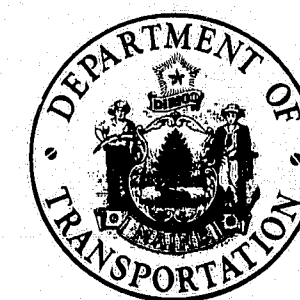


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



BUREAU OF HIGHWAYS DEER ISLE - SEDGWICK HANCOCK COUNTY

REHABILITATION

DEER ISLE - SEDGWICK BRIDGE OVER EGGEMOGGIN REACH MAINE FEDERAL AID PROJECT PROJECT NO. BH-0250(II)

F.H.W.A. DIST. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-0250(II)	36	58

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES
3	GENERAL NOTES
4	GENERAL PLAN AND ELEVATION
5	TOWER AND CABLE BENT
6	EXISTING STAY CONNECTIONS AT TOWER
7	EXISTING STAY CONNECTIONS
8	DETAILS OF EXISTING STAY CONNECTIONS
9	HANDROPES, SUSPENDERS AND CABLE DETAILS
10	HANDROPE SUPPORTS
11	DETAIL FOR HANDROPE SUPPORTS
12	TEMPORARY SUPPORTS AT SUSPENDERS
13	NEW BEARINGS AT TOWERS
14	REPAIRS TO SOUTH ANCHORAGE
15	REPAIRS TO NORTH ANCHORAGE
16	REPAIRS TO PIER NO. 4 AND PIER NO. 5
17	CROSS SECTIONS AND DECK DETAILS
18	NOTES FOR HANDROPES, STAYS AND PAINTING
HIGHWAY STANDARD DETAILS	
19	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONE
20	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONE
21	MAINTENANCE OF TRAFFIC IN CONSTRUCTION ZONE
22	AUGUST 1969. (1) BARRICADES, WARNING SIGNS, MONUMENTS, PROJECT MARKERS, REV. 3-22-77
23	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



TRAFFIC DATA

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

APPROVED:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Ray N. Spill COMMISSIONER
Richard Coleman BUREAU DIRECTOR AND CHIEF ENGINEER

DATE

3-30-82

3-30-82

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 1
APPROVED: _____
DIVISION ADMINISTRATOR DATE

182-147

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-0250 (11)	38	58

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

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: ALL CONCRETE 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 1/8" DIAMETER TO BE USED FOR THE NEW SUSPENDERS SHALL CONFORM TO A.S.T.M. - A603, CLASS A ZINC COATING.

STRUCTURAL GALVANIZED BRIDGE STRAND, 3/4" DIAMETER TO BE USED FOR THE NEW HAND ROPES SHALL CONFORM TO A.S.T.M. - A586, CLASS A ZINC COATING.

THE BRIDGE ROPE SHALL BE FURNISHED WITH WIRE ROPE SOCKETS AND THE BRIDGE STRAND WITH STRAND SOCKETS.

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.

ERECTION

ERECTION PROCEDURES AND SEQUENCES OF FIELD WORK FOR THE REPLACEMENT OF SUSPENDERS ROPES 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.

WHERE REPAIRS TO EXISTING CONCRETE ARE REQUIRED ALL LOOSE MATERIAL SHALL BE REMOVED AND EXPOSED REINFORCING BARS SHALL BE CLEANED BY WIRE BRUSH OR SANDBLASTING. THE CONCRETE SURFACES SHALL BE CLEANED BY COMPRESSED AIR BEFORE REPAIRS ARE MADE.

DATUM

REFERENCE ELEVATION SHALL BE TOP OF TIE PLATE ON TOWER STRUT, DIRECTLY BENEATH THE DECK. THIS ELEVATION SHALL BE 66.0', SEE SHEET NO. 13.

GENERAL NOTES

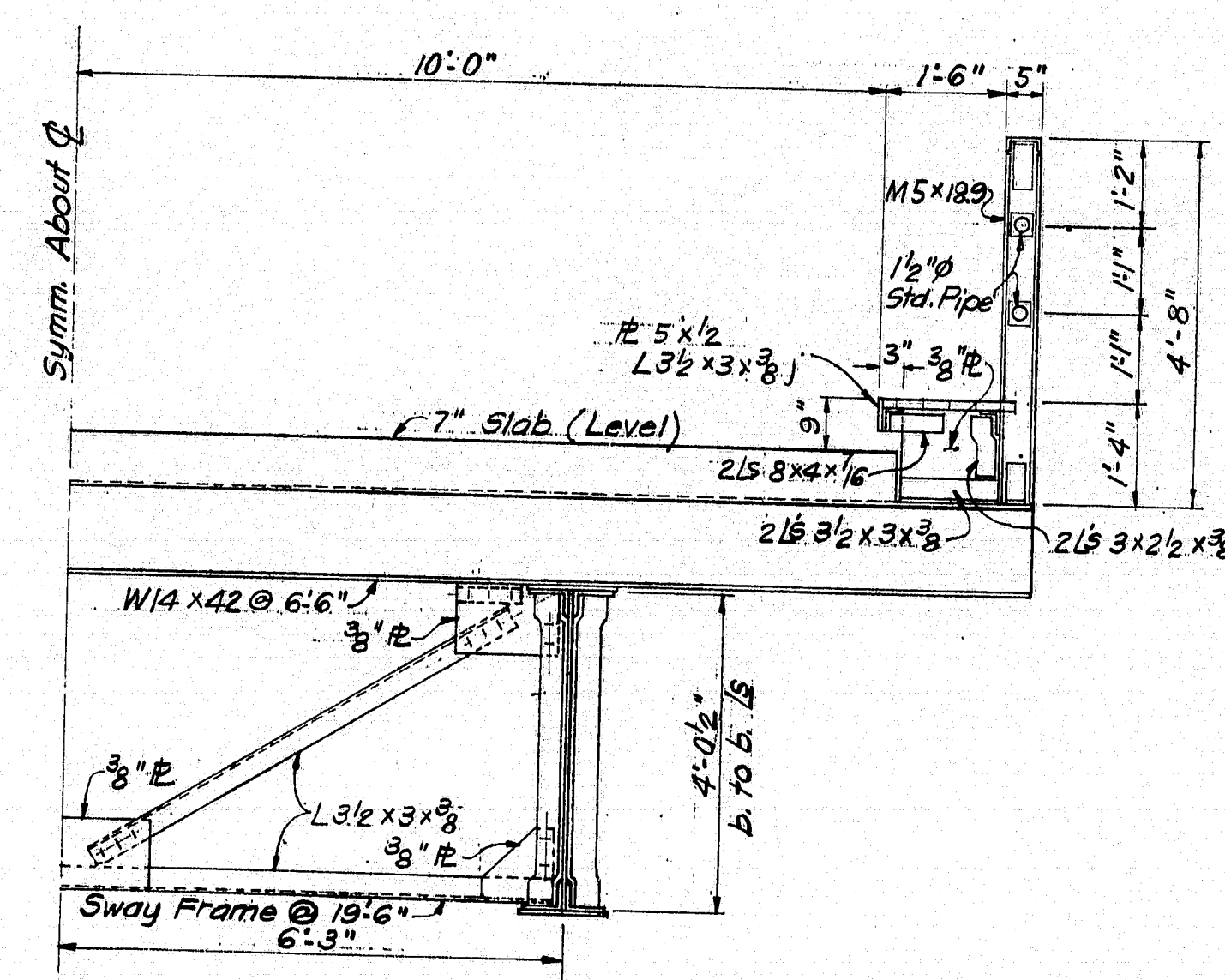
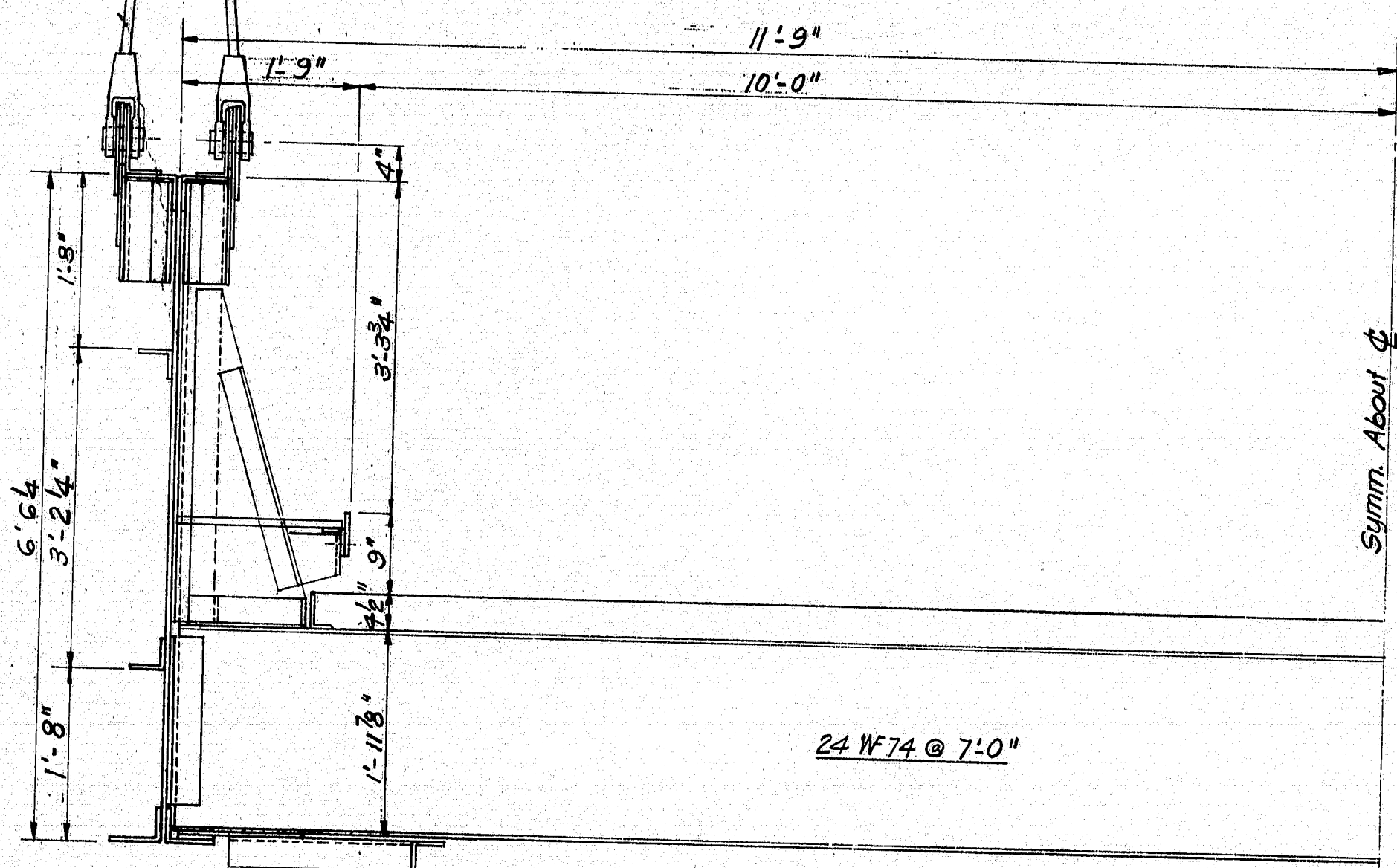
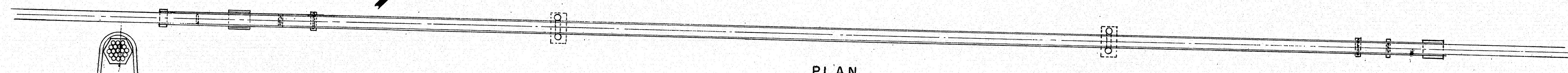
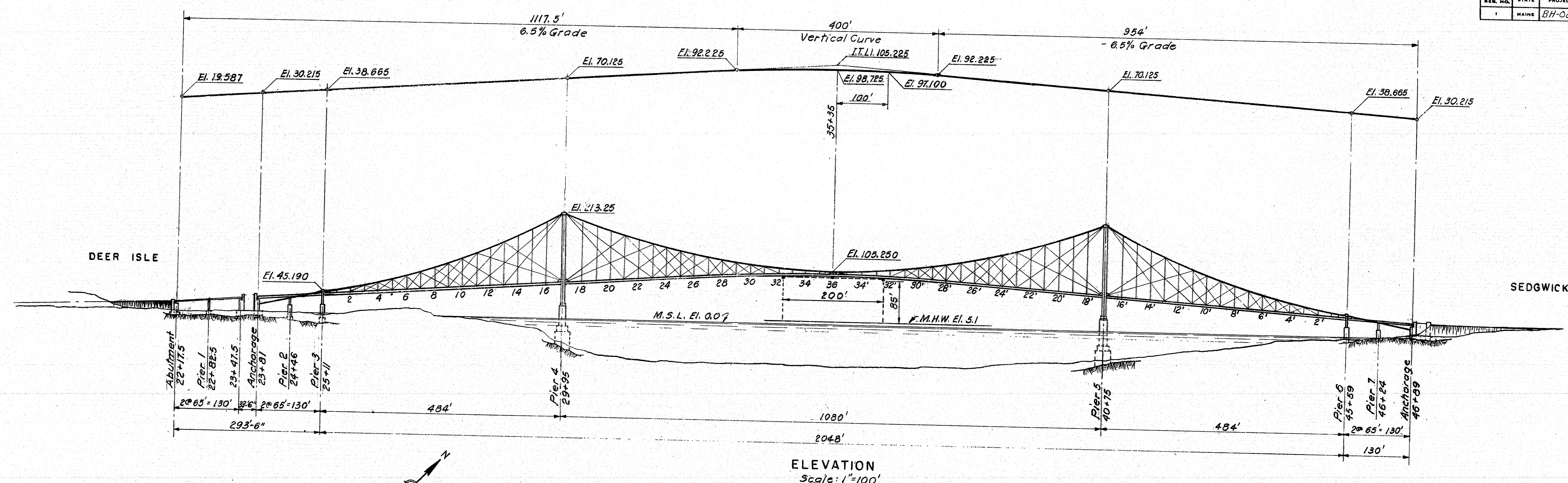
- ALL DIMENSIONS OF THE EXISTING STRUCTURE AFFECTING FABRICATION AND CONSTRUCTION ARE TO BE VERIFIED BY THE CONTRACTOR IN THE FIELD.
- EXISTING PARTS OF THE STRUCTURE WHICH ARE TO BE REPAIRED ARE TO BE CLEANED TO BARE METAL PRIOR TO INSTALLATION OF NEW MATERIAL.
- WHEN USING BOTH HIGH STRENGTH (H.S.) 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.
- H.S. BOLTS INSTALLED IN EXISTING RIVET HOLES SHALL HAVE THE SAME DIAMETER AS THE RIVET.
- RIVETS SHALL BE REMOVED 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.
- SOME TEMPORARY RELOCATION OF THE NAVIGATION LIGHT MAY BE REQUIRED WHEN NEW SUSPENDERS ARE INSTALLED. THE CONTRACTOR SHALL INCLUDE THIS WORK IN THE LUMP SUM PRICE FOR THIS CONTRACT WORK.
- All dimensions indicated for concrete repairs are approximate. Actual dimensions of repair shall be determined in the field by the Engineer.
- Field painting of new structural steel shall be as called for in the Special Provisions and as indicated in the plans. Payment shall be considered as being incidental to Item 506.1422, Field Painting Existing Structural Steel.

Design CCU, CLK, R.A.
Drawn L.P.
Engineer in Charge

102-149

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
DEER ISLE - SEDGWICK BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK	
REHABILITATION OF BRIDGE	
GENERAL NOTES	
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: NONE DATE: Jan. 29, 1982 SHEET: 3

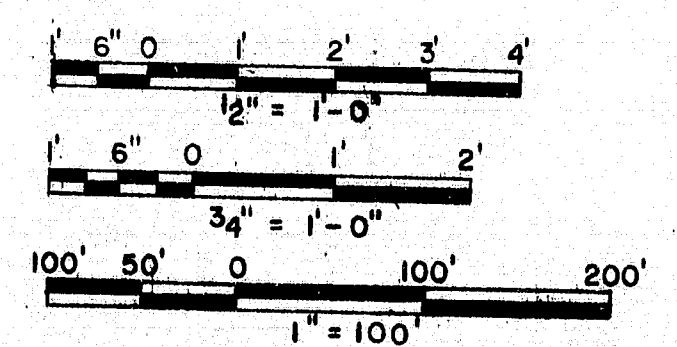
F.R.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-0250 (11)	39	58



NOTE:
1. For General Notes see Sheet No. 3.
2. Entire Bridge to be painted under Pay Items 506.142 and 506.17. See Sh. no. 18.

