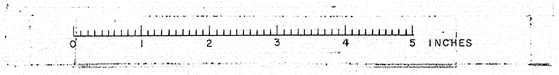
Scale: 1 1/2" = 1'

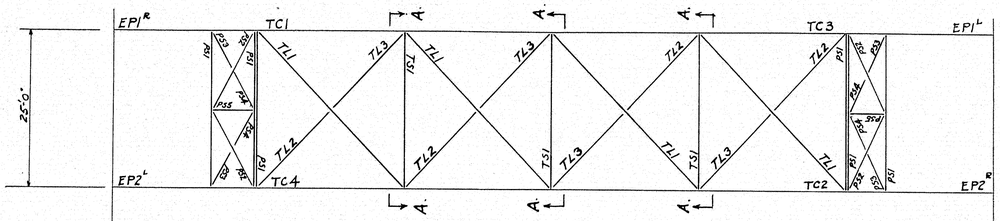


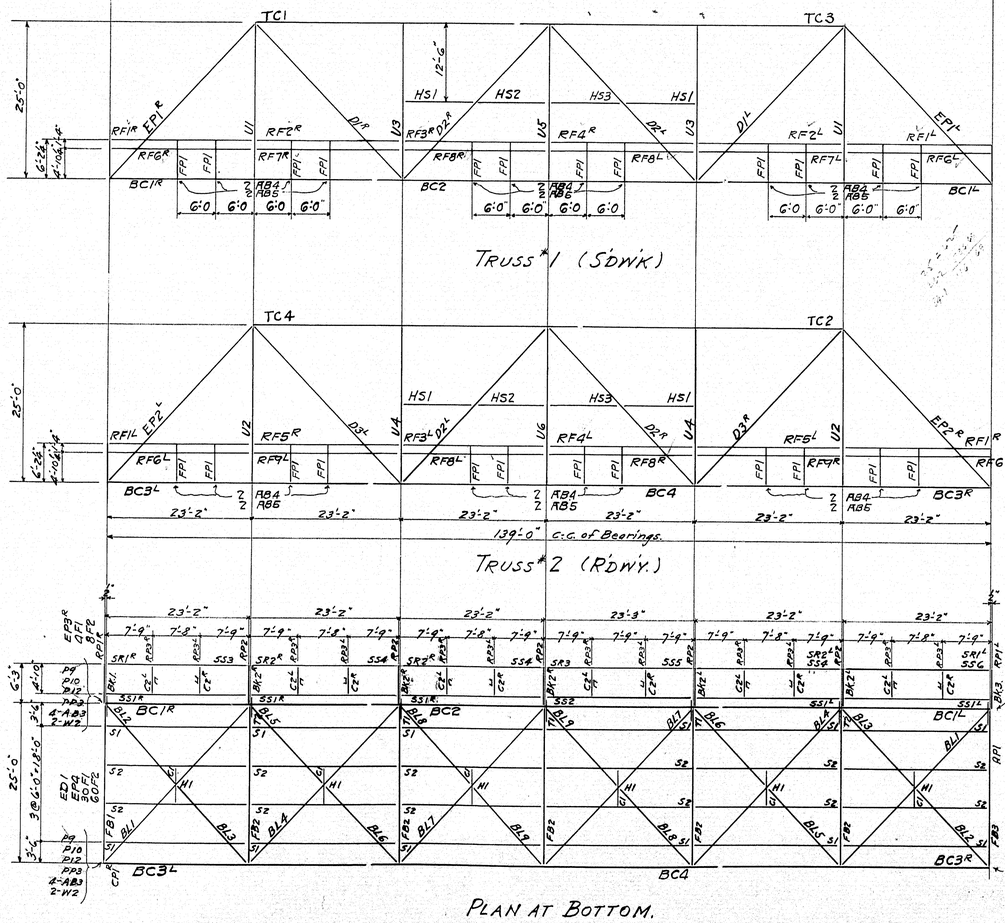
End Panel for Short Span - Intermediate panels splice as shown at right

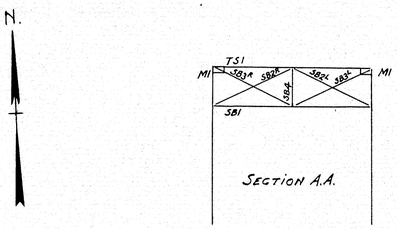
SECURITY FENCE COMPANY	
440 Somerville Ave. Somerville, Mass.	
BAR MILLS BRIDGE RAIL	
HOLLIS - BUXTON MAINE	Job No. N-44
Scale: as noted Date: 2-37	N-44-1

29-43









Span A.	Span B.	LIST OF DRAWINGS.
	E1	Erection Plan.
E2		" "
E2A		" "
	1	End Post.
2		Pedestals, Bearings, Hs.
3	3	Pedestals, Rollers, Pins Anchors, Bolts.
	4	Bottom Chord
	5	Top Chord
	6	Bottom Chord.
	7	Posts & Diagonals.
	8	Top Struts, Sway & Portal Bracing.
	9	Fl. Bms. Strs. Struts & Hangers.
	10	Top & Bott. Laterals
	11	Fenders & Horizontal Struts
12		Top Struts, Sway & Portal Bracing.
13		Interior Portal
14	14	Expansion Joints.
	15	Sidewalk Bkts & Framing.
16		Bottom Chord.
17		" "
18		End Posts.
19		Top & Bott. Laterals
20		Bott. Laterals.
21		Sidewalk Brackets
22		Stringers.
23		Top Chord
24		Truss Posts
25		Diagonals.
26		Fl. Bms. Strs. Struts & Hangers.
27		Top Chord
28		Bott. Chord
29		Top Chord
30		" "
30A		" "

Span A.	Span B.	LIST OF DRAWINGS CONTINUED.
31		Bott. Chord
32		Horizontal Struts
33		Diagonals.
34		Roadway Fender.

Notes:

Specifications: State of Maine for Steel Highway Bridges 1936.

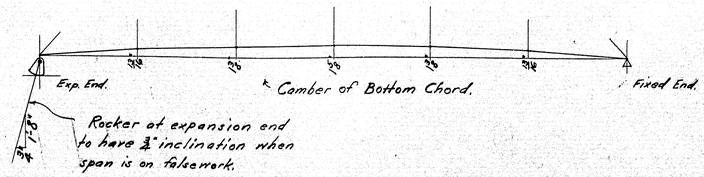
All main material forming parts of a member composed of not more than 5 thicknesses of metal may be punched $\frac{1}{16}$" larger than the normal diameter of the rivets whenever the thickness of the metal is not greater than $\frac{3}{4}$". When there are more than 5 thicknesses or when any of the main material is thicker than $\frac{3}{4}$" the holes shall be subpunched and reamed after assembly except that when the metal is thicker than the diameter of the rivet the holes shall be drilled.

Field connections except those for lateral longitudinal and sway bracing shall be reamed to a metal templet without assembling or reamed in the shop with the connecting parts assembled.

Portions of work exposed to view shall be finished neatly. Shearing and chipping shall be done carefully and accurately.

Shop Paint:

One coat of Red Lead as per specifications except surfaces to be riveted in contact either in the shop or field shall not be painted. Surfaces not in contact but which will be inaccessible after assembly or erection shall be painted 2 coats.



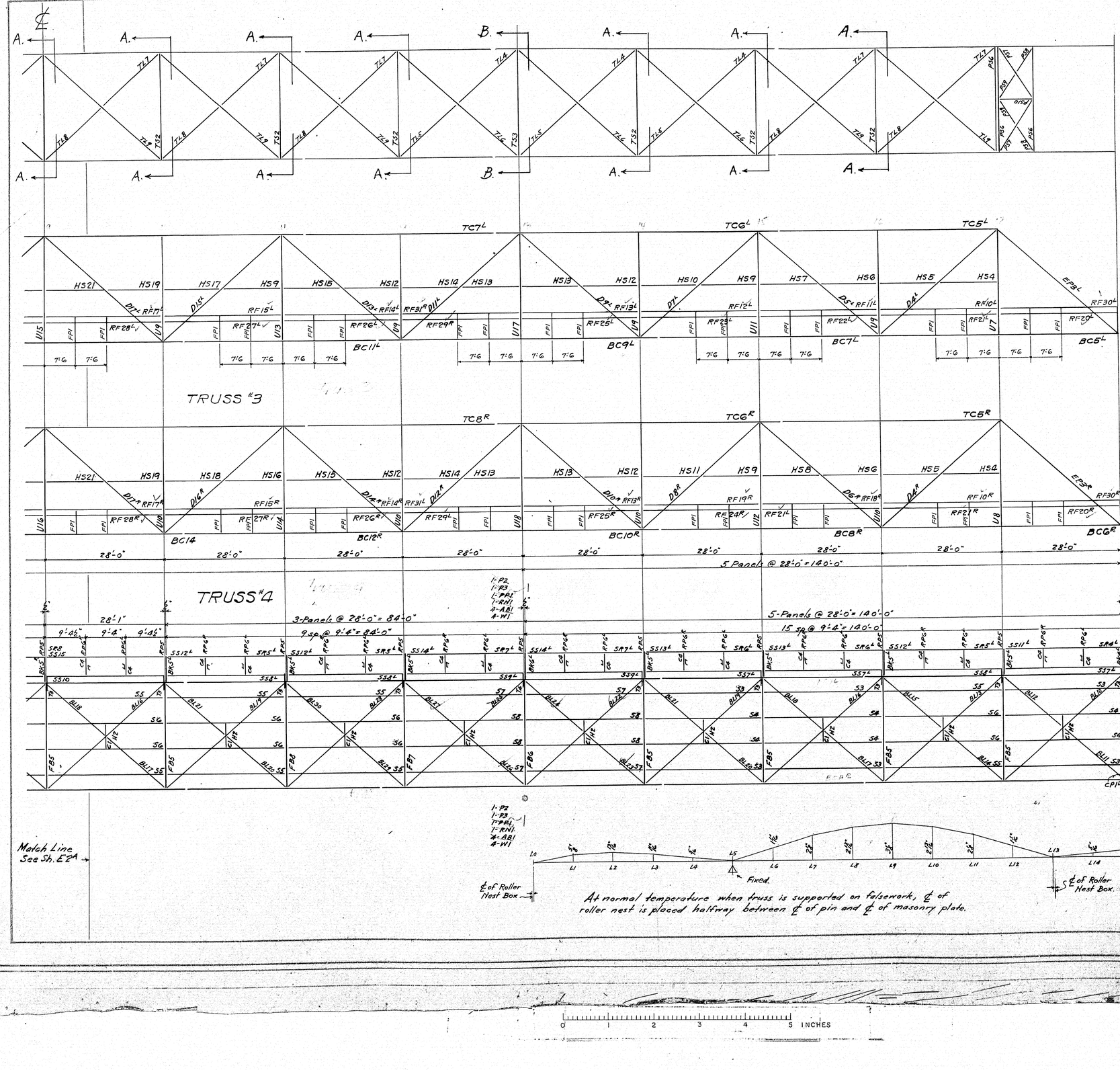
SPAN B.

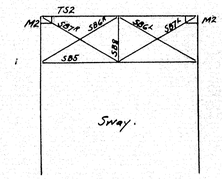
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER SACO RIVER, MAINE.
DETAILS OF ERECTION PLAN (SPAN B)
RIVETS ..... EX. NOTED. DRAWN BY C.W.
HOLES ..... EX. NOTED. CHK'D BY Burleigh
SCALE $\frac{3}{32}$" = 1'-0" DATE ..... LIST PAGE .....
JOB 6191 SH. E1.

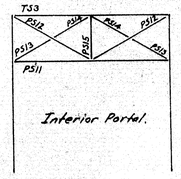
29-44

0 1 2 3 4 5 INCHES





Sec. A.A.



Sec. B.B.

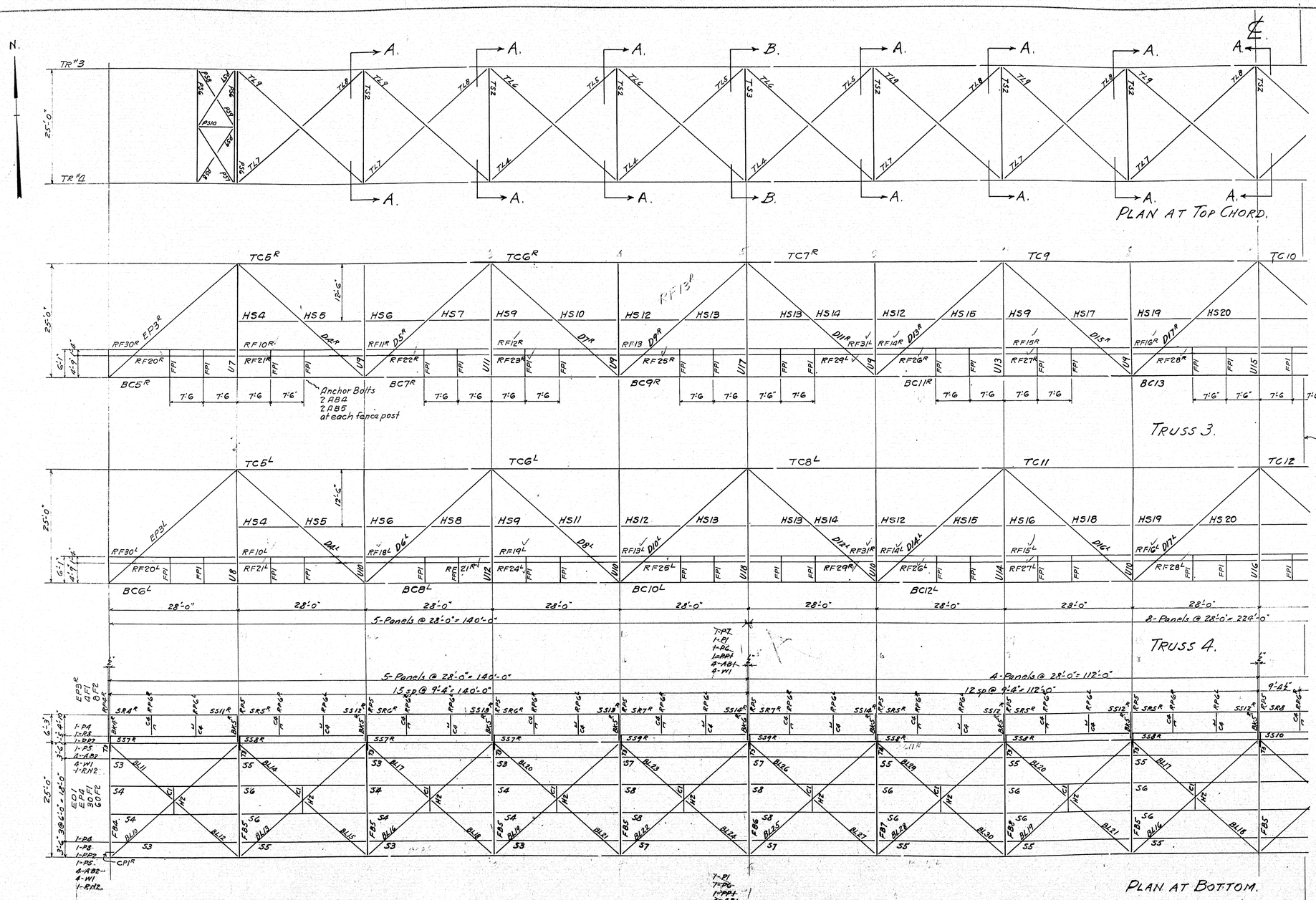
Notes:
See Sht. E1.

SPAN A.

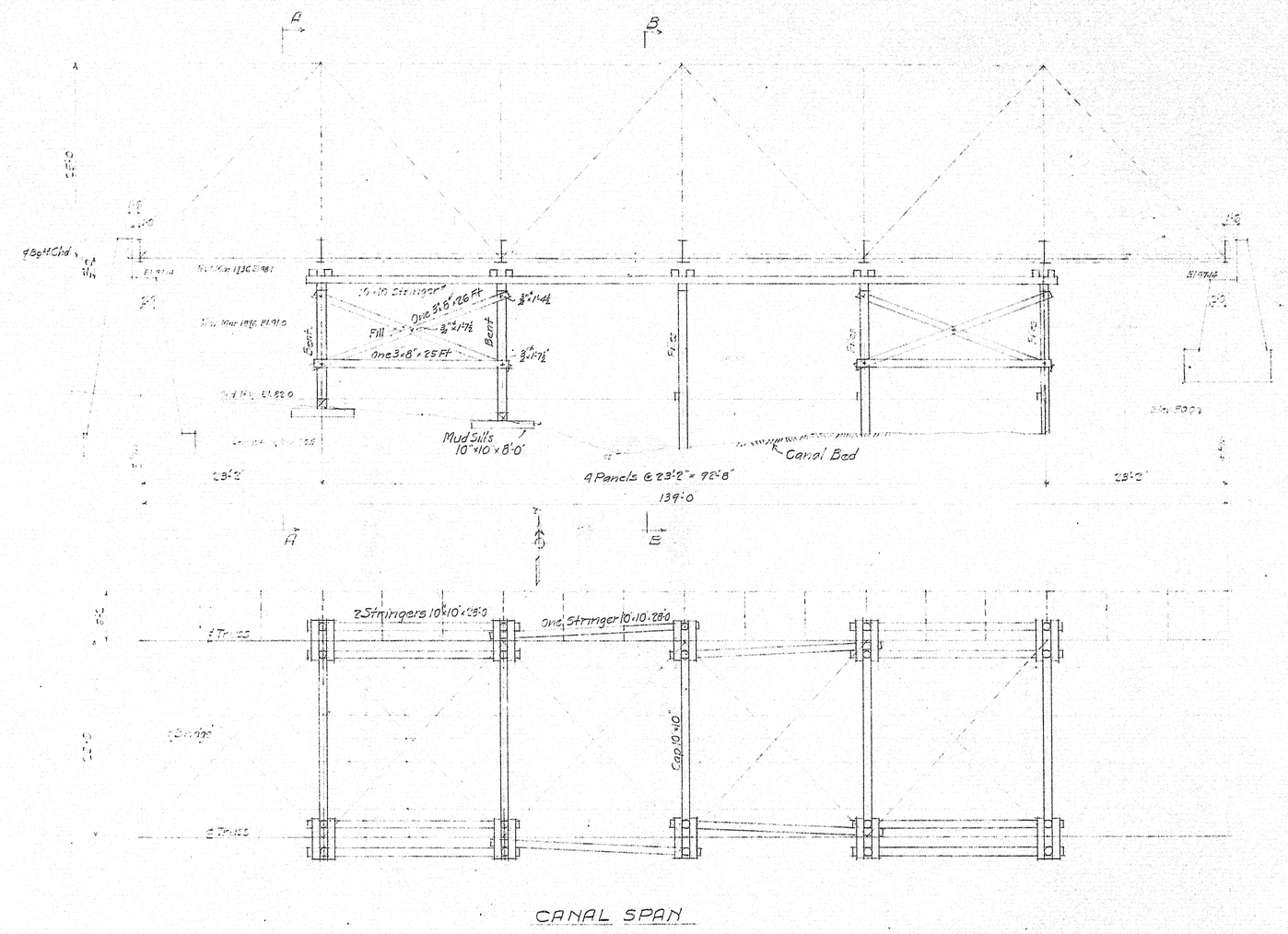
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER SACO RIVER, MAINE.
DETAILS OF ERECTION PLAN.
RIVETS EX. NOTED. DRAWN BY J.W.
HOLES EX. NOTED. CHK'D BY
SCALE 1/2" = 1'-0" DATE LIST PAGE
JOB 6191. SH. E2.

29-45


N.
TR #3
TR #1
25'-0"
A.
B.
TL9
TL8
TS2
TL7
TL6
TL5
TS3
TL4
P310
PLAN AT TOP CHORD.
TC5R
TC6R
TC7R
TC9
TC10
12'-6"
HS4
HS5
HS6
HS7
HS9
HS10
HS12
HS13
HS14
HS15
HS16
HS17
HS19
HS20
RF30R
EP3R
RF20R
RF10R
D4AR
RF21R
RF11R
D5AR
RF22R
RF12R
D7R
RF23R
RF13R
D8AR
RF25R
RF31L
RF29L
RF14R
D13R
RF26R
RF15R
D15R
RF27R
RF16R
D17R
RF28R
FPI
U7
U9
U11
U13
BC5R
BC7R
BC9R
BC11R
BC13
7'-6"
Anchor Bolts
2 AB4
2 AB5
at each fence post
TRUSS 3.
Match Line
See Sh. E2.
TC5L
TC6L
TC8L
TC11
TC12
RF30L
EP3L
RF20L
RF10L
D4AL
RF21L
RF18L
D6L
RF22L
RF19L
D8L
RF24L
RF13L
D10L
RF26L
RF31R
RF14L
D12L
RF29L
RF15L
D16L
RF27L
RF16L
D17L
RF28L
U8
U10
U12
U14
U16
BC6L
BC8L
BC10L
BC12L
28'-0"
5-Panels @ 28'-0" = 140'-0"
8-Panels @ 28'-0" = 224'-0"
TRUSS 4.
15 sp @ 9'-4" = 140'-0"
12 sp @ 9'-4" = 112'-0"
4-Panels @ 28'-0" = 112'-0"
9'-4"
EP3R
AFI
BF2
EP1
EF1
EF2
1-P4
1-P3
1-PD2
1-P5
4-AB2
4-W1
1-RM2
1-P8
1-P7
1-PD2
1-P5
4-AB2
4-W1
1-RM2
SRAR
SRBR
SRCR
SRDR
SRER
SRFR
SRGR
SRHR
SRJR
SRKR
SRLR
SRMR
SRNR
SRPR
SRQR
SRRR
SRSR
SRTR
SSIIR
SSI2R
SSI3R
SSI4R
SSI5R
SSI6R
SSI7R
SSI8R
SSI9R
SSI10R
SSI11R
SSI12R
SSI13R
SSI14R
SSI15R
SSI16R
SSI17R
SSI18R
SSI19R
SSI20R
SSI21R
SSI22R
SSI23R
SSI24R
SSI25R
SSI26R
SSI27R
SSI28R
SSI29R
SSI30R
SSI31R
SSI32R
SSI33R
SSI34R
SSI35R
SSI36R
SSI37R
SSI38R
SSI39R
SSI40R
SSI41R





CANAL SPAN

For Caps 10"x10" and 12"	1-1½"	60 Lbs each
10"x10" " 3"x8"	2-1½"	38
10"x10" " 3"x6"	1-1½"	32

Bolt required at end of stringers to cap

3 Sq Thd	1"	24 Lbs each

Caps, stringers, posts, sills and cross bracing of Long Leaf Yellow Pine or Douglas Fir. Spruce Piles

...WORKS Inc.
...MAINE- BAR MILLS BRIDGE
...over Saco River between Hollis & Buxton, York Co.
...FALSEWORK for CANAL SPAN
ON FIELD DRAWING BY ...
CHECKED BY ...
APPD BY ...

Dg. 23-47

0 1 2 3 4 5 INCHES

Down Grade →

West Abut of River Span

Stringers 10×10
10×10×5'-0
2-3×8×6'-0
10"×10"×8'-0
2-3×8×10'-0
2-¾" Bolts 2'-0" lg
Mud Sill 10×10×8 Ft
Mud Sill 10×10×10Ft
Mud Sills 10"×10"×8 Ft
One 3"×8"×30 Ft. "outside faces"
Fill
Pier #1
cEl. 96.38
H.W. March 1936 El. 98.1
H.W. March 1896 El. 91.0
Piles 34 Ft
Ordinary H.W. El. 82.0
Low Wtr. July 1936 El. 76.4
3 Panels @ 28'-0" = 84'-0
140'-0 c. to c. Bearings
6 Panels @ 28'-0" = 168'-0
224'-0" c. to c. Bearings
504'-0" c. to c. of End Bearings
℄ Bridge
℄ Truss
℄ Bridge
25'-0 c. to c. Trusses
Cap 10"×10"
2 Stringers 10"×10"×32 Ft
One Strgr 10"×10"×32 Ft
One Stringer 10"×10"×32"
Cap 10"×10"

SECT A-A

Cap 10"×10"×30'-0"
2SB
Posts 10"×10"
2-3"×8"×16'-0
2-3"×8"×30'-0"
Sill 10"×10"×12'
3'-6" 3'-6" 3'-6"

SECT B-B

Cap 10"×10"×30'-0"
10"×10" Stringers
Batt Cleat
2SB
Fill
One 3"×8"×30 Ft
21'-6"
28'-6"

15/16" × 1⅛ Slotted Holes
SB Bar 3"×⅜"×1'-7"
Staging Battens
152 Req'd

¾" Sq. Nut
Washer 4"×4"×¼
13/16" Hole
3" Thds
3"

For One 10"×10" and 2SB	1'-1½"	228 Req'd
" 10"×10" " one 3"×8"	1'-9½"	98 "
" 10"×10" " 2-3"×8"	1'-7½"	148 "
" Bottom of 10×10 braces to mud sills	2'-0"	24 "

¾" Sq. Nut
3'
3'
1'-6"
76 Req'd
Bolt dropped in end of stringer to cap

Stringers 10"×10"
3'-8"×32 Ft
One 3"×8"×30 Ft
El. 95.49
Pier #2
Fill
Stringers 10"×10"
9'-10"
8'-0"
1'-6"
10'-10"
El. 95.13
9'-8"
9'-10"
28'-0"
3 Panels @ 28'-0" = 84'-0
140'-0 c. to c. Bearings
28'-0"
One Stringer 10"×10"×32 Ft
2 Stringers 10"×10"×32 Ft
2 Stringers 10"×10"×32 Ft
One Stringer 10"×10"×32"
℄ Bridge
Cap 10"×10"

SECT C-C

Cap 10"×10"×30 Ft
2SB
3 Bolts ¾"×8"
¾"×1'-4½"

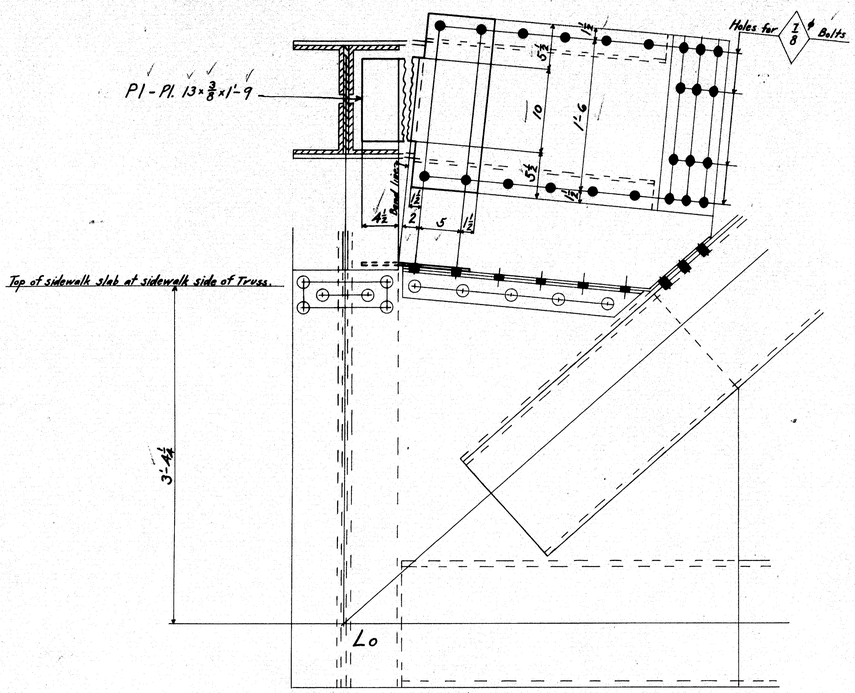
5 @ 28'-0" 140'-0"
8 @ 28'-0" = 224'-0"
5 @ 28'-0" 140'-0"
504'-0"

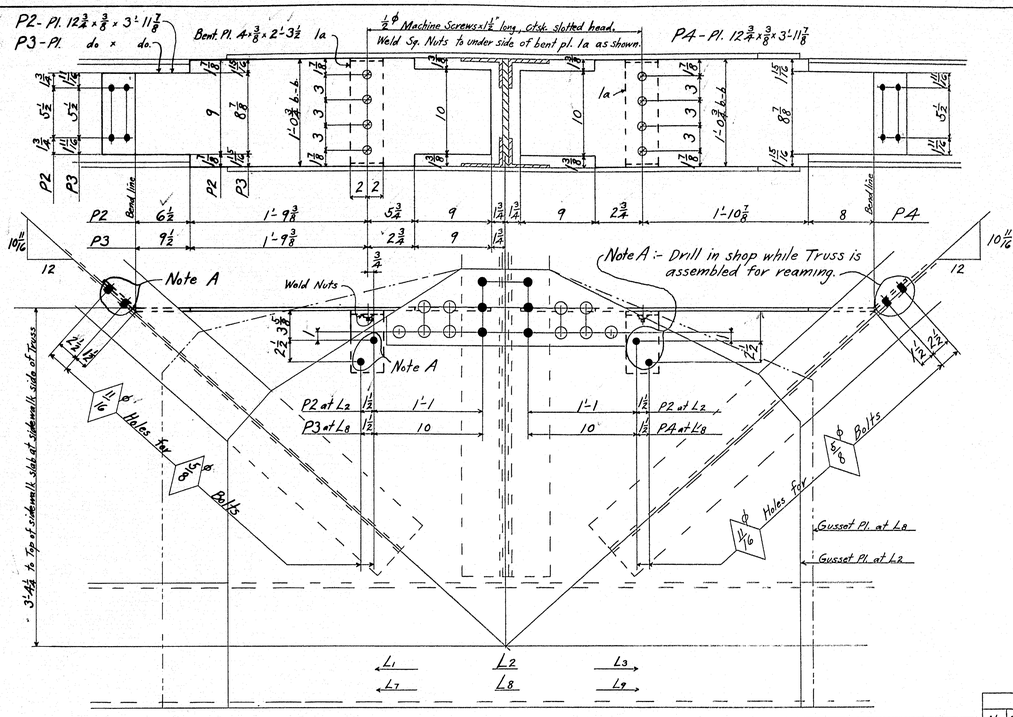
Caps, stringers, posts, sills and cross bracing of Long Leaf Yellow Pine or Douglass Fir. Spruce Piles

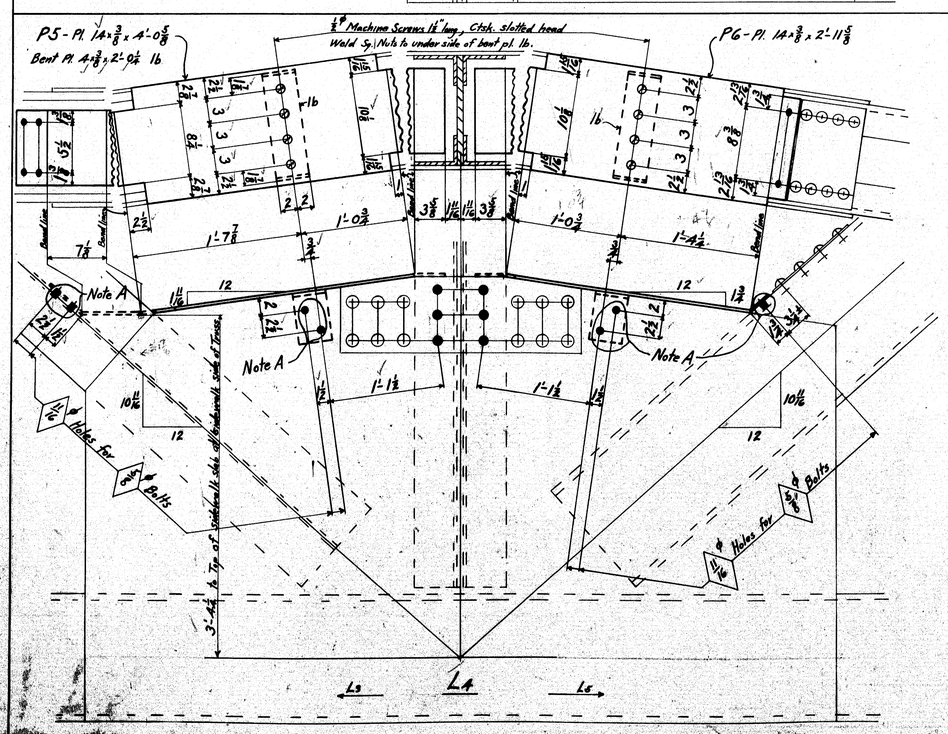
0 1 2 3 4 5 INCHES

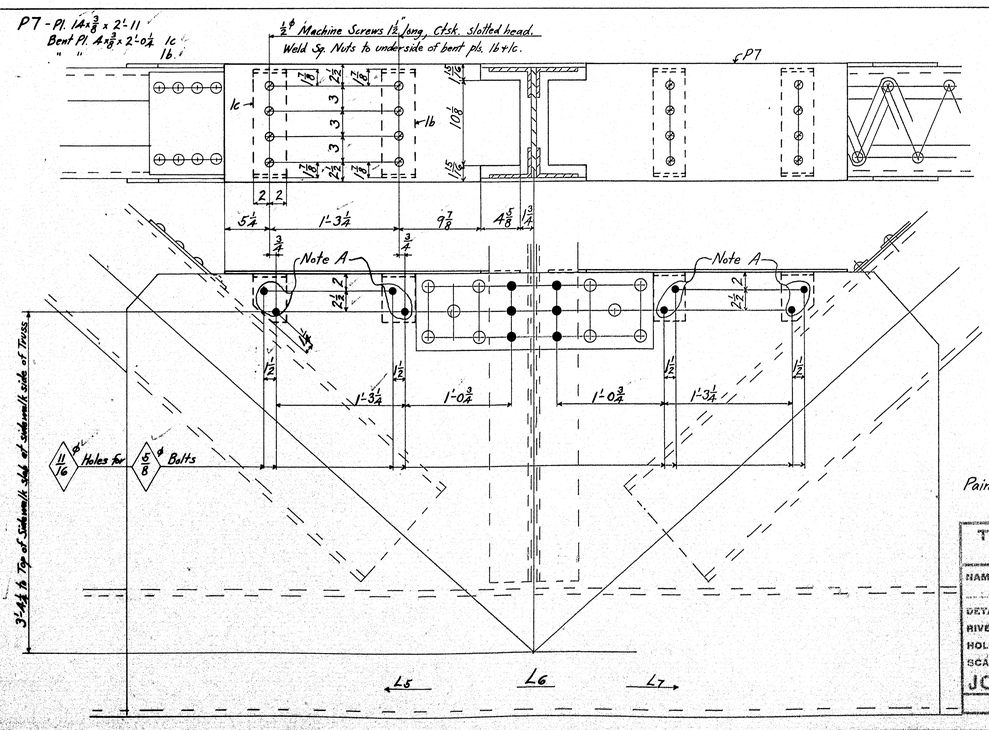
MAINE. BAR MILLS BRIDGE
over Saco River btwn Hollis & Buxton, York Co.
FALSEWORK for RIVER SPAN
DRAWN BY
TRACED BY
CHECKED BY
DATE 6/2/1936 APPROVED BY
Job 6191 Sht. E4

