

STATE OF MAINE

STATE HIGHWAY COMMISSION

ROUTE 155

OVER

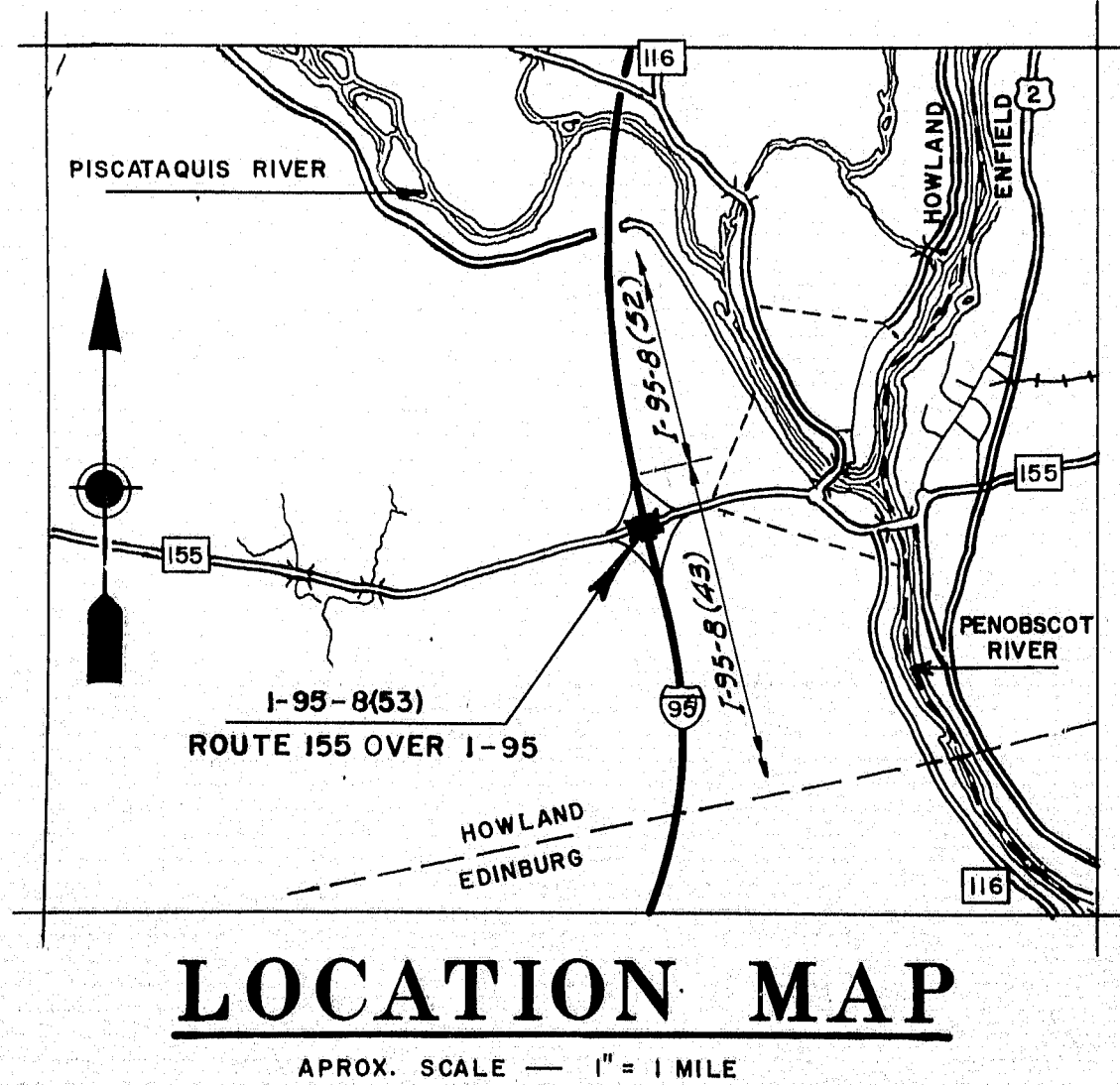
INTERSTATE 95

IN THE TOWN OF

HOWLAND

PENOBSCOT COUNTY

FEDERAL AID PROJECT NO. I-95-8(53)210

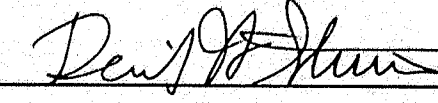


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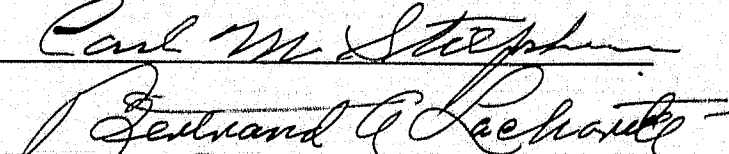
ROUTE 155	TRAFFIC	INTERSTATE 95
515	A.D.T. 1964	1650
805	A.D.T. 1984	2630
120	D.H.V.	320
15%	T	14%
70%	D	60%
60	V	60

APPROVED

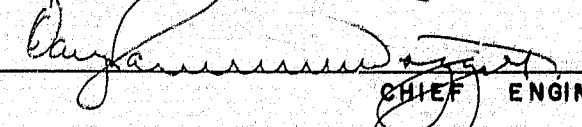
MAINE STATE HIGHWAY COMMISSION



CHAIRMAN



CHIEF ENGINEER



DATE

JUNE 17, 1964

DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

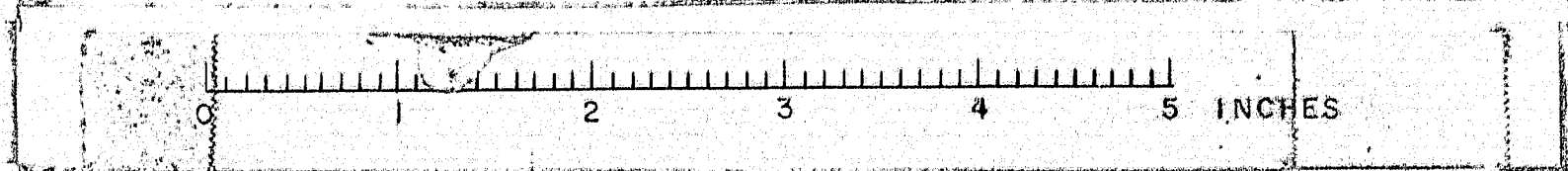
REGION 1

APPROVED

DIVISION

ENGINEER

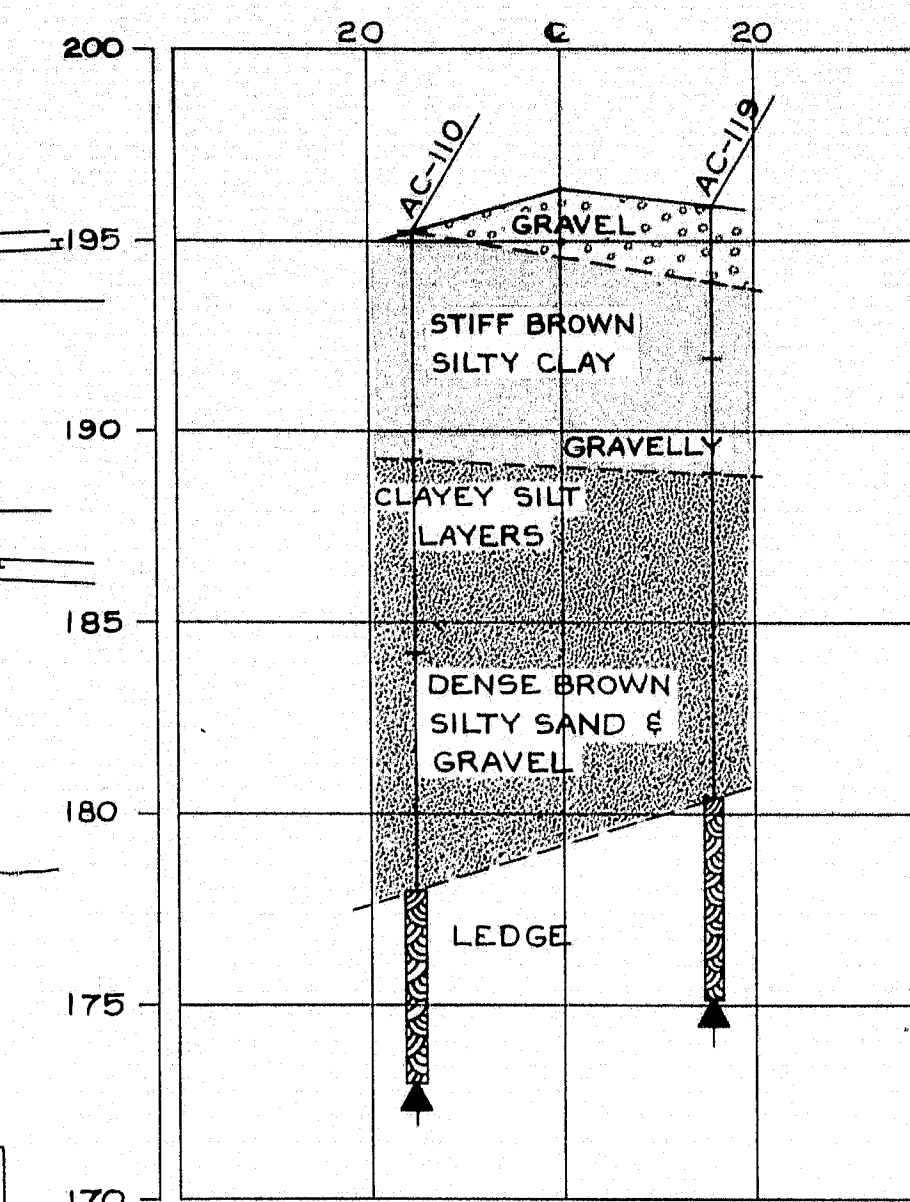
DATE



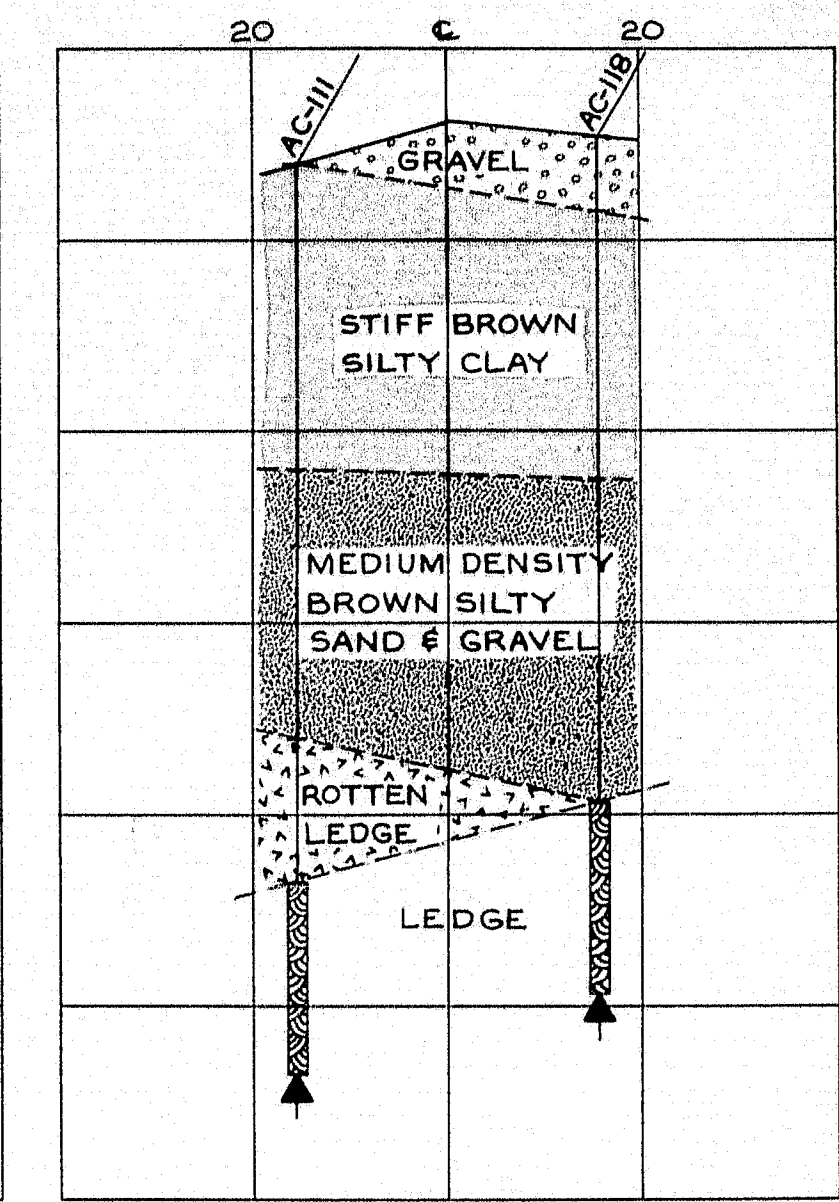
B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-8(3)	2	15

