

STATE OF MAINE

STATE HIGHWAY COMMISSION



INTERSTATE 95

OVER

KIRKLAND ROAD

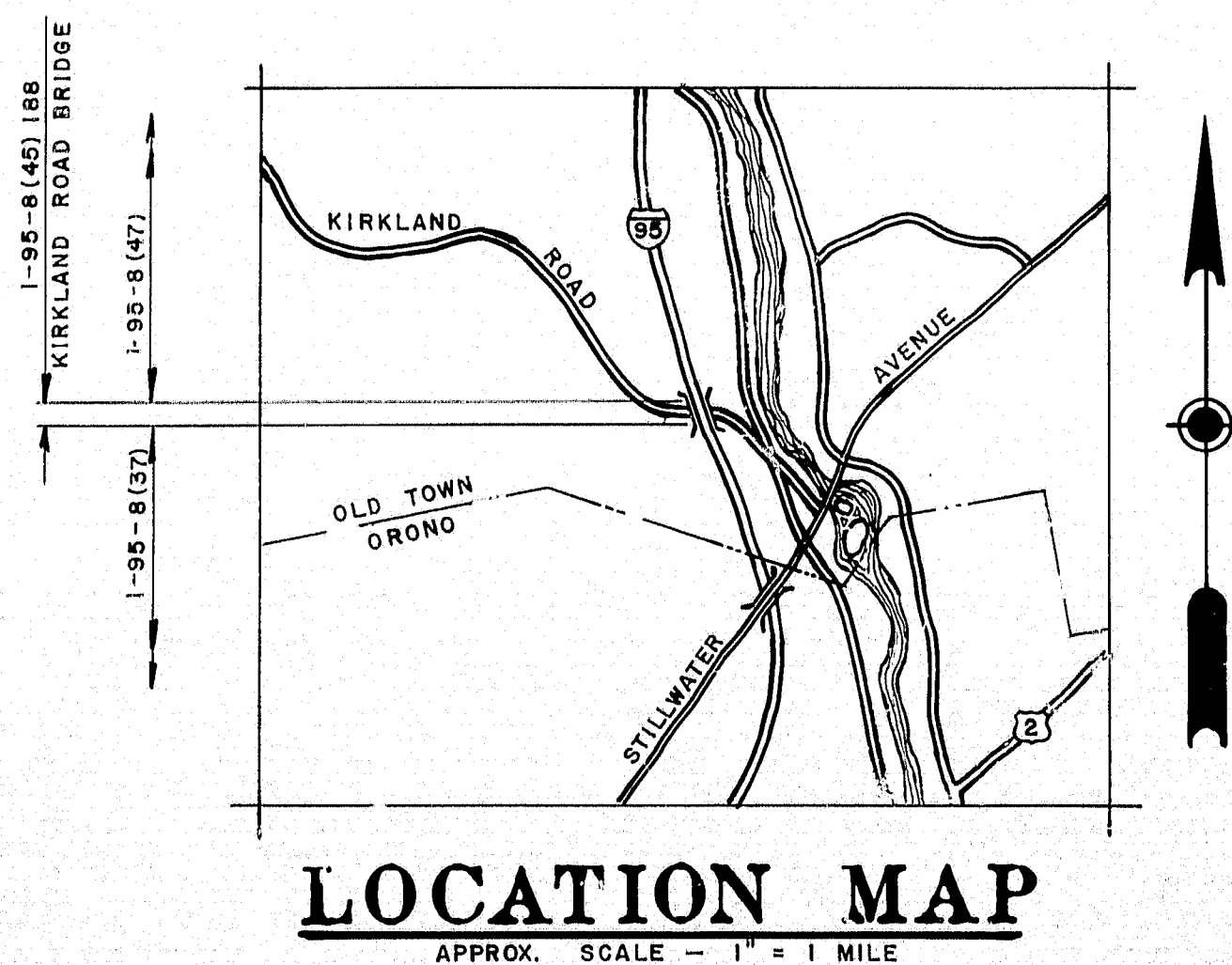
IN THE CITY OF

OLD TOWN

PENOBSCOT COUNTY

FEDERAL AID PROJECT NO. I-95-8(45)188

LENGTH OF PROJECT 0.114 MILE



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BD-101-64	BEARING PEDESTALS
BD-102-64	BRIDGE RAIL
BD-103-64	BEAM SPLICES
BD-104-64	DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

INTERSTATE 95	TRAFFIC	KIRKLAND ROAD
2180	A.D.T. 1963	435
3270	A.D.T. 1983	590
260	D.H.V. 1963	85
395	D.H.V. 1983	90
14 %	T	
60 %	D	
60 MPH	V	50 MPH

APPROVED  
MAINE STATE HIGHWAY COMMISSION

*Don't J. Stuenkel*  
CHAIRMAN

*Carl M. Stephen*  
CHIEF ENGINEER

*Feb. 5, 1964*  
DATE

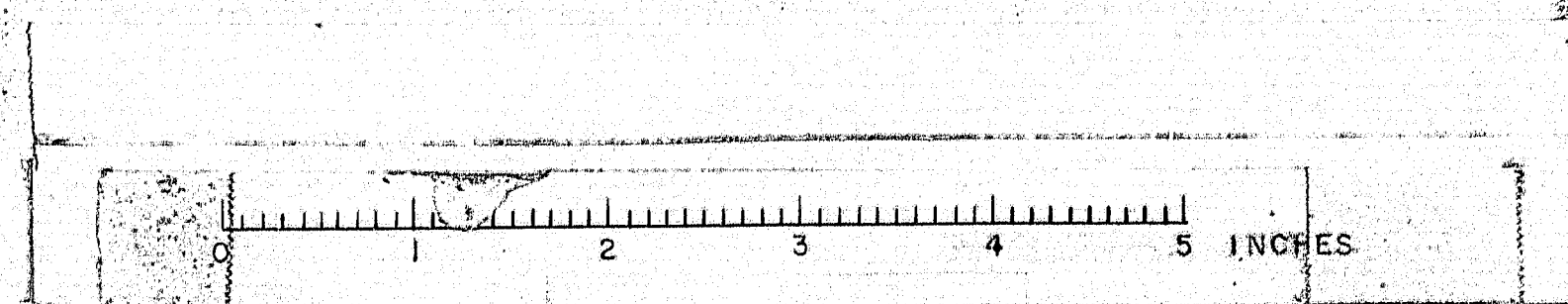
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

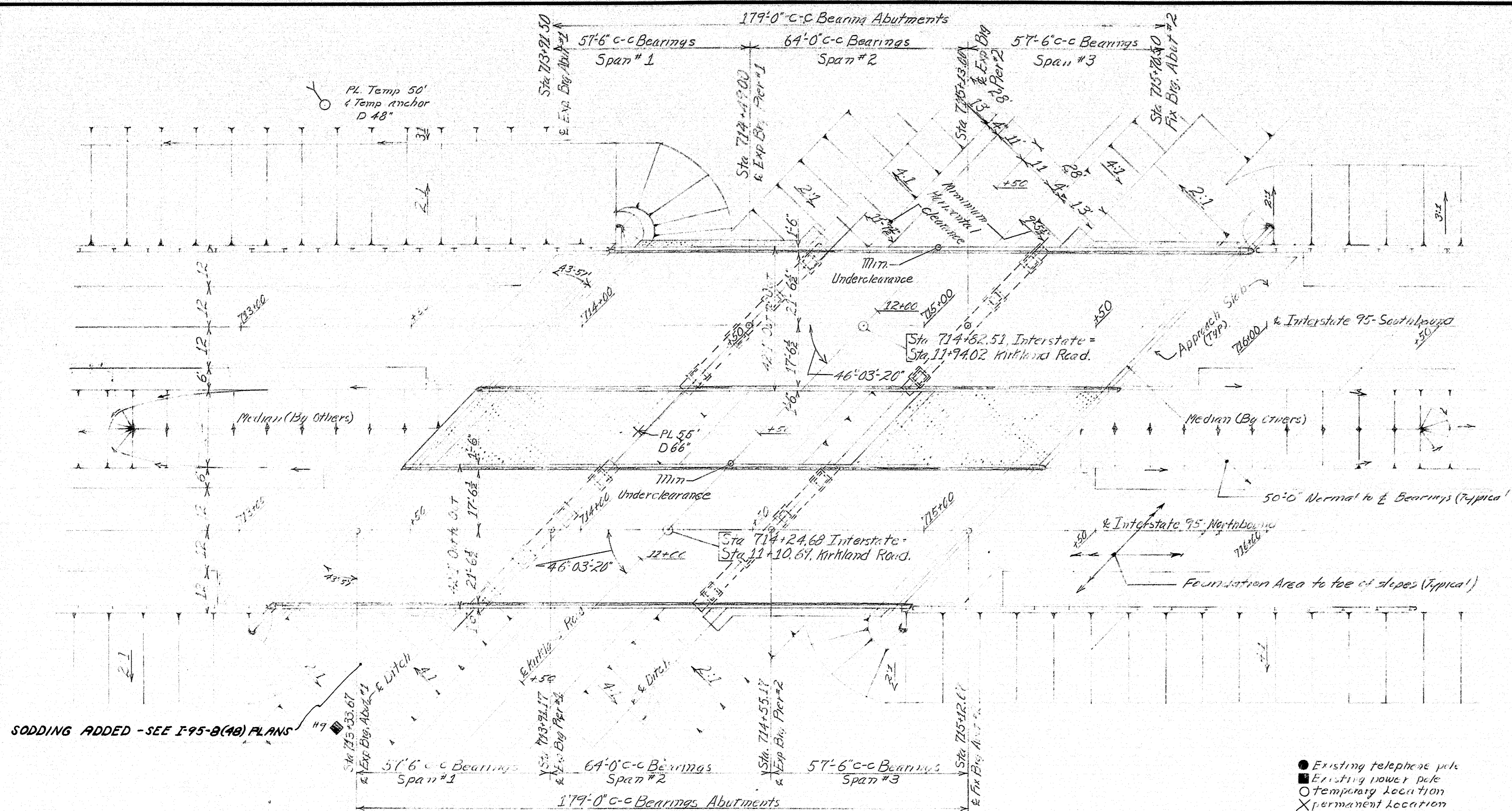
REGION 1

APPROVED

DIVISION ENGINEER DATE

92-170



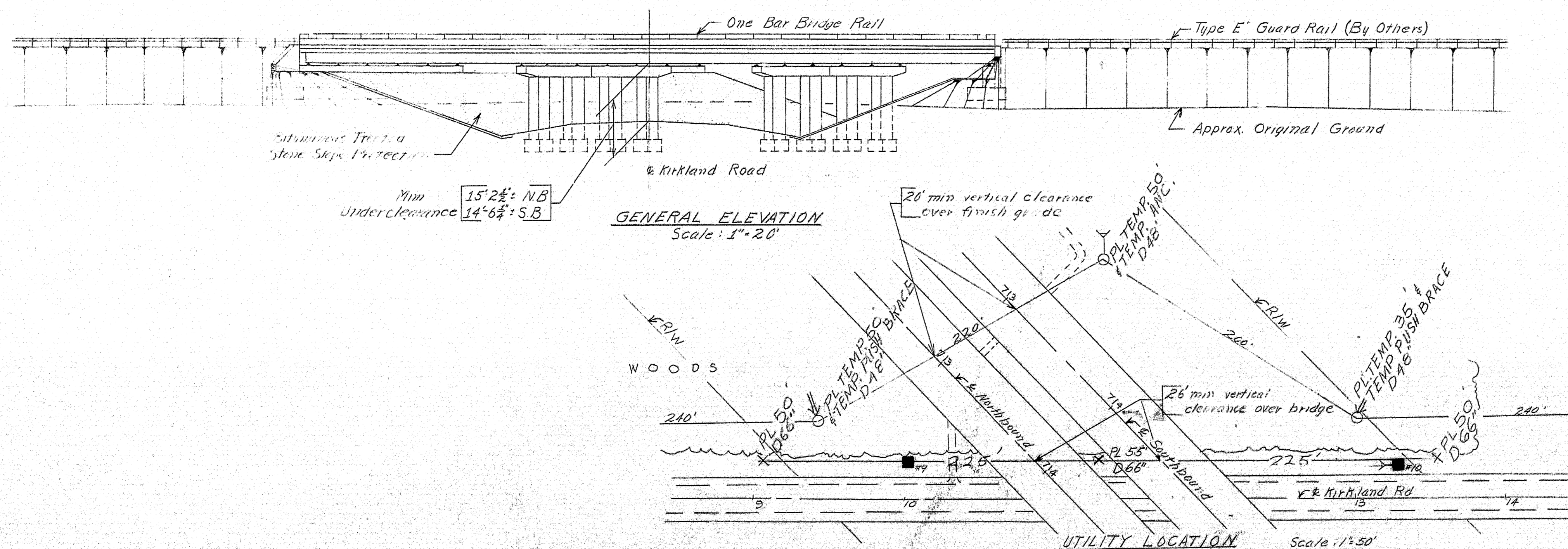


**GENERAL PLAN**  
Scale: 1"=20'

This plan shows ultimate construction, see sheet for construction under the centerline.

**UTILITY LEGEND**

- Existing telephone pole
- Existing power pole
- Temporary location
- X Permanent location



**GENERAL ELEVATION**  
Scale: 1"=20'

**UTILITY LOCATION** Scale: 1"=50'

ESTIMATE OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
Earth Excavation	C.Y.	4200
Structural Earth Excavation Piers	C.Y.	125
Structural Rock Excavation Piers	C.Y.	200
Granular Borrow	C.Y.	13,400
Gravel Borrow	C.Y.	2,000
Gravel Base Course, I.P.M.	C.Y.	2
* Bituminous Concrete Surface Course, Type A	Tons	173
Portland Cement Concrete Abutments & Retaining Walls	C.Y.	583
Portland Cement Concrete Slabs	C.Y.	270
Portland Cement Concrete Roadway & Sidewalk Slabs On Steel Bridges	C.Y.	437
Structural Steel, Fabricated & Delivered	Lump Sum	Lump Sum
Structural Steel, Erection	Lump Sum	Lump Sum
Structural Steel, Field Painting	Lump Sum	Lump Sum
Reinforcing Steel, Delivered	lb.	159,000
Reinforcing Steel, Placing	lb.	159,000
Bridge Rail	L.F.	724
* Membrane Waterproofing	S.Y.	1575
Epoxy Resin Surface Treatment	S.Y.	256
Vertical Bridge Curb, Type 1	L.F.	755
Loam	C.Y.	260
Seeding, Method 2	Chits	28
Hay Mulch	Tons	5
Continuous Treated Stone Slope Protection	S.Y.	1500
Curing Box for Concrete Cylinders	each	1

Estimated Height of Structure at Ends Including Drains = 33.5' over 100'

\* Not Part of This Contract

#### UTILITIES

All utility plans to be adjusted as shown on the final map for utility, gas, water, etc. Utilities moved on Bangor Hydro-Electric Co.'s new Embleton Tel. & Tel. Co.

#### SPECIFICATIONS

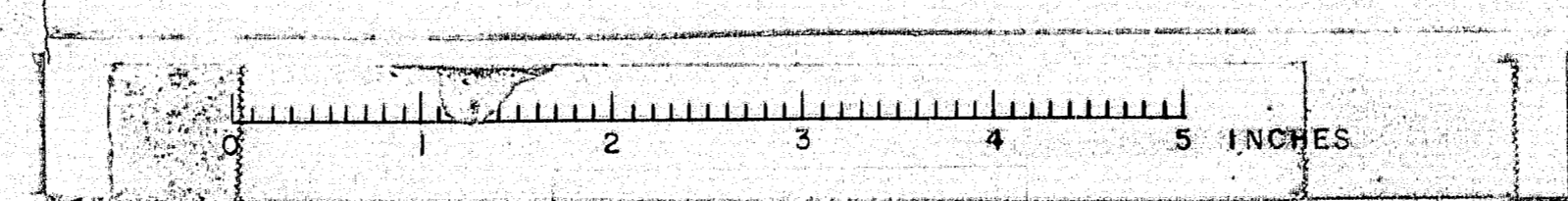
Design: AASHTO Standard Specifications for Highway Bridges, 1961 and Interim Revisions, 1961, 1962.

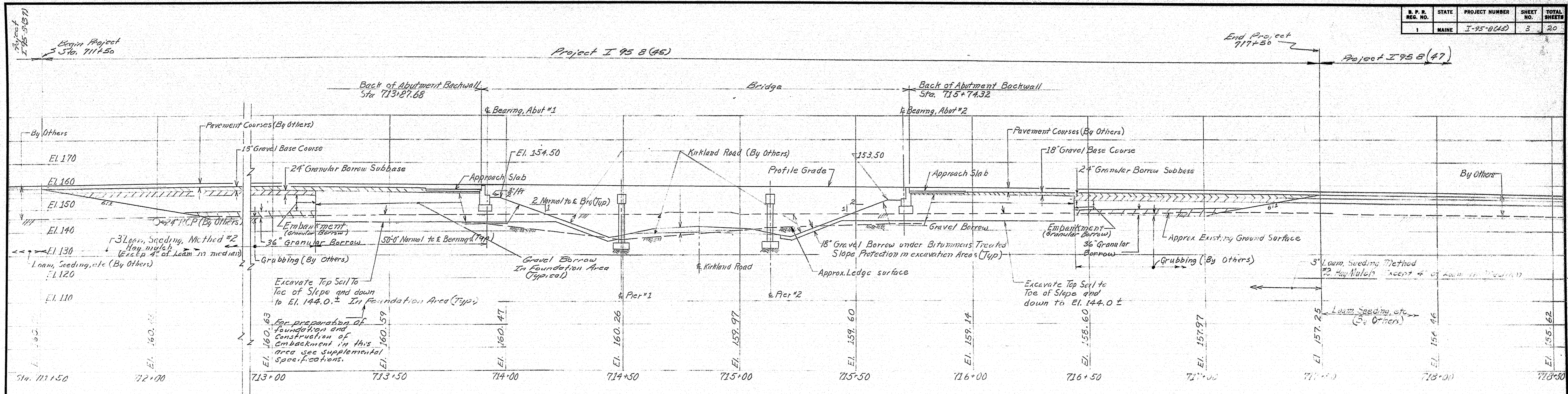
Construction: State of Maine, State Highway Construction Standard Specifications, Highways and Bridges, January, 1956 and Supplemental Specifications, February, 1961.

Loading: HS 20-44 (Modified for Interstates)  
Allowable Stresses: Steel ASTM Design, A-36, 15-20, 0.60 psi, Intermediate Grade Reinforcing Steel, 15-20, 0.60 psi, Concrete, 15-20, 0.60 psi.  
Concrete Classification: All concrete is class A

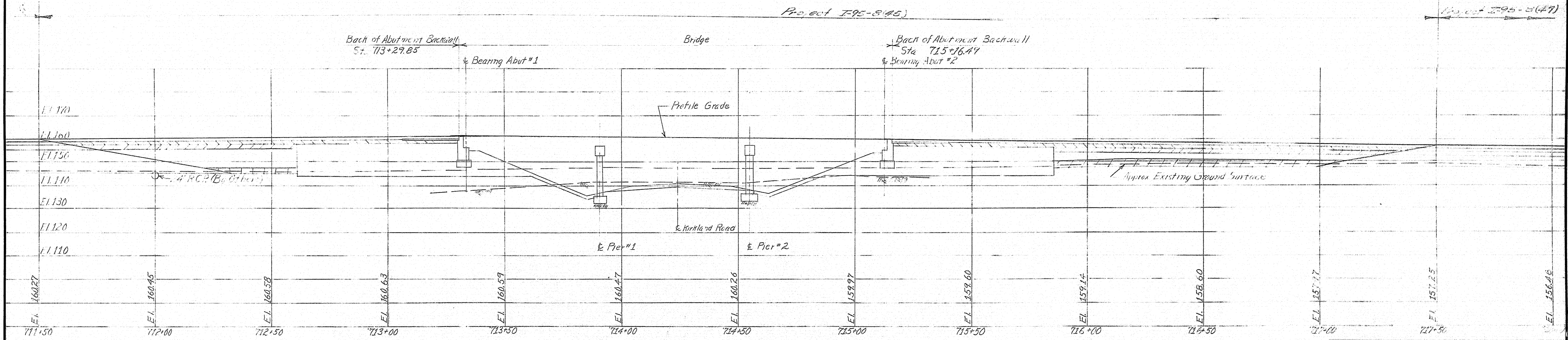
DESIGN - C. D. MILLER TRACE - C. D. MILLER CHECK - ARD	BRIDGE NO. SURVEY PLOT
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>INTERSTATE 95</b> OVER <b>KIRKLAND ROAD</b> IN THE CITY OF <b>OLD TOWN</b> <b>PENOBSCOT COUNTY</b> GENERAL PLAN & QUANTITIES	
SHEET 2 OF 20 AUGUSTA, MAINE APRIL 1964	

X HS 20-44 92-171





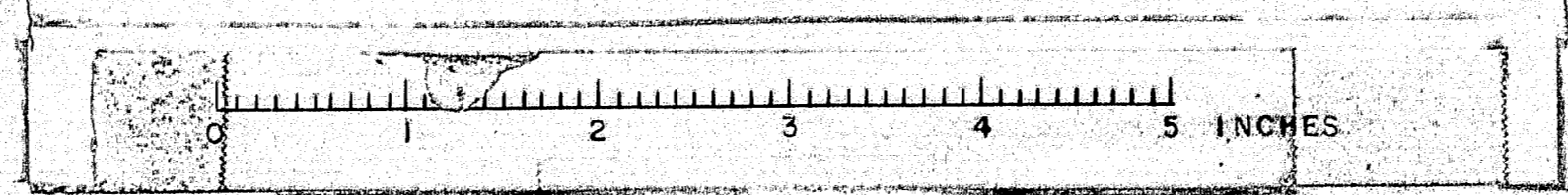
**PROFILE ALONG & INTERSTATE 95 SB**  
 Grade elevations are along right edge of pavement or 12' Rt of &  
 Scale: 1" = 20'

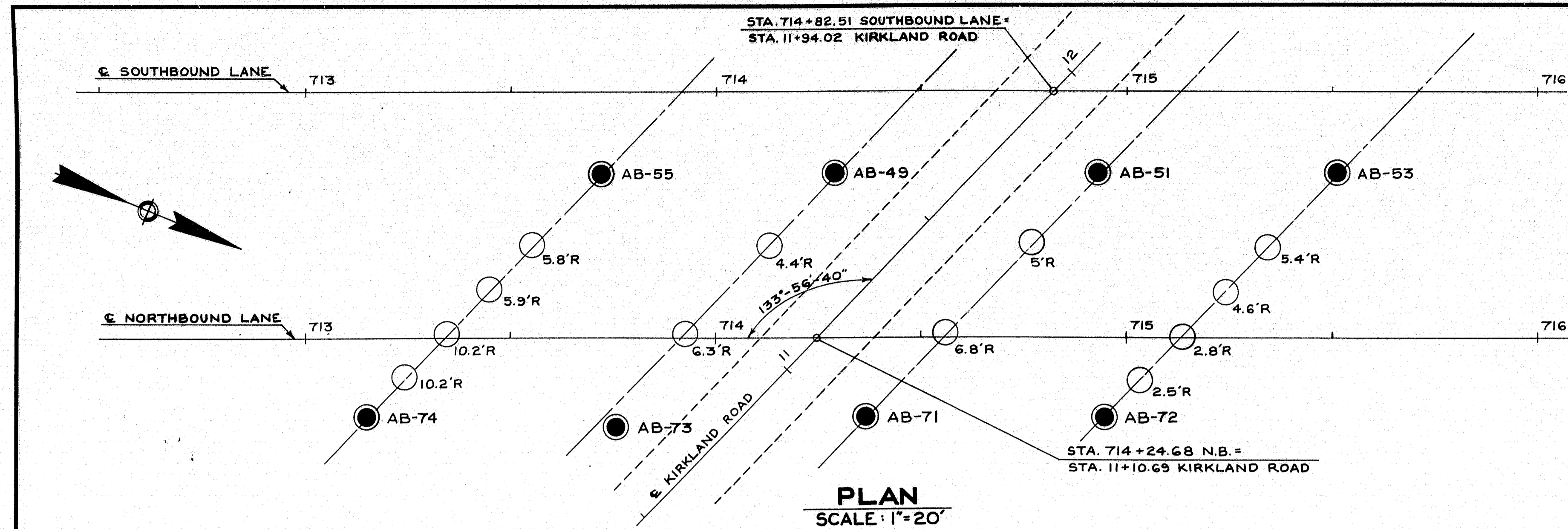


**PROFILE ALONG & INTERSTATE 95 NB**  
 Grade elevations are along left edge of pavement or 12' left of &  
 Scale: 1" = 20'  
 Northbound notes are same as Southbound except as noted.

