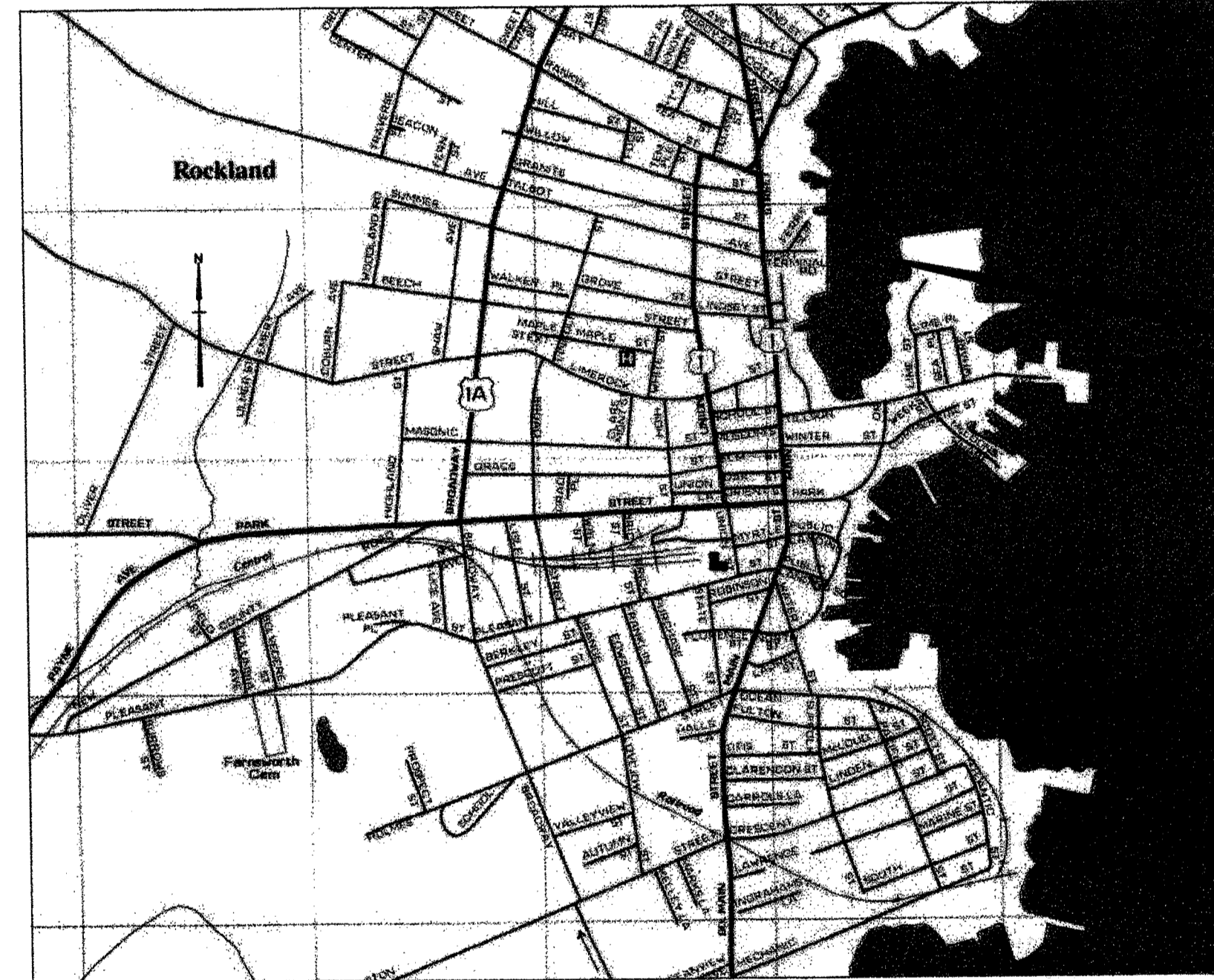


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



ROCKLAND
FERRY TERMINAL
P.I.N. NO. 006069.20



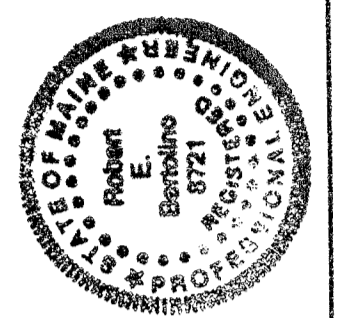
LOCATION MAP
SCALE: 1"=2 MILES ±

LIST OF DRAWINGS:

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GENERAL SECTIONS	G3
EXISTING CONDITIONS PLAN	C1
DREDGING PLANS AND SECTIONS	C2
EARTHWORK AND PAVING - PLANS AND SECTIONS	C3
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TRESTLE - PLANS AND SECTIONS	S18
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BULKHEAD - PLAN AND ELEVATION	S20
BULKHEAD - SECTIONS AND DETAILS	S21
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TRANSFER BRIDGE - FRAMING PLAN & DETAILS	T2
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TRANSFER BRIDGE - ELECTRICAL PLANS & DETAILS - PART 1	T16
TRANSFER BRIDGE - ELECTRICAL DETAILS - PART 2	T17
ELECTRICAL PLAN - PART 1	E1
ELECTRICAL PLAN - PART 2	E2
ELECTRICAL DETAILS - PART 1	E3
ELECTRICAL DETAILS - PART 2	E4
ELECTRICAL SCHEDULES AND DETAILS	E5
BORING LOCATION PLAN	B1
BORING LOGS - PART 1	B2
BORING LOGS - PART 2	B3
BORING LOGS - PART 3	B4
BORING LOGS - PART 4	B5
BORING LOGS - PART 5	B6
DEMOLITION REFERENCE DRAWING NO. 1	DR1
DEMOLITION REFERENCE DRAWING NO. 2	DR2
DEMOLITION REFERENCE DRAWING NO. 3	DR3
DEMOLITION REFERENCE DRAWING NO. 4	DR4
DEMOLITION REFERENCE DRAWING NO. 5	DR5
DEMOLITION REFERENCE DRAWING NO. 6	DR6
DEMOLITION REFERENCE DRAWING NO. 7	DR7

Limit sheets 2-4

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED: *[Signature]*
COMMISSIONER: *[Signature]*
CHIEF ENGINEER: *[Signature]*
DATE: 7/3/06



[Signature]
SIGNATURE
P.E. NUMBER: 8721
DATE: 6/28/06

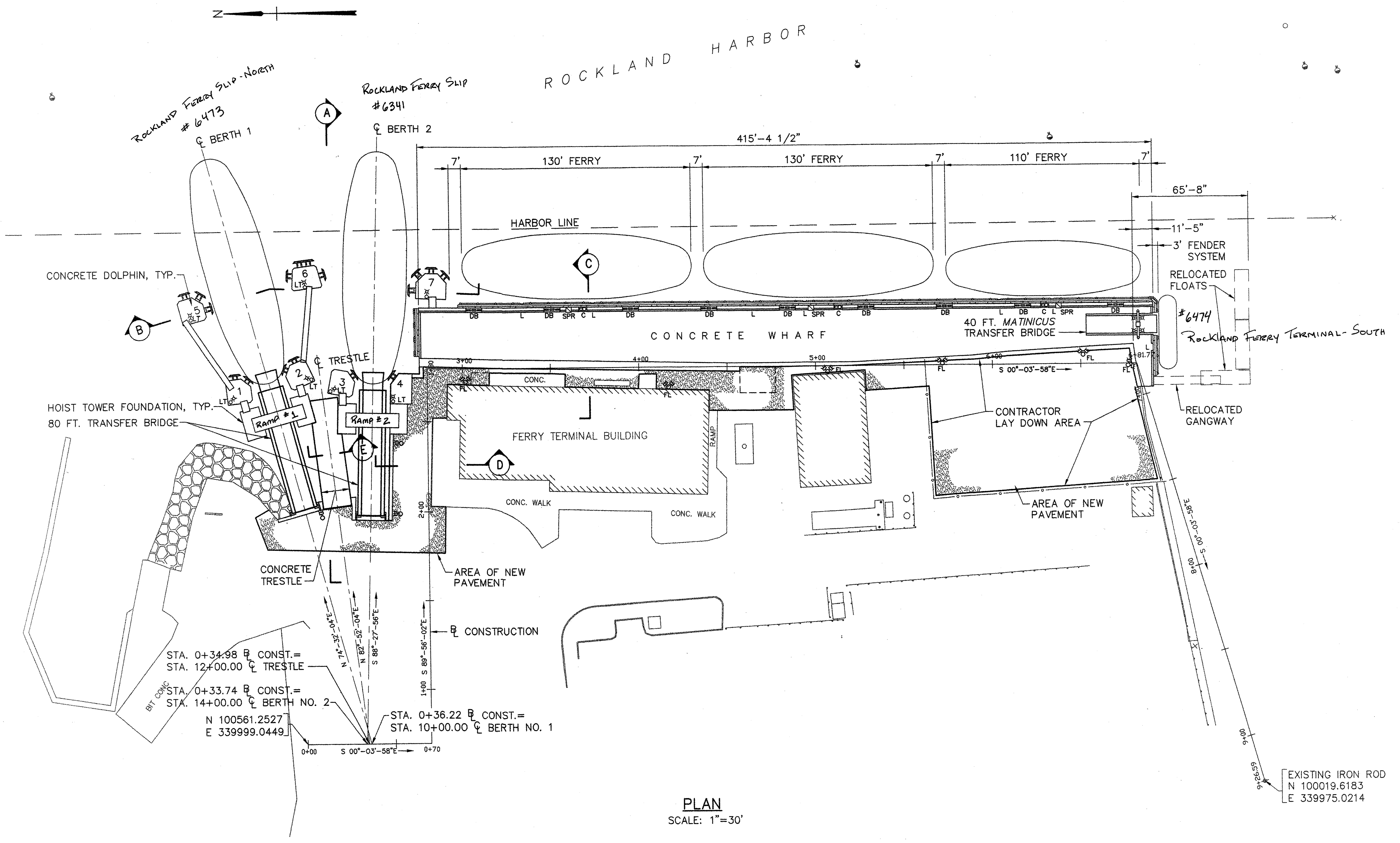
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PROGRAM: MULTIMODAL
PROJECT MANAGER: PAUL POTTE
DESIGNER: DMH
CONSULTANT: FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT:
CONTRACTOR:
PROJECT COMPLETION DATE:

ROCKLAND
FERRY TERMINAL
LOCATION AND DRAWING INDEX

SHEET NUMBER
G1
1 OF 63

M:\032\3 Drawings\7-FST dwgs\G1_Cover.dwg 06/23/06 09:21 [8.60] By: tripp_r

\\TM-082\5-Drawings\7-FST dwgs\02_GEN-PLAN.dwg 06/23/06 10:08 [43.41] By Tripp-R



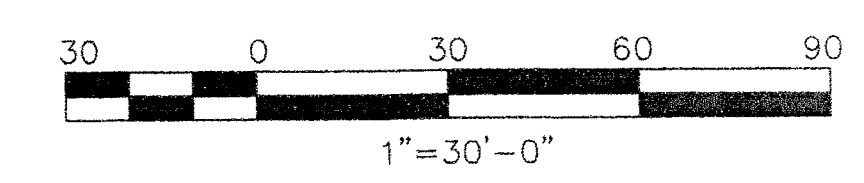
PLAN
SCALE: 1"=30'

LEGEND:

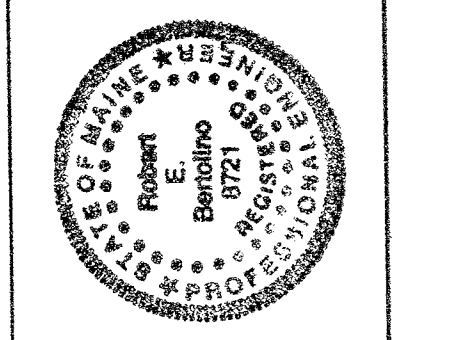
- DB DOUBLE BITT AND CHOCKS
- C CAPSTAN
- LT POLE MOUNTED LIGHT
- FL POLE MOUNTED FLOODLIGHTS
- SPR SHORE POWER RECEPTACLE
- L LADDER

NOTE:

FOR SECTIONS A-A, B-B, C-C, D-D AND E-E, SEE SHEET G-3.



STATE OF MAINE	APPROVED	DATE
DEPARTMENT OF TRANSPORTATION	COMMISSIONER:	CHIEF ENGINEER:



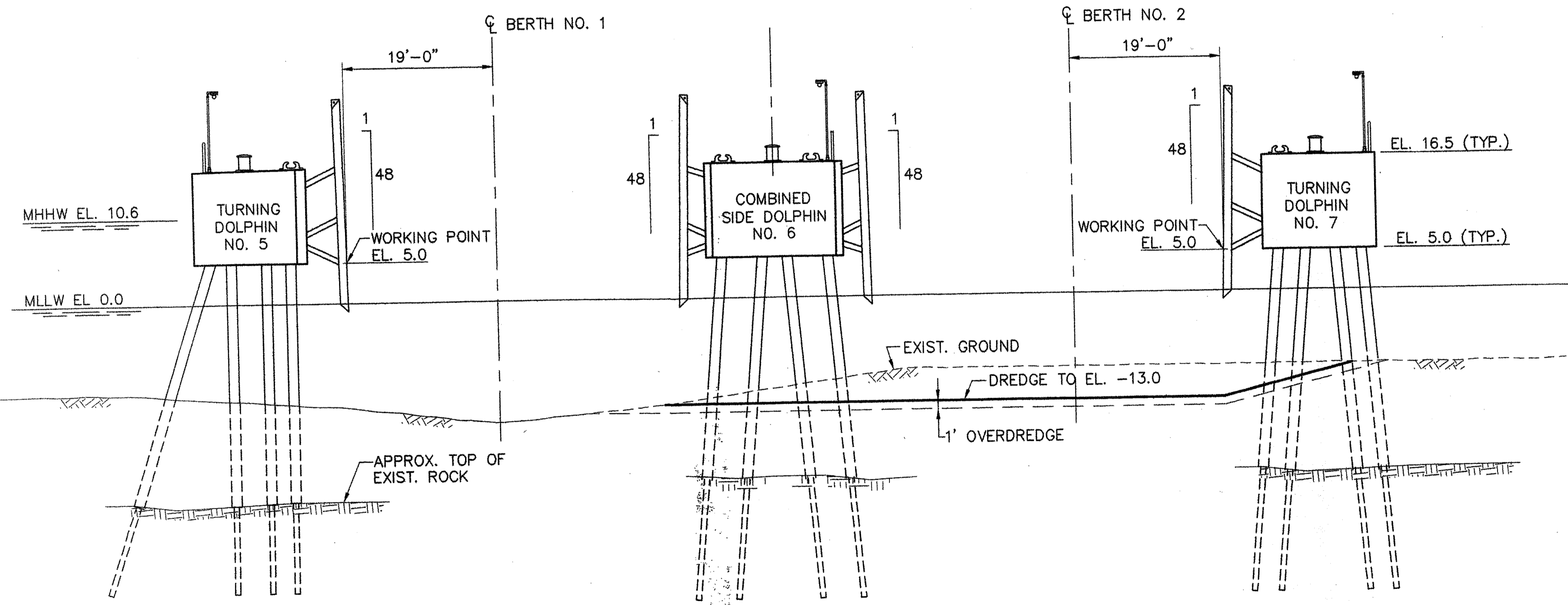
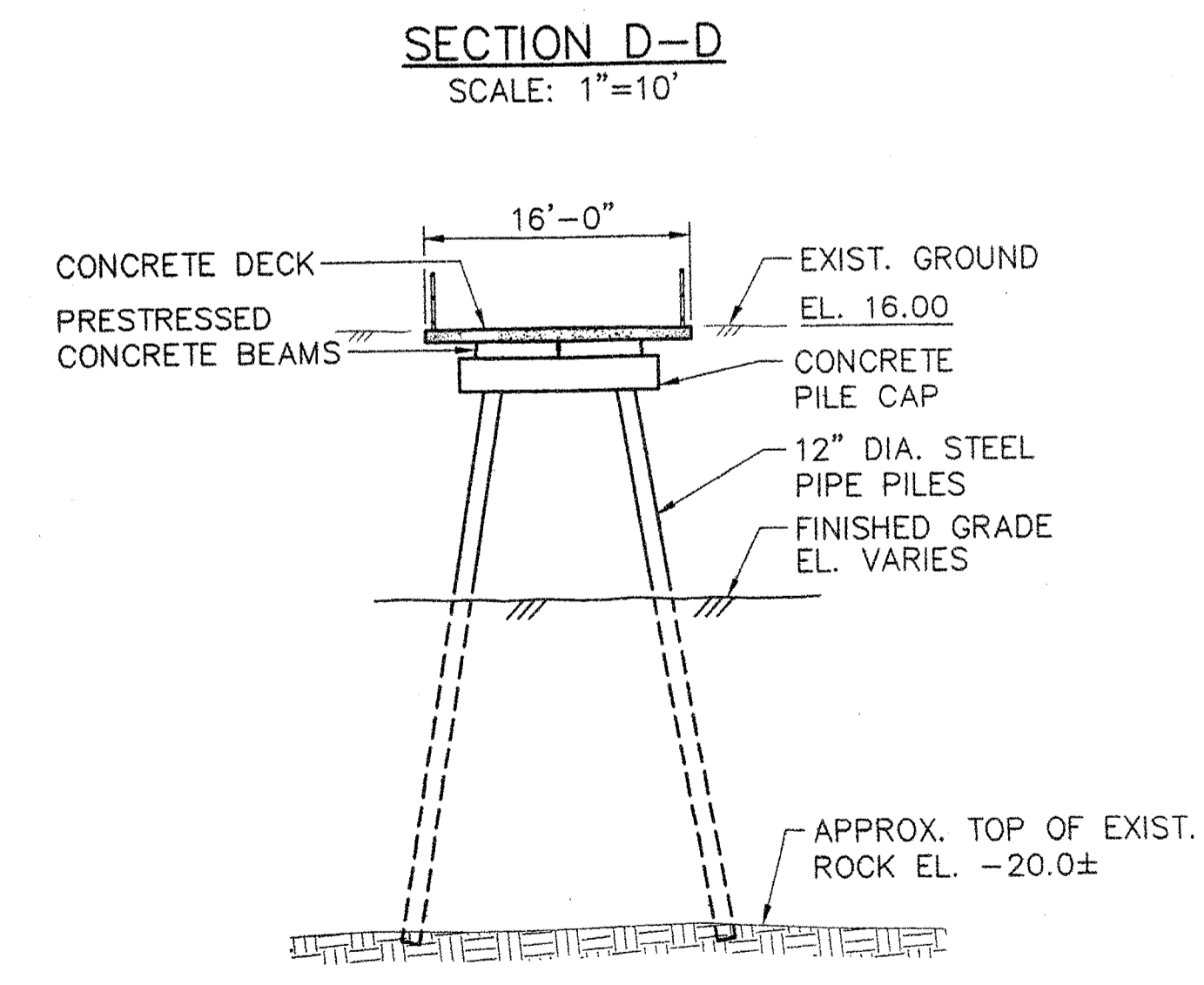
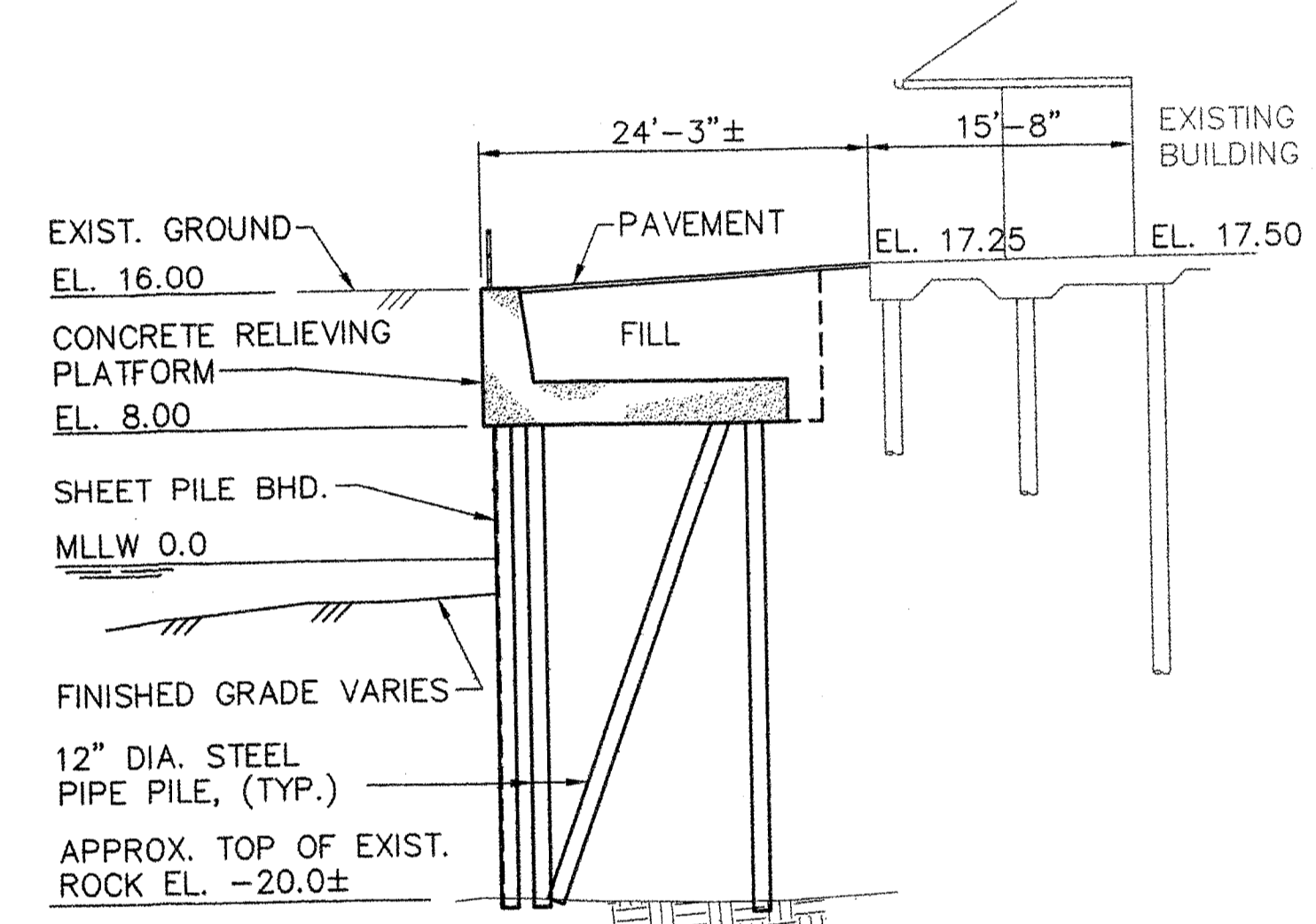
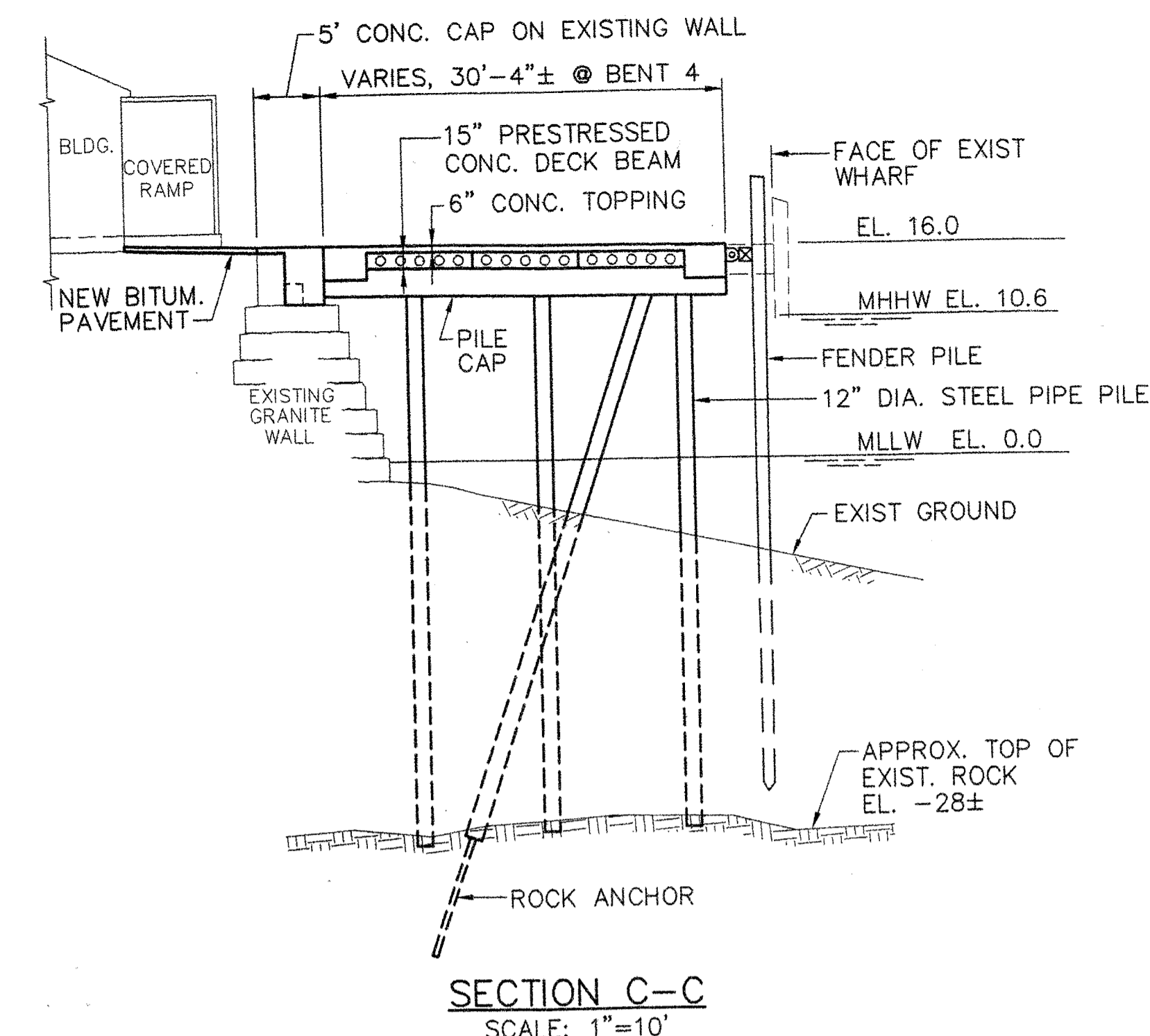
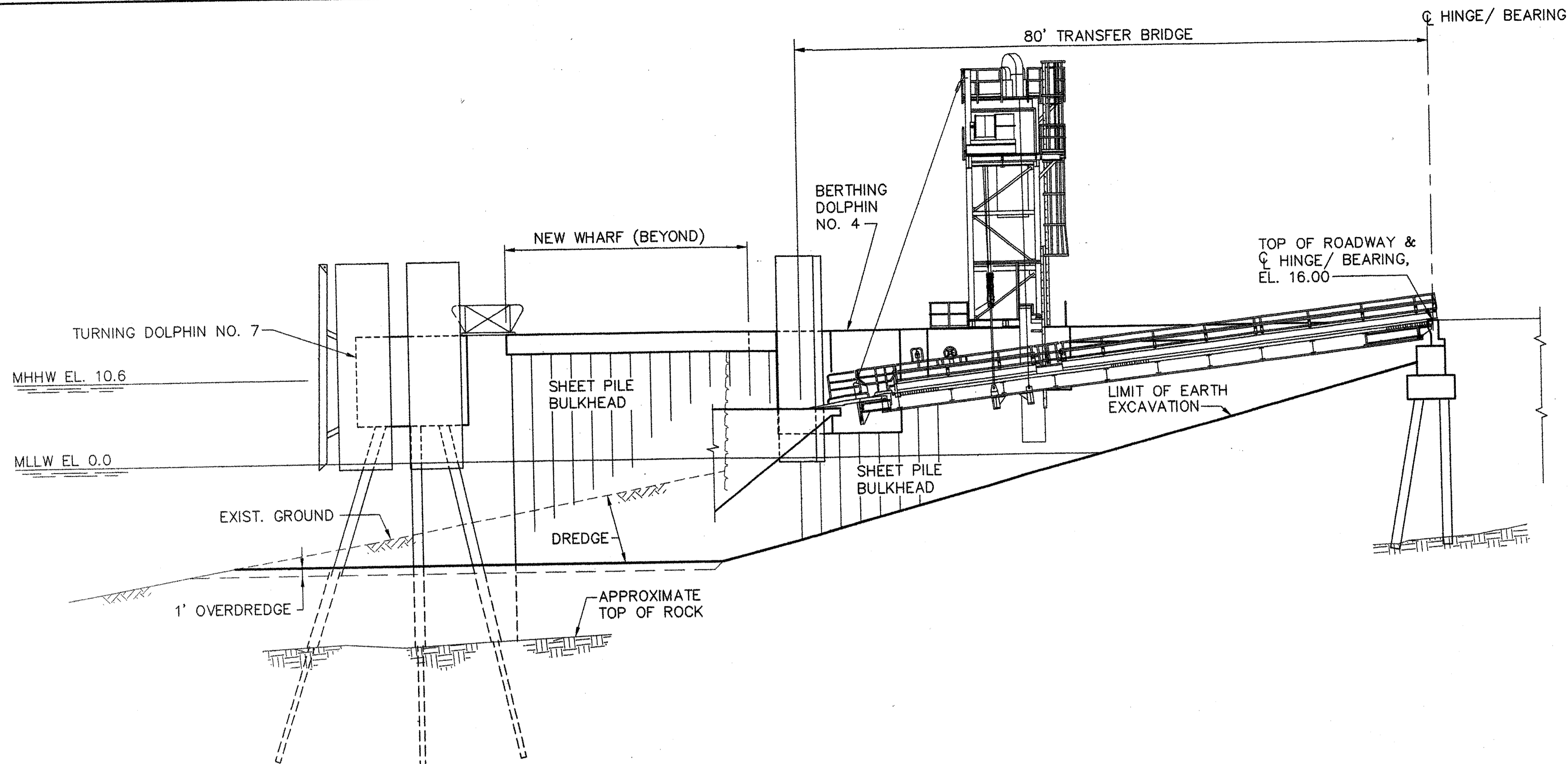
Robert E. Berolino
SIGNATURE
P.E. NUMBER: 6721
DATE: 6/28/06

PROGRAM	MULTIMODAL
PROJECT MANAGER	PAUL POTTLE
DESIGNER	DWH
CONSULTANT	FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

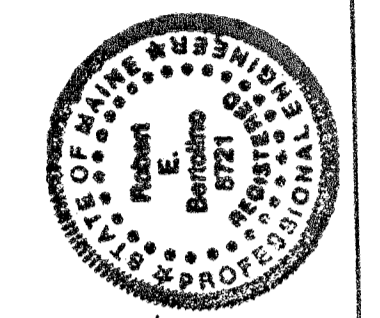
ROCKLAND FERRY TERMINAL
GENERAL PLAN

SHEET NUMBER
G2
2 OF 63

R:\TM-082\5-Drawings\7-FST dwgs\G3_Typical Sections-pt1.dwg 06/23/06 10:15 [5/1/20] By Tripp_R



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED _____ DATE _____
COMMISSIONER: _____
CHIEF ENGINEER: _____



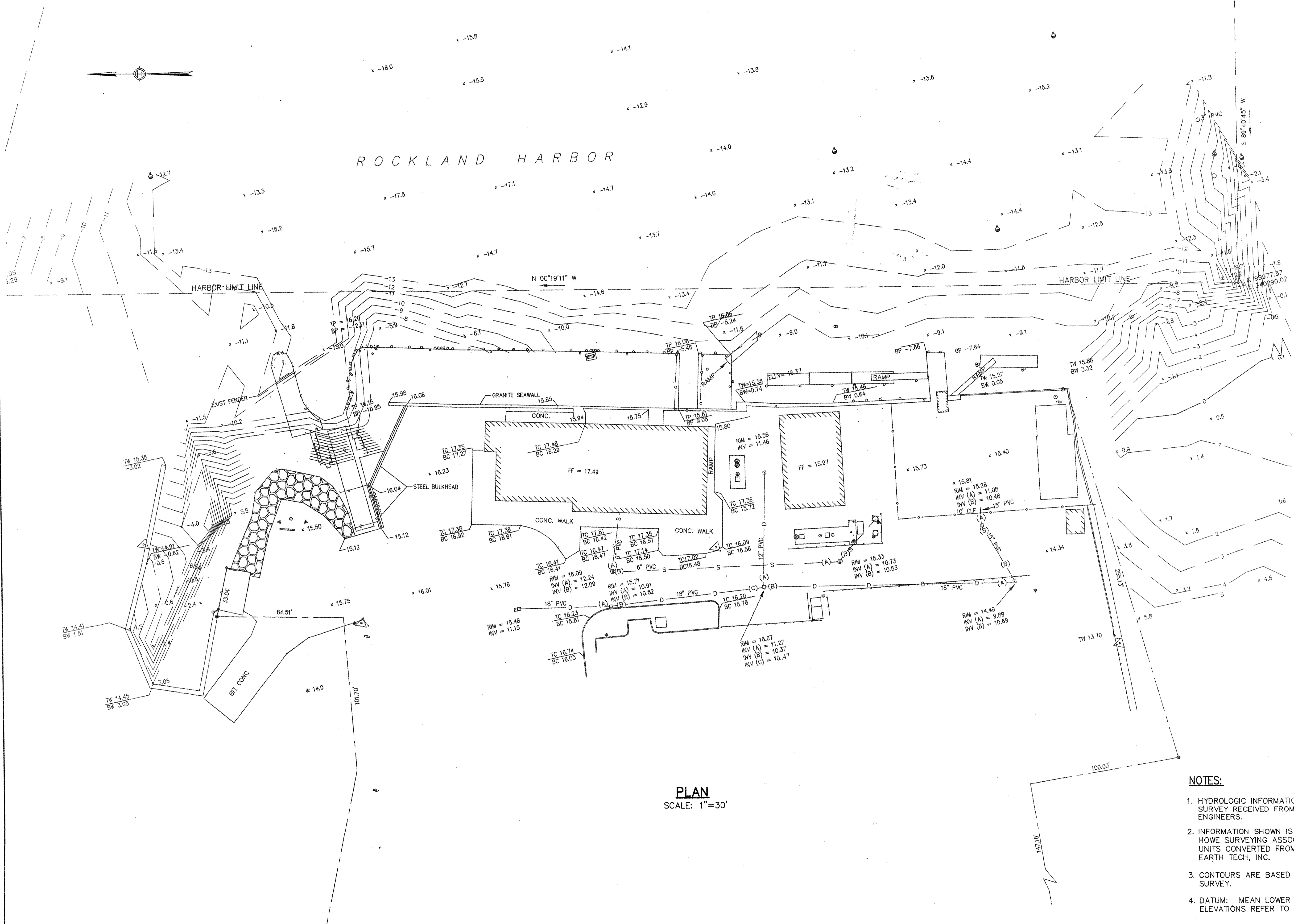
PROJECT INFORMATION
PROGRAM MULTIMODAL
PROJECT MANAGER PAUL POTLIE
DESIGNER DMH
CONSULTANT FAY, SPORFORD & THORNDIKE
CONTRACTOR PROJECT RESIDENT
PROJECT COMPLETION DATE
SIGNATURE: *Paul Potlie*
P.E. NUMBER: 8721
DATE: 6/28/06

ROCKLAND
GENERAL TERMINALS

SHEET NUMBER
G3
3 OF 63

NOTE:
SECTIONS ARE TAKEN ON SHEET G2

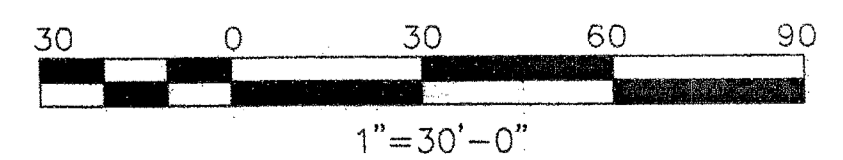
R:\TM-082\5-Drawings\7-FST dwgs\CL_EXISTCOND.dwg 06/27/06 06:32 [26.52] By Tripp_R



PLAN
SCALE: 1"=30'

NOTES:

1. HYDROLOGIC INFORMATION BASED ON BATHYMETRIC SURVEY RECEIVED FROM US ARMY CORPS OF ENGINEERS.
2. INFORMATION SHOWN IS THE SURVEY PREPARED BY HOWE SURVEYING ASSOCIATES, INC., IN 1997 WITH UNITS CONVERTED FROM METRIC TO ENGLISH BY EARTH TECH, INC.
3. CONTOURS ARE BASED ON BATHYMETRIC AND FIELD SURVEY.
4. DATUM: MEAN LOWER LOW WATER (MLLW) = 0.0'. ELEVATIONS REFER TO DATUM.

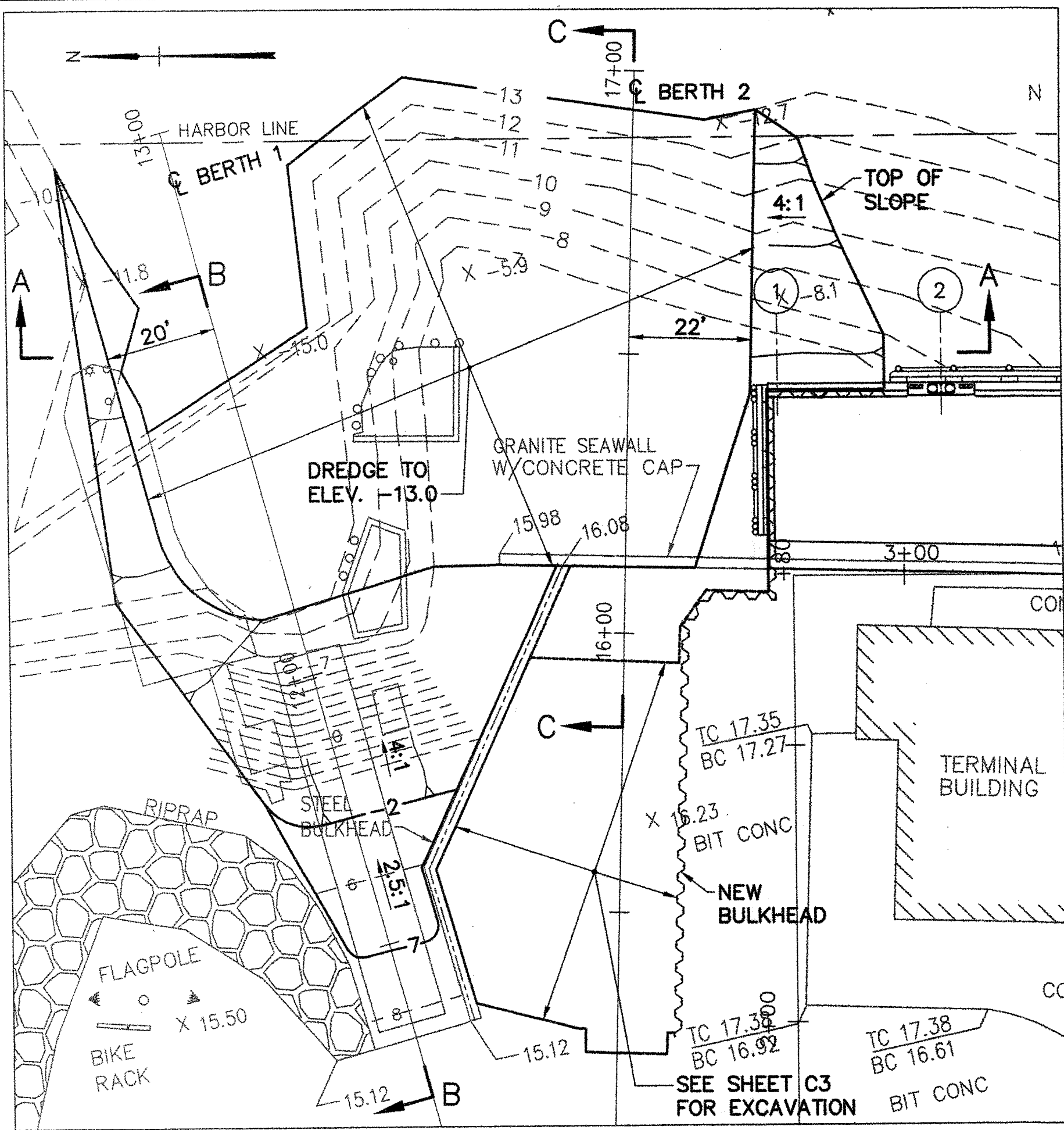


STATE OF MAINE	APPROVED	DATE
DEPARTMENT OF TRANSPORTATION	COMMISSIONER:	CHIEF ENGINEER:

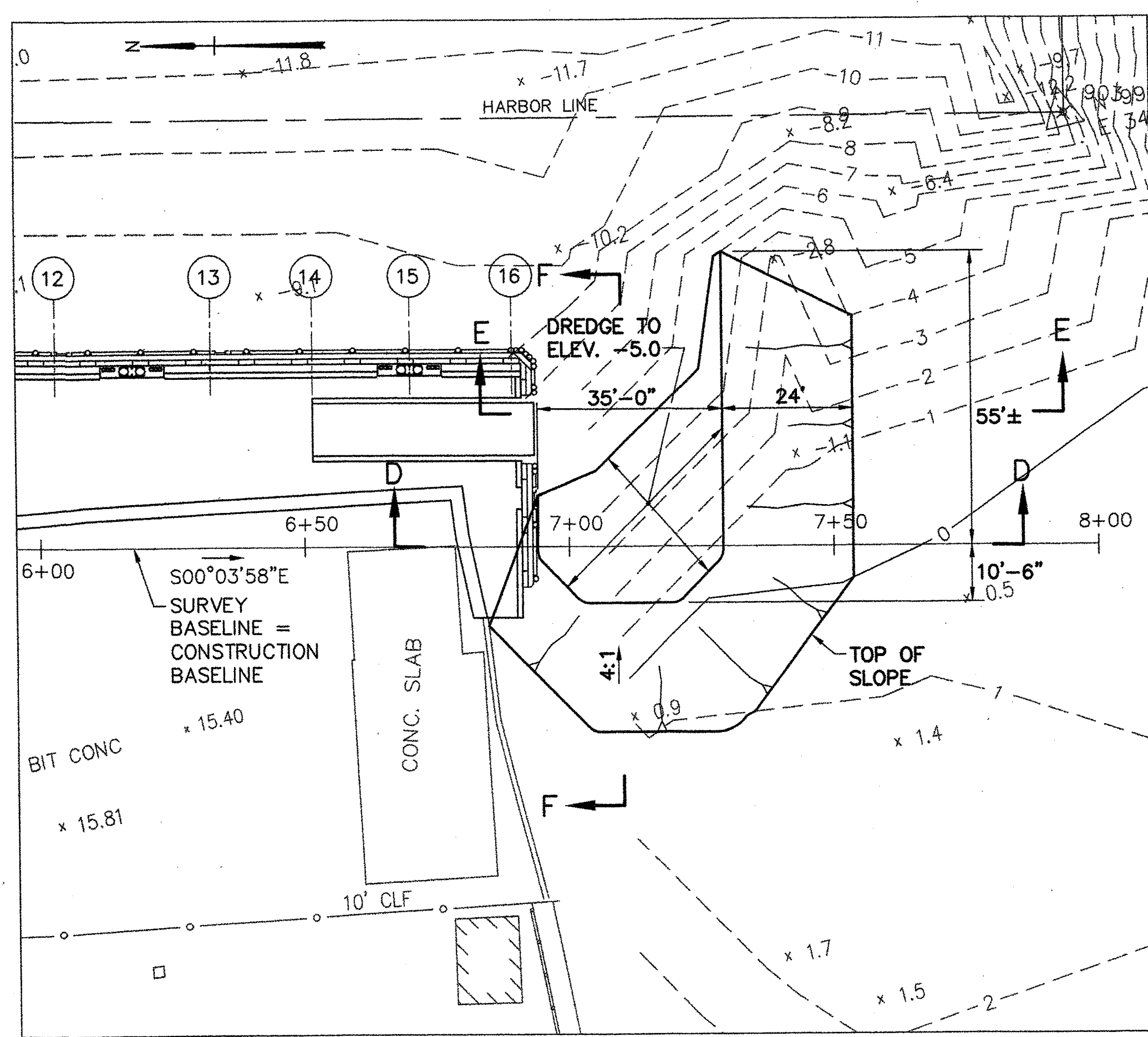
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PROJECT MANAGER	PAUL POTTE		
DESIGNER	EARTH TECH, INC.		
CONSULTANT			
PROJECT RESIDENT			
CONTRACTOR			
PROJECT COMPLETION DATE			6/28/06

PROGRAM	MULTIMODAL	SIGNATURE	P.E. NUMBER
PROJECT MANAGER	PAUL POTTE		
DESIGNER	EARTH TECH, INC.		
CONSULTANT			
PROJECT RESIDENT			
CONTRACTOR			
PROJECT COMPLETION DATE			6/28/06

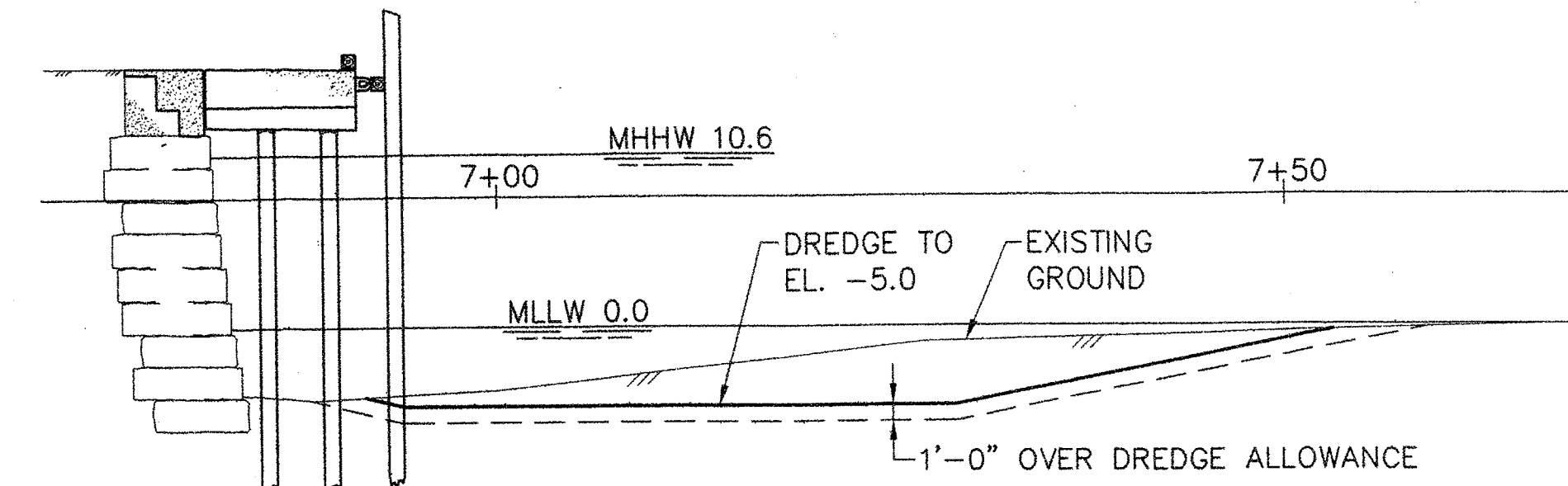
ROCKLAND FERRY TERMINAL EXISTING CONDITIONS PLAN



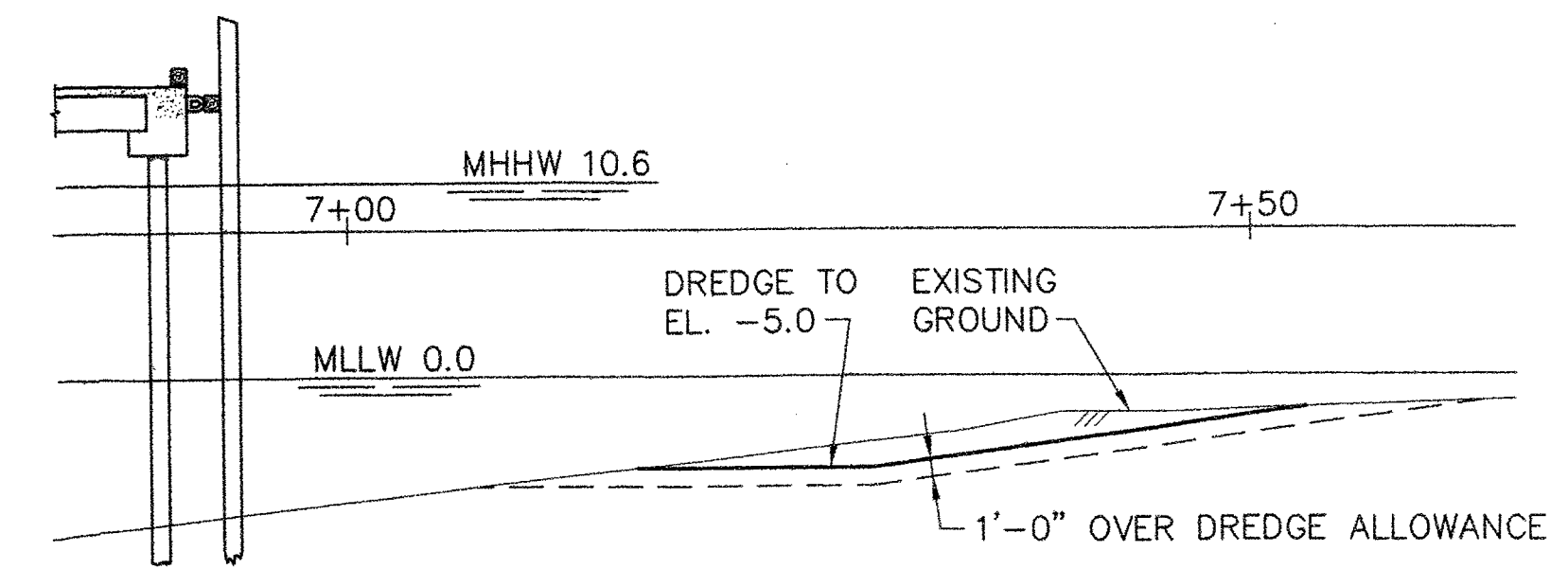
DREDGING PLAN - NORTH END
SCALE: 1"=20'



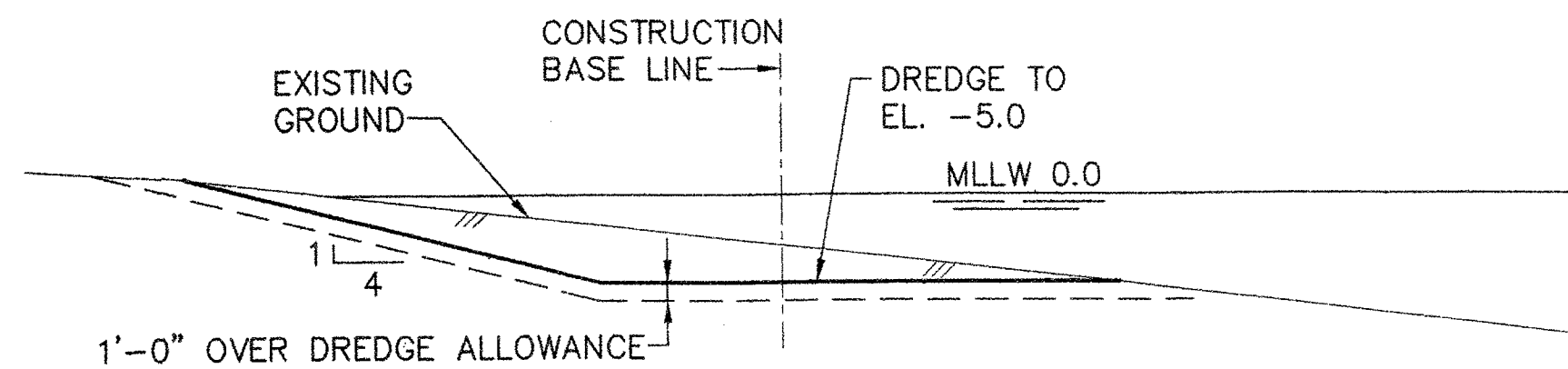
DREDGING PLAN - SOUTH END
SCALE: 1"=20'



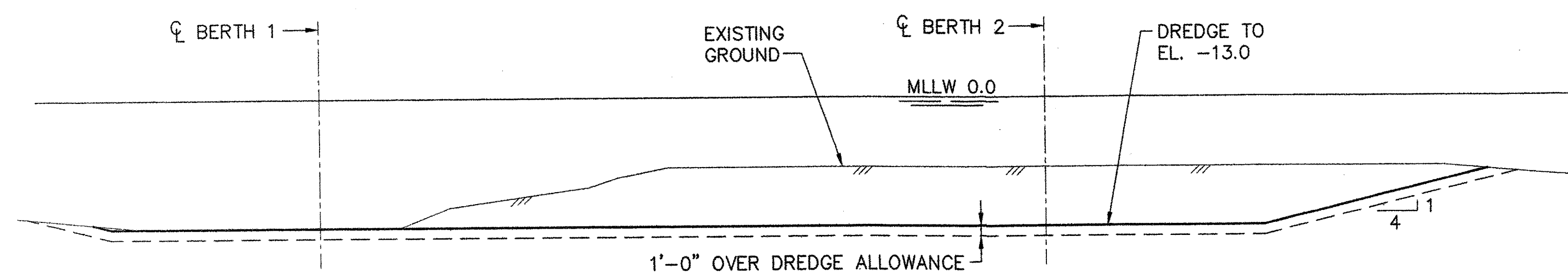
SECTION D-D
SCALE: 1"=10'



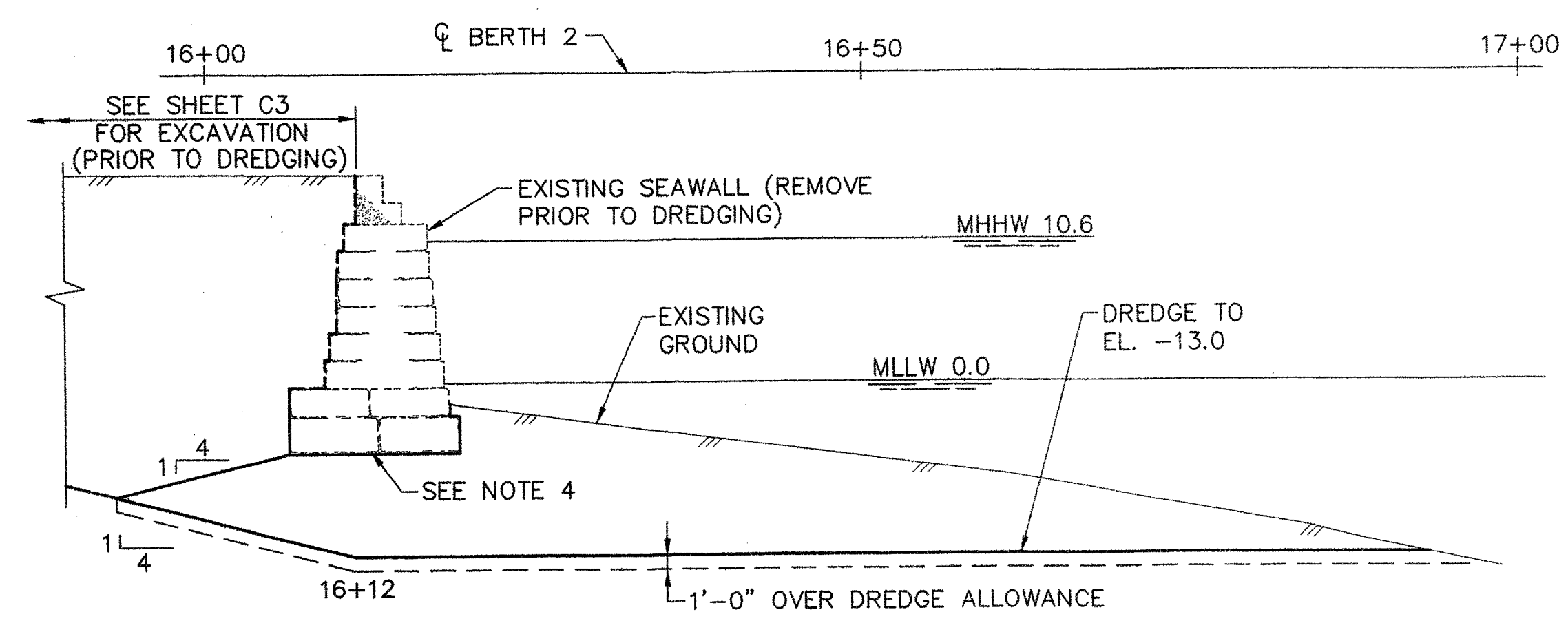
SECTION E-E
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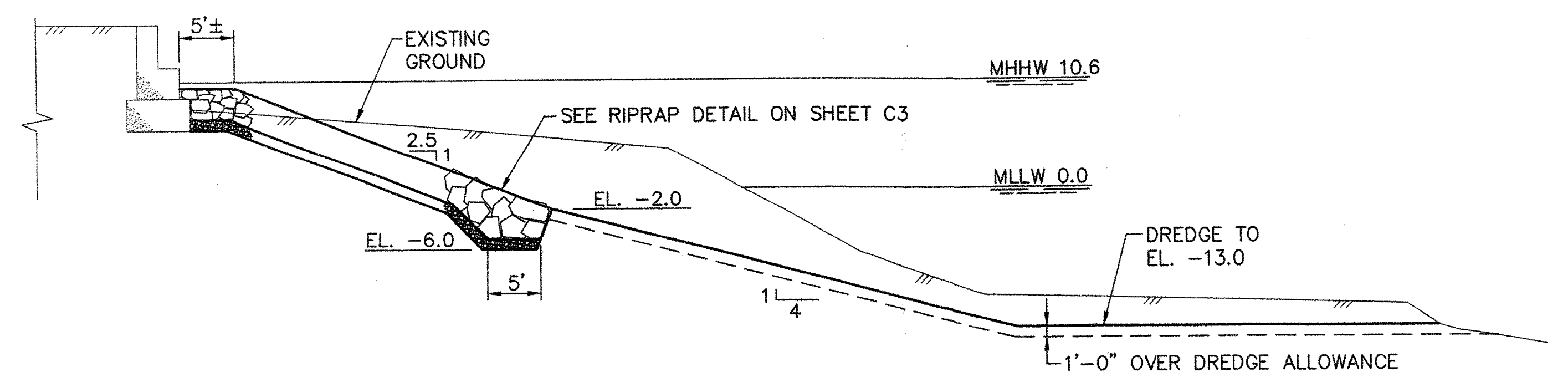
SECTION F-F
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SECTION A-A
SCALE: 1"=10'



SECTION C-C
SCALE: 1"=10'

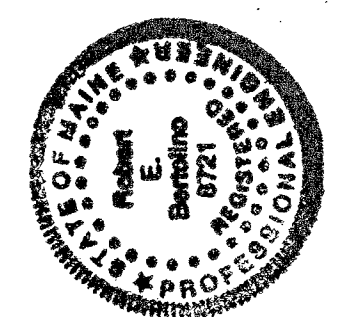


SECTION B-B
SCALE: 1"=10'

NOTE:

1. DREDGE MATERIAL SHALL BE DISPOSED UPLAND AT NORRIDGEWOCK, MAINE LANDFILL.
2. THE ESTIMATED QUANTITIES OF DREDGE MATERIAL ARE AS FOLLOWS:
DREDGE MATERIAL TO SPECIFIED LIMITS: 2,000 CY
OVERDREDGE: 500 CY
2,500 CY
3. EXISTING GROUND IS FROM A SURVEY DATED 1997.
4. THE ELEVATION OF THE BOTTOM OF THE GRANITE SEAWALL IS UNKNOWN. ALL PORTIONS OF THE SEAWALL SHALL BE REMOVED WITHIN THE LIMITS OF THE OVERDREDGE ALLOWANCE.

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		COMMISSIONER	CHIEF ENGINEER

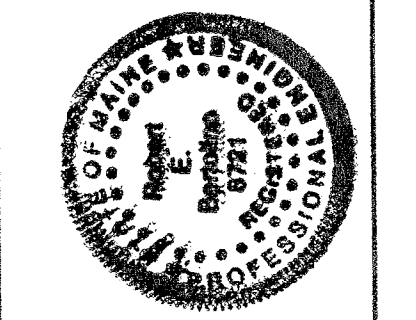


<i>Robert E. Bingham</i>	SIGNATURE	P. E. NUMBER	DATE
		8721	6/28/06

PROGRAM	MULTIMODAL	PROJECT MANAGER	PAUL POTTE	DESIGNER	DWH	CONSULTANT	FAY, SPOFFORD & THORNDIKE	PROJECT RESIDENT		CONTRACTOR		PROJECT COMPLETION DATE	
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ROCKLAND FERRY TERMINAL
DREDGING PLANS AND SECTIONS

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Paul Pottle
SIGNATURE
P.E. NUMBER
8721
DATE
6/28/06

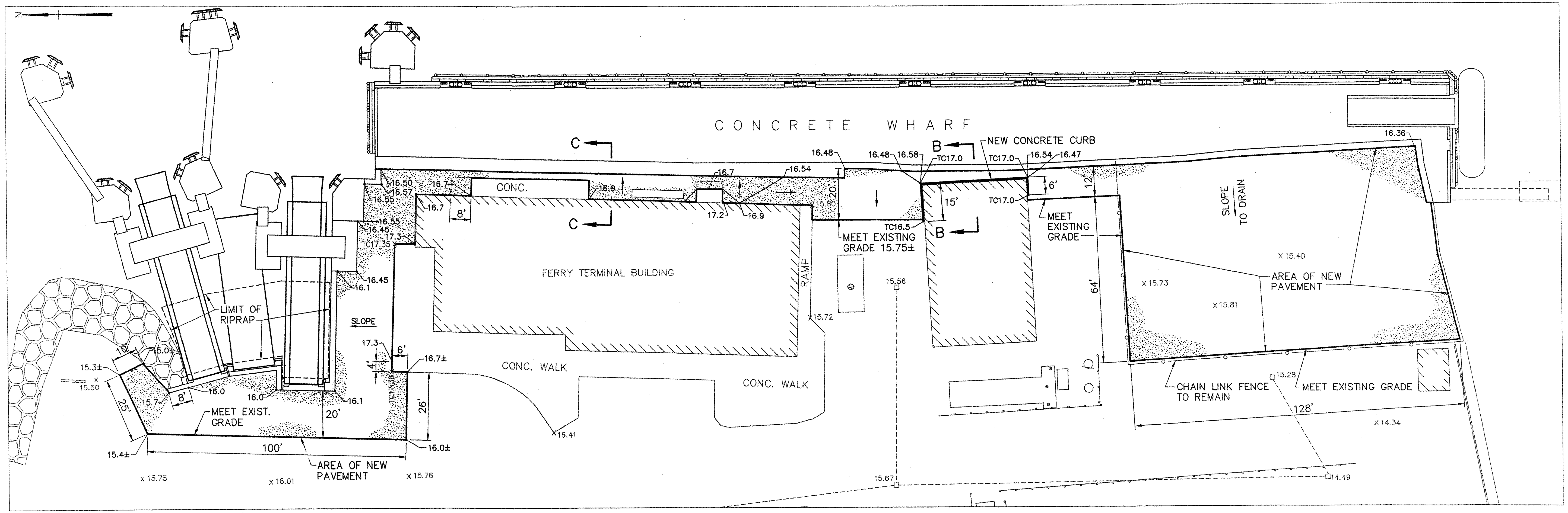
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PROGRAM	MULTIMODAL
PROJECT MANAGER	PAUL POTTLE
DESIGNER	DWH
CONSULTANT	FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

ROCKLAND
FERRY TERMINAL
EARTHWORK AND PAVING
PLANS AND SECTIONS

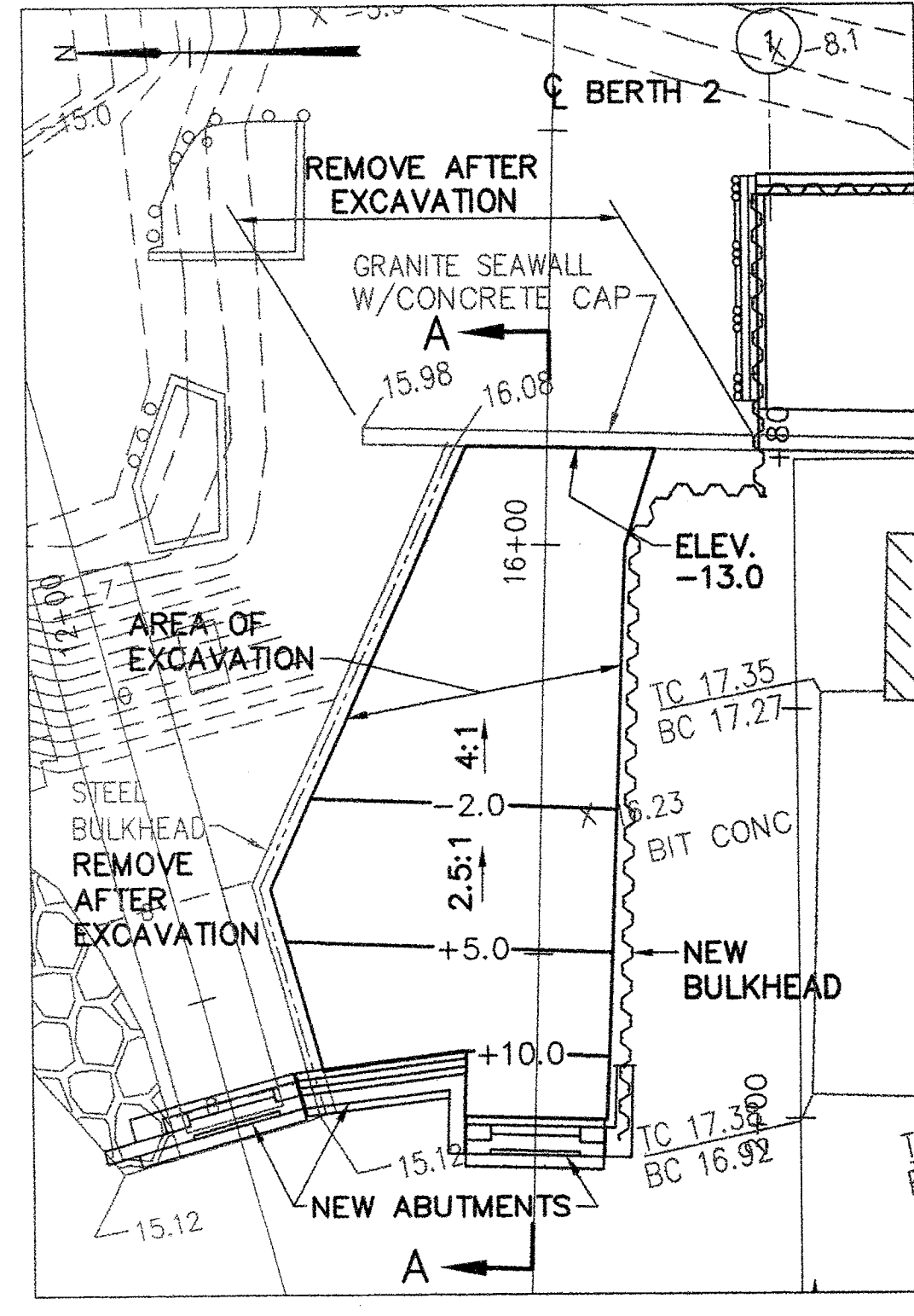
SHEET NUMBER

C3

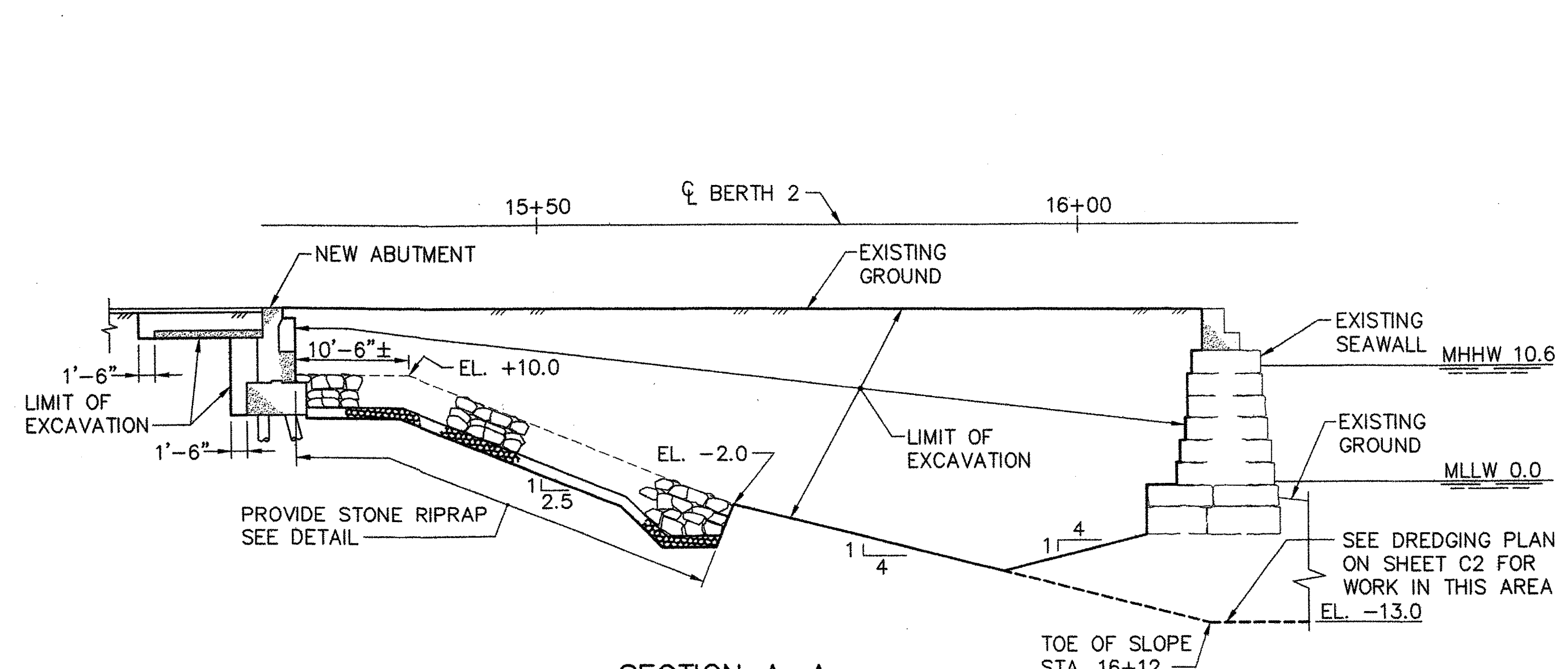
6 OF 63



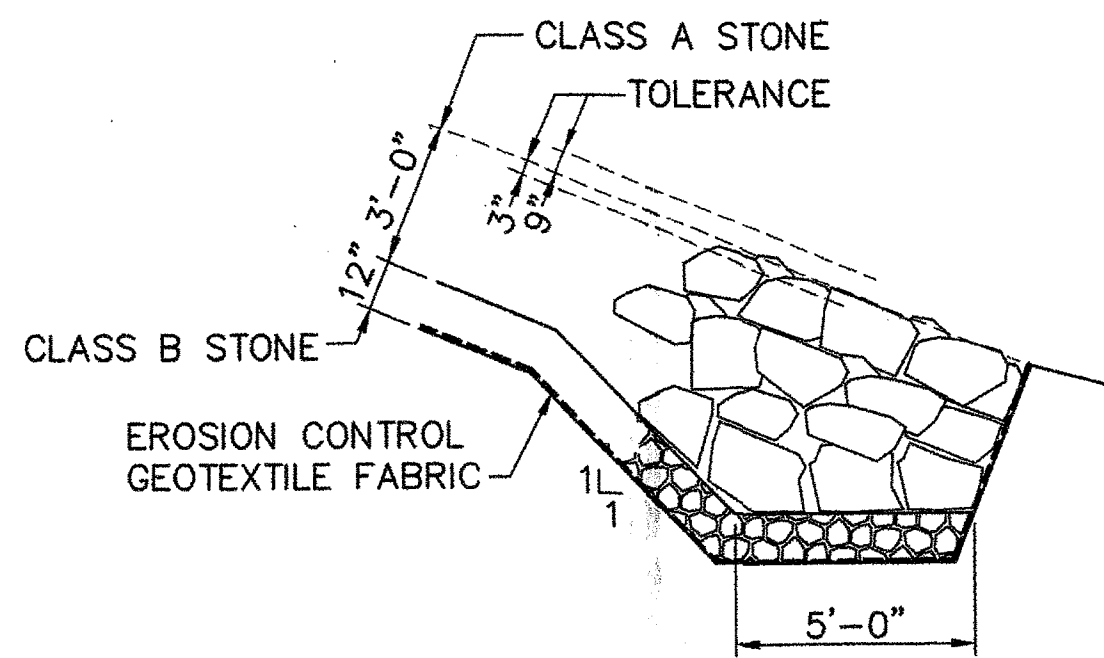
PAVING PLAN
SCALE: 1"=20'



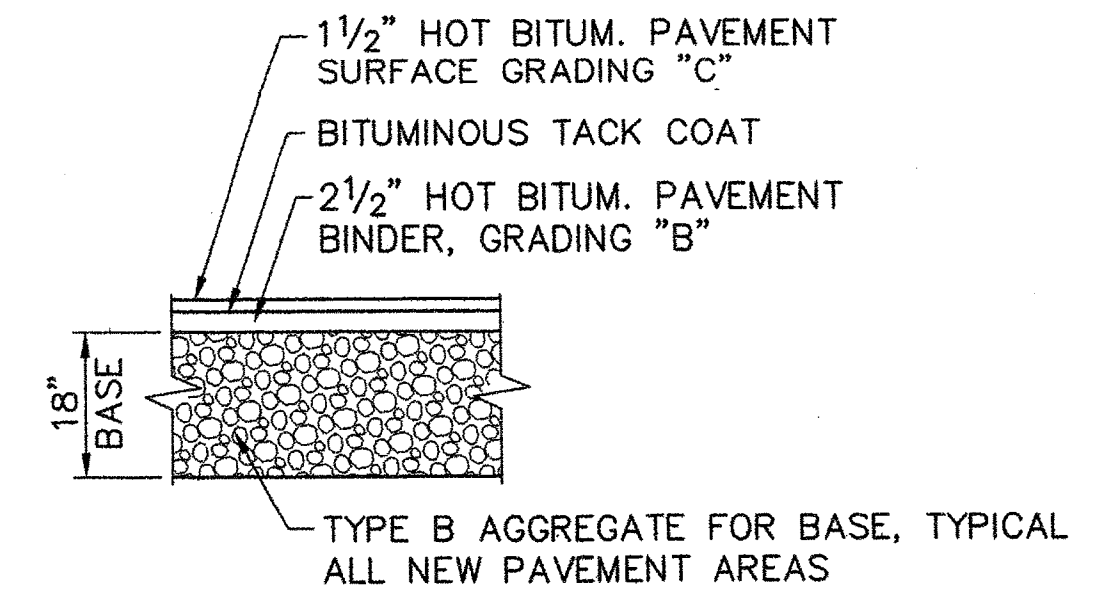
EXCAVATION PLAN
SCALE: 1"=20'



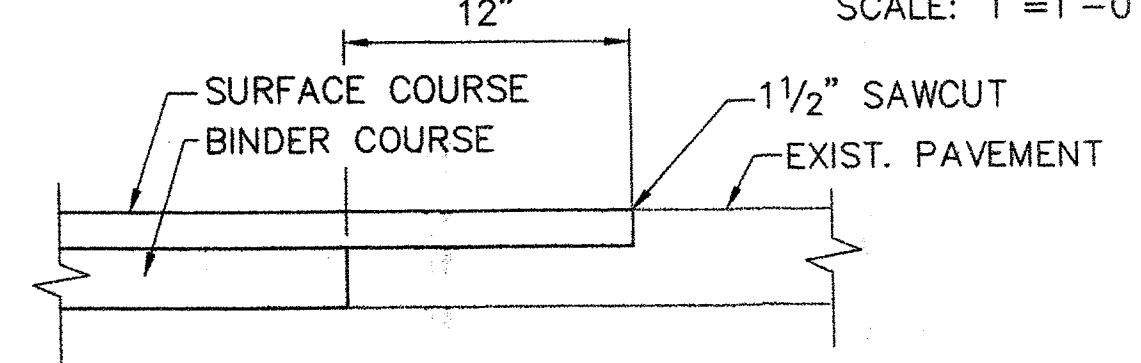
SECTION A-A
SCALE: 1"=10'



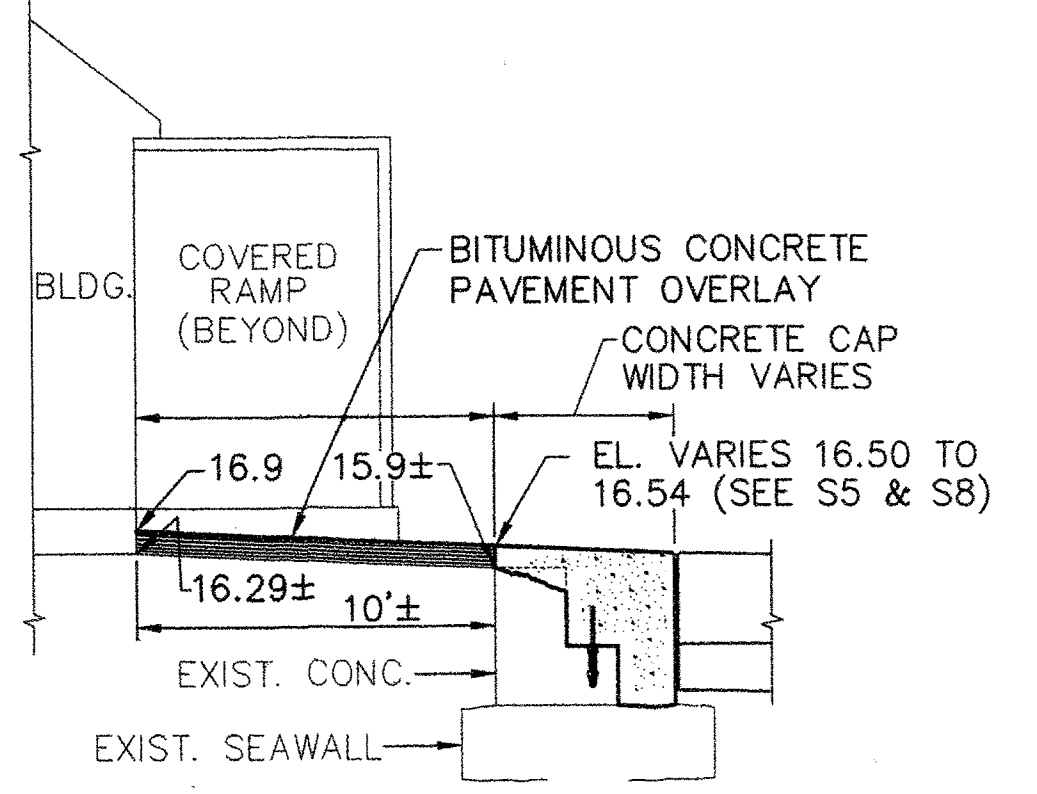
DETAIL - RIPRAP
SCALE: 1/4"=1'-0"



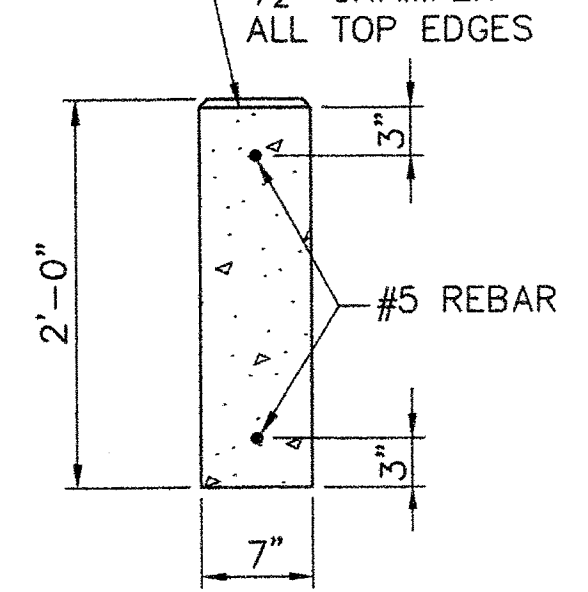
DETAIL - PAVEMENT
SCALE: 1/2"=1'-0"



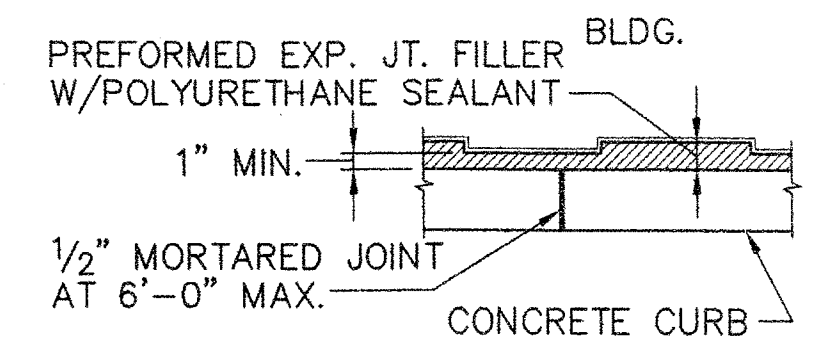
DETAIL AT EXISTING PAVEMENT
SCALE: 1 1/2"=1'-0"



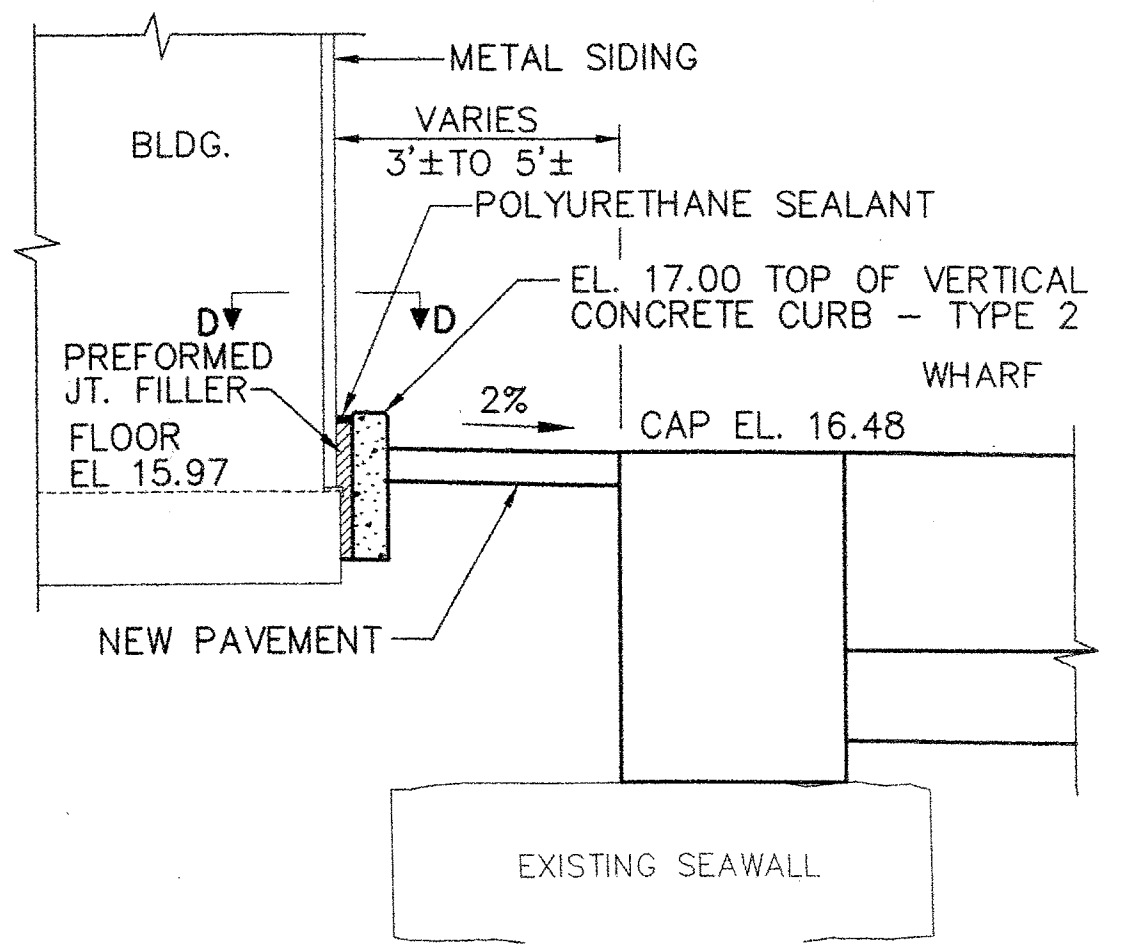
SECTION C-C
SCALE 3/16"=1'-0"



TYPE 2 CURB
SCALE: 1"=1'-0"



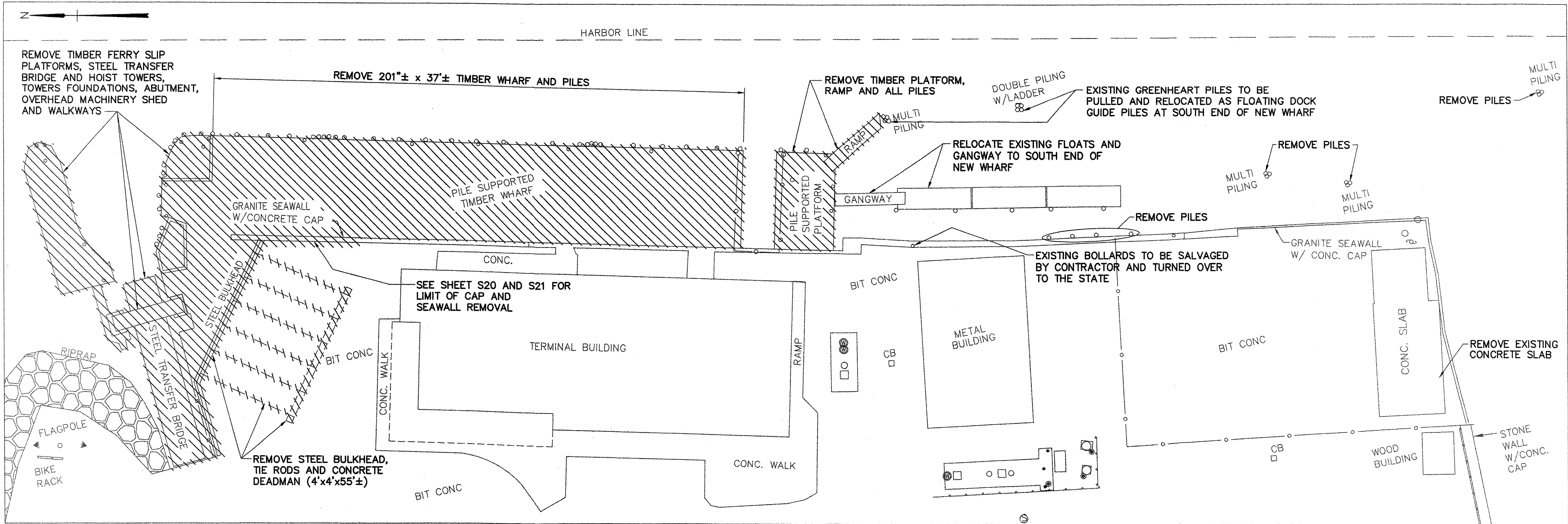
SECTION D-D
SCALE: 3/8"=1'-0"



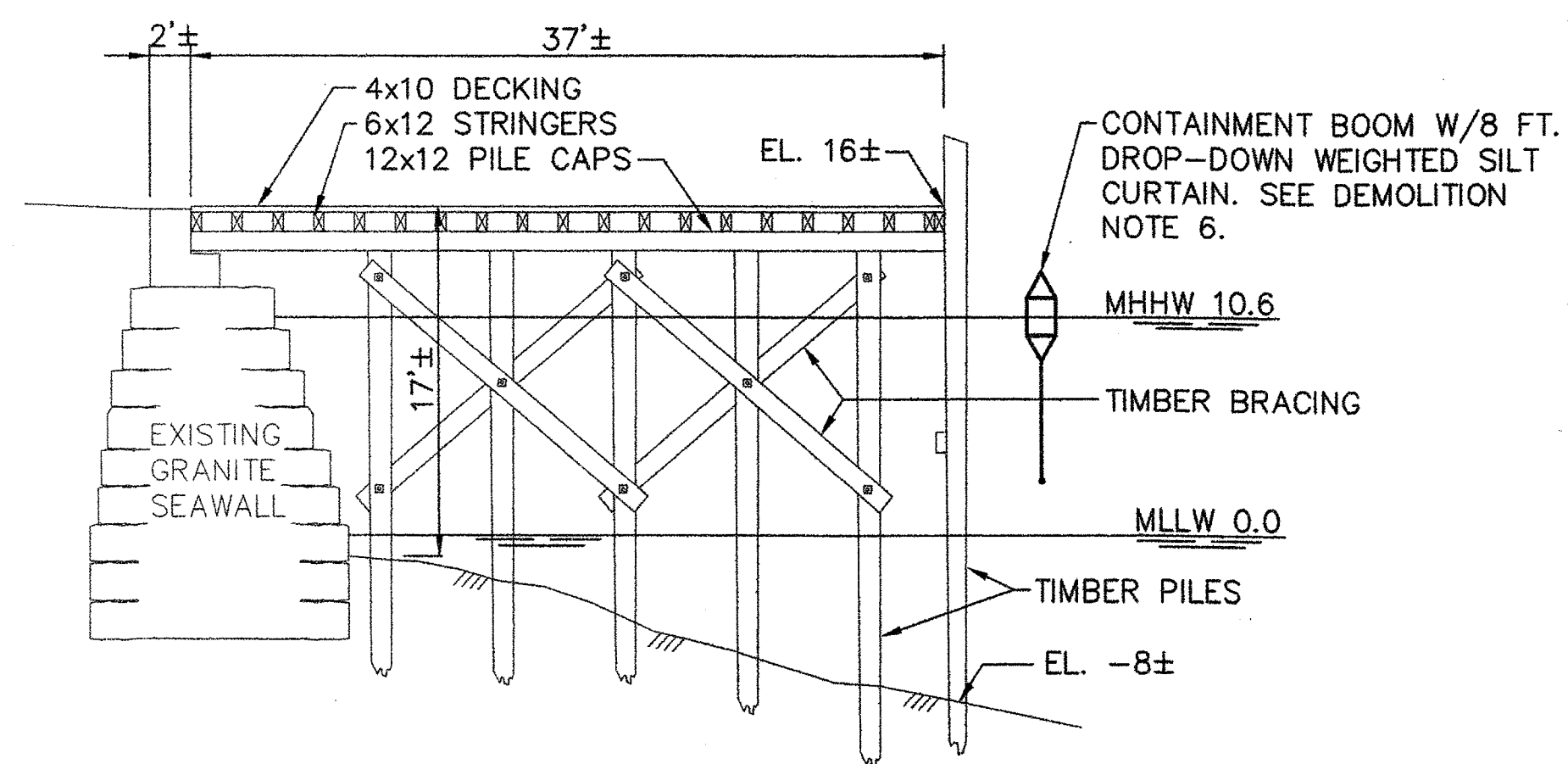
SECTION B-B
SCALE: 3/8"=1'-0"

LEGEND:
x 15.27 EXISTING SPOT GRADE
/ 15.27 NEW SPOT GRADE

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DEMOLITION PLAN
SCALE: 1"=20'



- NOTES:
1. ALL MEMBER SIZES SHOWN ARE APPROXIMATE AND MAY VARY.
 2. TYPICAL PILE BENT SPACING IS 10'±.
 3. ALL EXISTING TIMBER, INCLUDING FERRY SLIP PLATFORMS, IS CREOSOTE TREATED.

TYPICAL SECTION - EXISTING WHARF
1/8"=1'-0"

DEMOLITION NOTES:

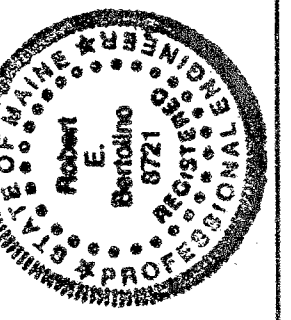
1. FOR DETAILS OF EXISTING TRANSFER BRIDGE, FERRY SLIP PLATFORMS, HOIST TOWERS, MACHINERY SHED AND STEEL BULKHEAD, SEE DEMOLITION REFERENCE DRAWINGS 1 THRU 7.
2. REMOVE SHALL MEAN TO INCLUDE THE TRANSPORT AND LAWFUL DISPOSAL OF ALL DEMOLISHED OR DISASSEMBLED FEATURES.
3. CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN ALL NECESSARY FEDERAL, STATE AND LOCAL PERMITS AND PROVIDE DOCUMENTATION INDICATING LEGAL DISPOSAL OF MATERIALS REMOVED FROM THE SITE AS PART THIS DEMOLITION.
4. CONTRACTOR SHALL SALVAGE MOTORS, WINCH, LIMIT SWITCHES, BRONZE IDENTIFICATION PLATES AND OTHER ITEMS AS DIRECTED.
5. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO AND DURING ALL DEMOLITION AND CONSTRUCTION ACTIVITIES ON SITE AND SHALL BE INSPECTED AND MAINTAINED AFTER EACH STORM EVENT.
6. A SILT CONTAINMENT CURTAIN SHALL BE IN PLACE PRIOR TO AND DURING ALL DEMOLITION AND CONSTRUCTION ACTIVITIES AND SHALL BE INSPECTED EVERY OTHER DAY OR AS DIRECTED. REPAIRS SHALL BE MADE IMMEDIATELY.
7. SEE CONSTRUCTION PHASING DRAWING, SHEET S2, FOR ADDITIONAL INFORMATION REGARDING THE SEQUENCE FOR DEMOLITION AND CONSTRUCTION.
8. PILE DEMOLITION SHALL CONSIST OF PULLING PILES IN THEIR ENTIRETY, EXCEPT AT LOCATIONS WHERE THEY WILL BE UNDER THE NEW WHARF, AND WILL NOT INTERFERE WITH THE NEW PILES. AT THESE LOCATIONS THE PILES MAY BE CUT OFF AT THE GROUND LINE.
9. THE CONTRACTOR SHALL SAWCUT PAVEMENT WHERE PAVEMENT TO BE REMOVED ABUTS PAVEMENT TO REMAIN AND WHERE NEW PAVEMENT ABUTS EXISTING PAVEMENT.
10. REMOVED GRANITE BLOCKS FROM THE SEAWALL SHALL BECOME THE PROPERTY OF THE STATE OF MAINE AND SHALL BE DELIVERED TO A LOCATION, IN ROCKLAND, TO BE DETERMINED.

LEGEND:

INDICATES FEATURE TO BE DEMOLISHED OR REMOVED

R:\TM-082\5-Drawings\7-FST dwgs\01_Demo-PLN.dwg 06/23/06 12:44 [32.73] By Tripp_R

STATE OF MAINE	APPROVED	DATE
DEPARTMENT OF TRANSPORTATION	COMMISSIONER:	
	CHIEF ENGINEER:	



Robert E. Berardino
SIGNATURE
P.E. NUMBER
8721
DATE
6/28/06

PROGRAM	MULTIMODAL
PROJECT MANAGER	PAUL POTLE
DESIGNER	DWY. SPOFFORD & THORNDIKE
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

ROCKLAND FERRY TERMINAL
DEMOLITION PLAN AND SECTION

SHEET NUMBER
D1
7 OF 63

GENERAL

- THESE NOTES CONTAIN GENERAL INFORMATION AND ARE NOT COMPLETE FOR CONSTRUCTION PURPOSES. CONTRACTOR SHALL VERIFY INFORMATION GIVEN HERE WITH SPECIFICATIONS AND OTHER DRAWINGS AND BRING ANY CONFLICTS TO THE ENGINEER'S ATTENTION BEFORE BEGINNING AFFECTED WORK. IN GENERAL, SPECIFICATIONS AND DRAWINGS TAKE PRECEDENCE OVER THESE NOTES.
- ALL DIMENSIONS, DETAILS AND EXISTING CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN HORIZONTAL AND VERTICAL CONTROLS IN THE MAINE STATE PLANE COORDINATE SYSTEM.

SPECIFICATIONS AND CODES

- PROJECT SPECIFICATIONS.
- STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, HIGHWAYS AND BRIDGES, DECEMBER 2002, INCLUDING ALL SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
- CODES AND OTHER REFERENCES
 - NAVFAC DESIGN MANUALS, INCLUDING:
 - DM-26.4 FIXED MOORINGS
 - DM-26.6 MOORING DESIGN PHYSICAL AND EMPIRICAL DATA
 - AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (AASHTO), 17TH EDITION.
 - AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS "GUIDE SPECIFICATIONS FOR FRACTURE CRITICAL NON-REDUNDANT STEEL BRIDGE MEMBERS."

SURVEY CONTROL

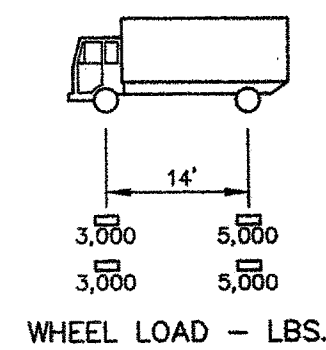
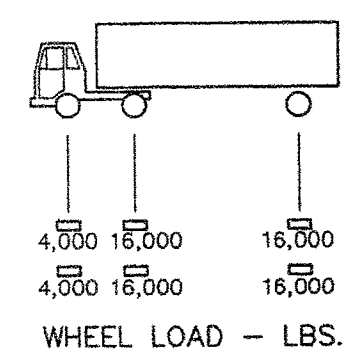
- VERTICAL CONTROL FOR MARINE STRUCTURES IS IN REFERENCE TO MLLW (MEAN LOWER LOW WATER).
- HORIZONTAL CONTROL IS THE MAINE STATE PLANE COORDINATE SYSTEM (EAST ZONE), NAD 27.

WHARF AND TRESTLE DESIGN LOADS

- DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 2002, SEVENTEENTH EDITION.

2. VERTICAL LOADS:

- | | |
|-----------------------------------|--------------------------------|
| <u>WHARF</u> | <u>TRESTLE</u> |
| A. UNIFORM LIVE LOAD = 200 PSF | A. UNIFORM LIVE LOAD = 100 PSF |
| OR B. AASHTO STANDARD HS 20 TRUCK | OR B. 8 TON TRUCK |



3. HORIZONTAL LOADS:

- | | |
|---------|---------|
| WHARF | 500 PLF |
| TRESTLE | 250 PLF |
- A. VESSEL LOADS
- | | |
|---------|--|
| WHARF | 700 PLF / 1.40 INCREASE IN ALLOWANCE = 500 PLF |
| TRESTLE | N/A |
- B. WIND LOAD 300 PLF / 1.25 INCREASE IN ALLOWANCE = 240 PLF
- C. SEISMIC
- PERFORMANCE CATEGORY B
 IMPORTANCE CLASSIFICATION I
 ACCELERATION COEFFICIENT A=0.04
 SOIL PROFILE TYPE 1
 SOIL COEFFICIENT S=1.0
 RESPONSE MODIFICATION FACTOR:
 PILE BENTS TRANSVERSE: R=3
 LONGITUDINAL: R=3
 ABUTMENT R=1
 (NOTE WITH R=3, SEISMIC FORCE / 1.50 INCREASE IN ALLOWABLE < 150 PLF AND DOES NOT CONTROL)

4. RAILINGS:
- | | | |
|------------------|---------------------|-------------------------|
| STEEL PEDESTRIAN | VERTICAL = 50 PLF | } ACTING SIMULTANEOUSLY |
| | HORIZONTAL = 50 PLF | |

ALUMINUM GANGWAYS

- THE DESIGN AND CONSTRUCTION OF THE ALUMINUM GANGWAYS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR THE ITEM ALUMINUM GANGWAY.
- VERTICAL LOADS:
 - UNIFORM LIVE LOAD 85 PSF
 - ADDITIONAL DEAD LOAD 50 PLF
- HORIZONTAL LOADS:
 - WIND - TRANSVERSE 50 PLF
 - WIND - LONGITUDINAL 12 PLF
 - THERMAL - TEMP. RANGE FOR METAL STRUCTURE = 110°F
- HANDRAIL SHALL BE DESIGNED FOR A CONCENTRATED HORIZONTAL LOAD OF 200 POUNDS ACTING AT THE CENTER OF THE RAILING.

CONCRETE

- MINIMUM 28-DAY COMPRESSIVE STRENGTH FOR CAST-IN-PLACE CONCRETE: (CLASS AA) $f_c = 4350$ PSI
- MINIMUM 28-DAY COMPRESSIVE STRENGTH FOR PRECAST CONCRETE: (CLASS P) $f_c = 6000$ PSI
PRESTRESSED DECK PANELS (CLASS P) $f_c = 6000$ PSI
- CHAMFER EXPOSED CORNERS 3/4" UNLESS NOTED OTHERWISE
- CONSTRUCTION JOINTS SHALL BE PROVIDED ONLY AS SHOWN ON THE DRAWINGS

REINFORCEMENT

- REINFORCING STEEL: ASTM A615 GRADE 60, DEFORMED, EPOXY COATED, UNLESS OTHERWISE NOTED
- PRESTRESSING STEEL: ASTM A416, GRADE 270, UNCOATED, LOW-RELAXATION SEVEN WIRE STRAND
- ROCK ANCHORS: ASTM A722, GRADE 150 DEFORMED, WITH TRIPLE CORROSION PROTECTION
- SPLICING OF REINFORCING STEEL OVER 20 FEET IN LENGTH IS PERMITTED. STAGGER SPLICES ONE SPLICE LENGTH MINIMUM WHERE POSSIBLE.

PROVIDE MINIMUM SPLICE LENGTHS IN ACCORDANCE WITH THE FOLLOWING TABLE, UNLESS NOTED OTHERWISE. TABULATED VALUES SHALL BE MULTIPLIED BY 1.63 WHEN BAR SPACING IS LESS THAN 6 BAR DIAMETERS OR COVER IS LESS THAN 3 BAR DIAMETERS (1.32 FOR TOP BARS).

BAR SIZE	#4	#5	#6	#7	#8	#9	#10
TOP BAR* (INCHES)	26	33	35	48	63	80	101
BOTTOM BAR (INCHES)	19	23	25	34	45	57	72

* TOP BARS ARE HORIZONTAL BARS PLACED SO THAT MORE THAN 12 INCHES OF CONCRETE IS CAST BELOW THE REINFORCEMENT.

- MECHANICAL COUPLERS SHALL BE DESIGNED FOR:
 - A. 125 PERCENT OF YIELD STRENGTH OF REINFORCING STEEL $F_y \leq 60$ KSI
 - B. 125 PERCENT OF YIELD STRENGTH OF ROCK ANCHORS $F_y > 60$ KSI

STRUCTURAL STEEL AND MISCELLANEOUS STEEL FABRICATIONS

- STEEL SHAPES AND PLATES SHALL BE ASTM A709, GRADE 36 TYPICAL, ASTM A709 GRADE 50 WHERE NOTED
- PIPES AND SLEEVES SHALL BE ASTM A53, GRADE B
- STRUCTURAL TUBING SHALL BE ASTM A500, GRADE B
- ALL BOLTS AND NUTS SHALL CONFORM TO ASTM A325, UNLESS NOTED OTHERWISE. SET ANCHOR BOLTS BY TEMPLATE ONLY
- ALL MISCELLANEOUS STEEL, INCLUDING ALL FASTENERS, UNLESS NOTED OTHERWISE, SHALL BE HOT-DIP GALVANIZED. GALVANIZE ITEMS AFTER FABRICATION. STRESS RELIEVE BENDS BEFORE GALVANIZING. GALVANIZING DAMAGED ACCIDENTALLY OR DUE TO FIELD WELDING SHALL BE RESTORED WITH A FIELD APPLIED GALVANIZING COMPOUND
- WELDING ELECTRODES: E70XX, LOW HYDROGEN
- NEOPRENE: 60 DUROMETER HARDNESS

STEEL PIPE PILINGS

- STEEL PIPE PILES SHALL CONFORM TO ASTM A252, GRADE 3 $F_y = 45$ KSI MINIMUM, SEAMLESS OR STRAIGHT SEAM WELDED.
- STEEL PIPE PILE ORDER LENGTHS SHALL BE DETERMINED BY THE CONTRACTOR BASED ON PILE EMBEDMENT AND DRIVING ALLOWANCES AS INDICATED ON THE DRAWINGS AND IN THE SPECIFICATIONS
- ALL STEEL PIPE PILES SHALL BE FUSION BONDED EPOXY COATED OVER THE FULL LENGTH.
- ALL STEEL PIPE PILES SHALL BE FILLED WITH CONCRETE

STEEL SHEET PILE BULKHEAD

SEE BULKHEAD SHEET NO. S21 FOR NOTES.

TRANSFER BRIDGE

FOR DESIGN DATA OF THE TRANSFER BRIDGE REFER TO THE TRANSFER BRIDGE DRAWINGS.

DOLPHIN/FENDER DESIGN LOADS

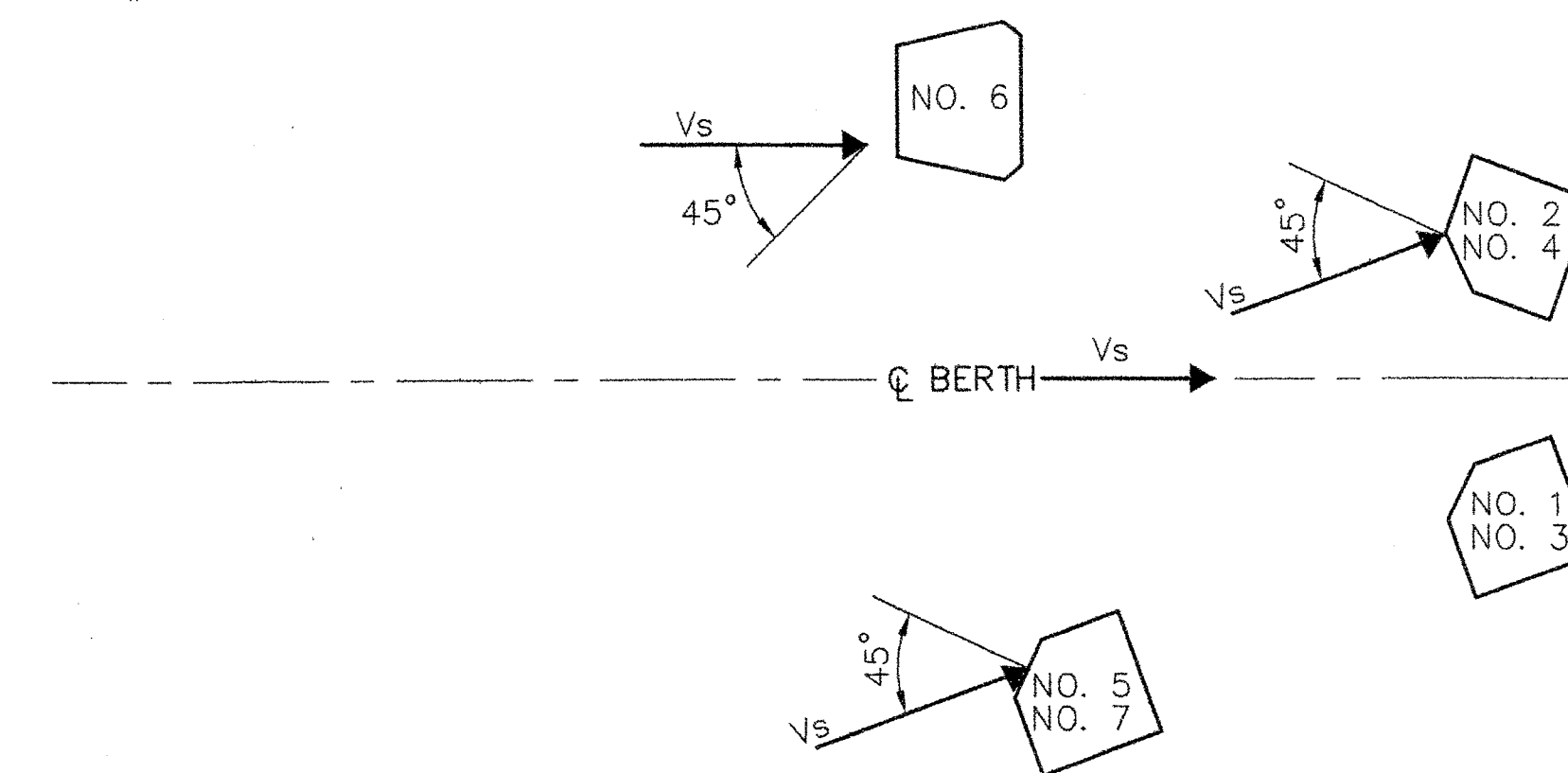
VESSEL:

DESIGN VESSEL:

'CAPTAIN NEAL BURGESS'
 LENGTH = 130 FT.
 MAX. DISPLACEMENT = 412 LONG TONS
 MOORING LINE - 1 1/2 DIA. POLYESTER/NYLON ROPE TENSILE STRENGTH = 87,000 LBS. WORKING STRENGTH=14,500 LBS.

