Dinsmore Road Bridge #5782
WIN 025473.00

Lyons Road Bridge #1463
WIN 025465.00

Lyons Road Bridge #5783
WIN 025465.00

Drummond Road Bridge #5784
WIN 025469.00

Town Farm Road Bridge #5785
WIN 027266.00

Trafton Road Bridge #5812
WIN 026152.00

SIDNEY/WATERVILLE I-95 BRIDGE REPLACEMENTS

Preliminary Public Meeting
February 2025

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PROJECT LOCATION

Project Site Description:

- **Dinsmore Road over I-95 (#5782)**
  - Located 2.4 miles south of Exit 120
- **Lyons Road over I-95 (#1463 & #5783)**
  - I-95 Exit 120
- **Drummond Road over I-95 (#5784)**
  - Located 1.9 miles north of Exit 120
- **Town Farm Road over I-95 (#5785)**
  - Located 0.9 miles south of Exit 124
- **Trafton Road over I-95 (#5812)**
  - Exit 124

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PROJECT GOALS

Project Need:

- Increase vertical clearance along the I-95 corridor
- Replace aging bridges
- Reduce maintenance costs and increase service life of the bridges

Overall Project Goals:

- Minimize impacts to local businesses, local population, other stakeholders
- Minimize disruption to the traveling public during construction
- Utilize Design-Build Process to deliver an economical and time efficient project

DINSMORE ROAD BRIDGE

Existing Bridge:

- 6-span steel beam bridge
- Existing Vertical Clearance: 14’-11”
- 24’ curb to curb

Conceptual Design:

- Multi-span steel girder
- 11’-12’ Lanes, 1’-3’ Shoulders

Site Constraints:

- Aerial utilities spanning I-95
- Buried utilities in approaches and carried under bridge
- Building near northwest corner of bridge

Maintenance of Traffic Options:

- Full closure during construction
  - Conceptual Detour Length: 8.3 miles (approximately 12 minutes)
- Temporary detour bridge on-site

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LYONS ROAD BRIDGE

Existing Bridge:

- (2) 3-span steel beam bridges
- Existing Vertical Clearance: 14'-6" (SB) & 15'-2" (NB)
- 26' curb-to curb

Conceptual Design:

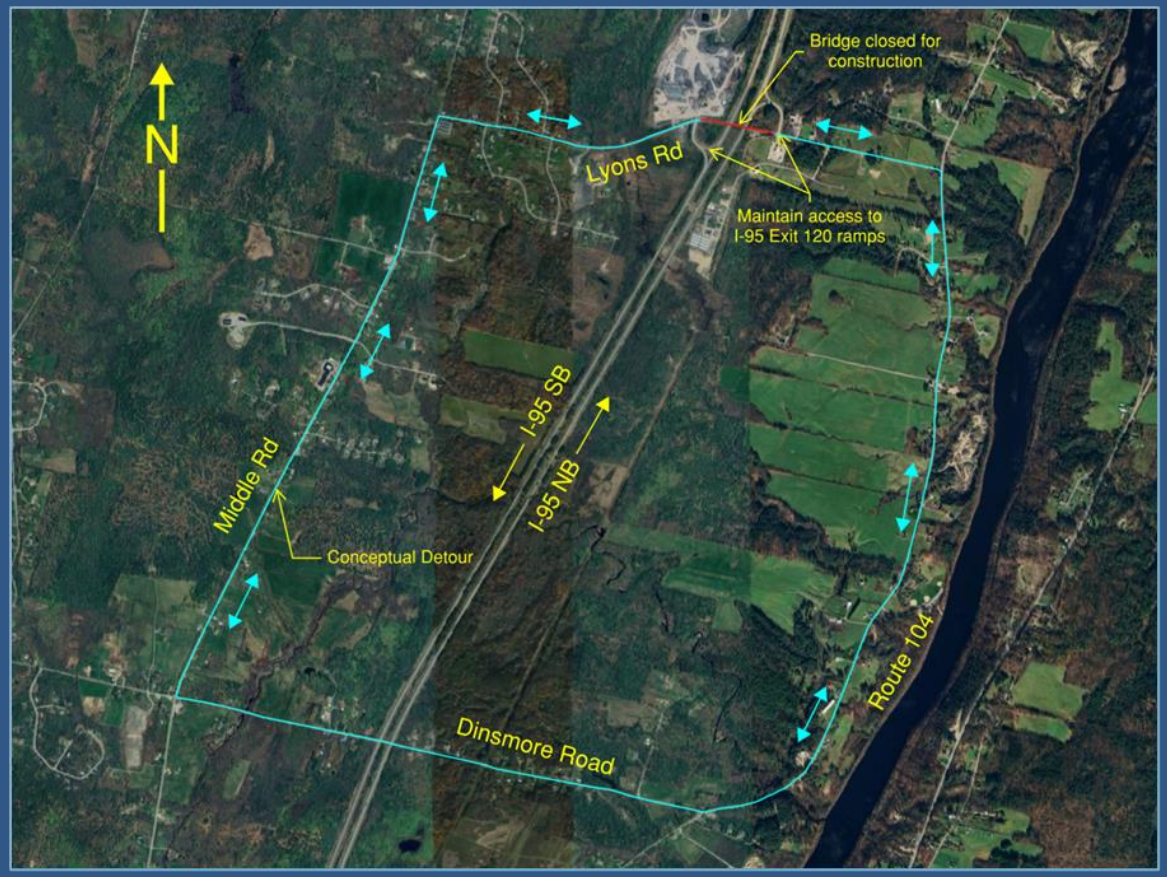
- Multi- or single-span steel girders
- 11'-12' Lanes, 3'-4' Shoulders

Site Constraints:

- Aerial utilities spanning I-95
- Power Substation near southeast corner of bridge
- Pike Industries facility near northwest corner of bridge
- I-95 Exit 120 on and off ramps

Maintenance of Traffic Options:

- Full closure during construction
  - Detour Length (Dinsmore): 8.4 miles (approximately 12 minutes) or
  - Detour Length (Drummond): 7.8 miles (approximately 11 minutes)
- Temporary detour bridge on-site
- Construction of the new bridge next to the existing bridge allows the road to stay open while building the new structure



Conceptual roadway detour to Dinsmore Road shown (Drummond Road similar)

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DRUMMOND ROAD BRIDGE

Existing Bridge:

- 4-span steel beam bridges
- Existing Vertical Clearance: 14’-8”
- 24’ curb to curb

Conceptual Design:

- Multi-span steel girder
- 11’-12’ Lanes, 1’-3’ Shoulders

Site Constraints:

- Aerial utilities spanning I-95
- Buildings near northwest corner of bridge

Maintenance of Traffic Options:

- Full closure during construction
  - Detour Length (Town Farm): 6.2 miles (approximately 9 minutes) or
  - Detour Length (Lyons Road): 7.8 miles (approximately 11 minutes)
- Temporary detour bridge on-site

Conceptual roadway detour to Town Farm Road shown (Lyons Road similar)

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TOWN FARM ROAD BRIDGE

Existing Bridge:

- 5-span steel beam bridges
- Existing Vertical Clearance: 14’-8”
- 24’ curb to curb

Conceptual Design:

- Multi-span steel girder
- 11’-12’ Lanes, 1’-3’ Shoulders

Site Constraints:

- Aerial utilities spanning I-95
- Cell tower near southwest corner of bridge

Maintenance of Traffic Options:

- Full closure during construction
  - Detour Length (Trafton): 6.9 miles (approximately 10 minutes) or
  - Detour Length (Drummond): 6.2 miles (approximately 9 minutes)
- Temporary detour bridge on-site

Conceptual roadway detour to Trafton Road shown (Drummond Road similar)

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TRAFTON ROAD BRIDGE

Existing Bridge:

- 6-span steel beam bridges
- Existing Vertical Clearance: 14’-5”
- 24’ curb to curb

Conceptual Design:

- Multi- or single-span steel girders
- 11’-12’ Lanes, 3’-4’ Shoulders

Site Constraints:

- Aerial utilities spanning I-95
- I-95 Exit 124 on and off ramps
- Abutting businesses in northeast and northwest corners of the bridge

Maintenance of Traffic Options:

- Full closure during construction
  - Detour Length: 6.9 miles (approximately 10 minutes)
- Temporary detour bridge on-site
- Constructing the new bridge next to the existing bridge allows the road to stay open while building the new structure

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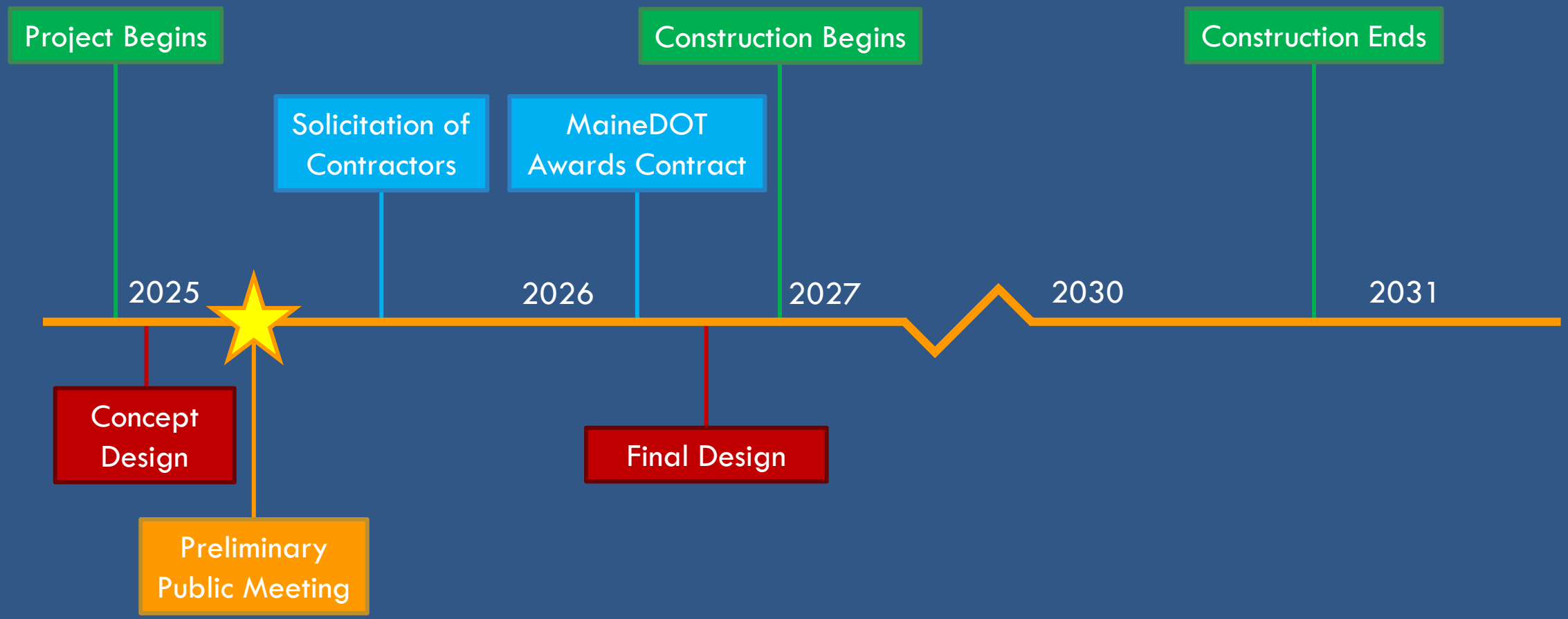
ANTICIPATED PROJECT TIMELINE



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FUNDING FOR THIS PROJECT

Federal Grant Funding

- These bridges are funded under the US Department of Transportation Bridge Investment Program (BIP) Grant Project.

- The BIP Grant Project includes 6 aging overpass bridges along the I-95 corridor from Sidney to Waterville. The program will also fund 6 bridges along the I-395 corridor in Bangor and Brewer.

- The BIP Grant award for this project is $69,659,473 and is part of a $132,676,036.00 Grant for all 12 bridges.

- This Grant is 20% of the nearly $635 million being awarded nationwide through this BIP funding round.

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Leave a comment at the link below

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Gary Libby

Project Manager

THANK YOU FOR YOUR INTEREST IN THIS PROJECT. PLEASE CONTACT ME WITH ANY QUESTIONS.

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