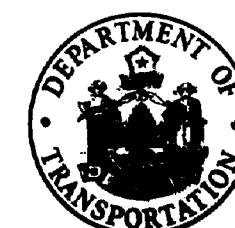


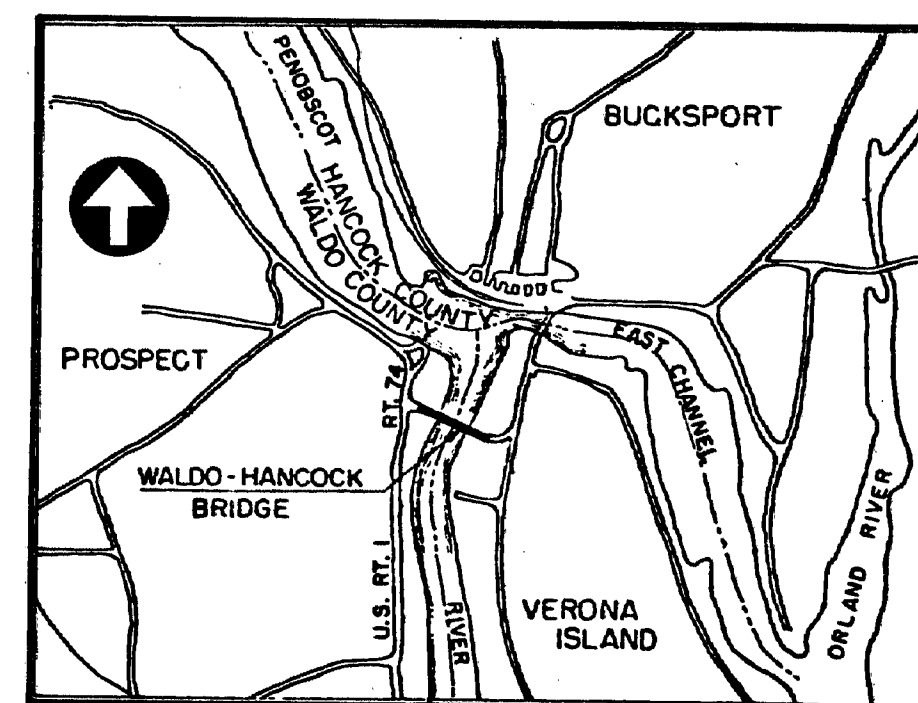
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS  
PROSPECT IN WALDO COUNTY  
VERONA IN HANCOCK COUNTY

REHABILITATION  
WALDO - HANCOCK BRIDGE  
OVER  
PENOBSCOT RIVER

MAINE FEDERAL AID PROJECT  
PROJECT NO. BH-042-1(31)



LOCATION MAP  
SCALE 0 1 2 MILES

TRAFFIC DATA

A.D.T. 19 \_\_\_\_\_  
A.D.T. 19 \_\_\_\_\_  
D.H.V. \_\_\_\_\_  
T. (%) \_\_\_\_\_  
D. (%) \_\_\_\_\_  
V. \_\_\_\_\_  
P.S.D. (%) \_\_\_\_\_  
18 KIPS \_\_\_\_\_

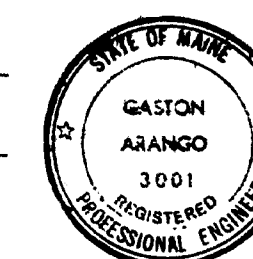
F.H.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES
3	GENERAL NOTES
4	GENERAL PLAN AND ELEVATION - CROSS SECTION
5	TOWER
6	BEARINGS AND WIND BRACKETS ON CABLE BENTS
7	NEW CENTER CABLE TIE
8	CABLE DETAILS
9	TEMPORARY SUPPORTS AT SUSPENDERS
10	EXPANSION JOINTS AT TOWERS
11	DETAILS OF EXPANSION JOINTS AT TOWERS
12	PEDESTAL REPAIRS
13	REPAIRS TO EAST MAIN PIER NO. 7
14	REPAIRS TO WEST MAIN PIER NO. 8
15	WEST ANCHORAGE SHELTERS
16	EAST ANCHORAGE SHELTERS
17	REPLACE DOORS AND REPAIR ABUTMENTS
18	PLAN AND ELEVATION OF WEST APPROACH
19	EXISTING DECK - SUSPENDED SPANS
20	EXISTING DECK - EAST & WEST VIADUCTS
21	EXISTING DECK - WEST VIADUCT
22	DECK REHABILITATION - SUSPENDED SPANS
23	DECK REHABILITATION - EAST VIADUCT
24	DECK REHABILITATION - WEST VIADUCT (PIER 10 TO WEST ABUTMENT)
25	DECK REHABILITATION - WEST VIADUCT (PIER 9 TO PIER 10)
26	DECK REHABILITATION - EAST & WEST ABUTMENTS
27	REHABILITATION OF DECK AND PAINTING OF BRIDGE
HIGHWAY STANDARD DETAILS	
28	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONE
29	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONE
30	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONE
31	AUGUST 1969 ① BARRICADES, WARNING SIGNS, MONUMENTS, PROJECT MARKERS, REV. 3-25-7
32	AUGUST 1969 ② FIELD OFFICES, ETC. REV. 3-16-73

NOTE: ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (REVISION OF 1968) AND SUPPLEMENTS THERETO, EXCEPT AS MODIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.

SUBMITTED:  
STEINMAN BOYNTON GRONQUIST & BIRDSALL  
*Gaston Arango*  
GASTON ARANGO, MAINE P.E. No. 3001



APPROVED:  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
COMMISSIONER

DATE

BUREAU DIRECTOR AND CHIEF ENGINEER

UNITED STATES  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION 1

APPROVED:

DIVISION ADMINISTRATOR DATE

R94-22

F.R.E.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

# ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.121	Removal of Existing Bituminous Pavement	1	L.S.
202.122	Removal of Existing Structural Concrete Slab - Top 1 inch	1	L.S.
202.123	Removal of Existing Structural Concrete Slab - Below Reinforcing Steel	1,400	S.Y.
202.124	Removal of Existing Structural Concrete Slab - Full Depth	300	S.Y.
202.201	Removal of Existing Concrete - Sidewalk Type 1 and Type 2 Repairs	2,550	L.F.
202.202	Removal of Existing Concrete - Sidewalk Type 3 Repairs	500	S.F.
502.44	Structural Concrete - Wearing Surfaces on Bridges	400	C.Y.
502.610	Structural Concrete - Abutment Repairs	1	L.S.
502.611	Structural Concrete - Pedestal Repairs	1	L.S.
502.612	Structural Concrete - Pier Repairs, Piers 7 and 8	1	L.S.
502.613	Structural Concrete - Underwater Repairs, Pier 8	1	L.S.
502.614	Structural Concrete - Anchorage Shelters	1	L.S.
502.615	Structural Concrete - Sidewalk Repairs, Type 1	850	L.F.
502.616	Structural Concrete - Sidewalk Repairs, Type 2	1,700	L.F.
502.617	Structural Concrete - Sidewalk Repairs, Type 3	500	S.F.
502.619	Structural Concrete - Sidewalk and Abutment Roadway Repairs for Joint Seals	575	L.F.
503.12	Reinforcing Steel - Fabricated and Delivered	155,000	Lbs.
503.13	Reinforcing Steel, Placing	155,000	Lbs.
504.610	Structural Steel - Center Ties and Cable Bands, Fabricated and Delivered	1	L.S.
504.611	Structural Steel - Center Ties and Cable Bands, Erection	1	L.S.
504.612	Structural Steel - Bearings at Cable Bents, Fabricated and Delivered	1	L.S.
504.613	Structural Steel - Bearings at Cable Bents Erection	1	L.S.
504.614	Structural Steel - Wind Brackets at Cable Bents, Fabricated and Delivered	1	L.S.
504.615	Structural Steel - Wind Brackets at Cable Bents, Erection	1	L.S.
504.616	Structural Steel - Doors in Abutments, Fabricated and Delivered	1	L.S.
504.617	Structural Steel - Doors in Abutments, Erection	1	L.S.
504.618	Structural Steel - Louvres and Shields in Anchorage Shelters, Fabricated and Delivered	1	L.S.
504.619	Structural Steel - Louvres and Shields in Anchorage Shelters, Erection	1	L.S.
504.620	Structural Steel - Expansion Joints at Towers, Fabricated and Delivered	1	L.S.

# ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
504.621	Structural Steel - Expansion Joints at Towers, Erection	1	L.S.
504.622	Structural Steel - Armored Joints, West Approach, Fabricated and Delivered	1	L.S.
504.623	Structural Steel - Armored Joints, West Approach, Erection	1	L.S.
506.142	Field Painting, Existing Structural Steel	1	L.S.
506.16	Surface Preparation of Existing Structural Steel	15,000	Man Hour
515.20	Protective Coating for Concrete Structures	6,930	S.Y.
602.01	1 1/2 inch diameter suspenders with Sockets, Fabricated, Primed and Delivered	6	Each
602.02	1 1/2 inch diameter suspenders with Sockets, Erection	6	Each
602.03	Installation of New Wrapping Wire at Center Ties and Cable Bands	1	L.S.

PROJECT DESIGN ENGINEER	DATE
BY	
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS

WALDO HANCOCK BRIDGE  
OVER  
PENOBSCOT RIVER

REHABILITATION OF BRIDGE

ESTIMATED QUANTITIES

STEINMAN, BOYNTON, GRONQUIST & BIRDSALL  
CONSULTING ENGINEERS  
NEW YORK, N.Y.

SCALE: NONE  
DATE: 1-26-62  
SHEET: 2

R94-23

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

## SPECIFICATIONS

### DESIGN - FABRICATION AND ERECTION

A.A.S.H.T.O. STANDARD SPECIFICATIONS FOR  
HIGHWAY BRIDGES, 1977 AND  
SUBSEQUENT INTERIM SPECIFICATIONS

A.S.T.M. AMERICAN SOCIETY FOR TESTING  
MATERIALS SPECIFICATIONS

A.A.S.H.T.O. MANUAL FOR MAINTENANCE  
INSPECTION OF BRIDGES, 1978 AND  
SUBSEQUENT AMENDMENTS

LOADS - LIVE LOAD - HS20-44

### DESIGN DATA FOR EACH CENTER TIE

LONGITUDINAL - TOTAL LOAD = 180,000 LBS.  
TRANSVERSE - TOTAL LOAD = 8,500 LBS.  
VERTICAL - TOTAL LOAD = 80,000 LBS.

### MATERIALS

STEEL PLATES AND SHAPES - EXISTING: OPEN HEARTH STEEL,  $F_y = 36,000$  PSI  
NEW: A.S.T.M. A-709, GRADE 36, EXCEPT AS NOTED.

STRUCTURAL BOLTS - A.S.T.M. A325 EXCEPT AS NOTED.

CABLE BAND BOLTS - 1 3/4" DIAMETER, CONFORMING TO A.S.T.M. - A354  
SPECIFICATIONS, GRADE BC

REINFORCING BARS - A.S.T.M. - A615, GRADE 60

CONCRETE: WEARING SURFACE - CLASS AA, MODIFIED. ALL  
OTHERS - CLASS A.

WELDING: SUPPLEMENTAL SPECIFICATIONS, SECTION 504 -  
STRUCTURAL STEEL (WELDING)

PAINTING: SHOP AND FIELD PAINTING IN ACCORDANCE WITH THE  
PROJECT SPECIFICATIONS.

STRUCTURAL GALVANIZED BRIDGE ROPE, 1 1/4" DIAMETER TO BE USED FOR THE  
NEW SUSPENDERS SHALL CONFORM TO A.S.T.M. - A603, CLASS A  
ZINC COATING.

THE BRIDGE ROPE SHALL BE FURNISHED WITH WIRE ROPE SOCKETS OF STRENGTH  
EQUAL TO OR GREATER THAN THE ROPE ITSELF.

ZINC USED FOR FITTINGS SHALL BE TO THE GRADE DESIGNATED AS  
"HIGH GRADE" IN A.S.T.M. - B6 SPECIFICATION FOR SLAB ZINC OR  
EQUAL.

CAST STEEL USED FOR BEARINGS ON CABLE BENTS SHALL CONFORM TO  
A.S.T.M. - A27, GRADE 70-36. IT SHALL BE STRESS RELIEVED.

### ERECTION

ERECTION PROCEDURES AND SEQUENCES OF FIELD WORK FOR THE  
REPLACEMENT OF SUSPENDER ROPES AND INSTALLATION OF CENTER  
TIES SHALL BE PREPARED BY THE CONTRACTOR FOR THE ENGINEER'S  
REVIEW BEFORE ANY FIELD WORK CAN COMMENCE.

PROCEDURE FOR TIGHTENING THE HIGH STRENGTH AND CABLE BAND  
BOLTS SHALL BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER  
FOR REVIEW.

CLEAN AND PAINT ALL NEW AND EFFECTED EXISTING PARTS OF THE  
STRUCTURE IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.

### DATUM

REFERENCE ELEVATION SHALL BE TOP OF SUPPORT BRACKET FOR  
EXPANSION BEARINGS AT TOWER, THIS ELEVATION SHALL BE 136.1'.  
SEE SHEET NO. 11

### GENERAL NOTES

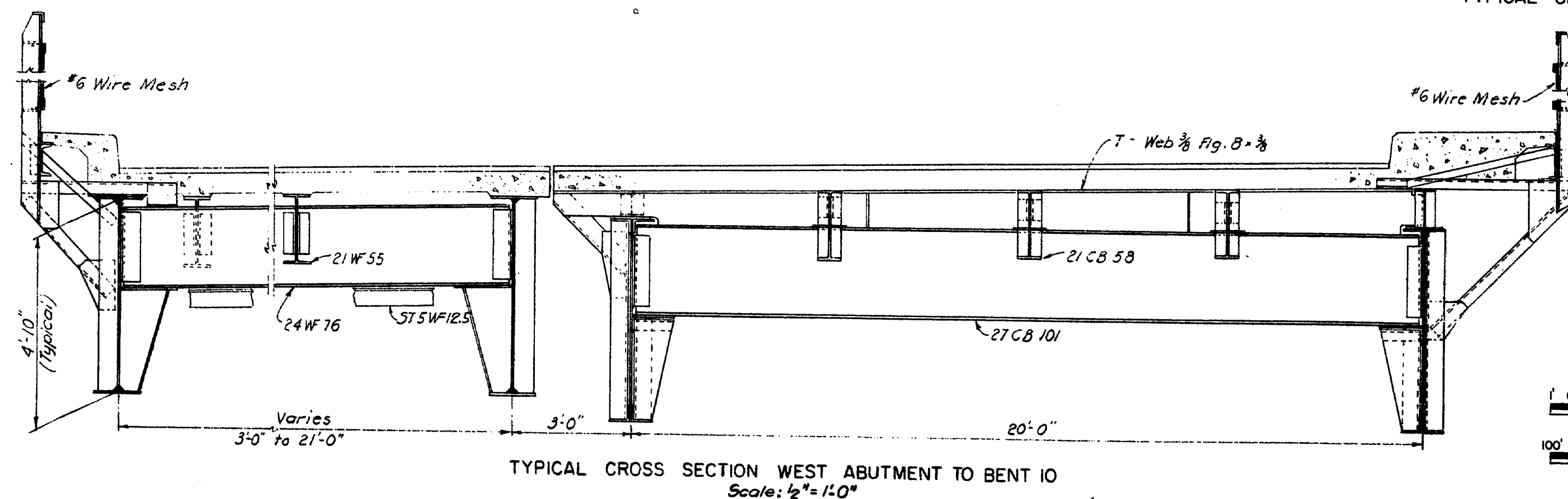
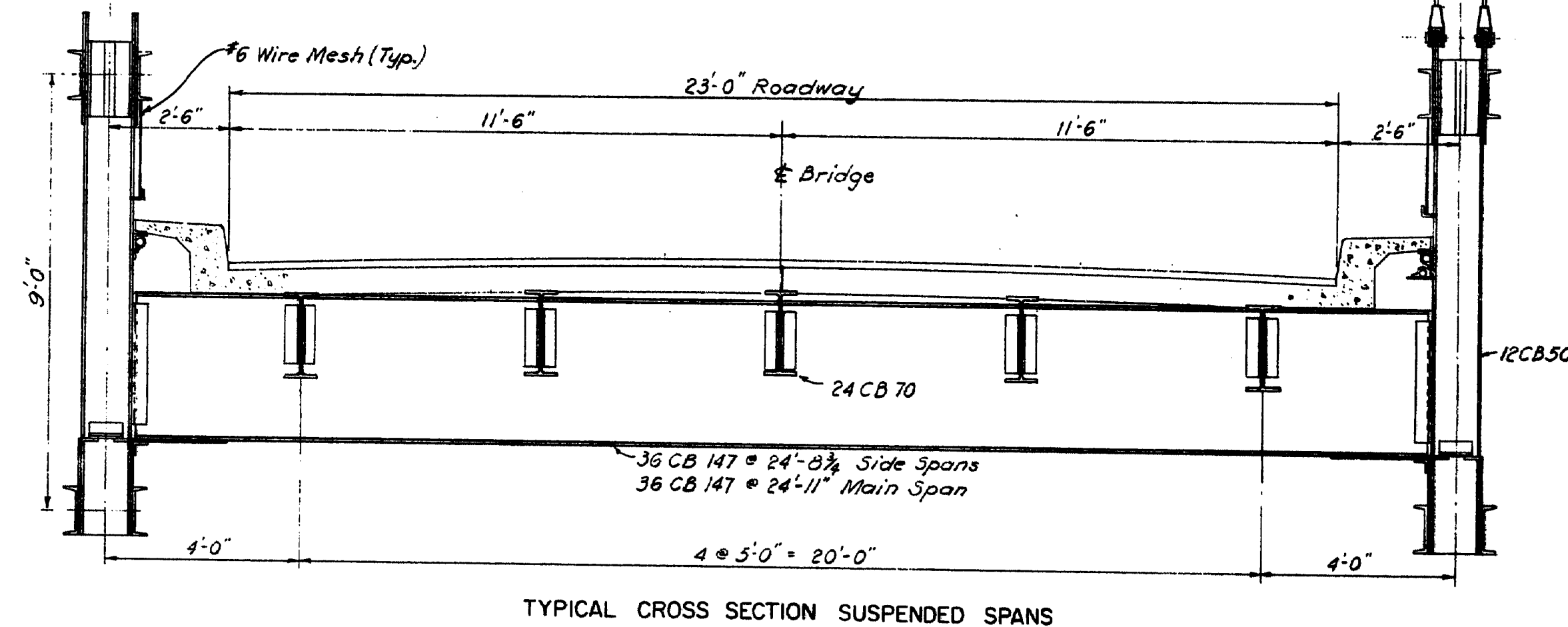
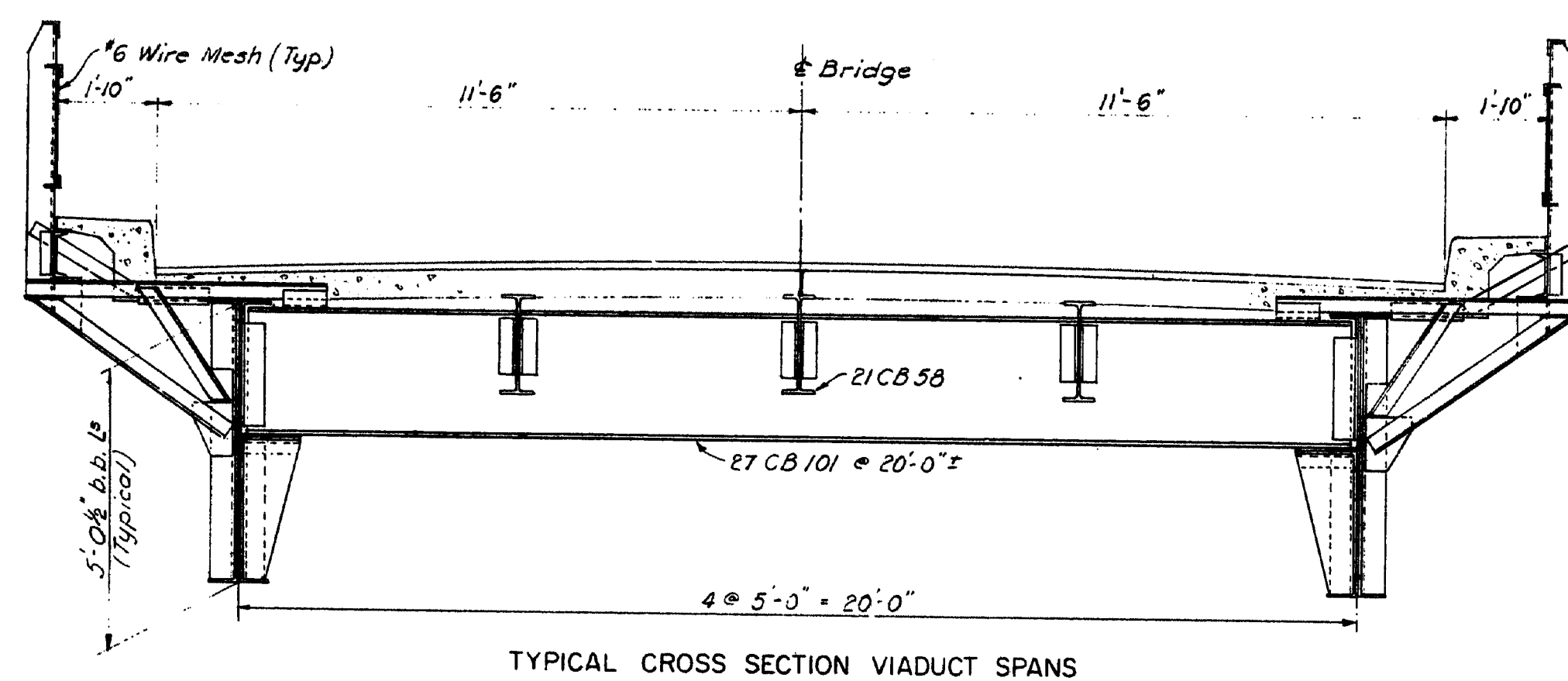
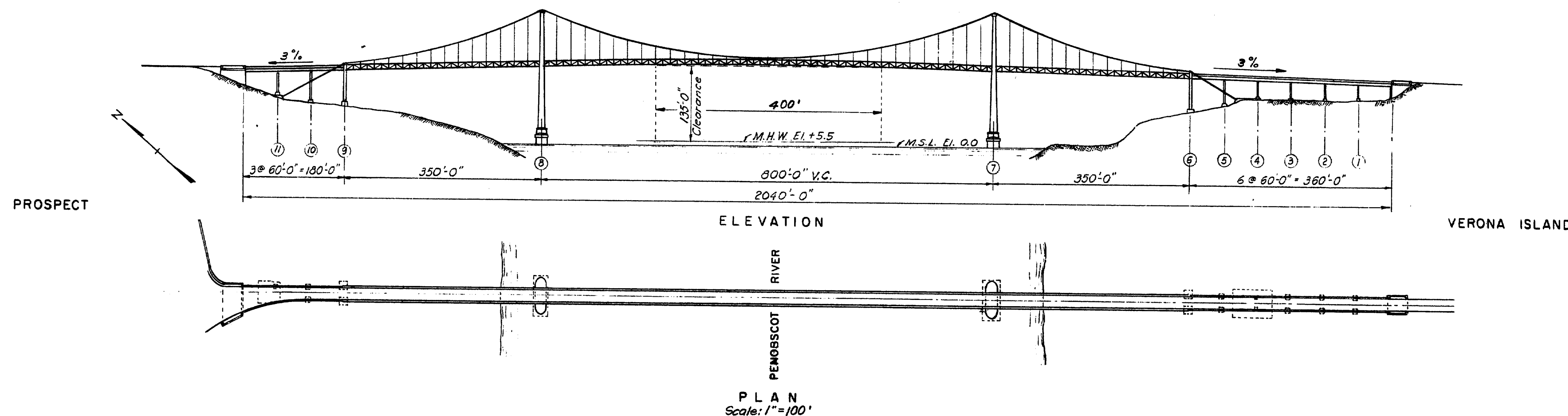
- ALL DIMENSIONS OF THE EXISTING STRUCTURE AFFECTING FABRICATION  
AND CONSTRUCTION ARE TO BE VERIFIED BY THE CONTRACTOR IN  
THE FIELD.
- EXISTING PARTS OF THE STRUCTURE WHICH ARE TO BE REPAIRED ARE  
TO BE CLEANED TO BARE METAL PRIOR TO INSTALLATION OF NEW  
MATERIAL.
- WHEN USING BOTH HIGH STRENGTH (H.S.) BOLTS AND WELDS, IT IS  
REQUIRED THAT H.S. BOLTS BE FULLY TIGHTENED PRIOR TO  
WELDING UNLESS OTHERWISE NOTED.
- SHOP DRAWINGS OF MOST OF THE EXISTING STRUCTURE ARE AVAILABLE  
TO THE CONTRACTOR UPON REQUEST.
- AT LEAST ONE LANE OF TRAFFIC MUST BE MAINTAINED AT ALL TIMES  
EXCEPT FOR SHORT PERIODS OF TIME WHEN CERTAIN FIELD OPERA-  
TIONS REQUIRE CLOSING OF BOTH LANES AS REQUIRED BY THE  
PROJECT SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- H.S. BOLTS INSTALLED IN EXISTING RIVET HOLES SHALL HAVE THE  
SAME DIAMETER AS THE RIVET.
- RIVETS SHALL BE REMOVED PREFERABLY BY MECHANICAL MEANS. THE  
CONTRACTOR MAY PRESENT THE ENGINEER WITH A WRITTEN REQUEST  
FOR REMOVING RIVETS BY BURNING THEIR HEADS. ANY REPAIR OF DAMAGE  
CAUSED BY REMOVING THE RIVETS SHALL BE PAID FOR BY THE  
CONTRACTOR.
- ALL OPEN BOLT OR RIVET HOLES REMAINING AFTER PRESENT OR PREVIOUS  
CONSTRUCTION SHALL BE FILLED WITH H.S. BOLTS.
- PROVIDE ALL NEW H.S. BOLTS WITH HARDENED STEEL WASHERS UNDER  
HEAD AND NUT.
- PROVIDE ALL CABLE BAND BOLTS WITH HARDENED WASHERS UNDER HEAD  
AND NUT.
- THE NAVIGATION LIGHTS AT PANEL POINT 62 HAVE TO BE  
TEMPORARILY RELOCATED TO AN ADJACENT PANEL POINT  
WHEN THE NEW CENTER TIES ARE INSTALLED. THE COST  
OF THIS WORK SHALL BE INCIDENTAL TO PAY ITEM 504.611.

Design: CH  
Drawn: CH  
Engineer in Charge: CH

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER	
REHABILITATION OF BRIDGE	
GENERAL NOTES	
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: NONE DATE: 1-26-82 SHEET: 3

R94-24

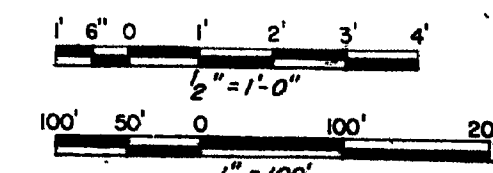
F.R.D.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



#### NOTES:

1. For General Notes see Sheet no. 3
2. Entire bridge to be painted under Pay Items 506.142 and 506.16

Design: CLV  
Drawn: LTD  
Engineer in Charge: MUG



SCALES IN FEET

R94-25

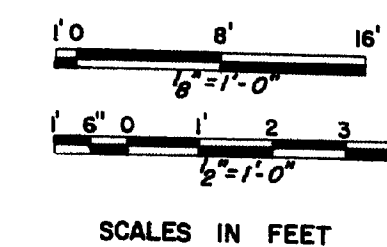
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE
GENERAL PLAN AND ELEVATION-CROSS SECTIONS
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: 1-28-82 SHEET: 4



[illegible]

NOTES

1. For General Notes see Sheet No. 3
  2. The towers shall be painted both outside and inside-see sht. 27.
- Fay Items 506.142 and 506.16



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS

WALDO HANCOCK BRIDGE

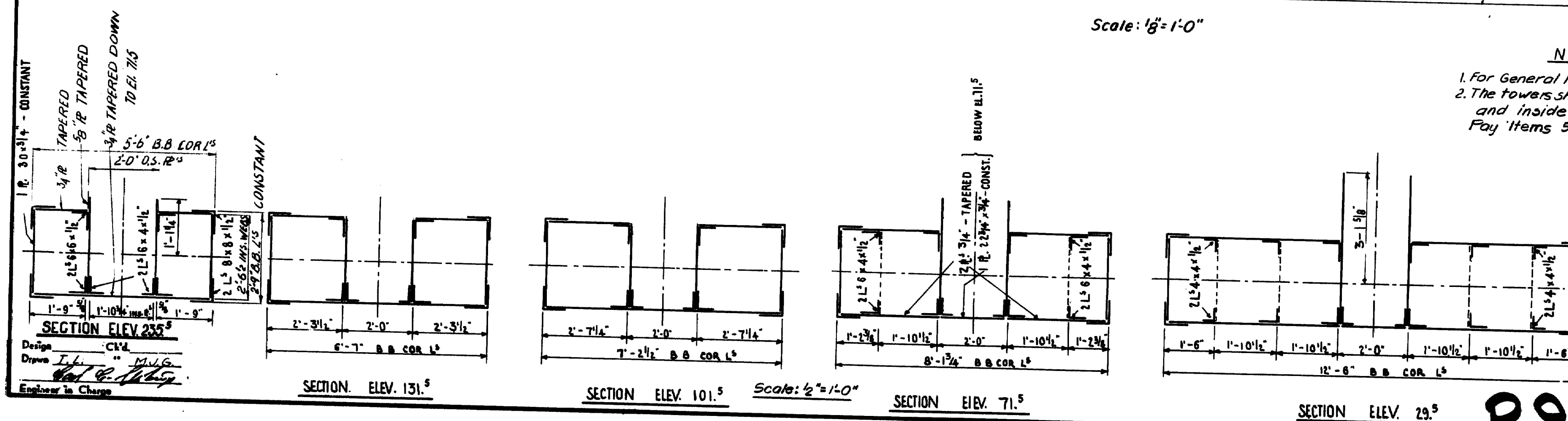
OVER  
PENOBSCOT RIVER

REHABILITATION OF BRIDGE

TOWER

STEINMAN, BOYNTON, GRONQUIST & BIRDSALL  
CONSULTING ENGINEERS  
NEW YORK, N.Y.

SCALE: AS SHOWN  
DATE: 1-26-82  
SHEET: 5



R94-26

• 7. 42 •

*H*

*Flanges of Existing MCB to remain & be ground smooth (Typ.)*

*H*

*L*

*Cutting Edge for Web of MCB*

*Existing*  
*1/8" x 3/8" x 3/8"*

*I*

*Web of Existing MCB to be replaced by 3/4" (2 Req'd.)*

*Pay Items 504.614 & 504.615*

**DETAIL "A"**

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

Diagram illustrating a 45-degree back splice for a 3/16 inch wire. The diagram shows a "New R2" wire being spliced to an "Existing L2" wire. The splice is made at a 45-degree angle. The "Existing L2" wire has a diameter of 3/16 inch and a length of 4 x 1/2 inch. The "New R2" wire has a diameter of 3/16 inch and a length of 4 x 1/2 inch. The splice is labeled "SECTION L-L" with a scale of 3/4 inch = 1 foot. Annotations include "Part of Existing MCB web to remain & be ground flush with angle legs." and "Outstanding Leg of Existing L2 6 x 3/8 x 3/8".

Diagram of Elevation F-F of a column section. The column is shown with a base and a top section. The top section is labeled "16 Stiff. R<sub>2</sub> 1/4". The base section is labeled "W24 x 94". The column is supported by a "Jack" at the top. The column is divided into three vertical sections, each labeled "8' 8 1/4\"

[illegible]

Remove lacing bar temporarily for jacking

Web to be replaced on East Cable Bent Only (See Detail "A")

14'6"

4'6"

16 x 31

NOTE:  
Cable Bent to be painted  
all over except the inside.  
Pay Items 506.142 and 506.16

Existing Girder

Cost Steel 2  
ASTM-A486  
Grade 90

1" Ø Holes for 7/8" Ø A325 Bolts  
Drill at 90° to under side of  
Base Plate.

