

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



PALMYRA
SOMERSET COUNTY

ROUTE 100/I-95 BRIDGE

OVER

INTERSTATE 95

ROUTE 100 AND ROUTE 11/OXBOW RD

FEDERAL AID PROJECT NO. 2531500

BRIDGE NO. 5957

SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Tenth Edition 2024.

DESIGN LOADING

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

TRAFFIC DATA

Current (2023) AADT 10,640
Future (2043) AADT 11,700
DHV - % of AADT 10%
Design Hour Volume 1170
Heavy Trucks (% of AADT) 2%
Heavy Trucks (% of DHV) 2%
Directional Distribution (% of DHV) 53%
18 kip Equivalent P 2.0 170
18 kip Equivalent P 2.5 162
Design Speed (mph) 25

MATERIALS

Concrete:
Deck and Curbs Class "A1"
Light Pole Drilled Shaft Foundations Class "LP"
All Other Class "A"

Reinforcing:
Plain Reinforcing Steel ASTM A615, Grade 60
Stainless Reinforcing Steel ASTM A955, Grade 75

Structural Steel:
All Material (except as noted) ASTM A709, Grade 50 (metalized)
High Strength Bolts ASTM F3125, Grade A325, Type 1

BASIC DESIGN STRESSES

Concrete:
Class "A1" $f'c = 4,000$ psi
Class "A" $f'c = 4,000$ psi
Class "LP" $f'c = 5,000$ psi

Reinforcing:
Plain Reinforcing Steel $f_y = 60,000$ psi
Stainless Reinforcing Steel $f_y = 75,000$ psi

Structural Steel:
ASTM A709, Grade 50 $F_y = 50,000$ psi
ASTM F3125, Grade A325 $F_u = 120,000$ psi

LIST OF DRAWINGS

Title Sheet.....	1
Estimated Quantities.....	2
General Construction Notes.....	3
General Plans.....	4-7
Profiles.....	8-13
Boring Location Plans.....	14
Interpretive Subsurface Profile.....	15
Boring Logs.....	16-18
Signing and Striping Plans.....	19-22
Typical Sections.....	23-25
Cross Sections.....	26-76
Lighting Plans.....	77-81
Abutment Details.....	82-86
Pier Details.....	87-89
Bearing Details.....	90
Framing Plan.....	91
Structural Steel Details.....	92-94
Superstructure Plan and Transverse Section.....	95
Superstructure Reinforcing and Snow Fence Detail.....	96
Reinforcing Schedules.....	97-98

UTILITIES

Charter Communications
Consolidated Communications
Central Maine Power
(MaineDOT owns ramp lighting)

MAINTENANCE OF TRAFFIC

Traffic maintained on existing bridge while proposed bridge is constructed. Traffic is then shifted to proposed bridge while existing bridge is demolished.

PROJECT LOCATION

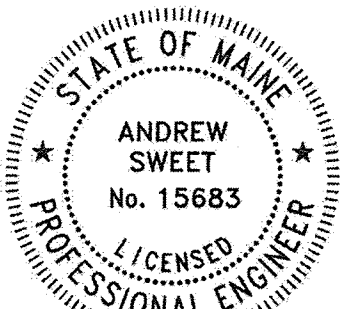
Route 100 Bridge #5957 in Palmyra carrying Route 100 and Route 11/ Oxbow Rd.
over Interstate 95.
Lat./Long. 44°50'02.2" N / 69°17'31.1" W

OUTLINE OF WORK

Replacement of Route 100 Bridge #5957 in Palmyra with associated approach and ramp work.

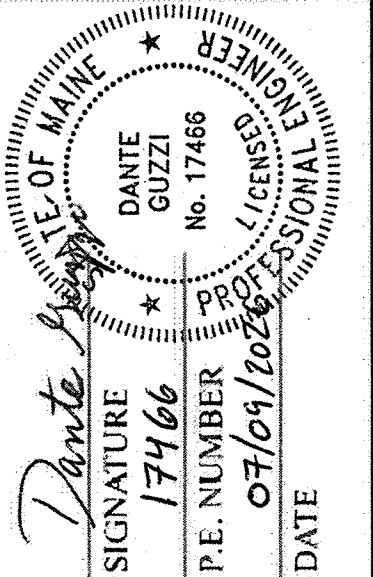


Signature
15683
P.E. NUMBER
7/9/2026
DATE



STAMP APPLIES TO
SHEETS 1-13 & 19-81

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
	COMMISSIONER	7-27-26
	CHIEF ENGINEER	7-27-26



PROJECT INFORMATION	BRIDGE PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
	M. PARLIN	D. SOREL	HNTB				

PALMYRA ROUTE 100/I-95	TITLE SHEET
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SHEET NUMBER
1
OF 98

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.11	Clearing	0.9	AC
201.23	Removing Single Tree Top Only	2	EA
201.24	Removing Stump	2	EA
202.13	Removing Existing Railings (Retained by Department)	545	LF
202.15	Removing Existing Manhole or Catch Basin	3	EA
202.19	Removing Existing Bridge (680 CY Concrete & 239,000 LB Steel)	1	LS
202.202	Removing Pavement Surface	8,000	SY
202.205	Rumble Strips - Shoulder	8,000	LF
203.20	Common Excavation	13,000	CY
203.24	Common Borrow	10,080	CY
203.25	Granular Borrow	500	CY
206.082	Structural Earth Excavation, Major Structures, Plan Quantity	250	CY
304.10	Aggregate Subbase Course - Gravel	9,750	CY
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified)	1,960	T
403.209	Hot Mix Asphalt 9.5 mm (sidewalks, drives, islands & incidentals)	120	T
403.2131	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course)	2,435	T
409.15	Bituminous Tack Coat, Applied	1,170	G
410.151	Emulsified Asphalt Sealcoat, Applied	1,650	SY
461.131	Temporary Pavement	85	T
501.231	Dynamic Loading Test	2	EA
501.52	Steel H-beam Piles, 102 lb/ft, Delivered	960	LF
501.521	Steel H-beam Piles, 102 lb/ft, In-Place	960	LF
501.90	Pile Tips	10	EA
501.91	Pile Splices	25	EA
501.92	Pile Driving Equipment Mobilization	1	LS
502.219	Structural Concrete, Abutments and Retaining Walls (80 CY)	1	LS
502.239	Structural Concrete Piers (155 CY)	1	LS
502.26	Structural Concrete Roadway and Sidewalk Slab on Steel Bridges (340 CY)	1	LS
502.31	Structural Concrete Approach Slab (26 CY)	1	LS
502.341	Structural Concrete, Roadway Median	30	CY
502.49	Structural Concrete Curbs and Sidewalks (34 CY)	1	LS
503.12	Reinforcing Steel, Fabricated and Delivered	21,400	LB
503.13	Reinforcing Steel, Placing	21,400	LB
503.26	Stainless Steel Reinforcement, Fabricated and Delivered	116,500	LB
503.27	Stainless Steel Reinforcement, Placing	116,500	LB
504.702	Structural steel fabricated and delivered, welded (454300 LB)	1	LS
504.71	Structural steel erection (454300 LB)	1	LS
505.08	Shear Connectors (5535 EA)	1	LS
506.9104	Thermal Spray Coating (Shop Applied) (454300 LB)	1	LS
507.0821	Steel Bridge Rail, 3 Bar (527 LF)	1	LS
507.0822	Steel Approach Railing, 3 Bar	4	EA
508.14	High Performance Waterproofing Membrane (980 SY)	1	LS
512.081	French Drains (134 LF)	1	LS
513.22	Crushed Stone Slope Protection	650	SY
515.21	Protective Coating for Concrete Surfaces (585 SY)	1	LS
519.60	Expansion Device - Asphaltic Plug Joint	69	LF
523.52	Bearing Installation	5	EA
523.5401	Laminated Elastomeric Bearings, Fixed	5	EA
524.301	Temporary Structural Support, Abutment No. 1	1	LS
524.301	Temporary Structural Support, Abutment No. 2	1	LS
524.301	Temporary Structural Support, Pier	1	LS
524.40	Temporary Structural Support, Protective Shield (1390 SY)	1	LS
526.301	Portable Concrete Barrier, Type 1 (700 LF)	1	LS
527.33	Truck Mounted Attenuator	2	EA
527.34	Work Zone Crash Cushions	4	UN
603.179	18 inch Culvert Pipe Option III	140	LF
604.092	Catch Basin Type B1-C	2	EA
605.11	12" Underdrain Type C	140	LF
606.1301	31" W-Beam Guardrail - Mid-Way Splice - Single Faced	680	LF
606.1305	31" W-Beam Guardrail - Mid-Way Splice Flared Terminal	4	EA
606.1721	Bridge Transition - Type I	4	EA
606.353	Reflectorized Flexible Guardrail Marker	10	EA
607.183	Chain Link Snow Fence 33" (288 LF)	1	LS
609.161	Concrete Slipform Curb - Vertical Type 2	170	LF
609.21	Concrete Slipform Curb - Type 2	121	LF
610.08	Plain Riprap	80	CY

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
610.18	Stone Ditch Protection	10	CY
613.319	Erosion Control Blanket	3,000	SY
615.07	Loam	760	CY
618.13	Seeding Method Number 1	11	UN
618.14	Seeding Method Number 2	113	UN
619.12	Mulch	124	UN
619.14	Erosion Control Mix	1,540	CY
620.58	Erosion Control Geotextile	845	SY
626.101	Metallic Junction Box	2	EA
626.11	Precast Concrete Junction Box	4	EA
626.22	Non-metallic Conduit	1,645	LF
626.221	Non-metallic Conduit, Concrete Encased	320	LF
626.251	Non-Metallic Under Pavement Conduit (Schedule 80 or greater rating)	50	LF
626.36	Remove or Modify Concrete Foundation	11	EA
626.43	30" Diameter Foundation	121	LF
627.733	4" White or Yellow Painted Pavement Marking Line	9,300	LF
627.744	6" White or Yellow Painted Pavement Marking Line	10,200	LF
627.75	White or Yellow Pavement & Curb Marking	1,250	SF
627.77	Removing Existing Pavement Marking	15,300	SF
627.781	Temporary 6" Painted Pavement Marking Line, White or Yellow	20,400	LF
629.05	Hand Labor, Straight Time	20	HR
631.10	Air Compressor (including operator)	20	HR
631.11	Air Tool (including operator)	20	HR
631.12	All Purpose Excavator (including operator)	20	HR
631.14	Grader (including operator)	20	HR
631.15	Roller, earth and base (including operator)	20	HR
631.172	Truck-large (including operator)	20	HR
631.22	Front End Loader (including operator)	20	HR
634.160	Highway Lighting	1	LS
639.18	Field Office, Type A	1	EA
645.103	Demount Guide Sign	5	EA
645.106	Demount Regulatory, Warning, Confirmation and Route Marker Assembly Sign	68	EA
645.108	Demount Pole	31	EA
645.113	Reinstall Guide Sign	5	EA
645.116	Reinstall Regulatory, Warning, Confirmation and Route Marker Assembly Sign	58	EA
645.118	Reinstall Pole	34	EA
652.30	Flashing Arrow	2	EA
652.312	Type III Barricades	4	EA
652.33	Drum	110	EA
652.34	Cone	110	EA
652.35	Construction Signs	830	SF
652.361	Maintenance of Traffic Control Devices	1	LS
652.38	Flaggers	850	HR
652.41	Portable-Changeable Message Sign	4	EA
656.75	Temporary Soil Erosion and Water Pollution Control	1	LS
659.10	Mobilization	1	LS
660.21	On-The-Job Training	1000	HR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

ESTIMATED QUANTITIES

SHEET NUMBER
2
OF 98



GENERAL CONSTRUCTION NOTES:

1. For construction limits and right of way lines, refer to the General Plans.

2. The clearing limits as shown on the Plans are approximate. The exact limits will be established in the field by the Resident.

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

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

5. 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.

6. Loam shall be placed to a nominal depth of 4 inches in lawn areas and 2 inches in all other areas unless otherwise noted or directed.

7. Unless otherwise noted Seeding Method No. 1 shall be utilized on all lawns and developed areas; Seeding Method No. 2 shall be utilized on all other areas.

8. Erosion Control Mix may be substituted in those areas normally receiving loam and seed Type 2 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.

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

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

11. 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.

12. Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs,
Fascias down to the drip notch,
All exposed horizontal and vertical faces of abutments and piers, to one foot below the ground.

13. Project information referred to below may be accessed at the following MainesDOT web address: <https://www.maine.gov/dot/doing-business/bid-opportunities>

14. The existing bridge plans may be accessed at the MainesDOT 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.

15. The project geotechnical report titled: Geotechnical Design Report Route 100 Bridge No. 5957 Over Interstate 95 MainesDOT WIN 025315.00, dated June 2026 may be accessed at the MainesDOT web address.

16. Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MainesDOT 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.

17. Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MainesDOT 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 MainesDOT 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.

18. The Contractor shall submit a Demolition Plan to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridges. No work related to the removal of the bridges shall be undertaken by the Contractor until MainesDOT has reviewed the Demolition Plan for appropriateness and completeness. Payment for all work necessary for developing, submitting, and finalizing the Demolition Plan will be considered incidental to the bridge removal pay items.

19. The existing bridge shall be removed by and become the 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 MainesDOT'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.

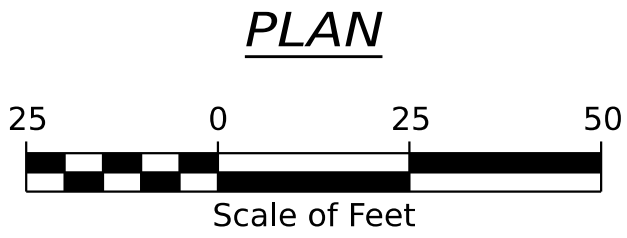
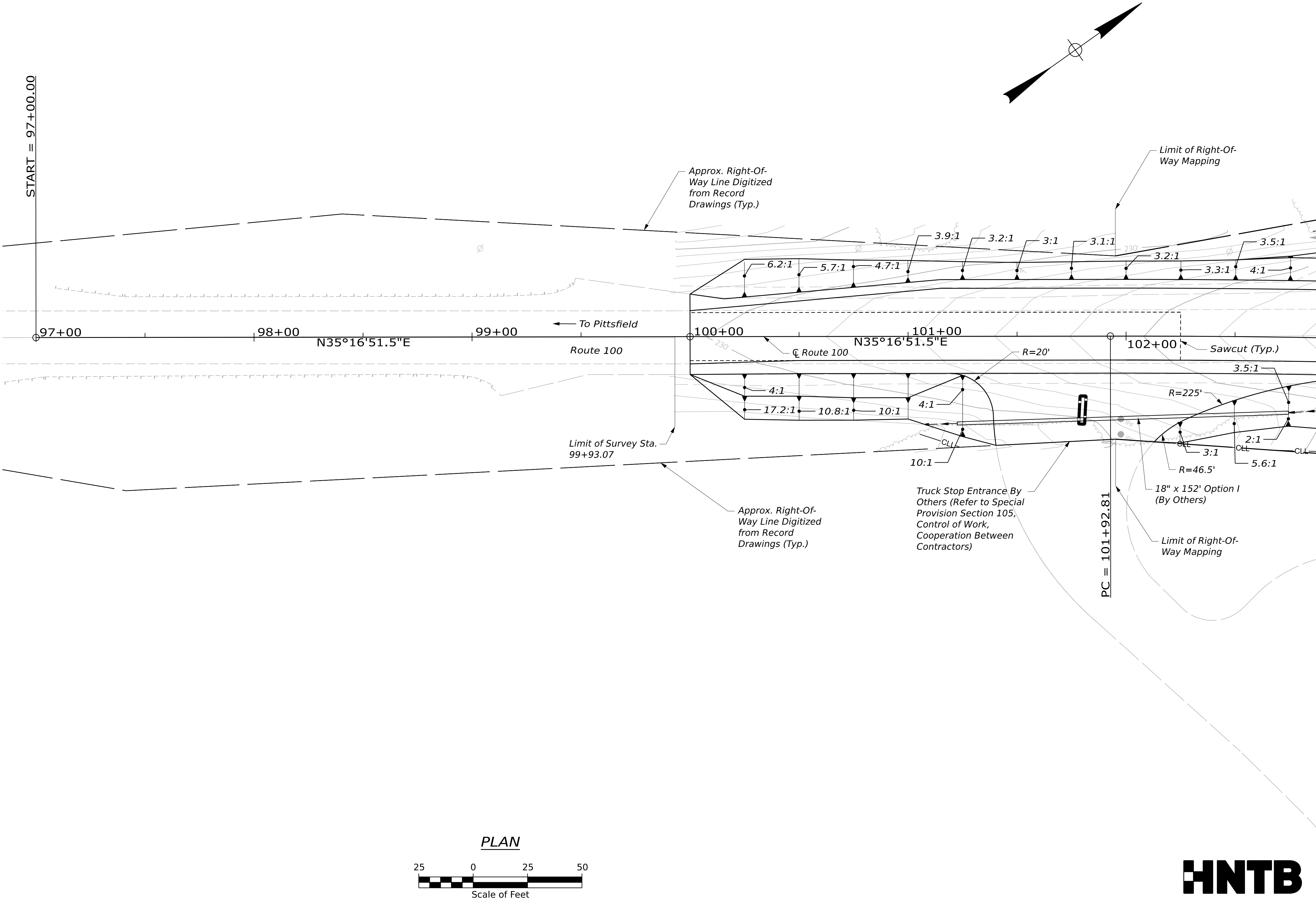
20. Commercial paved entrances shall be constructed with 3 inches of Hot Mix Asphalt and 11 inches of Aggregate Subbase Course Gravel.

21. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.

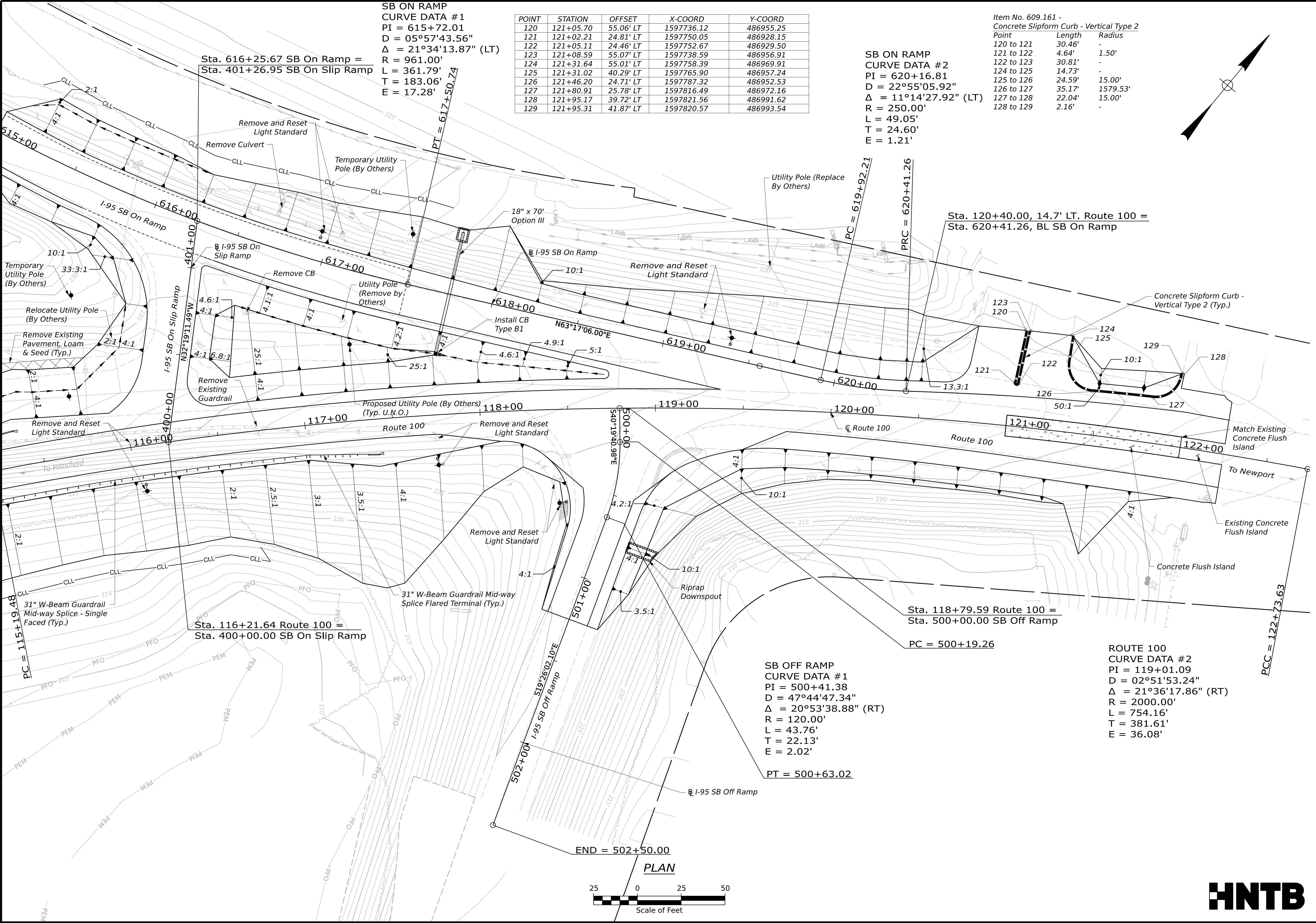
22. The Contractor shall take note that there is a wood pole with an osprey nesting platform at approximately Station 107+20 LT. The area around this pole shall not be used as a laydown area. The provisions of Standard Specification Section 105 shall apply and be the responsibility of the Contractor.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION Federal Project No. 2531500 WIN 025315.00											
ROUTE 100/1-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA GENERAL CONSTRUCTION NOTES		PROJ. MANAGER		M. PARLIN		BY		DATE		SIGNATURE	
		DESIGN-DETAILED		D. BURTON		T. COHEN		JULY 2026			
		CHECKED-REVIEWED		A. SWEET		D. GOREIL		JULY 2026			
		DESIGN-DETAILED2									
		DESIGN-DETAILED3									
		REVISIONS 1									
		REVISIONS 2									
		REVISIONS 3									
		REVISIONS 4									
		FIELD CHANGES									
SHEET NUMBER 3 OF 98											



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957		SHEET NUMBER	
CROSSING ROUTE 100 / INTERSTATE 95		4	
PALMYRA		OF 98	
GENERAL PLAN (1 OF 4)		DATE	
SIGNATURE		P.E. NUMBER	
BY		DATE	
M. PARLIN		JULY 2026	
D. BURTON		JULY 2026	
A. SWEET		JULY 2026	
DESIGN-DETAILED		DESIGN-DETAILED	
DESIGN-DETAILED		DESIGN-DETAILED	
REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES	



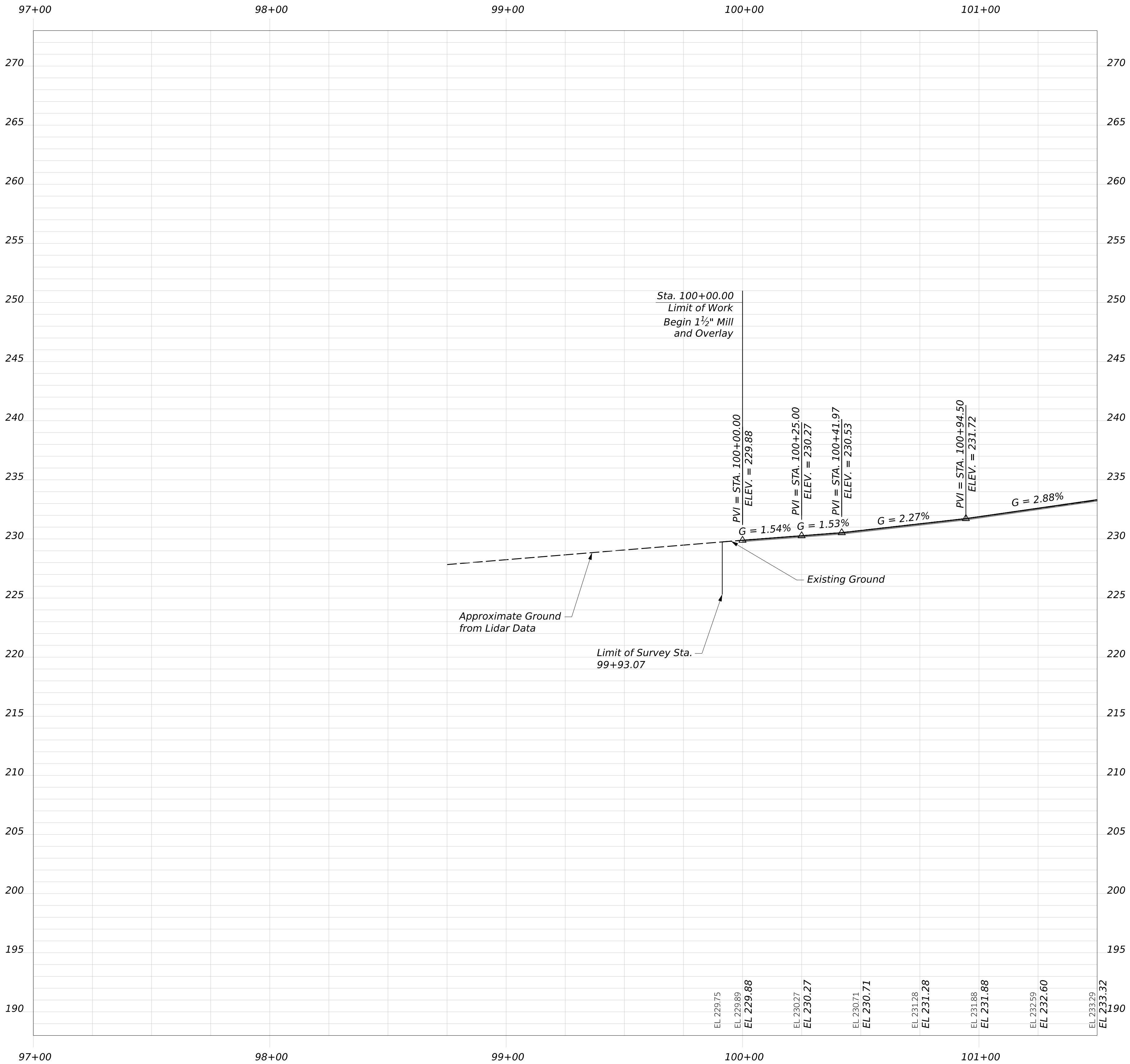
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

GENERAL PLAN (4 OF 4)

SHEET NUMBER
7
OF 98

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. PARLIN	D. BURTON	T. COHEN	D. COHEN	JULY 2026			
	A. SWEET	D. GORELL	D. GORELL	JULY 2026			
	DESIGN-DETAILED02						
	DESIGN-DETAILED03						
	REVISIONS 1						
	REVISIONS 2						
	REVISIONS 3						
	REVISIONS 4						
	FIELD CHANGES						



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN 025315.00

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

PROFILE ROUTE 100 (1 OF 4)

SHEET NUMBER

8

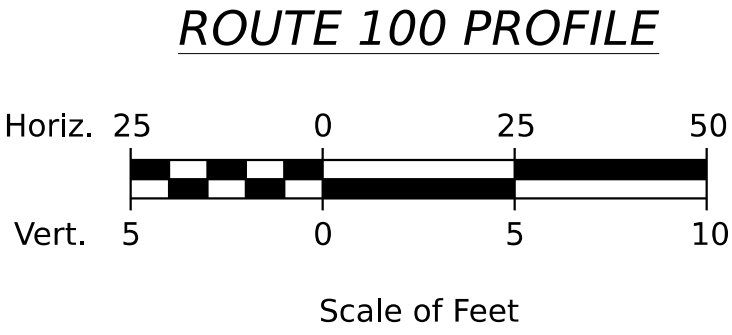
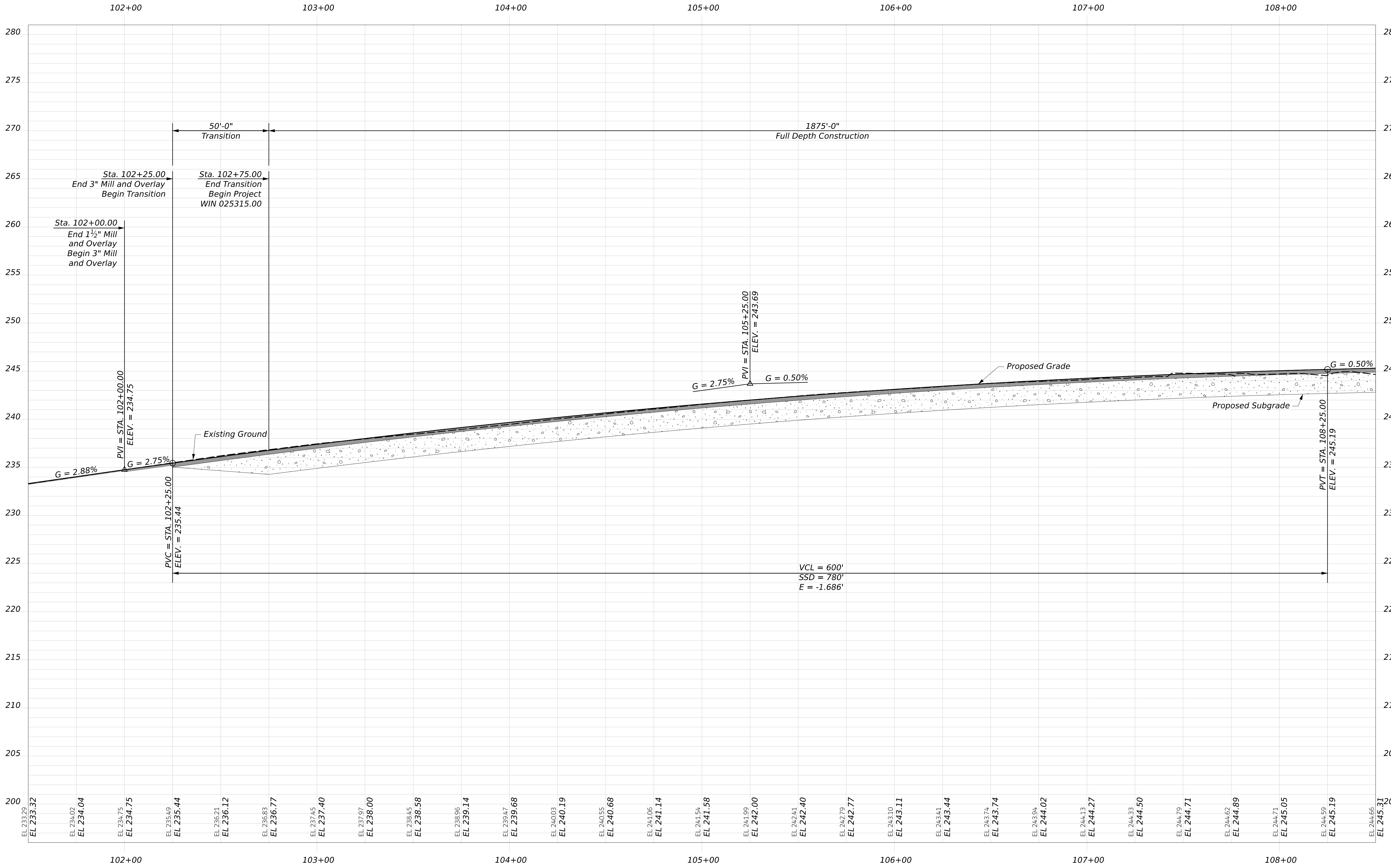
OF 98

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	T. COHEN	JULY 2026
CHECKED-REVIEWED	D. BURTON	JULY 2026
DESIGN-DETAILED2	A. SWEET	
DESIGN-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

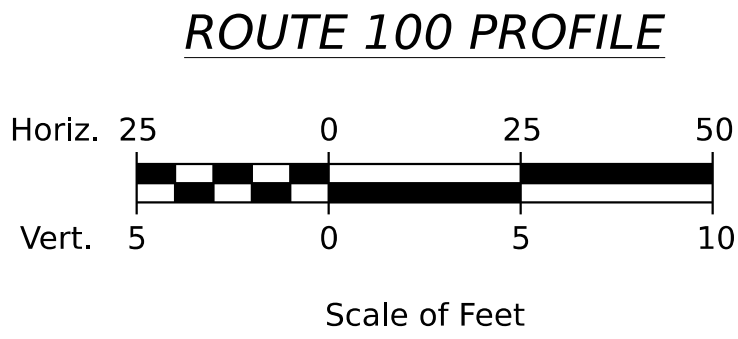
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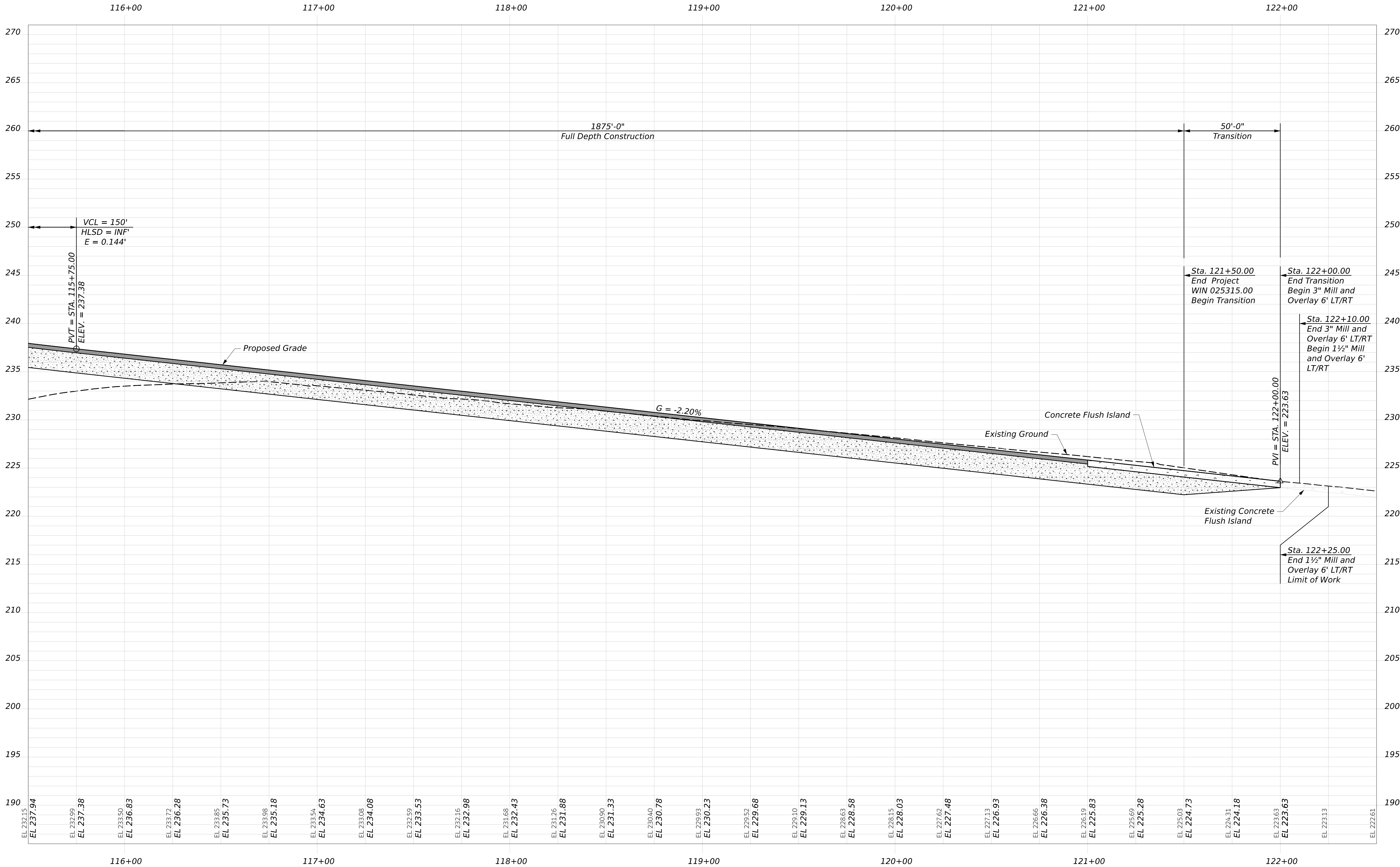
DATE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE		
	Federal Project No. 2531500		
	WIN 025315.00		
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		DATE	
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PROFILE ROUTE 100 (2 OF 4)		DATE	
		P.E. NUMBER	
		DATE	
		DATE	
		DATE	
SHEET NUMBER		9	
OF		98	



HNTB



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

WIN 025315.00

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

PROFILE ROUTE 100 (4 OF 4)

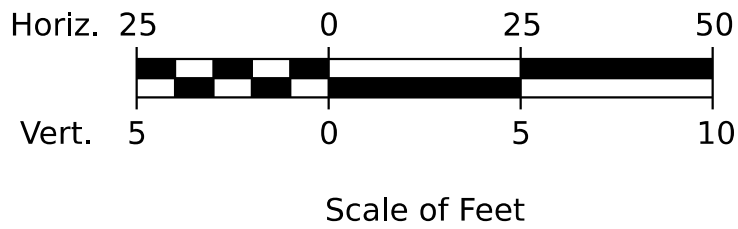
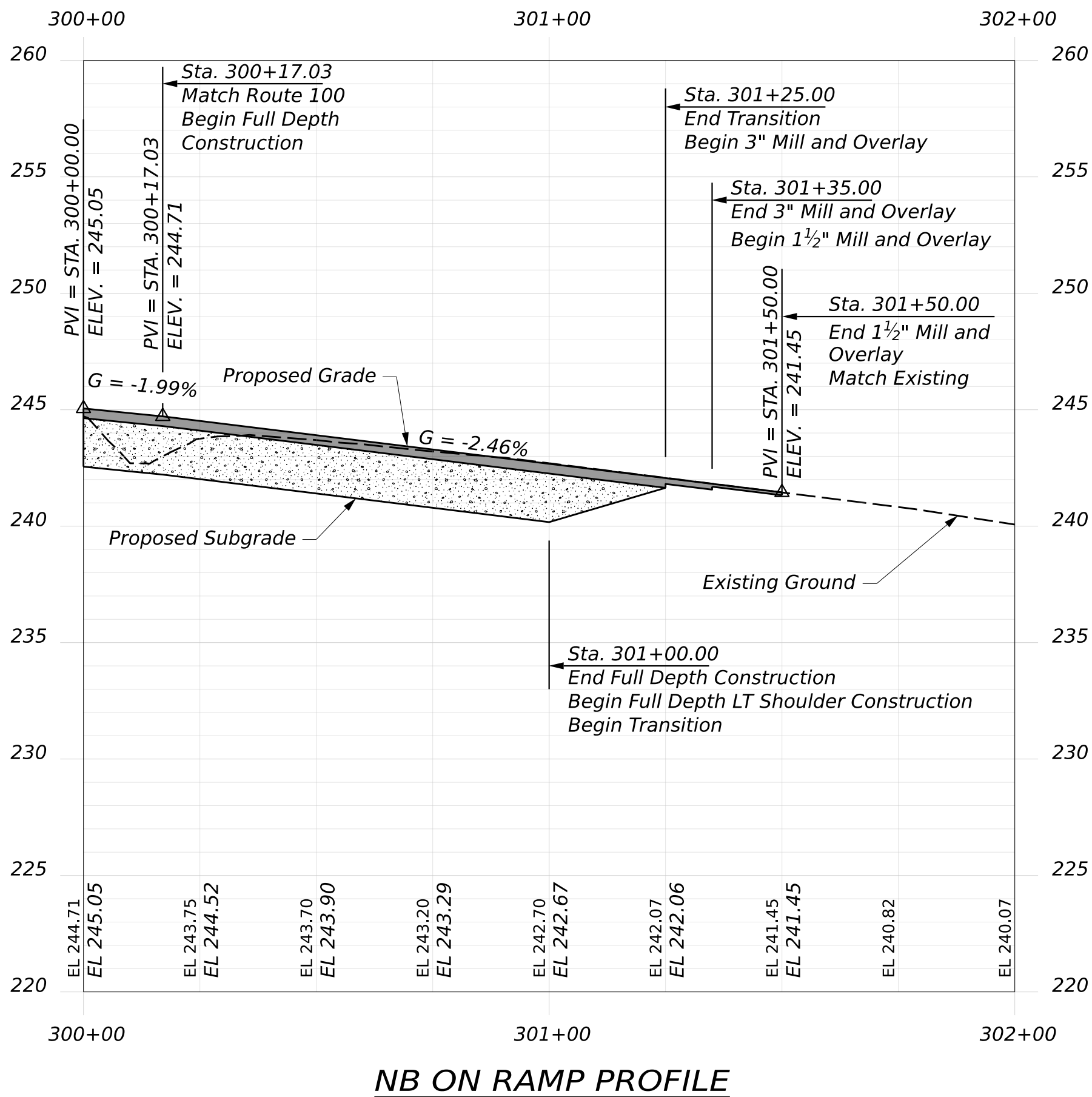
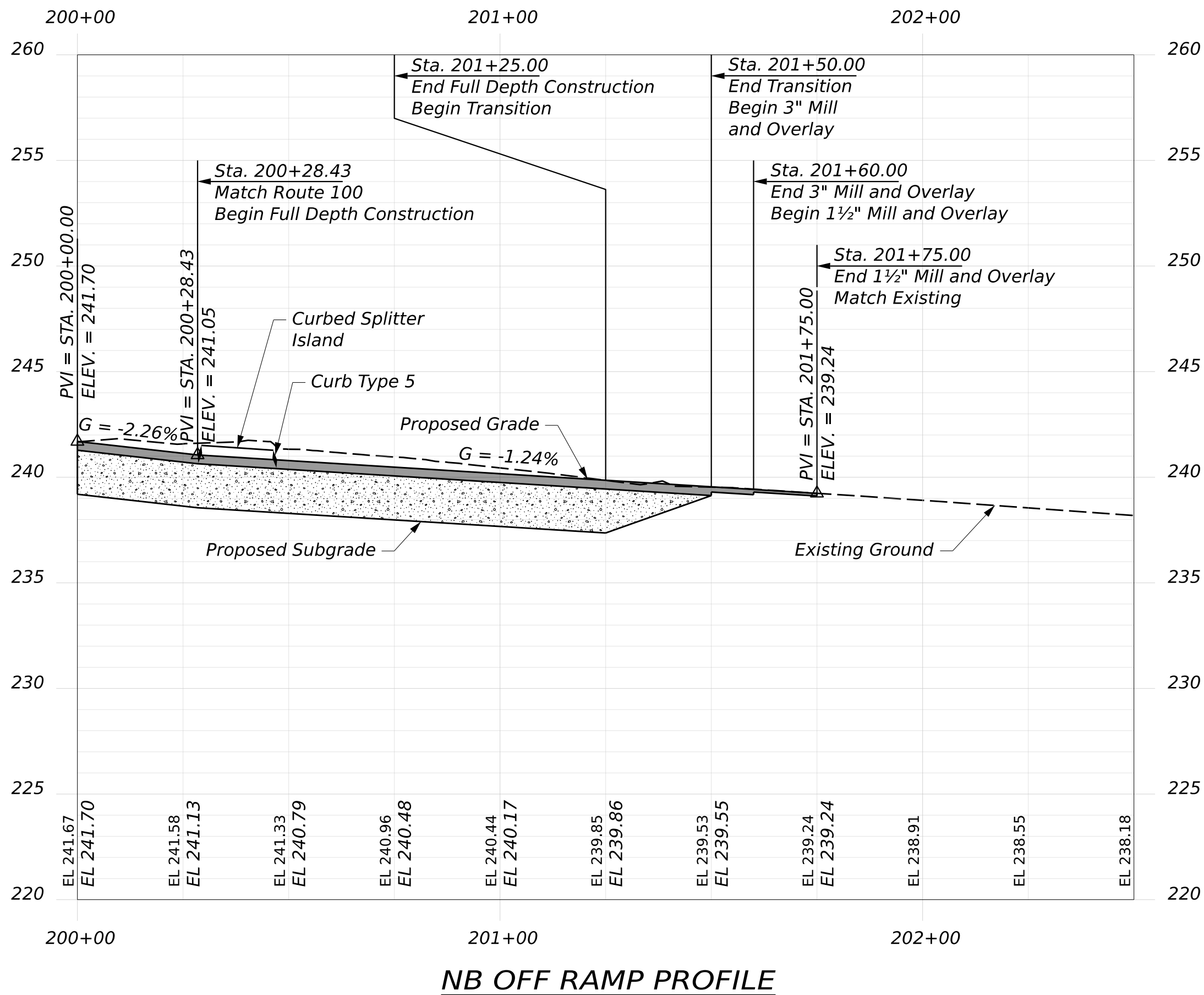
PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
DESIGN-DETAILED	D. BURTON	CHECKED-REVIEWED	A. SWEET	SIGNATURE	
DESIGN-DETAILED2		DESIGN-DETAILED3		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

SHEET NUMBER

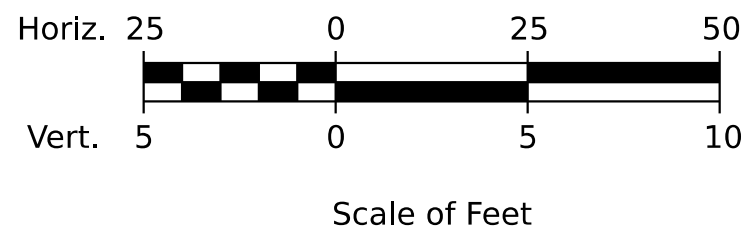
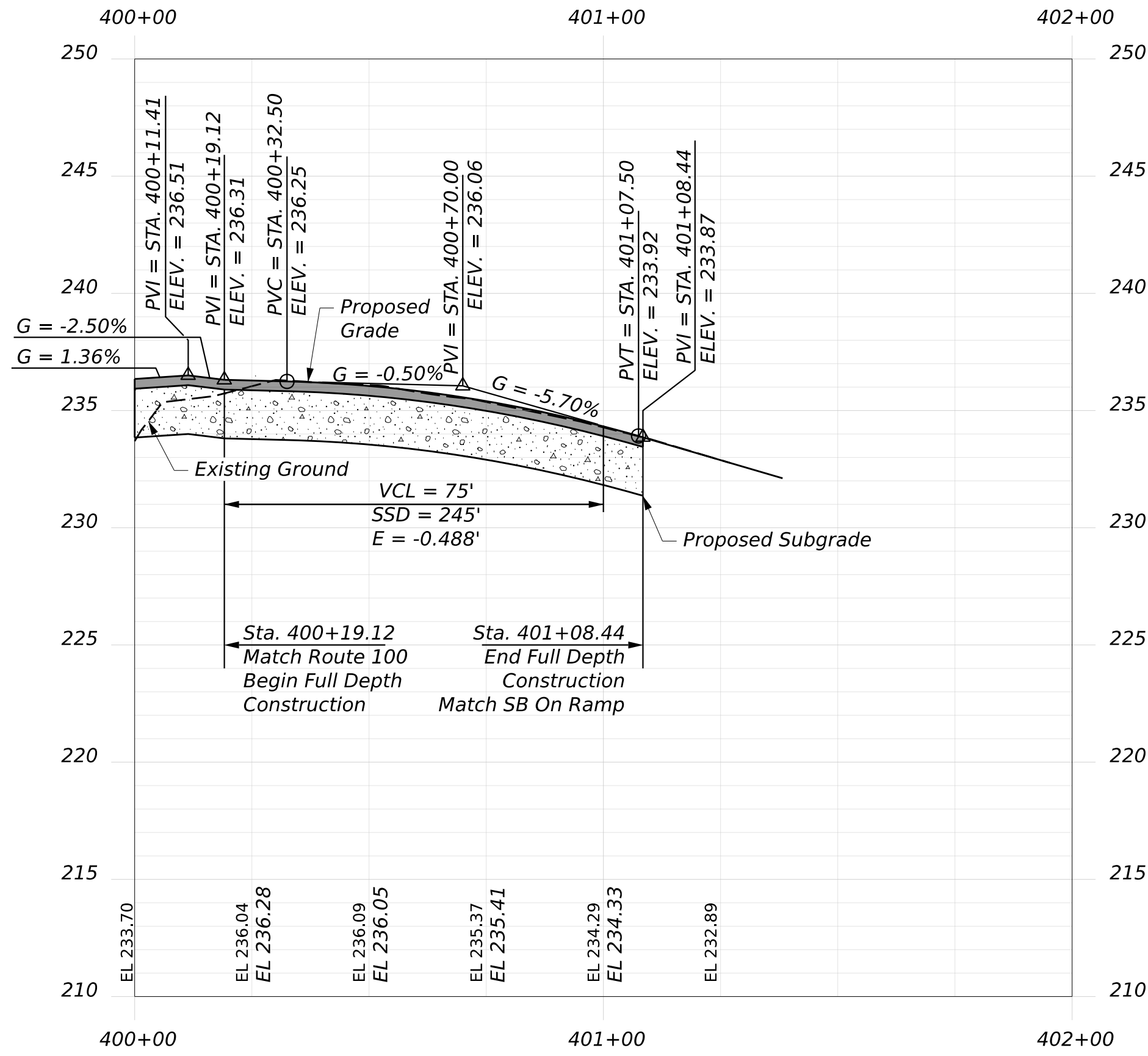
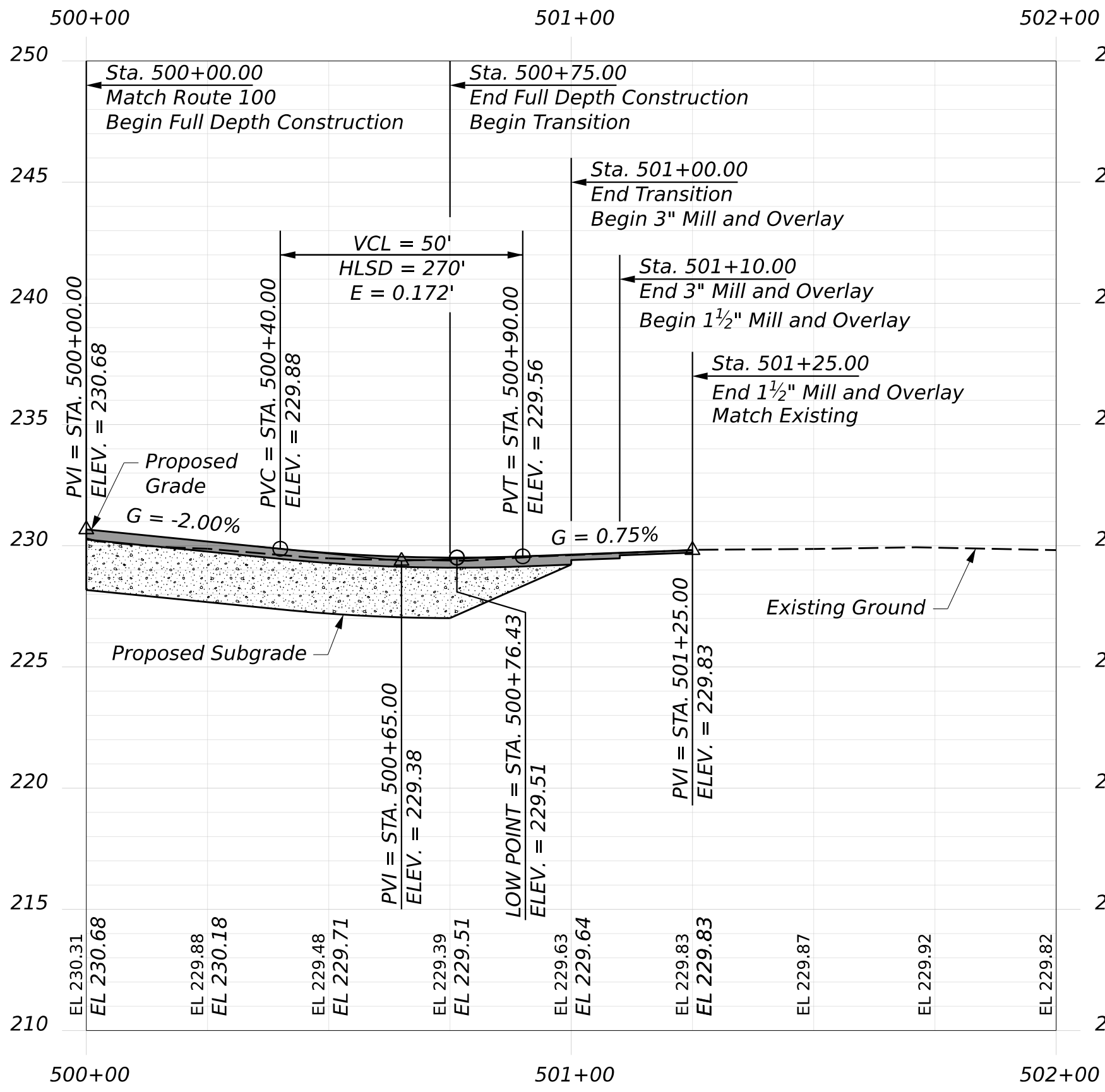
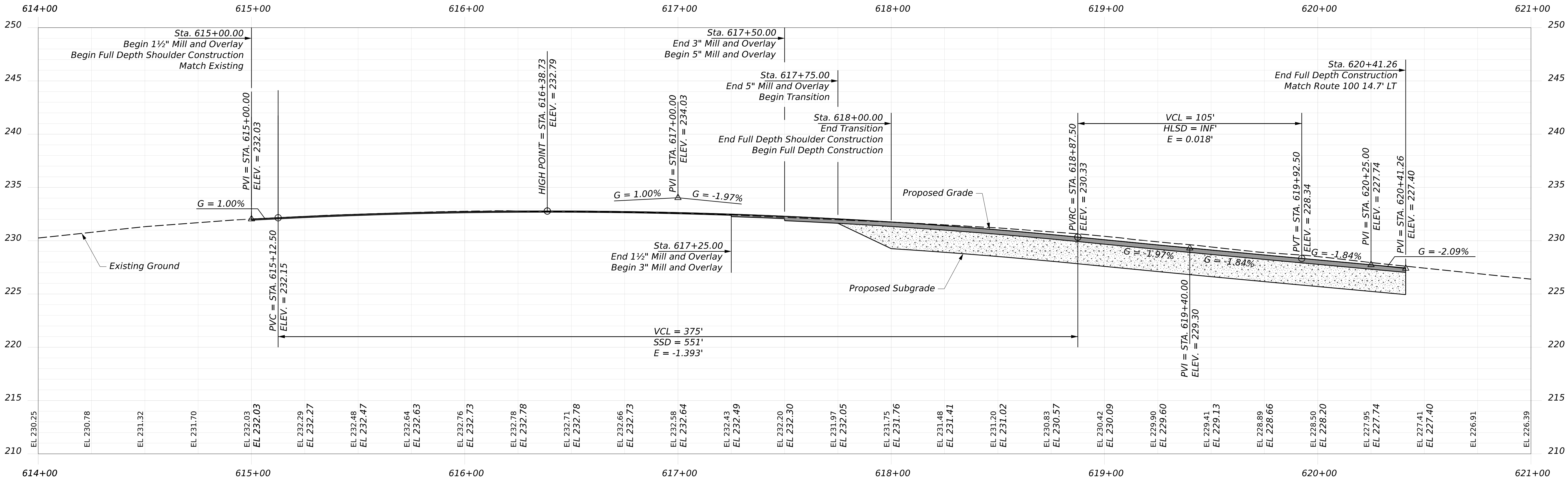
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OF 98

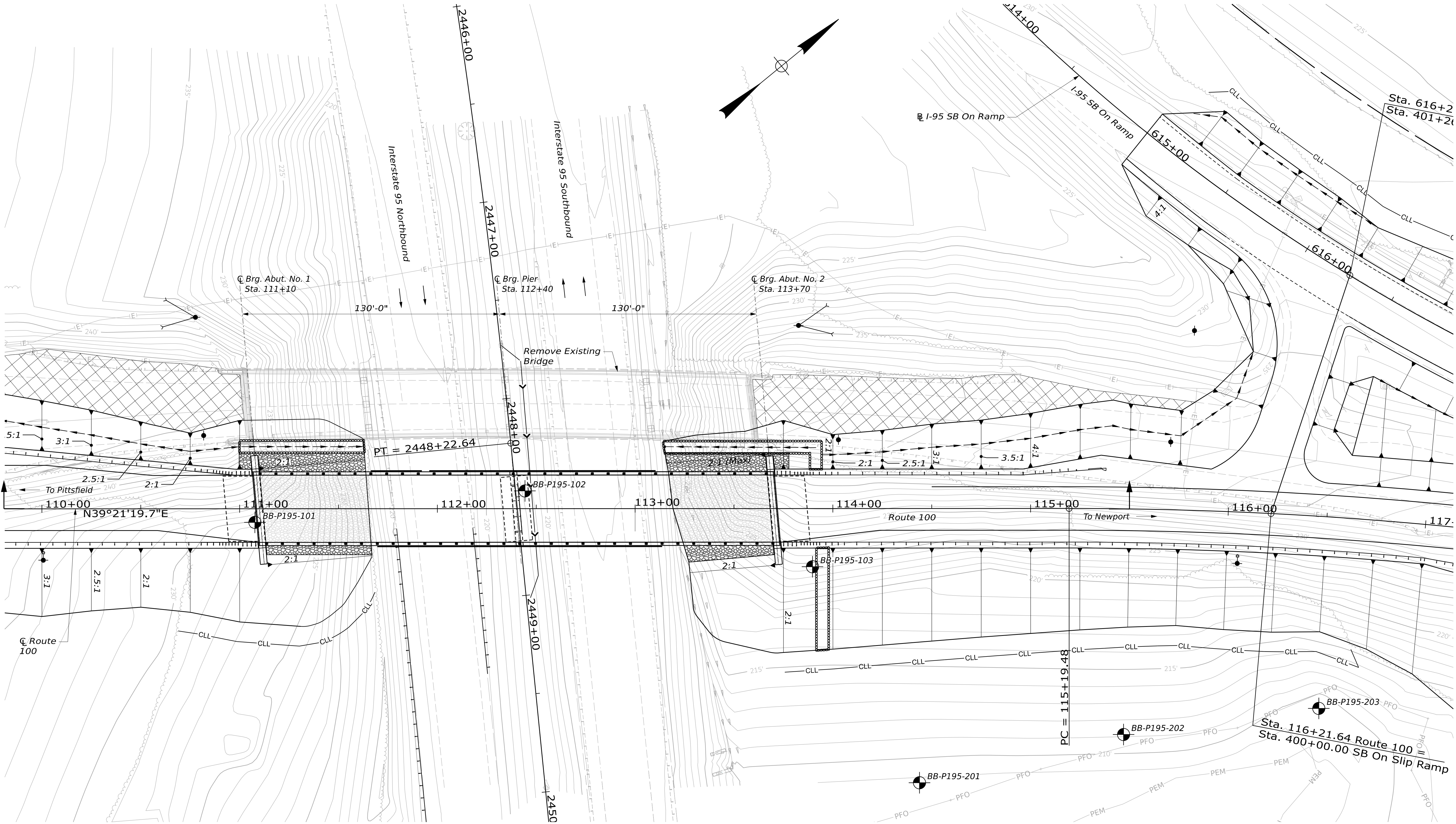




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Federal Project No. 2531500			
WIN 025315.00			
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		PROJ. MANAGER M. PARLIN	BY T. COHEN
		DESIGNED-DETAILED D. BURTON	DATE JULY 2026
		CHECKED-REVIEWED A. SWEET	JULY 2026
		DESIGNED-DETAILED	
		DESIGNED-DETAILED	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
PROFILES NB RAMPS			
SHEET NUMBER			
12			
OF 98			



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ROUTE 100/I-95 BRIDGE NO. 5957		PROJ. MANAGER	
CROSSING ROUTE 100 / INTERSTATE 95		DESIGN-DETAILED	
PALMYRA		CHECKED-REVIEWED	
		DESIGN-DETAILED2	
		DESIGN-DETAILED3	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
SHEET NUMBER		PROFILES SB RAMPS	
13			
OF 98			

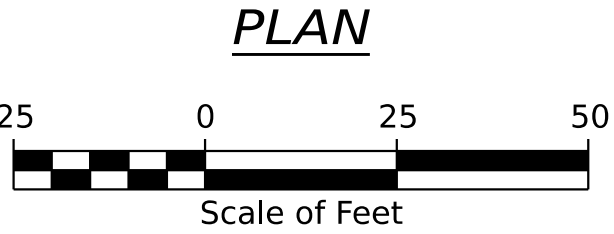


LEGEND:

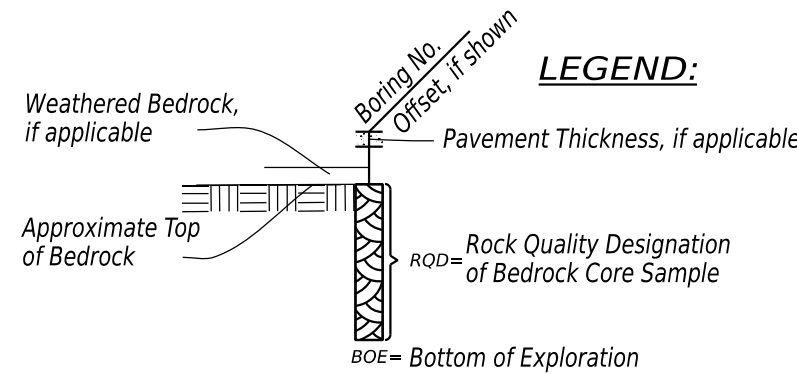
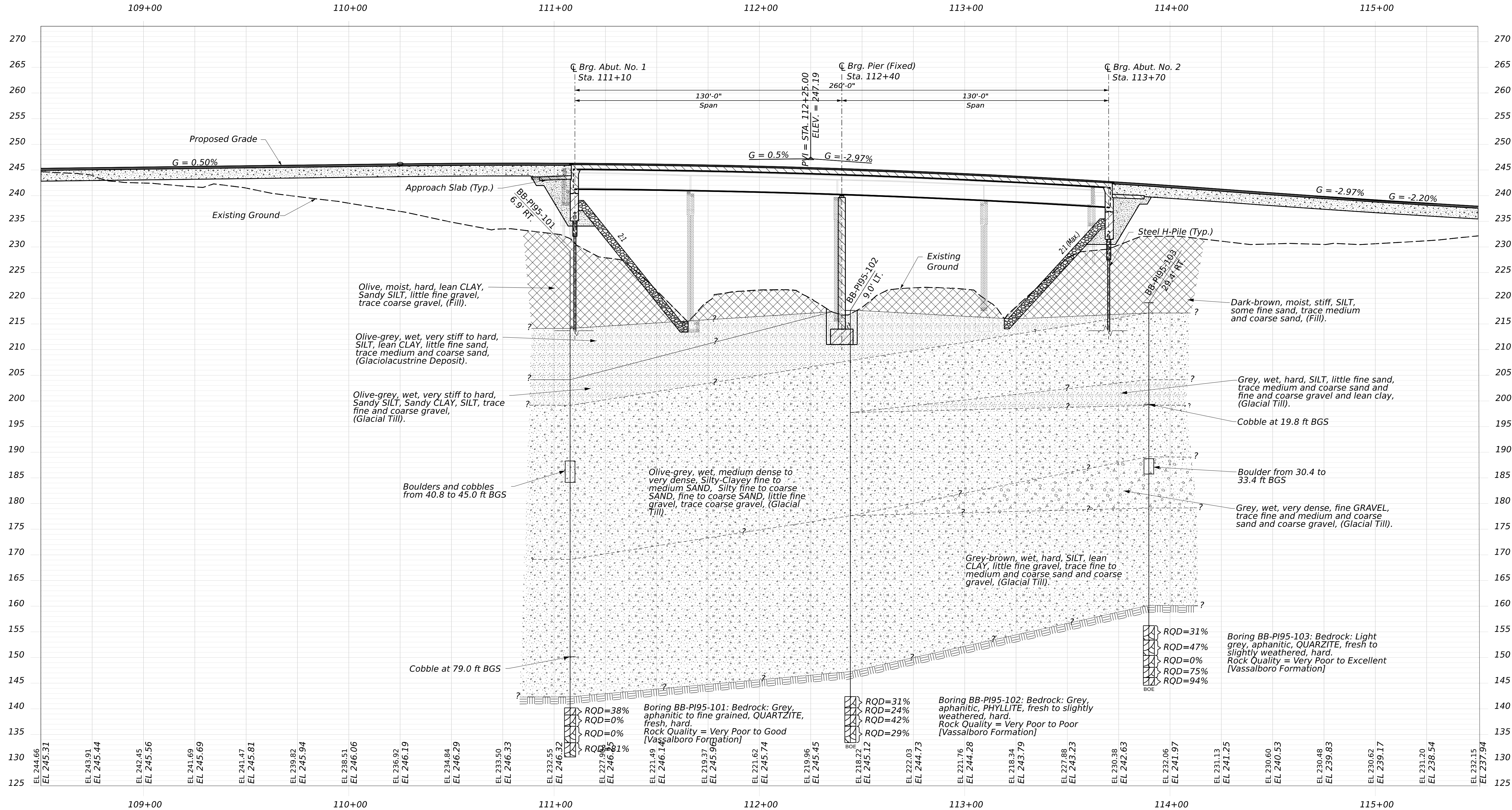
- BB-P195-101 Designation and as-drilled location of preliminary phase test boring drilled by Northern Test Boring Inc. and monitored by Haley & Aldrich, Inc. in May and August 2024
- BB-P195-201 Designation and as-drilled location of design phase bridge boring drilled by New England Boring Contractors and monitored by Haley & Aldrich, Inc. in October 2025
- Approximate location and orientation of interpretive subsurface profile
- Key
BB = Bridge boring

NOTES:

- Existing site and topographic information and project stationing were taken from electronic files provided by HNTB on 16 February 2026.
- As-drilled locations of -100 and -200 series test borings were determined in the field by MaineDOT using GPS survey equipment.
- Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).