29-29-









Field Bolt List					
No.	Diam.	Lgth	Hd.	Nut	Where used.
8	7/8 ϕ	2	Sq.	Sq.	Thru Pl. 5/16 Pl. + 1/2 L
16	"	1 3/4	"	"	Thru 1/2 Bk Pl. + 5/16 L @ Lo
12	"	2 1/2	"	"	" " " + End Post
12	3/4	2 1/2	"	"	" " " " " + L
40	5/8	1 3/4	"	"	Thru P2, P3, P4, P5 + Mah. of Truss Diag.
4	"	"	"	"	Thru P6 + Flg. of L Diag.
80	"	"	"	"	Thru 3/8 Bk Pl. + Guss Pls

Required List

2	Plates	P1
4	"	P2
2	"	P3
2	"	P4
2	"	P5
2	"	P6
4	"	P7

Paint :- One coat Red Lead

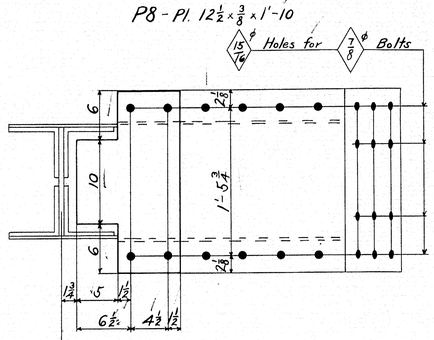
Span A

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME Bar Mills Bridge over Saco River
at Hollis + Buxton, Me.
DETAILS OF Cast Pls. for Diagonal Gussets (River Span)
RIVETS ..... CK. NOTED. DRAWN BY E.N.S.
HOLES ..... CK. NOTED. CHK'D BY Bodoyle
SCALE 1/2" = 1 ft. DATE 6/10/37 LIST PAGE .....
JOB MJ4811 SH. 1

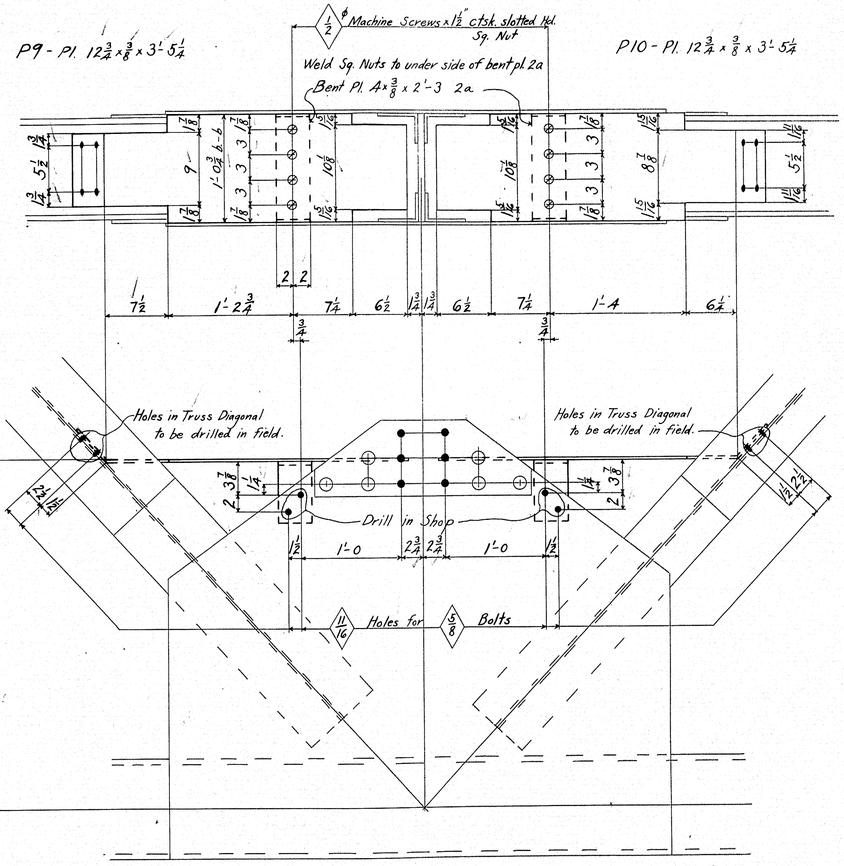
29-29-49

P8 - Pl. $12\frac{1}{2} \times \frac{3}{8} \times 1'-10$



P9 - Pl. $12\frac{3}{4} \times \frac{3}{8} \times 3'-5\frac{1}{4}$

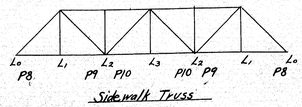
P10 - Pl. $12\frac{3}{4} \times \frac{3}{8} \times 3'-5\frac{1}{4}$



Field Bolt List					
No.	Dia.	Lgth.	Hd	Nut	Location
8	7/8	2	Sq.	Sq.	Thru P8, 1/2 Plate, 5/16 angle.
16	"	1 3/4	"	"	" 1/2 Plate + " "
24	"	2 1/4	"	"	" " " T End Post
16	5/8	1 3/4	"	"	" " 2a + Gusset Plate.
16	"	"	"	"	Thru P9, P10 + Diagonal web.

Required List
2 - Plates - P8
2 - " - P9
2 - " - P10

Paint :- One coat Red Lead



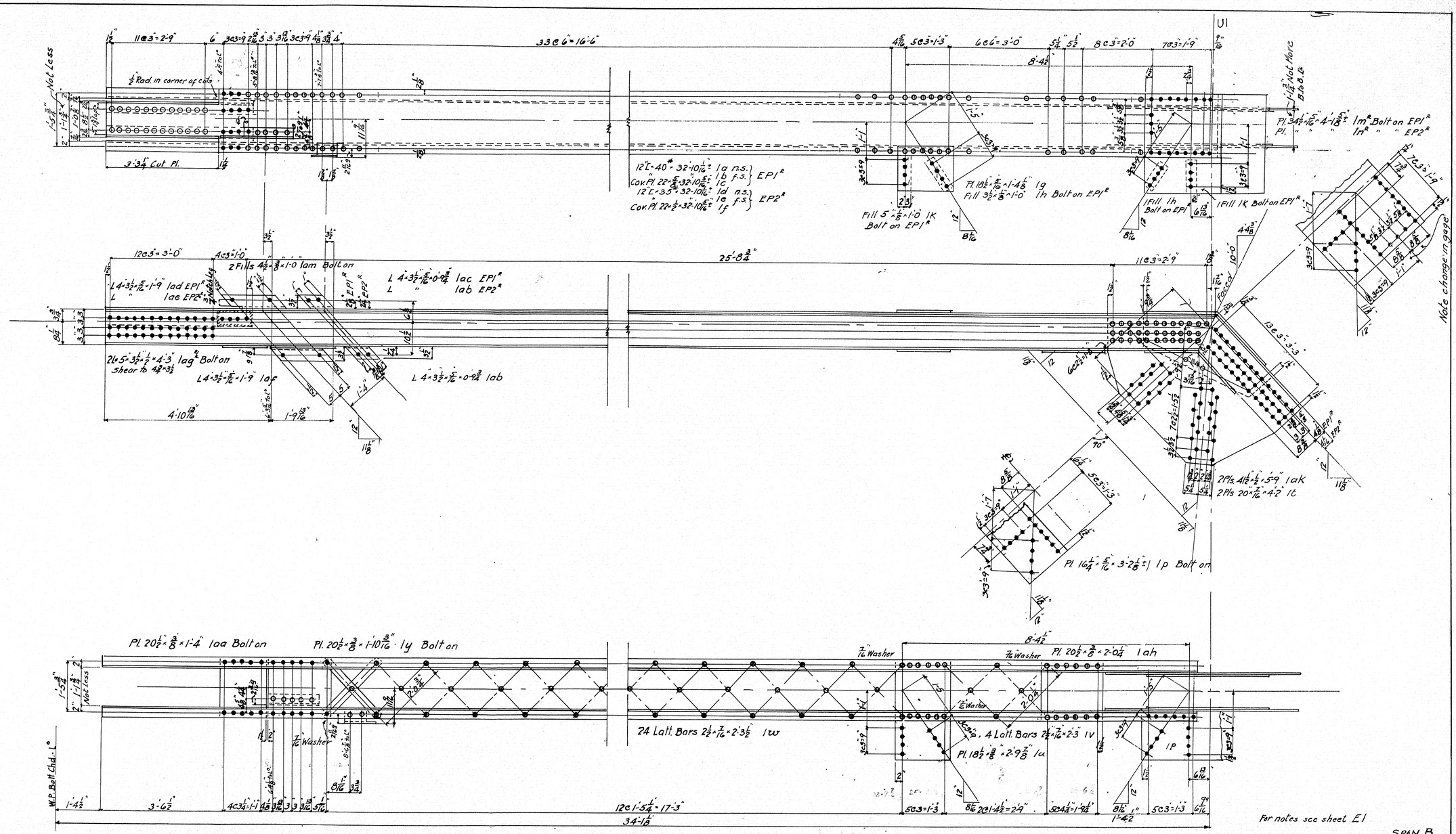
Sidewalk Truss

Span B

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME Bar Mills Bridge over Saco River at Hollis + Buxton, Me.
DETAILS OF Cov. Pls. for Diagonal Gussets (Canal Span)
RIVETS ..... EX. NOTED. DRAWN BY EHS.
HOLES ..... EX. NOTED. CHK'D BY Burleigh
SCALE 1/2" = 1 Ft. DATE 6/15/37 LIST PAGE .....
JOB MJA811 SH. 2

29-50



EP1R As noted
EP2R " "
EP1L
EP2L

REQUIRED LIST

One EP1R
One EP1L
One EP2R
One EP2L

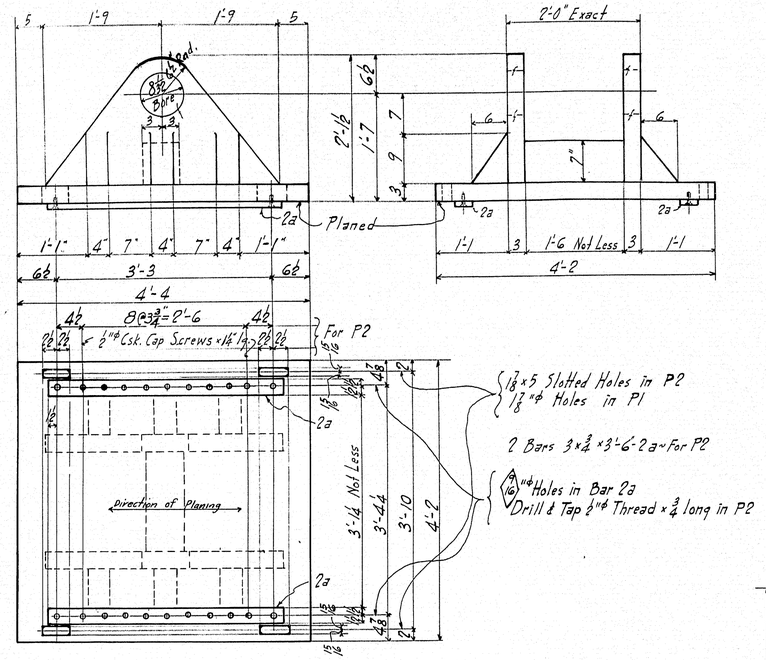
For notes see sheet E1

SPAN B

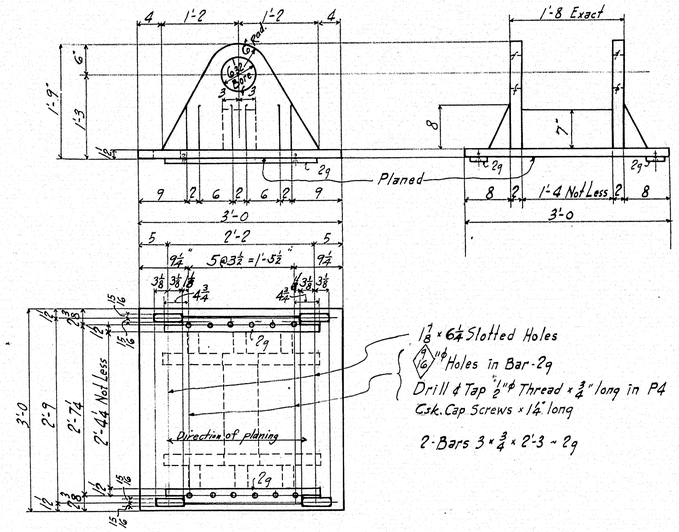
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER
SACO RIVER - MAINE
DETAILS OF End Post
RIVETS ⅞" EX. NOTED. DRAWN BY Burleigh
HOLES 15/16" EX. NOTED. CHK'D BY E.C.O.
SCALE ¾"=1FT. DATE 11/21/07 LIST PAGE
JOB 6191 SH. 1

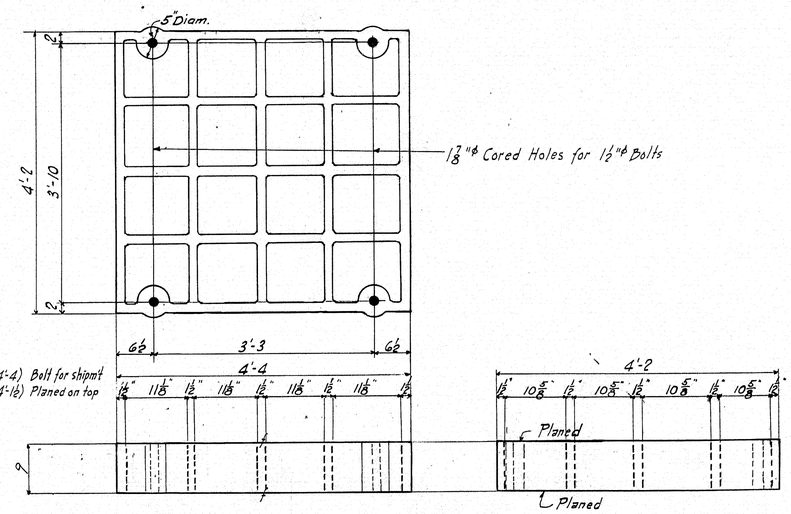
29 29-51



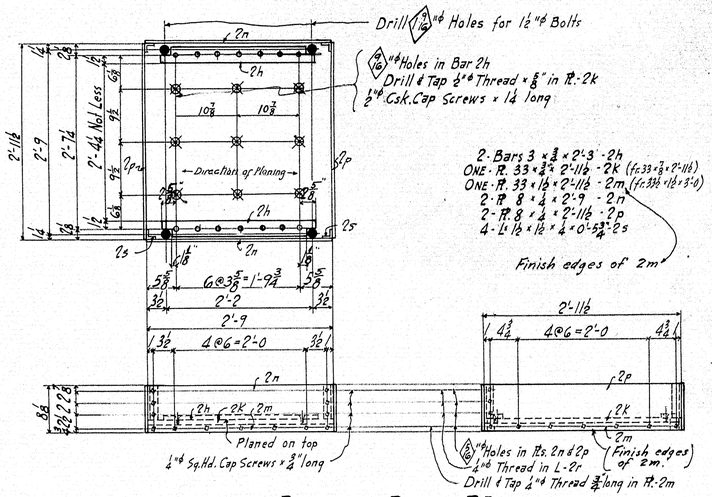
PEDESTAL - P1 (FIXED END)
PEDESTAL - P2 (EXPANSION END)



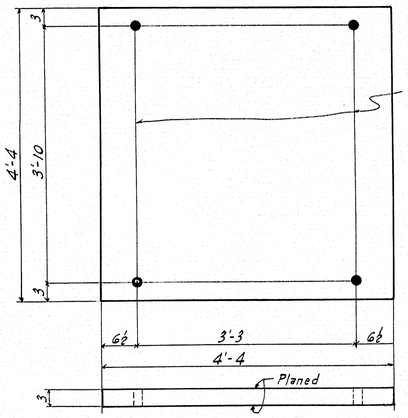
PEDESTAL - P4 (EXPANSION END)



FILLER BLOCK - P6
20 10 20

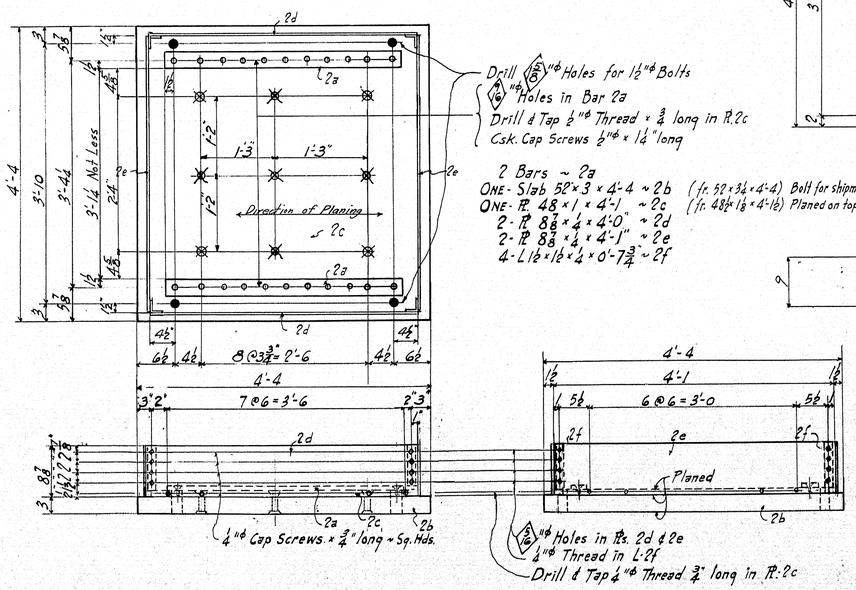


BEARING PLATE - P5



Slab 52 × 3 × 4'-4 (fr. 52 × 3¼ × 4'-4)

BEARING PLATE - P7



BEARING PLATE - P3

Note:
For General Notes See Sheet E1.
Castings to be Cast Steel.
P3 & P5 are to have waterproof gaskets
Machine finished surfaces shall be coated, before leaving shop, with a hot mixture of white lead and tallow.

REQUIRED LIST

2 -	Pedestals - P1
2 -	do - P2
✓ 2 -	Bearing Pts. - P3
4 -	Pedestals - P4
4 -	Bearing Pts. - P5
2 -	Filler Blocks - P6
2 -	Bearing Pts. - P7

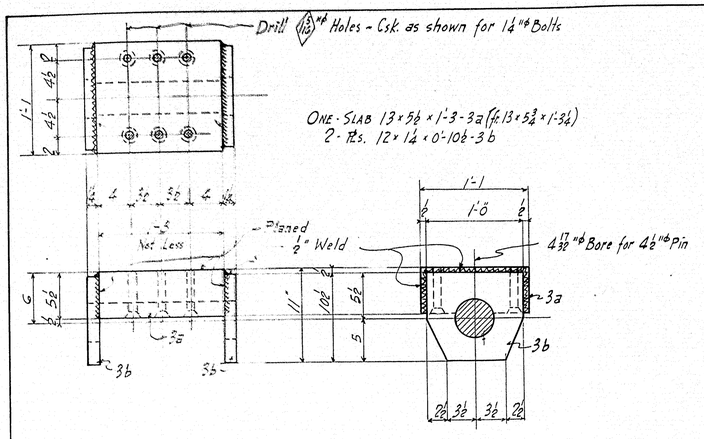
SPAN "A"

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

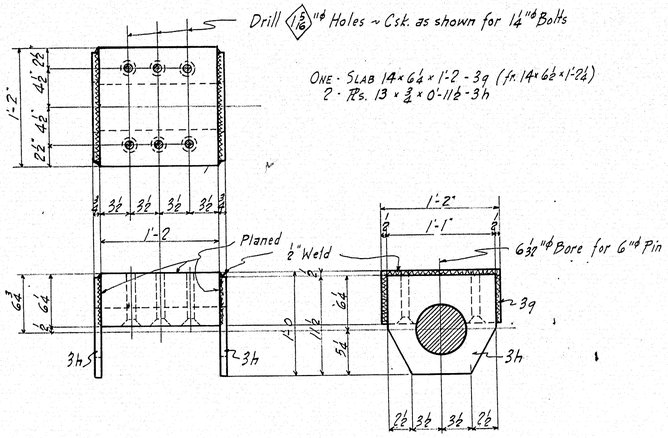
NAME BAR MILLS BRIDGE over SACO RIVER
MAINE
DETAILS OF PEDESTALS, BEARING PTS.
RIVETS 7/8" EX. NOTED. DRAWN BY H.K.
HOLES EX. NOTED. CHK'D BY Burleigh
SCALE 1" = 1'-0 DATE Dec. '56 LIST PAGE
JOB 6191 SH. 2

Revised 3/4/57 Revised 2/27/57 Revised 1/2/57

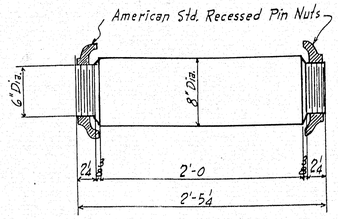
E1-29-52



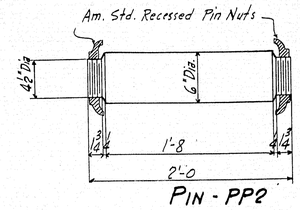
PEDESTAL - P9



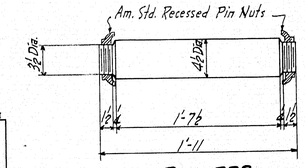
PEDESTAL - P8



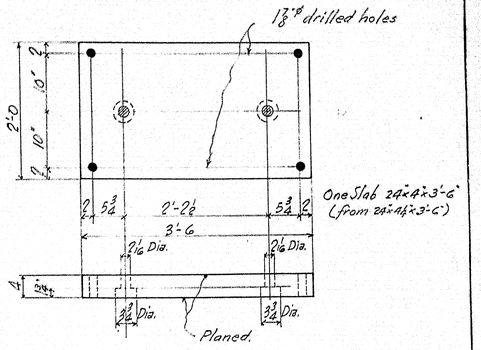
PIN - PP1



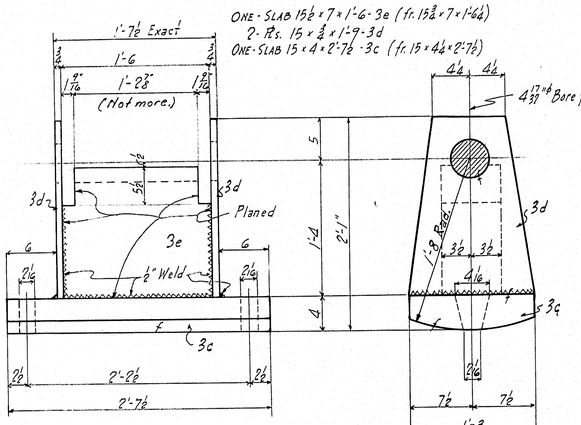
PIN - PP2



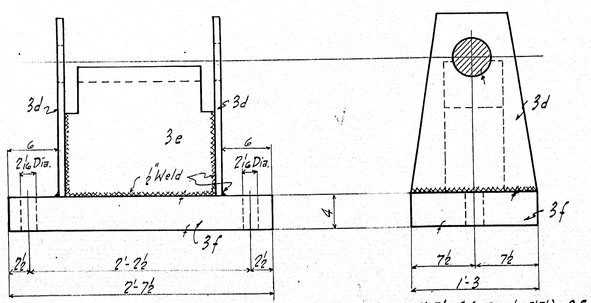
PIN - PP3



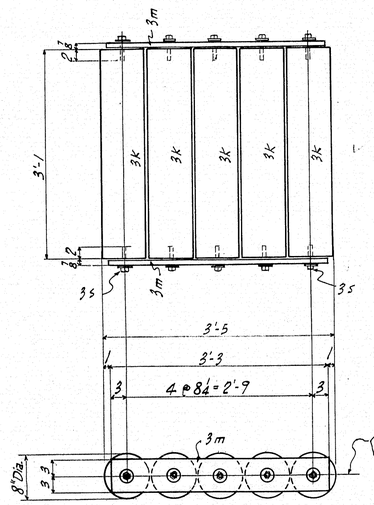
BEARING PLATE - P12



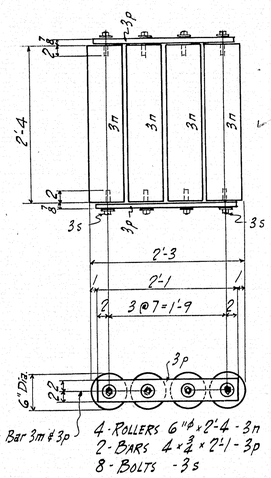
PEDESTAL - P10 (EXP. END)



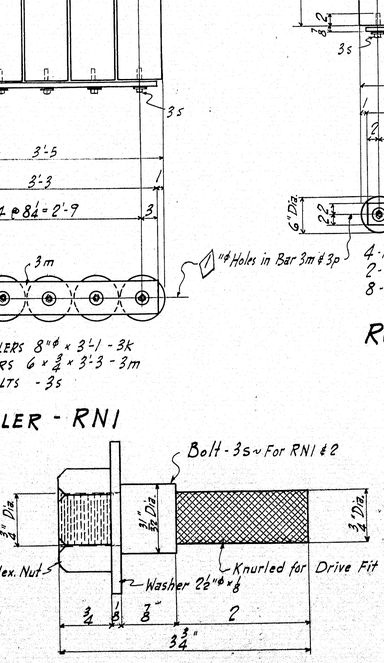
PEDESTAL - P11 (FIXED END)
(Same as P10 except for base)

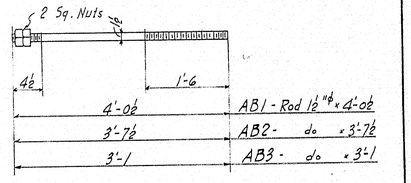


ROLLER - RN1

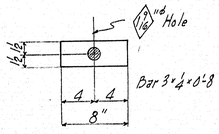


ROLLER - RN2

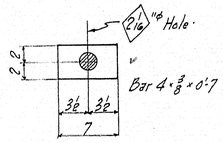




ANCHOR BOLTS - AB1 · AB2 · AB3



WASHER - W1



WASHER - W2

REQUIRED LIST

MARK	SPAN A	SPAN B
P8	4	
P9		4
P10		2
P11		2
RN1	2	
RN2	4	
P12		4
PP1	4	
PP2	4	
PP3		4
AB1	16	
AB2	16	
AB3		16
W1	32	
W2		8

For General Notes See Sheet E1

SPAN "A" & "B"

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE over SACO RIVER
MAINE
DETAILS OF PEDESTALS, ROLLERS, PINS, ANCHOR BOLTS
RIVETS EX. NOTED. DRAWN BY H.K.
HOLES EX. NOTED. CHK'D BY Burleigh
SCALE 1'-1½" = 1'-0 DATE Jan. 37 LIST PAGE
JOB 6191 SH. 3

29-53

0 1 2 3 4 5 INCHES

2 L 6" x 6" x ½ x 6'-8" 4m
2 L " " " x 4'-1½" 4m
Top Web Pl. 12½ x ⅝ x 3'-1½" 4p } For BC1
Bott " " " 2'-9" 4t }
Top Gus Pl. - 11¼ x ⅜ x 1'-0⅝" 4u
2 L 7" x 4" x ⅜" x 5" 4v
Pl. - 9" x ⅜" x 3'-5⅞" 4w. for BC1 only
Web Pl. - 12½ x ⅝" x 6'-7⅞" 4ap for BC3 only.

3'-7⅛" 3'-0" 4 @ 3'-0" = 12'-0" 3'-0" 1'-6⅜" 1'-6⅜" 3'-2½" 3 @ 3'-2½" = 9'-7½" " 4'-4⅝"
3 Pls. - 4ab
Pl. - 13" x ⅝" x 1'-3" 4aa Ship bolted
Pl. - 9" x ⅝" x 1'-1" 4ab
4ab
4ab Ship bolted
4ab Ship bolted.
4ab
1 Pl. 4ab
4ab
4ab
3 @ 1'-0" 2 2" 3 @ 4" = 1'-0"
Pl. - 13" x ⅜" x 2'-7" 4ac Ship bolted.
Note break in gage.

For BC1 - Bt Pl. 22 x ⅝ x 3'-11⅜" 4g
" BC3 " " " " 3'-0⅜" 4h
For BC3 to bend line on bott. of plate
" BC1 " " " " " "
Bend Line
5 @ 4½" = 1'-10½"
1'-5⅜"
1'-1" B to B
Pl. 4u
Pl. 4ap
Pl. 4t
Pl. 4ap " BC3
Pl. 4t " BC3
Pl. 4v
Pl. 4m
Pl. 4w
Pl. 4k for BC1
Pl. G-2½" x 1'-0⅜" 4k for BC1 only
Gus. Pl. - 49" x ⅜" x 4'-1⅜" 4b Slotted for BC1
Gus Pl. - 49" x ⅜" x 4'-1⅜" 4d No slot for BC3.
For BC1 Pl. 4W
For 4g
For 4h
Gus. Pl. - 49" x ⅜" x 4'-1⅜" 4a Slotted for BC1
Gus. Pl. - 49" x ⅜" x 4'-1⅜" 4c No slot " BC3
2 L 3½" x 3½" x ⅝" x 2'-7⅞" 4e
2 L " " " " x 1'-11½" 4f
5 @ 4½" = 1'-9"
Shop riv. in BC3
Bottom Chd.
BC1 R L - 2-12" [ ] 30# x 41'-3⅜"
BC3 R L - 2-12 [ ] 25# x 41'-3⅜"
Shop riv. in BC3
Note Shop riv. in BC3
11 @ 2⅜" = 2'-6½"
1'-6"
3'-0"
Foced

1'-1" B to B [ ]
1'-0" For Diaph. B1
1'-0½" " " B2
Sect. A-A.
For Dphgm B1
4 L 4 x 3½ x ⅜" x 9 4ad
Pl. - 9" x ⅜" x 0'-11" 4ae.
For Dphgm B2
4 L 4 4ad.
Pl. - 9" x ⅜" x 0'-11¼" 4af.

