STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Ninth Edition 2020.

DESIGN LOADING

Live Load ..... HL - 93 Modified for Strength I

TRAFFIC DATA

	I-95 Northbound	I-95 Southbound
Current (2021) AADT	15270	15670
Future (2041) AADT	16800	17240
DHV - % of AADT	12%	12%
Design Hour Volume	2016	2069
Heavy Trucks (% of AADT)	14%	17%
Heavy Trucks (% of DHV)	8%	12%
Directional Distribution (% of DHV)	100%	100%
18 kip Equivalent P 2.0	2357	2350
18 kip Equivalent P 2.5	2245	2239
Design Speed (mph)	70 MPH	70 MPH

MATERIALS

Concrete:
- Curbs ..... Class "LP"
- Subfooting ..... Class "Fill"
- All Other ..... Class "A"

Reinforcing Steel:
- Plain ..... ASTM A 615/A 615M, Grade 60
- Low-Carbon Chromium (ChromX 9100) ..... ASTM A1035-CS, Grade 100

Structural Steel:
- All Material (except as noted) ..... ASTM A 709, Grade 50 (Metallized)
- High Strength Bolts ..... ASTM F 3125, Grade A 325, Type 1 H.D.G.

BASIC DESIGN STRESSES

Concrete Class "A" ..... f 'c = 4,000 psi
Concrete Class "LP" ..... f 'c = 5,000 psi
Concrete Class "Fill" ..... f 'c = 3,000 psi

Reinforcing Steel (Plain) ..... f y = 60,000 psi
Reinforcing Steel (Low-Carbon Chromium) ..... f y = 100,000 psi

Structural Steel:
- ASTM A 709, Grade 50 ..... F y = 50,000 psi
- ASTM F 3125, Grade A 325 ..... F u = 120,000 psi

WATERVILLE
KENNEBEC COUNTY
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
OVER
WEBB ROAD
INTERSTATE 95

FEDERAL AID PROJECT NO. 2189401
PROJECT LENGTH 0.067 mi.
BRIDGE NOs. 5813 & 1461

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UTILITIES

Central Maine Power Company
Charter Communications, Inc.
Consolidated Communications, Inc.
Otelco
Summit Natural Gas of Maine
Waterville Sewerage District

MAINTENANCE OF TRAFFIC

Interstate traffic will be diverted onto a temporary diversion in the median with a design speed of 55 mph. Webb Road will be closed to traffic during construction with traffic detoured.

PROJECT LOCATION	I-95 NB Bridge (#5813) over Webb Road & I-95 SB Bridge (#1461) over Webb Road Latitude: 44 31' 29"N Longitude: 69 41' 47"W
PROGRAM AREA	Bridge
OUTLINE OF WORK	Two Bridge Replacements With Approach Work

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE 5-20-22
COMMISSIONER
CHIEF ENGINEER: Dave Sinclair 5-20-2022

STATE OF MAINE * THERESA D McAULIFFE No. 13046 LICENSED PROFESSIONAL ENGINEER *

SIGNATURE 13046
P.E. NUMBER 5-16-22
DATE

PROJECT INFORMATION

PROGRAM	BRIDGE PROGRAM
PROJECT MANAGER	DEVAN EATON
DESIGNER	THERESA McAULIFFE
CONSULTANT	McFARLAND JOHNSON, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WATERVILLE
I-95 NB/SB/WEBB ROAD BRIDGES

TITLE SHEET

SHEET NUMBER 1 OF 169

WIN 21894.01
2189401

McFarland Johnson

Date:5/16/2022
Username: slindsley
Division:
Filename:\Draw\Drawings\001_Title.dgn

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	WIN 21894.01 SOUTHBOUND	WIN 21900.01 NORTHBOUND	TOTAL QUANTITY
201.11	CLEARING	AC	1.65	1.65	3.3
202.13	REMOVE EXISTING RAILINGS (RETAINED BY DEPARTMENT)	LF	280	280	560
202.15	REMOVE EXISTING MANHOLE OR CATCH BASIN	EA	1	1	2
202.19	REMOVING EXISTING BRIDGE (CONCRETE: 1020 CY ~ STEEL: 520200 LBS)	LS	0.5	0.5	1
202.202	REMOVING PAVEMENT SURFACE	SY	5500	5500	11,000
202.205	RUMBLE STRIPS- SHOULDER	LF	2350	2350	4,700
203.20	COMMON EXCAVATION	CY	2350	2350	21,000
203.24	COMMON BORROW	CY	10500	10500	29,600
203.25	GRANULAR BORROW	CY	2600	2750	5,350
206.082	STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES, PLAN QUANTITY	CY	2800	2650	5,450
206.092	STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES	CY	15	5	20
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	5850	5850	11,700
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	T	465	455	920
403.211	HOT MIX ASPHALT - SHIM	T	15	15	30
403.213	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE COURSE)	T	316	274	590
403.2131	HOT MIX ASPHALT - 12.5 MM (BASE AND INTERMEDIATE BASE COURSE, POLYMER MODIFIED)	T	102	93	195
409.15	BITUMINOUS TACK COAT, APPLIED	G	275	275	550
461.131	TEMPORARY PAVEMENT	T	1750	1750	3,500
502.219	STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (1,950 CY)	LS	0.5	0.5	1
502.26	STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLAB ON STEEL BRIDGES (150 CY)	LS	0.5	0.5	1
502.31	STRUCTURAL CONCRETE APPROACH SLAB (60 CY)	LS	0.5	0.5	1
502.49	STRUCTURAL CONCRETE CURBS AND SIDEWALKS (16 CY)	LS	0.5	0.5	1
502.565	CONCRETE FILL	CY	650	450	1,100
503.12	REINFORCING STEEL, FABRICATED AND DELIVERED	LB	53400	51200	104,600
503.13	REINFORCING STEEL, PLACING	LB	53400	51200	104,600
503.19	LOW-CARBON CHROMIUM REINFORCEMENT, FABRICATED AND DELIVERED	LB	71100	70400	141,500
503.20	LOW-CARBON CHROMIUM REINFORCEMENT, PLACING	LB	71100	70400	141,500
504.702	STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED (135,500 LBS)	LS	0.5	0.5	1
504.71	STRUCTURAL STEEL ERECTION (135,500 LBS)	LS	0.5	0.5	1
505.08	SHEAR CONNECTORS (5,418 EA)	LS	0.5	0.5	1
506.9104	THERMAL SPRAY COATING (SHOP APPLIED)	LS	0.5	0.5	1
507.0821	STEEL BRIDGE RAILING, 3 BAR (232 LF)	LS	0.5	0.5	1
507.0822	STEEL APPROACH RAILING: 3-BAR	EA	4	4	8
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (550 SY)	LS	0.5	0.5	1
512.081	FRENCH DRAINS (470 LF)	LS	0.51	0.49	1
515.21	PROTECTIVE COATING FOR CONCRETE SURFACES (1,020 SY)	LS	0.54	0.46	1
519.60	EXPANSION DEVICE - ASPHALTIC PLUG JOINT	LF	42.5	42.5	85
523.52	BEARING INSTALLATION	EA	14	14	28
523.5401	LAMINATED ELASTOMERIC BEARINGS, FIXED	EA	7	7	14
523.5402	LAMINATED ELASTOMERIC BEARINGS, EXPANSION	EA	7	7	14
526.301	PORTABLE CONCRETE BARRIER, TYPE I (60 LF)	LS	0.5	0.5	1
527.33	TRUCK MOUNTED ATTENUATOR	EA	0.5	0.5	1
603.169	15 INCH CULVERT PIPE OPTION III	LF	1750	1750	24
603.179	18 INCH CULVERT PIPE OPTION III	LF	12	12	48
603.199	24 INCH CULVERT PIPE OPTION III	LF	24	24	420
603.255	60 INCH RCP CLASS III	LF	210	210	16
603.259	60 INCH CULVERT PIPE OPTION III	LF	8	8	165
604.092	CATCHBASIN TYPE B1-C	EA	82.5	82.5	2
604.0957	96 INCH CATCHBASIN TYPE B1-C	EA	1	1	1
604.15	MANHOLE	EA	0.5	0.5	5
604.156	96 INCH MANHOLE	EA	2.5	2.5	2
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	EA	1	1	2
606.1301	31" W-BEAM GR, MID WAY SPLICE -SINGLE FACED	LF	2.5	2.5	4,925
606.1305	31" W-BEAM GR, MID-WAY SPLICE FLARED TERMINAL	EA	2462.5	2462.5	3
606.1307	BRIDGE TRANSITION (ASYMMETRICAL) - TYPE IA	EA	1.5	1.5	8
606.25	TERMINAL CONNECTOR	EA	4	4	2
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	EA	1	1	10
606.354	REMOVE & RESET FLEXIBLE GUARDRAIL MARKER	EA	5	5	8

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	WIN 21894.01 SOUTHBOUND	WIN 21900.01 NORTHBOUND	TOTAL QUANTITY
606.363	GUARDRAIL, REMOVE AND DISPOSE	LF	2375	2375	4,750
606.366	GUARDRAIL, REMOVE & RESET 31" W-BEAM GR, MID WAY SPLICE -SINGLE FACED	LF	1700	1700	3,400
607.183	CHAIN LINK SNOW FENCE 33 INCH	LF	116	116	232
610.08	PLAIN RIPRAP	CY	280	280	560
610.212	STREAMBED ROCK FEATURES	CY	10	10	20
613.319	EROSION CONTROL BLANKET	SY	5000	5000	10,000
615.07	LOAM	CY	550	550	1,100
615.10	DIRTY BORROW	CY	200	200	400
618.14	SEEDING METHOD NUMBER 2	UN	14	14	28
619.12	MULCH	UN	14	14	28
619.14	EROSION CONTROL MIX	CY	1500	1500	3,000
620.58	EROSION CONTROL GEOTEXTILE	SY	1000	1000	2,000
627.30	GROOVING FOR PAVEMENT MARKING	SF	1700	1700	3,400
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	750	750	1,500
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	9000	9000	18,000
627.77	REMOVE PAVEMENT MARKINGS	SF	312.5	312.5	625
627.781	TEMPORARY 6" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	8775	8775	17,550
629.05	HAND LABOR, STRAIGHT TIME	HR	10	10	20
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	10	10	20
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	10	10	20
631.12	ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	10	10	20
631.171	TRUCK-SMALL (INCLUDING OPERATOR)	HR	10	10	20
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	HR	10	10	20
631.22	FRONT END LOADER (INCLUDING OPERATOR)	HR	10	10	20
639.18	FIELD OFFICE TYPE A	EA	0.5	0.5	1
652.30	FLASHING ARROW BOARD	EA	0.5	0.5	1
652.312	TYPE III BARRICADE	EA	2	2	4
652.33	DRUM	EA	125	125	250
652.34	CONE	EA	125	125	250
652.35	CONSTRUCTION SIGNS	SF	360	360	720
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES (1,185 CD)	LS	0.5	0.5	1
652.38	FLAGGERS	HR	50	50	100
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	EA	2	2	4
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	0.5	0.5	1
659.10	MOBILIZATION	LS	0.5	0.5	1
910.301	SPECIAL WORK - UTILITY - INSTALL ONLY, OTELCO	LS	0.5	0.5	1
910.301	SPECIAL WORK - CONDUIT CONC.DUCT BANK, CONSOLIDATED	LS	0.5	0.5	1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER

2

OF 169

Username: taguilar Date:6/6/2022

Division:

Filename: ...\002_Estimated Quantities.dgn

GENERAL CONSTRUCTION NOTES

1. For easements, construction limits, and right of way lines, refer to the Right of Way Map.

2. The clearing limits as shown on the plans are approximate. The actual clearing limits for payment will be established in the field by the Resident.

3. All utility facilities shall be adjusted by the respective utilities unless otherwise noted.

4. Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.

5. Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.

6. In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.

7. Stones which cannot be rolled or compacted into the surface of the shoulder shall be removed by hand raking. Payment for hand raking will be considered incidental to Pay Item 304.10, Aggregate Subbase Course - Gravel.

8. Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.

9. Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.

10. Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.

11. A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.

12. Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items.

13. Protective Coating for Concrete Surfaces shall be applied to the following areas:
    All exposed surfaces of concrete curbs and sidewalks.
    Fascias down to the drip notch.
    Top of abutment backwalls and wingwalls, and
    To one foot below the ground on vertical walls against earth.

14. Project information referenced to below may be accessed at the following MaineDOT web address:
    http://www.maine.gov/mdot/contractors/

15. The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.

16. The project geotechnical report titled: Geotechnical Design Report Replacement of I-95 Bridges over Webb Road MaineDOT WIN 21900.01, Bridge No. 5813 and MaineDOT WIN 21894.01, Bridge No. 1461 Waterville Maine, dated March 2022 may be accessed at the MaineDOT web address.

17. Geotechnical information furnished or referred to in this plan set is for the use of the Bidder and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.

18. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

    a. If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.

    b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

    c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.

19. The existing bridge shall be removed by and become property of the Contractor. The steel portions of the existing bridge may be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling, or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations." Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay item.

20. Due to the close proximity of this project to the Robert LaFleur Airport, in accordance with 14CFR Part 77.9, the Contractor is required to file notice of use of tall construction equipment with the FAA at least 45 days prior to beginning construction. Reference the following website for more information: https://oeaaa.faa.gov/oeaaa/external/portal.jsp. This will be considered incidental to the Contract.

21. All drainage structures that are labeled as 'Temporary' on the plans shall be removed as part of the completion of the project and become property of the Contractor, payment shall be considered incidental to the respective pay items.

22. Payment for connections for proposed guardrail to existing guardrail will be considered incidental to related contract items.

Username: nedmon Date:5/31/2022
Division:
Filename: ...\003_General Const Notes.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

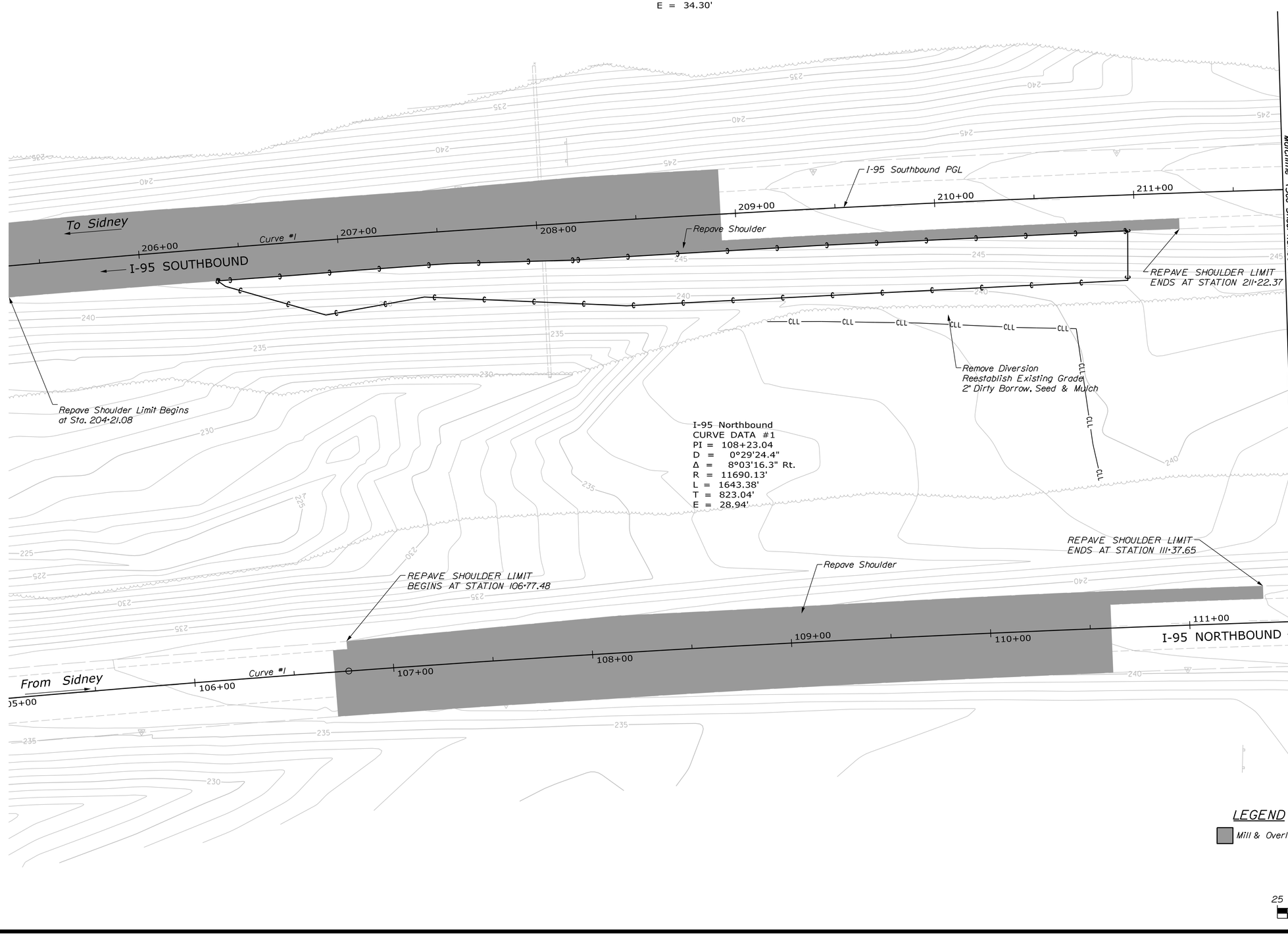
GENERAL NOTES

SHEET NUMBER

3

OF 169

I-95 Southbound
CURVE DATA #1
PI = 208+69.92
D = 0°31'12.9"
Δ = 9°01'57.2" Rt.
R = 11013.31'
L = 1736.23'
T = 869.92'
E = 34.30'



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

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I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

GENERAL PLAN

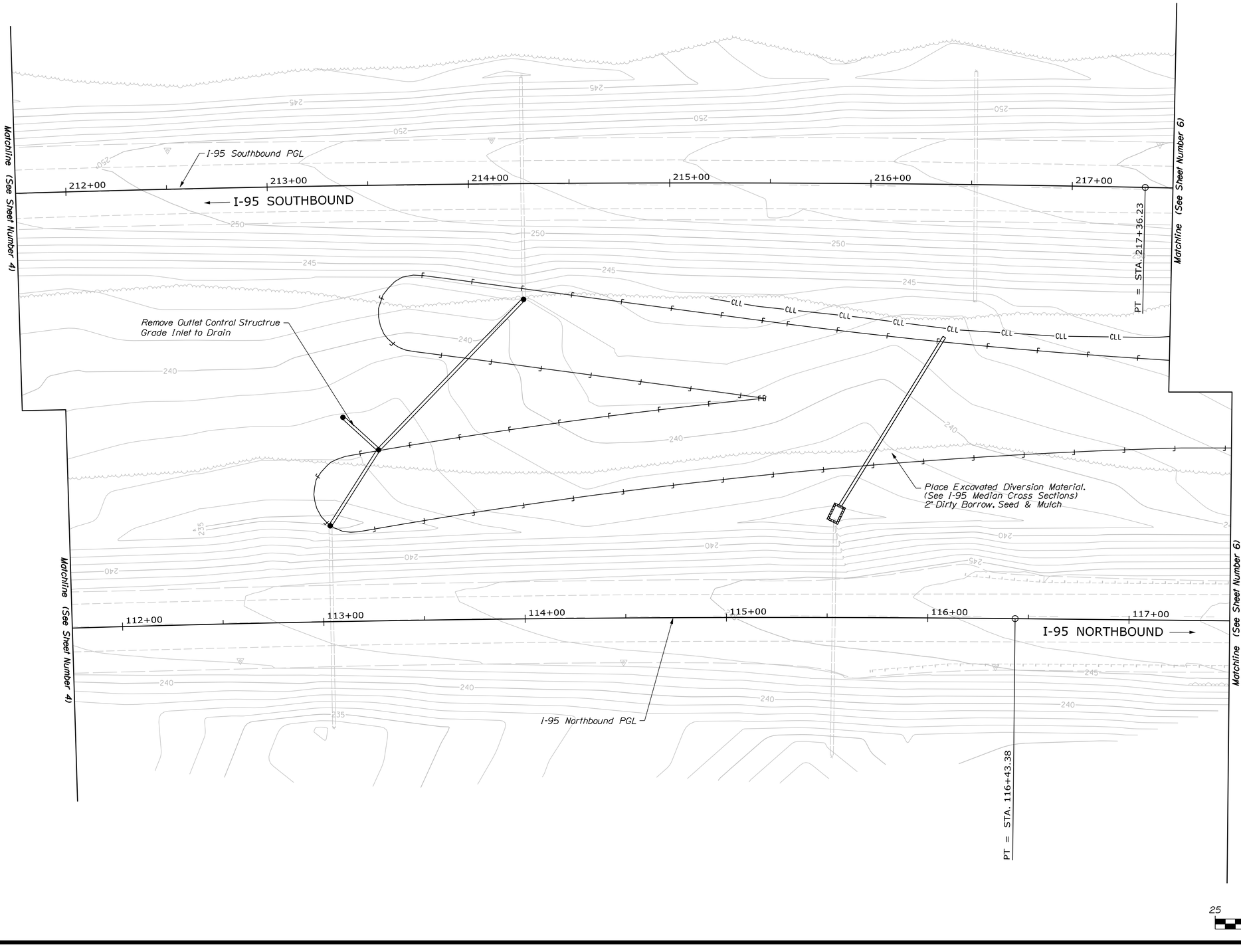
SHEET NUMBER

4

OF 169

Filename: ...\Drawings\002_General Plan.dgn Division: Username: nedmon Date:5/31/2022

Filename: ...\Drawings\003_General Plan.dgn Division: Username: nedmon Date:5/31/2022



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

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FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

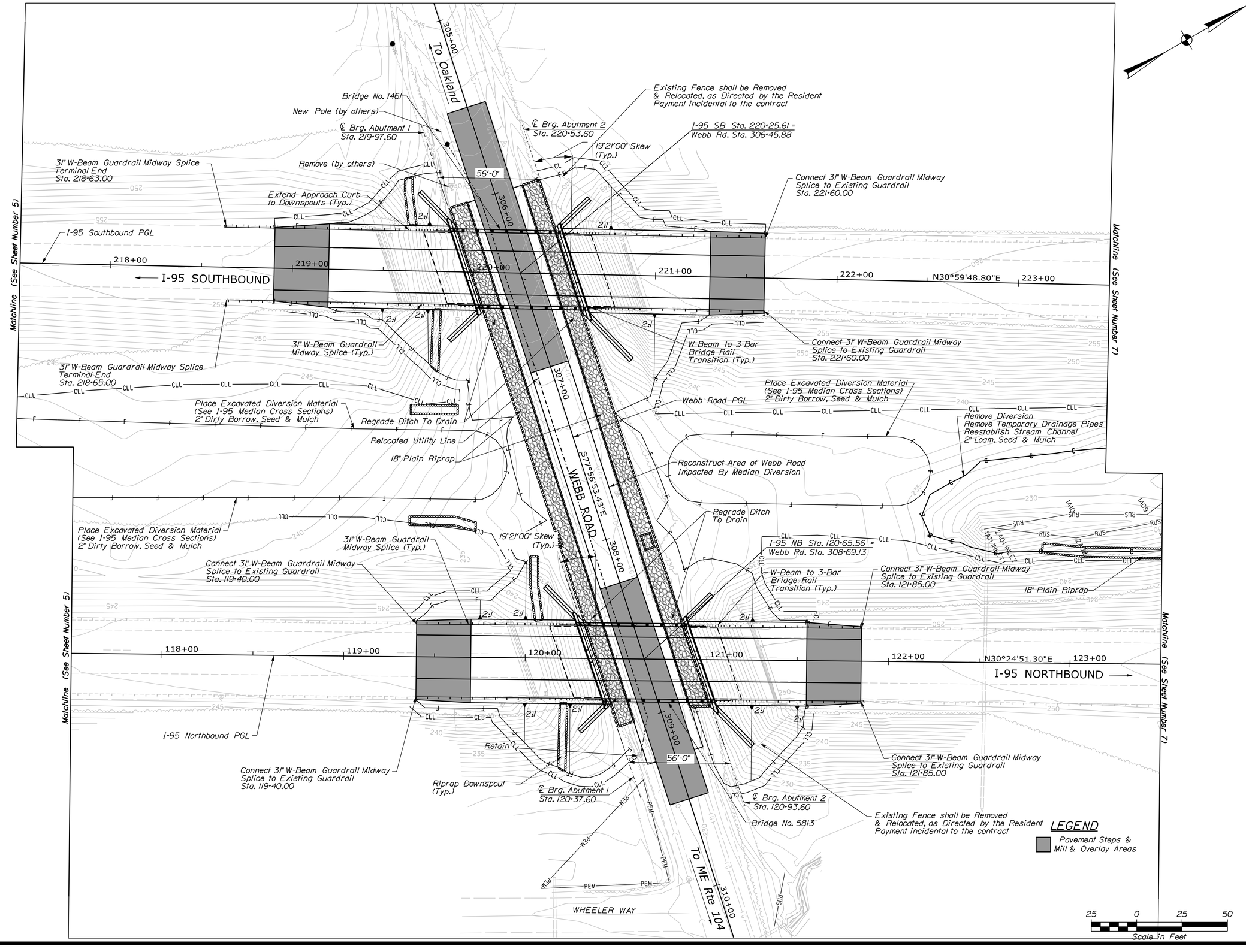
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

GENERAL PLAN

SHEET NUMBER

5

OF 169



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. EATON	
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY 04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN 04-22
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DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

GENERAL PLAN

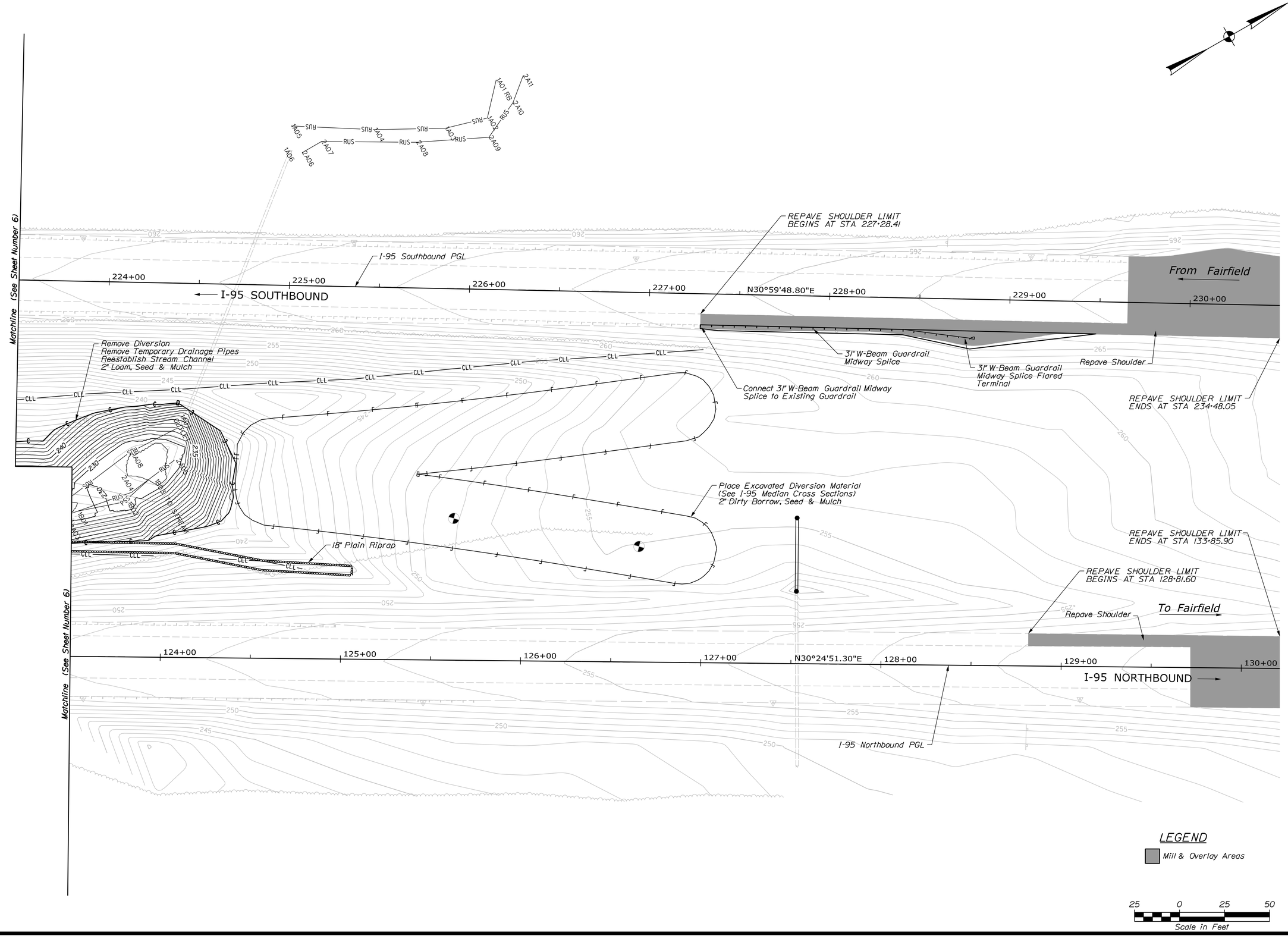
SHEET NUMBER

6

OF 169

Filename: ...\Drawings\004_General Plan.dgn Username: nedman Division: Date:5/31/2022

Username: nedman Date:5/31/2022
Division:
Filename: ...\Drawings\005_General Plan.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

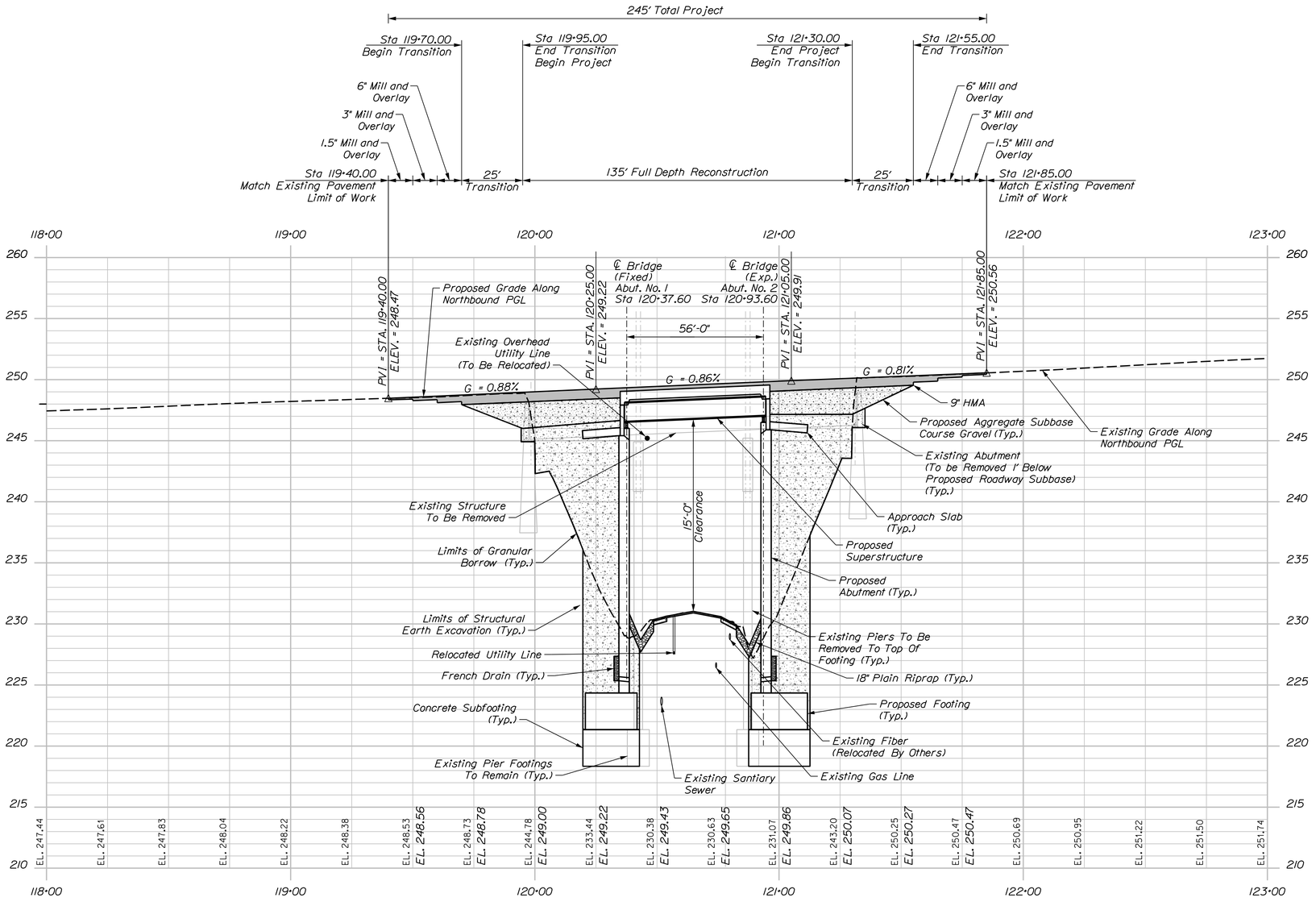
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

GENERAL PLAN

SHEET NUMBER

7

OF 169



PROFILE
INTERSTATE 95 NORTHBOUND

PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

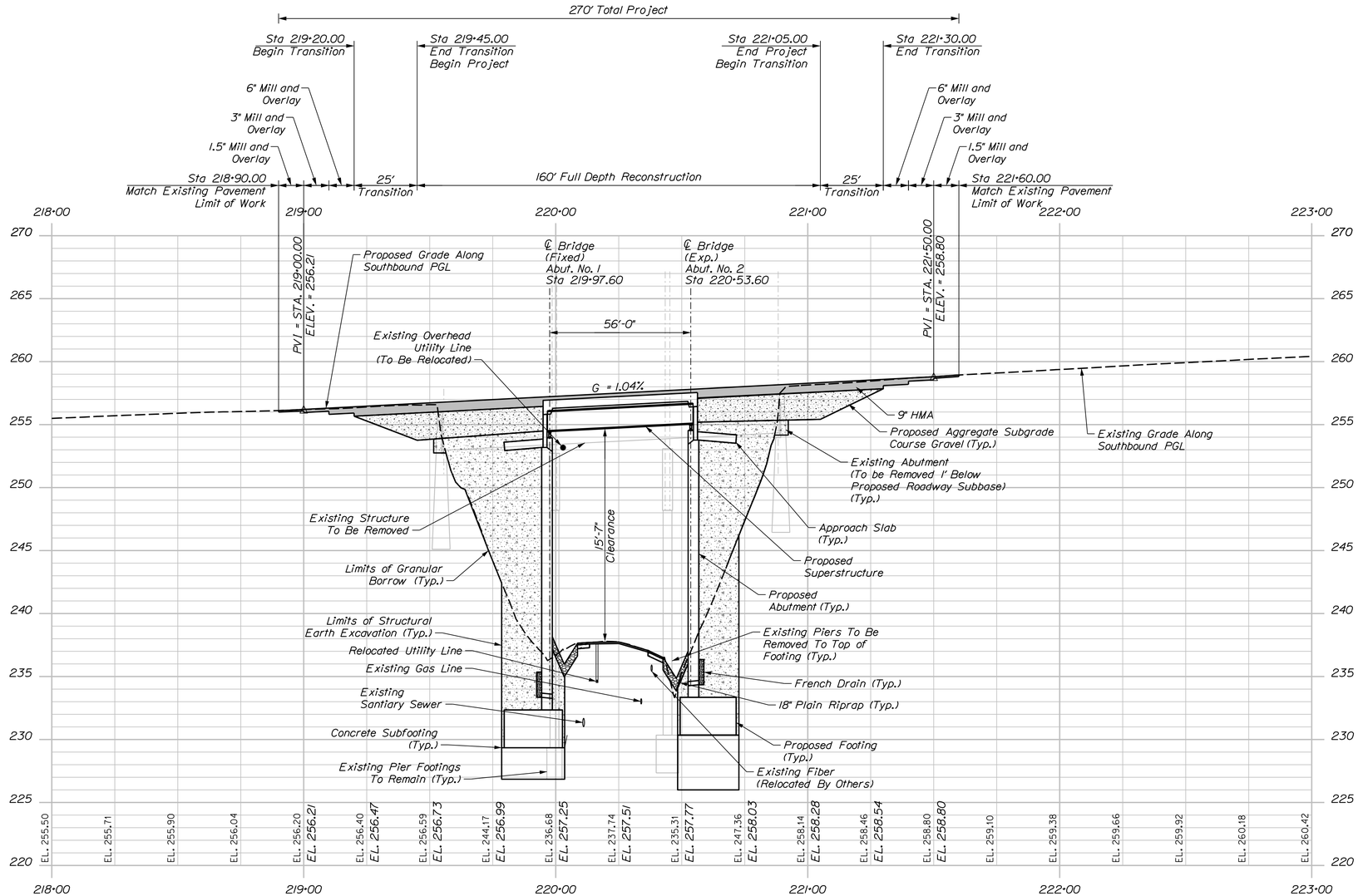
DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

PROFILE
I-95 NORTHBOUND

SHEET NUMBER
8
OF 169

Filename: ...\Drawings\006_ProfileNB.dgn Division: Username: nedmon Date:5/31/2022



PROFILE
INTERSTATE 95 SOUTHBOUND

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

PROFILE
I-95 SOUTHBOUND

SHEET NUMBER

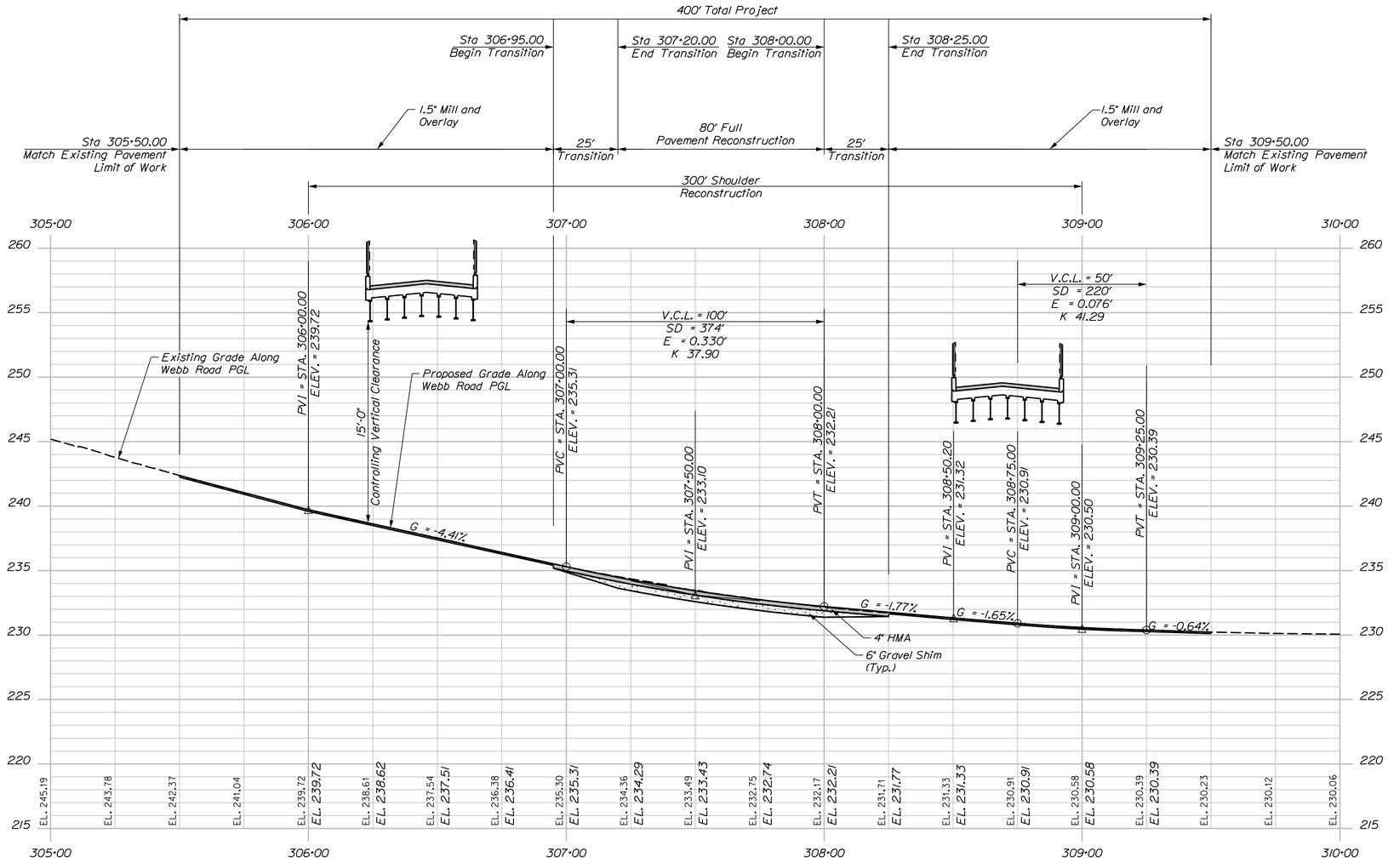
9

OF 169

Username: nedmon Date:5/31/2022

Filename: ...\Drawings\007_ProfileSB.dgn Division:

Filename: ...\008_Profile Webb Rd.dgn Division: Username: nedman Date:5/31/2022



PROFILE
WEBB ROAD

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. EATON	
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY 04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN 04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT 04-22
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

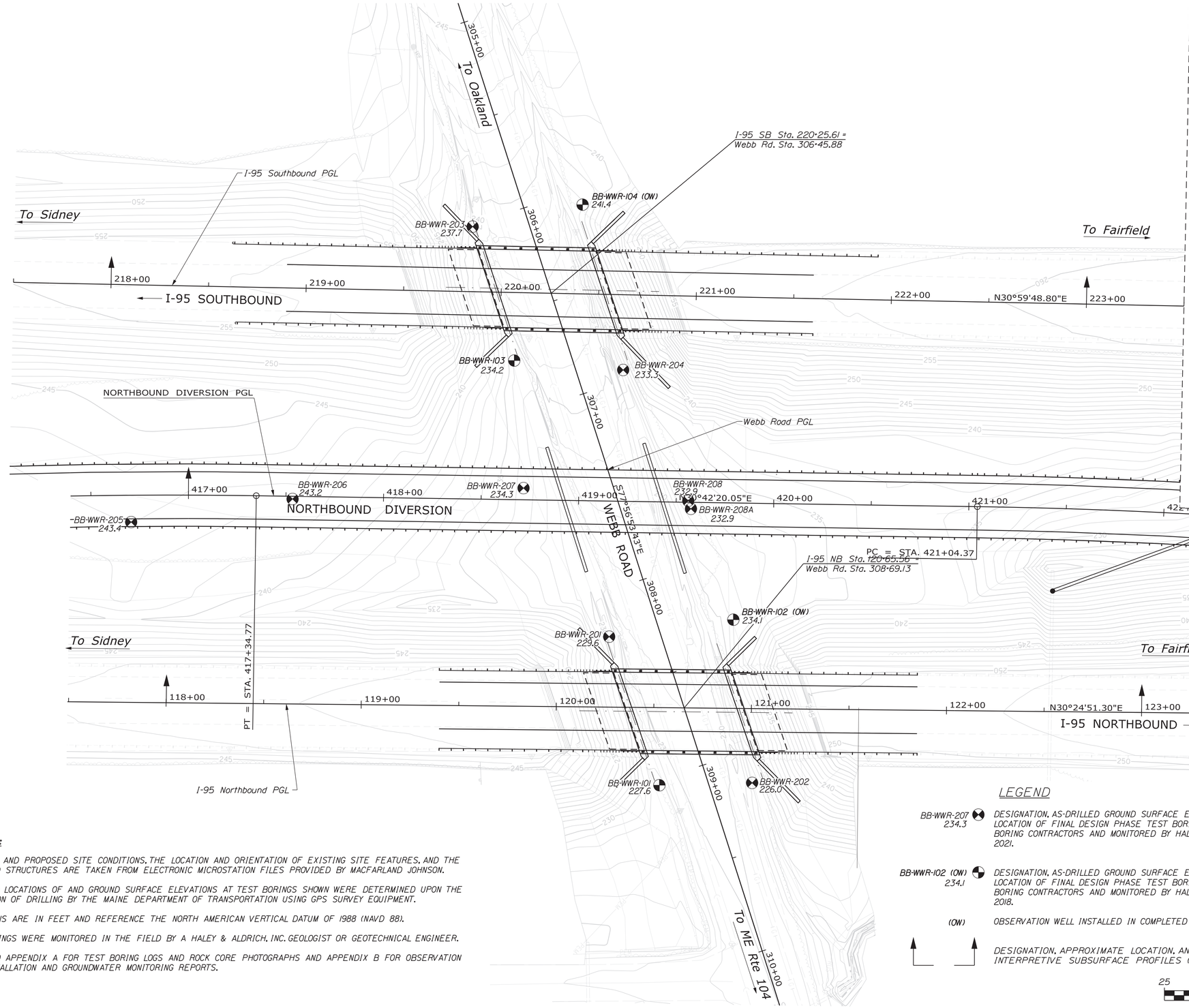
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

PROFILE
WEBB ROAD

SHEET NUMBER

10

OF 169



NOTES:

1. EXISTING AND PROPOSED SITE CONDITIONS, THE LOCATION AND ORIENTATION OF EXISTING SITE FEATURES, AND THE PROPOSED STRUCTURES ARE TAKEN FROM ELECTRONIC MICROSTATION FILES PROVIDED BY MACFARLAND JOHNSON.
2. THE PLAN LOCATIONS OF AND GROUND SURFACE ELEVATIONS AT TEST BORINGS SHOWN WERE DETERMINED UPON THE COMPLETION OF DRILLING BY THE MAINE DEPARTMENT OF TRANSPORTATION USING GPS SURVEY EQUIPMENT.
3. ELEVATIONS ARE IN FEET AND REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
4. TEST BORINGS WERE MONITORED IN THE FIELD BY A HALEY & ALDRICH, INC. GEOLOGIST OR GEOTECHNICAL ENGINEER.
5. REFER TO APPENDIX A FOR TEST BORING LOGS AND ROCK CORE PHOTOGRAPHS AND APPENDIX B FOR OBSERVATION WELL INSTALLATION AND GROUNDWATER MONITORING REPORTS.

LEGEND

- BB-WWR-207 234.3 — DESIGNATION, AS-DRILLED GROUND SURFACE ELEVATION, AND AS-DRILLED LOCATION OF FINAL DESIGN PHASE TEST BORING DRILLED BY NEW ENGLAND BORING CONTRACTORS AND MONITORED BY HALEY & ALDRICH, INC. IN NOVEMBER 2021.
- BB-WWR-102 (OW) 234.1 — DESIGNATION, AS-DRILLED GROUND SURFACE ELEVATION), AND AS-DRILLED LOCATION OF FINAL DESIGN PHASE TEST BORING DRILLED BY NEW ENGLAND BORING CONTRACTORS AND MONITORED BY HALEY & ALDRICH, INC. IN JUNE 2018.
- (OW) — OBSERVATION WELL INSTALLED IN COMPLETED BOREHOLE.
- DESIGNATION, APPROXIMATE LOCATION, AND ORIENTATION OF INTERPRETIVE SUBSURFACE PROFILES (SEE FIGURE 4 THROUGH 7).