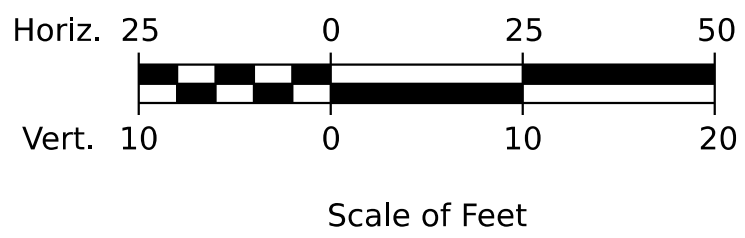


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500	
Bryan C. Steiner No. 12008 Professional Engineer		WIN 025315.00	
PROJ. MANAGER M. PARLIN	BY T. JONES	DATE FEB 2026	SIGNATURE Bryan C. Steiner
CHECKED/REVIEWED N. SHERWOOD	BY B. STERNER	DATE APR 2026	P.E. NUMBER 12008
DESIGNED/DETAILED D3	BY D3	DATE JUNE 26, 2026	P.E. NUMBER JUNE 26, 2026
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		BORING LOCATION PLAN	
SHEET NUMBER		14	
		OF 98	



NOTES:

- 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 soil transitions may vary and are probably more erratic. For more information refer to the exploration logs.
- Elevations are in feet and reference the North American Vertical Datum of 1988 (NAVD 88).



DATE	DATE	DATE	DATE	DATE	DATE
BY	BY	BY	BY	BY	BY
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED
T. JONES	N. SHERWOOD	B. STERNERT			
DATE	DATE	DATE	DATE	DATE	DATE
FEB 2026	APR 2026				
SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE
Bryan C. Skelton	Bryan C. Skelton	Bryan C. Skelton	Bryan C. Skelton	Bryan C. Skelton	Bryan C. Skelton
12008	12008	12008	12008	12008	12008
P.E. NUMBER	P.E. NUMBER	P.E. NUMBER	P.E. NUMBER	P.E. NUMBER	P.E. NUMBER
JUNE 26, 2026	JUNE 26, 2026	JUNE 26, 2026	JUNE 26, 2026	JUNE 26, 2026	JUNE 26, 2026
DATE	DATE	DATE	DATE	DATE	DATE
REVISIONS 1	REVISIONS 1	REVISIONS 1	REVISIONS 1	REVISIONS 1	REVISIONS 1
REVISIONS 2	REVISIONS 2	REVISIONS 2	REVISIONS 2	REVISIONS 2	REVISIONS 2
REVISIONS 3	REVISIONS 3	REVISIONS 3	REVISIONS 3	REVISIONS 3	REVISIONS 3
REVISIONS 4	REVISIONS 4	REVISIONS 4	REVISIONS 4	REVISIONS 4	REVISIONS 4
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES

Maine Department of Transportation				Project: Route 100 Bridge No. 5957 Over I-95				Boring No.: BB-P195-101						
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location: Palmyra, Maine				WIN: 025315.00						
Driller: M. Nadau		Elevation (ft.): 229.1		Auger ID/OD: HSA 2.5" ID										
Operator: Northern Test Boring, Inc.		Datum: NAVD 88		Sampler: 24" Standard Split Spoon										
Logged By: T. Ramey		Rig Type: Diedrich D-50		Hammer WL/Fall: 1400/30"										
Date Start/Finish: 5/24/2024-5/30/2024		Drilling Method: Cased Wash Boring		Core Barrel: NQ-2 in. ID										
Boring Location: 111+7.7, 6.9 RT		Casing ID/OD: SW/HW/NW-6.0/4.0/3.0 in. ID		Water Level*: 11.2										
Hammer Efficiency Factor: 0.949				Hammer Type: AutomaticⓂ HydraulicⓂ Rope & CableⓂ										
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 MV = 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 WOHC = Weight of Rods or Casing WO1P = Weight of One Person				S _u = Peak Remolded Field Vane Undrained Shear Strength (psf) q _u = Unconfined Compressive Strength (psf) LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test						
		Sample Information		Visual Description and Remarks		Laboratory Testing Results/ AASHTO and Unified Class								
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Shear Strength (psf) or RQD (%)	Noncorrected	Casing Blows	Elevation (ft.)	Graphic Log						
0	1D	24/20	0.0 - 2.0	15/18/12/14	30	47	HSA	214.1						
	2D	24/18	2.0 - 4.0	11/12/14/14	26	41								
5	3D	24/7	5.0 - 7.0	10/14/17/19	31	49		209.1						
10	4D	14/14	10.0 - 11.2	10/15/50(2")			117	199.1						
							188							
15							91							
							177							
	5D	24/19	15.0 - 17.0	18/15/15/15	30	47	65							
							43							
							40							
							58							
20	6D	24/18	20.0 - 22.0	3/6/8/11	14	22	57							
							56							
							44							
							51							
25							68							
	7D	24/18	25.0 - 27.0	11/12/14/17	26	41	40							
							37							
							45							
							63							
							48							
30	8D	24/24	30.0 - 32.0	21/29/33/32	62	98	62	199.1						
							135							
							97							
							80							
35							193							
	9D	14/11	35.0 - 36.2	20/50/50(2")			155							
							130							
							323							
40	10D	10/8	40.0 - 40.8	43/50(4")										
							360/6 NC							
							NQ							
45														
	11D	21/10	45.0 - 46.8	18/33/49/50(3")	82	130	84							
							62							
							83							
							82							
							78							
Remarks: 1. Photoinization Detector (PID) model Honeywell MiniRAE 3000 readings in parts per million (ppm) 2. Hammer serial number 377														
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.										Page 2 of ?? Boring No.: BB-P195-101				
* 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.														

Maine Department of Transportation				Project: Route 100 Bridge No. 5957 Over I-95				Boring No.: BB-P195-101			
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location: Palmyra, Maine				WIN: 025315.00			
Driller: M. Nadau		Elevation (ft.): 229.1		Auger ID/OD: HSA 2.5" ID							
Operator: Northern Test Boring, Inc.		Datum: NAVD 88		Sampler: 24" Standard Split Spoon							
Logged By: T. Ramey		Rig Type: Diedrich D-50		Hammer WL/Fall: 1400/30"							
Date Start/Finish: 5/24/2024-5/30/2024		Drilling Method: Cased Wash Boring		Core Barrel: NQ-2 in. ID							
Boring Location: 111+7.7, 6.9 RT		Casing ID/OD: SW/HW/NW-6.0/4.0/3.0 in. ID		Water Level*: 11.2							
Hammer Efficiency Factor: 0.949				Hammer Type: Automatic Hydraulic Rope & Cable							
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 MV = Unsuccessful Field Vane Shear Test Attempt				R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOH = Weight of 140 lb. Hammer WOHC = Weight of Rods or Casing WO1P = Weight of One Person				S _u = Peak Remolded Field Vane Undrained Shear Strength (psf) q _u = Unconfined Compressive Strength (psf) Noncorrected = Raw Field SPT N_{60} value Hammer Efficiency Factor = $\frac{1}{N_{60}}$ Specific Annuul Calibration Value N ₆₀ = SPT N -uncorrected Corrected for Hammer Efficiency N ₆₀ = (Hammer Efficiency Factor)(N ₆₀) / Noncorrected			
Sample Information				Visual Description and Remarks				Laboratory Testing Results/ AASHTO and Unified Class			
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Strength (psf) or RQD (%)	Noncorrected	N ₆₀	Casing Blows	Elevation (ft.)	Graphic Log		
50	12D	24/10	50.0 - 52.0	17/39/48/50	87	138	79	169.1			
							64				
							80				
							120				
							112				
55							RC		Note: Driller miscounted length of rods and mistakenly cleaned out to 65 ft. No samples collected from 52-65 ft. Driller noted drilling conditions changed at 60 ft. Low gravel noted in wash.		
60									60.0		
65	13D	24/24	65.0 - 67.0	18/20/35/39	55	87			Grey, wet, hard, SILT, some lean clay, trace fine gravel and fine sand, slightly-plastic, very well bonded, (Glacial Till).		
70	14D	24/24	70.0 - 72.0	25/27/44/43	71	112	60		Grey, wet, hard, SILT, trace fine and medium and coarse sand and fine gravel, very well bonded, (Glacial Till).		
							71				
							105				
							75				
							81				
75	15D	24/24	75.0 - 77.0	17/27/40/40	67	106	77		Brown and grey, wet, hard, SILT, trace fine and medium and coarse sand and fine gravel, non-plastic, well bonded, (Glacial Till).		
							80				
							71				
							74				
							78				
80	16D	17/14	80.0 - 81.4	26/39/50(5")			75		Grey-brown, wet, hard, SILT, trace fine and medium and coarse sand and fine gravel, non-plastic, very well bonded, (Glacial Till).		
							68				
							70				
							74				
							69				
85	17D	16/12	85.0 - 86.3	39/49/50(4")			84	142.3	Brown and grey, wet, hard, SILT, little fine gravel, trace fine and medium and coarse sand and coarse gravel and lean clay, non-plastic, very well bonded, (Glacial Till). Note: Telescoped NW casing to 90 ft to keep borehole open. HW casing from 0-70 ft. NW casing blows from 70-90 ft were in predrilled borehole.		
							78				
							80				
							71				
							75				
90	R1	31/19	89.0 - 91.6	RQD = 38%					Top of Bedrock at Elev. 142.3 Note: Roller cone advanced used through probable bedrock from 86-89.0 ft. R1: Bedrock: Grey, aphanitic to fine grained, QUARTZITE, fresh, hard, primary joints low angle to moderate dipping, spaced very close to close, tight to open, fresh, one horizontal secondary joint, open, quartz stringers throughout. VASSALBORO FORMATION Rock Quality = Poor Recovery = 61% R1: Core Times (min:sec): 89:00 ft (0:55) 90:91 ft (1:36) R2: Similar to R1, except highly fractured at 91.9-92.4 ft (siltsone), no horizontal joints. VASSALBORO FORMATION Rock Quality = Very Poor Recovery = 77% R2: Core Times (min:sec): 91:02 ft (1:09) R3: Bedrock: Grey, aphanitic to fine grained, QUARTZITE, fresh, hard, primary joints high angle to vertical, spaced very close, tight to open, one horizontal secondary joint open, quartz stringers throughout. VASSALBORO FORMATION Rock Quality = Very Poor		
	R2	13/10	91.6 - 92.7	RQD = 0%							
	R3	10/6	92.7 - 93.5	RQD = 0%							
	R4	60/55	93.5 - 98.5	RQD = 81%							
95									130.6		
Remarks:											
1. Photocinization Detector (PID) model Honey well MiniRAE 3000 readings in parts per million (ppm) 2. Hammer serial number 377											
Stratification lines represent approximate boundaries between soil types; transitions may be gradual, but water level readings have been made at these and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.											
								Page 4 of 77			
								Boring No.: BB-P195-101			

Maine Department of Transportation										Project: Route 100 Bridge No. 5957 Over I-95		Boring No.: BB-P195-102		
Soil/Rock Exploration Log US CUSTOMARY UNITS										Location: Palmyra, Maine		WIN: 025315.00		
Driller:		M. Nadau			Elevation (ft.):		217.6		Auger ID/OD:		HSA 2.5" ID			
Operator:		Northern Test Boring, Inc.			Datum:		NAVD 88		Sampler:		24" Standard Split Spoon			
Logged By:		H. Hollauer			Rig Type:		Diedrich D-50		Hammer Wt/Fall:		1400/30"			
Date Start/Finish:		6/4/2024-6/5/2024			Drilling Method:		Cased Wash Boring		Core Barrel:		NQ-2 in. ID			
Boring Location:		112+44.3, 9.0 LT			Casing ID/OD:		HW/NW-4.0/3.0 in. ID		Water Level*:		5.8			
Hammer Efficiency Factor: 0.949					Hammer Type:		Automatic		Rope & Cable(s):					
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 MV = Unsuccessful Field Vane Shear Test Attempt					R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOH = Weight of 140 lb. Hammer WOPC = Weight of Rods or Casing WOP = Weight of One Person					S _u = Peak Horizontal Field Vane Undrained Shear Strength (psf) S _{u,lab} = Lab Vane Undrained Shear Strength (psf) q _u = Uncorrected Compressive Strength (ksf) N _u = SPT N-corrected Corrected for Hammer Efficiency N _u = Hammer Efficiency Factor(90%) N-corrected				
Sample Information										Visual Description and Remarks				
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in. in. Shear Strength or RQD (%))	N-corrected	N _u	Casing Blows	Elevation (ft.)	Graphic Log			Laboratory Testing Results/ AASHTO and Unified Class		
0	1D	24/18	0.0 - 2.0	2/5/7/7	12	19	HSA	217.6	Grey-brown, moist, very stiff, Sandy SILT, trace fine gravel, non-plastic, no shcen, no staining, no odor, moderately bonded, (Glacial Till). PID Reading = 13.4 ppm			G#77905 WC=9% LL=23 PI=15 A=4, CL		
	2D	24/14	2.0 - 4.0	7/8/14/13	22	35		215.6	Grey-brown, moist, hard, SILT, trace fine and medium and coarse sand and fine and coarse gravel, non-plastic, no shcen, no staining, no odor, moderately bonded, (Glacial Till). PID Reading = 10.3 ppm					
5	3D	24/14	5.0 - 7.0	10/12/17/19	29	46		212.6	Grey-brown, moist, hard, Sandy CLAY, little fine gravel, no shcen, no staining, no odor, moderately bonded, (Glacial Till). PID Reading = 27.2 ppm					
10	4D	24/20	10.0 - 12.0	12/19/20/22	39	62		207.6	Grey-brown, wet, very dense, Silty-Clayey fine to medium SAND, little fine gravel, trace coarse sand and coarse gravel, non-plastic, no shcen, no staining, no odor, moderately bonded, (Glacial Till). PID Reading = 11.1 ppm			G#77906 WC=9% LL=20 PI=13 A=4, SC-SM		
15	5D	24/12	15.0 - 17.0	8/12/19/24	31	49		204.6	Sample 5D similar in description to Sample 4D, except dense, (Glacial Till).			G#77906 WC=9% LL=20 PI=13 A=4, SC-SM		
20	6D	5/5	20.0 - 20.4	50(5")				197.2	Drilling change at 19.9 ft. Difficult drilling noted by driller. Grey-brown, wet, very dense, fine to coarse SAND, some fine gravel, little silt, trace coarse gravel, non-plastic, well-graded, cobble in spoon tip (Glacial Till).					
25	7D	24/14	25.0 - 27.0	19/17/19/10	36	57		192.2	Olive-brown, wet, very dense, fine to coarse SAND, some clay/silt and fine gravel, trace coarse gravel, well bonded, (Glacial Till).			G#77907 WC=9% LL=21 PI=16 A=2-4, SC-SM		
30	8D	11/8	30.0 - 30.9	67/50(5")				187.6	Olive-brown, wet, very dense, fine to coarse SAND, some silt and fine gravel, trace coarse gravel, well-graded, well bonded, (Glacial Till).			G#77908 A=2-4, SM		
35	9D	10/10	35.0 - 35.8	40/50(4")				182.6	Olive-brown, wet, very dense, fine to coarse SAND, some silt and fine gravel, trace coarse gravel, no structure, well bonded, (Glacial Till).			G#77908 A=2-4, SM		
40	10D	24/16	40.0 - 42.0	20/25/28/22	53	84		177.6	Grey, wet, hard, SILT, little fine gravel, trace fine and medium and coarse sand and coarse gravel, non-plastic, well bonded, (Glacial Till).			G#77909 A=4, ML		
45	11D	24/18	45.0 - 47.0	12/21/25/33	46	73			Grey, wet, hard, SILT, little fine gravel, trace fine and medium and coarse sand and coarse gravel, non-plastic, well bonded, (Glacial Till).			G#77909 A=4, ML		
50														
Remarks: 1. Photoionization Detector (PID) model Honeywell MiniRAE 3000 readings in parts per million (ppm) 2. Hammer serial number 377														
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.														
										Boring No.: BB-P195-102				

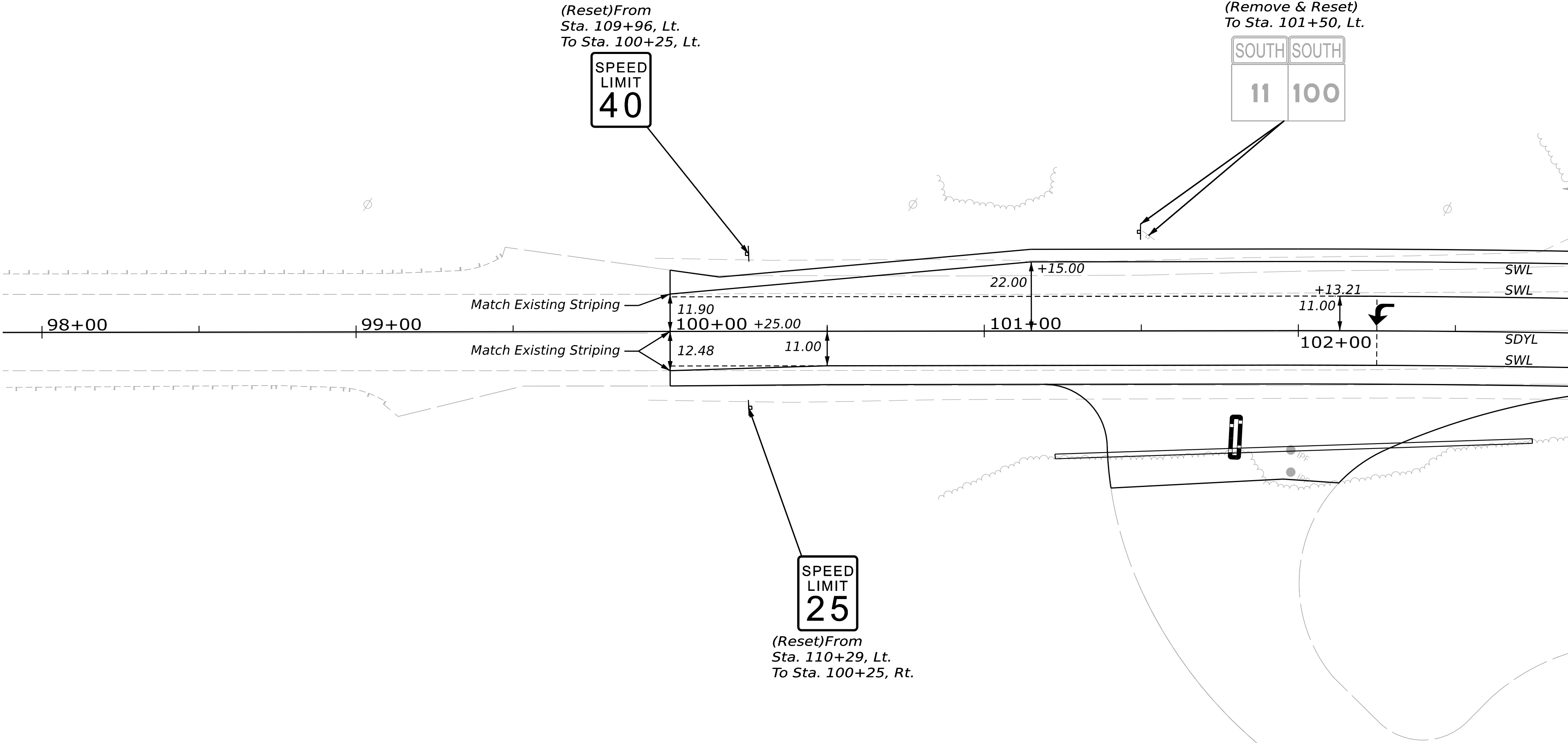
Maine Department of Transportation				Project: Route 100 Bridge No. 5957 Over I-95				Boring No.: BB-P195-102																															
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location: Palmyra, Maine				WIN: 025315.00																															
Driller: M. Nadau		Elevation (ft.): 217.6		Auger ID/OD: HSA 2.5" ID		Sampler: 24" Standard Split Spoon		Auger ID/OD: HSA 2.5" ID		Sampler: 24" Standard Split Spoon																													
Operator: Northern Test Boring, Inc.		Datum: NAVD 88		Rig Type: Diedrich D-50		Drilling Method: Cased Wash Boring		Core Barrel: NQ-2 in. ID		Water Level*: 5.8																													
Logged By: H. Hollauer		Date Start/Finish: 6/4/2024-6/5/2024		Boring Location: 112+44.3, 9.0 LT		Casing ID/OD: HW/NW-4.0/3.0 in. ID		Hammer Efficiency Factor: 0.949		Hammer Type: Automatic																													
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 MV = Unsuccessful Field Vane Shear Test Attempt		R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOH = Weight of 140 lb. Hammer WOPC = Weight of Rods or Casing WOP = Weight of One Person		S _u = Peak Horizontal Field Vane Undrained Shear Strength (psf) S _{u,lab} = Lab Vane Undrained Shear Strength (psf) q _u = Uncorrected Compressive Strength (psf) N _u = SPT N-corrected Corrected for Hammer Efficiency N _u = Hammer Efficiency Factor(90%) N-corrected		R _u = Pocket Torque Shear Strength (psf) LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test																																	
Sample Information				Hammer Types				Visual Description and Remarks																															
Sample No.				Sample Depth (ft.)				Blows (6 in. Shear Strength or RQD (%))				Noncorrected				N _u				Casing Blows				Elevation (ft.)				Organic Log				Laboratory Testing Results ASHTO and Unified Classification							
12D				24/22				50.0 - 52.0				32/17/32/31				49				78				RC								Grey, wet, hard, SILT, little fine gravel, trace fine and medium sand and coarse sand and coarse gravel, non-plastic, well bonded, (Glacial Till).				G797797 A-4, M-4			
13D				24/22				55.0 - 57.0				25/20/27/31				47				74												Sample 13D similar in description to Sample 12D							
14D				24/20				60.0 - 62.0				29/21/25/25				46				73												Grey, wet, hard, SILT, trace fine and medium sand, slightly plastic, well bonded, (Glacial Till).							
15D				24/24				65.0 - 67.0				22/20/26/32				46				73												Sample 15D similar in description to Sample 14D							
16D				3/0				70.0 - 70.3				50(3")								NO												Difficult drilling despite by driller from 69.0-70.3 ft. No Recovery				-69.0			
R1				26/23				75.2 - 77.4				RQD = 31%								NO												Top of Bedrock at Elev. 147.3 Note: Roller cone advanced through probable bedrock from 70.3-75.2 ft. Drilling action and wash water indicated fractured bedrock with soil filled fractures from 70.3-73.3 ft. and NW casing telescoped 33.0-75.2 ft prior to coring.				-70.3			
R2				17/17				77.4 - 78.8				RQD = 24%																				R1: Bedrock: Grey, aphantic, PHYLLITE, fresh to slightly weathered, hard. Primary joints dipping horizontal to low angles, spaced extremely close to moderately close, smooth and planar or rough and stepped, fresh to discolored, tight to open. Secondary joints dipping at moderate to high angles, spaced close to moderately close, smooth and planar or rough and stepped, tight to open. Few calcite stringers. Slight iron staining on few joint surfaces.							
R3				26/26				78.8 - 81.0				RQD = 42%																				VASSALBORO FORMATION Rock Quality = Poor Recovery = 88% R1: Core Times (min:sec): 75-76 ft (2:00) 76-77 ft (2:10) R2: Bedrock: Grey, aphantic, PHYLLITE, fresh to slightly weathered, hard. Primary joint dipping at moderate to high angles, spaced extremely close to close, smooth and planar, fresh to discolored, tight to open. One low angle secondary joint at 77.8 ft, smooth and planar, open. Few calcite stringers.							
R4				38/38				81.0 - 84.2				RQD = 29%																				VASSALBORO FORMATION Rock Quality = Very Poor Recovery = 91% R2: Core Times (min:sec): 77-78 ft (1:30) 78-79 ft (1:30) R3: Bedrock: Grey, aphantic, PHYLLITE, fresh to slightly weathered, hard. Primary joints dipping at moderate to high angles, spaced very close, smooth and planar, fresh to discolored, tight. Drilling breaks 80.2-81.0 ft. VASSALBORO FORMATION Rock Quality = Poor Recovery = 100% R3: Core Times (min:sec): 79-80 ft (2:00) 80-81 ft (2:00) R4: Bedrock: Grey, aphantic, PHYLLITE, fresh to slightly weathered, hard. Primary joints dipping at horizontal to low angles, spaced extremely close to close, smooth and stepped to rough and undulating, fresh to discolored. Secondary joints dipping at moderate to high angles, spaced close to moderately close, smooth and stepped, fresh to discolored. Few calcite stringers. Iron staining on few joint surfaces. Weathered fractured zone at 82.6 ft with pits present. White quartzite inclusion 84.0-84.2 ft. VASSALBORO FORMATION Rock Quality = Poor Recovery = 100% R4: Core Times (min:sec): 81-82 ft (2:00) 82-83 ft (2:30)							
Remarks:				1. Photoionization Detector (PID) model Honeywell MiniRAE 3000 readings in parts per million (ppm) 2. Hammer serial number 377																												Bottom of Exploration at 84.2 feet below ground surface.							
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.																																				Boring No.: BB-P195-102			
* 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.																																							

Maine Department of Transportation				Project: Route 100 Bridge No. 5957 Over I-95				Boring No.: BB-P195-103			
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location: Palmyra, Maine				WIN: 025315.00			
Driller: M. Nadau		Elevation (ft.): 219.1		Auger ID/OD: HSA 2.5" ID		Sampler: 24" Standard Split Spoon		Auger ID/OD: HSA 2.5" ID		Sampler: 24" Standard Split Spoon	
Operator: Northern Test Boring, Inc.		Datum: NAVD 88		Rig Type: Diedrich D-50		Drilling Method: Cased Wash Boring		Core Barrel: NQ-2 in. ID		Water Level*: 2.2	
Logged By: T. Ramsey/H. Hollauer		Date Start/Finish: 05/31/2024-6/2/2024		Boring Location: 113+89.7, 29.4 LT		Casing ID/OD: SW/HW/NW-6.0/4.0/3.0 in.		Hammer Efficiency Factor: 0.949		Hammer Type: Automatic	
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 MV = 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 WOPC = Weight of Rods or Casing WOP = Weight of One Person		S _u = Peak Horizontal Field Vane Undrained Shear Strength (psf) S _{u,lab} = Lab Vane Undrained Shear Strength (psf) q _u = Uncorrected Compressive Strength (ksf) N _u = SPT N-corrected Corrected for Hammer Efficiency N _u = SPT N-corrected Corrected for Hammer Efficiency N _u = Hammer Efficiency Factor(90%)*Nuncorrected		P = Pocket Vane Shear Strength (psf) WC = Water Content, percent LL = Liquid Limit PL = Plasticity Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test					
Sample Information				Visual Description and Remarks				Laboratory Test Results			
Depth (ft.)	Sample No.	Pen./Rec. (ft.)	Sample Depth (ft.)	Blows (6 in. Penetration Strength (psf) or RQD (%)	N-corrected	N _u	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Test Results
0	1D	24/10	0.0 - 2.0	1/1/5/6	6	9	HSA	219.1		Dark brown, moist, stiff, SILT, some fine sand, trace medium and coarse sand, roots throughout, organic odor, (Hill). PID Reading = 0.0 ppm	G77 Test Res AAS at Unf
5	2D	24/10	2.0 - 4.0	4/6/9/6	15	24				Grey-brown, moist, medium dense, Silty-Clayey fine to medium SAND, little coarse gravel, trace coarse sand and coarse gravel, non-plastic, moderately bonded, (Glacial Till). PID Reading = 0.0 ppm	G77 A-4 PL WC LL PI A-4, 5
5	3D	24/13	4.0 - 6.0	4/5/5/7	10	16				Grey-brown, moist, medium dense, Silty-Clayey fine to medium SAND, little coarse gravel, trace coarse sand and coarse gravel, non-plastic, moderately bonded, (Glacial Till). PID Reading = 0.0 ppm	G77 A-4 PL WC LL PI A-4, 5
10	4D	24/17	10.0 - 12.0	5/20/19/22	39	62		209.1		Grey-brown, wet, very dense, Silty fine to medium SAND, little fine and coarse gravel, trace coarse sand, non-plastic, loose to moderately bonded, poorly-graded, (Glacial Till). PID Reading = 0.0 ppm	G77 A-4
15	5D	24/14	15.0 - 17.0	7/9/20/21	29	46		204.1		Grey, wet, hard, SILT, little fine sand, trace medium and coarse sand and fine and coarse gravel and lean clay, moderately bonded, (Glacial Till)	G77 A-2
20	6D	24/12	20.0 - 22.0	18/21/16/18	37	59		199.1		Note: Probable cobble at 19.8 ft. Grey-brown, wet, very dense, fine to coarse SAND, some silt, little fine and coarse gravel, loose to moderately bonded, poorly-graded, (Glacial Till)	G77 A-2
25	7D	24/12	25.0 - 27.0	20/25/43/38	68	108				Grey-brown, wet, very dense, fine to coarse SAND, some silt, little fine and coarse gravel, loosely bonded, poorly-graded, (Glacial Till)	G77 A-2
30	8D	5/3	30.0 - 30.4	50(5")			RC	189.1		Grey, wet, very dense, fine GRAVEL, trace medium and coarse sand and coarse gravel, poorly-graded, (Glacial Till). Note: Probable boulder from 30.4-33.4 ft.	G77 A-4
35	9D	2/2	35.0 - 35.2	50(2")						Grey, wet, very dense, fine GRAVEL, little coarse gravel, trace fine and medium and coarse sand, poorly graded, (Glacial Till)	G77 A-4
40	10D	24/9	40.0 - 42.0	15/28/35/43	63	100		179.1		Olive-grey, wet, hard, SILT, little fine sand and fine gravel, trace medium and coarse sand, non-plastic, moderately bonded, (Glacial Till)	G77 A-4
45	11D	24/18	45.0 - 47.0	26/37/48/44	85	134	RC	171.6		Olive-grey, wet, hard, SILT, little fine sand and fine gravel, trace medium and coarse sand, well bonded, (Glacial Till)	G77 A-4
50										Note: Likely strata change based on drilling action.	
Remarks: 1. Photoionization Detector (PID) model Honeywell MiniRAE 3000 readings in parts per million (ppm) 2. HW casing broken at 30.0 ft. HW casing from 30.0-45.0 ft. unable to be removed upon completion of drilling. 3. Hammer serial number 377											
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.											
										Boring No.: BB-P195-103	

Maine Department of Transportation				Project: Route 100 Bridge No. 5957 Over I-95				Boring No.: BB-P195-103							
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location: Palmyra, Maine				WIN: 025315.00							
Driller: M. Nadau		Elevation (ft.): 219.1		Auger ID/OD: HSA 2.5" ID		Sampler: 24" Standard Split Spoon		Auger ID/OD: HSA 2.5" ID		Sampler: 24" Standard Split Spoon					
Operator: Northern Test Boring, Inc.		Datum: NAVD 88		Rig Type: Diedrich D-59		Drilling Method: Cased Wash Boring		Core Barrel: NQ-2 in. ID		Water Level*: 2.2					
Logged By: T. Ramsey/H. Hollauer		Date Start/Finish: 05/31/2024-6/2/2024		Boring Location: 113+89.7, 29.4 LT		Casing ID/OD: SW/HW/NW-6.0/4.0/3.0 in.		Hammer Efficiency Factor: 0.949		Hammer Type: Automatic					
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 MV = Unsuccessful Field Vane Shear Test Attempt				R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOH = Weight of 140 lb. Hammer WOPC = Weight of Rods or Casing WOP = Weight of One Person				S _u = Peak Horizontal Field Vane Undrained Shear Strength (psf) S _{u,lab} = Lab Vane Undrained Shear Strength (psf) q _u = Uncorrected Compressive Strength (ksf) N _u = SPT N-corrected Corrected for Hammer Efficiency N _u = Hammer Efficiency Factor(90%) N-corrected							
Sample No.		Sample Depth (ft.)		Blow (6 in. in. Shear Strength or RQD (%))		Noncorrected		N _u	Casing Blows		Elevation (ft.)	Graphic Log	Visual Description and Remarks		Laboratory Testing Result: AASHTO and Unified Class
Depth (ft.)	Sample No.	Pen/Rec. (ft.)	Sample Depth (ft.)	Blow (6 in. in. Shear Strength or RQD (%))	Noncorrected	N _u	Casing Blows	Elevation (ft.)							
710 3% 24 17 -SM	12D	24/24	50.0 - 52.0	11/17/29/27	46	73	RC	165.1					Grey, wet, hard, lean CLAY, trace fine and medium and coarse sand, moderately plastic, well bonded, (Glacial Till).	G6779714 WC=19% LL=31 PI=15 A-6, CL	
710 3% 24 17 -SM	13D	24/24	55.0 - 57.0	17/22/36/37	58	92		160.1					Grey, wet, hard, SILT, little fine sand, trace medium and coarse sand and fine gravel, slightly plastic, well bonded, (Glacial Till).	-54.0	
711 SM													Top of Bedrock at Elev. 160.1 Note: NW casing telescoped 45.0-59.0 ft prior to coring. Note: Roller cone advanced through probable bedrock from 59.0-63.0 ft.	-59.0	
712 SM	R1	32/28	63.0 - 65.7	RQD = 31%									R1: Bedrock: Light grey, aphanitic, QUARTZITE, fresh to slightly weathered, hard. Primary joints dipping at horizontal to low angles, spaced very close to close, smooth and planar, mostly fresh, open. Secondary joints dipping at high to vertical angles, spaced moderately, rough and undulating, mostly fresh, open. Possible iron and manganese staining on few surfaces. VASSALBORO FORMATION Rock Quality = Poor Recovery = 88% R1: Core Times (min:sec): 62-64 ft (1:30) 64-65 ft (2:00) 65-66 ft (1:30)		
712 SM	R2	36/36	65.7 - 68.7	RQD = 47%									R2: Bedrock: Light grey, aphanitic, QUARTZITE, fresh to slightly weathered, hard. Primary joints dipping at horizontal to low angles, spaced close, smooth and planar to rough and undulating, mostly fresh, open. Secondary joints dipping at high angles, spaced moderately, smooth and planar, mostly fresh, tight to open. Weathered joint at 66.2 ft. Few calcitic stringers. Manganese staining on few surfaces. Calcitic inclusion at 68.1 ft. VASSALBORO FORMATION Rock Quality = Fair Recovery = 100% R2: Core Times (min:sec): 66-67 ft (1:30) 67-68 ft (2:00)		
712 SM	R3	28/28	68.7 - 71.0	RQD = 0%									R3: Bedrock: Light grey, aphanitic, QUARTZITE, fresh to slightly weathered, hard. Primary joints dipping low to moderate angles, spaced very close to close, smooth and planar, mostly fresh, open. Secondary joints dipping at high to vertical angles, spaced close to moderately close, smooth and planar, fresh, tight to open. Manganese staining on most surfaces. Calcite accretion on one high angle joint surface. VASSALBORO FORMATION Rock Quality = Very Poor Recovery = 100% R3: Core Times (min:sec): 65-69 ft (1:45) 69-70 ft (1:45) 70-71 ft (2:30) 65-66 ft (1:30)		
712 SM	R4	24/22	71.0 - 73.0	RQD = 75%									R4: Bedrock: Light grey, aphanitic, QUARTZITE, fresh to slightly weathered, hard. One compound joint with both low and high angle joints, few calcite stringers throughout. VASSALBORO FORMATION Rock Quality = Fair Recovery = 92% R4: Core Times (min:sec): 71-72 ft (2:00) 72-73 ft (2:10)		
713 ML	R5	18/20	73.0 - 74.5	RQD = 94%									R5: Bedrock: Light grey, aphanitic, QUARTZITE, fresh to slightly weathered, hard. Two high angle joints spaced moderately, smooth and planar, tight to open, fresh. Manganese staining on surfaces. VASSALBORO FORMATION Rock Quality = Excellent Recovery = 111% R5: Core Times (min:sec): 73-74 ft (1:45) 74-74.5 ft (0:30)		
713 ML													Bottom of Exploration at 74.5 feet below ground surface.	74.5	
713 ML															
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Maine Department of Transportation				Project: Route 100 Bridge No. 5957 Over I-95		Boring No.: BB-P195-201	
Soil/Rock Exploration Log US CUSTOMARY UNITS				Location: Palmyra, Maine		WIN: 025315.00	
Driller:		B. Enos		Elevation (ft.):		211.0	
Operator:		New England Boring Contractors		Datum:		NAVD 88	
Logged By:		B. Enos		Rig Type:		Mobile Drill B-53 #23	
Date Start/Finish:		10/29/2024-10/29/2024		Drilling Method:		Cased Wash Boring	
Boring Location:		114+45.2, 138.7 RT		Casing ID/OD:		HW-4.0 in. ID	
Hammer Efficiency Factor: 0.834				Hammer Type:		Automatic® HydraulicC	
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 MV = 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 WOHC = Weight of Rods or Casing WQIP = Weight of One Person N ₆₀ = SPT N-uncorrected N ₆₀ = Hammer Efficiency Factor/80% N = Uncorrected S _u = Peak Retained Field Vane Undrained Shear Strength (psf) S _{u,lab} = Lab Vane Undrained Shear Strength (psf) q _u = Unconfined Compressive Strength (ksf) Noncorrected = Raw Field SPT N-value Hammer Efficiency Factor = Rig Specific Annual Calibration Value N ₆₀ = SPT Noncorrected Corrected for Hammer Efficiency N ₆₀ = (Hammer Efficiency Factor/80%)/Noncorrected			
Depth (ft.)		Sample No.		Pen./Rec. (in.)		Sample Depth (ft.)	
						Blows (6 in.) Shear Strength (psf) or RQD (%)	
						Noncorrected	
						N ₆₀	
						Casing Blows	
						Elevation (ft.)	
						Graphic Log	
						Visual Description and Remarks	
						Laboratory Testing Results/ AASHTO and Unified Class	
0		1D		24/9		0.0 - 2.0	
						2/5/9/10	
						14	
						19	
						PUSH	
						209.0	
		2D		24/18		2.0 - 4.0	
						7/7/8/9	
						15	
						21	
						↓	
		3D		24/8		4.0 - 6.0	
						3/8/10/12	
						18	
						25	
						10	
						40	
						82	
						100	
						120	
		4D		24/11		9.0 - 11.0	
						14/19/15/13	
						24	
						33	
						88	
						40	
						45	
						49	
						53	
		5D		24/0		14.0 - 16.0	
						26/26/25/31	
						51	
						71	
						69	
						165	
						14.7	
						75	
						82	
		6D		16/14		19.0 - 20.3	
						19/23/50/4"	
						20	
						19.0	
						39	
						52	
						62	
						85	
		7D		24/12		24.0 - 26.0	
						11/11/15/18	
						26	
						36	
						100	
						78	
						80	
						90	
						115	
		8D		24/20		29.0 - 31.0	
						26/40/63/49	
						103	
						143	
						RC	
						↓	
		9D		24/24		34.0 - 36.0	
						9/19/26/32	
						45	
						63	
						34.0	
						177.0	
						175.0	
						Bottom of Exploration at 36.0 feet below ground surface.	
						36.0	

Legend:
SWL - Solid White Line
DWL - Dashed White Line
SYL - Solid Yellow Line
SDYL - Solid Double Yellow Line



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

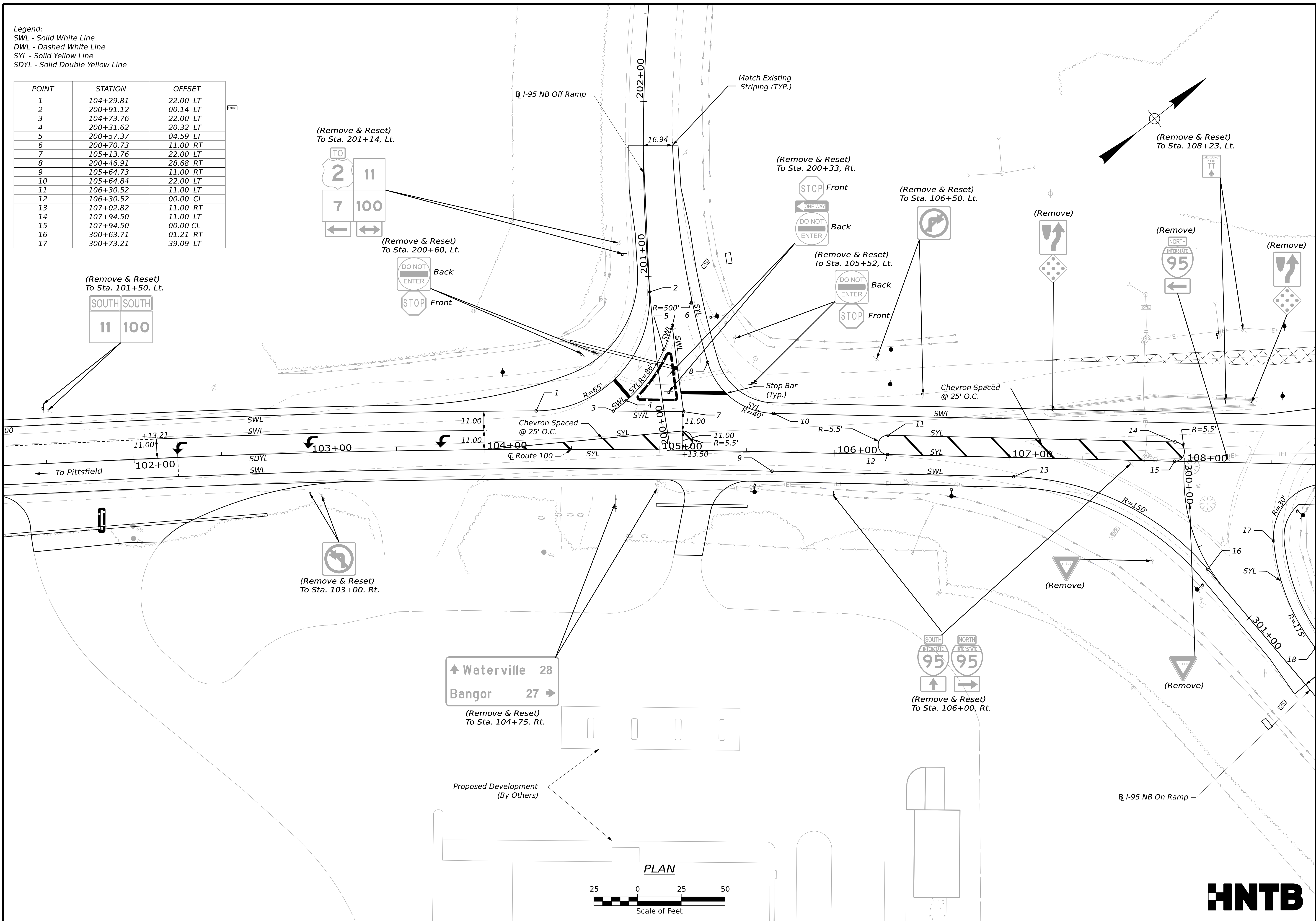
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
M. PARLIN	D. BURTON	T. COHEN	D. GOREIL	A. SWEET					
BY	DATE	SIGNATURE	P.E. NUMBER	DATE					
	JULY 2026								
	JULY 2026								

ROUTE 100/1-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA
SIGNING & STRIPING PLAN (1 OF 4)

SHEET NUMBER
19
OF 98

SWL - Solid White Line
DWL - Dashed White Line
SYL - Solid Yellow Line
SDYL - Solid Double Yellow Line

<i>POINT</i>	<i>STATION</i>	<i>OFFSET</i>
1	104+29.81	22.00' <i>LT</i>
2	200+91.12	00.14' <i>LT</i>
3	104+73.76	22.00' <i>LT</i>
4	200+31.62	20.32' <i>LT</i>
5	200+57.37	04.59' <i>LT</i>
6	200+70.73	11.00' <i>RT</i>
7	105+13.76	22.00' <i>LT</i>
8	200+46.91	28.68' <i>RT</i>
9	105+64.73	11.00' <i>RT</i>
10	105+64.84	22.00' <i>LT</i>
11	106+30.52	11.00' <i>LT</i>
12	106+30.52	00.00' <i>CL</i>
13	107+02.82	11.00' <i>RT</i>
14	107+94.50	11.00' <i>LT</i>
15	107+94.50	00.00' <i>CL</i>
16	300+63.71	01.21' <i>RT</i>
17	300+73.21	39.09' <i>LT</i>



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 Federal Project No. 2531500
 WIN 025315.00

PROJ. MANAGER	M. FARLIN	BY	DATE
CHECKED-REVIEWED	D. BURTON	T. COHEN	JULY 2026
DESIGN-DETAILED2		D. GABELL	
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
			SIGNATURE
			P.E. NUMBER
			DATE

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

SHEET NUMBER
20
OF 98

POINT	STATION	OFFSET
18	301+37.65	17.88' LT
19	108+75.00	11.00' LT
20	108+81.97	11.00' RT
21	111+16.97	11.00' LT

POINT	STATION	OFFSET
18	301+37.65	17.88' LT
19	108+75.00	11.00' LT
20	108+81.97	11.00' RT
21	111+16.97	11.00' LT

A white rectangular speed limit sign with a black border. The text "SPEED LIMIT" is at the top in black, and the number "40" is in the center in large black font.A white rectangular speed limit sign with a black border. The text "SPEED LIMIT" is at the top in black, and the number "25" is in the center in a large, bold, black font.

ONLY 

25 0 25 50

Scale of Feet

Federal Project No. 2531500

WIN 025315.00

PALMYRA

SIGNING & STRIPING PLAN (3 OF 4)

21

OF 98

DESIGN-DETAILED	D. BURTON	T. COHEN	JULY 2026
CHECKED-REVIEWED	A. SWEET	D. GOBEIL	JULY 2026

DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		

REVISIONS 2	
REVISIONS 3	
REVISIONS 4	

PROJ. MANAGER	M. PARLIN	BY	DATE
---------------	-----------	----	------

DESIGN-DETAILED	D. BURTON	T. COHEN	JULY 2026
CHECKED-REVIEWED	A. SWEET	D. GOBEIL	JULY 2026

DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		

REVISIONS 2	
REVISIONS 3	
REVISIONS 4	

ROUTE 100/I-95 BRIDGE NO 5957

CROSSING ROUTE 100 / INTERSTATE 95

PALMYRA

SIGNING & STRIPING PLAN (3 OF 4)

SHEET NUMBER	
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21

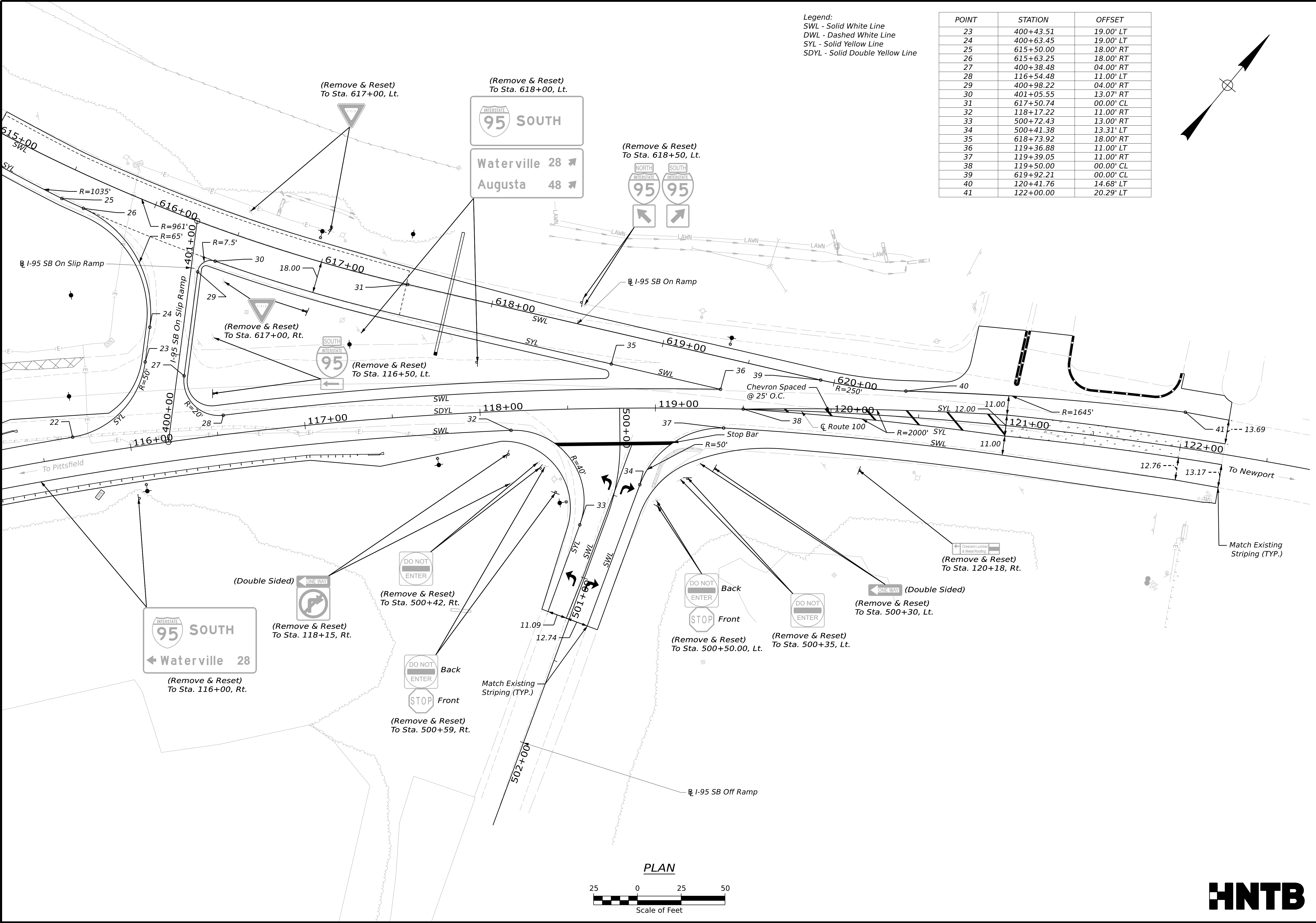
OF 98

Legend:
 SWL - Solid White Line
 DWL - Dashed White Line
 SYL - Solid Yellow Line
 SDYL - Solid Double Yellow Line

POINT	STATION	OFFSET
18	301+37.65	17.88' LT
19	108+75.00	11.00' LT
20	108+81.97	11.00' RT
21	111+16.97	11.00' LT

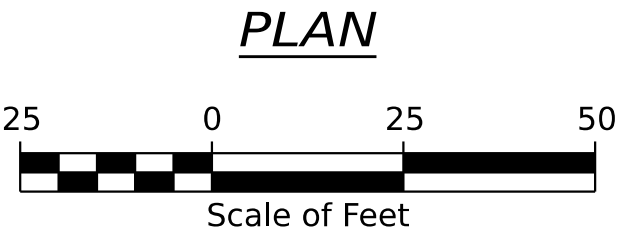
Proposed Signage and Markings:

- Interchange Area:**
 - Interstate 95 North shield with "27" and "Bangor" arrow.
 - Speed Limit 40 sign.
 - Speed Limit 25 sign.
 - Left turn only sign.
 - Southbound 95 shield with left turn arrow.
- Stationing and Markings:**
 - Station 109+00 to 115+00.
 - SWL (Solid White Line) and SDYL (Solid Double Yellow Line) markings.
 - Route 100 SWL.
 - PT = 2448+22.64.
- Other Features:**
 - I-95 SB On Ramp.
 - I-95 NB On Ramp.
 - Match Existing Striping (TYP.).
 - Scale of Feet: 0 to 50.
 - PLAN.
 - HNTB logo.



