

# STATEMENT OF WORK

## I-95 Accessibility Improvements Minimizing Heavy-Truck Impacts Project (I-95 AIM HI) Maine Department of Transportation

U.S. Department of Transportation (USDOT)  
Federal Highway Administration (FHWA)  
FY 2024 Bridge Investment Program (BIP) Grant Opportunity  
March 2024

### BACKGROUND

The *I-95 Accessibility Improvements Minimizing Heavy-Truck Impacts Project (I-95 AIM HI)* (“Project”) consists of replacing six bridges carrying rural roads over Interstate 95 (I-95) in Kennebec County, Maine. The structures, all built in the late 1950s as interstate construction advanced northeast, are a priority corridor risk due to insufficient vertical clearances and deterioration. The overpasses are located on the National Bridge Inventory and rated either poor or fair. They require replacement because they are unable to accommodate excess-height vehicles passing under them and contain weakening components due to their age.

| Location (South to North)     | NBI Structure Number | Bridge Condition | Average Daily Traffic |
|-------------------------------|----------------------|------------------|-----------------------|
| I-95 at Dinsmore Road Bridge  | 5782                 | Fair             | 586                   |
| I-95 at Lyons Road Bridges    | 1463; 5783           | Fair; Poor       | Both: 1,709           |
| I-95 at Drummond Road Bridge  | 5784                 | Fair             | 464                   |
| I-95 at Town Farm Road Bridge | 5785                 | Fair             | 306                   |
| I-95 at Trafton Road Bridge   | 5812                 | Fair             | 472                   |

Lyons Road contains two adjacent bridges separately traversing northbound and southbound interstate lanes. The Maine Department of Transportation (MaineDOT; Department) is the sole applicant of this rural Project. The Project aligns with USDOT priority considerations and sets forth the important goal of replacing the bridges.

Excess-height trucks strike the bridges periodically due to their outdated geometric design; the bridges have vertical clearances ranging from 14 feet to 15 feet. Some of these bridge strikes are reported to the authorities while others are not, only to be discovered later during routine inspections. Decaying concrete and steel, in addition to bridge strikes, contribute to the bridges’ deteriorating condition.

### OBJECTIVE

The new overpasses will be constructed on approximately the same roadway alignments and on the existing footprints as the current structures. There may be some adjustments to the Trafton Rd. bridge for maintenance of traffic during construction, however the overall impacts will be minimal to the area surrounding the structure. The Lyons Road and Trafton Road overpasses are located at Interstate 95 interchanges, with adjacent on- and off-ramp systems, of which access

will be maintained to during construction of the projects.

**Geometry:**

- All bridges are obsolete due to insufficient vertical clearance
- All bridges have insufficient narrow shoulders
- All bridges have guardrails incompliant with today’s standards

**Condition:**

- Five bridges are in fair condition and likely to rapidly deteriorate to poor condition in the next three years
- One bridge is currently in poor condition and likely to suffer closure or experience a permanent weight restriction in the next three years

**Economy:**

- Prevent passenger and freight disruptions
- Minimize traffic impacts to the traveling public
- Minimize property impacts to nearby businesses and land owners

**PROJECT LOCATION**

The Project includes six bridges located within a 6.5 mile stretch of I-95 in central Maine. Five Project bridges are within the town limits of Sidney and Census Tract 23011017000 (Tract 170). One Project bridge is within the city limits of Waterville and Census Tract 23011024202 (Tract 242.02). According to the FHWA HEPGIS tool, all Project bridges are in a 2020 Census-designated Rural Area.<sup>1</sup> The Project is not located in an Area of Persistent Poverty or Historically Disadvantaged Community.