TRANSVERSE PROFILES

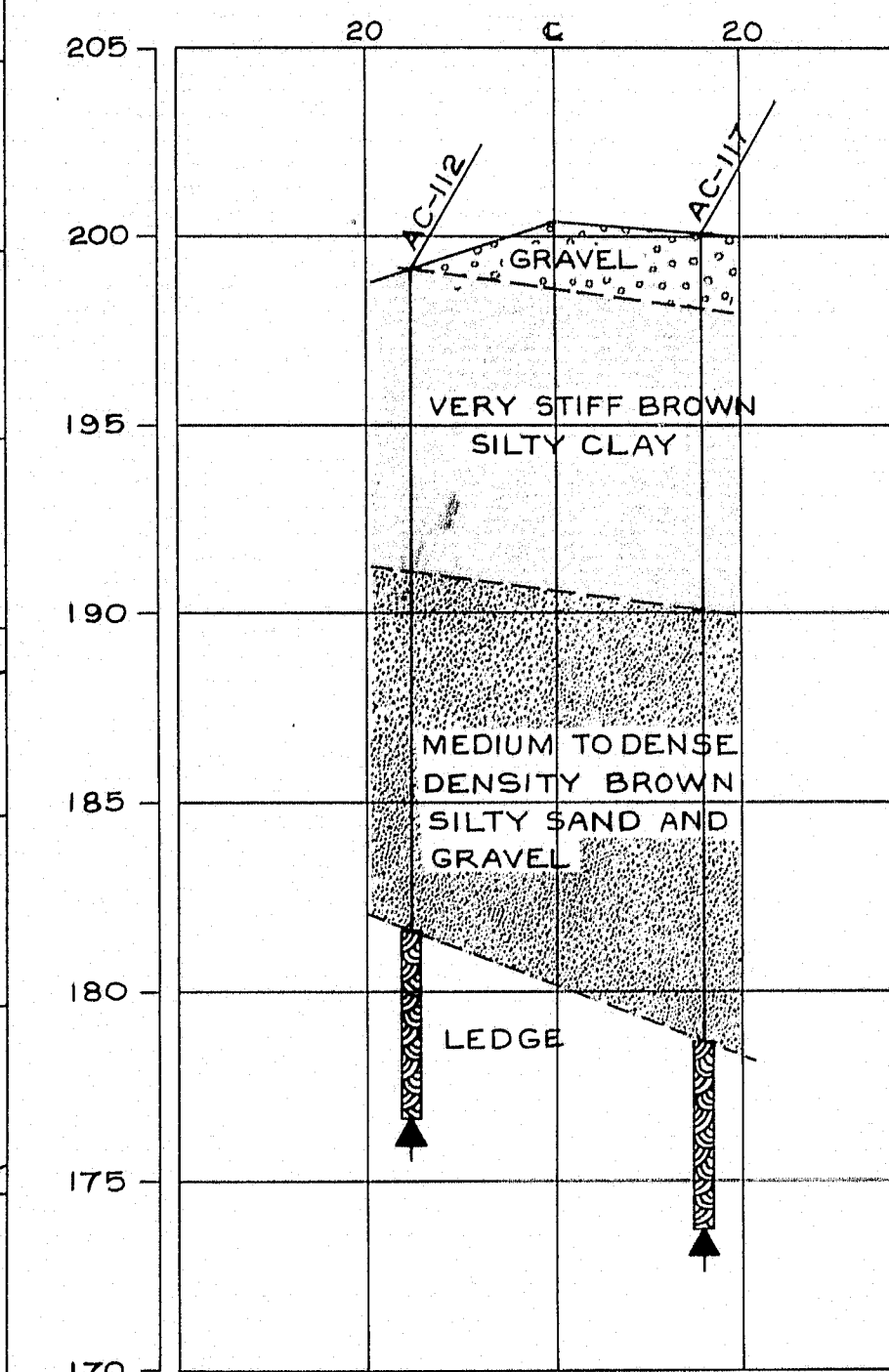
PIER NO. 1



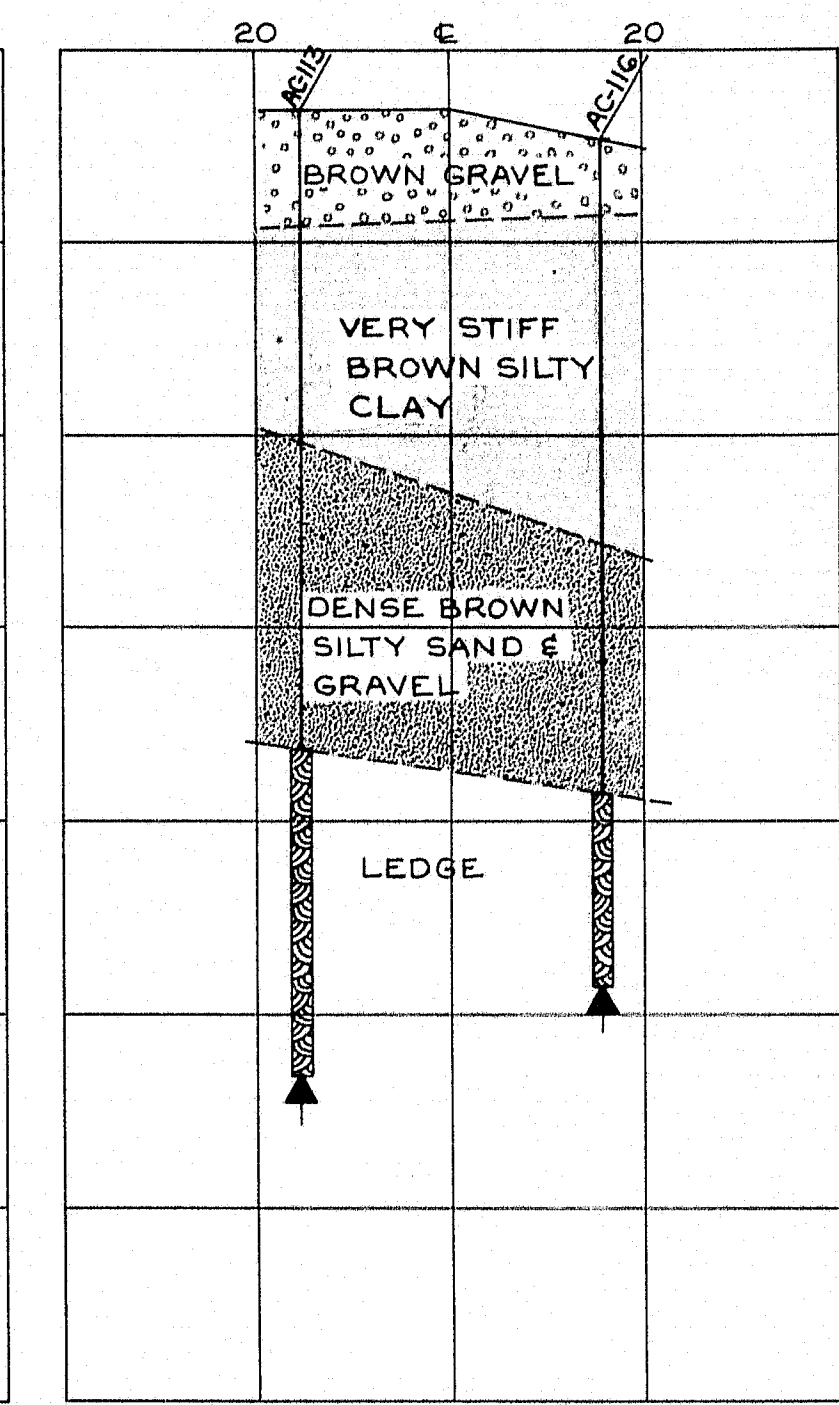
PIER NO. 2



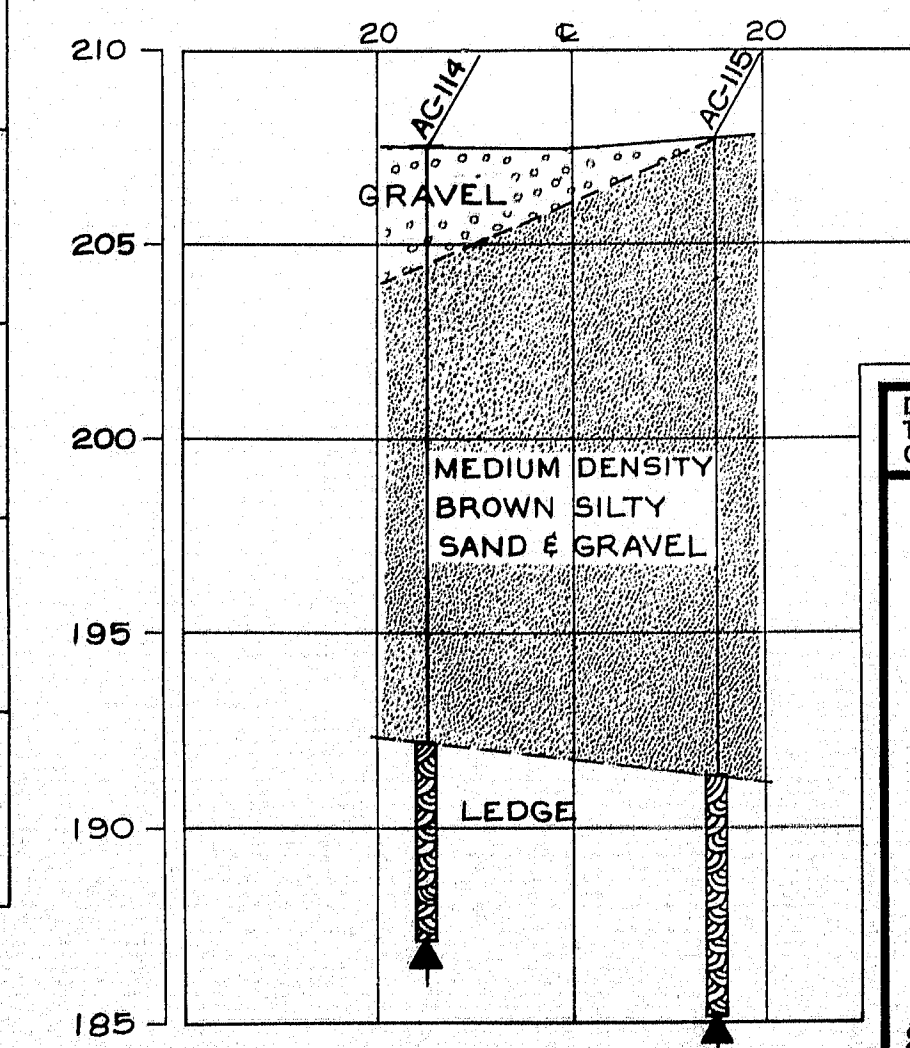
PIER NO. 3



PIER NO. 4



PIER NO. 5



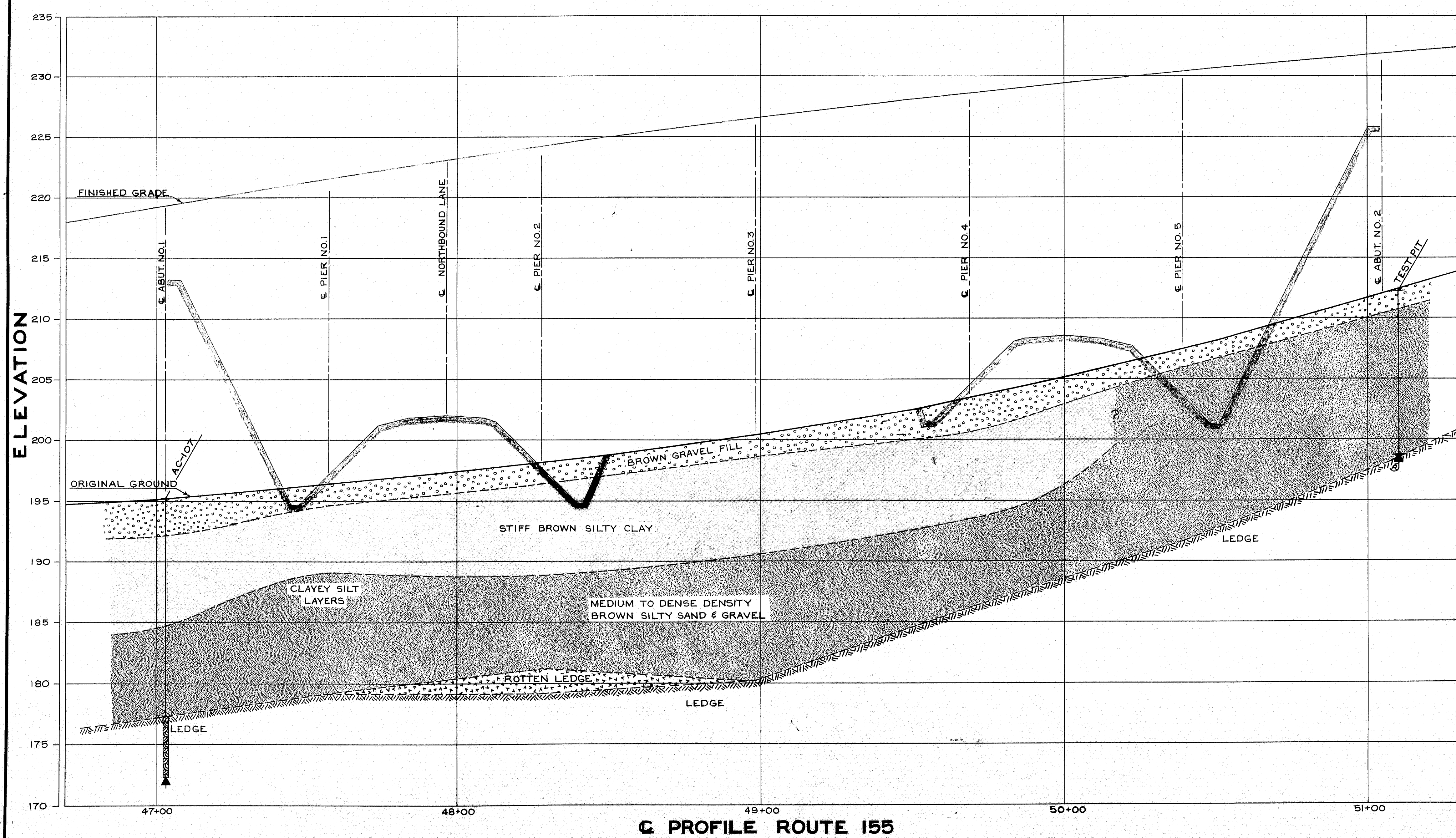
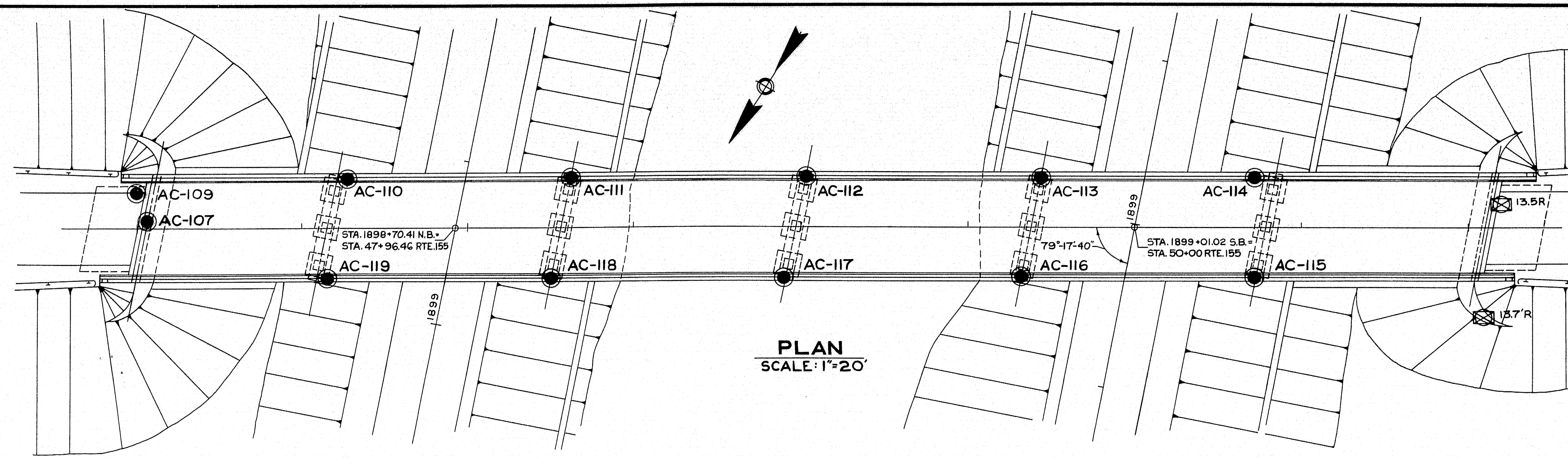
DESIGN—*Soils Division*
TRACE—
CHECK—

BRIDGE NO.
SURVEY—
PLOT—

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
ROUTE 155 BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
FOUNDATION SURVEY

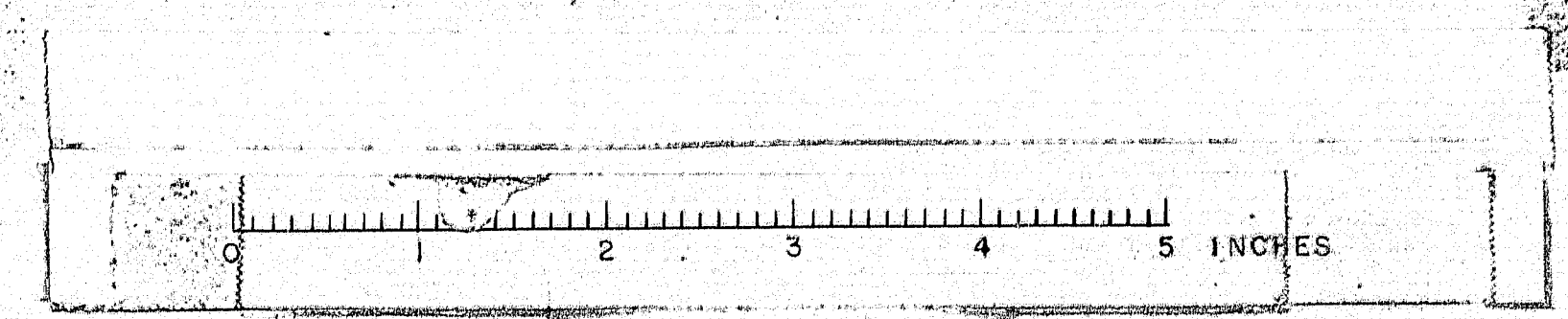
SHEET 2 OF 15 AUGUSTA, MAINE

PLAN
SCALE: 1"=20'



PROFILE ROUTE 155

G. B. CO., NO. 44131 28723

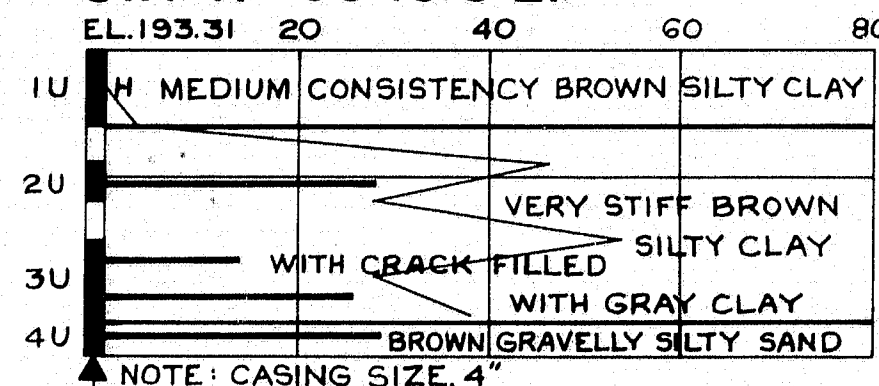


92-118

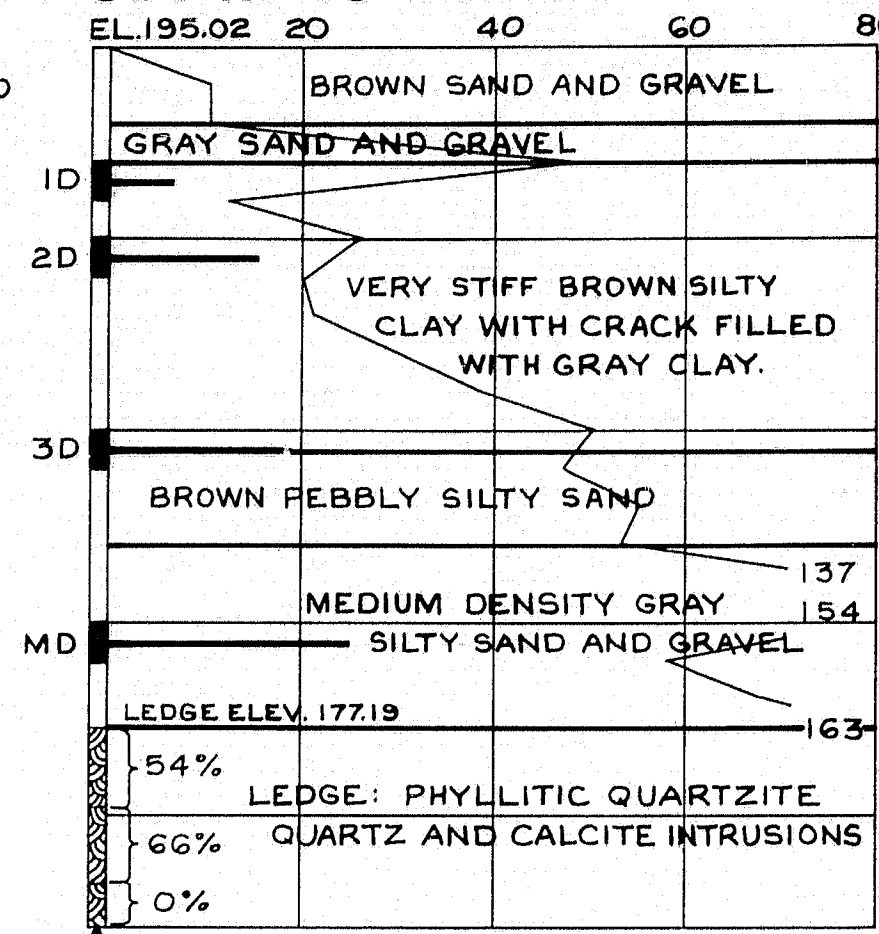
ELEVATION

ABUT. NO.1

BORING AC-109 STA. 47+00 10.8' LT.

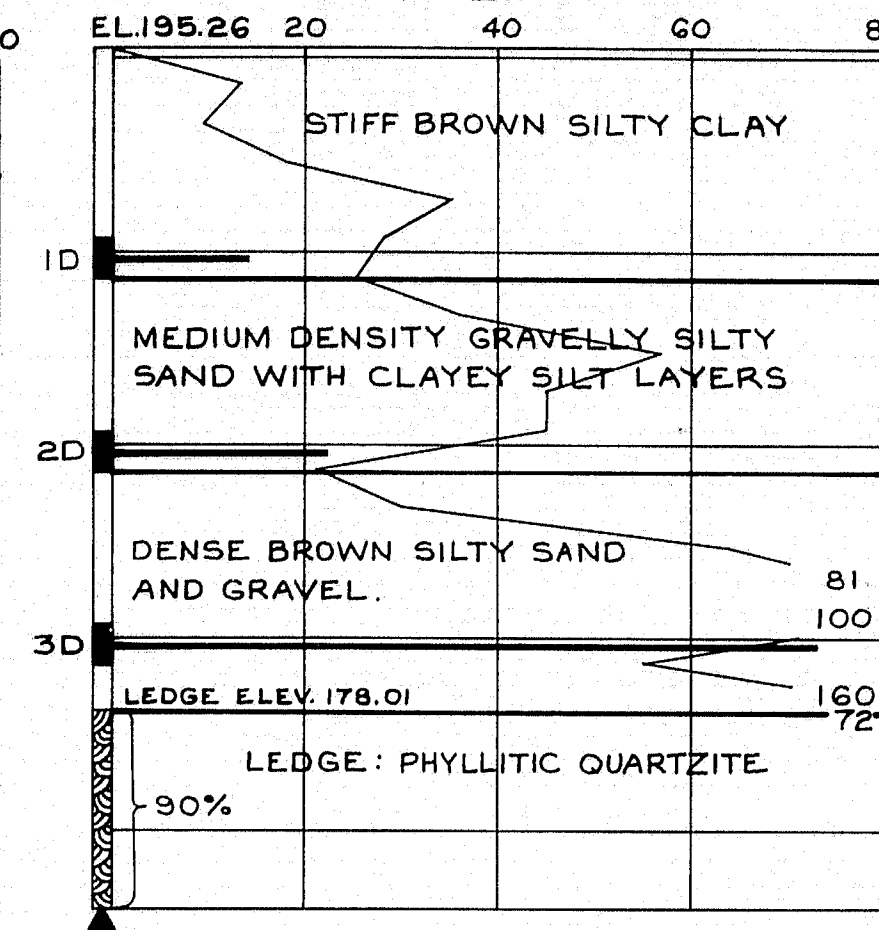


BORING AC-107 STA. 47+03 2.17' LT.

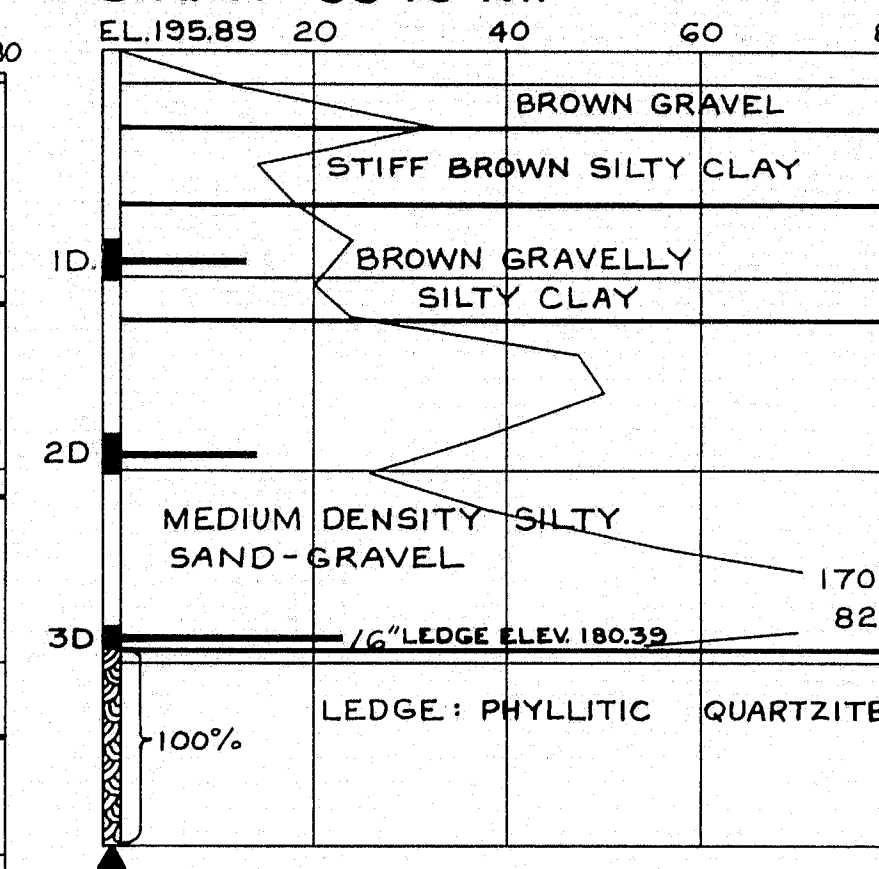


PIER NO.1

BORING AC-110 STA. 47+64 15' LT.

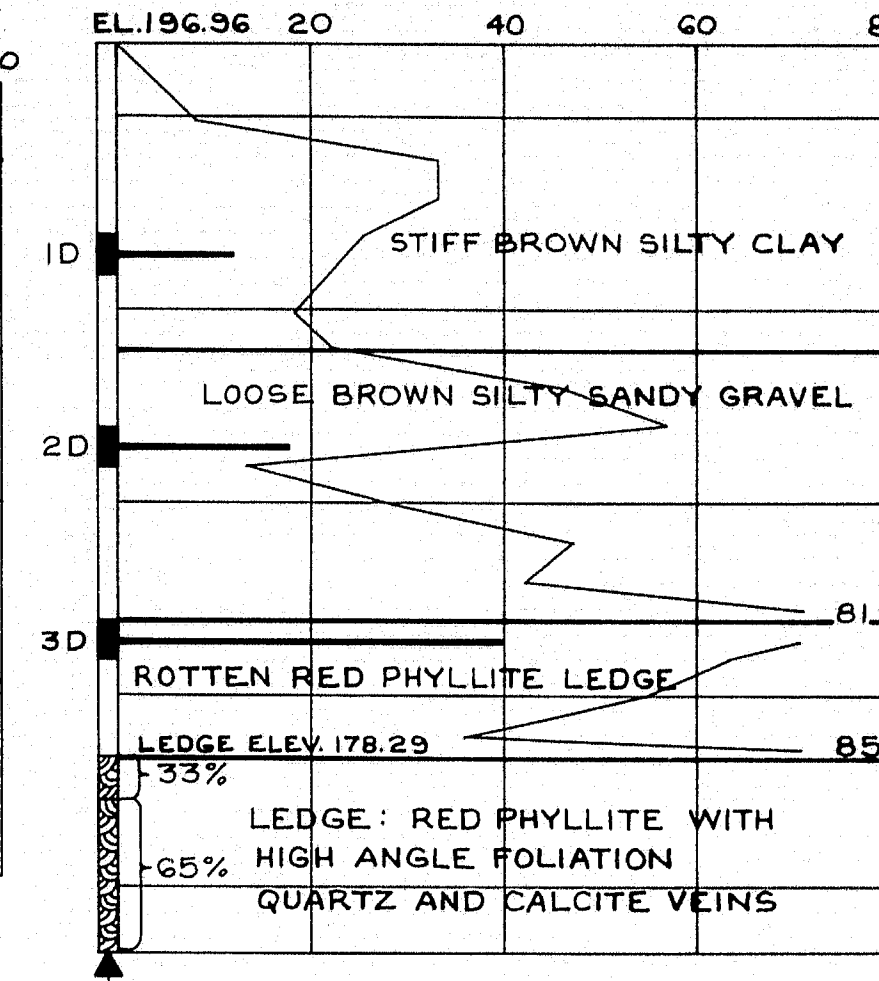


BORING AC-119 STA. 47+58 15' RT.

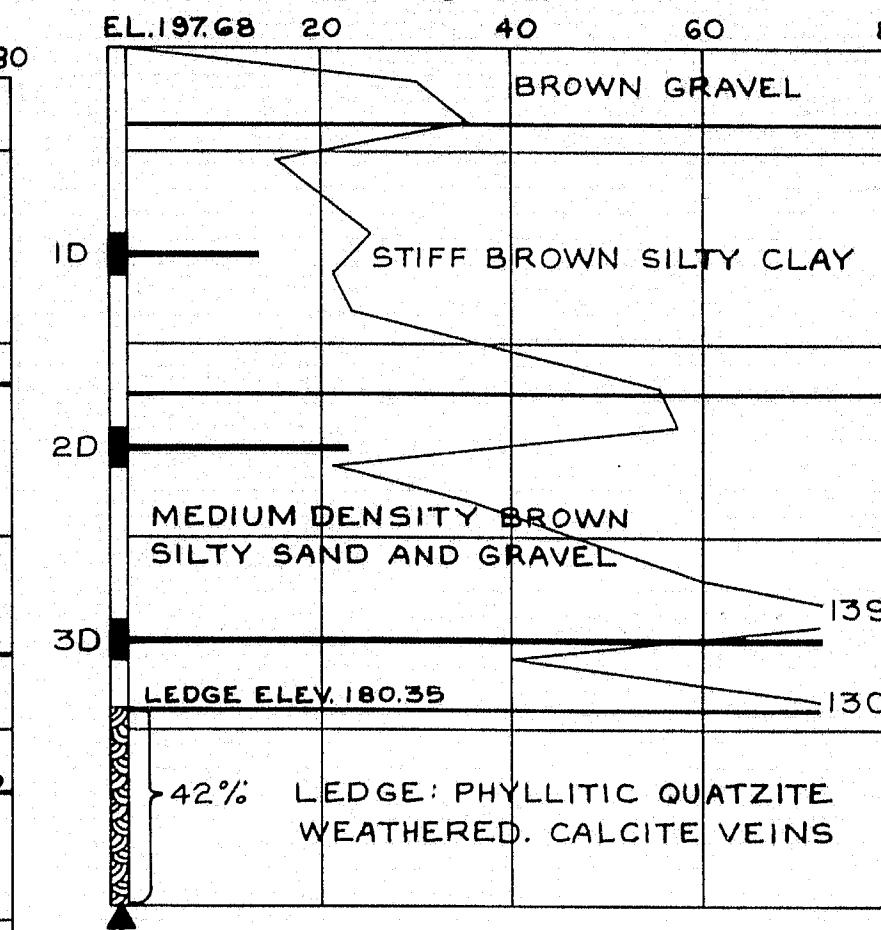


PIER NO.2

BORING AC-111 STA. 48+31 15' LT.



BORING AC-118 STA. 48+25 15' RT.