2 Pls. - 21" x ⅜" x 3'-6½" 4ag Slotted for BC1.
2 Pls. - 21" x ⅜" x 3'-6½" 4ah no slots. for BC3.
Shop riv. far side of BC3
Diaph. B1 for BC1
" B2 " BC3
2 Pls. - 11¼ x ½ x 3'-7" 4ak Ship bolted.
4 @ 4'-1⅛" = 16'-4½"
23'-1⅞"
18'-8⅞"
41'-10⅜" to ℄ splice.
4'-5" to Panel Pt. 12

2 L - 8" x 5⅝ x 1" x 0'-11" 4y from 8" x 6" x 1"
6 - 1⅛" Holes for 1" bolts
Cut pl.
6½" Cut pl. in cor.
4ab ship bolted.
4ab
3 Pls. 4ab
4ab.
Pl. - 27½" x ⅜" x 2'-4½" 4am
Pl. - 28½" x ⅜" x 3'-5½" 4an
Pl. 4ac Ship bolted.
3 @ 5½" = 1'-4½"
3 @ 5½" = 1'-4½"
3 @ 1'-0" = 3'-0"
3'-7⅛"
3'-0"
4 @ 3'-0" = 12'-0"
4'-6⅜"
4'-9½"
3 @ 3'-2½" = 9'-7½"
4'-4⅝"
3 @ 1'-0 2"

Tr. #1 BC1 R BC1 L
Tr. #2 BC3 L BC3 R

BC1 R
BC1 L
BC3 R as shown and noted
BC3 L

Reqd. List
One BC1 R One BC3 R
One BC1 L One BC3 L

Notes on Sh #E1

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.
NAME BAR MILLS BRIDGE over Saco River at Hollis & Buxton, Maine
DETAILS OF BOTTOM CHORD (Span B.)
RIVETS 7/8 EX. NOTED. DRAWN BY E.F.O.
HOLES 15/16 EX. NOTED. CHE'K'D BY Burleigh.
SCALE 3/4" = 1'-0" DATE Jan. 21, 37 LIST PAGE
JOB 6191 SH. 4

29-29-54

0 1 2 3 4 5 INCHES

U1 U2 U3

7@3"=1'-9" 3 2½ 2½ 5@3"=1'-3" 5@4½"=1'-9½" 5½ 27@6"=13'-6"

5@4½"=1'-9½" 4⅞" 4 3@5"=1'-3" 3@5"=1'-3" 4 4⅞ 29@6"=14'-6"

4@3'-0" 3@3'-9" 3½ 3@3'-9"

1C 12"30"= 41'-8½" = -5a n.s. } TC1
1C " = 41'-8½" = -5b f.s.
Cor. Pl 22"×½" = 41'-8⅜" = -5c
1C 12"25"= 41'-8½" = -5d n.s. } TC2
1C " = 41'-8½" = -5e f.s.
Cor. Pl 22"×7/16" = 41'-8¾" = -5f

Pl. 15"×⅞"×3'-5" - 5g

Pl. 22"×½"×2'-0½" - 5h - Bolt on

Faced

4'-9½"

4'-8⅜"

10'-0"

13@3"=3'-3"

23'-2⅛"

19'-3¾"

3½

3@3'-9"

16'-1⅝"

18'-4⅝"

6@3"=1'-6" 6@3"=1'-6"

2½" Lap

2Pls. 15"×⅞"×2'-9½" - 5K

2Pls. 11"×7/16"×3'-9" - 5m Bolt on

6@3"=1'-6"

23'-2⅛"

7/16" Washer

Pl. 5n

Diaph. A

Pl. 5n

7/16" Washer

7/16" Washer

Pl 20"×⅜"×2'-0¼" - 5n Bolt on

20 Loft. Bars 2½"×7/16"×2'-2⅜" - 5p

Pl 16"×⅜"×3'-5" - 5ak

20 Loft. Bars 2½"×7/16"×2'-2⅜" - 5t

Pl. 21"×⅜"×2'-0½" - 5u - Bolt on

6@4" 5@3"=1'-3" 1'-11½" 5@4½"=1'-9½" 10@1'-4½"=13'-11½" 5@4½"=1'-9½" 4⅜ 3@4'-1'0" 4½ 5½ 4½ 3@4'-1'0" 4⅝ 5@4½"=1'-9½" 10@1'-4½"=13'-9" 3@3'-9 3½ 3@3'-9

TC1 As noted
TC2 " "

U4

Pl. 5g

Pl. 5g

Same as TC1 & TC2 except as shown

23'-2⅛"

3@5"=1'-3" 4 3⅝ 5@4½"=1'-9½" 4½ 29'-6"

5@4½"=1'-9½" 3@5"=1'-3" 3@5"=1'-3" 4 8@3"=2'0" 4'-9½" 3½ 3@3'-9

20'-2⅛"

2Pls-5K

1C 12"30"=51'-3½" = 5v n.s. } TC3
1C " = 5w f.s.
Cor. Pl 22"×½"=51'-3⅜" = 5aa
1C 12"25"=51'-3½" = 5ab ns } TC4
1C " = 5ac fs
Cor. Pl 22"×7/16"=51'-3⅜" = 5ad

5@4½"=1'-10½" 4⅜ 5½ 4½ 5@4½"=1'-10½" 6½ 6@3"=1'-6" 3

2Pls 36"×⅜"×5'-3" - 5ae

Faced

Pl. 5ak

Pl. 5ak

7/16" Washer

Diaph. A

Pl. 5n

7/16" Washer

Pl. 5n

Diaph. A

11C 1'-4½"=14'-10½" 22 Loft. Bars 2½"×7/16"×2'-2⅜" - 5af

5@4½"=1'-9½" 1'-3" 3@4'-1'0" 4½ 5½ 4½ 3@4'-1'0" 2'-3½" 3@3'-9

1'-1⅜"

Pl 11½"×⅝"×1'-0½" - 5ag
4L 3"×3"×7/16"×0'-11⅞" - 5ah

1'-1"

Diaphram A

TC1 TC3

S.W.-Truss

TC4 TC2

R.W. Truss

T.C. 3 As noted
TC 4 " "

REQUIRED LIST
One TC1
One TC2
One TC3
One TC4

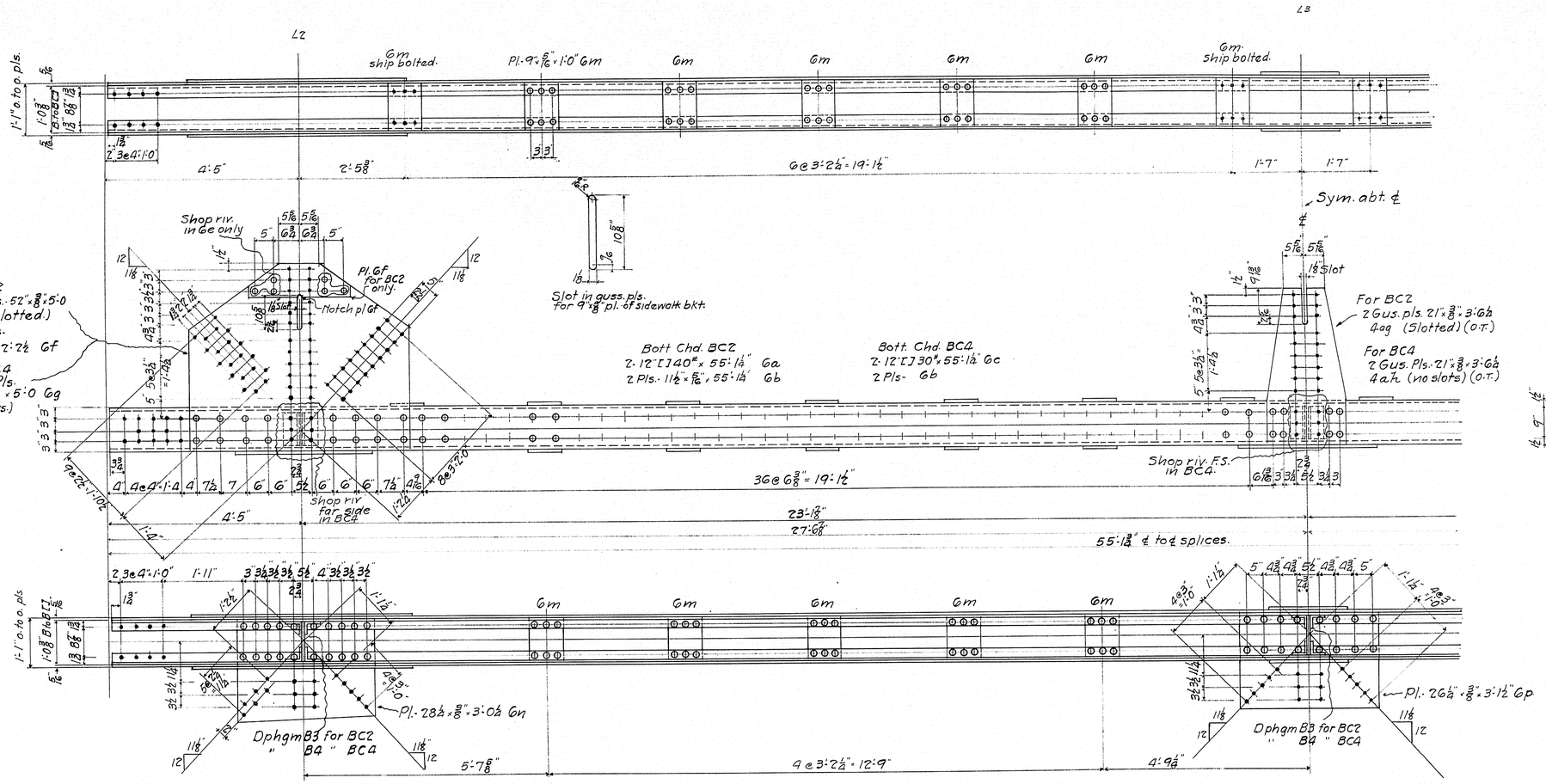
For notes see sheet E1

SPAN B

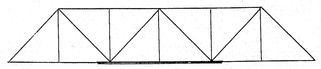
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER SACO RIVER - MAINE
DETAIL OF Top Chords
RIVETS ⅞" EX. NOTED. DRAWN BY Berleigh
HOLES 13/16 EX. NOTED. CHK'D BY E.F.O.
SCALE ¾"=1FT. DATE 11/10/37. LIST PAGE.
JOB 6191 SH. 5

29 29-55



BC2 As noted
BC4 " "



For Truss #1 BC2
" Truss #2 BC4

Reqd. List
One bottom chord BC2
One " " BC4

SPAN "B"

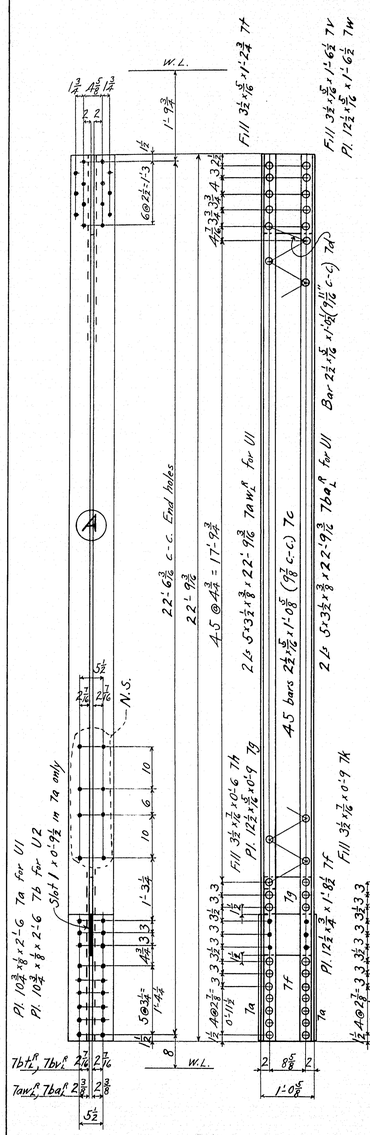
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

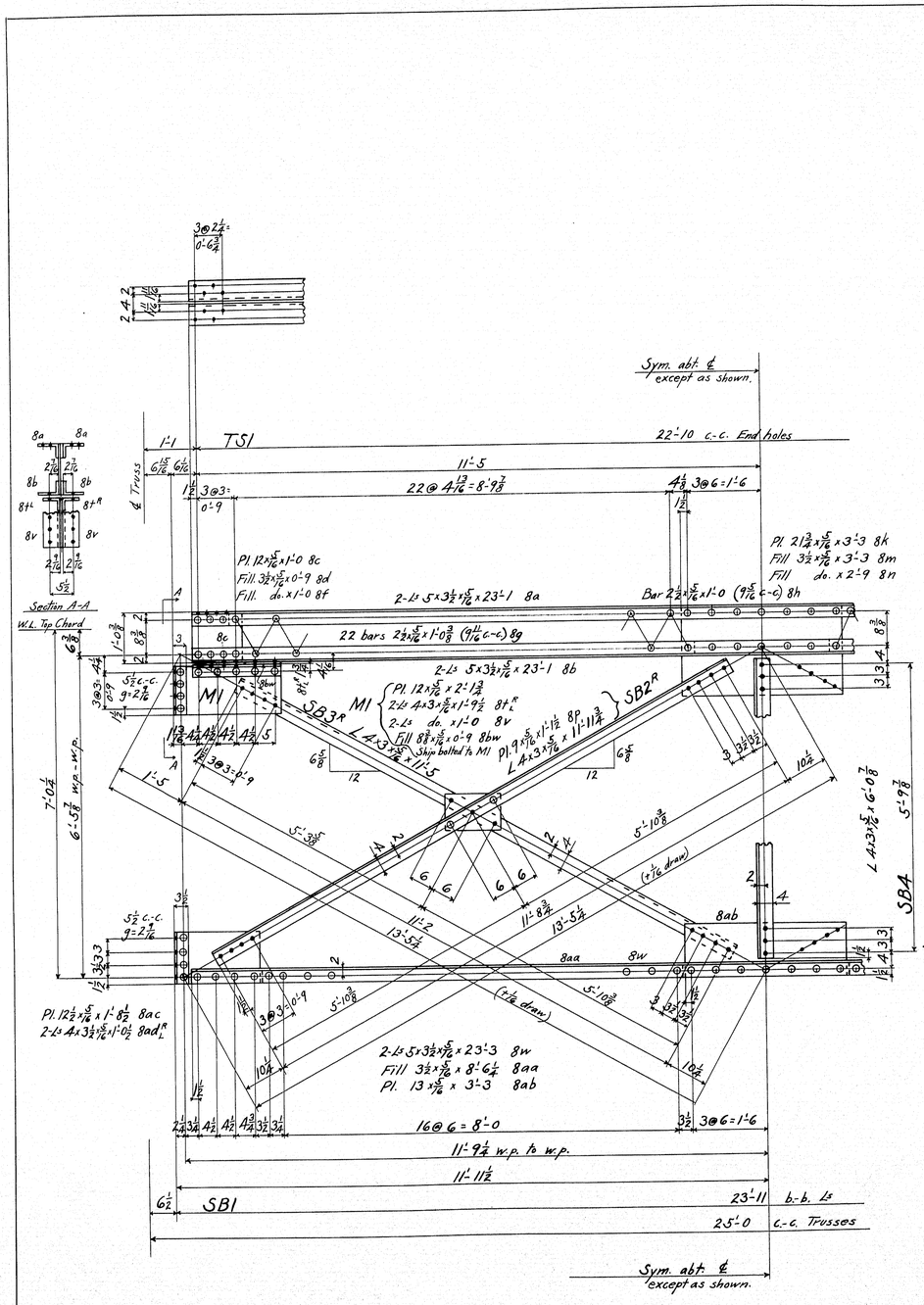
NAME BAR MILLS BRIDGE over Saco River at Hollis & Buxton, Maine
DETAILS OF BOTTOM CHORD (Span B)
RIVETS 7/8 EX. NOTED. DRAWN BY E.F.O.
HOLES 1/2 EX. NOTED. CHK'D BY Burleigh
SCALE 3/4"-1'-0" DATE Jan 22 37 LIST PAGE
JOB 6191 SH. 6

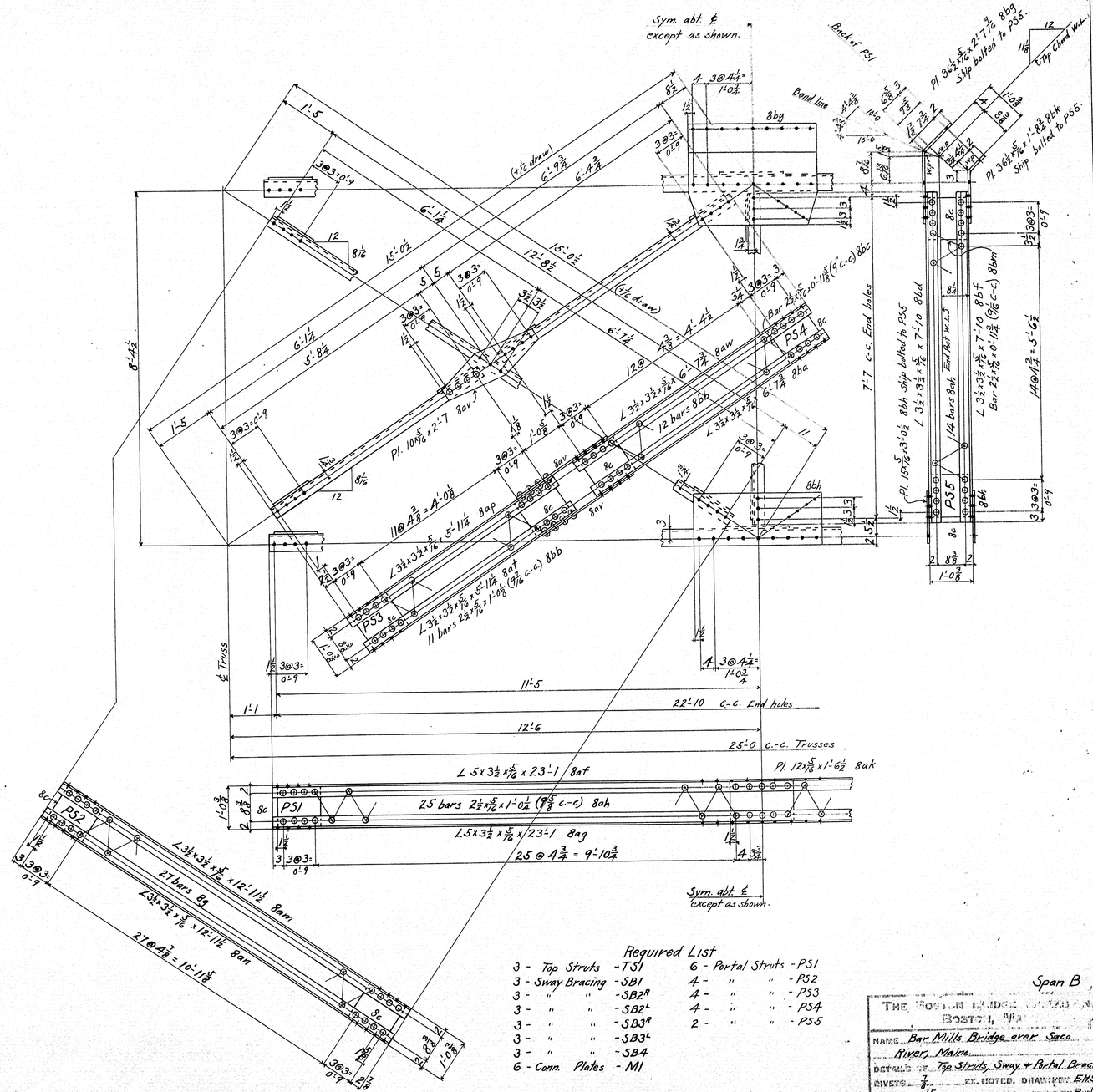
Notes on Sh^t E1

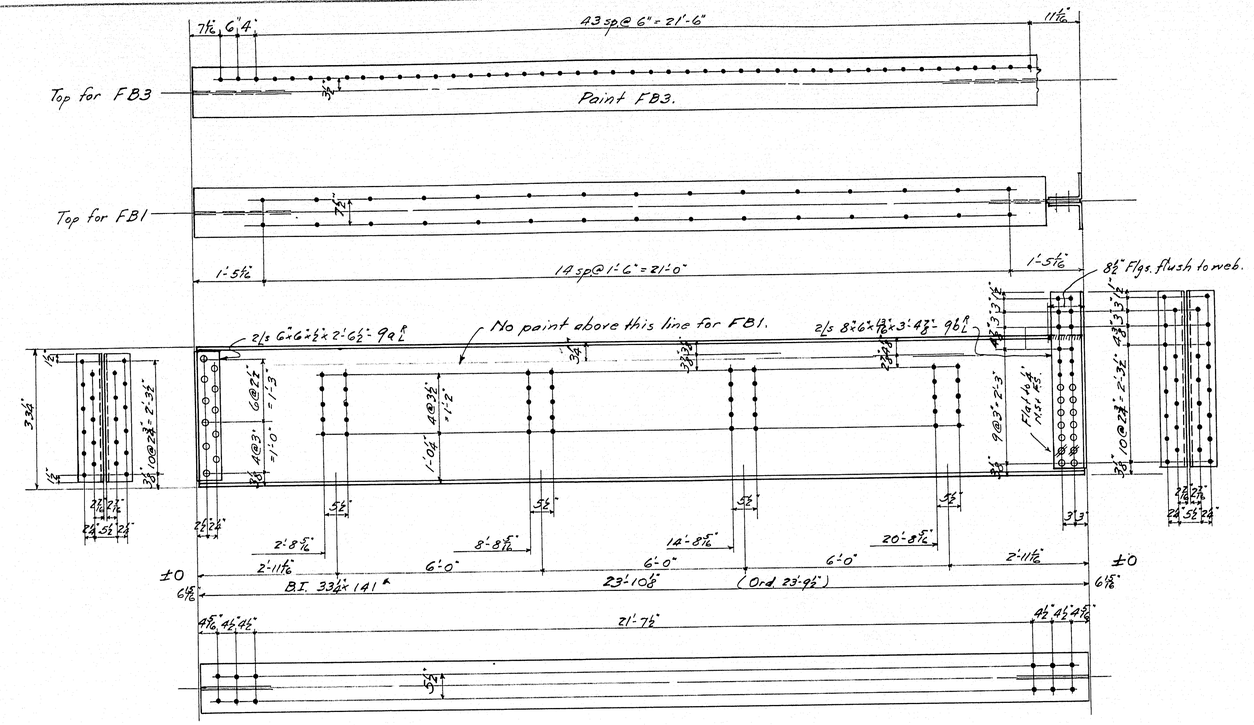
29-29-56

0 1 2 3 4 5 INCHES

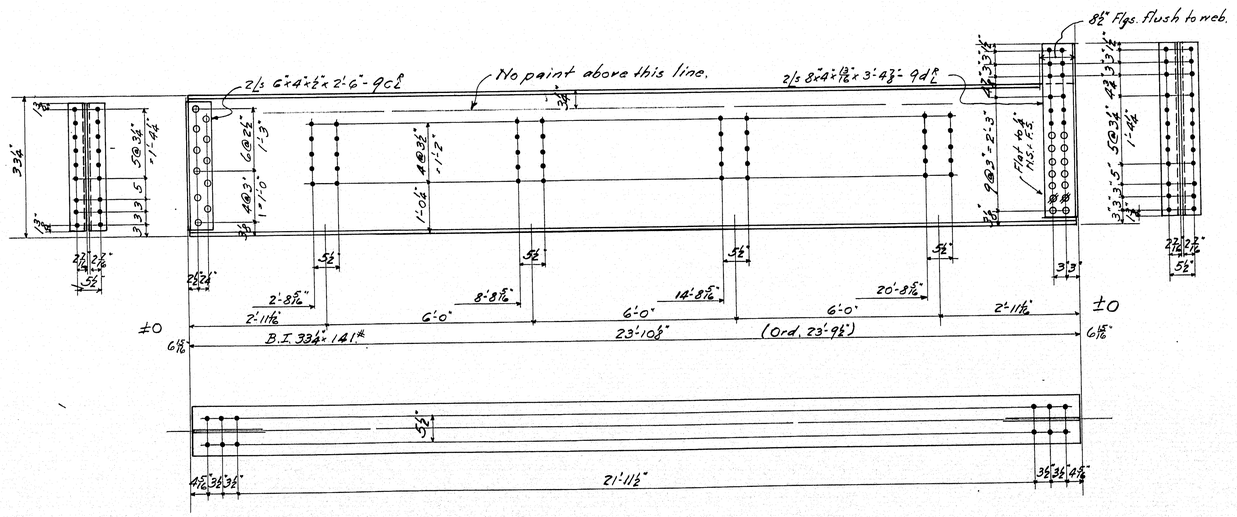

W.L.
22'-6 3/8" c-c. End holes
22'-9 3/8"
45 @ A4 3/4 = 17'-9 3/8"
45 bars 2 1/2" x 5/8" x 22'-9 3/8" Ta W_L^R for U1
Fill 3 1/2" x 5/16" x 1'-2 3/4" Tf
Fill 3 1/2" x 5/16" x 1'-6 1/2" Tv
Pl. 12 1/2" x 1'-6 1/2" Tw
Bar 2 1/2" x 5/8" x 22'-9 3/8" Tb1_L^R for U1
Pl. 10 3/8" x 1/8" x 2'-6 Tb for U2
Pl. 10 3/8" x 1/8" x 2'-6 Ta for U1
Tb1_L^R Tbv_L^R
Taw_L^R Tba_L^R
N.S.
Fill 3 1/2" x 5/16" x 1'-0 3/4" Tg
Pl. 12 1/2" x 3/8" x 1'-0 3/4" Tp
Fill 3 1/2" x 5/16" x 1'-9" Tp
Pl. 12 1/2" x 1/8" x 2'-6 1/4" Tp
Fill 3 1/2" x 5/16" x 1'-6" Tm
Pl. 12 1/2" x 3/8" x 1'-8 1/2" Tf
Fill 3 1/2" x 5/16" x 1'-0 3/4" Tk
Pl. 12 1/2" x 5/16" x 1'-0 3/4" Tq
Fill 3 1/2" x 5/16" x 1'-6" Tn
Pl. 12 1/2" x 1/8" x 2'-6 1/4" Tp
Fill 3 1/2" x 5/16" x 1'-9" Tm
Pl. 12 1/2" x 5



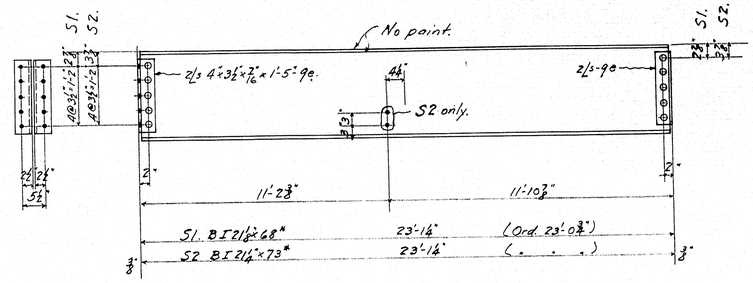

Sym. abt. ℄ except as shown.
Back of PS1
Pl 36 1/2 x 5/16 x 2'-7 7/8 8bg
Ship bolted to PS5.
Top Chord W.L.
Bend line
Pl 36 1/2 x 5/16 x 1'-8 3/8 8bk
Ship bolted to PS6.
3@4 1/2 = 1'-0 1/2
Pl. 10 1/16 x 5/16 x 2'-7 8av
Pl. 15 5/16 x 3'-0 1/2 8bl
7'-7 c.-c. End holes
Bar 2 1/2 x 5/16 x 10-1 1/8 (9 c.-c) 8bc
14@4 1/2 = 5'-6 1/2
Bar 2 1/2 x 5/16 x 0'-11 1/16 (9 1/16 c.-c) 8bm
L 3 1/2 x 3 1/2 x 5/16 x 7'-1 0 8bd
L 3 1/2 x 3 1/2 x 5/16 x 7'-1 0 8bf
End Post W.L.
14 bars 8bh
PS4
PS5
PS3
PS2
PS1
8bg
8bh
8bf
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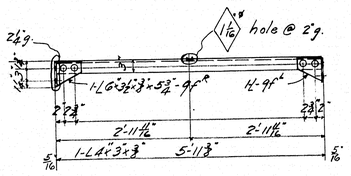
FB1 as noted.
FB3 . .



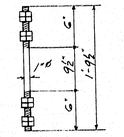
FB2.



S1 as noted
S2 " "



C1.



Rod 1⅛" x 1'-9½"
8 sq. nuts

H1.

Required:
1 - Floor Beam FB1
5 - " " FB2
1 - " " FB3

12 - Stringers S1.
12 - " S2.

6 - Struts C1.
6 - Hangers H1.

Span B.

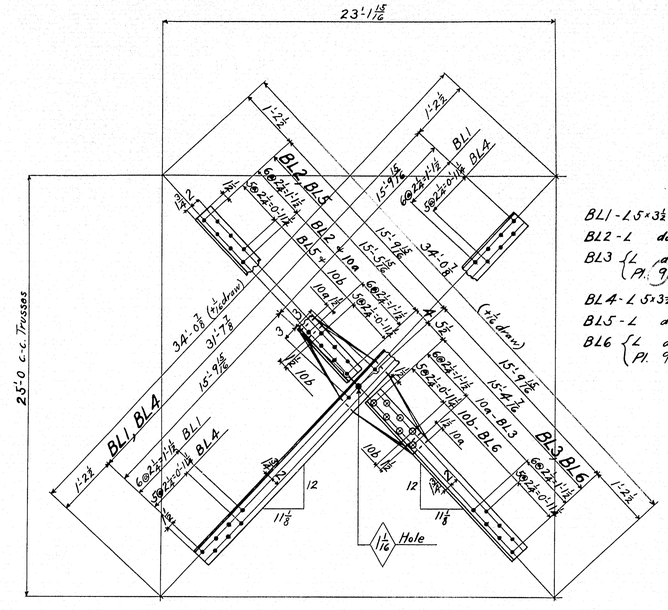
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER SACO RIVER MAINE.
DETAILS OF Fl. Bms. Stgs. Struts & Hangers.
RIVETS ⅞" EX. NOTED. DRAWN BY R.K.
HOLES Fab'd EX. NOTED. CHK'D BY Burleigh
SCALE 3"=1'-0" DATE LIST PAGE
JOB 6191. SH. 9.

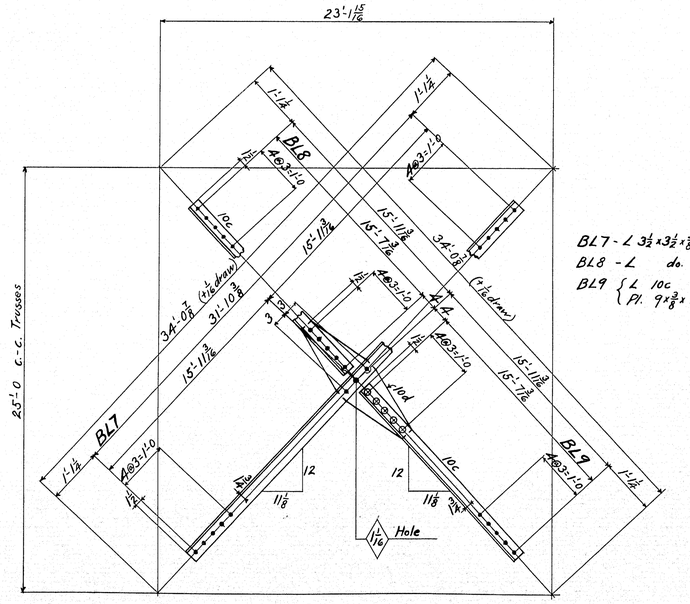
For Notes see Sh. E1.