**DESCRIPTION OF WORK**

**Sidney, Dinsmore Rd./I-95 Bridge #5782**

**Component Scope of Work**

- a) General Component Description – Bridge replacement of the existing 6 span, 368-foot bridge, including approximately 700 feet of roadway reconstruction on Dinsmore Road over Interstate 95, beginning approximately 400 feet west of the existing bridge and extending to approximately 300 feet east of the bridge. The span configuration of the replacement bridge will be optimized to minimize the number of substructure units, likely resulting in a 3 or 4 span bridge. The replacement bridge will increase the curb-to-curb bridge width from 24 feet to 30 feet and will have taller 3-bar steel bridge rail installed, to improve bicycle and pedestrian access across the structure. The vertical clearance over the interstate for the replacement bridge will be 16 feet, an increase of over 1 foot, to help protect the structure from impact damage from over height vehicles. Roadway reconstruction/improvements to the Dinsmore Rd. travel way, shoulders, guardrail,

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<sup>1</sup> FHWA HEPGIS Tool: <https://arcg.is/1SLWK8>

roadway slopes and any roadway drainage will be done to match/tie into the replacement bridge width and elevations.

- b) Component Activities – This component will consist of the following activities:
  - a. **Pre-Construction Activities:**
    - i. Preliminary Engineering – preliminary and final design of the bridge and roadway, including public notice, and structural & geotechnical evaluations for the structure, completed by MaineDOT and a designer/contractor team through the design-build process.
    - ii. Utility coordination – coordinating with the private utility companies within the project limits about potential relocations and protection during construction.
    - iii. NEPA coordination – review project to avoid/minimize impacts to the project area.
  - b. **Construction and Demolition Activities:**
    - i. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control, site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance.
    - ii. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
    - iii. Bridge Demolition – remove the existing bridge in its entirety.
    - iv. Bridge Construction – build new bridge over interstate 95.
    - v. Roadway Reconstruction – Drainage, grading, paving, striping, and signage installation

### **Sidney, Lyons Road/I-95 Bridges #1463 & 5783**

- a) General Component Description – Bridge replacement of the existing 3 span, 158 foot bridge (#1463) and existing 3 span, 166 foot bridge (#5783), including approximately 800 feet of roadway reconstruction on Lyons Road over Interstate 95. The roadway work begins approximately 300 feet west of the existing bridges and extends to approximately 450 feet east of the bridges, including approximately 115 feet of roadway between the bridges in the interstate 95 median. The span configuration of the replacement bridges will be optimized to minimize the number of substructure units, likely resulting in two single span bridges over the interstate. The replacement bridges will increase the curb-to-curb bridge width from 26 feet to 32 feet and will have taller 3-bar steel bridge rail installed, to improve bicycle and pedestrian access across the structure. Large shoulders will be provided at this bridge location as it is located at an interstate 95 interchange (exit 120), with high percentages of truck traffic from the quarry located adjacent to the bridge. The vertical clearance over the interstate for the replacement bridges will be 16 feet, an increase of over 1 foot, to help protect the structure from impact damage from over height vehicles. Roadway reconstruction/improvements to the Lyons Rd. travel way, shoulders, guardrail, roadway slopes and any roadway drainage will be done to match/tie into the replacement bridge width and elevations.
- b) Component Activities – This component will consist of the following activities:
  - a. **Pre-Construction Activities:**

- i. Preliminary Engineering – preliminary and final design of the bridge and roadway, including public notice, and structural & geotechnical evaluations for the structure, completed by MaineDOT and a designer/contractor team through the design-build process.
  - ii. Utility coordination – coordinating with the private utility companies within the project limits about potential relocations and protection during construction.
  - iii. NEPA coordination – review project to avoid/minimize impacts to the project area.
- b. Construction and Demolition Activities:**
- i. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control, site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance.
  - ii. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
  - iii. Bridge Demolition – remove the existing bridge in its entirety.
  - iv. Bridge Construction – build new bridge over interstate 95.
  - v. Roadway Reconstruction – Drainage, grading, paving, striping, and signage installation