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
21894.01 & 21900.01

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	---	---
DESIGN-DETAILED	L. FORCE	12-23-21
CHECKED-REVIEWED	J. DUBOIS	3-11-22
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		$revdate2$
REVISIONS 3		$revdate3$
REVISIONS 4		$revdate4$
FIELD CHANGES		$fieldchange$

SIGNATURE

P.E. NUMBER

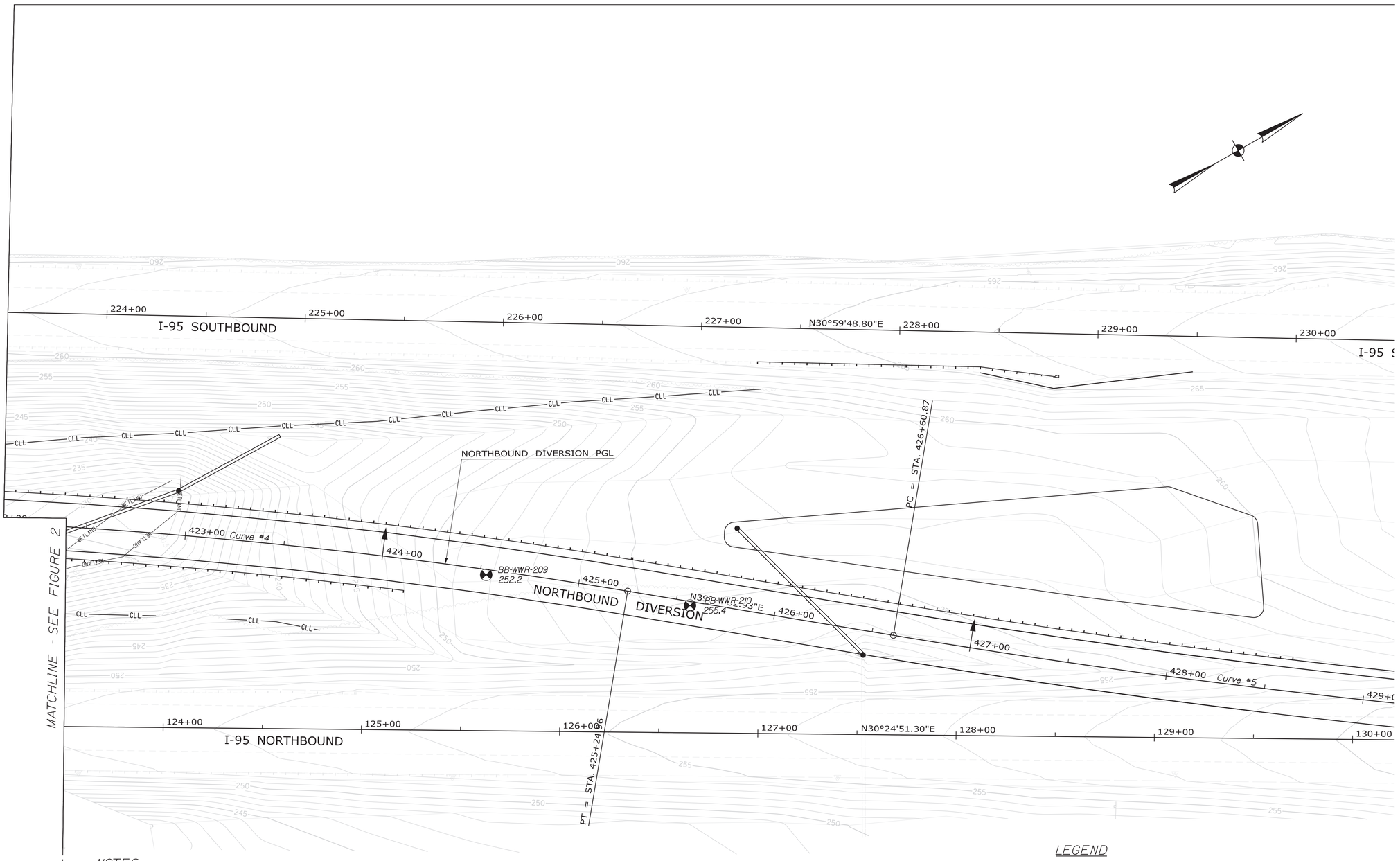
DATE

I-95 NB & SB BRIDGES
WEBB ROAD
KENEBEC COUNTY
WATERVILLE

SITE AND SUBSURFACE EXPLORATION LOCATION PLAN

SHEET NUMBER
11
OF 169

Filename: ...\006_Subsurface Expo Plan 2021-Dec.dgn Username: Date:3/10/2022



NOTES:

1. EXISTING AND PROPOSED SITE CONDITIONS, THE LOCATION AND ORIENTATION OF EXISTING SITE FEATURES, AND THE PROPOSED STRUCTURES ARE TAKEN FROM ELECTRONIC MICROSTATION FILES PROVIDED BY MACFARLAND JOHNSON.
2. THE PLAN LOCATIONS OF AND GROUND SURFACE ELEVATIONS AT TEST BORINGS SHOWN WERE DETERMINED UPON THE COMPLETION OF DRILLING BY THE MAINE DEPARTMENT OF TRANSPORTATION USING GPS SURVEY EQUIPMENT.
3. ELEVATIONS ARE IN FEET AND REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
4. TEST BORINGS WERE MONITORED IN THE FIELD BY A HALEY & ALDRICH, INC. GEOLOGIST OR GEOTECHNICAL ENGINEER.
5. REFER TO APPENDIX A FOR TEST BORING LOGS AND ROCK CORE PHOTOGRAPHS AND APPENDIX B FOR OBSERVATION WELL INSTALLATION AND GROUNDWATER MONITORING REPORTS.

LEGEND

BB-WWR-210 / 255.4 — DESIGNATION, AS-DRILLED GROUND SURFACE ELEVATION AND AS-DRILLED LOCATION OF FINAL DESIGN PHASE TEST BORING DRILLED BY NEW ENGLAND BORING CONTRACTORS AND MONITORED BY HALEY & ALDRICH, INC. IN NOVEMBER 2021.

DESIGNATION, APPROXIMATE LOCATION, AND ORIENTATION OF INTERPRETIVE SUBSURFACE PROFILE (SEE FIGURE 7).

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
21894.01 & 21900.01 BRIDGE PLANS

PROJ. MANAGER	---------	BY
DESIGN-DETAILED	E. FORCE	K. POST
CHECKED-REVIEWED	J. DUBOIS	E. FORCE
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		

		DATE
REVISIONS 1		12-23-21
REVISIONS 2		3-11-22
REVISIONS 3	$revision3$	
REVISIONS 4	$revision4$	
FIELD CHANGES	$fieldchange$	

SIGNATURE

P.E. NUMBER

DATE

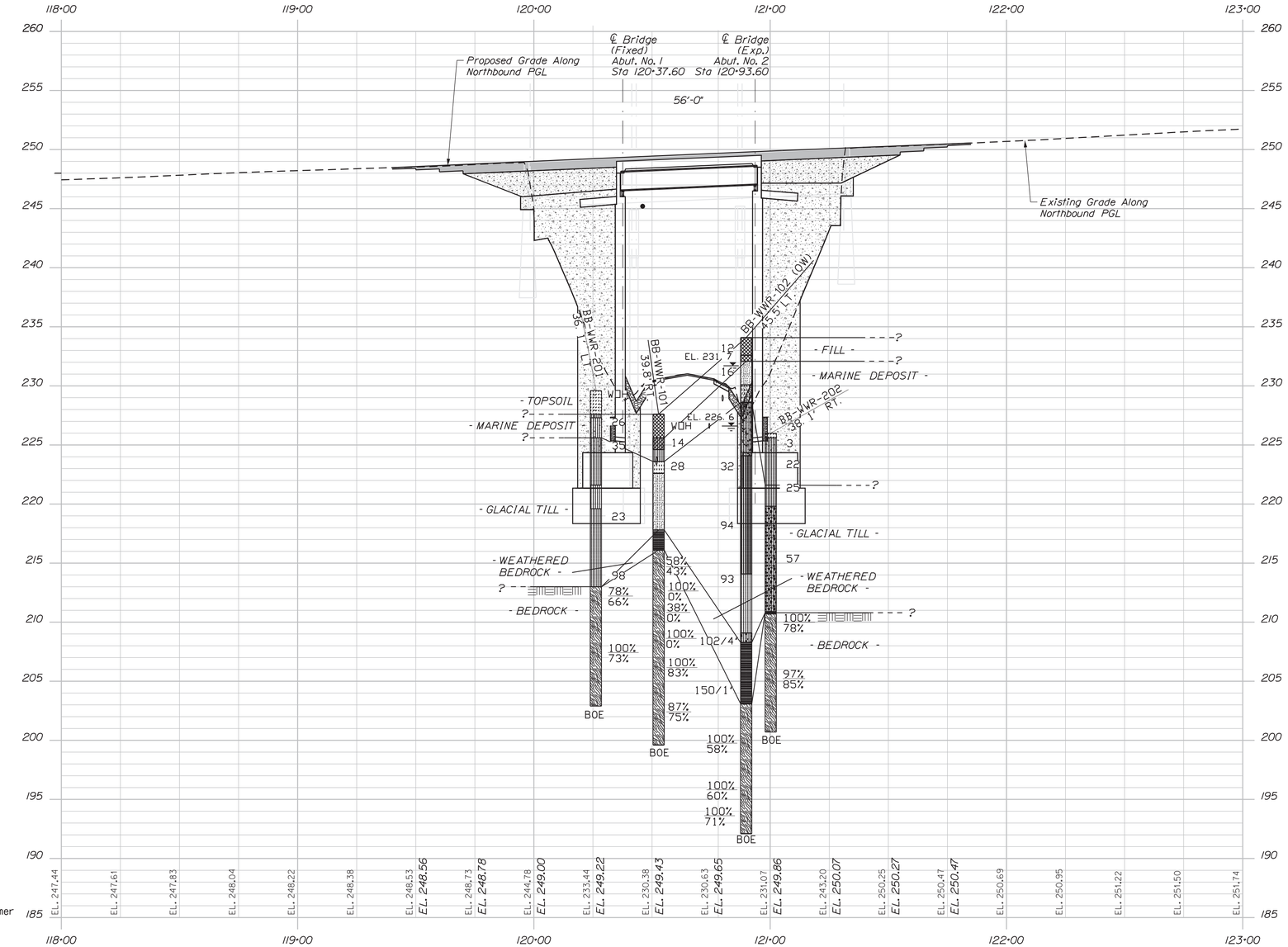
I-95 NB & SB BRIDGES
WEBB ROAD
WATERVILLE KENNEBEC COUNTY

SITE AND SUBSURFACE EXPLORATION LOCATION PLAN

SHEET NUMBER
12
OF 169

Filename: ...\007_Subsurface Expo Plan 2021-Dec.dgn Division: Username: Date:3/10/2022

Filename: ...\CAD\008_ProfileNB Dec 2021.dgn Division: Username: Date:3/11/2022



PROFILE
INTERSTATE 95 NORTHBOUND

LEGEND

Boring No.
Offset

WOH Weight of Hammer

14

10 Energy Corrected Standard Penetration Test (SPT) N60-Value (Blows Per Foot)

58% Percent of Recovery/
43% Percent of Rock Quality Designation (ROD)

Approximate Top of Bedrock

BOE= Bottom of Exploration

Water Level Measured in Observation Well Installed in Completed Borehole

Notes:

1. *Boring offsets shown based on the I-95 Northbound baseline.*
2. *This generalized interpretive subsurface profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual strata transitions may vary and are probably more erratic than are shown on the profile.*
3. *Existing and proposed site conditions, location and orientation of existing site features, and the proposed bridge structure are taken from electronic files provided by McFarland Johnson.*
4. *Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).*
5. *Refer to test boring logs for additional information.*

PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN 21900.01

BRIDGE PLANS

PROJ. MANAGER	$PROJMANAGER$	
DESIGN-DETAILED	E. FORCE	K. POST 12-23-21
CHECKED-REVIEWED	J. DUBOIS	E. FORCE 3-11-22
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		$revdate1$
REVISIONS 2		$revdate2$
REVISIONS 3		$revdate3$
REVISIONS 4		$revdate4$
FIELD CHANGES		$fieldchange$

SIGNATURE

P.E. NUMBER

DATE

I-95 NORTH BOUND BRIDGE
WEBB ROAD
WATERVILLE KENEBEC COUNTY

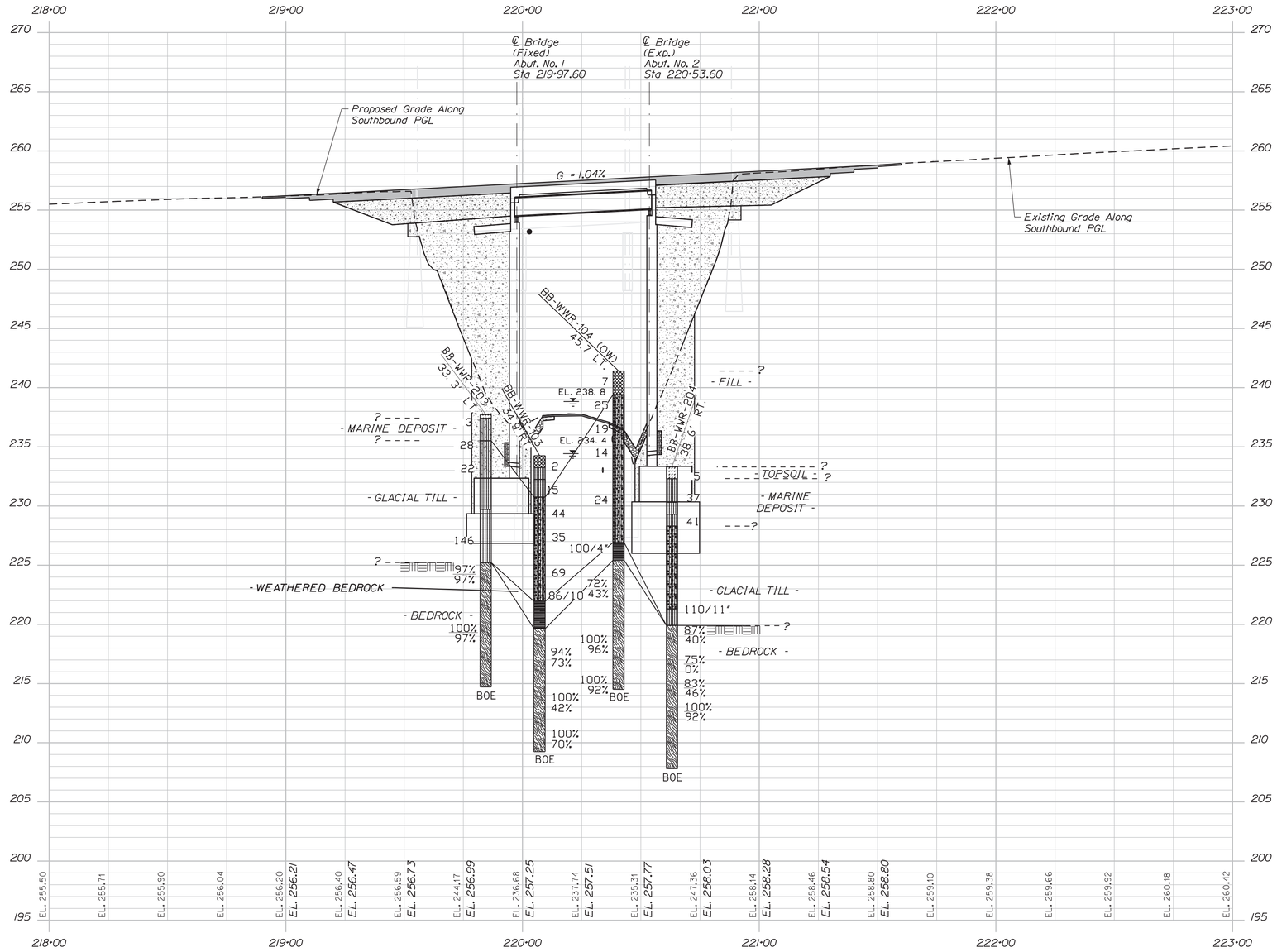
INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

13

OF 169

Filename: ...\CAD\009_ProfileSB Dec 2021.dgn Division: Username: Date:3/11/2022



PROFILE
INTERSTATE 95 SOUTHBOUND

LEGEND

Boring No.
Offset

WOH Weight of Hammer

14
10 Energy Corrected Standard Penetration Test (SPT) N60-Value (Blows Per Foot)

Approximate Top of Bedrock

50% Percent of Recovery/
43% Percent of Rock Quality Designation (RQD)

BOE= Bottom of Exploration

Water Level Measured in Observation Well Installed in Completed Borehole

Notes:
1. Boring offsets shown based on the I-95 Southbound baseline.
2. This generalized interpretive subsurface profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual strata transitions may vary and are probably more erratic than are shown on the profile.
3. Existing and proposed site conditions, location and orientation of existing site features, and the proposed bridge structure are taken from electronic files provided by McFarland Johnson.
4. Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).
5. Refer to test boring logs for additional information.

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN 21894.01

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	$PROJMANAGER$		
DESIGN-DETAILED		E. FORCE	12-23-21
CHECKED-REVIEWED		K. POST	3-11-22
DESIGN2-DETAILED2		J. DUBOIS	E. FORCE
DESIGN3-DETAILED3			
REVISIONS 1		$revdate1$	
REVISIONS 2		$revdate2$	
REVISIONS 3		$revdate3$	
REVISIONS 4		$revdate4$	
FIELD CHANGES		$fieldchange$	

SIGNATURE

P.E. NUMBER

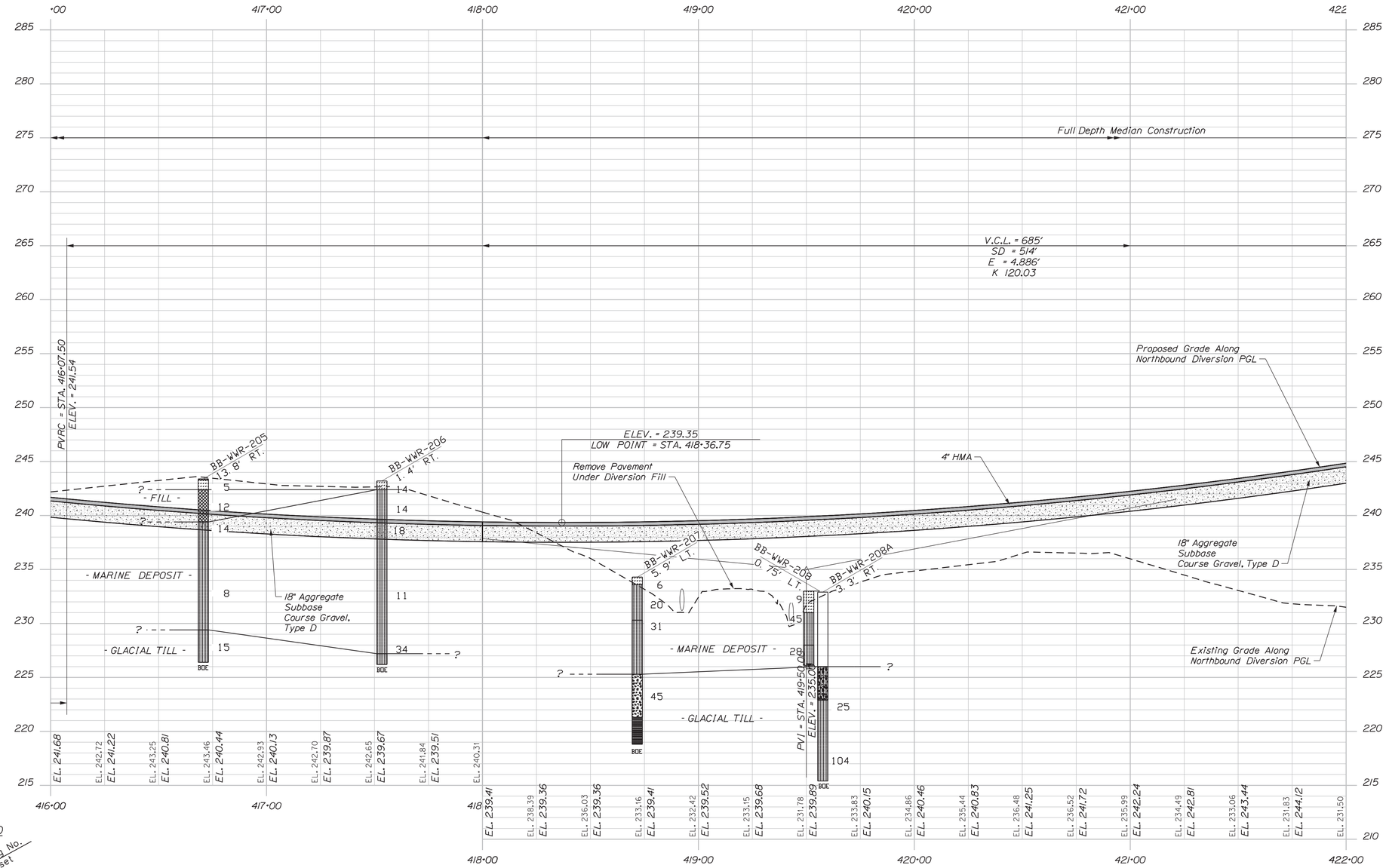
DATE

I-95 SOUTH BOUND BRIDGE
WEBB ROAD
KENEBEC COUNTY
WATERVILLE

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER
14
OF 169

Filename: ...\010_ProfileNB Diversion A Dec 2021.dgn Division: Username: Date:3/10/2022



LEGEND

Boring No.
Offset

WDH Weight of Hammer

14

10 Energy Corrected Standard Penetration Test (SPT) N60-Value (Blows Per Foot)

58% Percent of Recovery/
43% Percent of Rock Quality Designation (RQD)

Approximate Top of Bedrock

BOE = Bottom of Exploration

PROFILE
INTERSTATE 95 NORTHBOUND DIVERSION

Notes:
1. Boring offsets shown based on the I-95 Northbound Diversion baseline.
2. This generalized interpretive subsurface profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual strata transitions may vary and are probably more erratic than are shown on the profile.
3. Existing and proposed site conditions, location and orientation of existing site features, and the proposed bridge structure are taken from electronic files provided by McFarland Johnson.
4. Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).
5. Refer to test boring logs for additional information.

PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
21894.01

BRIDGE PLANS

PROJ. MANAGER	$PROJMANAGER$	BY
DESIGN-DETAILED	E. FORCE	K. POST
CHECKED-REVIEWED	J. DUBOIS	E. FORCE
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1	$revdate1$	
REVISIONS 2	$revdate2$	
REVISIONS 3	$revdate3$	
REVISIONS 4	$revdate4$	
FIELD CHANGES	$fieldchange$	$fielddate$

DATE
12-23-21
3-11-22

SIGNATURE

P.E. NUMBER

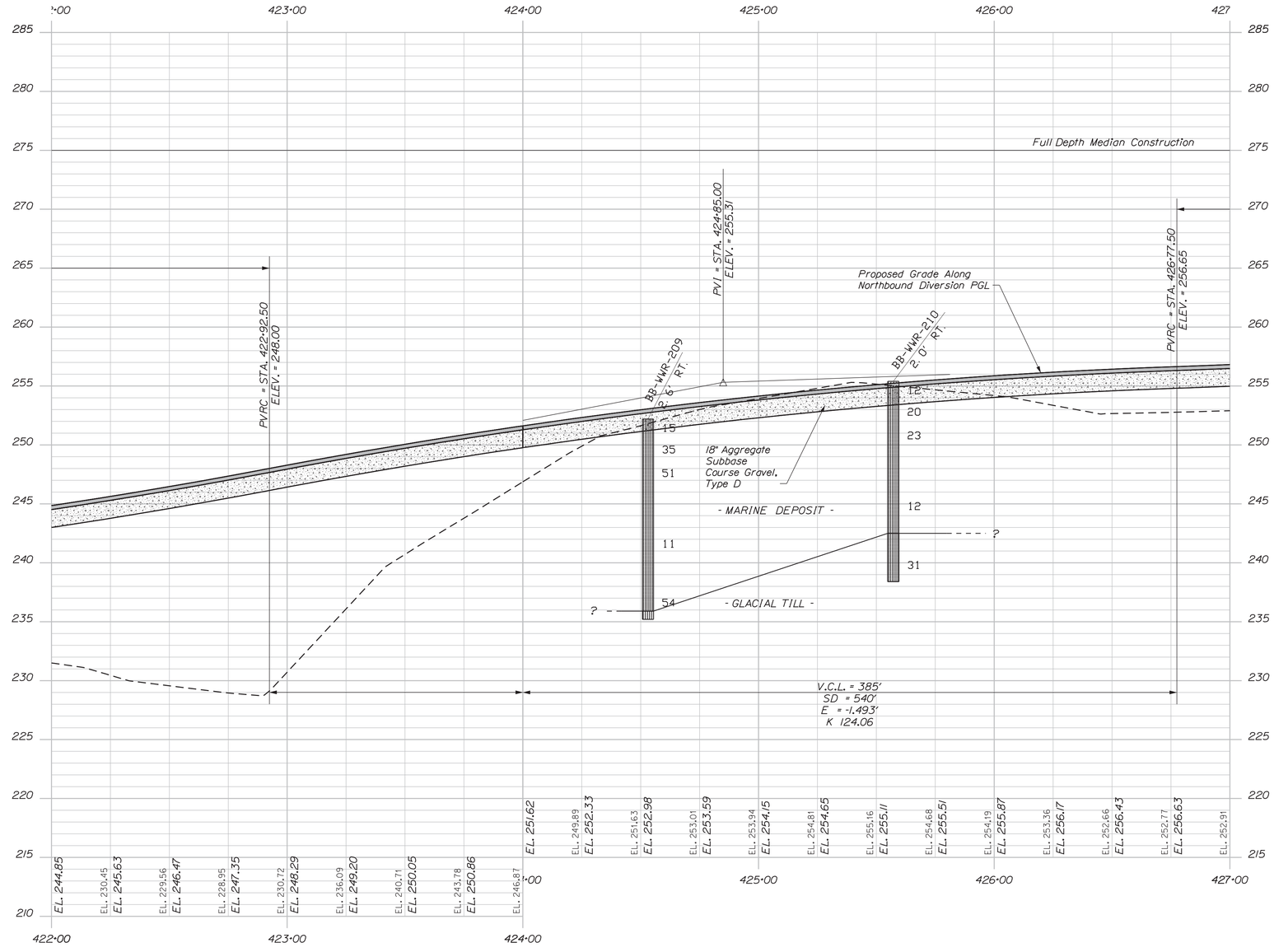
DATE

I-95 NORTH BOUND DIVERSION BRIDGE
WEBB ROAD
WATERVILLE KENEBEC COUNTY

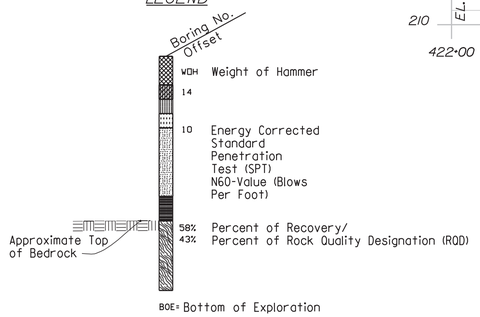
INTERPRETIVE
SUBSURFACE PROFILE

SHEET NUMBER
15
OF 169

Filename: ...\01I_ProfileNB Diversion B Dec 2021.dgn Division: Username: Date:3/10/2022



LEGEND



Notes:

1. *Boring offsets shown based on the I-95 Northbound Diversion baseline.*
2. *This generalized interpretive subsurface profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual strata transitions may vary and are probably more erratic than are shown on the profile.*
3. *Existing and proposed site conditions, location and orientation of existing site features, and the proposed bridge structure are taken from electronic files provided by McFarland Johnson.*
4. *Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).*
5. *Refer to test boring logs for additional information.*

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
21894.01

BRIDGE PLANS

PROJ. MANAGER	$PROJMANAGER$	BY
DESIGN-DETAILED	E. FORCE	K. POST
CHECKED-REVIEWED	J. DUBOIS	E. FORCE
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		$revdate1$
REVISIONS 2		$revdate2$
REVISIONS 3	$revision3$	$revdate3$
REVISIONS 4	$revision4$	$revdate4$
FIELD CHANGES	$fieldchange$	$fielddate$

DATE
12-23-21
3-11-22

SIGNATURE

P.E. NUMBER

DATE

I-95 NORTH BOUND DIVERSION BRIDGE
WEBB ROAD
KENEBEC COUNTY
WATERVILLE

INTERPRETIVE SUBSURFACE PROFILE

SHEET NUMBER

16

OF 169

Filename: ...\012_Webb Road Boring Logs.dgn Division: Username: Date:3/10/2022

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-101
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	227.6	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	B. Enos	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	N. Klausmeyer	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	HW-300#/24 in.;SS=140#/30
Date Start/Finish:	06/12/2018	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	NQ=2.0-in. ID
Boring Location:	Sta. 120+53.2 NB, 39.8 RT	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level *:**	1.0 ft (during drilling)
Hammer Efficiency Factor:	0.677	**Hamer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
ST = Shelby Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
HSA = Hollow Stem Auger
RC = Rotary Casing
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(ave) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (ksf)
Nc = Uncorrected Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = Hammer Efficiency Factor*85%*uncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/1	0.0 - 2.0	WOH/WOH/ WOH/ WOH			HSA			Brown, wet, very loose, fine SAND, little medium to coarse sand, little silt, trace roots, poorly graded -FILL-(SP-SM)	
								225.6			
	2DA	12/10	2.0 - 3.0	1/4/8/15	12	14				Grey, wet, medium dense, fine to medium SAND, trace silt, trace gravel, trace roots and organics -MARINE DEPOSITS-(SP)	G#474287 (A-1-b(0)) SP
	2DB	12/10	3.0 - 4.0					224.6			
	3DA	12/12	4.0 - 5.0	7/14/11/11	25	28				Grey, moist, very stiff, SILT, trace fine sand -MARINE DEPOSITS-(ML)	
	3DB	12/12	5.0 - 6.0					223.6			
								222.6		Brown, wet, medium dense, fine to coarse SAND, some fine gravel, trace silt, trace organics -MARINE DEPOSITS-(SW-SM)	
										Brown, moist, very stiff, SILT, some fine to coarse sand, little gravel -GLACIAL TILL-(ML)	
										Note: Drill action and wash water contents indicate gravel from 5.0 to 9.8 ft.	
								217.8		Grey, very hard, wet, WEATHERED BEDROCK Note: Sample collected from wash water return.	
	R1	40/23	11.5 - 14.8	RQD = 43%			NQ	216.1		-WEATHERED BEDROCK-	
							CORE			Note: Begin NQ Rock Core at 11.5 ft. Top of Bedrock El.216.1 R1: Grey, aphanitic PHYLLITE, hard, fresh to slightly-weathered, joints dipping at low to steep angles, very close to close, tight to open, calcite coatings on some joint surfaces, occasional calcite veins. Recovery=58% Rock Quality=Poor R1 Core Times (min:sec): 11.5-12.5' (4:33); 12.5-13.5' (2:47); 13.5-14.5' (2:21); 14.5-14.8' (2:07) R2: Similar to R1, except joints dipping at steep angles, very close, no calcite veins. Recovery=100% Rock Quality=Very Poor R2 Core Times (min:sec): 14.8-15.6' (2:58) R3: Similar to R1, except joints very close. Recovery=38% Rock Quality=Very Poor R3 Core Times (min:sec): 15.6-16.6' (2:23); 16.6-17.6' (3:17); 17.6-18.0' (0:45) R4: Similar to R1, except joints very close. Recovery=100% Rock Quality=Very Poor R4 Core Times (min:sec): 18.0-19.0' (3:38); 19.0-19.6' (2:40) R5: Similar to R1, except fresh, joints very close to moderately close, occasional quartz/calcite veins, secondary pyrite mineralization on joint surfaces. Recovery=100% Rock Quality=Good R5 Core Times (min:sec): 19.6-20.0' (1:46); 20.0-21.0' (4:20); 21.0-22.0' (3:37); 22.0-23.0' (3:36) R6: Grey, aphanitic, PHYLLITE, hard, fresh, joints dipping at low, steep and vertical angles, very close to moderate spacing. Recovery=87% Rock Quality=Fair R6 Core Times (min:sec): 23.0-24.0' (2:25); 24.0-25.0' (2:18); 25.0-26.0' (1:55); 26.0-27.0' (1:40); 27.0-28.0' (1:39)	
	R2	9/9	14.8 - 15.6	RQD = 0%							
	R3	28.8/11	15.6 - 18.0	RQD = 0%							
	R4	19/19	18.0 - 19.6	RQD = 0%							
	R5	41/41	19.6 - 23.0	RQD = 83%							
	R6	60/52	23.0 - 28.0	RQD = 75%							
								199.6		Bottom of Exploration at 28.0 feet below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

** Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.*

Page 1 of 1

Boring No.: BB-WWR-101

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-102
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	234.1	**Auger ID/OD:**	HSA 2.5 in. ID
Operator:	B. Enos	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	N. Klausmeyer	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	HW-300#/24 in.;SS=140#/30
Date Start/Finish:	06/11/2018	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	NQ=2.0 in. ID
Boring Location:	Sta. 120+90.3 NB, 45.5 LT	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level *:**	5.2 ft (during drilling)
Hammer Efficiency Factor:	0.677	**Hamer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
ST = Shelby Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
HSA = Hollow Stem Auger
RC = Rotary Casing
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(ave) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (ksf)
Nc = Uncorrected Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = Hammer Efficiency Factor*85%*uncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/19	0.0 - 2.0	1/2/9/6	11	12	HSA			Brown, dry, stiff, Sandy SILT, little gravel, poorly graded, contains roots -FILL-(ML)	G#474286 (A-6(0)) ML
								232.6			
								232.1		Brown, moist, stiff, SILT, little fine to medium sand, little gravel -FILL-(ML)	
	2D	24/17	2.0 - 4.0	8/8/6/4	14	16					G#474283 (A-2-6(0)) SP-SM
								230.1		Brown, wet, medium dense, fine to medium SAND, little silt, trace gravel, trace organics, 1-in. organic layer at bottom of split spoon, slight organic odor -MARINE DEPOSITS-(SP-SM)	
	3D	24/10	4.0 - 6.0	16/12/26/25	38	43		228.6		Brown, wet, dense, fine to medium SAND, little silt, 2-in. silt layer, contains organics, roots -MARINE DEPOSITS-(SP-SM) Note: Water encountered at 5.2 ft.	
										3-in. layer of fractured rock (Grey aphanitic PHYLLITE) -GLACIAL TILL-(GP)	
	4D	24/17	10.0 - 12.0	10/13/15/16	28	32	43 HW	224.1		Brown, wet, hard, SILT, little fine to coarse sand, little gravel grading to grey with depth (color change at 11.5 ft), occasional interbedded weathered rock -GLACIAL TILL-(ML)	
							99				
							145				
							166				
							-				
	5D	24/17	15.0 - 17.0	24/32/51/94	83	94	OPEN			Grey, wet, hard, SILT, little fine to coarse sand, little gravel -GLACIAL TILL-(ML)	
										Note: Refusal on split-spoon sampler at 21.1 ft.	
	6D	13/13	20.0 - 21.1	42/59/23(2")	82	93		214.1			G#474284 (A-6(0)) ML
							OPEN	209.1 208.1		Grey, wet, very dense, fine GRAVEL and coarse SAND, little silt, trace medium to fine sand and coarse gravel, contains weathered rock -GLACIAL TILL-(GP-GM)	
	7D	10/8	25.0 - 25.8	62/102(4")						Note: Refusal on split-soon sampler at 25.8 ft.	
										-WEATHERED BEDROCK-	
										Grey, very wet, WEATHERED BEDROCK	
	8D	1/1	30.0 - 30.1	150(1")			NQ CORE	203.1		Note: Advanced roller bit to 31.8 ft. Begin NQ rock core at 31.8 ft. Top of Bedrock El. 203.1 R1: Grey, aphanitic PHYLLITE, hard, fresh, joints dipping at moderate to steep angles, close to moderately close, tight, pyrite mineralization observed on some joint surfaces. Recovery=100% Rock Quality=Fair R1 Core Times (min:sec): 31.8-32.8' (7:18); 32.8-33.8' (7:04); 33.8-34.8' (6:31); 34.8-35.8' (5:57); 35.8-36.0' (2:33)	
	R1	50/50	31.8 - 36.0	RQD = 58%							
	R2	48/50	36.0 - 40.0	RQD = 60%						R2: Grey, aphanitic PHYLLITE, hard, fresh, joints dipping at moderate to steep angles, very close to moderately close, tight to open, calcite coating observed on single joint surface. Recovery=100% Rock Quality=Fair R2 Core Times (min:sec): 36.0-37.0' (5:30); 37.0-38.0' (5:09); 38.0-39.0' (4:44); 39.0-40.0' 4:47)	qp=5,970 psi
	R3	24/24	40.0 - 42.0	RQD = 71%				192.1		Similar to R2, except moderately dipping joints. Pyrite observed on joint surface. Recovery=100% Rock Quality=Fair Note: R3 core times not recorded.	
										Bottom of Exploration at 42.0 feet below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

** Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.*

Page 1 of 1

Boring No.: BB-WWR-102

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-103
WIN: 21894.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	234.2	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	B. Enos	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	N. Klausmeyer	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	HW-300#/24 in.;SS=140#/30
Date Start/Finish:	06/13/2018	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	NQ-2.0 in. ID
Boring Location:	Sta. 220+7.4 SB, 34.9 RT	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level *:**	3.6 ft (during drilling)
Hammer Efficiency Factor:	0.677	**Hamer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
ST = Shelby Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
HSA = Hollow Stem Auger
RC = Rotary Casing
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(ave) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (ksf)
Nc = Uncorrected Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = Hammer Efficiency Factor*85%*uncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1DA	24/16	0.0 - 2.0	2/1/1/1	2	2	HSA			Brown, very loose, fine to coarse SAND, some gravel, little silt, contains roots -FILL-(SW-SM)	G#474299 (A-1-b(0)) SW-SM
	1DB							233.2			
								232.2		Brown, moist, soft, SILT, little fine to coarse sand, trace gravel, contains roots and organics -MARINE DEPOSITS-(ML)	
	2D	24/9	2.0 - 4.0	1/2/2/17	4	5					G#474300 (A-4(0)) ML
								230.2		Brown, wet, medium stiff, Sandy SILT, little gravel, trace organics -MARINE DEPOSITS-(ML)	
	3D	24/10	4.0 - 6.0	15/12/27/10	39	44				Light brown, wet, hard, SILT, little fine to coarse sand and gravel, -GLACIAL TILL-(ML)	
	4D	24/24	6.0 - 8.0	12/15/16/19	31	35				Light brown, wet, hard, SILT, little fine to coarse sand and gravel, -GLACIAL TILL-(ML)	
										Brown, moist, hard, SILT, some fine to coarse gravel, trace fine to coarse sand, 1-in. layer of gray weathered rock -GLACIAL TILL-(ML)	
	5D	24/15	9.0 - 11.0	20/27/34/17	61	69	HW	223.2			
								221.0		Grey, wet, very dense, fine to coarse GRAVEL, little silt, trace fine to coarse sand -GLACIAL TILL-(GM)	
	6D	16/8	11.0 - 12.3	20/36/50(4")						Note: refusal at 12.3 ft. Drill action and wash water contents indicate gravel and weathered rock chips. Top of bedrock encountered at 14.6 ft. Advance roller bit to 15.0 ft Begin NQ rock core at 15.0 ft.	
								219.6		Top of Bedrock El. 219.6 R1: Grey, aphanitic, PHYLLITEe, hard, fresh to slightly weathered, joints dipping at low to steep angles, very close to moderately close, tight to open, occasional quartz vein. Recovery=94% Rock Quality=Fair R1 Core Times (min:sec): 15.0-16.0' (2:22); 16.0-17.0' (2:14); 17.0-18.0' (2:24); 18.0-19.0' (3:04) R2: Similar to R1, except one 2-in. quartz vein. Recovery=100% Rock Quality=Poor R2 Core Times (min:sec): 19.0-20.0' (2:44); 20.0-21.0' (3:38); 21.0-21.7' (3:00) R3: Grey, aphanitic, PHYLLITE, hard, fresh to slightly weathered, joints dipping at low and steep angles, very close to close, oxidation on joint surfaces, occasional 1-in. quartz veins. Recovery 100% Rock Quality=Fair R3 Core Times (min:sec): 21.7-22.0' (0:56); 22.0-23.0' (3:32); 23.0-24.0' (3:17); 24.0-25.0' (4:12)	
	R1	48/45	15.0 - 19.0	RQD = 73%			NQ Core CORE				
	R2	32/32	19.0 - 21.7	RQD = 47%							qp=7,387 psi
	R3	40/40	21.7 - 25.0	RQD = 70%							
								209.2		Bottom of Exploration at 25.0 feet below ground surface.	

Remarks:

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** Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.*

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Boring No.: BB-WWR-103

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-104
WIN: 21894.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	241.4	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	B. Enos	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	N. Klausmeyer	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	HW-300#/24 in.;SS=140#/30
Date Start/Finish:	06/13/2018	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	NQ-2.0 in. ID
Boring Location:	Sta. 220+40.8 SB, 45.7 LT	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level *:**	6.0 ft (during drilling)
Hammer Efficiency Factor:	0.677	**Hamer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
S = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
ST = Shelby Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
HSA = Hollow Stem Auger
RC = Rotary Casing
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(ave) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (ksf)
Nc = Uncorrected Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = Hammer Efficiency Factor*85%*uncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/12	0.0 - 2.0	1/1/5/12	6	7	OPEN			Brown, dry, loose, Silty fine to medium SAND, trace coarse sand, trace gravel, contains roots -FILL-(SM)	G#474301 (A-4(0)) SM
								239.4			
	2D	24/14	2.0 - 4.0	5/9/13/13	22	25				Brown, moist, very stiff, SILT, little fine to coarse sand, trace gravel -GLACIAL TILL-(ML)	G#474302 (A-4(0)) ML
	3D	24/16	4.0 - 6.0	7/8/9/8	17	19				Brown, moist, very stiff, SILT, some fine to coarse sand, trace gravel -GLACIAL TILL-(ML)	
	4D	24/24	6.0 - 8.0	9/7/5/5	12	14				Note: Water encountered at 6.0 ft. Brown, wet, stiff, SILT, trace fine to medium sand, trace fine gravel -GLACIAL TILL-(ML)	
	5D	24/14	10.0 - 12.0	8/9/12/30	21	24				Brown, wet, very stiff, SILT, some to fine coarse gravel, trace fine to medium sand, bottom 1 in. of sample weathered bedrock -GLACIAL TILL-(ML)	
								226.9		Note: Drill action and wash water contents indicate weathered bedrock at 14.5 ft.	
	6D	4/3	15.0 - 15.3	100(4")				224.9		Grey, very hard, wet, WEATHERED BEDROCK	
	R1	54/39	16.9 - 21.4	RQD = 43%			NQ Core CORE			Top of Bedrock El. 224.5 R1: Grey, aphanitic to fine grained PHYLLITE, hard, fresh, joints dipping at high and low angles, very close to moderately close, open, slightly oxidized joint surfaces. Recovery=72% Rock Quality=Poor R1 Core Times (min:sec): 16.9-17.9' (2:53); 17.9-18.9' (3:06); 18.9-19.9' (3:26); 19.9-20.9' (3:29); 20.9-21.4' (2:12) Note: Collected remainder of R1 run in R2 recovery.	
	R2	48/55	21.4 - 25.4	RQD = 96%						R2: Similar to R1, except joints dipping at low angles, very close to close, slight oxidation on joint surfaces, occasional quartz veins. Recovery=100% Rock Quality=Excellent R2 Core Times (min:sec): 21.4-22.4' (2:14); 22.4-23.4' (2:08); 23.4-24.4' (2:14); 24.4-25.4' (2:19)	
	R3	18/26	25.4 - 26.9	RQD = 92%			NQ CORE			Note: Collected extra core sample in R3 from previous run. R3: Grey, aphanitic to fine grained PHYLLITE, hard, fresh, joints dipping at steep to vertical angles, close, tight to open, slight oxidation on joint surfaces, calcite coatings on some joint surfaces. Recovery=100% Rock Quality=Excellent R3 Core Times (min:sec): 25.4-26.4' (3:17); 26.4-26.9' (1:27)	
								214.5		Bottom of Exploration at 26.9 feet below ground surface.	

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

** Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.*

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Boring No.: BB-WWR-104

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
21894.01 & 21900.01

BRIDGE PLANS

PROJ. MANAGER		
DESIGN-DETAILED	BY	DATE
CHECKED-REVIEWED	E. FORCE	9-30-20
DESIGN2-DETAILED2	J. DUBOIS	3-11-22
DESIGN3-DETAILED3	E. FORCE	
REVISIONS 1		$revdate1$
REVISIONS 2		$revdate2$
REVISIONS 3		$revdate3$
REVISIONS 4		$revdate4$
FIELD CHANGES		$fieldchanges$

I-95 NB & SB BRIDGES
WEBB ROAD
KENEBEC COUNTY
WATERVILLE

BORING LOGS (1 OF 3)

SHEET NUMBER
17
OF 169

HALEY ALDRICH

Filename: ...\012_Webb Road Boring Logs.dgn Division: Username: Date:3/10/2022

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-201
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	229.6
Operator:	M. Porter	**Datum:**	NAVD 88
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount
Date Start/Finish:	10-7-2021/10-8-2021	**Drilling Method:**	Cased Wash Boring
Boring Location:	120+26.7 NB, 36.1 LT	**Casing ID/OD:**	HW-4.0 in. ID/NW-3.0 in. ID
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐
Auger ID/OD:	–	**Sampler:**	Split Spoon-1.375 in. ID
Core Barrel:	NQ-2.0 in. ID	**Water Level *:**	2.8 ft

Definitions:
D = Split Spoon Sample
SSA = Solid Stem Auger
U = Unsuccessful Thin Wall Tube Sample Attempt
HSA = Hollow Stem Auger
V = Field Vane Shear Test, PP = Pocket Penetrometer
WOH = Weight of Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
MV = Unsuccessful Field Vane Shear Test Attempt
N60 = Hammer Efficiency Factor*SPT-N
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nc = Cone Factor (Nc = qu/Su)
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-corrected Corrected for Hammer Efficiency
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
N-uncorrected = Raw Field SPT N-value
PP = Pocket Penetrometer
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/1	0.0 - 2.0	WOH/WOH/ WOH/ WOH			PUSH	229.6		Dark brown, wet, very soft, Sandy SILT, trace roots -TOPSOIL=(ML)	
								227.6			
	2D/A	24/12	2.0 - 4.0	4/6/11/9	17	26		227.3		Dark brown, wet, very stiff, SILT (highly organic), some fine sand, trace medium sand, trace roots -MARINE DEPOSIT=(ML)	
								225.6		Brown, moist, medium dense, Silty fine to coarse SAND, little gravel -MARINE DEPOSIT=(SM)	
5	3D	24/10	4.0 - 6.0	10/12/11/15	23	35					
										Brown=grey, moist, hard, SILT, little fine to coarse sand, trace fine gravel, moderately bonded -GLACIAL TILL=(ML) Note: Wash fluid at 7 ft contains silt, sand and gravel.	
								221.6		Note: Wash fluid at 8 ft contains gravel, sand. Wash fluid at 9 ft contains gravel.	
10	4D	24/14	10.0 - 12.0	8/8/7/17	15	23		219.6		Brown, wet, very stiff, Sandy SILT, little gravel -GLACIAL TILL=(ML)	G#644201 A=4(0), ML
15	5D	19/19	15.0 - 16.6	17/19/45/50(1")	64	98				Grey, wet, hard, fine Sandy SILT, trace medium to coarse sand, trace fine gravel, well bonded -GLACIAL TILL=(ML)	
	R1	58/45	16.9 - 21.7	RQD = 66%			RC NQ CORE	213.0		Top of Bedrock El. 213.0 Note: Advanced roller cone to 16.6 ft, sloping bedrock. Begin NQ core at 16.9 ft. R1: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at horizontal to low angles, tight to open, silt coating on open joints, very close to close, smooth to rough, planar to stepped. One steeply dipping secondary joint at 17.9 ft. Rock Quality=Fair Recovery=78% R1 Core Times (min.sec): 16.9-17.9' (2:00); 17.9-18.9' (0:54); 18.9-19.9' (1:08); 19.9-20.9' (1:48); 20.9-21.9' (2:23).	
20	R2	60/60	21.7 - 26.7	RQD = 73%						R2: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at horizontal to low angles, very close to moderately close, tight to open, smooth, planar to stepped. Rock Quality=Fair Recovery=100% R2 Core Times (min:sec): 21.7-22.7' (1:32); 22.7-23.7' (1:02); 23.7-24.7' (1:01); 24.7-25.7' (1:03); 25.7-26.7' (1:09)	
							NQ CORE				
25								202.9		Bottom of Exploration at 26.7 feet below ground surface.	26.7
30											
35											
40											
45											
50											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: BB-WWR-201

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-202
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	226.0
Operator:	M. Porter	**Datum:**	NAVD 88
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount
Date Start/Finish:	10-8-2021/10-12-2021	**Drilling Method:**	Cased Wash Boring
Boring Location:	Sta. 121+0.7 NB, 38.1 RT	**Casing ID/OD:**	HW-4.0 in. ID/NW-3.0 in. ID
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐
Auger ID/OD:	–	**Sampler:**	Split Spoon-1.375 in. ID
Core Barrel:	NQ-2.0 in. ID	**Water Level *:**	0.2 ft

Definitions:
D = Split Spoon Sample
SSA = Solid Stem Auger
U = Unsuccessful Thin Wall Tube Sample Attempt
HSA = Hollow Stem Auger
V = Field Vane Shear Test, PP = Pocket Penetrometer
WOH = Weight of Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
MV = Unsuccessful Field Vane Shear Test Attempt
N60 = Hammer Efficiency Factor*SPT-N
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nc = Cone Factor (Nc = qu/Su)
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-corrected Corrected for Hammer Efficiency
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
N-uncorrected = Raw Field SPT N-value
PP = Pocket Penetrometer
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D/A	24/12	0.0 - 2.0	WOH/1/1/2	2	3	PUSH	225.6		Dark brown, wet, very loose, fine to coarse SAND, little silt, trace fine gravel, trace roots -TOPSOIL=(SM)	G#644202 A=4(0), ML
								224.8			
	2D	24/14	2.0 - 4.0	6/6/8/10	14	22				Dark brown, wet, soft, SILT, little fine to coarse sand, trace fine gravel, trace roots -MARINE DEPOSIT=(ML) Grey, mottled, moist, very stiff, SILT -MARINE DEPOSIT=(ML) Similar to 2D above	
5	3D/A	24/14	4.0 - 6.0	6/7/9/21	16	25	100	221.6			
							199			Brown, wet, very stiff, SILT, trace fine to coarse sand, trace fine to coarse gravel -GLACIAL TILL=(ML)	
							364	219.8		Note: Washed ahead of casing from 6.4 to 8 ft, cobbles encountered.	
							170				
10	4D	24/4	10.0 - 12.0	30/23/14/12	37	57	79				
							51				
							84			Grey, wet, very dense, Sandy GRAVEL, little silt, poorly graded -GLACIAL TILL=(GM)	
							13				
							35				
15							40				
							85	210.9			
	5D	1/0	15.0 - 15.1	50(1")			62	210.7		Note: Spoon refusal on probable weathered bedrock at 15.1 ft. [Advance roller bit to 15.3 ft and begin NQ core.	
	R1	60/60	15.3 - 20.3	RQD = 78%			RC NQ CORE				
										Top of Bedrock El.210.7 R1: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at low to moderate angles, tight, close to moderately close, rough, planar to stepped. One secondary joint dipping at steep angle at approximately 16.3 ft. Occasional quartz veins (approximately 1/8-in. thick). Rock Quality=Good Recovery=100% R1 Core Times (min:sec): 15.3-16.3' (1:20); 16.3-17.3' (1:05); 17.3-18.3' (0:56); 18.3-19.3' (0:58); 19.3-20.3' (1:08)	
20	R2	60/58	20.3 - 25.3	RQD = 85%				200.7		R2: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at horizontal to low angles, open, close to moderately close, smooth to rough, planar to undulating. Fractured zone at 21 to 21.5 ft and 23.7 to 23.9 ft. Occasional quartz veins (approximately 1/8 to 1/4- in. thick). High angle foliation 23.8 to 25 ft. Rock Quality=Good Recovery=97% R2 Core Times (min:sec): 20.3-21.3' (1:01); 21.3-22.3' (0:58); 22.3-23.3' (1:06); 23.3-24.3' (1:03); 24.3-25.3' (1:05)	
25								200.7		Bottom of Exploration at 25.3 feet below ground surface.	25.3
30											
35											
40											
45											
50											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1

