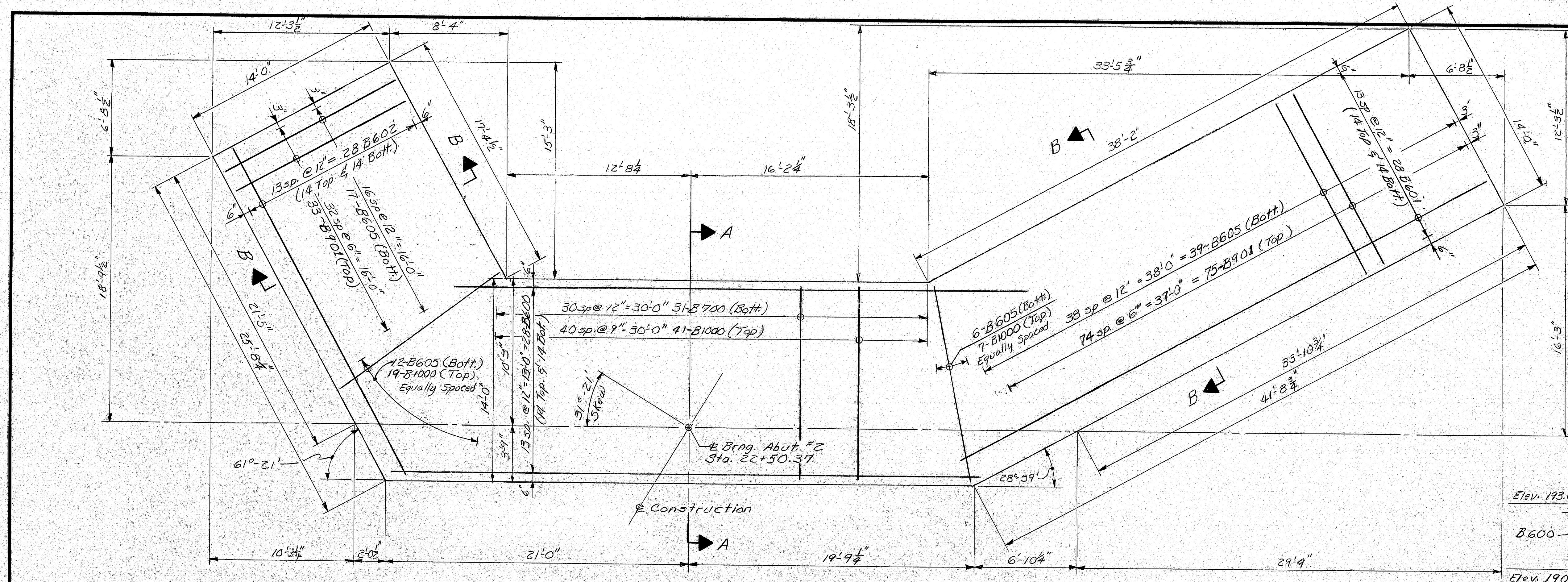
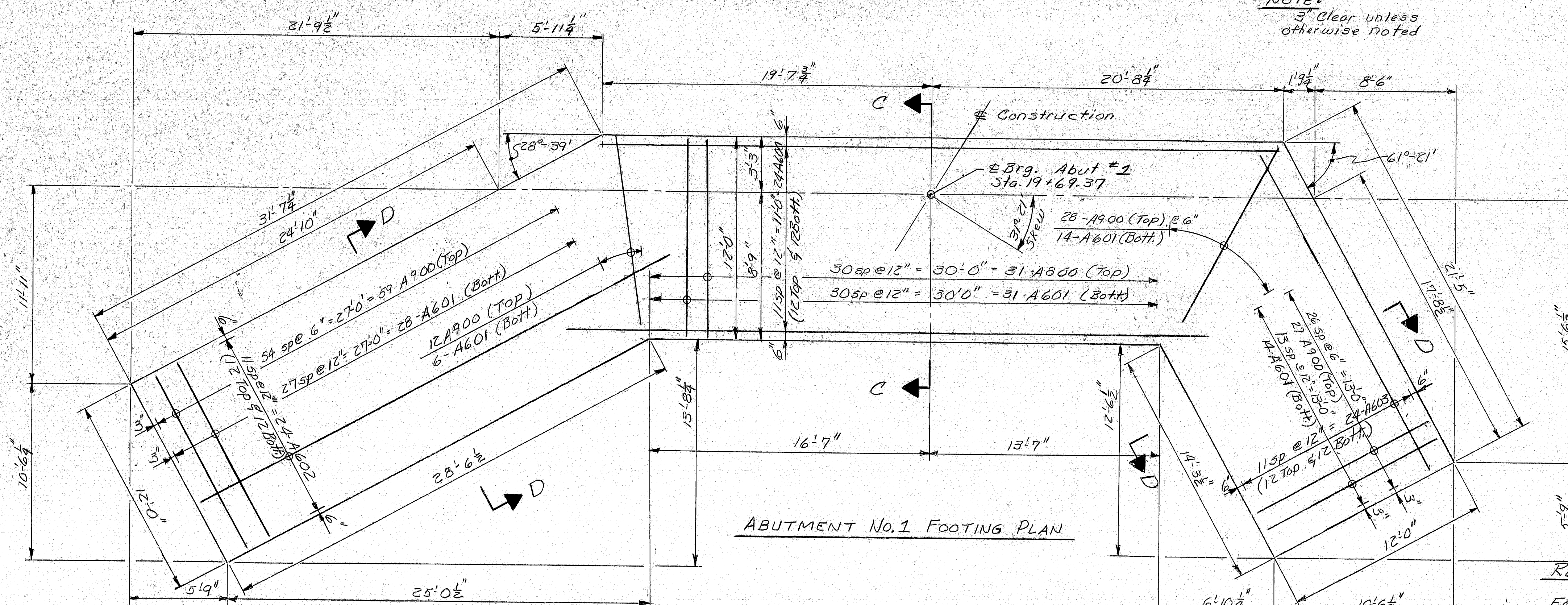


PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAIL	DOT	12/11/74
CHECKED	DOT	12/11/74
REVISIONS		
FIELD CHANGES		
PLANS		



ABUTMENT No. 2 FOOTING PLAN

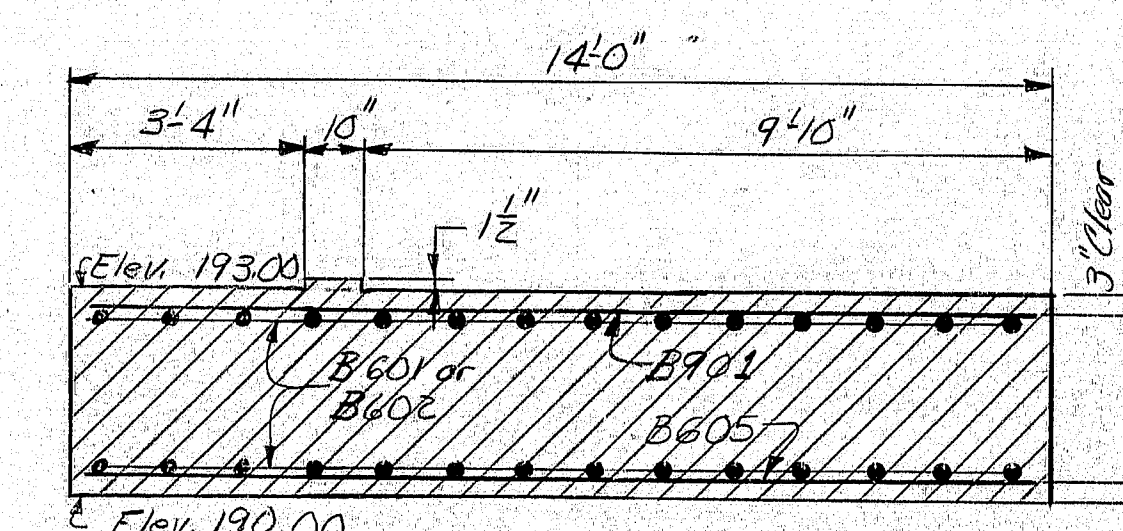


ABUTMENT No. 1 FOOTING PLAN

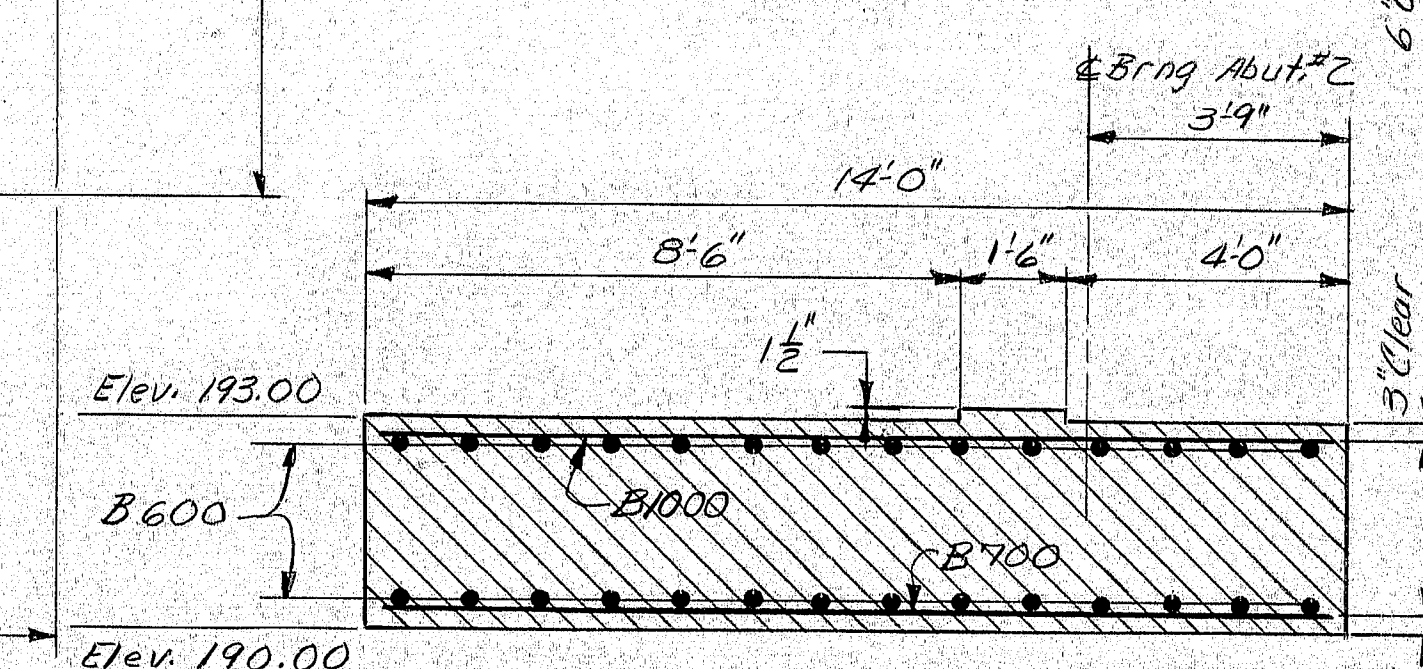
NOTE:
3" Clear unless
otherwise noted

REFERENCES:
For footing dowels:
Abutment #1 ~ See Sheet #73
Abutment #2 ~ See Sheet #74

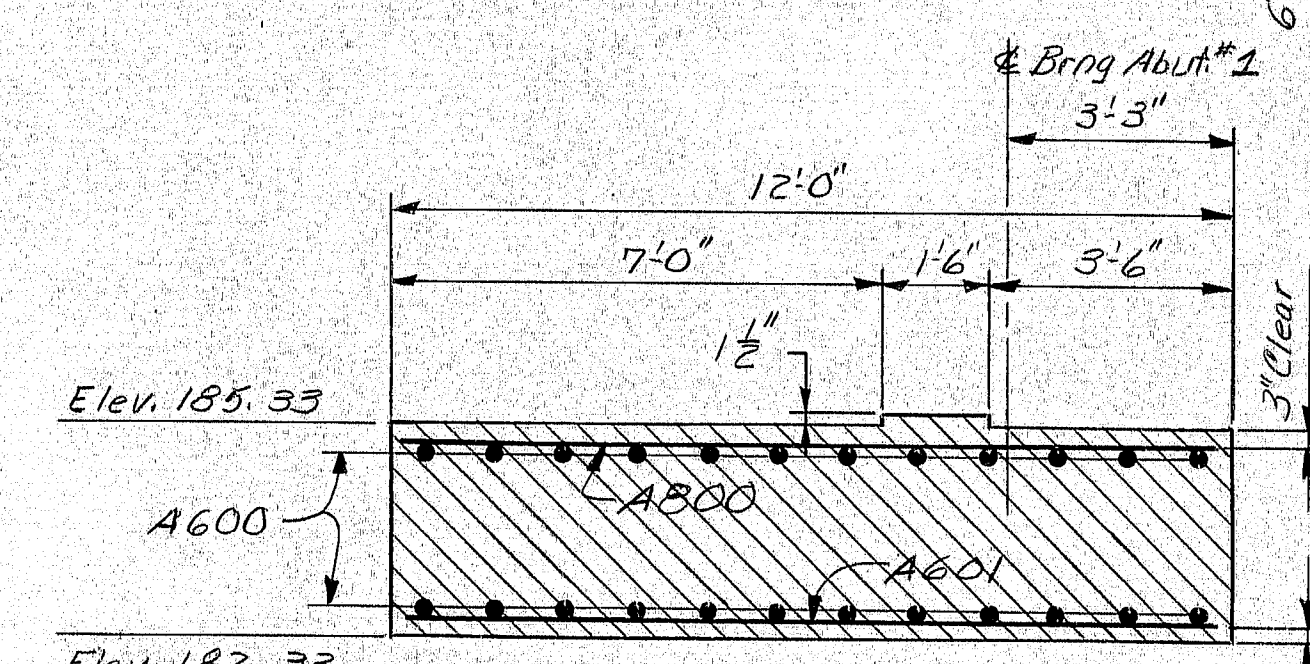
F.R.W.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	175-5 (40)	72	125



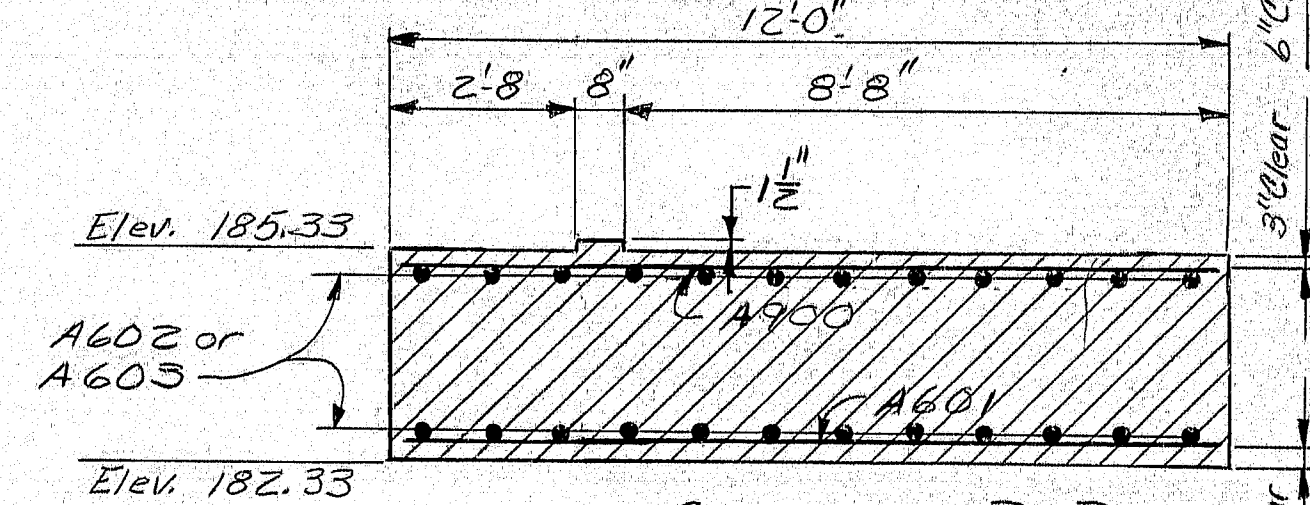
SECTION B-B



SECTION A-A



SECTION C-C



SECTION D-D

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

FOOTING DETAILS
SHEET 72 OF 125 AUGUSTA, MAINE May 1975

173-128

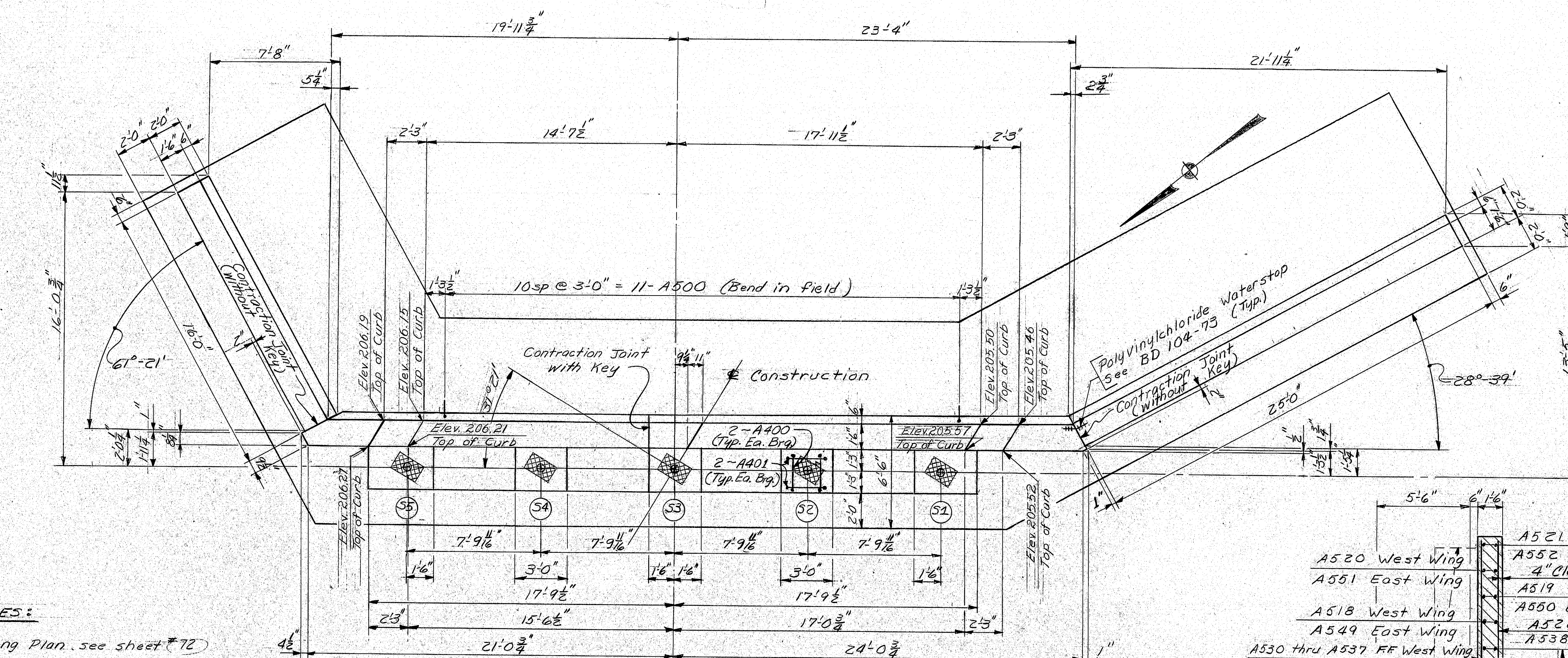
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(40)	73	125

ABUTMENT NOTES

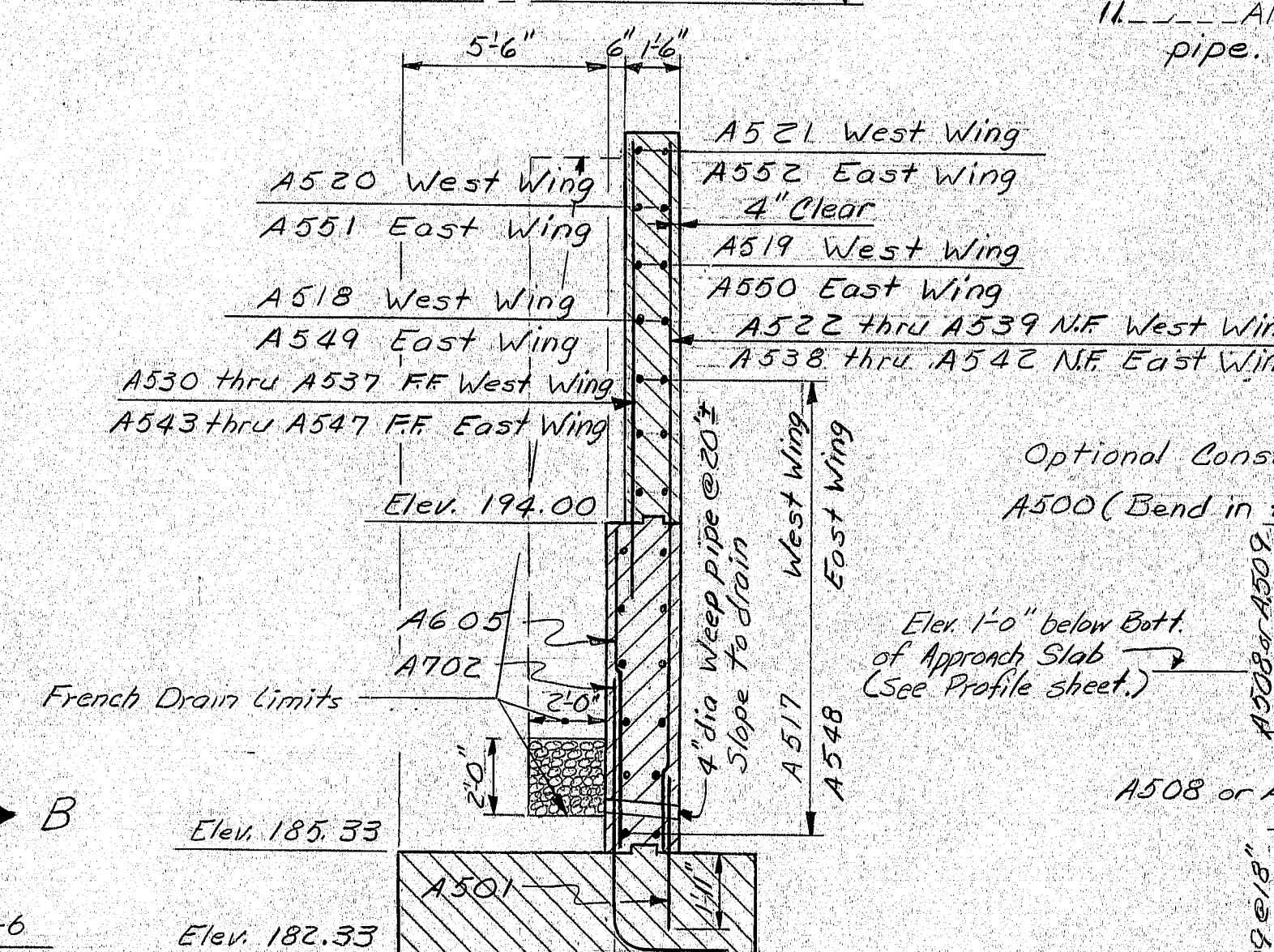
1. Chamfer all exposed edges of concrete $\frac{1}{2}$ inch unless otherwise indicated.
2. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
3. Reinforcing steel shall have 2 inches cover unless otherwise indicated.
4. Place reinforcing steel in bridge seats to clear anchor bolts.
5. Break band at vertical contraction joints by a method approved by the Engineer.
6. Polyvinylchloride waterstops shall be placed in all vertical contraction and expansion joints.
7. Waterstops are not required in horizontal construction joints.
8. Protective Coating for Concrete Surfaces shall be applied to the following areas:
Both Abutments: Concrete curbs and top of backwalls.
Abutment No. 1: Face and ends of breastwall to 12" below finish groundline, bridge seat and face of backwall.
9. Place 4 inch diameter drains in breastwall and wings at 20 feet maximum spacing (extend pipe out thru to slope protection). Exact location to be determined by the Engineer in the field.
10. Max. Footing Toe pressure is 3.8 Tons/sf.
11. All 4" ϕ drains shall be polyvinylchloride pipe.