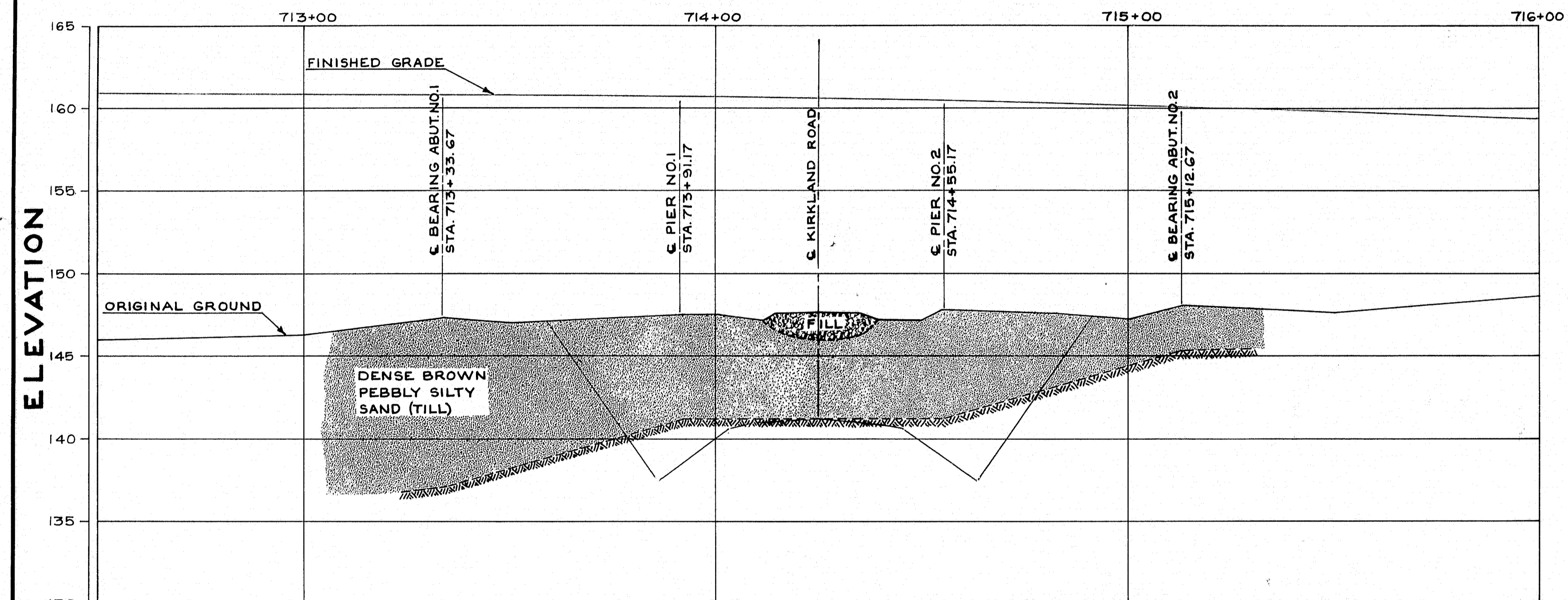
**NOTE**  
 In the vicinity of boring AB74 (the easterly end of Abutment No. 1 - N.B.) and at the easterly end of Abutment No. 2 - N.B., the Engineer should inspect the material at elev. 144.0 to see if excavation to a lower elevation will be required.

DESIGN - CDH/LLP TRACE - LEC CHECK - HEC	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
<b>INTERSTATE 95</b> OVER <b>KIRKLAND ROAD</b> IN THE CITY OF <b>OLD TOWN</b> PENOBSCOT COUNTY INTERSTATE PROFILE	
SHEET 3 OF 20 AUGUSTA, MAINE APRIL 1964	

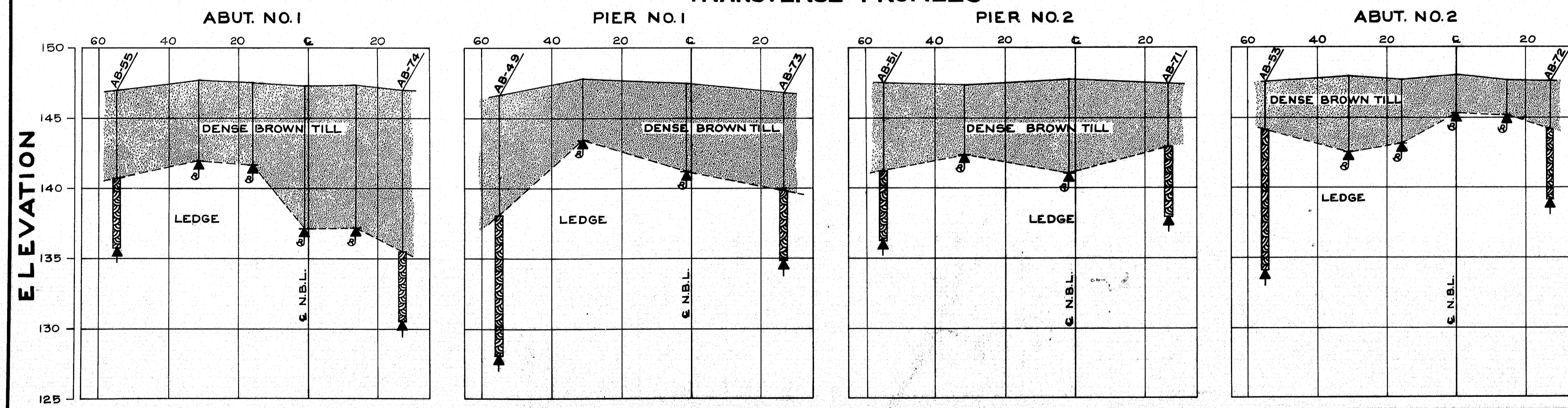




PROFILE NORTHBOUND LANE



TRANSVERSE PROFILES



**BORING NOTES**

CASING SIZE 2 1/2"

ALL SAMPLES ARE MADE AHEAD OF CASING.

NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.

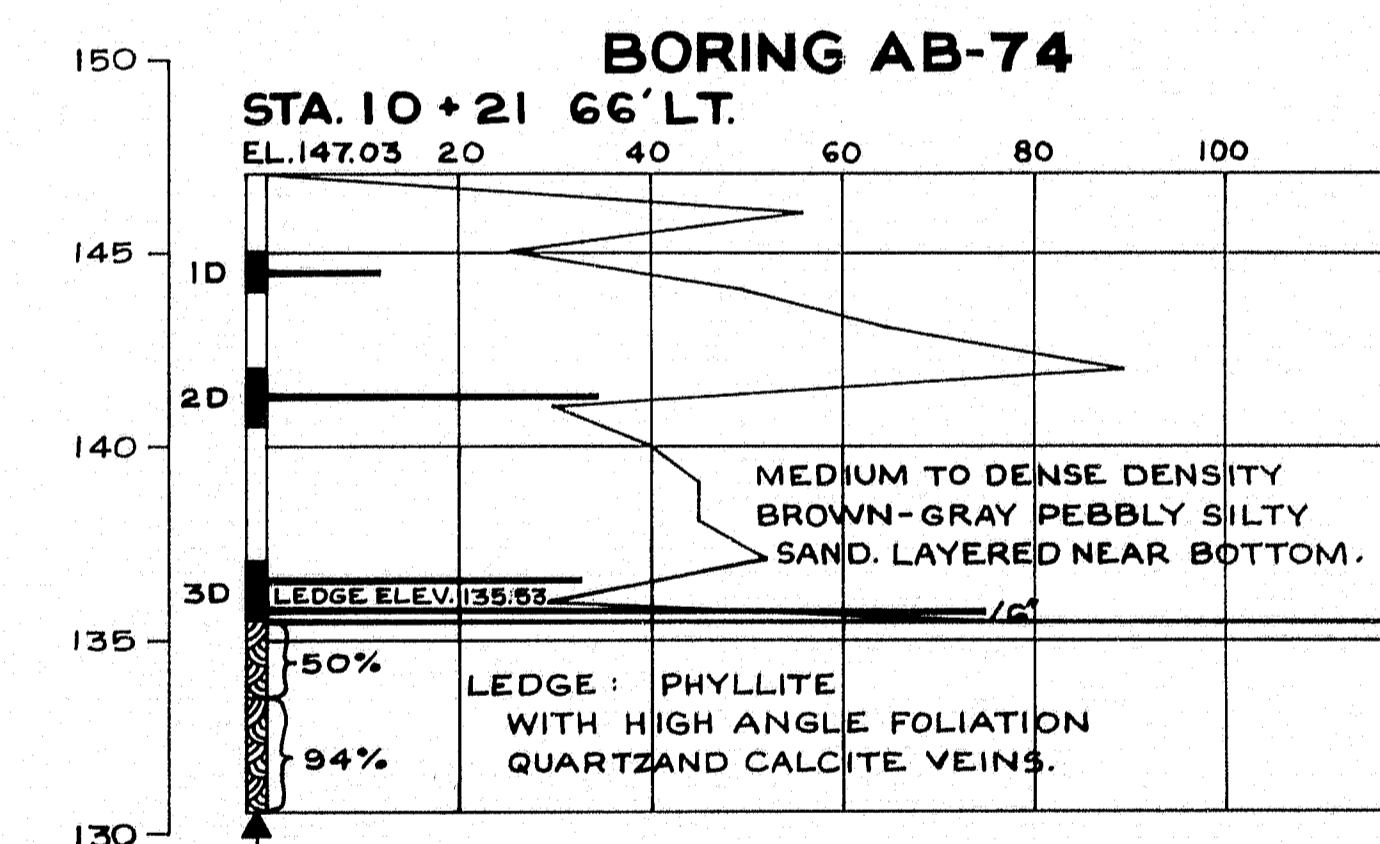
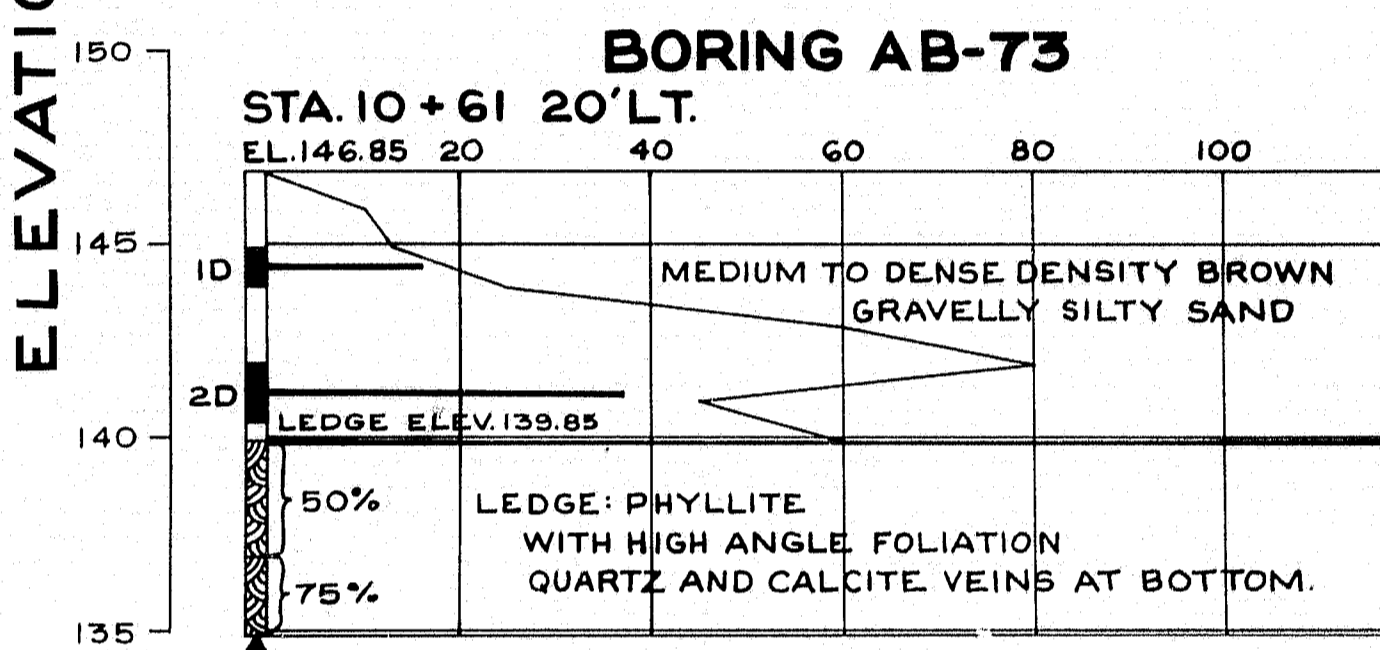
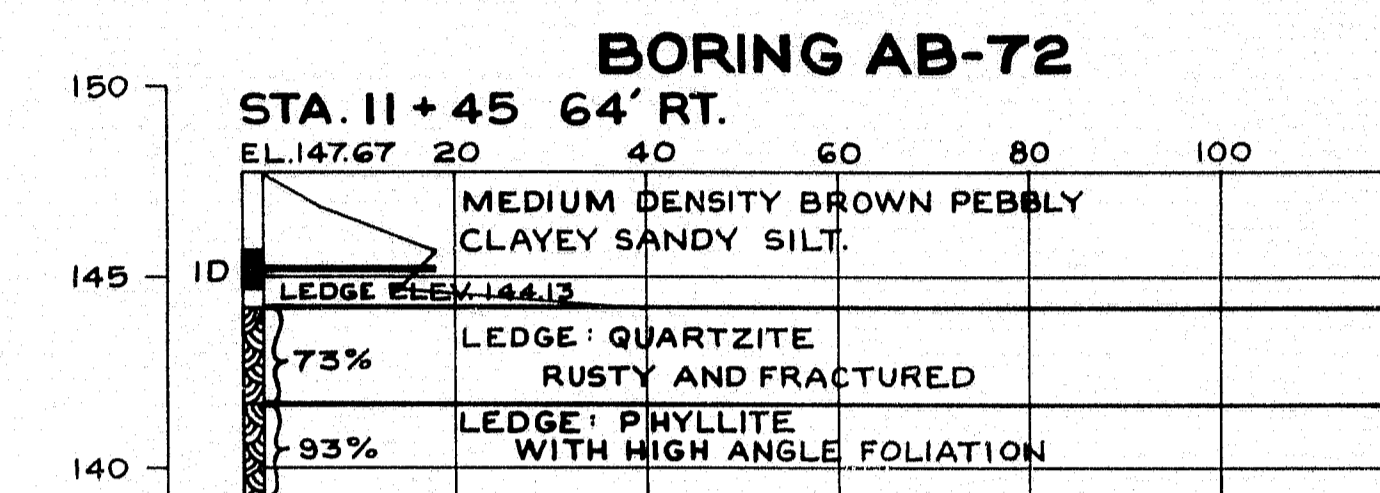
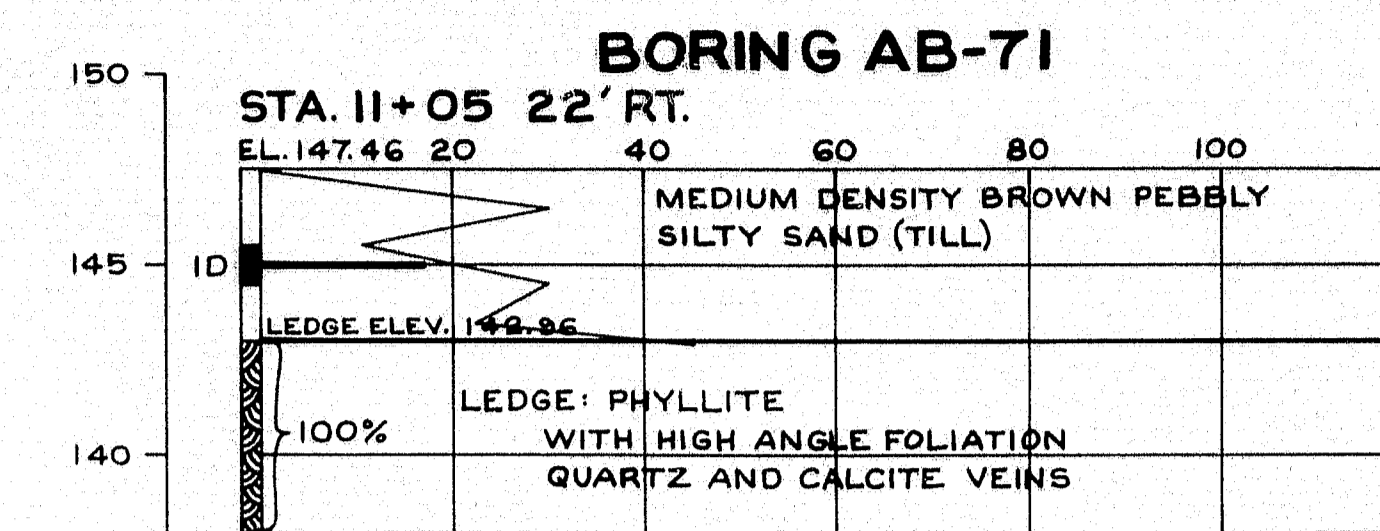
LOCATION OF SAMPLE OR SAMPLE ATTEMPT. NUMBER AND TYPE OF DRY SAMPLE.

S & H SAMPLER #1290'S

NUMBER OF BLOWS REQUIRED TO DRIVE SPOON ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW.

BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA.)

LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF CORE.