BERTHING LOADS:

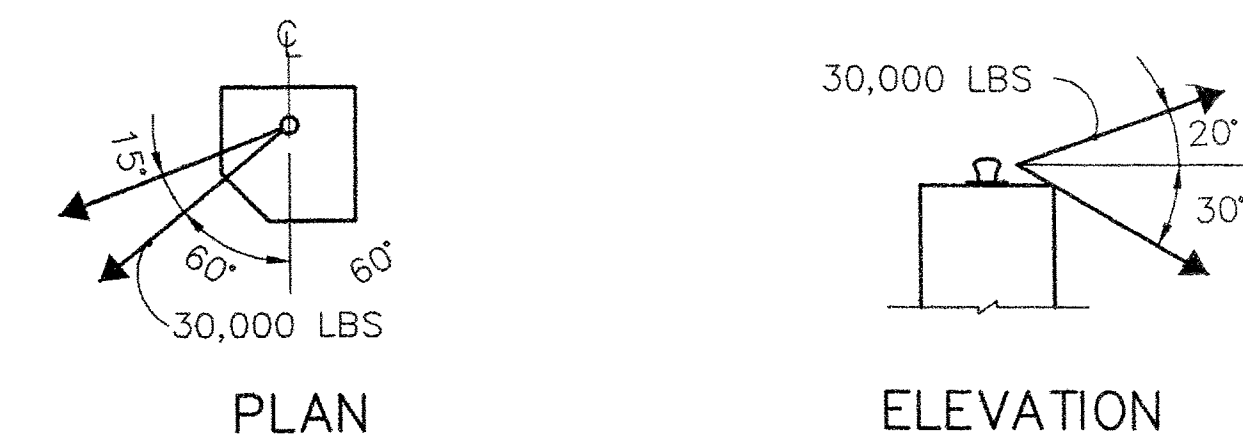
DOLPHIN No.	BERTHING VELOCITY		ENERGY TO FENDER	MAX. REACTION ON DOLPHIN
	SHIP VELOCITY (Vs)	FENDER		
1 THRU 7	2.0 KNOTS	1.4 KNOTS	63,000 FT. LBS.	126,000 LB.



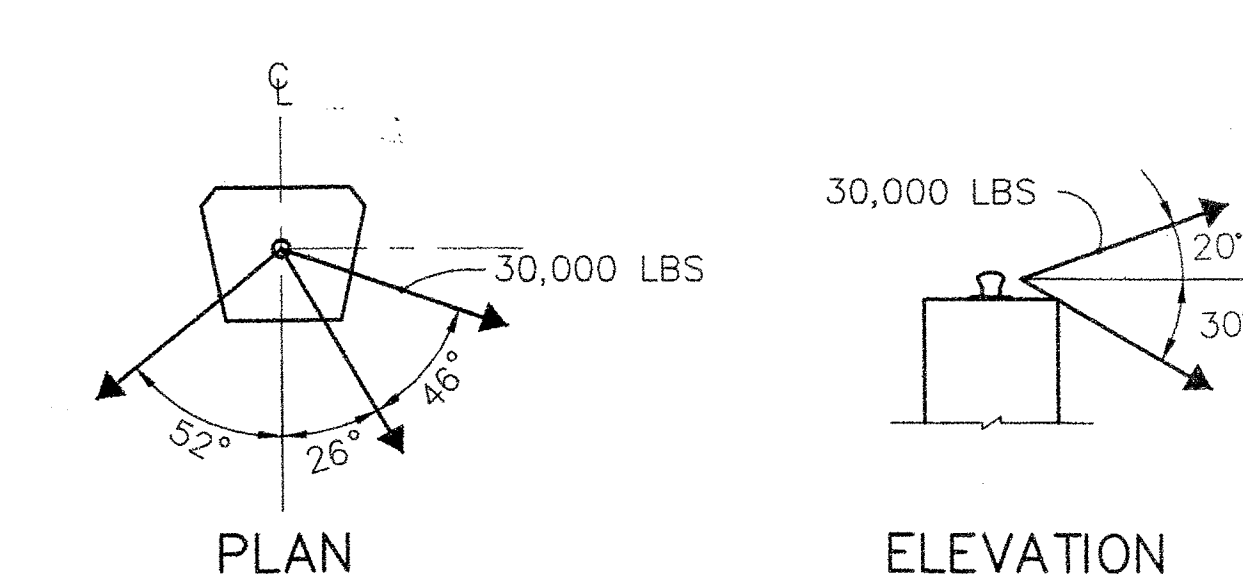
BERTHING ANGLES

MOORING LOADS:

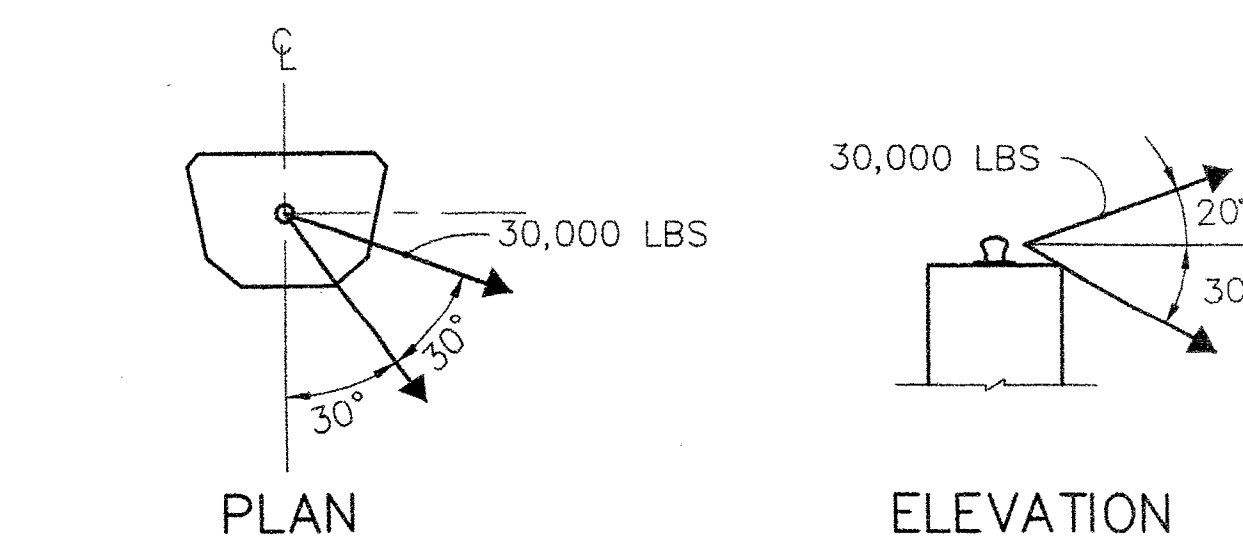
DOLPHIN No. 1 THRU No. 5
 MOORING LINE PULL: SINGLE LINE IN EACH DIRECTION.



DOLPHIN No. 6
 MOORING LINE PULL: SINGLE LINE IN EACH DIRECTION.



DOLPHIN No. 7
 MOORING LINE PULL: SINGLE LINE IN EACH DIRECTION.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION

APPROVED

DATE

COMMISSIONER:

CHIEF ENGINEER:

SIGNATURE

P.E. NUMBER

DATE

PROJECT INFORMATION

MULTIMEDIA

PAUL POTTE

DWH, CWC

FAY, SPOFFORD & THORNDIKE

PROJECT MANAGER

DESIGNER

CONSULTANT

PROJECT RESIDENT

CONTRACTOR

PROJECT COMPLETION DATE

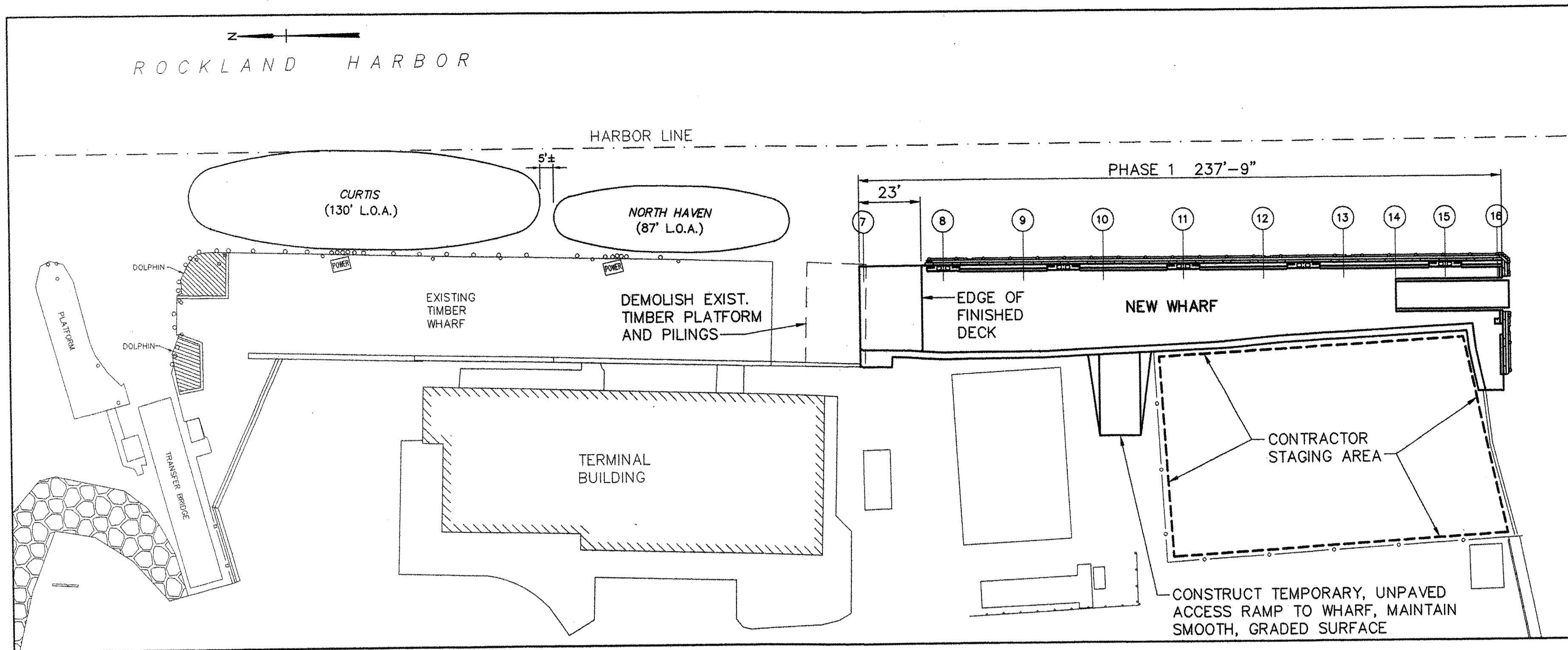
ROCKLAND FERRY TERMINAL

GENERAL NOTES AND DESIGN DATA

SHEET NUMBER

S1

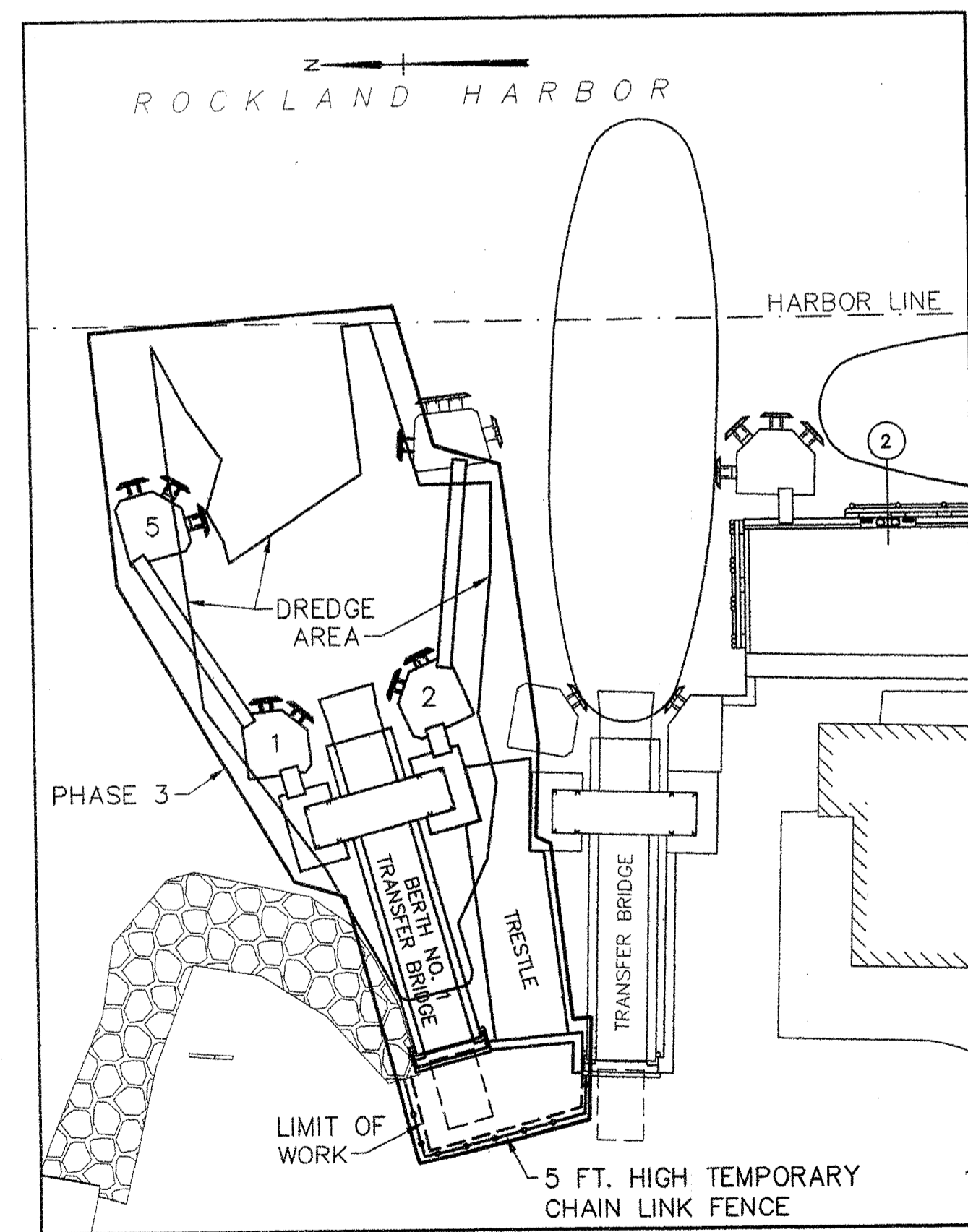
8 OF 63



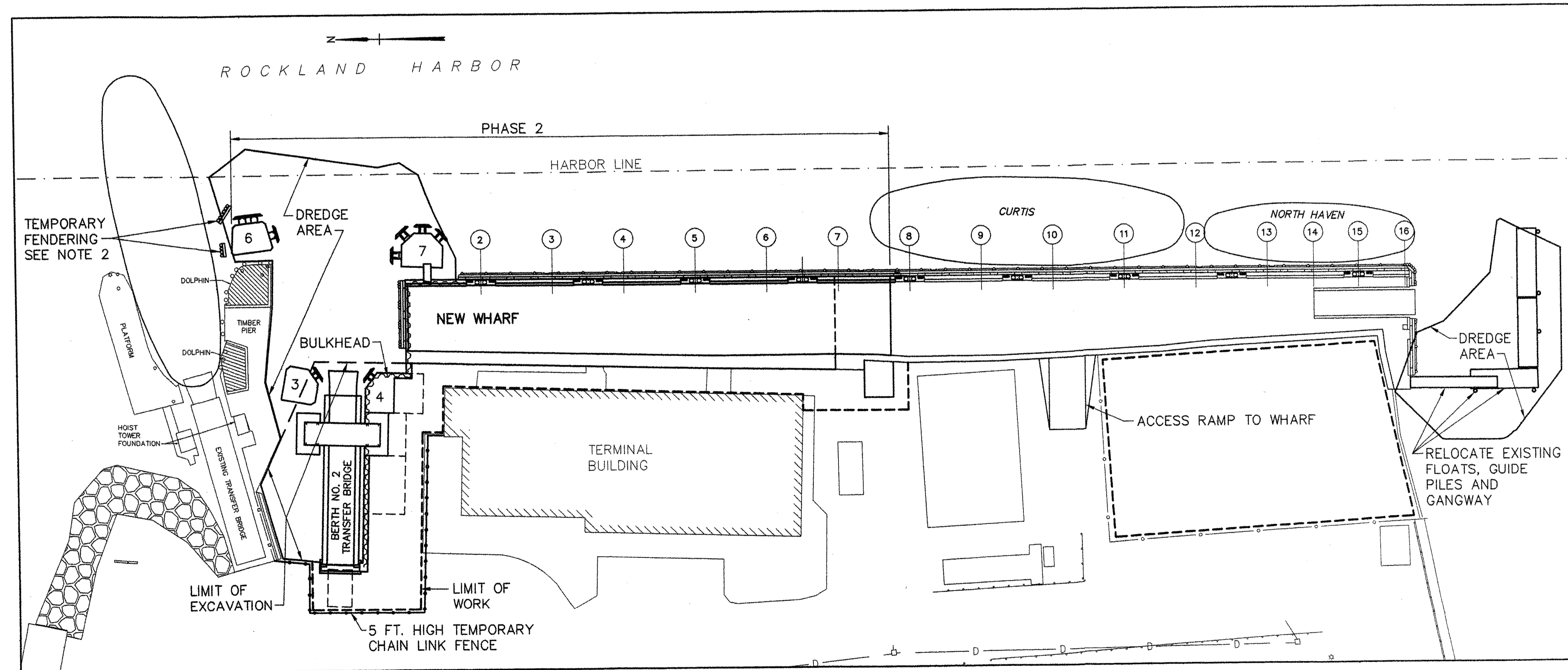
SUGGESTED PHASE 1 CONSTRUCTION
SCALE: 1"=30'

CONSTRUCTION PHASING NOTES:

1. THE CONTRACTOR MAY DEVIATE FROM THE SUGGESTED PHASING, BUT MUST ADHERE TO THE FOLLOWING CONDITIONS:
 - A. ONE TRANSFER BRIDGE SHALL REMAIN IN OPERATION AT ALL TIMES DURING CONSTRUCTION.
 - B. BERTHING SPACE WITH ELECTRIC POWER SHALL BE AVAILABLE FOR TWO VESSELS, WITH LENGTHS OF 130 FEET AND 87 FEET, AT ALL TIMES DURING CONSTRUCTION.
 - C. ALL TERMINAL OPERATIONS WILL CONTINUE DURING CONSTRUCTION.
 - D. WORK AREAS SHALL BE BLOCKED OFF FROM PUBLIC ACCESS BY INSTALLING TEMPORARY NEW 5 FOOT HIGH CHAIN LINK FENCES AROUND THE WORK AREAS. CONTRACTOR SHALL ALSO PROVIDE TEMPORARY BARRICADES, FENCING AND WARNING TAPE AS DIRECTED.
2. TEMPORARY TIMBER FENDERING SHALL BE PROVIDED BY THE NORTH SIDE OF DOLPHIN NO. 6 DURING THE PHASE 2 CONSTRUCTION OF THE DOLPHIN. THE FENDERING SHALL CONSIST OF CLUSTERS OF TIMBER PILES, SALVAGED FROM THE EXISTING WHARF FENDER PILES, WRAPPED WITH WIRE ROPE AND LOCATED AS DIRECTED. ASSUME 12 TOTAL PILES.

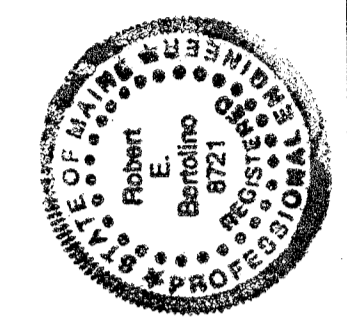


SUGGESTED PHASE 3 CONSTRUCTION
SCALE: 1"=30'



SUGGESTED PHASE 2 CONSTRUCTION
SCALE: 1"=30'

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		COMMISSIONER:	CHIEF ENGINEER:



Robert Barabino
SIGNATURE
P.E. NUMBER: 8721
DATE: 6/28/06

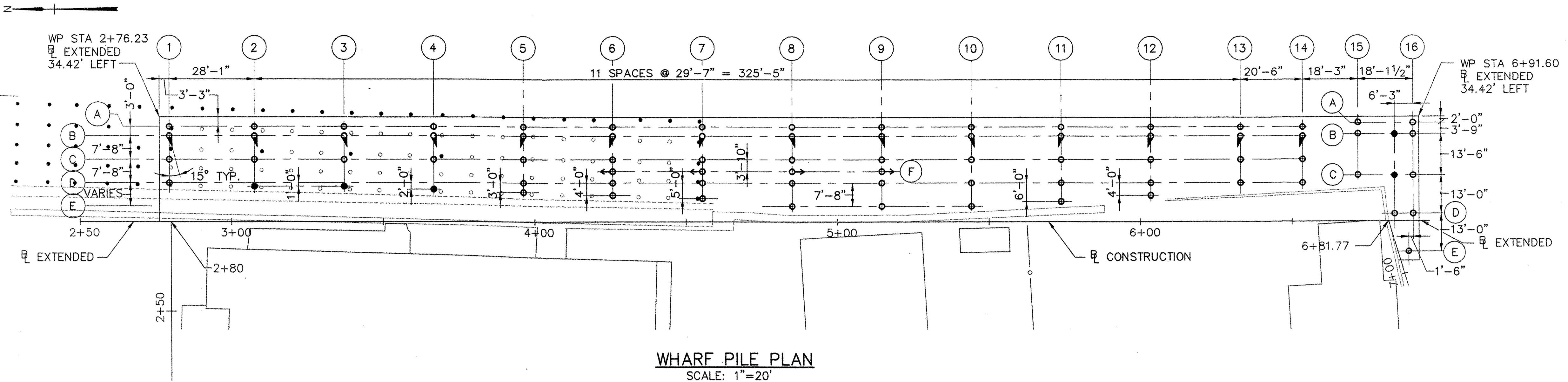
PROJECT INFORMATION	MULTIMODAL	PAUL POTTE
PROGRAM	DESIGNER	FAY, SPOFFORD & THORNDIKE
PROJECT MANAGER	CONSULTANT	
DESIGNER	PROJECT RESIDENT	
CONSULTANT	CONTRACTOR	
PROJECT RESIDENT	PROJECT COMPLETION DATE	

ROCKLAND
FERRY TERMINAL
CONSTRUCTION PHASING

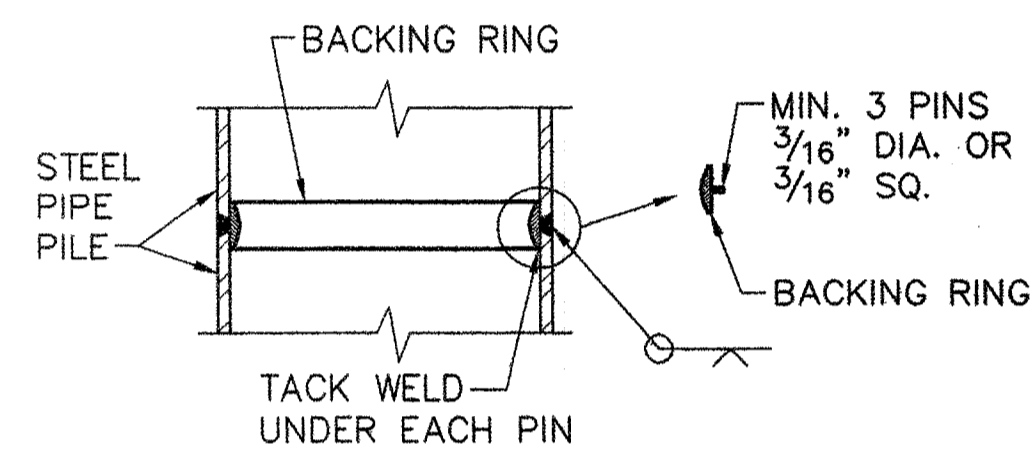
SHEET NUMBER
S2
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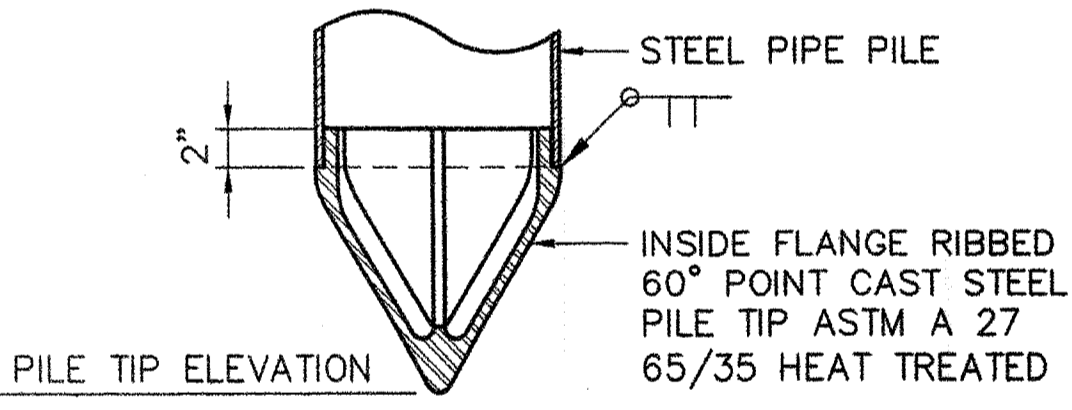
R:\TM-082\5-Drawings\7-FST dwgs\53-WHARF PILE-PLAN.dwg 06/23/06 13:27 [19.20] By Tripp_R



WHARF PILE PLAN
SCALE: 1"=20'

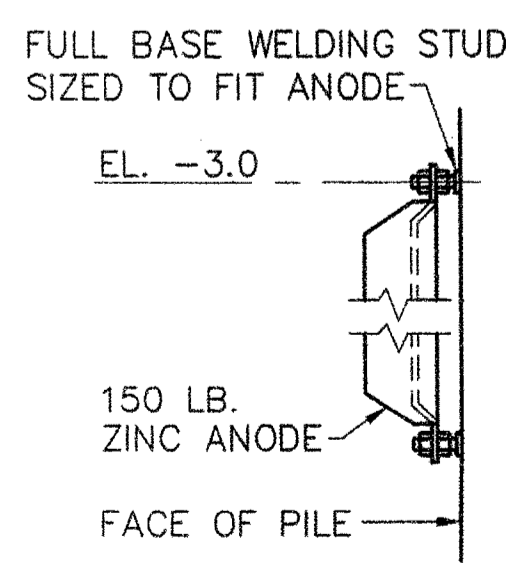


SPLICE DETAIL
NOT TO SCALE

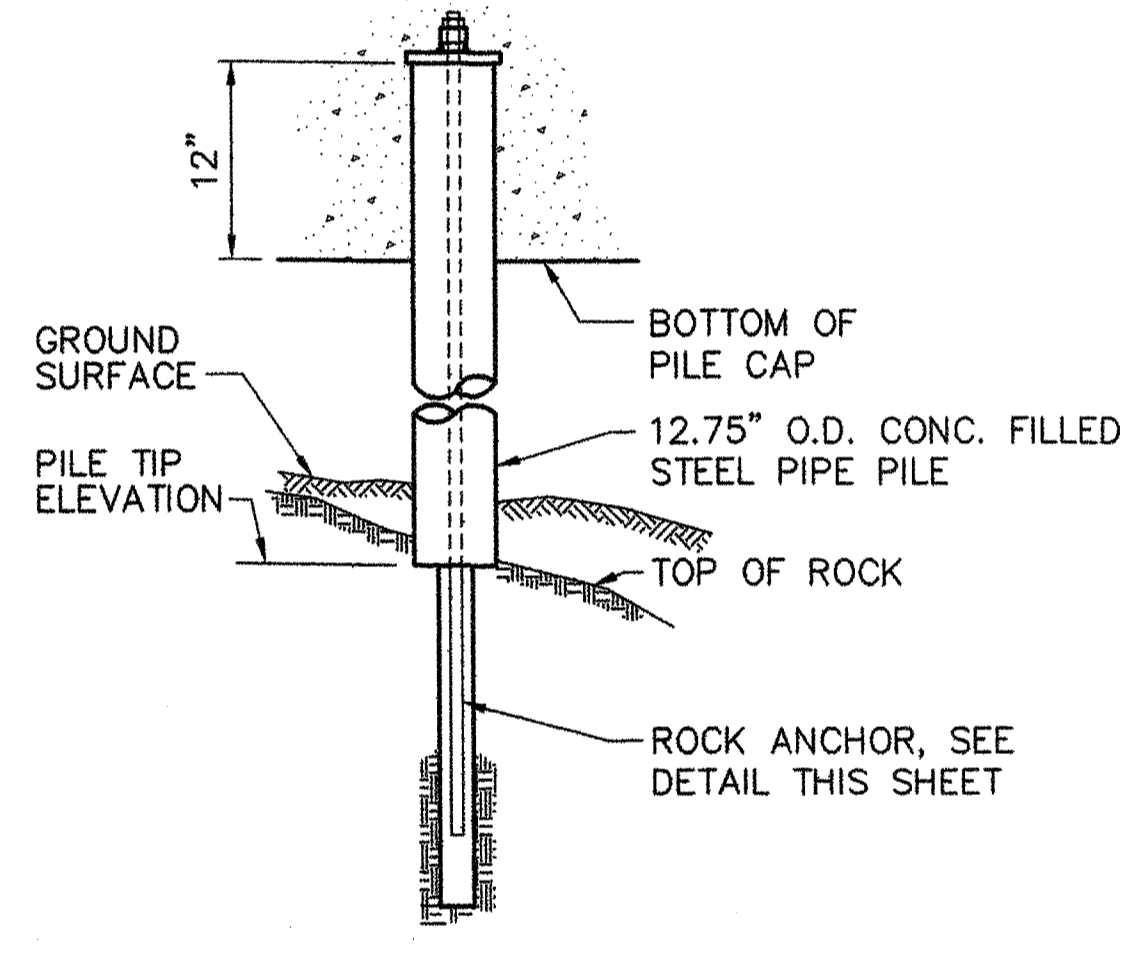


PILE TIP DETAIL
NOT TO SCALE

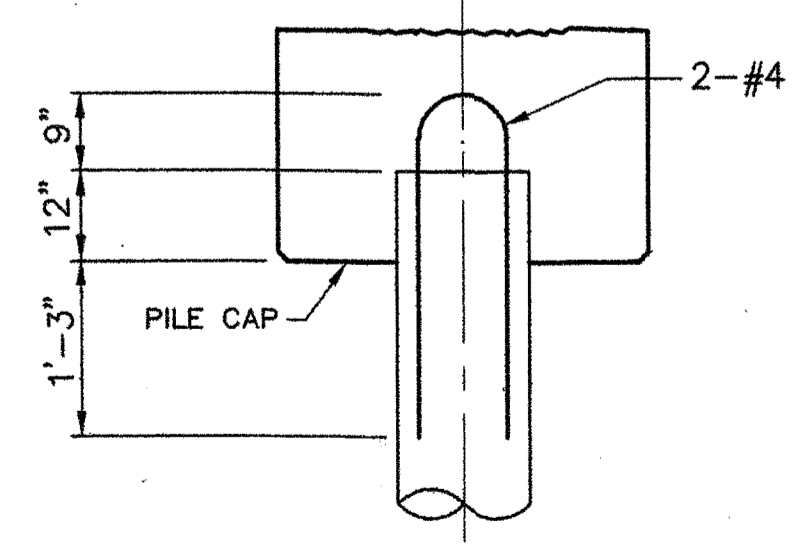
NOTE: PILE TIP SHOWN IS FOR PILES WITHOUT ROCK ANCHORS. ROCK ANCHORED PILES SHALL BE DRIVEN OPEN ENDED WITH CAST STEEL, OUTSIDE CUTTING SHOE PILE TIPS.



ANODE ATTACHMENT DETAIL
NOT TO SCALE



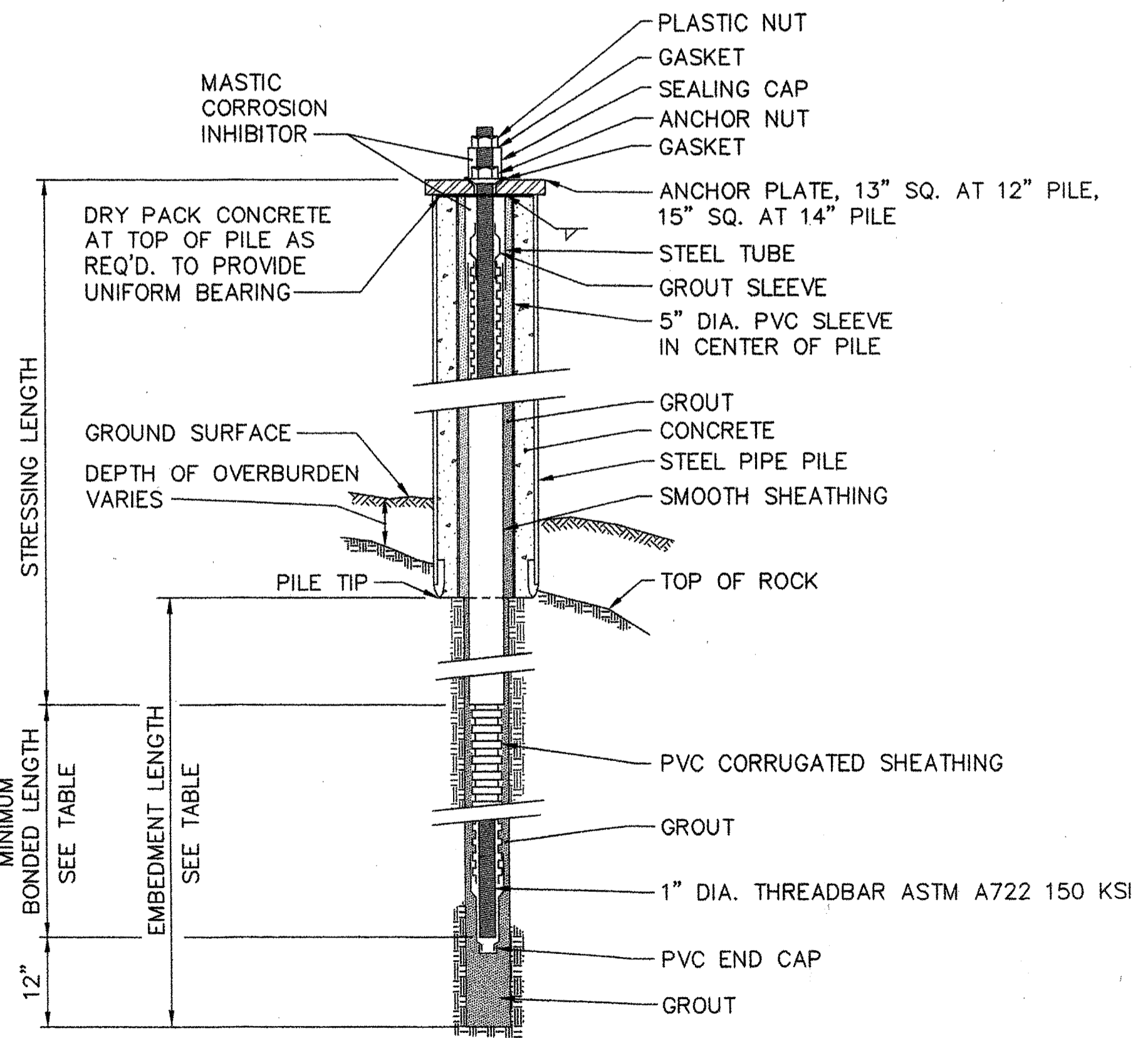
**PILE EMBEDMENT DETAIL
PILE WITH ROCK ANCHOR**
NOT TO SCALE



**PILE EMBEDMENT DETAIL
PILE WITHOUT ROCK ANCHOR**
NOT TO SCALE

ROCK ANCHOR DIMENSIONS
(TABLE INCLUDES ALL PROJECT ROCK ANCHORS)

DESIGN LOAD (KIPS)	ANCHOR SIZE (INCHES)	MINIMUM EMBEDMENT (FEET)	BONDED LENGTH (FEET)	DRILLED HOLE DIA. (INCHES)	ANCHOR PL. THICKNESS (INCHES)
30	1	20	10	5	2
80	1 1/4	22	10	5	2
120	1 3/8	26	12	5	2
150	1 3/4	29	15	6	3
180	1 3/4	30	15	6	3



PILE ROCK ANCHOR
NOT TO SCALE

* THE INTENT OF THIS SCHEDULE IS TO PROVIDE A BASIS FOR BIDDING ONLY. THE PILES SHALL BE INSTALLED IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS TO REFUSAL ON BEDROCK. ACTUAL TIP ELEVATIONS WILL VARY FROM THIS SCHEDULE. PILE ORDER LENGTHS SHALL BE AT LEAST 5 FEET LONGER THAN LENGTH BASED ON ESTIMATED TIP ELEVATIONS.

SCHEDULE OF ESTIMATED PILE TIP ELEVATIONS *

BENT No.	ELEVATION
1	-24.0
2	-29.0
3	-30.0
4	-31.0
5	-31.0
6	-33.0
7	-37.0
8	-39.0
9	-39.0
10	-39.0
11	-39.0
12	-37.0
13	-34.0
14	-30.0
15	-26.0
16	-26.0

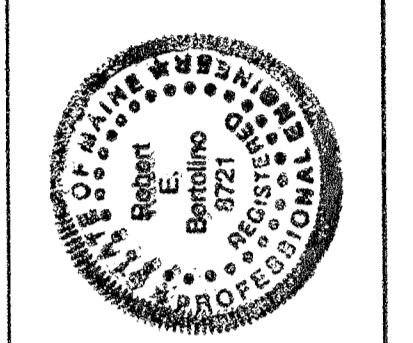
WHARF PILE DESIGN LOADS:

COMPRESSION	
12.75" OD PILES	70 TONS
14.00" OD PILES	100 TONS
ROCK ANCHORS	
DESIGN TENSION LOAD	30 TONS
LOCKOFF LOAD	30 TONS

LEGEND:

- PLUMB PILE, CONCRETE FILLED STEEL PIPE, 12.75" OD, 11.75" ID
- PLUMB PILE, CONCRETE FILLED STEEL PIPE, 14.00" OD, 13.00" ID
- ◐ 3H, 12V BATTER PILE WITH ROCK ANCHOR, CONCRETE FILLED STEEL PIPE, 12.75" OD, 11.75" ID
- ◑ 5H, 12V BATTER PILE, CONCRETE FILLED STEEL PIPE, 12.75" OD, 11.75" ID
- EXISTING TIMBER PILE TO BE PULLED OR CUT OFF
- EXISTING TIMBER PILE TO BE PULLED AND ENTIRELY REMOVED

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED _____
DATE _____
COMMISSIONER: _____
CHIEF ENGINEER: _____

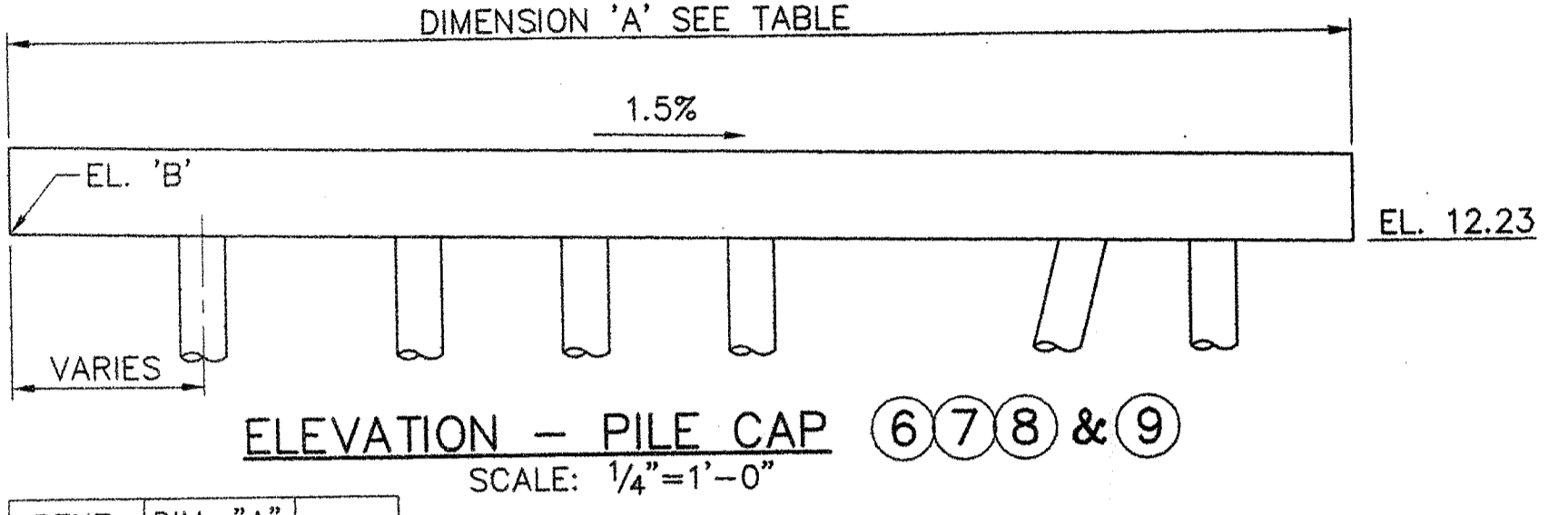
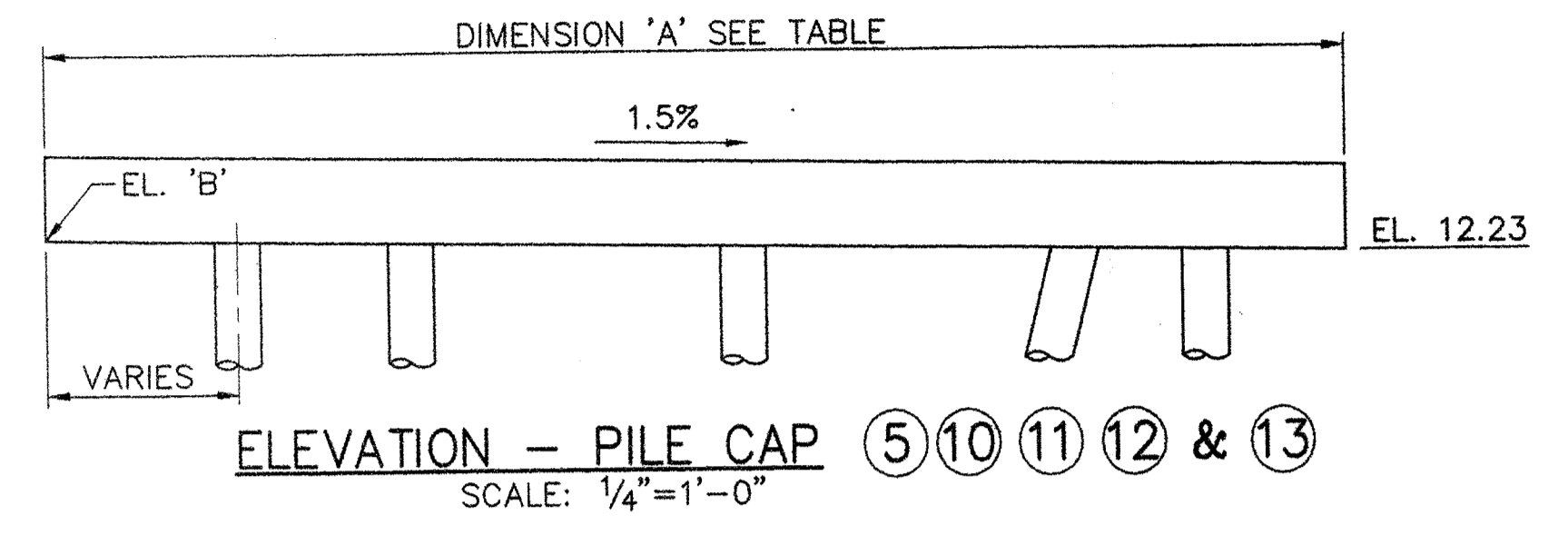
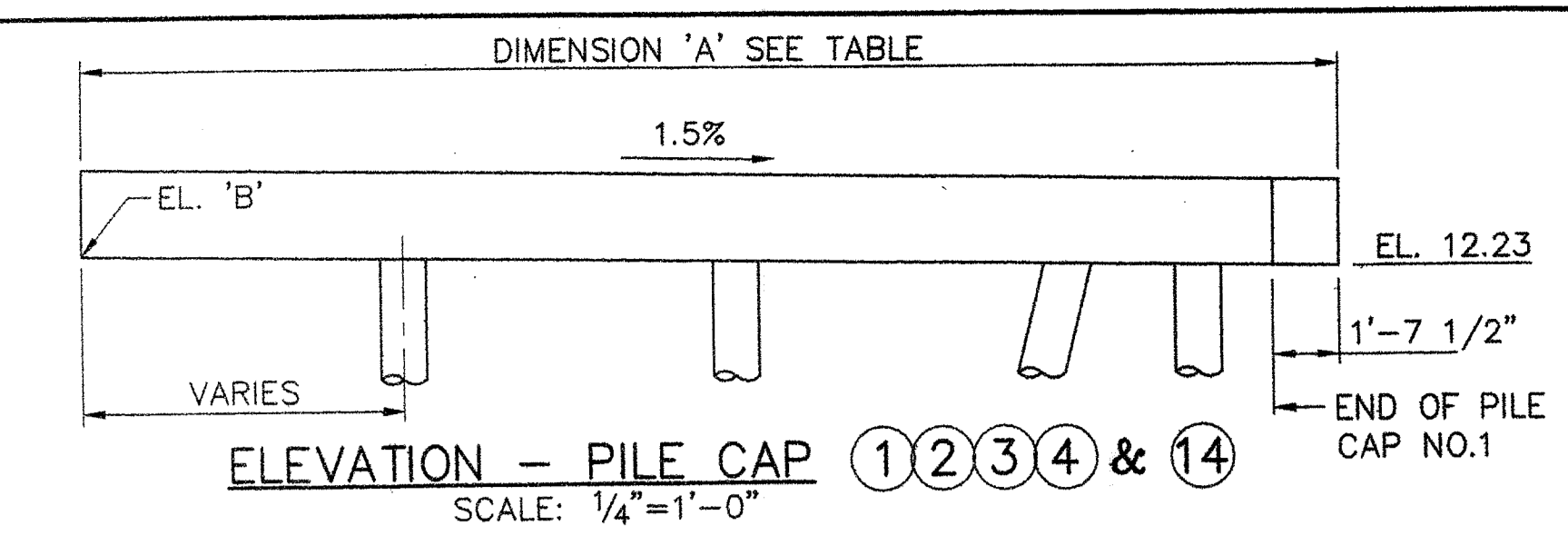


Robert E. Burt
SIGNATURE
P.E. NUMBER 8721
DATE 6/28/06

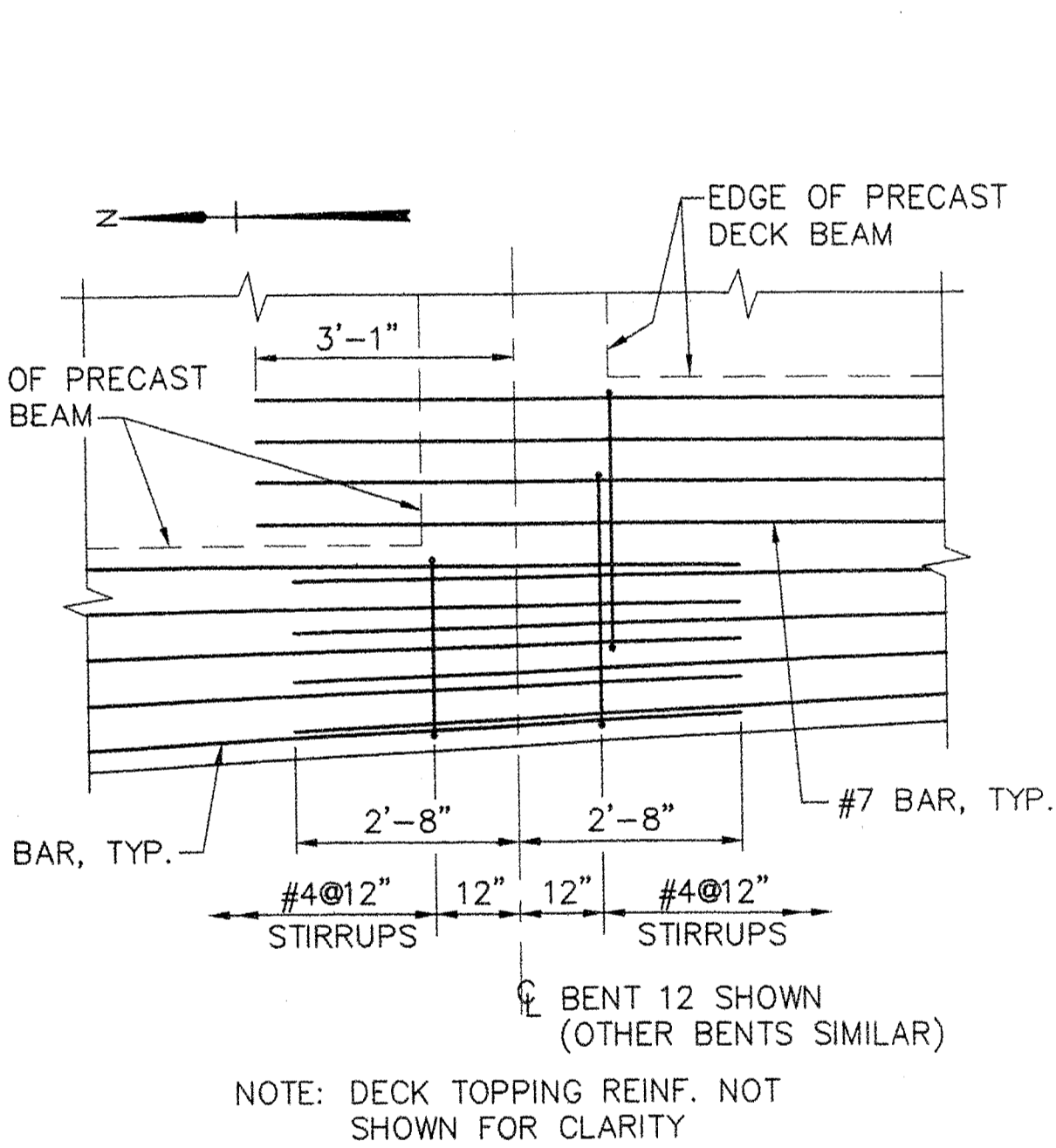
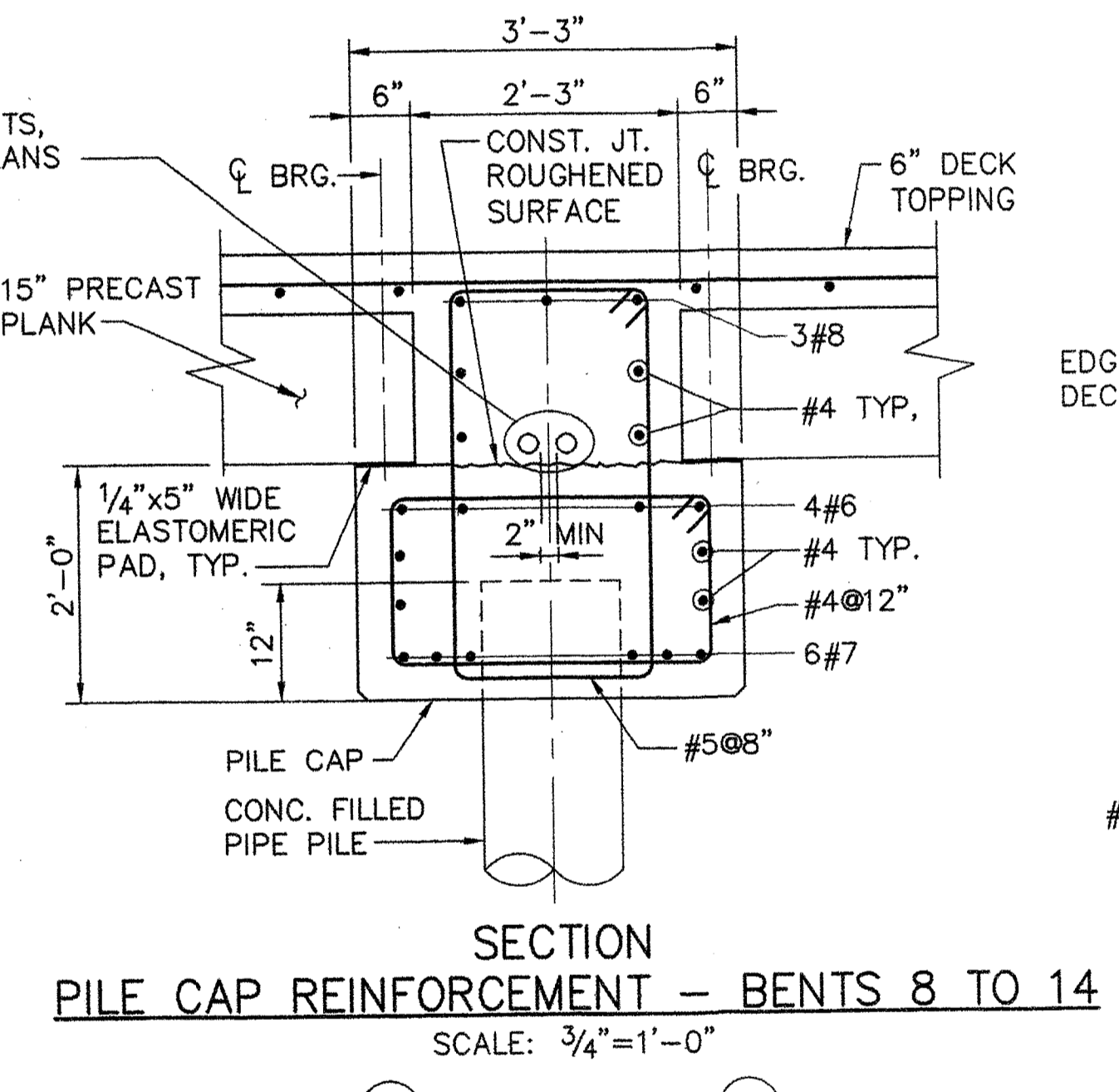
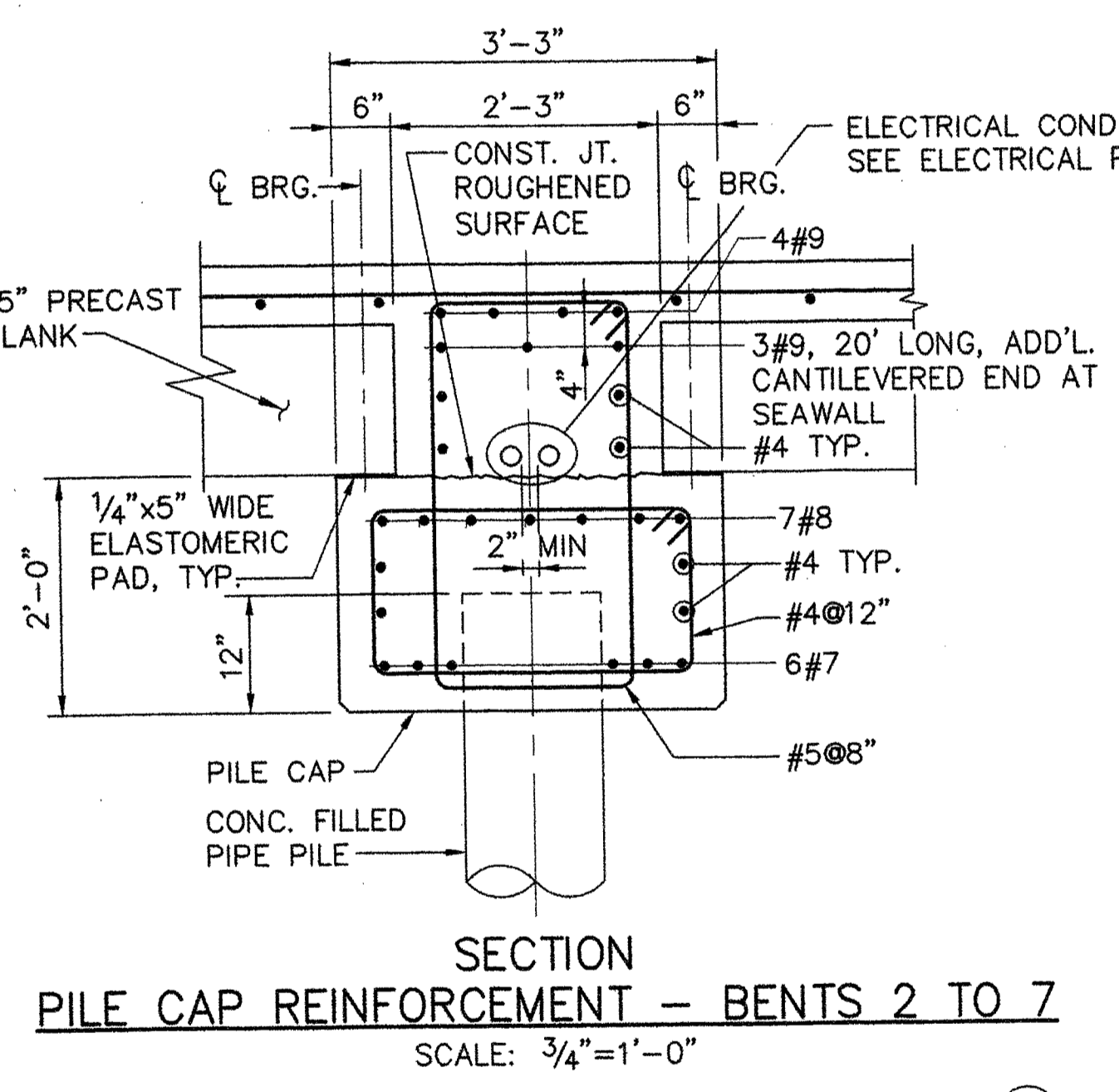
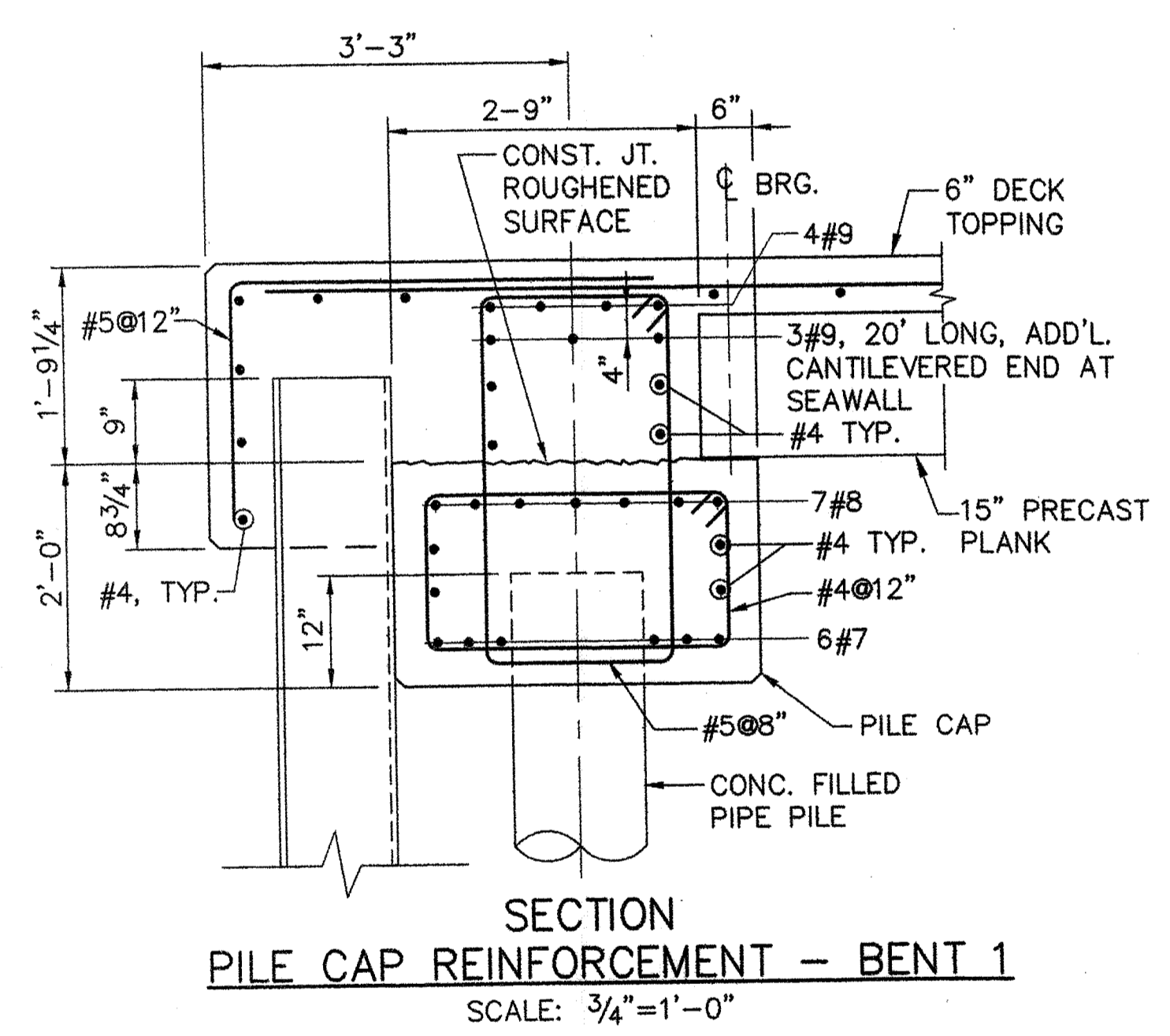
PROJECT INFORMATION
PROGRAM MULTIMODAL
PROJECT MANAGER PAUL POTILE
DESIGNER CWC
CONSULTANT FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT
CONTRACTOR
PROJECT COMPLETION DATE

ROCKLAND
FERRY TERMINAL
WHARF PILE PLAN AND DETAILS

SHEET NUMBER
S3
10 OF 63

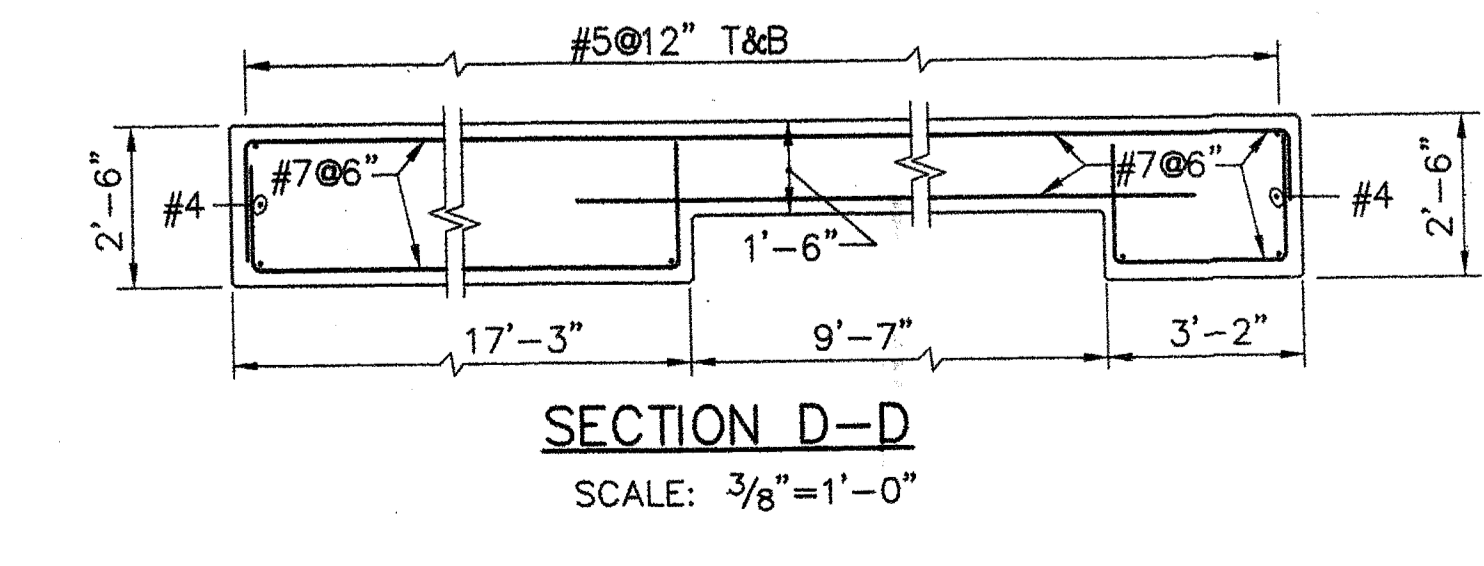
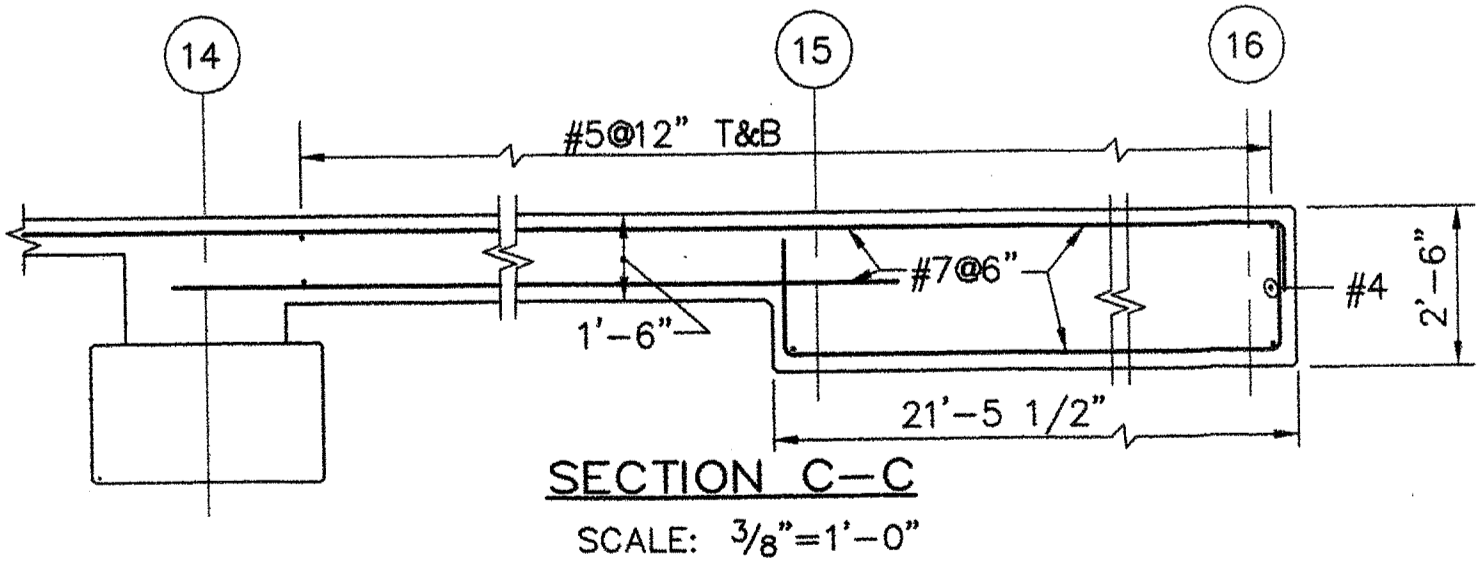
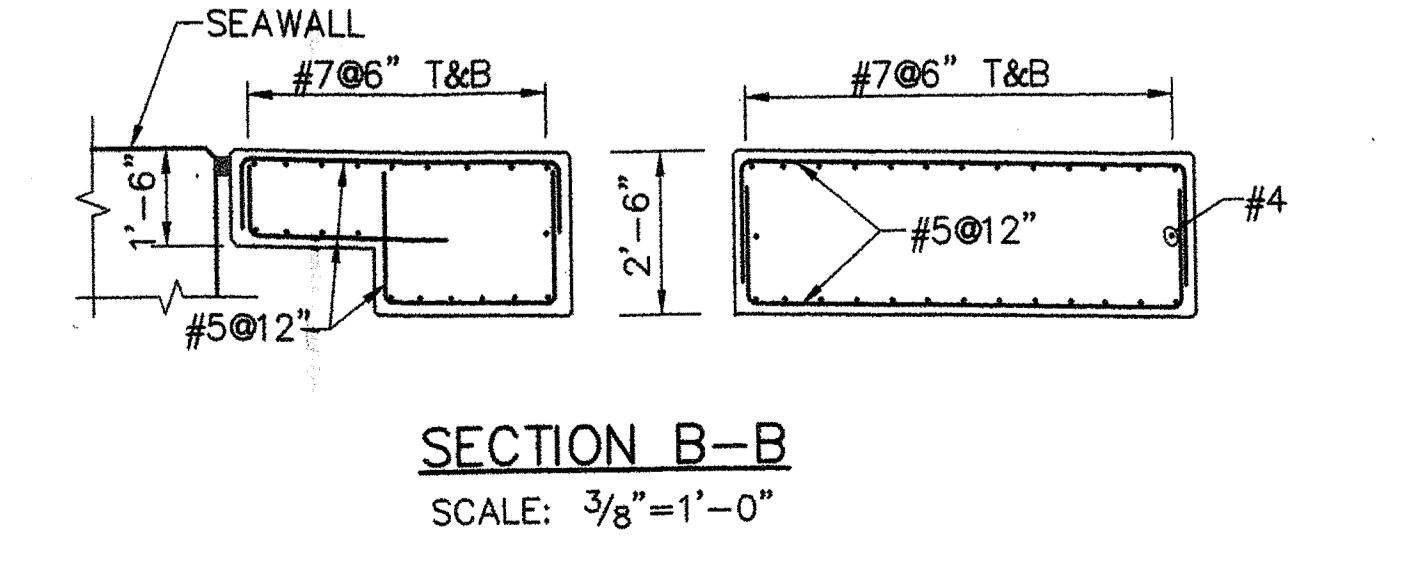
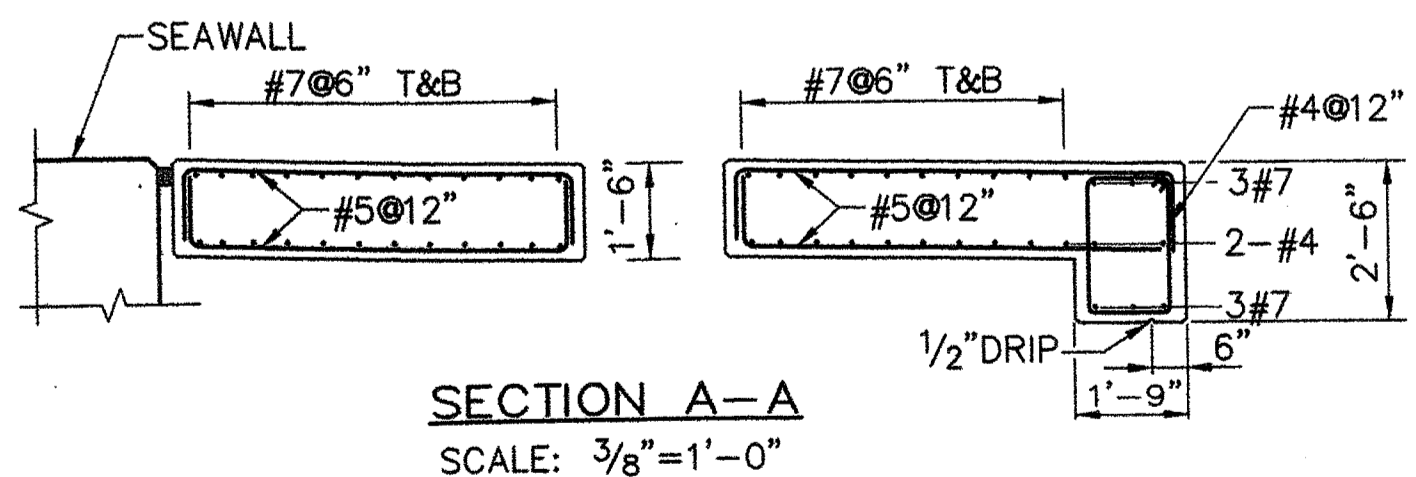
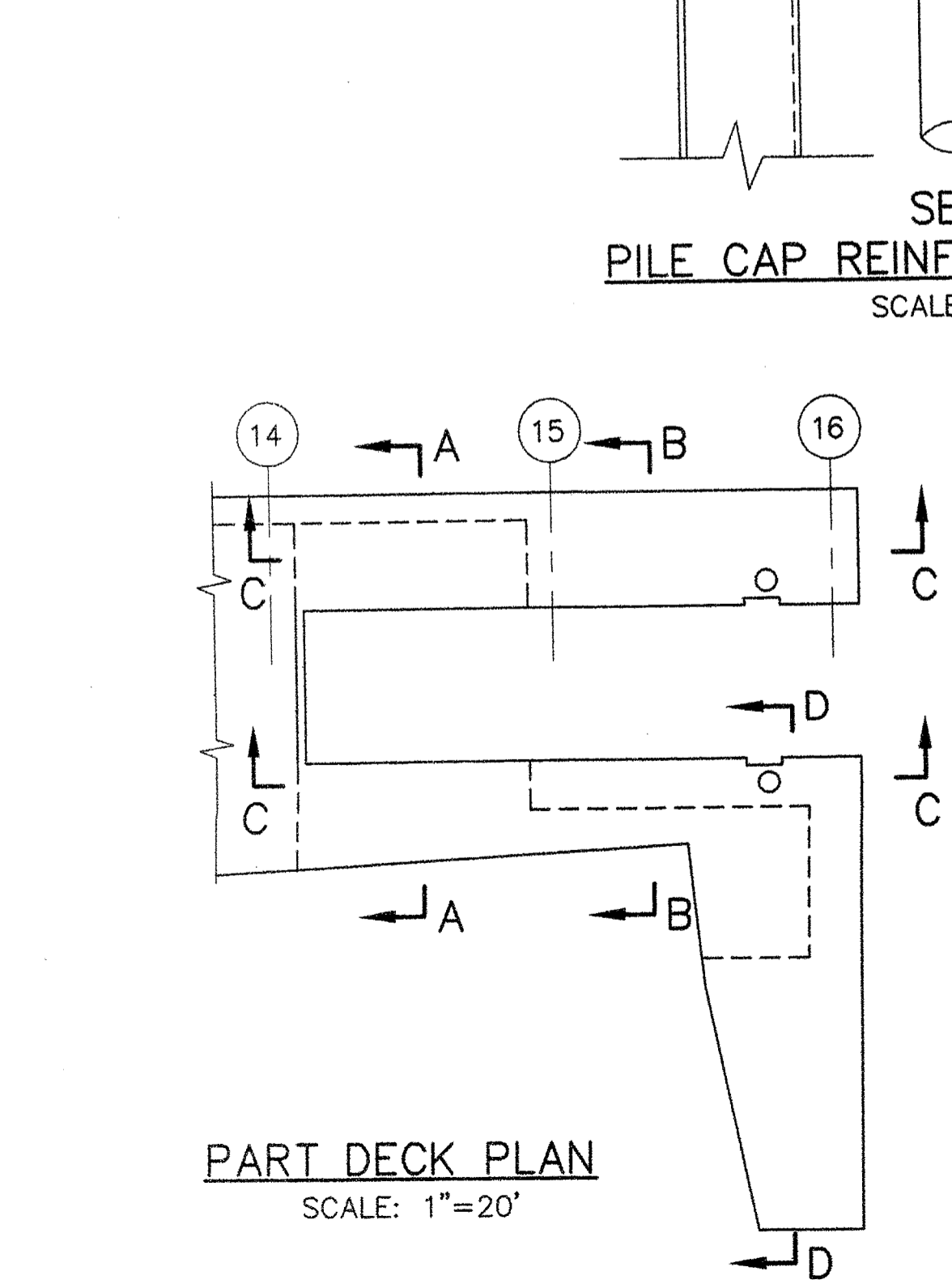
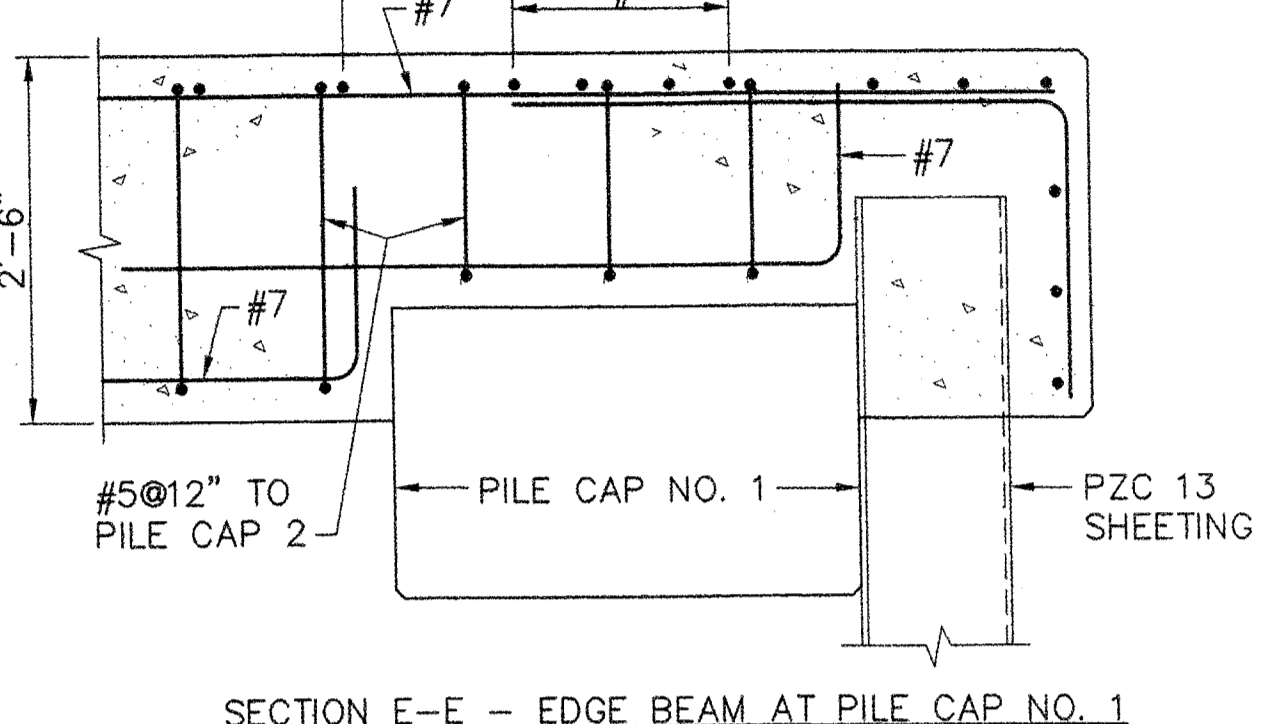
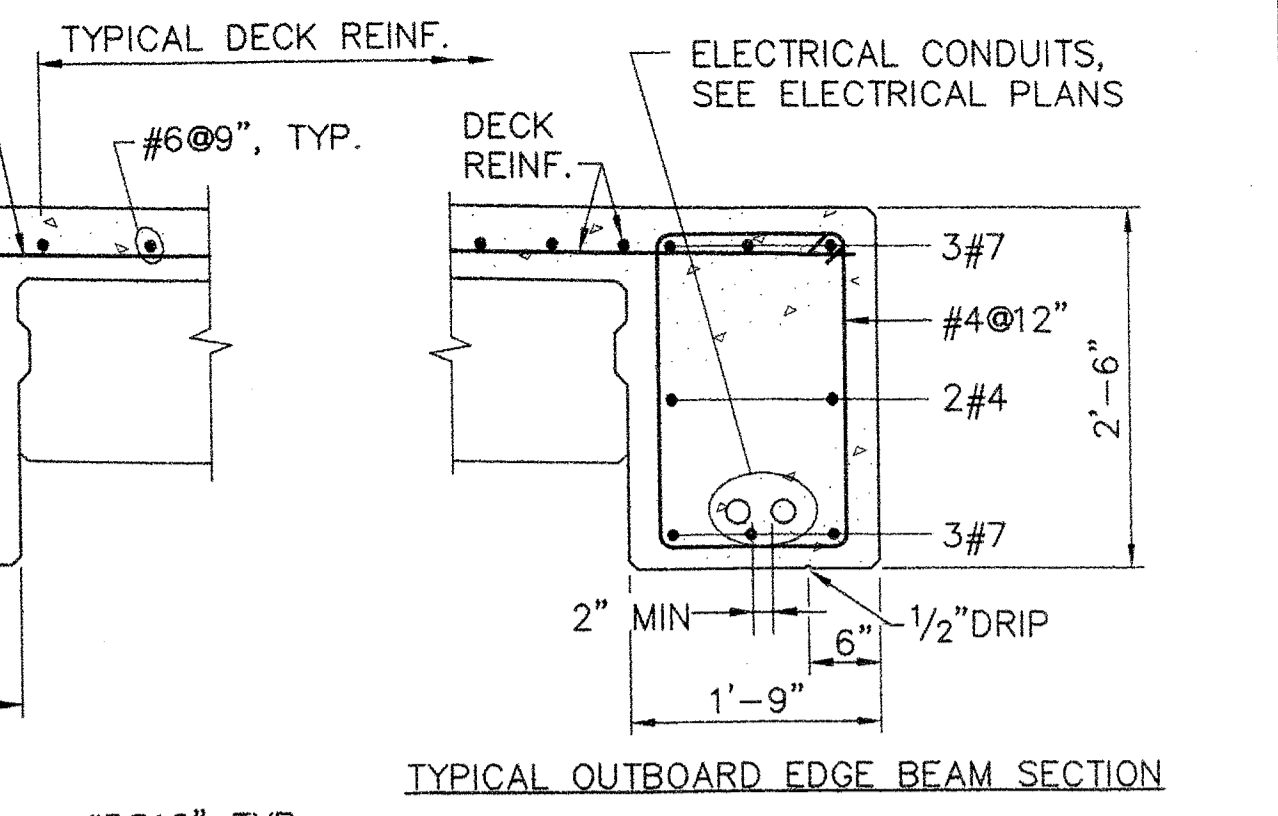
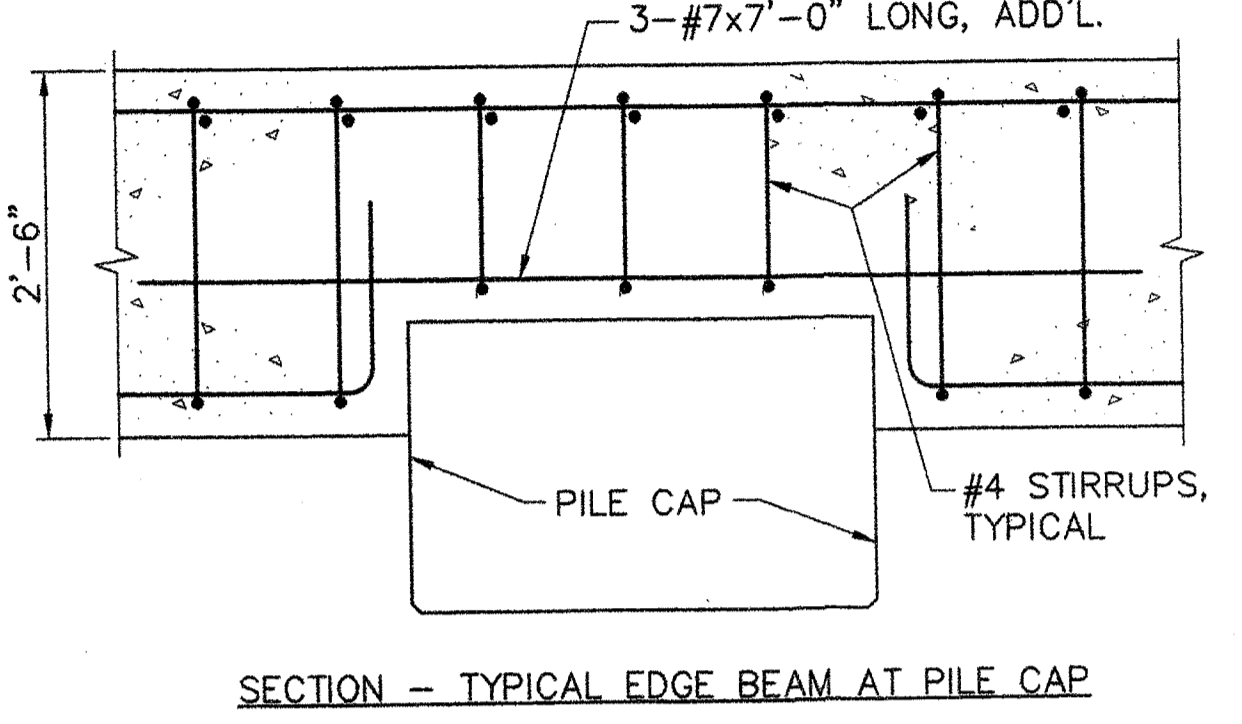
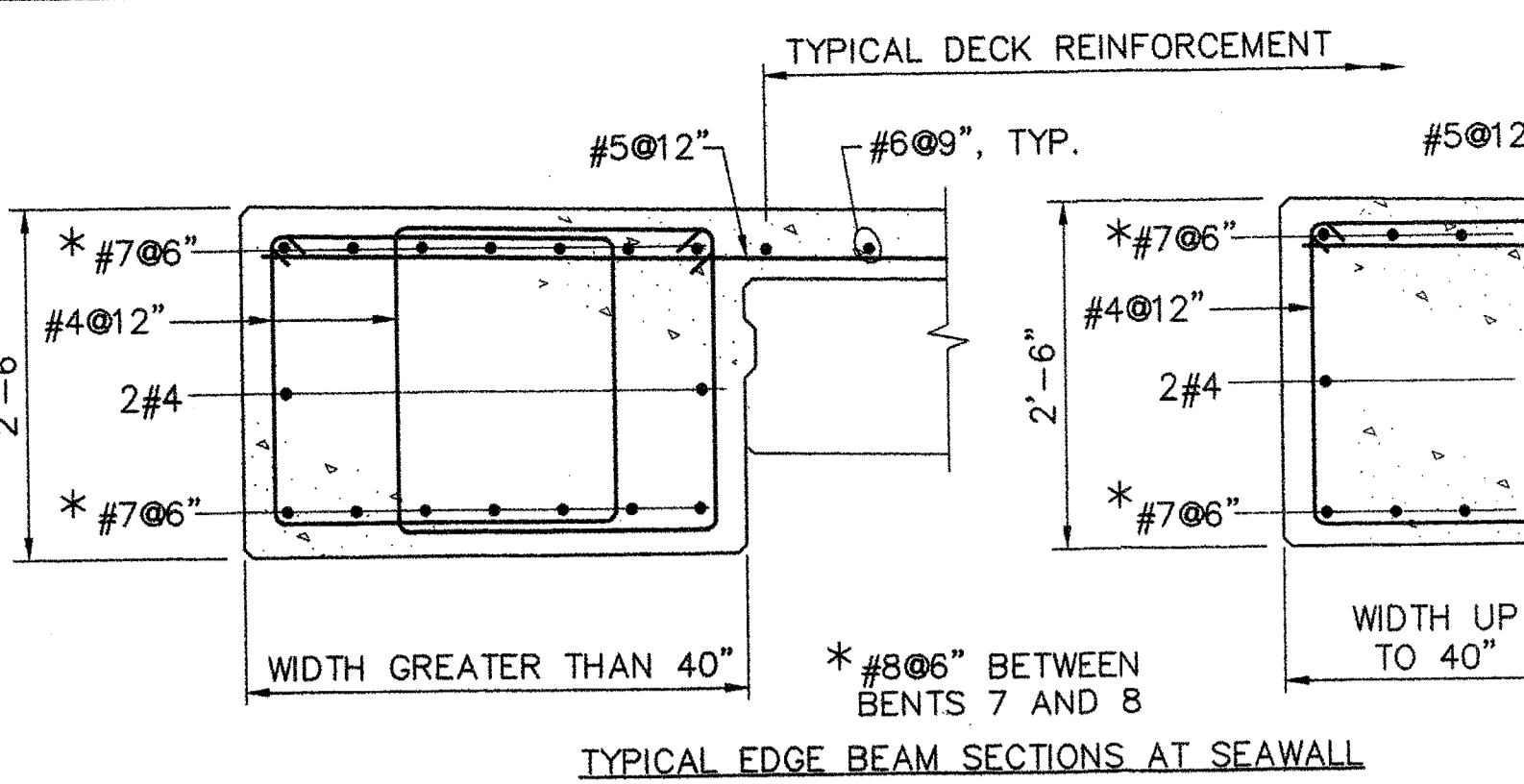
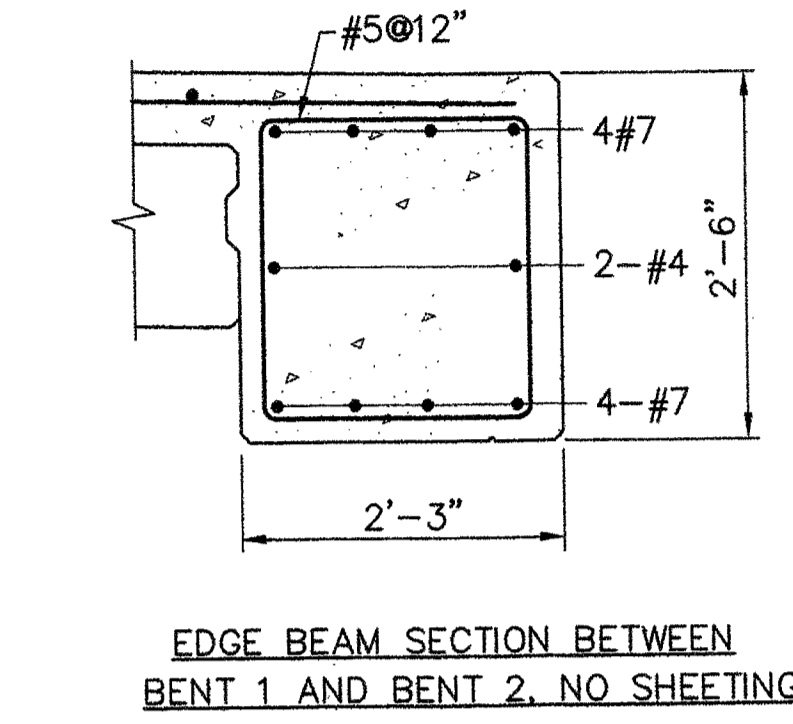
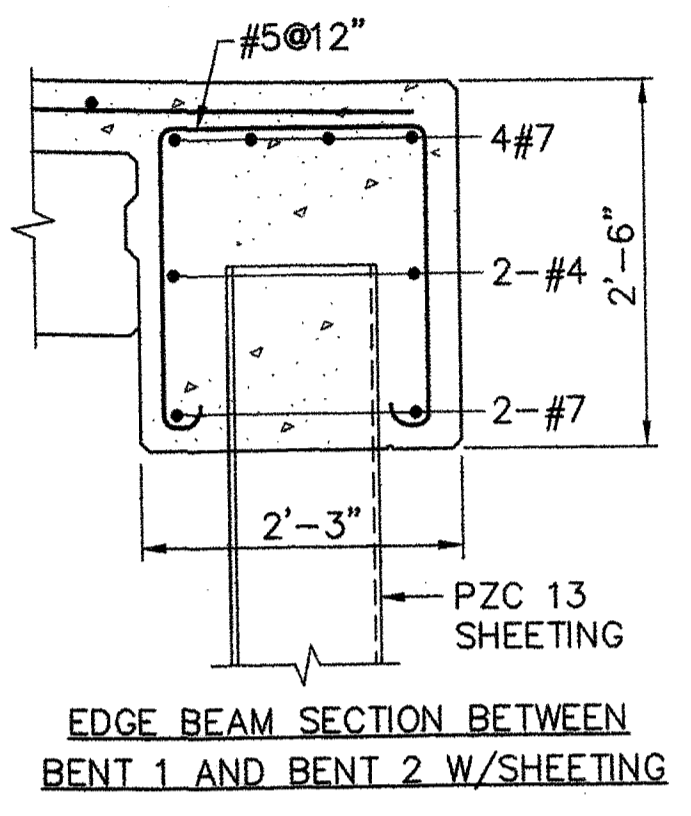
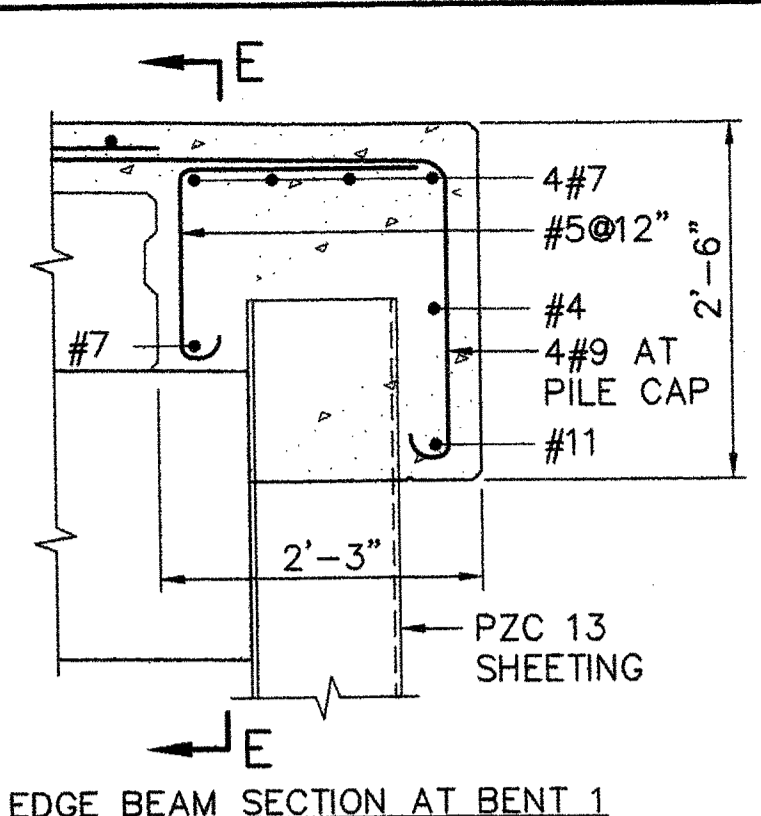


BENT NUMBER	DIM. "A" (FEET)	EL. "B"
1	28.31	12.66
2	28.98	12.67
3	29.64	12.68
4	30.31	12.69
5	30.98	12.69
6	31.54	12.70
7	32.07	12.71
8	32.12	12.71
9	32.12	12.71
10	30.88	12.69
11	29.64	12.68
12	27.53	12.65
13	26.03	12.60
14	24.78	12.60
15	23.66	12.59



NOTE: DECK TOPPING REINF. NOT SHOWN FOR CLARITY

- CONCRETE NOTES:**
- REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 3" UNLESS OTHERWISE INDICATED.
 - CONTRACTOR SHALL LOCATE TRANSVERSE CONSTRUCTION JOINTS IN TOPPING AND EDGE BEAMS MIDWAY BETWEEN PILE BENTS AS INDICATED. NUMBER OF JOINTS SHALL BE KEPT TO A MINIMUM. CHANGE IN LOCATIONS OF CONSTRUCTION JOINTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. CONCRETE SHALL BE PLACED ADJACENT TO PREVIOUS POUR. REINFORCING SHALL BE CONTINUOUS AT THE JOINT.
 - PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS:
 - EDGE BEAMS DOWN TO THE DRIP NOTCH.
 - CONCRETE WEARING SURFACE.
 - SPLICE LONGITUDINAL REINFORCING IN TOPPING MIDWAY BETWEEN BENTS.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED: _____ DATE: _____
COMMISSIONER: _____ CHIEF ENGINEER: _____

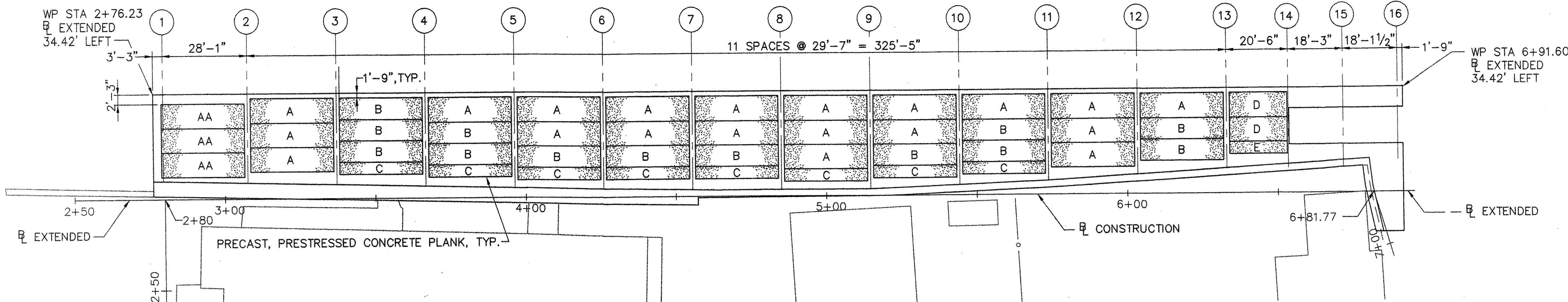
PROJECT INFORMATION:
PROGRAM: MULTIMODAL
PROJECT MANAGER: PAUL POTLIE
DESIGNER: CMC
CONSULTANT: FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT: _____
CONTRACTOR: _____
PROJECT COMPLETION DATE: _____

ROCKLAND FERRY TERMINAL
WHARF PILE CAP ELEVATIONS AND DETAILS

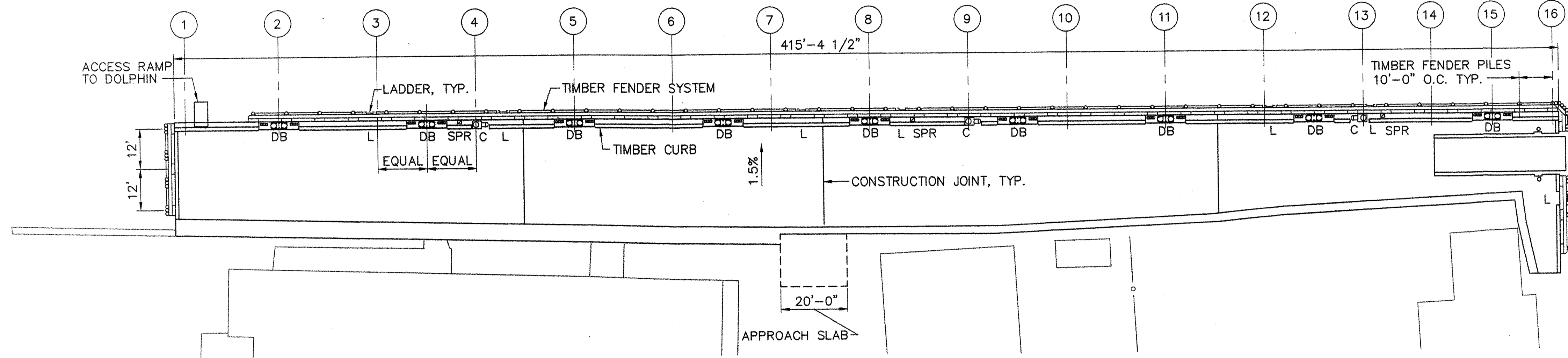
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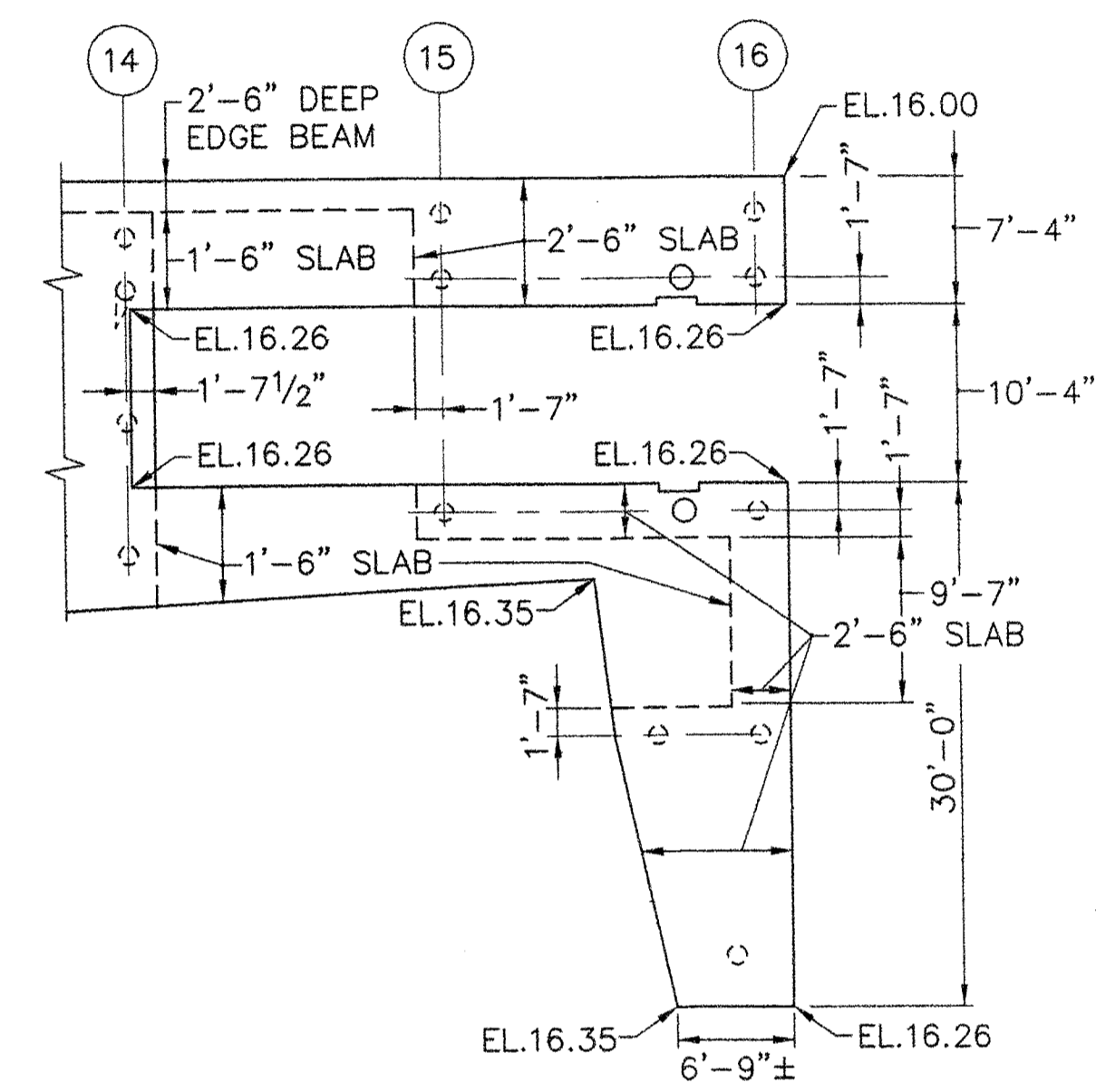
BENT NO.	DIMENSION "X" (FEET)	EL. "Y"
1	28.31	16.43
2	28.98	16.44
3	29.64	16.45
4	30.31	16.46
5	30.98	16.46
6	31.54	16.47
7	32.07	16.48
8	32.12	16.48
9	32.12	16.48
10	30.88	16.46
11	29.64	16.45
12	27.83	16.42
13	26.03	16.36
14	24.78	16.37
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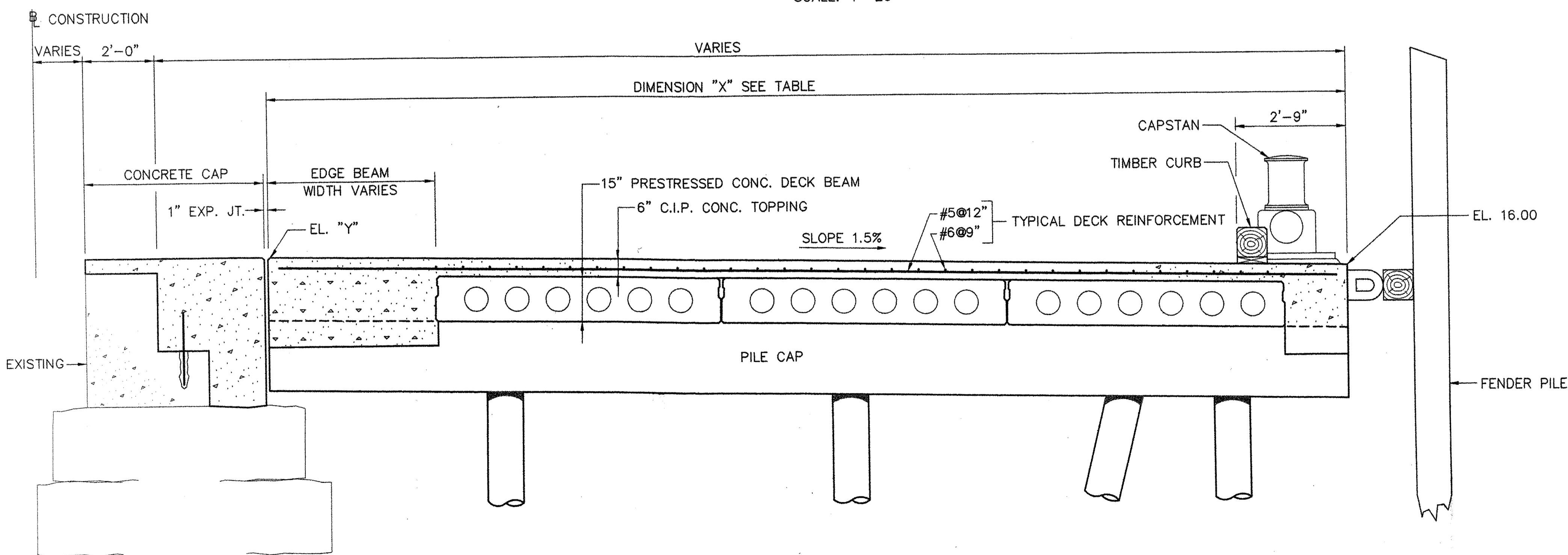
WHARF FRAMING PLAN
SCALE: 1"=20'



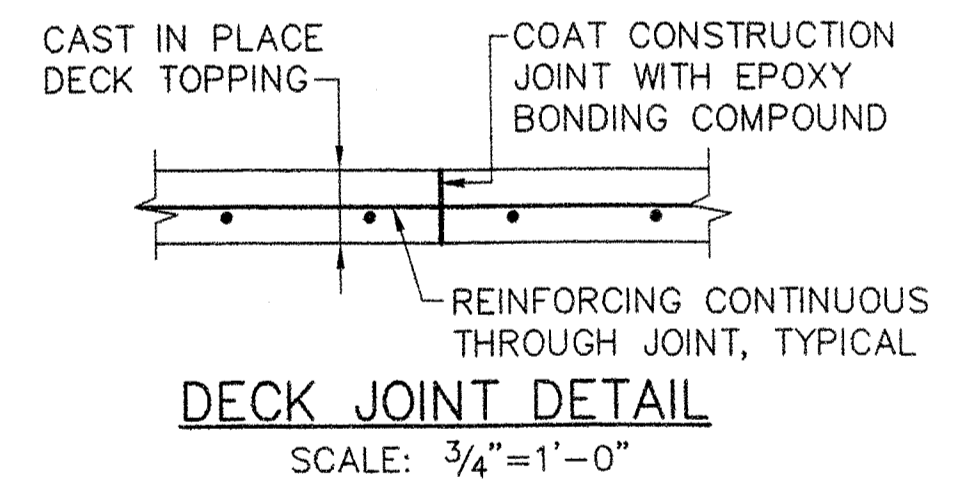
WHARF DECK PLAN
SCALE: 1"=20'



PART FRAMING PLAN
SCALE: 1"=10'



TYPICAL DECK SECTION
SCALE: 1/2"=1'-0"

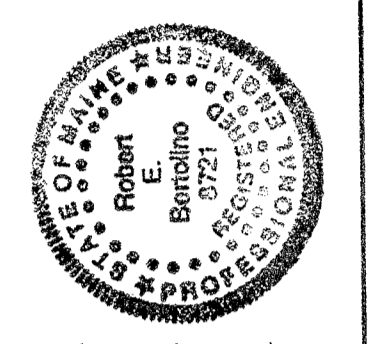


DECK JOINT DETAIL
SCALE: 3/4"=1'-0"

LEGEND:

- DB DOUBLE BITT AND CHOCKS
- C CAPSTAN
- SPR SHORE POWER RECEPTACLE
- L LADDER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
COMMISSIONER:
CHIEF ENGINEER:



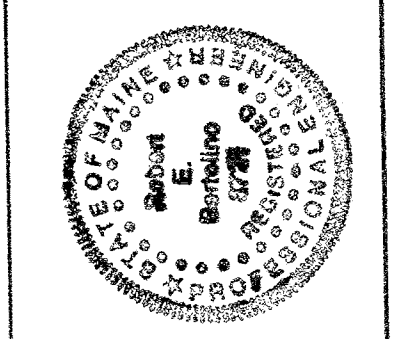
PROJECT INFORMATION
PROGRAM: MULTIMODAL
PROJECT MANAGER: PAUL POTTE
DESIGNER: CMC
CONSULTANT: FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT:
CONTRACTOR:
SIGNATURE: [Signature]
P.E. NUMBER: 8721
DATE: 6/28/06
PROJECT COMPLETION DATE:

ROCKLAND
FERRY TERMINAL
WHARF FRAMING AND DECK PLANS

SHEET NUMBER

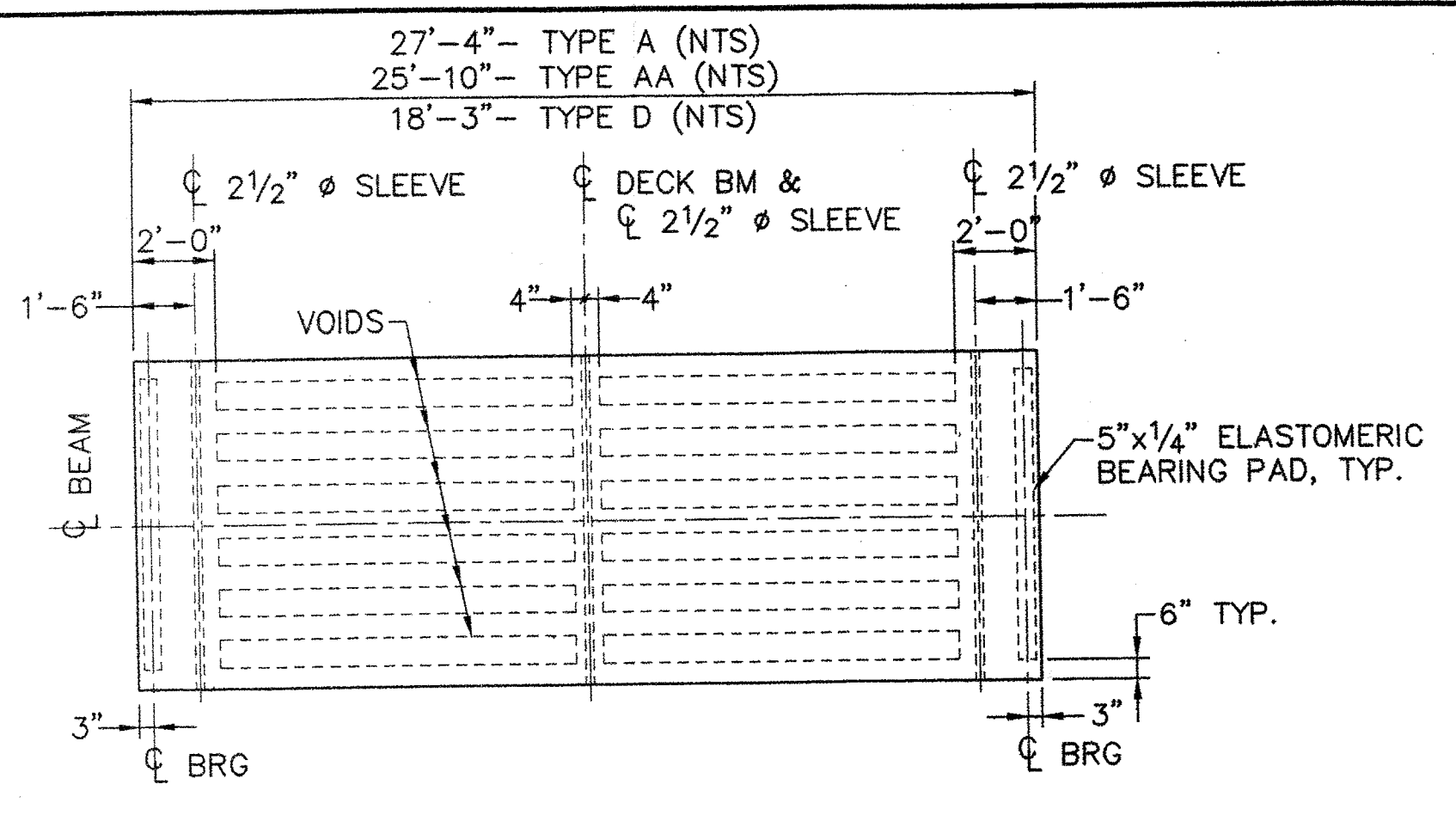
S5

R:\TM-082\5-Drawings\7-FST-dwg\55-WHARF FRAMING PLAN.dwg 06/23/06 13:54 [61.69] By: Tripp_R

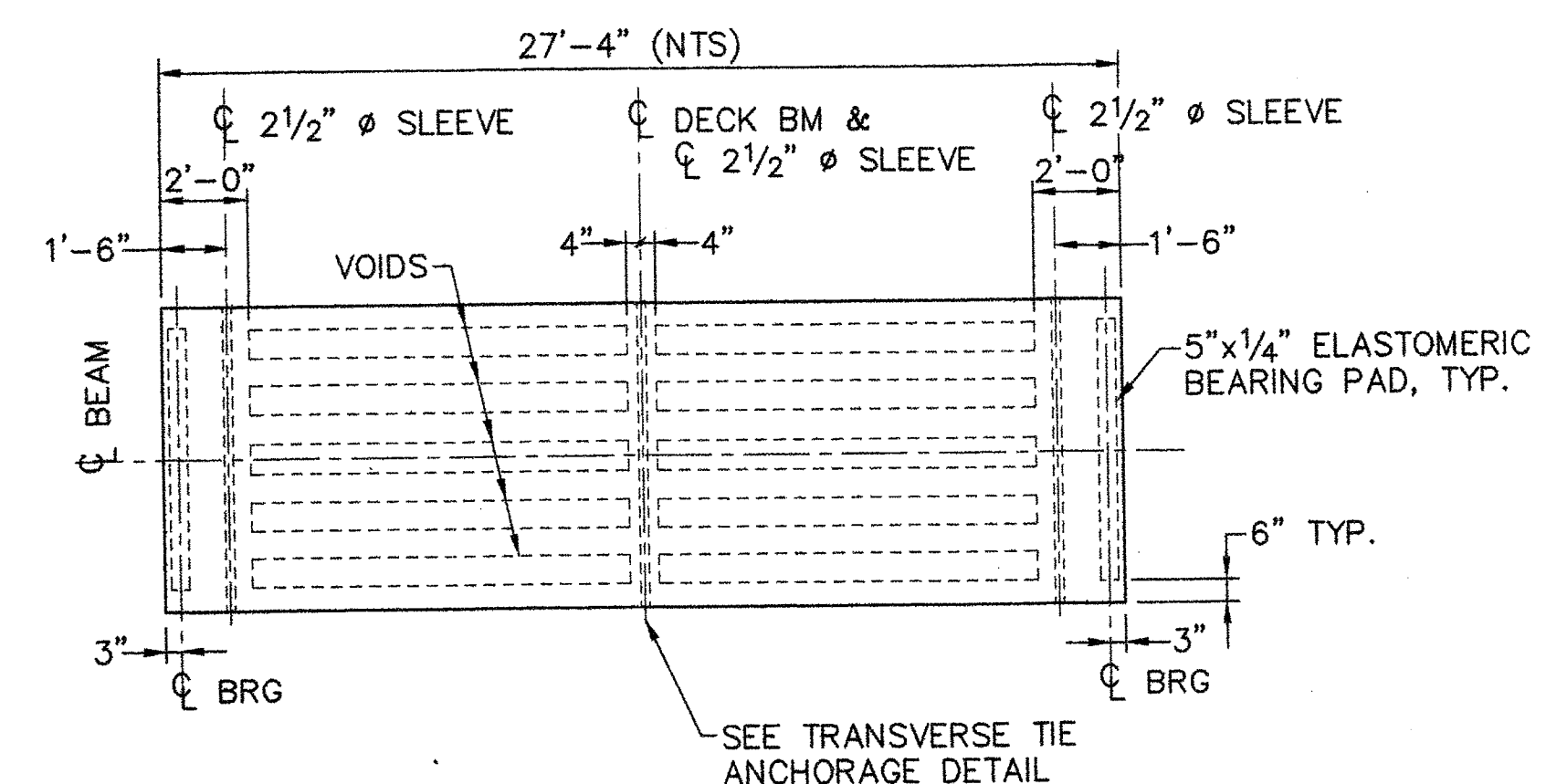


PROJECT INFORMATION	MULTIMODAL	PAUL POTILE	CWC	FAY, SPOFFORD & THORNDIKE	P. E. NUMBER 8721	DATE 6/28/06
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE

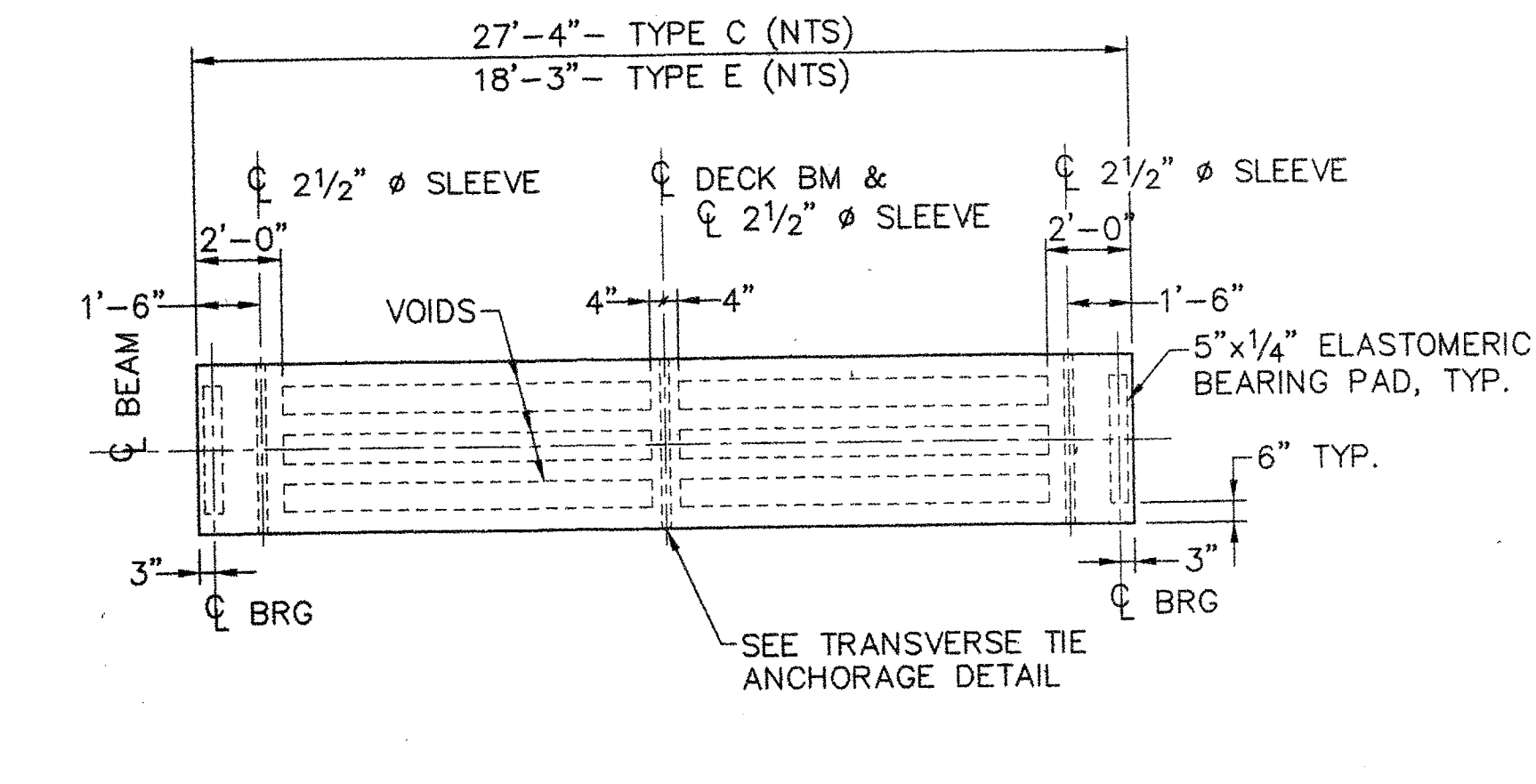
ROCKLAND
FERRY TERMINAL
WHARF - PRECAST BEAM DETAILS



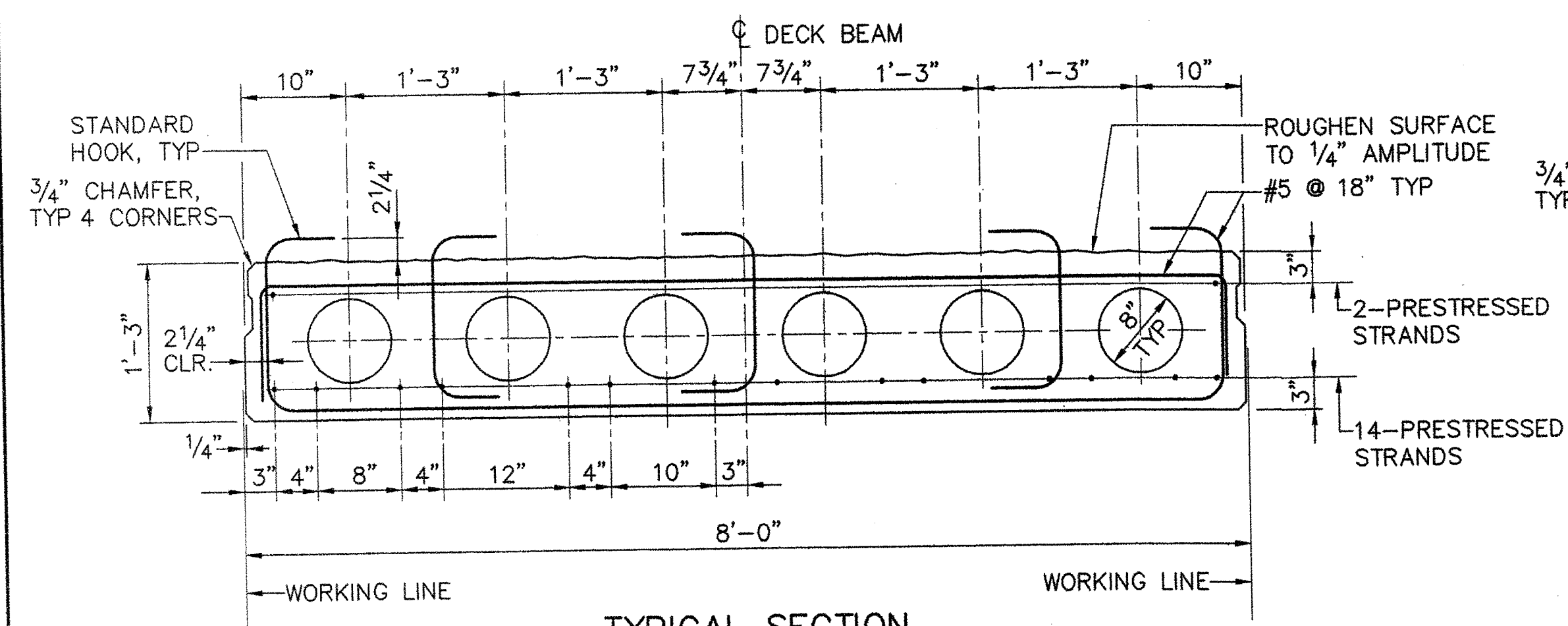
PLAN
SCALE: 1/4"=1'-0"
TYPE A, AA AND D



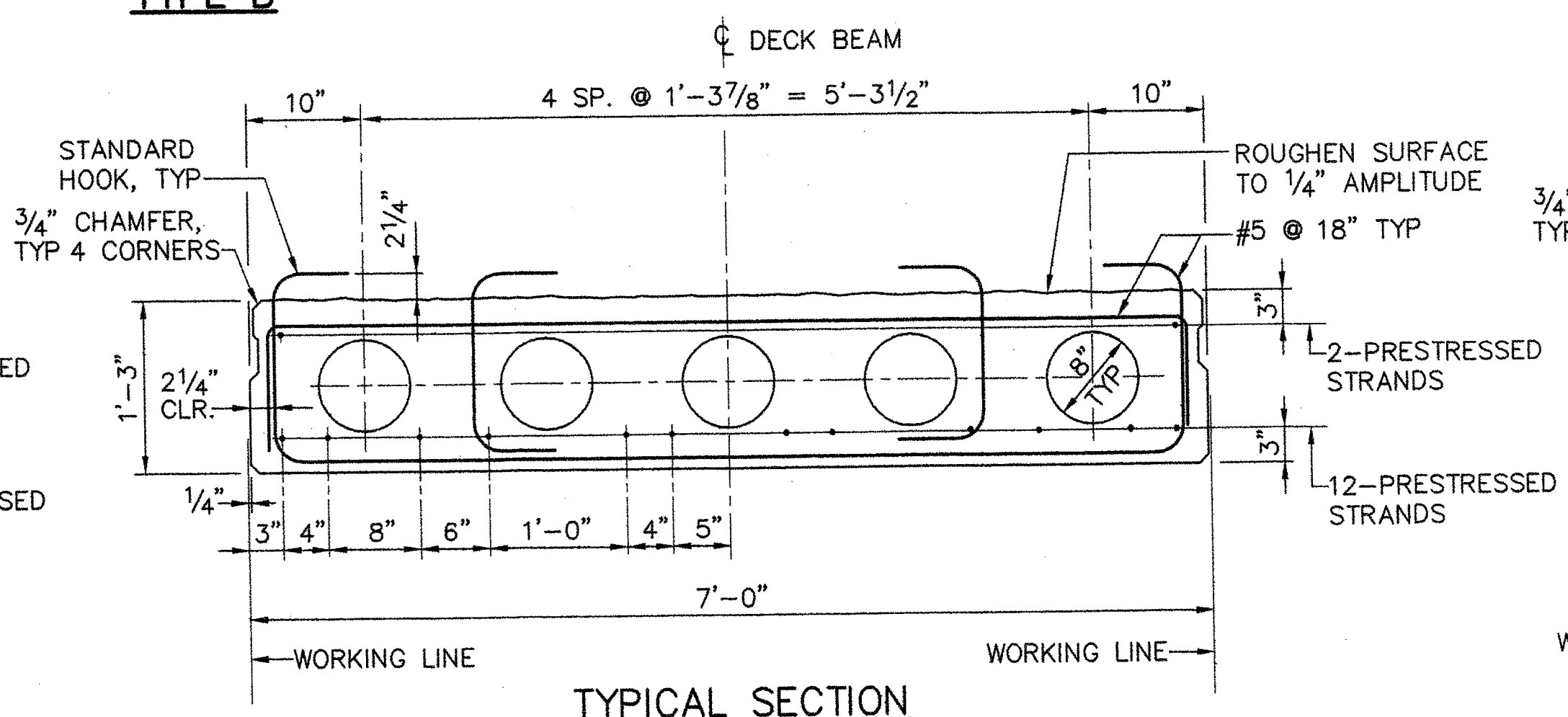
PLAN
SCALE: 1/4"=1'-0"
TYPE B



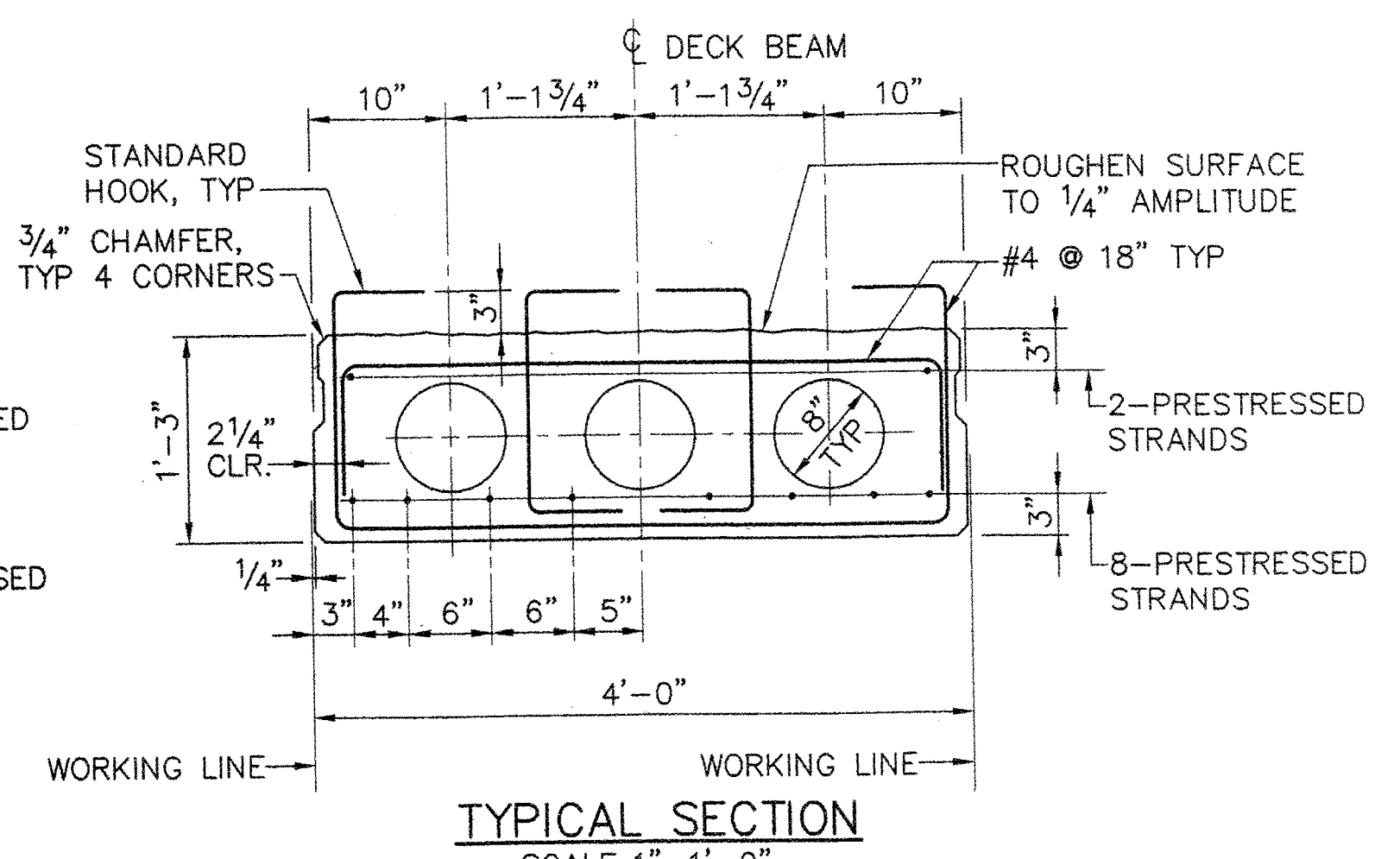
PLAN
SCALE: 1/4"=1'-0"
TYPE C AND E



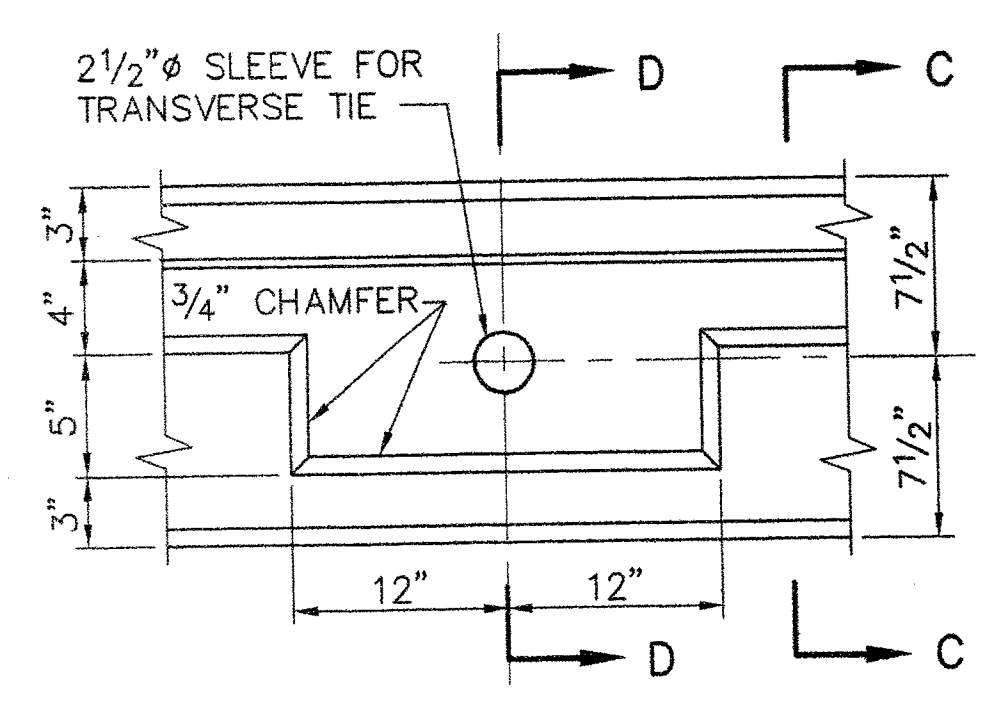
TYPICAL SECTION
SCALE: 1"=1'-0"
TYPE A, AA AND D



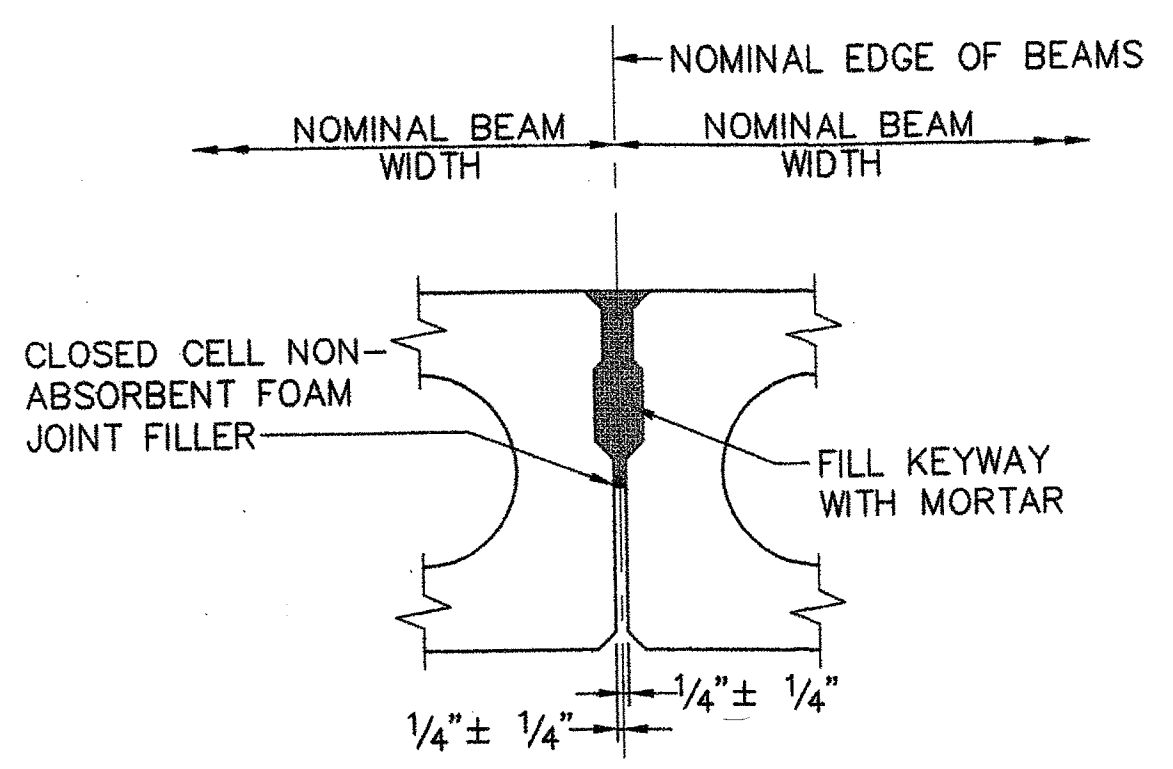
TYPICAL SECTION
SCALE: 1"=1'-0"
TYPE B



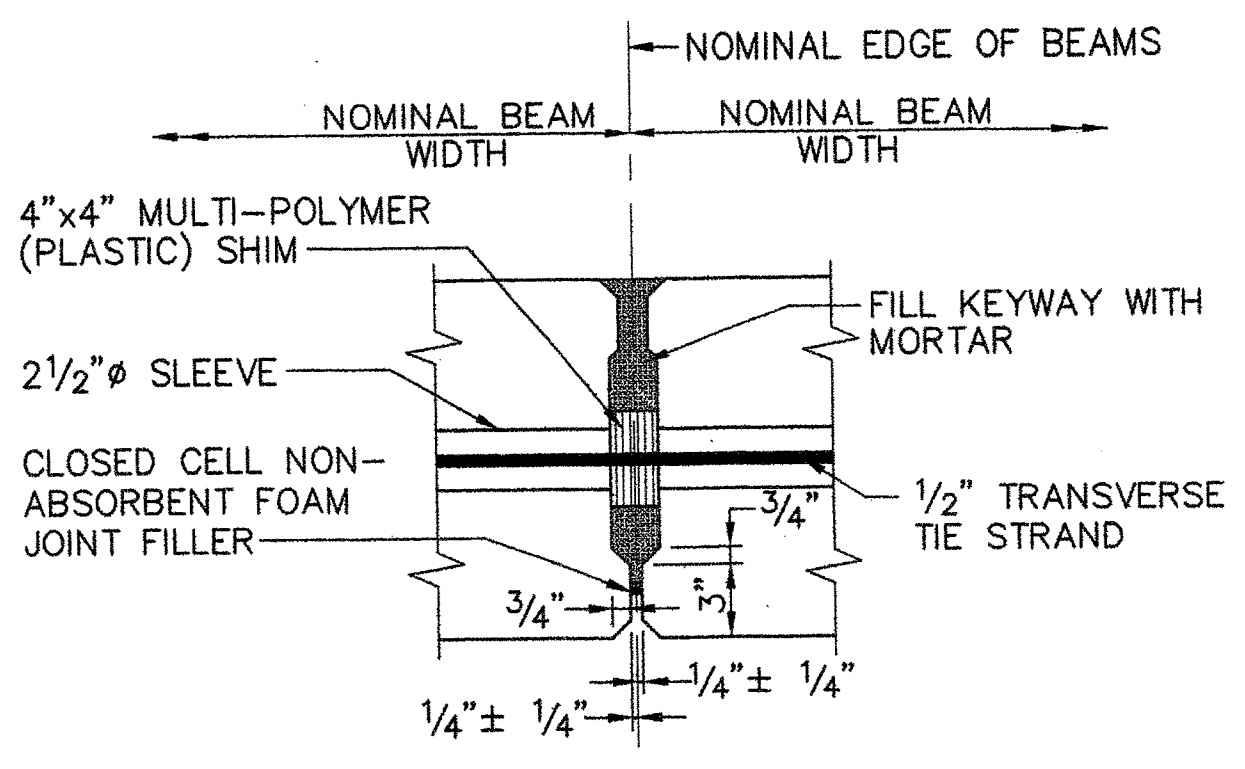
TYPICAL SECTION
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TYPE C AND E



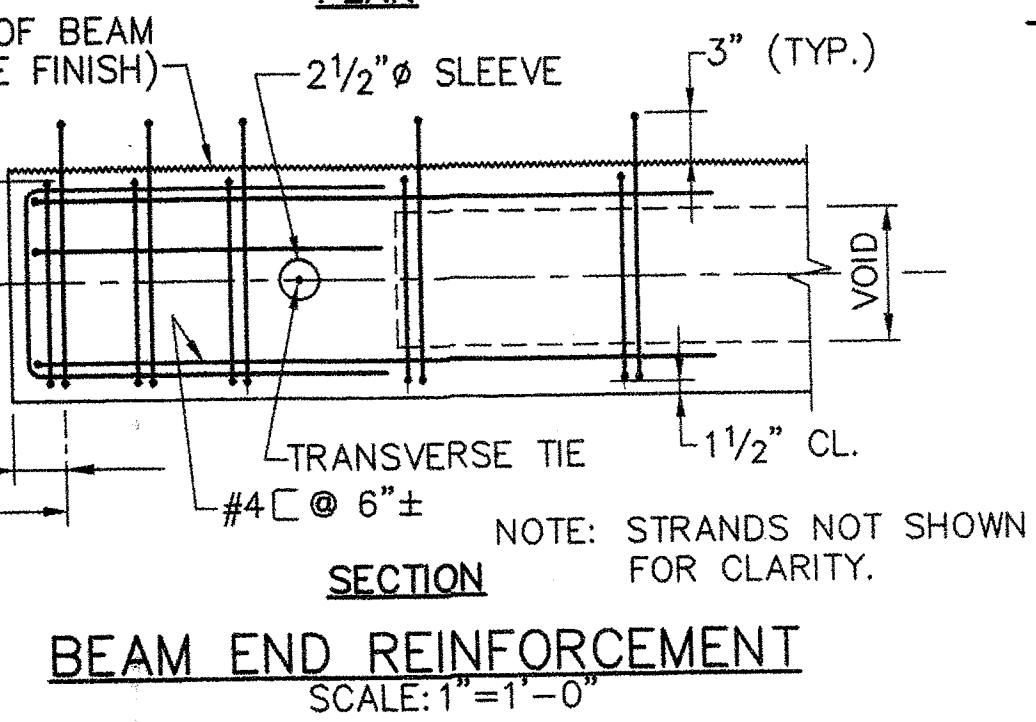
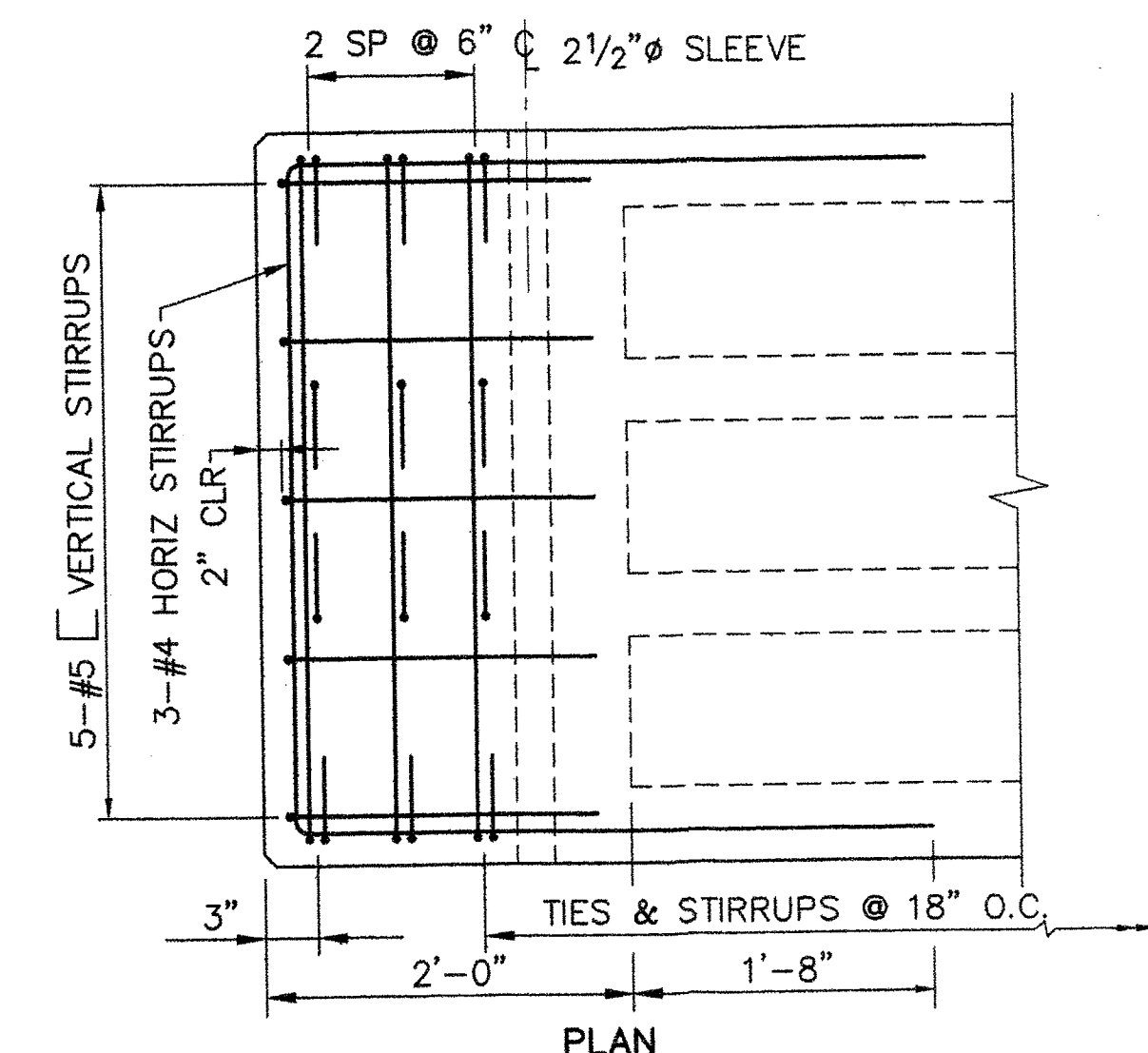
TYPICAL BEAM ELEVATION AT TRANSVERSE TIE LOCATIONS
NOT TO SCALE



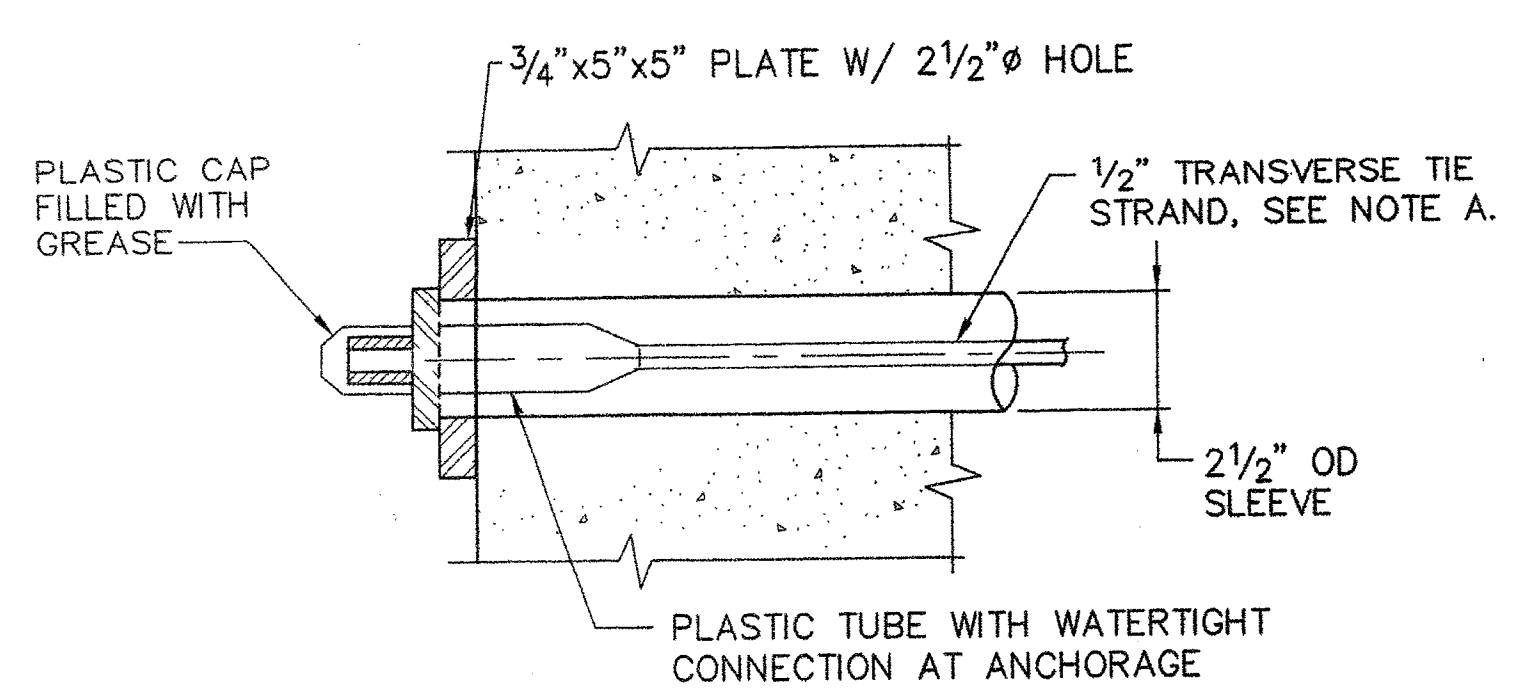
SECTION C-C
NOT TO SCALE



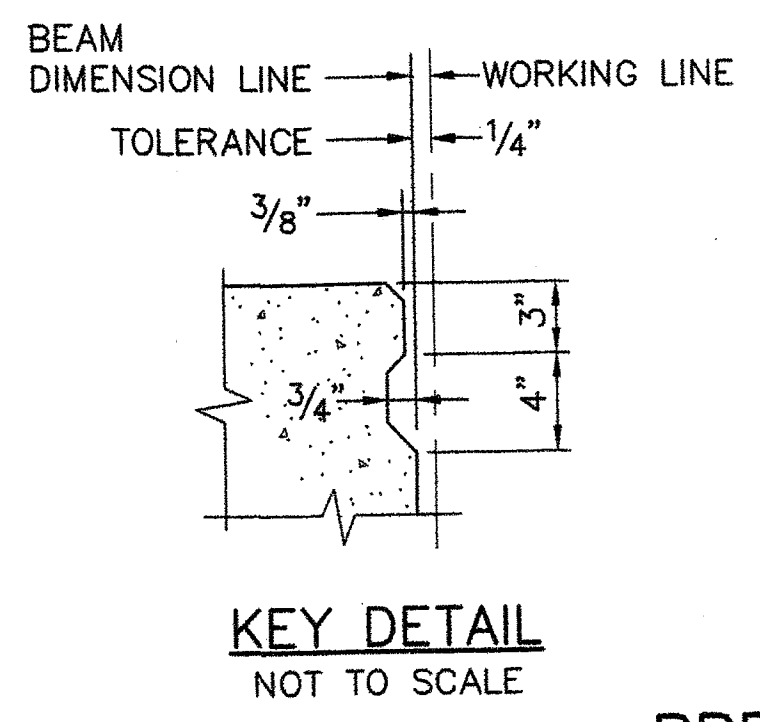
SECTION D-D
NOT TO SCALE



SECTION
BEAM END REINFORCEMENT
SCALE: 1"=1'-0"



TRANSVERSE TIE ANCHORAGE DETAIL
SCALE: 3"=1'-0"



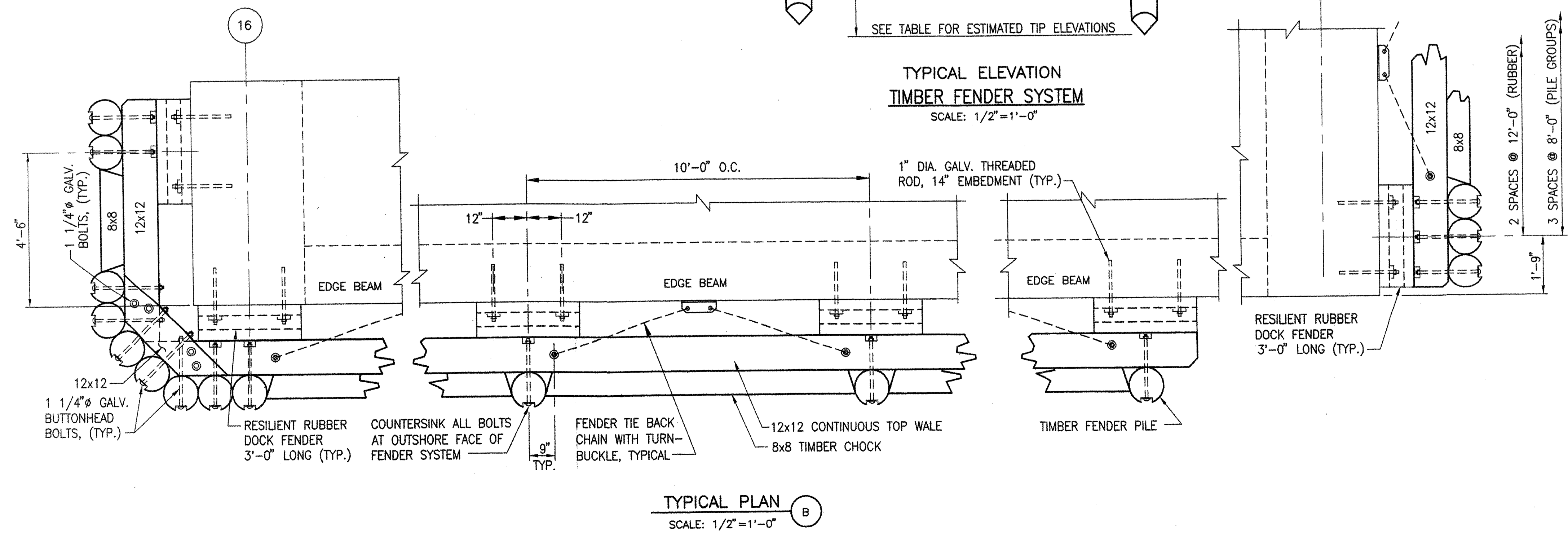
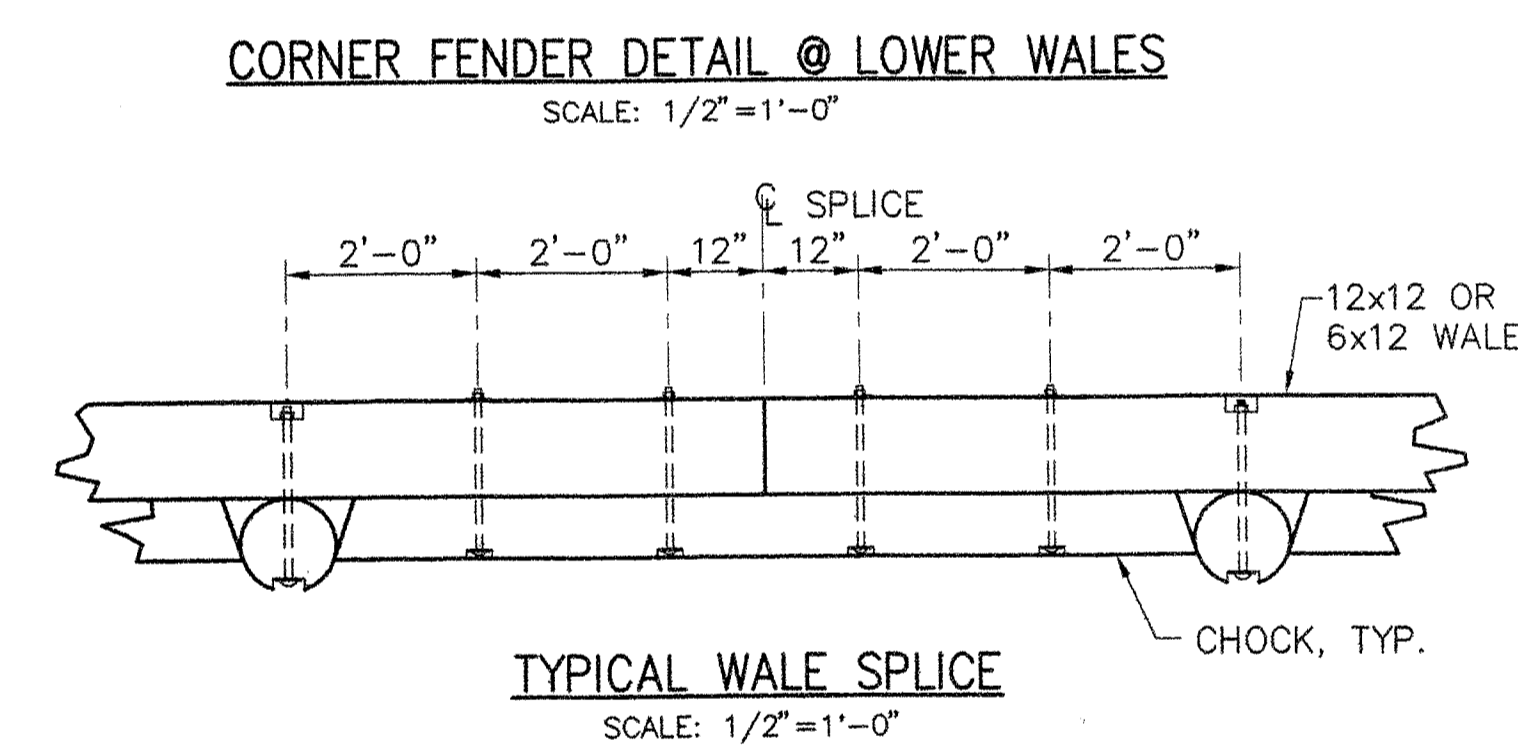
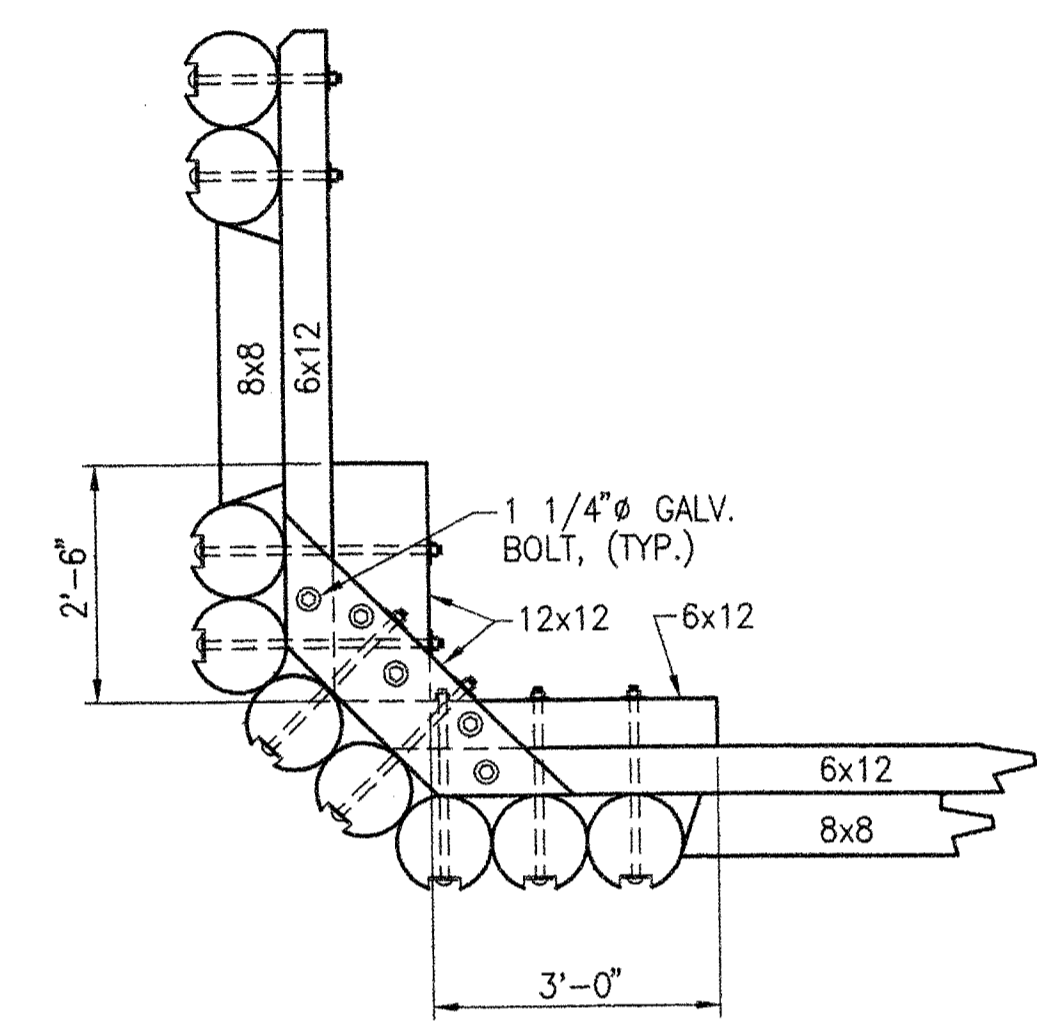
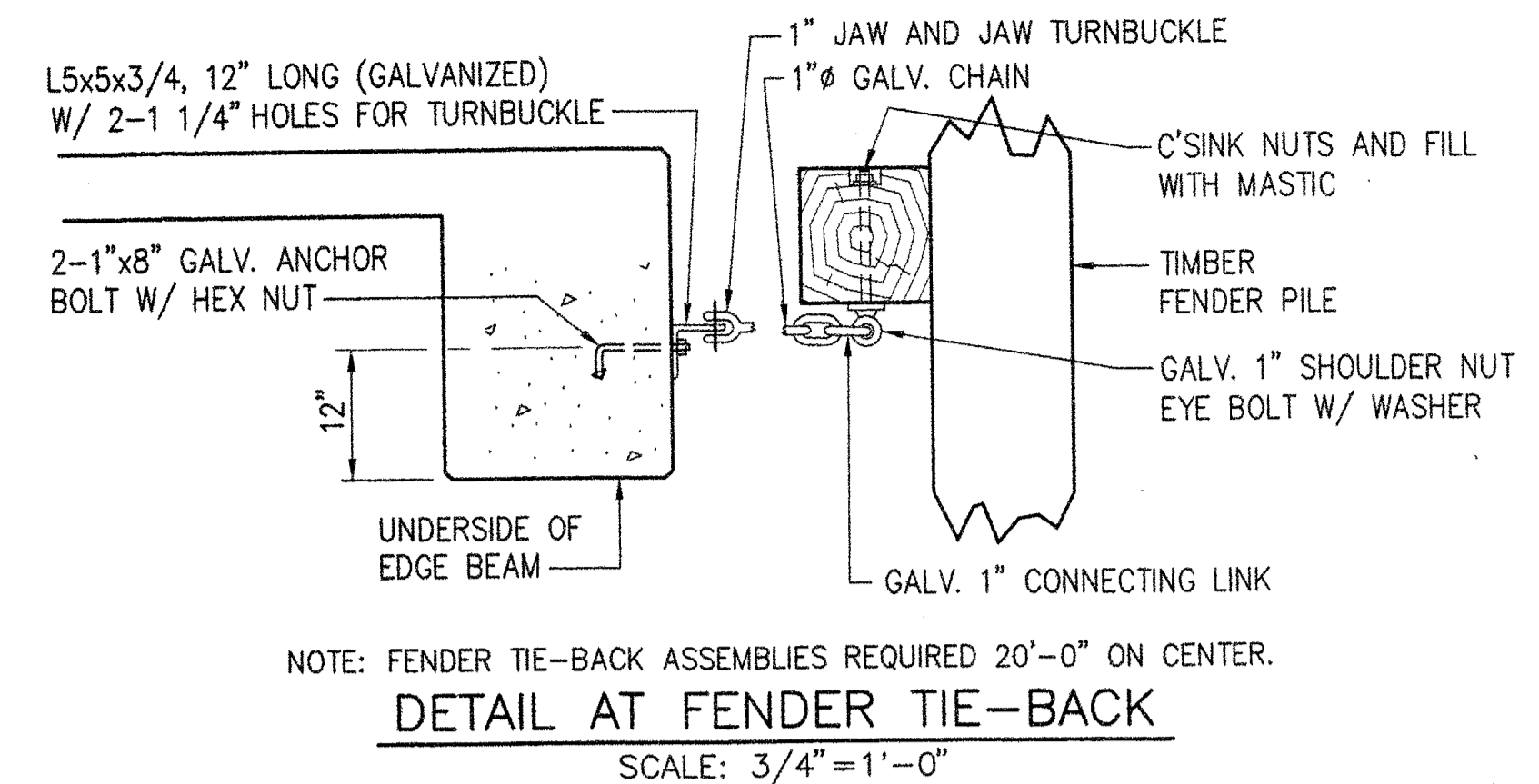
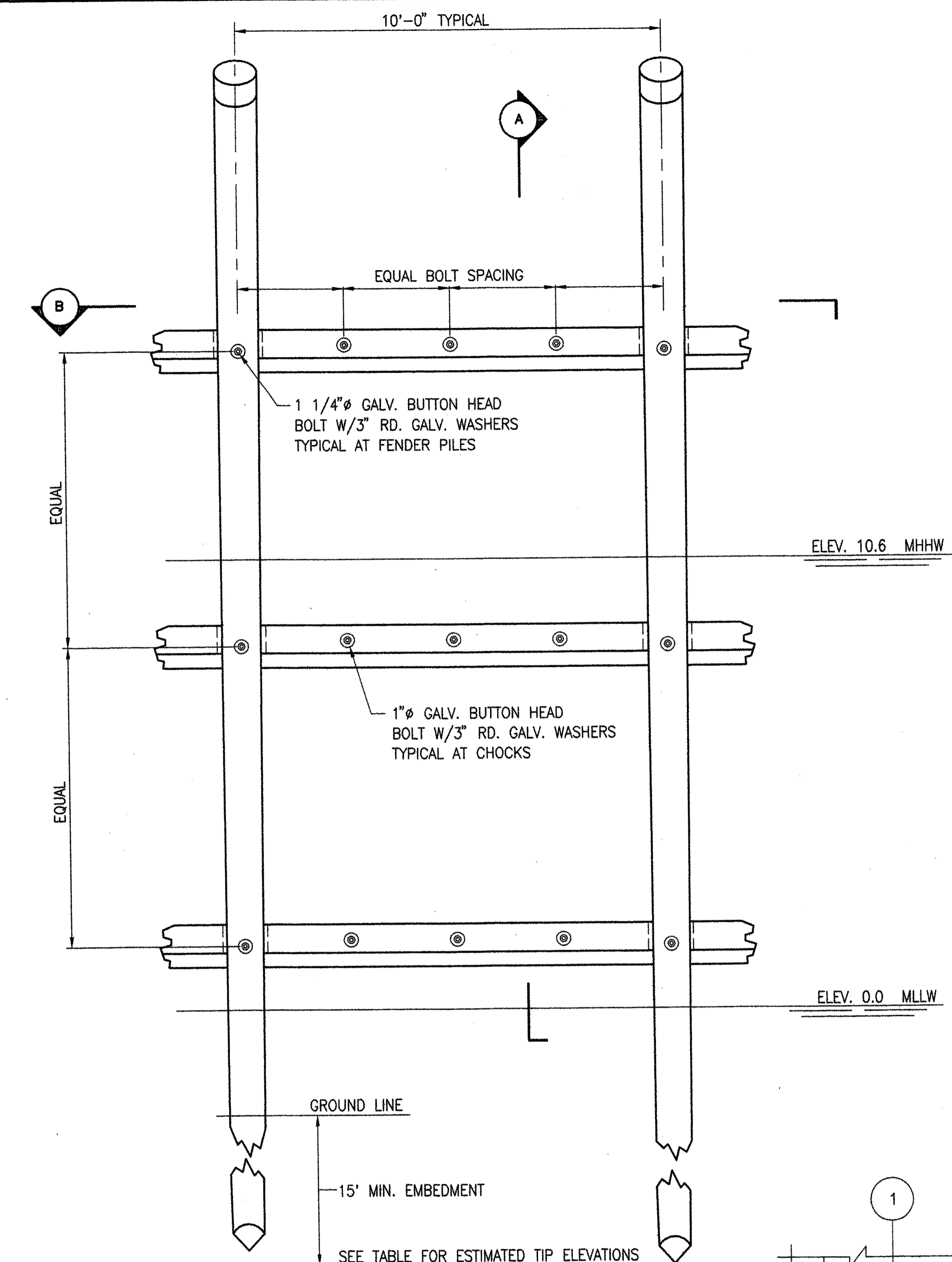
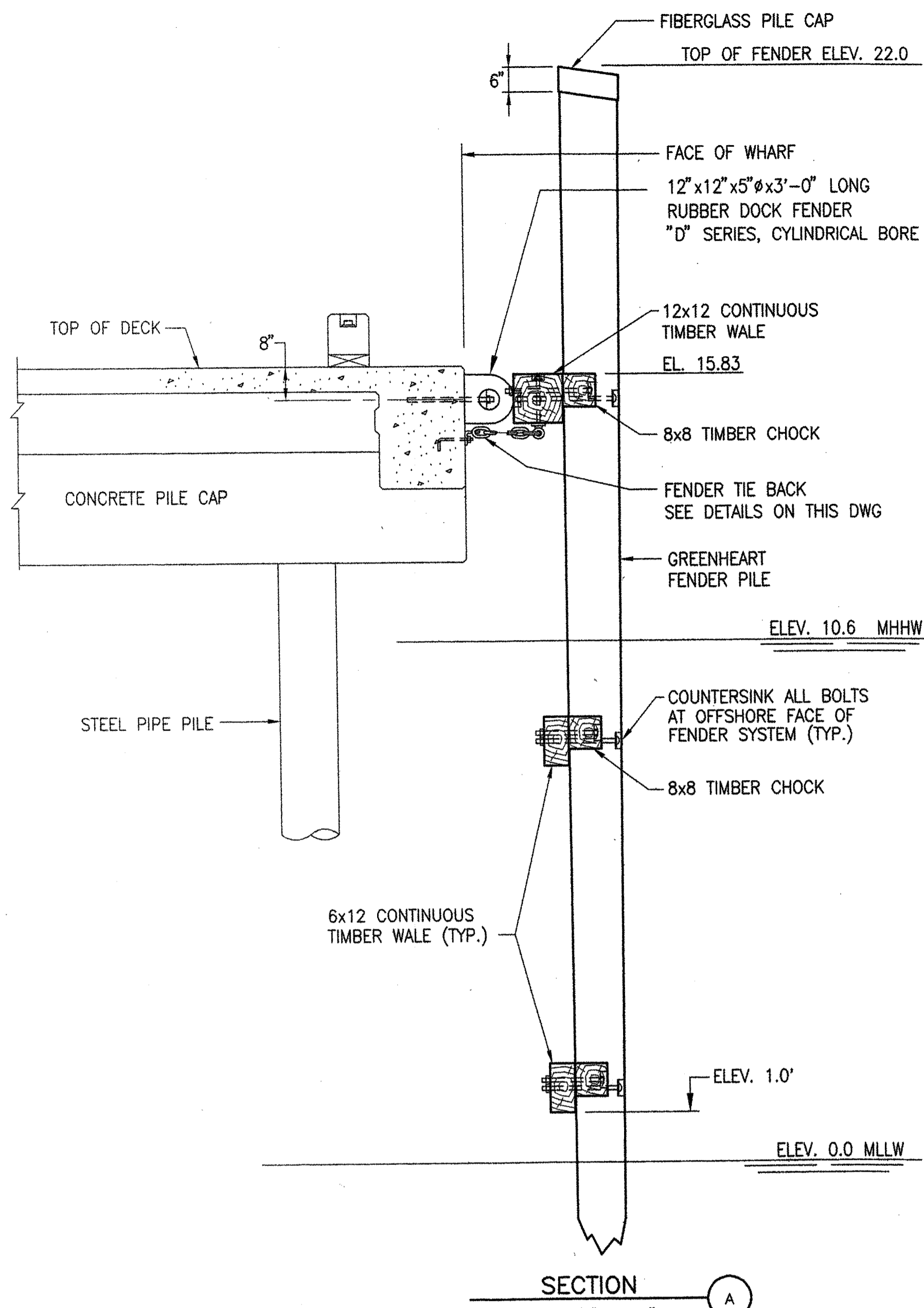
KEY DETAIL
NOT TO SCALE

- PRESTRESSED DECK BEAM NOTES**
- CONCRETE:**
- MINIMUM ULTIMATE COMPRESSIVE STRENGTH = 6,000 PSI
 - MINIMUM COMPRESSIVE STRENGTH AT TIME OF TRANSFER OF PRESTRESSING FORCE = 4,500 PSI
- PRESTRESSING STEEL:**
- ALL PRESTRESSING STEEL TO BE 1/2" DIA UNCOATED, SEVEN-WIRE, LOW RELAXATION STRAND FOR PRESTRESSED CONCRETE, GRADE 270.
 - INITIAL PRESTRESSING FORCE = 30,980 LBS PER STRAND.
- REINFORCING STEEL:**
- REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 60 AND SHALL BE EPOXY COATED.
- ELASTOMERIC BEARING PADS:**
- ELASTOMER FOR BEARING PADS TO BE LOW TEMPERATURE, GRADE 3, 60 DUROMETER.
 - BOND ELASTOMERIC BEARING PADS TO BEAMS AND CONCRETE SEATS.
- TRANSVERSE TIE NOTES**
- TRANSVERSE TIES SHALL BE COVERED BY A SEAMLESS POLYPROPYLENE SHEATH (W/ CORROSION INHIBITING GREASE BETWEEN THE STRAND AND SHEATH) FOR THE FULL LENGTH OF THE STRAND EXCEPT AT THE ANCHORAGE LOCATION.
 - AFTER ALL BEAMS HAVE BEEN ERECTED, TENSION EACH TRANSVERSE TIE TO 5,000 POUNDS.
 - FILL ALL KEYWAYS WITH MORTAR. IF THE KEYWAYS ARE NOT FILLED WITHIN FIVE DAYS AFTER THE BEAMS ARE ERECTED, THE CONTRACTOR SHALL COVER AND PROTECT THE KEYWAYS FROM THE WEATHER AND DEBRIS UNTIL THEY ARE FILLED.
 - AFTER THE MORTAR HAS CURED, TENSION EACH TRANSVERSE TIE TO 30,000 POUNDS. NO TRAFFIC OR HEAVY EQUIPMENT WILL BE PERMITTED ON THE BEAMS UNTIL ALL THE TIES HAVE BEEN PROPERLY TENSIONED.

PRECAST PRESTRESSED CONCRETE DECK BEAM DETAILS

R:\TM-0215-Drawings\7-FST.dwg; S6_MHARF_PRECAST_BEAM-PTI.dwg 06/26/06 08:31 [28.47] By Tripp, R

R:\TM-082\5-Drawings\7-FST dwgs\SZ_WHARF Fender-DTL.dwg 06/23/06 14:30 [47.20] By Tripp_R



LOCATION	ELEVATION
NORTH END TO BENT 2	-28
BENT 2 TO BENT 16	-25
SOUTH END, BENT 16 TO MATINICUS RAMP	-25
SOUTH END, MATINICUS RAMP TO SOUTHWEST CORNER	-20

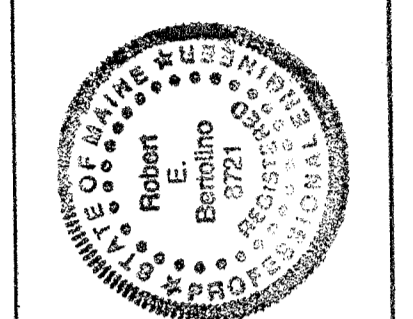
* ELEVATIONS SHOWN ARE ESTIMATES. THE CONTRACTOR SHALL DETERMINE GROUND ELEVATIONS ALONG THE FACE OF THE WHARF AND INSTALL FENDER PILES TO A MINIMUM EMBEDMENT OF 15 FEET.

- NOTES:
- FOR PLAN LOCATION OF FENDER SYSTEM, SEE SHEET S5.
 - ALL WALES & CHOCKS TO BE TREATED WITH CCA.
 - PROVIDE 3/4 INCH CHAMFER ON ALL TIMBER EXPOSED EDGES.
 - COUNTERSINK ALL BOLTS ON OFFSHORE FACE OF FENDERS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED _____ DATE _____

COMMISSIONER: _____ CHIEF ENGINEER: _____



PROJECT INFORMATION

MULTIMODAL PROJECT MANAGER: PAUL POTTE
DESIGNER: DJW
CONSULTANT: FAY, SPOFFORD & THORNDIKE
CONTRACTOR: _____

SIGNATURE: *Robert E. Bernino*
P.E. NUMBER: 8721
DATE: 6/28/06

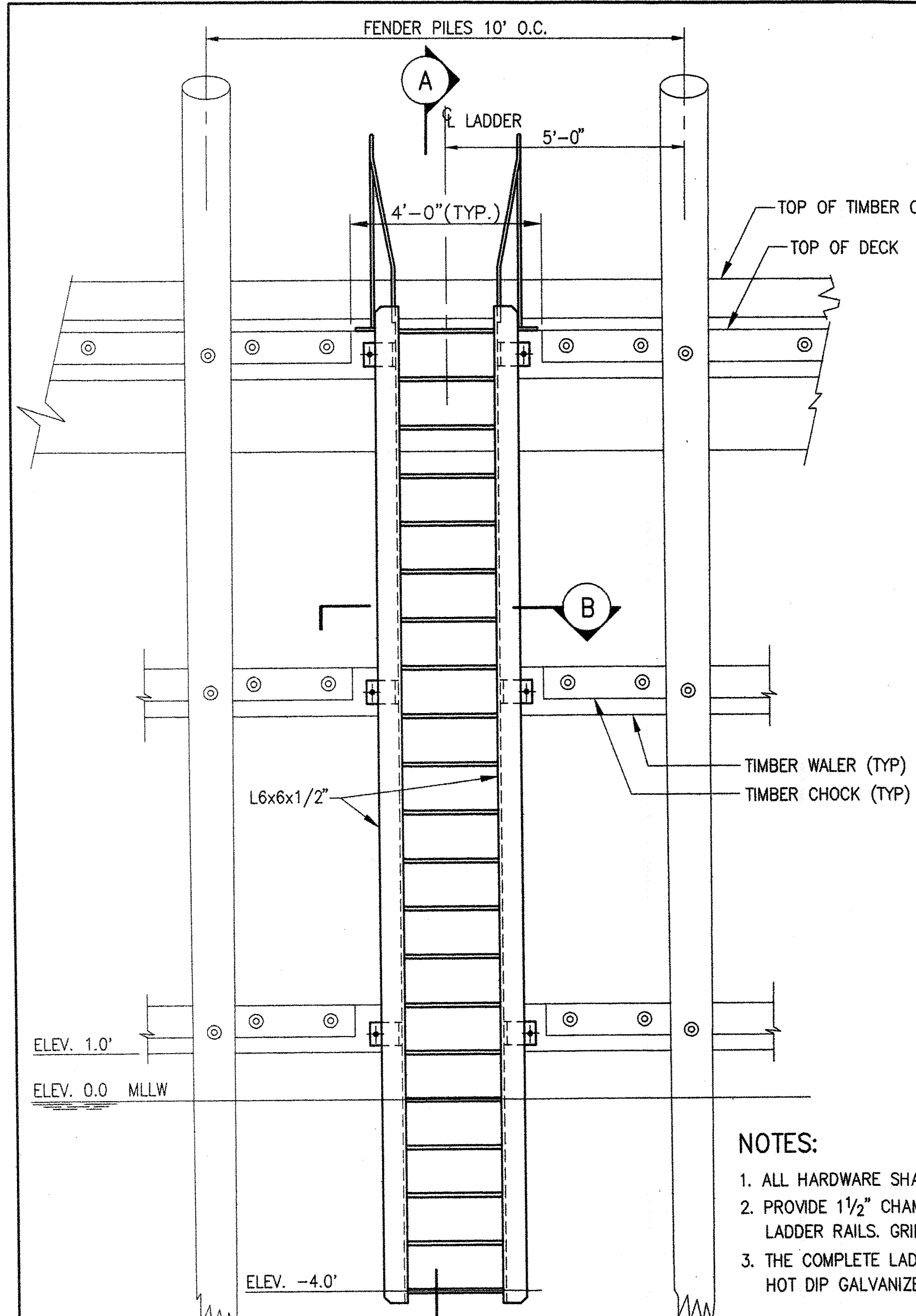
ROCKLAND FERRY TERMINAL

WHARF - FENDER DETAILS

SHEET NUMBER: S7

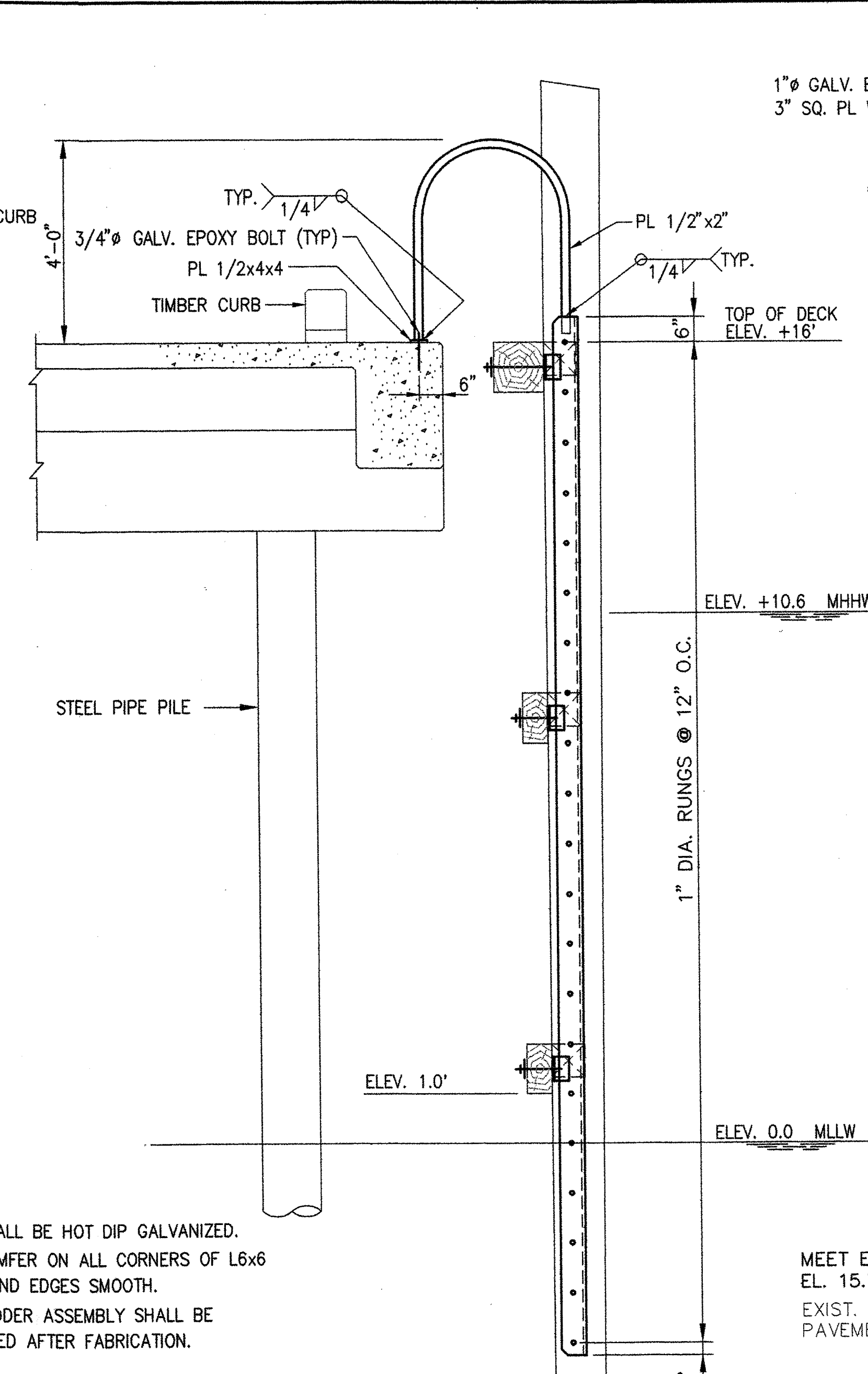
14 OF 63

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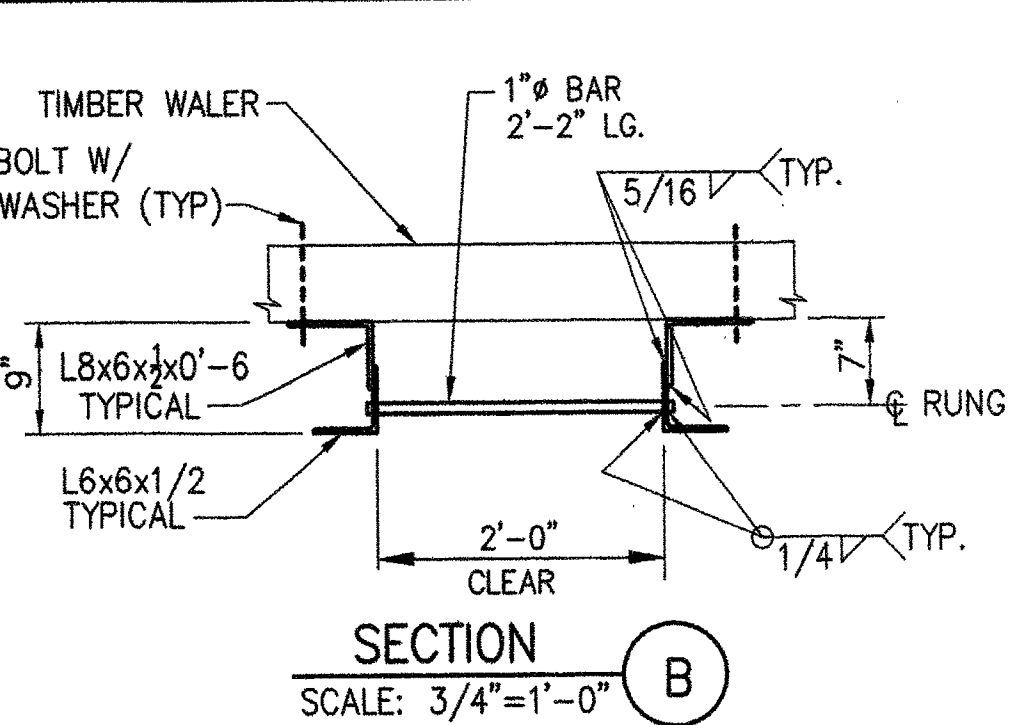


ELEVATION - LADDER
SCALE 1/2"=1'-0"

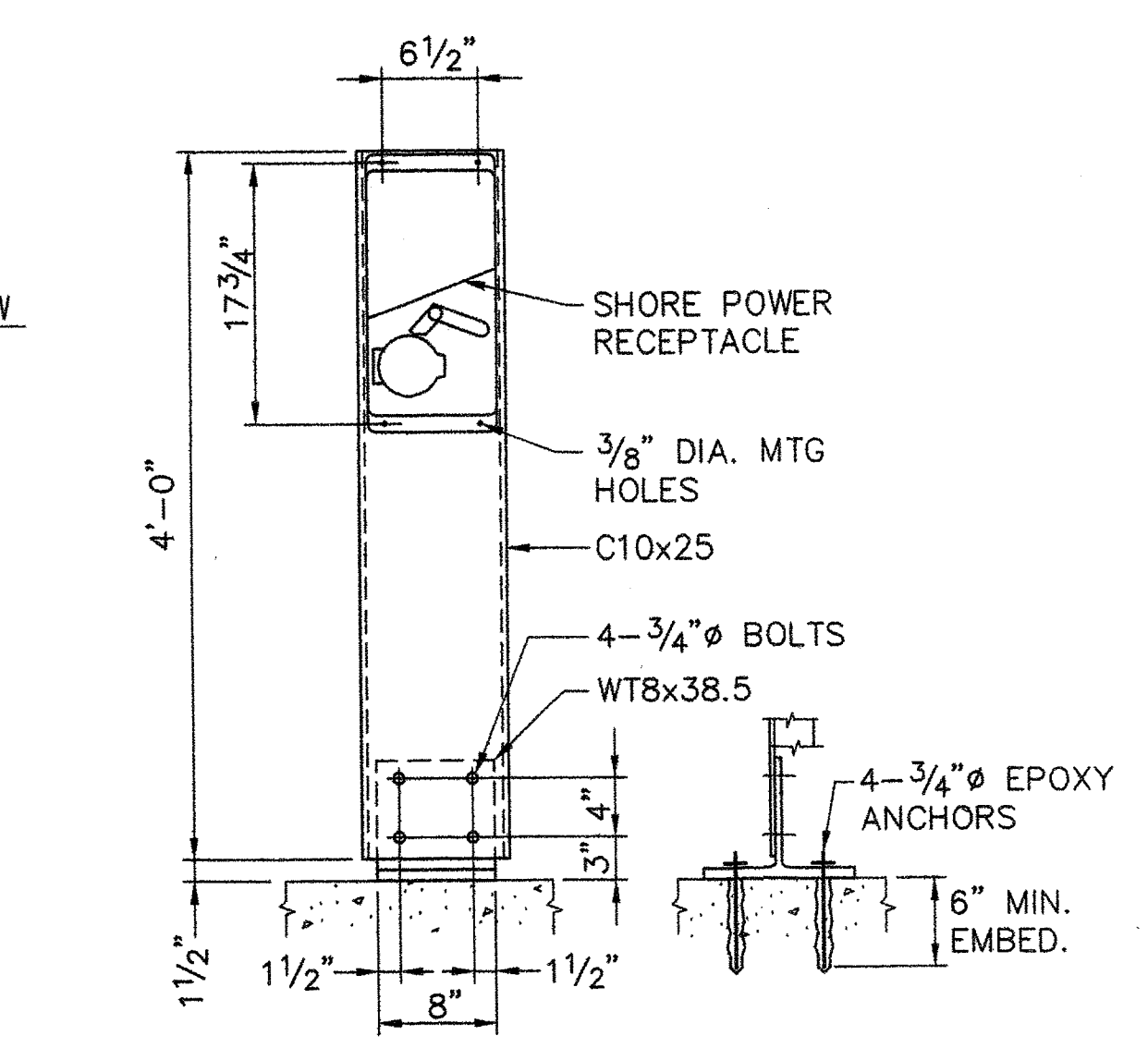
- NOTES:**
1. ALL HARDWARE SHALL BE HOT DIP GALVANIZED.
 2. PROVIDE 1/2" CHAMFER ON ALL CORNERS OF L6x6 LADDER RAILS. GRIND EDGES SMOOTH.
 3. THE COMPLETE LADDER ASSEMBLY SHALL BE HOT DIP GALVANIZED AFTER FABRICATION.



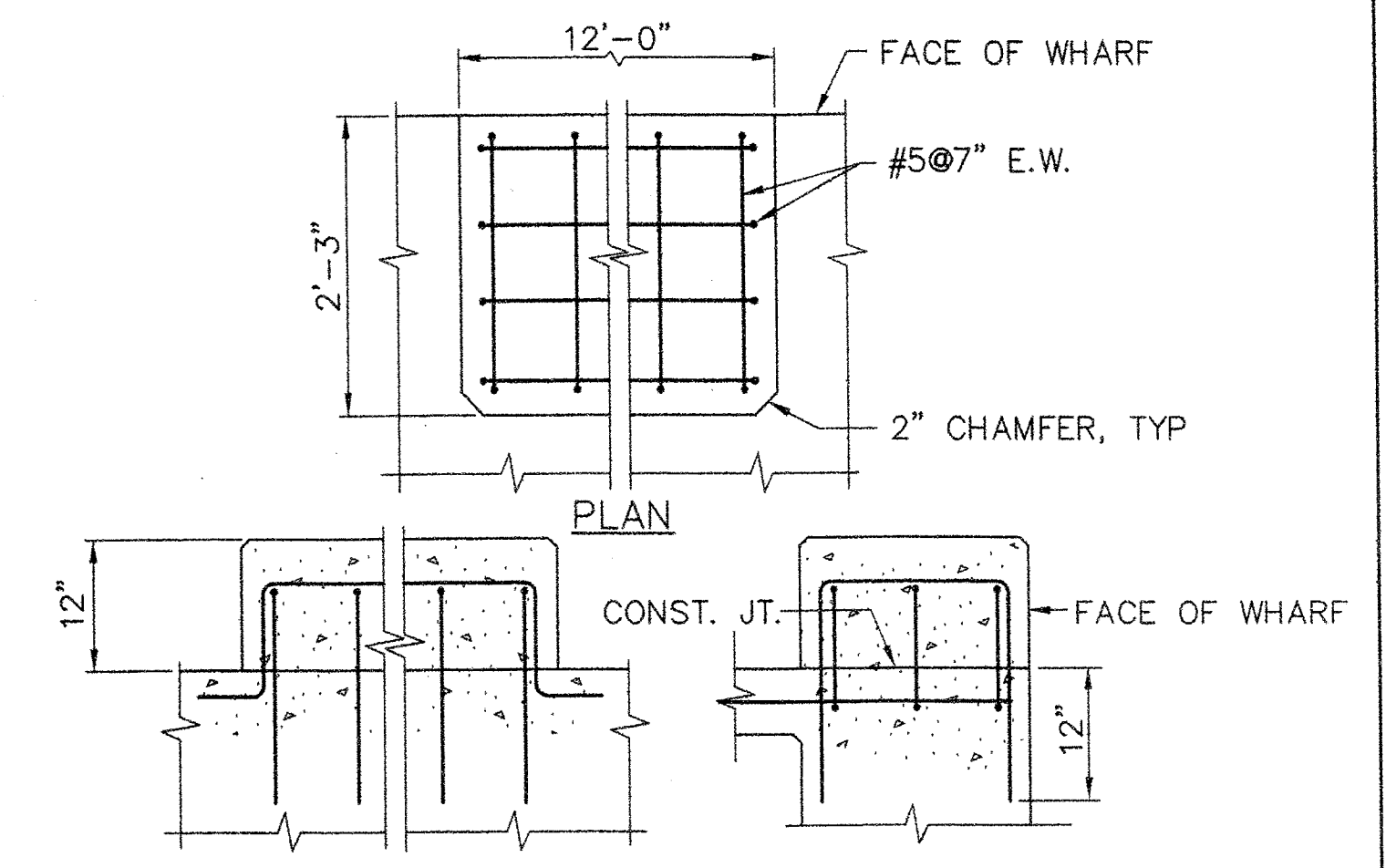
SECTION A
SCALE 1/2"=1'-0"



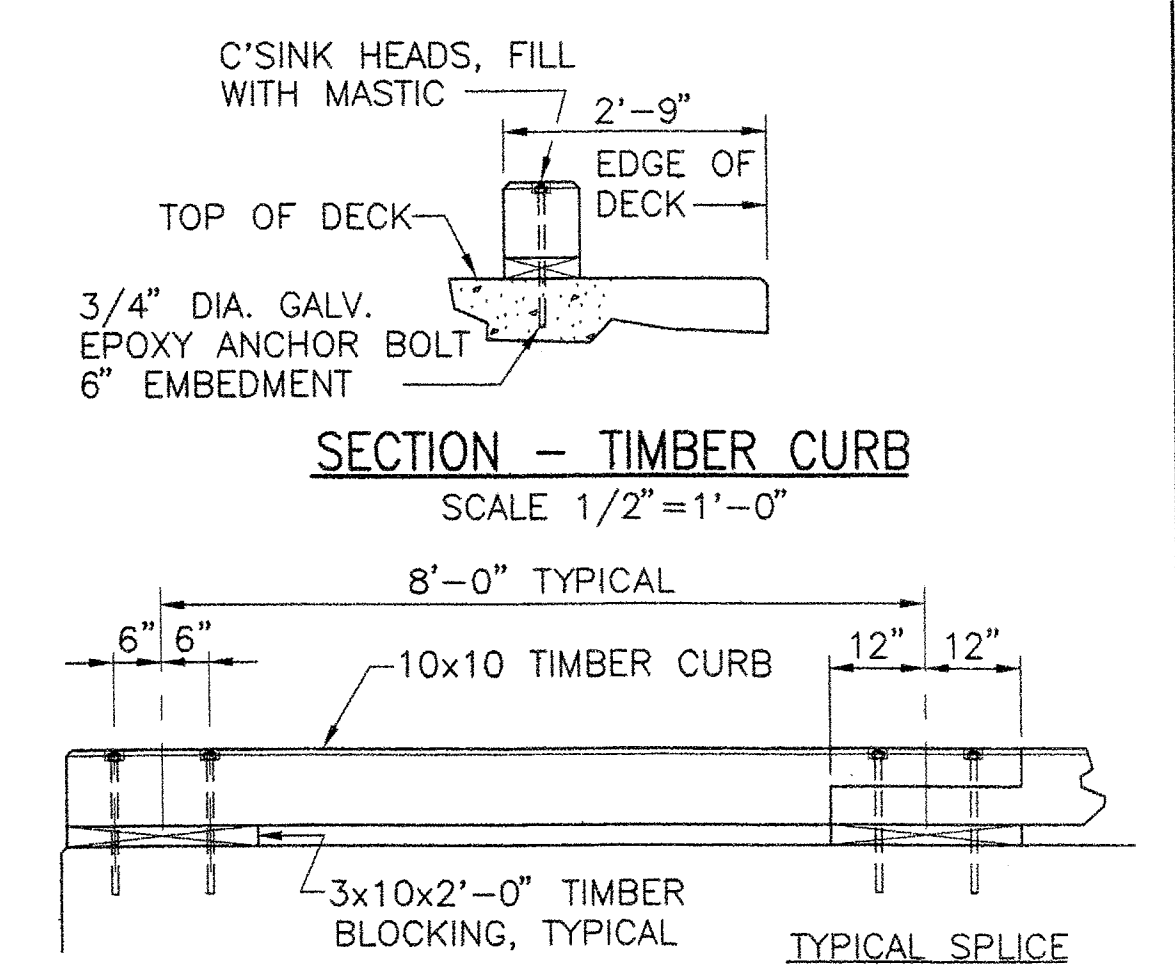
SECTION B
SCALE 3/4"=1'-0"



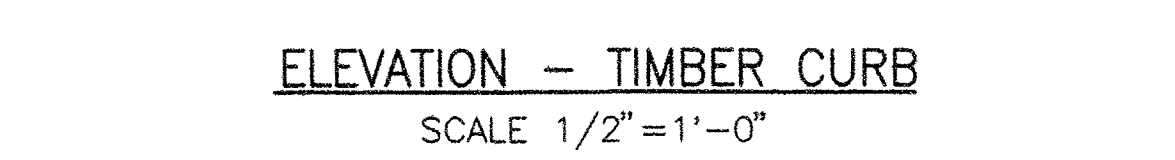
SHORE POWER RECEPTACLE SUPPORT
SCALE 1"=1'-0"



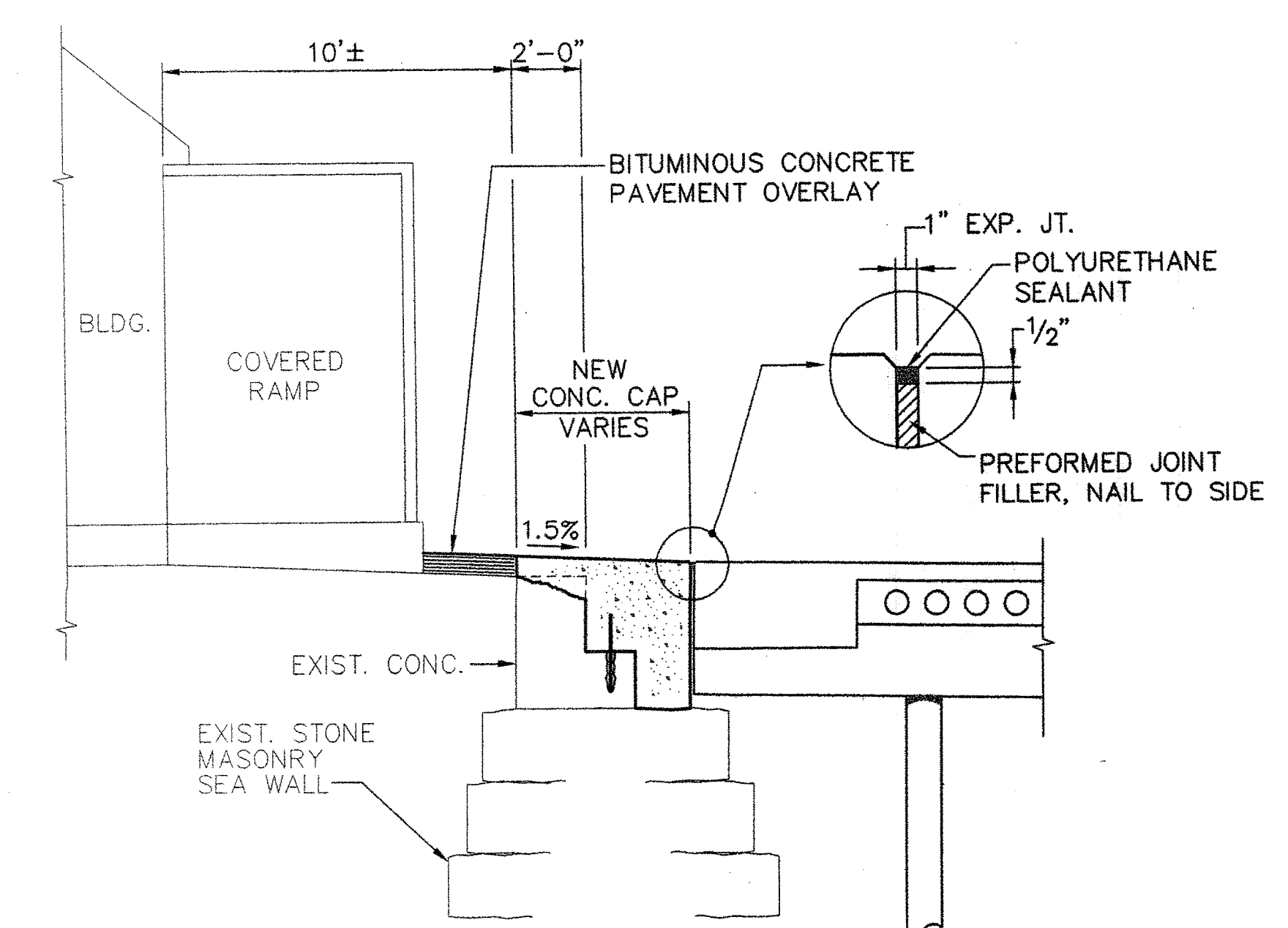
DETAIL - DOUBLE BITT PEDESTAL
SCALE 3/4"=1'-0"



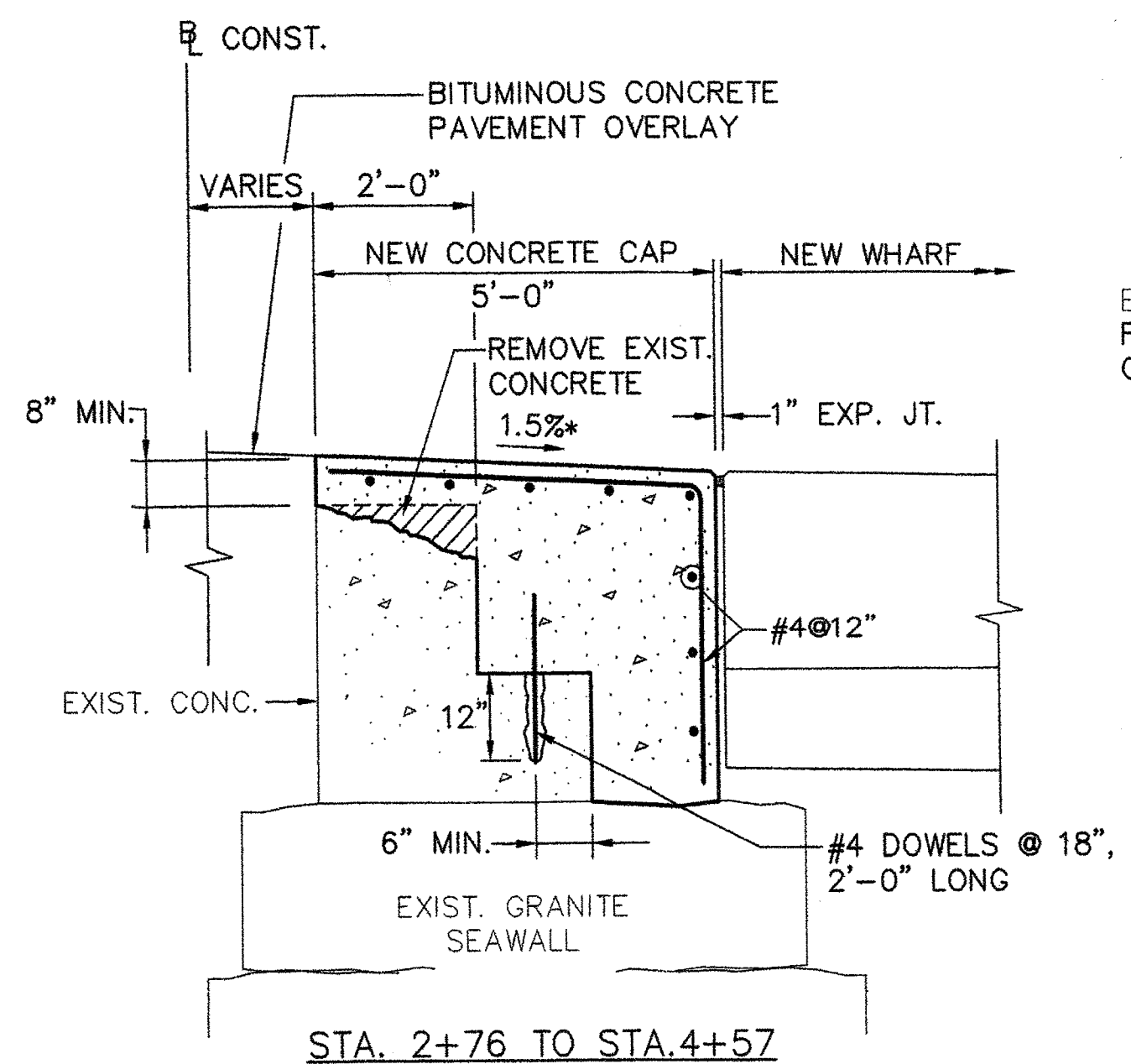
SECTION - TIMBER CURB
SCALE 1/2"=1'-0"



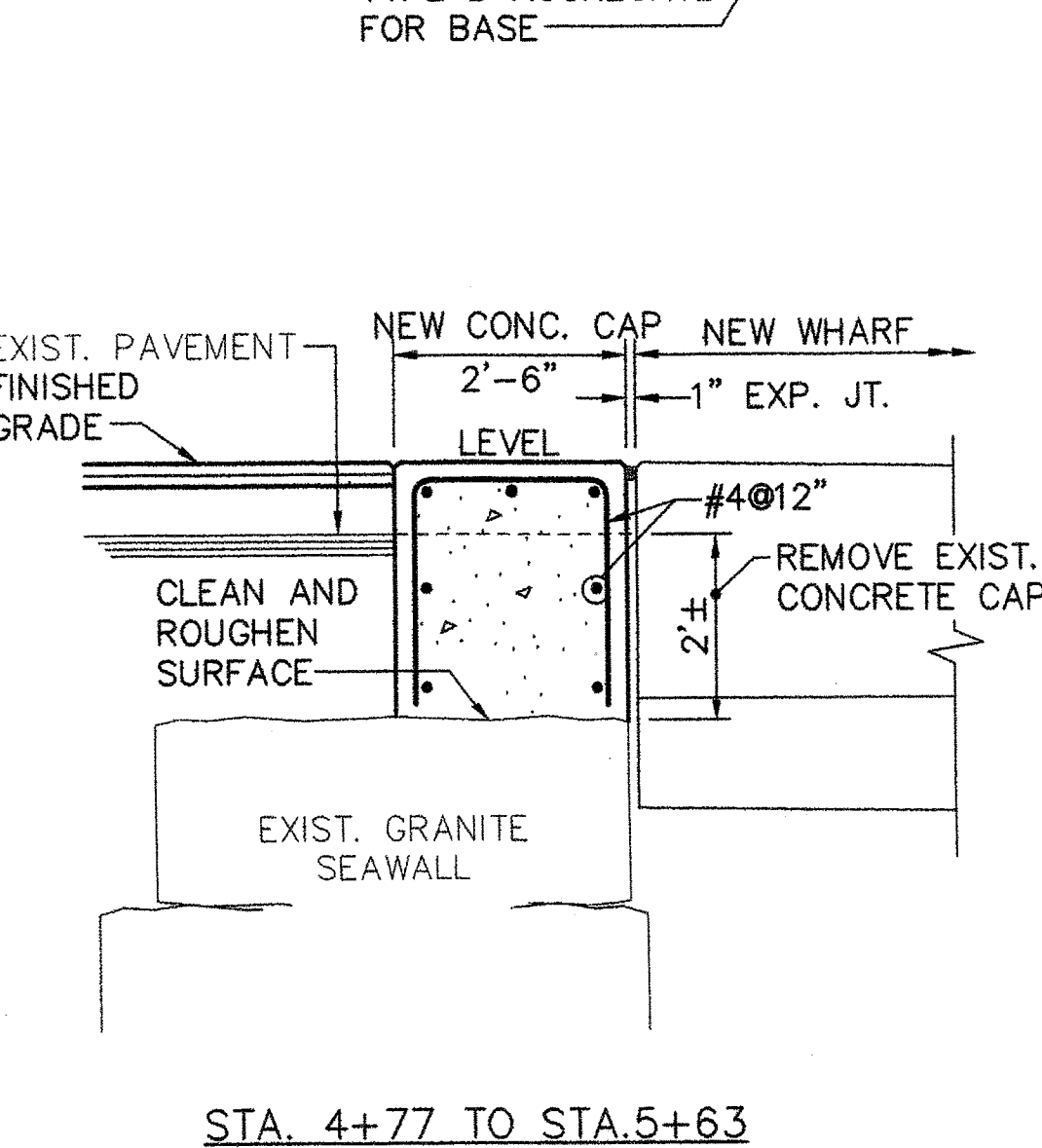
ELEVATION - TIMBER CURB
SCALE 1/2"=1'-0"



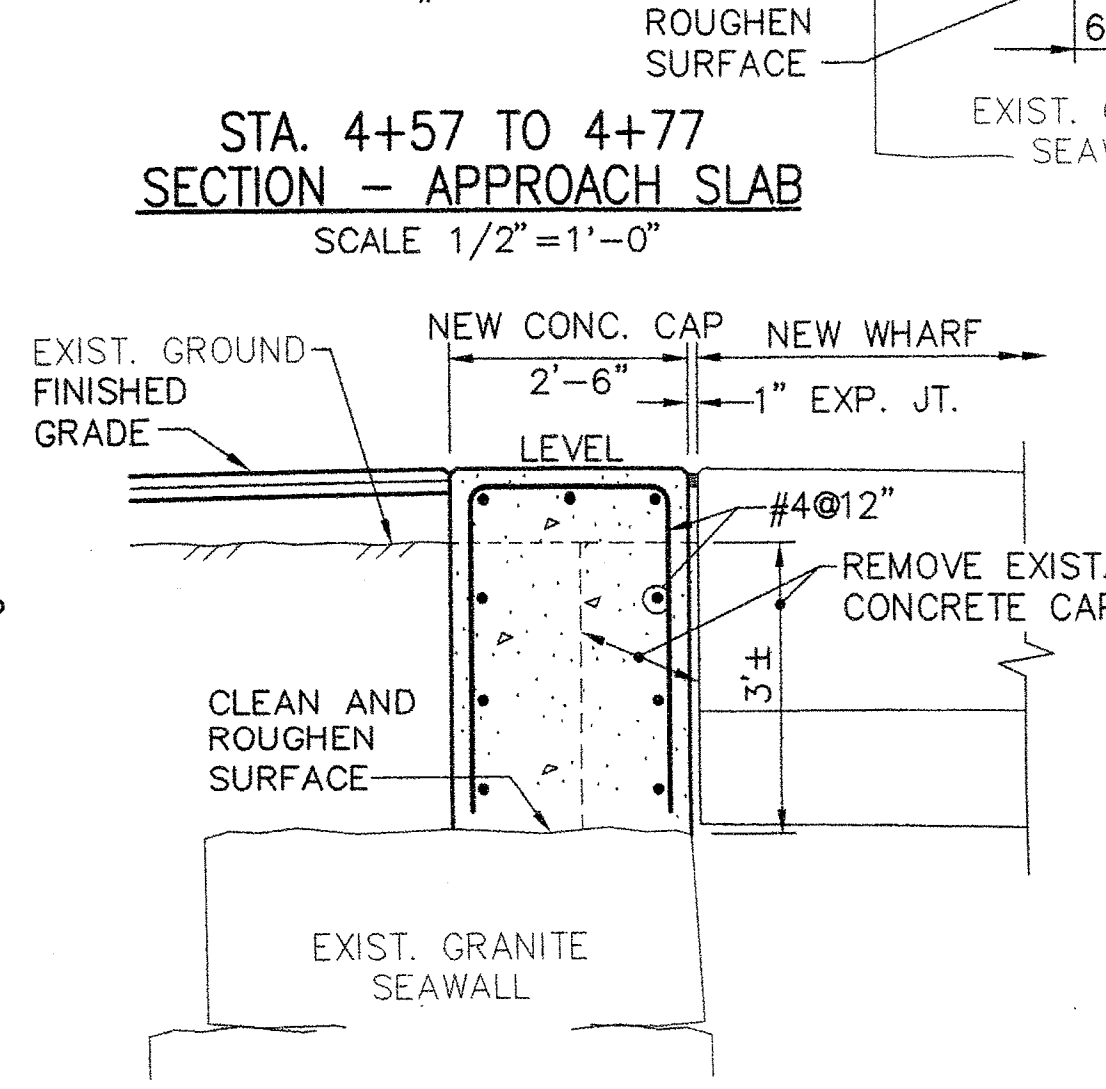
TYPICAL SECTION - GRANITE SEAWALL
SCALE 1/4"=1'-0"



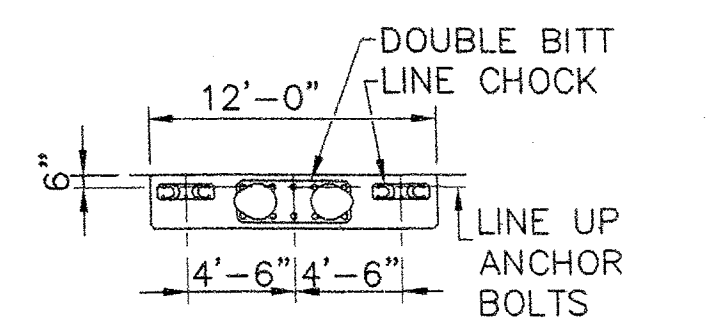
GRANITE SEAWALL CAP REPAIRS
SCALE 1/2"=1'-0"



GRANITE SEAWALL CAP REPAIRS
SCALE 1/2"=1'-0"



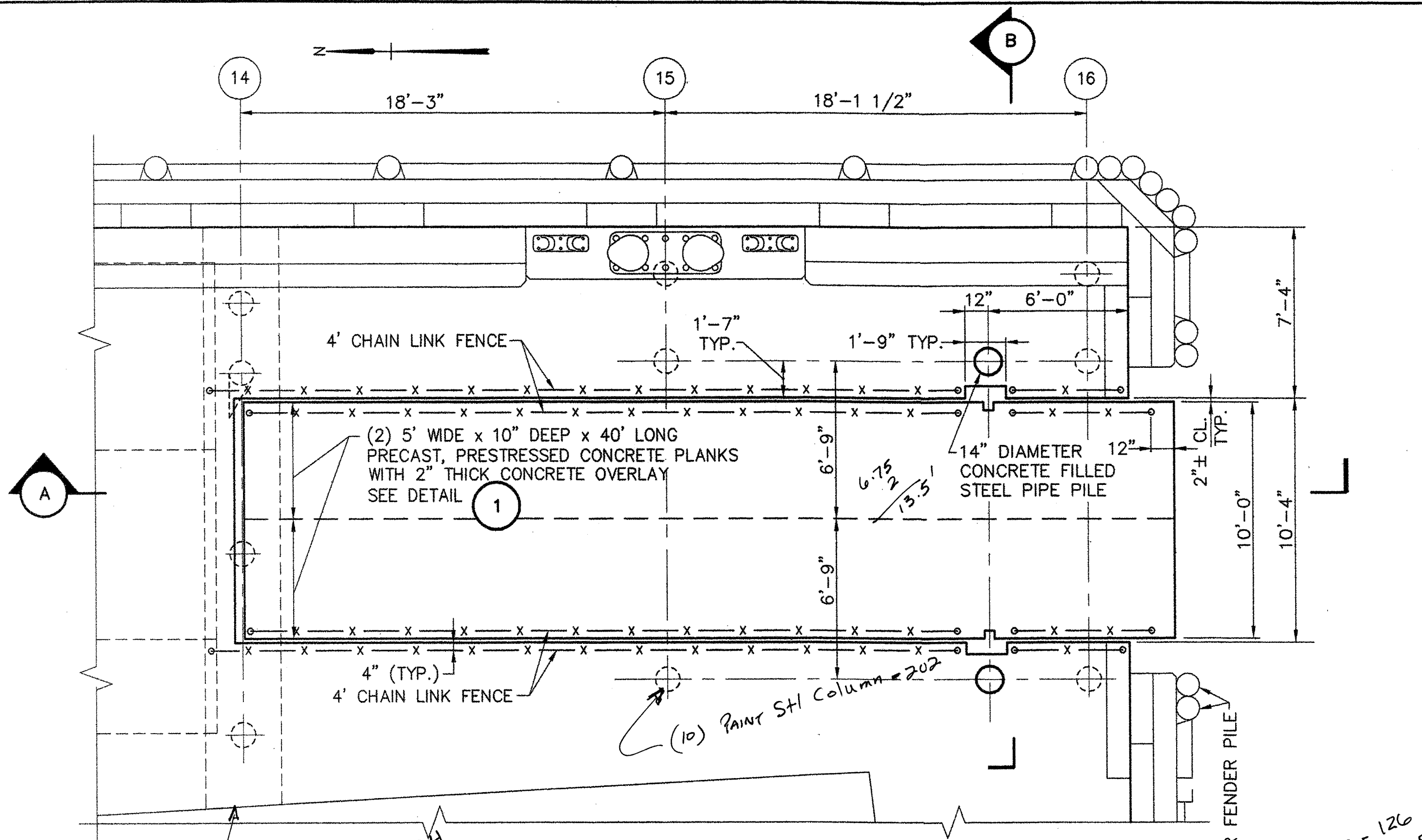
SECTION - APPROACH SLAB
SCALE 1/2"=1'-0"