Boring No.: BB-WWR-202

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-203
WIN: 21894.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	237.7
Operator:	M. Porter	**Datum:**	NAVD 88
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount
Date Start/Finish:	10-7-2021/10-7-2021	**Drilling Method:**	Cased Wash Boring
Boring Location:	Sta. 219+84.6 SB, 33.3 LT	**Casing ID/OD:**	HW-4.0 in. ID/NW-3.0 in. ID
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐
Auger ID/OD:	--	**Sampler:**	Split Spoon-1.375 in. ID
Core Barrel:	NQ-2.0 in. ID	**Water Level *:**	7.3 ft

Definitions:
D = Split Spoon Sample
SSA = Solid Stem Auger
U = Unsuccessful Thin Wall Tube Sample Attempt
HSA = Hollow Stem Auger
V = Field Vane Shear Test, PP = Pocket Penetrometer
WOH = Weight of Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
MV = Unsuccessful Field Vane Shear Test Attempt
N60 = Hammer Efficiency Factor*SPT-N
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nc = Cone Factor (Nc = qu/Su)
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-corrected Corrected for Hammer Efficiency
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
N-uncorrected = Raw Field SPT N-value
PP = Pocket Penetrometer
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D/A	24/11	0.0 - 2.0	2/1/1/11	2	3	PUSH	237.4		Dark brown, damp, soft, SILT, little coarse sand, trace medium sand, trace fine gravel, trace roots -TOPSOIL=(ML)	
								237.1			
	2D/A	24/12	2.0 - 4.0	7/10/8/12	18	28				Brown, moist, soft, SILT, little fine sand, trace roots -MARINE DEPOSIT=(ML) Brown, wet, very stiff, SILT, some fine sand -MARINE DEPOSIT=(ML)	G#644203 A=4(0), ML
								235.2			
5	3D	24/18	4.0 - 6.0	1/7/7/5	14	22	42				
							35			Brown, moist, very stiff, SILT, little fine to coarse sand, little gravel -GLACIAL TILL=(ML) Brown, wet, very stiff, SILT, trace weathered gravel -GLACIAL TILL=(ML) Note: Wash fluid contains silt, some sand.	
							64				
							101				
							73	229.7		Note: Weathered rock fragments at 8 ft, mixed in with silt.	
10	4D	20/20	10.0 - 11.7	28/38/57/50(2")	95	146	RC				
							129			Brown=grey, wet, very dense, Silty fine SAND, weathered rock throughout. -GLACIAL TILL=(SM)	
15								225.2		Top of Bedrock El. 225.2 Note: Advance rollerbit to 13 ft, begin NQ core. R1: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at moderate angles, moderately close to wide, tight, smooth, planar. Frequent quartz veins (approximately 1/8-in. thick), silt coating on joint surfaces. Secondary vertical joint at top of run, open, planar, rough. Rock Quality=Excellent Recovery=97% R1 Core Times(min:sec): 13.0-14.0'(1:17) ; 14.0-15.0'(1:12); 15.0-16.0'(1:11); 16.0-17.0' (1: 14); 17.0-18.0' (1:19)	
	R1	60/58	13.0 - 18.0	RQD = 97%			NQ CORE				
20										R2: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at moderate angles, close to wide, fresh to slightly weathered, silty sand coating on joint surface, smooth to rough, planar to stepped, tight. Occasional thin quartz veins (approximately 1/8-in. thick). Rock Quality=Excellent Recovery=100% R2 Core Times (min:sec): 18.0-19.0' (1:16); 19.0-20.0' (1:08); 20.0-21.0' (1:14); 21.0-22.0' (1:15); 22.0-23.0' (1:15)	
	R2	60/60	18.0 - 23.0	RQD = 97%							
25								214.7		Bottom of Exploration at 23.0 feet below ground surface.	23.0
30											
35											
40											
45											
50											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

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Boring No.: BB-WWR-203

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine

Boring No.: BB-WWR-204
WIN: 21894.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	233.3
Operator:	M. Porter	**Datum:**	NAVD 88
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount
Date Start/Finish:	10-12-2021/10-12-2021	**Drilling Method:**	Cased Wash Boring
Boring Location:	Sta. 220+63.3 SB, 38.6 RT	**Casing ID/OD:**	NW-3.0 in. ID
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐
Auger ID/OD:	SSA-5.0-in. OD	**Sampler:**	Split Spoon-1.375 in. ID
Core Barrel:	NQ-2.0 in. ID	**Water Level *:**	1.3 ft

Definitions:
D = Split Spoon Sample
SSA = Solid Stem Auger
U = Unsuccessful Thin Wall Tube Sample Attempt
HSA = Hollow Stem Auger
V = Field Vane Shear Test, PP = Pocket Penetrometer
WOH = Weight of Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
MV = Unsuccessful Field Vane Shear Test Attempt
N60 = Hammer Efficiency Factor*SPT-N
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nc = Cone Factor (Nc = qu/Su)
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-corrected Corrected for Hammer Efficiency
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOH/P = Weight of Hammer + Rods
N-uncorrected = Raw Field SPT N-value
PP = Pocket Penetrometer
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/8	0.0 - 2.0	WOH/1/2/2	3	5	SSA	233.3		Grey-brown, damp, soft, SILT, trace fine to medium sand, trace coarse gravel, trace organics -TOPSOIL/FILL=(ML)	
								232.3			
	2D/A	24/16	2.0 - 4.0	5/13/11/15	24	37		230.3		Grey-brown mottled, damp, hard, SILT, trace fine to medium sand -MARINE DEPOSIT=(ML)	
								229.3		Brown, damp, dense, Silty fine to medium SAND, little coarse gravel -GLACIAL TILL=(SM)	
5	3D/A	24/21	4.0 - 6.0	9/11/16/15	27	41					
							29			Brown, damp, hard, SILT, little fine sand, little coarse gravel, trace medium to coarse sand -GLACIAL TILL=(ML)	G#644204 A=1a(0), GM
							58				
							88			Brown, damp, dense, fine GRAVEL, some fine to coarse sand, some silt, trace coarse gravel -GLACIAL TILL=(GM) Note: Casing driving becomes hard at 8 ft. Cored through boulder from 8.3 to 11 ft.	
10							35				
							30				
							6				
							16				
15	4D	17/8	12.0 - 13.4	9/60/50(5")			23	221.3		Grey, wet, hard, SILT, some fine to medium sand, trace coarse sand, trace fine to coarse gravel, rock in tip -GLACIAL TILL=(ML)	
	R1	30/26	13.7 - 16.2	RQD = 40%			RC NQ CORE				
										Top of Probable Bedrock El. 219.9 Note: Advance roller cone to 13.7 ft, begin NQ core. R1: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at low to moderate angles, tight to open, close, rough, undulating to stepped. Occasional quartz veins. Highly fractured zone at 15.2 to 16.2 ft. Rock Mass=Poor Recovery=87% R1 Core Times (min:sec): 13.7-14.7' (1:02); 14.7-15.7' (1:31); 15.7-16.2' (1:30)	
20	R2	24/18	16.2 - 18.2	RQD = 0%				219.9			
										R2: Grey, aphanitic, PHYLLITE, hard, fresh to slightly weathered. Joints dipping at low angles, open, close, rough, undulating. Secondary vertical joint. Highly fractured zones at top and bottom of run. Rock Mass=Very Poor Recovery=75% R2 Core Times (min:sec): 16.2-17.2' (1:52); 17.2-18.2' (2:55) R3: Similar to R2, secondary vertical joint. Highly fractured at 19.2 to 20.2 ft. Rock Mass=Poor Recovery=83% R3 Core Times (min:sec): 18.2-19.2' (1:33); 19.2-20.2' (1:51) R4: Grey, aphanitic, PHYLLITE, hard, fresh. Joints dipping at horizontal to low angles, tight to open, close to moderately close, smooth to rough, planar to undulating. Occasional quartz stringers and veins up to 1-in. thick. High angle foliation. Rock Mass=Excellent Recovery=100% R4 Core Times (min:sec): 20.2-21.2' (2:20); 21.2-22.2' (2:29); 22.2-23.2' (2:46); 23.2-24.2' (2:10); 24.2-25.2' (2:23)	
	R3	24/20	18.2 - 20.2	RQD = 46%							
	R4	60/60	20.2 - 25.2	RQD = 92%							
25								208.1		Bottom of Exploration at 25.2 feet below ground surface.	25.2
30											
35											
40											
45											
50											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

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Boring No.: BB-WWR-204

HALEY ALDRICH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
21894.01 & 21900.01

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	----------	----------	----------
DESIGN-DETAILED	E. FORCE	K. POST	9-30-20
CHECKED-REVIEWED	E. FORCE	J. DUBOIS	3-11-22
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2	$revdate1$		
REVISIONS 3	$revdate2$		
REVISIONS 4	$revdate3$		
FIELD CHANGES	$revdate4$		
	$fieldchanges$		

I-95 NB & SB BRIDGES
WEBB ROAD
KENEBEC COUNTY
WATERVILLE

BORING LOGS (2 OF 3)

SHEET NUMBER
18
OF 169

Date:3/10/2022

Username:

Division:

Filename: ...\02_Webb Road Boring Logs.dgn

Maine Department of Transportation — BB-WWR-205

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine
Boring No.: BB-WWR-205
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	243.4	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	M. Porter	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	SS-140#/30 in.
Date Start/Finish:	10-6-2021/10-6-2021	**Drilling Method:**	Hollow Stem Auger	**Core Barrel:**	--
Boring Location:	Sta. 416+70.4 NB DIV, 13.8 RT	**Casing ID/OD:**	--	**Water Level *:**	2.1 ft
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = (Hammer Efficiency Factor/60)*Nuncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D/A	24/14	0.0 - 2.0	1/1/2/3	3	5	HSA	243.3		Dark brown, dry, medium stiff, SILT, trace organics -TOPSOIL=(ML)	
								242.4			
	2D	24/24	2.0 - 4.0	2/3/5/4	8	12				Grey-brown, damp, medium stiff, SILT, roots -TOPSOIL=(ML)	G#644205 A=4(0), ML
								241.3			
										Grey-brown, damp, stiff, SILT, trace fine to medium sand, reworked native soil -FILL=(ML)	
	3D	24/24	4.0 - 6.0	2/4/5/8	9	14		239.4			
5										Grey-brown mottled, damp, stiff, SILT -MARINE DEPOSIT=(ML)	
10	4D	24/24	10.0 - 12.0	2/2/3/3	5	8					
15	5D	24/18	15.0 - 17.0	8/6/4/12	10	15		229.4		Note: Drill action indicates gravel from 14 to 14.8 ft.	
										Brown, wet, stiff, SILT, some fine sand, trace medium to coarse sand, trace fine to coarse gravel, well bonded, cobble in tip -GLACIAL TILL=(ML)	
								226.4			
										Bottom of Exploration at 17.0 feet below ground surface.	
20										No Refusal	
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of?? — **Boring No.:** BB-WWR-205

Maine Department of Transportation — BB-WWR-206

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine
Boring No.: BB-WWR-206
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	243.2	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	M. Porter	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	SS-140#/30 in.
Date Start/Finish:	10-6-2021/10-6-2021	**Drilling Method:**	Hollow Stem Auger	**Core Barrel:**	--
Boring Location:	Sta. 417+53.4 NB DIV, 1.4 RT	**Casing ID/OD:**	--	**Water Level *:**	Caved-in at 2 ft - Dry
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = (Hammer Efficiency Factor/60)*Nuncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D/A	24/16	0.0 - 2.0	1/4/5/6	9	14	HSA	242.4		Dark brown, dry, stiff, SILT, trace roots -TOPSOIL=(ML)	
										Brown, dry, stiff, SILT -MARINE DEPOSIT=(ML)	
	2D	24/24	2.0 - 4.0	4/5/4/5	9	14				Brown-grey mottled, damp, stiff, SILT, trace fine to medium sand -MARINE DEPOSIT-(ML)	
	3D	24/24	4.0 - 6.0	3/5/7/9	12	18				Brown-grey mottled, moist, very stiff, SILT -MARINE DEPOSIT-(ML)	
5											
10	4D	24/24	10.0 - 12.0	3/3/4/4	7	11				Brown-grey, damp, stiff, Clayey SILT, trace fine sand partings -MARINE DEPOSIT-(ML)	
15	5D/A	24/22	15.0 - 17.0	7/11/11/15	22	34		227.2		Brown-grey, wet, hard, SILT, trace fine sand partings -MARINE DEPOSIT-(ML)	
								226.2		Brown-grey, moist, hard, SILT, little fine to coarse sand, trace fine to coarse gravel, well bonded -GLACIAL TILL=(ML)	
										Bottom of Exploration at 17.0 feet below ground surface.	
20										No Refusal	
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of?? — **Boring No.:** BB-WWR-206

Maine Department of Transportation — BB-WWR-207

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine
Boring No.: BB-WWR-207
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	234.3	**Auger ID/OD:**	--
Operator:	M. Porter	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	SS-91#/-140#/30 in.
Date Start/Finish:	10-6-2021/10-6-2021	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	--
Boring Location:	Sta. 418+71.7 NB DIV, 5.9 LT	**Casing ID/OD:**	HW-4.0 in. ID	**Water Level *:**	1.4 ft
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = (Hammer Efficiency Factor/60)*Nuncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D/A	24/15	0.0 - 2.0	1/1/3/5	4	6	PUSH	233.6		Dark brown, dry, medium stiff, SILT, trace roots -TOPSOIL=(ML)	
								233.7		Brown-grey mottled, dry, medium stiff, SILT -MARINE DEPOSIT=(ML)	
	2D	24/19	2.0 - 4.0	6/6/7/14	13	20				Brown-grey mottled, damp, very stiff, SILT, trace fine to coarse sand, trace fine gravel -MARINE DEPOSIT-(ML)	G#644207 A=4(0), ML
								230.3			
	3D	24/15	4.0 - 6.0	5/9/11/13	20	31	35			Brown-grey, dry, hard, SILT, trace fine sand, trace fine to coarse gravel -GLACIAL TILL=(ML)	
5							36				
							46				
							49				
							60				
							103				
10	4D	24/10	10.5 - 12.5	9/18/11/11	29	45	RC				
15								225.3		Brown, wet, dense, fine to coarse GRAVEL, some silt, little fine to coarse sand -GLACIAL TILL=(GM)	
										Note: Drill action and rock shards in wash water indicate weathered bedrock from 13 to 15.5 ft. -WEATHERED BEDROCK-	
								221.3		Note: Top of probable bedrock at 15.5 ft	
										Bottom of Exploration at 15.5 feet below ground surface.	
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of?? — **Boring No.:** BB-WWR-207

Maine Department of Transportation — BB-WWR-208

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine
Boring No.: BB-WWR-208
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	233.0	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	M. Porter	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	SS-91#/-140#/30 in.
Date Start/Finish:	10-13-2021/10-13-2021	**Drilling Method:**	Hollow Stem Auger	**Core Barrel:**	--
Boring Location:	Sta. 419+56.2 NB DIV, 0.8 LT	**Casing ID/OD:**	--	**Water Level *:**	3.7 ft
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = (Hammer Efficiency Factor/60)*Nuncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/14	0.0 - 2.0	WOH/2-4/2	6	9	HSA			Dark brown, damp, stiff, SILT, trace fine to medium sand, trace roots -TOPSOIL=(ML)	
								231.0			
	2D	24/18	2.0 - 4.0	4/7/22/8(3")	29	45				Grey-brown mottled, damp, hard, SILT, trace fine to medium sand, trace roots -MARINE DEPOSIT-(ML) Note: Cobbles/boulders at 3.7 ft, offset boring 2 ft southwest.	G#644208 A=4(0), ML
								228.0			
5	3D	20/15	5.0 - 6.7	8/6/12/9(2")	18	28				Grey-brown, damp, very stiff, SILT, trace fine to coarse sand, trace fine to coarse gravel, well bonded, wet in tip -GLACIAL TILL=(ML) Note: Cobbles/boulders at 6.9 ft. Refusal on probable boulder.	
								226.1			
										Bottom of Exploration at 6.9 feet below ground surface.	
10											
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

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Page 1 of?? — **Boring No.:** BB-WWR-208

Maine Department of Transportation — BB-WWR-208A

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine
Boring No.: BB-WWR-208A
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	232.9	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	M. Porter	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	SS-140#/30 in.
Date Start/Finish:	10-13-2021/10-14-2021	**Drilling Method:**	Hollow Stem Auger	**Core Barrel:**	--
Boring Location:	Sta. 419+57.6 NB DIV, 3.3 RT	**Casing ID/OD:**	--	**Water Level *:**	6.9 ft
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = (Hammer Efficiency Factor/60)*Nuncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							HSA			See Test Boring BB-WWR-208 for overburden details from 0 to 6.9 ft	
5											
10	1D	24/15	10.0 - 12.0	3/6/10/10	16	25		226.0		Boulders and cobbles at 7.7 ft	
								222.9		Grey, wet, very stiff, SILT, little coarse gravel, trace medium to coarse sand, trace fine gravel -GLACIAL TILL=(ML)	
										Cobbles and boulders at 13.3 ft	
15	2D	18/16	15.0 - 16.5	12/18/50	68	104				Brown-grey, wet, hard, SILT, some medium sand, little fine to coarse gravel -GLACIAL TILL=(ML)	
								215.4			
										Bottom of Exploration at 17.5 feet below ground surface. Note: Auger refusal on probable bedrock at 17.5 ft.	
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of?? — **Boring No.:** BB-WWR-

Maine Department of Transportation — BB-WWR-209

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine
Boring No.: BB-WWR-209
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	252.2	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	M. Porter	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	SS-140#/30 in.
Date Start/Finish:	10-13-2021/10-13-2021	**Drilling Method:**	Hollow Stem Auger	**Core Barrel:**	--
Boring Location:	Sta. 420+53.1 NB DIV, 2.6 RT	**Casing ID/OD:**	--	**Water Level *:**	Dry
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
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MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = (Hammer Efficiency Factor/60)*Nuncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/17	0.0 - 2.0	1/3/7/11	10	15	HSA			Brown, dry, stiff, SILT -MARINE DEPOSIT-(ML)	
	2D	24/22	2.0 - 4.0	8/10/13/15	23	35				Brown mottled, dry, hard, SILT, trace fine sand -MARINE DEPOSIT-(ML)	G#644209 A=4(0), ML
	3D	24/24	4.0 - 6.0	12/17/16/18	33	51				Similar to 2D above -MARINE DEPOSIT-(ML)	
5											
10	4D	24/24	10.0 - 12.0	4/3/4/5	7	11				Brown-grey, moist, stiff, Clayey SILT, trace fine sand partings -MARINE DEPOSIT-(ML)	
15	5D/A	24/17	15.0 - 17.0	5/18/17/13	35	54				Similar to 4D above, except hard -MARINE DEPOSIT-(ML)	
								235.0			
								235.2		Brown, dry, very dense, Gravelly SAND, some silt -GLACIAL TILL=(SM)	
										Bottom of Exploration at 17.0 feet below ground surface.	
20										No Refusal	
25											

Remarks:

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Page 1 of?? — **Boring No.:** BB-WWR-209

Maine Department of Transportation — BB-WWR-210

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Replacement of I-95 Bridges over Webb Road
Location: Waterville, Maine
Boring No.: BB-WWR-210
WIN: 21900.00

Driller:	New England Boring Contractors	**Elevation (ft.)**	255.4	**Auger ID/OD:**	HSA-2.5 in. ID
Operator:	M. Porter	**Datum:**	NAVD 88	**Sampler:**	Split Spoon-1.375 in. ID
Logged By:	T. Jones	**Rig Type:**	Mobile B-53 Track Mount	**Hammer Wt./Fall:**	SS-140#/30 in.
Date Start/Finish:	10-13-2021/10-13-2021	**Drilling Method:**	Hollow Stem Auger	**Core Barrel:**	--
Boring Location:	Sta. 425+57.2 NB DIV, 2.0 RT	**Casing ID/OD:**	--	**Water Level *:**	Dry
Hammer Efficiency Factor:	0.922	**Hammer Type:**	Automatic☒ Hydraulic☐ Rope & Cathead☐		

Definitions:
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MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
WV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR/C = Weight of Rods or Casing
WOP = Weight of One Person
Su = Peak/Remolded Field Vane Undrained Shear Strength (psf)
Su(lab) = Lab Vane Undrained Shear Strength (psf)
qu = Unconfined Compressive Strength (tsf)
Nuncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N60 = SPT N-uncorrected Corrected for Hammer Efficiency
N60 = (Hammer Efficiency Factor/60)*Nuncorrected
Tv = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N=0-0	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D/A	24/22	0.0 - 2.0	1/3/5/8	8	12	HSA	254.0		Brown, dry, stiff, SILT, trace fine sand, trace roots -TOPSOIL=(ML)	
										Brown, dry, stiff, SILT, trace roots -MARINE DEPOSIT=(ML)	
	2D	24/24	2.0 - 4.0	4/6/7/9	13	20				Brown mottled, damp, very stiff, SILT, trace fine to medium sand -MARINE DEPOSIT-(ML)	G#644210 A=4(0), ML
	3D	24/24	4.0 - 6.0	6/8/7/9	15	23				Brown-grey, damp, very stiff, SILT, little clay, trace organics -MARINE DEPOSIT=(ML)	
5											
10	4D	24/24	10.0 - 12.0	3/4/4/5	8	12				Brown-grey, damp, stiff, Clayey SILT, few fine sand partings, trace organics -MARINE DEPOSIT-(ML)	
15	5D	24/23	15.0 - 17.0	6/10/10/7	20	31		242.5		Note: Becomes gravelly at 12.9 ft based on drill action.	
										Brown-grey, moist, hard, SILT, some fine sand, little coarse sand, trace fine gravel, moderately bonded -GLACIAL TILL=(ML)	
								238.0			
										Bottom of Exploration at 17.0 feet below ground surface.	
20										No Refusal	
25											

Remarks:

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Page 1 of?? — **Boring No.:** BB-WWR-210

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
21894.01 & 21900.01

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED	E. FORCE	9-30-20
CHECKED-REVIEWED	K. POST	3-11-22
DESIGN2-DETAILED2	J. DUBOIS	E. FORCE
DESIGN3-DETAILED3		
REVISIONS 1		$revdate1$
REVISIONS 2		$revdate2$
REVISIONS 3		$revdate3$
REVISIONS 4		$revdate4$
FIELD CHANGES		$fieldchange$

SIGNATURE

P.E. NUMBER

DATE

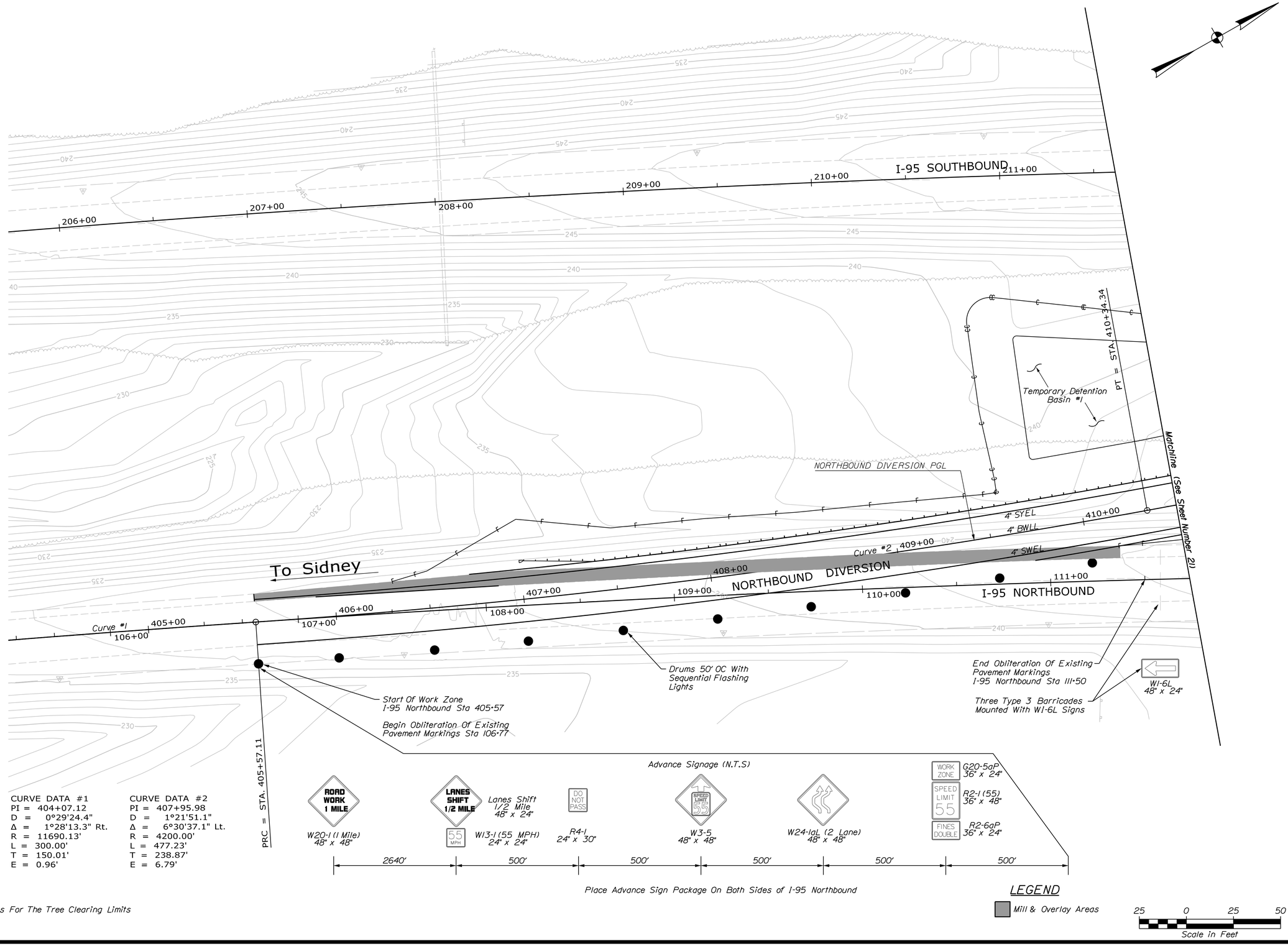
I-95 NB & SB BRIDGES
WEBB ROAD
WATERVILLE KENNEBEC COUNTY

BORING LOGS (3 OF 3)

SHEET NUMBER
19
OF 169

HALEY ALDRICH

Filename: ...\009_Diversion NB Plan.dgn Division: Username: nedmon Date:5/31/2022



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D = 0°29'24.4"
Δ = 1°28'13.3" Rt.
R = 11690.13'
L = 300.00'
T = 150.01'
E = 0.96'

CURVE DATA #2
PI = 407+95.98
D = 1°21'51.1"
Δ = 6°30'37.1" Lt.
R = 4200.00'
L = 477.23'
T = 238.87'
E = 6.79'

Notes:

1. See General Plans For The Tree Clearing Limits

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

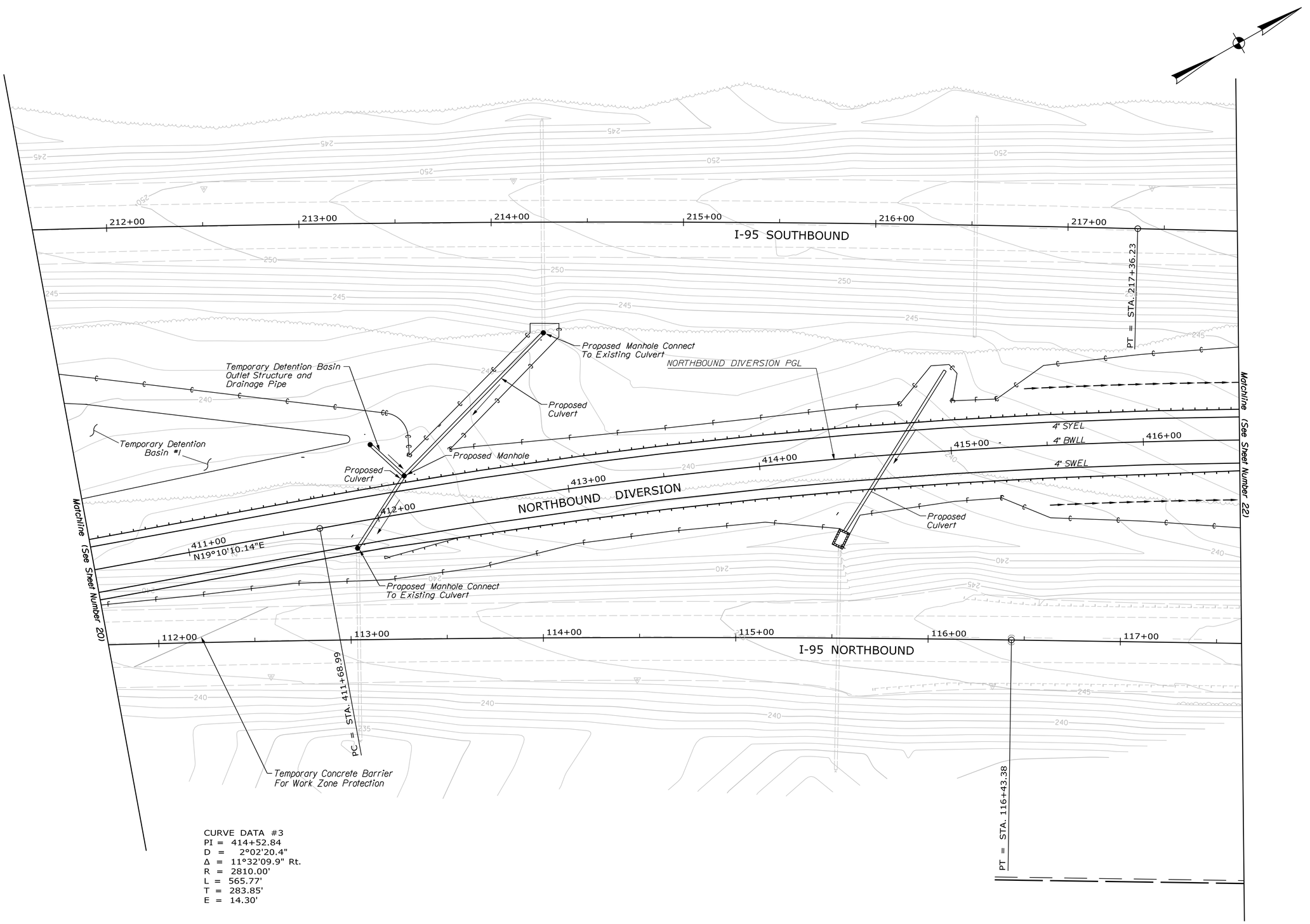
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 NORTHBOUND

SHEET NUMBER

20

OF 169



CURVE DATA #3
PI = 414+52.84
D = 2°02'20.4"
Δ = 11°32'09.9" Rt.
R = 2810.00'
L = 565.77'
T = 283.85'
E = 14.30'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 NORTHBOUND

SHEET NUMBER

21

OF 169

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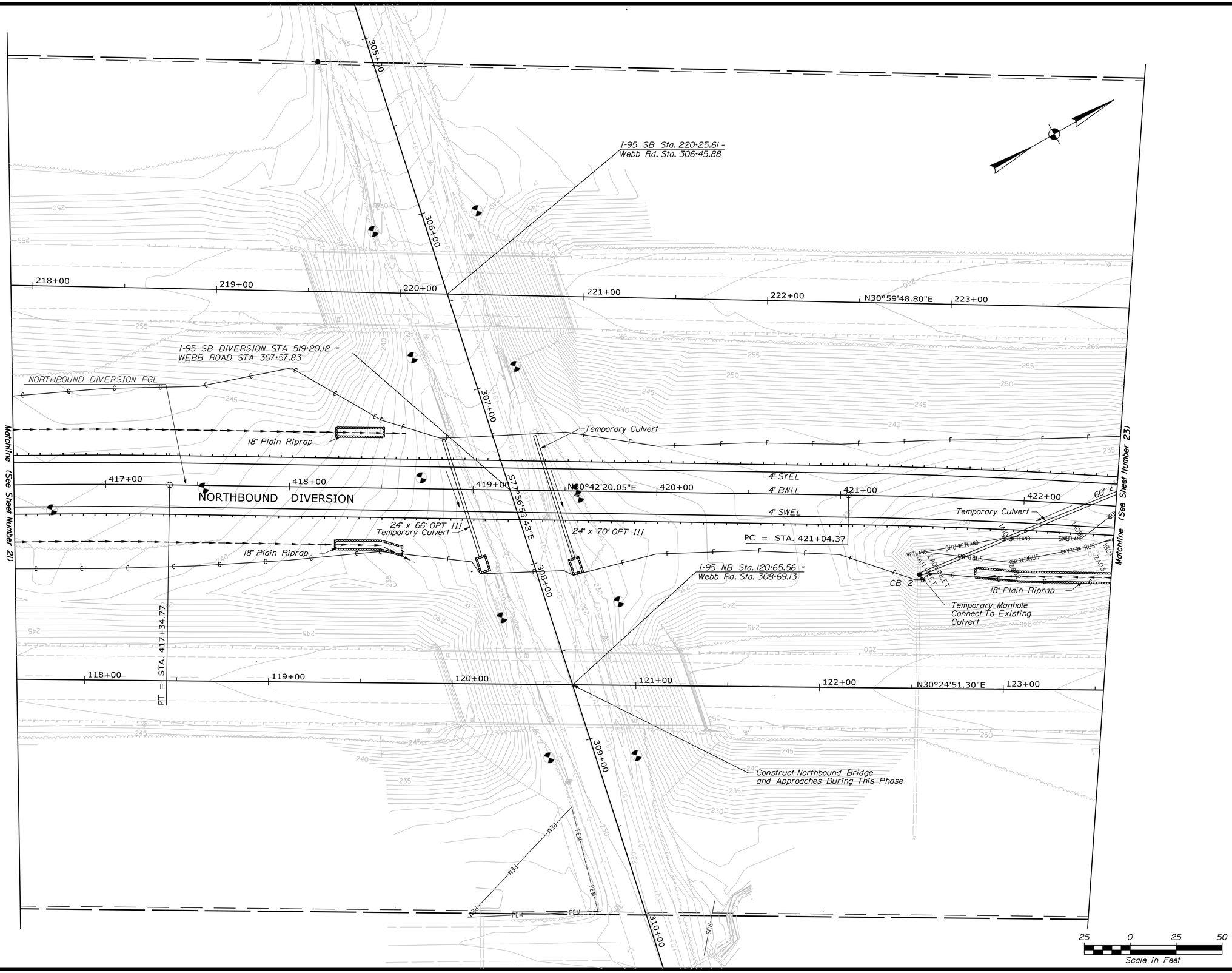
Filename: ...\011_Diversion NB Plan.dgn Division: Username: nedmon Date:5/31/2022



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

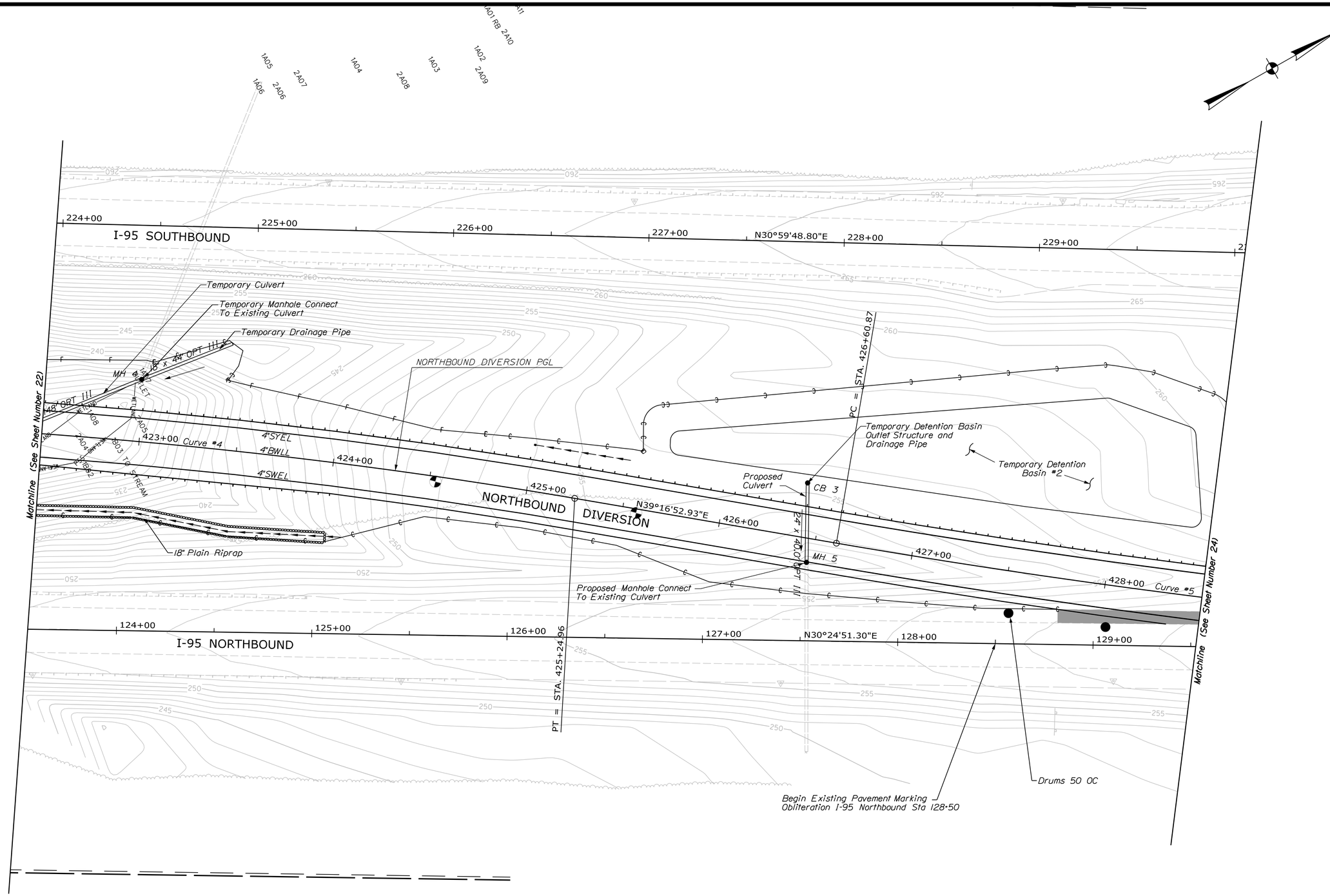
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN
I-95 NORTHBOUND

SHEET NUMBER

22

OF 169



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D = 2°02'20.4"
Δ = 8°34'32.9" Rt.
R = 2810.00'
L = 420.59'
T = 210.69'
E = 7.89'

LEGEND

Mill & Overlay Areas

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 NORTHBOUND

SHEET NUMBER

23

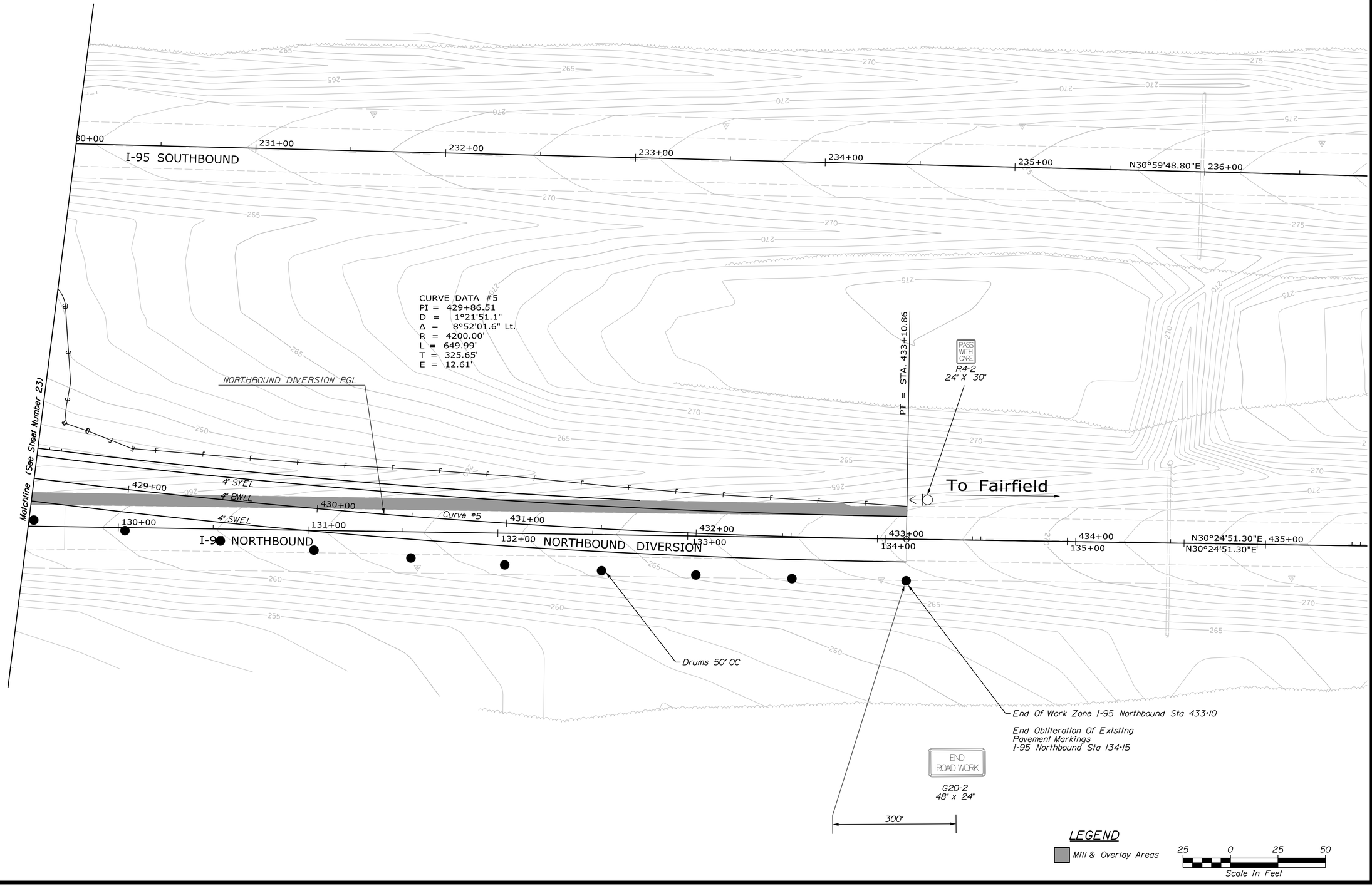
OF 169

Username: nedmon Date:5/31/2022

Division:

Filename: ...\012_Diversion NB Plan.dgn

Username: nedmon Date:5/31/2022
Division:
Filename: ...\013_Diversion NB Plan.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 NORTHBOUND

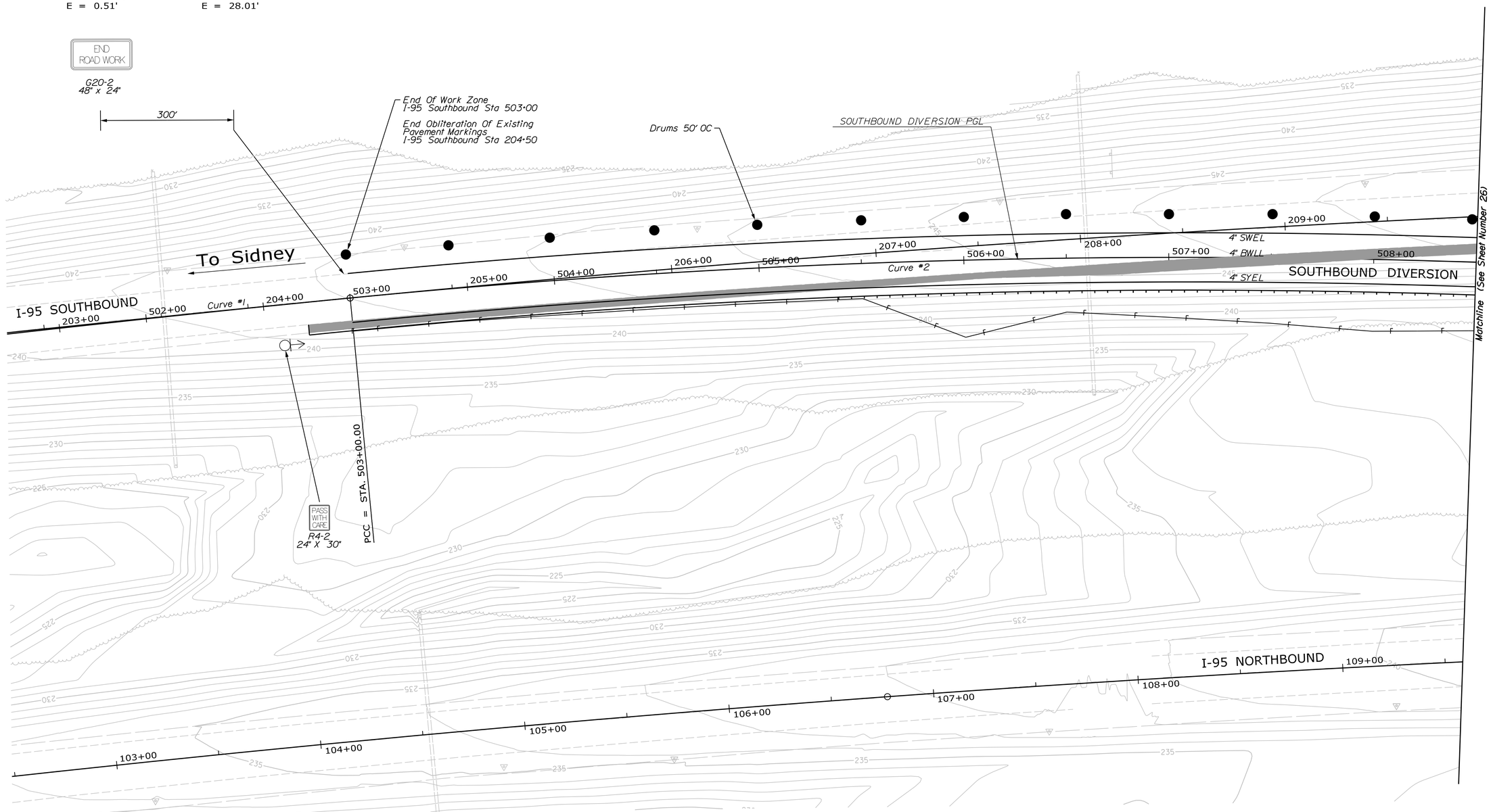
SHEET NUMBER

24

OF 169

CURVE DATA #1
PI = 501+50.00
D = 0°15'37.6"
Δ = 0°46'52.7" Rt.
R = 22000.00'
L = 300.00'
T = 150.00'
E = 0.51'

CURVE DATA #2
PI = 507+85.86
D = 1°21'51.1"
Δ = 13°11'50.3" Rt.
R = 4200.00'
L = 967.41'
T = 485.86'
E = 28.01'



Notes:
1. See General Plans For Tree Clearing Limits

LEGEND
Mill & Overlay Areas

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSOLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
KENNEBEC COUNTY
WATERVILLE

DIVERSION PLAN I-95 SOUTHBOUND

SHEET NUMBER
25
OF 169

Filename: ...\014_Diversion SB Plan.dgn Division: Username: nedmon Date:5/31/2022

CURVE DATA #3
PI = 515+69.23
D = 2°02'20.4"
Δ = 6°45'30.0" Lt.
R = 2810.00'
L = 331.45'
T = 165.92'
E = 4.89'

Begin Obliteration Of Existing Pavement Markings I-95 Southbound Sta 212+00

Drums 50' OC

Matchline (See Sheet Number 25)

210+00 211+00 212+00 213+00 214+00 215+00 216+00

I-95 SOUTHBOUND

PC = STA. 514+03.31

4" SWEL
4" BWLL
4" SYEL

509+00 510+00 511+00 512+00 513+00 514+00 515+00

SOUTHBOUND DIVERSION

Adjust Manhole Rim Elevation

SOUTHBOUND DIVERSION PGL

MH 3

N37°27'50.05"E

Curve #3

Proposed Culvert (Constructed In Previous Phase)

24" x 100' OPT III

Temporary Detention Basin (Constructed In Previous Phase)

CB 1

15" x 24' OPT III

MH 2

Outlet Structure (Constructed In Previous Phase)

24" x 44' OPT III

Proposed Manhole (Constructed In Previous Phase)

MH 1

PT = STA. 512+67.41

24" x 100' OPT III

Proposed Culvert (Constructed In Previous Phase)

Matchline (See Sheet Number 27)

110+00 111+00 112+00 113+00 114+00 115+00 116+00

I-95 NORTHBOUND

PT = STA. 116+43.38

LEGEND

Mill & Overlay Areas

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. EATON	
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY 04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN 04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT 04-22
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 SOUTHBOUND

SHEET NUMBER

26

OF 169

Filename: ...\015_Diversion SB Plan.dgn Division: Username: nedmon Date:5/31/2022

Filename: ...\016_Diversion SB Plan.dgn Division:

Username: nedmon Date:5/31/2022

Construct Southbound Bridge and Approaches During This Phase

I-95 SB Sta. 220+25.61 = Webb Rd. Sta. 306+45.88

I-95 SB DIVERSION STA 519+20.12 = WEBB ROAD STA 307+57.83

I-95 NB Sta. 120+65.56 = Webb Rd. Sta. 308+69.13

I-95 SOUTHBOUND

I-95 NORTHBOUND

SOUTHBOUND DIVERSION

SOUTHBOUND DIVERSION PGL

PT = STA. 217+36.23

PT = STA. 517+34.77

PC = STA. 521+04.37

N30°59'48.80"E

N30°42'20.05"E

N30°56'53.43"E

N30°24'51.30"E

Matchline (See Sheet Number 26)

Matchline (See Sheet Number 28)