DESIGN: *Soils Division*

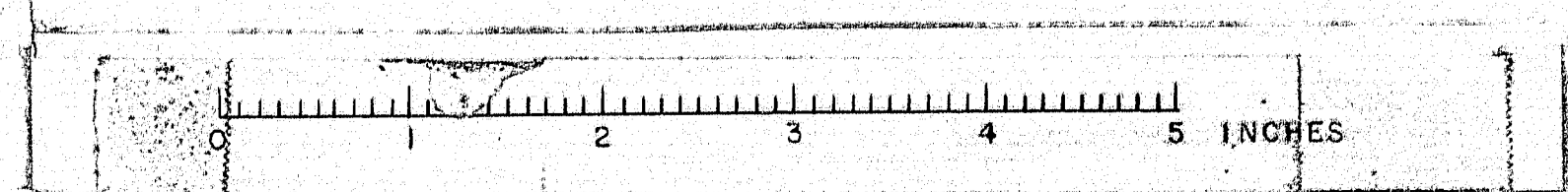
CHECK: *Plot*

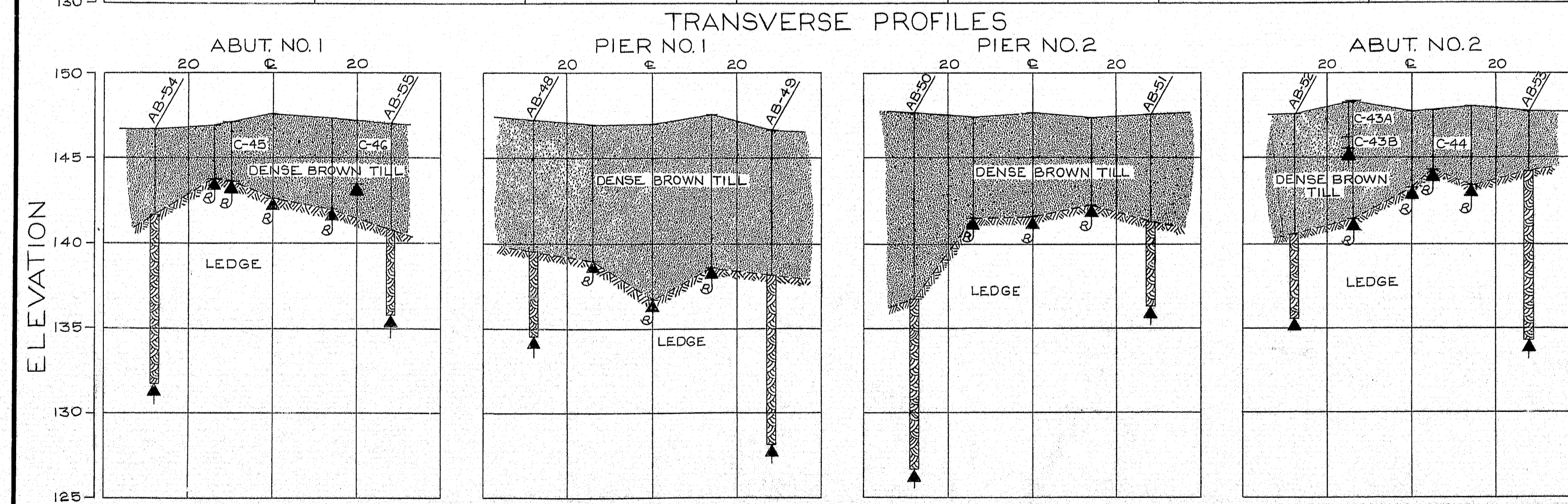
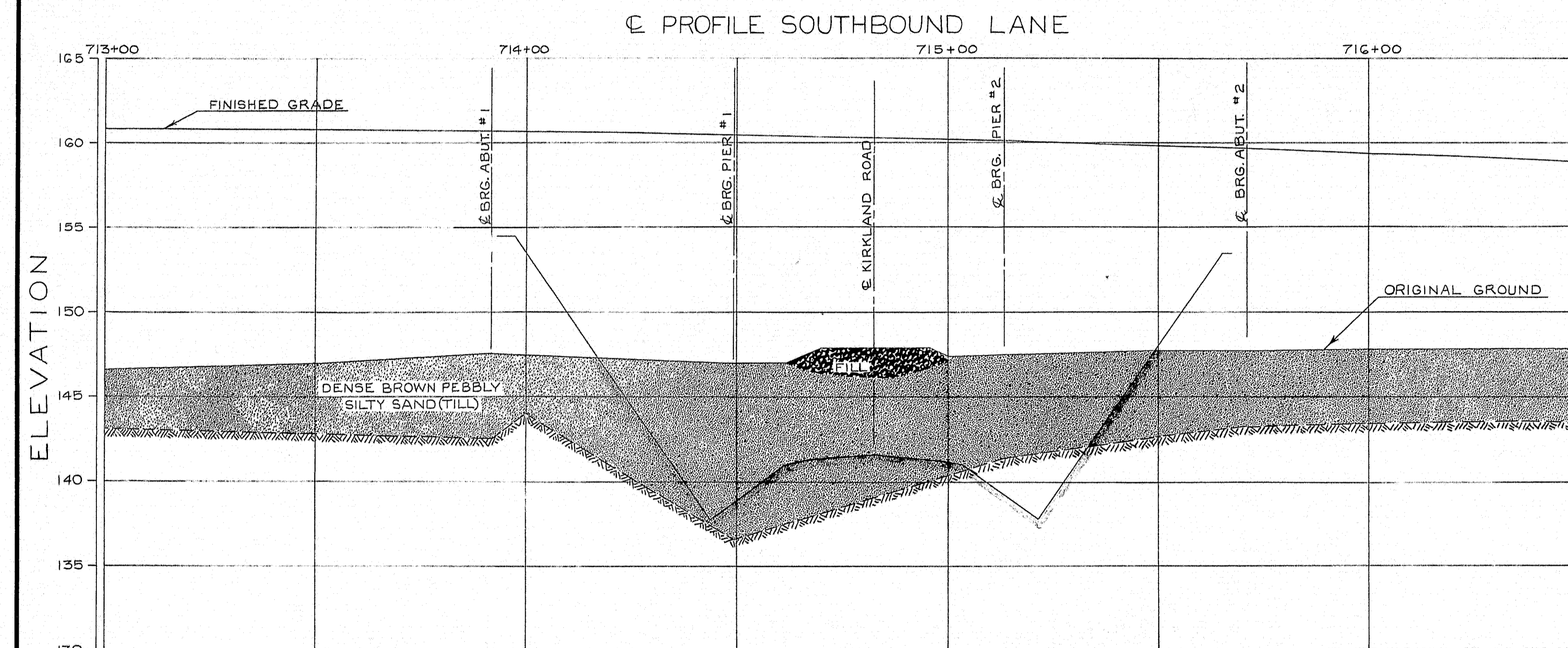
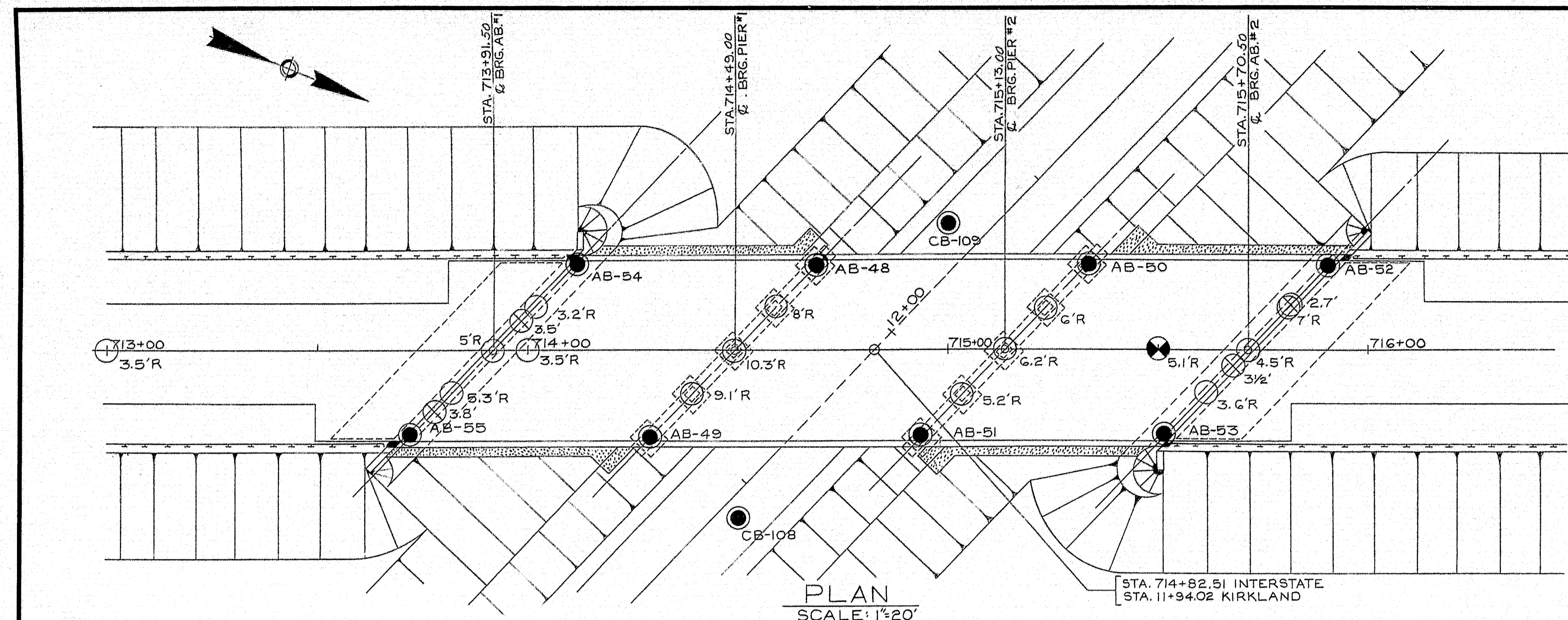
BRIDGE NO. SURVEY PLOT

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

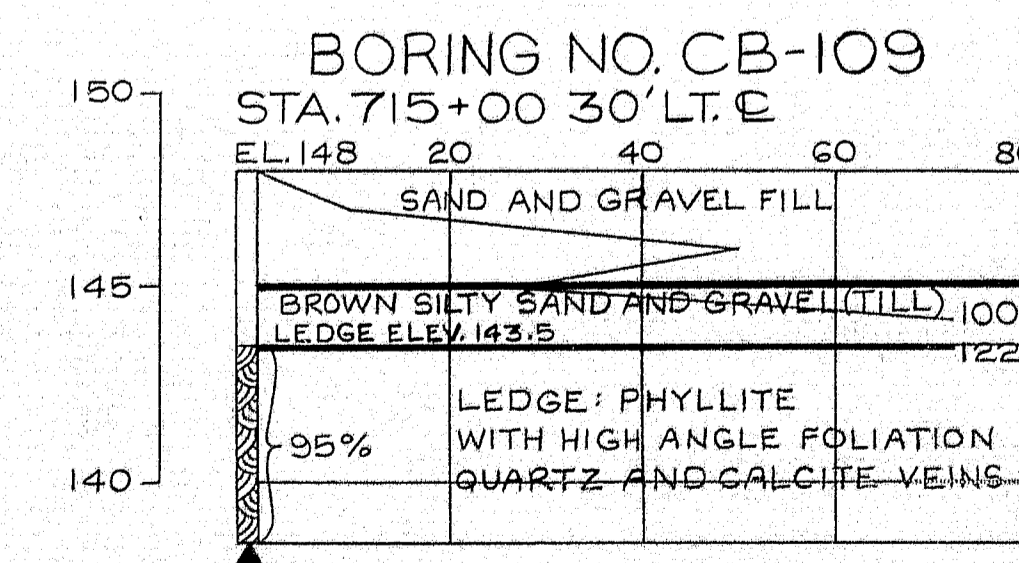
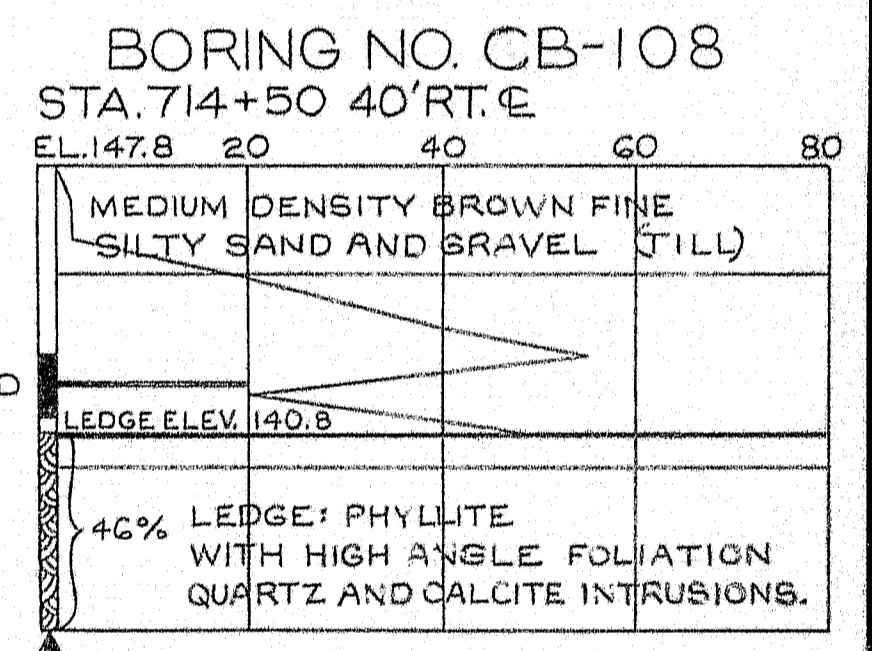
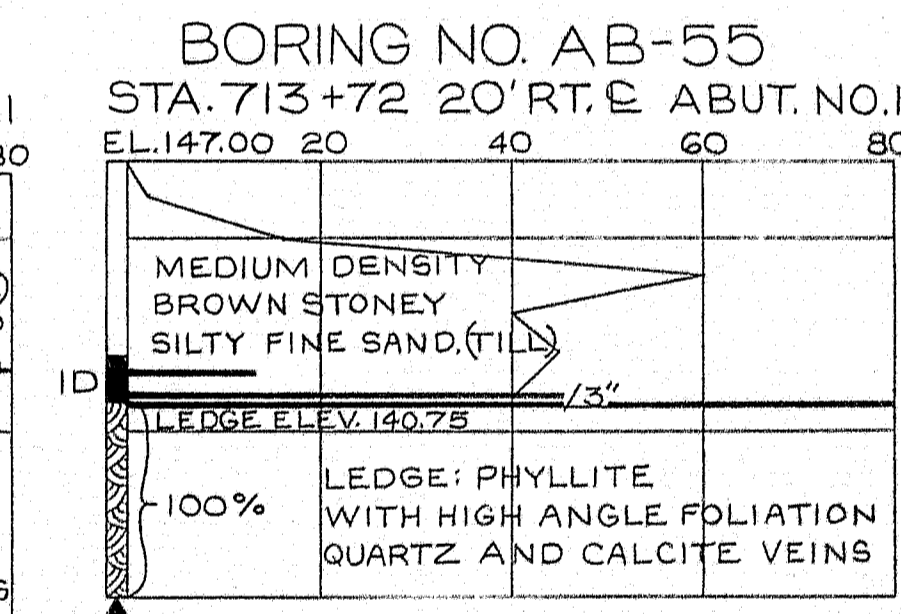
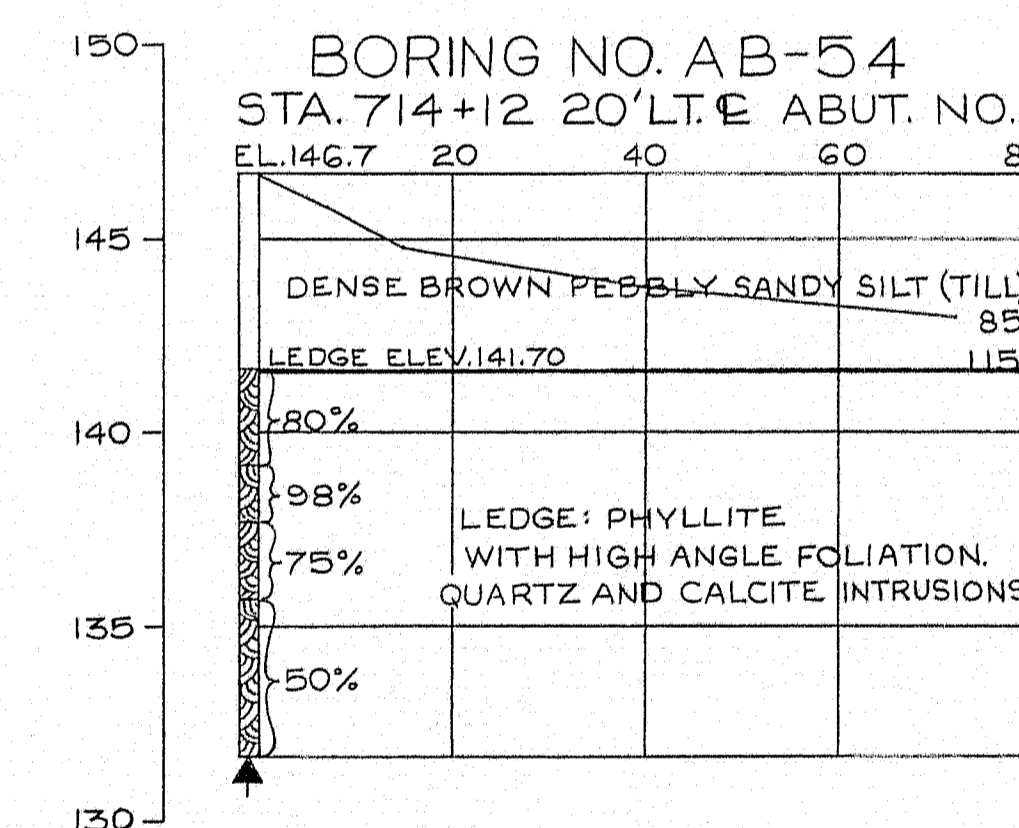
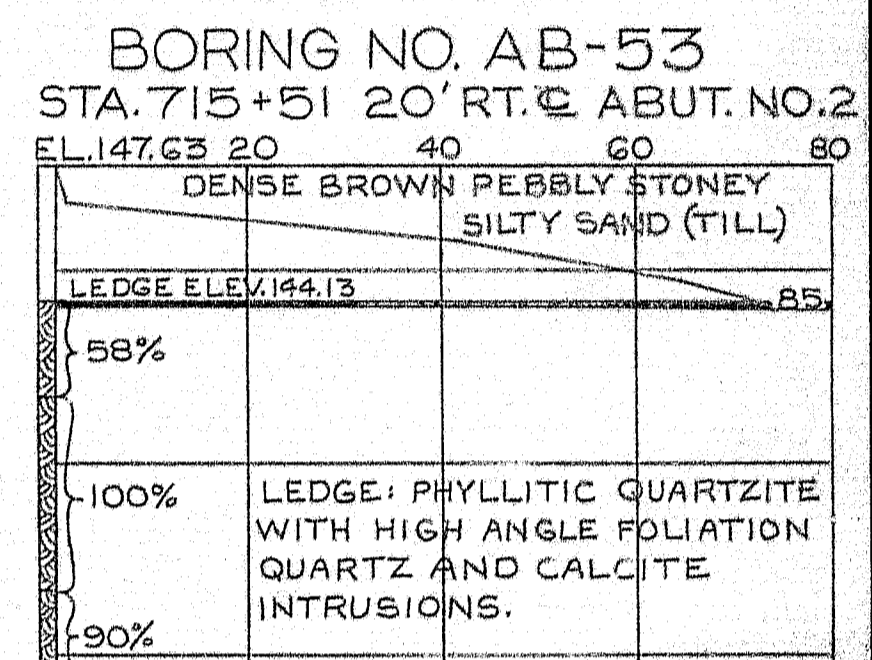
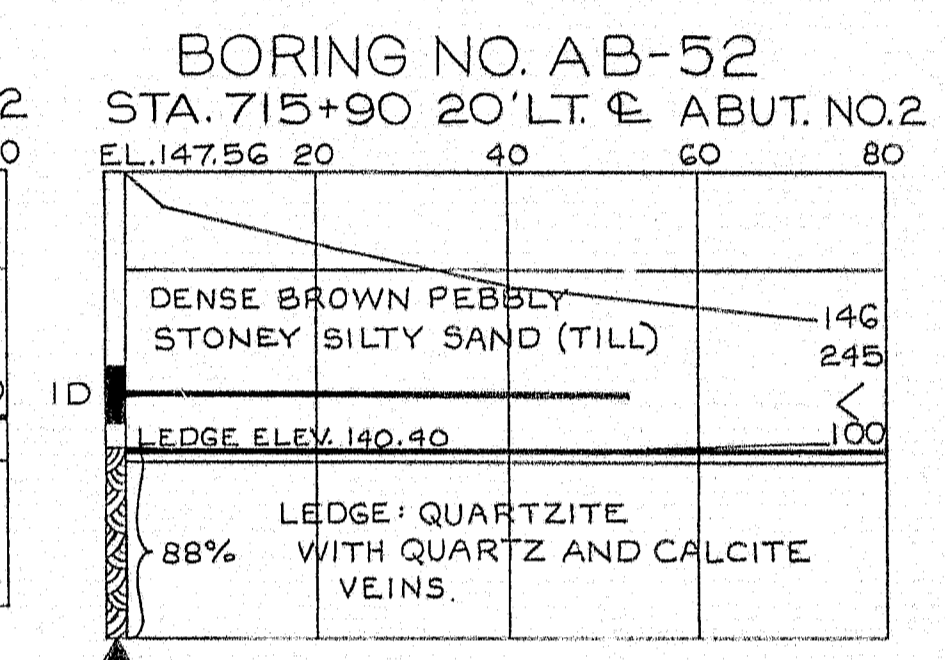
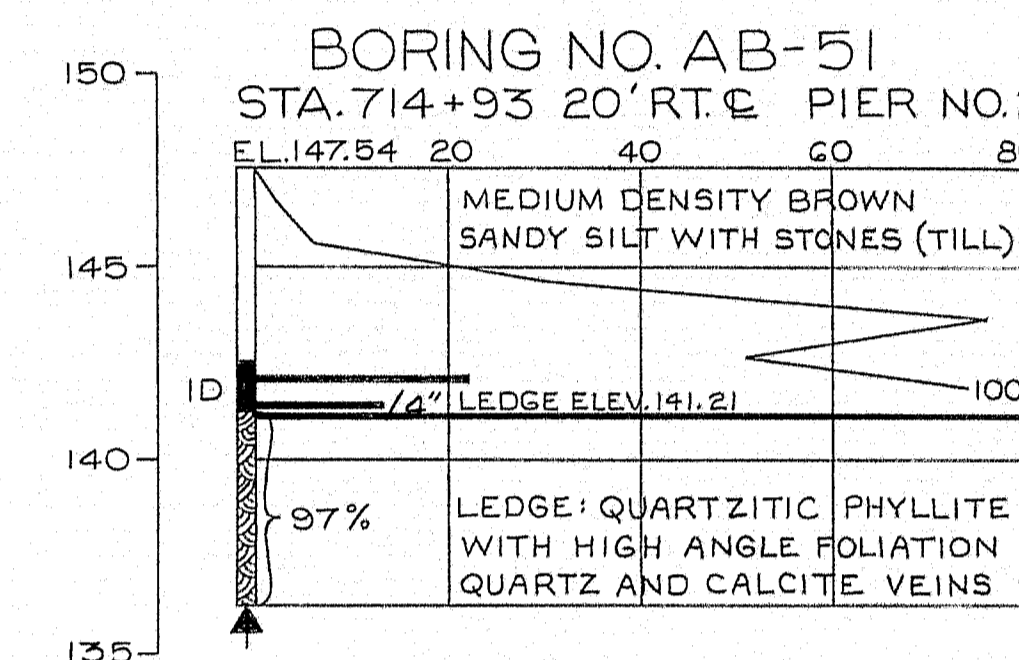
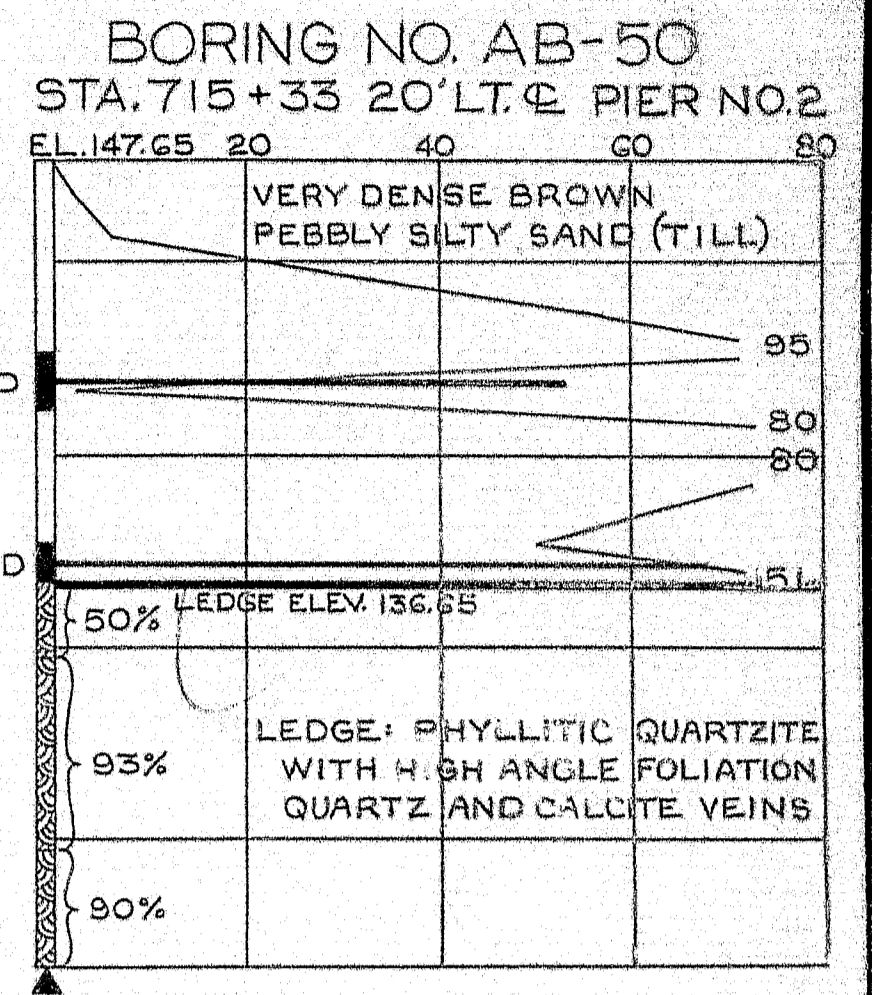
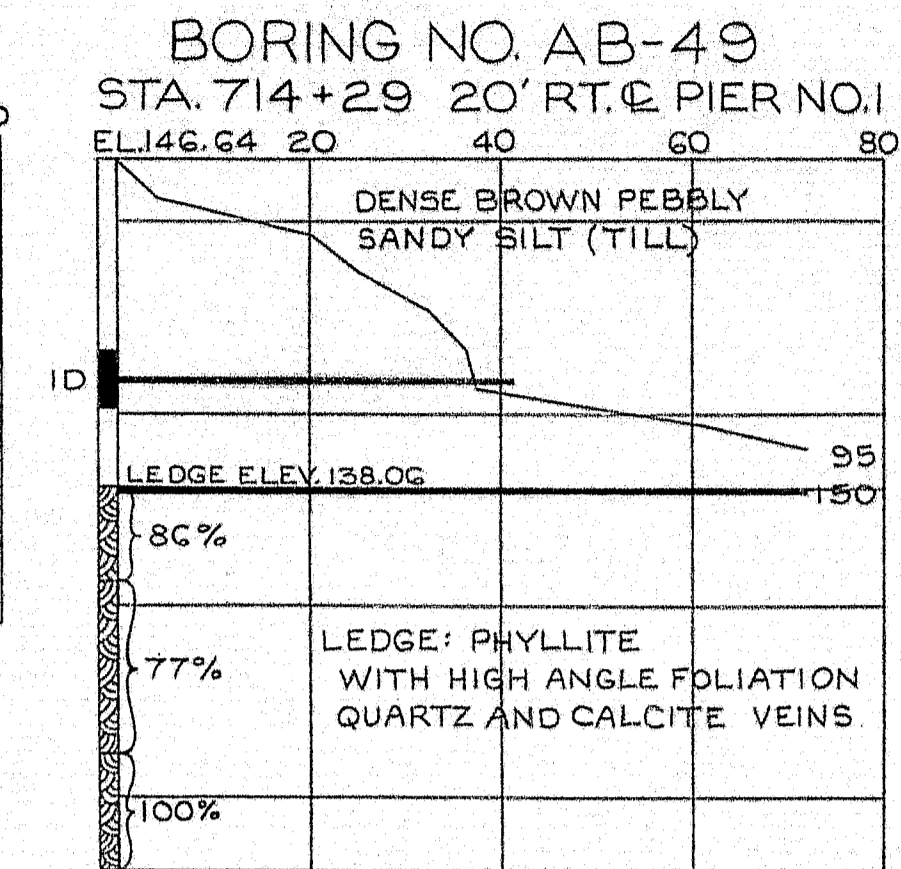
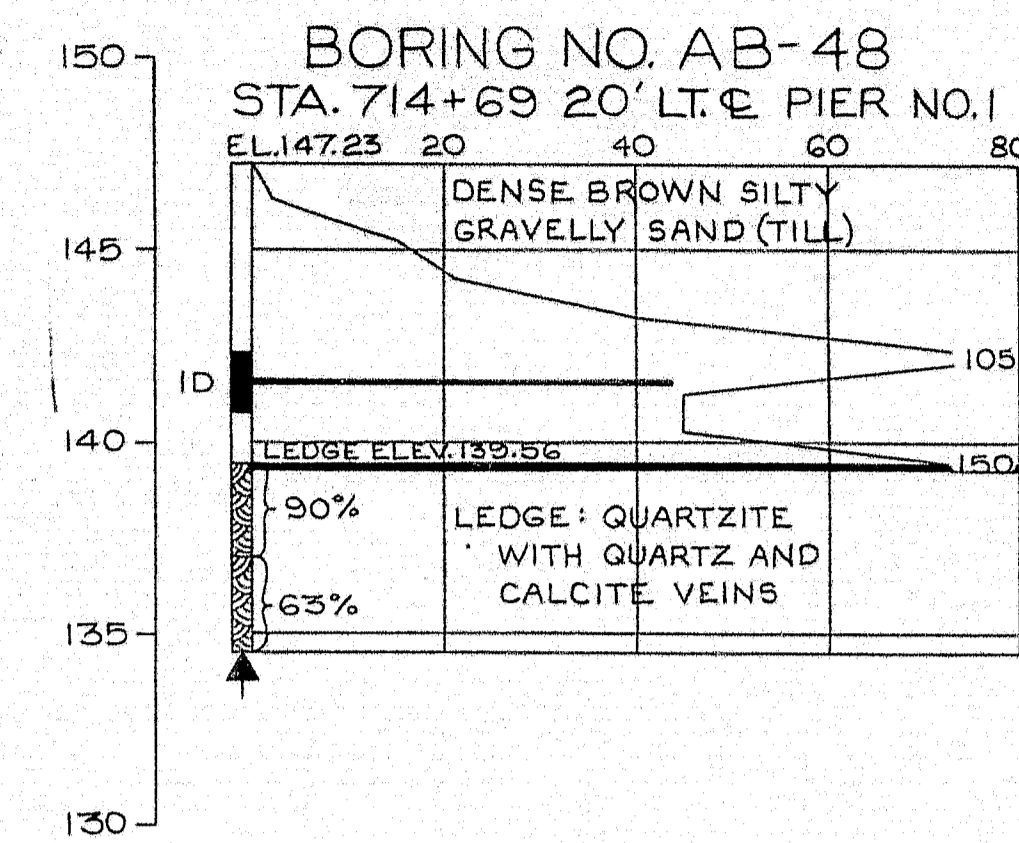
**INTERSTATE 95 BRIDGE**  
OVER  
**KIRKLAND ROAD**  
IN THE CITY OF  
**OLD TOWN**  
PENOBSCOT COUNTY  
FOUNDATION SURVEY