Pay Items 504.612 & 504.613

[illegible]

**NOTE:** VIEW C-C 1/2 x 3 L.B.  
Use washer under Head and Nut when High-Strength Bolts are used to replace rivets

Replace Missing Bolts  
mm 505.015

Diagram illustrating five different scales in feet, showing various tick marks and labels:

- Scale 1: 1' 0", 8', 16'. Below the scale:  $1' 8" = 1' - 0"$
- Scale 2: 1' 6", 0, 1', 2', 3', 4'. Below the scale:  $1' 2" = 1' - 0"$
- Scale 3: 1', 6", 0, 1'. Below the scale:  $1' = 1' - 0"$
- Scale 4: 1', 9", 6", 3", 0. Below the scale:  $1' 2" = 1' - 0"$
- Scale 5: 0, 3", 9". Below the scale:  $3" = 1' - 0"$

SCALES IN FEET

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS

WALDO HANCOCK BRIDGE

OVER  
PENOBSCOT RIVER

REHABILITATION OF BRIDGE

BEARINGS & WIND BRACKETS ON CABLE BENTS

**STEINMAN, BOYNTON, GRONQUIST & BIRDSALL**  
**CONSULTING ENGINEERS**  
**NEW YORK, N.Y.**

SCALE: As Shown  
DATE: 1-26-82  
SHEET: 6

Design R.P. Ck'd M.M.  
Drawn I.L. " R.P.  
Paul C. M. T.  
Engineer in Charge

NEW EXPANSION BEARING (4 REQUIRED)  
Scale 1 1/2" = 1'-0"

② The TFE sliding surface shall conform to ASTM D3293, Type I, Class A

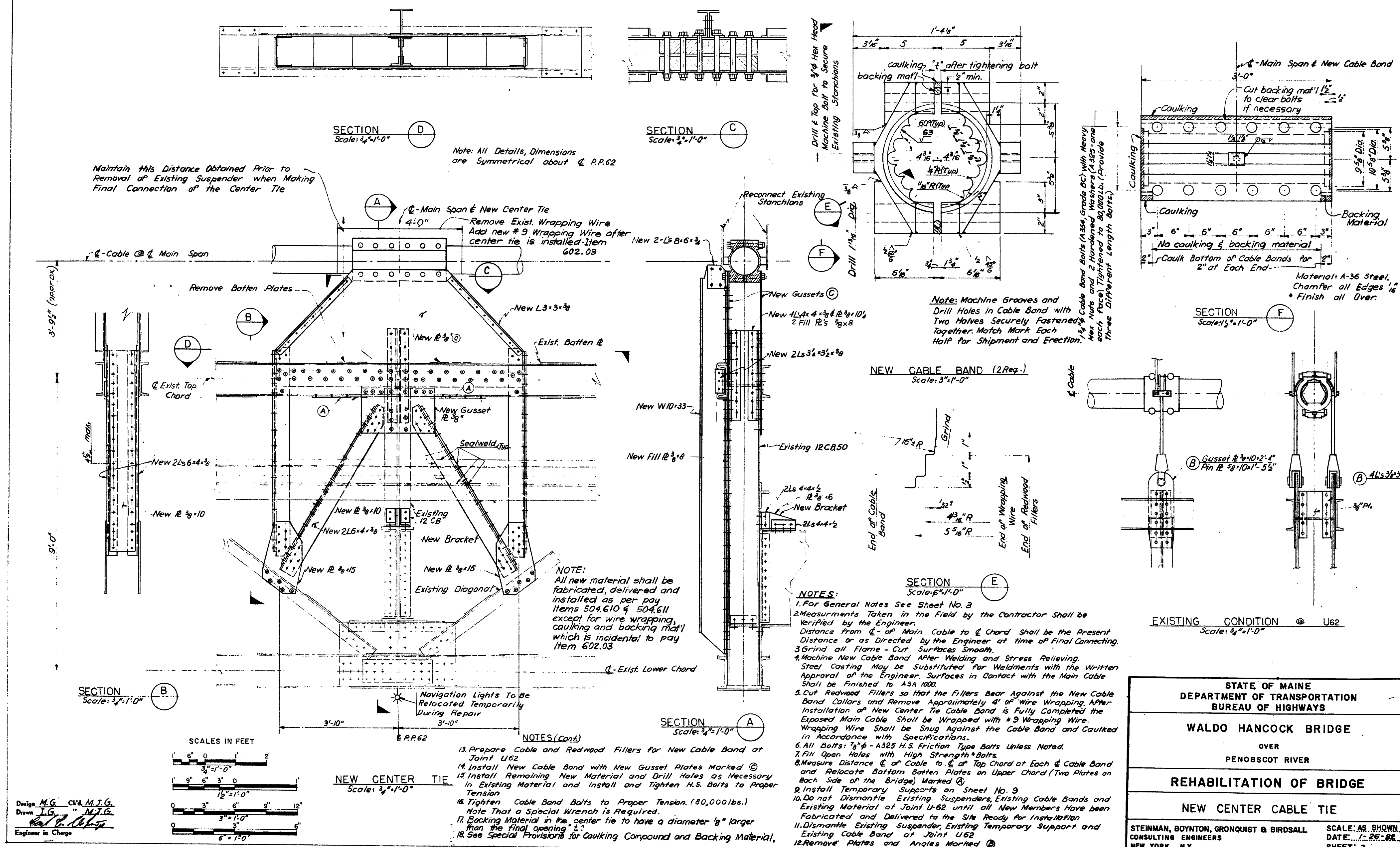
- LEGEND
- \* - Remove Existing Rivets. Use Existing Holes for bolting new Material.
  - + - Drill new Holes in Existing Material for bolting new Material.
  - # Replace rivets with H.S. Bolts before Jacking

NOTES

- ### NOTES
1. For General Notes, see Sheet No. 3.
  2. The bridge may be closed to traffic, except emergency vehicles, for a few hours while the bearings are being installed.
  3.  $\frac{3}{4}$ " A325 bolts unless noted
  4. Castings and Pins shipped with Pins in Place
  5. Weldment may be used instead of Cast Steel for New Expansion Bearing.
  6. All necessary dimensions to be verified in the field.
  7. All materials, req'd for jacking shall be included in Item 304.613

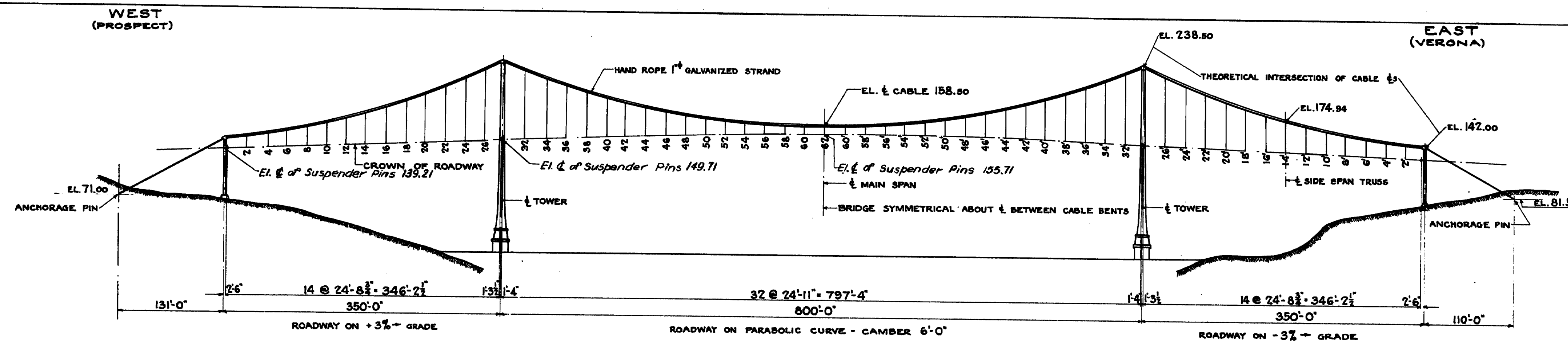
R94-27

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE		1	

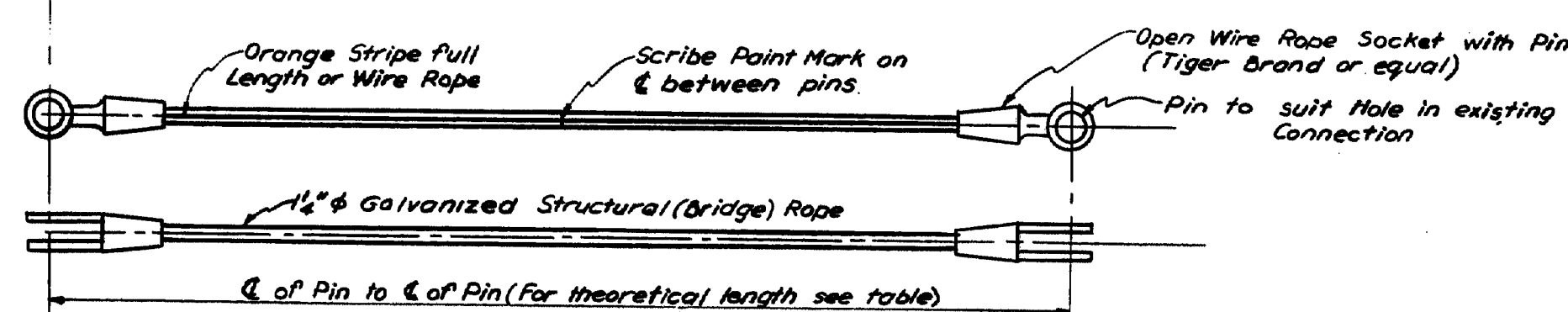


R94-28



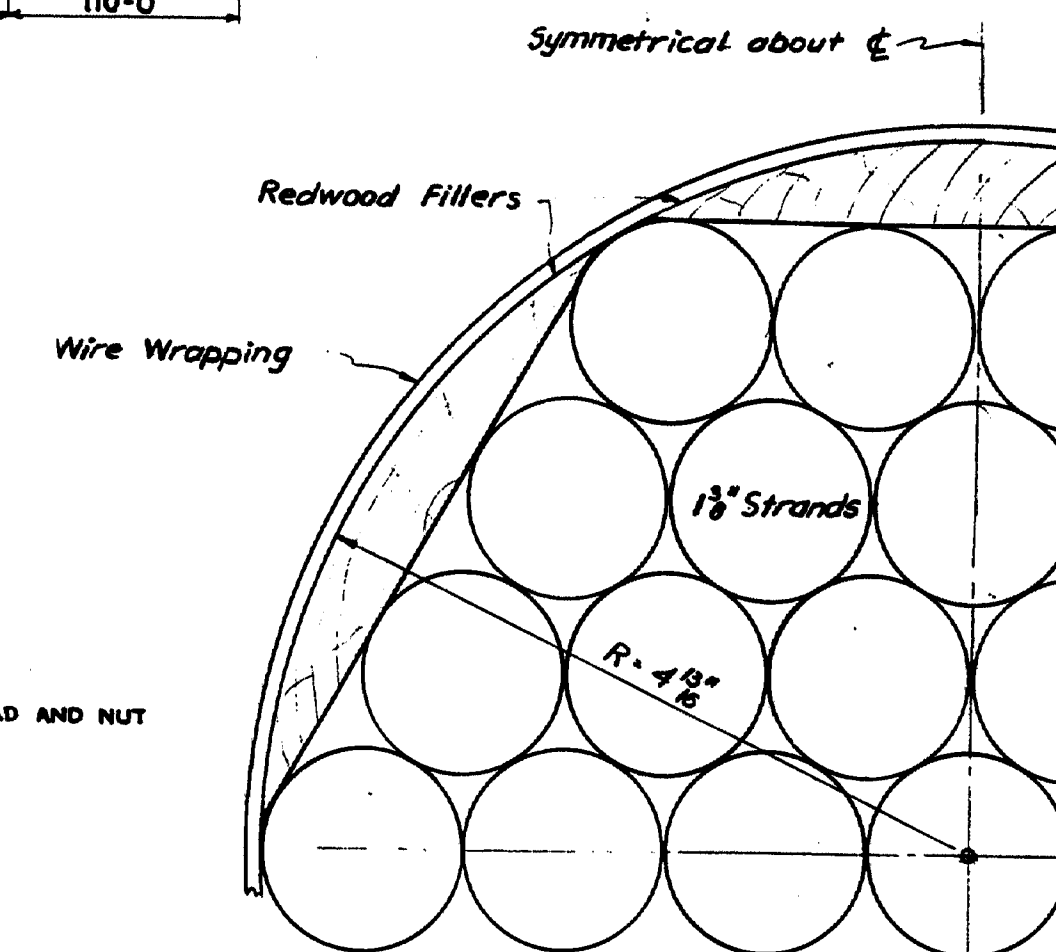


STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE		8	

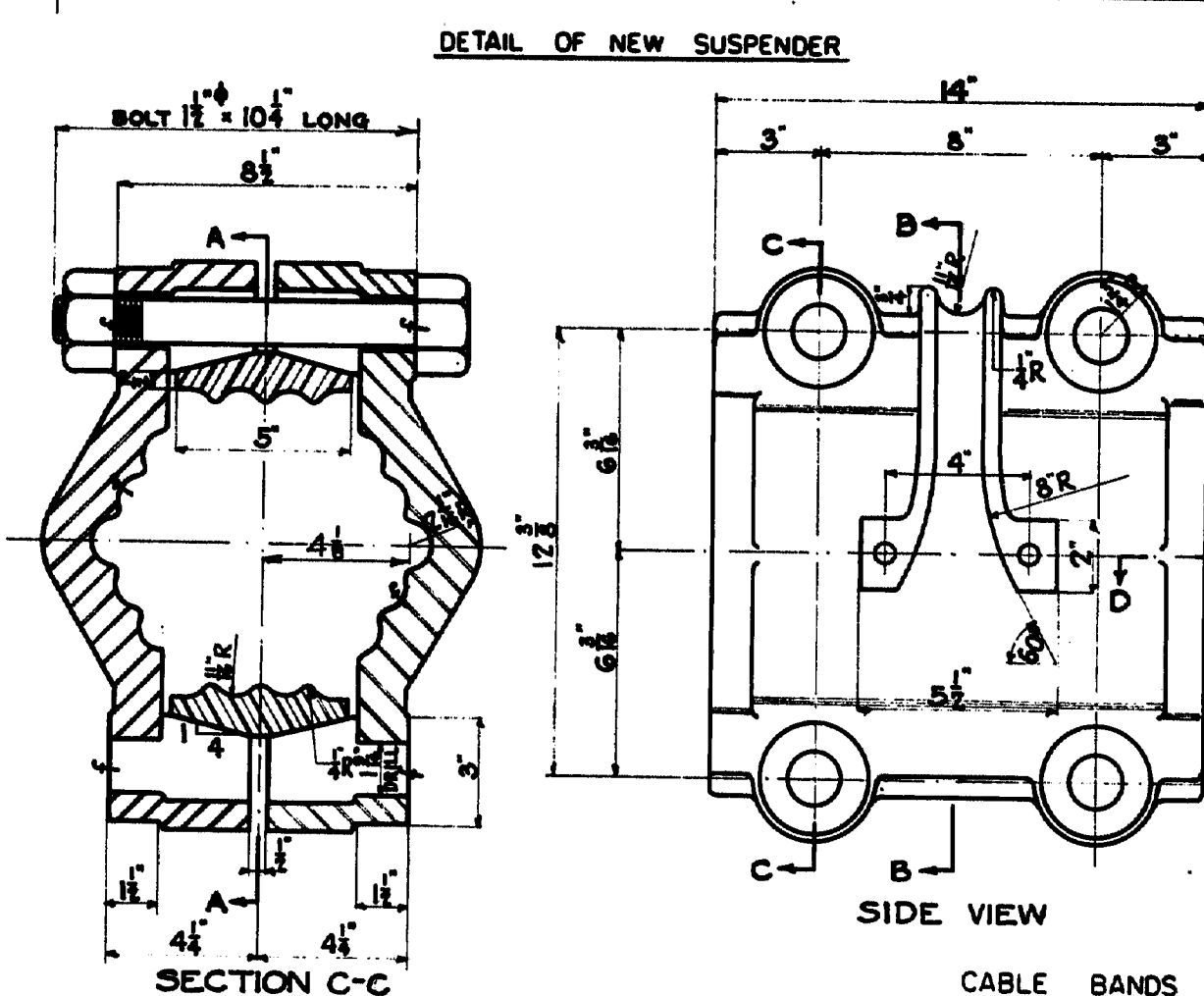


\* Fabricate to the length of Existing Suspenders Measured in Field by the contractor and verified by the Engineer. Fabrication Tolerance  $\pm 0.1$  after prestressing and after sockets are set.

PANEL POINTS	LENGTH OF SUSPENDER THEORETICAL
58 S	10' - 1 1/8" *
60 N & S	8' - 1 3/8" *
60' N & S	8' - 1 3/8" *
58' S	10' - 1 1/8" *



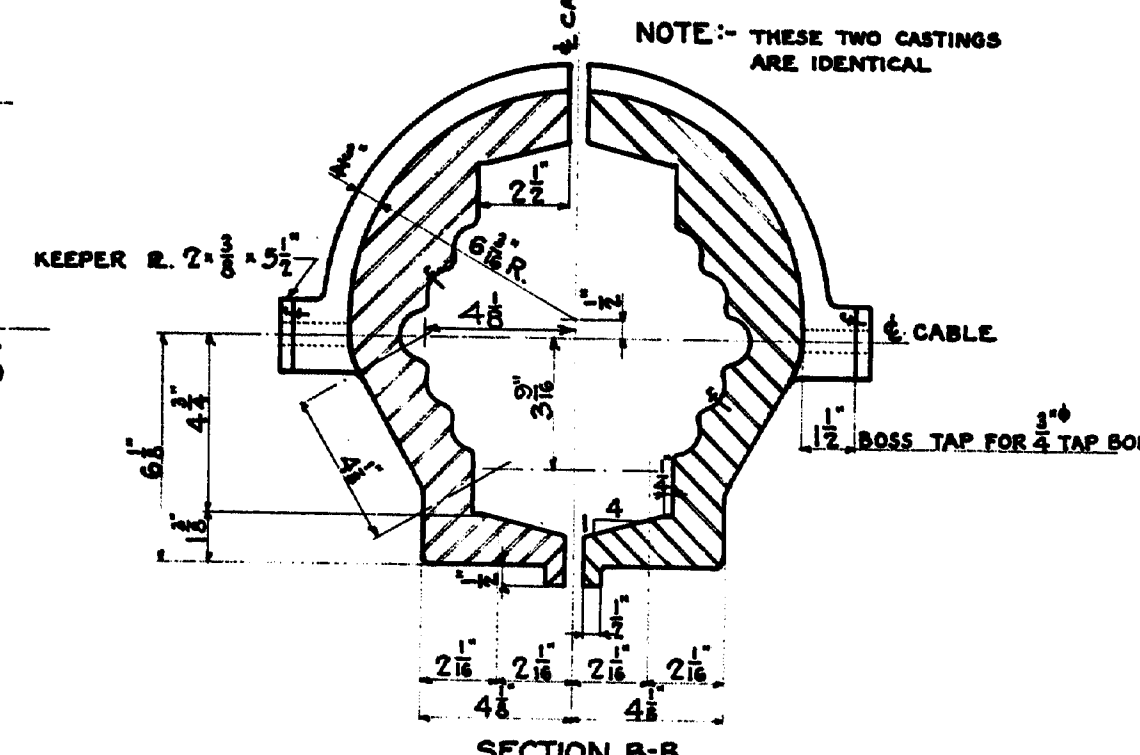
SECTION THROUGH CABLE BETWEEN CABLE BENTS  
Scale: 1/2" = 1'-0"



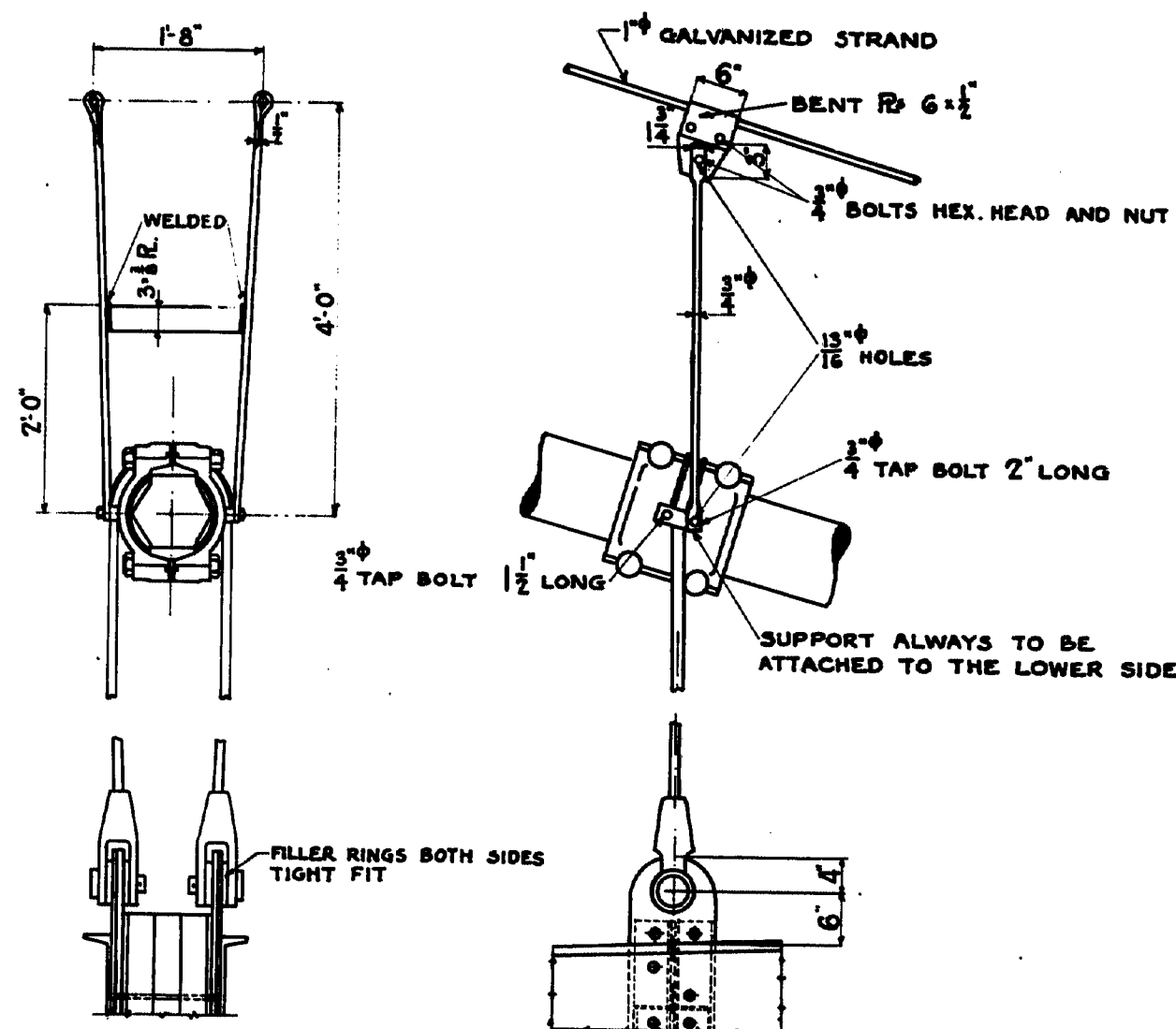
SECTION C-C

SIDE VIEW

CABLE BANDS FOR ROPE STRANDS  
SCALE: 3" = 1'-0"

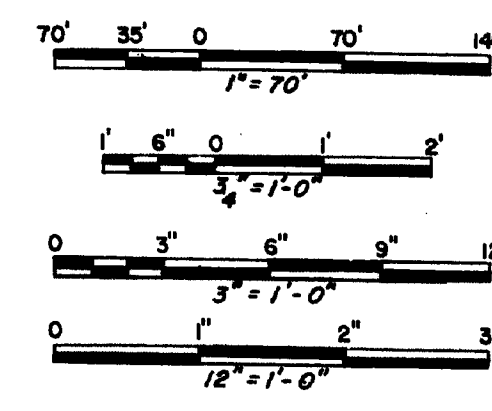


SECTION B-B



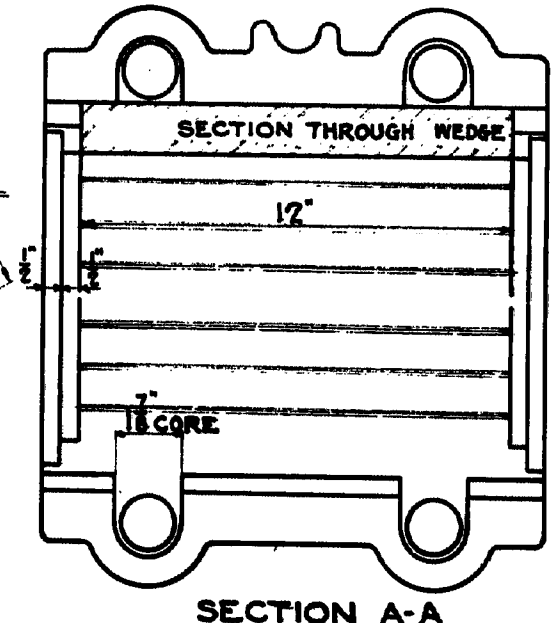
LOCATION OF CABLE BANDS, SUSPENDERS, SOCKETS AND HAND ROPES  
SCALE: 1/4" = 1'-0"

- NOTES:
- For General Notes see Sheet No. 3
  - The Elevations of Cable and Suspenders Pins given above are for a Condition of original full Dead Load and a normal Temperature of 50°F.
  - Fabrication and delivery of new 1 1/2" suspenders are covered by Pay Item 602.01. Installation by Item 602.02

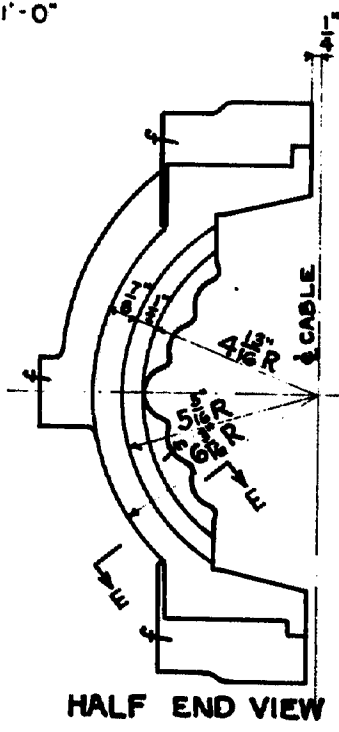


SCALES IN FEET

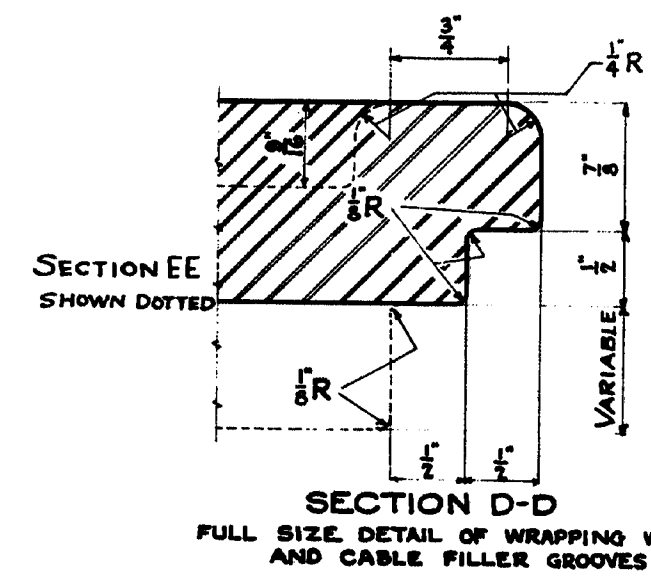
Design C.E. M.G.  
Drawn J.G. M.G.  
Engineer in Charge  
DETAIL OF FLUTE  
Scale: 1/2" = 1'-0"



SECTION A-A



HALF END VIEW



SECTION D-D  
FULL SIZE DETAIL OF WRAPPING WIRE AND CABLE FILLER GROOVES

R94-29

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS

WALDO HANCOCK BRIDGE  
OVER  
PENOBSCOT RIVER

REHABILITATION OF BRIDGE

CABLE DETAILS

STEINMAN, BOYNTON, GRONQUIST & BIRDSALL.  
CONSULTING ENGINEERS  
NEW YORK, N.Y.

SCALE: AS SHOWN  
DATE: 12-26-82  
SHEET 8



F.R.W.A. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

1/8" φ Holes in 1" R. to Permit Rotation to Make 1/4" Rods Vertical

R=5"

10" Max.

1/4"

PL 1/4x10

W 10x19

PL 1/2x6

4 PLS. 1/2x4 Mill to Bear at Tab. Tight Fit Bottom

3'-0" Nominal Bearing Spacers

Top of Sidewalk

9'-0"

1'-10"

PL 2 1/2 x 12 x 20

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

3/3 Location Clamp

10 5/8"

PI. 1x12 Bent

30" Jack

Replace 1/4" φ Suspenders

See Note 4

Existing temporary Suspender at two or more Panel Points to be removed

Provide 1 3/8" φ Holes for 1/4" φ Rods.

Move Batten Plates Temporarily Except at R.P. 62

Temporary Location of Batten Plate Except at R.P. 62

1 1/4" φ A325 Rods with 4 Hex. Nuts Thread 1'-9" Each End

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

DETAIL OF LOCATION CLAMP (4 REQ'D) Scale: 1 1/2" = 1'

Remove Suspenders North & South and Install Center Tie Shown on Sheet No. 7

PP57 PP58 PP59 PP60 PP61 PP62 PP61' PP60' PP59' PP58' PP57'

Remove and Replace the Following Suspenders:

- 58 South
- 60 North & South
- 60' North & South
- 58' South

LOCATION OF SUSPENDER WORK Scale: 1" = 10'

NOTES:

- For General Notes see Sheet No. 3
- Two temporary Supports shall be used when replacing Suspenders or installing Center Tie
- All Bolts shall be 7/8" φ A325 H.S. with hardened washers under Part that turns.
- The Distance from Cable Band to Jack shall not exceed 2'-6"
- Batten Plates on Diagonals and Chords may be moved to accommodate Temporary Supports with Approval of the Engineer.
- All Jacking Procedure and design shall be submitted by the Contractor to the Engineer for Approval.
- The Contractor may use Temporary Support of his own Design after written Approval of the Engineer.
- After Jacking to the desired height the Load shall be transferred from the Jack to the Nuts on the 1 1/4" φ Rods.
- All open Holes shall be filled with A-325 Bolts.
- The removal of existing suspenders and erection of new 1 1/4" φ suspenders are covered by Pay Item 602.02. The fabrication and delivery of new suspenders are covered by Pay Item 602.01.
- The Contractor shall keep the Temporary Supports Secured at all times until all permanent Work at each Panel Point has been completed. If temporary Support is not secured Vibration of the Structure from Wind and Live Load may cause the Temporary Support to move. The Jacks must be secured for the same reason.
- All materials for temporary support, including jacks are incidental to Pay Item 602.02.

SUGGESTED TEMPORARY SUPPORTS. Scale: 1" = 1'-0"

SCALES IN FEET

Design M.J.G CIVIL J.E.B. Drawn I.G. "M.J.G." Engineer in Charge

STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.

