



Known for excellence.
Built on trust.

GEOTECHNICAL
ENVIRONMENTAL
ECOLOGICAL
WATER
CONSTRUCTION
MANAGEMENT

707 Sable Oaks Drive
Suite 150
South Portland, ME 04106
T: 207.879.9190
F: 207.536.1173
www.gza.com



MEMORANDUM

TO: Laura Krusinski, P.E., Maine Department of Transportation

FROM: Blaine Cardali, P.E.
Andrew Blaisdell, P.E.
Christopher Snow, P.E.

DATE: November 14, 2025

FILE NO.: 09.0026242.00

SUBJECT: Addendum No. 1 to Geotechnical Data Report
Drummond Road Bridge No. 5784 Over Interstate 95
Maine Dot Win 29486.00 (Legacy Win 25469.00)
Sidney, Maine



We are pleased to provide this Addendum, which includes 200-series exploration program geotechnical data related to the replacement of Maine Department of Transportation (MaineDOT) Drummond Road Bridge No. 5784 in Sidney, Maine. Our work was completed in accordance with GZA GeoEnvironmental, Inc.'s Project Contract for the above-referenced project dated July 22, 2024, and our Proposal No. 09.P000130.24d, dated December 18, 2023, and the Limitations included in **Appendix A** of this report.

BACKGROUND

During the Draft RFP phase of the project, Design-Build teams submitted inquiries regarding the soft clay encountered in boring BB-SDRR-102 for which no Shelby tube samples were collected and BB-SDRR-103 for which one tube was collected but not tested. Boring BB-SDRR-102 was located between the existing Pier 3 and Abutment 2 and boring BB-SDRR-103 was located behind existing Abutment 2. The clay is present in the vicinity of Abutment 2 and ranges from 15 to 19 feet thick. To supplement the available data, a 200-series test boring and three (3) cone penetration tests (CPTs) were completed to obtain additional subsurface information to characterize the clay conditions near Abutment 2 and the approach. Additionally, a consolidation test on the BB-SDRR-103 Shelby tube was completed. Refer to GZA's Geotechnical Data Report, dated June 24, 2025, for previously collected project data.

Elevations referenced in this report are in feet and refer to the North American Vertical Datum of 1988 (NAVD88) unless noted otherwise.

SUBSURFACE EXPLORATIONS

200 SERIES BORING

GZA completed one test boring, designated BB-SDRR-201, the location of which is shown on the attached Boring Location Plan, **Figure 1**. Boring BB-SDRR-201 is located adjacent to boring



BB-SDRR-102. Boring BB-SDRR-201 was drilled through the bridge deck between Pier 3 and Abutment 2. The as-drilled boring location and elevation were surveyed by MaineDOT, provided to GZA, and are shown on the log. The surveyed, as-drilled location is shown on **Figure 1**.

The boring was drilled to a depth of approximately 14 feet below ground surface (bgs), where it was terminated in glacial till. Seaboard Drilling (Seaboard) of Bangor, Maine provided drilling services and coordinated utility clearance. The drilling was completed on August 29, 2025. GZA personnel monitored the drilling work and prepared a log of the boring that is included in **Appendix B**.

The boring was drilled using a solid stem auger followed by 4-inch casing and drive-and-wash techniques through the overburden. Standard Penetration Testing (SPT) and split spoon sampling were performed at 2- to 5-foot intervals in overburden soils. SPTs were conducted according to MaineDOT requirements using an automatic hammer system calibrated in accordance with ASTM D4633-05 and MaineDOT procedures. SPTs were conducted using automatic hammer Seaboard Acker AD11, which had a rated hammer energy transfer ratio of 1.009 at the time of drilling. The bridge deck was patched with quick-set concrete.

Field vane shear tests were attempted in pairs within the silt and clay layers. One field vane shear test was conducted with Geonor 65x130 mm rectangular vanes using procedures and rods in accordance with MaineDOT guidelines. Peak and residual torque values were measured and correlated to undrained shear strength values using the MaineDOT correlation charts. A second field vane shear test was attempted but encountered refusal. One thin-walled tube sample was taken from the BB-SDRR-201 and submitted by GZA for laboratory consolidation and shear strength testing, as well as a previously collected tube from BB-SDRR-103.

SEISMIC CONE PENETRATION TESTING

GZA retained Seaboard to complete three CPTs, designated CPT-SDRR-201, CPT-SDRR-201A, and CPT-SDRR-202, between August 28 and October 30, 2025, the location and designation of which are shown on the attached Boring Location Plan, **Figure 1**. CPT-SDRR-201 and CPT-SDRR-201A were advanced adjacent to boring BB-SDRR-102 and BB-SDRR-201 through the bridge deck, between the existing Pier 3 and Abutment 2. CPT-SDRR-201A was drilled to reassess the data initially recovered in CPT-SDRR-201. CPT-SDRR-202 was advanced through the approach embankment adjacent to BB-SDRR-103. The as-completed CPT locations and elevations were surveyed by MaineDOT and provided to GZA as shown on **Figure 1**.

The CPTs were performed in accordance with ASTM D5778. All CPTs were advanced using a Diedrich R-11 track-mounted rig providing a reaction for advancement of a Vertek digital cone. The CPTs were advanced to refusal at depths ranging from approximately 35 to 43 feet. Prior to advancement of CPT-SDRR-202, the location was pre-drilled to a depth of 15 feet below grade through embankment fill; therefore, the CPT results should be disregarded within this interval. Parameters obtained include cone resistance (q_c), sleeve friction (f_s), and piezocone pore pressure (u_2). Two dissipation tests were conducted at CPT-SDRR-202 at 27.1 feet and 35 feet below ground surface. Downhole shear wave velocity measurements were also taken in CPT-SDRR-202 at approximately 1-meter intervals using a surface impact source and a geophone near the cone to calculate shear wave velocity (V_s) at each test depth.



The data report submitted to GZA by Seaboard dated November 10, 2025, containing the raw CPT results is included in **Appendix C**. Seaboard also provided GZA with Excel files containing the raw data collected from the CPTs which is provided for the use of the Design-Build teams in **Tables 2 through 3**. It is noted that the depths recorded by Seaboard are measured from the bridge deck, which is 22.3 feet above ground surface at the location of CPT-SDRR-201 and -201A.

Based on GZA's review of the data from CPT-SDRR-201, the CPT results were inconsistent with the data from the adjacent to two borings. The CPT showed variable, extremely low tip resistance values that would be predictive of thin zones of very soft clay that was not encountered in the borings. In our opinion, CPT-SDRR-201 is not representative of the subsurface conditions and should be replaced for analysis purposes by CPT-SDRR-201A.

GZA utilized the analytical software *CPeT-IT* by Geologismiki to develop reports of correlated soil types and engineering properties of CPT-SDR-201A and -202 based on the raw data provided by Seaboard. These reports are included in **Appendix D**. GZA developed the correlated undrained shear strength (S_u) and overconsolidation ratio (OCR) values presented in **Appendix C** for information purposes for the Design-Build teams using the following equations and typical correlation factors for similar Presumpscot formation soils in Maine.

$$S_u = q_{\text{net}} / N_{\text{kt}}, \text{ where } N_{\text{kt}}=18$$

$$\text{OCR} = k * q_{\text{net}} / \sigma_v', \text{ where } k=0.3 \text{ and } \sigma_v' \text{ is the vertical effective stress}$$

It is noted that the available field and laboratory test results are considered inadequate to evaluate site-specific correlation factors. The Design-Build teams should develop their own correlated properties based on the raw data provided.

ADDITIONAL LABORATORY TESTING

GZA retained Soil Metrics LLC Geotechnical Laboratory in Cape Elizabeth, Maine to complete a laboratory testing program to assess the gradation and index properties of the soil. The testing program is summarized in the table below:

COMPLETED LABORATORY TESTS		
Laboratory Test	ASTM Standard	Number of Tests
Atterberg Limits	D4318	4
Moisture Content	D2216	4
Incremental Consolidation Test	D2435	1
Laboratory Vane Shear Test	--	2

A consolidation test was attempted on the Shelby tube collected from 12 to 14 feet in BB-SDRR-202, but the material was layered with sand and an intact consolidation test specimen could not be obtained. A consolidation test was completed from a Shelby tube sample collected from boring BB-SDRR-103. The results of the test indicated that the test specimen was likely disturbed (likely due to very low plasticity) and therefore are not considered to be reliable. Laboratory vane shear tests were conducted in both Shelby Tube samples.



Results of the testing are included in **Appendix E**.

SUBSURFACE PROFILE

The conditions encountered in the borings and CPTs are generally consistent with the existing data. The attached **Table 1** provides stratification for the 100-series borings and 200-series CPTs. The additional marine clay characterization is summarized below.

Soil Unit	Approximate Encountered Thickness (ft)	Generalized Description
Marine Clay	5 to 19	<p>Brown to grey, very soft to very stiff, Clayey SILT to Silty CLAY, trace to some sand, trace gravel.</p> <p>Typical MaineDOT Frost Classification Range = III to IV</p> <p>Results of 3 Grain Size, 3 Hydrometer, 7 Atterberg Limits, and 12 Moisture Content Analyses:</p> <ul style="list-style-type: none">• AASHTO Classification: A-4(0)• USCS Classifications: CL, ML, CL-ML• Liquid Limit: 23 to 34• Plastic Limit: 18 to 22• Plasticity Index: 5 to 16• Moisture Content: 20.9 to 30.3% <p>Shear Strength Testing/Evaluation:</p> <ul style="list-style-type: none">• One Field Vane: Su=687 psf (BB-SDRR-201, El. 156.7)• Two Laboratory Vanes: Su=1,086 psf (BB-SDRR-201, El. 154.3), Su=1,045 psf (BB-SDRR-103, El. 151.8)• See discussion below for Cone Penetration Tests <p><i>Encountered in all borings</i></p>

The CPT strength correlations for CPT-SDRR-201A indicate Su decreasing with depth to a range between 3,500 and 2,000 psf in the upper 3 feet of the deposit (El. 163 to El. 160) and relatively uniform between 2,000 and 2,600 psf in the lower 5 feet of the deposit (El. 160 to El. 155). The correlated strengths are generally higher than the results of the field vanes and/or lab vanes.

The CPT stress history correlations for CPT-SDRR-201A indicate OCR in excess of 20 in the upper 3 feet of the deposit (El. 163 to El. 160), decreasing with depth to minimum of approximately 10 in the lower 5 feet (El. 160 to El. 155), indicating the Marine Clay near the east side of the I-95 Northbound shoulder is overconsolidated.

The CPT strength correlations for CPT-SDRR-202 indicate Su in excess of 2,000 psf in the upper 5 feet of the Marine Clay deposit (El. 163 to El. 158), then decreasing with depth to a range between 800 and 500 psf in the lower 7 feet of the deposit (El. 153.5 to El. 146.5). The correlated strengths are generally lower than the results of the field vanes and/or lab vanes.

The CPT stress history correlations for CPT-SDRR-202 indicate an OCR of 4 or greater in the upper 5 feet of the Marine Clay (El. 163 to El. 158), decreasing with depth to between 1 to 1.3 in the lower 7 feet of the Marine Clay deposit (El. 153.5 to El. 146.5), indicating the lower portion of the Marine Clay beneath the existing



November 14, 2025

**ADDENDUM NO. 1 TO GEOTECHNICAL DATA REPORT
DRUMMOND ROAD BRIDGE NO. 5784 OVER INTERSTATE 95
Maine Department of Transportation**

09.0026242.00

Page | 5

embankment is near normally consolidated. As noted previously, the consolidation test completed at BB-SDRR-103 appeared to be on a disturbed sample.

The attached **Table 1** provides stratification for the 100-series borings and 200-series CPTs.

CLOSURE

We trust that this information meets current project needs. Please feel free to call Blaine Cardali at (207) 751-3252 for additional information.

BMC/ARB/CLS:cc

J:\09 Jobs\0026200s\09.0026242.00 - Stantec - Sidney S Bridges Bundle\Report\WIN 025469.00 Drummond Rd Report\Supplemental Data Memo\26242.00-Drummond Rd Bridge #5784 Addendum No. 1 to Geotechnical Data Report 11.14.2025.docx

Attachments:

- Table 1 – Revised Subsurface Summary Table
- Table 2 – CPT-SDRR-201A Raw Cone Penetration Test Data
- Table 3 – CPT-SDRR-202 Raw Cone Penetration Test Data
- Figure 1 – Revised Boring Location Plan
- Appendix A – Limitations
- Appendix B – 200 Series Boring Logs and Revised BB-SDRR-103 Log
- Appendix C – Cone Penetration Test Data Report by Seaboard
- Appendix D – Cone Penetration Test Interpretive Plots
- Appendix E – Additional Laboratory Testing Results



TABLES



TABLE 1
Summary of Subsurface Explorations
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Boring ID	Northing	Easting	Ground Surface El. (ft)	Top of Stratum Elevation						Stratum Thickness					Depth to Bedrock (ft)	Bottom of Boring Depth (ft)	Bottom of Boring El. (ft)	Groundwater	
				Asphalt	Topsoil	Fill	Marine Clay	Glacial Till	Bedrock	Asphalt	Topsoil	Fill	Marine Clay	Glacial Till				El. (ft)	Depth (ft)
BB-SDRR-101	600945.8	1158464.5	187.9	187.9	NE	187.3	169.4	164.4	155.4	0.6	NE	17.9	5.0	9.0	32.5	42.8	145.1	169.9	18.0
BB-SDRR-102	600904.6	1158678.7	166.1	NE	166.1	NE	165.8	150.6	150.3	NE	0.3	NE	15.2	0.3	15.8	25.5	140.6	166.1	0.0
BB-SDRR-103	600892.7	1158738.1	187.8	187.8	NE	187.1	167.5	148.8	135.7	0.7	NE	19.6	18.7	13.1	52.1	63.0	124.8	164.3	23.5
BB-SDRR-201	600892.3	1158675.9	165.3	NE	165.3	NE	164.3	153.3	NE	NE	1.0	NE	11.0	>2.0	NE	14.0	151.3	NM	NM
CPT-SDRR-201A	600903.1	1158685.1	166.1	NE	166.1	165.6	164.0	154.6	NE	NE	0.5	1.6	9.4	>1.9	NE	13.4	152.7	158.4	7.7
CPT-SDRR-202	600879.1	1158745.5	187.4	187.4	NE	186.7	162.7	146.1	NE	0.7	NE	24.0	16.6	>2.7	NE	43.3	144.1	163.4	24.0

El. = Elevation, NE = Not Encountered, NM = Not Measured, NP = Not Penetrated, > = Boring Terminated in Stratum

- Notes:
- 1. Refer to the boring logs and cone penetration test reports for additional information.
 - 2. Project elevation datum is North American Vertical Datum (NAVD88), unless noted otherwise.
 - 3. Project coordinates are in survey feet and reference the North American Datum of 1983 (NAD83) Maine Coordinate System 2000 West, unless noted otherwise.
 - 4. As-drilled locations, except CPT-SDRR-202 and CPT-SDRR-201A, were surveyed by MaineDOT and provided to GZA. The CPT-SDRR-202 and -201A as-drilled locations were measured by GZA using tape ties from existing structures and
 - 5. Stratum depths, thickness and elevations are rounded to the nearest 0.1 foot as interpreted on the boring logs, but this does not represent the precision of the data.

TABLE 2
CPT-SDRR-201A Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	SBT FR
(ft)	(psi)	(psi)	(psi)	(Rob. 1986)
0.067	150.2	1.0535	0.082	6
0.134	176.32	1.1731	0.082	6
0.201	159.96	1.526	-0.082	6
0.284	140.37	2.9883	-0.082	5
0.351	137.1	3.8826	-0.082	4
0.418	146.9	6.1176	-0.082	3
0.485	212.2	28.0486	-0.082	0
0.552	834.16	64.9463	-0.082	3
0.619	2303.35	85.6532	-0.082	6
0.686	2838.79	90.139	-0.082	7
0.753	2873.1	76.8343	0.048	7
0.82	2251.12	60.1641	-0.041	7
0.887	1880.57	44.9151	0	7
0.954	1678.15	36.3171	0	7
1.021	1041.58	26.9226	0.412	6
1.088	990.16	13.2983	0.412	7
1.155	1036.73	6.6722	0.66	8
1.221	938.78	4.0528	0.66	8
1.288	1031.84	2.0838	0.66	8
1.355	543.77	2.9409	0.824	7
1.422	313.6	3.8783	0.824	6
1.489	374.02	3.8836	0.989	7
1.556	455.61	3.7546	0.824	7
1.623	463.78	4.2884	0.824	7
1.69	475.2	5.6925	0.824	7
1.757	489.85	5.6572	0.577	7
1.824	466.98	5.6335	0.495	7
1.891	414.74	5.9111	0.495	6
1.958	302.05	6.5389	0.247	6
2.025	318.3	6.7223	-0.165	6
2.092	342.75	6.3245	-0.33	6
2.158	210.52	6.114	-0.33	5
2.225	161.54	6.5005	-0.33	3
2.292	197.67	6.5123	0.742	4
2.359	151.38	6.9271	6.018	3
2.426	304.66	7.6488	5.112	5
2.493	334.29	7.9891	6.348	6
2.56	126.88	8.2531	30.421	3
2.627	408.77	8.2483	27.784	6

TABLE 2
CPT-SDRR-201A Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

2.694	394.77	7.7269	31.246	6
2.761	392.47	7.0772	36.11	6
2.828	392.41	7.4509	43.942	6
2.895	395.59	8.5487	51.692	6
2.962	402.25	9.2675	60.513	6
3.029	398.61	8.7666	66.779	6
3.095	406.24	8.7952	72.303	6
3.162	422.22	8.633	78.733	6
3.229	441.18	8.4584	83.762	6
3.296	423.62	8.2551	93.903	6
3.346	424.46	8.1064	98.108	6
3.413	406.44	7.8746	105.94	6
3.48	404.48	7.3638	112.452	6
3.547	410.55	6.6697	118.306	6
3.614	398.11	6.3304	129.601	6
3.681	389.32	6.2166	126.468	6
3.748	380.8	5.9426	132.816	6
3.815	374.06	5.6828	131.744	6
3.882	372.63	5.5273	124.572	6
3.949	373.57	5.5273	129.271	6
4.016	374.64	5.5557	134.63	6
4.083	386.24	5.4559	135.537	6
4.15	374.57	5.2248	134.3	6
4.217	365.41	5.1681	129.271	6
4.283	359.02	4.9929	130.013	6
4.35	359.09	4.7855	138.505	6
4.417	357.04	4.6575	136.443	6
4.484	349.16	4.4025	137.845	6
4.551	339.17	4.2658	136.856	6
4.618	334.14	4.2043	136.196	6
4.685	325.65	4.0956	134.547	6
4.752	318.92	4.0296	133.558	6
4.819	317.88	3.9775	128.364	6
4.886	308.28	3.8736	121.192	6
4.953	301.92	3.7176	122.016	6
5.02	295.7	3.6378	115.421	6
5.087	285.66	3.7275	114.184	6
5.154	285.41	3.6894	112.947	6
5.22	279.94	3.5335	110.062	6
5.287	273.33	3.1262	109.691	6
5.354	263.54	2.655	109.691	6

TABLE 2
CPT-SDRR-201A Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

5.421	263.47	2.5933	109.32	6
5.488	264.72	2.6414	115.585	6
5.555	264.75	2.9386	115.75	6
5.622	260.76	2.9286	95.799	6
5.689	256.89	2.7303	100.91	6
5.756	247.8	2.6171	96.294	6
5.823	240.21	2.5841	99.179	6
5.89	243.56	2.6362	107.753	6
5.957	254.16	2.6548	111.793	6
6.024	278.17	2.5983	117.564	6
6.091	278.62	2.769	119.79	6
6.157	281.9	2.9381	119.873	6
6.224	285.38	2.7255	120.944	6
6.291	273.71	2.6836	119.749	6
6.358	258.14	2.8583	115.338	6
6.425	260.63	2.8816	119.625	6
6.492	266.09	2.754	122.428	6
6.559	254.96	2.6217	115.75	6
6.626	245.14	2.4941	115.627	6
6.693	241.85	2.4093	115.503	6
6.76	242.51	2.4093	118.801	6
6.827	242.28	2.4093	117.647	6
6.894	241.83	2.4093	115.421	6
6.961	241.17	2.4093	112.123	6
7.028	236.19	2.3998	111.71	6
7.094	238.2	2.5279	113.607	6
7.161	247.21	2.9486	117.811	6
7.228	264.31	3.4494	113.524	6
7.295	292.69	3.5424	116.657	6
7.362	300.68	3.1933	107.671	6
7.429	286.12	3.1417	116.492	6
7.496	269.12	3.0038	104.95	6
7.563	268.13	3.0721	116.327	6
7.63	277.68	3.7325	123.252	6
7.697	295.72	3.6652	123.665	6
7.764	322.51	3.2404	127.045	6
7.831	305.79	3.0233	92.419	6
7.898	285.5	3.0285	97.036	6
7.965	277.48	3.3502	114.101	6
8.031	283.73	3.4431	120.862	6
8.098	285.96	3.0136	123.83	6

TABLE 2
CPT-SDRR-201A Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

8.165	281.52	2.8676	117.976	6
8.232	276.44	2.9007	117.069	6
8.299	281.64	2.9669	126.715	6
8.366	291.15	3.0804	125.314	6
8.433	295.77	3.3169	123.912	6
8.5	289.27	3.6095	124.077	6
8.567	289.84	3.4335	122.84	6
8.634	287.68	3.0804	109.979	6
8.701	288.18	3.0419	110.474	6
8.768	292.12	2.8107	113.854	6
8.835	282.79	2.8254	116.163	6
8.902	283.95	2.8578	121.934	6
8.969	284.98	2.816	127.127	6
9.035	283.47	2.7984	127.705	6
9.102	278.52	2.7217	127.457	6
9.169	296.46	3.1185	135.537	6
9.236	310.74	3.2926	133.476	6
9.303	323.72	3.1033	133.064	7
9.37	312.98	3.1519	120.202	6
9.437	289.75	3.6238	118.306	6
9.504	284.56	3.675	124.984	6
9.571	300.09	3.2066	129.189	6
9.638	296.85	2.8917	129.312	6
9.705	297.66	3.1369	129.312	6
9.772	298.51	3.1557	129.436	6
9.839	325.94	3.1985	136.031	7
9.906	303.24	3.3402	120.45	6
9.972	303.64	3.4298	122.469	6
10.039	303.36	3.5459	121.068	6
10.106	304.05	3.6042	124.489	6
10.173	313.28	3.3633	121.686	6
10.24	313.25	3.3404	121.522	6
10.307	302.97	3.4295	119.131	6
10.374	308.58	3.1883	130.838	6
10.441	307.45	3.3366	129.271	6
10.508	307.44	4.0161	129.23	6
10.575	306.62	4.1806	129.189	6
10.642	325.83	3.816	135.454	6
10.709	317.62	3.3493	118.883	6
10.776	299.52	3.2595	134.506	6
10.843	297.38	3.1604	123.83	6

TABLE 2
CPT-SDRR-201A Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

10.909	297.7	3.1749	133.558	6
10.976	286.53	3.364	126.715	6
11.043	286.85	3.6522	128.282	6
11.11	310.38	4.3053	139.824	6
11.177	326.49	6.5392	138.752	6
11.244	342.58	9.5217	129.436	5
11.311	690.04	10.7484	95.552	7
11.378	866.67	12.4199	56.391	7
11.445	808.87	14.8972	20.363	7
11.512	599.78	12.8346	19.704	6
11.579	475.72	8.2612	19.704	6
11.646	393.96	7.3541	19.044	6
11.713	301.97	7.0873	24.321	6
11.78	386.34	7.426	46.251	6
11.846	381.87	8.3609	89.203	6
11.913	767.13	10.8074	81.042	7
11.98	744.54	10.899	41.551	7
12.047	602.27	9.1366	23.991	7
12.114	508.08	9.0416	34.626	6
12.181	474.87	9.0001	31.823	6
12.248	439.39	8.5008	33.967	6
12.315	385.25	7.5543	40.809	6
12.382	355.22	7.8662	45.674	6
12.449	313.48	7.7085	57.38	5
12.516	277.42	7.5317	64.8	5
12.583	294.47	7.6681	84.752	5
12.65	339.09	7.4658	103.796	6
12.717	345.55	8.064	119.79	6
12.783	360.1	8.3299	110.886	6
12.85	382.63	9.3891	109.32	6
12.917	414.21	15.9986	79.475	5
12.984	795.05	0	90.028	8
13.051	1160.33	0	22.837	9
13.118	1222.32	0	6.265	9
13.185	1117.1	0	2.556	9
13.252	1707.81	0	1.402	9

Notes:

1. Reference depth for CPT (depth = 0) is the bridge deck (El. 188.4). The distance from ground surface to bridge deck was 22.3 feet.
2. See CPT Data Report in Appendix C for additional information.

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
0.067	0	1.3925	0	0	0	0
0.134	3.27	1.4163	0	0	0	43.3
0.201	6.54	1.4364	0	0	0	21.958
0.284	9.81	1.446	0	0	0	14.736
0.351	11.45	1.4602	0	0	0	12.755
0.418	13.08	1.4602	0	0	0	11.161
0.485	13.1	1.4507	0.083	0	0	11.088
0.552	13.1	1.4364	0.083	0	0	10.979
0.619	14.74	1.4269	0.083	0	0	9.694
0.686	14.74	1.4127	0.083	0	0	9.598
0.753	14.72	1.4127	0	0	0	9.598
0.82	16.35	1.4317	0	0	0	8.755
0.887	17.99	1.4793	0	0	0	8.223
0.954	19.62	1.5173	0	0	2	7.731
1.021	19.62	1.5315	0	0	2	7.804
1.088	19.62	1.5124	0	0	2	7.707
1.155	22.9	1.484	0	0	2	6.481
1.221	26.17	1.4935	0	0	2	5.708
1.288	27.8	1.5077	0	0	2	5.423
1.355	27.8	1.5077	0	0	2	5.423
1.422	27.82	1.5077	0.083	0	2	5.423
1.489	27.82	1.5077	0.083	0	2	5.423
1.556	27.82	1.4982	0.083	0	2	5.389
1.623	19.64	1.484	0.083	0	2	7.562
1.69	16.37	1.4744	0.083	0	0	9.016
1.757	14.74	1.4411	0.083	0	0	9.791
1.824	14.74	1.4079	0.083	0	0	9.565
1.891	14.72	1.4008	0	0	0	9.517
1.958	14.72	1.4008	0	0	0	9.517
2.025	14.72	1.3865	0	0	0	9.42
2.092	13.08	1.3556	0	0	0	10.361
2.158	9.81	1.3414	0	0	0	13.67
2.225	9.81	1.3604	0	377.4606	0	13.865
2.292	9.81	1.3889	0	377.4606	0	14.155
2.359	4.91	1.3889	0	377.4606	0	28.309
2.426	6.54	1.3698	0	377.4606	0	20.94
2.493	6.54	1.3414	0	377.4606	0	20.505
2.56	8.18	1.3414	0	377.4606	0	16.404
2.627	9.81	1.3414	0	377.4606	0	13.67

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
2.694	9.81	1.3414	0	377.4606	0	13.67
2.761	9.81	1.3414	0	377.4606	0	13.67
2.828	11.45	1.3414	0	377.4606	0	11.717
2.895	13.08	1.3414	0	377.4606	0	10.253
2.962	13.08	1.3414	0	377.4606	0	10.253
3.029	13.08	1.3414	0	377.4606	0	10.253
3.095	13.1	1.3568	0.083	377.4606	0	10.371
3.162	13.1	1.3651	0.083	377.4606	0	10.434
3.229	13.1	1.3651	0.083	377.4606	0	10.434
3.296	14.74	1.3651	0.083	377.4606	0	9.275
3.346	14.74	1.3747	0.083	377.4606	0	9.34
3.413	13.1	1.3794	0.083	377.4606	0	10.543
3.48	13.1	1.3651	0.083	377.4606	0	10.434
3.547	13.1	1.3651	0.083	377.4606	0	10.434
3.614	13.12	1.3842	0.165	377.4606	0	10.58
3.681	13.12	1.4127	0.165	377.4606	0	10.798
3.748	11.48	1.4127	0.165	377.4606	0	12.34
3.815	11.48	1.4222	0.165	377.4606	0	12.423
3.882	14.75	1.4269	0.165	377.4606	0	9.694
3.949	14.75	1.4127	0.165	377.4606	0	9.598
4.016	13.12	1.4127	0.165	377.4606	0	10.798
4.083	18.02	1.4127	0.165	377.4606	2	7.853
4.15	18.01	1.4127	0.083	377.4606	2	7.853
4.217	18.01	1.4317	0.083	377.4606	2	7.959
4.283	18.01	1.4411	0.083	377.4606	0	8.011
4.35	14.74	1.4127	0.083	377.4606	0	9.598
4.417	14.74	1.4127	0.083	377.4606	0	9.598
4.484	14.74	1.4127	0.083	377.4606	0	9.598
4.551	13.1	1.4127	0.083	377.4606	0	10.798
4.618	13.1	1.4222	0.083	377.4606	0	10.871
4.685	13.12	1.5128	0.165	377.4606	0	11.563
4.752	13.1	1.722	0.083	377.4606	0	13.162
4.819	13.1	2.0742	0.083	377.4606	0	15.854
4.886	18.01	2.5207	0.083	377.4606	0	14.012
4.953	34.36	2.8534	0.083	377.4606	0	8.309
5.02	53.98	3.0907	0.083	377.4606	3	5.727
5.087	65.48	3.1572	0.33	377.4606	3	4.826
5.154	80.56	2.7134	2.146	377.4606	3	3.386
5.22	82.56	2.3264	3.963	377.4606	3	2.845

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
5.287	76.1	2.6243	4.376	377.4606	3	3.488
5.354	66.01	2.3155	2.972	377.4606	3	3.54
5.421	46.02	2.0874	1.156	377.4606	3	4.558
5.488	46.63	1.9116	0.083	550.7546	3	4.101
5.555	27.82	1.7355	0.083	550.7546	2	6.243
5.622	21.28	1.579	0.083	550.7546	2	7.427
5.689	19.64	1.5981	0.083	550.7546	0	8.143
5.756	16.39	1.6266	0.165	550.7546	0	9.946
5.823	16.37	1.6266	0.083	550.7546	0	9.946
5.89	16.37	1.6457	0.083	550.7546	0	10.063
5.957	18.01	1.6741	0.083	550.7546	0	9.306
6.024	11.46	1.6741	0.083	550.7546	0	14.624
6.091	11.48	1.6741	0.165	550.7546	0	14.624
6.157	11.5	1.6741	0.248	550.7546	0	14.624
6.224	8.24	1.655	0.33	550.7546	0	20.24
6.291	8.24	1.598	0.33	550.7546	0	19.542
6.358	8.26	1.5648	0.413	550.7546	0	19.137
6.425	8.26	1.5886	0.413	550.7546	0	19.428
6.492	8.24	1.5933	0.33	550.7546	0	19.485
6.559	8.24	1.5981	0.33	550.7546	0	19.544
6.626	13.13	1.6457	0.248	550.7546	0	12.579
6.693	13.12	1.7027	0.165	550.7546	0	13.015
6.76	13.12	1.7741	0.165	550.7546	0	13.56
6.827	16.39	1.8167	0.165	550.7546	0	11.109
6.894	16.39	1.8167	0.165	550.7546	0	11.109
6.961	16.39	1.8167	0.165	550.7546	0	11.109
7.028	16.39	1.8167	0.165	550.7546	0	11.109
7.094	13.13	1.8167	0.248	550.7546	0	13.886
7.161	13.13	1.8167	0.248	550.7546	0	13.886
7.228	13.15	1.7881	0.33	550.7546	0	13.667
7.295	11.51	1.7454	0.33	550.7546	0	15.247
7.362	14.78	1.7454	0.33	550.7546	0	11.859
7.429	14.78	1.7263	0.33	550.7546	0	11.729
7.496	14.78	1.6788	0.33	550.7546	0	11.406
7.563	14.78	1.6313	0.33	550.7546	0	11.083
7.63	13.15	1.5933	0.33	550.7546	0	12.178
7.697	9.88	1.5695	0.33	550.7546	0	15.995
7.764	9.86	1.5362	0.248	550.7546	0	15.656
7.831	9.86	1.5173	0.248	550.7546	0	15.463

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
7.898	9.85	1.5124	0.165	550.7546	0	15.413
7.965	8.21	1.4744	0.165	550.7546	0	18.031
8.031	8.21	1.4411	0.165	550.7546	0	17.624
8.098	11.48	1.4127	0.165	550.7546	0	12.34
8.165	8.21	1.4222	0.165	550.7546	0	17.393
8.232	8.21	1.4269	0.165	550.7546	0	17.45
8.299	8.21	1.4031	0.165	550.7546	0	17.159
8.366	8.21	1.3889	0.165	550.7546	0	16.985
8.433	9.85	1.3666	0.165	550.7546	0	13.928
8.5	8.21	1.3334	0.165	550.7546	0	16.307
8.567	8.21	1.3159	0.165	550.7546	0	16.093
8.634	8.21	1.2907	0.165	550.7546	0	15.784
8.701	8.21	1.2926	0.165	550.7546	0	15.808
8.768	6.03	1.2938	0.165	500.3937	0	21.576
8.835	4.94	1.3034	0.165	500.3937	0	26.566
8.902	4.94	1.3748	0.165	500.3937	0	28.023
8.969	4.96	1.4697	0.248	500.3937	0	29.957
9.035	6.59	1.5031	0.248	500.3937	0	22.977
9.102	6.59	1.5506	0.248	500.3937	0	23.704
9.169	13.13	1.6458	0.248	500.3937	0	12.58
9.236	18.01	1.8122	0.083	500.3937	0	10.074
9.303	18.01	2.0072	0.083	500.3937	0	11.158
9.37	22.93	2.2735	0.165	500.3937	0	9.93
9.437	29.47	2.5252	0.165	500.3937	0	8.578
9.504	42.54	2.6343	0.083	500.3937	3	6.195
9.571	50.71	2.6771	0.083	500.3937	3	5.281
9.638	52.38	2.7103	0.248	500.3937	3	5.179
9.705	49.16	2.696	0.495	500.3937	3	5.495
9.772	42.57	2.6579	0.248	500.3937	3	6.251
9.839	34.39	2.5437	0.248	500.3937	2	7.407
9.906	31.12	2.3439	0.248	500.3937	2	7.543
9.972	27.85	2.1255	0.248	500.3937	2	7.645
10.039	22.95	2.0067	0.248	500.3937	0	8.765
10.106	22.98	1.9547	0.413	500.3937	0	8.537
10.173	18.09	1.9831	0.495	500.3937	0	11.024
10.24	19.74	1.9736	0.578	500.3937	0	10.057
10.307	21.38	1.9307	0.578	500.3937	0	9.081
10.374	21.39	1.8976	0.661	500.3937	0	8.926
10.441	23.03	1.8736	0.661	500.3937	0	8.183

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
10.508	16.5	1.7976	0.743	500.3937	0	10.992
10.575	18.14	1.7501	0.743	500.3937	0	9.729
10.642	18.14	1.7026	0.743	500.3937	0	9.464
10.709	18.14	1.6359	0.743	500.3937	0	9.094
10.776	19.77	1.5409	0.743	500.3937	2	7.852
10.843	21.41	1.4458	0.743	500.3937	2	6.801
10.909	18.14	1.3698	0.743	500.3937	2	7.615
10.976	18.14	1.2936	0.743	500.3937	2	7.191
11.043	16.5	1.2225	0.743	500.3937	2	7.475
11.11	16.52	1.2225	0.826	500.3937	2	7.475
11.177	16.52	1.2225	0.826	500.3937	2	7.475
11.244	14.88	1.1748	0.826	500.3937	2	7.982
11.311	13.26	1.0655	0.908	500.3937	0	8.144
11.378	13.26	1.0086	0.908	500.3937	0	7.709
11.445	1.82	1.0181	0.908	500.3937	0	62.256
11.512	1.83	1.0324	0.991	500.3937	0	63.126
11.579	1.83	1.0419	0.991	500.3937	0	63.71
11.646	1.83	0.9909	0.991	500.3937	0	60.592
11.713	0.18	0.8937	0.908	500.3937	0	0
11.78	-3.09	0.8937	0.908	500.3937	0	-27.324
11.846	-6.36	0.8539	0.908	500.3937	0	-13.054
11.913	-6.5	0.766	0.908	500.3937	0	-11.471
11.98	-6.63	0.7234	0.908	500.3937	0	-10.615
12.047	-6.6	0.7234	1.073	704.7244	0	-10.615
12.114	-6.6	0.7425	1.073	704.7244	0	-10.896
12.181	-7.96	0.79	1.073	704.7244	0	-9.661
12.248	-4.68	0.7994	1.156	704.7244	0	-16.293
12.315	-7.95	0.7709	1.156	704.7244	0	-9.428
12.382	-7.95	0.7804	1.156	704.7244	0	-9.544
12.449	-9.6	0.7947	1.073	704.7244	0	-8.099
12.516	-11.25	0.7756	0.991	704.7244	0	-6.775
12.583	-11.25	0.7376	0.991	704.7244	0	-6.443
12.65	-11.25	0.7043	0.991	704.7244	0	-6.152
12.717	-12.9	0.6758	0.908	704.7244	0	-5.166
12.783	-12.9	0.6567	0.908	704.7244	0	-5.02
12.85	-12.9	0.6378	0.908	704.7244	0	-4.875
12.917	-12.9	0.6711	0.908	704.7244	0	-5.13
12.984	-11.27	0.7187	0.908	704.7244	0	-6.278
13.051	-11.27	0.7376	0.908	704.7244	0	-6.443

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
13.118	-6.36	0.7615	0.908	704.7244	0	-11.642
13.185	-6.36	0.8089	0.908	704.7244	0	-12.366
13.252	-6.36	0.8138	0.908	704.7244	0	-12.44
13.319	-8	0.8231	0.908	704.7244	0	-10.066
13.386	-9.63	0.7851	0.908	704.7244	0	-8.001
13.453	-9.61	0.7709	0.991	704.7244	0	-7.856
13.52	-9.61	0.7614	0.991	704.7244	0	-7.759
13.587	-9.61	0.7471	0.991	704.7244	0	-7.614
13.654	-9.61	0.7471	0.991	704.7244	0	-7.614
13.72	-7.98	0.7471	0.991	704.7244	0	-9.137
13.787	-9.61	0.7471	0.991	704.7244	0	-7.614
13.854	-9.61	0.7567	0.991	704.7244	0	-7.712
13.921	-11.25	0.7709	0.991	704.7244	0	-6.734
13.988	-11.25	0.7804	0.991	704.7244	0	-6.817
14.055	-11.25	0.7756	0.991	704.7244	0	-6.775
14.122	-11.25	0.7376	0.991	704.7244	0	-6.443
14.189	-11.25	0.7234	0.991	704.7244	0	-6.319
14.256	-12.88	0.7043	0.991	704.7244	0	-5.383
14.323	-12.88	0.6758	0.991	704.7244	0	-5.166
14.39	-12.88	0.6758	0.991	704.7244	0	-5.166
14.457	-12.88	0.6758	0.991	704.7244	0	-5.166
14.524	-12.88	0.6949	0.991	704.7244	0	-5.312
14.591	-11.25	0.7902	0.991	704.7244	0	-6.902
14.657	-7.98	0.9852	0.991	704.7244	0	-12.048
14.724	-3.07	1.2515	0.991	704.7244	0	-38.263
14.791	1.83	1.8563	0.991	704.7244	0	113.505
14.858	13.28	3.236	0.991	704.7244	0	24.734
14.925	24.73	4.8847	0.991	704.7244	0	19.912
14.992	60.72	5.9915	1.073	704.7244	0	9.902
15.059	140.83	6.8569	0.991	704.7244	3	4.876
15.126	227.51	8.2084	0.991	704.7244	4	3.611
15.193	288.6	9.7565	3.88	704.7244	5	3.39
15.26	323.53	11.1939	6.853	704.7244	5	3.475
15.327	382.9	12.1525	9.33	1105.413	5	3.189
15.394	944.65	11.9142	13.541	1105.413	7	1.265
15.461	1505.53	15.1358	13.334	1105.413	8	1.007
15.528	1842.41	18.3882	13.334	1105.413	8	0.999
15.594	1945.39	18.4238	13.128	1105.413	9	0.948
15.678	2147.11	16.8892	7.844	1105.413	9	0.787