SHEET 4 OF 20 AUGUSTA, MAINE *APRIL 1964*





## BORING DETAILS



## BORING NOTES

- ALL SAMPLES ARE MADE AHEAD OF CASING.
- NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.
- LOCATION OF SAMPLE OR SAMPLE ATTEMPT.
- NUMBER AND TYPE OF DRY SAMPLE S&H SAMPLER #1250'S
- NUMBER OF BLOWS REQUIRED TO DRIVE SPOON ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW.
- BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA)
- LOCATIONS CORED BY DIAMOND BIT AND PER CENT RECOVERY OF ROCK
- CASING SIZE 2 1/2"

## PLAN NOTES

- ROD SOUNDING
- AUGER BORING
- BORING AND SOUNDING
- WASH BORING

DESIGN: *Soils Division*  
TRACE: *Soils Division*  
CHECK: *Soils Division*

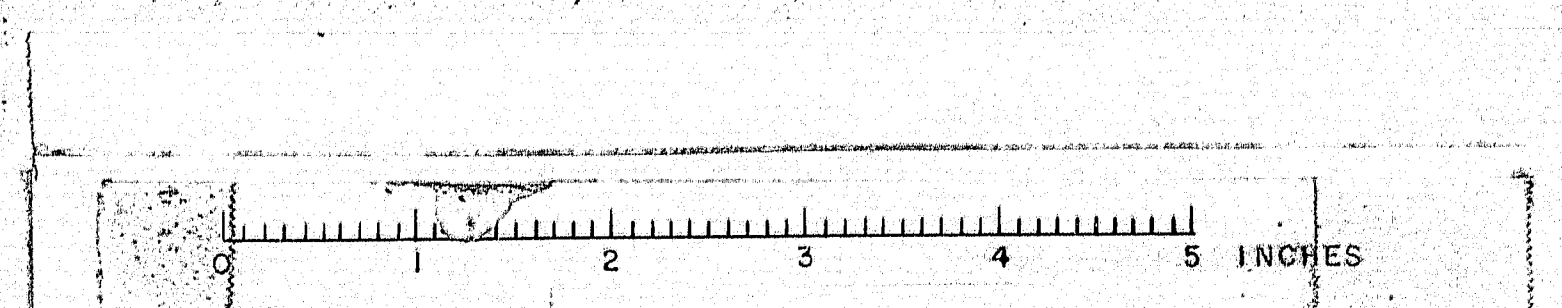
BRIDGE NO. SURVEY-  
PLOT-

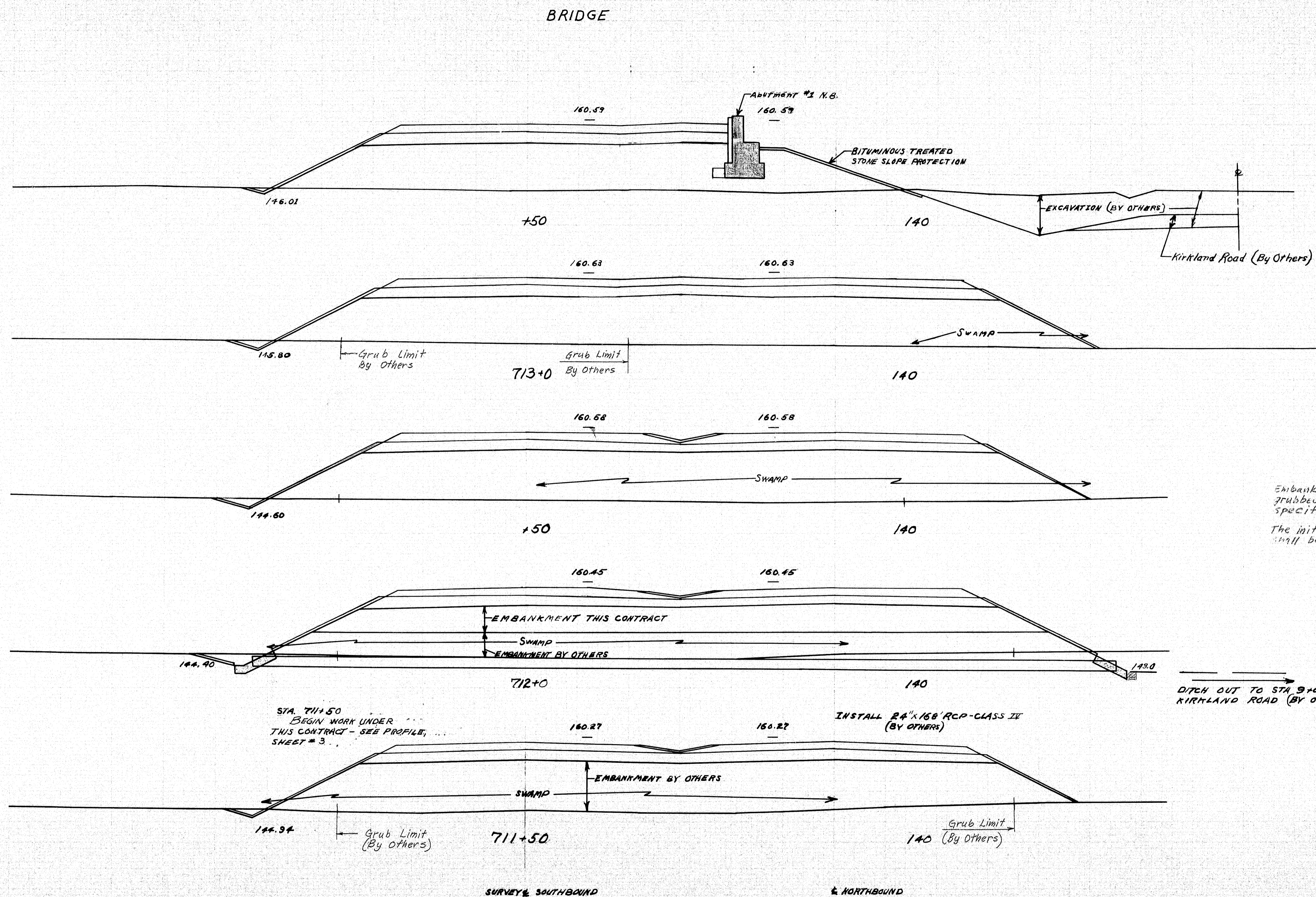
STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**INTERSTATE 95 BRIDGE**  
OVER  
**KIRKLAND ROAD**  
IN THE CITY OF  
**OLD TOWN**  
PENOBSCOT COUNTY  
FOUNDATION SURVEY

SHEET 5 OF 20 AUGUSTA, MAINE APRIL 1964

92-174

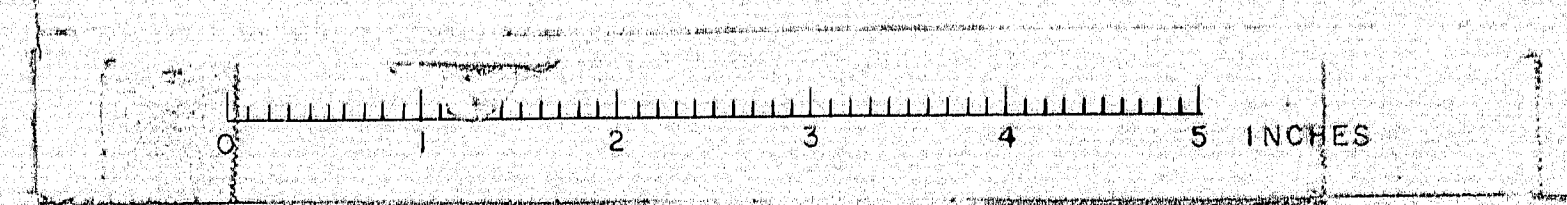




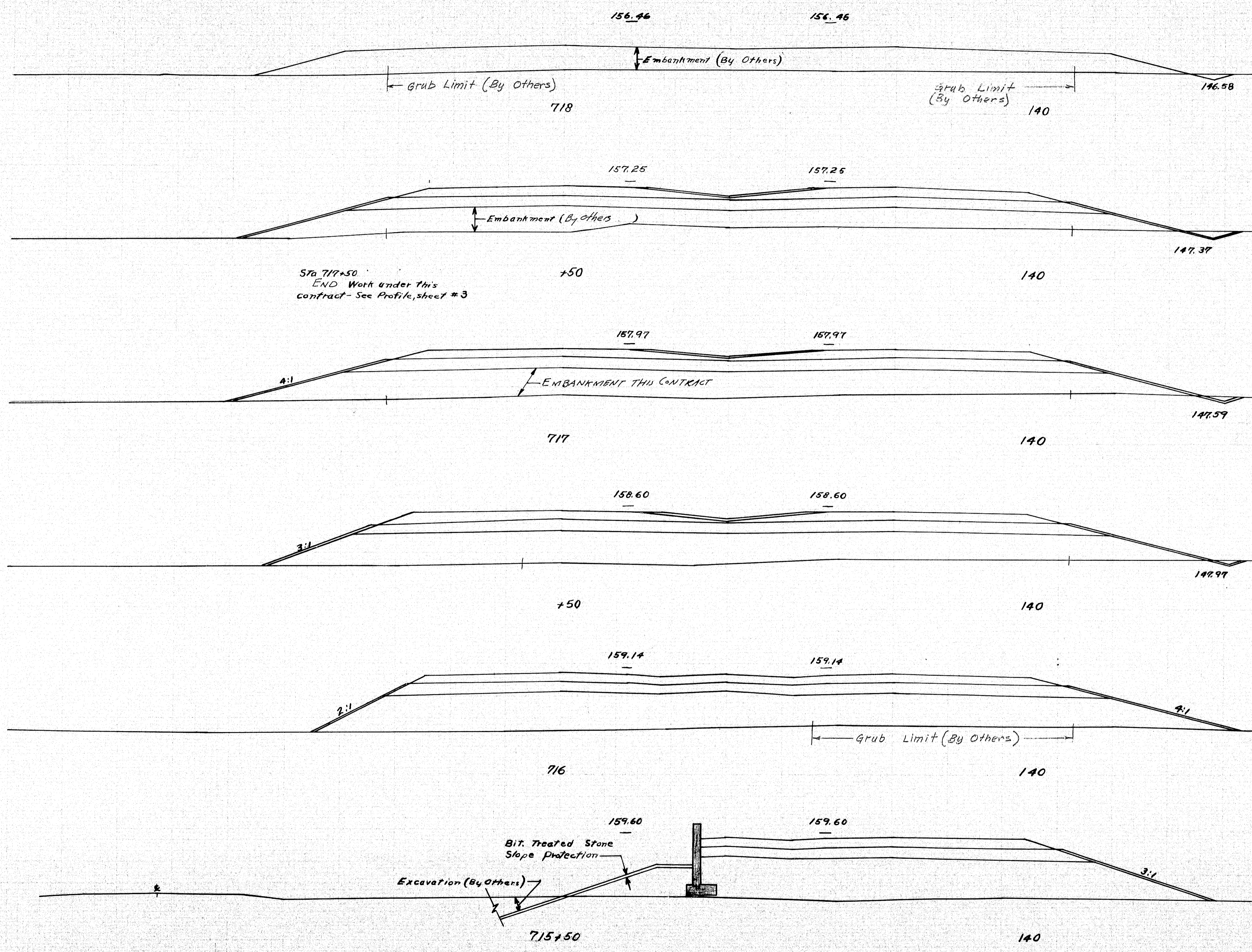
Embankment areas shall be grubbed between the limits specified. (By Others)  
The initial 36' of embankment shall be grubbed borrow.

DITCH OUT TO STA 9+00 ± (BY LT)  
KIRKLAND ROAD (BY OTHERS)

I 95 over Kirkland Road  
Old Town  
APRIL 1964  
02-1  
Cross Sections sheet



D. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8615	7	20



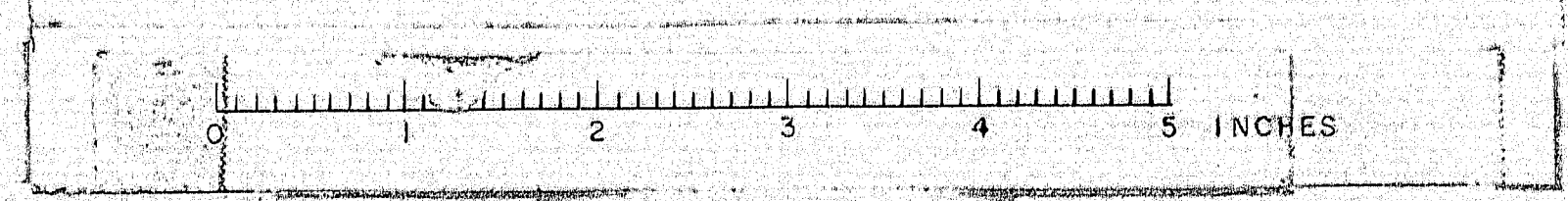
Sta 717+50  
END Work under this  
contract - See Profile, sheet #3

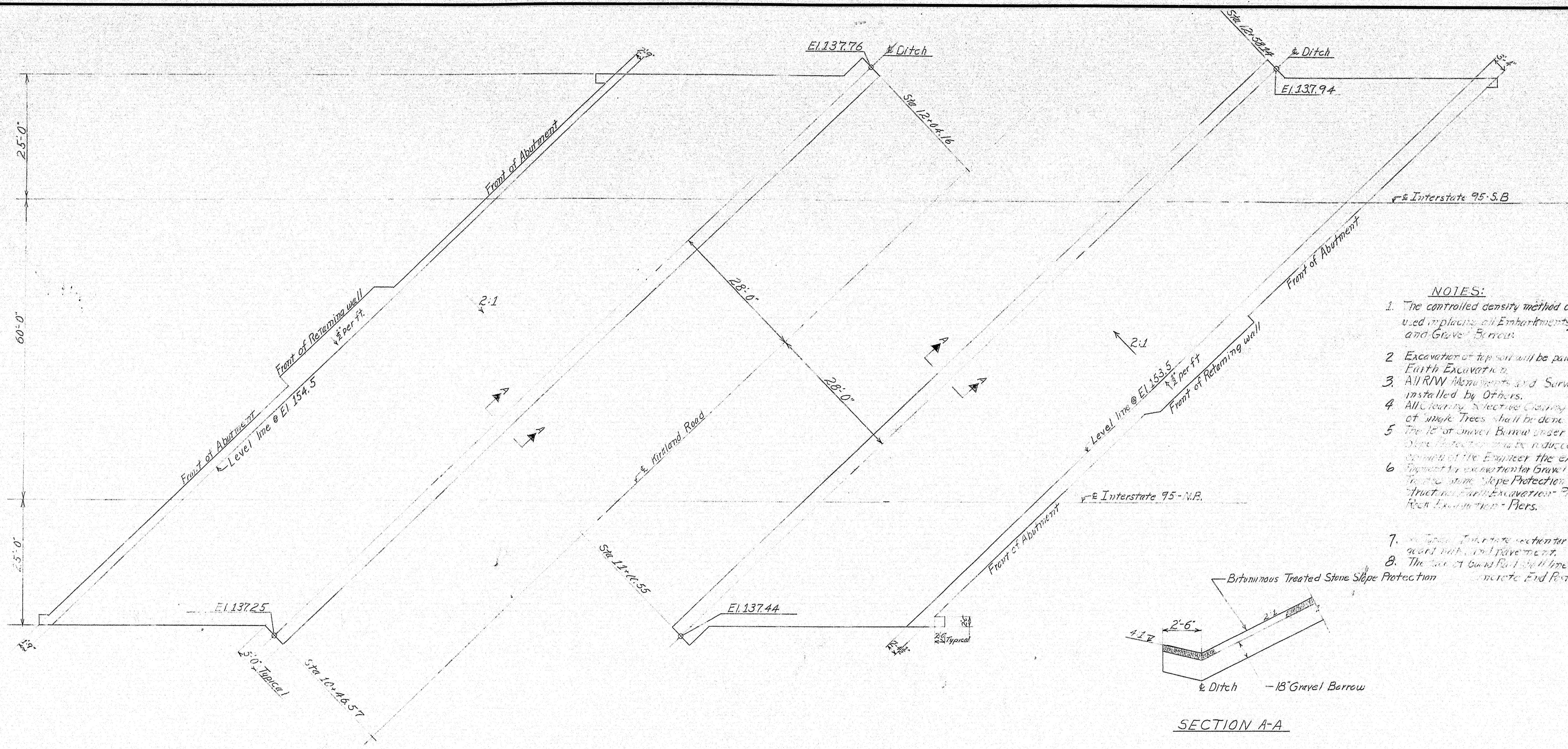
SURVEY & SOUTHBOUND

& NORTHBOUND

I-95 OVER KIRKLAND ROAD  
OLD TOWN  
APRIL 1965

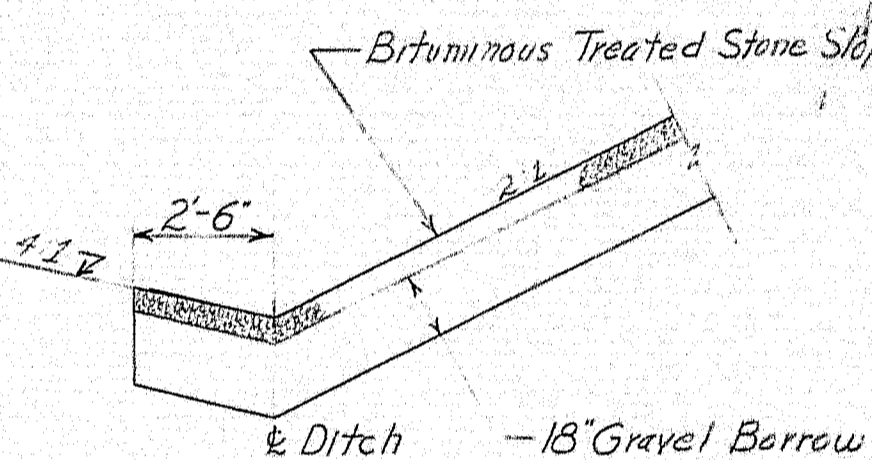
Cross Sections sheet 7 of 20



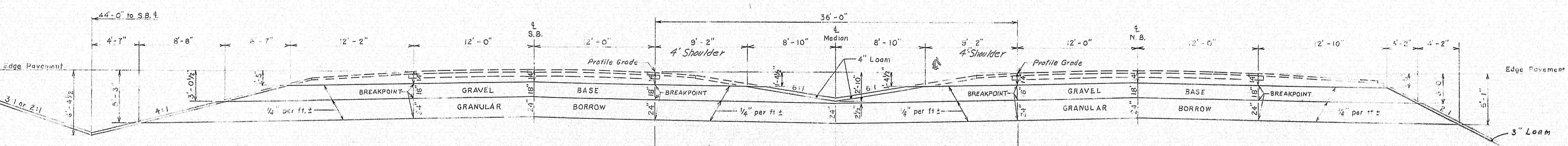


**NOTES:**

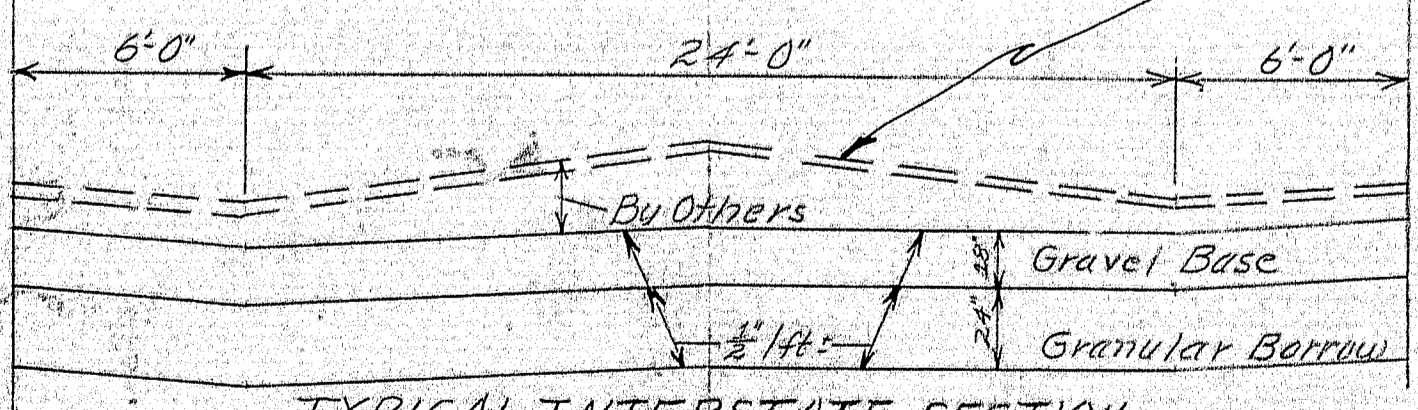
1. The controlled density method of construction shall be used in placing all Embankments, Granular Borrow Subbase, and Gravel Borrow.
2. Excavation of top soil will be paid for under Item 2.03-9 Earth Excavation.
3. All R/W Abutments and Survey Markers will be installed by Others.
4. All clearing, selective clearing and burning, and removal of single trees shall be done by Others.
5. The 18" of gravel borrow under the Bituminous treated Stone Slope Protection shall be reduced or omitted in the opinion of the Engineer, the existing material is suitable.
6. To the stone Slope Protection will be made under Item 2.04-14, Structural Earth Retention - Piers.
7. The concrete foundation section terminal location of beam lines, guard rails, and pavement.
8. The concrete guard rail shall line up with the grade face of concrete End Posts on the bridge.



SECTION A-A



TYPICAL INTERSTATE SECTION  
4'-0" Shoulders

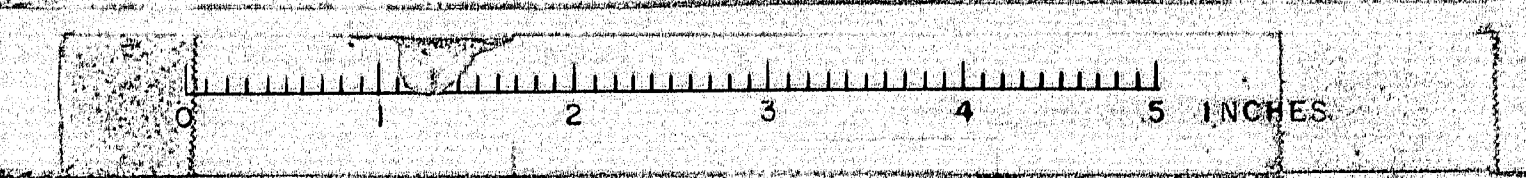


TYPICAL INTERSTATE SECTION  
6'-0" Shoulders

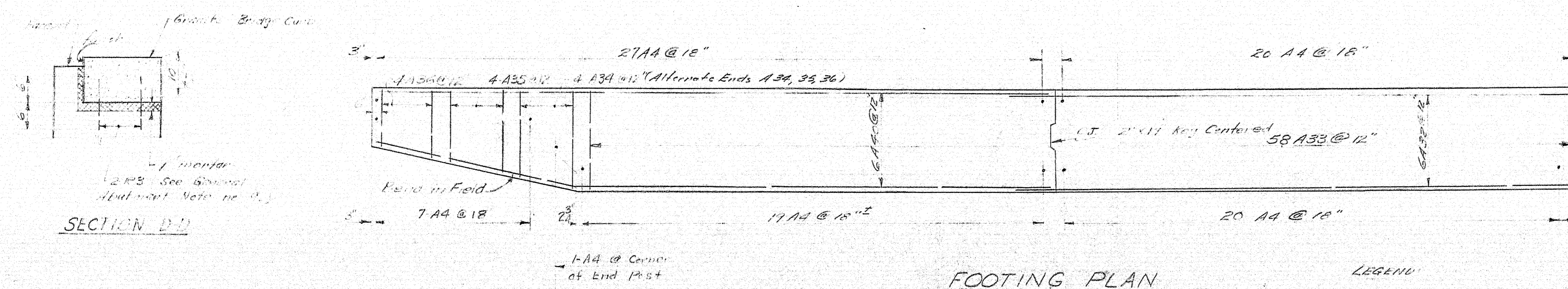
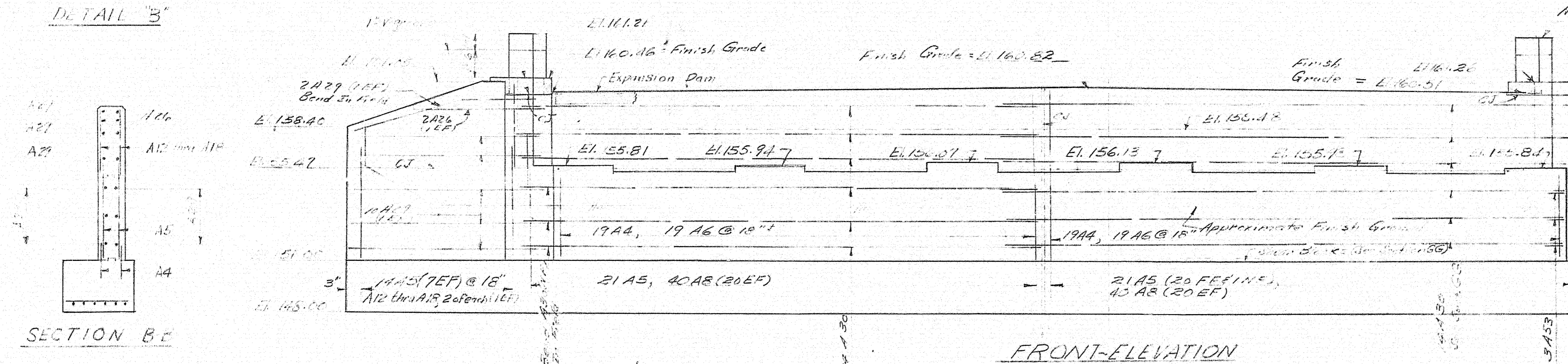
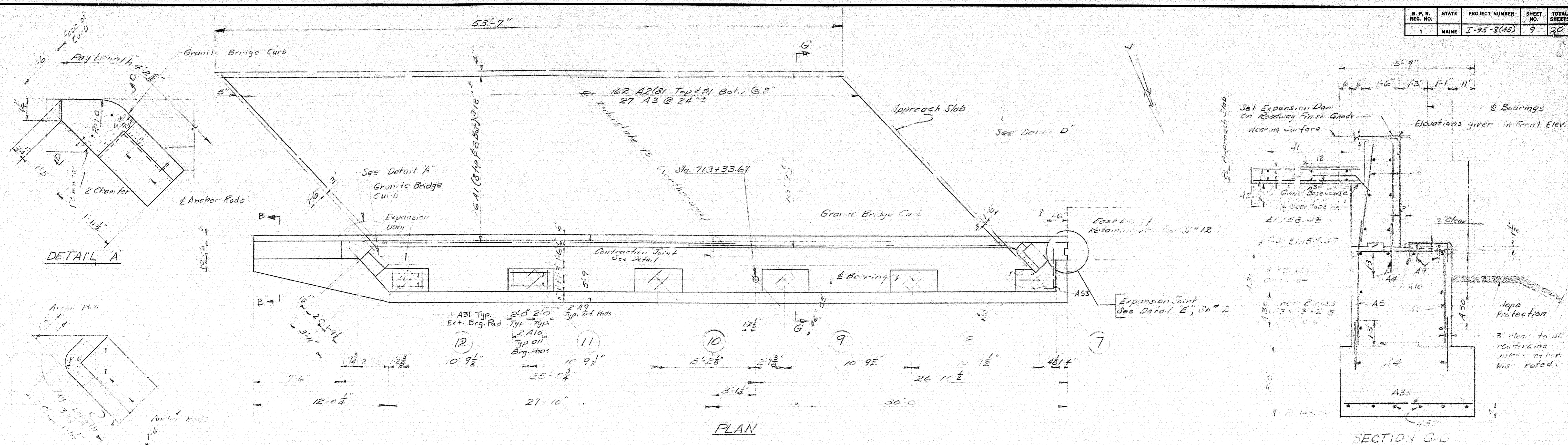
(SEE I-95-8(48) PLANS FOR CHANGE IN MEDIAN)

DESIGN - CDA/LLR	BRIDGE NO.
TRACE - LEC	SURVEY -
CHECK - BLS	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 OVER KIRKLAND ROAD IN THE CITY OF OLD TOWN PENOBSCOT COUNTY	
SLOPE PROTECTION & ROADWAY SECTION	
SHEET 8 OF 20 AUGUSTA, MAINE APRIL 1964	

92-177



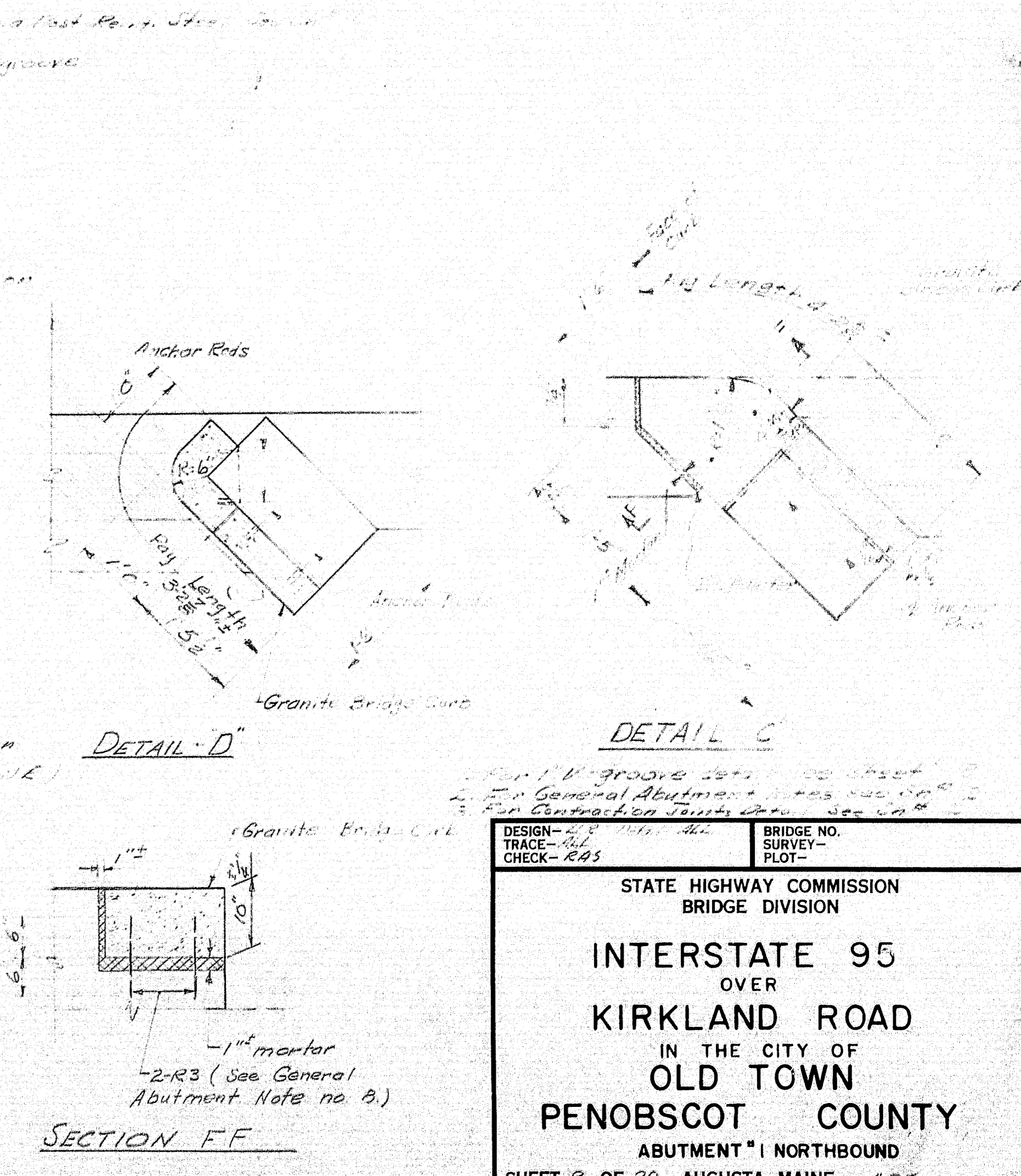
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(45)	9	20



LEGEND

HF = Head Face  
FF = Fan Face  
EF = Each Face  
typ. = Typical  
Int. = Interior  
Ext. = Exterior  
Brg. = Bearing

CJ = Construction Joint

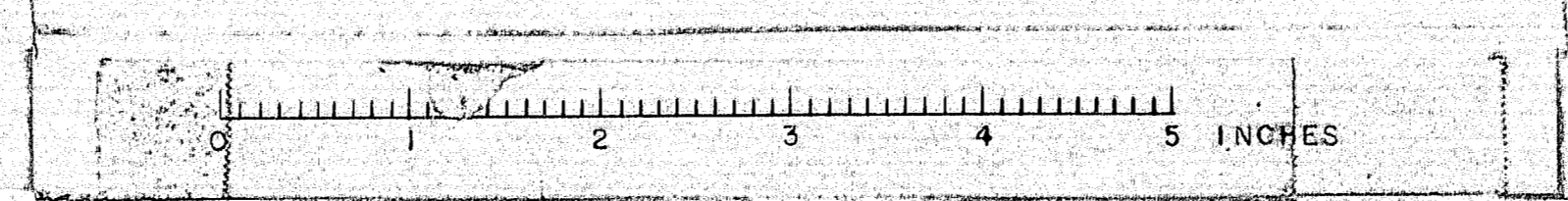


STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

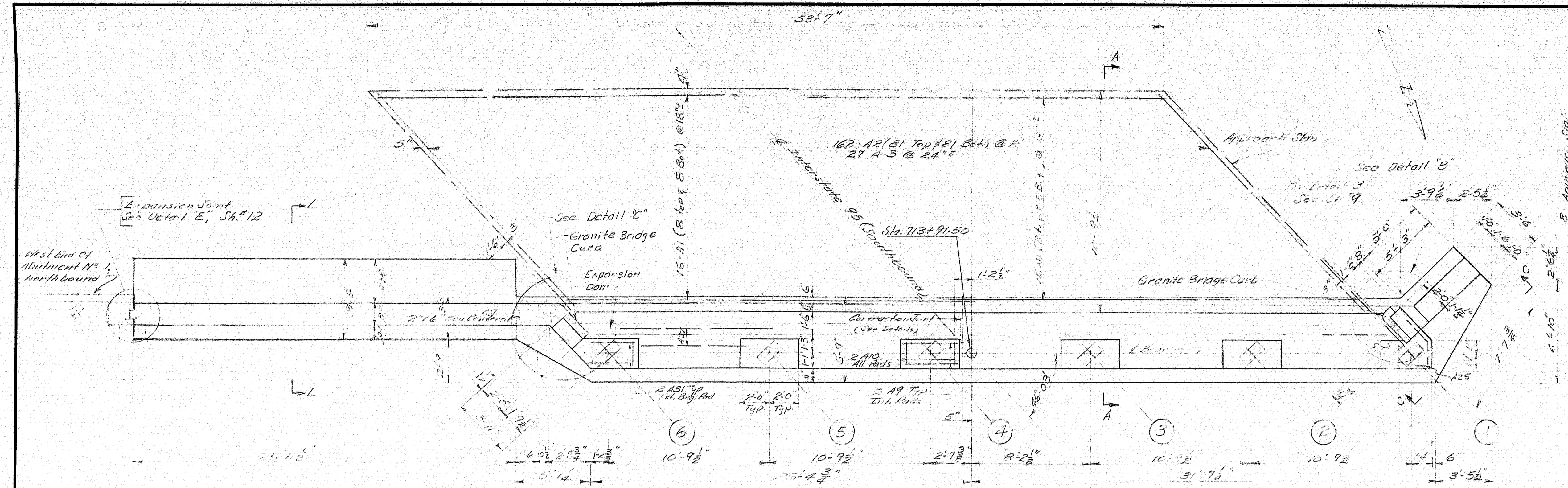
INTERSTATE 95  
OVER  
KIRKLAND ROAD  
IN THE CITY OF  
OLD TOWN  
PENOBSCOT COUNTY  
ABUTMENT "I" NORTHBOUND

SHEET 9 OF 20 AUGUSTA, MAINE APRIL 1962

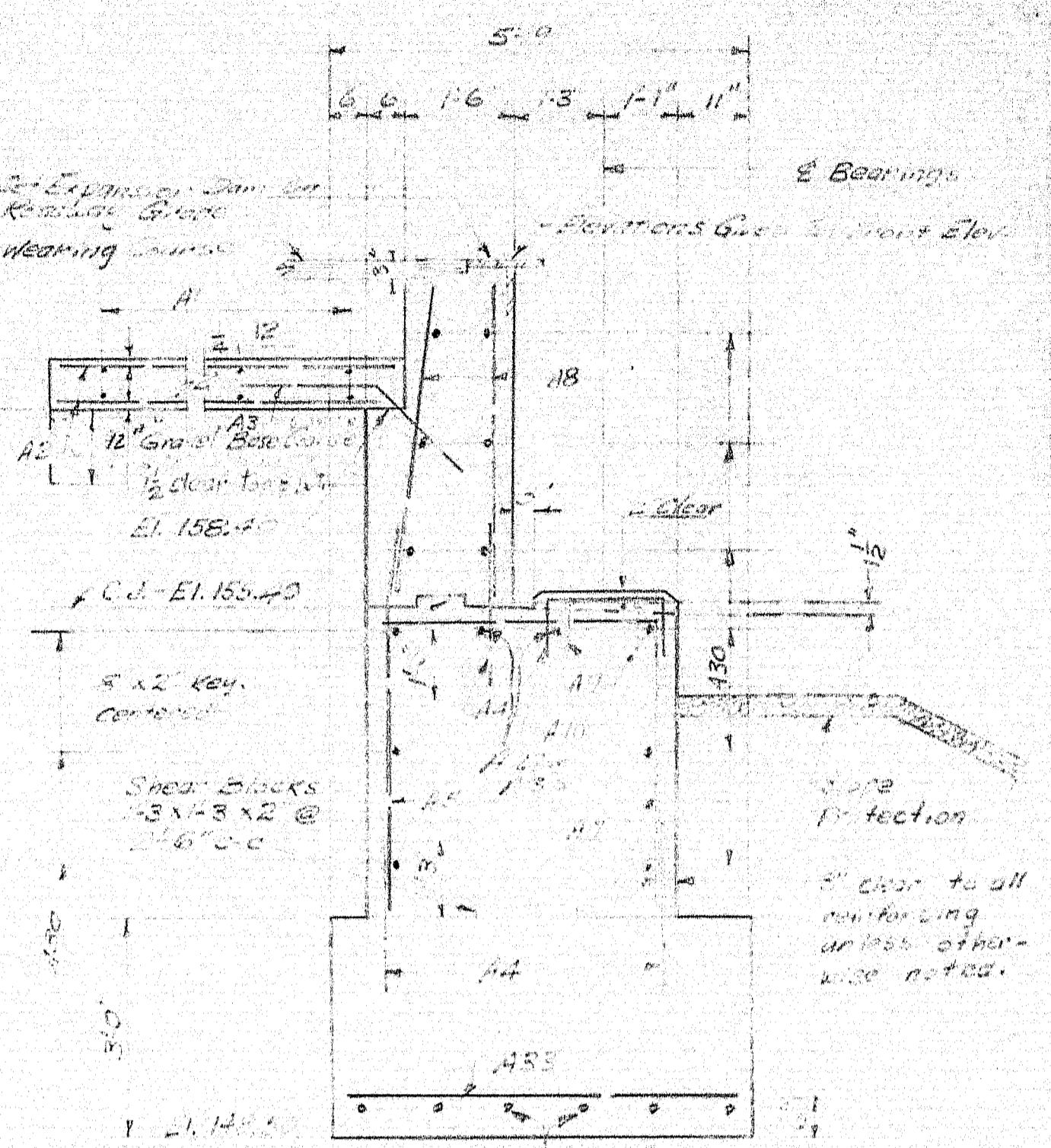
**92-178**



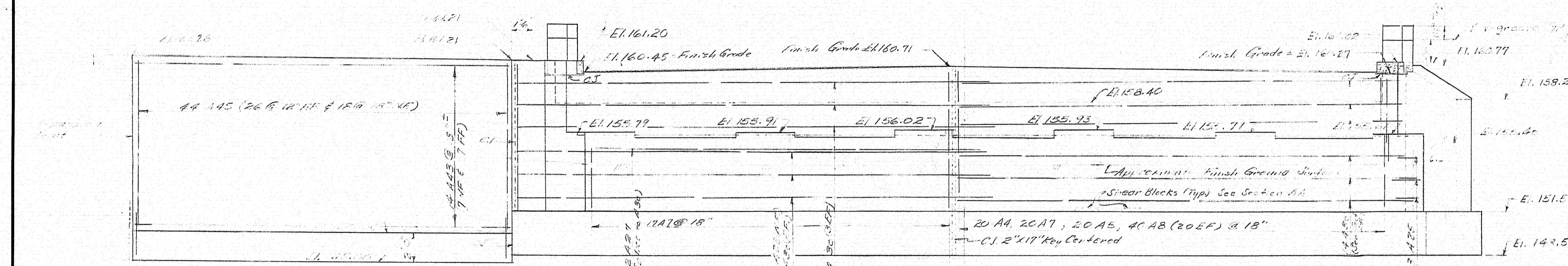
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-B(45)	10	20



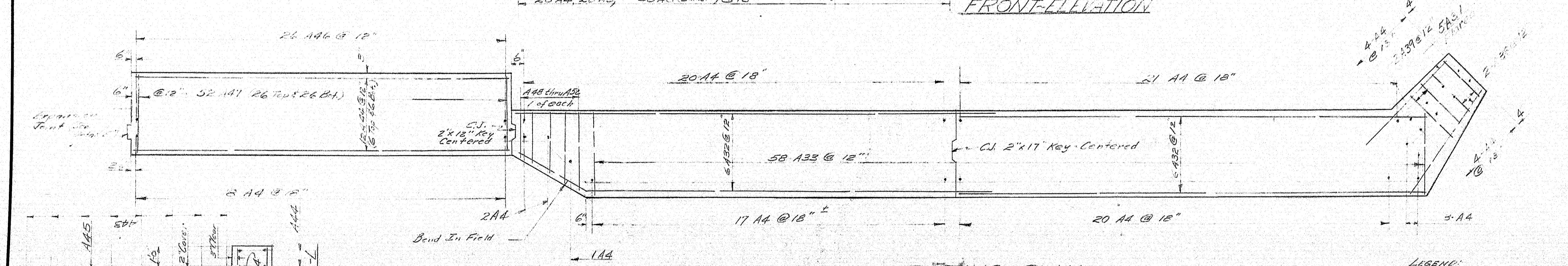
PLAN



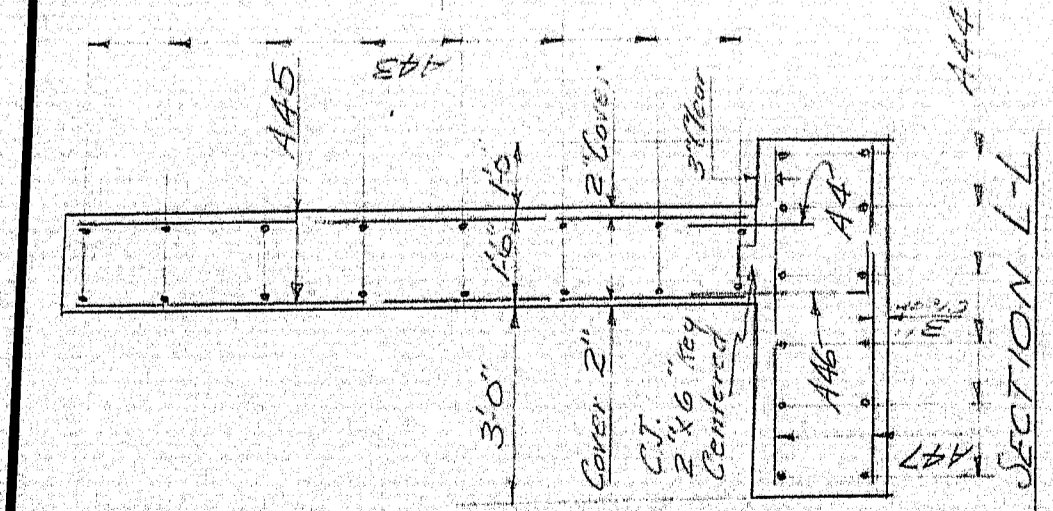
SECTION AA



FRONT ELEVATION



FOOTING PLAN



SECTION LL

NOTES

1. For 1" V-groove detail see sheet 11
2. For General Abutment Notes see sheet 12
3. For Construction Notes see sheet 13

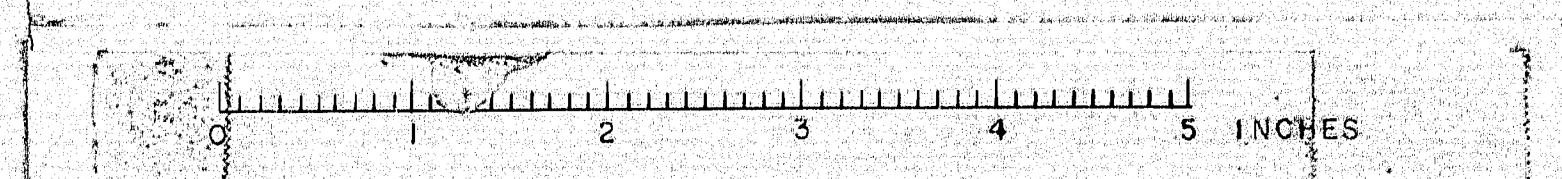
DESIGN - E.R. Data: All	BRIDGE NO.
TRACE - ALL	SURVEY -
CHECK - E.R.S.	PLOT -

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

**INTERSTATE 95**  
OVER  
**KIRKLAND ROAD**  
IN THE CITY OF  
**OLD TOWN**  
**PENOBSCOT COUNTY**  
ABUTMENT "I" SOUTHBOUND

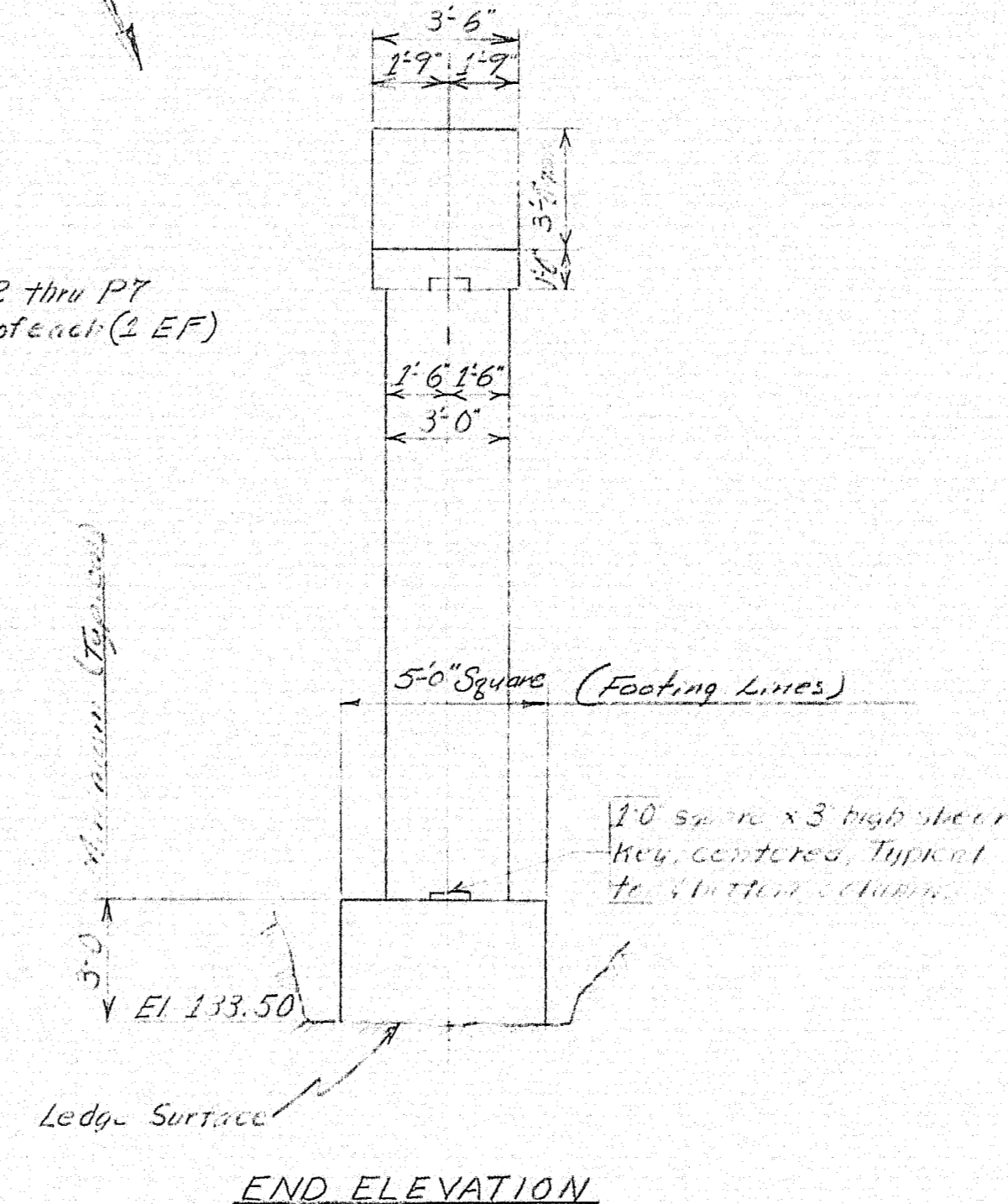
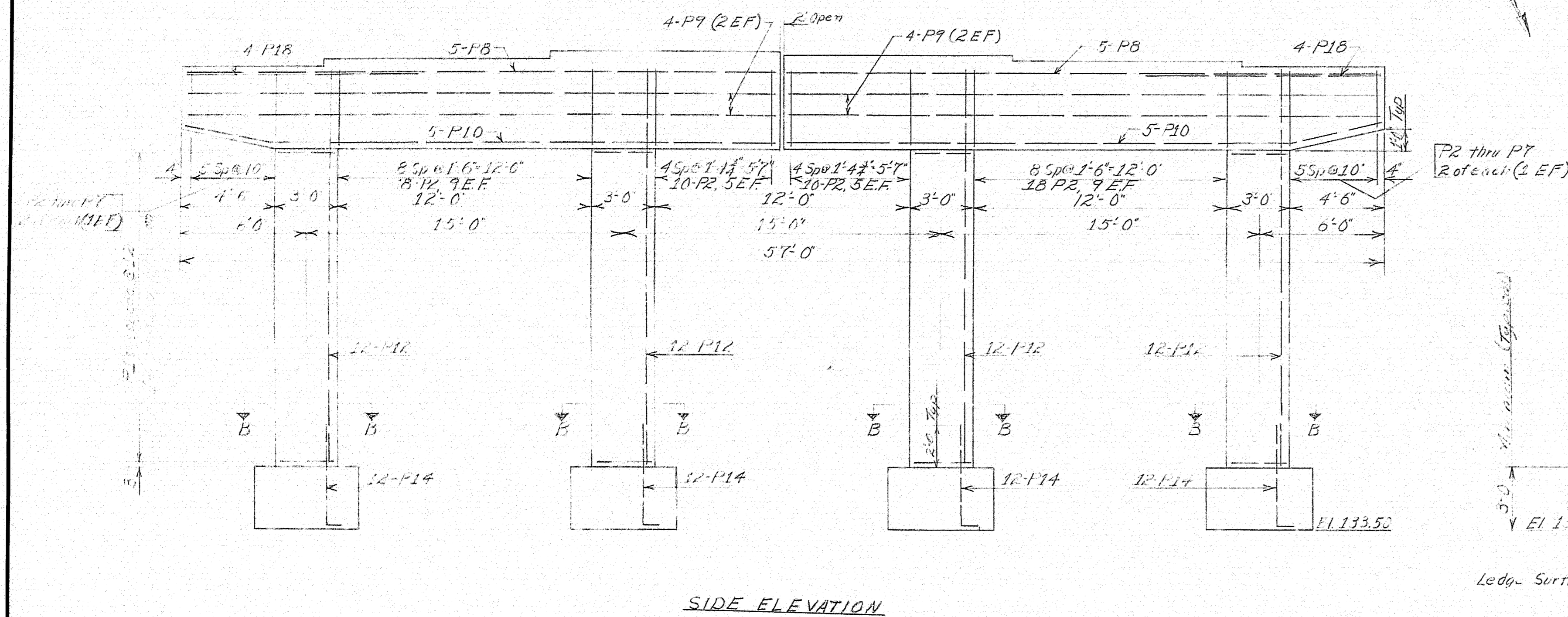
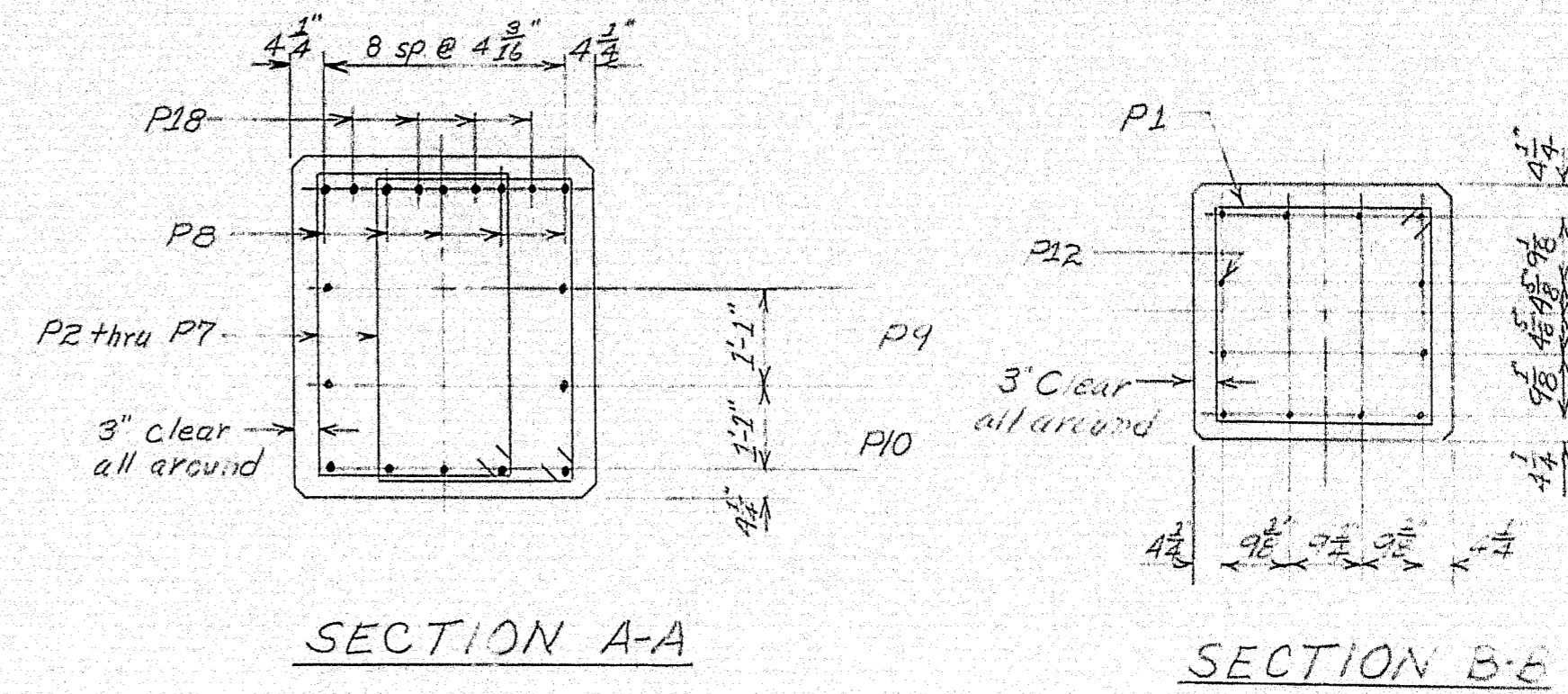
SHEET 10 OF 20 - AUGUSTA, MAINE APRIL 1964

- LEGEND:
- N.F. = Near Face
  - F.F. = Far Face
  - E.F. = Each Face
  - Typ. = Typical
  - Int. = Interior
  - Ext. = Exterior
  - C.J. = Construction Joint
  - Brg. = Bearing



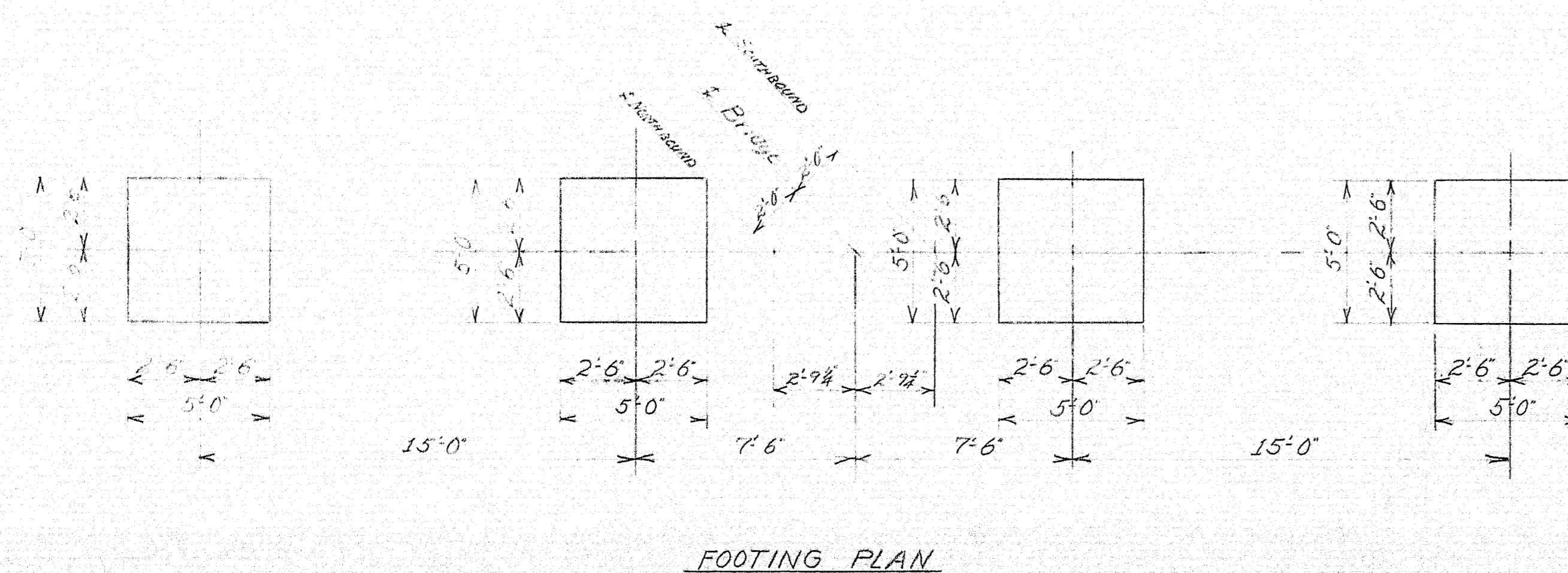






- PIER NOTES:
1. EF meets each face
  2. Position reinforcing in pier cap to clear swedged anchor bolts
  3. Chamfer all exposed edges  $\frac{1}{4}$  inch
  4. Dress stacked bearing stiffeners 1 inch off on end then the bearing stiffeners sand to the exact bearing area of the column
  5. Maximum tolerance per spec is  $\pm \frac{1}{8}$  inch per sq. ft.
  6. Remove all loose material and disintegrated rock under the pier footings
  7. Footing foundations may be casted if approved by the Engineer. It requires a separate for concrete set in the footing first.
  8. In case of excessive loss of design reinforcement, the pier cap will be made for structural steel reinforcement. Pier cap concrete in pier must have a design the design of column.