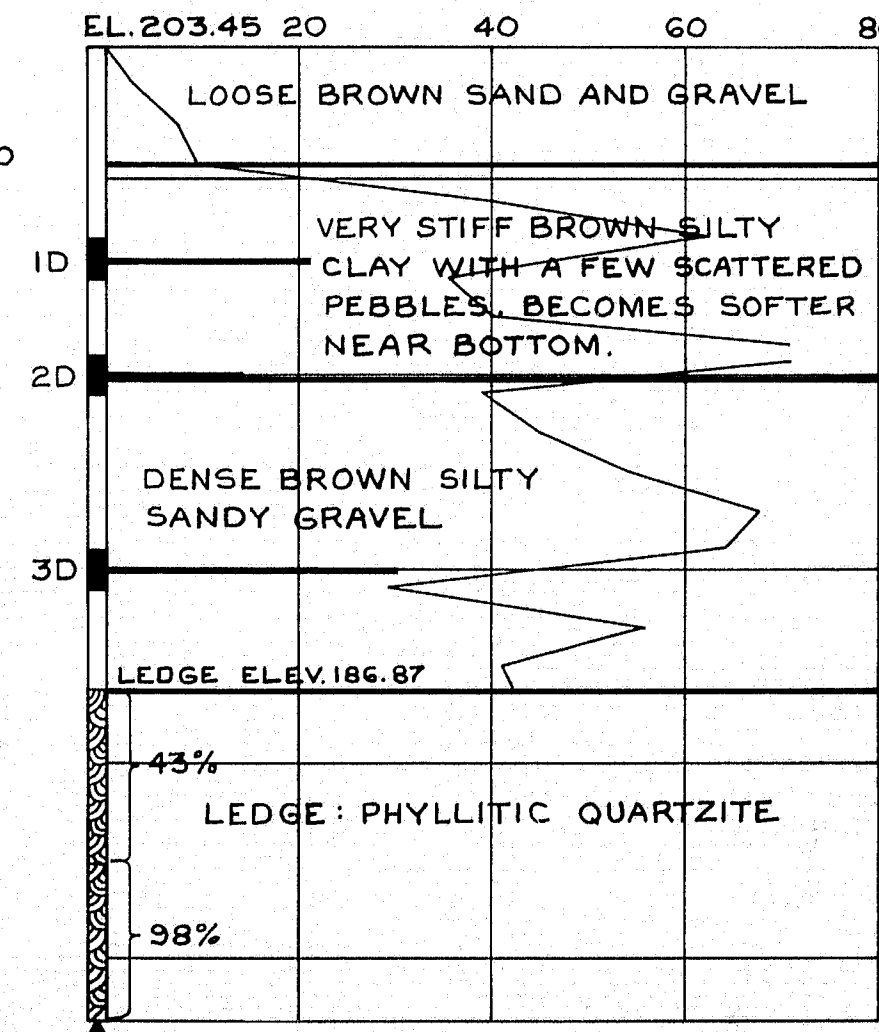


BORING NOTES

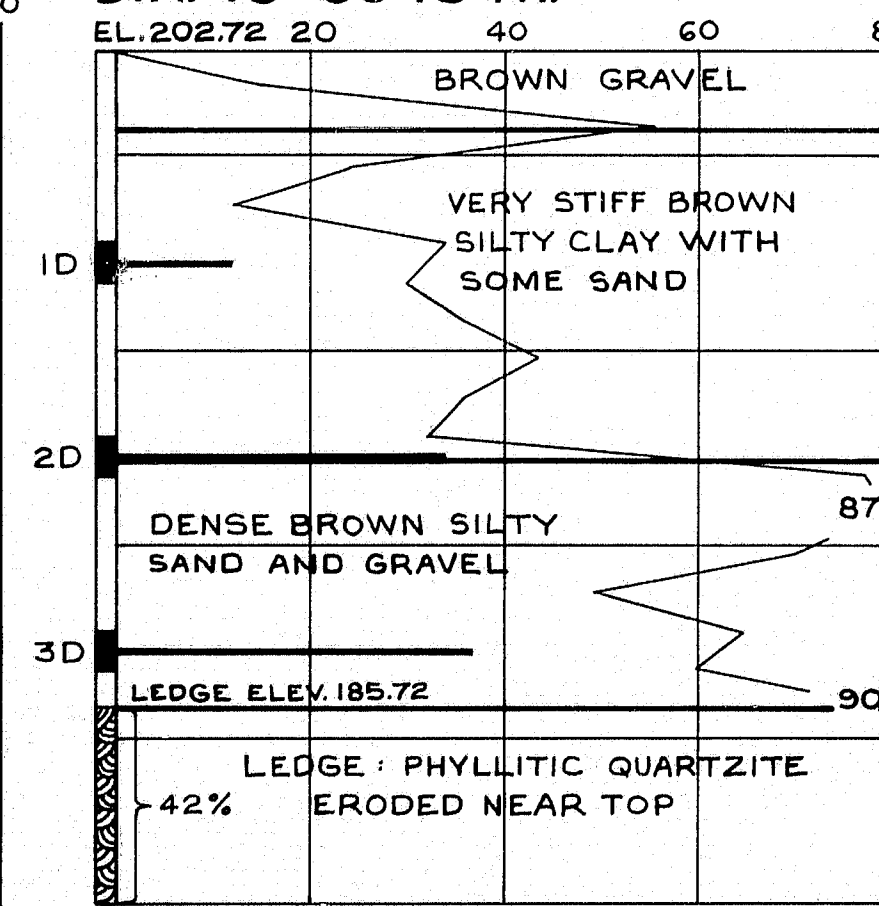
CASING SIZE 2 1/2" EXCEPT AC-109
ALL SAMPLES ARE MADE AHEAD OF CASING.
NUMBER OF BLOWS REQUIRED TO DRIVE EXTRA HEAVY CASING ONE FOOT WITH 400 FT. LBS. OF ENERGY PER BLOW.
LOCATION OF SAMPLE OR SAMPLE ATTEMPT.
NUMBER AND TYPE OF DRY SAMPLE.
S#H SAMPLER #1290'S
3 1/2" O.D. 16 GA. SEAMLESS TUBING
UNSUCCESSFUL SAMPLE ATTEMPT AND TYPE OF SAMPLER.
NUMBER OF BLOWS REQUIRED TO DRIVE SPOON OR TUBING ONE FOOT WITH 350 FT. LBS. OF ENERGY PER BLOW.
SAMPLING SPOON OR SEAMLESS TUBING DRIVEN BY STATIC WEIGHT OF DRILL RODS AND HAMMER.
BOTTOM OF BORING (MAY NOT BE BOTTOM OF SOIL STRATA.)
LOCATIONS CORED BY DIAMOND BIT AND PERCENT RECOVERY OF CORE.

PIER NO.4

BORING AC-113 STA. 49+72 15' LT.

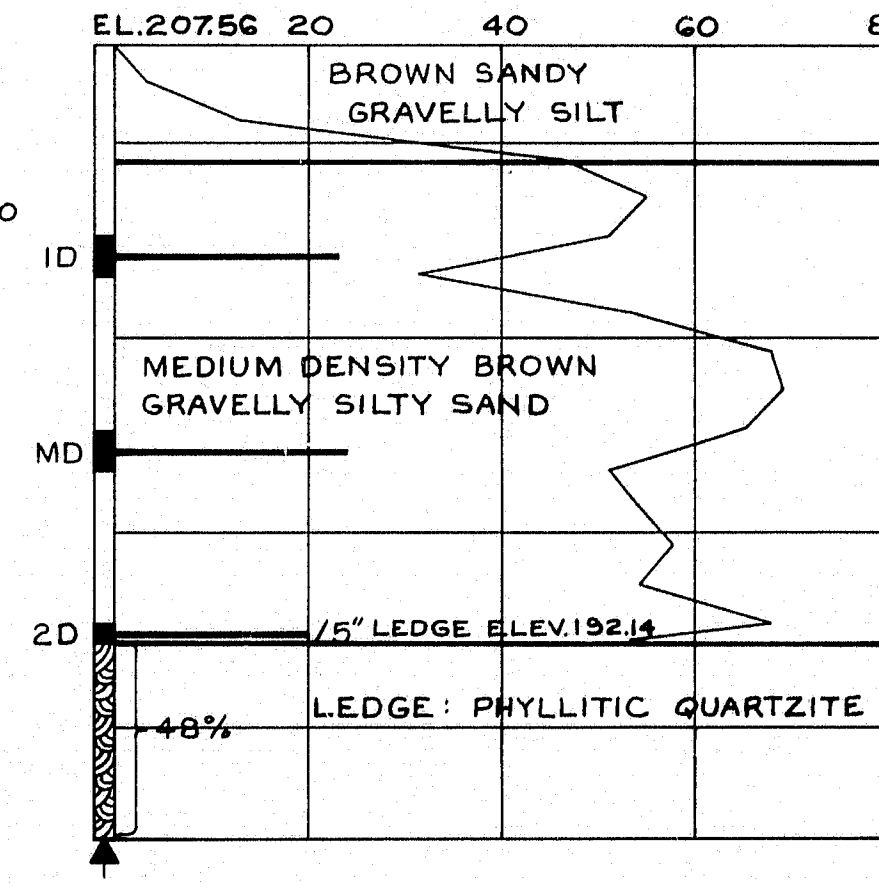


BORING AC-116 STA. 49+66 15' RT.

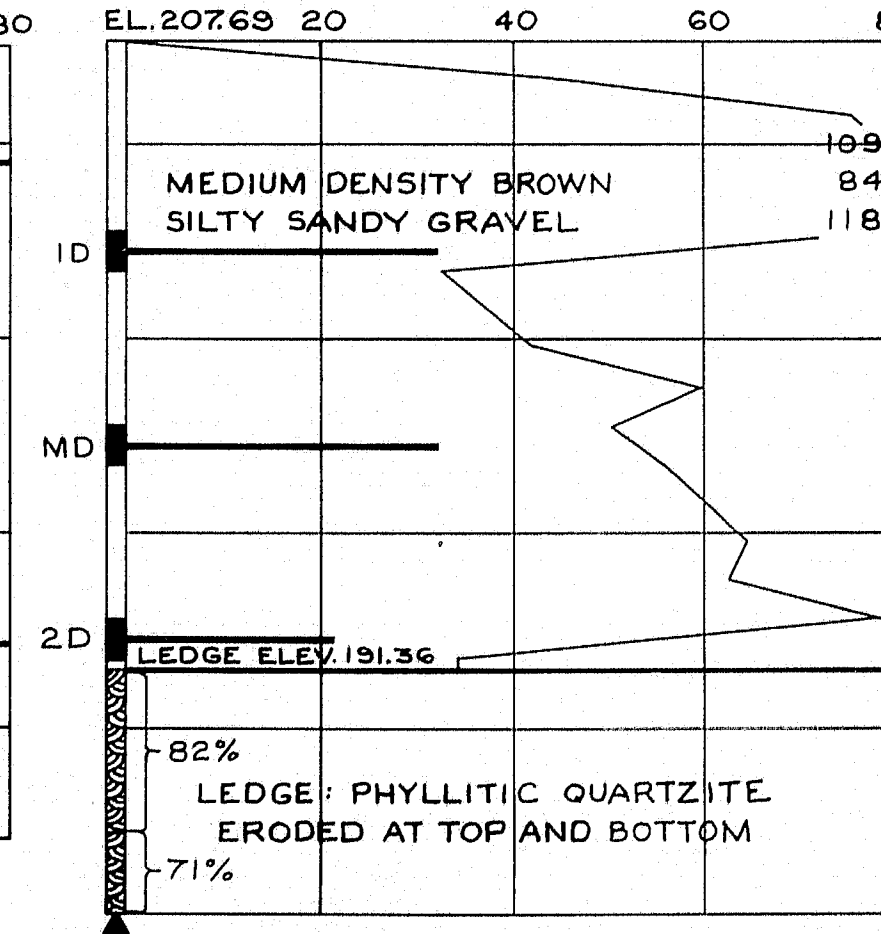


PIER NO.5

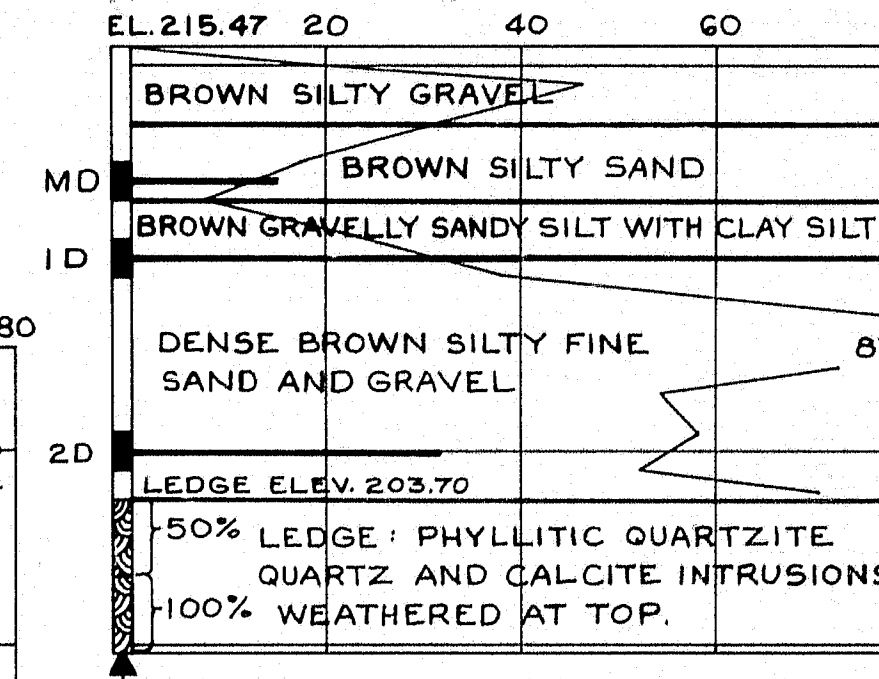
BORING AC-114 STA. 50+36 15' LT.



BORING AC-115 STA. 50+36 15' RT.

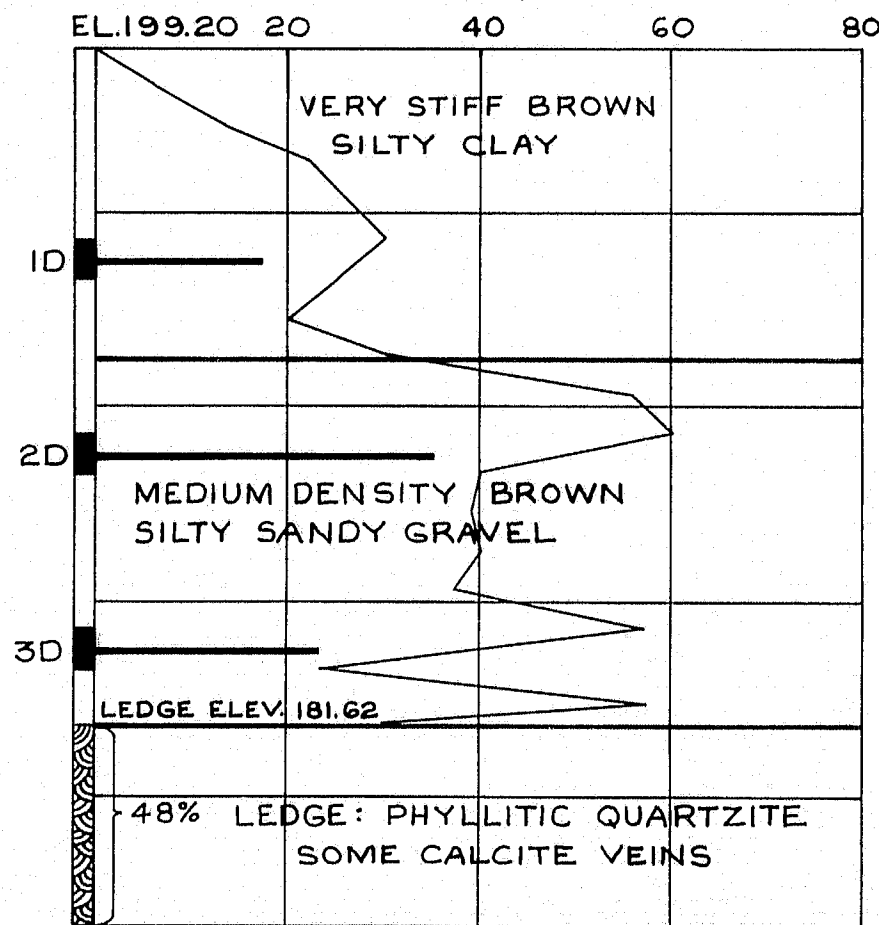


BORING AC-108 STA. 51+55 E

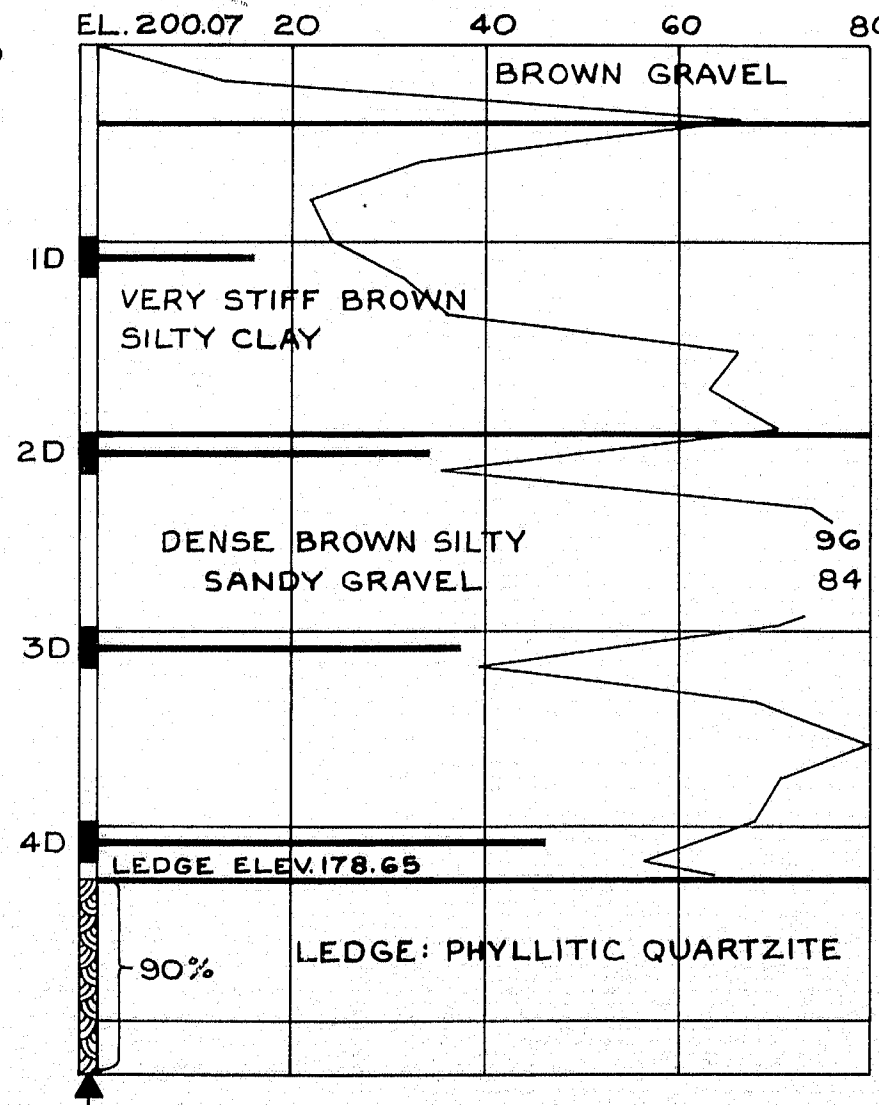


PIER NO.3

BORING AC-112 STA. 49+02 15' LT.



BORING AC-117 STA. 48+95 15' RT.

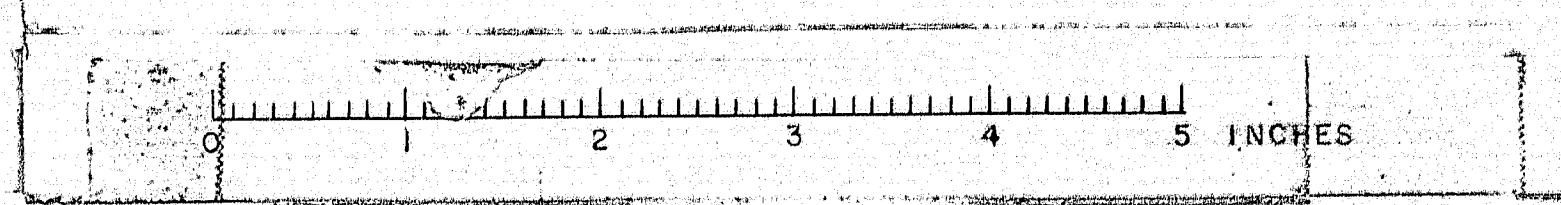


NOTE: ARTESIAN FLOW AFTER DRILLING LEDGE AC-111,114,115
ARTESIAN FLOW AFTER PULLING CASING AC-116
ARTESIAN FLOW AFTER DRILLING LEDGE AND AFTER PULLING CASING AC-112,113

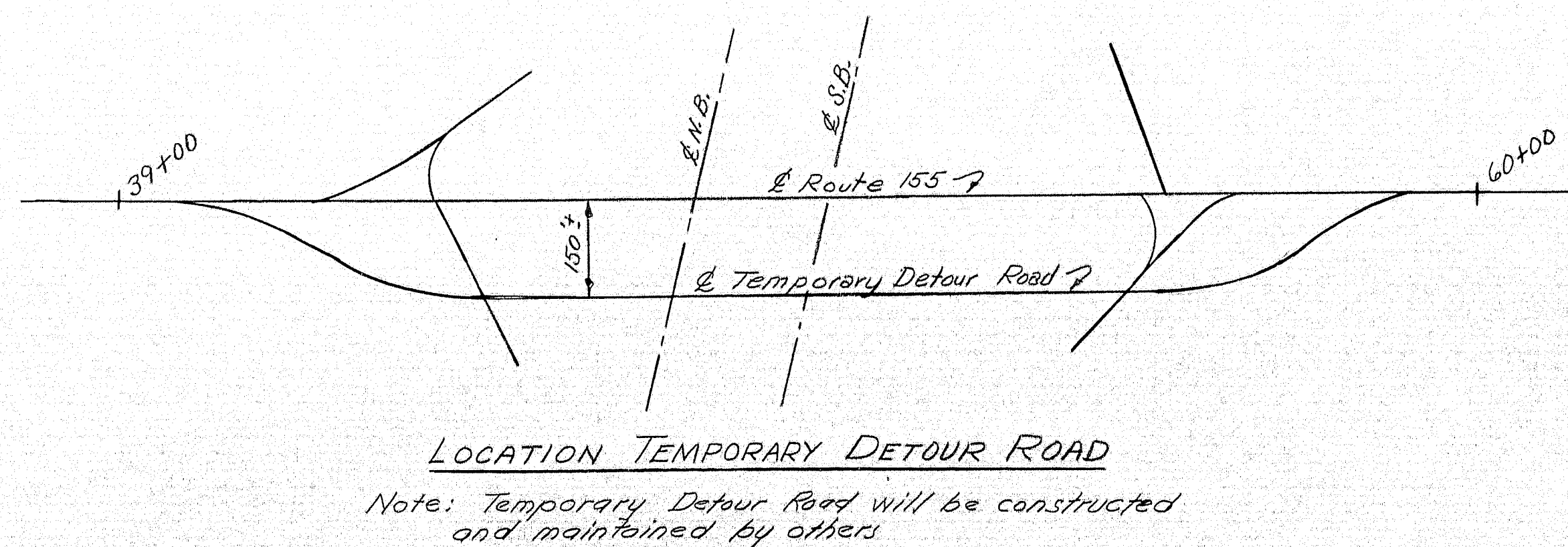
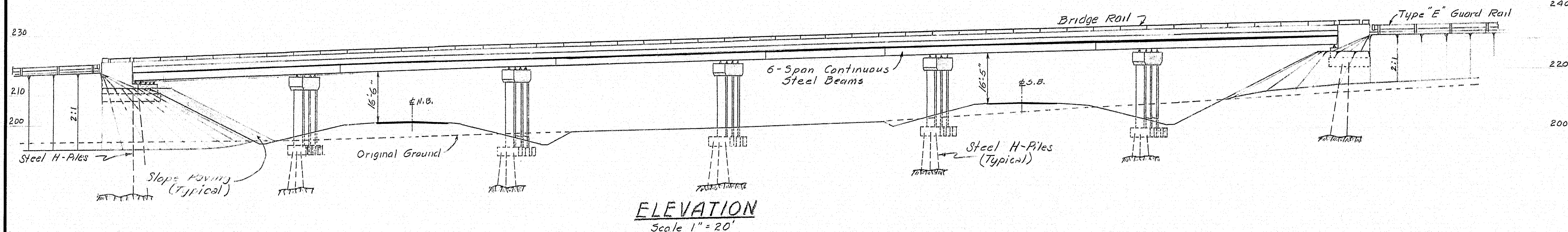
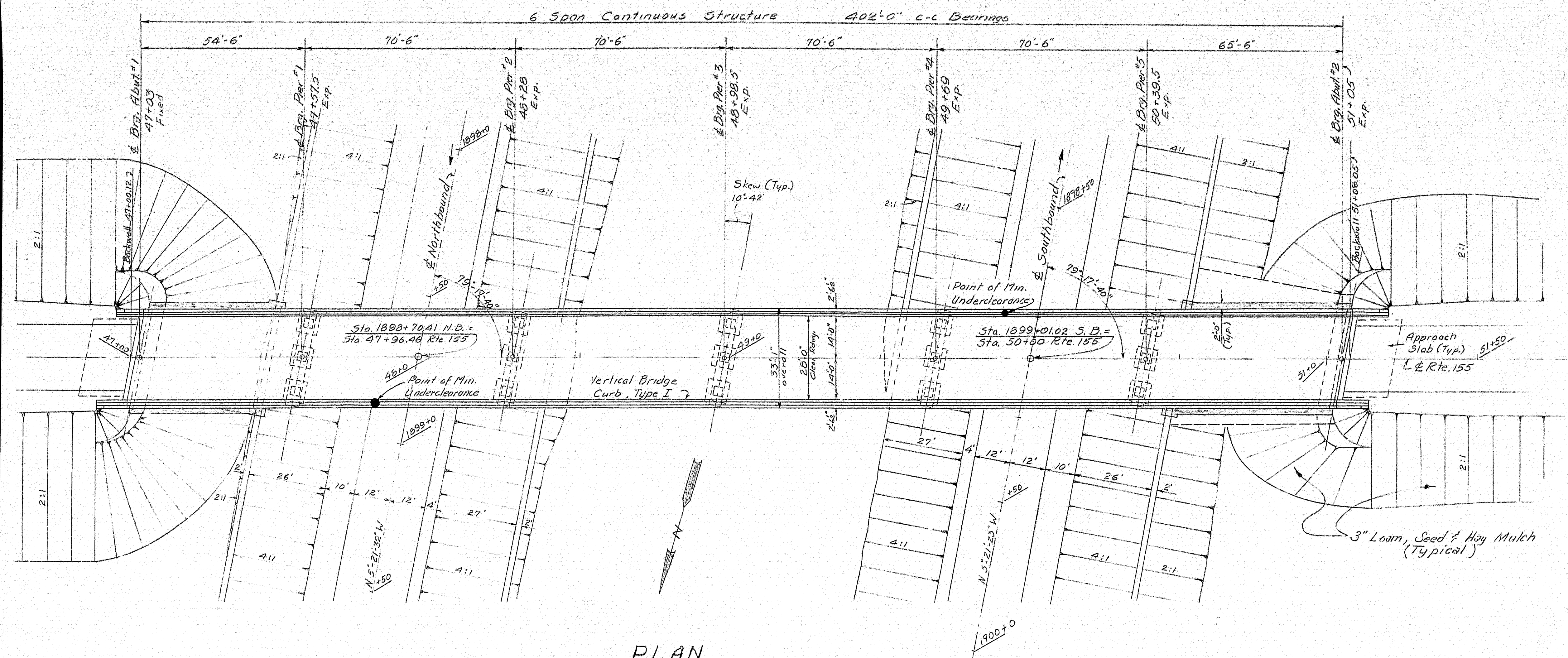
DESIGN - *Soils Division*
TRACE - *Soils Division*
CHECK - *Soils Division*
BRIDGE NO. SURVEY - *Soils Division*
PLOT - *Soils Division*
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
ROUTE 155 BRIDGE
OVER
INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
BORING DETAILS

SHEET 2A OF 15 AUGUSTA, MAINE

92-119



B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	195-8(53)	3	15



SPECIFICATIONS
 DESIGN: A.A.S.H.O. Standard Specifications for Highway Bridges, 1961, with Interim Specifications 1961, 1962.
 CONTRACT: State of Maine, State Highway Comm., Standard Specifications for Highways & Bridges, Revision of Jan. 1956 and Supplemental Specifications dated Feb. 1960.

LIVE LOADING
 HS20-44

ALLOWABLE STRESSES
 CONCRETE: ($n=10$) $f_c = 1200$ psi
 REINFORCING STEEL: Intermediate grade $f_s = 20,000$ psi
 STRUCTURAL STEEL: A 36 $f_s = 20,000$ psi

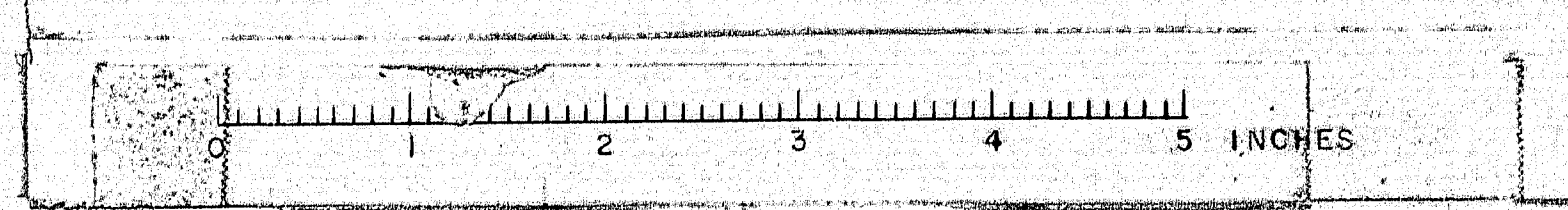
CONCRETE CLASSIFICATION
 All concrete Class "A"

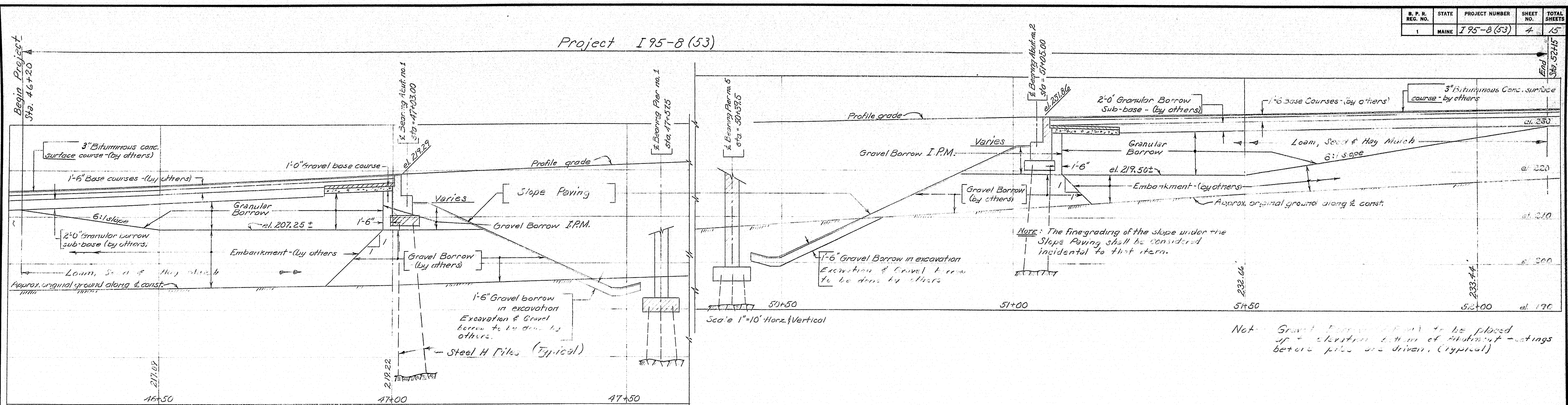
STRUCTURAL STEEL CLASSIFICATION
 All structural steel shall conform to the latest revision of the Specification A.S.T.M. Designation A 36 unless otherwise noted on the Standard Details.

DESIGN - F. FORTIER TRACE - F. FORTIER CHECK - E. Giffen	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION ROUTE 155 OVER INTERSTATE 95 IN THE TOWN OF HOWLAND PENOBSCOT COUNTY GENERAL PLAN	
SHEET 3 OF 15 AUGUSTA, MAINE MAY 1964	

For Estimate of Quantities See Sh. #4

92-120



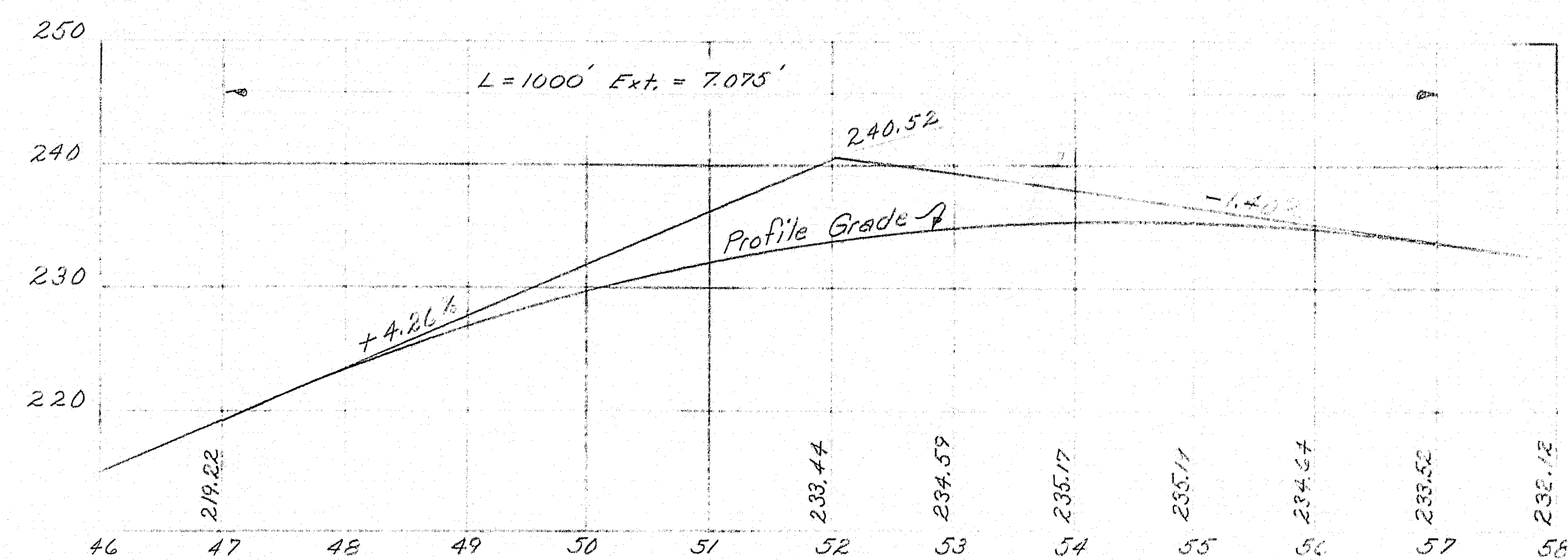


PROPOSED ROADWAY CONSTRUCTION
Along construction & of route no. 155

Note: All embankments to be constructed by the Controlled Density Method.

ESTIMATE OF QUANTITIES			
ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	BRIDGE QUANTITY
Structural Earth Excavation, Piers	C.Y.	485	485
Gravel Borrow	C.Y.	2610	
Gravel Borrow (In place measure)	C.Y.	225	
Gravel Base (In place measure)	C.Y.	30	
* Bituminous Concrete Surface Course, Type "A"	Tons	140	140
Portland Cement Concrete, Abutments and Retaining Walls	C.Y.	168	168
Portland Cement Concrete, Piers	C.Y.	293	293
Portland Cement Concrete, Railing & S.W. Slabs on Steel Bridges	C.Y.	425	425
Curb Box and Concrete Cylinders	Each	1	1
Structural Steel, Fab. & Del.	L.S.	L.S.	L.S.
Structural Steel, Erection	L.S.	L.S.	L.S.
Structural Steel Field Painting	L.S.	L.S.	L.S.
Reinforcing Steel, Delivered	Lbs.	132,200	132,200
Reinforcing Steel, Placed	Lbs.	132,200	132,200
Steel H-Beam Piles 42 lbs./ft.	L.F.	2015	2015
Bridge Rail	L.F.	840	840
* Membrane Waterproofing	Sq. Yd.	1,260	1,260
Epoxy Resin Surface Sealant	Sq. Yd.	70	70
Vertical Bridge Curb Type I	L.F.	830	830
Vertical Bridge Curb Circular Type I	L.F.	20	20
Loam (In place measure)	C.Y.	120	
Seeding, Method No. 2	Units	13	
Hay Mulch	Tons	1	
Slope Paving	Sq. Yd.	485	
* Not part of this Contract			

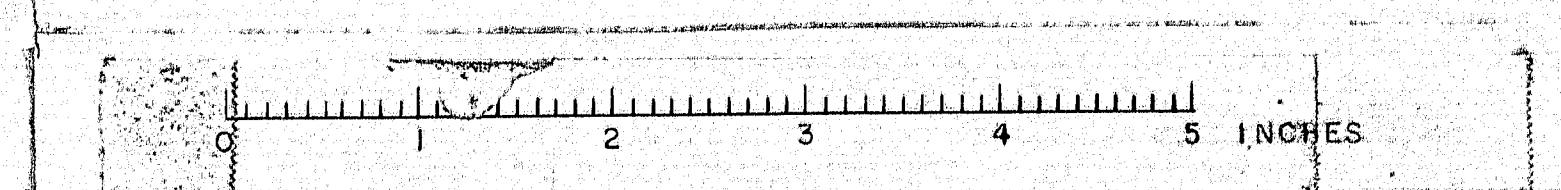
Note: Estimated Weight of Structural Steel 357,900 lbs. (Includes weight of drains)



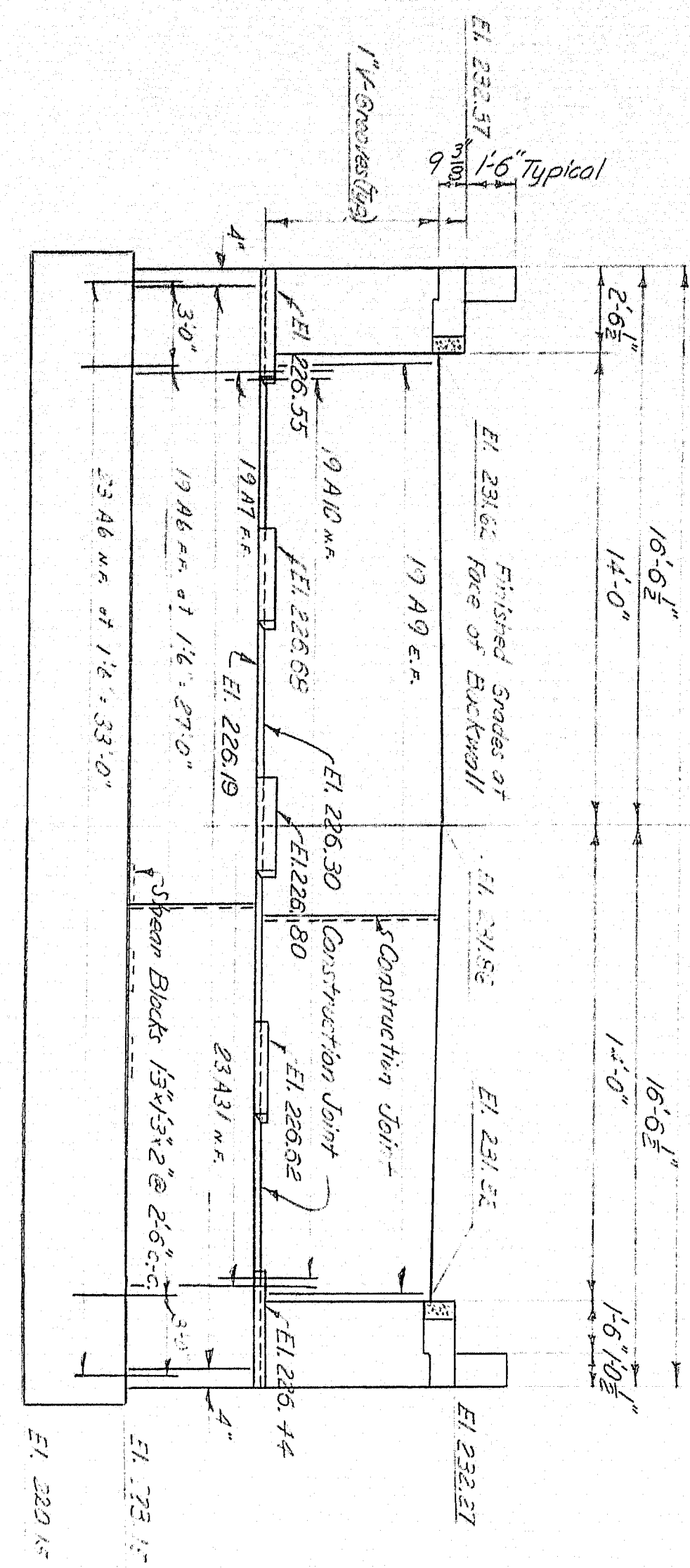
PROFILE - ROUTE 155

DESIGN - J. F. Den - P. Tubbs	BRIDGE NO. SURVEY - PLOT -
CHECK - AMR	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE 155	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
HOWLAND	
PENOBSCOT COUNTY	
PROFILE 8 - APPROACHES	
SHEET 4 OF 15 AUGUSTA, MAINE MAY 1964	

2-121



FRONT ELEVATION

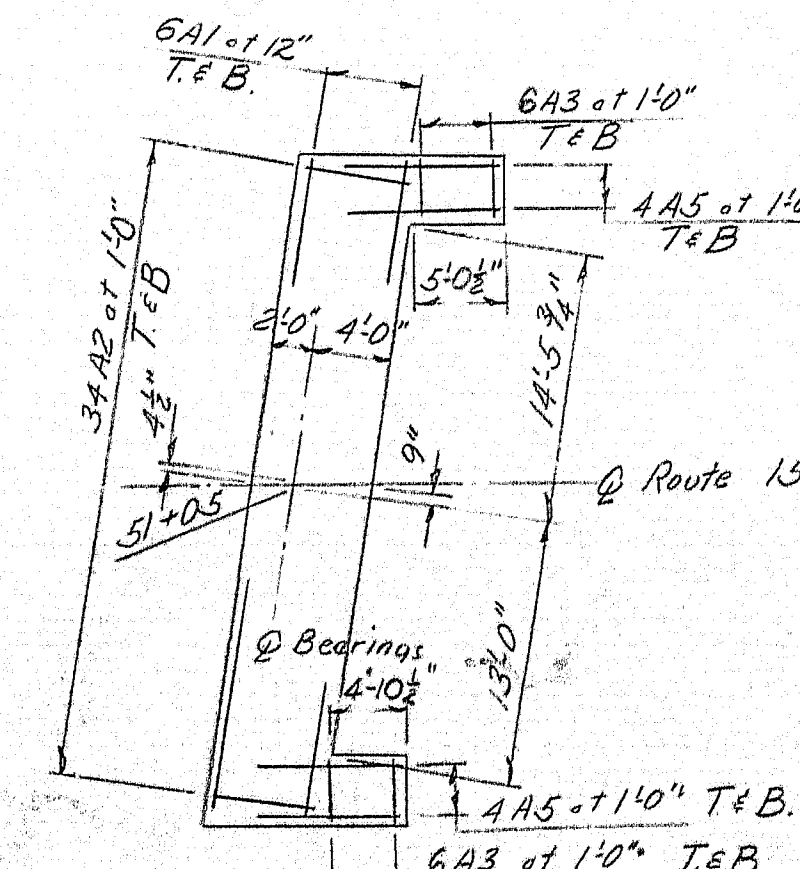
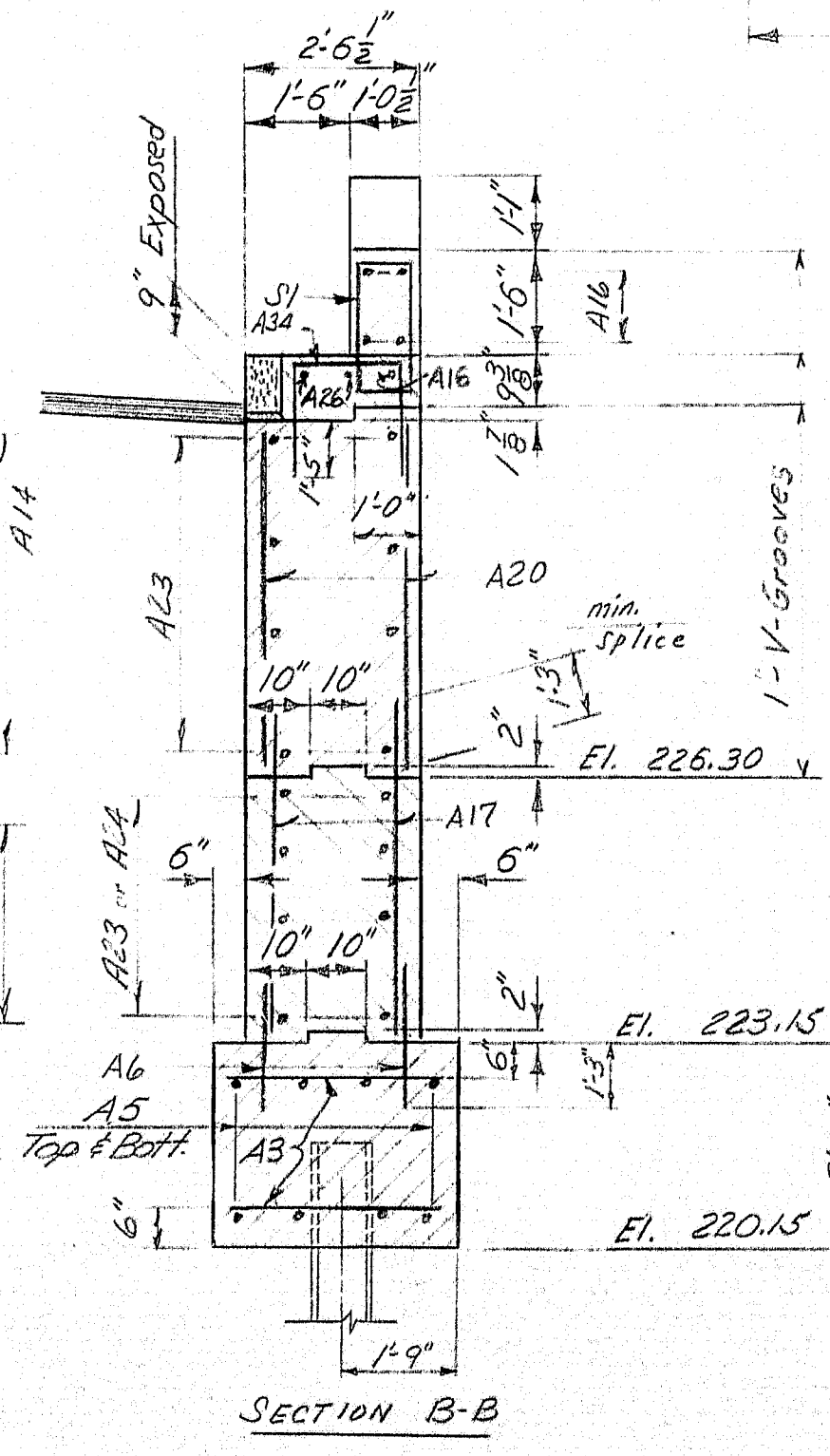
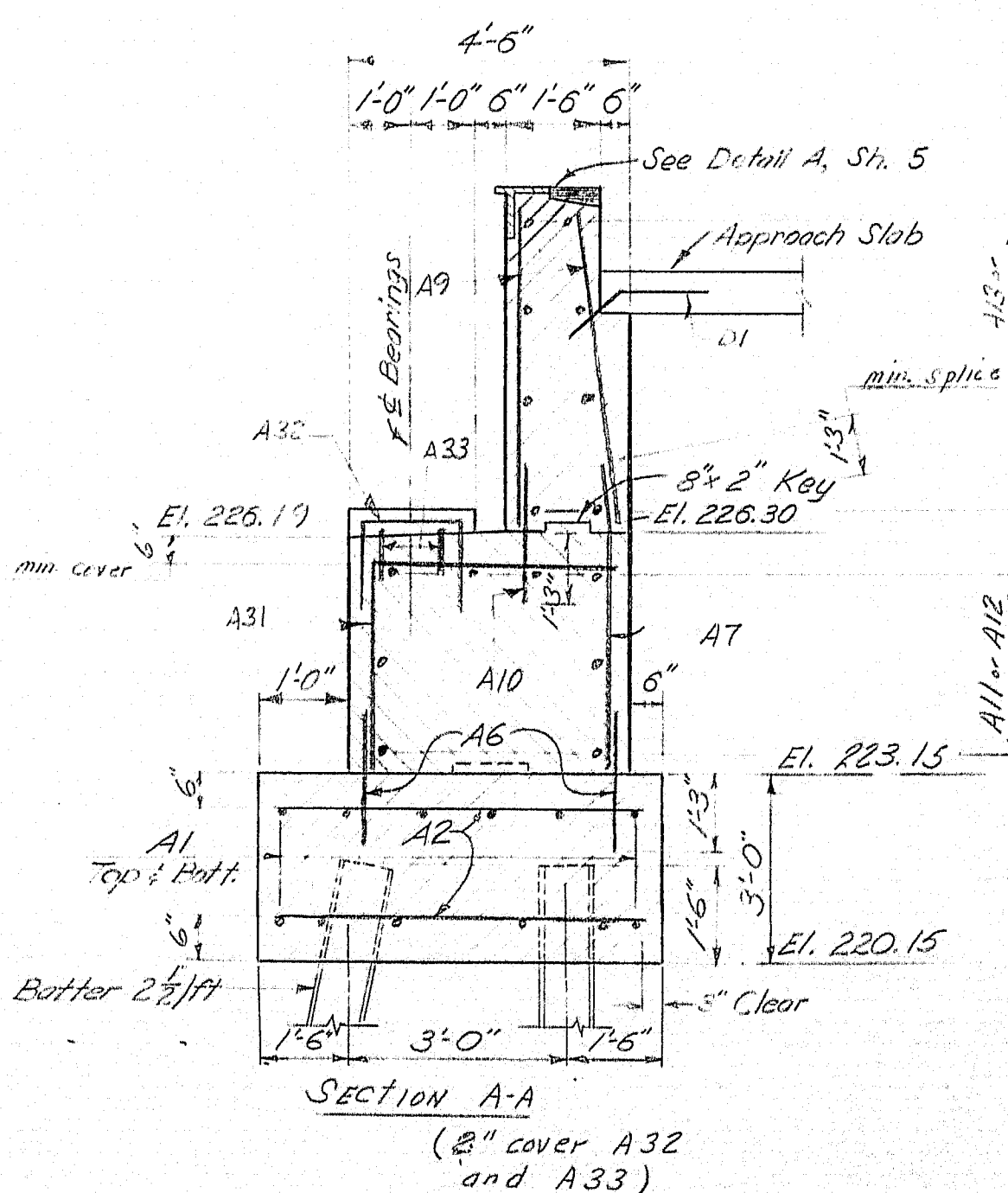


Line A
Line B
Line C
Line D
Line E

PLAN

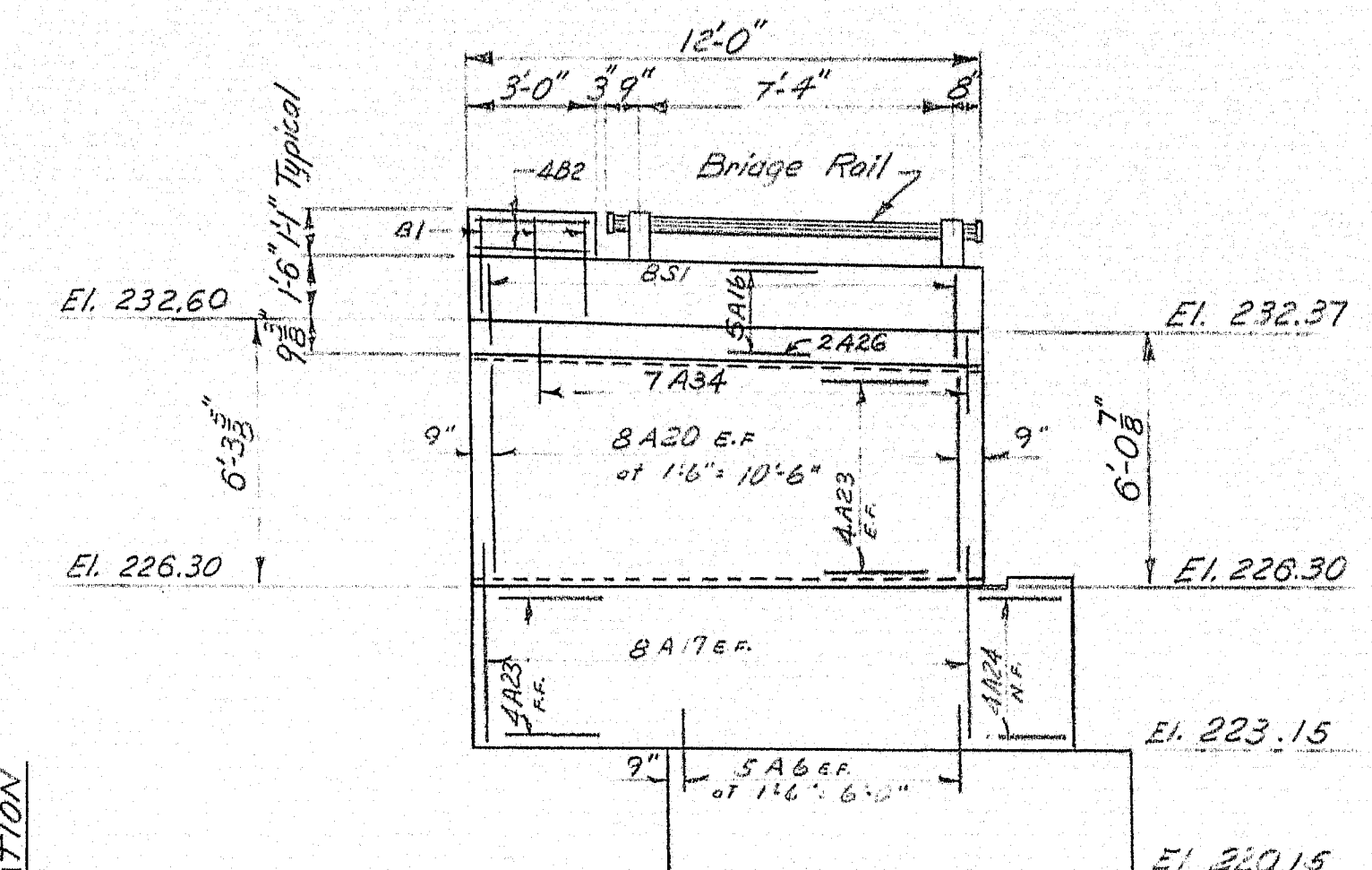
ABUTMENT GENERAL NOTES

1. Place reinforcing steel in bridge seats to clear anchor bolts.
2. Dress bearing areas 1" larger all around than size of masonry plate to exact elevations shown.
3. For approach slab details, see Sh. #14.
4. Coat bridge seats and front face of breastwall and backwall to 1'-0" below top of slope treatment with Epoxy Resin Surface Sealant.
5. Cover back side of vert. constr. joint with two layers of heavy roofing 10" wide. Coat the surface of concrete and the back side of each layer as applied with a suitable grade of roofing cement. Recess the area to be covered 1/4".
6. For vertical bridge curb, Type I, see Sh. #14.
7. For bridge rail details, see Standard Details BD 102-64.
8. End of rail details, see Sh. #13.
9. Chamfer all exposed edges of concrete 1/4".
10. Reinforcing Steel to have 2" minimum cover unless otherwise noted.

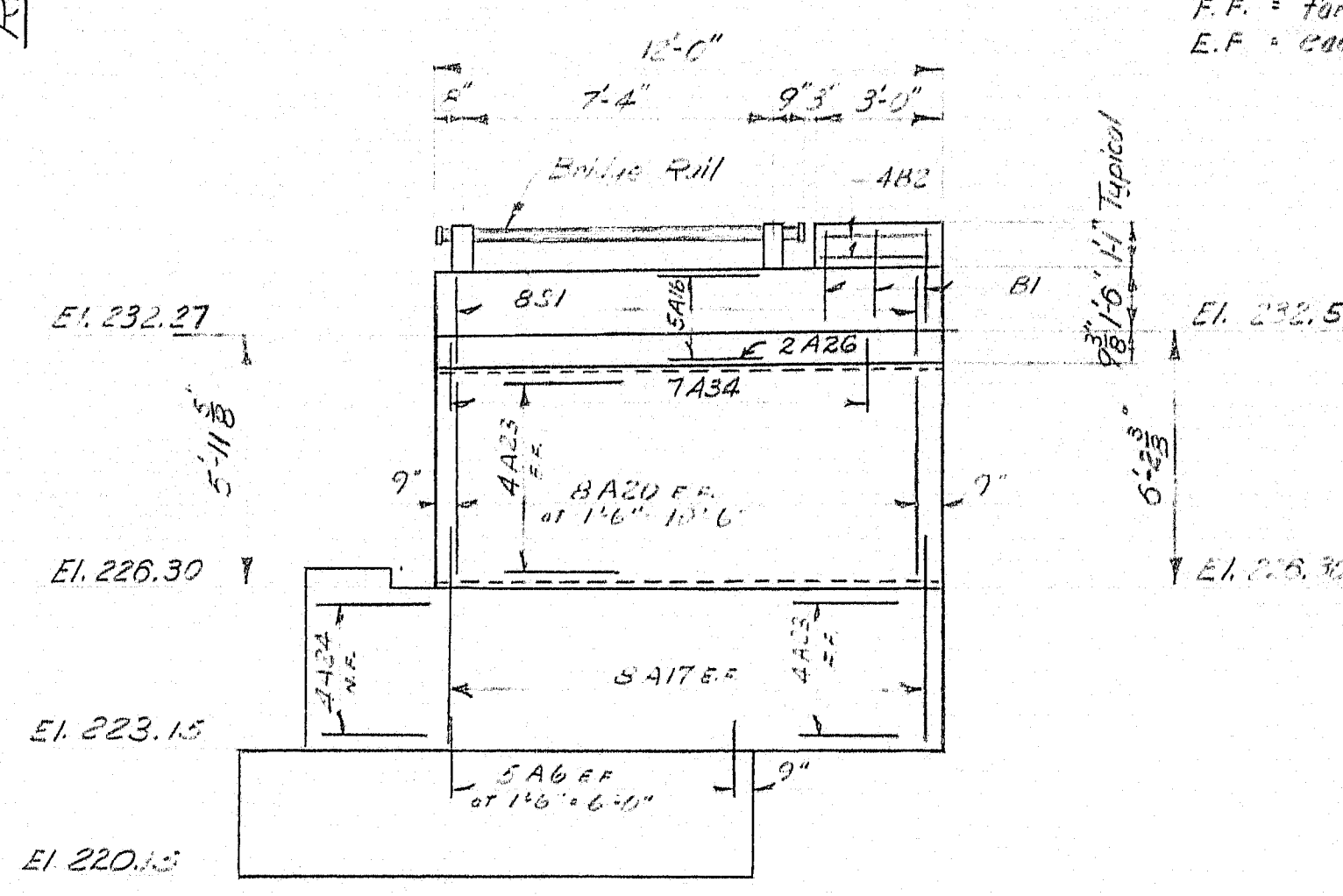


Abutment No. 2
Top & Bottom Footing Steel

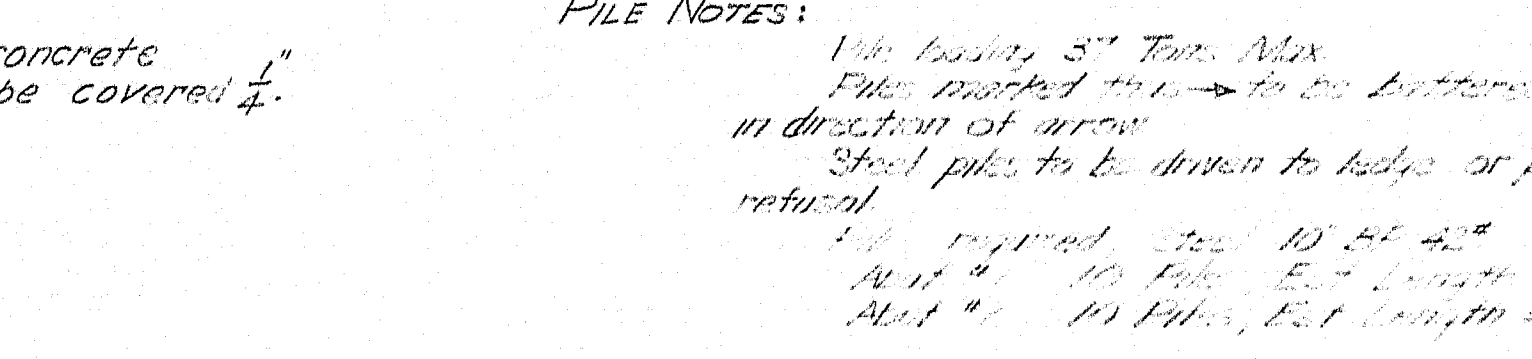
REAR ELEVATION



ELEVATION SOUTH WING

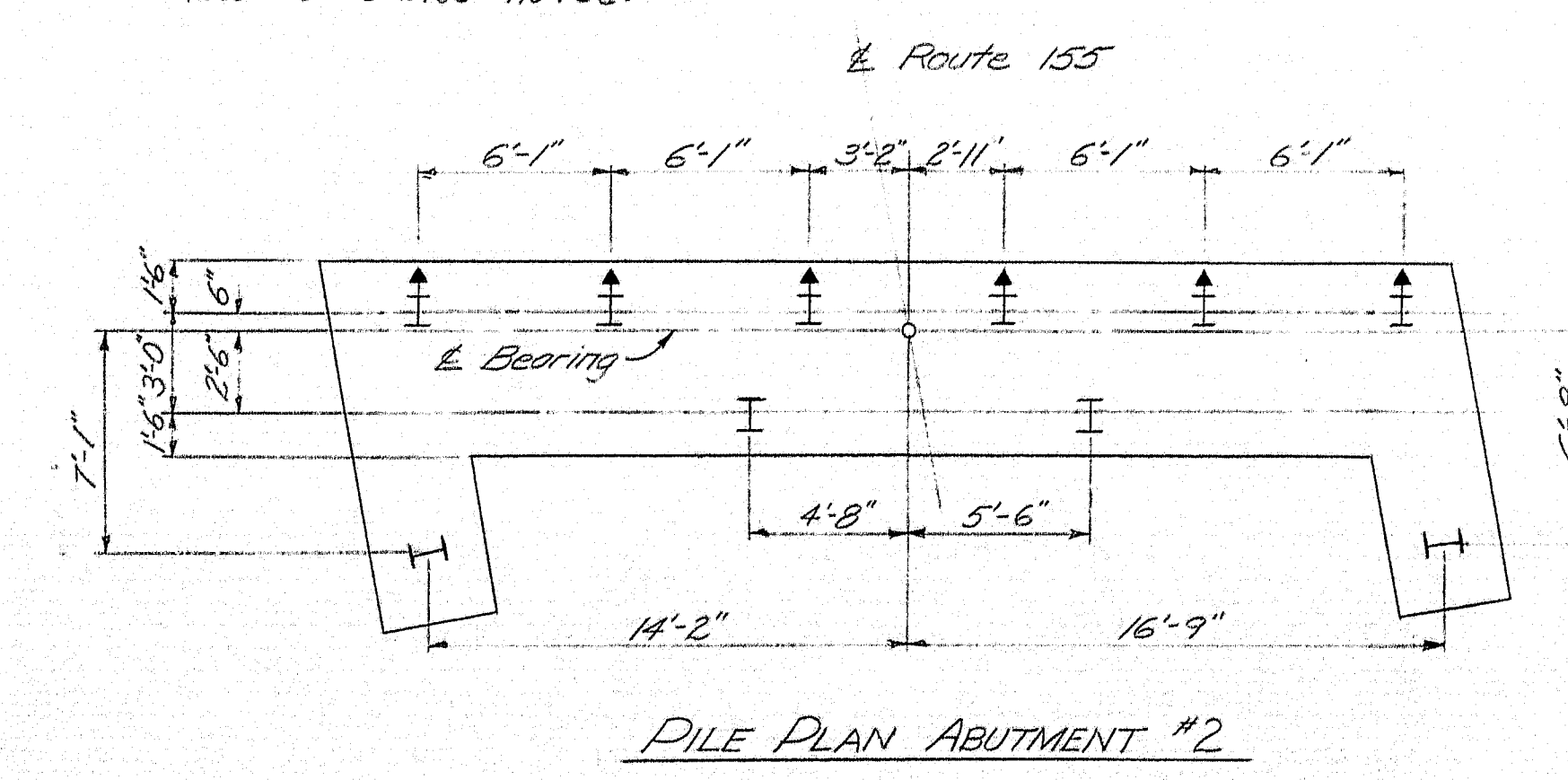


ELEVATION NORTH WING



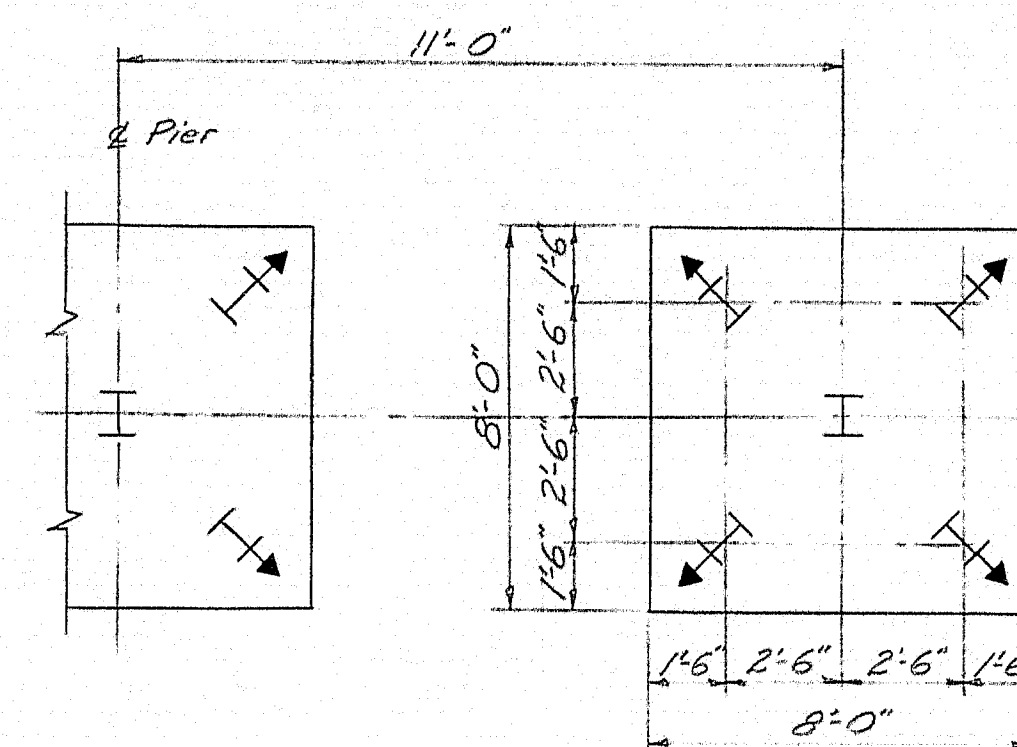
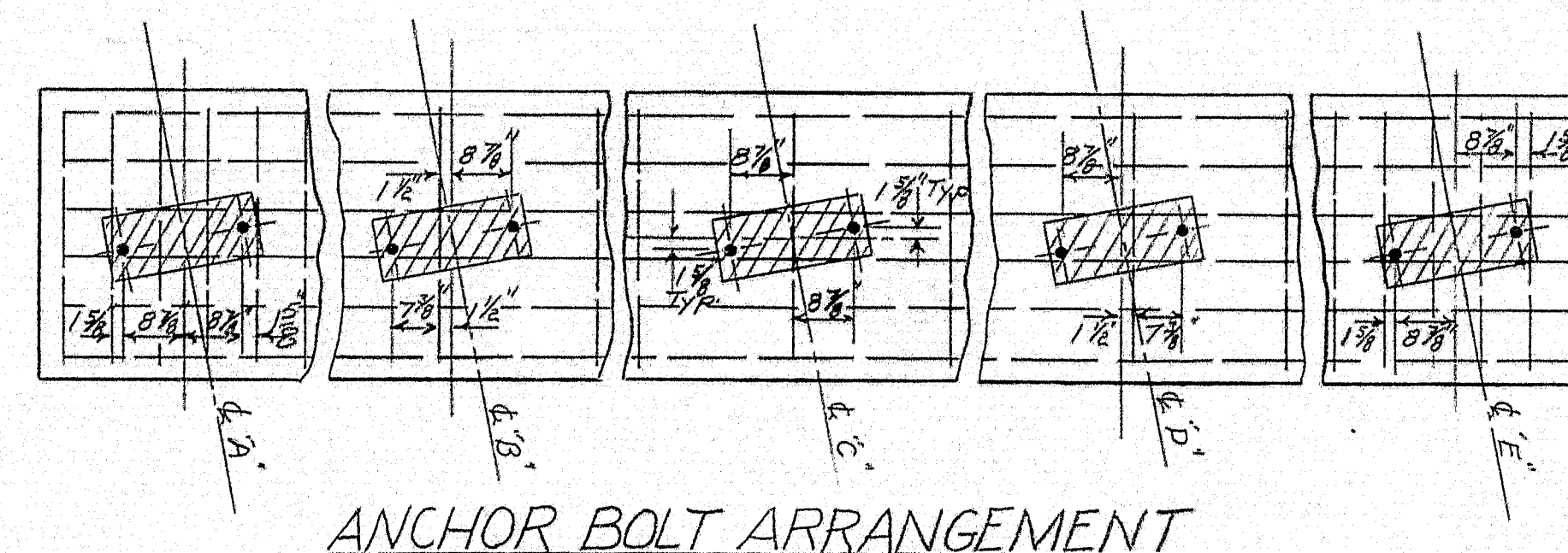
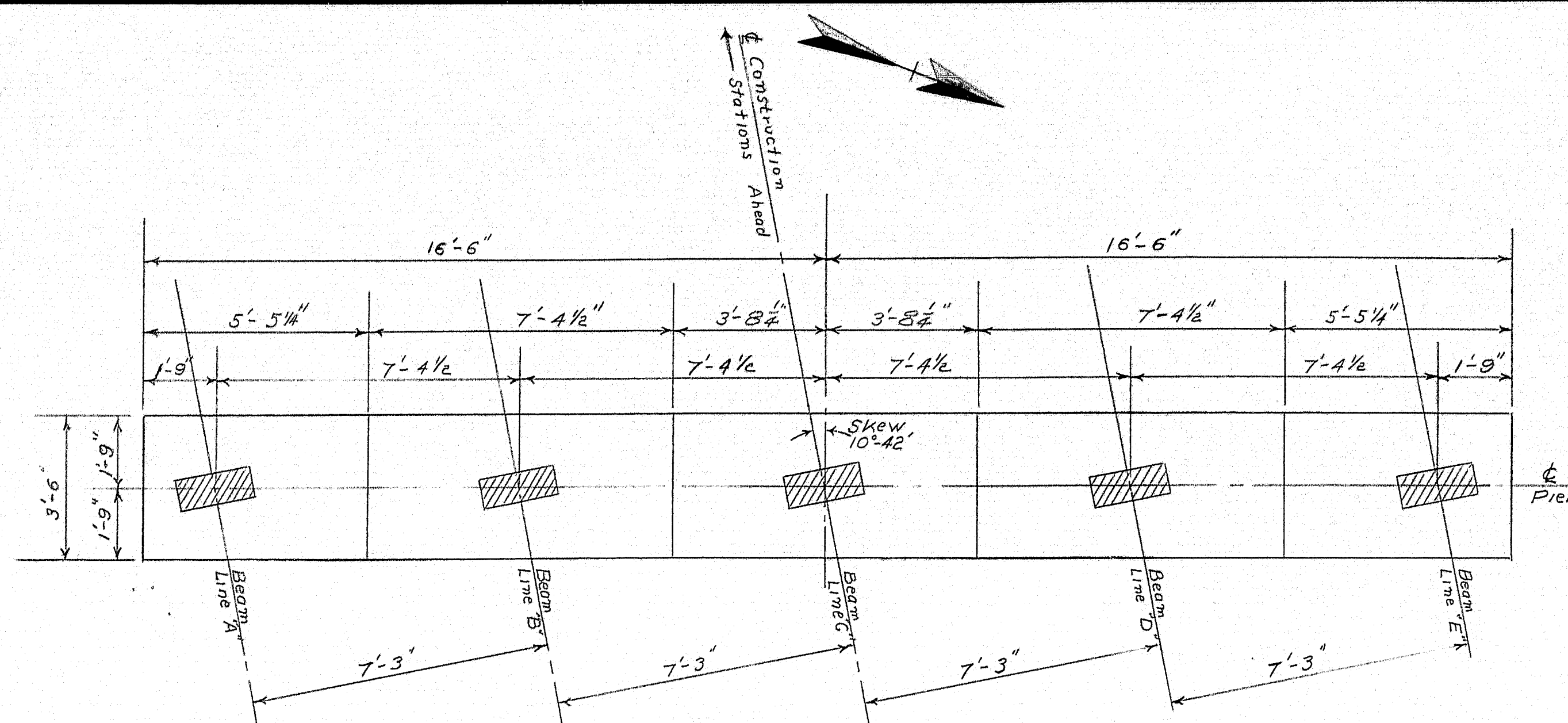
PILE NOTES:
1. Piles to be 12" dia. max.
2. Piles to be driven to refusal or practical refusal.
3. Piles to be driven to refusal or practical refusal.
4. Piles to be driven to refusal or practical refusal.
5. Piles to be driven to refusal or practical refusal.

NOTES:
1. For V-groove and construction joint details, see Sh. #5, and Detail A.
2. For expansion joint details, see Sh. #9.