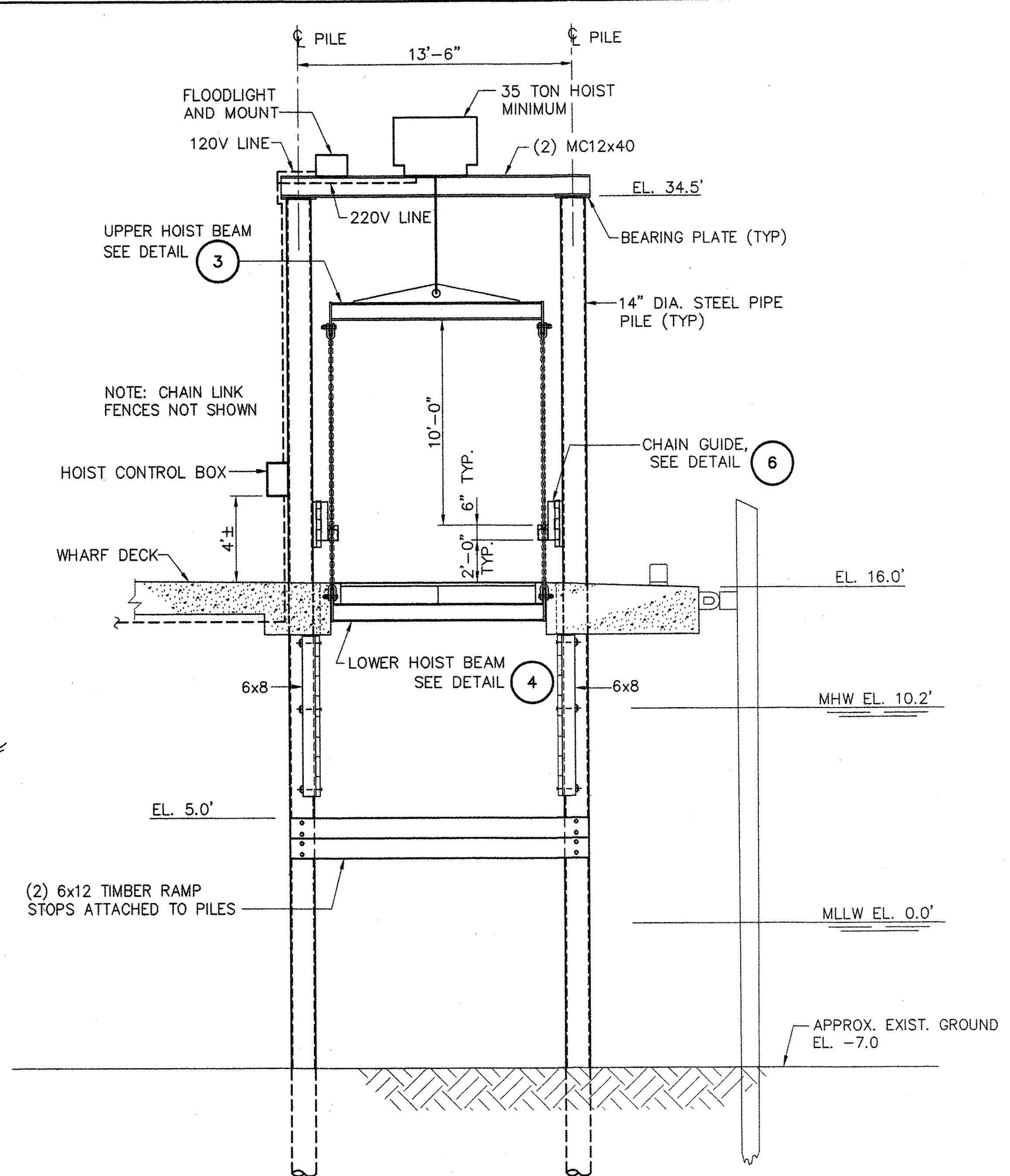
PLAN - DECK FITTINGS
SCALE 1/8"=1'-0"

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		APPROVED	DATE
COMMISSIONER:		CHIEF ENGINEER:	
PROGRAM	MULTIMODAL	PROJECT MANAGER	PAUL POTTE
DESIGNER	CNC	CONSULTANT	FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT		P.E. NUMBER	8721
CONTRACTOR		DATE	6/28/06
PROJECT INFORMATION		PROJECT COMPLETION DATE	
ROCKLAND FERRY TERMINAL		WHARF MISCELLANEOUS DETAILS	
SHEET NUMBER		S8	
15 OF 63			

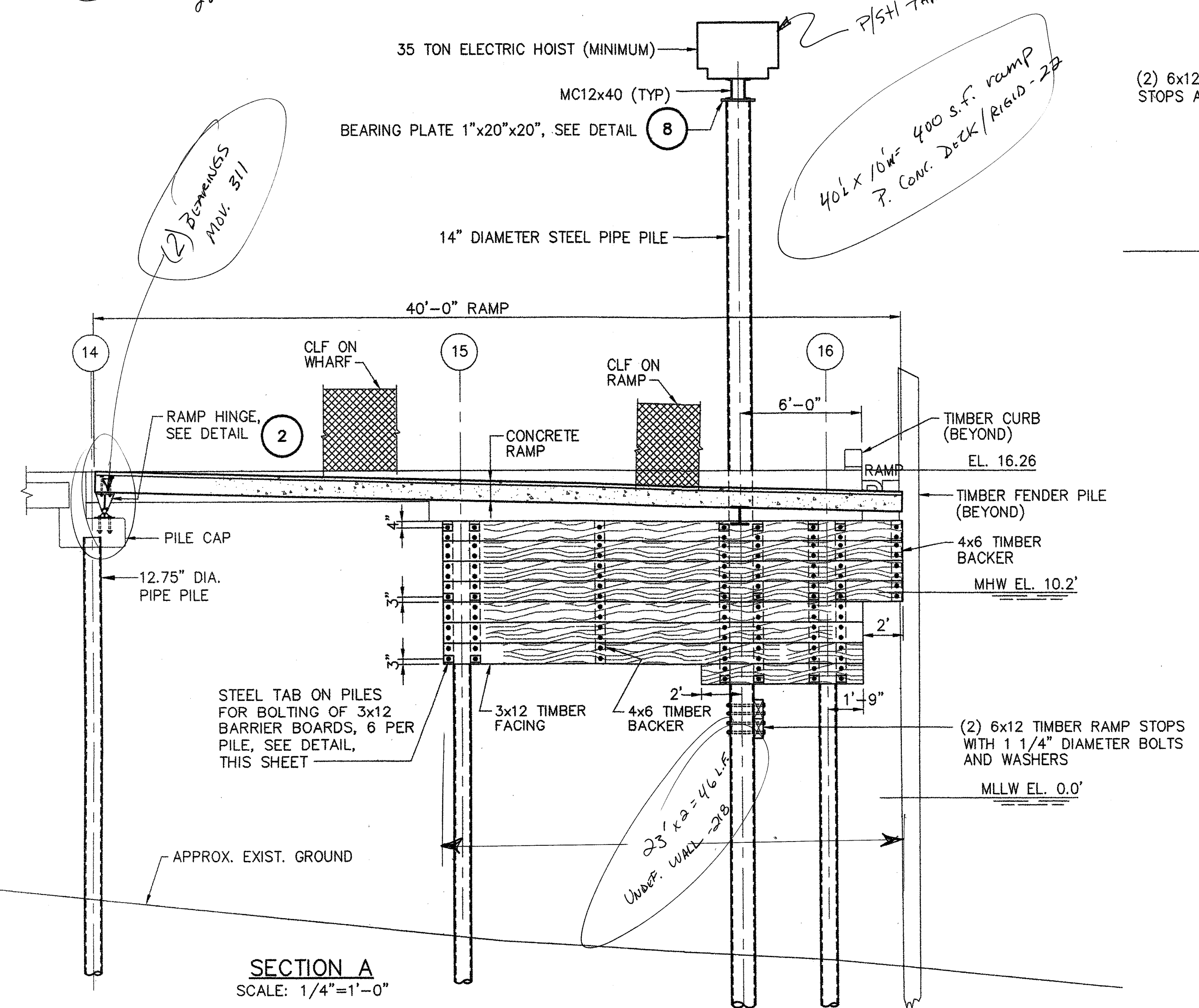
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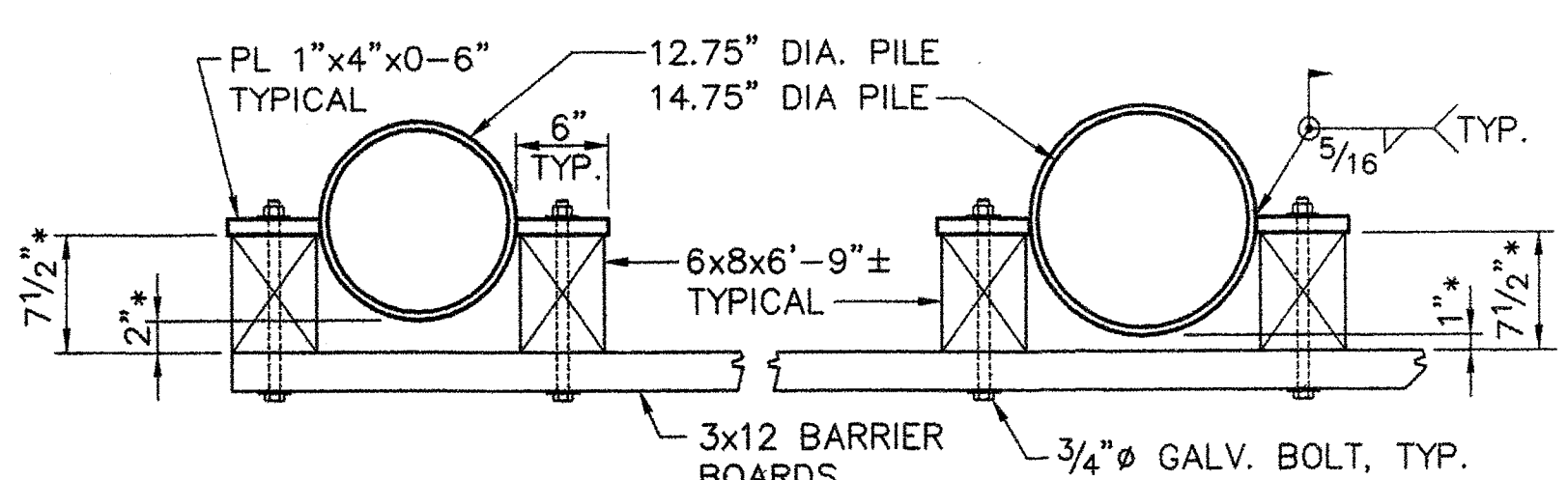
PLAN
SCALE: 1/4"=1'-0"



SECTION B
SCALE: 1/4"=1'-0"



SECTION A
SCALE: 1/4"=1'-0"



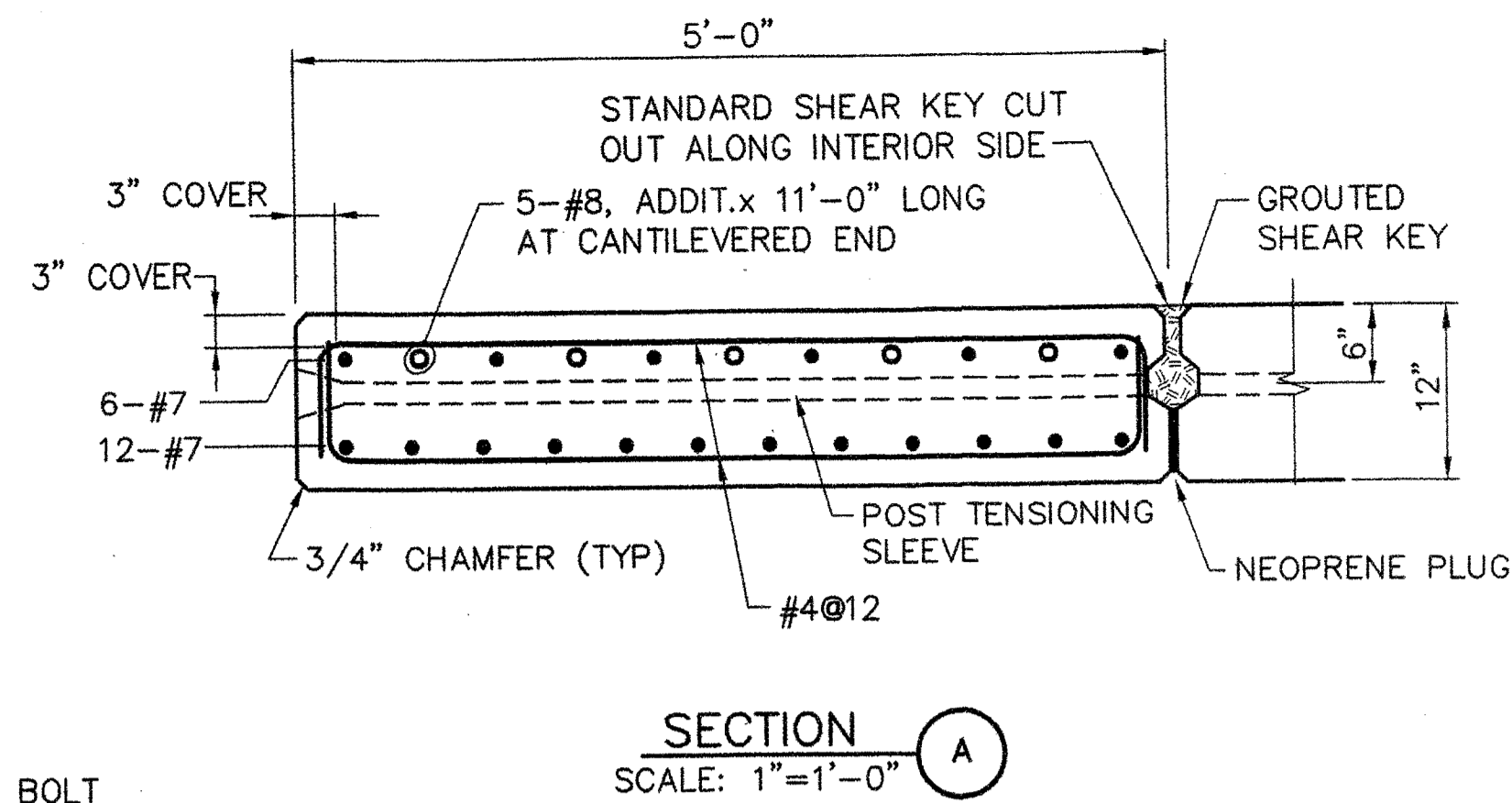
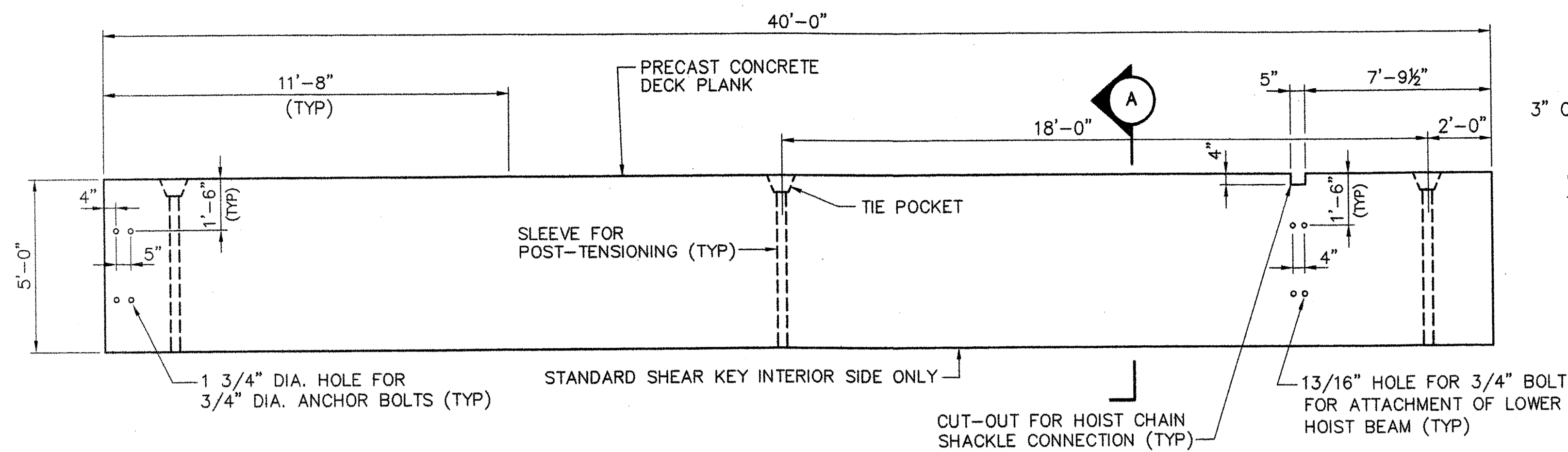
* DIMENSIONS ARE NOMINAL AND SHALL BE ADJUSTED AFTER FIELD MEASUREMENTS OF ACTUAL PILE LOCATIONS, WHICH MAY VARY DUE TO ALLOWABLE DRIVING TOLERANCES

PLAN
BARRIER BOARD SUPPORT DETAIL
SCALE: 1"=1'-0"

NOTES:

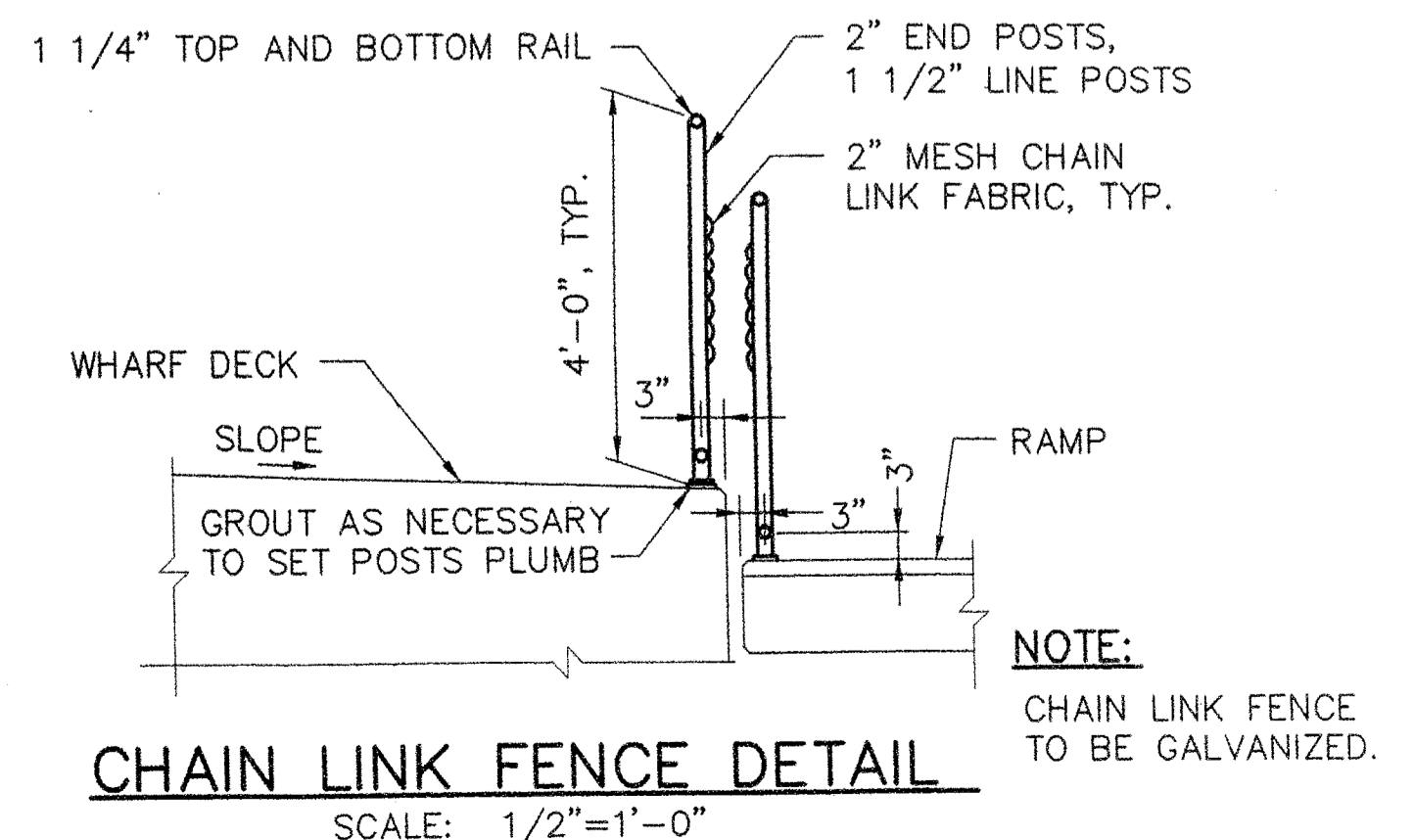
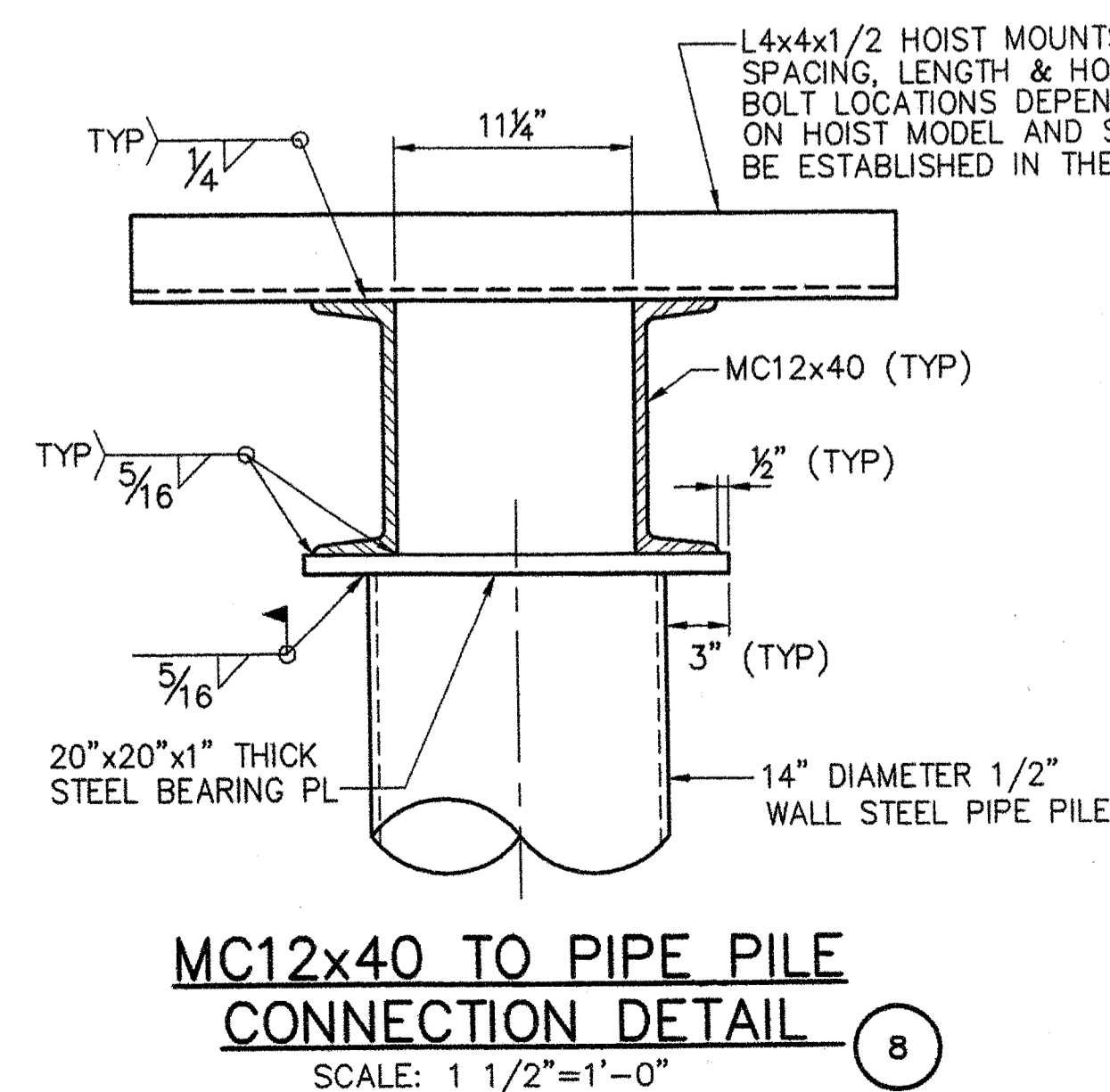
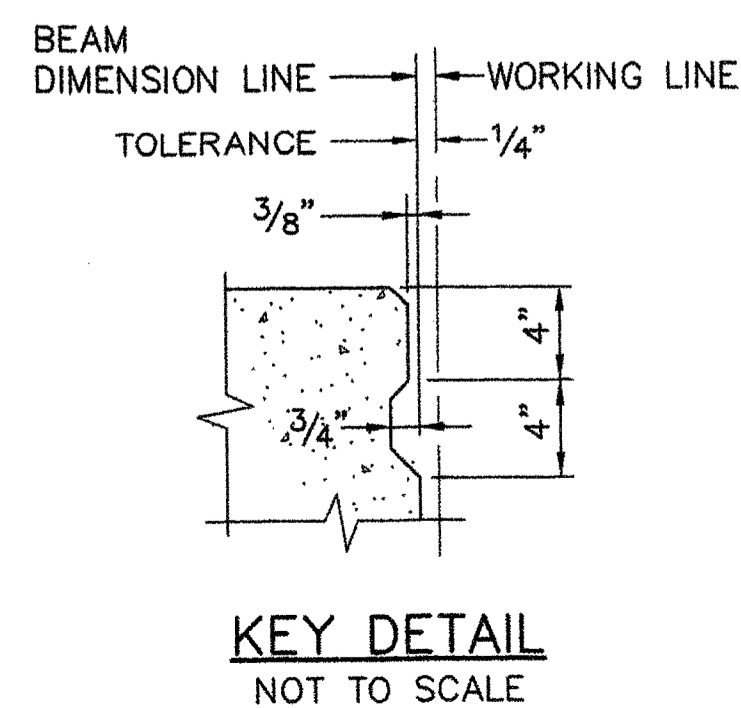
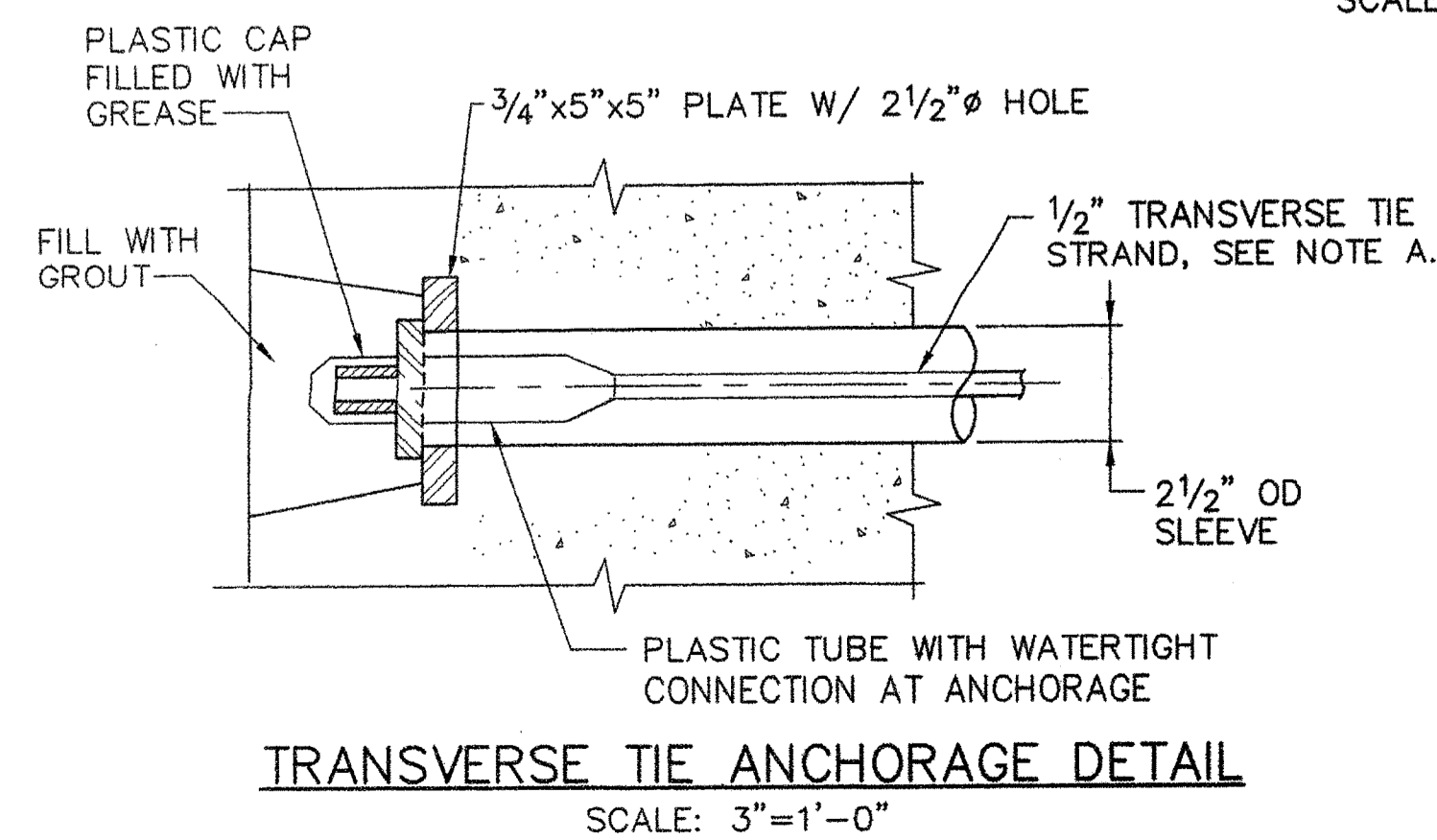
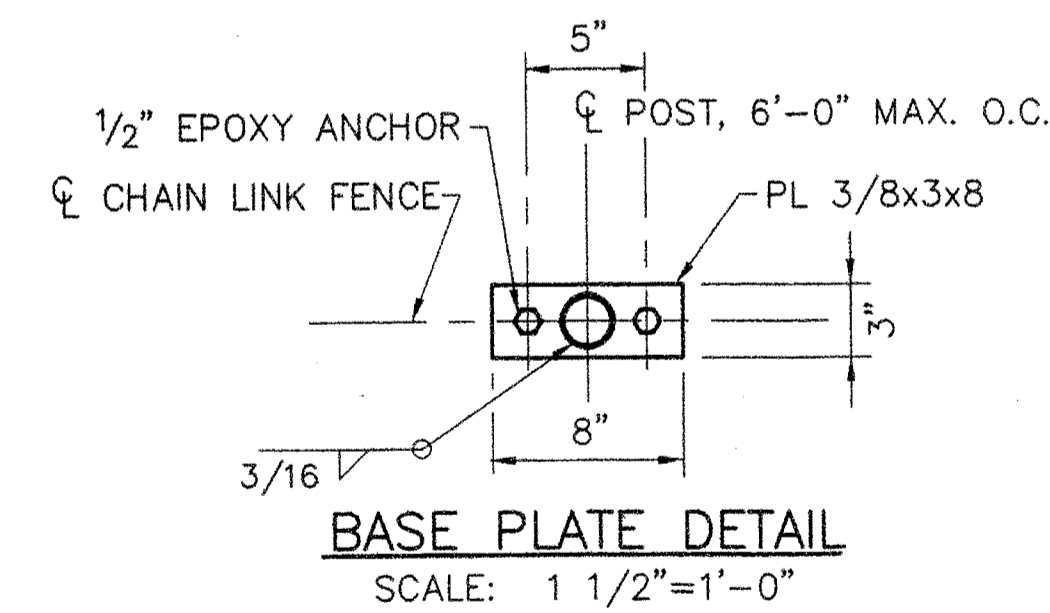
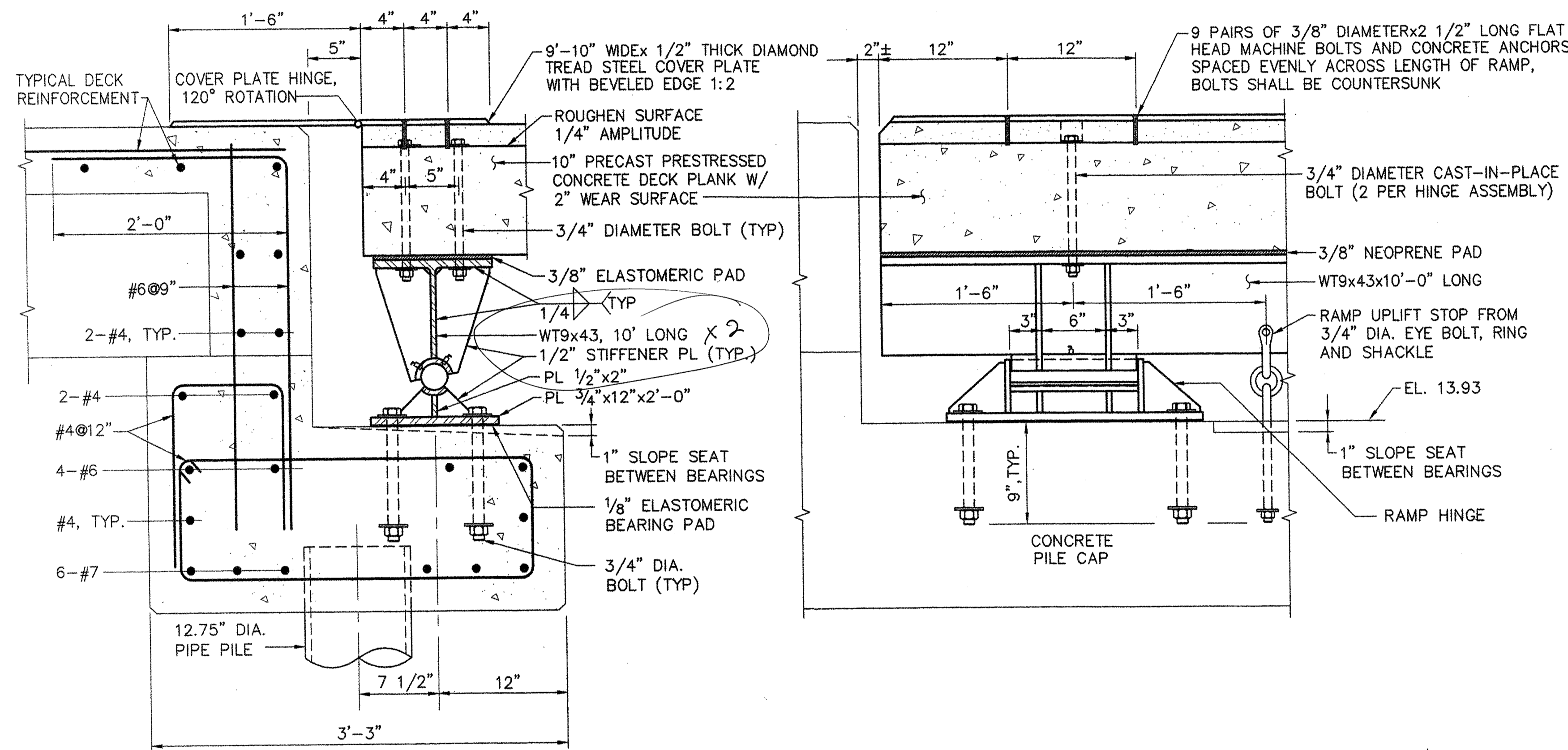
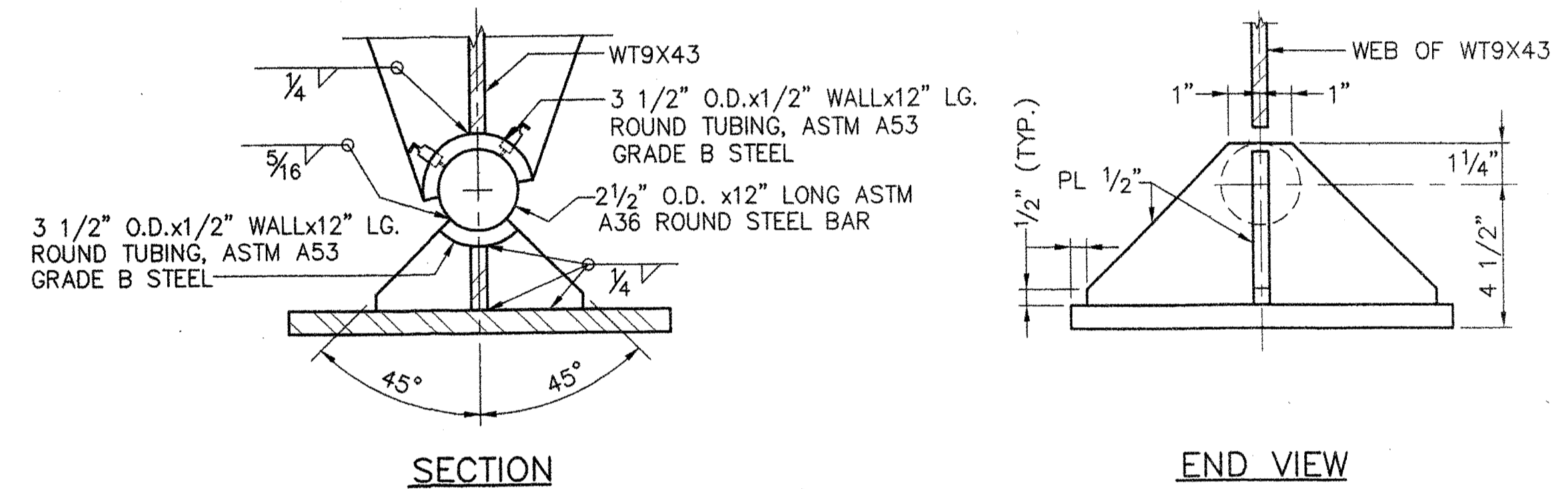
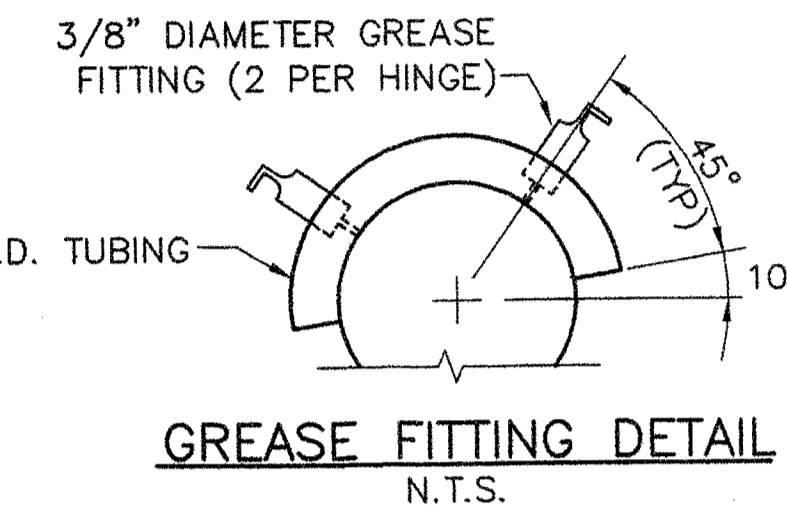
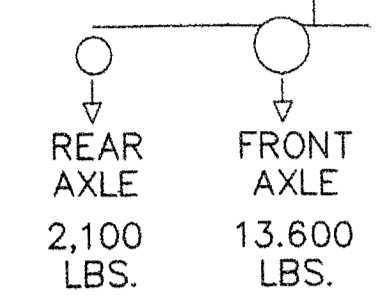
1. ATTACH HOIST TO GATE MC12x40 MEMBERS AND HOIST WIRE TO UPPER HOIST BEAM ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. POSITION HOIST SO THAT CABLE IS CENTERED OVER RAMP OPENINGS
2. (2) 5'-0" PRESTRESSED PLANKS SHOWN. A 10 FT. PLANK CAN BE SUBSTITUTED WITH THE ENGINEER'S APPROVAL
3. TIMBER SHALL BE SOUTHERN YELLOW PINE, CCA TREATED TO 2.5 PCF RETENTION (MIN.)
4. ALL HARDWARE SHALL BE HOT-DIPPED GALVANIZED.
5. FOR DETAILS 1, 2 AND 8 SEE SHEET S10.
6. FOR DETAILS 3, 4 AND 6 SEE SHEET S11.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE	COMMISSIONER:	CHIEF ENGINEER:
PROJECT INFORMATION		SIGNATURE	
PROGRAM	MULTIMODAL	DESIGNER	PAUL POTTLE
PROJECT MANAGER	CNC	CONSULTANT	FAY, SPOFFORD & THORNDIKE
DESIGNER	CNC	PROJECT RESIDENT	8721
CONSULTANT	FAY, SPOFFORD & THORNDIKE	CONTRACTOR	DATE
PROJECT RESIDENT	8721	PROJECT COMPLETION DATE	6/28/06
ROCKLAND FERRY TERMINAL MATINICUS TRANSFER BRIDGE WHARF DETAILS			
SHEET NUMBER		16 OF 63	



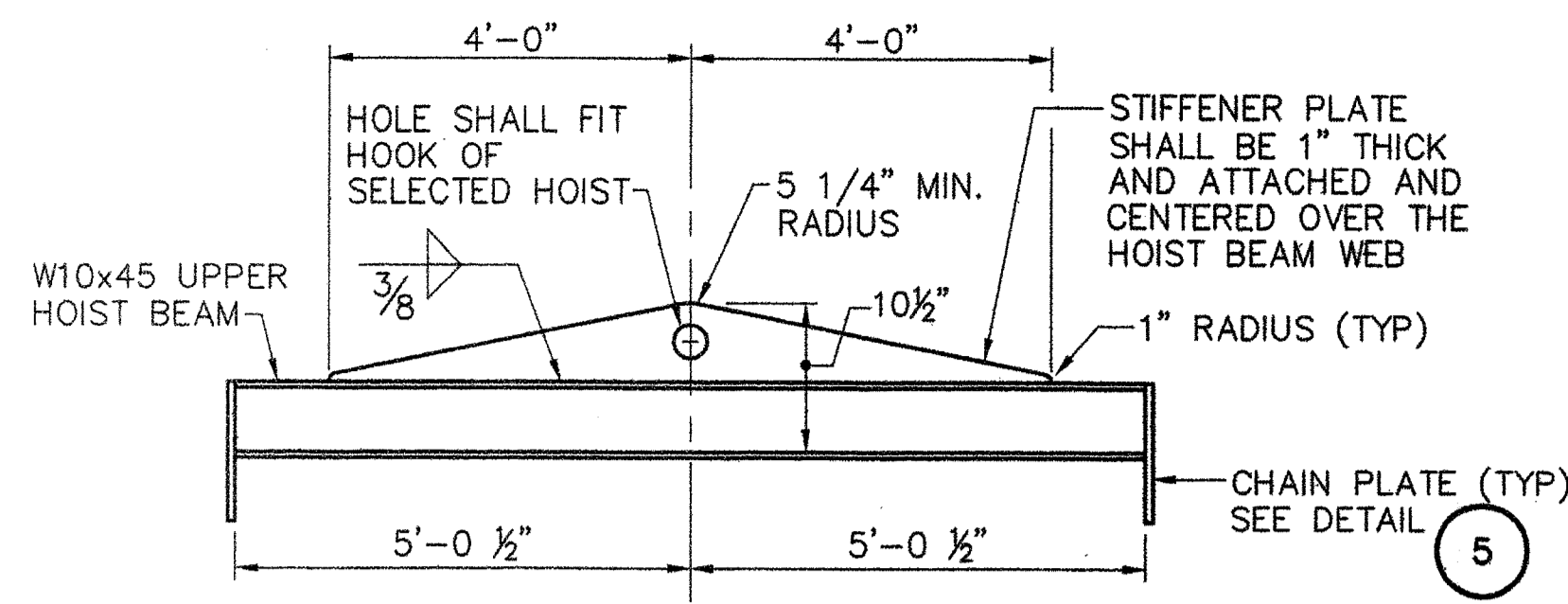
PRECAST DECK BEAM NOTES:

- DECK PLANKS SHALL BE PRECAST CONCRETE
- DESIGN LIVE LOAD
 - 200 psf
 - FULLY LOADED 2 1/2 TON FORKLIFT WITH 90% OF SELF AND LOAD WEIGHT ON FRONT AXLE.
- FINISHED TOPSIDE SURFACE OF PLANKS SHALL HAVE A BROOM FINISH.
- CONTRACTOR SHALL SELECT A POST-TENSIONING SYSTEM AND COORDINATE WITH FABRICATOR TO ENSURE PROPER CONDUIT AND POST TENSIONING ANCHOR PLATES ARE INCLUDED IN PLANK DESIGN.
- TWO 5'-0" PLANKS ARE SHOWN. ONE 10 FT. WIDE MAY BE SUBSTITUTED WITH ENGINEER'S APPROVAL.

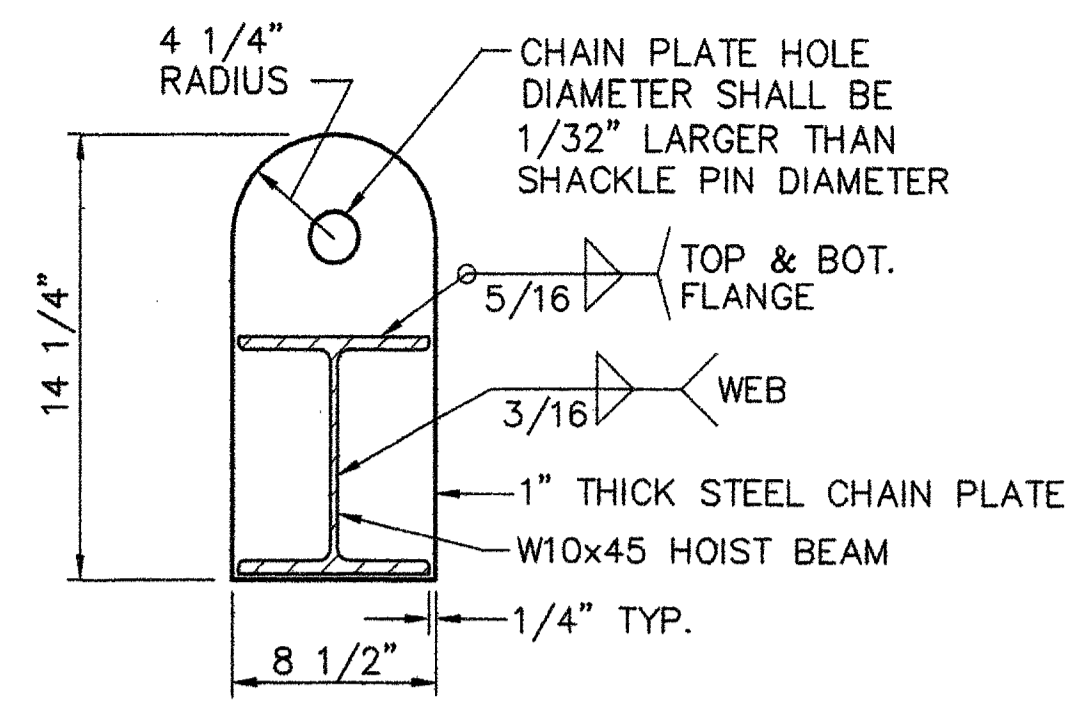


STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
PROJECT INFORMATION		COMMISSIONER:	CHIEF ENGINEER:
PROGRAM	MULTIMODAL	PROJECT RESIDENT	PROJECT COMPLETION DATE
PROJECT MANAGER	PAUL POTTE	CONTRACTOR	
DESIGNER	CMC	PROJECT RESIDENT	
CONSULTANT	FAY, SPOFFORD & THORNDIKE	CONTRACTOR	
SIGNATURE		P.E. NUMBER	DATE
[Signature]		8721	6/28/06
ROCKLAND FERRY TERMINAL			
MATINICUS TRANSFER BRIDGE			
DETAILS - PART 1			
SHEET NUMBER		17 OF 63	
S10			

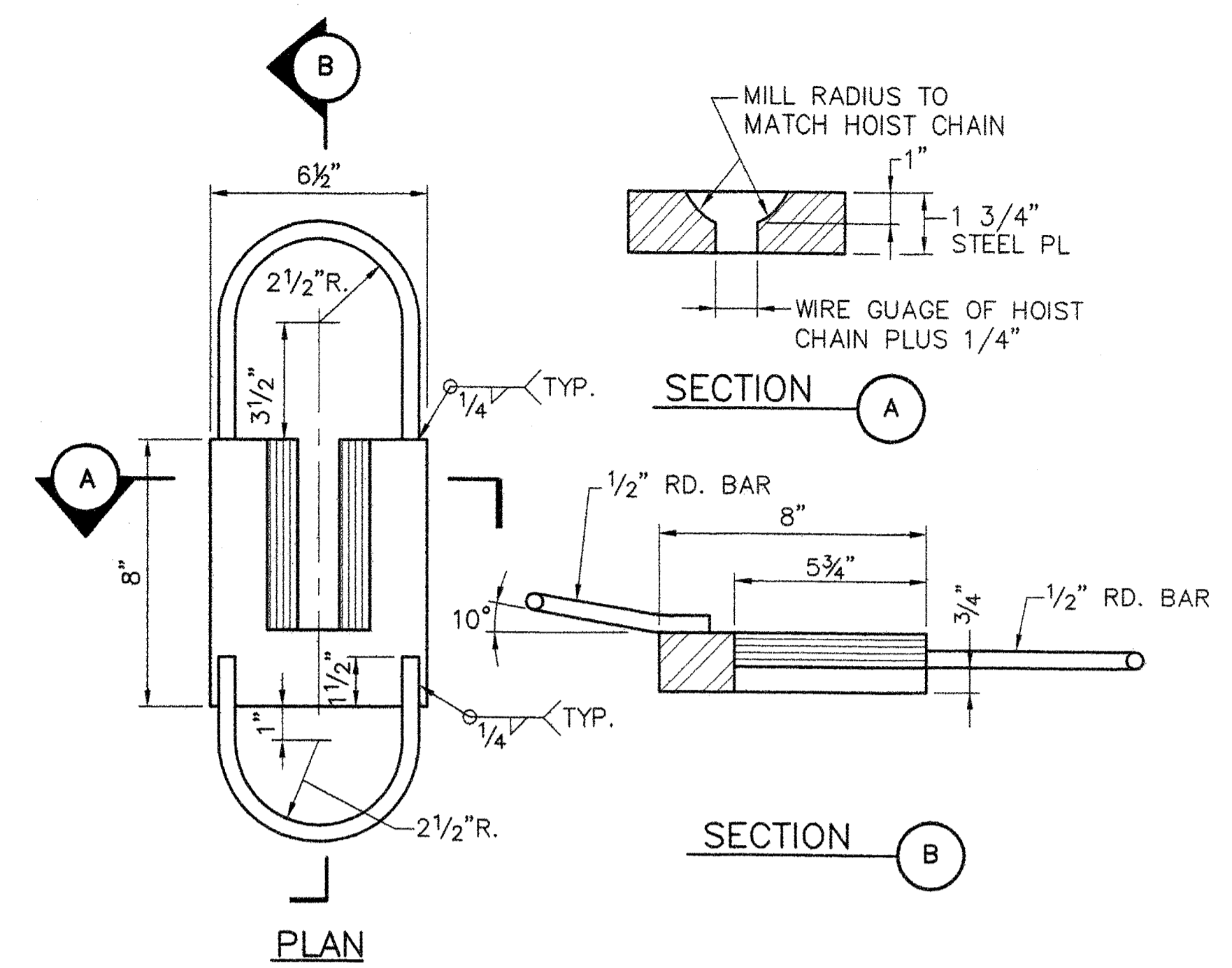
R:\TM-082\5-Drawings\7-FST_dwg\510_MATINICUS-PT2.dwg 06/26/06 10:03 [55.24] By Tripp_R



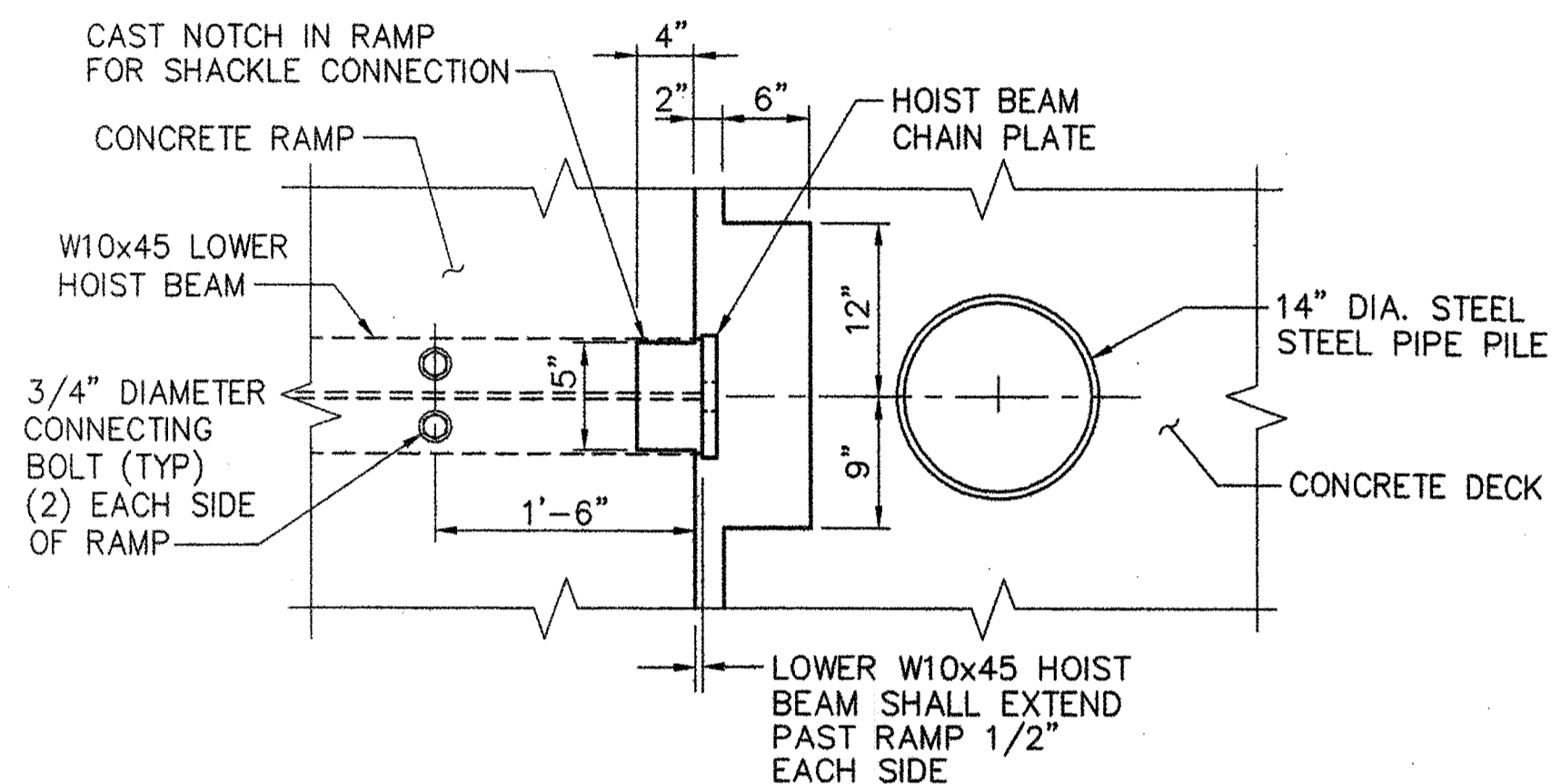
UPPER HOIST BEAM DETAIL (3)
SCALE: 1/2"=1'-0"



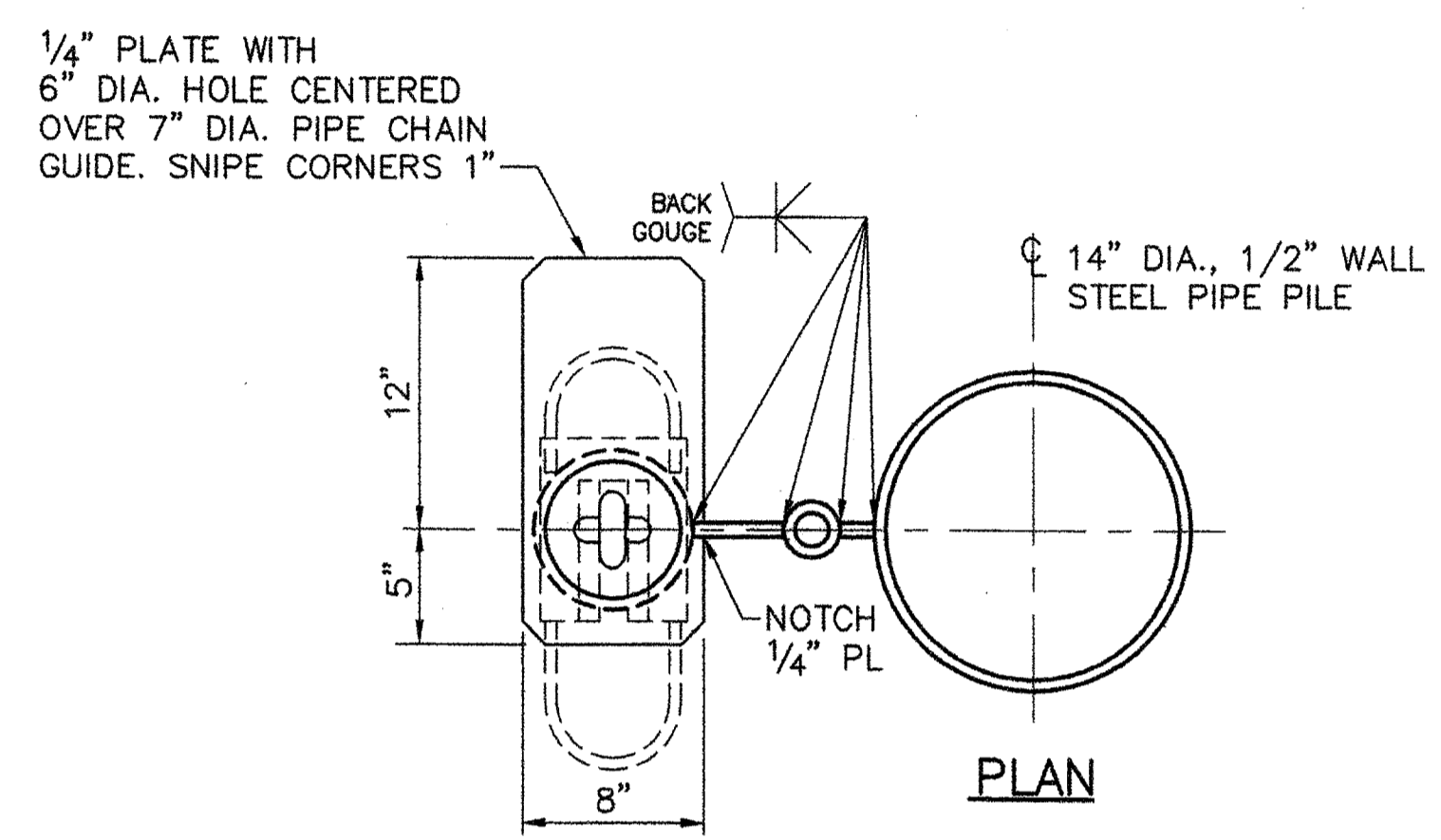
CHAIN PLATE DETAIL (5)
SCALE: 1 1/2"=1'-0"



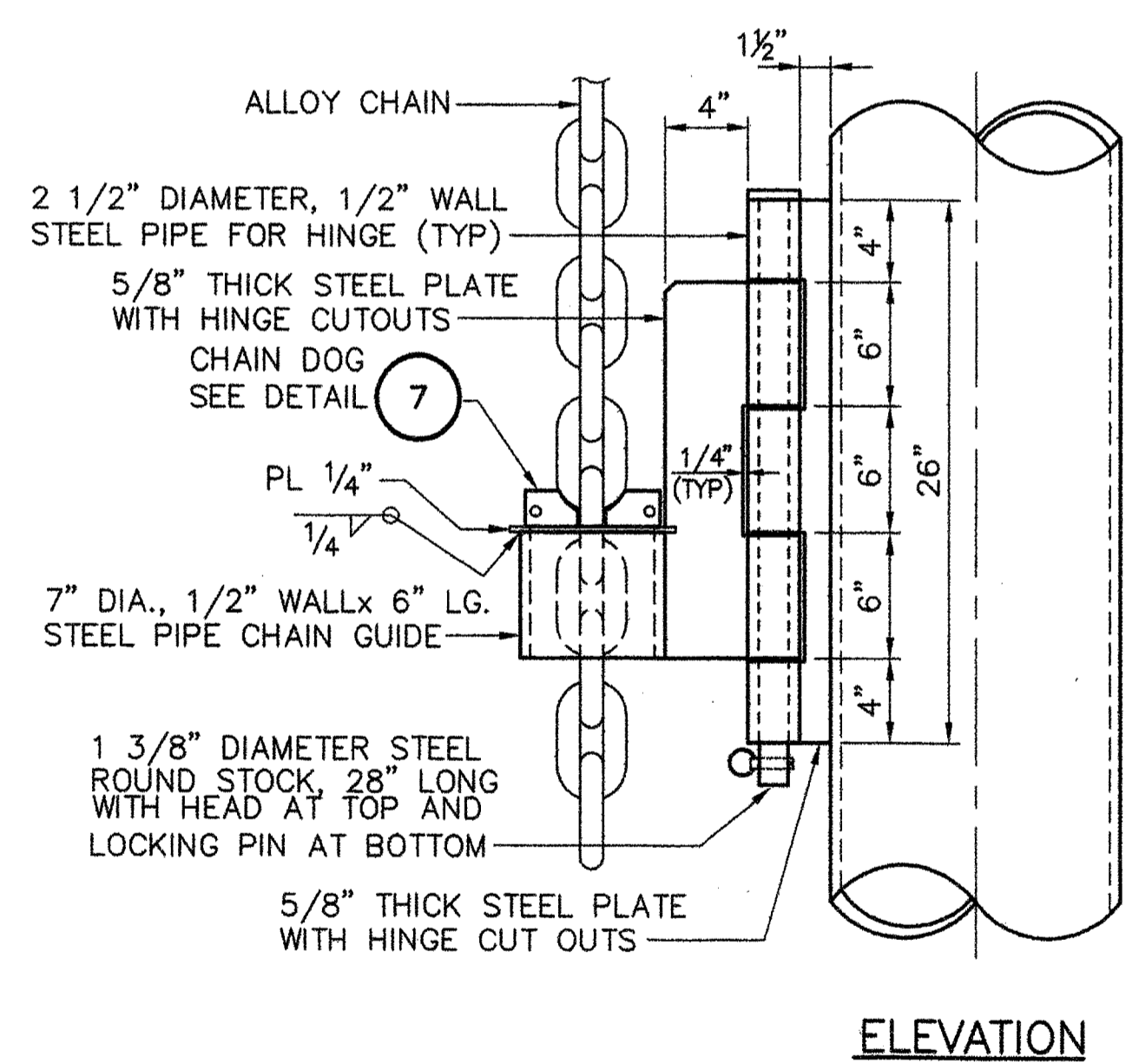
CHAIN DOG DETAIL (7)
SCALE: 3"=1'-0"



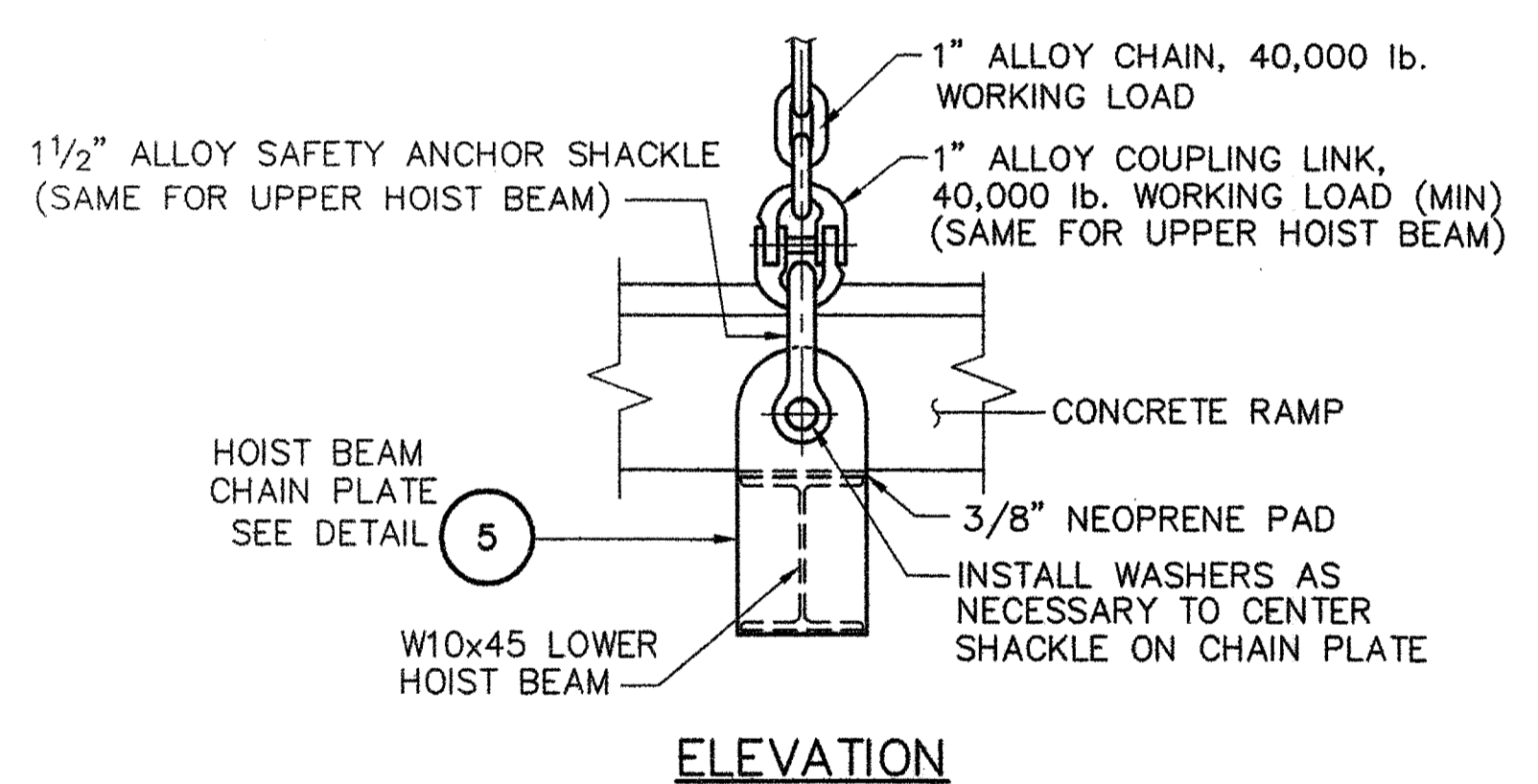
LOWER HOIST BEAM DETAIL (4)
SCALE: 1"=1'-0"



CHAIN GUIDE DETAILS (6)
SCALE: 1 1/2"=1'-0"



ELEVATION



ELEVATION

P:\TM-082\5-Drawings\7-FST.dwg\511_MATINICUS-PT3.dwg 06/28/06 10:05 [19.47] By Tripp_R

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		DATE	
APPROVED		COMMISSIONER:		CHIEF ENGINEER:	
SIGNATURE		P.E. NUMBER		DATE	
Robert B. Thorne		8721		6/28/06	
PROJECT INFORMATION					
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR
MULTIMODAL	PAUL POTTE	CMC	FAY, SPOFFORD & THORNDIKE		
PROJECT COMPLETION DATE					
ROCKLAND FERRY TERMINAL MATINICUS TRANSFER BRIDGE DETAILS - PART 2					
SHEET NUMBER					
S11					
18 OF 63					



ROCKLAND HARBOR

SCHEDULE OF ESTIMATED PILE TIP ELEVATIONS *	
LOCATION	ELEVATION
DOLPHIN NO. 1	-21.0
DOLPHIN NO. 2	-18.0
DOLPHIN NO. 3	-17.0
DOLPHIN NO. 4	-19.0
DOLPHIN NO. 5	-26.0
DOLPHIN NO. 6	-20.0
DOLPHIN NO. 7	-23.0
HOIST TOWER NO. 1N	-21.0
HOIST TOWER NO. 1S	-16.0
HOIST TOWER NO. 2N	-18.0
HOIST TOWER NO. 2S	-19.0
RELIEVING PLATFORM	-20.0
TRESTLE	-16.0
ABUTMENTS	-21.0

* THE INTENT OF THIS SCHEDULE IS TO PROVIDE A BASIS FOR BIDDING ONLY. THE PILES SHALL BE INSTALLED IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS TO REFUSAL ON BEDROCK. ACTUAL TIP ELEVATIONS WILL VARY FROM THIS SCHEDULE. PILE ORDER LENGTHS SHALL BE AT LEAST 5 FEET LONGER THAN LENGTH BASED ON ESTIMATED TIP ELEVATIONS.

PILE DESIGN LOADS:

COMPRESSION		
DOLPHINS		
12.75" OD PILES	105 TONS	
14.00" OD PILES		
DOLPHINS 1,2,3,5,6,7	120 TONS	
DOLPHIN 4	140 TONS	
HOIST TOWERS		
12.75" OD PILES	105 TONS	
RELIEVING PLATFORM		
12.75" OD PILES	60 TONS	
SEAWALL		
12.75" OD PILES	60 TONS	

TENSION		
TENSION ONLY AT ROCK ANCHORS EXCEPT RELIEVING PLATFORM PILES		
50C, 51C, 53C, 54C	4 TONS	
DOLPHIN NO. 4, PILE 64K	4 TONS	

ROCK ANCHORS

PILE DESIGNATION	DESIGN LOAD	LOCK-OFF LOAD
1F, 6C, 8C, 8G, 10F, 19F, 21C, 21G, 24C, 29F, 31C, 31G, 32A, 32F, 35B, 36A, 38B, 39A, 40B, 41A, 43B, 44A, 45B, 46A, 48B, 49B, 55C, 56C, 57A, 57B, 58C, 59A	30,000 LBS.	30,000 LBS.
2D, 4B, 5F, 11B, 14A, 15A, 18B, 22B, 22F, 23A, 23G, 24D, 25A, 28B, 32D, 33C, 36B, 39B, 41B, 44B, 46B, 49B, 57C, 59E	80,000 LBS.	80,000 LBS.
9D, 12F, 17F, 20D, 23C, 23E, 27F, 30D, 32C, 60K	120,000 LBS.	120,000 LBS.
33A, 33D, 33F, 61A, 64F	150,000 LBS.	150,000 LBS.
59K	180,000 LBS.	180,000 LBS.

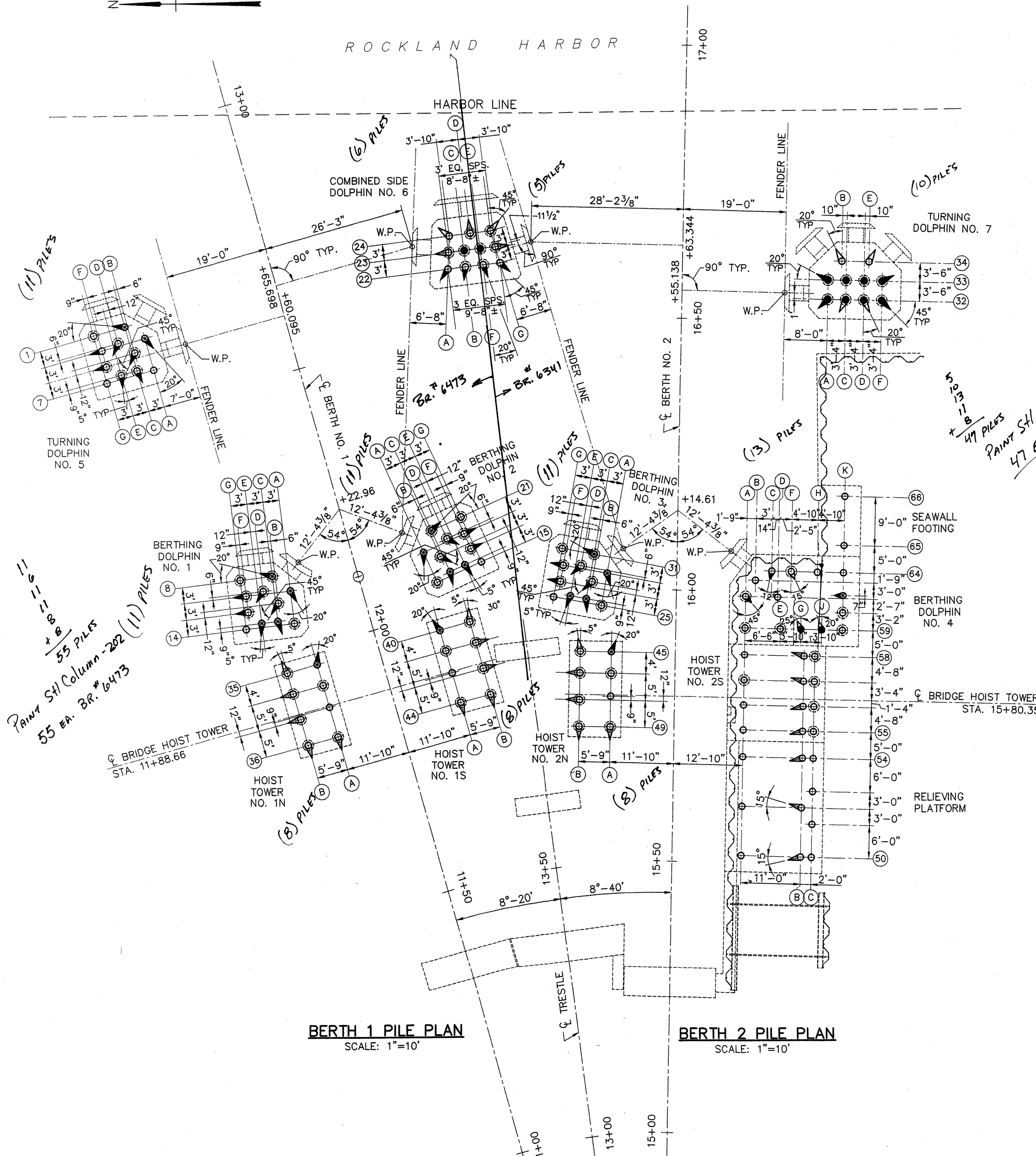
PILE LEGEND

- 12.75" Ø, PLUMB
 - ⊙ 12.75" Ø, BATTER 2:12
 - ⊙ 12.75" Ø, BATTER 3:12
 - ⊙ 12.75" Ø, BATTER 4:12
 - ⊙ 12.75" Ø, BATTER 4.5:12
 - 14" Ø, PLUMB
 - 14" Ø, BATTER 3:12
 - 14" Ø, BATTER 4:12
 - ⊙ ROCK ANCHOR
- 12.75" O.D., 11.75" I.D. CONCRETE FILLED STEEL PIPE PILES
- 14.00" O.D., 13.00" I.D. CONCRETE FILLED STEEL PIPE PILES

NOTES:

- DIMENSIONS ON PILE PLAN ARE SHOWN AT CUT OFF ELEVATION AS FOLLOWS:

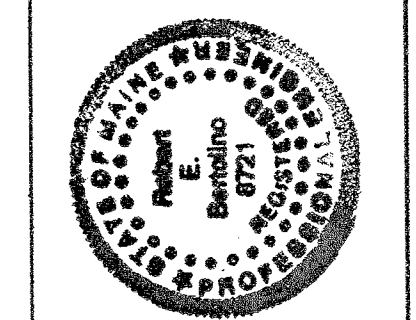
PILES	CUT OFF ELEVATION
DOLPHINS 1 THRU 7	9.0
HOIST TOWERS 1N, 1S, 2N	14.33
HOIST TOWER 2S	9.5
RELIEVING PLATFORM	9.25
SEAWALL	0.0
- SEE SHEET S3 FOR PILE SPLICE, TIP, EMBEDMENT REINFORCEMENT AND ROCK ANCHOR DETAILS.
- CONTRACTOR SHALL VERIFY WORKING POINT LOCATIONS FOR THICKNESS OF ACTUAL FENDER PANELS PROVIDED PRIOR TO DRIVING PILES FOR DOLPHINS.
- FOR TRESTLE AND ABUTMENT PILE LOCATIONS SEE SHEET S16.
- PROVIDE ONE ANODE AT EACH PILE, EXCEPT NO ANODES AT PILE LINES 50 THRU 66. FOR DETAILS, SEE SHEET S3.
- PILES ADJACENT TO AND BATTERED TOWARDS THE SHEET PILE BULKHEAD SHALL BE INSTALLED PRIOR TO INSTALLING SHEETING



BERTH 1 PILE PLAN SCALE: 1"=10'

BERTH 2 PILE PLAN SCALE: 1"=10'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
DATE



Signature: *Robert E. Spaulding*
P.E. NUMBER: 8721
DATE: 10/28/06

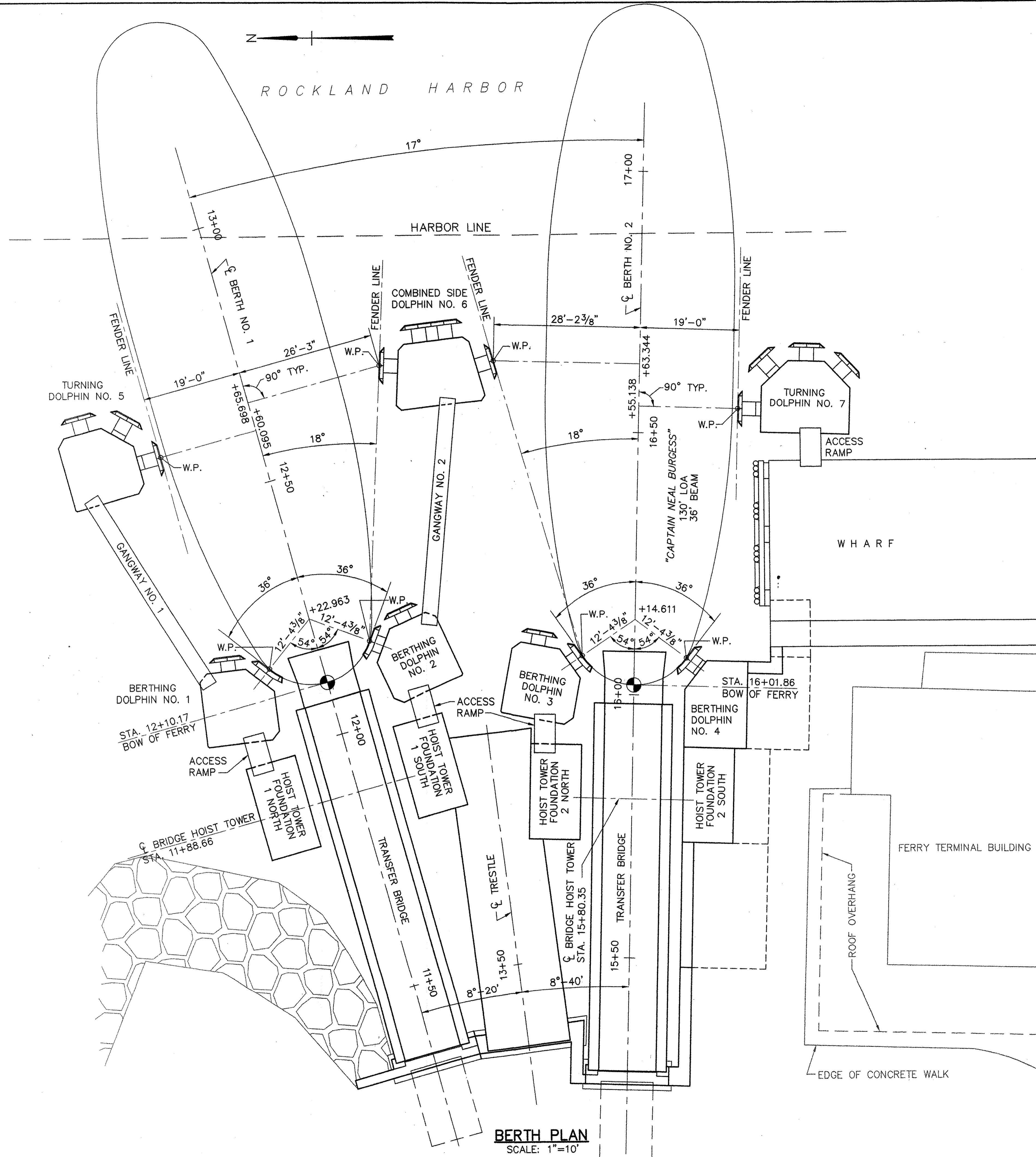
PROJECT INFORMATION
PROGRAM: MULTIMODAL
PROJECT MANAGER: PAUL POTTE
DESIGNER: DWI, SJC
CONSULTANT: FAY, SPOTFORD & THORNDIKE
PROJECT RESIDENT: FAY, SPOTFORD & THORNDIKE
CONTRACTOR: [blank]
PROJECT COMPLETION DATE: [blank]

ROCKLAND FERRY TERMINAL
BERTH - PILE PLAN

SHEET NUMBER
S12
19 OF 63

R:\TM-082\5-Drawings\7-EST.dwg\512_BERTH-PILE.PLAN.dwg 06/26/06 10:07 [67,27] By: Trip_R

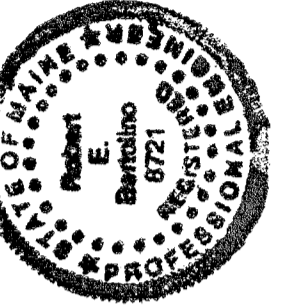
R:\TM-082\5-Drawings\7-FST dwgs\513_BERTH PLAN.dwg 06/26/06 10:09 [51.39] By Tripp_R



BERTH PLAN
SCALE: 1"=10'

NOTE:
SEE SHEET NUMBER S14 FOR DOLPHIN
LAYOUT AND DIMENSIONS.

STATE OF MAINE	APPROVED	DATE
DEPARTMENT OF TRANSPORTATION	COMMISSIONER:	CHIEF ENGINEER:



Paul Potite
SIGNATURE
P. E. NUMBER
8721
DATE
6/28/06

PROJECT INFORMATION	
PROGRAM	MULTIMODAL
PROJECT MANAGER	PAUL POTITE
DESIGNER	CWC
CONSULTANT	FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

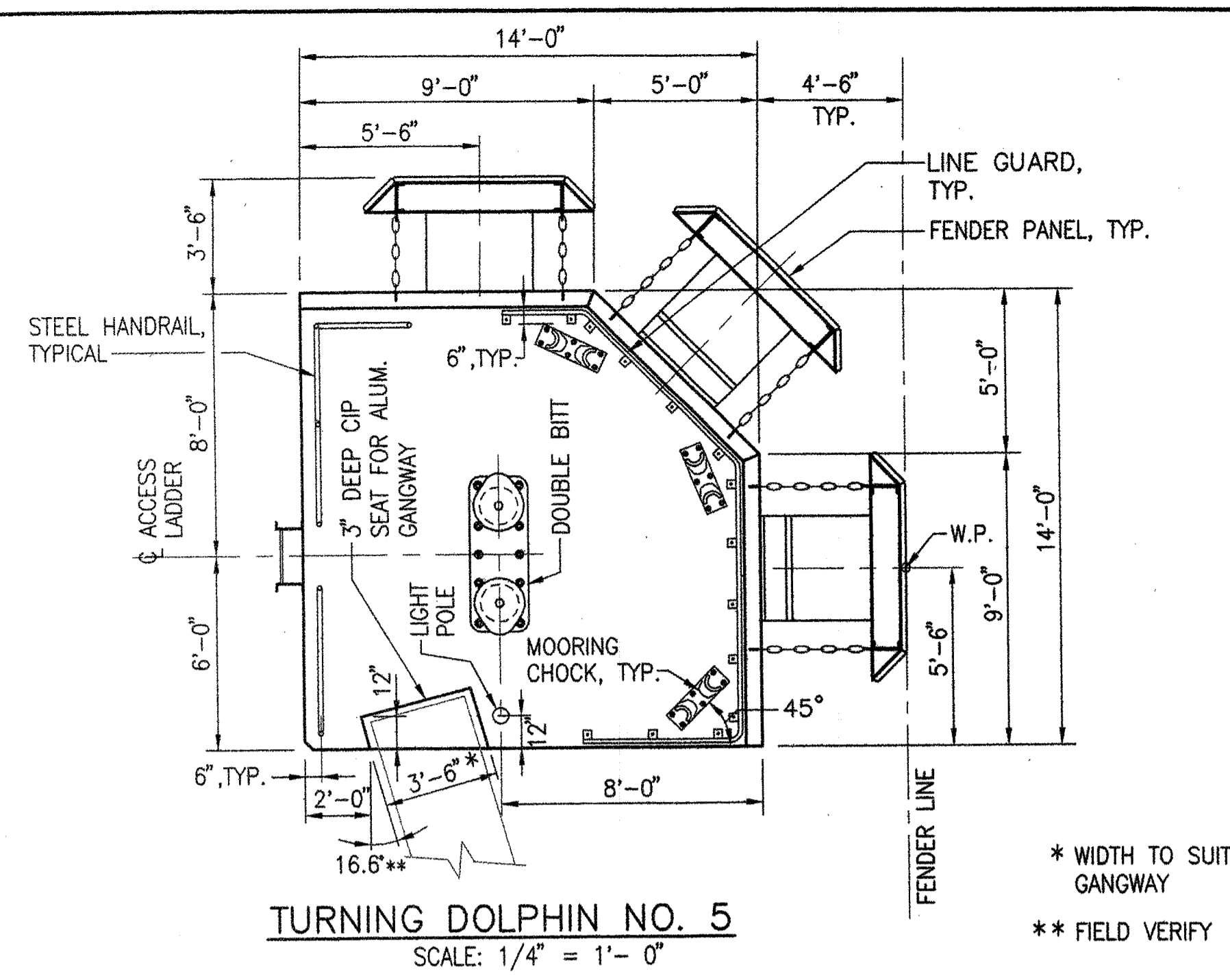
**ROCKLAND
FERRY TERMINAL
BERTH PLAN**

SHEET NUMBER

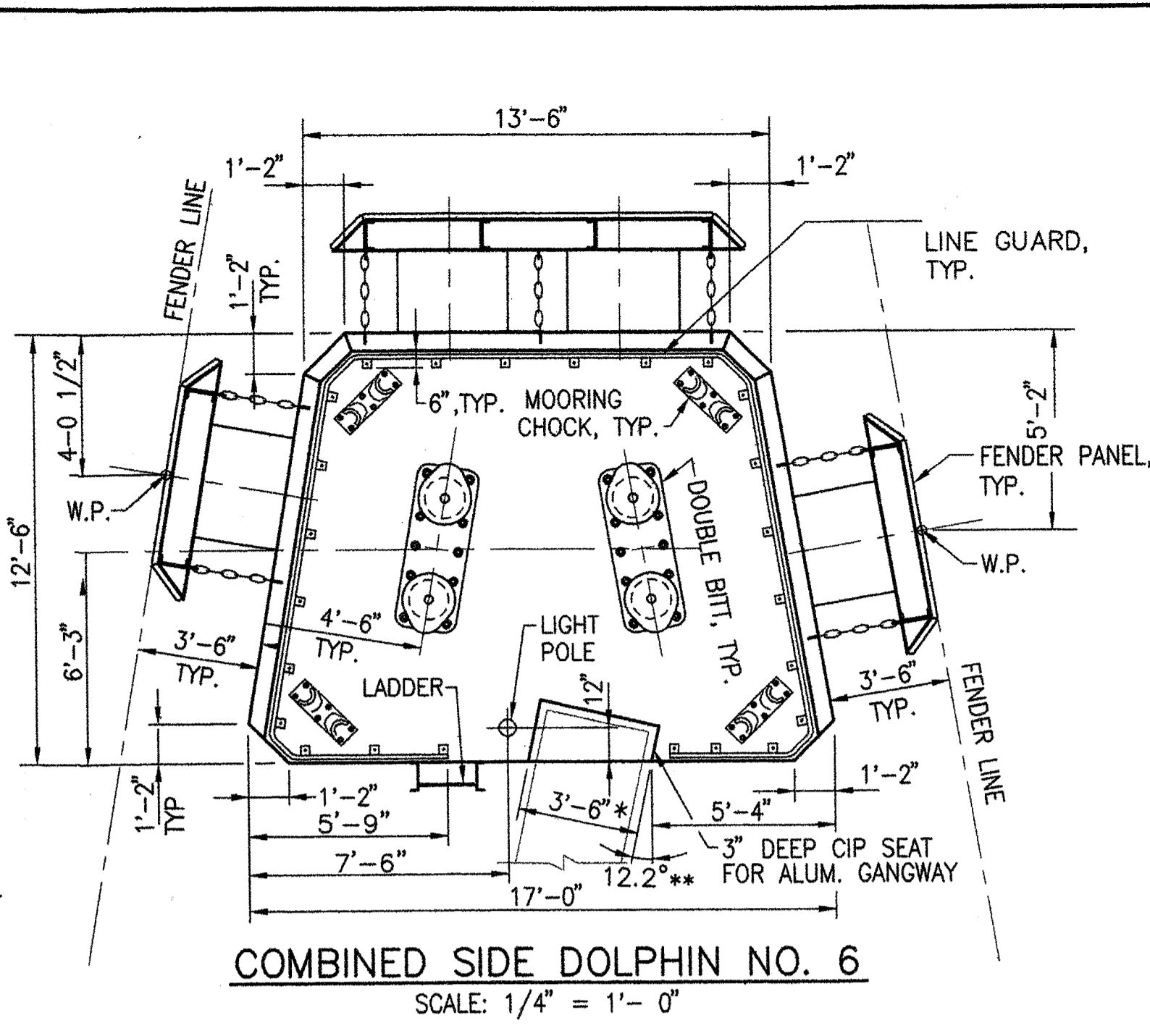
S13

20 OF 63

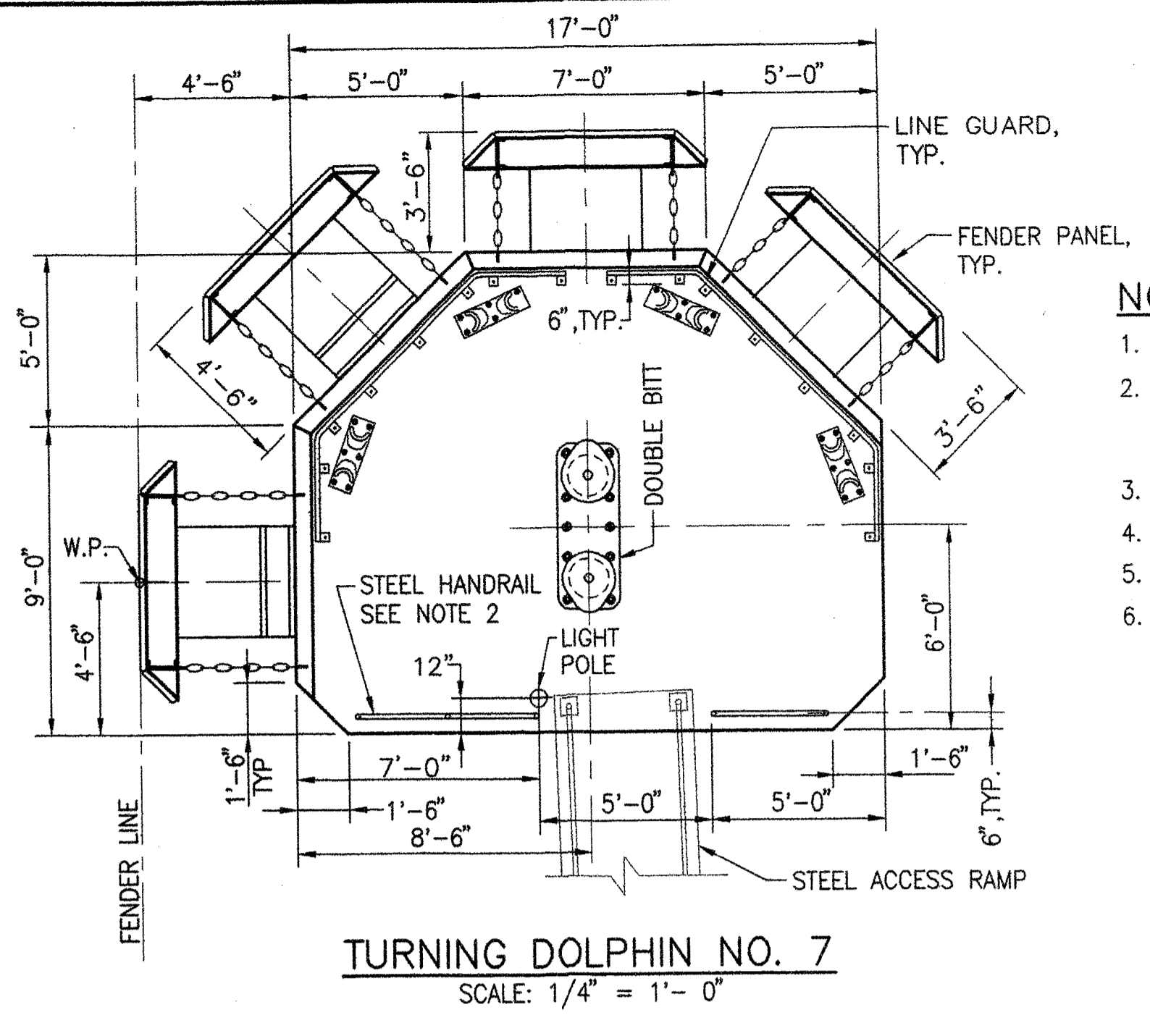
R:\TM-082\5-Drawings\7-FST_dwg\5-PLANS.dwg 06/26/06 10:16 [183152] By Tripp_R



TURNING DOLPHIN NO. 5
SCALE: 1/4" = 1'-0"

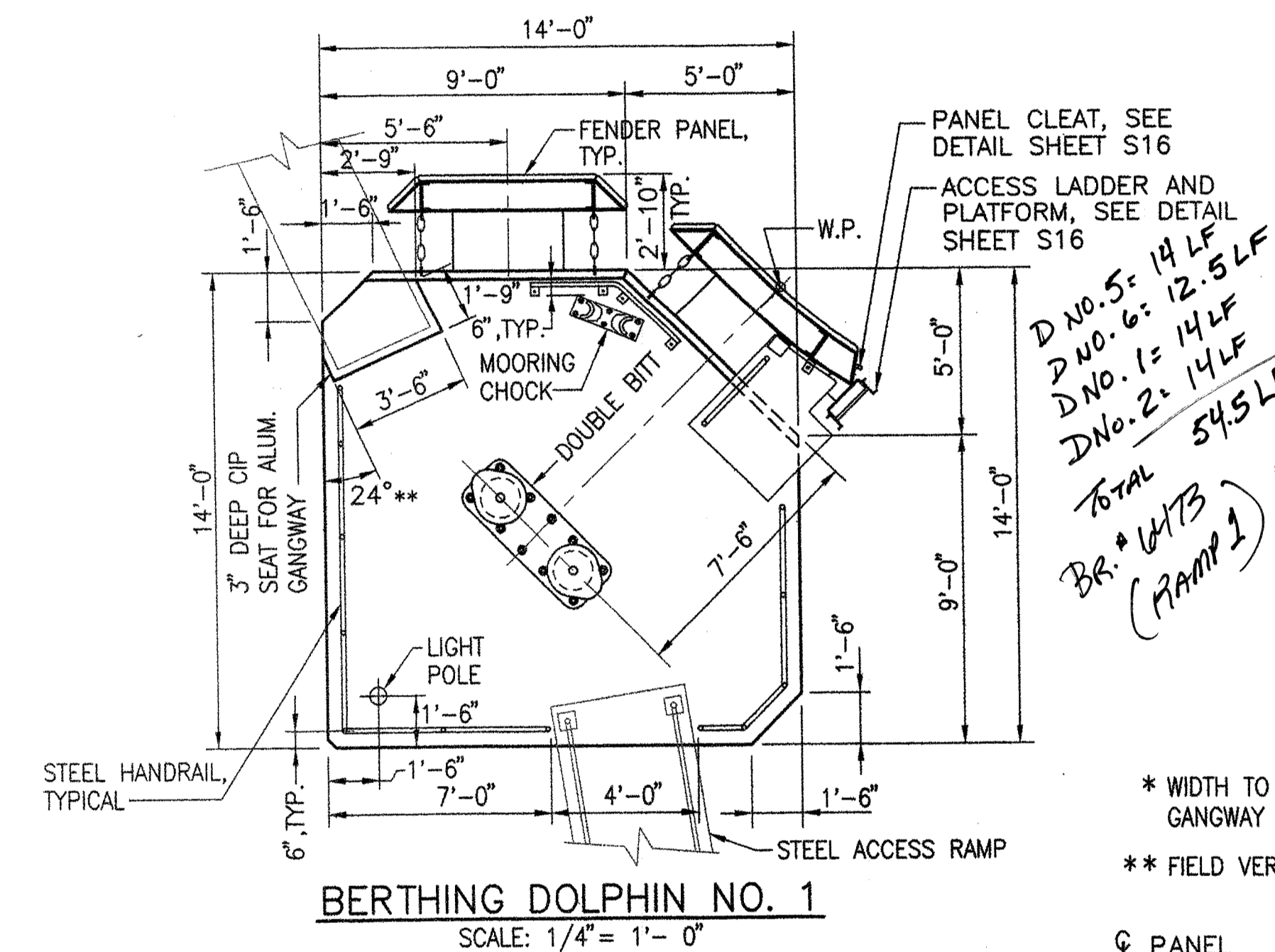


COMBINED SIDE DOLPHIN NO. 6
SCALE: 1/4" = 1'-0"

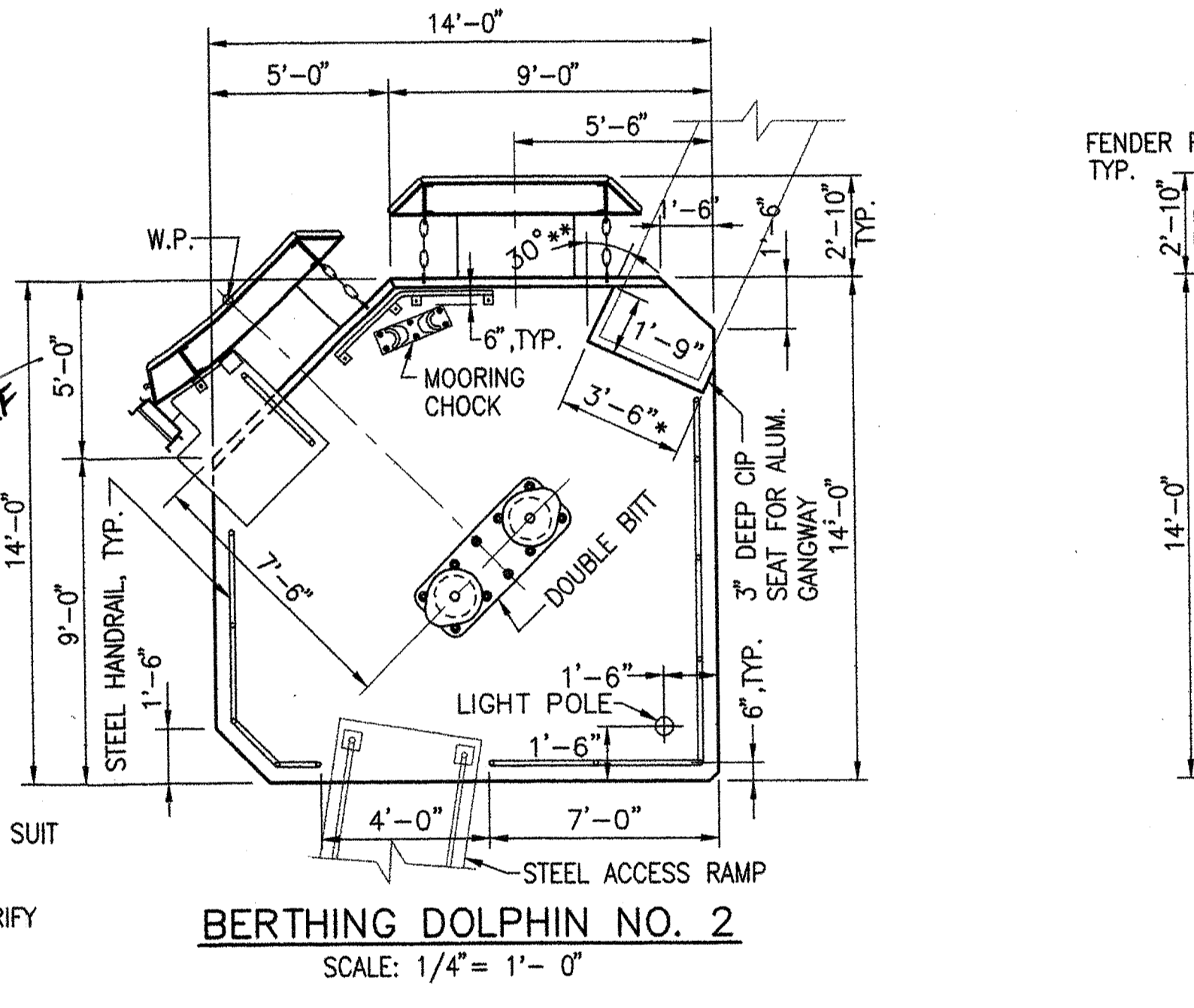


TURNING DOLPHIN NO. 7
SCALE: 1/4" = 1'-0"

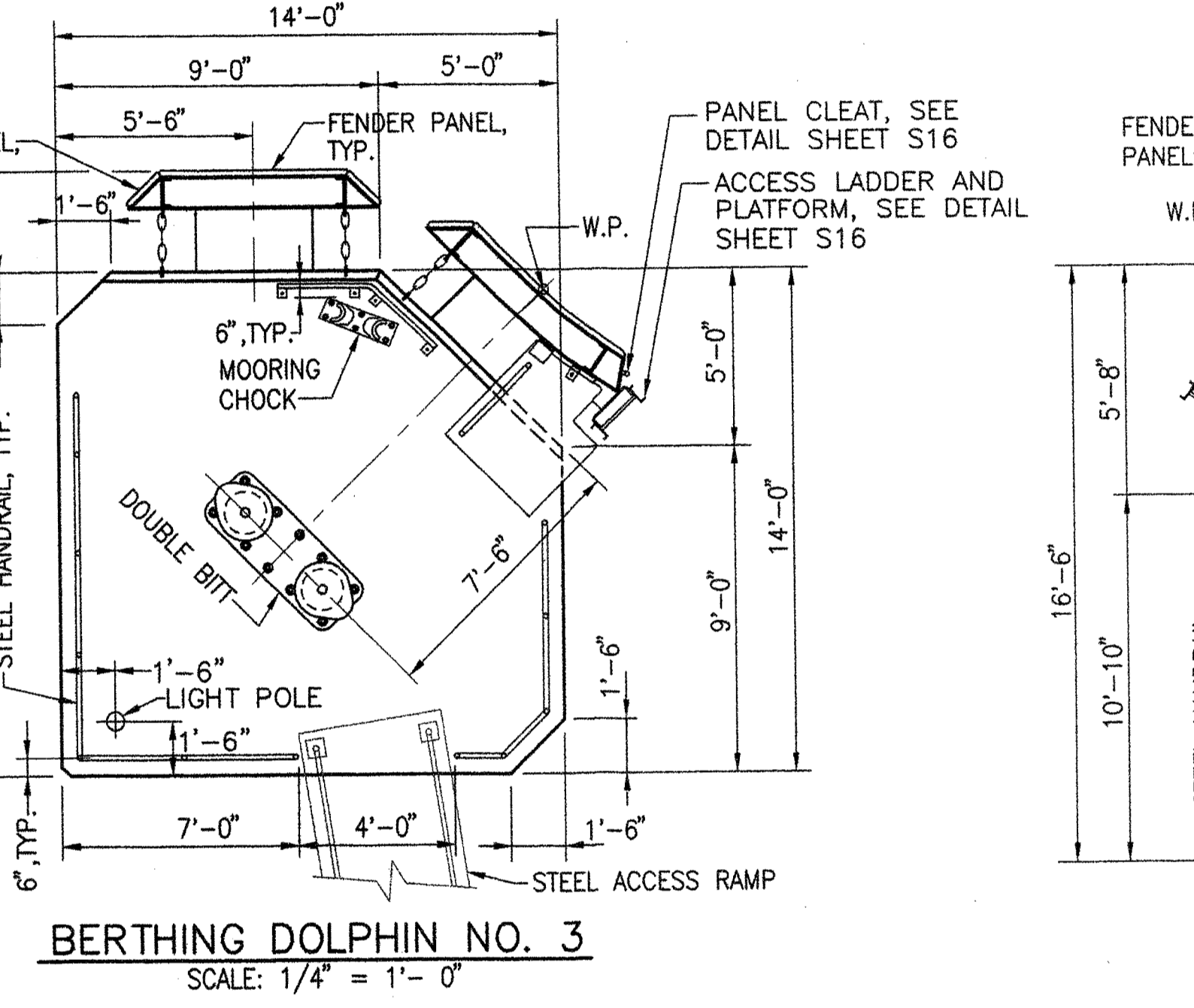
- NOTES:**
- FOR DETAILS OF CHOCKS AND BITTS, SEE SH. NO. S16
 - FOR DETAILS OF STEEL HANDRAIL, SEE SH. NO. T7. FOR CONNECTION TO CONCRETE, SEE TYPICAL PIPE INSERT DETAIL ON SH. NO. T11
 - FOR DETAILS OF LINE GUARD, SEE SH. NO. S16
 - FOR DETAILS OF LIGHT POLE, SEE SH. NO. E2
 - FOR DETAILS OF STEEL ACCESS RAMPS, SEE SH. NO. T11
 - DOLPHIN NO. 4 SPACER SIMILAR TO FENDER BLOCK DETAIL ON SHEET S16. ADJUST SPACER AS REQUIRED TO SUIT ACTUAL THICKNESS OF THE FENDER PANEL PROVIDED, WITHOUT CHANGING THE LOCATION OF DOLPHIN NO. 4



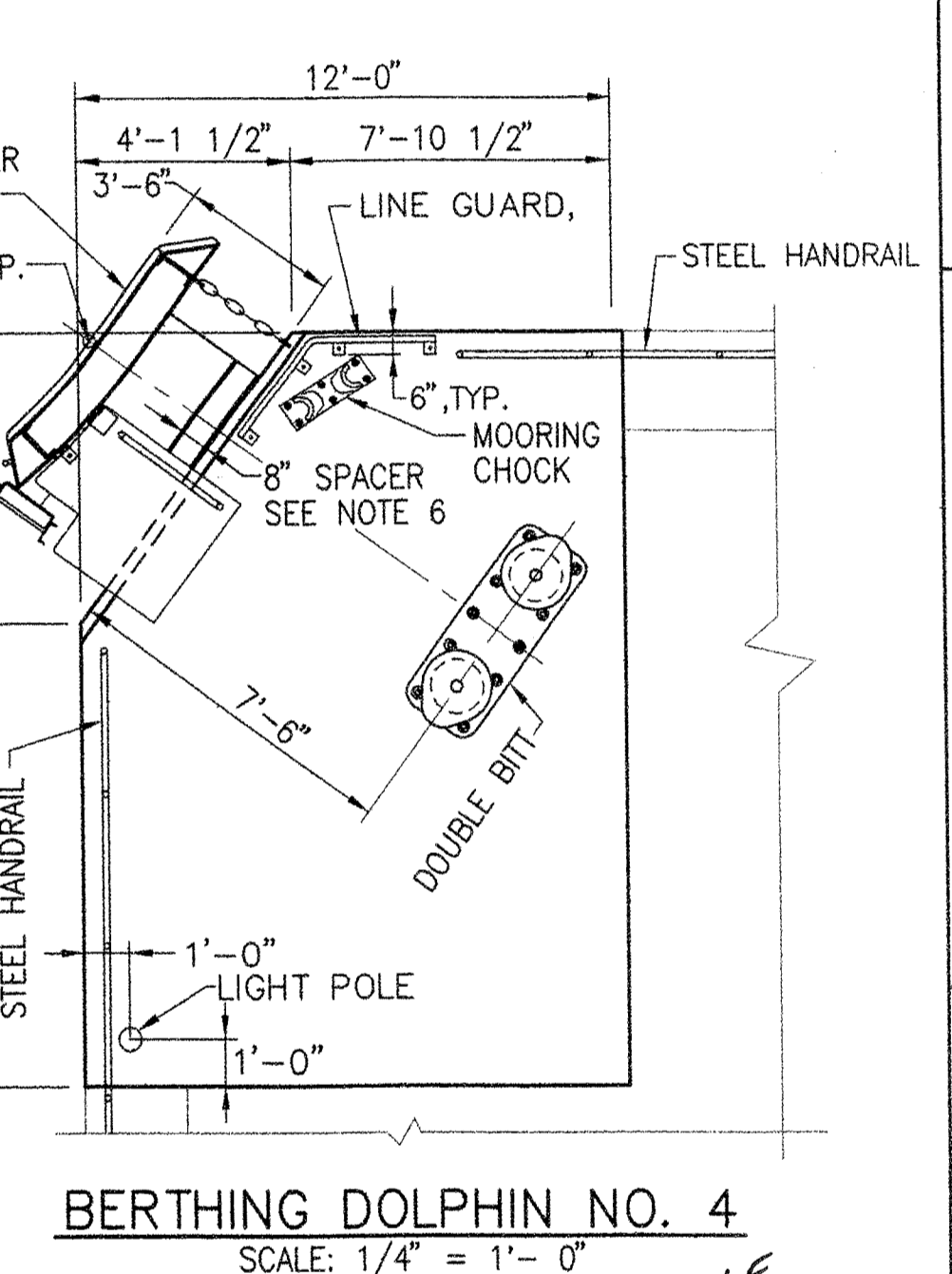
BERTHING DOLPHIN NO. 1
SCALE: 1/4" = 1'-0"