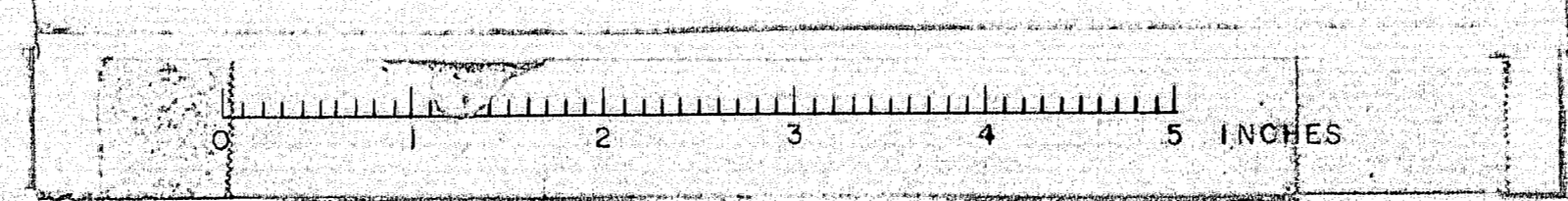
	SOUTH BOUND	NORTH BOUND
Pier #1	734-4900	734-2127
Pier #2	735-1300	734-7727

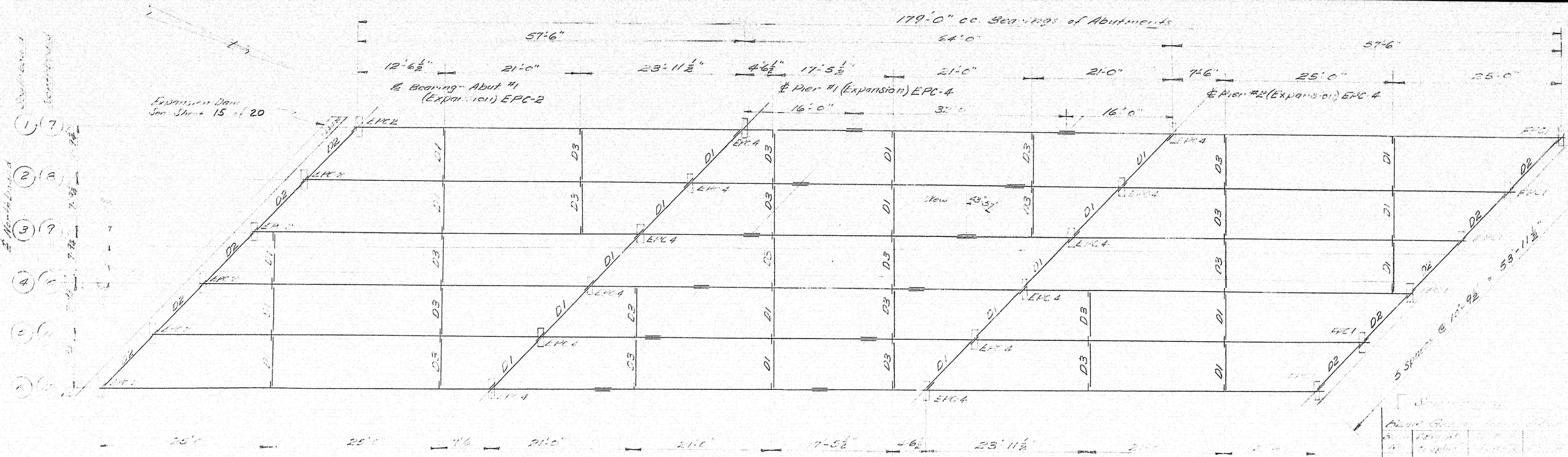


BEARING ELEVATIONS					
SOUTHBOUND			NORTHBOUND		
	Pier #1	Pier #2		Pier #1	Pier #2
1	155.11	154.68	7	155.46	155.17
2	155.29	154.87	8	155.62	155.34
3	155.46	155.06	9	155.78	155.52
4	155.57	155.19	10	155.73	155.49
5	155.47	155.10	11	155.62	155.39
6	155.37	155.02	12	155.50	155.29
TOP OF FOOTING ELEVATIONS AS BUILT					
1	136.50	137.00	5	137.00	137.00
2	136.50	137.00	6	137.00	137.00
3	136.50	137.00	7	137.00	137.00
4	137.00	137.00	8	137.00	137.25

DESIGN- C.M. TRACE- L.E.C. CHECK- <i>EAS</i>	BRIDGE NO. SURVEY- PLOT-
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 OVER KIRKLAND ROAD IN THE CITY OF OLD TOWN PENOBSCOT COUNTY	
PIERS	
SHEET 13 OF 20 AUGUSTA, MAINE <i>APRIL 1964</i>	

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**NORTHERLY**

Beam	Center Line	Splice	End
1	23	0.4	0.4
2	0.4	0.4	0.4
3	0.4	0.4	0.4
4	0.4	0.4	0.4
5	0.4	0.4	0.4
6	0.4	0.4	0.4

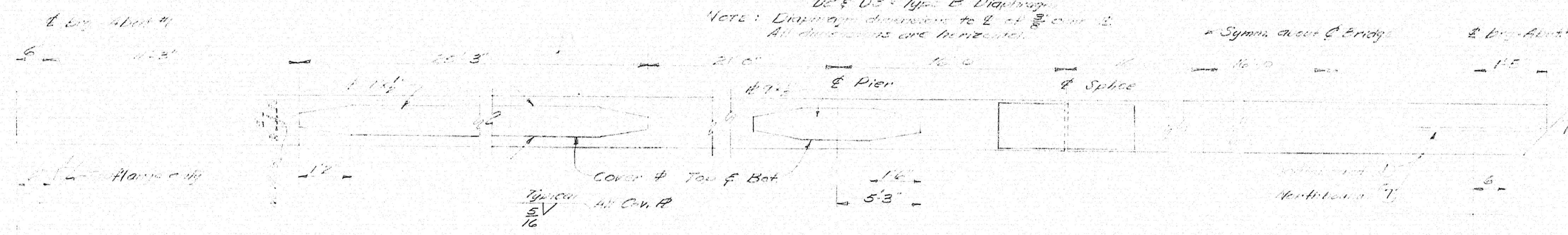
**FRAMING PLAN**

D1 = Type A Diaphragm

D2 & D3 = Type B Diaphragm

NOTE: Dimensions shown to center of beam.

All dimensions are horizontal.



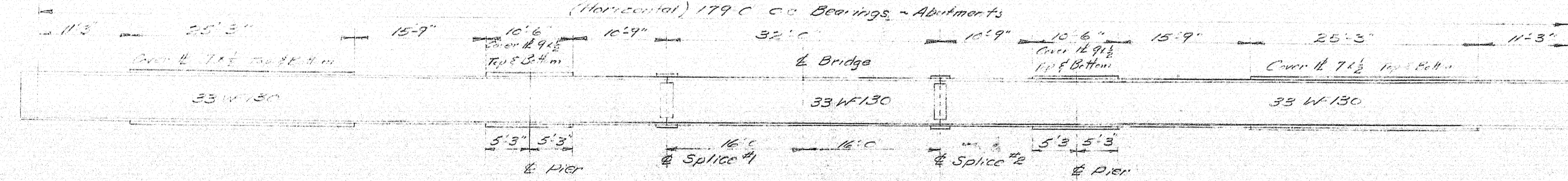
**NOTES**

- See Standard Details for:
  - 1. Pier #1 - Bearing Pedestals
  - 2. Pier #2 - Bearing Pedestals
  - 3. Pier #3 - Bearing Pedestals
  - 4. Pier #4 - Bearing Pedestals
  - 5. Pier #5 - Bearing Pedestals
  - 6. Pier #6 - Bearing Pedestals
  - 7. Pier #7 - Bearing Pedestals
  - 8. Pier #8 - Bearing Pedestals
  - 9. Pier #9 - Bearing Pedestals
  - 10. Pier #10 - Bearing Pedestals
  - 11. Pier #11 - Bearing Pedestals
  - 12. Pier #12 - Bearing Pedestals
- No concrete required beneath any pier or abutment.
- The Engineer shall be responsible for the design of the bridge structure and shall provide the necessary details for the construction of the bridge.
- Structural Steel Classification:
  - 1. Single, cover plates, girders and beams.
  - 2. Double, cover plates, girders and beams.
  - 3. Single, cover plates, girders and beams.
  - 4. Double, cover plates, girders and beams.
  - 5. Single, cover plates, girders and beams.
  - 6. Double, cover plates, girders and beams.
  - 7. Single, cover plates, girders and beams.
  - 8. Double, cover plates, girders and beams.
  - 9. Single, cover plates, girders and beams.
  - 10. Double, cover plates, girders and beams.
  - 11. Single, cover plates, girders and beams.
  - 12. Double, cover plates, girders and beams.

180" 11" Stringers 1 6 7 12

180" 0" Stringers 2 3 4 5 6 7 8 9 10 11

(Horizontal) 179' C.C. Bearings - Abutments

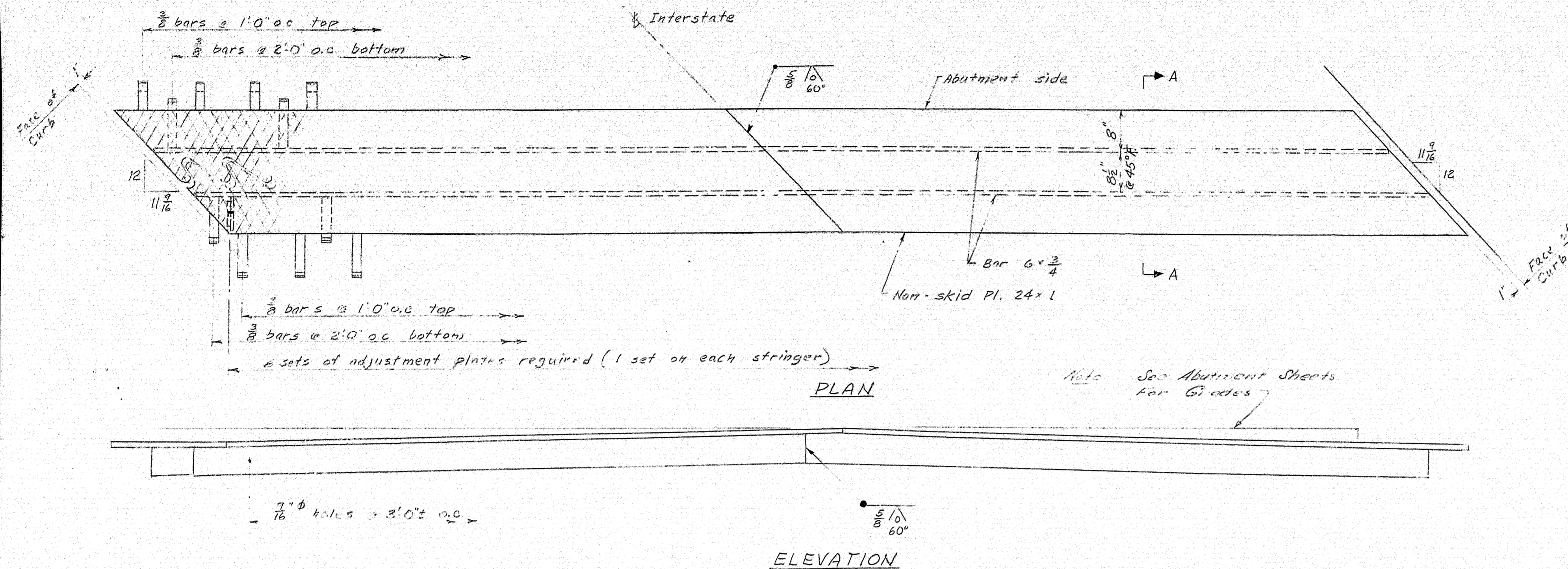


BEAMS 1 thru 12

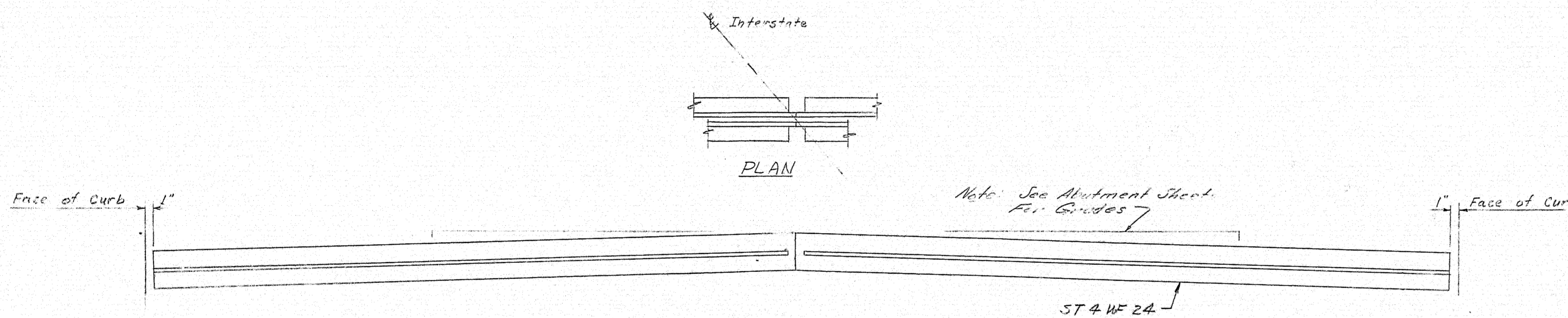
DESIGN - J. E. COOK	BRIDGE NO. 14
TRACE - J. E. COOK	SURVEY - 14
CHECK - J. E. COOK	PLOT - 14

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

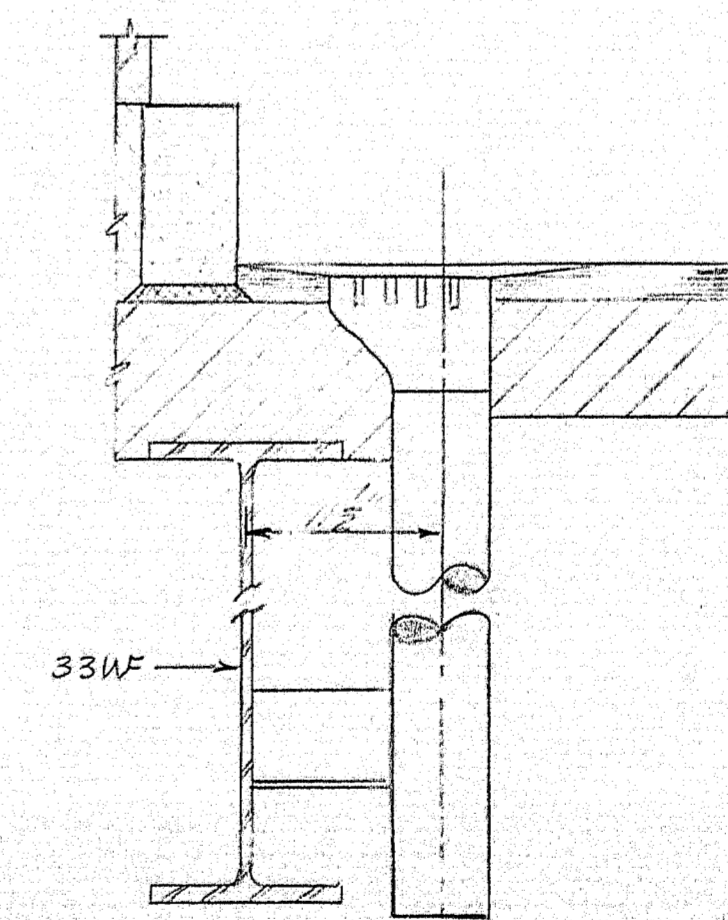
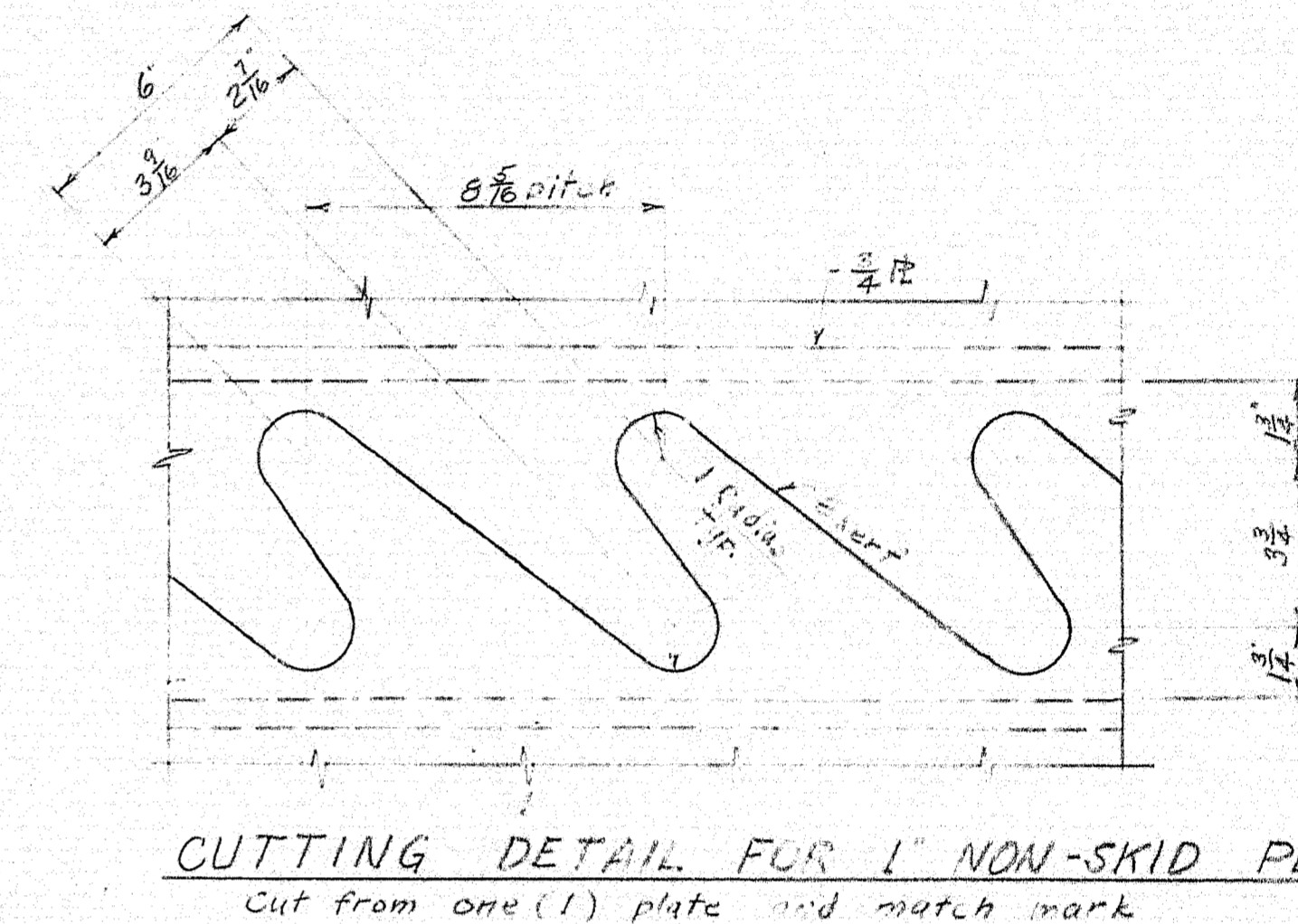
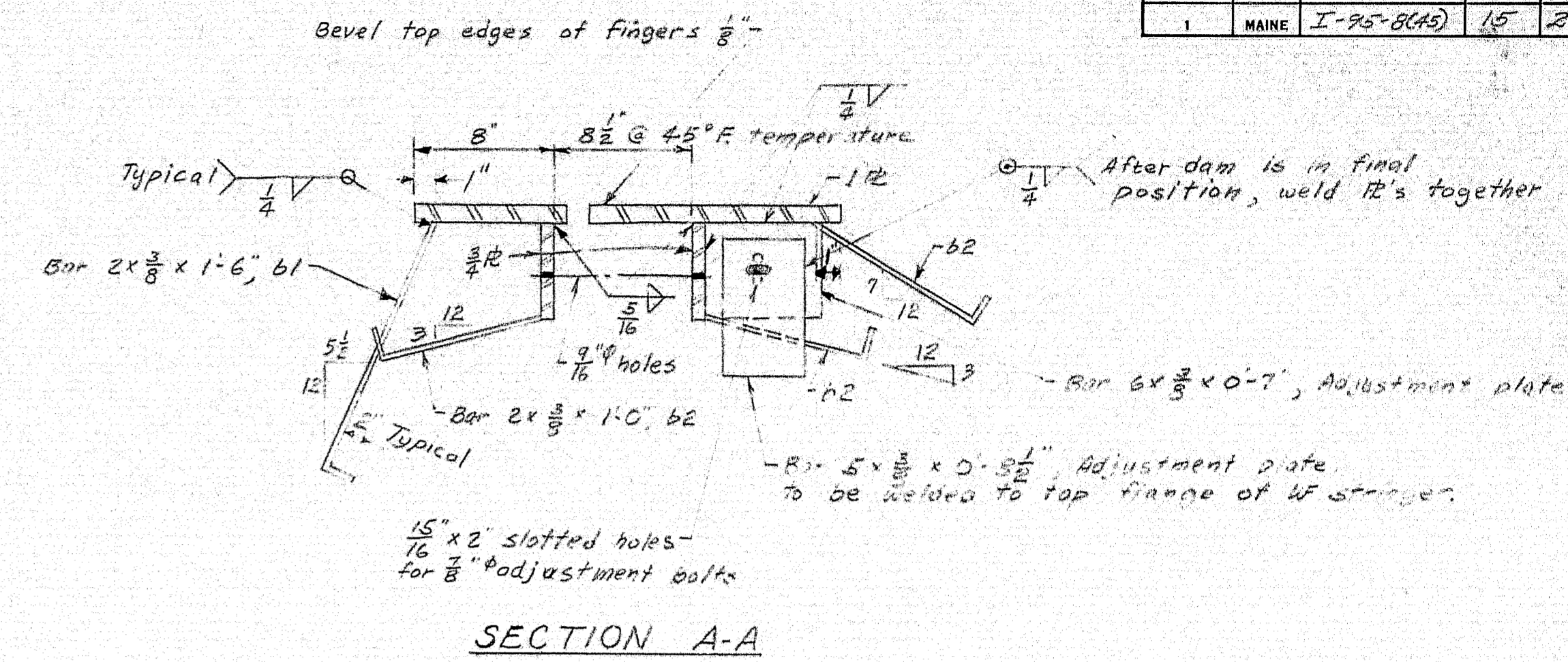
**INTERSTATE 95**  
OVER  
**KIRKLAND ROAD**  
IN THE CITY OF  
**OLD TOWN**  
**PENOBSCOT COUNTY**  
STRUCTURAL STEEL - FRAMING PLAN  
SHEET 14 OF 20 AUGUSTA, MAINE, APRIL 1964



**EXPANSION DAM**  
 1 - Expansion Dam Required at Abutment #1 NB  
 1 - Expansion Dam Required at Abutment #1 SB



**ELEVATION OF ARMORED JOINT**  
 1 - Armored Joint required at Abutment #2 NB  
 1 - Armored Joint required at Abutment #2 SB.  
 For other details of Armored Joint, see Standard Details sheet BD 104-64. Skew angle = 43°-57'.



**DRAIN**  
 20 Drains Required  
 For location see Superstructure sheets  
 For drain details see Standard Details sheet BD 104-64

DESIGN - CDH/LLF  
 TRACE -  
 CHECK - RAS.