Legend:
SWL - Solid White Line
DWL - Dashed White Line
SYL - Solid Yellow Line
SDYL - Solid Double Yellow Line

POINT	STATION	OFFSET
23	400+43.51	19.00' LT
24	400+63.45	19.00' LT
25	615+50.00	18.00' RT
26	615+63.25	18.00' RT
27	400+38.48	04.00' RT
28	116+54.48	11.00' LT
29	400+98.22	04.00' RT
30	401+05.55	13.07' RT
31	617+50.74	00.00' CL
32	118+17.22	11.00' RT
33	500+72.43	13.00' RT
34	500+41.38	13.31' LT
35	618+73.92	18.00' RT
36	119+36.88	11.00' LT
37	119+39.05	11.00' RT
38	119+50.00	00.00' CL
39	619+92.21	00.00' CL
40	120+41.76	14.68' LT
41	122+00.00	20.29' LT



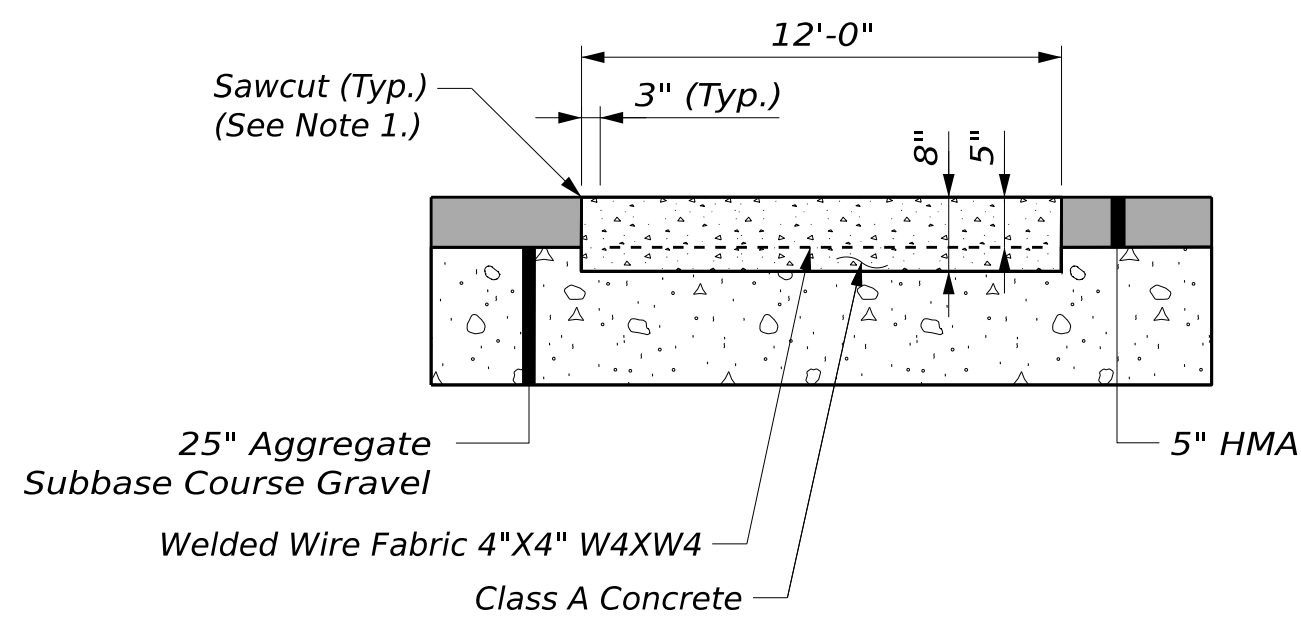
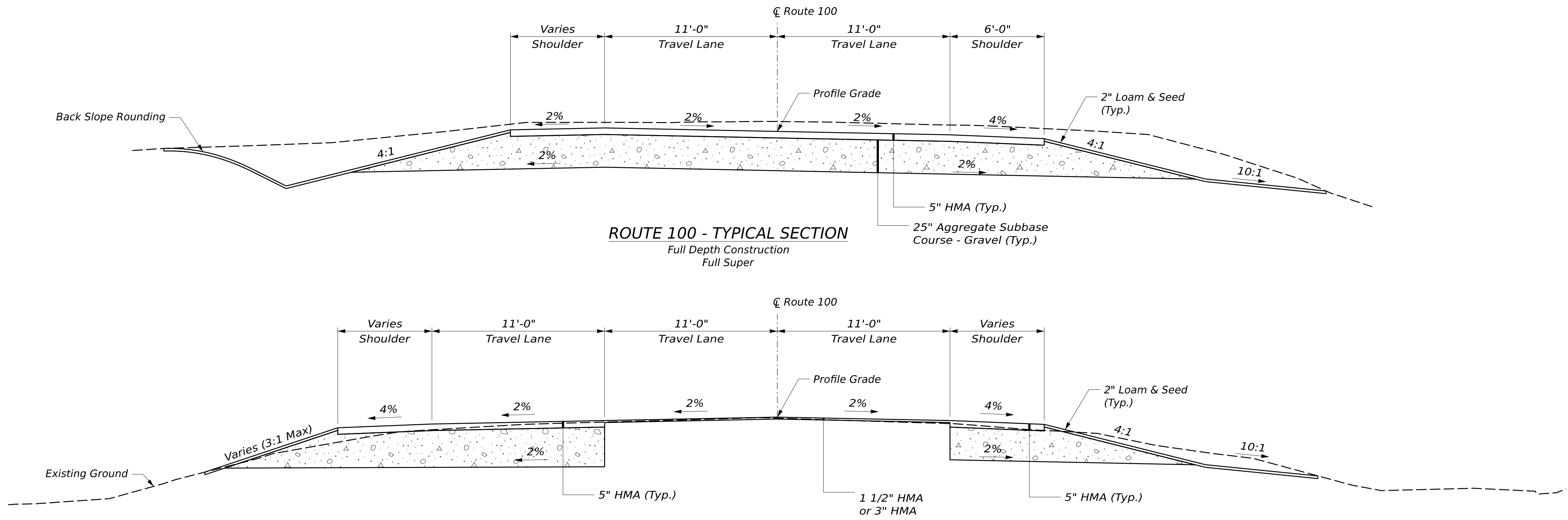
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

SIGNING & STRIPING PLAN (4 OF 4)

SHEET NUMBER
22
OF 98

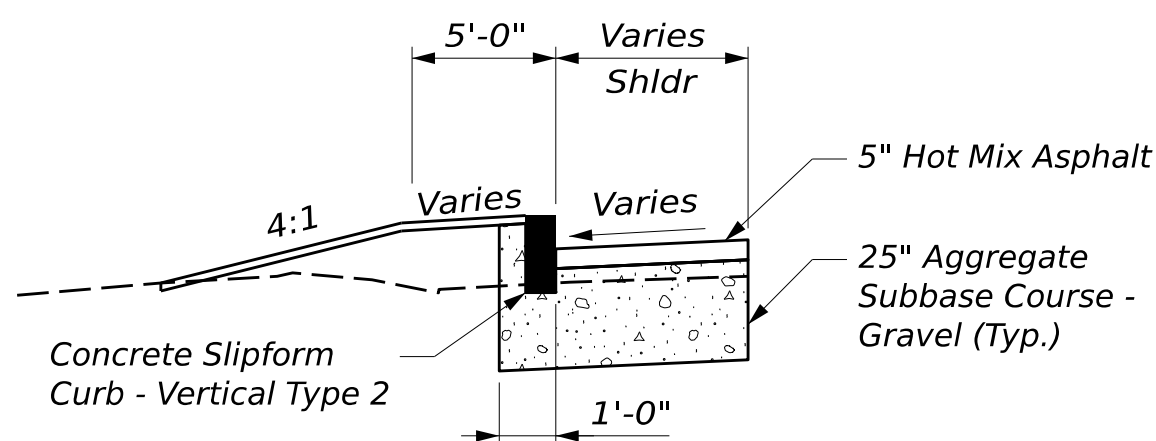
DATE
JULY 2026
SIGNATURE
P.E. NUMBER
DATE



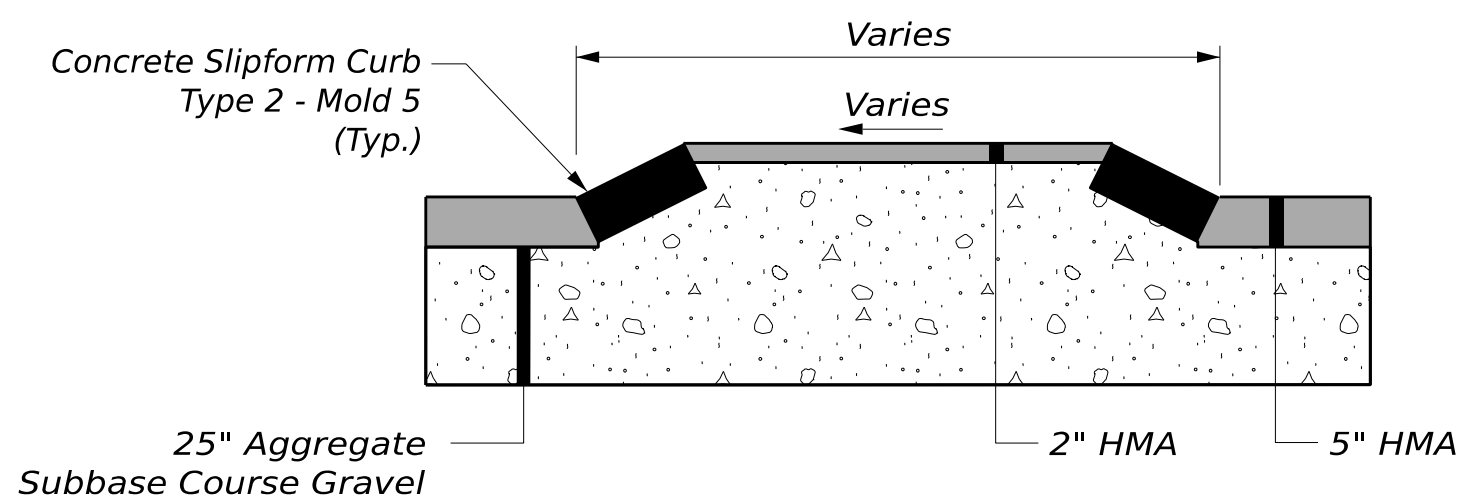
CONCRETE FLUSH ISLAND DETAIL

NOTES:

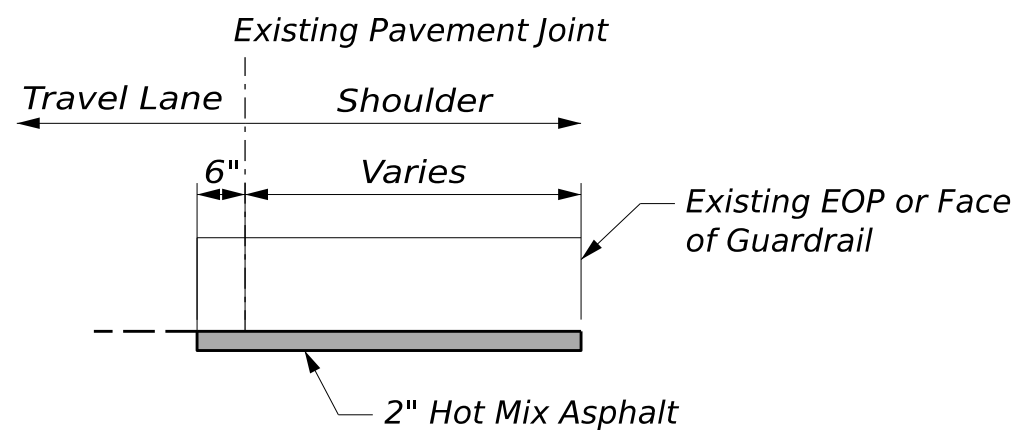
1. HMA shall be placed through area of islands. Sawcut and remove full depth HMA for placement of flush concrete island following surface paving.
2. Expansion joint as determined by resident.
3. Paid for under item 502.341 Structural Concrete, Roadway Median.



CURBING SECTION



RAISED ISLAND DETAIL



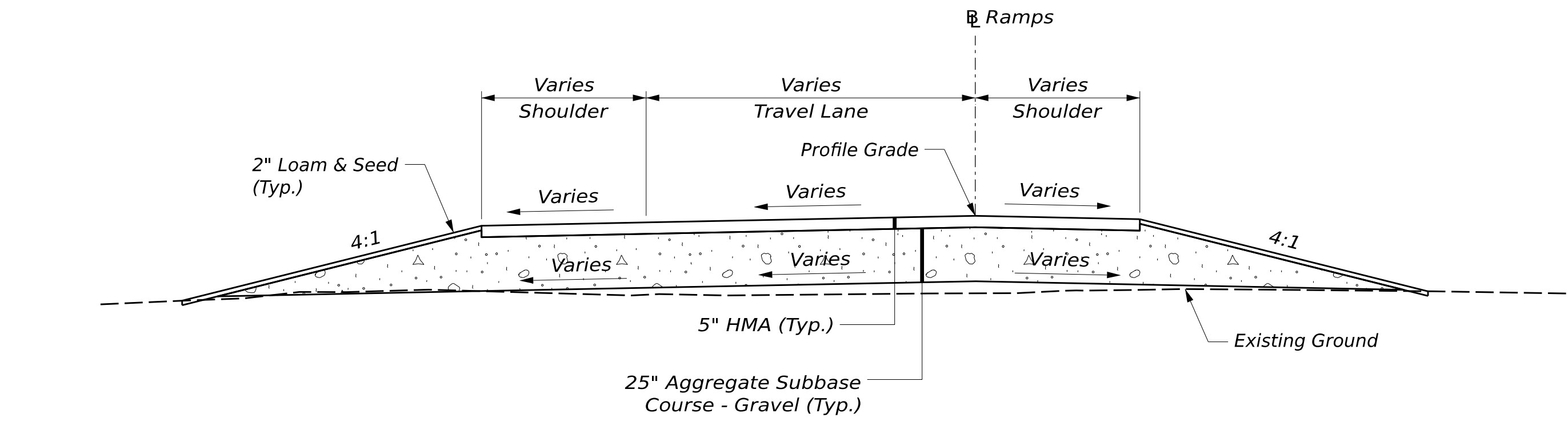
I-95 Shoulder Mill and Pave Detail

NOTES:

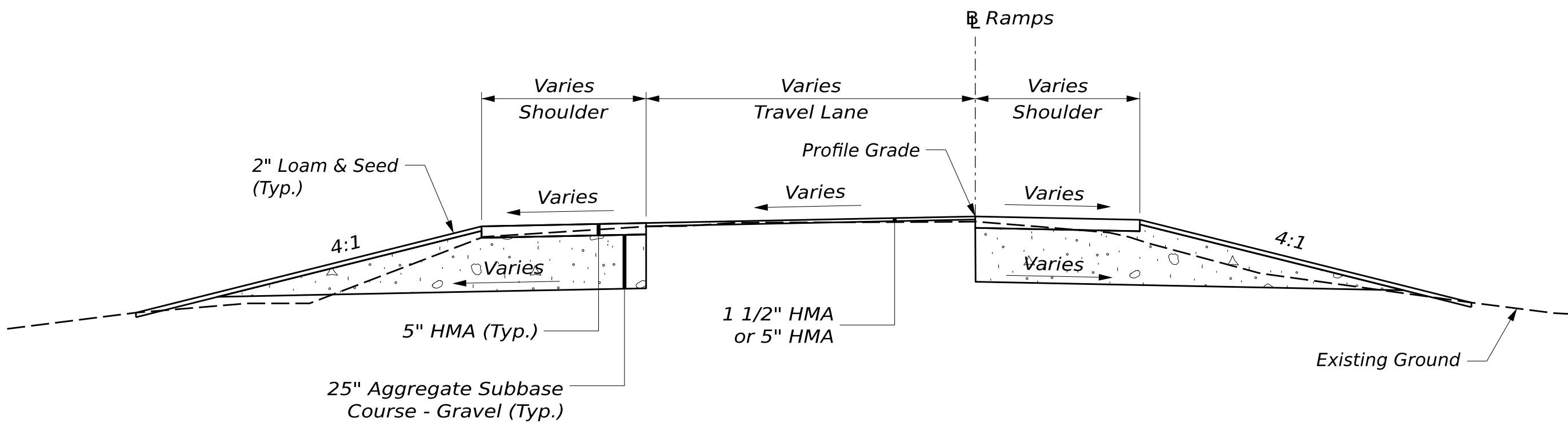
If the contractor elects to shift traffic into the shoulder on I-95 to facilitate its work, the contractor shall mill and pave along the existing pavement joint between travel lane and the shoulder, as detailed above, removing the rumble strips, prior to implementation of the traffic control shift. Upon completion of the work the contractor shall replace rumble strips, paid for under Item 202.205- Rumble Strips- Shoulder. Payment for the remaining work required to shift traffic will be made using the applicable pay items.

Route 100 Cross Slope Table				
Left Shoulder	Left Travel Lane	Station	Right Travel Lane	Right Shoulder
Match Existing		100+00	Match Existing	
-4.8%	-2.5%	100+25	-3.0%	-5.0%
-4.0%	-2.0%	100+50	-2.0%	-4.0%
		-		
-4.0%	-2.0%	103+50	-2.0%	-4.0%
-3.0%	-2.0%	103+75	-2.0%	-4.0%
-2.0%	-2.0%	104+00	-2.0%	-4.0%
		-		
-2.0%	-2.0%	105+25	-2.0%	-4.0%
-3.0%	-2.0%	105+50	-2.0%	-4.0%
-4.0%	-2.0%	105+75	-2.0%	-4.0%
		-		
-4.0%	-2.0%	106+50	-2.0%	-4.0%
-4.0%	-2.0%	106+75	-2.0%	-3.0%
-4.0%	-2.0%	107+00	-2.0%	-2.0%
		-		
-4.0%	-2.0%	108+75	-2.0%	-2.0%
-4.0%	-2.0%	109+00	-2.0%	-3.0%
-4.0%	-2.0%	109+25	-2.0%	-4.0%
		-		
-2.0%	-2.0%	113+75	-2.0%	-2.0%
-2.0%	-2.0%	114+00	-2.0%	-4.0%
		-		
-2.0%	-2.0%	114+50	-2.0%	-4.0%
-2.0%	-0.7%	114+75	-2.0%	-4.0%
-2.0%	0.7%	115+00	-2.0%	-4.0%
-2.0%	2.0%	115+25	-2.0%	-4.0%
		-		
-2.0%	2.0%	117+50	-2.0%	-4.0%
-2.0%	2.0%	117+75	-2.0%	-3.0%
-2.0%	2.0%	118+00	-2.0%	-2.0%
		-		
-	2.0%	119+50	-2.0%	-2.0%
-	2.0%	119+75	-2.0%	-3.0%
-	2.0%	120+00	-2.0%	-4.0%
-	2.0%	120+25	-2.0%	-4.0%
-2.0%	2.0%	120+50	-2.0%	-4.0%
		-		
-2.0%	2.0%	121+50	-2.0%	-4.0%
-2.0%	2.4%	121+75	-2.3%	-5.2%
-3.2%	2.8%	122+00	-2.7%	-6.3%
Match Existing		122+25	Match Existing	

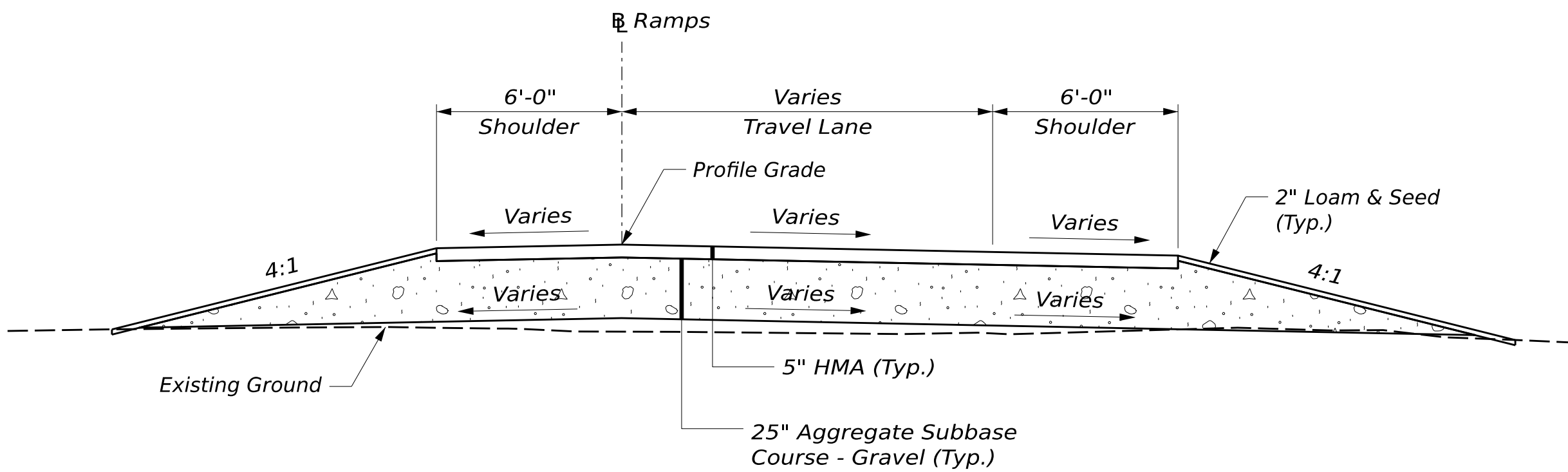




EXIT 157 RAMPS - TYPICAL SECTION
SB On, SB On Slip, SB Off
Full Depth Construction



EXIT 157 RAMPS - TYPICAL SECTION
SB On, SB Off
Mill and Overlay Travel Lane
Full Depth Shoulder Construction



EXIT 157 RAMPS - TYPICAL SECTION
NB Off, NB On
Full Depth Construction

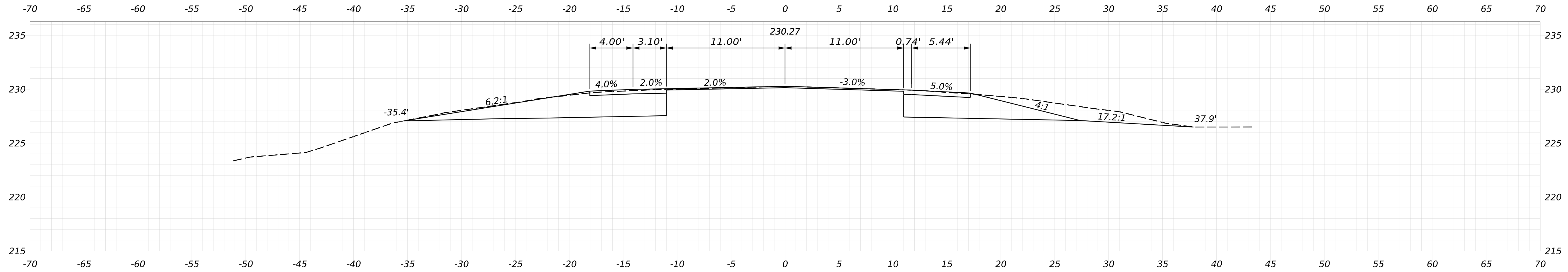
NB Off Ramp Cross Slope Table			
Left Shoulder	Station	Travel Lane	Right Shoulder
Match Route 100	200+28	Match Route 100	
-1.8%	200+50	1.4%	-2.0%
-2.0%	200+75	0.0%	-2.0%
-2.0%	201+00	-1.3%	-2.0%
-2.0%	201+25	-2.7%	-2.7%
-1.1%	201+50	-4.0%	-4.0%
Match Existing	201+75	Match Existing	

NB On Ramp Cross Slope Table			
Left Shoulder	Travel Lane	Station	Right Shoulder
Match Route 100		300+17	Match Route 100
-	1.0%	300+25	-1.1%
-	1.7%	300+50	-1.5%
-0.3%	0.8%	300+75	-1.8%
-0.7%	0.7%	301+00	-2.1%
-1.2%	0.6%	301+25	-2.4%
Match Existing		301+50	Match Existing

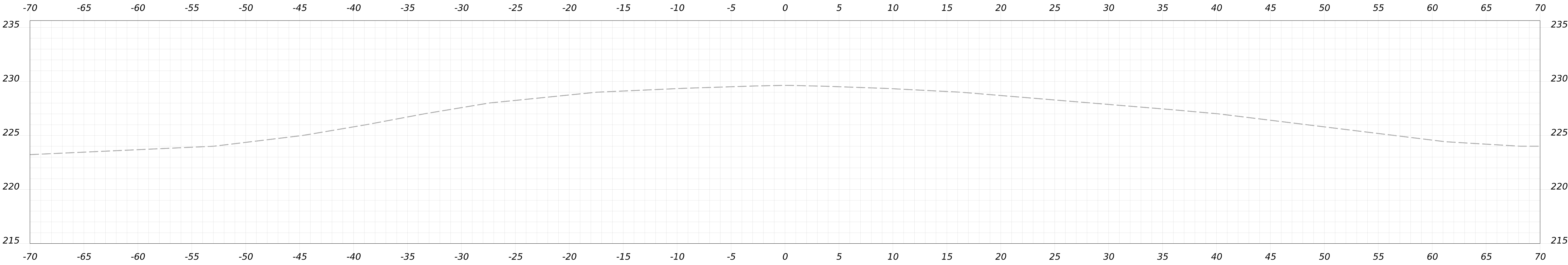
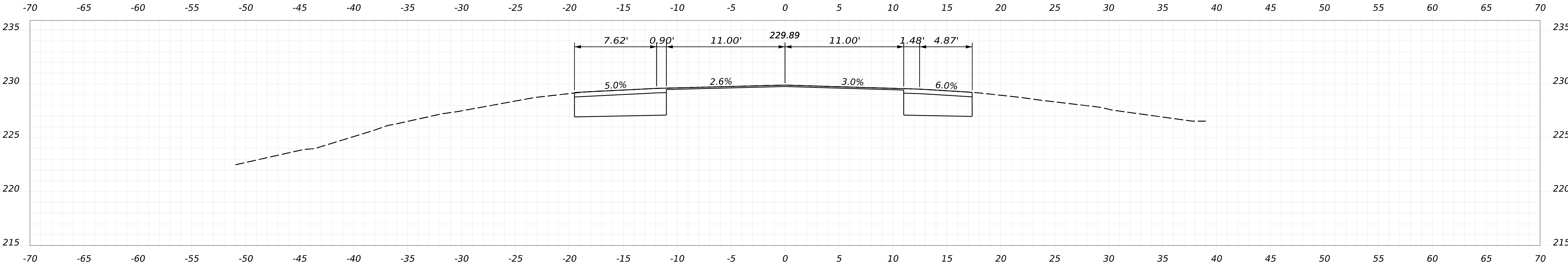
SB On Slip Ramp Cross Slope Table			
Left Shoulder	Travel Lane	Station	Right Shoulder
		400+19	Match Route 100
2.4%	2.4%	400+25	-2.4%
1.5%	1.5%	400+50	-1.5%
0.6%	0.6%	400+75	-0.6%
-0.3%	-0.3%	401+00	0.3%
Match SB On Ramp		401+25	Match SB On Ramp

SB Off Ramp Cross Slope Table				
Left Shoulder	Left Travel Lane	Station	Right Travel Lane	Right Shoulder
Match Route 100		500+00	Match Route 100	
-2.2%	-2.2%	500+25	2.3%	1.9%
-2.0%	-2.0%	500+50	2.0%	0.6%
-2.0%	-2.0%	500+75	2.0%	-0.8%
-2.0%	-2.0%	501+00	2.0%	-2.2%
Match Existing		501+25		

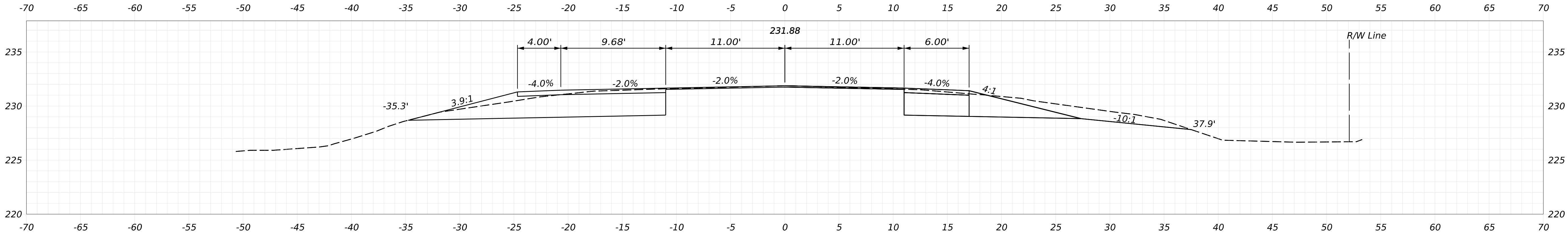
SB On Ramp Cross Slope Table			
Left Shoulder	Station	Travel Lane	Right Shoulder
Match Existing	615+00	Match Existing	
-6.8%	615+25	6.0%	0.2%
-6.0%	615+50	6.0%	2.9%
-6.0%	615+75	6.0%	5.7%
-6.0%	616+50	6.0%	5.3%
-6.0%	616+75	6.0%	4.4%
-6.0%	617+00	6.0%	3.4%
-6.0%	617+25	6.0%	2.4%
-5.0%	617+50	5.0%	1.5%
-4.0%	617+75	4.0%	0.5%
-3.0%	618+00	3.0%	-0.5%
-2.0%	618+25	2.0%	-1.4%
-2.0%	618+50	2.0%	-2.0%
-2.0%	618+75	2.0%	-1.5%
-2.0%	619+00	2.0%	-2.1%
-2.0%	619+25	2.0%	-
-2.0%	619+50	1.5%	-
-2.0%	619+75	1.7%	-
-2.0%	620+00	1.7%	-
-2.0%	620+25	1.3%	-
Match Route 100	620+41	Match Route 100	



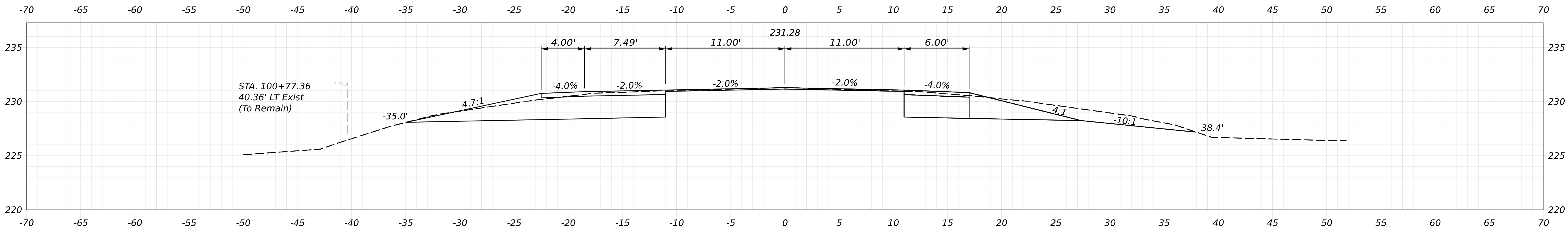
Sta. 100+25.00
Limit of Work
Begin 1½" Mill and Overlay
(Northbound Lane)



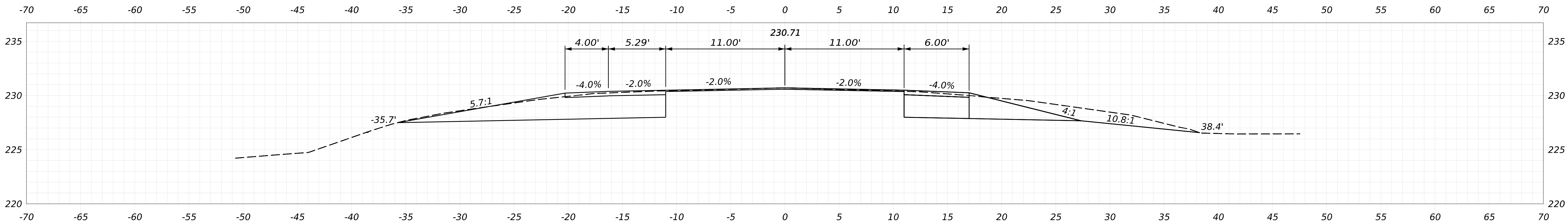
STATE OF MAINE DEPARTMENT OF TRANSPORTATION Federal Project No. 2531500 WIN 025315.00	SIGNATURE		
	P.E. NUMBER		
	DATE		
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA CROSS SECTIONS ROUTE 100 (1 OF 33)	PROJ. MANAGER	BY	DATE
	CHECKED-REVIEWED	T. COHEN	JULY 2026
	DESIGNED-DETAILED	D. BURTON	JULY 2026
	DESIGNED-DETAILED	D. COBELL	
	DESIGNED-DETAILED	A. SWEET	
SHEET NUMBER	26 OF 98		



101+00.00



100+75.00



100+50.00

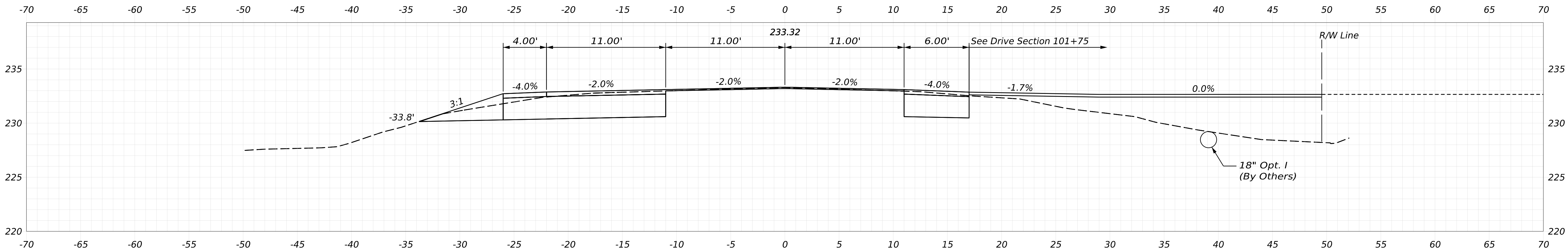


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

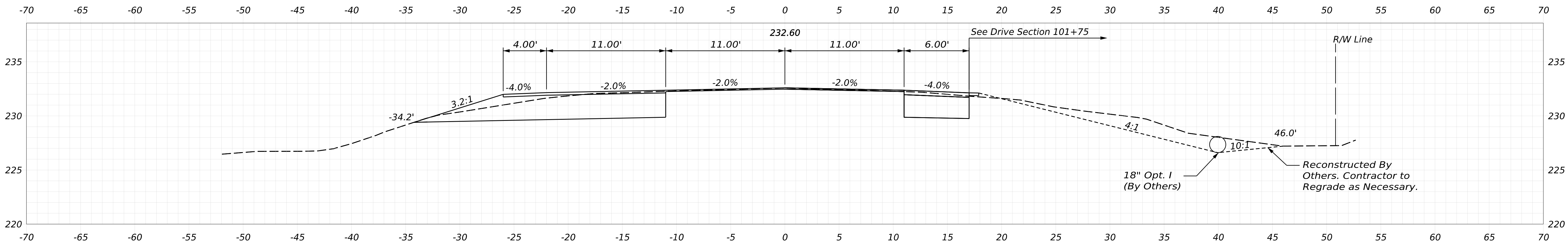
PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
CHECKED-DETAILED	D. BURTON		D. COHEN		JULY 2026
DESIGNED-DETAILED	A. SWEET		D. GORELL		JULY 2026
DESIGNED-DETAILED					
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA
CROSS SECTIONS ROUTE 100
(2 OF 33)

SHEET NUMBER
27
OF 98



101+50.00

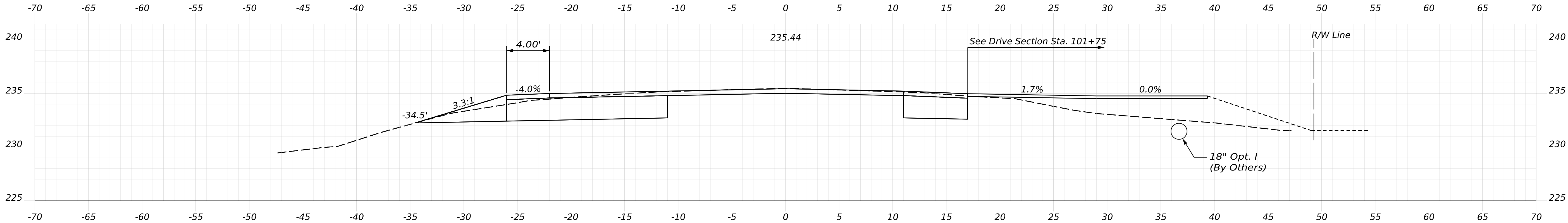


101+25.00

Sta. 101+22.53, 39.98' Rt. to
Sta. 102+75.00, 34.60' Rt.
Install 152' x 18" Option I
(By Others)

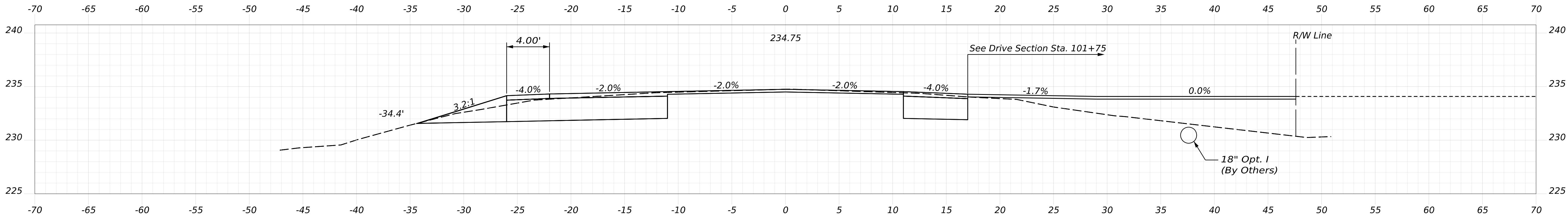


STATE OF MAINE			DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957			CROSSING ROUTE 100 / INTERSTATE 95		PALMYRA		CROSS SECTIONS ROUTE 100	
SHEET NUMBER			28		OF 98		(3 OF 33)	
PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026	SIGNATURE	P.E. NUMBER	DATE
CHECKED-REVIEWED	D. BURTON	BY	D. COHEN	DATE	JULY 2026	SIGNATURE	P.E. NUMBER	DATE
DESIGNED-DETAILED	A. SWEET	BY	D. COHEN	DATE	JULY 2026	SIGNATURE	P.E. NUMBER	DATE
DESIGNED-DETAILED	A. SWEET	BY	D. COHEN	DATE	JULY 2026	SIGNATURE	P.E. NUMBER	DATE
REVISIONS 1		BY		DATE		SIGNATURE	P.E. NUMBER	DATE
REVISIONS 2		BY		DATE		SIGNATURE	P.E. NUMBER	DATE
REVISIONS 3		BY		DATE		SIGNATURE	P.E. NUMBER	DATE
REVISIONS 4		BY		DATE		SIGNATURE	P.E. NUMBER	DATE
FIELD CHANGES		BY		DATE		SIGNATURE	P.E. NUMBER	DATE



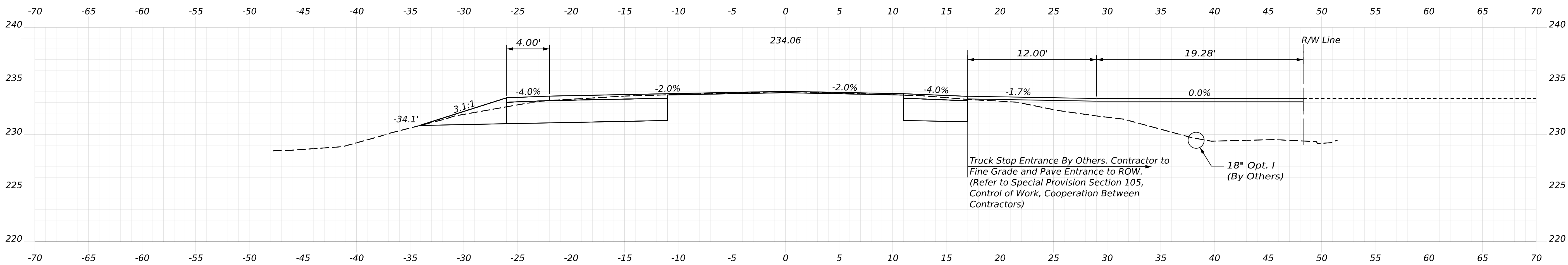
102+25.00

Sta. 102+25.00
End 3" Mill and Overlay
Begin Transition



102+00.00

Sta. 102+00.00
End 1½" Mill and Overlay
Begin 3" Mill and Overlay

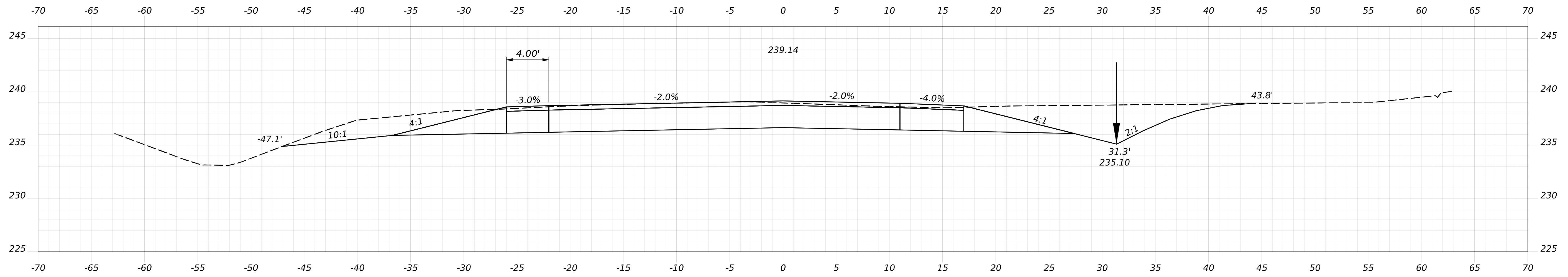
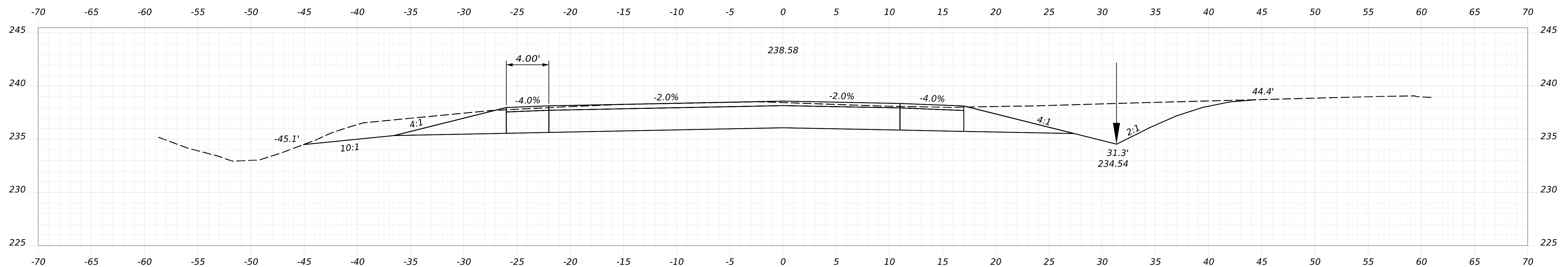
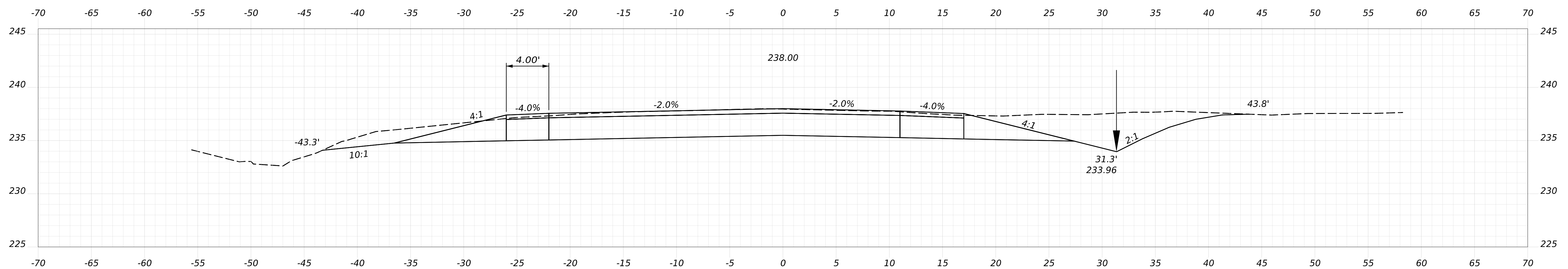


101+75.00

Truck Stop Entrance By Others. Contractor to
Fine Grade and Pave Entrance to ROW.
(Refer to Special Provision Section 105,
Control of Work, Cooperation Between
Contractors)



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	BY	DATE
M. PARLIN	D. BURTON	T. COHEN	JULY 2026	
	A. SWEET	D. GORELL	JULY 2026	


$$\underline{103+75.00}$$

$$\underline{103+50.00}$$

$$\underline{103+25.00}$$

HNTB

DESIGN-DETAILED	D. BURTON	T. COHEN	JULY 7 2026
CHECKED-REVIEWED	A. SWEET	D. GOREIL	JULY 12 2026
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

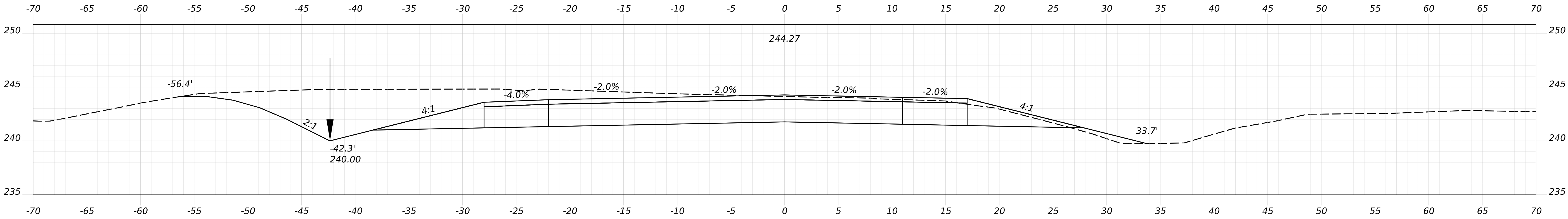
ROUTE 100/I-95 BRIDGE NO. 393 /
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS ROUTE 100
(6 OF 33)

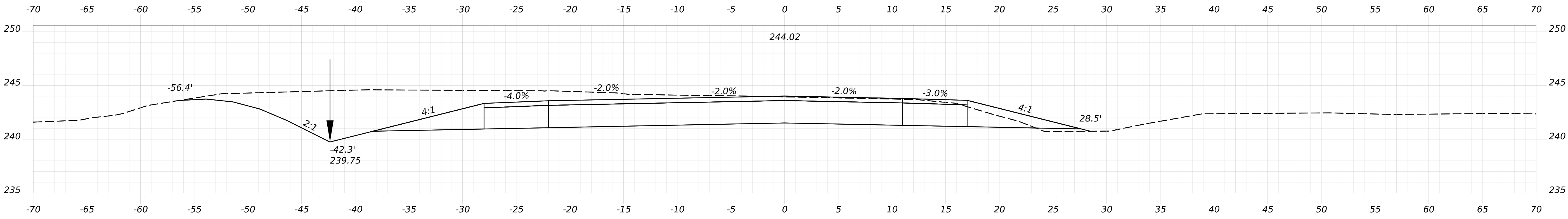
SHEET NUMBER

31

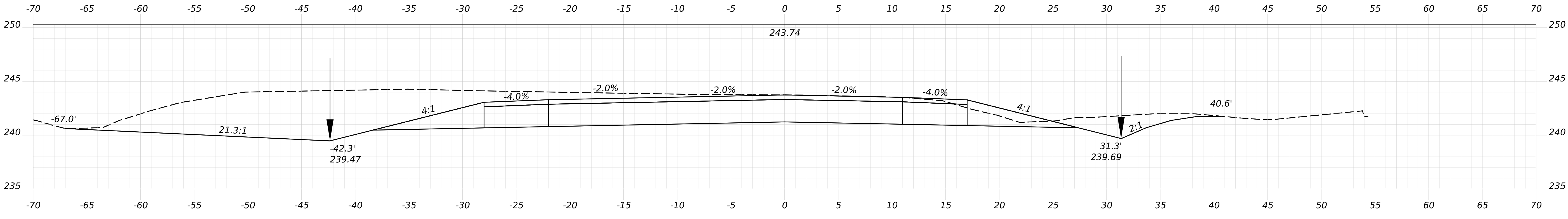
DF 98



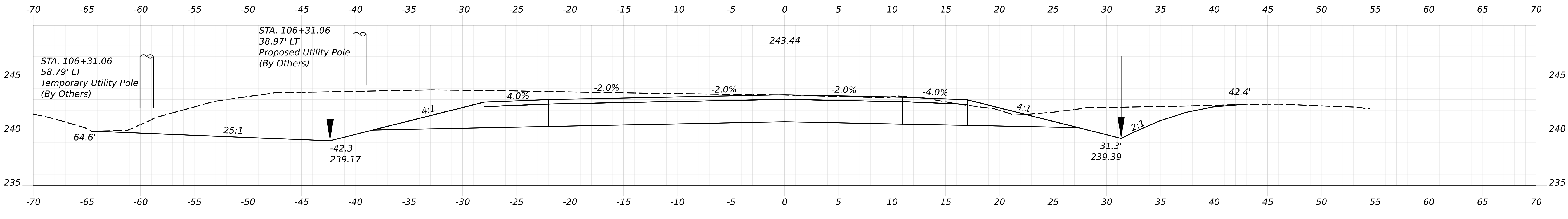
107+00.00



106+75.00



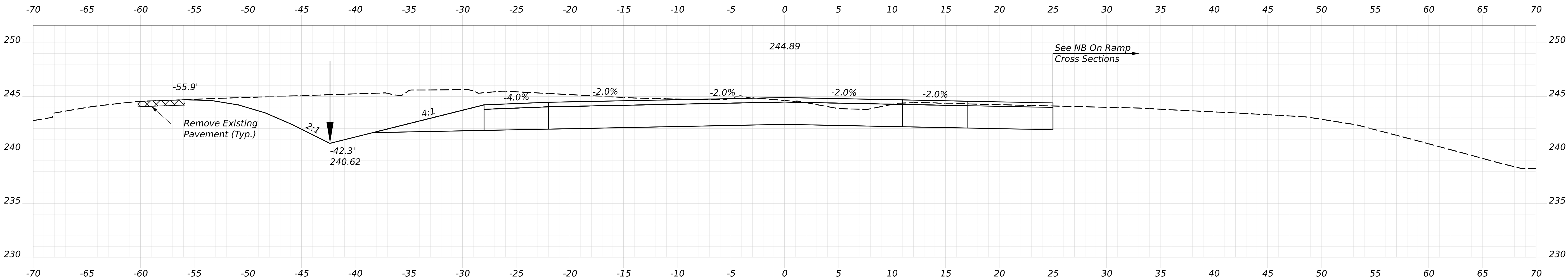
106+50.00



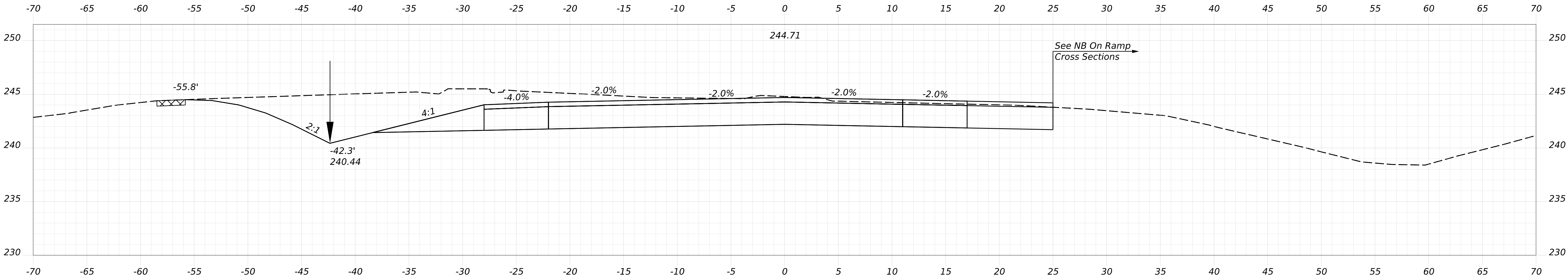
106+25.00



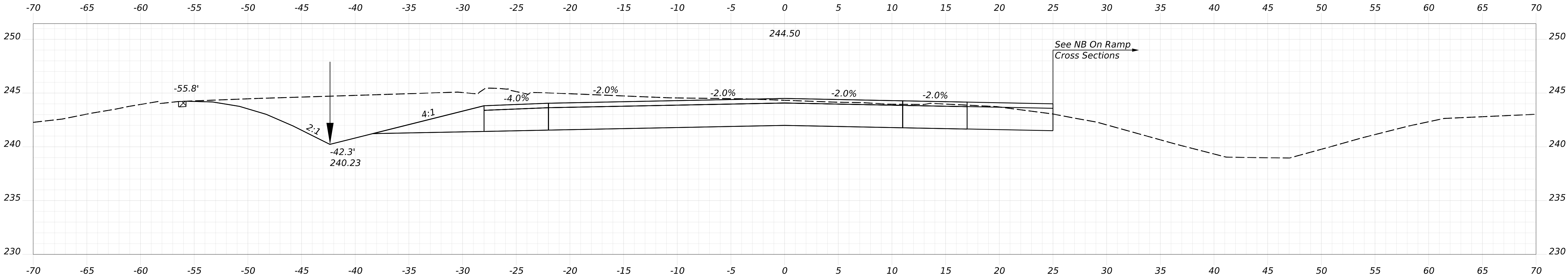
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		CROSS SECTIONS ROUTE 100 (10 OF 33)		SHEET NUMBER 35 OF 98	
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	D. BURTON	JULY 2026			
CHECKED-REVIEWED	A. SWEET				
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



107+75.00



107+50.00



107+25.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
DESIGN-DETAILED	D. BURTON	CHECKED-REVIEWED	A. SWEET	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
DESIGN-DETAILED		DESIGN-DETAILED		DATE	
REVISIONS 1		REVISIONS 2			
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

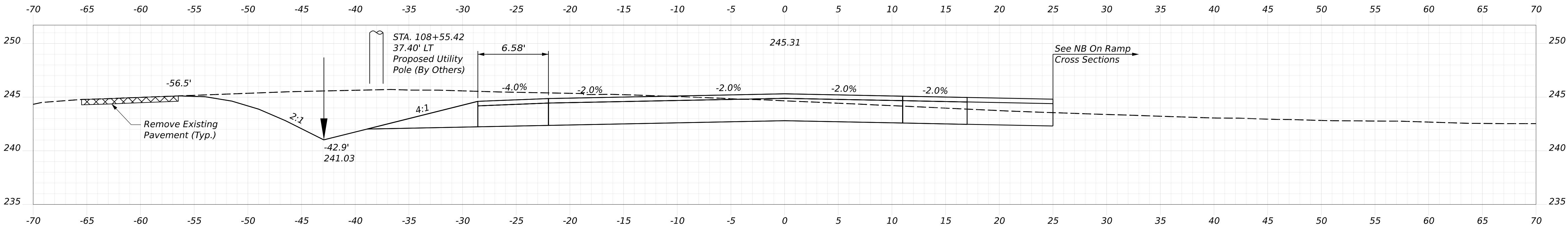
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS ROUTE 100
(11 OF 33)

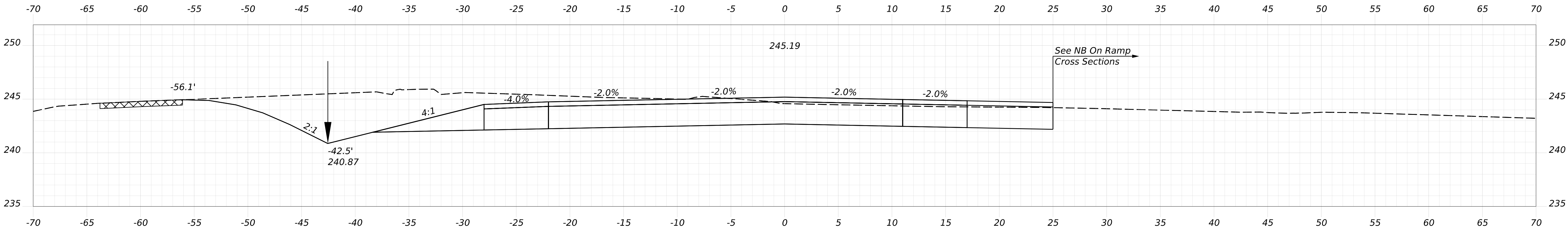
SHEET NUMBER

36

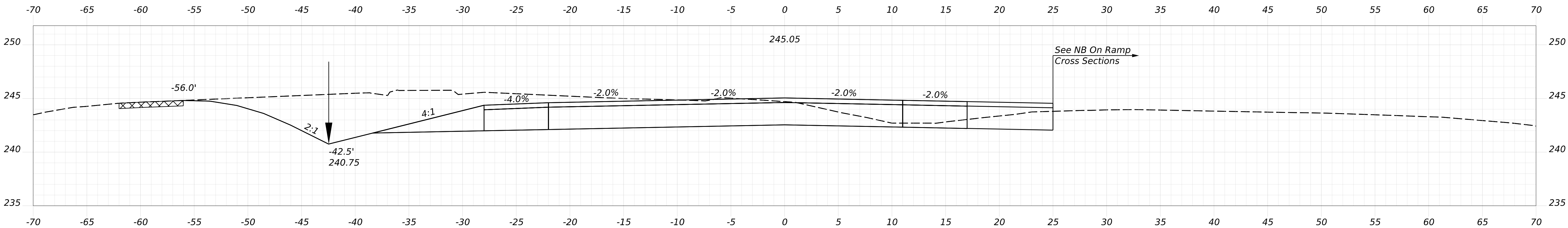
OF 98



108+50.00



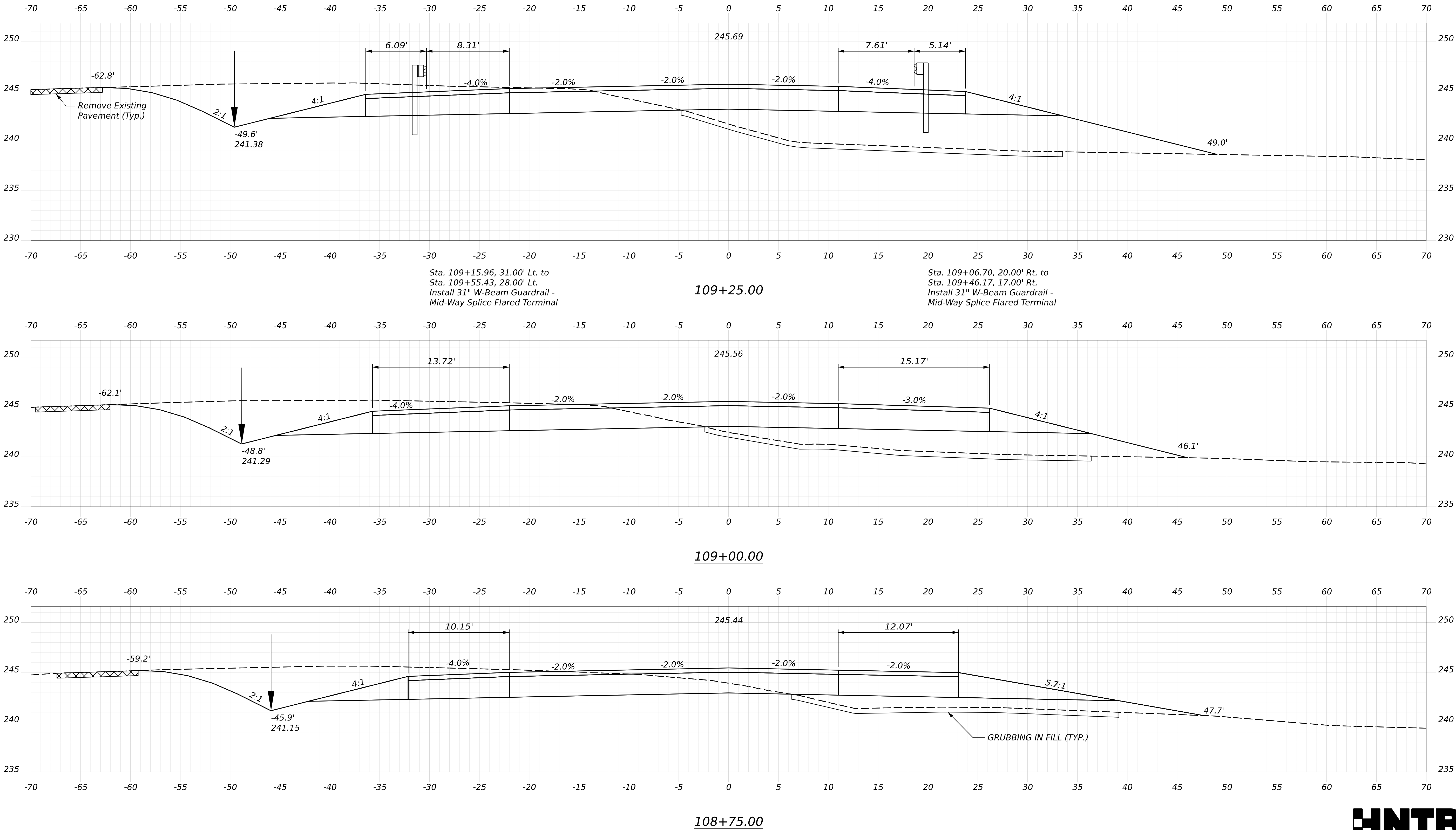
108+25.00



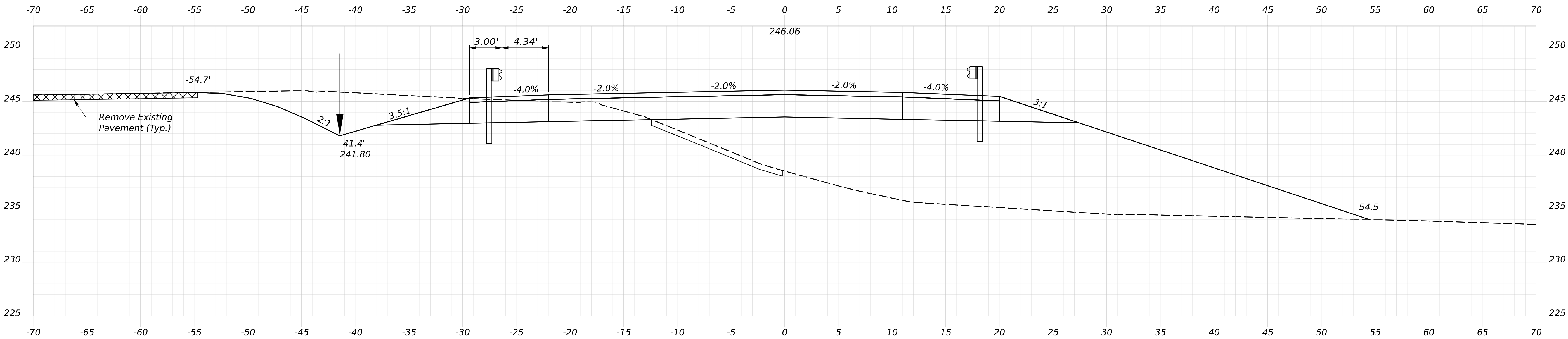
108+00.00



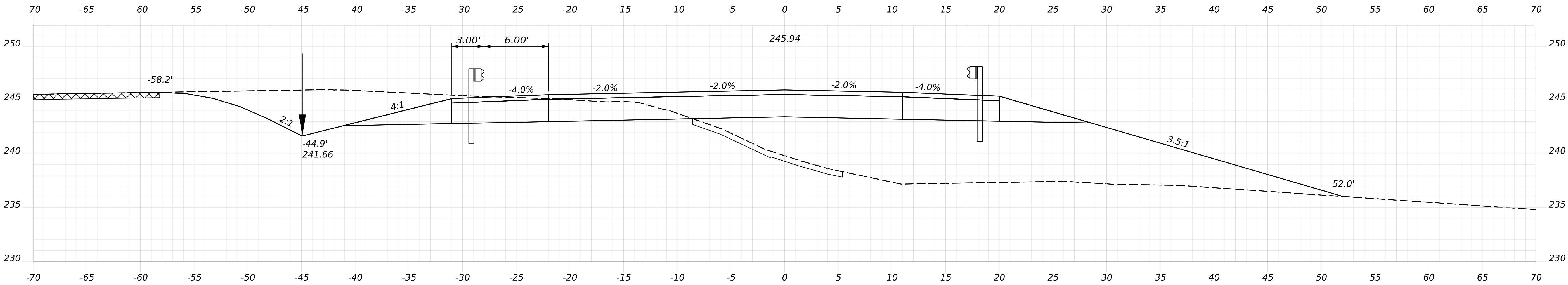
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957		CROSS SECTIONS ROUTE 100	
CROSSING ROUTE 100 / INTERSTATE 95		(12 OF 33)	
PALMYRA		SHEET NUMBER	
37		OF 98	
PROJ. MANAGER		BY	
DESIGN-DETAILED		DATE	
CHECKED-REVIEWED		SIGNATURE	
DESIGN-DETAILED		P.E. NUMBER	
DESIGN-DETAILED		DATE	
REVISIONS 1		FIELD CHANGES	
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			



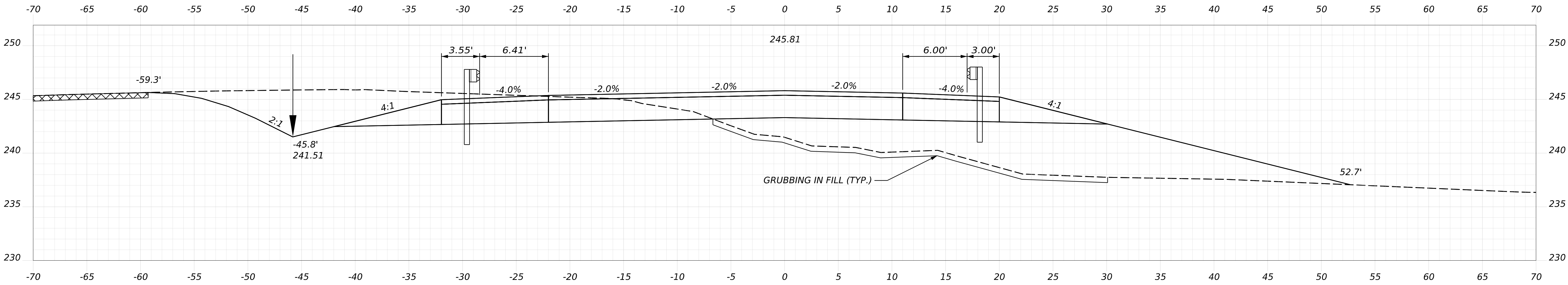
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957		CROSS SECTIONS ROUTE 100	
CROSSING ROUTE 100 / INTERSTATE 95		(13 OF 33)	
PALMYRA		SHEET NUMBER	
38		OF 98	
PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGNED-DETAILED	D. BURTON	JULY 2026	
CHECKED-REVIEWED	A. SWEET	JULY 2026	
DESIGNED-DETAILED			P.E. NUMBER
DESIGNED-DETAILED			DATE
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



110+00.00



109+75.00



109+50.00

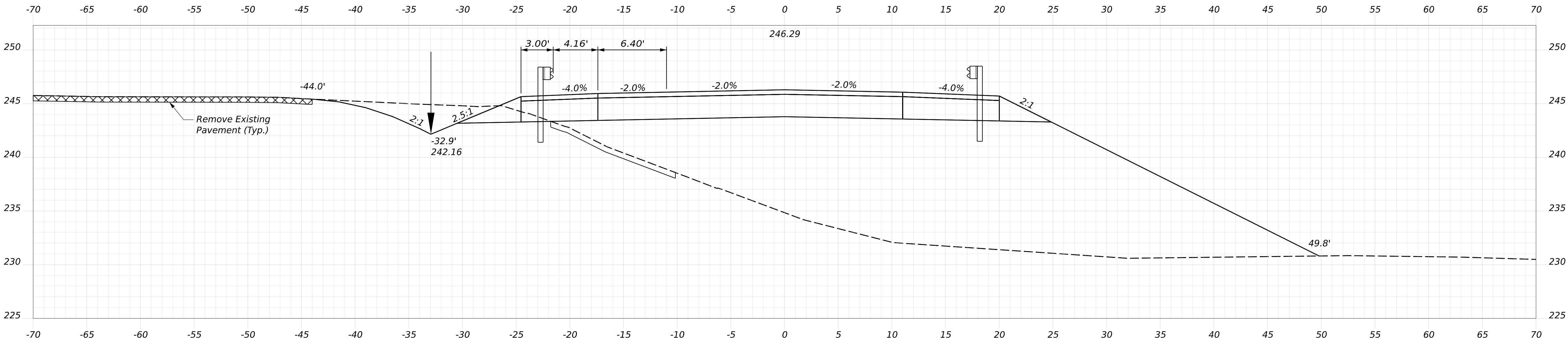


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

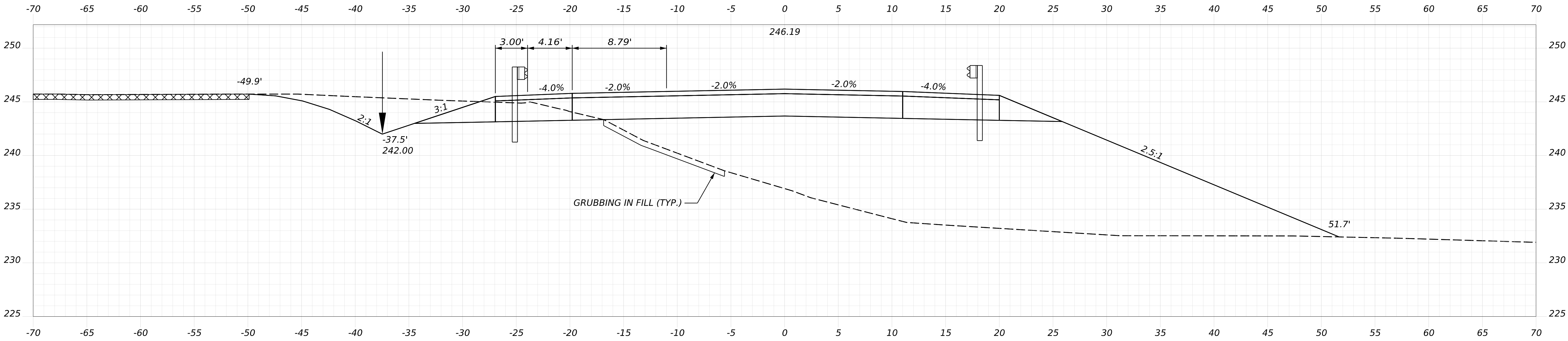
PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
CHECKED-DETAILED	D. BURTON	BY	D. COHEN	DATE	JULY 2026
DESIGNED-DETAILED	A. SWEET	BY	D. GORELL	DATE	
DESIGNED-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA
CROSS SECTIONS ROUTE 100
(14 OF 33)

SHEET NUMBER
39
OF 98



110+50.00



110+25.00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE	
Federal Project No. 2531500		P.E. NUMBER	
WIN 025315.00		DATE	
PROJ. MANAGER	BY	DATE	
DESIGN-DETAILED	T. COHEN	JULY 2026	
CHECKED-REVIEWED	D. BURTON	JULY 2026	
DESIGN-DETAILED	D. GOREIL	JULY 2026	
DESIGN-DETAILED	A. SWEET		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

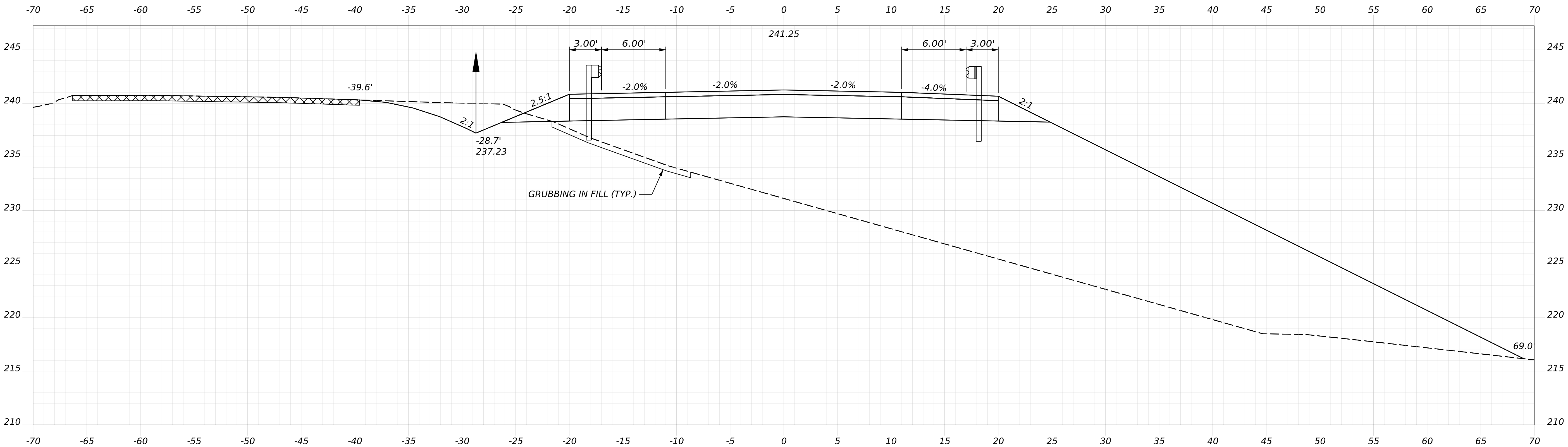
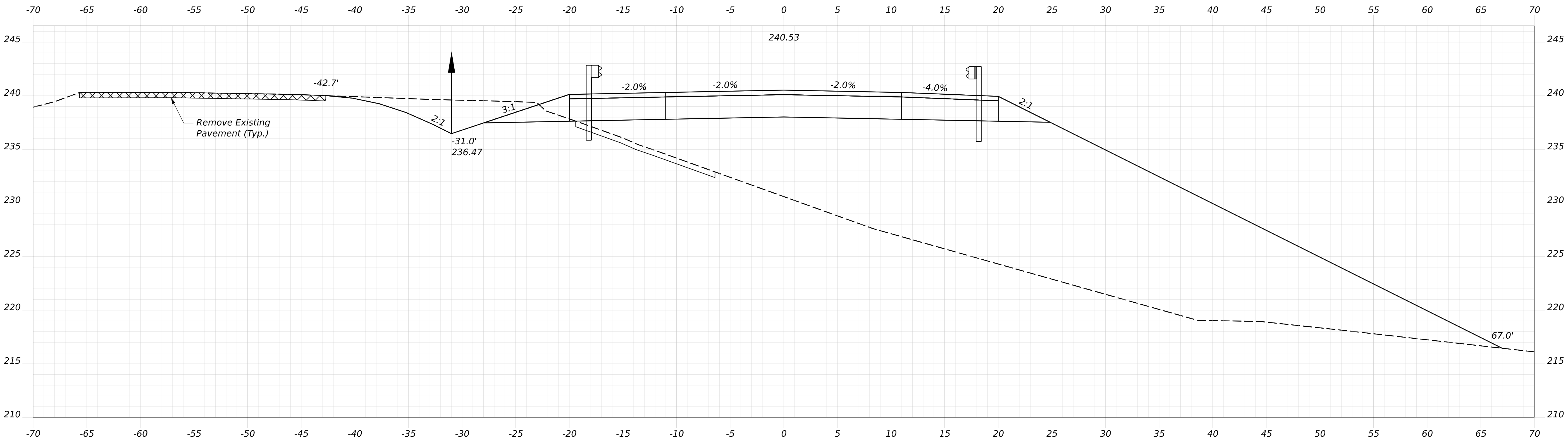
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS ROUTE 100
(15 OF 33)

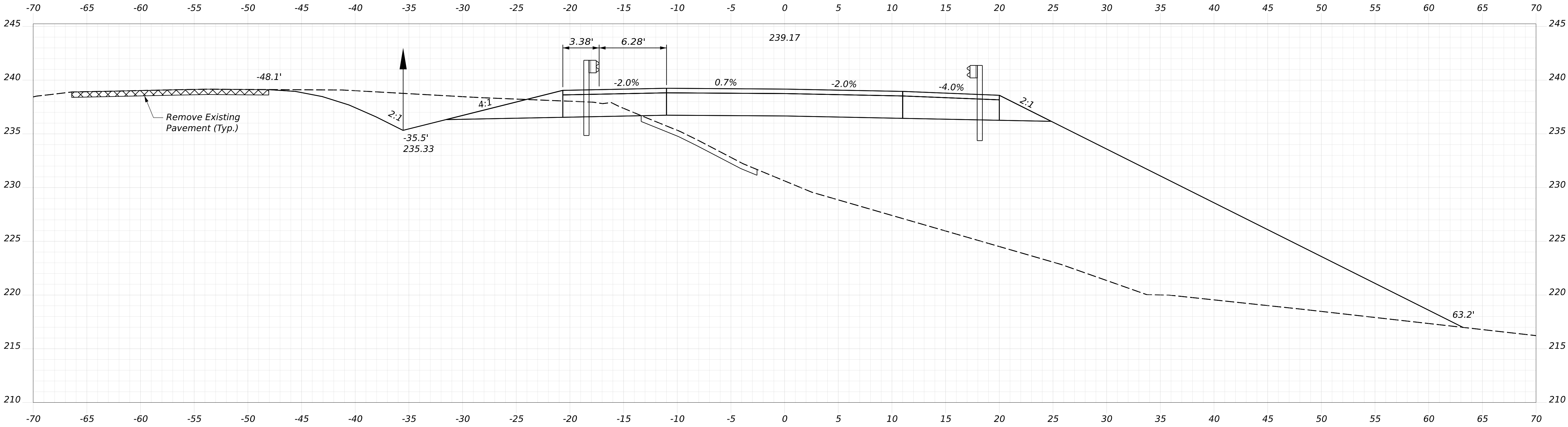
SHEET NUMBER

40

OF 98

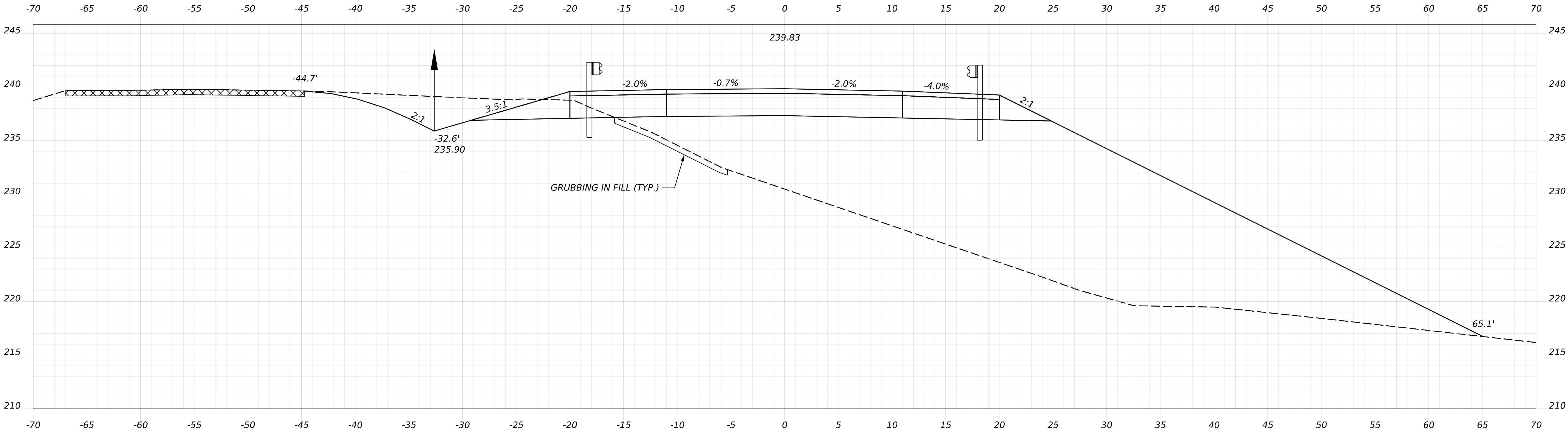


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500		WIN 025315.00	
PROJ. MANAGER	M. PARLIN	BY	
DESIGN-DETAILED	D. BURTON	DATE	JULY 2026
CHECKED-REVIEWED	A. SWEET	SIGNATURE	
DESIGN-DETAILED2		P.E. NUMBER	
DESIGN-DETAILED3		DATE	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
ROUTE 100/I-95 BRIDGE NO. 5957		CROSS SECTIONS ROUTE 100	
CROSSING ROUTE 100 / INTERSTATE 95		(18 OF 33)	
PALMYRA			
SHEET NUMBER		43	
		OF 98	



Sta. 114+96.33, 17.00' Lt. to
Sta. 115+35.53, 20.00' Lt.
Install 31" W-Beam Guardrail -
Mid-Way Splice Flared Terminal

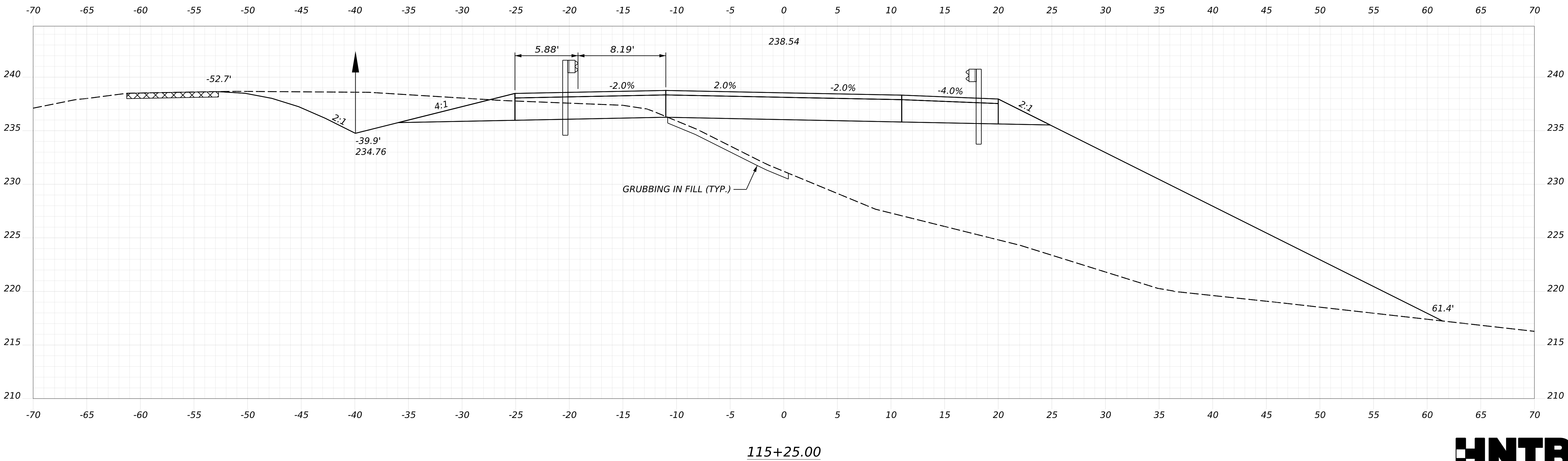
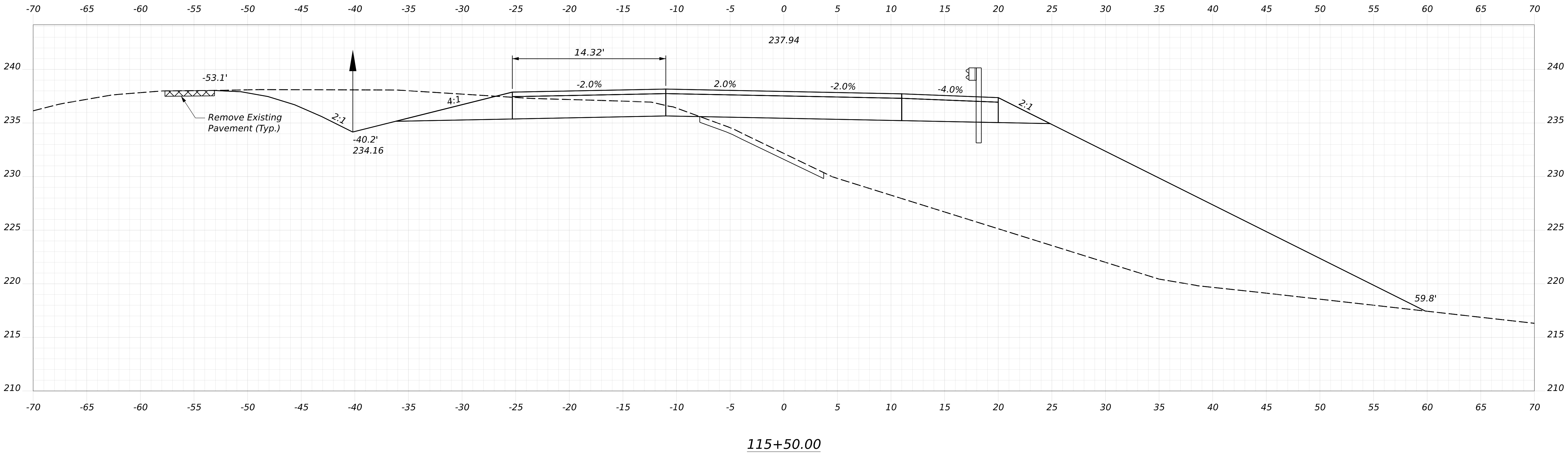
115+00.00



114+75.00



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957		CROSS SECTIONS ROUTE 100	
CROSSING ROUTE 100 / INTERSTATE 95		(19 OF 33)	
PALMYRA		SHEET NUMBER	
44		OF 98	
PROJ. MANAGER	M. PARLIN	BY	T. COHEN
DESIGN-DETAILED	D. BURTON	DATE	JULY 2026
CHECKED-REVIEWED	A. SWEET		JULY 2026
DESIGN-DETAILED	D. GORELL		
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE		P.E. NUMBER	
DATE		DATE	

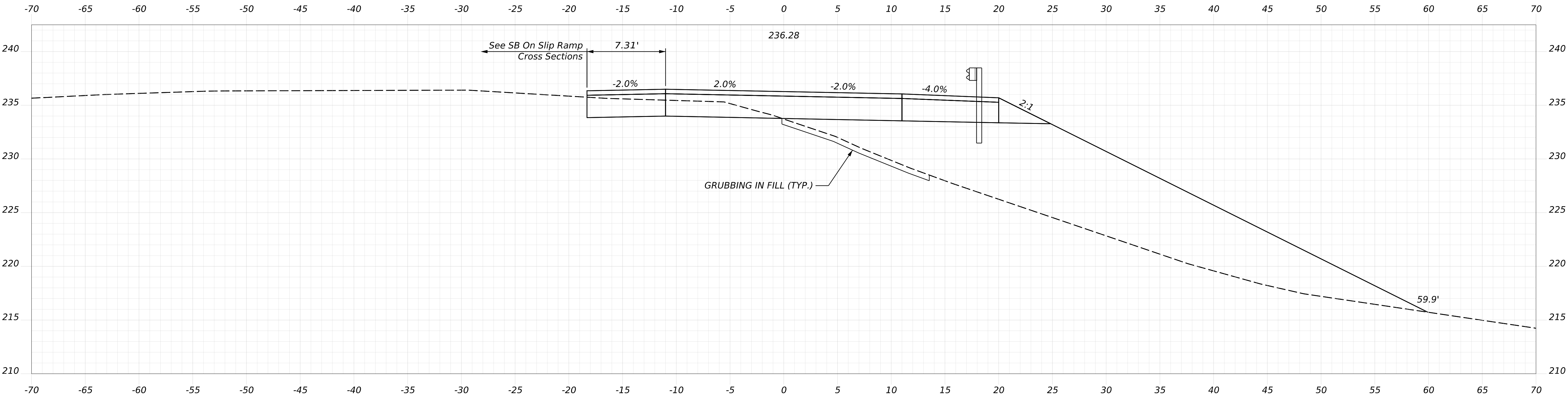
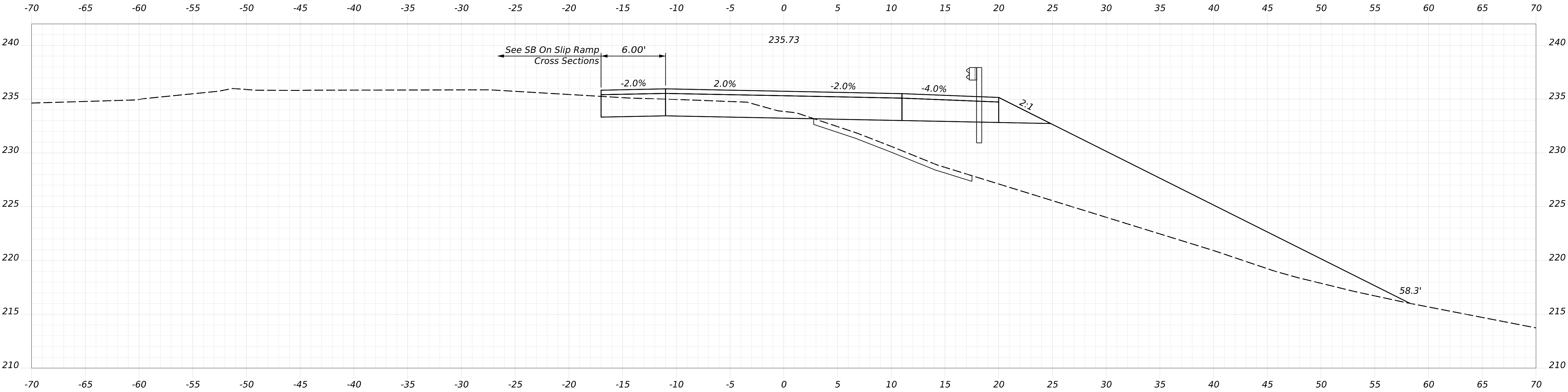


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
DESIGN-DETAILED	D. BURTON	CHECKED-REVIEWED	A. SWEET	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
DESIGN-DETAILED		DESIGN-DETAILED		DATE	
REVISIONS 1		REVISIONS 2			
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA
CROSS SECTIONS ROUTE 100
(20 OF 33)

SHEET NUMBER
45
OF 98



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
DESIGN-DETAILED	D. BURTON	CHECKED-REVIEWED	A. SWEET	DATE	JULY 2026
DESIGN-DETAILED	D. BURTON	CHECKED-REVIEWED	A. SWEET	DATE	JULY 2026
DESIGN-DETAILED	D. BURTON	CHECKED-REVIEWED	A. SWEET	DATE	JULY 2026
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

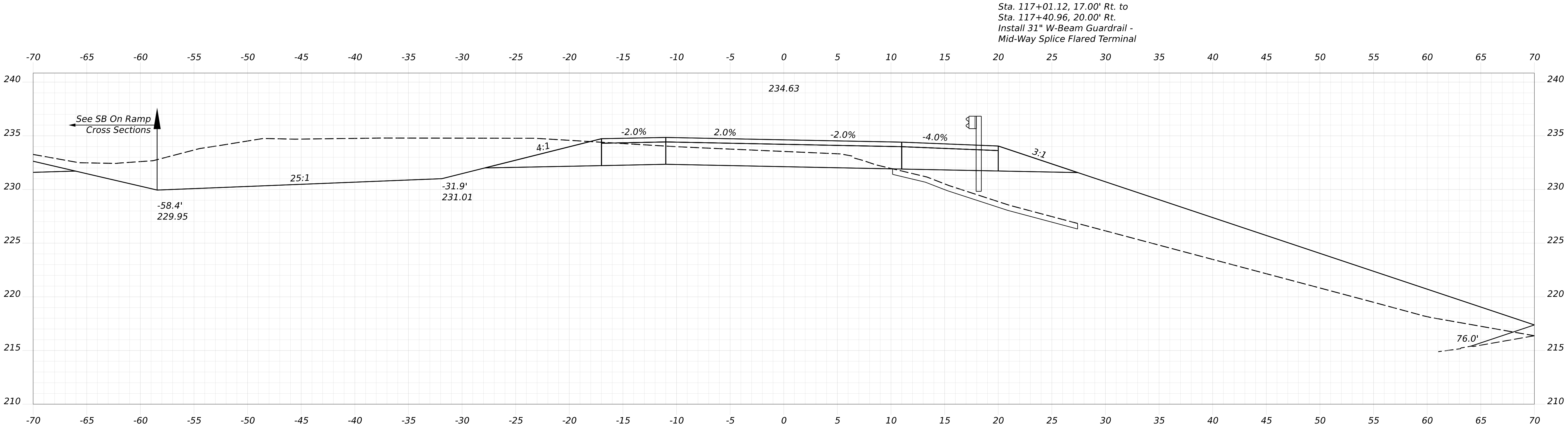
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS ROUTE 100
(22 OF 33)

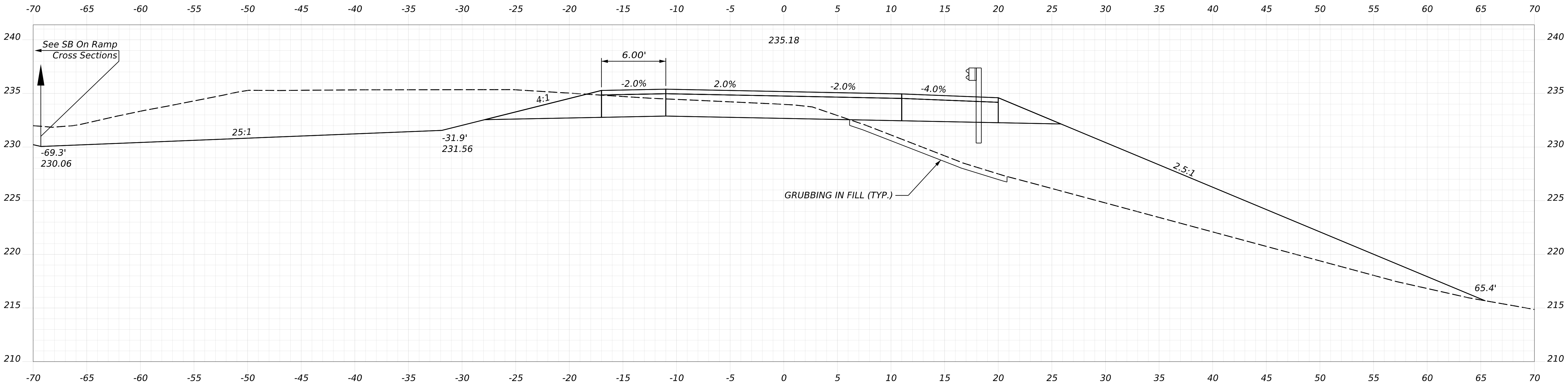
SHEET NUMBER

47

OF 98



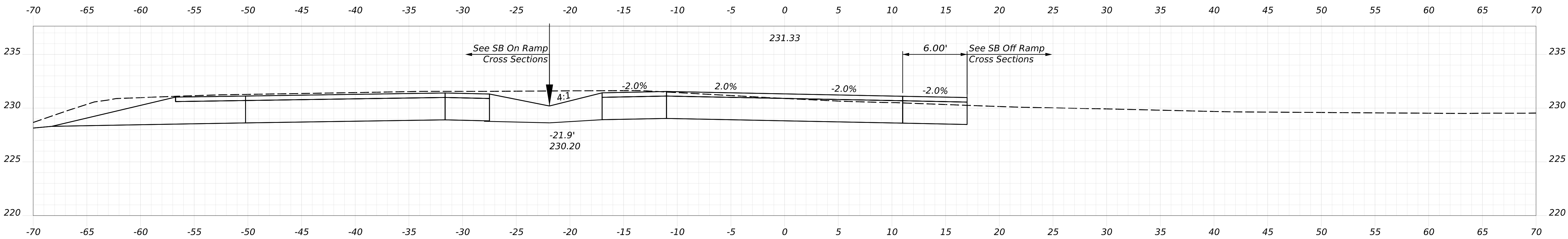
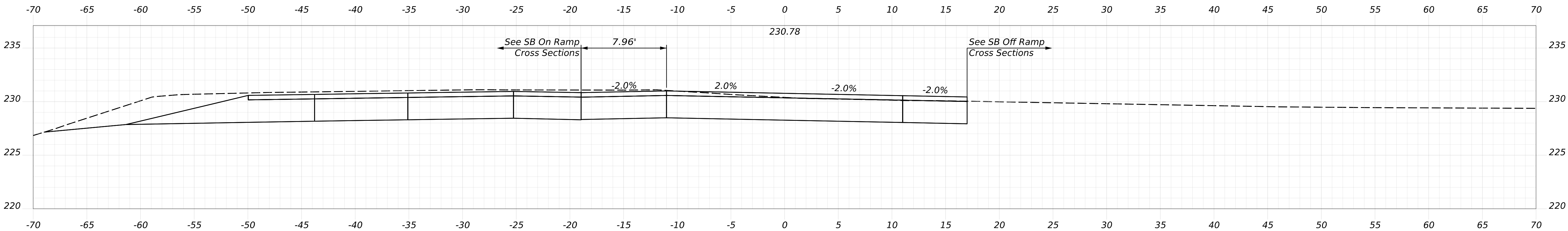
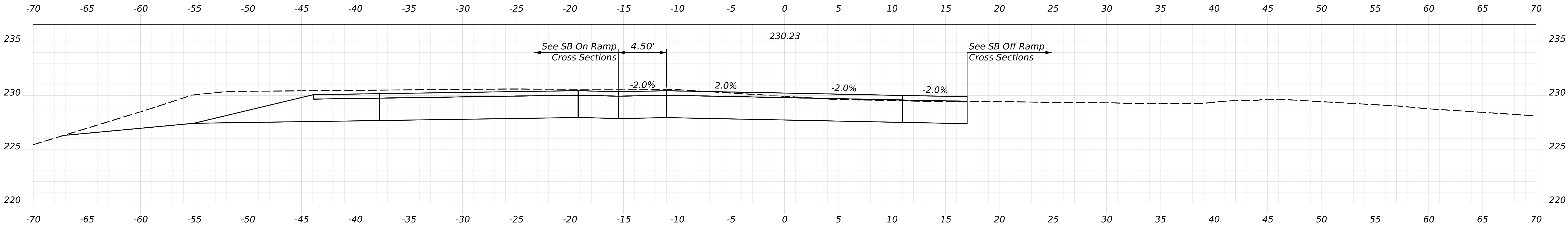
117+00.00



116+75.00



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SIGNATURE		DATE
	FEDERAL PROJECT NO. 2531500		
	WIN 025315.00		
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		DESIGNED-DRAWN CHECKED-REVIEWED DESIGNED-REVIEWED DESIGNED-REVIEWED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	DATE
CROSS SECTIONS ROUTE 100 (23 OF 33)		SHEET NUMBER 48 OF 98	



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

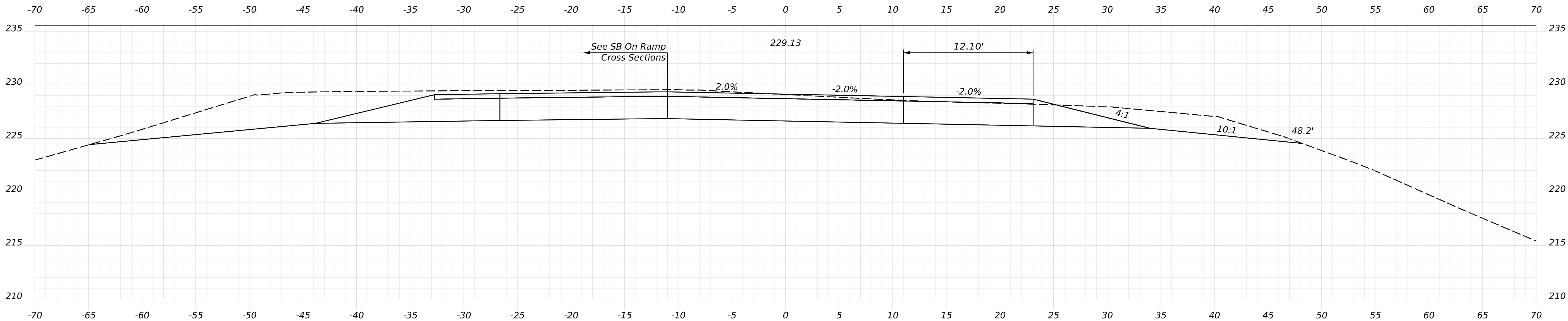
WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
CHECKED-REVIEWED	D. BURTON	BY	D. COHEN	DATE	JULY 2026
DESIGNED-DETAILED	A. SWEET	BY	D. COHEN	DATE	JULY 2026
DESIGNED-DETAILED	D. COHEN	BY	D. COHEN	DATE	JULY 2026
REVISIONS 1		BY	D. COHEN	DATE	JULY 2026
REVISIONS 2		BY	D. COHEN	DATE	JULY 2026
REVISIONS 3		BY	D. COHEN	DATE	JULY 2026
REVISIONS 4		BY	D. COHEN	DATE	JULY 2026
FIELD CHANGES		BY	D. COHEN	DATE	JULY 2026

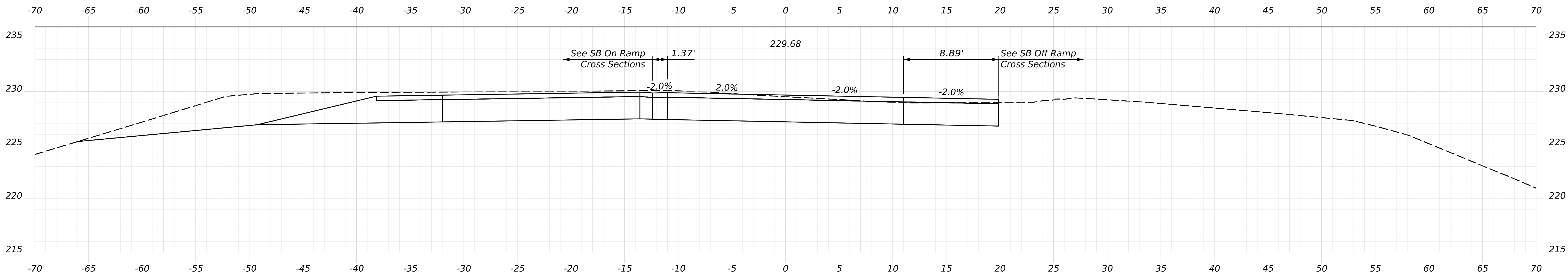
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS ROUTE 100
(26 OF 33)

SHEET NUMBER
51
OF 98



119+50.00



119+25.00

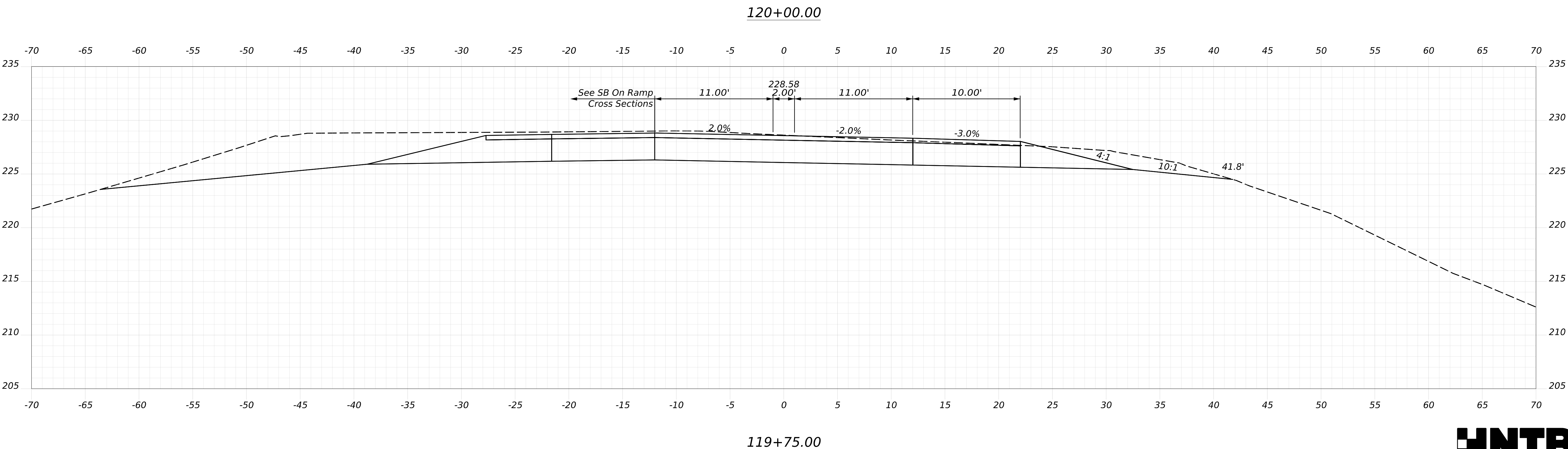
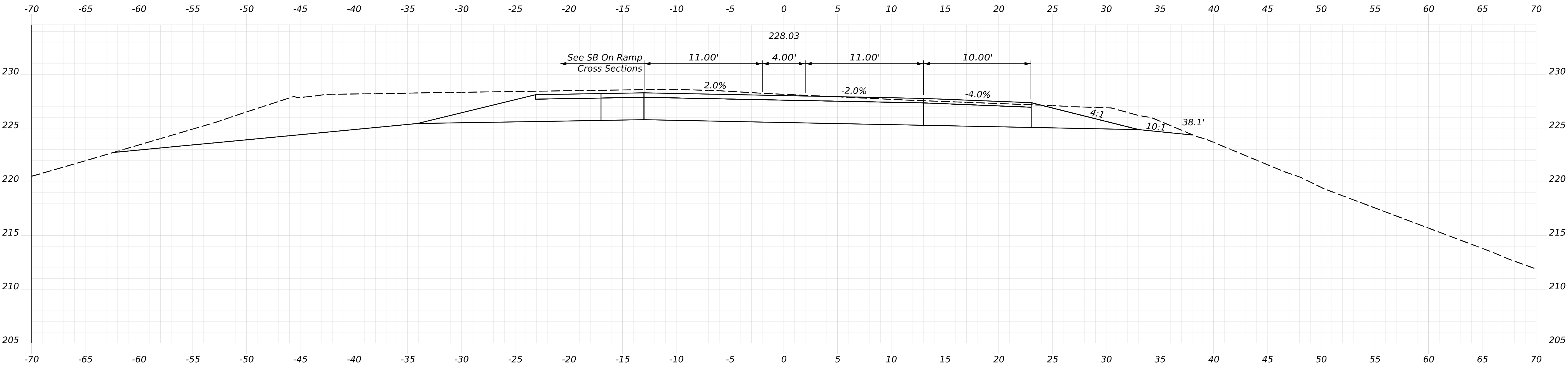


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
CHECKED-REVIEWED	D. BURTON	BY	D. COHEN	DATE	JULY 2026
DESIGNED-DETAILED	A. SWEET	BY	D. COHEN	DATE	JULY 2026
DESIGNED-DETAILED		BY		DATE	
DESIGNED-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA
CROSS SECTIONS ROUTE 100
(27 OF 33)

SHEET NUMBER
52
OF 98



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

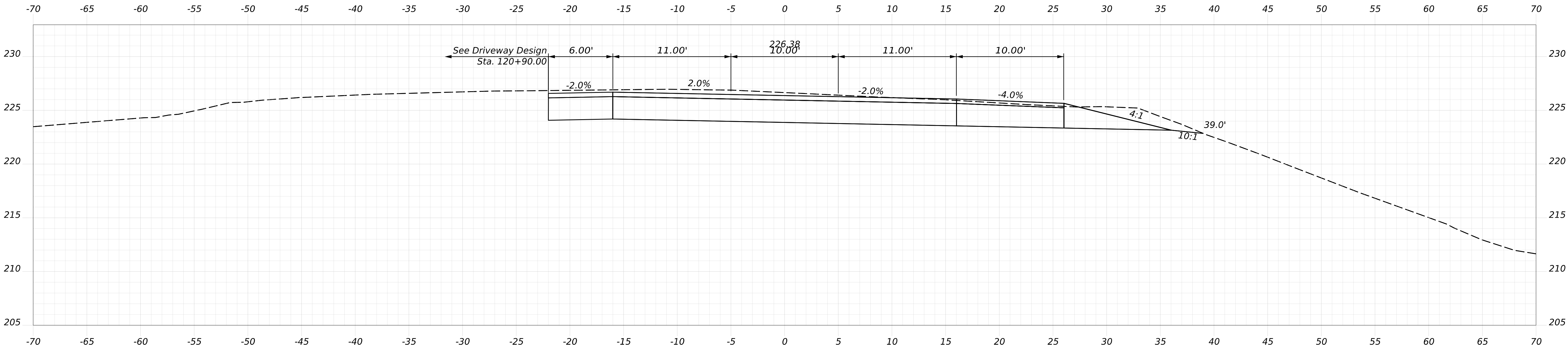
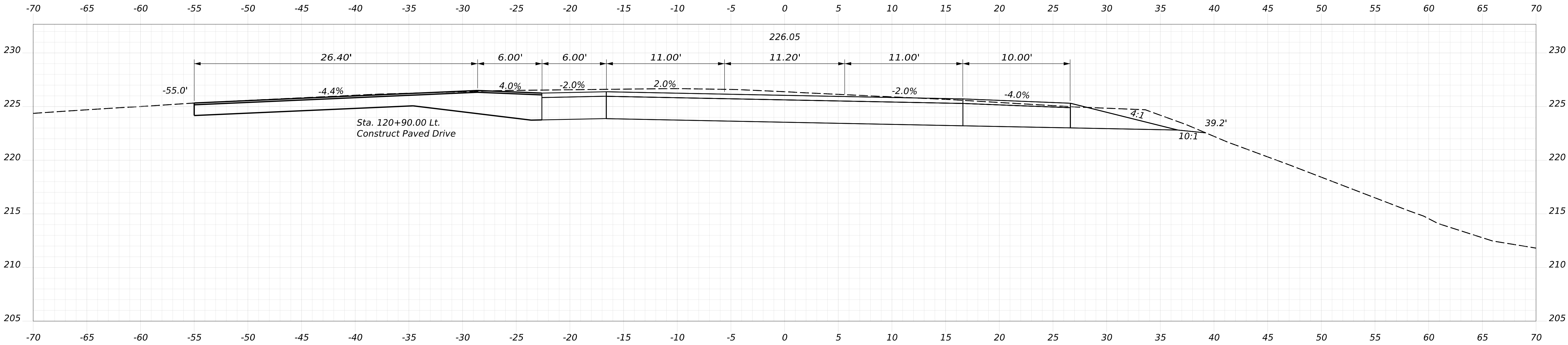
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS ROUTE 100
(28 OF 33)

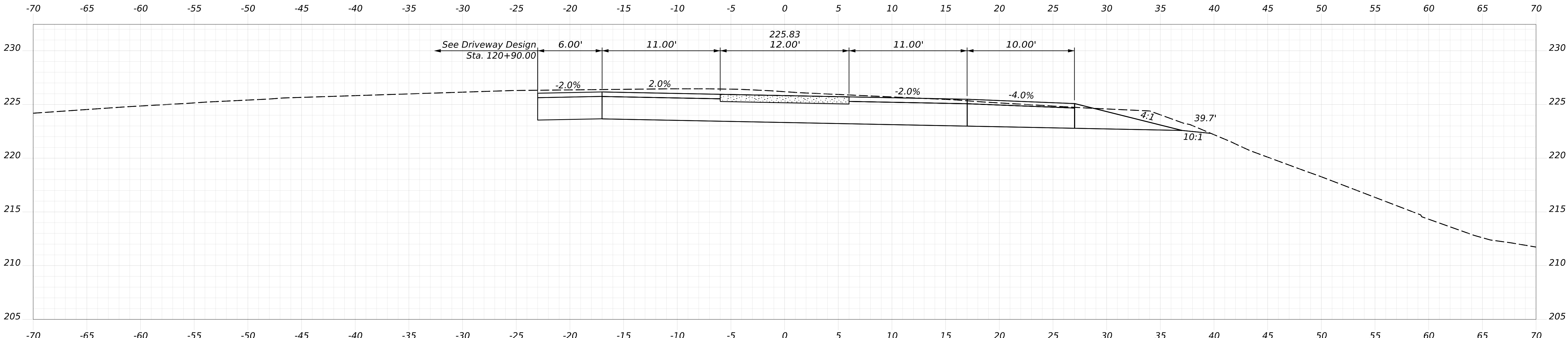
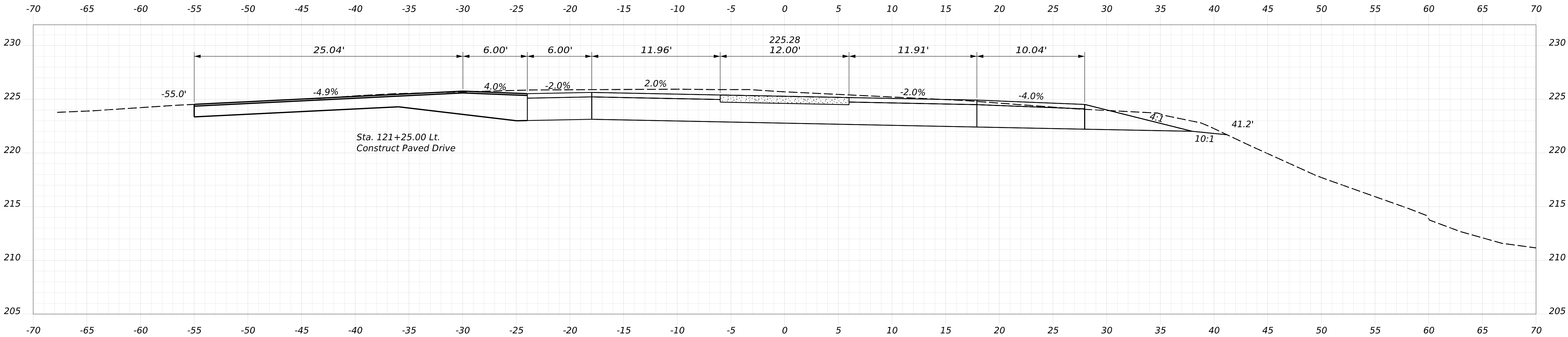
SHEET NUMBER
53
OF 98

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
CHECKED-DETAILED	D. BURTON	BY	D. COHEN	DATE	JULY 2026
DESIGNED-DETAILED	A. SWEET	BY	D. GOREIL	DATE	
DESIGNED-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

SIGNATURE
P.E. NUMBER
DATE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SIGNATURE		DATE
Federal Project No. 2531500		P.E. NUMBER		
WIN 025315.00		DATE		
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA				
CROSS SECTIONS ROUTE 100 (30 OF 33)				
SHEET NUMBER				
55				
OF 98				

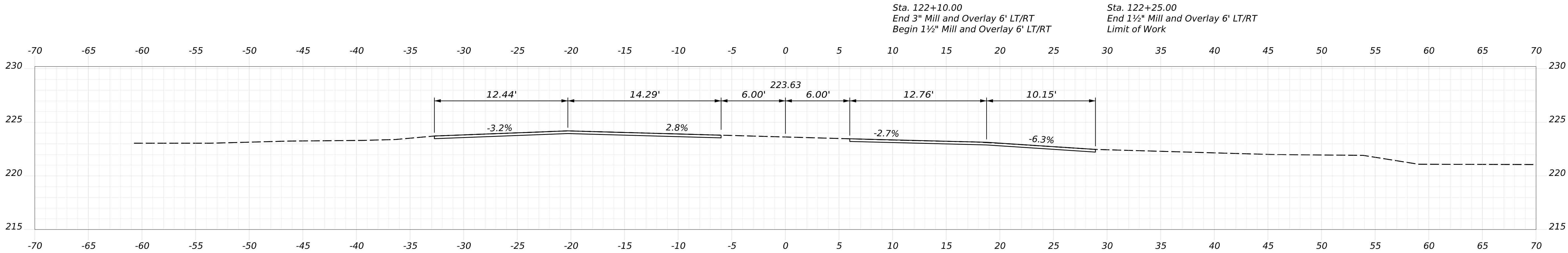


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500		WIN 025315.00	
PROJECT MANAGER		SIGNATURE	
DESIGN-DETAILED		P.E. NUMBER	
CHECKED-REVIEWED		DATE	
DESIGN-DETAILED2		FIELD CHANGES	
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
BY			
DATE			
M. PARLIN			
D. BURTON			
T. COHEN			
D. GOREIL			
JULY 2026			
JULY 2026			

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

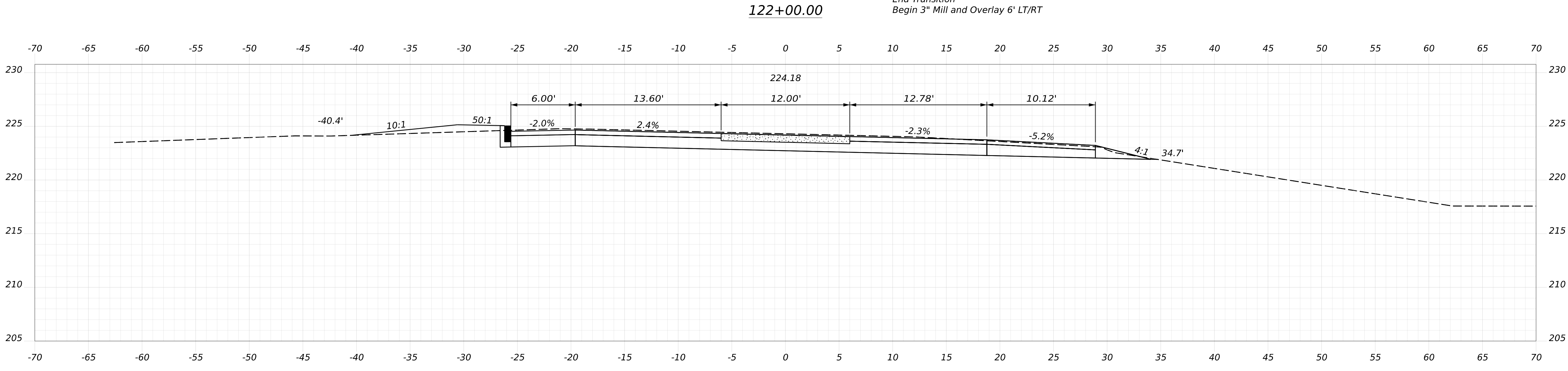
CROSS SECTIONS ROUTE 100
(31 OF 33)

SHEET NUMBER
56
OF 98

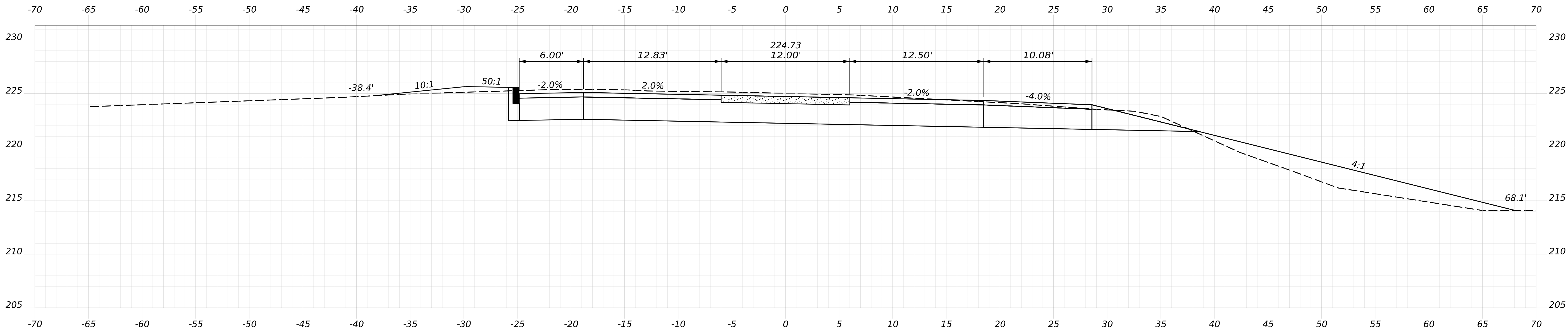


Sta. 122+10.00
End 3" Mill and Overlay 6' LT/RT
Begin 1½" Mill and Overlay 6' LT/RT

Sta. 122+25.00
End 1½" Mill and Overlay 6' LT/RT
Limit of Work



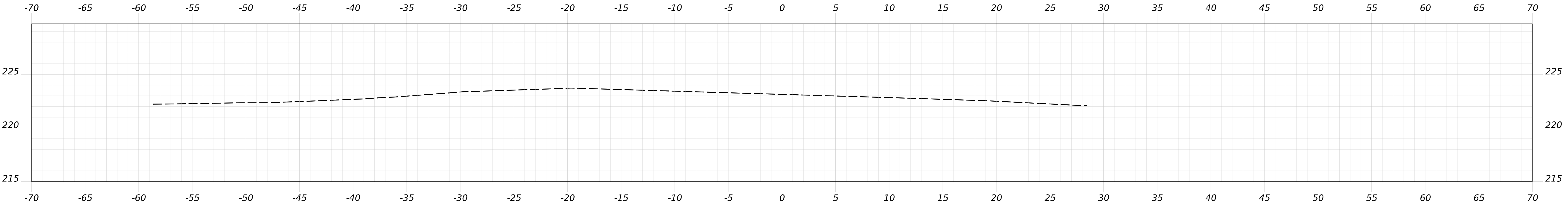
Sta. 122+00.00
End Transition
Begin 3" Mill and Overlay 6' LT/RT



Sta. 121+50.00
End Project WIN 025315.00
Begin Transition



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		CROSS SECTIONS ROUTE 100 (32 OF 33)		SHEET NUMBER 57 OF 98	
PROJ. MANAGER	DESIGN-DETAILED	BY	DATE	SIGNATURE	P.E. NUMBER
M. PARLIN	D. BURTON	T. COHEN	JULY 2026		
CHECKED-REVIEWED	DESIGN-DETAILED	D. COBELL	JULY 2026		
D. SWEET	A. SWEET				
DESIGN-DETAILED	DESIGN-DETAILED				
REVISIONS 1	REVISIONS 2				
REVISIONS 3	REVISIONS 4				
FIELD CHANGES					



122+25.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

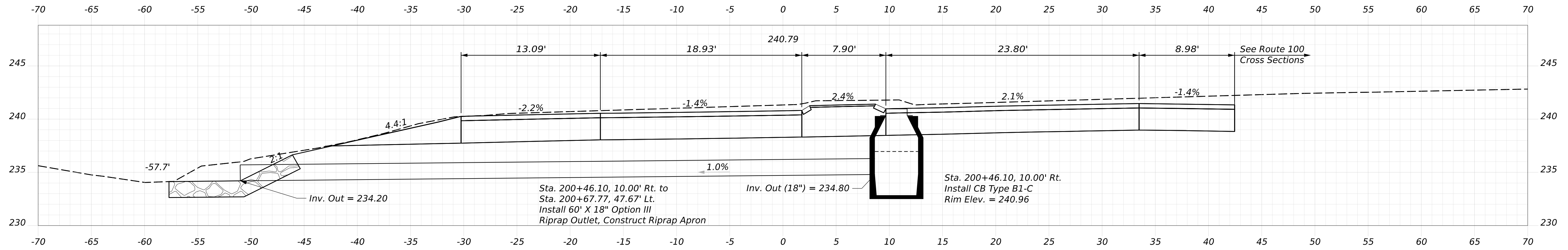
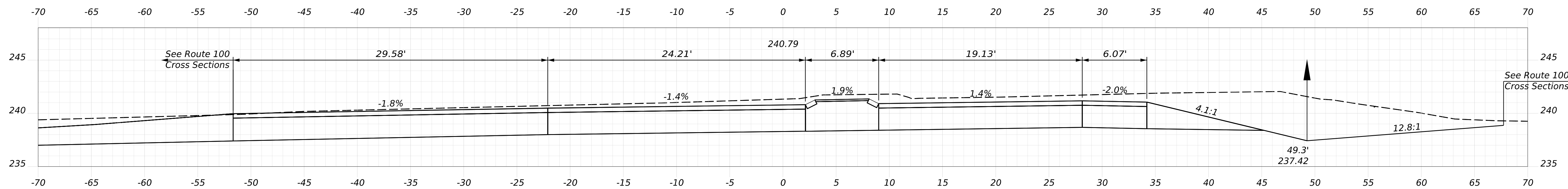
WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	D. BURTON	T. COHEN	JULY 2026
CHECKED-REVIEWED	A. SWEET	D. GOREIL	JULY 2026
DESIGN-DETAILED2			SIGNATURE
DESIGN-DETAILED3			P.E. NUMBER
REVISIONS 1			DATE
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

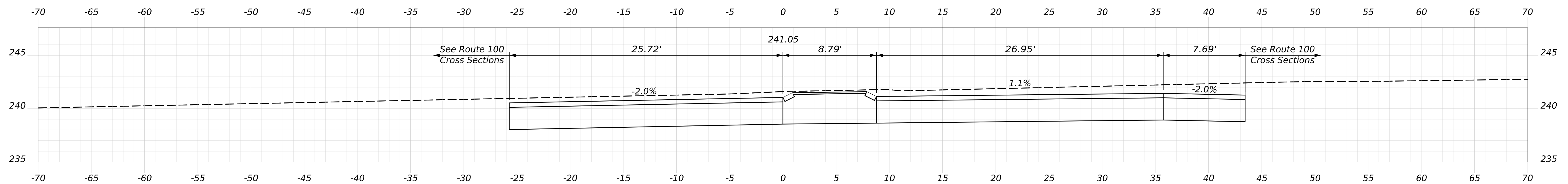
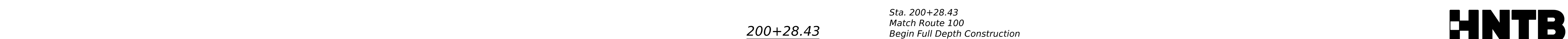
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS ROUTE 100
(33 OF 33)

SHEET NUMBER
58
OF 98


$$\underline{\underline{200+75.00}}$$


0+50.05 Skewed


$$200+50.00$$

$$200+28.43$$

Sta. 200+28.43
Match Route 100
Begin Full Depth Construction



DESIGN-DETAILED	D. BURTON	T. COHEN	JULY 2026
CHECKED-PREVIEWED	A. SWEET	D. GOREIL	JULY 2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

CROSSING ROUTE 100 / INTERSTATE 95

PALMYRA

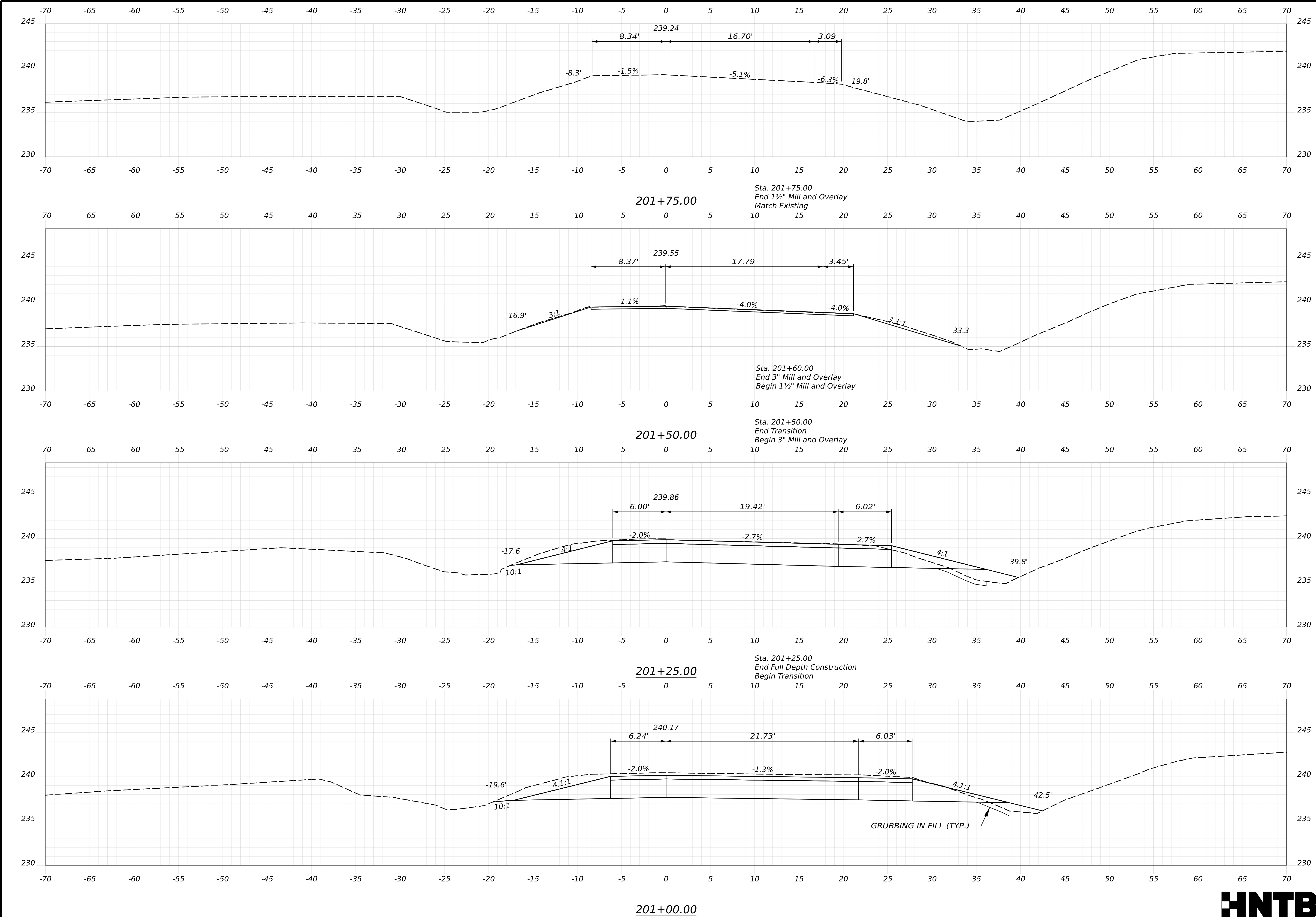
CROSS SECTIONS NB OFF RAMP

(1 OF 4)

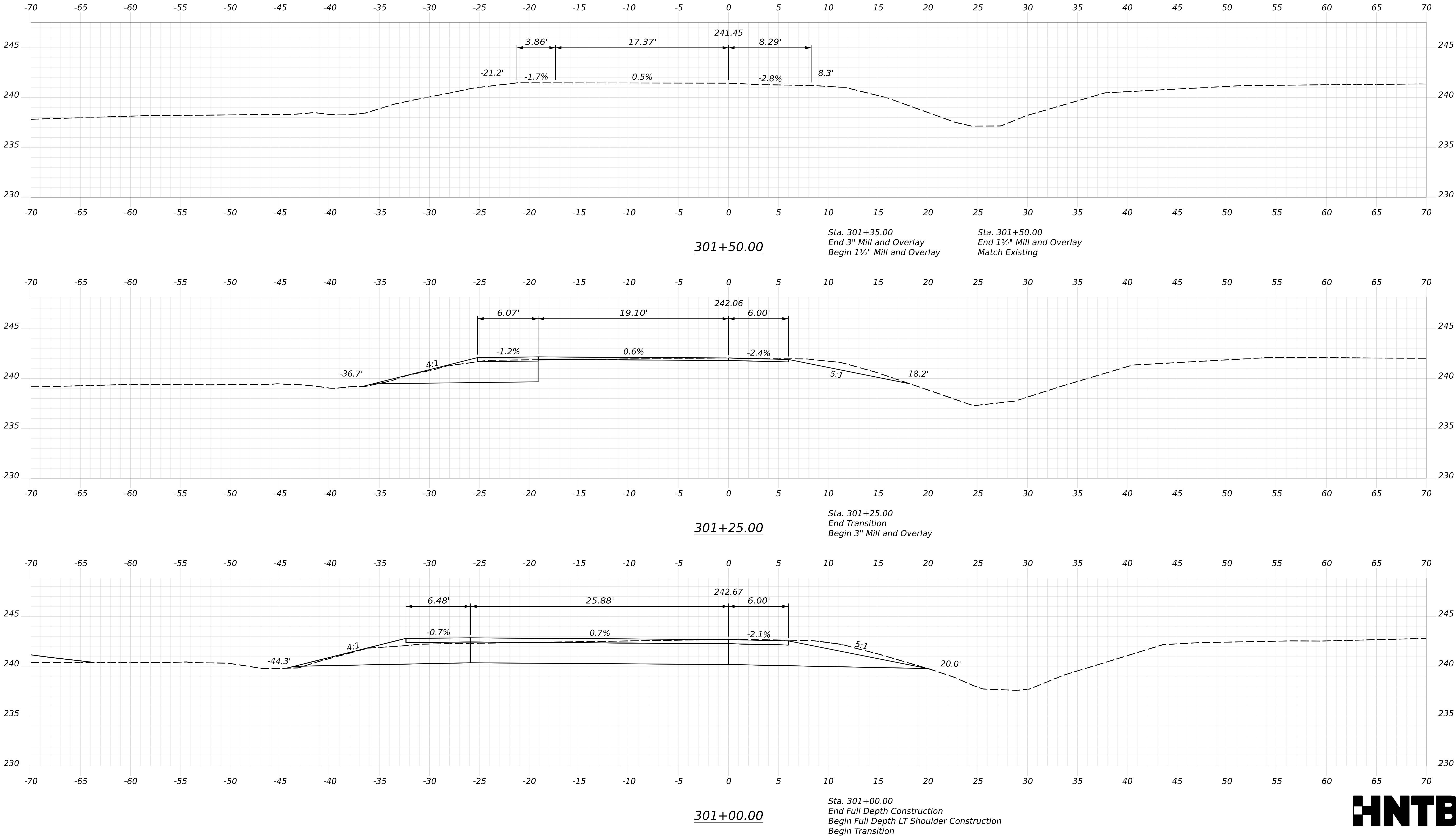
SHEET NUMBER

59

OF 98



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		CROSS SECTIONS NB OFF RAMP (2 OF 4)			
SHEET NUMBER		60 OF 98			
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
CHECKED-REVIEWED	D. BURTON	JULY 2026			
DESIGNED-DETAILED	A. SWEET	JULY 2026			
DESIGNED-DETAILED					
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



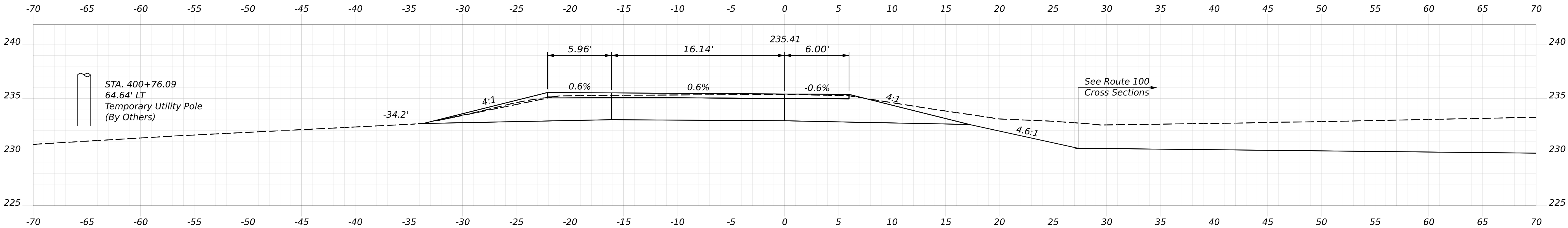
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	D. BURTON		JULY 2026
CHECKED-REVIEWED	A. SWEET		JULY 2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

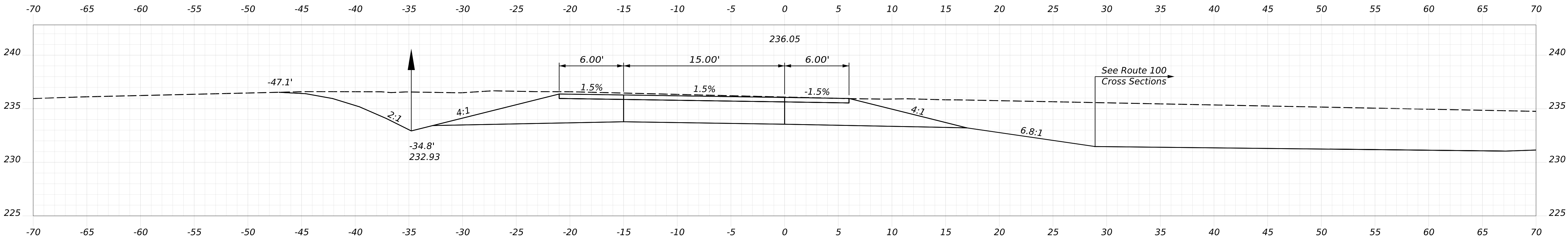
SIGNATURE
P.E. NUMBER
DATE

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA
CROSS SECTIONS NB ON RAMP
(4 OF 4)

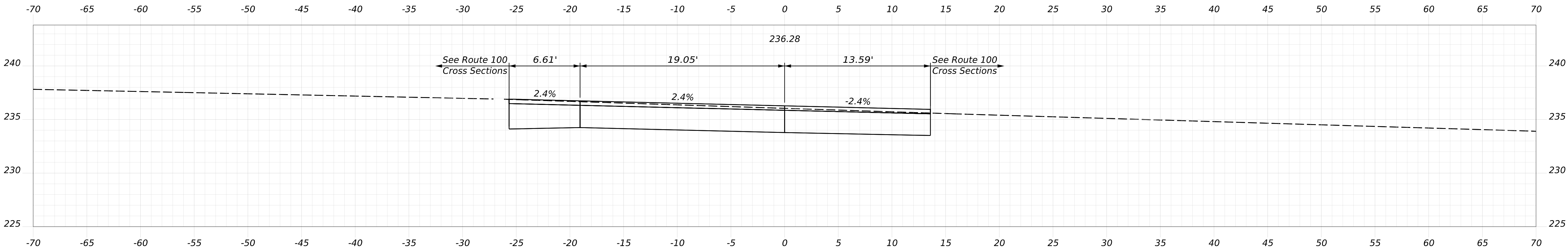
SHEET NUMBER
62
OF 98



400+75.00



400+50.00

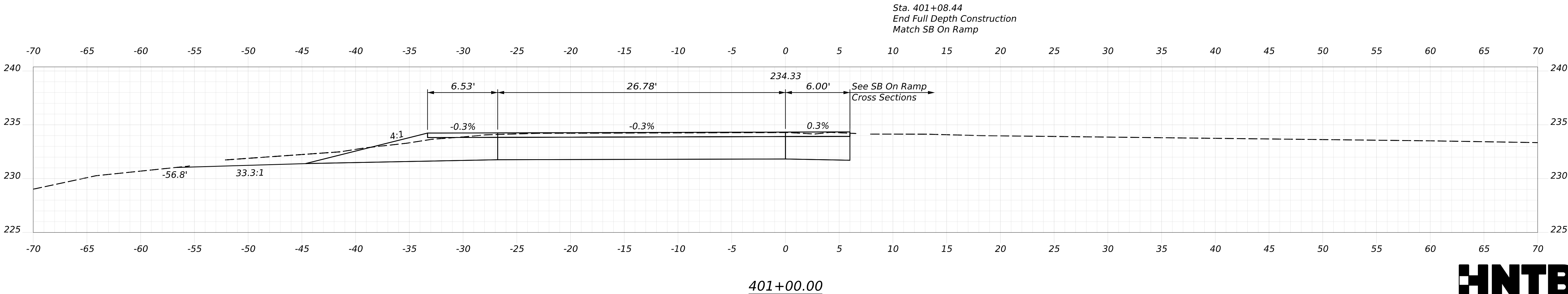


400+25.00

Sta. 400+19.12
Match Route 100
Begin Full Depth Construction



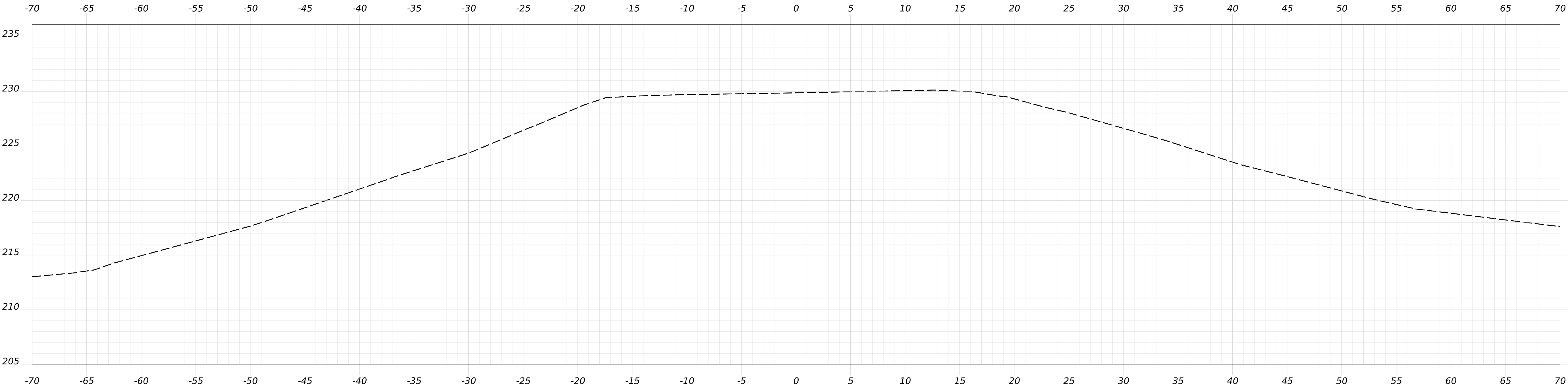
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957		CROSS SECTIONS SB ON	
CROSSING ROUTE 100 / INTERSTATE 95		SLIP RAMP (1 OF 2)	
PALMYRA		SHEET NUMBER	
63		OF 98	
PROJ. MANAGER		BY	
DESIGN-DETAILED		DATE	
CHECKED-REVIEWED		SIGNATURE	
DESIGN-DETAILED2		P.E. NUMBER	
DESIGN-DETAILED3		DATE	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



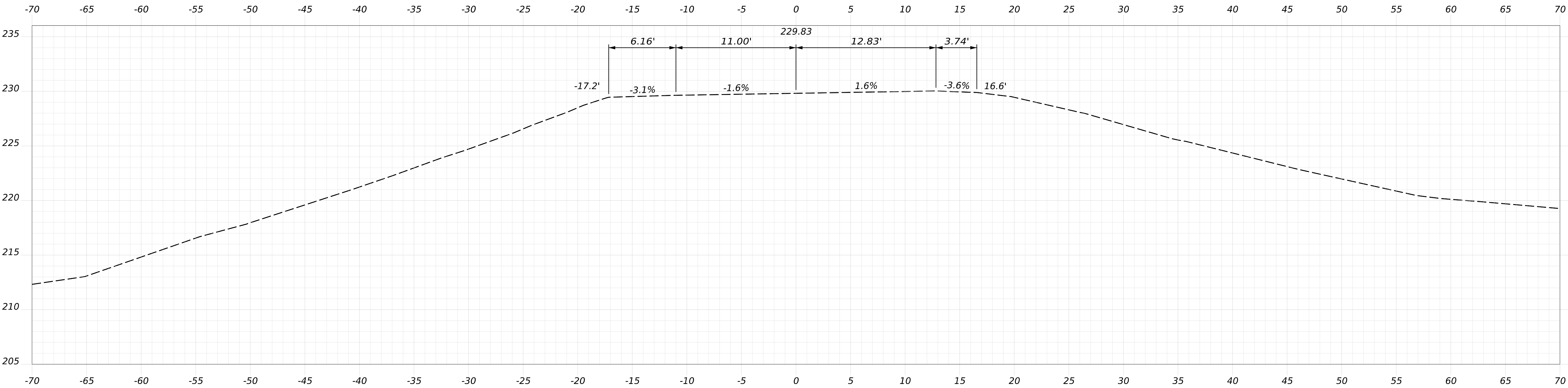
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA
CROSS SECTIONS SB ON
SLIP RAMP (2 OF 2)

SHEET NUMBER
64
OF 98

STATE OF MAINE DEPARTMENT OF TRANSPORTATION Federal Project No. 2531500 WIN 025315.00	PROJ. MANAGER		BY		DATE	
	DESIGN-DETAILED	D. BURTON	T. COHEN		JULY 2026	
	CHECKED-REVIEWED	A. SWEET	D. GOREIL		JULY 2026	SIGNATURE
	DESIGN-DETAILED2					
Federal Project No. 2531500 WIN 025315.00	DESIGN-DETAILED3					P.E. NUMBER
	REVISIONS 1					
	REVISIONS 2					
	REVISIONS 3					
WIN 025315.00	REVISIONS 4					DATE
	FIELD CHANGES					



501+50.00



501+25.00

Sta. 501+25.00
End 1½" Mill and Overlay
Match Existing

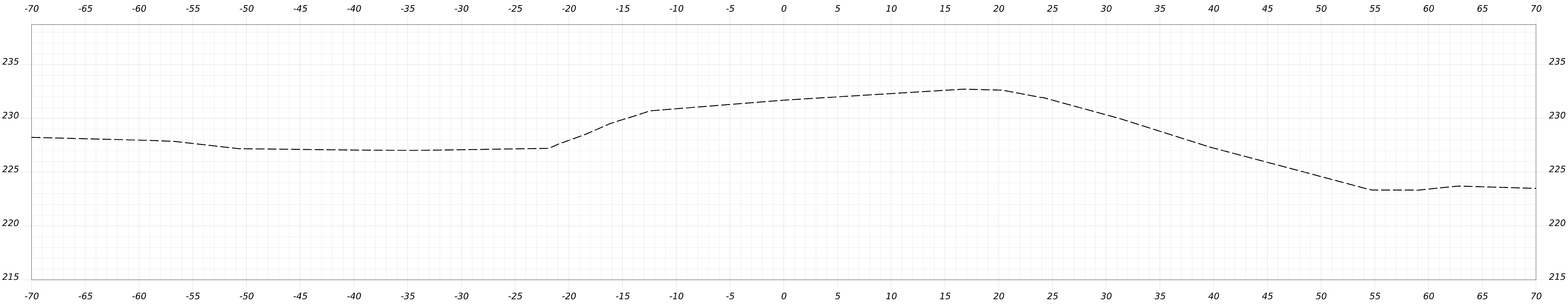
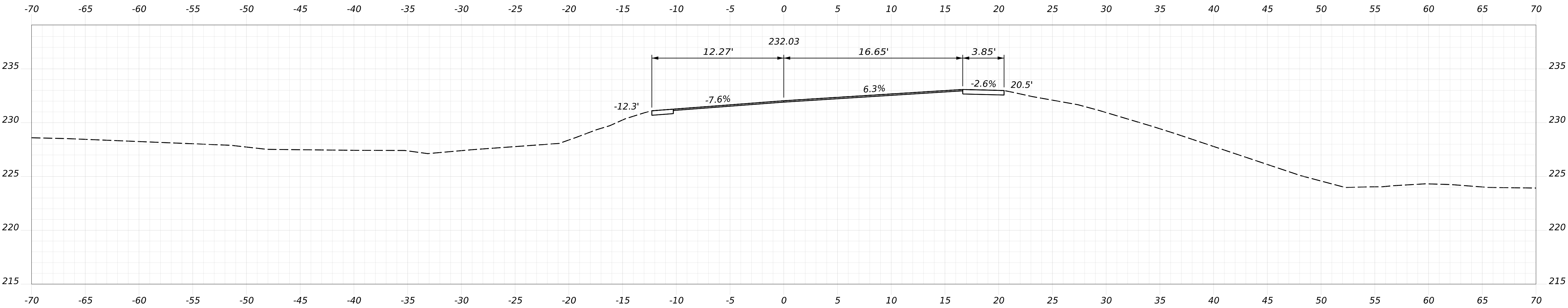
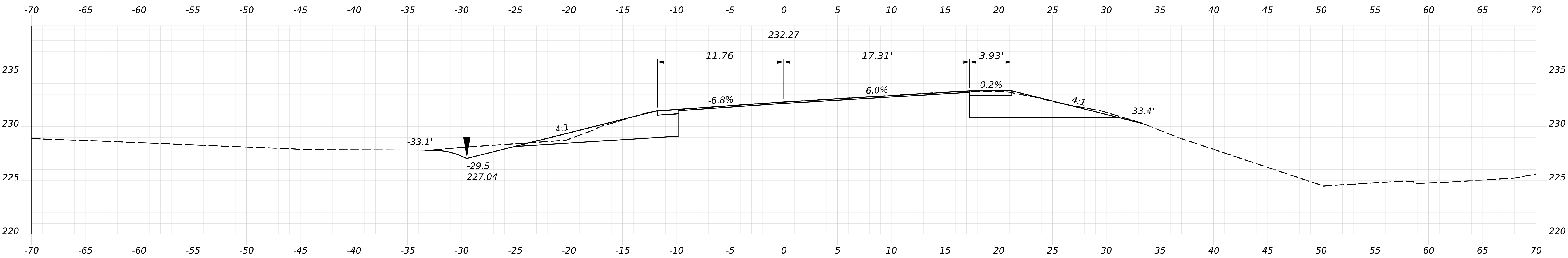


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	Federal Project No. 2531500	
	WIN 025315.00	

PROJ. MANAGER	M. PARLIN	BY	DATE
DESIGN-DETAILED	D. BURTON	T. COHEN	JULY 2026
CHECKED-REVIEWED	A. SWEET	D. GOREIL	JULY 2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
		SIGNATURE	
		P.E. NUMBER	
		DATE	

ROUTE 100/1-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS SB OFF RAMP
(3 OF 3)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY		DATE	
DESIGN-DETAILED	D. BURTON	BY	T. COHEN	DATE	JULY 2026
CHECKED-REVIEWED	A. SWEET	BY	D. GOREIL	DATE	JULY 2026
DESIGN-DETAILED2		BY		DATE	
DESIGN-DETAILED3		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

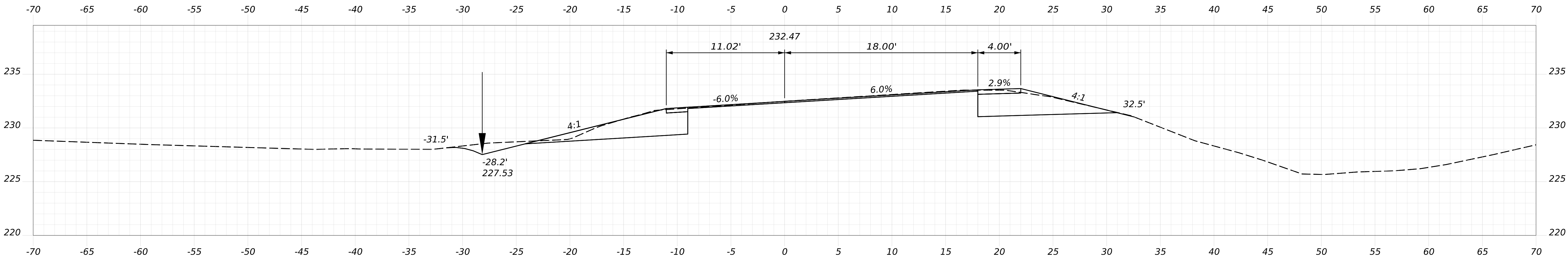
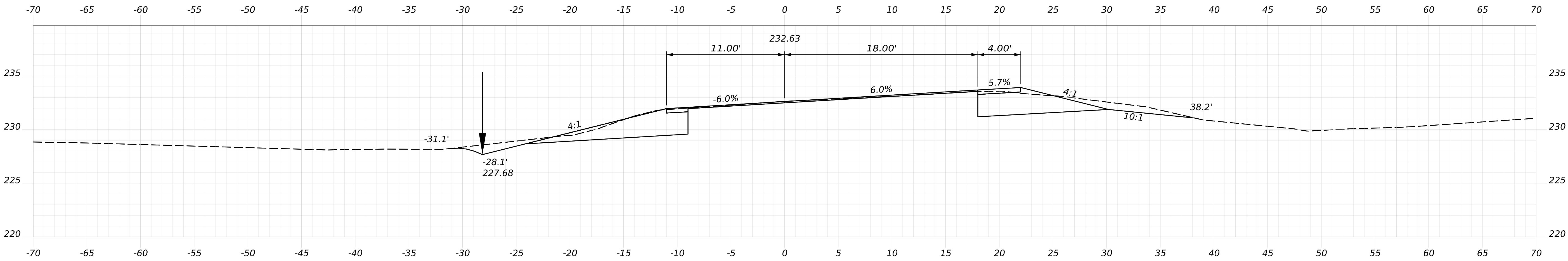
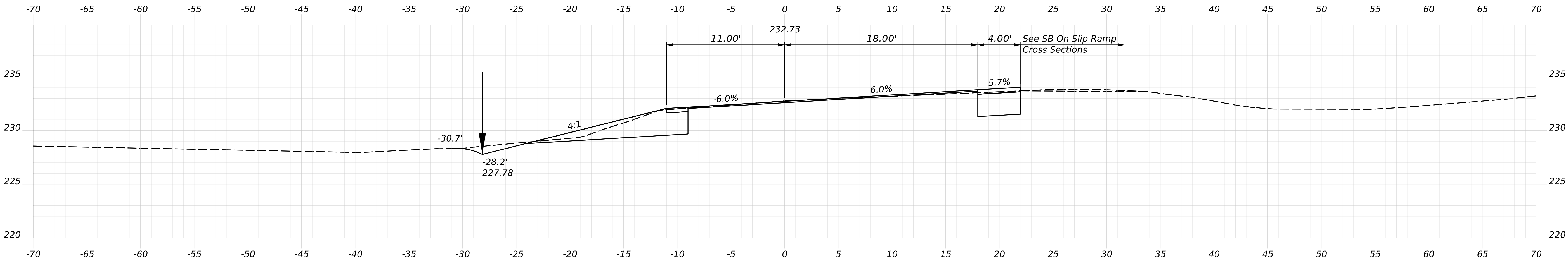
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS SB ON RAMP
(1 OF 9)

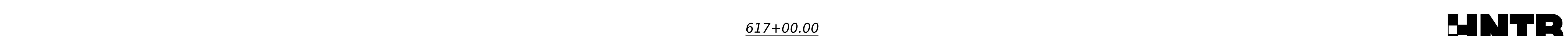
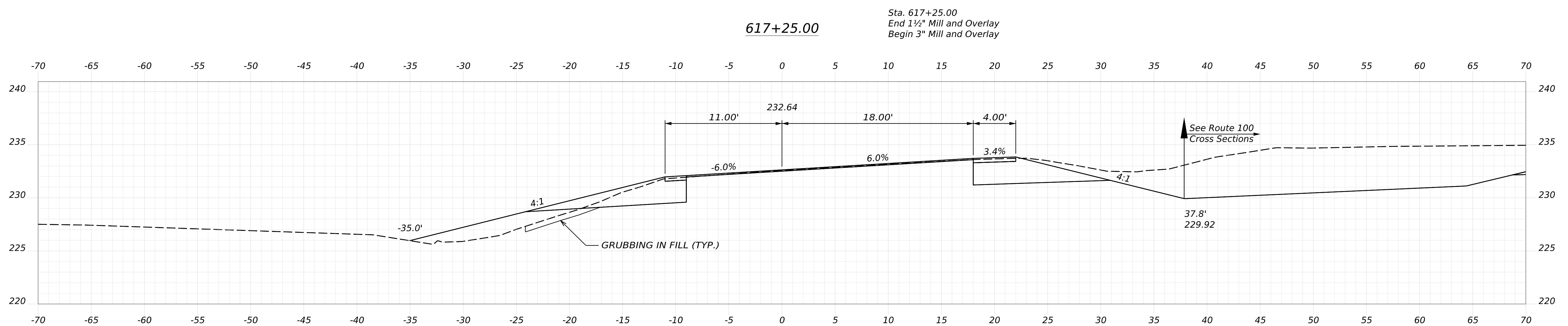
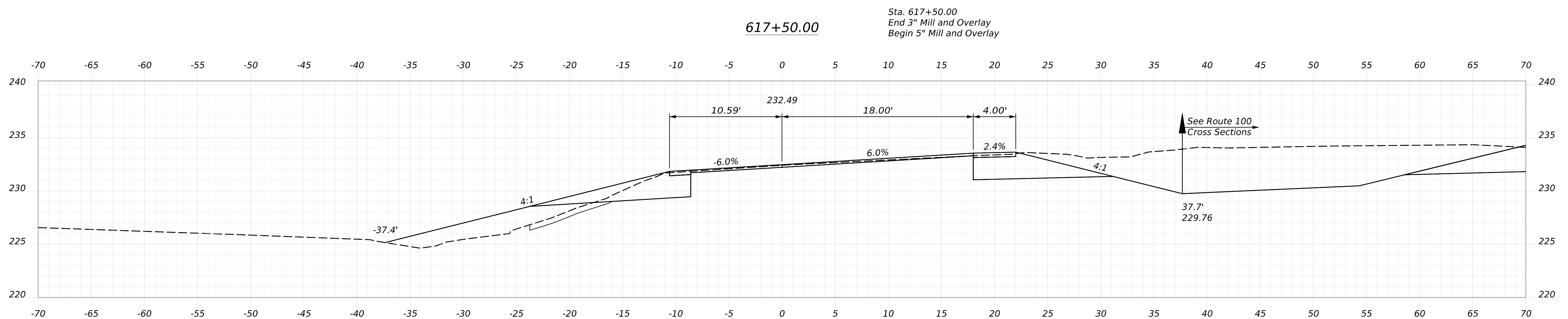
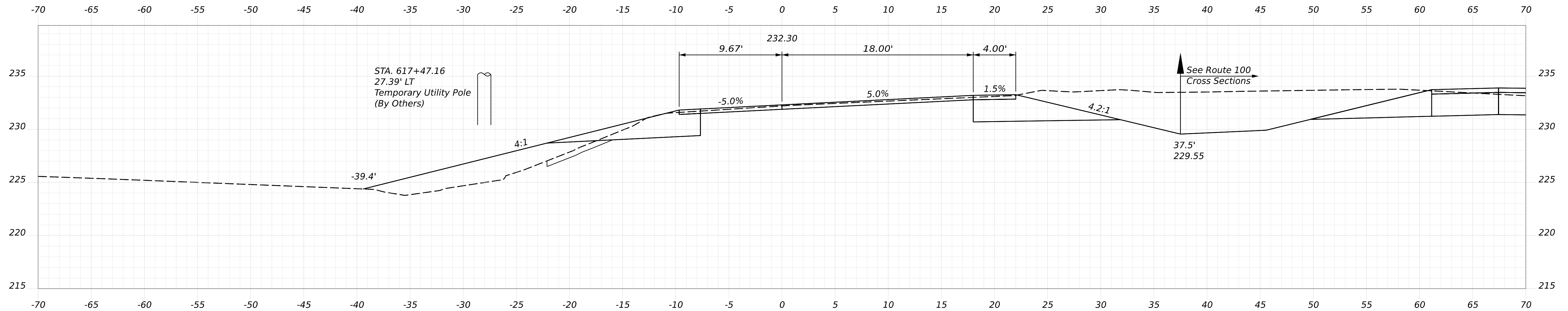
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68

OF 98

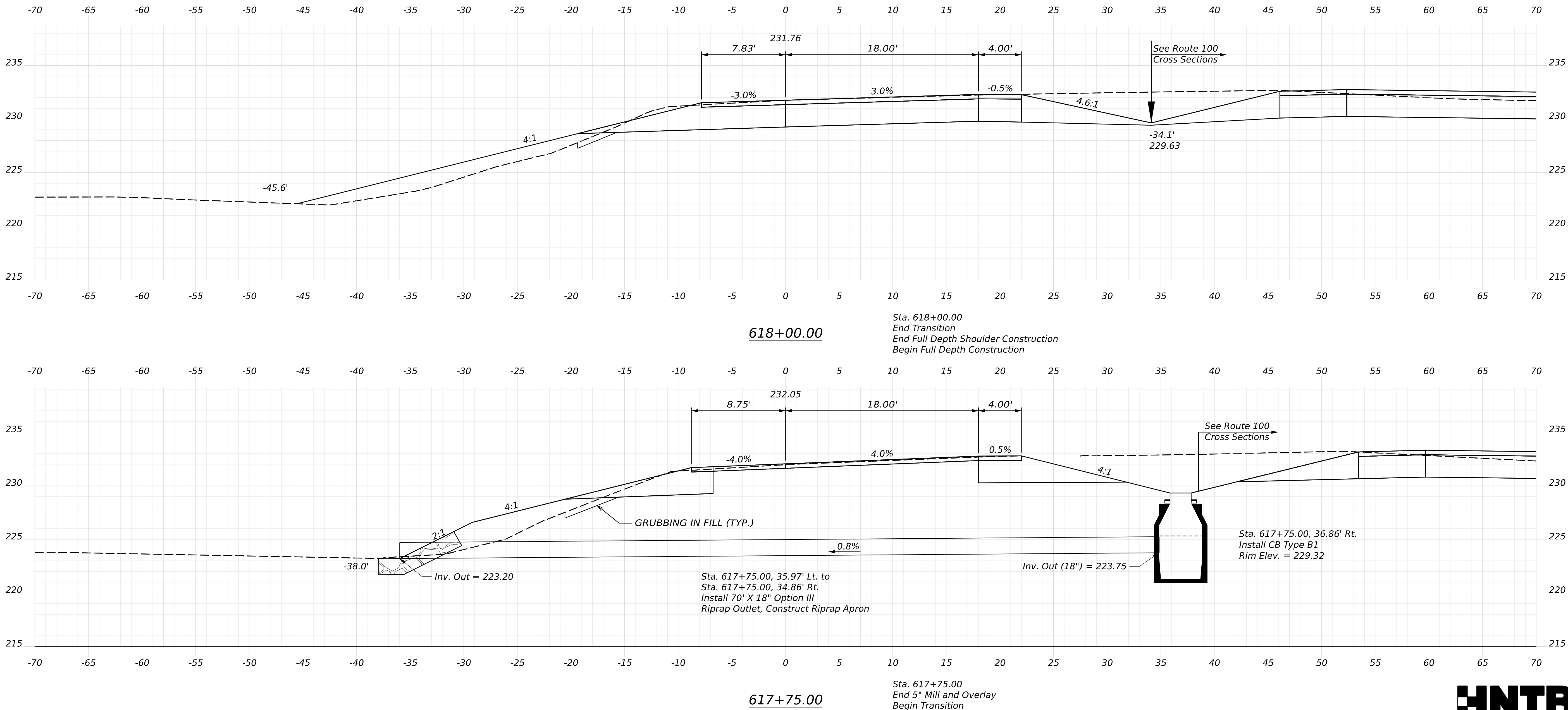


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		FEDERAL PROJECT NO. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		CROSS SECTIONS SB ON RAMP (2 OF 9)			
SHEET NUMBER		69 OF 98			
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	M. PARLIN	JULY 2026	[Signature]		
CHECKED-REVIEWED	D. BURTON	JULY 2026			
DESIGN-DETAILED	A. SWEET				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

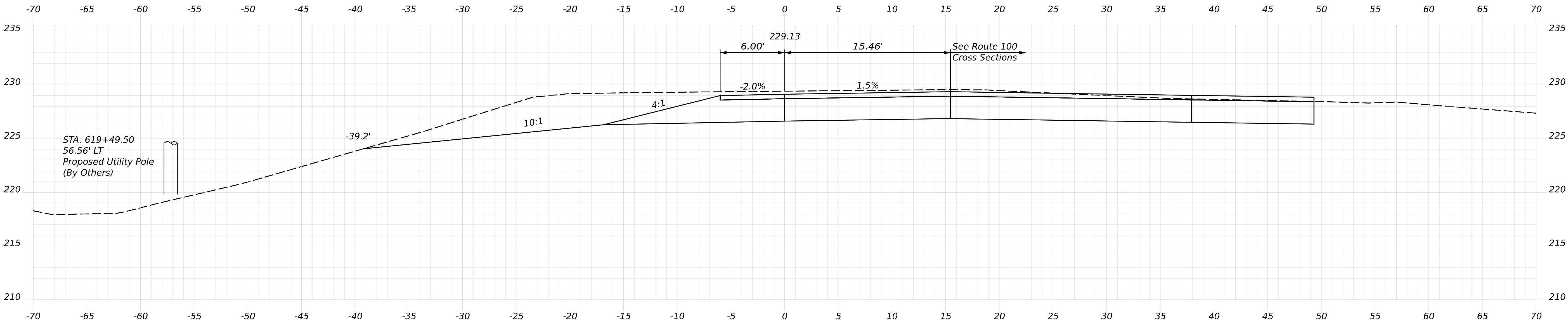


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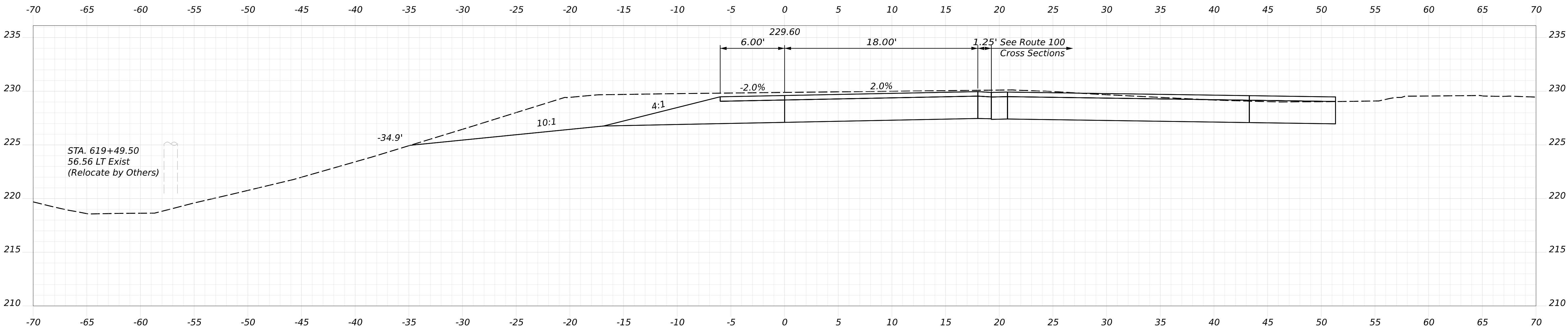
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		CHECKED-REVIEWED	
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		DESIGN-DETAILED03	
		REVISIONS 1	
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		REVISIONS 4	
		FIELD CHANGES	
		DATE	
		P.E. NUMBER	
		SIGNATURE	
		JULY 2026	
		JULY 2026	
		D. BURTON	
		A. SWEET	
		J. COHEN	
		STATE OF MAINE	
		DEPARTMENT OF TRANSPORTATION	
		Federal Project No. 2531500	
		WIN 025315.00	



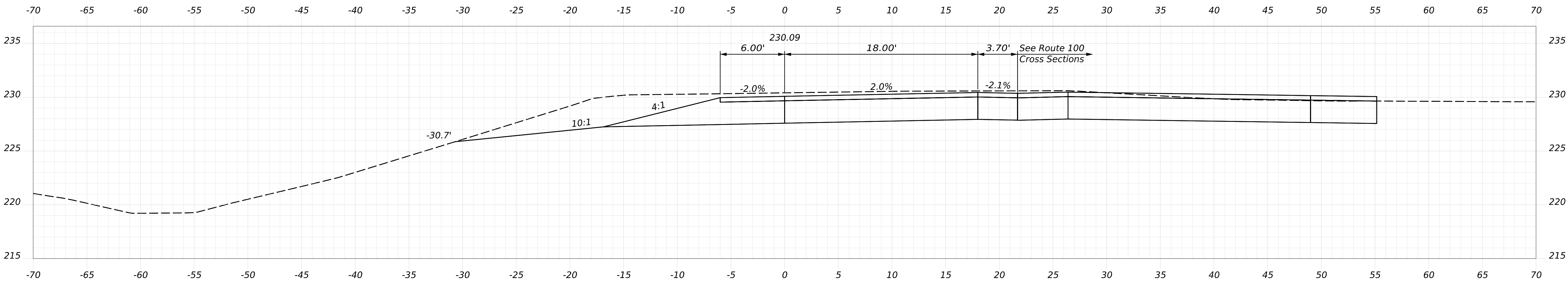
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Federal Project No. 2531500		SIGNATURE	
WIN 025315.00		P.E. NUMBER	
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ROUTE 100/I-95 BRIDGE NO. 5957		PROJ. MANAGER	
CROSSING ROUTE 100 / INTERSTATE 95		DESIGN-DETAILED	
PALMYRA		CHECKED-REVIEWED	
CROSS SECTIONS SB ON RAMP		DESIGN-DETAILED	
(5 OF 9)		DESIGN-DETAILED	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
		BY	
		DATE	
		JULY 2026	
		JULY 2026	
		JULY 2026	



619+50.00



619+25.00



619+00.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
CHECKED-REVIEWED	D. BURTON	BY	D. COHEN	DATE	JULY 2026
DESIGNED-DETAILED	A. SWEET	BY	D. GORELL	DATE	
DESIGNED-DETAILED		BY		DATE	
REVISIONS 1		BY		DATE	
REVISIONS 2		BY		DATE	
REVISIONS 3		BY		DATE	
REVISIONS 4		BY		DATE	
FIELD CHANGES		BY		DATE	

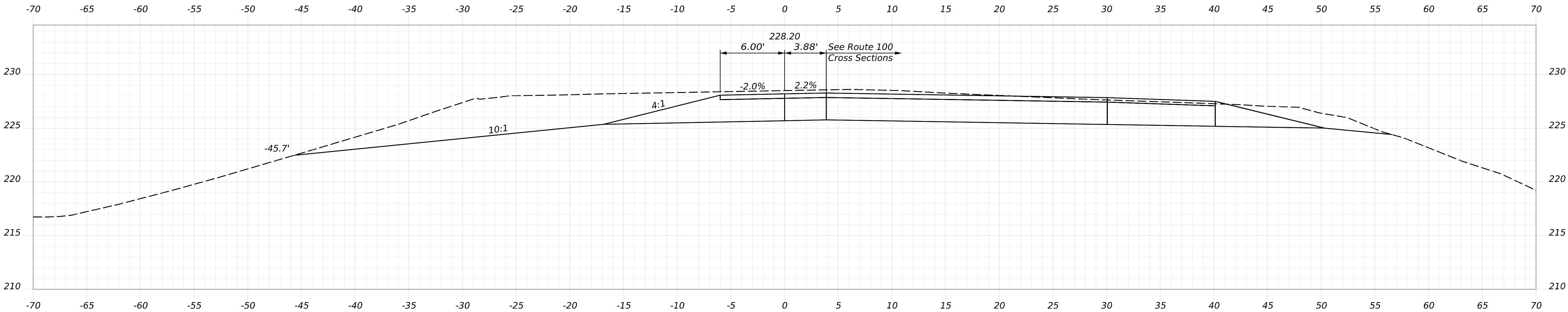
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CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS SB ON RAMP
(7 OF 9)

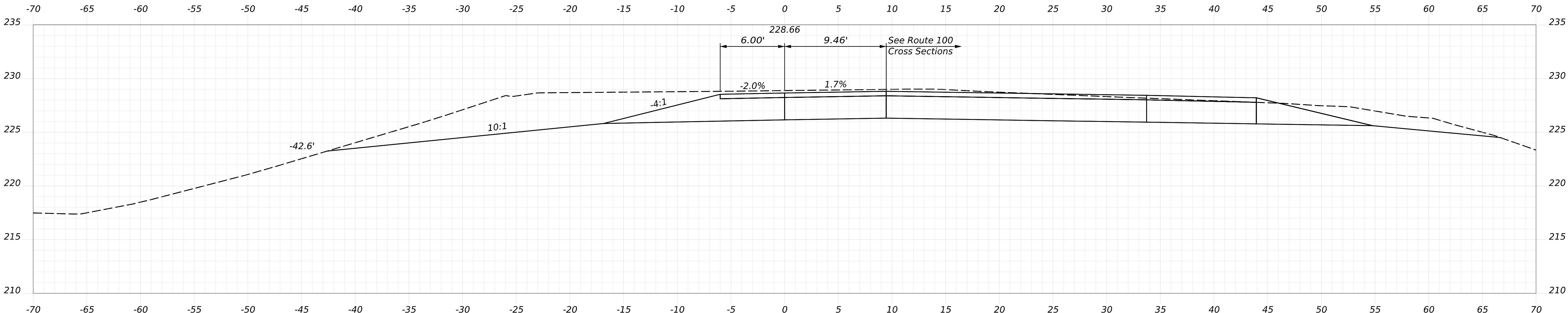
SHEET NUMBER

74

OF 98



620+00.00



619+75.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

WIN 025315.00

PROJ. MANAGER	M. PARLIN	BY	T. COHEN	DATE	JULY 2026
DESIGN-DETAILED	D. BURTON	CHECKED	D. COHEN	SIGNATURE	
DESIGN-REVIEWED	A. SWEET	DESIGN-DETAILED	D. GOREIL	P.E. NUMBER	
DESIGN-DETAILED2		DESIGN-DETAILED3		DATE	
REVISIONS 1		REVISIONS 2			
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					

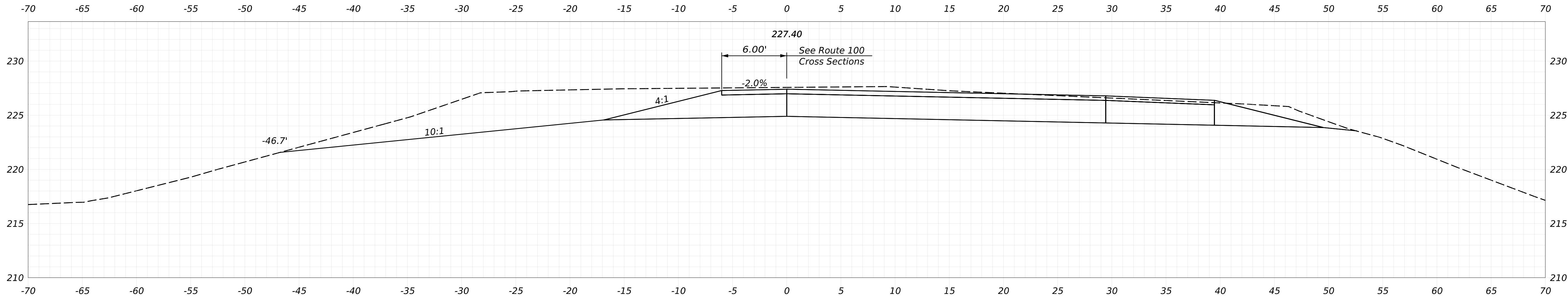
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CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA

CROSS SECTIONS SB ON RAMP
(8 OF 9)

SHEET NUMBER

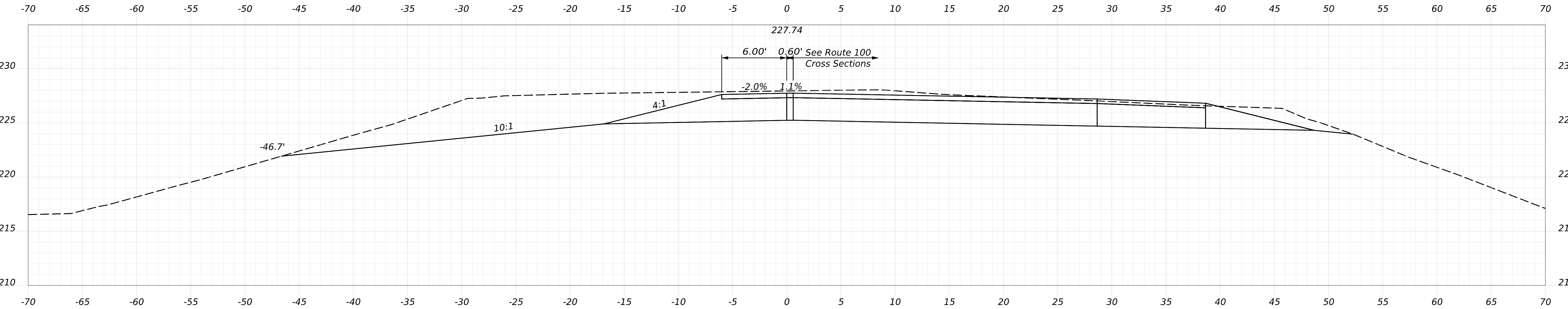
75

OF 98



620+41.26

Sta. 620+41.26
End Full Depth Construction
Match Route 100



620+25.00



ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA				PROJ. MANAGER		M. PARLIN	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
CROSS SECTIONS SB ON RAMP (9 OF 9)				DESIGN-DETAILED		D. BURTON	T. COHEN	JULY 2026	SIGNATURE	
				CHECKED-REVIEWED		A. SWEET		JULY 2026		
				DESIGN-2-DETAILED02						
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				REVISIONS 3						
				REVISIONS 4						
				FIELD CHANGES						
SHEET NUMBER										Federal Project No. 2531500 WIN 025315.00
76										
OF 98										

LIGHTING NOTES:

1. Scope of work - Remove and reset 11 existing highway lighting poles and fixtures along the corridor of Route 100 in Palmyra. Install new conduit, wiring, foundations. existing foundations shall be removed as directed by the Resident. The lighting circuits serving the existing luminaires designated for removal shall be de-energized prior to excavation in the vicinity of those circuits. Associated conduit that is not disturbed otherwise by construction is intend to be abandoned in place.

2. All existing wiring for the lighting system shall be replaced within the limits of construction.

3. All materials and workmanship shall conform to the applicable provisions of the current editions of the Maine Department of Transportation (MDOT) Standard Specifications and Standard Details, National Electrical Code (N.E.C.), and any requirements of the power company.

4. The Contractor shall visit the site prior to bidding to ensure awareness of site conditions that could affect the bid.

5. The Contractor shall field verify pole locations to avoid natural and built site features that would conflict with proper installation of pole foundations.

6. Baseline stations and offsets cited on the plans for proposed light pole locations are intended to indicate longitudinal spacing of relocated poles along the highway and approximate offsets from baselines. The Contractor shall stake these locations in the field based on the stated stations and offsets. These locations shall be adjusted, subject to approval of the Resident, if needed to meet required setbacks noted on the lighting typical sections or to avoid conflicts with existing electrical conduit or other roadway features.

7. Temporary power or lighting shall be the responsibility of the Contractor to maintain lighting during construction.

8. The Contractor shall coordinate with Central Maine Power Company and MaineDOT to confirm locations and make arrangements for providing new electric services if necessary.

9. Lighting circuits are to be photocell activated by a photocell on the existing lighting cabinet.

10. The Contractor shall ensure the bolt pattern on the new 30-inch concrete foundations matches the existing bolt pattern for the light pole transformer base prior to foundation installation.

11. Existing light poles and luminaires noted for removal and reset shall be carefully removed and placed on new foundations. The removal and reset shall be incidental to Pay Item 634.160, Highway Lighting.

12. The existing service and multi-circuit control panel cabinet located at station 107+76 Lt are inteded to remain. The existing cabinet will continue to serve portions of the existing lighting system beyond the limits of this project. These circuits shall be re-instated with the removed and reset poles within the limits of this project by the Contractor.

13. Tightening of anchor bolt nuts on poles with breakaway bases shall be as recommended by the breakaway base manufacturer. For poles without breakaway devices, snug-tight condition of anchor bolts shall be defined as between 20 and 30 percent of the verification torque value determined by the formula in FHWA publication NHI 05-036. Additional tightening beyond snug-tight condition shall be done in accordance with section 634.05 of the MaineDOT Standard Specifications.

14. Bushings shall be installed on all conduit terminations.

15. New pull wire shall be placed in all conduit.

16. New conduit installed shall match the size of the conduit being reset (minimum 2").

17. All exposed PVC conduit fittings and hardware shall be Schedule 80, including non-conductive bushings for connection of PVC conduit to aluminum cabinets.

18. All secondary wiring from the branch circuits to the poles shall be No.8 stranded XHHW-2.

19. The wire in conduits shall be continuous with no underground splices between poles. Junction boxes shown on the plans are shown in approximate locations and are intended for use only as pull boxes for wire pulling access unless otherwise noted. Actual number and locations may vary and shall be subject to approval of the Resident prior to installation. Above ground splices noted on the plans shall use a flood-seal street and highway lighting mechanical connector to ensure a fully insulated, watertight, and submersible connection for all wires in the junction box..

20. A NEMA 4x rated splice box in accordance with Special Provision 626 shall be used where a splice in the lighting wiring is required to intercept existing circuits on the northbound ramps, The splice box shall be mounted to a wood post 4' above grade.

21. The wood post shall be 4"x4" pressure treated lumber. Install in accordance with Standard Detail 645(09)B.

22. Schedule 80 conduit with expansion couplings shall be used for the first 10' leading to the splice box.

23. Post mounted splice boxes shall be paid for under Pay Item 626.101, Metallic Junction Boxes. Payment shall include splice boxes, wooden posts, mounting couplings, and associated conduit.

24. Cap and/or seal exposed ends of conduit to prevent intrusion of moisture and rodents. Payment for non-metallic conduit will be made under Pay Item 626.22, Non-metallic Conduit except conduit concrete encased will be paid under Pay Item 626.221, Non-metallic Conduit Conrete Encased.

25. All light poles shall be bonded to the grounding conductor.

26. Metal frames and conductive covers of junction boxes shall be bonded to the grounding conductor.

27. Juction boxes shall be heavy duty tier 22 rated. Polymer junction boxes meeting that requirement will be acceptable. Junction boxes with dimensions larger than what is shown on the Standard Details may be allowed for ease of wire pulling access as approved by the Resident.

28. All foundations for coventional light standards shall have a ground rod located in or adjacent to the foundation that is bonded to the grounding conductor. The ground wire for the ground rod shall exit through a half-inch diameter conduit in the foundation. Payment for ground rods and ground wire conduit in foundations shall be incidental to Pay Item 634.160, Highway Lighting.

29. If bedrock is encountered during installation of foundations, payment for excavation and doweling reinforcing into rock shall be considered incidental to Pay Item 626.43, 30" Diameter Foundation.

30. Precast foundations may be used at the option of the Contractor. Contractor should note that no geotechnical borings have been completed at foundations locations. If the Contractor chooses to use precast foundations, the Contractor shall verify bedrock will not conflict with precast foundations at each location before casting foundations. If bedrock is encountered, only cast-in-place foundations will be allowed at those locations.

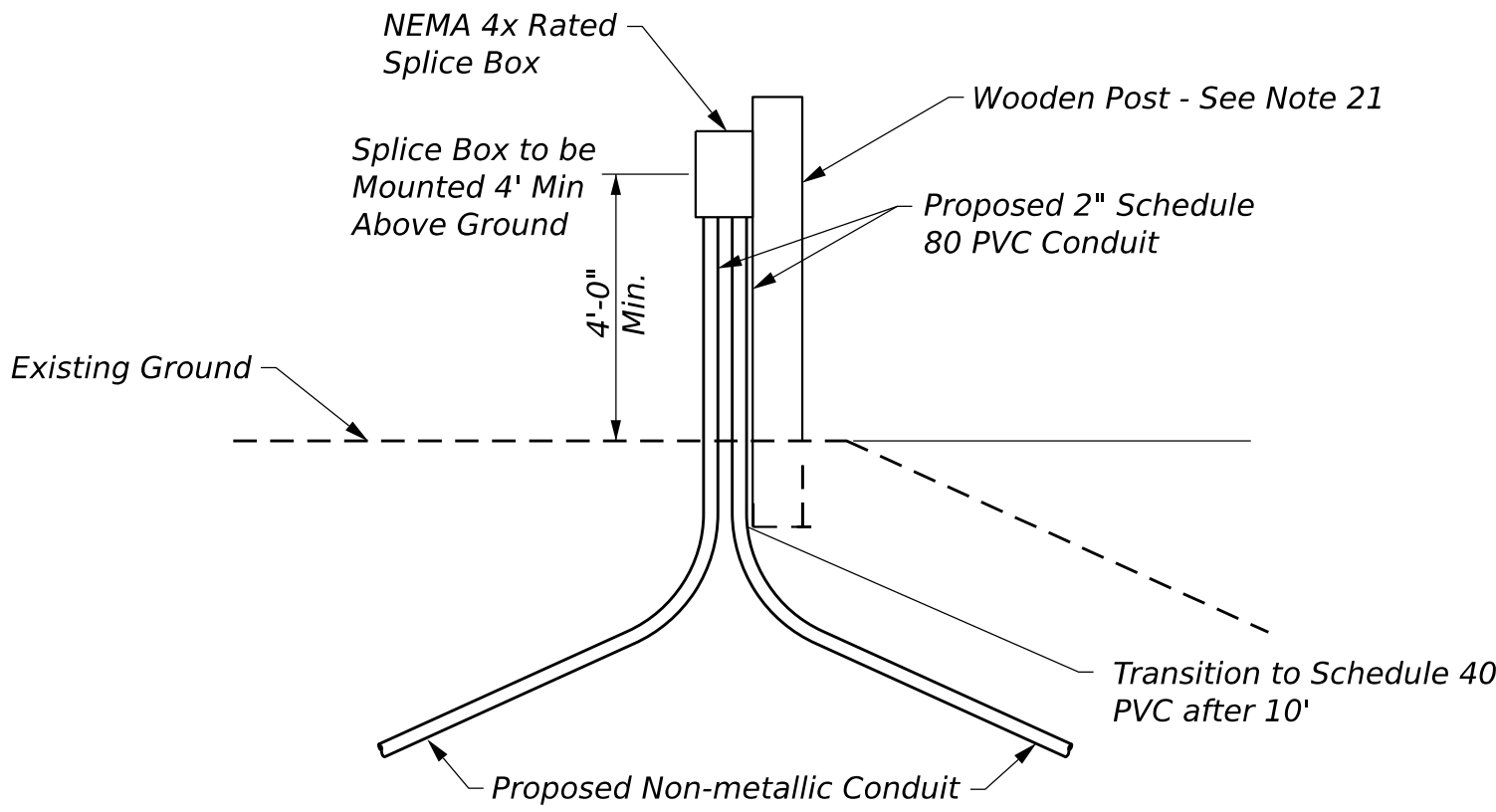
31. Payment under Pay Item 626.22, Non-metallic Conduit will include bushings, fittings, pull wire, and other necessary hardware related to the conduit.

32. Payment under Pay Item 634.160, Highway Lighting, will include all materials labor, and equipment necessary provide a fully functioning lighting system except those items to be paid under other related bid items in the contract.

33. Curing boxes and all required concrete testing labor, materials, and equipment will be considered incidental to payment under Pay Item 626.43, 30" Diameter Foundation.

34. The lighting statistics schedule on these plans indicates photometric results of modeling with the existing luminaires in their proposed locations. No new luminaires or poles are proposed.

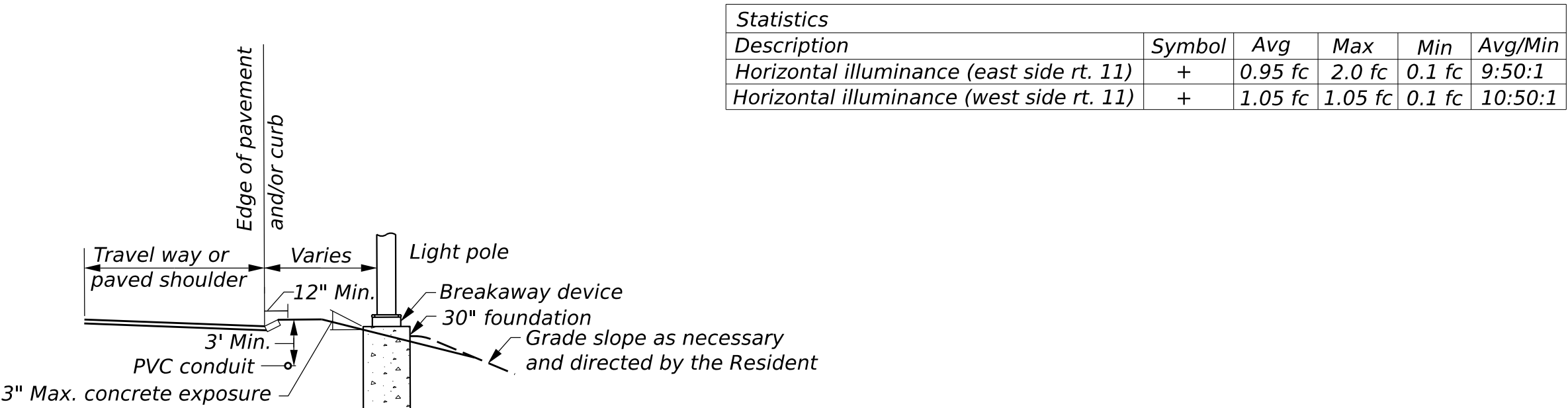
35. Upon completion of this project, the Contractor shall furnish to MaineDOT two sets of as-built plans for future reference and system maintenance.



RAISED LIGHTING SPLICE BOX DETAIL
Not To Scale

CONDUIT SCHEDULE					
From	To	Approximate Length (ft)	Conduit Quantity and Size	Cable Within	Notes:
Existing Control Cabinet	Existing Junction Box (JB-1)	20	(3) 2"	LC-1, LC-2, LC-3	Re-use existing conduit, install new cables for circuit 1, 2, and 3, quantity of existing conduits to be confirmed
Existing Junction Box (JB-1)	LP-1	225	(1) 2"	LC-1	New Cable and Conduit
LP-1	Proposed Junction Box (JB-2)	30	(1) 2"	LC-1-1	Intercept existing conduit
Proposed Junction Box (JB-2)	Splice Box on Post	10	(1) 2"	LC-1-1 LC-1-2	New Cable and Conduit
Existing Junction Box (JB-1)	Existing Junction Box (JB-2A)	120	(1) 2"	LC-2	New Conduit under Roadway
Existing Junction Box (JB-2A)	LP-3	100	(1) 2"	LC-2, LC-2-2	
LP-3	LP-2	115	(1) 2"	LC-2-1	
Existing Junction Box (JB-2A)	LP-4	60	(1) 2"	LC-2-2	
LP-4	Proposed Junction Box (JB-3)	85	(1) 2"	LC-2-3, LC-2-4	Intercept existing conduit, splice new #8awg to existing circuits that continue up ramp
Proposed Junction Box (JB-3)	Splice Box on Post	10	(1) 2"	LC-2-4 LC-2-5	New Cable and Conduit
Proposed Junction Box (JB-3)	Proposed Junction Box (JB-4)	50	(1) 2"	LC-2-4	New Conduit under Roadway
Proposed Junction Box (JB-4)	LP-5	90	(1) 2"	LC-2-4	
LP-5	LP-6	150	(1) 2"	LC-2-5	New Conduit under Roadway
Existing Junction Box (JB-1)	Existing Junction Box (JB-5)	1000	(1) 2"	LC-3	Re-use existing Cable and conduit
Existing Junction Box (JB-5)	Proposed Junction Box (JB-6)	100	(1) 2"	LC-3-1	
Proposed Junction Box (JB-6)	LP-7	30	(1) 2"	LC-3-1	
LP-7	LP-9	175	(1) 2"	LC-3-2	
LP-9	LP-10	100	(1) 2"	LC-3-3	
Existing Junction Box (JB-5)	Existing Junction Box (JB-7)	115	(1) 2"	LC-3-1	Re-use existing conduit, install new cables for circuit 3, quantity of existing conduits to be confirmed
Existing Junction Box (JB-7)	LP-8	115	(1) 2"	LC-3-4	Splice to existing cable in base of LP-29
LP-8	LP-11	250	(1) 2"	LC-3-5	

CABLE SCHEDULE					
Designation	From	To	Approximate Length (ft)	Quantity and Size	Notes:
Typical	Base of Light Pole	Luminaire	45	(2) #10 awg & #10 gnd	Typical for every Light Pole
LC-1	Existing Control Cabinet	LP-1	240	(2) #8 awg & #8 gnd	
LC-1-1	LP-1	Splice Box on Post	20	(2) #8 awg & #8 gnd	
LC-1-2 (Existing to be re-used)	Proposed Junction Box (JB-2)	Splice Box on Post	20	(2) #8 awg & #8 gnd	Splice to existing cable in post mounted splice box
LC-2	Existing Control Cabinet	LP-3	250	(2) #8 awg & #8 gnd	
LC-2-1	LP-3	LP-2	120	(2) #8 awg & #8 gnd	
LC-2-2	LP-3	LP-4	160	(2) #8 awg & #8 gnd	
LC-2-3	LP-4	Splice Box on Post	25	(2) #8 awg & #8 gnd	
LC-2-5 (Existing to be re-used)	JB-3	Splice Box on Post	20	(2) #8 awg & #8 gnd	Splice to existing cable in post mounted splice box
LC-2-4	LP-4	LP-5	150	(2) #8 awg & #8 gnd	
LC-2-5	LP-5	LP-6	150	(2) #8 awg & #8 gnd	
LC-3	Existing Control Cabinet	LP-29	1200	(2) #8 awg & #8 gnd	Re-use Existing Cable
LC-3-1	LP-29	LP-7	220	(2) #8 awg & #8 gnd	
LC-3-2	LP-7	LP-9	180	(2) #8 awg & #8 gnd	
LC-3-3	LP-9	LP-10	100	(2) #8 awg & #8 gnd	
LC-3-4	LP-29	LP-8	140	(2) #8 awg & #8 gnd	
LC-3-5	LP-8	LP-11	270	(2) #8 awg & #8 gnd	



PLACEMENT OF POLES SECTION
Not To Scale

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
M. PARLIN	W. LAVALLEE	T. LEEGER	W. LAVALLEE	D. CORRELL						
DATE	JUN 2026	JUN 2026								
BY										
SIGNATURE										
P.E. NUMBER										
DATE										

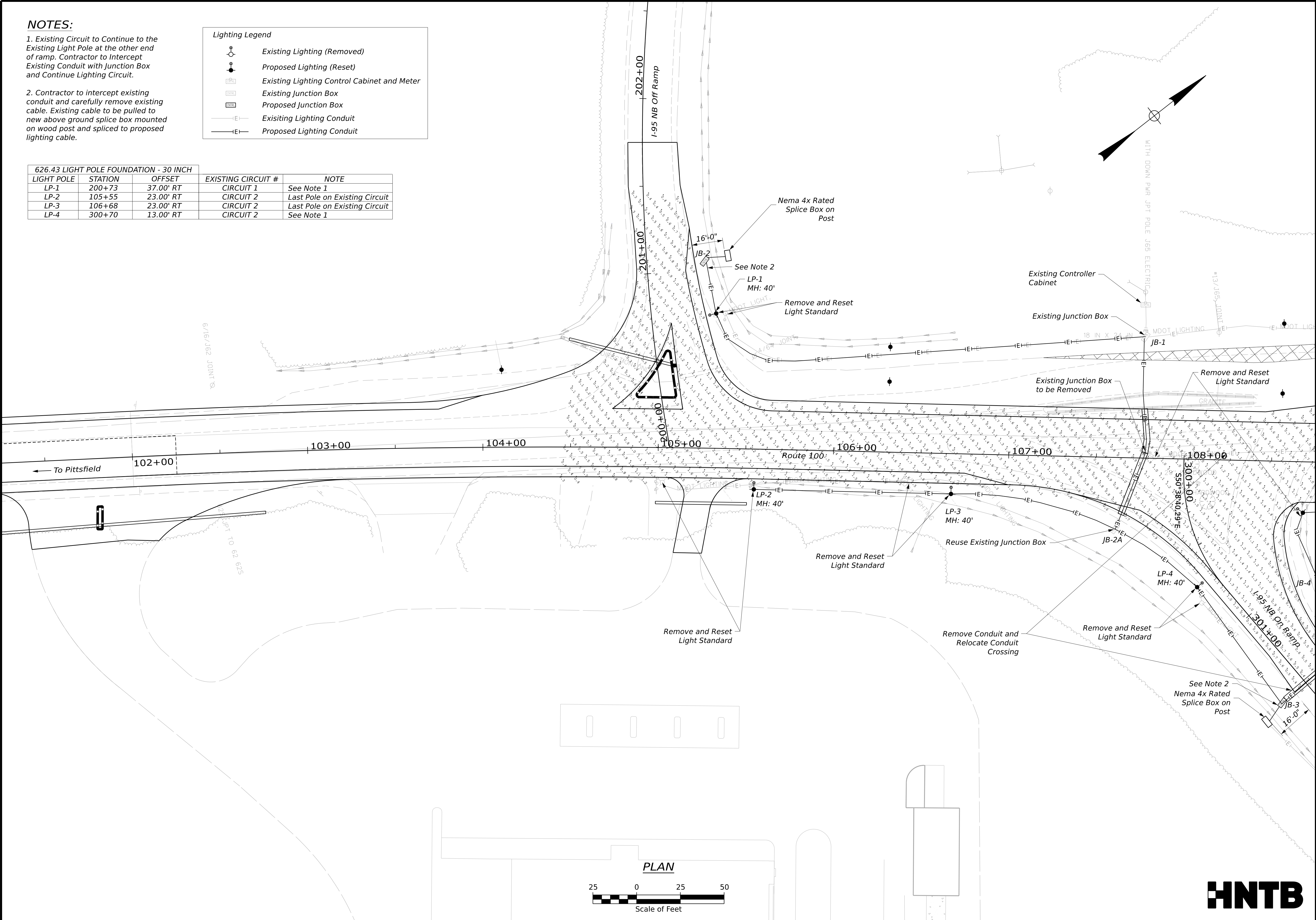
NOTES:

1. Existing Circuit to Continue to the Existing Light Pole at the other end of ramp. Contractor to Intercept Existing Conduit with Junction Box and Continue Lighting Circuit.

2. Contractor to intercept existing conduit and carefully remove existing cable. Existing cable to be pulled to new above ground splice box mounted on wood post and spliced to proposed lighting cable.

626.43 LIGHT POLE FOUNDATION - 30 INCH				
LIGHT POLE	STATION	OFFSET	EXISTING CIRCUIT #	NOTE
LP-1	200+73	37.00' RT	CIRCUIT 1	See Note 1
LP-2	105+55	23.00' RT	CIRCUIT 2	Last Pole on Existing Circuit
LP-3	106+68	23.00' RT	CIRCUIT 2	Last Pole on Existing Circuit
LP-4	300+70	13.00' RT	CIRCUIT 2	See Note 1

Lighting Legend	
	Existing Lighting (Removed)
	Proposed Lighting (Reset)
	Existing Lighting Control Cabinet and Meter
	Existing Junction Box
	Proposed Junction Box
	Existing Lighting Conduit
	Proposed Lighting Conduit

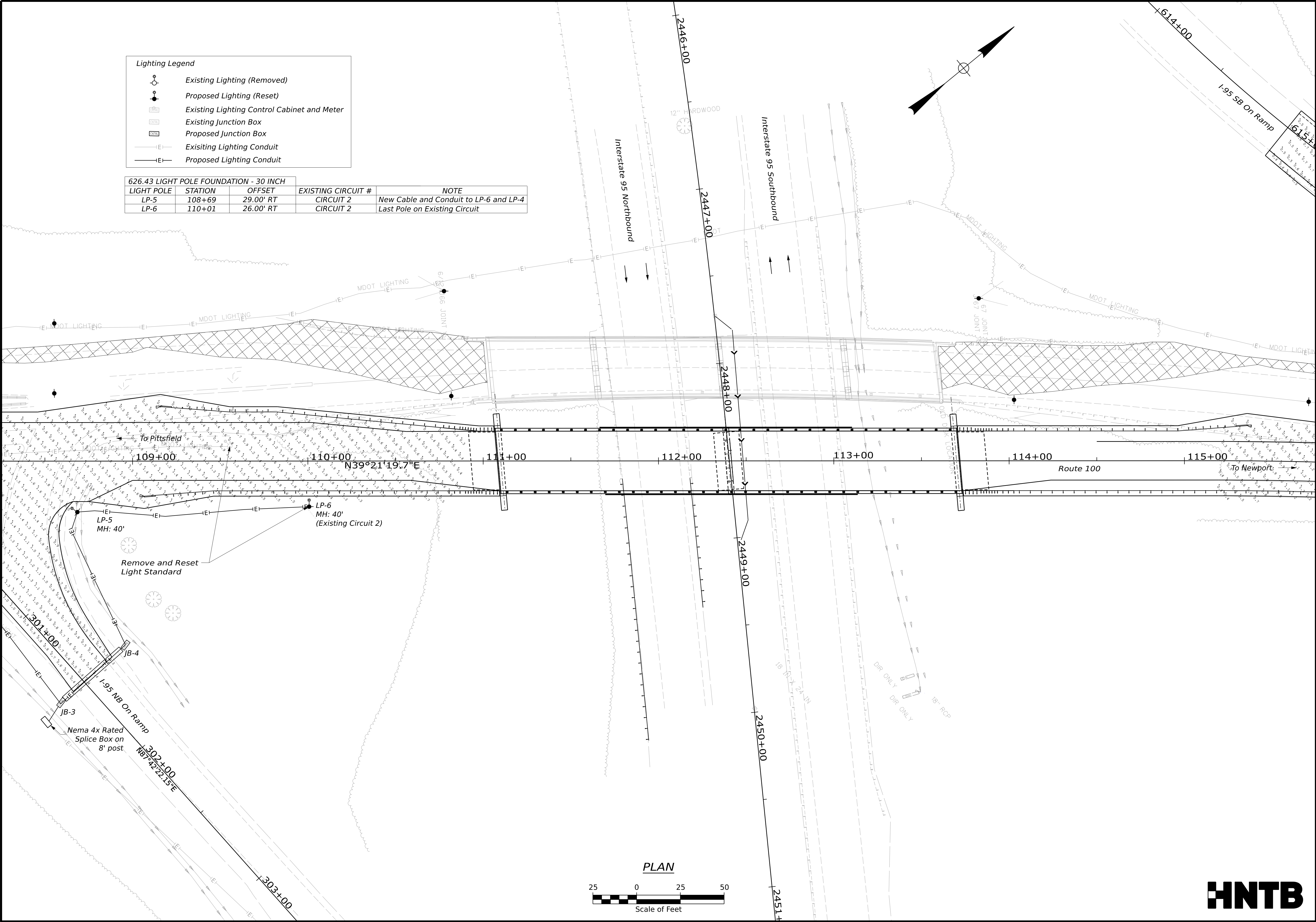


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2531500
WIN 025315.00

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	M. PARLIN	JULY 2026
CHECKED-REVIEWED	W. LAVALLEE	JULY 2026
DESIGN-DETAILED	T. LEGER	JULY 2026
DESIGN-DETAILED	D. GORELL	JULY 2026
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95
PALMYRA
LIGHTING PLAN 1
(1 OF 3)

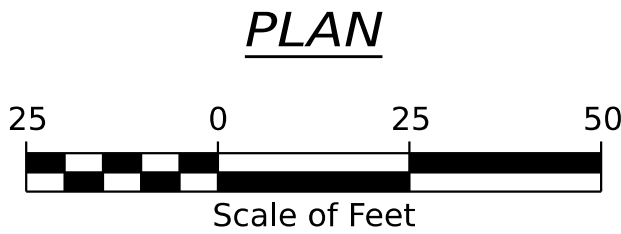
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OF 98



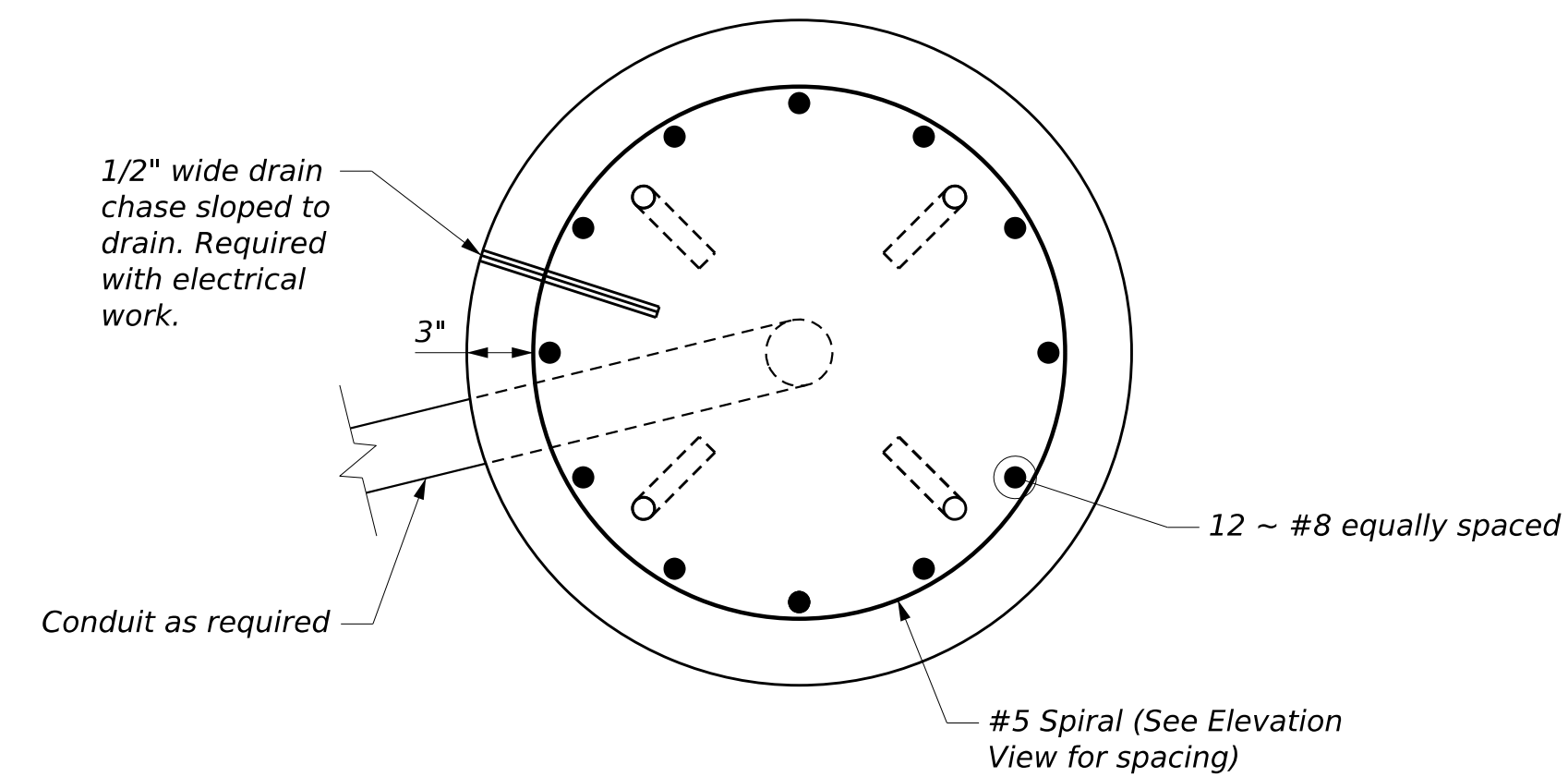
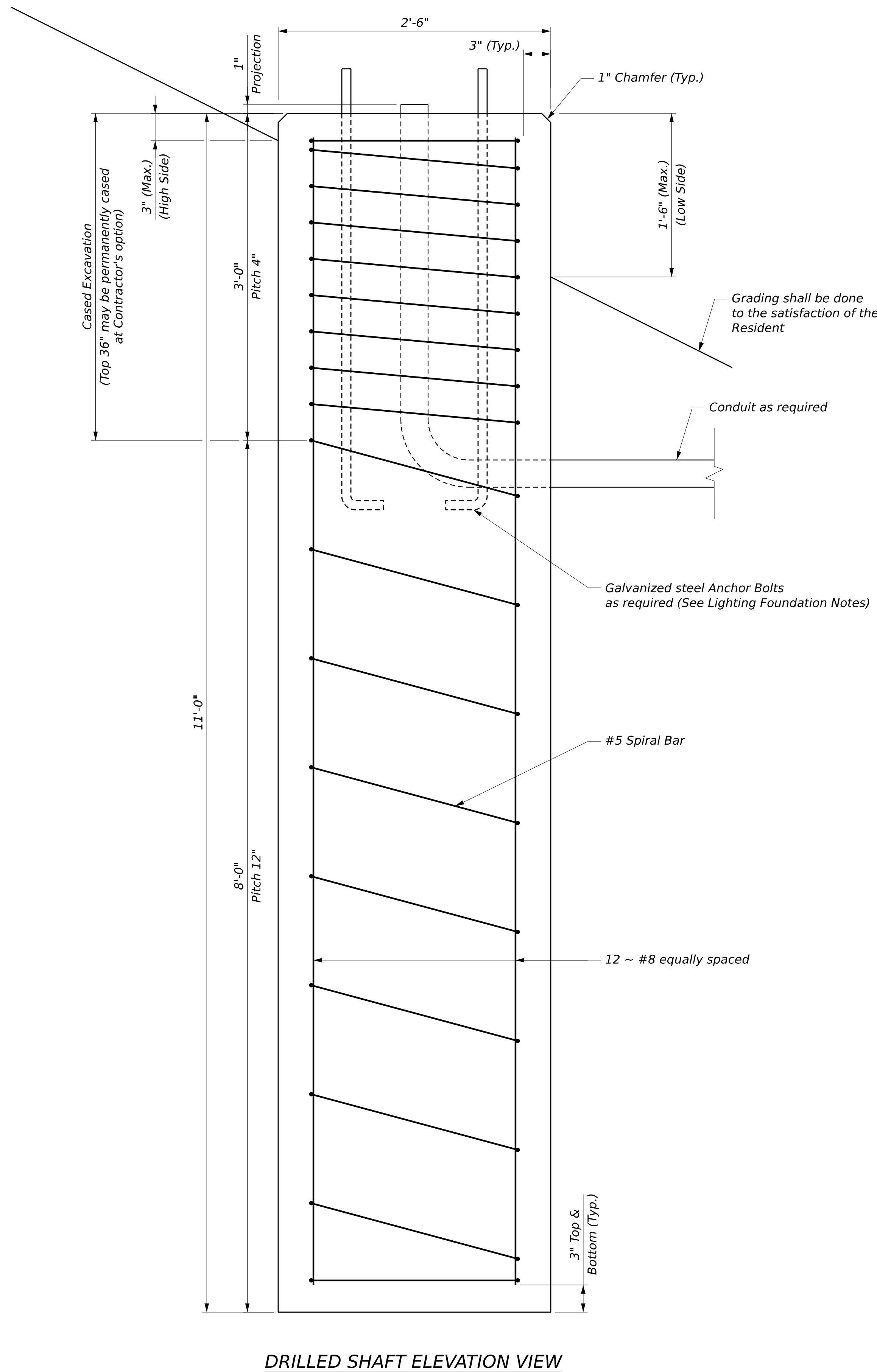
Lighting Legend

- Existing Lighting (Removed)
- Proposed Lighting (Reset)
- Existing Lighting Control Cabinet and Meter
- Existing Junction Box
- Proposed Junction Box
- Existing Lighting Conduit
- Proposed Lighting Conduit

626.43 LIGHT POLE FOUNDATION - 30 INCH				
LIGHT POLE	STATION	OFFSET	EXISTING CIRCUIT #	NOTE
LP-5	108+69	29.00' RT	CIRCUIT 2	New Cable and Conduit to LP-6 and LP-4
LP-6	110+01	26.00' RT	CIRCUIT 2	Last Pole on Existing Circuit

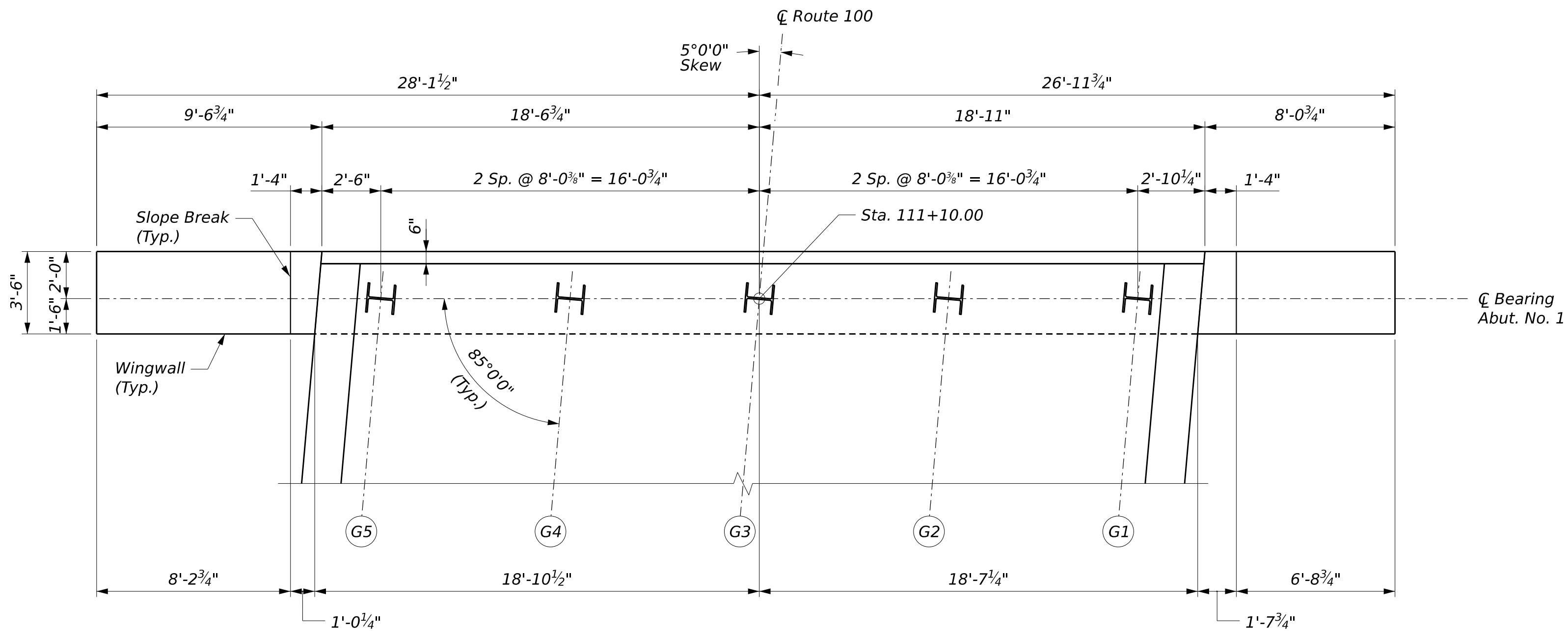
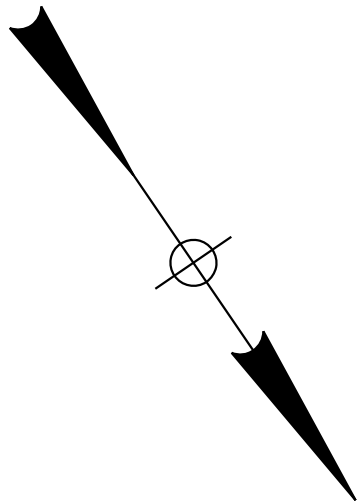


STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA		LIGHTING PLAN 2 (2 OF 3)		SHEET NUMBER 79 OF 98	
PROJ. MANAGER	M. PARLIN	BY	M. PARLIN	DATE	
DESIGN-DETAILED	M. LAVALLEE	CHECKED-REVIEWED	D. GORIEL	JULY 2026	SIGNATURE
DESIGN-DETAILED	T. LEGER	CHECKED-REVIEWED			P.E. NUMBER
DESIGN-DETAILED		CHECKED-REVIEWED			DATE
REVISIONS 1		REVISIONS 2			
REVISIONS 3		REVISIONS 4			
REVISIONS 5		FIELD CHANGES			

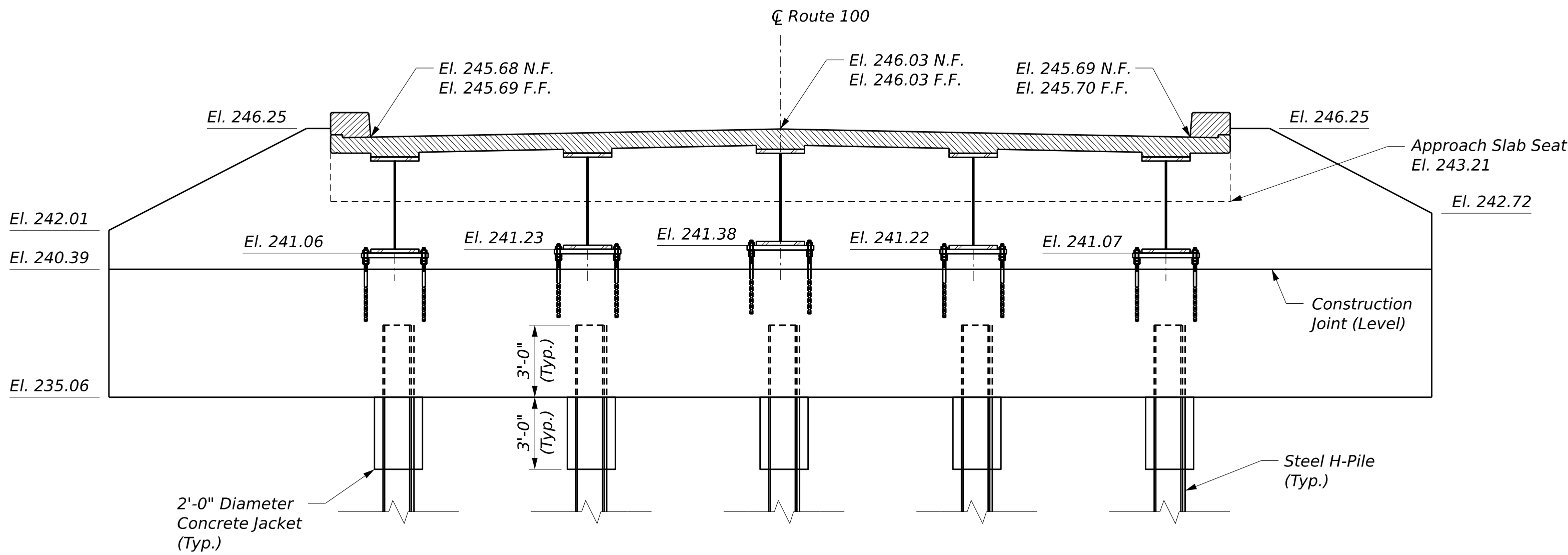


1. All reinforcing steel shall be uncoated and comply with ASTM A615, Grade 60.
2. All reinforcement shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between the soil conditions described in the project geotechnical report and those encountered on-site the Resident shall be notified immediately. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
4. Concrete to be Class "LP" with $f_c = 5,000$ psi.
5. The Contractor shall design new anchor bolts for the light pole foundations that will work with the existing light pole base plate. The factored design axial, shear, moment and torsion at the base of the light pole are as follows:
Extreme Event: $P = 1.5$ kip, $V = 1.5$ kip, $M = 29.5$ ft-kip, $T = 0.75$ ft-kip
Service: $P = 1.5$ kip, $V = 1$ kip, $M = 15.5$ ft-kip, $T = 0.5$ ft-kip
Strength: $P = 2$ kip, $V = 0$ kip, $M = 1$ ft-kip, $T = 0$ ft-kip

ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA LIGHTING FOUNDATION DETAILS	SHEET NUMBER					STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
						Federal Project No. 2531500			
						WIN 025315.00			
PROJ MANAGER		M PARLIN	BY	DATE	SIGNATURE				
DESIGN-DETAILED		D GUZZI	K BEULE	JULY 2026					
CHECKED-WITWID		K ATTREIDE	D GOREL	JULY 2026					
DESIGN-DETAILED02									
DESIGN-DETAILED03									
REVISIONS 1					P.E. NUMBER				
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES					DATE				



ABUTMENT NO. 1 PLAN



ABUTMENT NO. 1 ELEVATION

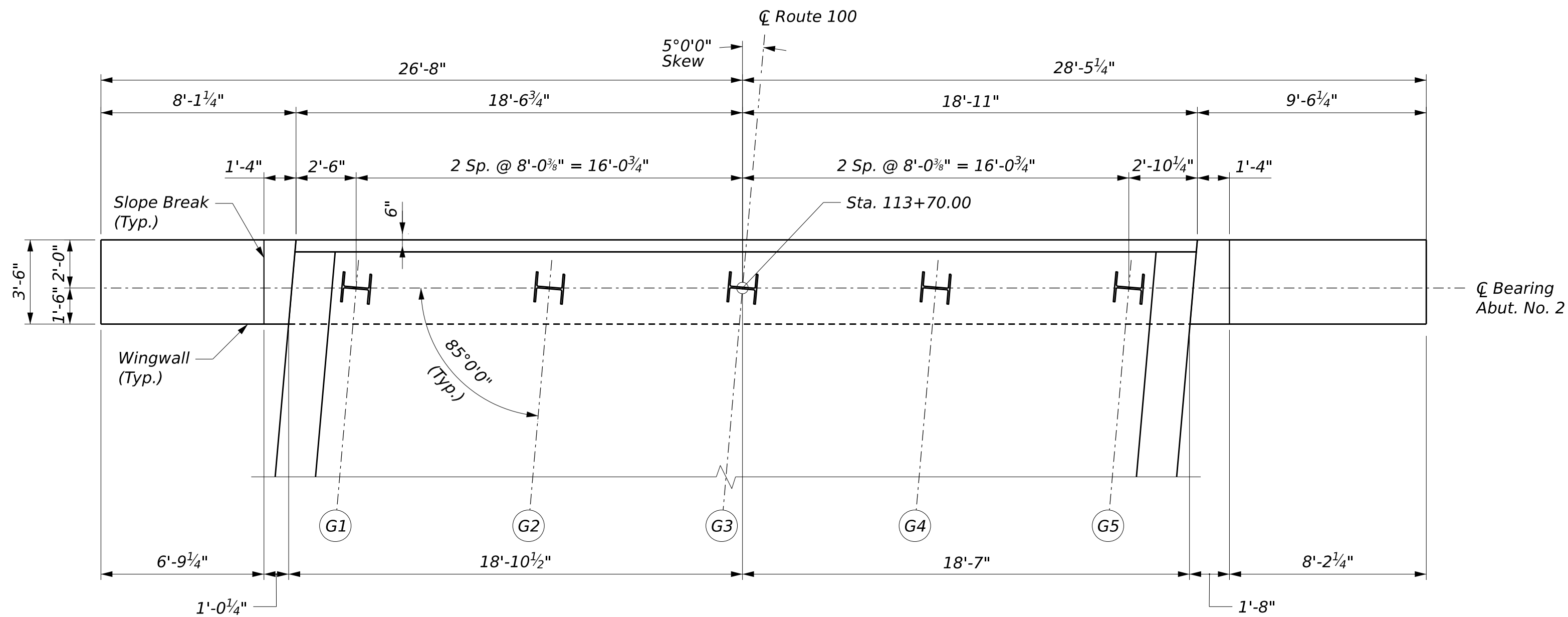
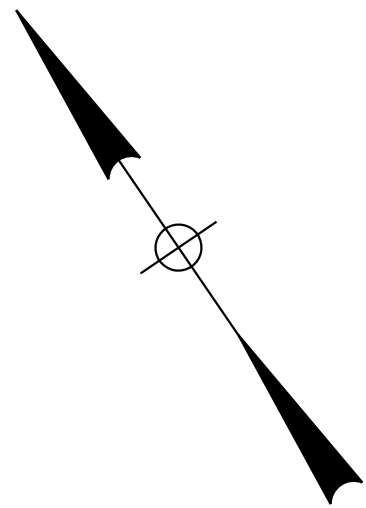
ABUTMENT NOTES:

1. All elevations shown are provided at the centerline of bearing unless otherwise noted.
2. Abutments and wingwalls shall be backfilled with Granular Borrow. Pay limits will be the structural excavation limits as shown on the "Abutment Details" sheet.
3. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
4. Place drains with a 4-inch diameter in the abutment and wingwalls at 10 feet maximum spacing. The exact location will be determined by the Resident.
5. Cover joints where waterstops are not required in accordance with Standard Details Section 502.
6. Payment for the concrete jackets around the tops of the H-piles will not be paid for directly but will be considered incidental to Pay Item 502.219, Structural Concrete Abutments and Retaining Walls. Fill concrete may be used for the concrete jackets.
7. The Temporary Girder Supports, including anchor rods, leveling plates, and any associated hardware and labor required for installation shall not be paid for directly. Payment shall be incidental to Item No. 502.219, Structural Concrete, Abutments and Retaining Walls.

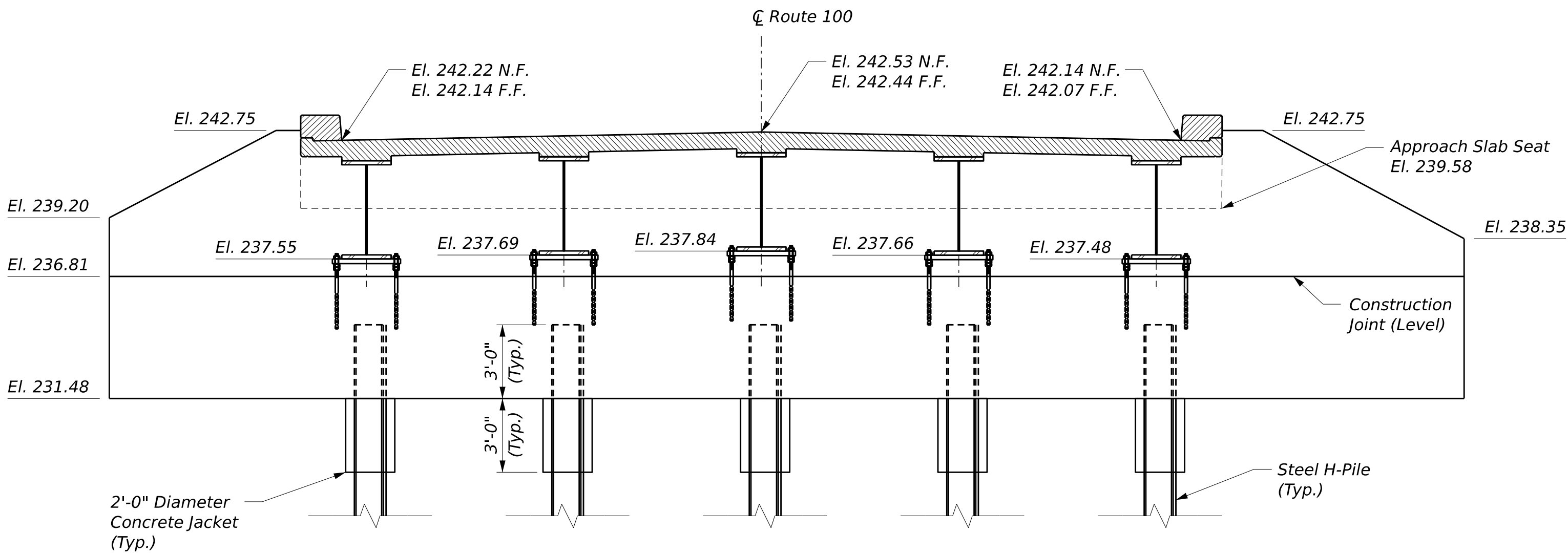
PILE NOTES:

1. The maximum factored axial pile load is 390 kips at the Strength I Limit State.
2. Piles shall be driven to the required nominal resistance on or within bedrock in accordance with Standard Specification Section 501.
3. Estimate of piles required (in-place):
Abutment No. 1: 5 ~ HP14x102 @ 97 feet
Abutment No. 2: 5 ~ HP14x102 @ 76 feet
The order lengths of the piles shall include an additional 5 feet of length for each test pile to accommodate dynamic pile testing equipment and any additional pile length needed to accommodate leads, template and driving system.
4. H-pile material shall be ASTM A572, Grade 50.
5. H-Pile splices shall be in accordance with Standard Detail 501(03).
6. All piles shall be equipped with a pile tip in accordance with Standard Specifications Subsections 501.048, Prefabricated Pile Tips and 711.10 H-Beam Piles, Splices and Tips.
7. Piles shall not be out of position shown by more than 2 inches in any direction.
8. The Contractor shall perform and submit a wave equation analysis for review and acceptance by the Resident. The maximum allowable driving stress is 0.90 times Fy. The submittal analyses shall include the proposed stopping criteria based on the wave equation analysis and the proposed driving system.
9. The Contractor shall perform a total of 2 dynamic load tests, one at Abutment No. 1 and one at Abutment No. 2, with 24-hour (minimum) restrike tests to confirm the nominal resistance of the piles. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications. The dynamic test shall be performed on the first production pile driven at each abutment. The Contractor may drive production piles to the preliminary driving criteria. However, pile cut-off will not be permitted until completion of restrike testing and establishment of final driving criteria.

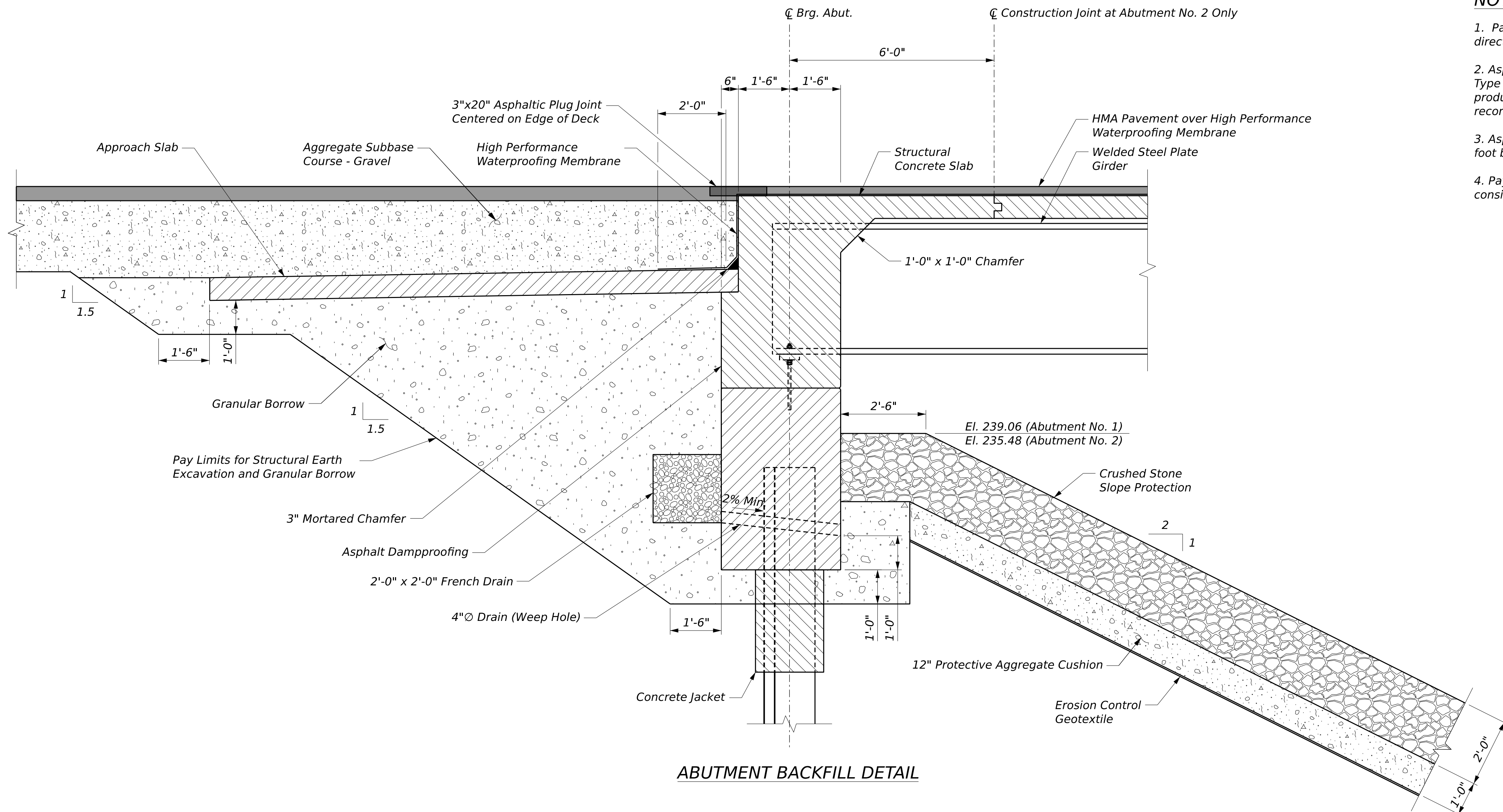
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500		WIN 025315.00	
ROUTE 100/I-95 BRIDGE NO. 5957		CROSSING ROUTE 100 / INTERSTATE 95		PALMYRA		ABUTMENT NO. 1	
						PLAN AND ELEVATION	
SHEET NUMBER		82		OF		98	



ABUTMENT NO. 2 PLAN

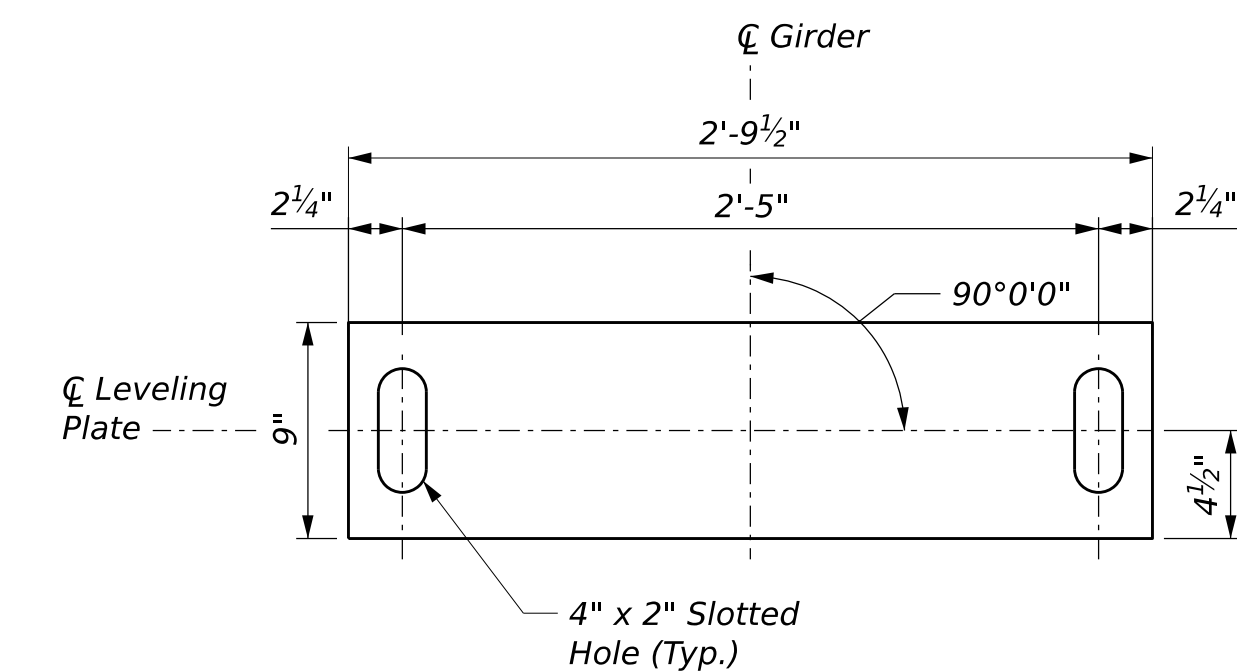
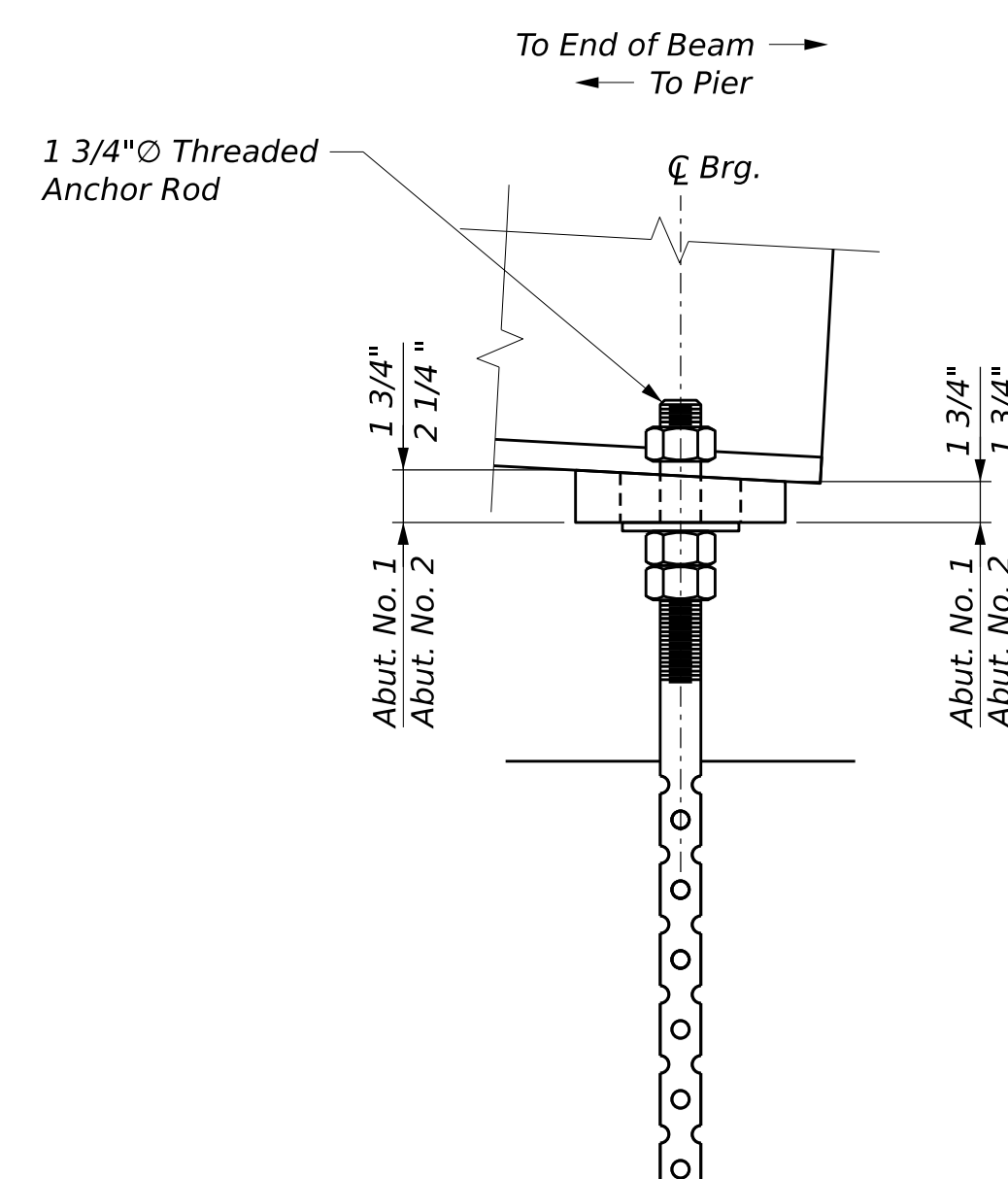
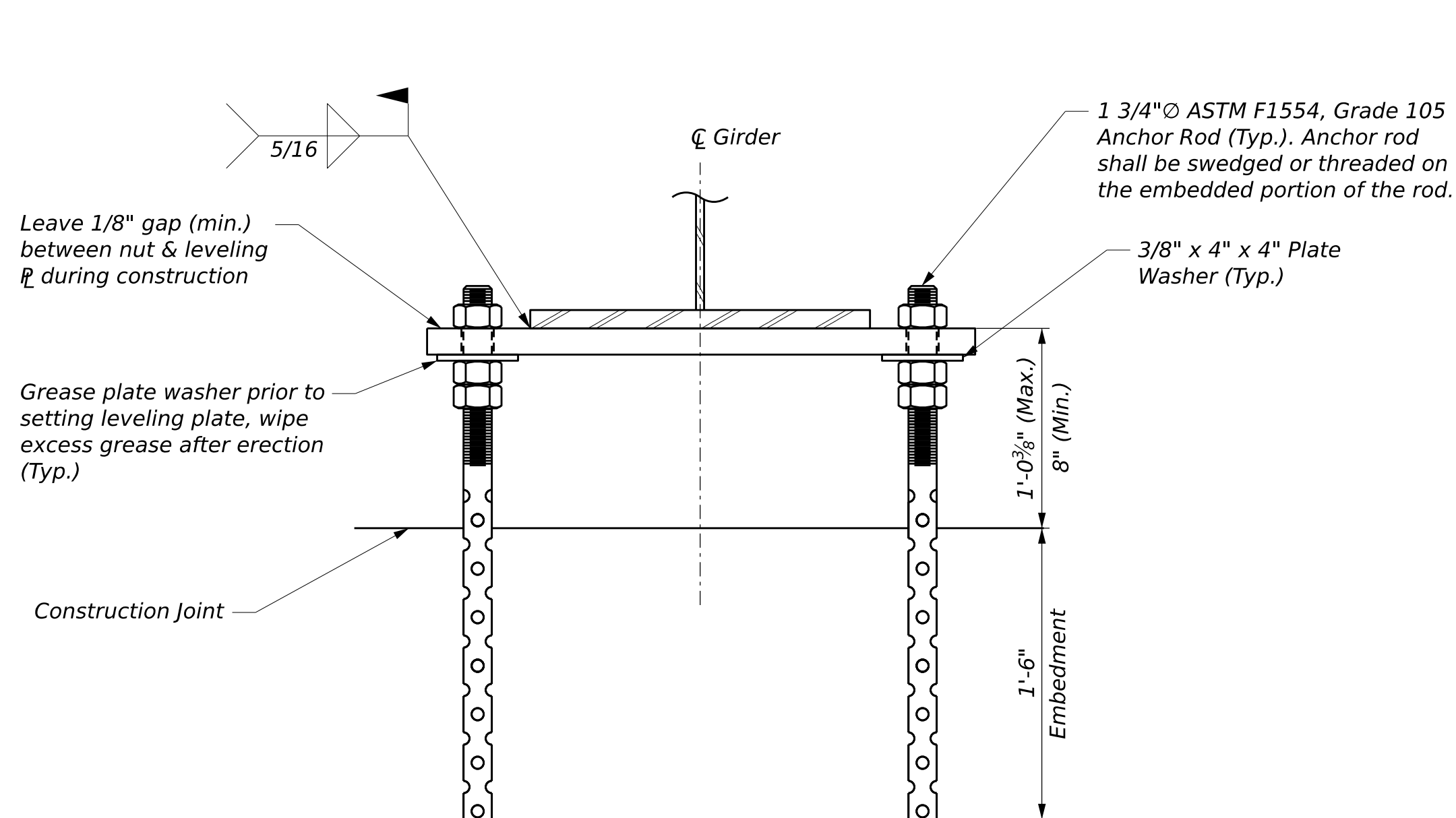


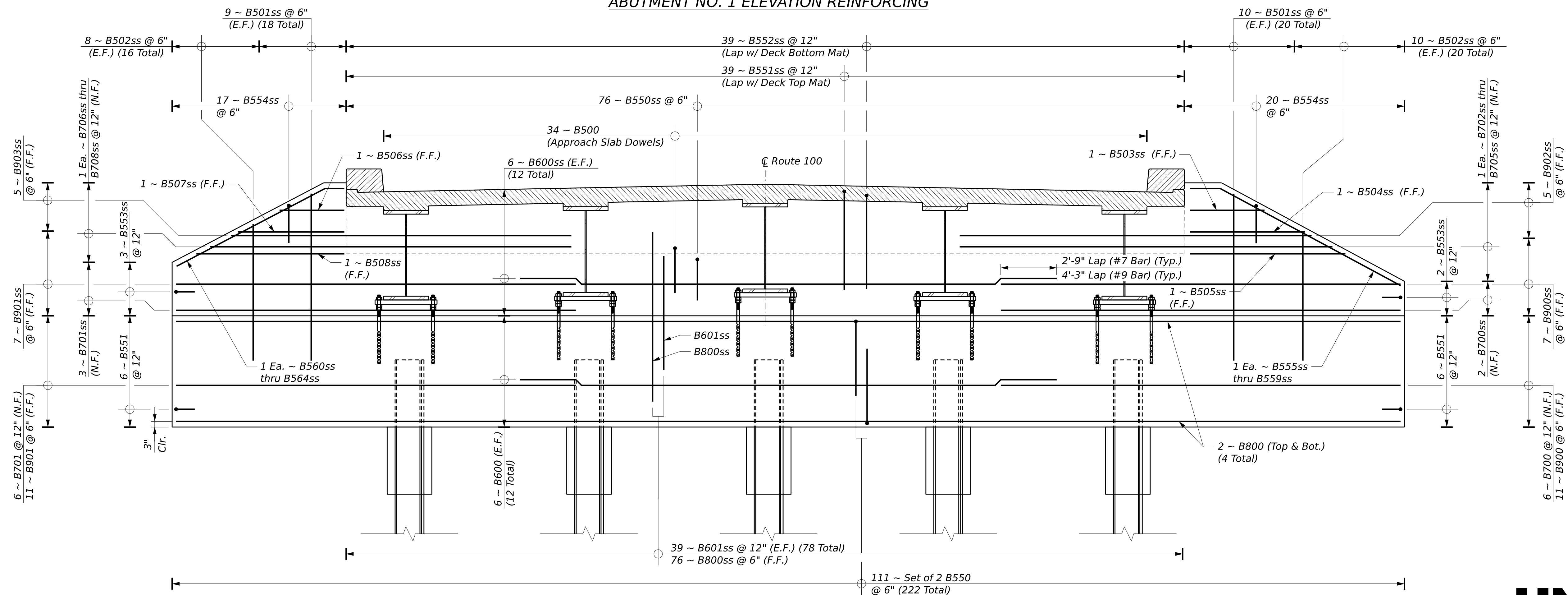
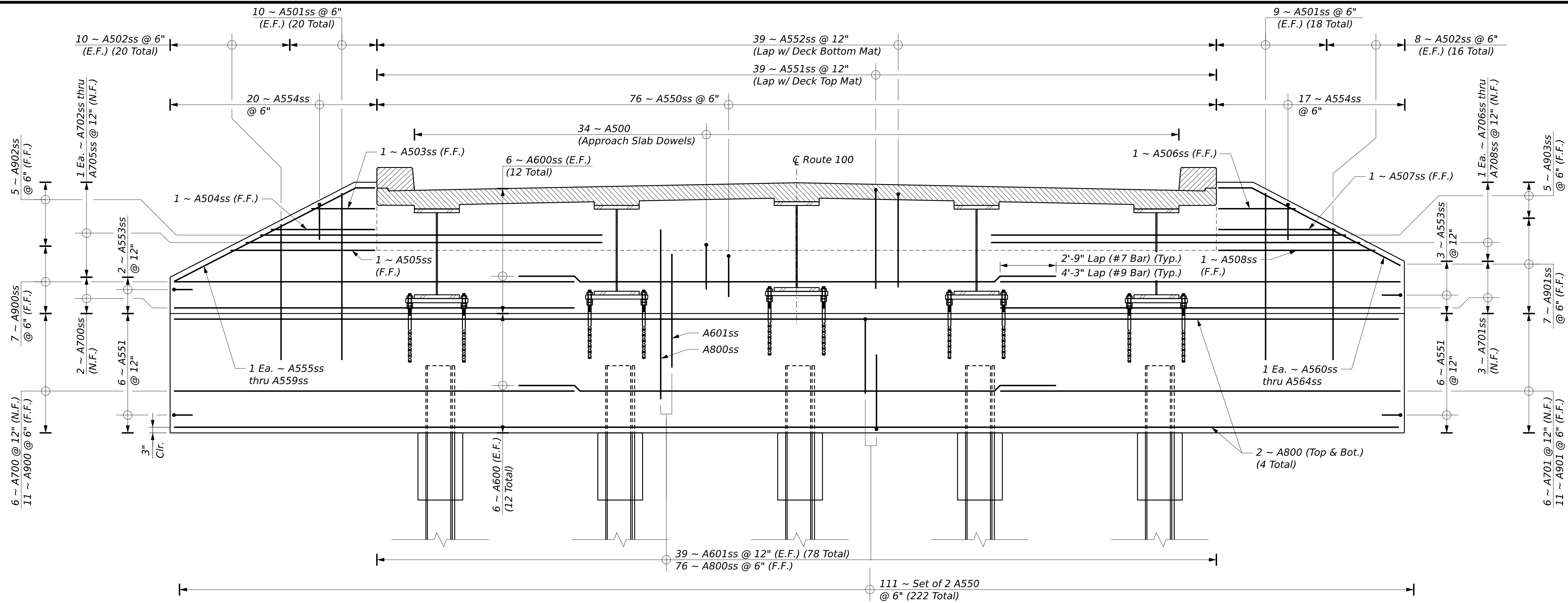
ABUTMENT NO. 2 ELEVATION



NOTES:

1. Payment for mortared chamfer at approach slabs will not be paid for directly, but will be considered incidental to related Contract Items.
2. Asphalt Dampproofing shall meet the requirements of either ASTM D449 Type II, ASTM D1227 Type II - Class I, or ASTM D1227 Type III - Class I. The product shall be applied in accordance with the manufacturer's recommendations.
3. Asphalt Dampproofing shall be applied to the far face of wingwalls up to 1 foot below grade.
4. Payment for Asphalt Dampproofing will not be made directly, but will be considered incidental to related Contract Items.





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

WIN 025315.00

PROJ. MANAGER		M. PARLIN	BY	DATE
DESIGN-DETAILED		R. DIONNE	E. BEAUSOLEIL	JULY 2026
CHECKED-REVIEWED		D. GUZZI	D. GOBEL	JULY 2026
				SIGNATURE

PROJ. MANAGER	M. PARLIN	BY	DATE
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PROJ. MANAGER	M. PARLIN	BY
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PROJ. MANAGER

SIGNATURE

P.E. NUMBER

DATE _____

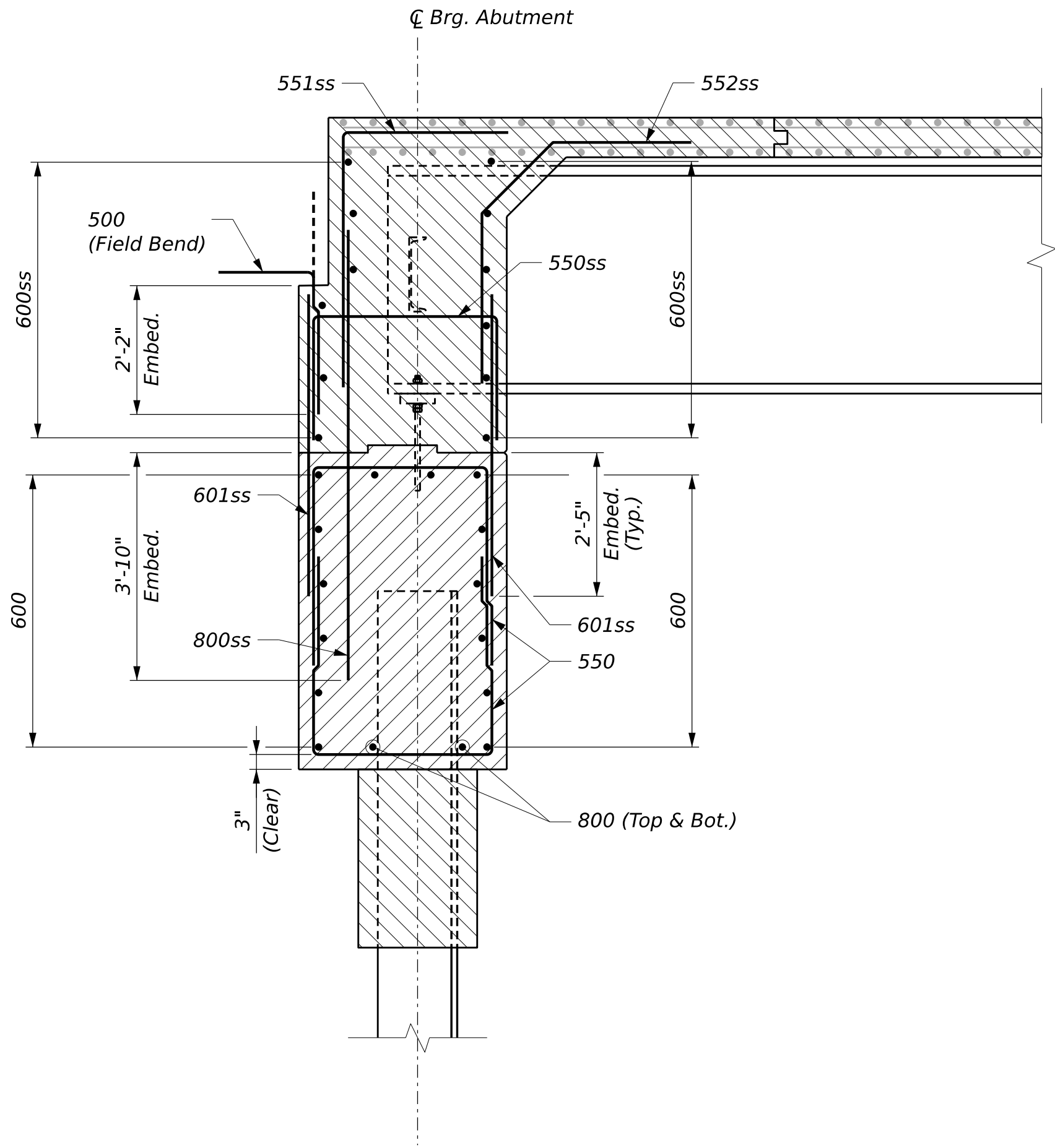
ROUTE 100/I-95 BRIDGE NO. 5957
CROSSING ROUTE 100 / INTERSTATE 95

ABOUTMENT REINFORCING

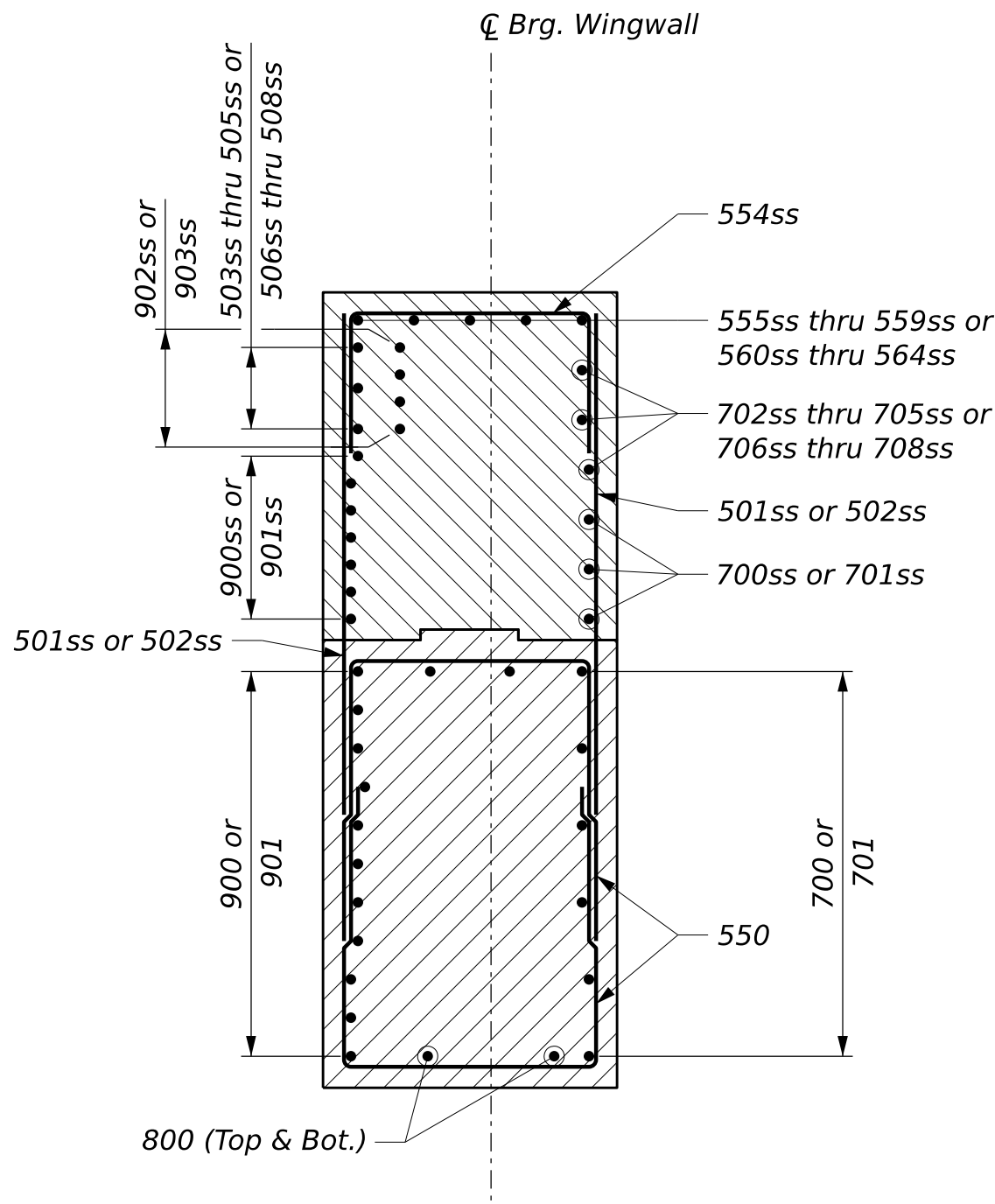
SHEET NUMBER

85
OF 98





ABUTMENT REINFORCING SECTION



WINGWALL REINFORCING SECTION

NOTES:

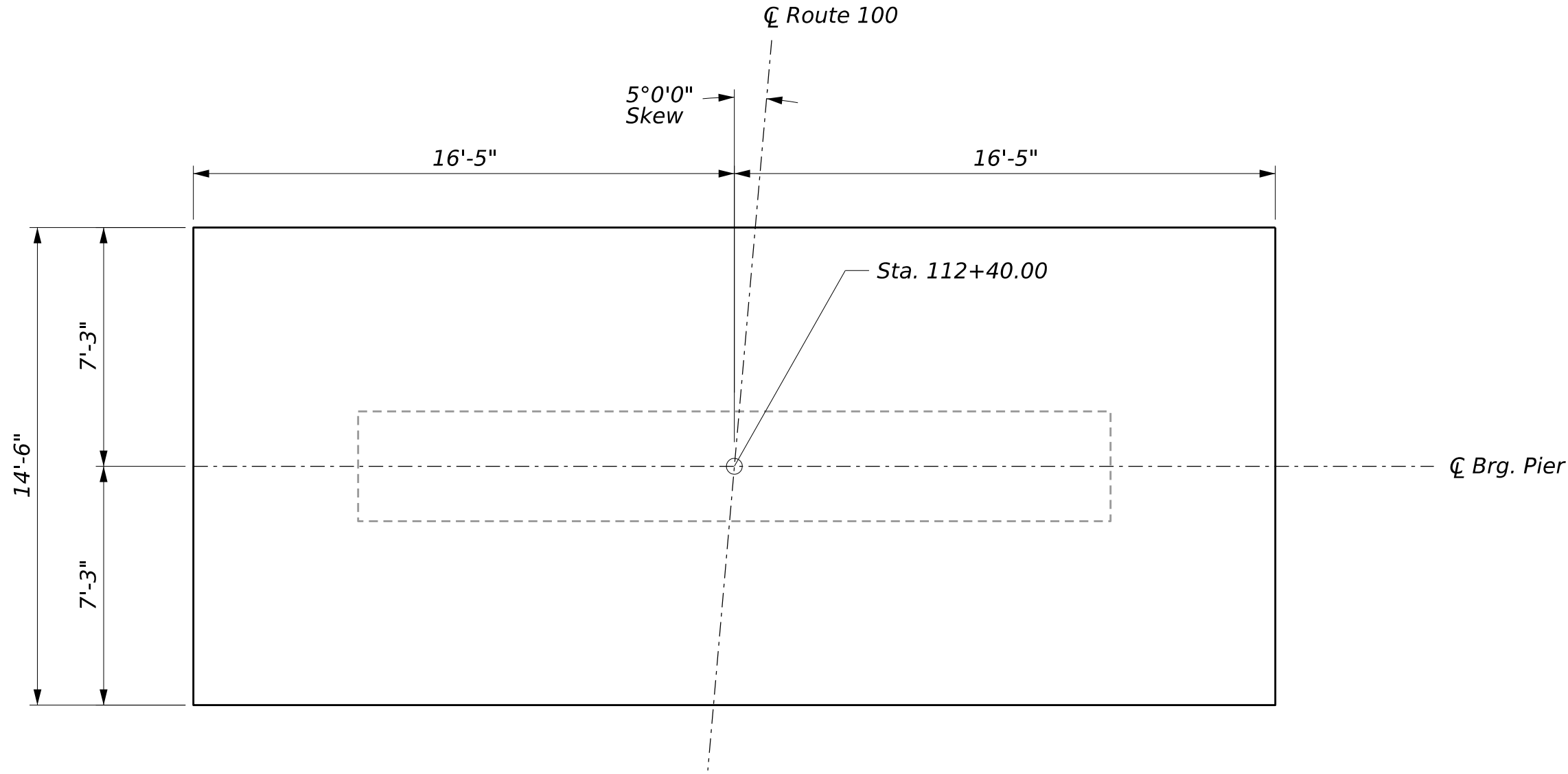
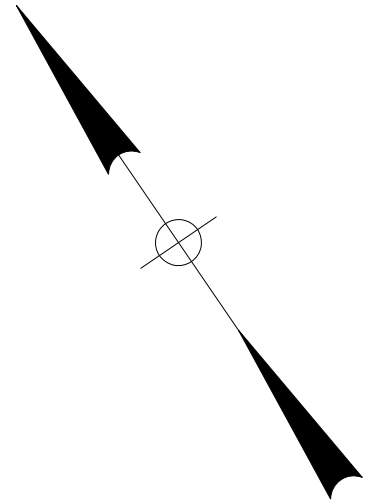
1. Deck reinforcing shown screened for clarity.
2. Letter "A" or "B" omitted from bars in Sections or Details when bar has the same numerical designation in each abutment.

PROJ. MANAGER	BY	DATE	SIGNATURE
DESIGN-DETAILED	M. PARLIN	E. BEAUSOLEIL	
CHECKED-REVIEWED	R. DIONNE	JULY 2026	
DESIGN-DETAILED	D. GUZZI	JULY 2026	
DESIGN-DETAILED			
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

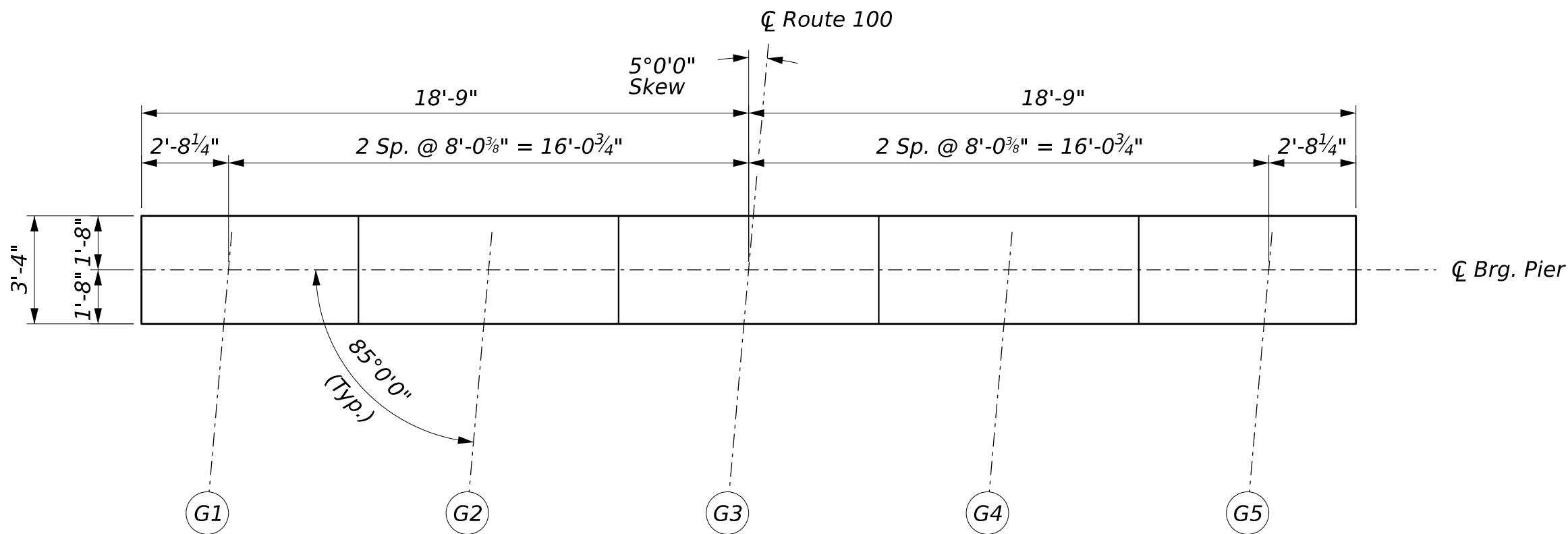
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal Project No. 2531500

WIN 025315.00



PIER FOOTING PLAN



PIER STEM PLAN

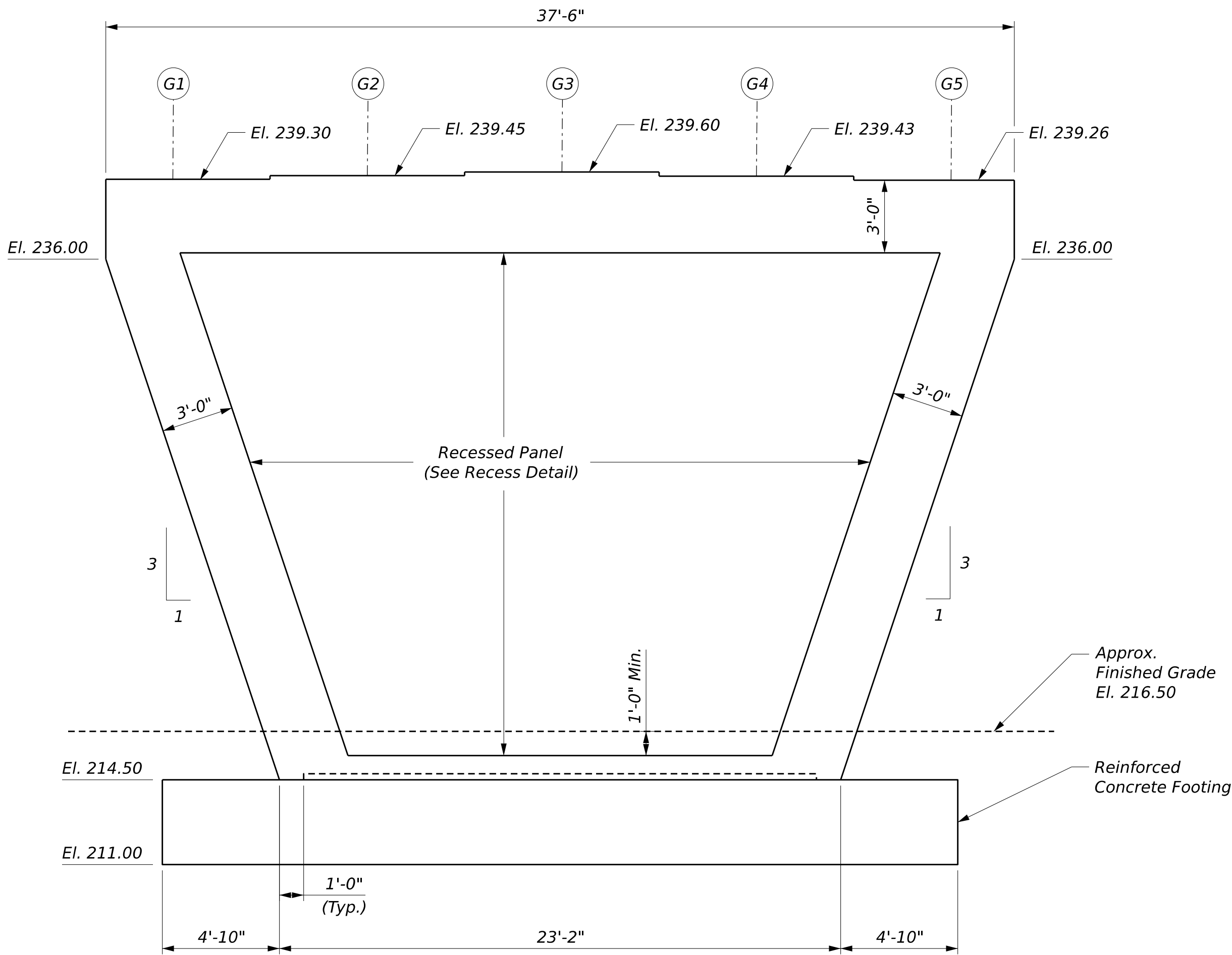
PIER DESIGN CRITERIA

1. Controlling AASHTO Load Combination - Strength I.
2. Wind: 115 mph or 0.051 ksf.

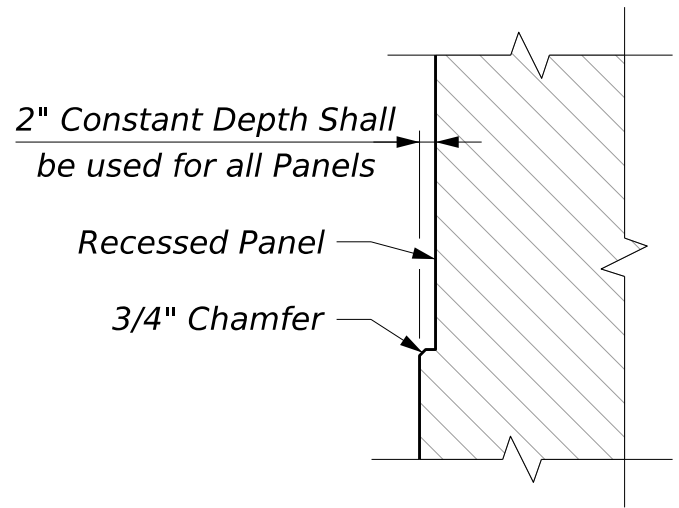
PIER NOTES:

1. The maximum factored applied footing pressure is 8.40 ksf at the Strength I Limit State.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches in the stem and 3 inches in the footing unless otherwise noted.
3. Spread footings bearing on soil shall be supported either on naturally deposited and proof-compacted soil or on structural fill (Item 703.19, Granular Borrow). Natural soil subgrade surfaces shall be confirmed by the Resident. Payment for this work, including any additional materials, will not be paid for directly, but will be considered incidental to related Contract Items.
4. Final excavation to and preparation of footing bearing surfaces and placement of footing concrete shall be completed in the dry. Subgrades that become disturbed due to Contractor's activities, including disturbance due to water infiltration, shall be re-excavated and stabilized to the satisfaction of the Resident at no additional cost to the Department. Exposed subgrades shall be examined by the Resident prior to placement of footing concrete.

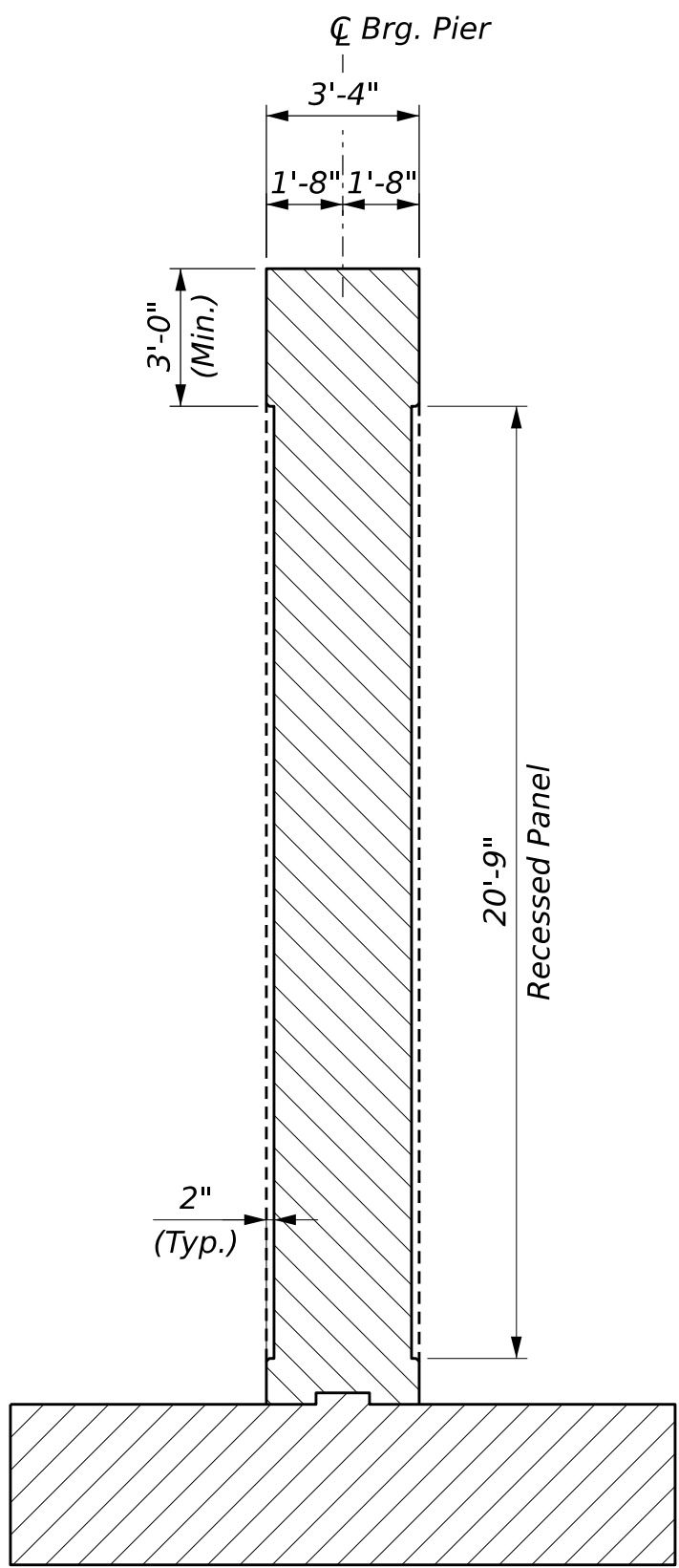
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
ROUTE 100/I-95 BRIDGE NO. 5957		SIGNATURE	
CROSSING ROUTE 100 / INTERSTATE 95		P.E. NUMBER	
PALMYRA		DATE	
PIER PLAN		WIN 025315.00	
SHEET NUMBER		87	
		OF 98	



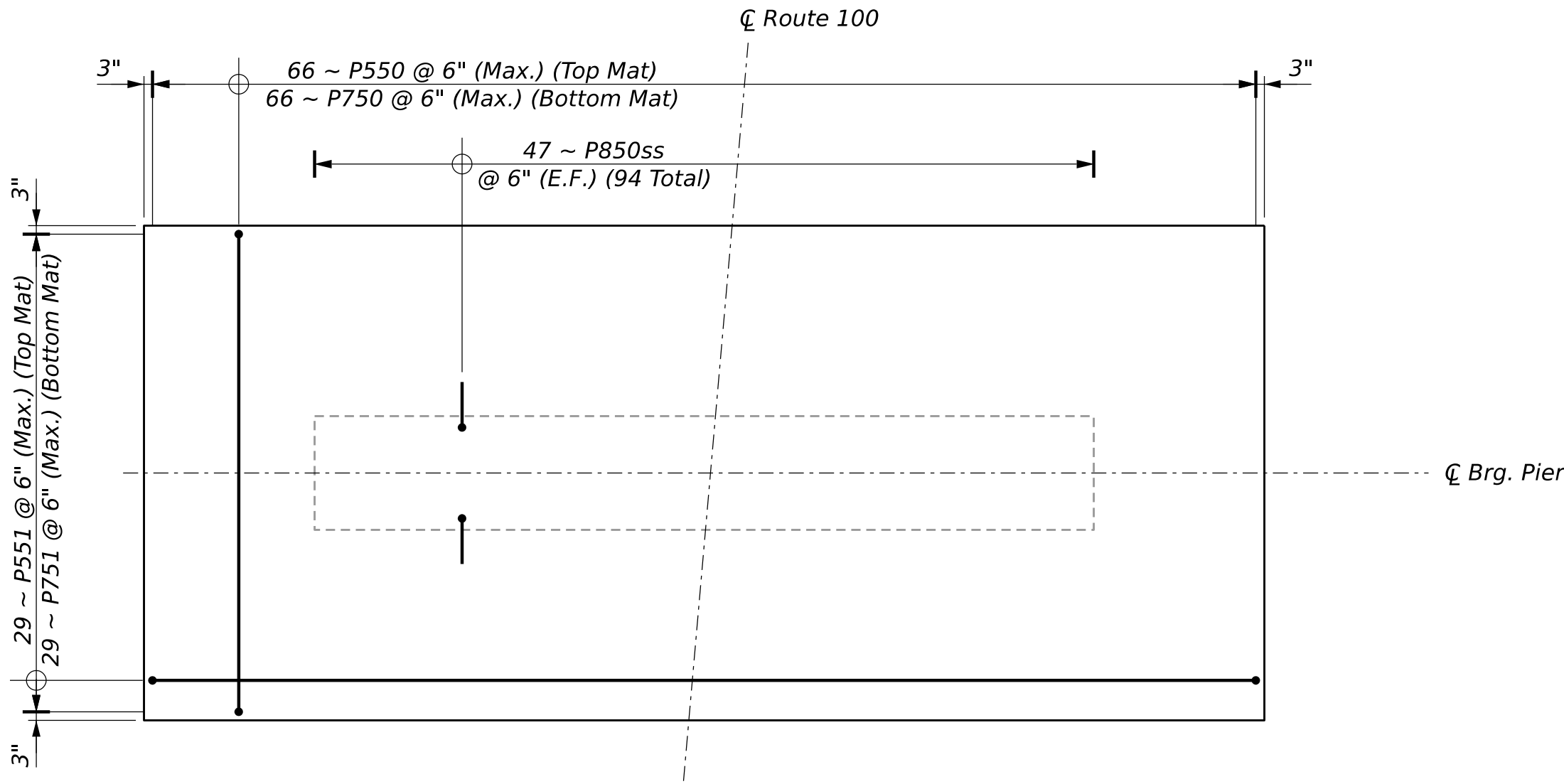
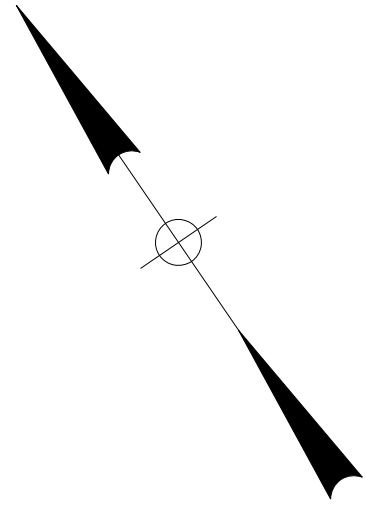
PIER ELEVATION



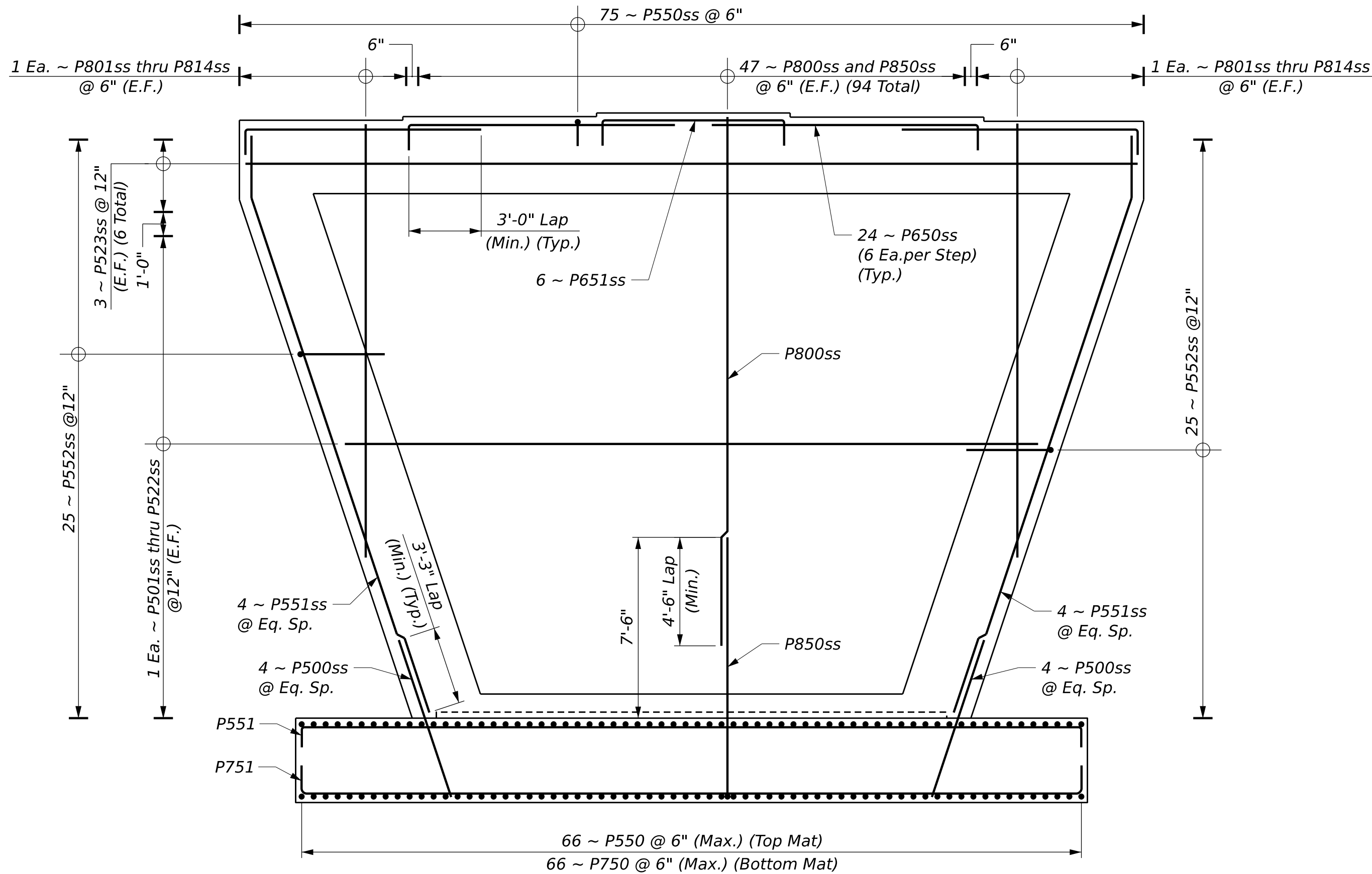
RECESS DETAIL



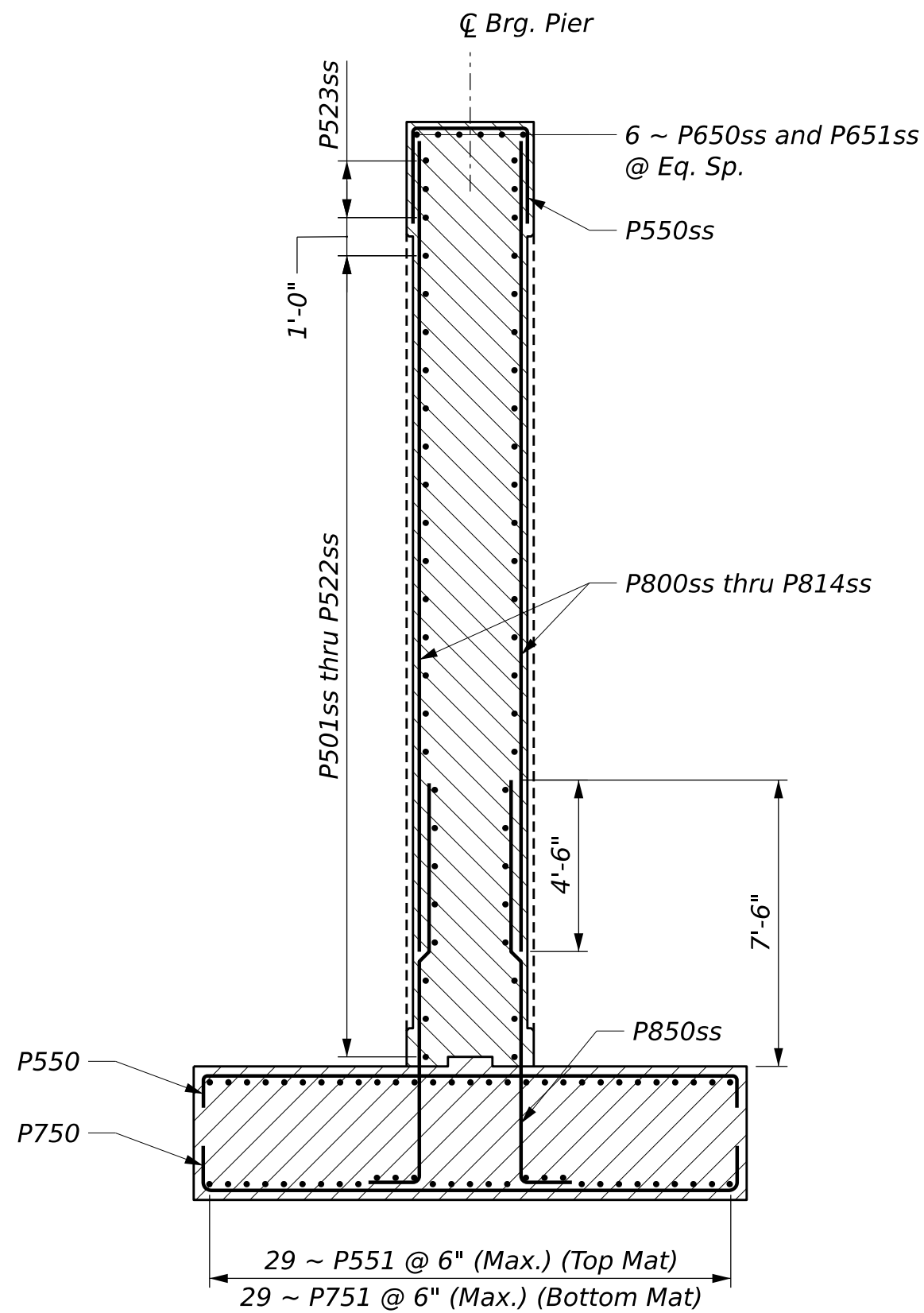
PIER TYPICAL SECTION



PIER FOOTING PLAN REINFORCING



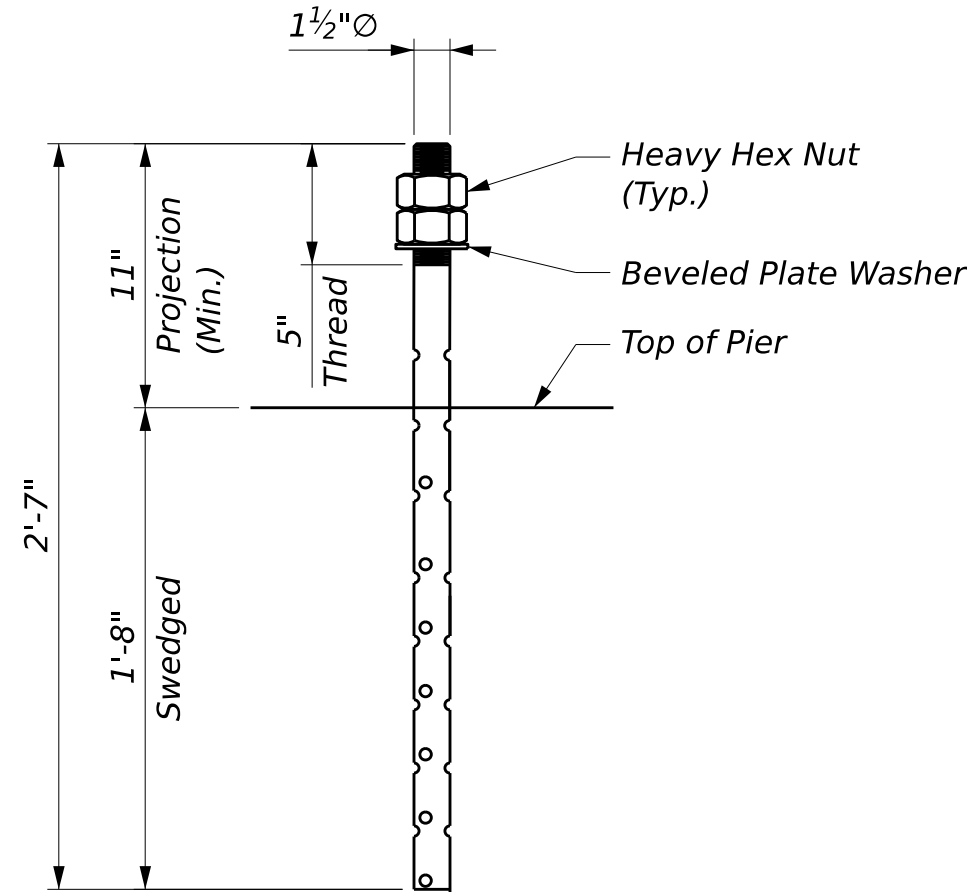
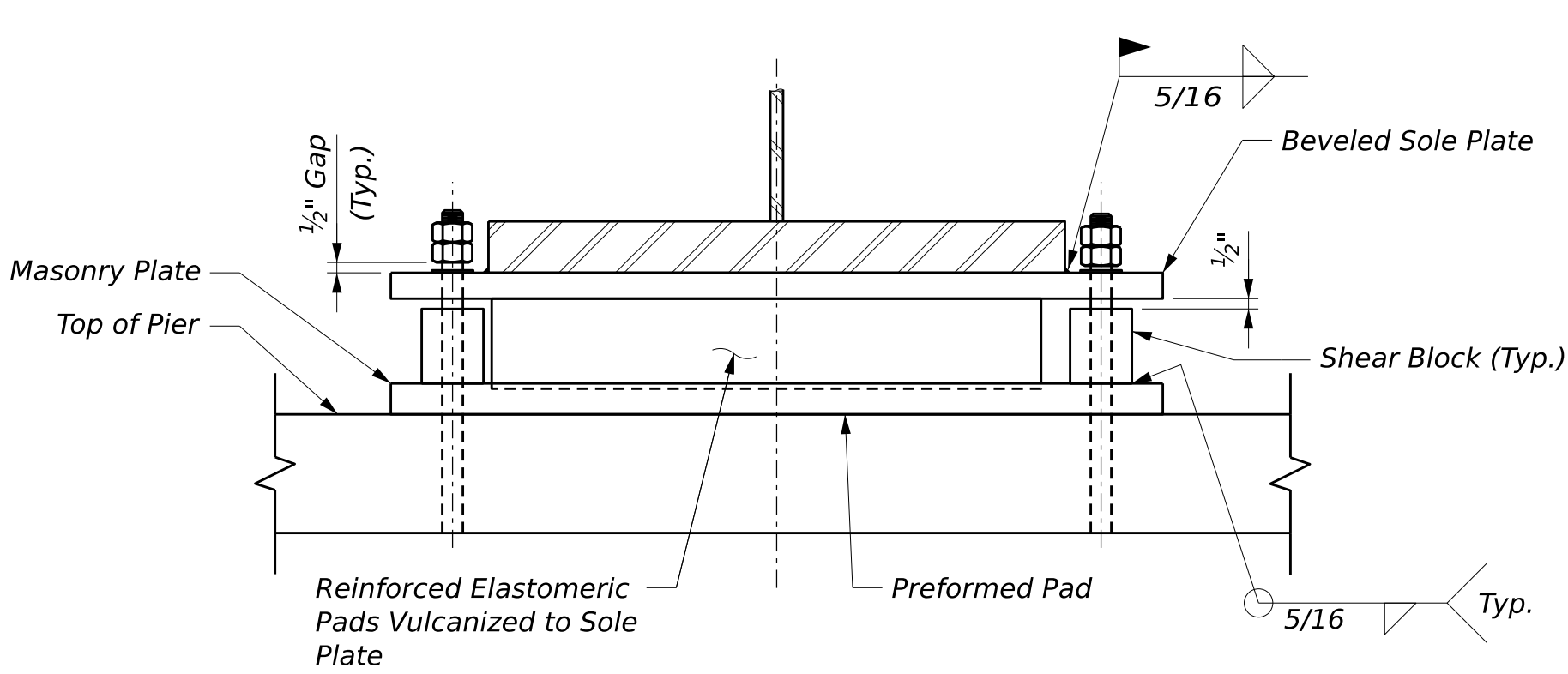
PIER ELEVATION REINFORCING



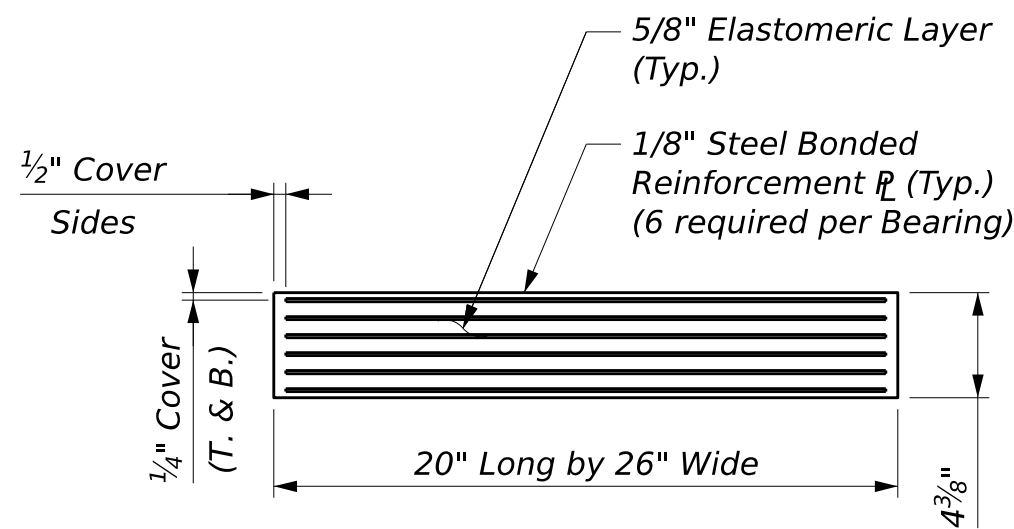
PIER SECTION REINFORCING



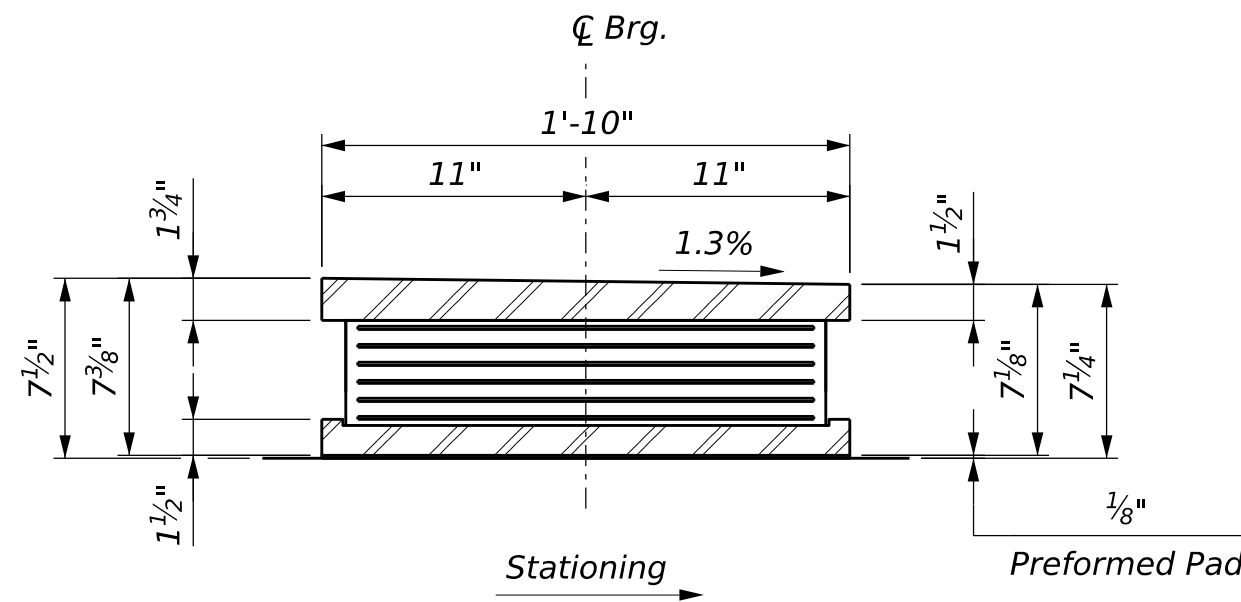
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ROUTE 100/I-95 BRIDGE NO. 5957		SIGNATURE	
CROSSING ROUTE 100 / INTERSTATE 95		P.E. NUMBER	
PALMYRA		DATE	
PIER REINFORCING		FEDERAL PROJECT NO. 2531500	
SHEET NUMBER		WIN 025315.00	
89		OF 98	



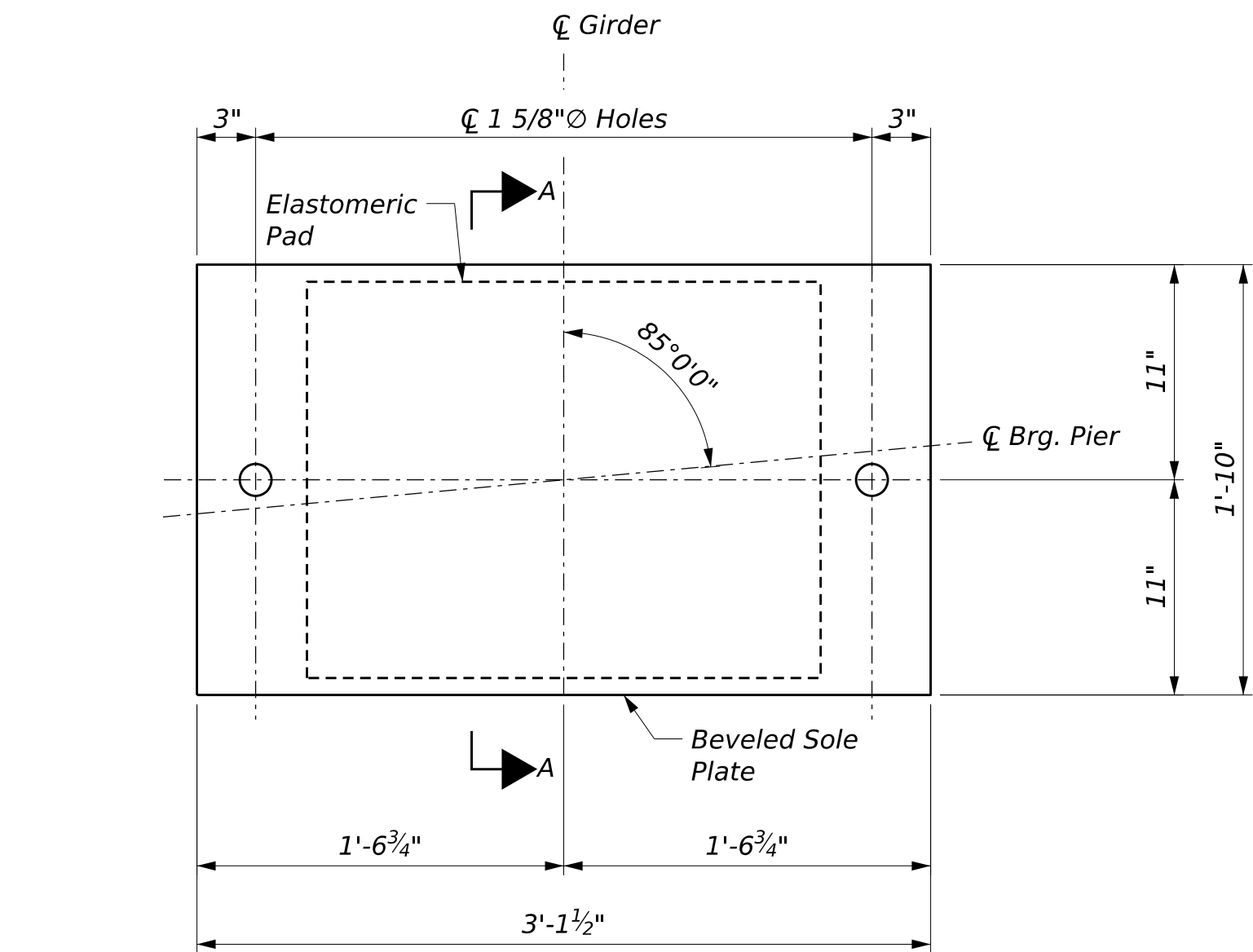
ANCHOR ROD DETAIL



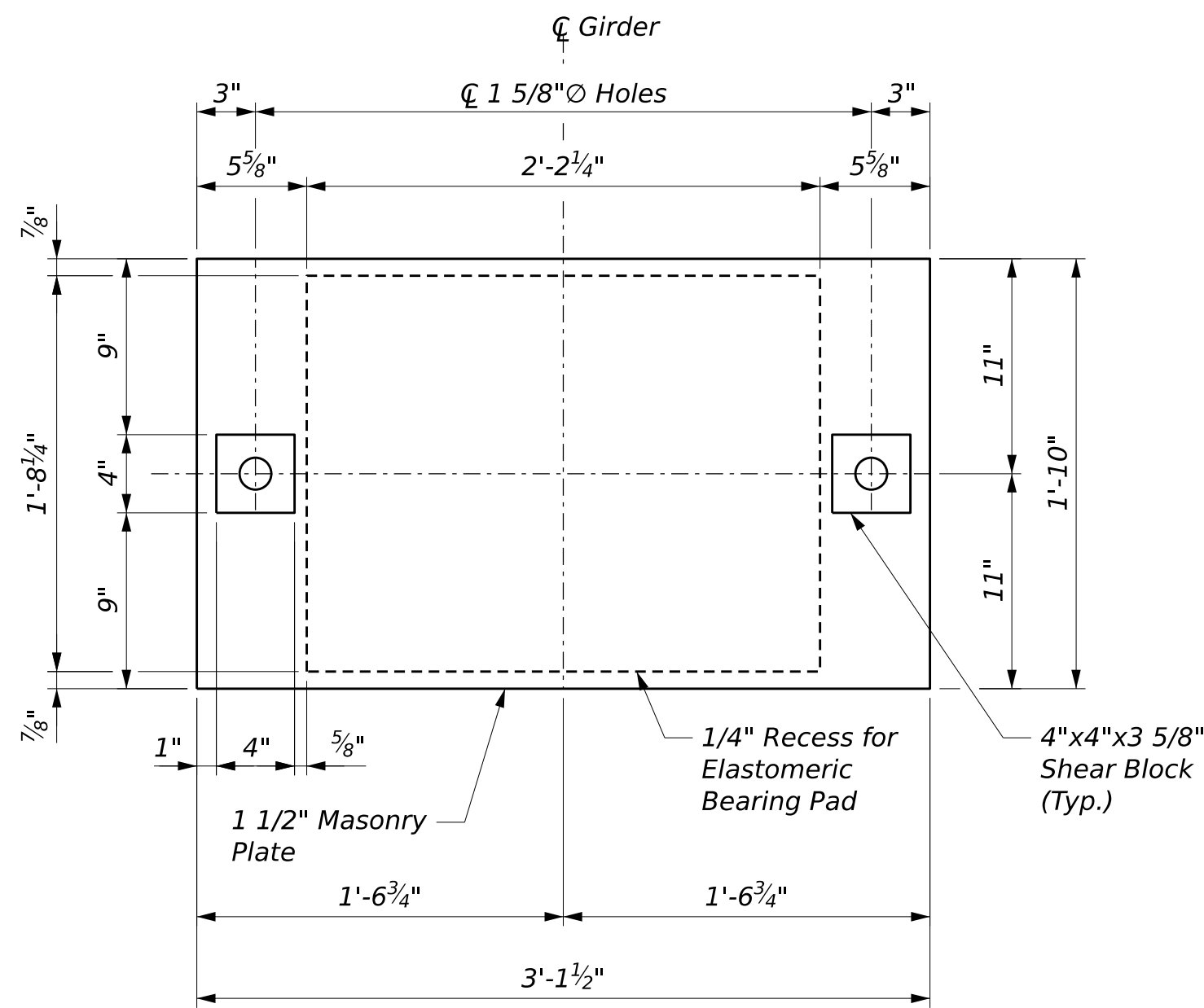
PIER ELASTOMERIC BEARING PAD (5 REQUIRED)



SECTION A-A



SOLE PLATE PLAN (Looking up at bottom of Sole Plate)



MASONRY PLATE PLAN

ELASTOMERIC BEARING NOTES:

1. The shear modulus of the elastomer shall be 130 psi.
2. Vulcanization of the elastomer to the steel plates shall be done during the primary mold process. Sole plate shall be vulcanized to the elastomer.
3. Masonry plates, sole plates and shear blocks shall meet the requirements of ASTM A709, Grade 50. Anchor rods shall meet the requirements of ASTM F 1554, Grade 105 and shall be swedged on the embedded portion of the rod.
4. Masonry plates shall be galvanized or metalized in accordance with Section 506. Sole plates for steel superstructures shall be treated in the same manner as the structural steel. Anchor rods, washers, nuts and shear blocks shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type 1.
5. All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow that points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
6. Bearings shall be covered during shipping and at any time prior to installation that the bearings may be exposed to sunlight.
7. All necessary precautions shall be taken to protect bearing components from field weld flash and splatter. Heat from welding operations shall be controlled such that steel adjacent to the elastomer does not exceed 200° F. The temperature shall be verified by the use of temperature indicating crayons or other suitable means.
8. Upset the threads on the anchor rod after assembly.
9. The Contractor shall not weld the girders to the sole plate until after all adjustments have been made in accordance with Standard Specification 523.094.
10. The "Bearing Design Load" for each bearing as noted in Standard Specifications, subsection 523.23.4. This is the total load for the Service I load combination, without impact.