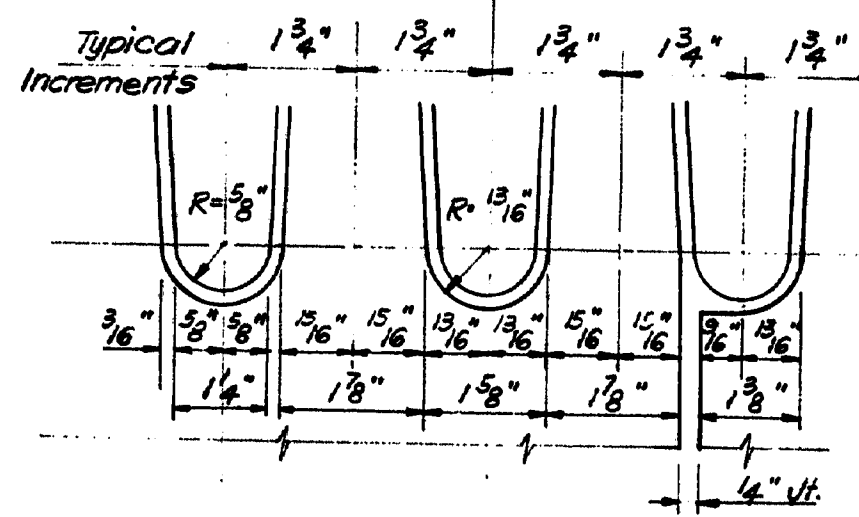
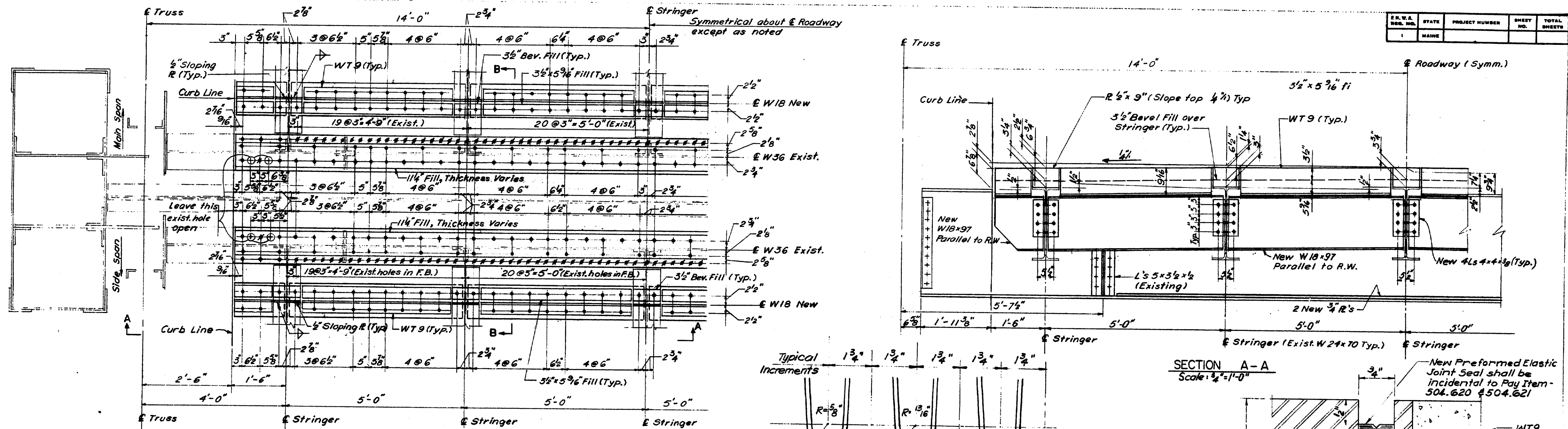
SCALE: 1/8" = 1'-0"

DATE: 1-26-82

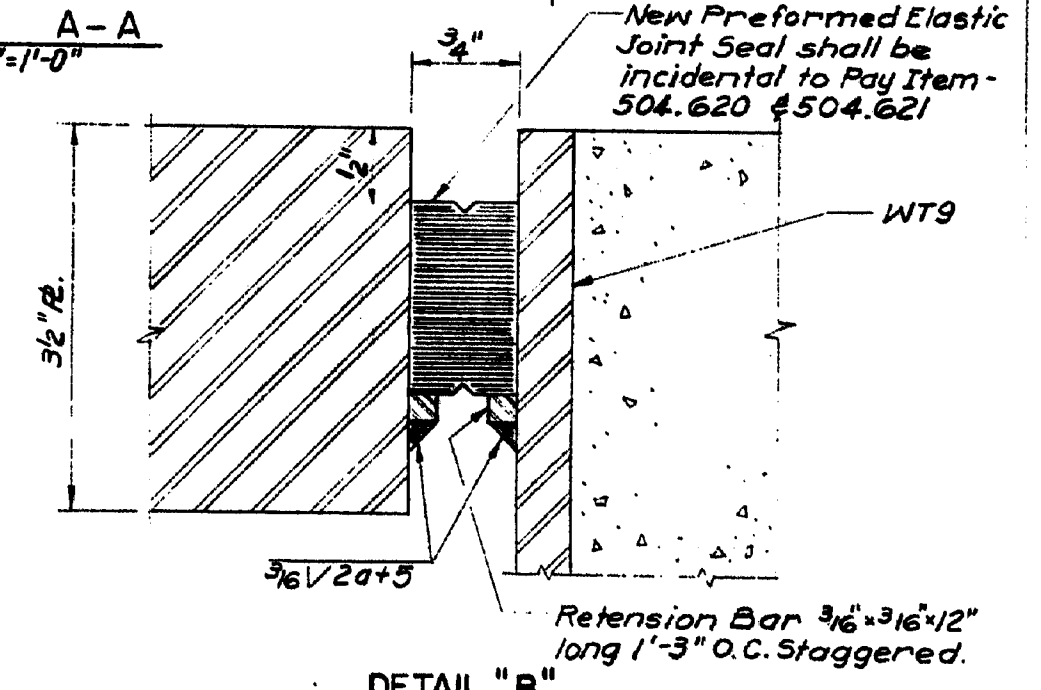
SHEET 9

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER REHABILITATION OF BRIDGE TEMPORARY SUPPORTS AT SUSPENDERS

R94-30



SECTION A-A  
Scale: 1/4" = 1'-0"



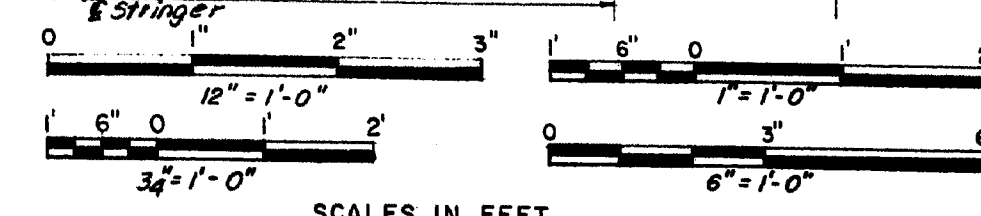
- DETAIL "B"  
Scale: 1/2" = 1'-0"
- The seal to be furnished shall have a minimum Movement Rating of 1 1/4"
  - The seal shall be approved by The Engineer prior to the fabrication at the armored joint.

- NOTES:
- For General Notes See Sheet No. 3
  - Work this Sheet with Sheet No. 11
  - For Section B-B see Sheet No. 11

Design: R.P. C.W. M.J.G.  
Drawn: J.C. M.J.G.  
Engineer in Charge: [Signature]

- New Countersunk hole
- Countersunk hole to fit Existing hole
- Existing rivet hole
- Existing rivet hole to be reused for H.S. bolt
- New hole for H.S. bolt

PLAN OF EXPANSION JOINT  
Scale: 1/4" = 1'-0"  
Pay Items 504.620 & 504.621



DATE	BY	REV.	DESCRIPTION
11-8-82	C.C.U.		Expansion Joints @ Towers

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS

WALDO HANCOCK BRIDGE  
OVER  
PENOBSCOT RIVER

REHABILITATION OF BRIDGE

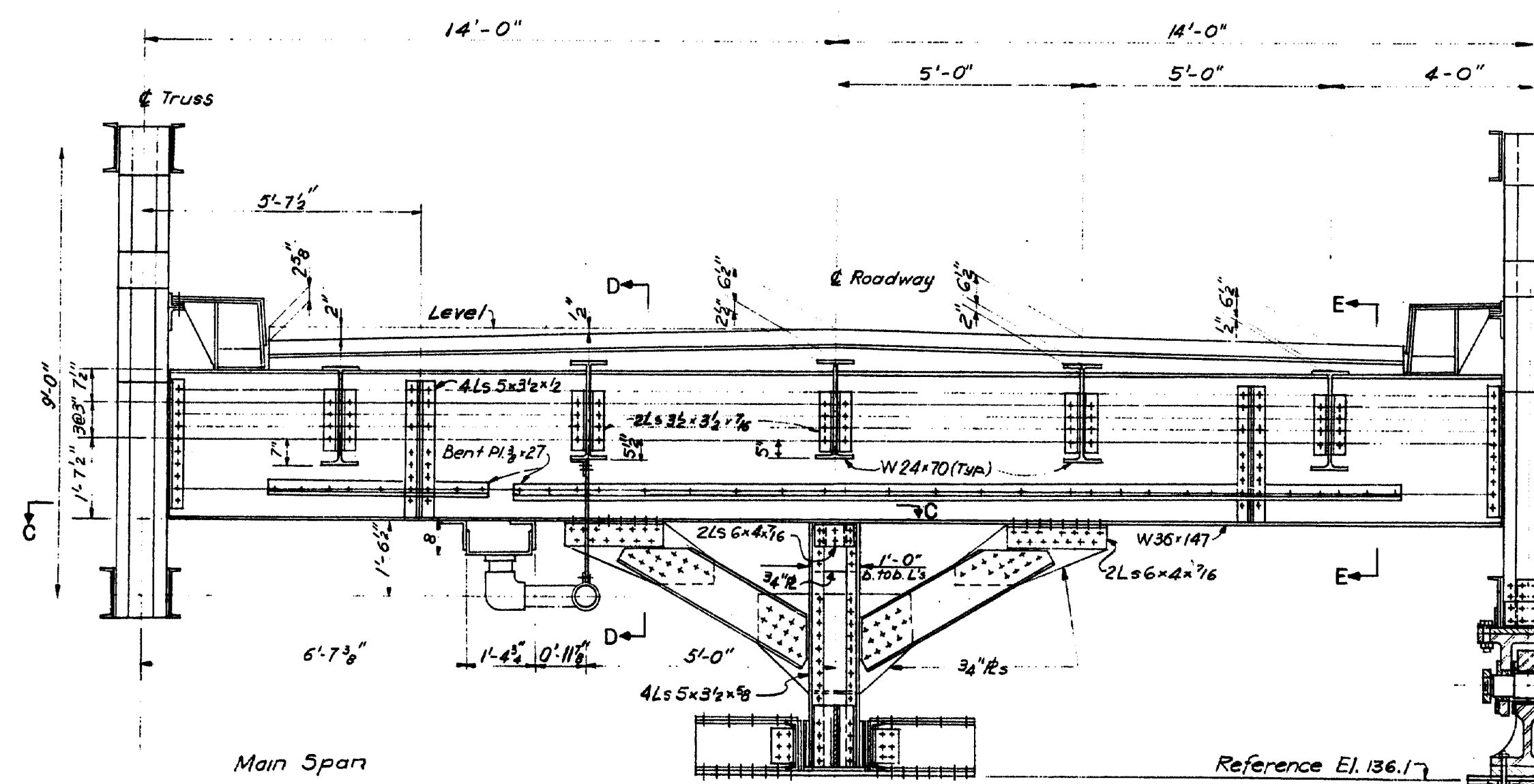
EXPANSION JOINTS AT TOWERS

STEINMAN, BOYNTON, GRONQVIST & BIRDSALL  
CONSULTING ENGINEERS  
NEW YORK, N.Y.

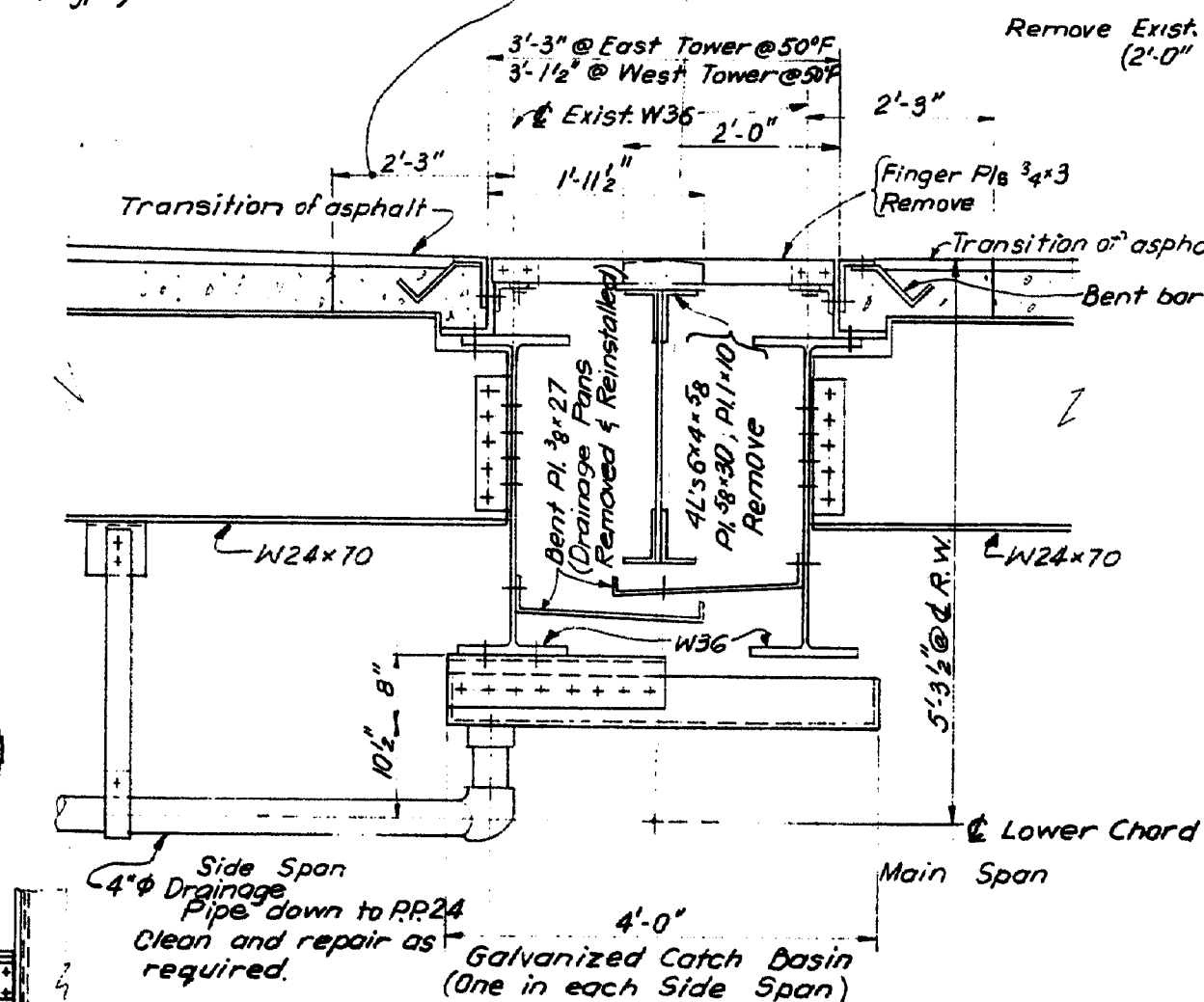
SCALE: AS SHOWN  
DATE: 11-26-82  
SHEET: 10

R94-31

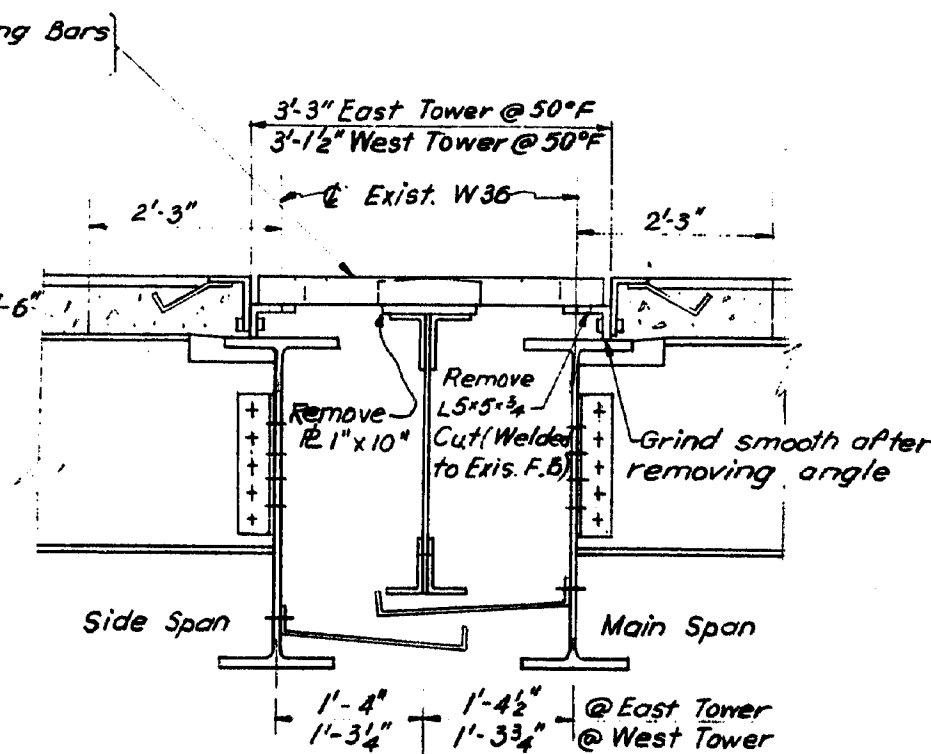




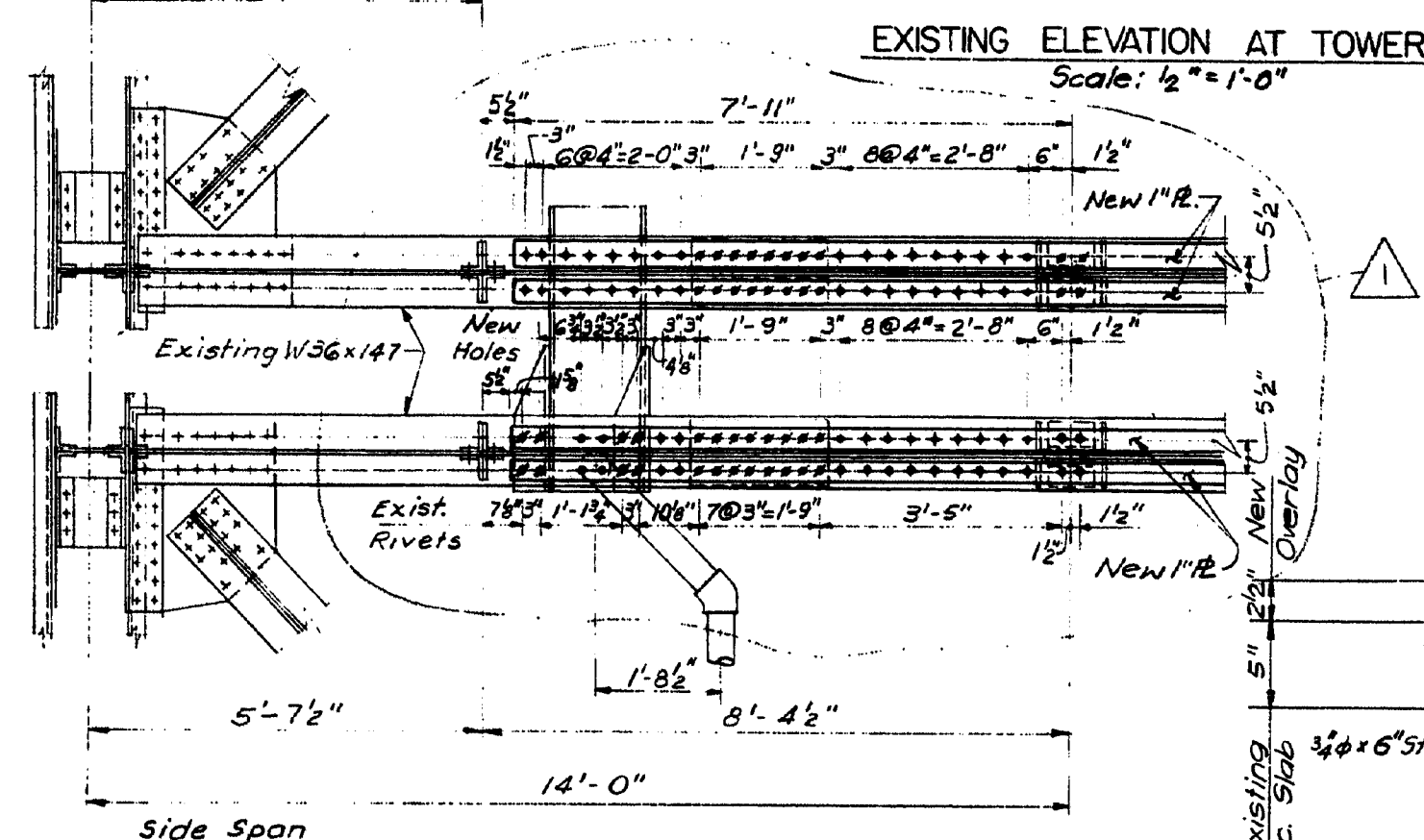
Remove existing concrete by sawcutting or with a maximum 30 lbs. Jackhammer (Typ.)



SECTION D-D (EXISTING)  
Scale: 1/4" = 1'-0"



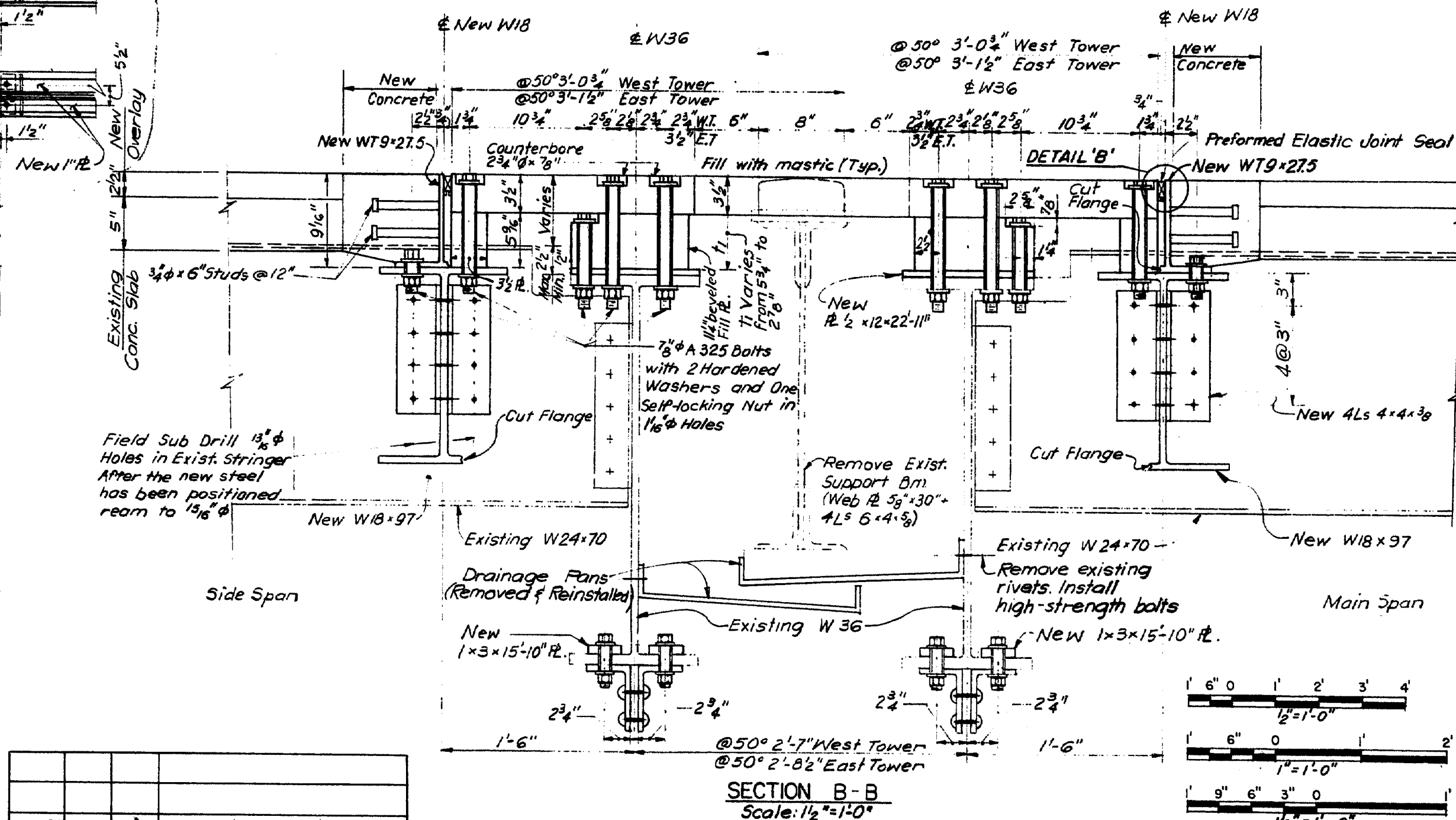
SECTION E-E (EXISTING)  
Scale: 1/4" = 1'-0"



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

NOTE:  
The cost of removing existing expansion joints and support beams, removing and reinstalling drainage pans, cleaning and repairing 4" drainage pipes and fabrication, delivery and installation of new expansion joint shall be incidental to Pay Items 504.620 & 504.621

- + Existing rivet hole
- Existing rivet hole to be reused for H.S. bolt.
- ◆ New hole for H.S. bolt.



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

#### NOTES:

1. For General Notes see Sheet No. 3.
2. For Location of Section A-B, see Sheet No. 10.
3. The matching Pieces of Expansion Joints shall be flame-cut from a single Plate by use of Template guided torch and match marked. The Edges of the Fingers shall be true to shape and smooth on the cut face. Any irregularities in the matching Faces and any burrs left by cutting shall be removed. The Space between Fingers shall be adjusted to allow a 3/8 inch Diameter wire to pass between all the Fingers in the closed Position.
4. After removal of Portion of existing expansion Joint the 1x10 cover Plate on Center Support may be removed. The Traffic may be maintained by using a 2" steel Plate to span the open Joint.
5. One Lane of Traffic is to be maintained during Construction.
6. Material - ASTM A-36 Steel except as noted.
7. Bolts to be 7/8 inch Diameter ASTM A-325.
8. Holes are 1/8 inch Diameter unless noted.
9. Use Washer under Head and Nut at oversize Holes.
10. For Detail "B" see Sheet No. 10.
11. Material designated to be removed from the Bridge shall become the property of the Contractor for his disposal.
12. Use washer under Head and Nut when High-Strength Bolts are used to replace rivets.

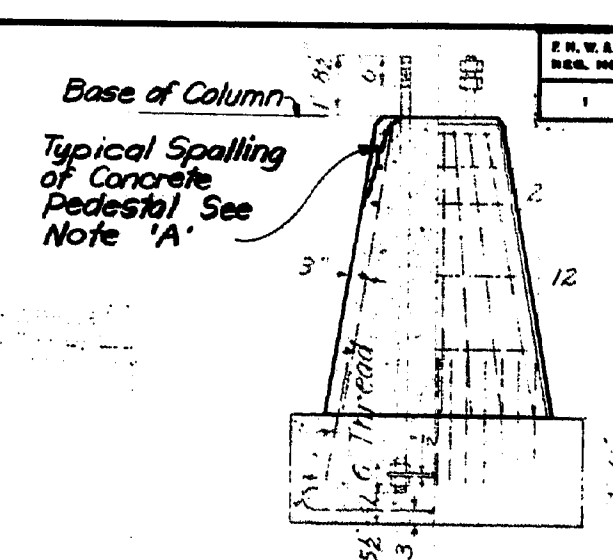
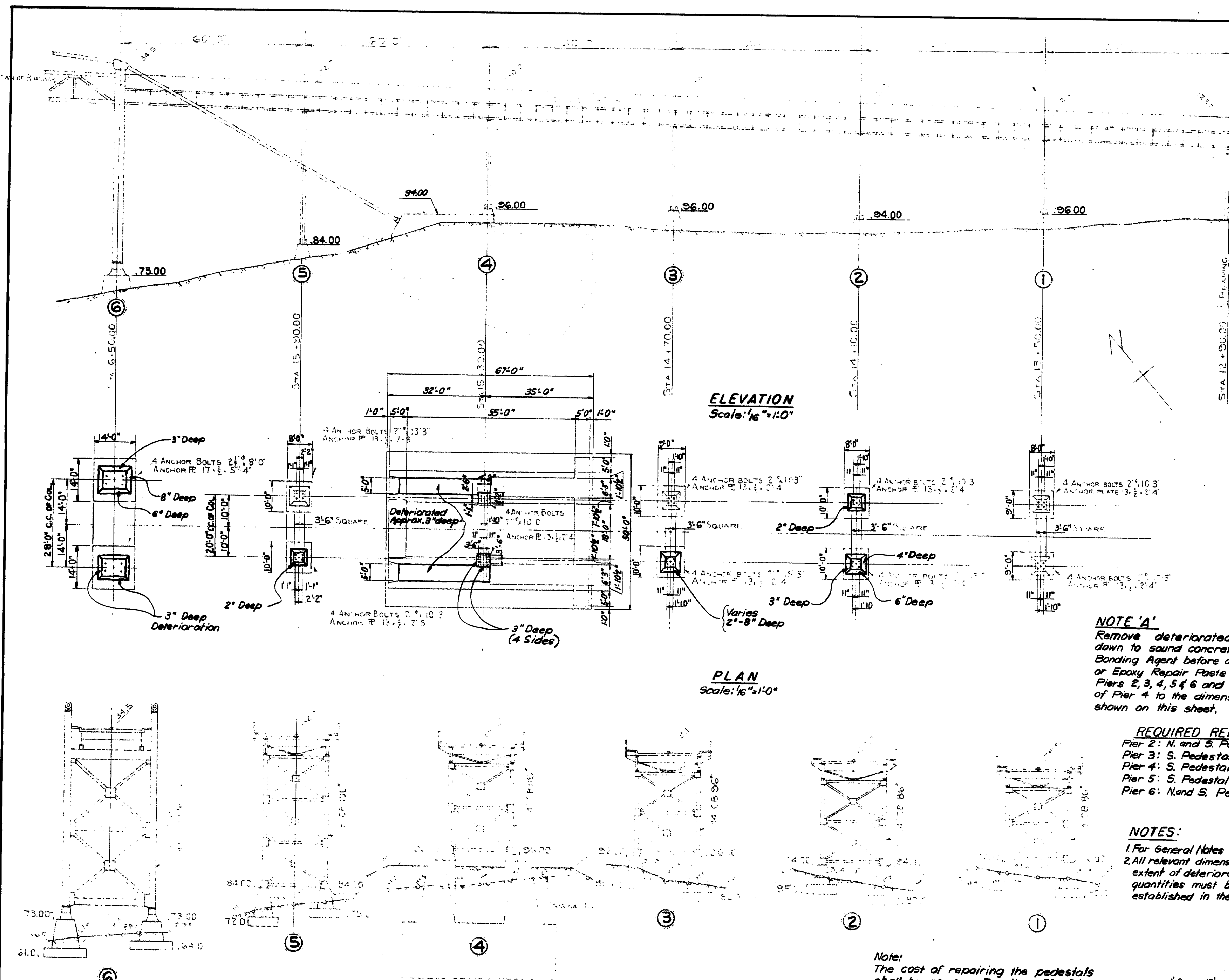
Design **RD** CIVIL **M.T.G.**  
Drawn **J.G.** **M.T.G.**  
Engineer in Charge **W.E. Kelly**

DATE	BY	REV.	DESCRIPTION
11-8-82	CCU	1	Expansion Joints
REVISIONS			

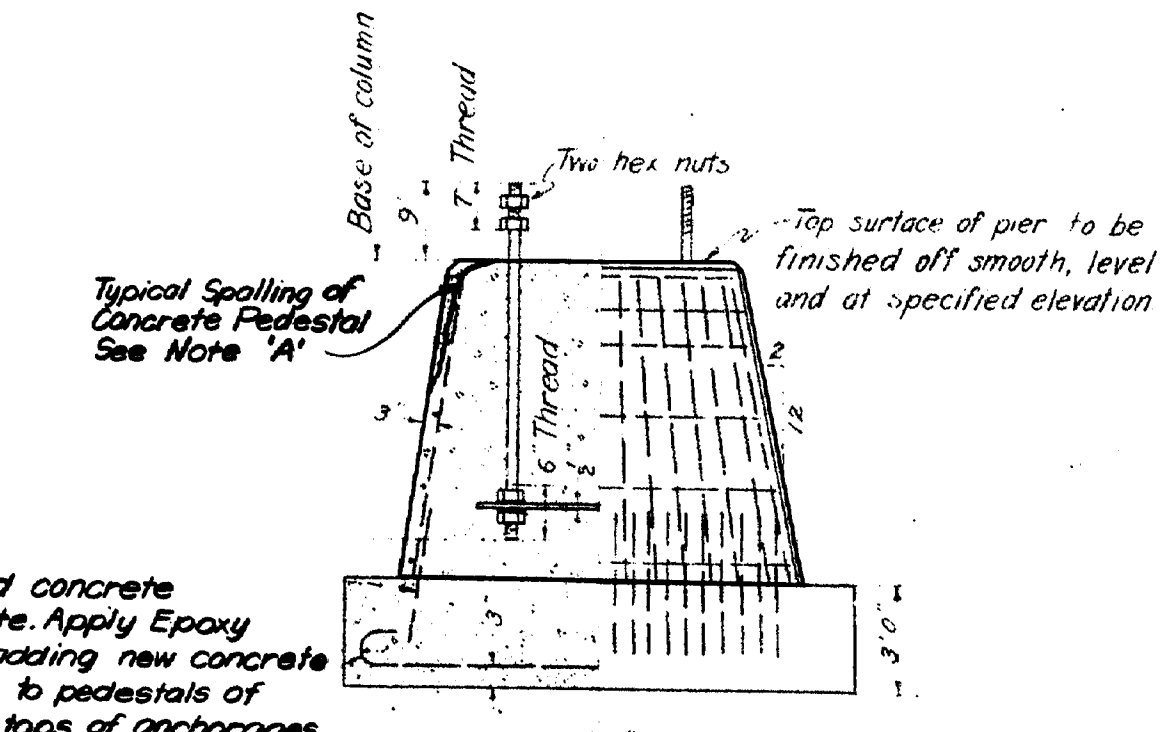
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER	
REHABILITATION OF BRIDGE	
DETAILS OF EXPANSION JOINTS AT TOWERS	
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: AS SHOWN DATE: 11-26-82 SHEET: 11

R94-32





TYPICAL PIER FOR BENTS 1, 2, 3, 4, 5  
NOT TO SCALE



TYPICAL PIER FOR BENT 6  
NOT TO SCALE

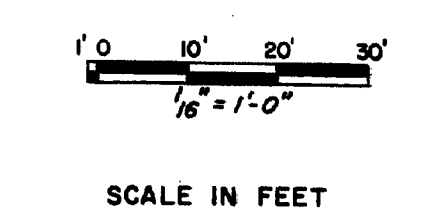
**NOTE 'A'**  
Remove deteriorated concrete down to sound concrete. Apply Epoxy Bonding Agent before adding new concrete or Epoxy Repair Paste to pedestals of Piers 2, 3, 4, 5 & 6 and tops of anchorages of Pier 4 to the dimensions and elevations shown on this sheet.