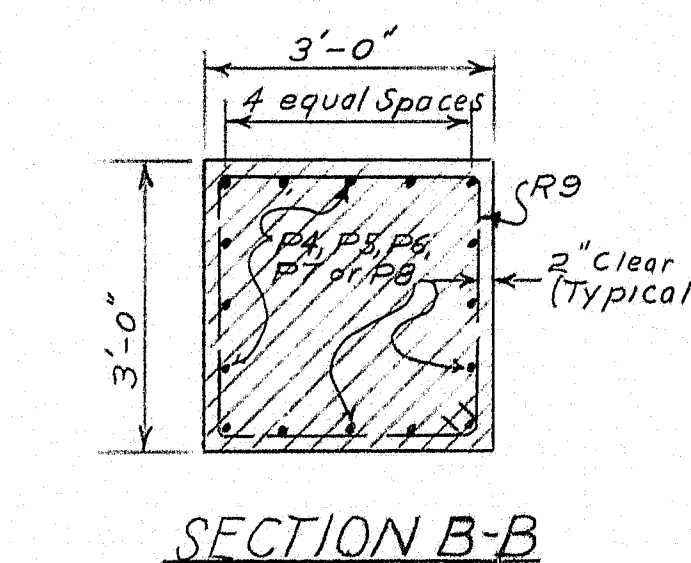
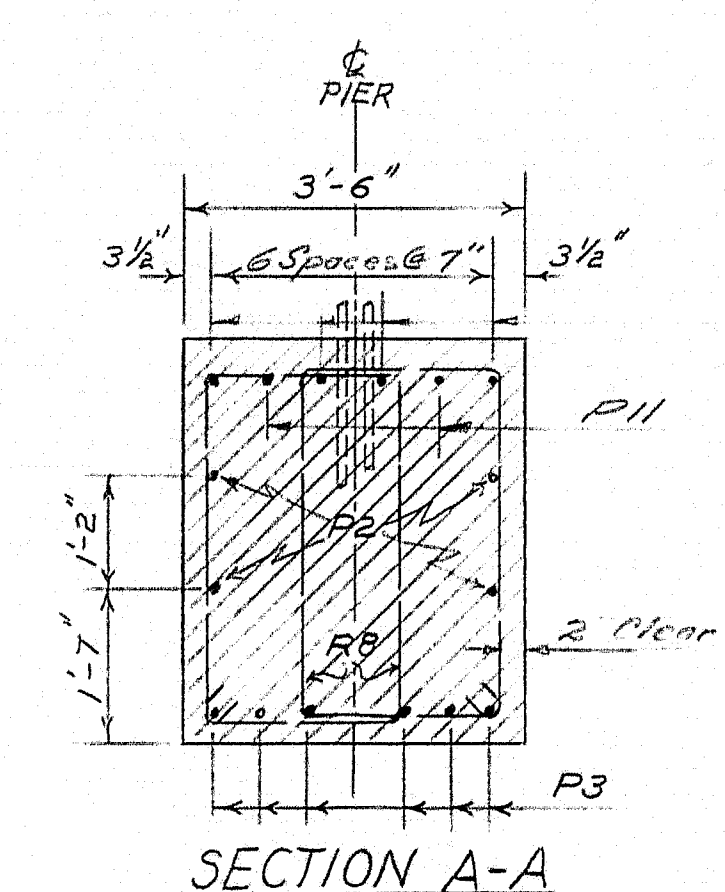
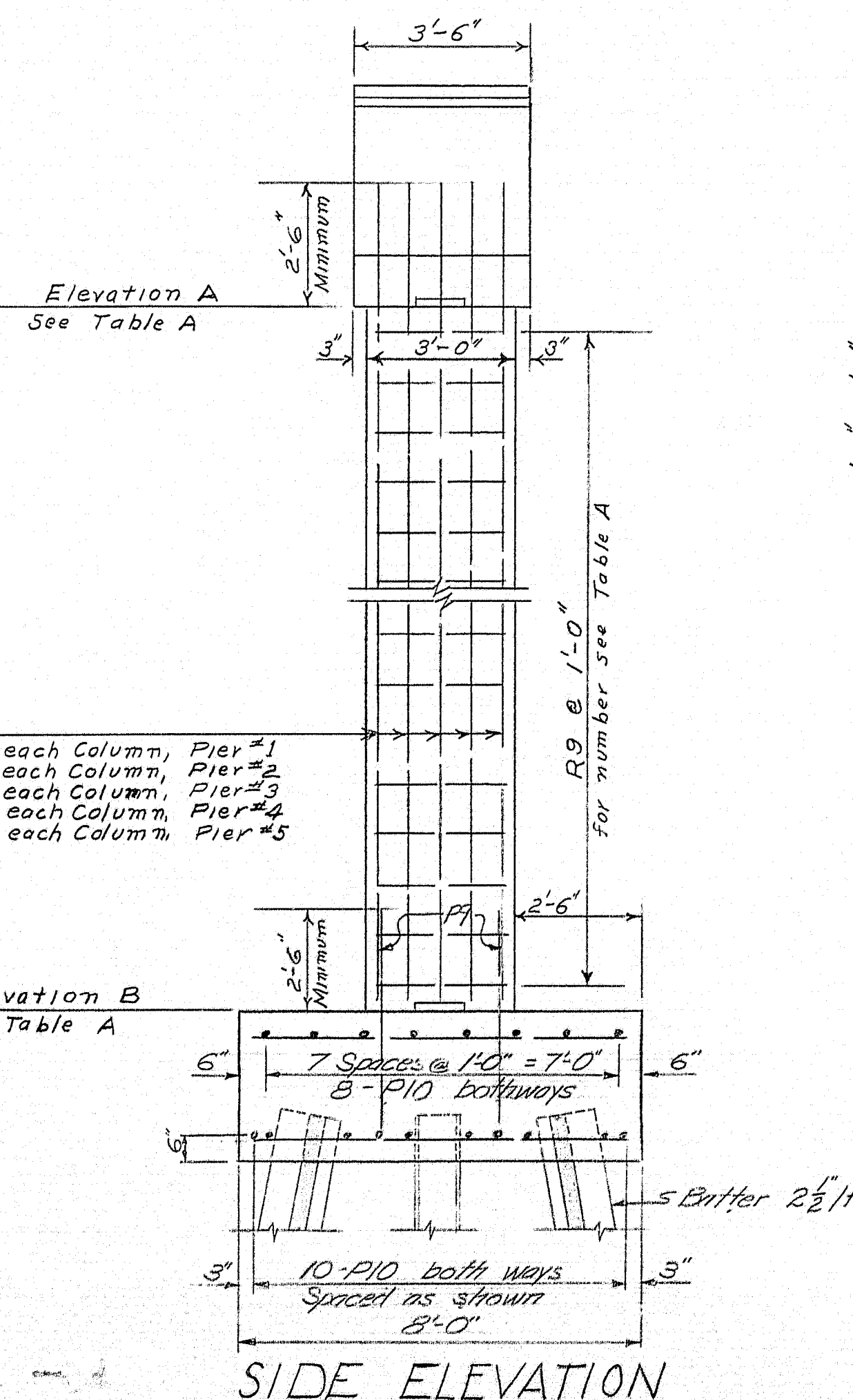
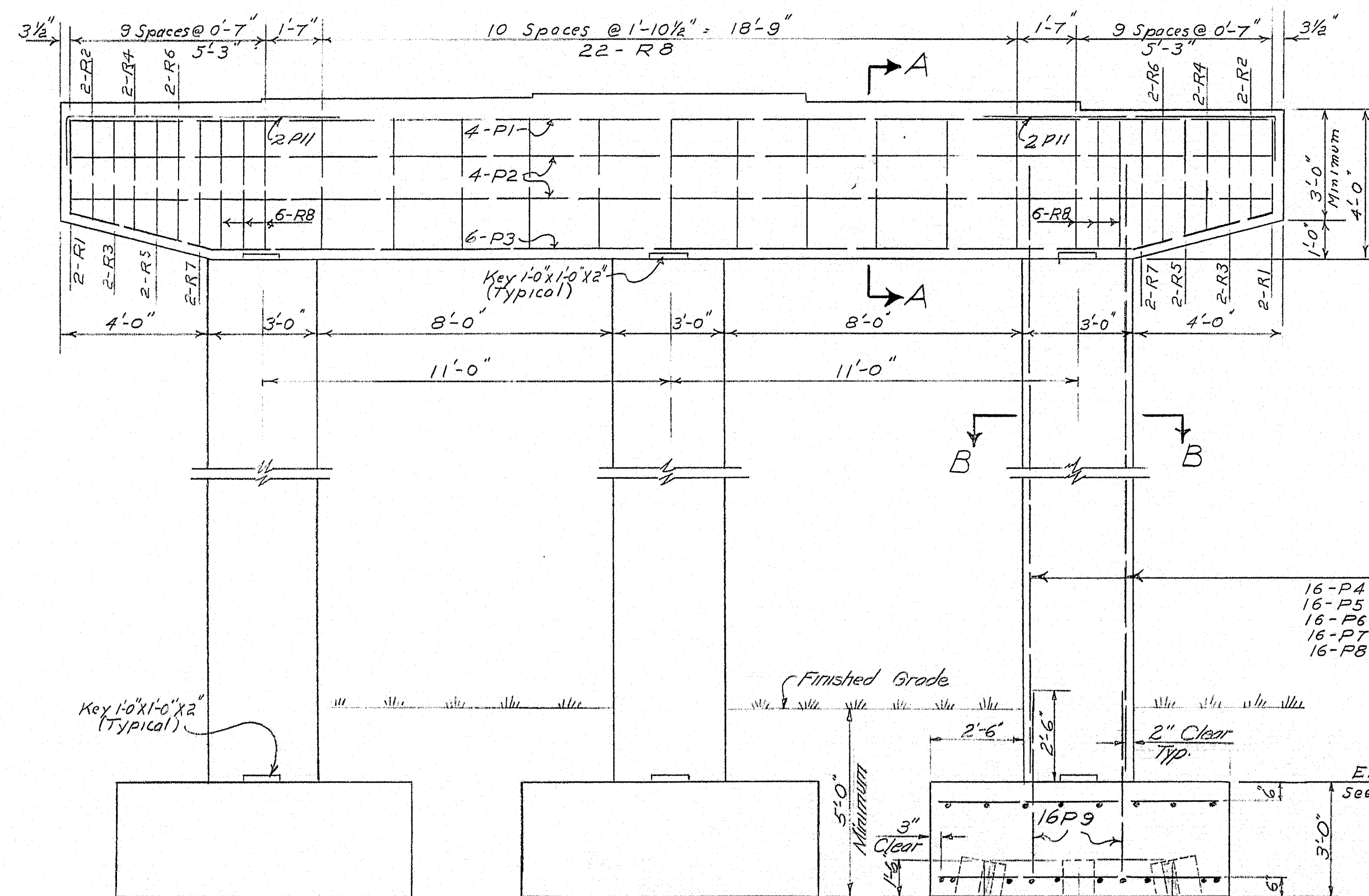
PILE PLAN ABUTMENT #2

DESIGN—McDOUGAL	DET. FOSTER	BRIDGE NO. SURVEY—FLOT
TRACE—V. SMITH	CHECK—AHT	
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
ROUTE 155 OVER		
INTERSTATE 95 IN THE TOWN OF		
HOWLAND		
PENOBSCOT COUNTY		
ABUTMENT 2		
SHEET 6 OF 15 AUGUSTA, MAINE MAY 1964		



BEARING ELEVATIONS					
LINE	PIER #1	PIER #2	PIER #3	PIER #4	PIER #5
A	216.34	218.94	221.28	223.36	225.09
B	216.44	219.05	221.39	223.48	225.21
C	216.54	219.15	221.50	223.59	225.33
D	216.33	218.95	221.31	223.40	225.15
E	216.13	218.75	221.11	223.21	224.95

TABLE A					
PIER	ELEVATION A	ELEVATION B	COLUMN HEIGHT	Number of R9 Bars Per Column	PIER STATION
1	212.13	174.00	15.13	18	47+57.5
2	214.75	174.80	17.95	20	48+28.0
3	217.11	175.00	22.11	22	48+98.5
4	219.21	201.00	16.21	18	49+59.0
5	220.96	200.50	20.46	21	50+39.5



PILE NOTES:
For General Pile Notes see sheet #6
Piles to be steel 10" BP 42"
Piles Required -
Pier #1 15 Piles, Est. Length 20'
Pier #2 15 Piles, Est. Length 20'
Pier #3 15 Piles, Est. Length 20'
Pier #4 15 Piles, Est. Length 20'
Pier #5 15 Piles, Est. Length 13'

NOTES:
Dress bearing areas larger all around than masonry plates to exact elevations shown.
Reinforcing steel to have 2" minimum cover unless otherwise shown.

Place reinforcing steel to Pier Cap to clear Anchor Bolt.

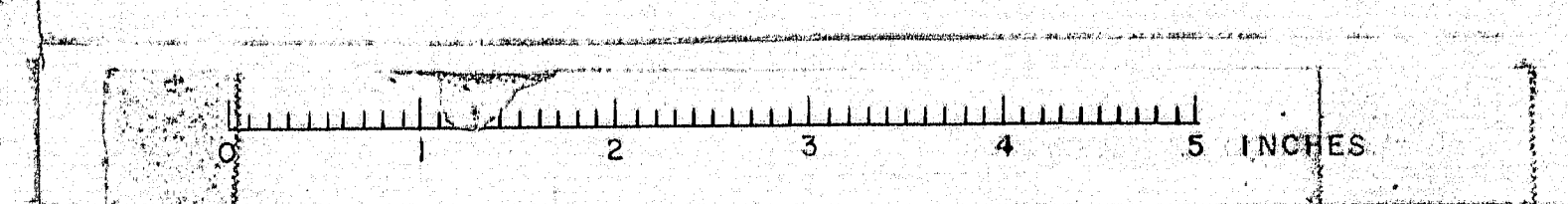
DESIGN - C. M. Detail, E.R.S.
TRACE - E.R.S.
CHECK - AMH

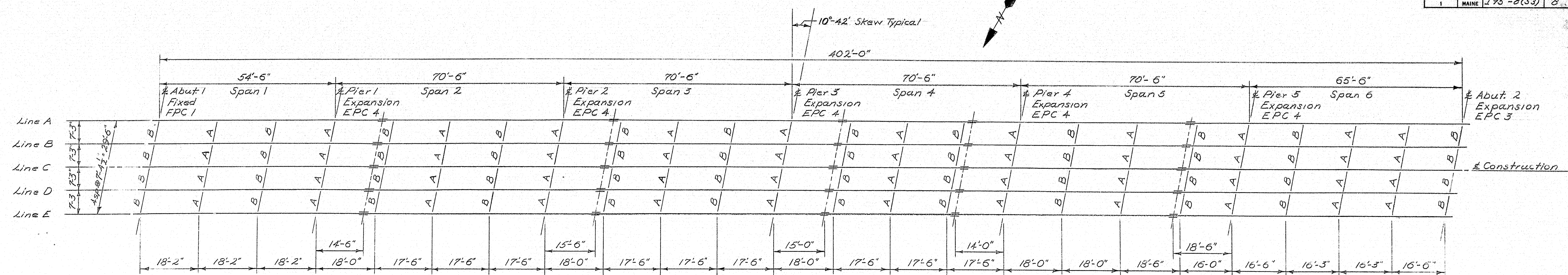
BRIDGE NO. SURVEY - PLOT -

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
ROUTE 155
OVER
INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
PIERS

SHEET 7 OF 15 AUGUSTA, MAINE MAY 1964

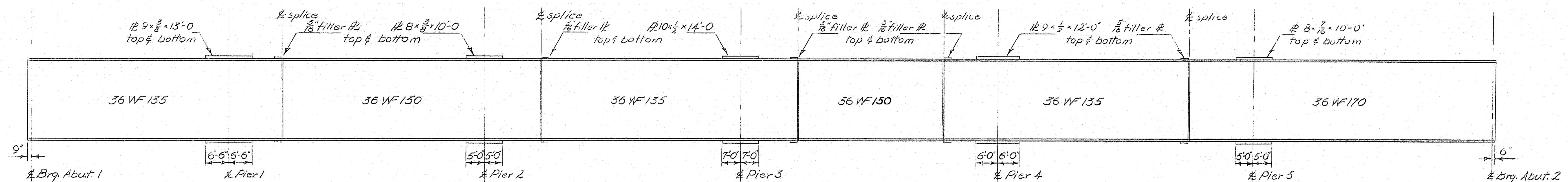
92-125





ERECTION DIAGRAM

All dimensions are horizontal



STRINGER ELEVATION

REFERENCE

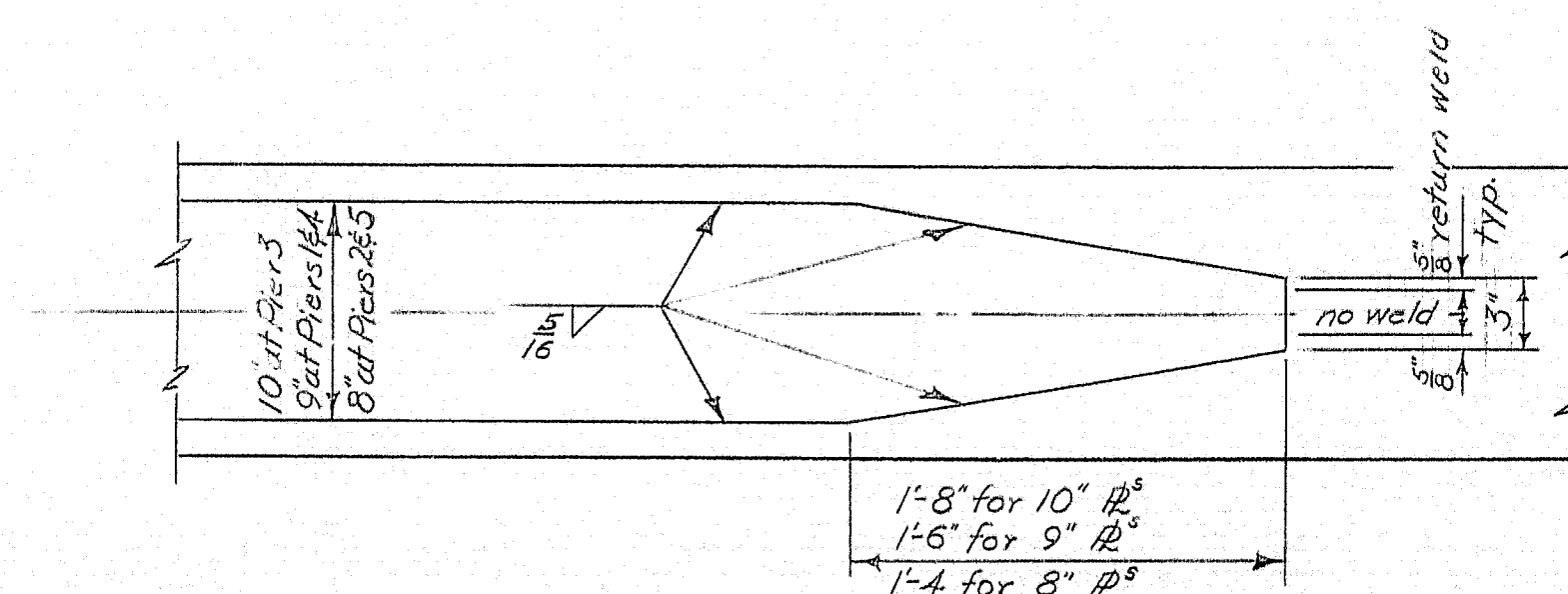
Pedestals: See Standard Details BD 101-64
 Splices: See Standard Details BD 103-64
 Diaphragms & Armored Joint: See Standard Details BD 104-64
 Drains (24 Required): See Standard Details BD 104-64
 Beam Grades: See Sheet # 10
 Expansion Dam: See Sheet # 9

NOTES

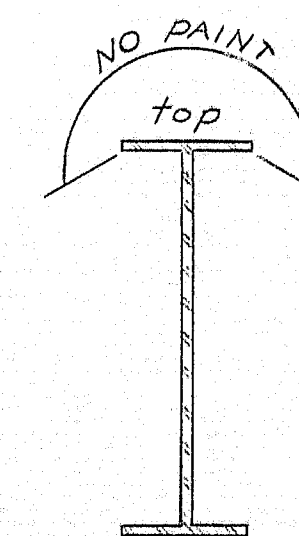
Set all diaphragms plumb.
 See sheet # 3, General Plan, for structural steel classification.

PEDESTALS

5 FPC-1 Required
 25 EPC-4 Required
 5 EPC-3 Required



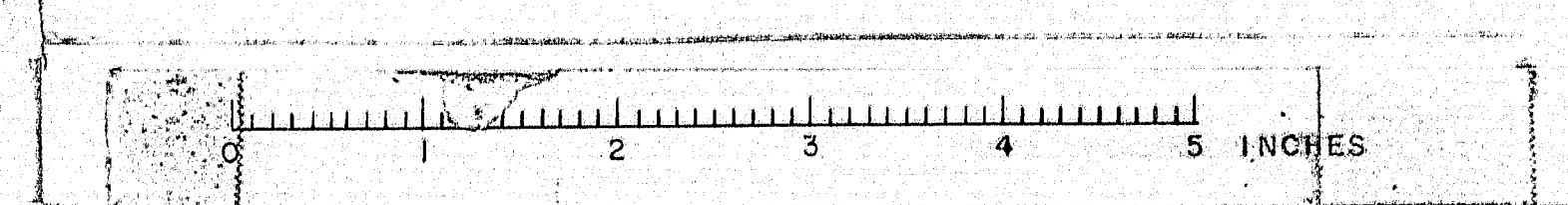
END of COVER PLATE DETAILS



TYPICAL STRINGER DETAIL

DESIGN - McDUGAL TRACE - BARTON CHECK - 1/1/77	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE 155 OVER	
INTERSTATE 95 IN THE TOWN OF	
HOWLAND PENOBSCOT COUNTY	
STRUCTURAL STEEL	
SHEET 8 OF 15 AUGUSTA, MAINE MAY 1964	

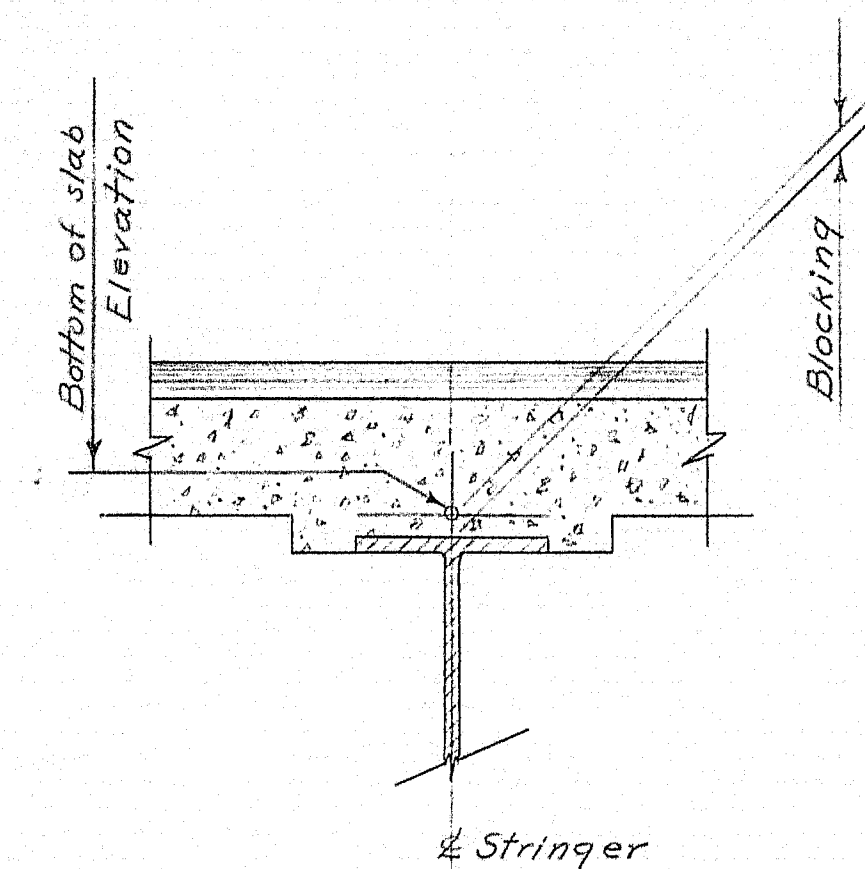
92-126



BOTTOM of SLAB ELEVATIONS																																															
	Abut 1	Span 1					Pier 1	Span 2					Pier 2	Span 3					Pier 3	Span 4					Pier 4	Span 5					Pier 5	Span 6					Abut 2										
Point	℄ B'g.	10.00	20.00	24.50	34.50	44.5	℄ B'g.	10.00	20.00	30.00	30.50	40.50	50.50	60.50	℄ B'g.	10.00	20.00	30.00	30.50	40.50	50.50	60.50	℄ B'g.	10.00	20.00	30.00	30.50	40.50	50.50	60.50	℄ B'g.	10.00	20.00	30.00	30.50	40.50	50.50	60.50	℄ B'g.	10.00	20.00	30.00	30.50	40.50	50.50	60.50	℄ B'g.
Line A	218.39	218.83	219.25	219.44	219.84	220.22	220.61	221.01	221.41	221.80	221.82	222.19	222.54	222.89	223.23	223.59	223.95	224.30	224.31	224.65	224.96	225.27	225.57	225.89	226.21	226.52	226.83	227.10	227.37	227.63	227.91	228.19	228.46	228.72	228.95	229.18	229.41	229.66	229.90	230.13	230.25	230.46	230.64	230.81			
Line B	218.48	218.92	219.35	219.53	219.93	220.32	220.71	221.11	221.51	221.90	222.29	222.64	222.99	223.34	223.69	224.05	224.40	224.42	224.75	225.07	225.37	225.68	226.00	226.32	226.63	226.94	227.21	227.48	227.75	228.03	228.30	228.57	228.84	229.07	229.30	229.53	229.76	230.02	230.25	230.38	230.58	230.76	230.94				
Line C	218.58	219.02	219.44	219.63	220.03	220.42	220.81	221.21	221.61	222.00	222.39	222.74	223.09	223.44	223.80	224.16	224.51	224.52	224.86	225.17	225.48	225.79	226.11	226.43	226.74	227.05	227.32	227.59	227.86	228.14	228.42	228.69	228.95	229.19	229.42	229.65	229.90	230.14	230.38	230.50	230.70	230.89	231.06				
Line D	218.37	218.81	219.24	219.42	219.82	220.21	220.60	221.00	221.40	221.79	222.18	222.54	222.89	223.24	223.60	223.96	224.31	224.33	224.66	224.98	225.29	225.60	225.92	226.24	226.55	226.86	227.14	227.40	227.67	227.95	228.23	228.50	228.77	229.00	229.23	229.47	229.71	229.96	230.19	230.32	230.53	230.71	230.88				
Line E	218.16	218.60	219.03	219.21	219.62	220.00	220.40	220.80	221.20	221.59	221.61	221.98	222.34	222.69	223.04	223.40	223.76	224.11	224.13	224.46	224.78	225.09	225.40	225.72	226.04	226.36	226.67	226.97	227.21	227.48	227.76	228.05	228.32	228.58	228.82	229.05	229.28	229.53	229.78	230.01	230.14	230.35	230.53	230.70			