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
15.745	2211.45	14.5084	10.651	1105.413	9	0.657
15.812	2222.52	14.5041	8.752	1105.413	9	0.653
15.879	2214.1	14.2697	7.513	1105.413	9	0.645
15.946	2037.95	12.5981	17.999	1105.413	9	0.619
16.013	1931.56	10.9248	9.413	1105.413	9	0.566
16.08	1916.53	10.5424	7.844	1105.413	9	0.551
16.147	1802.23	9.6595	8.669	1105.413	9	0.536
16.214	1702.29	9.7419	7.761	1105.413	9	0.573
16.281	1626.49	9.744	4.871	1105.413	9	0.599
16.347	1587.19	8.3358	4.623	1105.413	9	0.525
16.414	1515.43	7.546	5.614	1105.413	9	0.498
16.481	1459.9	7.8339	5.945	1105.413	9	0.537
16.548	1348.55	7.521	5.201	1105.413	9	0.558
16.615	1325.65	8.2557	5.201	1105.413	8	0.623
16.682	1255.19	10	4.458	1105.413	8	0.797
16.749	1204.59	10.242	4.954	1105.413	8	0.851
16.816	1165.26	9.7955	4.541	1105.413	8	0.841
16.883	1142.26	10.6962	4.045	1105.413	8	0.937
16.95	1127.5	10.5833	3.798	1105.413	8	0.939
17.017	1155.16	14.8573	3.137	1105.413	8	1.287
17.084	1129.88	19.9845	3.468	1105.413	7	1.77
17.151	1131.09	15.7172	3.385	1105.413	7	1.39
17.218	1132.43	11.7542	3.963	1105.413	8	1.039
17.284	990.26	11.1489	4.458	1105.413	8	1.127
17.351	761.32	11.3705	4.458	1105.413	7	1.495
17.418	761.32	11.2435	4.458	1105.413	7	1.479
17.485	761.18	11.4448	3.798	1105.413	7	1.505
17.552	764.31	11.2042	3.055	1105.413	7	1.467
17.619	785.57	9.4407	3.055	1105.413	7	1.203
17.686	821.46	6.6727	2.642	1105.413	8	0.813
17.753	906.44	6.0338	2.312	1105.413	8	0.666
17.82	826.53	10.1112	3.468	1105.413	7	1.224
17.887	875.6	14.0746	3.468	1105.413	7	1.609
17.954	927.92	11.089	3.468	1105.413	7	1.196
18.021	958.88	11.2559	2.89	1105.413	8	1.175
18.088	913.04	11.8057	2.642	1105.413	7	1.294
18.155	715.38	10.3913	3.715	1105.413	7	1.454
18.221	770.9	10.837	3.302	1105.413	7	1.407
18.288	764.39	11.9081	3.468	1105.413	7	1.559

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
18.355	815.04	11.7872	3.22	1105.413	7	1.447
18.422	883.72	11.7061	3.22	1105.413	7	1.326
18.489	886.99	11.3276	3.22	1105.413	7	1.278
18.556	1114.34	11.6973	3.385	1105.413	8	1.05
18.623	1387.39	13.6227	3.179	907.5459	8	0.982
18.69	1972.83	15.0562	3.137	907.5459	9	0.763
18.757	2288.58	16.4519	3.798	907.5459	9	0.719
18.824	2576.35	20.4358	3.55	907.5459	9	0.793
18.891	3012.96	25.8477	3.468	907.5459	9	0.858
18.958	3516.79	31.0937	4.211	907.5459	9	0.884
19.025	4548.91	35.4736	5.367	907.5459	9	0.78
19.092	5162.3	38.0786	6.11	907.5459	10	0.738
19.158	5513.47	44.7652	3.963	907.5459	10	0.812
19.225	5724.52	50.6974	4.458	907.5459	10	0.886
19.292	5268.45	50.733	13.541	907.5459	9	0.963
19.359	5160.22	53.5885	12.054	907.5459	9	1.039
19.426	4900.56	56.1529	13.83	907.5459	9	1.146
19.493	4545.72	52.9621	13.974	907.5459	9	1.166
19.56	4359.33	49.3568	14.119	907.5459	9	1.133
19.627	3851.37	42.5004	9.082	907.5459	9	1.104
19.694	3279.49	37.2423	11.476	907.5459	9	1.136
19.761	3130.09	34.0281	8.587	907.5459	9	1.088
19.828	2641.5	29.5301	10.403	907.5459	9	1.119
19.895	2318.72	28.3246	7.348	907.5459	8	1.222
19.962	1819.74	29.2113	6.275	907.5459	8	1.606
20.029	1541.72	29.197	6.234	907.5459	7	1.895
20.095	1392.9	29.1875	6.192	907.5459	7	2.097
20.162	1149.37	27.675	6.853	907.5459	7	2.411
20.229	979.14	25.394	6.11	907.5459	6	2.597
20.296	817.25	24.7599	6.11	907.5459	6	3.034
20.363	724.07	23.3004	6.275	907.5459	6	3.224
20.43	721.64	22.2422	6.357	907.5459	6	3.088
20.497	721.55	22.2052	5.945	907.5459	6	3.082
20.564	718.94	22.3421	5.119	907.5459	6	3.112
20.631	677.9	21.9661	4.376	907.5459	6	3.244
20.698	560.01	20.9137	3.633	907.5459	5	3.739
20.765	453.7	18.8974	3.55	907.5459	4	4.172
20.832	358.83	16.8926	3.468	907.5459	3	4.717
20.899	298.38	15.3238	3.715	907.5459	3	5.149

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
20.966	265.82	13.3594	4.458	907.5459	3	5.043
21.032	256.27	10.9304	5.779	907.5459	4	4.285
21.099	259.82	8.9402	7.183	907.5459	5	3.46
21.166	251.74	7.953	7.679	907.5459	5	3.179
21.233	237.09	7.5775	8.009	907.5459	5	3.218
21.3	209.45	7.2352	8.835	907.5459	4	3.484
21.367	201.77	7.0266	11.311	907.5459	4	3.522
21.434	195.76	7.0337	13.953	907.5459	4	3.645
21.501	193.12	7.0385	17.091	907.5459	4	3.71
21.568	179.06	7.1219	20.394	907.5459	3	4.07
21.635	171.52	7.4457	23.614	907.5459	3	4.464
21.702	168.62	7.7396	25.43	907.5459	3	4.733
21.769	171.14	7.7111	29.889	907.5459	3	4.669
21.836	166.55	7.7588	31.457	907.5459	3	4.841
21.903	149.77	7.6582	29.311	773.0315	3	5.322
21.969	160.52	7.1158	17.669	773.0315	3	4.533
22.036	141.01	6.4219	18.247	773.0315	3	4.675
22.103	125.15	5.7945	20.642	773.0315	3	4.788
22.17	114.01	5.205	22.21	773.0315	3	4.75
22.237	101.34	4.673	24.274	773.0315	3	4.843
22.304	95.38	4.3834	27.164	773.0315	3	4.873
22.371	91.02	4.2455	29.889	773.0315	3	4.992
22.438	86.38	4.0982	31.21	773.0315	3	5.114
22.505	77.87	3.9126	29.559	773.0315	3	5.437
22.572	70.44	3.6083	25.1	773.0315	3	5.516
22.639	64.94	3.3709	22.127	773.0315	3	5.571
22.706	57.68	3.3045	18.577	773.0315	3	6.123
22.773	52.46	3.3762	17.009	773.0315	3	6.881
22.84	47.46	3.571	16.513	773.0315	2	8.087
22.907	47.44	4.1477	16.431	773.0315	0	9.393
22.973	47.36	6.0518	16.018	773.0315	0	13.706
23.04	47.39	10.1201	16.183	773.0315	0	22.919
23.107	177.22	15.0227	19.403	773.0315	0	8.666
23.174	566.73	17.9289	20.889	773.0315	5	3.187
23.241	880.7	19.7738	20.807	773.0315	6	2.256
23.308	875.79	21.5793	20.807	773.0315	6	2.476
23.375	705.7	23.2868	20.724	773.0315	5	3.319
23.442	707.33	26.4853	24.77	773.0315	5	3.771
23.509	709.24	29.454	30.219	773.0315	5	4.189

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
23.576	695.31	29.4009	42.356	773.0315	5	4.281
23.643	715.51	30.4614	53.42	773.0315	5	4.322
23.71	873	34.4907	64.071	773.0315	5	4.01
23.777	1507.07	39.2376	78.273	773.0315	7	2.631
23.844	1813.64	43.536	33.026	773.0315	7	2.409
23.91	1717.78	48.6139	11.641	773.0315	7	2.834
23.977	1510.95	53.0687	7.761	773.0315	6	3.516
24.044	1227.72	54.4419	6.11	773.0315	5	4.439
24.111	1064.52	53.9486	7.802	773.0315	4	5.075
24.178	954.61	52.8038	6.11	773.0315	3	5.539
24.245	905.91	50.9149	7.844	773.0315	3	5.63
24.312	857.85	50.364	12.88	773.0315	3	5.889
24.379	864.96	49.2585	15.687	773.0315	3	5.716
24.446	866.26	47.6921	22.21	773.0315	3	5.534
24.513	870.17	46.5447	33.604	773.0315	3	5.391
24.58	847.02	44.6623	32.283	773.0315	3	5.313
24.647	813.68	42.3408	37.32	773.0315	3	5.252
24.714	779.83	39.8567	39.797	773.0315	4	5.164
24.781	749.32	38.1024	42.604	773.0315	4	5.143
24.847	758.57	29.7977	47.971	773.0315	5	3.978
24.914	698.17	22.0112	48.466	773.0315	6	3.197
24.981	592.64	25.0184	52.347	773.0315	4	4.297
25.048	512.77	21.5768	37.237	773.0315	4	4.27
25.115	449.1	17.9731	37.815	773.0315	4	4.071
25.182	462.69	15.3153	89.419	874.8688	5	3.443
25.249	477.84	14.2024	99.74	874.8688	5	3.102
25.316	471.94	13.2007	119.308	874.8688	6	2.946
25.383	463.4	12.5727	133.839	874.8688	6	2.879
25.45	457.52	11.822	145.316	874.8688	6	2.759
25.517	463.14	11.3614	148.867	874.8688	6	2.622
25.584	461.55	11.1095	157.288	874.8688	6	2.583
25.651	459.78	10.6906	164.802	874.8688	6	2.505
25.718	456.66	8.9898	173.719	874.8688	6	2.131
25.784	458.28	8.0808	181.81	874.8688	6	1.915
25.851	455.98	9.5983	186.682	874.8688	6	2.293
25.918	460.26	9.6602	183.544	874.8688	6	2.281
25.985	449.7	9.7313	179.829	874.8688	6	2.352
26.052	462.67	9.7313	179.251	874.8688	6	2.28
26.119	465.94	9.7027	179.251	874.8688	6	2.256

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
26.186	439.66	9.5646	178.673	874.8688	6	2.368
26.253	419.95	9.1551	170.086	874.8688	6	2.372
26.32	399.6	8.6423	166.453	874.8688	6	2.359
26.387	377.8	8.338	155.554	874.8688	6	2.405
26.454	356.66	7.9863	156.132	874.8688	6	2.454
26.521	341.96	7.6441	148.041	874.8688	6	2.447
26.588	327.67	7.4543	142.013	874.8688	6	2.491
26.655	318.37	7.3305	136.399	874.8688	6	2.518
26.721	307.68	7.0642	132.023	874.8688	6	2.511
26.788	299.74	8.2724	125.005	874.8688	5	3.011
26.855	291.12	10.9695	122.776	874.8688	4	4.115
26.922	278.84	11.503	118.648	874.8688	4	4.509
26.989	270.52	10.3663	117.904	874.8688	4	4.198
27.056	265.13	9.169	115.51	874.8688	5	3.788
27.123	291.45	8.3089	34.512	874.8688	5	2.92
27.19	306.8	7.6151	37.65	874.8688	5	2.545
27.257	291.22	7.0018	49.705	874.8688	5	2.489
27.324	275.71	6.4364	62.089	874.8688	5	2.445
27.391	269.17	6.0039	70.264	874.8688	5	2.353
27.458	263.04	5.743	80.502	874.8688	5	2.326
27.525	261.04	5.7623	86.859	874.8688	5	2.365
27.592	260.77	5.8906	93.712	874.8688	5	2.434
27.658	262.39	6.0523	101.804	874.8688	5	2.501
27.725	273.11	6.233	106.345	874.8688	5	2.475
27.792	289.17	6.3612	113.033	874.8688	6	2.386
27.859	299.87	6.4993	117.492	874.8688	6	2.352
27.926	311.32	6.737	117.492	874.8688	6	2.341
27.993	319.5	6.8983	117.492	874.8688	6	2.331
28.06	322.65	6.8886	116.914	874.8688	6	2.302
28.127	323.78	6.9032	106.18	874.8688	6	2.282
28.194	315.73	7.0815	106.841	874.8688	6	2.406
28.261	310.61	7.1023	113.941	874.8688	6	2.468
28.328	320.01	7.022	120.051	874.8688	6	2.372
28.395	332.99	7.0168	127.73	874.8688	6	2.282
28.462	330.54	6.7598	119.556	775.7874	6	2.205
28.529	327.46	6.3365	108.244	775.7874	6	2.072
28.595	318.74	5.804	105.519	775.7874	6	1.95
28.662	312.03	5.2574	112.868	775.7874	6	1.816
28.729	302.36	4.7585	138.133	775.7874	6	1.732

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
28.796	304.49	4.3689	148.784	775.7874	6	1.59
28.863	306.2	4.1983	157.288	775.7874	6	1.528
28.93	307.96	4.2792	157.949	775.7874	6	1.548
28.997	311.04	4.3552	156.958	775.7874	6	1.557
29.064	315.15	4.3932	152.995	775.7874	6	1.544
29.131	312.94	4.4837	141.931	775.7874	6	1.576
29.198	304.3	4.6166	139.619	775.7874	6	1.67
29.265	305.32	4.6355	136.564	775.7874	6	1.667
29.332	304.36	4.6022	139.95	775.7874	6	1.665
29.399	307.04	4.5738	136.977	775.7874	6	1.636
29.466	295.41	4.6119	136.069	775.7874	6	1.72
29.532	284.06	4.6402	136.564	775.7874	6	1.807
29.599	280.76	4.4449	136.399	775.7874	6	1.754
29.666	284.26	4.1695	145.729	775.7874	6	1.634
29.733	283.66	4.0793	150.931	775.7874	6	1.609
29.8	282.52	3.9268	145.234	775.7874	6	1.549
29.867	283.35	3.7037	149.362	775.7874	6	1.461
29.934	281.52	3.5514	140.197	775.7874	6	1.401
30.001	268.85	3.3614	134.087	775.7874	6	1.389
30.068	255.85	3.233	134.5	775.7874	6	1.412
30.135	244.12	3.119	133.096	775.7874	6	1.434
30.202	237.94	3.0286	134.913	775.7874	6	1.436
30.269	242.9	2.9384	135.161	775.7874	6	1.361
30.336	246.28	2.9195	135.739	775.7874	6	1.332
30.403	240.09	2.9337	129.299	775.7874	6	1.369
30.469	235.61	2.8956	123.271	775.7874	6	1.373
30.536	228.57	2.8387	120.794	775.7874	6	1.389
30.603	222.21	2.8482	121.702	775.7874	6	1.439
30.67	222.71	2.8529	124.179	775.7874	6	1.442
30.737	223.06	2.81	125.913	775.7874	6	1.42
30.804	222.61	2.7483	123.684	775.7874	6	1.389
30.871	215.95	2.7103	123.106	775.7874	6	1.417
30.938	215.95	2.696	123.106	775.7874	6	1.409
31.005	214.2	2.696	122.528	775.7874	6	1.421
31.072	212.55	2.6292	122.445	775.7874	6	1.398
31.139	210.02	2.4725	117.987	775.7874	6	1.326
31.206	207.88	2.4063	115.427	775.7874	6	1.302
31.273	203.02	2.4442	115.675	775.7874	6	1.359
31.34	202.94	2.4489	115.262	775.7874	6	1.361

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
31.406	202.61	2.4442	113.611	775.7874	6	1.359
31.473	198.46	2.4202	109.235	775.7874	6	1.37
31.54	195.12	2.4015	108.863	775.7874	6	1.385
31.607	194.71	2.487	106.841	775.7874	6	1.435
31.674	188.5	2.5106	108.492	775.7874	6	1.505
31.741	187.11	2.4631	105.643	715.748	6	1.484
31.808	186.97	2.4252	109.029	715.748	6	1.468
31.875	186.06	2.4014	104.446	715.748	6	1.454
31.942	187.08	2.3872	109.565	715.748	6	1.445
32.009	192.45	2.349	111.877	715.748	6	1.381
32.076	191.99	2.2635	109.565	715.748	6	1.331
32.143	188.77	2.2113	109.854	715.748	6	1.326
32.21	181.74	2.2257	107.418	715.748	6	1.389
32.277	180.65	2.2874	110.143	715.748	6	1.442
32.344	188.14	2.3159	114.849	715.748	6	1.402
32.41	194.03	2.3159	111.629	715.748	6	1.349
32.477	186.2	2.3159	105.189	715.748	6	1.402
32.544	181.66	2.3159	107.006	715.748	6	1.445
32.611	182.27	2.2968	110.061	715.748	6	1.433
32.678	189.71	2.2588	114.519	715.748	6	1.354
32.745	193.79	2.2446	110.391	715.748	6	1.307
32.812	193.8	2.2446	110.453	715.748	6	1.307
32.879	190.54	2.235	110.514	715.748	6	1.327
32.946	190.65	2.259	111.051	715.748	6	1.341
33.013	190.56	2.3063	110.638	715.748	6	1.369
33.08	185.82	2.2826	103.29	715.748	6	1.382
33.147	177.32	2.316	101.639	715.748	6	1.475
33.214	168.98	2.4539	100.813	715.748	5	1.649
33.281	169.62	2.6775	104.033	715.748	5	1.799
33.347	175.22	2.8338	107.501	715.748	5	1.844
33.414	175.6	2.6957	101.226	715.748	5	1.735
33.481	163.72	2.5534	90.905	715.748	5	1.754
33.548	153.53	2.5344	80.832	715.748	5	1.845
33.615	157.74	2.4582	77.364	715.748	5	1.728
33.682	149	2.3299	74.474	715.748	5	1.737
33.749	125.94	2.2446	73.649	715.748	5	2.018
33.816	114.48	2.2446	73.587	715.748	5	2.25
33.883	114.46	2.2446	73.525	715.748	5	2.25
33.95	111.18	2.1968	73.463	715.748	5	2.277

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
34.017	111.17	2.1353	73.401	715.748	5	2.213
34.084	111.3	2.1399	74.062	715.748	5	2.218
34.151	111.28	2.1162	73.979	715.748	5	2.193
34.218	110.16	2.0542	76.539	715.748	5	2.166
34.284	107.07	1.8972	77.447	715.748	5	2.072
34.351	109.05	1.7406	79.181	715.748	5	1.867
34.418	108.87	1.6311	78.273	715.748	5	1.75
34.485	106.68	1.4933	75.465	715.748	5	1.631
34.552	106.49	1.4682	74.557	715.748	5	1.603
34.619	105.07	1.5093	75.63	715.748	5	1.678
34.686	104.91	1.4839	74.805	715.748	5	1.65
34.753	105.04	1.5652	75.465	715.748	5	1.74
34.82	105.32	1.6549	76.869	715.748	5	1.84
34.887	105.16	1.5457	76.043	715.748	5	1.718
34.954	103.4	1.5506	75.465	715.748	5	1.756
35.021	101.25	1.56	36.081	699.0157	5	1.659
35.088	106.58	1.5315	42.274	699.0157	5	1.561
35.155	107.82	1.541	56.64	699.0157	5	1.597
35.221	108.99	1.5266	62.502	699.0157	5	1.582
35.288	107.02	1.4553	69.025	699.0157	5	1.561
35.355	107.9	1.3936	73.401	699.0157	5	1.495
35.422	108.56	1.3556	76.704	699.0157	5	1.454
35.489	108.76	1.3223	77.695	699.0157	5	1.418
35.556	108.43	1.2843	76.043	699.0157	5	1.378
35.623	108.61	1.2605	76.952	699.0157	5	1.352
35.69	108.95	1.2463	78.685	699.0157	5	1.337
35.757	109.07	1.2463	79.263	699.0157	5	1.337
35.824	108.72	1.2463	77.53	699.0157	5	1.337
35.891	105.24	1.2463	76.456	699.0157	1	1.386
35.958	105.37	1.2463	77.117	699.0157	1	1.386
36.025	105.58	1.2558	78.19	699.0157	5	1.396
36.092	107.17	1.251	77.942	699.0157	5	1.366
36.158	105.2	1.2225	76.291	699.0157	1	1.359
36.225	105.2	1.2225	76.25	699.0157	1	1.359
36.292	105.19	1.2225	76.208	699.0157	1	1.359
36.359	105.32	1.2225	76.869	699.0157	1	1.359
36.426	106.96	1.213	76.869	699.0157	1	1.324
36.493	105.31	1.1892	76.807	699.0157	1	1.322
36.56	100.39	1.175	76.745	699.0157	1	1.382

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
36.627	100.18	1.175	75.713	699.0157	1	1.382
36.694	102	1.175	76.621	699.0157	1	1.356
36.761	103.55	1.175	76.208	699.0157	1	1.33
36.828	103.55	1.175	76.208	699.0157	1	1.33
36.878	101.92	1.1845	76.208	699.0157	1	1.367
36.945	108.46	1.1987	76.208	699.0157	1	1.286
37.012	105.19	1.1987	76.208	699.0157	1	1.333
37.079	104.71	1.1987	73.814	699.0157	1	1.333
37.146	101.46	1.1987	73.896	699.0157	1	1.383
37.213	101.46	1.1987	73.896	699.0157	1	1.383
37.28	101.47	1.1797	73.979	699.0157	1	1.361
37.346	101.65	1.1512	74.887	699.0157	1	1.328
37.413	98.23	1.1607	74.144	699.0157	1	1.392
37.48	99.94	1.175	74.474	699.0157	1	1.382
37.547	100.07	1.175	75.135	699.0157	1	1.382
37.614	99.8	1.1463	73.814	699.0157	1	1.348
37.681	99.47	1.1132	72.162	699.0157	1	1.309
37.748	99.26	1.137	71.089	699.0157	1	1.337
37.815	99.32	1.1512	71.419	699.0157	1	1.354
37.882	99.29	1.1417	71.254	699.0157	1	1.342
37.949	99.26	1.1306	71.089	699.0157	1	1.33
38.016	99.13	1.1354	70.429	699.0157	1	1.335
38.083	99.36	1.1354	71.584	699.0157	1	1.335
38.15	99.49	1.1322	72.245	699.0157	1	1.331
38.217	99.59	1.137	72.74	699.0157	1	1.337
38.283	99.46	1.1417	72.08	699.0157	1	1.342
38.35	99.47	1.1274	72.142	671.063	1	1.326
38.417	99.48	1.1084	72.204	671.063	1	1.303
38.484	99.49	1.0608	72.266	671.063	1	1.247
38.551	101.14	1.0324	72.328	671.063	1	1.191
38.618	101.21	1.0324	72.658	671.063	1	1.191
38.685	99.39	1.0324	71.75	671.063	1	1.214
38.752	99.04	1.0324	70.016	671.063	1	1.214
38.819	99.01	1.0133	69.851	671.063	1	1.192
38.886	95.38	0.9753	68.034	671.063	1	1.193
38.953	91.69	0.9992	65.97	671.063	1	1.273
39.02	89.68	1.0657	64.071	671.063	1	1.386
39.087	89.55	1.0799	63.411	671.063	1	1.405
39.154	89.81	1.0799	64.732	671.063	1	1.405

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
39.22	109.25	1.0608	63.823	671.063	1	1.099
39.287	119.08	1.0228	63.906	671.063	1	0.962
39.354	109.27	1.0468	63.906	671.063	1	1.085
39.421	101.11	1.056	63.989	671.063	1	1.196
39.488	101.39	1.0373	65.392	671.063	1	1.175
39.555	100.12	1.149	67.209	671.063	1	1.326
39.622	98.35	1.1701	66.548	671.063	1	1.376
39.689	112.08	1.0606	69.768	671.063	1	1.081
39.756	146.45	1.0088	61.759	671.063	6	0.752
39.823	133.49	1.0799	45.989	671.063	5	0.869
39.89	110.74	1.0513	46.732	671.063	1	1.037
39.957	89.7	1.0086	47.806	671.063	1	1.259
40.024	92.4	1.0181	53.172	671.063	1	1.245
40.091	92.19	1.0324	52.099	671.063	1	1.263
40.157	89.61	1.0324	55.567	671.063	1	1.315
40.224	88.13	1.0324	56.31	671.063	1	1.343
40.291	85.02	1.0324	57.136	671.063	1	1.403
40.358	83.52	1.0133	57.796	671.063	1	1.408
40.425	87	1.0993	58.87	671.063	1	1.461
40.492	87.28	1.4514	60.273	671.063	4	1.929
40.559	87.32	1.6835	60.438	671.063	4	2.238
40.626	95.33	1.6361	59.613	671.063	5	1.962
40.693	103.14	1.7171	57.796	671.063	5	1.875
40.76	97.48	1.8167	45.824	671.063	5	2.057
40.827	156.08	1.8167	52.677	671.063	5	1.248
40.894	373.79	1.8167	45.576	671.063	7	0.498
40.961	520.15	1.8167	16.926	671.063	8	0.352
41.028	579.17	1.874	9.495	671.063	8	0.325
41.094	586.96	1.9498	7.596	671.063	8	0.333
41.161	578.79	1.8879	7.596	671.063	8	0.327
41.228	565.75	1.8263	7.844	671.063	8	0.324
41.295	551.09	1.9375	8.091	671.063	8	0.353
41.362	534.76	2.0328	8.257	671.063	8	0.381
41.429	515.16	2.0261	8.339	671.063	7	0.395
41.496	507.02	2.1734	8.504	671.063	7	0.43
41.563	520.1	2.3114	8.504	671.063	7	0.446
41.63	366.41	2.4872	8.669	867.6182	7	0.682
41.697	608.46	2.6678	8.752	867.6182	8	0.44
41.764	655.88	2.9964	8.752	867.6182	8	0.458

TABLE 3
CPT-SDRR-202 Raw Cone Penetration Test Data
Drummond Road Bridge #5784 over I-95
Sidney, ME
WIN 25469.00

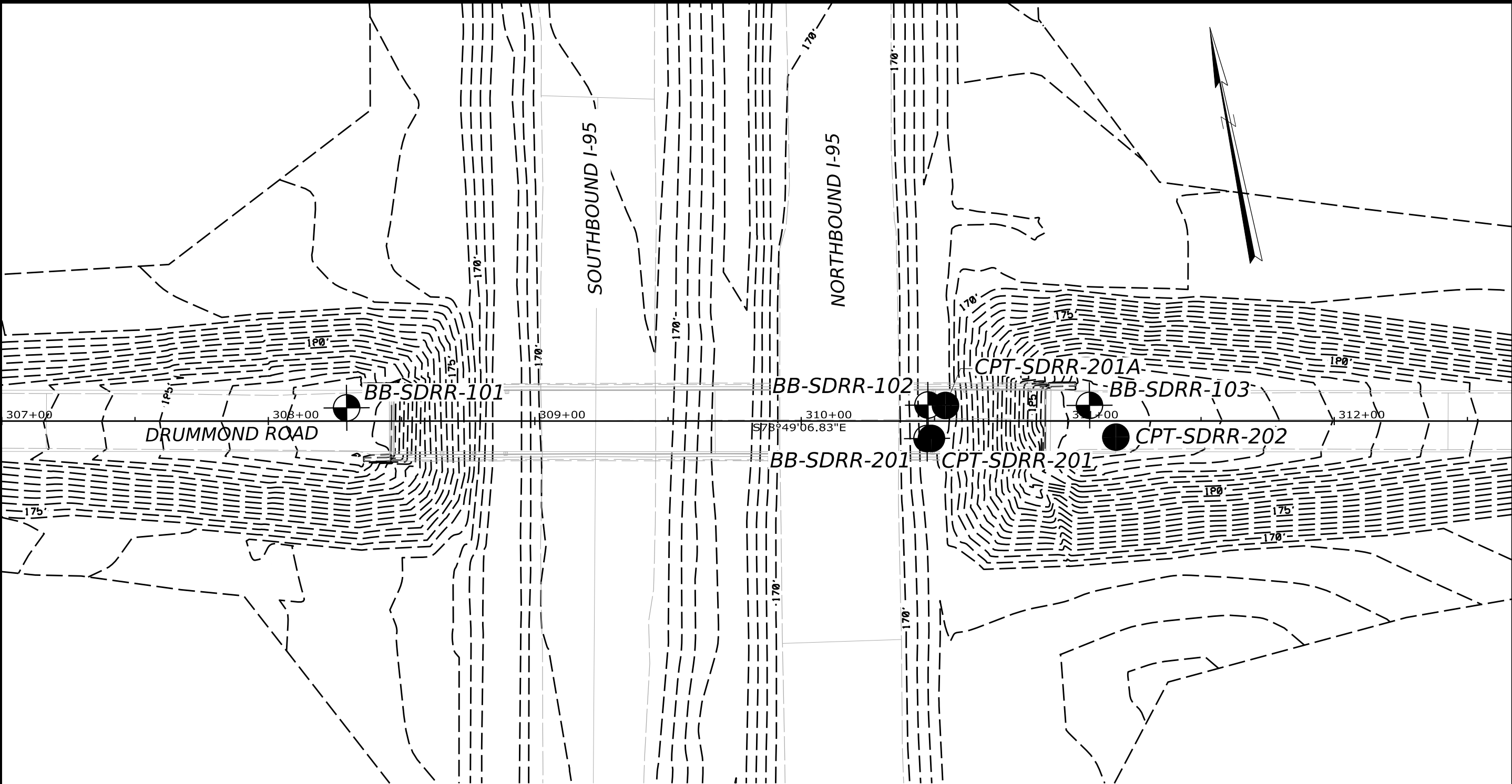
Depth	Tip COR	Sleeve Stress	Pore Pressure	Seismic Velocity	SBT FR	Ratio
(ft)	(psi)	(psi)	(psi)	(ft/s)	(Rob. 1986)	(%)
41.831	683.7	3.4332	8.835	867.6182	8	0.503
41.898	732.75	3.7473	8.835	867.6182	8	0.513
41.965	791.63	5.0052	8.835	867.6182	8	0.634
42.032	845.58	6.8615	8.752	867.6182	8	0.813
42.098	894.64	8.509	8.752	867.6182	8	0.953
42.165	958.41	13.6993	8.752	867.6182	7	1.432
42.232	1036.98	17.4979	9.082	867.6182	7	1.69
42.299	1154.77	14.1001	9.33	867.6182	8	1.223
42.366	1360.56	11.4154	8.009	867.6182	8	0.84
42.433	1435.77	11.0757	7.926	867.6182	8	0.772
42.5	1368.71	12.6359	7.885	867.6182	8	0.924
42.567	1564.95	12.7667	7.885	867.6182	8	0.817
42.634	1676.14	12.6922	7.844	867.6182	9	0.758
42.701	1824.96	12.7079	7.844	867.6182	9	0.697
42.768	1954.09	13.1614	7.596	867.6182	9	0.674
42.835	2124.07	11.598	7.101	867.6182	9	0.546
42.902	2072.95	8.6078	4.954	867.6182	9	0.415
42.969	2010.1	11.8086	1.403	867.6182	9	0.588
43.035	1939.71	0	1.073	867.6182	9	0
43.102	1717.35	0	1.321	867.6182	9	0
43.169	1542.36	0	1.238	867.6182	9	0
43.236	1333.22	0	2.146	867.6182	9	0
43.303	1672.28	0	4.871	867.6182	9	0

Notes:

1. Reference depth for the CPT (depth = 0) is the ground surface (El. 187.4).
2. The CPT was predrilled to a depth of 15 feet prior to the CPT; data above this depth is not representative of in-situ soil.
3. See CPT Data Report in Appendix C for additional information.



FIGURE



NOTES

- 1) Base map developed from the Work Set electronic files provided by Stantec on April 7, 2025.
- 2) The as-drilled locations of the test borings and cone penetration tests, except CPT-SDRR-202 and CPT-SDRR-201A, were surveyed by Maine DOT and provided by Stantec in an electronic file (Topo.dgn) on April 7, 2025, with updates on September 25, 2025. The CPT-SDRR-202 and CPT-SDRR-201A as-drilled locations were measured by GZA using tape ties from existing structures and are considered approximate.

BORING LOCATION PLAN LEGEND

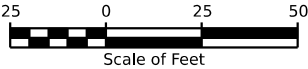
- BB-SDRR-103
- BB-SDRR-201
- CPT-SDRR-202

Location and designation of BB-SDRR-100 series borings performed by Seaboard Drilling, LLC of Bangor, Maine and observed by GZA personnel between July 8 and 10, 2024.

Location and designation of BB-SDRR-200 series borings performed by Seaboard Drilling, LLC of Bangor, Maine and observed by GZA personnel between August 28 and 29, 2025.

Location and designation of CPT-SDRR-200 series cone penetration tests performed by Seaboard Drilling, LLC of Bangor, Maine and observed by GZA personnel between August 28 and October 30, 2025.

PLAN



DRUMMOND ROAD BRIDGE SIDNEY, MAINE										STATE OF MAINE DEPARTMENT OF TRANSPORTATION									
BORING LOCATION PLAN										SIGNATURE									
										P.E. NUMBER									
										DATE									



APPENDIX A – LIMITATIONS



LIMITATIONS

Use of Report

1. GZA GeoEnvironmental, Inc. (GZA) prepared this report on behalf of, and for the exclusive use of our Client for the stated purpose(s) and location(s) identified in the Proposal for Services and/or Report. Use of this report, in whole or in part, at other locations, or for other purposes, may lead to inappropriate conclusions; and we do not accept any responsibility for the consequences of such use(s). Further, reliance by any party not expressly identified in the agreement, for any use, without our prior written permission, shall be at that party's sole risk, and without any liability to GZA.

Standard of Care

2. GZA's findings and conclusions are based on the work conducted as part of the Scope of Services set forth in Proposal for Services and/or Report, and reflect our professional judgment. These findings and conclusions must be considered not as scientific or engineering certainties, but rather as our professional opinions concerning the limited data gathered during the course of our work. If conditions other than those described in this report are found at the subject location(s), or the design has been altered in any way, GZA shall be so notified and afforded the opportunity to revise the report, as appropriate, to reflect the unanticipated changed conditions .
3. GZA's services were performed using the degree of skill and care ordinarily exercised by qualified professionals performing the same type of services, at the same time, under similar conditions, at the same or a similar property. No warranty, expressed or implied, is made.

Subsurface Conditions

4. The generalized soil profile(s) provided in our Report are based on widely-spaced subsurface explorations and are intended only to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and were based on our assessment of subsurface conditions. The composition of strata, and the transitions between strata, may be more variable and more complex than indicated. For more specific information on soil conditions at a specific location refer to the exploration logs.
5. In preparing this report, GZA relied on certain information provided by the Client, state and local officials, and other parties referenced therein which were made available to GZA at the time of our evaluation. GZA did not attempt to independently verify the accuracy or completeness of all information reviewed or received during the course of this evaluation.
6. Water level readings have been made in test holes (as described in the Report) and monitoring wells at the specified times and under the stated conditions. These data have been reviewed and interpretations have been made in this Report. Fluctuations in the level of the groundwater however occur due to temporal or spatial variations in areal recharge rates, soil heterogeneities, the presence of subsurface utilities, and/or natural or artificially induced perturbations. The water table encountered in the course of the work may differ from that indicated in the Report.
7. GZA's services did not include an assessment of the presence of oil or hazardous materials at the property. Consequently, we did not consider the potential impacts (if any) that contaminants in soil or groundwater may have on construction activities, or the use of structures on the property.

Compliance with Codes and Regulations

8. We used reasonable care in identifying and interpreting applicable codes and regulations. These codes and regulations are subject to various, and possibly contradictory, interpretations. Compliance with codes and regulations by other parties is beyond our control.



APPENDIX B – 200 SERIES BORING LOG

UNIFIED SOIL CLASSIFICATION SYSTEM					MODIFIED BURMISTER SYSTEM					
MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAMES						
COARSE-GRAINED SOILS (more than half of material is larger than No. 200 sieve size)	GRAVELS (more than half of coarse fraction is larger than No. 4 sieve size)	CLEAN GRAVELS (little or no fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.	<u>Descriptive Term</u>		<u>Portion of Total (%)</u>			
			GP	Poorly-graded gravels, gravel sand mixtures, little or no fines.	trace		0 - 10			
					little		11 - 20			
				some		21 - 35				
				adjective (e.g. Sandy, Clayey)		36 - 50				
	SANDS (more than half of coarse fraction is smaller than No. 4 sieve size)	GRAVEL WITH FINES (Appreciable amount of fines)	GM	Silty gravels, gravel-sand-silt mixtures.	TERMS DESCRIBING DENSITY/CONSISTENCY					
		GC	Clayey gravels, gravel-sand-clay mixtures.							
			CLEAN SANDS (little or no fines)	SW	Well-graded sands, Gravelly sands, little or no fines	<u>Density of Cohesionless Soils</u>		<u>Standard Penetration Resistance</u> N ₆₀ -Value (blows per foot)		
			SP	Poorly-graded sands, Gravelly sand, little or no fines.	Very loose		0 - 4			
					Loose		5 - 10			
					Medium Dense		11 - 30			
					Dense		31 - 50			
					Very Dense		> 50			
		SANDS WITH FINES (Appreciable amount of fines)	SM	Silty sands, sand-silt mixtures	Fine-grained soils (more than half of material is smaller than No. 200 sieve): Includes (1) inorganic and organic silts and clays; (2) Gravelly, Sandy or Silty clays; and (3) Clayey silts. Consistency is rated according to undrained shear strength as indicated.					
			SC	Clayey sands, sand-clay mixtures.						
FINE-GRAINED SOILS (more than half of material is smaller than No. 200 sieve size)	SILTS AND CLAYS (liquid limit less than 50)		ML	Inorganic silts and very fine sands, rock flour, Silty or Clayey fine sands, or Clayey silts with slight plasticity.	<u>Consistency of Cohesive soils</u>		<u>Approximate Undrained Shear Strength (psf)</u>		<u>Field Guidelines</u>	
			CL	Inorganic clays of low to medium plasticity, Gravelly clays, Sandy clays, Silty clays, lean clays.	SPT N ₆₀ -Value (blows per foot)		WOH, WOR, WOP, <2		0 - 250	Fist easily penetrates
			OL	Organic silts and organic Silty clays of low plasticity.	2 - 4		250 - 500		Thumb easily penetrates	
	SILTS AND CLAYS (liquid limit greater than 50)		MH	Inorganic silts, micaceous or diatomaceous fine Sandy or Silty soils, elastic silts.	5 - 8		500 - 1000		Thumb penetrates with moderate effort	
			CH	Inorganic clays of high plasticity, fat clays.	9 - 15		1000 - 2000		Indented by thumb with great effort	
			OH	Organic clays of medium to high plasticity, organic silts.	16 - 30		2000 - 4000		Indented by thumbnail	
					>30		over 4000		Indented by thumbnail with difficulty	
	HIGHLY ORGANIC SOILS	Pt	Peat and other highly organic soils.	Rock Quality Designation (RQD): RQD (%) = <u>sum of the lengths of intact pieces of core* > 4 inches</u> length of core advance *Minimum NQ rock core (1.88 in. OD of core)						
Desired Soil Observations (in this order, if applicable): Color (Munsell color chart) Moisture (dry, damp, moist, wet) Density/Consistency (from above right hand side) Texture (fine, medium, coarse, etc.) Name (Sand, Silty Sand, Clay, etc., including portions - trace, little, etc.) Gradation (well-graded, poorly-graded, uniform, etc.) Plasticity (non-plastic, slightly plastic, moderately plastic, highly plastic) Structure (layering, fractures, cracks, etc.) Bonding (well, moderately, loosely, etc.,) Cementation (weak, moderate, or strong) Geologic Origin (till, marine clay, alluvium, etc.) Groundwater level					Rock Quality Based on RQD <u>Rock Quality</u> Very Poor ≤25 Poor 26 - 50 Fair 51 - 75 Good 76 - 90 Excellent 91 - 100					
					Desired Rock Observations (in this order, if applicable): Color (Munsell color chart) Texture (aphanitic, fine-grained, etc.) Rock Type (granite, schist, sandstone, etc.) Hardness (very hard, hard, mod. hard, etc.) Weathering (fresh, very slight, slight, moderate, mod. severe, severe, etc.) Geologic discontinuities/jointing: -dip (horiz - 0-5 deg., low angle - 5-35 deg., mod. dipping - 35-55 deg., steep - 55-85 deg., vertical - 85-90 deg.) -spacing (very close - <2 inch, close - 2-12 inch, mod. close - 1-3 feet, wide - 3-10 feet, very wide >10 feet) -tightness (tight, open, or healed) -infilling (grain size, color, etc.) Formation (Waterville, Ellsworth, Cape Elizabeth, etc.) RQD and correlation to rock quality (very poor, poor, etc.) ref: ASTM D6032 and FHWA NHI-16-072 GEC 5 - Geotechnical Site Characterization, Table 4-12 Recovery (inch/inch and percentage) Rock Core Rate (X.X ft - Y.Y ft (min:sec))					
					Sample Container Labeling Requirements: WIN Blow Counts Bridge Name / Town Sample Recovery Boring Number Date Sample Number Personnel Initials Sample Depth					
Maine Department of Transportation Geotechnical Section Key to Soil and Rock Descriptions and Terms Field Identification Information										

<div>Maine Department of Transportation</div> <div>Soil/Rock Exploration Log</div> <div>US CUSTOMARY UNITS</div>					<div>Project: Drummond Road Bridge No. 5784</div> <div>Location: Sidney, Maine</div>					<div>Boring No.: BB-SDRR-103</div> <div>WIN: 025469.00</div>																													
Driller: Seaboard Drilling				Elevation (ft.): 187.8				Auger ID/OD: 4.25" OD																															
Operator: K. Hanscom				Datum: NAVD88				Sampler: Standard Splitspoon																															
Logged By: L. Hailey				Rig Type: ATV				Hammer Wt./Fall: 140#/30"																															
Date Start/Finish: 7-8-24/7-9-24				Drilling Method: Solid Stem Auger/Drive & Wash				Core Barrel: NQ																															
Boring Location: N: 600892.7 E: 1158738.1				Casing ID/OD: 4.0/4.5", 3.0/3.5"				Water Level*: 23.5'																															
Hammer Efficiency Factor: 1.066				Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																			
<div>Definitions:</div> <div>D = Split Spoon Sample</div> <div>MD = Unsuccessful Split Spoon Sample Attempt</div> <div>U = Thin Wall Tube Sample</div> <div>MU = Unsuccessful Thin Wall Tube Sample Attempt</div> <div>V = Field Vane Shear Test, PP = Pocket Penetrometer</div> <div>MV = Unsuccessful Field Vane Shear Test Attempt</div>										<div>R = Rock Core Sample</div> <div>SSA = Solid Stem Auger</div> <div>HSA = Hollow Stem Auger</div> <div>RC = Roller Cone</div> <div>WOH = Weight of 140 lb. Hammer</div> <div>WOR/C = Weight of Rods or Casing</div> <div>WO1P = Weight of One Person</div>										<div>S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)</div> <div>S_u(lab) = Lab Vane Undrained Shear Strength (psf)</div> <div>q_p = Unconfined Compressive Strength (ksf)</div> <div>N-uncorrected = Raw Field SPT N-value</div> <div>Hammer Efficiency Factor = Rig Specific Annual Calibration Value</div> <div>N₆₀ = SPT N-uncorrected Corrected for Hammer Efficiency</div> <div>N₆₀ = (Hammer Efficiency Factor/60%)*N-uncorrected</div>										<div>T_v = Pocket Torvane Shear Strength (psf)</div> <div>WC = Water Content, percent</div> <div>LL = Liquid Limit</div> <div>PL = Plastic Limit</div> <div>PI = Plasticity Index</div> <div>G = Grain Size Analysis</div> <div>C = Consolidation Test</div>									
<div>Sample Information</div>														<div>Visual Description and Remarks</div>										<div>Laboratory Testing Results/ AASHTO and Unified Class.</div>															
Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N ₆₀	Casing Blows	Elevation (ft.)	Graphic Log																														
25	7D	24/24	25.0 - 27.0	5-6-6-6	12	21	25/6"			<div></div>										<div>Grey, moist, very stiff, Silty CLAY, trace fine sand, (Marine Clay).</div>										<div>G#24-S-3372 CL LL = 32 PL = 18 PI = 14 WC = 30.3%</div>									
							85																																
							75																																
							85																																
							79																																
30	8D	24/24	30.0 - 32.0	2-3-2-3	5	9	31/6"			<div></div>										<div>Grey, wet, stiff, Silty CLAY, trace fine sand, (Marine Clay).</div>										<div>G#24-S-3372 CL LL = 32 PL = 18 PI = 14 WC = 30.3%</div>									
							64																																
							57																																
							54																																
							48																																
35	1U	24/22	35.0 - 37.0	S _u (lab) = 1086 psf			RC			<div></div>										<div>1U: Grey, wet, Silty CLAY (Marine Clay)</div>										<div>CL-ML LL= 23 PL= 18 PI= 5 WC=24.6%</div>									
	MV1		37.6 - 38.0							<div></div>										<div>55 x 110 mm vane raw torque reading: MV1: Vane refusal, Could not advance vane.</div>																			
40	9D	24/8	40.0 - 42.0	14-16-20-13	36	64				<div></div>										<div>Grey, wet, very dense, Silty medium to coarse SAND, some gravel, (Glacial Till).</div>																			
45	10D	24/13	45.0 - 47.0	19-20-42-52	62	110				<div></div>										<div>Grey, wet, very dense, Silty fine to coarse SAND, some gravel (Glacial Till)</div>										<div>G#24-S-3373 A-4(0), SM WC = 8.2%</div>									
50										<div></div>																													
<div>Remarks:</div> <div>1. Fine Grained Soil Descriptions on this log are based on plasticity estimated using visual manual classification techniques of laboratory Atterberg Limit Tests if available, rather than the MaineDot Standard based percentages passing specific grain sizes.</div> <div>2. Automatic hammer Seaboard Drilling #D50, Energy Transfer Ratio = 1.066.</div> <div>3. Water level measured at the beginning of drilling on 7/9/24.</div>																																							
<div>Stratification lines represent approximate boundaries between soil types; transitions may be gradual.</div> <div>* 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.</div>										<div>Page 2 of 3</div> <div>Boring No.: BB-SDRR-103</div>																													

<div>Maine Department of Transportation</div> <div>Soil/Rock Exploration Log</div> <div>US CUSTOMARY UNITS</div>					<div>Project: Drummond Road Bridge No. 5784</div> <div>Location: Sidney, Maine</div>			<div>Boring No.: BB-SDRR-201</div> <div>WIN: 025469.00</div>																																																																																																																																																																																																																																																																																																																																																																																																																					
Driller: Seaboard Drilling					Elevation (ft.) 165.3			Auger ID/OD: 4.24" OD																																																																																																																																																																																																																																																																																																																																																																																																																					
Operator: B. Baron					Datum: NAVD88			Sampler: Standard Splitspoon																																																																																																																																																																																																																																																																																																																																																																																																																					
Logged By: K. Koehler					Rig Type: Acker AD11			Hammer Wt./Fall: 140/30																																																																																																																																																																																																																																																																																																																																																																																																																					
Date Start/Finish: 8/29/25-8/29/25					Drilling Method: Drive & Wash			Core Barrel: NQ																																																																																																																																																																																																																																																																																																																																																																																																																					
Boring Location: 60892.0N, 1158677.5E					Casing ID/OD: 4.0/4.5"			Water Level*: Not Measured																																																																																																																																																																																																																																																																																																																																																																																																																					
Hammer Efficiency Factor: 1.009					Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathead <input type="checkbox"/>																																																																																																																																																																																																																																																																																																																																																																																																																								
<div>Definitions:</div> <div>D = Split Spoon Sample</div> <div>MD = Unsuccessful Split Spoon Sample Attempt</div> <div>U = Thin Wall Tube Sample</div> <div>MU = Unsuccessful Thin Wall Tube Sample Attempt</div> <div>V = Field Vane Shear Test, PP = Pocket Penetrometer</div> <div>MV = Unsuccessful Field Vane Shear Test Attempt</div>					<div>R = Rock Core Sample</div> <div>SSA = Solid Stem Auger</div> <div>HSA = Hollow Stem Auger</div> <div>RC = Roller Cone</div> <div>WOH = Weight of 140lb. Hammer</div> <div>WOR/C = Weight of Rods or Casing</div> <div>WO1P = Weight of One Person</div>			<div>S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)</div> <div>S_u(lab) = Lab Vane Undrained Shear Strength (psf)</div> <div>q_p = Unconfined Compressive Strength (ksf)</div> <div>N-uncorrected = Raw Field SPT N-value</div> <div>Hammer Efficiency Factor = Rig Specific Annual Calibration Value</div> <div>N₆₀ = SPT N-uncorrected Corrected for Hammer Efficiency</div> <div>N₆₀ = (Hammer Efficiency Factor/60%)*N-uncorrected</div>			<div>T_v = Pocket Torvane Shear Strength (psf)</div> <div>WC = Water Content, percent</div> <div>LL = Liquid Limit</div> <div>PL = Plastic Limit</div> <div>PI = Plasticity Index</div> <div>G = Grain Size Analysis</div> <div>C = Consolidation Test</div>																																																																																																																																																																																																																																																																																																																																																																																																																		
<table><tr><th rowspan="2">Depth (ft.)</th><th colspan="8">Sample Information</th><th rowspan="2">Graphic Log</th><th rowspan="2">Visual Description and Remarks</th><th rowspan="2">Laboratory Testing Results/ AASHTO and Unified Class.</th></tr><tr><th>Sample No.</th><th>Pen./Rec. (in.)</th><th>Sample Depth (ft.)</th><th>Blows (6 in.) Shear Strength (psf) or RQD (%)</th><th>N-uncorrected</th><th>N₆₀</th><th>Casing Blows</th><th>Elevation (ft.)</th></tr><tr><td rowspan="5">0</td><td>1D</td><td>24/10</td><td>0.5 - 2.5</td><td>5-18-8-4</td><td>36</td><td>61</td><td>18</td><td>164.3</td><td rowspan="10"></td><td>Topsoil</td><td rowspan="10">CL LL= 33 PL= 22 PI= 11 WC=28.1% CL-ML LL= 25 PL= 20 PI= 5.0 WC=26.5% CL-ML LL= 24 PL= 19 PI= 5 WC=24.5%</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td>27</td><td>Brown, wet, dense, fine to coarse SAND, some gravel, trace organic matter (Topsoil)</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td>30</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td>42</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td>38</td><td></td></tr><tr><td rowspan="3">5</td><td>2D</td><td>24/24</td><td>5.0 - 7.0</td><td>1-2-3-2</td><td>5</td><td>8</td><td>RC</td><td></td><td>Brown, wet, medium stiff to stiff, Silty CLAY, trace sand, trace gravel (Marine Clay)</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td rowspan="4">10</td><td>3D V1 MV1</td><td>24/24</td><td>8.0 - 10.0 8.6 - 9.0</td><td>Push Thru Vane 687 psf</td><td></td><td></td><td></td><td></td><td></td><td>Brown, wet, medium stiff, Silty CLAY, little gravel, trace sand (Marine Clay) 65 x 130 mm rectangular vane raw torque readings V1: 25/4 ft-lbs MV1: vane refusal</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>1U</td><td>24/24</td><td>10.0 - 12.0</td><td>S_u(lab) =1045 psf</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td rowspan="10">15</td><td>4D</td><td>24/7</td><td>12.0 - 14.0</td><td>20-18-16-3"</td><td>34</td><td>57</td><td>23</td><td>153.3</td><td></td><td>Grey, wet, dense, Silty SAND, some gravel (Glacial Till)</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td rowspan="10">20</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td rowspan="5">25</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										Depth (ft.)	Sample Information								Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N ₆₀	Casing Blows	Elevation (ft.)	0	1D	24/10	0.5 - 2.5	5-18-8-4	36	61	18	164.3		Topsoil	CL LL= 33 PL= 22 PI= 11 WC=28.1% CL-ML LL= 25 PL= 20 PI= 5.0 WC=26.5% CL-ML LL= 24 PL= 19 PI= 5 WC=24.5%							27	Brown, wet, dense, fine to coarse SAND, some gravel, trace organic matter (Topsoil)							30								42								38		5	2D	24/24	5.0 - 7.0	1-2-3-2	5	8	RC		Brown, wet, medium stiff to stiff, Silty CLAY, trace sand, trace gravel (Marine Clay)																			10	3D V1 MV1	24/24	8.0 - 10.0 8.6 - 9.0	Push Thru Vane 687 psf						Brown, wet, medium stiff, Silty CLAY, little gravel, trace sand (Marine Clay) 65 x 130 mm rectangular vane raw torque readings V1: 25/4 ft-lbs MV1: vane refusal											1U	24/24	10.0 - 12.0	S _u (lab) =1045 psf																	15	4D	24/7	12.0 - 14.0	20-18-16-3"	34	57	23	153.3		Grey, wet, dense, Silty SAND, some gravel (Glacial Till)																																																																																											20																																																																																																															25																																																								<div>Remarks:</div> <div>1. Fine Grained Soil Descriptions on this log are based on plasticity estimated using visual manual classification techniques of laboratory Atterberg Limit Tests if available, rather than the MaineDot Standard based percentages passing specific grain sizes.</div> <div>2. Automatic hammer Seaboard Drilling #D50, Energy Transfer Ratio = 1.009.</div> <div>3. Measured 24.0' from bridge deck to ground surface.</div>		
Depth (ft.)	Sample Information								Graphic Log		Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.																																																																																																																																																																																																																																																																																																																																																																																																																	
	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N ₆₀	Casing Blows	Elevation (ft.)																																																																																																																																																																																																																																																																																																																																																																																																																					
0	1D	24/10	0.5 - 2.5	5-18-8-4	36	61	18	164.3		Topsoil	CL LL= 33 PL= 22 PI= 11 WC=28.1% CL-ML LL= 25 PL= 20 PI= 5.0 WC=26.5% CL-ML LL= 24 PL= 19 PI= 5 WC=24.5%																																																																																																																																																																																																																																																																																																																																																																																																																		
							27	Brown, wet, dense, fine to coarse SAND, some gravel, trace organic matter (Topsoil)																																																																																																																																																																																																																																																																																																																																																																																																																					
							30																																																																																																																																																																																																																																																																																																																																																																																																																						
							42																																																																																																																																																																																																																																																																																																																																																																																																																						
							38																																																																																																																																																																																																																																																																																																																																																																																																																						
5	2D	24/24	5.0 - 7.0	1-2-3-2	5	8	RC			Brown, wet, medium stiff to stiff, Silty CLAY, trace sand, trace gravel (Marine Clay)																																																																																																																																																																																																																																																																																																																																																																																																																			
10	3D V1 MV1	24/24	8.0 - 10.0 8.6 - 9.0	Push Thru Vane 687 psf								Brown, wet, medium stiff, Silty CLAY, little gravel, trace sand (Marine Clay) 65 x 130 mm rectangular vane raw torque readings V1: 25/4 ft-lbs MV1: vane refusal																																																																																																																																																																																																																																																																																																																																																																																																																	
	1U	24/24	10.0 - 12.0	S _u (lab) =1045 psf																																																																																																																																																																																																																																																																																																																																																																																																																									
15	4D	24/7	12.0 - 14.0	20-18-16-3"	34	57	23	153.3		Grey, wet, dense, Silty SAND, some gravel (Glacial Till)																																																																																																																																																																																																																																																																																																																																																																																																																			
20																																																																																																																																																																																																																																																																																																																																																																																																																													
25																																																																																																																																																																																																																																																																																																																																																																																																																													
<div>Stratification lines represent approximate boundaries between soil types; transitions may be gradual.</div> <div>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.</div>										<div>Page 1 of 1</div> <div>Boring No.: BB-SDRR-201</div>																																																																																																																																																																																																																																																																																																																																																																																																																			



APPENDIX C – CONE PENETRATION TEST REPORTS BY SEABOARD

S-25-1345

November 10, 2025

GZA GeoEnvironmental, Inc.
Attention: Blaine Cardali, P.E.
707 Sable Oaks Drive, Suite 150
Portland, ME 04106

Subject: Revised Report
CPT Exploration Findings
Proposed Bridge Replacement
MaineDOT Bridge #5784
Drummond Road over I-95
Sidney, Maine

Dear Blaine:

In accordance with our Subcontract Agreement, dated July 2, 2024, we completed test boring and seismic piezocone penetration testing (CPT) explorations for the replacement of the Drummond Road bridge over I-95 in Sidney. The test borings were observed and logged by GZA personnel. This report summarizes and provides data relative to the CPT explorations and its contents are subject to the limitations set forth in Appendix A.

CPT EXPLORATION PROGRAM

Three CPT explorations, designated CPT-SDRR-201, CPT-SDRR-202, and CPT-SCRR-201A, were advanced at the site on August 28, 2025 and October 30, 2025. The exploration locations were selected and marked at the site by GZA personnel. The CPTs were advanced using a Diedrich D-50 track mounted drill rig and an Acker ADII truck mounted drill rig, both utilizing Vertek piezocone equipment. The CPT exploration program included the following:

- Two CPT explorations (CPT-SDRR-201 and CPT-SDRR-201A) advanced through the bridge deck to the underlying interstate ditch and then advanced 13.9 feet and 13.3 feet below the existing ground surface, respectively.

- One CPT exploration (CPT-SDRR-202) advanced through the road embankment to a depth of 43.3 feet below the existing ground surface.
- Shear wave velocity testing was performed at rod break intervals throughout advancement of CPT-SDRR-202.
- Two porewater dissipation tests were performed in CPT-SDRR-202 at depths selected by GZA.

The CPT explorations were performed in accordance with ASTM D5778. Shear wave velocity testing was performed in accordance with ASTM D7400.

SUBSURFACE CONDITIONS

The following is a summary of subsurface findings in each of the CPT explorations.

CPT-SDRR-201		
Depth (feet)	Predominant Soil Type	Soil Description
0-22		Open air - bridge deck to ground surface
22-29.5	Types 3, 5, 6, 7, 8, & 9	Layered sands, silts, and clays
29.5-35	Types 1, 2, 3, 4, & 5	Layered sensitive fine grained, organic material, silts, and clays
35-36.2	Types 6, 7, 8, 9, & 10	Silts, sands, and gravel

CPT-SDRR-201A		
Depth (feet)	Predominant Soil Type	Soil Description
0-22		Open air - bridge deck to ground surface
22-25	Types 7 & 8	Silty sand to sandy silt and sand to silty sand
25-34	Type 6	Sandy silt to clayey silt
34-35.6	Types 6, 7, & 9	Layered sands and silts

CPT-SDRR-202		
Depth (feet)	Predominant Soil Type	Soil Description
0-15		Pre-augered through embankment fill
15-20	Types 7, 8, & 9	Layered sands
20-25	Types 2, 3, & 4	Layered organic material and clays
25-37	Types 5 & 6	Clays and silts
37-40.5	Type 1	Sensitive fine grained
40.5-43.3	Types 8 & 9	Sands

Soil behavior type profiling is based on normalized cone penetration resistance, Robertson 1986. Detailed soil type behavior is presented on the attached logs.

SEISMIC SHEAR WAVE VELOCITY TESTING

Shear wave velocity testing was performed at rod break intervals in CPT-SDRR-202. Results are presented on the logs. A waterfall plot showing shear wave velocity details are attached. A summary of the results is presented below:

SHEAR WAVE VELOCITY TEST SUMMARY	
CPT-SDRR-202	
Depth (ft)	Seismic Velocity (ft/s)
5.5	377
8.8	551
12.0	500
15.3	705
18.6	1105
21.9	908
25.2	773
28.4	875
31.7	776
35.0	716
38.3	699
41.6	671
43.3	868
Average:	733

DISSIPATION TESTING

Two dissipation tests were performed in CPT-SDRR-202. Plots of the dissipation tests are attached. A summary of the results is presented below:

DISSIPATION TEST SUMMARY					
Location	Depth (ft)	U ₀ (psi)	U ₁₀₀ (psi)	U ₅₀ (psi)	T ₅₀ (sec)
CPT-SDRR-202	27.1	119.7	1.3	60.5	261.0
	35.0	70.9	4.8	37.8	575.3

CLOSURE

It has been a pleasure to be of assistance to you on this project. Please let us know if you have any questions.

Sincerely,

Seaboard Drilling, LLC

A handwritten signature in black ink, appearing to read "Kevin J. Hanscom". The signature is fluid and cursive, with the first name "Kevin" and last name "Hanscom" clearly distinguishable.

Kevin J. Hanscom
Drilling Operations Manager – Northern Division

APPENDIX A

Limitations

The services performed and the data presented in this Cone Penetration Test (CPT) report were conducted in accordance ASTM Standards and within the scope of the services requested by the Client. No warranty, expressed or implied, is made. This report is intended solely for use by the Client and should not be relied upon by third parties without the written consent of Seaboard Drilling, LLC.

The CPT soundings reflect subsurface conditions only at the specific locations and depths tested, on the dates indicated, and are not necessarily representative of subsurface conditions at other locations. Subsurface conditions may vary significantly between explorations and may not be evident until construction. Seaboard Drilling, LLC is not responsible for any construction-related issues arising from such variability.

The depth of termination was either determined the Client or advancement was stopped due to the increased density of the soil or the inability to further advance the probe. The termination strata or the inability to advance the probe should not be inferred as suitable bearing strata nor bedrock. The CPT explorations performed do not positively identify or confirm the presence, depth, or absence of bedrock. Additional methods of exploration are required to establish bedrock conditions.

CPT data interpretation is sensitive to soil type and may be less reliable in gravelly, cobbled, or cemented soils where cone advancement is impeded, or readings are distorted. Groundwater levels inferred from CPT pore pressure readings are approximate and may vary due to seasonal fluctuations or site-specific hydrogeology.

All subsurface data contained in this report were obtained using CPT equipment and software manufactured and developed by Vertek. While these tools are industry-recognized and widely used, Seaboard Drilling, LLC does not warranty or guarantee the accuracy, completeness, or interpretation of data derived from such equipment or software.

CONE PENETRATION TEST PLOTS

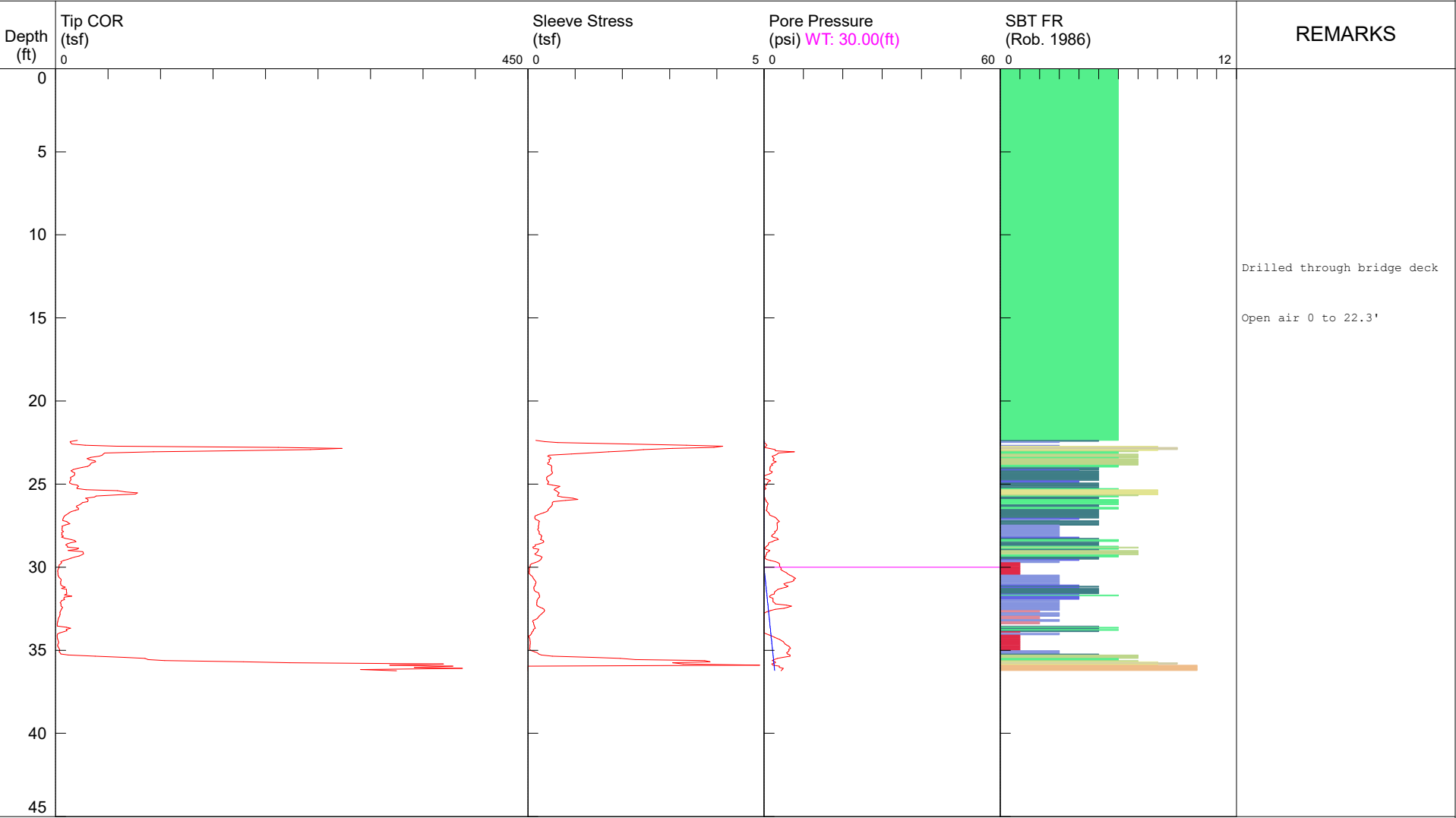
CPT-SDRR-201



COMPANY: Seaboard Drilling LLC
PROJECT: Proposed Bridge Replacement - MaineDOT Bridge #5784
SITE: Drummond Road Over I95
LOCATION: Sidney, Maine
CLIENT: GZA

OPERATOR: Kevin Hanscom
FILENAME: CPT-SDRR-201.dat

TEST ID: CPT-SDRR-201
TEST DATE: Thu 28/Aug/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 36.221 ft



PROBE ID: 4644.163XX

- 1 Sensitive fine grained
- 2 Organic material
- 3 Clays
- 4 Silty clay to clay
- 5 Clayey silt to silty clay
- 6 Sandy silt to clayey silt
- 7 Silty sand to sandy silt
- 8 sand to silty sand
- 9 Sand
- 10 Gravelly sand to sand
- 11 Very stiff fine grained **
- 12 Sand to clayey sand **

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

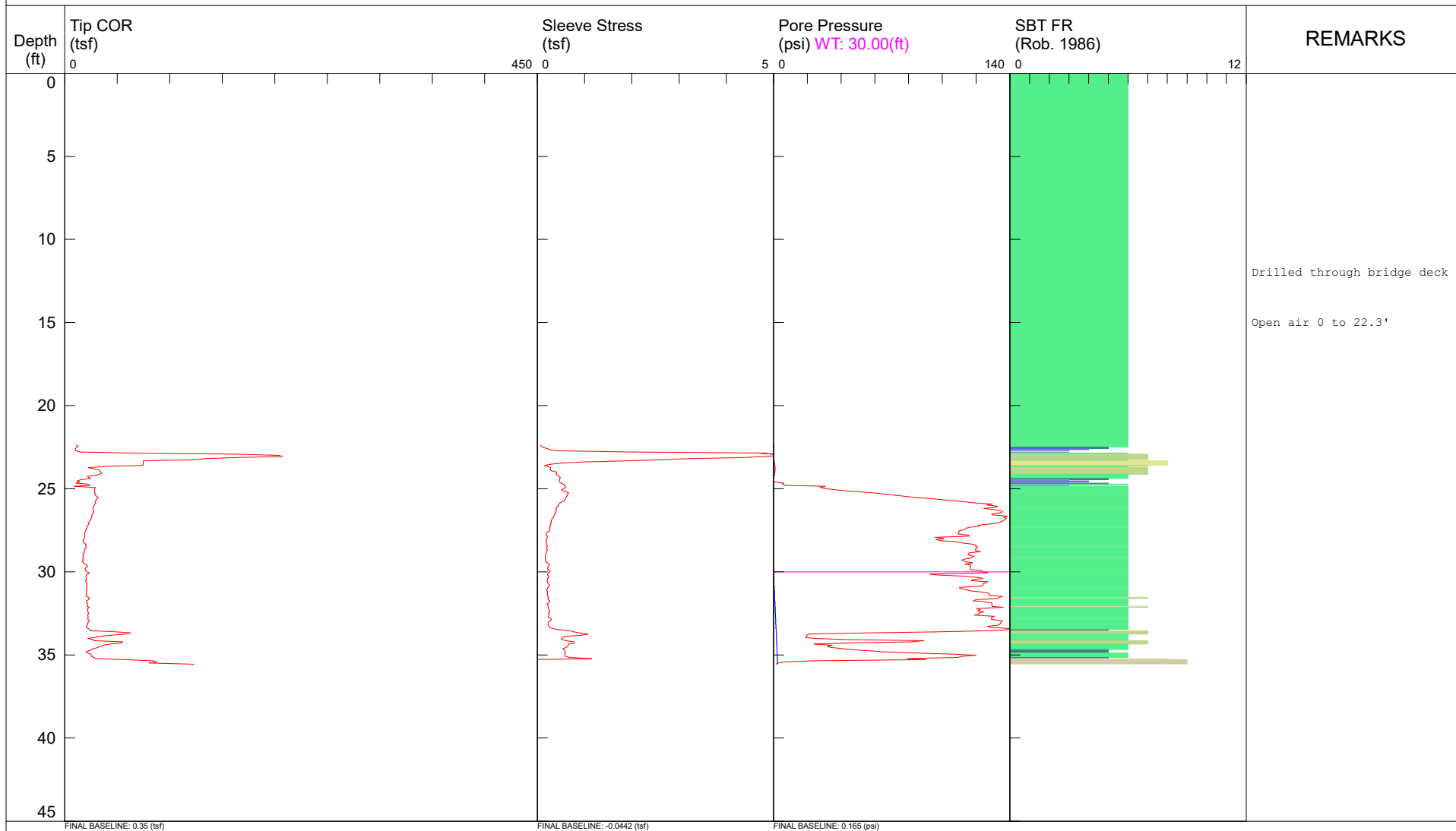
CPT-SDRR-201A



COMPANY: Seaboard Drilling LLC
PROJECT: Proposed Bridge Replacement - MaineDOT Bridge #5784
SITE: Drummond Road Over I95
LOCATION: Sidney, ME
CLIENT: GZA

OPERATOR: Kevin Hanscom
FILENAME: CPT-SDRR-201A .DAT

TEST ID: CPT-SDRR-201A
TEST DATE: Thu 30/Oct/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 35.552 ft



- | | | | |
|--------------------------|-----------------------------|----------------------------|-------------------------------|
| 1 Sensitive fine grained | 4 Silty clay to clay | 7 Silty sand to sandy silt | 10 Gravelly sand to sand |
| 2 Organic material | 5 Clayey silt to silty clay | 8 sand to silty sand | 11 Very stiff fine grained ** |
| 3 Clays | 6 Sandy silt to clayey silt | 9 Sand | 12 Sand to clayey sand ** |

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

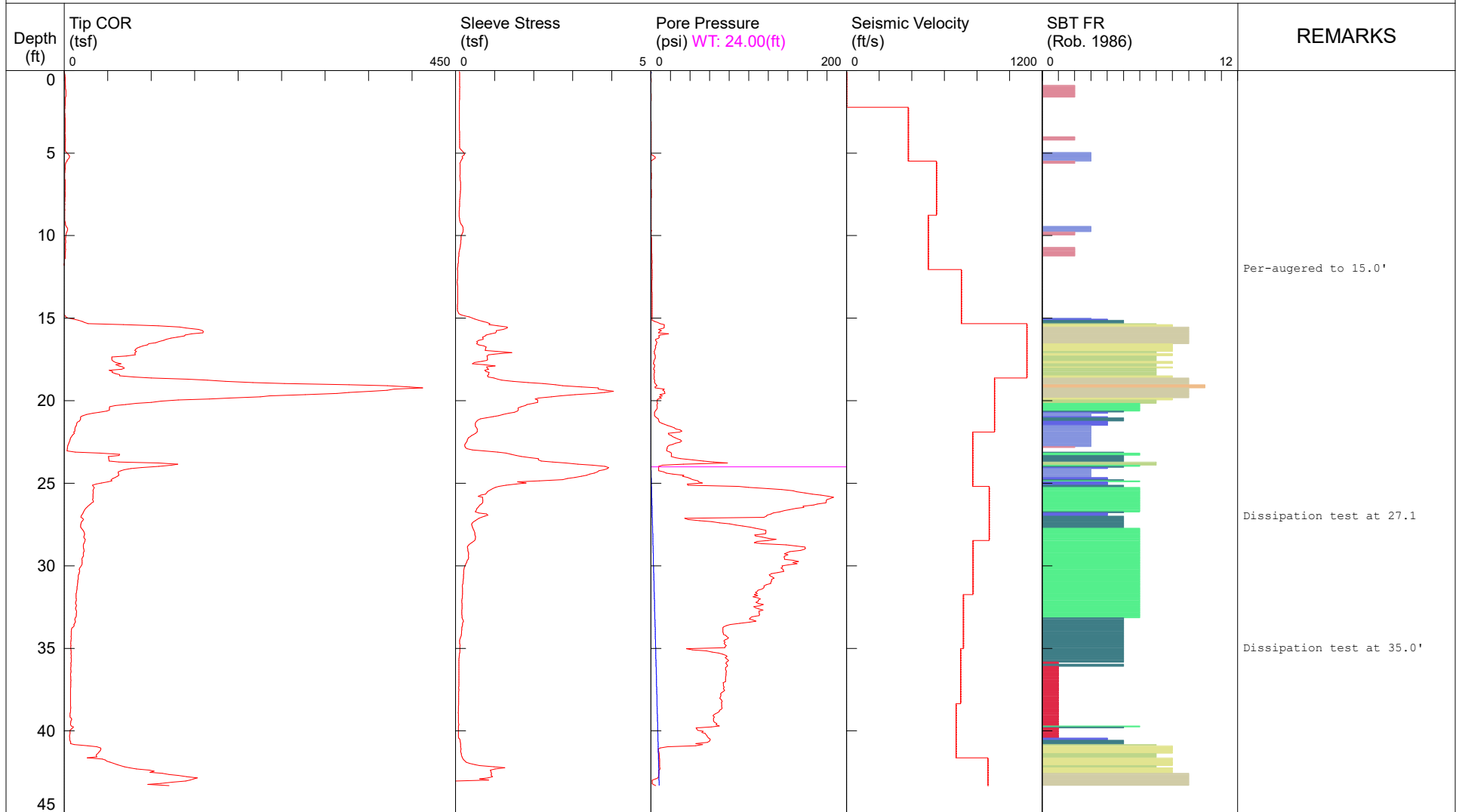
CPT-SDRR-202



COMPANY: Seaboard Drilling LLC
PROJECT: Proposed Bridge Replacement - MaineDOT Bridge #5784
SITE: Drummond Road Over I95
LOCATION: Sidney, Maine
CLIENT: GZA

OPERATOR: Kevin Hanscom
FILENAME: CPT-SDRR-202.DAT

TEST ID: CPT-SDRR-202
TEST DATE: Thu 28/Aug/2025
GROUND SURFACE ELEV.: 000 +/-
TOTAL DEPTH: 43.303 ft



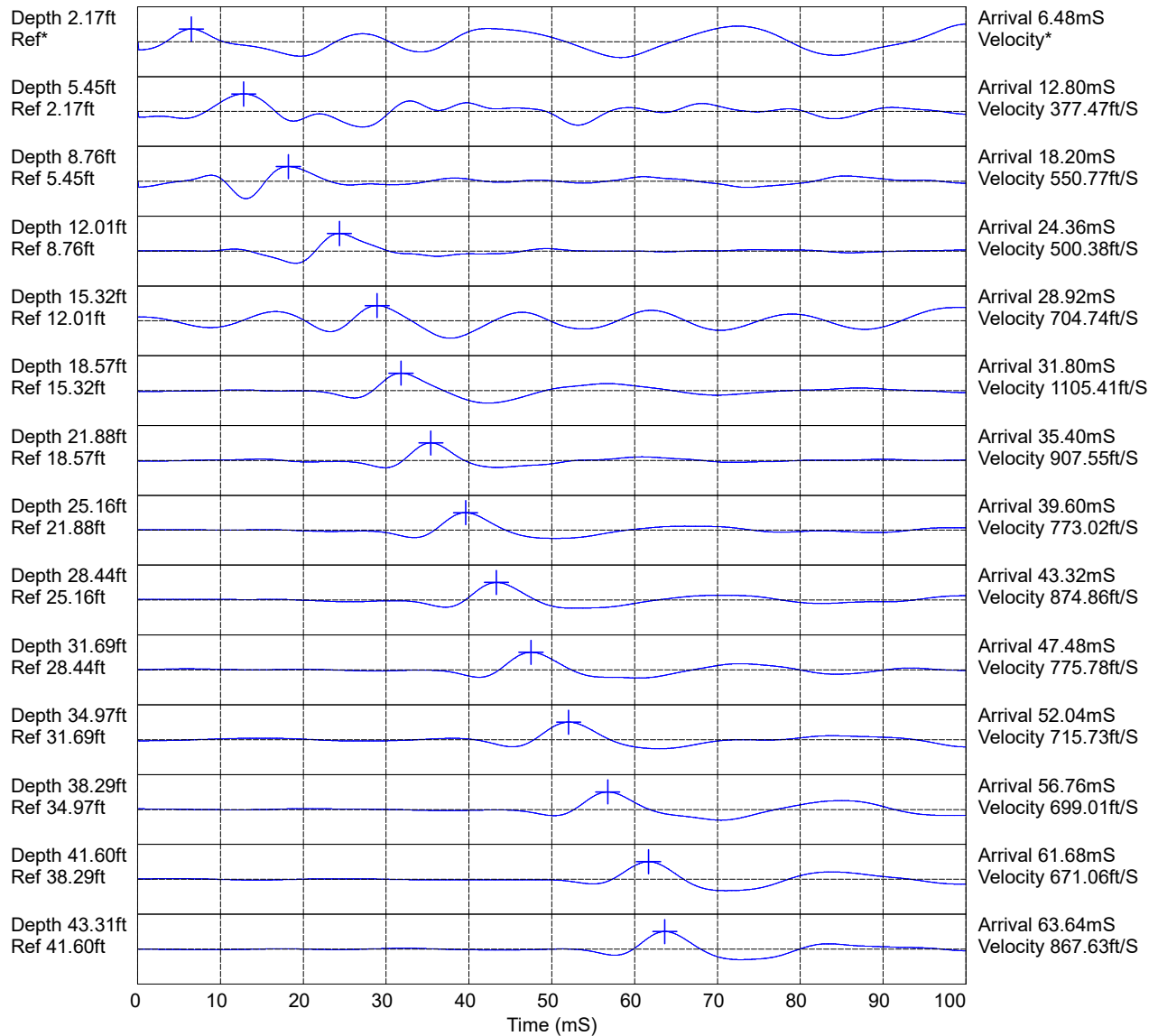
PROBE ID: 4644.163XX

- | | | | |
|--------------------------|-----------------------------|----------------------------|-------------------------------|
| 1 Sensitive fine grained | 4 Silty clay to clay | 7 Silty sand to sandy silt | 10 Gravelly sand to sand |
| 2 Organic material | 5 Clayey silt to silty clay | 8 sand to silty sand | 11 Very stiff fine grained ** |
| 3 Clays | 6 Sandy silt to clayey silt | 9 Sand | 12 Sand to clayey sand ** |

*SBT: Robertson 1986; **Overconsolidated or Cemented; *SBT/SPT CORRELATION: UBC-1983

SEISMIC CONE PENETRATION TEST SHEAR WAVE (V_s) TRACES

FILENAME: CPT-SDRR-202 Final.sei



Hammer to Rod String Distance (ft): 3.41

* = Not Determined

FILENAME: CPT-SDRR-202 Final.sei

PORE PRESSURE DISSIPATION PLOTS

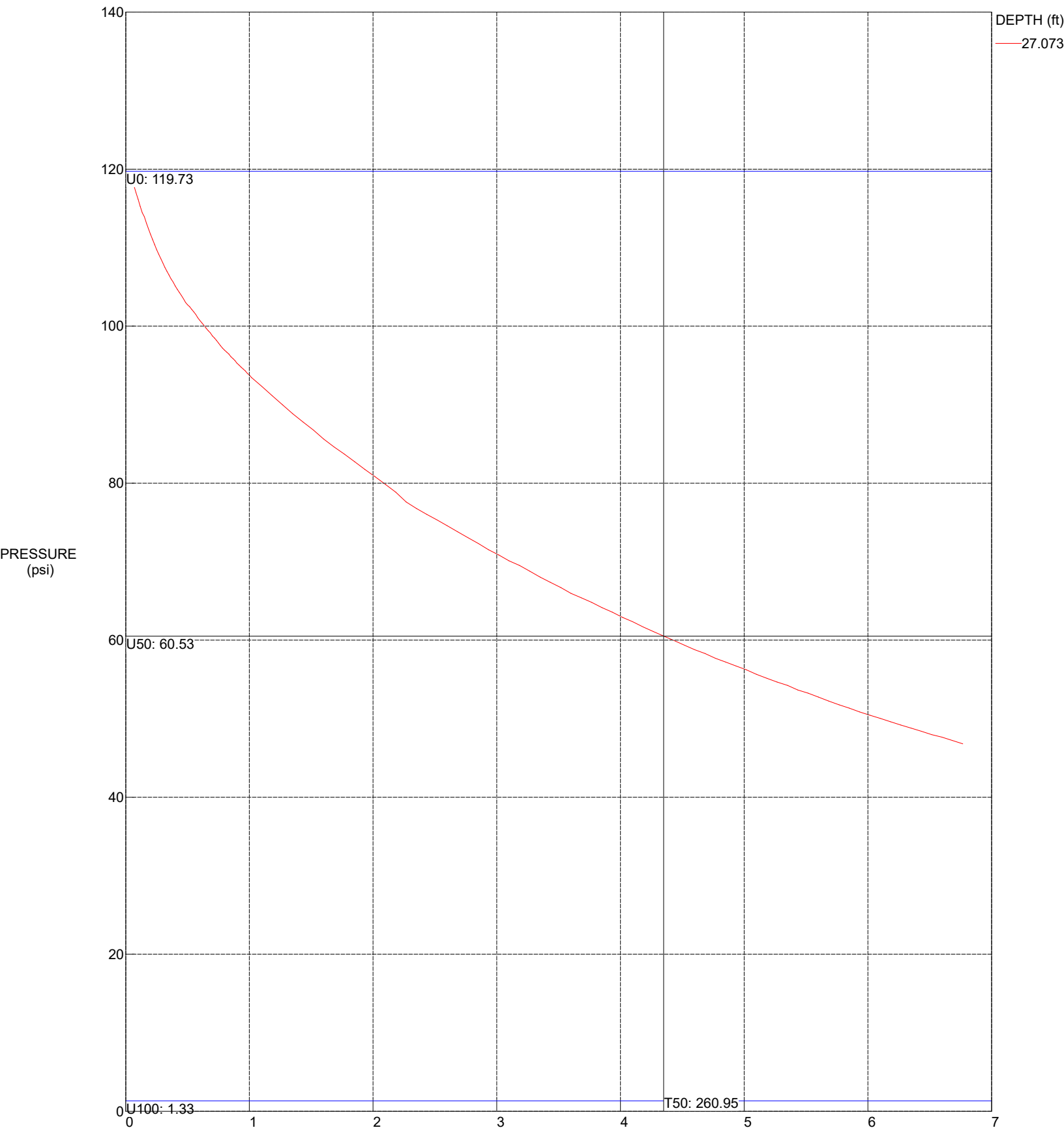
DISSIPATION



COMPANY: Seaboard Drilling LLC
PROJECT: Proposed Bridge Replacement - MaineDOT Bridge #5784
SITE: Drummond Road Over I95 SB
LOCATION: Sidney, Maine
CLIENT: GZA

OPERATOR: Kevin Hanscom
FILENAME: CPT-SDRR-202.DIS

TEST ID: CPT-SDRR-202
TEST DATE: Thu 28/Aug/2025



MAXIMUM PRESSURE = 119.721 (psi)
HYDROSTATIC PRESSURE = 1.332 (psi), WATER TABLE: 24.00 ft
PROBE ID: 4644.163XX

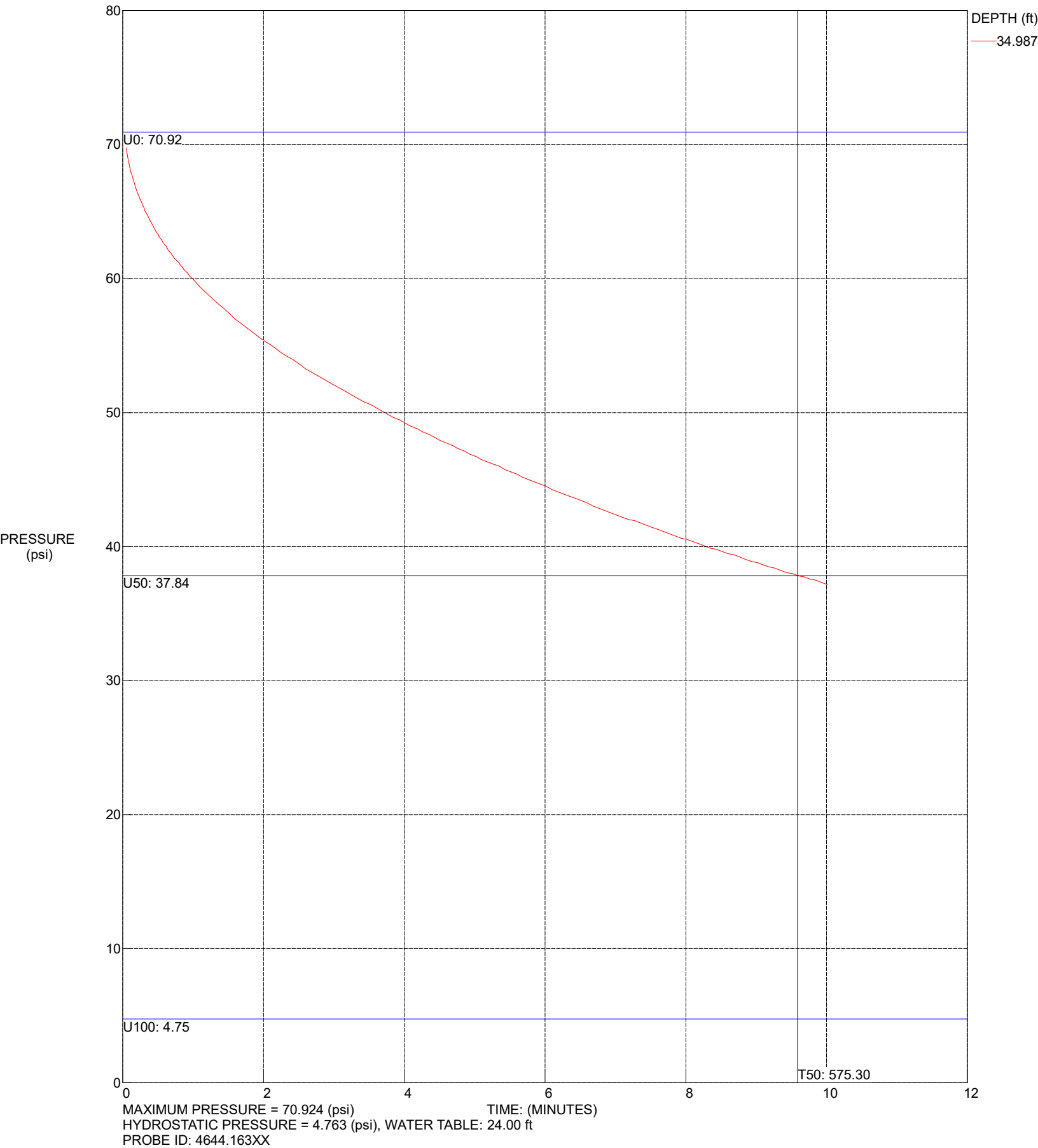
DISSIPATION



COMPANY: Seaboard Drilling LLC
PROJECT: Proposed Bridge Replacement - MaineDOT Bridge #5784
SITE: Drummond Road Over I95 SB
LOCATION: Sidney, Maine
CLIENT: GZA

OPERATOR: Kevin Hanscom
FILENAME: CPT-SDRR-202.DIS

TEST ID: CPT-SDRR-202
TEST DATE: Thu 28/Aug/2025





APPENDIX D – CONE PENETRATION TEST INTERPRETIVE PLOTS



GZA GeoEnvironmental, Inc.
707 Sable Oaks Drive, Suite 150
South Portland, Maine

CPT: CPT-SDRR-201A

Total depth: 13.25 ft, Date: 10/30/2025

Surface Elevation: 166.10 ft

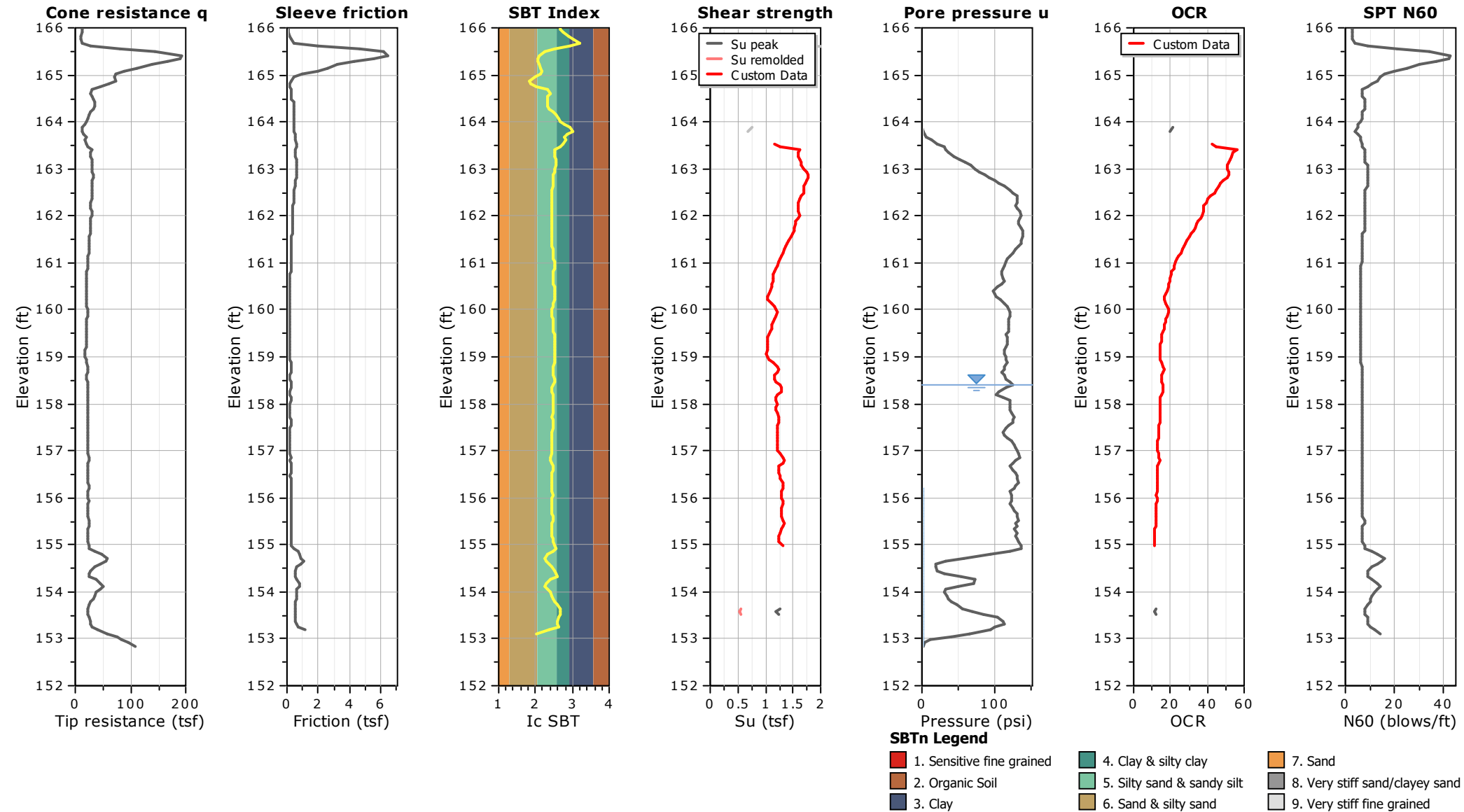
Coords: X:600903.10, Y:1158685.10

Cone Type: Vertek

Cone Operator: Seaboard Drilling, LLC

Project: Drummond Road Bridge No. 5784 over I-95 Replacement, WIN 25469.00 (GZA File No. 09.0026242.00)

Location: Sidney, ME





GZA GeoEnvironmental, Inc.
707 Sable Oaks Drive, Suite 150
South Portland, Maine

CPT: CPT-SDRR-202

Total depth: 43.30 ft, Date: 8/28/2025

Surface Elevation: 187.40 ft

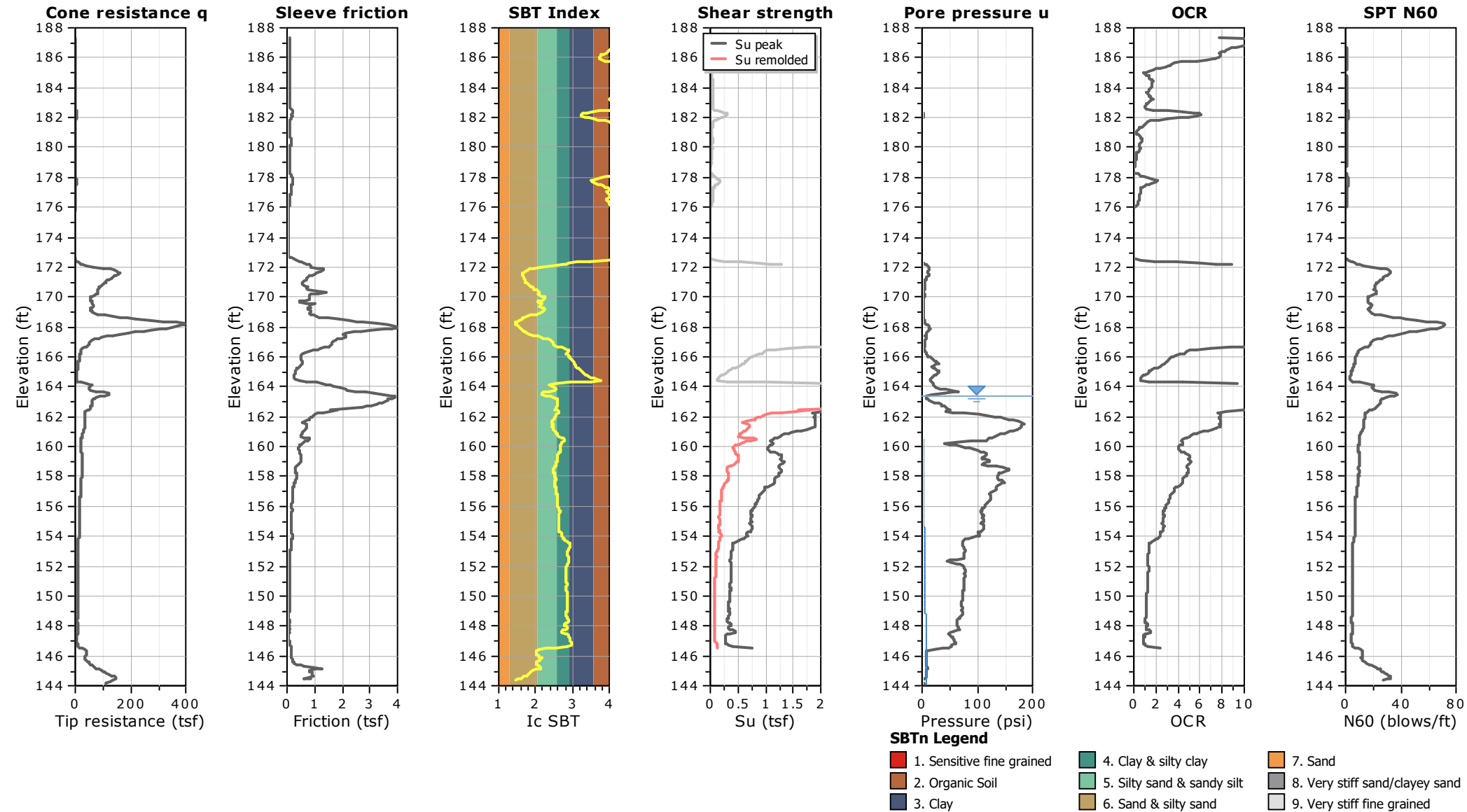
Coords: X:600879.10, Y:1158745.50

Cone Type: Vertek

Cone Operator: Seaboard Drilling, LLC

Project: Drummond Road Bridge No. 5784 over I-95 Replacement, WIN 25469.00 (GZA File No. 09.0026242.00)

Location: Sidney, ME



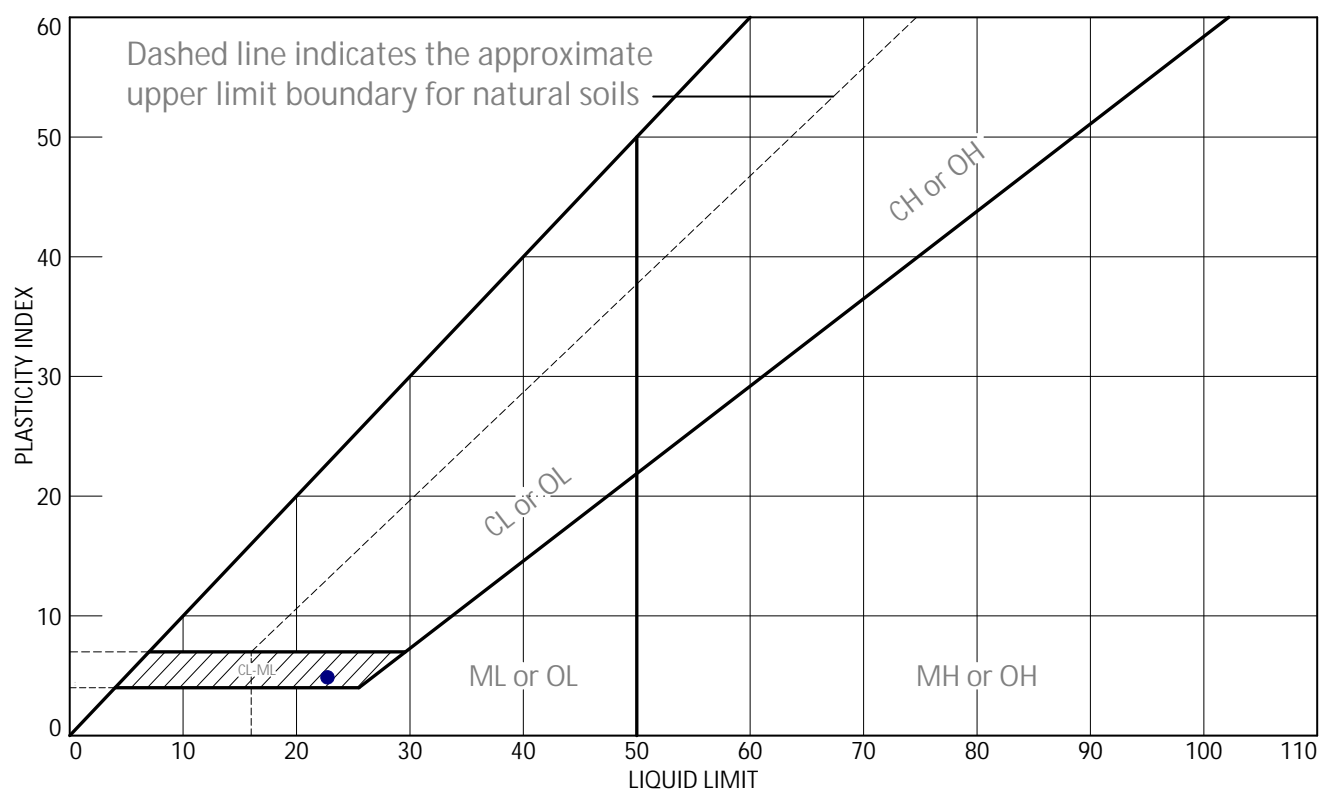


APPENDIX E – ADDITIONAL LABORATORY TESTING RESULTS

<p>Soil Metrics LLC</p> <p>Cape Elizabeth, Maine</p>	<p>Client: GZA Geoenvironmental</p> <p>Project: Drummond Road Bridge</p> <p>WIN 25469.00</p> <p>Project No.: GZA PN 09.0026242.00</p>	Figure
--	---	--------

Tested By: sjr Checked By: sjr

LIQUID AND PLASTIC LIMITS TEST REPORT



SOIL DATA									
	SOURCE	SAMPLE NO.	DEPTH	NATURAL WATER CONTENT (%)	PLASTIC LIMIT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	LIQUIDITY INDEX	USCS
●	BB-SDDR-103	1U	35-37	24.6	18.0	22.8	4.8	1.4	CL/ML

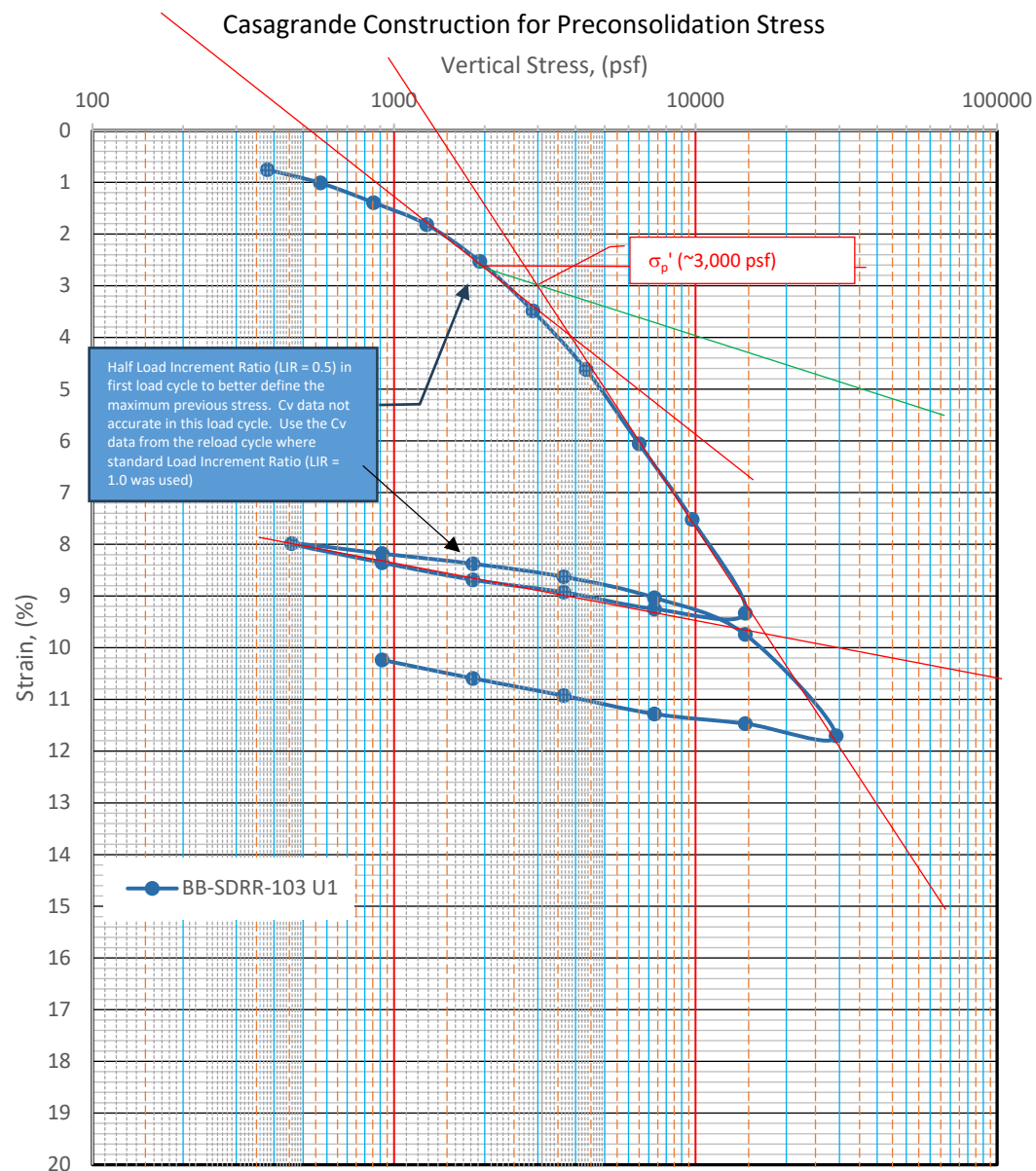
Soil Metrics LLC	Client: GZA Geoenvironmental
Cape Elizabeth, Maine	Project: Drummond Road Bridge
	WIN 25469.00
	Project No.: GZA PN 09.0026242.00
	Figure

Tested By: sjr Checked By: sjr

Consolidation Test Data Summary Report

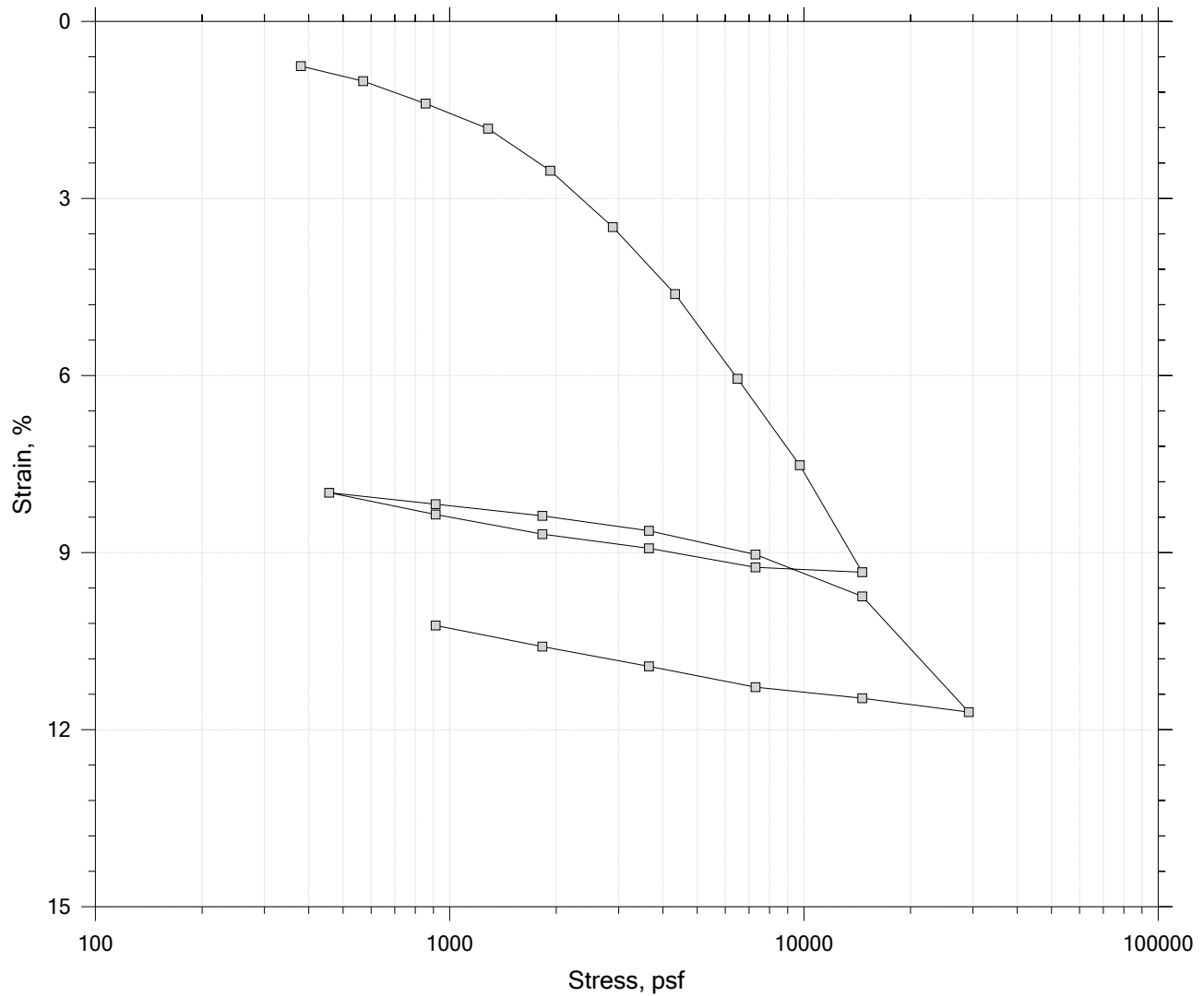
Project Name:		Drummond Road Bridge	
Project Number:		GZA PN 09-002642.00	
Project Location:		Sidney, ME	
Client:		GZA	
Sample Description:		Gray silty Clay /Clayey Silt with sand layers	
Preparation:		Trimmed Shelby Tube	
Lab Test No:	ICON 68-430		
Boring No.	BB-SDDR-103		
Sample No:	1U		
Boring Elevation (ft).	--		
Sample Depth (ft):	35-37		
Test Specimen Depth (Ft):	36.4		
Test Specimen Elevation:	---		
Water Content (%):	27.3		
Dry Unit Weight (pcf):	97.0		
Wet Unit Weight (pcf):	123.5		
Saturation Before (%):	96.4		
Saturation After (%):	100		
Void Ratio Before:	0.78		
Void Ratio After:	0.59		
Overburden Pressure (psf):	--		
Max Previous stress (psf):	3,000		
Max Prev. stress (Work) (psf):	3,100		
OCR:	--		
Compression Index (C_{CE}):	0.09	Steepest portion of curve	
Recompression Index (C_{RE}):	0.012	from re-load curve	
Liquid Limit:	22.8		
Plastic Limit:	18		
Plasticity Index:	5		
Liquidity Index:	1.9		
Organic Content			
Lab Vane S_u at ft. (psf)			
Tested By:	sjr		
Date Tested:	9/10/2025		
Checked By:	sjr		

Note 1: The calculations for the Max Previous Stress, the Compression Index and the Recompression Index are provided for the convenience of the Specifier. The Specifier should make their own independent assessment of Maximum Previous stress, Cce and Cre for use in any engineering analyses.



One-Dimensional Consolidation by ASTM D2435 - Method B

Summary Report



				Before Test	After Test	
Current Vertical Effective Stress, psf: 0				Water Content, %	27.29	21.14
Preconsolidation Stress, psf: ---				Dry Unit Weight, pcf	96.997	109.14
Compression Ratio: 0				Saturation, %	96.41	100.00
Specimen Diameter, in: 2.5		Specimen Height, in: 0.953		Void Ratio	0.78	0.59
LL: 23	PL: 18	PI: 5	GS: 2.77			

	Project Name: Drummond Road Bridge		Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103		Tester: SJR	Checker: SJR
	Sample Number: U1		Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430		Preparation: wet	Elevation: --
	Client: GZA		Classification: CL	Group Symbol: --
	Description:			
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.			
	Displacement at End of Primary			

One-Dimensional Consolidation by ASTM D2435 - Method B

Specimen Diameter, in: 2.50	Specific Gravity: 2.77 (Implied)	Liquid Limit: 23
Specimen Height, in: 0.95	Initial Void Ratio: 0.785	Plastic Limit: 18
Final Height, in: 0.85	Final Void Ratio: 0.586	Plasticity Index: 5

	Before Test Trimmings	Before Test Specimen	After Test Specimen	After Test Trimmings
Container ID	208	---		313
Mass Container, gm	36.88	109.53	109.53	60.86
Mass Container + Wet Soil, gm	122.1	261.14	253.82	204.91
Mass Container + Dry Soil, gm	106.63	228.64	228.64	179.77
Mass Dry Soil, gm	69.75	119.11	119.11	118.91
Water Content, %	22.18	27.29	21.14	21.14
Void Ratio	---	0.78	0.59	---
Degree of Saturation, %	---	96.41	100.00	---
Dry Unit Weight, pcf	---	96.997	109.14	---

Preconsolidation Stress, psf	---
Compression Ratio	0
Rebound Ratio	0
Compression Index	0
Rebound Index	0

Note: Specific Gravity and Void Ratios are calculated assuming the degree of saturation equals 100% at the end of the test. Therefore, values may not represent actual values for the specimen.

	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

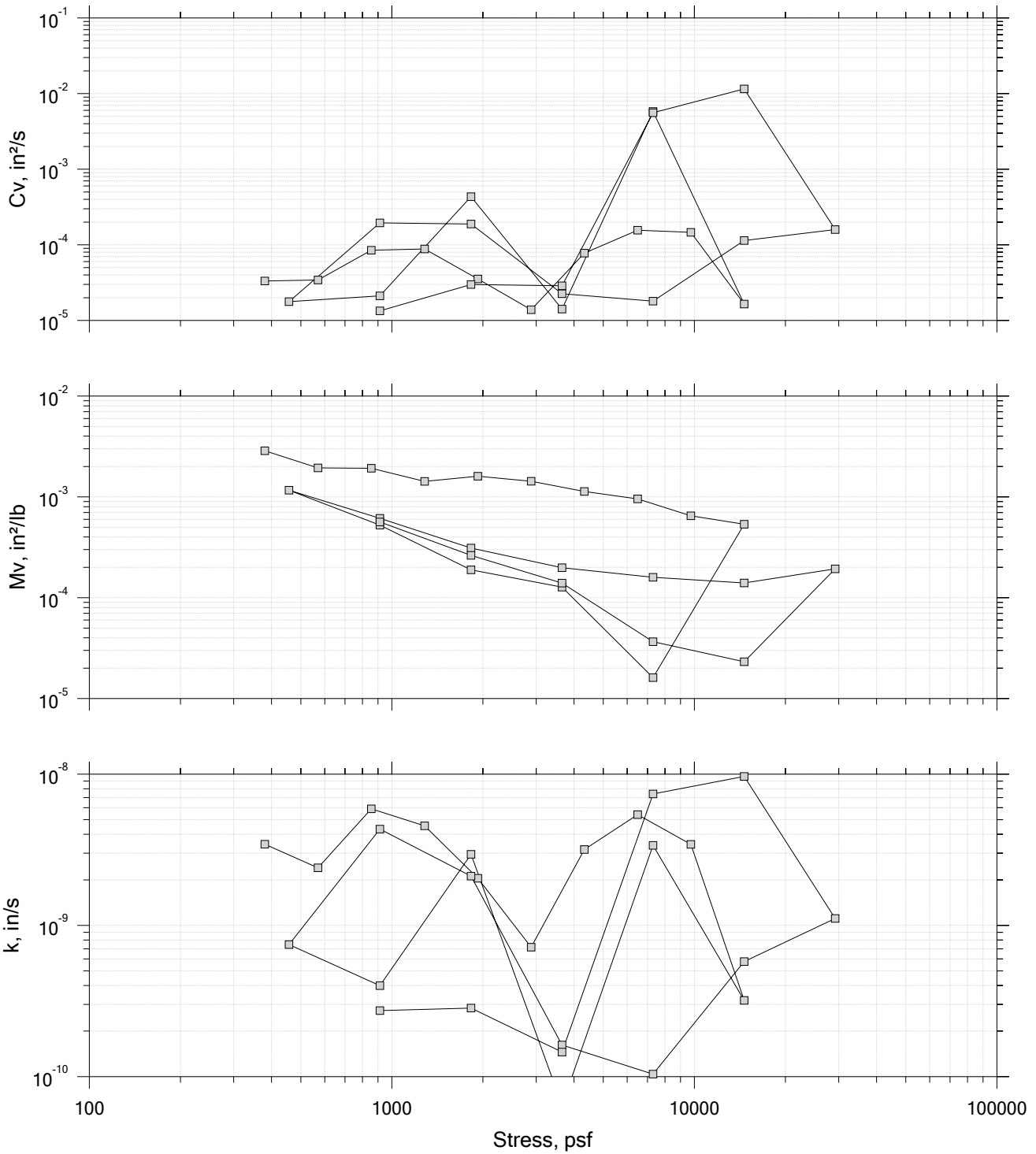
Sqrt of Time Coefficients

Step	Applied Stress psf	EOP Displacement in	Void Ratio	Strain at End %	Sq.Rt. T90 min	Cv in ² /s	Mv in ² /lb	k in/s
1	380.	0.007205	0.771	0.756	95.769	3.33e-05	2.87e-03	3.44e-09
2	570.	0.009644	0.767	1.01	91.887	3.43e-05	1.94e-03	2.40e-09
3	855.	0.01327	0.760	1.39	36.914	8.49e-05	1.92e-03	5.89e-09
4	1.28e+03	0.01731	0.753	1.82	35.179	8.83e-05	1.43e-03	4.55e-09
5	1.92e+03	0.02411	0.740	2.53	86.888	3.53e-05	1.60e-03	2.05e-09
6	2.89e+03	0.03321	0.723	3.49	217.355	1.39e-05	1.43e-03	7.17e-10
7	4.33e+03	0.04401	0.703	4.62	38.045	7.77e-05	1.13e-03	3.17e-09
8	6.49e+03	0.05771	0.677	6.06	18.398	1.56e-04	9.56e-04	5.40e-09
9	9.74e+03	0.07166	0.651	7.52	19.037	1.46e-04	6.49e-04	3.44e-09
10	1.46e+04	0.08893	0.618	9.33	163.146	1.65e-05	5.36e-04	3.19e-10
11	7.30e+03	0.08815	0.620	9.25	0.455	5.81e-03	1.61e-05	3.38e-09
12	3.65e+03	0.08507	0.626	8.93	187.948	1.41e-05	1.27e-04	6.49e-11
13	1.83e+03	0.08279	0.630	8.69	6.165	4.33e-04	1.89e-04	2.95e-09
14	913.	0.07963	0.636	8.36	127.195	2.11e-05	5.24e-04	4.00e-10
15	457.	0.07611	0.642	7.99	152.592	1.77e-05	1.17e-03	7.47e-10
16	913.	0.07796	0.639	8.18	13.868	1.96e-04	6.14e-04	4.33e-09
17	1.83e+03	0.07984	0.635	8.38	14.302	1.89e-04	3.11e-04	2.12e-09
18	3.65e+03	0.08223	0.631	8.63	118.963	2.26e-05	1.98e-04	1.62e-10
19	7.30e+03	0.08609	0.624	9.03	148.056	1.80e-05	1.59e-04	1.04e-10
20	1.46e+04	0.09285	0.611	9.74	23.107	1.14e-04	1.40e-04	5.76e-10
21	2.92e+04	0.1115	0.576	11.7	16.056	1.59e-04	1.93e-04	1.11e-09
22	1.46e+04	0.1093	0.580	11.5	0.217	1.15e-02	2.32e-05	9.66e-09
23	7.30e+03	0.1075	0.584	11.3	0.451	5.59e-03	3.66e-05	7.39e-09
24	3.65e+03	0.1041	0.590	10.9	88.043	2.88e-05	1.40e-04	1.45e-10
25	1.83e+03	0.1010	0.596	10.6	85.539	2.99e-05	2.63e-04	2.84e-10
26	913.	0.09754	0.602	10.2	192.114	1.34e-05	5.64e-04	2.73e-10

	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		
	Displacement at End of Primary		

One-Dimensional Consolidation by ASTM D2435 - Method B

Sqrt of Time Coefficients



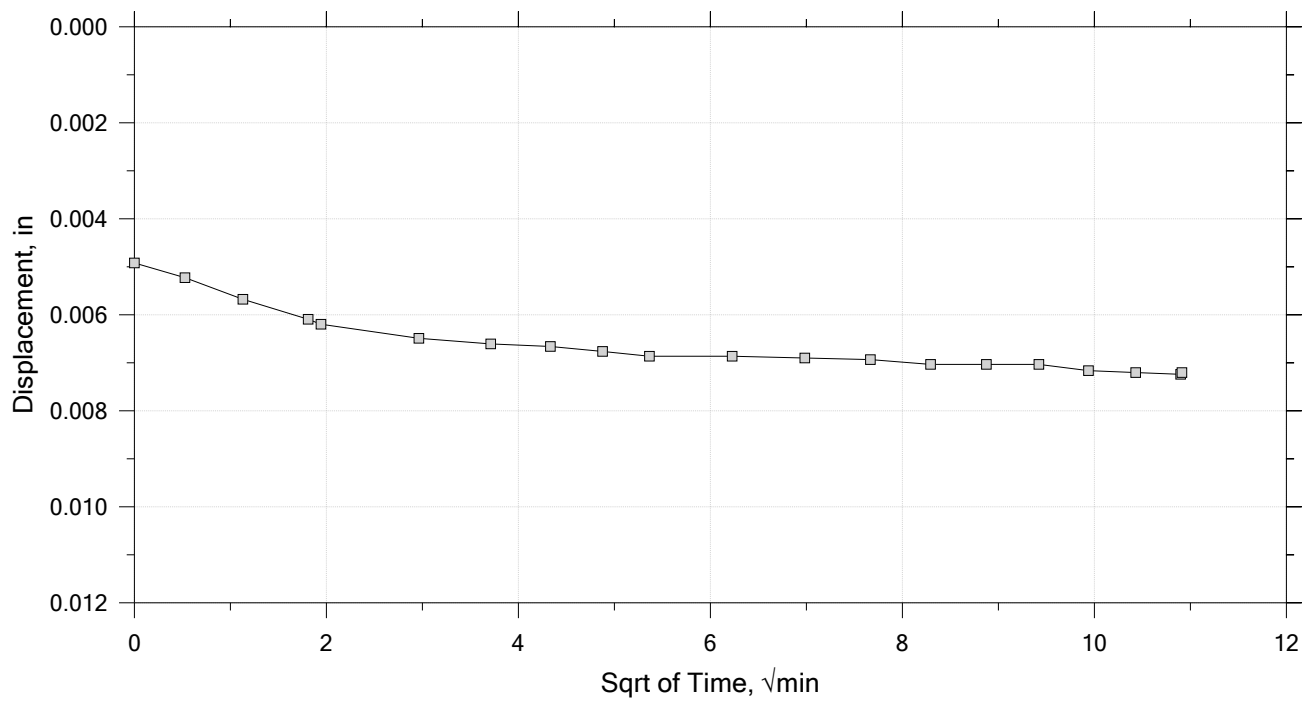
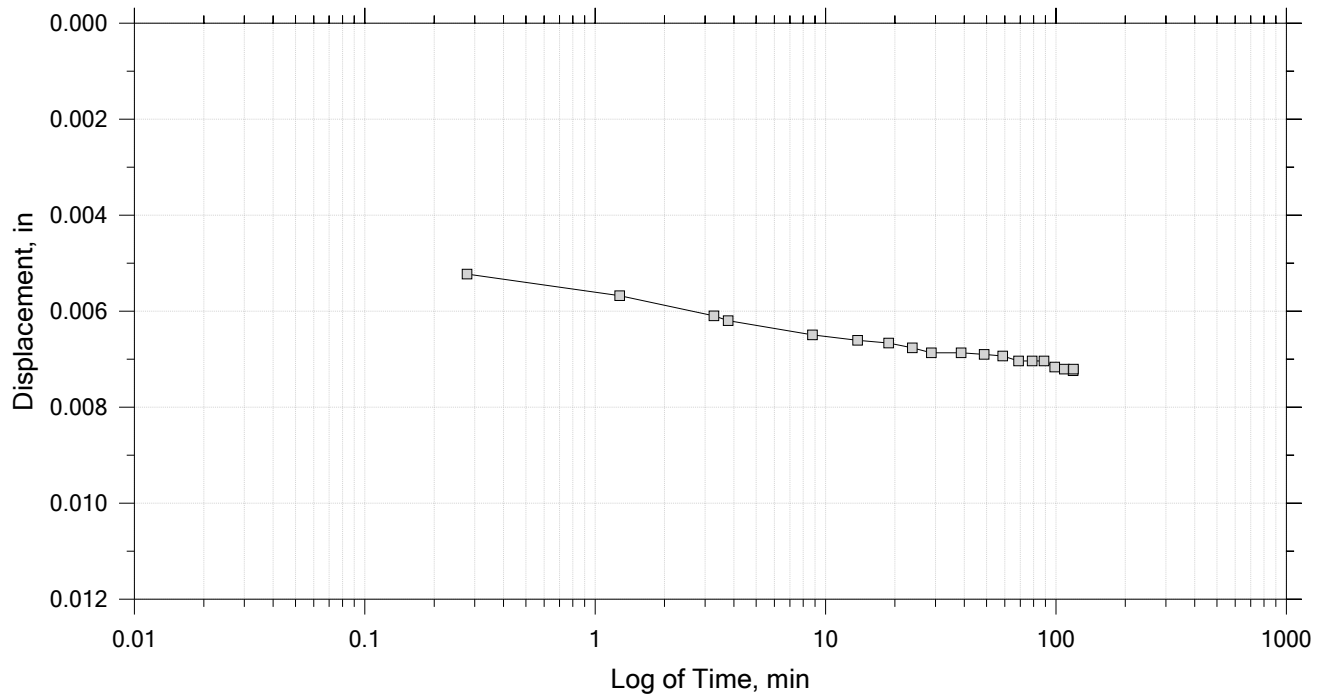
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 1 of 26

Constant Load Step

Stress: 380 psf



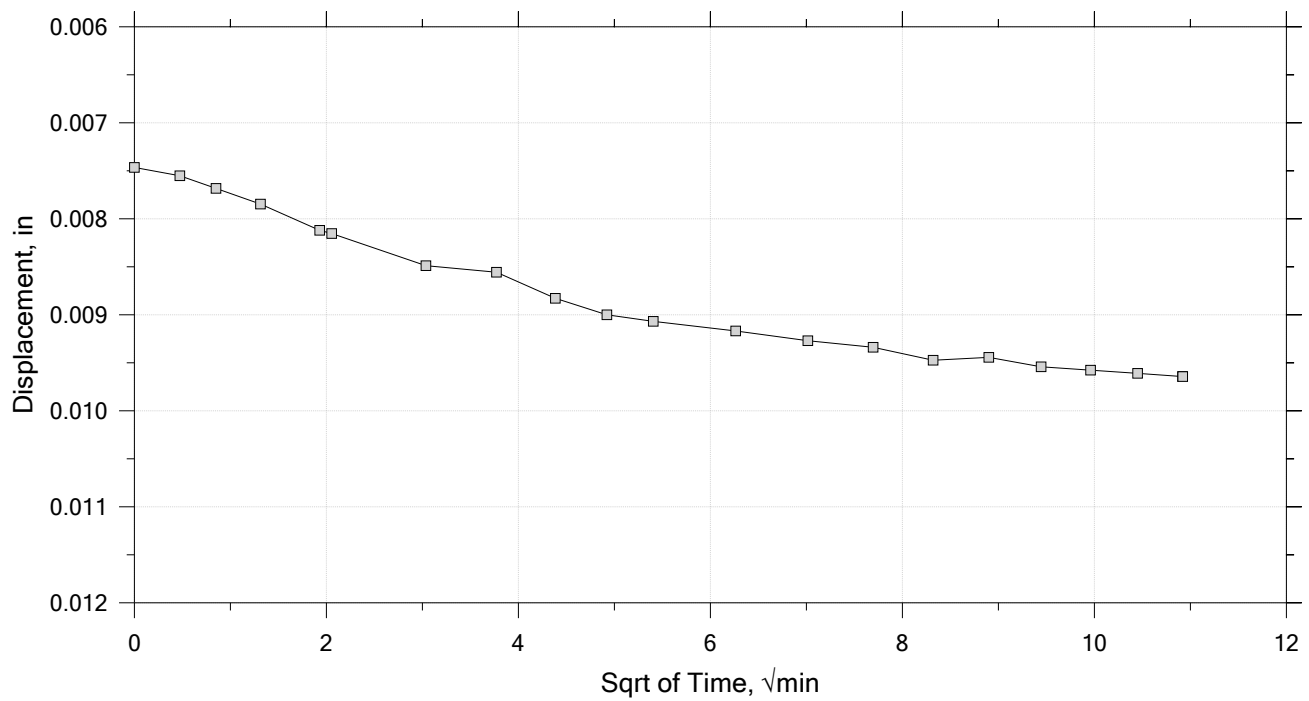
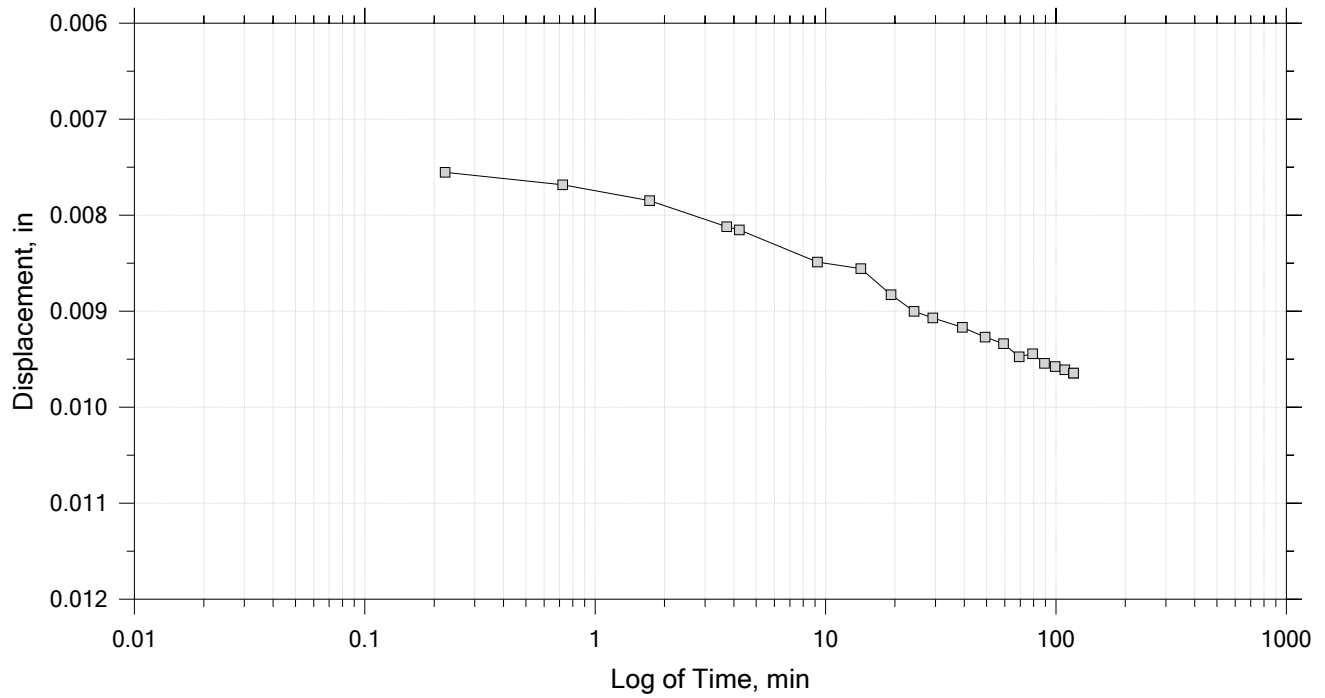
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 2 of 26

Constant Load Step

Stress: 570 psf



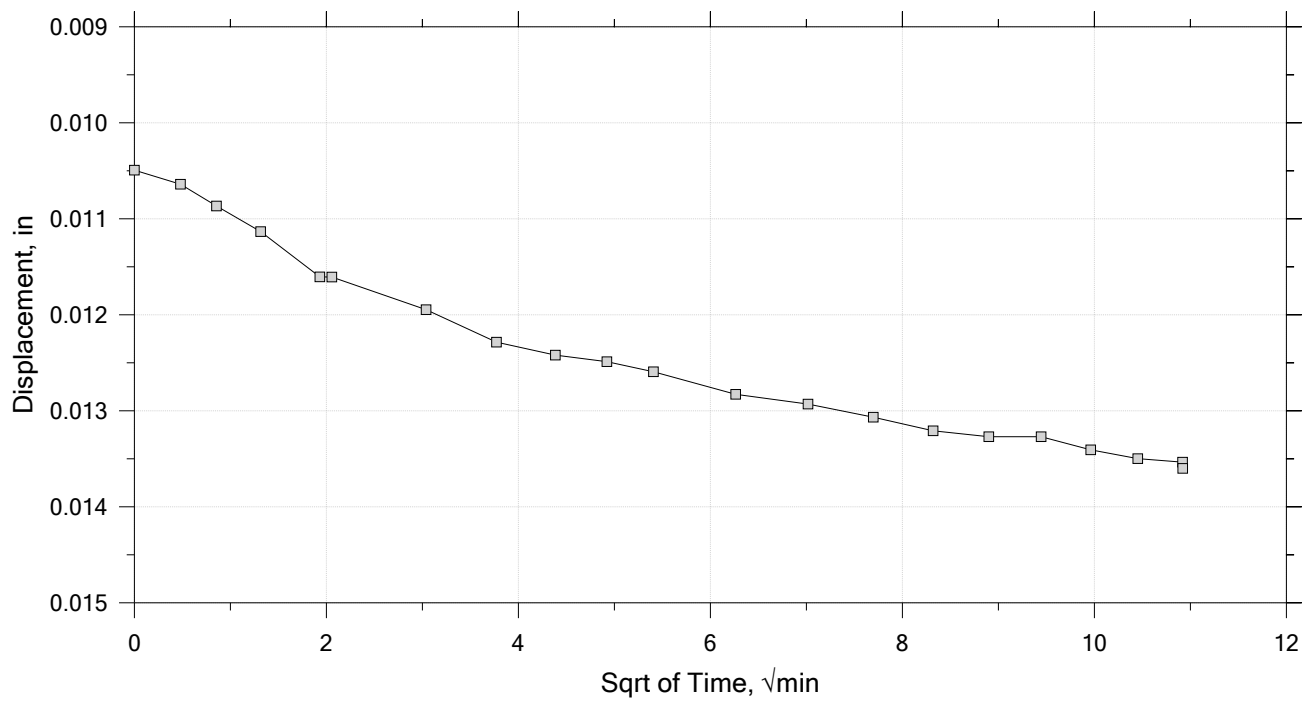
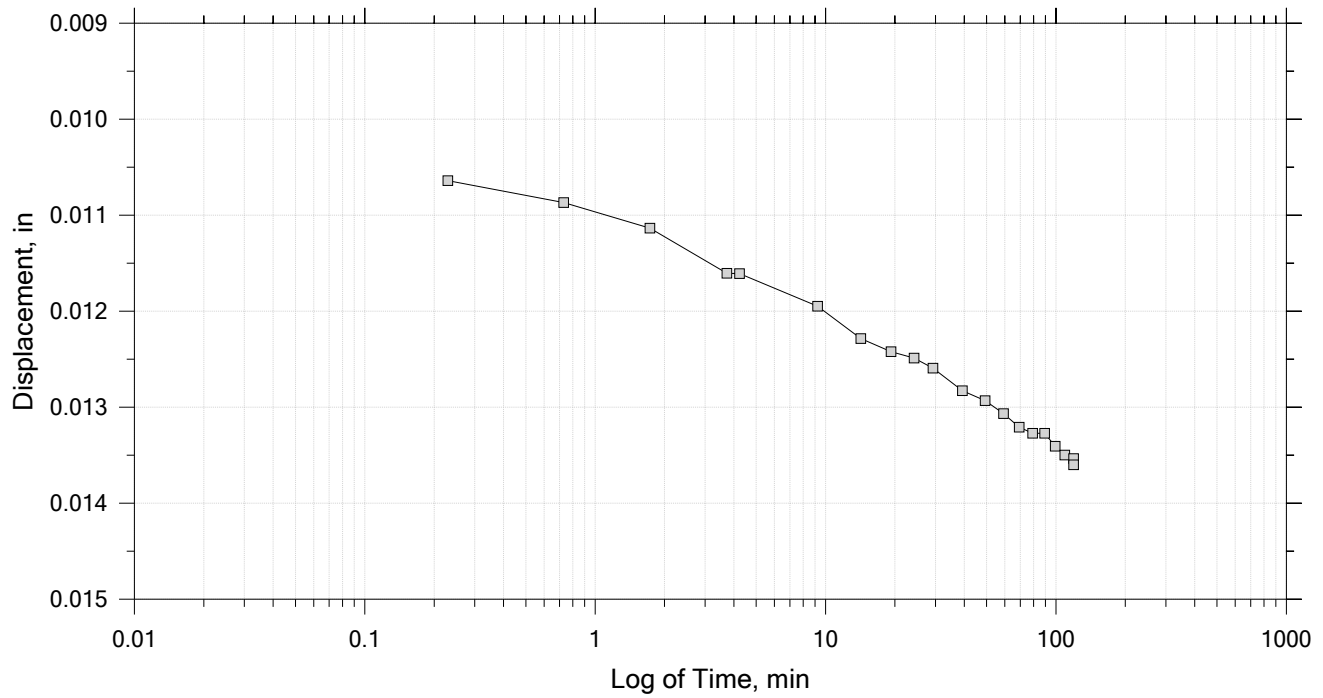
Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
Test Number: ICON 68-430	Preparation: wet	Elevation: --
Client: GZA	Classification: CL	Group Symbol: --
Description:		
Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 3 of 26

Constant Load Step

Stress: 855 psf



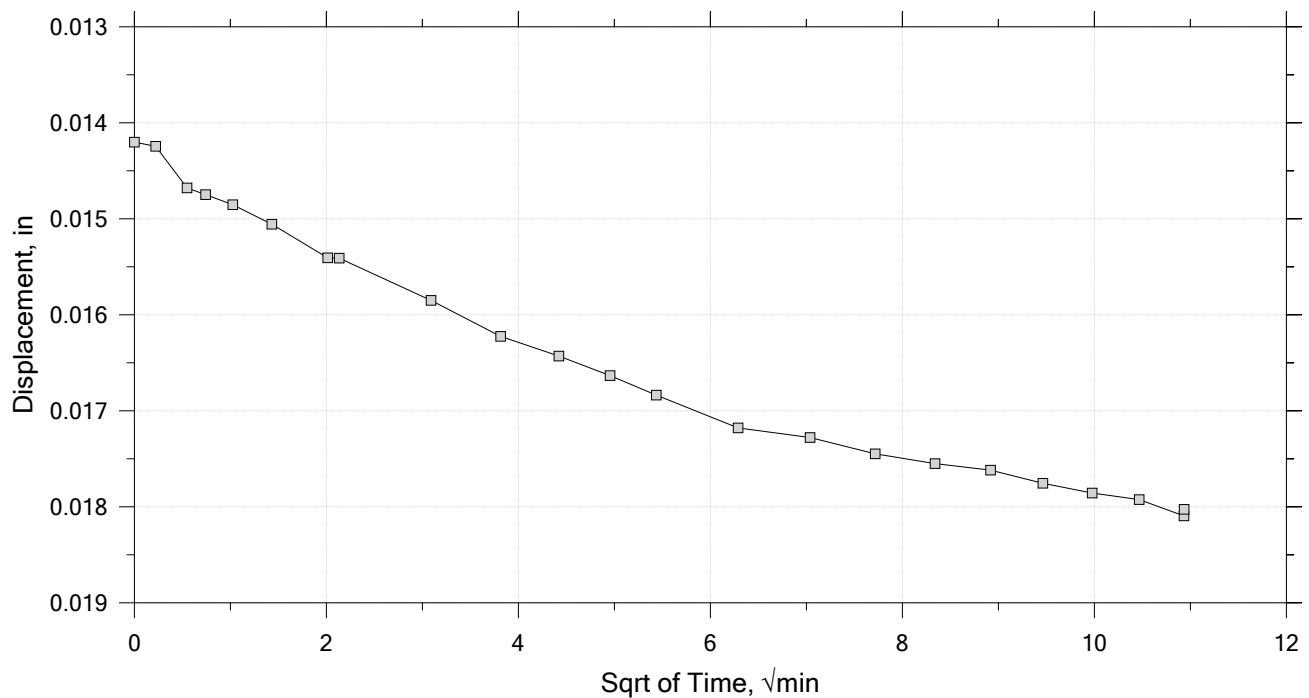
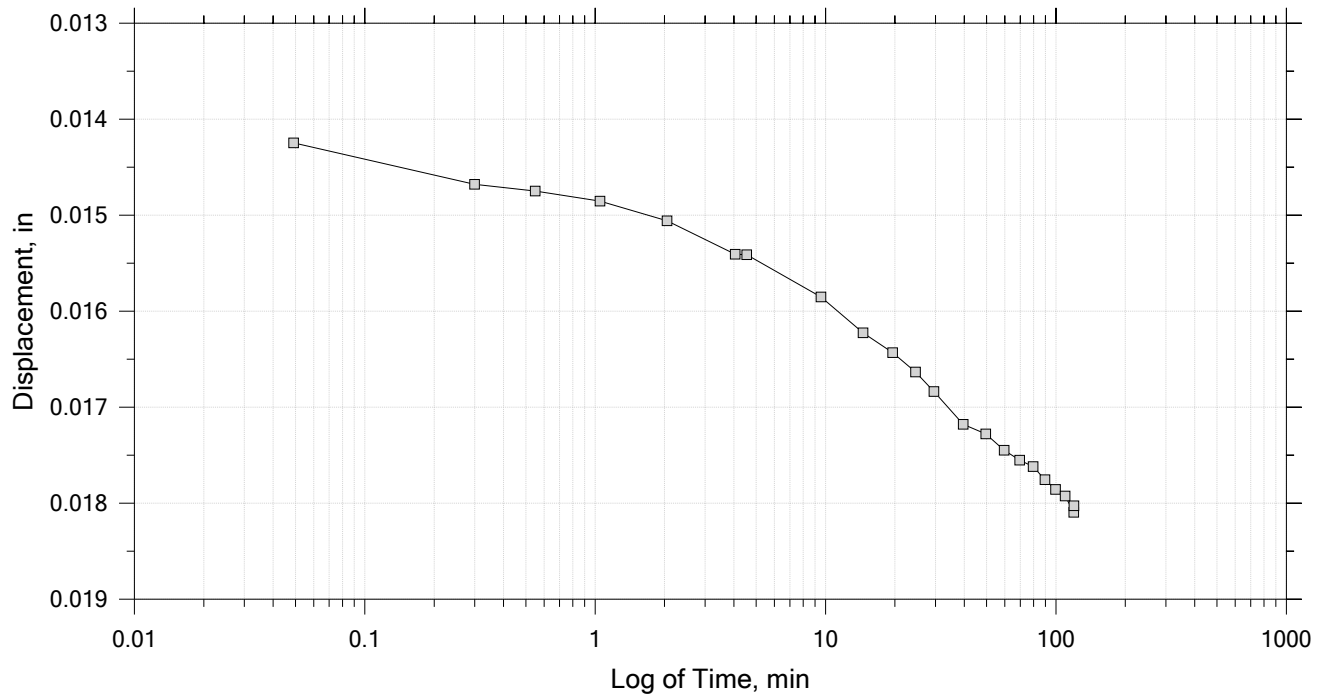
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 4 of 26

Constant Load Step

Stress: 1.28e+03 psf



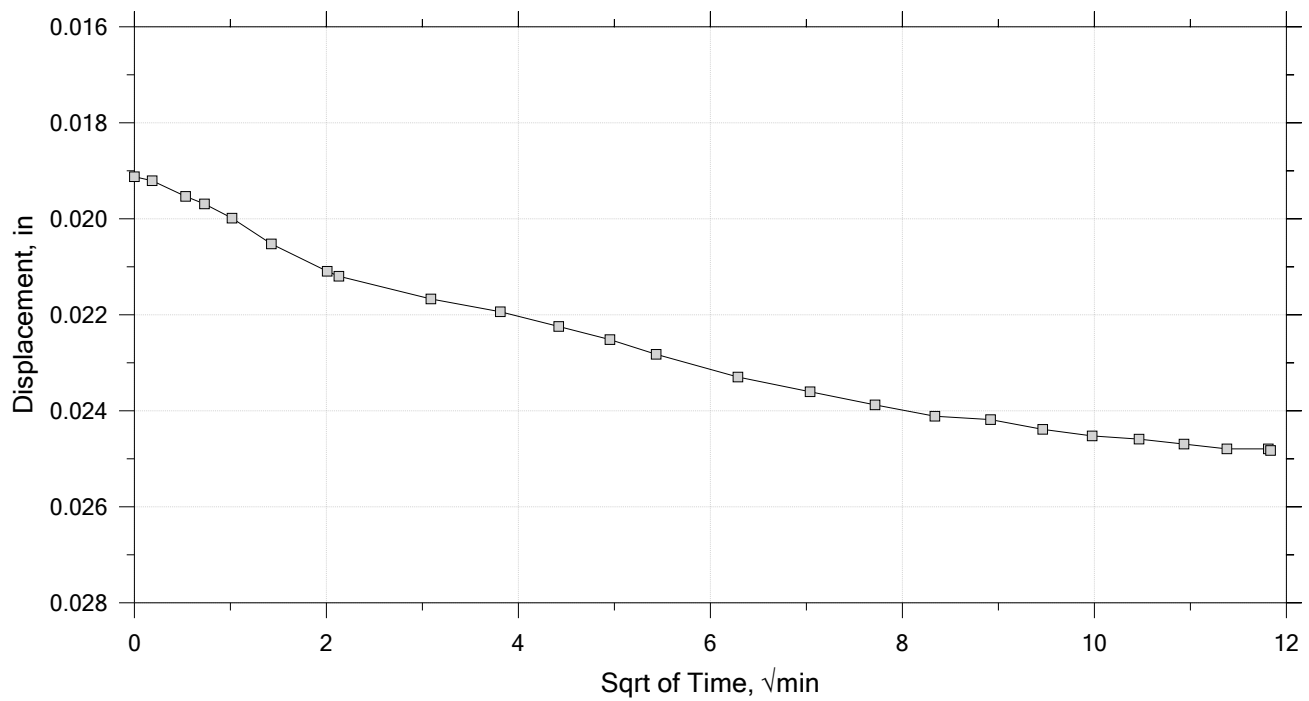
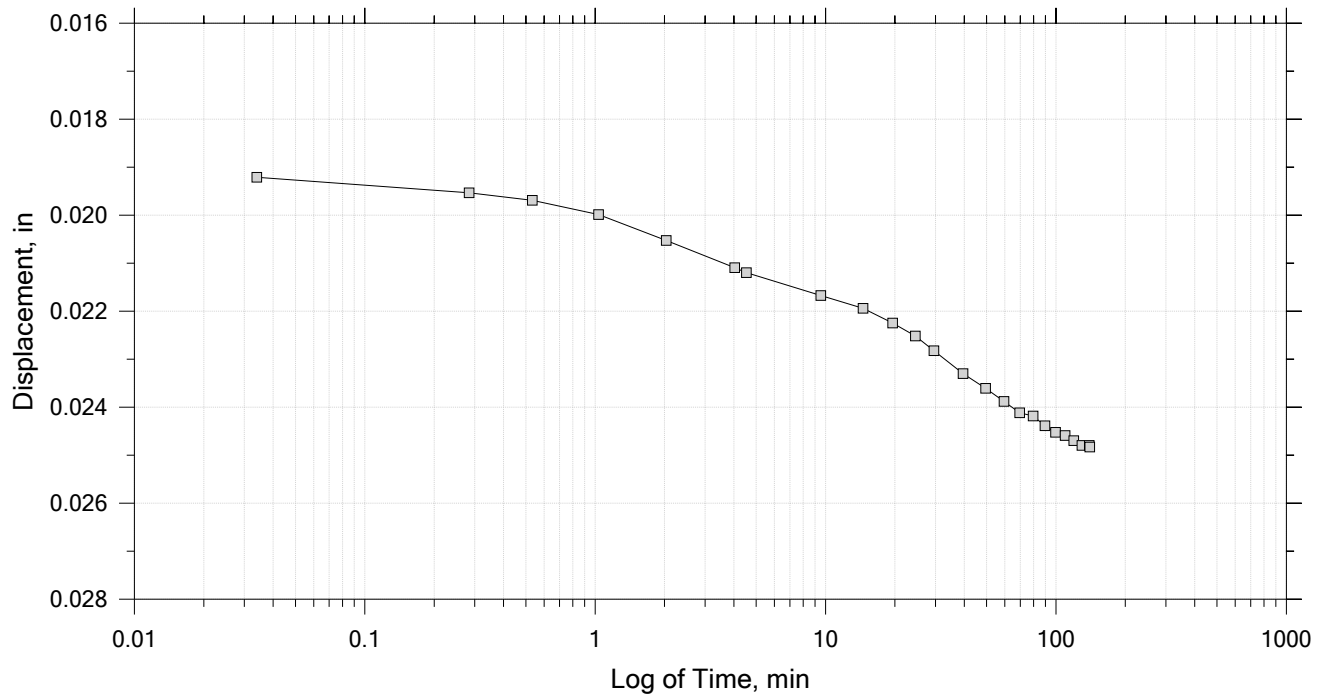
Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
Test Number: ICON 68-430	Preparation: wet	Elevation: --
Client: GZA	Classification: CL	Group Symbol: --
Description:		
Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 5 of 26

Constant Load Step

Stress: 1.92e+03 psf



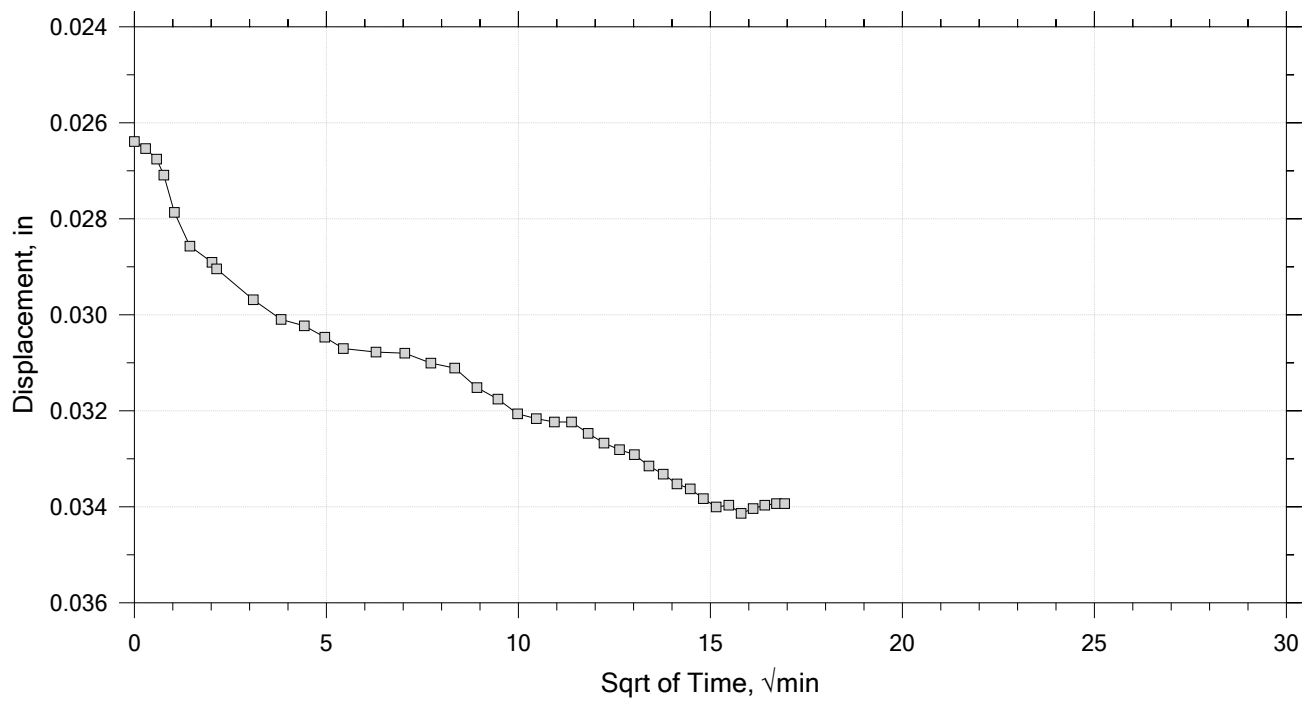
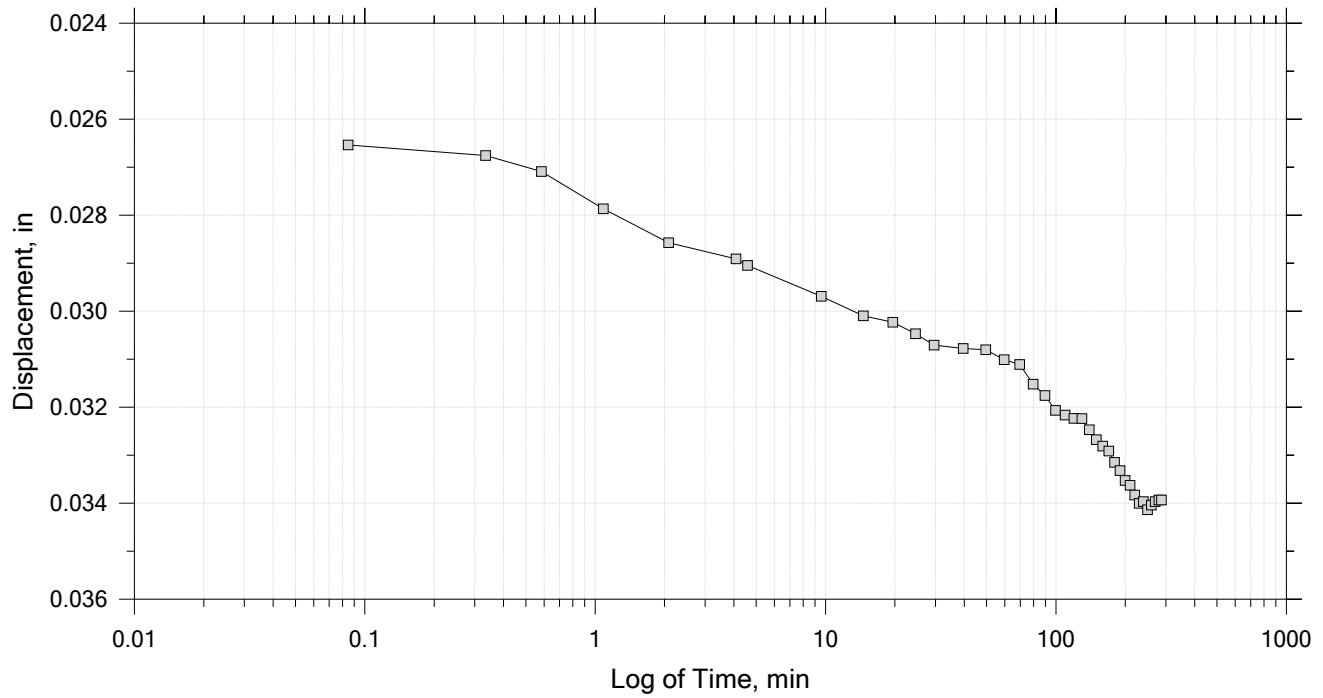
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 6 of 26

Constant Load Step

Stress: 2.89e+03 psf



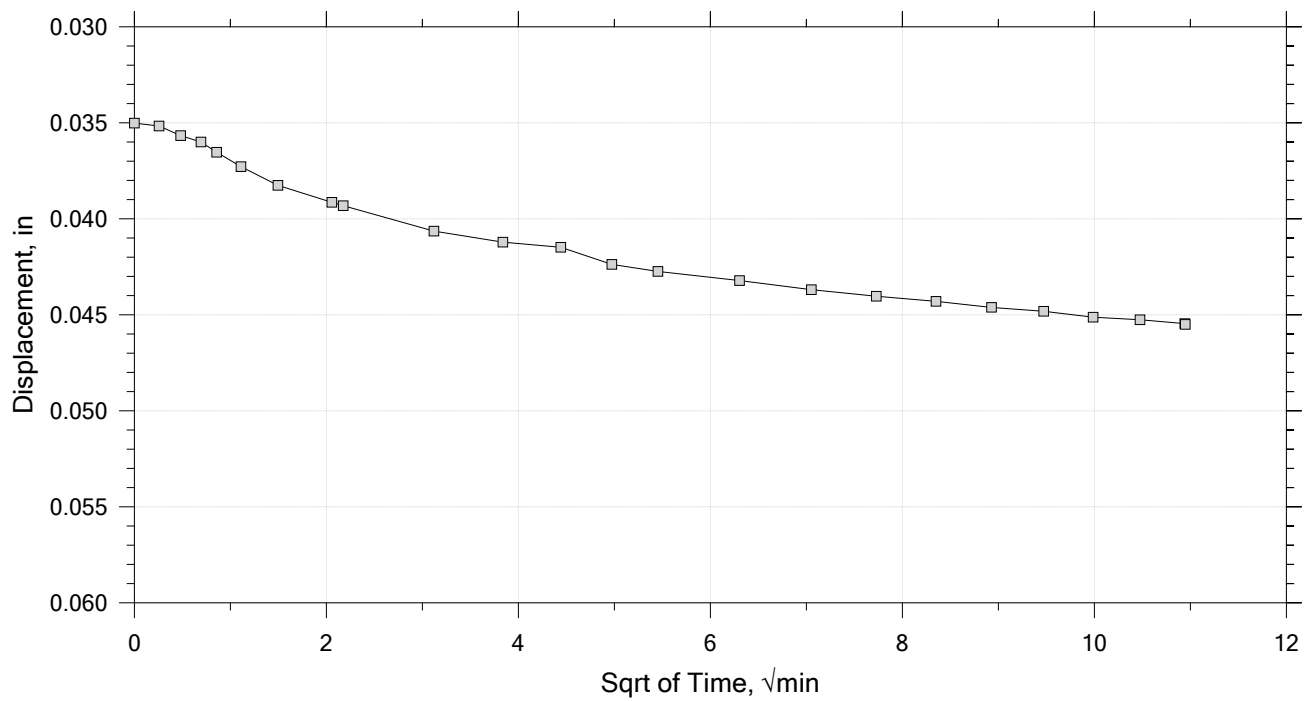
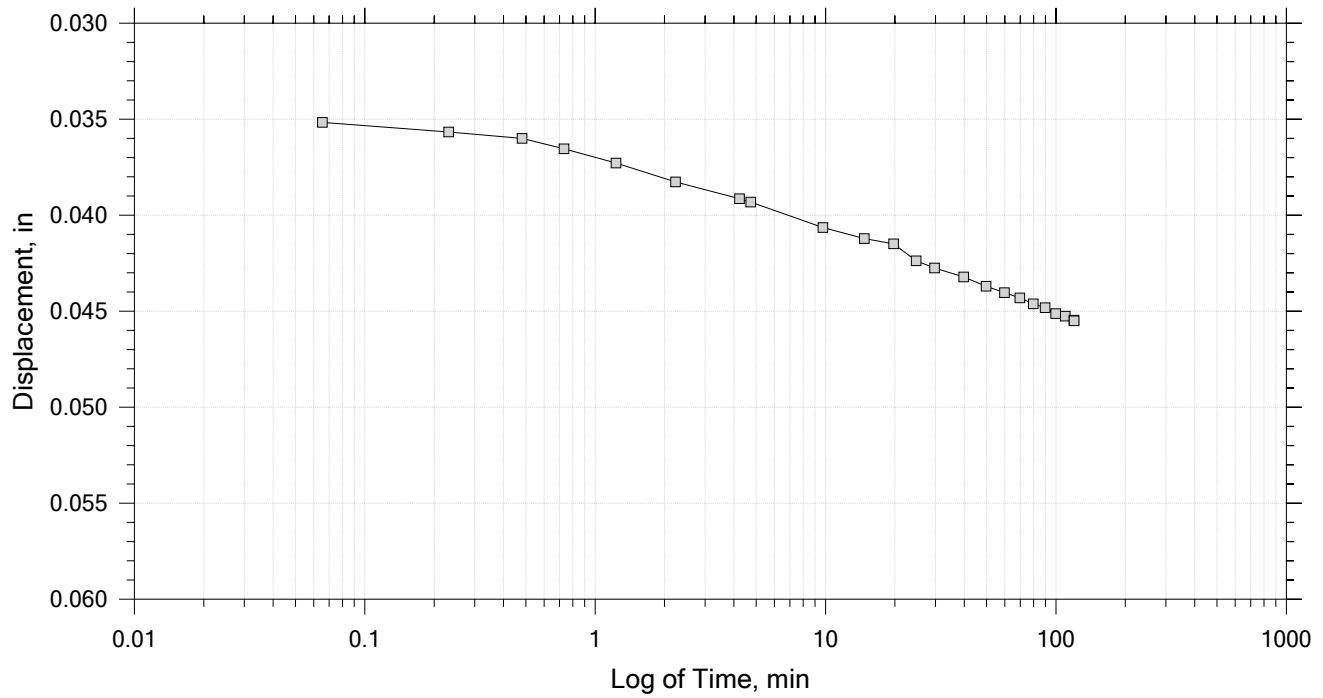
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 7 of 26

Constant Load Step

Stress: 4.33e+03 psf



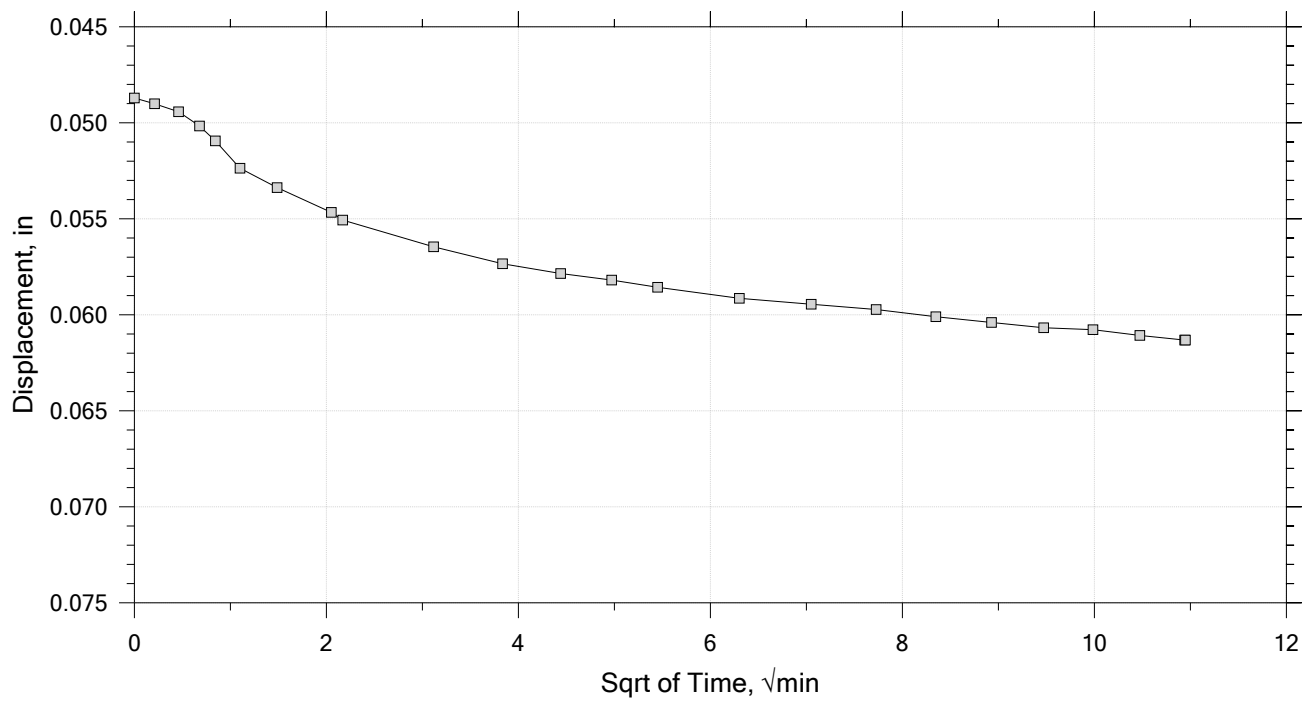
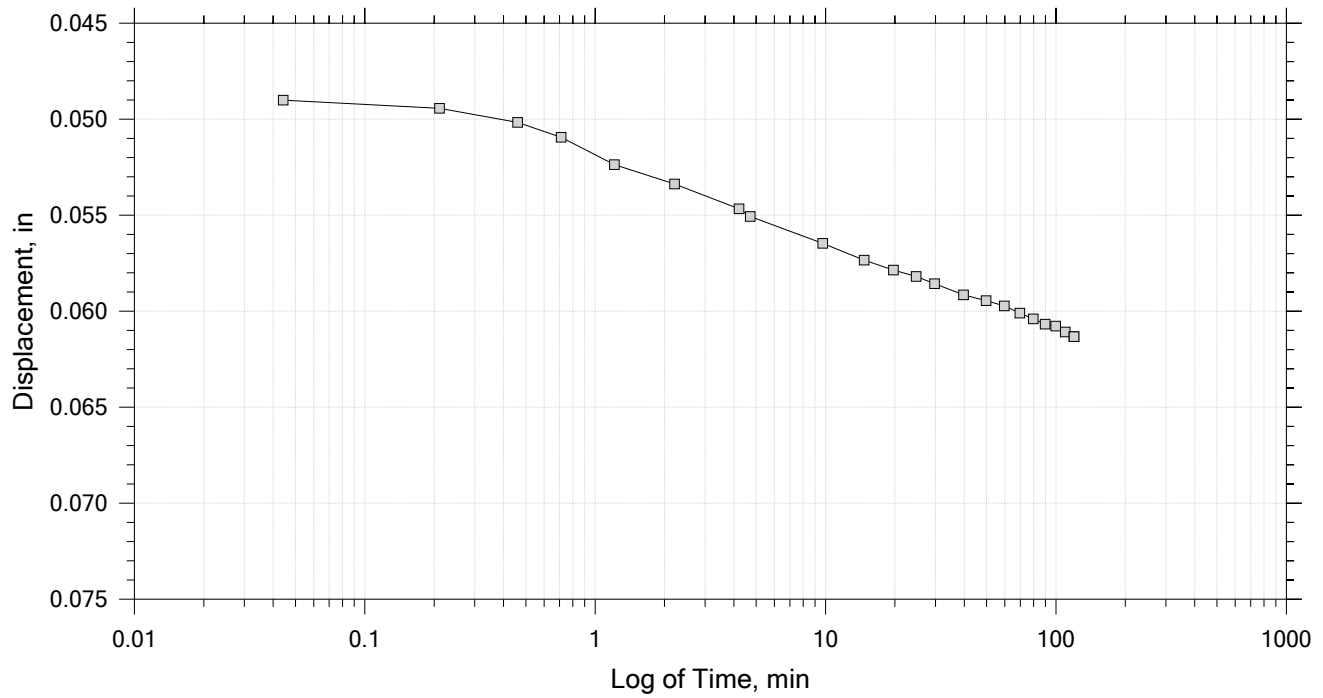
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 8 of 26

Constant Load Step

Stress: 6.49e+03 psf



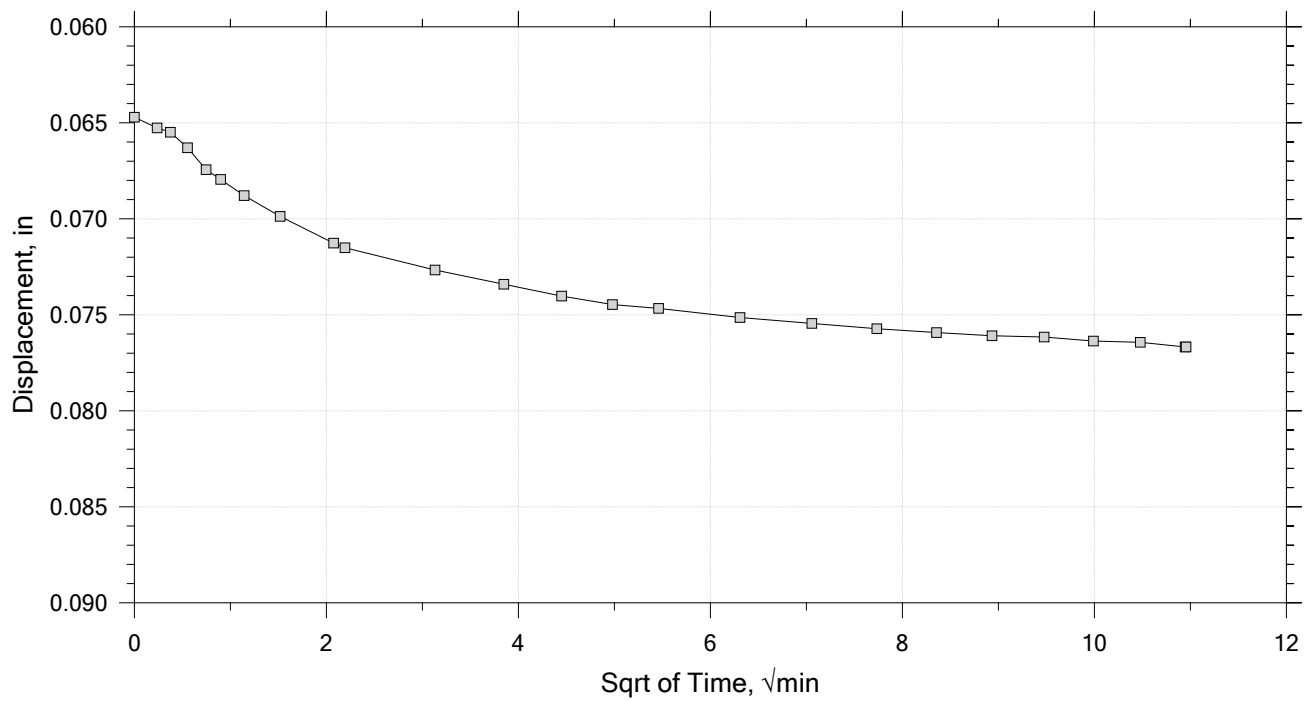
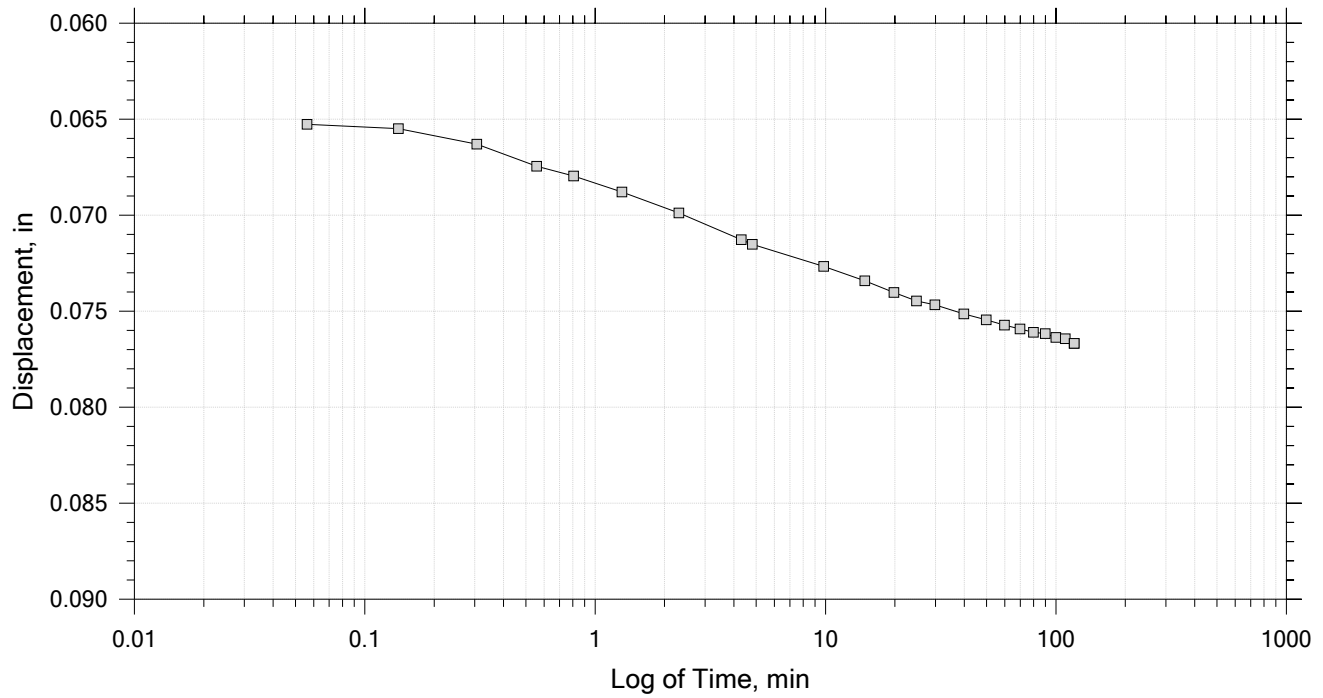
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 9 of 26

Constant Load Step

Stress: 9.74e+03 psf



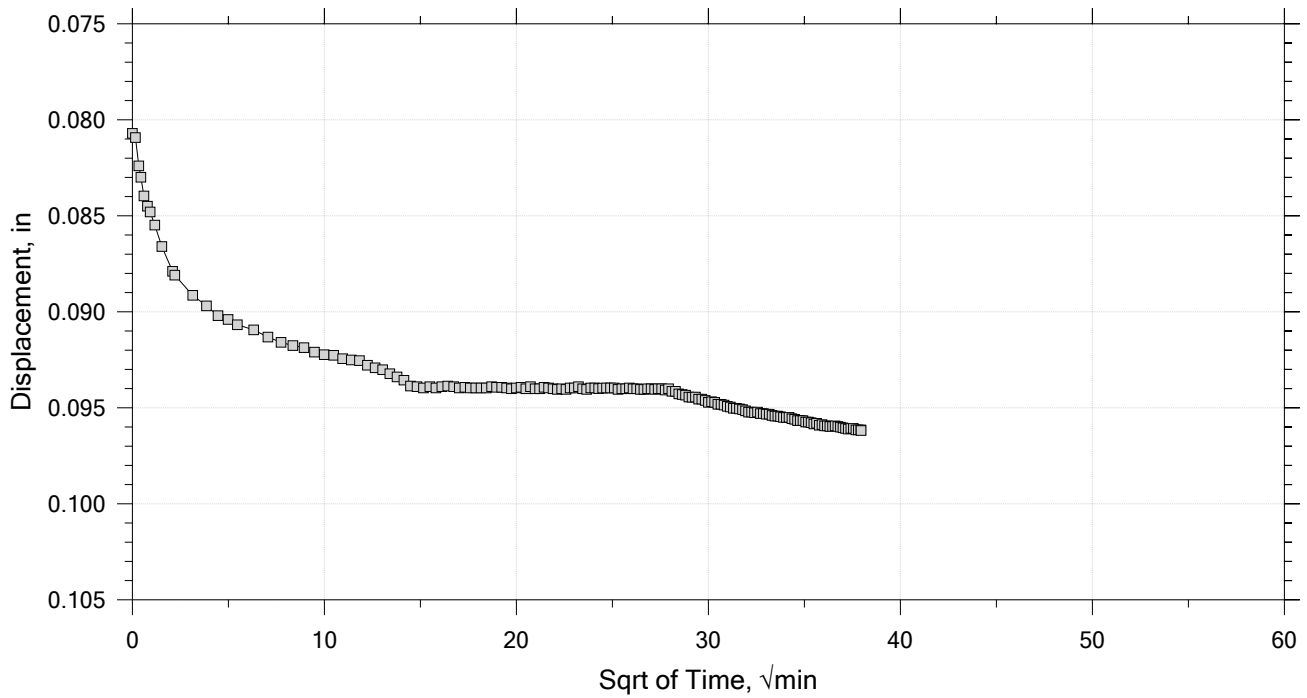
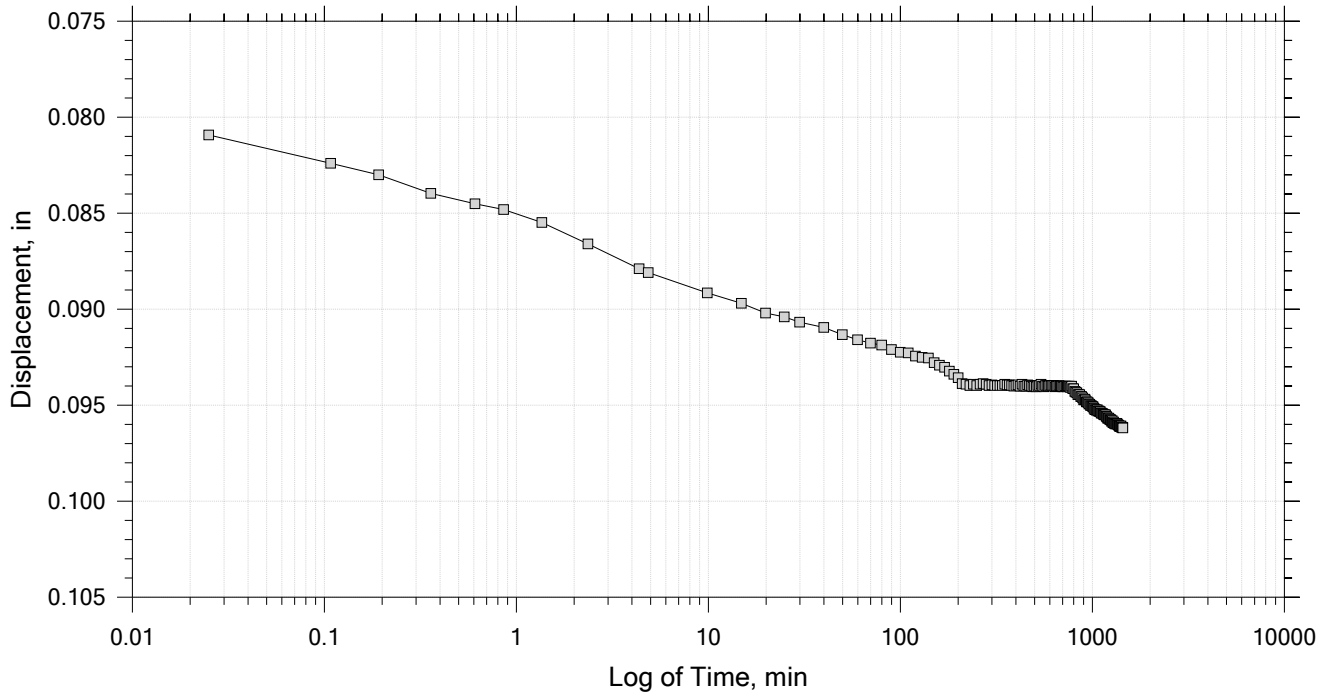
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 10 of 26

Constant Load Step

Stress: 1.46e+04 psf



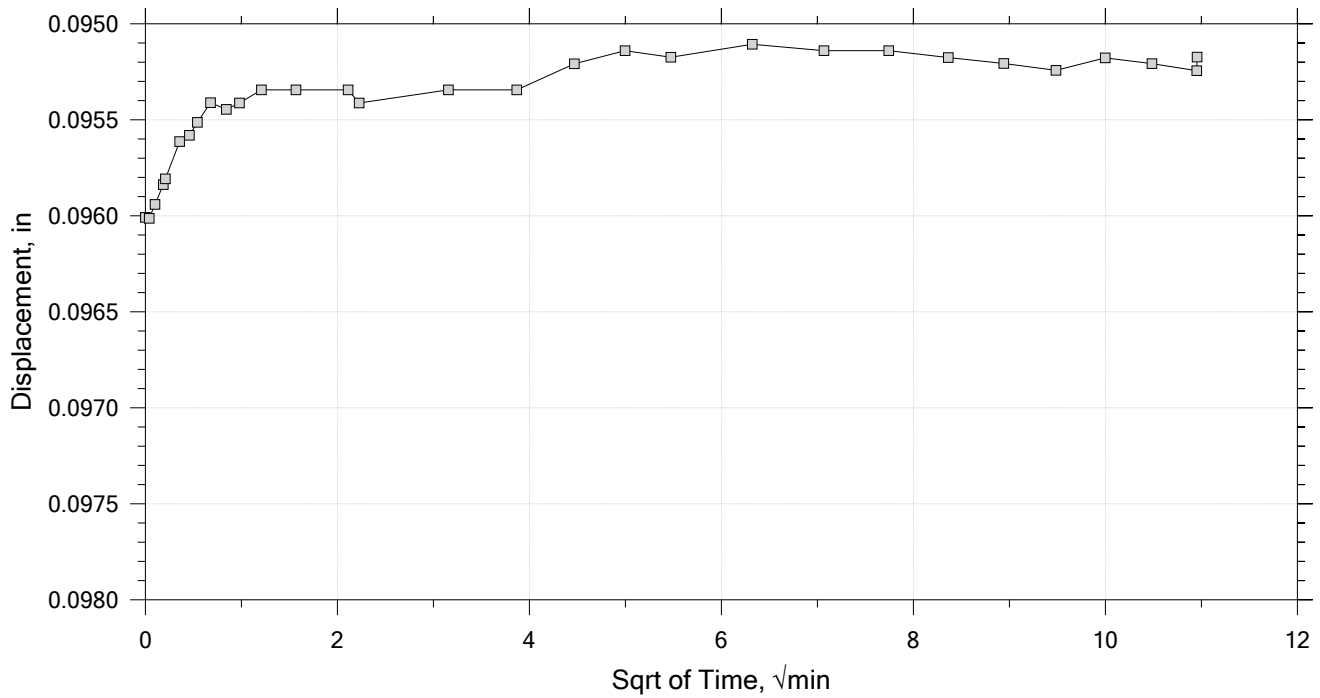
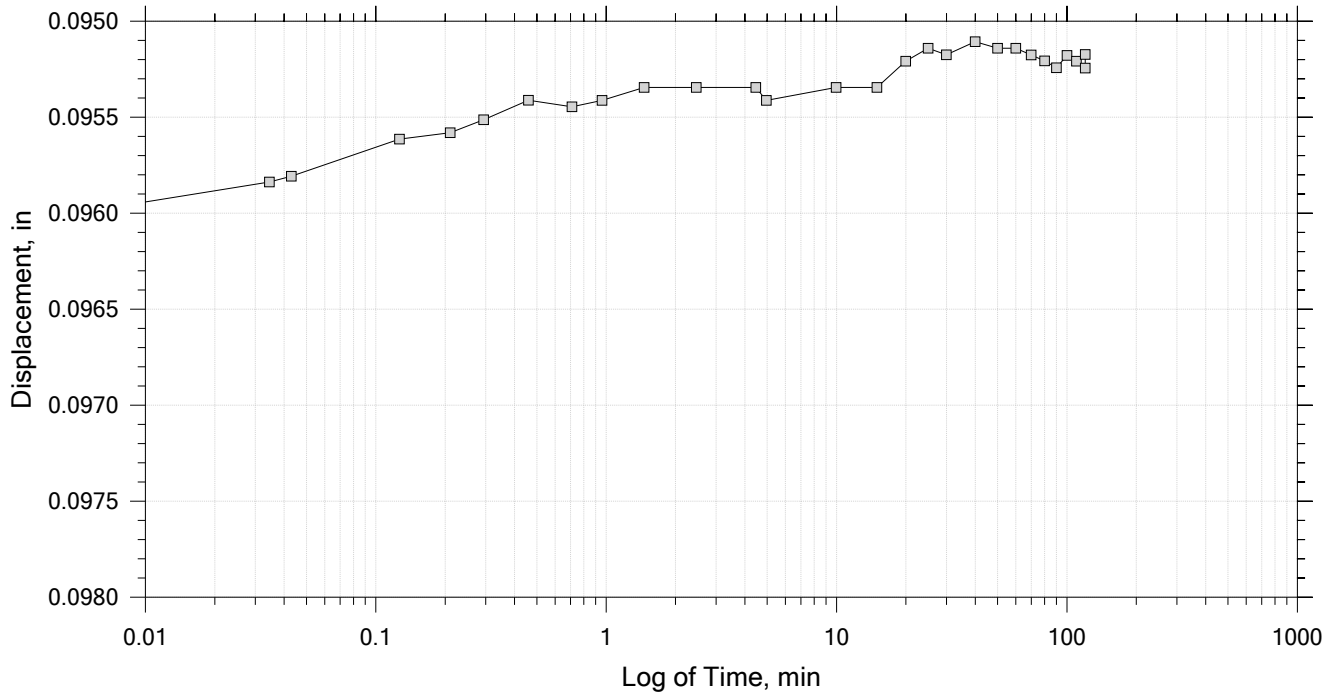
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 11 of 26

Constant Load Step

Stress: 7.3e+03 psf



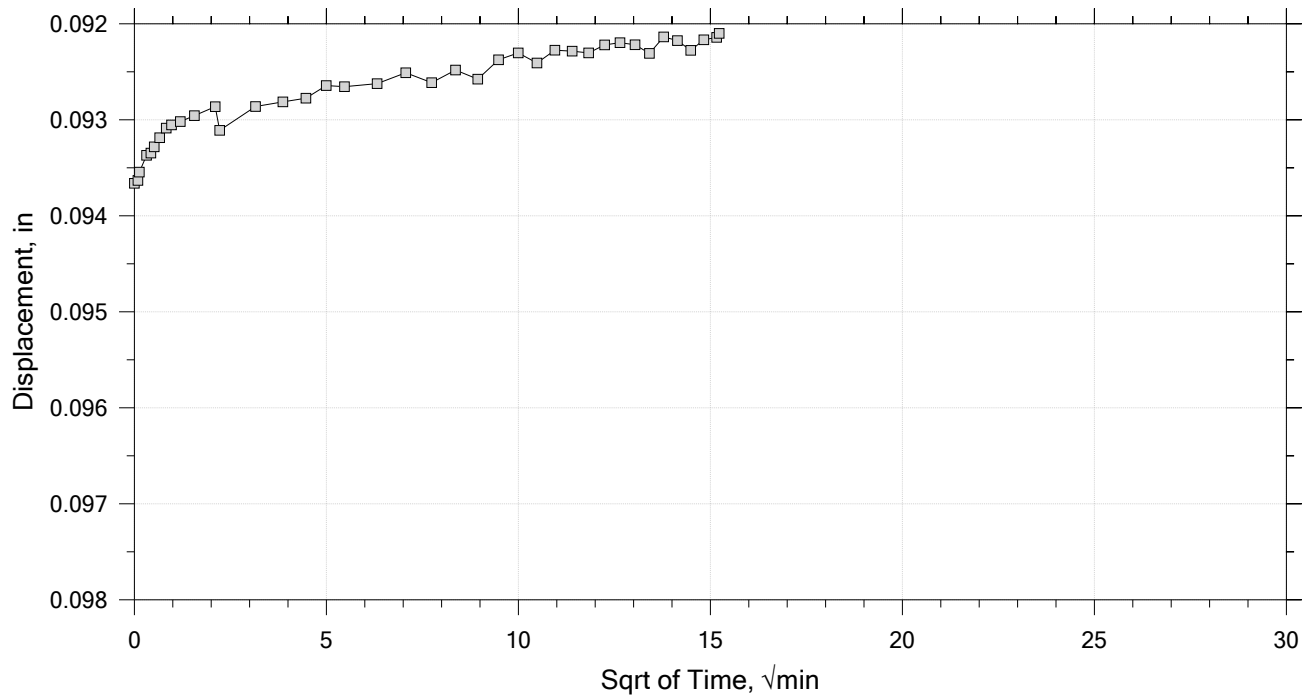
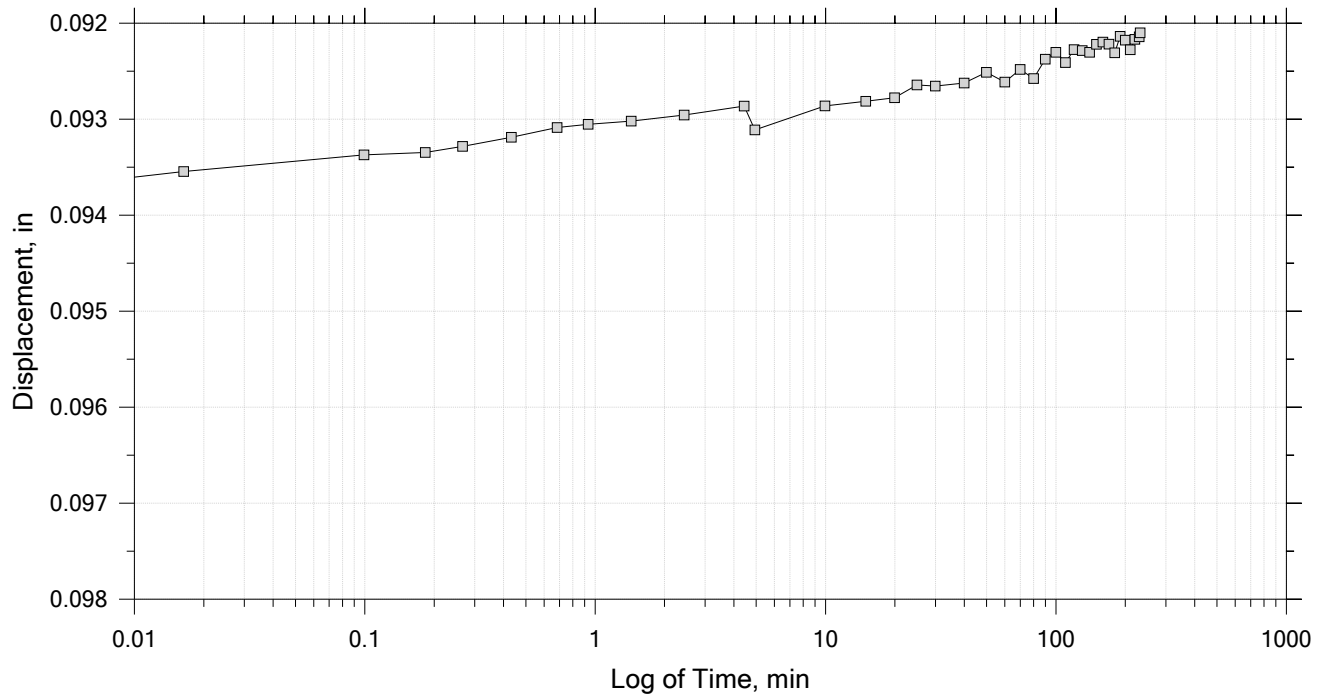
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 12 of 26

Constant Load Step

Stress: 3.65e+03 psf



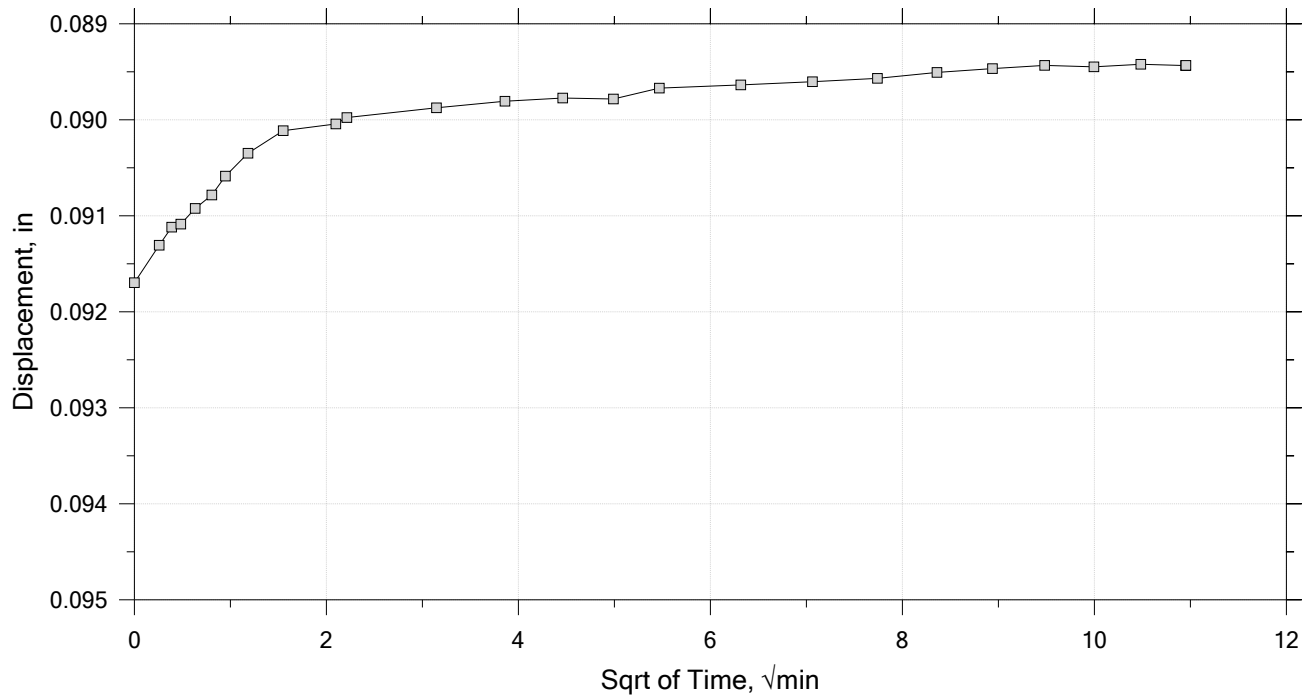
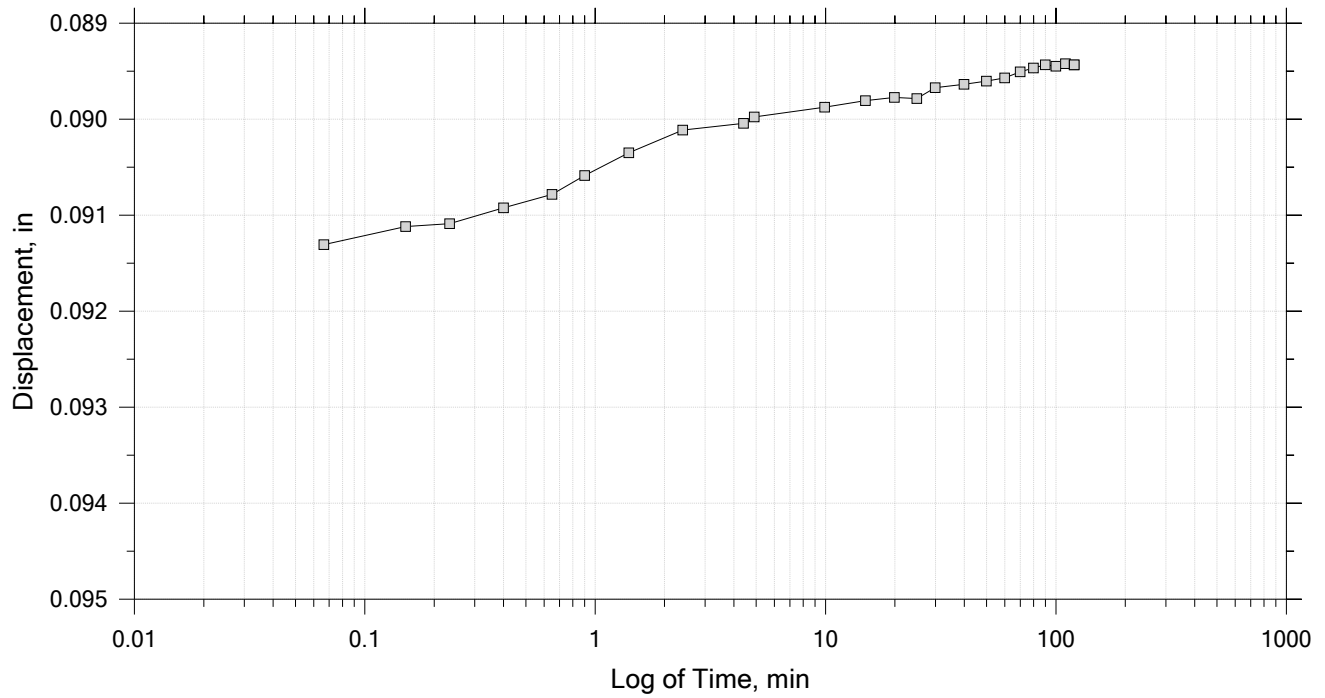
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 13 of 26

Constant Load Step

Stress: 1.83e+03 psf



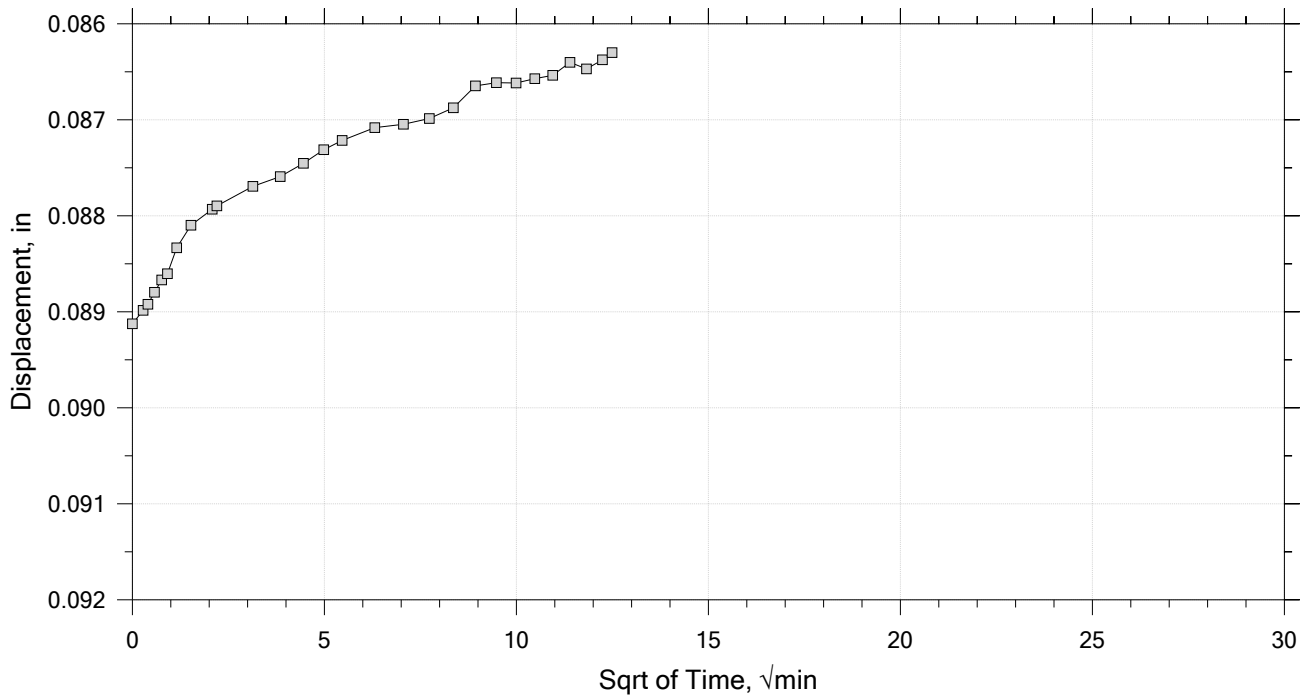
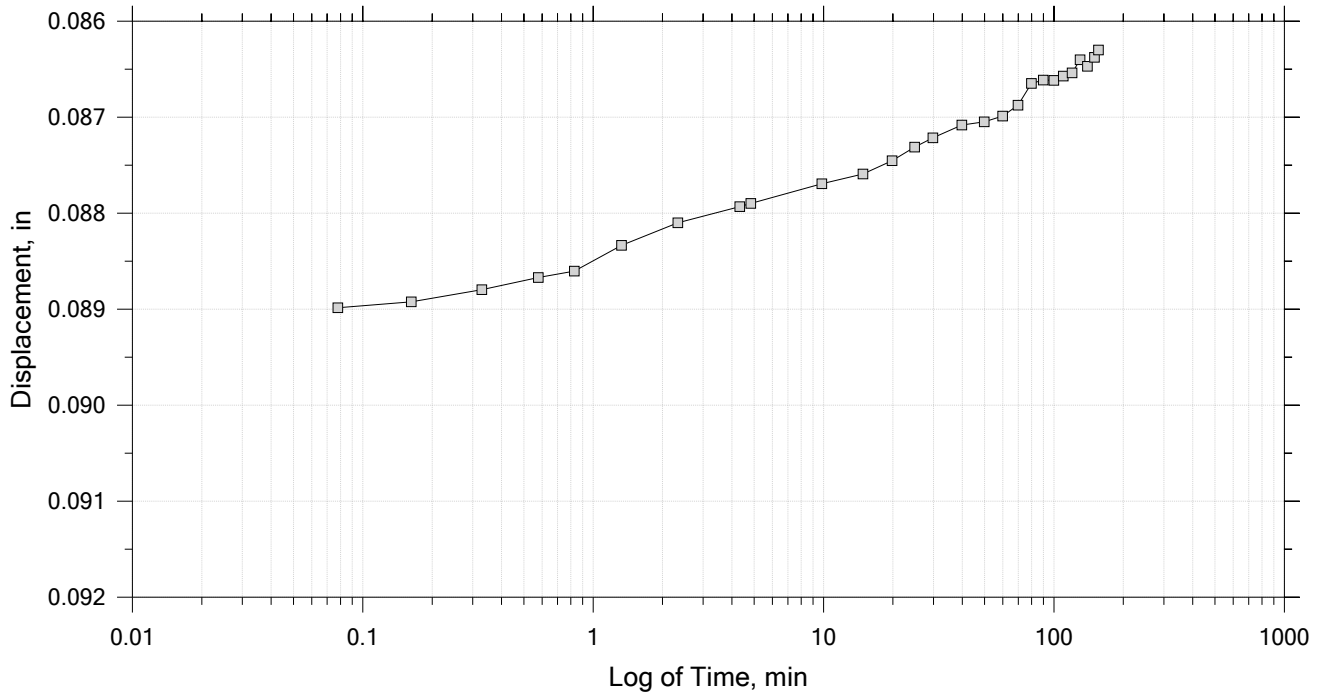
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 14 of 26

Constant Load Step

Stress: 913 psf



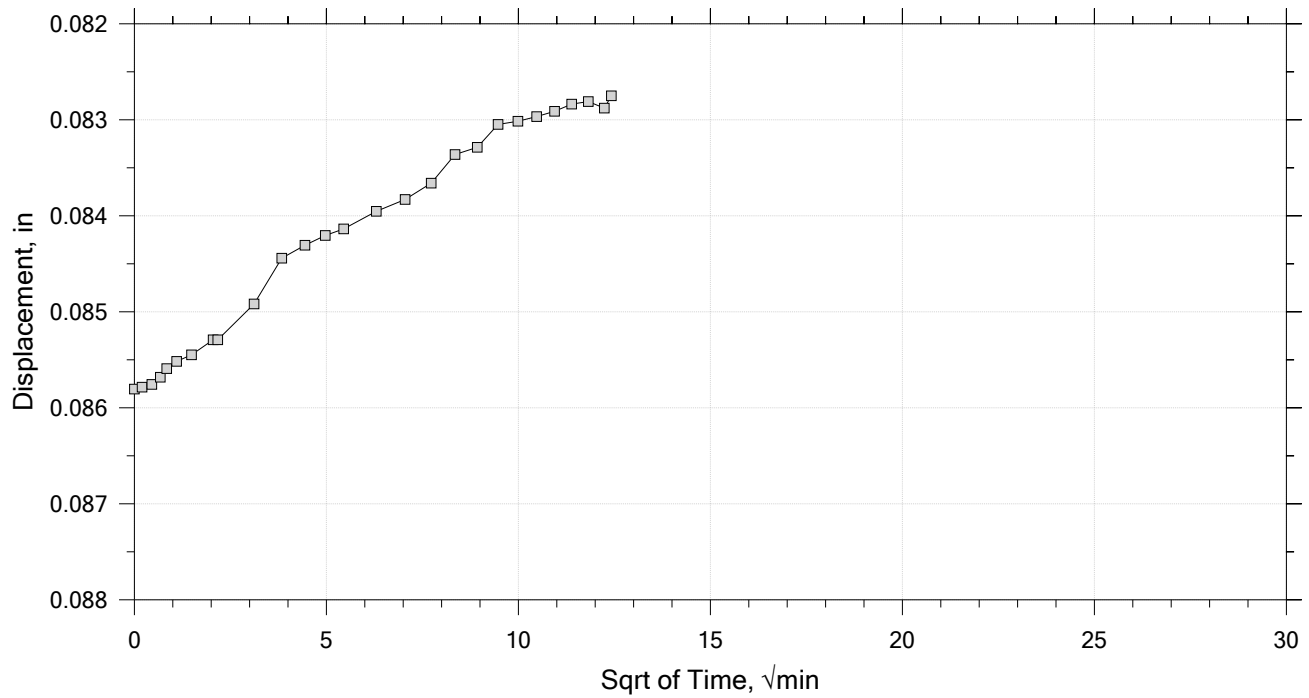
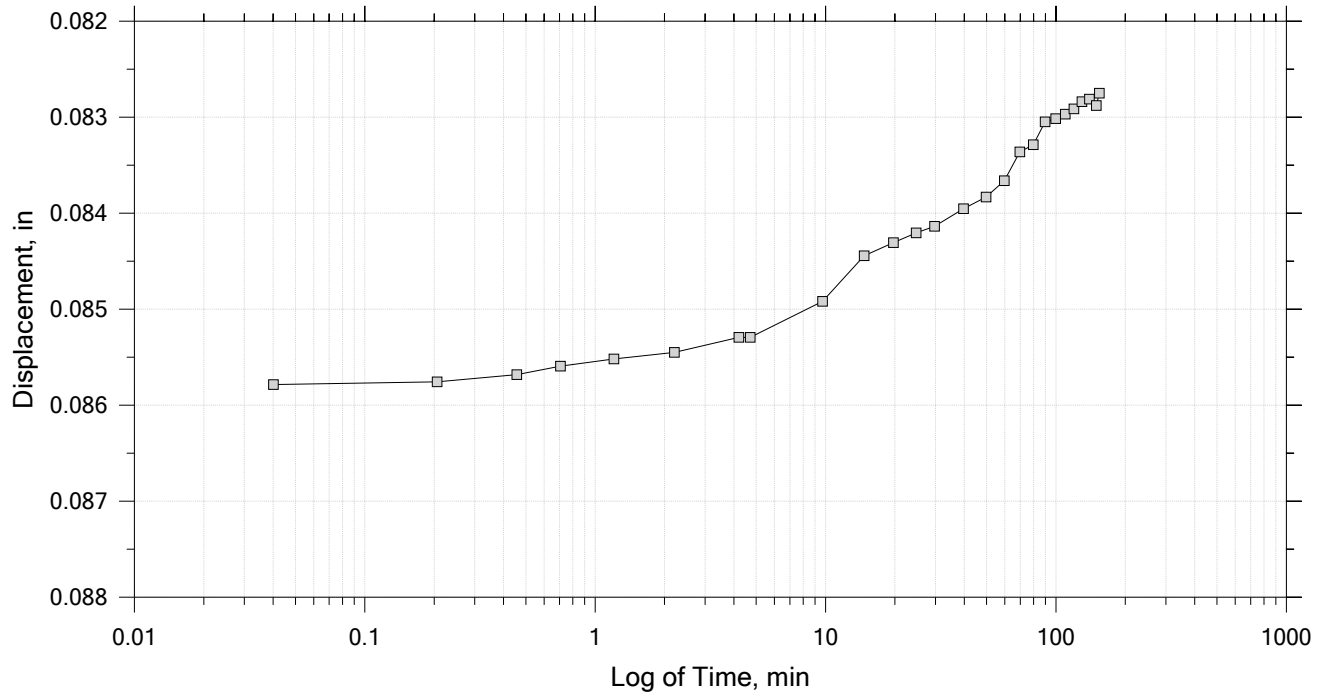
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 15 of 26

Constant Load Step

Stress: 457 psf



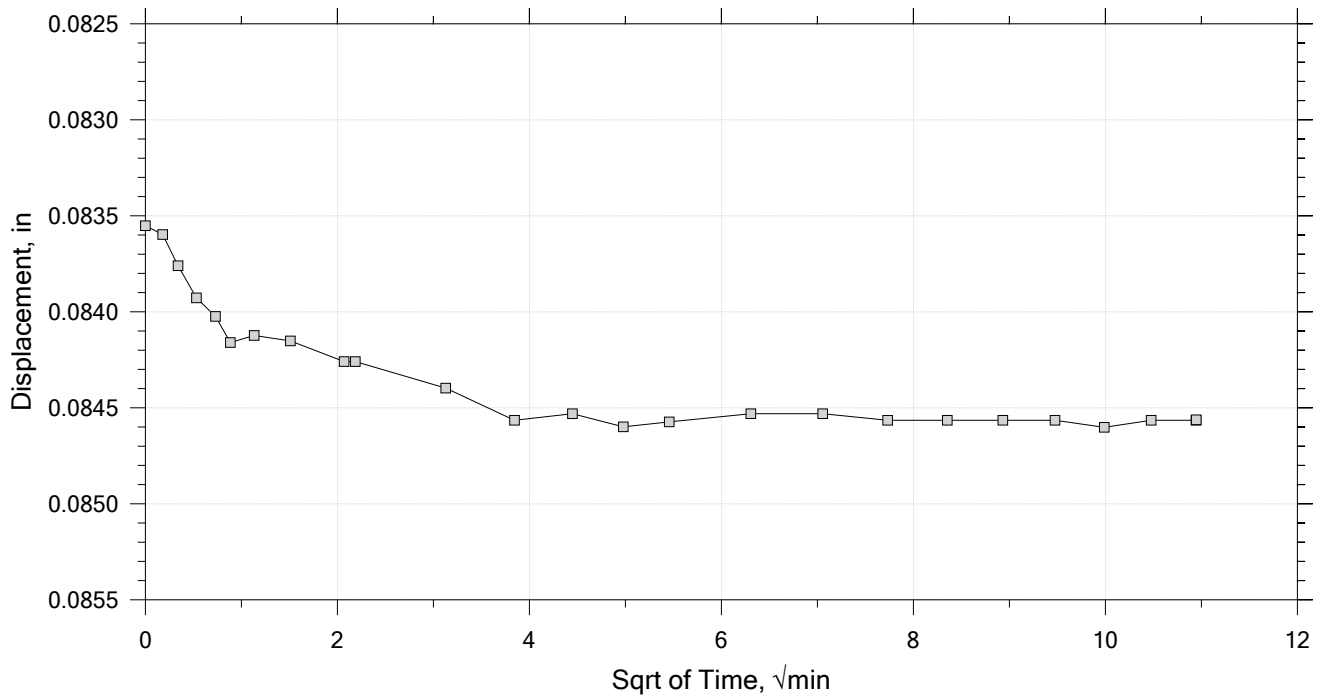
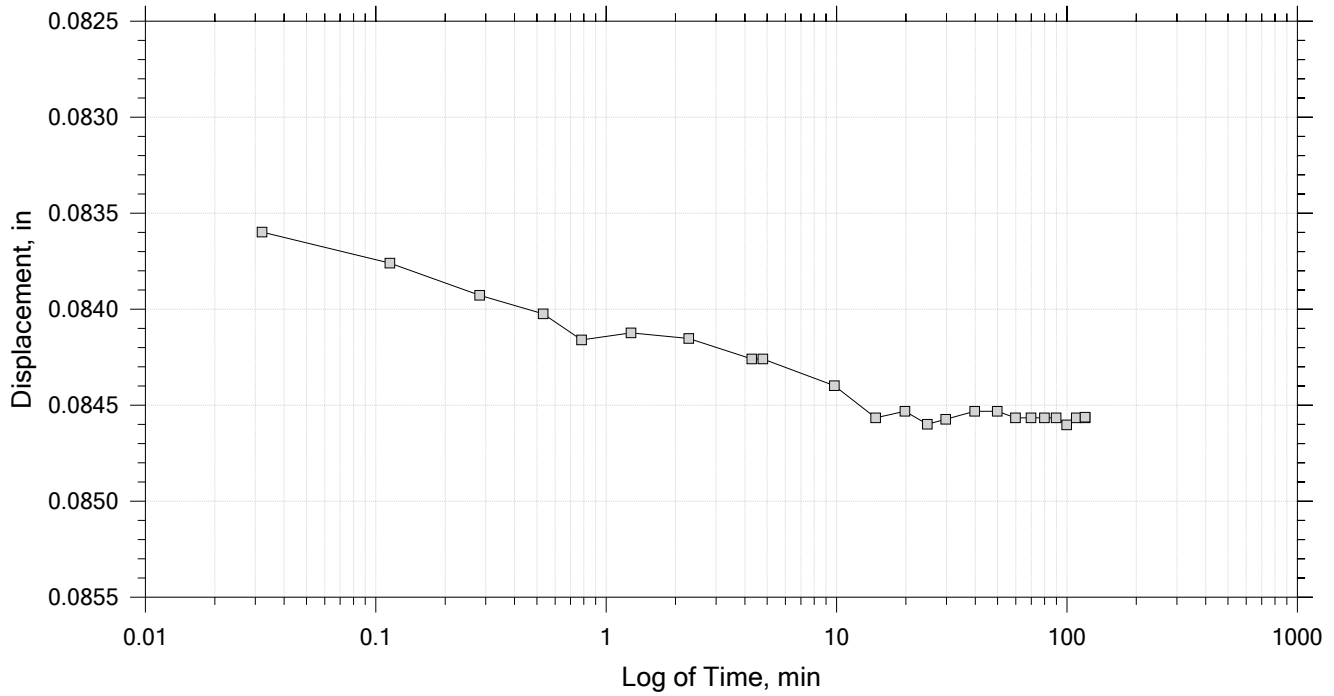
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 16 of 26

Constant Load Step

Stress: 913 psf



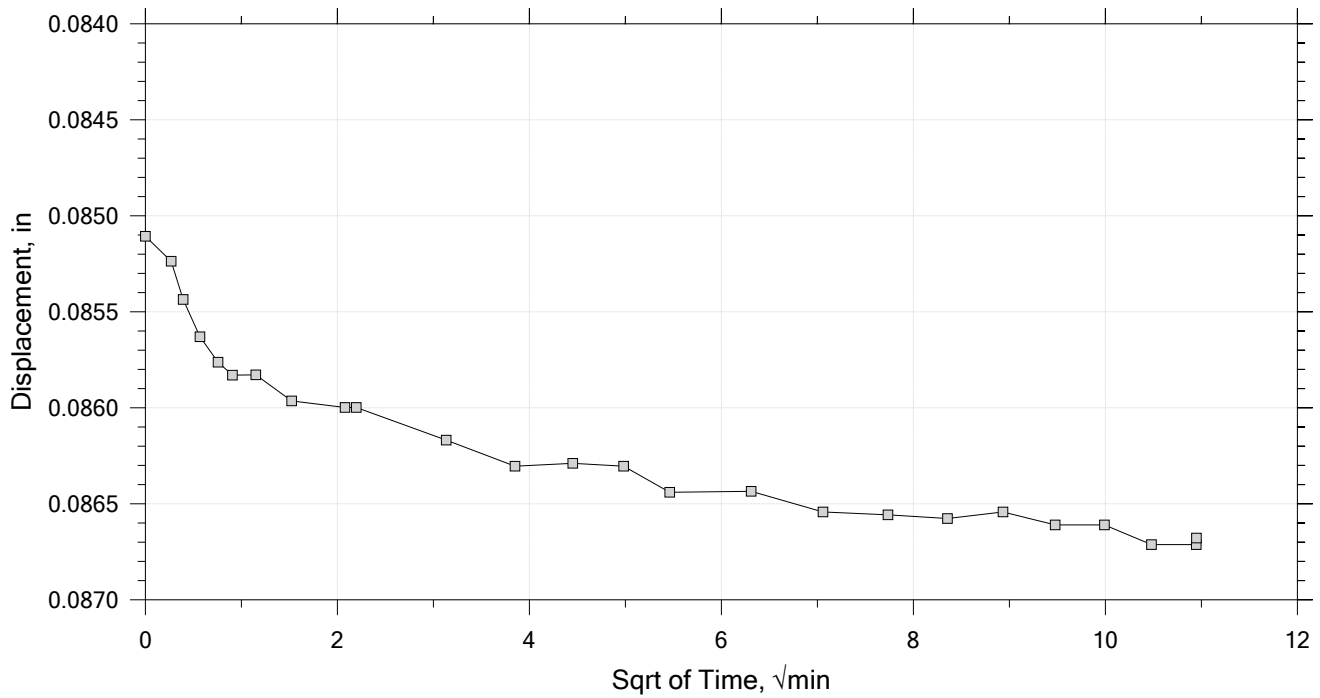
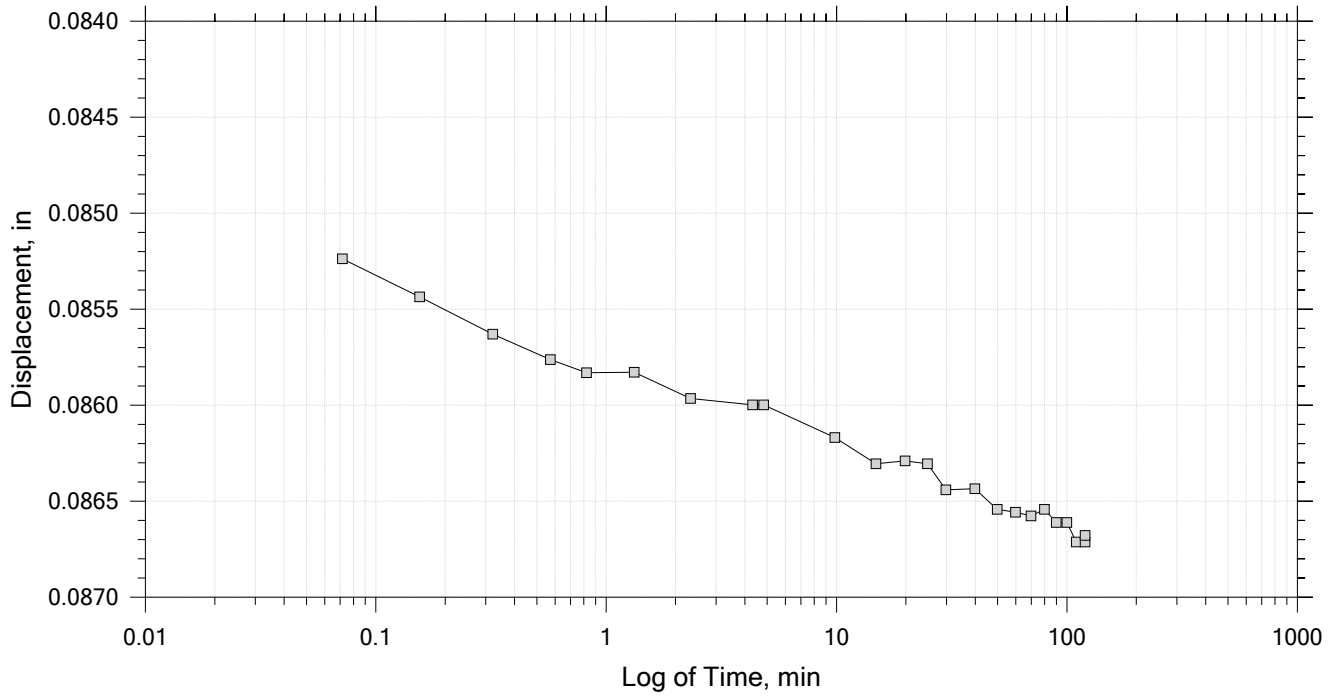
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 17 of 26

Constant Load Step

Stress: 1.83e+03 psf



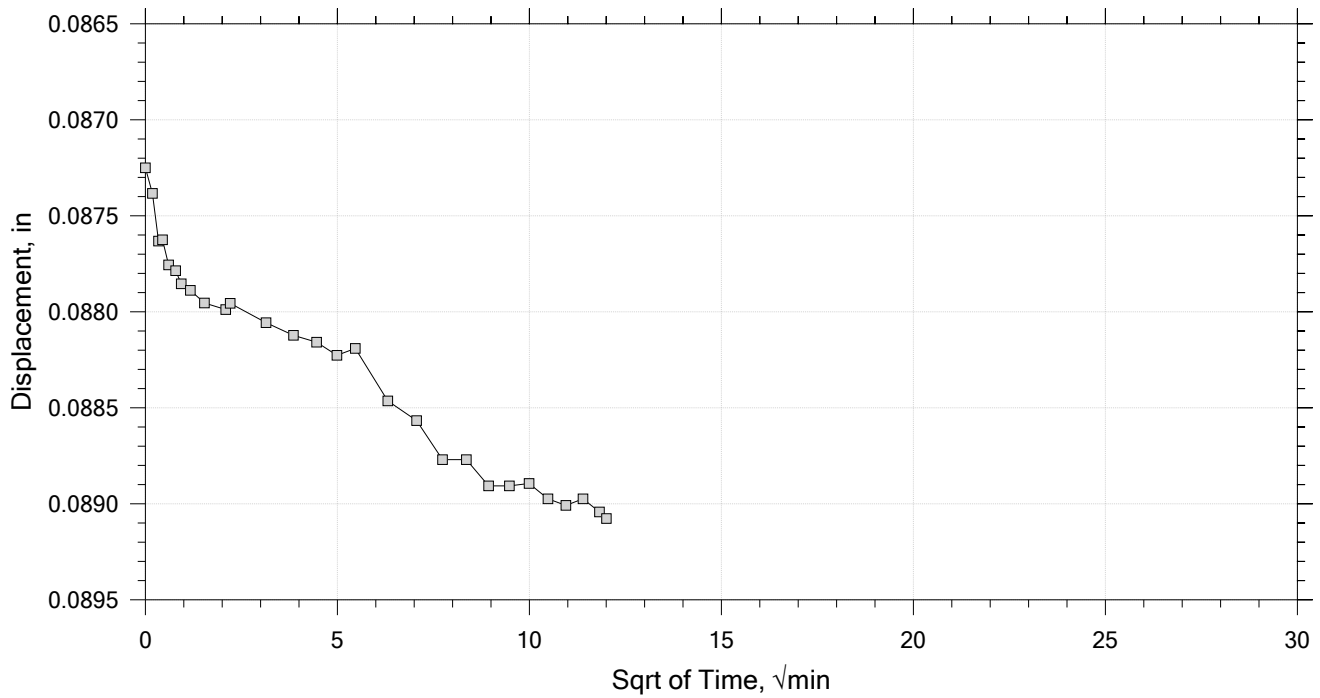
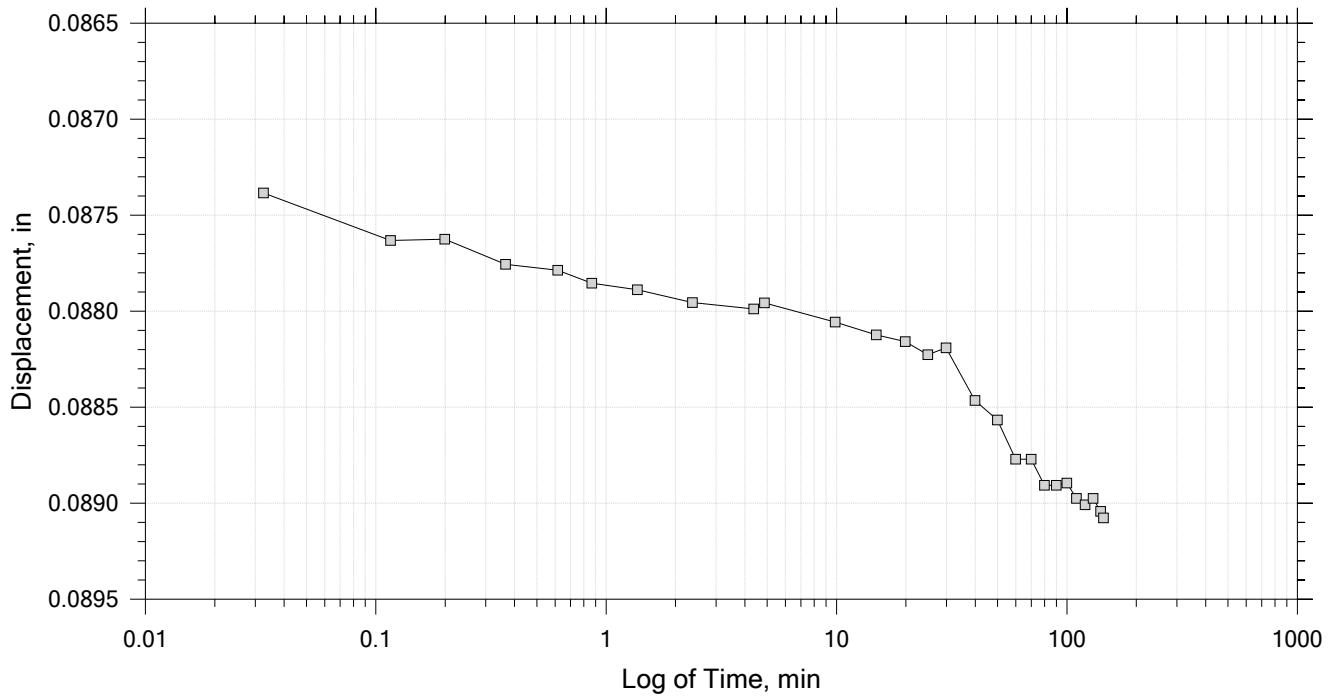
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 18 of 26

Constant Load Step

Stress: 3.65e+03 psf



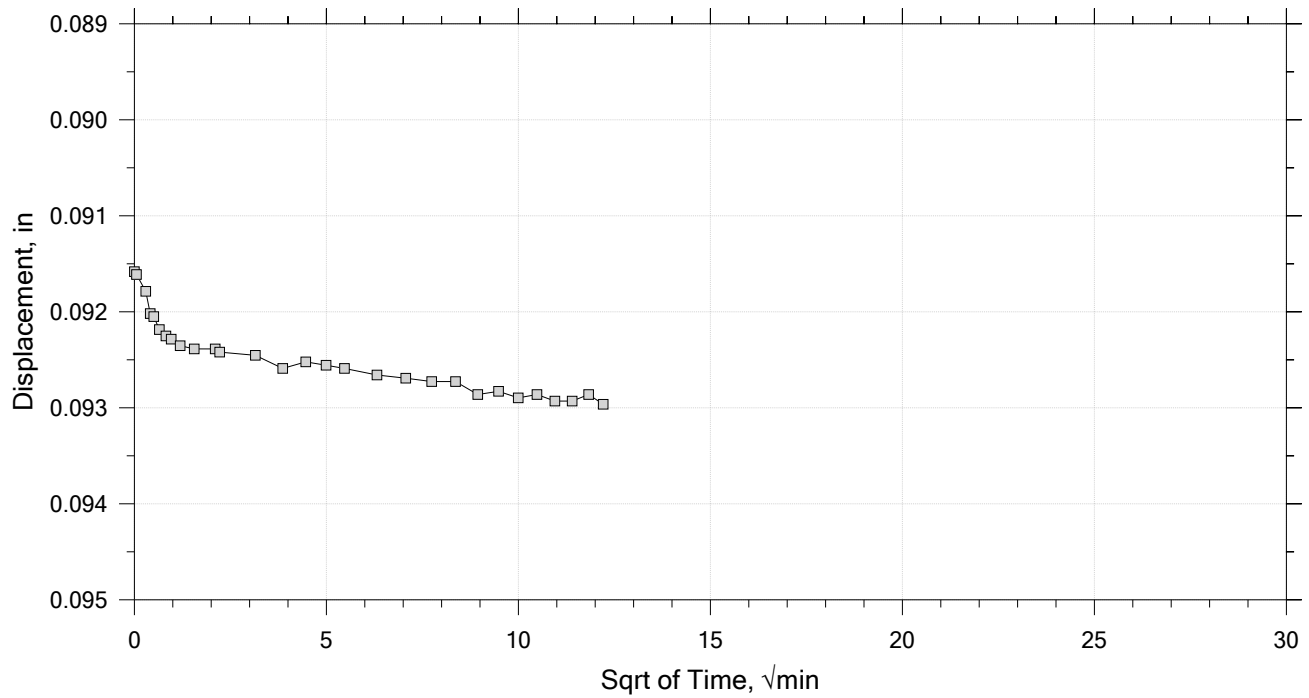
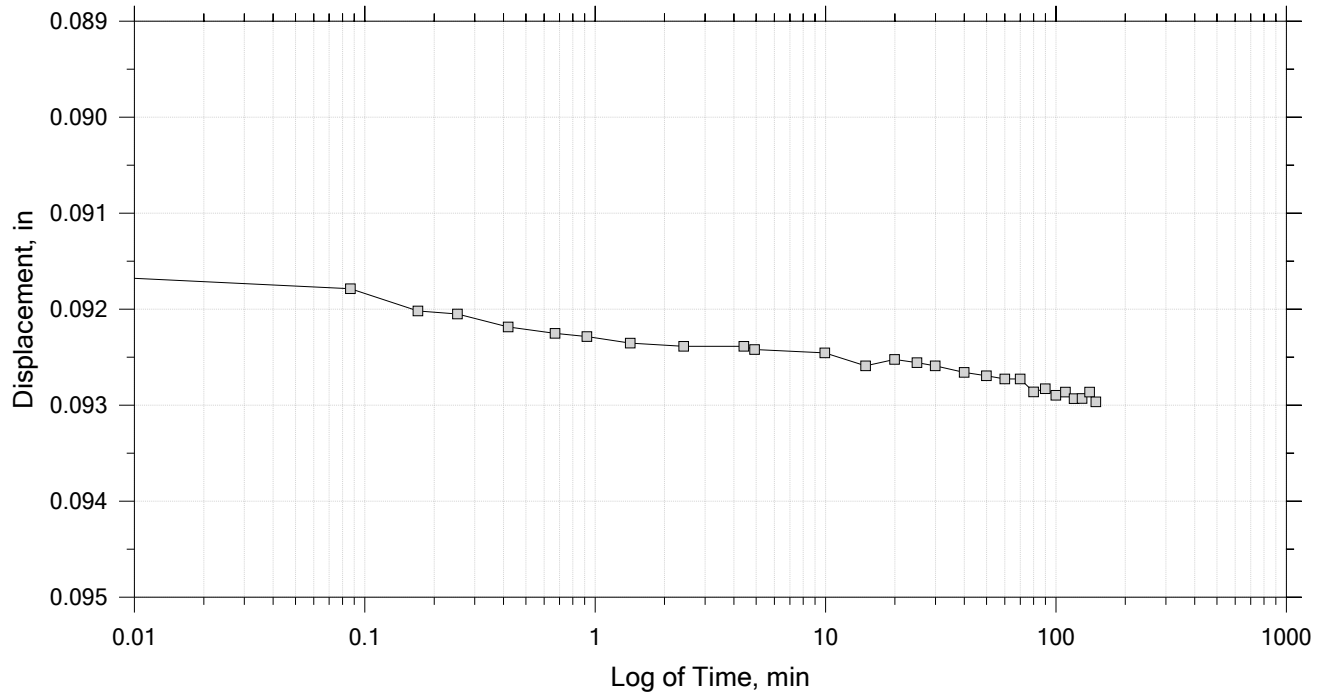
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 19 of 26

Constant Load Step

Stress: 7.3e+03 psf



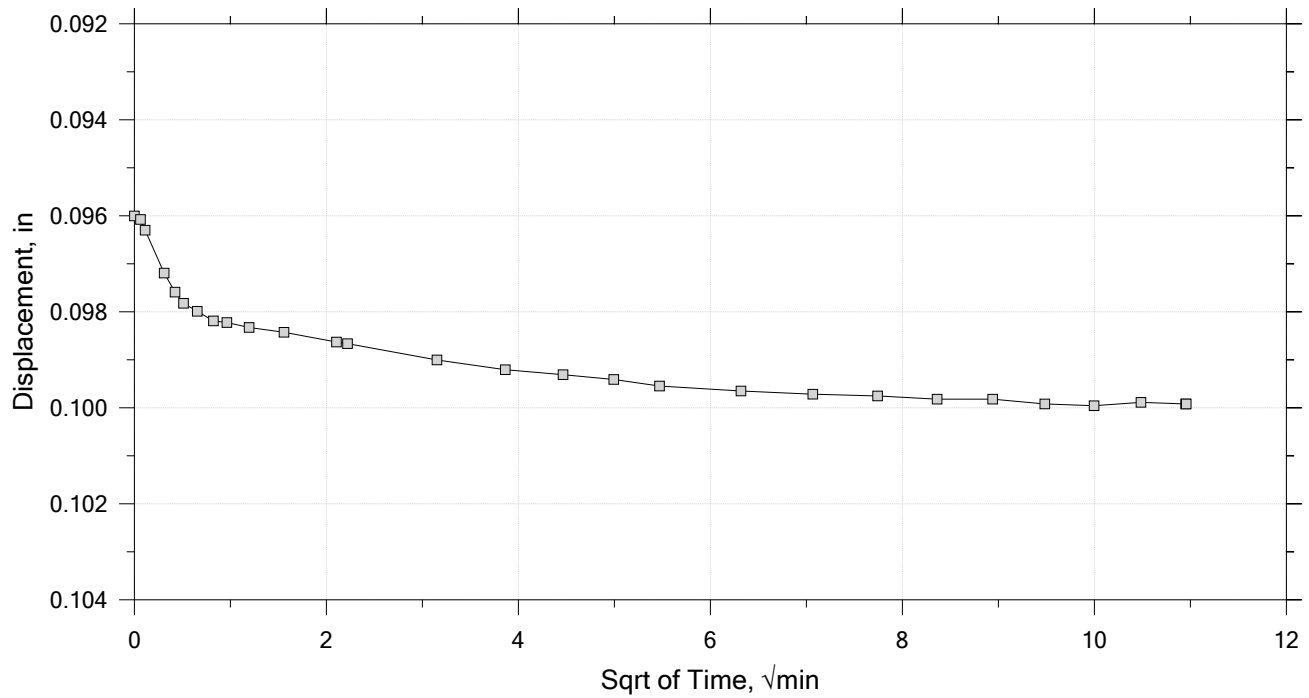
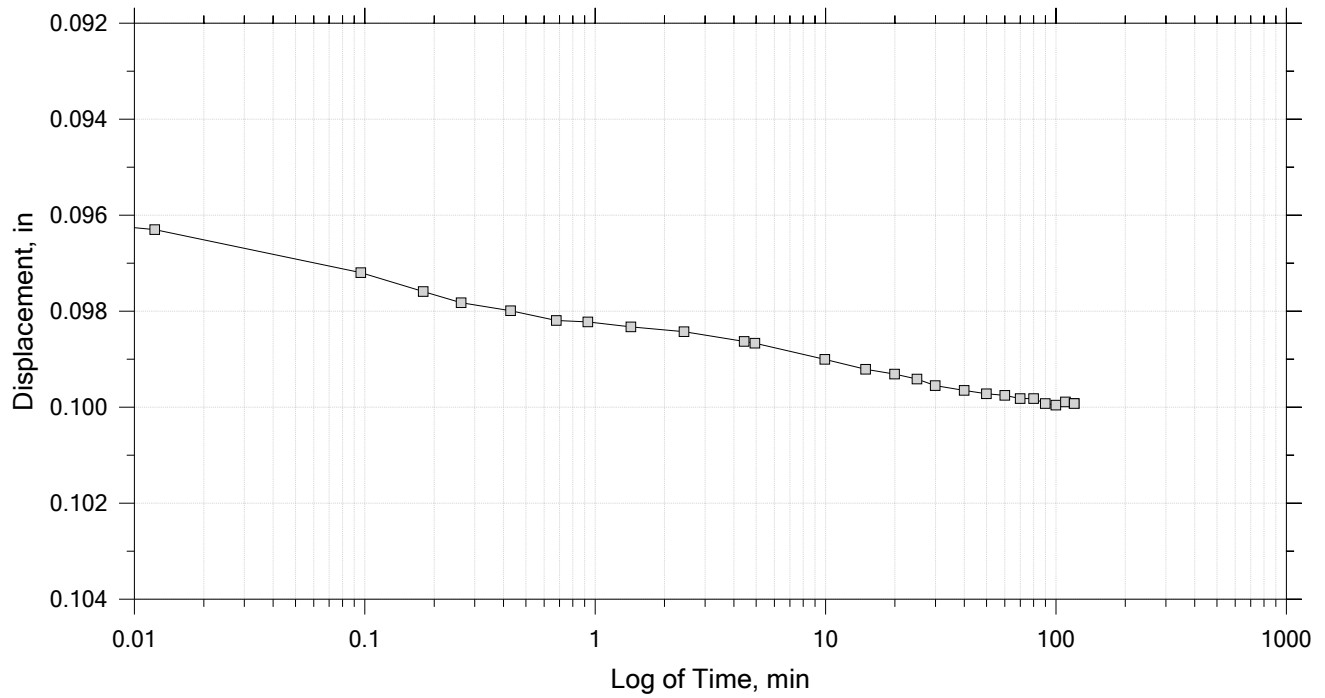
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 20 of 26

Constant Load Step

Stress: 1.46e+04 psf



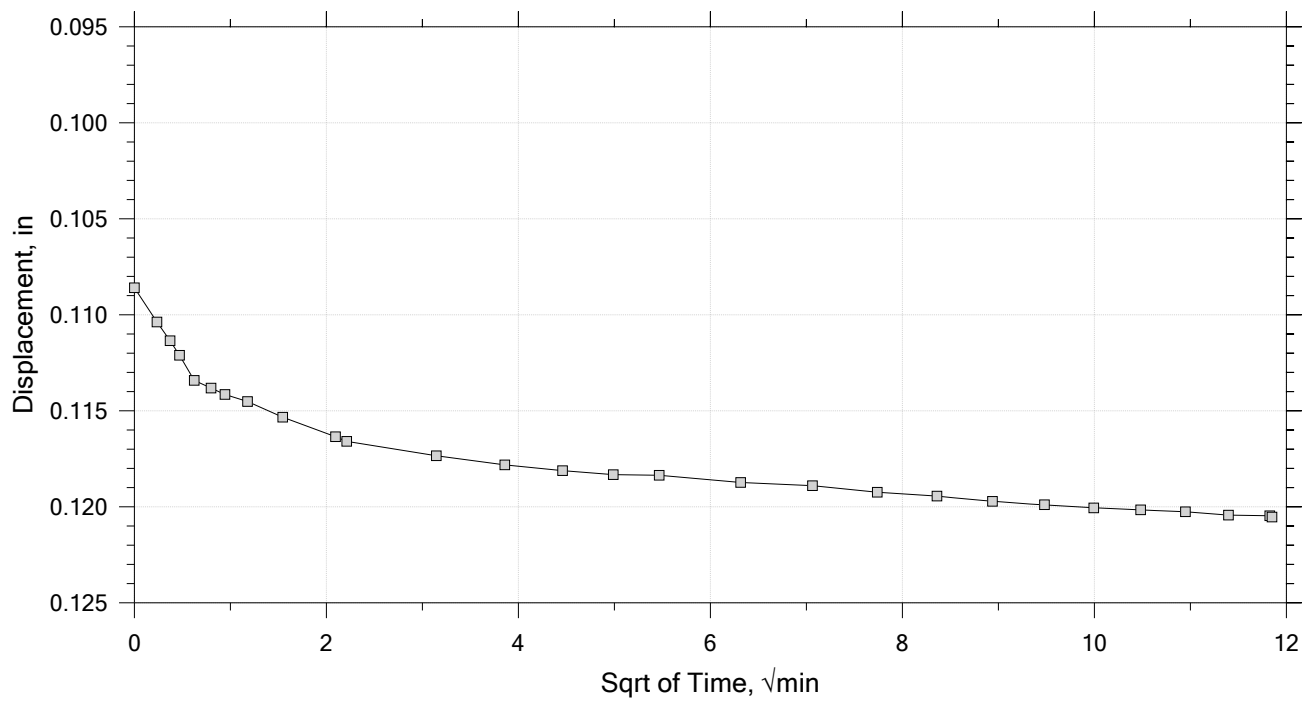
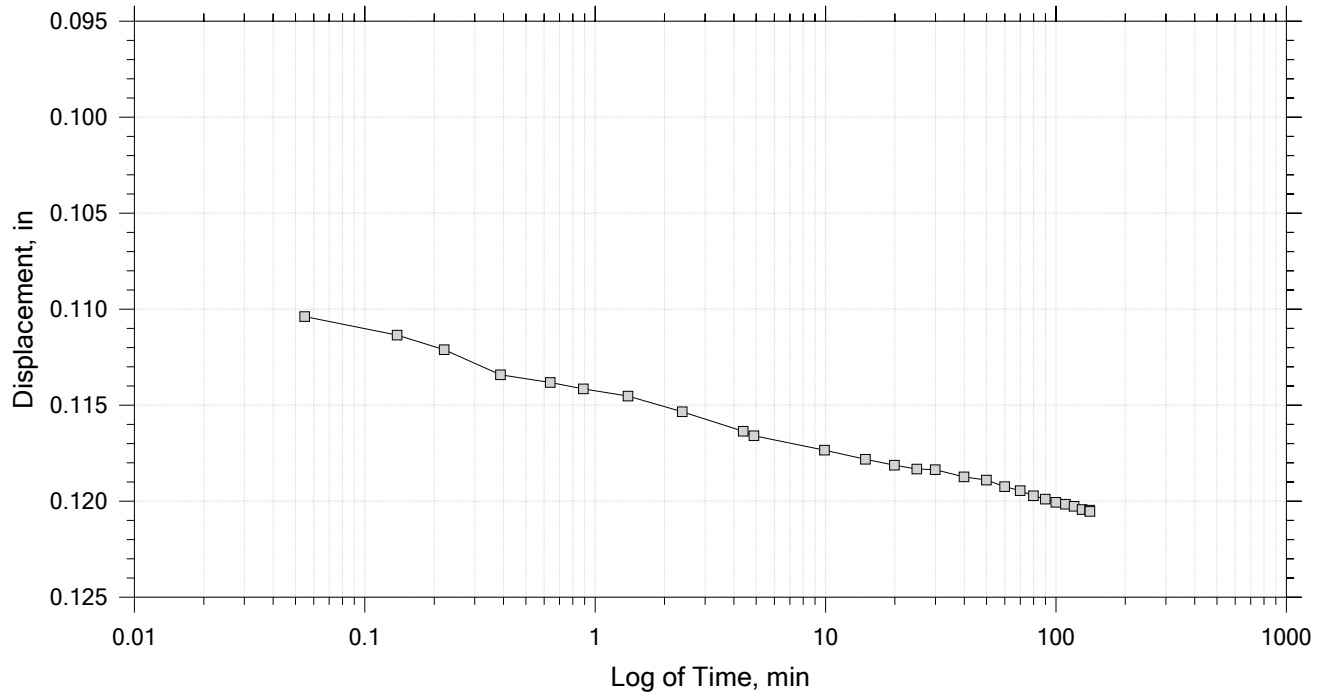
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 21 of 26

Constant Load Step

Stress: 2.92e+04 psf



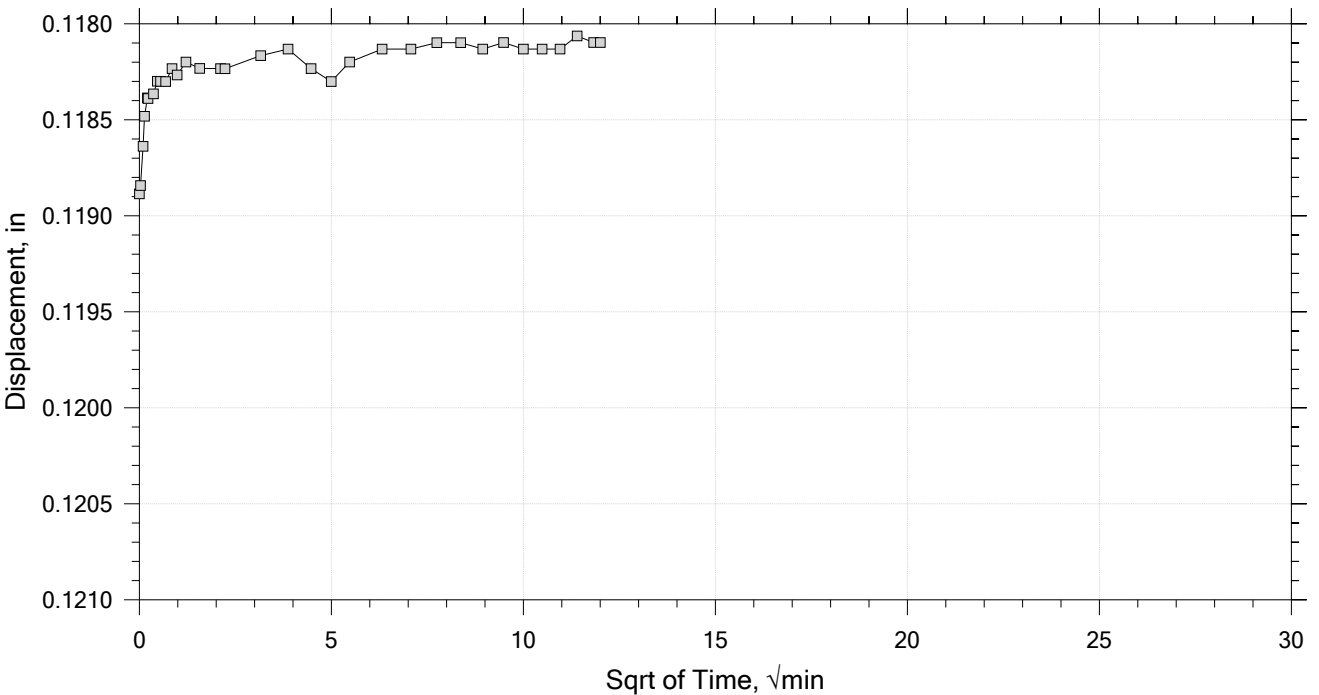
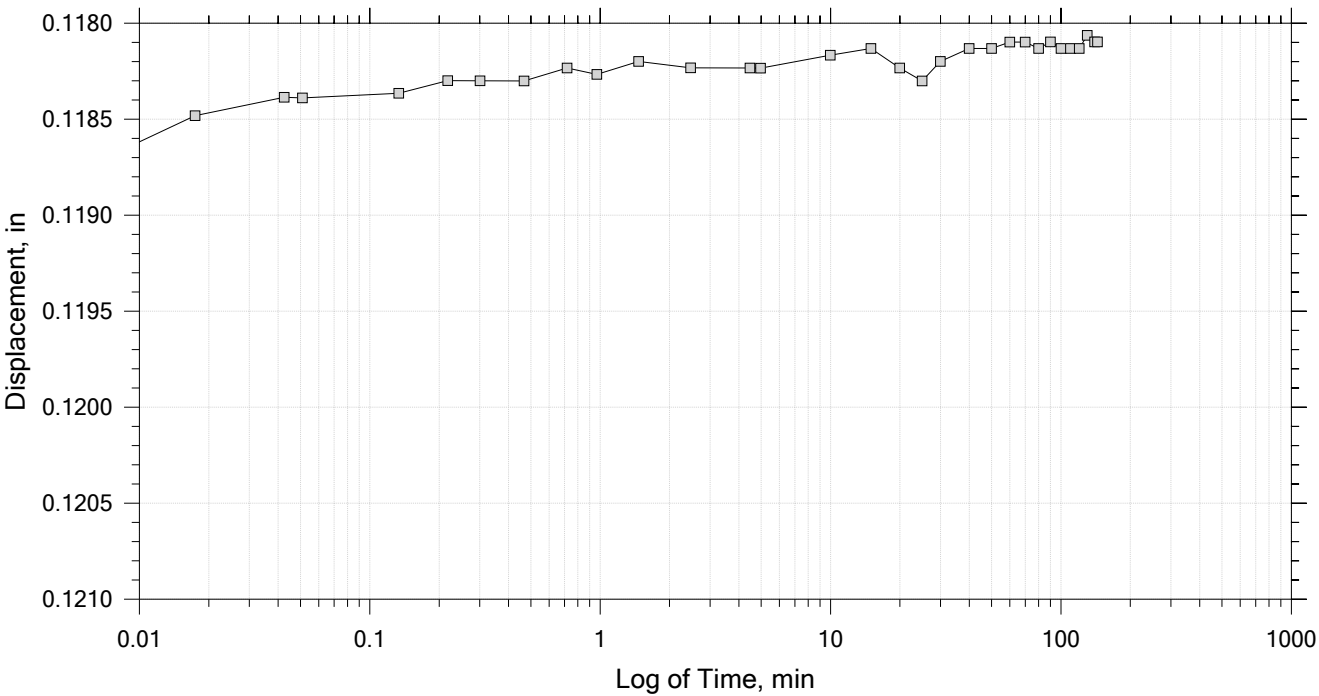
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 22 of 26

Constant Load Step

Stress: 1.46e+04 psf



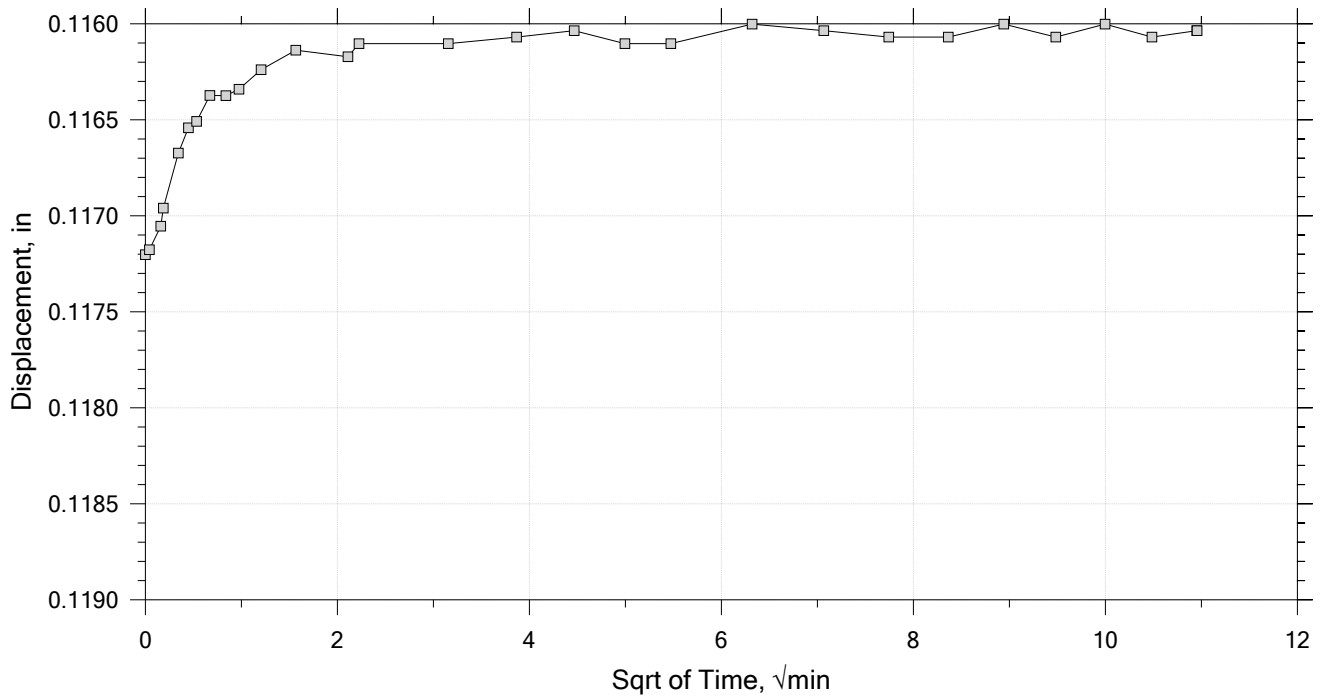
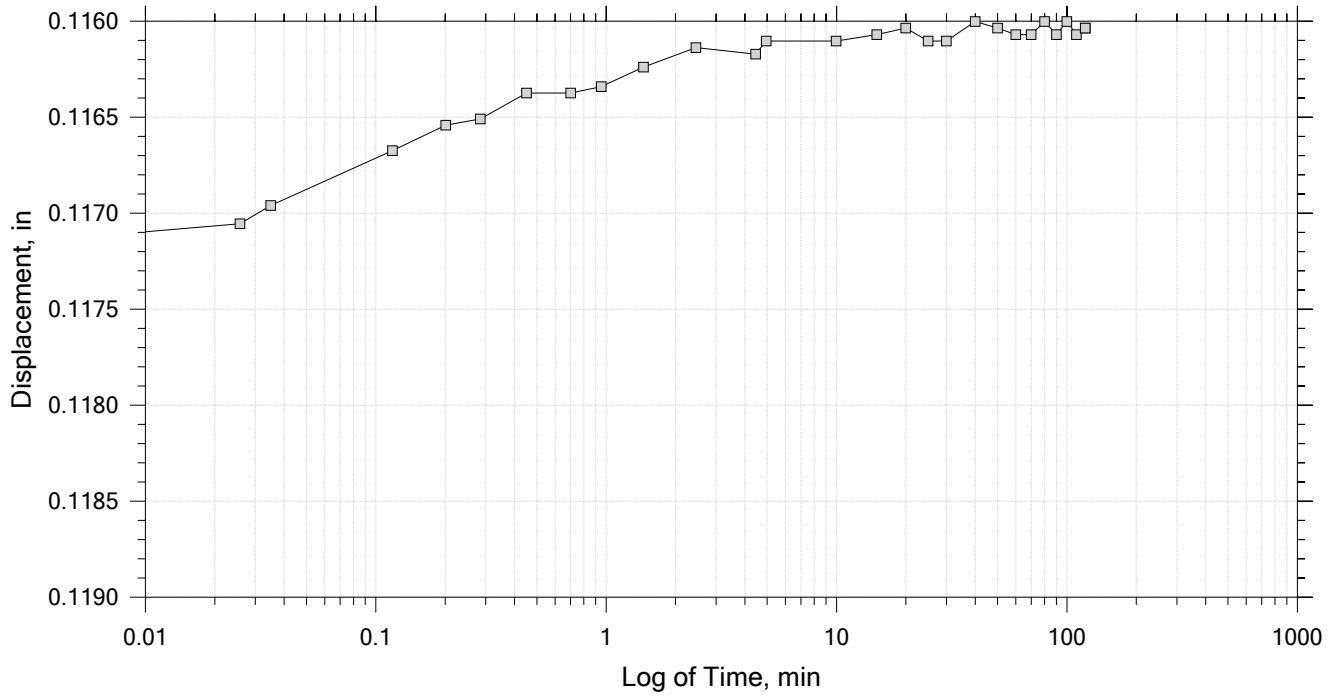
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 23 of 26

Constant Load Step

Stress: 7.3e+03 psf



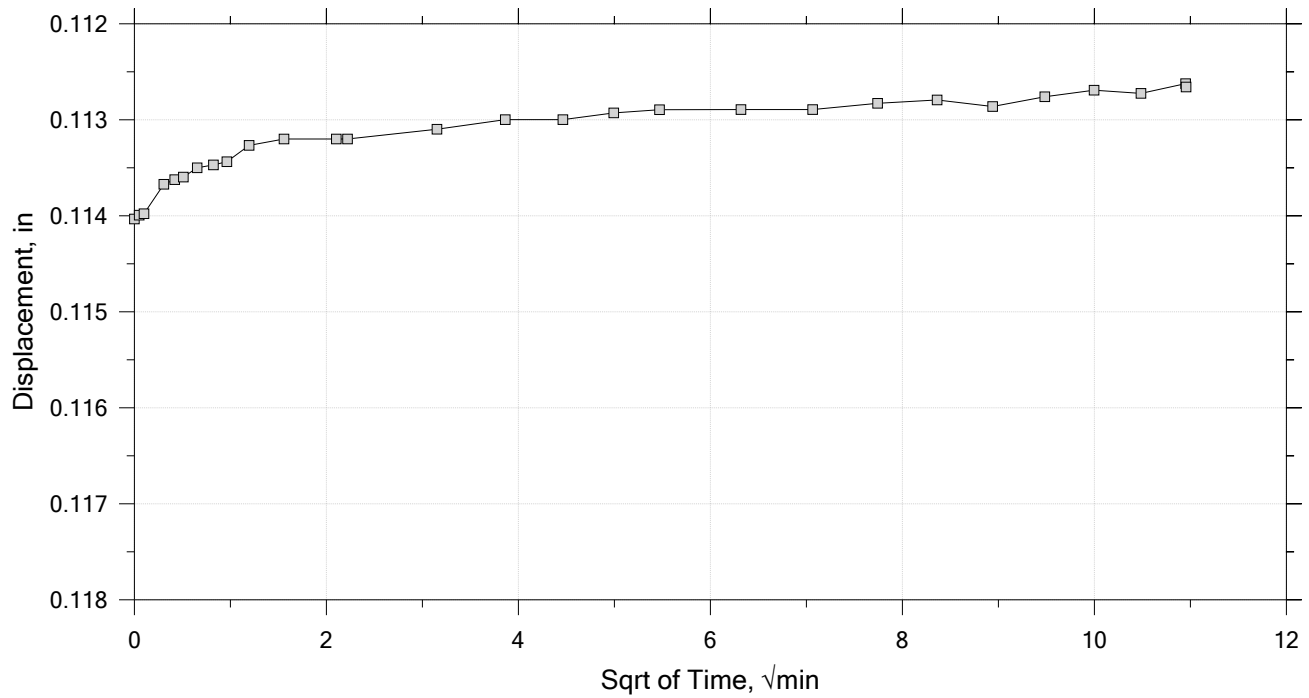
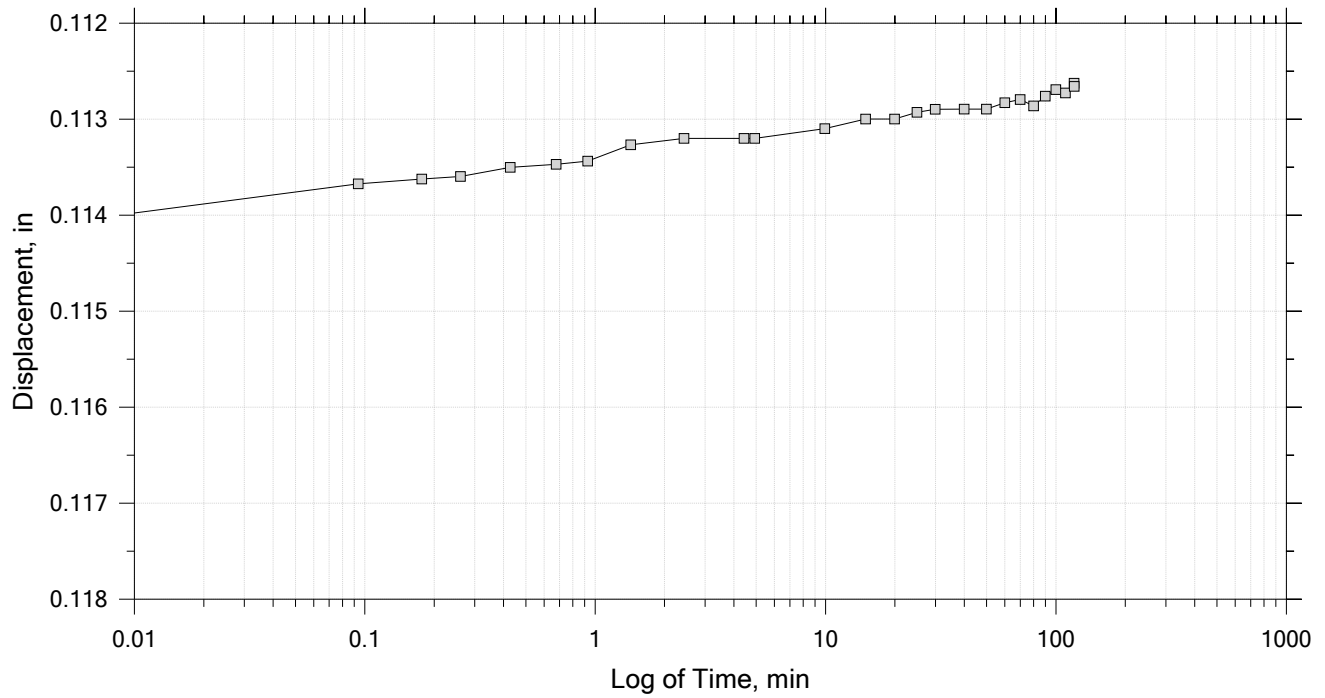
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 24 of 26

Constant Load Step

Stress: 3.65e+03 psf



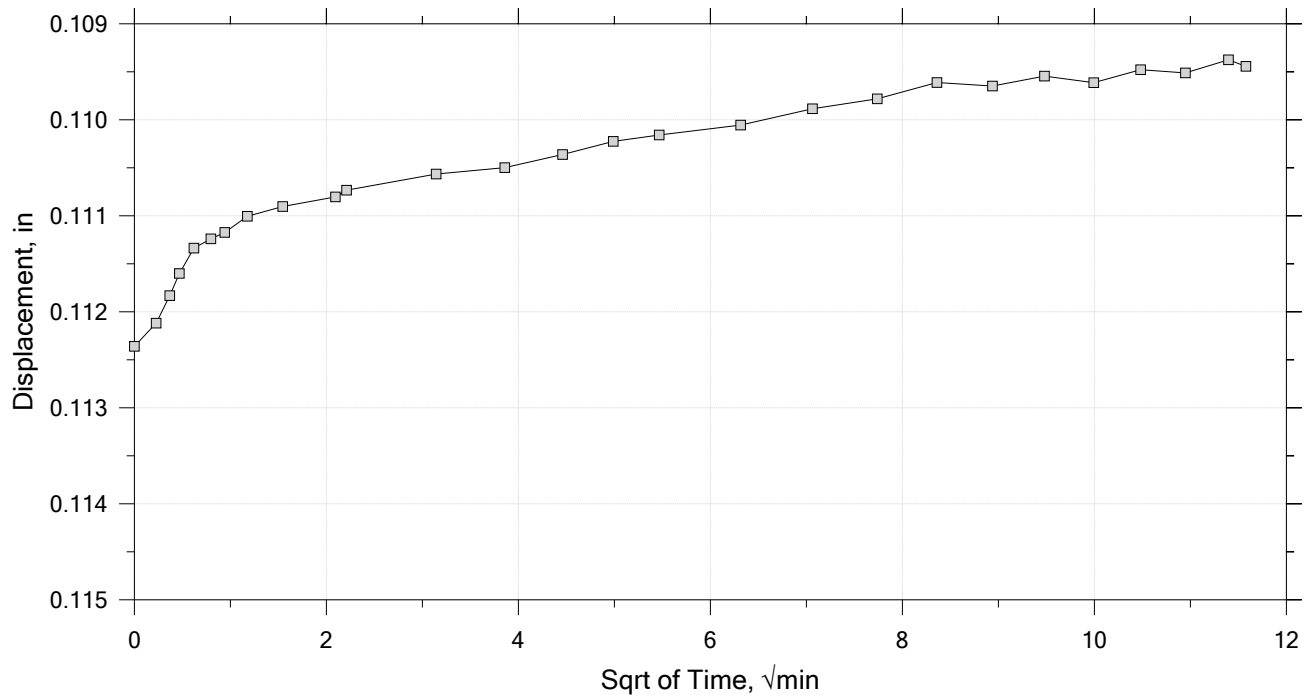
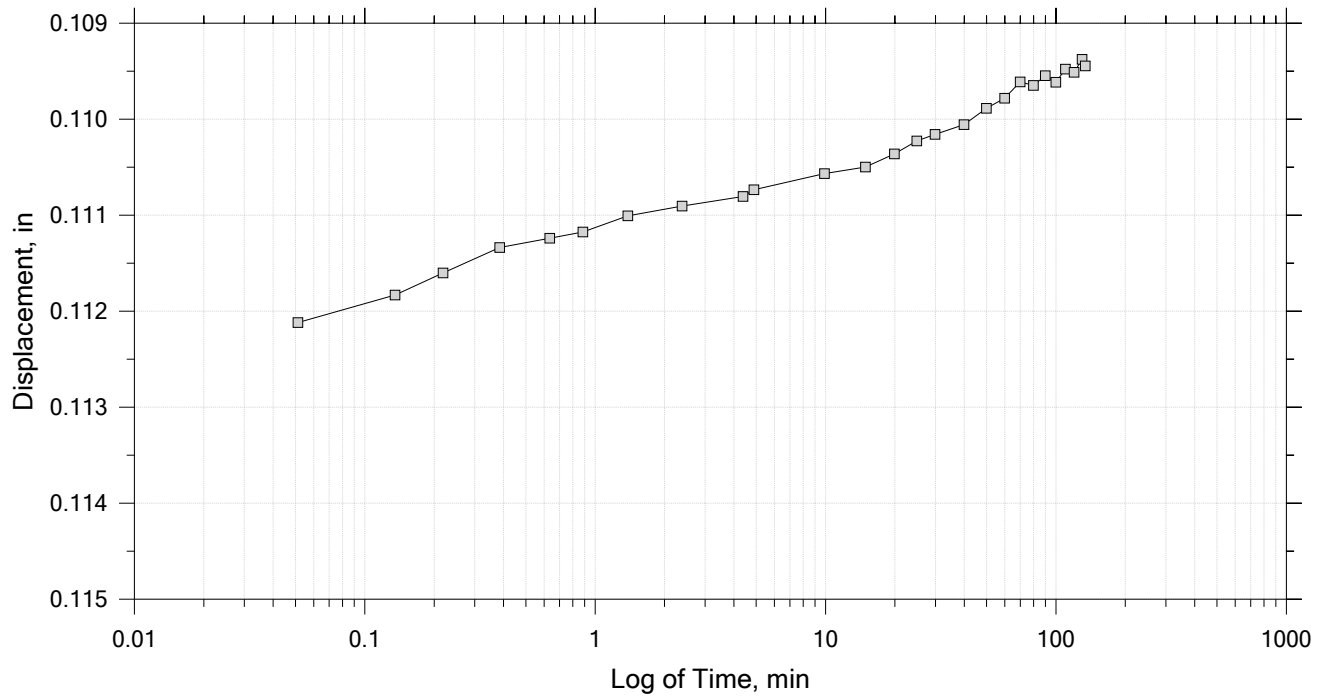
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 25 of 26

Constant Load Step

Stress: 1.83e+03 psf



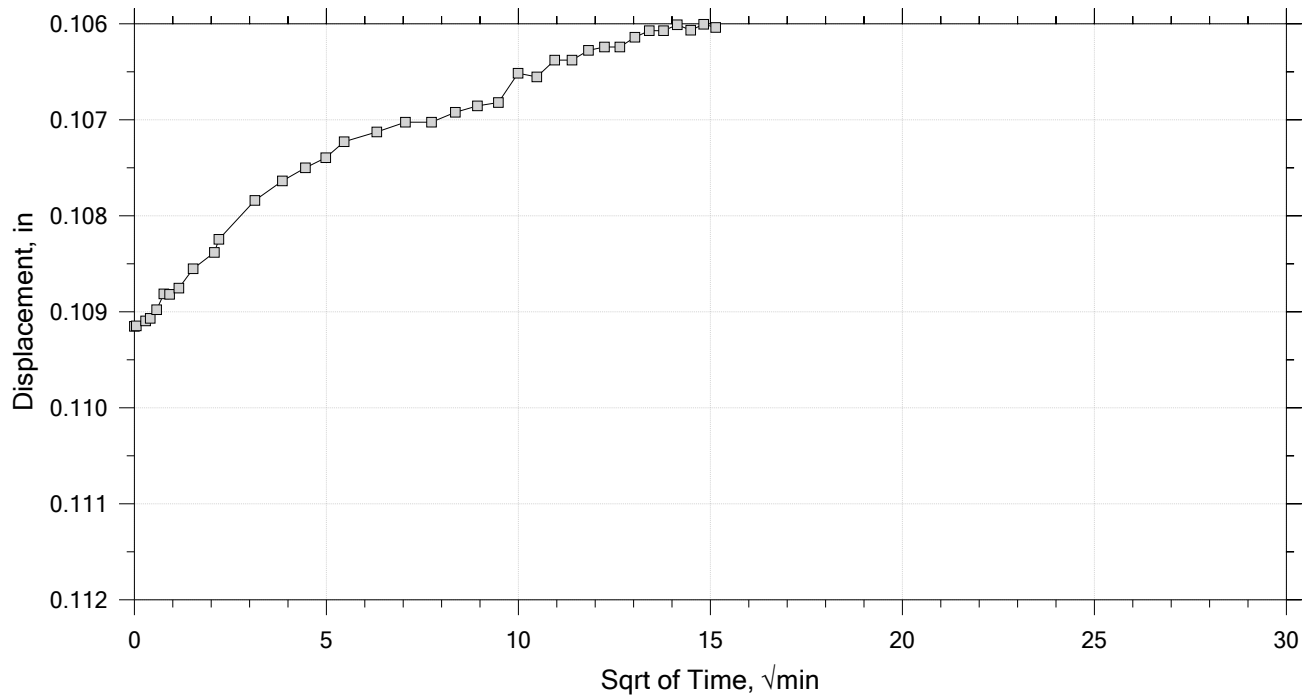
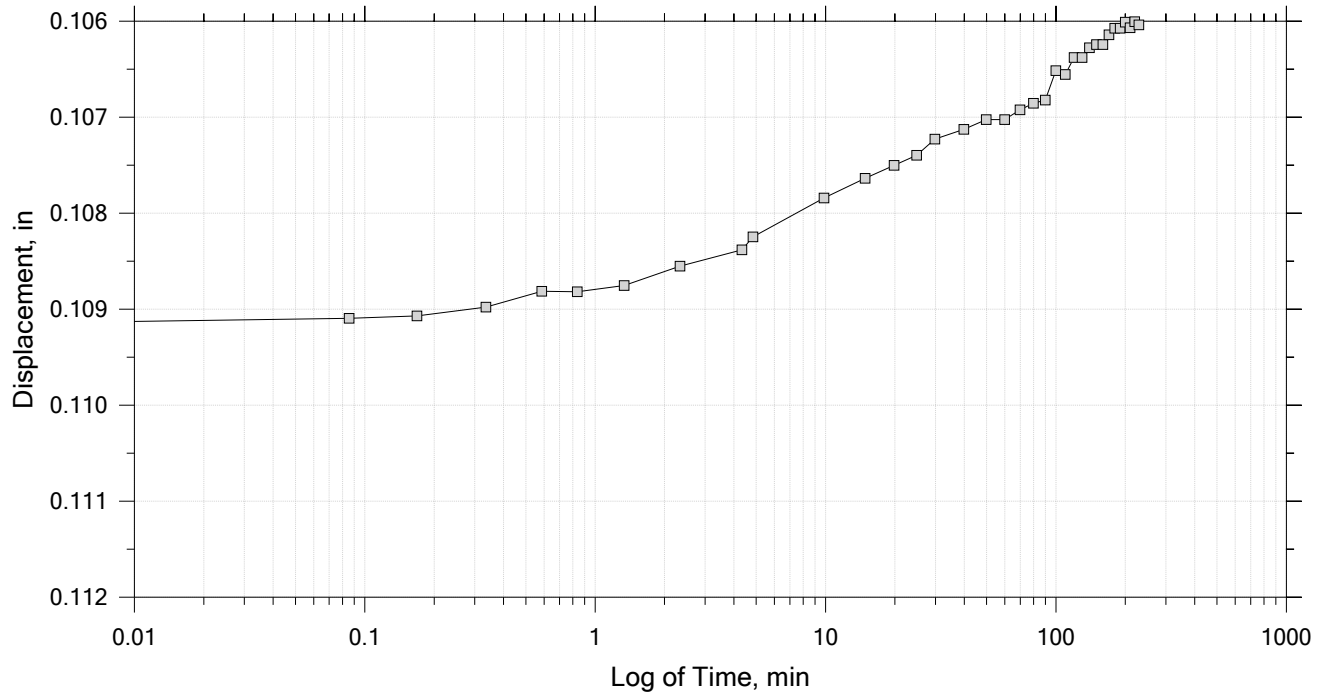
	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		

One-Dimensional Consolidation by ASTM D2435 - Method B

Time Curve 26 of 26

Constant Load Step

Stress: 913 psf



	Project Name: Drummond Road Bridge	Location: Sidney, ME	Project Number: 166-??
	Boring Number: BB-SDRR-103	Tester: SJR	Checker: SJR
	Sample Number: U1	Test Date: 9/9/2025	Depth: 36.40
	Test Number: ICON 68-430	Preparation: wet	Elevation: --
	Client: GZA	Classification: CL	Group Symbol: --
	Description:		
	Remarks: Gray silty Clay/Clayey silt with thin sand layers.		