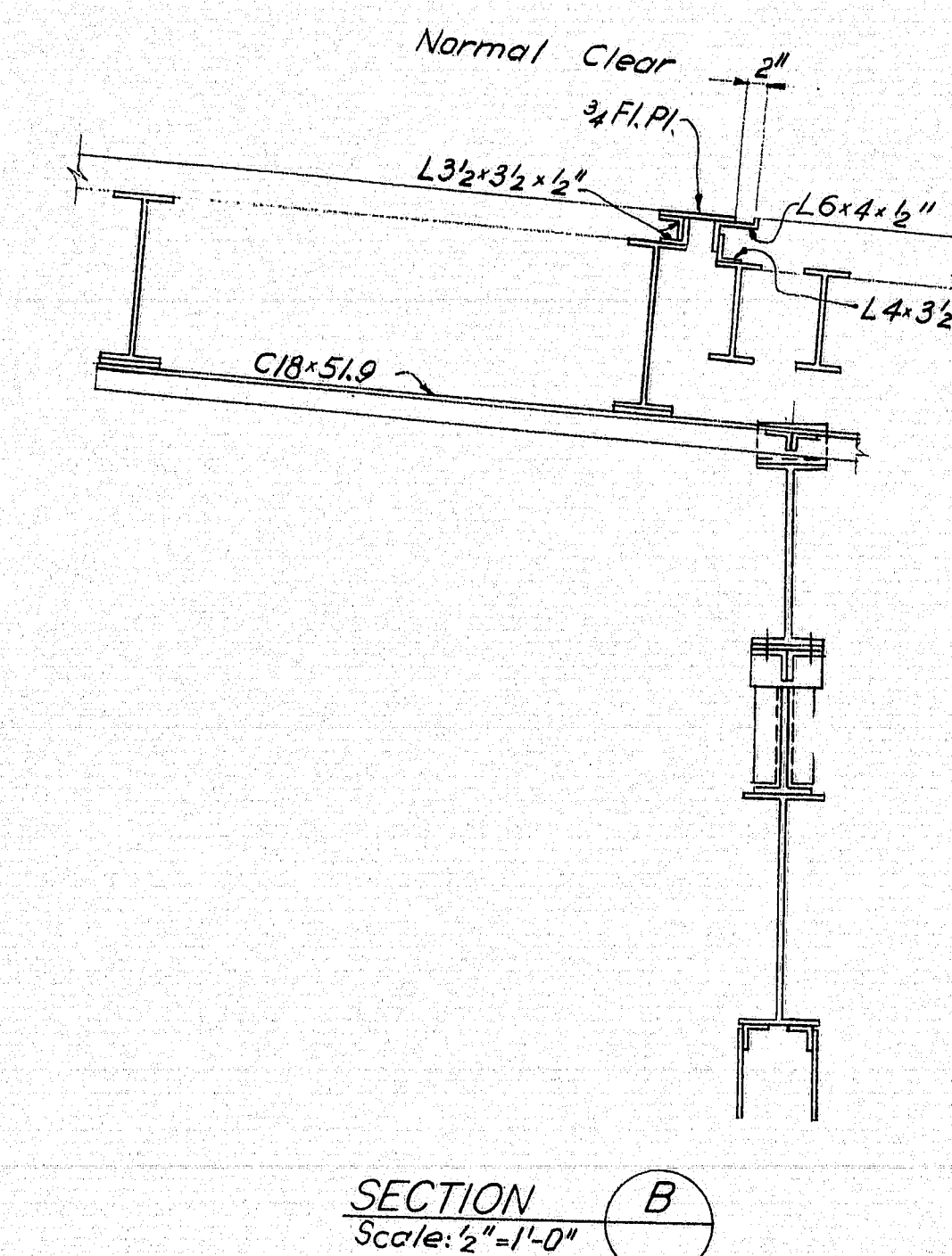
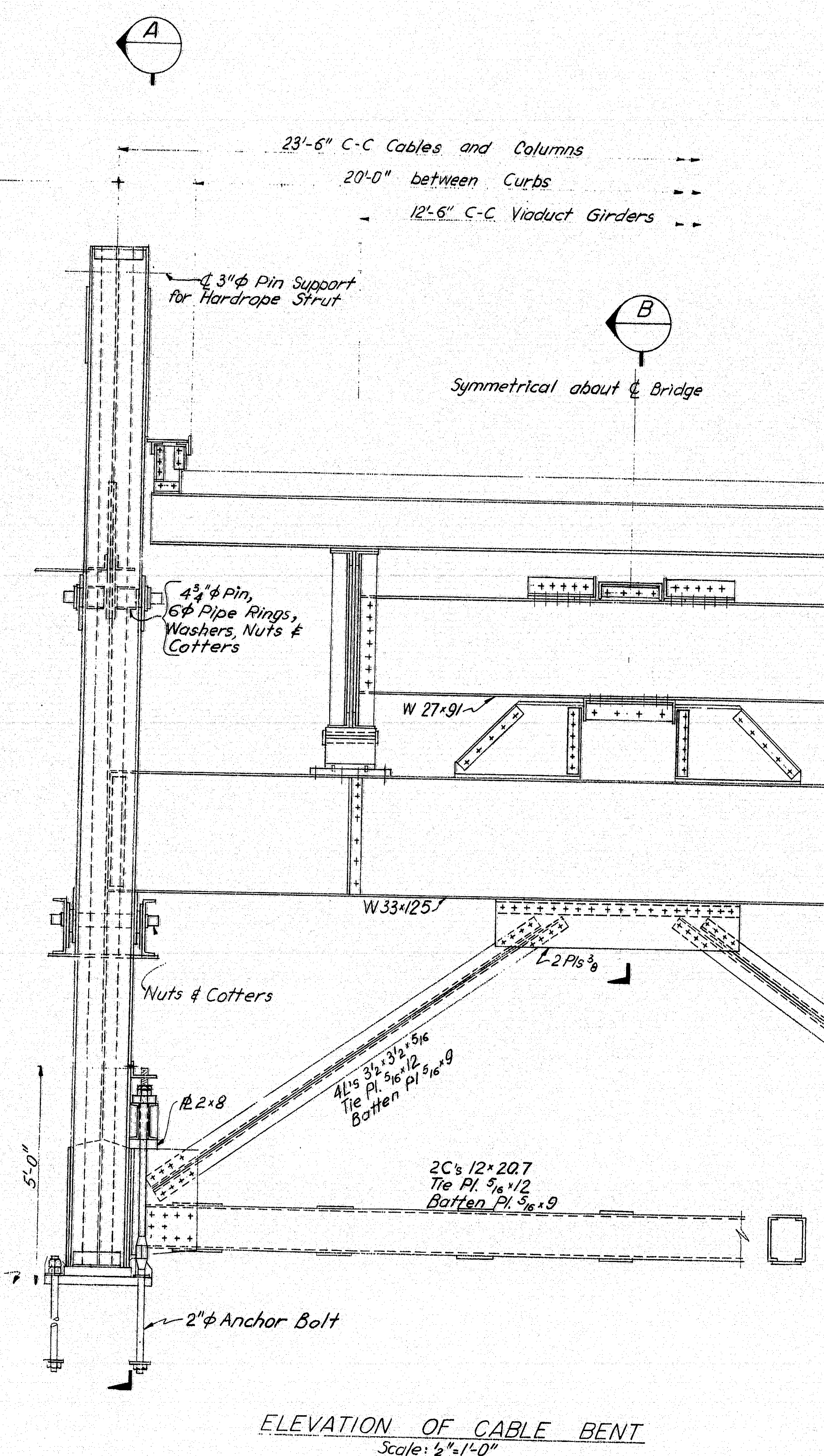
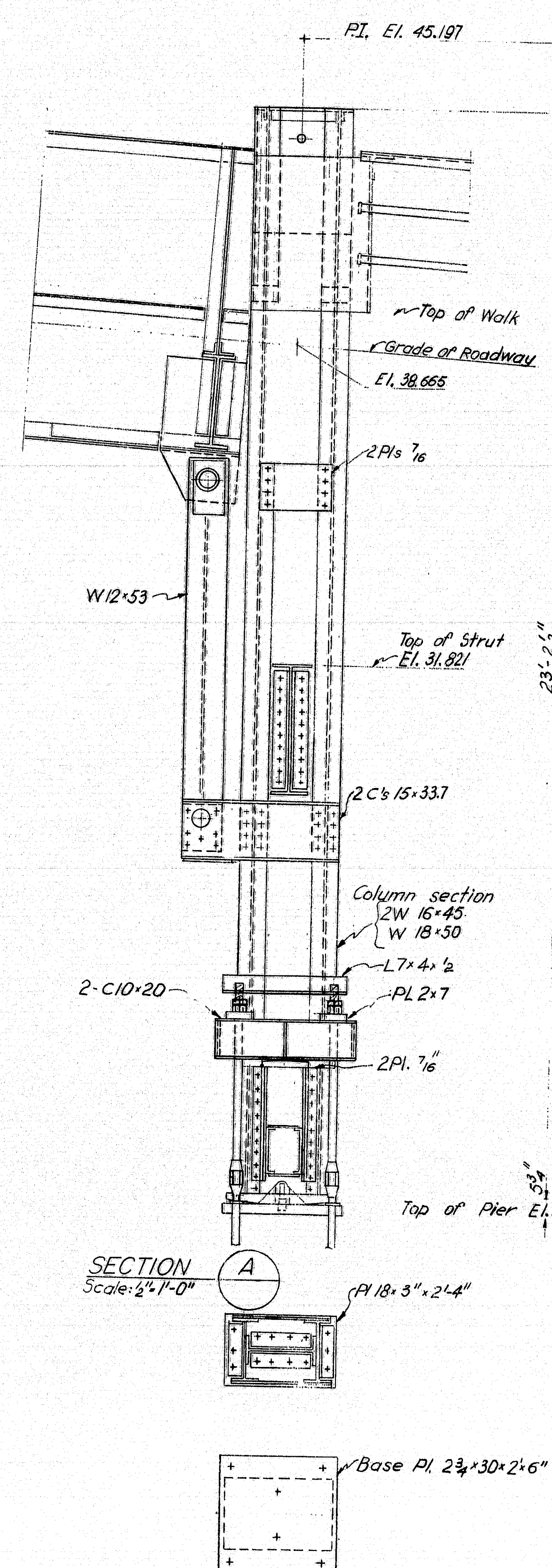
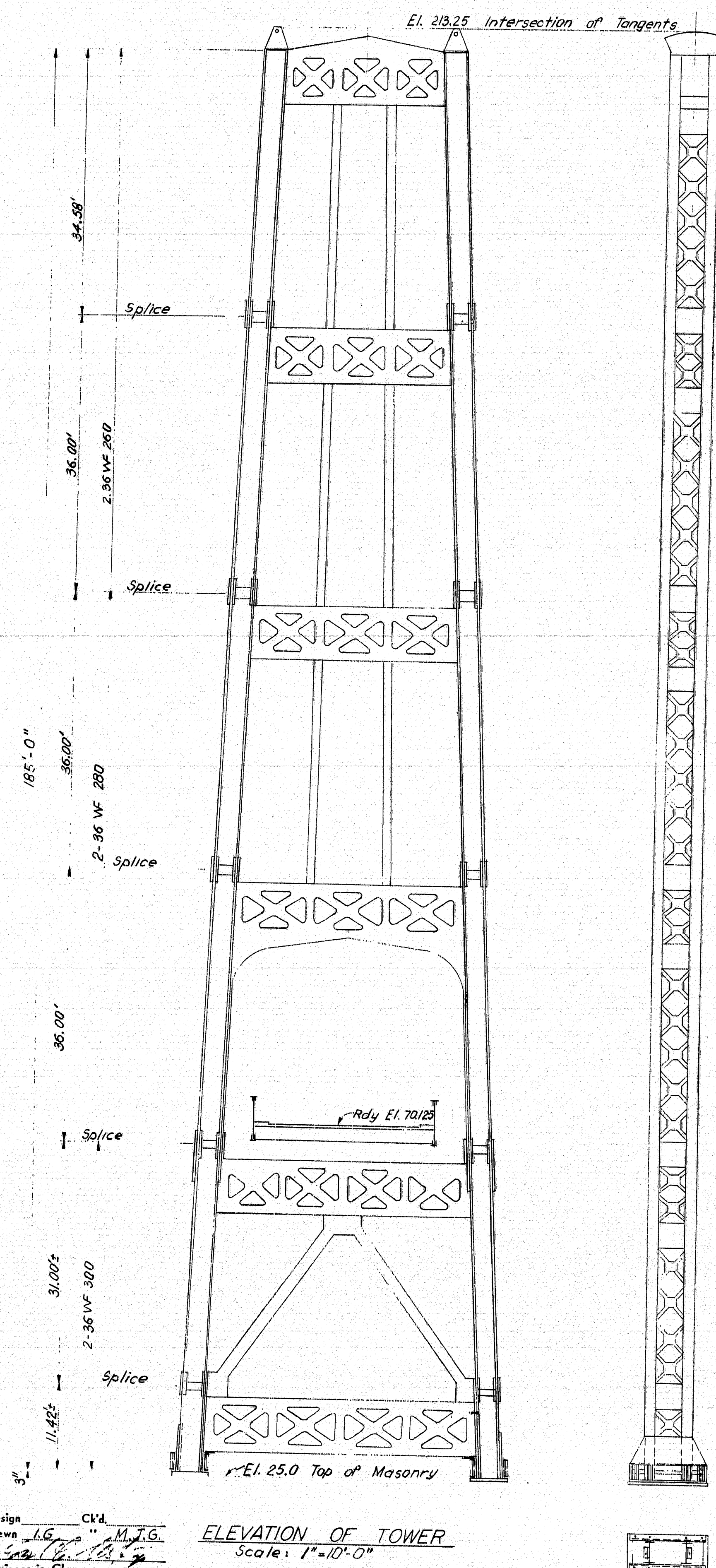
Design: C.V.D.
Drawn: L.D. M.J.G.
Engineer in Charge: [Signature]

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
DEER ISLE-SEDGWICK BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK	
REHABILITATION OF BRIDGE	
GENERAL PLAN AND ELEVATION	
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: As shown DATE: Jan. 29, 1942 SHEET: 4



182-150

F.H.W.A. REQ. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-0250 (11)	40	51



NOTE:

1. For General Notes see Sheet No. 3
2. For Notes on painting see Sheet No. 18.
Pay Items 506.142 and 506.17.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DEER ISLE - SEDGWICK BRIDGE
OVER
EGGEMOGGIN REACH
FROM LITTLE DEER ISLE TO SEDGWICK

REHABILITATION OF BRIDGE

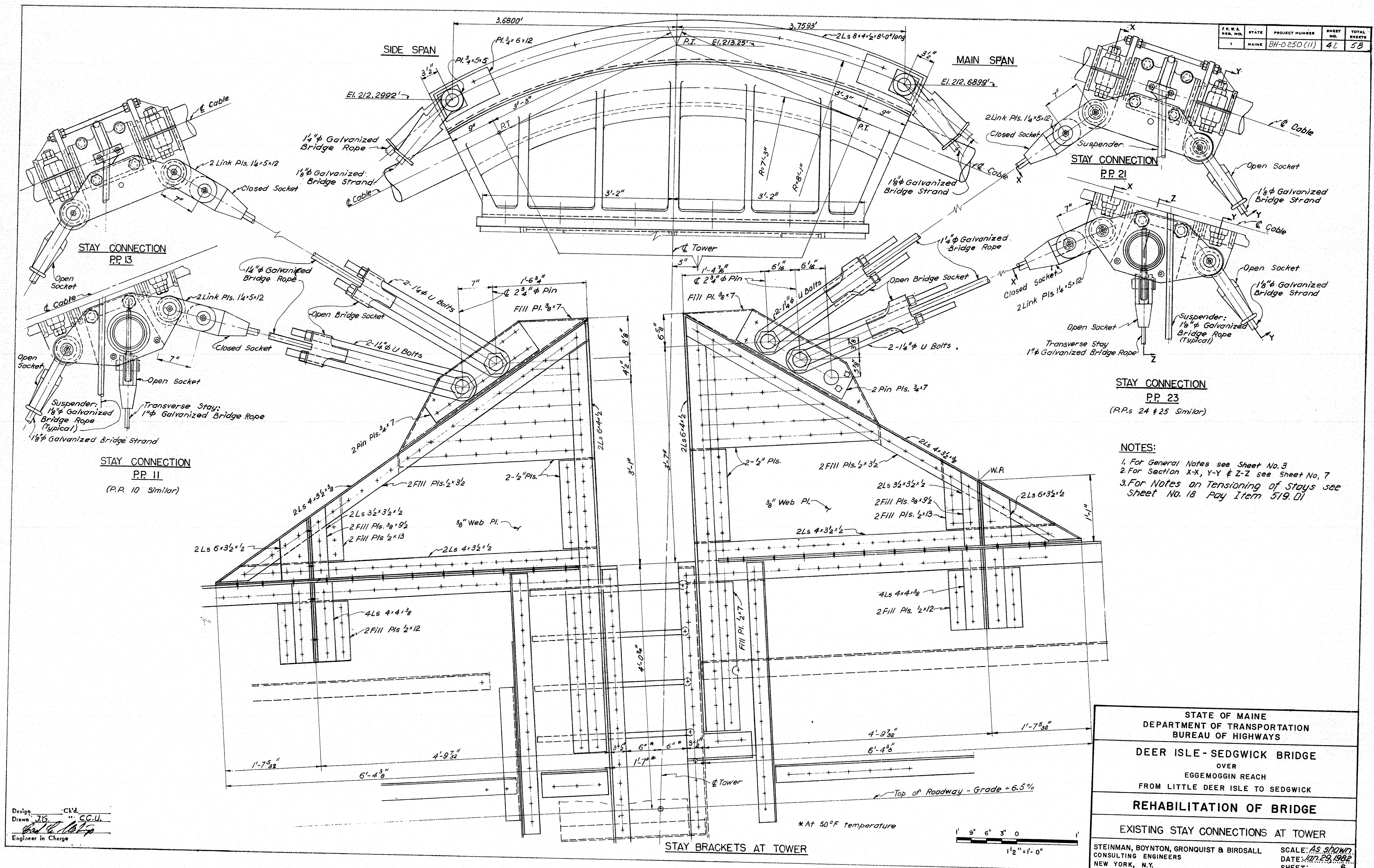
TOWER AND CABLE BENT

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

SCALE: *As shown*
DATE: *Jan. 29, 19*
SHEET: *5*

182-15

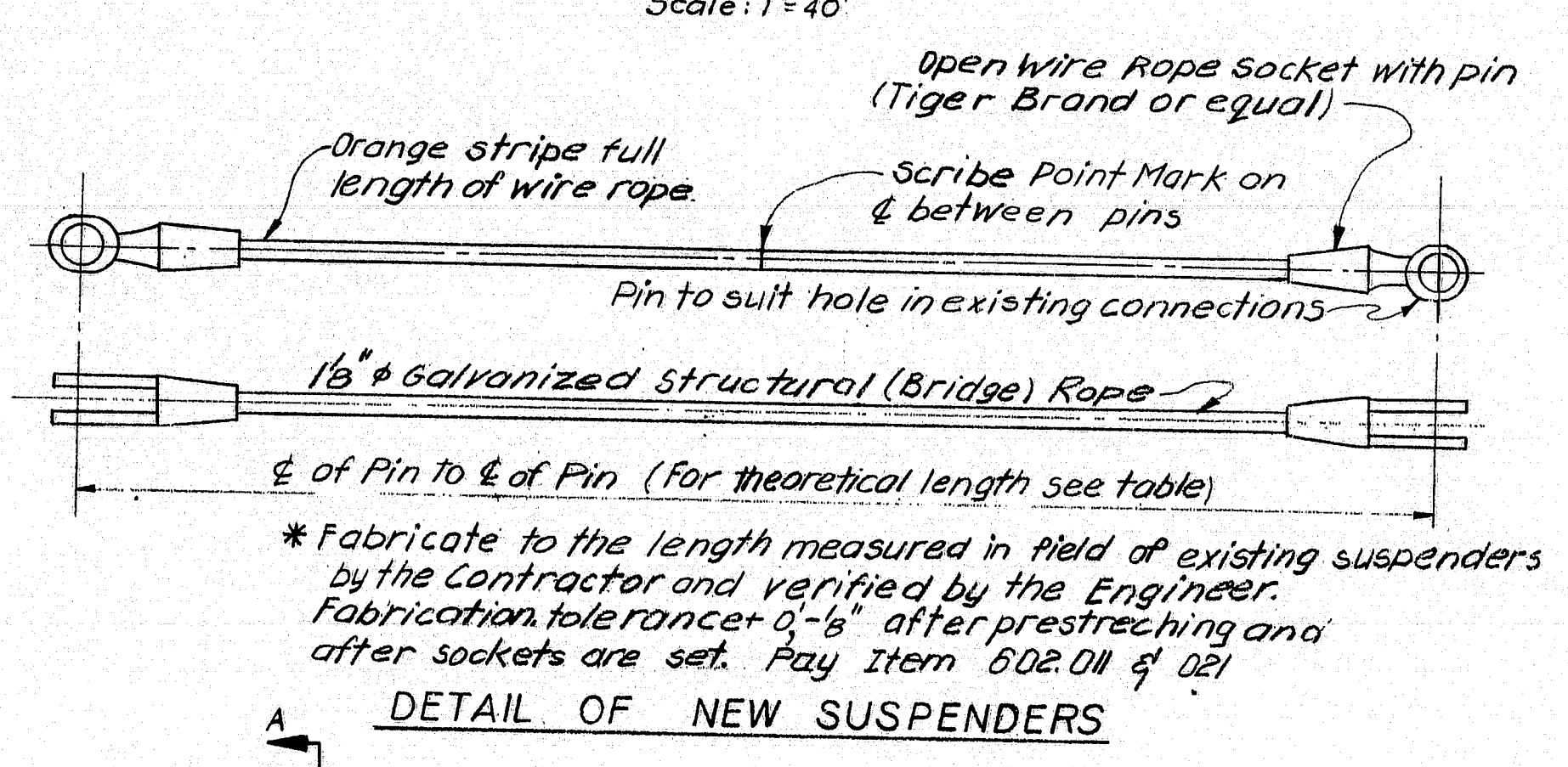
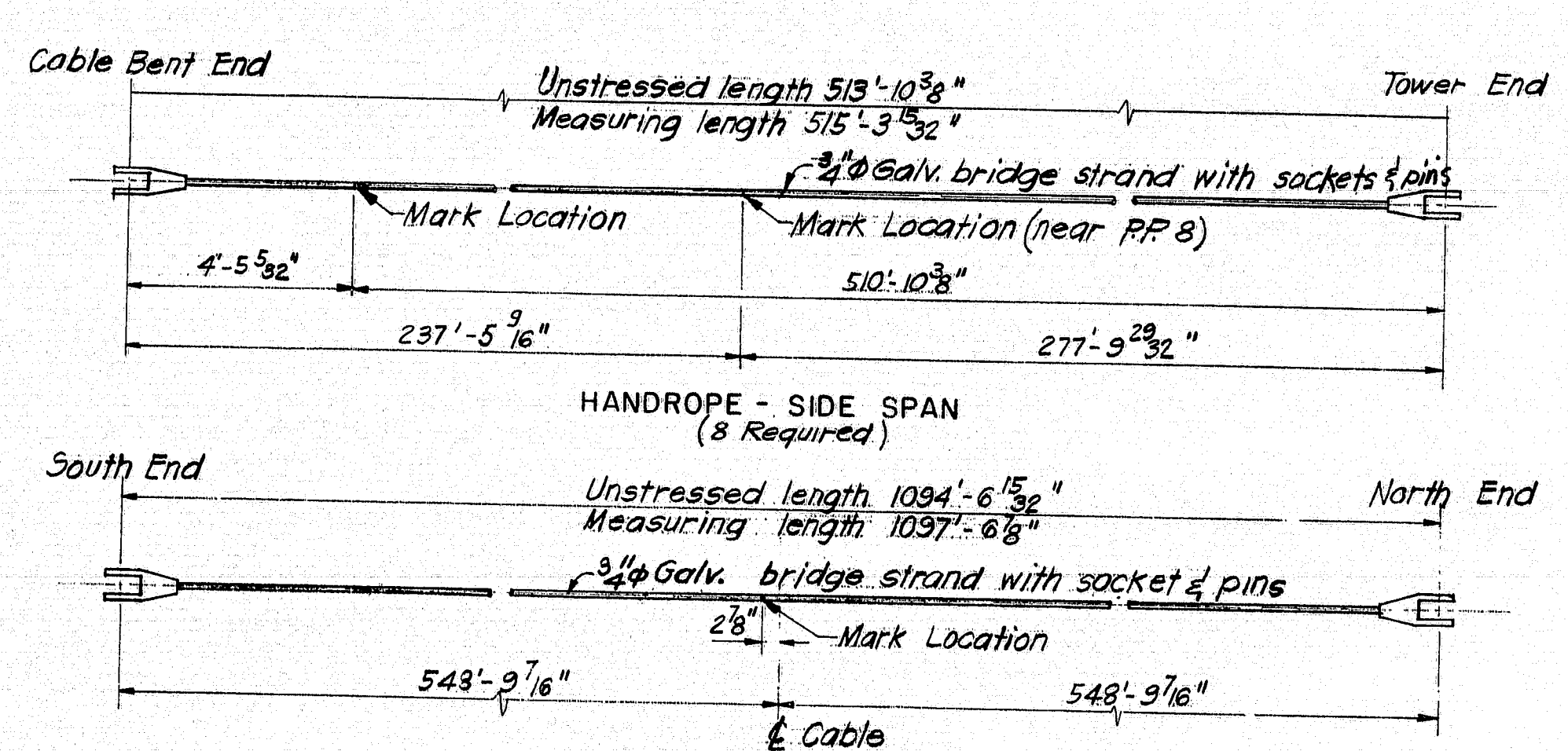
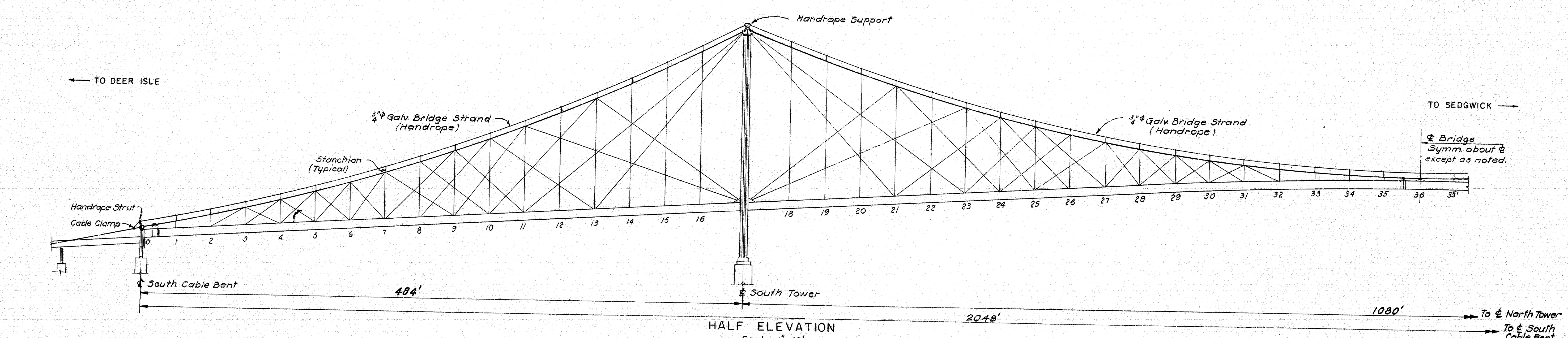
F.W.B. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-0250 (11)	46	53