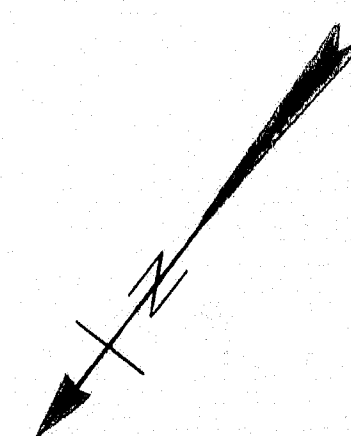
	Abut 1	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Abut 2
Line A	+4.005%	+3.626%	+3.250%	+2.970%	+2.592%	+2.173%	
Line B	+4.057%	+3.640%	+3.226%	+2.971%	+2.587%	+2.188%	
Line C	+4.045%	+3.635%	+3.245%	+2.984%	+2.606%	+2.188%	
Line D	+4.045%	+3.653%	+3.259%	+2.973%	+2.626%	+2.188%	
Line E	+4.053%	+3.648%	+3.260%	+2.988%	+2.620%	+2.204%	

BEAM GRADES



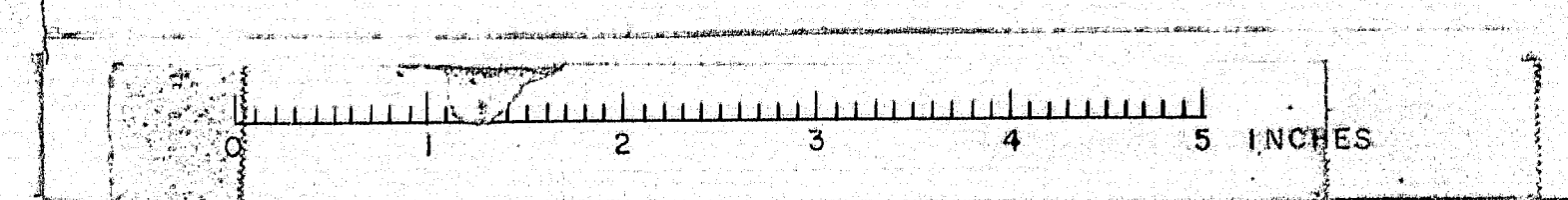
STRINGER SECTION

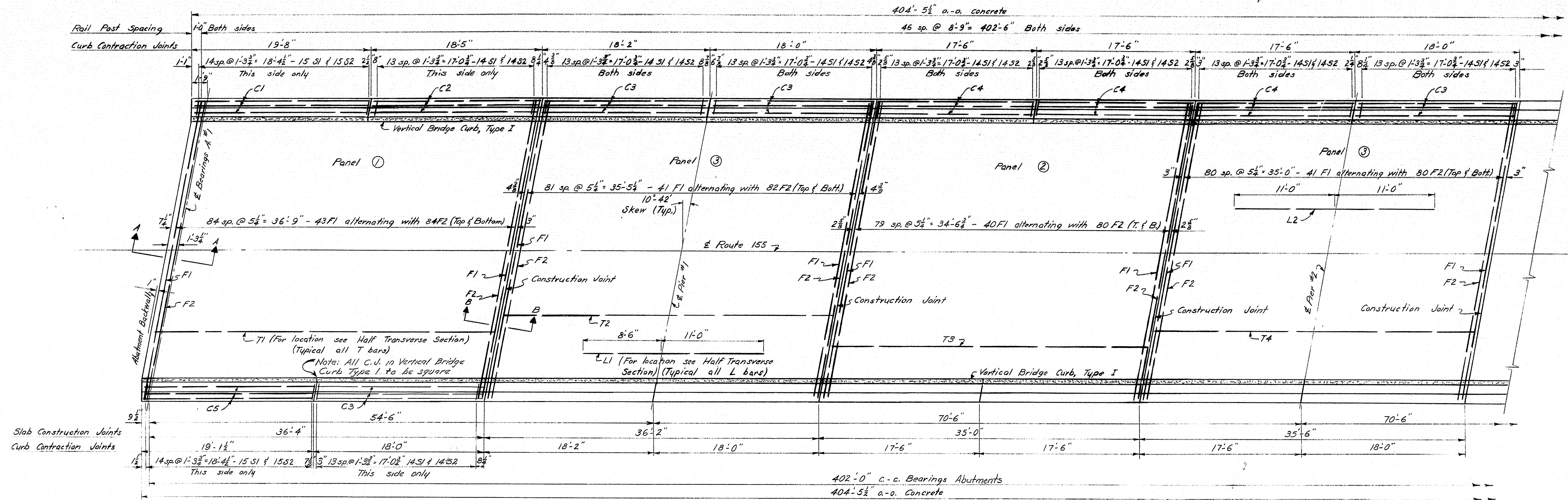
Note: Blocking is 1' at abutment bearings and 1/2' at the piers - Do not use for setting forms. To compensate for dead load deflections as well as possible irregularities in beams, set the bottom of slab elevations at the points indicated before any of the form work is started.



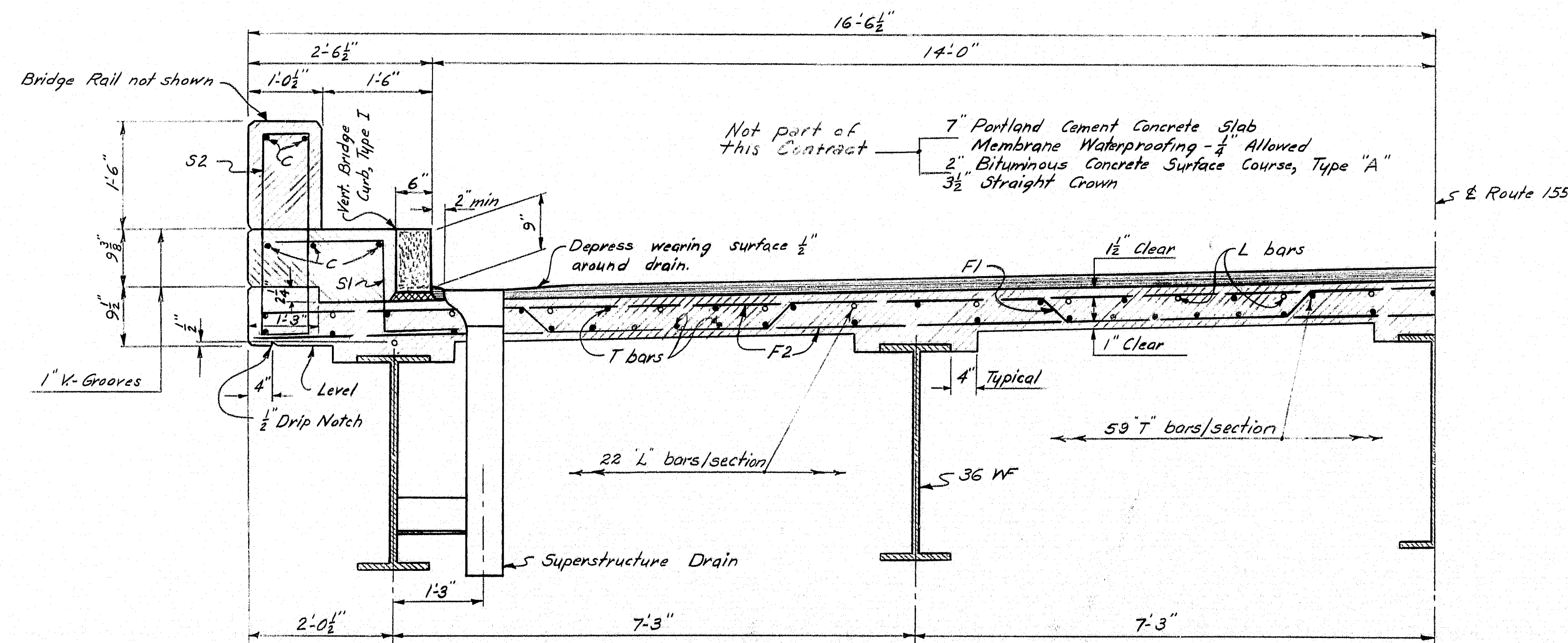
DESIGN - McDOUGAL - DET. ERS.	BRIDGE NO.
TRACE - BARTON	SURVEY -
CHECK - ALB	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE 155 OVER INTERSTATE 95 IN THE TOWN OF HOWLAND PENOBSCOT COUNTY	
BLOCKING DETAILS	
SHEET 10 OF 15 AUGUSTA, MAINE MAY 1964	

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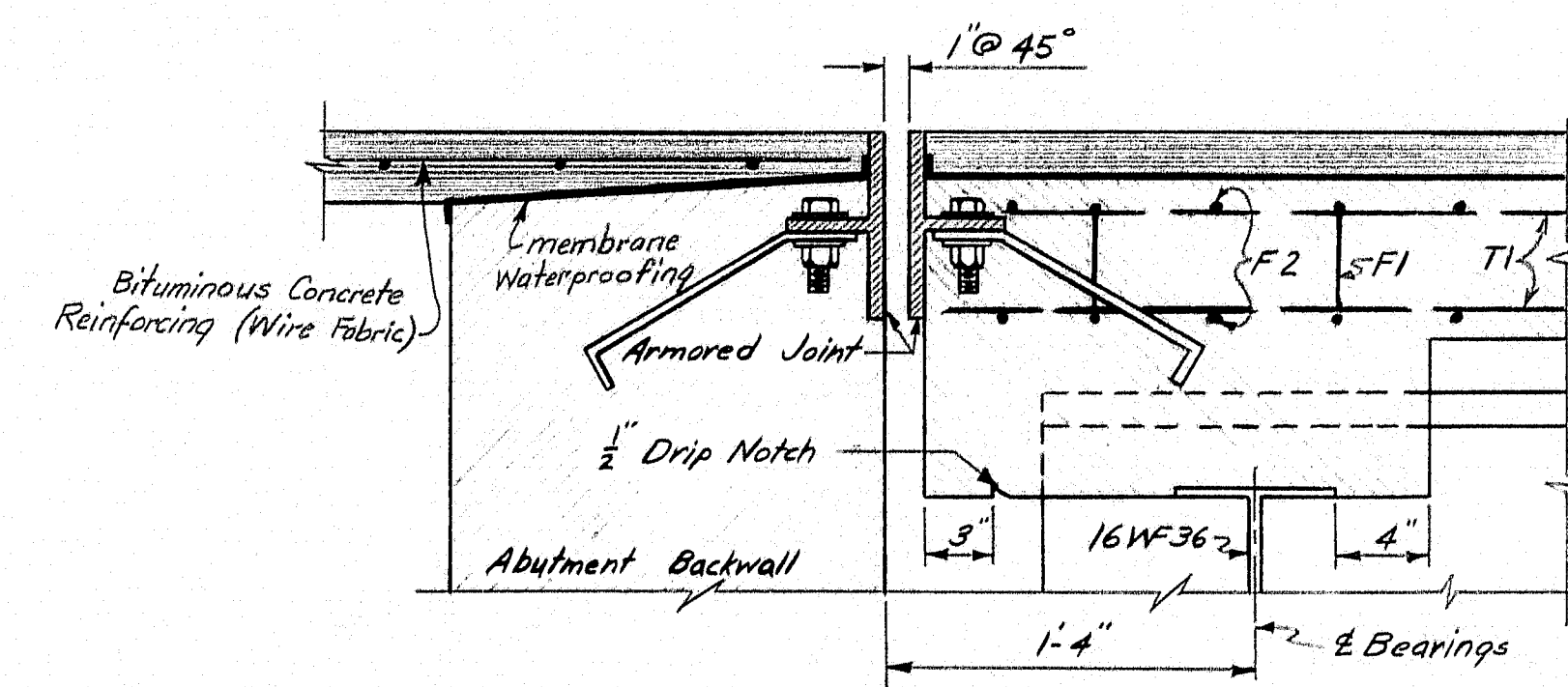




PLAN



HALF TRANSVERSE SECTION
symmetrical about & Route 155.



SECTION A-A

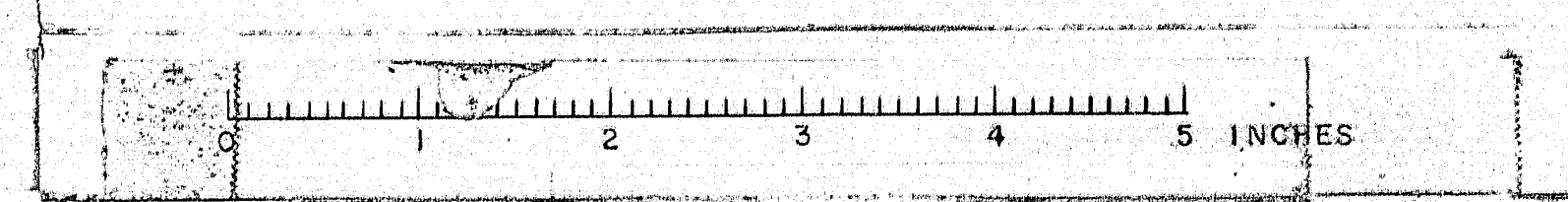
Overlap membrane waterproofing a minimum of 1" at back of backwall and armored joint.

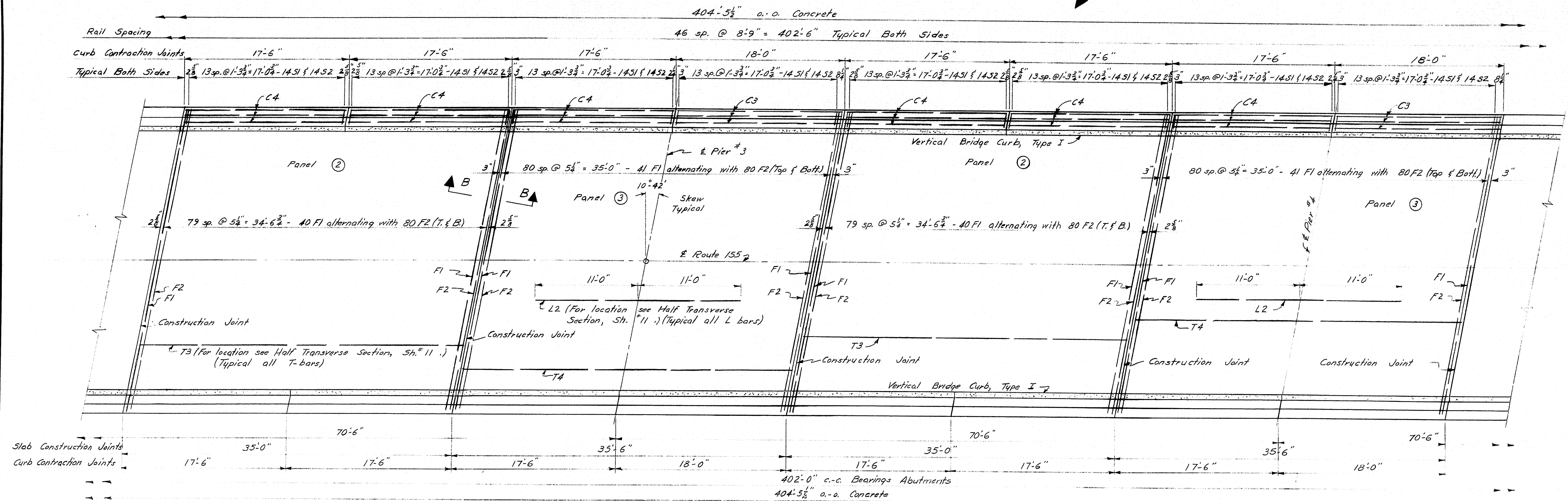
NOTES:

1. For Superstructure General Notes, see Sh. # 12.
2. For Section B-B, see Sh. # 12.
3. End of Rail detail, see Sh. # 13.
4. For V-Groove details, see Sh. # 13.

DESIGN - F. FOSTER TRACE - N. E. BLODEAU CHECK -	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE 155 OVER	
INTERSTATE 95 IN THE TOWN OF	
HOWLAND	
PENOBSCOT COUNTY	
SUPERSTRUCTURE SLAB - I	
SHEET 11 OF 15 AUGUSTA, MAINE MAY 1964	

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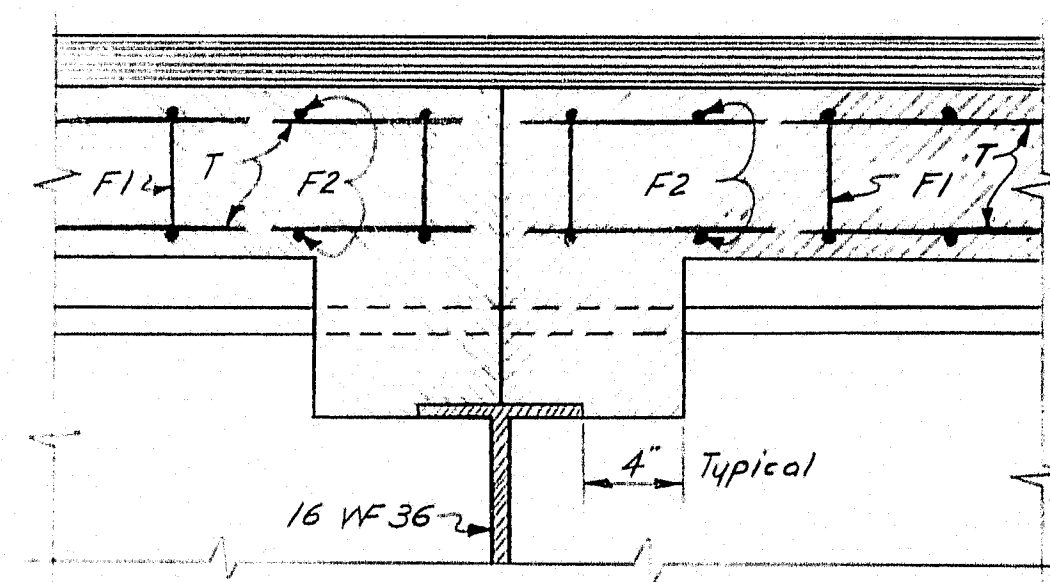
PLAN

SUPERSTRUCTURE GENERAL NOTES

- Form a 1" V-Groove on the top, inside, and outside faces of the rail parapet and outside face of curb, and the ends of slab at each contraction joint. At contraction joints over Piers, use 1/4" Preformed Expansion Joint Filler, Bituminous Treated, across vertical bridge curbs, concrete curb and rail parapet. At all other contraction joints in curbs and rail parapets, break the bond between concrete surfaces with one coat of a suitable grade of asphalt paint.
- Provide a 1" plastic tube drain extending through the slab to 2" below the bottom of the slab at low points of the superstructure adjacent to the armored joint. Locate so that drip from drain will clear bridge seats. Do not cover top of tubing with membrane waterproofing. Payment shall be incidental to Item 701-40, Portland Cement Concrete, Roadway & Sidewalk Slabs on Steel Bridges.
- For Bridge Rail, see Standard Details BD 102-64.
- For Armored Joint and Superstructure Drains, see Standard Details BD 104-64.
- Sequence of concrete placing = Panels 1, then Panels 2, then Panels 3.
- The number of superstructure drains per span shall be as shown below. Exact location of drains to be determined by the Engineer in the field. Drains shall be a minimum of 10' from a pier and 5' from an abutment. Distance shall be measured from E of drain to nearest face of concrete.

Span 1 = 6	(3 each side of E)
Span 2 = 0	
Span 3 = 6	(3 each side of E)
Span 4 = 6	" " " "
Span 5 = 0	
Span 6 = 6	(3 each side of E)
- Chamfer all exposed edges of concrete 1/4".

- NOTES:
- For Half Transverse Section, see Sh. #1.
 - 1" V-Groove details, see Sh. #13.

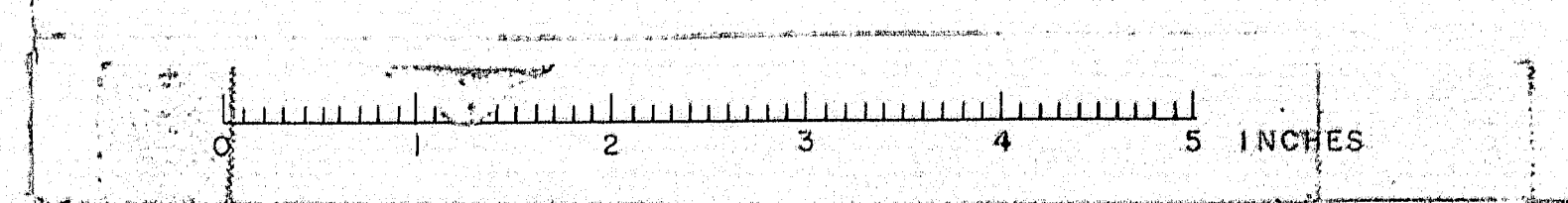


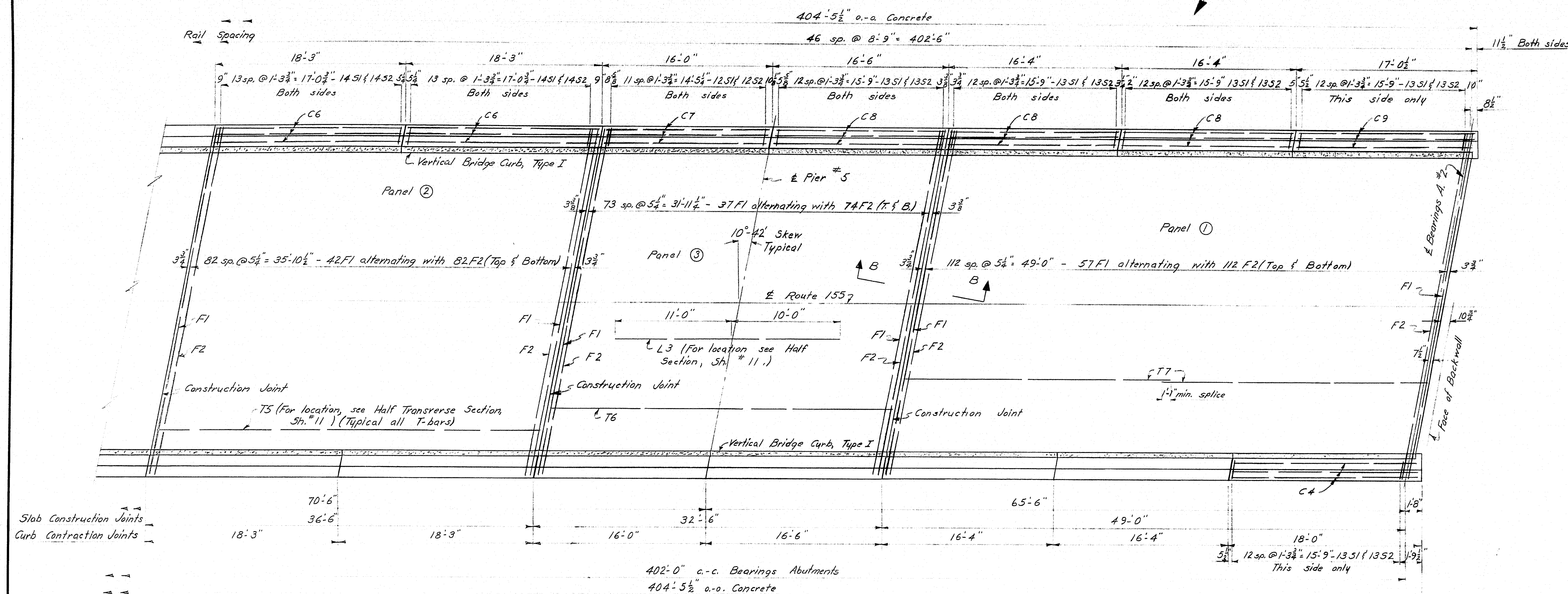
SECTION B-B

Typical all slab construction joints.