29-59

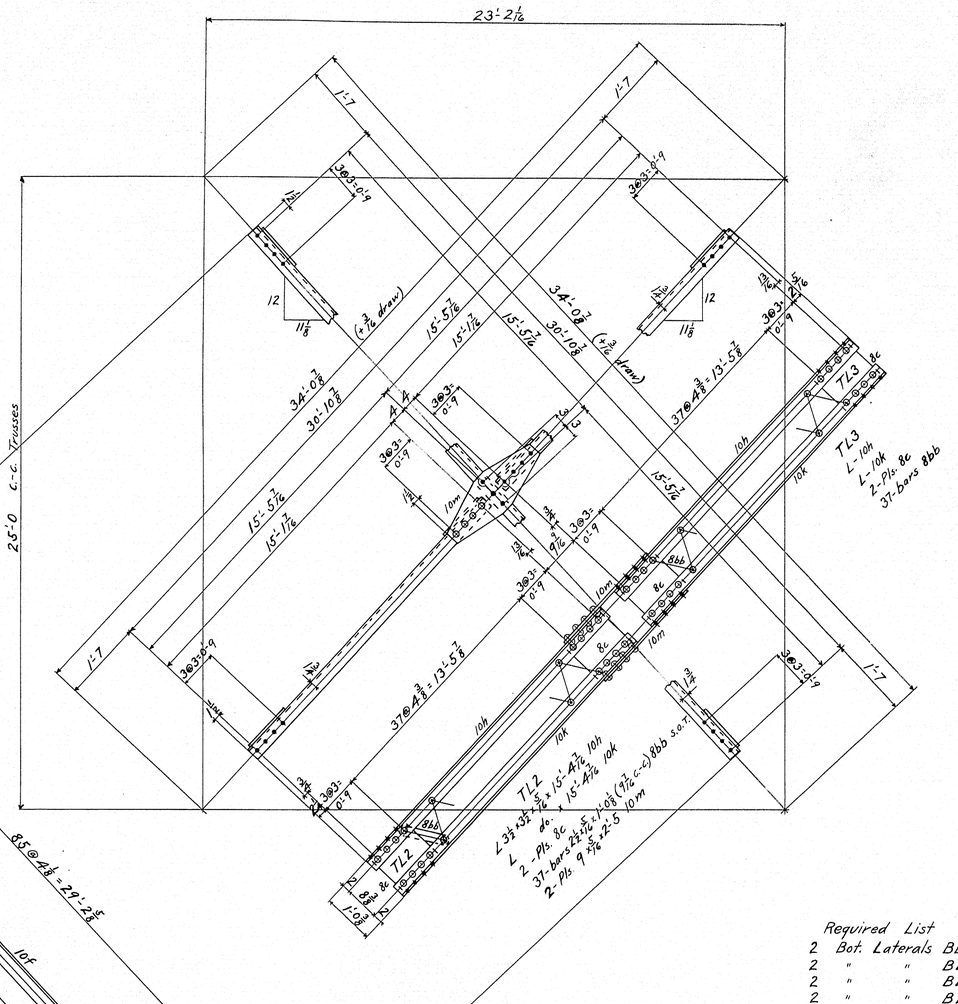
0 1 2 3 4 5 INCHES



BL1 - L 5 x 3 1/2 x 7/16 x 31'-10 7/8"
BL2 - L do. x 15'-8 15/16"
BL3 { L do. x 15'-7 7/16
Pl. 9 x 3/8 x 3'-3 1/2" 10a
BL4 - L 5 x 3 1/2 x 3/8 x 31'-10 7/8"
BL5 - L do. x 15'-8 15/16"
BL6 { L do. x 15'-7 7/16
Pl. 9 x 3/8 x 2'-11 10b



BL7 - L 3 1/2 x 3 1/2 x 3/8 x 32'-1 3/8"
BL8 - L do. x 15'-10 3/16" 10c
BL9 { L 10c
Pl. 9 x 3/8 x 2'-11 10d



Required	List	
2	Bot. Laterals	BL1
2	" "	BL2
2	" "	BL3
2	" "	BL4
2	" "	BL5
2	" "	BL6
2	" "	BL7
2	" "	BL8
2	" "	BL9
4	Top "	TL1
4	" "	TL2
4	" "	TL3

Span B

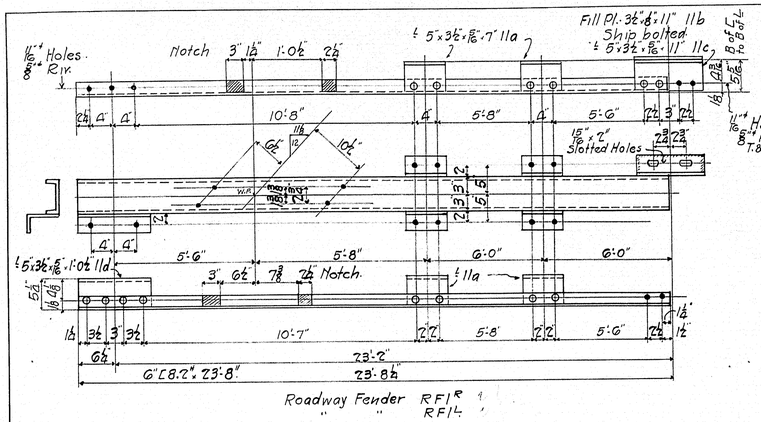
For Notes see Sheet E1

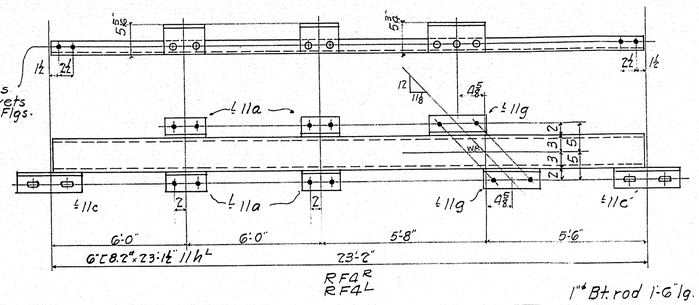
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

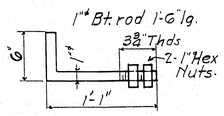
NAME Bar Mills Bridge over Saco River, Maine
DETAILS OF Top & Bot. Laterals
RIVETS 7/8 EX. NOTED. DRAWN BY, E.H.S.
HOLES 15/16 EX. NOTED. CHE'K'D BY Rockleigh
SCALE 3/4 inch = 1 ft. DATE 1/29/37 LIST PAGE
JOB 6191 SH. 10
Revised 3/23/37 - 3/9/37

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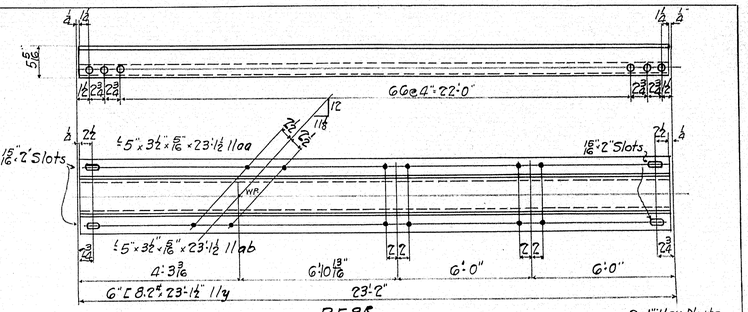
0 1 2 3 4 5 INCHES

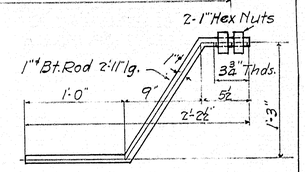




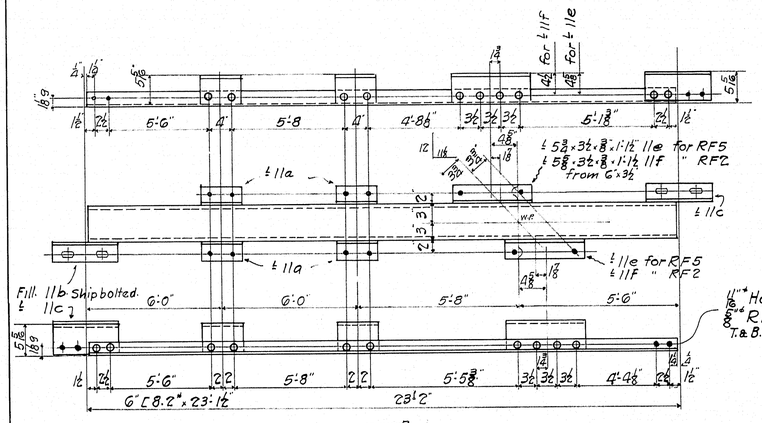


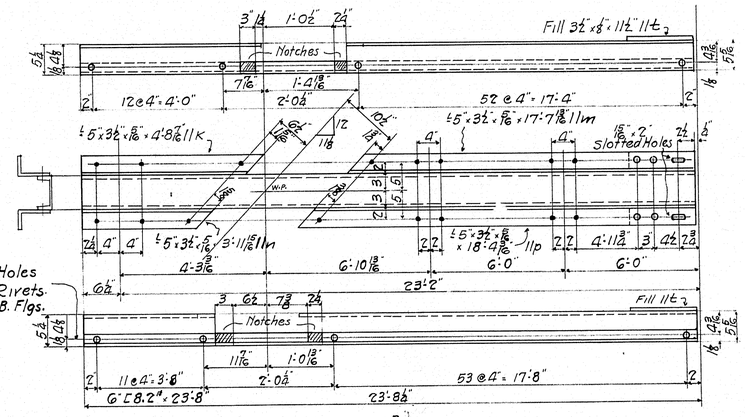
Anchor Bolt AB4

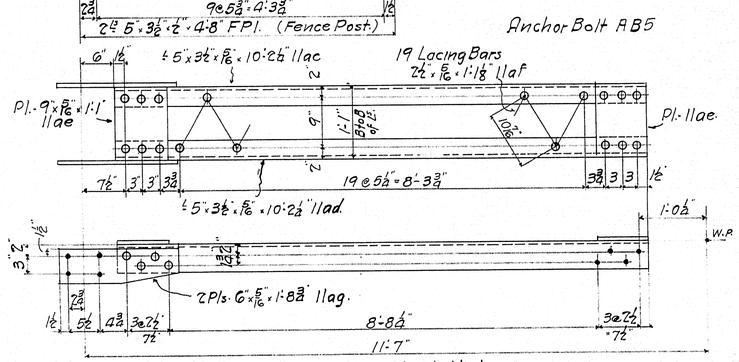


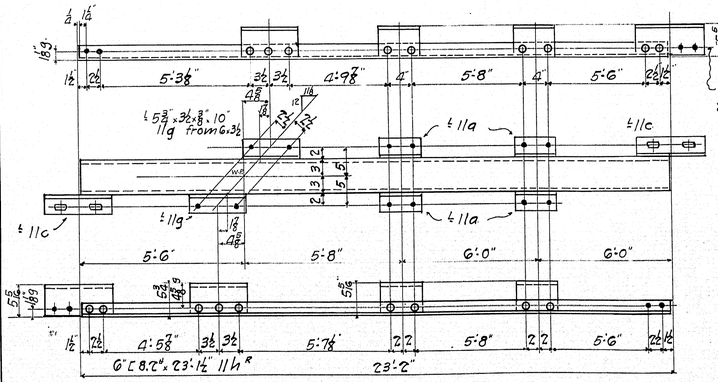


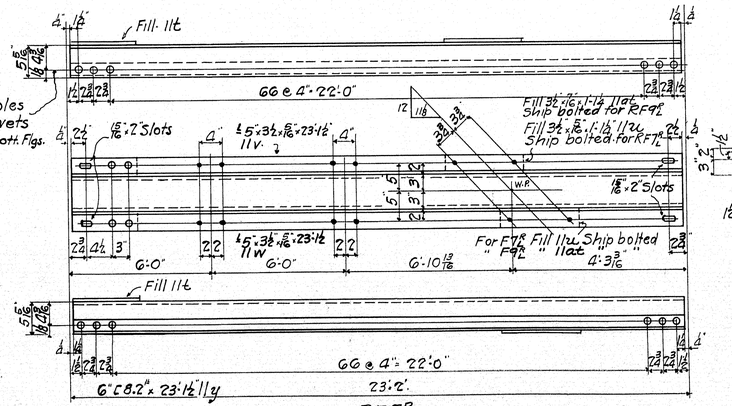
Anchor Bolt AB5

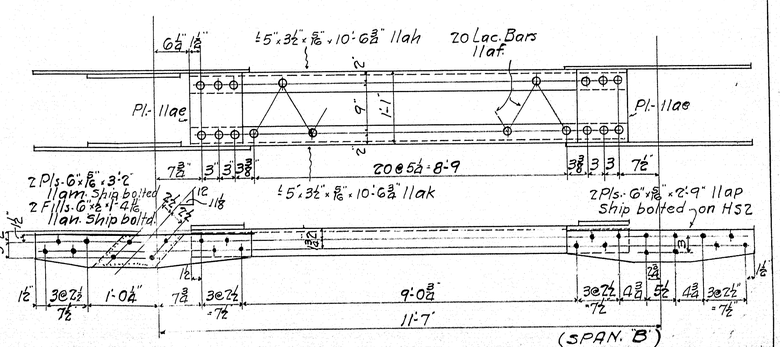












HS2 } Alike except for
HS3 } gus pl. 11ap

Reqd. List

2	Road. Fndr.	RF1R One	Road Fndr	RF4L 2	Road. Fndr. RF8R 2 Hor. Strut. HS3
2	" "	RF1L One	" "	RF6R 2	" " RF8L One Road Fndr RF9R
One	" "	RF2R One	" "	RF6L 24	Fence Post. FP1 One " " RF9L
One	" "	RF2L 2	" "	RF6R 48	Anch. Bolt. AB4
One	" "	RF3R 2	" "	RF6L 48	" " AB5
One	" "	RF3L One	" "	RF7R 4	Hor. Strut. HS1
One	" "	RF4R One	" "	RF7L 2	" " HS2

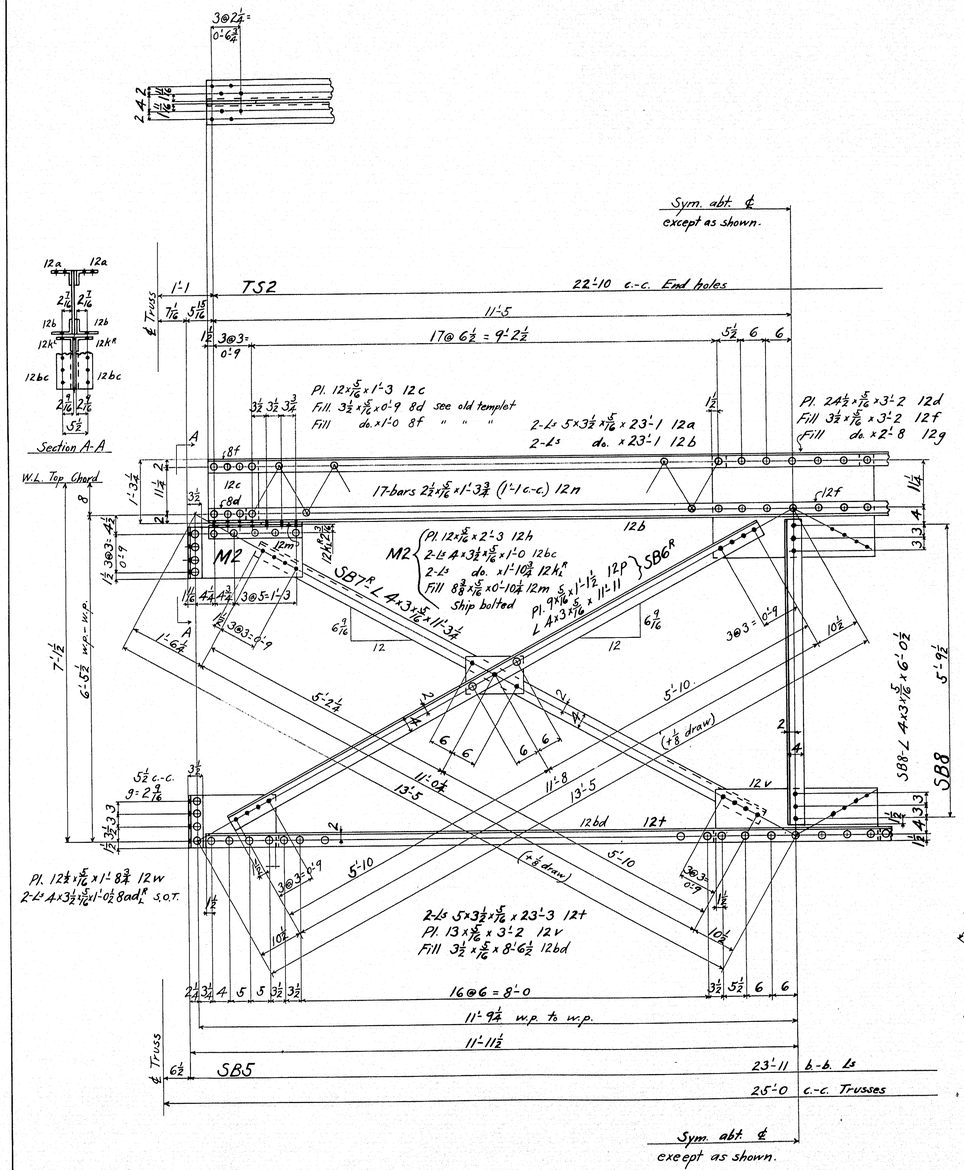
Notes on Sh⁰ E1

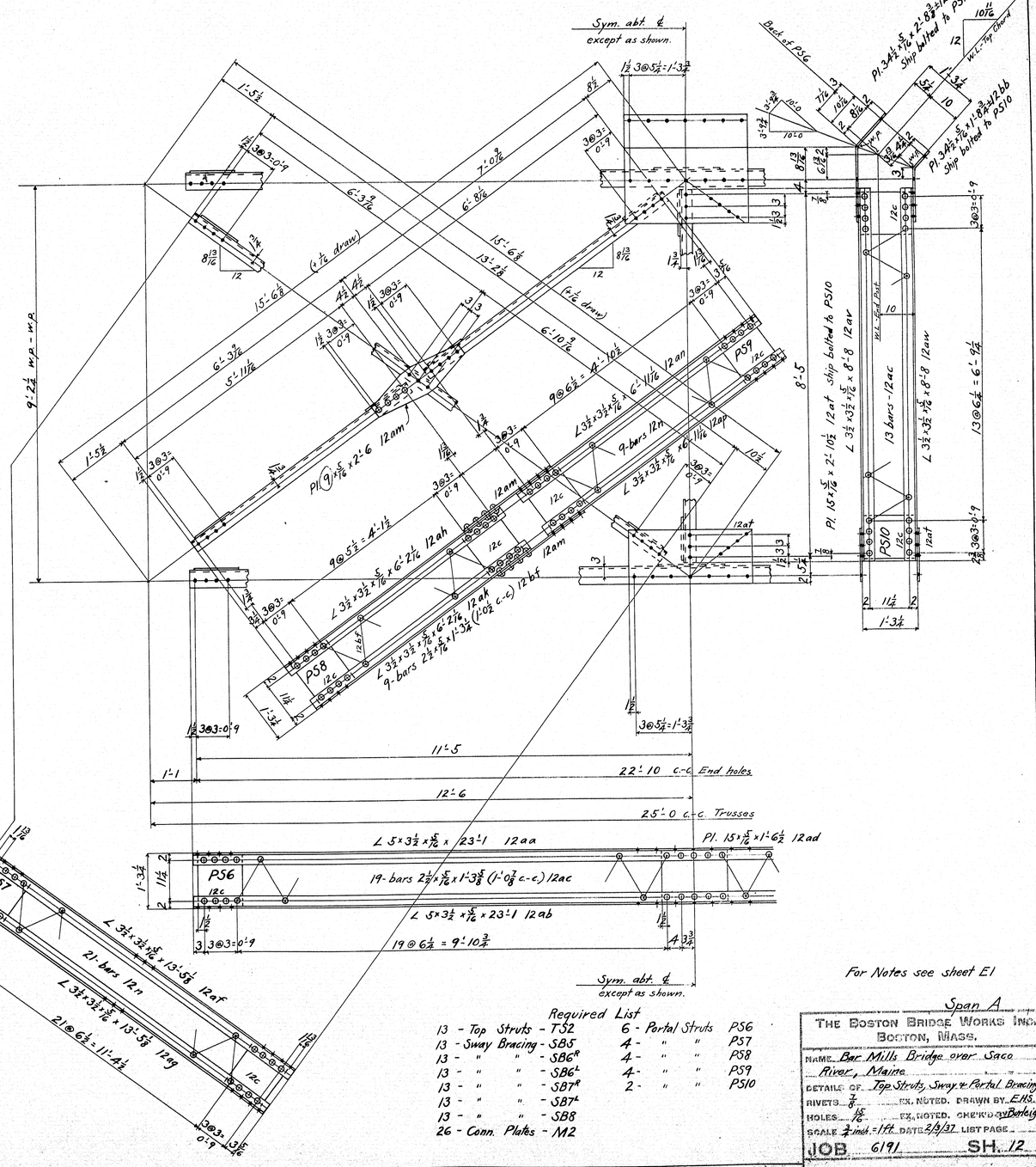
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE over Saco
River at Hollis & Buxton, Maine.
DETAILS OF ROADWAY FENDERS (SPAN B)
AND SIDEWALK STRUTS
RIVETS 7/8 CK. NOTES. DRAWN BY E.F.O.
HOLES 15/16 CK. NOTES. CHK'D BY Burleigh.
SCALE 1"=1'-0" DATE Feb 23 '37 LIST PAGE
JOB 6191 SH. 11

29-29-61

0 1 2 3 4 5 INCHES





For Notes see sheet E1

Span A

Required List

13	Top Struts - T52	6	Portal Struts P56
13	Sway Bracing - SB5	4	" " P57
13	" " - SB6R	4	" " P58
13	" " - SB6L	4	" " P59
13	" " - SB7R	2	" " P510
13	" " - SB7L		
13	" " - SB8		
26	Conn. Plates - M2		

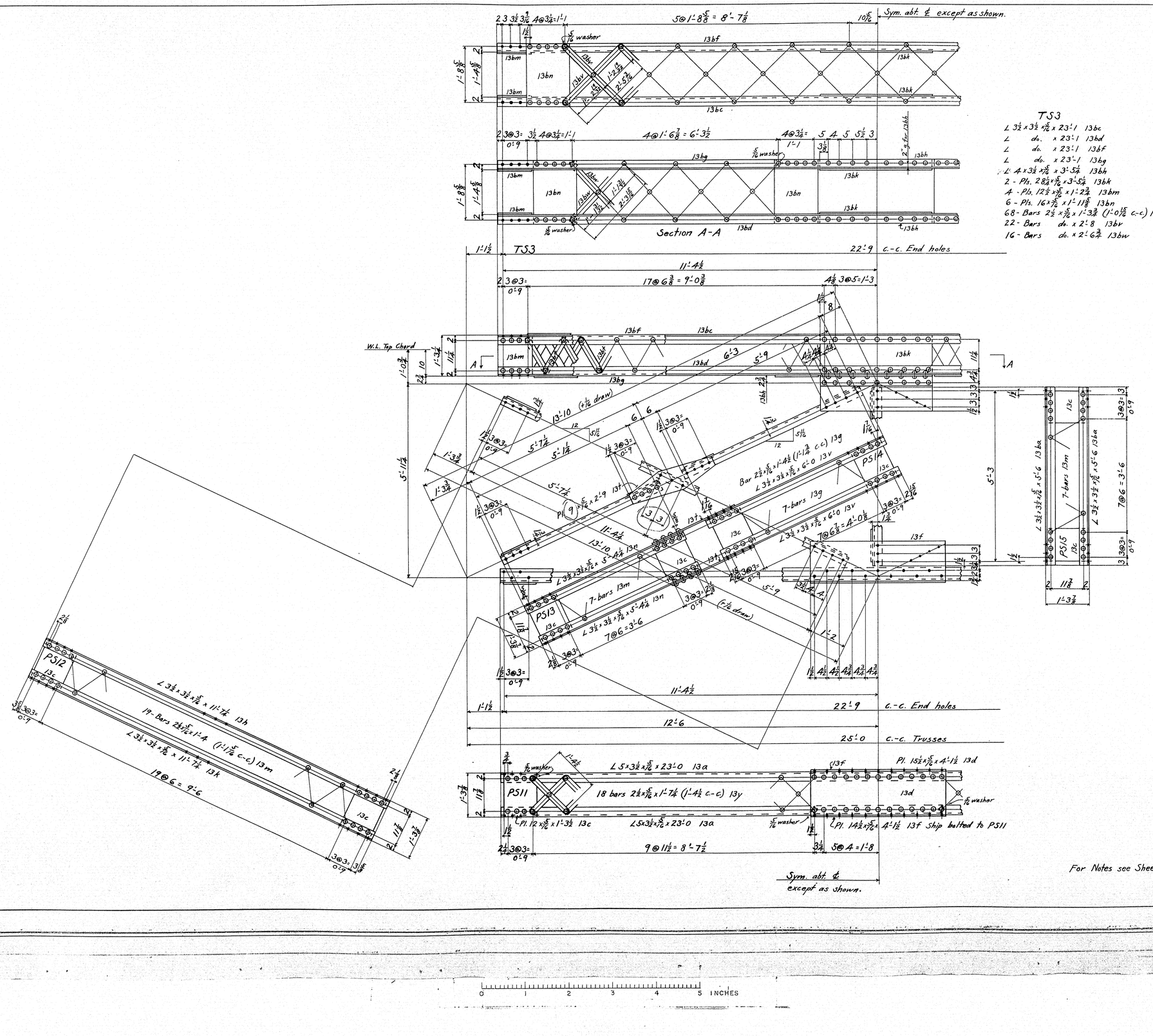
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME Bar Mills Bridge over Saco River, Maine
DETAILS OF Top Struts, Sway & Portal Bracing
RIVETS ⅞ EX. NOTED. DRAWN BY E.H.S.
HOLES 15/16 EX. NOTED. CHECKED BY Burleigh
SCALE ¾ inch = 1 Ft. DATE 2/3/37 LIST PAGE
JOB 6191 SH. 12

Revised 3/2/37

29-62

0 1 2 3 4 5 INCHES



TS3

- L 3½ x 3½ x ⅝ x 23'-1 13bc
- L do. x 23'-1 13bd
- L do. x 23'-1 13bf
- L do. x 23'-1 13bg
- L 4 x 3½ x ⅝ x 3'-5¼ 13bh
- 2 - Pls. 2⅛ x ⅞ x 3'-5¼ 13bk
- 4 - Pls. 12½ x ⅞ x 1'-2⅛ 13bm
- 6 - Pls. 16 x ⅞ x 1'-11⅛ 13bn
- 68 - Bars 2½ x ⅝ x 1'-3¾ (1'-0⅛ c.-c) 13bt
- 22 - Bars do. x 2'-8 13bv
- 16 - Bars do. x 2'-6¾ 13bw

Required List

- 2 - Top Struts - TS3
- 2 - Portal " - PS11
- 4 - " " - PS12
- 4 - " " - PS13
- 4 - " " - PS14
- 2 - " " - PS15

For Notes see Sheet E1

Span A

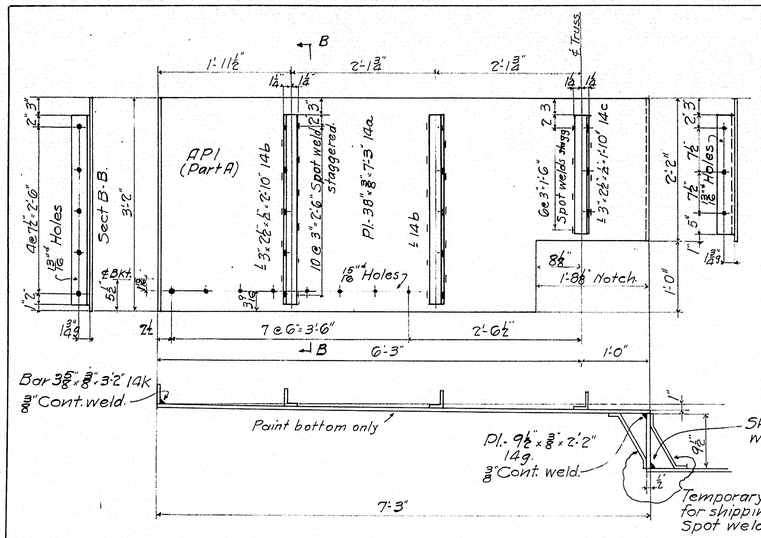
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

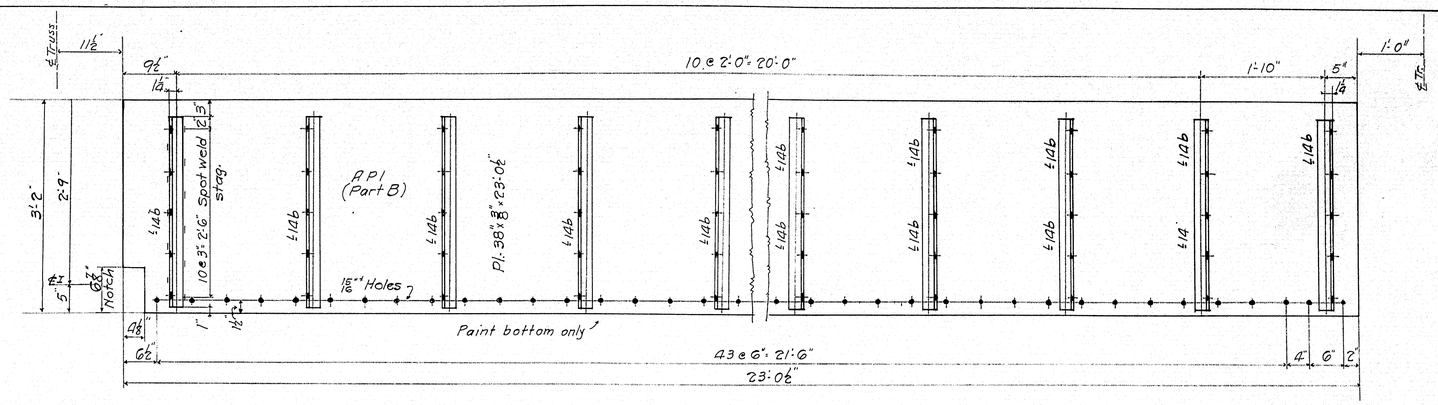
NAME Bar Mills Bridge over Saco River, Maine.
DETAILS OF Interior Portal
RIVETS ⅞ EX. NOTED. DRAWN BY EHS.
HOLES ⅞ EX. NOTED. CHK'D BY Burleigh
SCALE ¾ inch = 1 ft DATE 2/6/57 LIST PAGE
JOB 6191 SH. 13

Revised 2/21/57

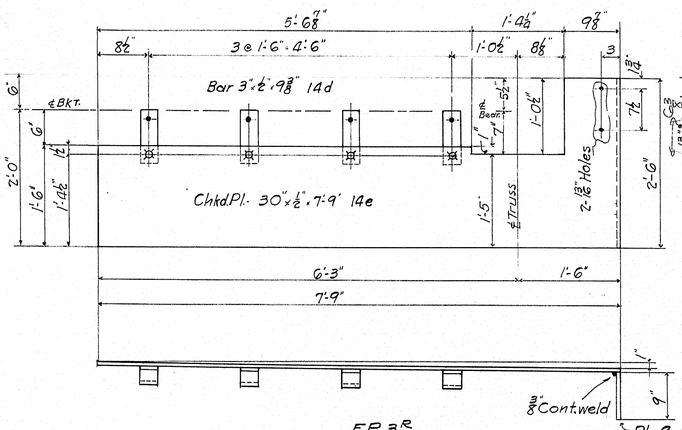
29-63

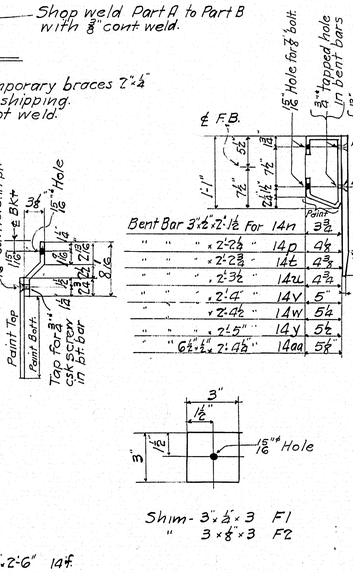
0 1 2 3 4 5 INCHES

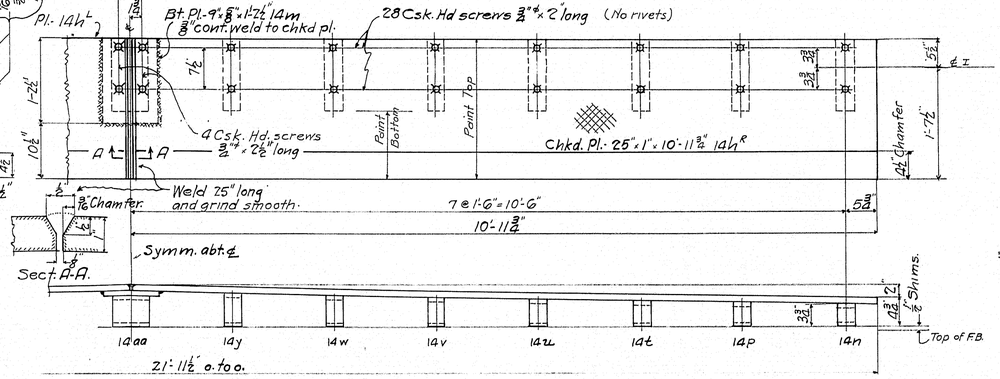




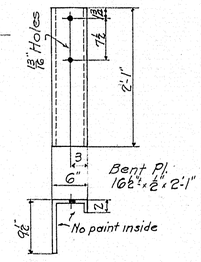
API

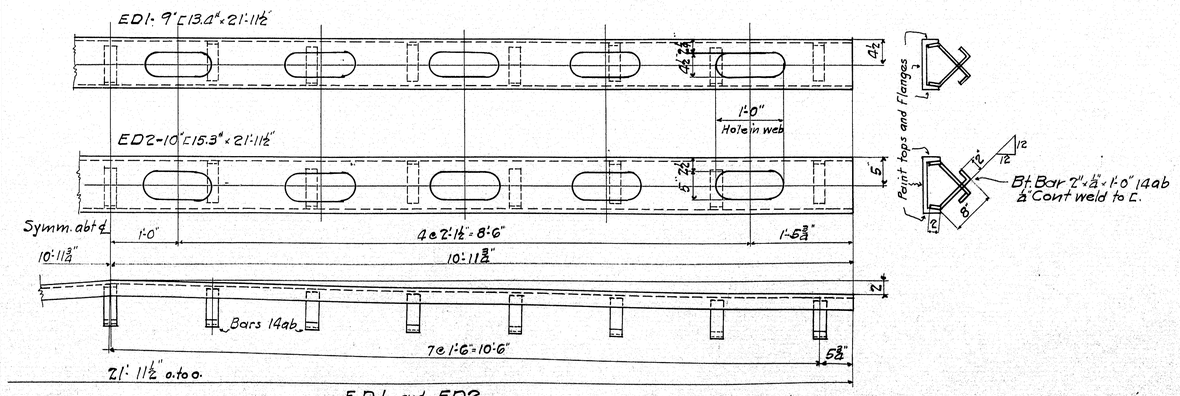






EP4





ED1 and ED2

Reqd List

2 End Dam	ED1
One "	ED2
2 Sidewalk Exp. Pl.	EP3R
One "	EP3L
3 Roadway "	EP4
One Apron Pl. Fixed End.	API
2 Curb Pl.	CP1R
One "	CP1L
102 Shims	F1
204 "	F2