**REQUIRED REPAIRS**  
Pier 2: N. and S. Pedestals  
Pier 3: S. Pedestal  
Pier 4: S. Pedestal; N&S Anchorages  
Pier 5: S. Pedestal  
Pier 6: N and S. Pedestals

**NOTES:**  
1. For General Notes see Sheet No. 3  
2. All relevant dimensions, elevations, extent of deterioration and quantities must be verified or established in the field.

**Note:**  
The cost of repairing the pedestals shall be as per Pay Item 502.611

SECTIONS AT BENTS  
LOOKING EAST



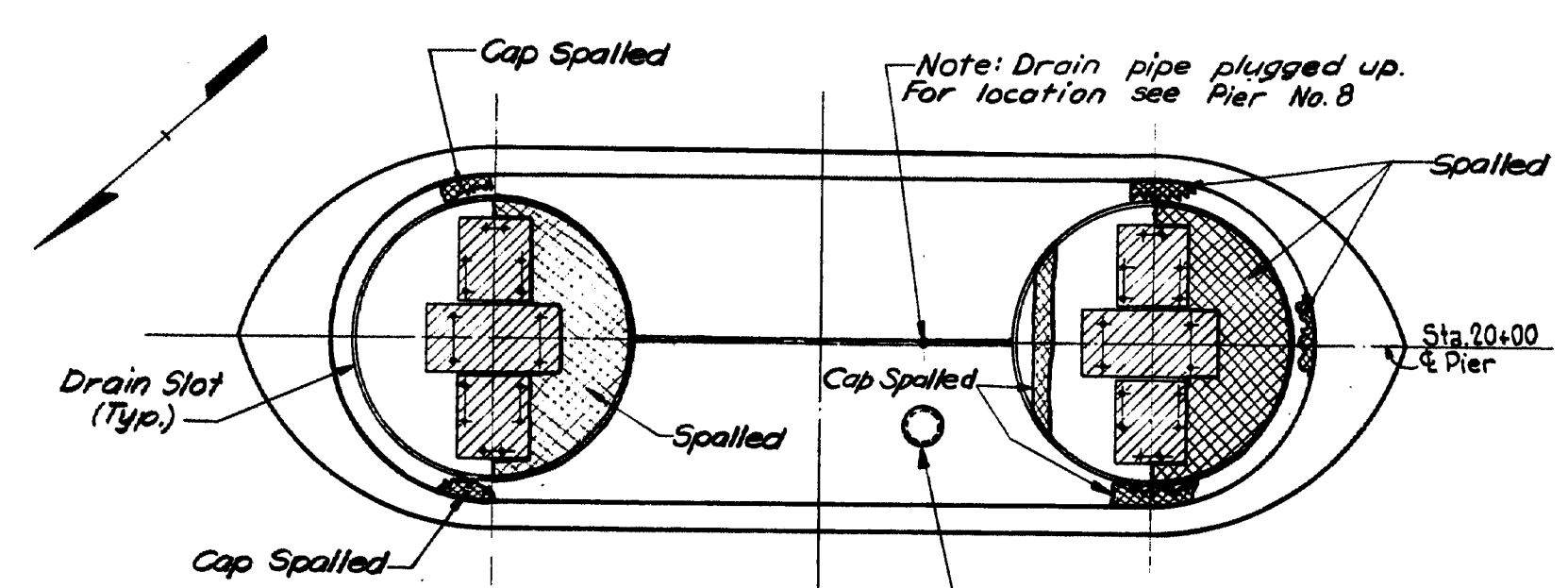
Design: MJS, C.V.  
Drawn: LTD, MJS  
Engineer in Charge: [Signature]

**NOTE:**  
All Bents to be painted under Pay Item 506.142 and 506.16.

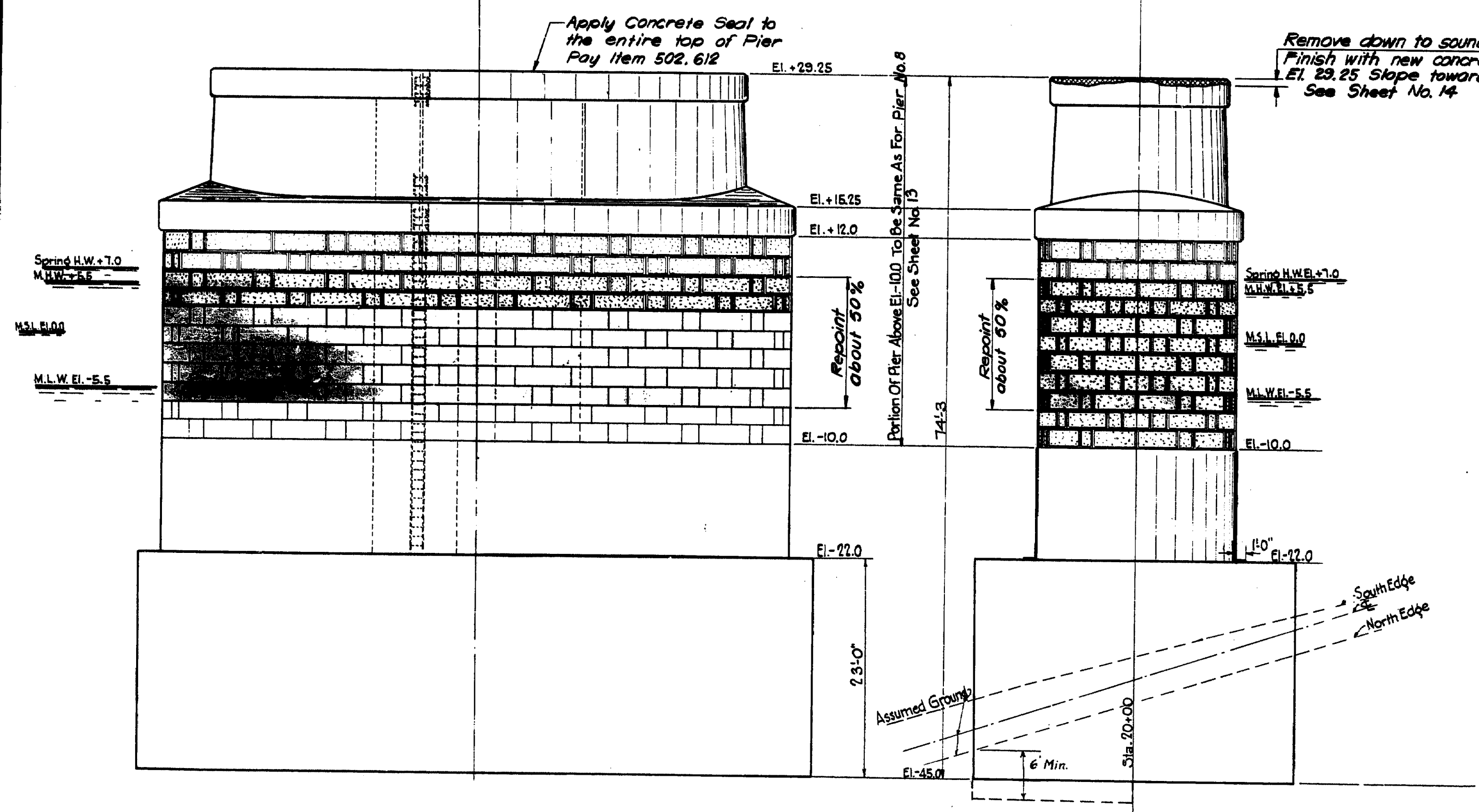
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER	
REHABILITATION OF BRIDGE	
PEDESTAL REPAIRS	
STEINMAN, BOYNTON, GRONQVIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: AS SHOWN DATE: 1-25-82 SHEET 12

R94-33

F.H.W.A. Dist. No.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



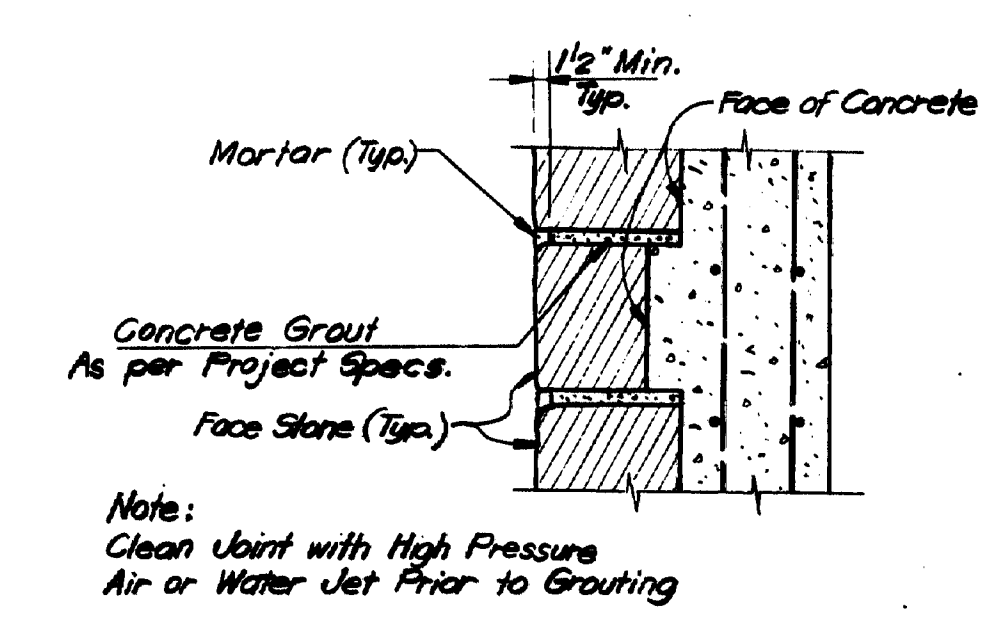
**TOP PLAN**  
Scale: 1/8" = 1'-0"



**FRONT ELEVATION SHOWING PART REINFORCING**  
Scale: 1/8" = 1'-0"

**END ELEVATION**  
Scale: 1/8" = 1'-0"

**NOTE:**  
The cost of repairing Pier No. 7 including new Manhole base and cover and cleaning drain pipe as per Pay Item 502.612

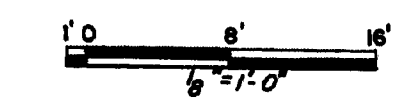


**REPOINTING DETAIL**  
NOT TO SCALE

**NOTES:**

1. For General Notes see Sheet No. 3
2. All relevant dimensions, elevations, extent of deterioration and quantities must be verified or established in the field.
3. For Notes and Details not shown on this sheet see sheet no. 14
4. For details not shown see Pier No. 8 on sheet No. 14
5. Pointing shall be done to a depth of 1 1/2" and shall be done with a mortar with the following consistency: One (1) part Portland Cement and one (1) part sand as dry as can be properly worked. This mix shall be driven with a caulking tool and the surface of the joint struck with an approved round tool. All pointing shall be sprinkled and kept wet at the surface until eight (8) days after it is finished. No pointing shall be done when there is a chance of freezing.

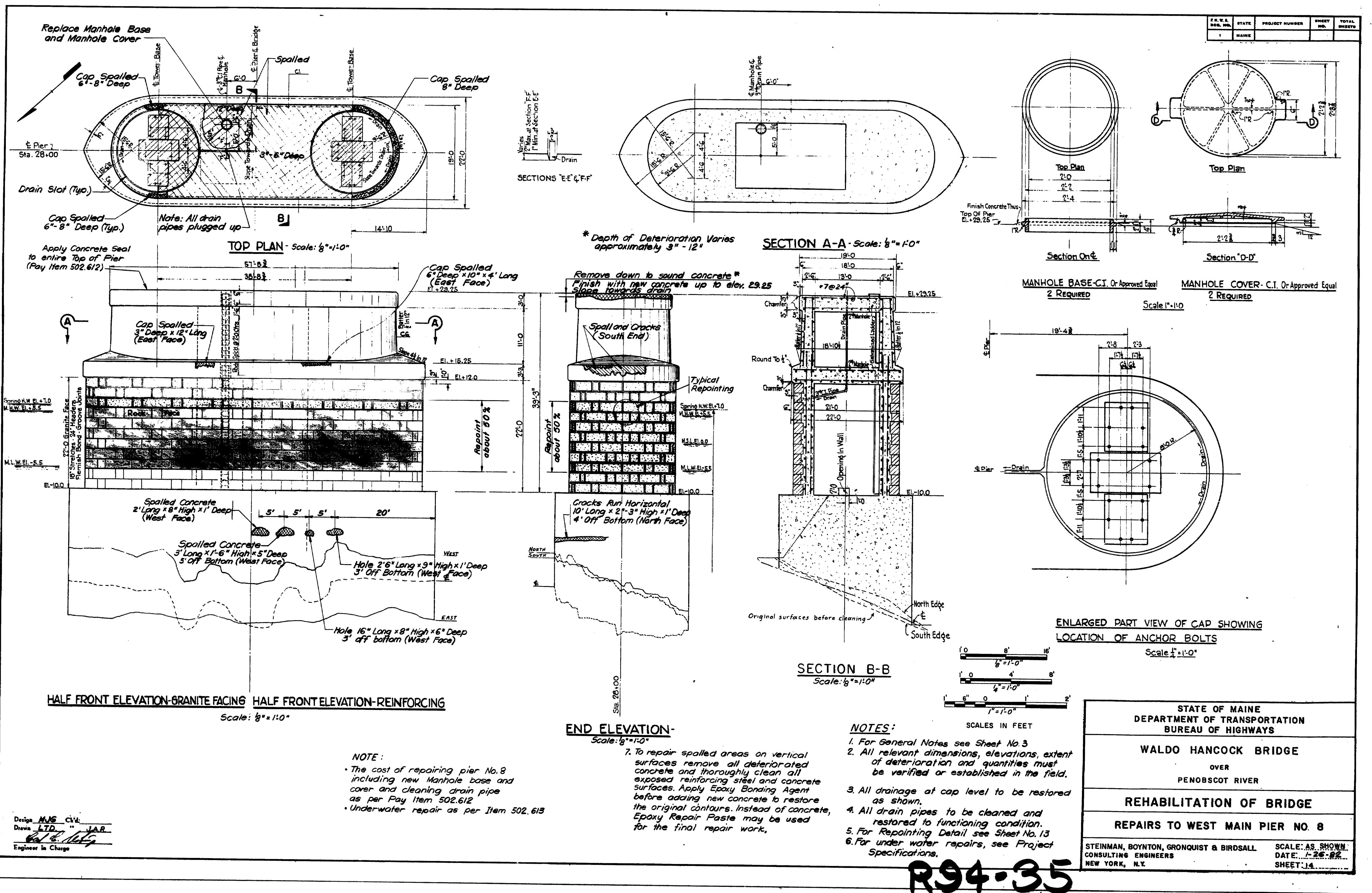
Design *MJB* CEA  
Drawn *LTD* JAR  
Engineer in Charge



SCALE IN FEET

**R94-34**

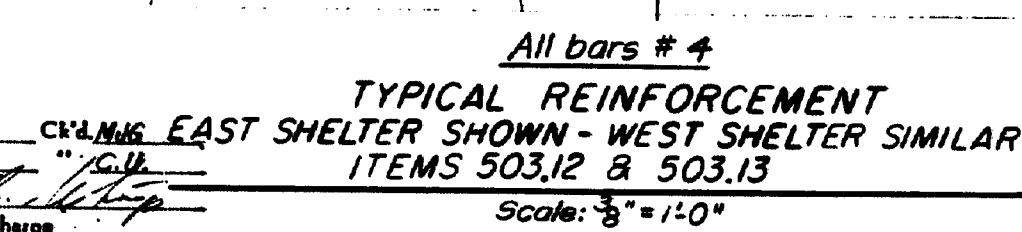
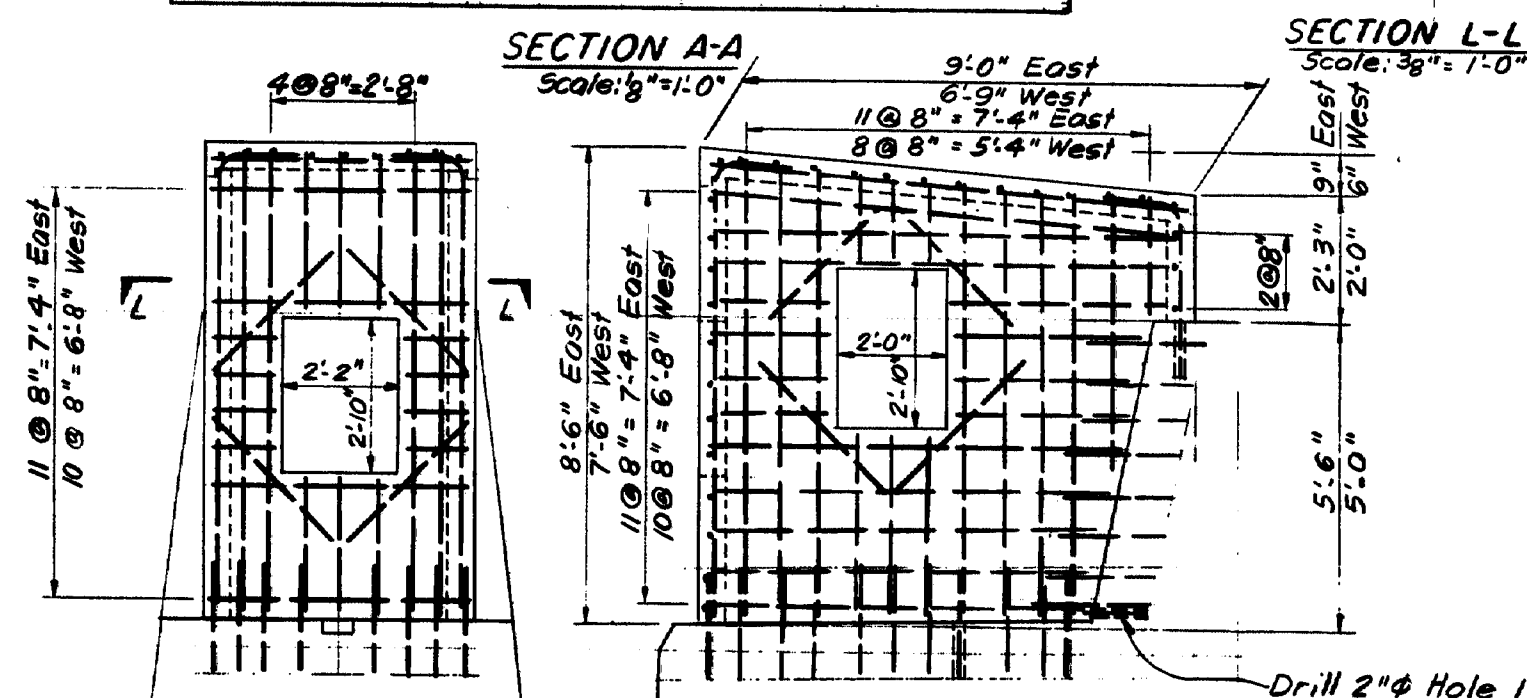
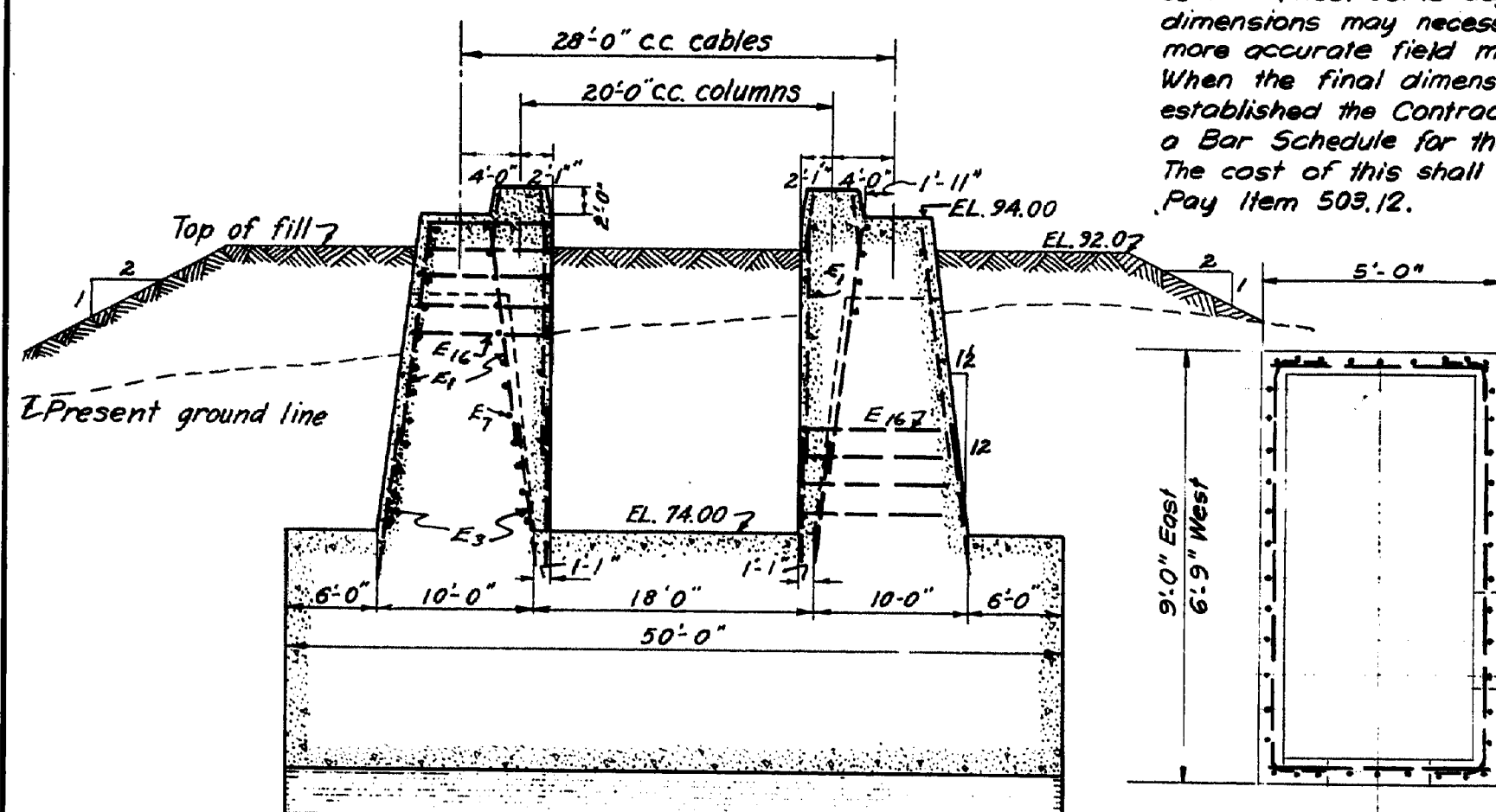
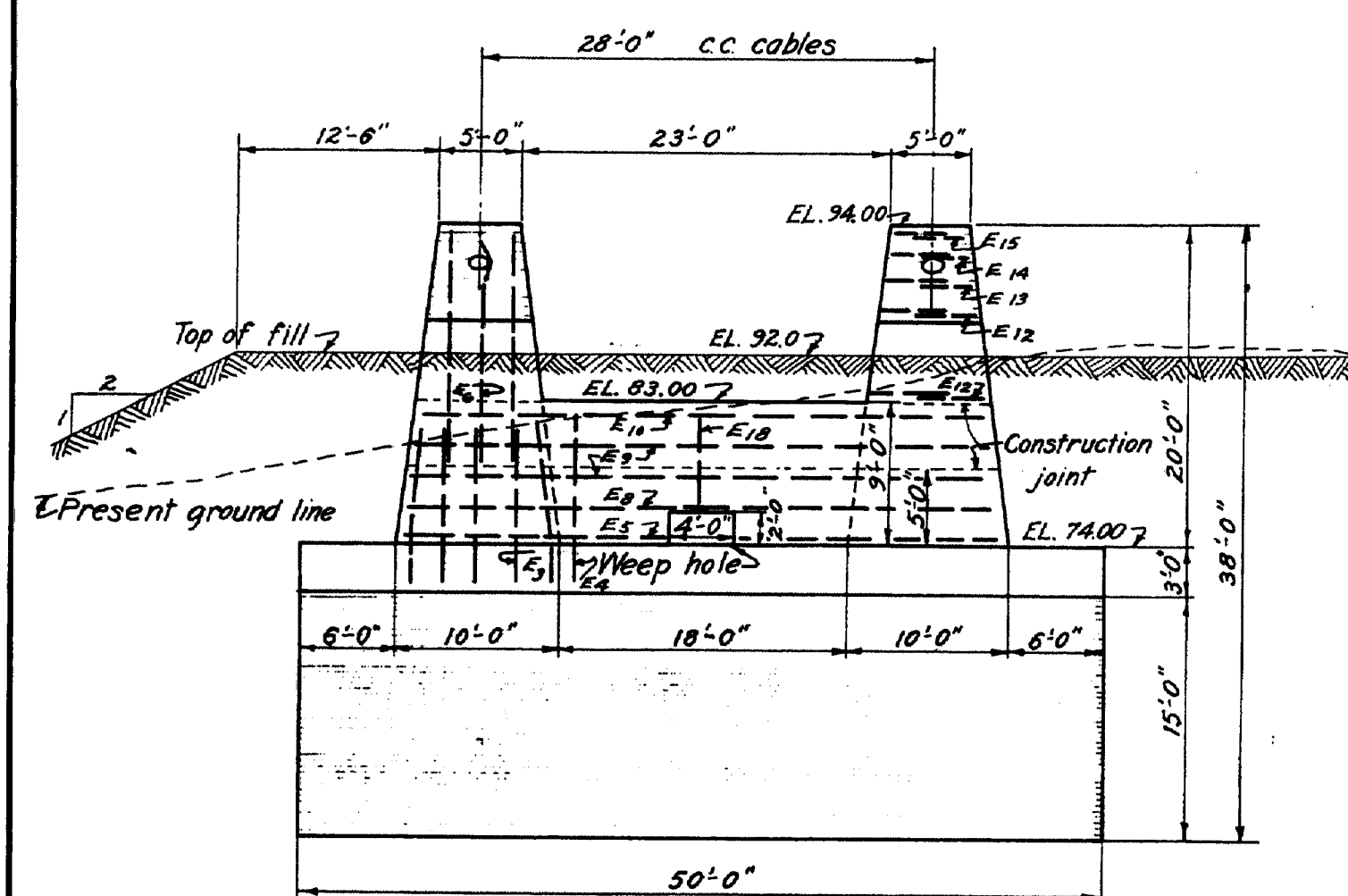
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE
REPAIRS TO EAST MAIN PIER NO. 7
STEINMAN, BOYNTON, GRONQVIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: 7-26-72 SHEET 13



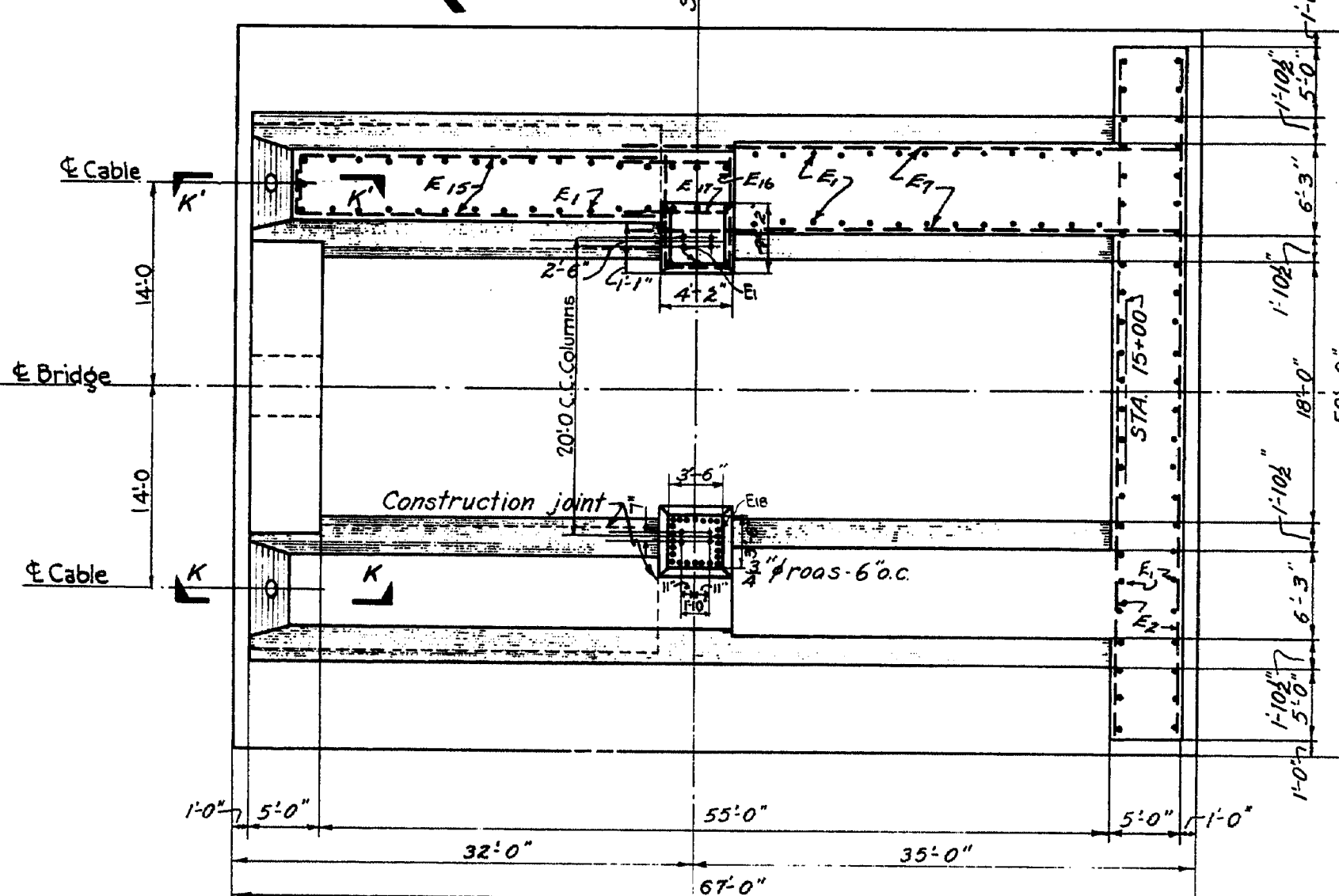
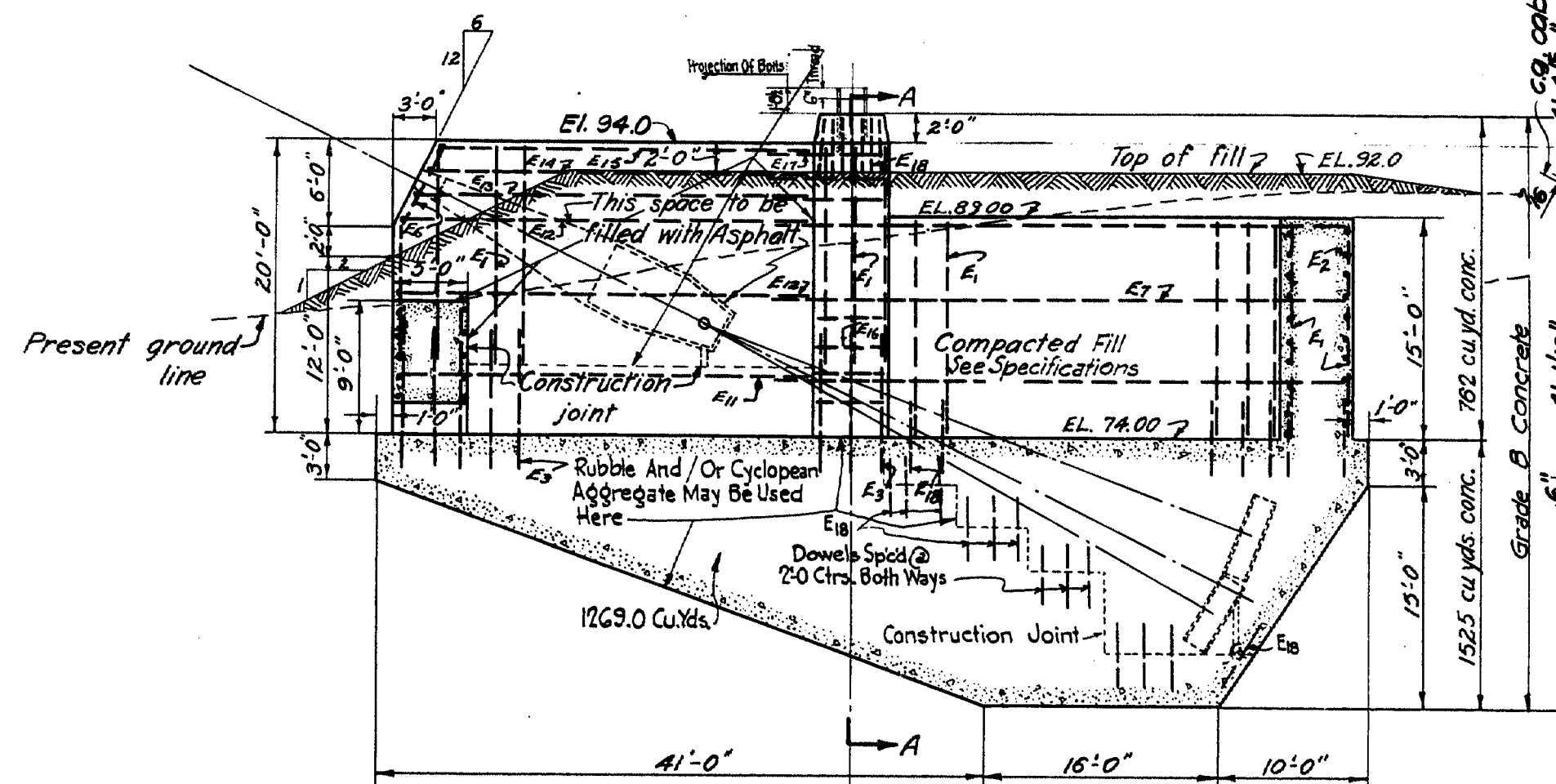
R94-35