18" Plain Riprap

4" SWEL

4" BWLL

4" SYEL

24" x 66' OPT III

24" x 70' OPT III

60" x

Temporary Culvert (Constructed In Previous Phase)

Proposed Manhole Connect To Existing Culvert (Constructed In Previous Phase)

CB 2

PEM

PFO

PSS

RUS

WETLAND

SHRUB WETLAND

SHRUB WETLAND

SHRUB WETLAND

SHRUB WETLAND

SHRUB WETLAND

SHRUB WETLAND

25 0 25 50

Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 SOUTHBOUND

SHEET NUMBER

27

OF 169

Usernam: nedmon Date:5/31/2022
Division:
Filename: ...\017_Diversion SB Plan.dgn

CURVE DATA #4
PI = 523+15.19
D = 2°02'20.4"
Δ = 8°34'51.9" Lt.
R = 2810.00'
L = 420.85'
T = 210.82'
E = 7.90'

End Obliteration Of Existing Pavement Markings I-95 Southbound Sta 228+25

Temporary Concrete Barrier For Work Zone Protection

Three Type 3 Barricades Mounted With WI-6L Signs

WI-6L 48" x 24"

DRUMS 50' OC

PT = STA. 525+25.22

N30°59'12.43"E

224+00 225+00 226+00 227+00 N30°59'48.80"E 228+00 229+00 230+00

I-95 SOUTHBOUND

Matchline (See Sheet Number 29)

Proposed Manhole Connect To Existing Culvert (Constructed In Previous Phase)

Temporary Culvert (Constructed In Previous Phase)

SOUTHBOUND DIVERSION PGL

4" SWEL
4" BWLL
4" SYEL

MH 4

18" x 44' OPT III

Adjust Manhole Rim Elevation

Curve #4

N22°07'28.12"E

523+00 524+00 525+00 526+00 527+00 528+00 529+00

SOUTHBOUND DIVERSION

Matchline (See Sheet Number 27)

18" OPT III

Proposed Culvert (Constructed In Previous Phase)

18" Plain Riprap

Temporary Detention Basin

CB 3

Proposed Basin

PC = STA. 526+62.05

Proposed Culvert

24" x 40.0' OPT III

Proposed Manhole Connect To Existing Culvert

MH 5

124+00 125+00 126+00 127+00 N30°24'51.30"E 128+00 129+00 130+00

I-95 NORTHBOUND

LEGEND

Mill & Overlay Areas

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSOLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 SOUTHBOUND

SHEET NUMBER

28

OF 169

Filename: ...\018_Diversion SB Plan.dgn Division: Username: nedmon Date:5/31/2022

CURVE DATA #5
PI = 529+87.89
D = 1°21'51.1"
Δ = 8°52'20.7" Rt.
R = 4200.00'
L = 650.38'
T = 325.84'
E = 12.62'

Advance Signage (N.T.S)

WORK ZONE G20-5aP 36" x 24"
SPEED LIMIT 55 R2-1(55) 36" x 48"
FINES DOUBLE R2-6aP 36" x 24"
W24-1aL (2 Lane) 48" x 48"
W3-5 48" x 48"
DO NOT PASS R4-1 24" x 30"
LANES SHIFT 1/2 MILE 55 MPH Lanes Shift 1/2 Mile 48" x 24"
W13-1 (55 MPH) 24" x 24"
ROAD WORK 1 MILE W20-1 (1 Mile) 48" x 48"

500′ 500′ 500′ 500′ 500′ 2640′

Place Advance Sign Package On Both Sides Of I-95 Northbound

Drums 50′ OC With Sequential Flashing Lights

Start Of Work Zone I-95 Southbound Sta 533+12

Begin Obliteration Of Existing Pavement Markings I-95 Southbound Sta 234+48

From Fairfield

Matchline (See Sheet Number 28)

I-95 SOUTHBOUND

SOUTHBOUND DIVERSION

Curve #5

4"SWEL
4"BWLL
4"SYEL

231+00 232+00 233+00 234+00 235+00 236+00
530+00 531+00 532+00 533+00 534+00 535+00

N30°59'48.80"E

SOUTHBOUND DIVERSION PGL

PT = STA. 533+12.43

131+00 132+00 133+00 134+00 135+00

I-95 NORTHBOUND

N30°24'51.30"E

LEGEND
Mill & Overlay Areas

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

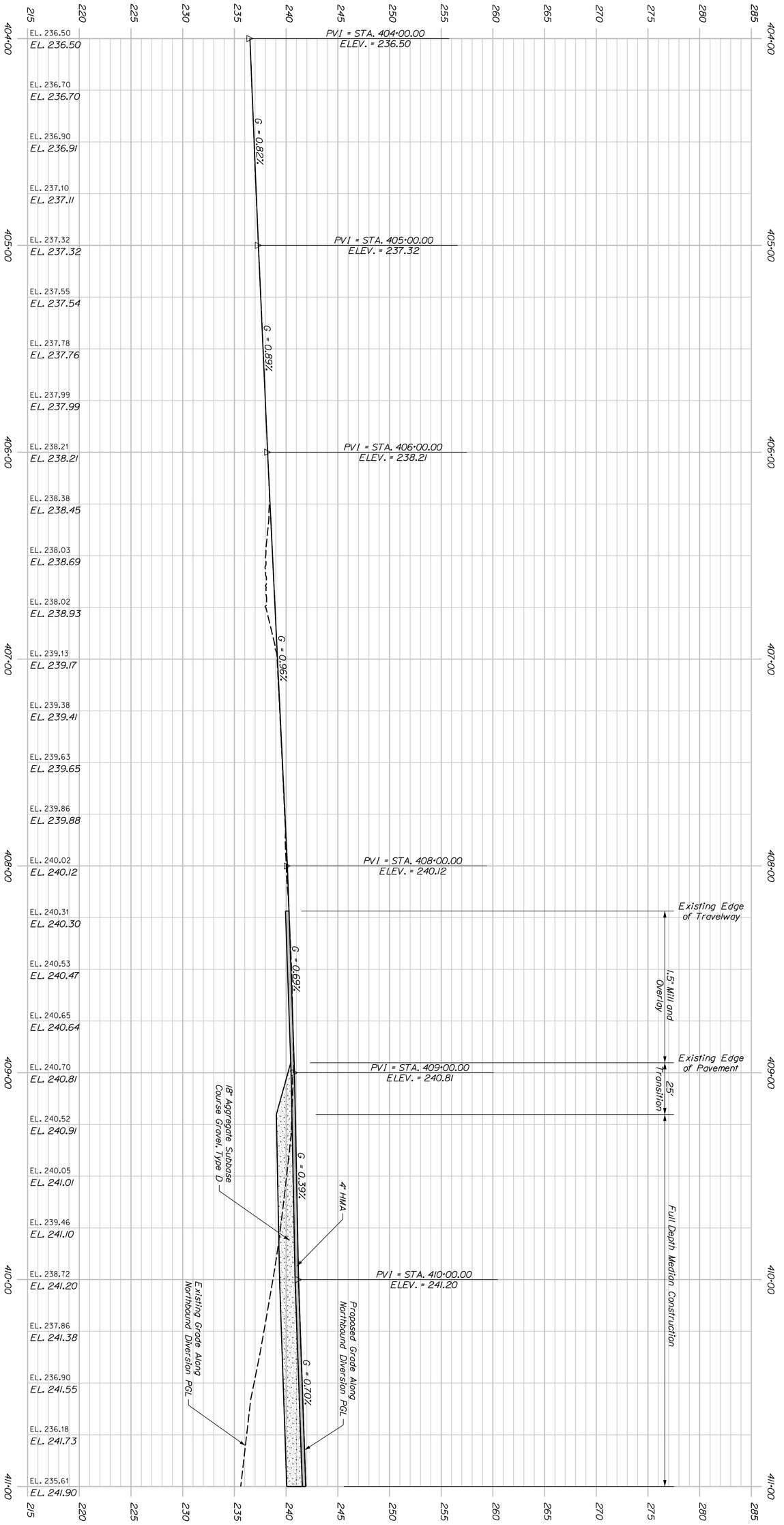
P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PLAN I-95 SOUTHBOUND

SHEET NUMBER
29
OF 169



PROFILE
NORTHBOUND DIVERSION

Horiz. 25 0 25 50
Vert. 5 0 5 10
PROFILE
Scale of Feet

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER 30 OF 169

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE I-95 NORTHBOUND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461 BRIDGE PLANS

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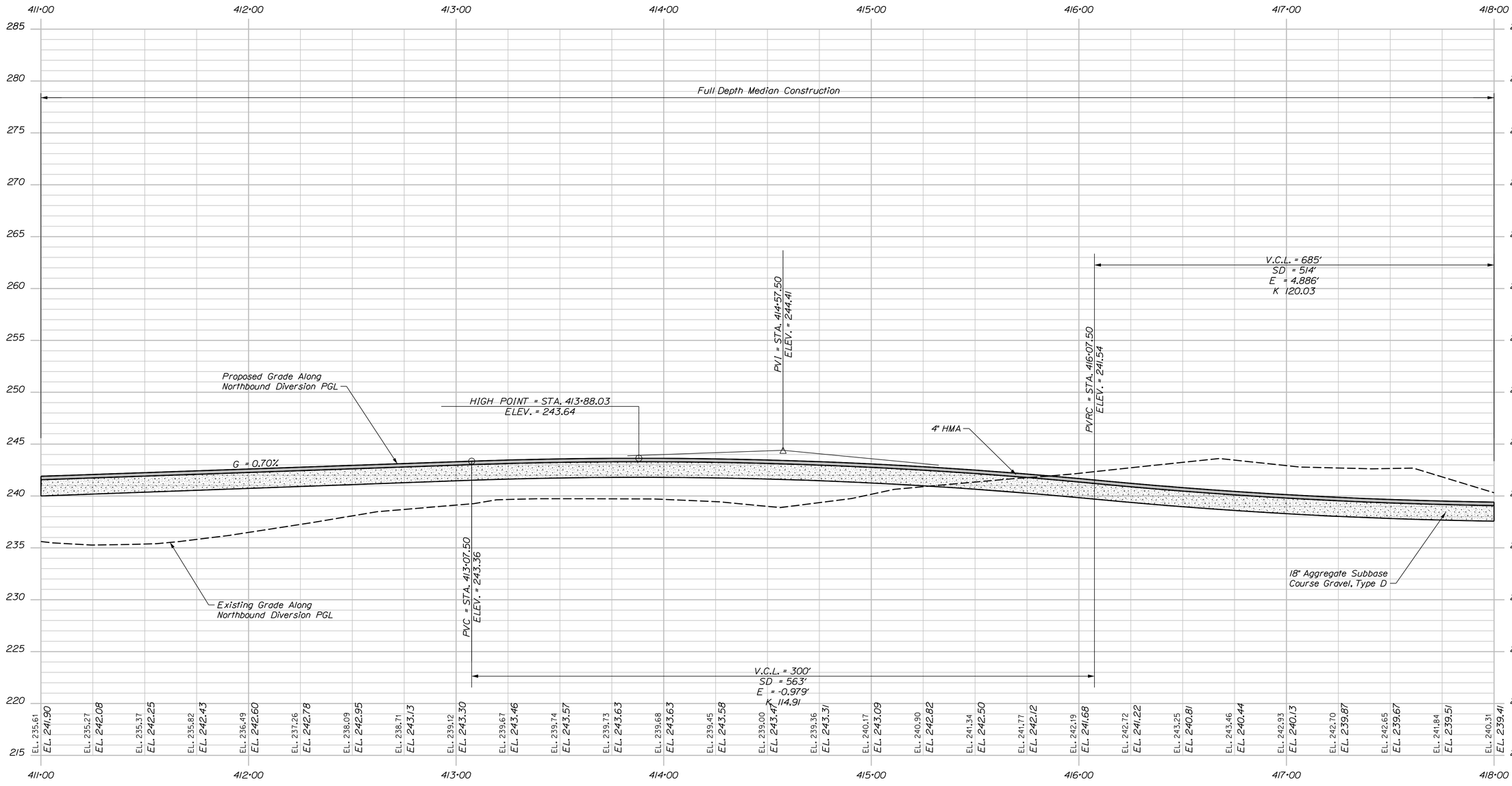


PROFILE
NORTHBOUND DIVERSION

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

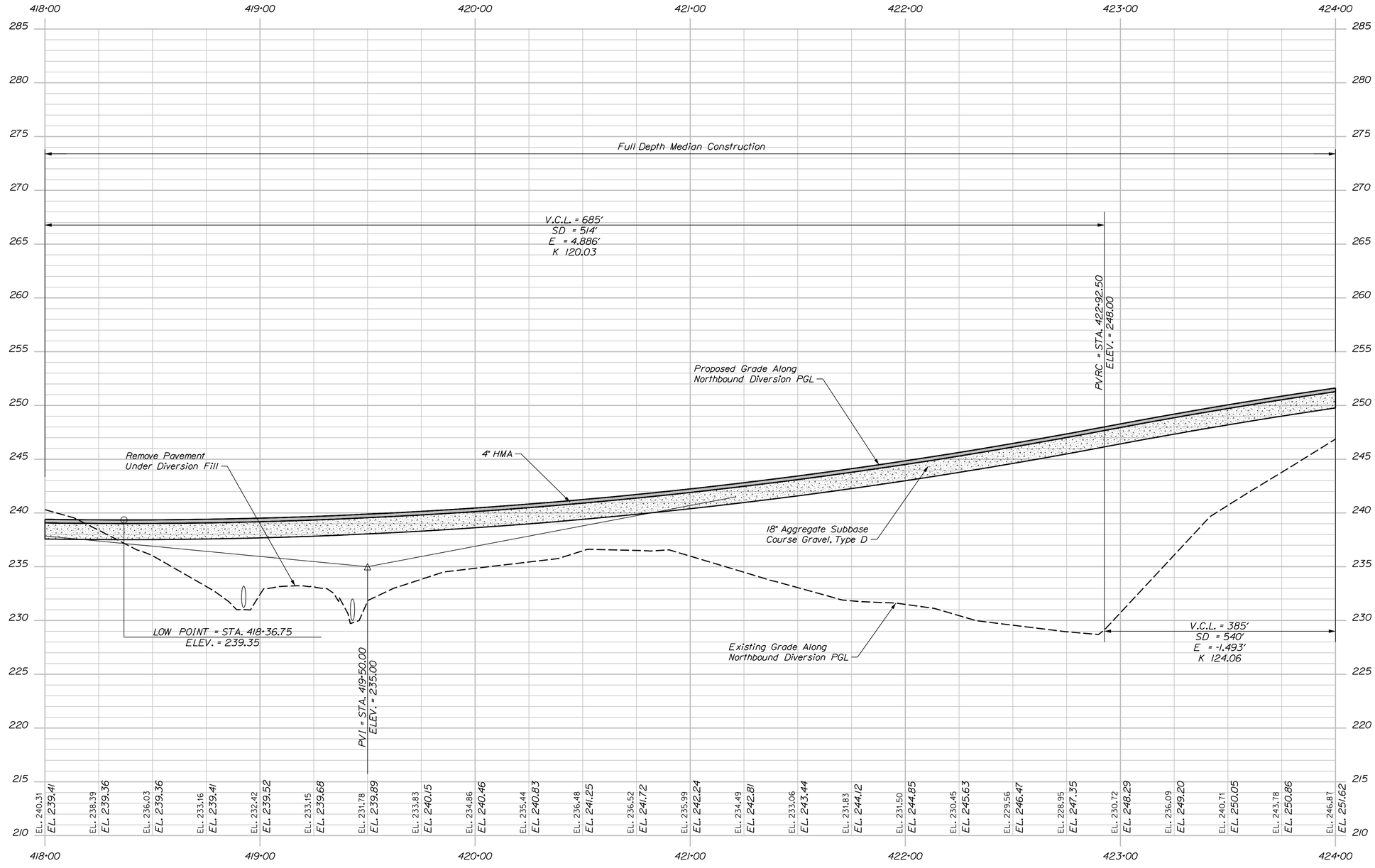
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE
I-95 NORTHBOUND

SHEET NUMBER

31

OF 169



PROFILE
NORTHBOUND DIVERSION

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Filename: ...\021_Profile Diversion NB.dgn Division: Username: nedmon Date:5/31/2022

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

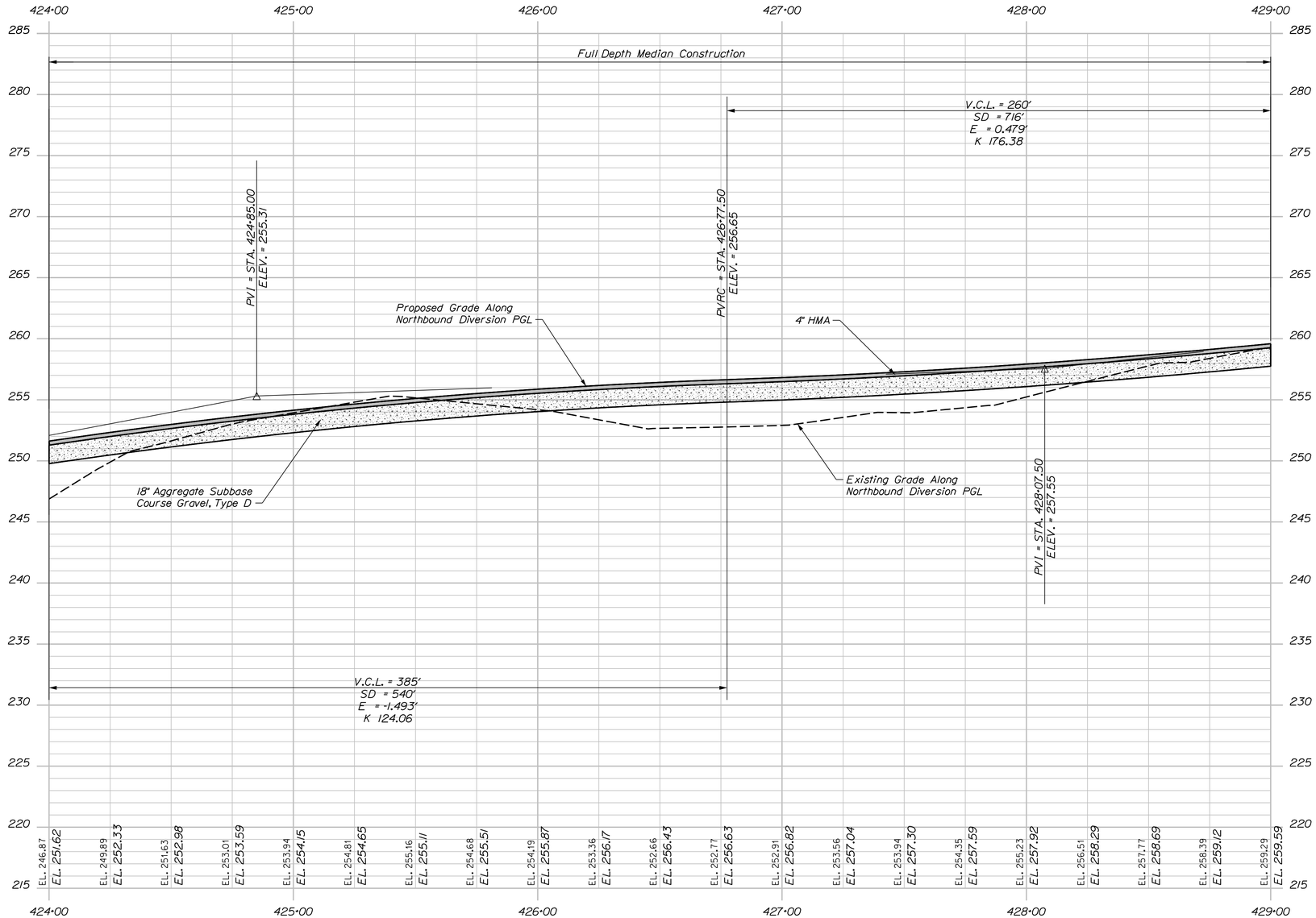
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE
I-95 NORTHBOUND

SHEET NUMBER

32

OF 169



PROFILE
NORTHBOUND DIVERSION

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
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SIGNATURE

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DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE
I-95 NORTHBOUND

SHEET NUMBER

33

OF 169

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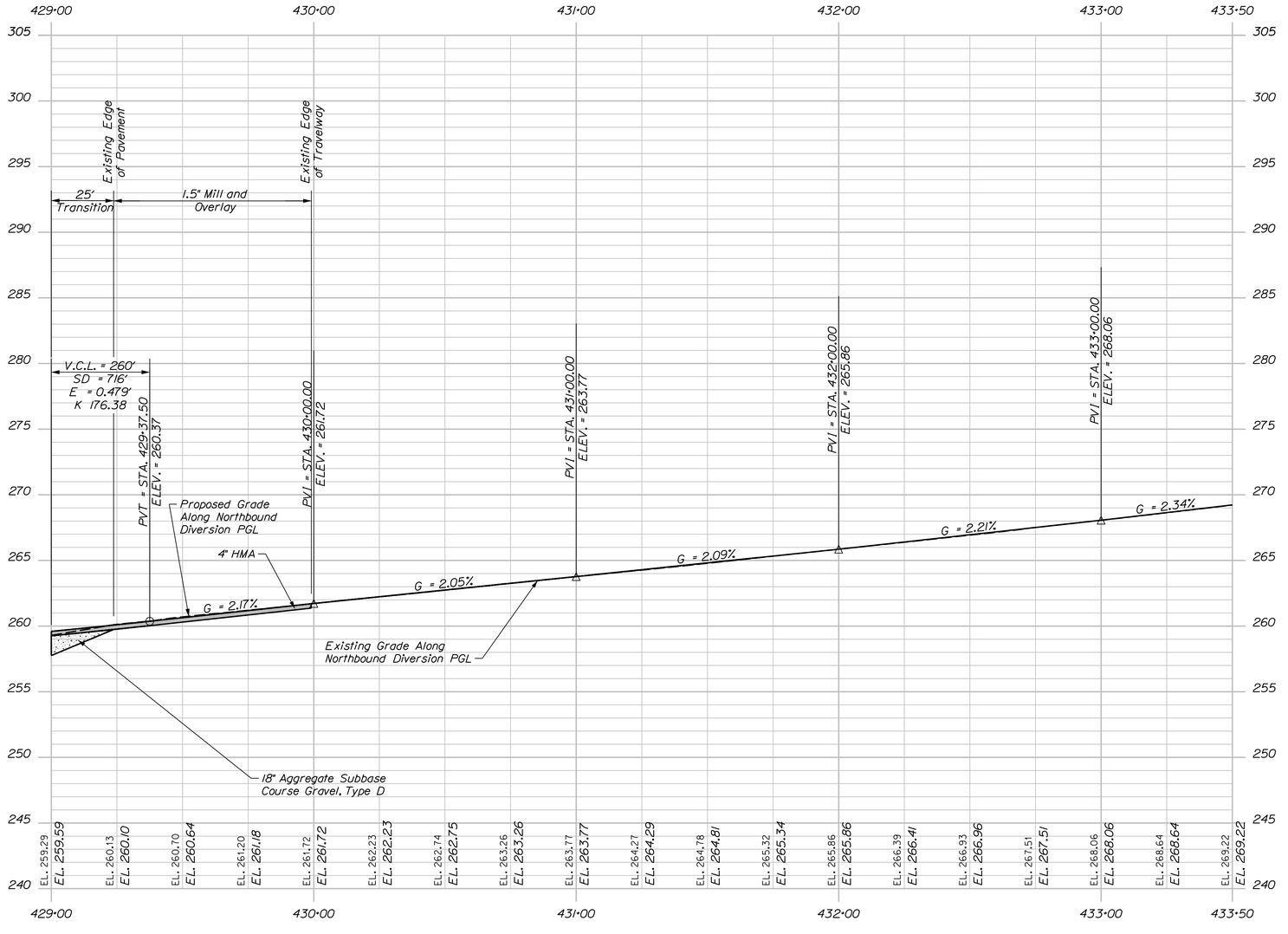


PROFILE
NORTHBOUND DIVERSION

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Username: nedmon Date:5/31/2022
Division:
Filename: ...\023_Profile Diversion NB.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

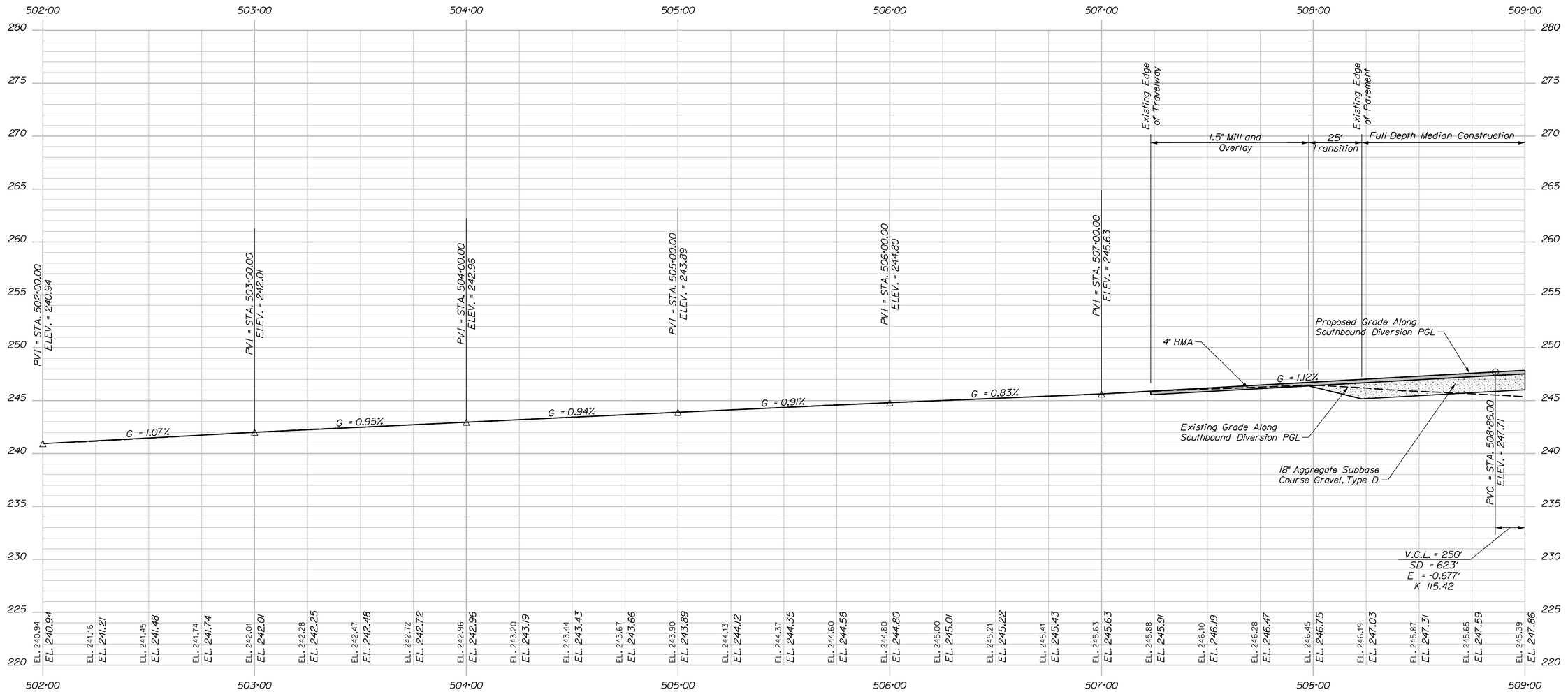
DIVERSION PROFILE
I-95 NORTHBOUND

SHEET NUMBER

34

OF 169

Filename: ...\024_Profile Diversion SB.dgn Division: Username: nedmon Date:5/31/2022



PROFILE
SOUTHBOUND DIVERSION

PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

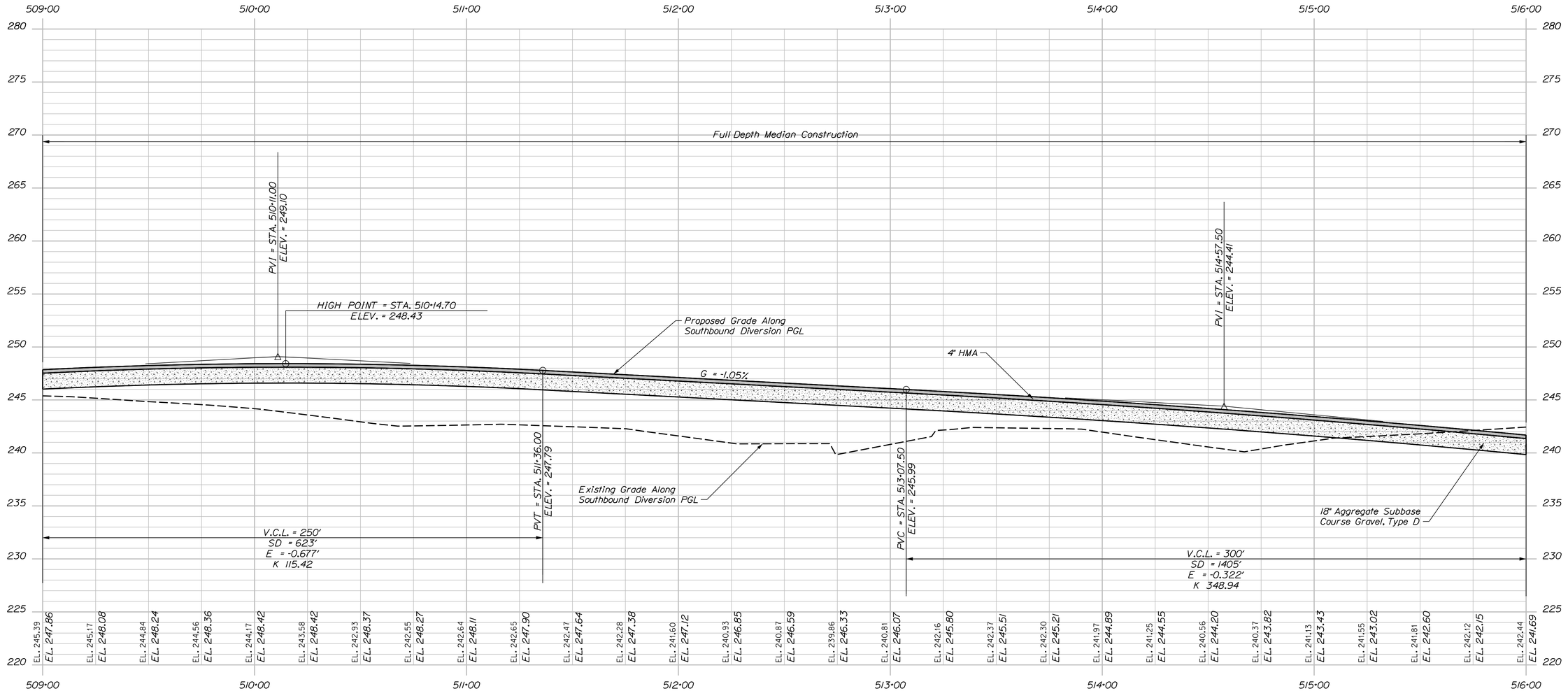
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE I-95 SOUTHBOUND

SHEET NUMBER

35

OF 169



PROFILE
SOUTHBOUND DIVERSION

PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. EATON	
DESIGN-DETAILED	T. AGUILAR	04-22
CHECKED-REVIEWED	T. MCAULIFFE	04-22
DESIGN2-DETAILED2	S. LISTER	04-22
DESIGN3-DETAILED3		
REVISIONS 1	S. LINSOLEY	04-22
REVISIONS 2	B. COLBURN	04-22
REVISIONS 3	M. LOVETT	04-22
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE
I-95 SOUTHBOUND

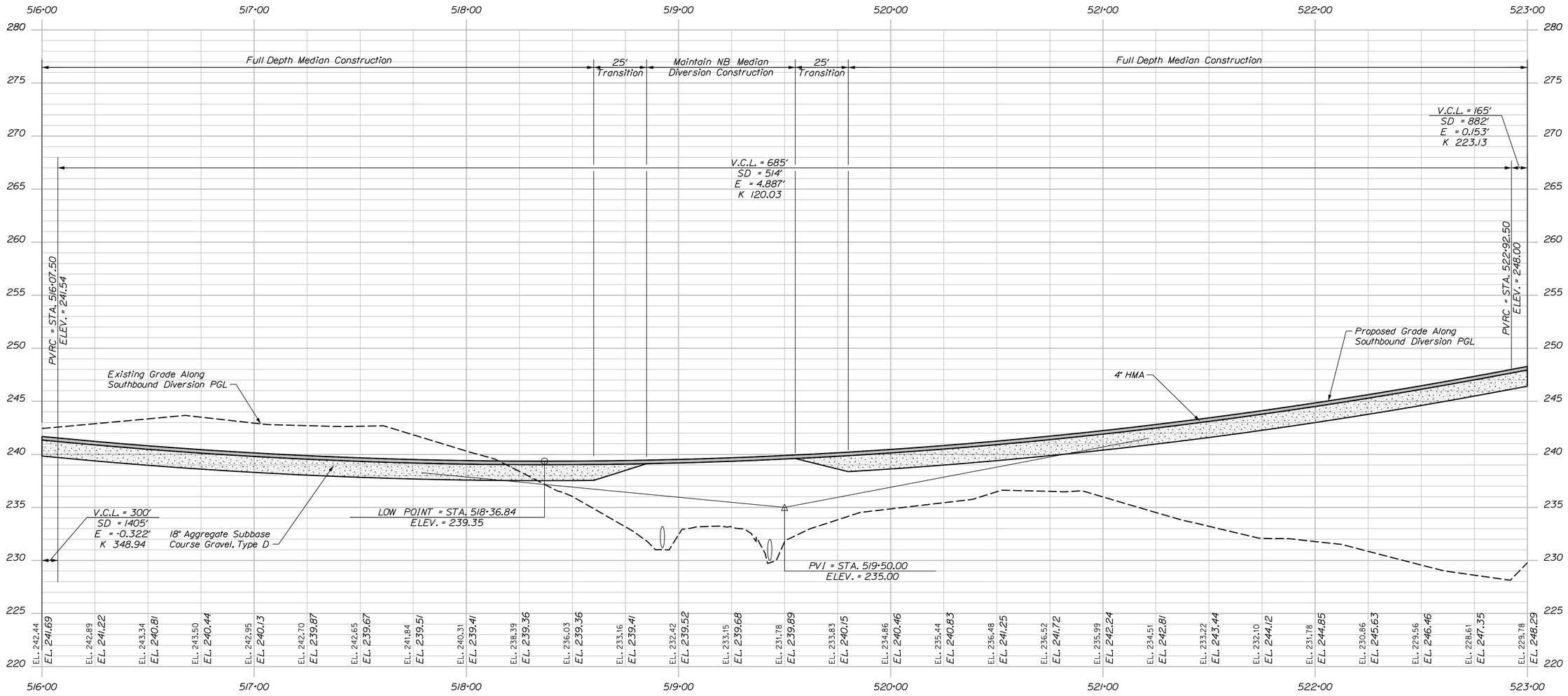
SHEET NUMBER

36

OF 169

Filename: ...\025_Profile Diversion SB.dgn Division: Username: nedmon Date:5/31/2022

Username: nedmon Date:5/31/2022
Division:
Filename: ...\026_Profile Diversion SB.dgn



PROFILE
SOUTHBOUND DIVERSION

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

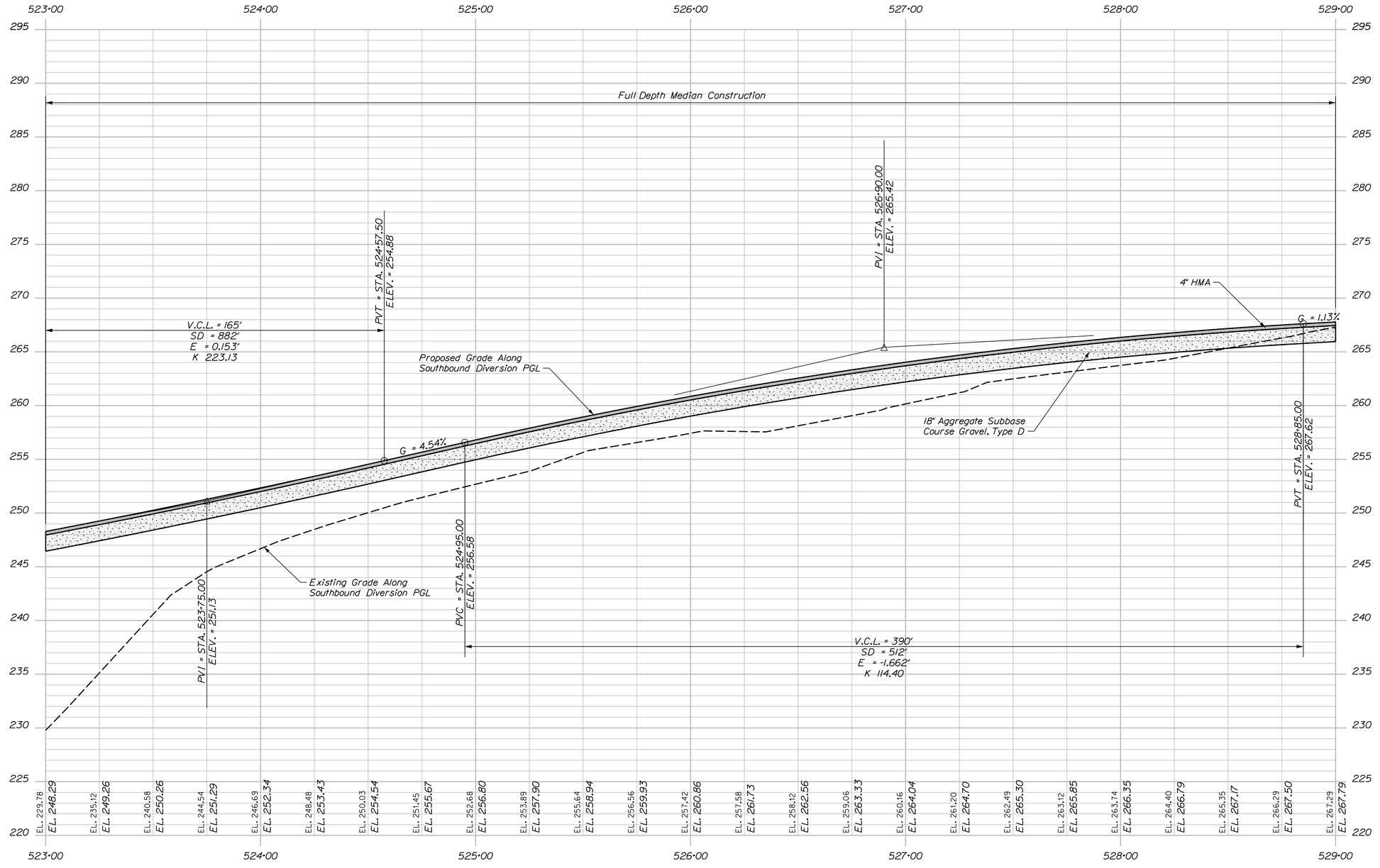
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE I-95 SOUTHBOUND

SHEET NUMBER

37

OF 169



PROFILE
SOUTHBOUND DIVERSION

PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

Username: nedmon Date:5/31/2022
Division:
Filename: ...\027_Profile Diversion SB.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

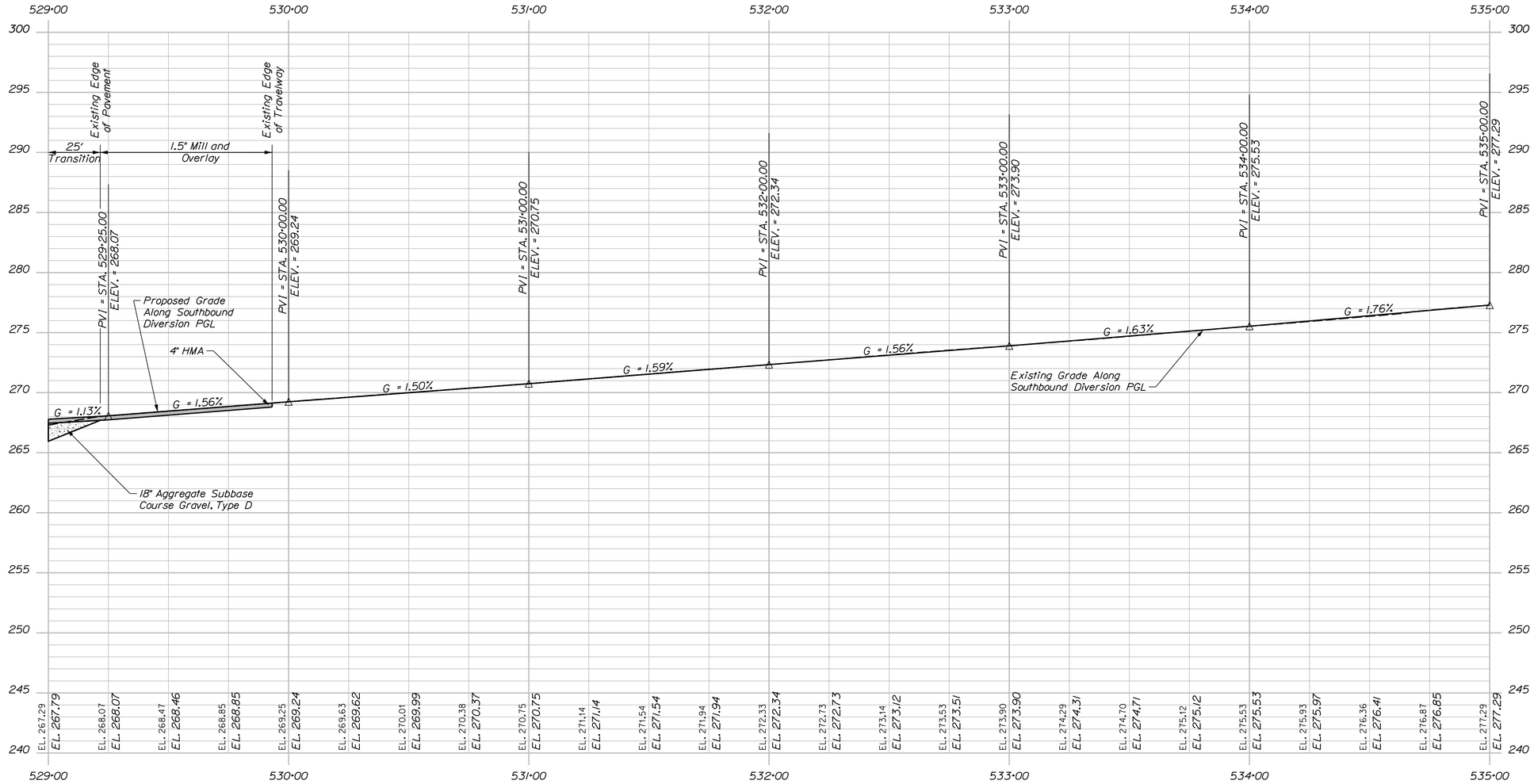
DIVERSION PROFILE
I-95 SOUTHBOUND

SHEET NUMBER

38

OF 169

Username: nedmon Date:5/31/2022
Division:
Filename: ...\028_Profile Diversion SB.dgn



PROFILE
SOUTHBOUND DIVERSION

PROFILE
Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

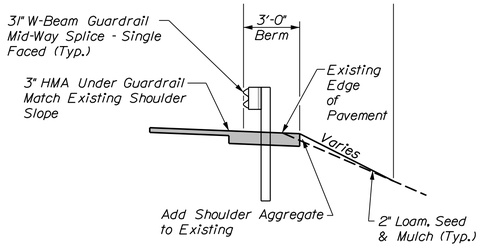
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DIVERSION PROFILE I-95 SOUTHBOUND

SHEET NUMBER

39

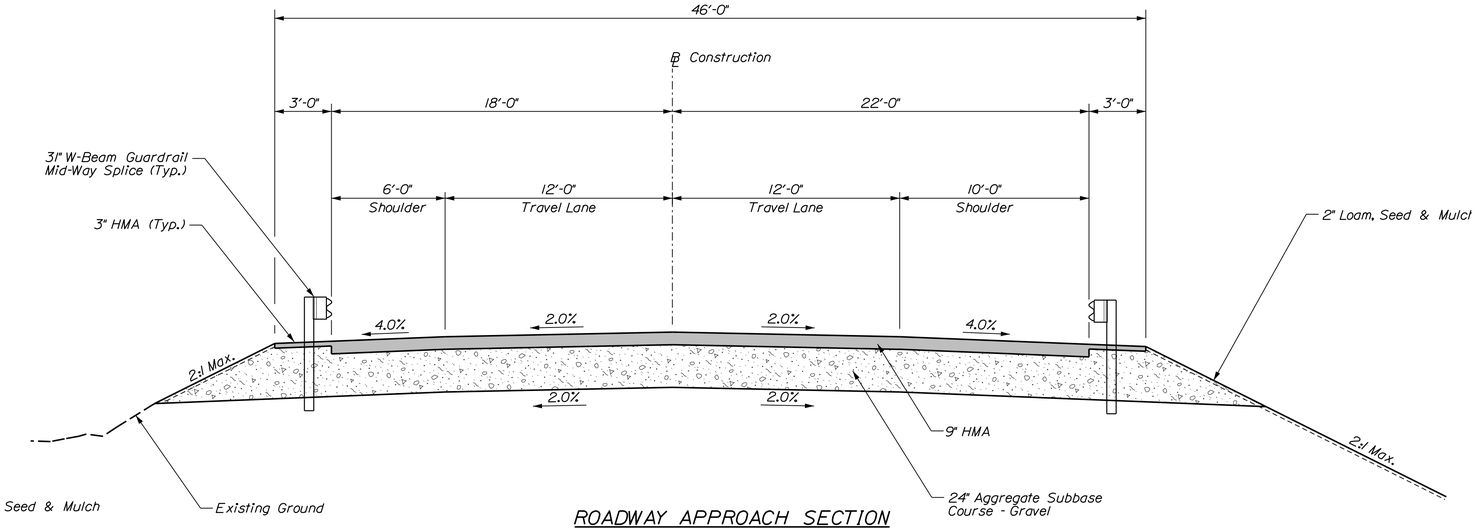
OF 169



GUARDRAIL SHOULDER LEVELING

Not To Scale

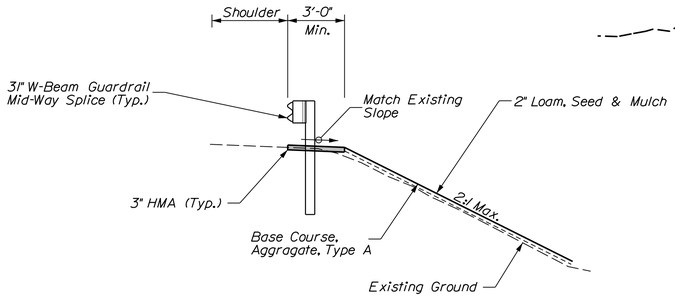
SB APPROACH
STA 218+63.00 TO 218+90.00 LT
STA 218.65.00 TO 218+90.LL RT
STA 221+60.00 TO 221+92.50 LT
STA 227+25.00 TO 229+25.00 RT



ROADWAY APPROACH SECTION
INTERSTATE 95 NORTHBOUND - SHOWN
INTERSTATE 95 SOUTHBOUND - OPPOSITE HAND

NB APPROACH
STA 119+95.00 TO BRIDGE
BRIDGE TO 121+30.00

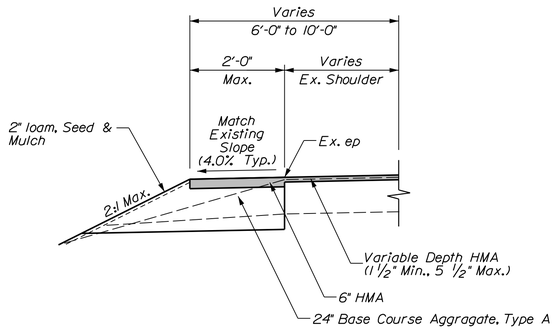
SB APPROACH
STA 219+45.00 TO BRIDGE
BRIDGE TO 221+05.00



APPROACH SECTION - GUARDRAIL EXTENSION RT
(LT MIRRORED)

NB APPROACH
STA 119+40.00 TO 119+70.00 RT & LT
STA 121+57.07 TO 121+85.00 RT & LT

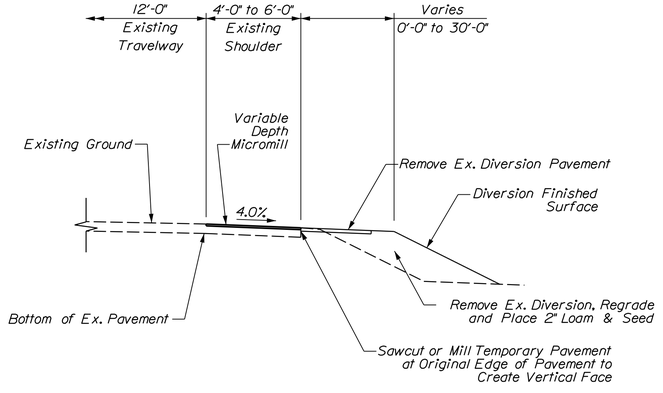
SB APPROACH
STA 218+63.00 TO 219+20+00 RT & LT
STA 221+30.00 TO 221+60.00 RT & LT



INSIDE SHOULDER WIDENING
(RT MIRRORED)

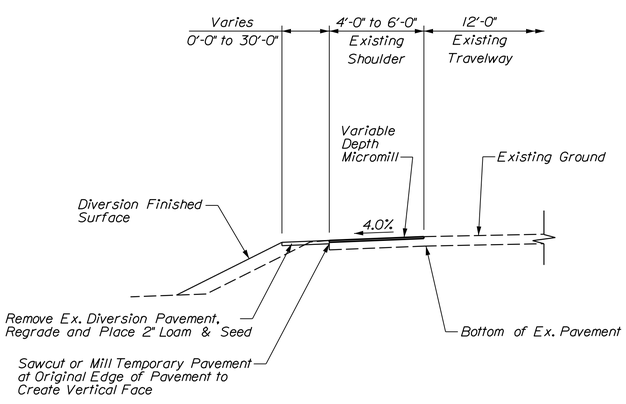
NB APPROACH
STA 119+40.00 TO 120+37.00
STA 120+93.60 TO 121+85.00