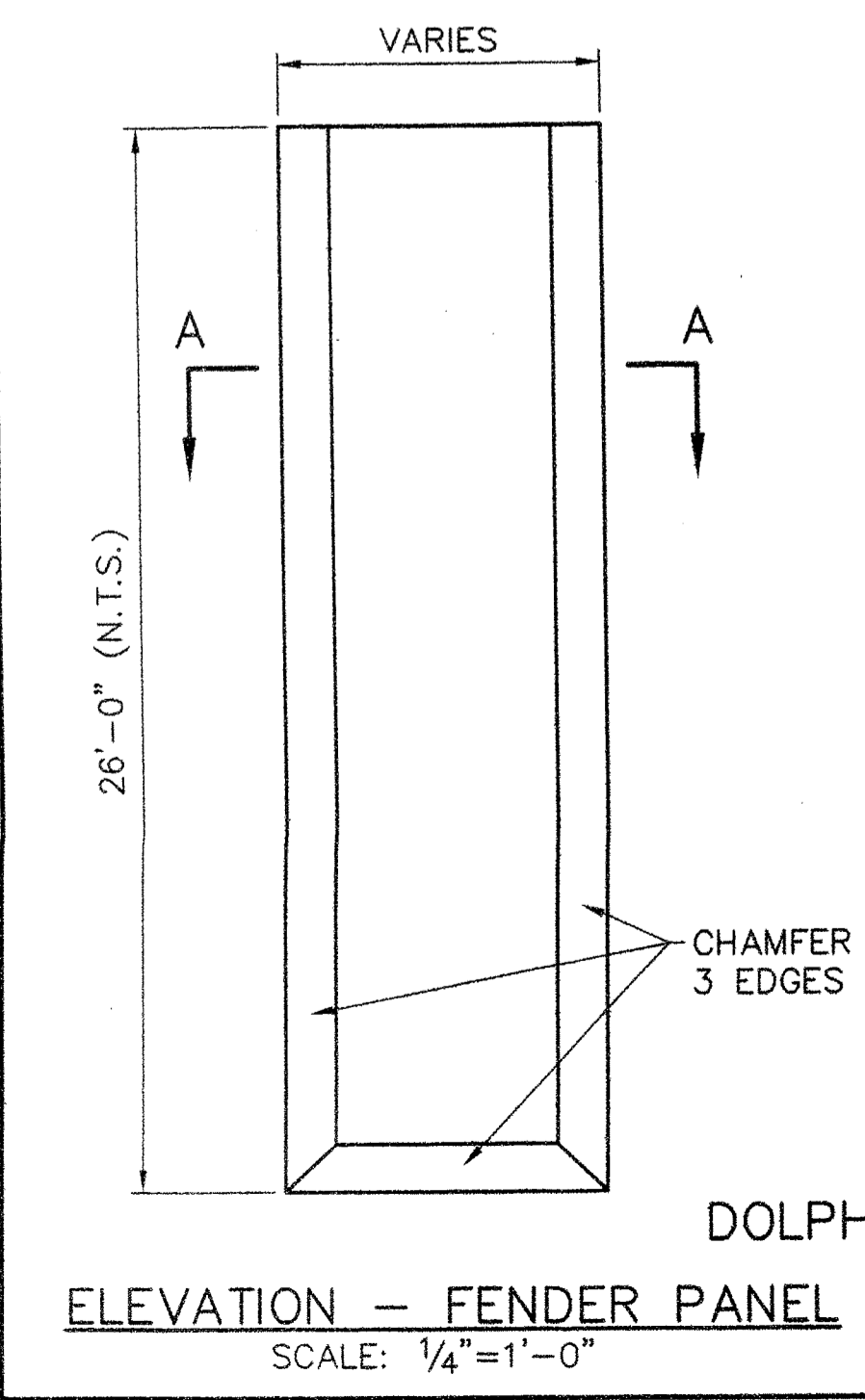
BERTHING DOLPHIN NO. 2
SCALE: 1/4" = 1'-0"



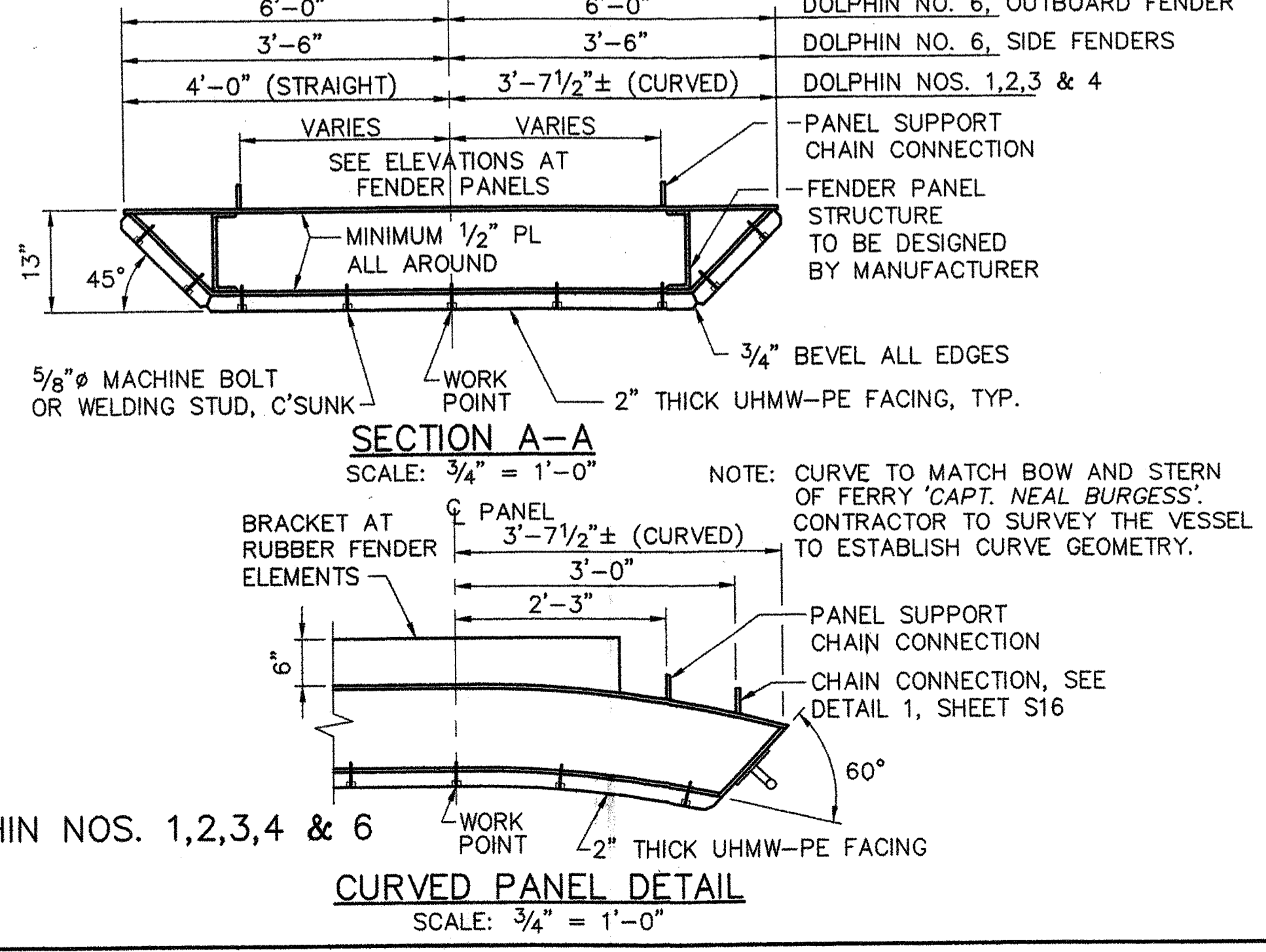
BERTHING DOLPHIN NO. 3
SCALE: 1/4" = 1'-0"



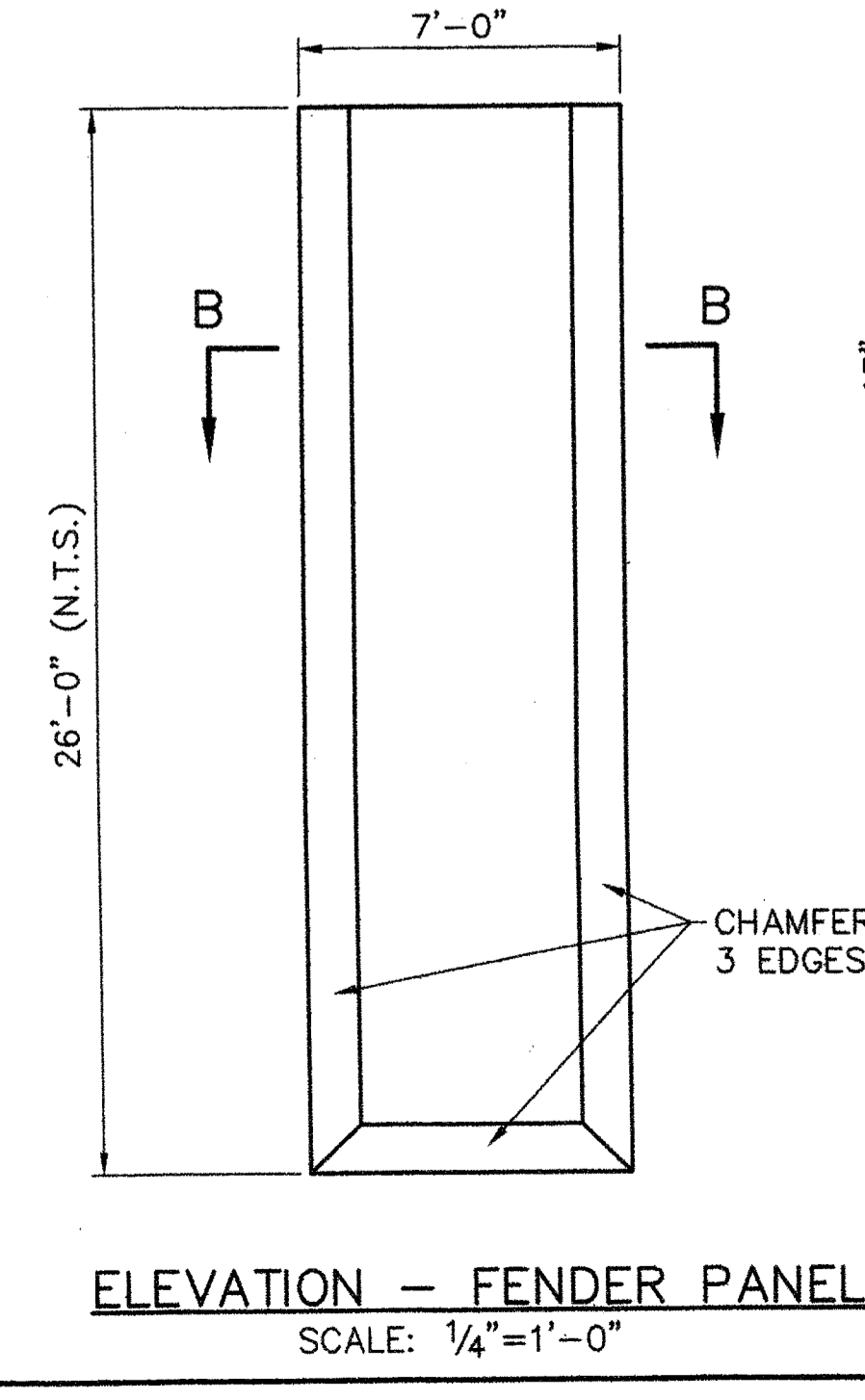
BERTHING DOLPHIN NO. 4
SCALE: 1/4" = 1'-0"



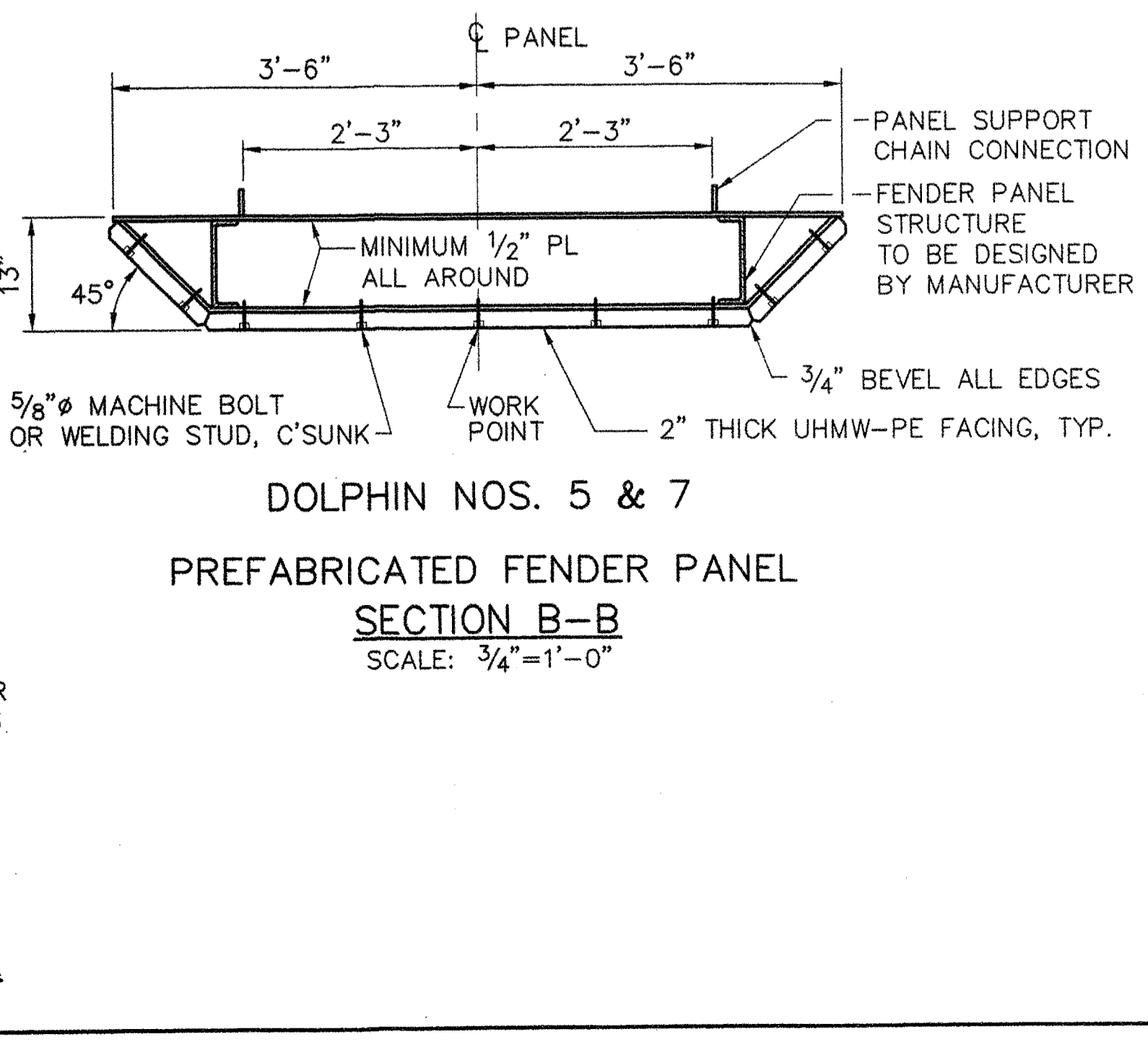
ELEVATION - FENDER PANEL
SCALE: 1/4" = 1'-0"



CURVED PANEL DETAIL
SCALE: 3/4" = 1'-0"



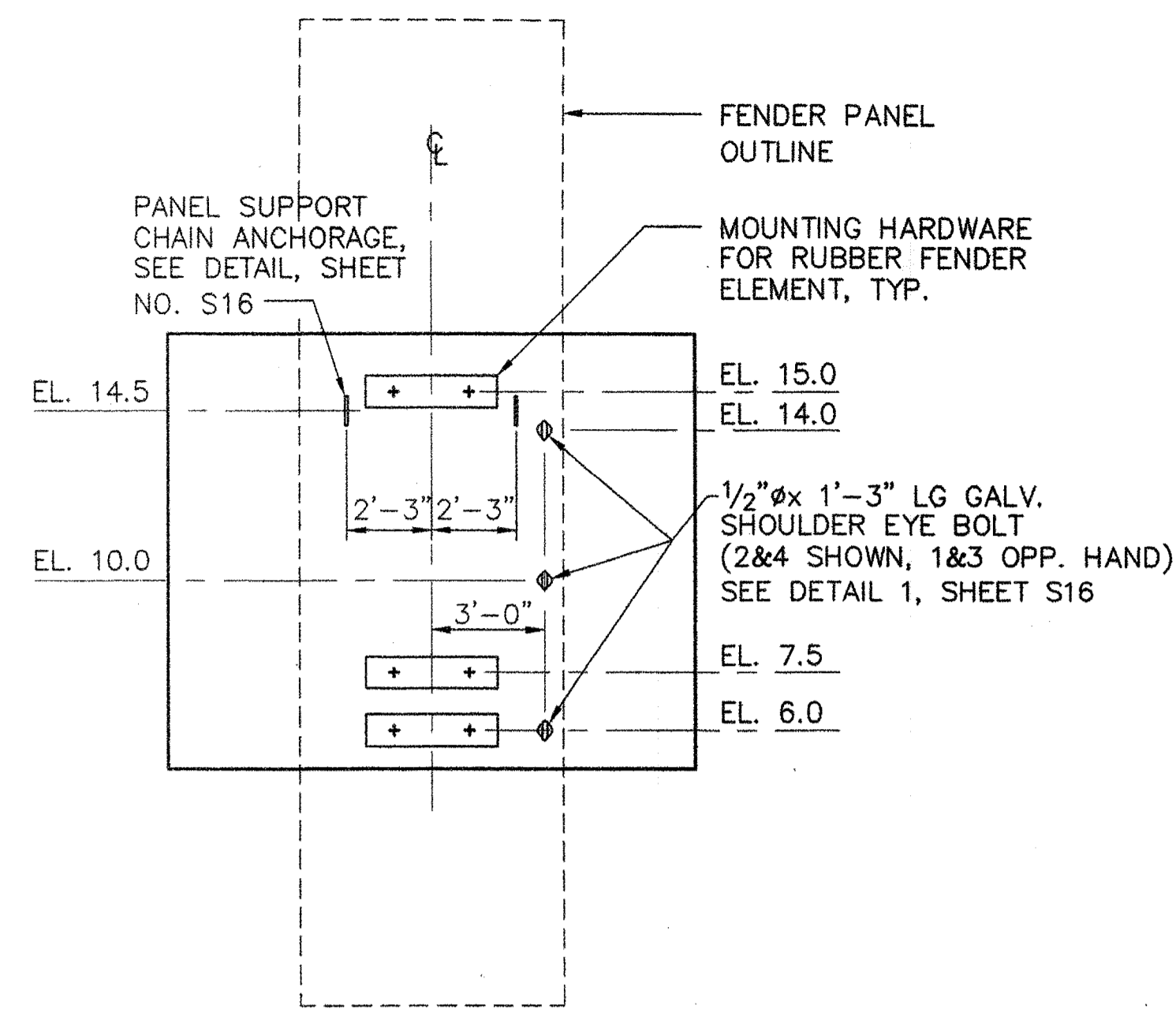
ELEVATION - FENDER PANEL
SCALE: 1/4" = 1'-0"



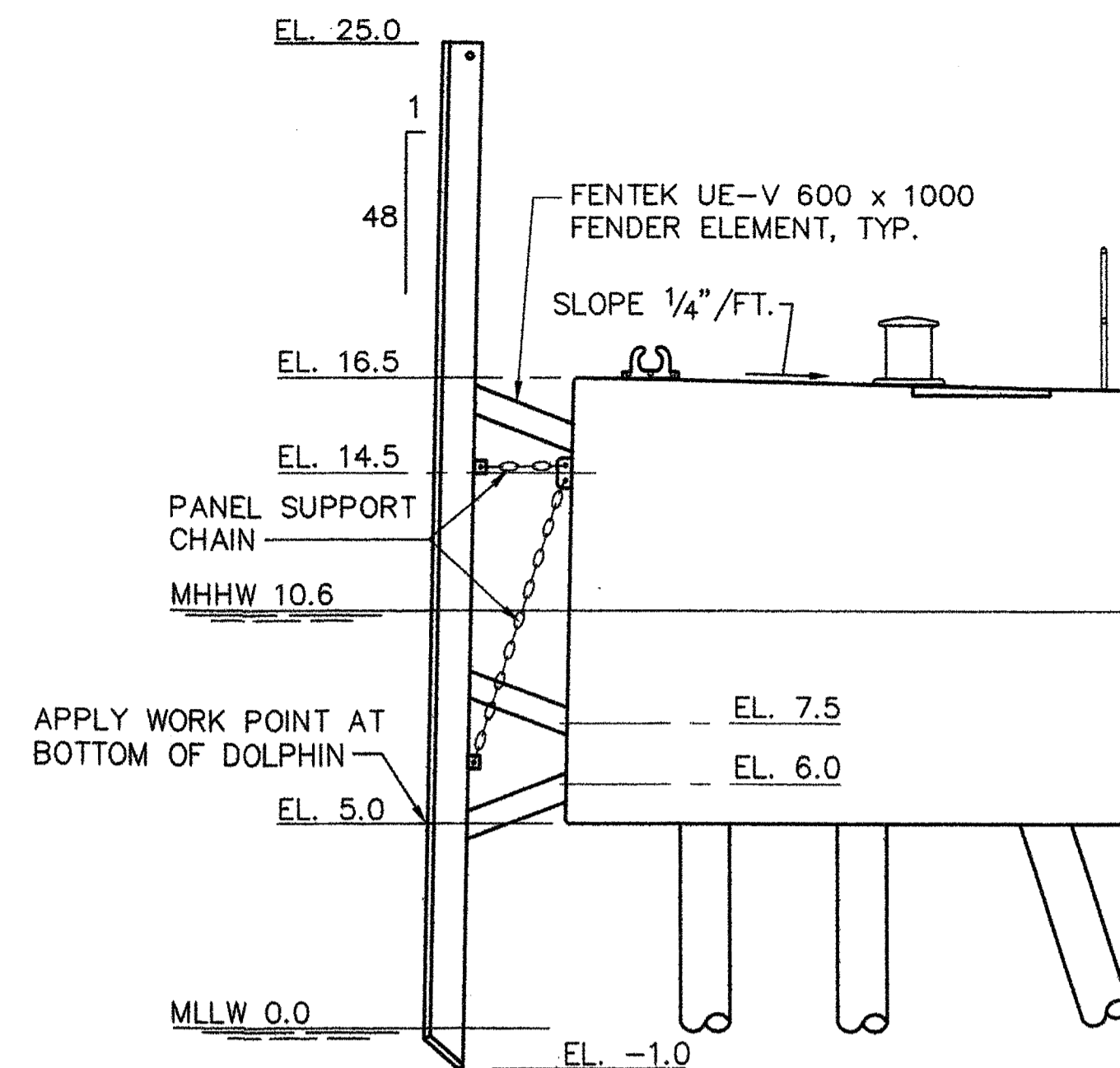
DOLPHIN NOS. 5 & 7
PREFABRICATED FENDER PANEL
SECTION B-B
SCALE: 3/4" = 1'-0"

D NO. 6 = 12.5 LF
D NO. 7 = 14 LF
D NO. 3 = 14 LF
D NO. 4 = 16.5 LF
57 LF
BR # 6341 (RAMP #2)

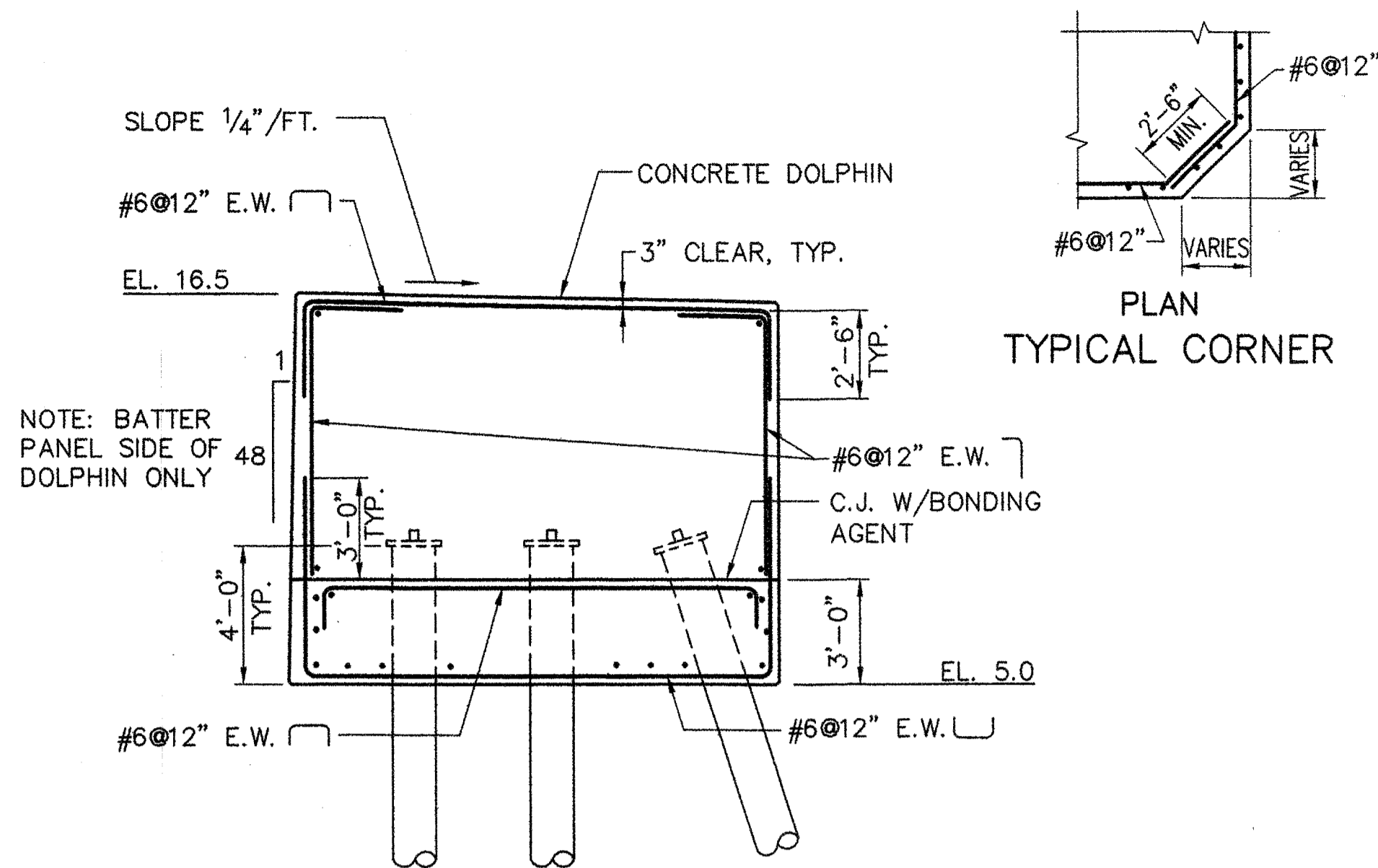
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE	COMMISSIONER	CHIEF ENGINEER
PROJECT INFORMATION		SIGNATURE	
PROGRAM	MULTIMODAL	PAUL POTTE	P.E. NUMBER
PROJECT MANAGER	CWC	FAT, SPORFORD & THORNDIKE	8721
DESIGNER	PROJECT RESIDENT	DATE	6/28/06
CONTRACTOR	PROJECT COMPLETION DATE		
ROCKLAND FERRY TERMINAL DOLPHINS AND SECTIONS			
SHEET NUMBER		21 OF 63	
S14			



DOLPHIN NOS. 1, 2 & 3
(DOLPHIN NO. 4 SIMILAR)
ELEVATION AT FENDER PANELS
SCALE: 1/4"=1'-0"



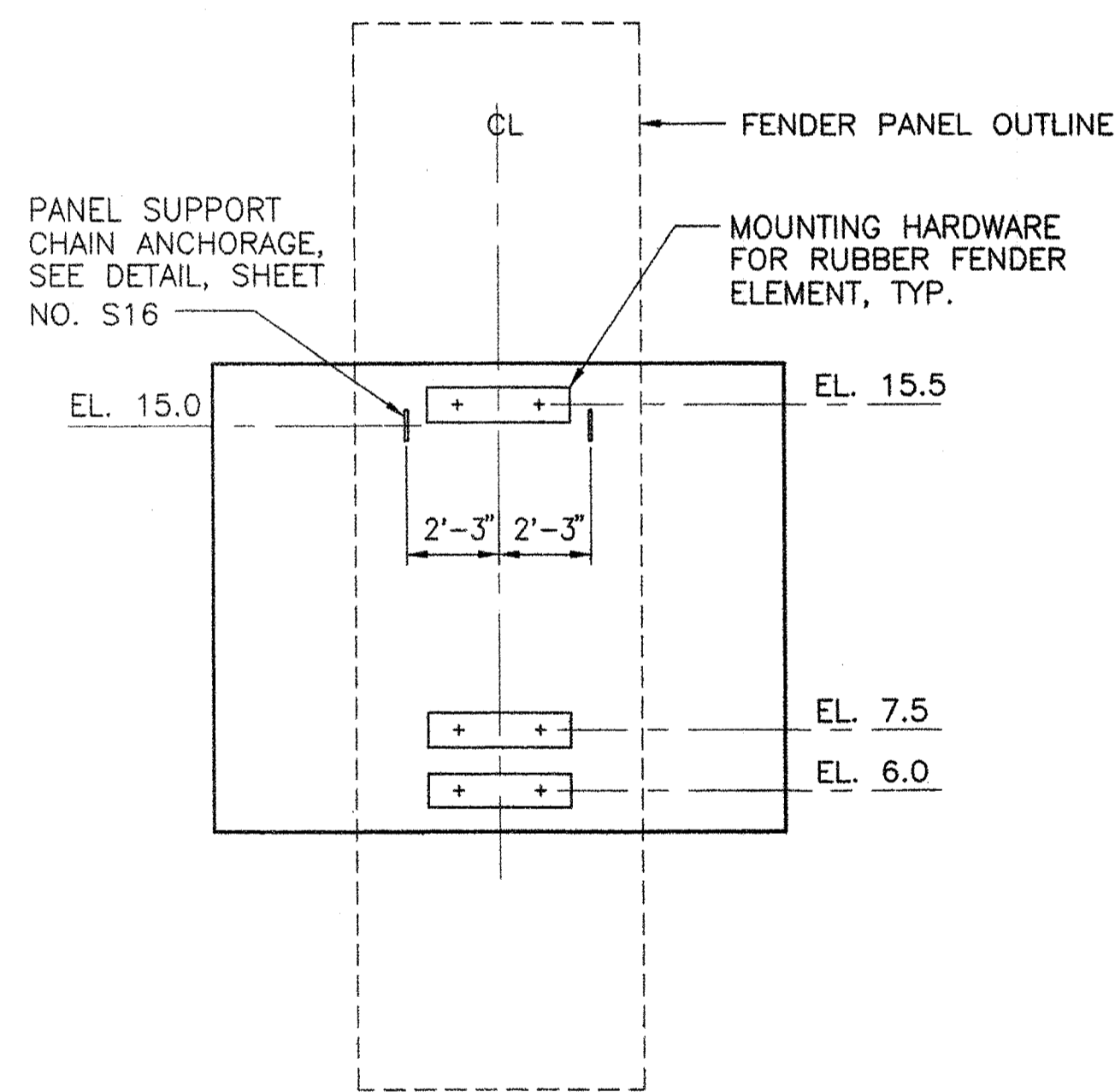
ELEVATION
SCALE: 1/4"=1'-0"



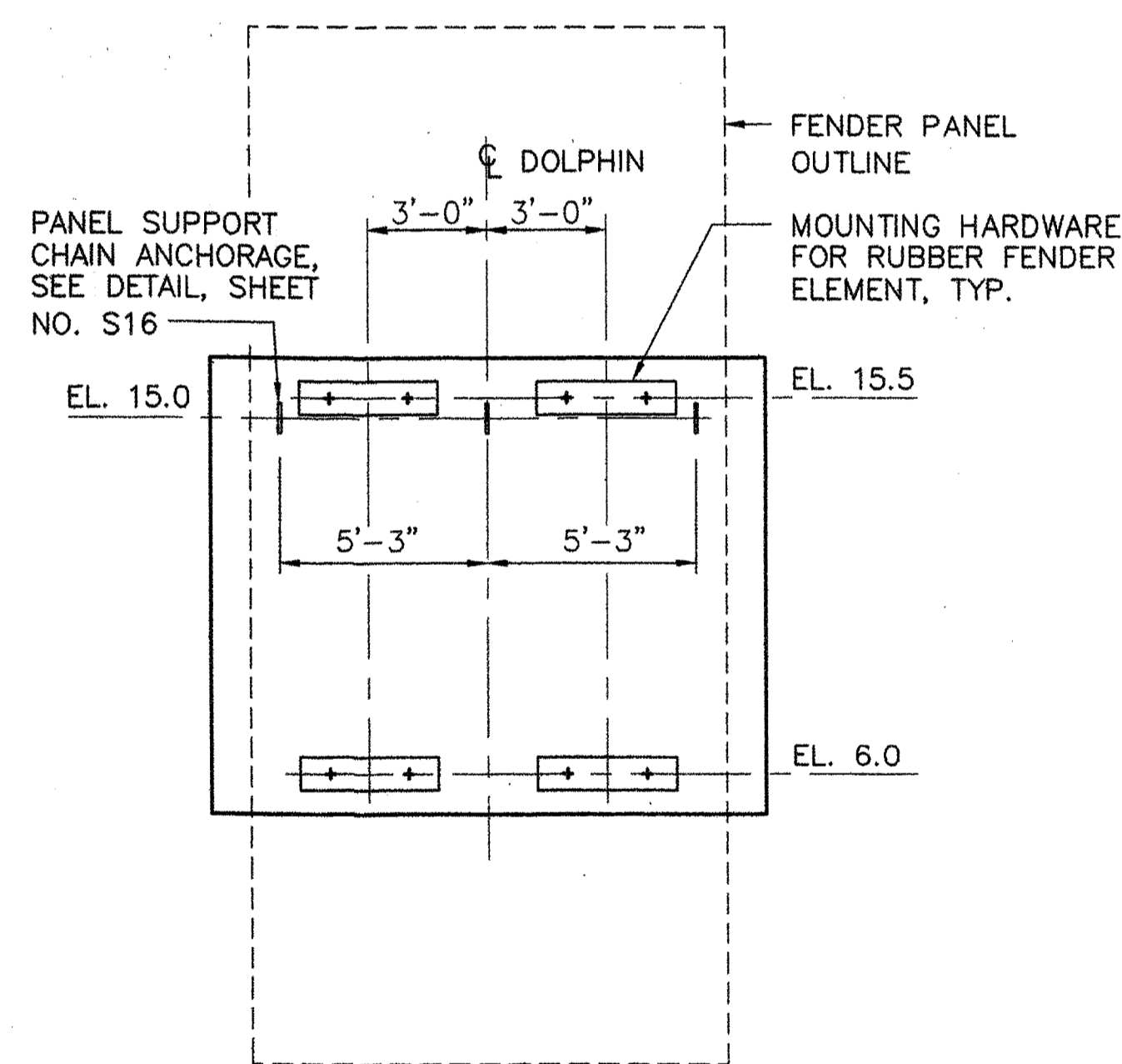
NOTE: SEE SHEET NO. S21 FOR DOLPHIN NO. 4 REINFORCEMENT

SECTION
SCALE: 1/4"=1'-0"

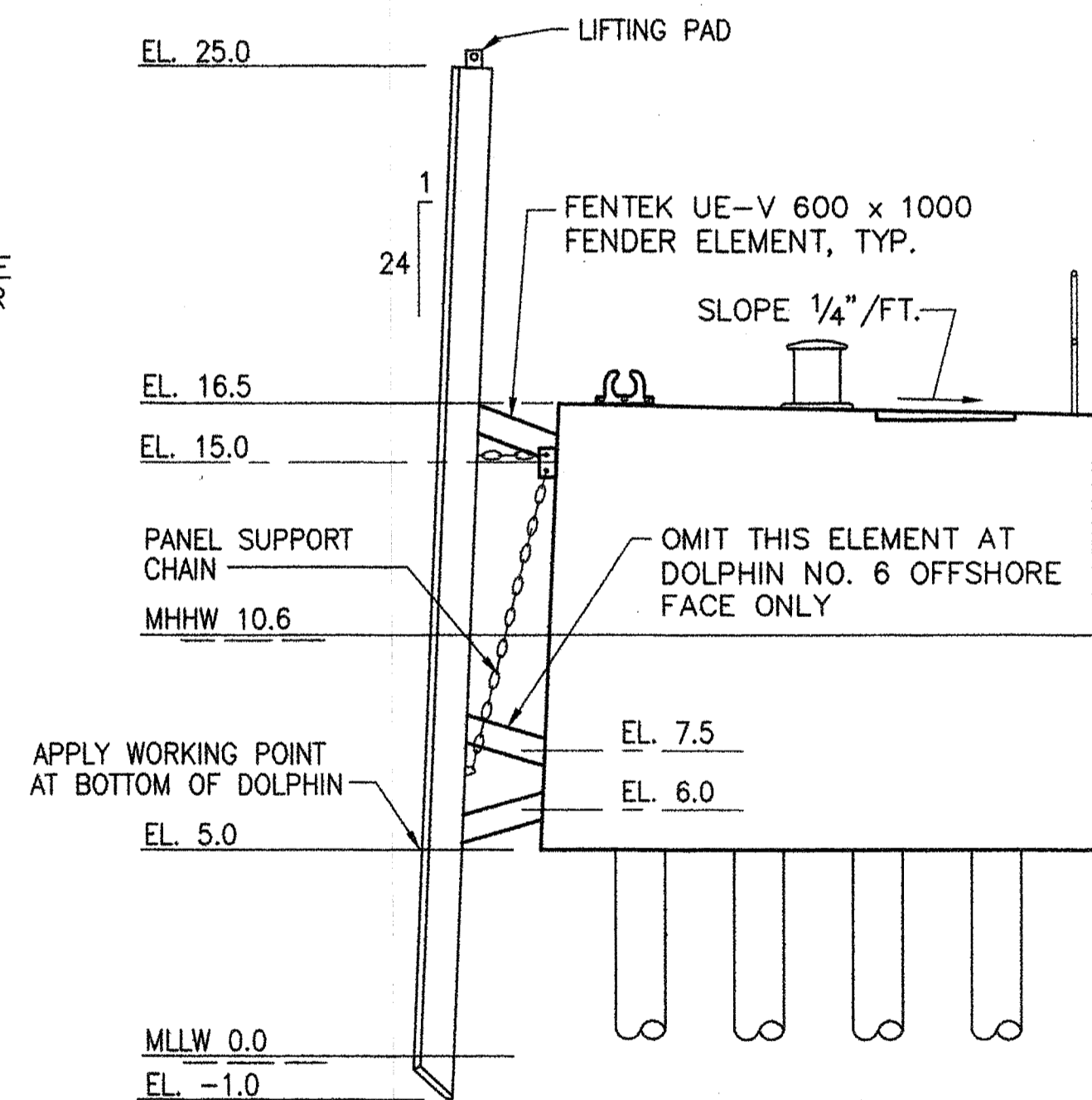
DOLPHIN NOS. 1, 2 & 3
(DOLPHIN NO. 4 SIMILAR)



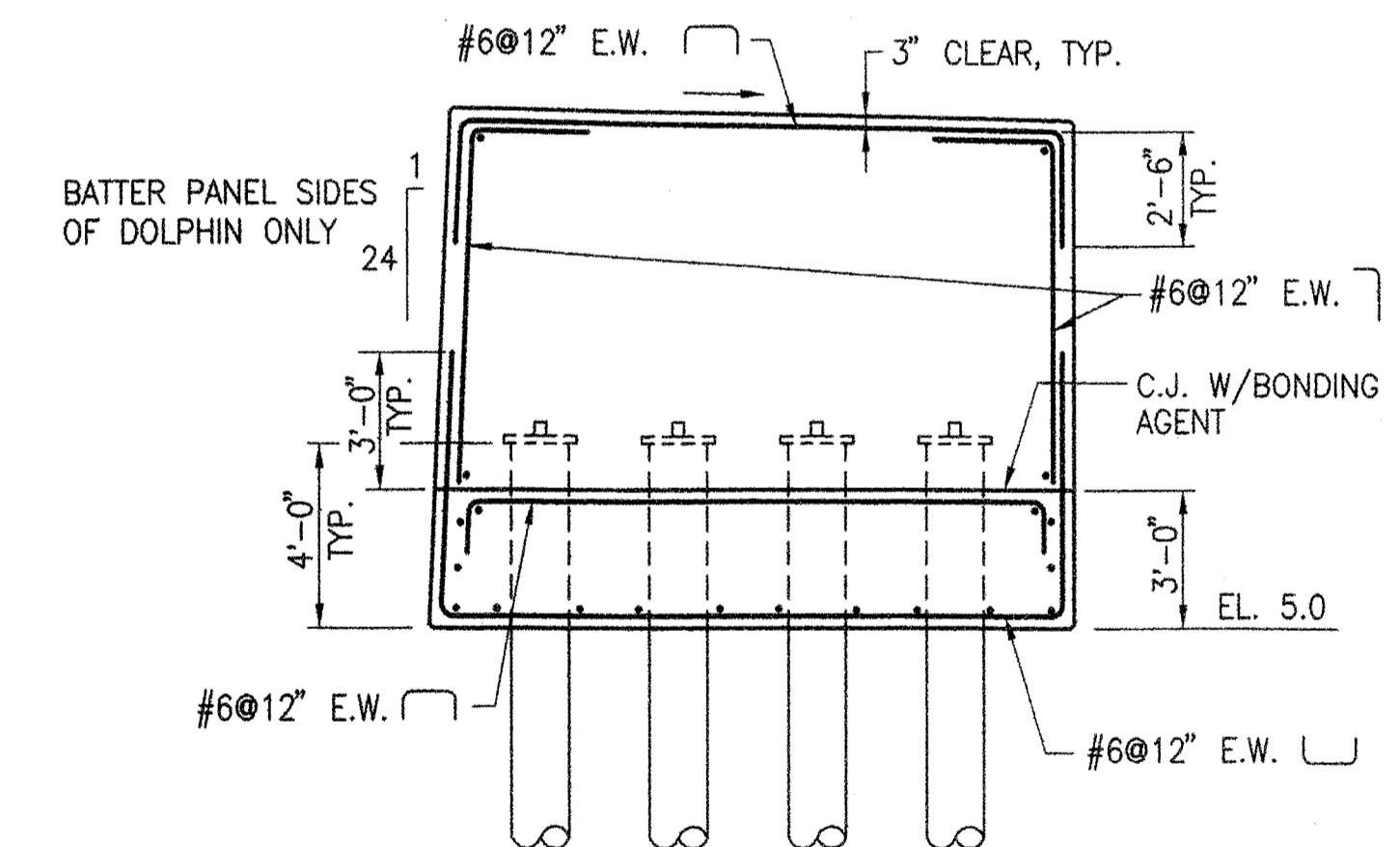
DOLPHIN NOS. 5 & 7
ALSO SIDE FACES OF NO. 6
ELEVATION AT FENDER PANELS
SCALE: 1/4"=1'-0"



DOLPHIN NO. 6 OFFSHORE FACE ONLY
ELEVATION AT FENDER PANEL
SCALE: 1/4"=1'-0"



ELEVATION
SCALE: 1/4"=1'-0"



SECTION
SCALE: 1/4"=1'-0"

DOLPHIN NOS. 5, 6 & 7

R:\TM-082\5-Drawings\7-FST dwgs\S15_DOLPHINS-DETAILS.dwg 06/26/06 10:17 [180.70] By Tripp_R

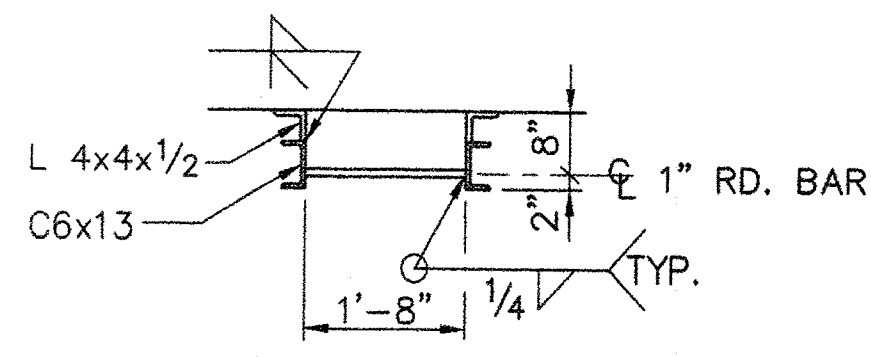
STATE OF MAINE	APPROVED	DATE
DEPARTMENT OF TRANSPORTATION	COMMISSIONER:	CHIEF ENGINEER:

Robert S. Thorne
SIGNATURE
P. E. NUMBER: 8721
DATE: 6/28/06

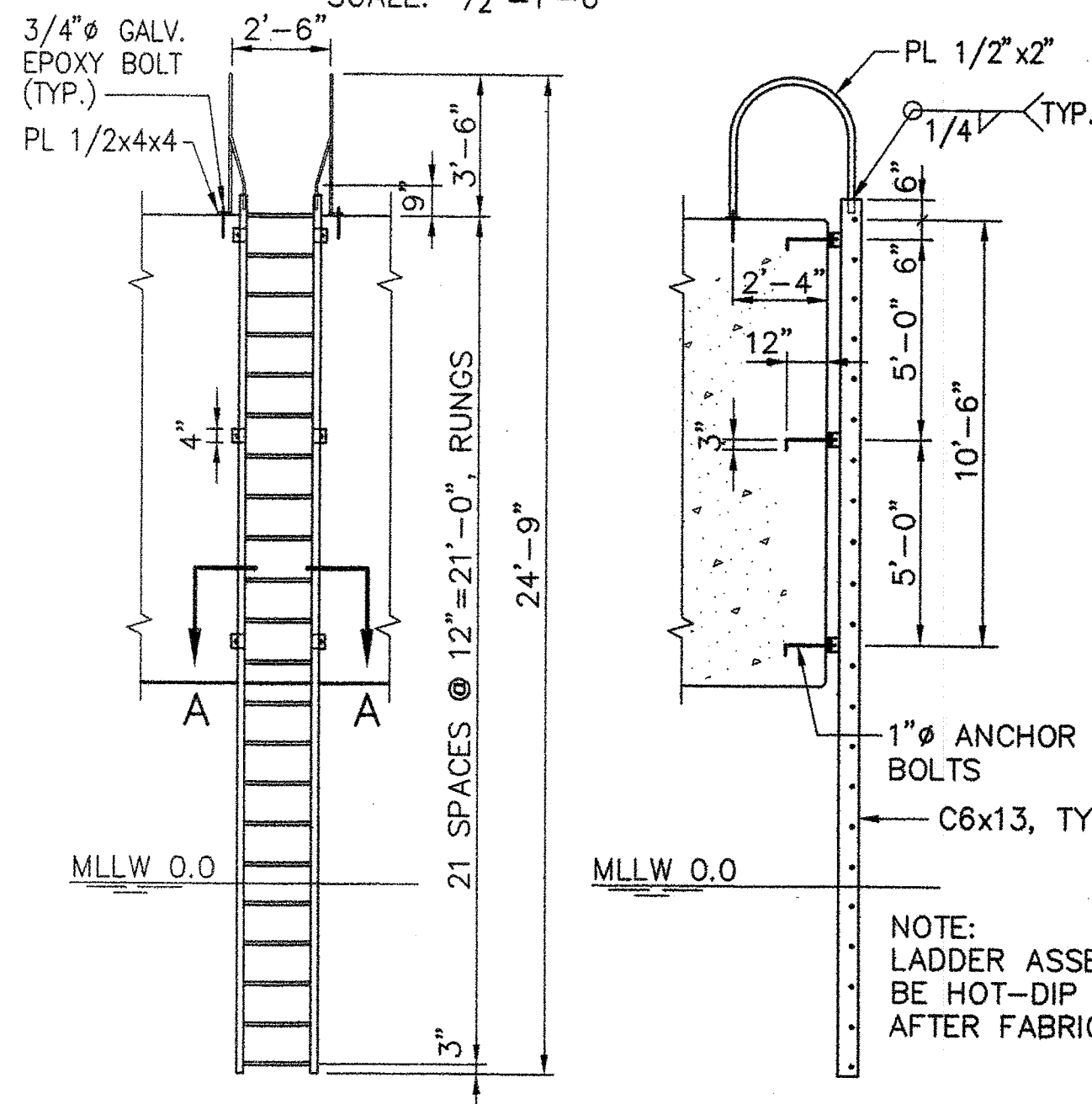
PROJECT INFORMATION	MULTIMODAL	PAUL POTILE
PROGRAM	DESIGNER	FAY, SPOFFORD & THORNDIKE
PROJECT MANAGER	CONSULTANT	PROJECT RESIDENT
CONTRACTOR	CONTRACTOR	PROJECT COMPLETION DATE

ROCKLAND FERRY TERMINAL
DOLPHINS
ELEVATIONS AND SECTIONS

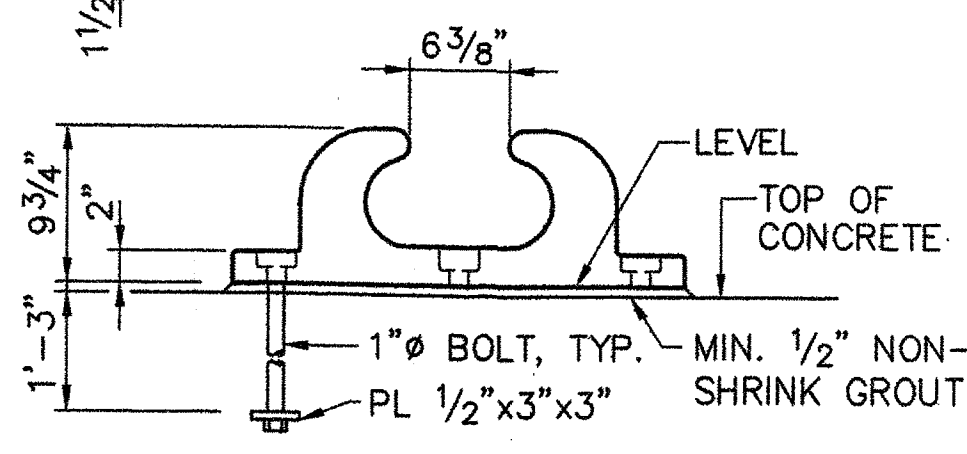
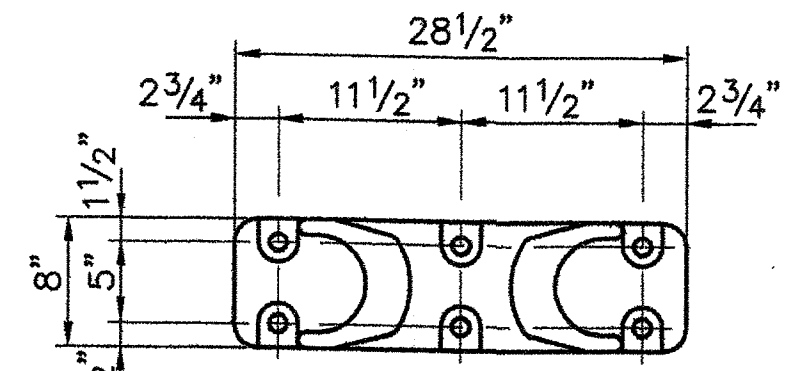
SHEET NUMBER
S15
22 OF 63



SECTION A-A
SCALE: 1/2"=1'-0"

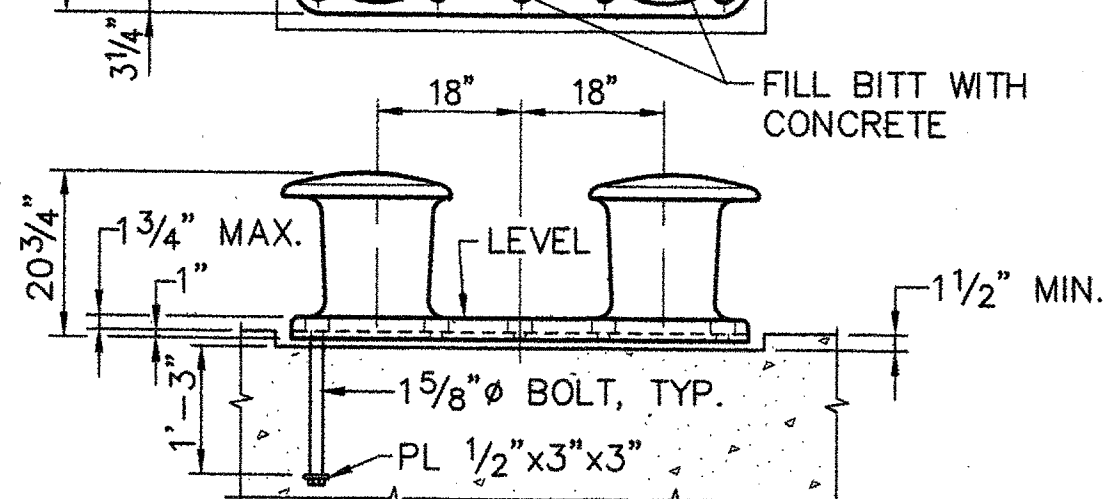
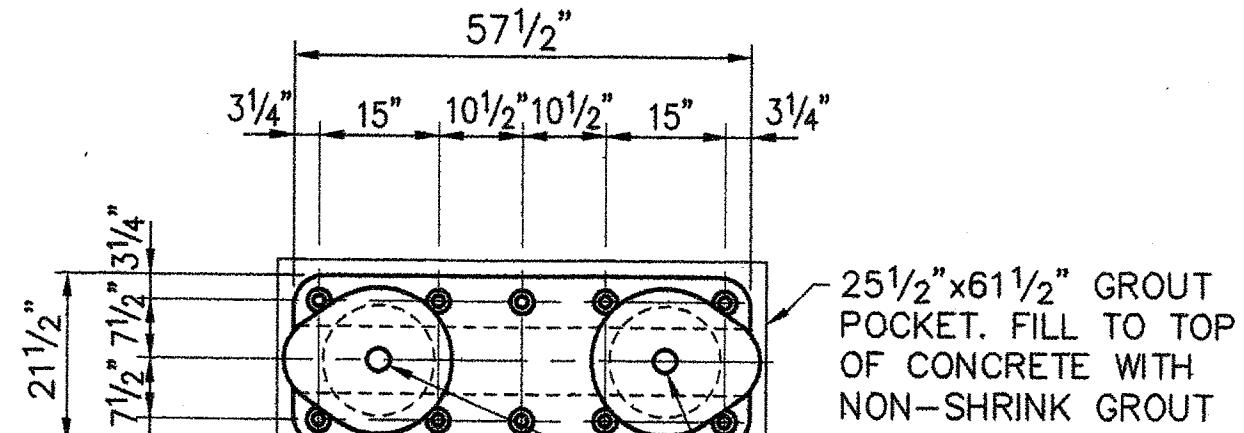


DOLPHIN ACCESS LADDER
SCALE: 1/4"=1'-0"



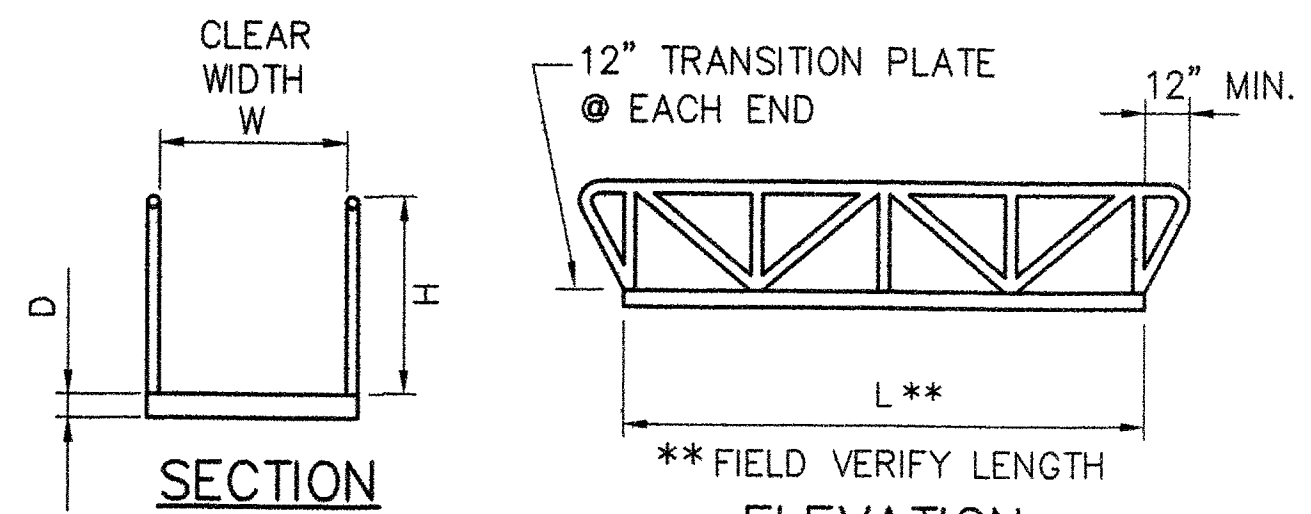
NOTE: CAST STEEL 8" PLAIN OPEN CHOCK MODEL 4757BD-A BY SCHOELLHORN-ALBRECHT OR APPROVED EQUAL

MOORING CHOCK DETAIL
SCALE: 1"=1'-0"



NOTE: CAST STEEL DOUBLE BITT MODEL SPB 18A BY SEAPORT MARINE OR APPROVED EQUAL

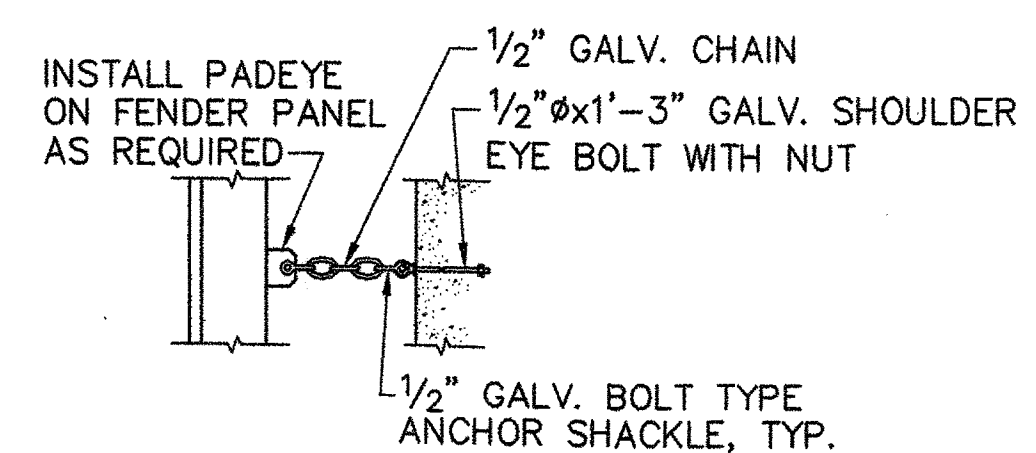
DOUBLE MOORING BITT
SCALE: 1/2"=1'-0"



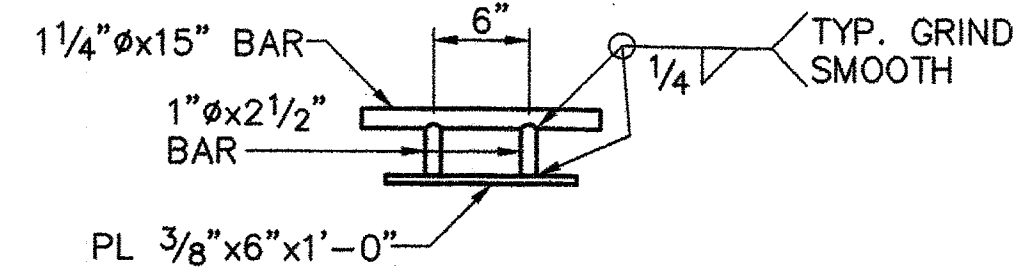
GANGWAY NO.	DIMENSIONS			
	W	H	D	L**
1	36"	42"	4"	44'
2	36"	42"	4"	41'

- DESIGN REQUIREMENTS:**
- SEE DESIGN DATA SHEET FOR DESIGN LOADS.
 - TRUSS TYPE CONSTRUCTION
 - FIELD VERIFY LENGTHS AFTER DOLPHIN CONSTRUCTION.
 - ALUMINUM SHALL BE 6061-T6 MARINE ALLOY
 - EXTEND RAILING MINIMUM 12" BEYOND END OF GANGWAY
 - PROVIDE 12" MINIMUM SUPPORT SEAT WIDTH ON CONCRETE SURFACES

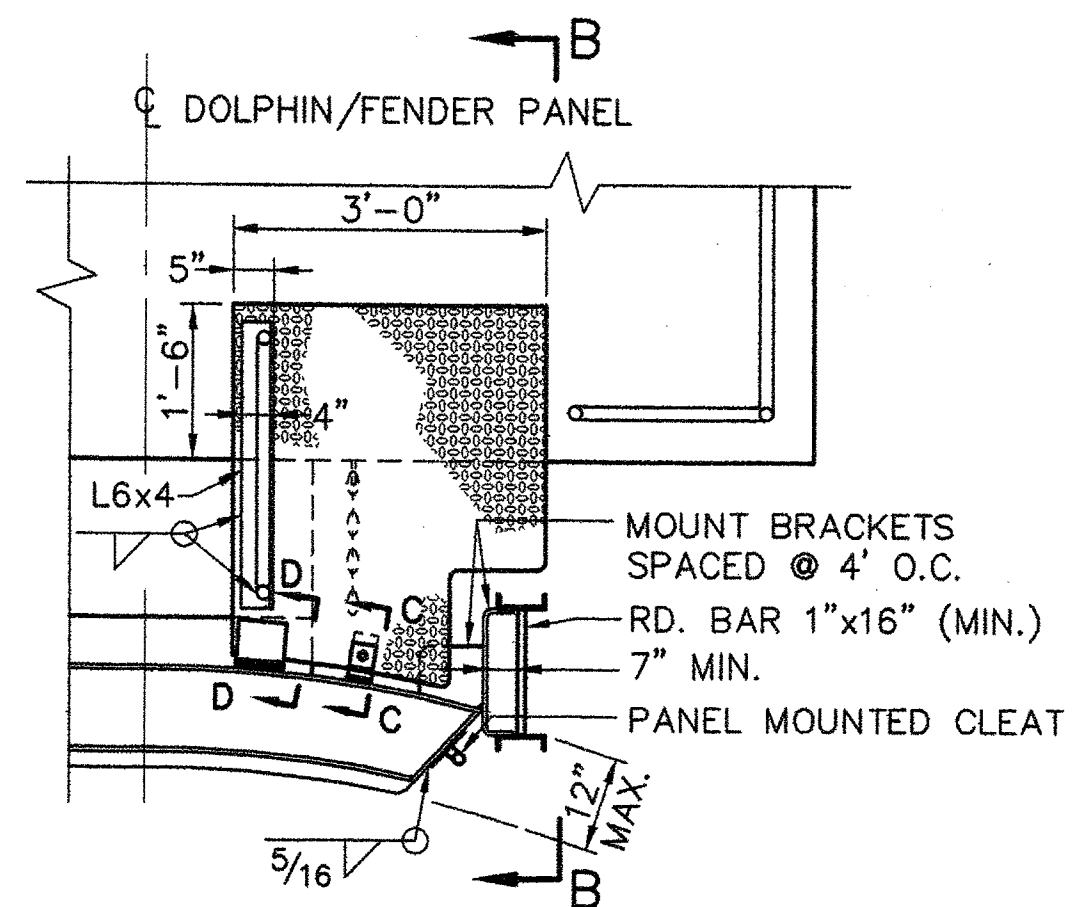
ALUMINUM TRUSS TYPE GANGWAYS
NOT TO SCALE



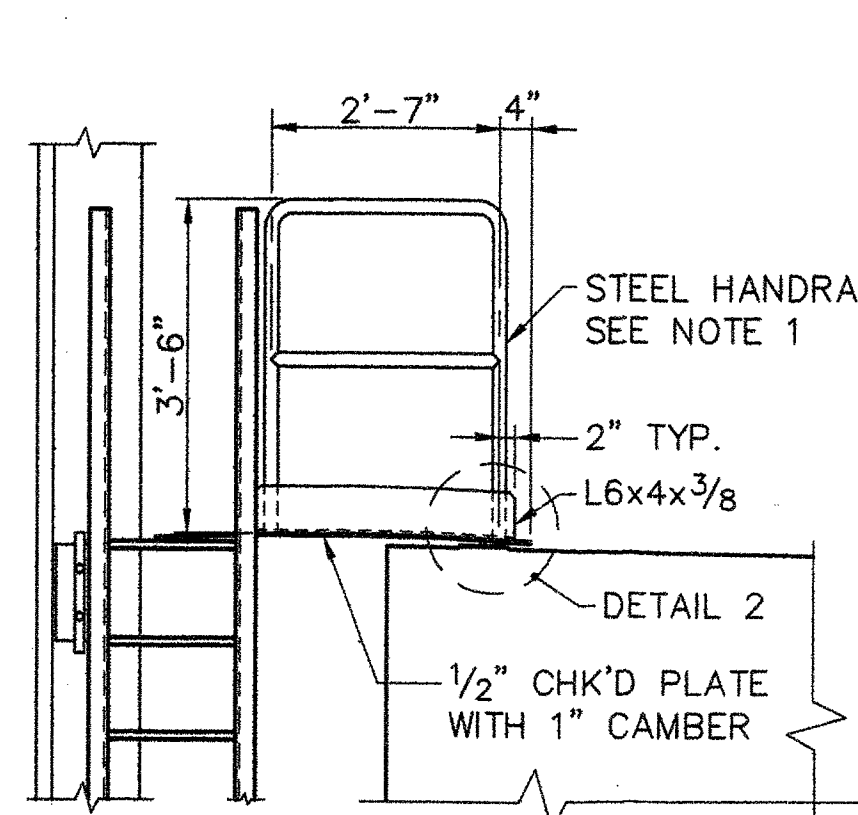
DETAIL 1
SCALE: 1/2"=1'-0"



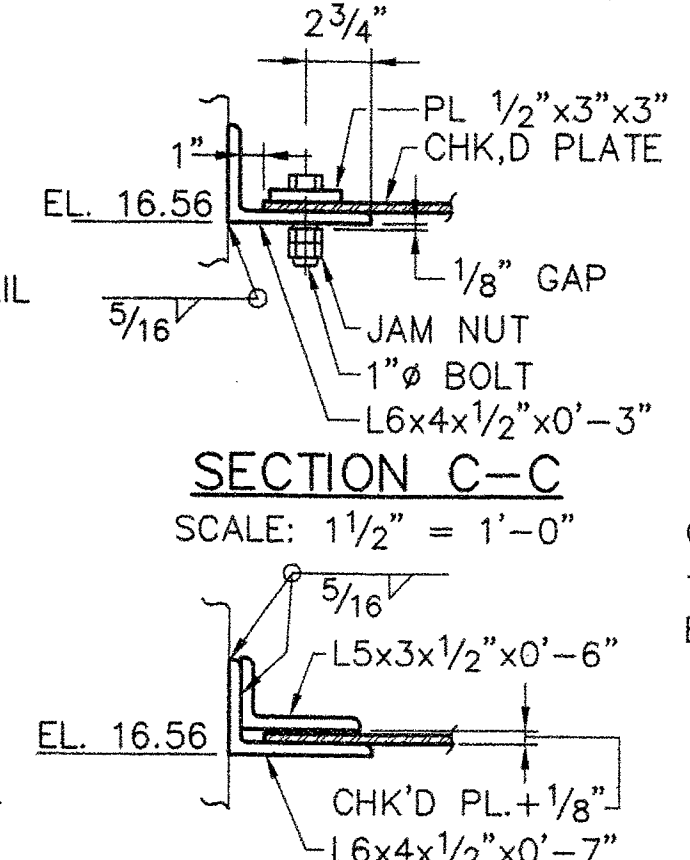
FENDER PANEL CLEAT
SCALE: 1"=1'-0"



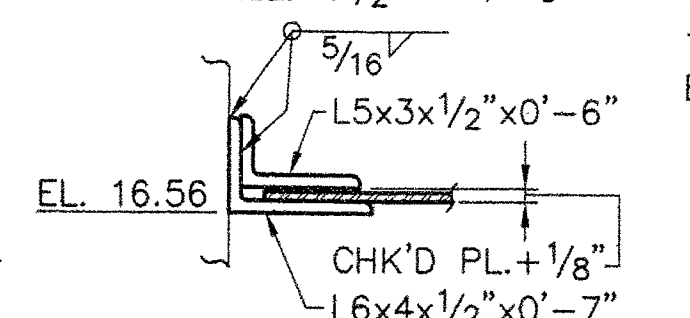
DETAIL-ACCESS LADDER AND PLATFORM
SCALE: 1/2"=1'-0"



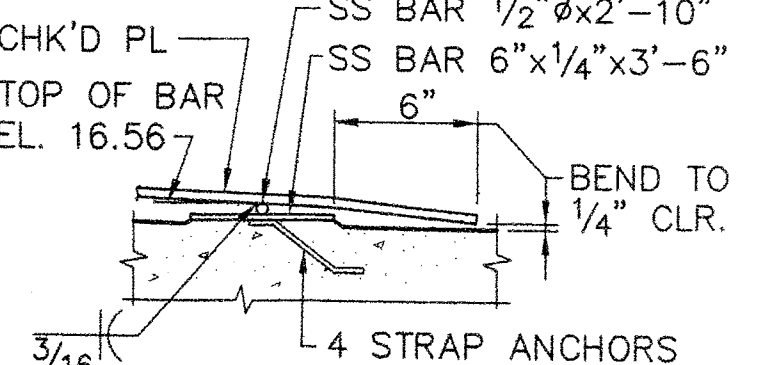
ELEVATION B-B
SCALE: 1/2"=1'-0"



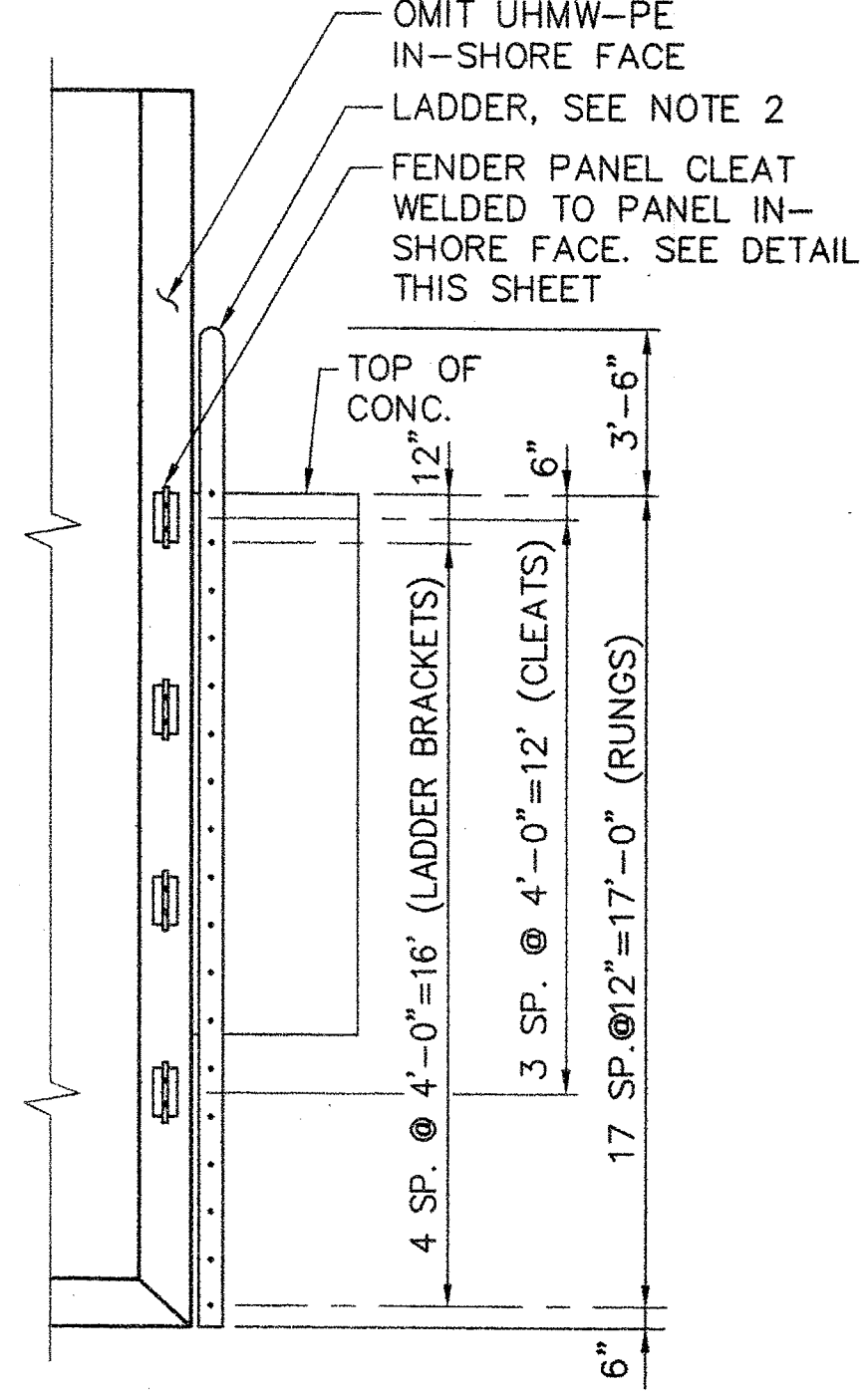
SECTION C-C
SCALE: 1 1/2"=1'-0"



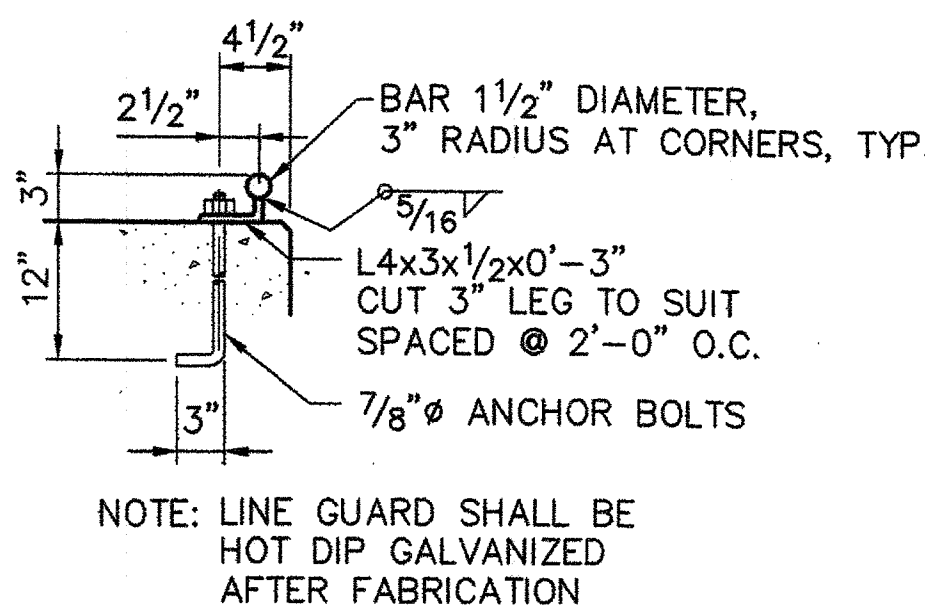
SECTION D-D
SCALE: 1 1/2"=1'-0"



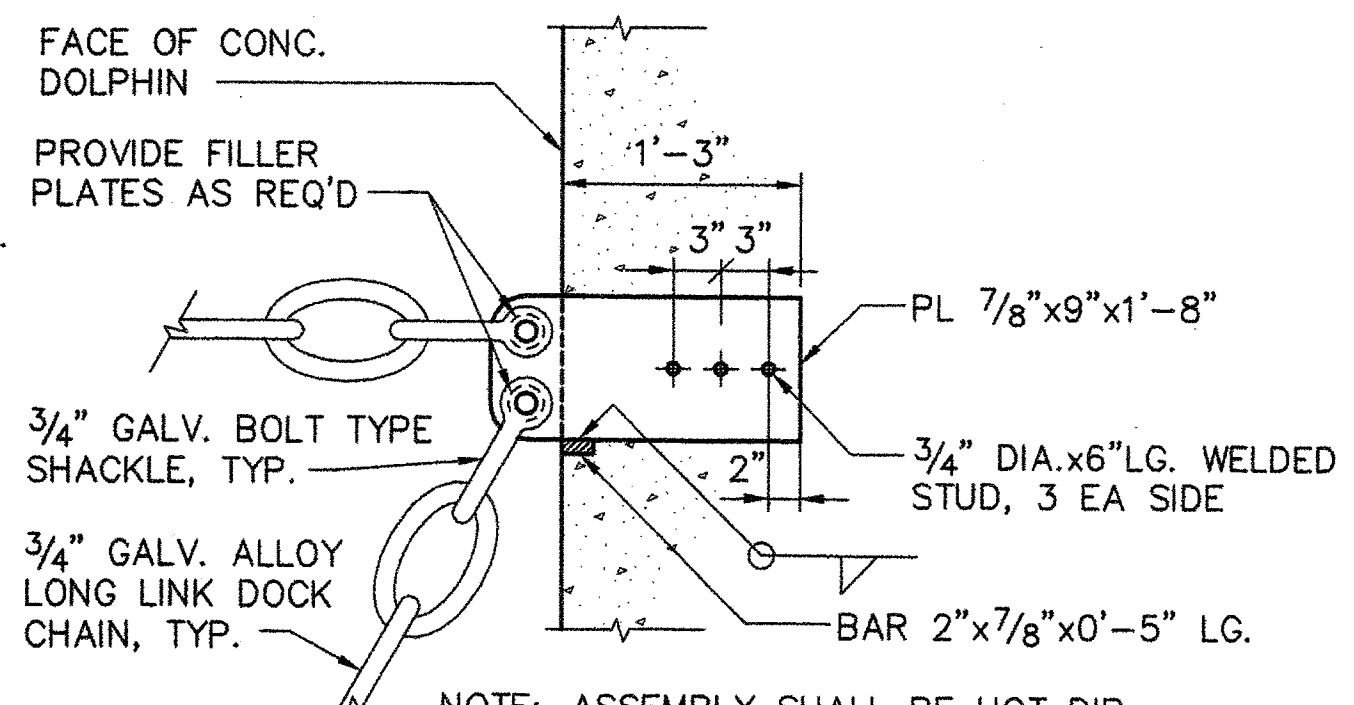
DETAIL 2
SCALE: 1 1/2"=1'-0"



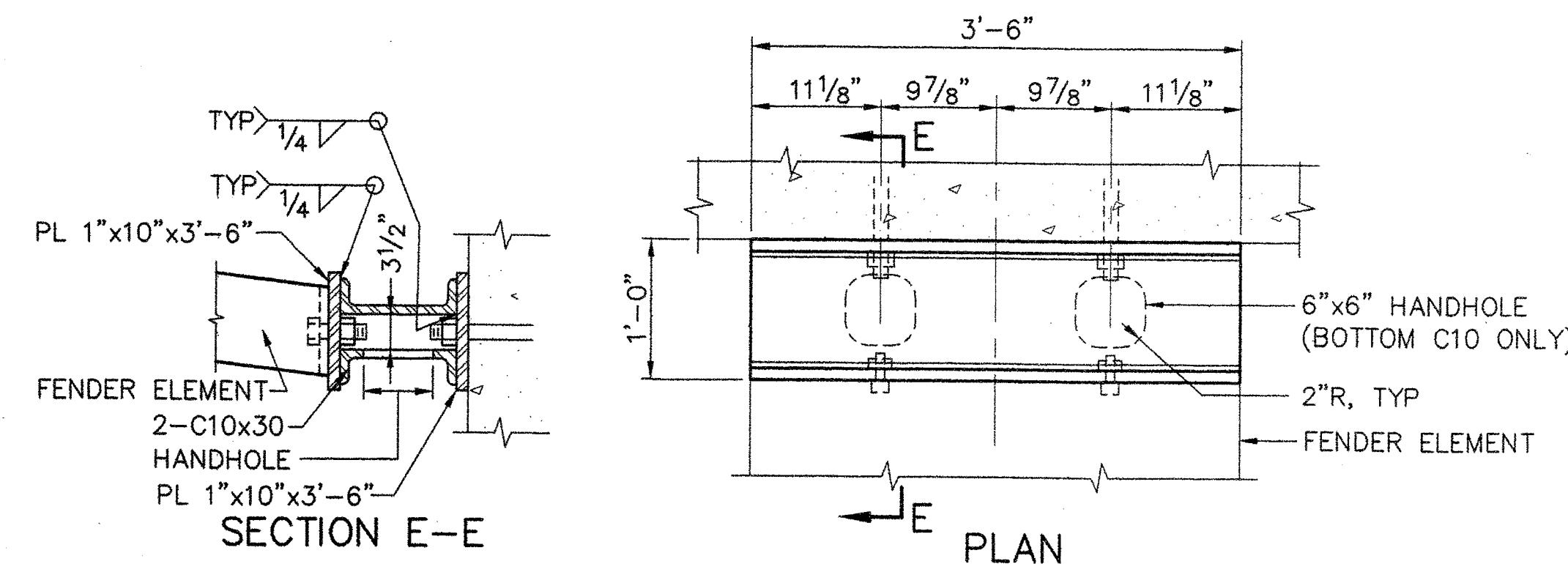
PANEL MOUNTED ACCESS LADDER AND PANEL CLEATS
ELEVATION
SCALE: 1/4"=1'-0"



DETAIL - LINE GUARD
SCALE: 1 1/2"=1'-0"



DETAIL-SUPPORT CHAIN ANCHORAGE
SCALE: 1"=1'-0"



DOLPHIN NO. 5 & 7 ONLY
FENDER BLOCK DETAIL
SCALE: 1"=1'-0"

- NOTES:**
- STEEL HANDRAILS ON DOLPHINS SHALL BE HOT DIP GALVANIZED.
 - THE PANEL MOUNTED ACCESS LADDER SHALL BE DESIGNED BY THE CONTRACTOR FOR A 250 LB. CONCENTRATED VERTICAL LOAD ACTING AT ANY POINT ON THE LADDER. THE LADDER SHALL CONFORM WITH ALL APPLICABLE PROVISIONS OF OSHA REGULATIONS FOR LADDERS AND WITH DIMENSIONS SHOWN ON THE DRAWINGS. THE LADDER ASSEMBLY SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED _____
COMMISSIONER: _____
CHIEF ENGINEER: _____

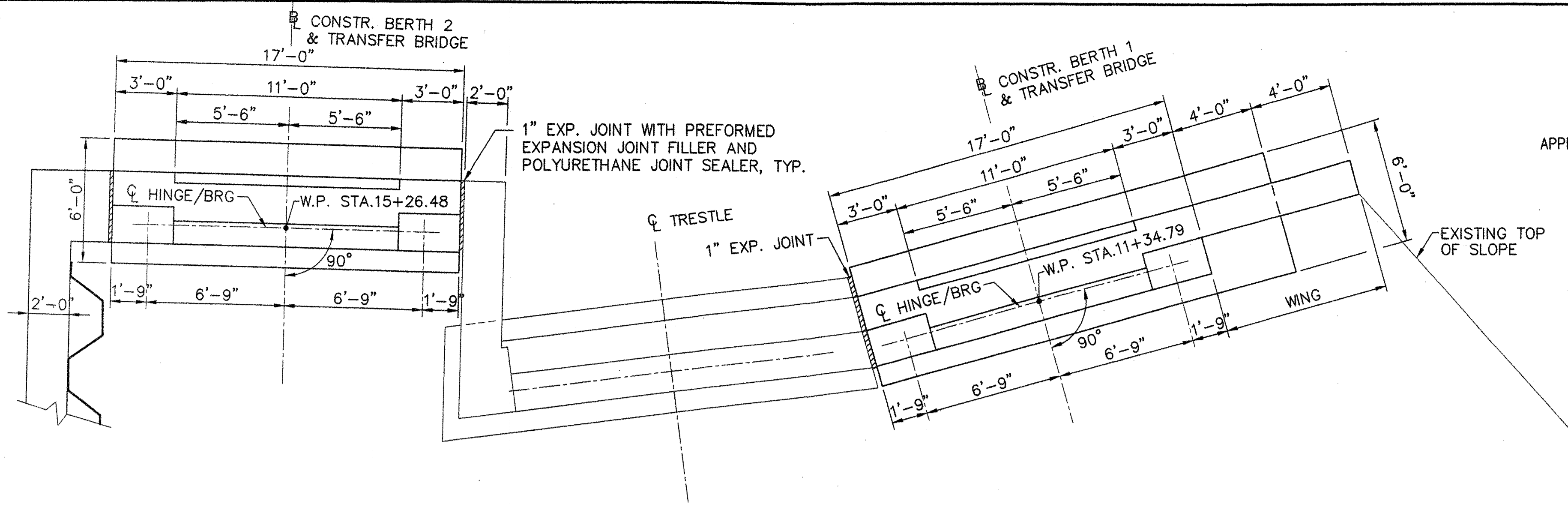
PROJECT INFORMATION
PROGRAM: MULTIMODAL
PROJECT MANAGER: PAUL POTTE
DESIGNER: CWC
CONSULTANT: FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT: _____
CONTRACTOR: _____
PROJECT COMPLETION DATE: 6/28/06

SIGNATURE: _____
P.E. NUMBER: 8721
DATE: 6/28/06

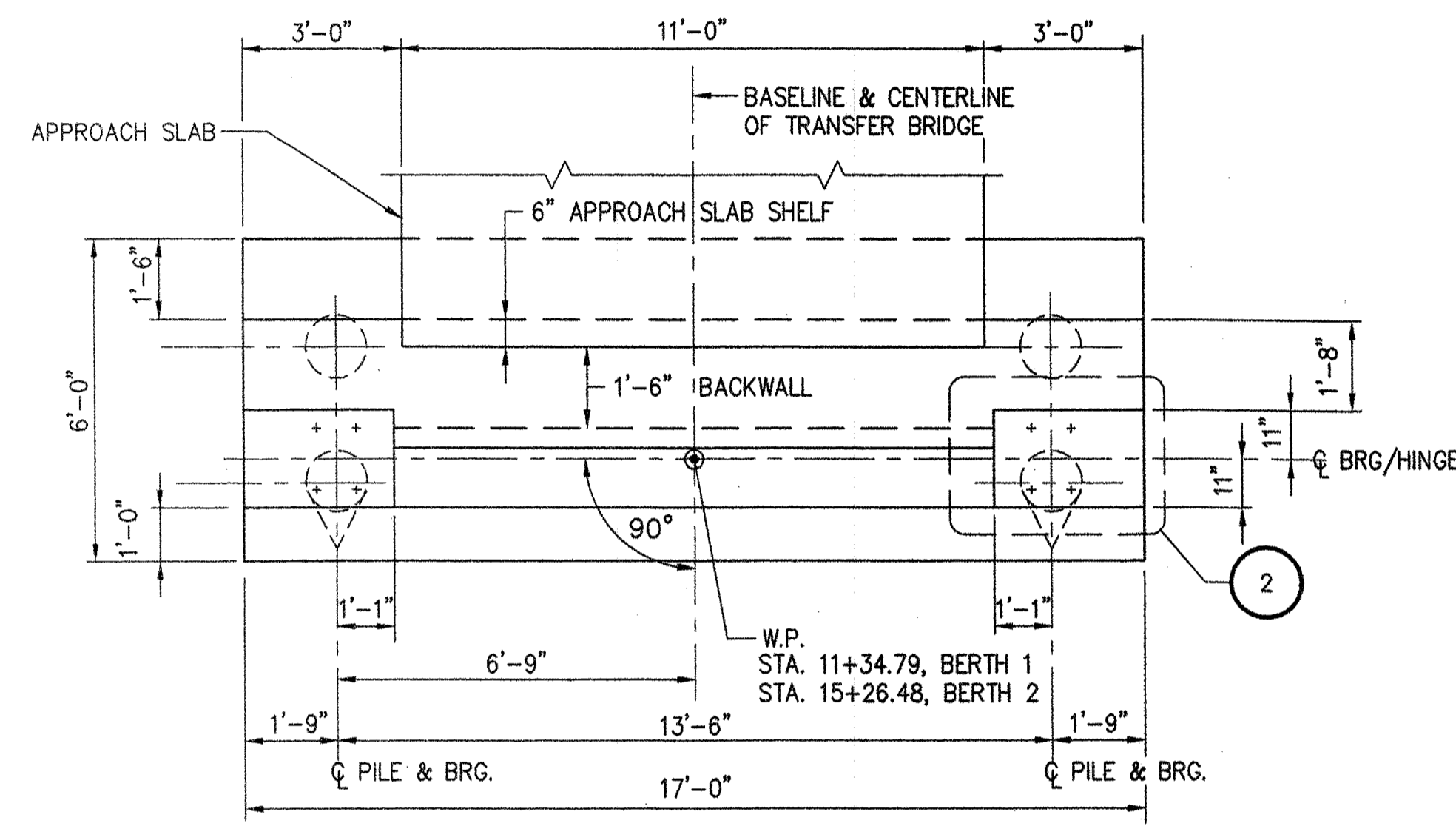
ROCKLAND FERRY TERMINAL
DOLPHIN DETAILS

SHEET NUMBER: S16
23 OF 63

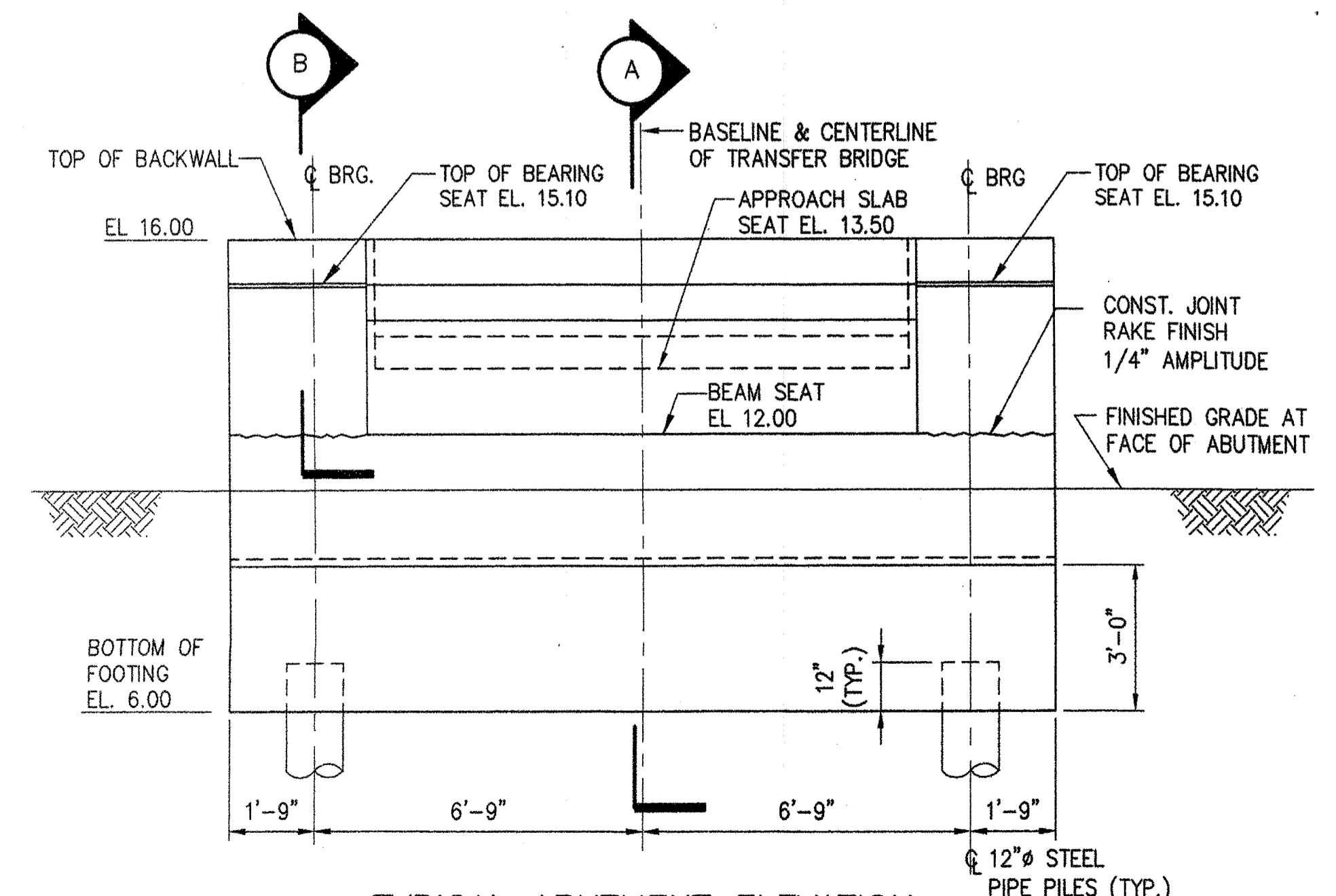
R:\TM-082A-5-Drawings\7-FST-dwg\16-DOLPHINS-DETAILS.dwg 06/28/06 10:25 [rbl:rg] By: Tripp, R



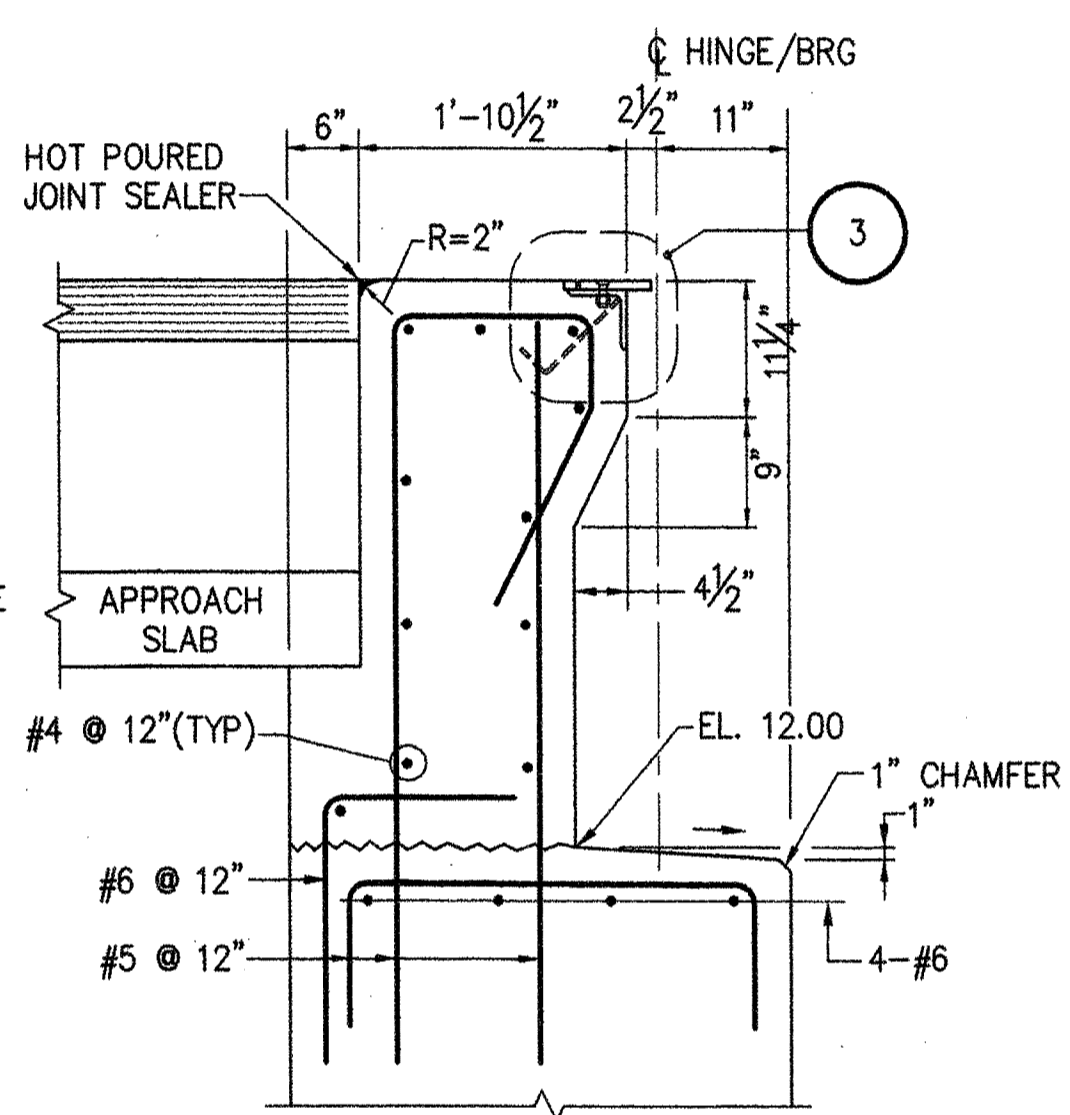
TRANSFER BRIDGE ABUTMENTS PLAN
SCALE: 1/4"=1'-0"



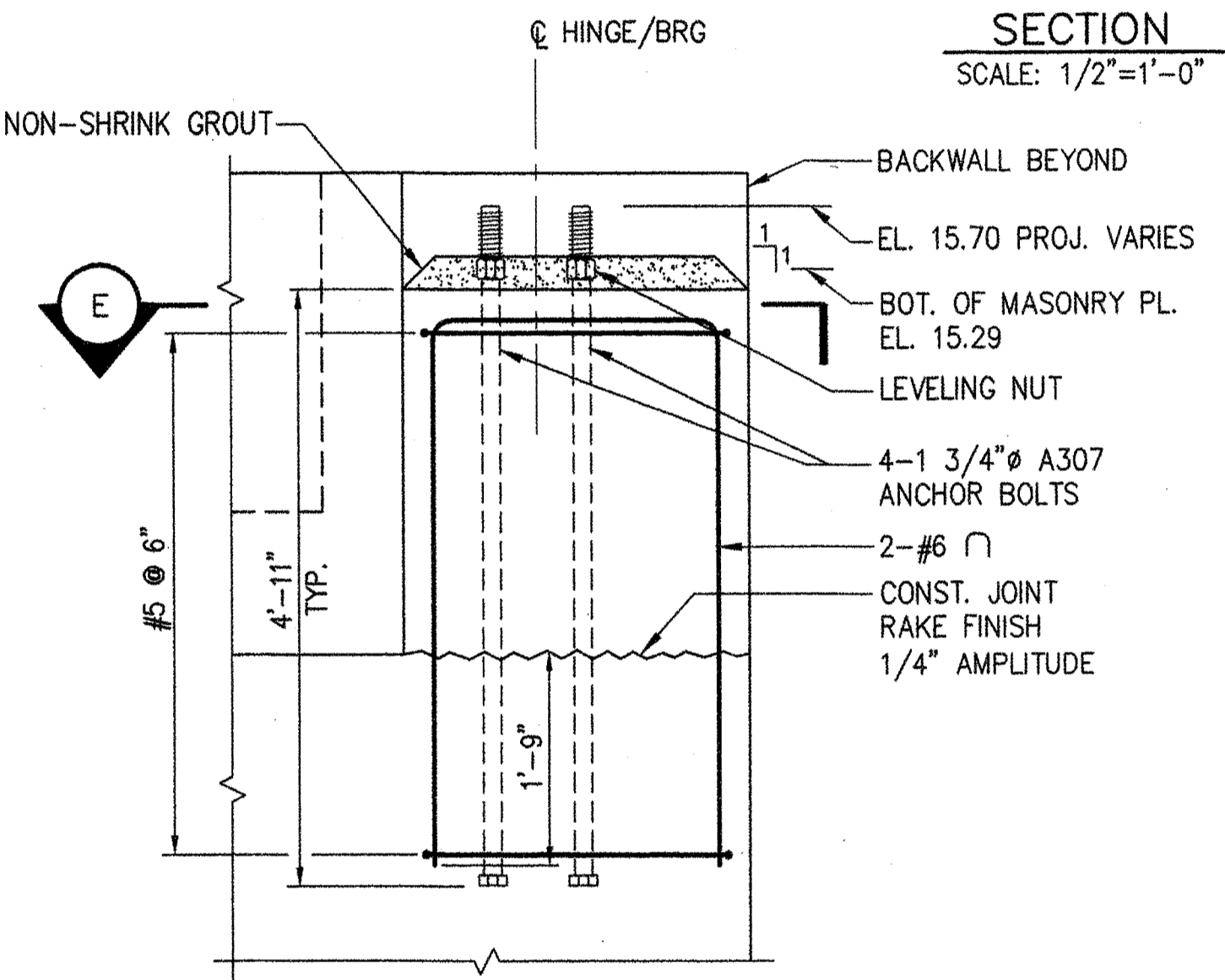
TYPICAL ABUTMENT PLAN BERTHS 1 AND 2
SCALE: 3/8"=1'-0"



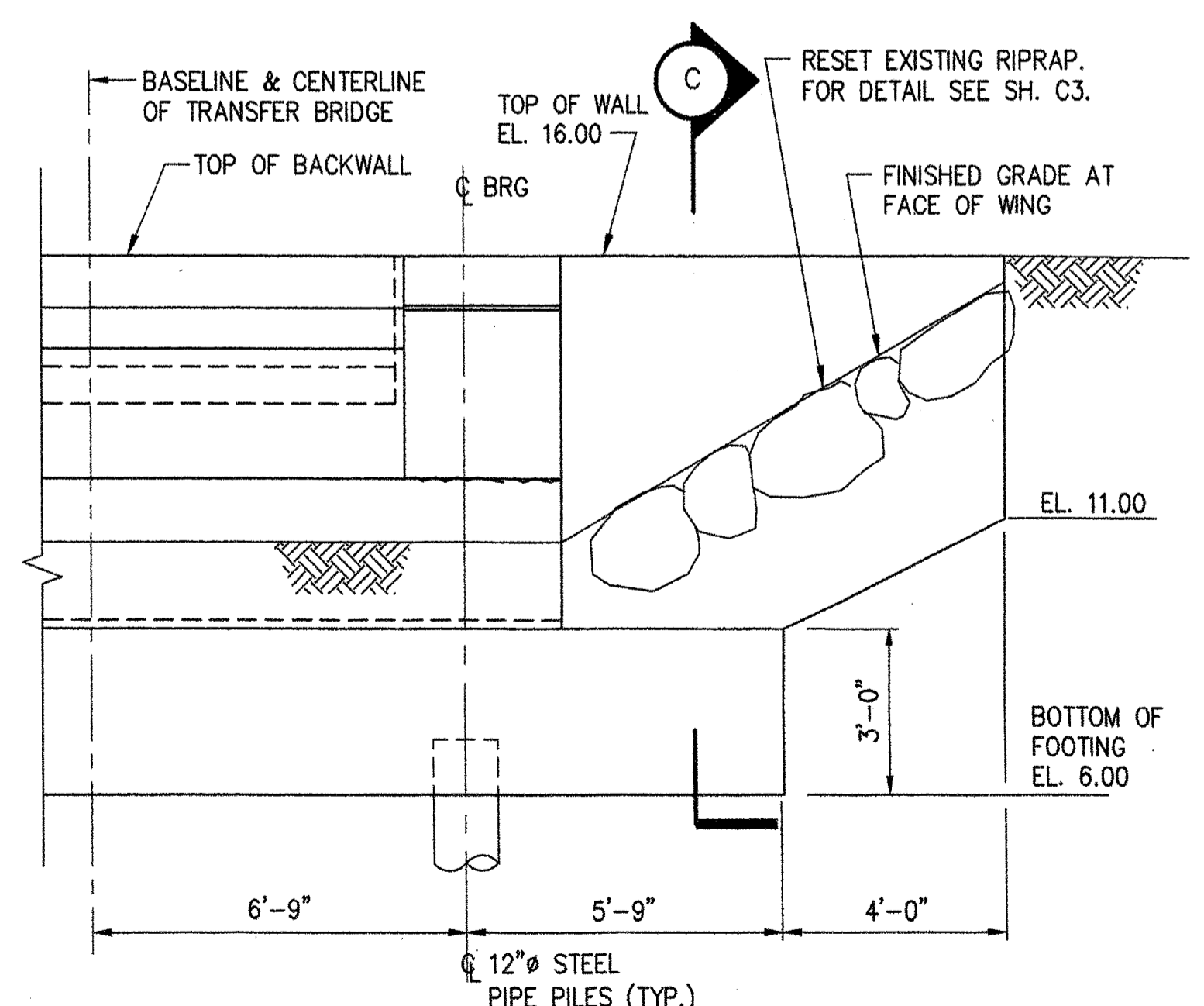
TYPICAL ABUTMENT ELEVATION
SCALE: 3/8"=1'-0"



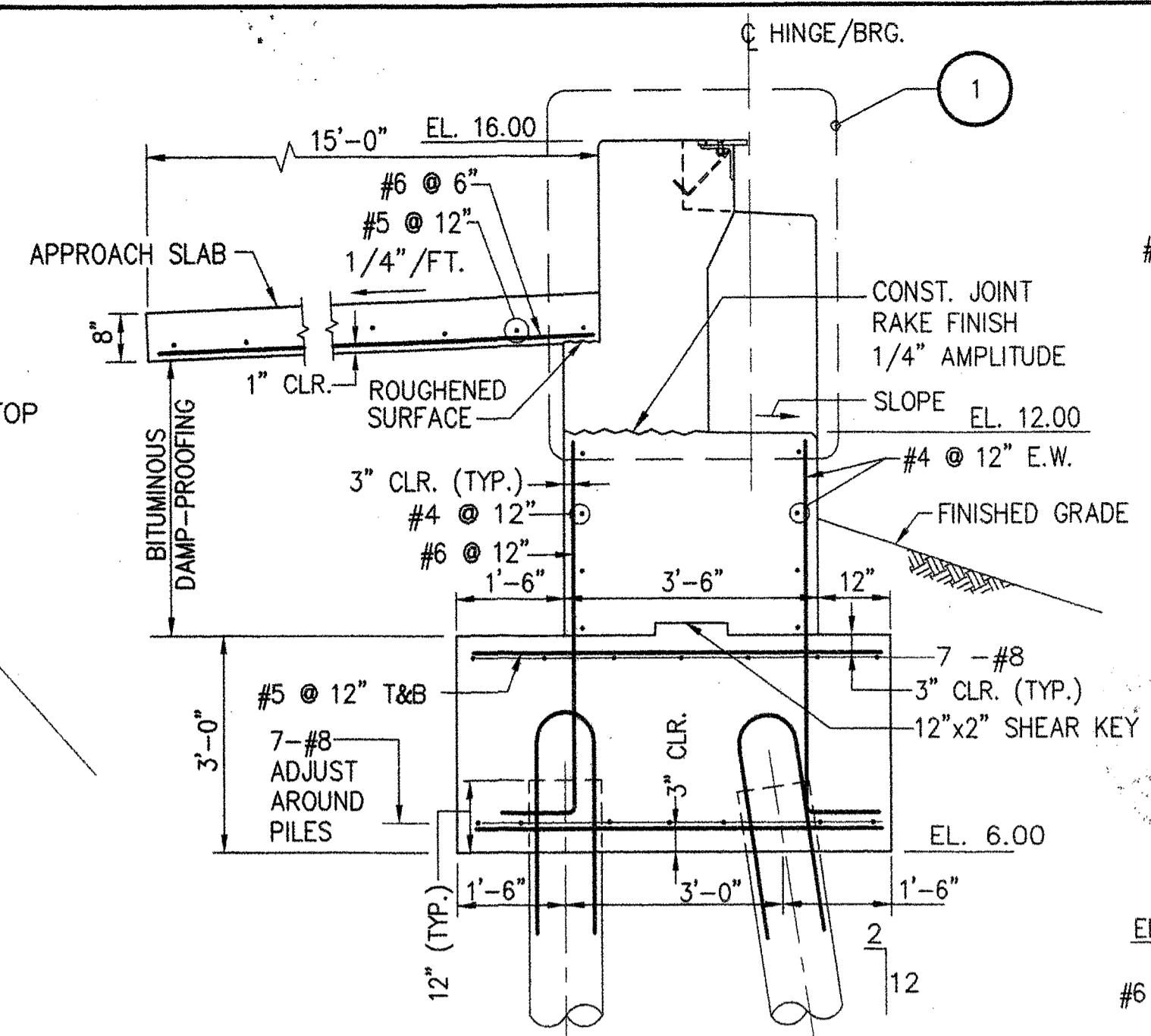
DETAIL 1
SCALE: 3/4"=1'-0"



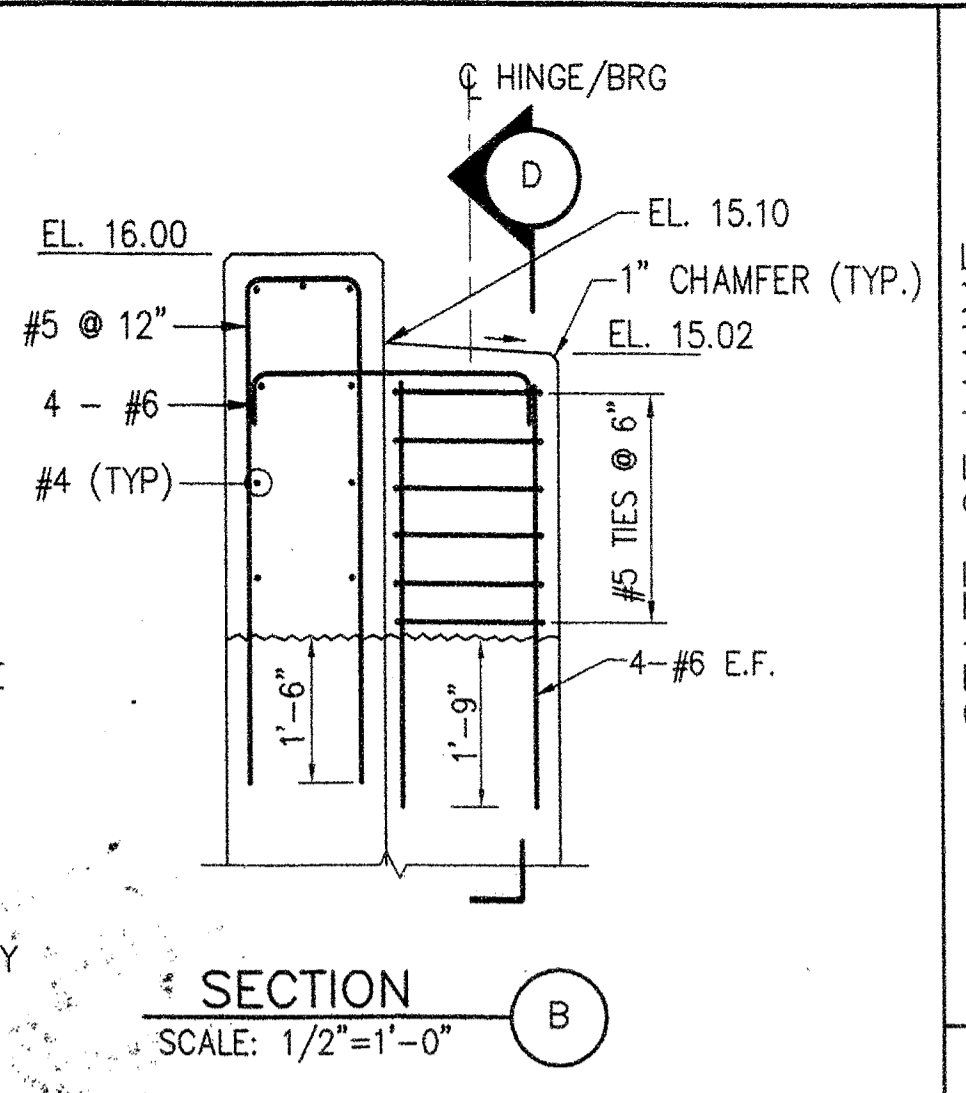
SECTION D
SCALE: 3/4"=1'-0"



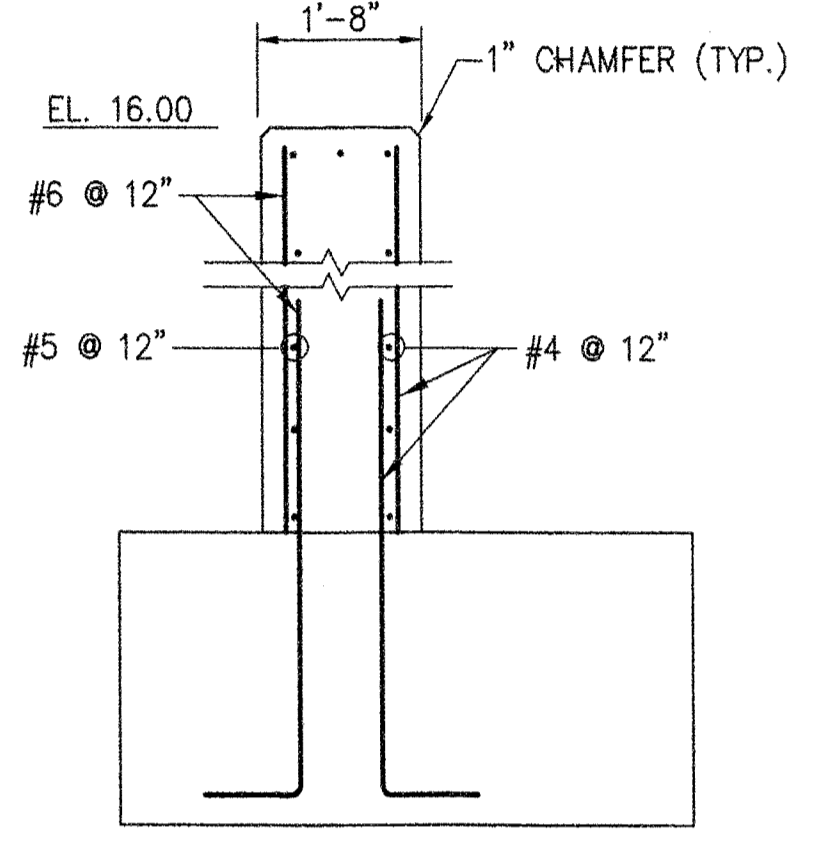
BERTH NO. 1 WING ELEVATION
SCALE: 3/8"=1'-0"



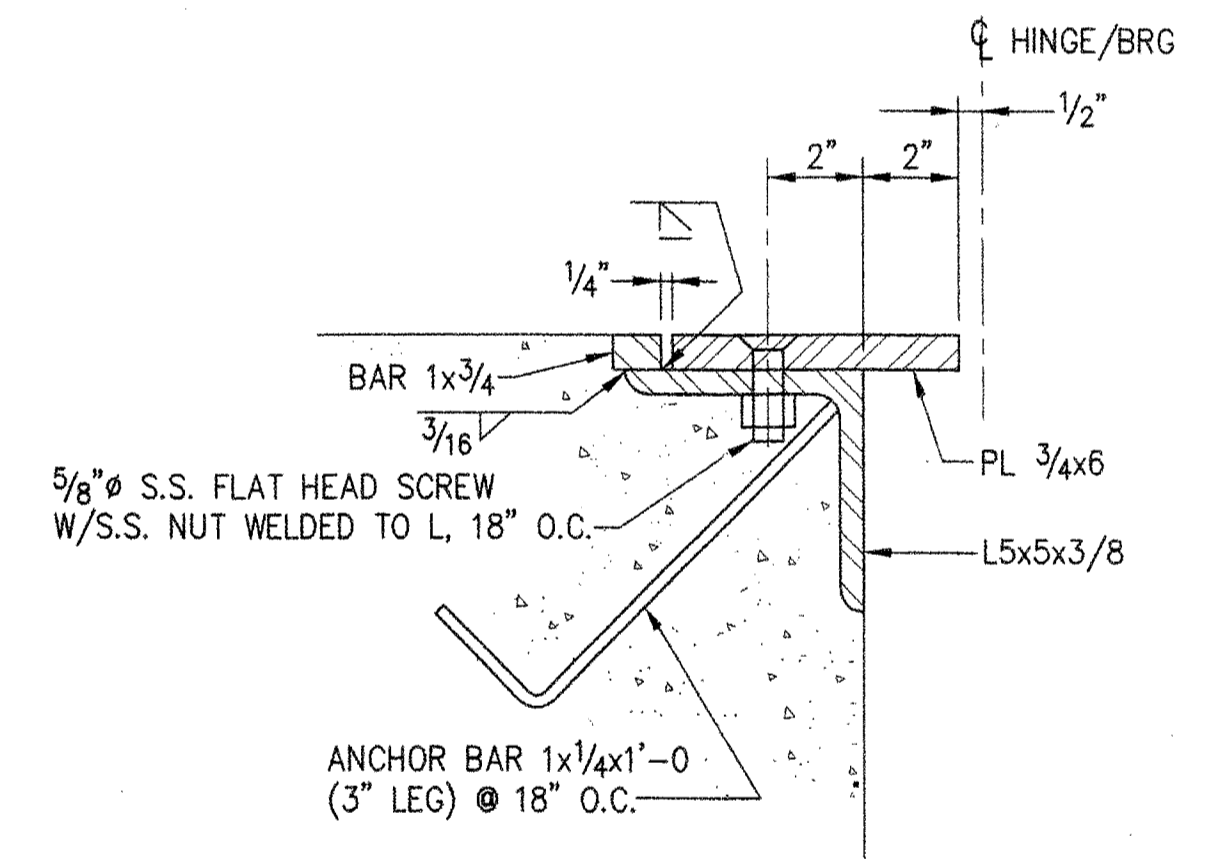
SECTION A
SCALE: 1/2"=1'-0"



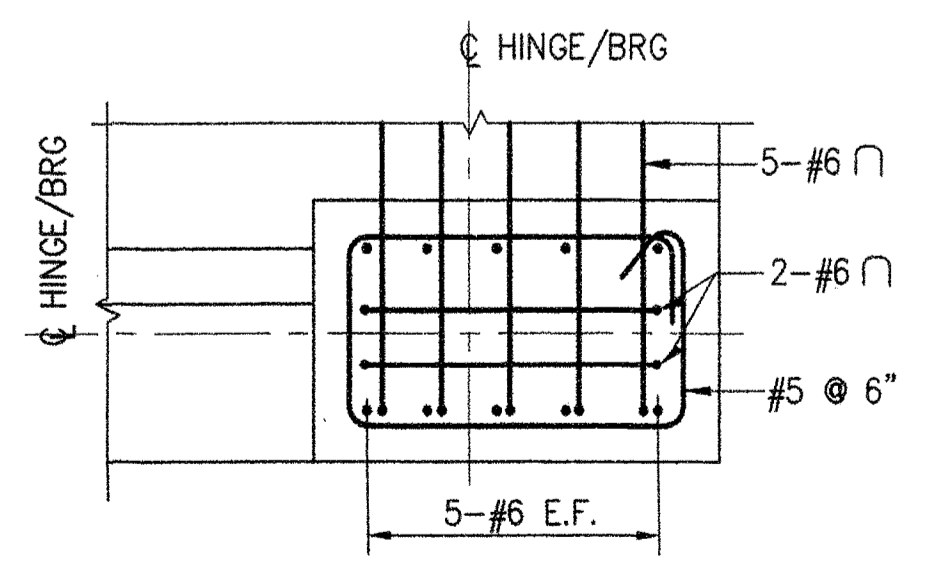
SECTION B
SCALE: 1/2"=1'-0"



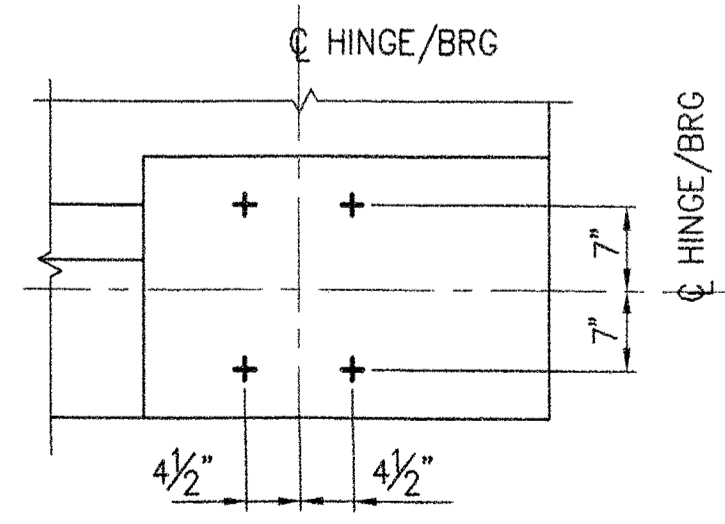
SECTION C
SCALE: 1/2"=1'-0"



DETAIL 3
SCALE: 3"=1'-0"



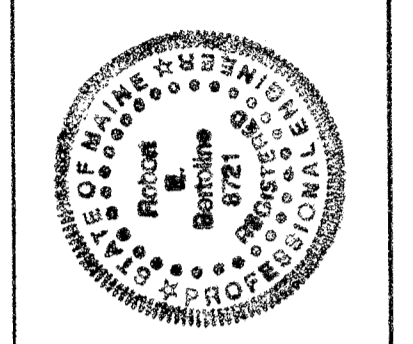
SECTION E
SCALE: 3/4"=1'-0"



DETAIL 2
SCALE: 3/4"=1'-0"

- NOTES:**
- SEE SHEET T2 FOR BEARING DETAILS.
 - FOUNDATION PILES ARE 12" ID AND 13" OD WITHOUT ROCK ANCHORS. PILE DESIGN LOAD = 75 TONS.