**Sidney, Drummond Road/I-95 Bridge #5784**

- a) General Component Description – Bridge replacement of the existing 4 span, 250 foot bridge, including approximately 600 feet of roadway reconstruction on Drummond Road over Interstate 95. The roadway work begins approximately 200 feet west of the existing bridge and extends to approximately 400 feet east of the bridge. The span configuration of the replacement bridge will be optimized to minimize the number of substructure units, likely resulting in a 2 or 3 span bridge. The replacement bridge will increase the curb-to-curb bridge width from 24 feet to 30 feet and will have taller 3-bar steel bridge rail installed, to improve bicycle and pedestrian access across the structure. The vertical clearance over the interstate for the replacement bridge will be 16 feet, an increase of over 1 foot, to help protect the structure from impact damage from over height vehicles. Roadway reconstruction/improvements to the Drummond Rd. travel way, shoulders, guardrail, roadway slopes and any roadway drainage will be done to match/tie into the replacement bridge width and elevations.
- b) Component Activities – This component will consist of the following activities:
  - a. **Pre-Construction Activities:**
    - i. Preliminary Engineering – preliminary and final design of the bridge and roadway, including public notice, and structural & geotechnical evaluations for the structure, completed by MaineDOT and a designer/contractor team through the design-build process.
    - ii. Utility coordination – coordinating with the private utility companies within the project limits about potential relocations and protection during construction.

- iii. NEPA coordination – review project to avoid/minimize impacts to the project area.
- b. **Construction and Demolition Activities:**
  - i. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control, site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance.
  - ii. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
  - iii. Bridge Demolition – remove the existing bridge in its entirety.
  - iv. Bridge Construction – build new bridge over interstate 95.
  - v. Roadway Reconstruction – Drainage, grading, paving, striping, and signage installation

**Sidney, Town Farm Road/I-95 Bridge #5785**

- a) General Component Description – Bridge replacement of the existing 5 span, 308 foot bridge, including approximately 800 feet of roadway reconstruction on Town Farm Road over Interstate 95. The roadway work begins approximately 400 feet west of the existing bridge and extends to approximately 400 feet east of the bridge. The span configuration of the replacement bridge will be optimized to minimize the number of substructure units, likely resulting in a 2 or 3 span bridge. The replacement bridge will increase the curb-to-curb bridge width from 24 feet to 30 feet and will have taller 3-bar steel bridge rail installed, to improve bicycle and pedestrian access across the structure. The vertical clearance over the interstate for the replacement bridge will be 16 feet, an increase of over 1 foot, to help protect the structure from impact damage from over height vehicles. Roadway reconstruction/improvements to the Town Farm Rd. travel way, shoulders, guardrail, roadway slopes and any roadway drainage will be done to match/tie into the replacement bridge width and elevations.
- b) Component Activities – This component will consist of the following activities:
  - a. **Pre-Construction Activities:**
    - i. Preliminary Engineering – preliminary and final design of the bridge and roadway, including public notice, and structural & geotechnical evaluations for the structure, completed by MaineDOT and a designer/contractor team through the design-build process.
    - ii. Utility coordination – coordinating with the private utility companies within the project limits about potential relocations and protection during construction.
    - iii. NEPA coordination – review project to avoid/minimize impacts to the project area.
  - b. **Construction and Demolition Activities:**
    - i. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control, site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance.

- ii. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
- iii. Bridge Demolition – remove the existing bridge in its entirety.
- iv. Bridge Construction – build new bridge over interstate 95.
- v. Roadway Reconstruction – Drainage, grading, paving, striping, and signage installation

**Waterville, Trafton Road/I-95 Bridge #5812**

- a) General Component Description – Bridge replacement of the existing 6 span, 350 foot bridge, including approximately 550 feet of roadway reconstruction on Trafton Road over Interstate 95. The roadway work begins approximately 250 feet west of the existing bridge and extends to approximately 300 feet east of the bridge. The span configuration of the replacement bridge will be optimized to minimize the number of substructure units, likely resulting in a 2 or 3 span bridge. The replacement bridge will increase the curb-to-curb bridge width from 24 feet to 32 feet and will have taller 3-bar steel bridge rail installed, to improve bicycle and pedestrian access across the structure. Large shoulders will be provided at this bridge location as it is located at an interstate 95 interchange (exit 124), with projected increases in truck traffic due to proposed infrastructure in the area surrounding the bridge. The vertical clearance over the interstate for the replacement bridge will be 16 feet, an increase of over 1 foot, to help protect the structure from impact damage from over height vehicles. Roadway reconstruction/improvements to the Trafton Rd. travel way, shoulders, guardrail, roadway slopes and any roadway drainage will be done to match/tie into the replacement bridge width and elevations.
- b) Component Activities – This component will consist of the following activities:
  - a. **Pre-Construction Activities:**
    - i. Preliminary Engineering – preliminary and final design of the bridge and roadway, including public notice, and structural & geotechnical evaluations for the structure, completed by MaineDOT and a designer/contractor team through the design-build process.
    - ii. Utility coordination – coordinating with the private utility companies within the project limits about potential relocations and protection during construction.
    - iii. NEPA coordination – review project to avoid/minimize impacts to the project area.
  - b. **Construction and Demolition Activities:**
    - i. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control, site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance.
    - ii. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
    - iii. Bridge Demolition – remove the existing bridge in its entirety.
    - iv. Bridge Construction – build new bridge over interstate 95.
    - v. Roadway Reconstruction – Drainage, grading, paving, striping, and signage installation

| Task Name  | Duration | Start    | Finish   |
|--|----------|----------|----------|
| Initial Team Meeting                               | 0 days   | 1/1/23   | 1/1/23   |
| NEPA begins  | 0 days   | 1/1/23   | 1/1/23   |
| Develop baseline info. for Statement of Interest   | 28 wks   | 5/1/24   | 11/13/24 |
| Preliminary Geotechnical work                      | 52 wks   | 5/1/24   | 5/1/25   |
| Preliminary Public Meeting                         | 3 wks    | 5/27/24  | 6/14/24  |
| Utility Coordination                               | 12 wks   | 8/19/24  | 11/13/24 |
| Request for Statement of Interest (RFSOI)          | 0 days   | 11/13/24 | 11/13/24 |
| Request for Proposal (RFP)                         | 0 days   | 8/8/25   | 8/8/25   |
| Review of Design-Build team proposals              | 3 wks    | 8/8/25   | 8/29/25  |
| Design-build team selected                         | 0 days   | 8/29/25  | 8/29/25  |
| Final Design                                       | 12 wks   | 8/29/25  | 11/21/25 |
| Formal Public Meeting                              | 3 wks    | 10/1/25  | 10/22/25 |
| NEPA complete                                      | 0 days   | 11/14/25 | 11/14/25 |
| Design Complete                                    | 0 days   | 12/31/25 | 12/31/25 |
| Begin Construction                                 | 0 days   | 1/1/26   | 1/1/26   |
| Construction                                       | 287 wks  | 1/1/26   | 6/30/31  |
| Construction Substantially Complete: Dinsmore Rd.  | 78 wks   | TBD*     | TBD*     |
| Construction Substantially Complete: Lyons Rd.     | 104 wks  | TBD*     | TBD*     |
| Construction Substantially Complete: Drummond Rd.  | 78 wks   | TBD*     | TBD*     |
| Construction Substantially Complete: Town Farm Rd. | 78 wks   | TBD*     | TBD*     |
| Construction Substantially Complete: Trafton Rd.   | 104 wks  | TBD*     | TBD*     |
| End Construction                                   | 0 days   | 6/30/31  | 6/30/31  |

\*Order which the bridges will be constructed in will be up to the Contractor as part of the Design-Build process. Approximate durations for each Structure is provided, to take place between construction begin and end dates. It is likely multiple structures will be under construction at the same time depending on Contractor scheduling.