SB APPROACH
STA 218+90.00 TO 219+97.60
STA 220+53.60 TO 221+05.00



I-95 SHOULDER MICROMILL

SB APPROACH
STA 206+42.83 TO 210+93.14



I-95 SHOULDER MICROMILL

NB APPROACH
STA 106+70.30 TO 110+60.64
STA 129+71.82 TO 134+15.29

SB APPROACH
STA 229+65.41 TO 234+48.29

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. EATON		
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DESIGN3-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

TYPICAL SECTIONS

SHEET NUMBER

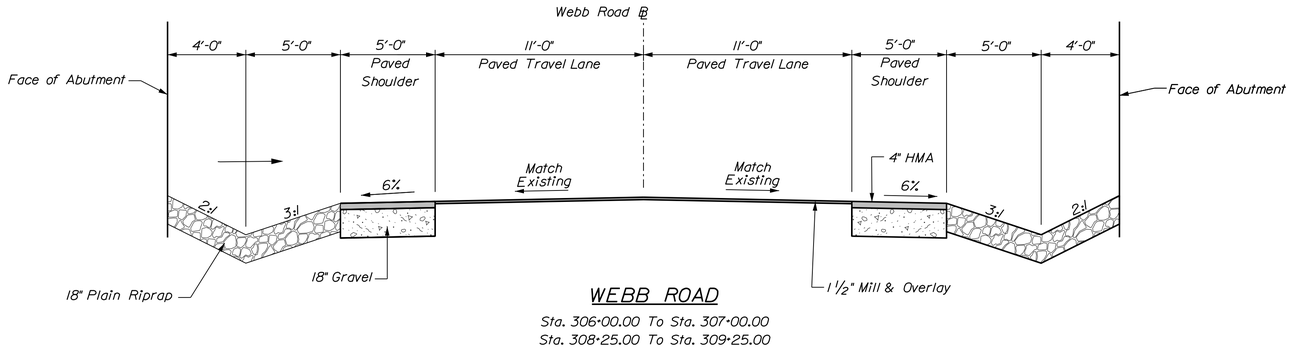
40

OF 169

Usermame: nedman Date:5/31/2022

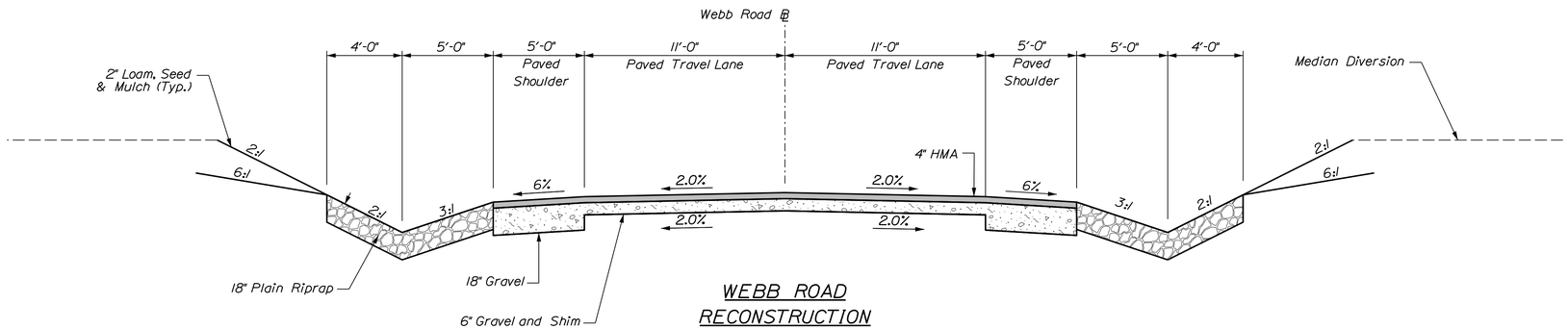
Division:

Filename: ...\030_Typical Sections.dgn



WEBB ROAD

Sta. 306+00.00 To Sta. 307+00.00
Sta. 308+25.00 To Sta. 309+25.00



WEBB ROAD RECONSTRUCTION

Sta. 307+00.00 To Sta. 308+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

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DESIGN3-DETAILED3			
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FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

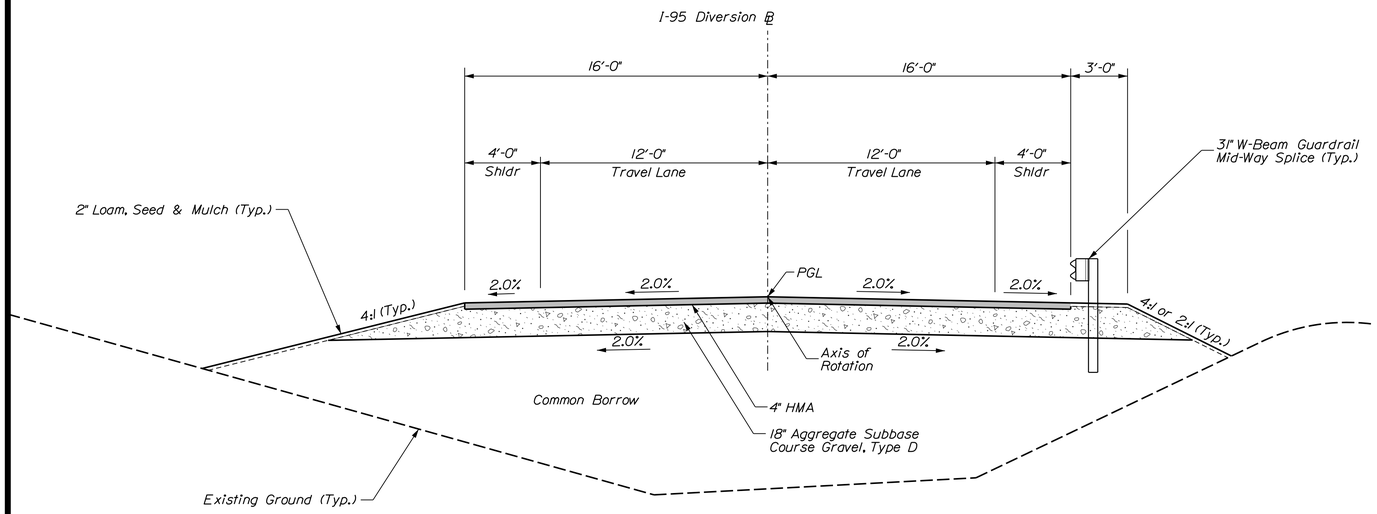
TYPICAL SECTIONS

SHEET NUMBER

41

OF 169

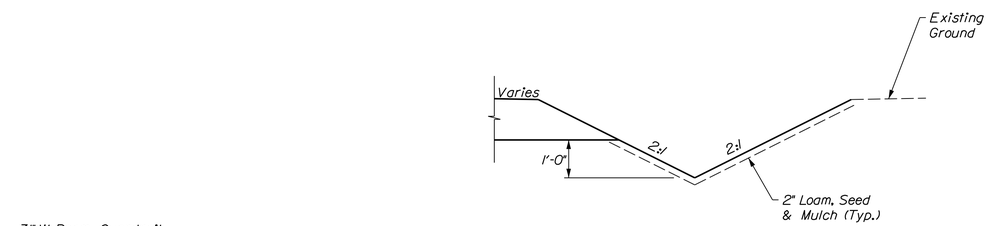
Username: nedmon Date:5/31/2022
Division:
Filename: ...\031_Typical Sections.dgn



TEMPORARY MEDIAN DIVERSION - NORMAL CROWN
INTERSTATE 95 NORTHBOUND - SHOWN
INTERSTATE 95 SOUTHBOUND - OPPOSITE HAND

NB DIVERSION
STA 417+75.00 TO 420+75.00

SB DIVERSION
STA 518+75.00 TO 520+75.00

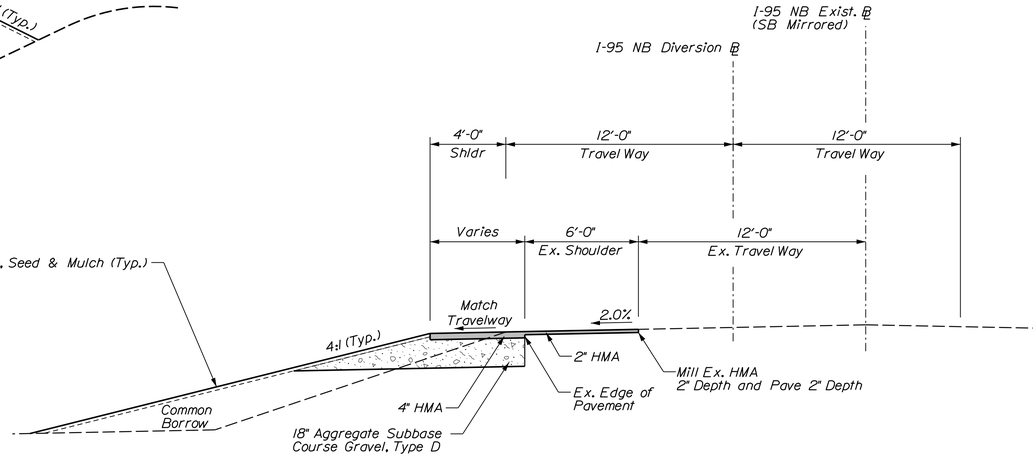


I-95 DIVERSION DITCH TYPICAL

Not To Scale

NB DIVERSION
STA 415+25.01 TO 418+25.00
STA 424+74.41 TO 428+25.03 LT

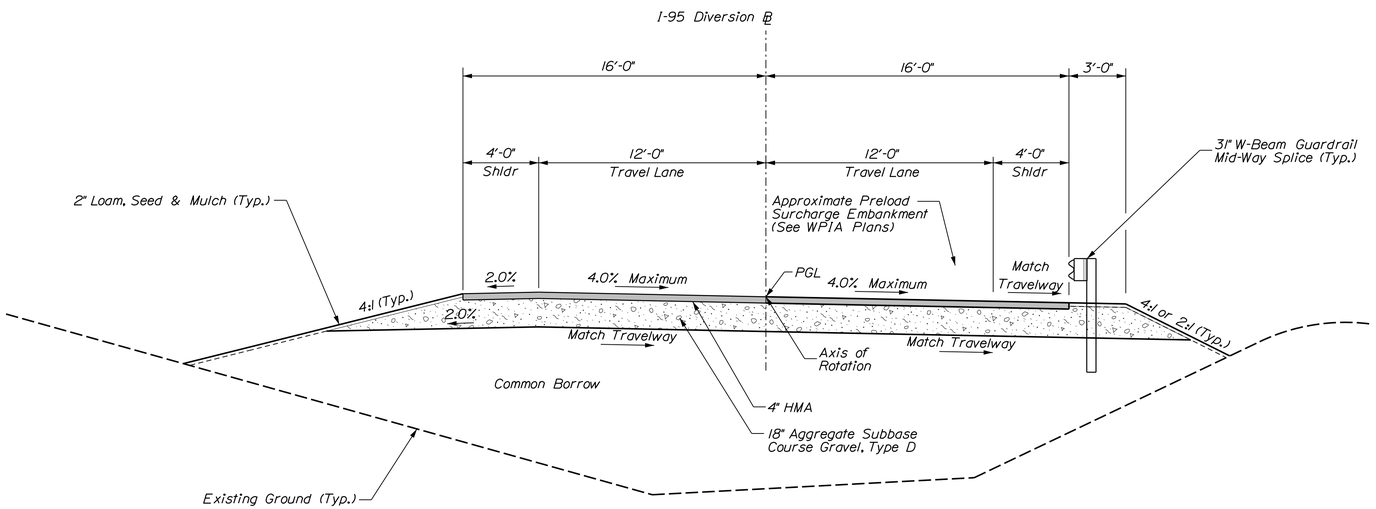
SB DIVERSION
STA 516+24.20 TO 521+75.40 LT



I-95 SHOULDER TRANSITION TO FULL WIDTH DIVERSION SECTION

NB APPROACH
STA 106+77.48 TO 111+37.65
STA 128+81.60 TO 133+85.90

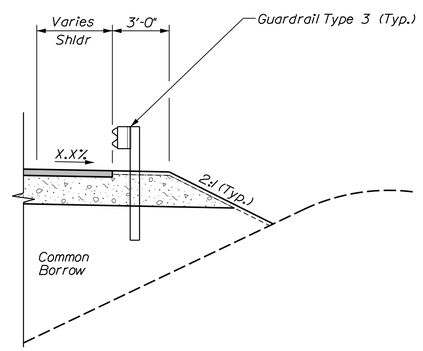
SB APPROACH
STA 204+21.08 TO 211+22.37
STA 227+28.41 TO 234+48.05



TEMPORARY MEDIAN DIVERSION - SUPERELEVATED

NB DIVERSION
BEGIN DIVERSION TO 417+75.00
STA 420+75.00 TO END DIVERSION

SB DIVERSION
BEGIN DIVERSION TO 518+75.00
STA 520+75.00 TO END DIVERSION



SIGHT DISTANCE SHELF

NB DIVERSION
STA 412+50.00 TO 416+50.00 RT
STA 422+50.00 TO 424+00.00 RT

SB DIVERSION
STA 522+00.00 TO 524+50.00 LT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

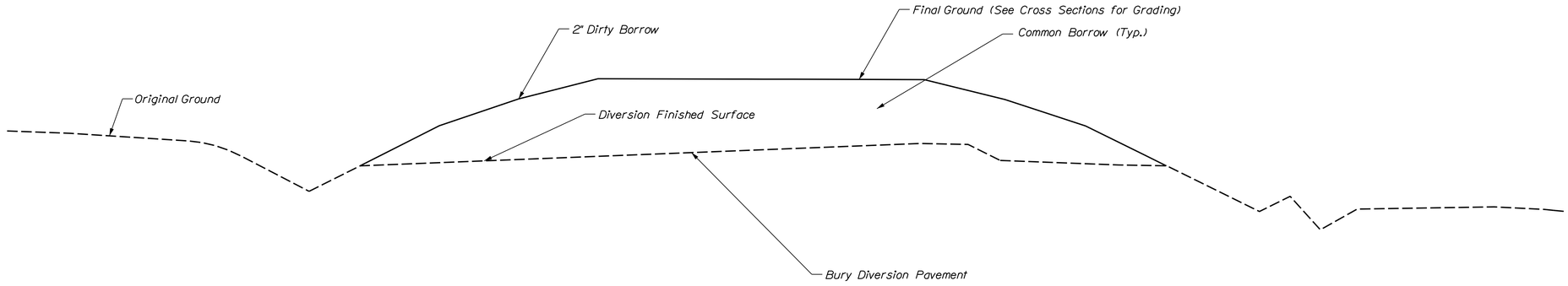
TYPICAL SECTIONS

SHEET NUMBER

42

OF 169

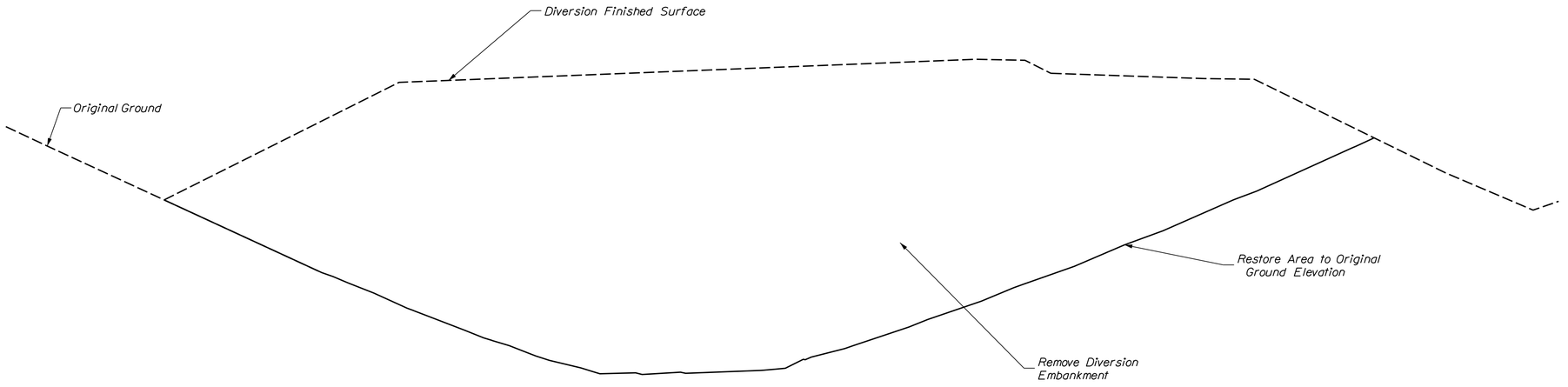
Filename: ...\032_Typical Sections.dgn Division: Username: nedmon Date:5/31/2022



MEDIAN REGRADE TO FINAL CONDITION

NB DIVERSION
STA 411+81.63 TO 414+08.87
STA 424+29.71 TO 425+94.99

SB DIVERSION
STA 512+13.89 TO 518+78.94
STA 519+68.09 TO 521+11.57
STA 523+31.27 TO 525+98.17



WETLAND RESTORATION TO FINAL CONDITION

SB DIVERSION
STA 521+05.77 To STA 523+30.80

Usermame: nedmon Date:5/31/2022
Division:
Filename: ...\033_Typical Sections.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
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FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

TYPICAL SECTIONS

SHEET NUMBER

43

OF 169

SUPERELEVATION TABLE (NB DIVERSION)				
START				
LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
Match Existing				
-2.0%	-2.0%	405+57.11		
-2.4%	-2.4%	405+64.27		
-3.0%	-3.0%	405+75.00		
		TO		
-3.0%	-3.0%	410+25.00	3.0%	-2.0%
-2.0%	-2.0%	410+50.00	2.0%	-2.0%
-2.0%	0.0%	411+00.00	0.0%	-2.0%
-2.0%	2.0%	411+50.00	-2.0%	-2.0%
-2.0%	4.0%	412+00.00	-4.0%	-4.0%
		TO		
-2.0%	4.0%	417+00.00	-4.0%	-4.0%
-2.0%	0.0%	417+50.00	-2.7%	-2.7%
-2.0%	-2.0%	417+75.00	-2.0%	-2.0%
		TO		
-2.0%	-2.0%	420+75.00	-2.0%	-2.0%
-2.0%	1.0%	421+00.00	-3.0%	-3.0%
-2.0%	4.0%	421+25.00	-4.0%	-4.0%
		TO		
-2.0%	4.0%	425+00.00	-4.0%	-4.0%
-2.0%	2.0%	425+50.00	-2.0%	-2.0%
-2.0%	0.0%	426+00.00	0.0%	-2.0%
-2.0%	-2.0%	426+50.00	2.0%	-2.0%
-3.0%	-3.0%	426+75.00	3.0%	-2.0%
		TO		
-3.0%	-3.0%	432+75.00		
-3.4%	-3.4%	433+00.00		
Match Existing				

SUPERELEVATION TABLE (SB DIVERSION)				
START				
LT. SHOULDER	LT. TRAVELWAY	STATION	RT. TRAVELWAY	RT. SHOULDER
			Match Existing	
		503+00.00	-4.9%	-4.9%
		503+25.00	-3.0%	-3.0%
		TO		
-2.0%	3.0%	512+75.00	-3.0%	-3.0%
-2.0%	2.0%	513+00.00	-2.0%	-2.0%
-2.0%	0.0%	513+50.00	0.0%	-2.0%
-2.0%	-2.0%	514+00.00	2.0%	-2.0%
-4.0%	-4.0%	514+50.00	4.0%	-2.0%
		TO		
-4.0%	-4.0%	517+25.00	4.0%	-2.0%
-3.7%	-3.7%	517+50.00	3.0%	-2.0%
-3.3%	-3.3%	517+75.00	2.0%	-2.0%
-2.7%	-2.7%	518+25.00	0.0%	-2.0%
-2.3%	-2.3%	518+50.00	-1.0%	-2.0%
-2.0%	-2.0%	518+75.00	-2.0%	-2.0%
		TO		
-2.0%	-2.0%	520+75.00	-2.0%	-2.0%
-2.7%	-2.7%	520+91.67	0.0%	-2.0%
-3.0%	-3.0%	521+00.00	1.0%	-2.0%
-4.0%	-4.0%	521+25.00	4.0%	-2.0%
		TO		
-4.0%	-4.0%	525+00.00	4.0%	-2.0%
-2.0%	-2.0%	525+50.00	2.0%	-2.0%
-2.0%	0.0%	526+00.00	0.0%	-2.0%
-2.0%	2.0%	526+50.00	-2.0%	-2.0%
-2.0%	3.0%	526+75.00	-3.0%	-3.0%
		TO		
		533+00.00	-3.0%	-3.0%
		533+50.00	Match Existing	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

SUPERELEVATION TABLES

SHEET NUMBER

44

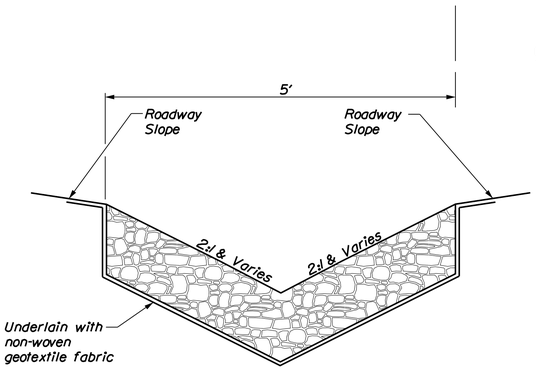
OF 169

Username: nedmon Date:5/31/2022

Division:

Filename: ...\034_Typical Sections.dgn

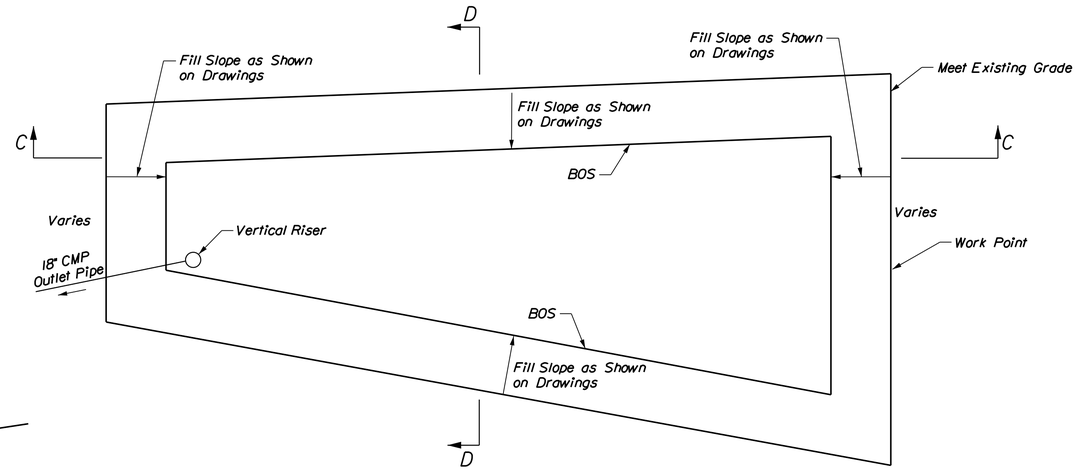
Filename: ...\Drawings\138_drain_details.dgn Division: Username: nedman Date:5/31/2022



RIPRAP DETAIL

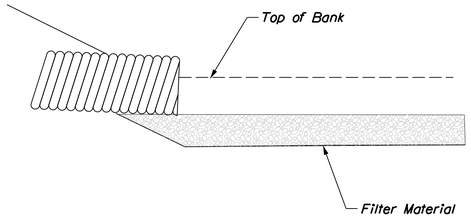
NOT TO SCALE

Notes:
Riprap lining shall be 18" deep.
Plain Riprap shall be according to Section 703.26 Plain Riprap D50=9".
See plans for location and grades.

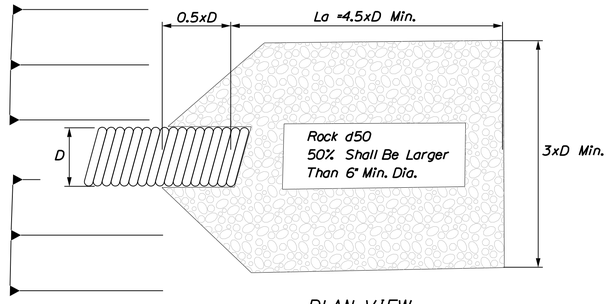


DETENTION BASIN PLAN VIEW

DETENTION BASIN TABLE	
Detention Basin Number	Bottom Elevation
1	234
2	255



SECTION



PLAN VIEW

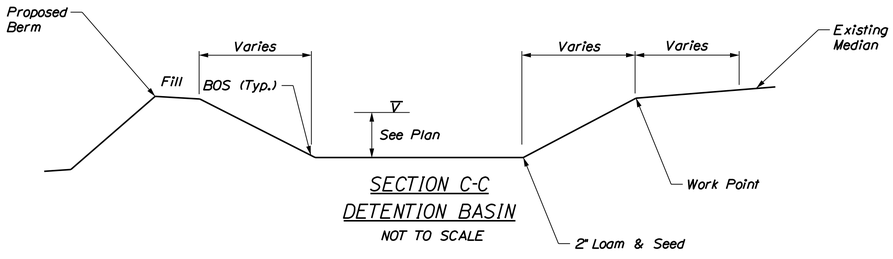
ENERGY DISSIPATER - RIPRAP APRON

NOT TO SCALE

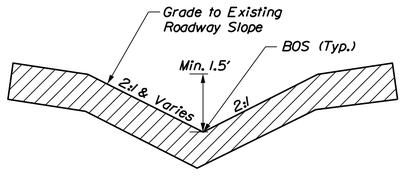
Note:
Build in Accordance with Standard Detail 802(09).

RIPRAP APRON TABLE				
TYPE	DIAMETER OF PIPE	WIDTH OF APRON	LENGTH OF APRON	PIPE * CUT BACK
1	18"	4.5'	6.75'	9"
2	24"	6.0'	9.0'	12"

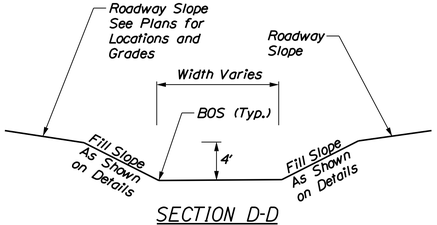
*Note:
Only Permanent Drainage Pipes Shall Have the Outfall Portion of the Pipe Cut Back Shown in the Riprap Apron Detail.



SECTION C-C
DETENTION BASIN
NOT TO SCALE



TYPE I
SWALE DETAIL
NOT TO SCALE
Note: Grass Type Swale



SECTION D-D
DETENTION BASIN
NOT TO SCALE

Notes:

1. Detention Basin Shall be of Grassed Lined Material with Erosion Control Blanket.
2. The Swale Riprap Shall be Furnished and Installed in Accordance with Standard Specification Section 610 Riprap and Section 610.01 Stone Ditch Protection.
3. The Swale Geotextile Fabric Shall be Furnished and Installed in Accordance with Standard Specification Section 620 Geotextile and Section 620.03 Erosion Control and Section 722.03 Drainage Geotextiles.
4. The Permanent Pipe Shall be Furnished and Installed in Accordance with Standard Specification Section 603 Pipe Culverts and Storm Drains and Section 707.07 Polymer Precoated Galvanized Corrugated Steel Pipe.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB/WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

DRAINAGE DETAILS

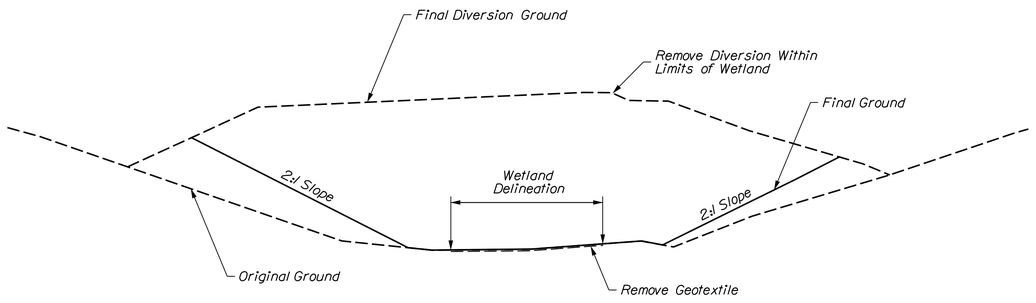
SHEET NUMBER

45

OF 169

Notes:

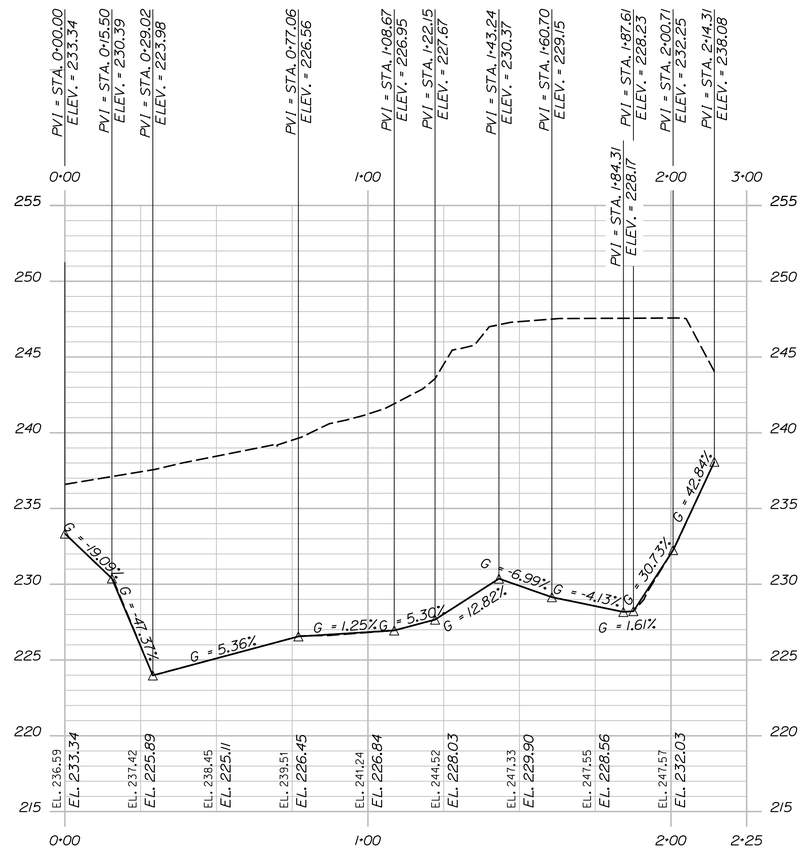
1. Item 610.212 Streambed Rock Features will be utilized as part of stream restoration at the direction of the Resident. See Special Provision 610.212 for more specifics.



WETLAND RESTORATION TO FINAL CONDITION

Not to Scale

SB DIVERSION
Sta. 521+05.77 To Sta. 523+30.80



WETLAND RESTORATION PROFILE

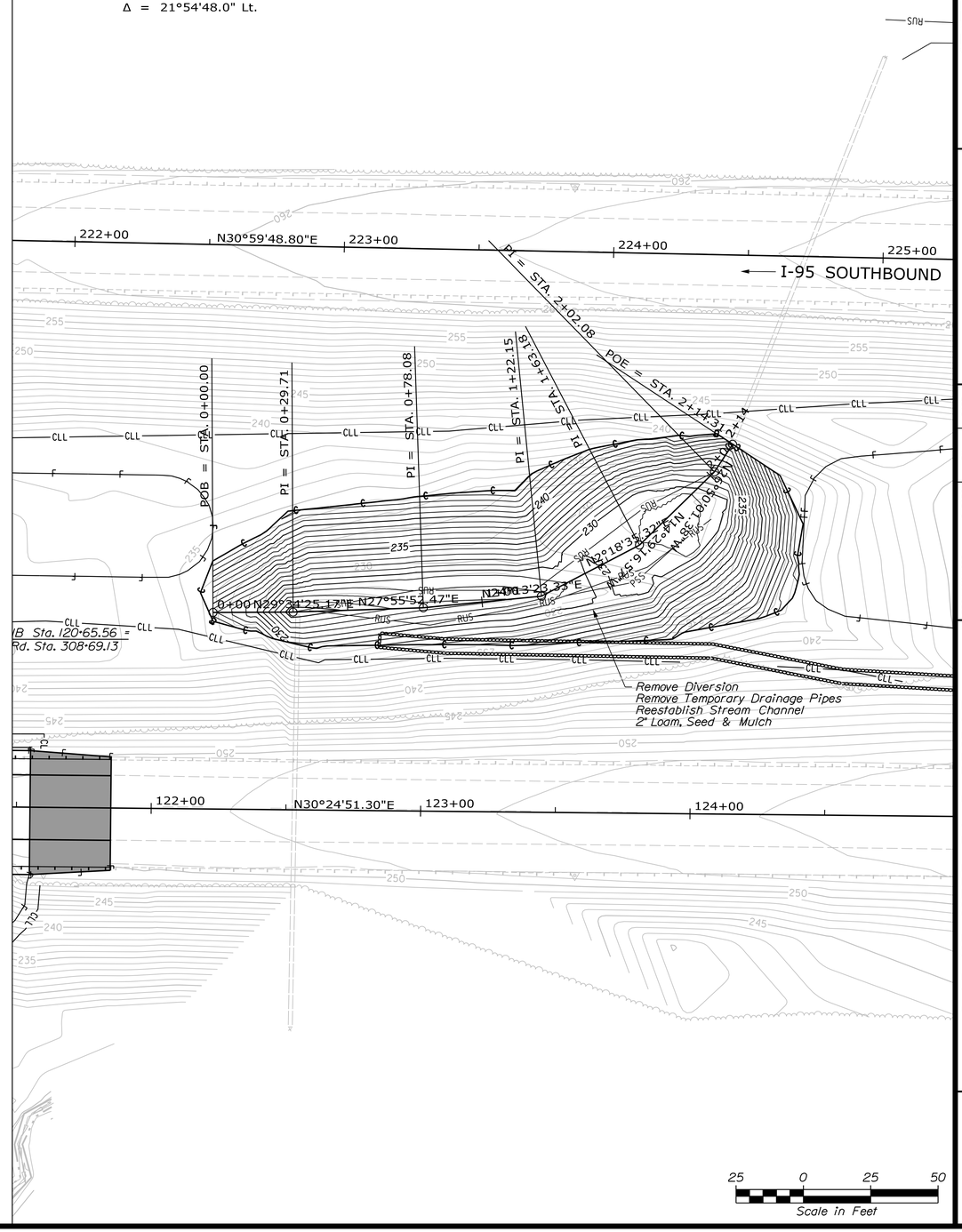
CURVE DATA #1
PI = 0+29.71
Δ = 1°38'32.7" Lt.

CURVE DATA #2
PI = 0+78.08
Δ = 3°42'29.1" Lt.

CURVE DATA #3
PI = 1+22.15
Δ = 21°54'48.0" Lt.

CURVE DATA #4
PI = 1+63.18
Δ = 16°47'51.9" Lt.

CURVE DATA #5
PI = 2+02.08
Δ = 12°20'44.8" Lt.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

	BY	DATE
D. EATON		
T. AGUILAR	S. LINSOLEY	04-22
T. MCAULIFFE	B. COLBURN	04-22
S. LISTER	M. LOVETT	04-22

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	
DESIGN-DETAILED	
CHECKED-REVIEWED	
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

STREAM RESTORATION PLAN

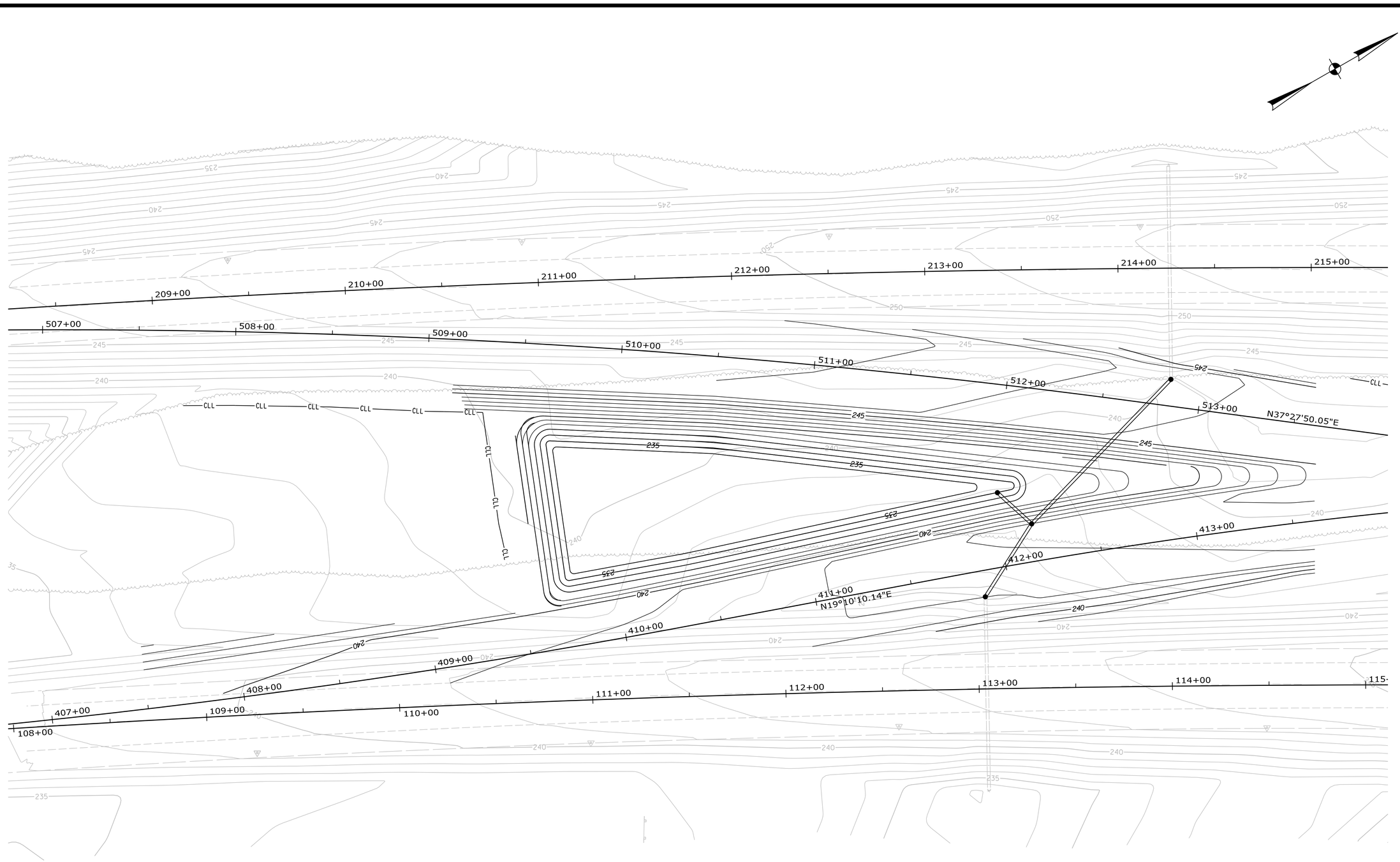
SHEET NUMBER

46

OF 169

Filename: ...\162_Strm Reloc Plan.dgn Division: Username: taguilar Date:6/6/2022

Filename: ...\163_Grading Plan 01.dgn Division: Username: nedman Date:5/31/2022



CURVE DATA #3
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D = 2°02'20.4"
Δ = 11°32'09.9" Rt.
R = 2810.00'
L = 565.77'
T = 283.85'
E = 14.30'

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

GRADING PLAN 01

SHEET NUMBER
47
OF 169

WINS:

Username: nedmon Date:5/31/2022

Division:

Filename: ...\164_Grading Plan 02.dgn

CURVE DATA #5
PI = 529+87.89
D = 1°21'51.1"
Δ = 8°52'20.7" Rt.
R = 4200.00'
L = 650.38'
T = 325.84'
E = 12.62'

CURVE DATA #5
PI = 429+86.51
D = 1°21'51.1"
Δ = 8°52'01.6"
R = 4200.00'
L = 649.99'
T = 325.65'
E = 12.61'

25 0 25 50
Scale in Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

	BY	DATE
PROJ. MANAGER	D. EATON	
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY 04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN 04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT 04-22
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

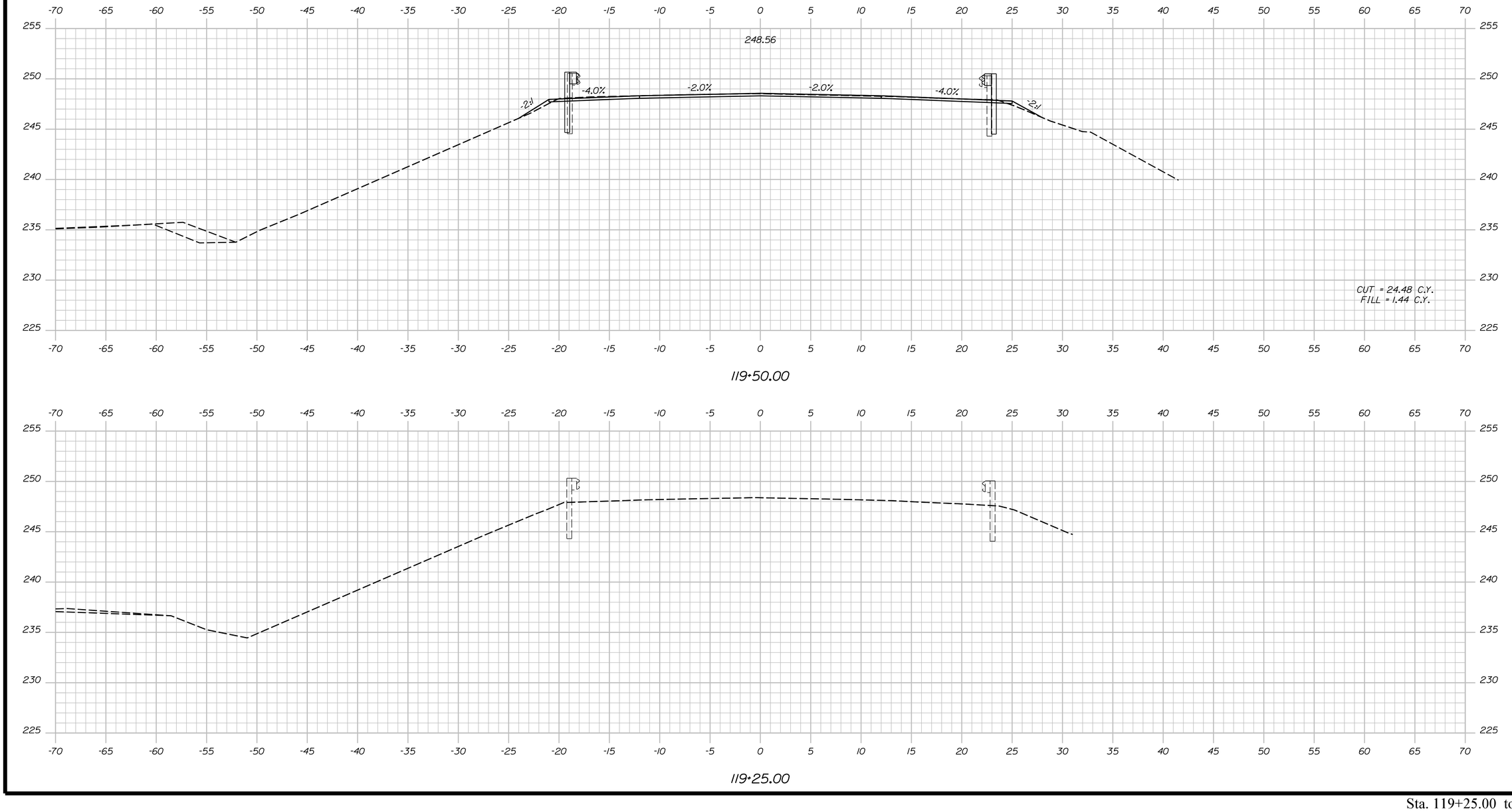
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

GRADING PLAN 02

SHEET NUMBER

48

OF 169



Sta. 119+25.00 to Sta. 119+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	BY	S. LINSDLEY
CHECKED-REVIEWED	T. MCAULIFFE	BY	B. COLBURN
DESIGN2-DETAILED2	S. LISTER	BY	M. LOVETT
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DATE	SIGNATURE
04-22	
04-22	
04-22	

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

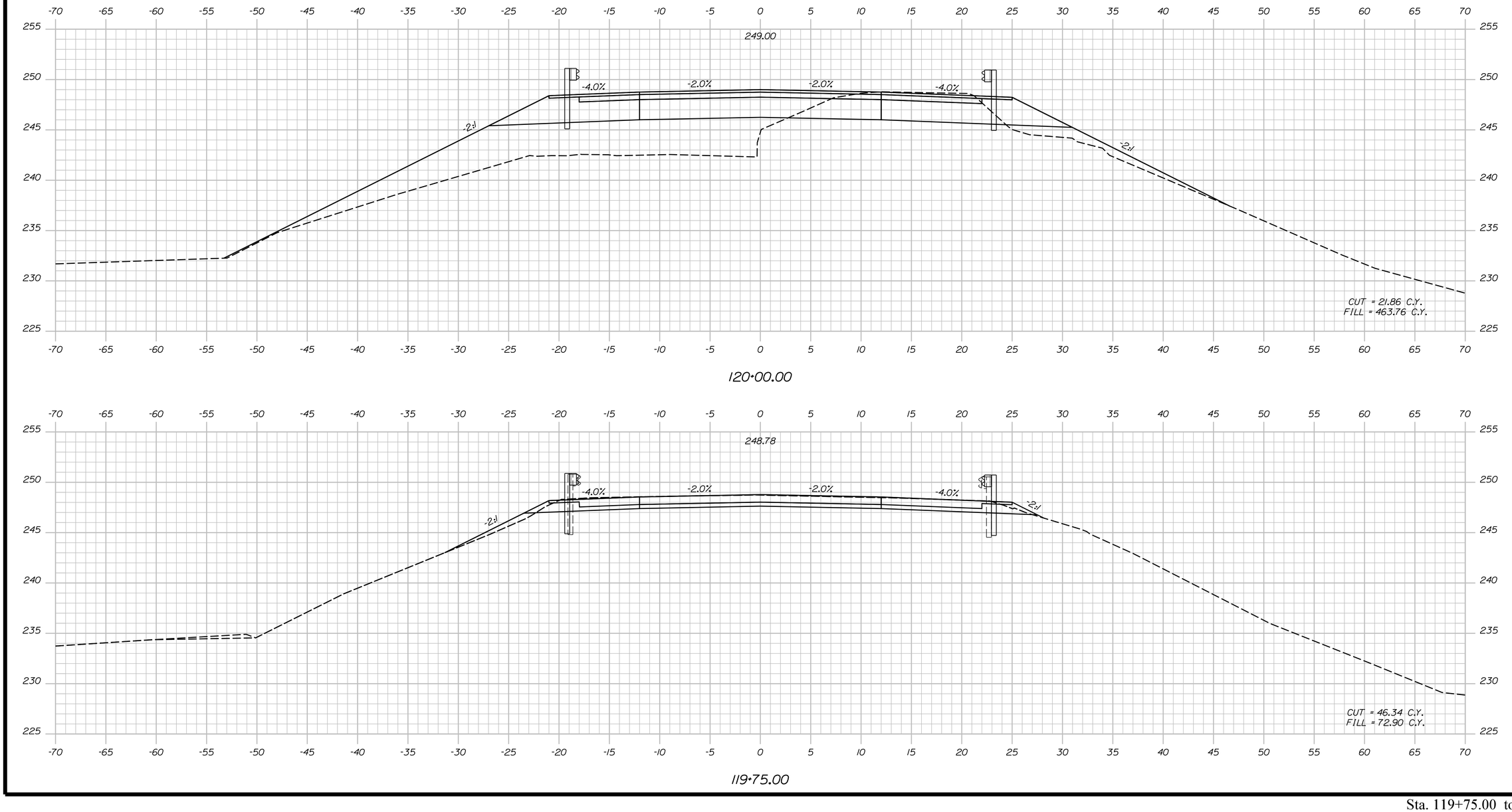
CROSS SECTIONS
I-95 NORTHBOUND

SHEET NUMBER

49

OF 169

Filename: ...\xsects - I-95 Final.dgn Division: Username: nedmon Date:5/31/2022



Sta. 119+75.00 to Sta. 120+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS I-95 NORTHBOUND