REFERENCES:

- For Footing Plan, see sheet #72
- For Expansion Dam Details see sheet #122 (BD 105-74)
- For Approach slab Details see sheet #77
- For Concrete Slope Protection see sheet #76
- For Construction and Contraction Joint Details see sheet #121 (BD 104-73)
- For Architectural Treatment see sheet #75
- For Bearings see sheet #120 (BD 101-74)

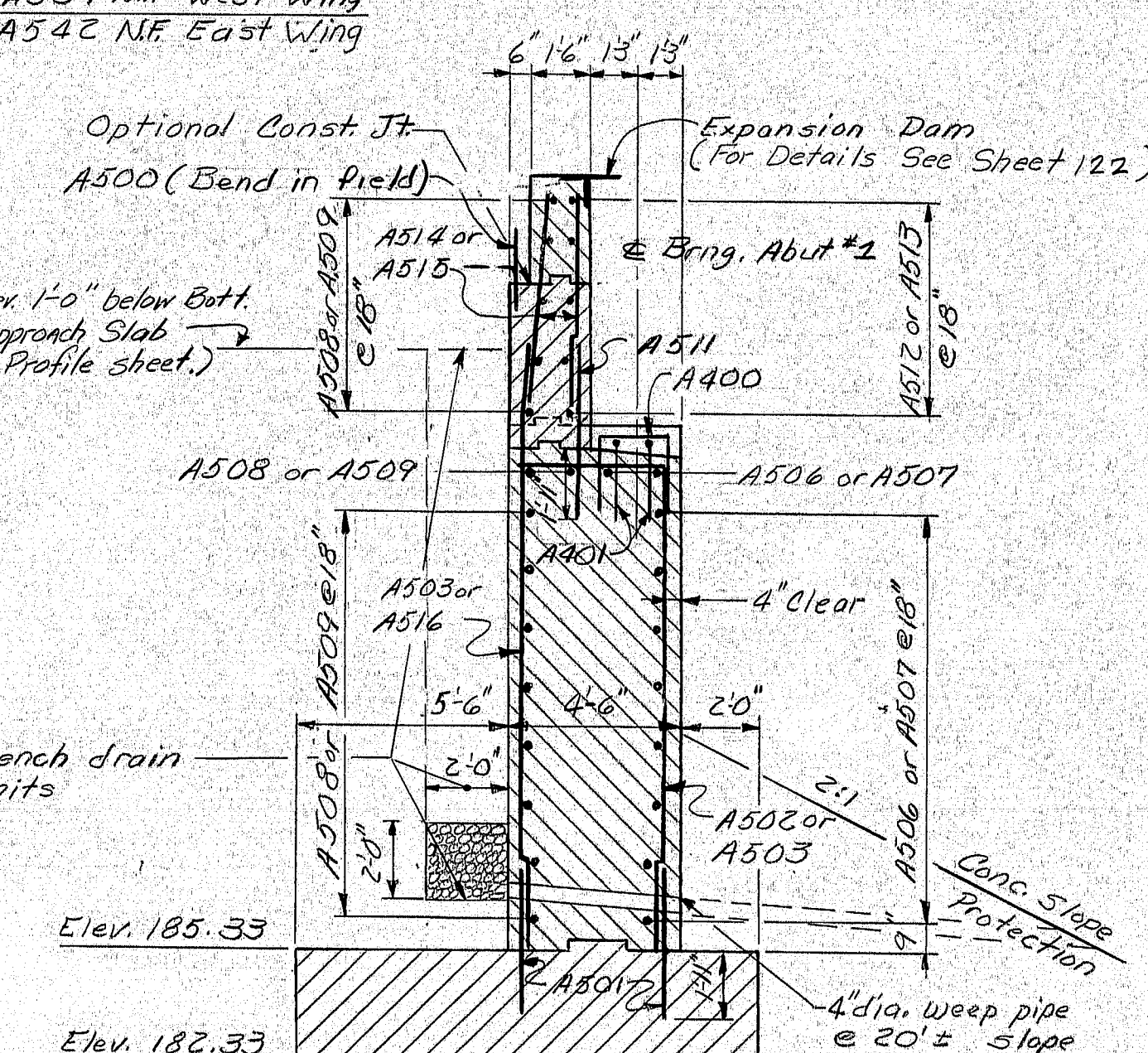


PLAN ABUTMENT No. 1



SECTION B-B

For footing steel see sheet #72



SECTION A-A

For footing steel see sheet #72

LEGEND:

- N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
Elev. = Elevation
F.G. = Finish Grade

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

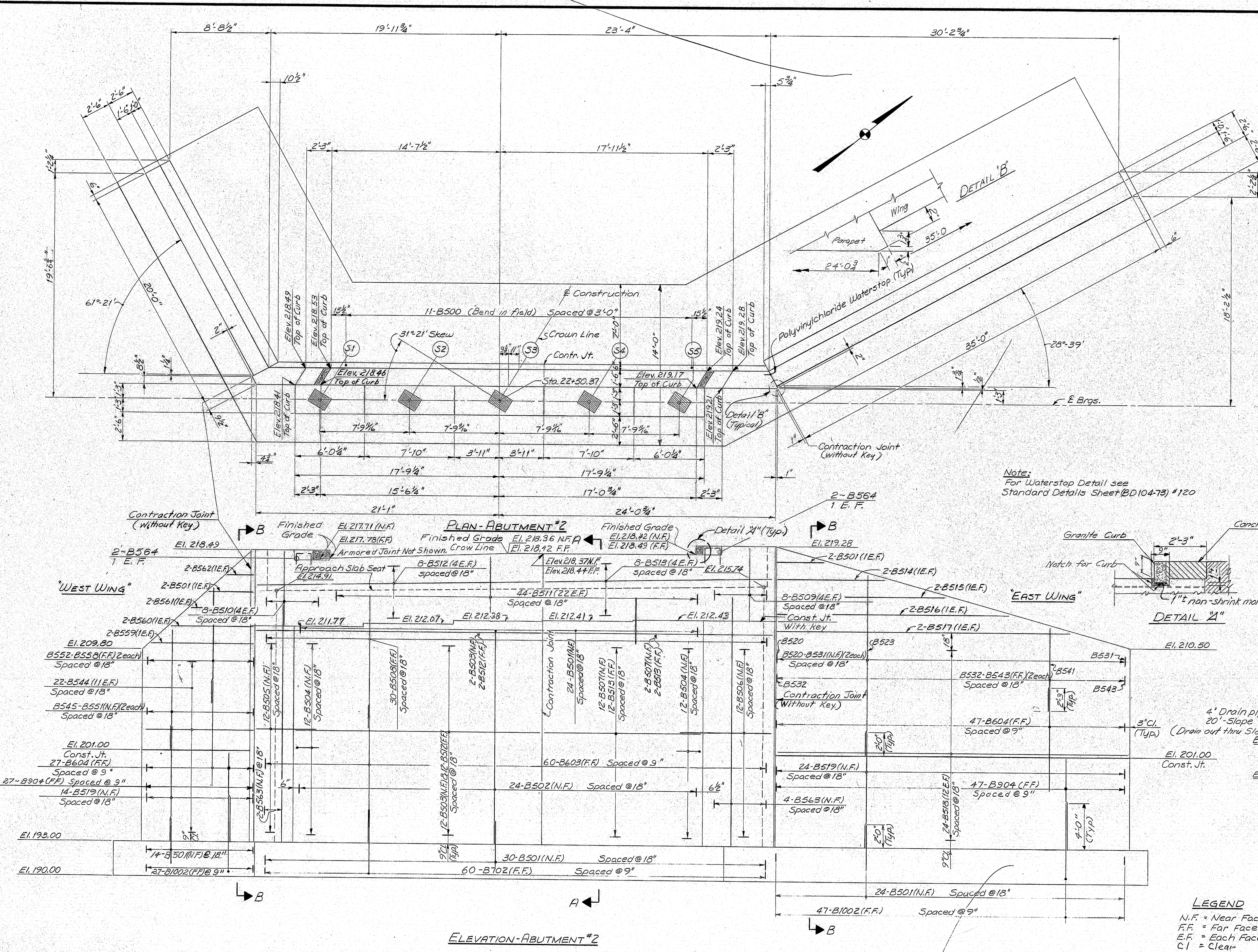
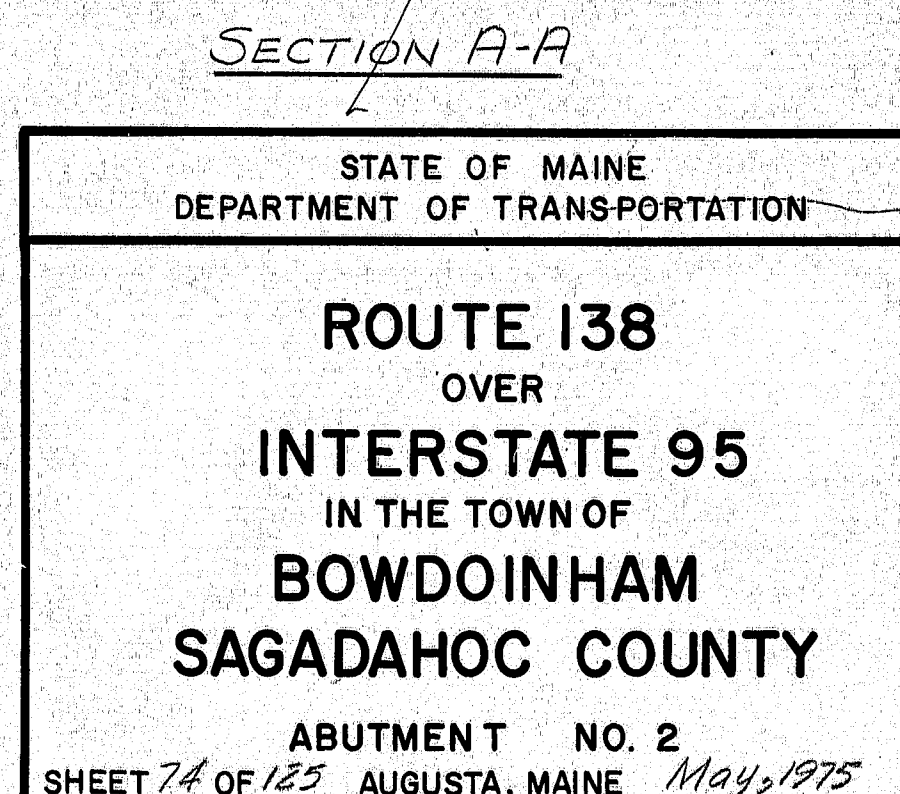
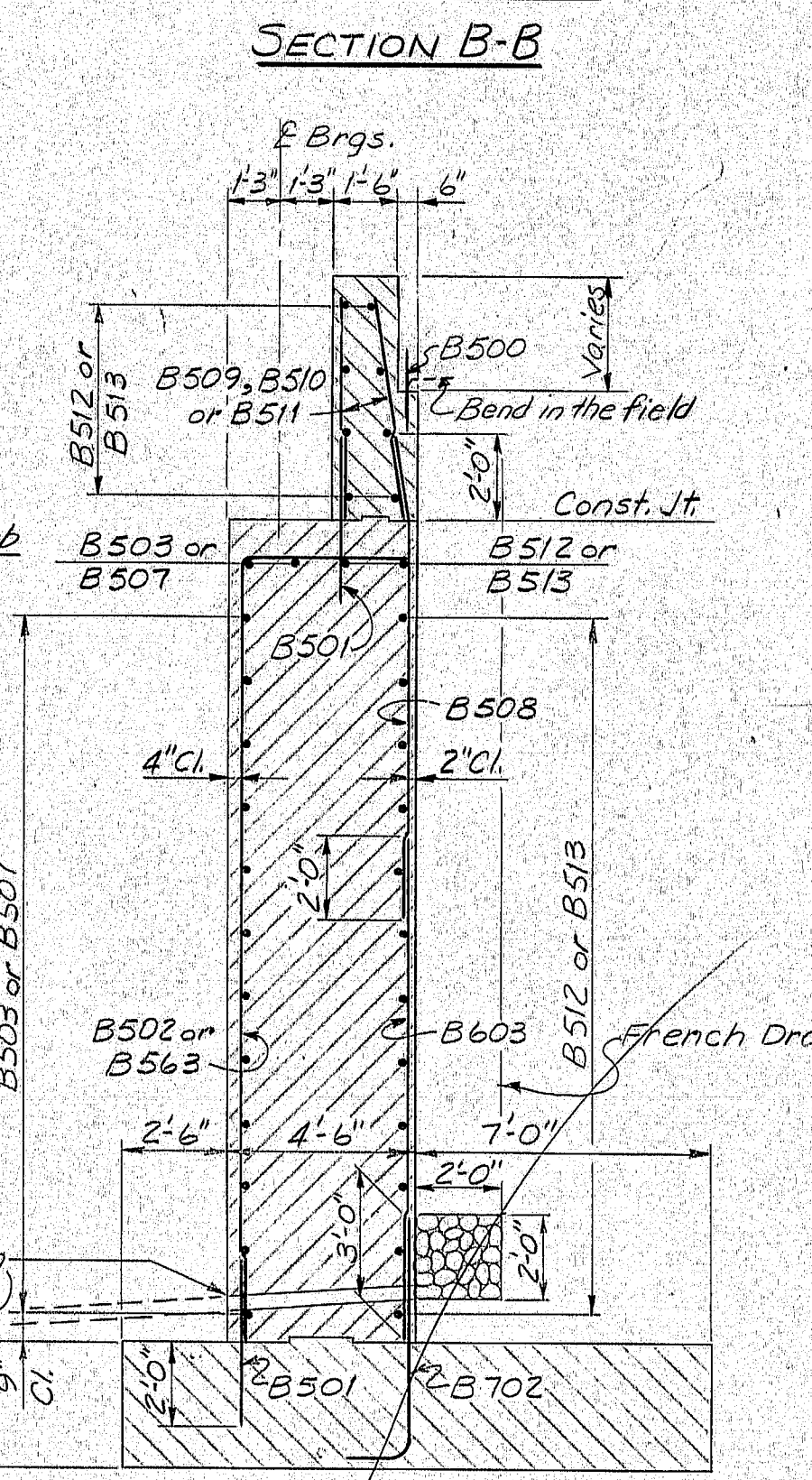
**ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY**

ABUTMENT NO. 1
SHEET 73 OF 125 AUGUSTA, MAINE May, 1975

173-129

PROJECT DESIGN ENGINEER	DATE
BY	10-2-74
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

ELEVATION ABUTMENT No. 1

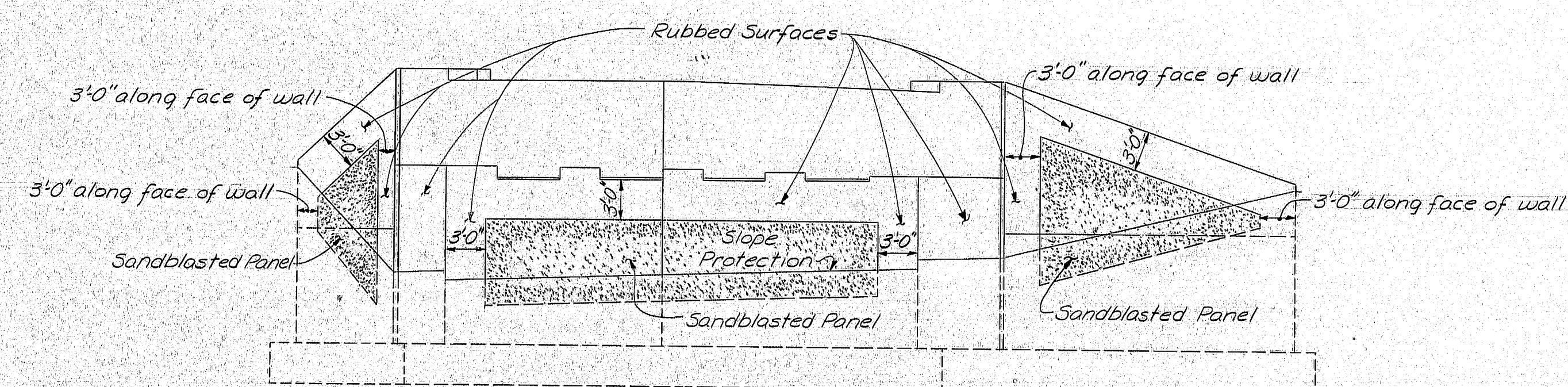


PROJECT DESIGN ENGINEER	BY	DATE	
	DESIGN - DETAILED	G.O.T. <i>R.C.B.</i>	<i>10-15-74</i>
	CHECKED	<i>CDH</i>	<i>5-75</i>
	REVISIONS		
	FIELD CHANGES		

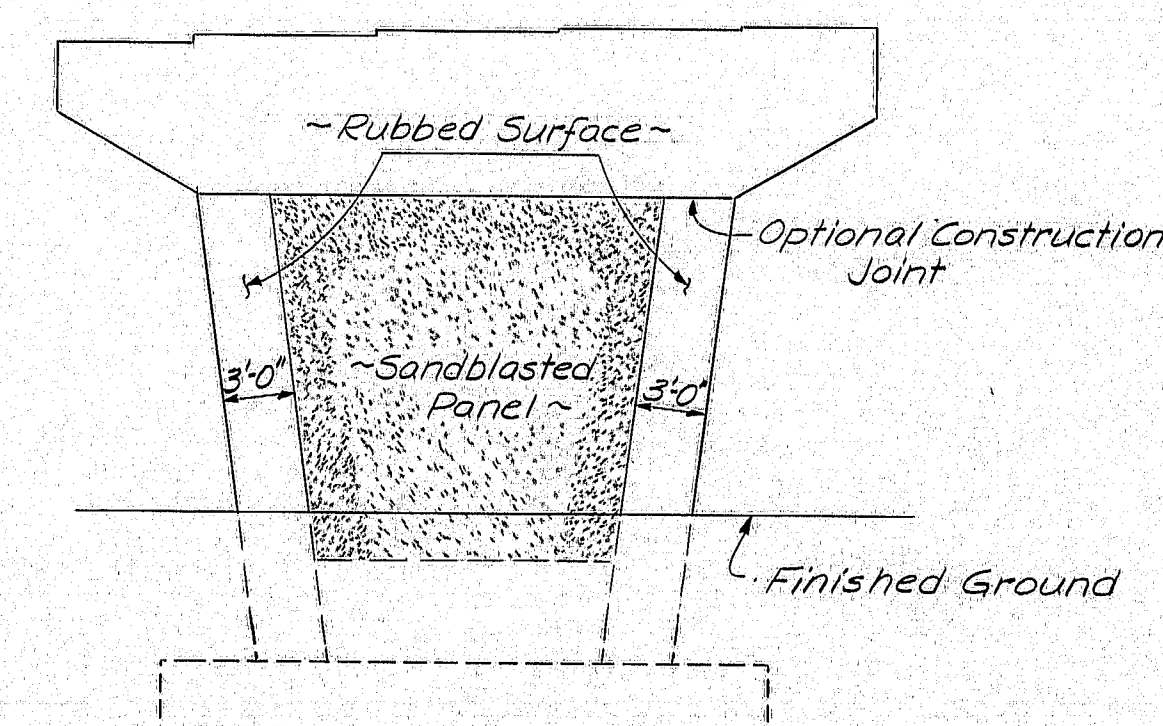
LEGEND

N.F. = Near Face
F.F. = Far Face
E.F. = Each Face
C1 = Clear

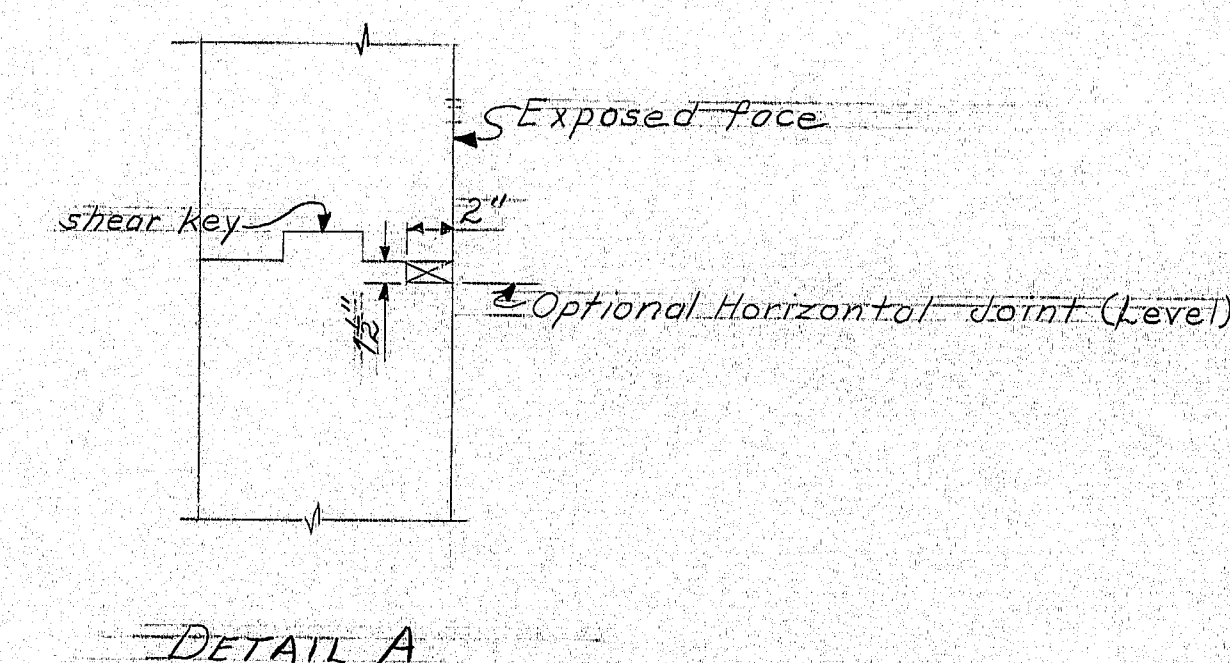
F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(40)	75	125



ELEVATION - ABUTMENT #1



ELEVATION - PIER



GENERAL NOTES

All surfaces so designated on the plans shall be sandblasted. These surfaces shall be carried to a minimum depth of 18 inches below finished ground.

Special care shall be exercised so that form joints at the exposed face of concrete shall be tight. Before sandblasting, all fins and projections in the concrete shall be removed and all holes patched to create a surface of uniform texture.

In order to insure a consistent surface texture for the areas to be architecturally treated, concrete aggregate shall be from the same source and portland cement shall be from the same manufacturer throughout the entire placement of the abutment wings and breastwalls.

At the time the concrete is placed, the contractor shall cast 3 sample slabs (2'x2'x4').

Prior to sandblasting, the samples shall be sandblasted, each to a different degree of penetration with a maximum depth of 3/16 inch approximately, and under the direction of the Engineer. The most desirable sample will be chosen by the Engineer, and the designated areas shall be sandblasted to match this sample.

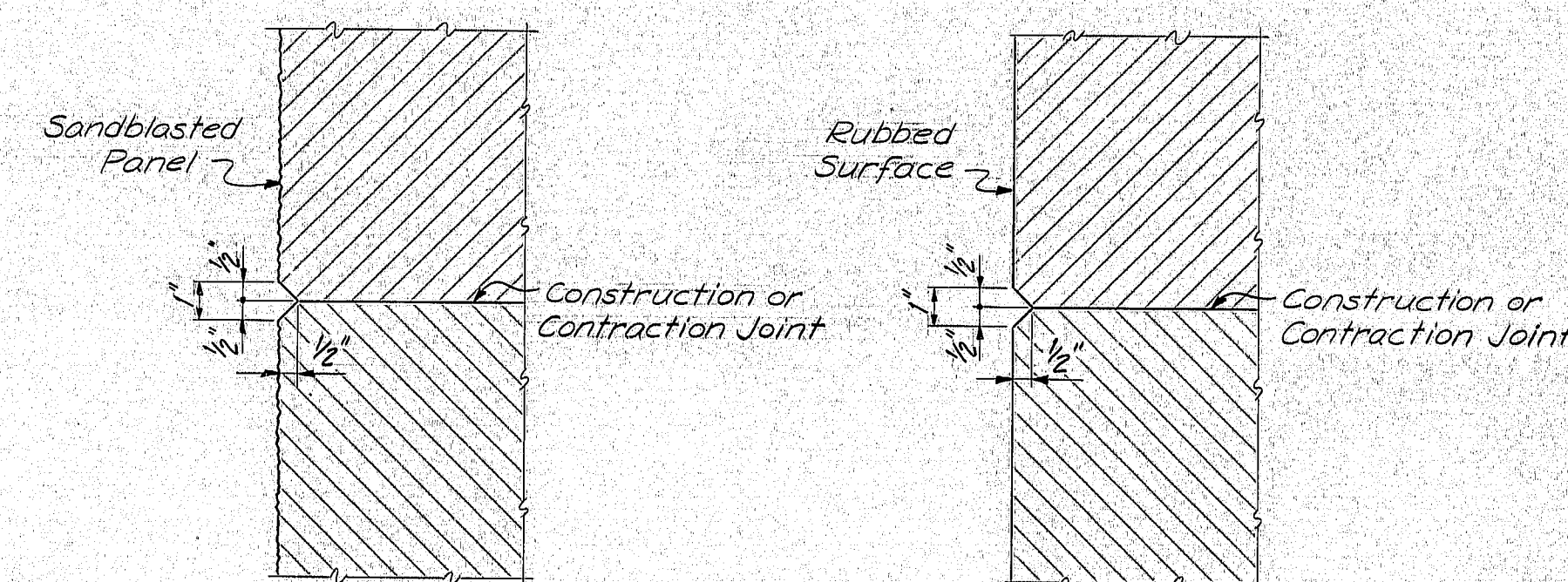
Concrete shall not be sandblasted for at least 28 days after placement.

The contractor shall take the necessary steps to protect the materials and equipment from damage by the sandblasting operation. Personnel shall be properly equipped: sandblast hood for the operator, and respirators and goggles for all other personnel exposed to dust.

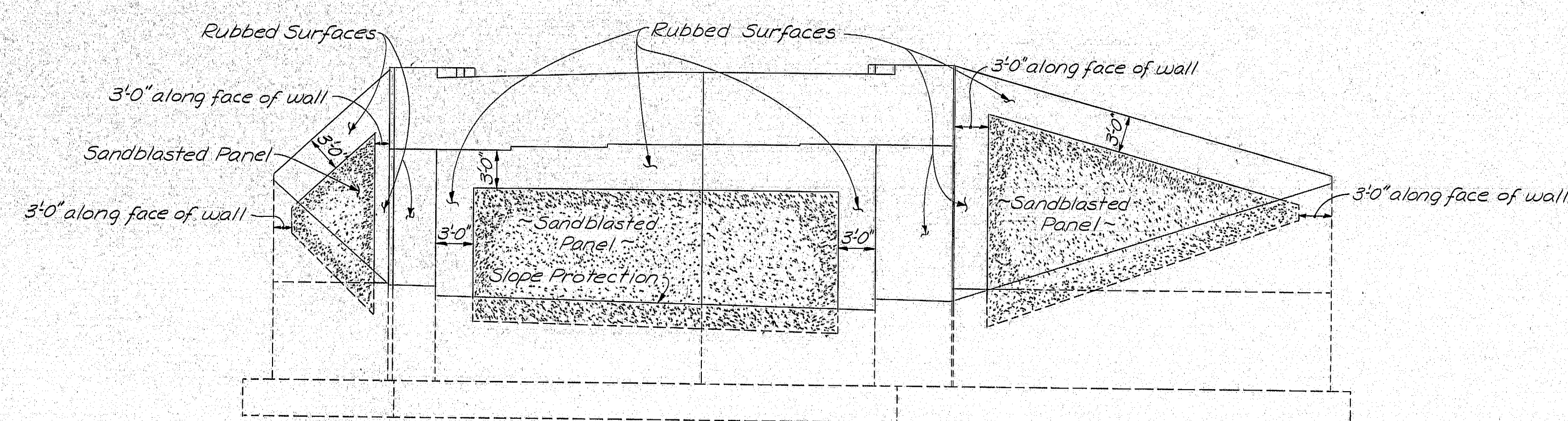
The contractor shall conform to any applicable safety specifications, such as O.S.H.A. in the sandblasting operation.

Payment for sandblasting will be included in the contract unit price for Item 502.2, "Structural Concrete Abutments and Retaining Walls."

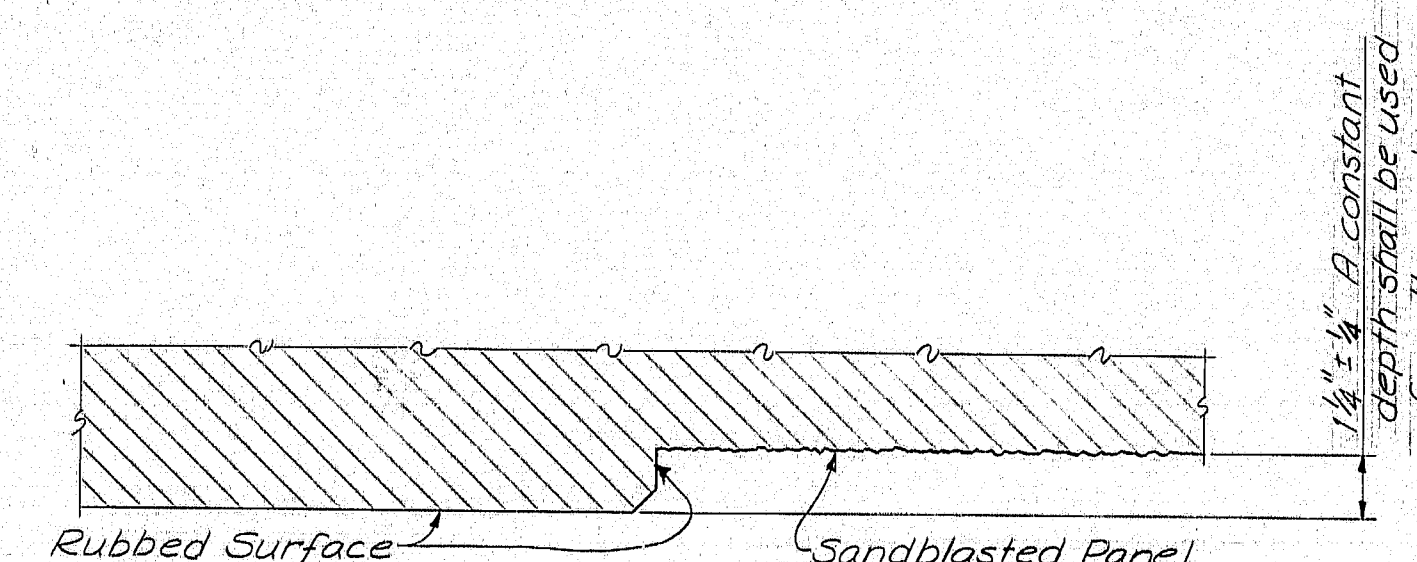
No deduction in the concrete pay volume will be made for the recess in the architectural treatment.



TYPICAL SECTIONS



ELEVATION - ABUTMENT #2



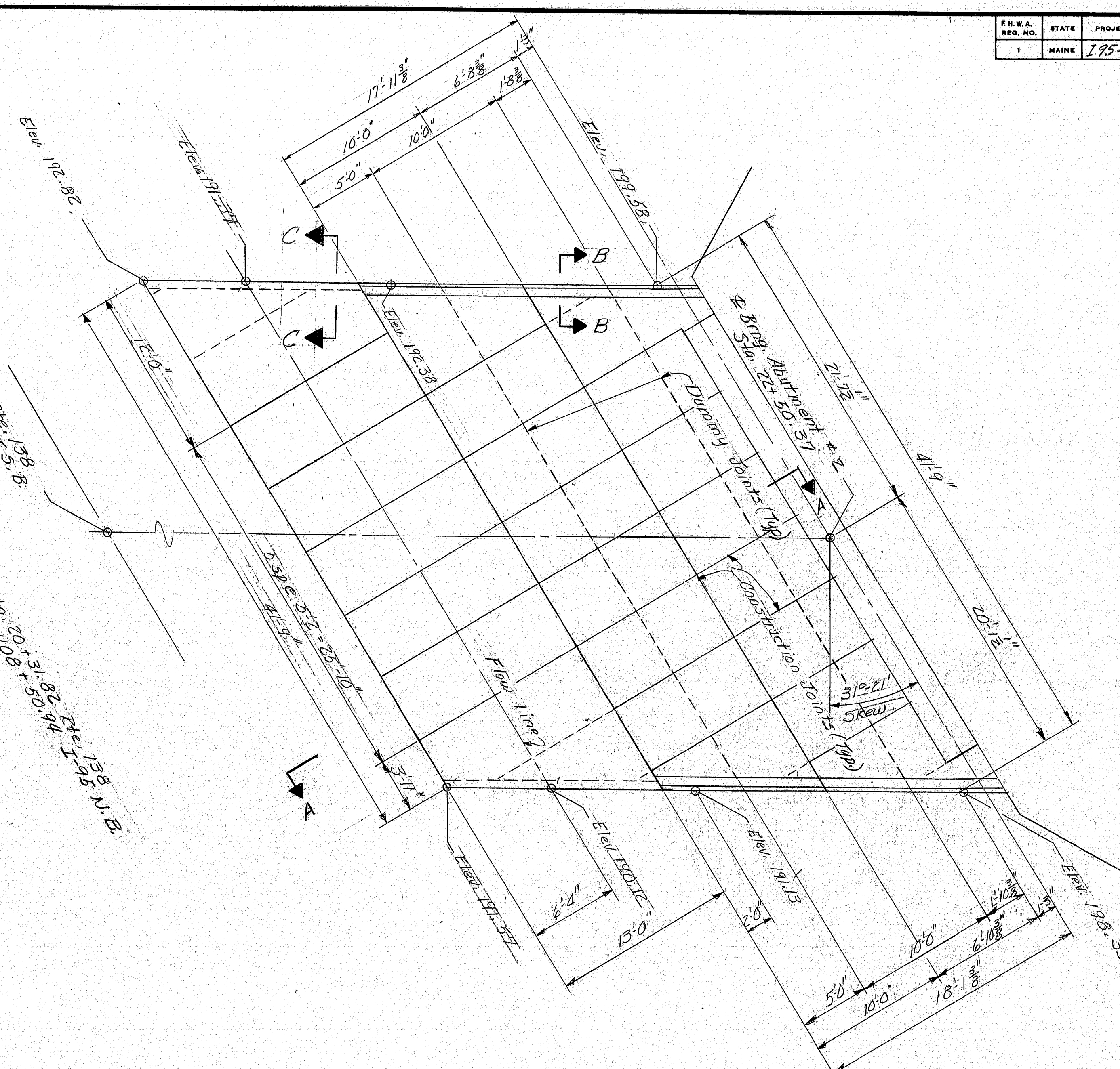
TYPICAL PLAN SECTION

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN DETAIL	E.C.B.	10-28-74
CHECKED	G.H.	11-25-74
REVISIONS		
FIELD CHANGES		

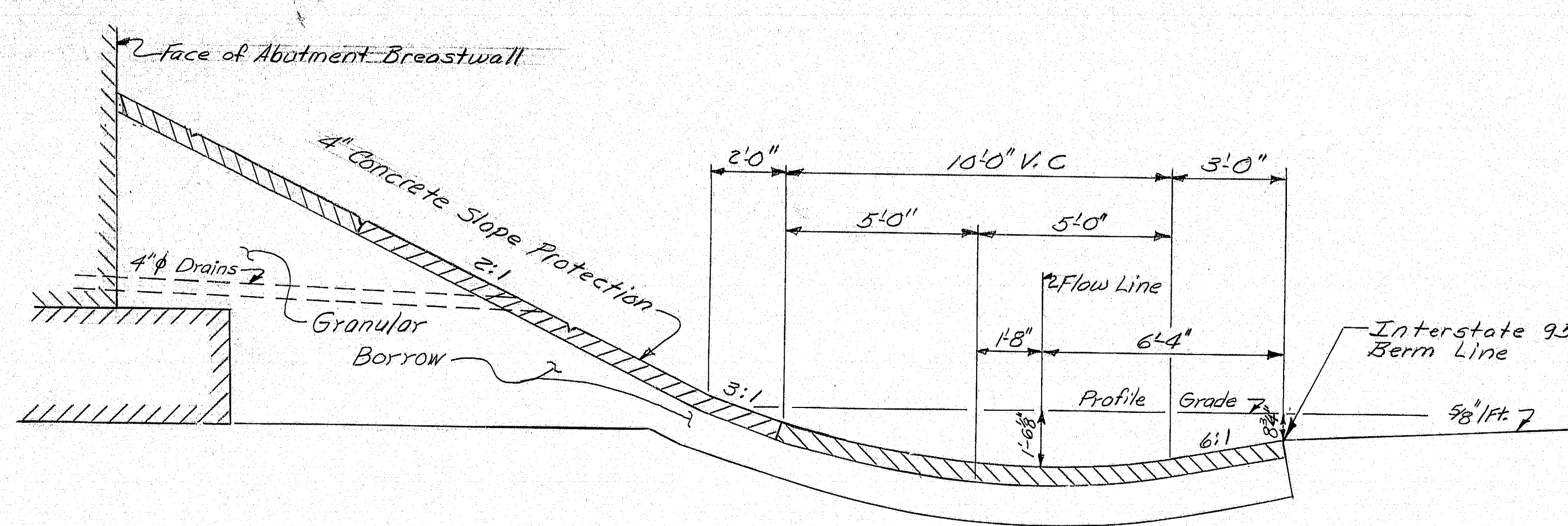
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
ROUTE 138 OVER INTERSTATE 95 IN THE TOWN OF BOWDOINHAM SAGADAHOC COUNTY
ARCHITECTURAL TREATMENT SHEET 75 OF 125 AUGUSTA, MAINE May, 1975

173-131

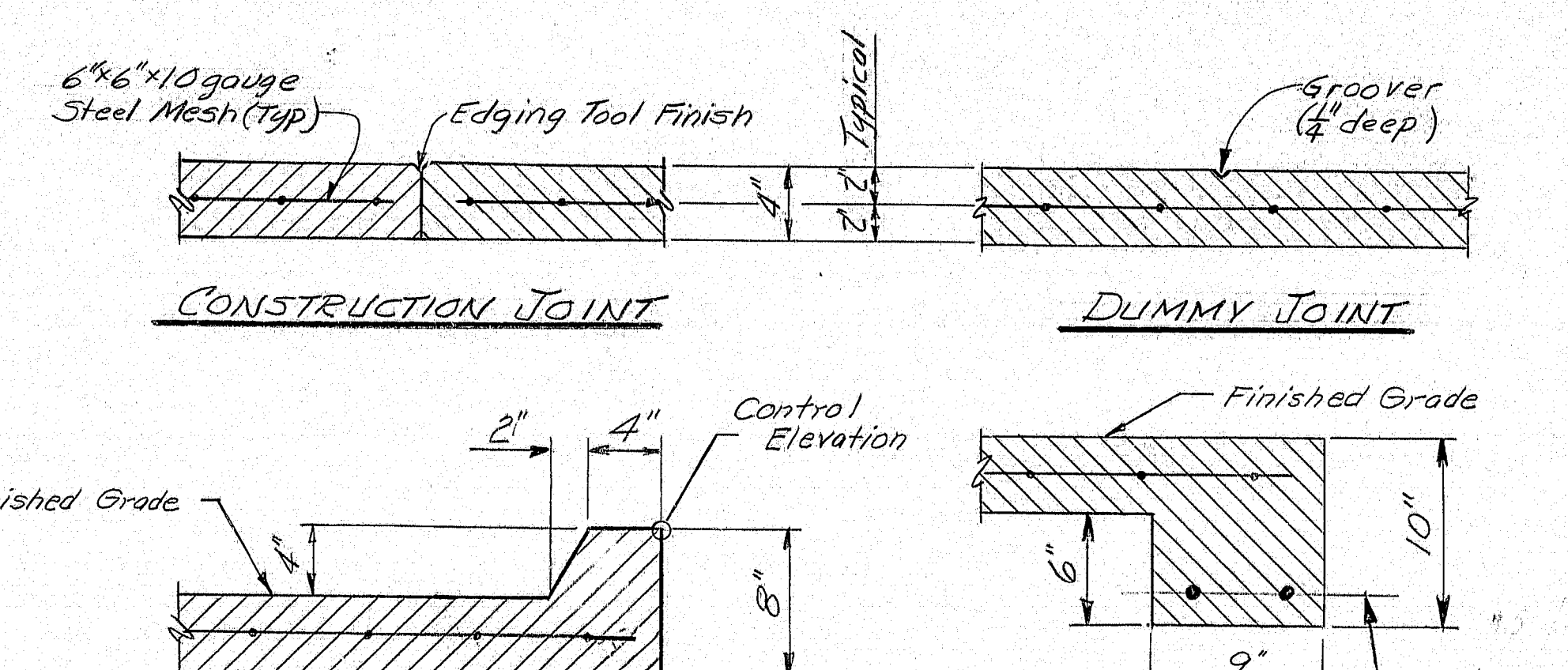
PROJECT DESIGN ENGINEER	BY	DATE
	G.O.T. R.V.M.	9-5-74
PLANS	DESIGN - DETAILED	
	CHECKED	
	REVISIONS	
	FIELD CHANGES	



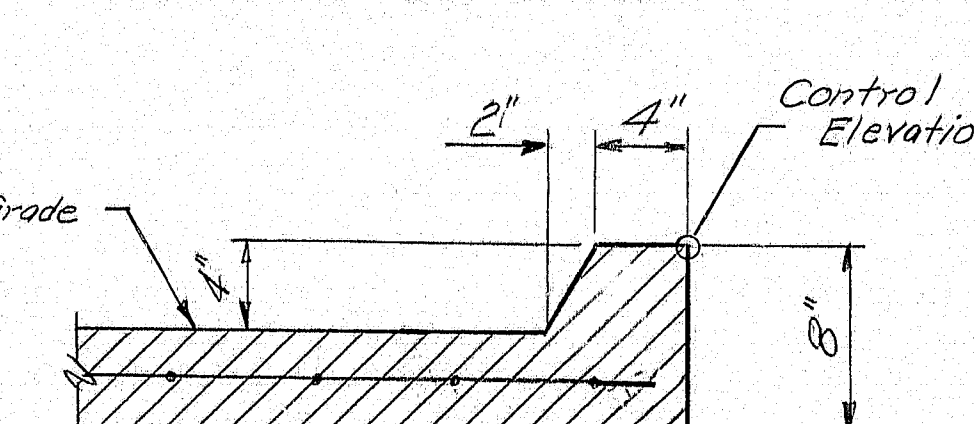
PLAN - ABUTMENT NO. 2



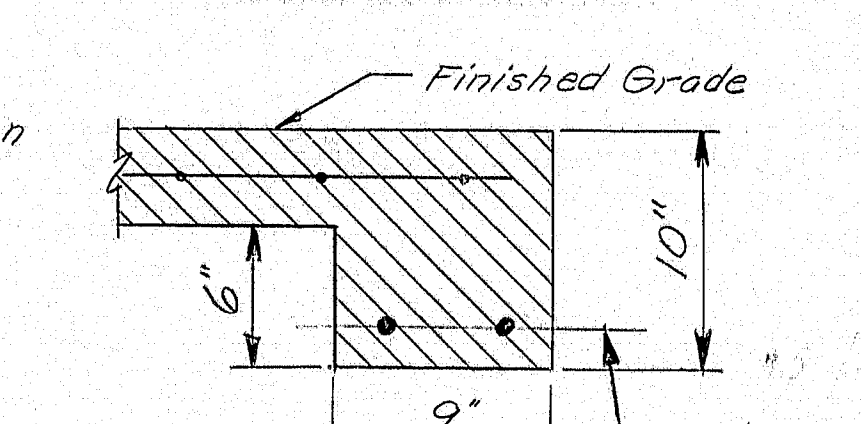
SECTION A-A



DUMMY JOINT



SECTION B-B



SECTION C-

NOTE:
Payment of 2 ~ #5 bars
shall be incidental to concrete
slope protection item.

ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY

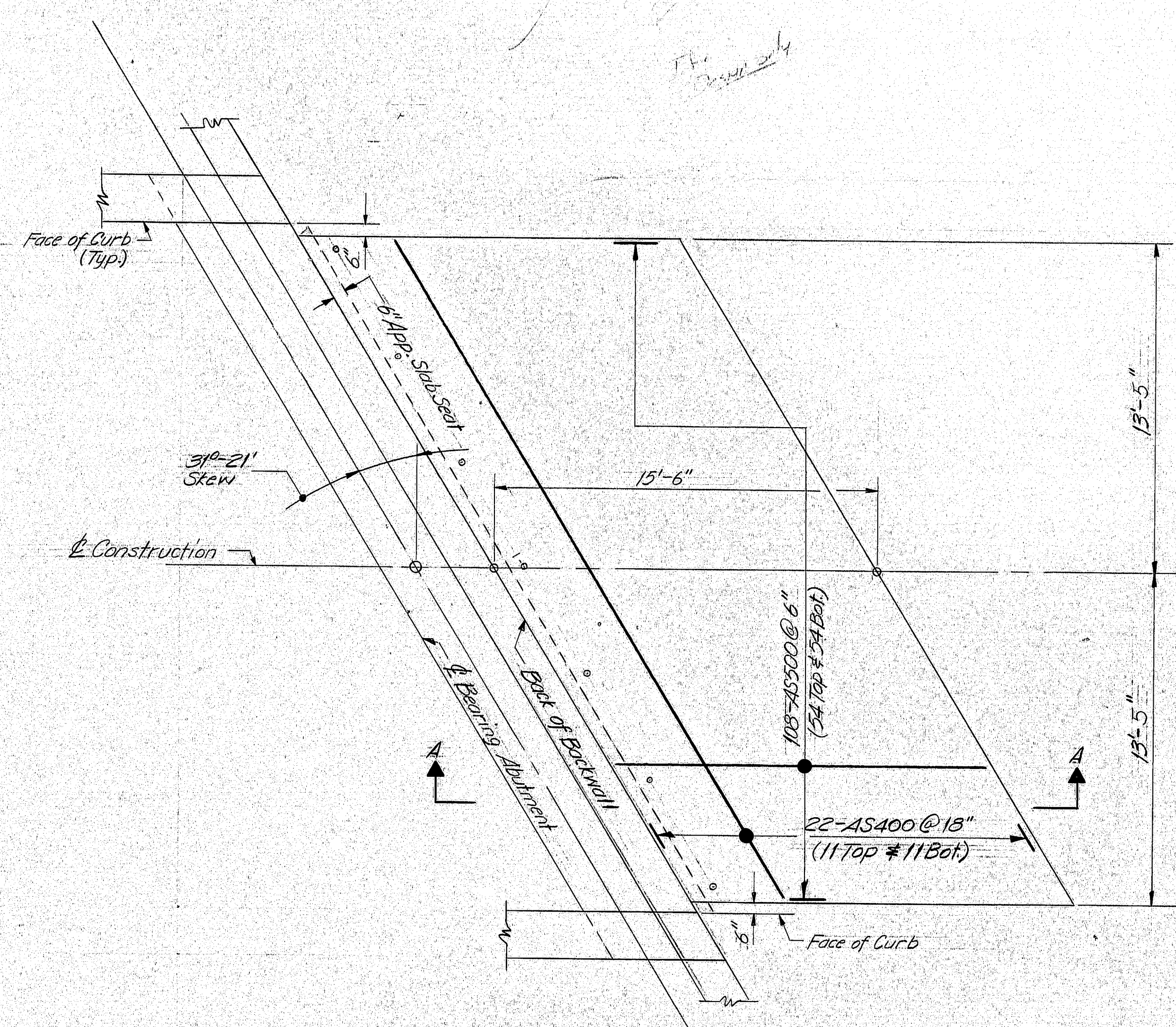
SLOPE PROTECTION

SHEET 76 OF 125 AUGUSTA, MAINE May, 1971

AUGUSTA, MAINE May, 197

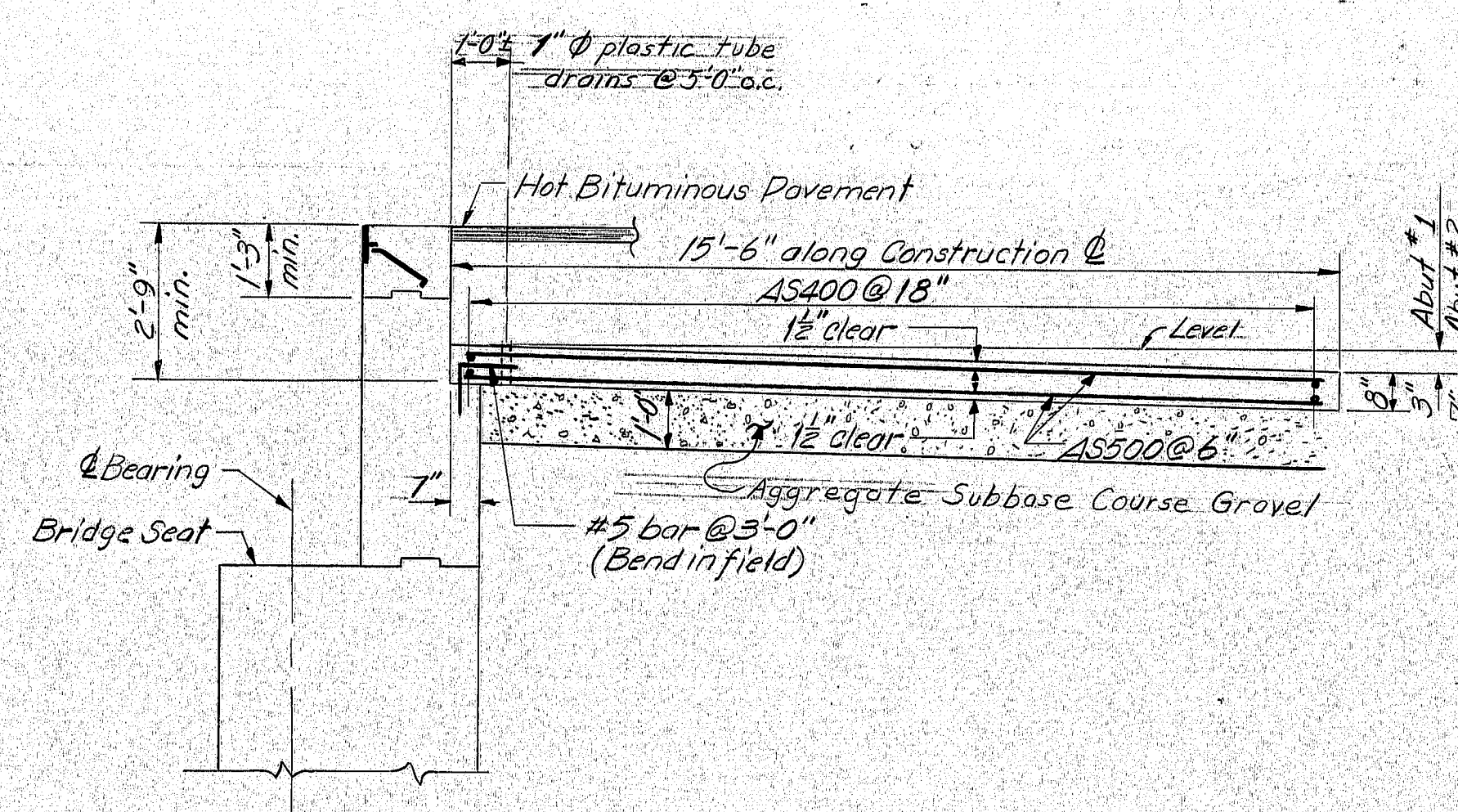
173-132

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	175-5 (40)	77	125



PLAN
ABUTMENTS #1 & #2

APPROACH SLAB DETAILS



SECTION A-A
8" Structural Concrete Slab

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN - DETAILED	CD/E	5-7-75
REVIEWED		5-7-75
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

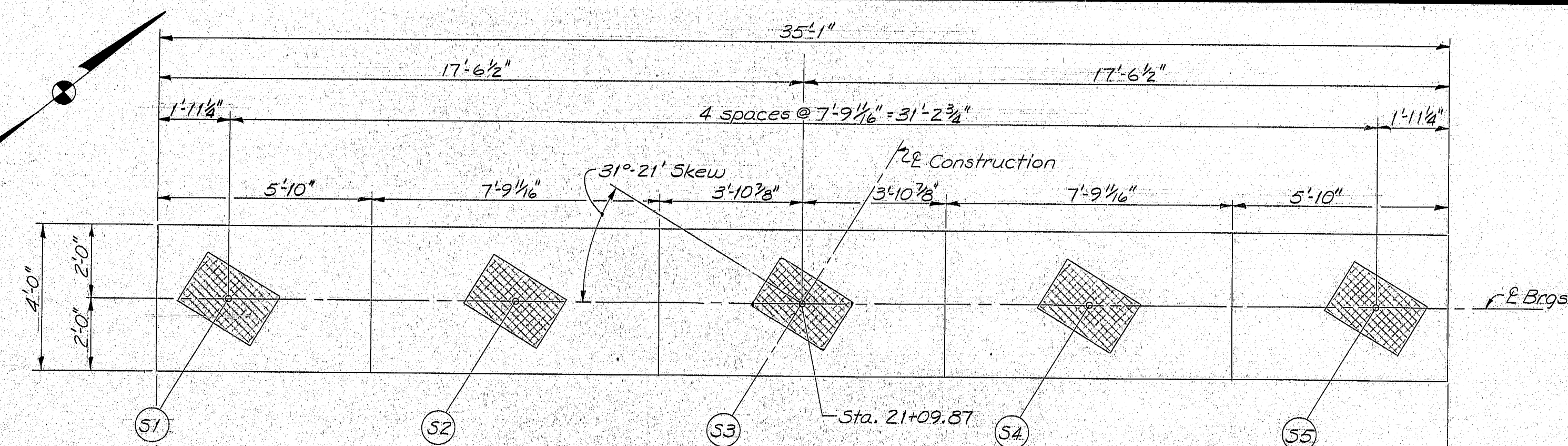
APPROACH SLAB
SHEET 77 OF 125 AUGUSTA, MAINE May, 1975

173-133

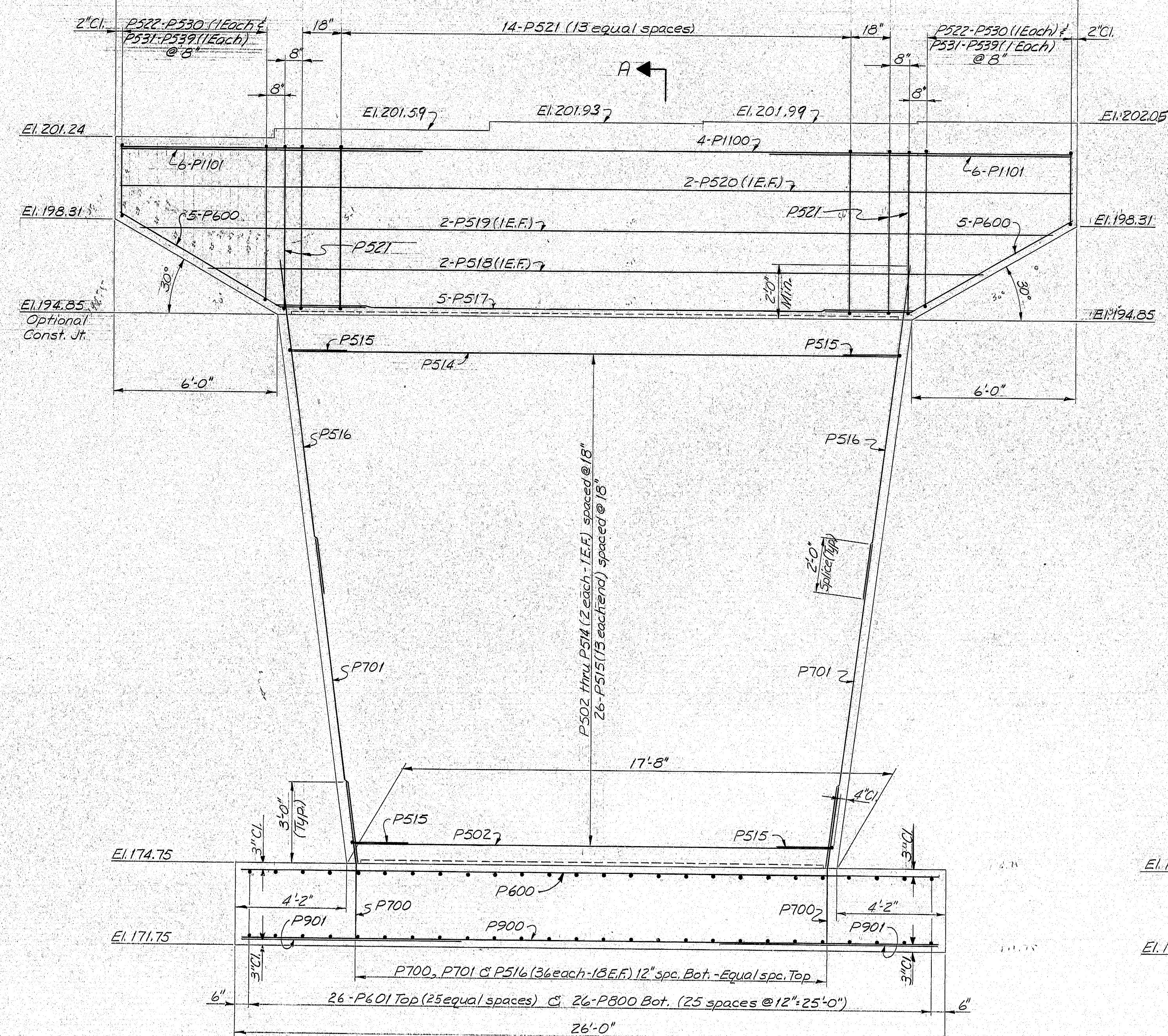
F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5 (20)	78	125

PIER NOTES

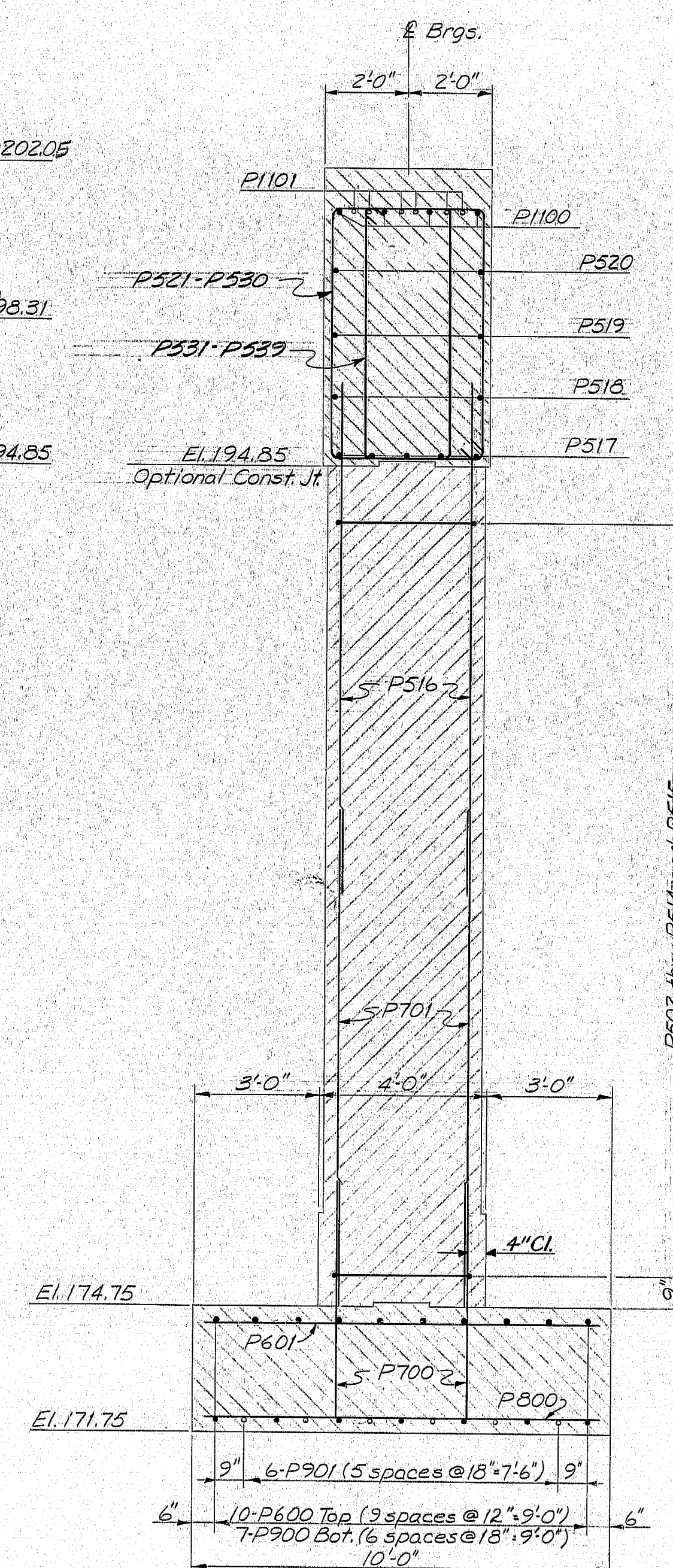
1. Chamfer all exposed edges of concrete 1/2 inch unless otherwise indicated.
2. Reinforcing steel shall have 2 inches minimum cover unless otherwise indicated.
3. Place reinforcing steel on bridge seats to clear anchor bolts.
4. All reinforcing steel splices and embedments shall be a minimum of 36 bar diameters unless otherwise indicated.
5. Maximum calculated footing pressure = 6.75 tons per square foot.
6. For Architectural Treatment see sheet 175.



PIER PLAN



PIER ELEVATION



SECTION A-A

PROJECT DESIGN ENGINEER	BY	DATE
GOIT	R.C.B.	9-20-74
CHECKED	LDH	5-7-75
REVISIONS		
FIELD CHANGES		

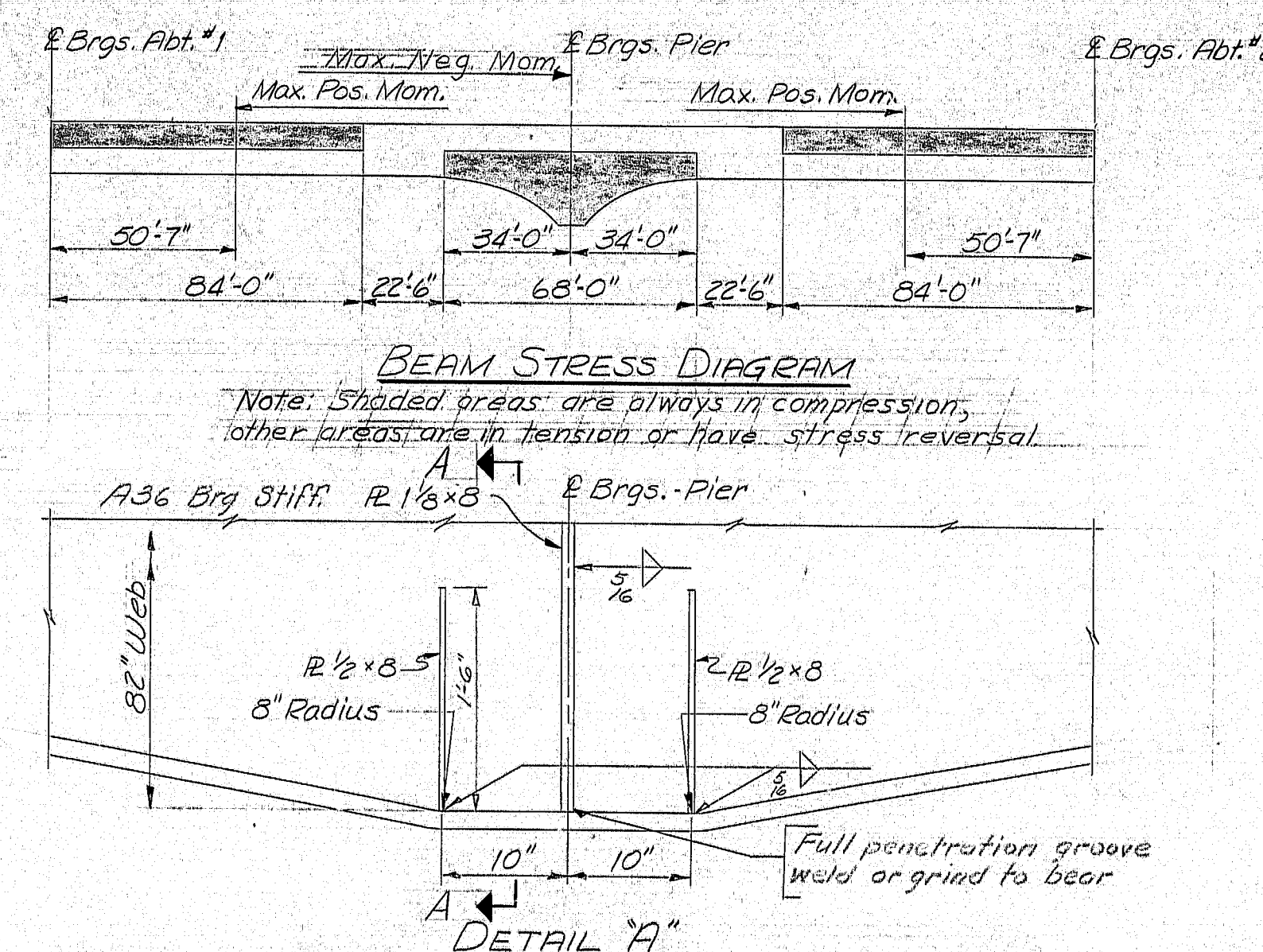
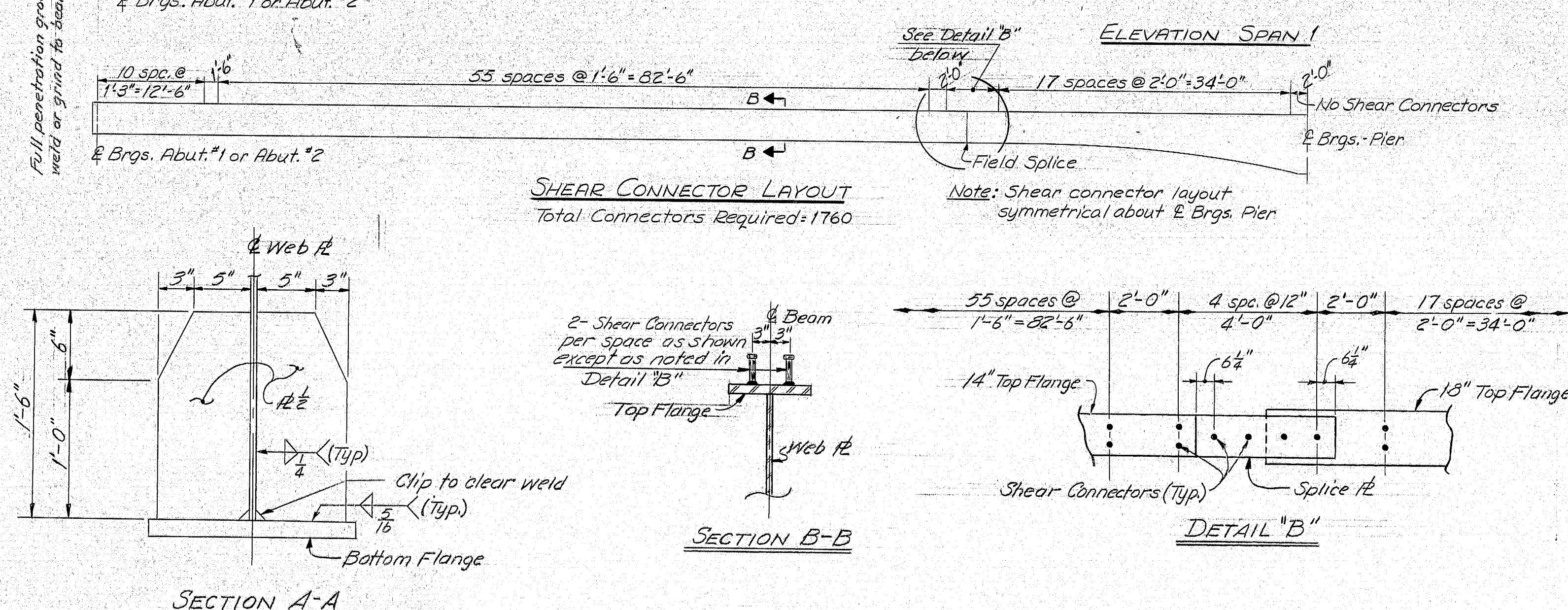
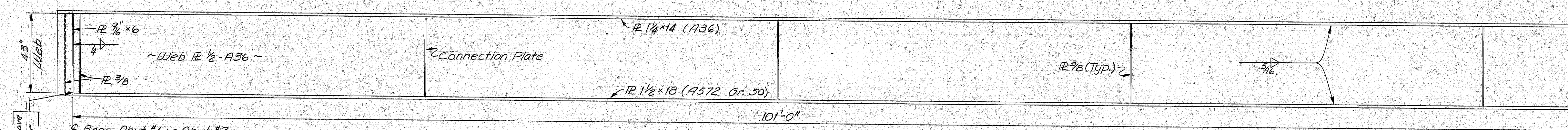
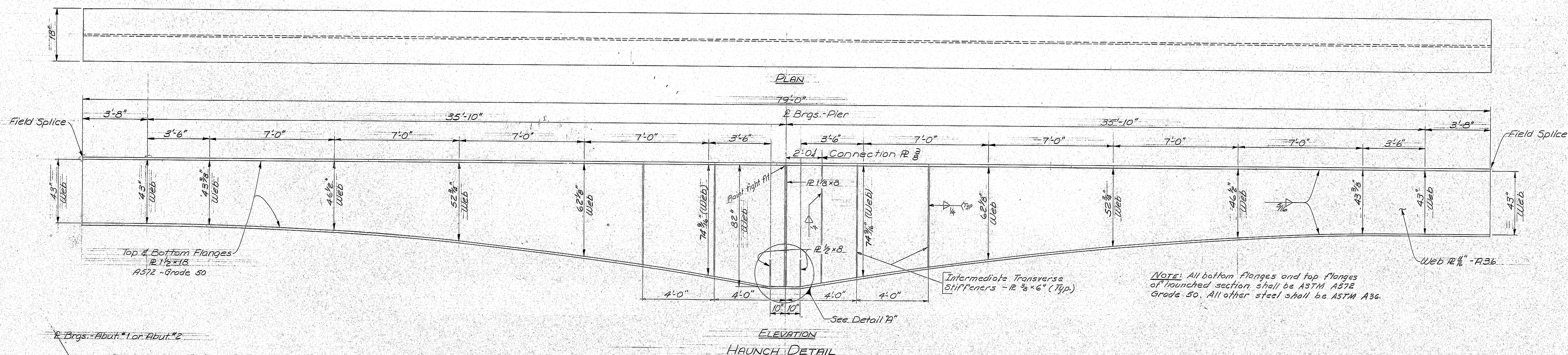
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY**

PIER DETAILS
SHEET 78 OF 125 AUGUSTA, MAINE May, 1975

173-134

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-5(46)	79	125



STRUCTURAL STEEL NOTES

1. Camber ordinates, as shown, are computed to compensate for all dead load deflections and for the curvature of the finish grade profile.
2. No transverse butt weld splices in the flange plates or web plates within 10 feet from the points of maximum negative moment or maximum positive moment will be allowed.
3. Sections of flange plates or web plates between transverse butt weld splices or from field splices shall be not less than 20 feet in length unless otherwise shown on the plans.
4. Butt weld splices in flanges shall not be closer than one foot from transverse welds in the web plates.
5. One longitudinal butt weld splice in the web will be allowed in the haunched sections of the girders. Feather edges between the longitudinal welds and the bottom flanges will not be allowed.
6. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
7. Cross frame or diaphragm connection plates may be either plumb or normal to the top flange.
8. Filler plates may be ASTM A36 steel and mill tests for filler plate material will not be required.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

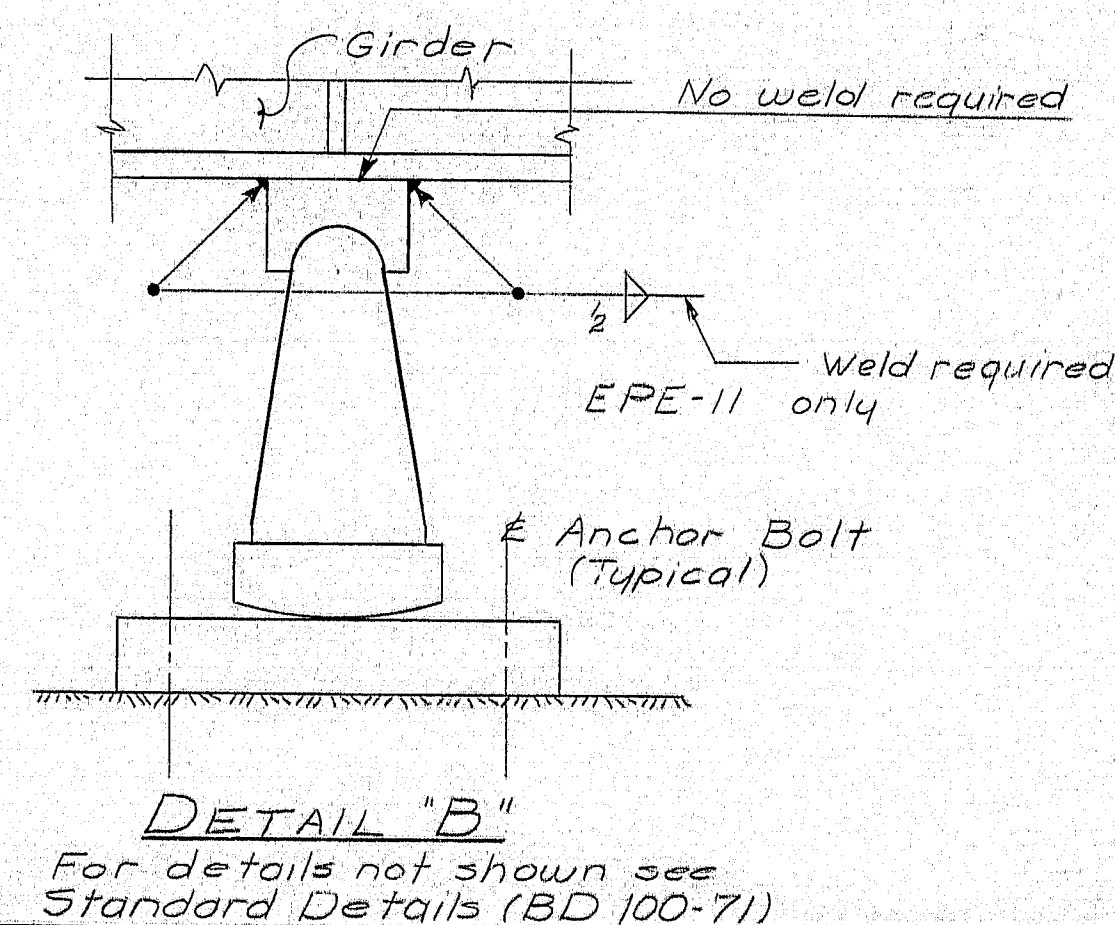
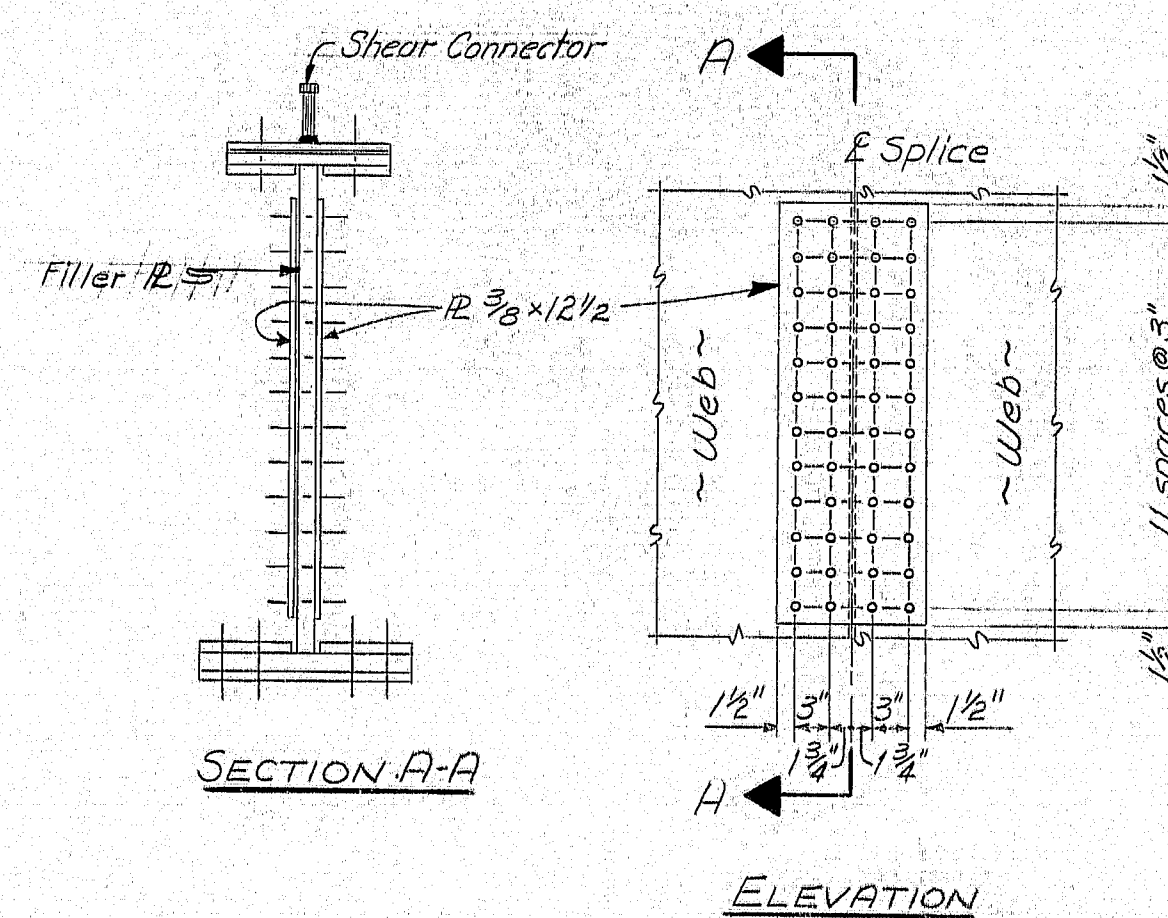
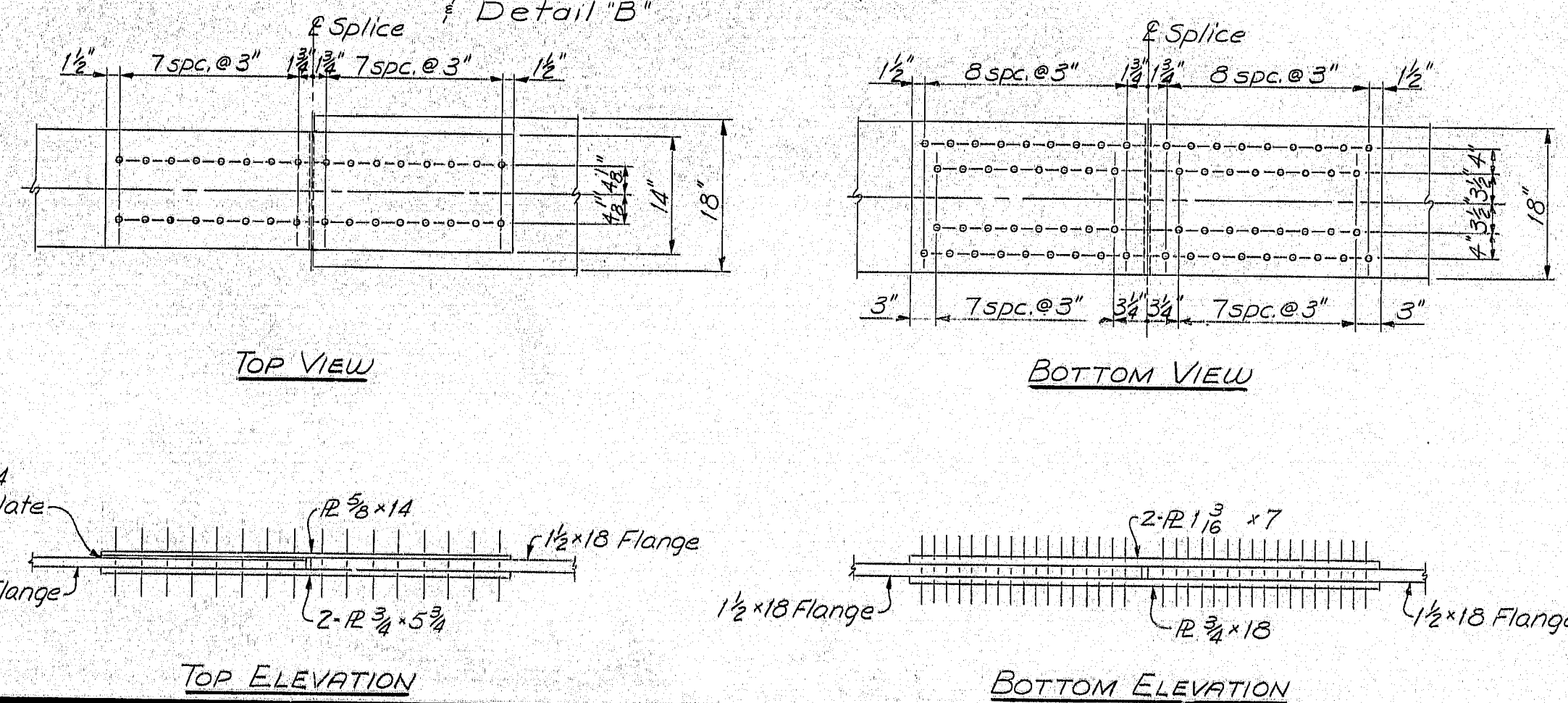
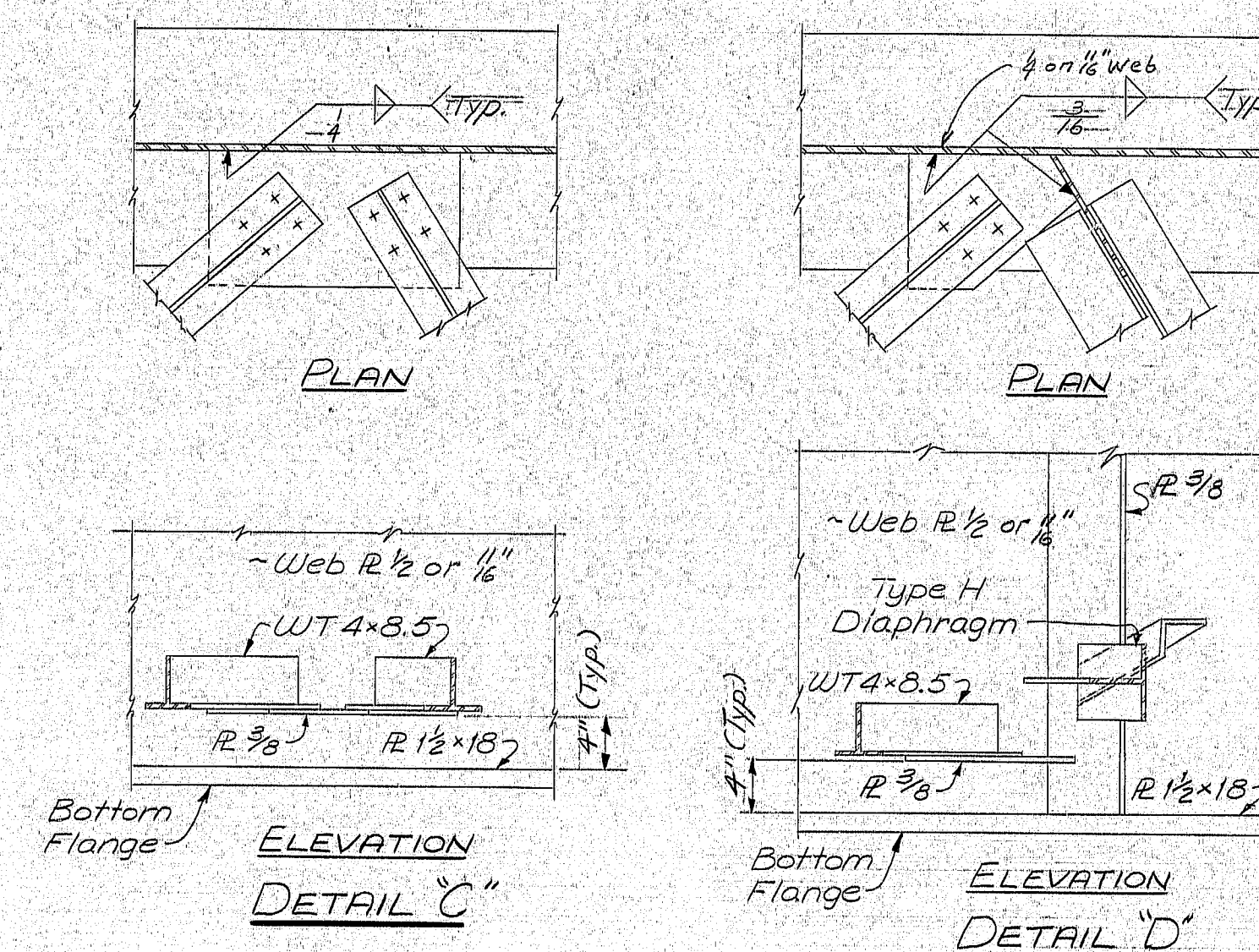
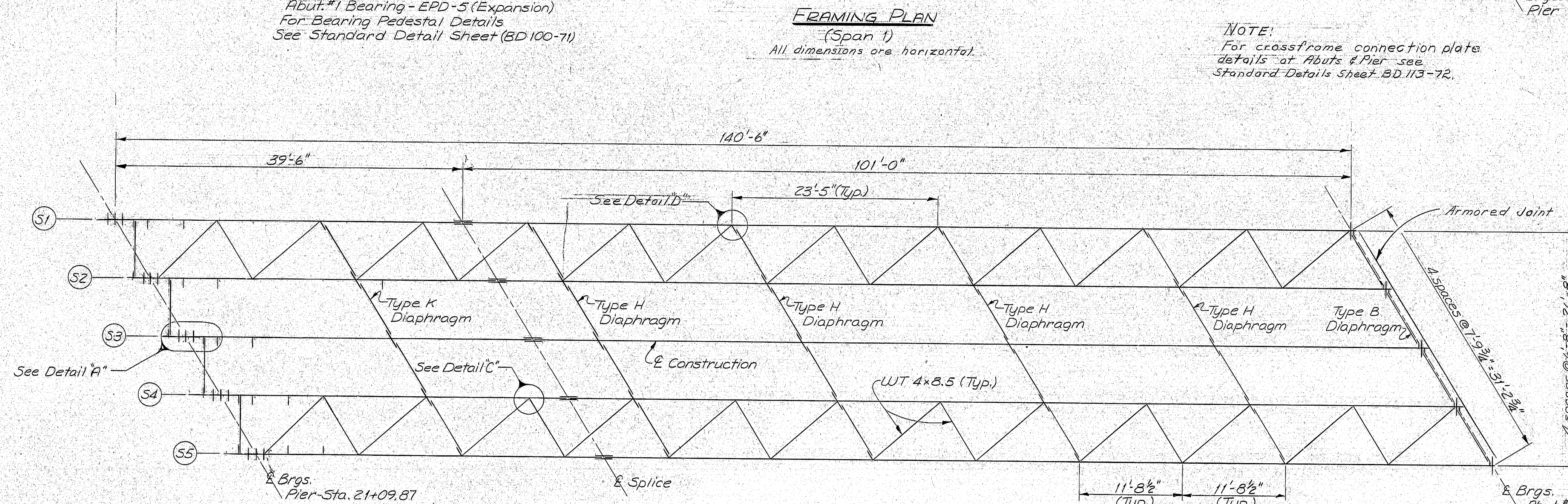
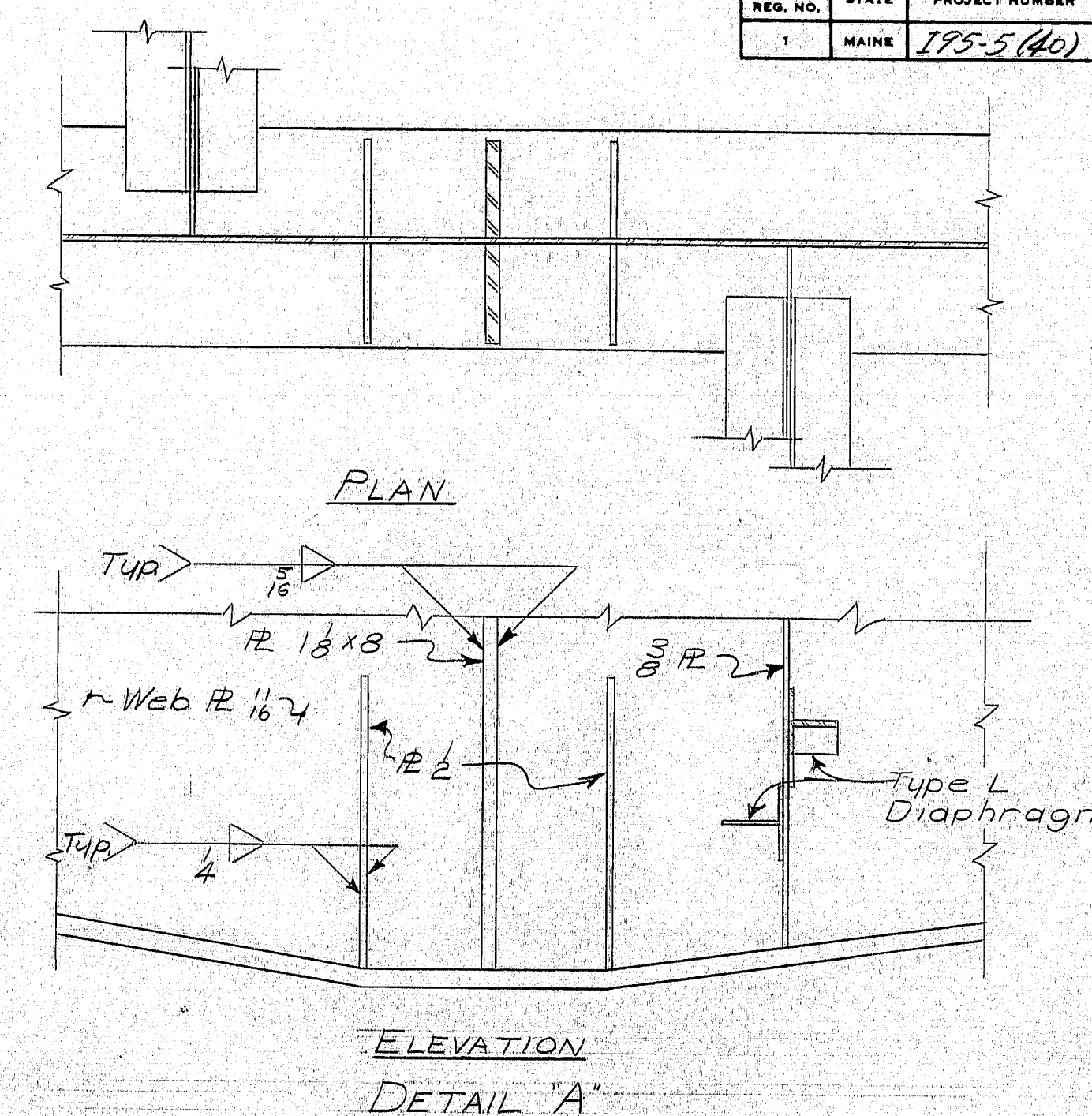
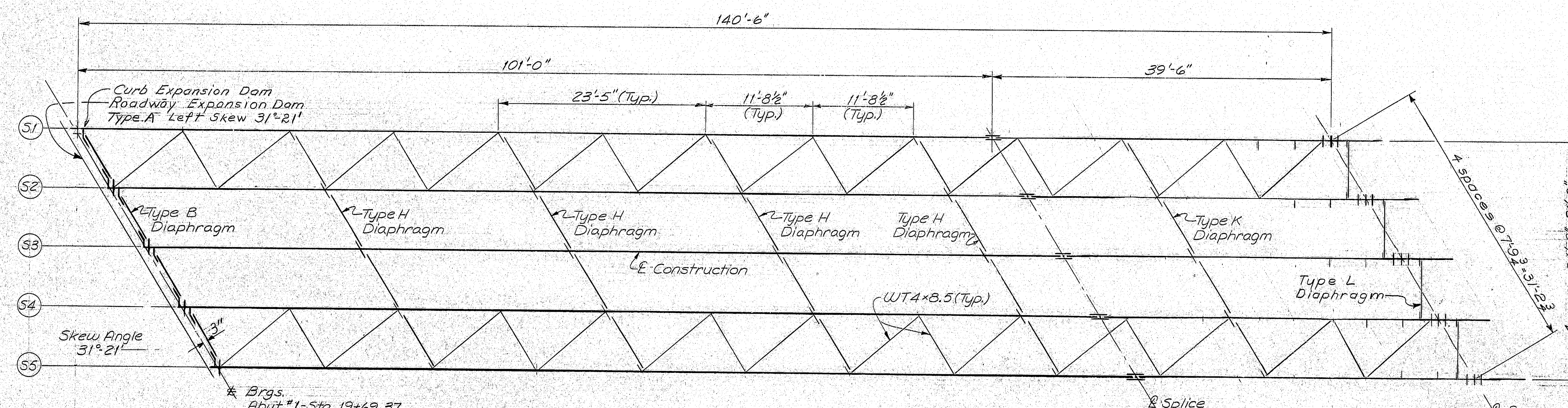
ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY

STRUCTURAL STEEL DETAILS
SHEET 79 OF 125 AUGUSTA, MAINE May, 1975

173-135

PROJECT DESIGN ENGINEER	BY	DATE
PLANS	GOY. RCB	5/75
DESIGN DETAIL		
CHECK		
REVISIONS		
FIELD CHANGES		

F.R.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	175-5(40)	80	125



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

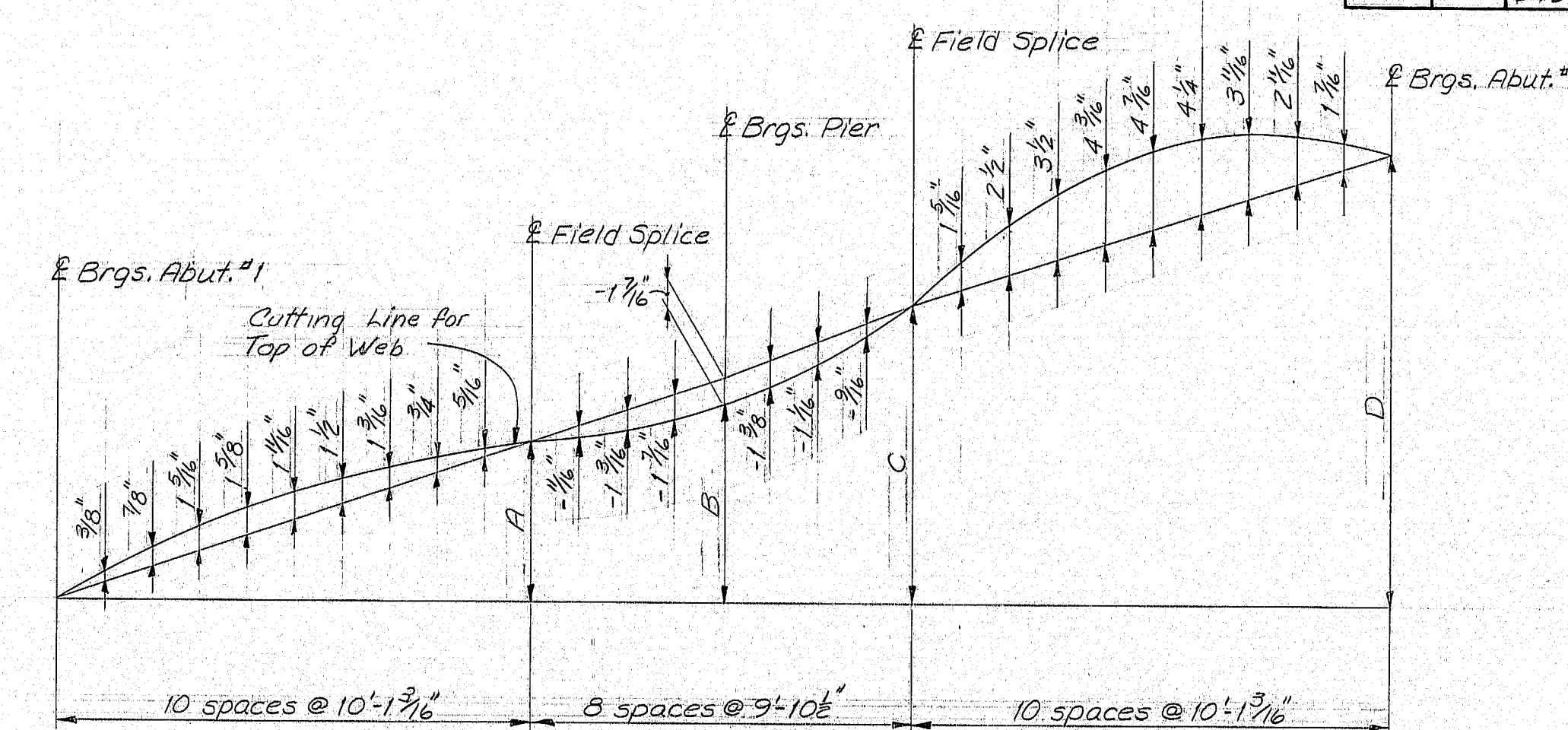
STRUCTURAL STEEL DETAILS
SHEET 80 OF 125 AUGUSTA, MAINE May 1975

173-136

The image contains two technical diagrams for bridge layout, labeled 'BLOCKING LAYOUT' and 'DEAD LOAD DEFLECTION LAYOUT'.

BLOCKING LAYOUT
 (all dimensions are horizontal)
 This diagram shows a grid of points numbered 1 to 29 along the top. The grid is bounded by horizontal lines labeled S1, S2, S3, S4, and S5. The points are arranged in a staggered pattern. Dimensions include 140'-6" and 31'-21" Skew (Typ.). Labels include "Brgs. Pier", "Brgs. Abut. #1", and "Brgs. Abut. #2".

DEAD LOAD DEFLECTION LAYOUT
 (all dimensions are horizontal)
 This diagram shows a grid of points labeled A through X along the top. The grid is bounded by horizontal lines labeled S1, S2, S3, S4, and S5. The points are arranged in a staggered pattern. Dimensions include 140'-6" and 31'-21" Skew (Typ.). Labels include "Brgs. Pier", "Brgs. Abut. #1", and "Brgs. Abut. #2".



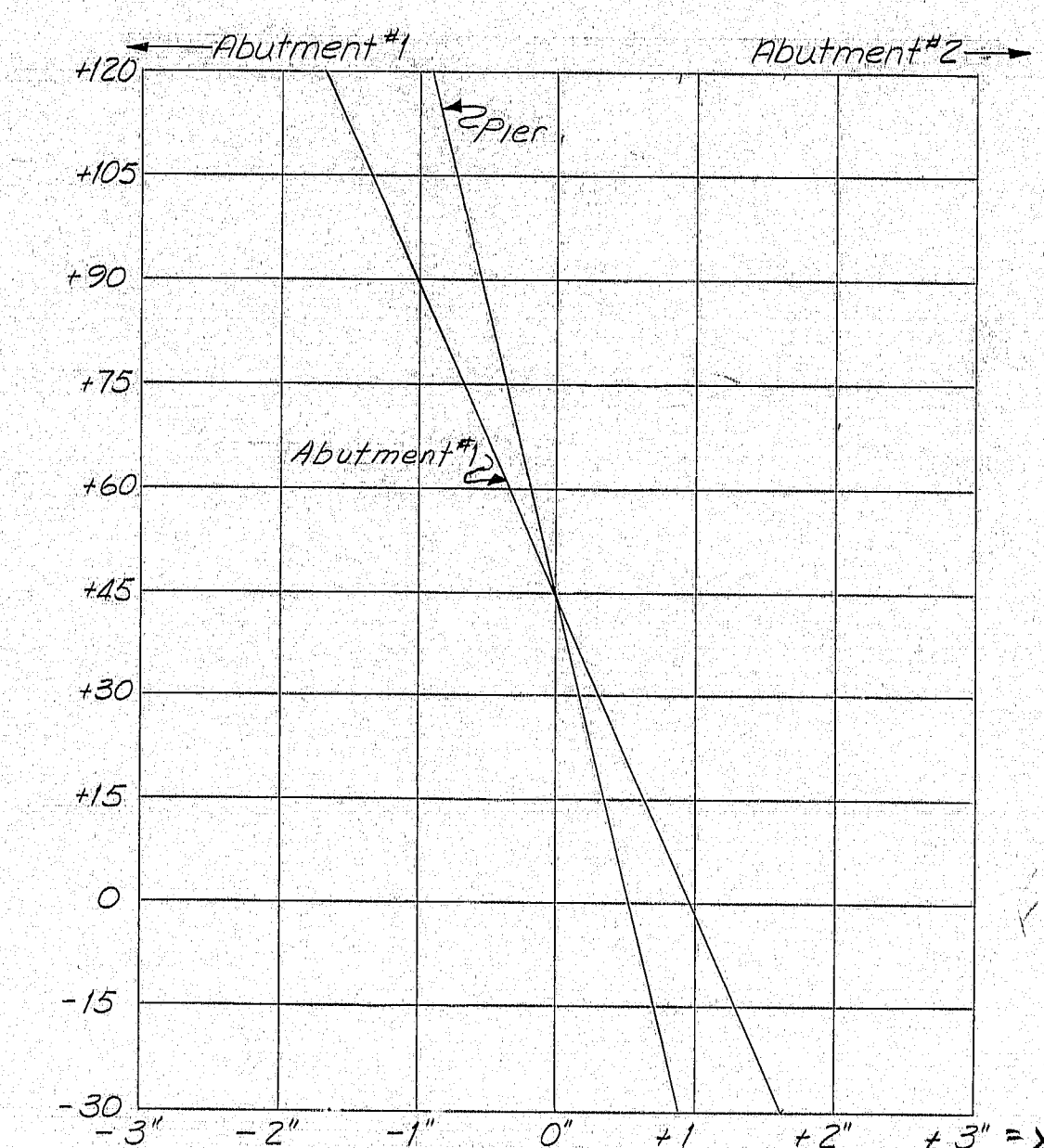
	A	B	C	D
S1	4'-6 $\frac{5}{8}$ "	6'-4 $\frac{1}{2}$ "	8'-5 $\frac{1}{4}$ "	12'-9 $\frac{3}{4}$ "
S2	4'-7 $\frac{7}{16}$ "	6'-5 $\frac{1}{16}$ "	8'-5 $\frac{1}{8}$ "	12'-9 $\frac{1}{2}$ "
S3	4'-7 $\frac{3}{4}$ "	6'-5 $\frac{5}{8}$ "	8'-6 $\frac{1}{8}$ "	12'-9 $\frac{3}{8}$ "
S4	4'-8 $\frac{5}{16}$ "	6'-6 $\frac{3}{8}$ "	8'-6 $\frac{3}{4}$ "	12'-10"
S5	4'-8 $\frac{13}{16}$ "	6'-6 $\frac{5}{8}$ "	8'-6 $\frac{7}{8}$ "	12'-10 $\frac{1}{4}$ "

CAMBER TABLE

		BOTTOM OF SLAB ELEVATIONS																												
SPAN		£ Abt.	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	+90'	+100'	+110'	+120'	+130'	£ Pier	+10'	+20'	+30'	+40'	+50'	+60'	+70'	+80'	+90'	+100'	+110'	+120'	+130'	£ Abt.
POINTS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
STRENGTHS	S1	203.97	204.43	204.90	205.37	205.83	206.28	206.72	207.15	207.58	208.00	208.44	208.89	209.35	209.82	210.34	210.84	211.36	211.88	212.41	212.94	213.45	213.95	214.43	214.88	215.31	215.70	216.07	216.41	216.77
	S2	204.26	204.73	205.20	205.68	206.14	206.60	207.04	207.48	207.91	208.34	208.78	209.23	209.69	210.17	210.69	211.18	211.69	212.22	212.74	213.27	213.78	214.28	214.75	215.20	215.62	216.01	216.38	216.72	217.07
	S3	204.56	205.02	205.50	205.99	206.46	206.92	207.37	207.81	208.24	208.68	209.12	209.57	210.03	210.51	211.03	211.52	212.03	212.55	213.07	213.59	214.11	214.60	215.07	215.52	215.94	216.33	216.69	217.03	217.38
	S4	204.57	205.05	205.53	206.02	206.50	206.96	207.42	207.86	208.30	208.74	209.19	209.64	210.10	210.57	211.09	211.58	212.09	212.60	213.12	213.64	214.15	214.65	215.12	215.56	215.98	216.36	216.72	217.06	217.41
	S5	204.59	205.07	205.56	206.05	206.54	207.01	207.47	207.94	208.36	208.81	209.25	209.70	210.16	210.64	211.15	211.64	212.14	212.66	213.18	213.69	214.20	214.69	215.16	215.60	216.01	216.40	216.75	217.09	217.43

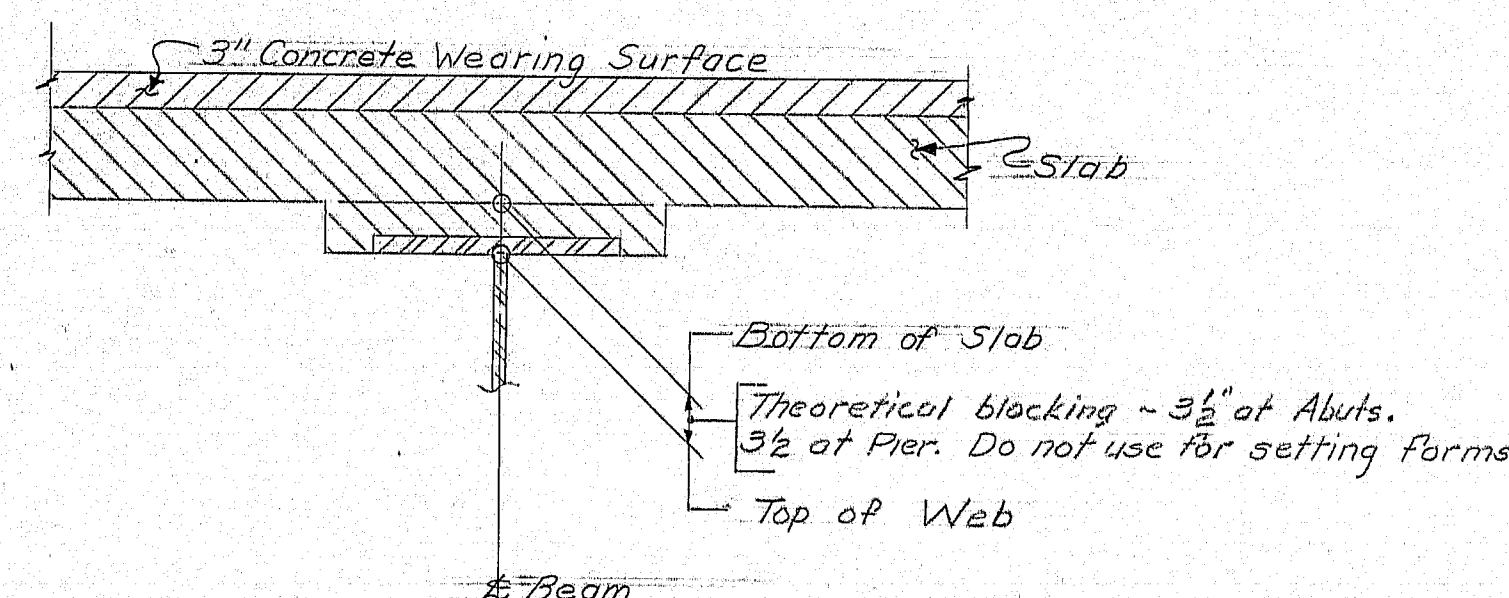
DEAD LOAD DEFLECTIONS IN FEET																											
Span	EAbs ¹ / ₁	5'-7 ₂	11'-2 ₈	15'-11 ₈	22'-5 ₈	28'-1 ₄	33'-8 ₈	39'-4 ₈	44'-11 ₂	50'-7	56'-2 ₈	61'-9 ₈	67'-5 ₄	73'-0 ₈	78'-8 ₈	84'-3 ₈	89'-11	95'-6 ₂	101'-1 ₈	106'-3 ₈	112'-4 ₈	118'-0 ₄	123'-7 ₈	129'-3 ₈	134'-10 ₈	140'-6	
Points	EAbs ¹ / ₂	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	EAbs ¹ / ₂	
Superimposed	0.000	0.012	0.024	0.036	0.046	0.055	0.062	0.068	0.073	0.075	0.076	0.075	0.073	0.069	0.063	0.057	0.049	0.041	0.033	0.025	0.017	0.011	0.006	0.003	0.001	0.000	
Steel	0.000	0.013	0.025	0.037	0.047	0.057	0.064	0.070	0.074	0.076	0.075	0.072	0.067	0.061	0.054	0.046	0.038	0.029	0.022	0.015	0.010	0.005	0.002	0.001	0.000		
Fluid	0.000	0.036	0.071	0.104	0.134	0.160	0.181	0.198	0.209	0.215	0.216	0.211	0.202	0.188	0.171	0.151	0.128	0.105	0.082	0.061	0.042	0.026	0.015	0.006	0.002	0.000	

Note:
Before taking elevations on the tops of the beams for purposes of setting bottom of slab elevations, the welding of shear connectors to the beams and the diaphragm and cross frame connections to the beams shall have been completed.

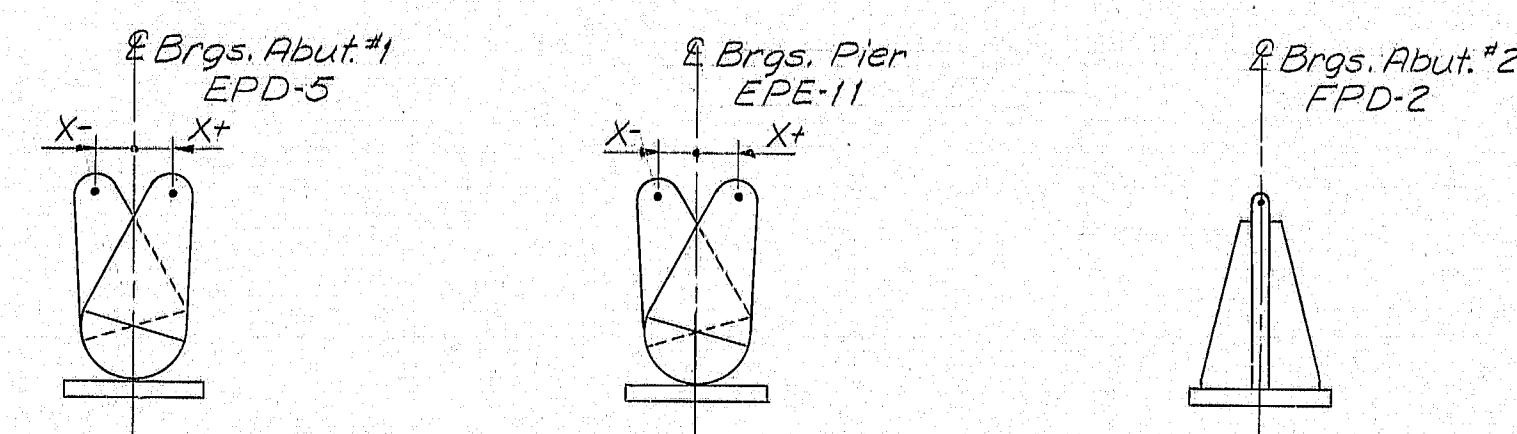


PEDESTAL SETTING DIAGRAM
(Final Positions Shown)

Note:
Rocker setting data as shown shall be used as a guide only. No extra payment will be made for resetting of the rocker bearings, subsequent to the original setting made by the contractor, as required by the Engineer to make the rocker settings conform with paragraph four (4) of Subsection 504.58



BLOCKING DETAIL



ROCKER BEARING SETTING DIAGRAM

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY**

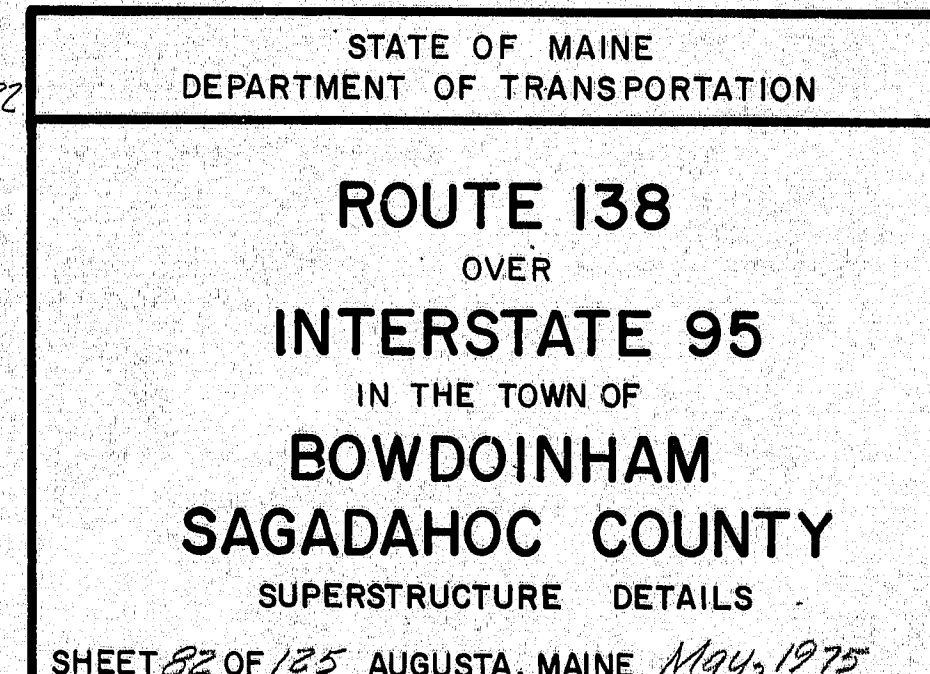
BLOCKING LAYOUT

BLOCKING LAYOUT
SHEET 81 OF 125 AUGUSTA, MAINE May, 1975

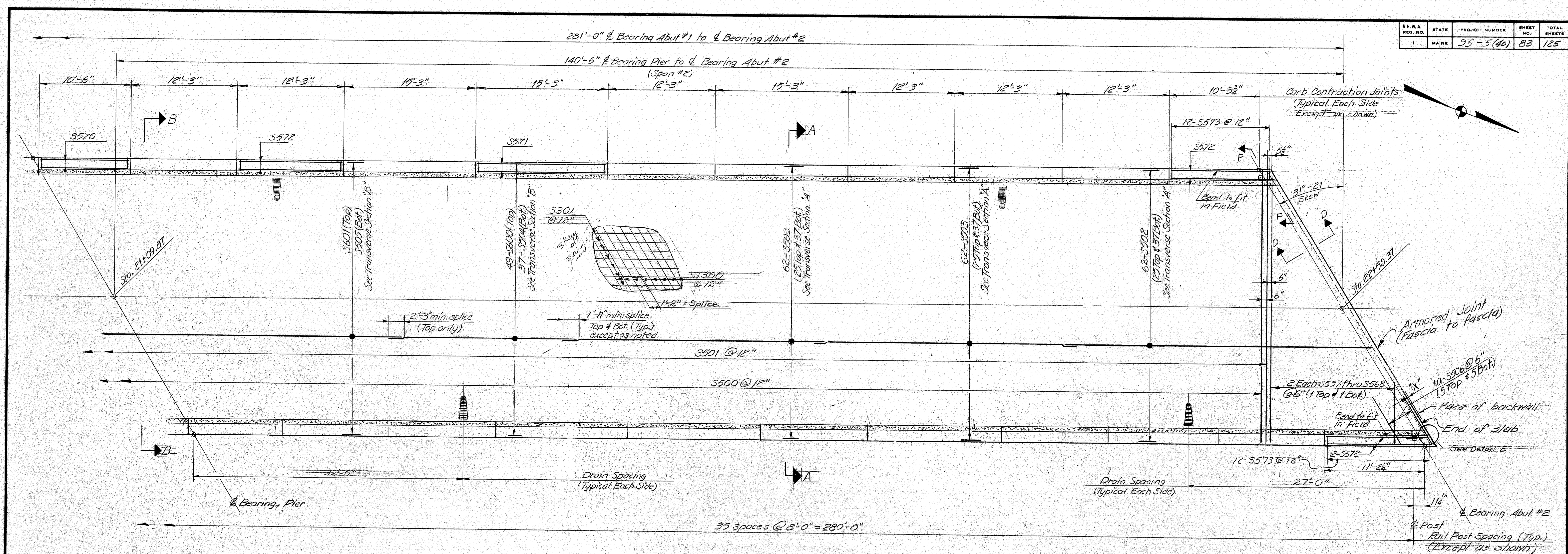
173-137 203-1

123-137

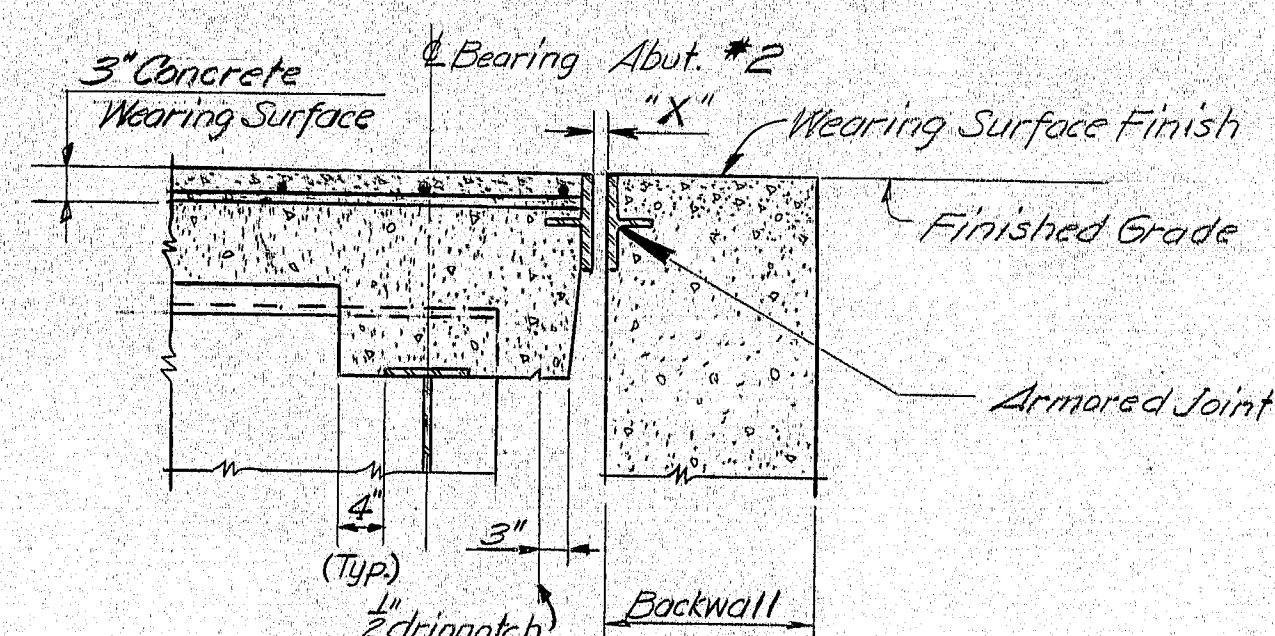
PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	G.D.T. G.B.W.	5/95
	CHECKED		
	REVISIONS		
	FIELD CHANGES		



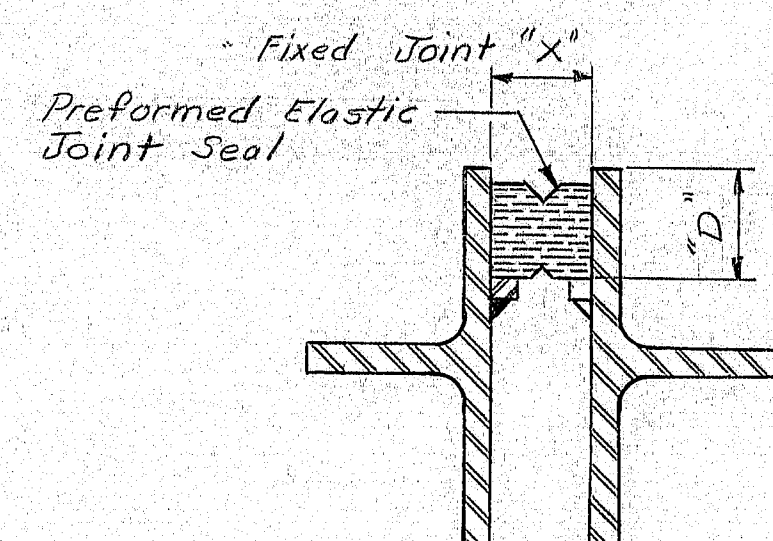
173-138



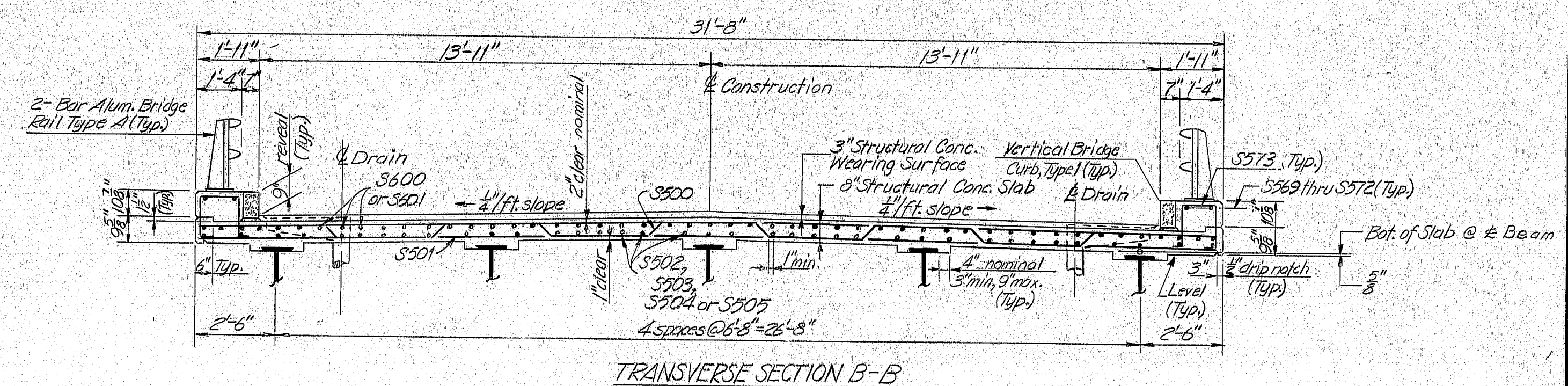
NOTE:
For Superstructure Notes and
References see Sheet No.



SECTION D-D
For Detail see (BD 104-73)



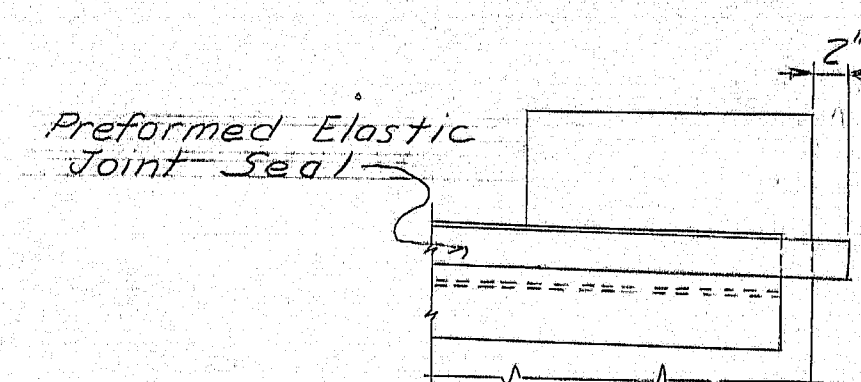
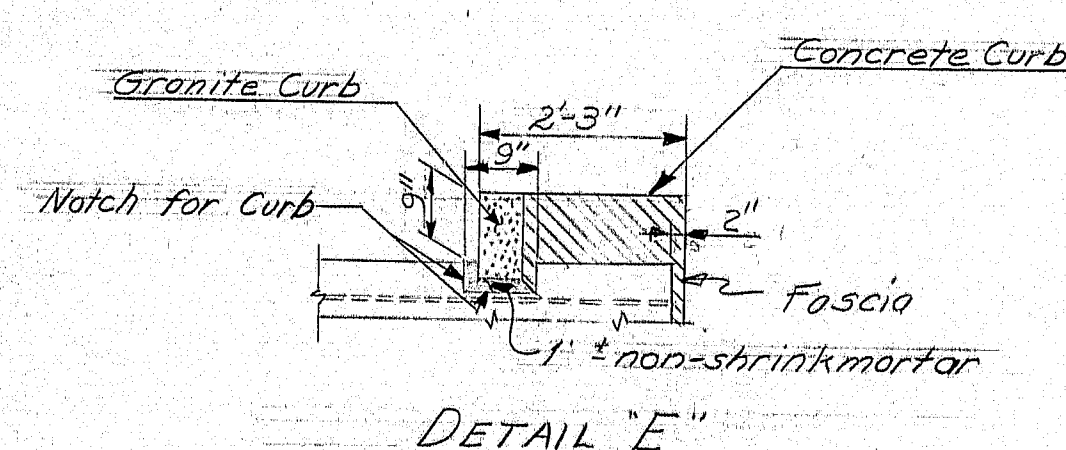
SEAL ARRANGMENT (In Armored Joint)



NOTES:

- 1.-----The joint dimensions "X" and "D" shown are for design only and are subject to change due to differences in seal as supplied by various manufacturers. Do not use for setting of joint opening during construction. Set joint opening according to the joint opening shown on the approved Armored Joint Shop detail drawings.
- 2.-----The seal characteristics shall be submitted to the Engineer for approval, prior to the fabrication of the Armored Joint.
- 3.-----The Armored Joint will open " " due to dead load of the slab and wearing surface.
- 4.-----The seal furnished shall be as follows:

Location	Movement Rating	"X"	"D"
Abutment #2	0.50	1 1/4"	2 1/2"



SECTION F-F

PLANS	PROJECT DESIGN ENGINEER	BY	DATE
	DESIGN - DETAILED	GAT	G.R.W. 5/175
	CHECKED		
	REVISIONS		
	FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**ROUTE 138
OVER
INTERSTATE 95
IN THE TOWN OF
BOWDOINHAM
SAGADAHOC COUNTY
SUPERSTRUCTURE DETAILS**

SHEET 83 OF 125 AUGUSTA, MAINE May, 1975

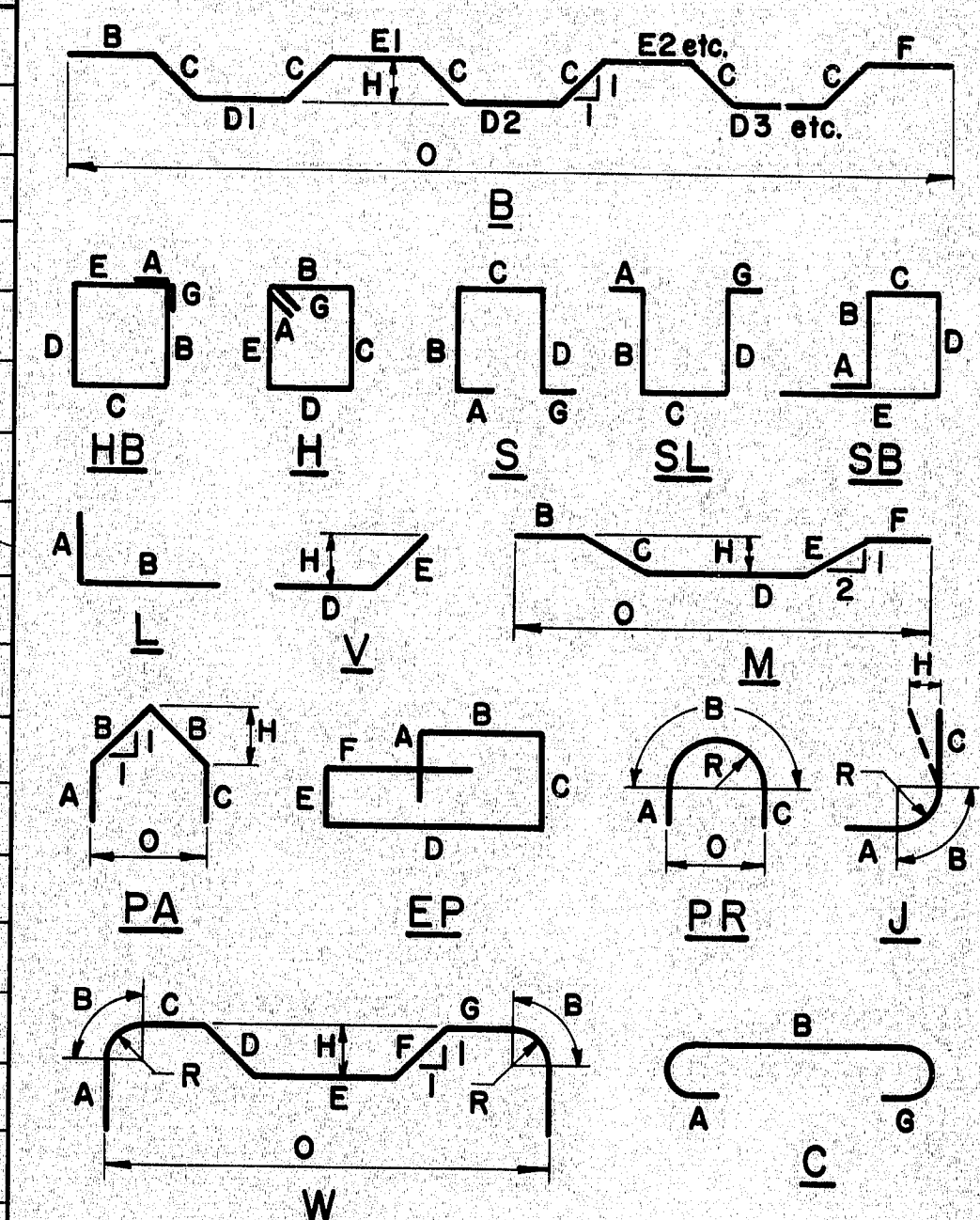
173-139

REINFORCING STEEL SCHEDULE

STRAIGHT BARS												BENT BARS															
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	
ABUTMENT No. 1				A550	2	1'-8"	East Wing	B533	2	13'-0"	East Wing	ABUTMENT No. 1															
A500	11	2'-0"	Approach Slab Seat	A551	2	8'-3"	" "	B534	2	12'-3"	" "	A400	10	6'-0"	S	0	1'-11"	2'-2"	1'-11"								Bridge Seat
A501	117	3'-10"	Dowel Footing	A552	2	4'-10"	" "	B535	2	11'-7"	" "	A401	10	6'-6"	S	0	1'-11"	2'-8"	1'-11"								" "
A503	36	15'-6"	Breastwall					B536	2	10'-10"	" "																
A504	9	5'-9"	"					B537	2	10'-1"	" "																
A505	9	8'-4"	"					B538	2	9'-4"	" "	A502	24	16'-4"	L	4'-0"	12'-4"										Breastwall
A506	10	19'-0"	"					B539	2	8'-9"	" "	A510	18	6'-0"	L	2'-0"	4'-0"										"
A507	10	16'-0"	"	A600	24	40'-2"	Footing	B540	2	7'-10"	" "	A553	4	6'-10"	S	—	2'-6"	1'-10"	2'-6"								Curb
A508	15	18'-2"	" & Backwall	A601	93	11'-6"	"	B541	2	7'-1"	" "	A702	54	9'-7"	J	2'-0"	1'-7"	6'-0"								10' Wings	
A509	15	24'-5"	"	A602	24	31'-5"	"	B542	2	6'-4"	" "																
A511	21	4'-6"	"	A603	24	21'-2"	"	B543	2	5'-8"	" "																
A512	5	19'-3"	Backwall	A605	54	8'-5"	Wings	B544	22	19'-8"	West Wing																
A513	5	25'-3"	"					B545	2	9'-0"	" "																
A514	18	7'-1"	"	A800	31	11'-6"	Footing	B546	2	10'-3"	" "	ABUTMENT No. 2															
A515	40	6'-3"	"					B547	2	11'-7"	" "	B502	24	22'-2"	L	3'-6"	18'-8"										Breastwall
A516	29	10'-0"	Breastwall	A900	126	11'-6"	Footing	B548	2	12'-9"	" "	B504	24	5'-8"	L	3'-8"	2'-0"										"
A517	18	24'-8"	West Wing					B549	2	14'-2"	" "	B561	4	6'-5"	S	—	2'-6"	1'-5"	2'-6"								
A518	2	20'-0"	" "	ABUTMENT No. 2																							
A519	2	15'-4"	" "	B500	11	2'-0"	Approach Slab Seat	B550	2	15'-6"	" "																
A520	2	10'-3"	" "	B501	96	4'-0"	Ftg., Backwall, & Wings	B551	2	16'-9"	" "																
A521	2	5'-4"	" "	B503	14	21'-4"	Breastwall	B552	2	4'-10"	" "																
A522	2	12'-8"	" "	B505	12	5'-3"	" "	B553	2	7'-6"	" "	B702	60	7'-1"	J	1'-0"	9'-2"	5'-3 1/2"								6" Footing	
A523	2	13'-7"	" "	B506	12	8'-3"	" "	B554	2	8'-9"	" "																
A524	2	14'-6"	" "	B507	14	13'-6"	" "	B556	2	10'-1"	" "																
A525	2	15'-5"	" "	B508	30	11'-6"	" "	B557	2	11'-5"	" "	B1002	74	8'-1"	J	1'-0"	9'-2"	6'-3 1/2"								6" Footing	
A526	2	16'-3"	" "	B509	8	6'-4"	Backwall	B558	2	12'-8"	" "																
A527	2	17'-3"	" "	B510	8	6'-6"	" "	B559	2	9'-0"	" "																
A528	2	18'-1"	" "	B511	44	5'-8"	" "	B560	2	7'-4"	" "																
A529	3	19'-0"	" "	B512	22	23'-6"	Breastwall & Backwall	B561	2	5'-6"	" "																
A530	2	6'-0"	" "	B513	22	19'-0"	" "	B562	2	2'-4"	" "																
A531	2	7'-0"	" "	B514	2	10'-6"	East Wing	B563	6	19'-6"	Breastwall																
A532	2	7'-10"	" "	B515	2	16'-7"	" "																				
A533	2	8'-8"	" "	B516	2	22'-8"	" "																				
A534	2	9'-8"	" "	B517	2	28'-9"	" "	B600	28	41'-0"	Footing																
A535	2	10'-7"	" "	B518	24	34'-6"	" "	B601	28	41'-7"	" "																
A536	2	11'-7"	" "	B519	38	10'-0"	East & West Wing	B602	28	25'-7"	" "																
A537	3	12'-4"	" "	B520	2	17'-7"	East Wing	B603	60	12'-0"	Breastwall																
A538	2	13'-10"	East Wing	B521	2	16'-10"	" "	B604	74	9'-0"	East Wing																
A539	2	15'-1"	" "	B522	2	16'-1"	" "	B605	74	13'-6"	Footing																
A540	2	16'-5"	" "	B523	2	15'-4"	" "																				
A541	2	17'-8"	" "	B524	2	14'-7"	" "	B700	31	13'-6"	Footing																
A542	3	19'-0"	" "	B525	2	13'-10"	" "	B904	74	7'-10"	Wings																
A543	2	7'-3"	" "	B526	2	13'-1"	" "	B1000	67	13'-6"	Footing																
A544	2	8'-6"	" "	B527	2	12'-5"	" "																				
A545	2	9'-10"	" "	B528	2	11'-8"	" "																				
A546	2	11'-2"	" "	B529	2	10'-11"	" "	APPROACH SLAB																			
A547	3	12'-6"	" "	B530	2	10'-2"	" "	A5400	44	30'-10"	Approach Slab																
A548	18	15'-8"	" "	B531	2	9'-5"	" "	A5500	216	15'-0"	" "																
A549	2	15'-0"	" "	B532	2	13'-9"	" "																				
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	

FWA	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	125-5 (40)	84	125

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar
 Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.
 Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
 Mark (A 502) bar size - #5
 Mark (P 1001) bar size - #10
 Mark (S 603) bar size - #6

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

ROUTE 138
 OVER
INTERSTATE 95
 IN THE TOWN OF
BOWDOINHAM
SAGadahoc COUNTY

REINFORCING STEEL SCHEDULE
 SHEET 84 OF 125 AUGUSTA, MAINE May, 1975

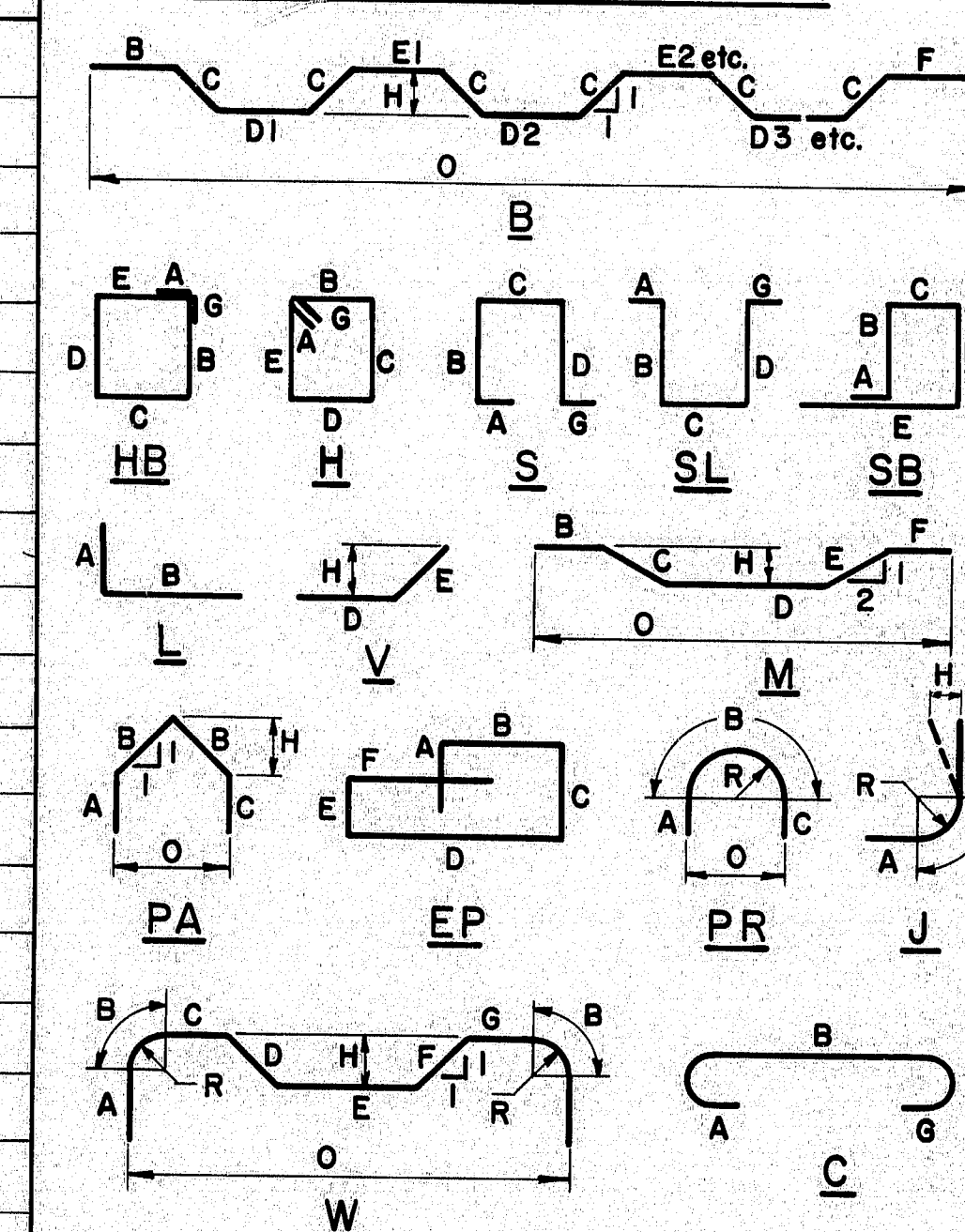
123-190

REINFORCING STEEL SCHEDULE

STRAIGHT BARS												BENT BARS														
MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	LOCATION	MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION
			PIER				SUPERSTRUCTURE												PIER							
				S501	528	31'-4"	Slab	S549	2	21'-2"	Slab	P515	26	7'-4"	S	0	2'-0"	3'-4"	2'-0"			0				Shaft
				S502	124	37'-6"	"	S550	2	20'-4"	"	P521	20	20'-3"	H	5 1/2"	3'-8"	6'-0"	3'-8"	6'-0"		5 1/2"				Cap
P502	2	17'-2"	Shaft	S503	248	30'-0"	"	S551	2	19'-6"	"	P522	2	19'-9"	H	5 1/2"	3'-8"	5'-11"	3'-8"	5'-11"		5 1/2"				"
P503	2	17'-7"	"	S504	74	21'-6"	"	S552	2	18'-8"	"	P523	2	18'-7"	H	5 1/2"	3'-8"	5'-4"	3'-8"	5'-4"		5 1/2"				"
P504	2	18'-0"	"	S505	37	60'-0"	"	S553	2	17'-10"	"	P524	2	18'-3"	H	5 1/2"	3'-8"	5'-0"	3'-8"	5'-0"		5 1/2"				"
P505	2	18'-5"	"	S506	20	6'-0"	"	S554	2	17'-0"	"	P525	2	17'-5"	H	5 1/2"	3'-8"	4'-7"	3'-8"	4'-7"		5 1/2"				"
P506	2	18'-9"	"	S507	2	29'-10"	"	S555	2	16'-2"	"	P526	2	16'-7"	H	5 1/2"	3'-8"	4'-2"	3'-8"	4'-2"		5 1/2"				"
P507	2	19'-2"	"	S508	2	29'-3"	"	S556	2	15'-4"	"	P527	2	15'-11"	H	5 1/2"	3'-8"	3'-10"	3'-8"	3'-10"		5 1/2"				"
P508	2	19'-7"	"	S509	2	28'-5"	"	S557	2	14'-6"	"	P528	2	15'-1"	H	5 1/2"	3'-8"	3'-5"	3'-8"	3'-5"		5 1/2"				"
P509	2	20'-0"	"	S510	2	27'-7"	"	S558	2	13'-8"	"	P529	2	14'-3"	H	5 1/2"	3'-8"	3'-0"	3'-8"	3'-0"		5 1/2"				"
P510	2	20'-5"	"	S511	2	26'-9"	"	S559	2	12'-10"	"	P530	2	13'-7"	H	5 1/2"	3'-8"	2'-8"	3'-8"	2'-8"		5 1/2"				"
P511	2	20'-10"	"	S512	2	25'-11"	"	S560	2	12'-0"	"	P531	2	16'-11"	H	5 1/2"	2'-1"	5'-11"	2'-1"	5'-11"		5 1/2"				"
P512	2	21'-3"	"	S513	2	25'-1"	"	S561	2	11'-2"	"	P532	2	15'-9"	H	5 1/2"	2'-1"	5'-4"	2'-1"	5'-4"		5 1/2"				"
P513	2	21'-7"	"	S514	2	24'-3"	"	S562	2	10'-4"	"	P533	2	15'-1"	H	5 1/2"	2'-1"	5'-0"	2'-1"	5'-0"		5 1/2"				"
P514	2	22'-0"	"	S515	2	23'-5"	"	S563	2	9'-6"	"	P534	2	14'-3"	H	5 1/2"	2'-1"	4'-7"	2'-1"	4'-7"		5 1/2"				"
P516	36	12'-3"	"	S516	2	22'-7"	"	S564	2	8'-8"	"	P535	2	13'-5"	H	5 1/2"	2'-1"	4'-2"	2'-1"	4'-2"		5 1/2"				"
P517	5	23'-8"	Cap	S517	2	21'-9"	"	S565	2	7'-10"	"	P536	2	12'-9"	H	5 1/2"	2'-1"	3'-10"	2'-1"	3'-10"		5 1/2"				"
P518	2	28'-3"	"	S518	2	20'-11"	"	S566	2	7'-0"	"	P537	2	11'-11"	H	5 1/2"	2'-1"	3'-5"	2'-1"	3'-5"		5 1/2"				"
P519	2	33'-4"	"	S519	2	20'-1"	"	S567	2	6'-2"	"	P538	2	11'-1"	H	5 1/2"	2'-1"	3'-0"	2'-1"	3'-0"		5 1/2"				"
P520	2	34'-9"	"	S520	2	19'-3"	"	S568	2	5'-4"	Slab	P539	2	10'-5"	H	5 1/2"	2'-1"	2'-8"	2'-1"	2'-8"		5 1/2"				"
				S521	2	18'-5"	"	S569	2	10'-6"	Curb															
P600	10	25'-6"	Footing	S522	2	17'-7"	"	S570	14	10'-3"	"															
P601	26	9'-6"	Footing	S523	2	16'-9"	"	S571	28	15'-0"	"	P600	10	10'-0"	V				6'-9"	3'-3"			1'-7 1/2"		Cap	
P700	36	5'-9"	Footing	S524	2	15'-11"	"	S572	44	12'-0"	Curb															
P701	36	12'-0"	Shaft	S525	2	15'-1"	"																			
				S526	2	14'-3"	"																			
				S527	2	13'-5"	"	S600	93	21'-6"	Slab															
P800	26	9'-6"	Footing	S528	2	12'-7"	"	S601	49	60'-0"	"															
				S529	2	11'-9"	"																			
				S530	2	10'-11"	"																			
P900	7	25'-6"	Footing	S531	2	10'-1"	"																			
P901	12	8'-0"	"	S532	2	9'-3"	"																			
				S533	2	8'-5"	"																			
				S534	2	7'-7"	"	S300	283	32'-2"	Wearing Surface															
				S535	2	6'-9"	"	S301	224	36'-4"	"															
P100	4	34'-9"	Cap	S536	2	5'-11"	"					S500	263	32'-8"	B		3'-11"	7"	2'-8"	3'-2"	3'-11"		5"	3'-4"	Slab	
P101	12	11'-0"	"	S537	2	31'-2"	"					S573	596	4'-11"	S	6"	1'-5 1/4"	1'-0"	1'-5 1/4"		6"				Curb Stirrup	
				S538	2	30'-4"	"																			
				S539	2	29'-6"	"																			
				S540	2	28'-8"	"																			
				S541	2	27'-10"	"																			
				S542	2	27'-0"	"																			
				S543	2	26'-2"	"																			
				S544	2	25'-4"	"																			
				S545	2	24'-6"	"																			
				S546	2	23'-8"	"																			
				S547	2	22'-10"	"																			
				S548	2	22'-0"	"																			
												MARK	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION

FWA NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I 95-5 (40)	85	125

TYPE-BENDING DIAGRAMS



All dimensions are out to out of reinf. bar.
 Bending details and hooks shall conform to the recommendations of ACI Standard 315-65.
 Reinforcing Bar: ASTM A615 Grade 60

GENERAL NOTES

- First digit(s) following the letter of the Mark indicates size of reinf. bar.
 Mark (A 502) bar size - #5
 Mark (P 1001) bar size - #10
 Mark (S 603) bar size - #6

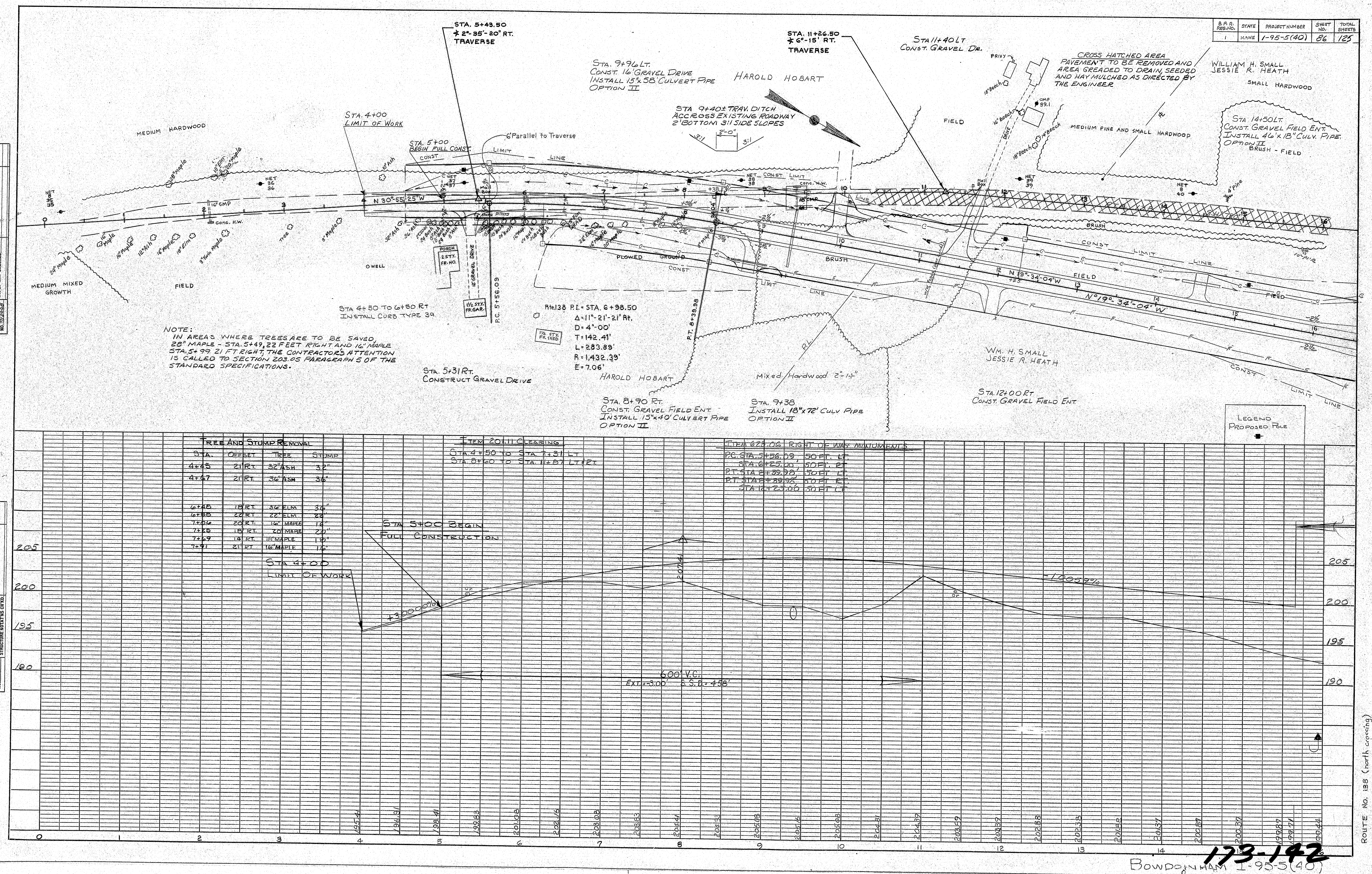
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

ROUTE 138
 OVER
 INTERSTATE 95
 IN THE TOWN OF
 BOWDOINHAM
 SAGADAHOC COUNTY

REINFORCING STEEL SCHEDULE
 SHEET 85 OF 125 AUGUSTA, MAINE May, 1975

173-141

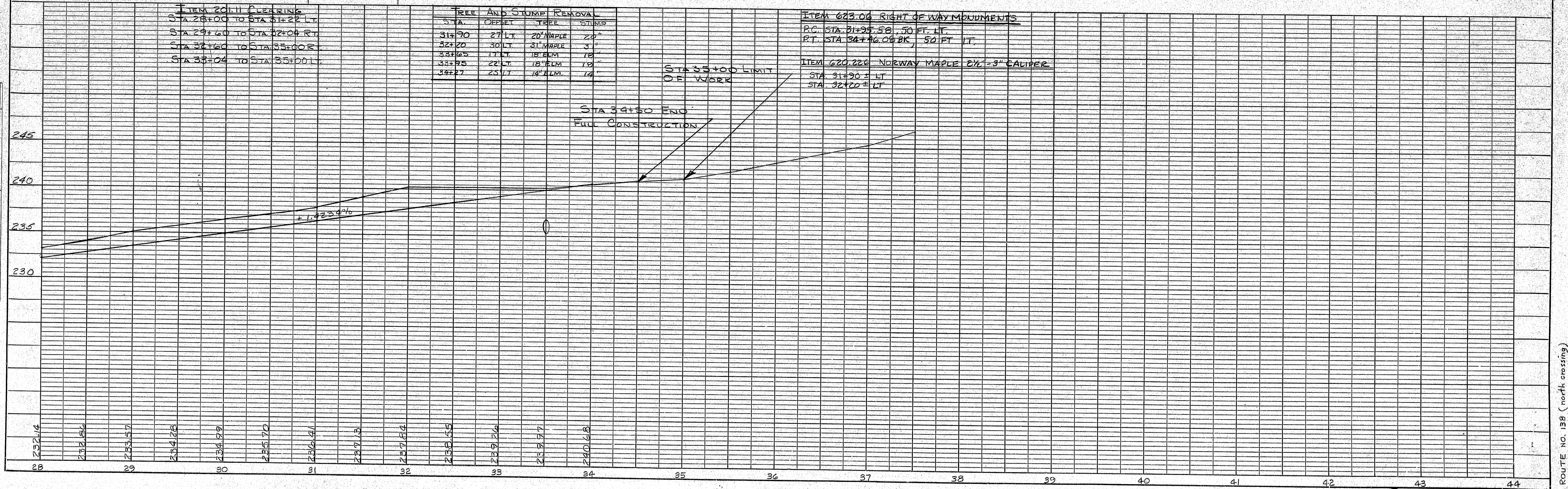
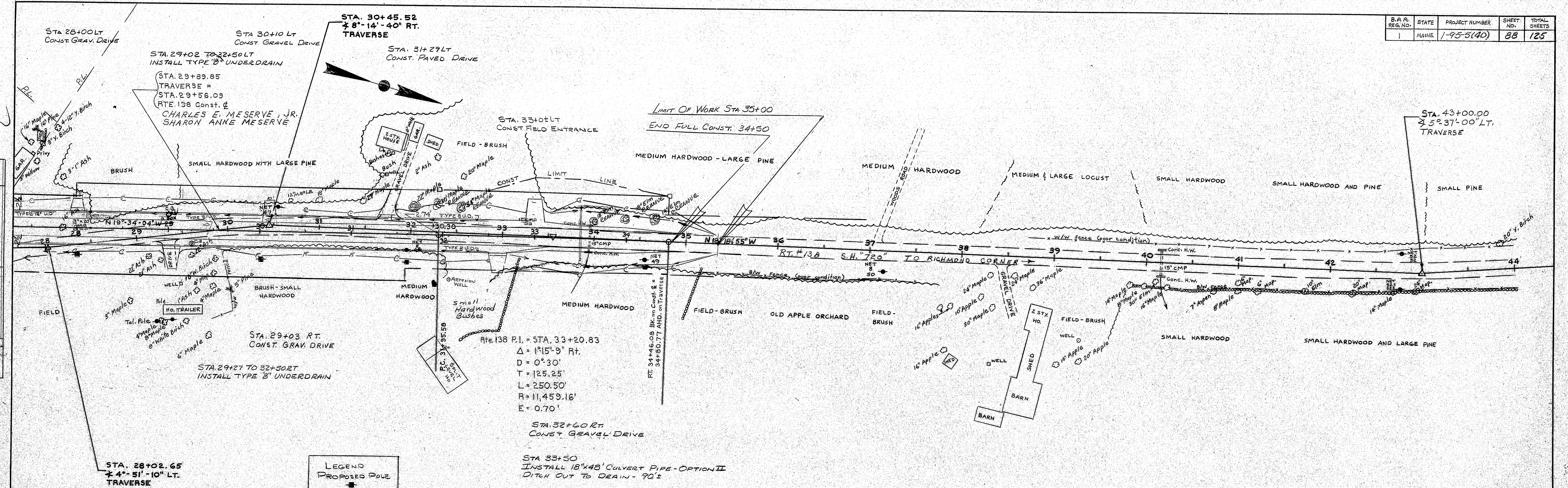
PROFILE	SURVIVED	BY	DATE
NOTE BOOK	PLOTTED	KIMBALL	8-29
NO. 0566	GRADES CHECKED		
	B. II. - NOTED		
	STRUCTURE NOTAT'NS CHYD.		



ROUTE No. 138 (north crossing)

DATE	BY	REVISION
7/1/8	C.E.	1
7/1/8	C.E.	2
7/1/8	C.E.	3
7/1/8	C.E.	4
7/1/8	C.E.	5
7/1/8	C.E.	6
7/1/8	C.E.	7
7/1/8	C.E.	8
7/1/8	C.E.	9
7/1/8	C.E.	10
7/1/8	C.E.	11
7/1/8	C.E.	12
7/1/8	C.E.	13
7/1/8	C.E.	14
7/1/8	C.E.	15
7/1/8	C.E.	16
7/1/8	C.E.	17
7/1/8	C.E.	18
7/1/8	C.E.	19
7/1/8	C.E.	20
7/1/8	C.E.	21
7/1/8	C.E.	22
7/1/8	C.E.	23
7/1/8	C.E.	24
7/1/8	C.E.	25
7/1/8	C.E.	26
7/1/8	C.E.	27
7/1/8	C.E.	28
7/1/8	C.E.	29
7/1/8	C.E.	30
7/1/8	C.E.	31
7/1/8	C.E.	32
7/1/8	C.E.	33
7/1/8	C.E.	34
7/1/8	C.E.	35
7/1/8	C.E.	36
7/1/8	C.E.	37
7/1/8	C.E.	38
7/1/8	C.E.	39
7/1/8	C.E.	40
7/1/8	C.E.	41
7/1/8	C.E.	42
7/1/8	C.E.	43
7/1/8	C.E.	44
7/1/8	C.E.	45
7/1/8	C.E.	46
7/1/8	C.E.	47
7/1/8	C.E.	48
7/1/8	C.E.	49
7/1/8	C.E.	50
7/1/8	C.E.	51
7/1/8	C.E.	52
7/1/8	C.E.	53
7/1/8	C.E.	54
7/1/8	C.E.	55
7/1/8	C.E.	56
7/1/8	C.E.	57
7/1/8	C.E.	58
7/1/8	C.E.	59
7/1/8	C.E.	60
7/1/8	C.E.	61
7/1/8	C.E.	62
7/1/8	C.E.	63
7/1/8	C.E.	64
7/1/8	C.E.	65
7/1/8	C.E.	66
7/1/8	C.E.	67
7/1/8	C.E.	68
7/1/8	C.E.	69
7/1/8	C.E.	70
7/1/8	C.E.	71
7/1/8	C.E.	72
7/1/8	C.E.	73
7/1/8	C.E.	74
7/1/8	C.E.	75
7/1/8	C.E.	76
7/1/8	C.E.	77
7/1/8	C.E.	78
7/1/8	C.E.	79
7/1/8	C.E.	80
7/1/8	C.E.	81
7/1/8	C.E.	82
7/1/8	C.E.	83
7/1/8	C.E.	84
7/1/8	C.E.	85
7/1/8	C.E.	86
7/1/8	C.E.	87
7/1/8	C.E.	88
7/1/8	C.E.	89
7/1/8	C.E.	90
7/1/8	C.E.	91
7/1/8	C.E.	92
7/1/8	C.E.	93
7/1/8	C.E.	94
7/1/8	C.E.	95
7/1/8	C.E.	96
7/1/8	C.E.	97
7/1/8	C.E.	98
7/1/8	C.E.	99
7/1/8	C.E.	100

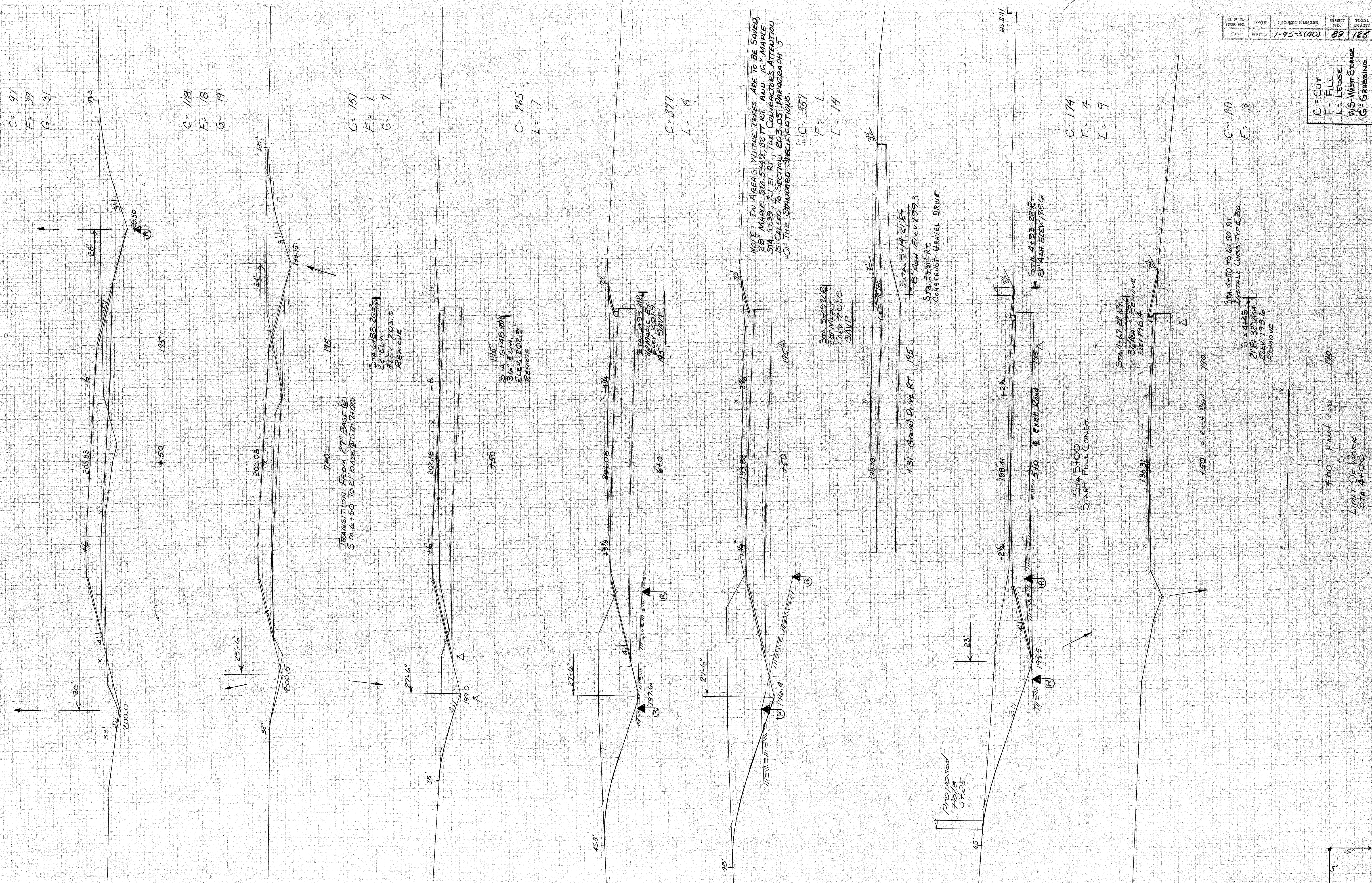
DATE	BY	REVISION
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7/1/8	C.E.	2
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7/1/8	C.E.	4
7/1/8	C.E.	5
7/1/8	C.E.	6
7/1/8	C.E.	7
7/1/8	C.E.	8
7/1/8	C.E.	9
7/1/8	C.E.	10
7/1/8	C.E.	11
7/1/8	C.E.	12
7/1/8	C.E.	13
7/1/8	C.E.	14
7/1/8	C.E.	15
7/1/8	C.E.	16
7/1/8	C.E.	17
7/1/8	C.E.	18
7/1/8	C.E.	19
7/1/8	C.E.	20
7/1/8	C.E.	21
7/1/8	C.E.	22
7/1/8	C.E.	23
7/1/8	C.E.	24
7/1/8	C.E.	25
7/1/8	C.E.	26
7/1/8	C.E.	27
7/1/8	C.E.	28
7/1/8	C.E.	29
7/1/8	C.E.	30
7/1/8	C.E.	31
7/1/8	C.E.	32
7/1/8	C.E.	33
7/1/8	C.E.	34
7/1/8	C.E.	35
7/1/8	C.E.	36
7/1/8	C.E.	37
7/1/8	C.E.	38
7/1/8	C.E.	39
7/1/8	C.E.	40
7/1/8	C.E.	41
7/1/8	C.E.	42
7/1/8	C.E.	43
7/1/8	C.E.	44
7/1/8	C.E.	45
7/1/8	C.E.	46
7/1/8	C.E.	47
7/1/8	C.E.	48
7/1/8	C.E.	49
7/1/8	C.E.	50
7/1/8	C.E.	51
7/1/8	C.E.	52
7/1/8	C.E.	53
7/1/8	C.E.	54
7/1/8	C.E.	55
7/1/8	C.E.	56
7/1/8	C.E.	57
7/1/8	C.E.	58
7/1/8	C.E.	59
7/1/8	C.E.	60
7/1/8	C.E.	61
7/1/8	C.E.	62
7/1/8	C.E.	63
7/1/8	C.E.	64
7/1/8	C.E.	65
7/1/8	C.E.	66
7/1/8	C.E.	67
7/1/8	C.E.	68
7/1/8	C.E.	69
7/1/8	C.E.	70
7/1/8	C.E.	71
7/1/8	C.E.	72
7/1/8	C.E.	73
7/1/8	C.E.	74
7/1/8	C.E.	75
7/1/8	C.E.	76
7/1/8	C.E.	77
7/1/8	C.E.	78
7/1/8	C.E.	79
7/1/8	C.E.	80
7/1/8	C.E.	81
7/1/8	C.E.	82
7/1/8	C.E.	83
7/1/8	C.E.	84
7/1/8	C.E.	85
7/1/8	C.E.	86
7/1/8	C.E.	87
7/1/8	C.E.	88
7/1/8	C.E.	89
7/1/8	C.E.	90
7/1/8	C.E.	91
7/1/8	C.E.	92
7/1/8	C.E.	93
7/1/8	C.E.	94
7/1/8	C.E.	95
7/1/8	C.E.	96
7/1/8	C.E.	97
7/1/8	C.E.	98
7/1/8	C.E.	99
7/1/8	C.E.	100



173-199 (40)

ROUTE NO. 138 (north crossing)