BEARING DESIGN CRITERIA AT PIER	
Unfactored Dead Load	277 Kips
Unfactored Live Load (without impact)	174 Kips

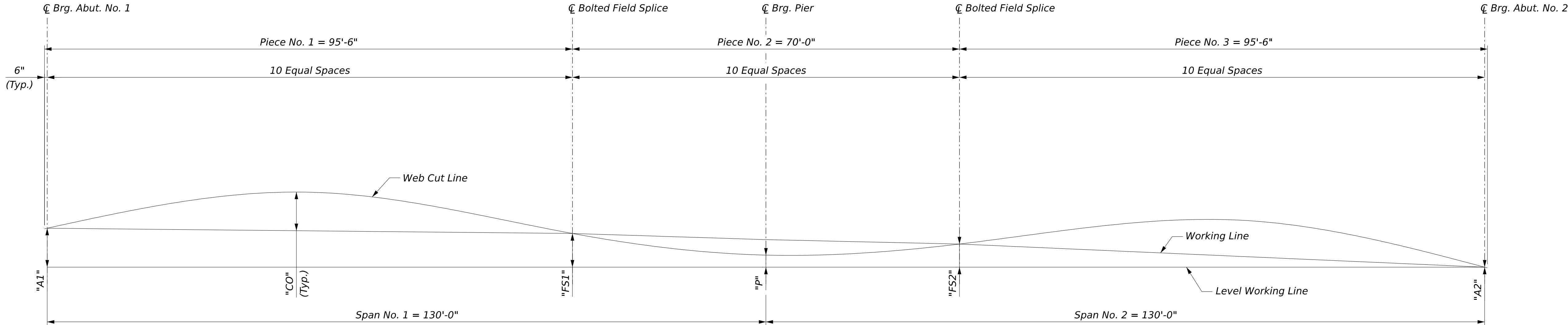
STATE OF MAINE DEPARTMENT OF TRANSPORTATION Federal Project No. 2531500 WIN 025315.00	STATE OF MAINE DEPARTMENT OF TRANSPORTATION Federal Project No. 2531500 WIN 025315.00	
	ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA	ELASTOMERIC BEARING DETAILS
	SHEET NUMBER 90 OF 98	



1. Camber ordinates, as shown on "Steel Deflection and Camber Tables" Sheet, are computed to compensate for all dead load deflections and for the curvature of the finished grade profile.
2. No transverse butt weld splices will be allowed in the flange plates or web plates within 10 feet or 10 percent of the span length (whichever is greater) from the points of maximum negative moment or maximum positive moment. Butt weld splices in flanges shall not be less than 1 foot from transverse butt welds in the web plates and no transverse web or flange butt welds shall be located within 1 foot of other transverse welds (e.g. connection plates to web welds) on either flange or web. No transverse butt weld splices will be allowed in areas of stress reversal.
3. Sections of flange plates or web plates between transverse shop splices or between a transverse shop splice and field splice shall be at least 20 feet in length unless otherwise shown on the Plans.
4. Bearing stiffeners shall be plumb after erection and dead loading of the structure. Intermediate web stiffeners may be either plumb or normal to the top flange.
5. Intermediate crossframe connection plates may be either plumb or normal to the top flange.
6. Filler plates may be steel conforming to the requirements of ASTM A 709, Grade 36.
7. Structural steel was designed with a vertical construction load of 50 lb/sf and a lateral wind velocity of 115 mph.
8. All bolts, nuts, and washers shall be hot dip galvanized in accordance with ASTM A533.
9. Bolted field splice connections shall be made using 7/8" diameter ASTM A325 high strength bolts. Bolt hole size shall be 15/16" diameter. Field splice bolt threads shall be excluded from the shear plane.

10. Bolted diaphragm or cross frame connections shall be made using 7/8" diameter ASTM F3125, Grade A325 Type 1 H.S. bolts. Hole size shall be 15/16" diameter. The minimum edge distance shall be 1 1/2" unless otherwise noted. Oversized or short-slotted holes are not permitted. Bolt threads shall be excluded from the shear plane of cross frame or diaphragm connections.
11. Ends of girder webs shall be vertical under full dead load.
12. At the Contractor's option, the diaphragms and cross frames may be Hot-Dipped Galvanized in accordance with Standard Specifications Section 506, Shop Applied Protective Coating, as approved by the Fabrication Engineer. Payment will be considered incidental to Item 506.9104, Thermal Spray Coating (Shop Applied), no separate payment will be made.
13. Repairs to the Thermal Spray Coating that modify the surface roughness in the area of the faying surfaces shall not be performed without the approval of the Fabrication Engineer.
14. The splice was designed with a Class B slip coefficient.
15. Provide a drip bar on the high side of the Pier and Abutment No. 2 on all girders in accordance with Standard Detail 504(10).

ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA				PROJ. MANAGER N. PARLIN	BY S. PARLIN	DATE AUGUST 2026	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
DESIGN-Detailed				R. DINIARI	AUGUST 2026	SIGNATURE	
CHECKED-Reviewed				D. GURTEL	JULY 2026		
DESIGN-Detailed							
DESIGN-Detailed							P.E. NUMBER
REVISIONS 2							DATE
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							
FRAMING PLAN				Federal Project No. 2531500			WIN 025315.00



CAMBER DIAGRAM

TABLE OF CAMBER DIMENSIONS (Feet)						
GIRDER	"A1"	"FS1"	"P"	"FS2"	"A2"	GIRDER
G1	3.52	3.04	2.49	2.09	0.00	G1
G2	3.53	3.05	2.50	2.10	0.00	G2
G3	3.55	3.06	2.51	2.10	0.00	G3
G4	3.57	3.07	2.52	2.11	0.00	G4
G5	3.58	3.08	2.52	2.11	0.00	G5

TABLE OF CAMBER ORDINATES "CO" (INCHES)																					
Piece No. 1											Piece No. 2										
GIRDER	☐ A1	0.01L	0.20L	0.30L	0.40L	0.50L	0.60L	0.70L	0.80L	0.90L	"FS1"	0.01L	0.20L	0.30L	0.40L	☐ P	0.60L	0.70L	0.80L	0.90L	"FS2"
G1-G5	0.00	1.24	2.30	3.10	3.59	3.74	3.55	3.04	2.23	1.19	0.00	-0.21	-0.44	-0.65	-0.81	-0.87	-0.81	-0.65	-0.44	-0.21	0.00

TABLE OF CAMBER ORDINATES "CO" (INCHES) (CONT.)												
Piece No. 3												
GIRDER	"FS2"	0.01L	0.20L	0.30L	0.40L	0.50L	0.60L	0.70L	0.80L	0.90L	☐ A2	GIRDER
G1-G5	0.00	1.19	2.23	3.04	3.55	3.74	3.59	3.10	2.30	1.24	0.00	G1-G5

TABLE OF DEFLECTIONS ~ GIRDERS 1-5 (Inches)																					
	☐ Brg. Abut. No. 1	0.10xL	0.20xL	0.30xL	0.40xL	0.50xL	0.60xL	0.70xL	0.80xL	0.90xL	☐ Brg. Pier	0.10xL	0.20xL	0.30xL	0.40xL	0.50xL	0.60xL	0.70xL	0.80xL	0.90xL	☐ Brg. Abut. No. 2
Steel Dead Load	0.00	-0.30	-0.55	-0.71	-0.77	-0.72	-0.59	-0.41	-0.22	-0.07	0.00	-0.07	-0.22	-0.41	-0.59	-0.72	-0.77	-0.71	-0.55	-0.30	0.00
Fluid Dead Load	0.00	-0.76	-1.39	-1.80	-1.95	-1.83	-1.49	-1.01	-0.54	-0.16	0.00	-0.16	-0.54	-1.01	-1.49	-1.83	-1.95	-1.80	-1.39	-0.76	0.00
Superimposed Dead Load	0.00	-0.25	-0.46	-0.59	-0.64	-0.61	-0.50	-0.35	-0.19	-0.06	0.00	-0.06	-0.19	-0.35	-0.50	-0.61	-0.64	-0.59	-0.46	-0.25	0.00

GIRDER	BOTTOM OF SLAB ELEVATIONS - SPAN 1										
	☐ Brg. Abut. No. 1	0.10xL	0.20xL	0.30xL	0.40xL	0.50xL	0.60xL	0.70xL	0.80xL	0.90xL	☐ Brg. Pier No. 1
G1	245.05	245.09	245.11	245.09	245.03	244.92	244.77	244.60	244.40	244.21	244.02
G2	245.21	245.25	245.27	245.25	245.18	245.08	244.93	244.75	244.56	244.36	244.17
G3	245.36	245.41	245.43	245.41	245.34	245.23	245.08	244.90	244.71	244.51	244.32
G4	245.20	245.25	245.26	245.24	245.17	245.06	244.91	244.74	244.54	244.34	244.15
G5	245.04	245.09	245.10	245.08	245.01	244.90	244.75	244.57	244.37	244.17	243.98

GIRDER	BOTTOM OF SLAB ELEVATIONS - SPAN 2										
	☐ Brg. Pier No. 1	0.10xL	0.20xL	0.30xL	0.40xL	0.50xL	0.60xL	0.70xL	0.80xL	0.90xL	☐ Brg. Abut. No. 2
G1	244.02	243.86	243.70	243.54	243.37	243.16	242.92	242.63	242.30	241.93	241.53
G2	244.17	244.01	243.85	243.69	243.51	243.31	243.06	242.78	242.44	242.07	241.67
G3	244.32	244.16	244.00	243.84	243.66	243.45	243.21	242.92	242.59	242.22	241.81
G4	244.15	243.99	243.83	243.67	243.49	243.28	243.04	242.75	242.41	242.04	241.64
G5	243.98	243.82	243.66	243.49	243.32	243.11	242.86	242.57	242.24	241.86	241.46

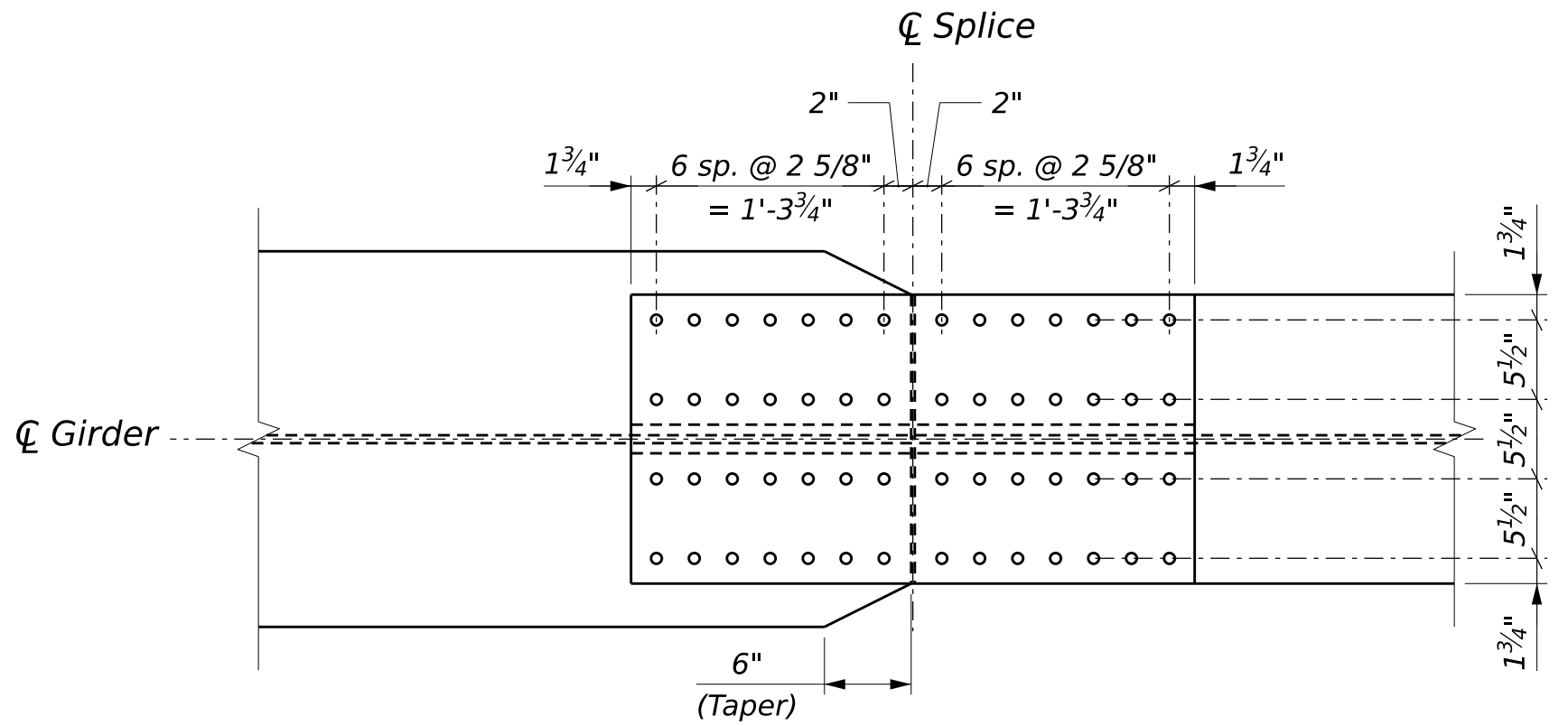
PROJ. MANAGER	CHECKED-DESIGNED	BY	DATE
M. PARLIN	R. DIONNE	E. BEAUSOLEIL	JULY 2026
DESIGNED-DETAILED	D. GUZZI	D. GOREIL	JULY 2026
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

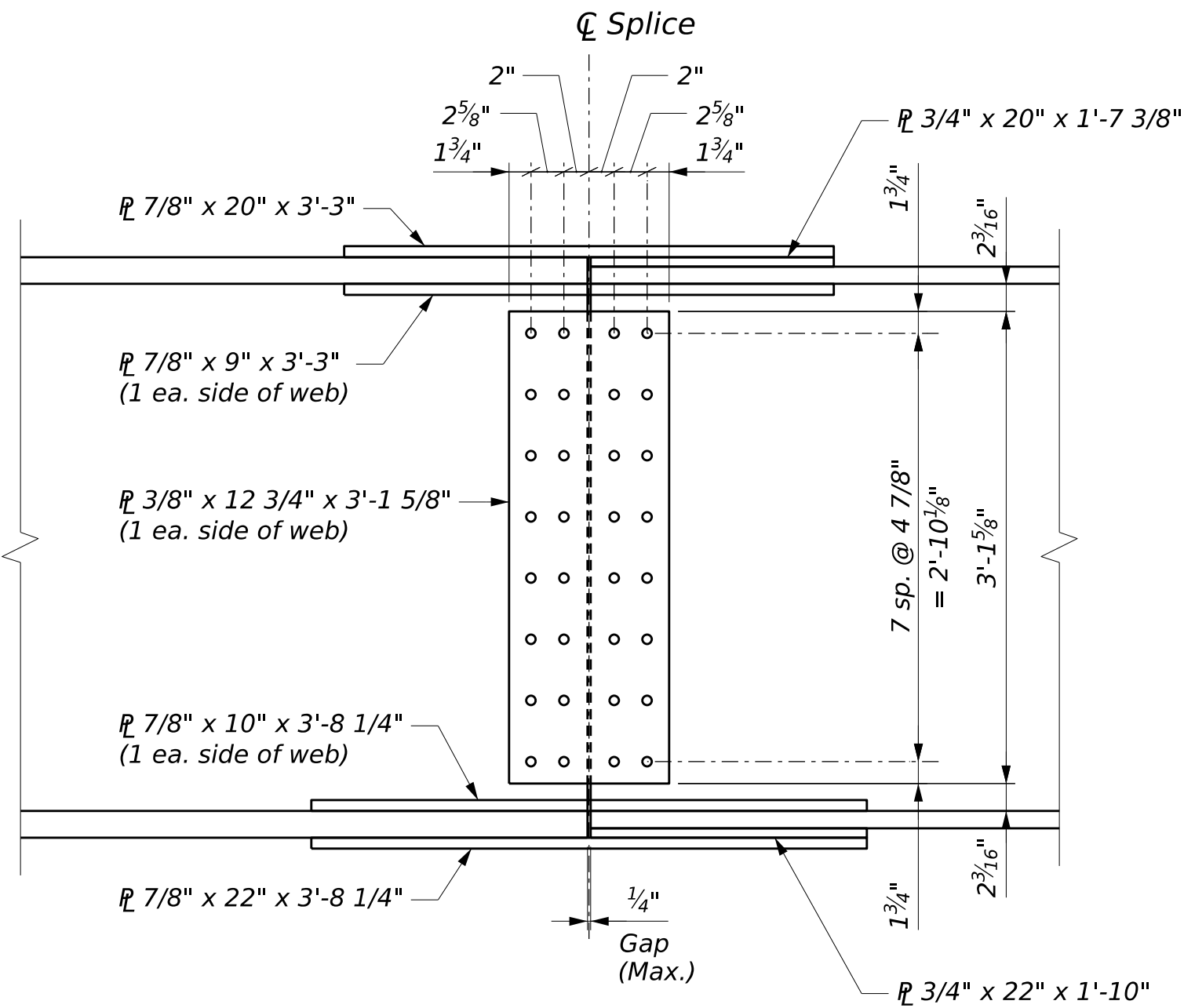
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DATE

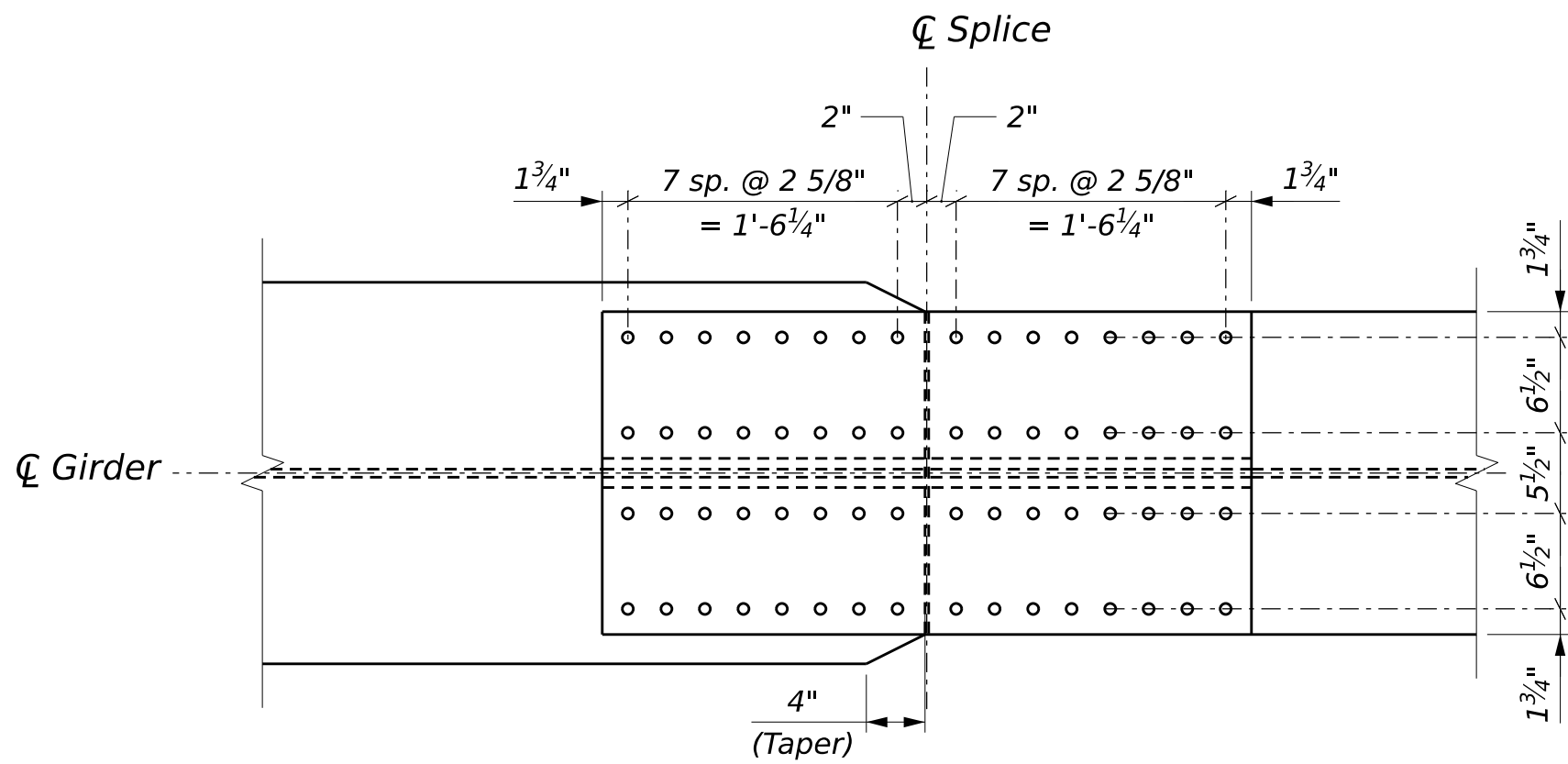




PLAN - TOP FLANGE



ELEVATION

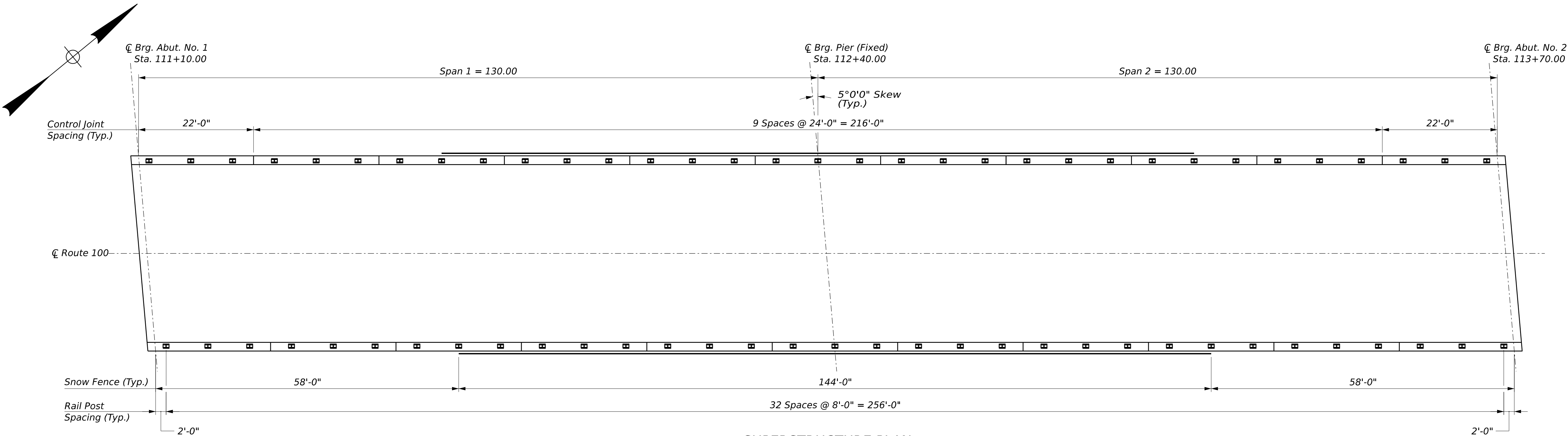


PLAN - BOTTOM FLANGE

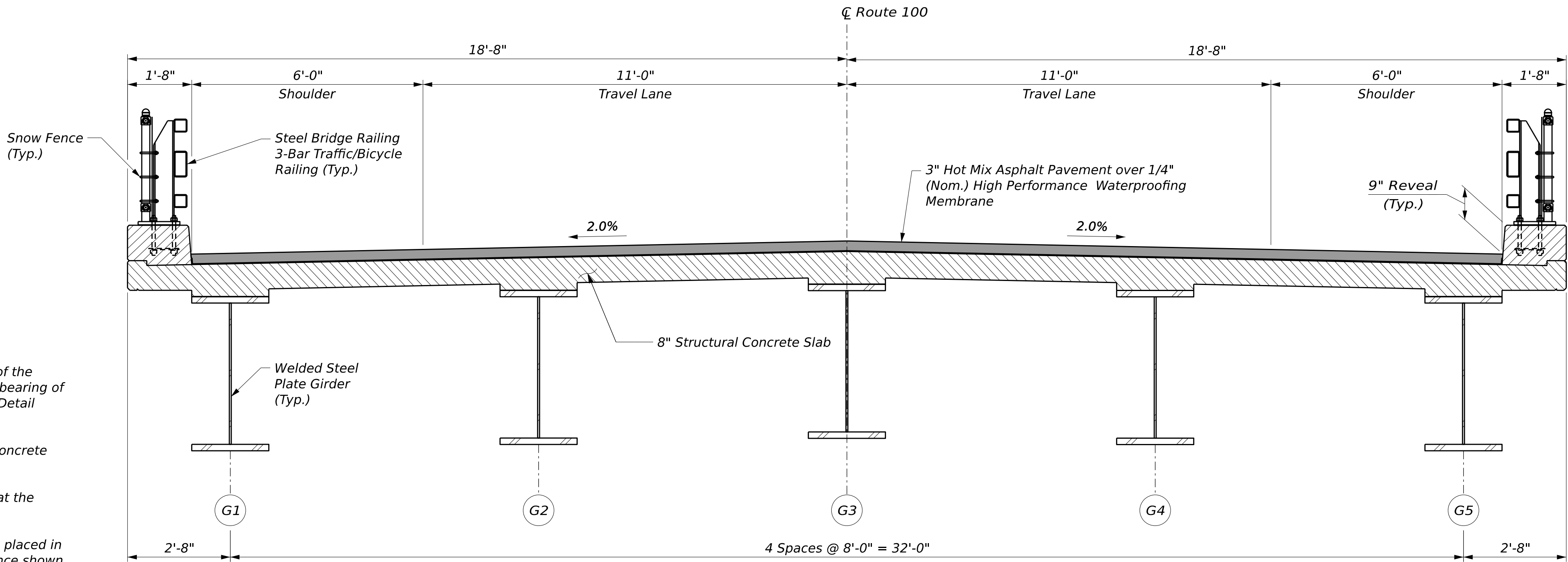
BOLTED FIELD SPLICE
(Field Splice 2 Shown; Field Splice 1 is Opposite Hand)



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
ROUTE 100/I-95 BRIDGE NO. 5957		SIGNATURE	
CROSSING ROUTE 100 / INTERSTATE 95		P.E. NUMBER	
PALMYRA		DATE	
STRUCTURAL STEEL DETAILS		FEDERAL PROJECT NO. 2531500	
SHEET NUMBER		WIN 025315.00	
94			
OF 98			

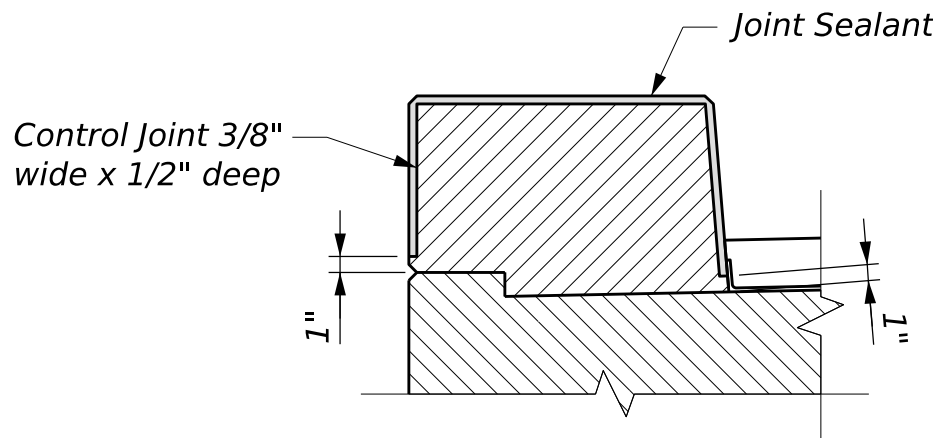


SUPERSTRUCTURE PLAN

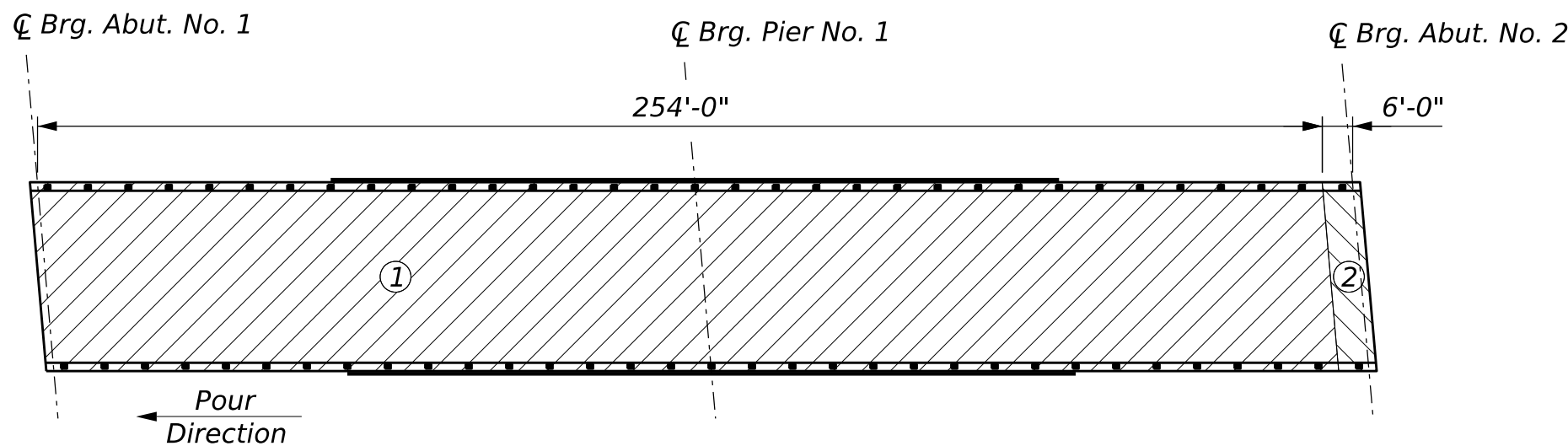


PROPOSED TRANSVERSE SECTION

(Section shown near Abutment 2)



CONTROL JOINT DETAIL



DECK PLACEMENT SEQUENCE

SUPERSTRUCTURE NOTES:

1. The theoretical blocking used for design of the structure is 4 3/8 inches at the centerline of bearing of the abutments and piers. Refer to Standard Detail 502(03) for blocking details.
2. Reinforcing steel shall have a minimum concrete cover of 2 inches unless otherwise noted.
3. Form a one inch V-groove on the fascias at the horizontal joint between the curb and slab.
4. The superstructure slab concrete shall be placed in accordance with the Deck Placement Sequence shown on this sheet. Concrete in a placement shall be kept plastic. A minimum of 5 days shall elapse between placements.
5. Abutment concrete above the construction joint will be paid for under Item No. 502.26, Structural Concrete Roadway and Sidewalk Slab on Steel Bridges.
6. The use of Precast Concrete Panels will not be allowed on this project.
7. Control joints shall be saw cut after forms have been removed, finishing is complete, and as soon as the concrete is sufficiently hardened to resist tearing, releveling and other damage.
8. Joint sealant for control joints shall be selected from the MaineDOT Qualified Products List.
9. Payment for saw-cutting and joint sealant shall be made incidental to Item No. 502.49, Structural Concrete, Curbs and Sidewalks.

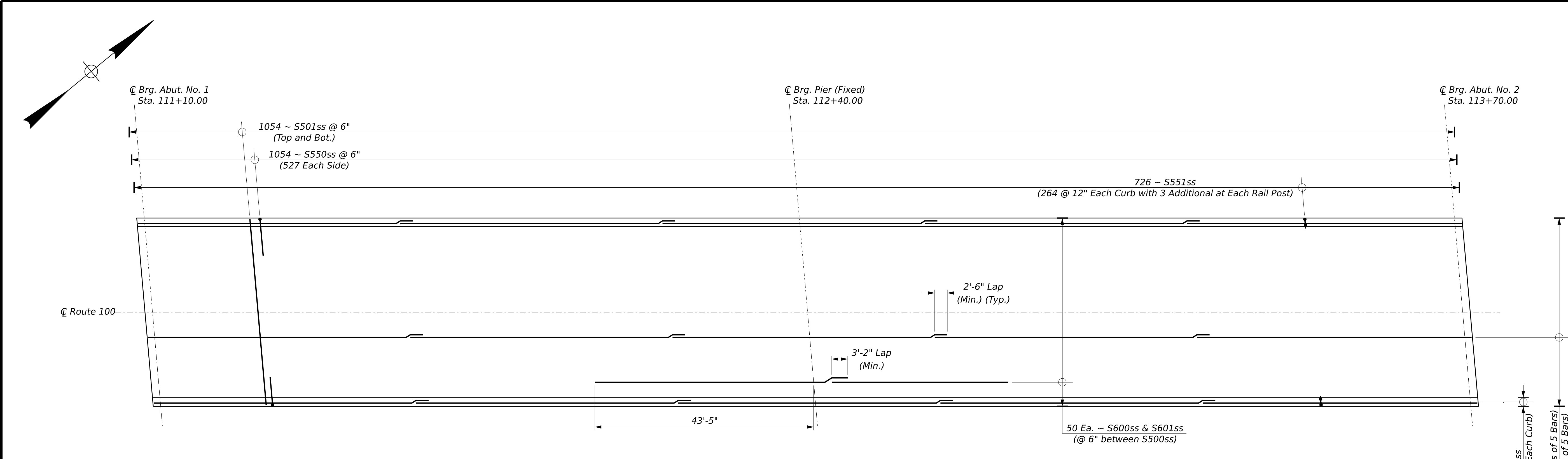
STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
Federal Project No. 2531500	
WIN 025315.00	

PROJ. MANAGER	DATE	BY	SIGNATURE
DESIGN-DETAILED	JULY 2026	E. BEAUSOLEIL	
CHECKED-REVIEWED	JULY 2026	R. DIONNE	
DESIGN-DETAILED		D. GORELL	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

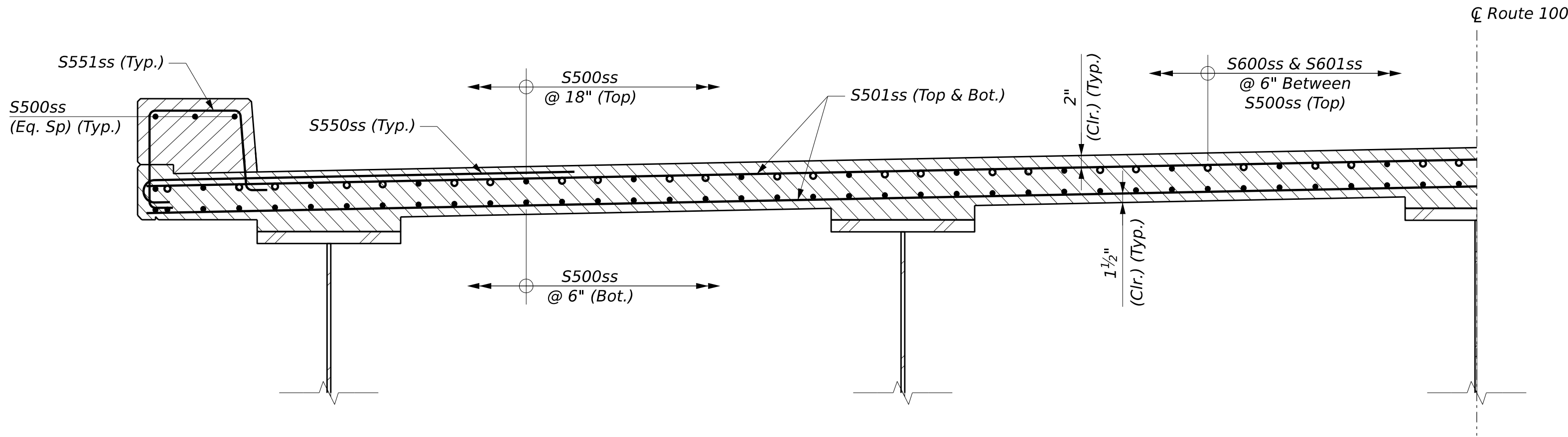
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA	
SUPERSTRUCTURE PLAN AND TRANSVERSE SECTION	

SHEET NUMBER
95
OF 98

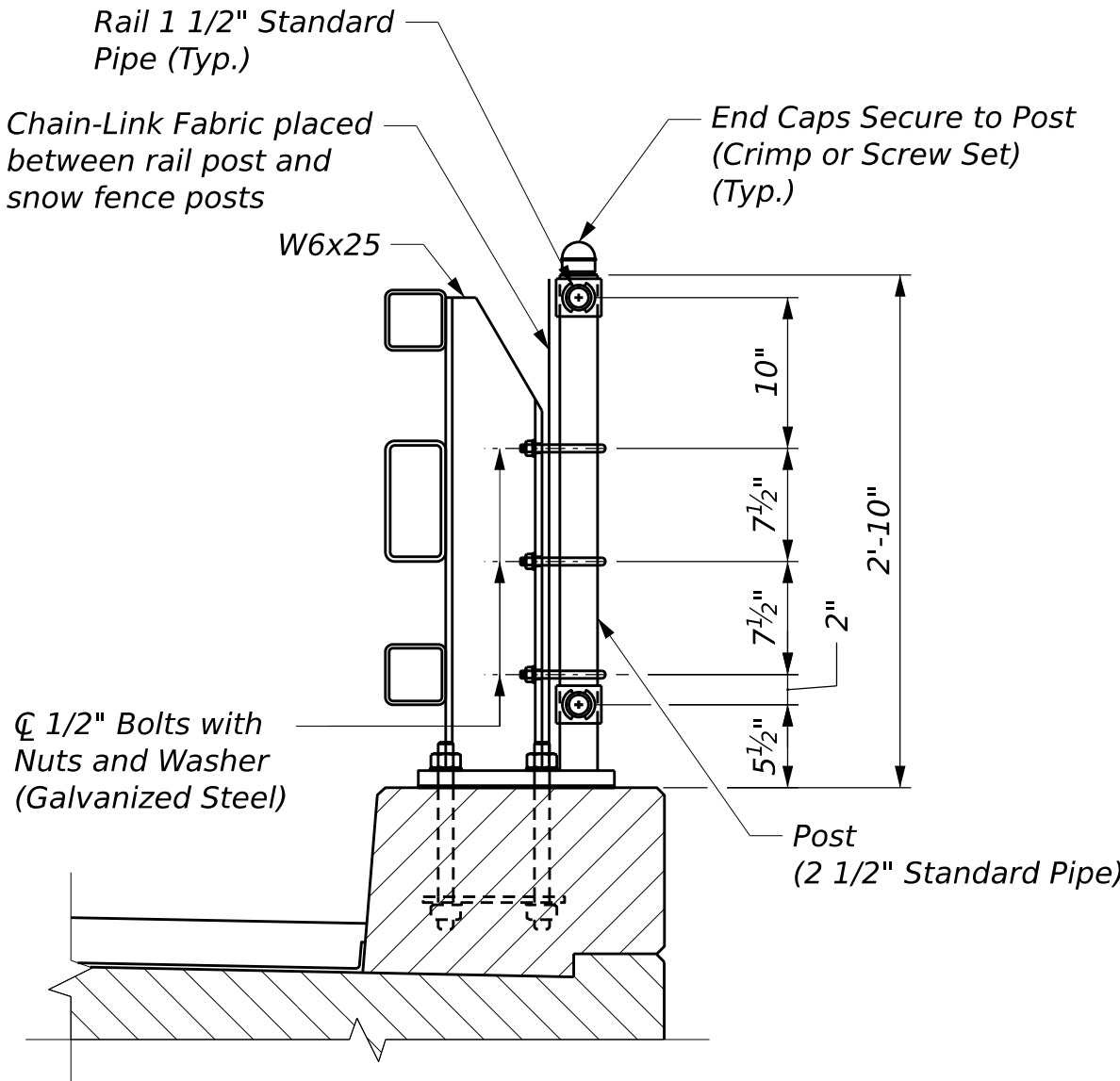
HNTB



SUPERSTRUCTURE PLAN REINFORCING
(Control joints in the curbs are not shown for clarity)



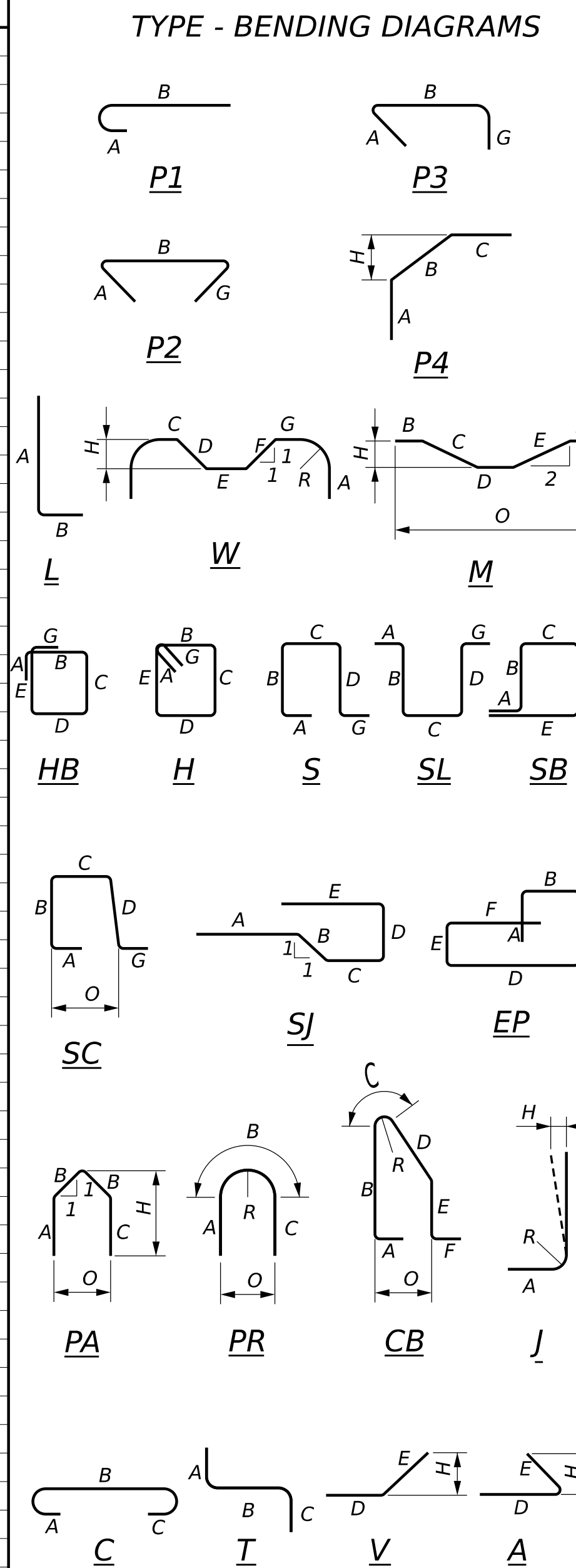
PARTIAL TRANSVERSE SECTION



SNOW FENCE CONNECTION DETAIL

(For additional snow fence details see
Standard Details 607(11) through 607(16))

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		Federal Project No. 2531500		WIN 025315.00	
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	R. DIONNE	JULY 2026			
CHECKED-REVIEWED	D. GUZZI	JULY 2026			
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					
ROUTE 100/I-95 BRIDGE NO. 5957 CROSSING ROUTE 100 / INTERSTATE 95 PALMYRA			SUPERSTRUCTURE REINF. AND SNOW FENCE DETAIL		
SHEET NUMBER			96		
			OF 98		

STRAIGHT BARS								BENT BARS																TYPE - BENDING DIAGRAMS	STATE OF MAINE DEPARTMENT OF TRANSPORTATION Federal Project No. 2531500 WIN 025315.00
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION			
Superstructure								Superstructure																	
S500ss	535	54'-7"	Longitudinal Bars					S550ss	1054	6'-7"	P1	0'-7"	6'-0"										Transverse OH Bars		
S501ss	1054	37'-1"	Transverse Bars																						
S600ss	50	55'-0"	Longitudinal Bars over Pier					S551ss	726	5'-8½"	SC	0'-10"	1'-4¾"	1'-3"	1'-4¾"				0'-10"					Curb Stirrups	
S601ss	50	35'-0"	Longitudinal Bars over Pier					Abut No. 1																	
Approach Slab								A550	222	9'-10"	S	0'-0"	3'-4"	3'-2"	3'-4"				0'-0"					Stirrups below CJ	
AS501	32	32'-7"	Transverse Bars					A551	12	4'-8"	S	0'-0"	0'-10"	3'-0"	0'-10"				0'-0"					Horiz. WW End U-Bars below CJ	
AS601	132	15'-2"	Longitudinal Bars					A550ss	76	6'-6"	S	0'-0"	1'-8"	3'-2"	1'-8"				0'-0"					Stirrups above CJ	
Abut No. 1								A551ss	39	7'-11"	L	4'-6"	3'-5"										Abutment FF to Deck Top Mat		
A500	34	5'-2"	Approach Slab Dowels					A552ss	39	7'-3"	P4	3'-0"	1'-8"	2'-7"						1'-2"				Abutment NF to Deck Bot. Mat	
A600	12	24'-1"	NF/FF Horiz. Bars below CJ					A553ss	5	4'-8"	S	0'-0"	0'-10"	3'-0"	0'-10"				0'-0"					Horiz. WW End U-Bars above CJ	
A700	6	18'-8"	NF WW Horiz. Bars below CJ					A554ss	37	6'-6"	S	0'-0"	1'-8"	3'-2"	1'-8"				0'-0"					WW Top U-Bars	
A701	6	17'-6"	NF WW Horiz. Bars below CJ					A555ss	1	10'-2"	V				1'-1"	9'-1"				4'-3"				WW Top Sloped Bar	
A800	4	54'-9"	Add. Longitudinal Bars below CJ					A556ss	1	10'-1"	V				1'-0"	9'-1"				4'-3"				WW Top Sloped Bar	
A900	11	20'-2"	FF WW Horiz. Bars below CJ					A557ss	1	10'-0"	V				0'-11"	9'-1"				4'-3"				WW Top Sloped Bar	
A901	11	19'-0"	FF WW Horiz. Bars below CJ					A558ss	1	9'-11"	V				0'-10"	9'-1"				4'-3"				WW Top Sloped Bar	
A501ss	38	7'-7"	WW Vert. Bars					A559ss	1	9'-10"	V				0'-9"	9'-1"				4'-3"				WW Top Sloped Bar	
A502ss	36	5'-9"	WW Vert. Bars					A560ss	1	8'-6"	V				1'-1"	7'-5"				3'-6"				WW Top Sloped Bar	
A503ss	1	3'-3"	WW T&S Horiz. Bars					A561ss	1	8'-7"	V				1'-2"	7'-5"				3'-6"				WW Top Sloped Bar	
A504ss	1	5'-2"	WW T&S Horiz. Bars					A562ss	1	8'-8"	V				1'-3"	7'-5"				3'-6"				WW Top Sloped Bar	
A505ss	1	7'-1"	WW T&S Horiz. Bars					A563ss	1	8'-9"	V				1'-4"	7'-5"				3'-6"				WW Top Sloped Bar	
A506ss	1	3'-2"	WW T&S Horiz. Bars					A564ss	1	8'-10"	V				1'-5"	7'-5"				3'-6"				WW Top Sloped Bar	
A507ss	1	5'-1"	WW T&S Horiz. Bars																						
A508ss	1	7'-0"	WW T&S Horiz. Bars																						
A600ss	12	24'-1"	NF/FF Horiz. Bars above CJ																						
A601ss	78	5'-1"	NF/FF Vert. Bars through CJ																						
A700ss	2	18'-8"	NF WW Horiz. Bars above CJ																						
A701ss	3	17'-6"	NF WW Horiz. Bars above CJ																						
A702ss	1	18'-0"	NF WW Horiz. Bars above CJ																						
A703ss	1	16'-3"	NF WW Horiz. Bars above CJ																						
A704ss	1	14'-6"	NF WW Horiz. Bars above CJ																						
A705ss	1	12'-8"	NF WW Horiz. Bars above CJ																						
A706ss	1	16'-5"	NF WW Horiz. Bars above CJ																						
A707ss	1	14'-8"	NF WW Horiz. Bars above CJ																						
A708ss	1	12'-11"	NF WW Horiz. Bars above CJ																						
A800ss	76	7'-7"	FF Vert. Bars through CJ																						
A900ss	7	20'-2"	FF WW Horiz. Bars above CJ																						
A901ss	7	19'-0"	FF WW Horiz. Bars above CJ																						
A902ss	5	16'-7"	FF WW Horiz. Bars above CJ																						
A903ss	5	16'-10"	FF WW Horiz. Bars above CJ																						

STRAIGHT BARS				BENT BARS				BENT BARS														TYPE - BENDING	DIAGRAMS	STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	Federal Project No. 2531500	WIN 025315.00			
MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	LOCATION	MARK	QTY.	LENGTH	TYPE	A	B	C	D	E	F	G	H	O	R	LOCATION	TYPE - BENDING	DIAGRAMS						
Abutment No. 2								Abutment No. 2																						
B500	34	5'-2"	Approach Slab Dowels					B550	222	9'-10"	S	0'-0"	3'-4"	3'-2"	3'-4"			0'-0"					Stirrups below CJ							
B600	12	24'-1"	NF/FF Horiz. Bars below CJ					B551	12	4'-8"	S	0'-0"	0'-10"	3'-0"	0'-10"			0'-0"					Horiz. WW End U-Bars below CJ							
B700	6	19'-0"	NF WW Horiz. Bars below CJ					B550ss	76	6'-6"	S	0'-0"	1'-8"	3'-2"	1'-8"			0'-0"					Stirrups above CJ							
B701	6	17'-3"	NF WW Horiz. Bars below CJ					B551ss	39	7'-10"	L	4'-5"	3'-5"										Abutment FF to Deck Top Mat							
								B552ss	39	7'-3"	P4	3'-0"	1'-8"	2'-7"					1'-2"				Abutment NF to Deck Bot. Mat							
B800	4	54'-9"	Add. Longitudinal Bars below CJ					B553ss	5	4'-8"	S	0'-0"	0'-10"	3'-0"	0'-10"			0'-0"					Horiz. WW End U-Bars above CJ							
								B554ss	37	6'-6"	S	0'-0"	1'-8"	3'-2"	1'-8"			0'-0"					WW Top U-Bars							
B900	11	20'-6"	FF WW Horiz. Bars below CJ					B555ss	1	10'-2"	V				1'-1"	9'-1"			4'-5"				WW Top Sloped Bar							
B901	11	18'-8"	FF WW Horiz. Bars below CJ					B556ss	1	10'-3"	V				1'-2"	9'-1"			4'-5"				WW Top Sloped Bar							
								B557ss	1	10'-4"	V				1'-3"	9'-1"			4'-5"				WW Top Sloped Bar							
								B558ss	1	10'-5"	V				1'-4"	9'-1"			4'-5"				WW Top Sloped Bar							
B501ss	38	7'-8"	WW Vert. Bars					B559ss	1	10'-6"	V				1'-5"	9'-1"			4'-5"				WW Top Sloped Bar							
B502ss	36	5'-9"	WW Vert. Bars					B560ss	1	8'-7"	V				1'-1"	7'-6"			3'-6"				WW Top Sloped Bar							
B503ss	1	3'-1"	WW T&S Horiz. Bars					B561ss	1	8'-6"	V				1'-0"	7'-6"			3'-6"				WW Top Sloped Bar							
B504ss	1	5'-0"	WW T&S Horiz. Bars					B562ss	1	8'-5"	V				0'-11"	7'-6"			3'-6"				WW Top Sloped Bar							
B505ss	1	6'-10"	WW T&S Horiz. Bars					B563ss	1	8'-4"	V				0'-10"	7'-6"			3'-6"				WW Top Sloped Bar							
B506ss	1	3'-2"	WW T&S Horiz. Bars					B564ss	1	8'-3"	V				0'-9"	7'-6"			3'-6"				WW Top Sloped Bar							
B507ss	1	5'-1"	WW T&S Horiz. Bars																											
B508ss	1	7'-0"	WW T&S Horiz. Bars																											
								Pier No. 1																						
B600ss	12	24'-1"	NF/FF Horiz. Bars above CJ					P550	66	15'-8"	S	0'-0"	0'-10"	14'-0"	0'-10"			0'-0"					Footing Top Mat, Short Direction							
B601ss	78	5'-1"	NF/FF Vert. Bars through CJ					P551	29	34'-0"	S	0'-0"	0'-10"	32'-4"	0'-10"			0'-0"					Footing Top Mat, Long Direction							
B700ss	2	19'-0"	NF WW Horiz. Bars above CJ					P750	66	16'-4"	S	0'-0"	1'-2"	14'-0"	1'-2"			0'-0"					Footing Bot. Mat, Short Direction							
B701ss	3	17'-3"	NF WW Horiz. Bars above CJ					P751	29	34'-8"	S	0'-0"	1'-2"	32'-4"	1'-2"			0'-0"					Footing Bot. Mat, Long Direction							
B702ss	1	18'-2"	NF WW Horiz. Bars above CJ					P550ss	75	8'-0"	S	0'-0"	2'-6"	3'-0"	2'-6"			0'-0"					Pier Top U-Bars							
B703ss	1	16'-5"	NF WW Horiz. Bars above CJ					P551ss	8	25'-5"	V				22'-5"	3'-0"			0'-11"				Bars along Sloped Faces							
B704ss	1	14'-8"	NF WW Horiz. Bars above CJ					P552ss	50	9'-6"	S	0'-0"	3'-6"	2'-6"	3'-6"			0'-0"					End of Pier Stem U-Bars							
B705ss	1	13'-0"	NF WW Horiz. Bars above CJ					P650ss	24	11'-10"	L	10'-10"	1'-0"		1'-0"								Stem Top Mat Horiz. Bars							
B706ss	1	16'-3"	NF WW Horiz. Bars above CJ					P651ss	6	9'-8"	S	0'-0"	1'-0"	7'-8"	1'-0"			0'-0"					Stem Top Mat Middle Step							
B707ss	1	14'-6"	NF WW Horiz. Bars above CJ					P850ss	94	12'-2"	L	10'-10"	1'-4"										Stem and Footing Vert. Bars							
B708ss	1	12'-8"	NF WW Horiz. Bars above CJ																											
B800ss	76	7'-7"	FF Vert. Bars through CJ																											
B900ss	7	20'-6"	FF WW Horiz. Bars above CJ																											
B901ss	7	18'-8"	FF WW Horiz. Bars above CJ																											
B902ss	5	16'-11"	FF WW Horiz. Bars above CJ																											
B903ss	5	16'-7"	FF WW Horiz. Bars above CJ																											
Pier No. 1																														
P500ss	8	6'-10"	Sloped Face to Footing Bars																											
P501ss	2	21'-3"	Horiz. Bars																											
P502ss	2	21'-11"	Horiz. Bars																											
P503ss	2	22'-7"	Horiz. Bars																											
P504ss	2	23'-3"	Horiz. Bars																											
P505ss	2	23'-10"	Horiz. Bars																											
P506ss	2	24'-6"	Horiz. Bars																											
P507ss	2	25'-2"	Horiz. Bars																											
P508ss	2	25'-10"	Horiz. Bars																											
P509ss	2	26'-5"	Horiz. Bars																											
P510ss	2	27'-1"	Horiz. Bars																											
P511ss	2	27'-9"	Horiz. Bars																											
P512ss	2	28'-5"	Horiz. Bars																											
P513ss	2	29'-0"	Horiz. Bars																											
P514ss	2	29'-8"	Horiz. Bars																											
P515ss	2	30'-4"	Horiz. Bars																											
P516ss	2	31'-0"	Horiz. Bars																											
P517ss	2	31'-7"	Horiz. Bars																											
P518ss	2	32'-3"	Horiz. Bars																											
P519ss	2	32'-11"	Horiz. Bars																											
P520ss	2	33'-7"	Horiz. Bars																											