SHEET NUMBER

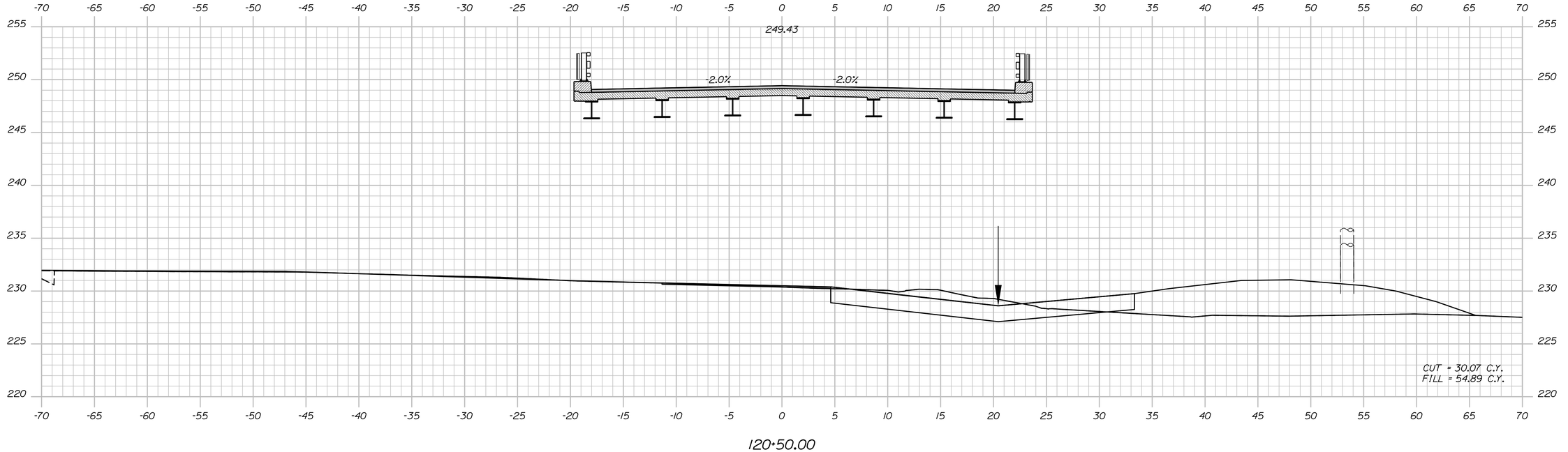
50

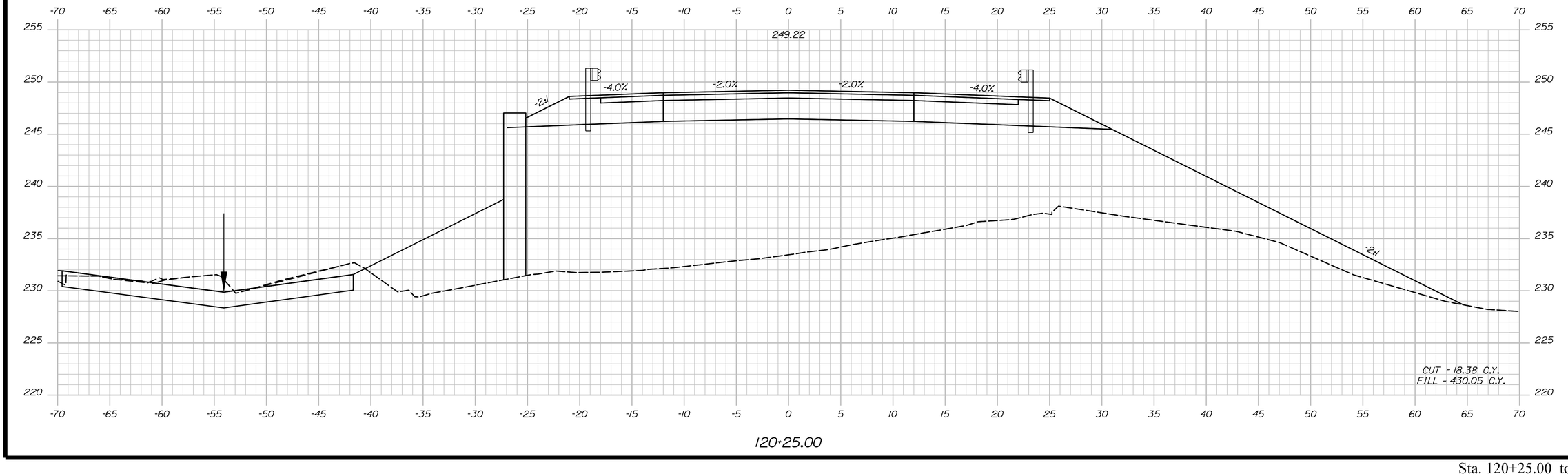
OF 169

Username: nedman Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
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DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
I-95 NORTHBOUND

SHEET NUMBER

51

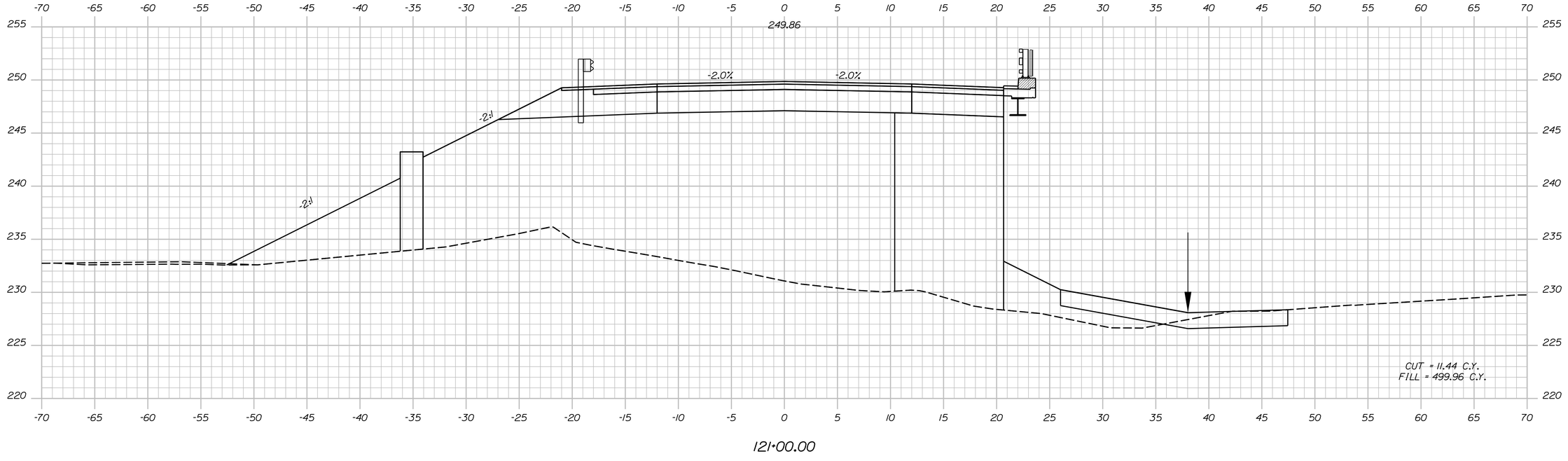
OF 169

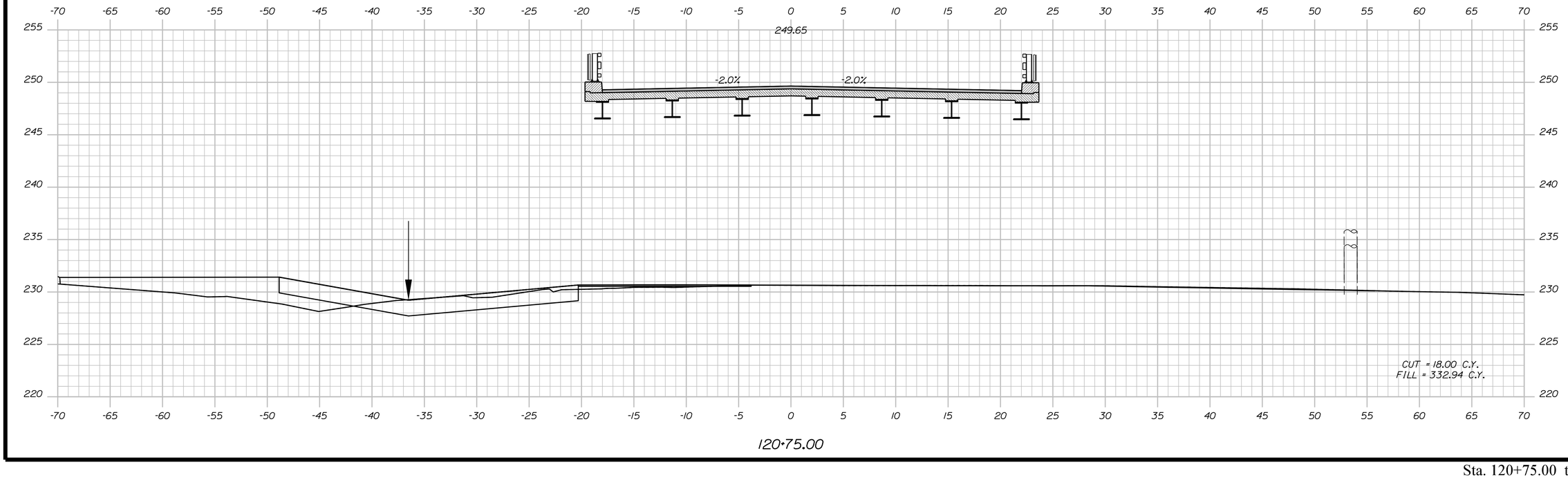
Sta. 120+25.00 to Sta. 120+50.00

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
I-95 NORTHBOUND

SHEET NUMBER

52

OF 169

Sta. 120+75.00 to Sta. 121+00.00

Username: nedmon Date:5/31/2022

Division:

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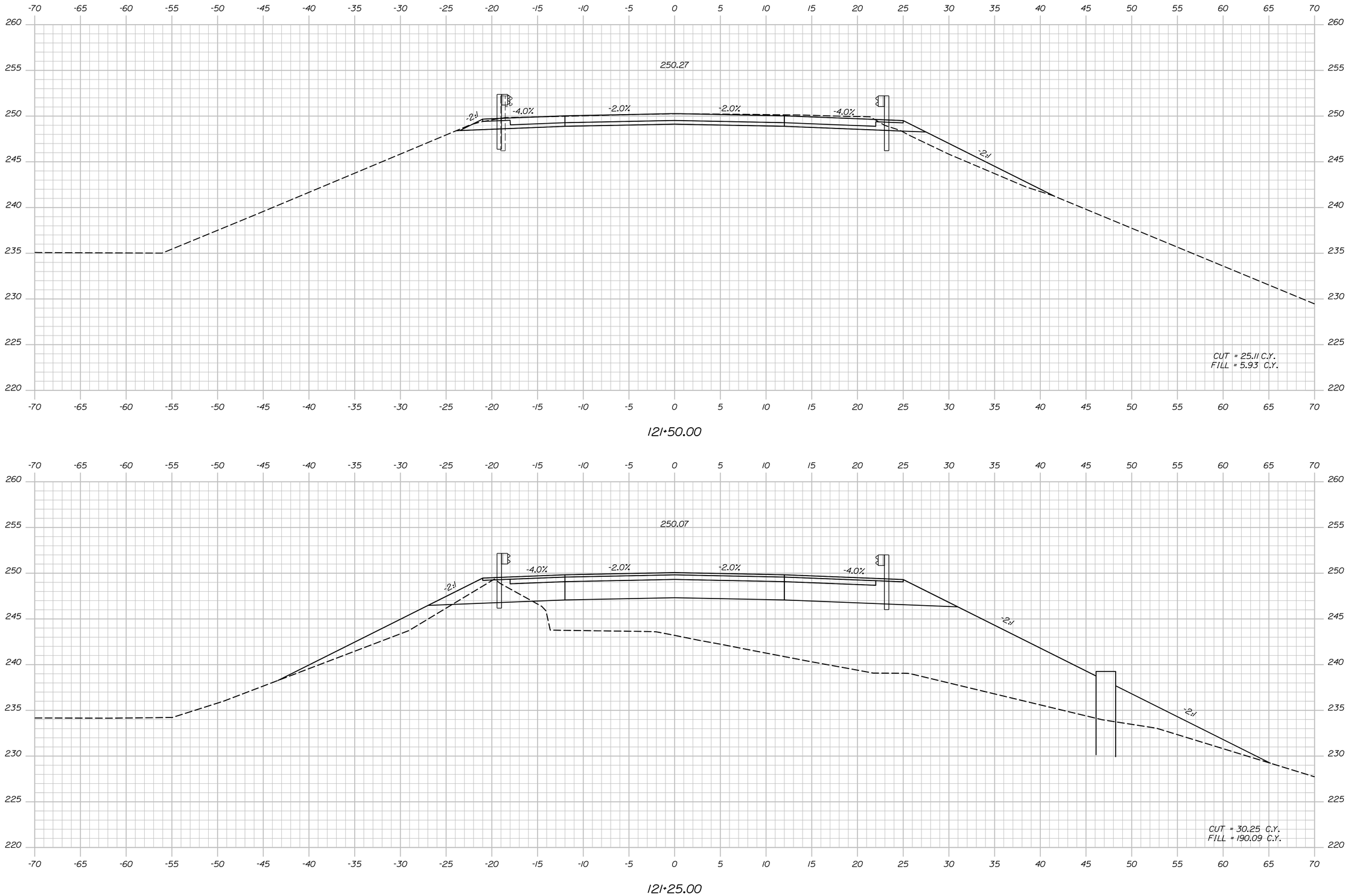

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
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DESIGN3-DETAILED3			
REVISIONS 1			
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REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
I-95 NORTHBOUND

SHEET NUMBER

53

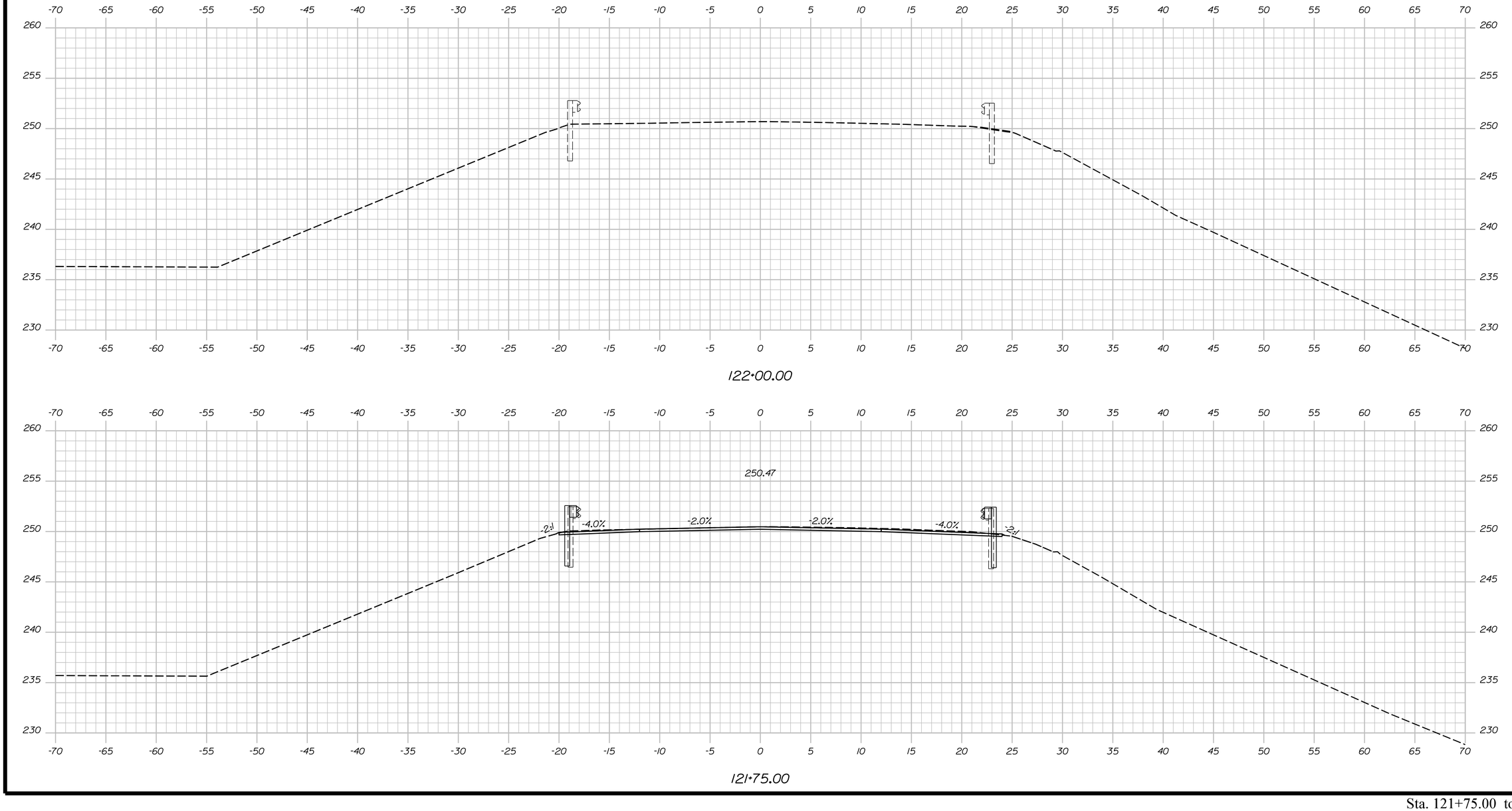
OF 169

Sta. 121+25.00 to Sta. 121+50.00

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn



Sta. 121+75.00 to Sta. 122+00.00

Username: nedmon

Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
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DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

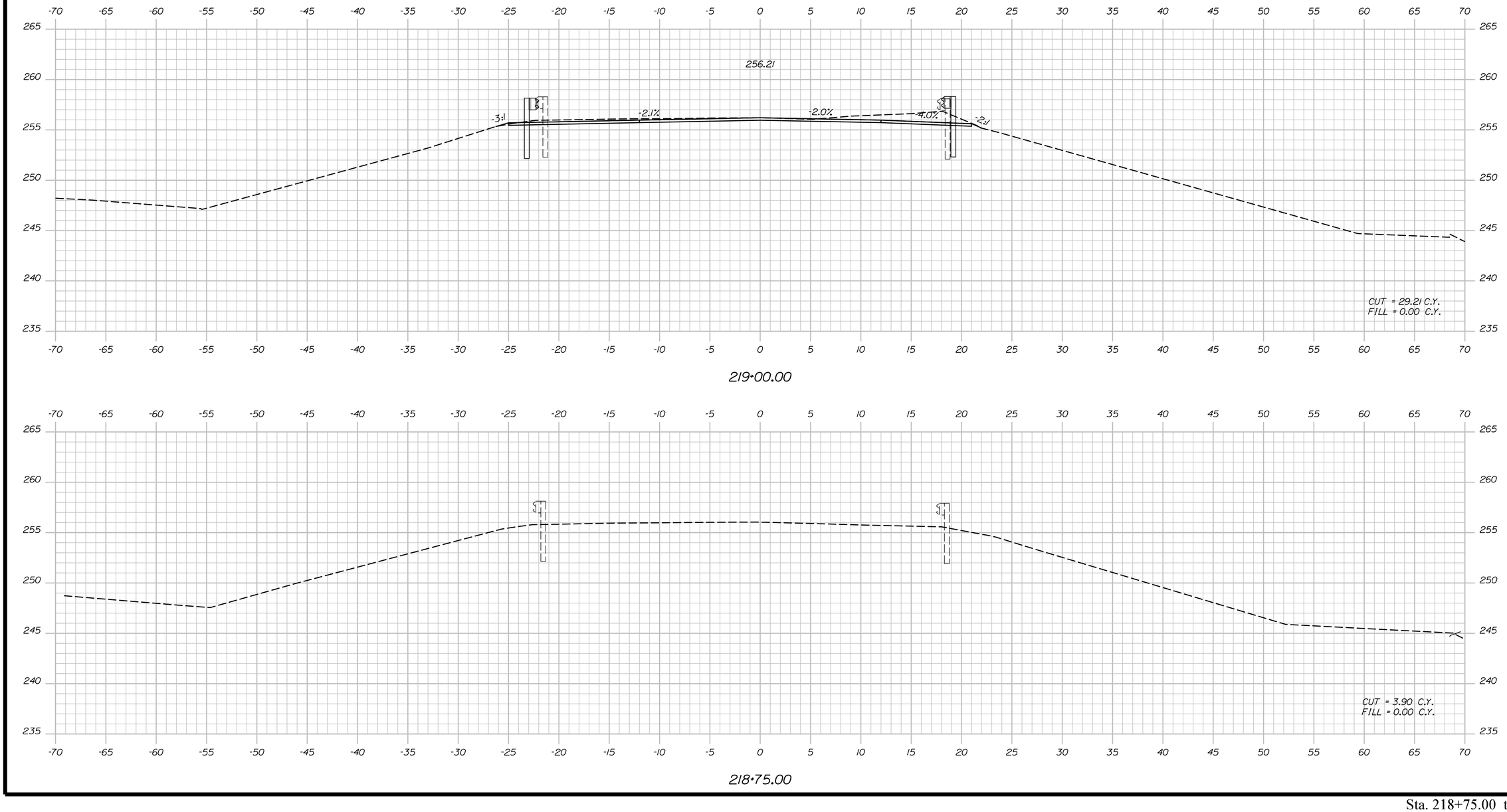
CROSS SECTIONS
I-95 NORTHBOUND

SHEET NUMBER

54

OF 169

Username: nedmon
Date:5/31/2022
Division:
Filename: ...\xsects - I-95 Final.dgn



Sta. 218+75.00 to Sta. 219+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

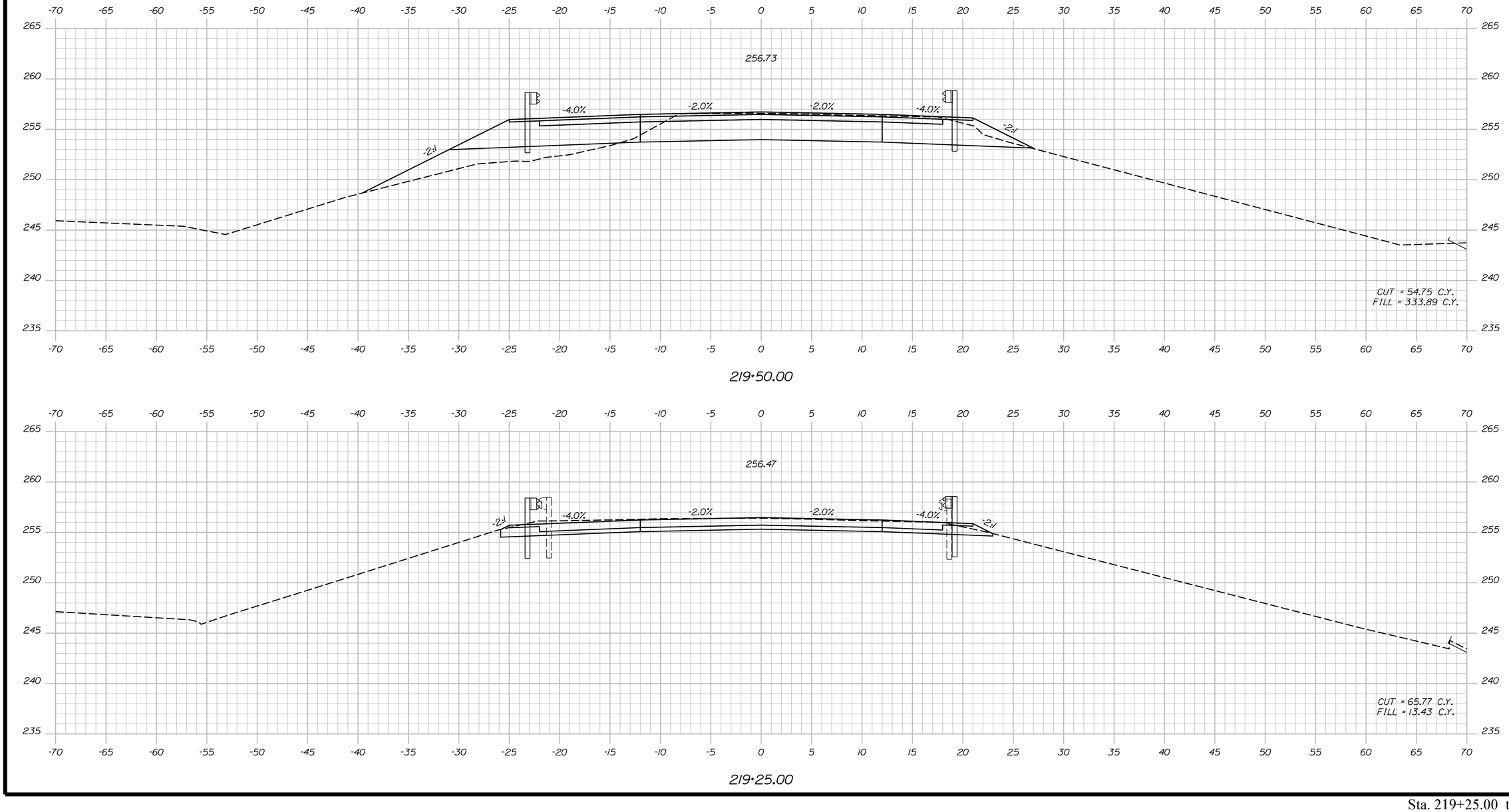
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
I-95 SOUTHBOUND

SHEET NUMBER

55

OF 169



Sta. 219+25.00 to Sta. 219+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

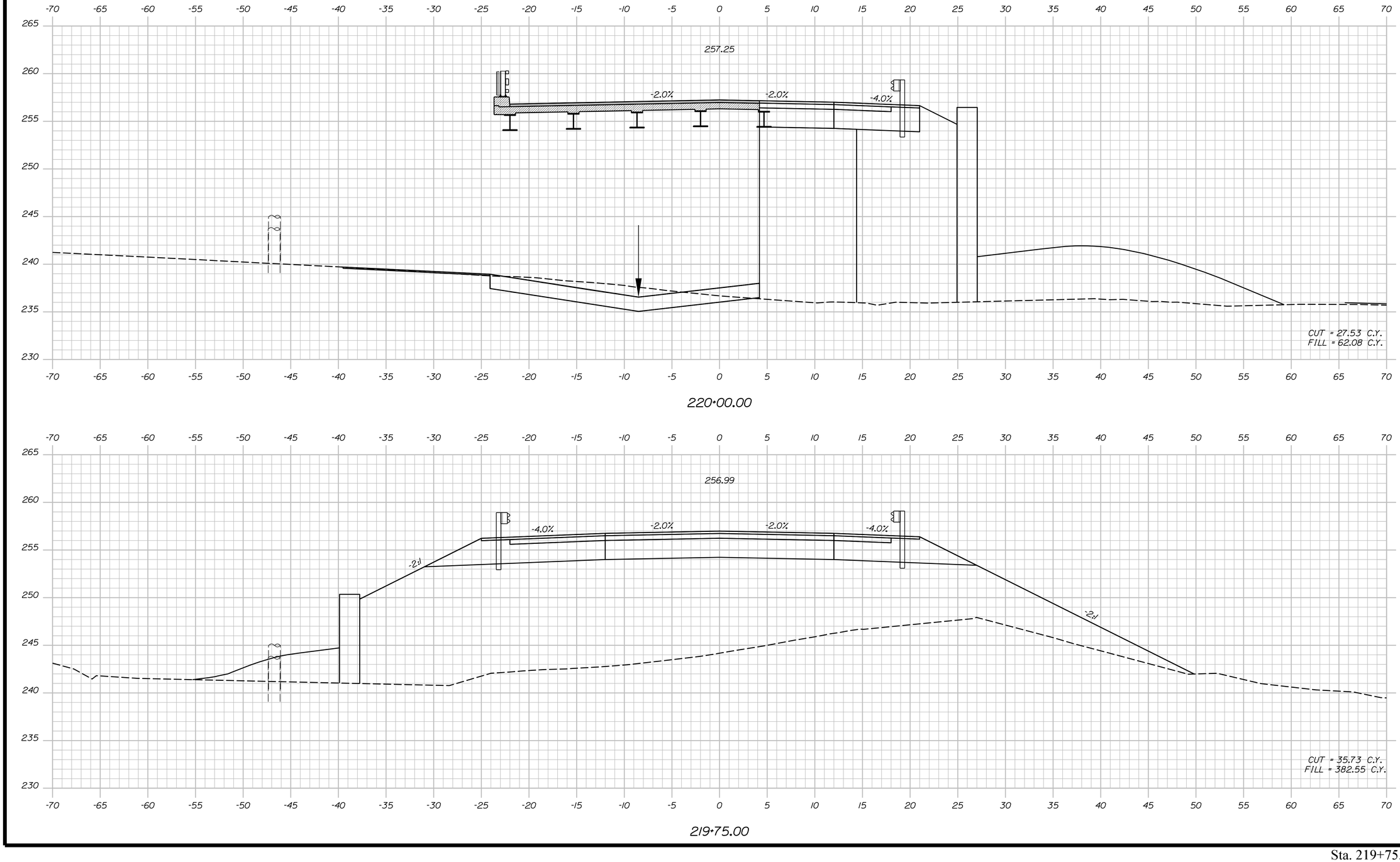
CROSS SECTIONS
I-95 SOUTHBOUND

SHEET NUMBER

56

OF 169

Filename: ...\xsects - I-95 Final.dgn Division: Username: nedmon Date:5/31/2022



Sta. 219+75.00 to Sta. 220+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
I-95 SOUTHBOUND

SHEET NUMBER

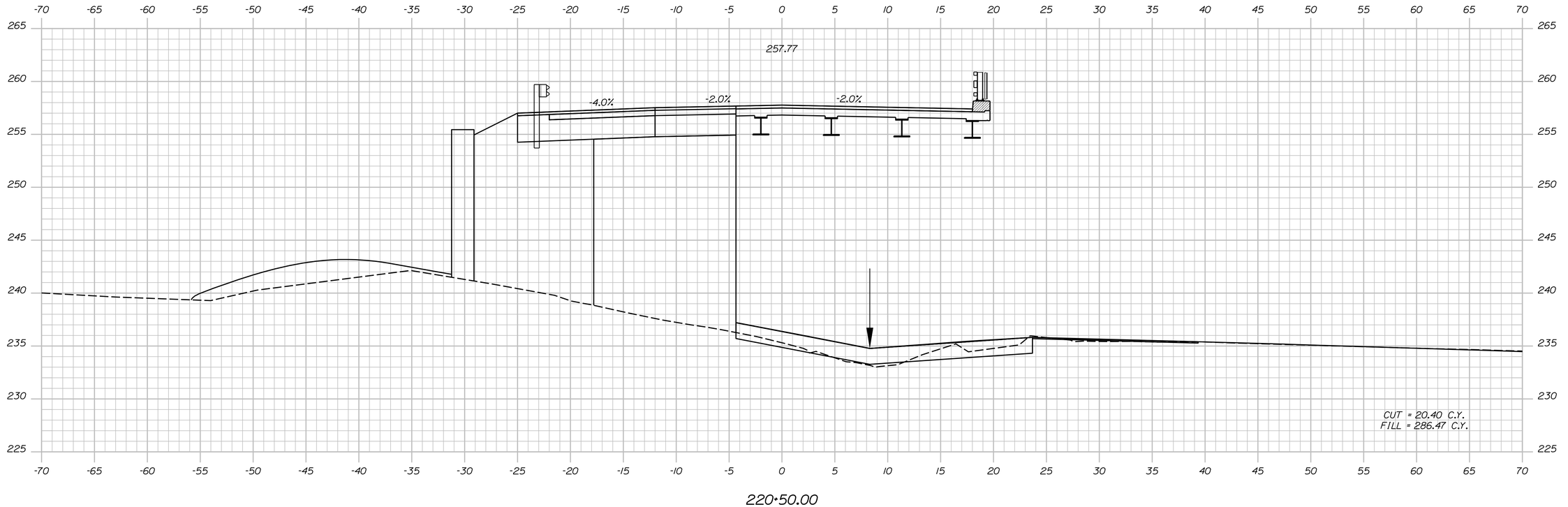
57

OF 169

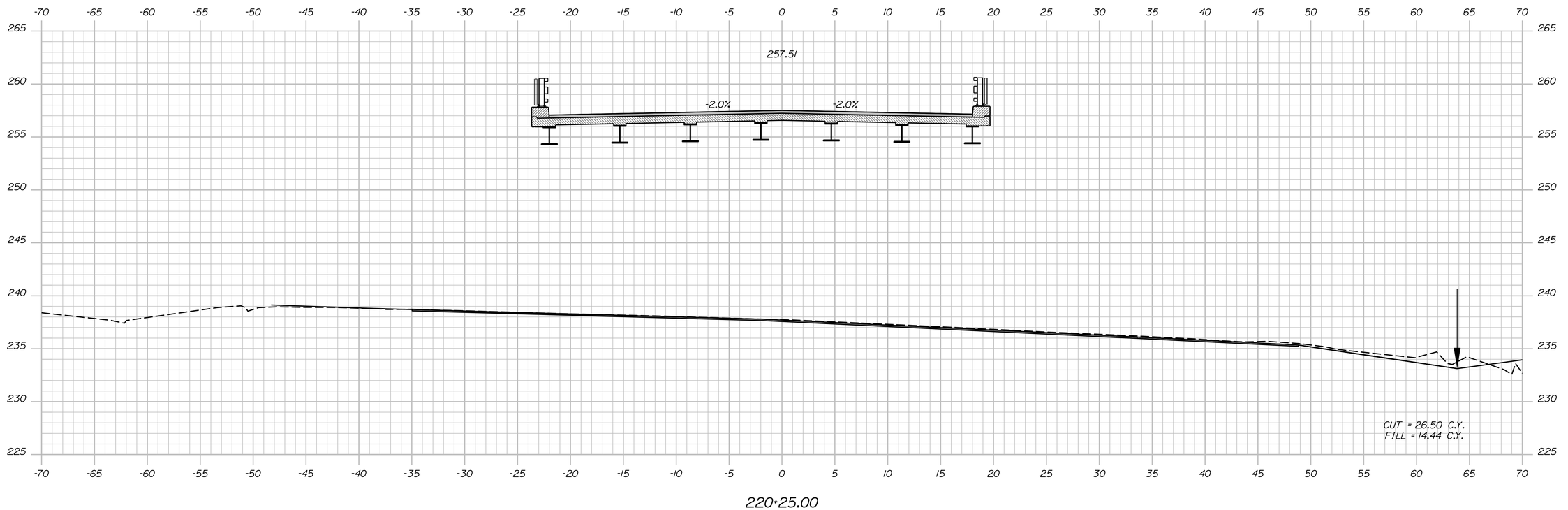
Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn



220+50.00



220+25.00

Sta. 220+25.00 to Sta. 220+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
I-95 SOUTHBOUND

SHEET NUMBER

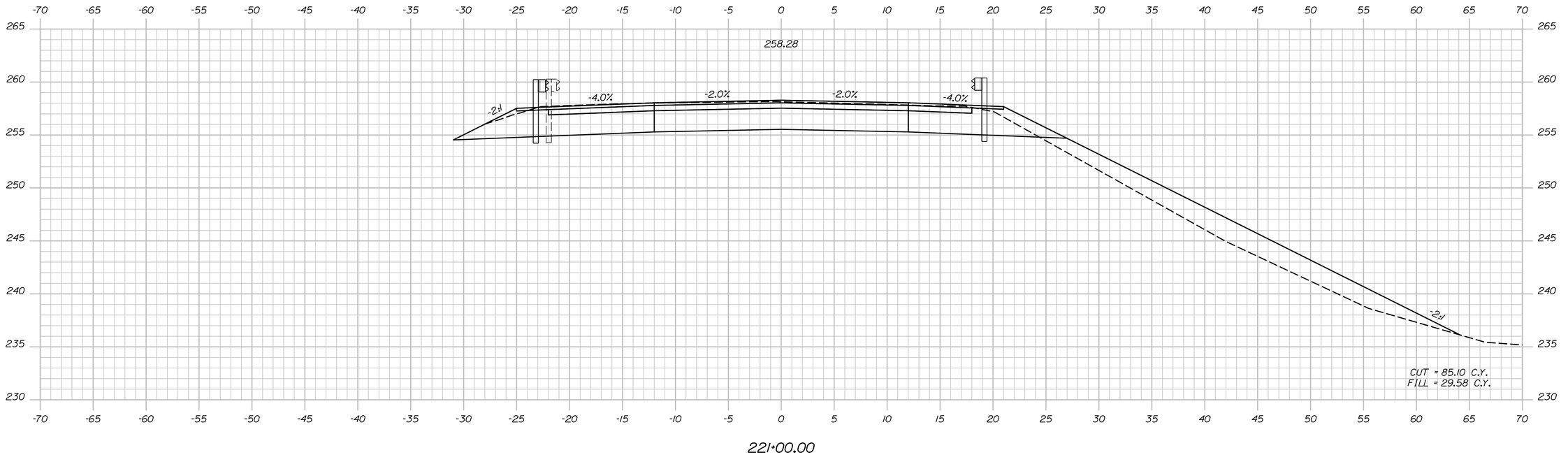
58

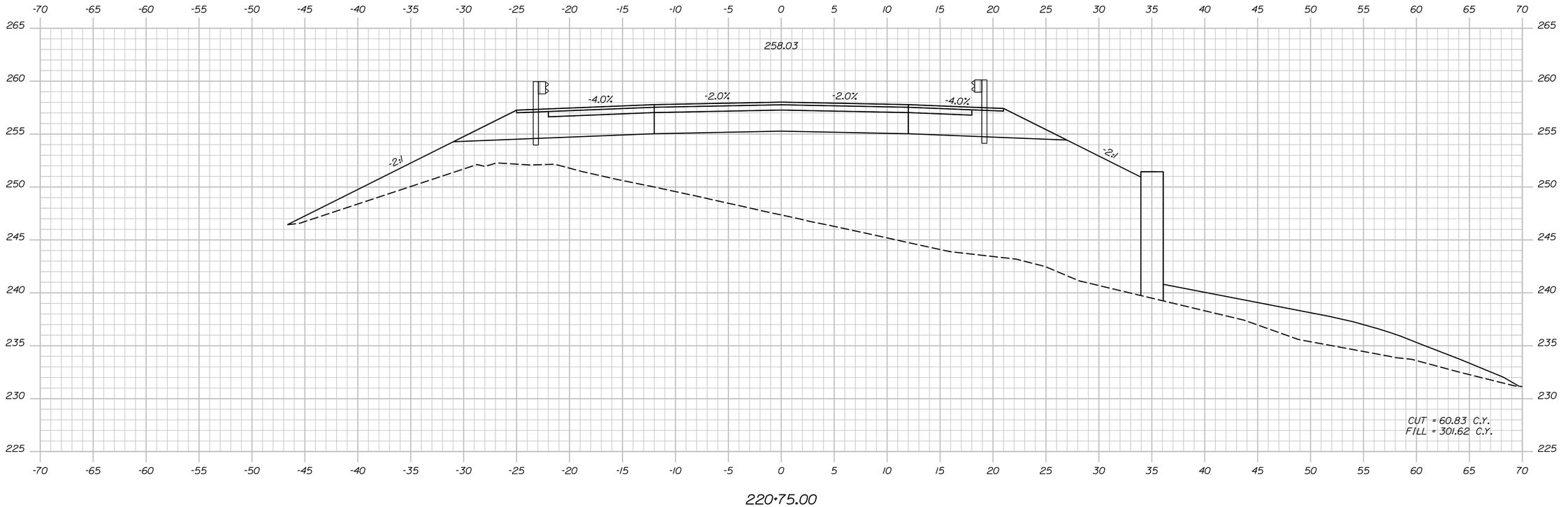
OF 169

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS I-95 SOUTHBOUND

SHEET NUMBER

59

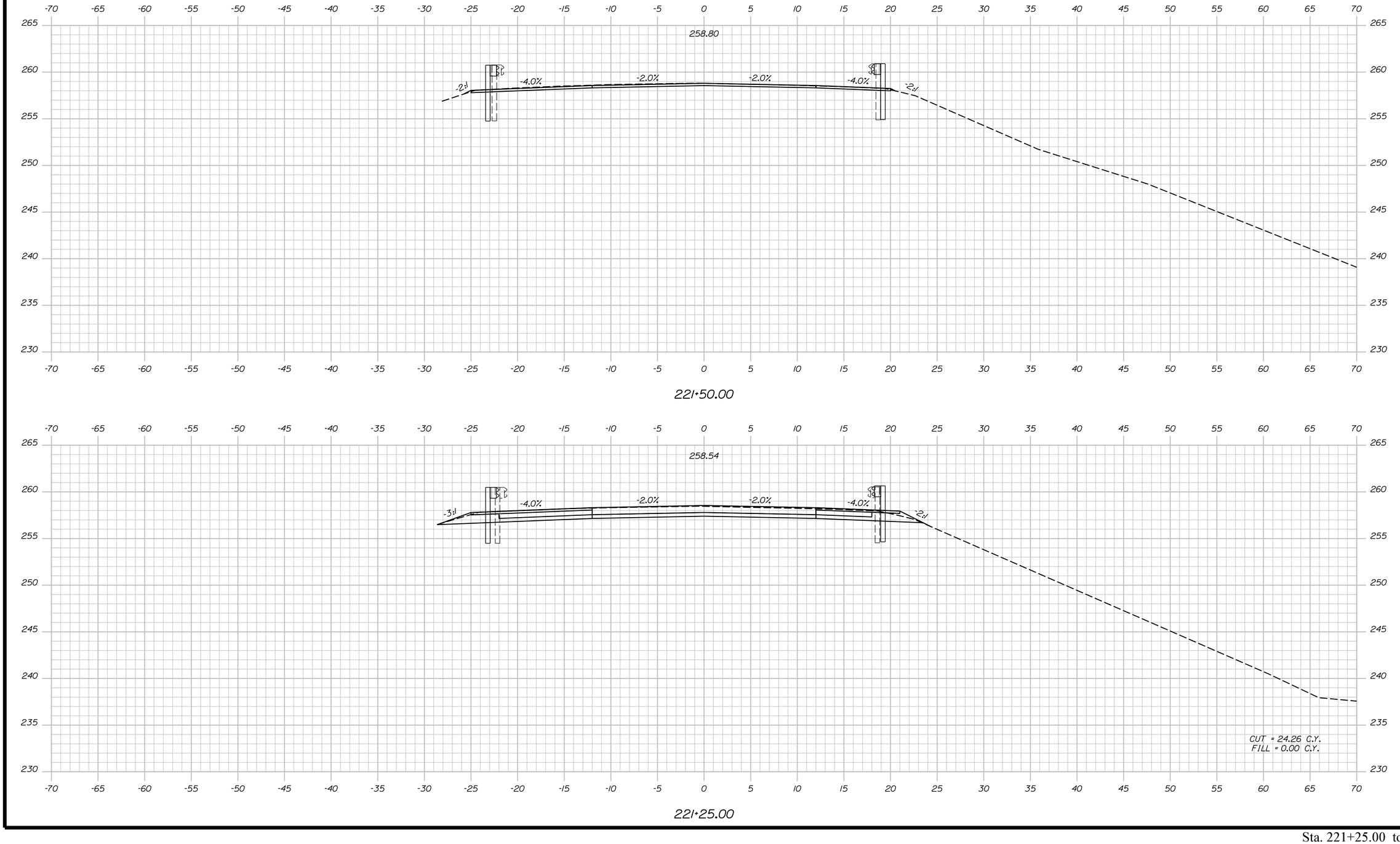
OF 169

Sta. 220+75.00 to Sta. 221+00.00

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
I-95 SOUTHBOUND

SHEET NUMBER

60

OF 169

Sta. 221+25.00 to Sta. 221+50.00

Username: nedmon Date:5/31/2022

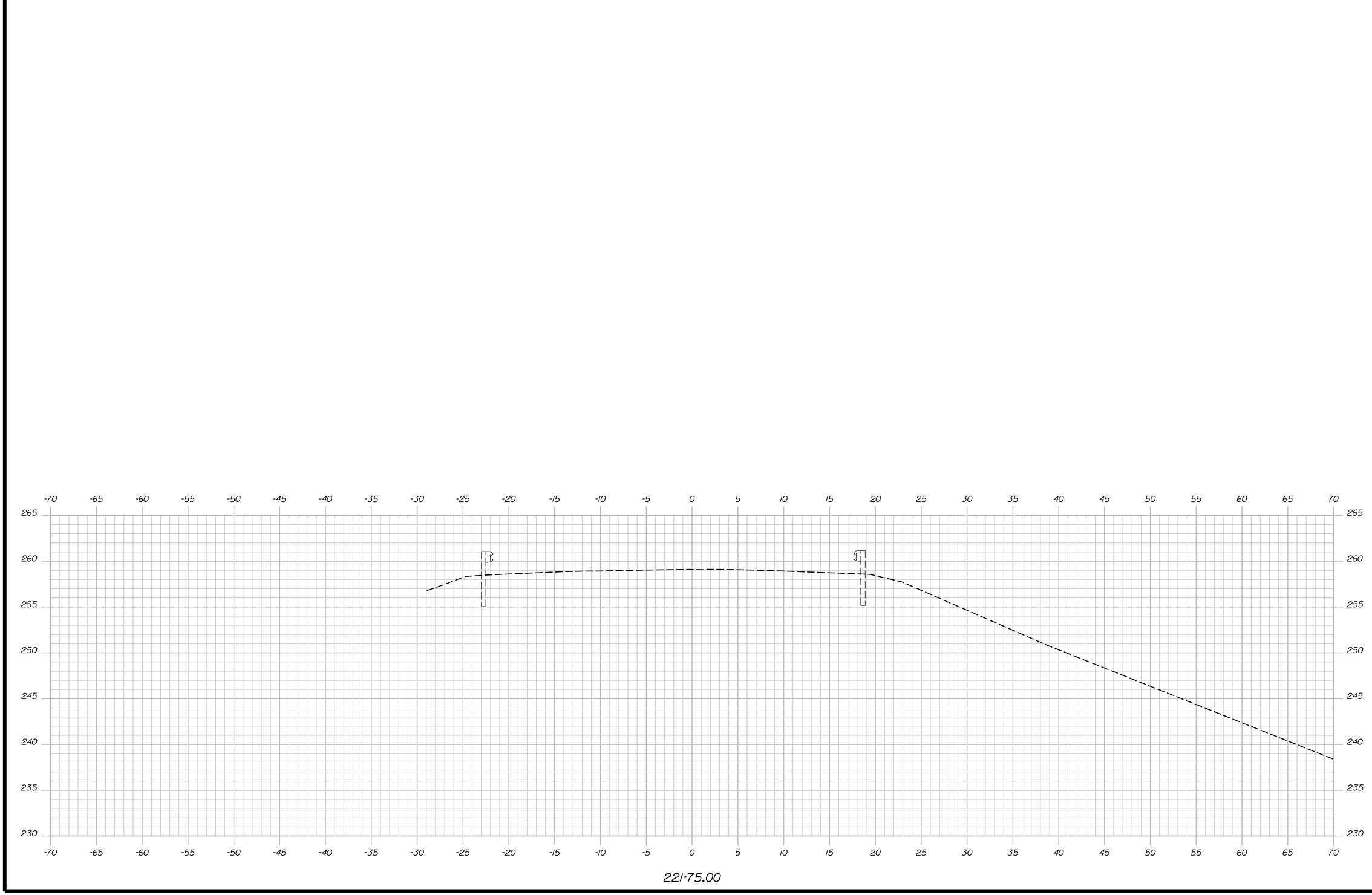
Division:

Filename: ...\xsects - I-95 Final.dgn

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - I-95 Final.dgn



PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE

P.E. NUMBER

DATE

2189401

WINS: 21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

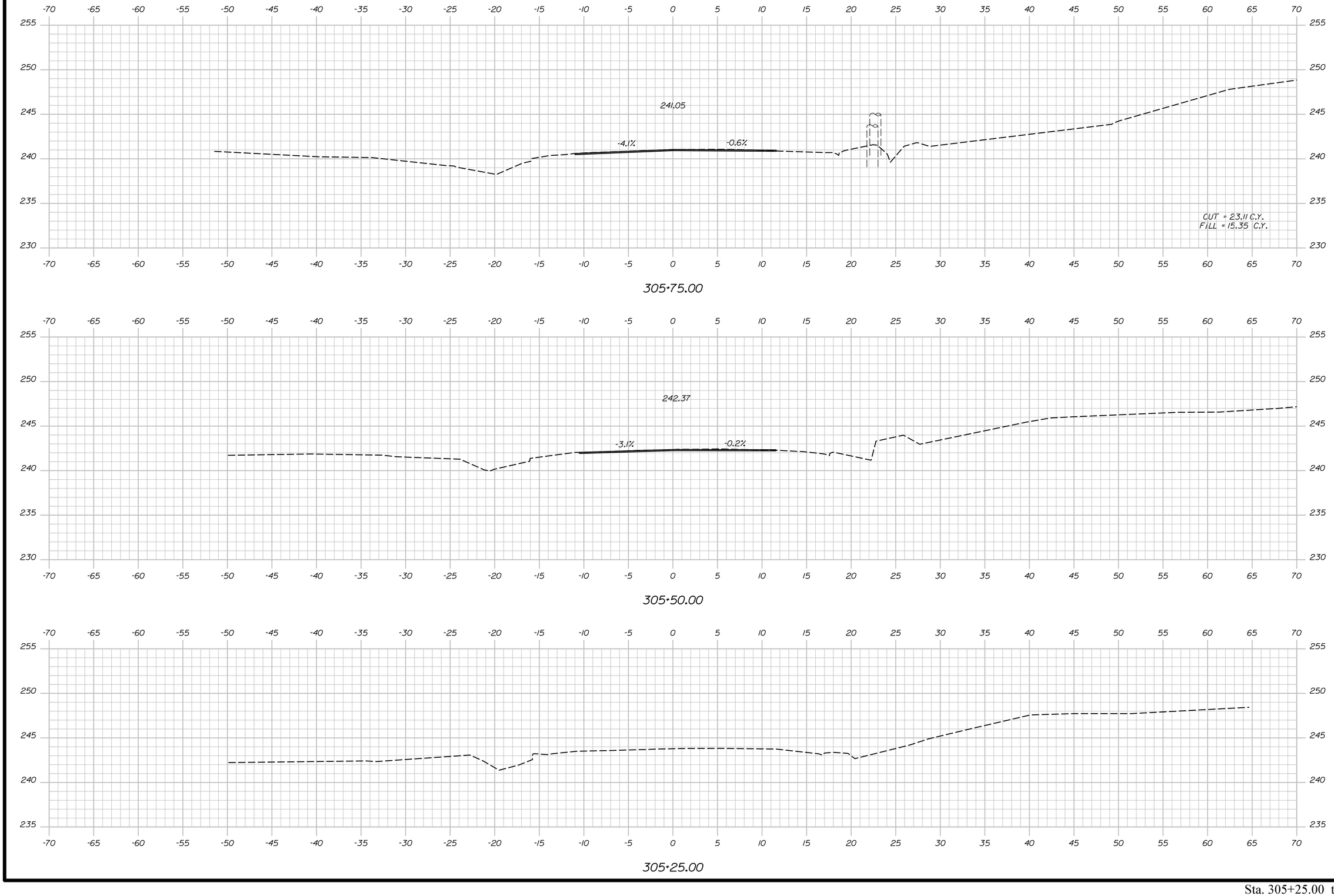
CROSS SECTIONS
I-95 SOUTHBOUND

SHEET NUMBER

61

OF 169

Sta. 221+75.00 to Sta. 221+75.00



Filename: ...\Drowings\xsects - Webb Rd.dgn Division: Username: nedmon Date:5/31/2022