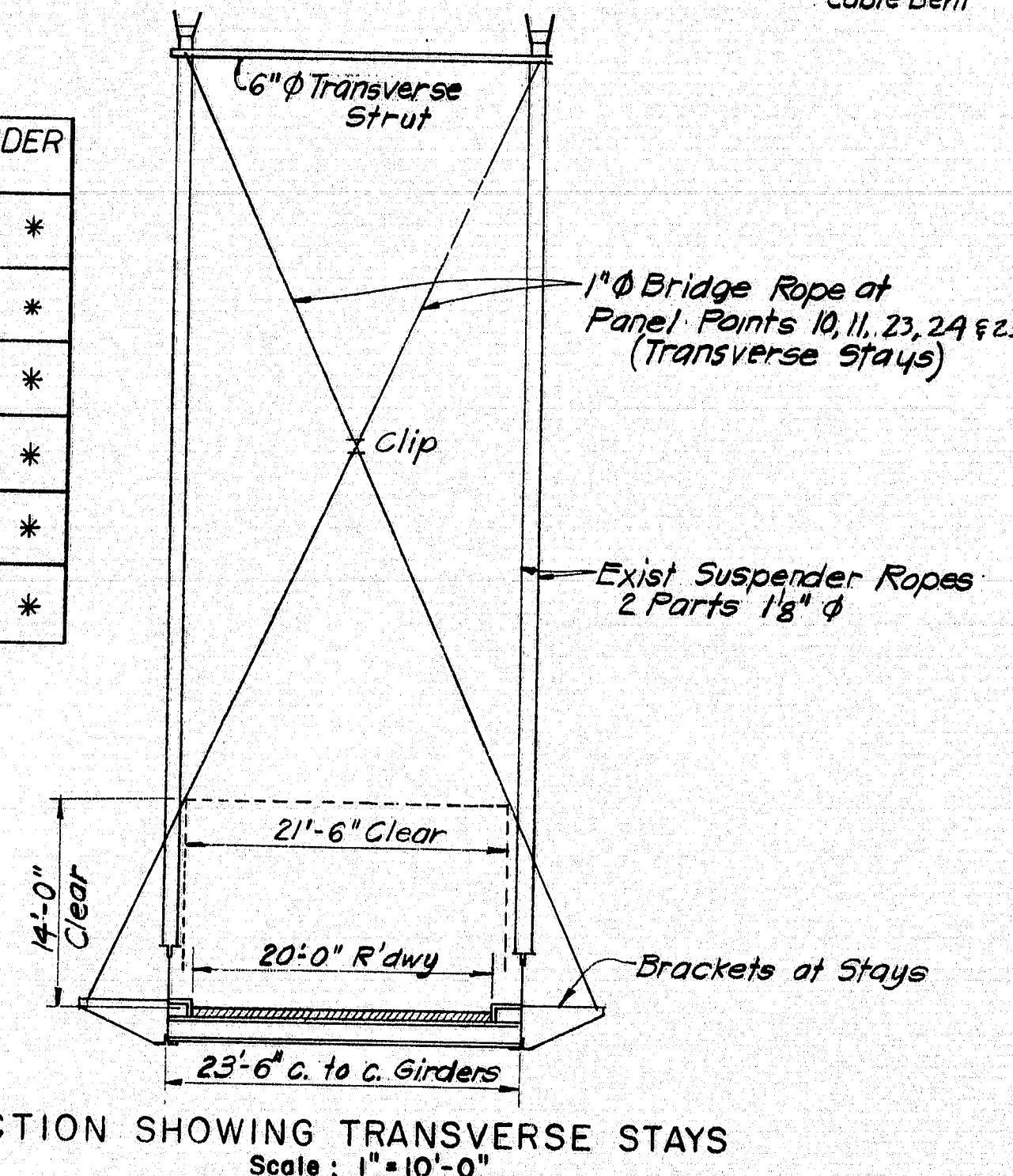
NOTES:
 1. For General Notes see Sheet No. 3
 2. For Section X-X, Y-Y & Z-Z see Sheet No. 7
 3. For Notes on Tensioning of Stays see Sheet No. 18 Pay Item 519.01

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
DEER ISLE - SEDGWICK BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK
REHABILITATION OF BRIDGE
EXISTING STAY CONNECTIONS AT TOWER
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: JUL 29, 1982 SHEET: 6

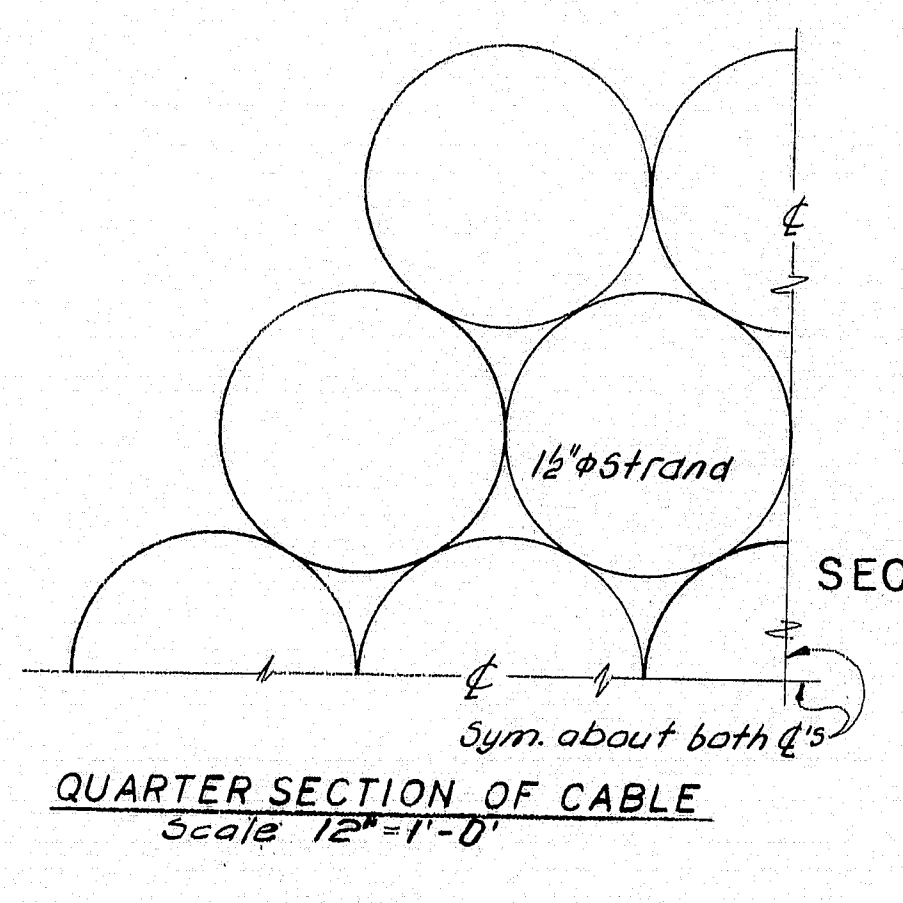
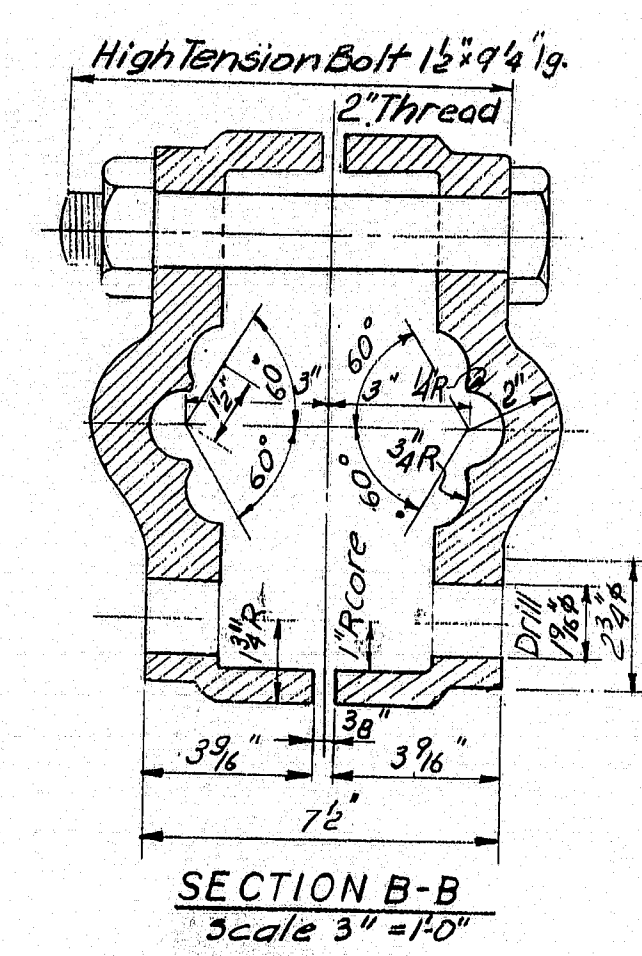
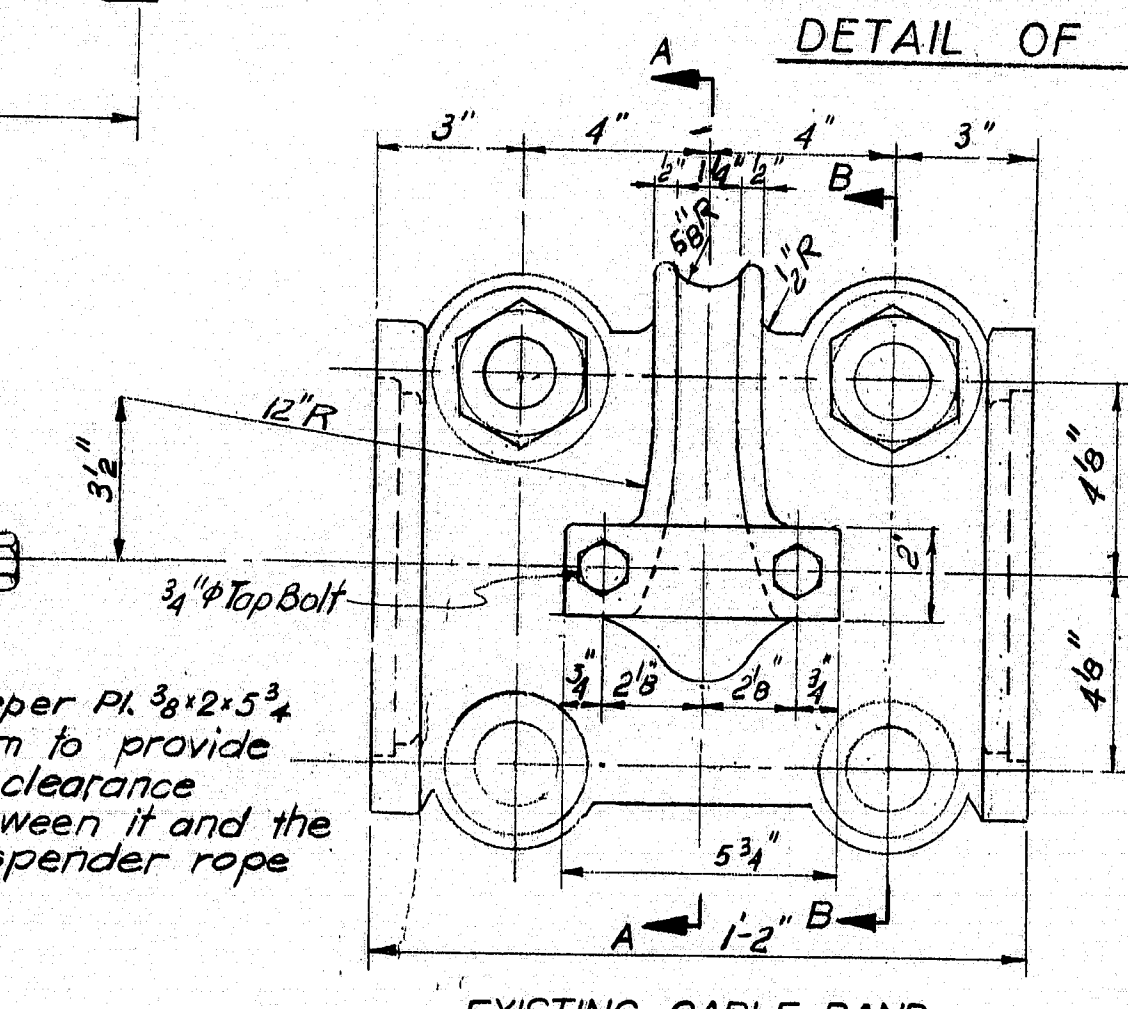
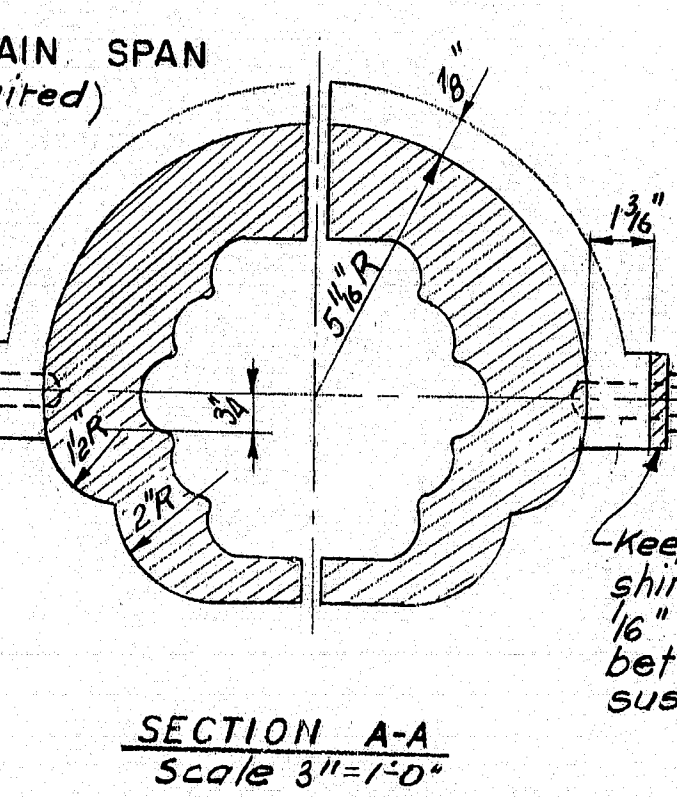
182-152



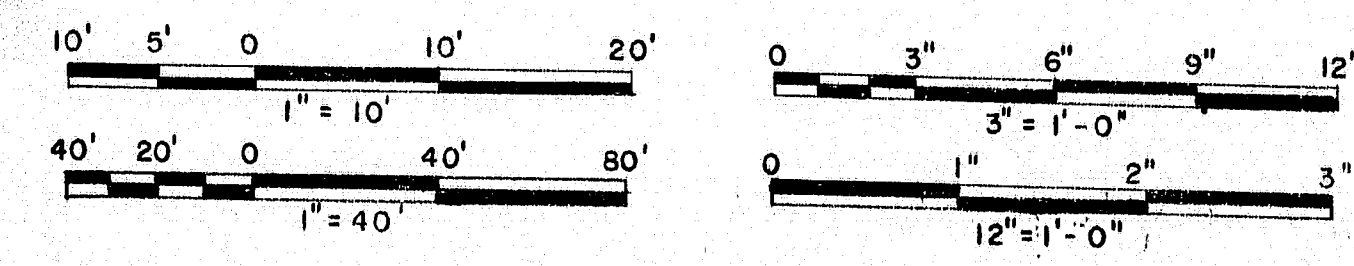
PANEL POINT	LENGTH OF SUSPENDER (THEORETICAL)	
32E	19'-2 3/8"	*
33E & W	13'-4 1/2"	*
34E	9'-2 1/2"	*
35W	6'-8 5/8"	*
36E	5'-10 5/8"	*
35W	6'-8 1/2"	*



HANDROPE NOTES:
Measuring Tension in Shop = 21,365 lbs.
Mark on Handrope to be placed on measured length.
Mark with light scribe on zinc coating and cover with tape. Paint 1" stripe each side of scribe mark.
All dimensions shown should be measured with calibrated tape.
1'-1 1/8" dimension for fittings at cable clamp to be checked from actual parts before cutting strands.
Handropes shall be paid under Item 602.04 of 05



NOTE:
1. For General Notes see sheet No. 3
2. For Notes on Erection of Handropes see sheet No. 18



Design E. B. CH. S. G.
Drawn L. L. M. J. G.
Engineer in Charge

AS BUILT R'S 1/16

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

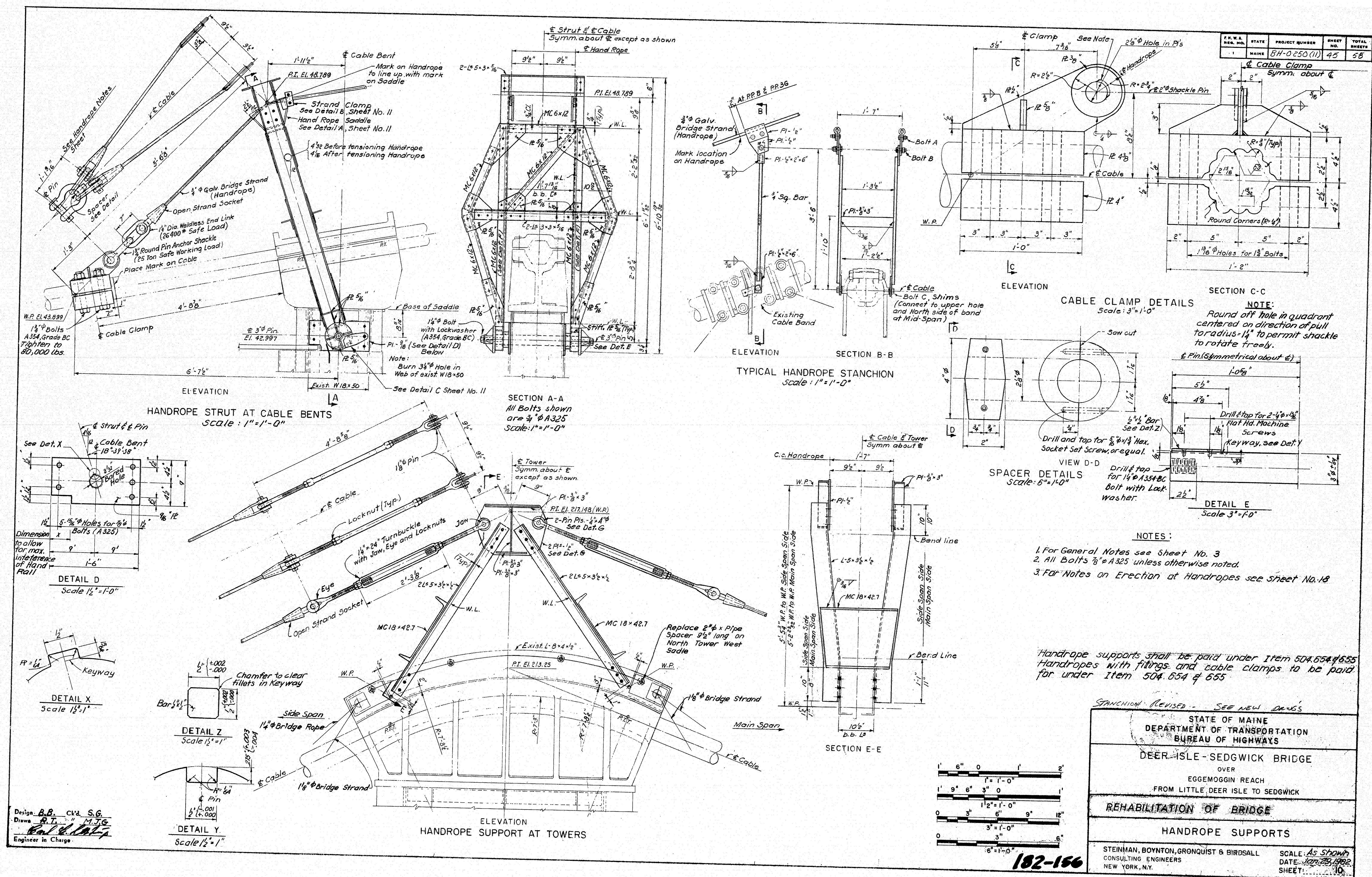
DEER ISLE - SEDGWICK BRIDGE
OVER
EGGEMOGGIN REACH
FROM LITTLE DEER ISLE TO SEDGWICK

REHABILITATION OF BRIDGE

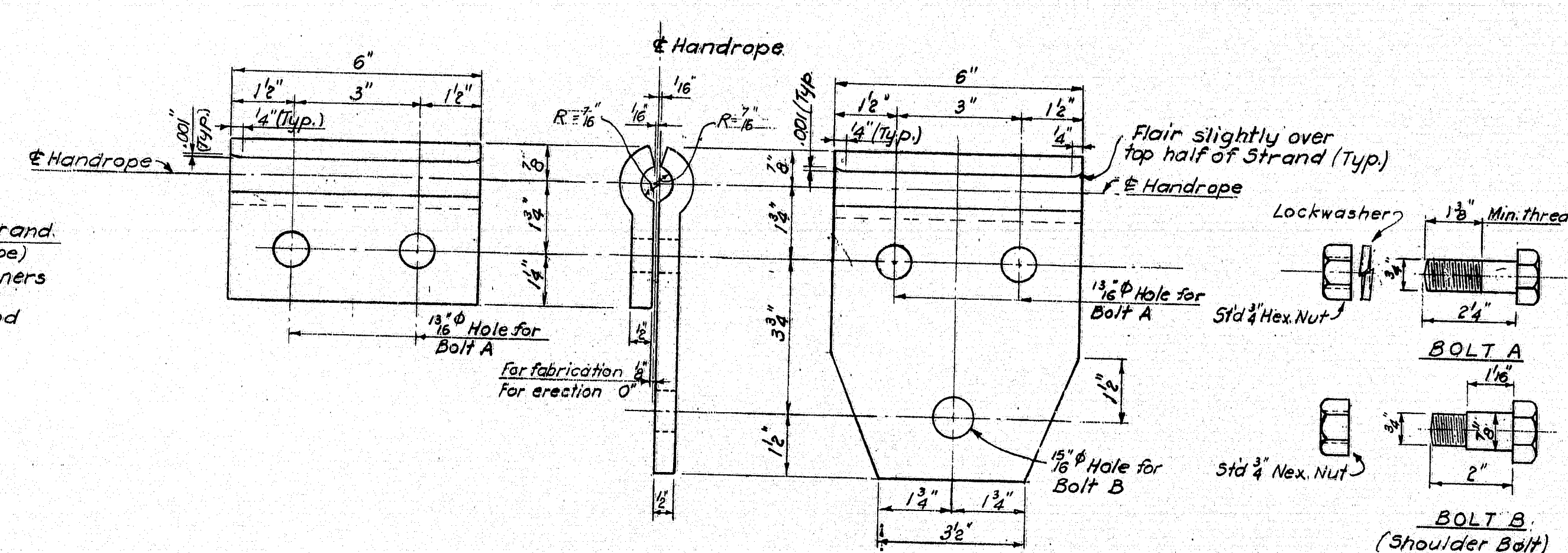
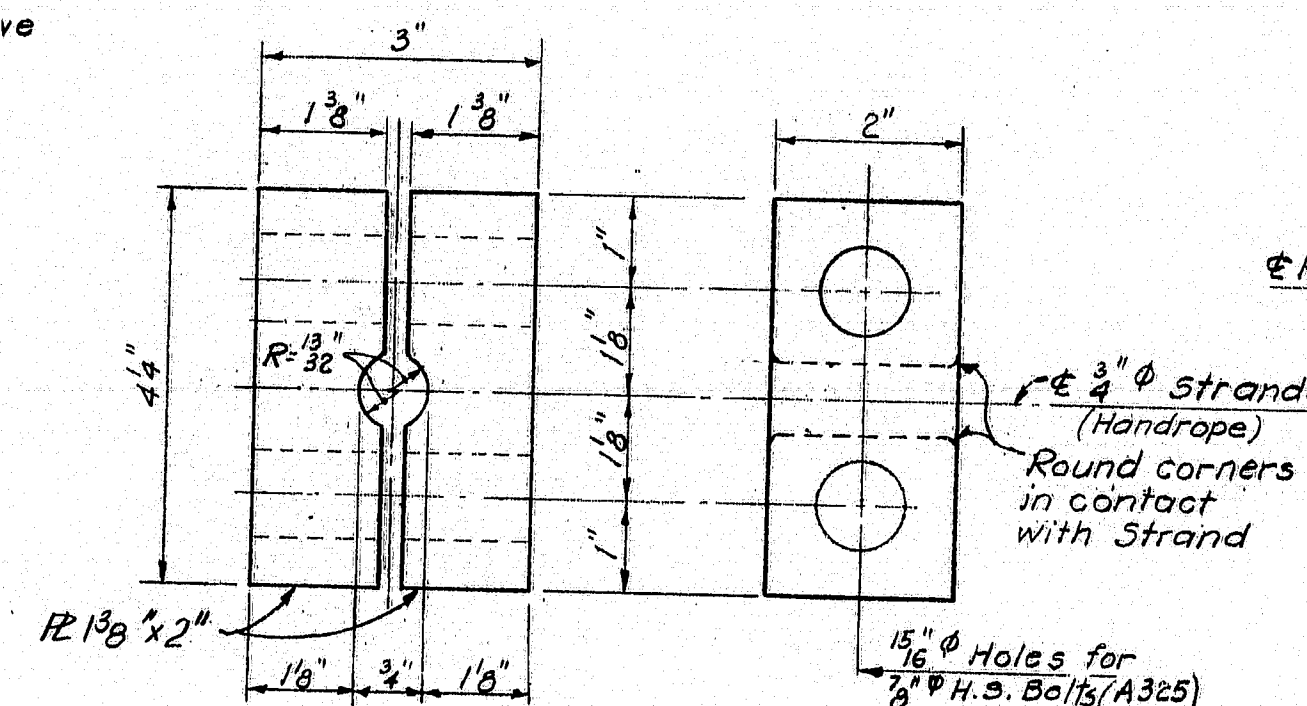
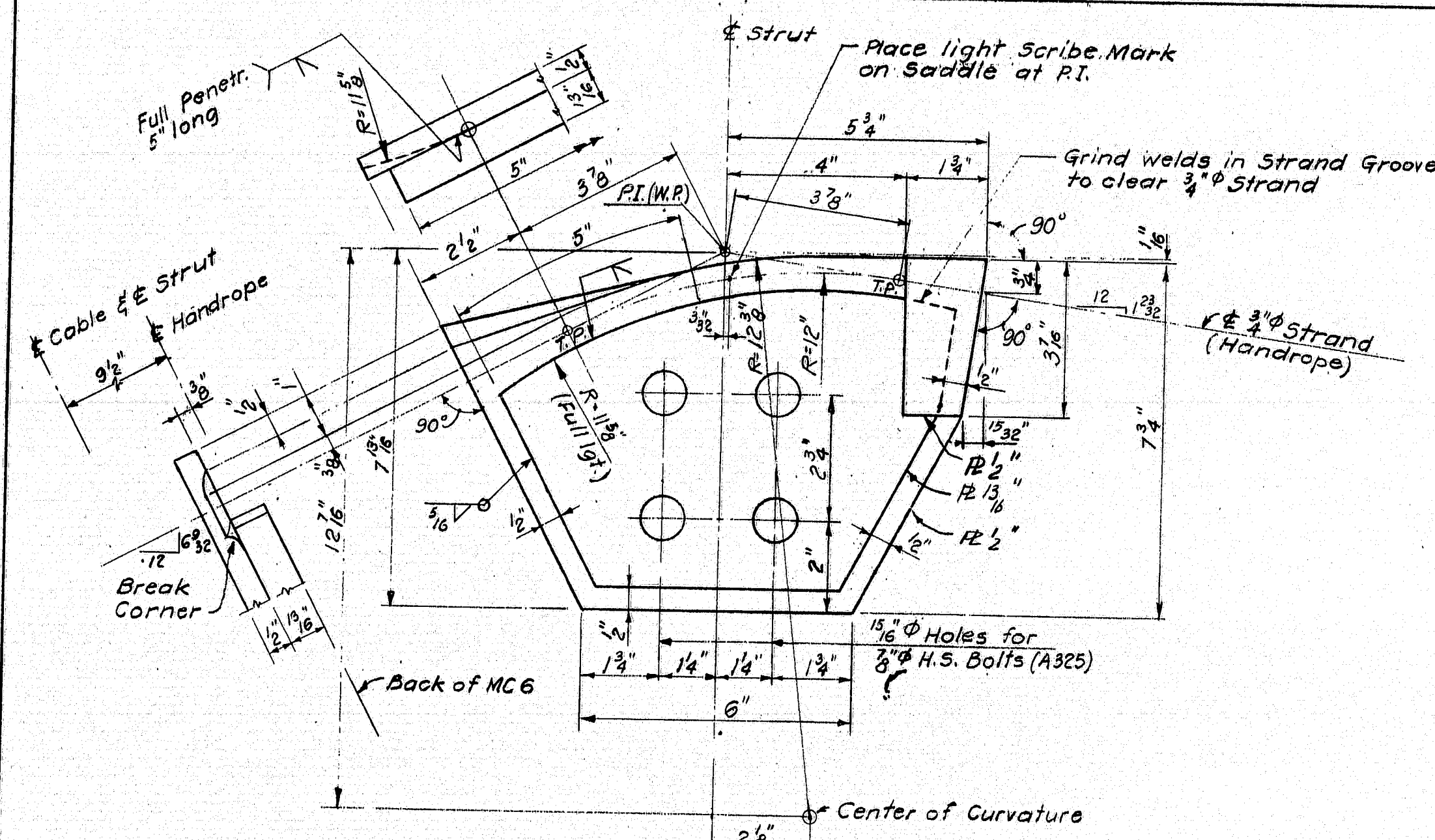
HANDROPES, SUSPENDERS & CABLE DETAILS

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

SCALE: As shown
DATE: June 23, 1952
SHEET: 9

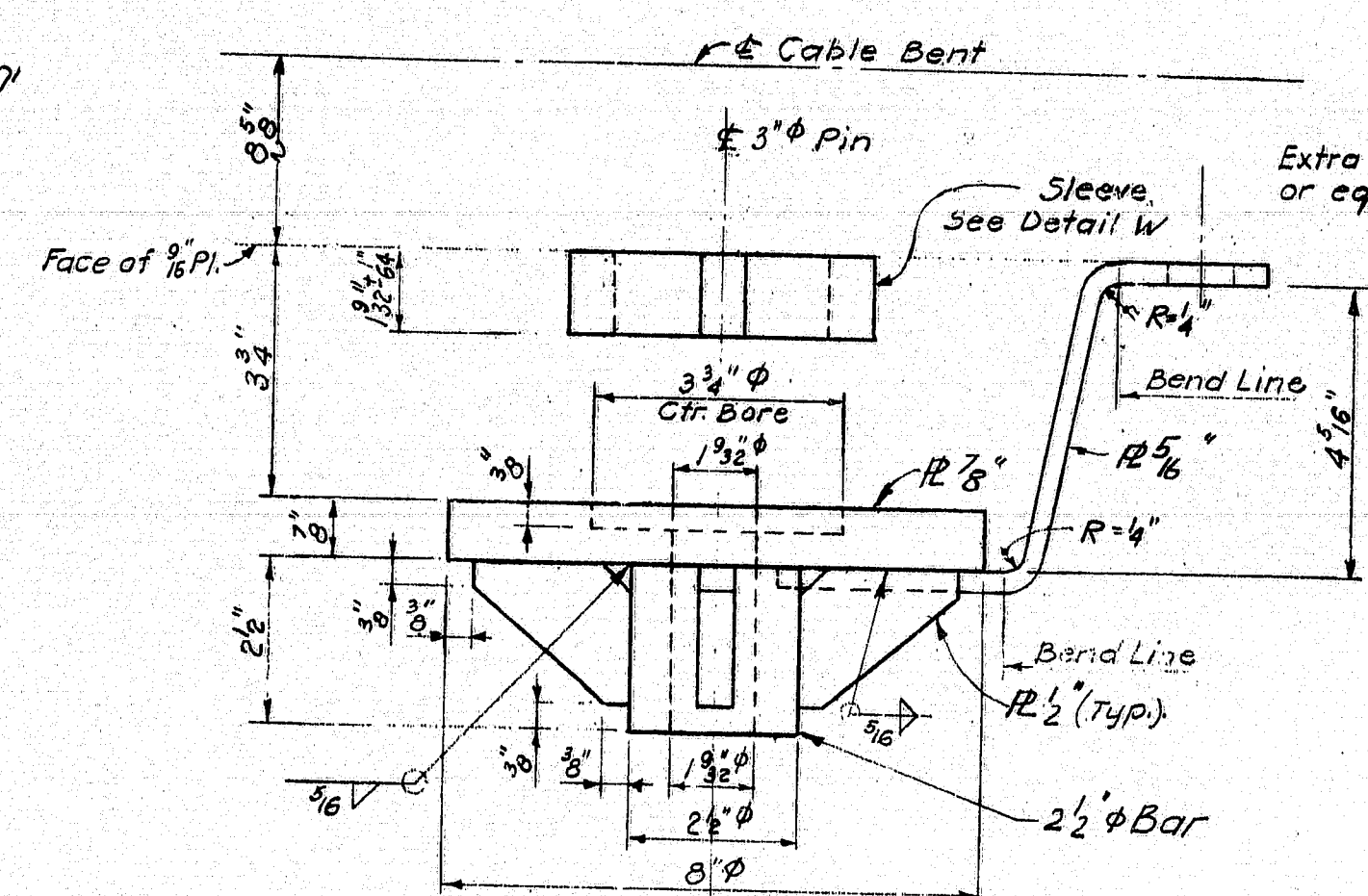


F.H.W.A. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-0250 (11)	46	58

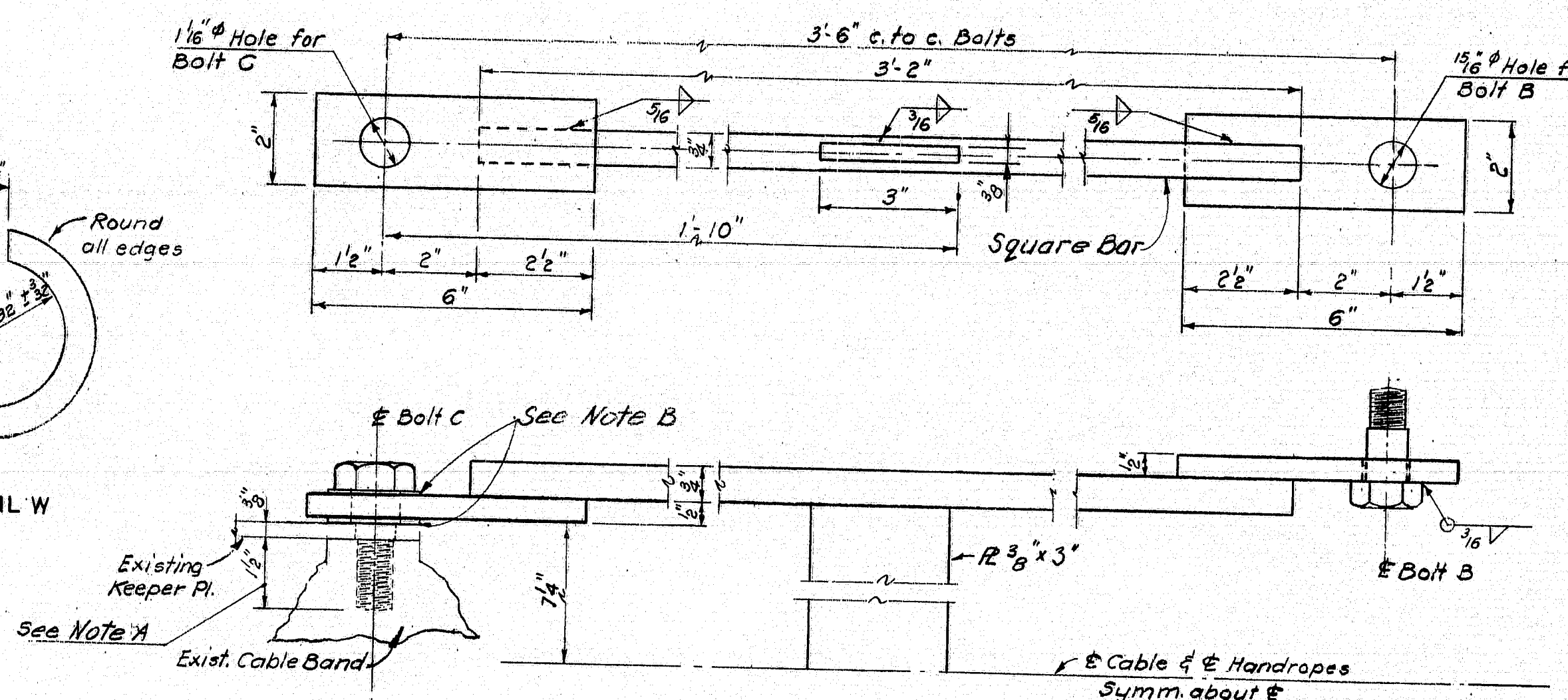


DETAIL A
Scale: 1/4" = 1'-0"

DETAIL B
Scale: 5/8" = 1'-0"

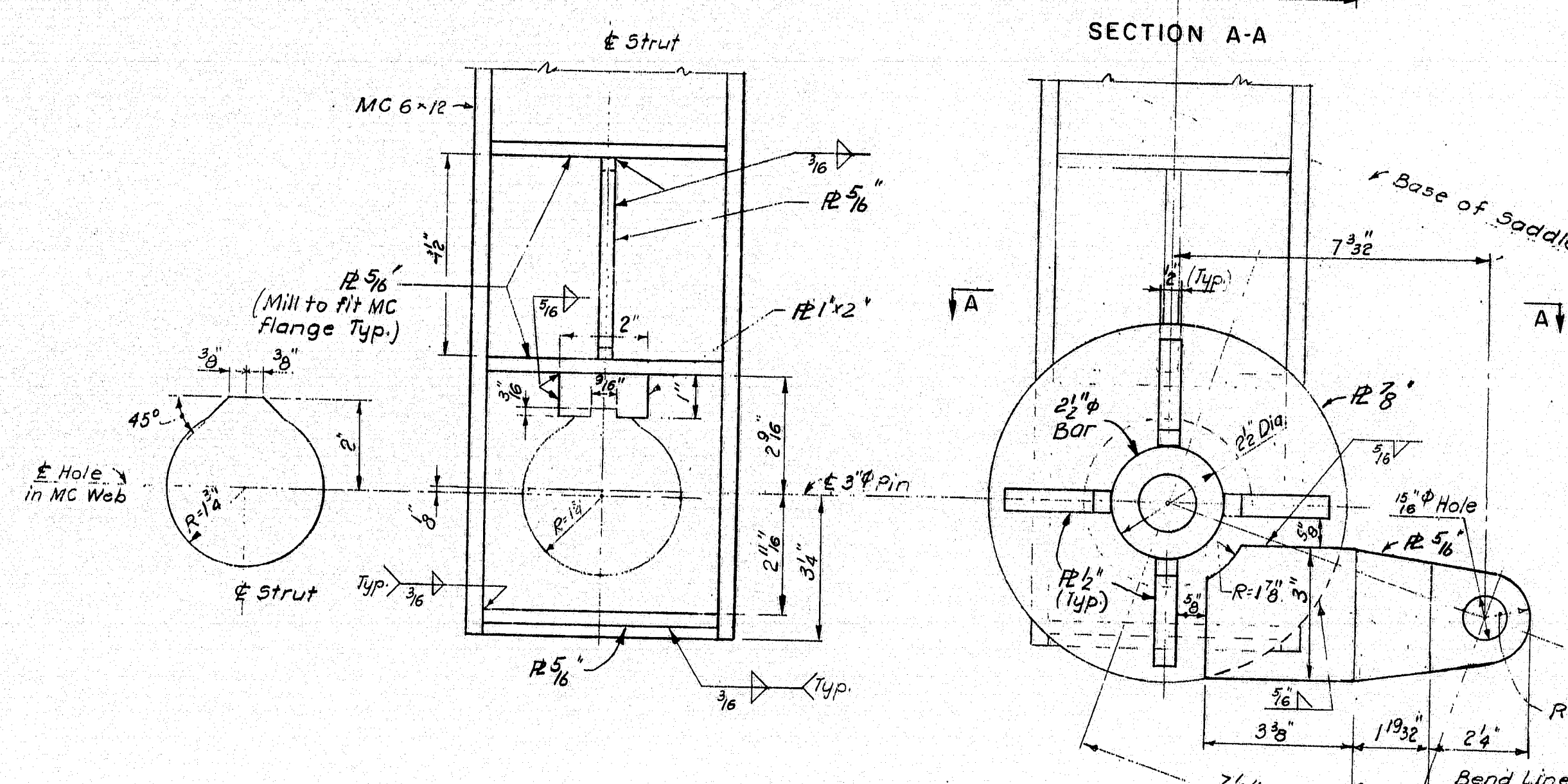


DETAIL W

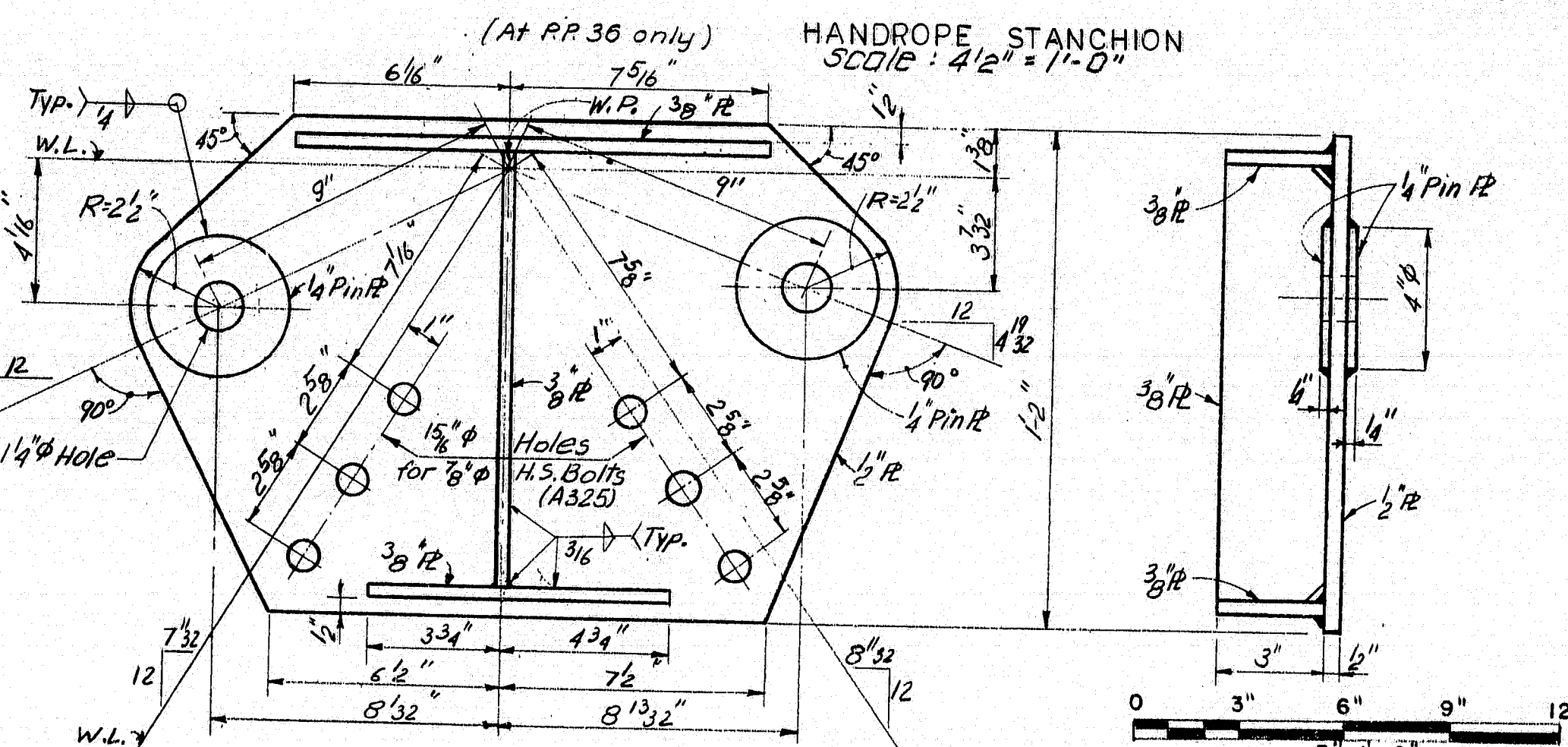


Note A: Tapped hole in Cable Band is presumed to be 1/2" deep, with std 3/8" thread. This should be checked before manufacture of Bolt C. The thickness of keeper plate 3/8" x 2" x 5/16" should also be checked. The intent is that the threads on Bolt C match the threads in the casting, and that the end of Bolt C be 1/2" free of the end of the tapped hole when Bolt C is in place clamping the keeper plate against the cable band.

Note B: Fill these spaces with shims to maintain the dimension of 1-2 1/2" between prongs of the stanchion. One of each should be used at each bolt. Bolts and Nuts: ASTM-A307



DETAIL C
STRUT AT CABLE BENT

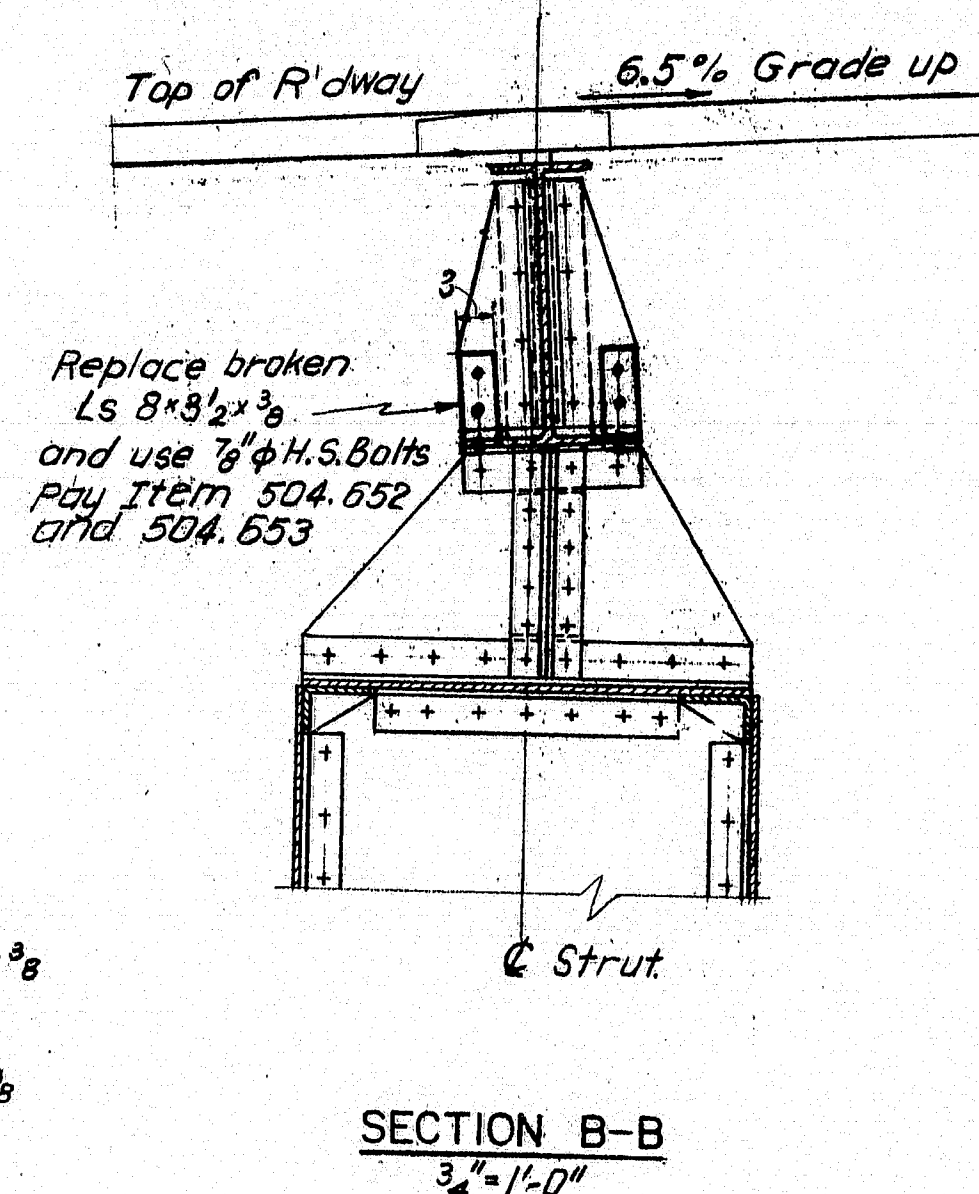
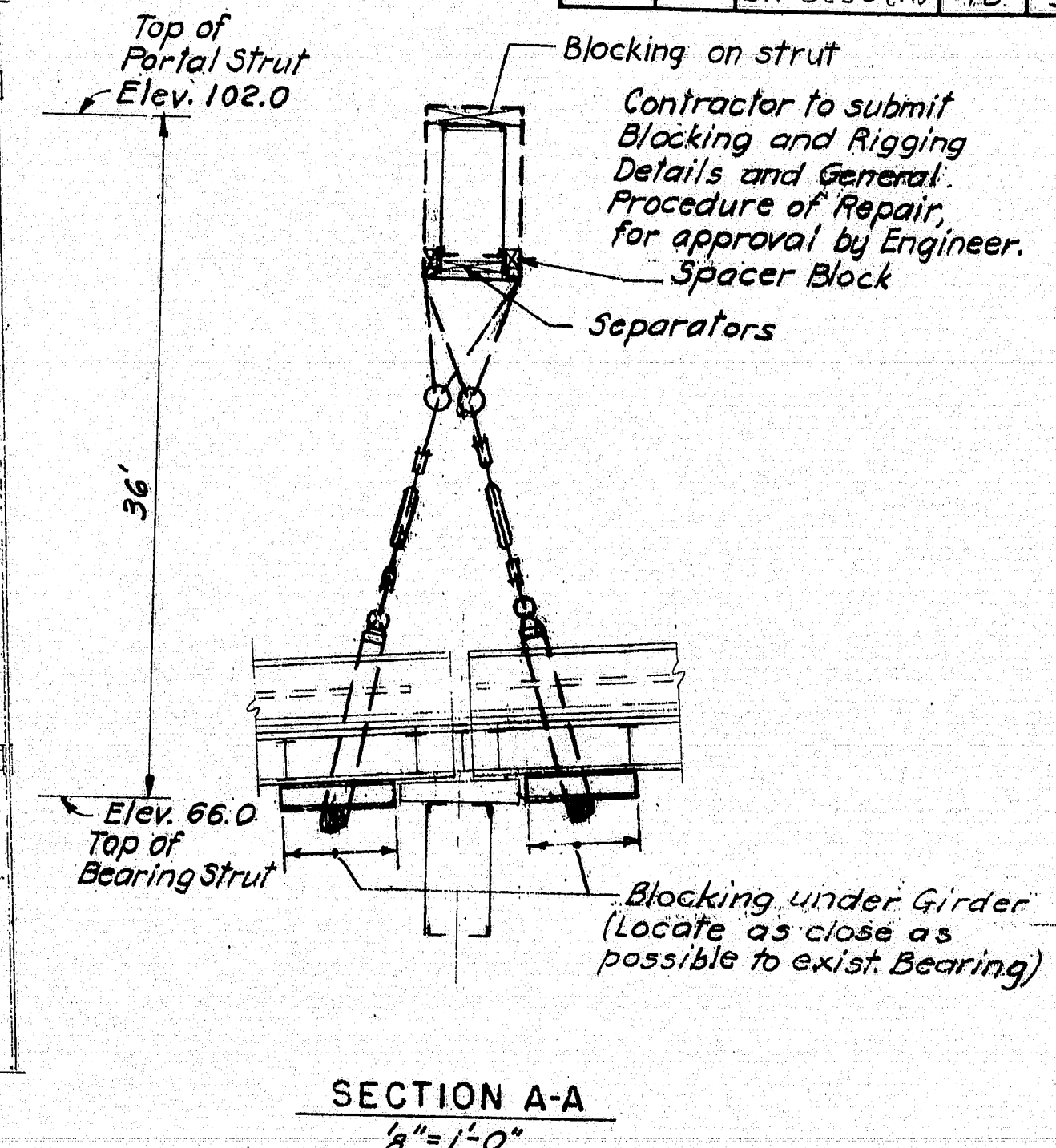
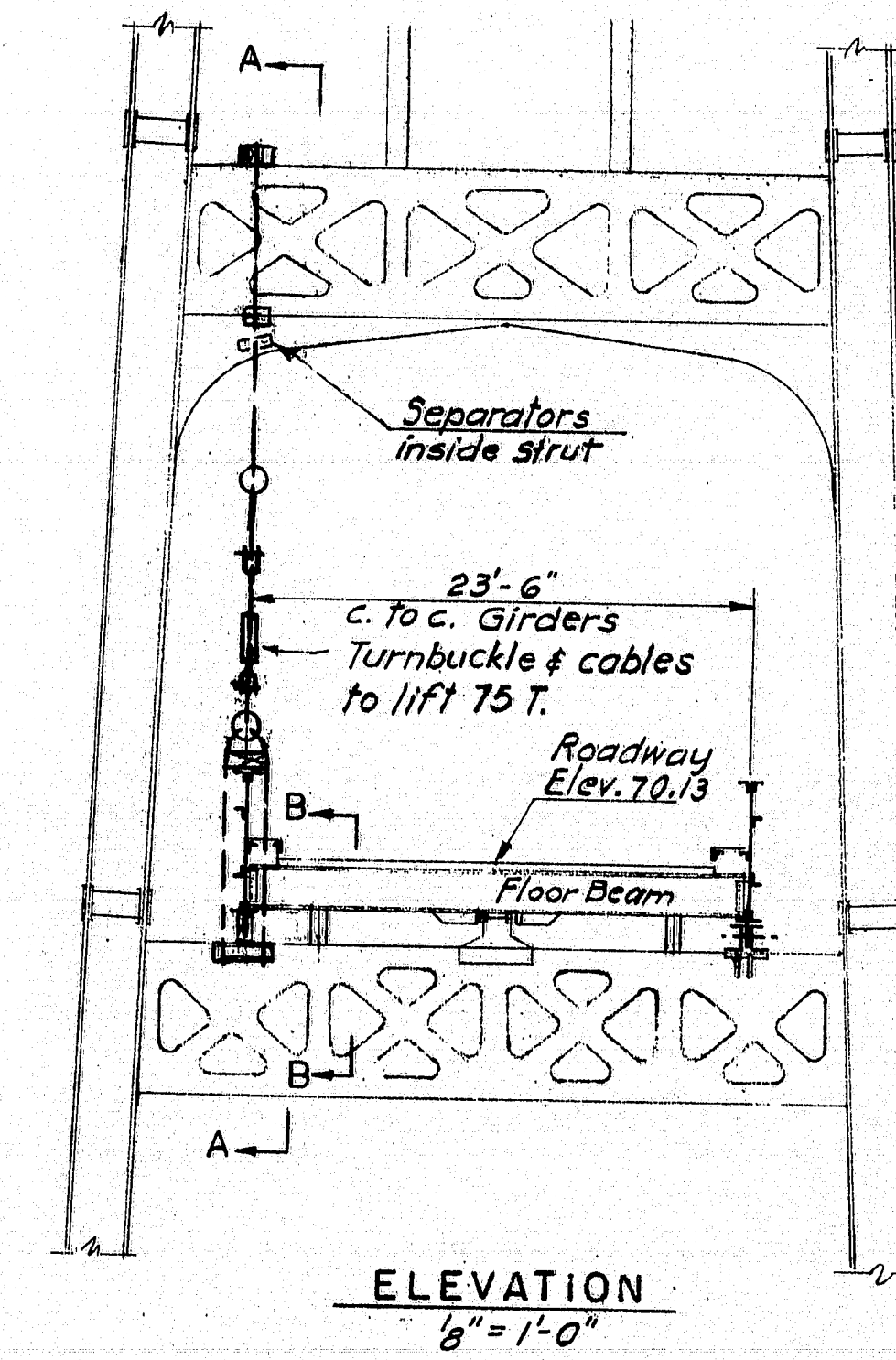
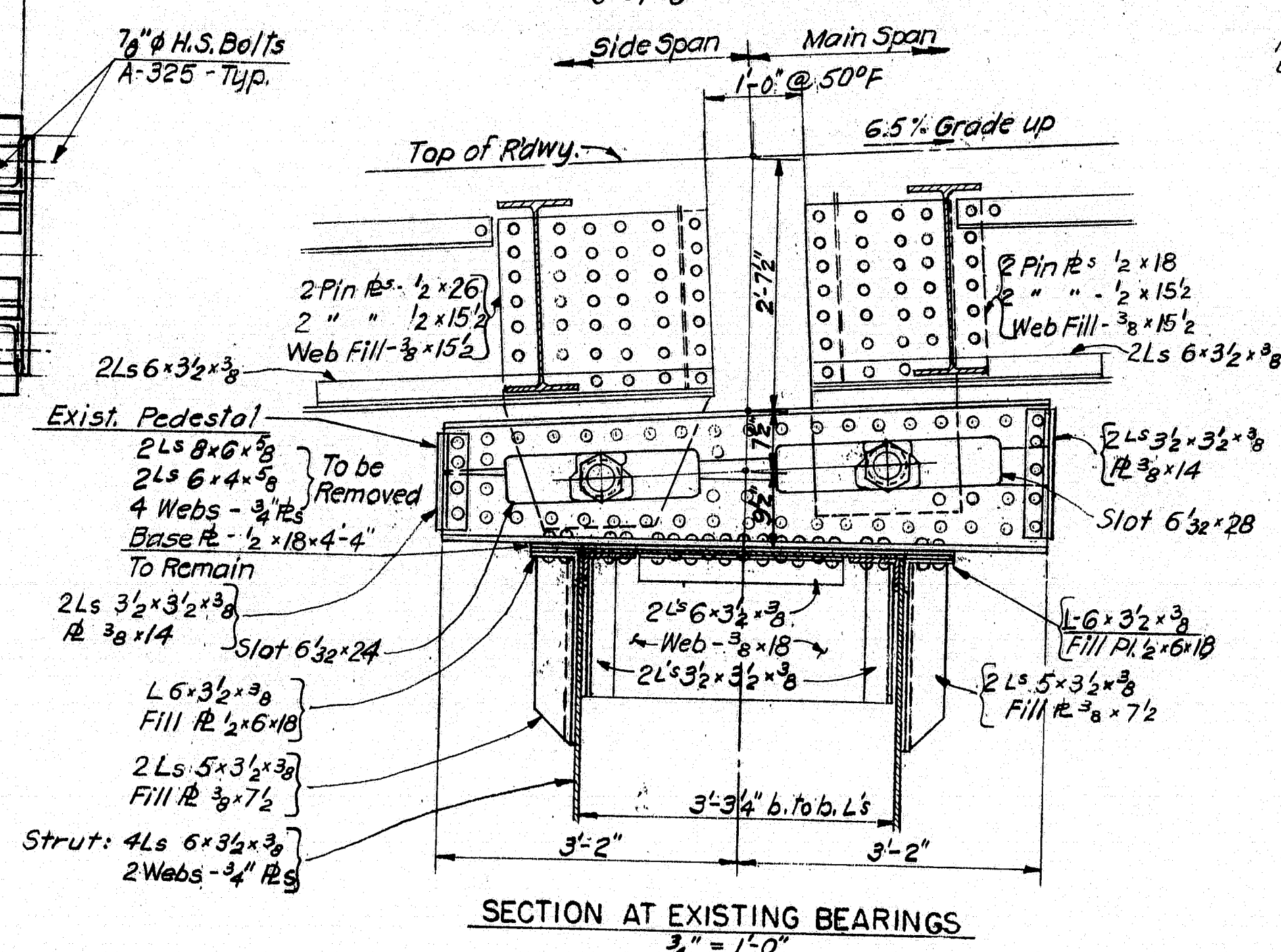
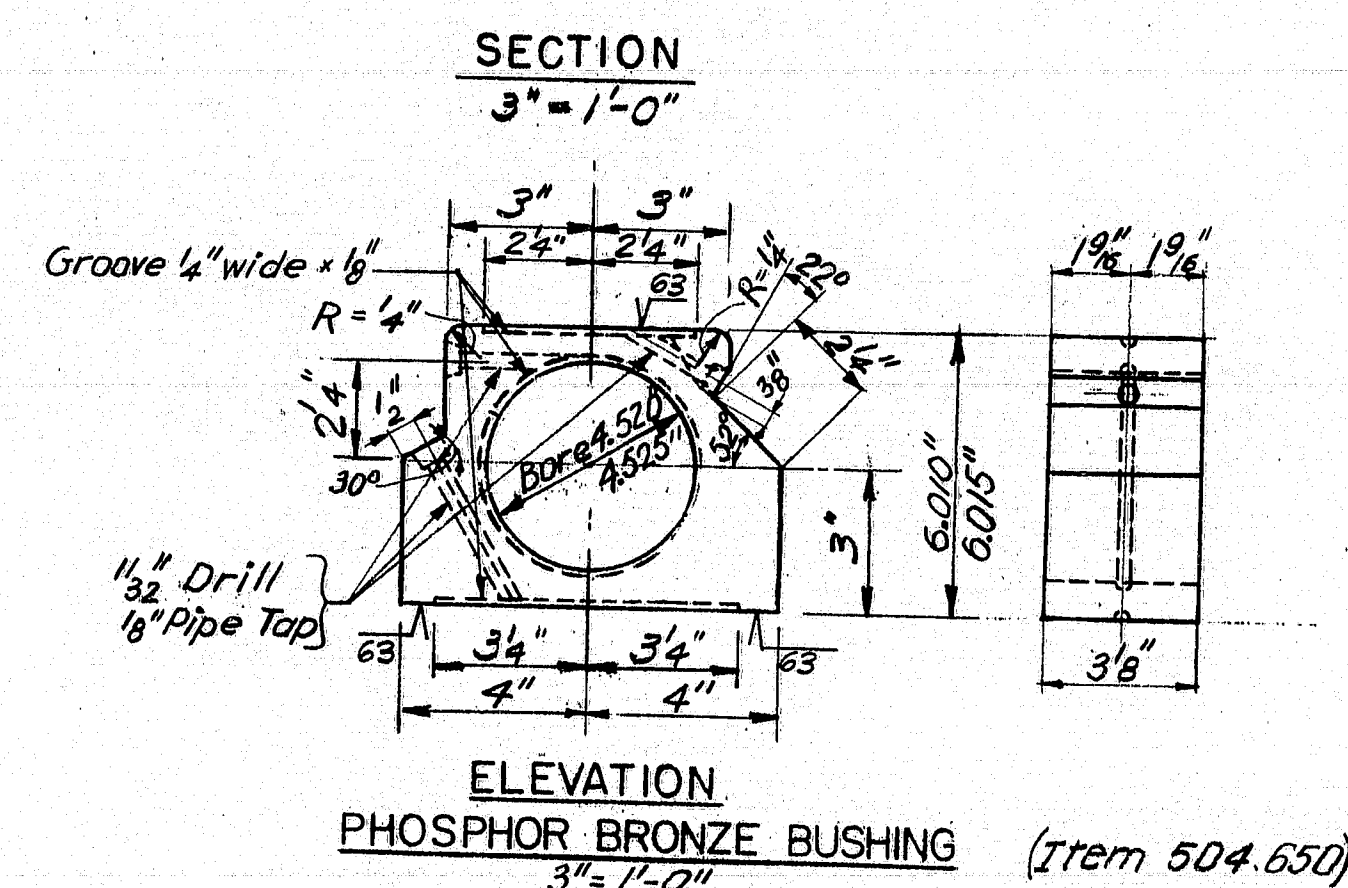
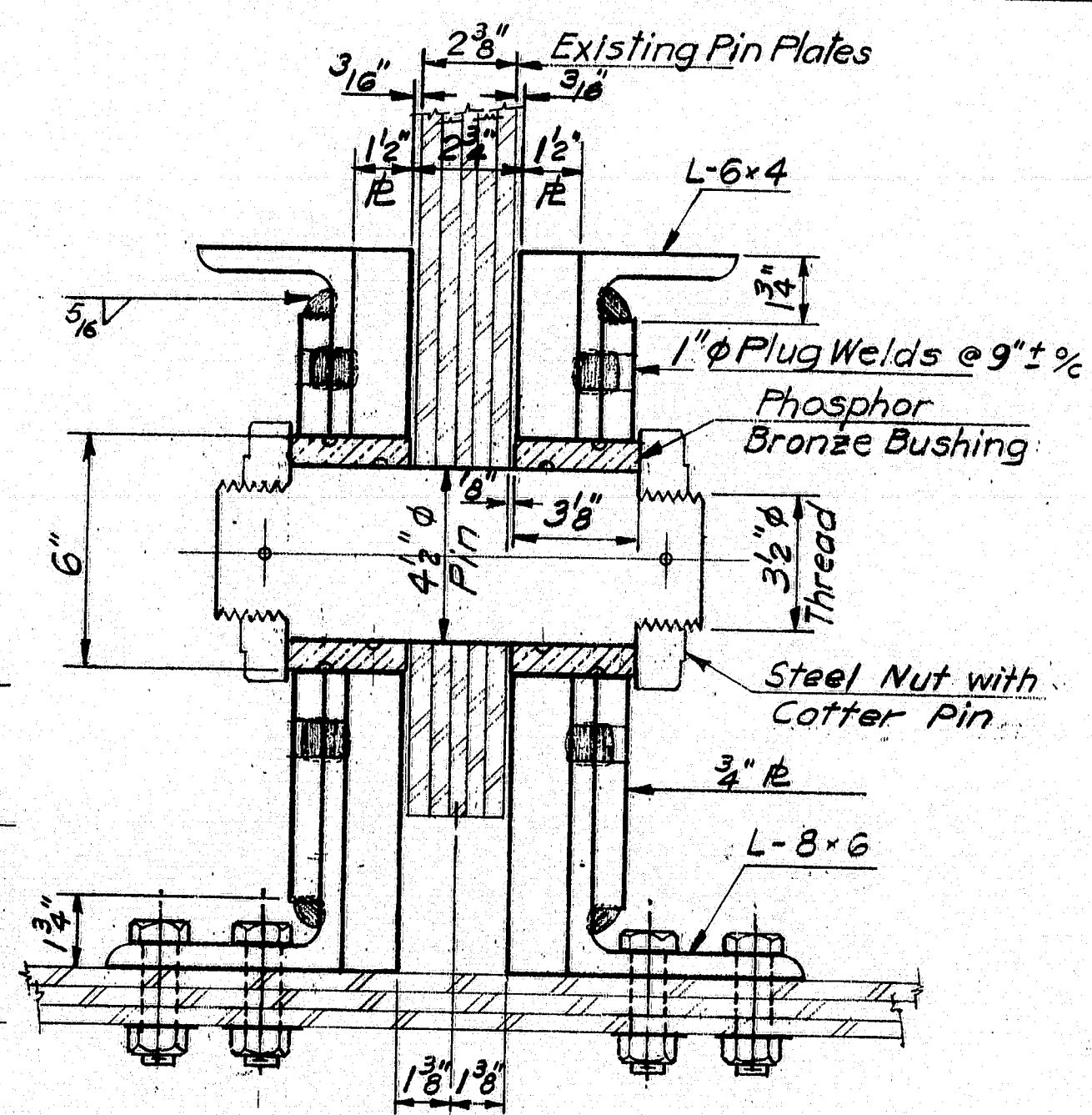
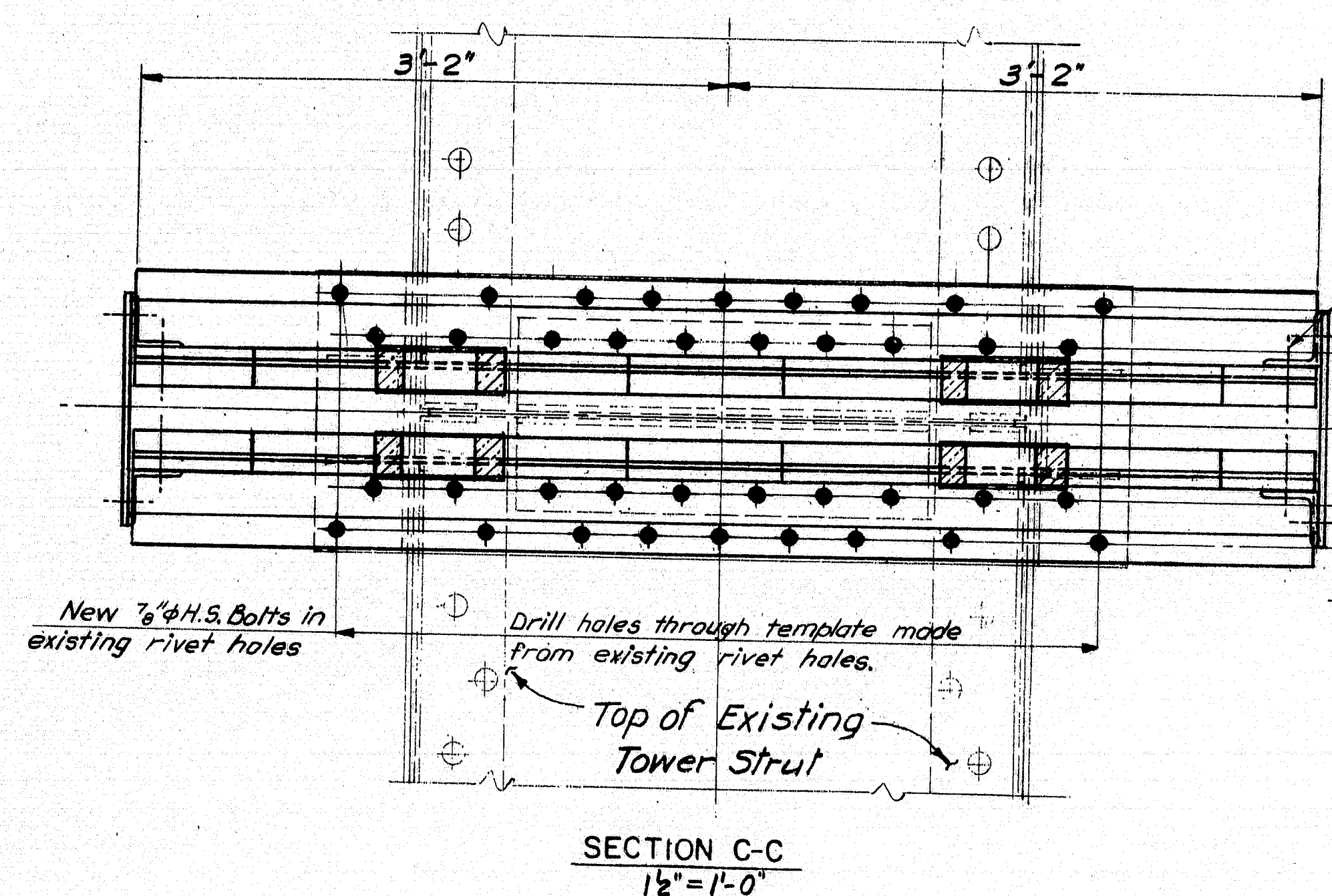
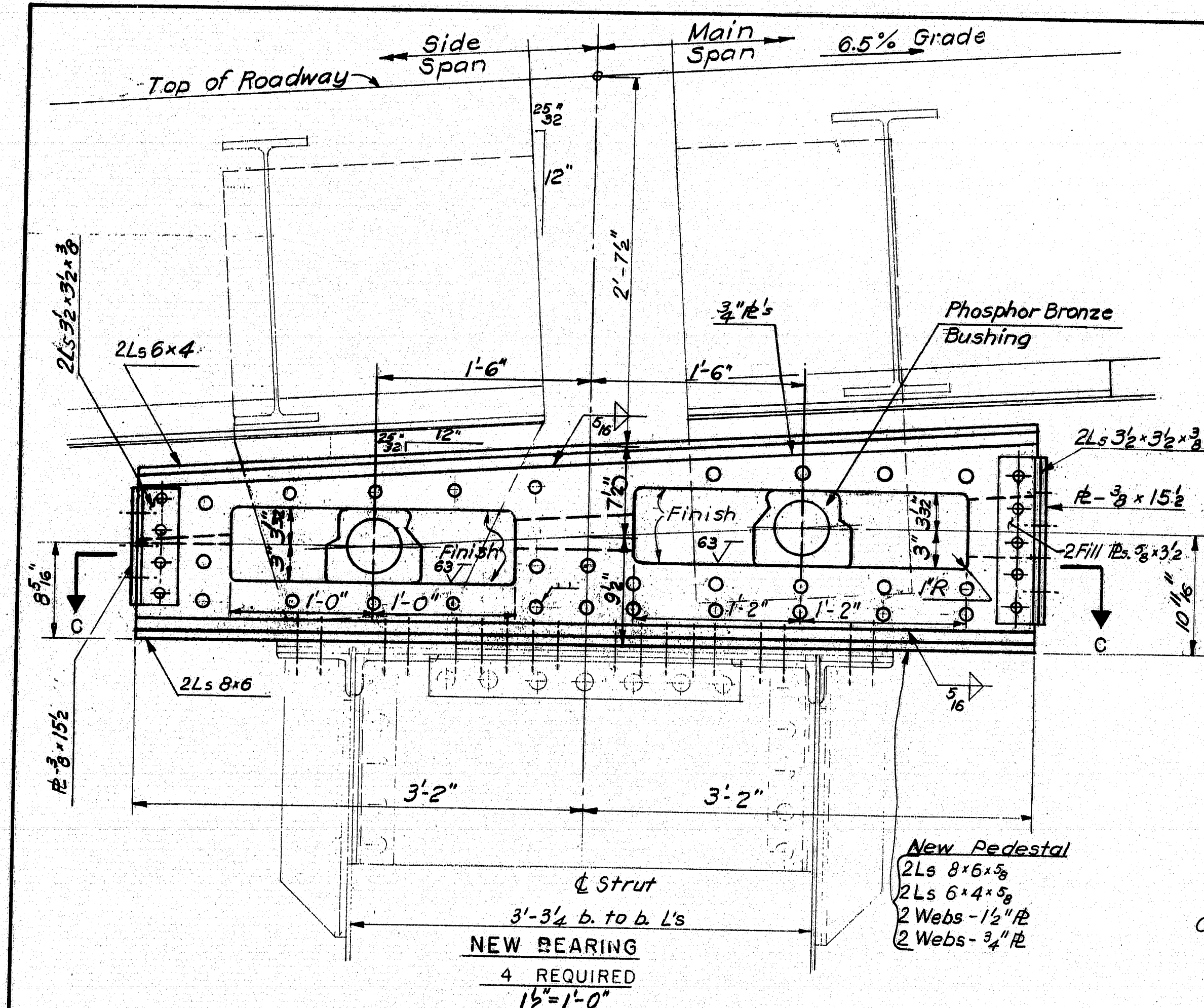


DETAIL G
Scale 3/4" = 1'-0"

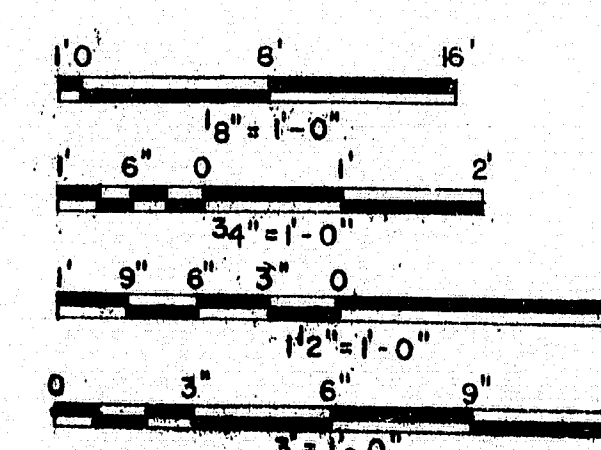
NOTE
1. For General Notes see sheet No. 3
2. All items shown to be paid for under 504.654 & 504.655

AS BUILT	K's 11/25
STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
DEER ISLE-SEDGWICK BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK	
REHABILITATION OF BRIDGE	
DETAILS FOR HANDROPE SUPPORTS	
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.	SCALE: AS SHOWN DATE: Jan 25, 1962 SHEET: 11

Design: B.B. C.W. SG
Drawn: A.T. M.T.G.
Engineer in Charge



- NOTES:
1. For General Notes see Sheet No. 3
 2. Material to A.S.T.M. A-36 Specifications.
 3. Bolts to A.S.T.M. A-325 Specifications. ($\frac{7}{8}$ " ϕ H.S. Friction Type Bolts)
 4. All New $\frac{7}{8}$ " ϕ H.S. Bolts which replace existing rivets shown thus *
 5. Phosphor Bronze Bushing to confirm to A.S.T.M. B-22 Specifications.
 6. The fabrication and delivery of new materials for bearings are incidental to pay item 504.650.
 7. The erection of the bearings, including temporary supports is incidental to pay item 504.651.
 8. The bridge may be closed to traffic for replacement of bearings, as provided in Special Provisions, Section 652.