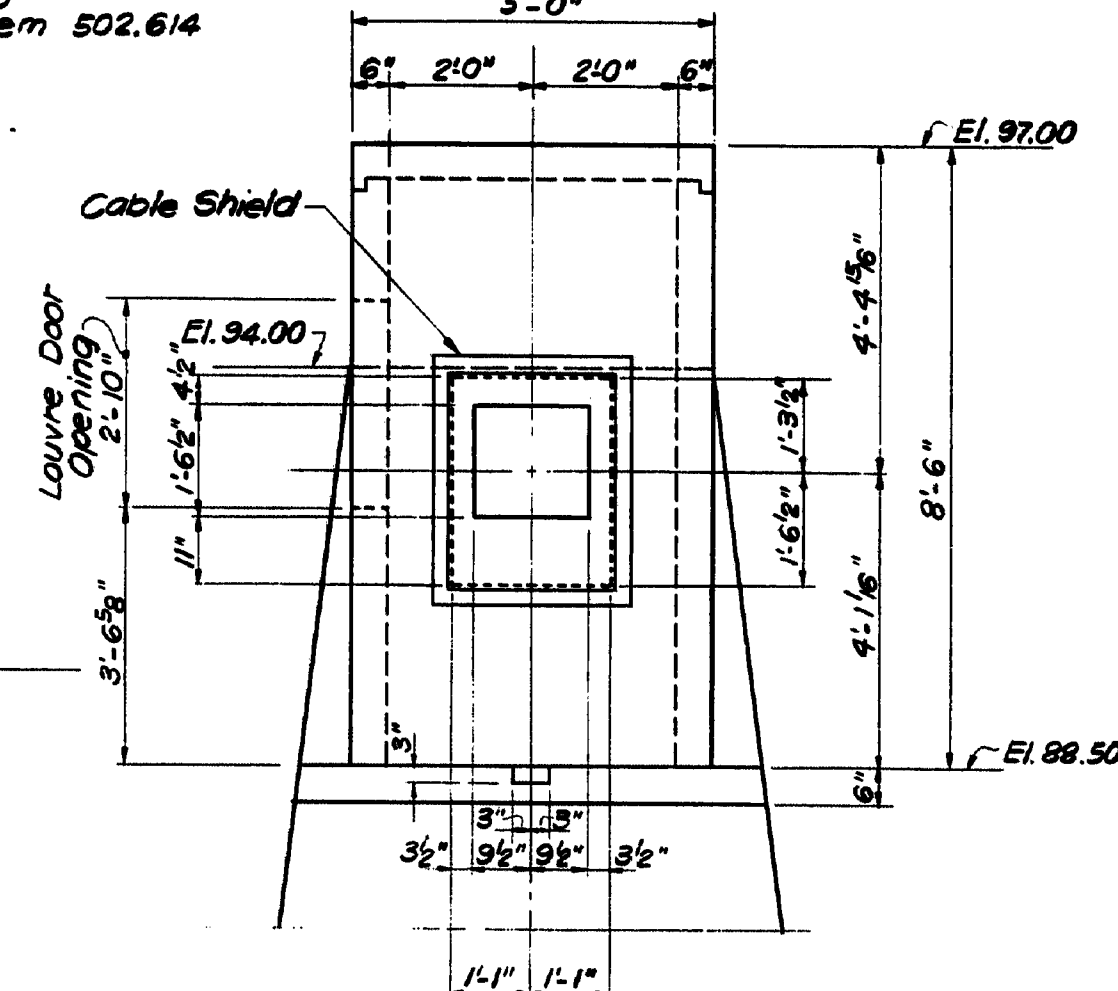
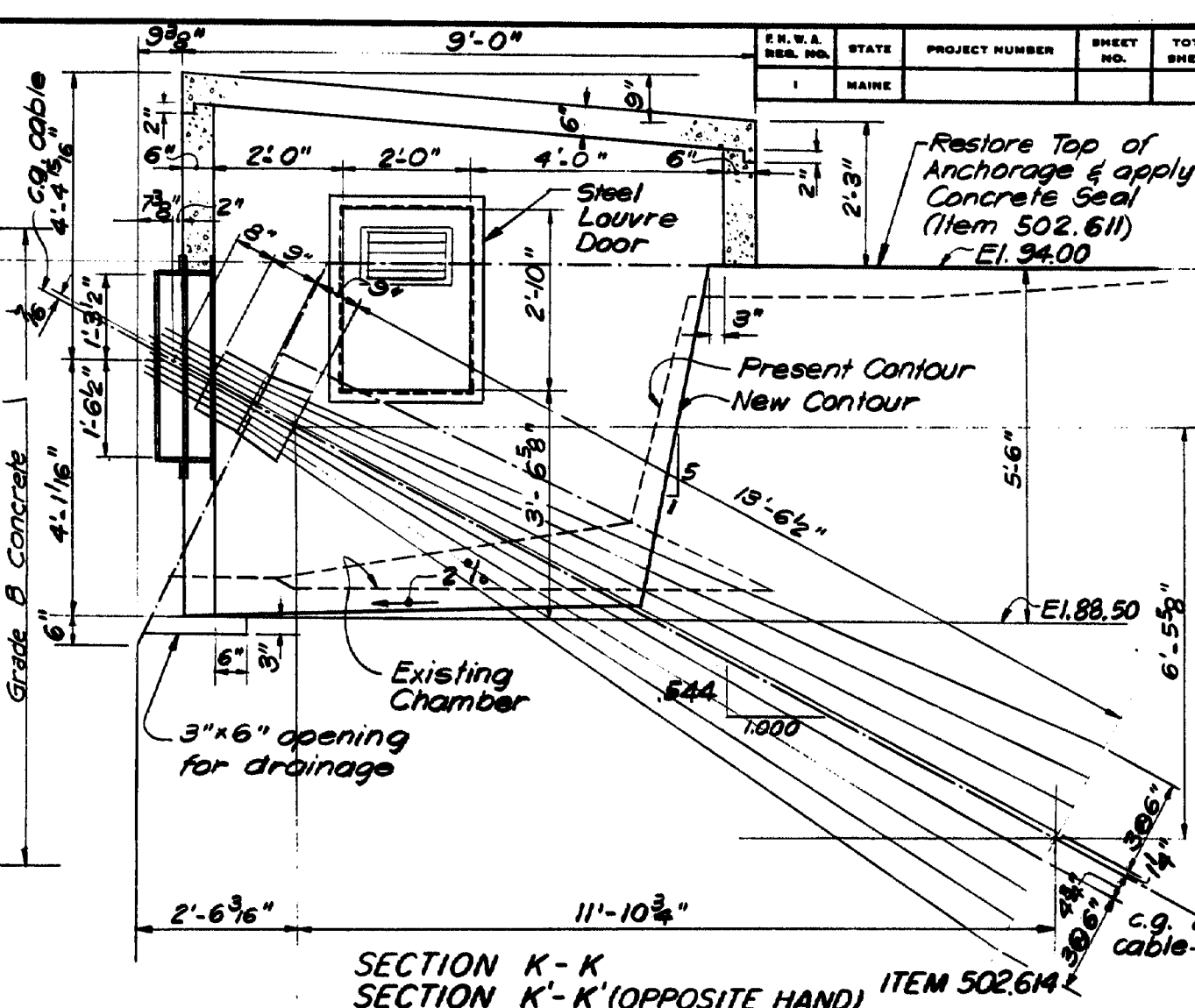




**NOTE:**  
The dimension for the new anchorage shelters are based on approximate present contour lines. Some adjustment to the given dimensions may necessary based upon more accurate field measurements. When the final dimensions have been established the Contractor shall submit a Bar Schedule for the Engineer's approval. The cost of this shall be incidental to Pay Item 503.12.



NOTE:  
Removal of Existing  
Concrete is Pay Item 502.614



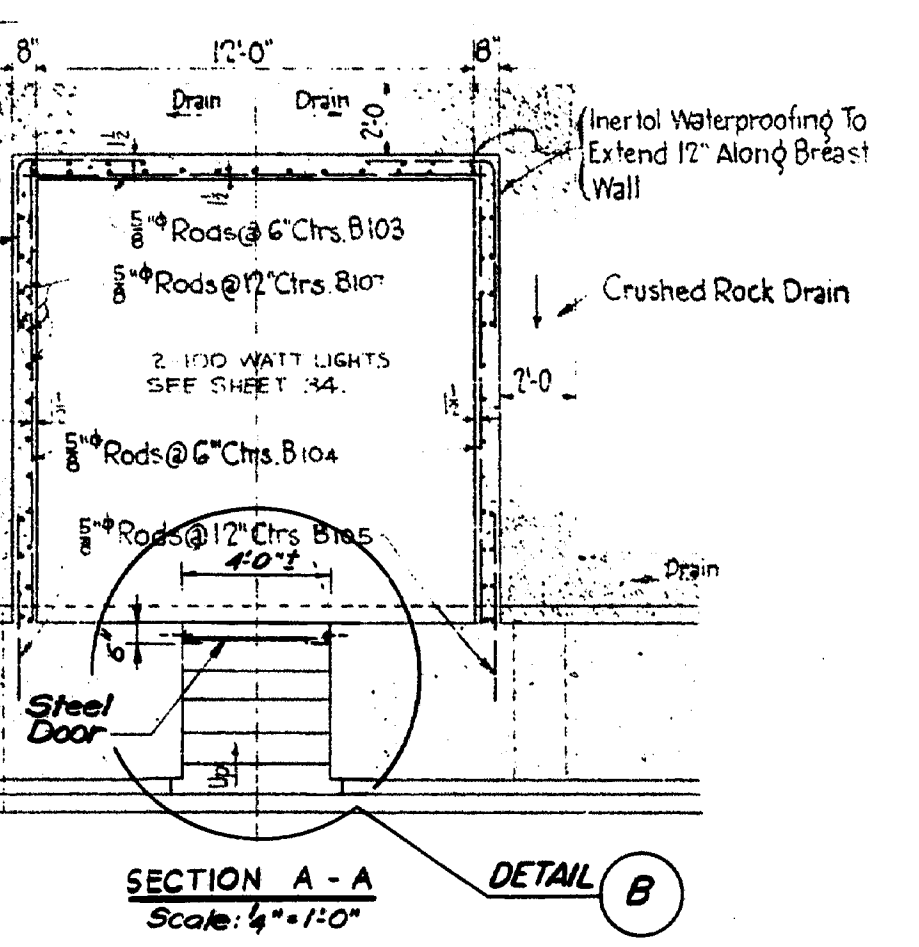
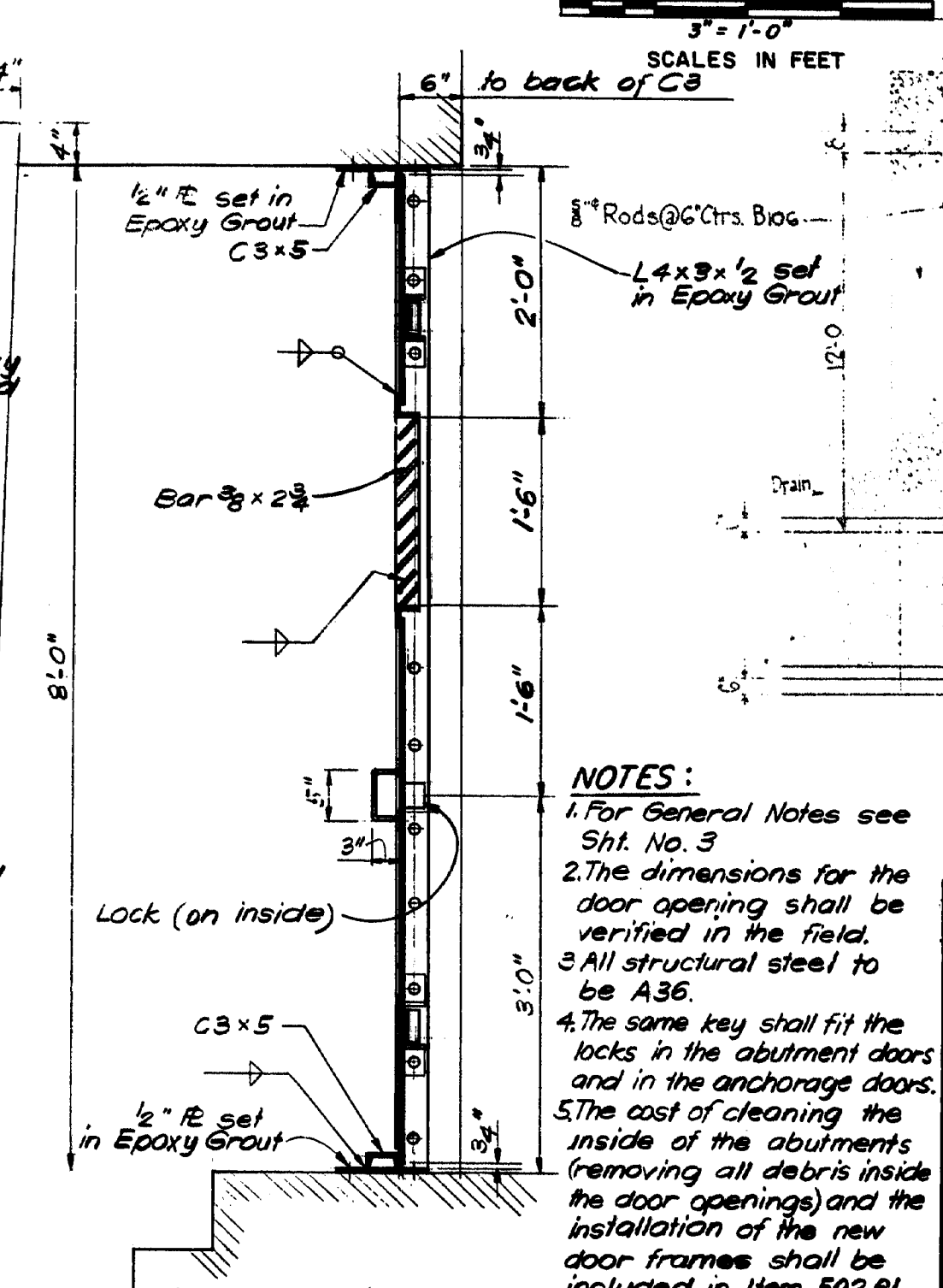
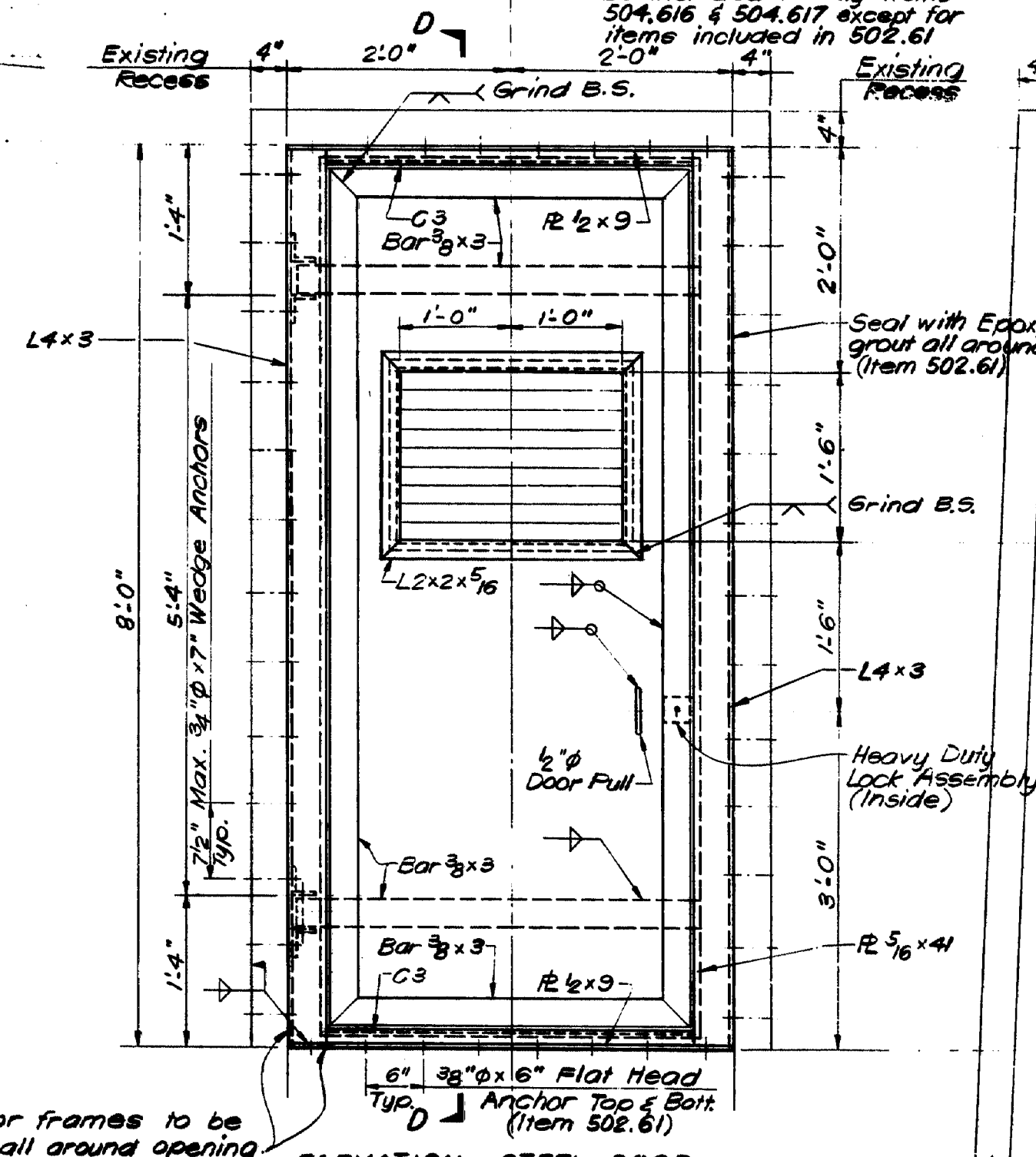
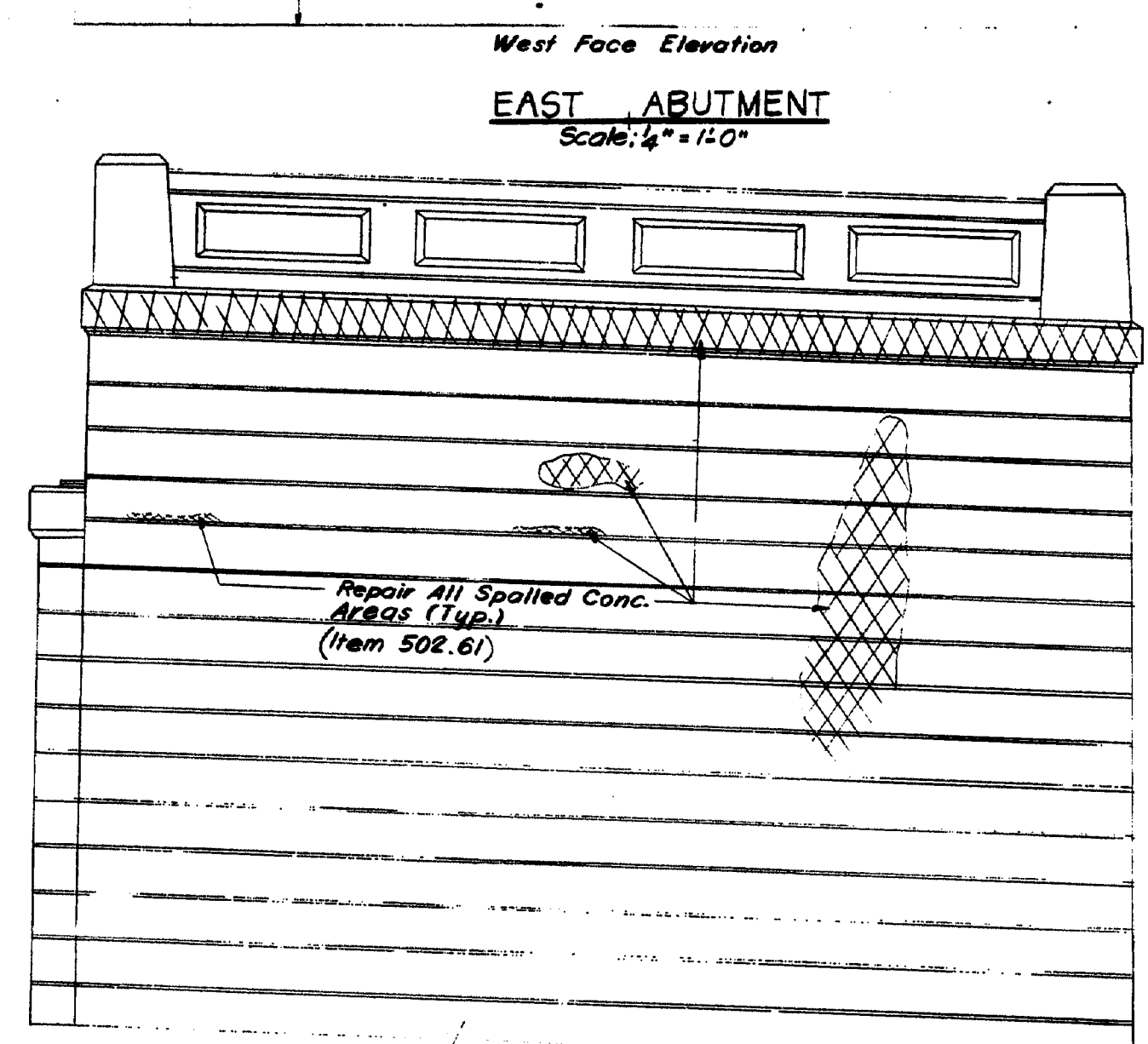
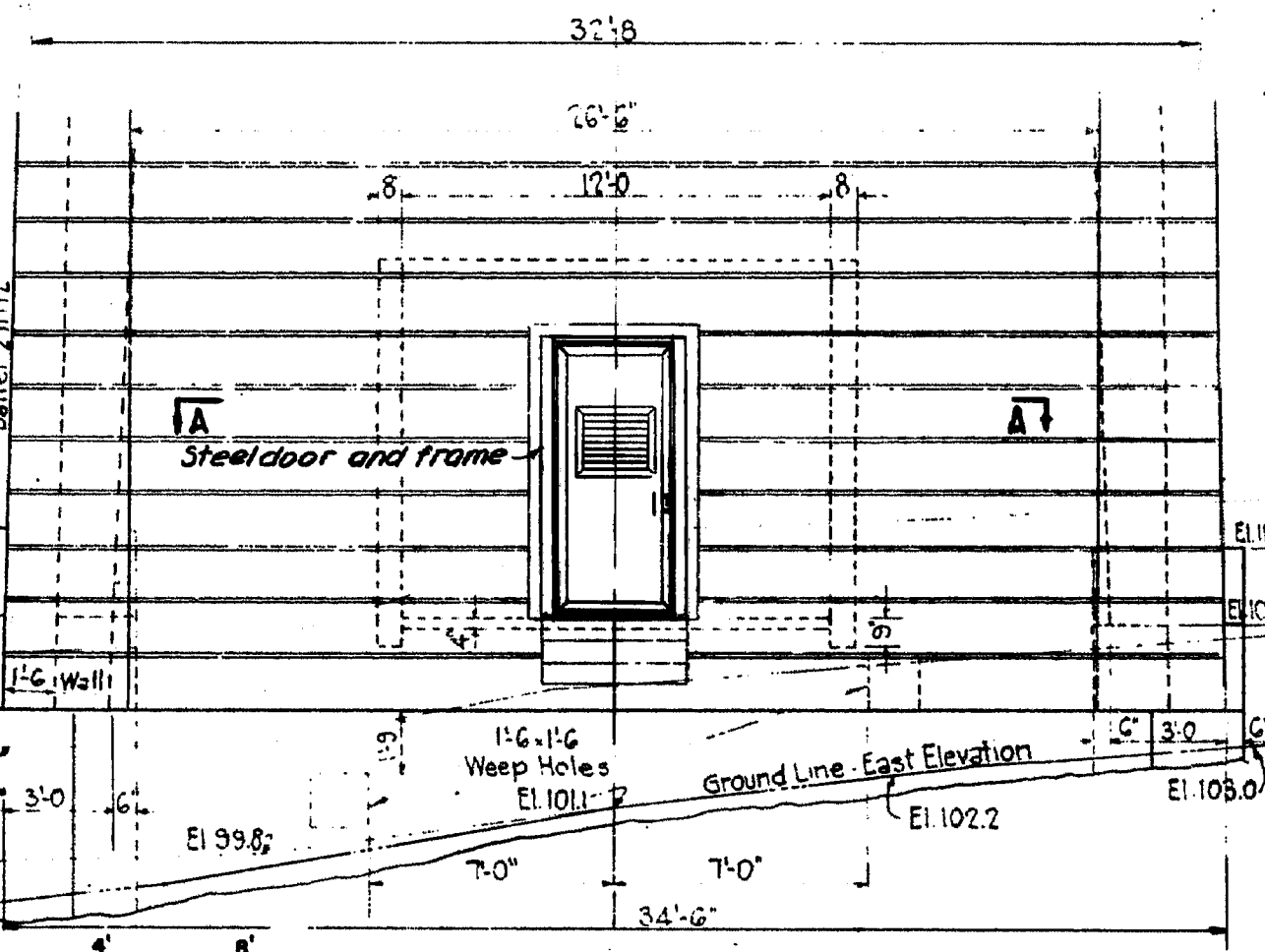
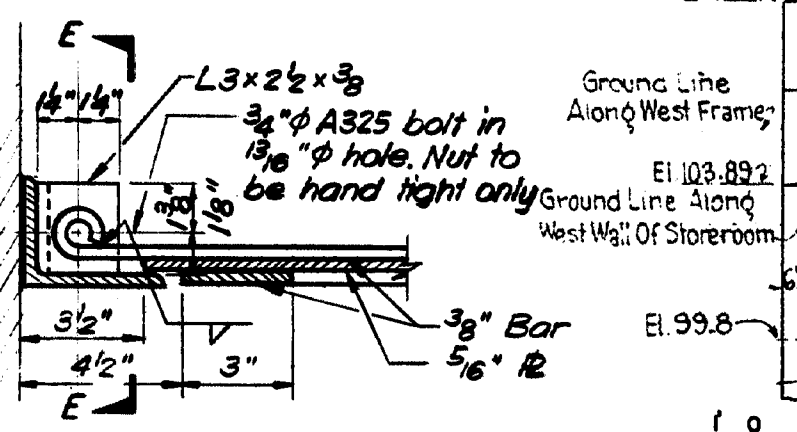
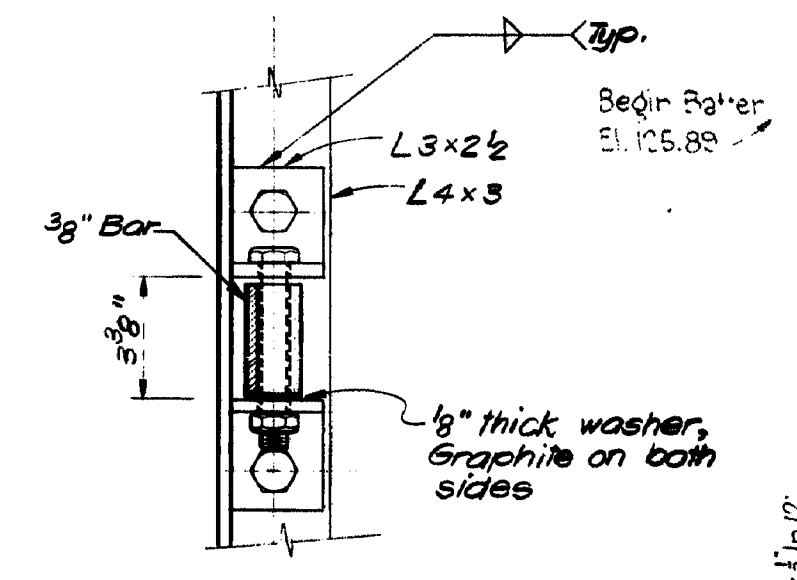
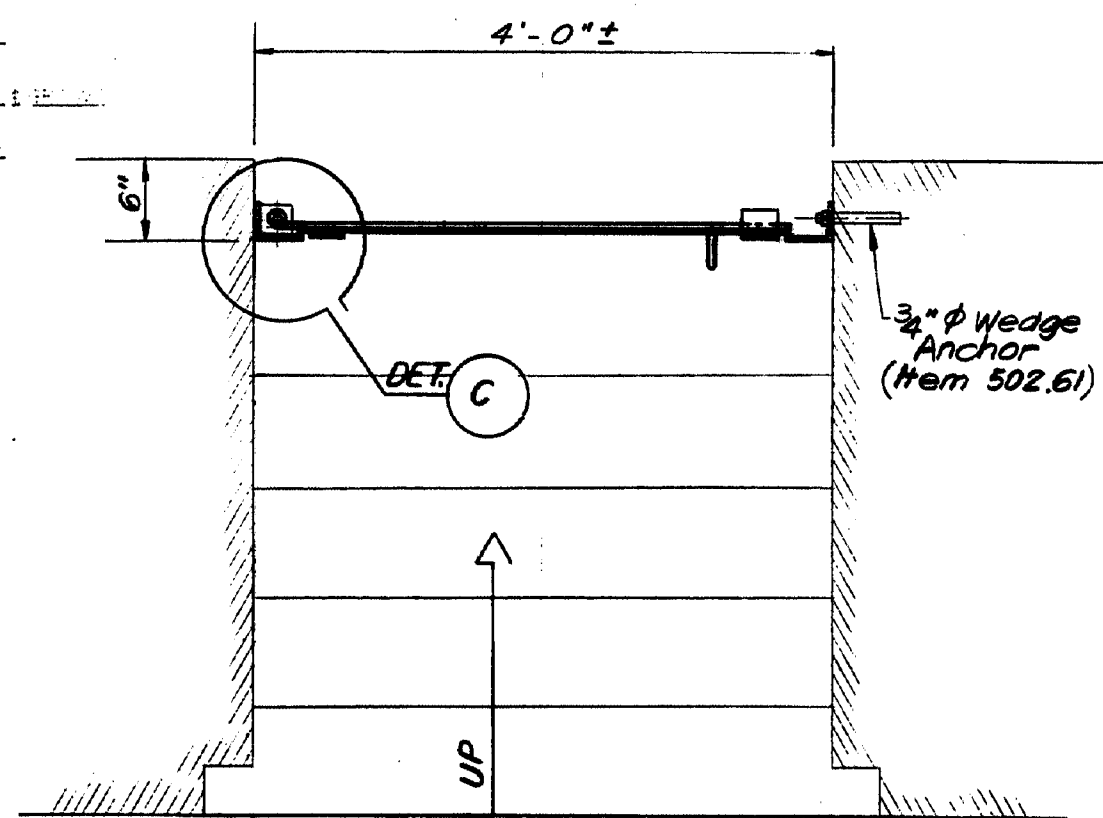
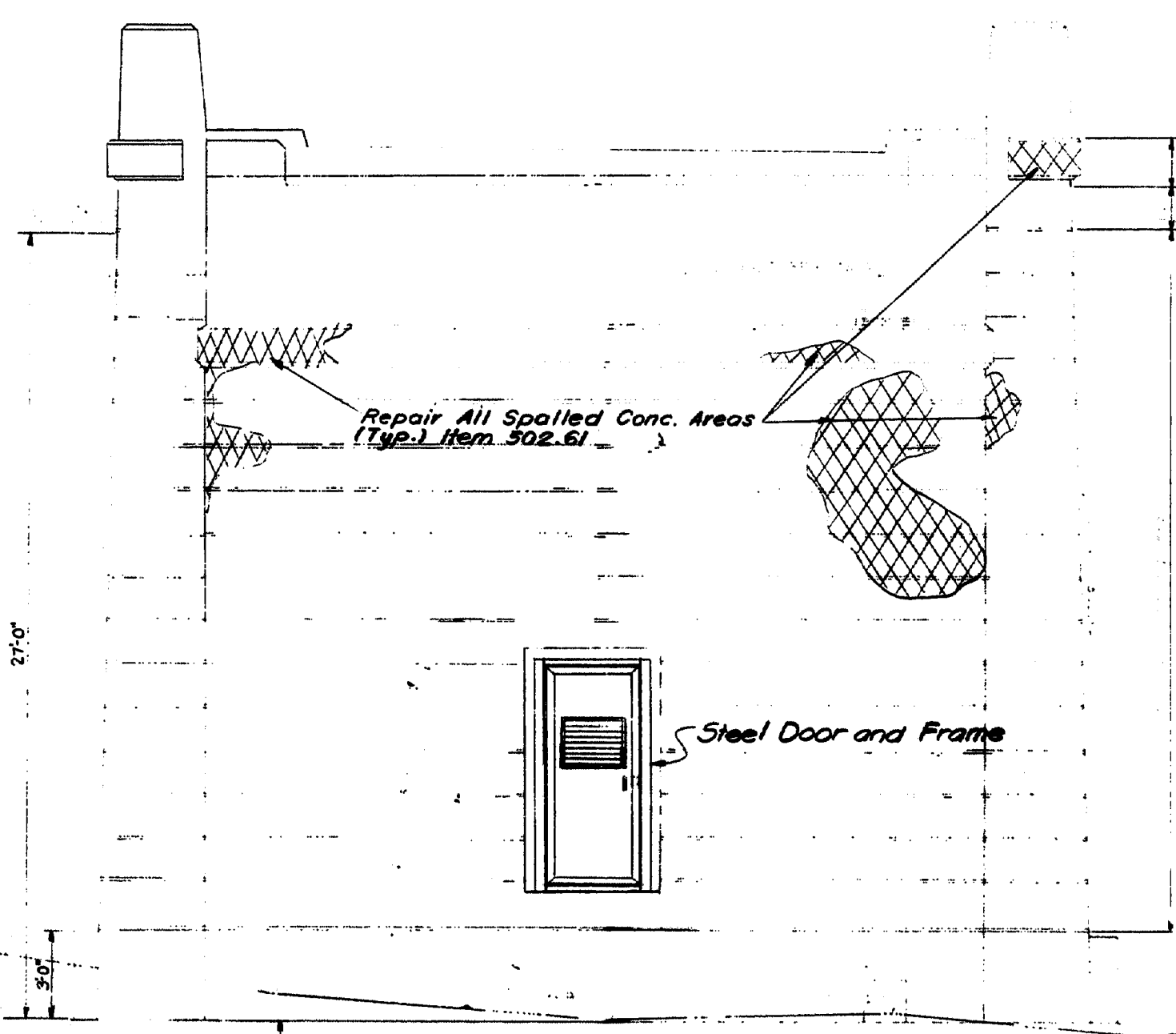
NOTES:

1. For General Notes see Sheet No.3
2. For Details not shown see Sheet No.15
3. There is only one louvre in each anchorage shelter facing E bridge.
4. The same key shall fit the locks in the anchorage louvres and the locks in the abutment doors
5. Where new cable shelters are to be installed at the anchorages, a jackhammer of maximum of 30 lb. weight shall be used to remove concrete near the spayed cable. Small chisel tools and special care are required to remove concrete next to the cable strands.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
WALDO HANCOCK BRIDGE  OVER PENOBSCOT RIVER	
REHABILITATION OF BRIDGE	
EAST ANCHORAGE SHELTER	
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: <b>AS SHOWN</b> DATE: <b>1-26-62</b> SHEET: <b>16</b>



F.R.D.A. REL. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			



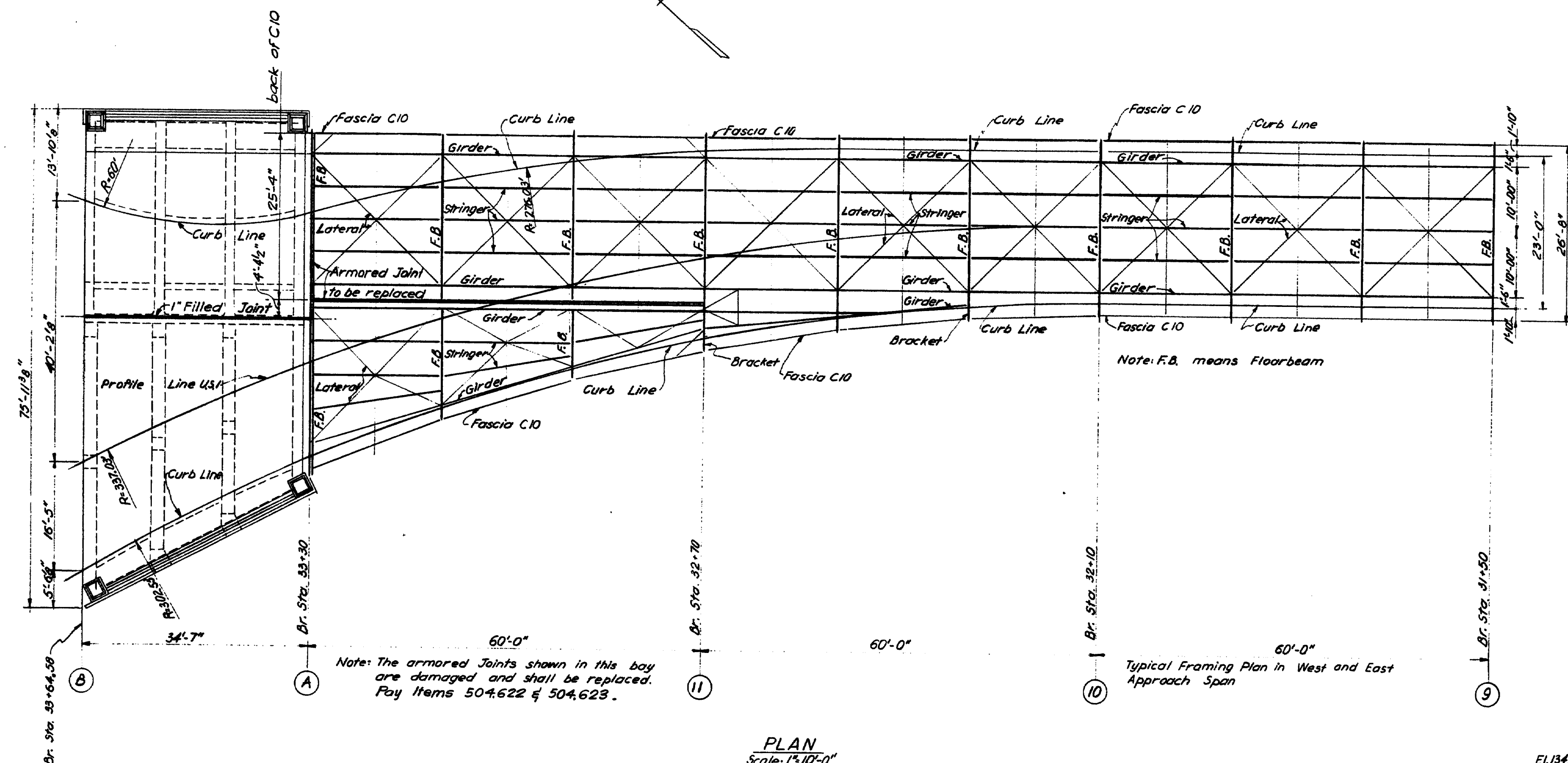
- NOTES:
1. For General Notes see Sht. No. 3
  2. The dimensions for the door opening shall be verified in the field.
  3. All structural steel to be A36.
  4. The same key shall fit the locks in the abutment doors and in the anchorage doors.
  5. The cost of cleaning the inside of the abutments (removing all debris inside the door openings) and the installation of the new door frames shall be included in Item 502.61.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE REPLACE DOORS & REPAIR ABUTMENTS
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: 1-28-62 SHEET: 17

R94-38

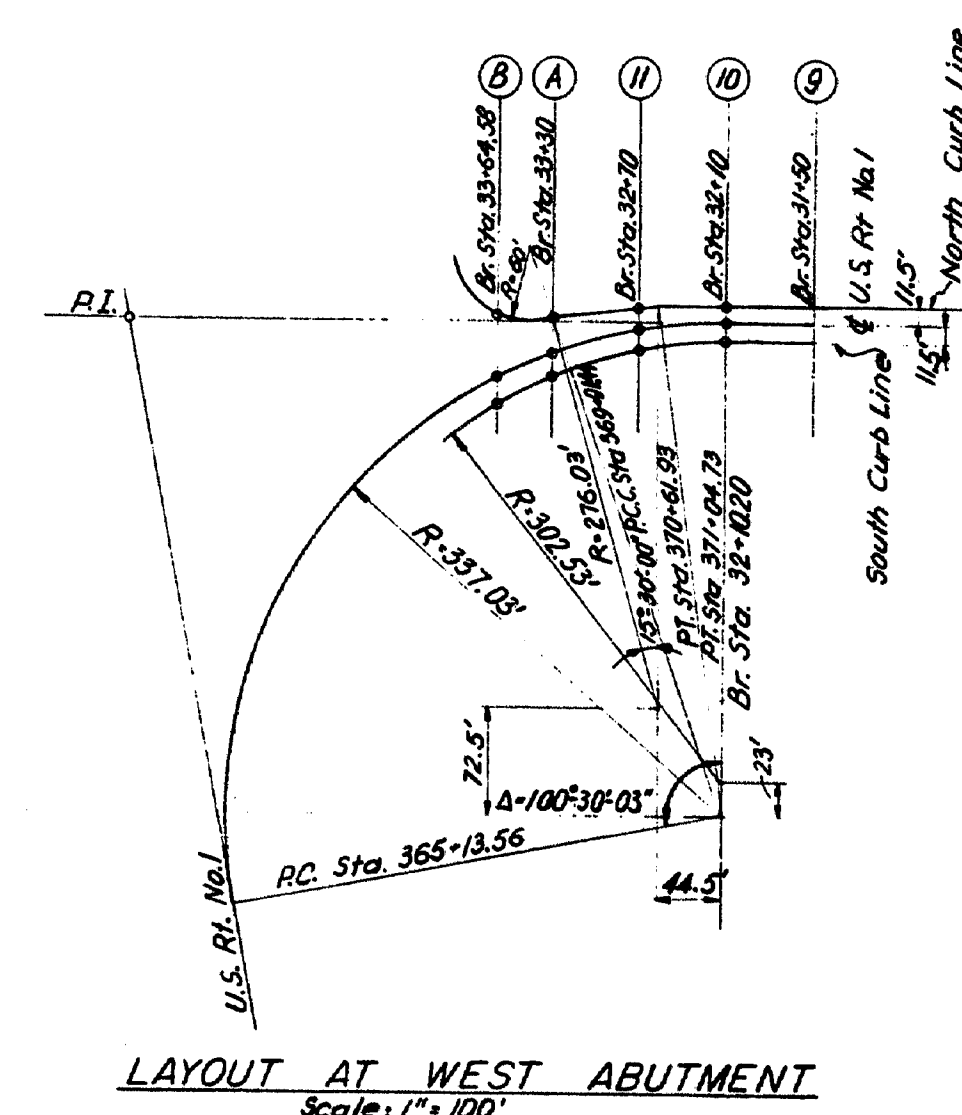


F.R.A. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

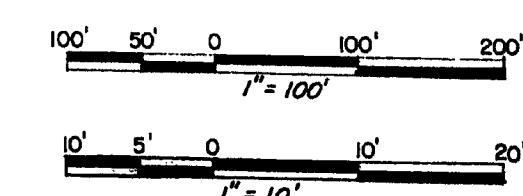
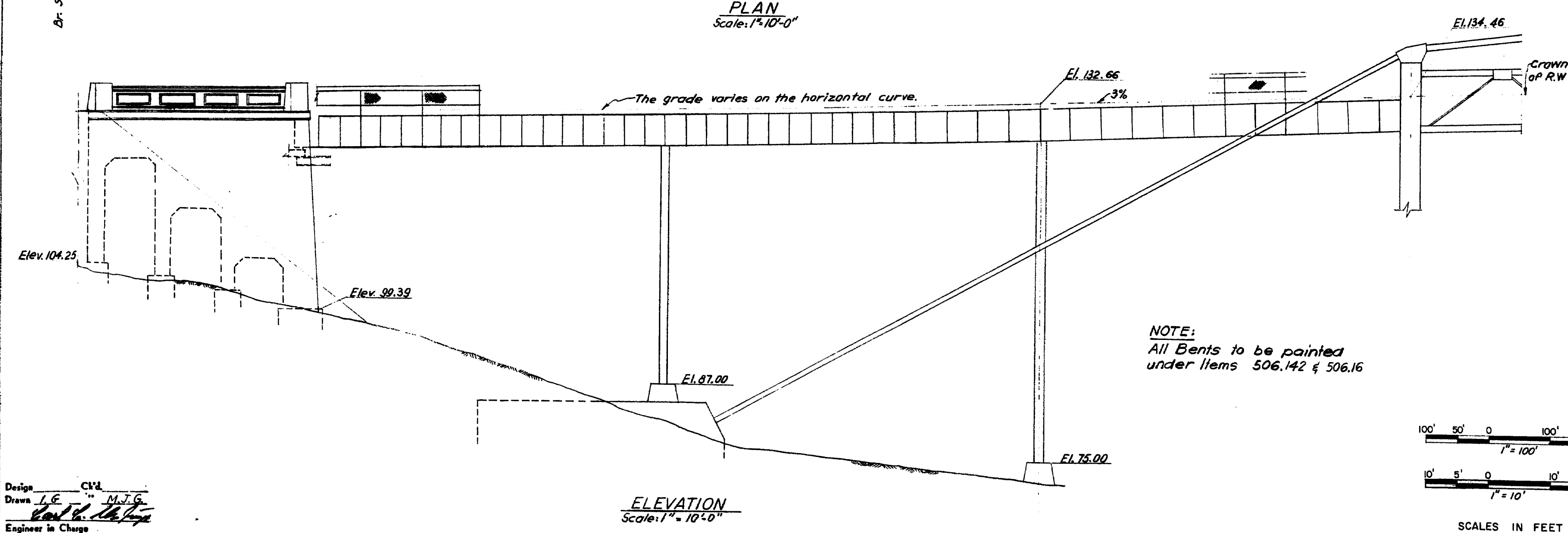


Note: F.B. means Floorbeam

Typical Framing Plan in West and East Approach Span

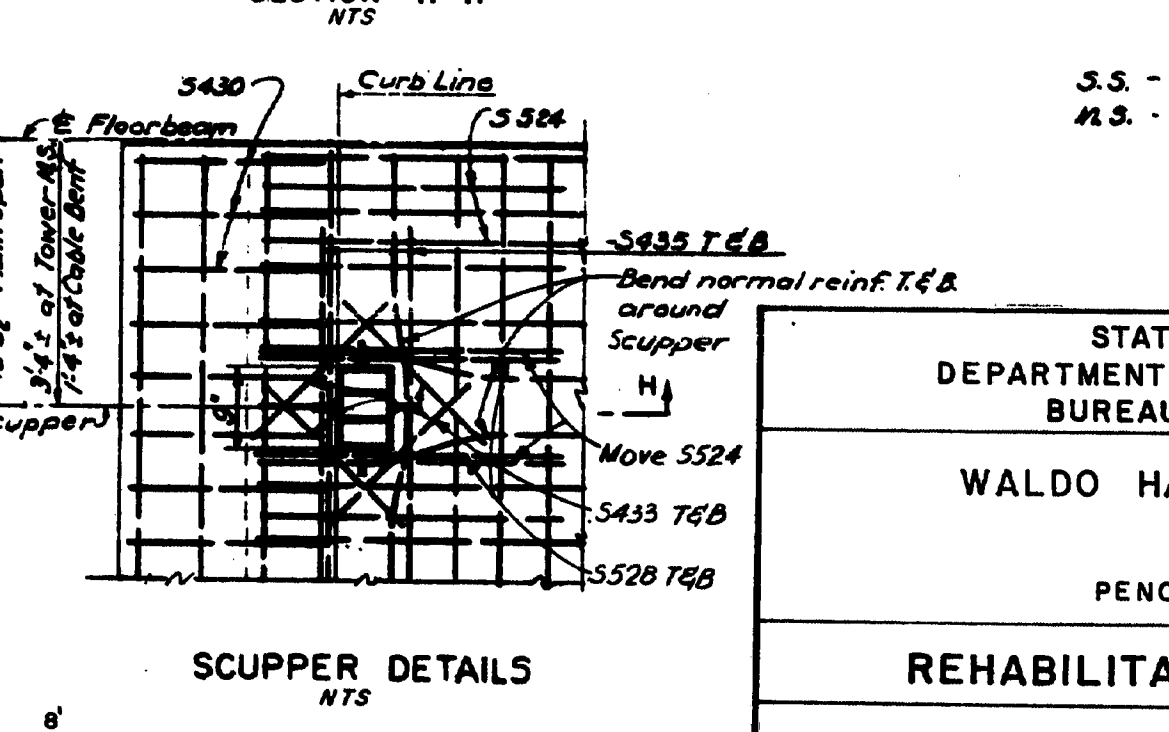
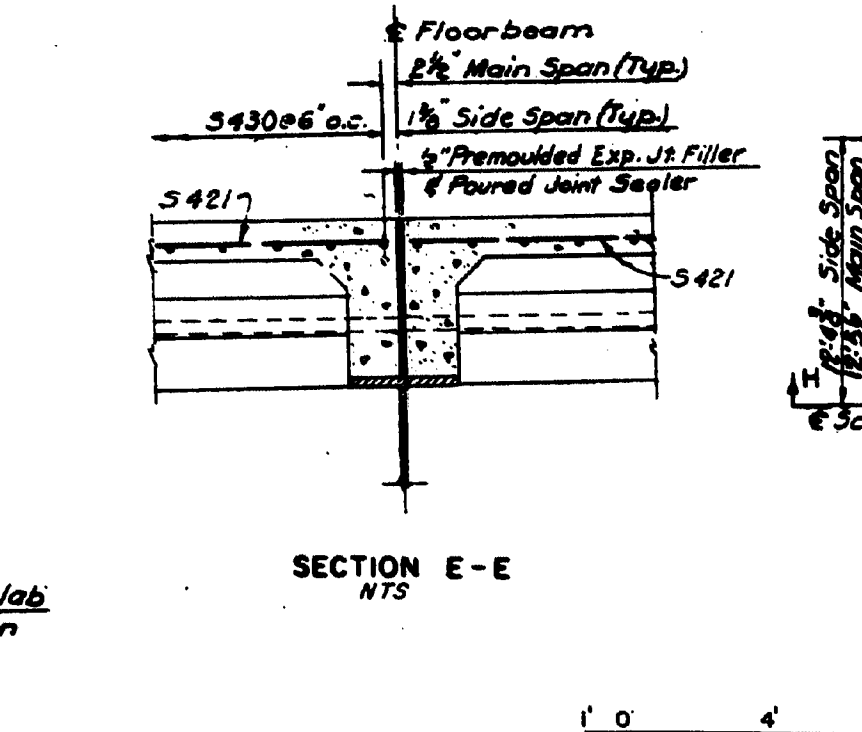
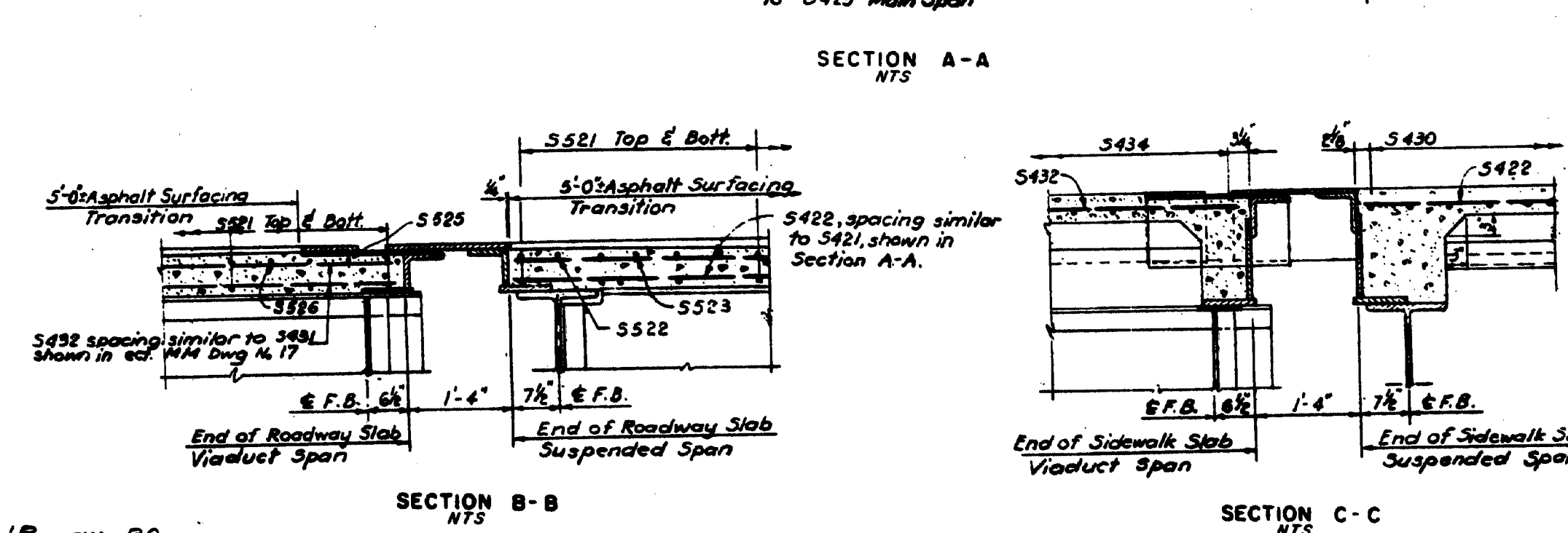
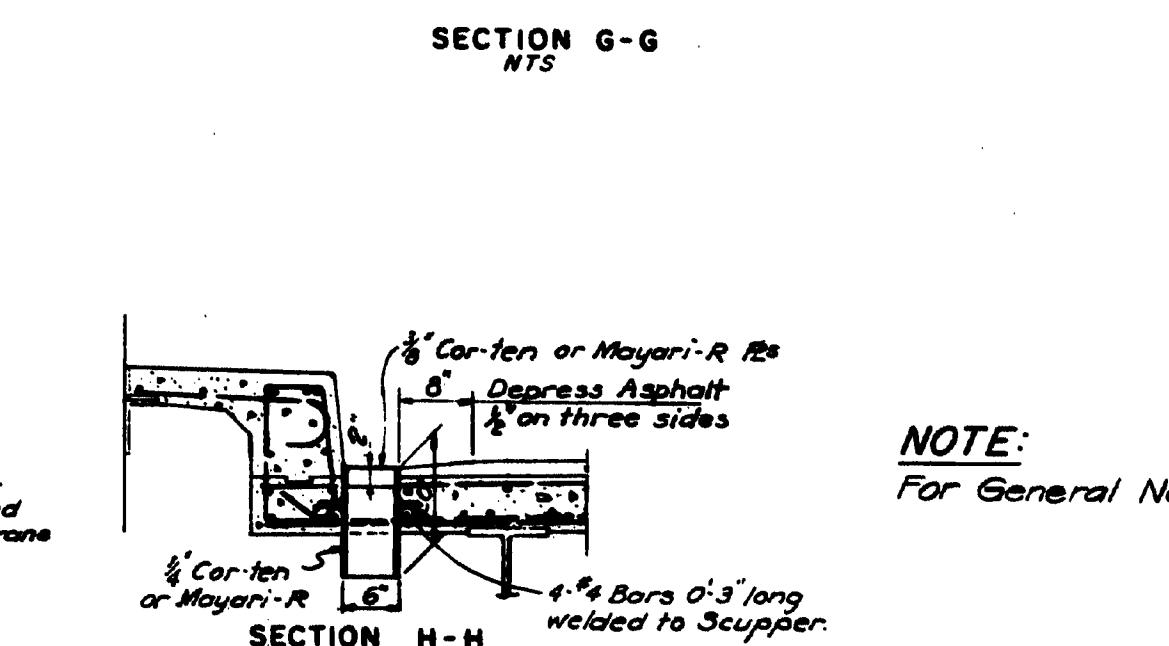
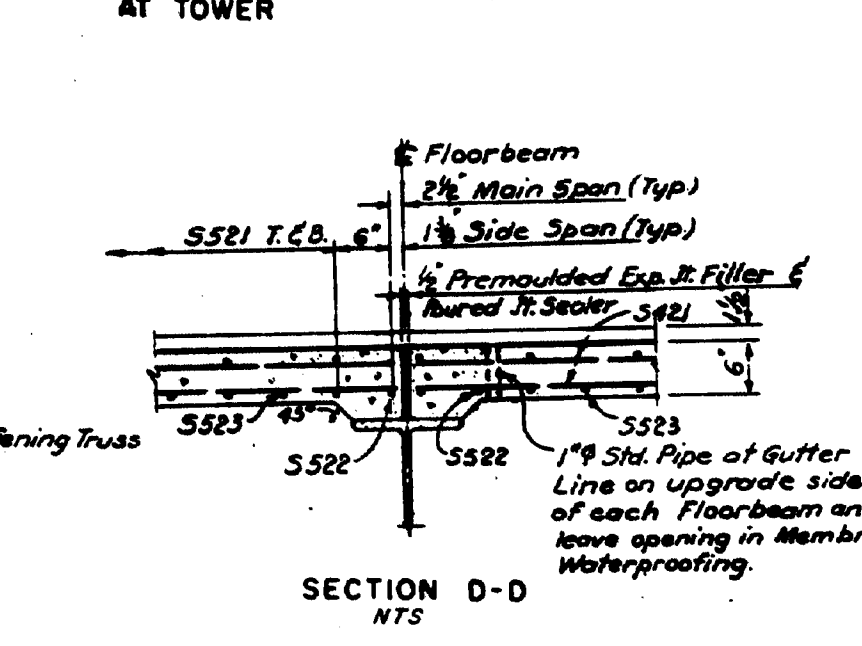
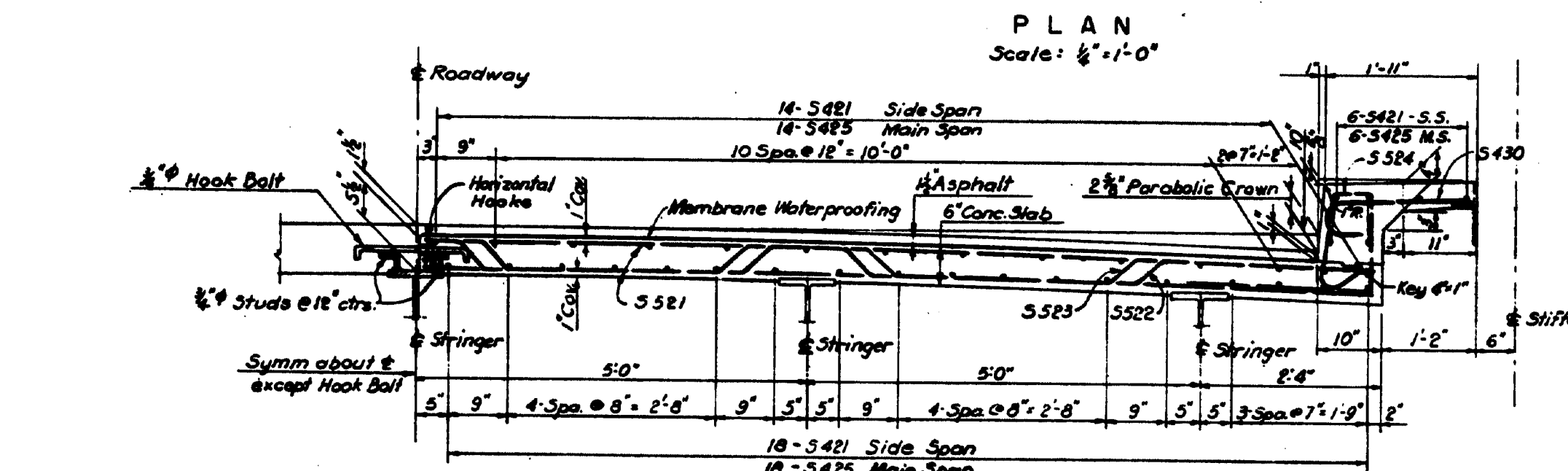
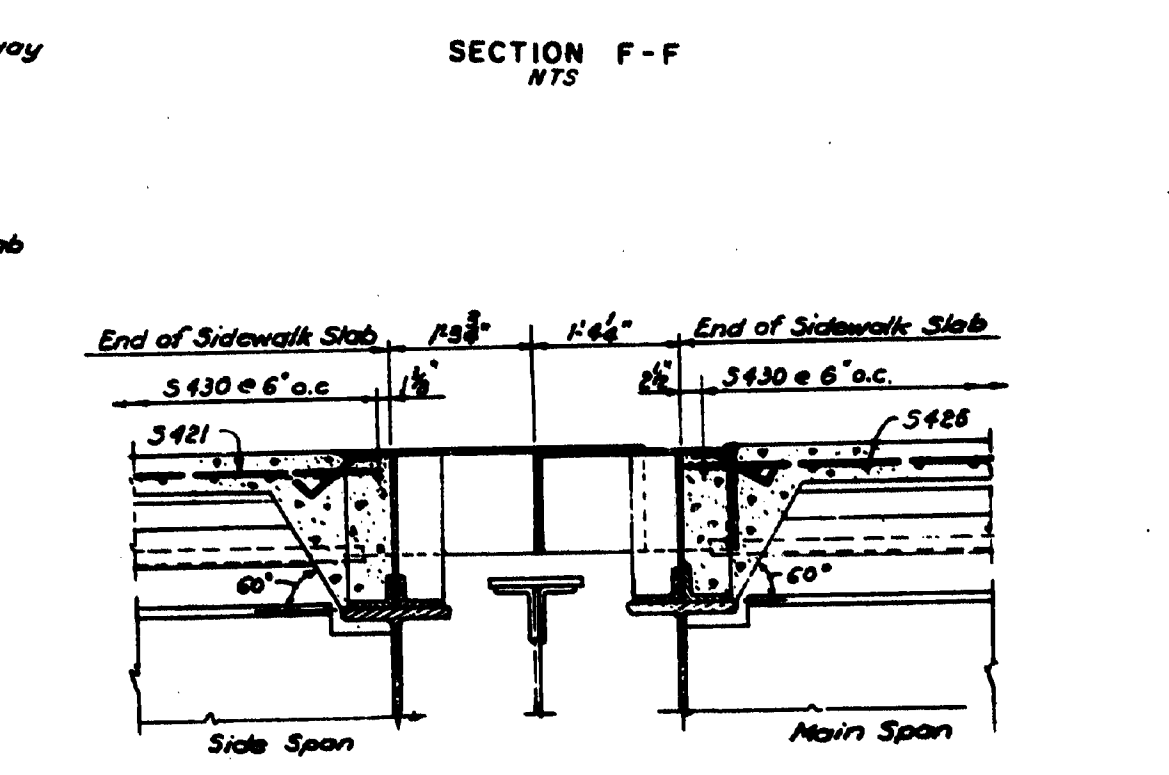
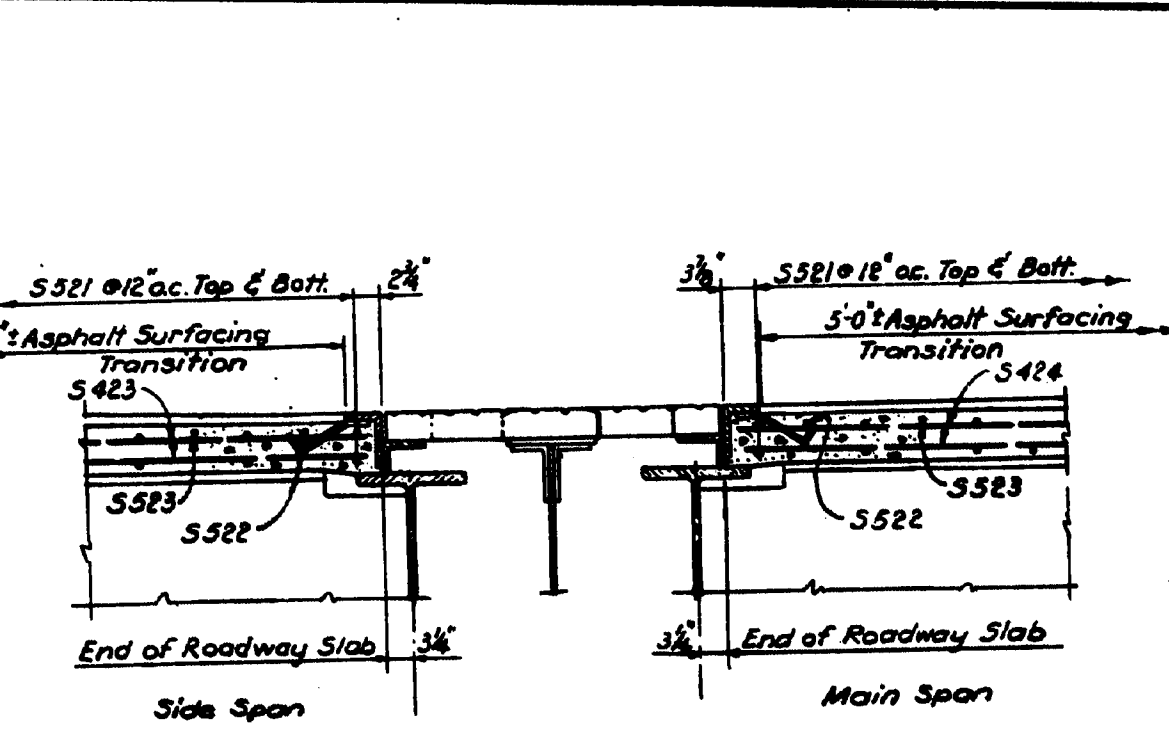
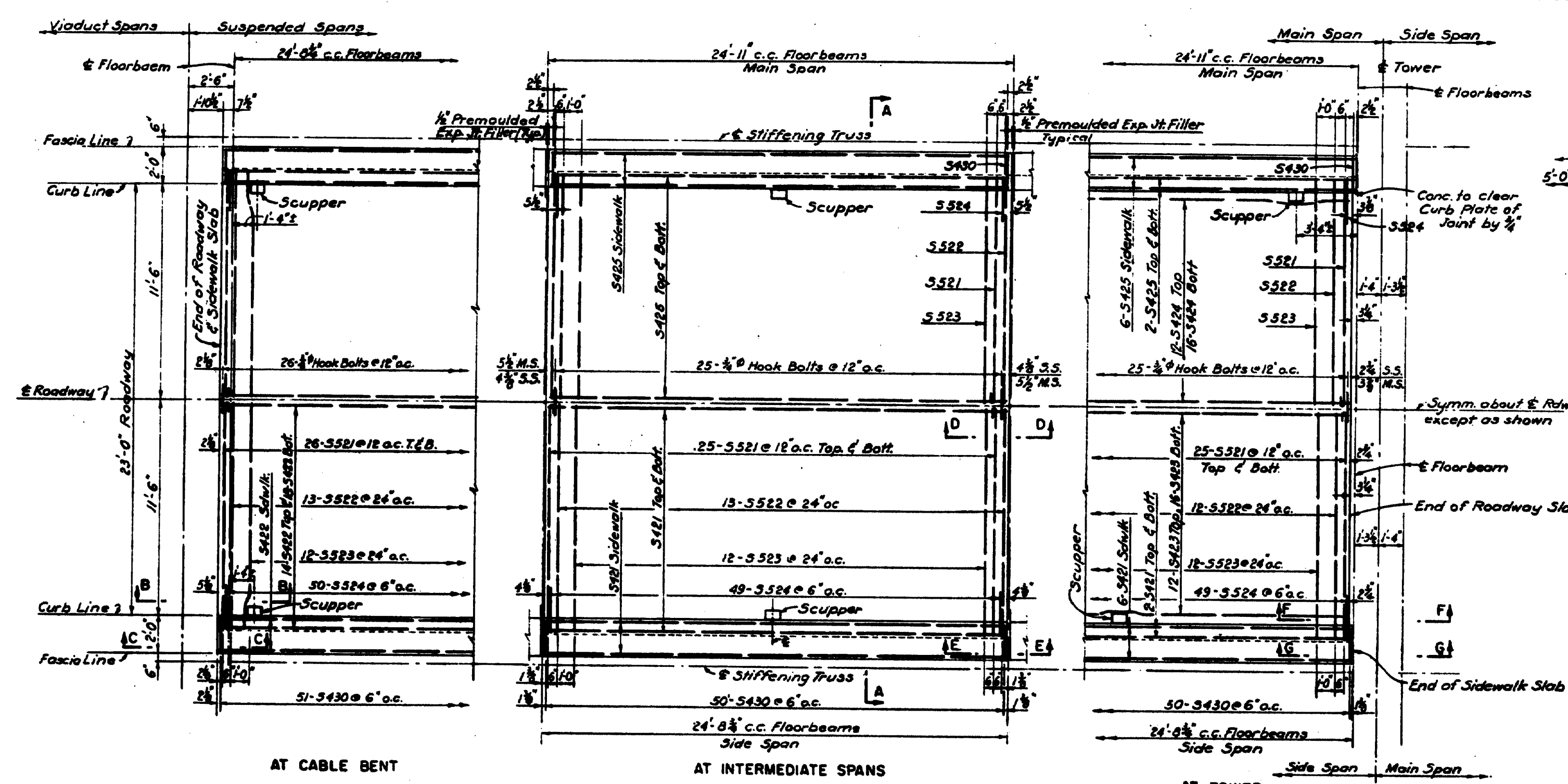