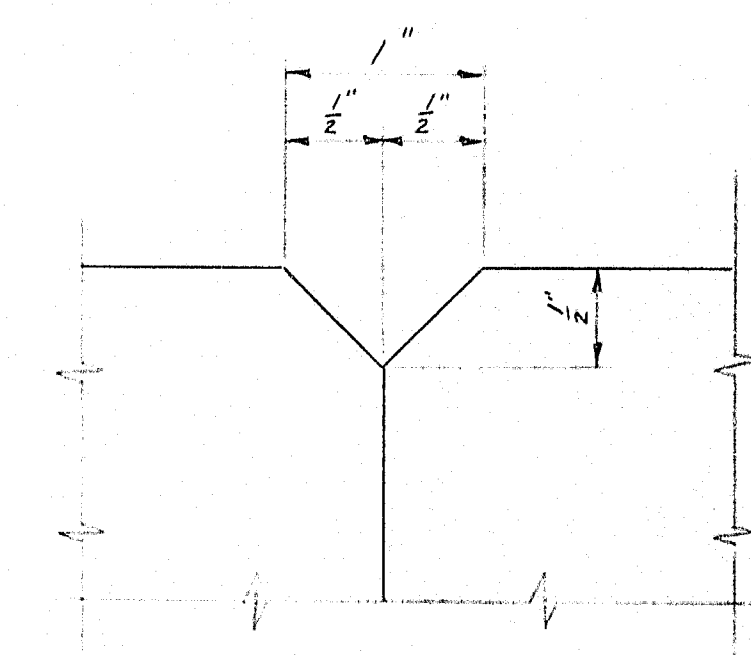
DESIGN - FOSTER	BRIDGE NO.
TRACE - N. E. BILODEAU	SURVEY -
CHECK -	PLOT -
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
ROUTE 155	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
HOWLAND	
PENOBSCOT COUNTY	
SUPERSTRUCTURE SLAB - 2	
SHEET 12 OF 15 AUGUSTA, MAINE MAY 1964	

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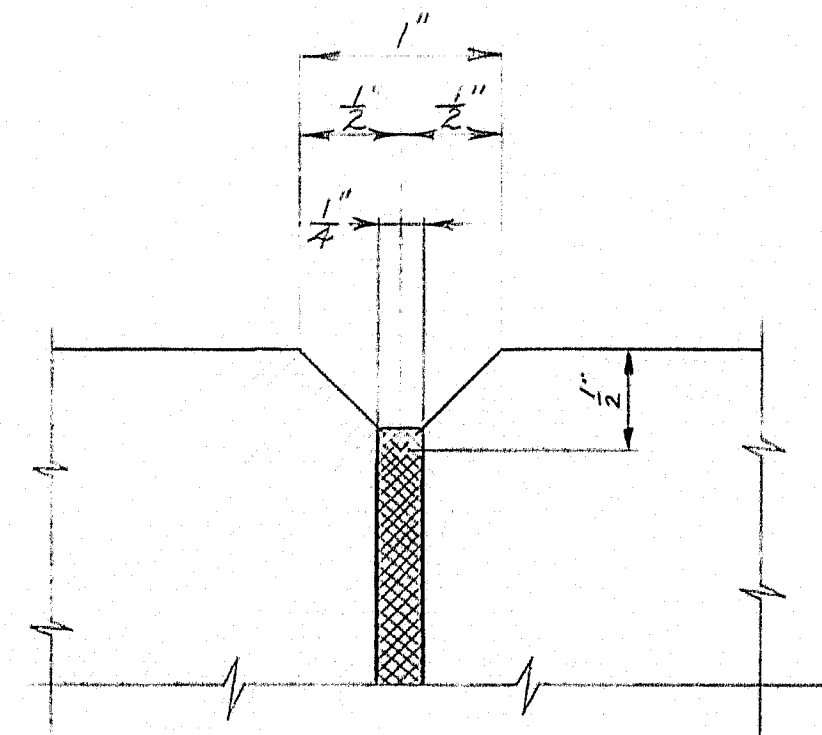




PLAN

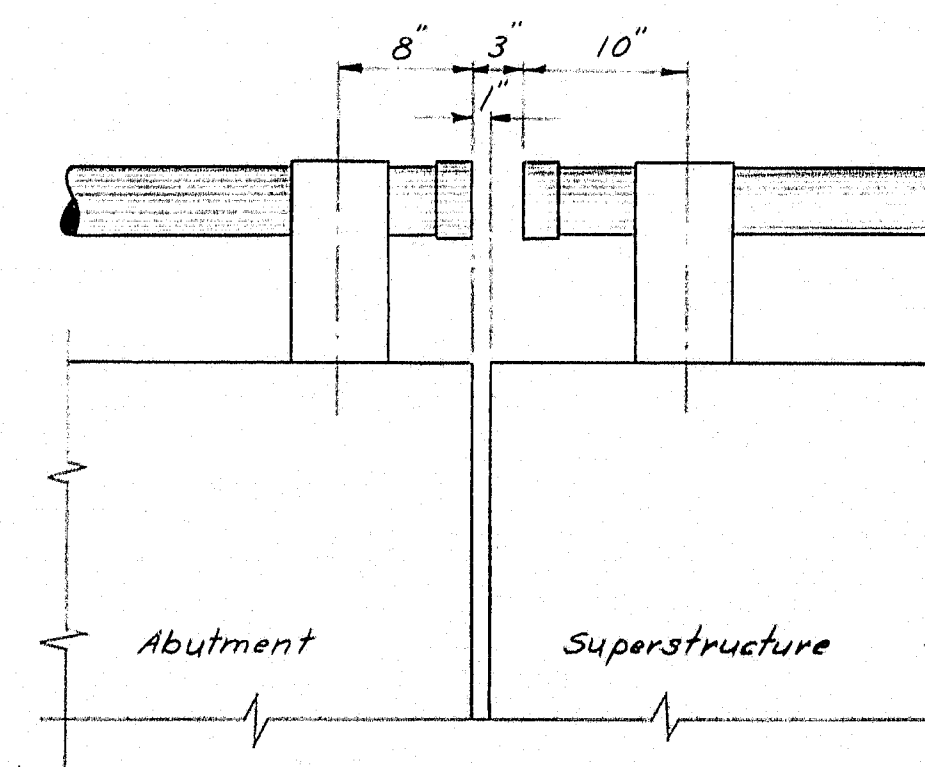


WITHOUT 1/4" PREFORMED
EXPANSION JOINT FILLER

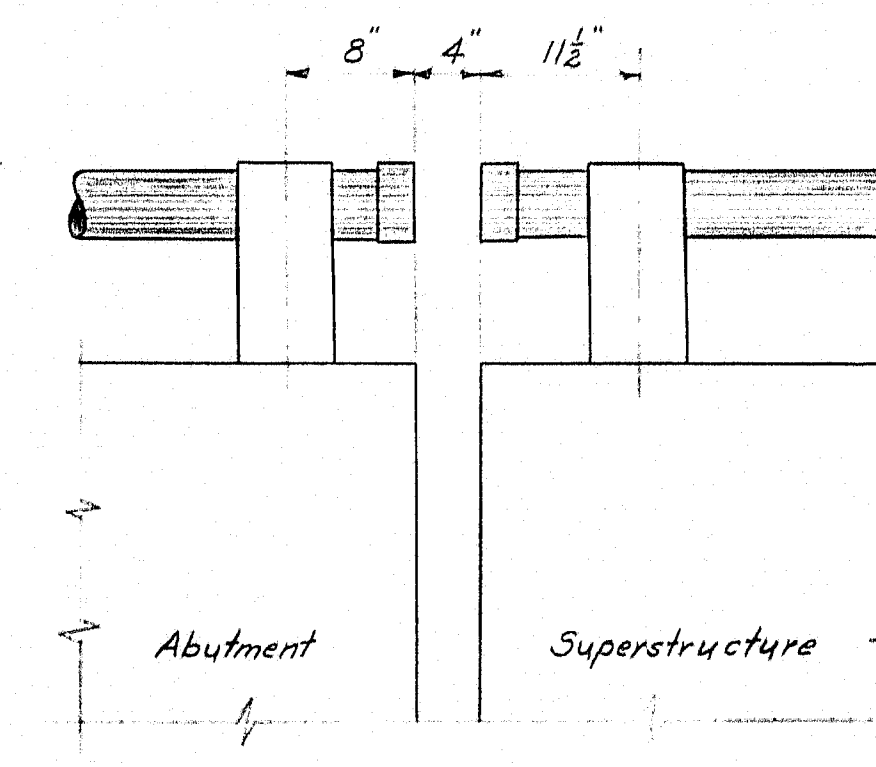


WITH 1/4" PREFORMED
EXPANSION JOINT FILLER

1" V-GROOVE DETAILS



AT ABUTMENT #1



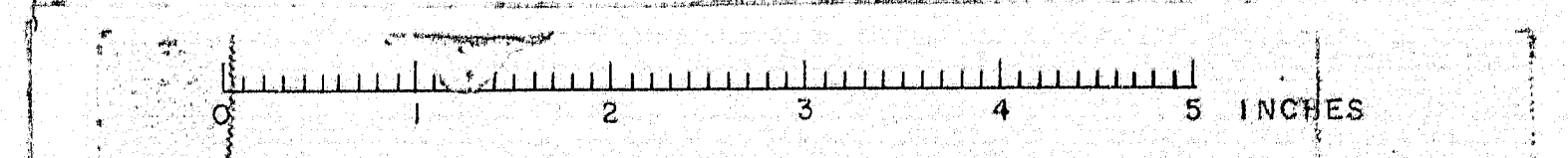
AT ABUTMENT #2

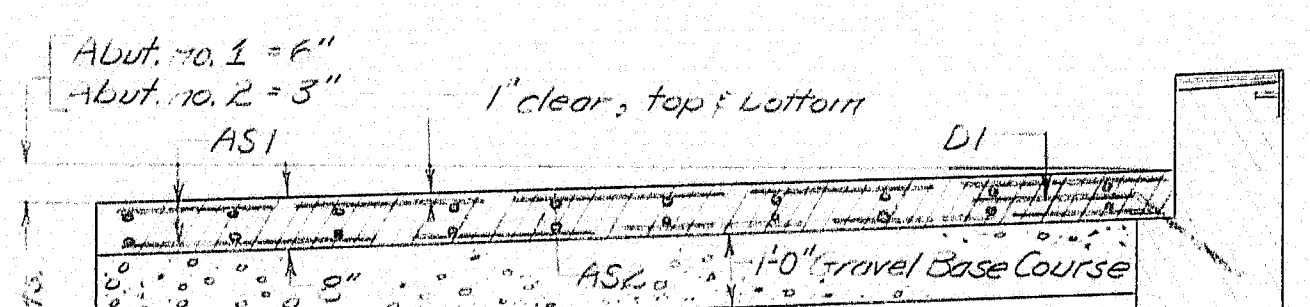
END OF RAIL DETAILS

- NOTES:
1. Superstructure General Notes, see Sh. #12.
 2. Half transverse section, see Sh. #11.
 3. Section B-B, see Sh. #12.
 4. End of slab and expansion dam, see Sh. #9.

DESIGN- F. FOSTER	BRIDGE NO.
TRACE- N. E. BILLOREAU	SURVEY- PLOT-
CHECK- [Signature]	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE 155 OVER	
INTERSTATE 95	
IN THE TOWN OF	
HOWLAND	
PENOBSCOT COUNTY	
SUPERSTRUCTURE SLAB - 3	
SHEET 13 OF 15 AUGUSTA, MAINE MAY 1964	

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TYPICAL SECTION

APPROACH SLAB DETAILS

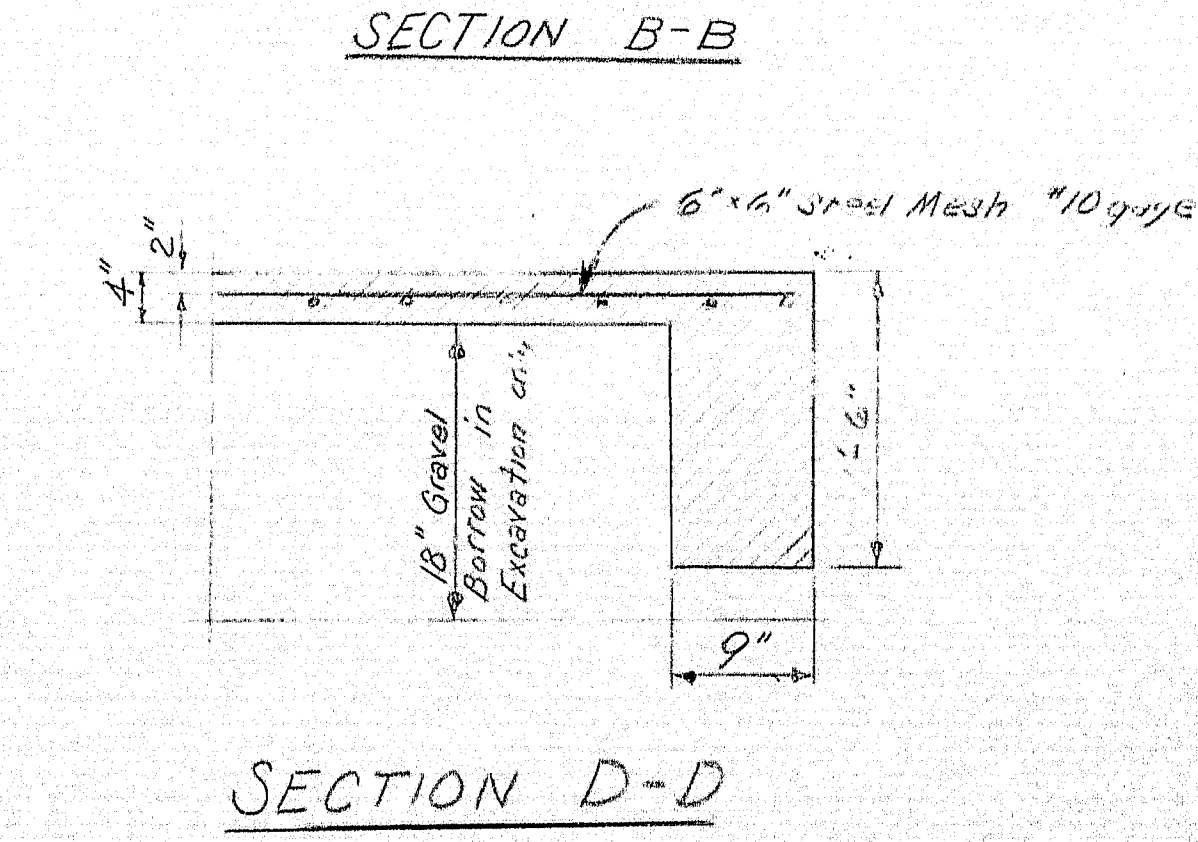
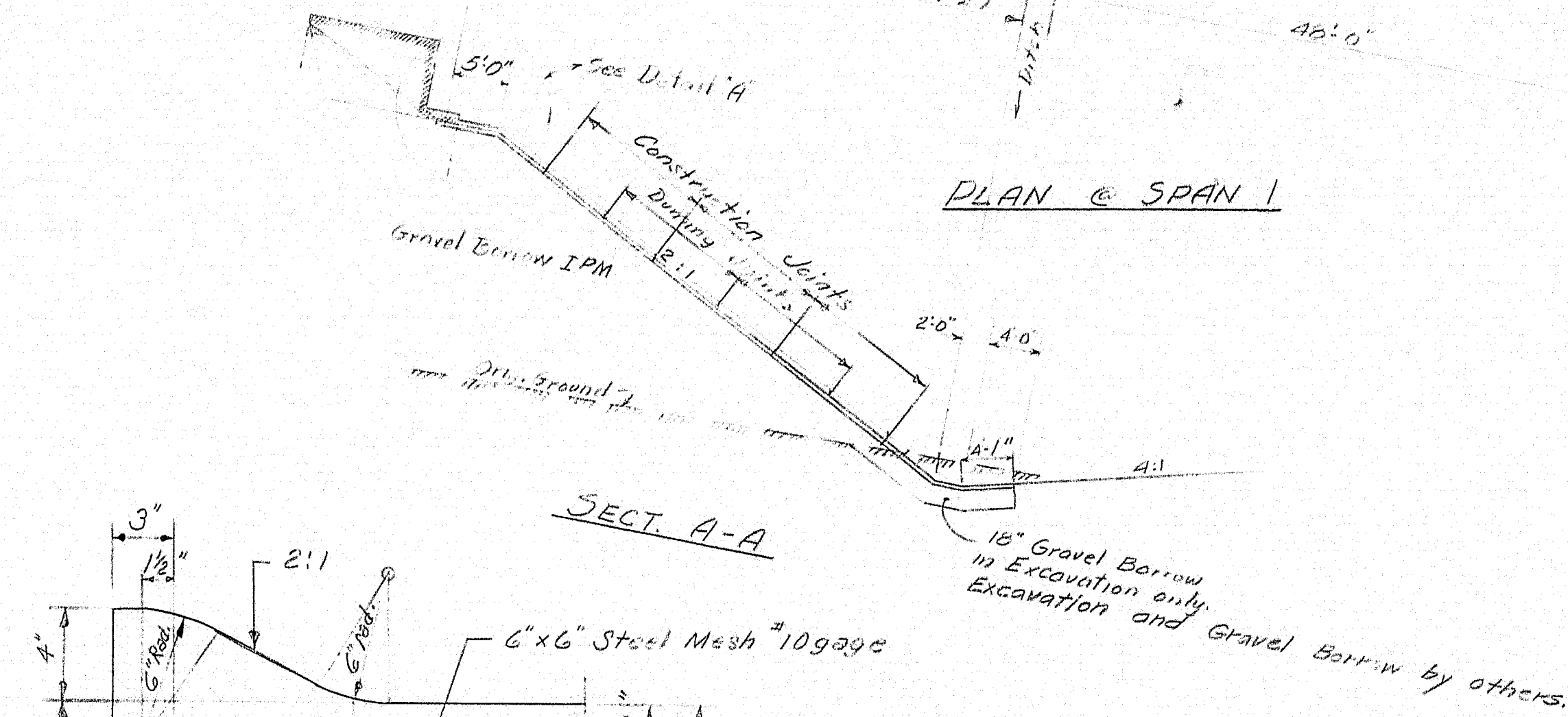
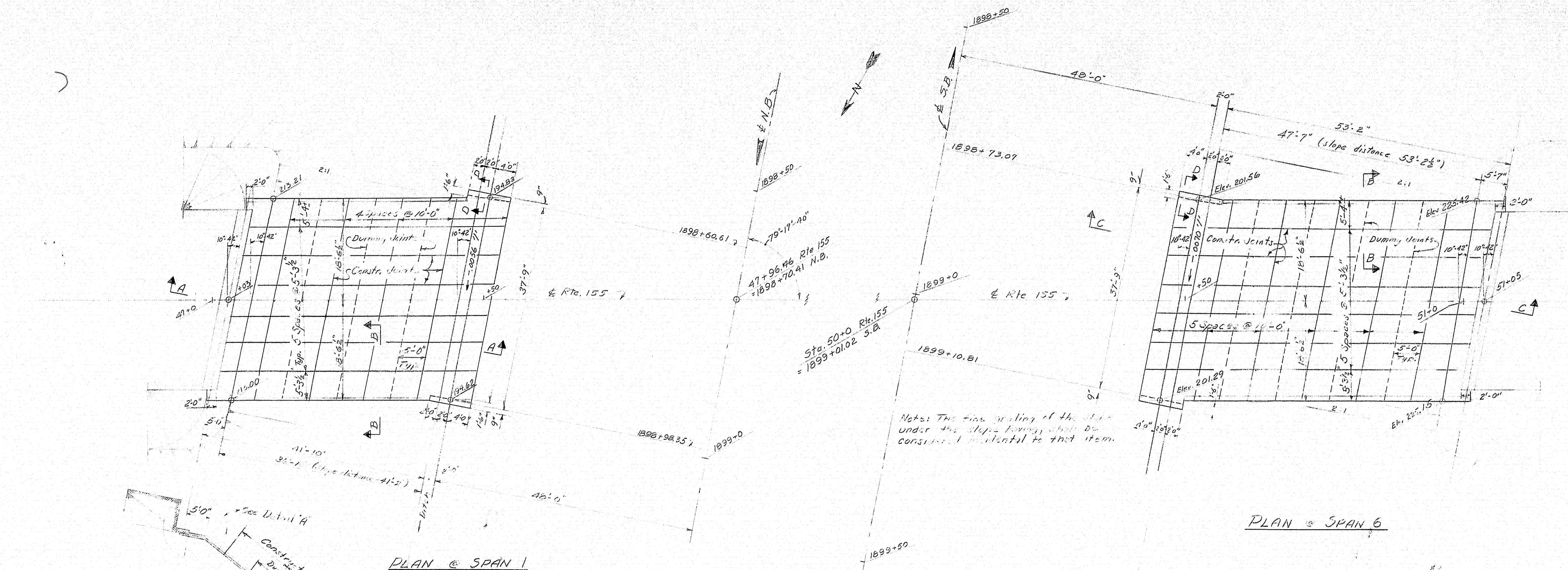
Note: Approach Slab concrete will be paid for as Item 7-1-33, Portland Cement Concrete, Reinforcing Walls.

DET. P. TUBBS
V. A. H.

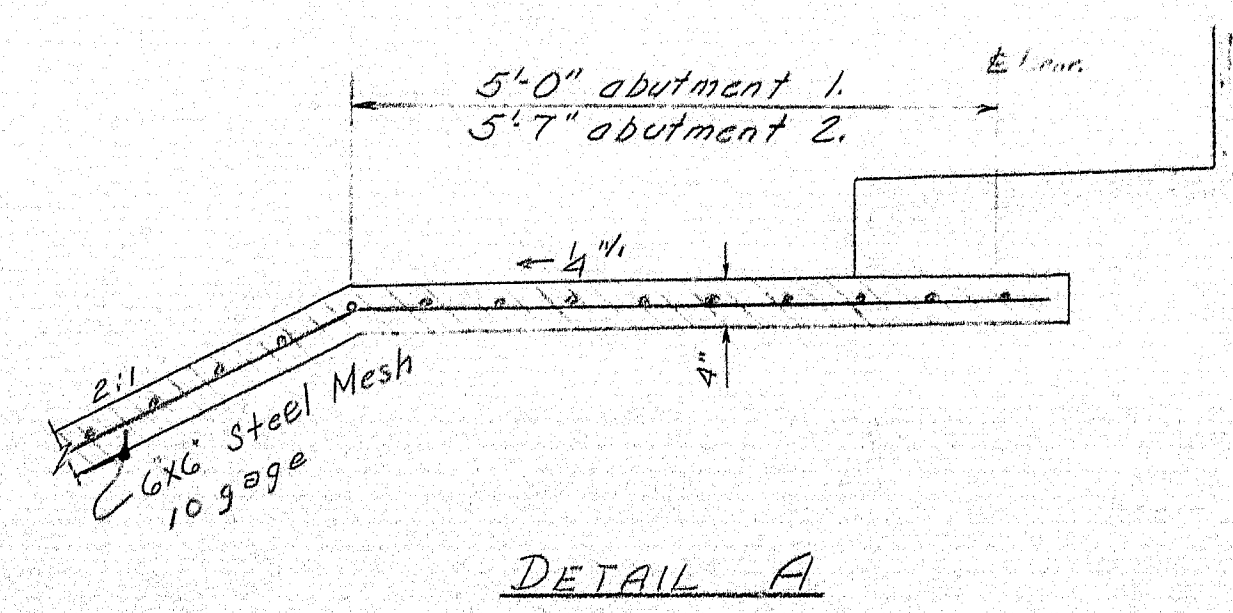
NOTE: All dimensions shown are to centerline of bars.
All reinforcing steel shall be intermediate grade, $f_y = 20,000$ psi.

REINFORCING STEEL SCHEDULE

ABUTMENTS						PIERS						SUPERSTRUCTURE					
DESIGN - MOLLICONE V. A.H.						DESIGN - E.R. STEVENS V. A.H.						DESIGN - F. FOSTER V. COOPER					



- Notes:
1. At Contractor's option, sections of same strip may be cast in order. Band will be broken between adjoining sections with $\frac{1}{4}$ " of Bituminous Treated Prefabricated Expansion Joint Filler.
 2. Dummy Joints shall be made with a side-walk edging tool to a depth of $\frac{1}{4}$ ".



DESIGN: F. Farber
CHECK: J. H. H.

BRIDGE NO.
SURVEY-
PLOT-

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
ROUTE 155
OVER
INTERSTATE 95
IN THE TOWN OF
HOWLAND
PENOBSCOT COUNTY
SLOPE PROTECTION
SHEET 15 OF 15 AUGUSTA, MAINE MAY 1964