Design R.P. Ck'd. A.Y.T
 Drawn I.G. " C.C.U.
[Signature]
 Engineer in Charge

SEE REVERSED SHEET *N/S 1/10/65*

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DEER ISLE SEDGWICK BRIDGE
OVER
EGGEMOOGIN REACH
FROM LITTLE DEER ISLE TO SEDGWICK

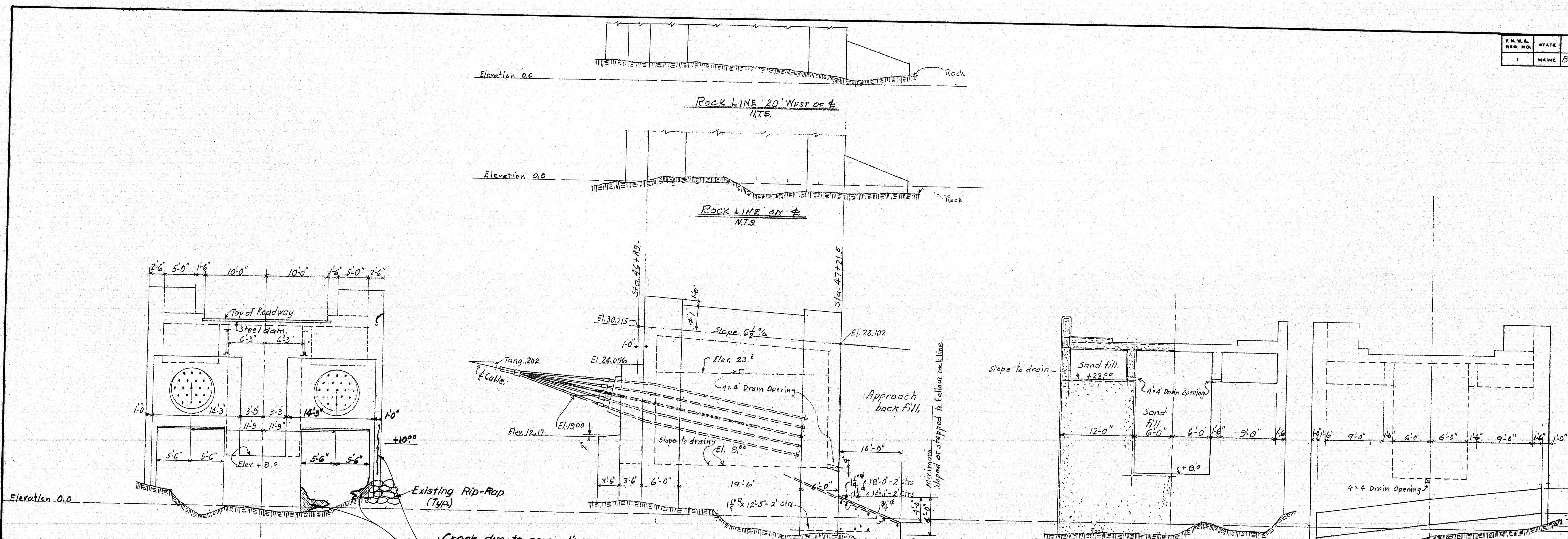
REHABILITATION OF BRIDGE

NEW BEARINGS AT TOWERS

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

SCALE: *As Shown*
DATE: *JAN. 28, 1965*
SHEET: *13*

F.H.W.A. FED. RD. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	BH-0250 (11)	50	58

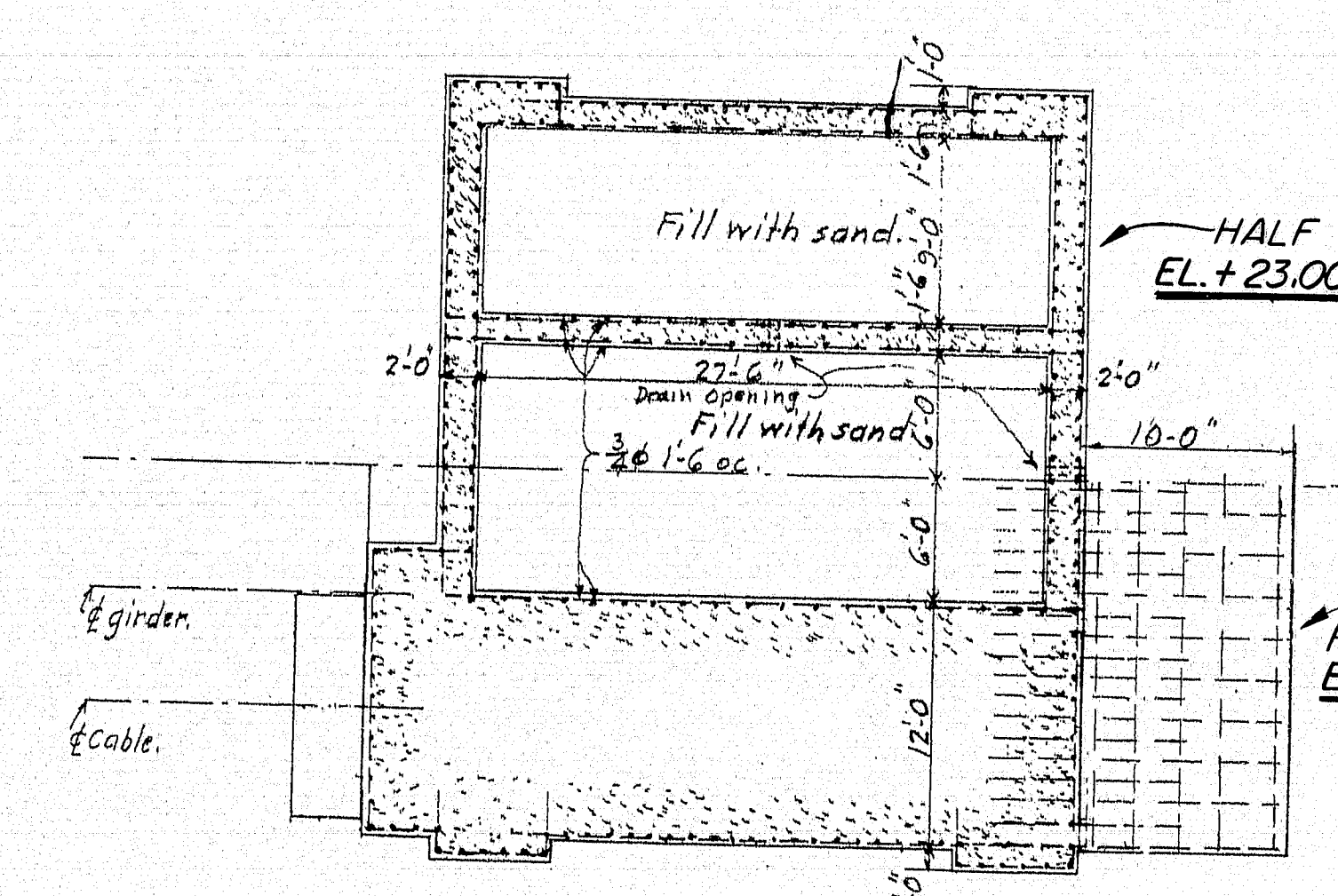


SOUTH ELEVATION
Scale: 1/8" = 1'-0"
Typical spalling of
Deteriorated Concrete
See Note 2

EAST ELEVATION
Scale: 1/8" = 1'-0"

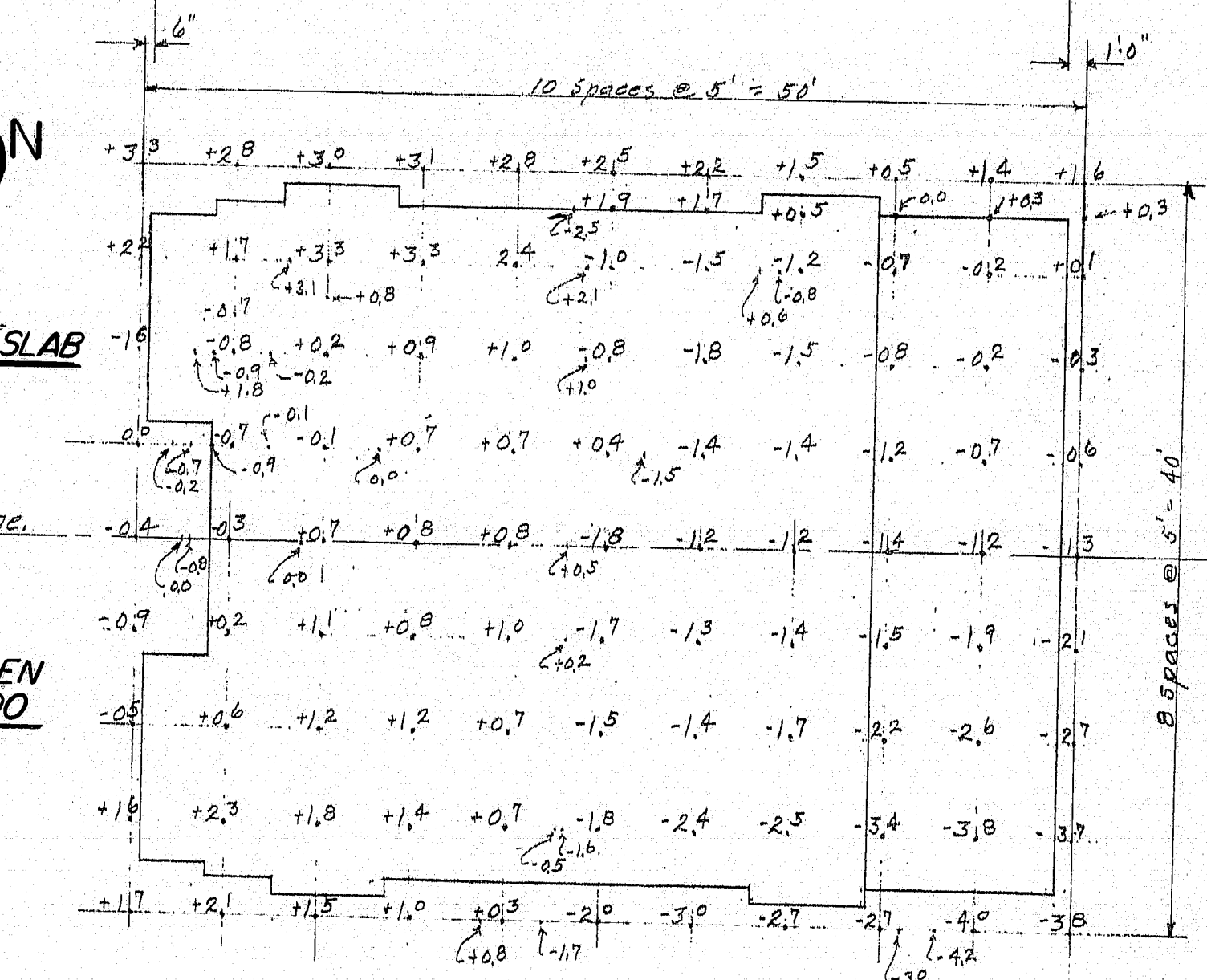
CROSS SECTION - LOOKING SOUTH
Scale: 1/8" = 1'-0"

NORTH ELEVATION
Scale: 1/8" = 1'-0"

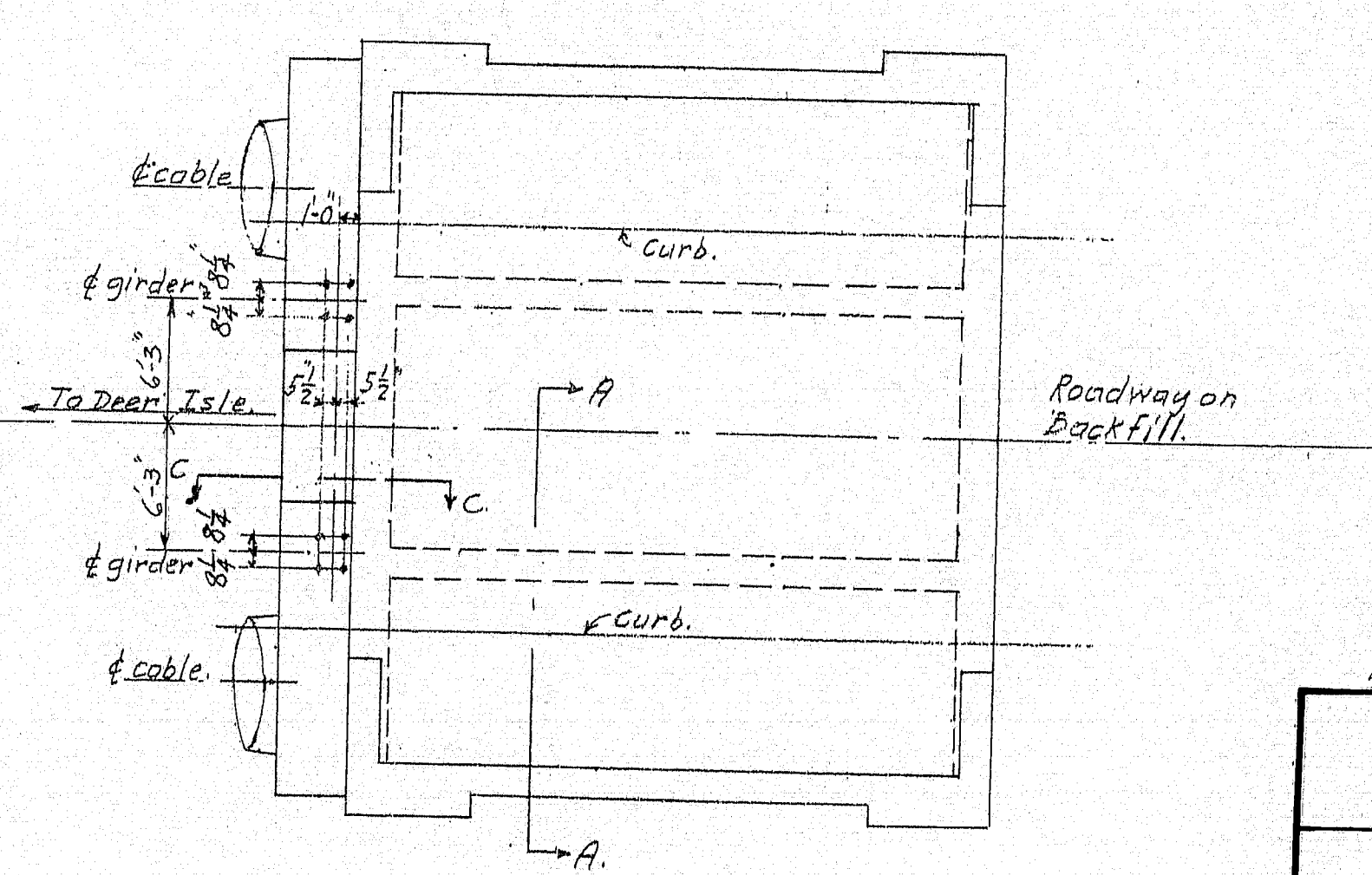


**HALF SECTION BETWEEN
EL. +23.00 & BOTTOM OF FLR. SLAB**
Scale: 1/8" = 1'-0"

**HALF SECTION BETWEEN
EL. 8.00 AND EL. 23.00**
Scale: 1/8" = 1'-0"



**PLAN AT BOTTOM
SHOWING ROCK ELEV. AFTER BENCHING**
Scale: 1/8" = 1'-0"



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

- NOTES:**
1. For General Notes see sheet No. 3
 2. Repair all spalled concrete areas. Remove deteriorated concrete and clean exposed reinforcing bars. Apply epoxy bonding compound before repairing with new concrete.
 3. All repairs are incidental to Pay Item 502.652.