Notes on Sh "E1

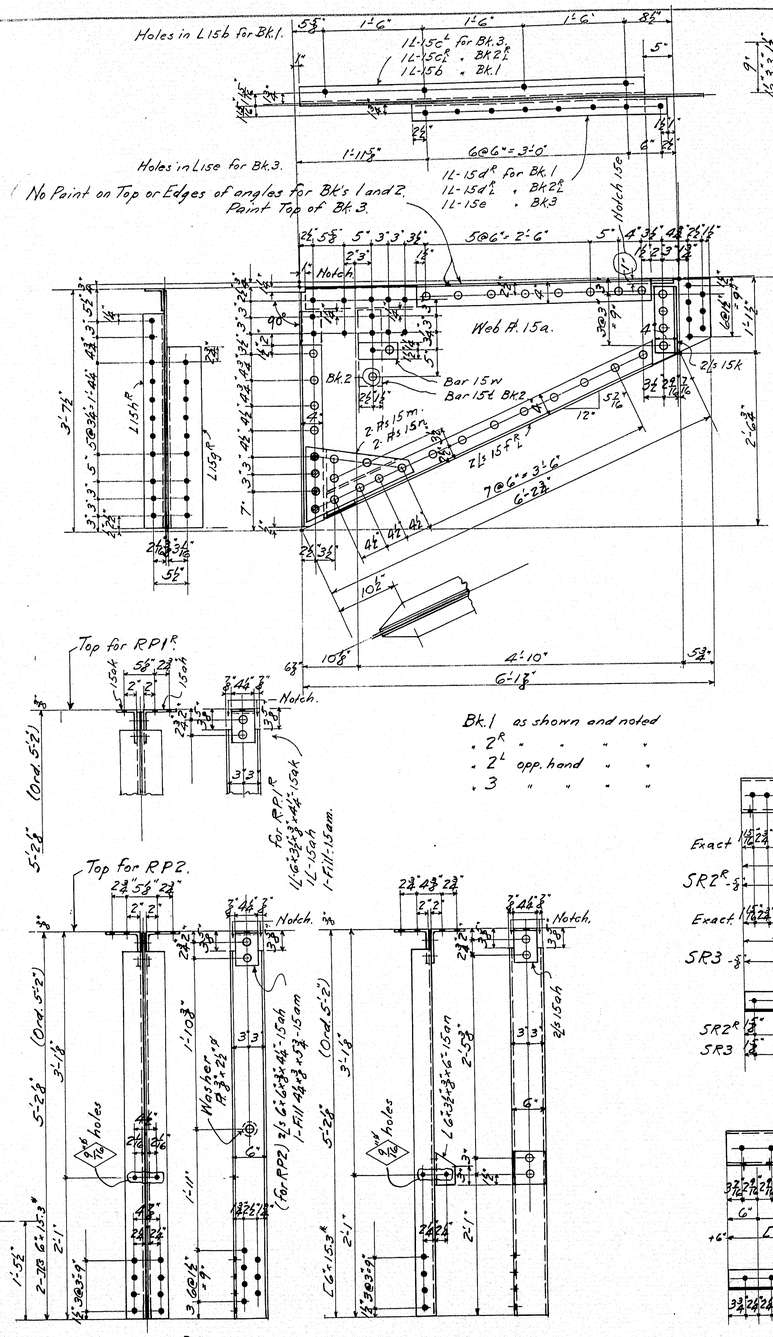
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

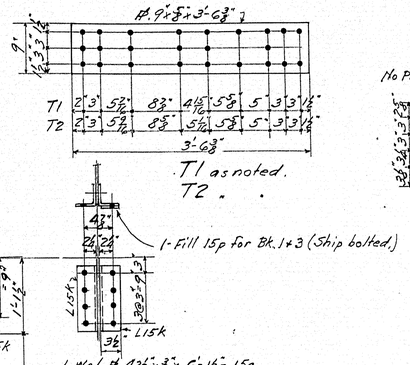
NAME BAR MILLS BRIDGE over Saco Riv. at Hollis and Buxton, MAINE SPANS
DETAILS OF EXPANSION JOINTS, No. 2
RIVETS EX. NOTED, DRAWN BY E.E.O.
HOLES 15/16 EX. NOTED, CHK'D BY Burleigh
SCALE 1"=1'-0" DATE 6.6.57 LIST PAGE
JOB 6191 SH. 14

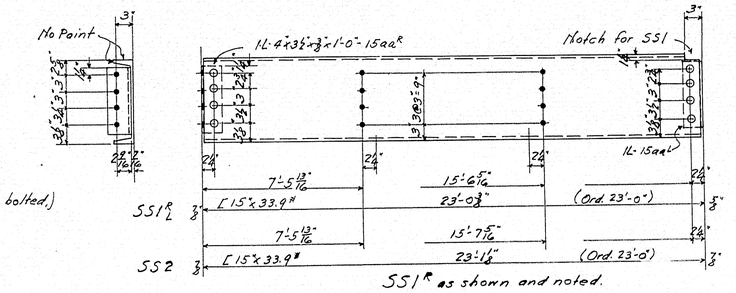
Revised 3/1/57

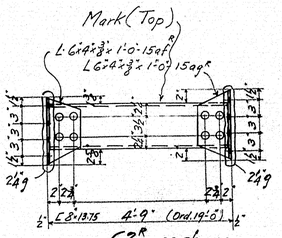
29-64

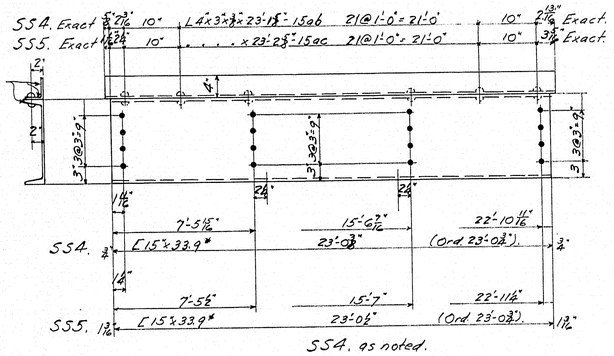
0 1 2 3 4 5 INCHES

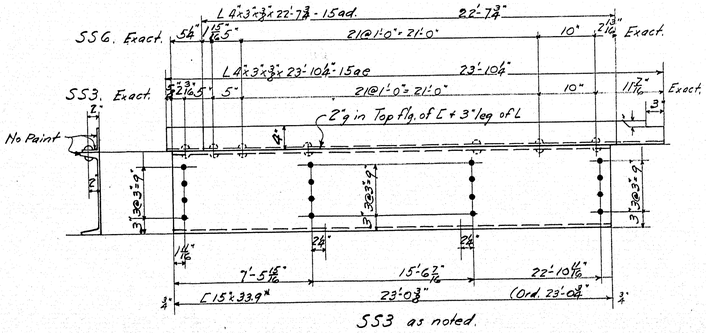






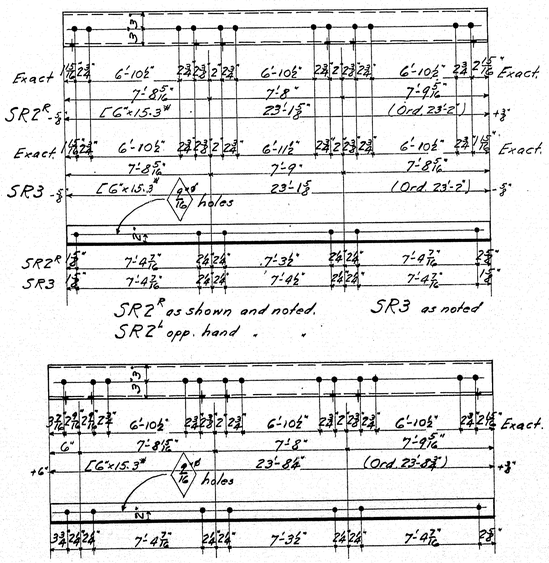






Required:

1-	Bracket	Bk.1.
3-	"	Bk.2^R
2-	"	Bk.2^L
1-	"	Bk.3
3-	Ties	T1
2	"	T2
3-	Stringers	SS1^R
2-	"	SS1^L
1-	"	SS2
1-	"	SS3
3-	"	SS4
1-	"	SS5
1-	"	SS6
6-	Struts	C2^R
6-	"	C2^L
1-	Posts	RP1^R
1-	"	RP1^L
5-	"	RP2
6-	"	RP3^R
6-	"	RP3^L
1-	Sidewalk Rails	SR1^R
1-	"	SR1^L
2-	"	SR2^R
1-	"	SR2^L
1-	"	SR3



For Notes see Sheet E1.

Shop Paint: One coat Red Lead except as noted.

Span B.

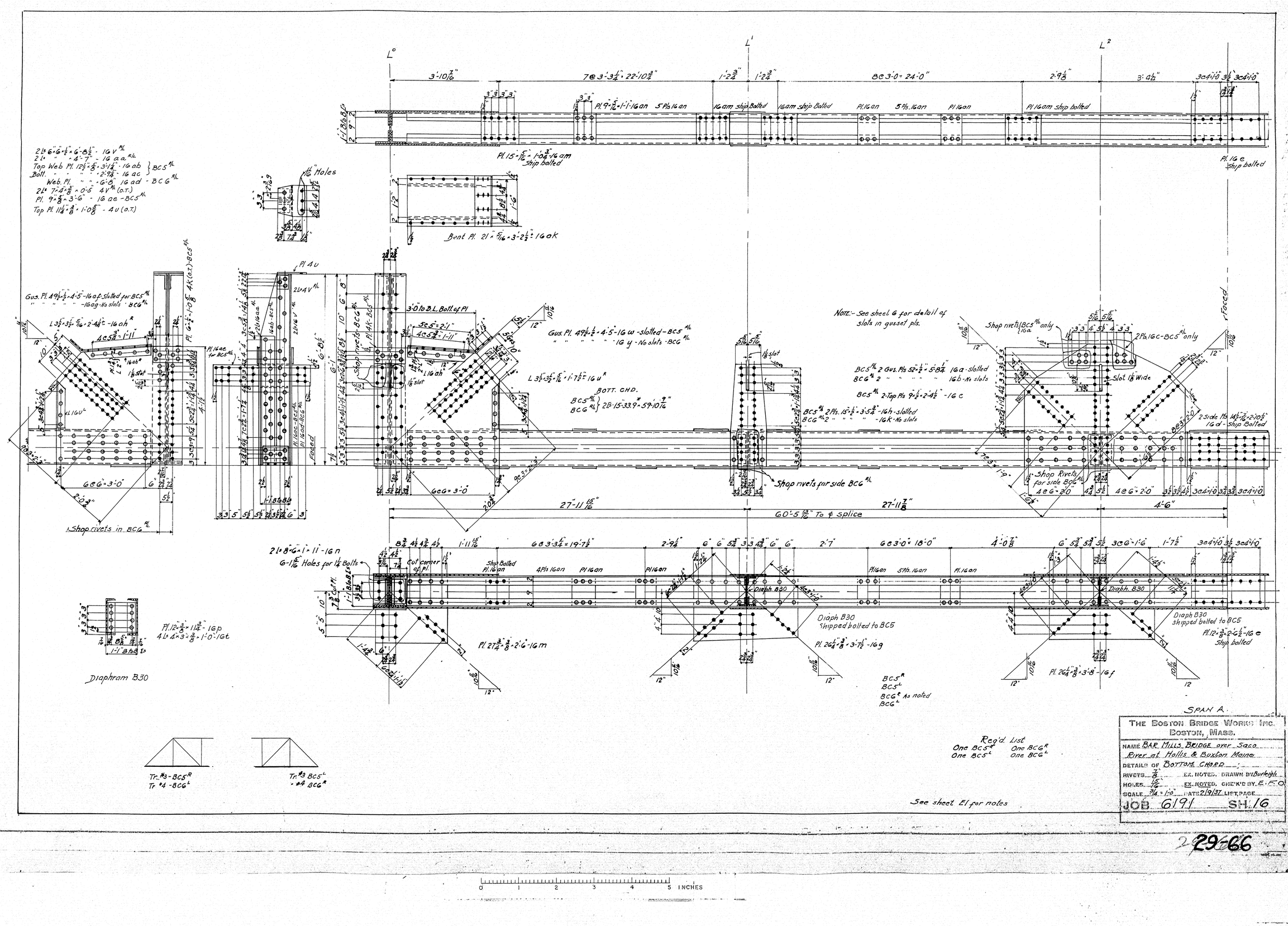
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER SACO RIVER, MAINE.
DETAILS OF Sidewalk Bkts. and Framing.
RIVETS 7/8" EX. NOTED DRAWN BY C.W.
HOLES 15/16" EX. NOTED CHK'D BY Burleigh
SCALE 1"=1'-0" DATE LIST PAGE
JOB 6191. SH. 15.

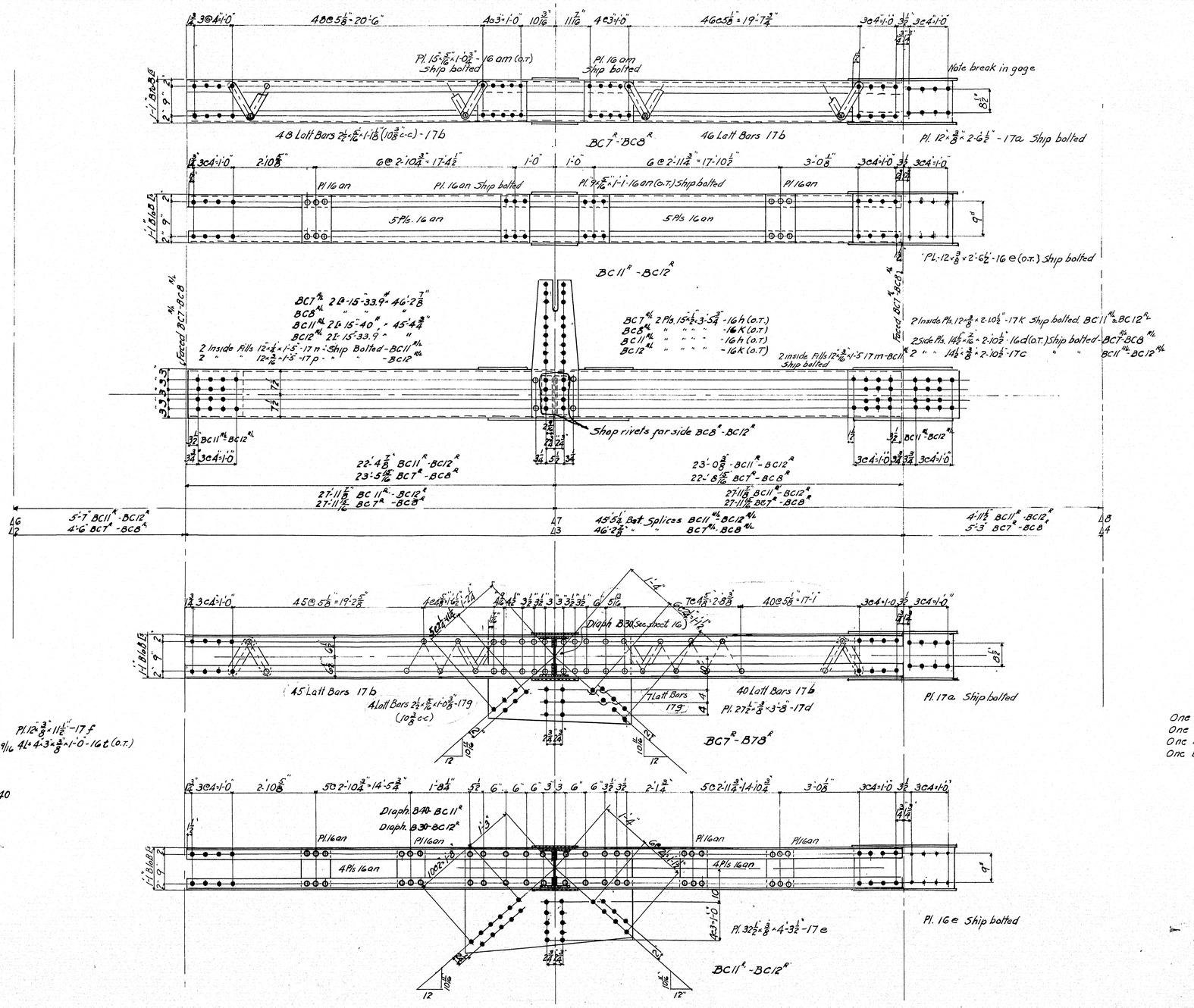
Revised 2/27/37

29-65

0 1 2 3 4 5 INCHES


L0
L1
L2
3'-10 7/16"
7@3'-3 1/4"=22'-10 3/4"
1'-2 3/4"
1'-2 3/4"
8@3'-0"=24'-0"
2'-9 1/8"
3'-4 1/2"
3@4'-1'-0"
3 1/2"
3@4'-1'-0"
Pl. 9"x 5/16"x 1'-1"-16 an 5 Pls. 16 an
16 am Ship Bolted
16 am Ship Bolted
Pl. 16 an
5 Pls. 16 an
Pl. 16 an
Pl. 16 am Ship bolted
Pl. 16 e Ship Bolted
Pl. 15"x 5/16"x 1'-0 3/4"-16 am Ship Bolted
2 L's 6"x6"x 1/2"x 6'-8 1/2" - 16 V BC5
2 L's " " 4'-7" - 16 aa BC5
Top Web Pl. 12 1/2"x 5/8"x 3'-1 1/4" - 16 ab
Bolt. " " " 2'-9 7/8" - 16 ac
Web Pl. " " 6'-8" 16 ad - BCG
2 L's 7"x4"x 3/8" x 0'-5" 4 V (O.T.)
Pl. 9"x 5/8"x 3'-6" - 16 ae - BC5
Top Pl. 11 1/4"x 3/8"x 1'-0 5/8" - 4 U (O.T.)
1/16" Holes
Bent Pl. 21"x 5/16"x 3'-2 1/2" - 16 ak
Pl. 4 U
2 L's 4 V
Gus. Pl. 49 1/2"x 1/2"x 4'-5"-16 af-Slotted for BC5
" " " " " -16 ag-No slots - BCG
L 3 1/2"x 3 1/2"x 5/16"x 2'-4 1/2" -16 ah
4@5 3/4"=1'-11"
Pl. 16 ae for BC5
Pl. G 2'-1"x 10 5/8" 4 K (O.T.)-BC5
Pl. 16 ab-BC5
Pl. 16 ac-BCG
Pl. 16 ad-BCG
Pl. 16 af-BC5
Pl. 16 ag-BCG
Shop rivets-BCG
Pl. 4 K-BC5
Gus. Pl. 49 1/2"x 1/2"x 4'-5"-16 w -slotted-BC5
" " " " " -16 y - No slots - BCG
L 3 1/2"x 3 1/2"x 5/16"x 1'-7 1/2" 16 u
BOTT. CHD.
BC5 } 2 Pls. 15"x 33/64"x 59'-10 7/16"
BCG }
Shop rivets for side BCG
NOTE:- See sheet 6 for detail of slots in gusset pls.
BC5 2 Gus. Pls 52"x 1/2"x 5'-8 1/4" 16 a - slotted
BCG 2 " " " " " 16 b - No slots
BC5 2 Top Pls 9"x 1/2"x 2'-4 1/2" -16 c
BC5 2 Pls. 15"x 1/2"x 3'-5 3/8" -16 h - slotted
BCG 2 " " " " -16 k - No slots
Shop rivets BC5 16 a only
2 Pls 16 c-BC5 only
Slot 1 1/8 Wide
2 Side Pls 145"x 1/2"x 2'-10 1/2" 16 d - Ship Bolted
Shop Rivets for side BCG
6@6"=3'-0"
4@6"=2'-0"
2'-0 3/4"
Shop rivets in BCG
27'-11 15/16"
60'-5 13/16" To ℄ Splice
27'-11 7/8"
4'-6"
2 L's 8"x6"x 1'-11"-16 n
6-1 5/16" Holes for 1" Bolts
Cut corner of Pl.
Ship Bolted Pl. 16 an
4 Pls 16 an
Pl 16 an
6@3'-3 1/4"=19'-7 1/2"
2'-9 1/4"
6@3'-0"=18'-0"
4'-0 7/8"
3@6'-1'-6"
1'-7 1/2"
3@4'-1'-0"
3 1/2"
3@4'-1'-0"
Pl. 27 3/4"x 3/8"x 2'-6"-16 m
Diaph. B30
Diaph B30 Shipped bolted to BC5
Pl. 26 1/4"x 3/8"x 3'-7 1/2" -16 g
Diaph B30 shipped bolted to BC5
Pl. 12"x 3/8"x 2'-6 1/2" -16 e Ship bolted
Pl. 26 1/4"x 3/8"x 3'-8" -16 f
Pl. 12"x 5/8"x 1'-1 3/4" - 16 p
4 L's 4"x 3"x 3/8" - 1'-0"-16 t
Diaphram B30
BC5 R
BC5 L
BCG R As noted
BCG L
Tr. #3 - BC5 R
Tr. #4 - BCG L
Tr. #3 BC5 L
- #4 BCG R
Reg'd. List
One BC5 R
One BC5 L
One BCG R
One BCG L
See sheet E1 for notes
SPAN A
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.
NAME BAR MILLS BRIDGE over Saco River at Hollis & Buxton Maine
DETAILS OF BOTTOM CHORD
RIVETS 7/8 EX. NOTES. DRAWN BY Burleigh
HOLES 15/16 EX. NOTED. CHE'K'D BY E.E.O.
SCALE 3/4"=1'-0" DATE 2/9/37 LIST, PAGE
JOB 6191 SH. 16
0 1 2 3 4 5 INCHES

29-66



REQUIRED LIST

One BC7R	One BC11R
One BC7L	One BC11L
One BC8R	One BC12R
One BC8L	One BC12L

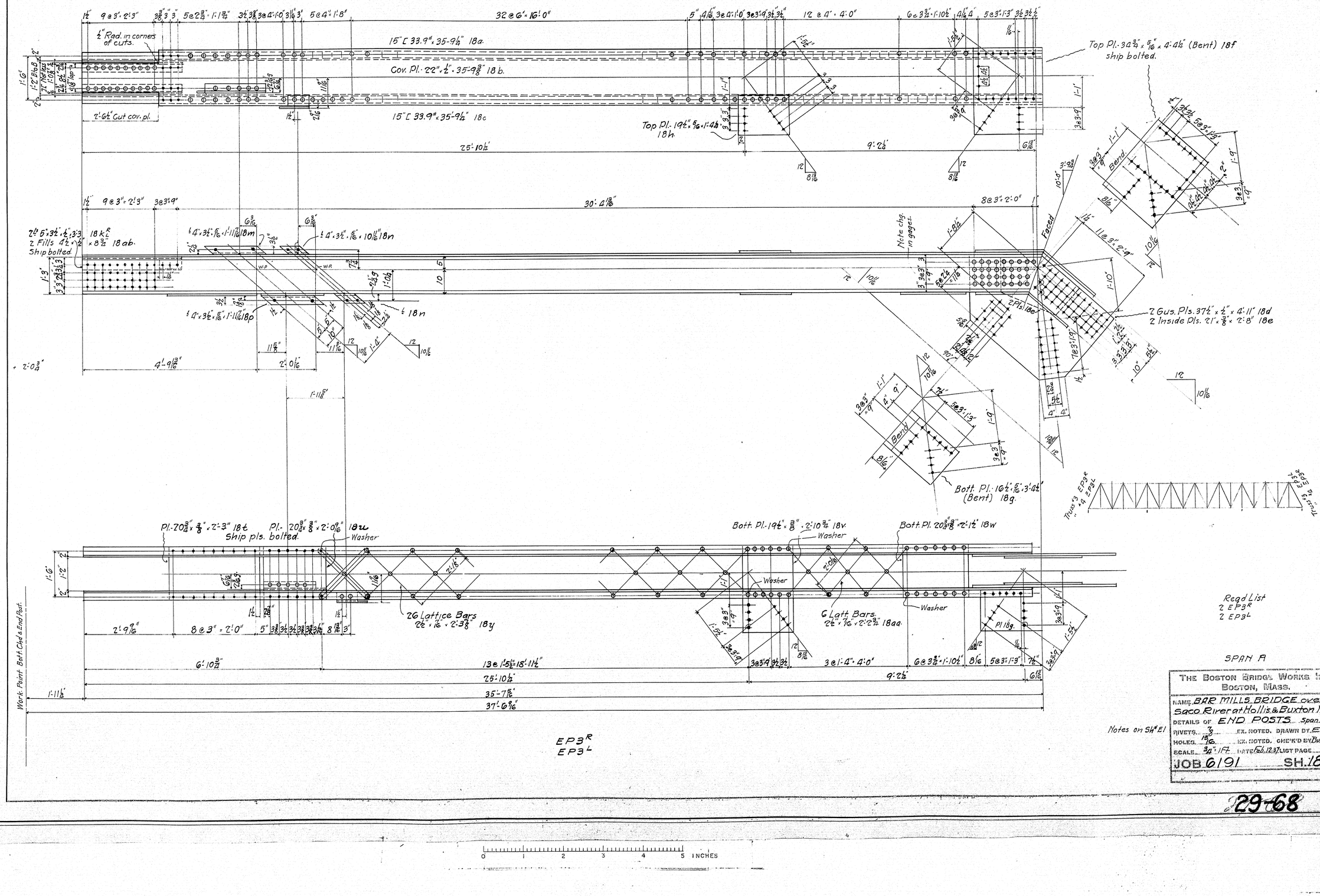
SPAN A

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE DIST. SACO
RIVER at HOLLIS & BUXTON - MAINE
DETAILS OF Bottom Chord
RIVETS 7/8 EX. NOTED, DRAWN BY Burleigh
HOLES 15/16 EX. NOTED, CHK'D BY E.F.O.
SCALE 3/4" = 1 FT. DATE 2/12/37 LIST PAGE
JOB 619 SH. 17
Revised 3/27/37

29-67

0 1 2 3 4 5 INCHES

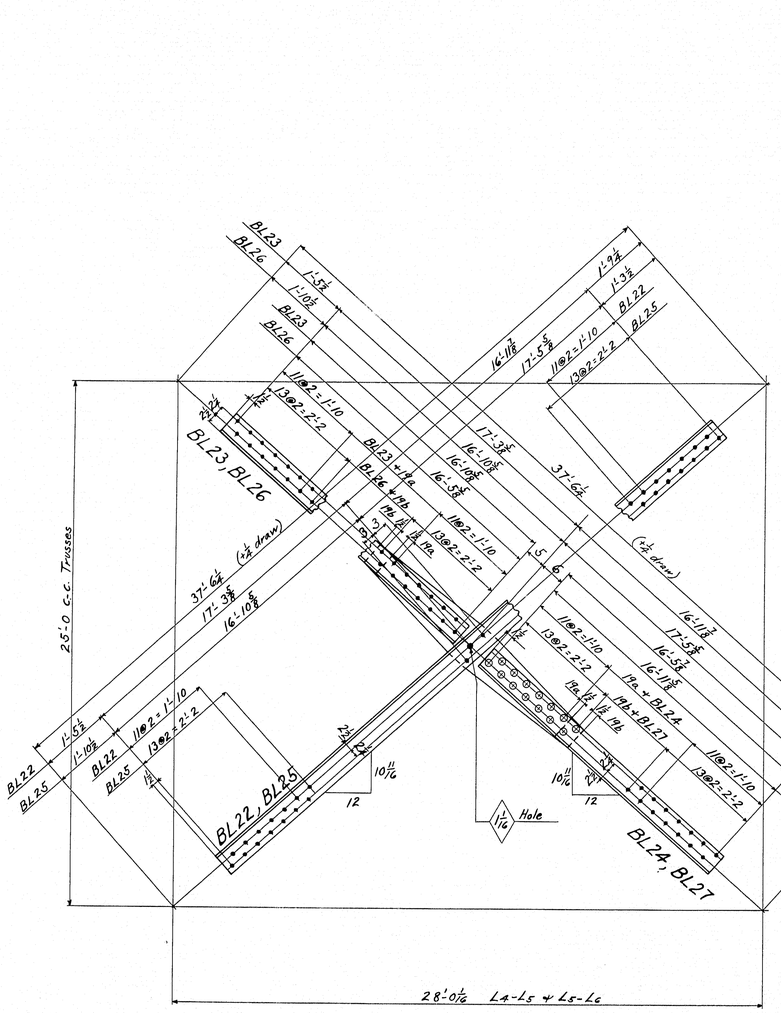


THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

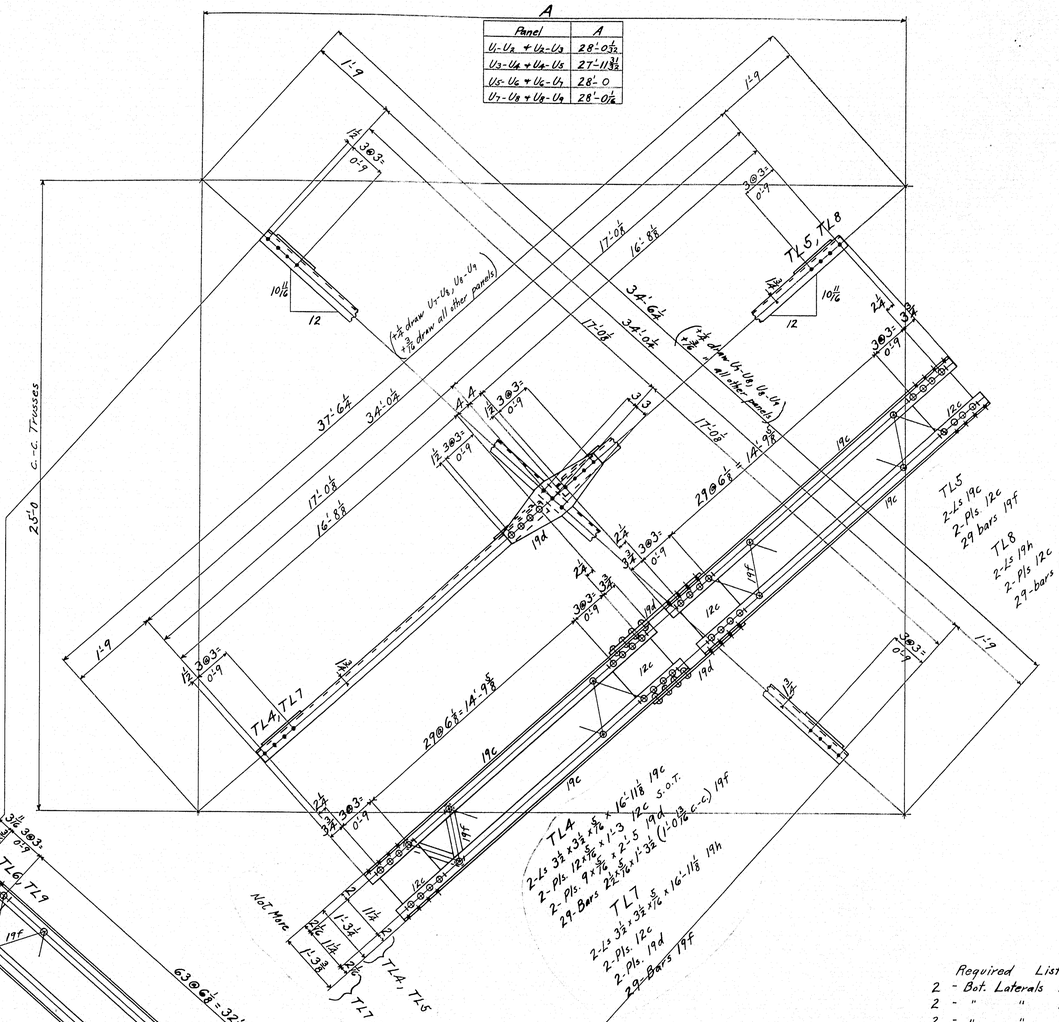
NAME BAR MILLS BRIDGE over Saco River at Hollis & Buxton Me.
DETAILS OF END POSTS Span A.
RIVETS 3 EX. NOTED. DRAWN BY E.P.Q.
HOLES 19c EX. NOTED. CHE'K'D BY Burleigh
SCALE 3/4" = 1 Ft. DATE Feb. 12, 37 LIST PAGE
JOB 6191 SH. 18

29-68

0 1 2 3 4 5 INCHES



BL22 - L6×4×5/16 × 34'-6 1/2
BL23 - do. × 17'-1 15/16
BL24 { do. × 16'-8 7/8
Pl 9 × 5/16 × 4'-10 19a
BL25 - L6×4×3/4 × 34'-7 1/4
BL26 - do. × 16'-8 5/8
BL27 { do. × 17'-2 5/8
Pl 9 × 3/4 × 5'-6 19b



Panel	A
U1-U3 + U2-U3	28'-0 3/32
U3-U5 + U4-U5	27'-11 31/32
U5-U6 + U6-U7	28'-0
U7-U8 + U8-U9	28'-0 1/16

TL5
2-Ls 19c
2-Pls 12c
29 bars 19f

TL8
2-Ls 19h
2-Pls 12c
29-bars 19f

TL4
2-Ls 3 1/2 × 3 1/2 × 5/16 × 16'-11 3/8 19c
2-Pls. 12 × 5/16 × 2'-5 19d
2-Pls. 9 × 5/16 × 2'-5
29-Bars 2 1/2 × 5/16 × 1'-3 1/2 (1'-10 1/8 c-c) 19f

TL7
2-Ls 3 1/2 × 3 1/2 × 5/16 × 16'-11 3/8 19h
2-Pls. 12c
2-Pls. 19d
29-Bars 19f

TL6
2-Ls 3 1/2 × 3 1/2 × 5/16 × 34'-3 1/4 19j
63-Bars 19f

TL9
2-Ls 3 1/2 × 3 1/2 × 5/16 × 34'-3 1/4 19m
2-Pls. 12c
63-bars 19f

Required	List	
2 - Bot. Laterals	BL22	
2 - " "	BL23	
2 - " "	BL24	
2 - " "	BL25	
2 - " "	BL26	
2 - " "	BL27	
10 - Top Laterals	TL7	
10 - " "	TL8	
10 - " "	TL9	
6 - Top "	TL4	
6 - " "	TL5	
6 - " "	TL6	

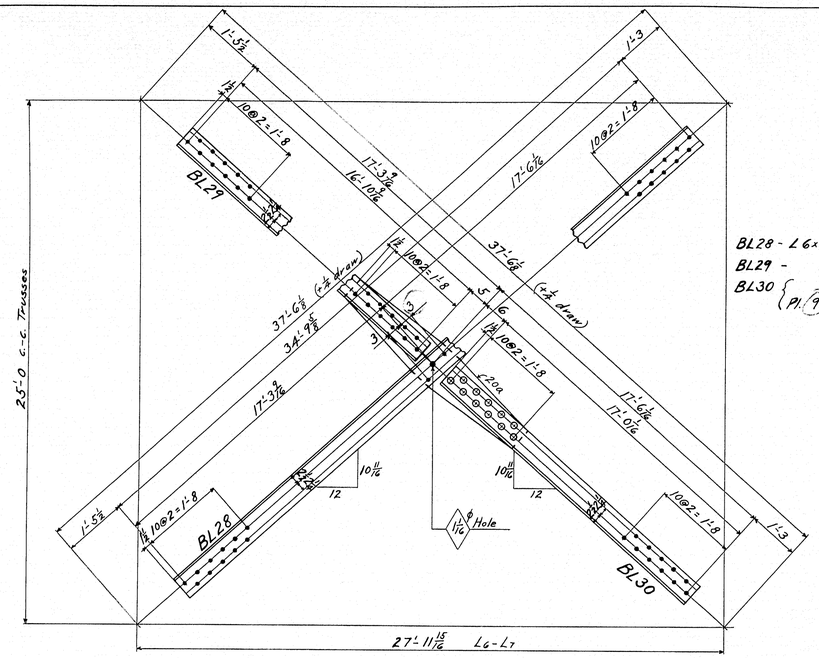
For Notes see sheet E1.