STATE OF MAINE	DATE
DEPARTMENT OF TRANSPORTATION	APPROVED
COMMISSIONER:	CHIEF ENGINEER:

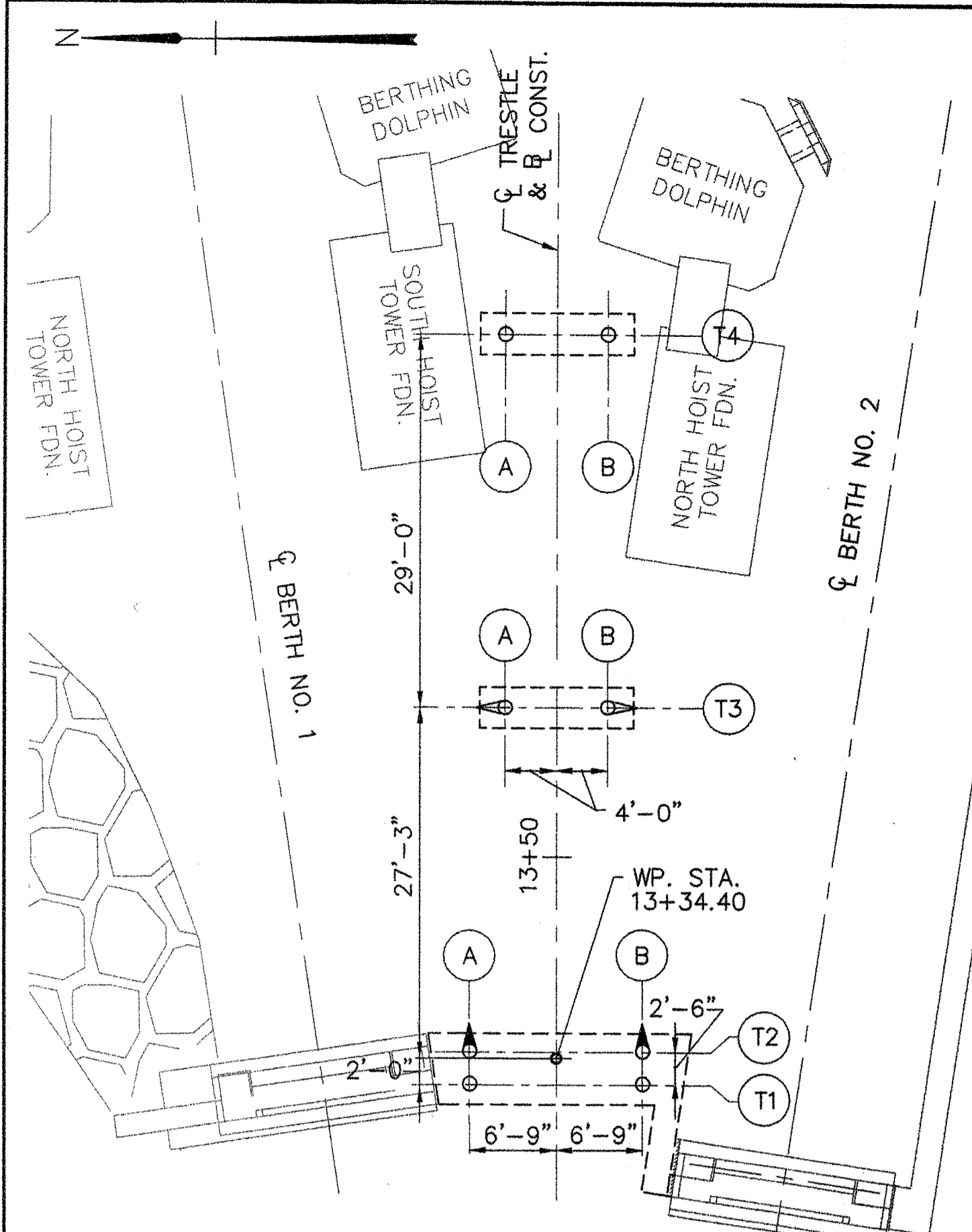


SIGNATURE	P.E. NUMBER	DATE
<i>Paul Pottle</i>	8721	6/28/06

PROJECT INFORMATION	PROGRAM	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
MULTIMODAL	PAUL POTTE	CWC	FAY, SPOFFORD & THORNDIKE	ROCKLAND FERRY TERMINAL	ROCKLAND FERRY TERMINAL	

ROCKLAND FERRY TERMINAL
TRANSFER BRIDGE ABUTMENT PLANS AND DETAILS

R:\TM-082\5-Drawings\7-FST dwgs\S17_TRANBRABUT-PL&DETS.dwg 06/26/06 15:07 [93.16] By Tripp_LR

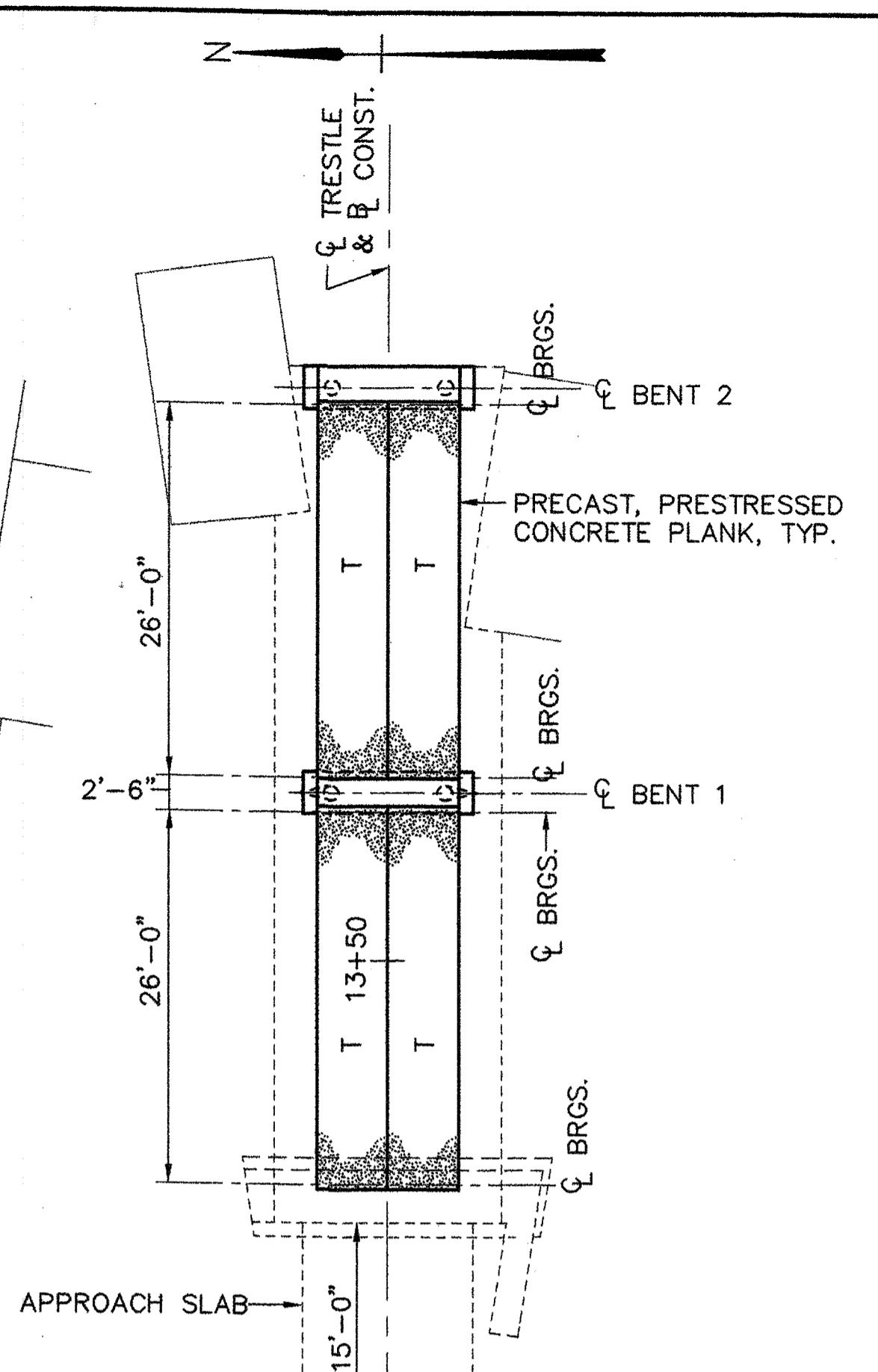


PILE LEGEND

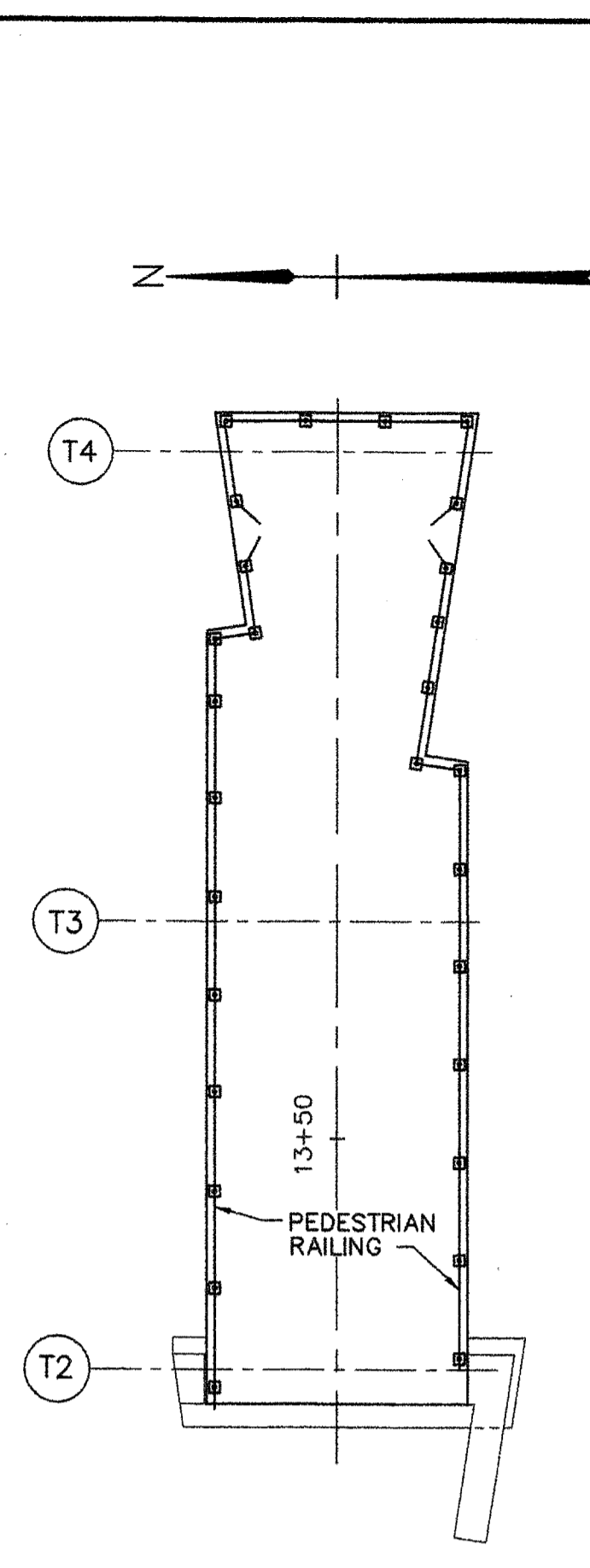
- 12.75" ϕ , PLUMB
- ◐ 12.75" ϕ , BATTER 2:12
- ◑ 12.75" ϕ , BATTER 4:12

PILE PLAN
SCALE: 1"=10'

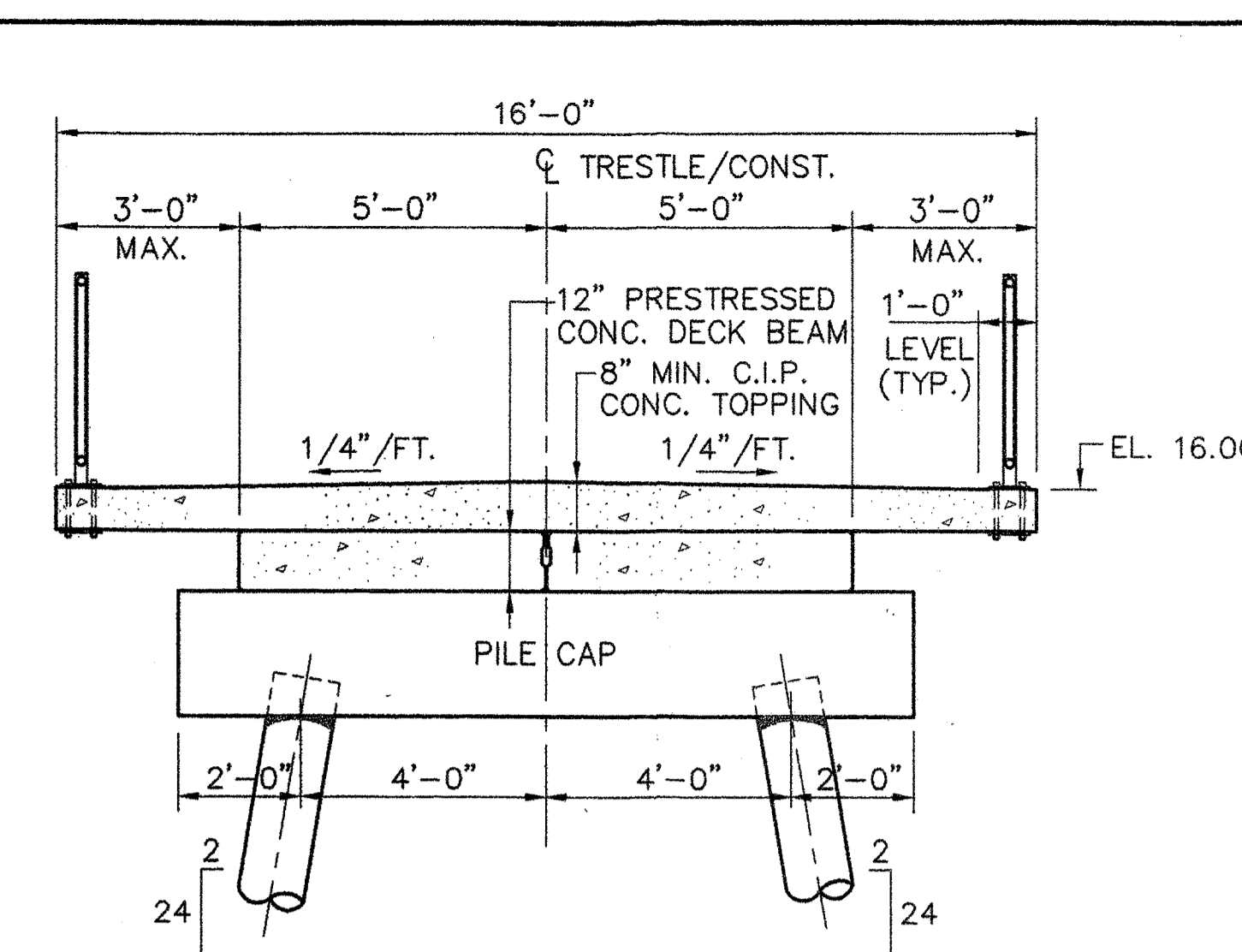
12.75" O.D., 11.75" I.D.
CONCRETE FILLED STEEL PIPE
PIPE PILES - NO ROCK ANCHORS



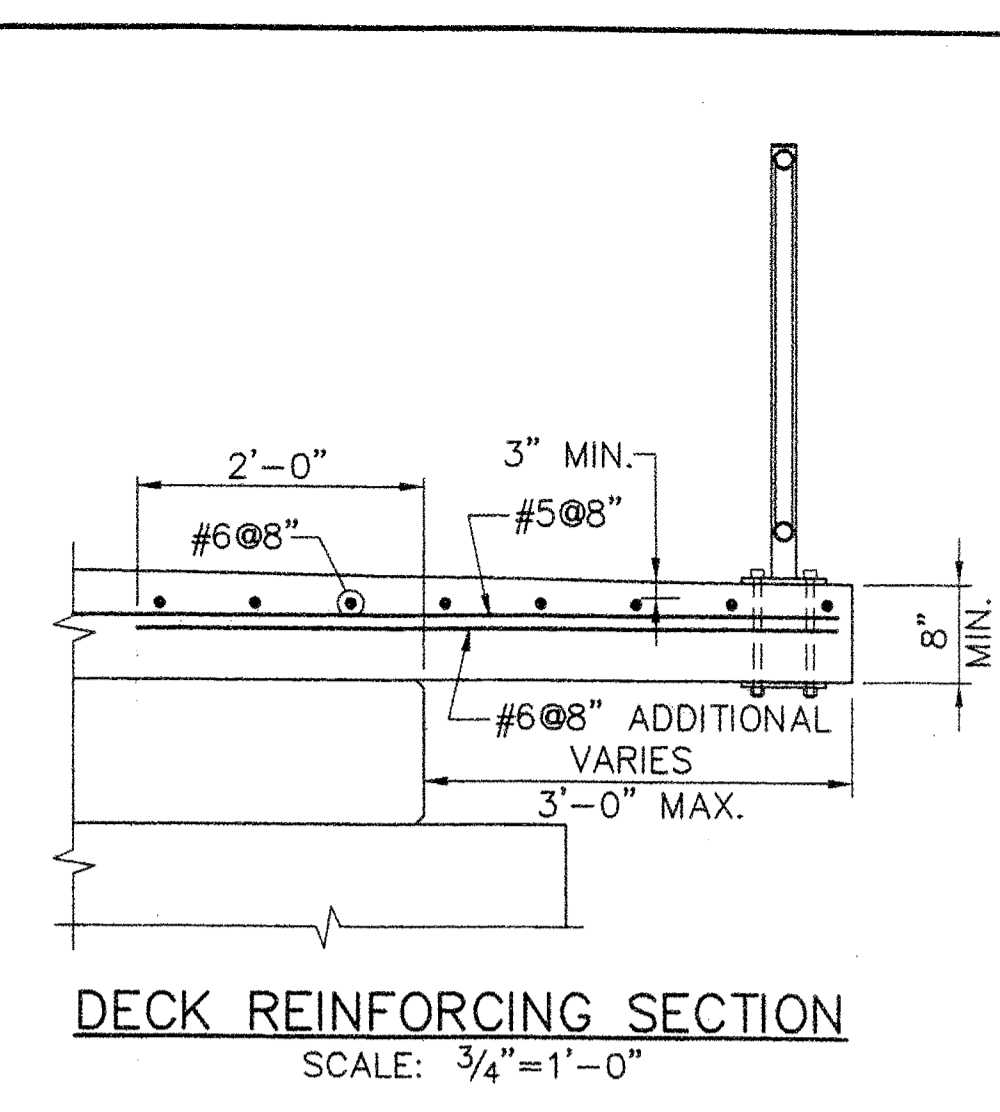
FRAMING PLAN
SCALE: 1"=10'



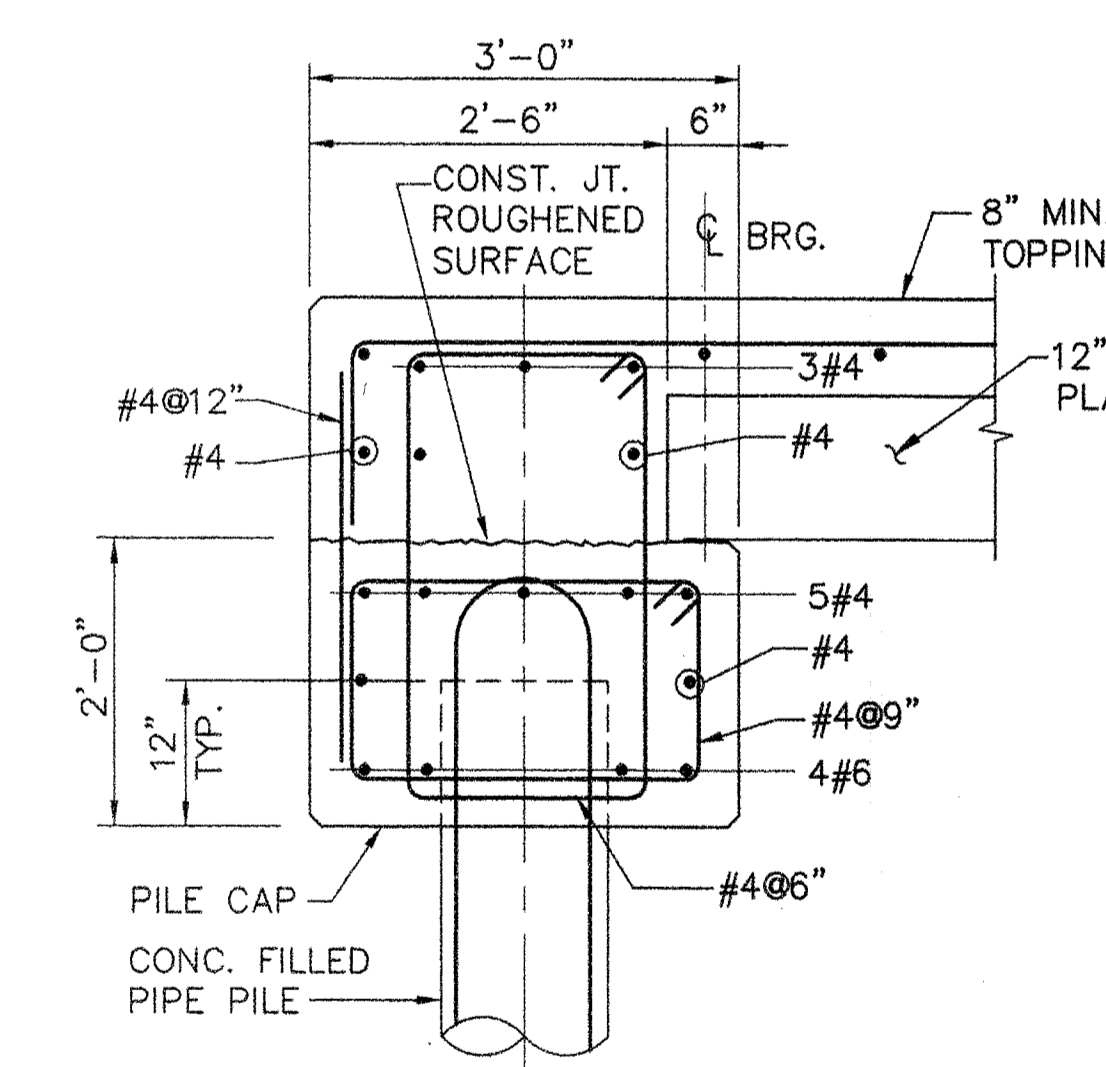
DECK PLAN
SCALE: 1"=10'



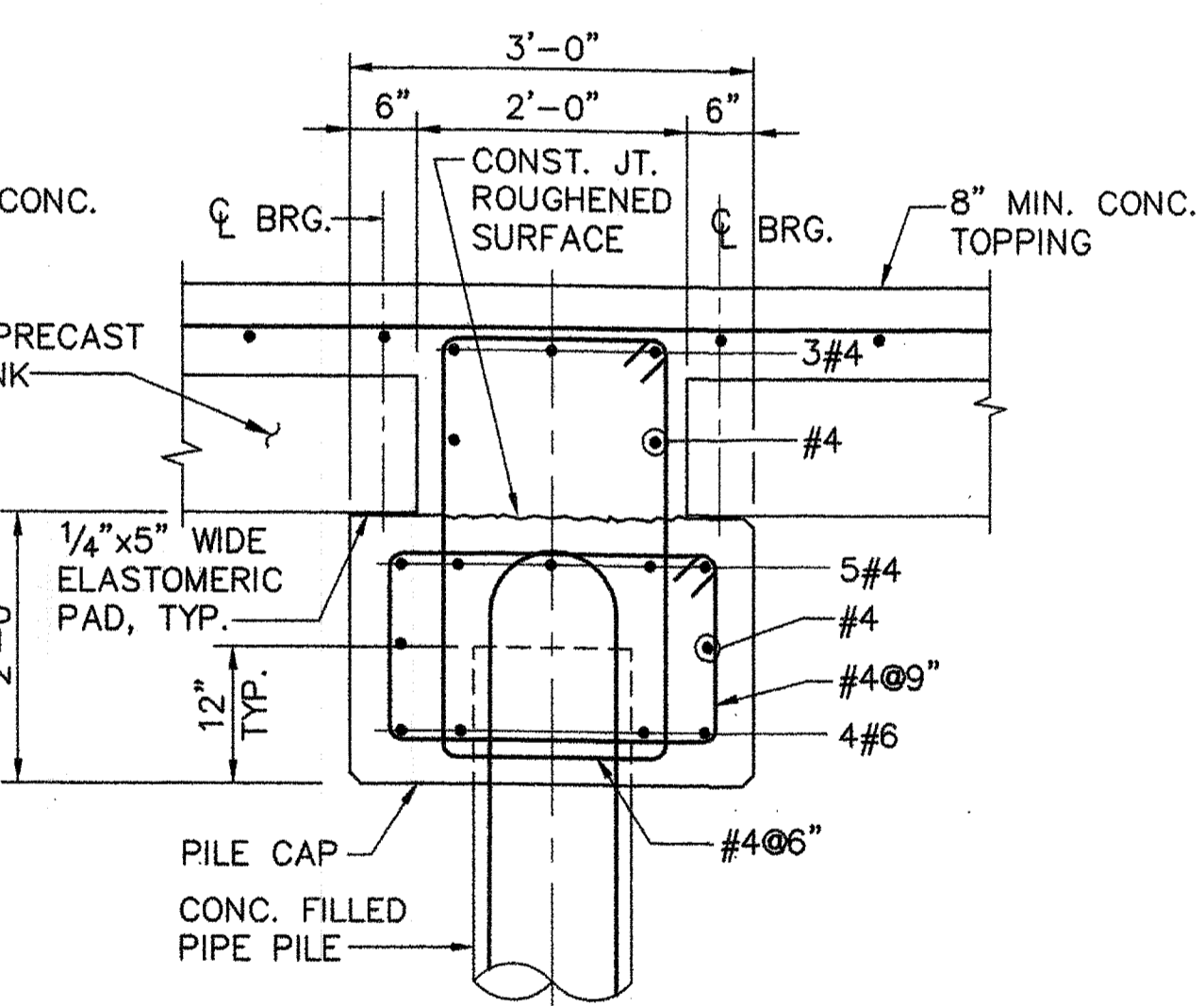
TYPICAL DECK SECTION
SCALE: 3/8"=1'-0"



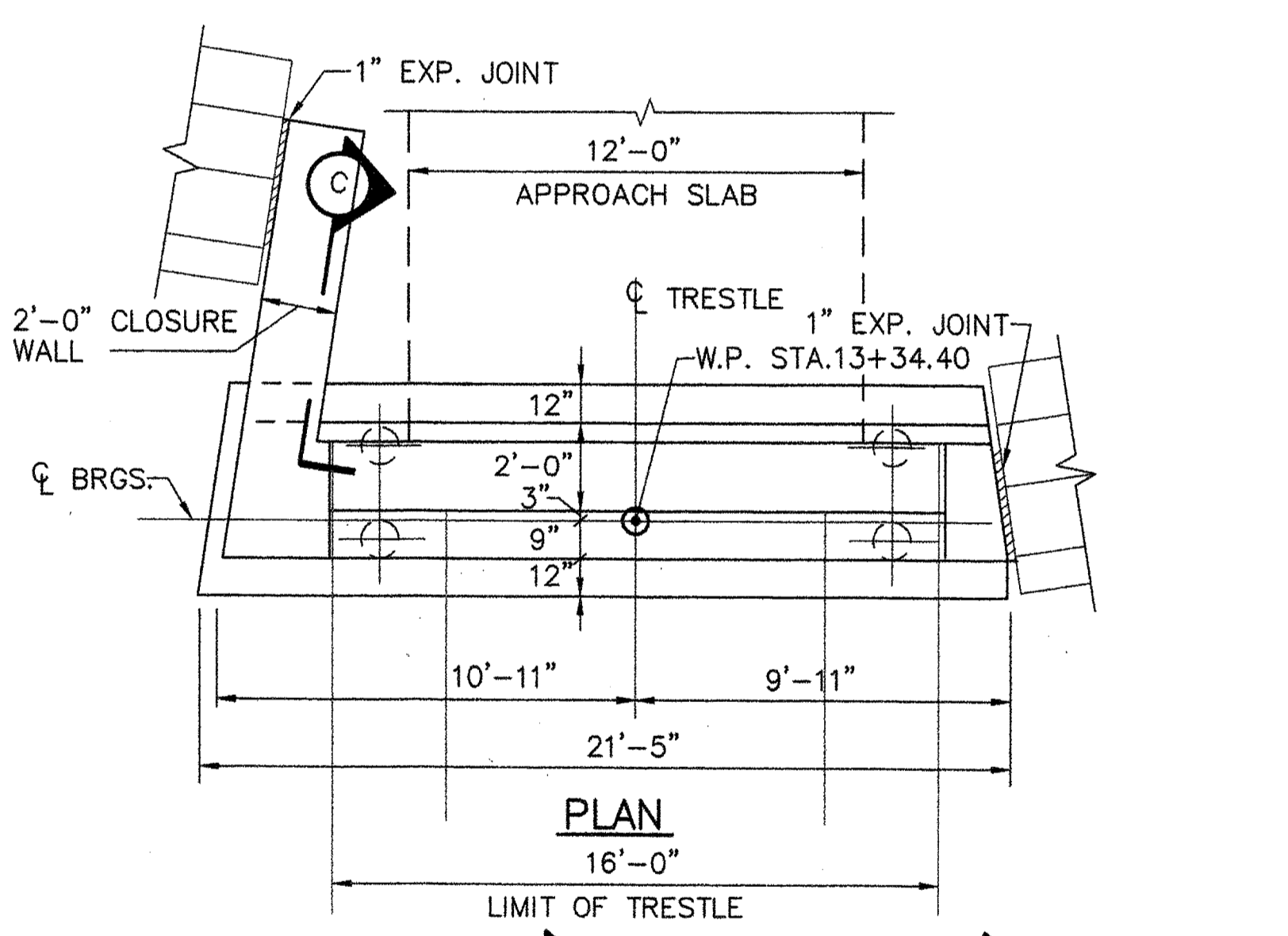
DECK REINFORCING SECTION
SCALE: 3/4"=1'-0"



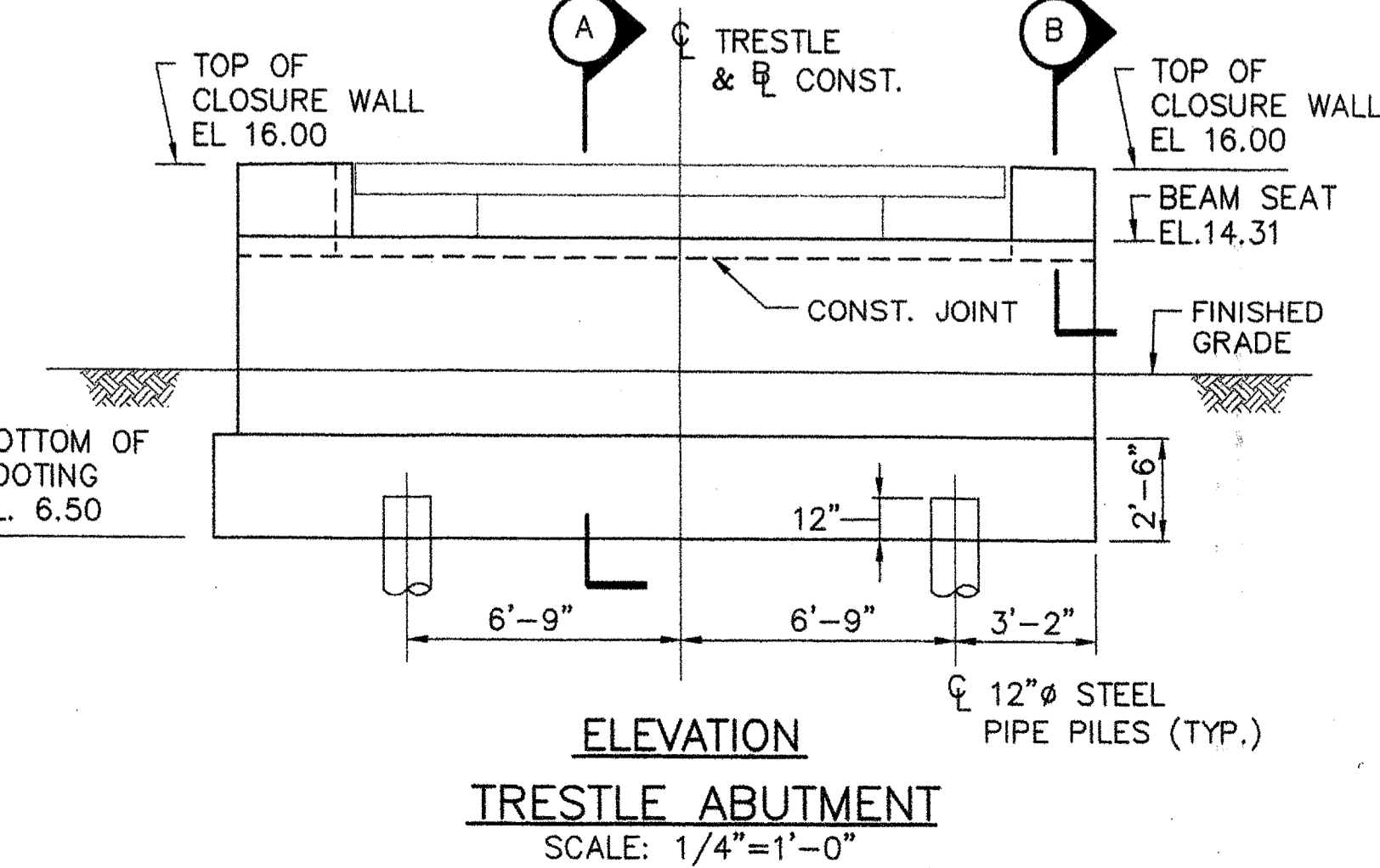
SECTION PILE CAP REINFORCEMENT - BENT 2
SCALE: 3/4"=1'-0"



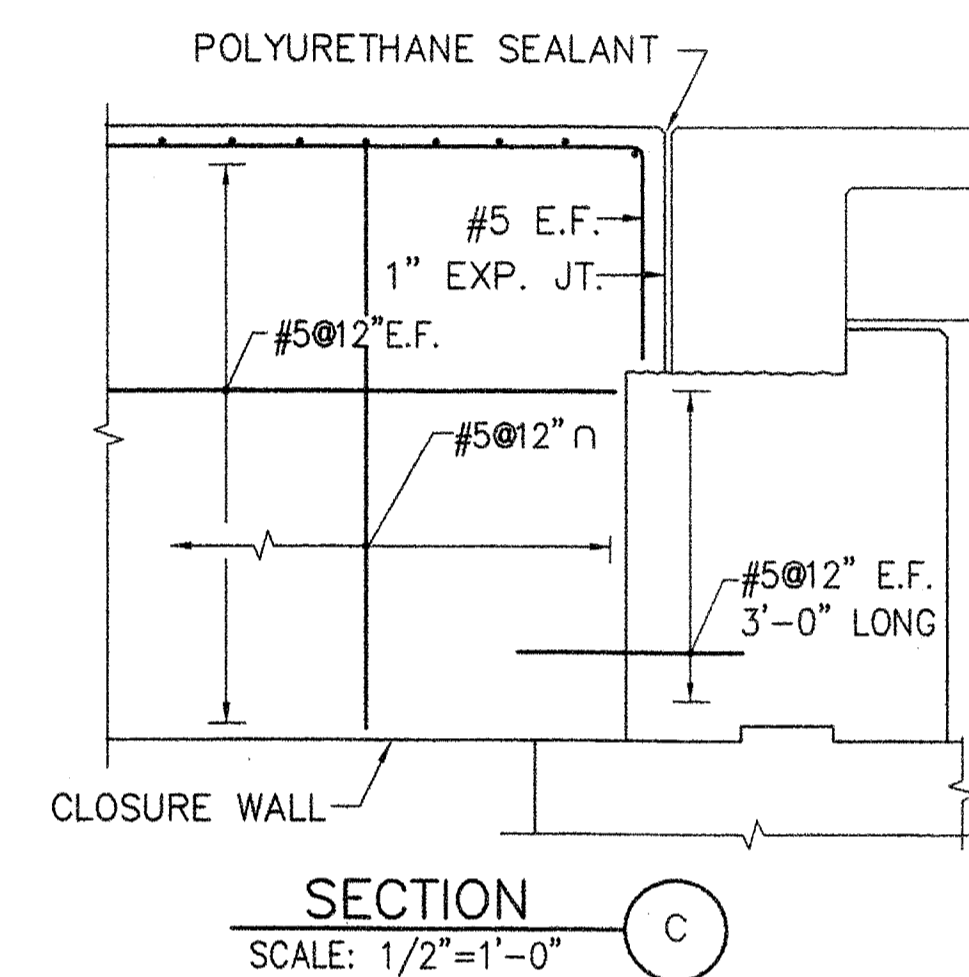
SECTION PILE CAP REINFORCEMENT - BENT 1
SCALE: 3/4"=1'-0"



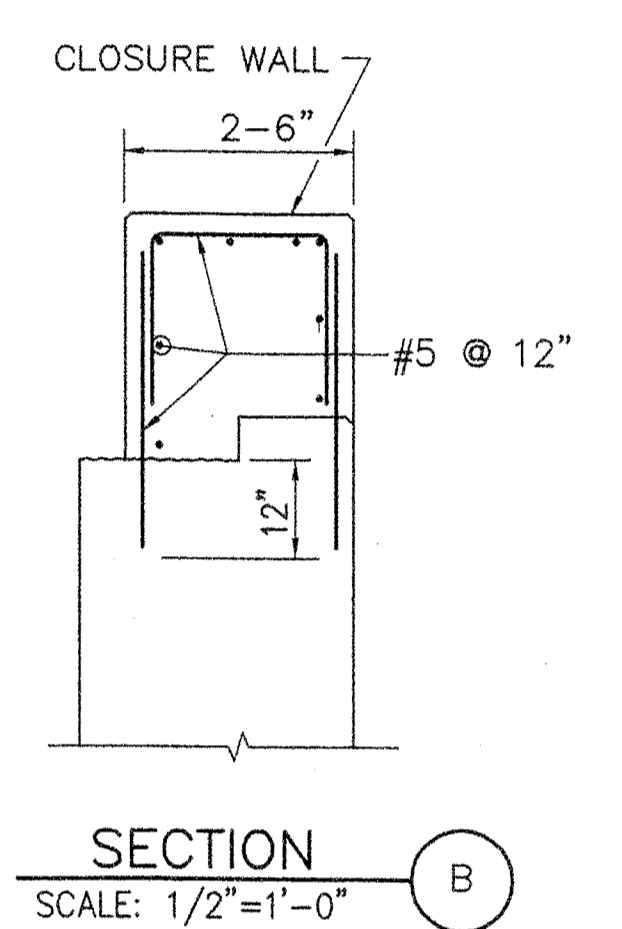
PLAN TRESTLE ABUTMENT
SCALE: 1/4"=1'-0"



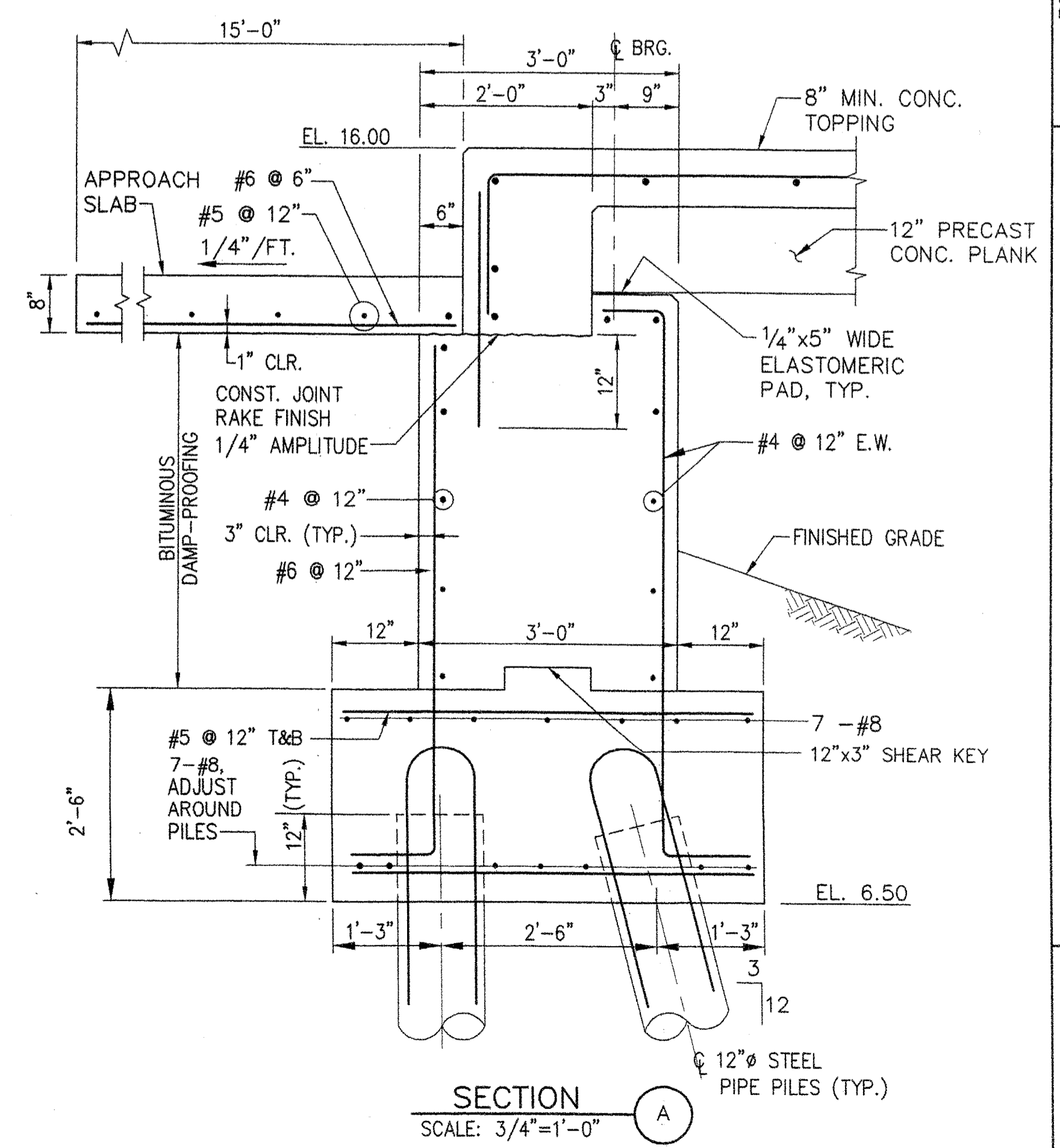
ELEVATION TRESTLE ABUTMENT
SCALE: 1/4"=1'-0"



SECTION C
SCALE: 1/2"=1'-0"



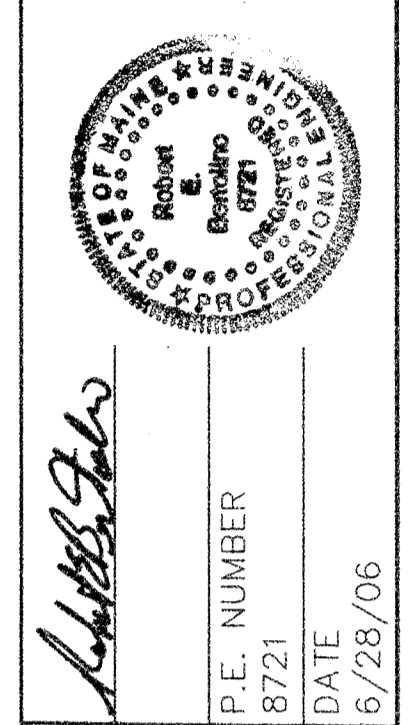
SECTION B
SCALE: 1/2"=1'-0"



SECTION A
SCALE: 3/4"=1'-0"

- NOTES:**
1. REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 3" UNLESS OTHERWISE INDICATED.
 2. DESIGN PILE LOAD = 45 TONS
 3. SPLICE LONGITUDINAL REINFORCING IN TOPPING MIDWAY BETWEEN BENTS.
 4. FOR PRESTRESSED DECK BEAM AND TRANSVERSE TIE NOTES SEE SHEET S6.

STATE OF MAINE	DATE
DEPARTMENT OF TRANSPORTATION	APPROVED
COMMISSIONER:	CHIEF ENGINEER:



PROJECT INFORMATION	PROGRAM	PAUL POTTE
MULTIMODAL	DESIGNER	OWC, S.C.
CONSULTANT	PROJECT RESIDENT	FAY, SPOFFORD & THORNDIKE
CONTRACTOR	PROJECT COMPLETION DATE	8/21
		6/28/06

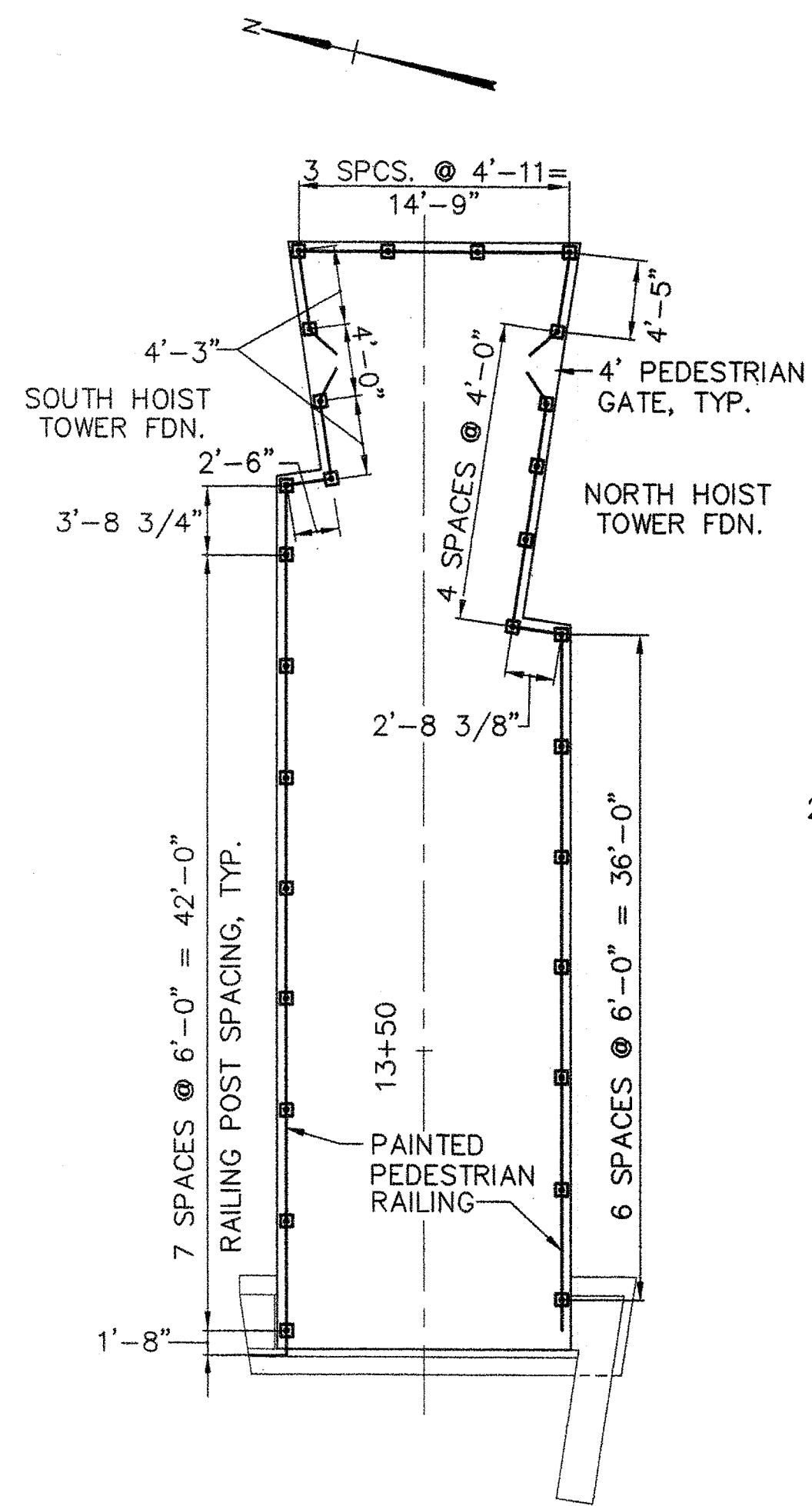
ROCKLAND FERRY TERMINAL

TRESTLE - PLANS AND SECTIONS

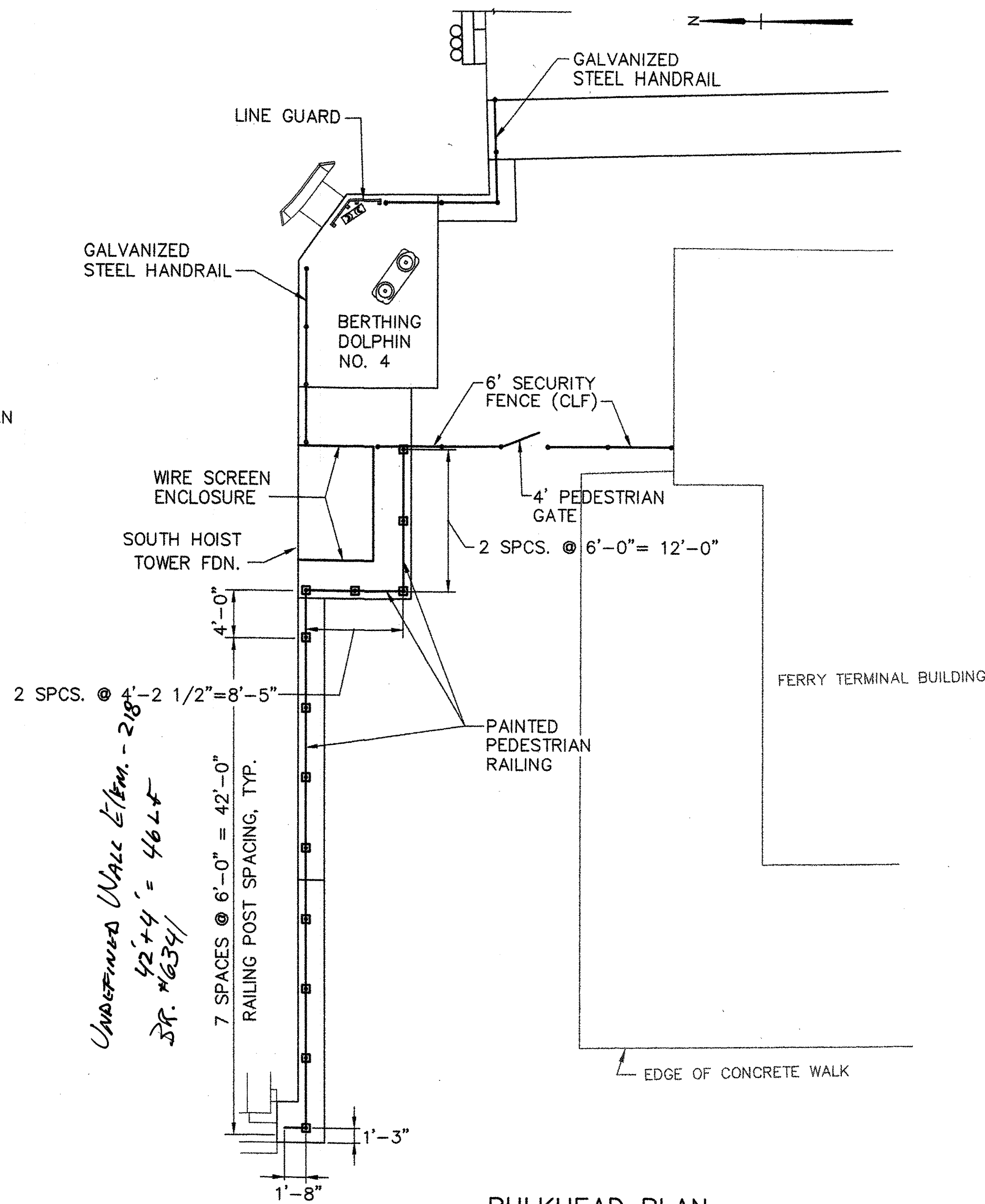
SHEET NUMBER

S18

25 OF 63

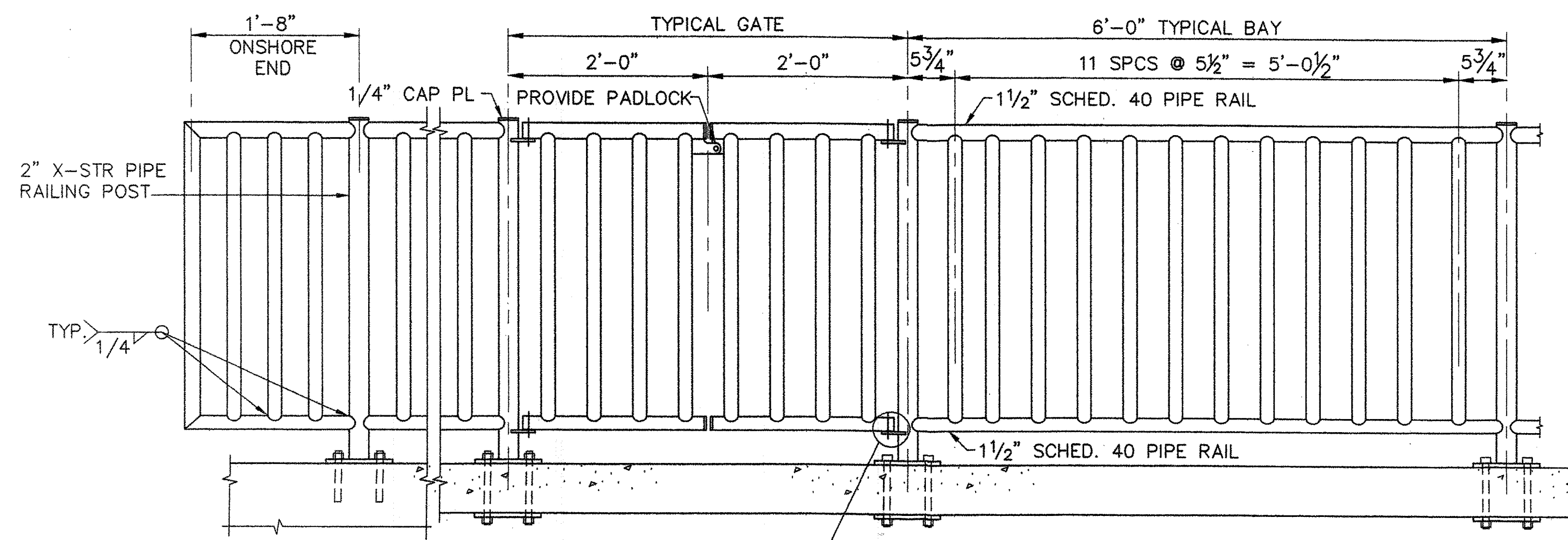


TRESTLE PLAN
SCALE: 1/8"=1'-0"



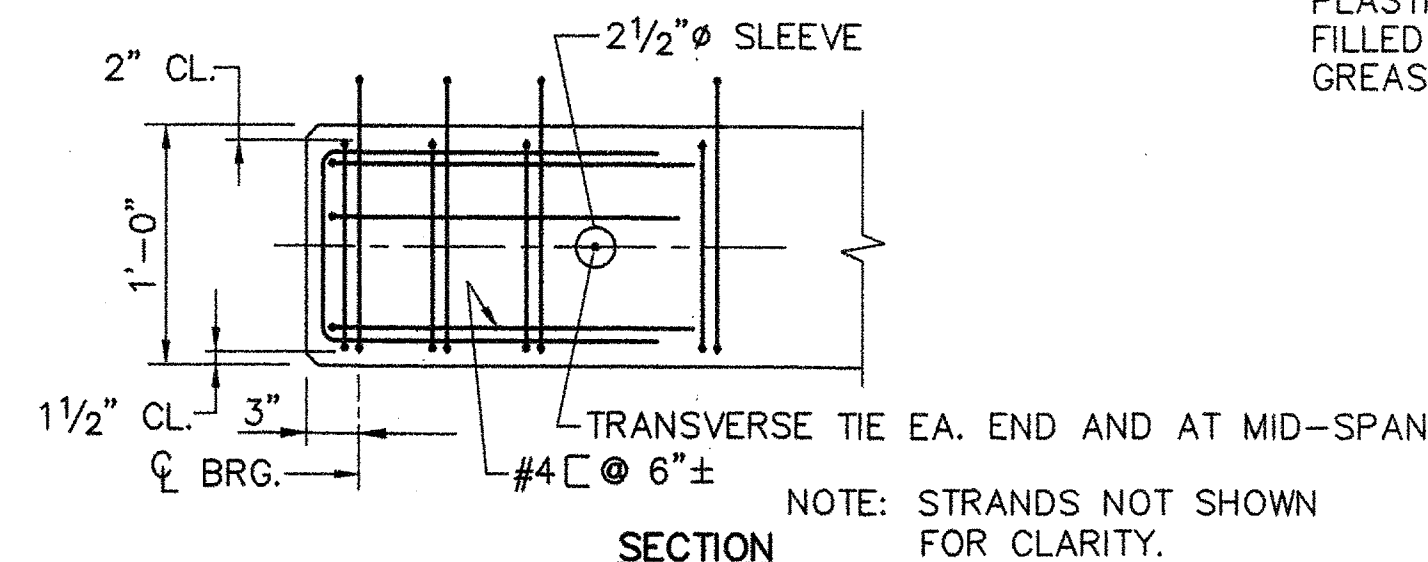
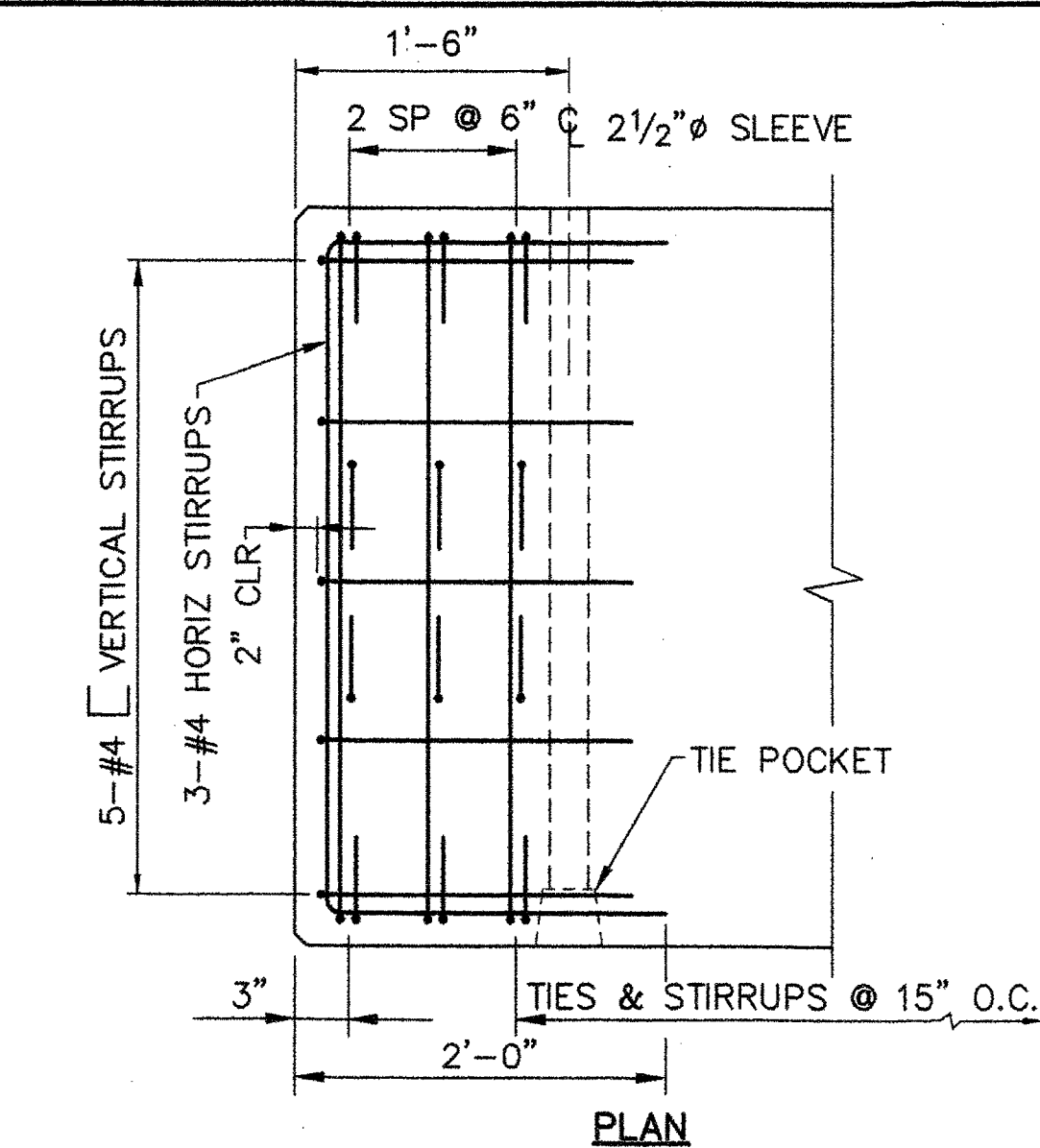
BULKHEAD PLAN
SCALE: 1/8"=1'-0"

*UNIFORM WALL ELEM. - 2184
42' x 4' = 4644
DR. #16341*

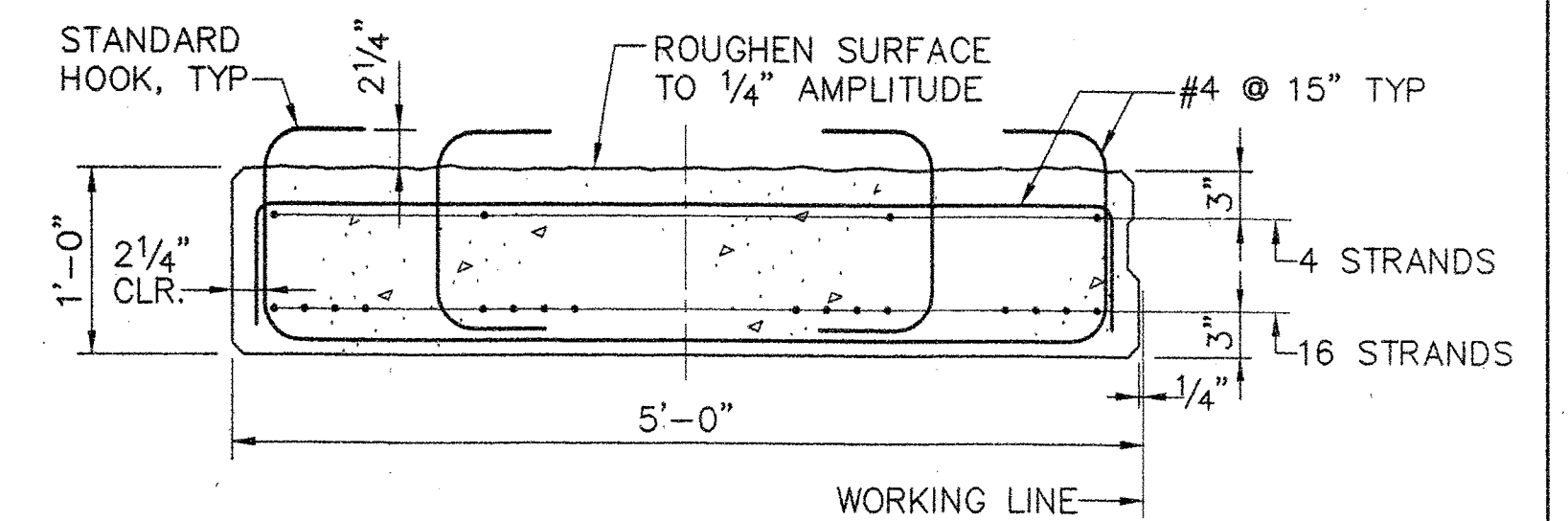


ELEVATION

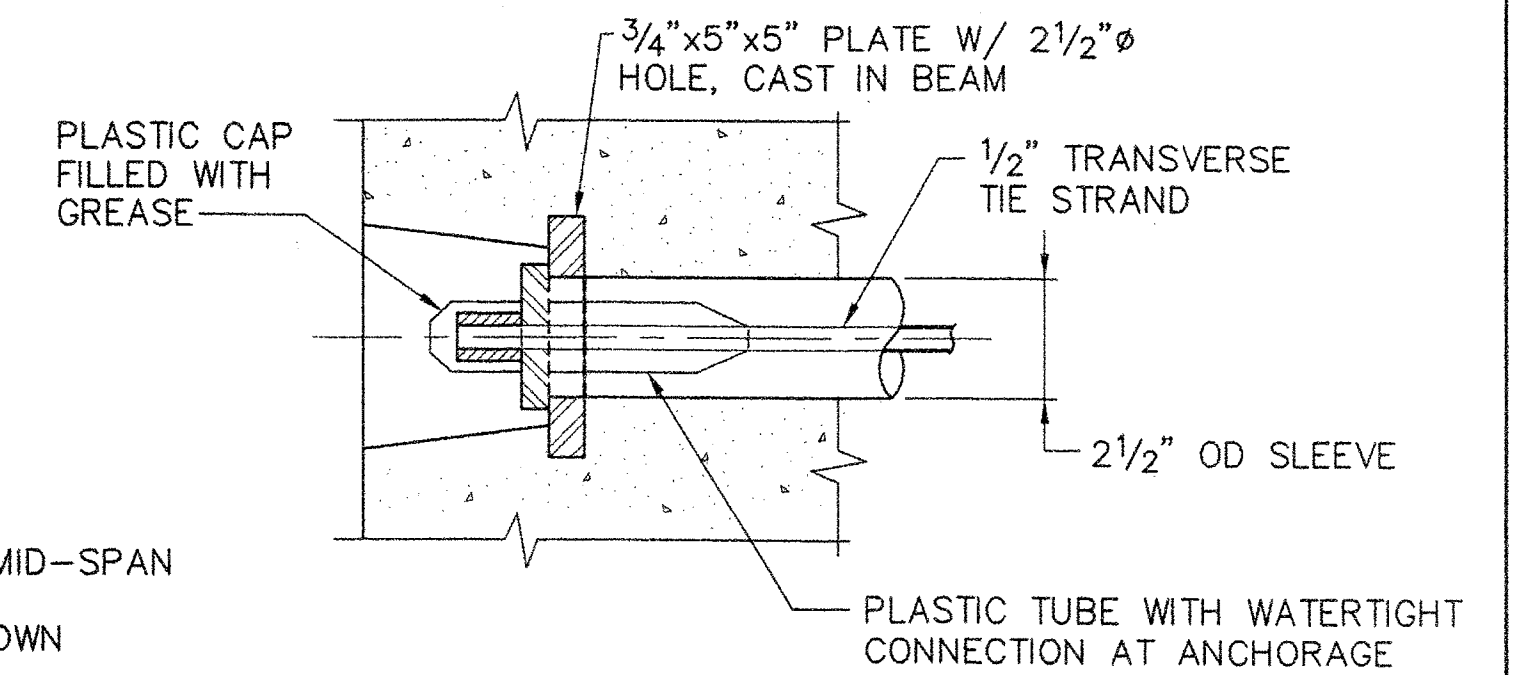
RAILING DETAILS
SCALE: 1"=1'-0"



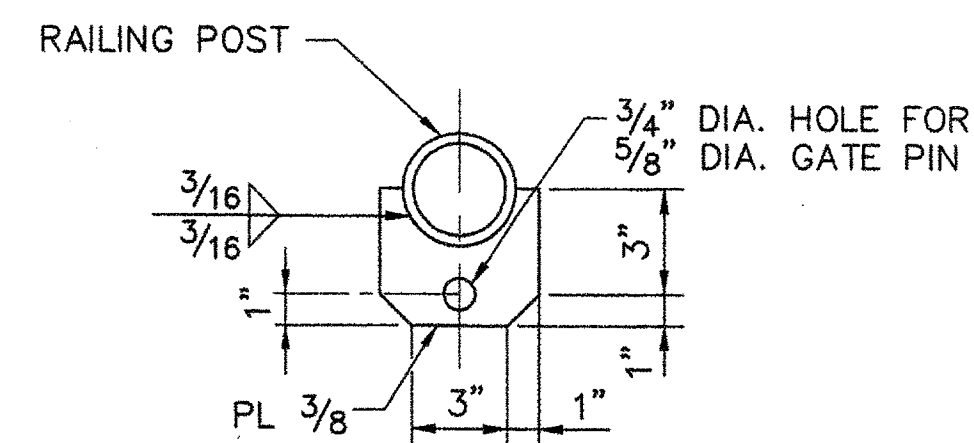
BEAM END REINFORCEMENT
NOT TO SCALE



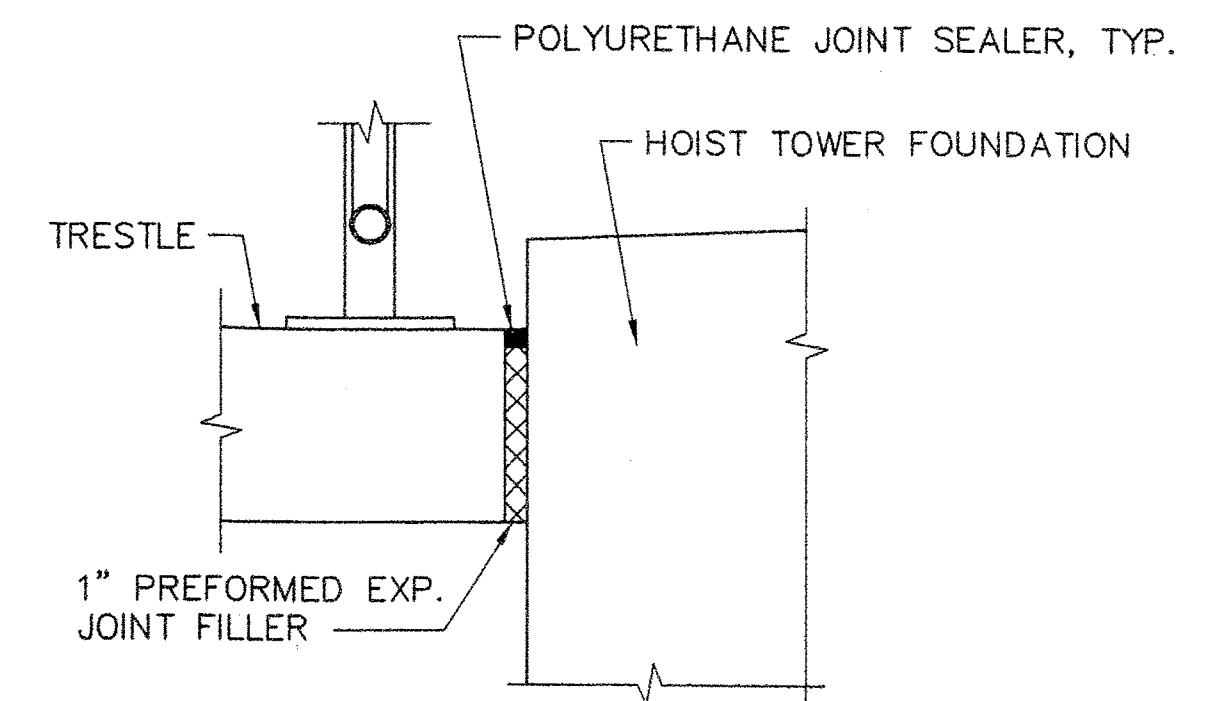
TYPICAL SECTION
SCALE: 1"=1'-0"



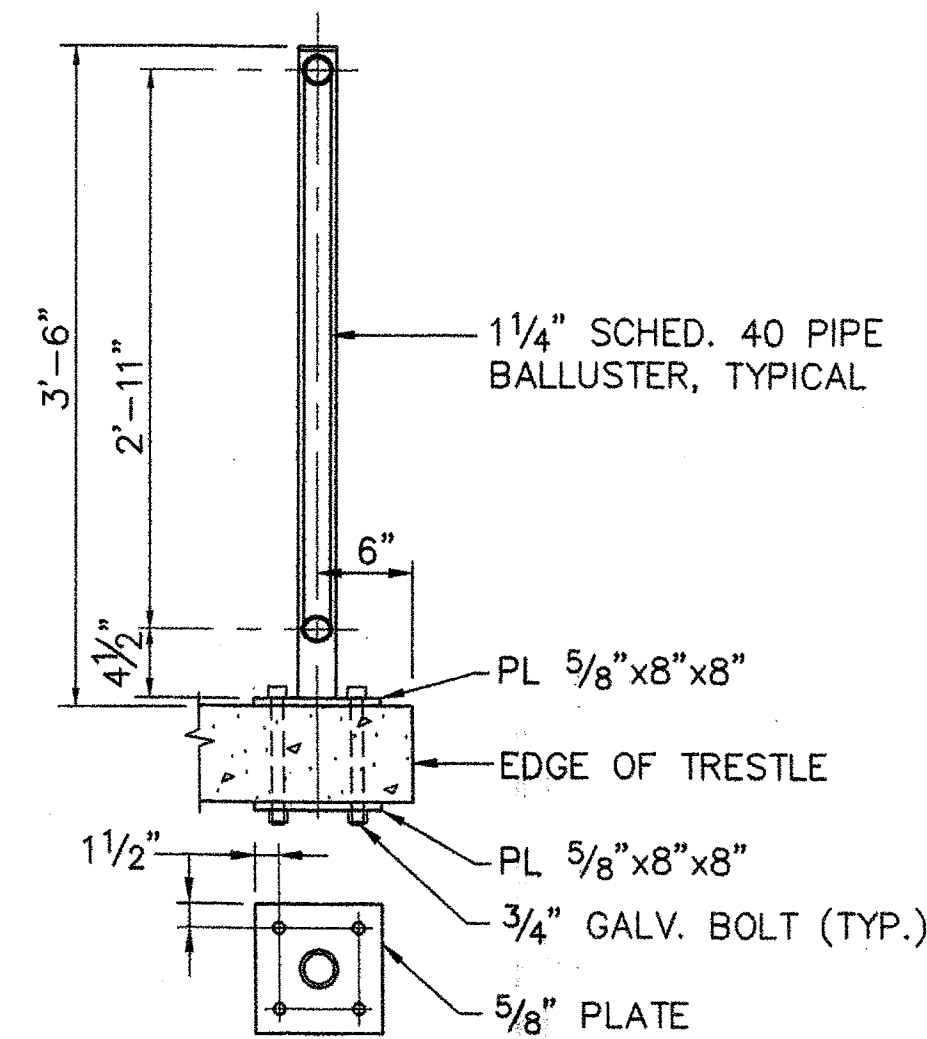
TRANSVERSE TIE POCKET DETAIL
SCALE: 3"=1'-0"



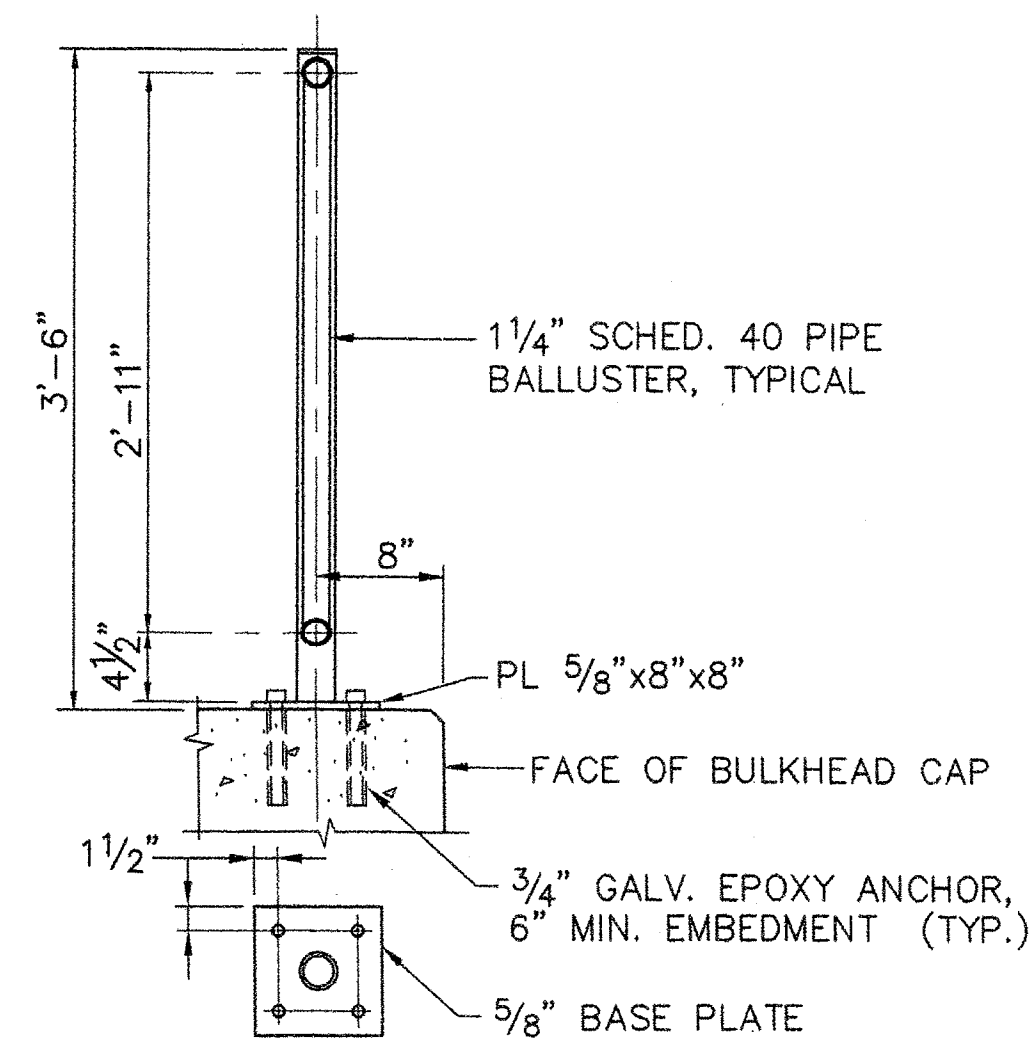
HINGE DETAIL
SCALE: 1 1/2"=1'-0"



EXPANSION JOINT DETAIL
SCALE: 3/4"=1'-0"



TRESTLE

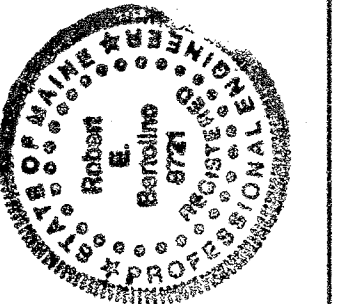


BULKHEAD

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED _____ DATE _____

COMMISSIONER _____ CHIEF ENGINEER _____



Robert E. Spofford

P.E. NUMBER 8721 DATE 6/28/06

PROJECT INFORMATION

PROGRAM MULTIMODAL

PROJECT MANAGER PAUL POTTLE

DESIGNER CMC

CONSULTANT FAY, SPOFFORD & THORNDIKE

PROJECT RESIDENT

CONTRACTOR

PROJECT COMPLETION DATE

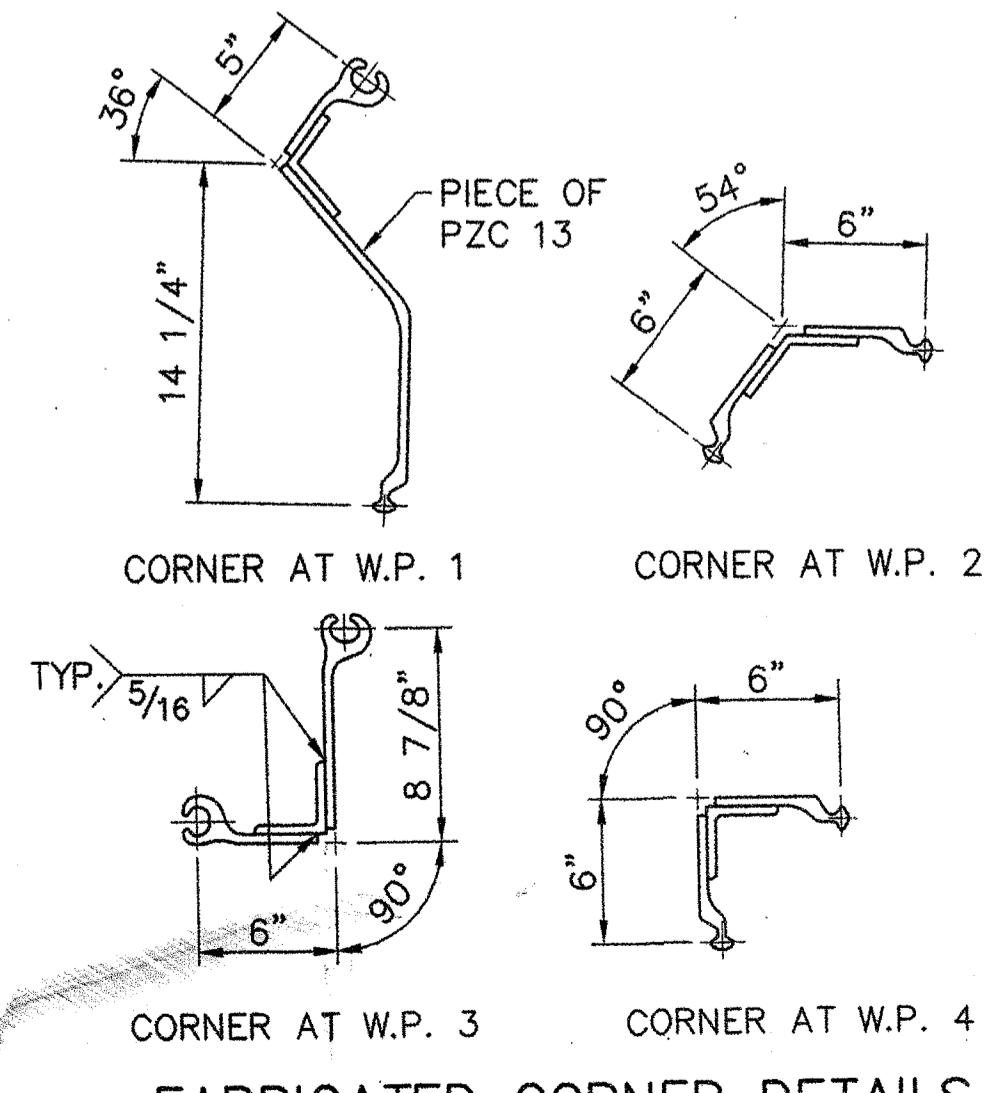
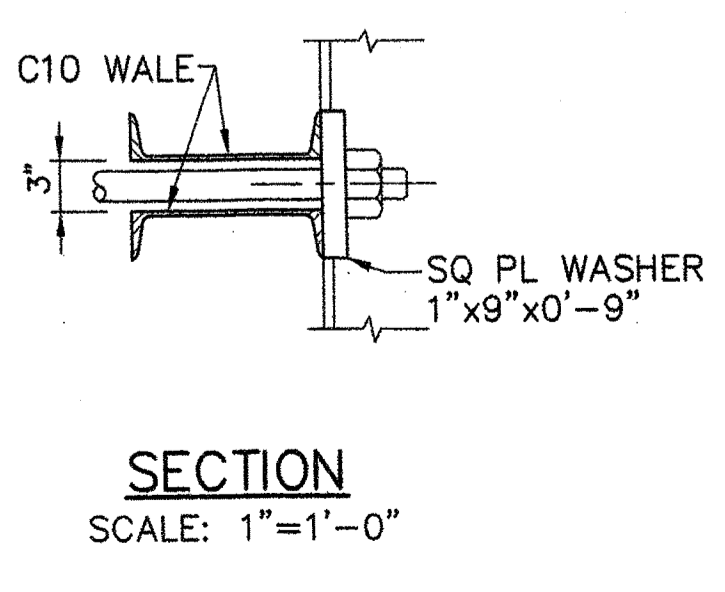
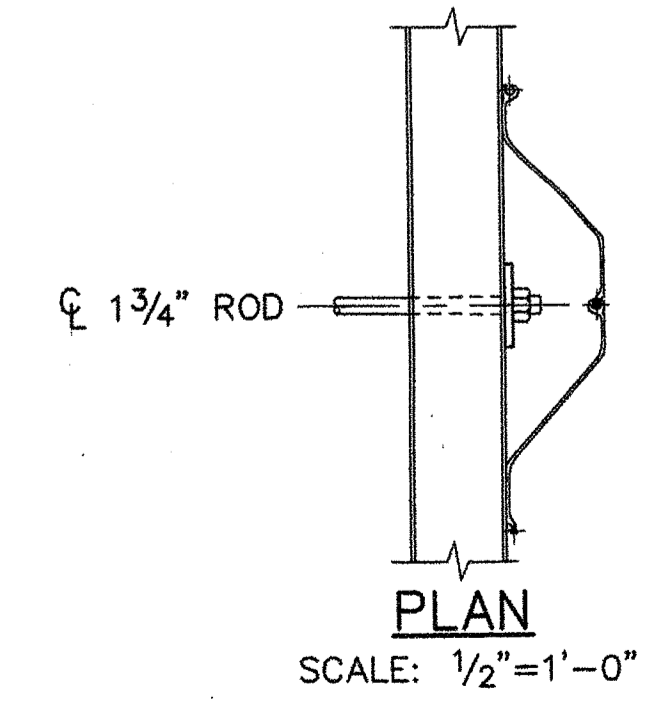
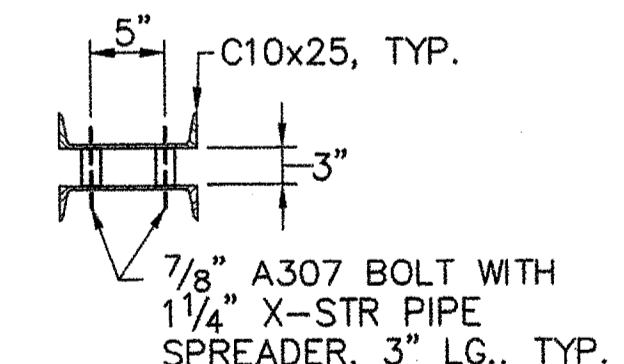
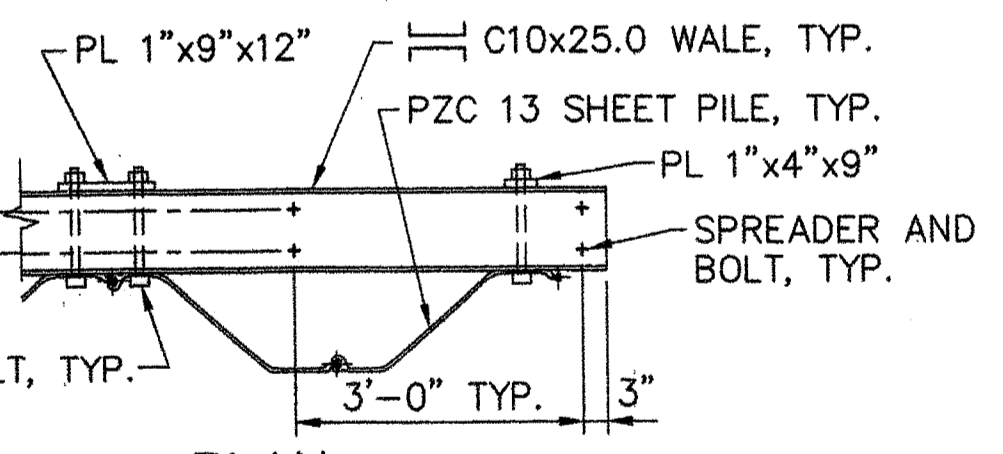
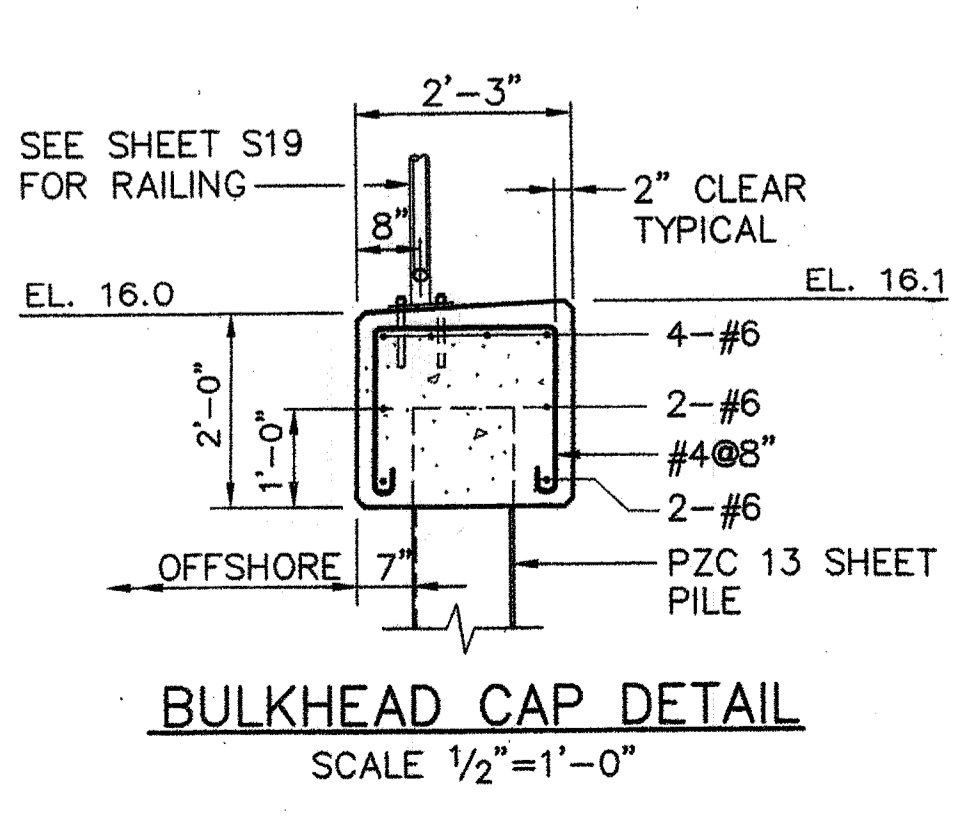
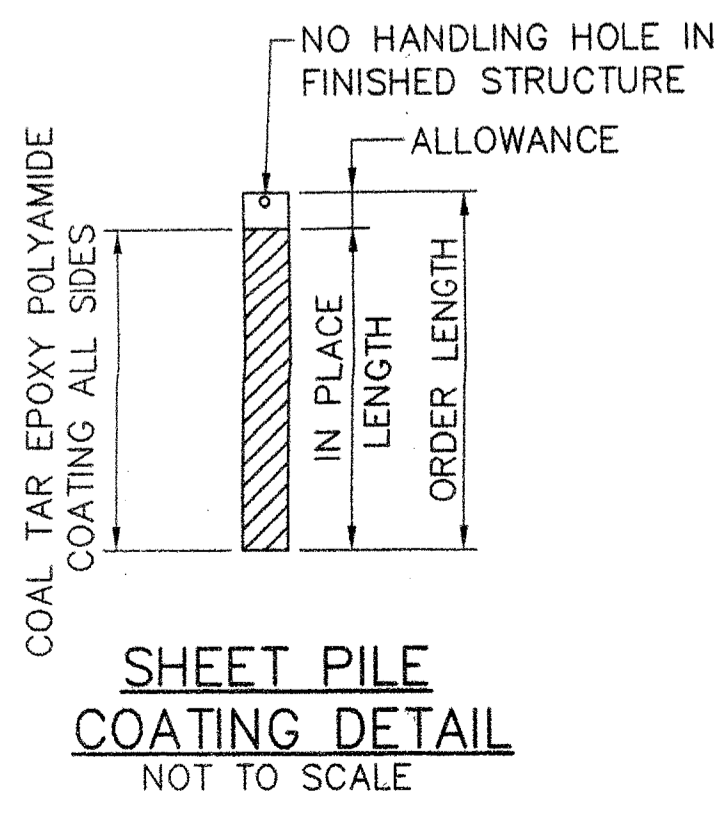
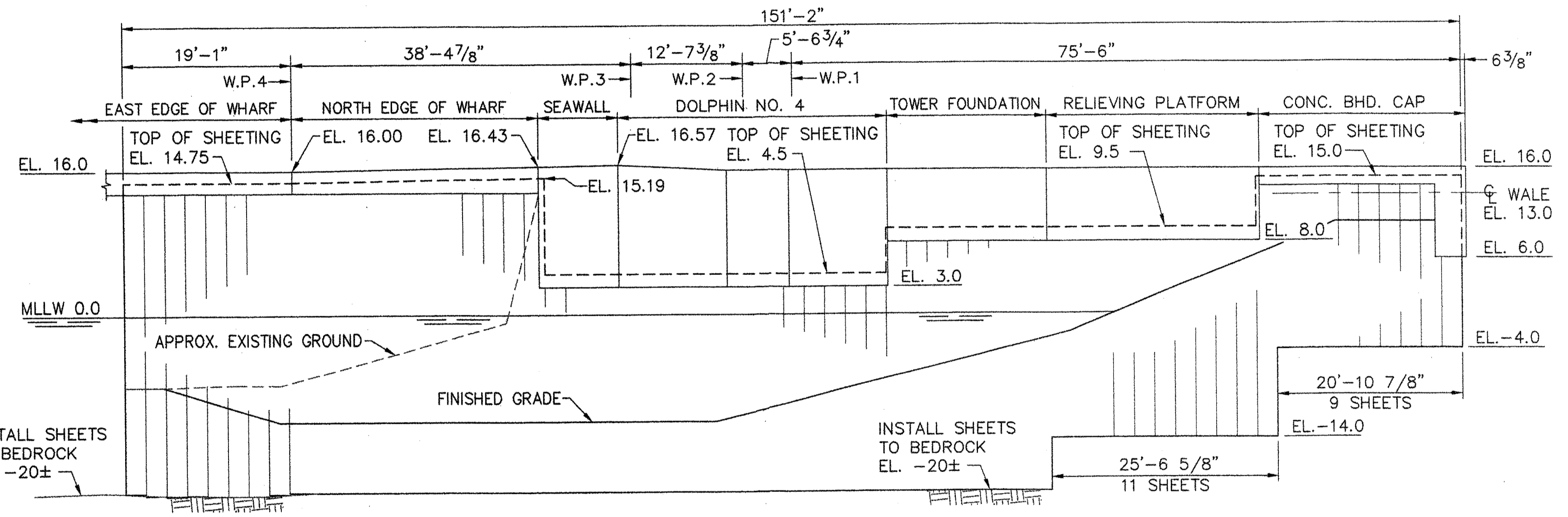
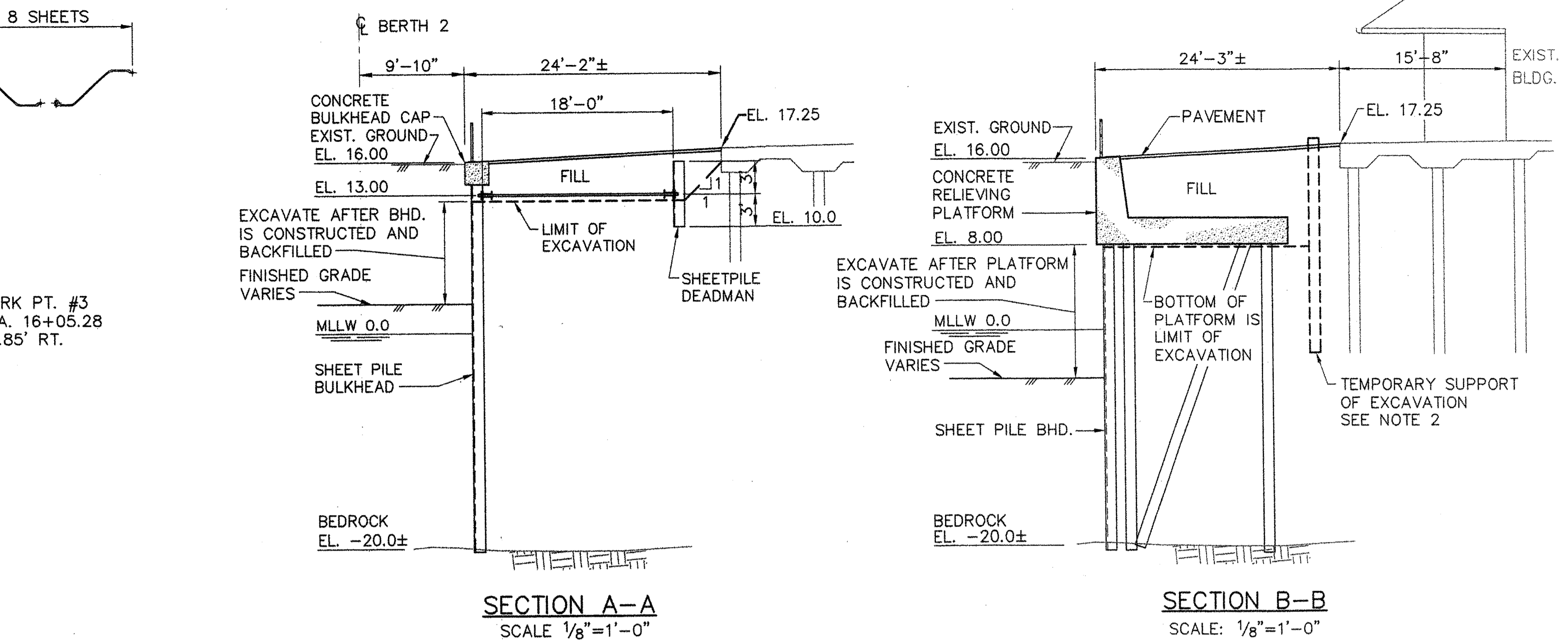
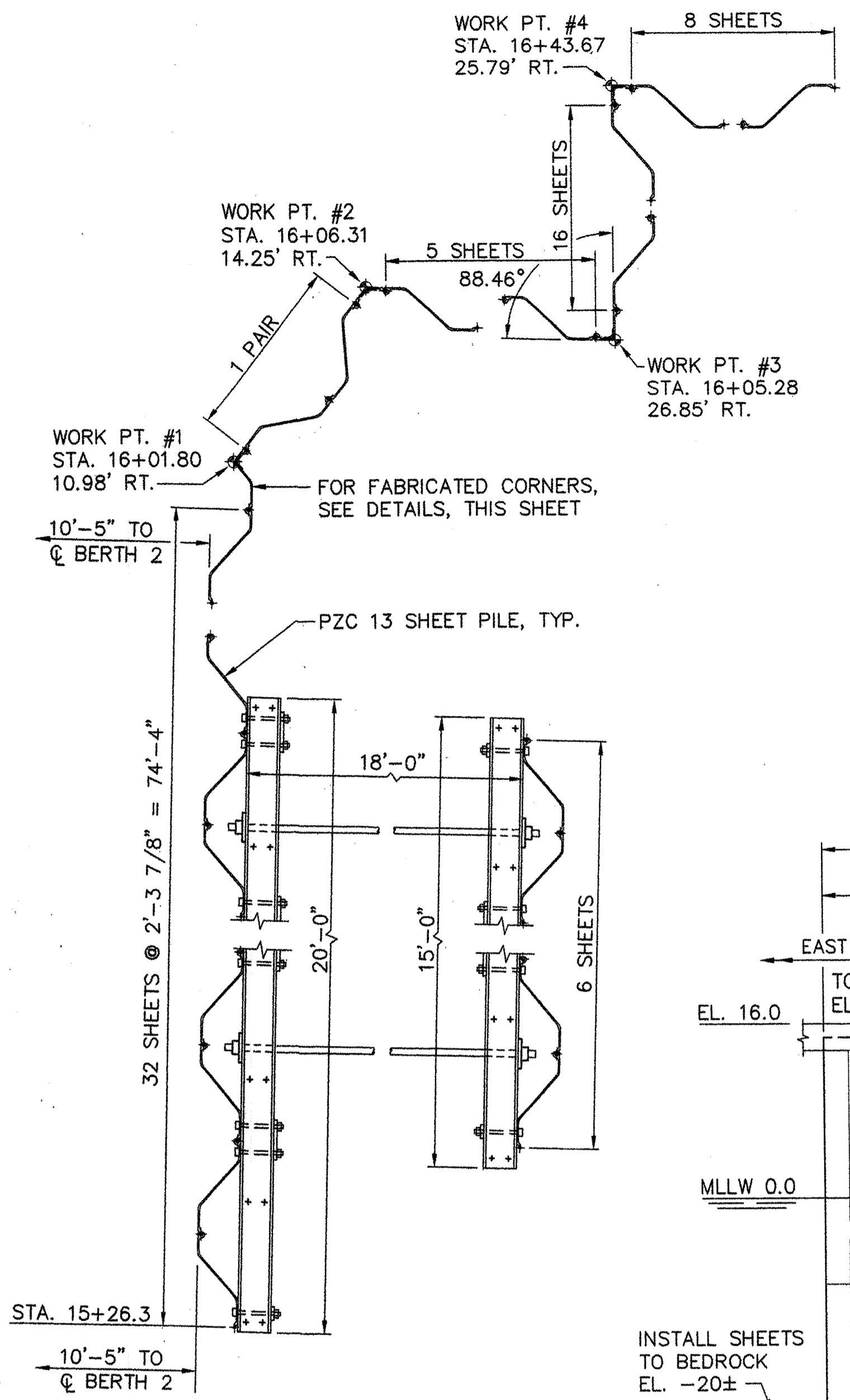
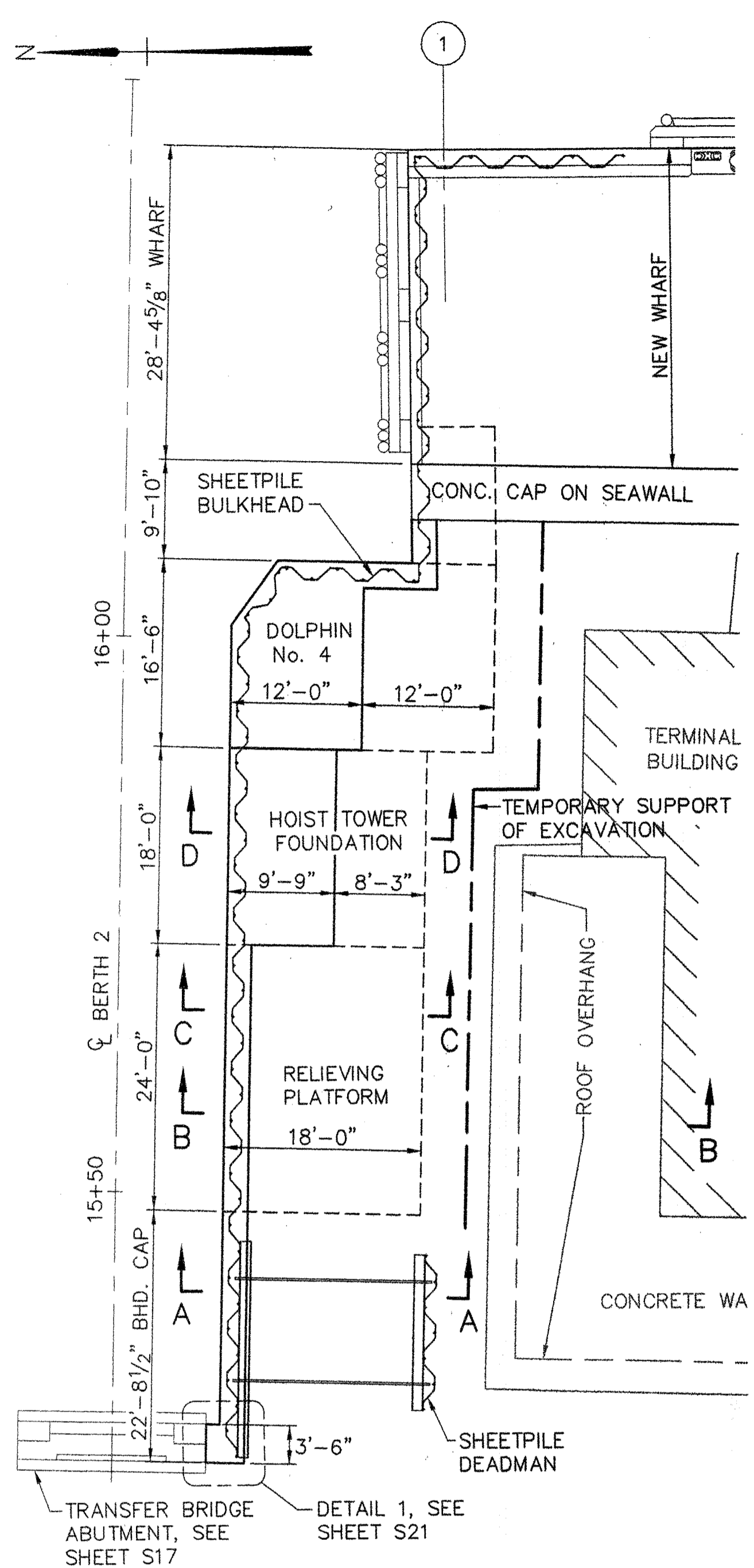
ROCKLAND
FERRY TERMINAL
TRESTLE DETAILS AND
RAILING PLAN AND DETAILS

SHEET NUMBER

S19

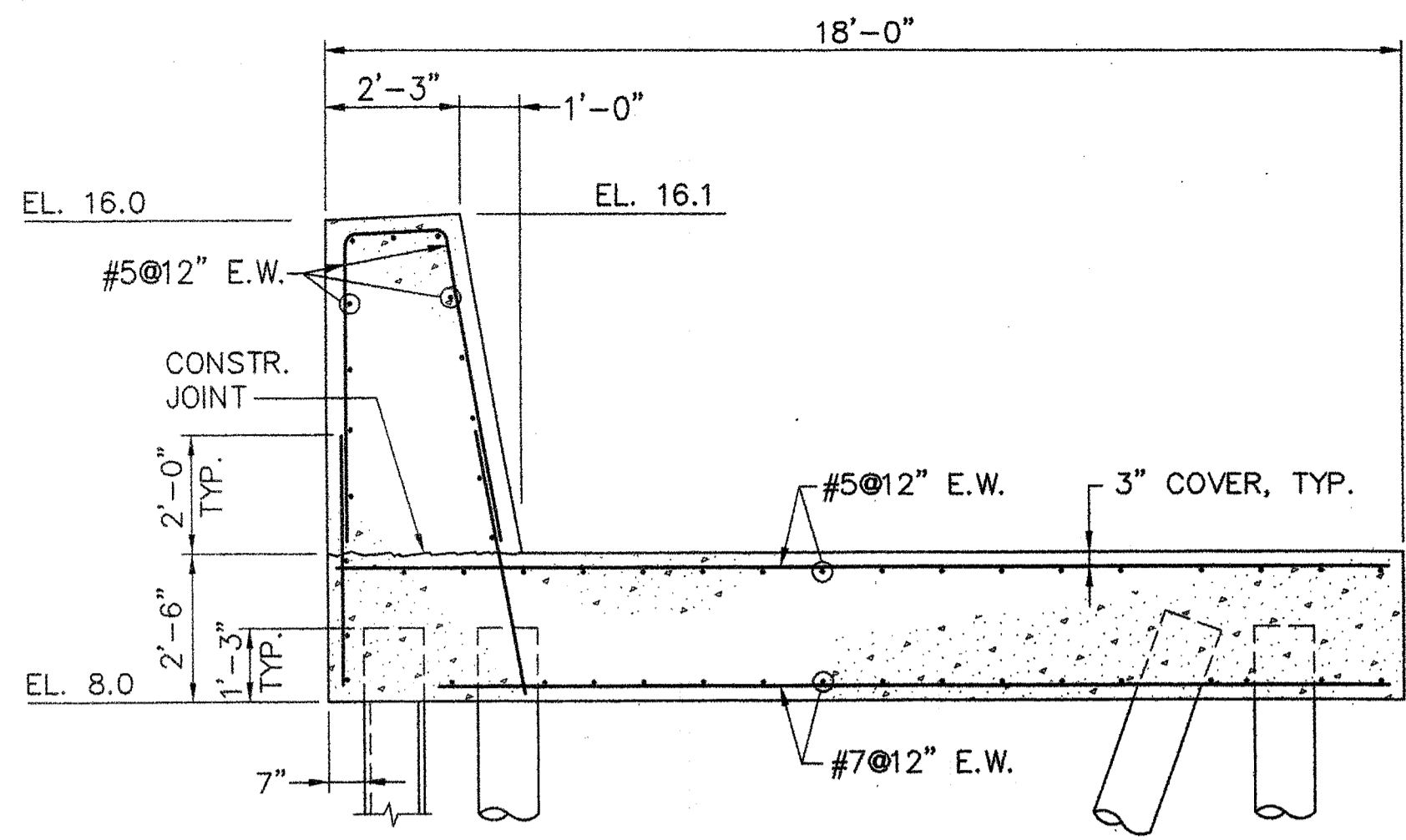
26 OF 63

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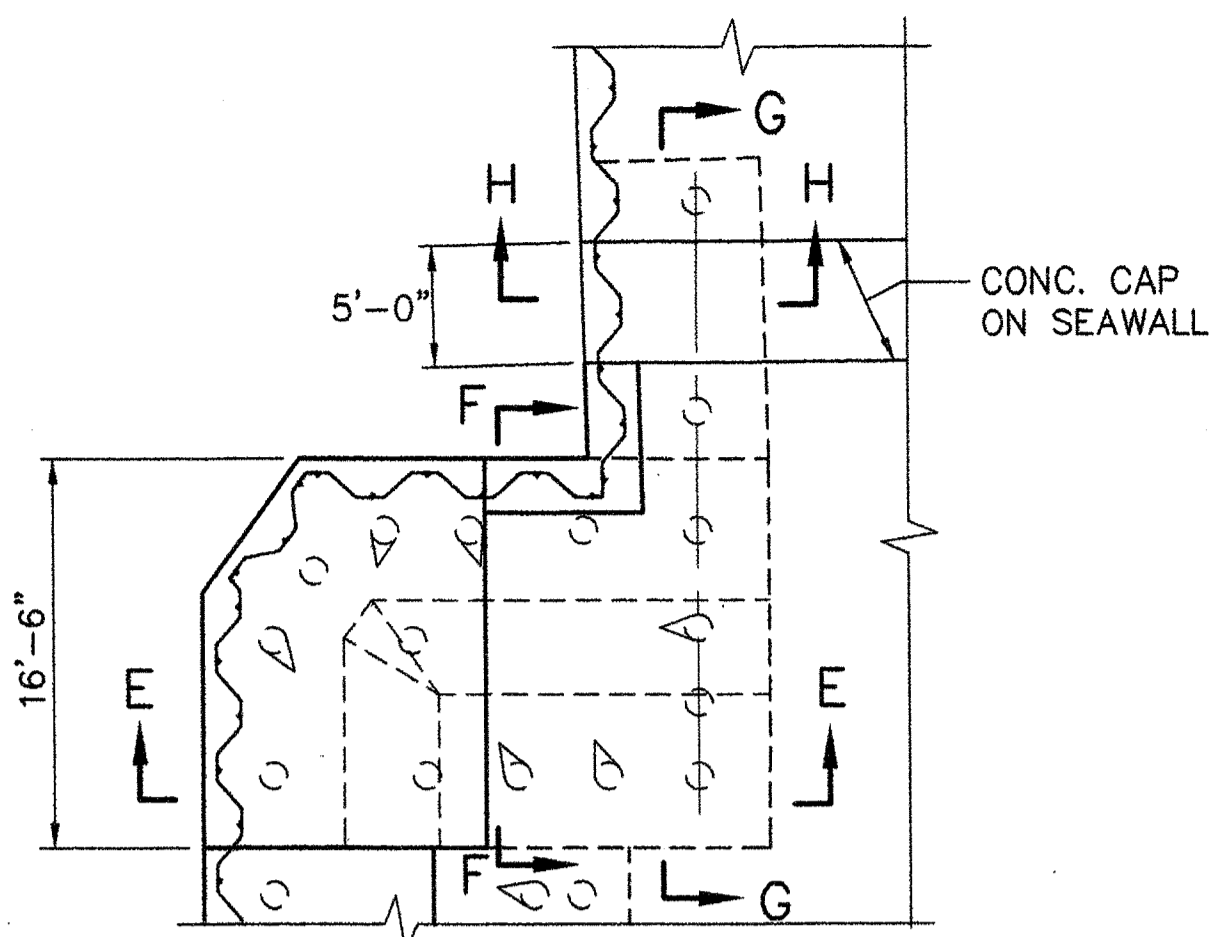


- NOTES:**
- FOR SECTIONS C-C AND D-D, SEE SHEET S21
 - CONTRACTOR DESIGNED TEMPORARY SUPPORT OF EXCAVATION TO PREVENT FILL LOSS UNDER CONCRETE WALK AND TERMINAL BUILDING
 - STEEL SHEET PILING SHALL CONFORM TO ASTM 572, GRADE 50. TIE RODS SHALL CONFORM TO ASTM 572, GRADE 42.
 - SHEET PILING, WALE AND TIE ROD ASSEMBLY SHALL BE COATED WITH A COAL TAR EPOXY POLYAMIDE COATING.
 - ALL STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION A36.
 - WELDING SHALL BE IN ACCORDANCE WITH AWS D1.1
 - ALL BOLTS AND RELATED HARDWARE SHALL CONFORM TO THE REQUIREMENTS OF ASTM A325 OR A307, AS NOTED.
 - ALL BOLTS AND RELATED HARDWARE TO BE HOT DIPPED GALVANIZED AND COATED WITH COAL TAR EPOXY AFTER ERECTION.