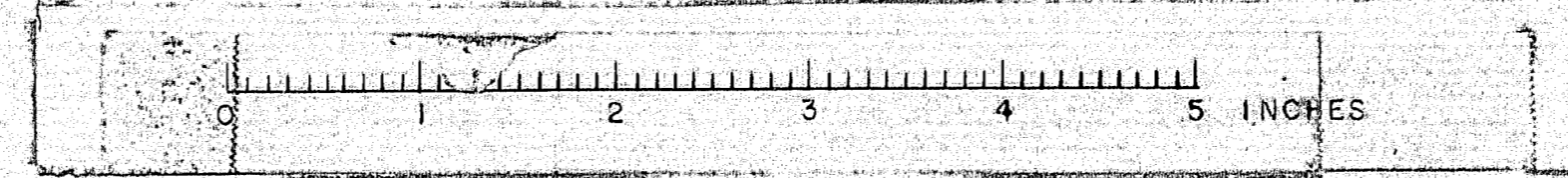
BRIDGE NO.  
 SURVEY -  
 PLOT -

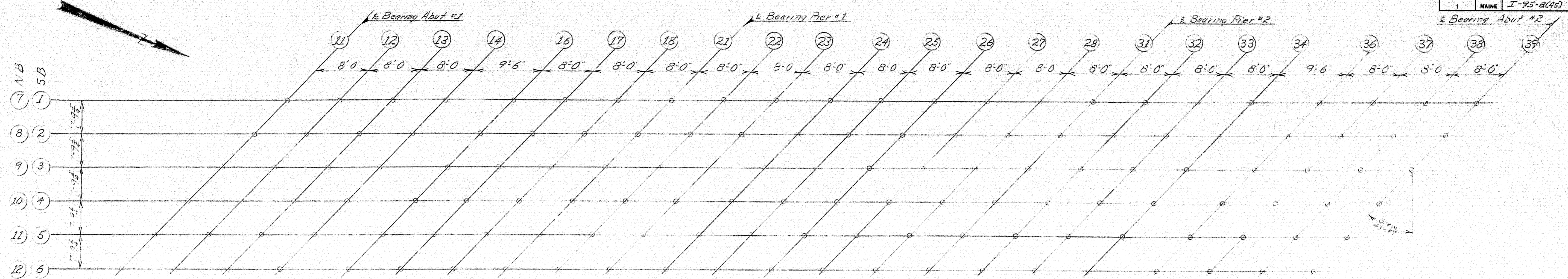
STATE HIGHWAY COMMISSION  
 BRIDGE DIVISION

**INTERSTATE 95**  
 OVER  
**KIRKLAND ROAD**  
 IN THE CITY OF  
**OLD TOWN**  
**PENOBSCOT COUNTY**  
 STRUCTURAL STEEL - DETAILS

SHEET 15 OF 20 AUGUSTA, MAINE APRIL 1964

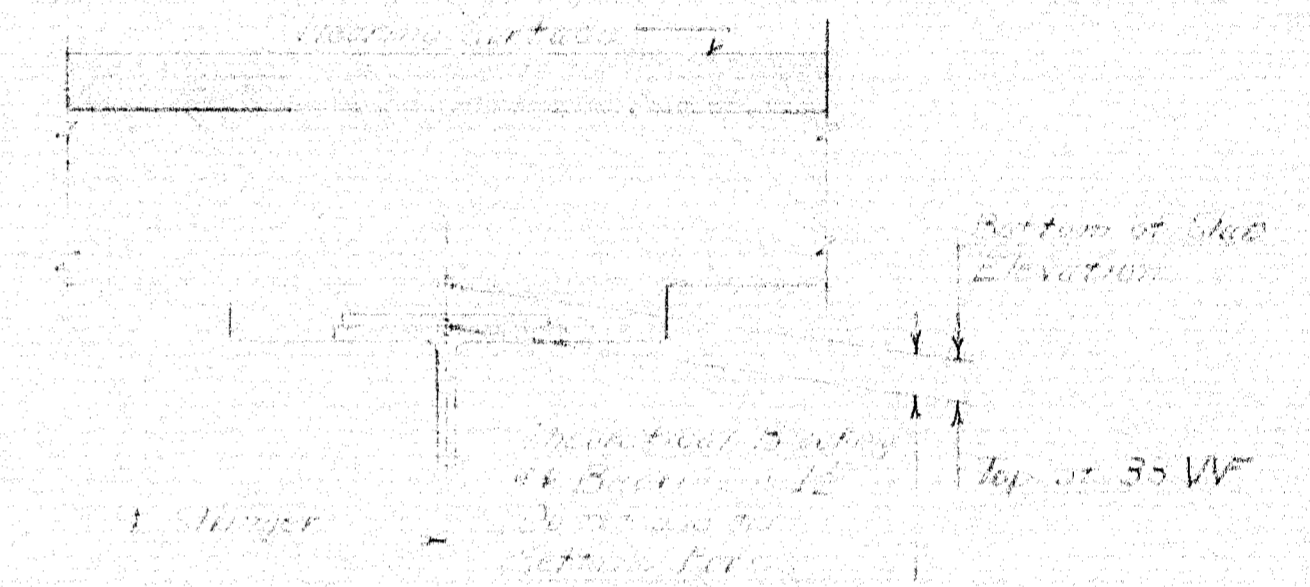
**92-184**



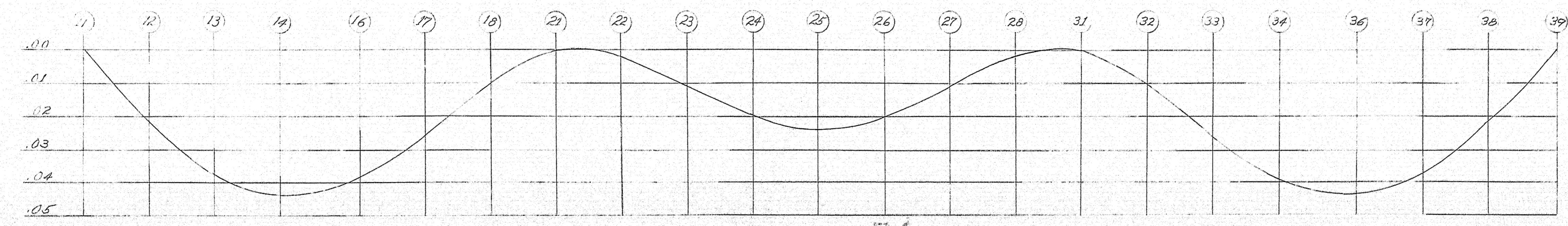


BLOCKING PLAN

BOTTOM OF SLAB ELEVATIONS																							
POINT	11	12	13	14	16	17	18	21	22	23	24	25	26	27	28	31	32	33	34	35	37	38	39
1	159.47	159.46	159.45	159.42	159.36	159.31	159.26	159.20	159.16	159.12	159.08	159.03	158.97	158.91	158.84	158.78	158.72	158.67	158.62	158.54	158.46	158.37	158.27
2	159.63	159.65	159.61	159.59	159.53	159.49	159.43	159.38	159.34	159.30	159.26	159.21	159.16	159.09	159.03	158.97	158.92	158.87	158.82	158.74	158.67	158.57	158.46
3	159.77	159.71	159.77	159.73	159.70	159.66	159.60	159.55	159.51	159.48	159.44	159.40	159.34	159.28	159.22	159.16	159.11	159.06	159.01	158.94	158.87	158.78	158.68
4	159.88	159.82	159.87	159.85	159.80	159.76	159.71	159.66	159.62	159.59	159.56	159.51	159.46	159.40	159.34	159.28	159.23	159.19	159.14	159.07	159.00	158.91	158.82
5	159.74	159.77	159.76	159.74	159.70	159.66	159.61	159.56	159.53	159.50	159.46	159.42	159.37	159.31	159.25	159.20	159.15	159.11	159.06	159.00	158.93	158.84	158.75
6	159.66	159.66	159.65	159.63	159.59	159.55	159.50	159.46	159.43	159.40	159.37	159.33	159.28	159.22	159.16	159.11	159.07	159.03	158.99	158.92	158.85	158.77	158.68
7	159.70	159.73	159.71	159.70	159.67	159.63	159.59	159.56	159.53	159.51	159.46	159.45	159.41	159.36	159.31	159.26	159.22	159.19	159.15	159.09	159.03	158.96	158.88
8	159.85	159.86	159.86	159.85	159.82	159.77	159.75	159.72	159.69	159.67	159.65	159.62	159.58	159.53	159.48	159.44	159.40	159.37	159.34	159.28	159.22	159.15	159.07
9	159.87	159.87	159.87	159.86	159.83	159.79	159.76	159.73	159.70	159.68	159.65	159.62	159.58	159.53	159.48	159.44	159.40	159.37	159.34	159.28	159.22	159.15	159.07
10	159.73	159.75	159.75	159.75	159.72	159.69	159.66	159.63	159.61	159.59	159.57	159.55	159.52	159.48	159.43	159.39	159.35	159.31	159.27	159.23	159.19	159.15	159.11
11	159.88	159.88	159.88	159.88	159.85	159.82	159.79	159.76	159.73	159.70	159.67	159.64	159.60	159.56	159.52	159.48	159.45	159.43	159.40	159.35	159.29	159.23	159.16
12	159.67	159.69	159.70	159.70	159.68	159.65	159.62	159.60	159.58	159.57	159.55	159.53	159.50	159.46	159.42	159.38	159.35	159.33	159.30	159.26	159.22	159.18	159.14



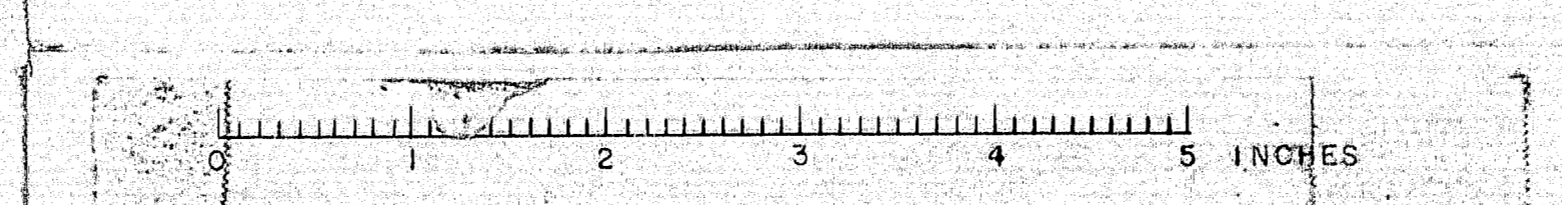
BLOCKING DETAIL



DEFLECTION CURVE  
Deflection of Dead Load minus weight of stringer  
Shown for general information only. Deflection has been  
compensated for in computing Bottom Slab Elevations

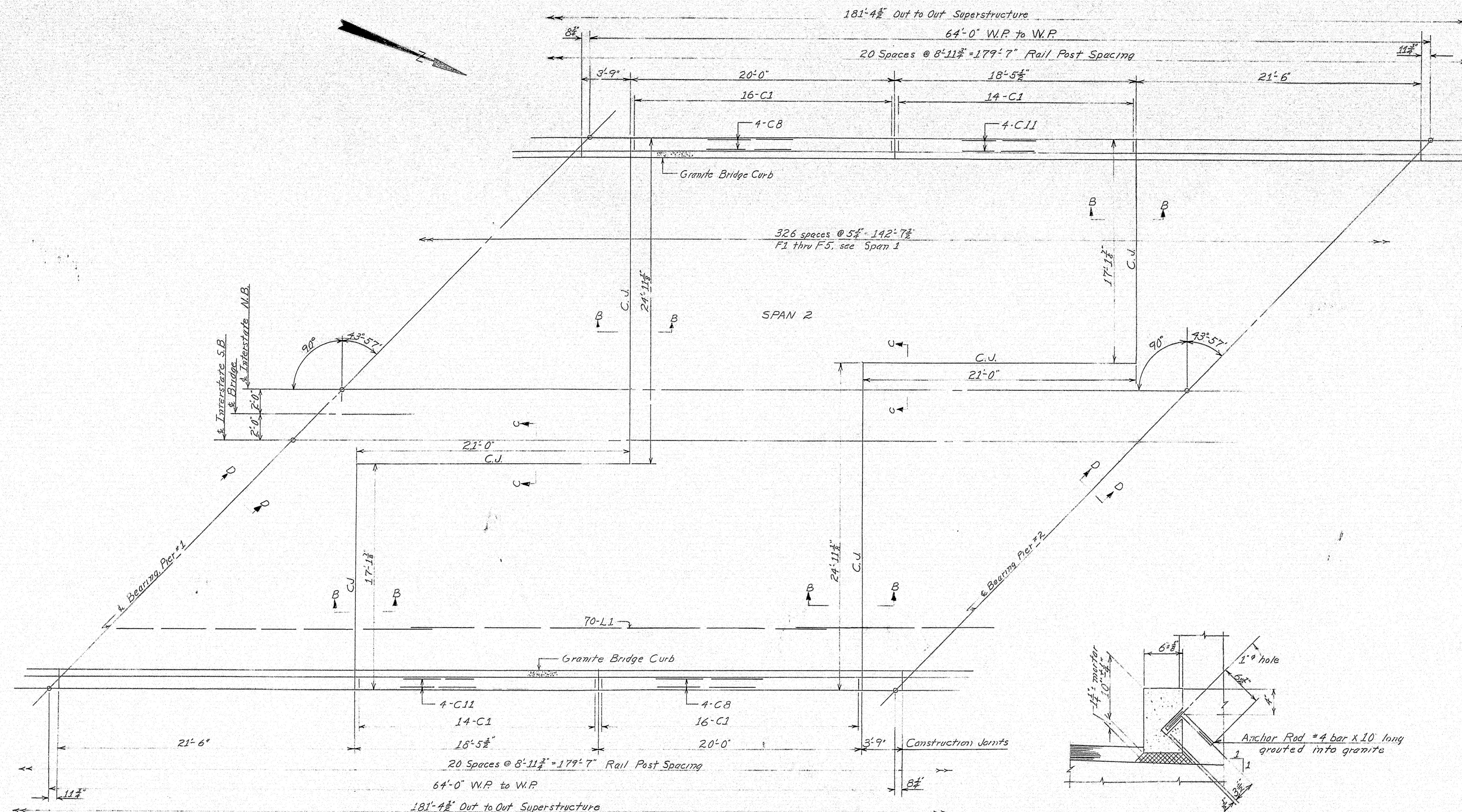
DESIGN - C.D. 10/55	BRIDGE NO. 100
CHECK - C.D. 10/55	STATE HIGHWAY COMMISSION
	BRIDGE DIVISION
INTERSTATE 95	
OVER	
KIRKLAND ROAD	
IN THE CITY OF	
OLD TOWN	
PENOBSCOT COUNTY	
BLOCKING	
SHEET 16 OF 20 AUGUSTA, MAINE APRIL 1960	

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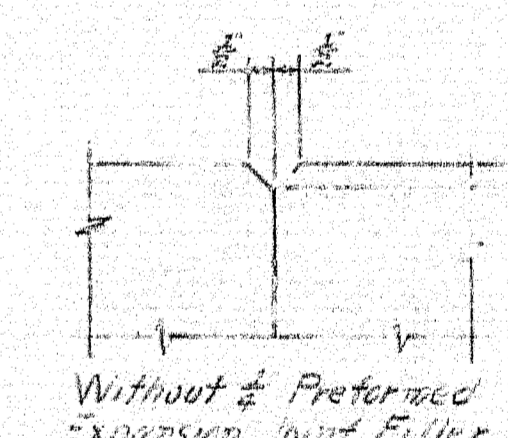
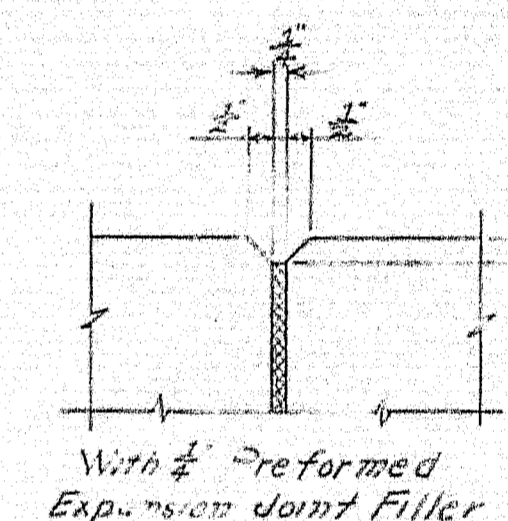
S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-95-8(45)	18	20



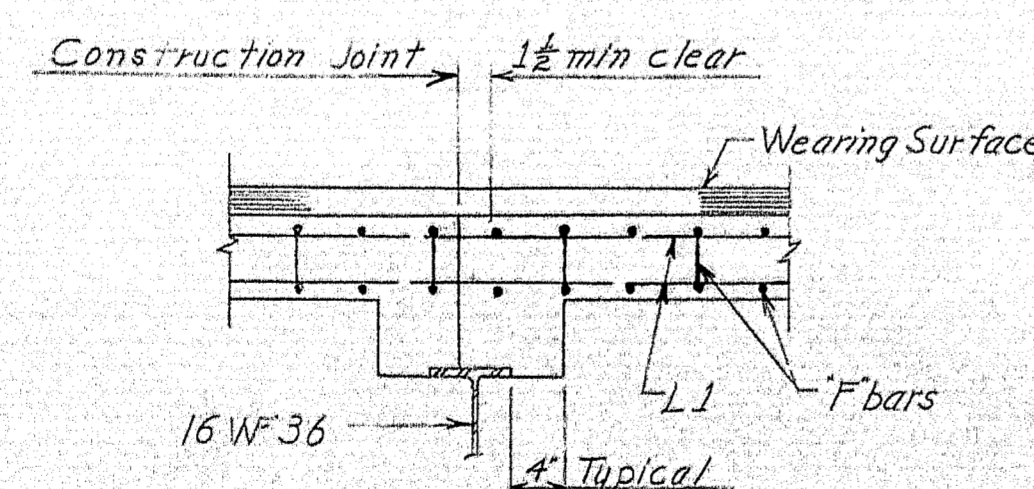
PARTIAL PLAN

GRANITE BRIDGE CURB DETAIL

See Note 7, Sheet 17

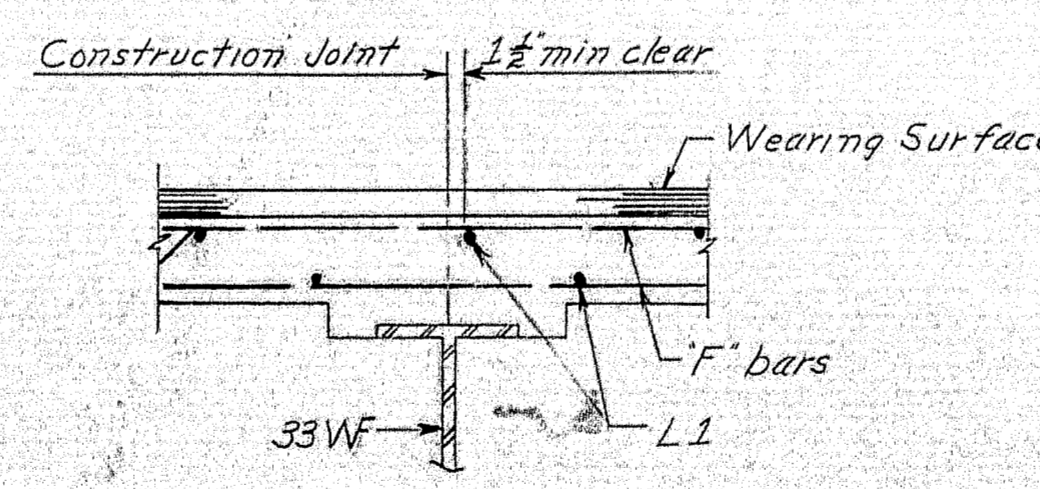


1" V-GROOVE DETAILS

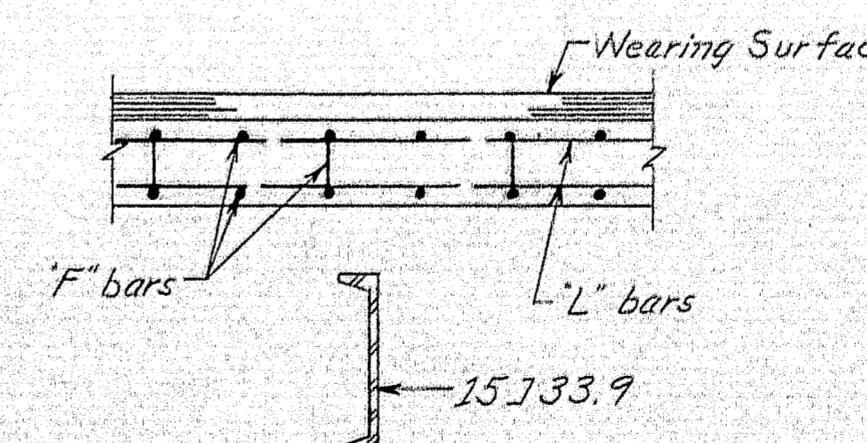


SECTION B-B

If the contractor elects, L' bars may be cut at transverse joint at no cost to project.



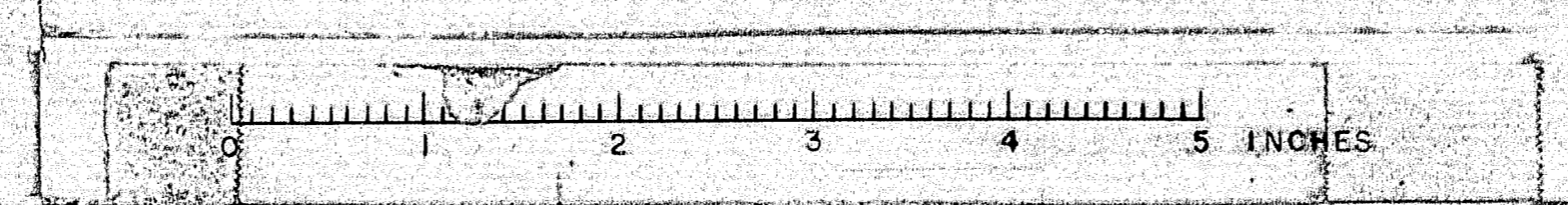
SECTION C-C



SECTION D-D

DESIGN - EDVILLA TRACE - LEC CHECK - EHS.	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
INTERSTATE 95 OVER KIRKLAND ROAD IN THE CITY OF OLD TOWN PENOBSCOT COUNTY	
SUPERSTRUCTURE SPAN 2	
SHEET 18 OF 20 AUGUSTA, MAINE APRIL 1964	

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B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEET
1	MAINE	7-95-8645	20	20

[illegible]

NOTES

1. All bars shall be Intermediate Grade Steel.
2. All dimensions shall be to the centerline of bars.

DESIGN--  
TRACE--  
CHECK-- *ERS*

BRIDGE NO.  
SURVEY--  
PLOT--

STATE HIGHWAY COMMISSION  
BRIDGE DIVISION

INTERSTATE 95  
OVER  
KIRKLAND ROAD  
IN THE CITY OF  
OLD TOWN  
PENOBSCOT COUNTY

REINFORCING STEEL SCHEDULE

SHEET 20 OF 20 AUGUSTA, MAINE APRIL 1964

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