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 5814 2189401 & 21900.01 BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

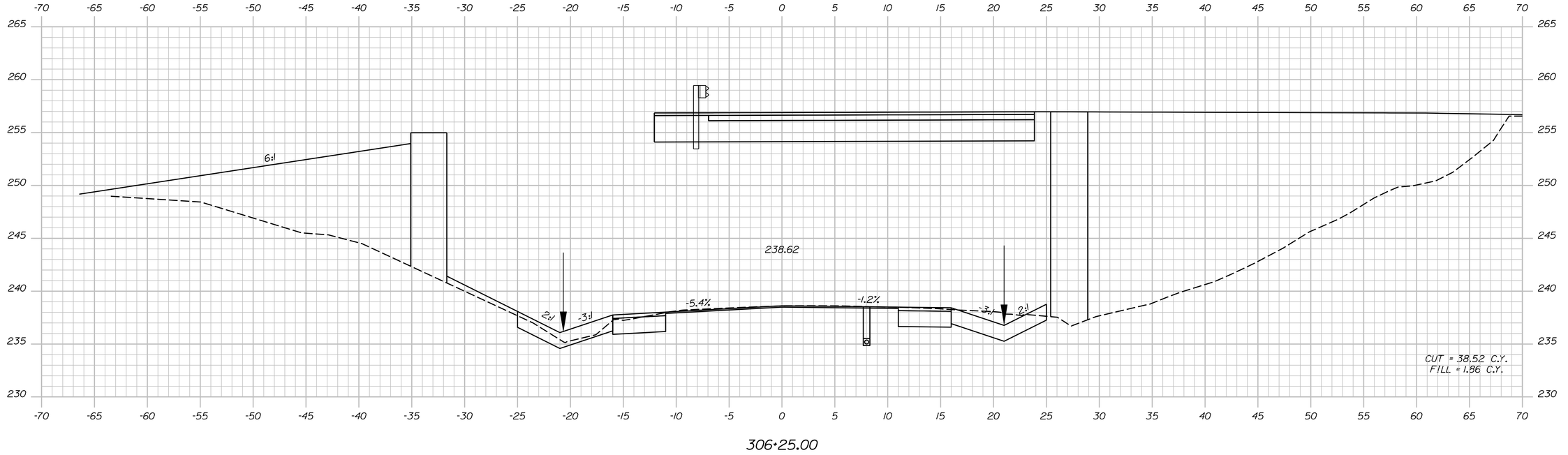
CROSS SECTIONS WEBB ROAD

SHEET NUMBER

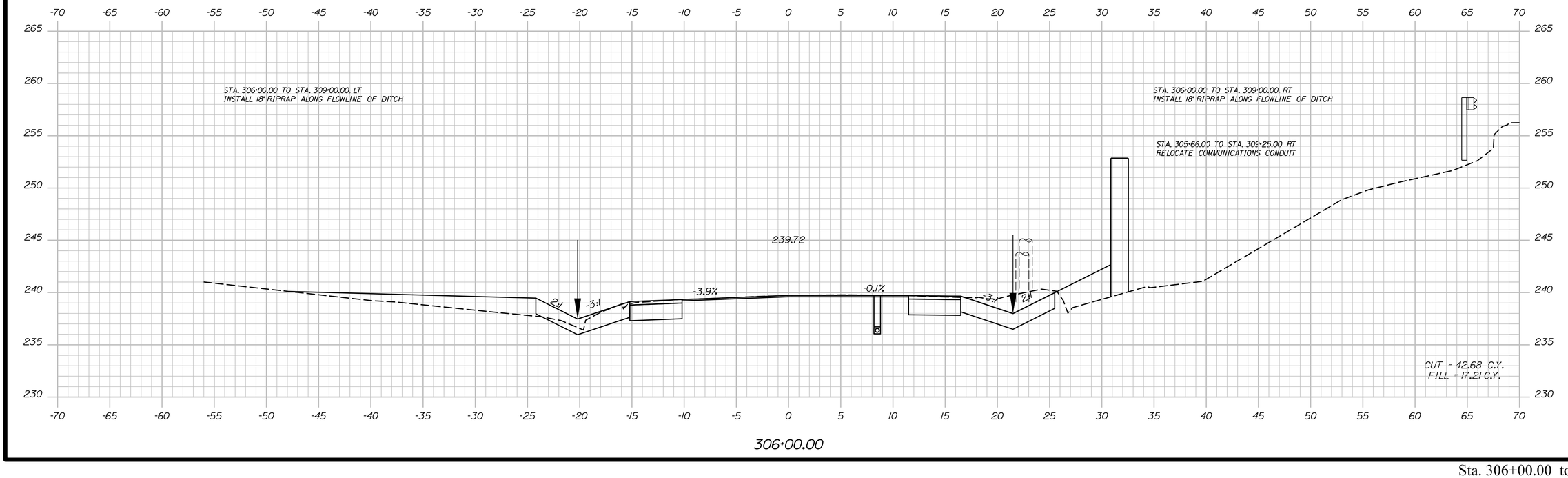
62

OF 169

Sta. 305+25.00 to Sta. 305+75.00



306+25.00



306+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 21894.01 & 21900.01 BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
WEBB ROAD

SHEET NUMBER

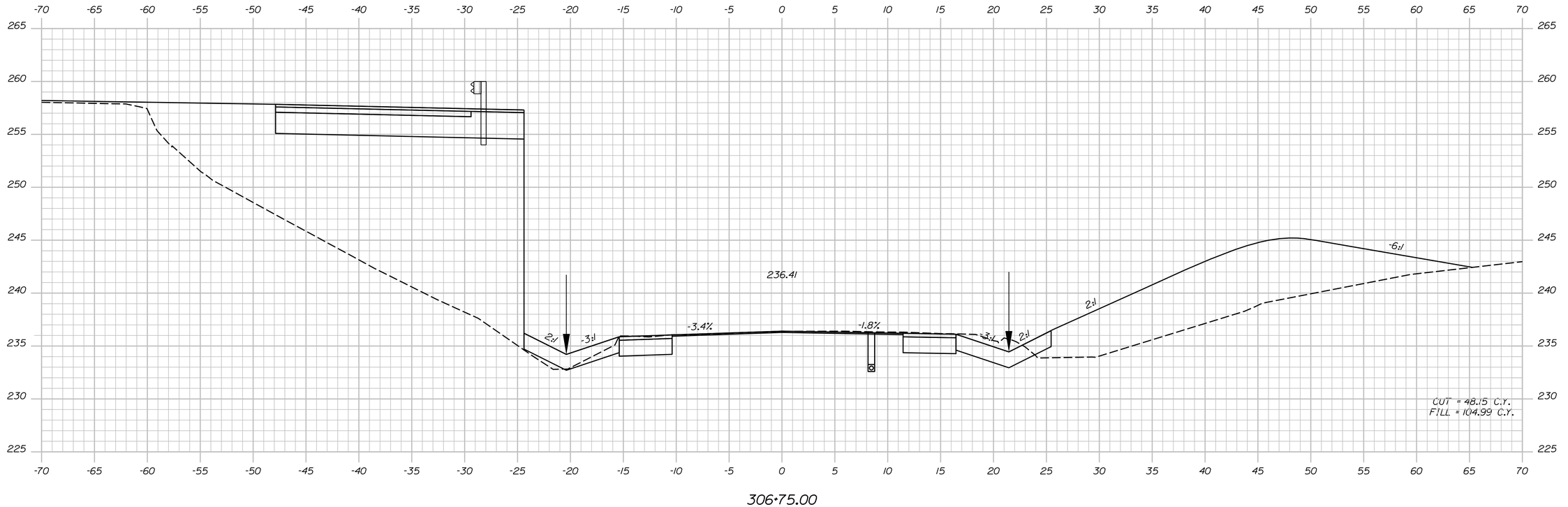
63

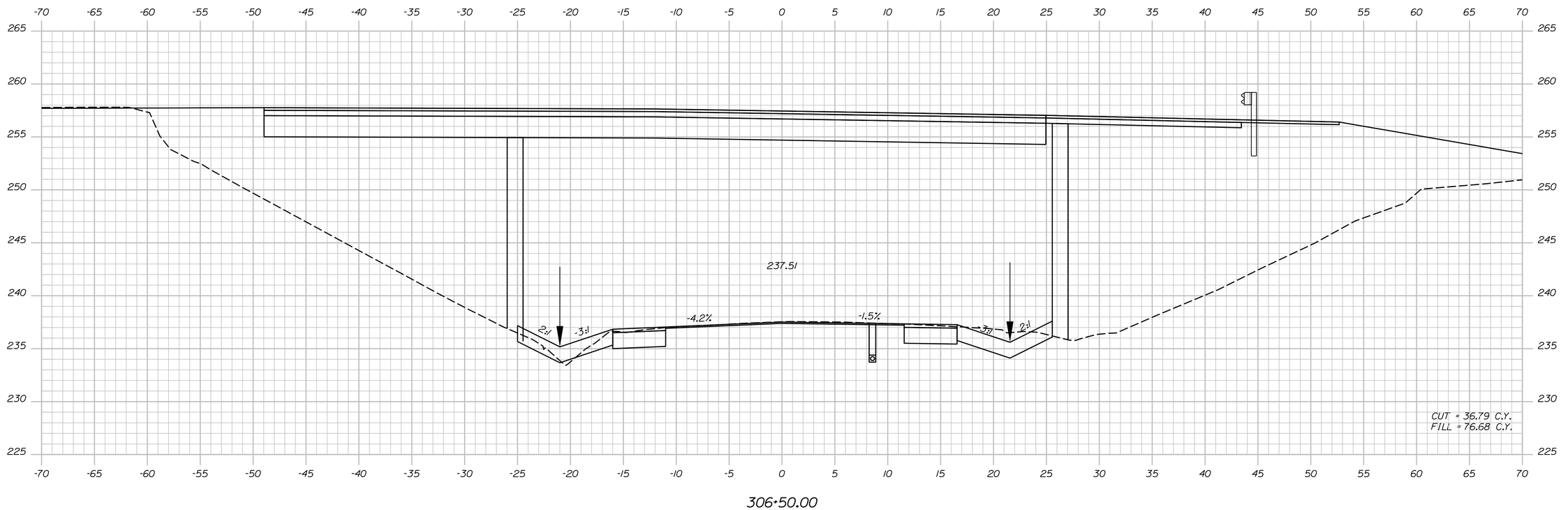
OF 169

Sta. 306+00.00 to Sta. 306+25.00

Username: nedmon Date:5/31/2022

Filename: ...\Drawings\xsects - Webb Rd.dgn Division:





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 5814 21894.01 & 21900.01

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
WEBB ROAD

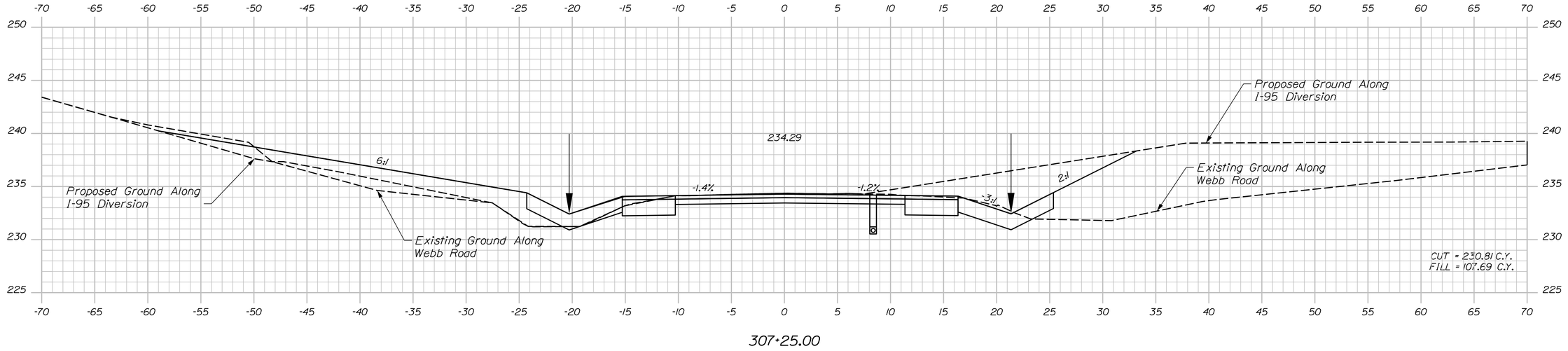
SHEET NUMBER

64

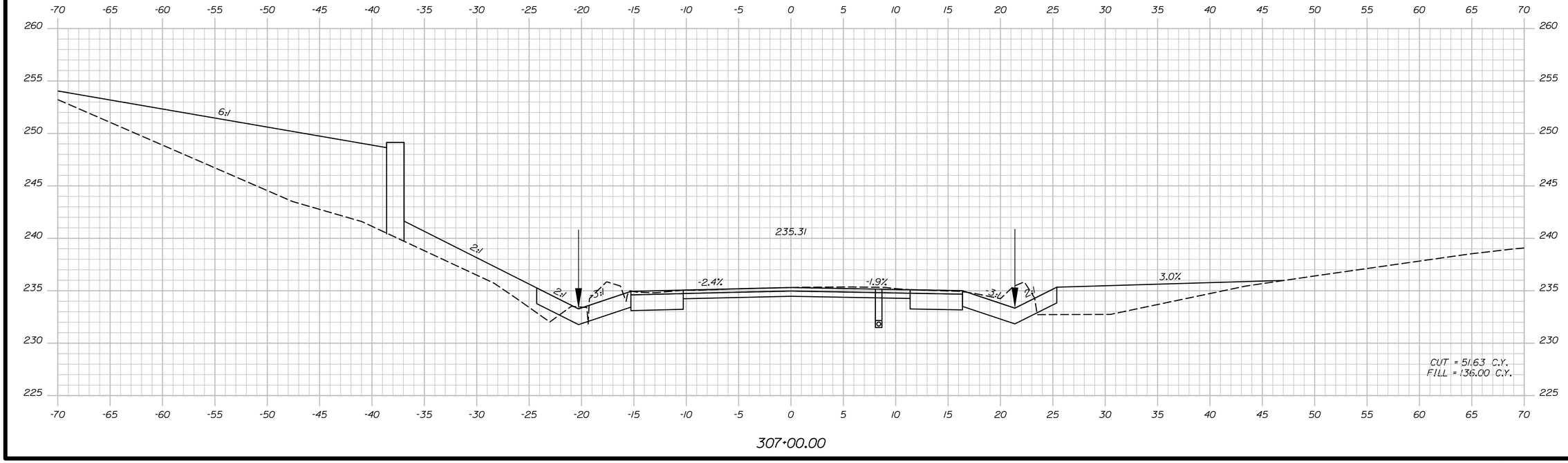
OF 169

Sta. 306+50.00 to Sta. 306+75.00

Filename: ...\Drawings\xsects - Webb Rd.dgn Division: Username: nedmon Date:5/31/2022



307+25.00



307+00.00

Sta. 307+00.00 to Sta. 307+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 5814 2189401 & 21900.01 BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

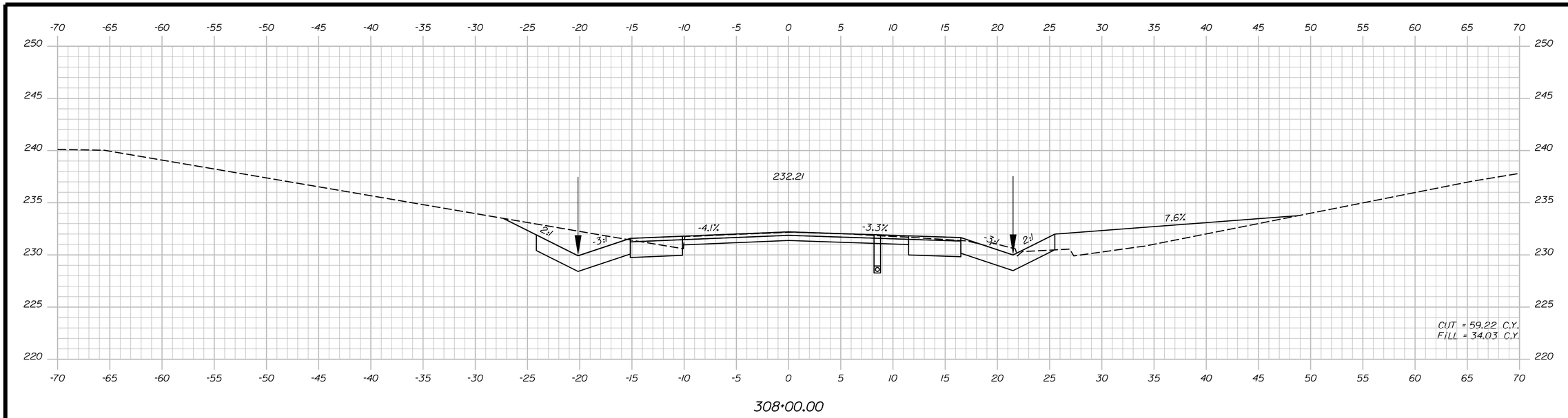
CROSS SECTIONS
WEBB ROAD

SHEET NUMBER

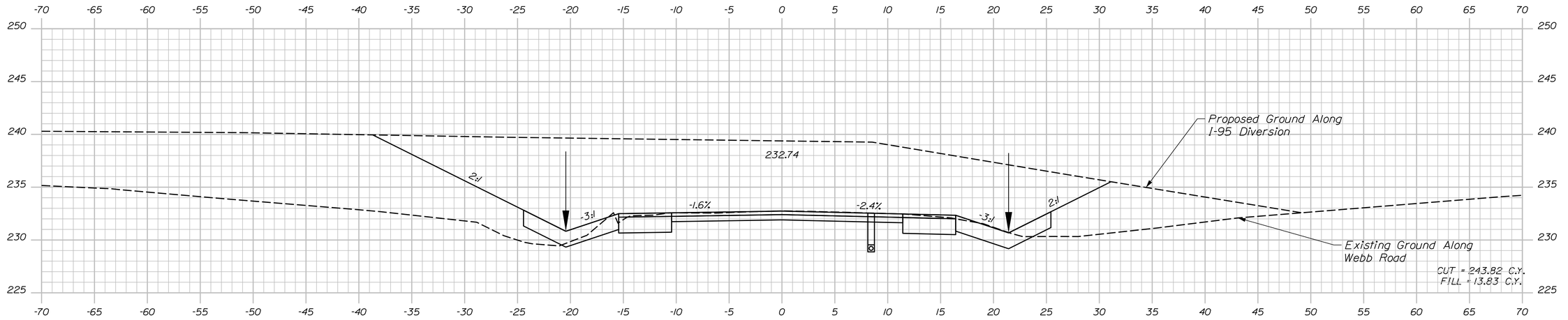
65

OF 169

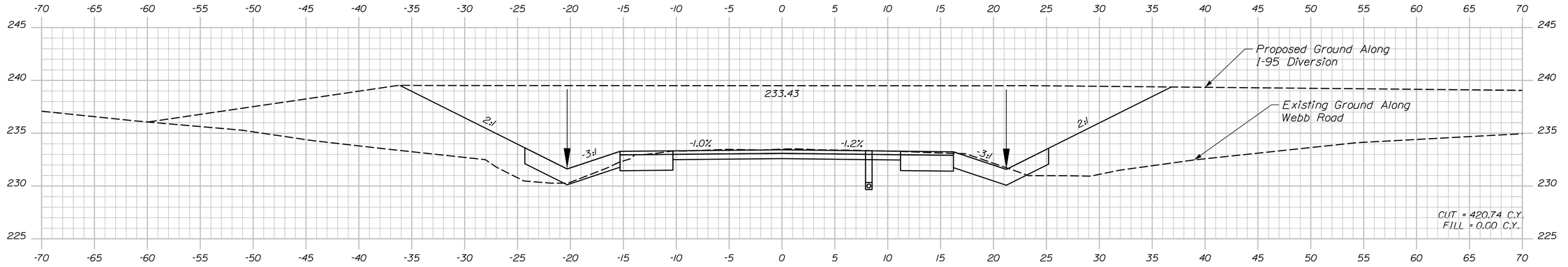
Filename: ...\Drawings\xsects - Webb Rd.dgn Division: Username: nedmon Date:5/31/2022



308+00.00



307+75.00



307+50.00

Sta. 307+50.00 to Sta. 308+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 5814 2189401 & 21900.01 BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	REVISIONS 1	
CHECKED-REVIEWED	T. MCAULIFFE	REVISIONS 2	
DESIGN2-DETAILED2	S. LISTER	REVISIONS 3	
DESIGN3-DETAILED3		REVISIONS 4	
FIELD CHANGES			

	BY	DATE
D. EATON	S. LINSDLEY	04-22
T. AGUILAR	B. COLBURN	04-22
T. MCAULIFFE	M. LOVETT	04-22
S. LISTER		

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

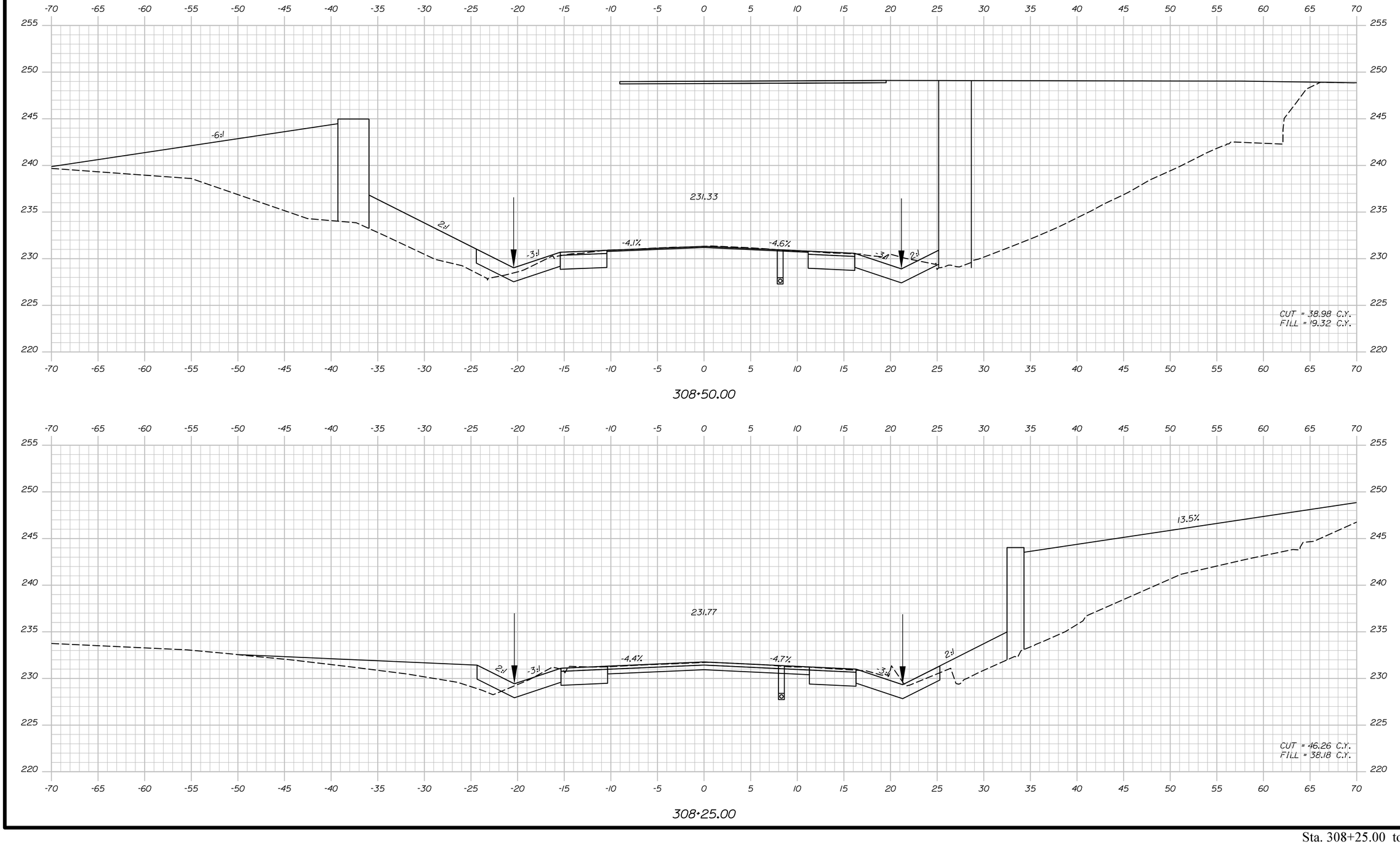
CROSS SECTIONS WEBB ROAD

SHEET NUMBER

66

OF 169

Filename: ...\Drawings\xsects - Webb Rd.dgn Division: Username: nedman Date:5/31/2022



Sta. 308+25.00 to Sta. 308+50.00

Username: nedmon Date:5/31/2022

Filename: ...\Drawings\xsects - Webb Rd.dgn Division:

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 5814 2189401 & 21900.01 BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

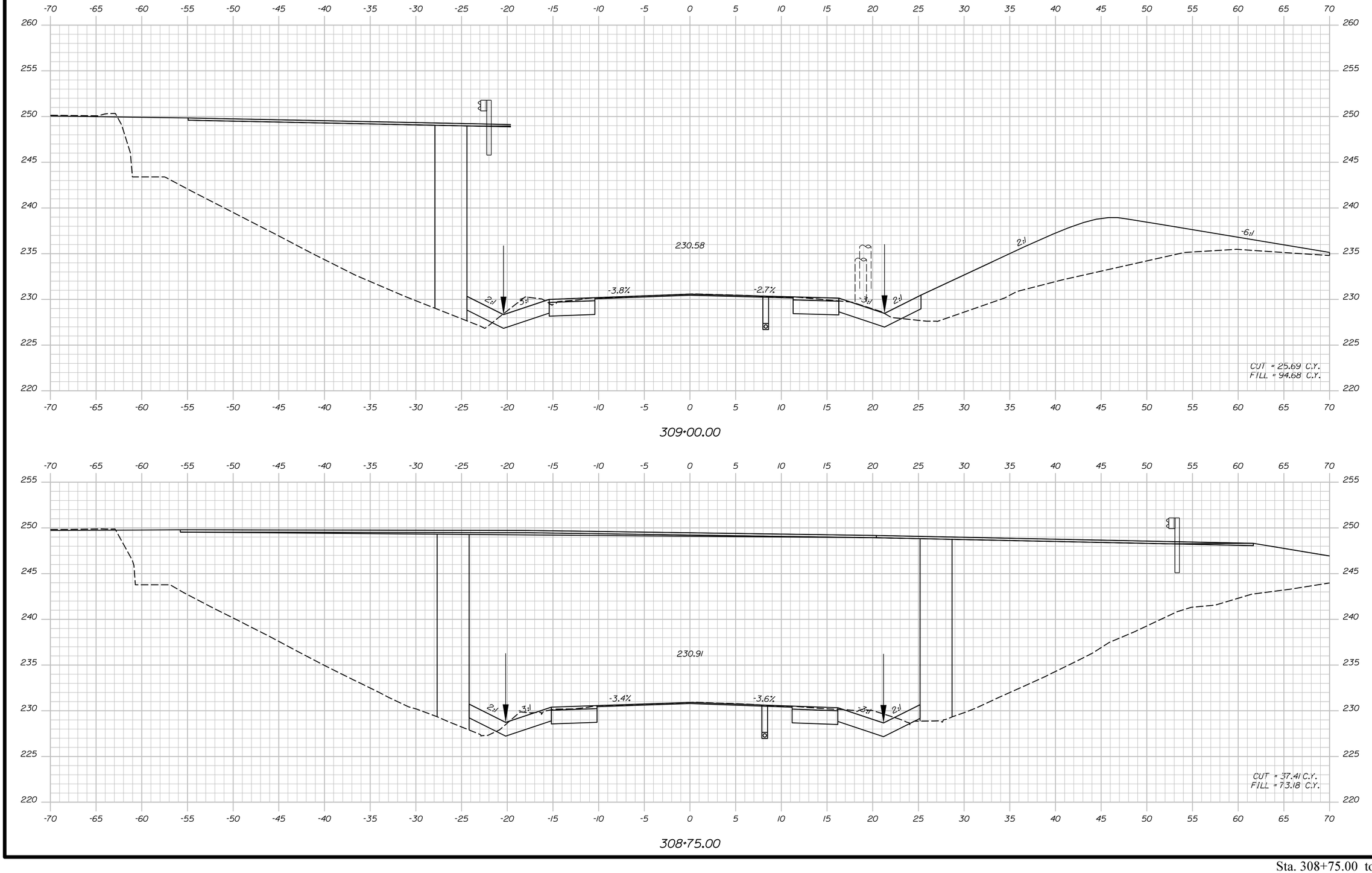
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
WEBB ROAD

SHEET NUMBER

67

OF 169



Sta. 308+75.00 to Sta. 309+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 5814 **2189401 & 21900.01** BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
WEBB ROAD

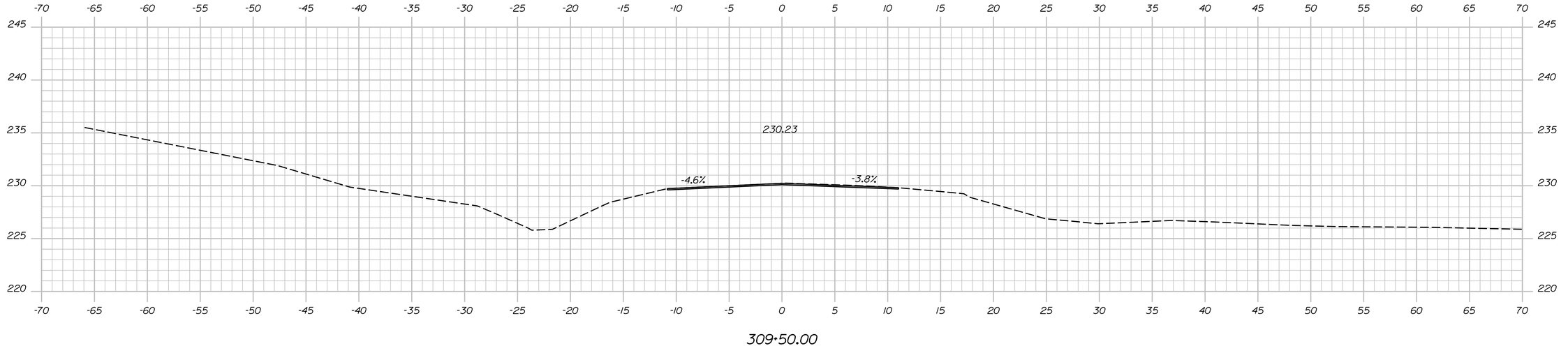
SHEET NUMBER

68

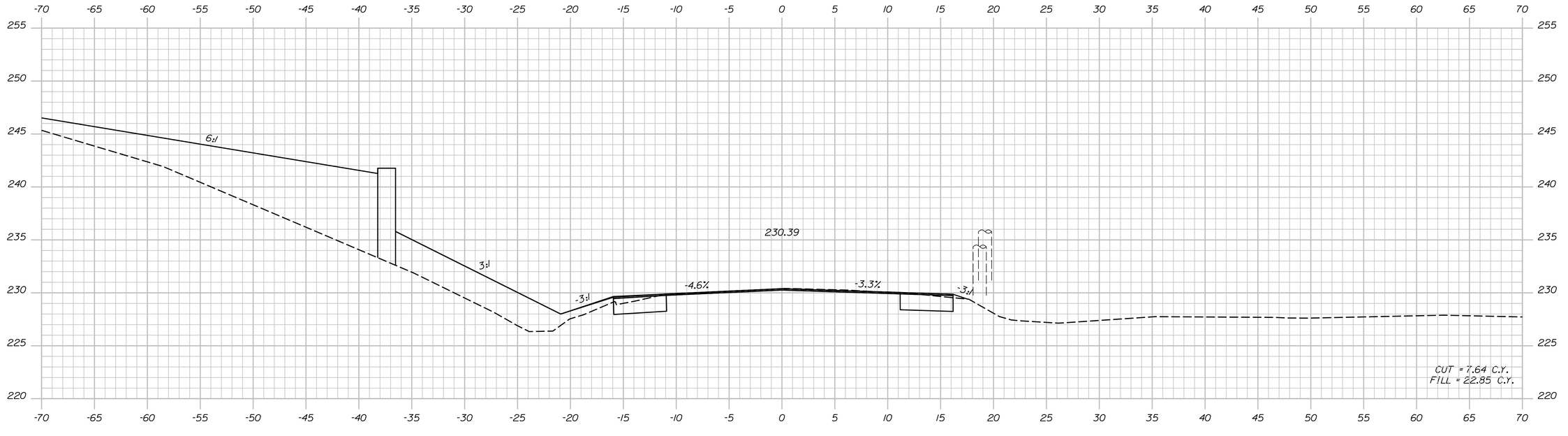
OF 169

Username: nedmon Date:5/31/2022

Filename: ...\Drawings\xsects - Webb Rd.dgn Division:



309+50.00



309+25.00

Sta. 309+25.00 to Sta. 309+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

WIN
BRIDGE NOs. 5813 & 5814 **21894.01 & 21900.01** BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
WEBB ROAD

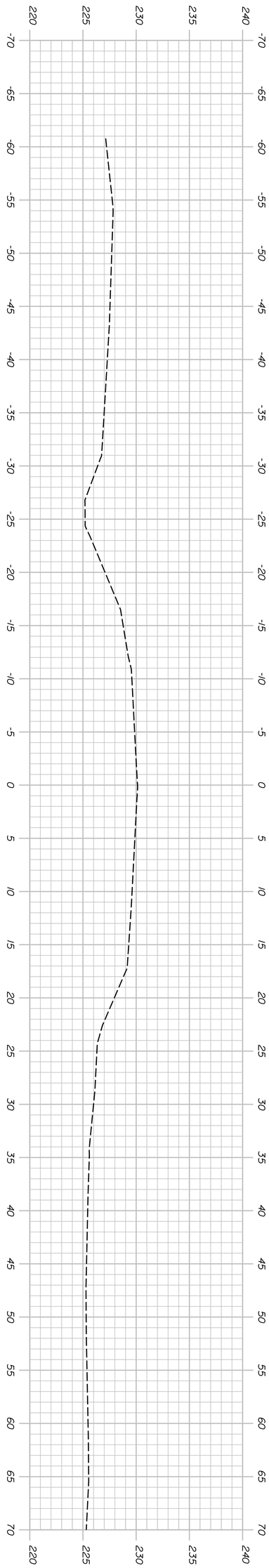
SHEET NUMBER

69

OF 169

Username: nedmon Date:5/31/2022

Filename: ...\Drawings\xsects - Webb Rd.dgn Division:



Sta. 309+75.00 to Sta. 309+75.00

70 OF 169 SHEET NUMBER

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
WEBB ROAD

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

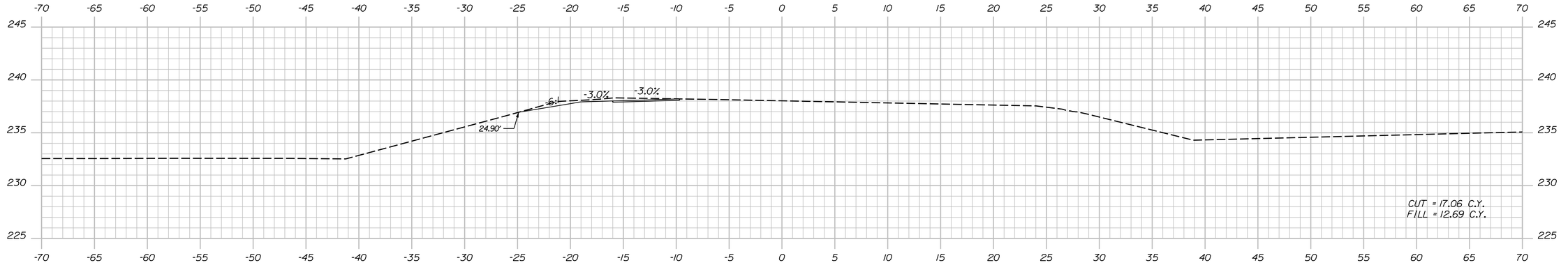
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

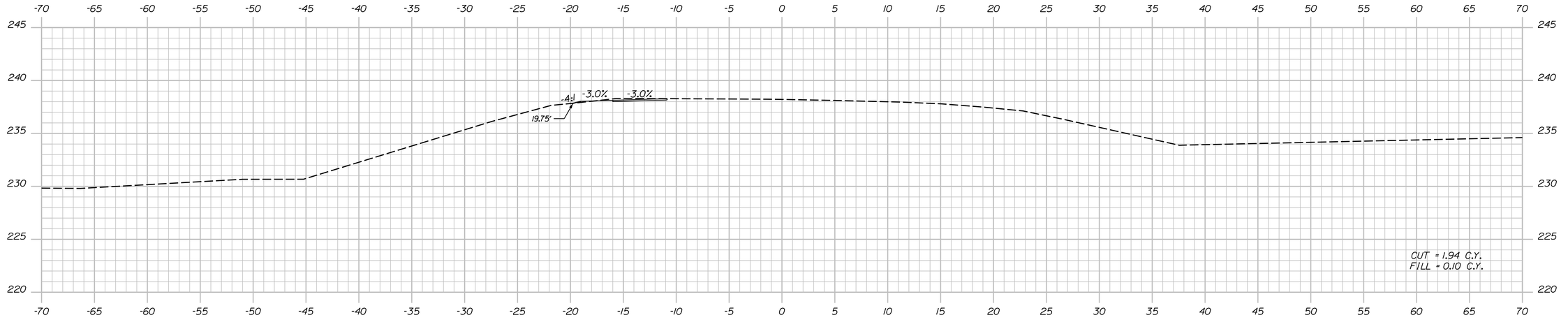
2189401

WIN

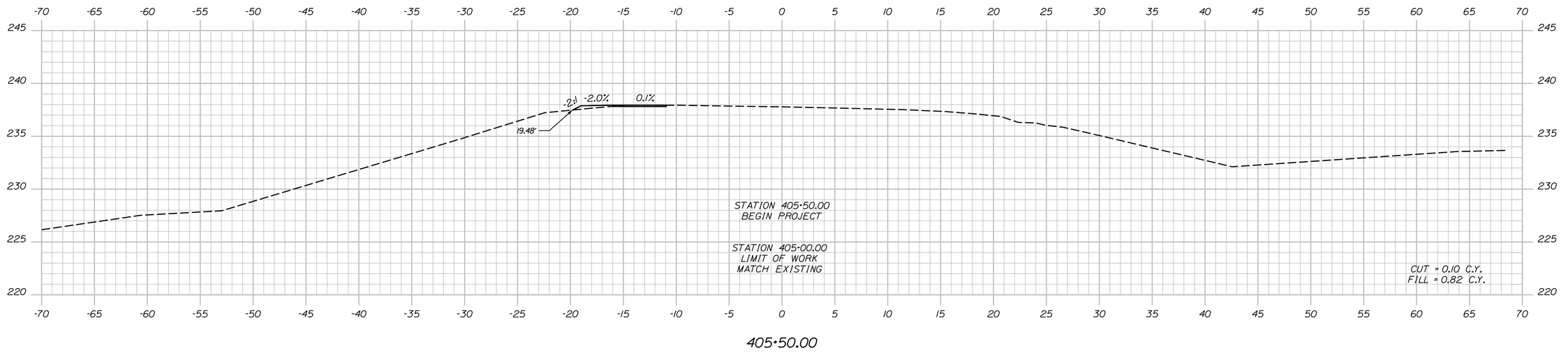
BRIDGE NOs. 5813 & 5814 21894.01 & 21900.01 BRIDGE PLANS



406+50.00



406+00.00



405+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

71

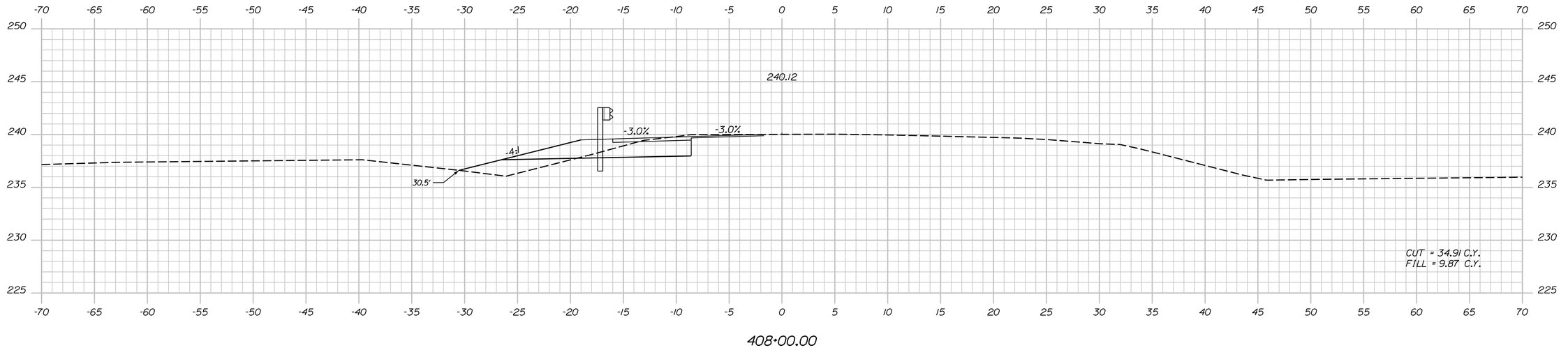
OF 169

Sta. 405+50.00 to Sta. 406+50.00

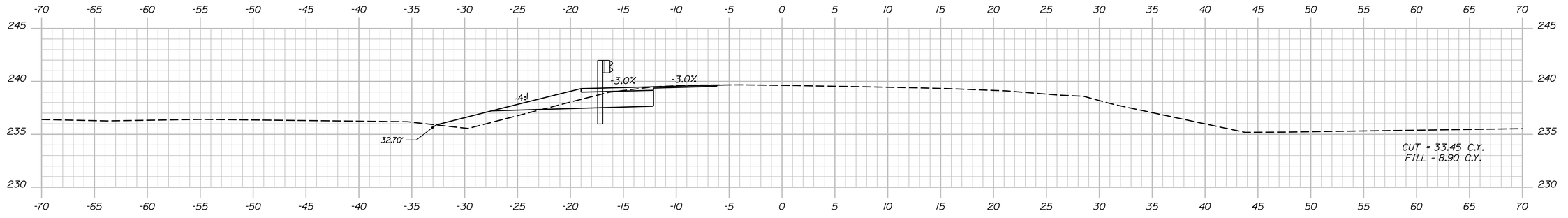
Username: nedman Date:5/31/2022

Division:

Filename: ...\xsects - NB Diversion.dgn



408+00.00



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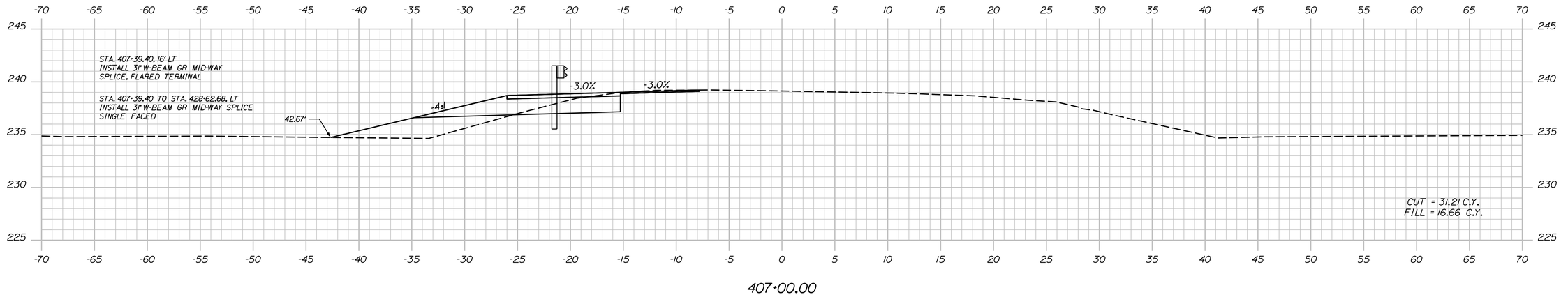


407+00.00

Sta. 407+00.00 to Sta. 408+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSOLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

72

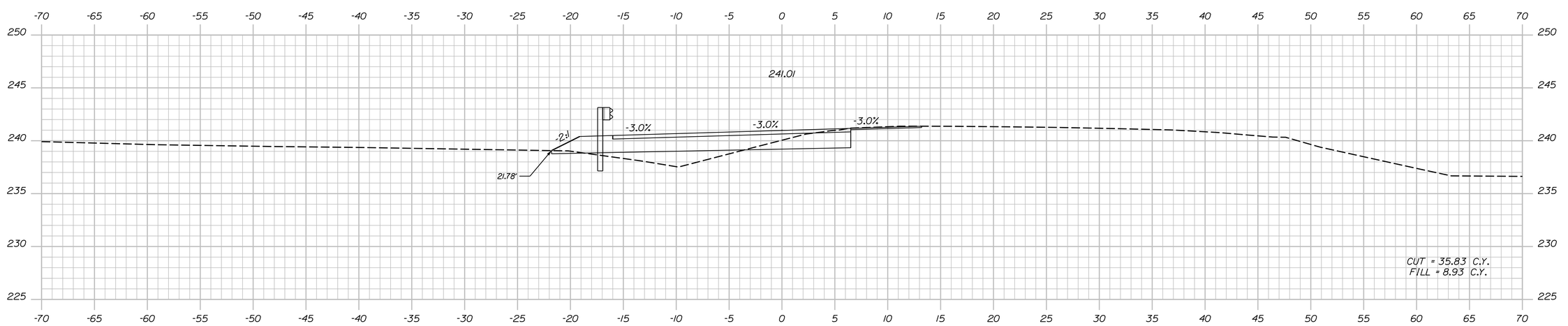
OF 169

Username: nedmon

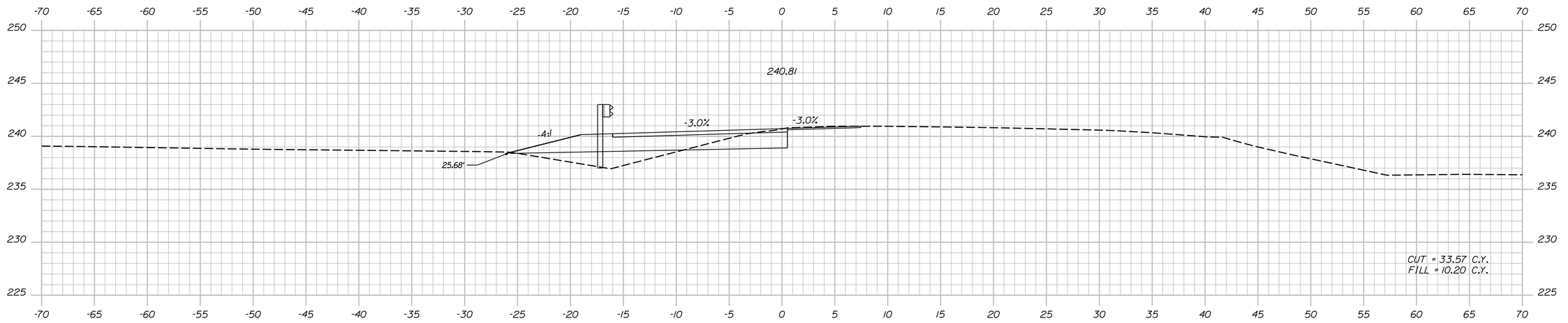
Date:5/31/2022

Division:

Filename: ...\xsects - NB Diversion.dgn



409+50.00



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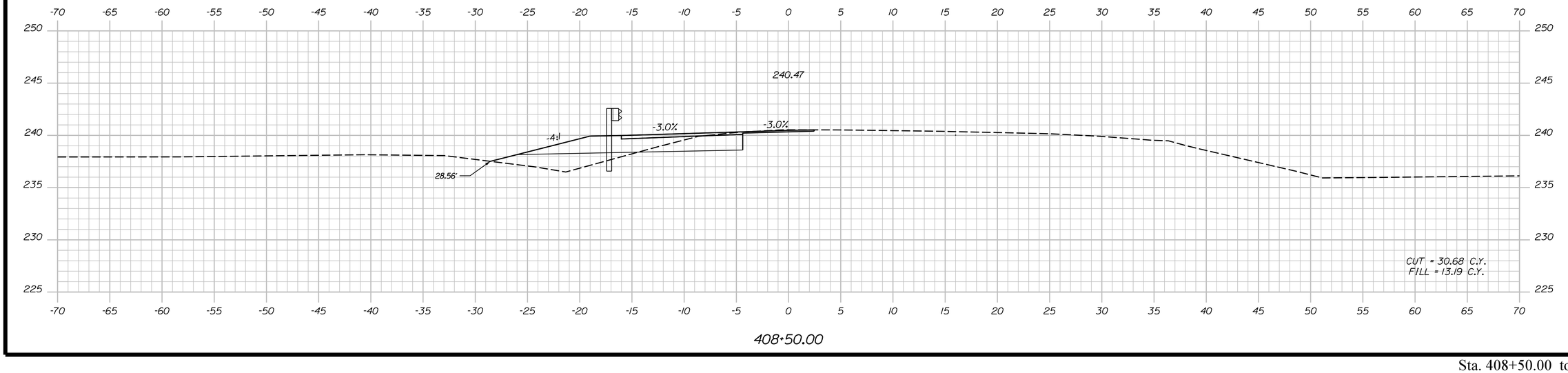