NOTES:  
1. For General Notes see Sheet No. 3



STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE
PLAN AND ELEVATION OF WEST APPROACH
STEINMAN, BOYNTON, GRONQVIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: 12-28-62 SHEET 18

R94-39



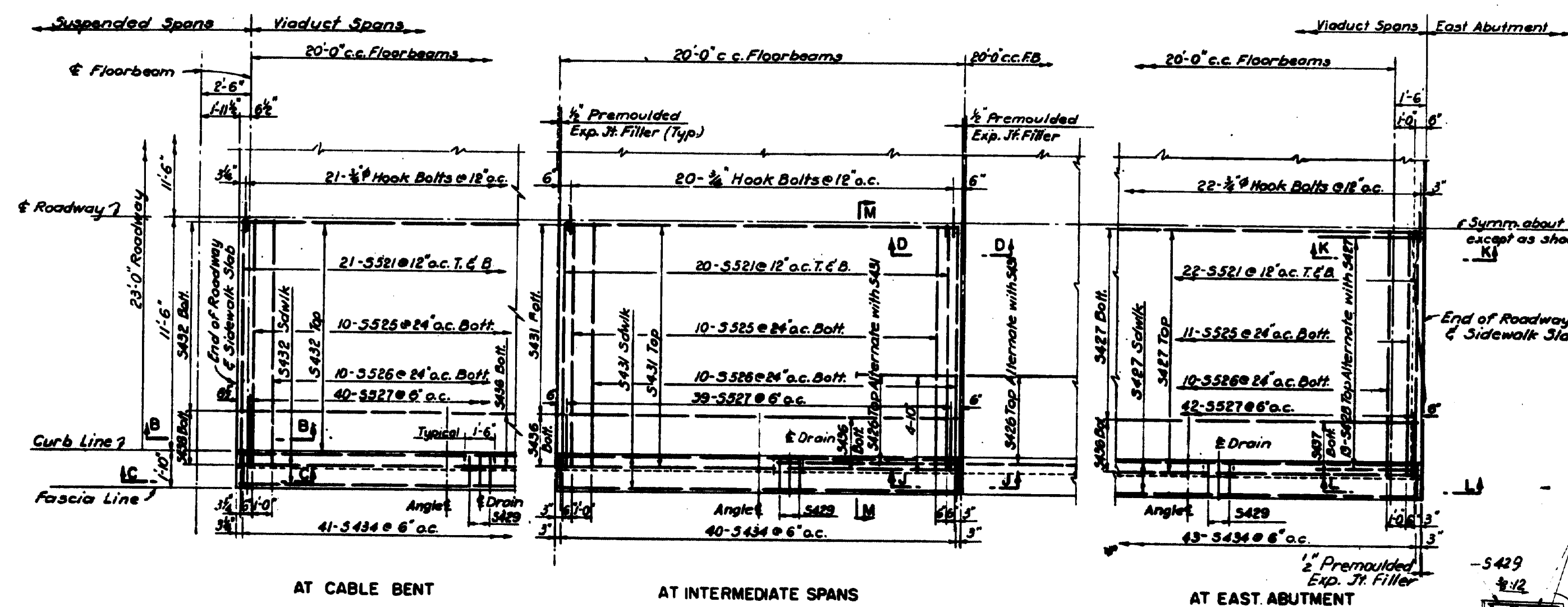
**NOTE:**  
For General Notes See Sheet No. 3

Design J.P. C.K. R.G.  
Drawn R.T. R.G.  
Engineer in Charge

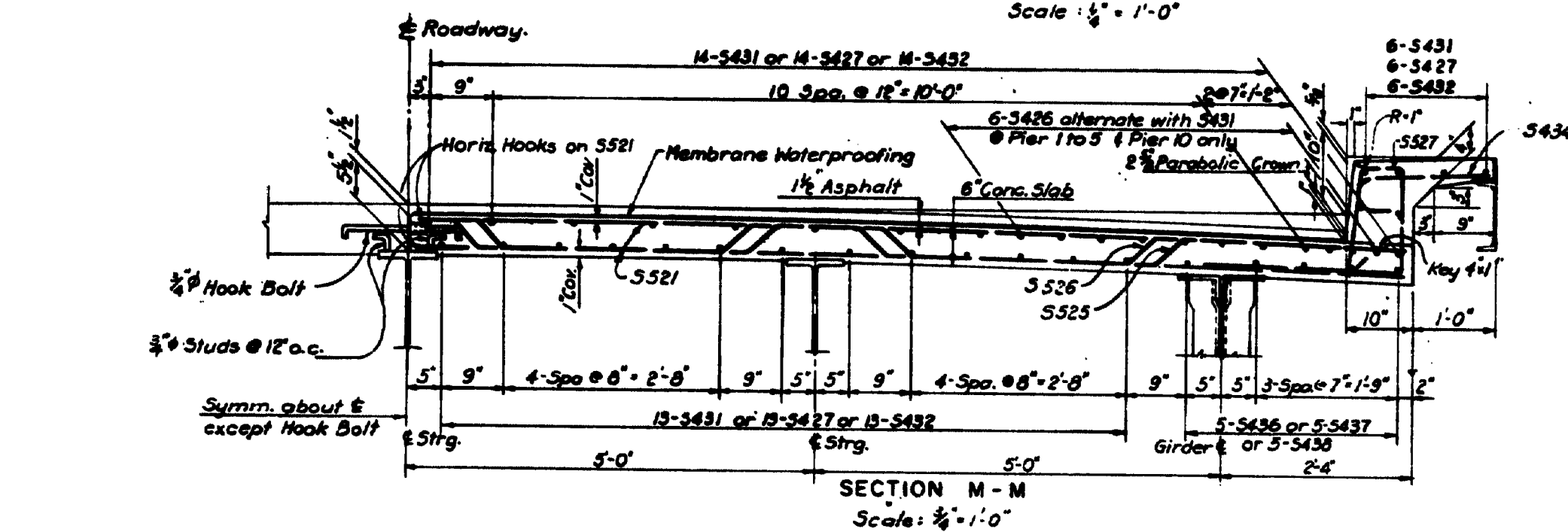
SCALE IN FEET  
1" = 1'-0"

**R94-40**

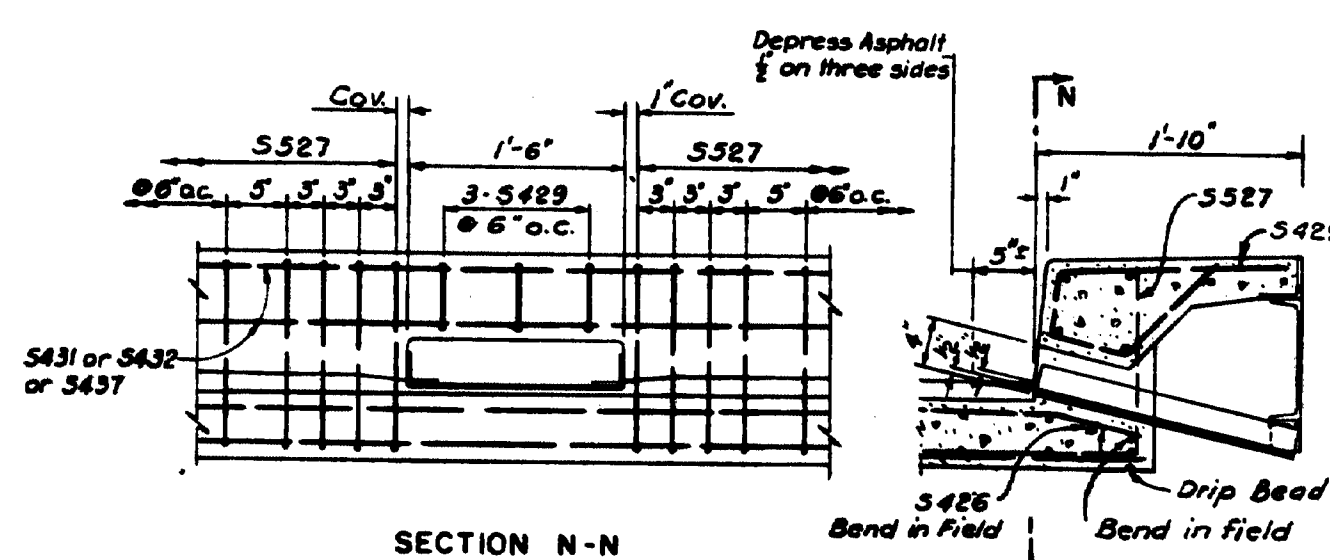
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE
EXISTING DECK - SUSPENDED SPANS
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: 11-28-66 SHEET 18



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

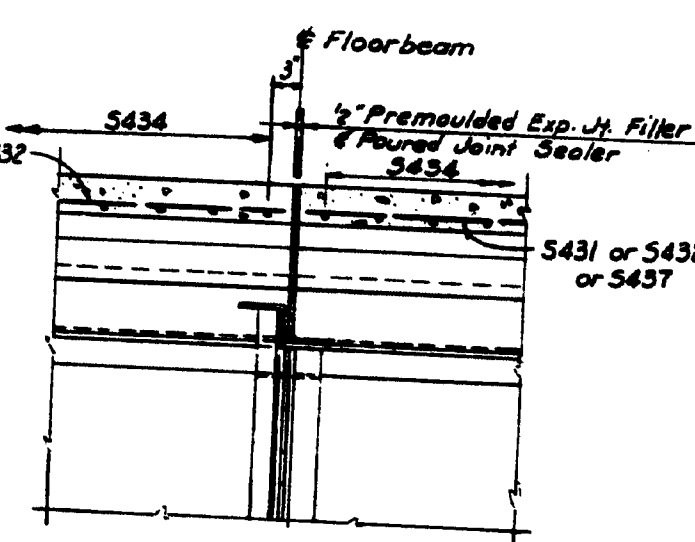


SECTION M-M  
Scale: 1/2" = 1'-0"

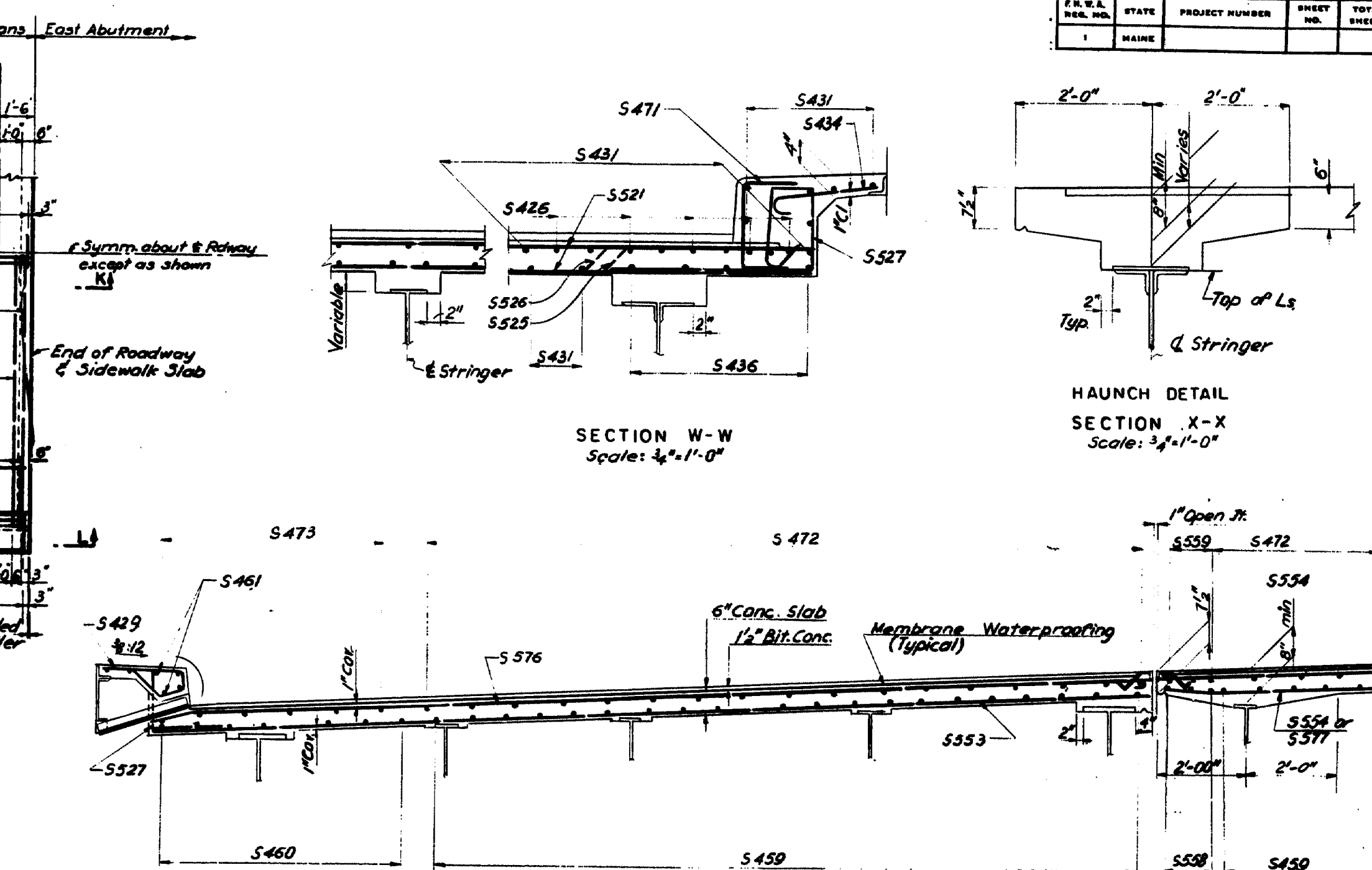


SECTION N-N  
Scale: 1/2" = 1'-0"

DRAIN HOLE DETAILS  
Scale: 1" = 1'-0"

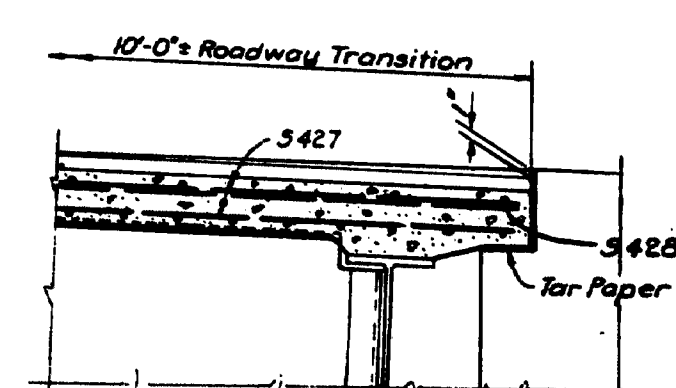


SECTION J-J  
Scale: 1/2" = 1'-0"

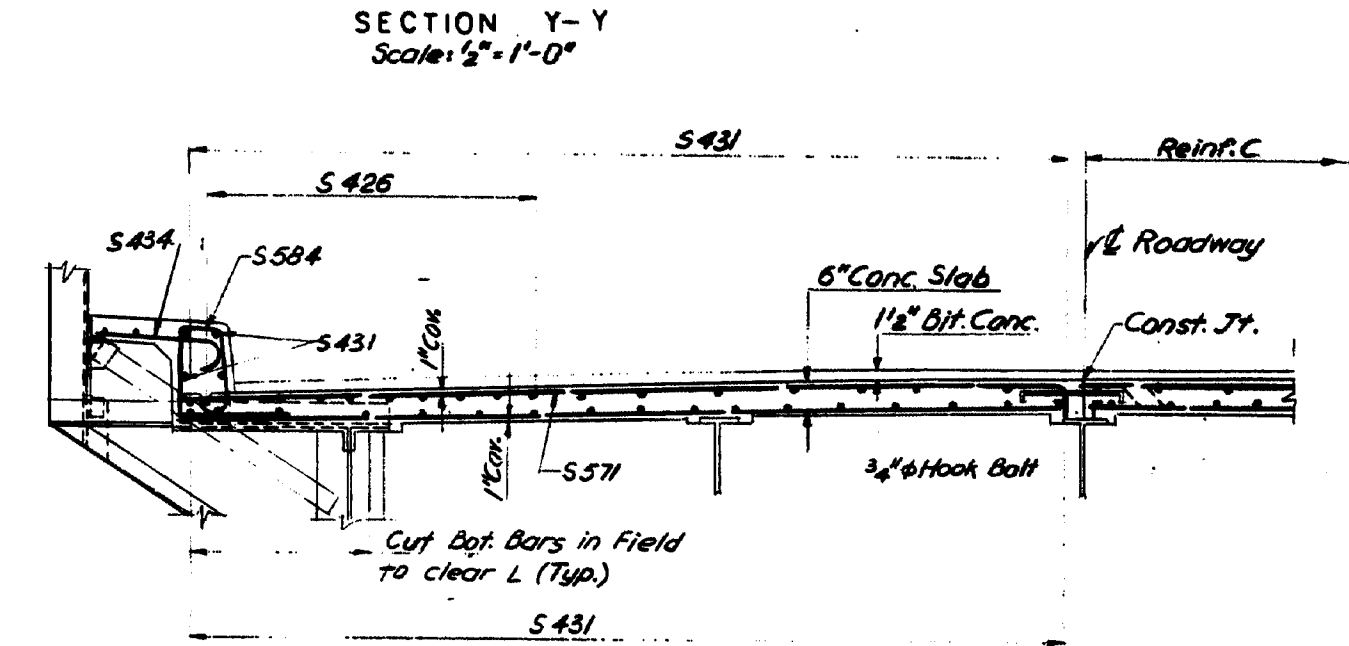


SECTION W-W  
Scale: 1/4" = 1'-0"

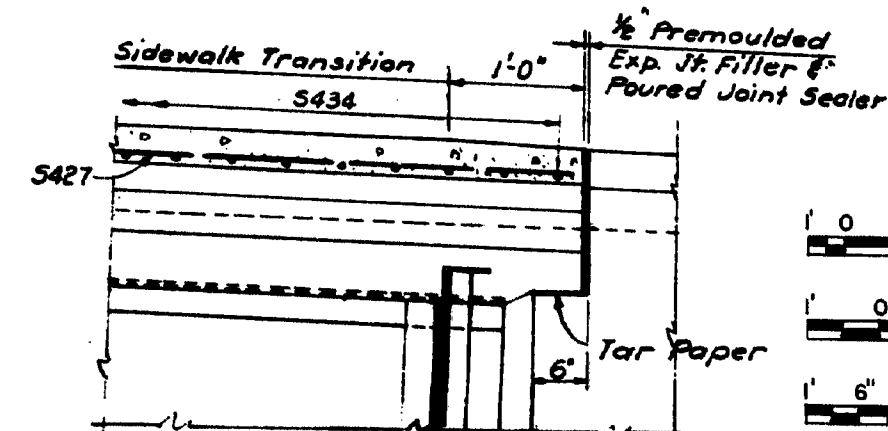
HAUNCH DETAIL  
SECTION X-X  
Scale: 3/4" = 1'-0"



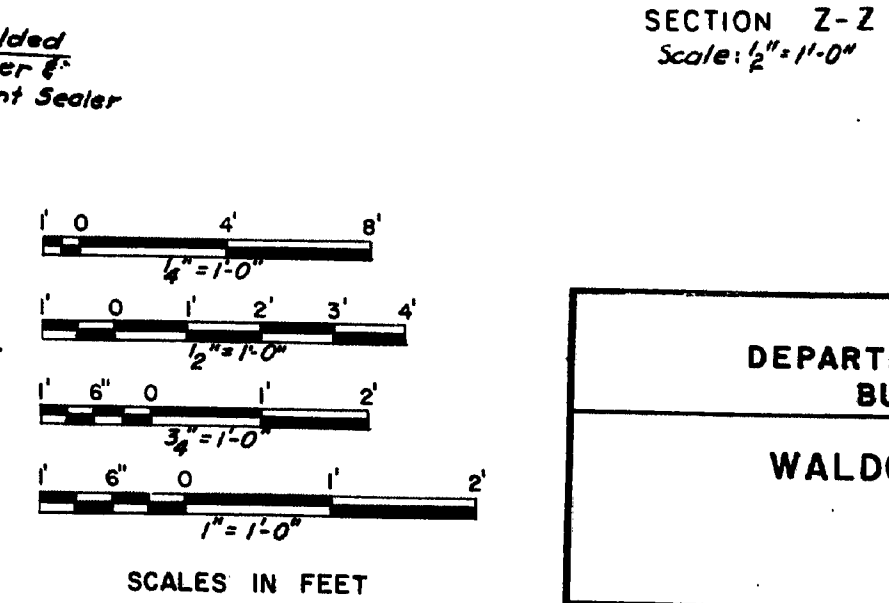
SECTION K-K  
Scale: 1/4" = 1'-0"



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



SECTION L-L  
Scale: 1/4" = 1'-0"



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

NOTES:

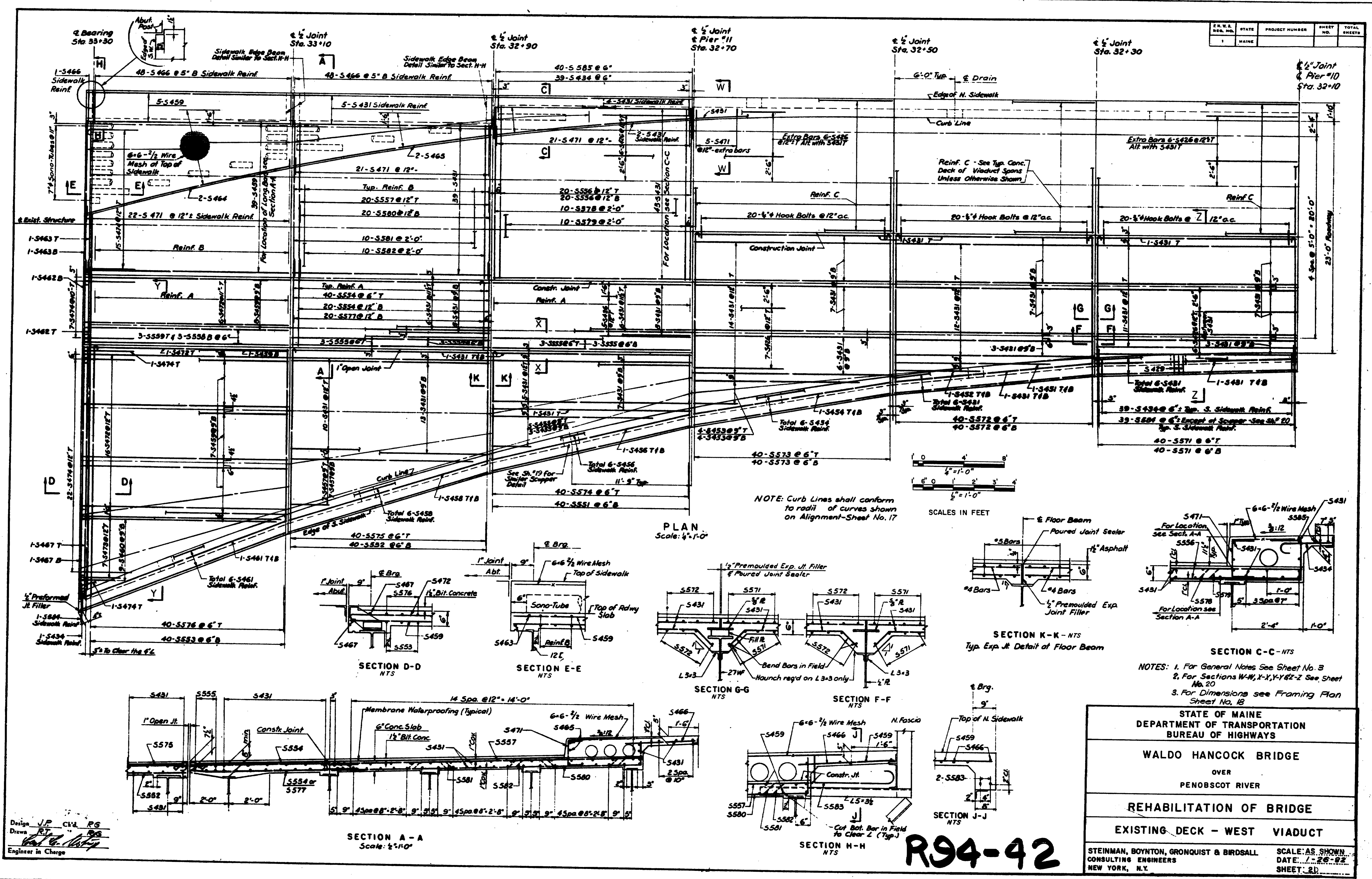
1. For General Notes See Sheet No. 3
2. For Sect. B-B, C-C & D-D see Sheet No. 19
3. Sections W-W, X-X, Y-Y and Z-Z located on Sheet No. 21

RS4-41

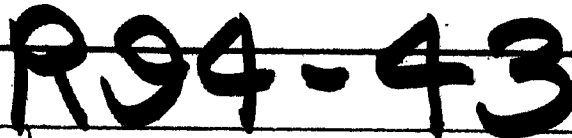
Design: J.P. CK, R.G.  
Drawn: R.T.  
Engineer in Charge