Span A

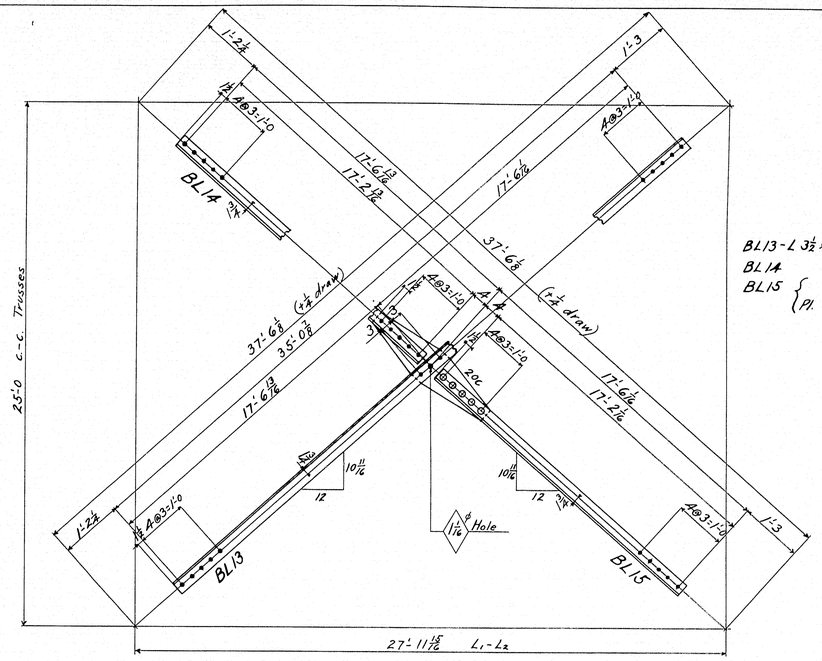
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME Bar Mills Bridge over Saco River, Maine.
DETAILS OF Top + Bot. Laterals
RIVETS 7/8 EX. NOTED. DRAWN BY EHS.
HOLES 15/16 EX. NOTED. CHE'K'D BY Burleigh
SCALE 3/4" = 1'-0" DATE 2/13/37 LIST PAGE
JOB 6191 SH. 19

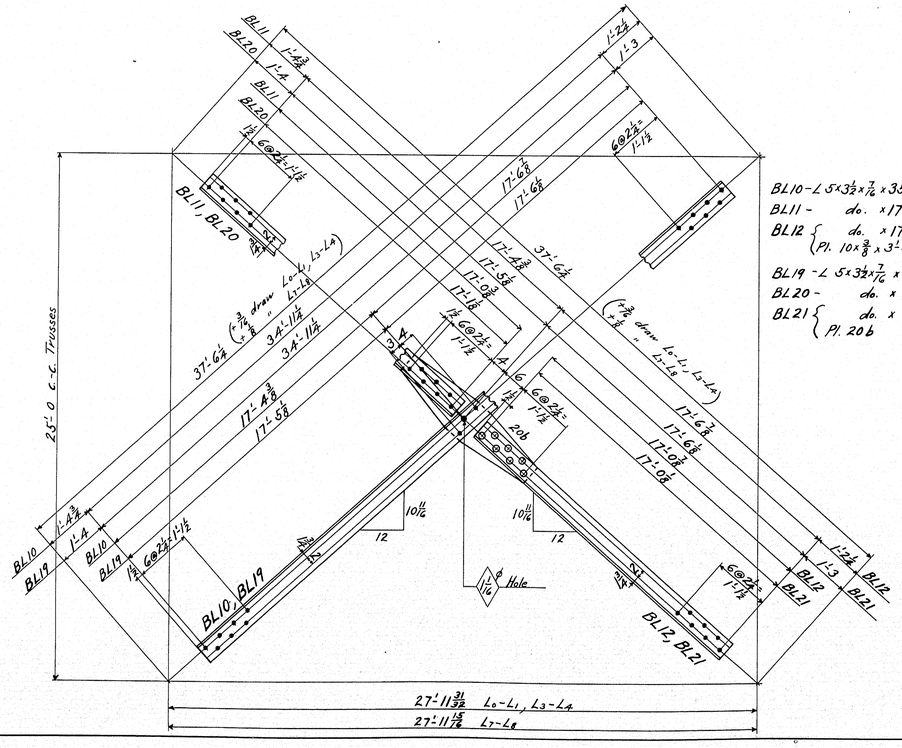
Revised 3/27/37



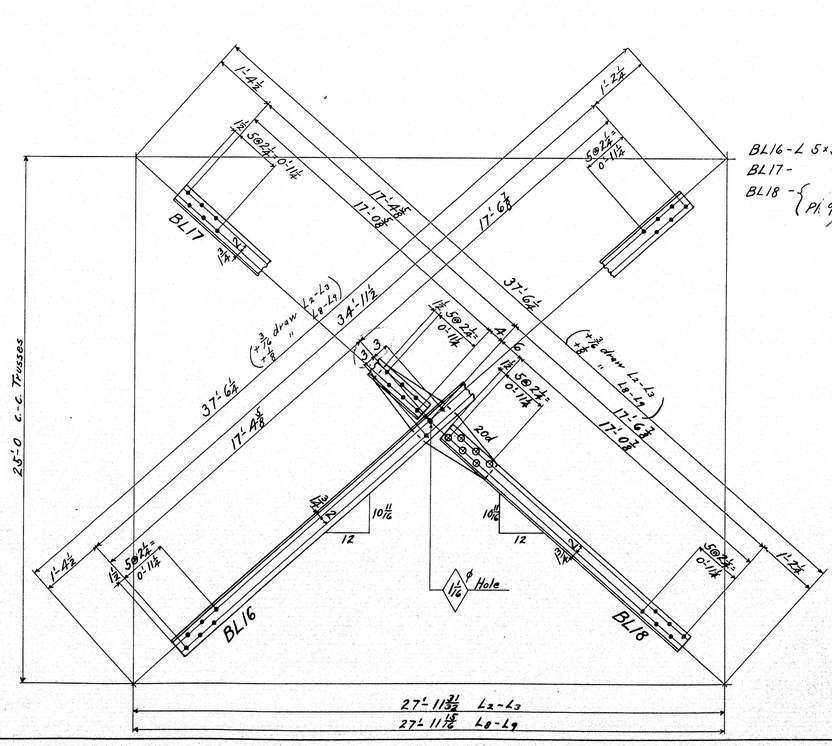
BL28 - L 6×4×7/16 × 35'-0 5/8"
BL29 - do. × 17'-1 9/16
BL30 { Pl. 9×9/16 × 4'-6 20a



BL13 - L 3½ × 3½ × ⅜ × 35'-3 7/8
BL14 do. × 17'-5 13/16
BL15 { do. × 17'-5 1/16
Pl. 9×⅜ × 2'-11 20c



BL10 - L 5×3½×7/16 × 35'-2½
BL11 - do. × 17'-3⅜
BL12 { do. × 17'-3⅜
Pl. 10×⅜ × 3'-4 20b
BL19 - L 5×3½×7/16 × 35'-2½
BL20 - do. × 17'-4⅛
BL21 { do. × 17'-3⅛
Pl. 20b



BL16 - L 5×3½×⅜ × 35'-2½
BL17 - do. × 17'-3⅜
BL18 - { do. × 17'-3⅜
Pl. 9×⅜ × 2'-11½ 20d

Required List

2	Bot. Laterals	BL10
2	" "	BL11
2	" "	BL12
2	" "	BL13
2	" "	BL14
2	" "	BL15
4	" "	BL16
4	" "	BL17
4	" "	BL18
4	" "	BL19
4	" "	BL20
4	" "	BL21
2	" "	BL28
2	" "	BL29
2	" "	BL30

For Notes see Sheet El.

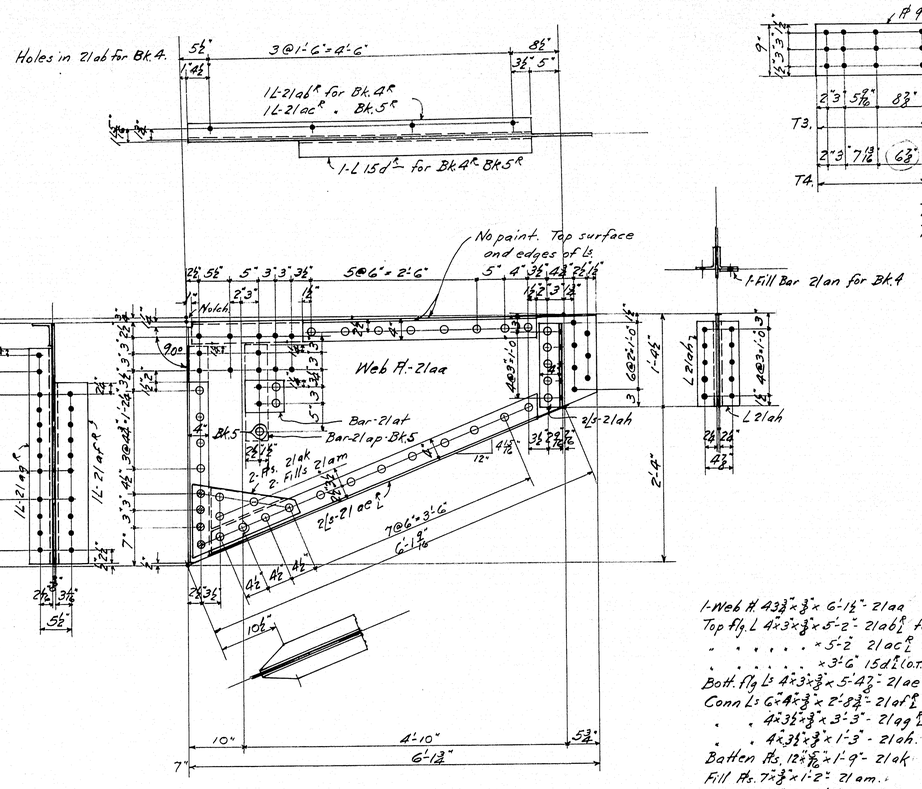
Span A

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

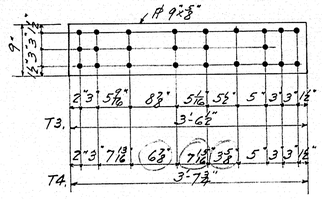
NAME Bar Mills Bridge over Saco River, Maine.
DETAILS OF Bot. Laterals
RIVETS 7/8 EX. NOTED. DRAWN BY E.H.S.
HOLES 1 15/16 EX. NOTED. CHE'K'D BY Burleigh.
SCALE 3/4" = 1ft DATE 2/15/27 LIST PAGE
JOB 6191 SH 20
Revised 3/3/27

0 1 2 3 4 5 INCHES

29-70

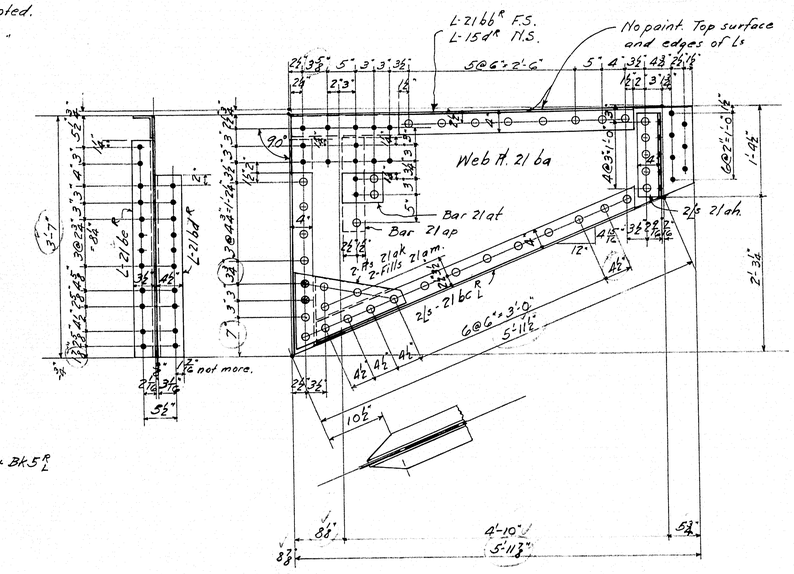


Bk.4^R as shown and noted.
Bk.4^L opp. hand . .
Bk.5^R as shown . .
Bk.5^L opp. hand . .



T3 as noted.
T4 " "

1-Web H. 43¾"×⅜"×6'-1½"-21aa
Top flg. L 4"×3"×⅜"×5'-2"-21ab^R for Bk.4^L
" " " " ×5'-2" 21ac^L " Bk.5^L
" " " " ×3'-6" 15d^L (o.t.) " Bk.4^R+Bk.5^L
Both. flg Ls 4"×3"×⅜"×5'-4⅞"-21ae^L
Conn Ls 6"×4"×⅜"×2'-8¾"-21af^L
" " 4"×3½"×⅜"×3'-3"-21ag^L
" " 4"×3½"×⅜"×1'-3"-21ah.
Batten Hs. 12"×⅝"×1'-9"-21ak
Fill Hs. 7"×⅜"×1'-2"-21am.
" Bar 3"×½"×1'-3"-21an.
" " 4"×⅜"×1'-5"-21ap for Bk.5.
" " 5¾"×⅝"×7-21at.



Bk.6^R as shown.
Bk.6^L opp. hand.

Required:

1-Bk.4^R
1-Bk.4^L
8-Bk.5^R
7-Bk.5^L
1-Bk.6^R
1-Bk.6^L

15-T3
2-T4

1-Web H. 43½"×⅜"×5'-11⅝"-21ba
Top flg. Ls 4"×3"×⅜"×5'-0⅝"-21bb^R
" " Ls-15d^L (o.t.)
Both. flg. Ls 4"×3"×⅜"×5'-2¾"-21bc^L
Conn Ls 4½"×4"×⅜"×2'-8½"-21bd^L
" Ls 4"×3½"×⅜"×3'-2¾"-21be^L
" Ls 21ah
Batten Hs. 21ak
Fill Hs. 21am.
" Bar 21ap.
" Bar 21at.

Span A.

For Notes see Sheet E1.

Shop Paint: One coat Red Lead except as noted.

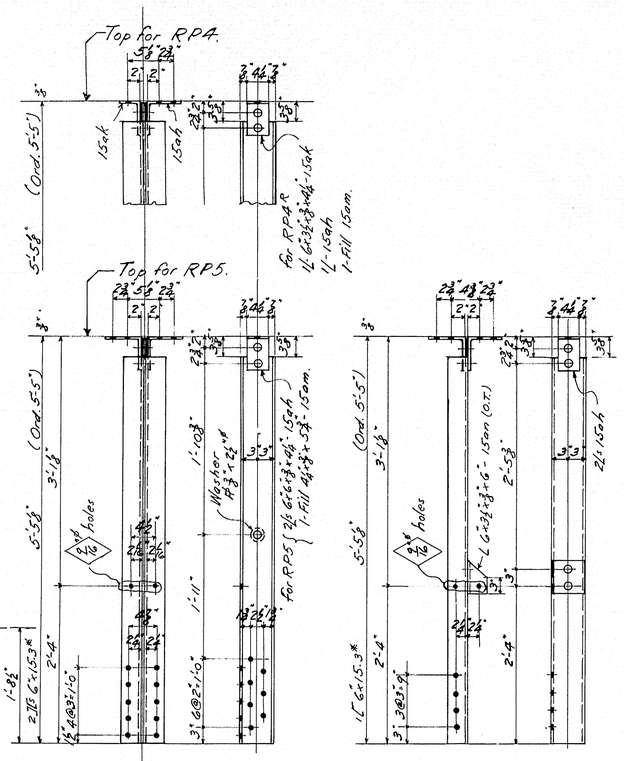
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

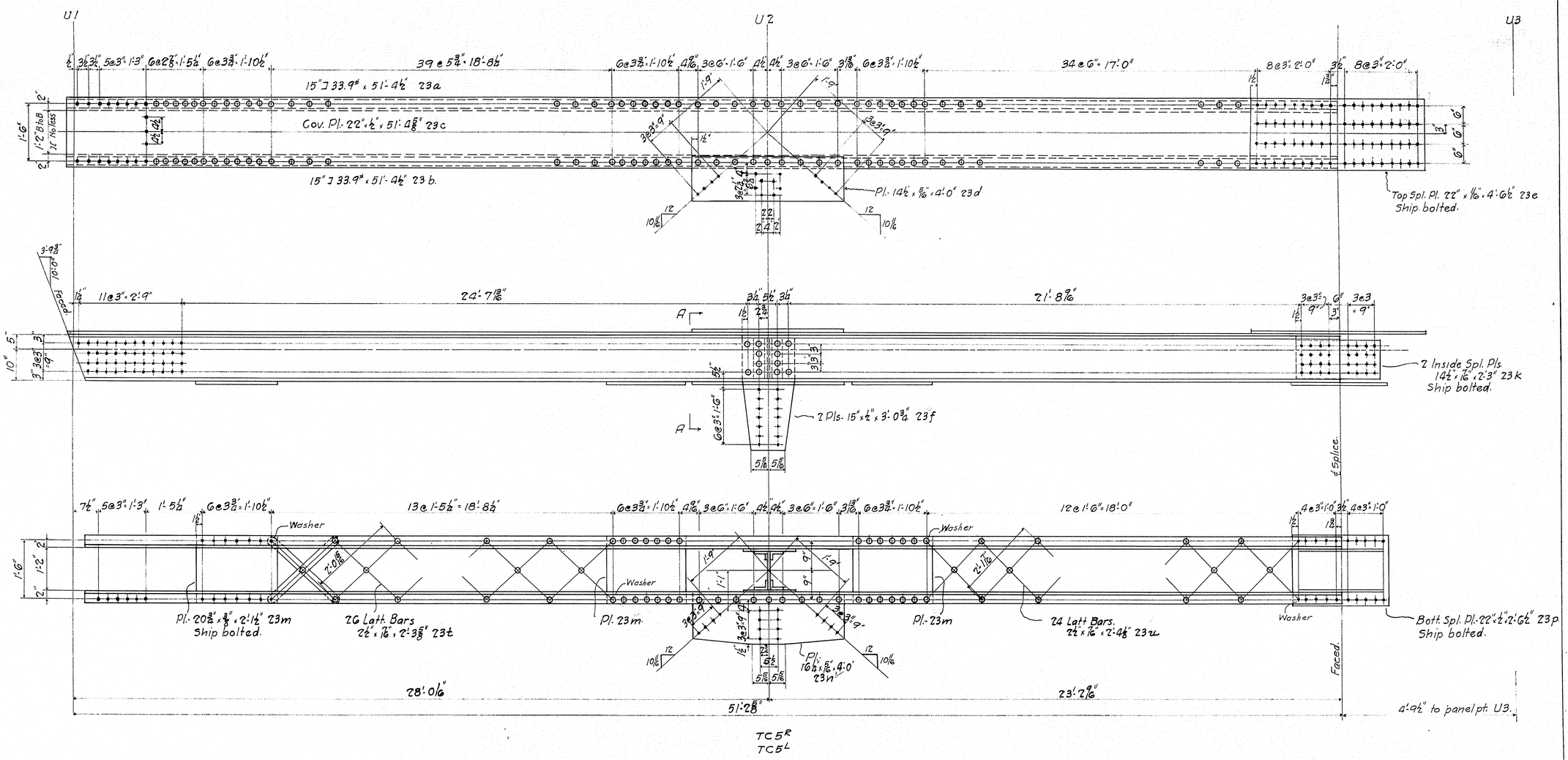
NAME BAR MILLS BRIDGE, OVER SACO RIVER MAINE.
DETAILS OF Sidewalk Brackets
RIVETS ⅞" EX. NOTED. DRAWN BY C.W.
HOLES 15-8 EX. NOTED. CHE'K'D BY Burleigh
SCALE 1"=1'-0" DATE LIST PAGE
JOB 6191 SH. 21.

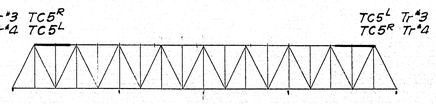
Revised 2/26/37 - 3/3/37

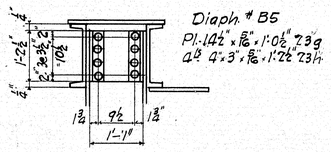
29-71

0 1 2 3 4 5 INCHES


Top for RPA.
15sh.
15sh.
for RPA^R
1L 6"x3½"x⅜"x1'-4½"-15sh
1L-15sh
1-fill 15sm.
Top for RP5.
(Ord. 5'-5")
5'-5⅜"
3'-1⅜"
2'-4"
1'-8½"
2L 6"x15.3#
4 @ 3'-1'-0"
1'-10"
1'-11"
Washer PL 3"x3"x⅜"
for RP5
2½ 6"x15.3"x4½"-15sh
1-fill 15sm.
3"
2-2
2-3
2-4
2-5
2-6
2-7
2-8
2-9
2-10
2-11
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2-14
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2-41







Notes on Sh # E1

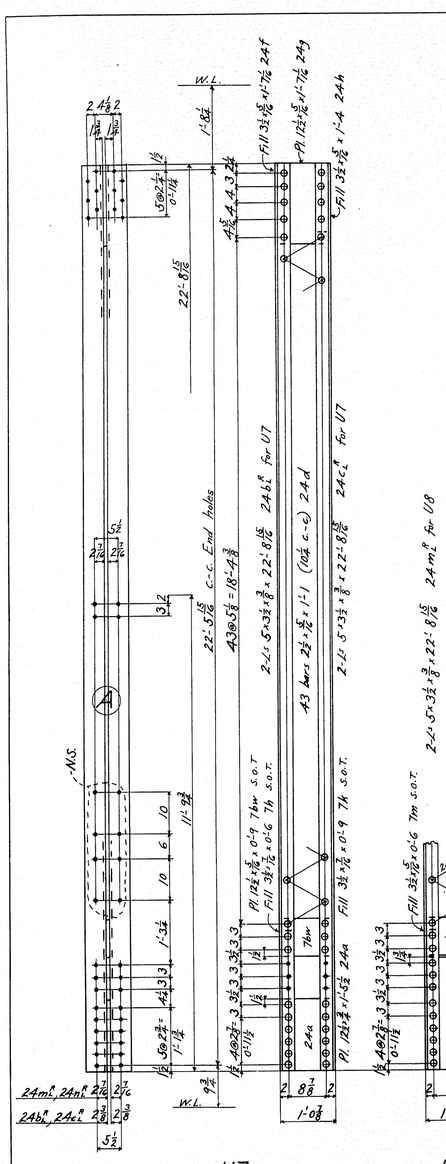
Reqd List
2 - TC5R
2 TC5L

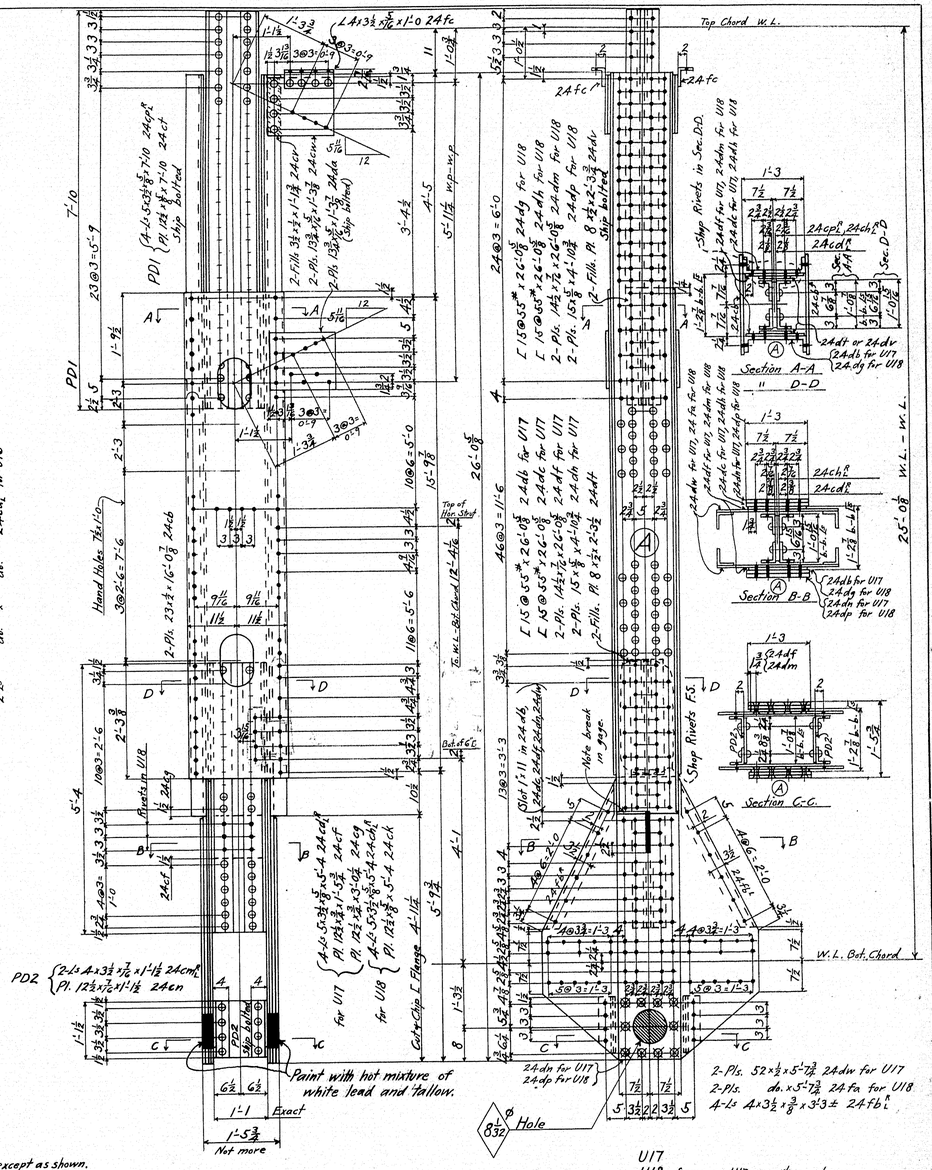
SPAN "A"

THE BOSTON BRIDGE WORKS
BOSTON, MASS.

NAME BARMILLS BRIDGE over Saco Riv at Hollis and Buxton, Maine.
DETAILS OF TOP CHORD (Span A).
RIVETS 7/8 EX. NOTED. DRAWN BY E.F.O.
HOLES 15/16 EX. NOTED. CHE'K'D BY Burleigh
SCALE 3/8" = 1'-0 DATE LIST PAGE
JOB 6191 SH. 23

29-73





Required List

2	Posts	U7
2	"	U8
8	"	U9
8	"	U10
2	"	U11
2	"	U12
2	"	U13
2	"	U14
One	"	U15
One	"	U16
2	"	U17
2	"	U18

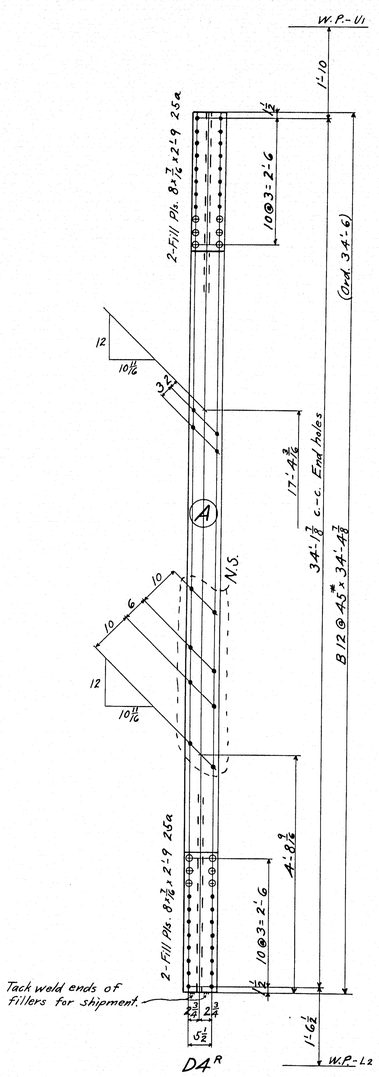
For Notes see Sheet E1

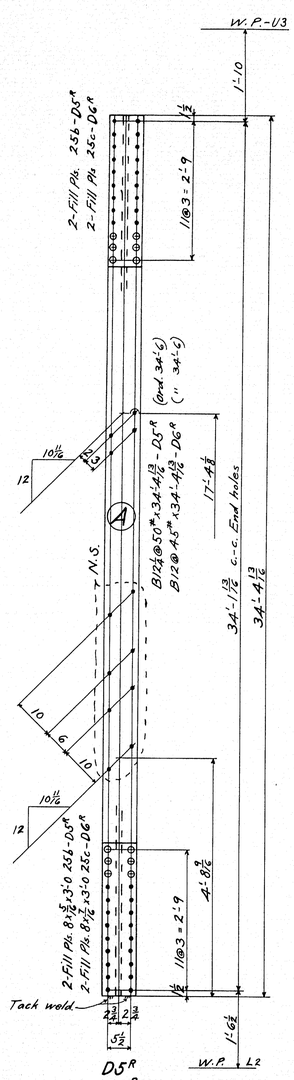
Span A.

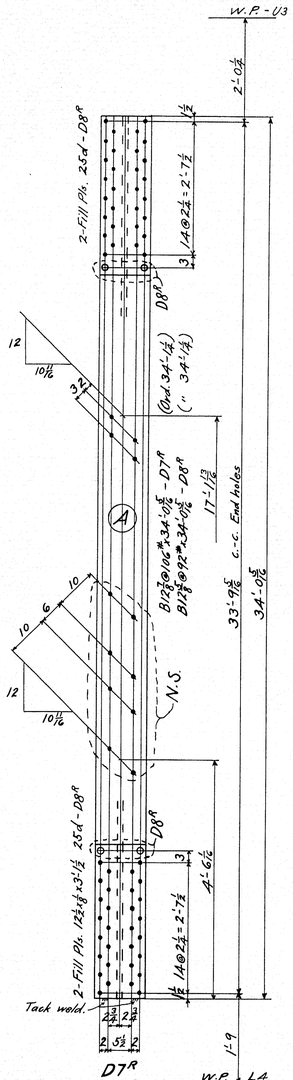
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

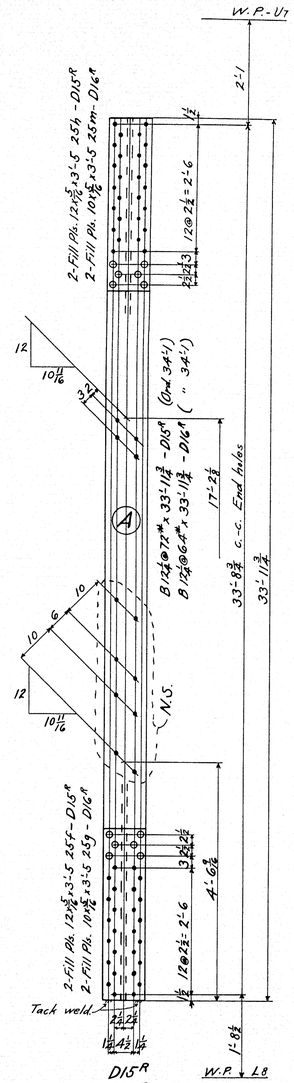
NAME Bar Mills Bridge over Saco River, Maine
DETAILS OF Truss Posts
RIVETS 7/8 EX. NOTED. DRAWN BY E.H.S.
HOLES 1/32 EX. NOTED. CHE'K'D BY Rudolph
SCALE 3/4" = 1 ft. DATE 2/25/37 LIST PAGE
JOB 6191 SH. 24

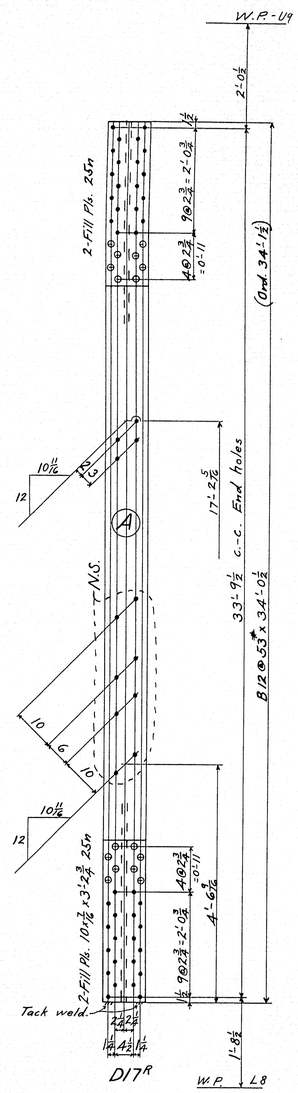
29-74



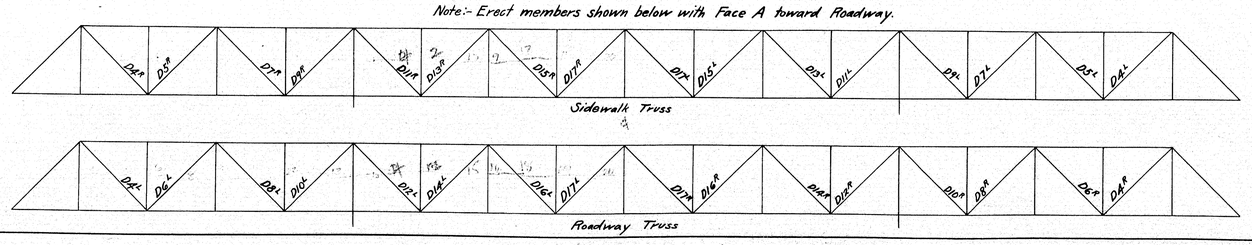








Note:- Erect members shown below with Face A toward Roadway.



For Notes see sheet E1

Span A

Required List

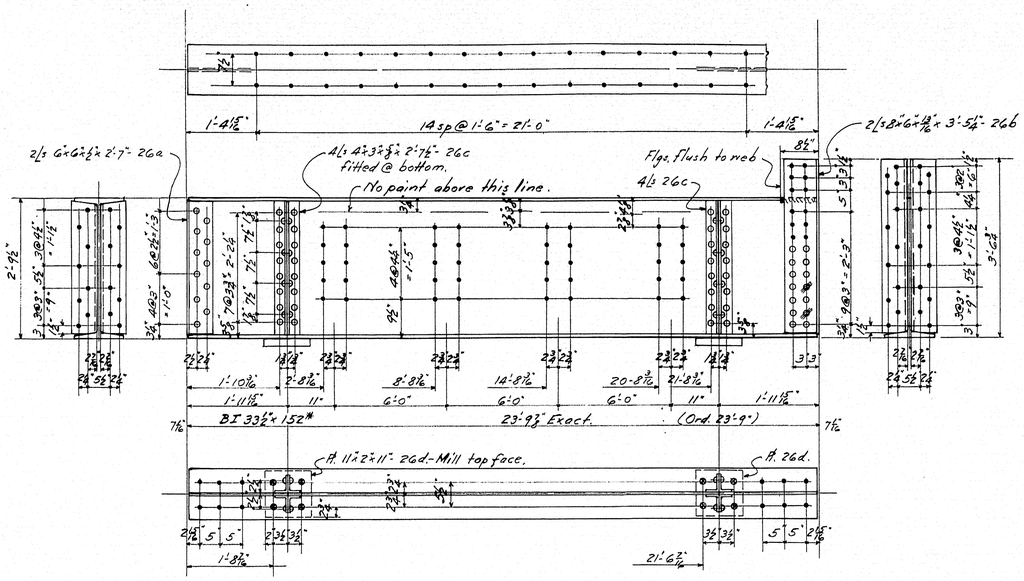
2	Diagonals	$D4^R$	One	Diagonals	$D8^R$
2	"	$D4^L$	One	"	$D8^L$
One	"	$D5^R$	One	"	$D15^R$
One	"	$D5^L$	One	"	$D15^L$
One	"	$D6^R$	One	"	$D16^R$
One	"	$D6^L$	One	"	$D16^L$
One	"	$D7^R$	2	"	$D17^R$
One	"	$D7^L$	2	"	$D17^L$

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

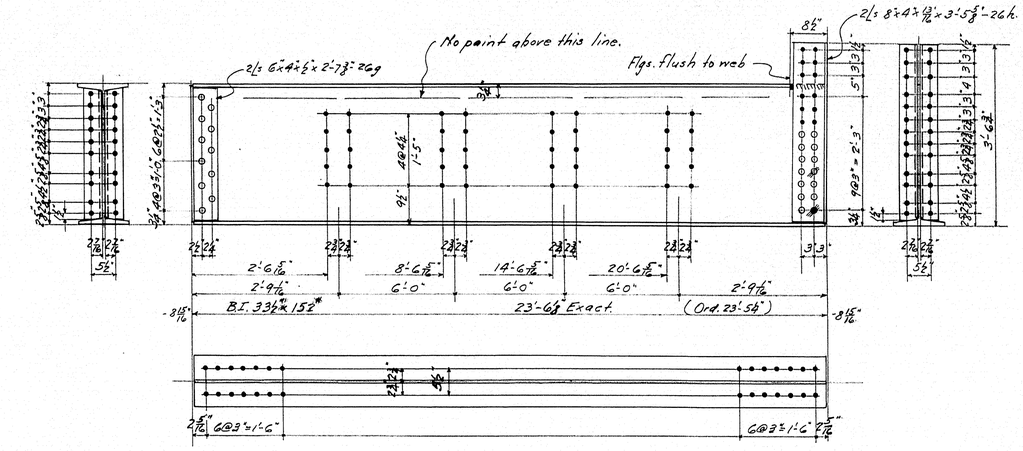
NAME Bar Mills Bridge over Saco River, Maine.
DETAILS OF Diagonals of Trusses.
RIVETS 7/8 EX. NOTED. DRAWN BY E.H.S.
HOLES 15/16 EX. NOTED. CHK'D BY Burleigh
SCALE 3/4" = 1ft. DATE 3/3/37 LIST PAGE
JOB 6191 SH. 25

229-75

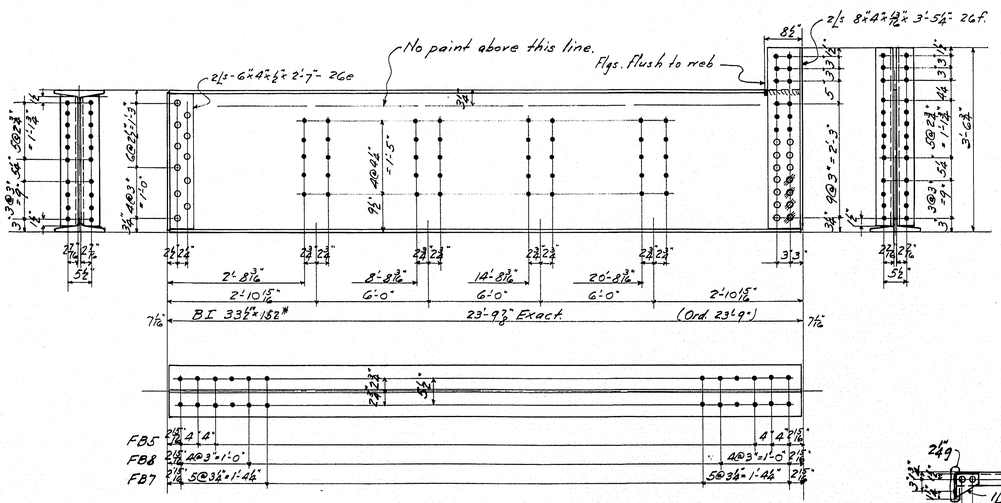
0 1 2 3 4 5 INCHES



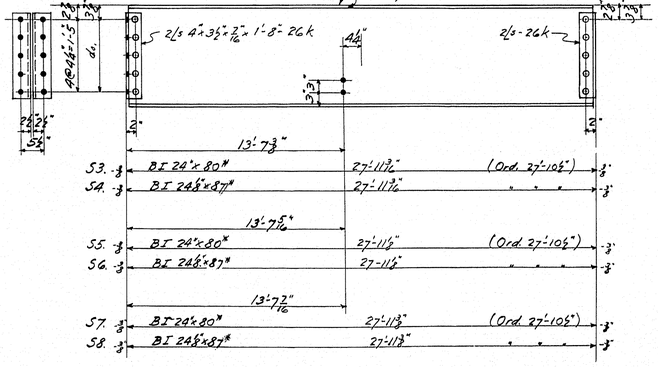
FB4.



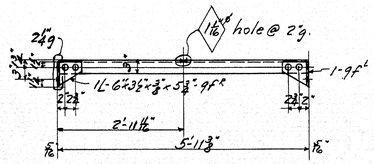
FBG.



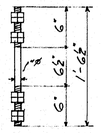
FB5 as noted.
FB7 . .
FB8 . .



53 as noted.
54 . .
55 . .
56 . .
57 . .
58 . .



C1. see Sh. 9.



Rod 1⅛" x 1'-6½"
8 sq. nuts.

H2.

Required.

2	Floor Beams	FB4
11	. .	FB5
2	. .	FBG
2	. .	FB7
2	. .	FB8
12	- Stringers	S3
12	.	S4
16	.	S5
16	.	S6
8	.	S7
8	.	S8

18 - Struts C1 see Sh. 9.

18 - Hangers H2

For Notes see Sh. E1.

Span A.

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER SACO RIVER : MAINE
DETAILS OF Fl. Bms. Stgs, Struts, & Hangers.
RIVETS ⅞" EX. NOTED. DRAWN BY C.W.
HOLES 15/16" EX. NOTED. CHK'D BY Burleigh
SCALE ½"=1'-0" DATE LIST PAGE
JOB 6191. SH. 26.

29-76

0 1 2 3 4 5 INCHES

last 27n

U3 U4 U5

Cov. Pl. Splice

23'-11⅞"

4'-0¾"

8 @ 3'=2'-0" 2½" 3" 3½" 6 @ 3"=1'-6" 4½" 4½" 3 @ 6"=1'-6" 6 @ 3½"=1'-9" 4⅞" 4⅞" 5 @ 4½"=1'-10½" 35 @ 6"=17'-6" 5 @ 4½"=1'-10½" 2⅞" 3⅜" 3 @ 6"=1'-6" 4½" 4½" 3 @ 6"=1'-6" 3⅜" 3⅜" 5 @ 4½"=1'-10½" 35 @ 6"=17'-6" 2⅞" 4⅜" 5 @ 3½"=1'-3" 3½" 5 @ 3½"=1'-3" 4⅜" 4⅜" 3 @ 6"=1'-6" 4½" 4½" 3 @ 6"=1'-6" 4 @ 4½"=1'-6" 4⅜" 7 @ 3½"=1'-9" 3½" 7 @ 3½"=1'-9"

15" C 33.9# × 66'-4⅞" 27a

Cov. Pl.-22" × ⅜" × 56'-8⅜" 27c

15" C 33.9# × 66'-4⅞" 27b

Cov. Pl.-22" × ⅜" × 9'-8" 27d Ship bolted.

Fill-22" × ⅞" × 2'-3½" 27t Ship bolted

Pl.-14½" × ⅝" × 4'-0" 27ad

Pl. 14½ × ⅝ × 4'-0 23d (O.T.)

Top Spl. Pl.-22" × ⅜" × 3'-0½" 27e Ship bolted.

Top Spl. Pl.-22" × ⅜" × 4'-0½" 27f Ship bolted

Pl.-14½" × ⅝" × 4'-0" 27g

Fill 27t

3 @ 3'-3⅜" 8⅜" 5" 5" 4 @ 6"=2'-0" 5½" 7 @ 6"=3'-6"

23'-9⅞"

3½" 5½" 3½"

23'-8⅞"

6 @ 6"=3'-0" 3" 4" 7½" 5½" 7 @ 6"=3'-6" 5½" 3 @ 3'-9" 6" 3 @ 3'-9" 3"

Working Line

Faced

2 Pls-47" × ½" × 7'-1" 27h

2 Pls-15" × ½" × 3'-0⅜" 23f (O.T.)

2 Inside Spl. Pls 14½" × ⅝" × 2'-3" 27p Ship bolted.

2 Pls-66" × ½" × 8'-2½" 27k

4'-9½" 27'-11⅝" 27'-11⅝" 5'-7½"

66'-4⅞"

4 @ 3'-1" 2½" 1'-9½" 3 @ 6"=1'-6" 4½" 4½" 3 @ 6"=1'-6" 2'-5½" 6 @ 3⅜"=1'-10½" 12 @ 1'-5½"=17'-6" 6 @ 3⅜"=1'-10½" 6⅛" 3 @ 6"=1'-6" 4½" 4½" 3 @ 6"=1'-6" 6½" 6 @ 3⅜"=1'-10½" 12 @ 1'-5½"=17'-6" 6 @ 3⅜"=1'-10½" 2'-5⅞" 5 @ 4½"=1'-10½" 5 @ 4½"=1'-10½" 2'-10½" 3 @ 3'-9" 3½" 3 @ 3'-9"

Diaph B5

⅞" Washer

Pl.-20⅜" × ⅜" × 2'-1½" 23m. (O.T.)

24 Bars-22½" × ⅞" × 2'-3⅜" 18y (O.T.)

Pl.-23m

Pl.-23m

24 Bars 18y

Pl.-23m

Bott. Spl. Pl.-22" × ⅜" × 2'-0½" 27n Ship bolted.

Pl.-16½" × ⅝" × 4'-0" 23n (O.T.)

Pl.-23n

Pl.-16½" × ⅝" × 4'-0" 27m

TC6R
TC6L

Tr. #3 TC6R
Tr. #4 TC6L

Tr. #3 TC6L
Tr. #4 TC6R

Diaphragm B5
Pl. 14½ × ⅝ × 1'-0½" 23g (O.T.)
4 Ls 4" × 3" × ⅝ × 1'-2½" 23h (O.T.)

Reqd. List
2 Top Chords TC6R
2 " " TC6L
SPAN "A"

Notes on Sh El.
Erector Right Hand end of Top cover pl. spliced and shipped bolted. Field rivet after upright and diagonals have been riveted.

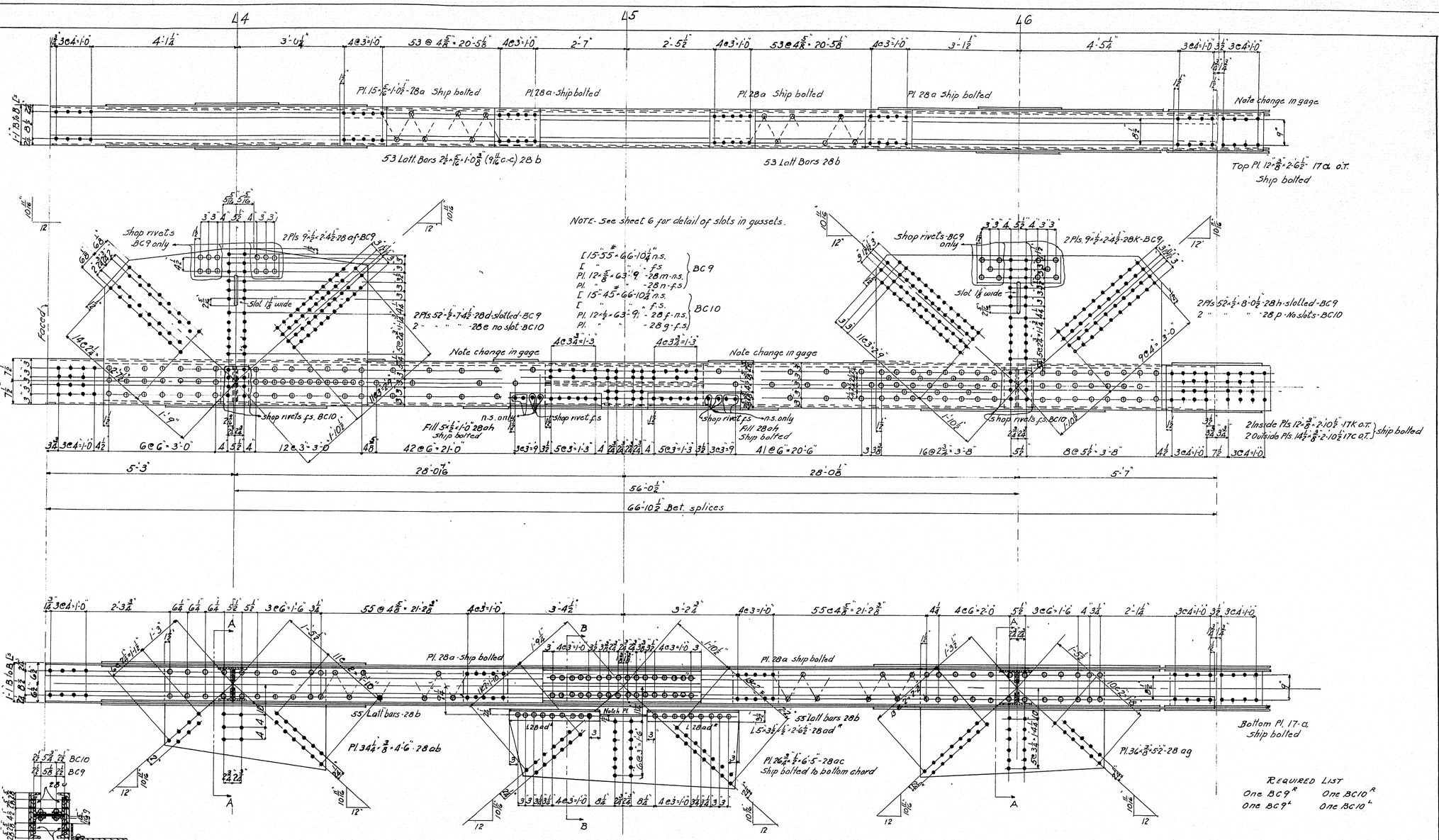
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE over Saco R. at Hollis and Buxton, Maine.
DETAILS OF TOP CHORD (Span A)
RIVETS ⅞ EX. NOTED. DRAWN BY E.E.O.
HOLES 15/16 EX. NOTED. CHE'K'D BY Burleigh
SCALE 3/4"=1'-0" DATE Feb 23 '37 1ST PAGE
JOB 6191 SH. 27.
Revised 7/12/37

29-77

0 1 2 3 4 5 INCHES

44 45 46



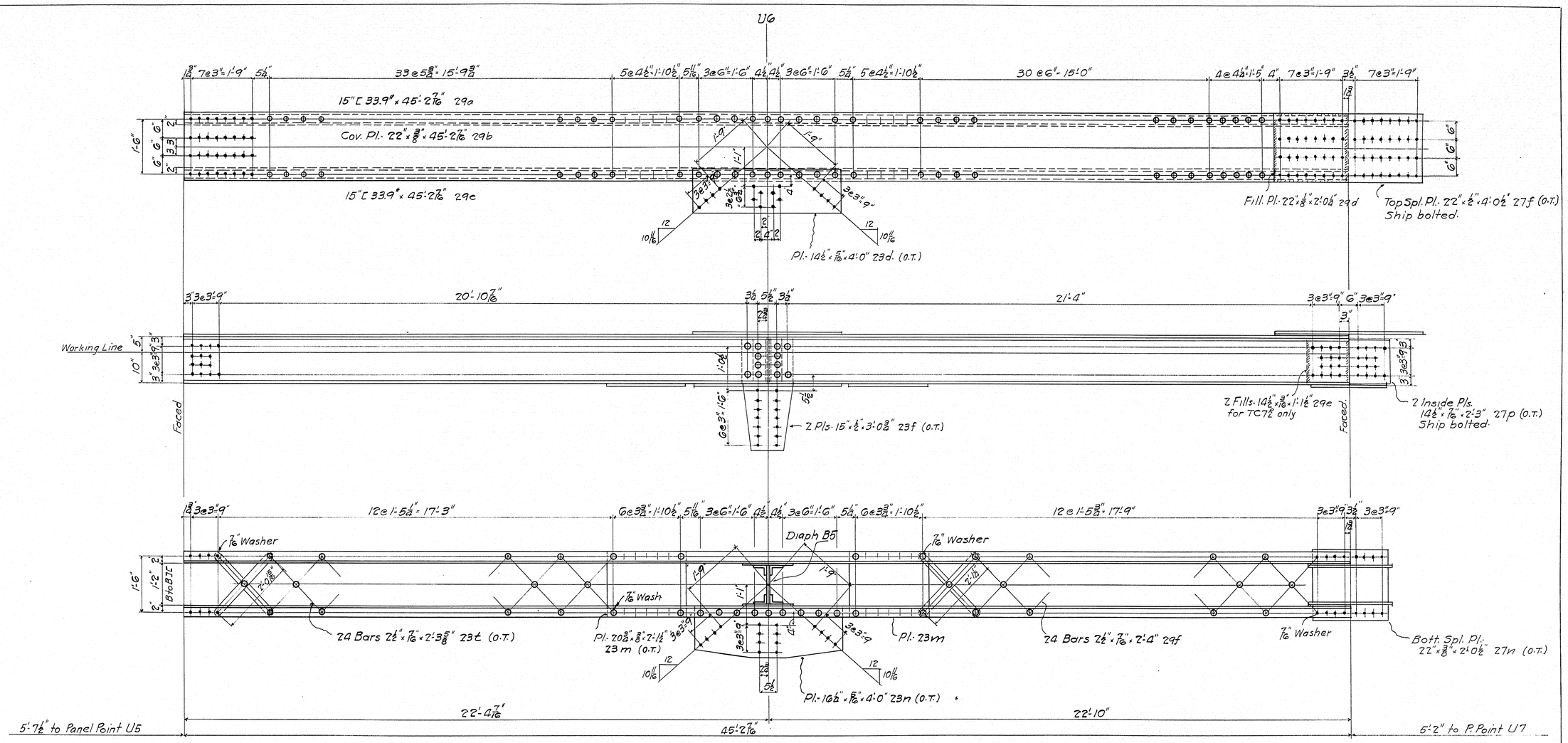
SPAN A

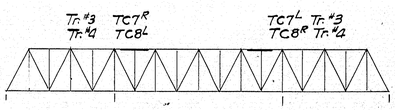
THE BOSTON BRIDGE WORKS, INC.
BOSTON, MASS.

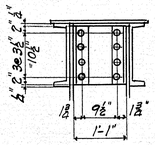
NAME BAR MILLS BRIDGE over Saco River
at Hollis and Buxton Maine
DETAILS OF Bottom Chord
RIVETS 7/8" EX. NOTED. DRAWN BY Bartlett
HOLES 15/16" EX. NOTED. CHE'K'D BY E.F.C.
SCALE 3/4" = 1 FT. DATE 2/25/37 LIST PAGE
JOB 6191 SH. 28
Revised 3/24/37 Revised 7/12/37

29-78

0 1 2 3 4 5 INCHES







Diaphragm B5
Pl.- 14 1/2 x 5/16" x 1'-0 1/2" 23g (O.T.)
4 L's 4" x 3" x 5/16" x 1'-2 1/2" 23h (O.T.)

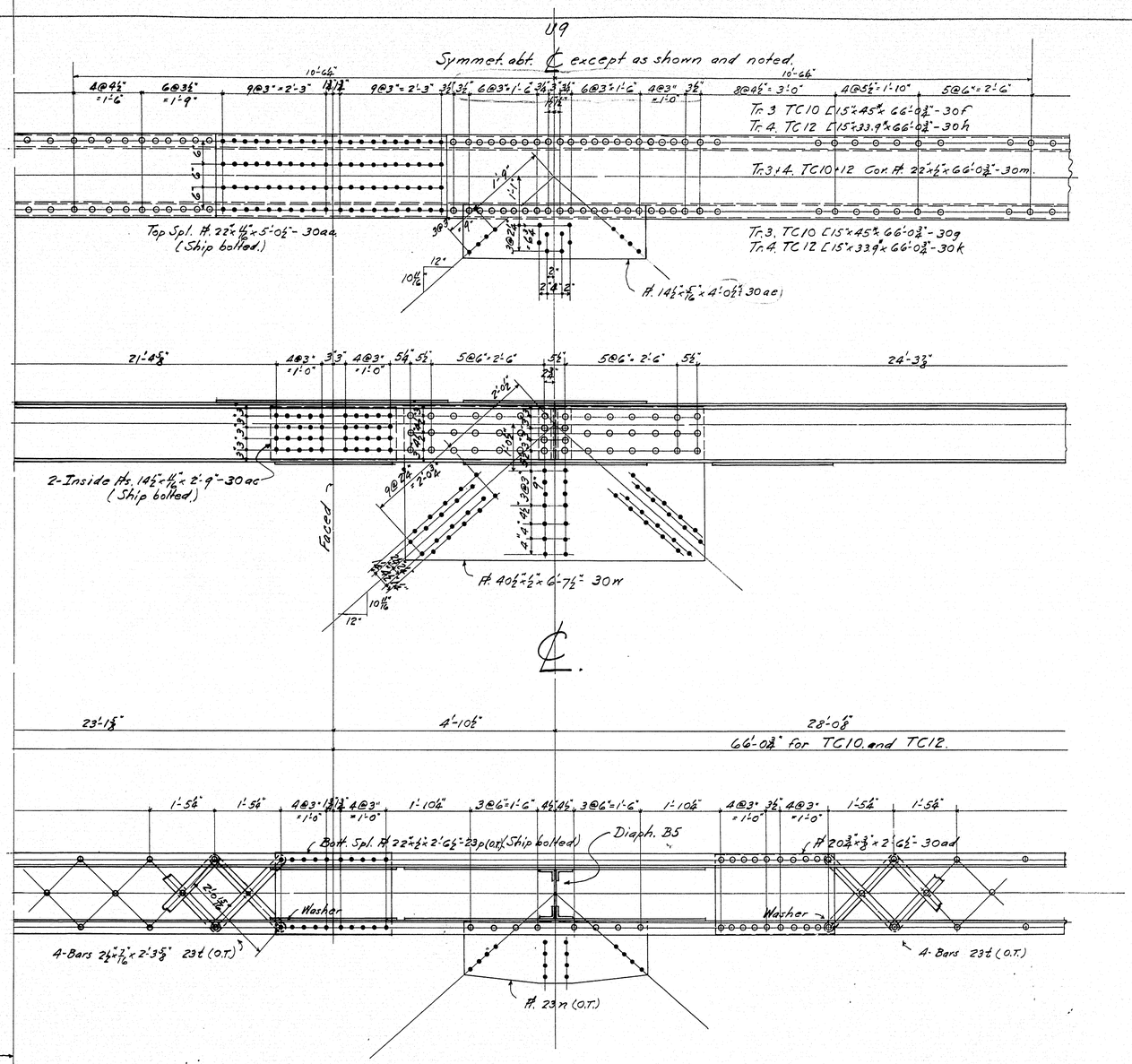
TC7R
TC7L
TC8R (Same as TC7R except end fill 29e)
TC8L

Regd. List
One Top Chord TC7R
One " " TC7L
One " " TC8R
One " " TC8L
SPAN "A"

Notes on Sh E1

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.
NAME BAR MILLS BRIDGE over Saco R. at Hollis and Buxton, Maine
DETAILS OF TOP CHORD (SPAN A)
RIVETS 7/8 EX. NOTED. DRAWN BY E.I.S.O.
HOLES 15/16 EX. NOTED. CHE'R'D BY Burleigh
SCALE 3/4" = 1'-0" DATE Feb 26 37 LIST PAGE
JOB 6191 SH. 29

29-79



Required:
1 - Top Chord TC9
1 - " " TC10
1 - " " TC11
1 - " " TC12

Notes on Sh. El.

SPAN A.

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE ... over SACO RIVER, MAINE.
DETAILS OF TOP CHORD, SPAN A.
RIVETS ⅞" EX. NOTED. DRAWN BY C.W.
HOLES 15/16" EX. NOTED. CHE'K'D BY Burleigh
SCALE 1" = 1'-0" DATE LIST PAGE
JOB 6191. SH. 30.
Revised 3/25/57

29680

U7.

U8.

Tr.3. TC9. L 15"x 45"x 56'-3 3/4" - 30a
Tr.4. TC11. L 15"x 33.9"x 56'-3 3/4" - 30c

Tr.3+4 - TC9+11. Cor PL 22"x 1/2"x 56'-3 3/4" - 30e

Tr.3. TC9. L 15"x 45"x 56'-3 3/4" - 30b
Tr.4. TC11. L 15"x 33.9"x 56'-3 3/4" - 30d

PL 14 1/2"x 5/16"x 4'-0 1/2" - 30a o (O.T.)

PL - 23d (O.T.)

Working Line

Faced

2-PLs 47"x 1/2"x 7'-8 3/4" ± - 30n

2-PLs 15"x 1/2"x 3'-0 3/4" - 23f (O.T.)

23'-9 3/4"

5'-2"

28'-0 1/8"

56'-3 3/4" for TC9 and TC11.

Diaph. B5

PL 20 3/4"x 3/4"x 2'-1 1/2" - 23m (O.T.)

Washer

24 - Bars 2 1/2"x 3/4"x 2'-4 3/8" - 23u (O.T.)

PL 23m (O.T.)

Diaph. B5.

20 Latt. Bars. 23u (O.T.)

PL - 23n (O.T.)

PL 16 1/4"x 5/16"x 4'-0" - 23n (O.T.)

← Match line see Sh. 30.

TC9 - Tr.3. | TC10 - Tr.3.
TC11 - Tr.4. | TC12 - Tr.4.

Diaphragm B5.
PL 14 5/8"x 1/2"x 1'-0 5/8" - 23g o.t.
4 Ls 4"x 3"x 5/16"x 1'-2 5/8" - 23h o.t.

TC9 as shown and noted.
TC11 opp. hand . . .

SPAN A.

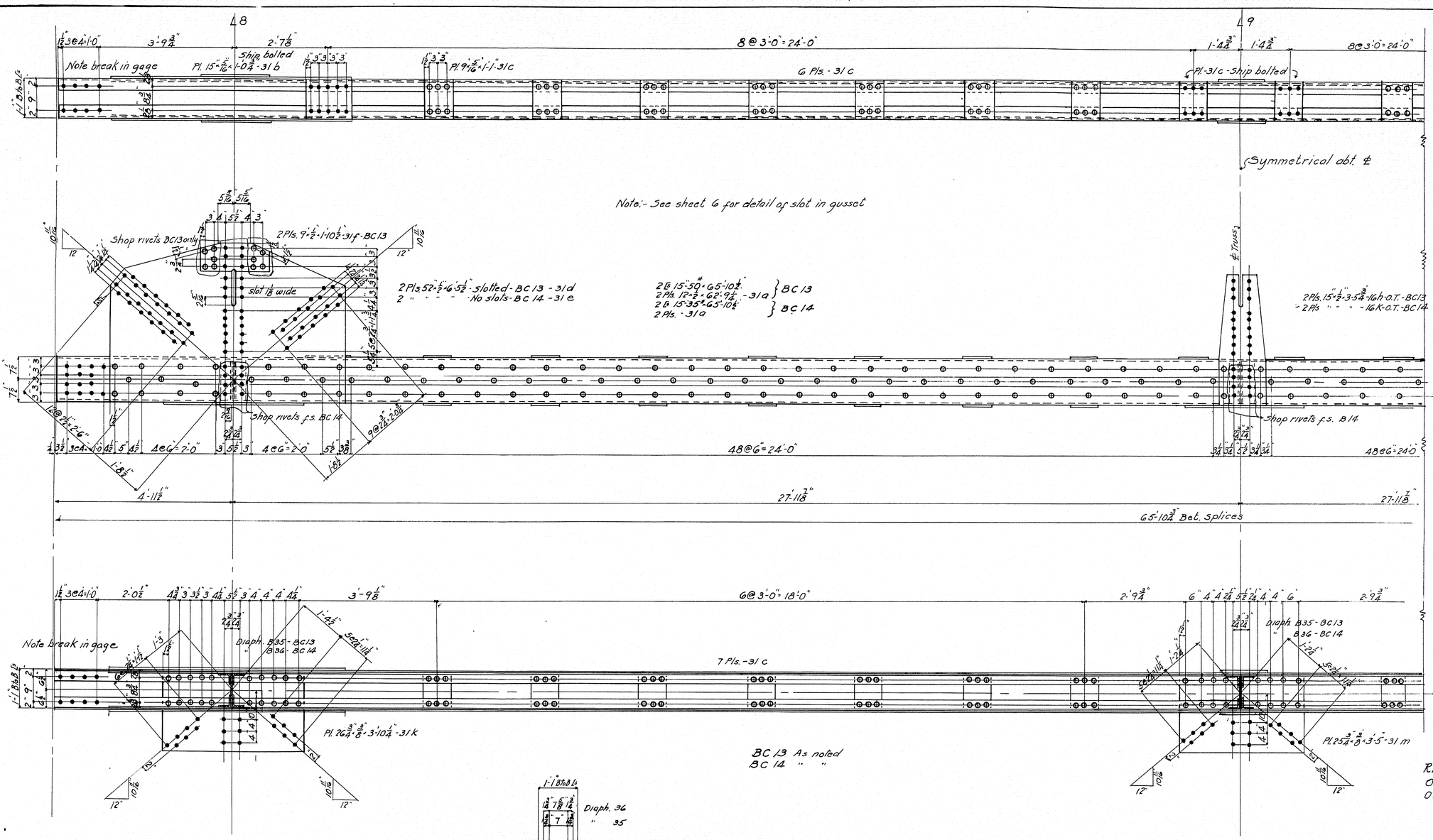
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE OVER SACO RIVER, MAINE.
DETAILS OF TOP CHORD SPAN A.
RIVETS 7/8" EX. NOTED. DRAWN BY C.W.
HOLES 15/16" EX. NOTED. CHE'K'D BY Burleigh
SCALE 3" = 1'-0" DATE LIST PAGE
JOB 6191. SH. 30 A

Revised 3/25/27

29-81

0 1 2 3 4 5 INCHES

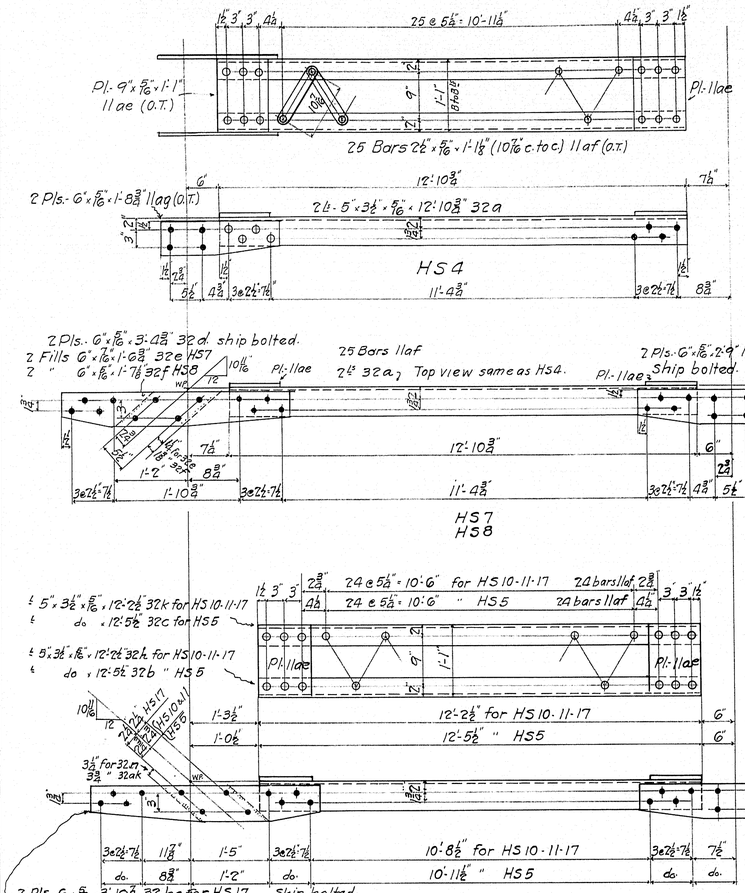


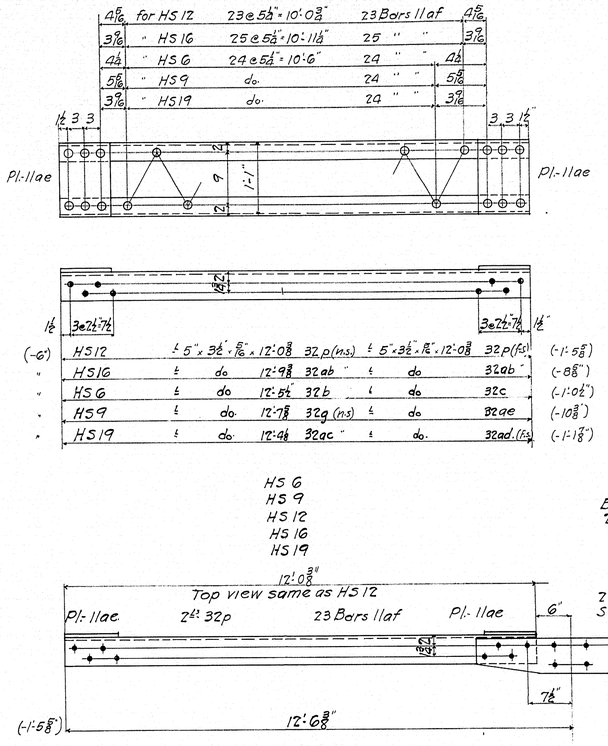
SPAN A

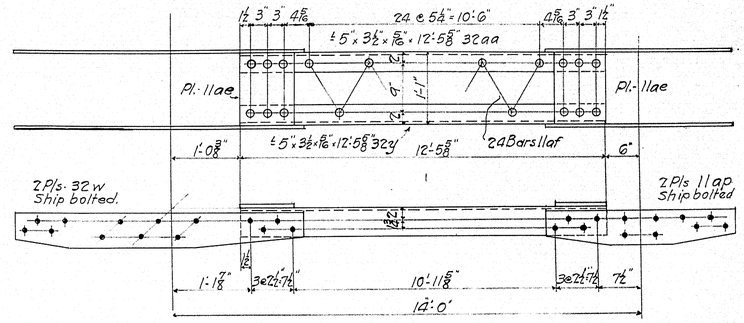
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

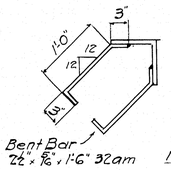
NAME BAR MILLS BRIDGE over SACO RIVER
at Hollis & Buxton Maine
DETAILS OF Bottom Chord
RIVETS ⅞" EX. NOTED. DRAWN BY Burleigh
HOLES ⅞" EX. NOTED. CHE'K'D BY E.F.O.
SCALE ½" = 1 FT. DATE Mar. 10 37 LIST PAGE
JOB 6191 SH. 31

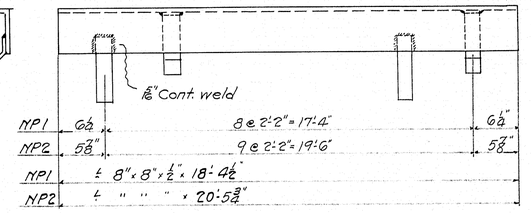
29-82



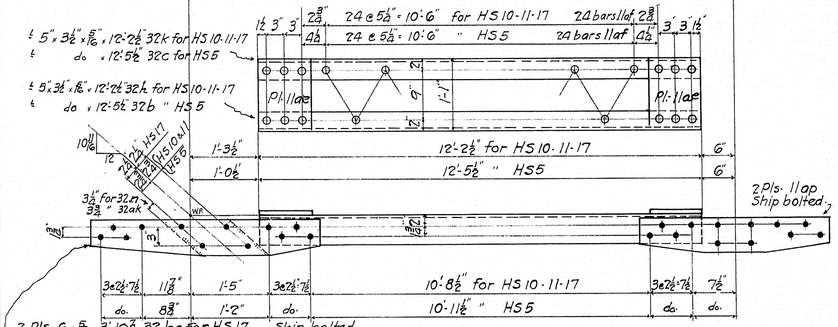


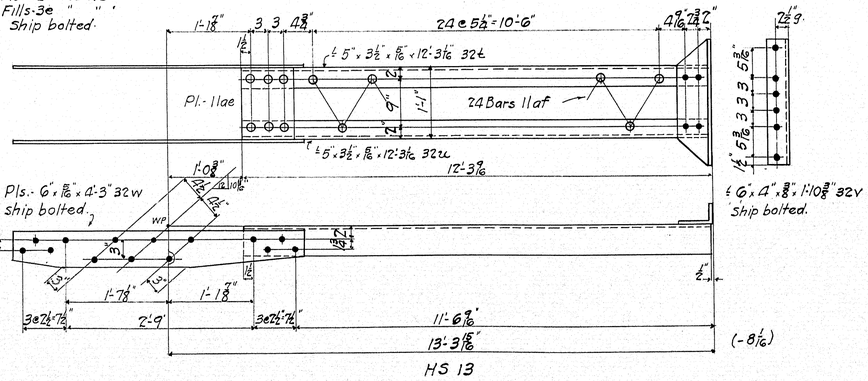


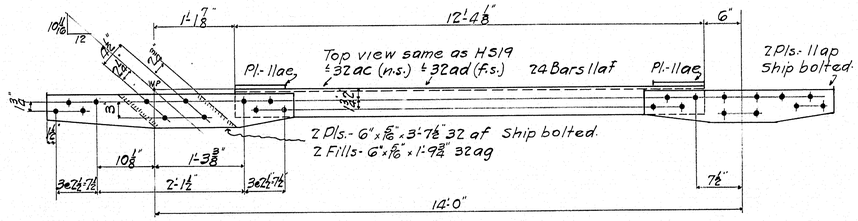


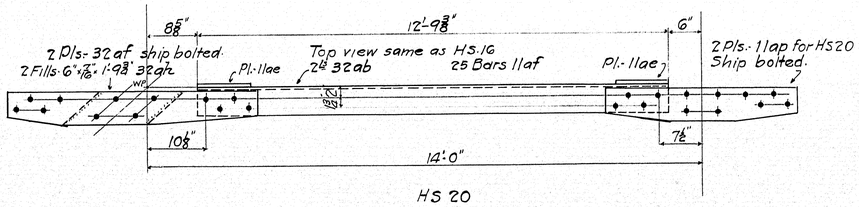


NP1 Nosing on Pier #1
NP2 " " " #2









Reqd. List

4	Horizontal Strut HS4	2	Horizontal Strut HS16		
4	" " HS5	2	" " HS17		
4	" " HS6	2	" " HS18		
2	" " HS7	4	" " HS19		
2	" " HS8	2	" " HS20		
6	" " HS9	2	" " HS21		
2	" " HS10				
2	" " HS11				
8	" " HS12	2	Pier Nosings.	NP1	
8	" " HS13	2	" "	NP2	
4	" " HS14				
4	" " HS15				

SPAN "A"

Notes on Sh" E1

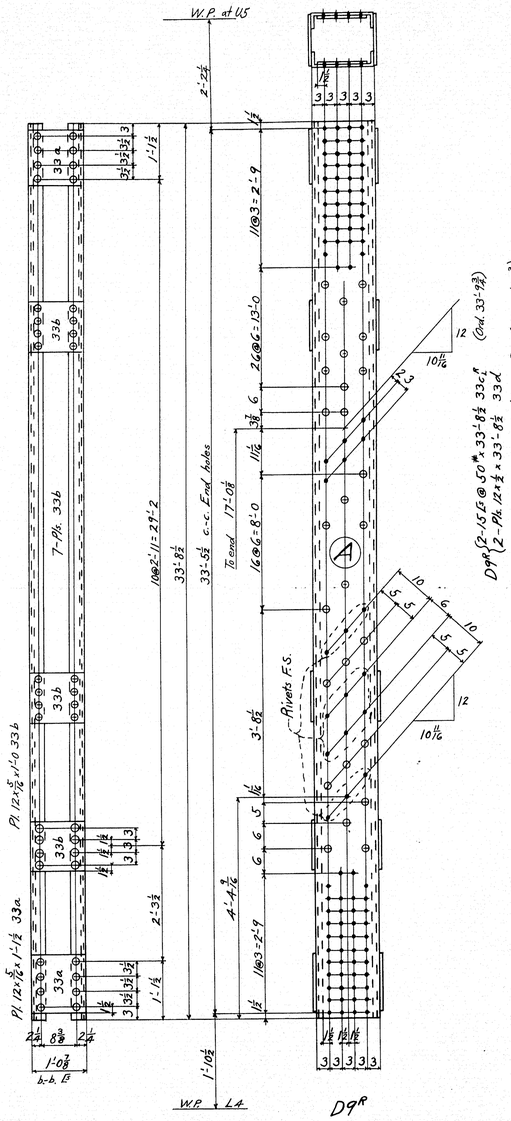
THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME BAR MILLS BRIDGE over Saco R. between Hollis & Buxton, Maine.
DETAILS OF HORIZONTAL STRUTS. 2nd Pier Nosing
RIVETS 7/8 EX. NOTED. DRAWN BY E.F.O.
HOLES 15/16 EX. NOTED. CHECK'D BY Burleigh.
SCALE 1"=1'-0" DATE March 1937 SHEET PACE
JOB 6191 SH. 32

29-83

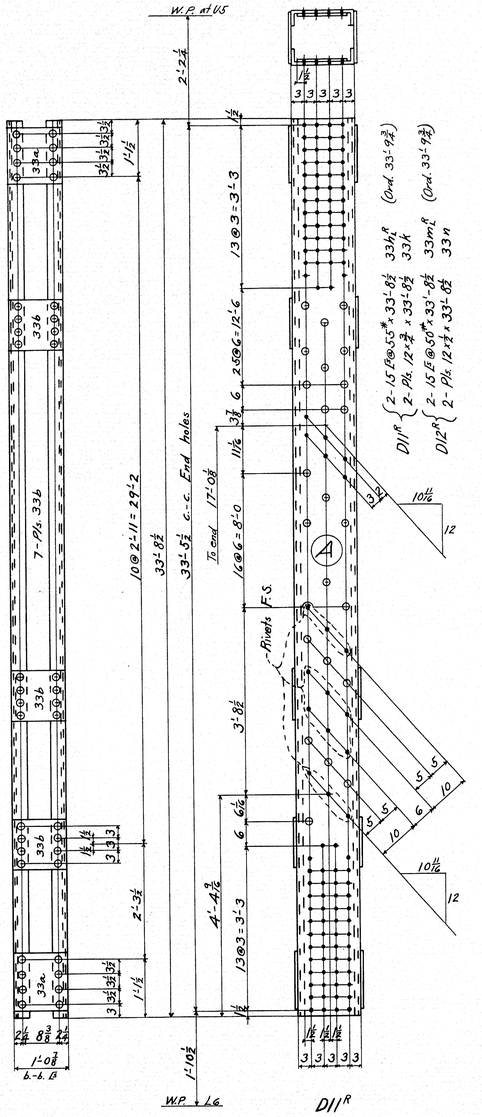
Lot 32ba

0 1 2 3 4 5 INCHES



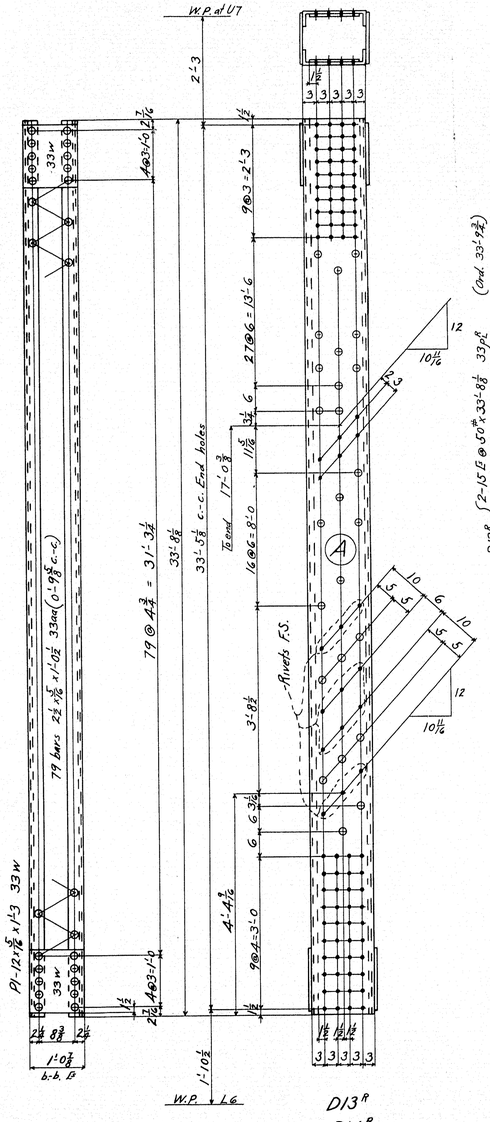
D9R { 2-.15 F@.50* x 33'-8½ 33cL (Ord. 33'-9⅜)
2-Pls. 12x½ x 33'-8½ 33d

D10R { 2-.15 E@.40* x 33'-8½ 33eL (Ord. 33'-9⅜)
2-Pls. 12x⅜ x 33'-8½ 33g



D11R { 2-.15 F@.55* x 33'-8½ 33hR (Ord. 33'-9⅜)
2-Pls. 12x½ x 33'-8½ 33k

D12R { 2-.15 E@.50* x 33'-8½ 33mR (Ord. 33'-9⅜)
2-Pls. 12x⅜ x 33'-8½ 33n



D13R { 2-.15 E @ .50* x 33'-8½ 33pR (Ord. 33'-9⅜)
2-Pls. 12x½ x 33'-8⅝ 33r

D14R { 2-.15 E@.45* x 33'-8⅝ 33vR (Ord. 33'-9⅜)
2-Pls. 33t

Required List	
One Diagonal	D9R
One	D9L
One	D10R
One	D10L
One	D11R
One	D11L
One	D12R
One	D12L
One	D13R
One	D13L
One	D14R
One	D14L

For Notes see Sheet E1
For Diagonal Erection Plan see Sheet 25

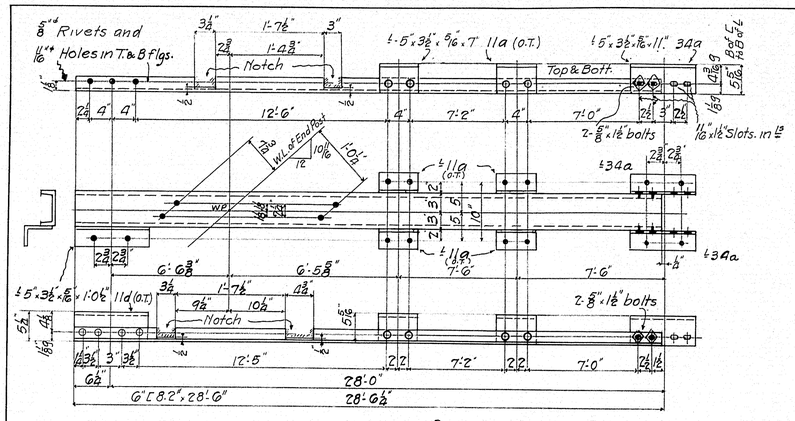
Span A

THE BOSTON BRIDGE WORKS
BOSTON, MASS.

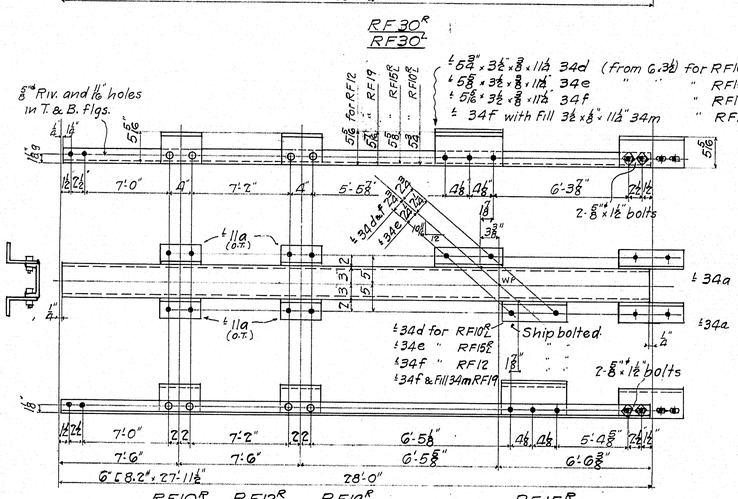
NAME Bar Mills Bridge over Saco River, Maine
DETAILS OF Truss Diagonals
RIVETS ⅞ EX. NOTED. DRAWN EHS.
HOLES 15/16 EX. NOTED. CHECKED Bartleson
SCALE ¾" = 1'-0" DATE 3/5/37 LIST P.
JOB 6191 SHT. 33
REVISIONS

29-84

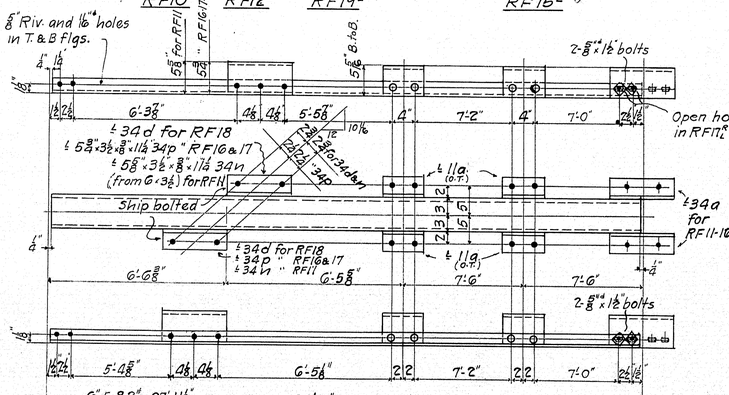
0 1 2 3 4 5 INCHES



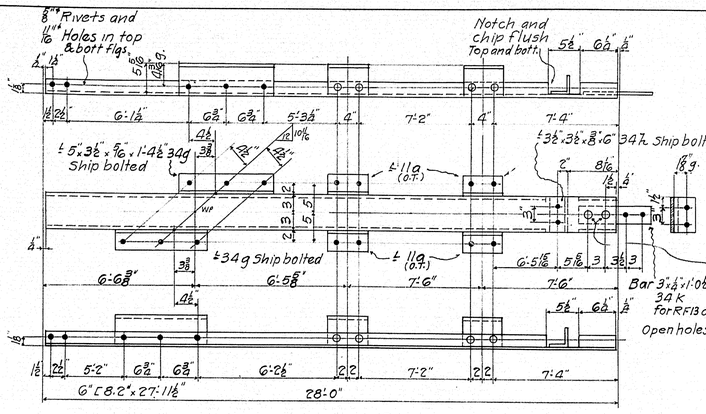
RF30R
RF30L



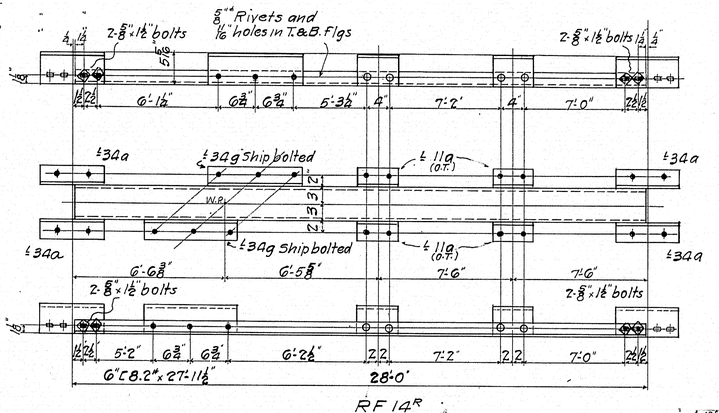
RF10R
RF10L
RF12R
RF12L
RF19R
RF19L
RF15R
RF15L



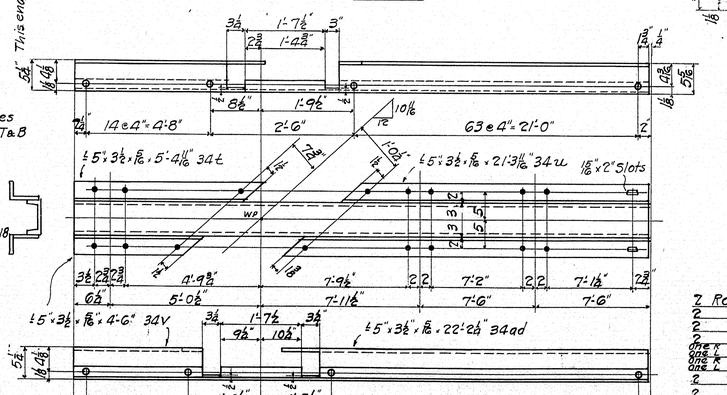
RF11R
RF11L
RF18R
RF18L
RF16R
RF16L
RF17R
RF17L



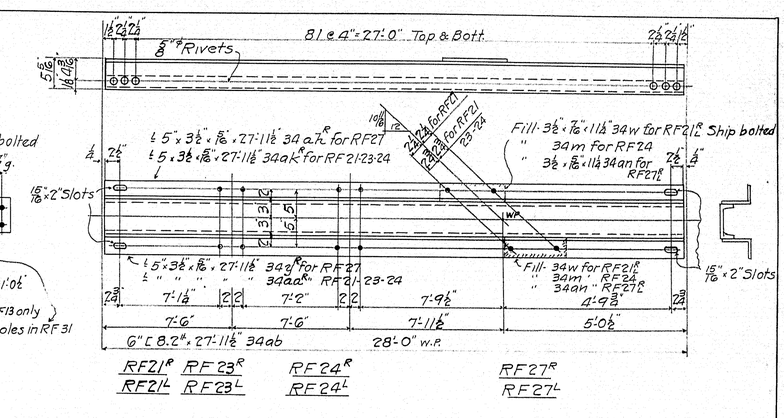
RF13R
RF13L
RF31R
RF31L



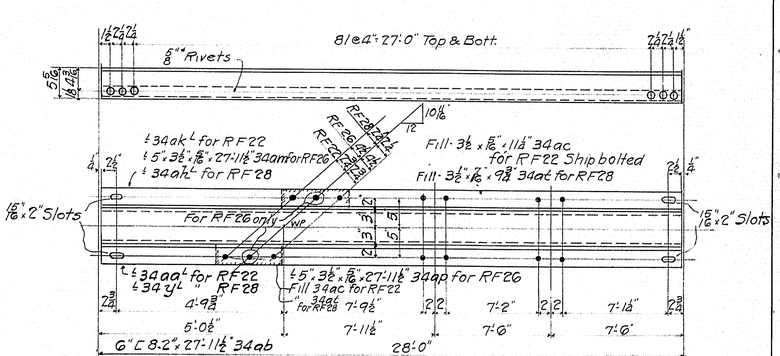
RF14R
RF14L



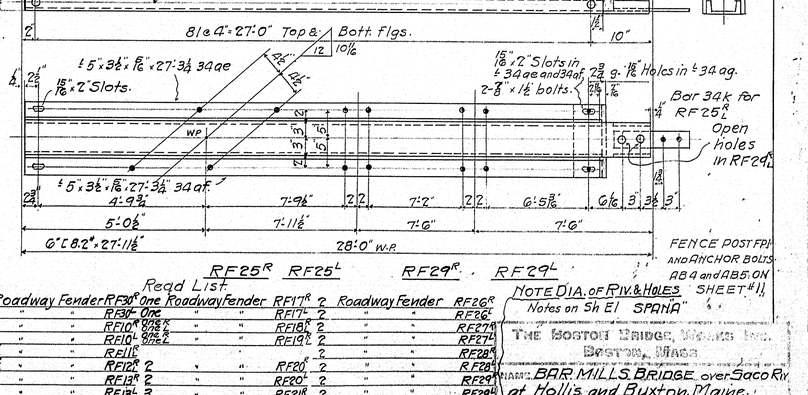
RF20R
RF20L



RF21R
RF21L
RF23R
RF23L
RF24R
RF24L
RF27R
RF27L



RF22R
RF22L
RF26R
RF26L
RF28R
RF28L



RF25R
RF25L
RF29R
RF29L

FENCE POST FPI AND ANCHOR BOLTS ABA and ABB ON ABUTMENTS SHEET #11

Read List

2	Roadway Fender	RF30R	One Roadway Fender	RF17R	2	Roadway Fender	RF26R
2	" "	RF30L	" "	RF17L	2	" "	RF26L
2	" "	RF10R	One Fill	RF18R	2	" "	RF27R
2	" "	RF10L	One Fill	RF18L	2	" "	RF27L
One R	" "	RF11R		RF19R	2	" "	RF28R
One L	" "	RF11L		RF19L	2	" "	RF28L
2	" "	RF12R	2	RF20R	2	" "	RF29R
2	" "	RF12L	2	RF20L	2	" "	RF29L
2	" "	RF13R	3	RF21R	2	" "	RF31R
2	" "	RF13L	3	RF21L	2	" "	RF31L
2	" "	RF14R	2	RF22R	2	" "	RF32R
2	" "	RF14L	One Fill	RF22L	2	" "	RF32L
2	" "	RF15R	One Fill	RF23R			
2	" "	RF15L	One Fill	RF23L			
One	" "	RF16R	2	RF24R	72 Fence Posts on Sh #11		FPI
One	" "	RF16L	2	RF24L	144 Anchor Bolts " "		ABA
				RF25R	144 " " "		ABB
				RF25L			

NOTE DIA. of RIV. & HOLES Notes on Sh El SPANA

THE BOSTON BRIDGE WORKS INC.
BOSTON, MASS.

NAME: BAR MILLS BRIDGE over Saco Riv at Hollis and Buxton, Maine.

DETAILS OF ROADWAY FENDERS

RIVETS: ⅞" SK NOTED DRAWN BY E.F.O.
HOLES: 1⅛" SK NOTED CHECKED BY Bedwell
SCALE: 1" = 1 Ft. DATE Mar. 26, 37 LAST PLATE

JOB 6191 SH. 34

9-29-85

0 1 2 3 4 5 INCHES