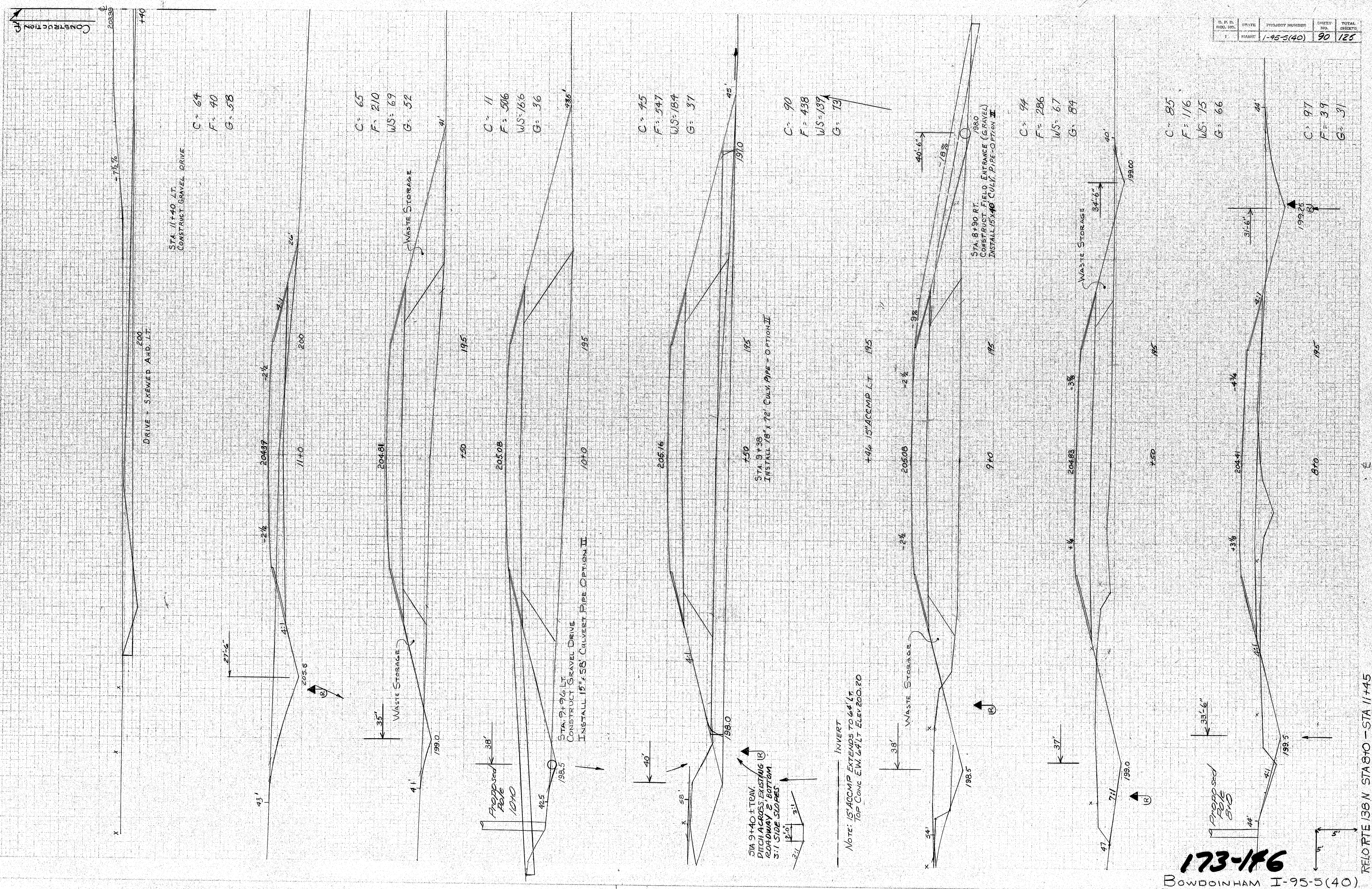
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO. _____	AREAS CHECKED		



RELO RTE 138 N STA 4+0 - STA 7+50

173-145

	BY	DATE
FINAL SURVEY	SURVEYED	
	PLOTTED	
	TEMPLATE	
NOTE BOOK	AREAS	
	CORRECTIONS	

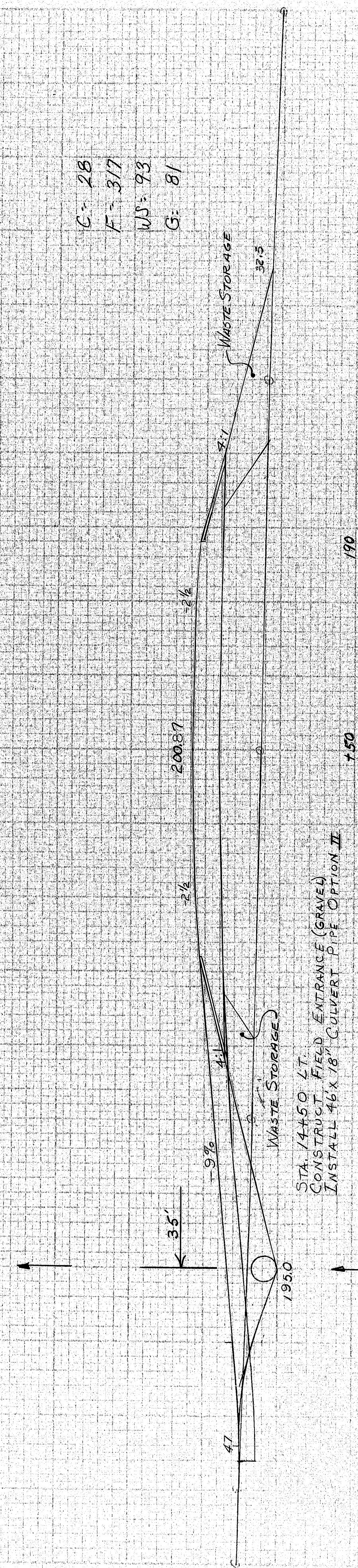


173-186
BOWDOINHAM I-95-5(40)

→ RELO RTE 138 N STA 8+0 - STA 11+45

ORIGINAL SURVEY	DATE
SURVEY PLOTTED	8-63
BY K. M. BALL	
NOTED	
NO. 252 & AREAS CHECKED	

FINAL SURVEY	DATE
SURVEY PLOTTED	
BY	
NOTED	
NO. 252 & AREAS CHECKED	



C= 28
F= 317
WS= 93
G= 81

C= 30
F= 234
WS= 61
G= 86

C= 27
F= 187
WS= 47
G= 91

C= 22
F= 191
WS= 45
G= 83

C= 14
F= 231
WS= 57
G= 67

C= 15
F= 204
WS= 45
G= 84

C= 15
F= 117
WS= 14
G= 94

C= 64
F= 40
G= 58

START	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1-95-5(40)	81	125	

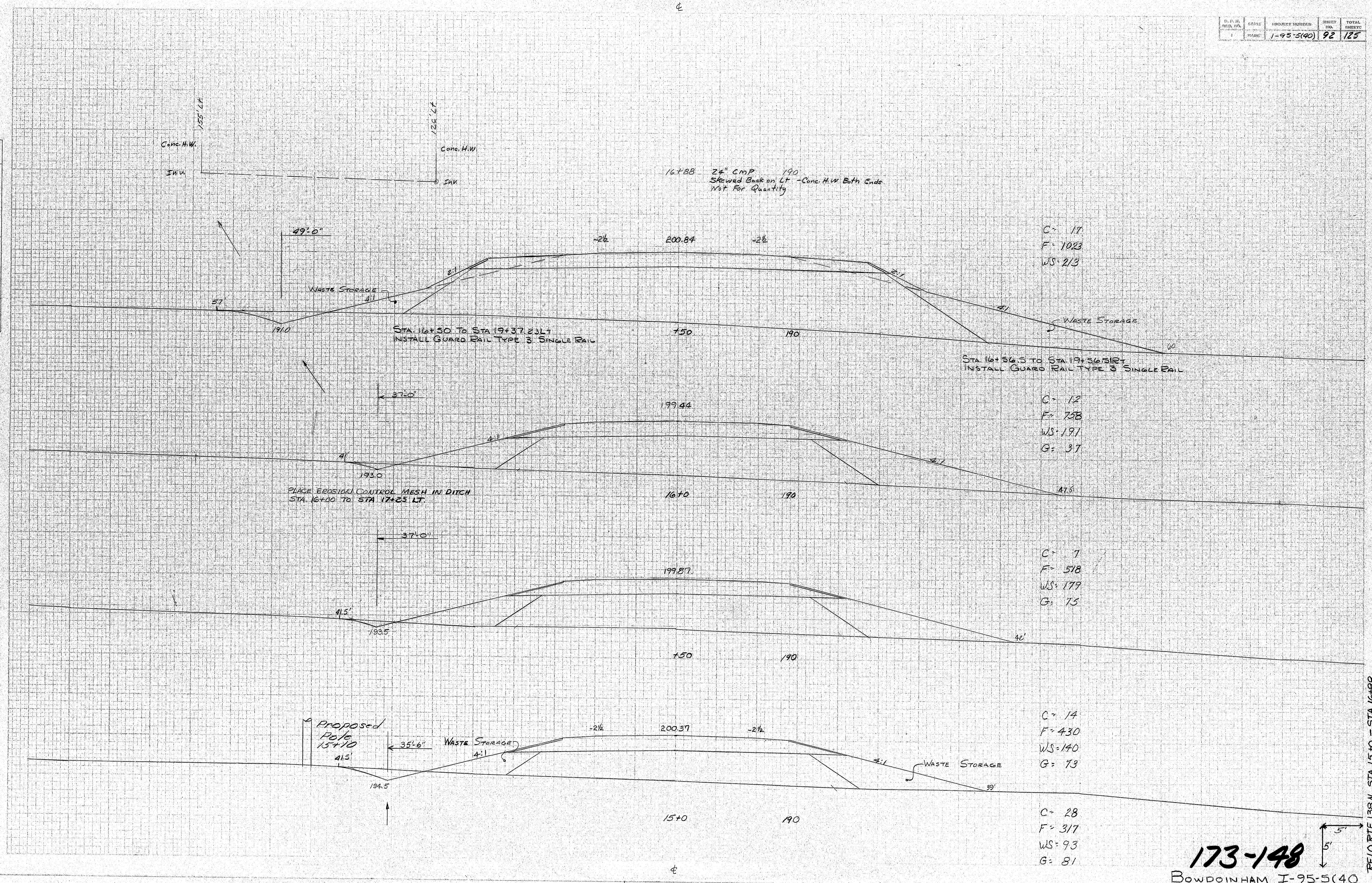
173-147
BOWDOINHAM, I-95-5(40)

RELATIVE 138 N STA 11+50 - STA 14+50

S.P. NO.	DATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAR 88	1-95-5(40)	92	125

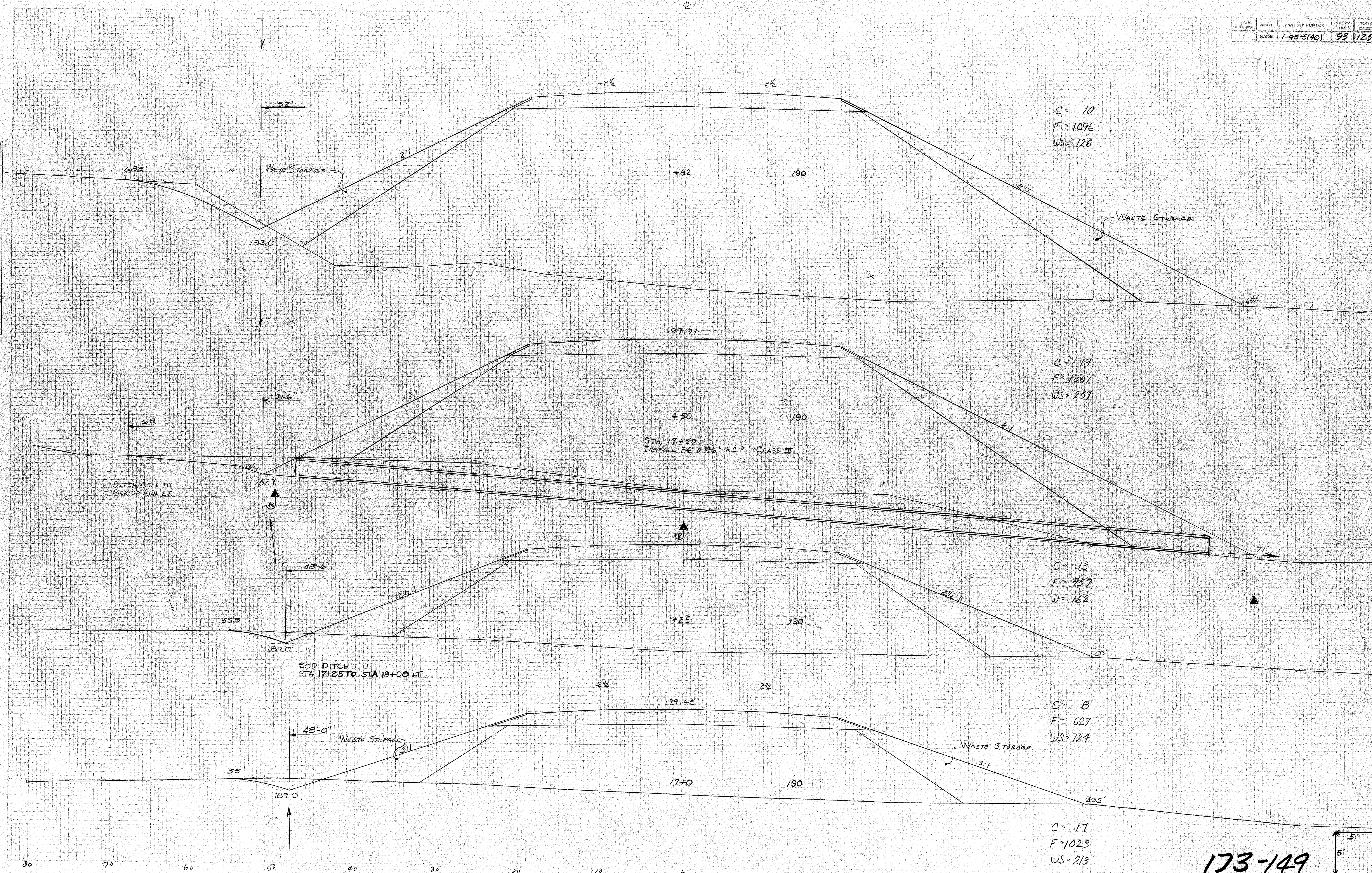
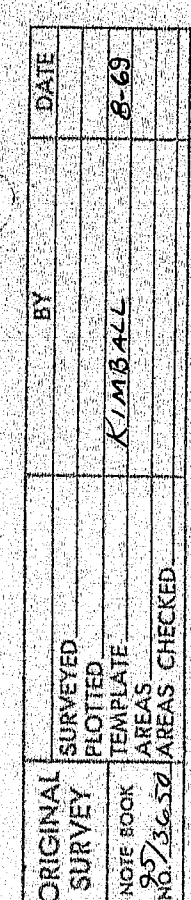
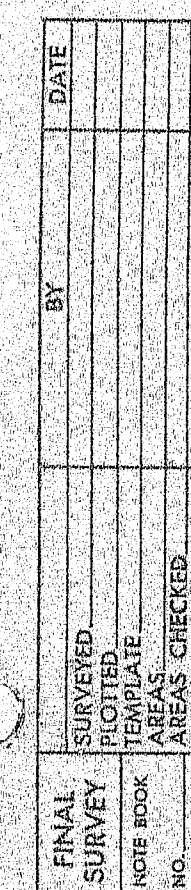
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
CHECKED		
NO. 5627 AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
CHECKED		
NO. 5627 AREAS CHECKED		



173-148
BOWDOINHAM I-95-5(40)

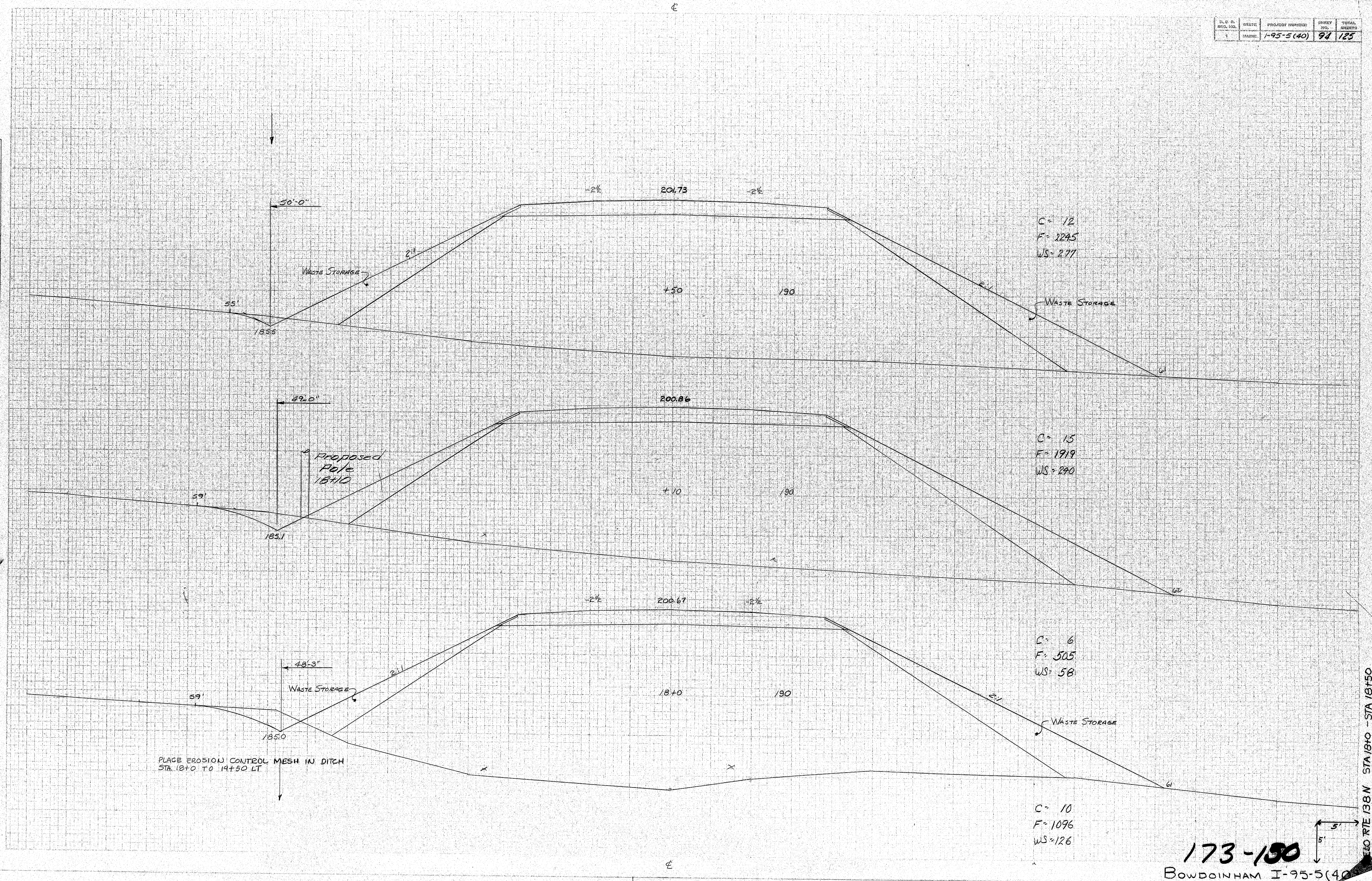
D. C. R. REP. NO.	STATE	PROJECT NUMBER	CHEST NO.	TOTAL CHEST
1	MAINE	1-95-5(40)	93	125



DATE	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	94	185

DATE	BY	FINAL SURVEY	NOTED	AREAS CHECKED

DATE	BY	ORIGINAL SURVEY	NOTED	AREAS CHECKED
8-43	K. J. S. A. L.			



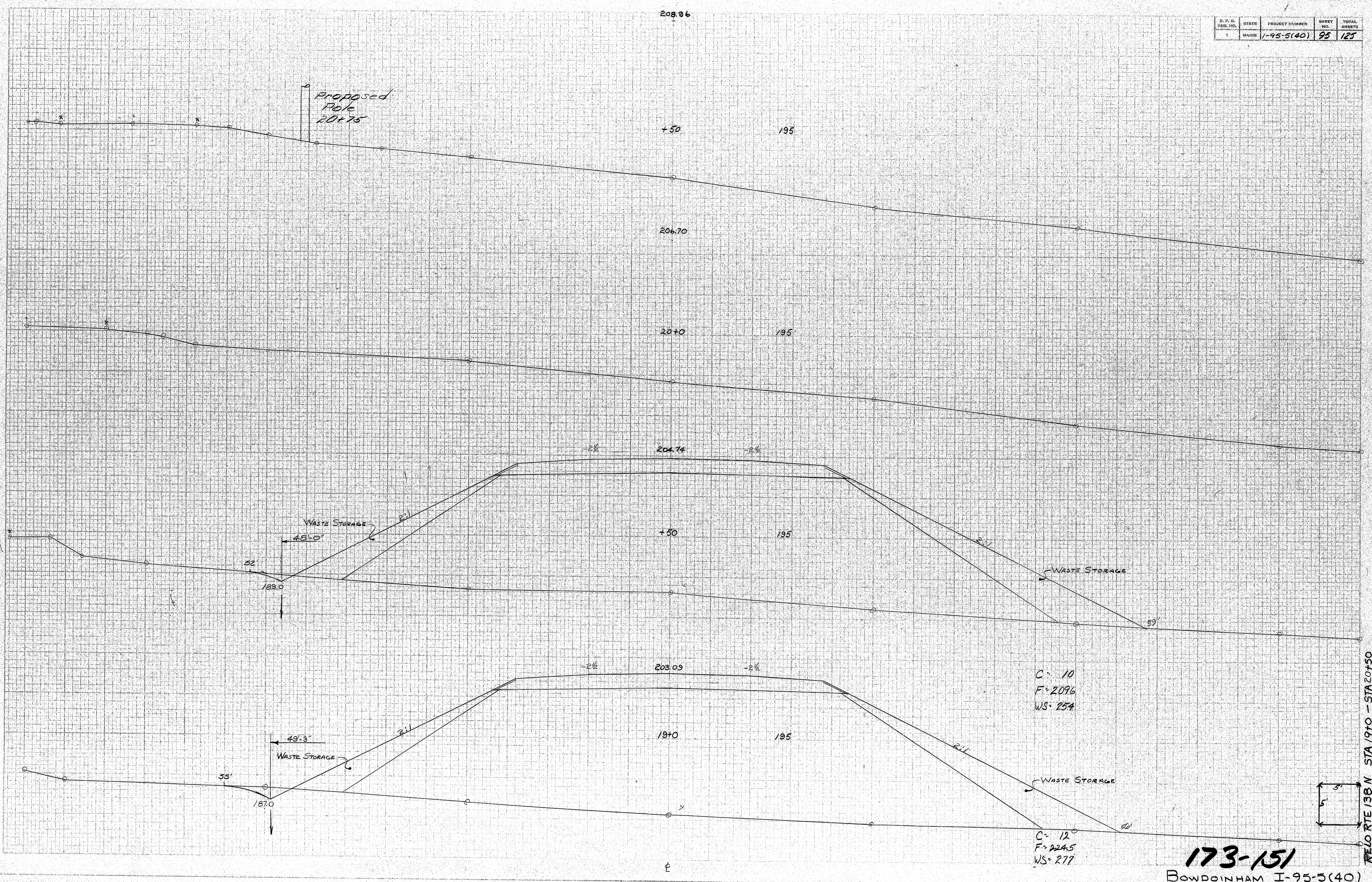
D. P. S.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	95	125

DATE	BY	DATE

ORIGINAL SURVEY	NOTED	DATE

DATE	BY	DATE

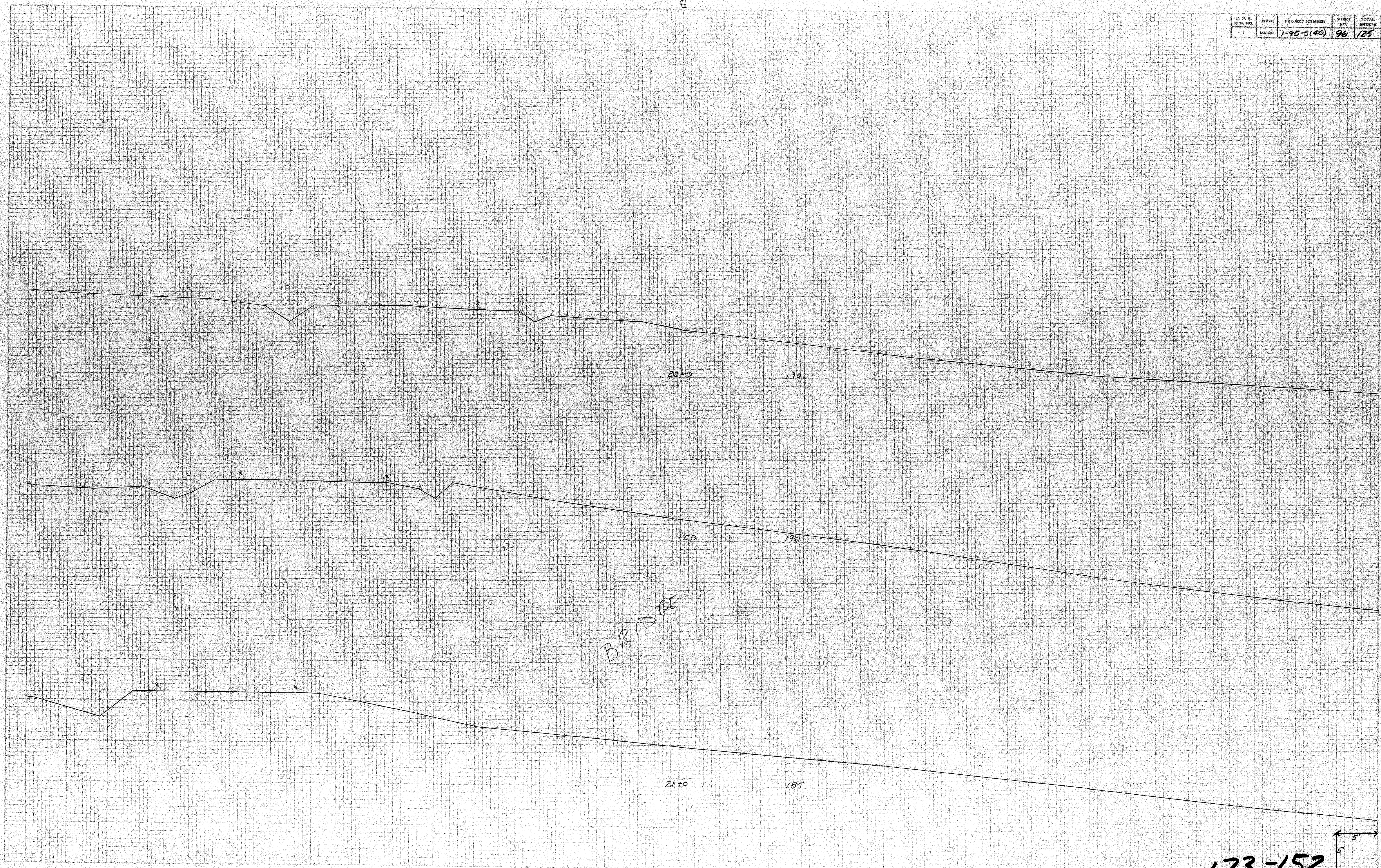
ORIGINAL SURVEY	NOTED	DATE



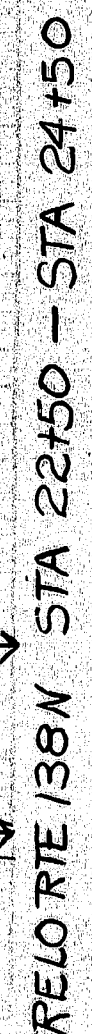
D. P. O. SHEET NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-95-5(40)	96	125

DATE	BY	FINAL SURVEYED	PROPOSED	NOTED	REMARKS

DATE	BY	ORIGINAL SURVEYED	PROPOSED	NOTED	REMARKS



173-152
BOWDOINHAM I-95-5(40)

[illegible]

173-153
BOWDOINHAM I-95-5(40)

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS	TEMPLATE	KINGALL	8-69
NO 253456	AREAS CHECKED		