408+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

73

OF 169

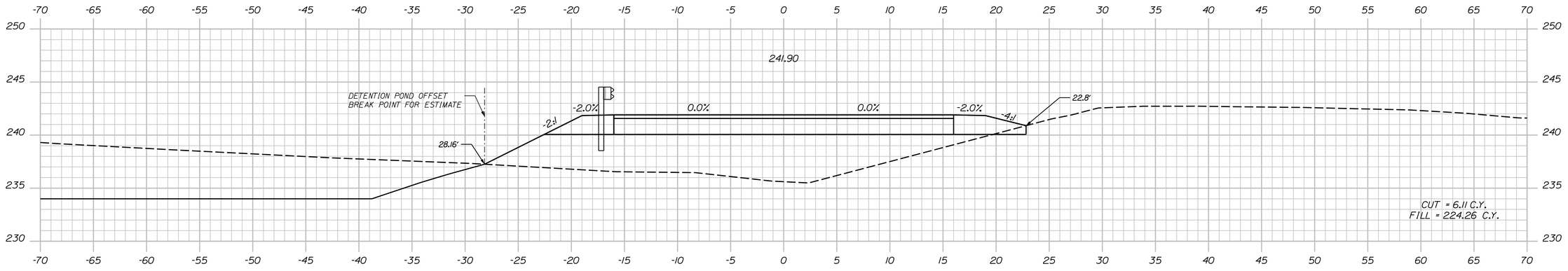
Sta. 408+50.00 to Sta. 409+50.00

Date:5/31/2022

Username: nedmon

Division:

Filename: ...\xsects - NB Diversion.dgn



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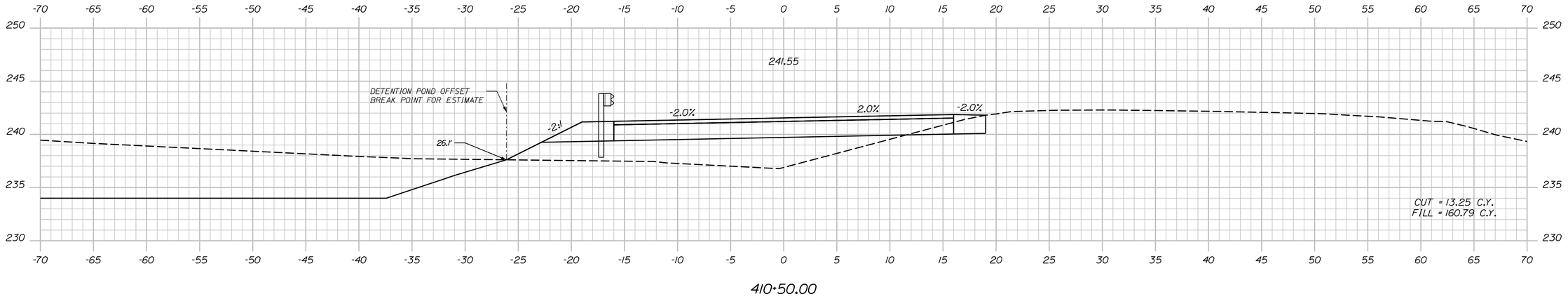

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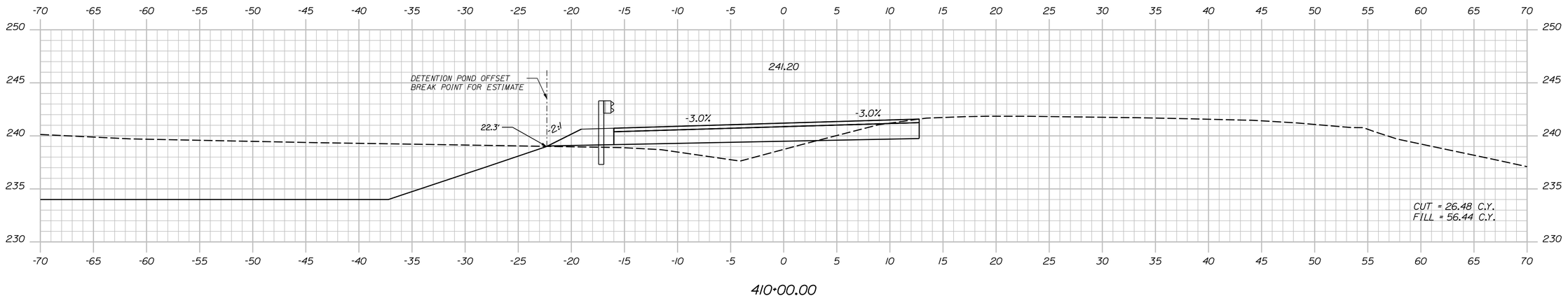


410+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

	BY	DATE
D. EATON	S. LINSOLEY	04-22
T. AGUILAR	B. COLBURN	04-22
T. MCAULIFFE	M. LOVETT	04-22
S. LISTER		

PROJ. MANAGER	
DESIGN-DETAILED	
CHECKED-REVIEWED	
DESIGN2-DETAILED2	
DESIGN3-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

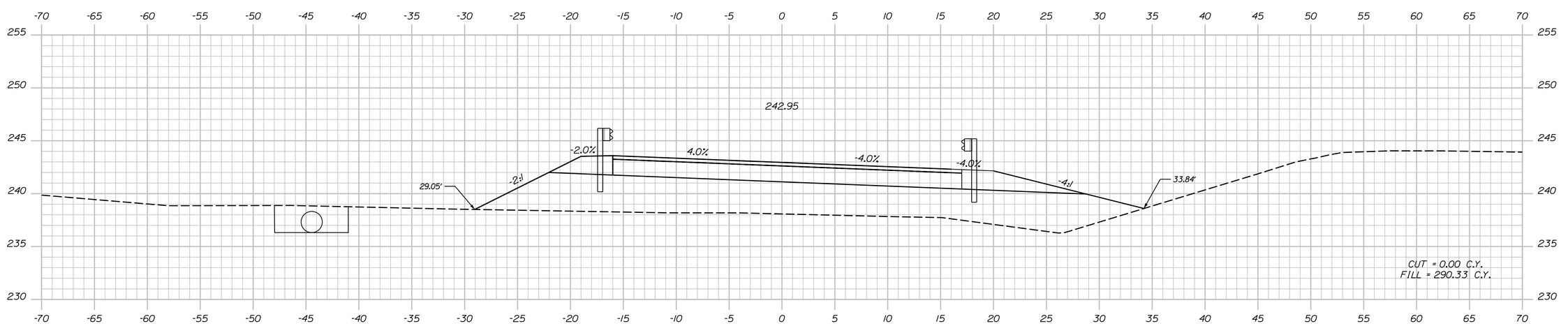
SHEET NUMBER

74

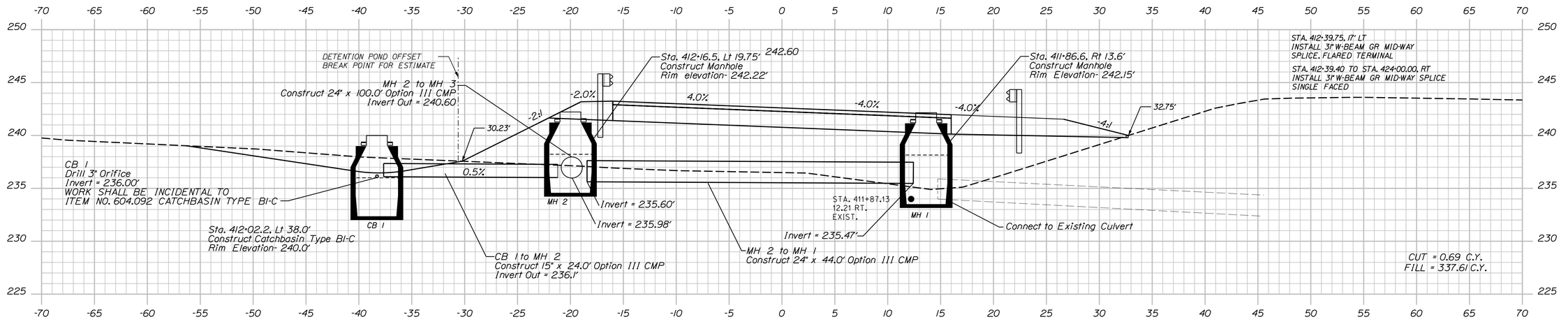
OF 169

Sta. 410+00.00 to Sta. 411+00.00

Filename: ...\xsects - NB Diversion.dgn Division: Username: nedmon Date:5/31/2022



412+50.00



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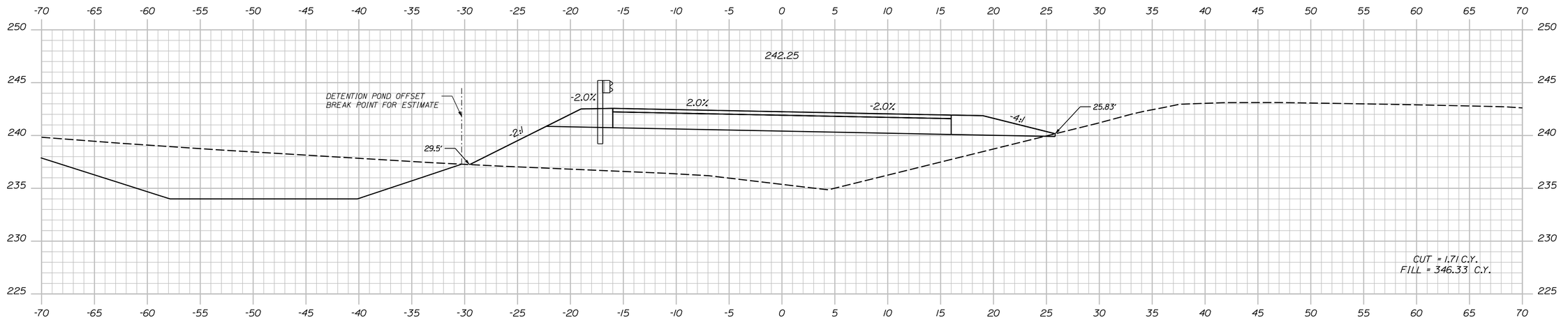


411+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

75

OF 169

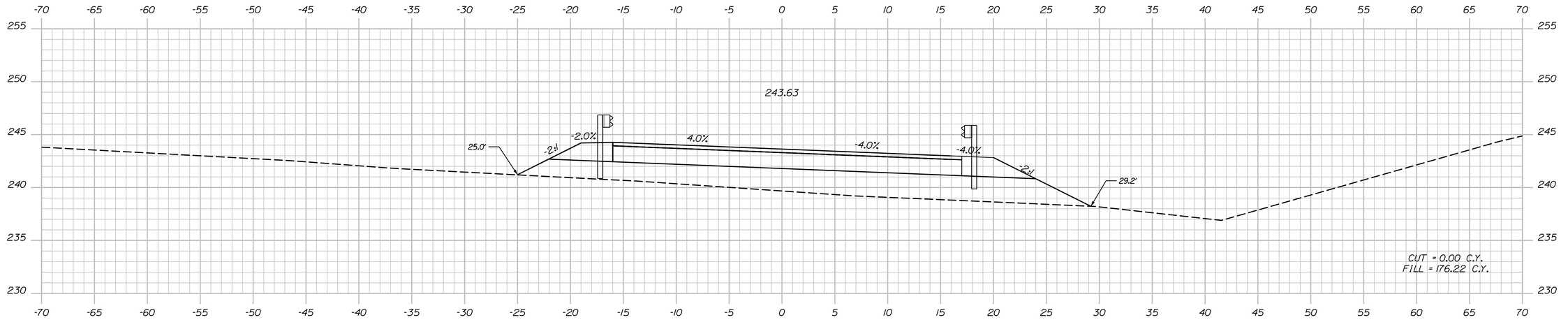
Sta. 411+50.00 to Sta. 412+50.00

Username: nedman

Date:5/31/2022

Division:

Filename: ...\xsects - NB Diversion.dgn



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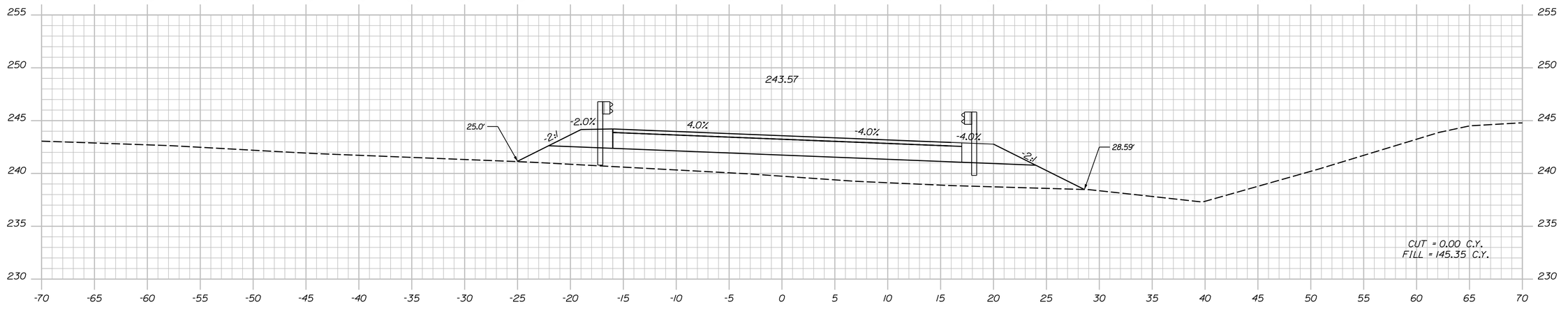

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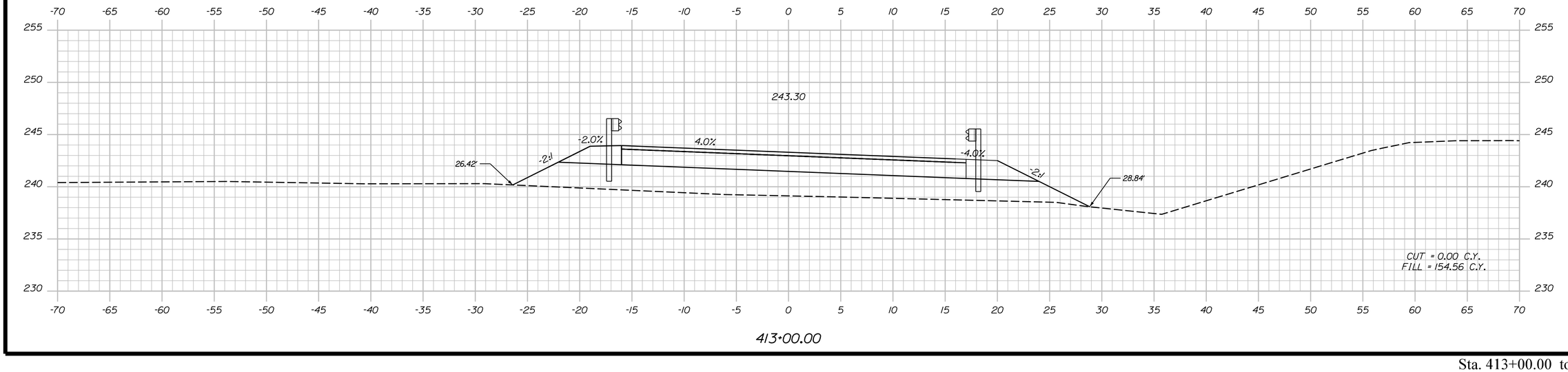


413+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

76

OF 169

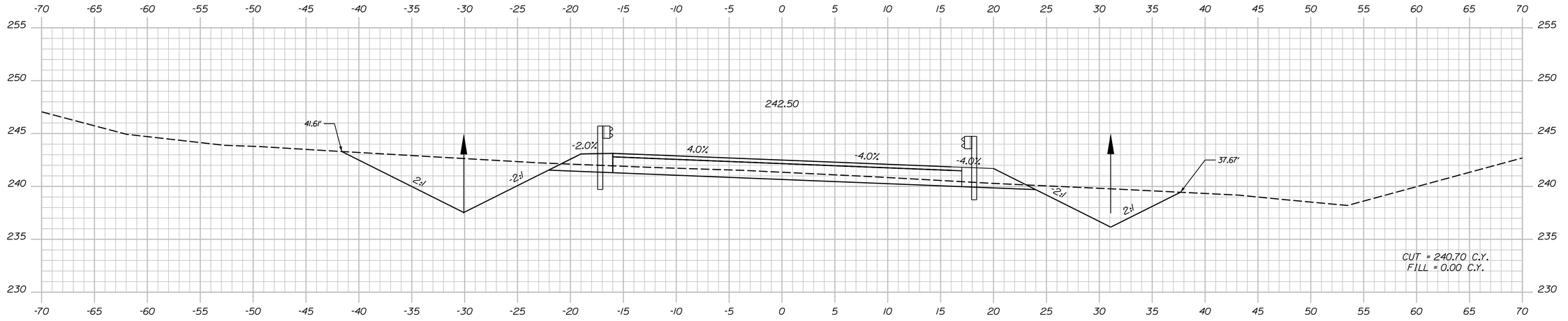
Sta. 413+00.00 to Sta. 414+00.00

Date:5/31/2022

Username: nedmon

Division:

Filename: ...\xsects - NB Diversion.dgn



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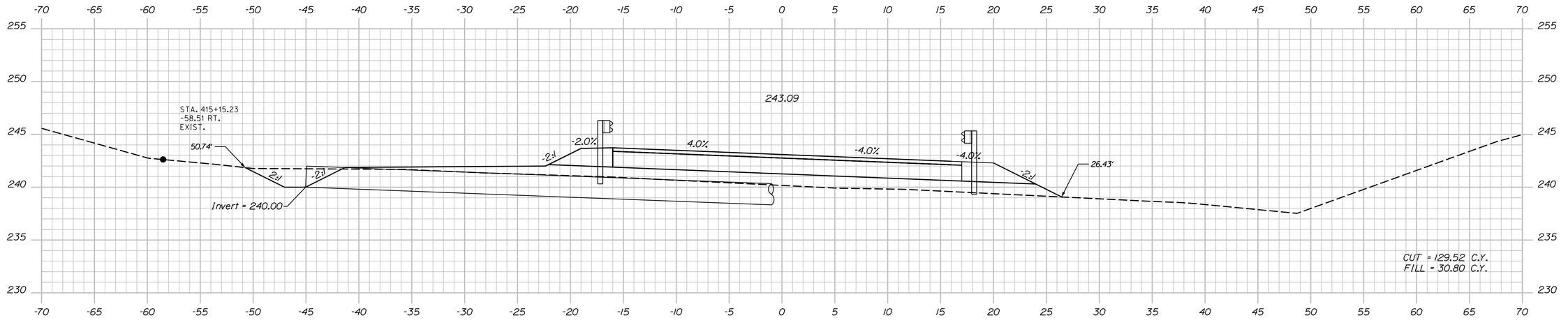

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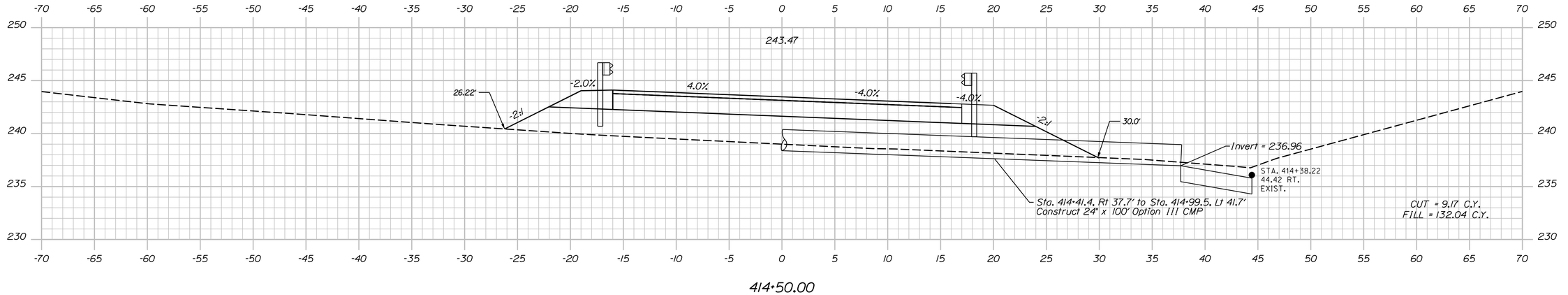


414+50.00

Sta. 414+50.00 to Sta. 415+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

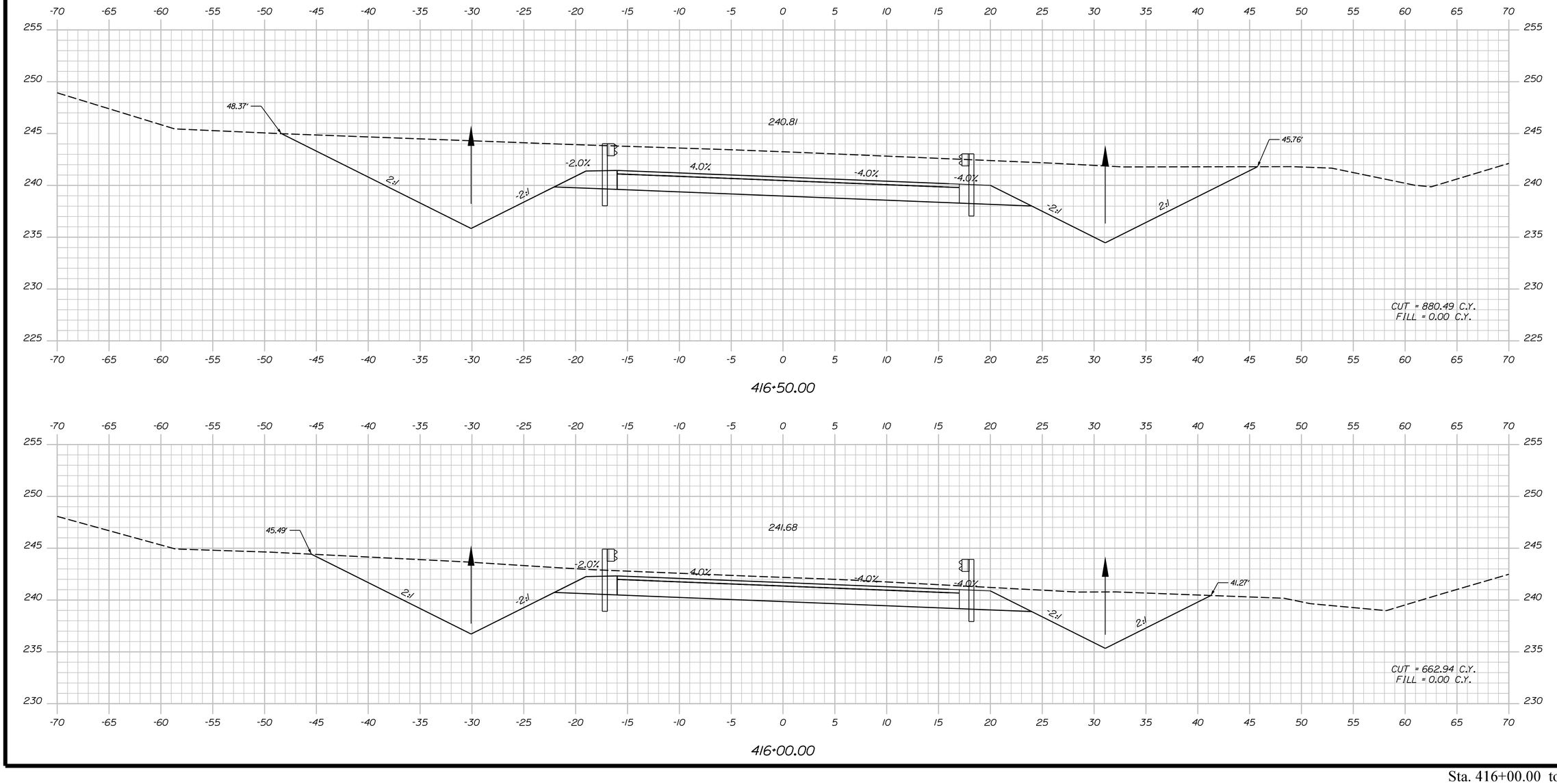
CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

77

OF 169

Filename: ...\xsects - NB Diversion.dgn Division: Username: nedmon Date:5/31/2022



Sta. 416+00.00 to Sta. 416+50.00

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - NB Diversion.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSOLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

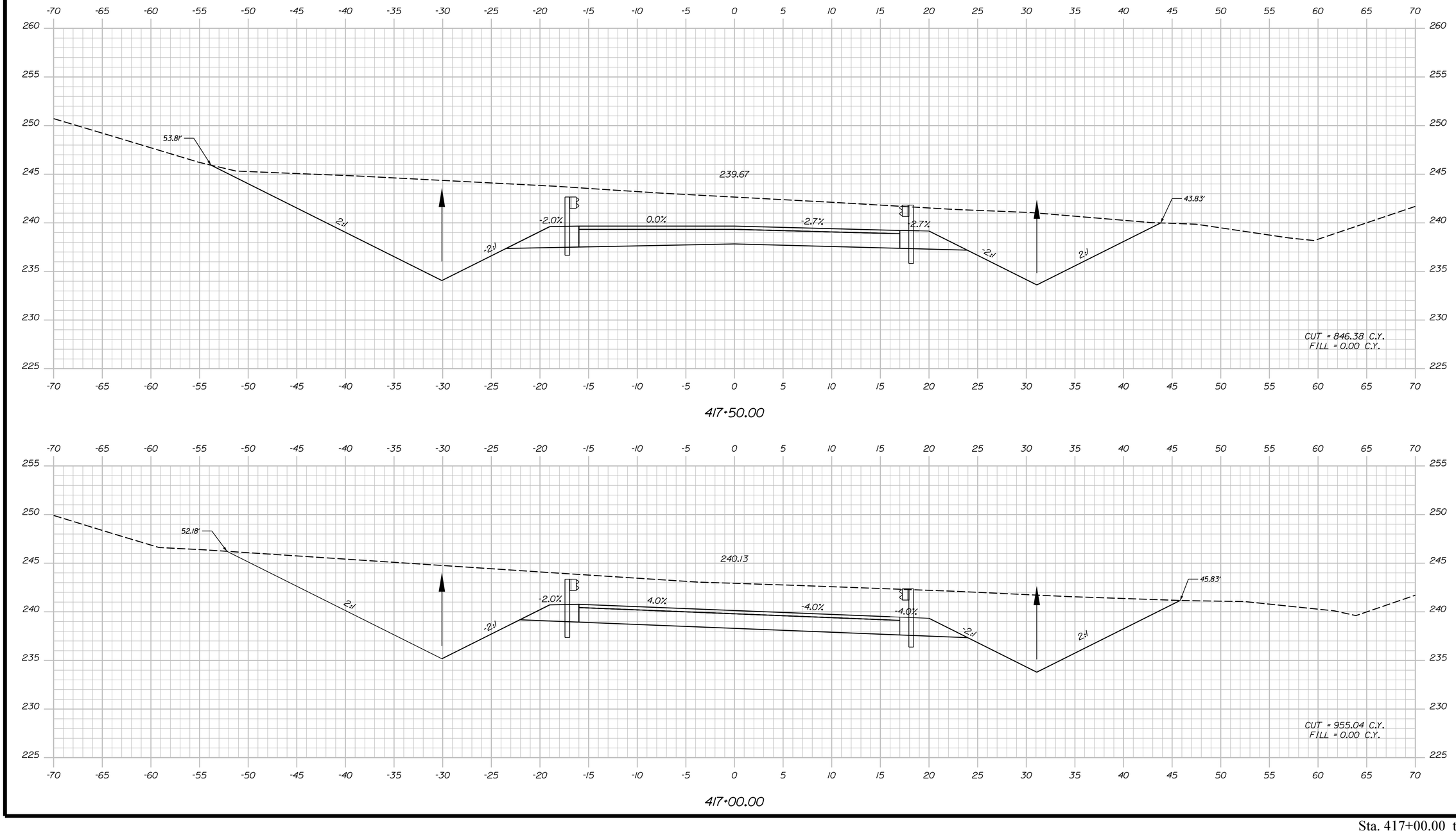
I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

78

OF 169



Sta. 417+00.00 to Sta. 417+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461
BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

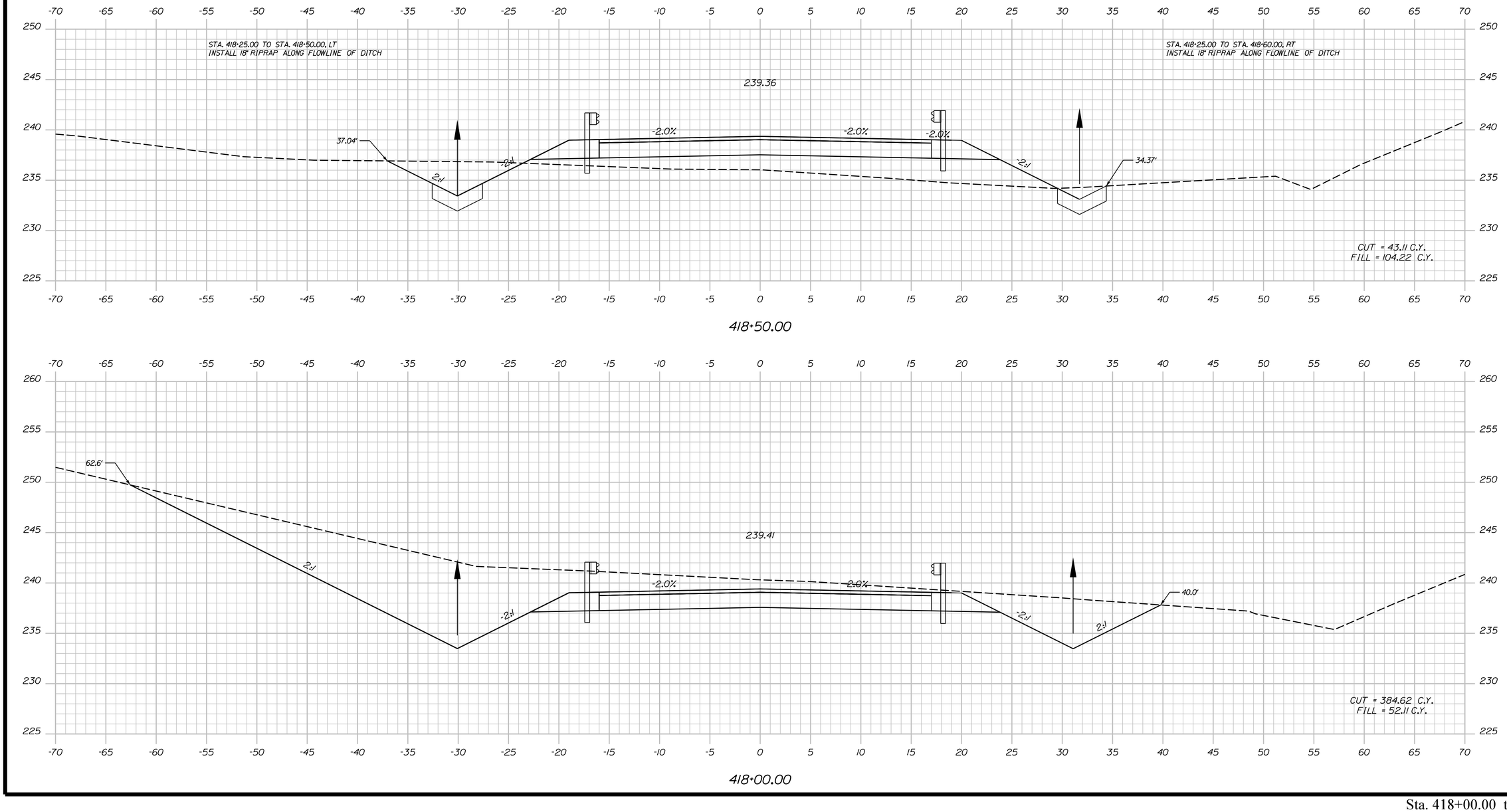
SHEET NUMBER

79

OF 169

Username: nedmon Date:5/31/2022
Division:
Filename: ...\xsects - NB Diversion.dgn

Date:5/31/2022
Username: nedmon
Division:
Filename: ...\xsects - NB Diversion.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01
BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

		BY	DATE
PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

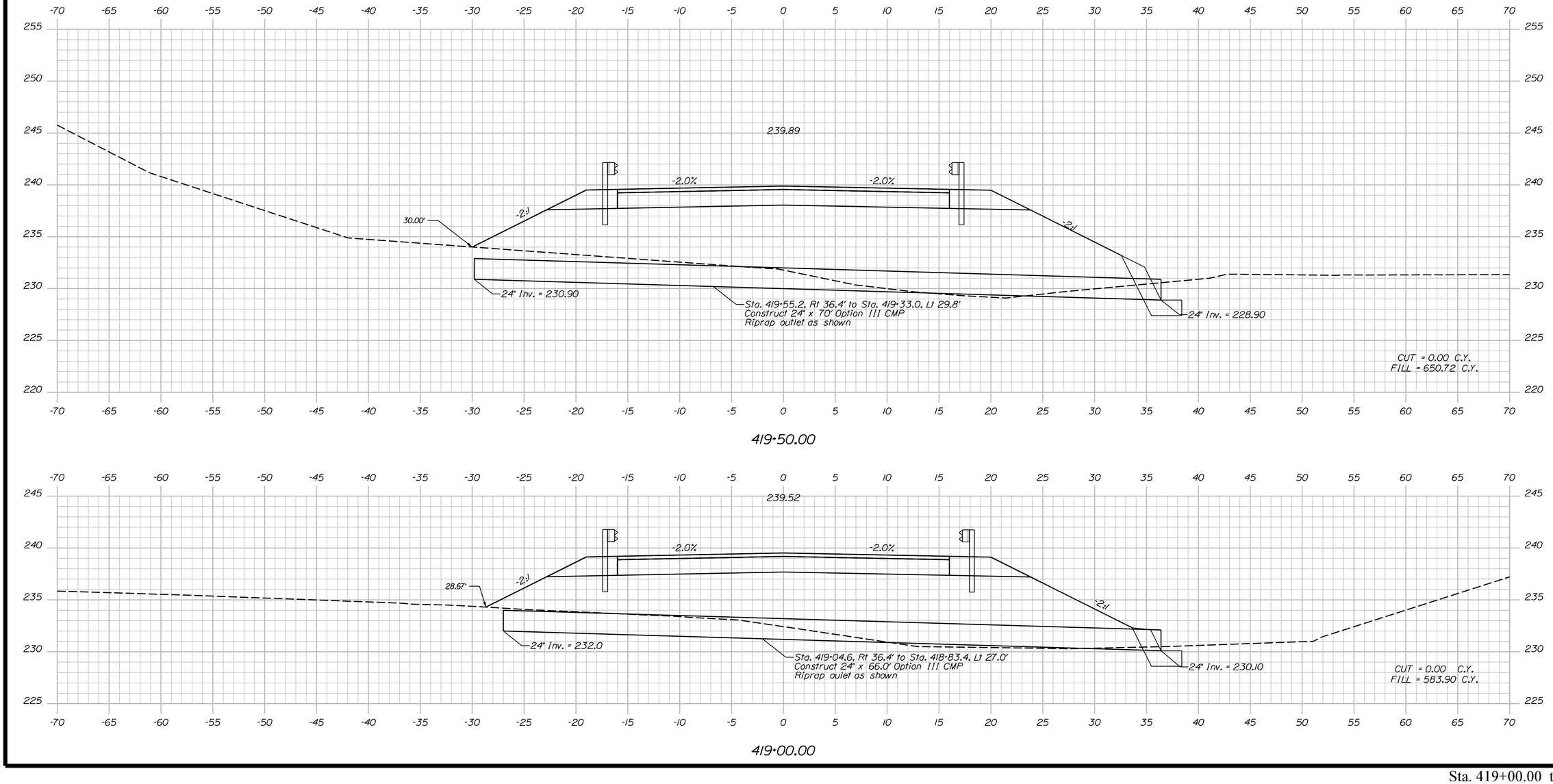
CROSS SECTIONS DIVERSION I-95 NORTHBOUND

SHEET NUMBER

80

OF 169

Sta. 418+00.00 to Sta. 418+50.00



Sta. 419+00.00 to Sta. 419+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

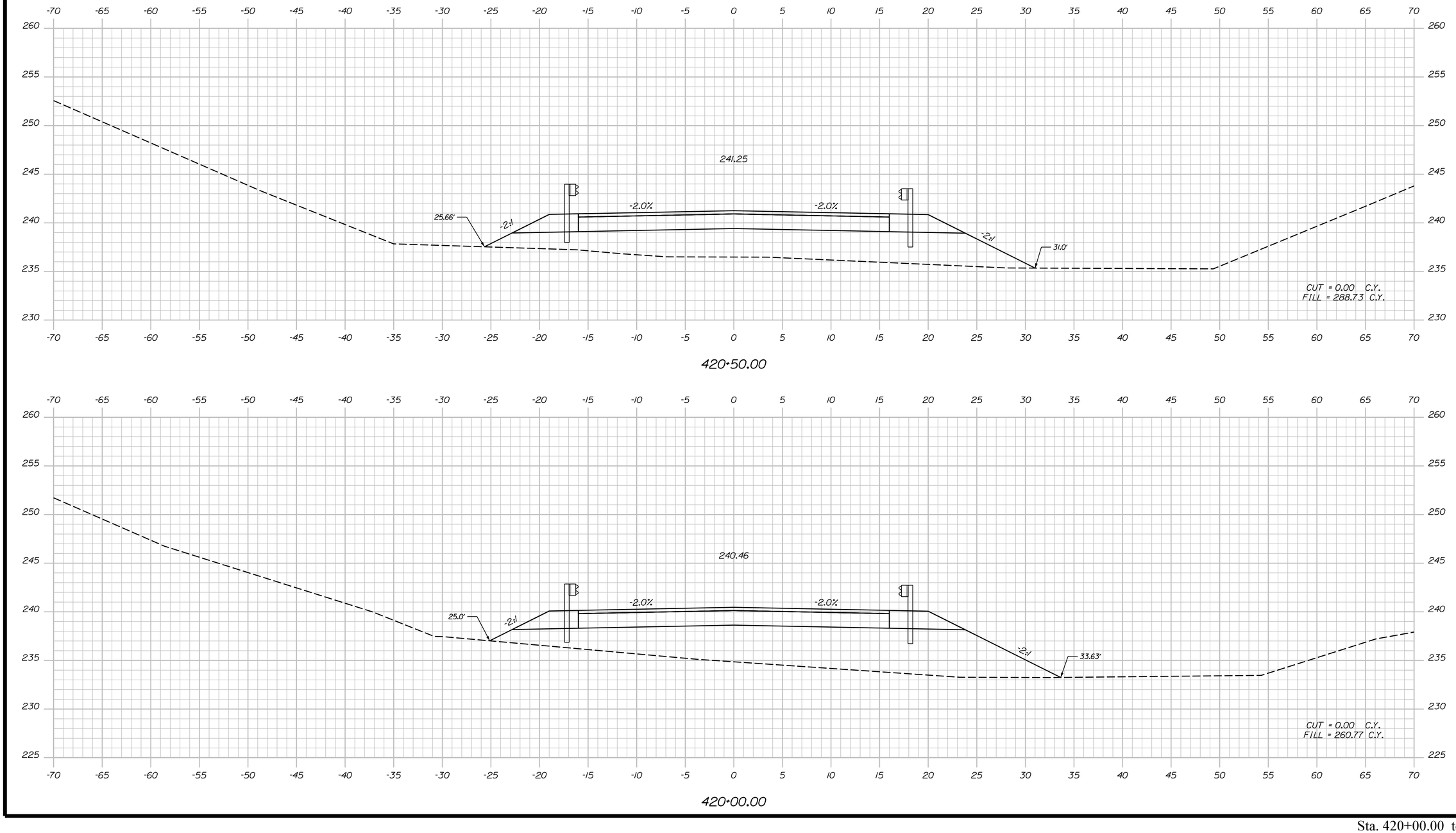
CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

81

OF 169

Filename: ...\xsects - NB Diversion.dgn Division: Username: nedmon Date:5/31/2022



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

82

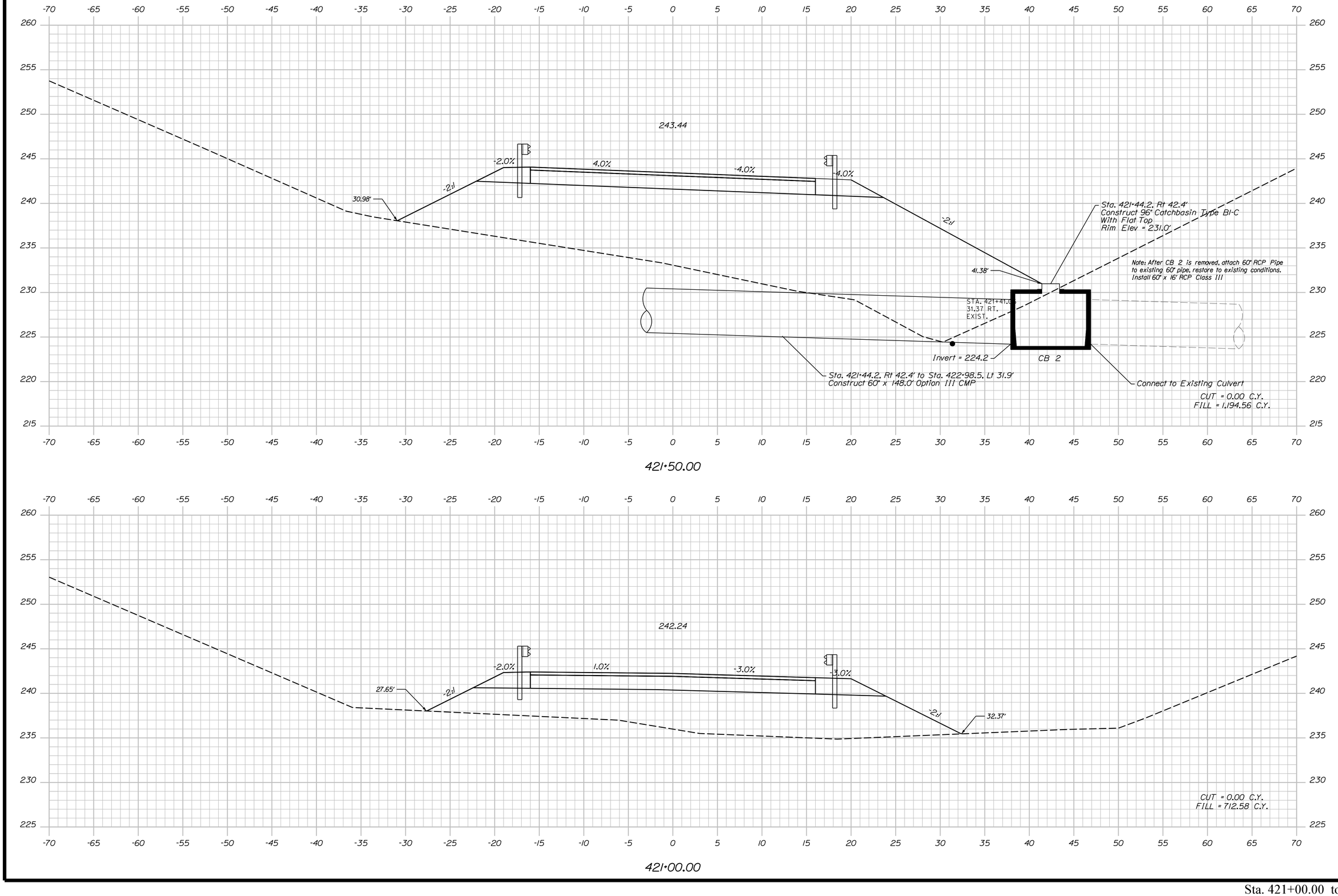
OF 169

Sta. 420+00.00 to Sta. 420+50.00

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - NB Diversion.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON	BY	DATE
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

83

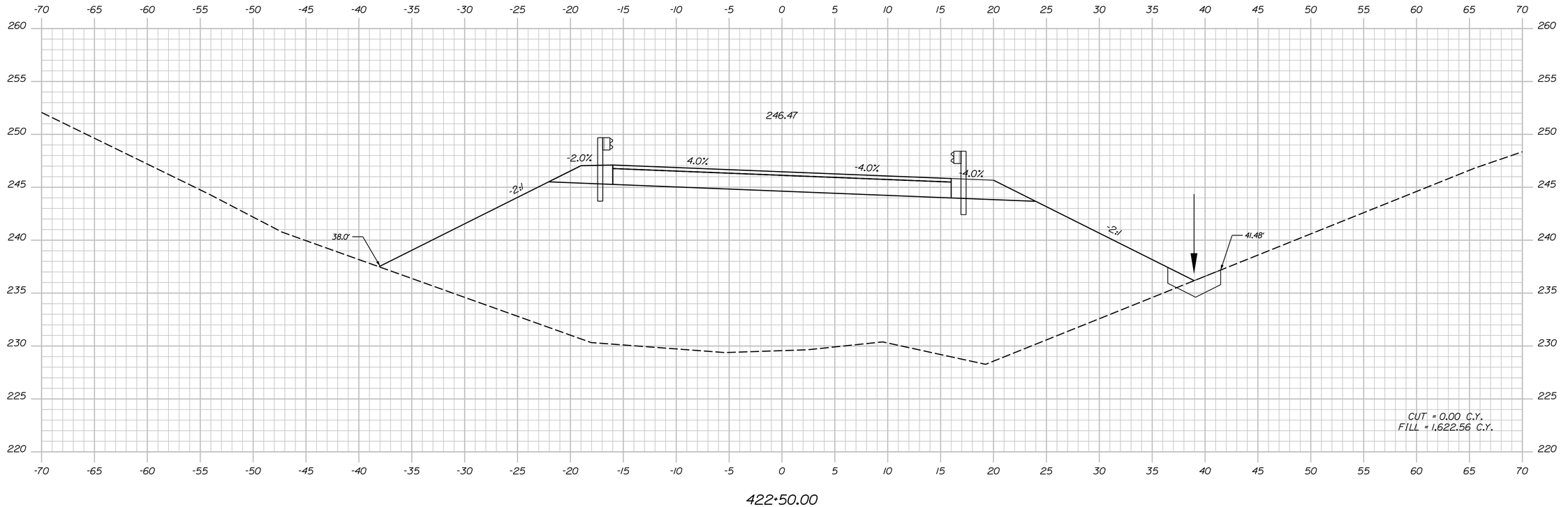
OF 169

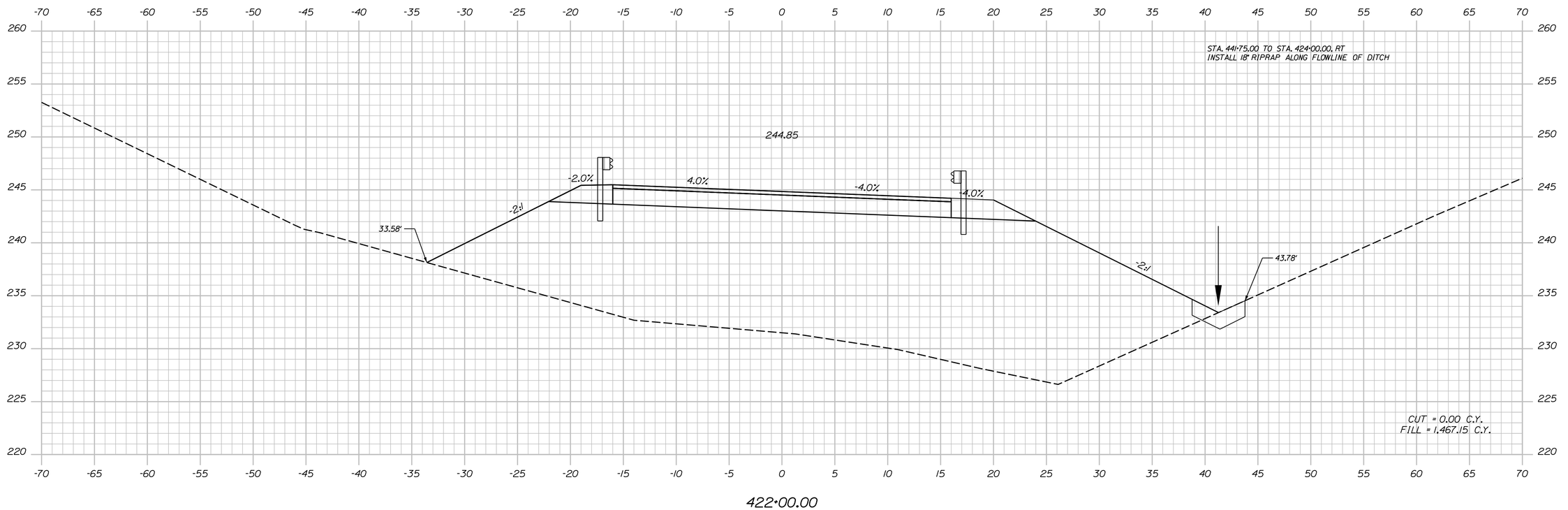
Sta. 421+00.00 to Sta. 421+50.00

Username: nedmon Date:5/31/2022

Division:

Filename: ...\xsects - NB Diversion.dgn





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2189401

21894.01 & 21900.01

BRIDGE NOs. 5813 & 1461

BRIDGE PLANS

PROJ. MANAGER	D. EATON		
DESIGN-DETAILED	T. AGUILAR	S. LINSDLEY	04-22
CHECKED-REVIEWED	T. MCAULIFFE	B. COLBURN	04-22
DESIGN2-DETAILED2	S. LISTER	M. LOVETT	04-22
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

I-95 NB\WEBB ROAD BRIDGE
I-95 SB\WEBB ROAD BRIDGE
WATERVILLE KENNEBEC COUNTY

CROSS SECTIONS
DIVERSION I-95 NORTHBOUND

SHEET NUMBER

84

OF 169

Sta. 422+00.00 to Sta. 422+50.00

Username: nedmon Date:5/31/2022

Filename: ...\xsects - NB Diversion.dgn Division: