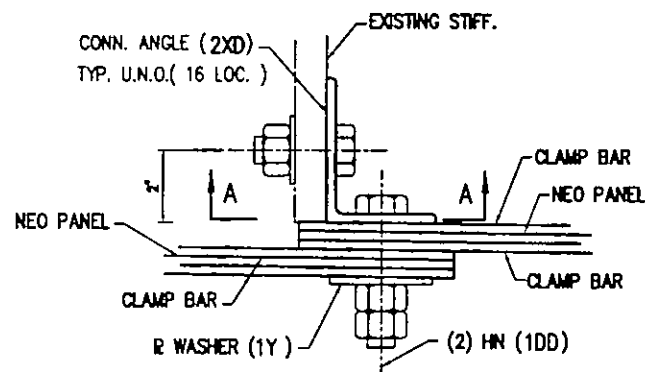
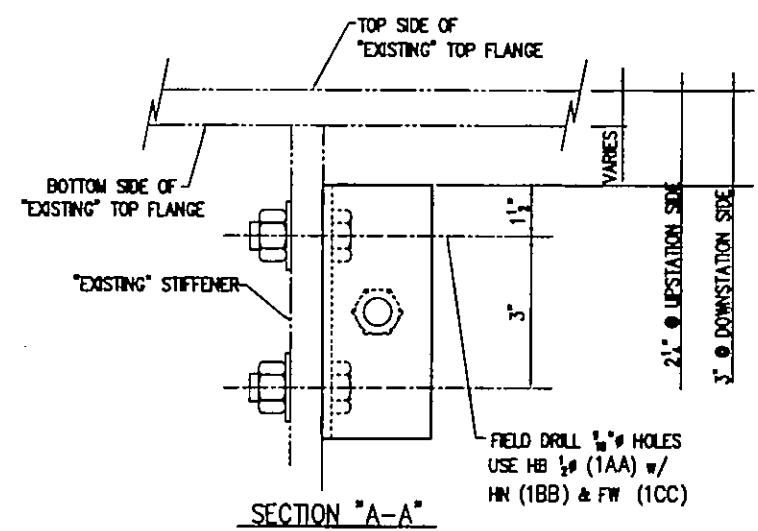


PLAN VIEW (DRAINAGE SYSTEM TYPE SPECIAL)

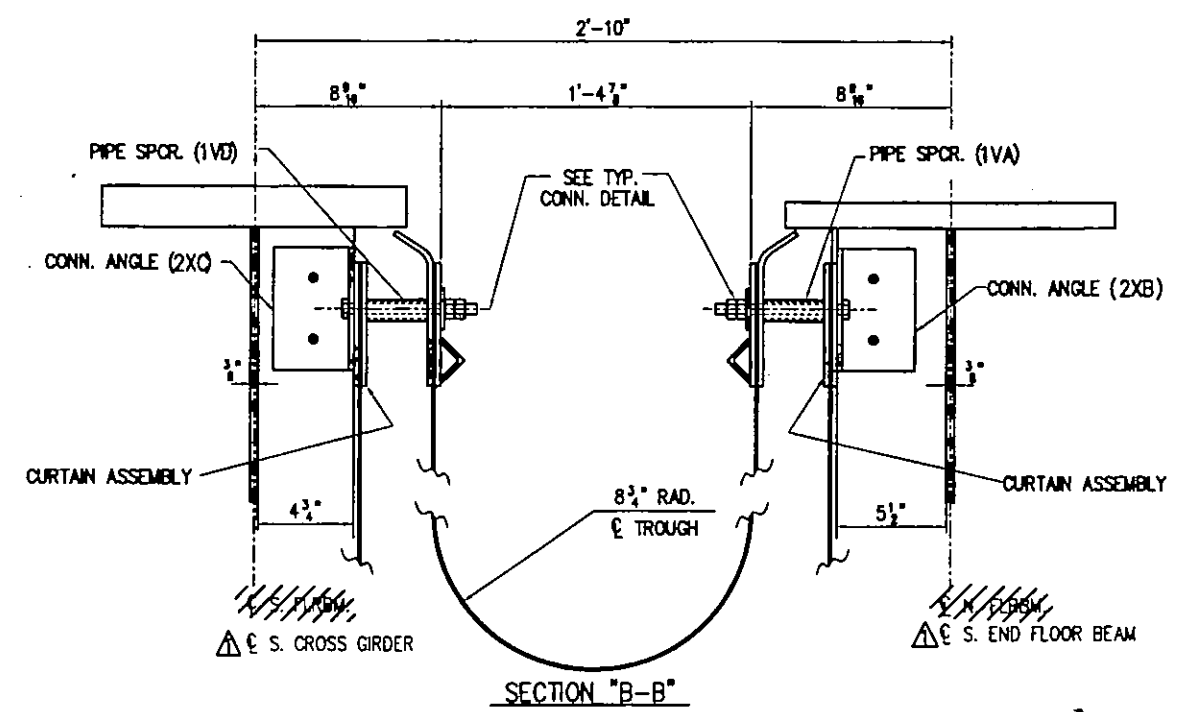
RDWY SLOPE



TYP. CONNECTION DETAIL

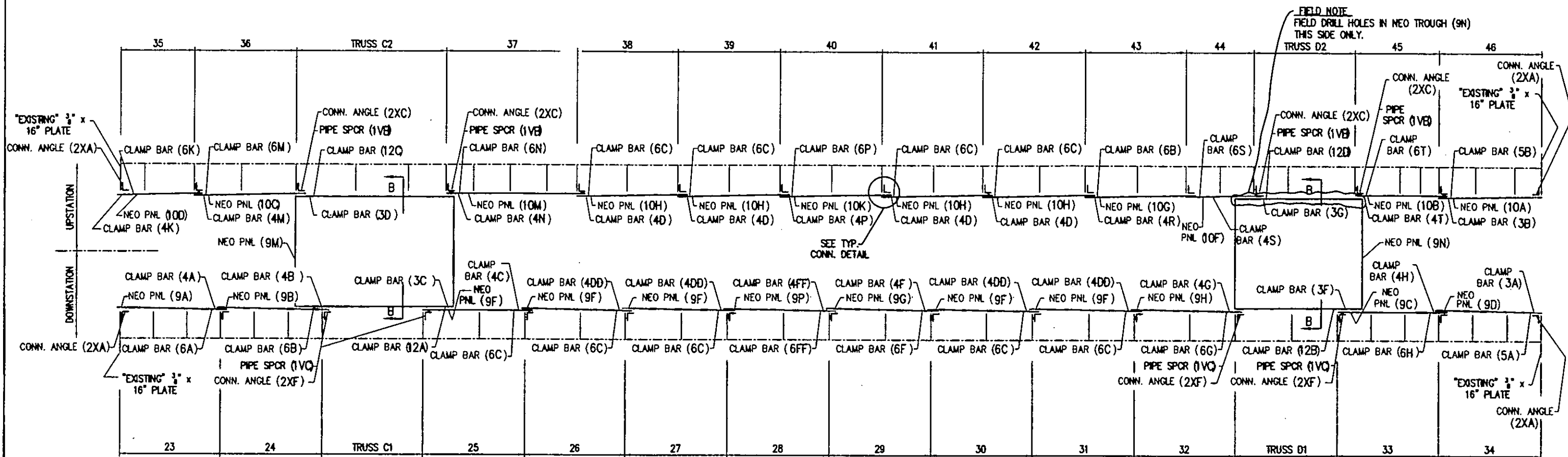


SECTION "A-A"

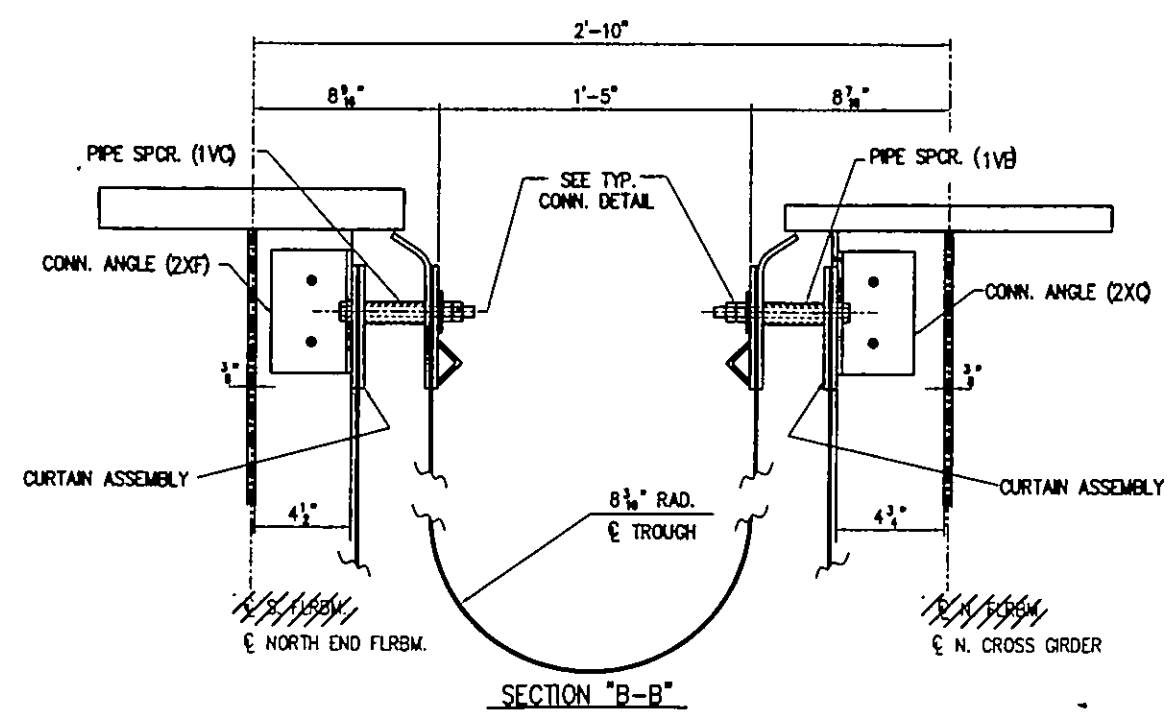
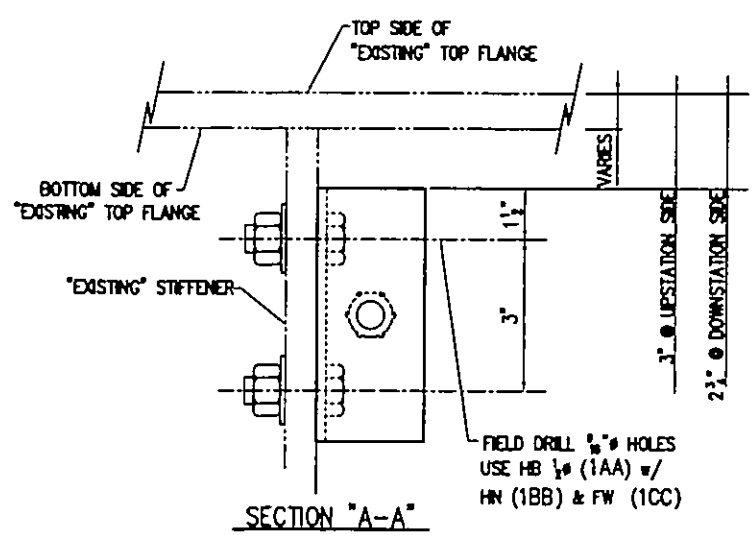
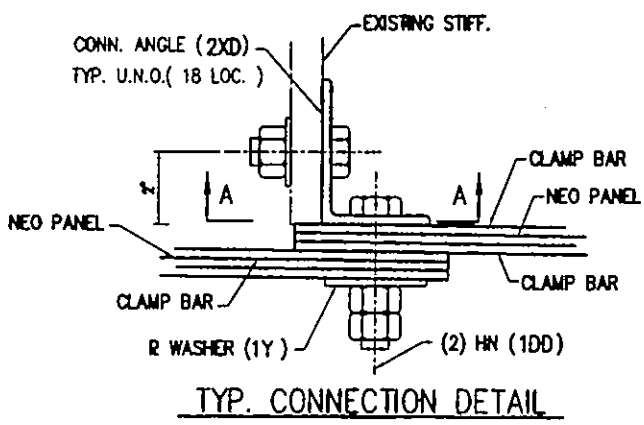


SECTION "B-B"

REV.		DESCRIPTION	DATE	INT.
GENERAL REVISION PER APPROVAL 7-20-98 JEB				
ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.				
<b>LEWIS ENGINEERING COMPANY</b> 4201 WOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000				
PROJECT	BRIDGE NO. 9340			
STATE PROJECT	2783-9340 (T.H. 35W-394)			
FEDERAL PROJECT	HM 035W - 3 (263)			
CUSTOMER	PROGRESSIVE CONTRACTORS INC.			
LOCATION	HENNEPIN COUNTY, MN			
DESCRIPTION	TROUGH REPLACEMENT (ERECTION SHEET) S. EXP. JT. NEAR PIER 5			
FOR DATE		SHEET NO. E1 OF E2		Job. No. : 5544-61
PRINTS ISSUED				



PLAN VIEW (DRAINAGE SYSTEM TYPE SPECIAL)



GENERAL REVISION PER APPROVAL		7-20-98 JEB
REV.	DESCRIPTION	DATE INT.
REV1	7-20-98	
SHOP	7-8-98	
APPROVAL	7-8-98	
DIST.	7-20-98	
CUST.		
FOR	DATE	
PRINTS ISSUED		

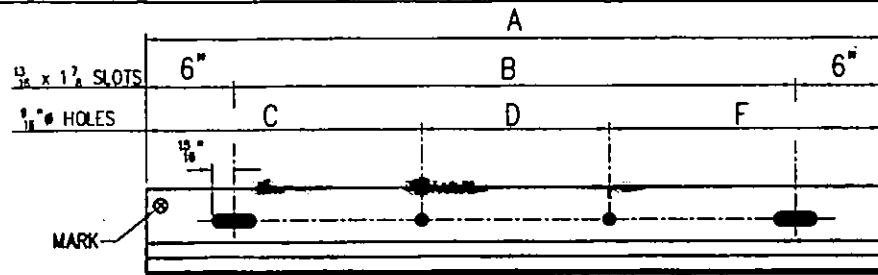
ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

**LEWIS ENGINEERING COMPANY**  
4201 NOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 386-3000

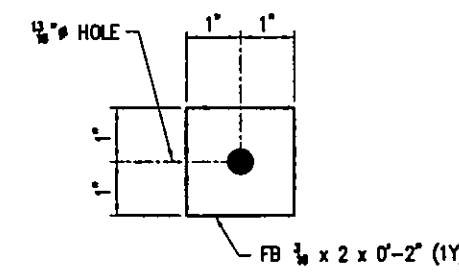
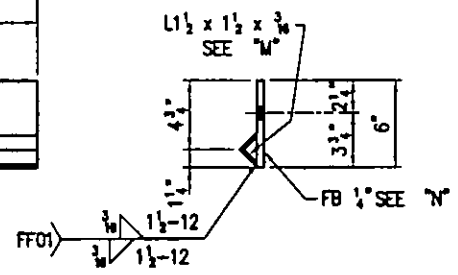
PROJECT -- BRIDGE NO. 9340  
STATE PROJECT -- 2783-9340 (T.H. 35W-394)  
FEDERAL PROJECT -- MN 035W - 3 (263)  
CUSTOMER -- PROGRESSIVE CONTRACTORS INC.  
LOCATION -- HENNEPIN COUNTY, MN  
DESCRIPTION -- TROUGH REPLACEMENT (ERECTION SHEET)  
● N. EXP. JT. NEAR PIER NO. 8

W.P. chk'd  
Drawn By JEB  
Chk'd By  
Date:

SHEET NO. E2 OF E2 Job. No. : 5544-61

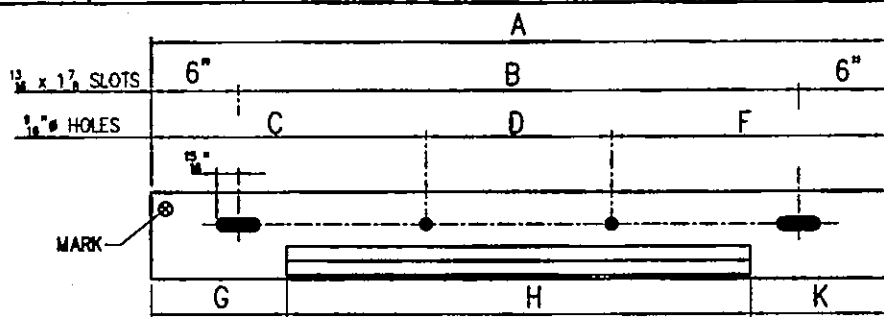


- 1 - CLAMP BAR - 1A  
(S. END OF DECK TRUSS PANEL 11)
- 1 - CLAMP BAR - 1B  
(S. APRCH SPAN PANEL 22)
- 4 - CLAMP BAR - 1X  
(S. END OF DECK TRUSS PANEL A1 & B1)  
(S. APRCH SPAN PANEL A2 & B2)



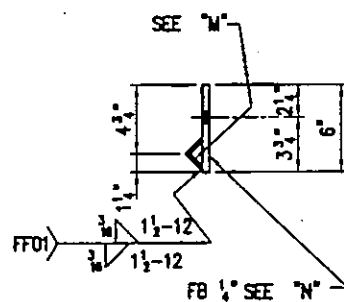
58 - PLATE WASHERS - 1Y

MK.	A	B	C	D	F	M	N
1A	10'-11 3/4"	9'-11 3/4"	3'-9 15/16"	3'-3 7/8"	3'-9 15/16"	L1 1/2 x 1 1/2 x 3/16 x 10'-11 3/4" (ao)	FB 1/4 x 6 x 10'-11 3/4" (pa)
1B	10'-10 3/4"	9'-10 3/4"	3'-9 9/16"	3'-3 5/8"	3'-9 9/16"	L1 1/2 x 1 1/2 x 3/16 x 10'-10 3/4" (ab)	FB 1/4 x 6 x 10'-10 3/4" (pb)
1X	9'-2 1/16"	8'-2 1/16"	3'-2 11/16"	2'-8 11/16"	3'-2 11/16"	L1 1/2 x 1 1/2 x 3/16 x 9'-2 1/16" (abx)	FB 1/4 x 6 x 9'-2 1/16" (pbx)



- 3 - CLAMP BARS - 1D  
(S. END OF DECK TRUSS PANEL 2 & 10)  
(S. APRCH. SPANEL PANEL 21)
- 1 - CLAMP BARS - 1F  
(S. END OF DECK TRUSS PANEL 1)
- 6 - CLAMP BARS - 1G  
(S. END OF DECK TRUSS PANEL 3 - 5 & 7 - 9)
- 1 - CLAMP BARS - 1H  
(S. END OF DECK TRUSS PANEL 6)
- 1 - CLAMP BAR - 1K  
(S. APRCH. SPAN PANEL 13)

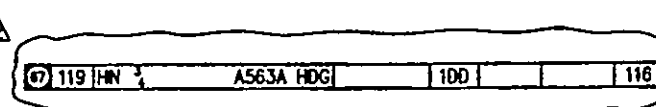
- 1 - CLAMP BAR - 1M  
(S. APRCH. SPAN PANEL 20)
- 5 - CLAMP BARS - 1GG  
(S. APRCH. SPAN PANEL 14 - 16 & 18-19)
- 1 - CLAMP BARS - 1HH  
(S. APRCH. SPAN PANEL 17)
- 1 - CLAMP BARS - 1FF  
(S. APRCH. SPAN PANEL 12)



MK.	A	B	C	D	F	G	H	K	M	N
1D	9'-2 1/16"	8'-2 1/16"	3'-2 11/16"	2'-8 11/16"	3'-2 11/16"	1'-1"	7'-0 1/16"	1'-1"	L1 1/2 x 1 1/2 x 3/16 x 7'-0 1/16" (ad)	FB 1/4 x 6 x 9'-2 1/16" (pd)
1F	10'-7 7/16"	9'-7 7/16"	3'-8 1/2"	3'-2 7/16"	3'-8 1/2"	1'-1"	9'-6 7/16"	0"	L1 1/2 x 1 1/2 x 3/16 x 9'-6 7/16" (of)	FB 1/4 x 6 x 10'-7 7/16" (pf)
1G	9'-2 1/16"	8'-2 1/16"	3'-2 11/16"	2'-8 11/16"	3'-2 11/16"	1'-1"	8'-1 1/16"	0"	L1 1/2 x 1 1/2 x 3/16 x 8'-1 1/16" (aq)	FB 1/4 x 6 x 9'-2 1/16" (pg)
1H	8'-0 1/16"	7'-0 1/16"	2'-10"	2'-4 1/8"	2'-10"	1'-1"	6'-11 1/16"	0"	L1 1/2 x 1 1/2 x 3/16 x 6'-11 1/16" (ah)	FB 1/4 x 6 x 8'-0 1/16" (ph)
1K	9'-2 1/16"	8'-2 1/16"	2'-6 9/16"	2 SPA. 2'-0 1/2"	2'-6 1/2"	1'-1"	7'-0 1/16"	1'-1"	L1 1/2 x 1 1/2 x 3/16 x 7'-0 1/16" (ok)	FB 1/4 x 6 x 9'-2 1/16" (pk)
1M	9'-2 1/16"	8'-2 1/16"	2'-6 9/16"	2 SPA. 2'-0 1/2"	2'-6 1/2"	0"	8'-1 1/16"	1'-1"	L1 1/2 x 1 1/2 x 3/16 x 8'-1 1/16" (am)	FB 1/4 x 6 x 9'-2 1/16" (pm)
1GG	9'-2 1/16"	8'-2 1/16"	3'-2 11/16"	2'-8 11/16"	3'-2 11/16"	0"	8'-1 1/16"	1'-1"	L1 1/2 x 1 1/2 x 3/16 x 8'-1 1/16" (oqg)	FB 1/4 x 6 x 9'-2 1/16" (pgg)
1HH	8'-0 1/16"	7'-0 1/16"	2'-10 1/4"	2'-4 5/8"	2'-10 1/4"	0"	6'-11 13/16"	1'-1"	L1 1/2 x 1 1/2 x 3/16 x 6'-11 13/16" (ahh)	FB 1/4 x 6 x 8'-0 1/16" (phh)
1FF	10'-7 3/8"	9'-7 3/8"	3'-8 7/16"	3'-2 1/2"	3'-8 7/16"	0"	9'-6 3/8"	1'-1"	L1 1/2 x 1 1/2 x 3/16 x 9'-6 3/8" (aff)	FB 1/4 x 6 x 10'-7 3/8" (pff)

GENERAL NOTES

- 1.) MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH MN/DOT "STANDARD SPECIFICATIONS FOR CONSTRUCTION - DATED 1988," THE CURRENT SUPPLEMENTAL SPECIFICATIONS - DATED MAY 2, 1994 AND THE SPECIAL PROVISIONS.
- 2.) CLAMP BARS AND CONN. ANGLES MATERIAL SHALL CONFORM TO MN/DOT SPEC. 3306 (ASTM A709GR36). AND SHALL BE GALVANIZED IN ACCORDANCE WITH 3394 (ASTM A153).
- 3.) HARDWARE SHALL CONFORM TO 3391.2A. AND SHALL BE GALVANIZED IN ACCORDANCE WITH 3392.
- 4.) PIPE SPACERS SHALL CONFORM TO MN/DOT SPEC. 3362. AND SHALL BE GALVANIZED IN ACCORDANCE WITH 3392. FACTORY GALVANIZED PIPE MAY BE USED.
- 5.) ELASTOMERIC CURTAIN AND TROUGH MATERIAL SHALL BE FABRIC-REINFORCED NEOPRENE SHEET CONFORMING TO THE REQUIREMENTS FOR BELTING MATERIAL. HOLES IN THE NEOPRENE MATERIAL SHALL BE CLEANLY PUNCHED OR DRILLED.
- 6.) SEAL WELD ALL ACCESSIBLE SURFACES PRIOR TO GALVANIZING.
- 7.) DIMENSIONS TAKEN FROM MN/DOT SHOP DWG. DATED 4/29/66.



REV2	7-24-98
REV1	7-21-98
SHOP	7-8-98
APPROVAL	7-8-98
DIST.	7-21-98
CUST.	
FOR DATE	
PRINTS ISSUED	

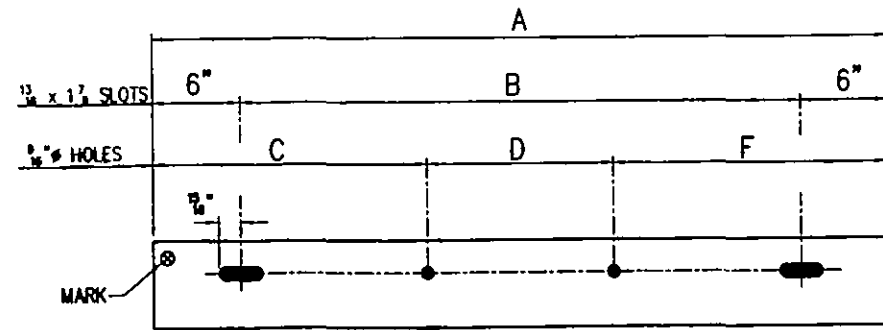
NO. REQ'D	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1	CLAMP BAR	10'-11 3/4"	1A	HDG	
2	FB 1/4 x 6	10'-11 3/4"	pa		
3	L1 1/2 x 1 1/2 x 3/16	10'-11 3/4"	ao		
4					
5	CLAMP BAR	10'-10 3/4"	1B	HDG	
6	FB 1/4 x 6	10'-10 3/4"	pb		
7	L1 1/2 x 1 1/2 x 3/16	10'-10 3/4"	ob		
8					
9	CLAMP BAR	9'-2 1/16"	1X	HDG	
10	FB 1/4 x 6	9'-2 1/16"	pbx		
11	L1 1/2 x 1 1/2 x 3/16	9'-2 1/16"	obx		
12					
13	CLAMP BARS	9'-2 1/16"	1D	HDG	
14	FB 1/4 x 6	9'-2 1/16"	pd		
15	L1 1/2 x 1 1/2 x 3/16	7'-0"	od		
16					
17	CLAMP BARS	10'-7 7/16"	1F	HDG	
18	FB 1/4 x 6	10'-7 7/16"	pf		
19	L1 1/2 x 1 1/2 x 3/16	9'-6 7/16"	of		
20					
21	CLAMP BARS	9'-2 1/16"	1G	HDG	
22	FB 1/4 x 6	9'-2 1/16"	pg		
23	L1 1/2 x 1 1/2 x 3/16	8'-1 1/16"	og		
24					
25	CLAMP BARS	8'-0 1/16"	1H	HDG	
26	FB 1/4 x 6	8'-0 1/16"	ph		
27	L1 1/2 x 1 1/2 x 3/16	6'-11 1/16"	ah		
28					
29	CLAMP BARS	9'-2 1/16"	1K	HDG	
30	FB 1/4 x 6	9'-2 1/16"	pk		
31	L1 1/2 x 1 1/2 x 3/16	7'-0"	ok		
32					
33	CLAMP BARS	9'-2 1/16"	1M	HDG	
34	FB 1/4 x 6	9'-2 1/16"	pm		
35	L1 1/2 x 1 1/2 x 3/16	8'-1 1/16"	om		
36					
37	CLAMP BARS	9'-2 1/16"	1GG	HDG	
38	FB 1/4 x 6	9'-2 1/16"	pgg		
39	L1 1/2 x 1 1/2 x 3/16	8'-1 1/16"	ogg		
40					
41	CLAMP BARS	8'-0 1/16"	1HH	HDG	
42	FB 1/4 x 6	8'-0 1/16"	phh		
43	L1 1/2 x 1 1/2 x 3/16	6'-11 13/16"	ahh		
44					
45	CLAMP BARS	10'-7 3/8"	1FF	HDG	
46	FB 1/4 x 6	10'-7 3/8"	pff		
47	L1 1/2 x 1 1/2 x 3/16	9'-6 3/8"	aff		
48					
49	PIPE SPACER		1VA	HDG	
50	PI 3/4 SCHED. 40 A53F	0'-1 1/2"	1VA	PLAIN MATRL	
51					
52	PIPE SPACER		1VB	HDG	
53	PI 3/4 SCHED. 40 A53F	0'-2 1/2"	1VB	PLAIN MATRL	
54					
55	PIPE SPACER		1VC	HDG	
56	PI 3/4 SCHED. 40 A53F	0'-2 1/2"	1VC	PLAIN MATRL	
57					
58	PIPE SPACER		1VD	HDG	
59	PI 3/4 SCHED. 40 A53F	0'-2 1/2"	1VD	PLAIN MATRL	
60					
61	58 PLATE WASHERS		1Y	HDG	
62	58 FB 1/4 x 2	0'-2"	1Y		
63					
64	FIELD BOLTS:				
65	119 HB 1/2 x 1 1/2	A325 HDG	1AA		116
66	119 HN 1/2 x 1 1/2	A563DH HDG	1BB		116
67	119 FW 1/2	F436 HDG	1CC		116

**LEWIS ENGINEERING COMPANY**  
4201 HOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

PROJECT - BRIDGE NO. 9340  
STATE PROJECT - 2783-9340 (I.H. 35W=394)  
FEDERAL PROJECT - IM 035W - 3 (263)  
CUSTOMER - PROGRESSIVE CONTRACTORS INC.  
LOCATION - HENNEPIN COUNTY, MN  
DESCRIPTION - TROUGH REPLACEMENT (CLAMP BARS)  
S. EXP. JT. NEAR PIER 5

W.P. ch'k'd  
Drawn By JEB  
Chk'd By  
Date:

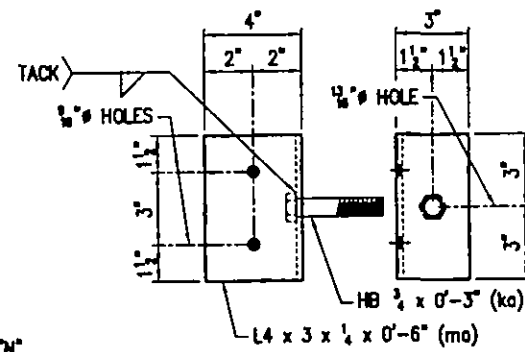
SHEET NO. 1 OF 12 Job. No. : 5544-61



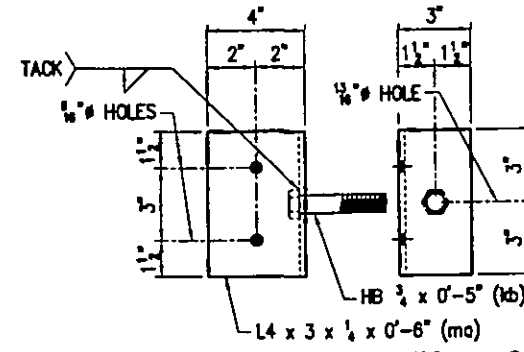
- 1 - CLAMP BAR - 2A  
(S. END OF DECK TRUSS PANEL 11)
- 1 - CLAMP BAR - 2B  
(S. APRCH SPAN PANEL 22)
- 14 - CLAMP BARS - 2C  
(S. END OF DECK TRUSS PANEL 2-5 & 7-10)  
(S. APRCH SPAN PANEL 14-16, 18-19 & 21)
- 1 - CLAMP BARS - 2H  
(S. END OF DECK TRUSS PANEL 6)
- 2 - CLAMP BARS - 2K  
(S. APRCH. SPAN PANEL 13 & 20)
- 2 - CLAMP BARS - 2M  
(S. END OF DECK TRUSS PANEL 1)  
(S. APRCH SPAN PANEL 12)
- 1 - CLAMP BARS - 2N  
(S. APRCH. SPAN PANEL 17)

MK.	A	B	C	D	F	N
2A	10'-11 <sup>3</sup> / <sub>4</sub> "	9'-11 <sup>3</sup> / <sub>4</sub> "	3'-9 <sup>15</sup> / <sub>16</sub> "	3'-3 <sup>7</sup> / <sub>8</sub> "	3'-9 <sup>15</sup> / <sub>16</sub> "	FB 1/4 x 6 x 10'-11 <sup>3</sup> / <sub>4</sub> " (2A)
2B	10'-10 <sup>3</sup> / <sub>4</sub> "	9'-10 <sup>3</sup> / <sub>4</sub> "	3'-9 <sup>9</sup> / <sub>16</sub> "	3'-3 <sup>5</sup> / <sub>8</sub> "	3'-9 <sup>9</sup> / <sub>16</sub> "	FB 1/4 x 6 x 10'-10 <sup>3</sup> / <sub>4</sub> " (2B)
2C	9'-2 <sup>1</sup> / <sub>16</sub> "	8'-2 <sup>1</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>16</sub> "	2'-8 <sup>11</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>16</sub> "	FB 1/4 x 6 x 9'-2 <sup>1</sup> / <sub>16</sub> " (2C)
2H	8'-0 <sup>1</sup> / <sub>16</sub> "	7'-0 <sup>1</sup> / <sub>16</sub> "	2'-10"	2'-4 <sup>1</sup> / <sub>16</sub> "	2'-10"	FB 1/4 x 6 x 8'-0 <sup>1</sup> / <sub>16</sub> " (2H)
2K	9'-2 <sup>1</sup> / <sub>16</sub> "	8'-2 <sup>1</sup> / <sub>16</sub> "	2'-6 <sup>3</sup> / <sub>16</sub> "	2 SPA. ② 2'-0 <sup>1</sup> / <sub>2</sub> "	2'-6 <sup>1</sup> / <sub>2</sub> "	FB 1/4 x 6 x 9'-2 <sup>1</sup> / <sub>16</sub> " (2K)
2M	10'-7 <sup>3</sup> / <sub>8</sub> "	9'-7 <sup>3</sup> / <sub>8</sub> "	3'-8 <sup>7</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>2</sub> "	3'-8 <sup>7</sup> / <sub>16</sub> "	FB 1/4 x 6 x 10'-7 <sup>3</sup> / <sub>8</sub> " (2M)
2N	8'-0 <sup>13</sup> / <sub>16</sub> "	7'-0 <sup>13</sup> / <sub>16</sub> "	2'-10 <sup>1</sup> / <sub>4</sub> "	2'-4 <sup>5</sup> / <sub>16</sub> "	2'-10 <sup>1</sup> / <sub>4</sub> "	FB 1/4 x 6 x 8'-0 <sup>13</sup> / <sub>16</sub> " (2N)

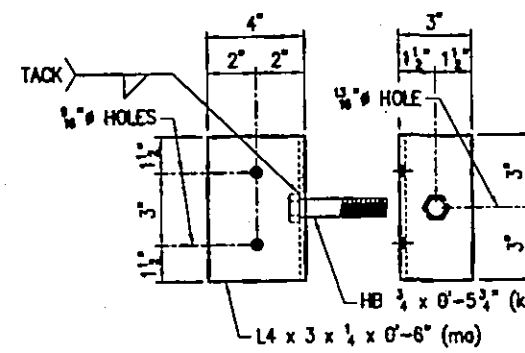
SHOP NOTE:  
⊙ - INDICATES LOCATION  
OF SHIPPING PIECE MARK



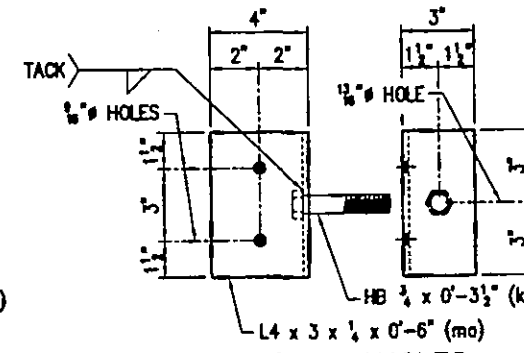
8 - CONN. ANGLES - 2XA



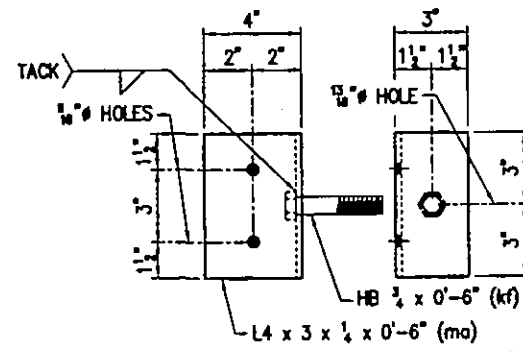
4 - CONN. ANGLES - 2XB



8 - CONN. ANGLES - 2XC



34 - CONN. ANGLES - 2XD



4 - CONN. ANGLES - 2XF

LINE NO.	DESCRIPTION	LENGTH	MK	REMARKS	WQNT.	
1	CLAMP BAR	10'-11 <sup>3</sup> / <sub>4</sub> "	2A	HDG		
2	FB 1/4 x 6	10'-11 <sup>3</sup> / <sub>4</sub> "	2A			
3						
4	CLAMP BAR	10'-10 <sup>3</sup> / <sub>4</sub> "	2B	HDG		
5	FB 1/4 x 6	10'-10 <sup>3</sup> / <sub>4</sub> "	2B			
6						
7	14 CLAMP BARS	9'-2 <sup>1</sup> / <sub>16</sub> "	2C	HDG		
8	14 FB 1/4 x 6	9'-2 <sup>1</sup> / <sub>16</sub> "	2C			
9						
10	1 CLAMP BARS	8'-0 <sup>1</sup> / <sub>16</sub> "	2H	HDG		
11	1 FB 1/4 x 6	8'-0 <sup>1</sup> / <sub>16</sub> "	2H			
12						
13	2 CLAMP BARS	9'-2 <sup>1</sup> / <sub>16</sub> "	2K	HDG		
14	2 FB 1/4 x 6	9'-2 <sup>1</sup> / <sub>16</sub> "	2K			
15						
16	2 CLAMP BARS	10'-7 <sup>3</sup> / <sub>8</sub> "	2M	HDG		
17	2 FB 1/4 x 6	10'-7 <sup>3</sup> / <sub>8</sub> "	2M			
18						
19	1 CLAMP BARS	8'-0 <sup>1</sup> / <sub>16</sub> "	2N	HDG		
20	1 FB 1/4 x 6	8'-0 <sup>1</sup> / <sub>16</sub> "	2N			
21						
22	8 CONNECTION ANGLES		2XA	HDG		
23	L4 x 3 x 1/4	0'-6"	ma			
24	8 HB 1/4 x 3		ka	2" THRD. MIN.		
25						
26	4 CONNECTION ANGLES		2XB	HDG		
27	L4 x 3 x 1/4	0'-6"	ma			
28	4 HB 1/4 x 5		kb	2" THRD. MIN.		
29						
30	8 CONNECTION ANGLES		2XC	HDG		
31	L4 x 3 x 1/4	0'-6"	ma			
32	8 HB 1/4 x 5 1/2		kc	2" THRD. MIN.		
33						
34	34 CONNECTION ANGLES		2XD	HDG		
35	L4 x 3 x 1/4	0'-6"	ma			
36	34 HB 1/4 x 3 1/2		kd	2" THRD. MIN.		
37						
38	4 CONNECTION ANGLES		2XF	HDG		
39	L4 x 3 x 1/4	0'-6"	ma			
40	4 HB 1/4 x 6		kf	2" THRD. MIN.		
41						
42						
43						
44						
45						
46						
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48						
49						
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51						
52						
53						
54						
55						
56						
57						
58						
59						
60	CHANGED BOLTS FROM A325 TO A307 FOR WELDING PURPOSES.					7-24-98 JEB

SEE SHEET NO 1 FOR GENERAL NOTES.

REV.	DESCRIPTION	DATE	INT.

ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

**LEWIS ENGINEERING COMPANY**  
4201 NOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

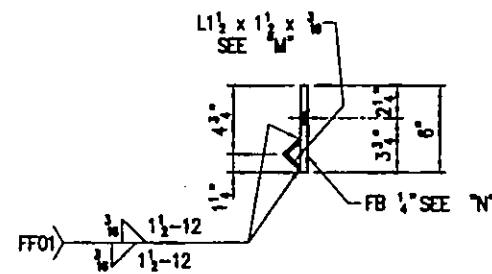
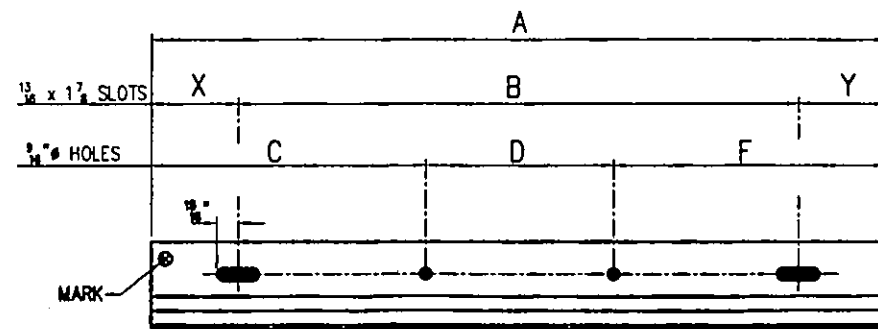
PROJECT - BRIDGE NO. 9340  
STATE PROJECT - 2783-9340 (T.H. 35W-394)  
FEDERAL PROJECT - IM 035W - 3 (263)  
CUSTOMER - PROGRESSIVE CONTRACTORS INC.  
LOCATION - HENNEPIN COUNTY, MN  
DESCRIPTION - TROUGH REPLACEMENT (CLAMP BARS)  
                  ⊙ S. EXP. JT. NEAR PIER 5

W.P. ch'k'd  
Drawn By JEB  
Ch'k'd By  
Date:

REVI 7-24-98  
SHOP 7-21-98  
APPROVAL 7-8-98  
DIST. 7-21-98  
CUST.  
FOR DATE  
PRINTS ISSUED

SHEET NO. 2 OF 12  
Job. No.: 5544-61

SHOP NOTE:  
 ⊗ - INDICATES LOCATION  
 OF SHIPPING PIECE MARK



- 1 - CLAMP BAR - 3A  
(N. END OF DECK TRUSS PANEL 34)
- 1 - CLAMP BAR - 3B  
(N. APRCH SPAN PANEL 46)
- 1 - CLAMP BAR - 3C  
(N. END OF DECK TRUSS PANEL C1)
- 1 - CLAMP BAR - 3D  
(N. APRCH SPAN PANEL C2)
- 1 - CLAMP BAR - 3F  
(N. END OF DECK TRUSS PANEL D1)
- 1 - CLAMP BAR - 3G  
(N. APRCH SPAN PANEL D2)

MK.	A	X	B	Y	C	D	F	M	N
3A	8'-10 <sup>3</sup> / <sub>16</sub> "	6"	7'-10 <sup>3</sup> / <sub>16</sub> "	6"	2'-5 <sup>9</sup> / <sub>16</sub> "	2 SPA. ⊗ 1'-11 <sup>9</sup> / <sub>16</sub> "	2'-5 <sup>1</sup> / <sub>2</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub> x 8'-10 <sup>3</sup> / <sub>16</sub> " (ca)	FB <sup>1</sup> / <sub>4</sub> x 6 x 8'-10 <sup>3</sup> / <sub>16</sub> " (ba)
3B	9'-0"	6"	8'-0"	6"	3'-2"	2'-8"	3'-2"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub> x 9'-0" (cb)	FB <sup>1</sup> / <sub>4</sub> x 6 x 9'-0" (bb)
3C	10'-10 <sup>1</sup> / <sub>16</sub> "	1'-11 <sup>15</sup> / <sub>16</sub> "	6'-9 <sup>3</sup> / <sub>4</sub> "	2'-0 <sup>3</sup> / <sub>8</sub> "	3'-8 <sup>3</sup> / <sub>8</sub> "	2 SPA. ⊗ 1'-8 <sup>7</sup> / <sub>16</sub> "	3'-8 <sup>13</sup> / <sub>16</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub> x 10'-10 <sup>1</sup> / <sub>16</sub> " (caa)	FB <sup>1</sup> / <sub>4</sub> x 6 x 10'-10 <sup>1</sup> / <sub>16</sub> " (baa)
3D	10'-6"	6"	9'-6"	6"	2'-10 <sup>1</sup> / <sub>2</sub> "	2 SPA. ⊗ 2'-4 <sup>1</sup> / <sub>2</sub> "	2'-10 <sup>1</sup> / <sub>2</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub> x 10'-6" (cab)	FB <sup>1</sup> / <sub>4</sub> x 6 x 10'-6" (bab)
3F	9'-0 <sup>5</sup> / <sub>16</sub> "	1'-2 <sup>5</sup> / <sub>16</sub> "	7'-4"	6"	3'-7 <sup>5</sup> / <sub>8</sub> "	2'-5 <sup>3</sup> / <sub>8</sub> "	2'-11 <sup>5</sup> / <sub>16</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub> x 9'-0 <sup>5</sup> / <sub>16</sub> " (cac)	FB <sup>1</sup> / <sub>4</sub> x 6 x 9'-0 <sup>5</sup> / <sub>16</sub> " (bac)
3G	8'-9 <sup>1</sup> / <sub>4</sub> "	1'-5 <sup>3</sup> / <sub>4</sub> "	6'-9 <sup>1</sup> / <sub>2</sub> "	6"	3'-2 <sup>1</sup> / <sub>8</sub> "	2 SPA. ⊗ 1'-8 <sup>3</sup> / <sub>8</sub> "	2'-2 <sup>3</sup> / <sub>8</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub> x 8'-9 <sup>1</sup> / <sub>4</sub> " (cad)	FB <sup>1</sup> / <sub>4</sub> x 6 x 8'-9 <sup>1</sup> / <sub>4</sub> " (bad)

NO.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1	1 CLAMP BAR	8'-10 <sup>3</sup> / <sub>16</sub> "	3A	HDC	
2	1 FB <sup>1</sup> / <sub>4</sub> x 6	8'-10 <sup>3</sup> / <sub>16</sub> "	ba		
3	1 L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub>	8'-10 <sup>3</sup> / <sub>16</sub> "	ca		
4					
5	1 CLAMP BAR	9'-0"	3B	HDC	
6	1 FB <sup>1</sup> / <sub>4</sub> x 6	9'-0"	bb		
7	1 L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub>	9'-0"	cb		
8					
9	1 CLAMP BAR	10'-10 <sup>1</sup> / <sub>16</sub> "	3C	HDC	
10	1 FB <sup>1</sup> / <sub>4</sub> x 6	10'-10 <sup>1</sup> / <sub>16</sub> "	baa		
11	1 L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub>	10'-10 <sup>1</sup> / <sub>16</sub> "	caa		
12					
13	1 CLAMP BAR	10'-6"	3D	HDC	
14	1 FB <sup>1</sup> / <sub>4</sub> x 6	10'-6"	bab		
15	1 L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub>	10'-6"	cab		
16					
17	1 CLAMP BAR	9'-0 <sup>5</sup> / <sub>16</sub> "	3F	HDC	
18	1 FB <sup>1</sup> / <sub>4</sub> x 6	9'-0 <sup>5</sup> / <sub>16</sub> "	bac		
19	1 L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub>	9'-0 <sup>5</sup> / <sub>16</sub> "	cac		
20					
21	1 CLAMP BAR	8'-9 <sup>1</sup> / <sub>4</sub> "	3G	HDC	
22	1 FB <sup>1</sup> / <sub>4</sub> x 6	8'-9 <sup>1</sup> / <sub>4</sub> "	bad		
23	1 L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x <sup>3</sup> / <sub>16</sub>	8'-9 <sup>1</sup> / <sub>4</sub> "	cad		
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70	SEE SHEET NO. 1 FOR GENERAL NOTES				

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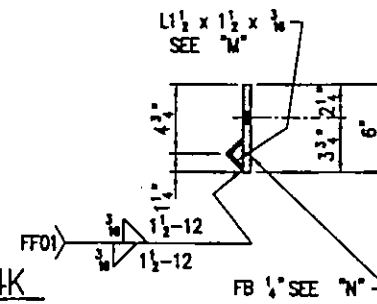
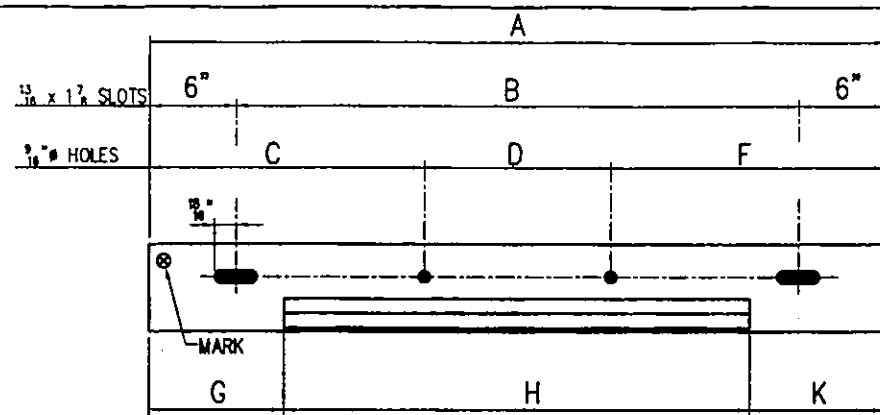
SHOP	
APPROVAL	
DIST.	
CUST.	
FOR DATE	
PRINTS ISSUED	

**LEWIS ENGINEERING COMPANY**  
 4201 HONEX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

PROJECT - BRIDGE NO. 9340  
 STATE PROJECT - 2783-9340 (T.H. 35W-394)  
 FEDERAL PROJECT - IM 035W - 3 (263)  
 CUSTOMER - PROGRESSIVE CONTRACTORS INC.  
 LOCATION - HENNEPIN COUNTY, MN  
 DESCRIPTION - TROUGH REPLACEMENT (CLAMP BARS)  
 ⊗ N. EXP. JT. NEAR PIER 8

W.P. chk'd  
 Drawn By JEB  
 Chk'd By  
 Date:

SHEET NO. 3 OF 12 Job. No. : 5544-61



SHOP NOTE:  
 ⊙ - INDICATES LOCATION  
 OF SHIPPING PIECE MARK

- 1 - CLAMP BAR - 4A  
(S. END OF DECK TRUSS PANEL 23)
- 1 - CLAMP BAR - 4B  
(S. END OF DECK TRUSS PANEL 24)
- 1 - CLAMP BAR - 4C  
(S. END OF DECK TRUSS PANEL 35)
- 4 - CLAMP BARS - 4D  
(S. END OF DECK TRUSS PANEL 38, 39, 41 & 42)
- 1 - CLAMP BARS - 4F  
(S. END OF DECK TRUSS PANEL 28)
- 1 - CLAMP BARS - 4FF  
(S. END OF DECK TRUSS PANEL 29)
- 1 - CLAMP BAR - 4G  
(S. END OF DECK TRUSS PANEL 32)
- 1 - CLAMP BAR - 4H  
(S. END OF DECK TRUSS PANEL 33)

- 1 - CLAMP BAR - 4K  
(S. APRCH. SPAN PANEL 35)
- 1 - CLAMP BAR - 4M  
(S. APRCH. SPAN PANEL 36)
- 1 - CLAMP BAR - 4N  
(S. APRCH. SPAN PANEL 37)
- 1 - CLAMP BAR - 4P  
(S. APRCH. SPAN PANEL 40)
- 1 - CLAMP BAR - 4R  
(S. APRCH. SPAN PANEL 43)
- 1 - CLAMP BAR - 4S  
(S. APRCH. SPAN PANEL 44)
- 1 - CLAMP BAR - 4T  
(S. APRCH. SPAN PANEL 45)
- 4 - CLAMP BAR - 4DD  
(S. END OF DECK TRUSS PANEL 26, 27, 30 & 31)

MK.	A	B	C	D	F	G	H	K	M	N
4A	8'-2 <sup>7</sup> / <sub>8</sub> "	7'-2 <sup>7</sup> / <sub>8</sub> "	2'-10 <sup>15</sup> / <sub>16</sub> "	2'-5"	2'-10 <sup>15</sup> / <sub>16</sub> "	1'-1"	7'-1 <sup>7</sup> / <sub>8</sub> "	0"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 7'-1 <sup>7</sup> / <sub>8</sub> " (do)	FB 1/4 x 6 x 8'-2 <sup>7</sup> / <sub>8</sub> " (fo)
4B	9'-2"	8'-2"	2'-6 <sup>1</sup> / <sub>2</sub> "	2 SPA ⊙ 2'-0 <sup>1</sup> / <sub>2</sub> "	2'-6 <sup>1</sup> / <sub>2</sub> "	2'-7 <sup>3</sup> / <sub>8</sub> "	6'-6 <sup>5</sup> / <sub>8</sub> "	0"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 6'-6 <sup>5</sup> / <sub>8</sub> " (db)	FB 1/4 x 6 x 9'-2" (fb)
4C	9'-2"	8'-2"	3'-2 <sup>11</sup> / <sub>16</sub> "	2'-8 <sup>5</sup> / <sub>8</sub> "	3'-2 <sup>11</sup> / <sub>16</sub> "	1'-1"	5'-6 <sup>15</sup> / <sub>16</sub> "	2'-6 <sup>15</sup> / <sub>16</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 5'-6 <sup>15</sup> / <sub>16</sub> " (dc)	FB 1/4 x 6 x 9'-2" (fc)
4D	9'-2"	8'-2"	3'-2 <sup>11</sup> / <sub>16</sub> "	2'-8 <sup>5</sup> / <sub>8</sub> "	3'-2 <sup>11</sup> / <sub>16</sub> "	0"	8'-1"	1'-1"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 8'-1" (dd)	FB 1/4 x 6 x 9'-2" (fc)
4F	8'-6 <sup>9</sup> / <sub>16</sub> "	7'-6 <sup>9</sup> / <sub>16</sub> "	3'-0 <sup>1</sup> / <sub>2</sub> "	2'-6 <sup>3</sup> / <sub>8</sub> "	3'-0 <sup>1</sup> / <sub>2</sub> "	1'-1"	7'-5 <sup>9</sup> / <sub>16</sub> "	0"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 7'-5 <sup>9</sup> / <sub>16</sub> " (df)	FB 1/4 x 6 x 8'-6 <sup>9</sup> / <sub>16</sub> " (ff)
4FF	8'-7 <sup>7</sup> / <sub>16</sub> "	7'-7 <sup>7</sup> / <sub>16</sub> "	3'-0 <sup>1</sup> / <sub>2</sub> "	2'-6 <sup>7</sup> / <sub>16</sub> "	3'-0 <sup>1</sup> / <sub>2</sub> "	1'-1"	7'-6 <sup>7</sup> / <sub>16</sub> "	0"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 7'-6 <sup>7</sup> / <sub>16</sub> " (dff)	FB 1/4 x 6 x 8'-7 <sup>7</sup> / <sub>16</sub> " (fff)
4G	9'-5 <sup>3</sup> / <sub>4</sub> "	8'-5 <sup>3</sup> / <sub>4</sub> "	3'-3 <sup>15</sup> / <sub>16</sub> "	2'-9 <sup>7</sup> / <sub>8</sub> "	3'-3 <sup>15</sup> / <sub>16</sub> "	1'-1"	8'-4 <sup>3</sup> / <sub>4</sub> "	0"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 8'-4 <sup>3</sup> / <sub>4</sub> " (dg)	FB 1/4 x 6 x 9'-5 <sup>3</sup> / <sub>4</sub> " (fg)
4H	9'-9 <sup>1</sup> / <sub>2</sub> "	8'-9 <sup>1</sup> / <sub>2</sub> "	2'-8 <sup>3</sup> / <sub>8</sub> "	2 SPA ⊙ 2'-2 <sup>3</sup> / <sub>8</sub> "	2'-8 <sup>3</sup> / <sub>8</sub> "	1'-1"	6'-11 <sup>3</sup> / <sub>16</sub> "	1'-9 <sup>5</sup> / <sub>16</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 6'-11 <sup>3</sup> / <sub>16</sub> " (dh)	FB 1/4 x 6 x 9'-9 <sup>1</sup> / <sub>2</sub> " (fh)
4K	6'-9 <sup>3</sup> / <sub>4</sub> "	5'-9 <sup>3</sup> / <sub>4</sub> "	3'-4 <sup>7</sup> / <sub>8</sub> "	0"	3'-4 <sup>7</sup> / <sub>8</sub> "	0"	5'-8 <sup>3</sup> / <sub>4</sub> "	1'-1"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 5'-8 <sup>3</sup> / <sub>4</sub> " (dk)	FB 1/4 x 6 x 6'-9 <sup>3</sup> / <sub>4</sub> " (fk)
4M	9'-2 <sup>7</sup> / <sub>16</sub> "	8'-2 <sup>7</sup> / <sub>16</sub> "	3'-2 <sup>13</sup> / <sub>16</sub> "	2'-8 <sup>13</sup> / <sub>16</sub> "	3'-2 <sup>13</sup> / <sub>16</sub> "	0"	8'-1 <sup>7</sup> / <sub>16</sub> "	1'-1"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 8'-1 <sup>7</sup> / <sub>16</sub> " (dm)	FB 1/4 x 6 x 9'-2 <sup>7</sup> / <sub>16</sub> " (fm)
4N	11'-10 <sup>9</sup> / <sub>16</sub> "	10'-10 <sup>9</sup> / <sub>16</sub> "	4'-1 <sup>1</sup> / <sub>2</sub> "	3'-7 <sup>9</sup> / <sub>16</sub> "	4'-1 <sup>1</sup> / <sub>2</sub> "	1'-1"	9'-8 <sup>9</sup> / <sub>16</sub> "	1'-1"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 9'-8 <sup>9</sup> / <sub>16</sub> " (dn)	FB 1/4 x 6 x 11'-10 <sup>9</sup> / <sub>16</sub> " (fn)
4P	8'-0 <sup>7</sup> / <sub>8</sub> "	7'-0 <sup>7</sup> / <sub>8</sub> "	2'-10 <sup>5</sup> / <sub>16</sub> "	2'-4 <sup>1</sup> / <sub>4</sub> "	2'-10 <sup>5</sup> / <sub>16</sub> "	0"	6'-11 <sup>7</sup> / <sub>8</sub> "	1'-1"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 6'-11 <sup>7</sup> / <sub>8</sub> " (dp)	FB 1/4 x 6 x 8'-0 <sup>7</sup> / <sub>8</sub> " (fp)
4R	9'-2"	8'-2"	2'-6 <sup>1</sup> / <sub>2</sub> "	2 SPA ⊙ 2'-0 <sup>1</sup> / <sub>2</sub> "	2'-6 <sup>1</sup> / <sub>2</sub> "	0"	8'-1"	1'-1"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 8'-1" (dr)	FB 1/4 x 6 x 9'-2" (fb)
4S	6'-5 <sup>1</sup> / <sub>16</sub> "	5'-5 <sup>1</sup> / <sub>16</sub> "	2'-3 <sup>11</sup> / <sub>16</sub> "	1'-9 <sup>11</sup> / <sub>16</sub> "	2'-3 <sup>11</sup> / <sub>16</sub> "	0"	4'-4 <sup>5</sup> / <sub>16</sub> "	2'-0 <sup>3</sup> / <sub>2</sub> "	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 4'-4 <sup>5</sup> / <sub>16</sub> " (ds)	FB 1/4 x 6 x 6'-5 <sup>1</sup> / <sub>16</sub> " (fs)
4T	9'-2 <sup>13</sup> / <sub>16</sub> "	8'-2 <sup>13</sup> / <sub>16</sub> "	3'-2 <sup>15</sup> / <sub>16</sub> "	2'-8 <sup>15</sup> / <sub>16</sub> "	3'-2 <sup>15</sup> / <sub>16</sub> "	1'-1"	7'-0 <sup>13</sup> / <sub>16</sub> "	1'-1"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 7'-0 <sup>13</sup> / <sub>16</sub> " (dt)	FB 1/4 x 6 x 9'-2 <sup>13</sup> / <sub>16</sub> " (ft)
4DD	9'-2"	8'-2"	3'-2 <sup>11</sup> / <sub>16</sub> "	2'-8 <sup>5</sup> / <sub>8</sub> "	3'-2 <sup>11</sup> / <sub>16</sub> "	1'-1"	8'-1"	0"	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16 x 8'-1" (ddd)	FB 1/4 x 6 x 9'-2" (fc)

NO.	DESCRIPTION	LENGTH	MK	REMARKS	WGT.
1	CLAMP BAR	8'-2 <sup>7</sup> / <sub>8</sub> "	4A	HDG	
2	FB 1/4 x 6	8'-2 <sup>7</sup> / <sub>8</sub> "	fo		
3	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	7'-1 <sup>7</sup> / <sub>8</sub> "	db		
4					
5	CLAMP BAR	9'-2"	4B	HDG	
6	FB 1/4 x 6	9'-2"	fb		
7	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	6'-6 <sup>5</sup> / <sub>8</sub> "	db		
8					
9	CLAMP BAR	9'-2"	4C	HDG	
10	FB 1/4 x 6	9'-2"	fc		
11	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	5'-6 <sup>15</sup> / <sub>16</sub> "	dc		
12					
13	CLAMP BAR	9'-2"	4D	HDG	
14	FB 1/4 x 6	9'-2"	fc		
15	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	8'-1"	dd		
16					
17	CLAMP BAR	8'-6 <sup>9</sup> / <sub>16</sub> "	4F	HDG	
18	FB 1/4 x 6	8'-6 <sup>9</sup> / <sub>16</sub> "	ff		
19	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	7'-5 <sup>9</sup> / <sub>16</sub> "	df		
20					
21	CLAMP BAR	8'-7 <sup>7</sup> / <sub>16</sub> "	4FF	HDG	
22	FB 1/4 x 6	8'-7 <sup>7</sup> / <sub>16</sub> "	fff		
23	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	7'-6 <sup>7</sup> / <sub>16</sub> "	dff		
24					
25	CLAMP BAR	9'-5 <sup>3</sup> / <sub>4</sub> "	4G	HDG	
26	FB 1/4 x 6	9'-5 <sup>3</sup> / <sub>4</sub> "	fg		
27	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	8'-4 <sup>3</sup> / <sub>4</sub> "	dg		
28					
29	CLAMP BAR	9'-9 <sup>1</sup> / <sub>2</sub> "	4H	HDG	
30	FB 1/4 x 6	9'-9 <sup>1</sup> / <sub>2</sub> "	fh		
31	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	6'-11 <sup>3</sup> / <sub>16</sub> "	dh		
32					
33	CLAMP BAR	6'-9 <sup>3</sup> / <sub>4</sub> "	4K	HDG	
34	FB 1/4 x 6	6'-9 <sup>3</sup> / <sub>4</sub> "	fk		
35	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	5'-8 <sup>3</sup> / <sub>4</sub> "	dk		
36					
37	CLAMP BAR	9'-2 <sup>7</sup> / <sub>16</sub> "	4M	HDG	
38	FB 1/4 x 6	9'-2 <sup>7</sup> / <sub>16</sub> "	fm		
39	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	8'-1 <sup>7</sup> / <sub>16</sub> "	dm		
40					
41	CLAMP BAR	11'-10 <sup>9</sup> / <sub>16</sub> "	4N	HDG	
42	FB 1/4 x 6	11'-10 <sup>9</sup> / <sub>16</sub> "	fn		
43	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	9'-8 <sup>9</sup> / <sub>16</sub> "	dn		
44					
45	CLAMP BAR	8'-0 <sup>7</sup> / <sub>8</sub> "	4P	HDG	
46	FB 1/4 x 6	8'-0 <sup>7</sup> / <sub>8</sub> "	fp		
47	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	6'-11 <sup>7</sup> / <sub>8</sub> "	dp		
48					
49	CLAMP BAR	9'-2"	4R	HDG	
50	FB 1/4 x 6	9'-2"	rb		
51	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	8'-1"	dr		
52					
53	CLAMP BAR	6'-5 <sup>1</sup> / <sub>16</sub> "	4S	HDG	
54	FB 1/4 x 6	6'-5 <sup>1</sup> / <sub>16</sub> "	fs		
55	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	4'-4 <sup>5</sup> / <sub>16</sub> "	ds		
56					
57	CLAMP BAR	9'-2 <sup>13</sup> / <sub>16</sub> "	4T	HDG	
58	FB 1/4 x 6	9'-2 <sup>13</sup> / <sub>16</sub> "	ft		
59	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	7'-0 <sup>13</sup> / <sub>16</sub> "	dt		
60					
61	CLAMP BAR	9'-2"	4DD	HDG	
62	FB 1/4 x 6	9'-2"	fc		
63	L1 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>2</sub> x 3/16	8'-1"	ddd		
64	SEE SHEET NO. 1 FOR GENERAL NOTES				

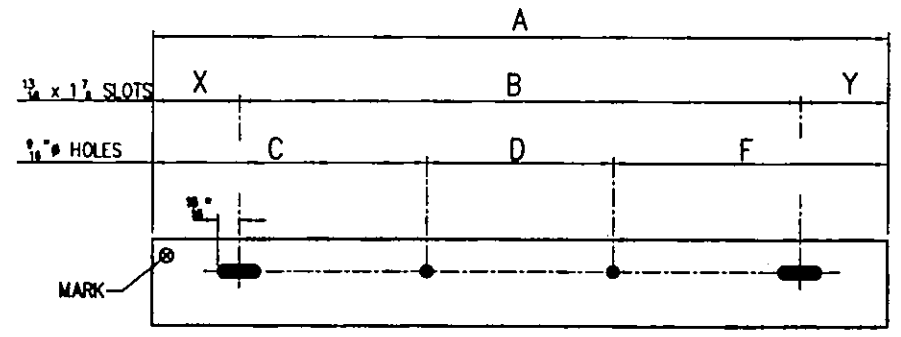
ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

**LEWIS ENGINEERING COMPANY**  
 4301 NOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

PROJECT - BRIDGE NO. 9340 STATE PROJECT - 2783-9340 (T.H. 35W-394) FEDERAL PROJECT - IM 035W - J (263) CUSTOMER - PROGRESSIVE CONTRACTORS INC. LOCATION - HENNEPIN COUNTY, MN DESCRIPTION - TROUGH REPLACEMENT (CLAMP BARS) @ N. EXP. JT. NEAR PIER 8	W.P. chk'd Drawn By JEB Chk'd By Date:
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SHEET NO. 4 OF 12      Job. No.: 5544-61

SHOP NOTE:  
 Ⓢ - INDICATES LOCATION OF SHIPPING PIECE MARK



1 - CLAMP BAR - 5A  
 (N. END OF DECK TRUSS PANEL 34)

1 - CLAMP BAR - 5B  
 (N. APRCH SPAN PANEL 46)

MK.	A	X	B	Y	C	D	F	N
5A	8'-10 5/8"	6"	7'-10 5/8"	6"	2'-5 1/2"	2 SPA. Ⓢ 1'-11 9/16"	2'-5 1/2"	FB 1/4 x 6 x 8'-10 5/8" (bc)
5B	9'-0"	6"	8'-0"	6"	3'-2"	2'-8"	3'-2"	FB 1/4 x 6 x 9'-0" (bb)

NO.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1	CLAMP BAR	8'-10 5/8"	5A	HDG	
2	FB 1/4 x 6	8'-10 5/8"	bc		
3					
4					
5	CLAMP BAR	9'-0"	5B	HDG	
6	FB 1/4 x 6	9'-0"	bb		
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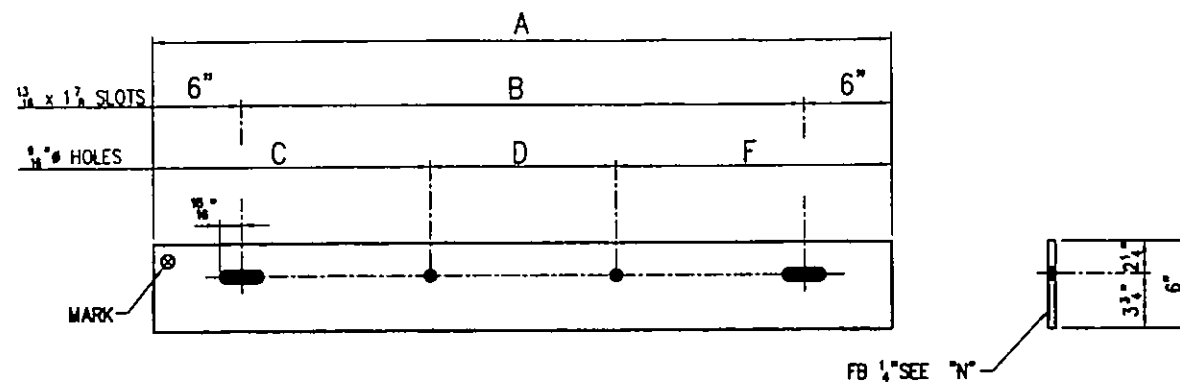
SEE SHEET 1 FOR GENERAL NOTES  
 REVISED DIM. ON (5A) 7-20-98 JEB

ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

**LEWIS ENGINEERING COMPANY**  
 4201 NORDEX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

REVI	7-20-98	PROJECT	BRIDGE NO. 9340	W.P. ch'k'd
SHOP	7-8-98	STATE PROJECT	2783-9340 (T.H. 35W=394)	Drawn By JEB
APPROVAL	7-8-98	FEDERAL PROJECT	MM 035W - 3 (263)	Ch'k'd. By
DIST.	7-20-98	CUSTOMER	PROGRESSIVE CONTRACTORS INC.	Date:
CUST.		LOCATION	HENNEPIN COUNTY, MN	
FOR DATE		DESCRIPTION	TROUGH REPLACEMENT (CLAMP BARS) ● N. EXP. JT. NEAR PIER 8	
PRINTS ISSUED				

SHEET NO. 5 OF 12 Job. No.: 5544-61



SHOP NOTE:  
 ⊗ - INDICATES LOCATION  
 OF SHIPPING PIECE MARK

1 - CLAMP BAR - 6A  
 (S. END OF DECK TRUSS PANEL 23)

2 - CLAMP BARS - 6B  
 (S. END OF DECK TRUSS PANEL 24)  
 (S. APRCH. SPAN PANEL 43)

9 - CLAMP BARS - 6C  
 (S. END OF DECK TRUSS PANEL  
 25, 26, 27, 30, 31, 38, 39, 41 & 42)

1 - CLAMP BAR - 6F  
 (S. END OF DECK TRUSS PANEL 28)

1 - CLAMP BAR - 6FF  
 (S. END OF DECK TRUSS PANEL 29)

1 - CLAMP BAR - 6G  
 (S. END OF DECK TRUSS PANEL 32)

1 - CLAMP BAR - 6H  
 (S. END OF DECK TRUSS PANEL 33)

1 - CLAMP BAR - 6K  
 (S. APRCH. SPAN PANEL 35)

1 - CLAMP BAR - 6M  
 (S. APRCH. SPAN PANEL 36)

1 - CLAMP BAR - 6N  
 (S. APRCH. SPAN PANEL 37)

1 - CLAMP BAR - 6P  
 (S. APRCH. SPAN PANEL 40)

1 - CLAMP BAR - 6S  
 (S. APRCH. SPAN PANEL 44)

1 - CLAMP BAR - 6T  
 (S. APRCH. SPAN PANEL 45)

MK.	A	B	C	D	F	N
6A	8'-2 7/8"	7'-2 7/8"	2'-10 15/16"	2'-5"	2'-10 15/16"	FB 1/4 x 6 x 8'-2 7/8" (fa)
6B	9'-2"	8'-2"	2'-6 1/2"	2 SPA ⊗ 2'-0 1/2"	2'-6 1/2"	FB 1/4 x 6 x 9'-2" (fb)
6C	9'-2"	8'-2"	3'-2 11/16"	2'-8 5/8"	3'-2 11/16"	FB 1/4 x 6 x 9'-2" (fc)
6F	8'-6 9/16"	7'-6 9/16"	3'-0 3/16"	2'-6 3/16"	3'-0 3/16"	FB 1/4 x 6 x 8'-6 9/16" (ff)
6FF	8'-7 7/16"	7'-7 7/16"	3'-0 1/2"	2'-6 7/16"	3'-0 1/2"	FB 1/4 x 6 x 8'-7 7/16" (fff)
6G	9'-5 3/4"	8'-5 3/4"	3'-3 15/16"	2'-9 7/8"	3'-3 15/16"	FB 1/4 x 6 x 9'-5 3/4" (fg)
6H	9'-9 1/2"	8'-9 1/2"	2'-8 3/8"	2 SPA ⊗ 2'-2 3/8"	2'-8 3/8"	FB 1/4 x 6 x 9'-9 1/2" (fh)
6K	6'-9 3/4"	5'-9 3/4"	3'-4 7/8"	0"	3'-4 7/8"	FB 1/4 x 6 x 6'-9 3/4" (fk)
6M	9'-2 7/8"	8'-2 7/8"	3'-2 13/16"	2'-8 13/16"	3'-2 13/16"	FB 1/4 x 6 x 9'-2 7/8" (fm)
6N	11'-10 9/16"	10'-10 9/16"	4'-1 1/2"	3'-7 9/16"	4'-1 1/2"	FB 1/4 x 6 x 11'-10 9/16" (fn)
6P	8'-0 7/8"	7'-0 7/8"	2'-10 5/16"	2'-4 1/4"	2'-10 5/16"	FB 1/4 x 6 x 8'-0 7/8" (fp)
6S	6'-5 1/8"	5'-5 1/8"	2'-3 11/16"	1'-9 11/16"	2'-3 11/16"	FB 1/4 x 6 x 6'-5 1/8" (fs)
6T	9'-2 13/16"	8'-2 13/16"	3'-2 15/16"	2'-8 15/16"	3'-2 15/16"	FB 1/4 x 6 x 9'-2 13/16" (ft)

NO.	DESCRIPTION	LENGTH	MK	REMARKS	WGT.
1	CLAMP BAR	8'-2 7/8"	6A	HDC	
2	FB 1/4 x 6	8'-2 7/8"	fa		
3					
4					
5	CLAMP BAR	9'-2"	6B	HDC	
6	FB 1/4 x 6	9'-2"	fb		
7					
8					
9	CLAMP BAR	9'-2"	6C	HDC	
10	FB 1/4 x 6	9'-2"	fc		
11					
12					
13	CLAMP BAR	8'-6 9/16"	6F	HDC	
14	FB 1/4 x 6	8'-6 9/16"	ff		
15					
16					
17	CLAMP BAR	8'-7 7/16"	6FF	HDC	
18	FB 1/4 x 6	8'-7 7/16"	fff		
19					
20					
21	CLAMP BAR	9'-5 3/4"	6G	HDC	
22	FB 1/4 x 6	9'-5 3/4"	fg		
23					
24					
25	CLAMP BAR	9'-9 1/2"	6H	HDC	
26	FB 1/4 x 6	9'-9 1/2"	fh		
27					
28					
29	CLAMP BAR	6'-9 3/4"	6K	HDC	
30	FB 1/4 x 6	6'-9 3/4"	fk		
31					
32					
33	CLAMP BAR	9'-2 7/8"	6M	HDC	
34	FB 1/4 x 6	9'-2 7/8"	fm		
35					
36					
37	CLAMP BAR	11'-10 9/16"	6N	HDC	
38	FB 1/4 x 6	11'-10 9/16"	fn		
39					
40					
41	CLAMP BAR	8'-0 7/8"	6P	HDC	
42	FB 1/4 x 6	8'-0 7/8"	fp		
43					
44					
45	CLAMP BAR	6'-5 1/8"	6S	HDC	
46	FB 1/4 x 6	6'-5 1/8"	fs		
47					
48					
49	CLAMP BAR	9'-2 13/16"	6T	HDC	
50	FB 1/4 x 6	9'-2 13/16"	ft		
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△ CHANGED COLUMN "A" ON 6A TO READ 8'-2 7/8"  
 SEE SHEET NO. 1 FOR GENERAL NOTES

ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

**LEWIS ENGINEERING COMPANY**  
 4201 MOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

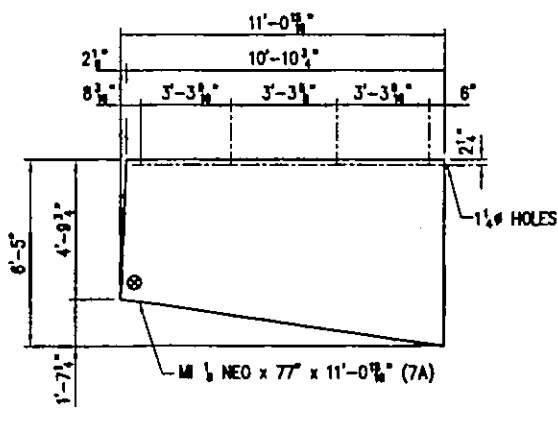
REV1	7-20-98
SHOP	7-8-98
APPROVAL	7-8-98
DIST.	7-20-98
CUST.	
FOR DATE	
PRINTS ISSUED	

PROJECT - BRIDGE NO. 9340  
 STATE PROJECT - 2783-9340 (T.H. 35W-394)  
 FEDERAL PROJECT - IM 035W - 3 (263)  
 CUSTOMER - PROGRESSIVE CONTRACTORS INC.  
 LOCATION - HENNEPIN COUNTY, MN  
 DESCRIPTION - TROUGH REPLACEMENT (CLAMP BARS)  
 ⊗ N. EXP. JT. NEAR PIER 8

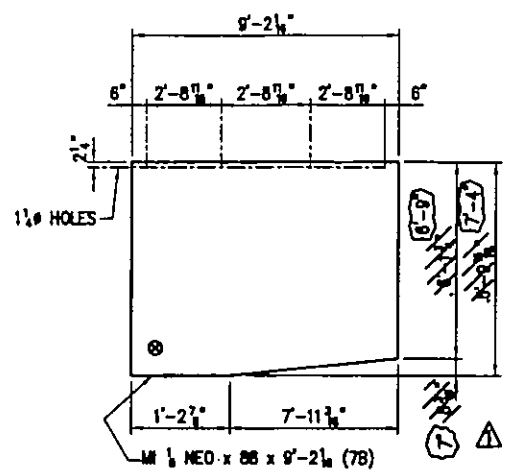
W.P. ch'k'd  
 Drawn By JEB  
 Ch'k'd. By  
 Date:

SHEET NO. 6 OF 12 Job. No. : 5544-61

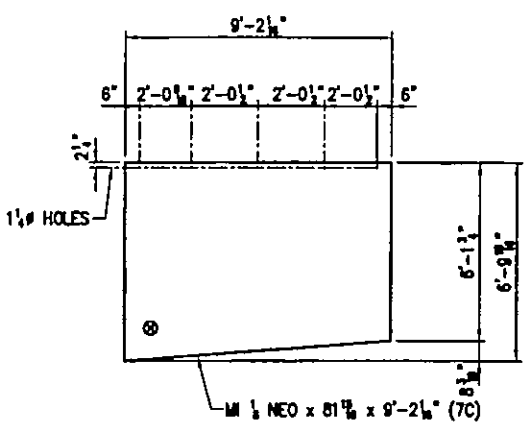




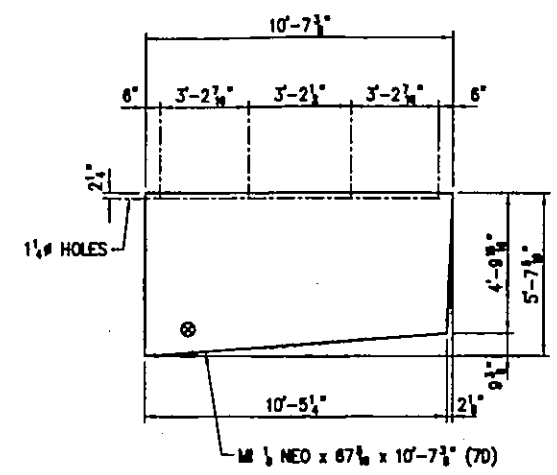
1 - NEO CURTAIN PANEL - 7A  
(S. APRCH. SPAN PANEL 22)



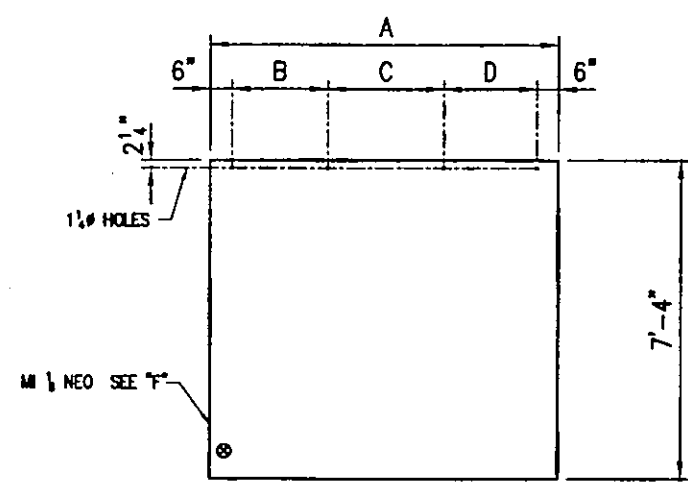
1 - NEO CURTAIN PANEL - 7B  
(S. APRCH. SPAN PANEL 14)



1 - NEO CURTAIN PANEL - 7C  
(S. APRCH. SPAN PANEL 13)

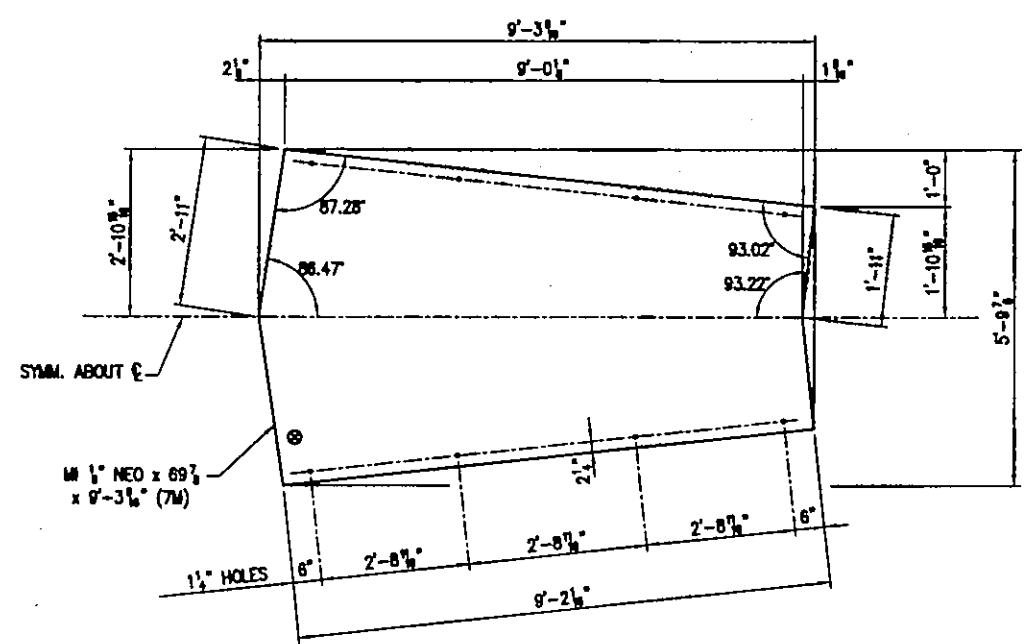


1 - NEO CURTAIN PANEL - 7D  
(S. APRCH. SPAN PANEL 12)

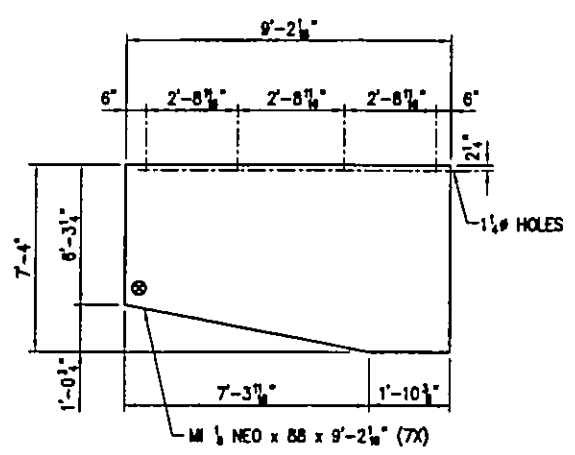


4 - NEO CURTAIN PANEL - 7F  
(S. APRCH. SPAN PANEL 15, 16, 18 & 19)  
1 - NEO CURTAIN PANEL - 7G  
(S. APRCH. SPAN PANEL 17)  
1 - NEO CURTAIN PANEL - 7H  
(S. APRCH. SPAN PANEL 20)

MK.	A	B	C	D	F
7F	9'-2 1/8"	2'-8 11/16"	2'-8 11/16"	2'-8 11/16"	MI 1/2" NEO x 88 x 9'-2 1/8" (7F)
7G	8'-0 11/16"	2'-4 1/2"	2'-4 1/2"	2'-4 1/2"	MI 1/2" NEO x 88 x 8'-0 11/16" (7G)
7H	9'-2 1/8"	2'-0 1/8"	2 SPA 2'-0 1/2"	2'-0 1/8"	MI 1/2" NEO x 88 x 9'-2 1/8" (7H)



1 - NEO TROUGH PANEL - 7M  
(S. APRCH. SPAN PANEL TRUSS B1-B2)



1 - NEO CURTAIN PANEL - 7X  
(S. APRCH. SPAN PANEL 21)

LINE NO.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1	NEO CURTAIN PANEL		7A	B	
2	MI 1/2" REIN. NEO x 77	11'-0 3/8"	7A	SHAPE CUT	
3					
4	NEO CURTAIN PANEL		7B	B	
5	MI 1/2" REIN. NEO x 88	9'-2 1/4"	7B	SHAPE CUT	
6					
7	NEO CURTAIN PANEL		7C	B	
8	MI 1/2" REIN. NEO x 81 1/2"	9'-2 1/4"	7C	SHAPE CUT	
9					
10	NEO CURTAIN PANEL		7D	B	
11	MI 1/2" REIN. NEO x 67 1/2"	10'-7 1/2"	7D	SHAPE CUT	
12					
13	NEO CURTAIN PANEL		7F	B	
14	MI 1/2" REIN. NEO x 88	9'-2 1/4"	7F		
15					
16	NEO CURTAIN PANEL		7G	B	
17	MI 1/2" REIN. NEO x 88	8'-0 11/16"	7G		
18					
19	NEO CURTAIN PANEL		7H	B	
20	MI 1/2" REIN. NEO x 88	9'-2 1/4"	7H		
21					
22	NEO TROUGH PANEL		7M	B	
23	MI 1/2" REIN. NEO x 69 1/2"	9'-3 1/8"	7M		
24					
25	NEO TROUGH PANEL		7X	B	
26	MI 1/2" REIN. NEO x 88	9'-2 1/4"	7X		
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60	SEE SHEET 1 FOR GENERAL NOTES				
	CHANGED THE SHAPE OF NEO PANEL (7B)				
	7-20-98 JEB				

ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

**LEWIS ENGINEERING COMPANY**  
4201 HONEY DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

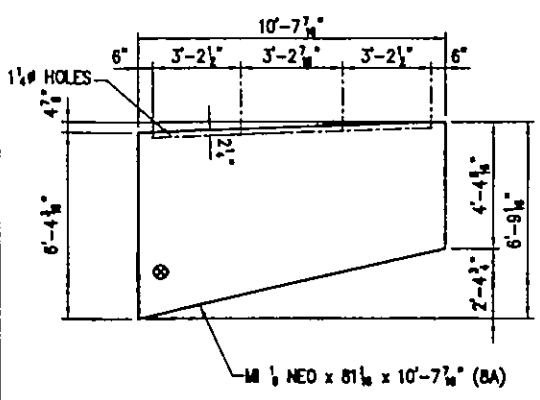
PROJECT - BRIDGE NO. 9340  
STATE PROJECT - 2783-9340 (T.H. 35W-394)  
FEDERAL PROJECT - MI 035W - 3 (263)  
CUSTOMER - PROGRESSIVE CONTRACTORS INC.  
LOCATION - HENNEPIN COUNTY, MN  
DESCRIPTION - TROUGH REPLACEMENT (NEO CURTAIN PANELS)  
                  - S. EXP. JT. NEAR PIER 5

W.P. ch'k'd  
Drawn By JEB  
Ch'k'd. By  
Date:

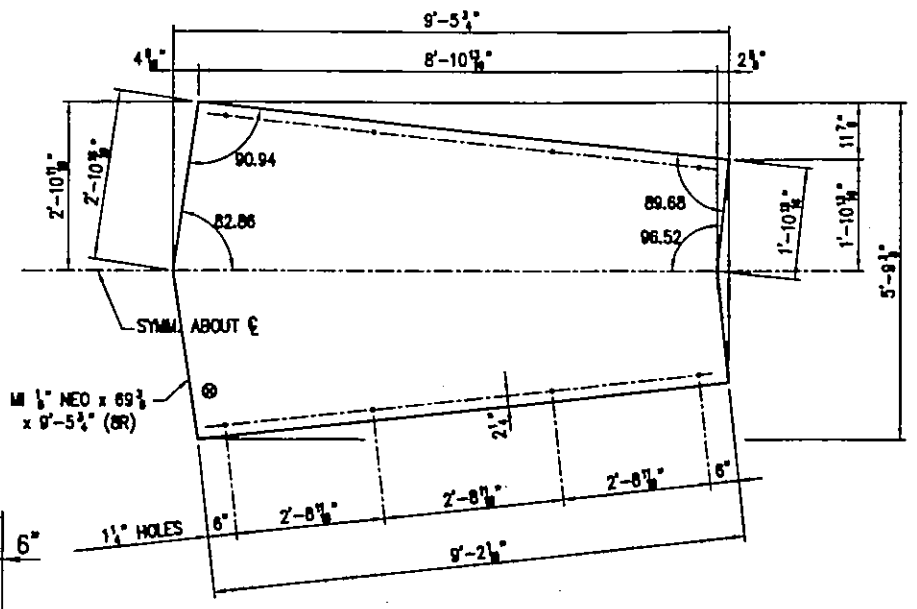
REVISIONS:  
REV. 1: 7-20-98  
SHOP: 7-8-98  
APPROVAL: 7-8-98  
DIST. 7-20-98  
CUST.  
FOR DATE  
PRINTS ISSUED

SHEET NO. 7 OF 12      Job. No.: 5544-61

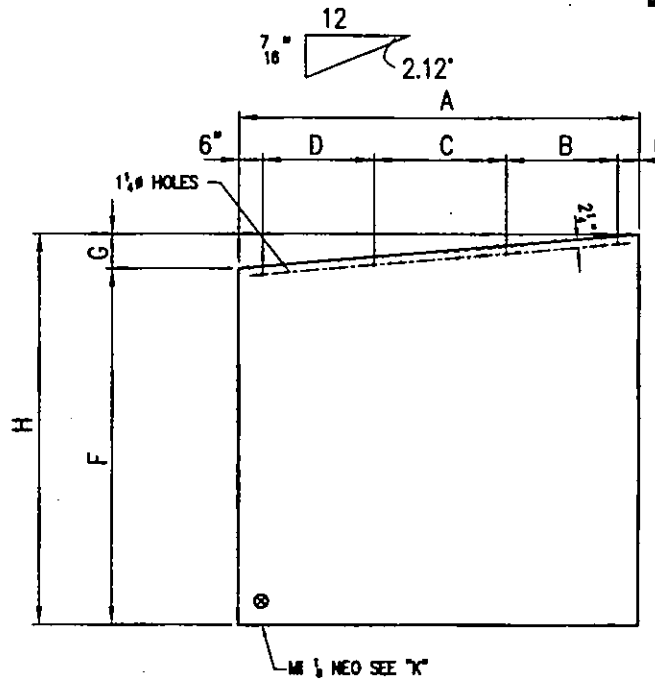
SHOP NOTE:  
⊗ - INDICATES LOCATION OF SHIPPING PIECE MARK



1 - NEO CURTAIN PANEL - 8A  
(S. END OF DECK TRUSS PANEL 1)



1 - NEO TROUGH PANEL - 8R  
(S. END OF DECK TRUSS PANEL A1 - A2)



- 1 - NEO CURTAIN PANEL - 8B  
(S. END OF DECK TRUSS PANEL 2)
- 1 - NEO CURTAIN PANEL - 8C  
(S. END OF DECK TRUSS PANEL 3)
- 1 - NEO CURTAIN PANEL - 8D  
(S. END OF DECK TRUSS PANEL 4)
- 1 - NEO CURTAIN PANEL - 8F  
(S. END OF DECK TRUSS PANEL 5)
- 1 - NEO CURTAIN PANEL - 8G  
(S. END OF DECK TRUSS PANEL 6)

- 1 - NEO CURTAIN PANEL - 8H  
(S. END OF DECK TRUSS PANEL 7)
- 1 - NEO CURTAIN PANEL - 8K  
(S. END OF DECK TRUSS PANEL 8)
- 1 - NEO CURTAIN PANEL - 8M  
(S. END OF DECK TRUSS PANEL 9)
- 1 - NEO CURTAIN PANEL - 8N  
(S. END OF DECK TRUSS PANEL 10)
- 1 - NEO CURTAIN PANEL - 8P  
(S. END OF DECK TRUSS PANEL 11)

MK.	A	B	C	D	F	G	H	K
8B	9'-2 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	8'-7 1/8"	4 1/8"	8'-11 7/8"	MI 1/2 NEO x 107 1/2 x 9'-2 1/8" (8B)
8C	9'-1 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	8'-3 3/4"	4 1/8"	8'-7 1/8"	MI 1/2 NEO x 103 1/2 x 9'-2 1/8" (8C)
8D	9'-2 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	8'-0 1/8"	4 1/8"	8'-4 3/8"	MI 1/2 NEO x 100 1/2 x 9'-2 1/8" (8D)
8F	9'-2 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	7'-8 1/2"	4 1/8"	8'-0 1/8"	MI 1/2 NEO x 96 1/2 x 9'-2 1/8" (8F)
8G	8'-0 1/8"	2'-4"	2'-4 1/8"	2'-4"	7'-5 5/8"	3 9/16"	7'-8 7/8"	MI 1/2 NEO x 92 7/8 x 8'-0 1/8" (8G)
8H	9'-2 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	7'-1 3/4"	4 1/8"	7'-5 1/8"	MI 1/2 NEO x 89 1/2 x 9'-2 1/8" (8H)
8K	9'-2 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	6'-10 1/8"	4 1/8"	7'-2 1/8"	MI 1/2 NEO x 86 1/2 x 9'-2 1/8" (8K)
8M	9'-2 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	6'-6 7/8"	4 1/8"	6'-10 1/2"	MI 1/2 NEO x 82 1/2 x 9'-2 1/8" (8M)
8N	9'-2 1/8"	2'-8 1/16"	2'-8 1/16"	2'-8 1/16"	5'-11 3/8"	4 1/8"	6'-3 1/4"	MI 1/2 NEO x 75 1/4 x 9'-2 1/8" (8N)
8P	10'-11 1/4"	3'-3 13/16"	3'-3 7/8"	3'-3 13/16"	5'-6 1/4"	4 7/8"	5'-11 3/8"	MI 1/2 NEO x 71 3/8 x 10'-11 1/4" (8P)

SHOP NOTE:  
⊗ - INDICATES LOCATION OF SHIPPING PIECE MARK

LINE NO.	REV.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1		NEO CURTAIN PANEL		8A	B	
2		MI 1/2 REIN. NEO x 81 1/2	10'-7 1/4"	8A	SHAPE CUT	
3						
4		NEO CURTAIN PANEL		8B	B	
5		MI 1/2 REIN. NEO x 107 1/2	9'-2 1/8"	8B	SHAPE CUT	
6						
7		NEO CURTAIN PANEL		8C	B	
8		MI 1/2 REIN. NEO x 103 1/2	9'-2 1/8"	8C	SHAPE CUT	
9						
10		NEO CURTAIN PANEL		8D	B	
11		MI 1/2 REIN. NEO x 100 1/2	9'-2 1/8"	8D	SHAPE CUT	
12						
13		NEO CURTAIN PANEL		8F	B	
14		MI 1/2 REIN. NEO x 96 1/2	9'-2 1/8"	8F	SHAPE CUT	
15						
16		NEO CURTAIN PANEL		8G	B	
17		MI 1/2 REIN. NEO x 92 7/8	8'-0 1/8"	8G	SHAPE CUT	
18						
19		NEO CURTAIN PANEL		8H	B	
20		MI 1/2 REIN. NEO x 89 1/2	9'-2 1/8"	8H	SHAPE CUT	
21						
22		NEO CURTAIN PANEL		8K	B	
23		MI 1/2 REIN. NEO x 86 1/2	9'-2 1/8"	8K	SHAPE CUT	
24						
25		NEO CURTAIN PANEL		8M	B	
26		MI 1/2 REIN. NEO x 82 1/2	9'-2 1/8"	8M	SHAPE CUT	
27						
28		NEO CURTAIN PANEL		8N	B	
29		MI 1/2 REIN. NEO x 75 1/4	9'-2 1/8"	8N	SHAPE CUT	
30						
31		NEO CURTAIN PANEL		8P	B	
32		MI 1/2 REIN. NEO x 71 3/8	10'-11 1/4"	8P	SHAPE CUT	
33						
34		NEO CURTAIN PANEL		8R	B	
35		MI 1/2 REIN. NEO x 69 1/2	9'-5 1/4"	8R	SHAPE CUT	
36						
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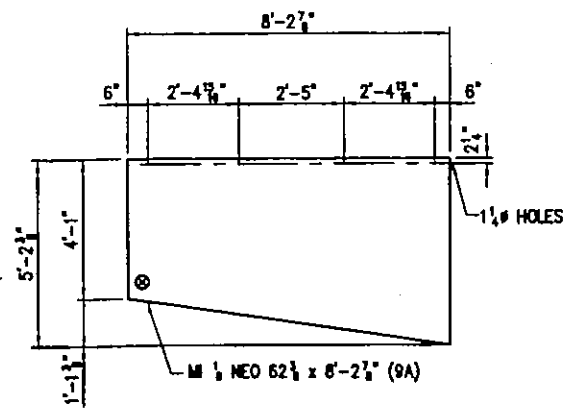
SEE SHEET 1 FOR GENERAL NOTES

ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

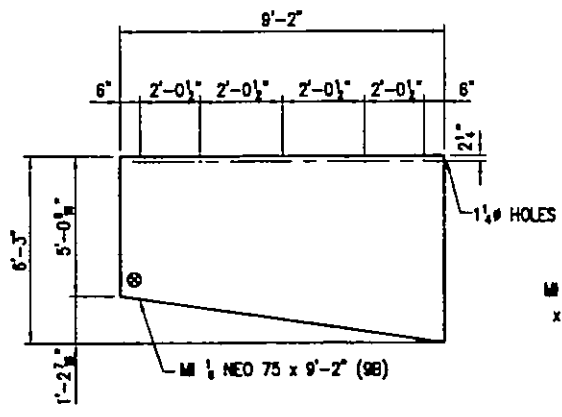


PROJECT - BRIDGE NO. 9340  
 STATE PROJECT - 2783-9340 (T.H. 35W=394)  
 FEDERAL PROJECT - IM 035W - 3 (263)  
 CUSTOMER - PROGRESSIVE CONTRACTORS INC.  
 LOCATION - HENNEPIN COUNTY, MN  
 DESCRIPTION - TROUGH REPLACEMENT (NEO CURTAIN PANELS)  
 @ S. EXP. JT. NEAR PIER 5

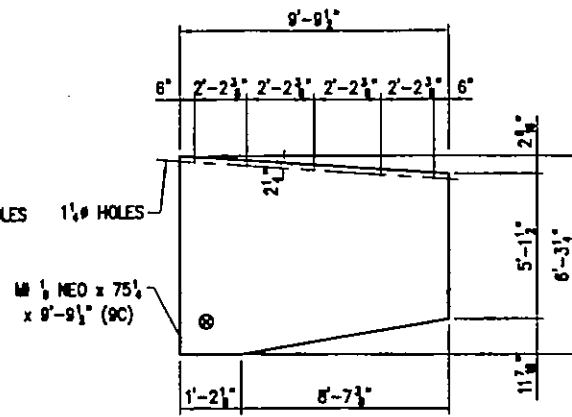
SHOP	
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DIST.	
CUST.	
FOR DATE	
PRINTS ISSUED	



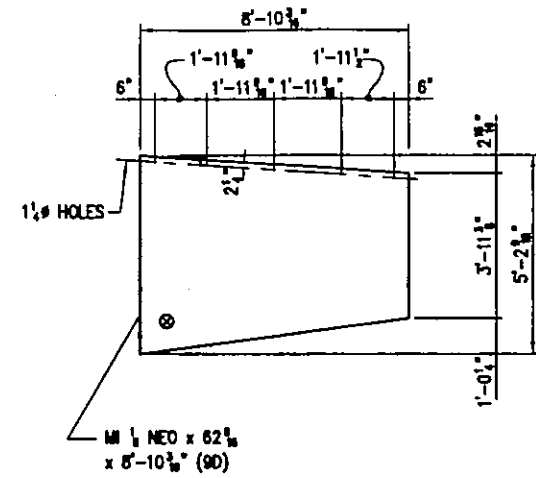
1 - NEO CURTAIN PANEL - 9A  
(N. END OF DECK TRUSS PANEL 23)



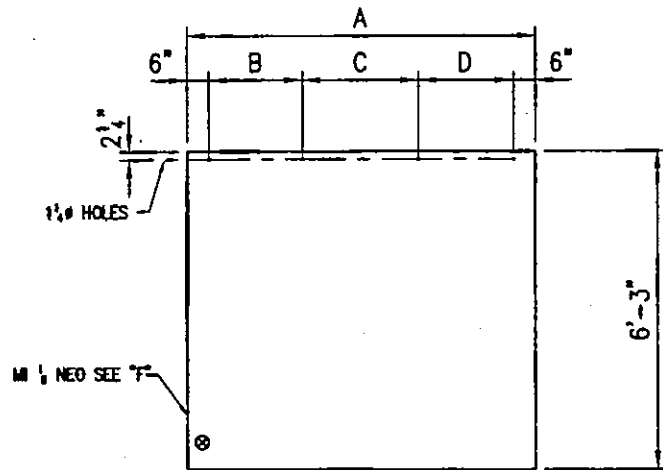
1 - NEO CURTAIN PANEL - 9B  
(N. END OF DECK TRUSS PANEL 24)



1 - NEO CURTAIN PANEL - 9C  
(N. END OF DECK TRUSS PANEL 33)



1 - NEO CURTAIN PANEL - 9D  
(N. END OF DECK TRUSS PANEL 34)



5 - NEO CURTAIN PANEL - 9F  
(N. APRCH. SPAN PANEL 25, 26, 27, 30 & 31)

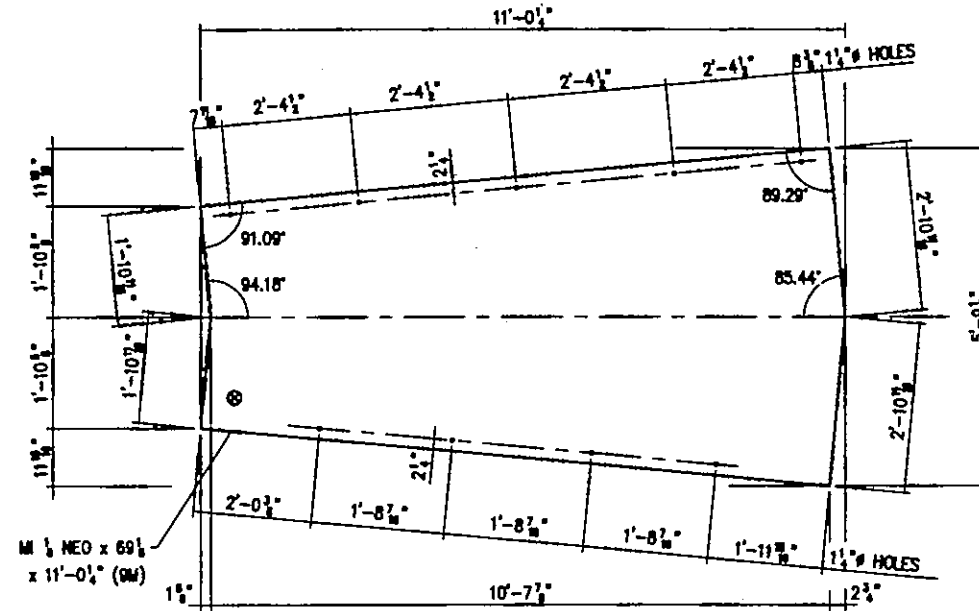
1 - NEO CURTAIN PANEL - 9G  
(S. APRCH. SPAN PANEL 28)

1 - NEO CURTAIN PANEL - 9H  
(S. APRCH. SPAN PANEL 32)

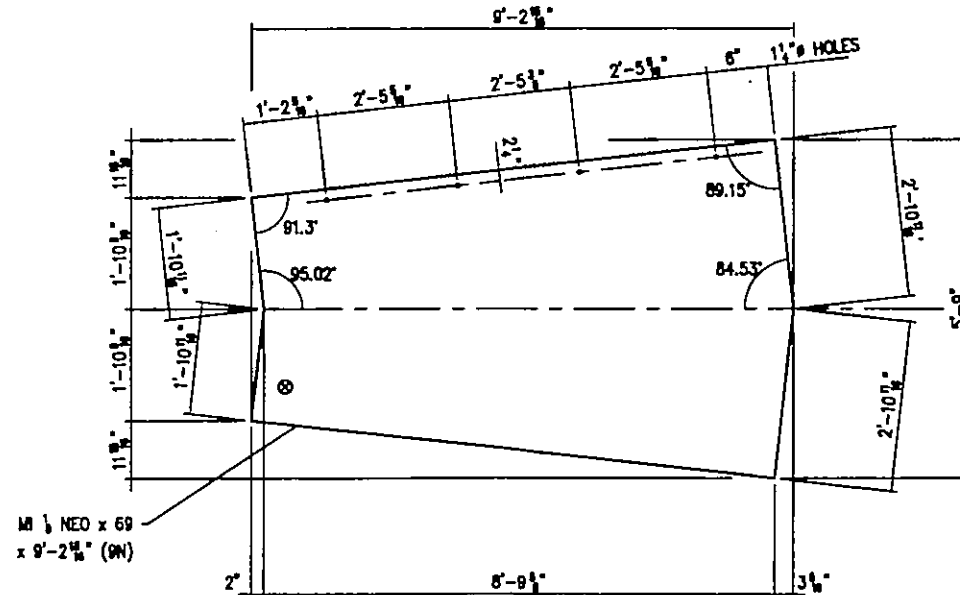
1 - NEO CURTAIN PANEL - 9P  
(S. APRCH. SPAN PANEL 29)

MK.	A	B	C	D	F
9F	9'-2"	2'-8 1/4"	2'-8 3/8"	2'-8 1/4"	M 1/2 NEO x 75 x 9'-2" (9F)
9G	8'-6 1/8"	2'-6 3/8"	2'-6 3/8"	2'-6 3/8"	M 1/2 NEO x 75 x 8'-6 1/8" (9G)
9H	9'-5 1/4"	2'-9 1/4"	2'-9 7/8"	2'-9 1/4"	M 1/2 NEO x 75 x 9'-5 1/4" (9H)
9P	8'-7 7/8"	2'-6 1/2"	2'-6 7/8"	2'-6 1/2"	M 1/2 NEO x 75 x 8'-7 7/8" (9P)

SHOP NOTE:  
⊙ - INDICATES LOCATION OF SHIPPING PIECE MARK



1 - NEO TROUGH PANEL - 9M  
(LOC. ⊙ WEST TRUSS NEAR PIER 8)



1 - NEO TROUGH PANEL - 9N  
(LOC. ⊙ EAST TRUSS NEAR PIER 8)

LINE NO.	DESCRIPTION	LENGTH	MK	REMARKS	WQHT.
1	NEO CURTAIN PANEL		9A	B	
2	M 1/2 REIN. NEO x 62 1/2	8'-2 1/4"	9A	SHAPE CUT	
3					
4	NEO CURTAIN PANEL		9B	B	
5	M 1/2 REIN. NEO x 75	9'-2"	9B	SHAPE CUT	
6					
7	NEO CURTAIN PANEL		9C	B	
8	M 1/2 REIN. NEO x 75 1/2	9'-9 1/4"	9C	SHAPE CUT	
9					
10	NEO CURTAIN PANEL		9D	B	
11	M 1/2 REIN. NEO x 62 1/2	8'-10 1/4"	9D	SHAPE CUT	
12					
13	NEO CURTAIN PANEL		9E	B	
14	M 1/2 REIN. NEO x 75	9'-2"	9E		
15					
16	NEO CURTAIN PANEL		9G	B	
17	M 1/2 REIN. NEO x 75	8'-6 1/8"	9G		
18					
19	NEO CURTAIN PANEL		9H	B	
20	M 1/2 REIN. NEO x 75	9'-5 1/4"	9H		
21					
22	NEO CURTAIN PANEL		9P	B	
23	M 1/2 REIN. NEO x 75	8'-7 7/8"	9P		
24					
25	NEO TROUGH PANEL		9M	B	
26	M 1/2 REIN. NEO x 69 1/2	11'-0 1/4"	9M	SHAPE CUT	
27					
28	NEO TROUGH PANEL		9N	B	
29	M 1/2 REIN. NEO x 69	9'-2 3/4"	9N	SHAPE CUT	
30					
31					
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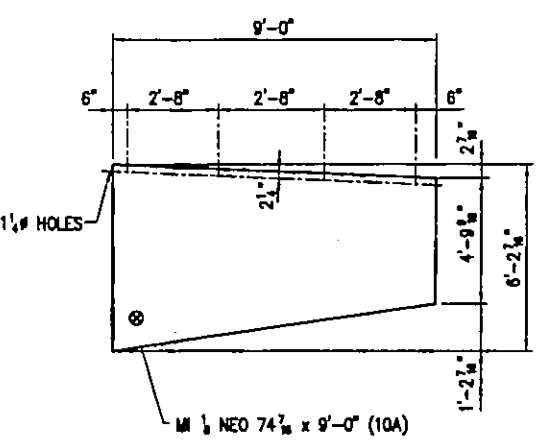
SEE SHEET 1 FOR GENERAL NOTES.

ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

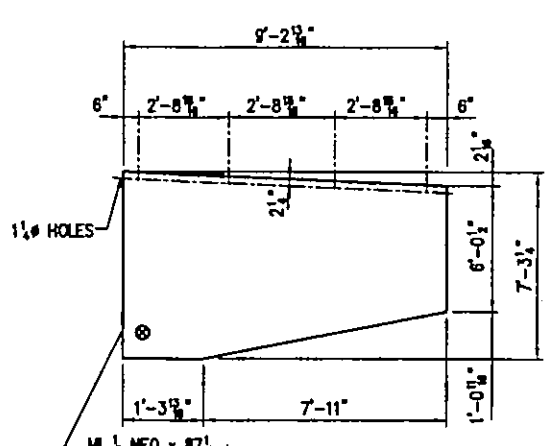


SHOP	
APPROVAL	
DIST.	
CUST.	
FOR DATE	
PRINTS ISSUED	

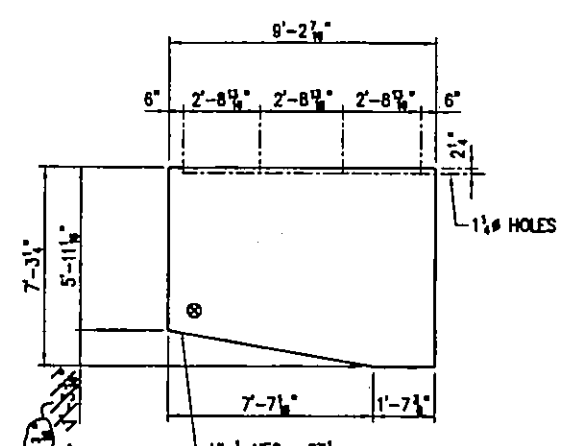
PROJECT	- BRIDGE NO. 9340	W.P. chkd
STATE PROJECT	- 2783-9340 (T.H. 35W-394)	Drawn By JEB
FEDERAL PROJECT	- MW 035W - 3 (263)	Chkd. By
CUSTOMER	- PROGRESSIVE CONTRACTORS INC.	Date:
LOCATION	- HENNEPIN COUNTY, MN	
DESCRIPTION	- TROUGH REPLACEMENT (NEO CURTAIN PANELS) ⊙ N. EXP. JT. NEAR PIER 8	
SHEET NO. 9 OF 12		Job. No. : 5544-61



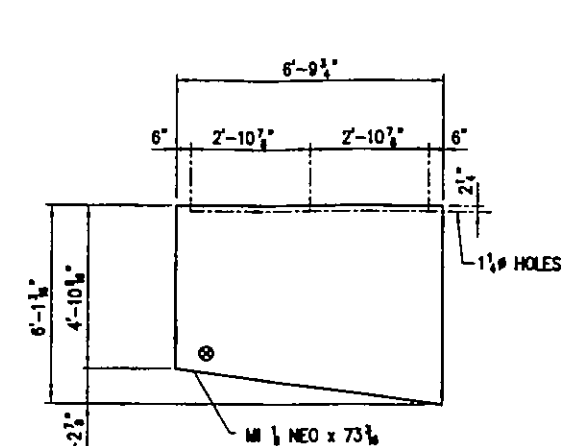
1 - NEO CURTAIN PANEL - 10A  
(N. APRCH. SPAN PANEL 46)



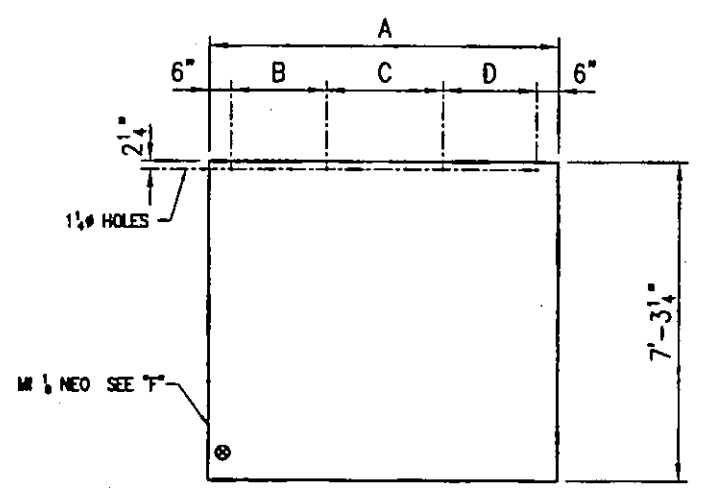
1 - NEO CURTAIN PANEL - 10B  
(N. APRCH. SPAN PANEL 45)



1 - NEO CURTAIN PANEL - 10C  
(N. APRCH. SPAN PANEL 36)



1 - NEO CURTAIN PANEL - 10D  
(N. APRCH. SPAN PANEL 35)



- 1 - NEO CURTAIN PANEL - 10F  
(N. APRCH. SPAN PANEL 44)
- 1 - NEO CURTAIN PANEL - 10G  
(N. APRCH. SPAN PANEL 43)
- 4 - NEO CURTAIN PANEL - 10H  
(N. APRCH. SPAN PANEL 42, 41, 39 & 38)
- 1 - NEO CURTAIN PANEL - 10K  
(N. APRCH. SPAN PANEL 40)
- 1 - NEO CURTAIN PANEL - 10M  
(N. APRCH. SPAN PANEL 37)

MK.	A	B	C	D	F
10F	6'-5 1/8"	1'-9 1/8"	1'-9 1/8"	1'-9 1/8"	MI 1/2 NEO x 87 1/4 x 6'-5 1/8" (10F)
10G	9'-2"	2'-0 1/2"	2 SPA 2'-0 1/2"	2'-0 1/2"	MI 1/2 NEO x 87 1/4 x 9'-2" (10G)
10H	9'-2"	2'-8 1/8"	2'-8 3/8"	2'-8 1/8"	MI 1/2 NEO x 87 1/4 x 9'-2" (10H)
10K	8'-0 7/8"	2'-4 5/8"	2'-4 1/4"	2'-4 5/8"	MI 1/2 NEO x 87 1/4 x 8'-0 7/8" (10K)
10M	11'-10 3/8"	3'-7 1/2"	3'-7 3/8"	3'-7 1/2"	MI 1/2 NEO x 87 1/4 x 11'-10 3/8" (10M)

SHOP NOTE:  
⊗ - INDICATES LOCATION OF SHIPPING PIECE MARK

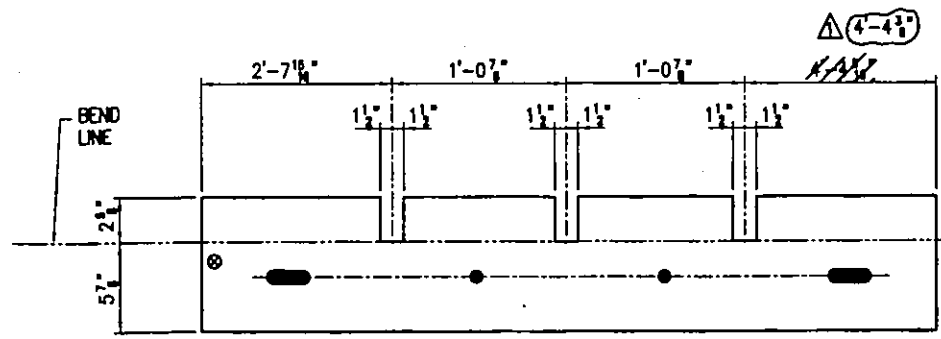
LINE NO.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1	NEO CURTAIN PANEL		10A B		
2	MI 1/2 REIN. NEO x 74 7/8	9'-0"	10A	SHAPE CUT	
3					
4	NEO CURTAIN PANEL		10B B		
5	MI 1/2 REIN. NEO x 87 1/4	9'-2 1/4"	10B	SHAPE CUT	
6					
7	NEO CURTAIN PANEL		10C B		
8	MI 1/2 REIN. NEO x 87 1/4	9'-2 1/4"	10C	SHAPE CUT	
9					
10	NEO CURTAIN PANEL		10D B		
11	MI 1/2 REIN. NEO x 73 1/4	6'-9 1/4"	10D	SHAPE CUT	
12					
13	NEO CURTAIN PANEL		10F B		
14	MI 1/2 REIN. NEO x 87 1/4	6'-5 1/8"	10F	SHAPE CUT	
15					
16	NEO CURTAIN PANEL		10G B		
17	MI 1/2 REIN. NEO x 87 1/4	9'-2"	10G	SHAPE CUT	
18					
19	NEO CURTAIN PANEL		10H B		
20	MI 1/2 REIN. NEO x 87 1/4	9'-2"	10H	SHAPE CUT	
21					
22	NEO CURTAIN PANEL		10K B		
23	MI 1/2 REIN. NEO x 87 1/4	8'-0 7/8"	10K	SHAPE CUT	
24					
25	NEO CURTAIN PANEL		10M B		
26	MI 1/2 REIN. NEO x 87 1/4	11'-10 3/8"	10M	SHAPE CUT	
27					
28					
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58	SEE SHEET 1 FOR GENERAL NOTES				
59					
60	△ CORRECTED DIMENSION ON NEO PANEL (10C)				7-20-98 JEB
REV.	DESCRIPTION				DATE INT.

ANY AND ALL BACKCHARGES WILL BE REJECTED UNLESS WRITTEN CONSENT IS GIVEN BY LEWIS ENGINEERING COMPANY PRIOR TO ANY WORK PERFORMED FOR OUR ACCOUNT. SUCH REJECTION MEANS THAT INVOICES WILL NOT BE HONORED OR DEDUCTIONS FROM PAYMENT WILL BE CHARGED BACK.

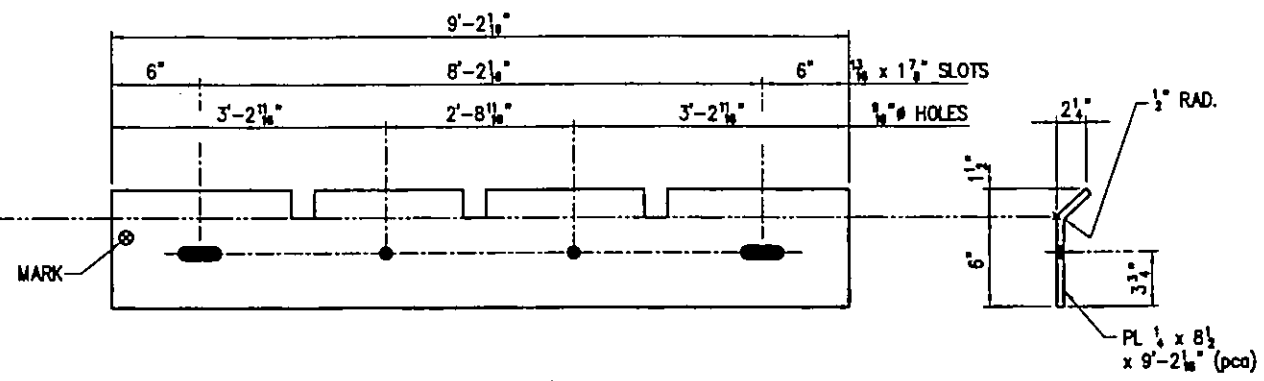
**LEWIS ENGINEERING COMPANY**  
4301 HONEY DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

REV1	7-20-98	PROJECT	BRIDGE NO. 9340	W.P. chkd
SHOP	7-8-98	STATE PROJECT	2783-9340 (T.H. 35W=394)	Drawn By JEB
APPROVAL	7-8-98	FEDERAL PROJECT	MM 035W - 3 (263)	Chkd. By
DIST.	7-20-98	CUSTOMER	PROGRESSIVE CONTRACTORS INC.	Date:
CUST.		LOCATION	HENNEPIN COUNTY, MN	
FOR DATE PRINTS ISSUED		DESCRIPTION	TROUGH REPLACEMENT (NEO CURTAIN PANELS) @ N. EXP. JT. NEAR PIER 8	

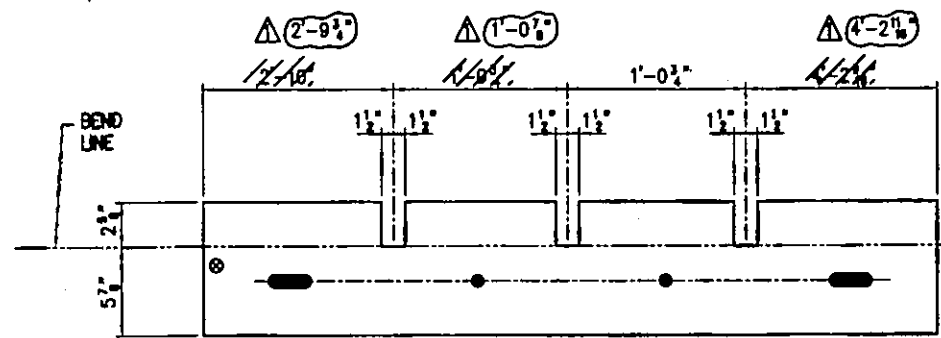
SHEET NO. 10 OF 12      Job No.: 5544-61



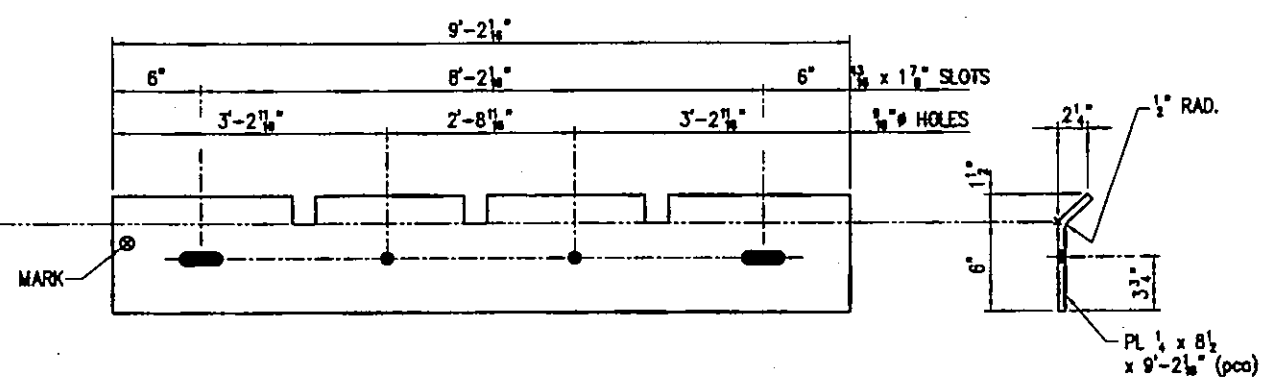
DEVELOPED VIEW



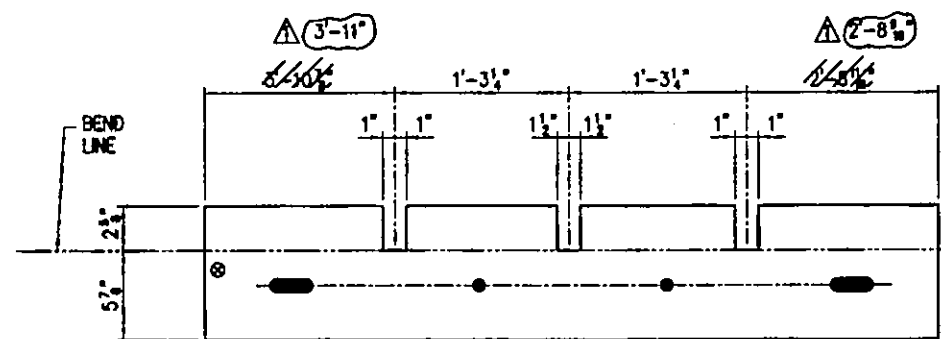
1 - CLAMP BAR - 11A  
(S. END OF DECK TRUSS PANEL B1)



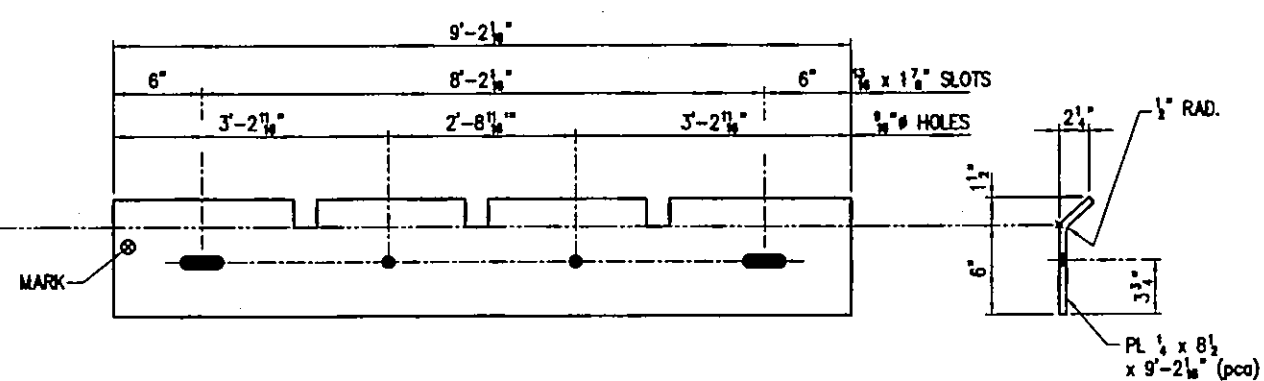
DEVELOPED VIEW



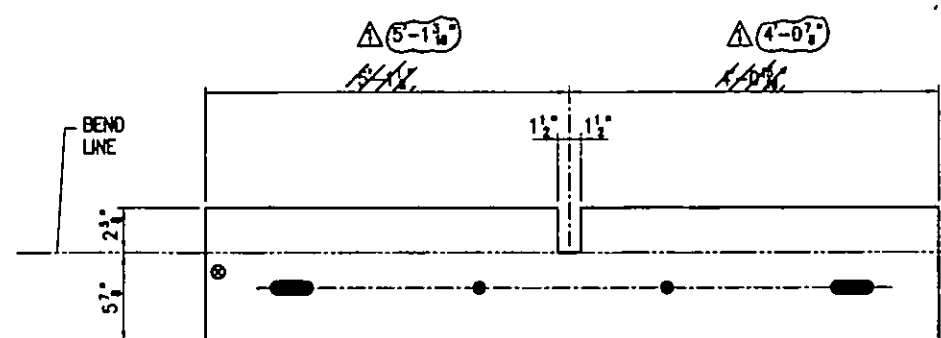
1 - CLAMP BAR - 11B  
(S. END OF DECK TRUSS PANEL A1)



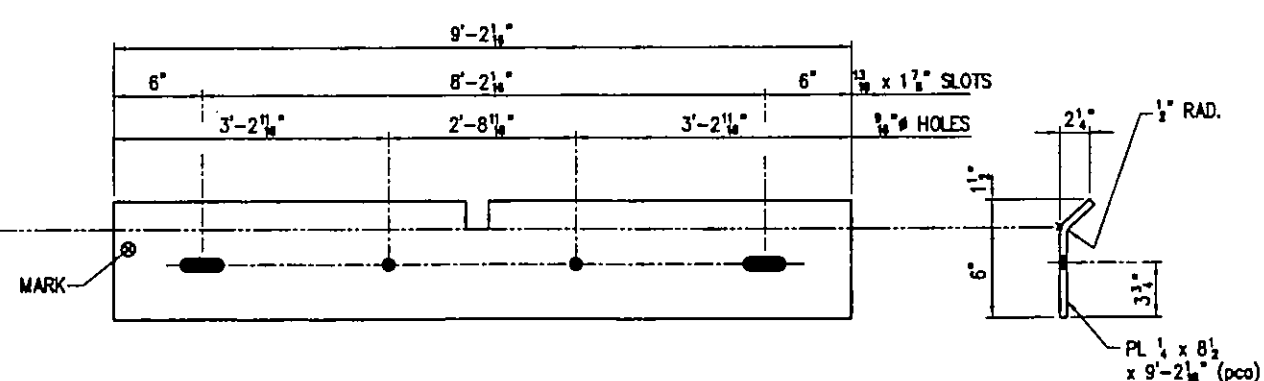
DEVELOPED VIEW



1 - CLAMP BAR - 11C  
(S. END OF DECK TRUSS PANEL B2)



DEVELOPED VIEW



1 - CLAMP BAR - 11D  
(S. END OF DECK TRUSS PANEL A2)

NO.	NO. REQ'D.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1	1	CLAMP BAR	9'-2 1/8"	11A	HDG	
2	1	PL 1/4" x 8 1/2"	9'-2 1/8"	pca	BEND	
3						
4						
5	1	CLAMP BAR	9'-2 1/8"	11B	HDG	
6	1	PL 1/4" x 8 1/2"	9'-2 1/8"	pca	BEND	
7						
8						
9	1	CLAMP BAR	9'-2 1/8"	11C	HDG	
10	1	PL 1/4" x 8 1/2"	9'-2 1/8"	pca	BEND	
11						
12						
13	1	CLAMP BAR	9'-2 1/8"	11D	HDG	
14	1	PL 1/4" x 8 1/2"	9'-2 1/8"	pca	BEND	
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SEE SHEET NO. 1 FOR GENERAL NOTES

△ GAP SPACING 11A, 11B, 11C & 11D

7-20-98 JEB

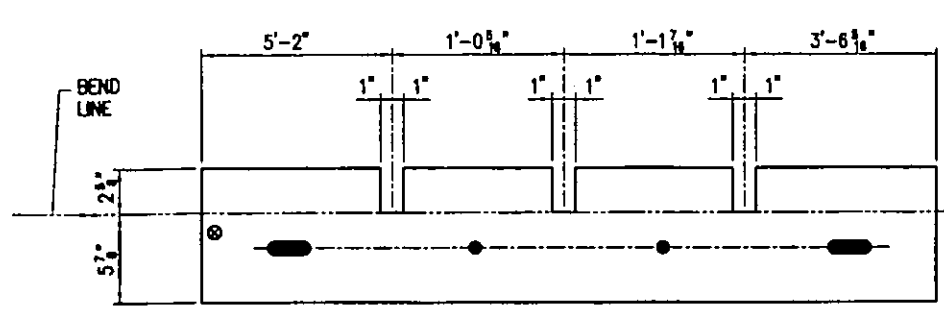
REV.	DESCRIPTION	DATE	INT.

**LEWIS ENGINEERING COMPANY**  
4201 NOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000

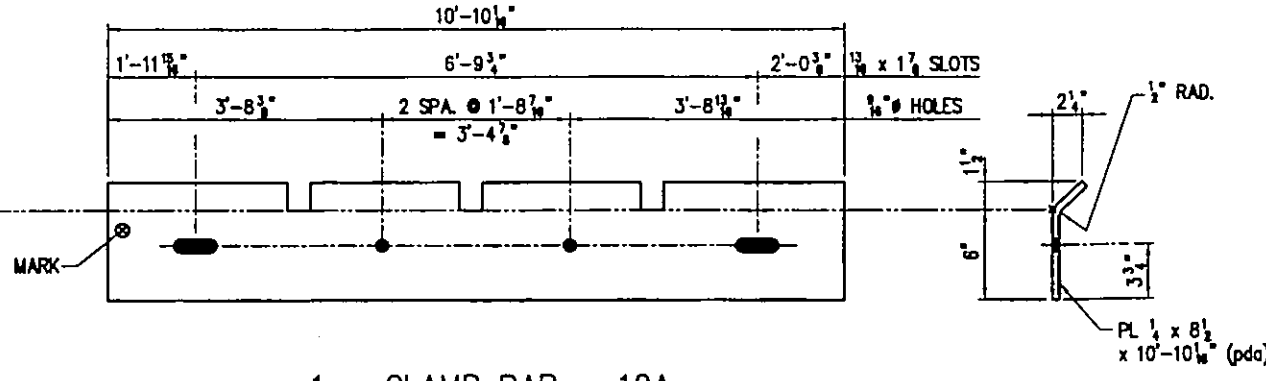
PROJECT - BRIDGE NO. 9340  
STATE PROJECT - 2783-9340 (T.H. 35W-394)  
FEDERAL PROJECT - MN 035W - 3 (263)  
CUSTOMER - PROGRESSIVE CONTRACTORS INC.  
LOCATION - HENNEPIN COUNTY, MN  
DESCRIPTION - TROUGH REPLACEMENT (CLAMP BARS)  
                  ● S. EXP. JT. NEAR PIER 5

W.P. chkd  
Drawn By JEB  
Chkd. By  
Date:

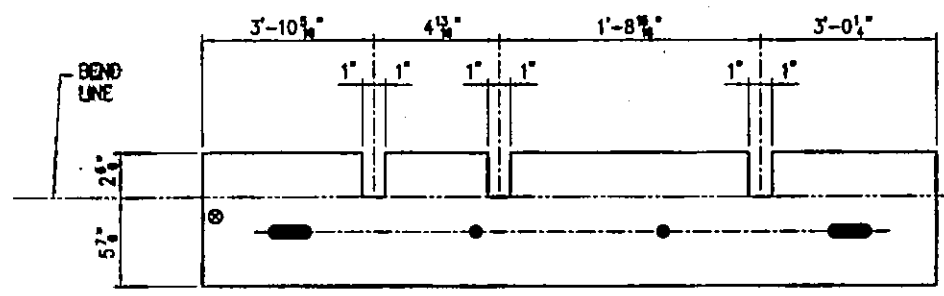
SHEET NO. 11 OF 12      Job. No. : 5544-61



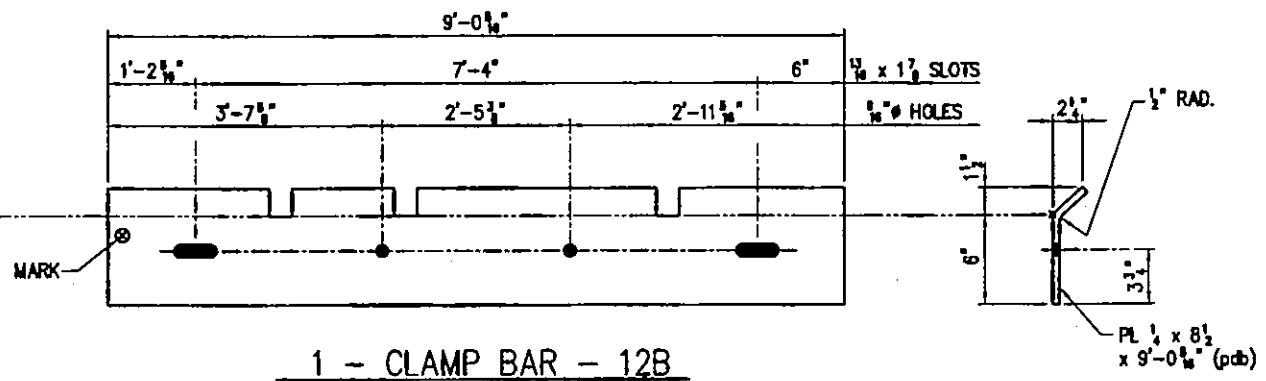
DEVELOPED VIEW



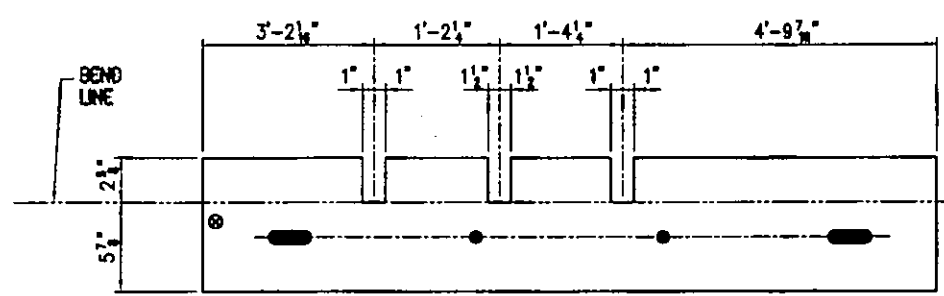
1 - CLAMP BAR - 12A  
(N. END OF DECK TRUSS PANEL C1)



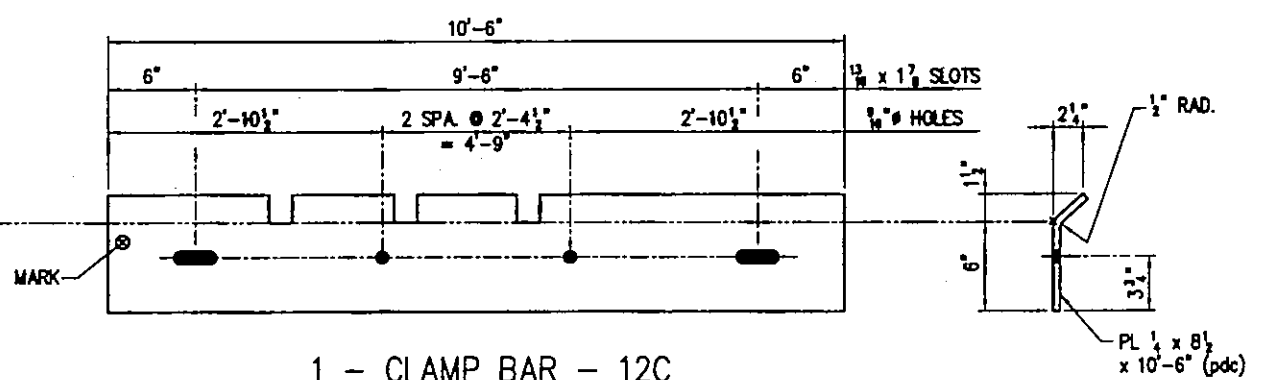
DEVELOPED VIEW



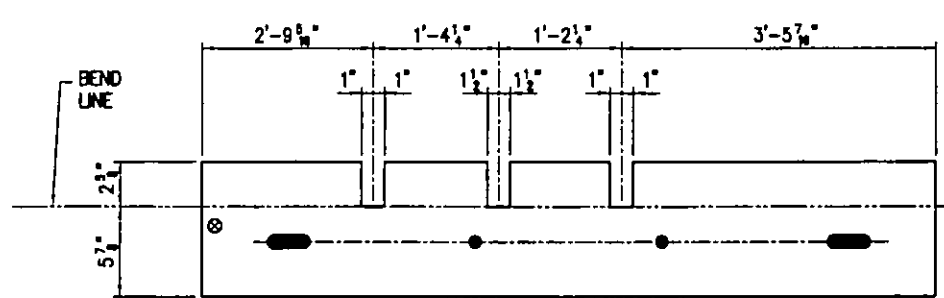
1 - CLAMP BAR - 12B  
(N. END OF DECK TRUSS PANEL D1)



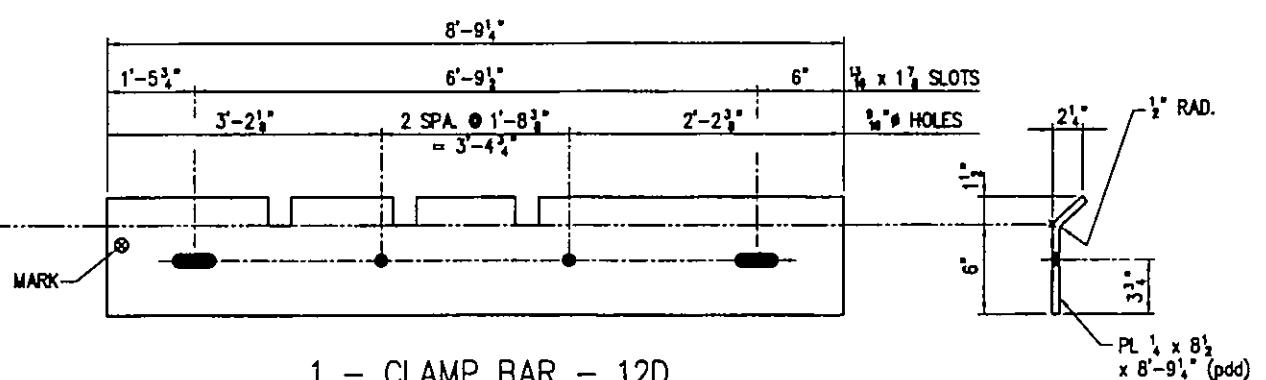
DEVELOPED VIEW



1 - CLAMP BAR - 12C  
(N. APRCH SPAN PANEL C2)




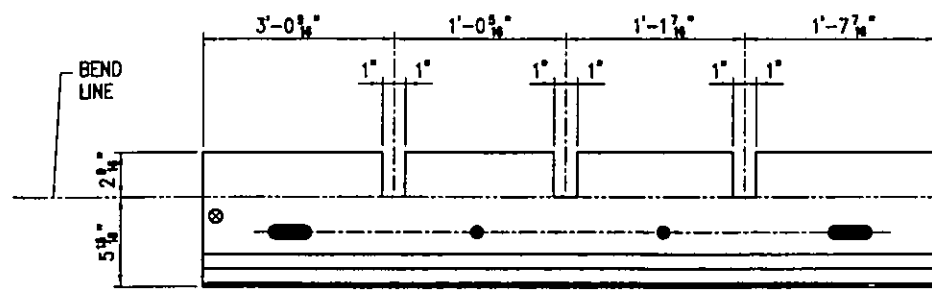
DEVELOPED VIEW



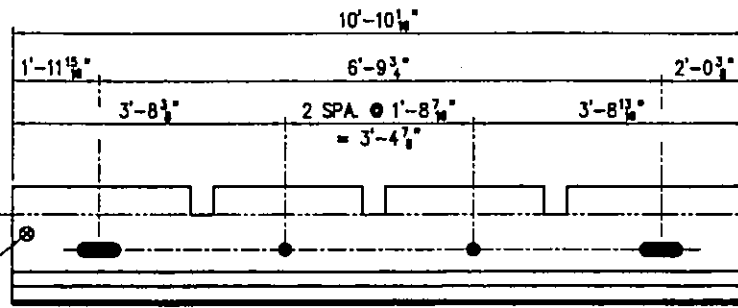
1 - CLAMP BAR - 12D  
(N. APRCH SPAN PANEL D2)

NO.	NO. REV.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.	
1		CLAMP BAR	10'-10 1/4"	12A	HOG		
2		PL 1/4 x 8 1/2	10'-10 1/4"	pdc	BEND		
3							
4							
5		CLAMP BAR	9'-0 1/4"	12B	HOG		
6		PL 1/4 x 8 1/2	9'-0 1/4"	pdc	BEND		
7							
8							
9		CLAMP BAR	10'-6"	12C	HOG		
10		PL 1/4 x 8 1/2	10'-6"	pdc	BEND		
11							
12							
13		CLAMP BAR	8'-9 1/4"	12D	HOG		
14		PL 1/4 x 8 1/2	8'-9 1/4"	pdc	BEND		
15							
16							
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18							
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64		SEE SHEET NO. 1 FOR GENERAL NOTES					
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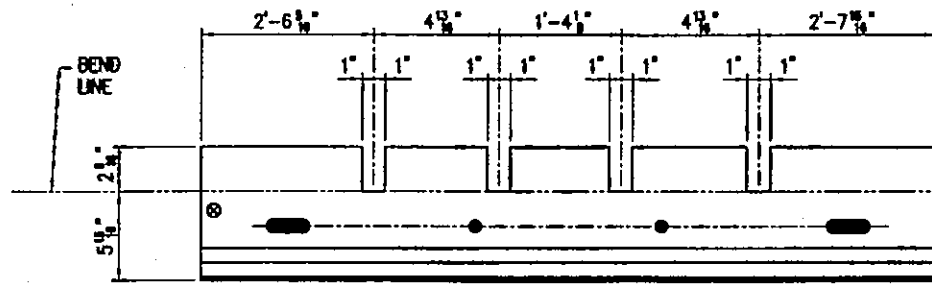
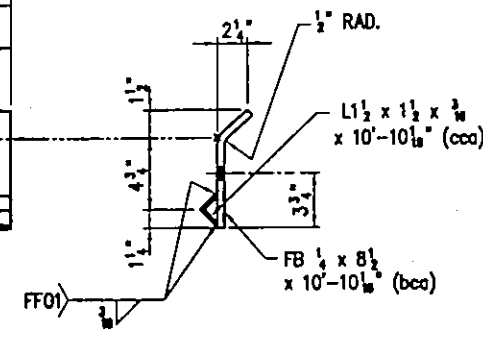
REV.	DESCRIPTION	DATE	INT.
 <b>LEWIS ENGINEERING COMPANY</b> 4201 HOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 360-3000			
PROJECT		BRIDGE NO. 9340	
STATE PROJECT		2783-9340 (T.H. 35W=394)	
FEDERAL PROJECT		MM 035W - 3 (263)	
CUSTOMER		PROGRESSIVE CONTRACTORS INC.	
LOCATION		HENNEPIN COUNTY, MN	
DESCRIPTION		TROUGH REPLACEMENT (CLAMP BARS) ● N. EXP. JT. NEAR PIER 8	
		W.P. ch'k'd Drawn By JEB Ch'k'd By Date:	
		SHEET NO. 12 OF 12	
		Job. No. : 5544-61	



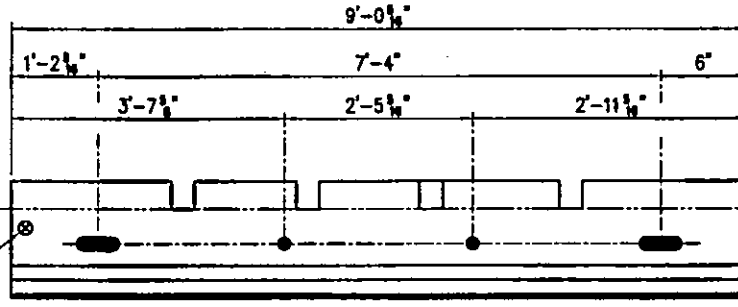
DEVELOPED VIEW



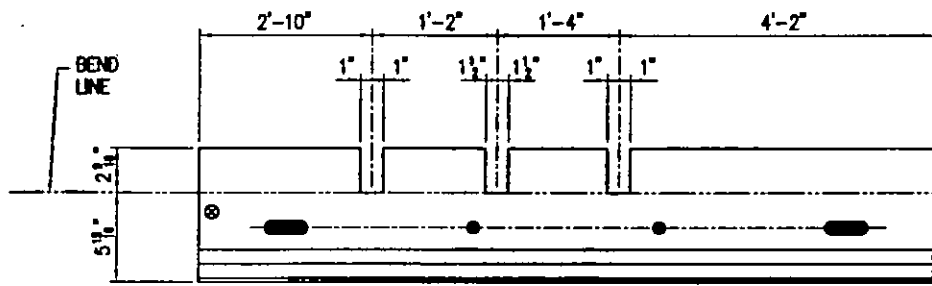
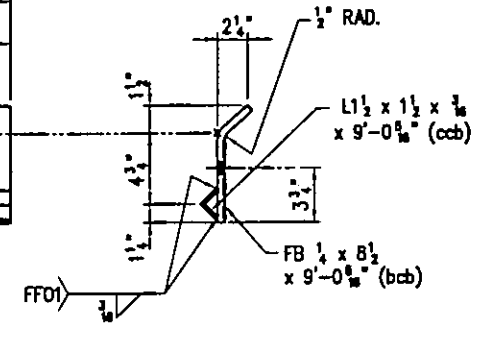
1 - CLAMP BAR - 13A  
(N. END OF DECK TRUSS PANEL C1)



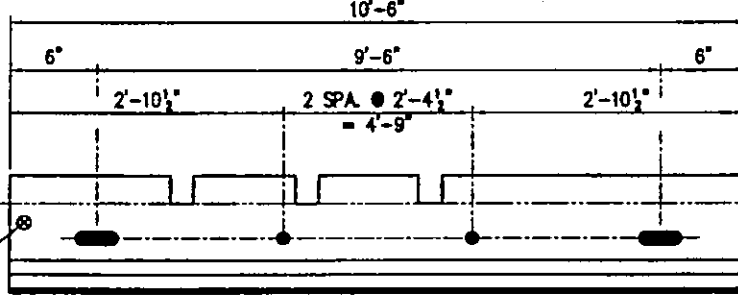
DEVELOPED VIEW



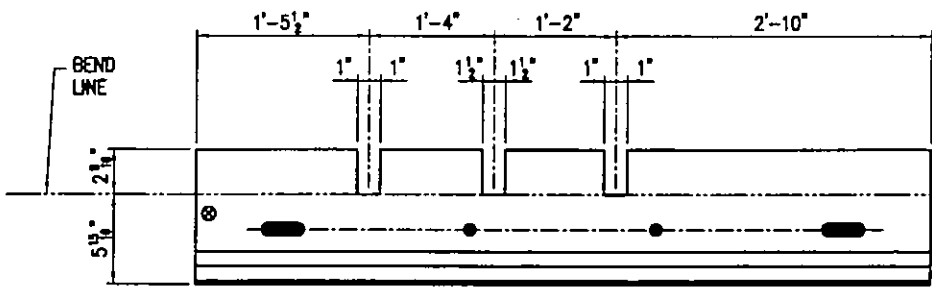
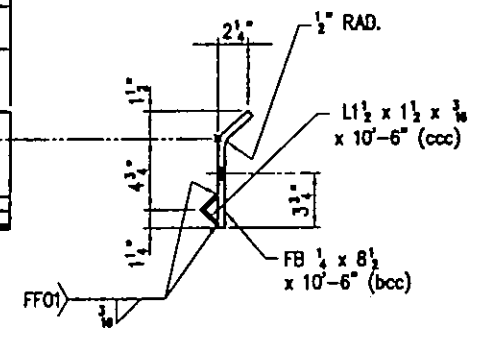
1 - CLAMP BAR - 13B  
(N. END OF DECK TRUSS PANEL D1)



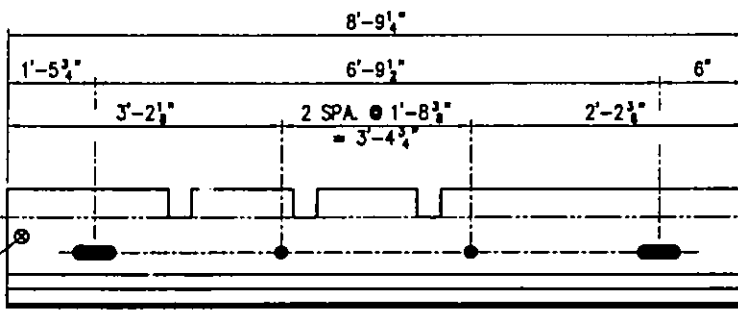
DEVELOPED VIEW



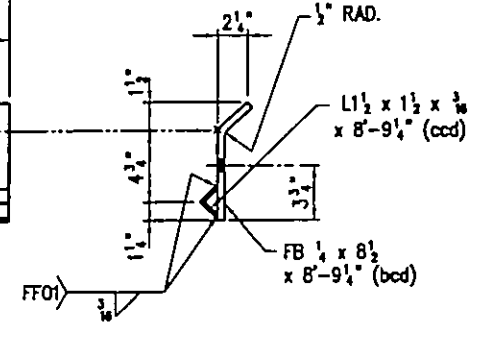
1 - CLAMP BAR - 13C  
(N. APRCH SPAN PANEL C2)



DEVELOPED VIEW



1 - CLAMP BAR - 13D  
(N. APRCH SPAN PANEL D2)



NO.	NO. REV'D.	DESCRIPTION	LENGTH	MK	REMARKS	WGHT.
1		CLAMP BAR	9'-2 1/4"	12A	HOG	
2		FB 1/4 x 8 1/2	9'-2 1/4"	pca		
3		L1 1/2 x 1 1/2 x 3/8	9'-2 1/4"	cca		
4						
5		CLAMP BAR	9'-2 1/4"	12B	HOG	
6		FB 1/4 x 8 1/2	9'-2 1/4"	pcb		
7		L1 1/2 x 1 1/2 x 3/8	9'-2 1/4"	acb		
8						
9		CLAMP BAR	9'-2 1/4"	12C	HOG	
10		FB 1/4 x 8 1/2	9'-2 1/4"	pcc		
11		L1 1/2 x 1 1/2 x 3/8	9'-2 1/4"	acc		
12						
13		CLAMP BAR	9'-2 1/4"	12D	HOG	
14		FB 1/4 x 8 1/2	9'-2 1/4"	pcd		
15		L1 1/2 x 1 1/2 x 3/8	9'-2 1/4"	acd		
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SEE SHEET NO. 1 FOR GENERAL NOTES

REV.	DESCRIPTION	DATE	INT.
<b>LEWIS ENGINEERING COMPANY</b> 4201 NOREX DRIVE - CHASKA, MINNESOTA 55318 - (612) 388-3000			
PROJECT	BRIDGE NO. 9340		
STATE PROJECT	2783-9340 (T.H. 35W=394)		
FEDERAL PROJECT	IM 035W - 3 (263)		
CUSTOMER	PROGRESSIVE CONTRACTORS INC.		
LOCATION	HENNEPIN COUNTY, MN		
DESCRIPTION	TROUGH REPLACEMENT (CLAMP BARS) ● N. EXP. JT. NEAR PIER 8		
			W.P. ch'k'd
			Drawn By JEB
			Chk'd. By
			Date:
SHEET NO. 13 OF 13			Job. No. : 5544-61