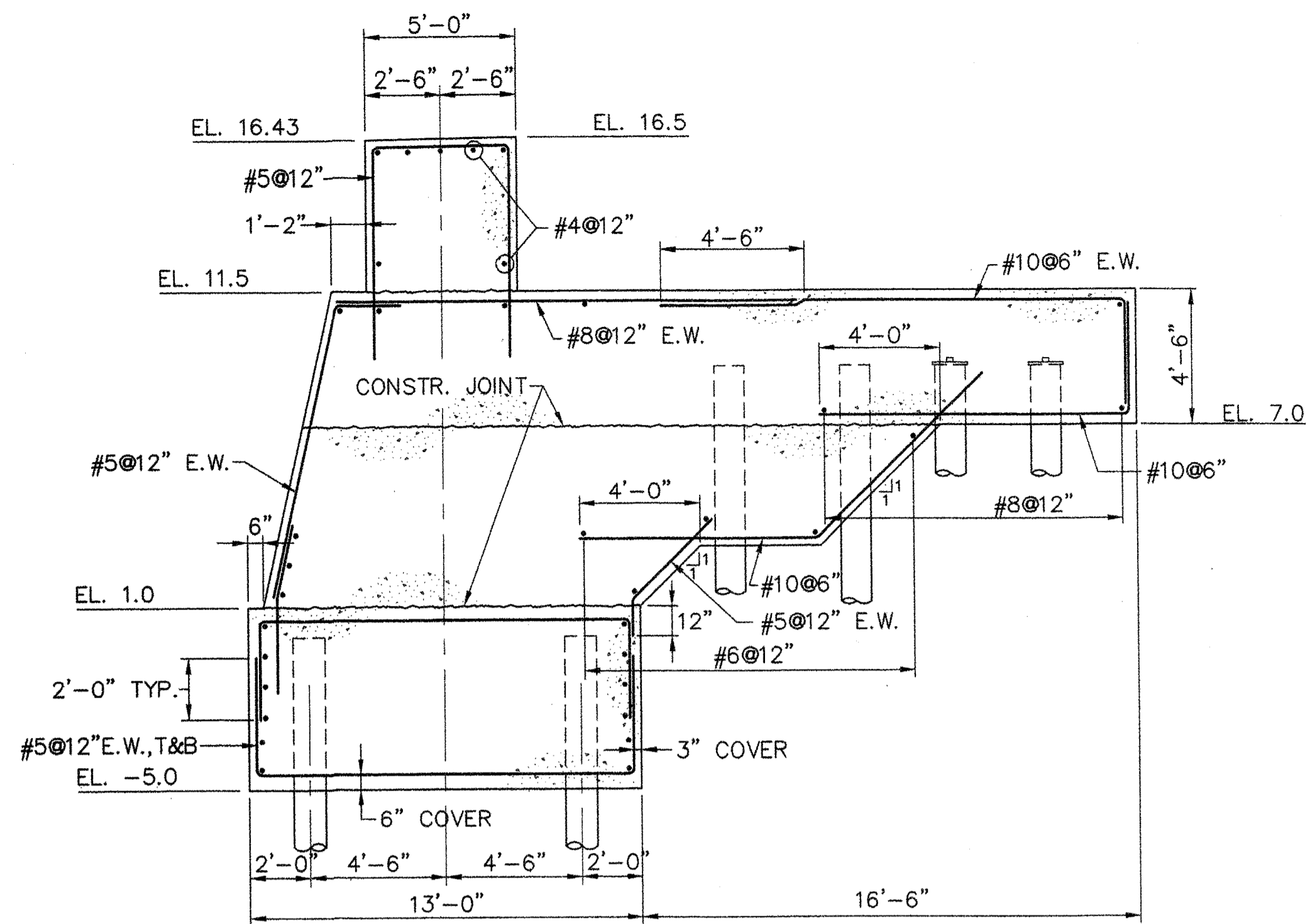
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE	COMMISSIONER:	CHIEF ENGINEER:
SIGNATURE		P.E. NUMBER	DATE
PROJECT INFORMATION		PROJECT RESIDENT	PROJECT COMPLETION DATE
PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT
MULTIMODAL	PAUL POTTE	DWH	FAY, SPOFFORD & THORNDIKE
ROCKLAND FERRY TERMINAL		BULKHEAD-PLAN & ELEVATION	
SHEET NUMBER		27 OF 63	
S20			



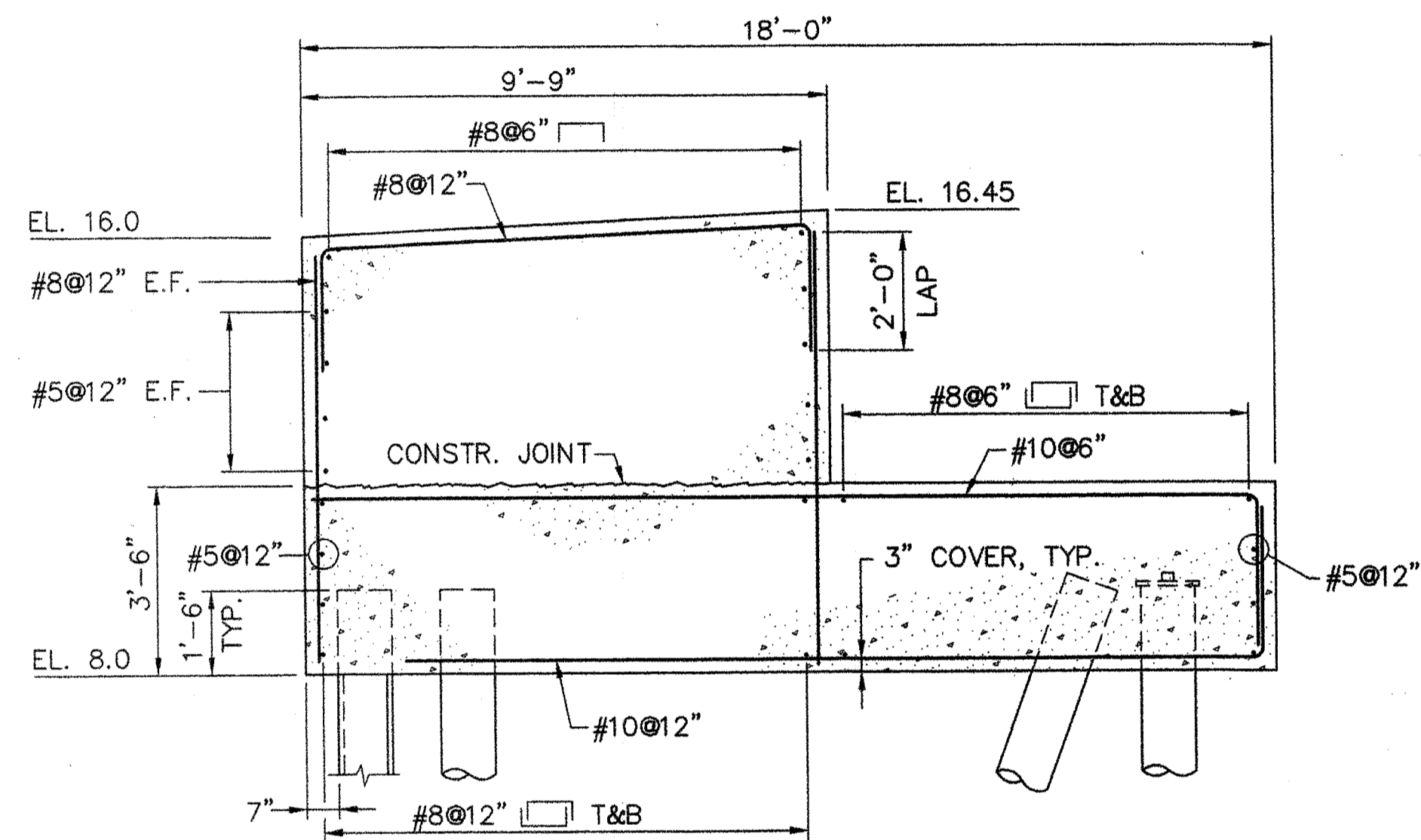
SECTION C-C
SCALE: 3/8"=1'-0"



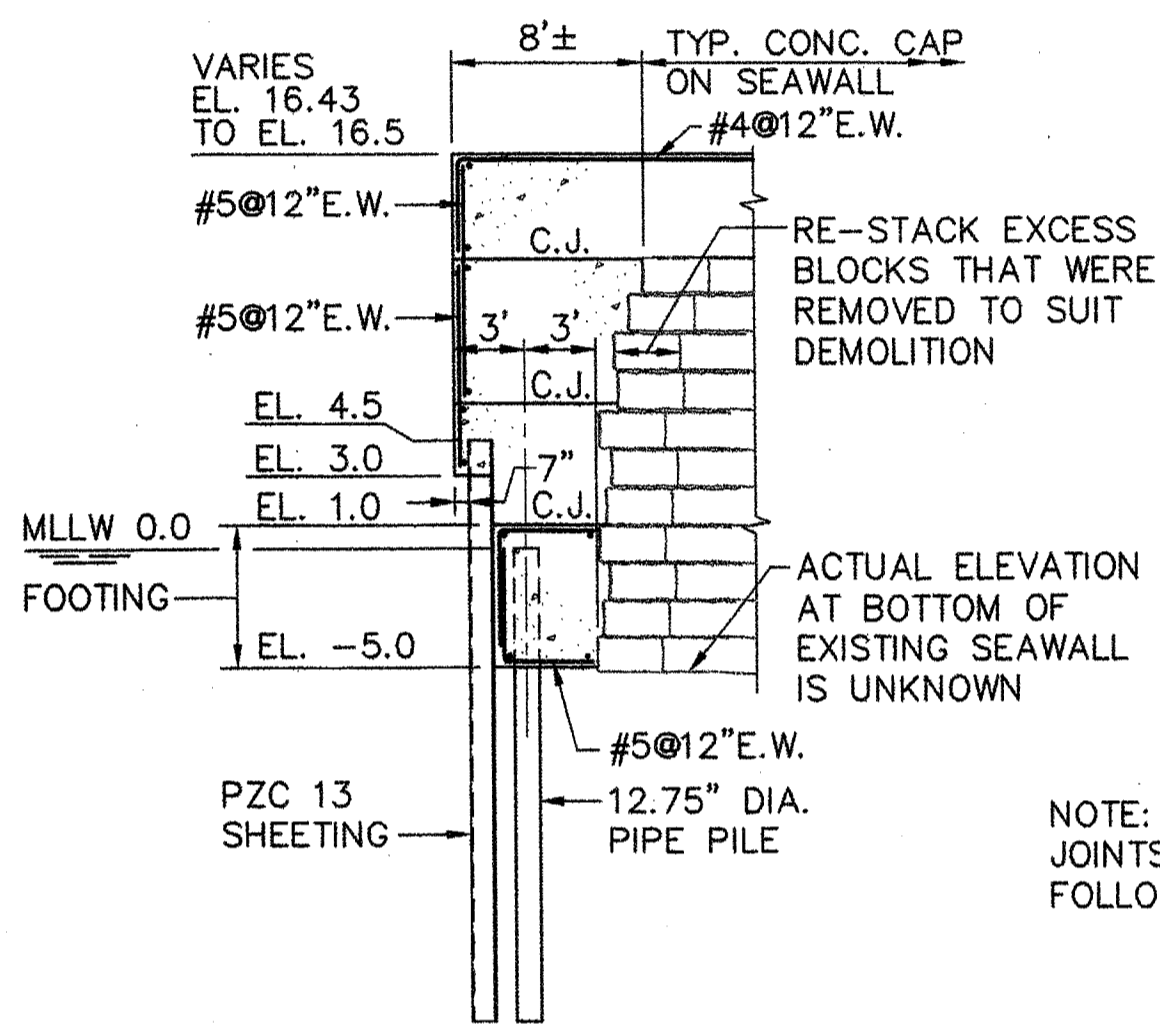
PLAN - BERTHING DOLPHIN NO. 4
SCALE: 1/8"=1'-0"



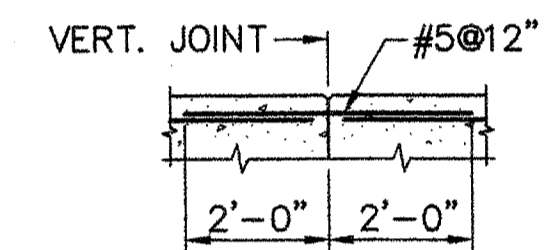
SECTION G-G
SCALE: 1/4"=1'-0"



SECTION D-D
SCALE: 3/8"=1'-0"

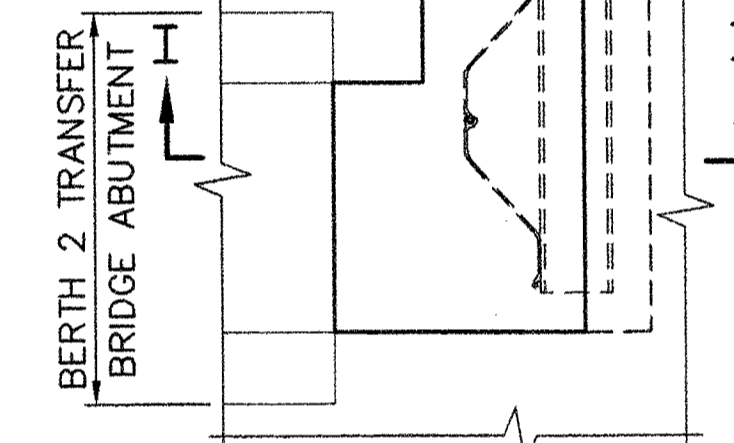


SECTION H-H
SCALE: 1/8"=1'-0"

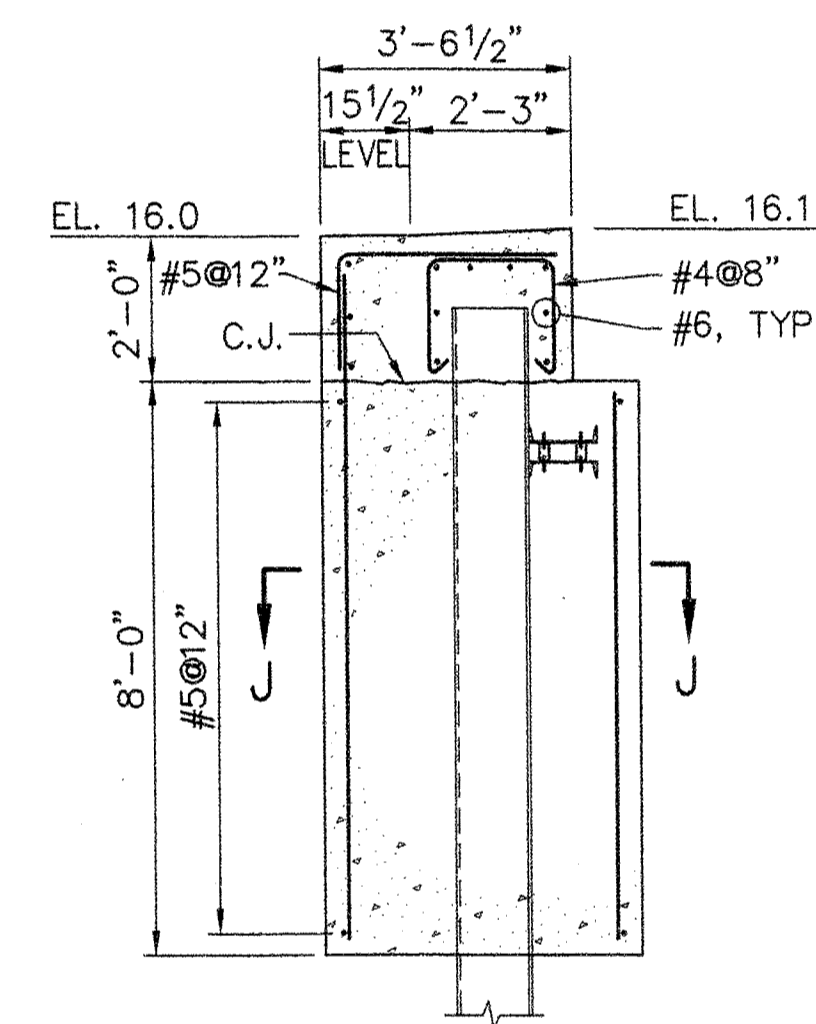


TYPICAL REINFORCEMENT VERTICAL CONSTRUCTION JOINT
SCALE: 3/8"=1'-0"

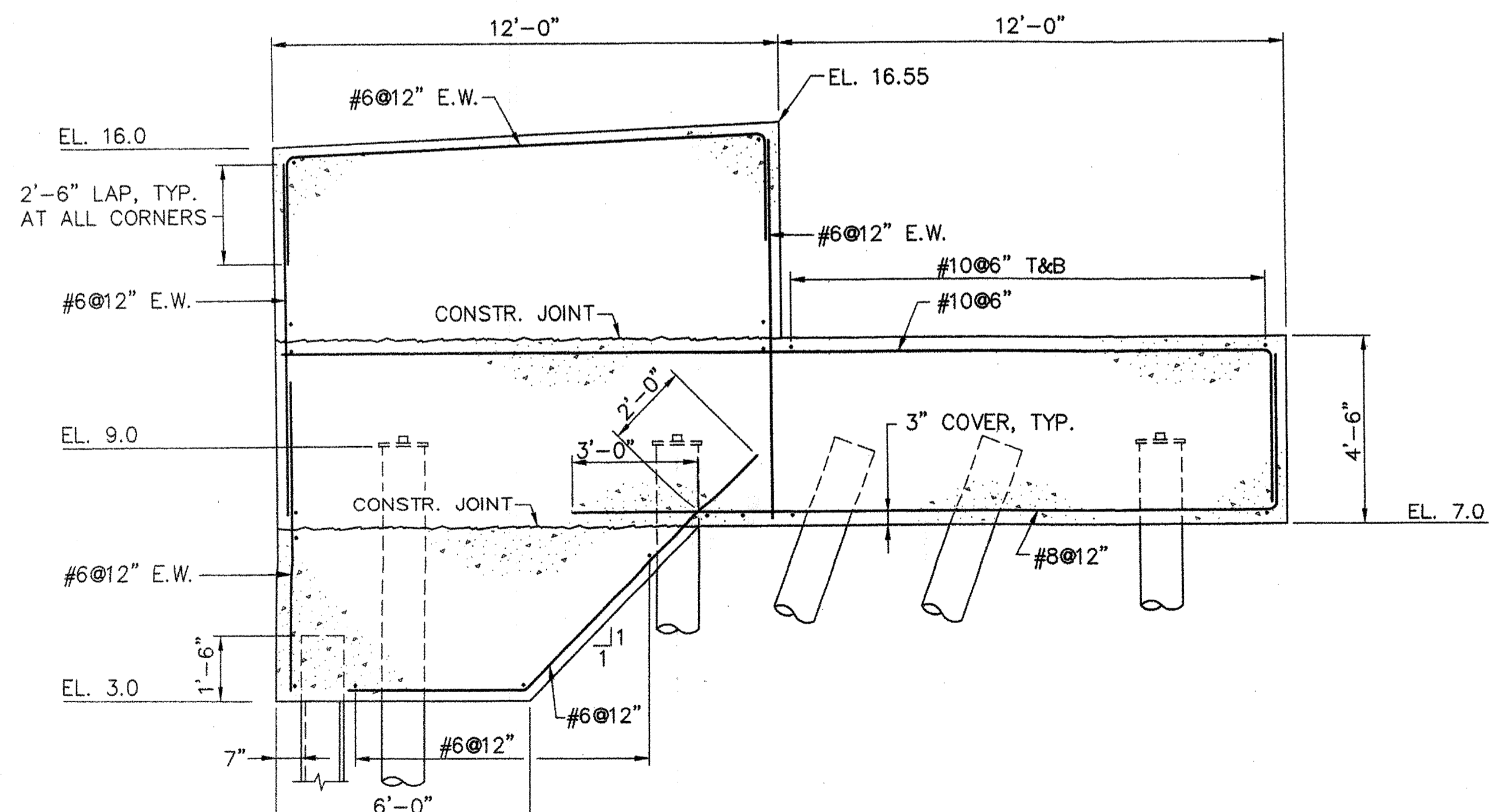
NOTE: PROVIDE #5@12" ACROSS VERTICAL CONSTR. JOINTS AT TOP AND EXTERIOR VERTICAL FACES AS FOLLOWS:
BULKHEAD CAP TO RELIEVING PLATFORM
RELIEVING PLATFORM TO HOIST TOWER FOUNDATION
HOIST TOWER FOUNDATION TO DOLPHIN NO. 4
DOLPHIN NO. 4 TO CONC. WALL AT DOLPHIN NO. 4
CONC. WALL AT DOLPHIN NO. 4 TO CONC. SEAWALL



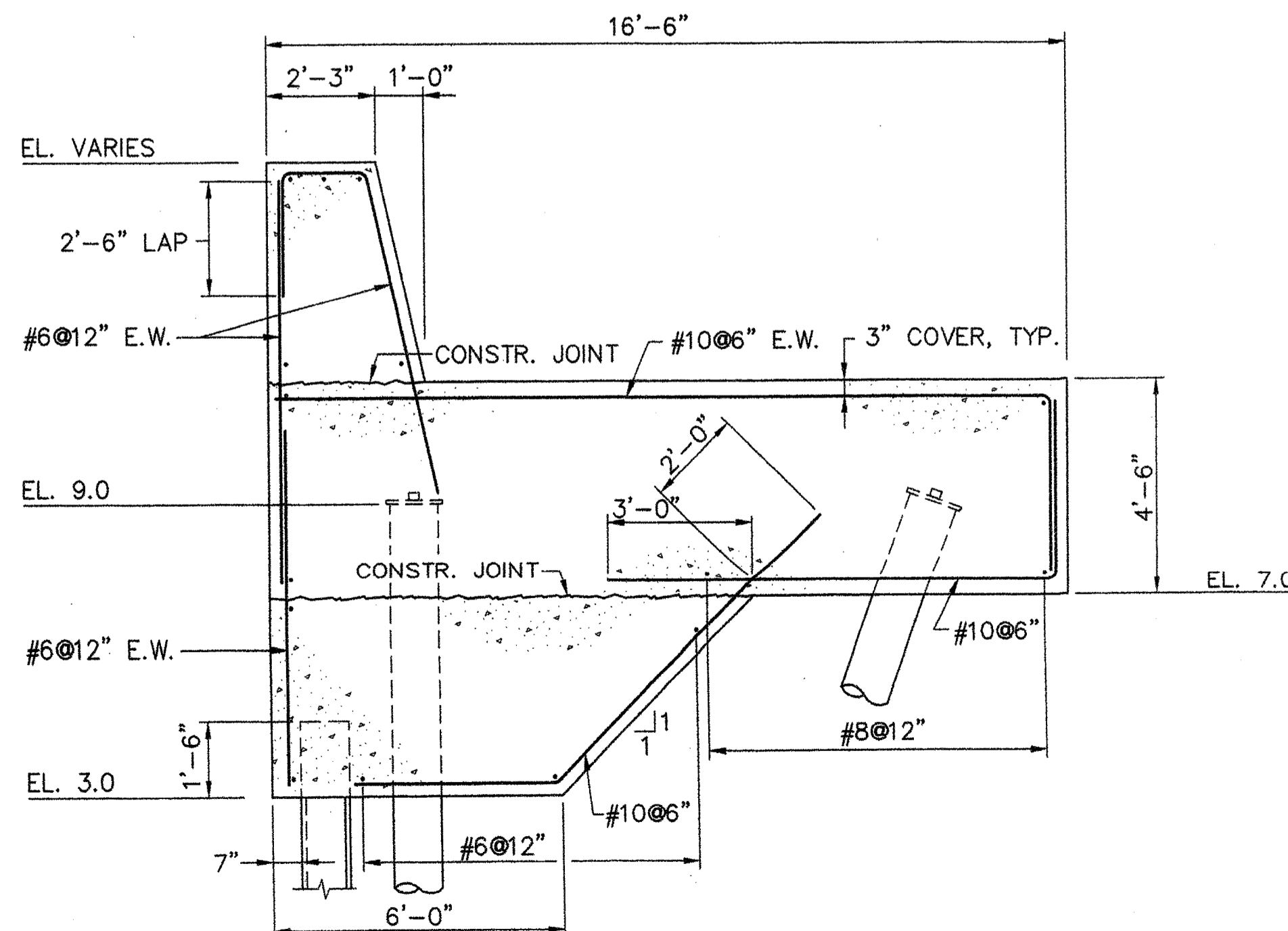
DETAIL 1
SCALE: 3/8"=1'-0"



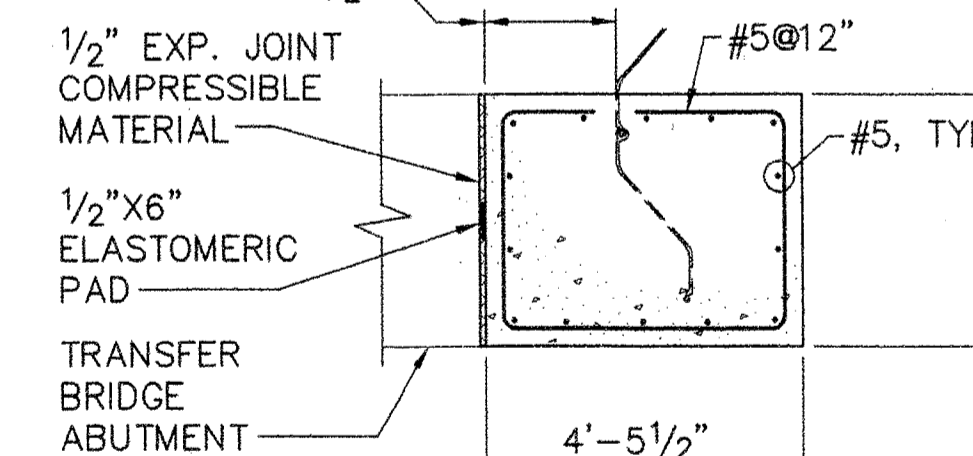
SECTION I-I
SCALE: 3/8"=1'-0"



SECTION E-E
SCALE: 3/8"=1'-0"



SECTION F-F
SCALE: 3/8"=1'-0"

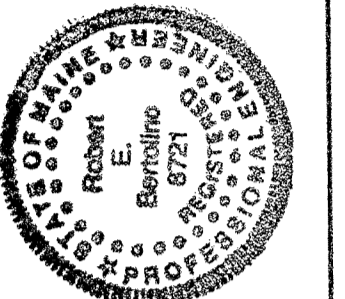


SECTION J-J
SCALE: 3/8"=1'-0"

NOTE:
1. SECTIONS C-C AND D-D ARE TAKEN ON SHEET S20.

R:\TM-082\5-Drawings\7-FST dwgs\521_BULKHEAD-sections.dwg 06/27/06 07:36 [131.92] By Tripp_R

STATE OF MAINE	APPROVED	DATE
DEPARTMENT OF TRANSPORTATION	COMMISSIONER:	CHIEF ENGINEER:



SIGNATURE: *Robert E. Boring*
P.E. NUMBER: 8721
DATE: 6/28/06

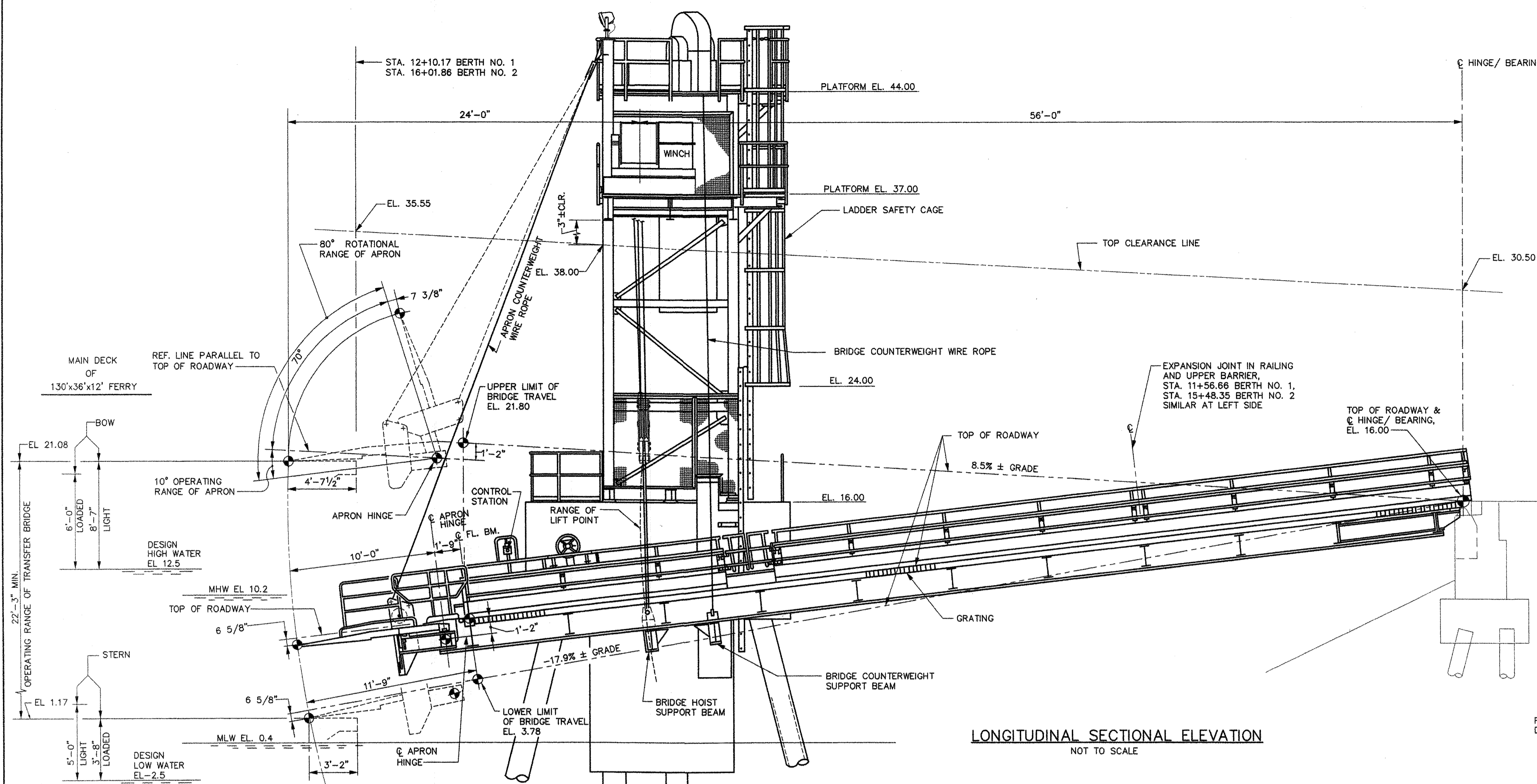
PROGRAM	MULTIMODAL
PROJECT MANAGER	PAUL POTTE
DESIGNER	DWH
CONSULTANT	FAY, SPOFFORD & THORNDIKE
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

ROCKLAND FERRY TERMINAL
BULKHEAD - SECTIONS & DETAILS

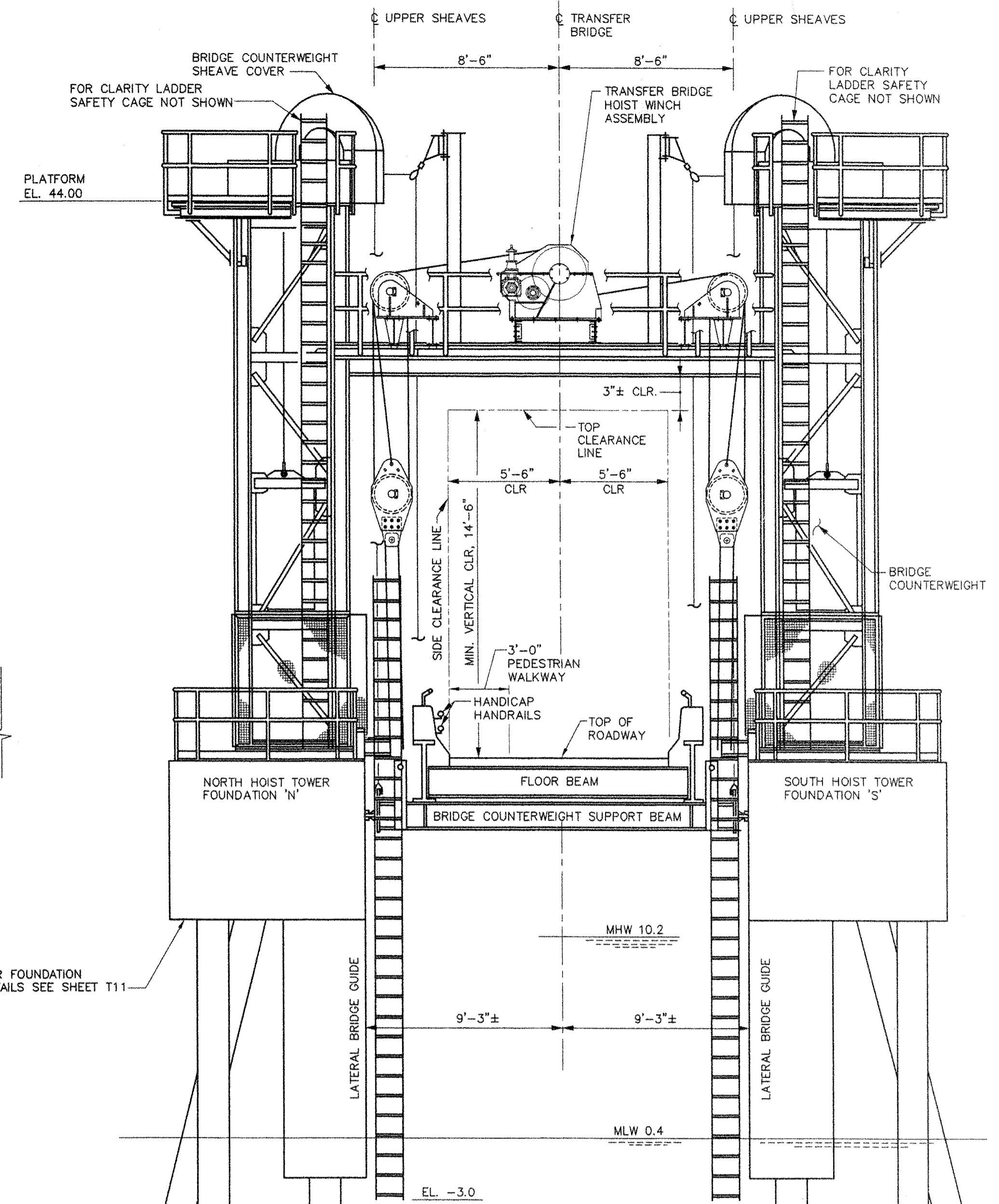
SHEET NUMBER

S21

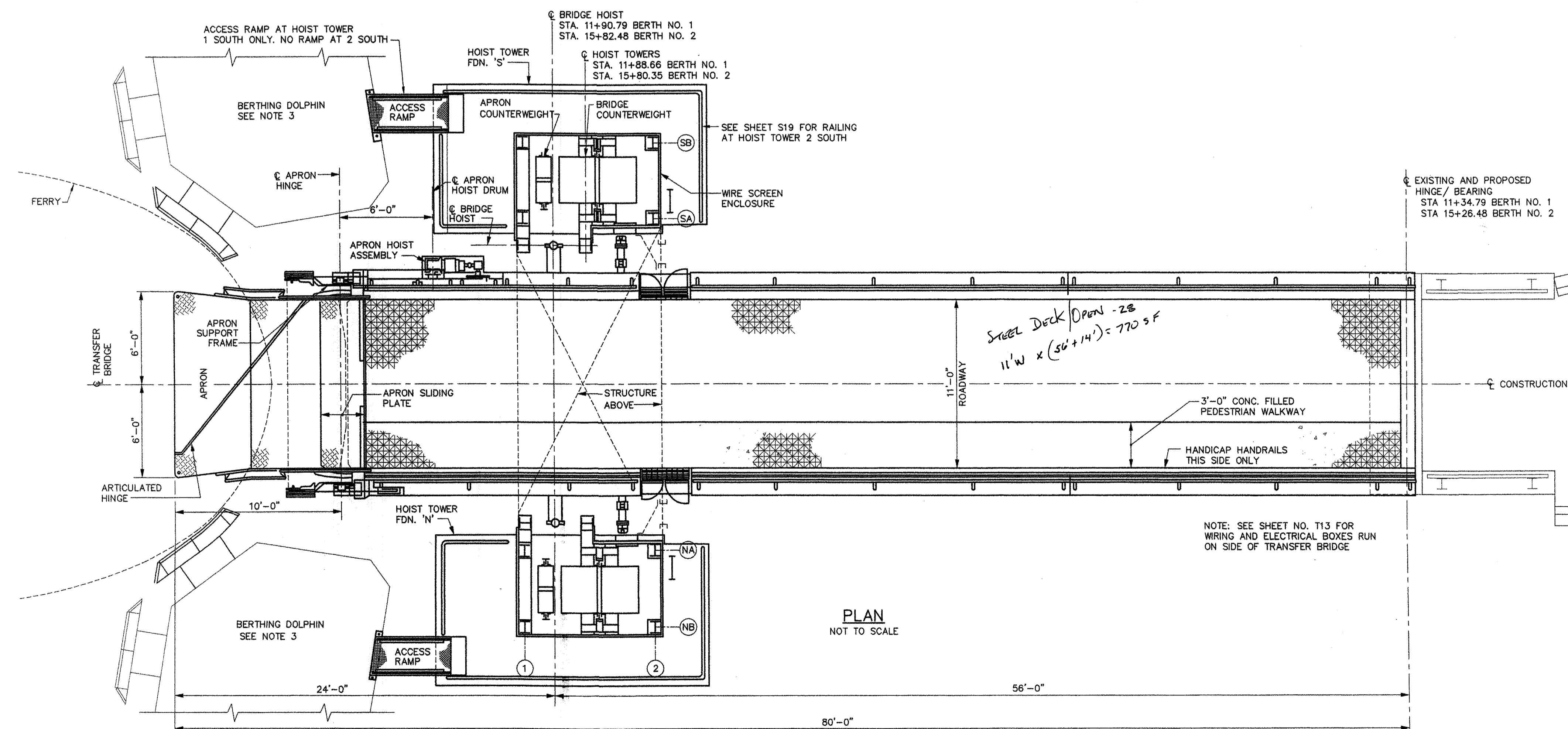
28 OF 63



LONGITUDINAL SECTIONAL ELEVATION
NOT TO SCALE



LOOKING OUTBOARD
TRANSVERSE SECTIONAL ELEVATION
SCALE: 1/4"=1'-0"

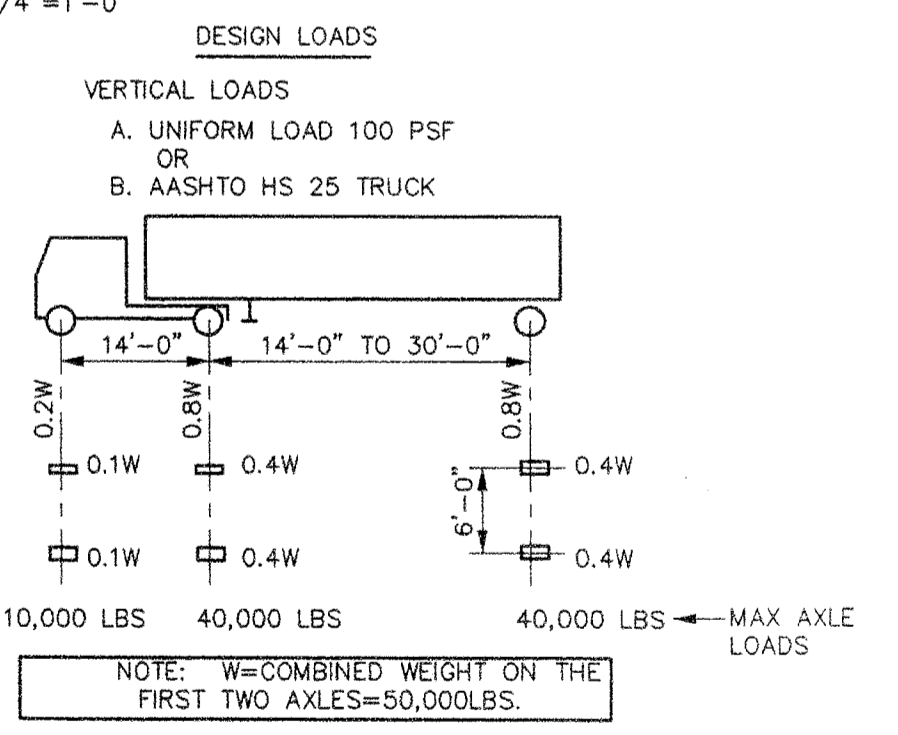


PLAN
NOT TO SCALE

EXISTING AND PROPOSED
HINGE / BEARING
STA 11+34.79 BERTH NO. 1
STA 15+26.48 BERTH NO. 2

NOTES:

- TRANSFER BRIDGE IS DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 2002, THE GUIDE SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES, 1983, AND THE STANDARD SPECIFICATIONS FOR MOVEABLE HIGHWAY BRIDGES, 1988, INCLUDING CURRENT INTERIMS.
- ALL DIMENSIONS ARE HORIZONTAL WITH THE TRANSFER BRIDGE LEVEL, 0.0% GRADE, AND ARE FOR THE STRUCTURE AT 68° F.
- RAILINGS, PLATFORMS, LADDERS AND OTHER EQUIPMENT NOT SHOWN FOR CLARITY.



AASHTO HS 25 TRUCK

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

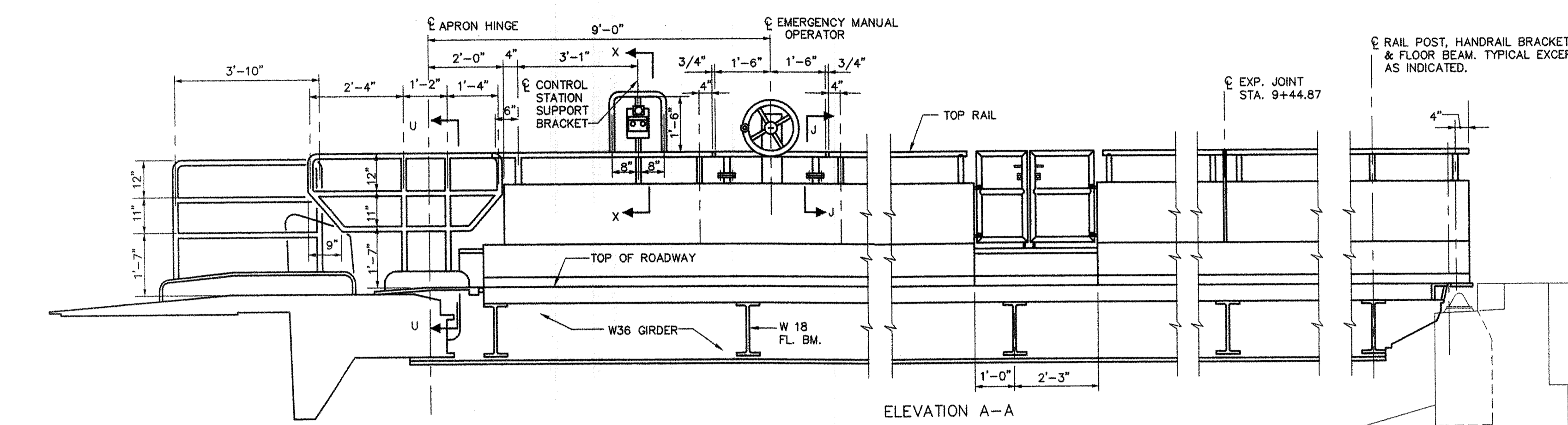
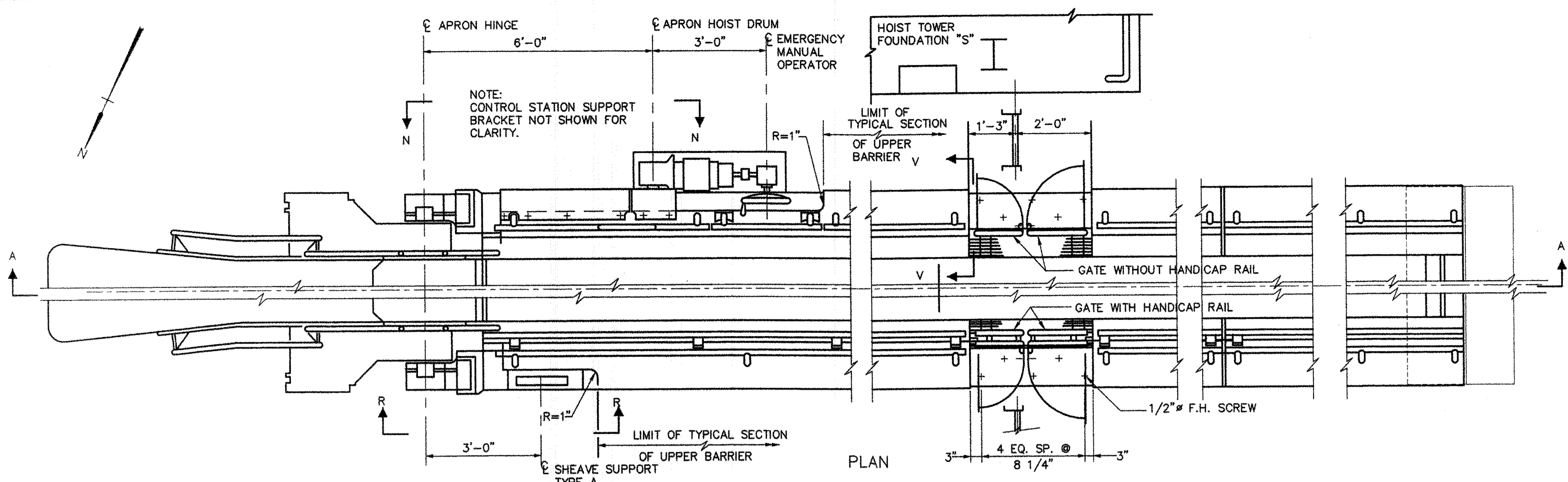
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

FERRY TERMINAL, ROCKLAND, MAINE

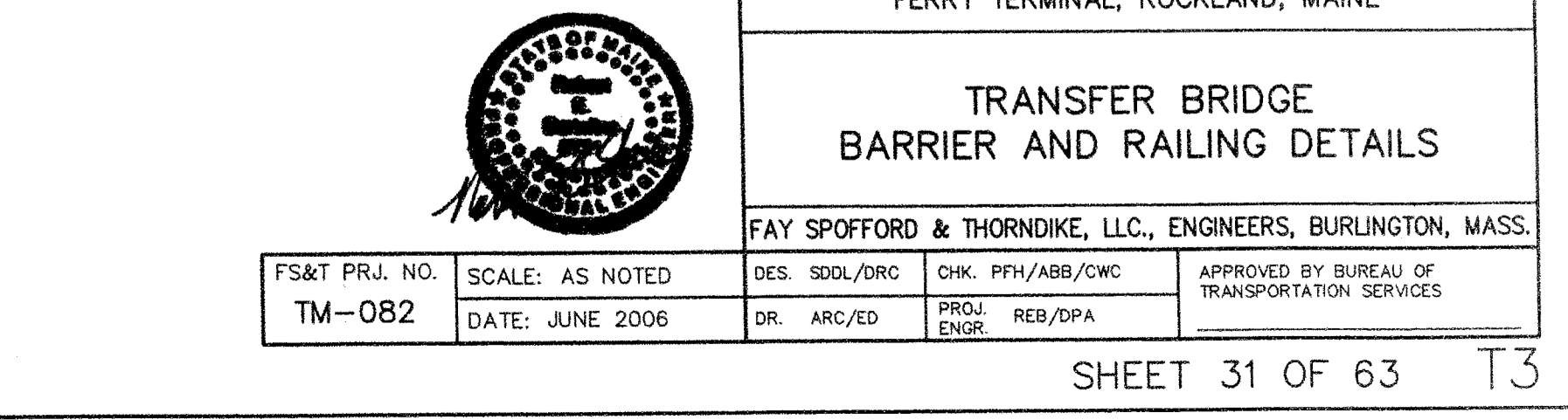
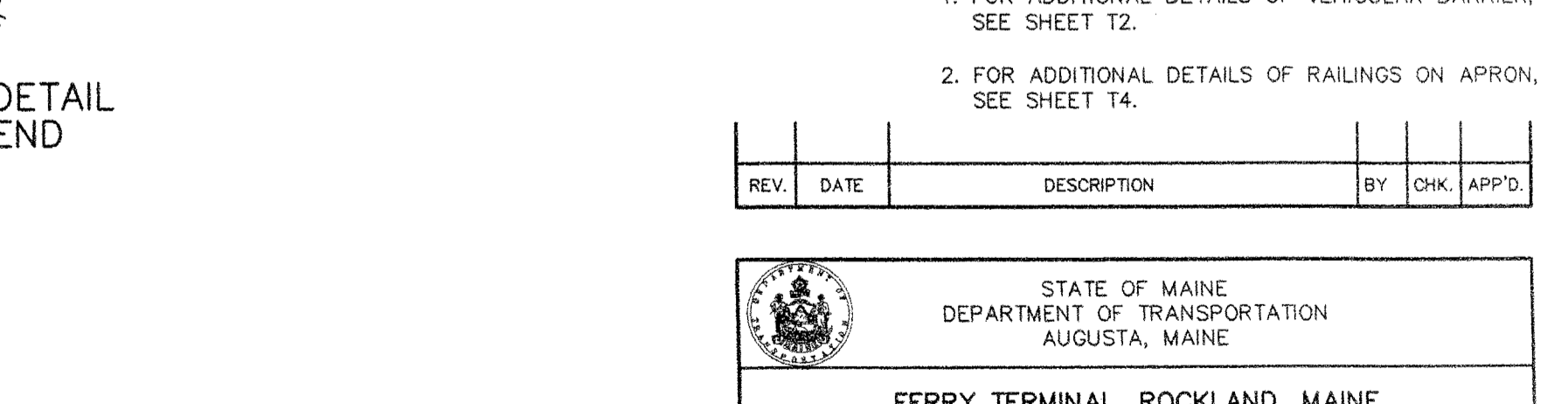
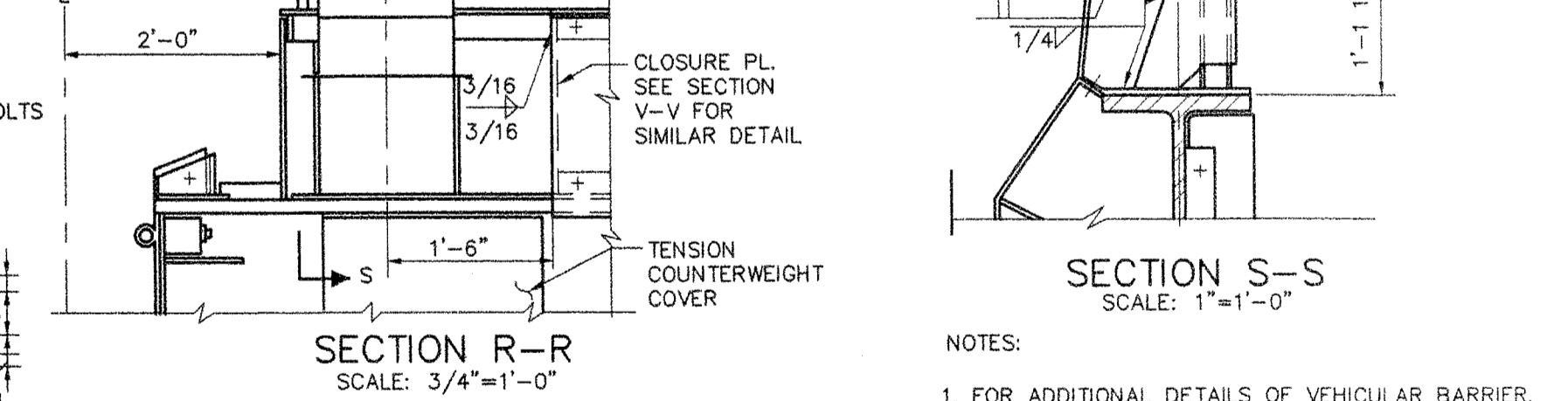
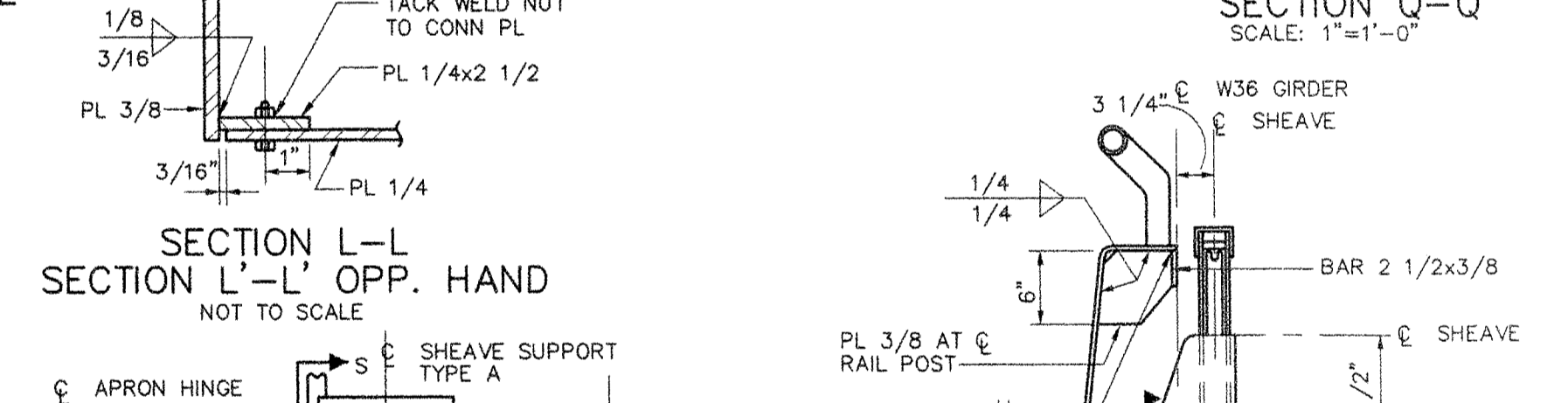
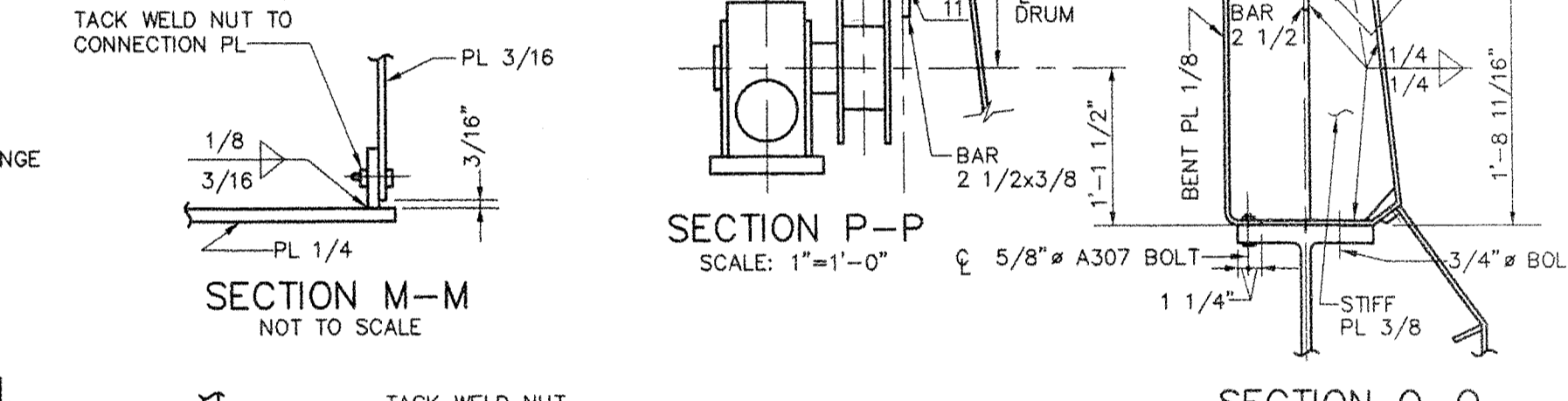
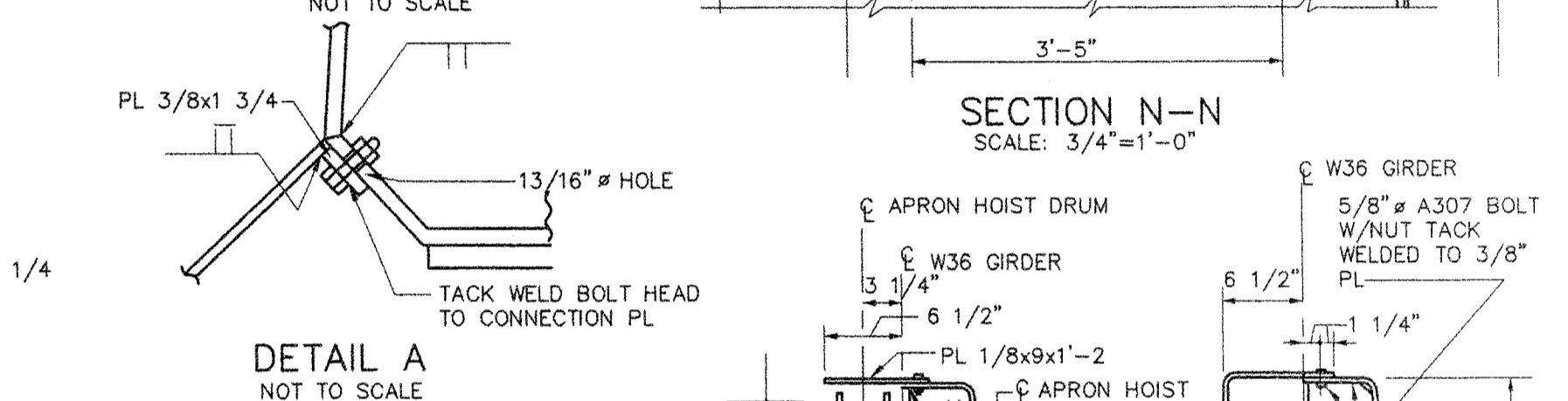
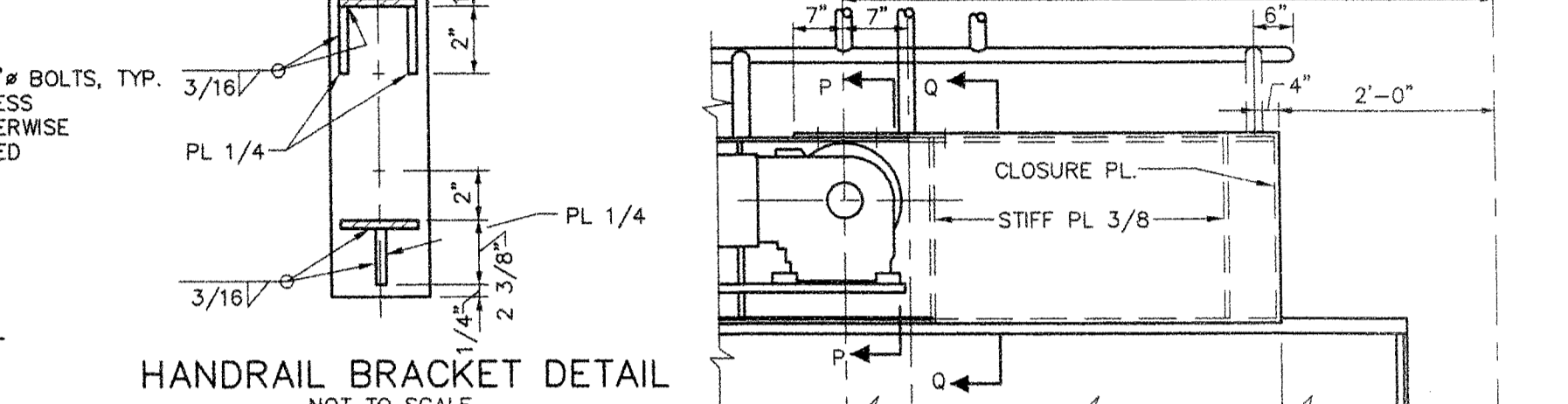
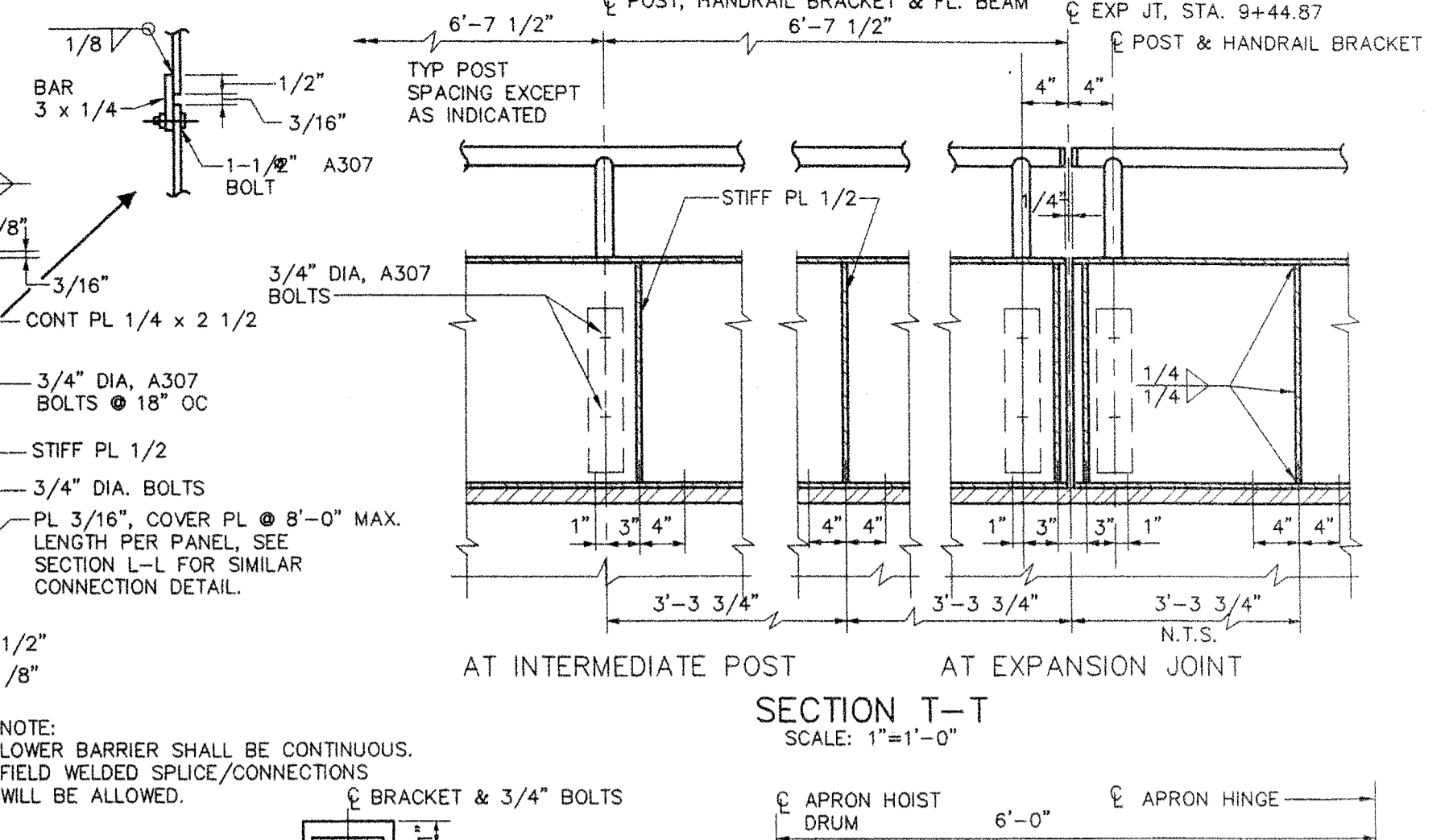
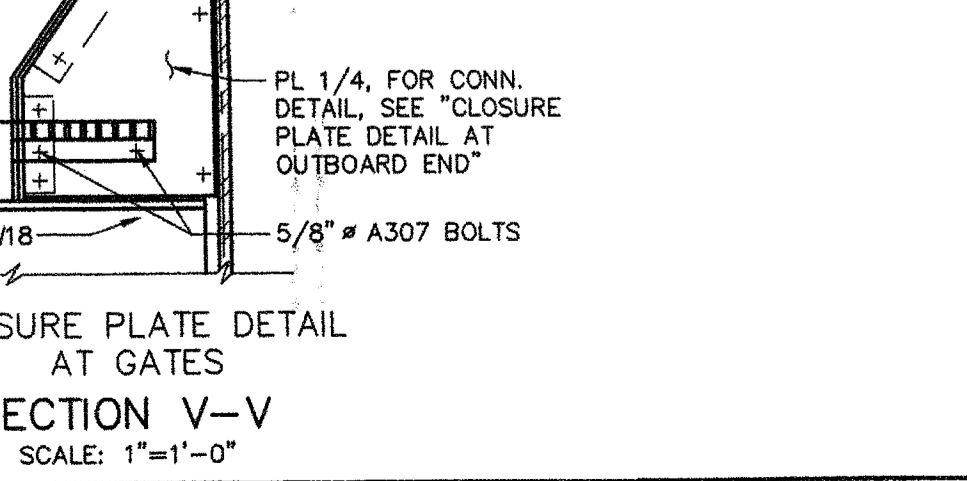
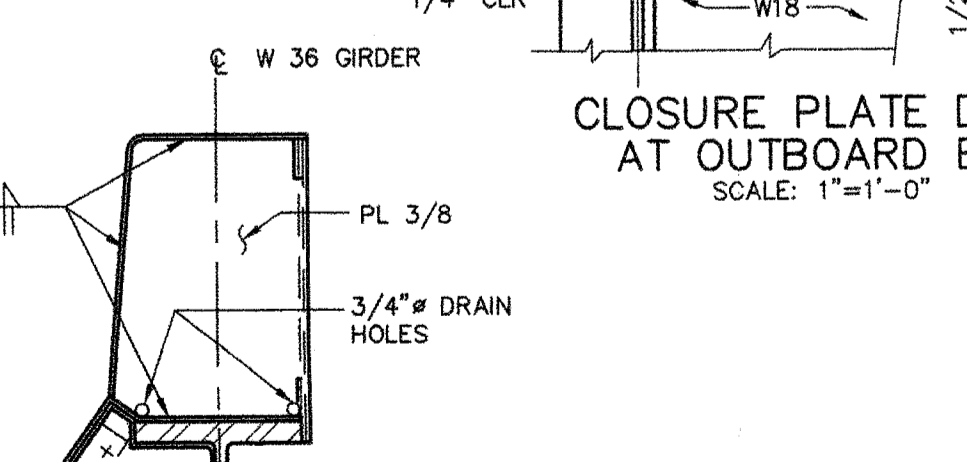
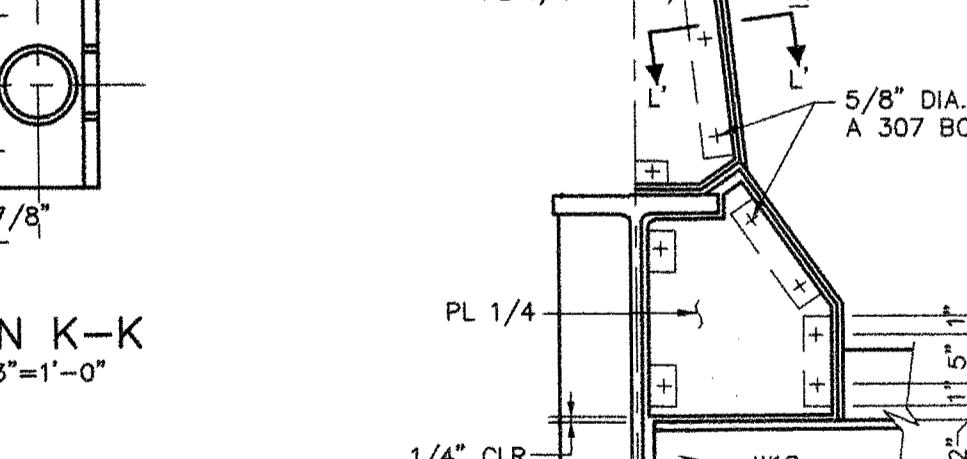
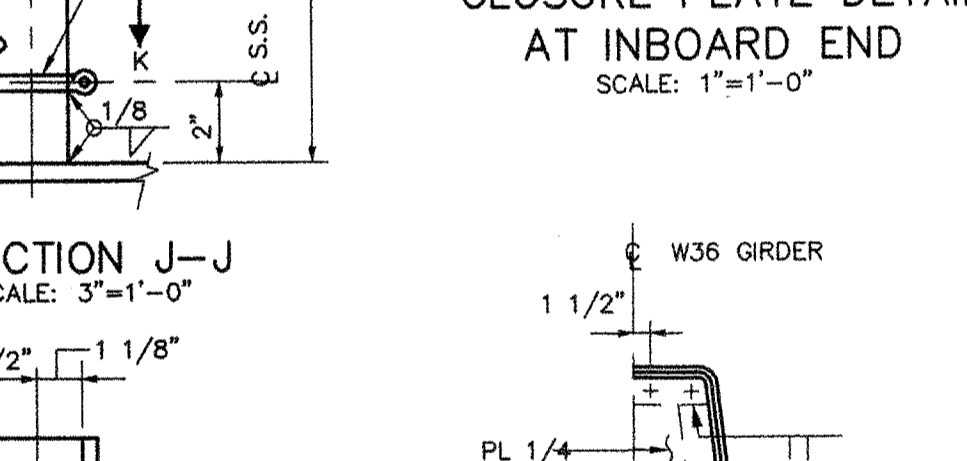
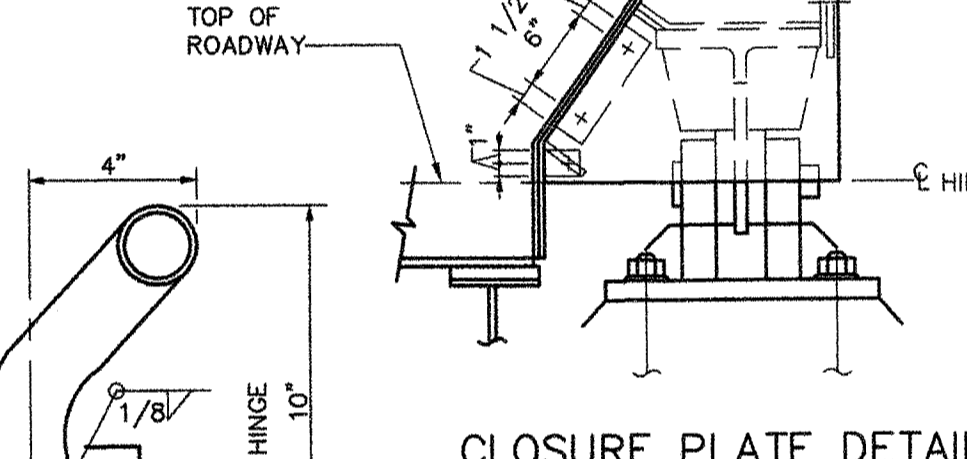
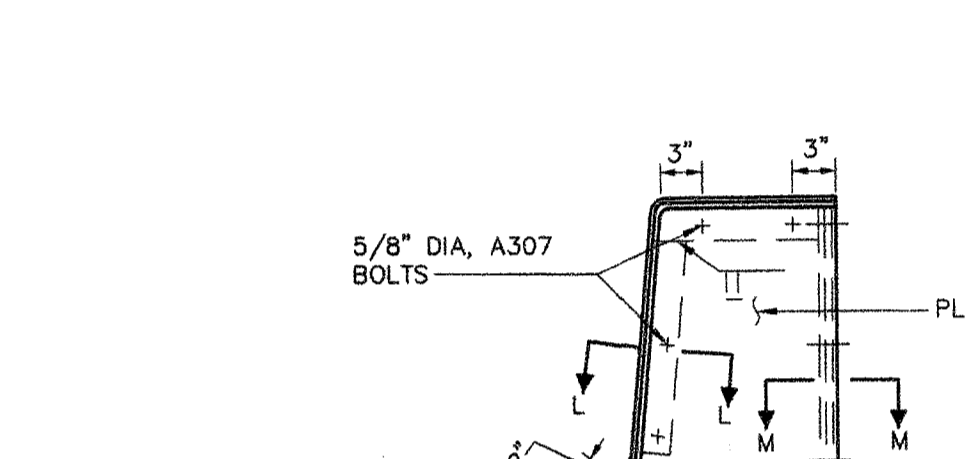
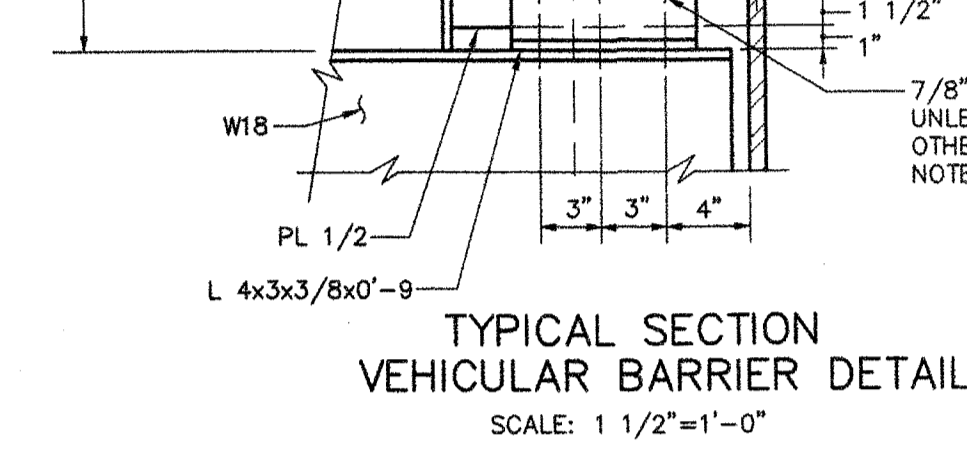
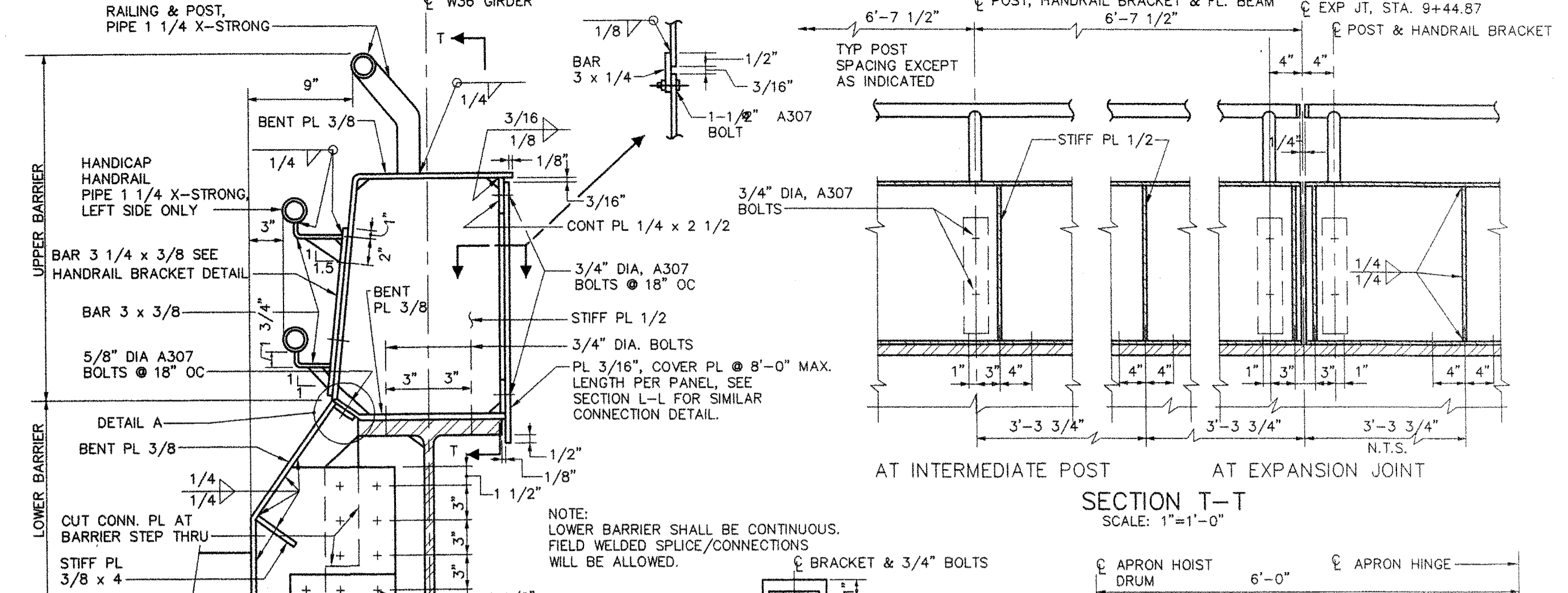
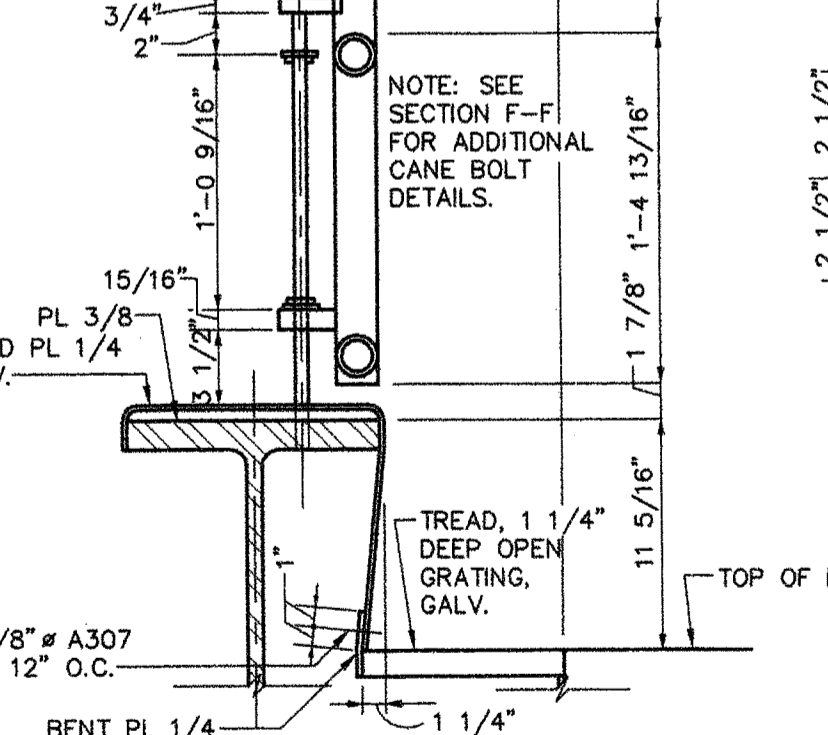
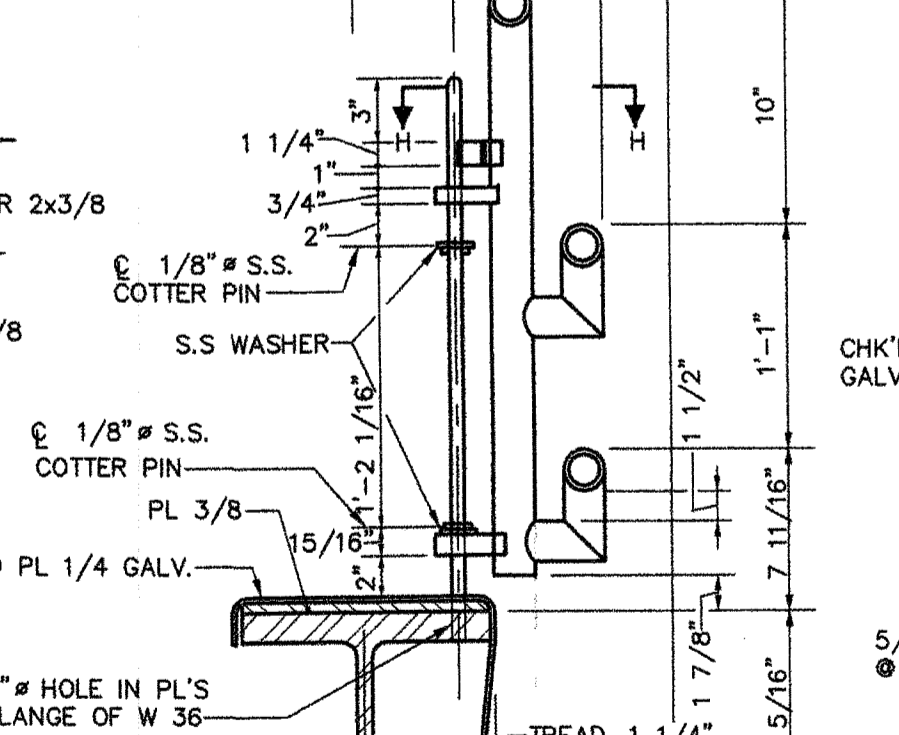
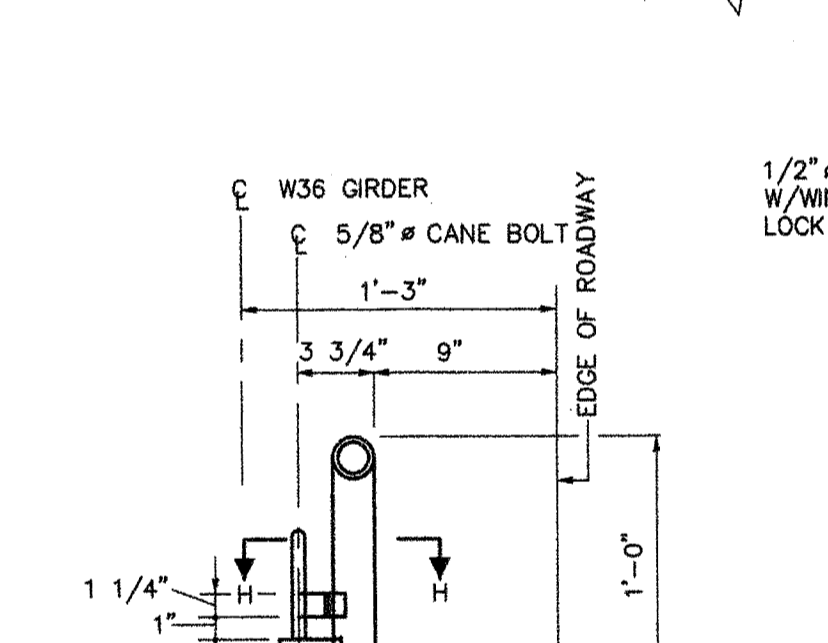
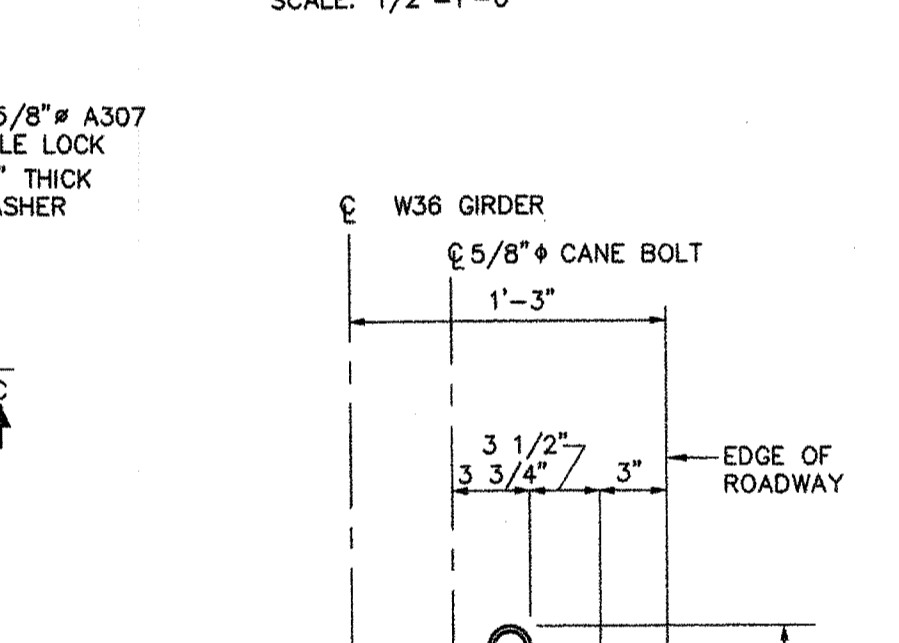
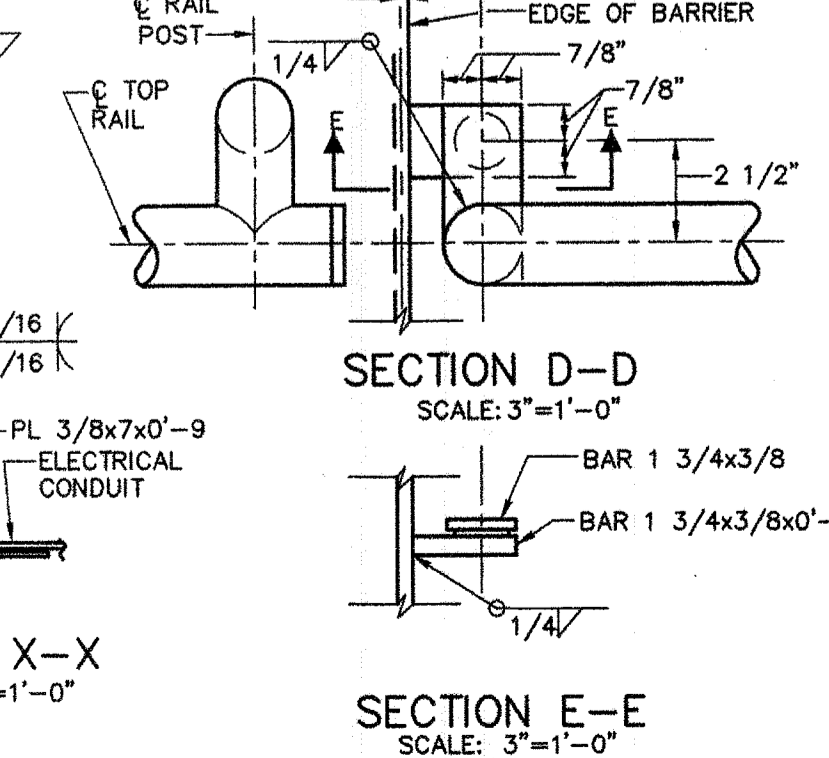
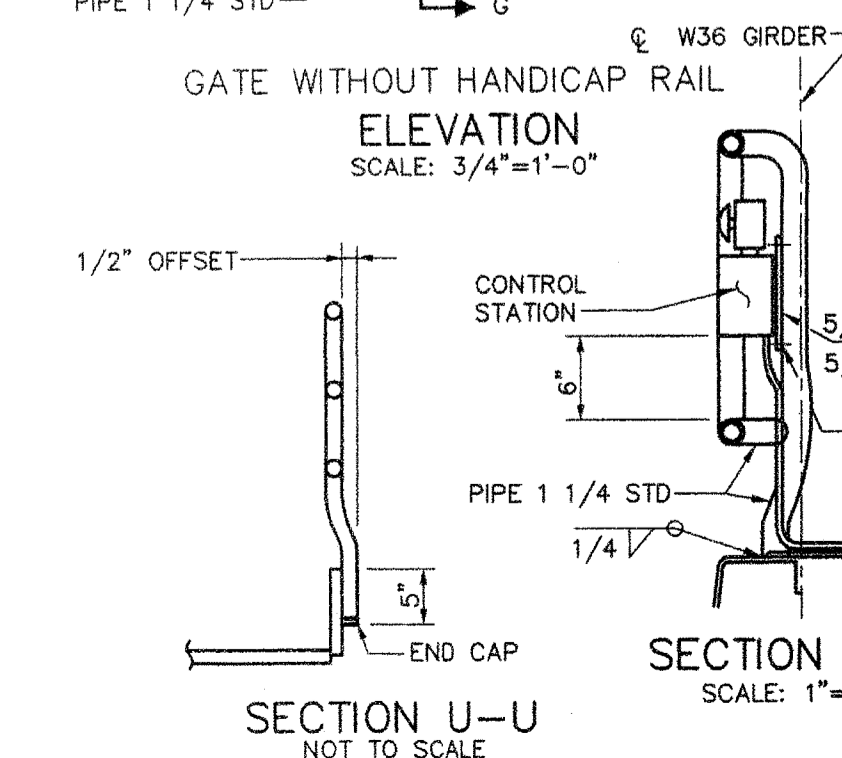
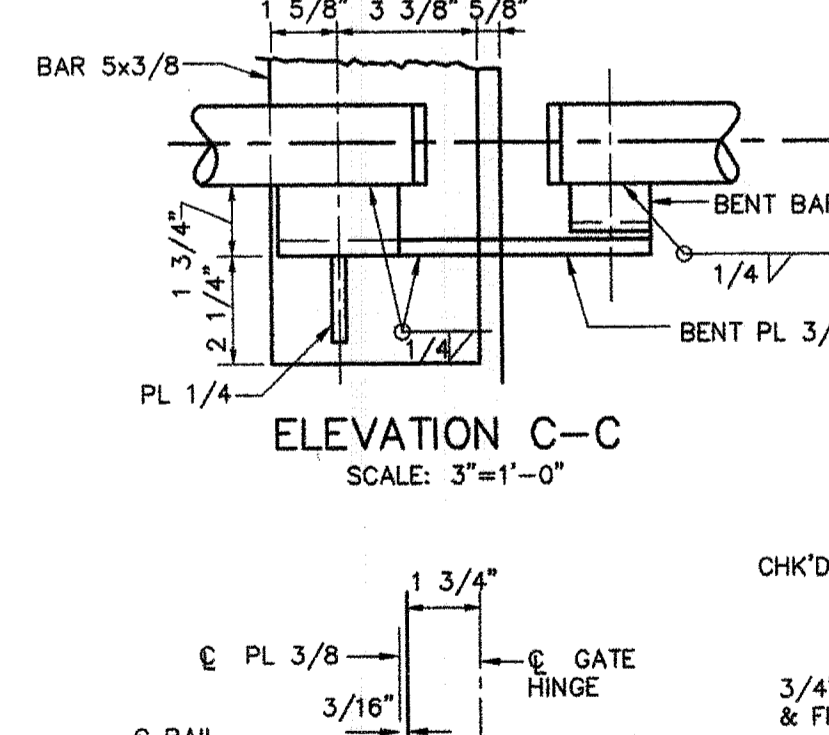
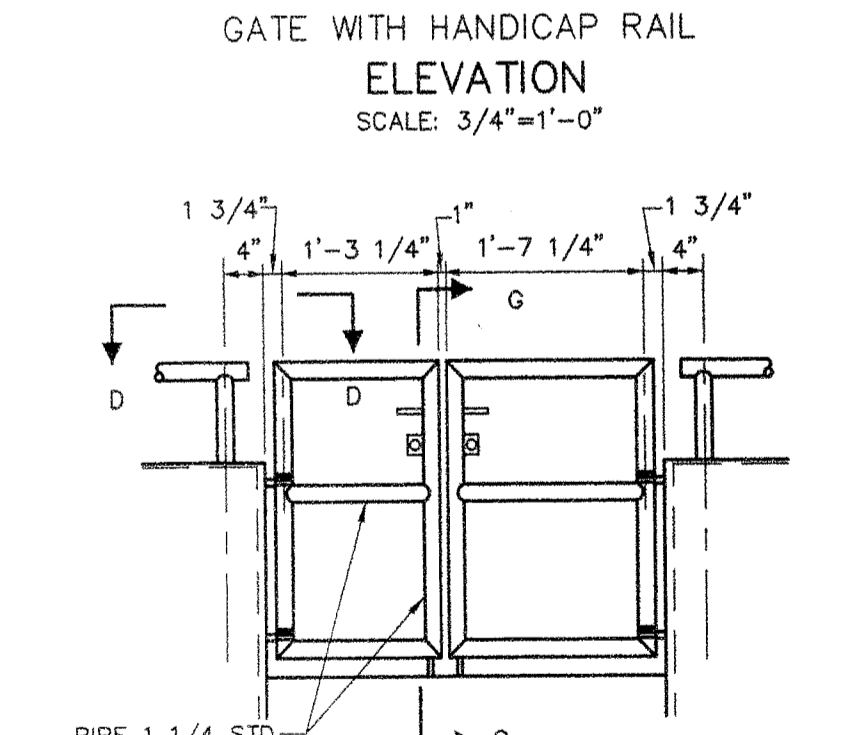
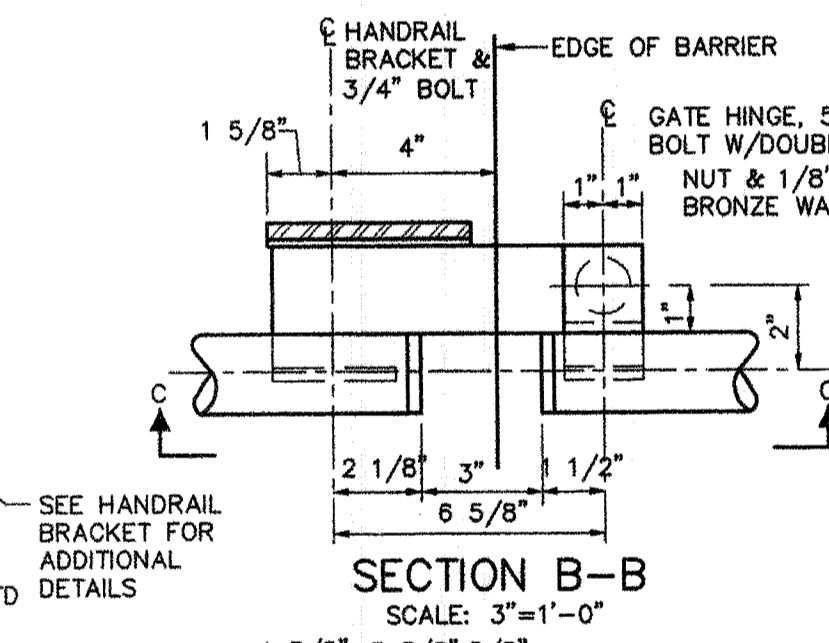
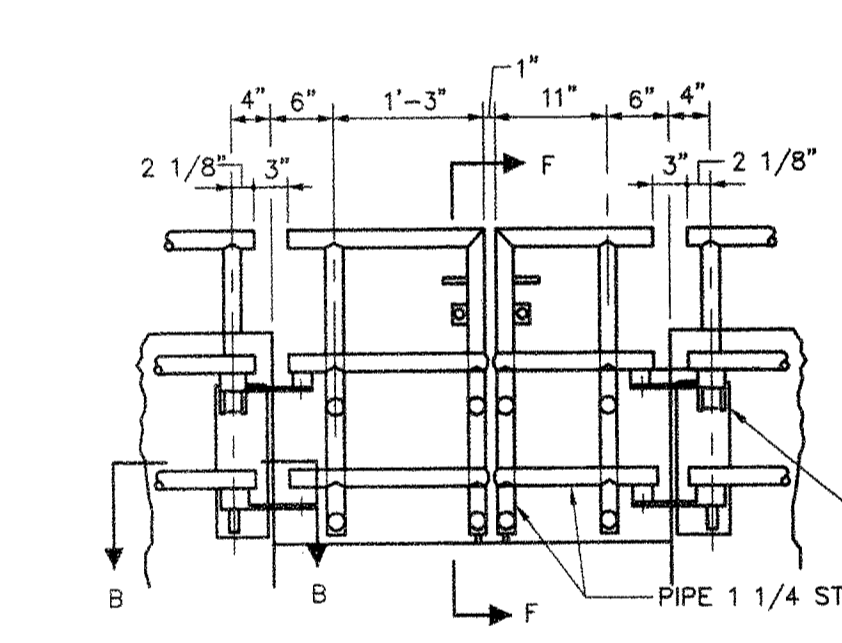
TRANSFER BRIDGE
PLAN, ELEVATION AND SECTION

FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.