Design M.Z.G. C.V.D.
Drawn J.L. "J.A.R."
Engineer in Charge

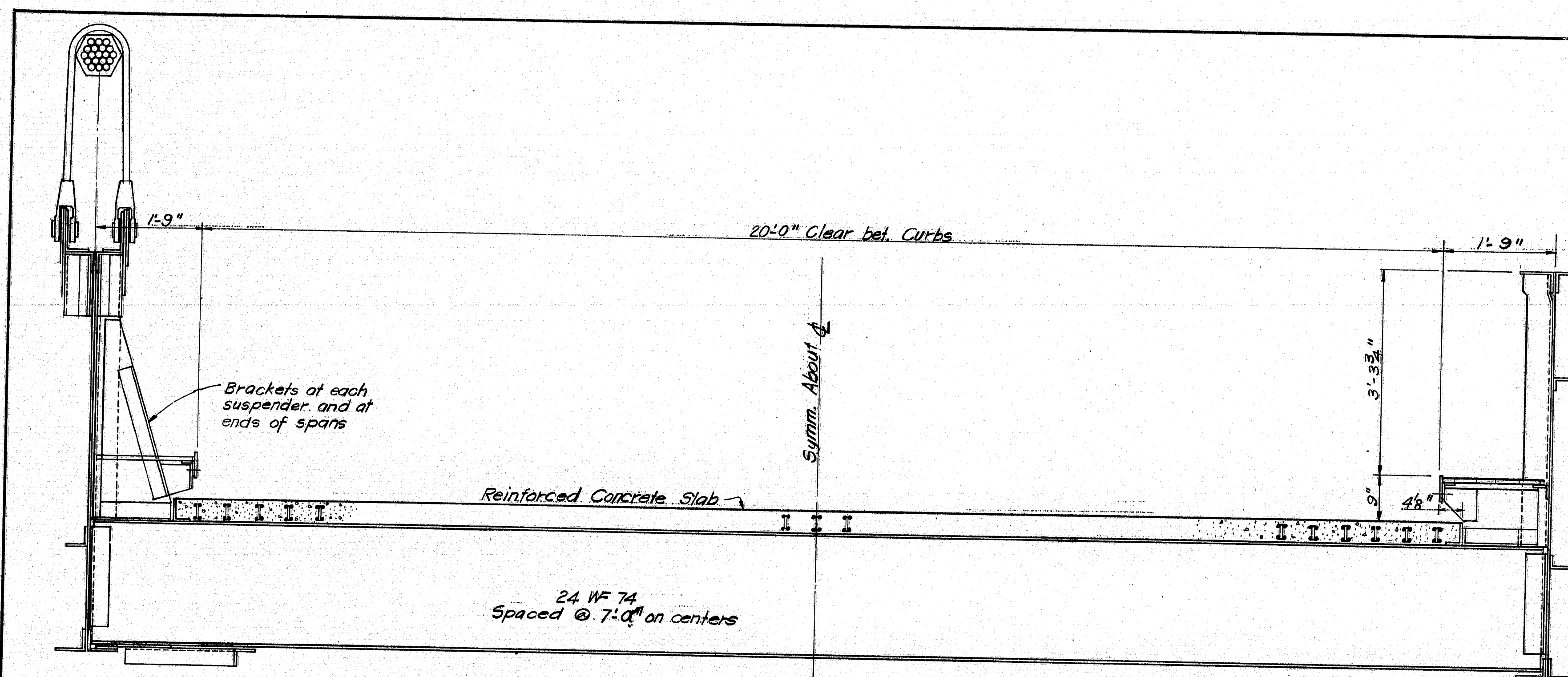
Assumed A/c. Rock Elev. = +2.0 on Contract Drawing
As Built " " " " = -0.0 forward of 10' Apron.

SCALE IN FEET
1" = 1'-0"

AS BUILT 10/5 11/85

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
DEER ISLE - SEDGWICK BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK
REHABILITATION OF BRIDGE
REPAIRS TO NORTH ANCHORAGE
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: Jan. 29, 1992 SHEET: 15

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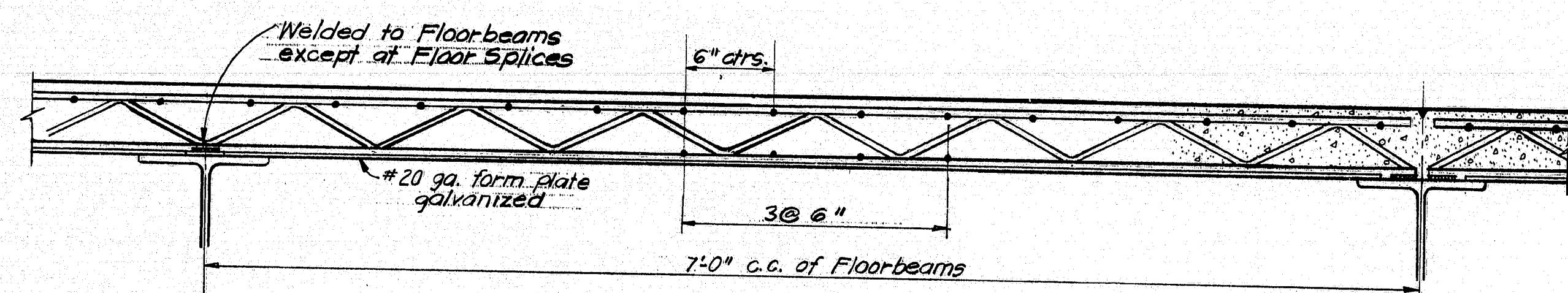


HALF SECTION AT SUSPENDER CONNECTION

HALF SECTION AT FLOORBEAM BETWEEN SUSPENDERS

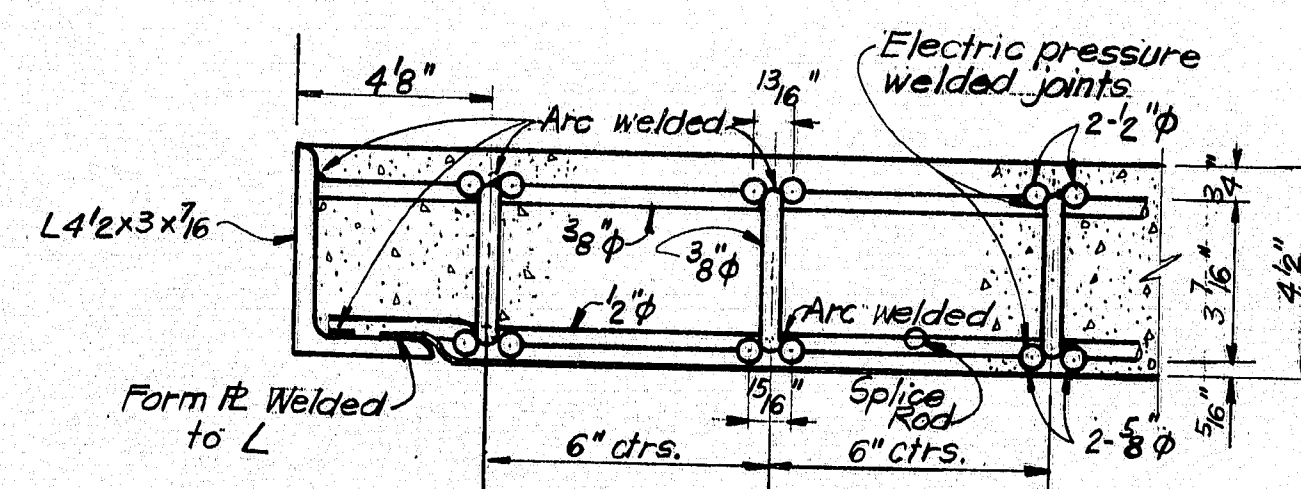
CROSS SECTION - SUSPENDED SPANS

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



PARTIAL LONGITUDINAL SECTION

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

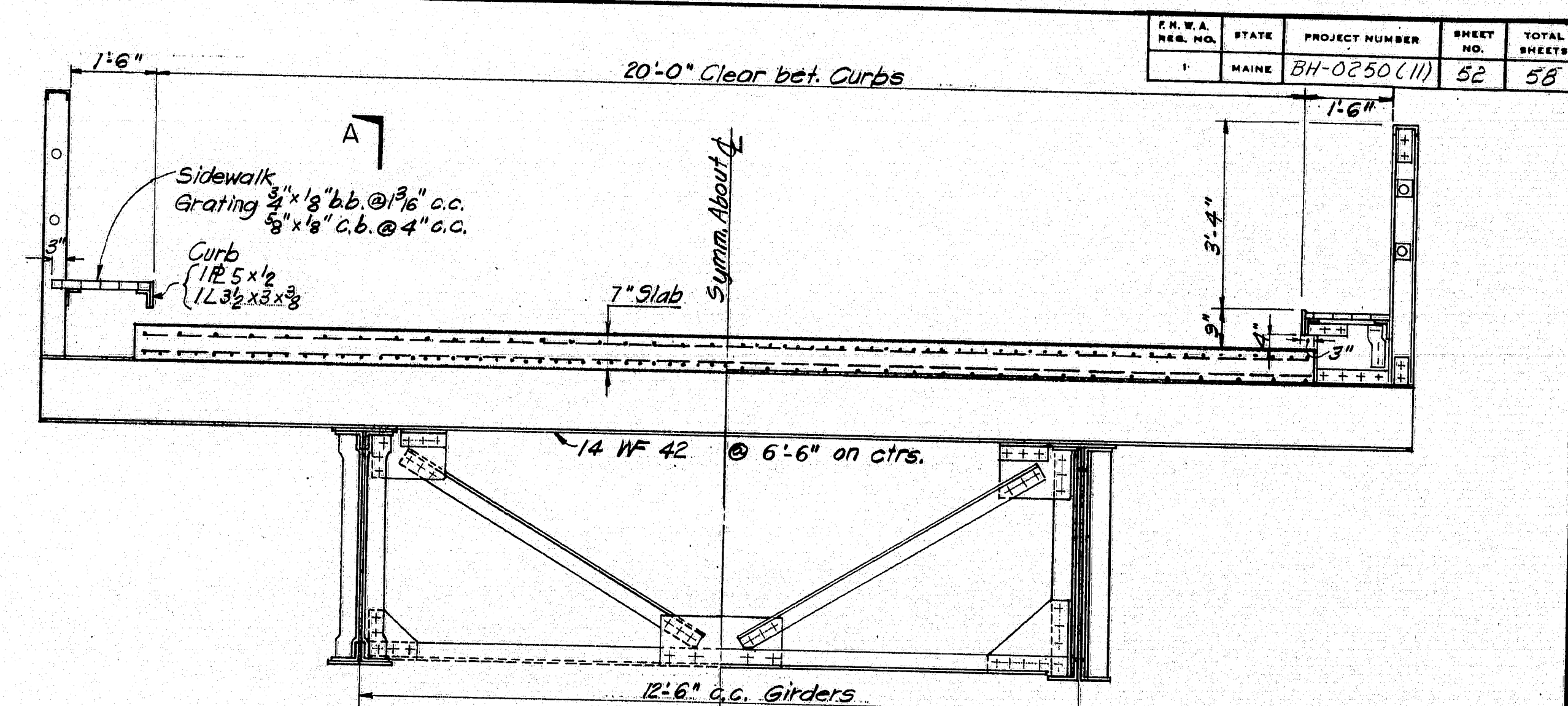


PARTIAL CROSS SECTION

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

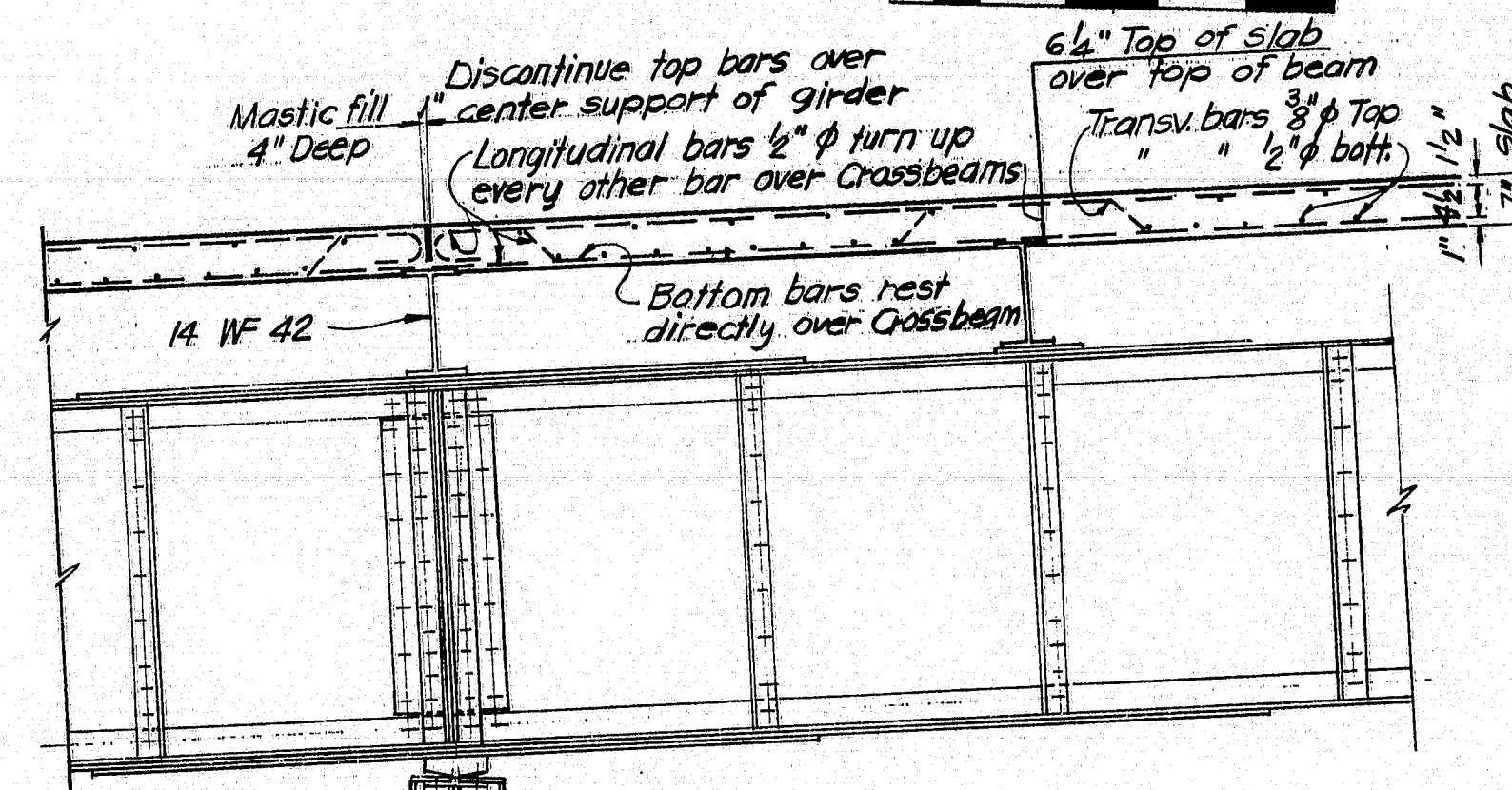
DETAILS OF ROADWAY DECK SLAB - SUSPENDED SPANS

Design C.K.D.
Drawn L.T.D. M.J.G.
Engineer in Charge



CROSS SECTION - APPROACH SPANS

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



SECTION A-A

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

NOTES:

1. For General Notes see Sheet No. 3
2. All painting to be paid for under items 506.142 and 506.17.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DEER ISLE - SEDGWICK BRIDGE

OVER
EGGEMOGGIN REACH
FROM LITTLE DEER ISLE TO SEDGWICK

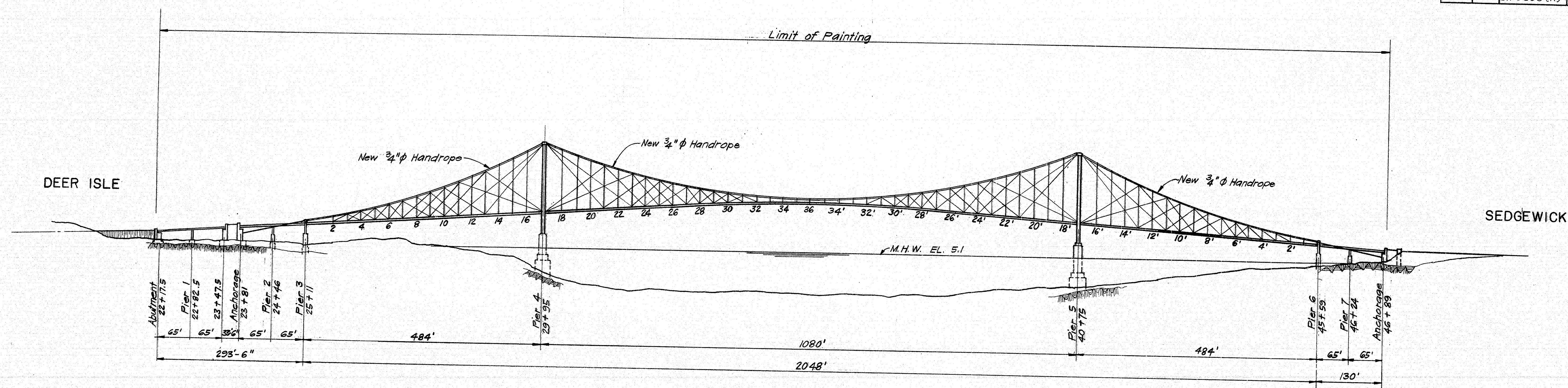
REHABILITATION OF BRIDGE

CROSS SECTIONS AND DECK DETAILS

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

SCALE: AS SHOWN
DATE: Jan. 29, 1962
SHEET: 17

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ELEVATION
SCALE: 1"=100'

Erection of Handropes

- 1) Install handrope to specified turnbuckle settings and allow it to hang freely. Check mid-span deflection above main cable. In the main span the handrope should be approximately 10.5 feet above the main cable and approximately 11.5 feet in side spans. Modify above turnbuckle settings if required.
- 2) Pull down the handrope at mid-point of main span to final position with 250 pound tackle and lash for 3,600 pounds pull. Pull down at 1/4 points with 3,600 pound tackle and then at 1/8 points finishing up finally with temporary tackle at alternate panel points.
- 3) At this time connect stanchions at vacant panel points. Then proceed to the others. Do not release temporary tackle at any point until stanchion is connected and ready to receive load. Be sure to secure bridge suspenders (by lashing, for example) before loosening the keeper plate to make the stanchion connection. All stanchions must be vertical upon completion of installation.

Procedure for the side span handrope erection is similar except that 3,600 pound tackle will be required at mid-span. All handropes in one span may be completed before proceeding to another span.

An alternative procedure may be used in the field, if each stanchion is reinforced with a temporary horizontal strut at the level of the handrope.

High strength bolts shall be tightened by the turn of the nut method or calibrated wrench with a hardened washer under the part that turns.

Tensioning of All Stays

The stays from the top of the towers to the stiffening girders (Panel Points L11, L13, L21, L23, L21', L13' and L11') shall be stressed to a minimum of 13,000 lbs. and a maximum of 13,500 lbs. All other stays shall be stressed to a minimum of 10,000 lbs. and a maximum of 10,500 lbs.

The stays radiating from the deck level of the tower to the cable (Panel Point U11, U13, U21, U23, U21', U13' and U11') shall be adjusted by turning the nuts on the U bars at deck level. The other stays shall be adjusted by adding or removing shims at the connections at deck level.

To prevent the shims from falling out, specially designed keeper plates shall be installed at each connection having shims. Since the location of the shims on the connections may vary, it may be necessary in certain cases to modify the design of the keeper plates shown on the Plans. The Contractor shall inspect the connections in the field and propose necessary changes to the Engineer.

The tensioning shall be done symmetrically in each span, for example starting at the middle and working simultaneously toward each end. The tensioning of one stay will affect the tension in adjacent stays. Having gone through the procedure for the entire bridge once, it is necessary to recheck each stay again to see that the forces in them are within the specified limits. If not, adjustments must be made again.

Painting

The entire bridge shall be painted from abutment to abutment. This includes the superstructure with sidewalks and bearings, the towers both outside and inside, the cable bents on the outside only, the steel bents, the cables, suspenders and new 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 cable bands, cable ties, sockets and handrope supports shall be painted as per "Supplemental Specifications", Subsection 506.05.

Cables, suspenders and handropes shall receive four coats of paint 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	1,540
Sidewalk Grating	S.F.	8,530
Cables	L.F.	4,800
Suspenders	L.F.	14,000
Stays	L.F.	15,000

New Items	Unit	Quantity
Structural Steel	Tons	7
Handropes	L.F.	8,500
Suspenders	L.F.	75

NOTE:
For General Notes see Sheet No. 3

AS BUILT K'S 11/85

STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
DEER ISLE - SEDGWICK BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK
REHABILITATION OF BRIDGE
NOTES FOR HANDROPES, STAYS & PAINTING
STEINMAN, BOYNTON, GRONQUIST & BIRDSALL CONSULTING ENGINEERS NEW YORK, N.Y.
SCALE: AS SHOWN DATE: Jan. 29, 1982 SHEET: 18

Design C.C.U. CK'd. P.A.
Drawn
Engineer in Charge

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