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE
EXISTING DECK-EAST AND WEST VIADUCTS
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: 1-28-68 SHEET: 20



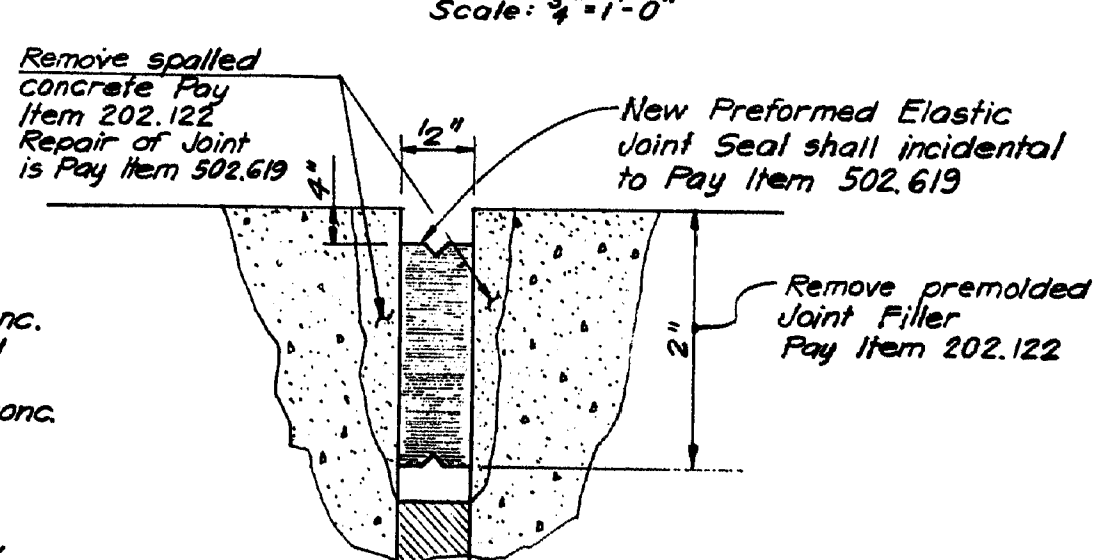
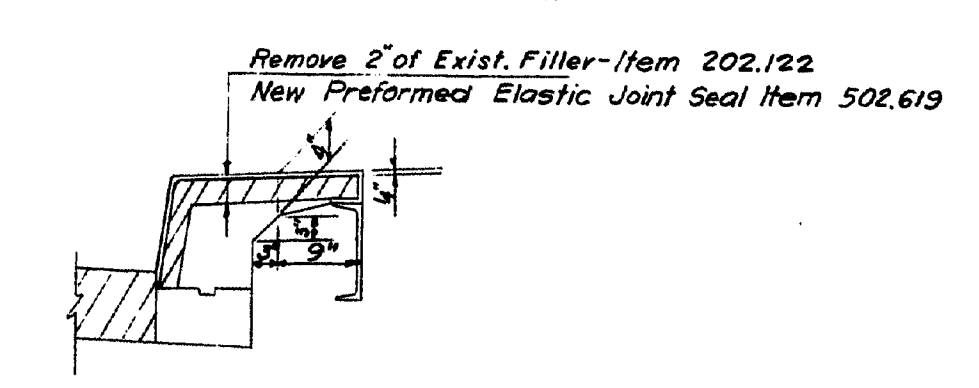
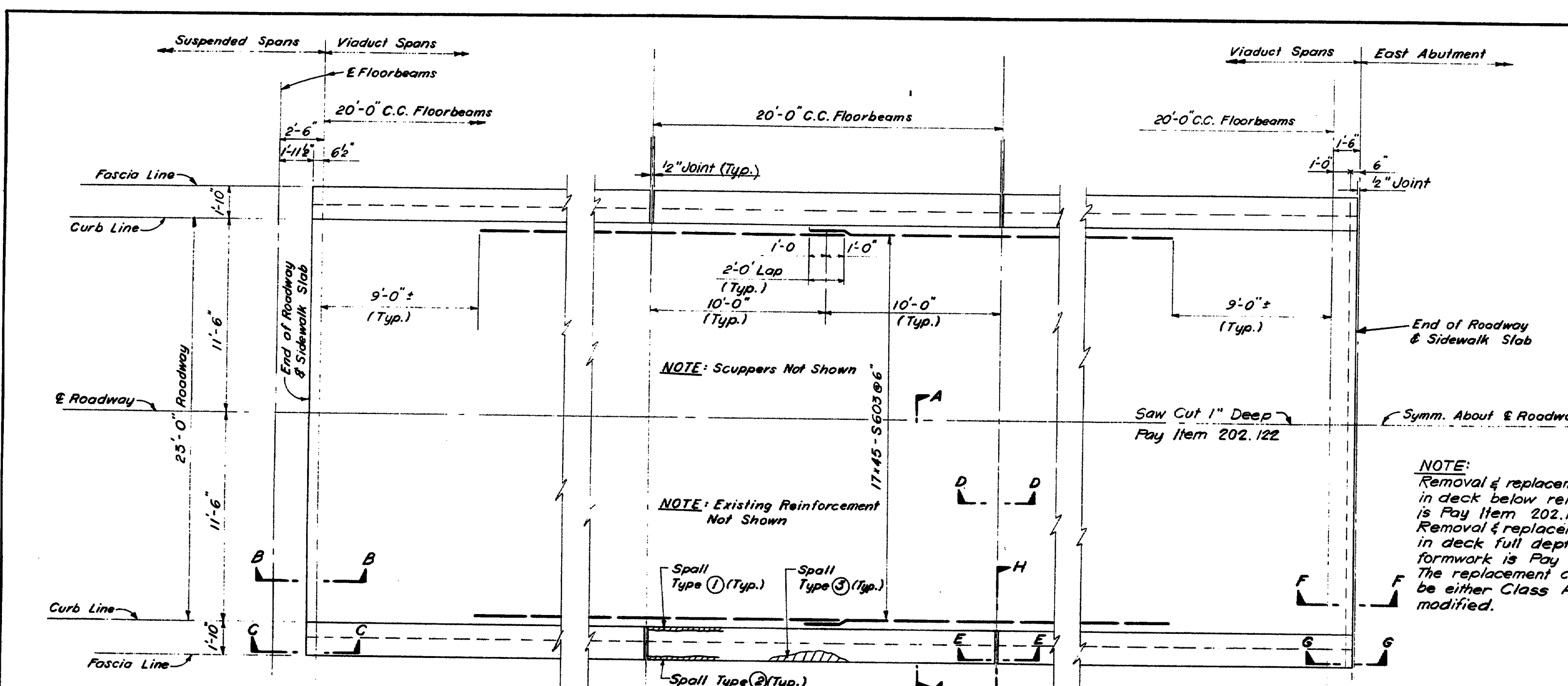


R94-42

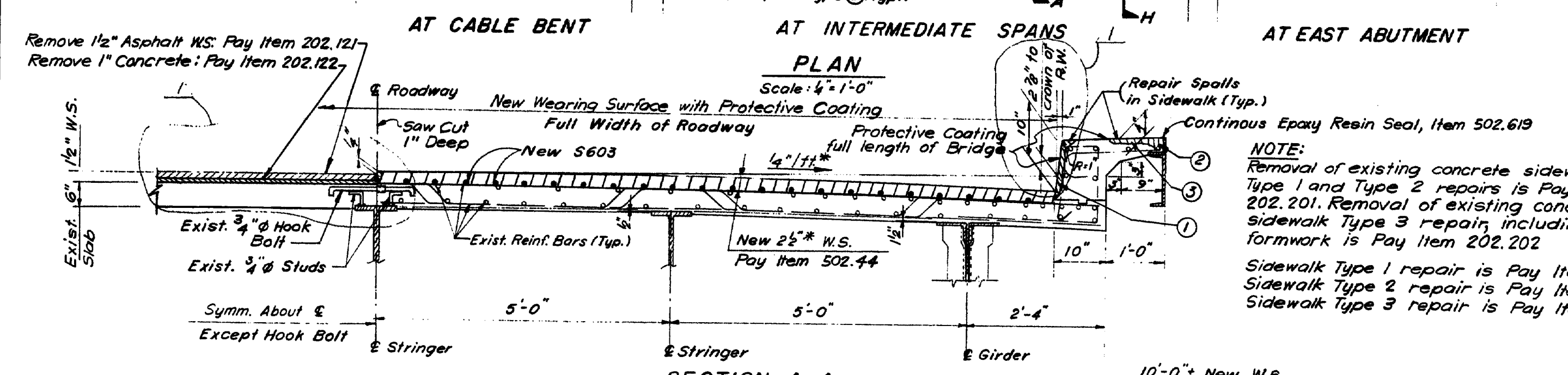




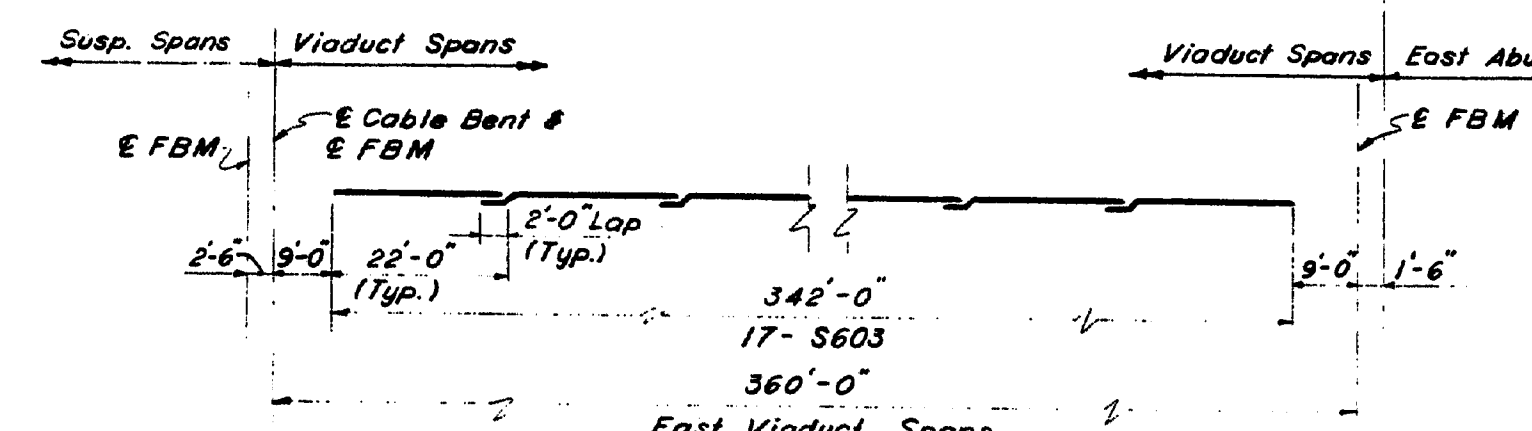
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
MAINE		1	1



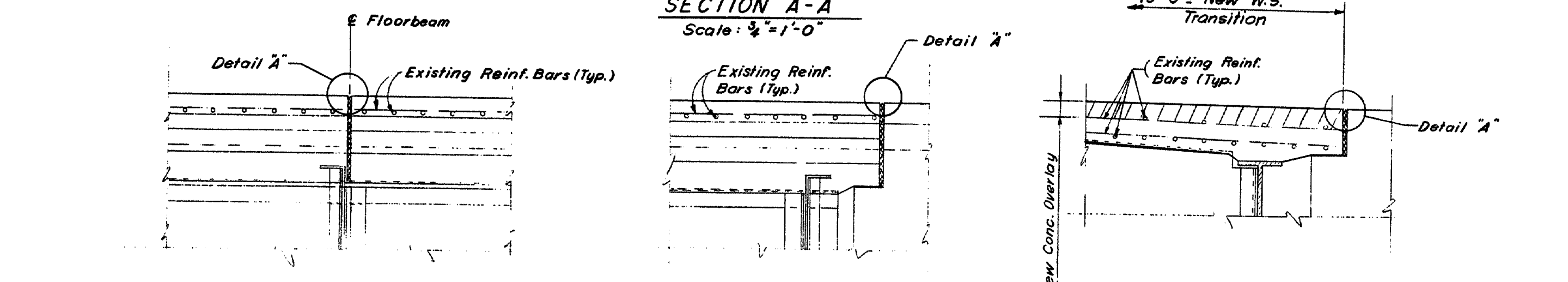
- a) The seal to be furnished shall have a minimum Movement Rating of  $\pm 3/16"$   
b) The seal shall be approved by the Engineer



NOTE:  
Removal of existing concrete sidewalk Type 1 and Type 2 repairs is Pay Item 202.201. Removal of existing concrete sidewalk Type 3 repair including formwork is Pay Item 202.202.  
Sidewalk Type 1 repair is Pay Item 502.615  
Sidewalk Type 2 repair is Pay Item 502.616  
Sidewalk Type 3 repair is Pay Item 502.617



BARS S603  
N.T.S.  
Pay Items 503.12 & 503.13

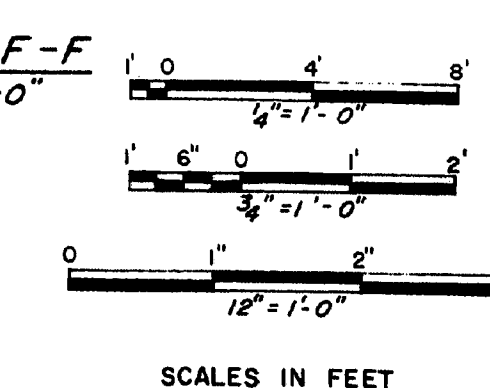


- NOTES:
- For General Notes See Sh. 3
  - For Existing Deck Reinforcement See Sh. 20
  - For Scupper Locations And Details See Sh. 20
  - For Sections B-B, C-C & D-D See Sh. 22
  - For Bar List See Sh. 25
  - For Deck Repairs at East and West Abutments, see Sh. 26
  - For Additional Notes, see Sh. 27
  - Work this drawing with Sheet No. 22
  - The 1/2" W.S. and 1/2" of concrete may be removed the entire width of the bridge. The removal of additional concrete including transverse roadway preformed fillers shall only take place in protected working areas where there is no traffic.
  - New longitudinal reinforcing bars shall be tied down by mechanical means at 5' intervals.
  - Use maximum 30-lb. jackhammer for any concrete removal.
  - The new wearing surface shall be Concrete Class AA, modified.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE
DECK REHABILITATION - EAST VIADUCT
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: 1-28-82 SHEET 23

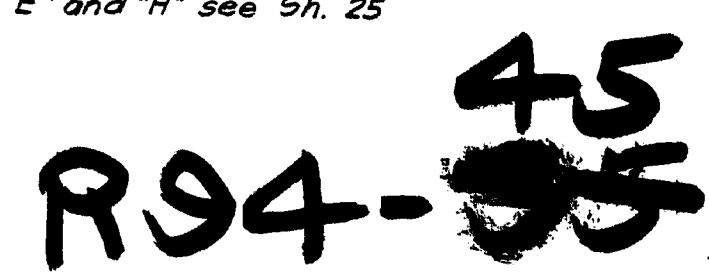
Design M.J.G. CIV. E.B.	11-8-82	CCU New R.W. Profile
Drawn H.H.	DATE	BY
Engineer in Charge	REV.	DESCRIPTION
	REVISIONS	

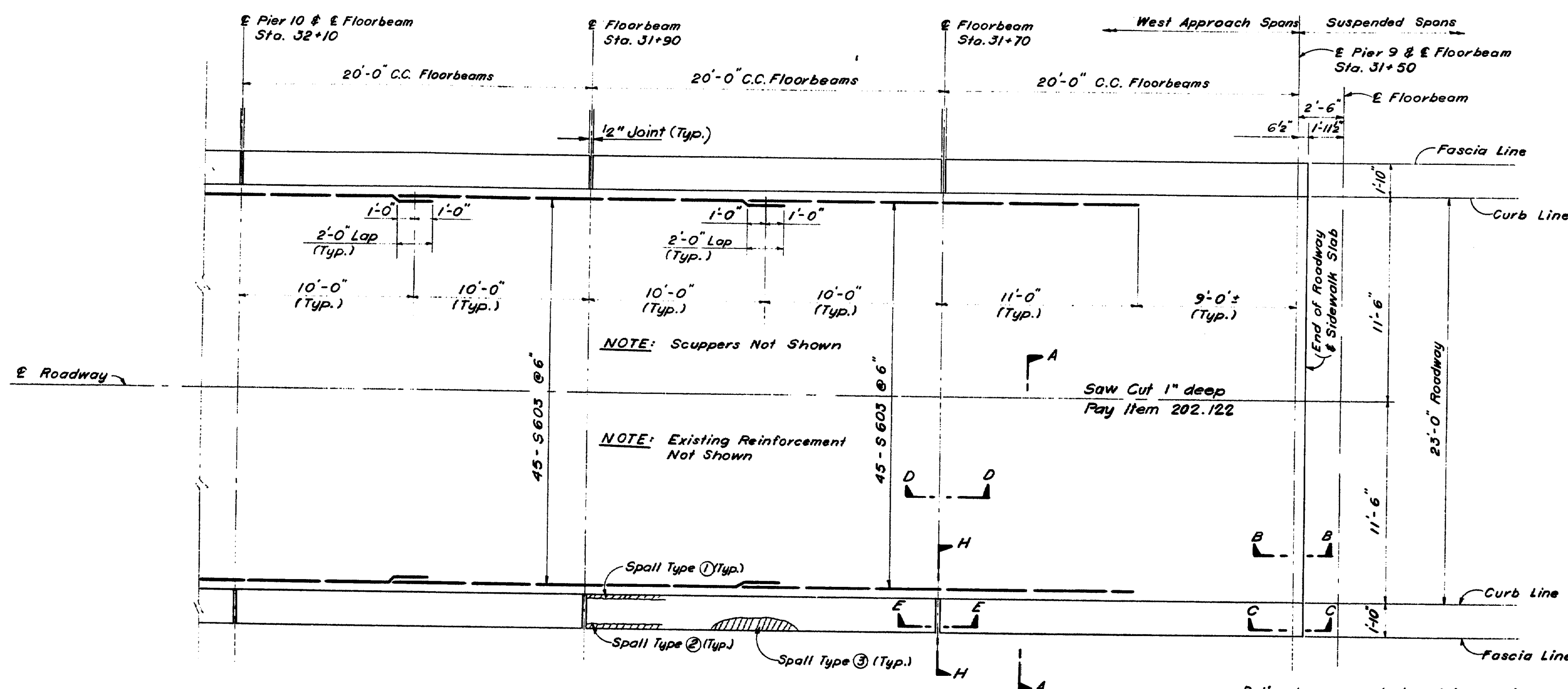
\* The existing deck has a 2 5/8" parabolic crown. The new wearing surface shall have an average thickness of 2 1/2" and a cross slope of 4" ft.



R94-44





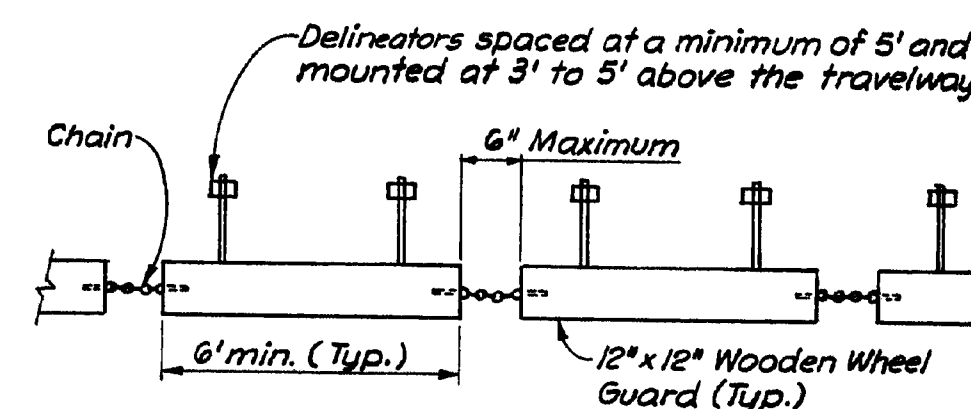


PLAN  
Scale: 1/4" = 1'-0"

BAR	TYPE	SIZE	LENGTH	TOTAL NO. REQUIRED	TOTAL WEIGHT (LBS.)	LOCATION
S601	Str.	#6	26'-11"	1395	56398	M.S.
S602			26'-9"	1170	47009	S.S.
S603			22'-0"	1150	38000	V.S.
S604			21'-0"	1	32	
S605			20'-0"	3	90	
S606			19'-0"	3	86	
S607			18'-0"	2	54	
S608			17'-0"	3	77	
S609			16'-0"	4	96	
S610			15'-0"	1	23	
S611			14'-0"	3	63	
S612	Str.	#6	13'-0"	4	78	V.S.

M.S. - Denotes Main Suspended Span  
S.S. - Denotes Side Suspended Span  
V.S. - Denotes Viaduct Spans

All reinforcing steel  
is Pay Items 503.12 & 503.13

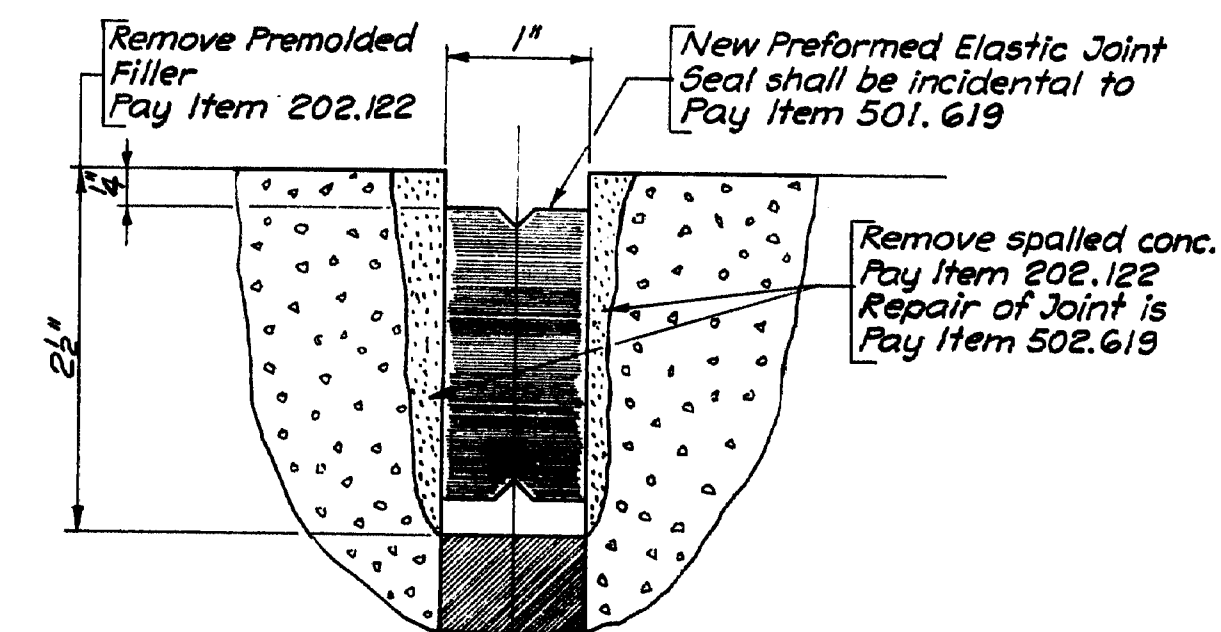


WORK AREA CHANNELIZING DEVICES  
N.T.S.

An alternate method of channelizing the work area may be used if approved by the Engineer. Temporary delineators shall also be provided along opposite side of the travel lane as directed by the Engineer.

NOTES:

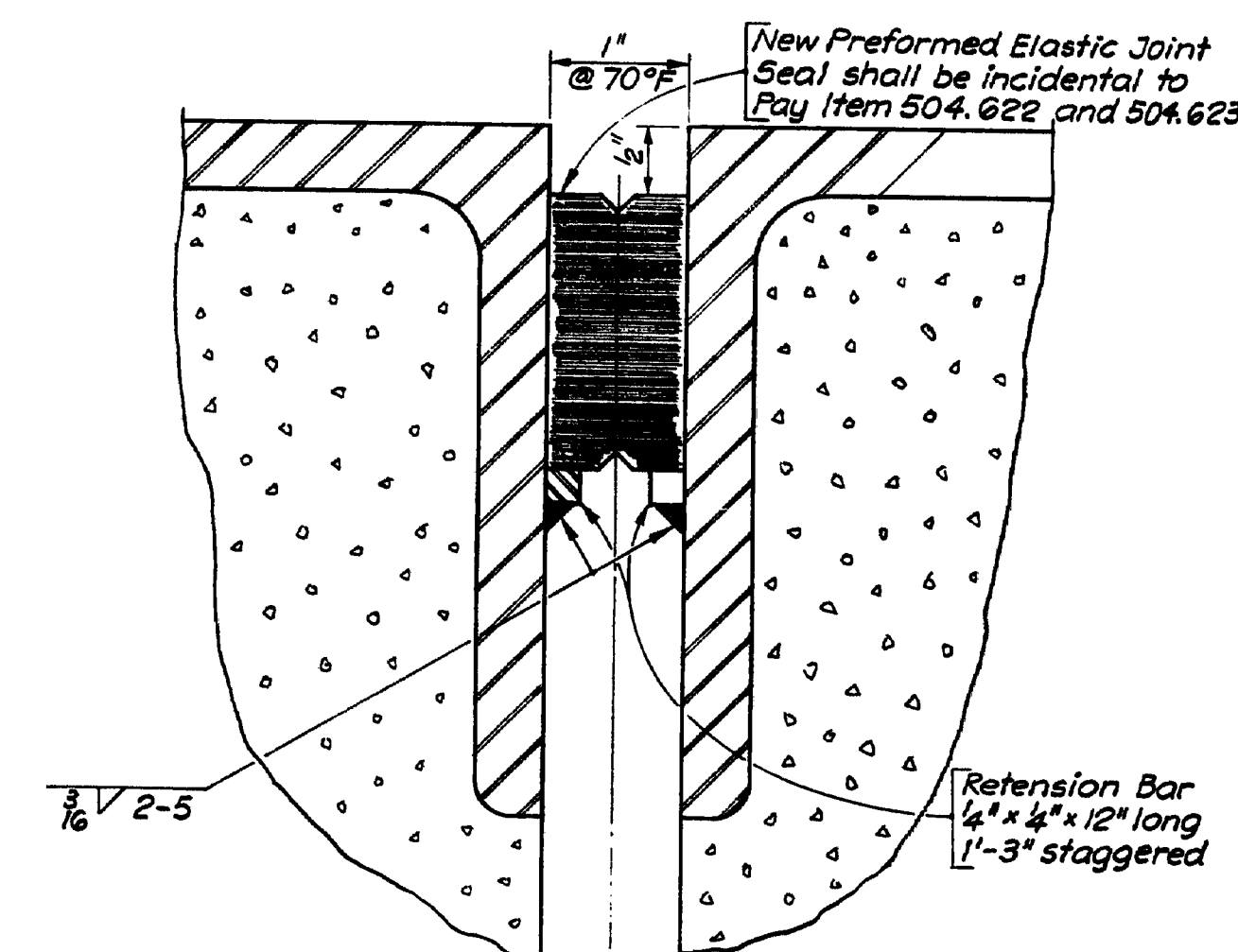
- For General Notes See Sh. 3.
- Existing Deck Reinforcement Similar to East Viaduct
- For Sections B-B, C-C & D-D See Sh. 22
- For Sections A-A, E-E & H-H See Sh. 23
- For West Approach Spans - Pier 10 To West Abutment See Sh. 24
- For Additional Notes See Sh. 27
- For Additional Notes See Sh. Nos. 22 & 23.



DETAIL "E"

Scale 12" = 1'-0"  
Shown for Section C-C, Sheet No. 24  
Detail for Section G-G, Sheet No. 26 similar.

- The seal to be furnished shall have minimum Movement Rating of  $\pm 4$ "
- The seal shall be approved by the Engineer.

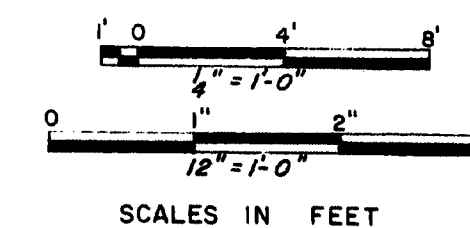


DETAIL "H"

Scale 12" = 1'-0"

- The seal to be furnished shall have minimum Movement Rating of  $\pm 4$ "
- The seal shall be approved by the Engineer prior to fabrication of the armored joint.

Design M.J.G. CIV. E.B.  
Drawn H.H. " " " " " "  
Engineer in Charge

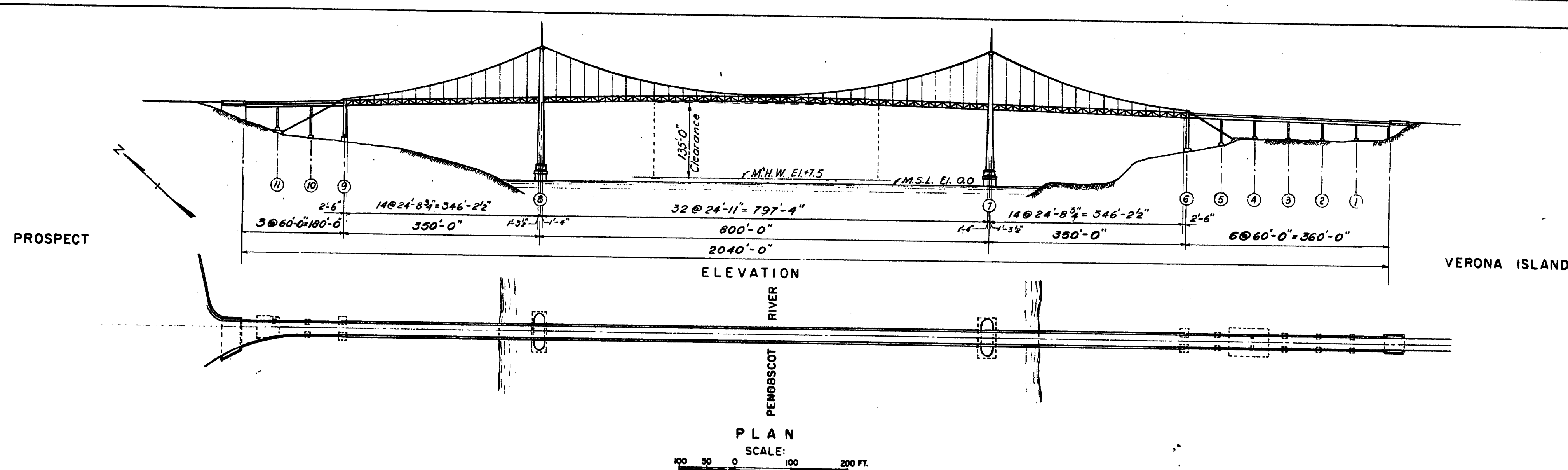


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STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER	
REHABILITATION OF BRIDGE DECK REHABILITATION WEST VIADUCT (PIER 9 TO PIER 10)	
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: AS SHOWN DATE: 1-26-22 SHEET 25







#### Painting

The entire bridge shall be painted from abutment to abutment. This includes the superstructure and bearings, the towers both inside and outside, the cable bents on the outside only, the steel bents, the cables, suspenders and handropes with supports.

All surfaces shall be prepared to receive the new paint as specified in Section 506 of "Supplemental Specifications" and amended by "Special Provisions", Section 506.

The existing structural steel having paint surfaces in good condition shall receive only the fourth paint coat-green. Where bare metal is exposed after cleaning, four field coats shall be applied as per "Special Provisions", Section 506.

New structural steel, including center ties, cable bands, cable shields and louvers at anchorages and doors in abutments, expansion joints at towers and bearings at cable bents shall be painted as per "Supplemental Specifications", Subsection 506.05.

Cables, suspenders and handropes shall be painted as specified in "Special Provisions", Section 506.

For estimating purposes the following approximate quantities of steel are listed:

Existing Items	Unit	Quantity
Structural Steel	Tons	1,880
Cables	L.F.	3,600
Suspenders	L.F.	7,800
Handropes	L.F.	6,200

New Items	Unit	Quantity
Structural Steel	Tons	45
Suspenders	L.F.	53

#### NOTE:

For General Notes See Sheet No. 3

Design C.S.V.  
Drawn H.H. M.J.G.  
Engineer in Charge

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
WALDO HANCOCK BRIDGE OVER PENOBSCOT RIVER
REHABILITATION OF BRIDGE
REHABILITATION OF DECK AND PAINTING OF BRIDGE
STEINMAN, BOYNTON, GRONQVIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE DATE 7-26-62 SHEET 27