FS&T PRJ. NO.	SCALE:	DES. SDDL/DRC	CHK. PPH/SGP/CWC	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
TM-082	AS NOTED	DR. ARC/RWT	CHK. REB/DPA	



RAILING AND VEHICULAR BARRIER DETAILS
SCALE: 1/2"=1'-0"



NOTES:

- FOR ADDITIONAL DETAILS OF VEHICULAR BARRIER, SEE SHEET T2.
- FOR ADDITIONAL DETAILS OF RAILINGS ON APRON, SEE SHEET T4.

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

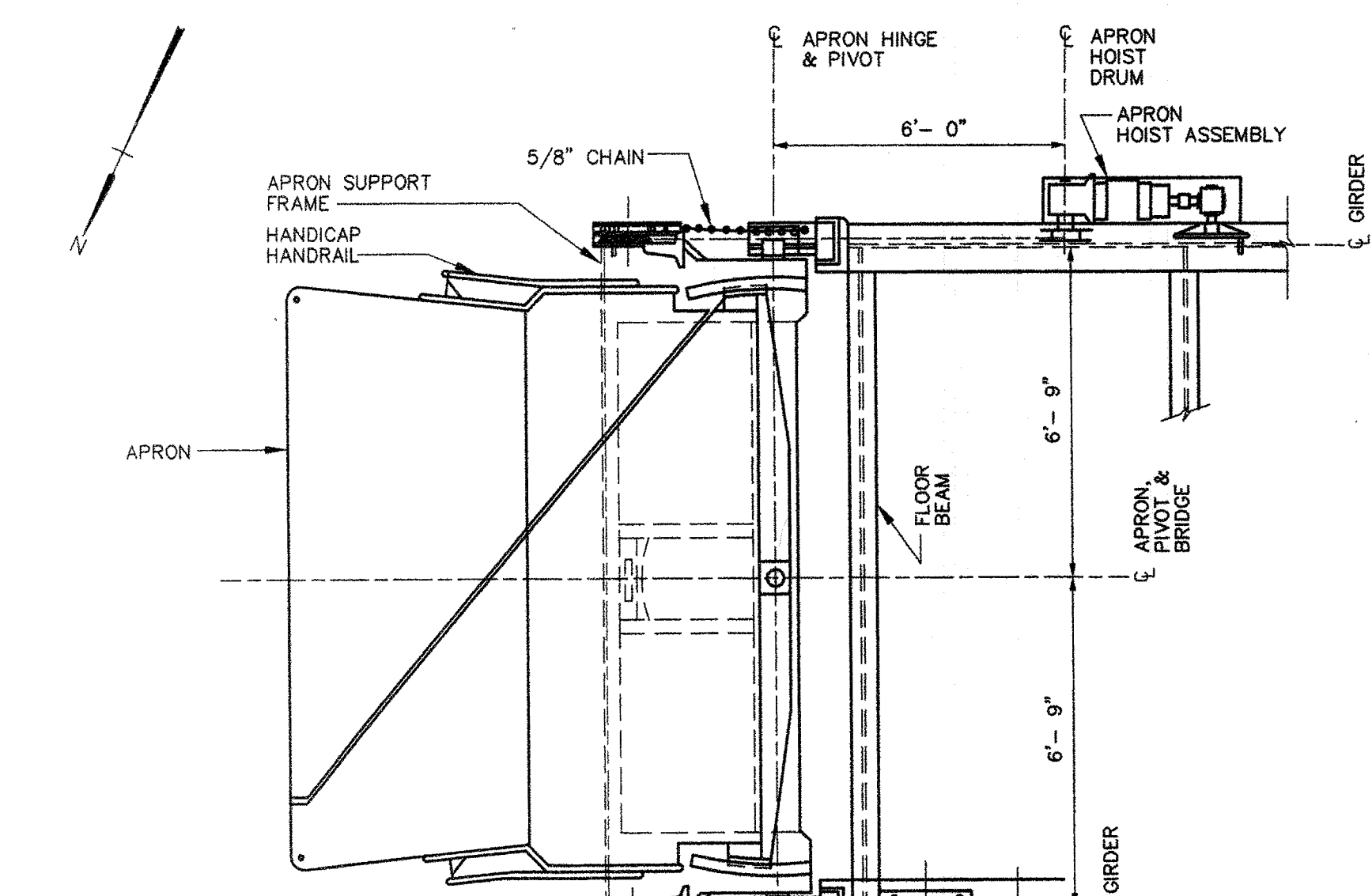
FERRY TERMINAL, ROCKLAND, MAINE

TRANSFER BRIDGE
BARRIER AND RAILING DETAILS

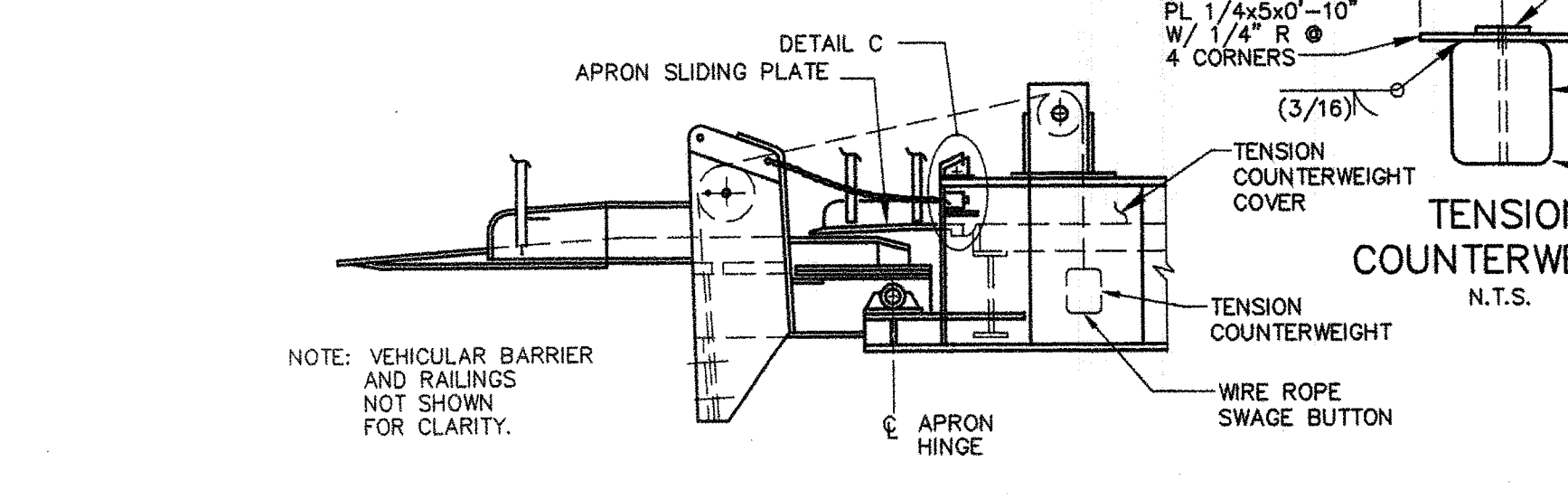
FAY SPOFFORD & THORNDIKE, LLC, ENGINEERS, BURLINGTON, MASS.

FS&T PROJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. SDOL/DRC DR. ARC/ED	CHK. PFH/ABB/CWC PROJ. ENGR. REB/DPA	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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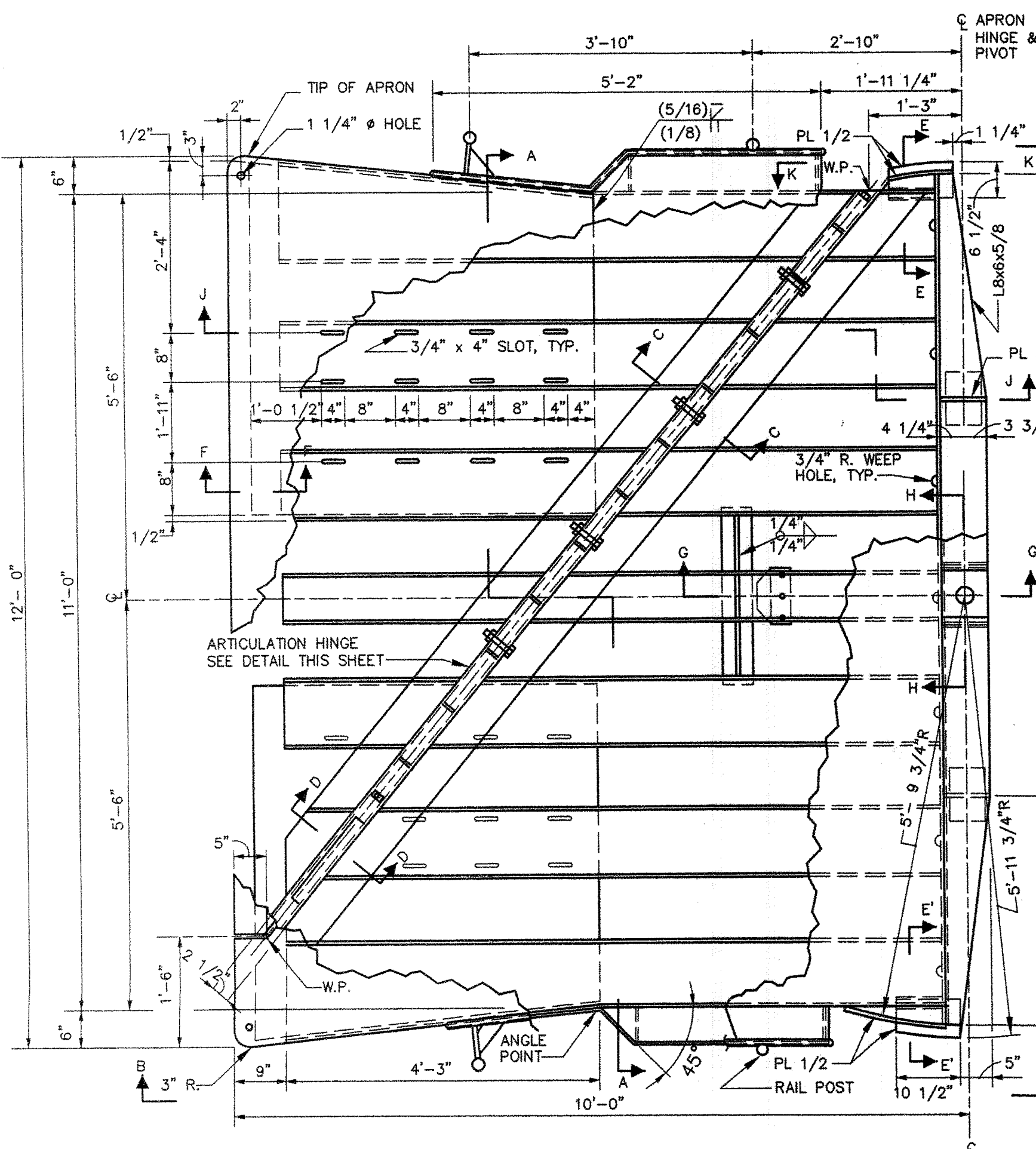
SHEET 31 OF 63 T3



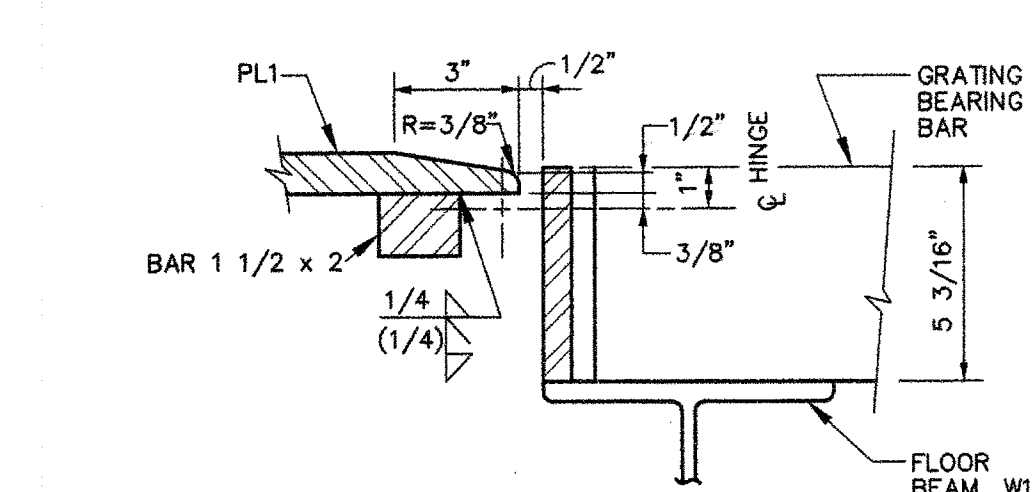
APRON PLAN
SCALE: 3/8" = 1'-0"



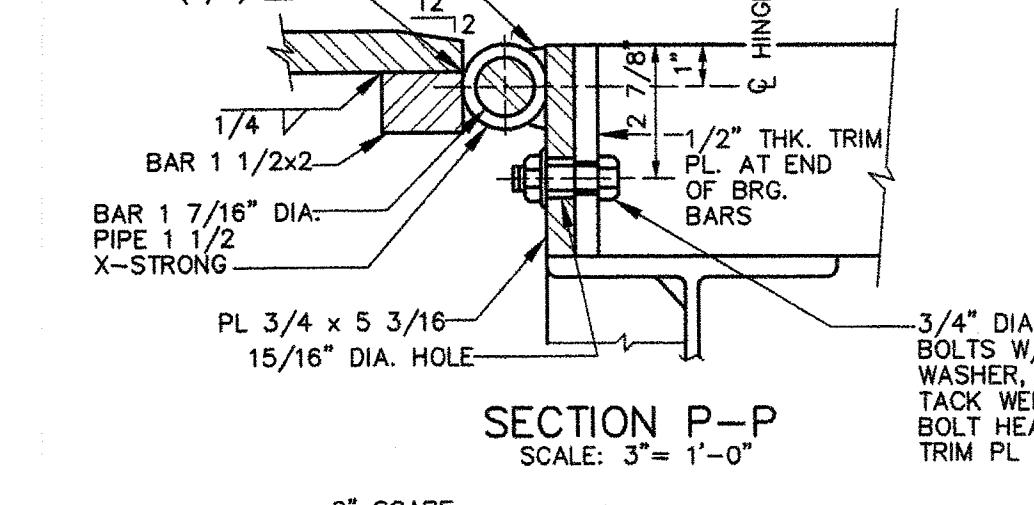
APRON ELEVATION
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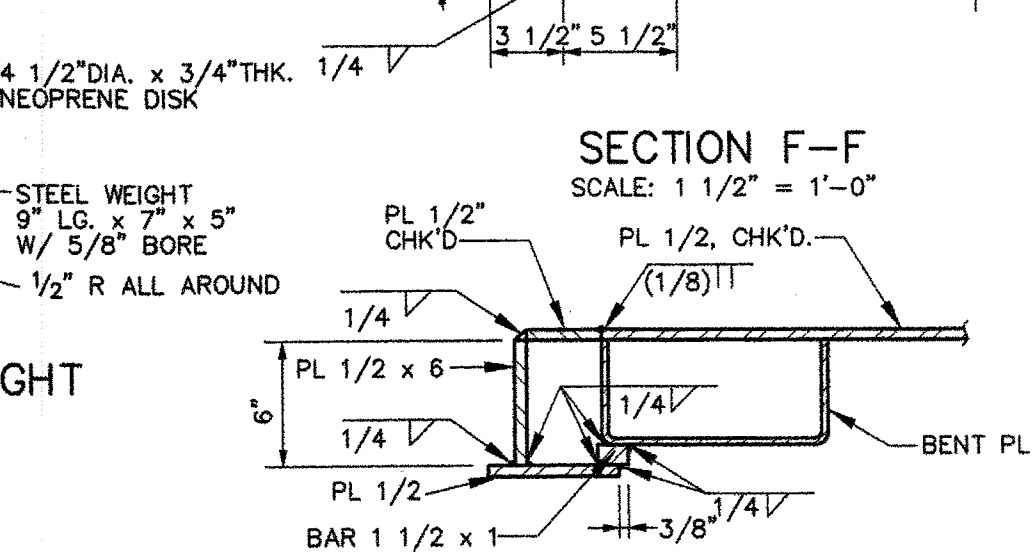
APRON PLAN
SCALE: 3/4" = 1'-0"



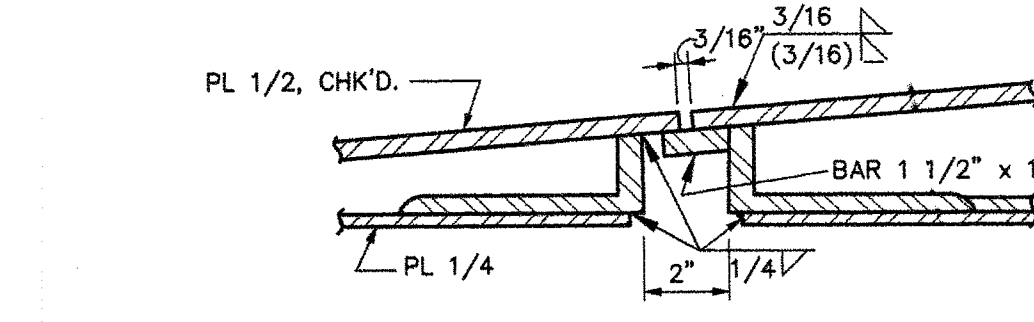
SECTION Q-Q
SCALE: 3" = 1'-0"



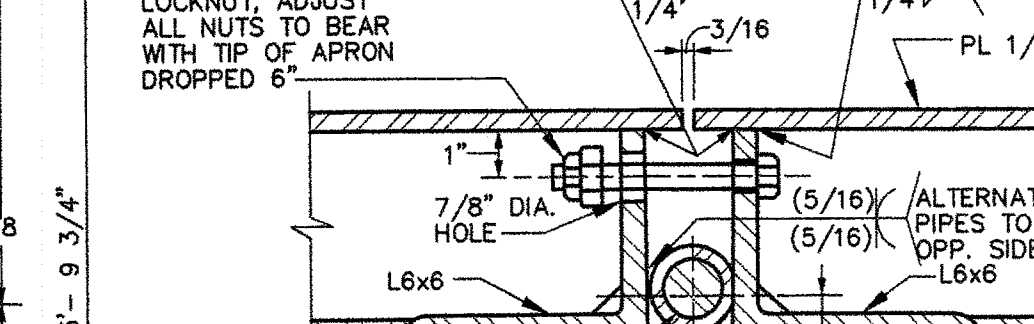
SECTION P-P
SCALE: 3" = 1'-0"



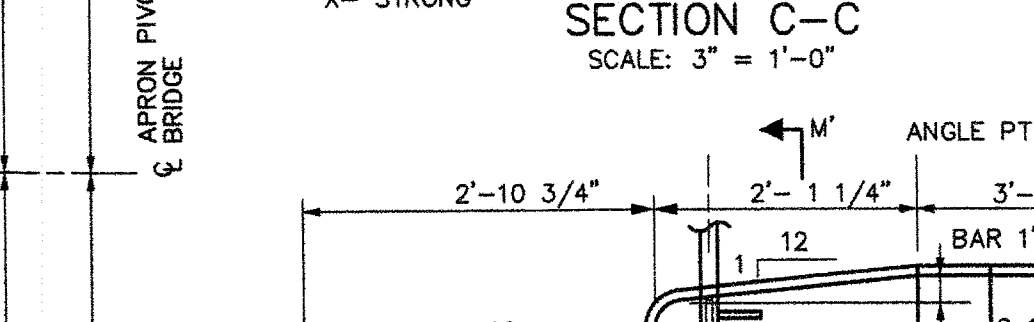
SECTION F-F
SCALE: 1 1/2" = 1'-0"



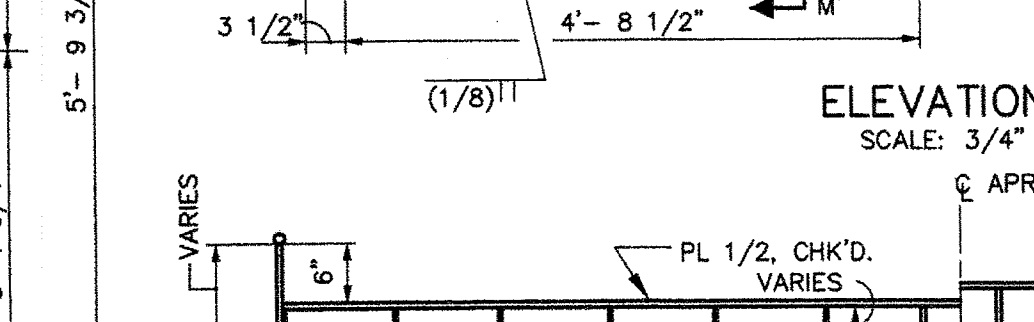
SECTION E-E (E'-E' OPP. HAND)
SCALE: 1 1/2" = 1'-0"



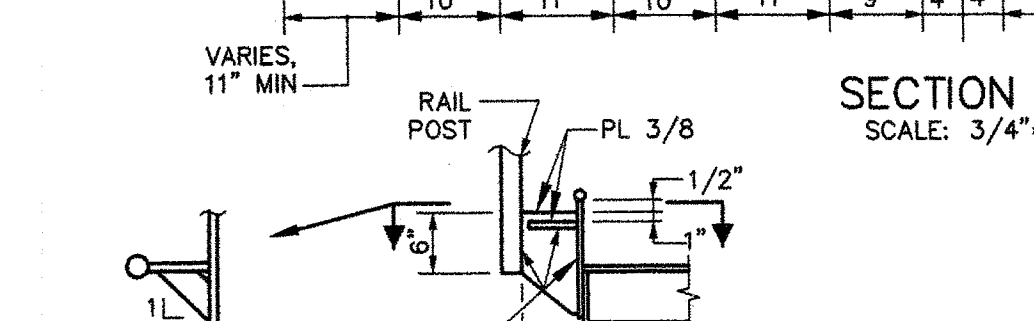
SECTION D-D
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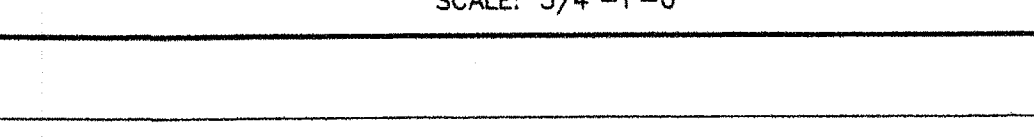
SECTION C-C
SCALE: 3" = 1'-0"



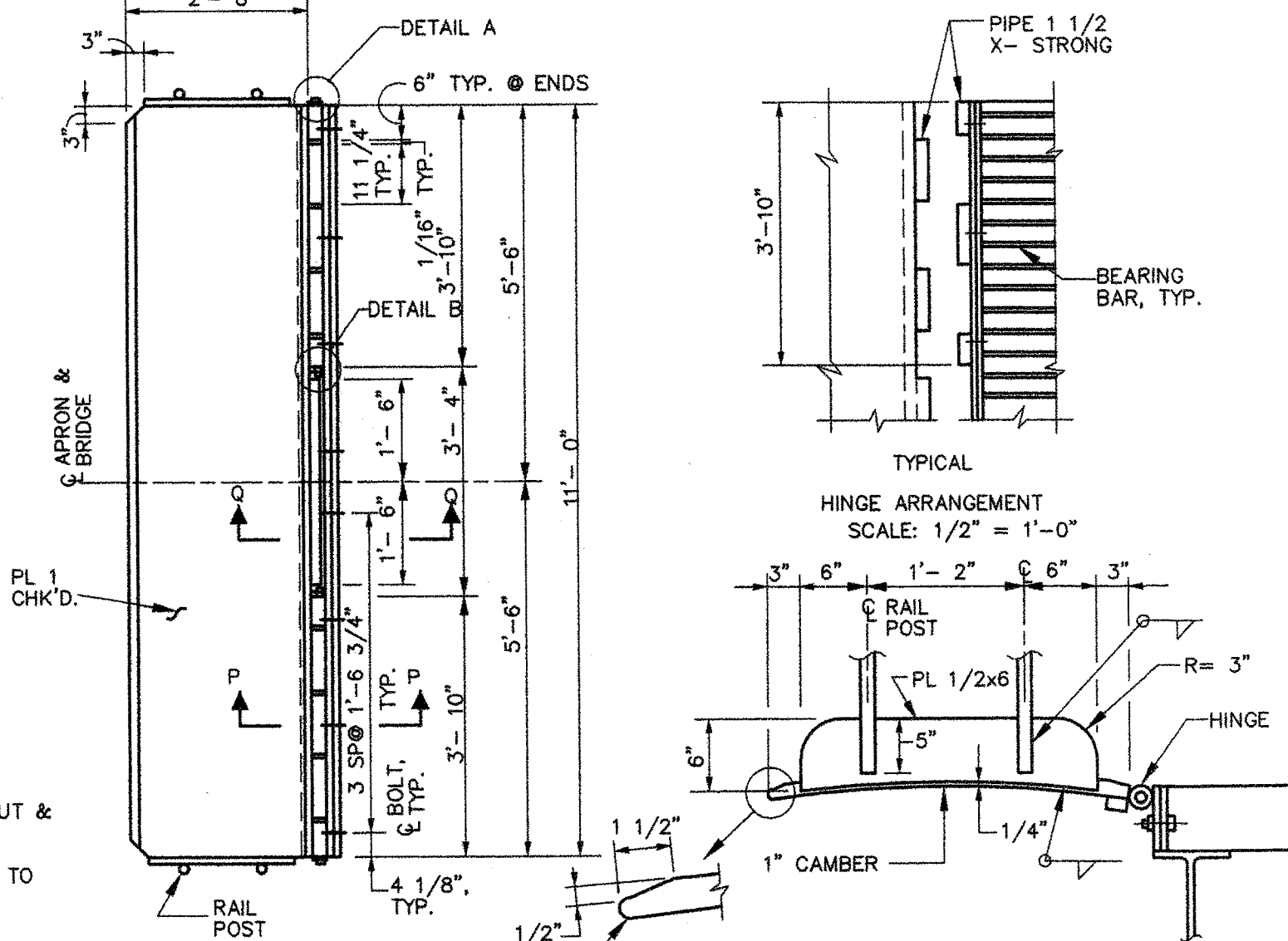
ELEVATION B-B
SCALE: 3/4" = 1'-0"



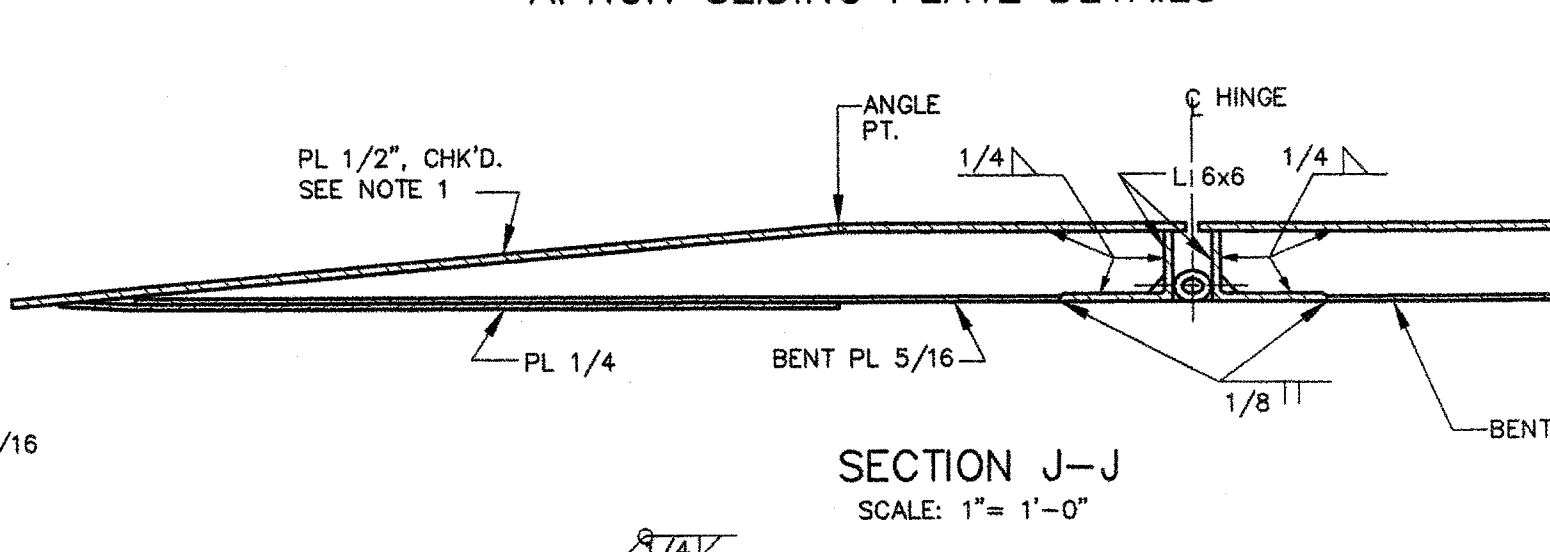
SECTION A-A
SCALE: 3/4" = 1'-0"



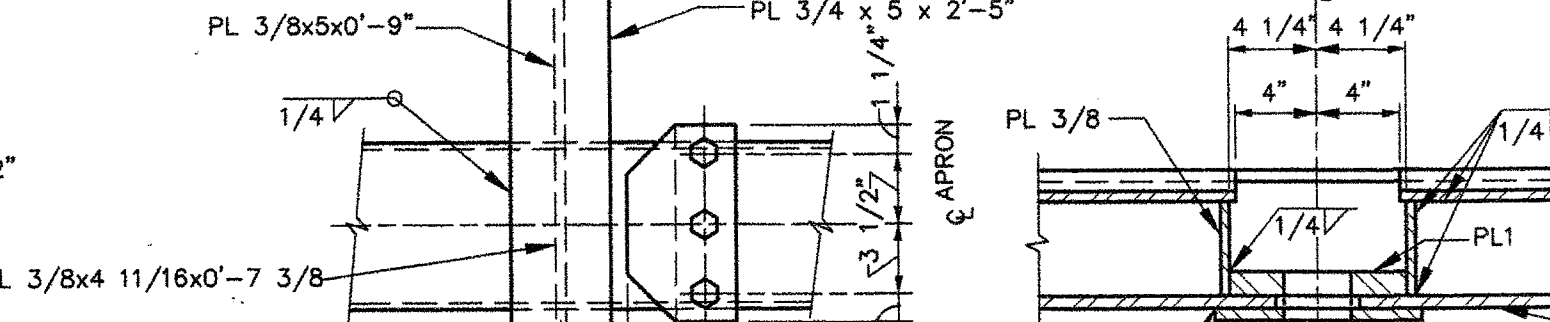
SECTION M'-M'
SCALE: 3/4" = 1'-0"



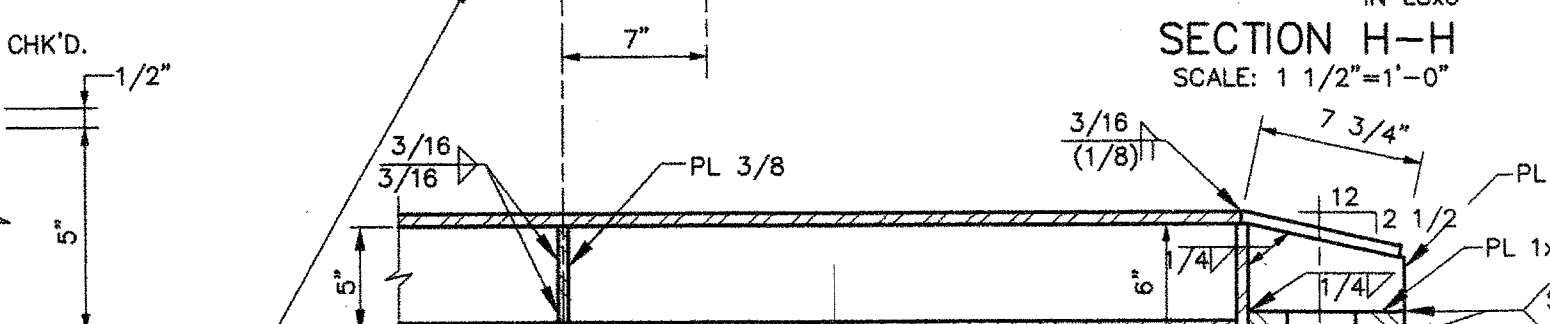
APRON SLIDING PLATE DETAILS PLAN
SCALE: 1/2" = 1'-0"



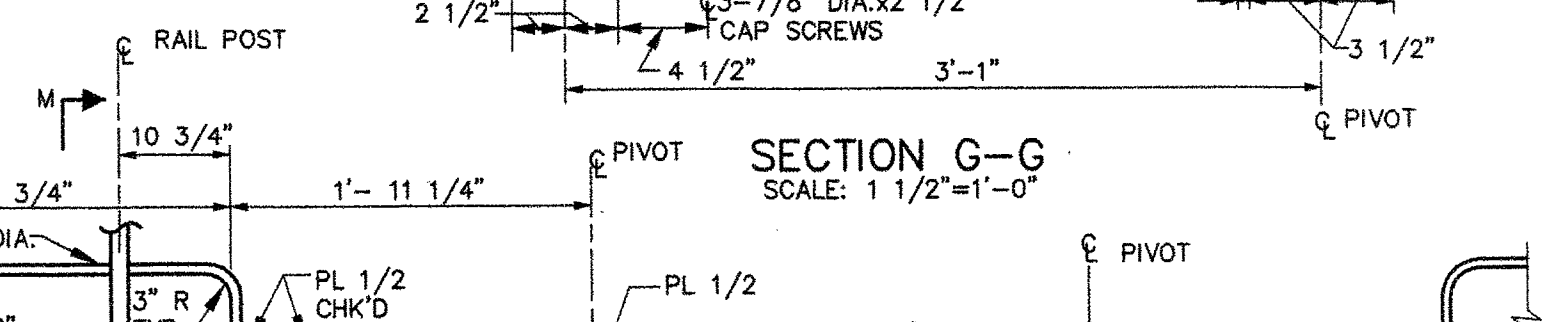
APRON SLIDING PLATE DETAILS SIDE ELEVATION
SCALE: 1/2" = 1'-0"



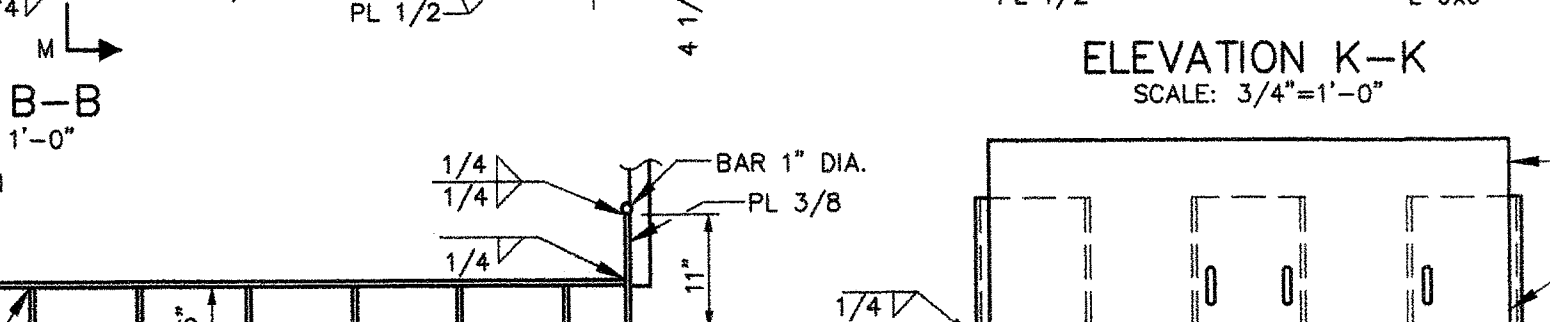
SECTION J-J
SCALE: 1" = 1'-0"



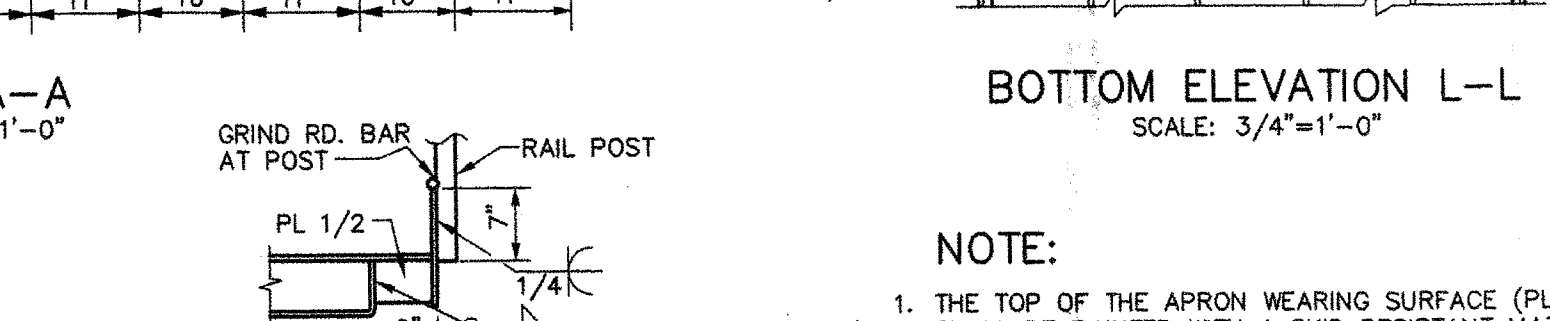
SECTION H-H
SCALE: 1 1/2" = 1'-0"



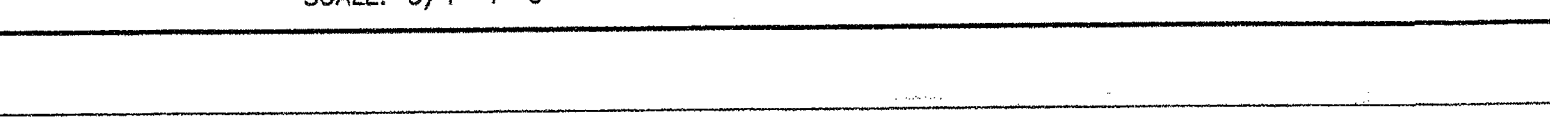
SECTION G-G
SCALE: 1 1/2" = 1'-0"



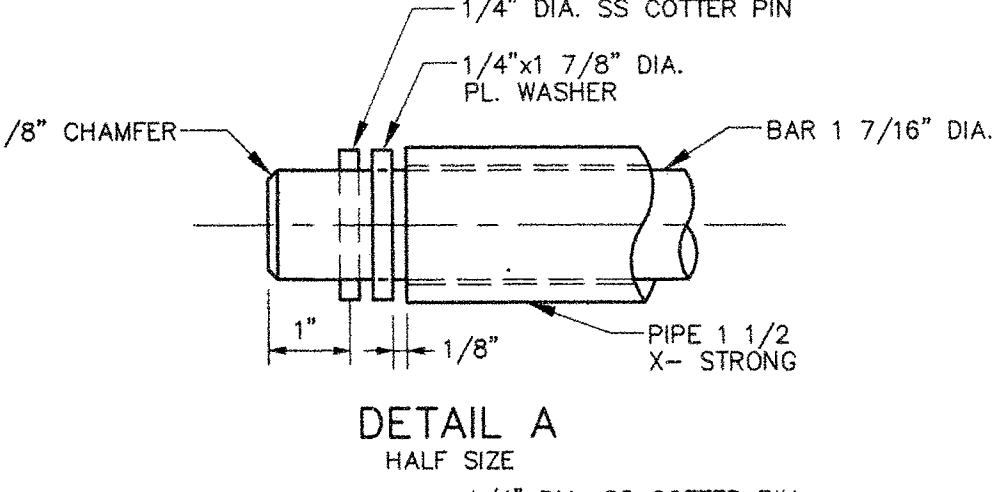
ELEVATION K-K
SCALE: 3/4" = 1'-0"



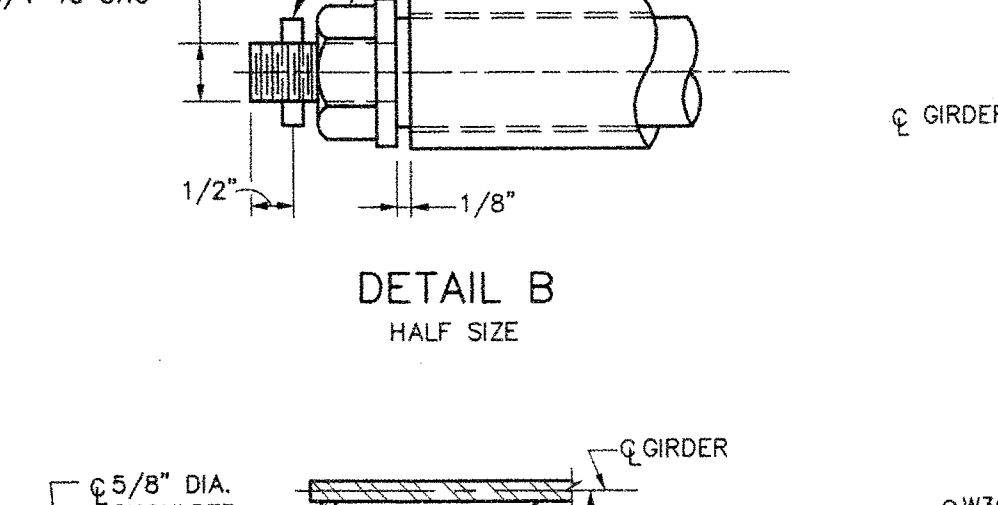
BOTTOM ELEVATION L-L
SCALE: 3/4" = 1'-0"



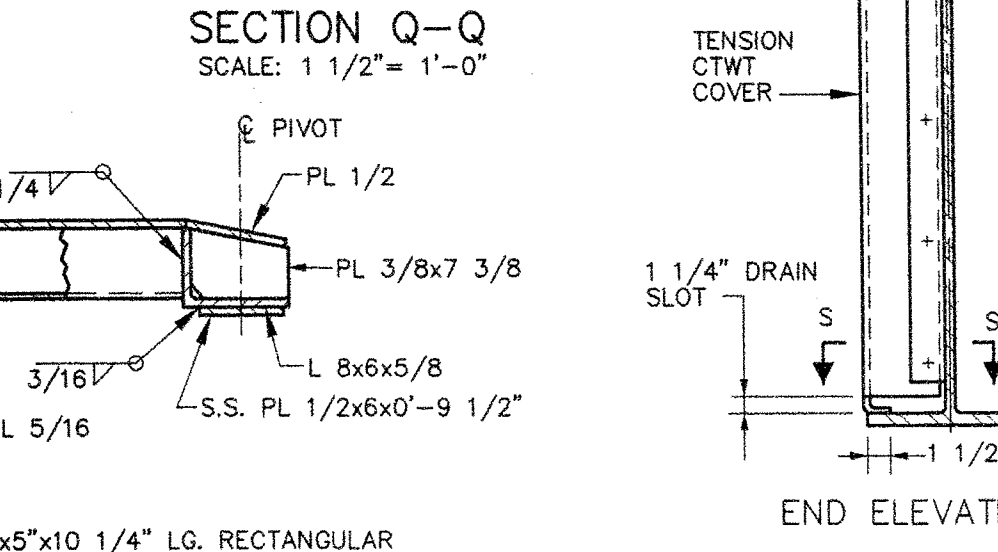
SECTION M-M
SCALE: 3/4" = 1'-0"



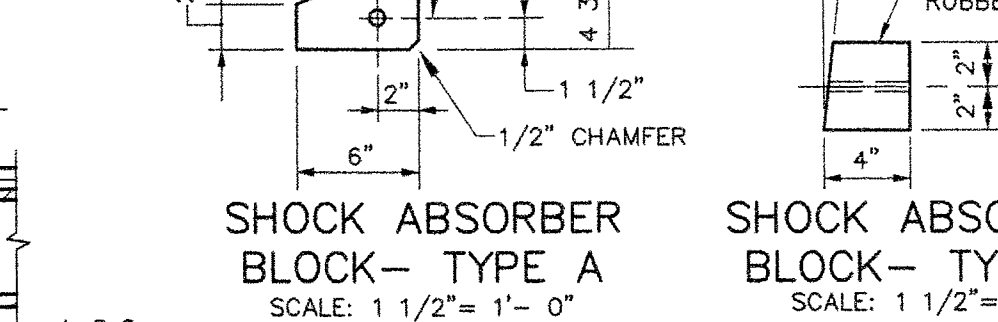
DETAIL A
HALF SIZE



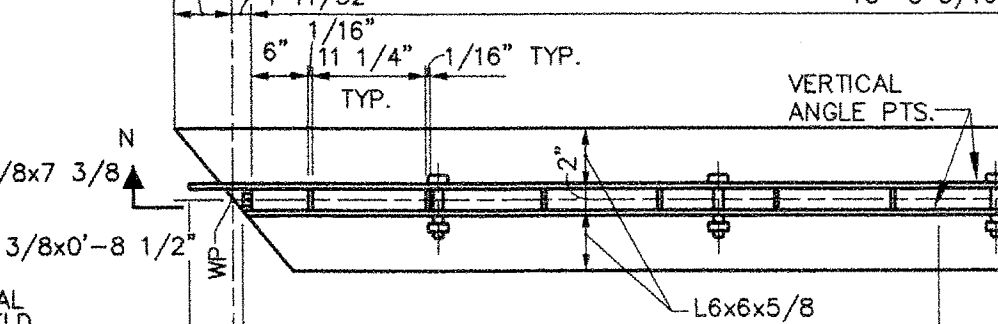
DETAIL B
HALF SIZE



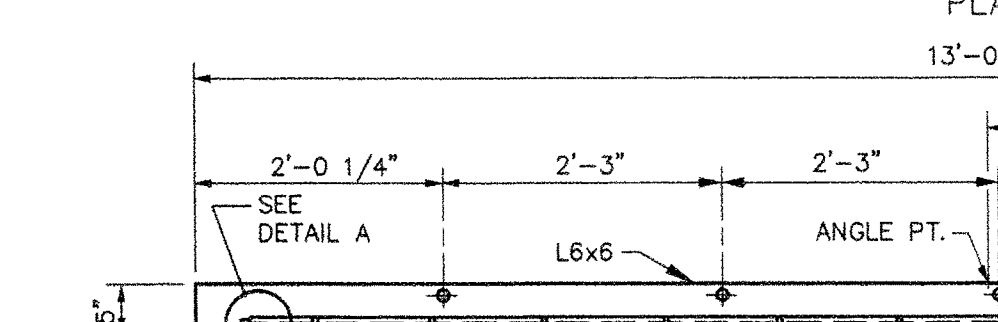
SECTION Q-Q
SCALE: 1 1/2" = 1'-0"



SHOCK ABSORBER BLOCK - TYPE A
SCALE: 1 1/2" = 1'-0"



SHOCK ABSORBER BLOCK - TYPE B
SCALE: 1 1/2" = 1'-0"



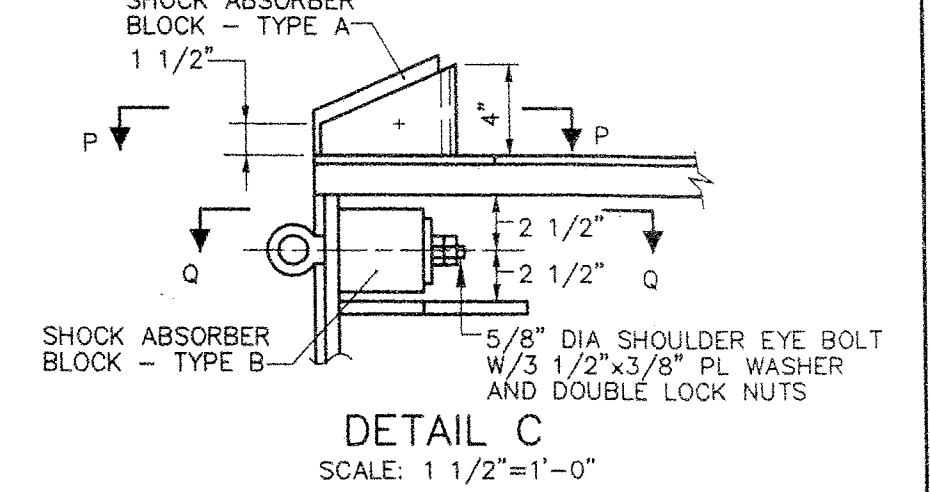
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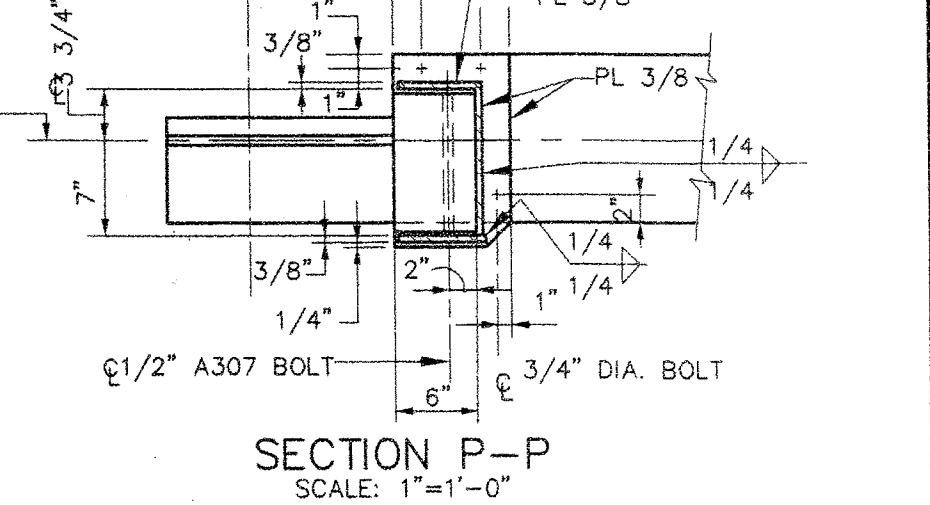
SECTION T-T
SCALE: 1" = 1'-0"



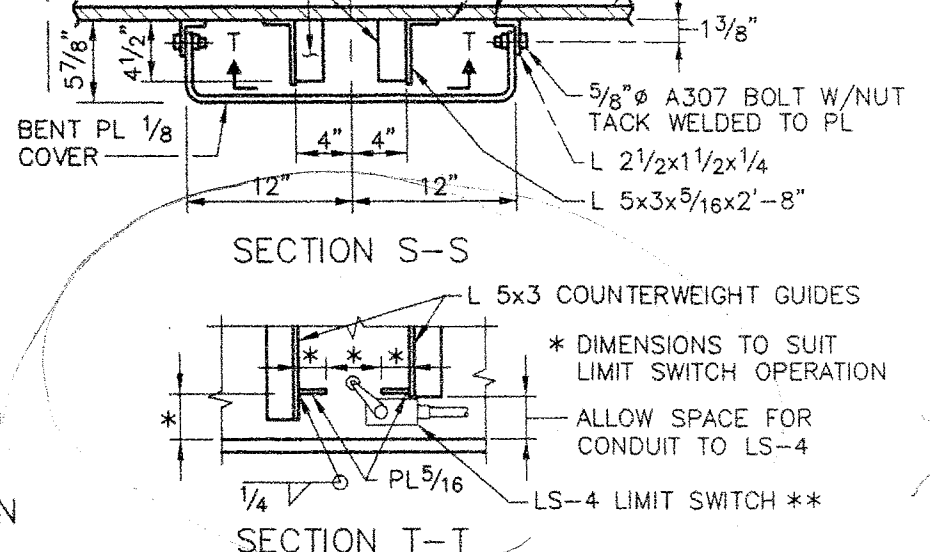
ARTICULATION HINGE DETAILS
SCALE: 3/4" = 1'-0"



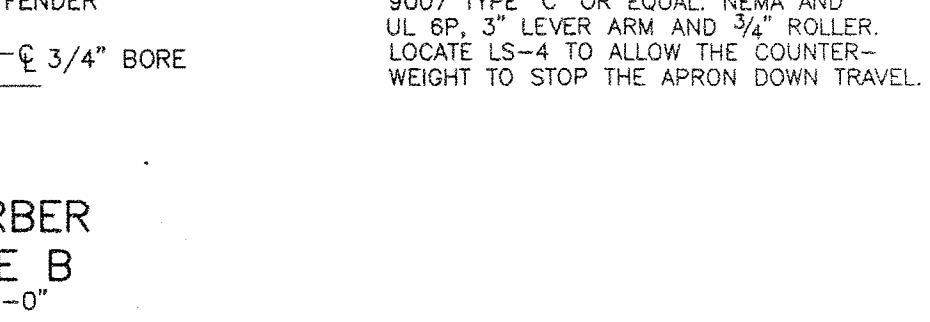
SHOCK ABSORBER BLOCK - TYPE A
SCALE: 1 1/2" = 1'-0"



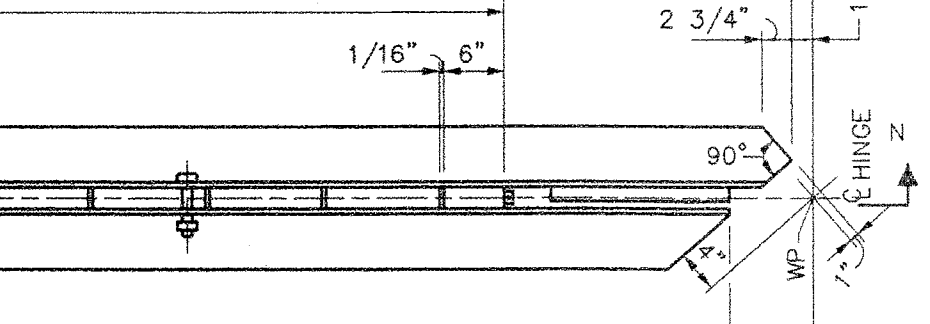
SHOCK ABSORBER BLOCK - TYPE B
SCALE: 1 1/2" = 1'-0"



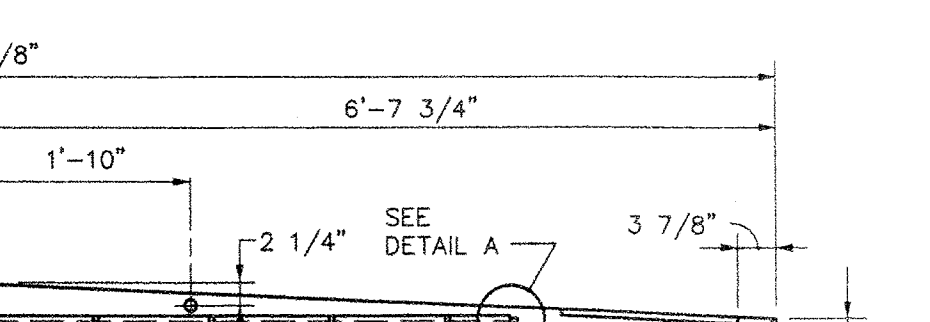
SECTION P-P
SCALE: 1" = 1'-0"



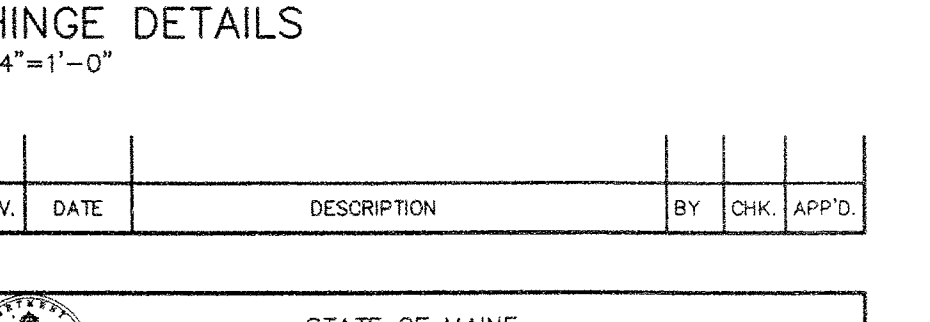
SECTION S-S
SCALE: 1" = 1'-0"



SECTION T-T
SCALE: 1" = 1'-0"



ARTICULATION HINGE DETAILS
SCALE: 3/4" = 1'-0"



SECTION N-N
SCALE: 3/4" = 1'-0"

NOTE: BRIDGE DECK, VEHICULAR BARRIER & APRON SLIDING PL NOT SHOWN FOR CLARITY.

NOTE: VEHICULAR BARRIER AND RAILINGS NOT SHOWN FOR CLARITY.

NOTE: BRIDGE DECK, VEHICULAR BARRIER & APRON SLIDING PL NOT SHOWN FOR CLARITY.

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NOTE: BRIDGE DECK, VEHICULAR BARRIER & APRON SLIDING PL NOT SHOWN FOR CLARITY.

NOTE: VEHICULAR BARRIER AND RAILINGS NOT SHOWN FOR CLARITY.

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

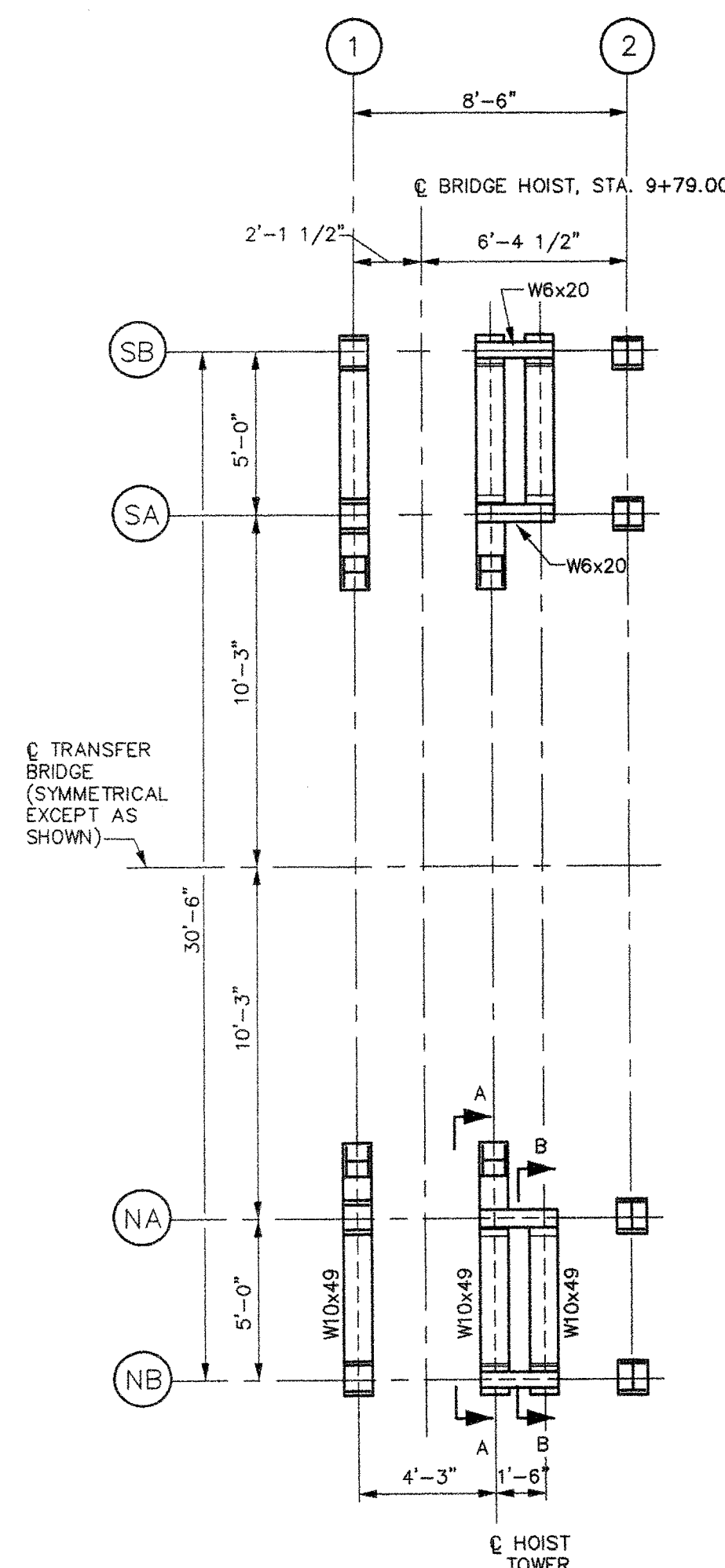
FERRY TERMINAL, ROCKLAND, MAINE

**TRANSFER BRIDGE
APRON DETAILS - PART 1**

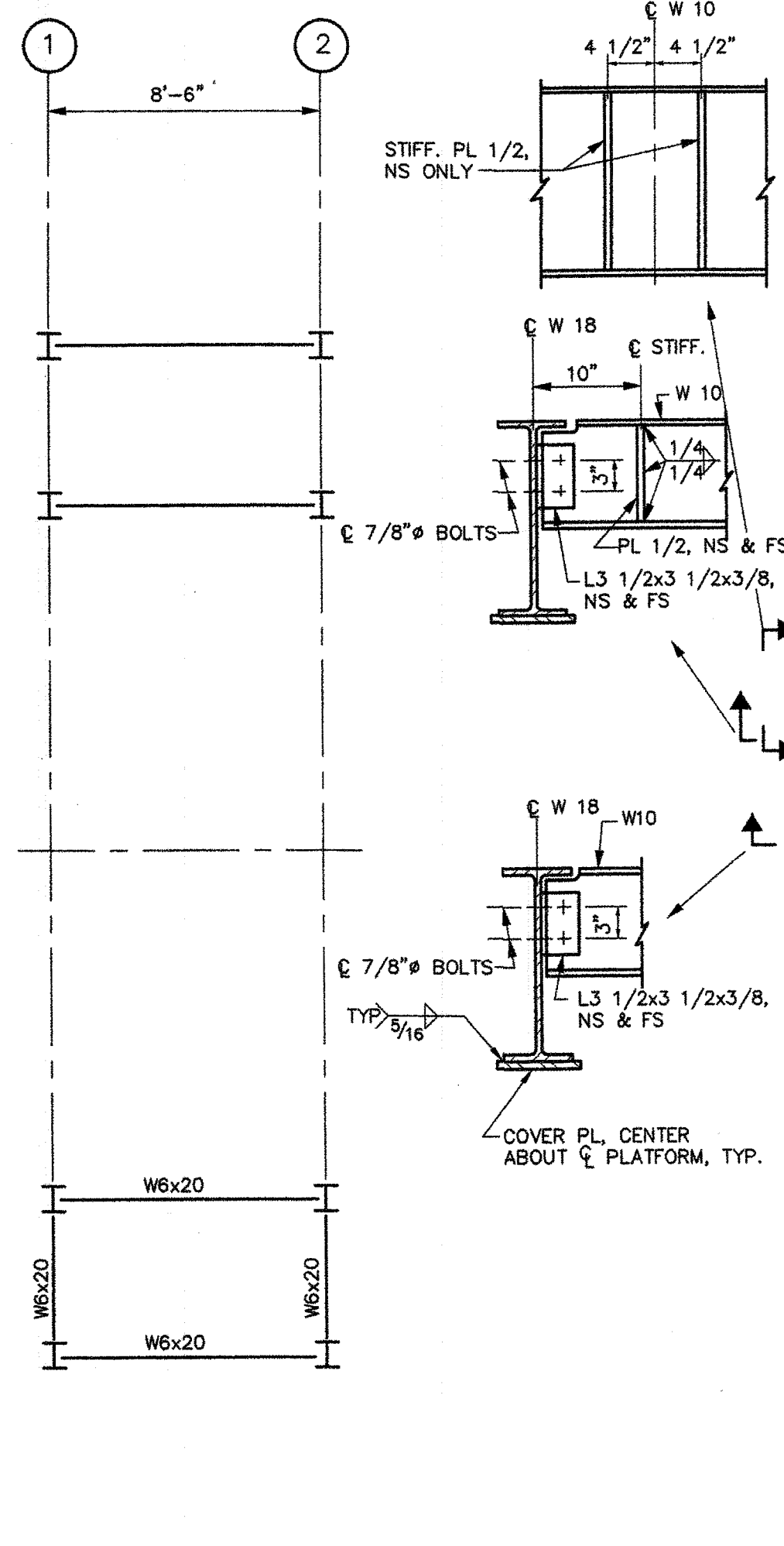
FAY SPOFFORD & THORNDIKE, LLC, ENGINEERS, BURLINGTON, MASS.

FS&T PRJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. SDDL/DRG DR. ARC/RWT	CHK. PPH/CWC ENGR. REB/DPA	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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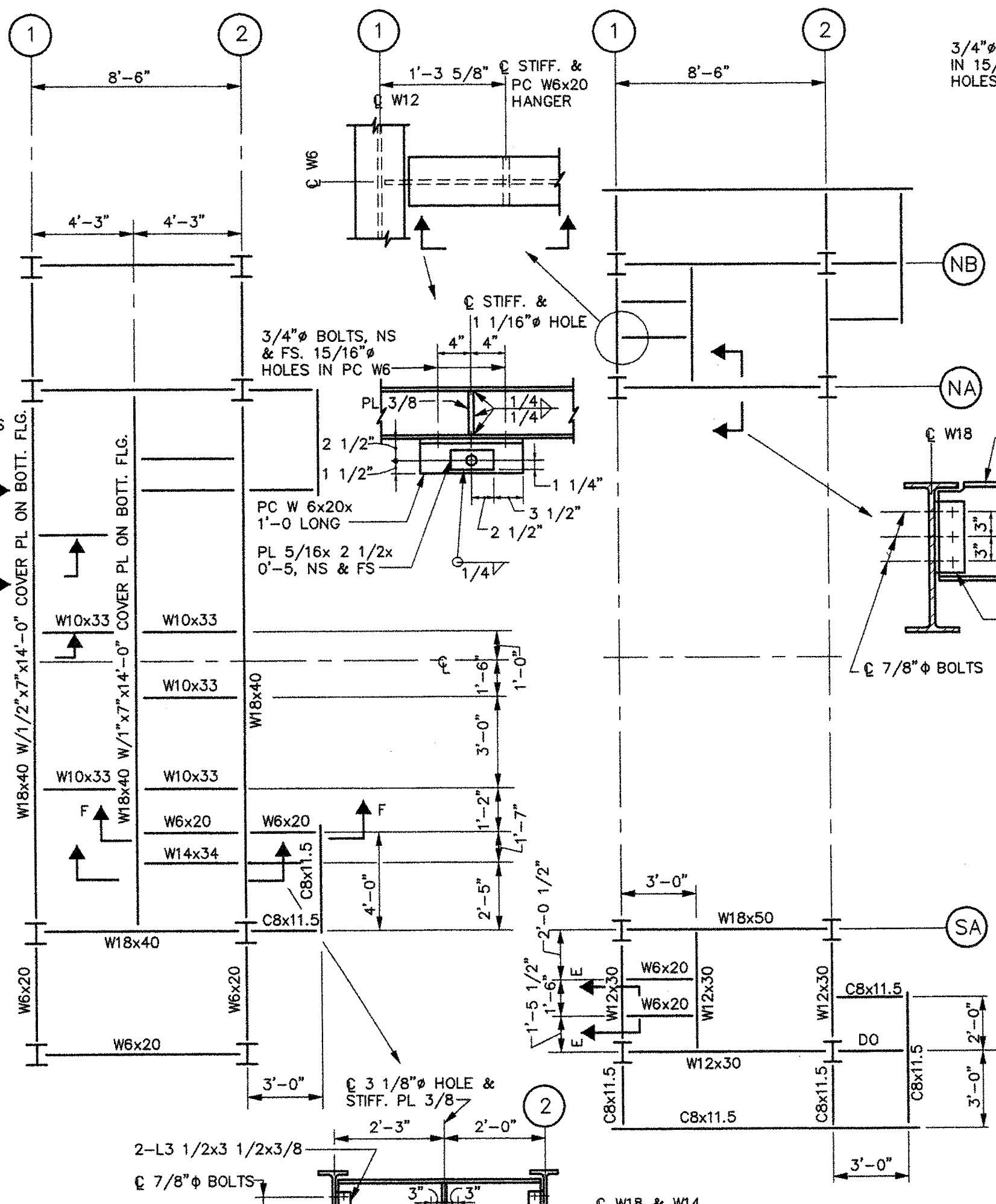
SHEET 32 OF 63 T4



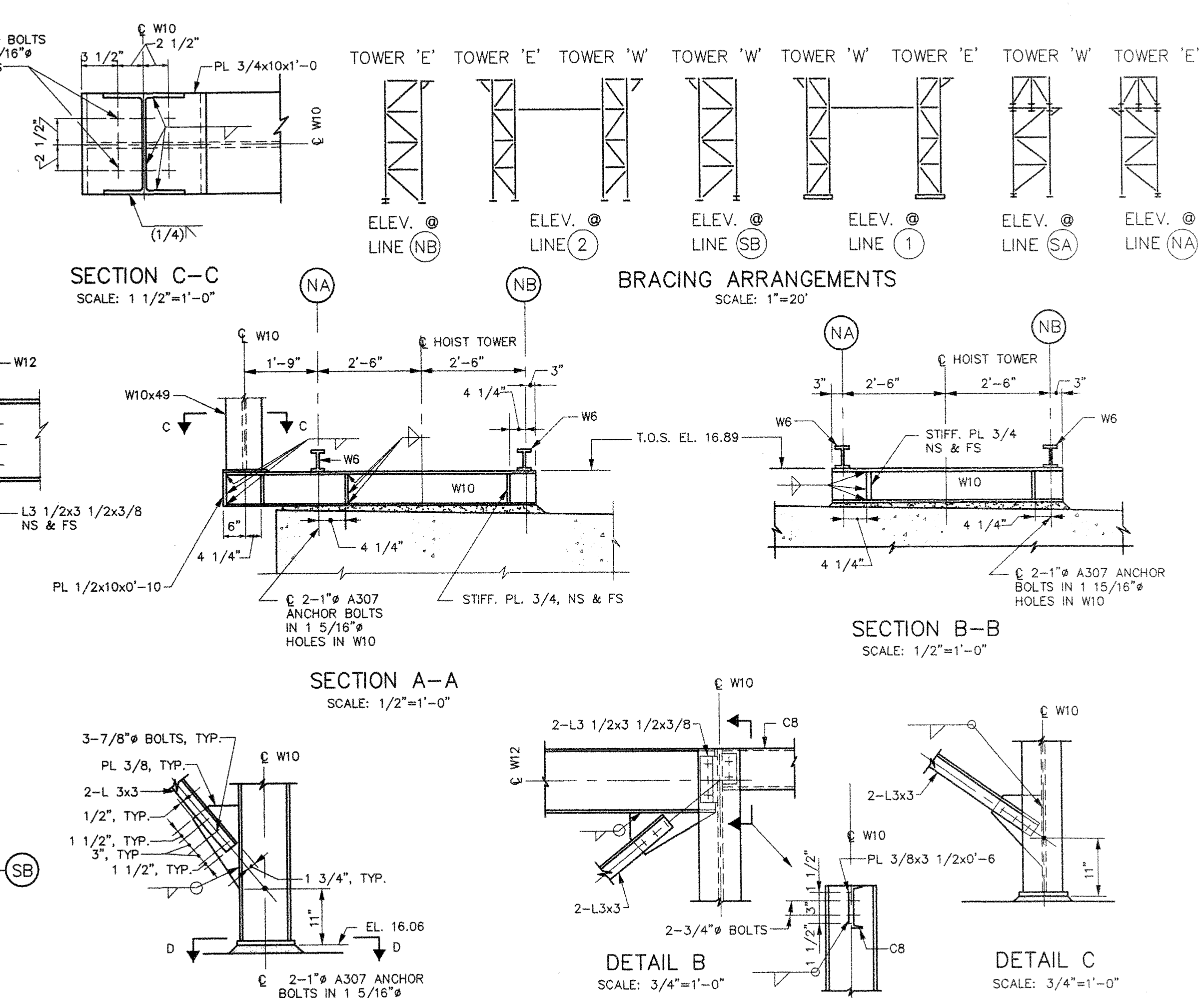
FOUNDATION ELEV. 16.0



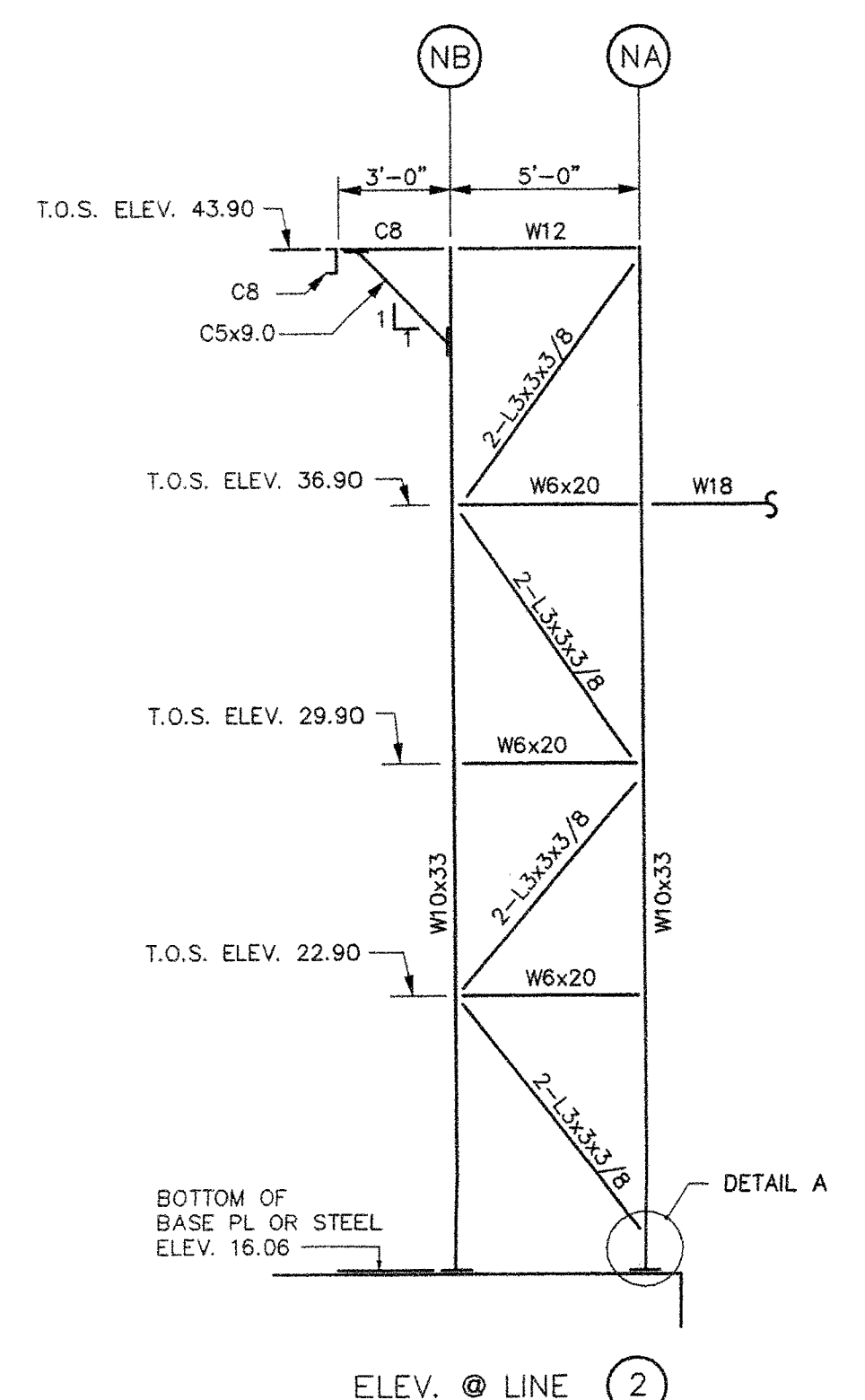
T.O.S. ELEV. 22.90 & 29.90



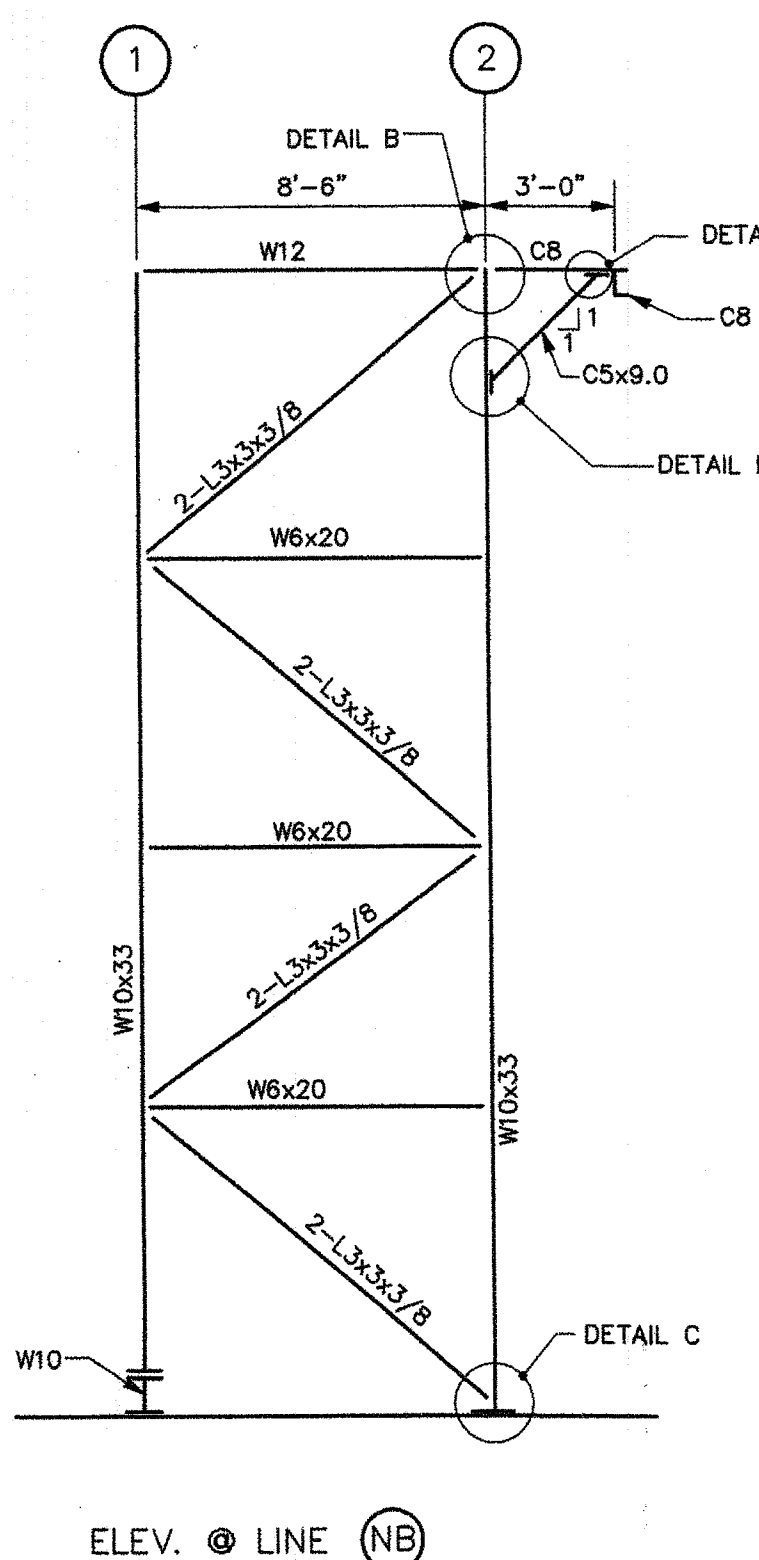
PLATFORM ELEV. 37.0



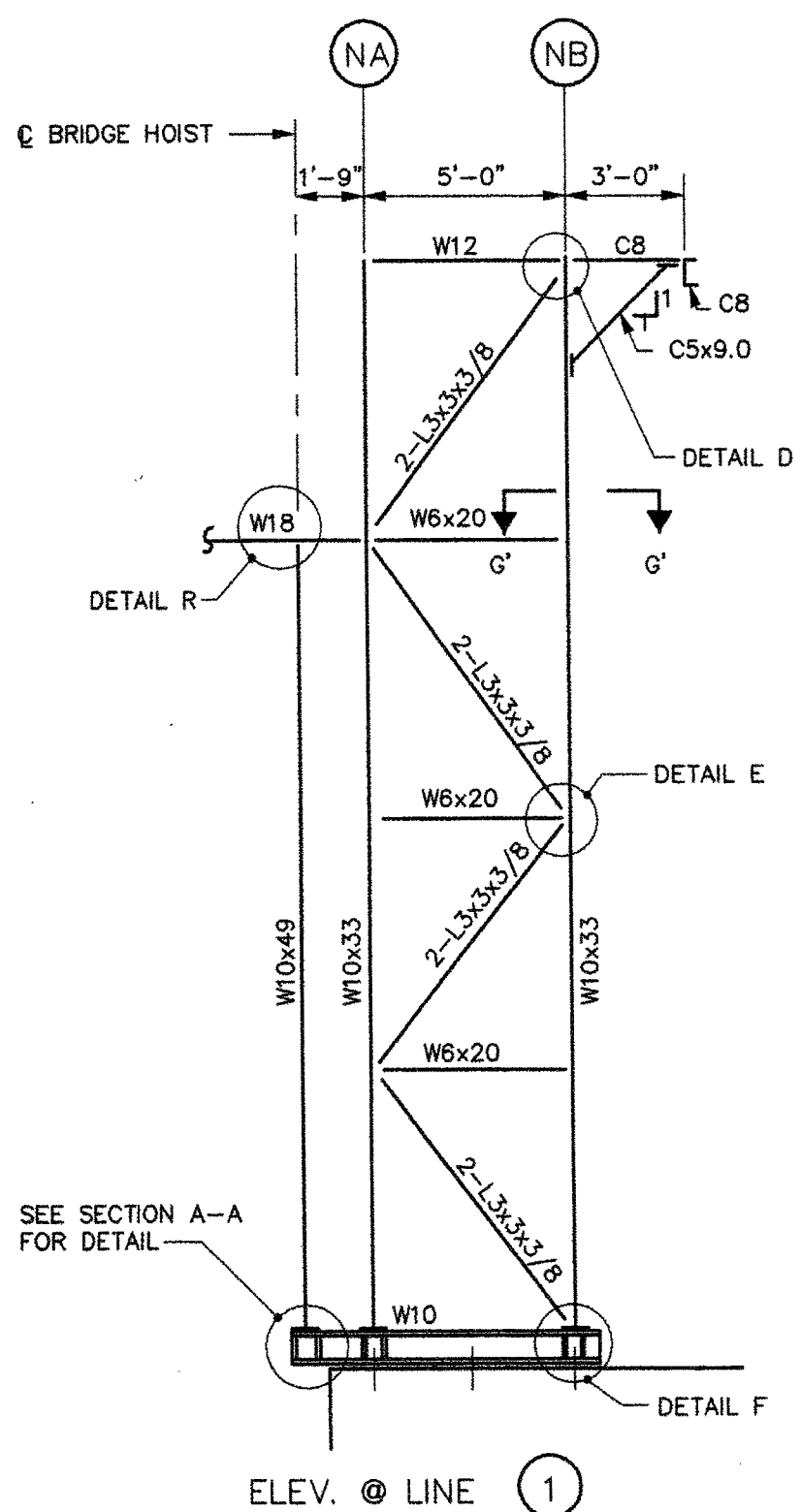
PLATFORM ELEV. 44.0



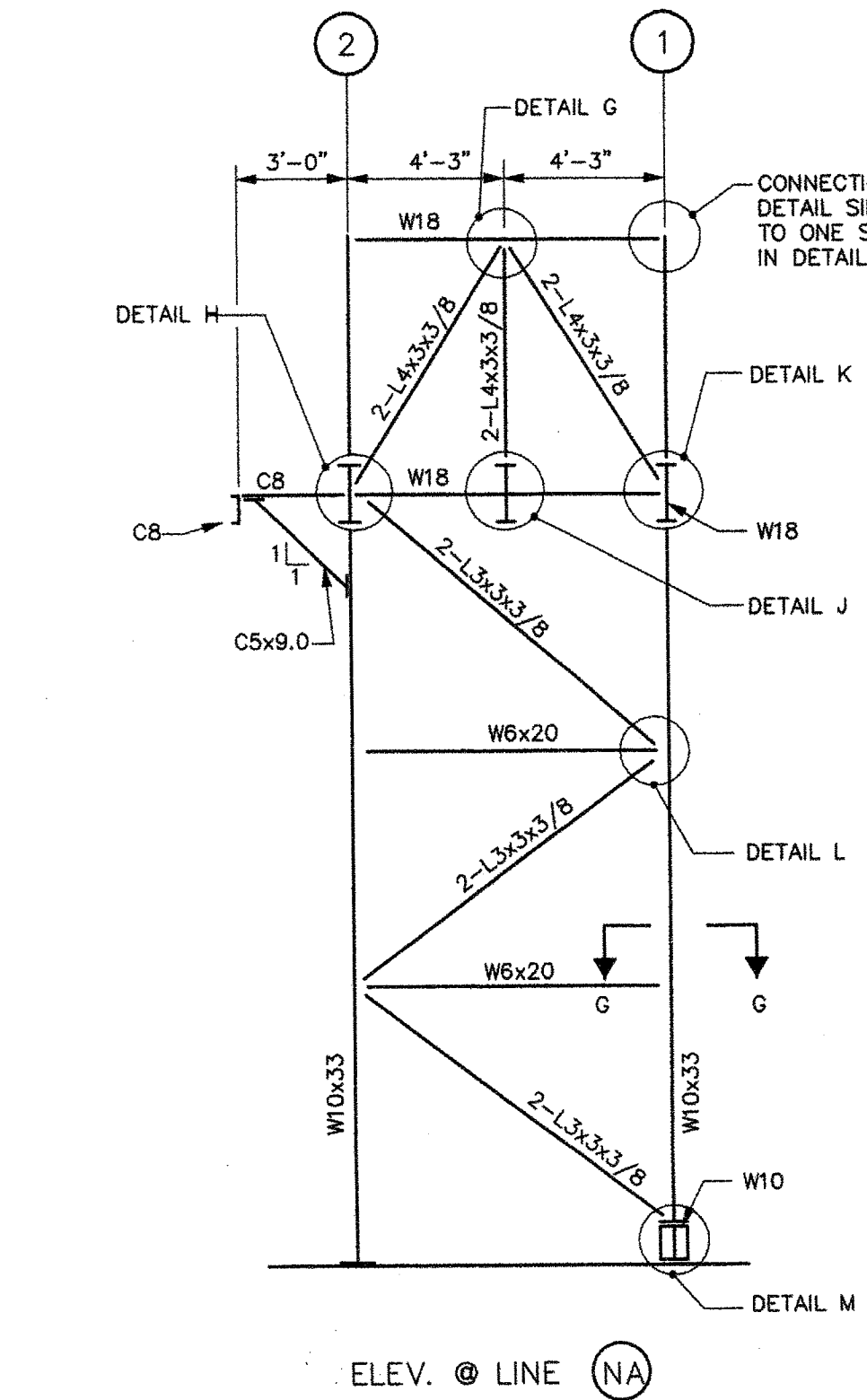
ELEV. @ LINE 2



ELEV. @ LINE NB



ELEV. @ LINE 1

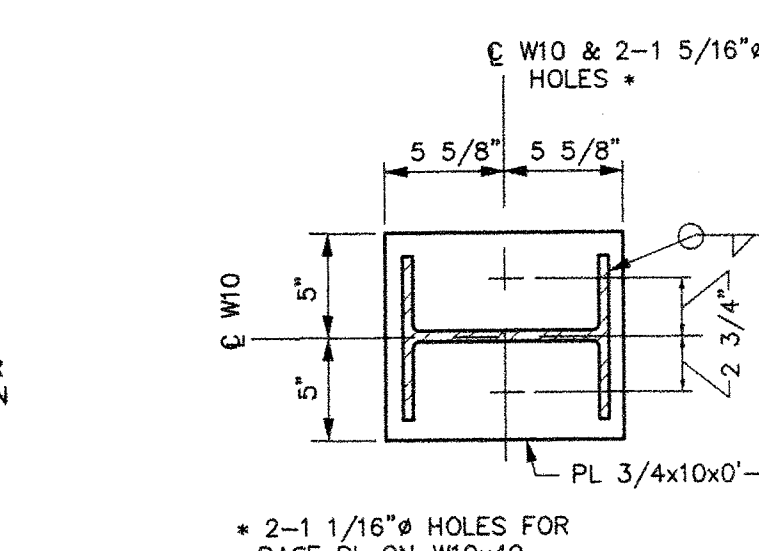


ELEV. @ LINE NA

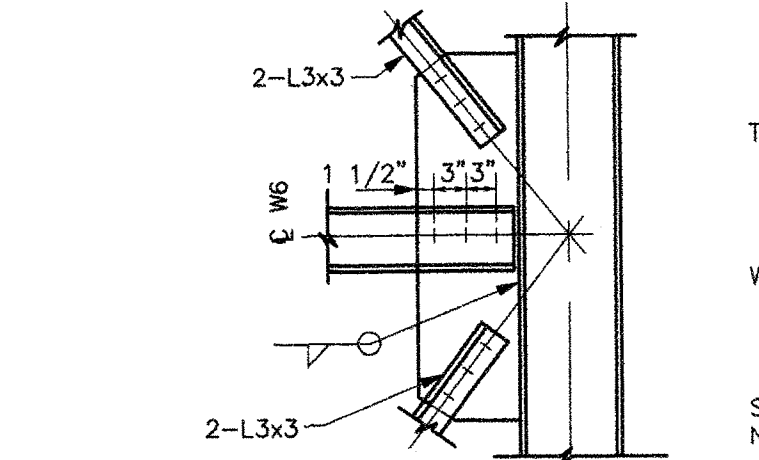
ELEVATIONS
(NORTH HOIST TOWER 'N' SHOWN,
SOUTH HOIST TOWER 'S' OPP. HAND)
SCALE: 1/4"=1'-0"

FRAMING PLANS
SCALE: 1/4"=1'-0"

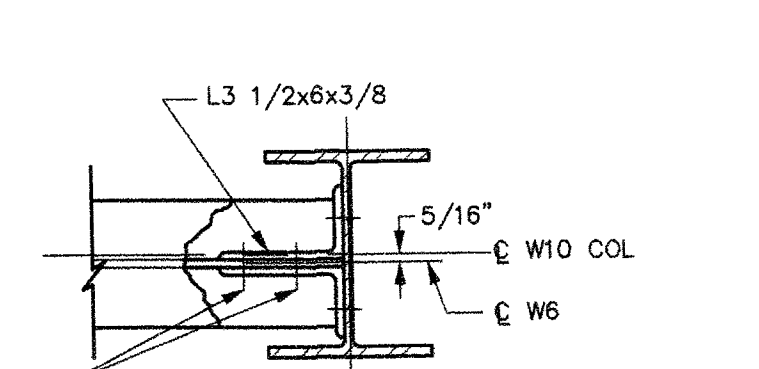
DETAIL A
SCALE: 3/4"=1'-0"



SECTION D-D
SCALE: 1 1/2"=1'-0"

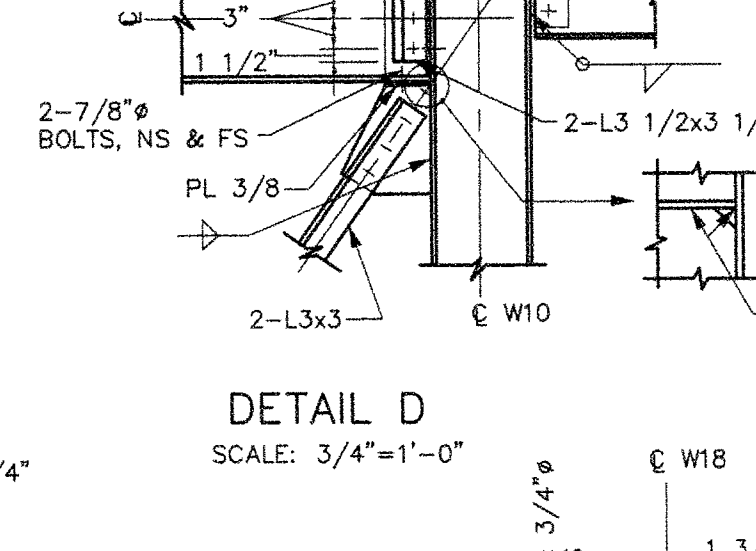


DETAIL E
SCALE: 3/4"=1'-0"

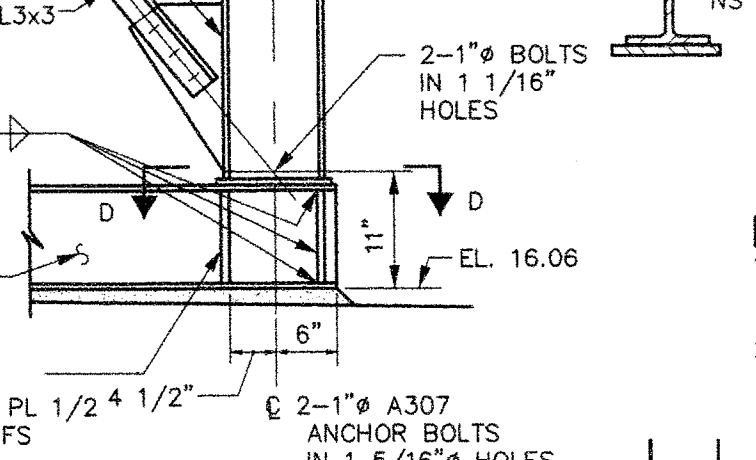


SECTION G-G
(G'-G' SIMILAR)
SCALE: 1 1/2"=1'-0"

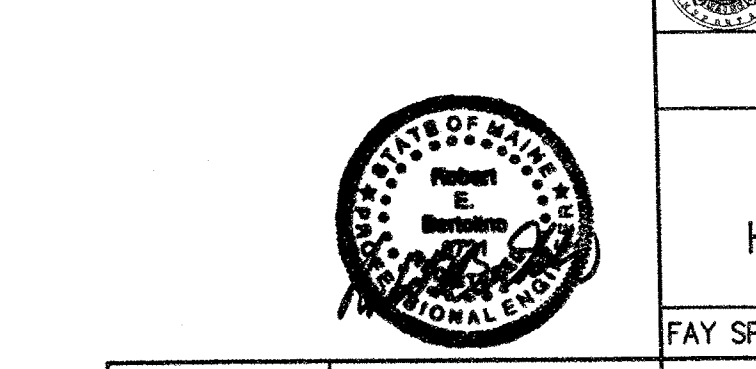
DETAIL B
SCALE: 3/4"=1'-0"



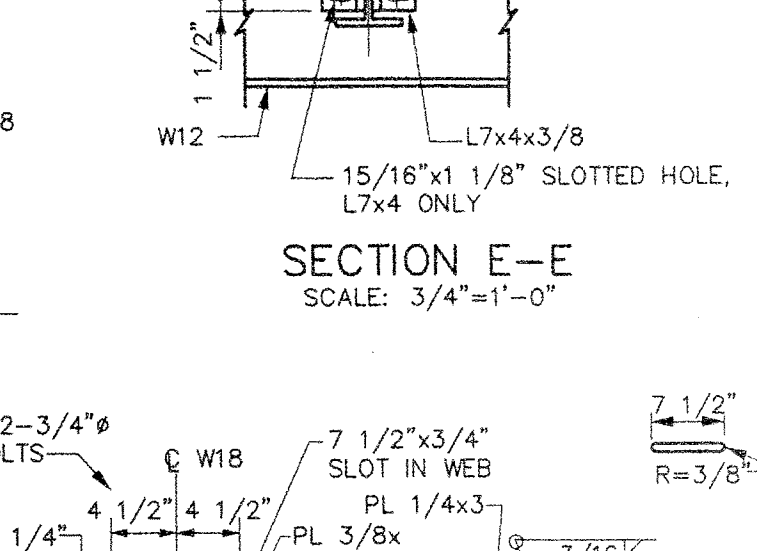
SECTION E-E
SCALE: 3/4"=1'-0"



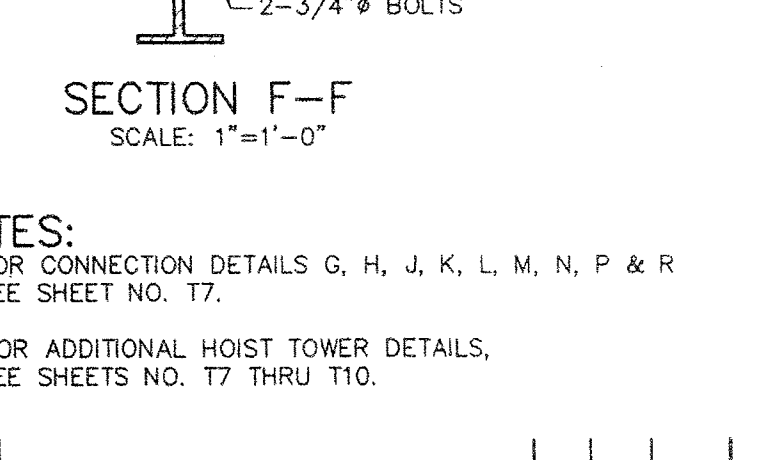
DETAIL F
SCALE: 3/4"=1'-0"



DETAIL C
SCALE: 3/4"=1'-0"



SECTION F-F
SCALE: 1"=1'-0"



- NOTES:
- FOR CONNECTION DETAILS G, H, J, K, L, M, N, P & R SEE SHEET NO. 17.
 - FOR ADDITIONAL HOIST TOWER DETAILS, SEE SHEETS NO. T7 THRU T10.

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

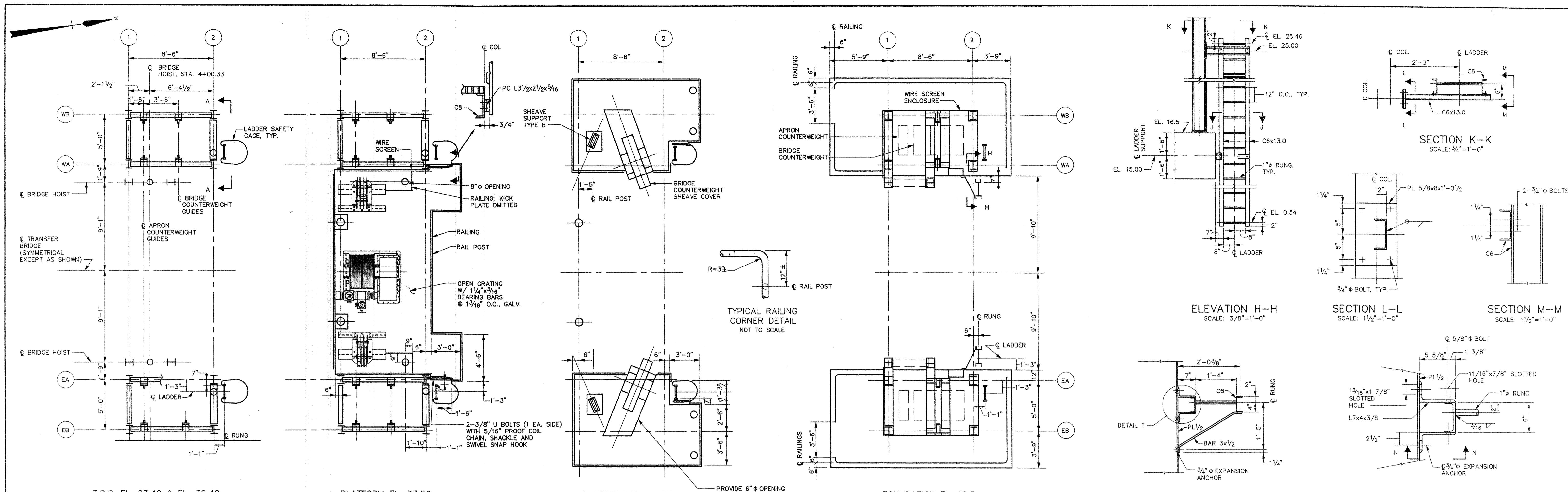
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

FERRY TERMINAL, ROCKLAND, MAINE

TRANSFER BRIDGE
HOIST TOWER DETAILS - PART 1

FAY SPOFFORD & THORNDIKE, LLC, ENGINEERS, BURLINGTON, MASS.

FS&T PRJ. NO.	SCALE:	DES. SDG./DRC.	CHK. PPH/CWC.	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
TM-082	AS NOTED	DR. WJ/AF/RWT	ENGR. REB/DPA	



T.O.S. EL. 23.40 & EL. 30.40

PLATFORM EL. 37.50

PLANS
SCALE: 1/4"=1'-0"

PLATFORM EL. 44.50

FOUNDATION EL. 16.5

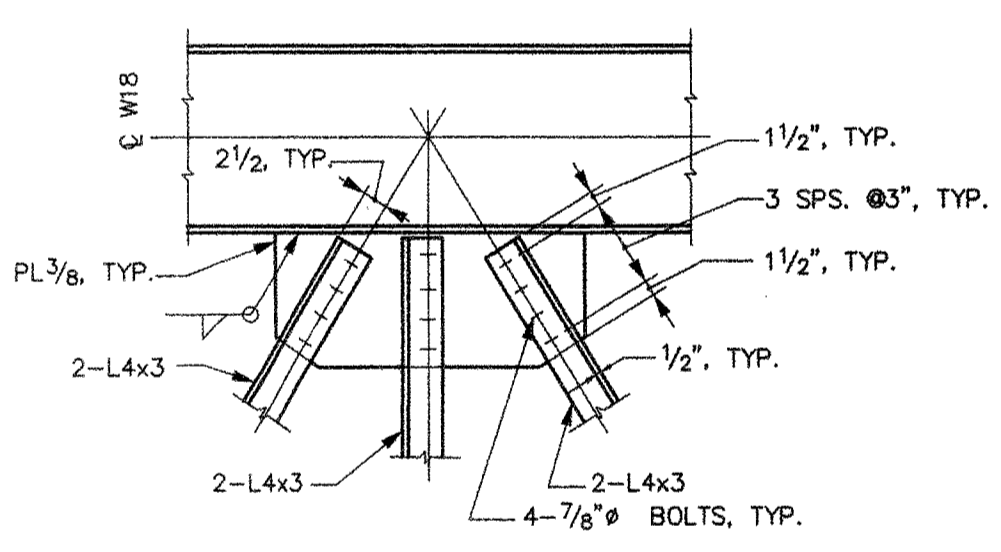
ELEVATION H-H
SCALE: 3/8"=1'-0"

SECTION L-L
SCALE: 1/2"=1'-0"

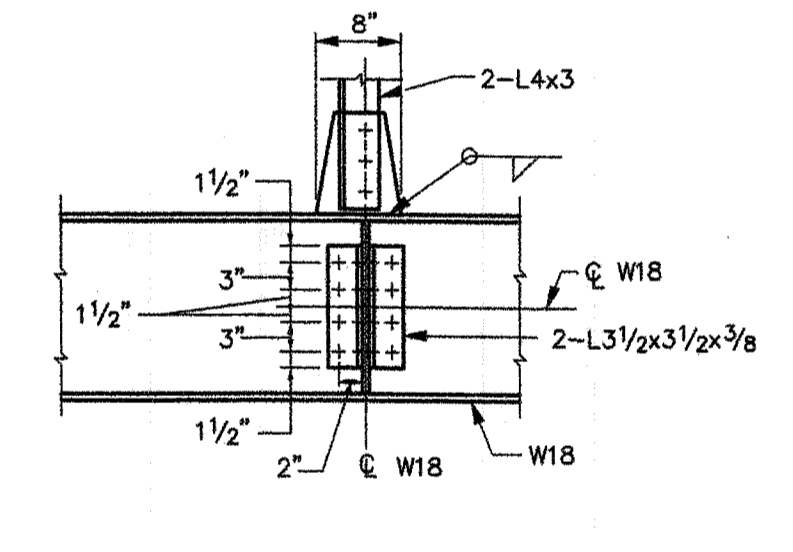
SECTION M-M
SCALE: 1 1/2"=1'-0"

SECTION J-J
SCALE: 3/4"=1'-0"

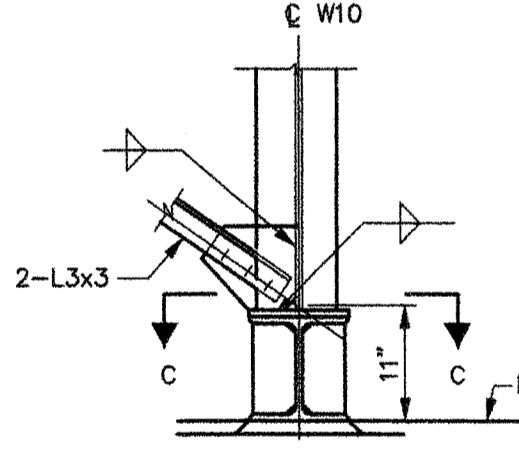
DETAIL T
SCALE: 1 1/2"=1'-0"



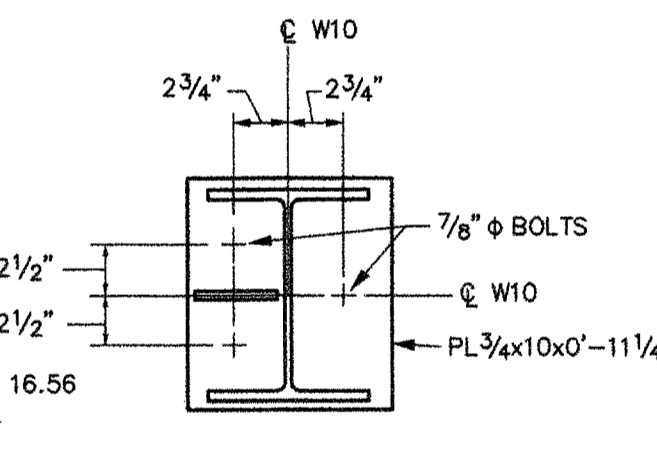
DETAIL G
SCALE: 3/4"=1'-0"



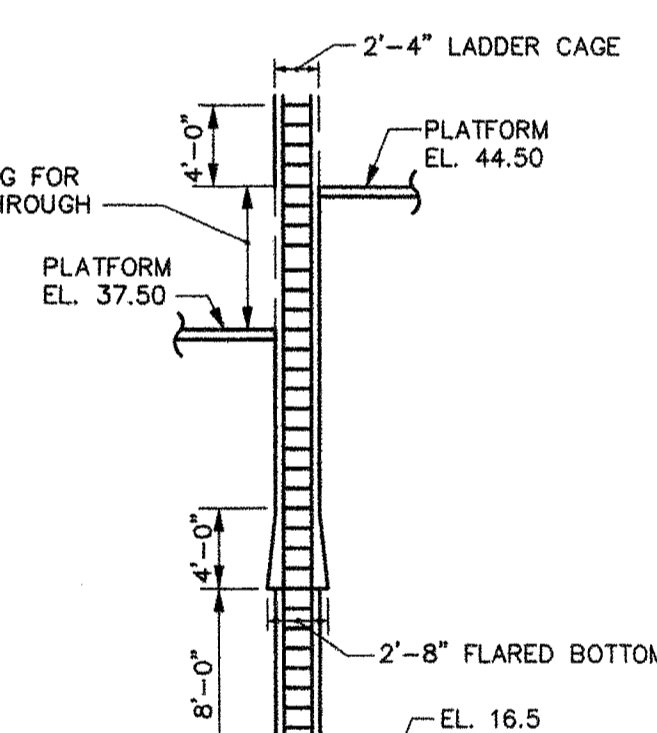
DETAIL J
SCALE: 3/4"=1'-0"



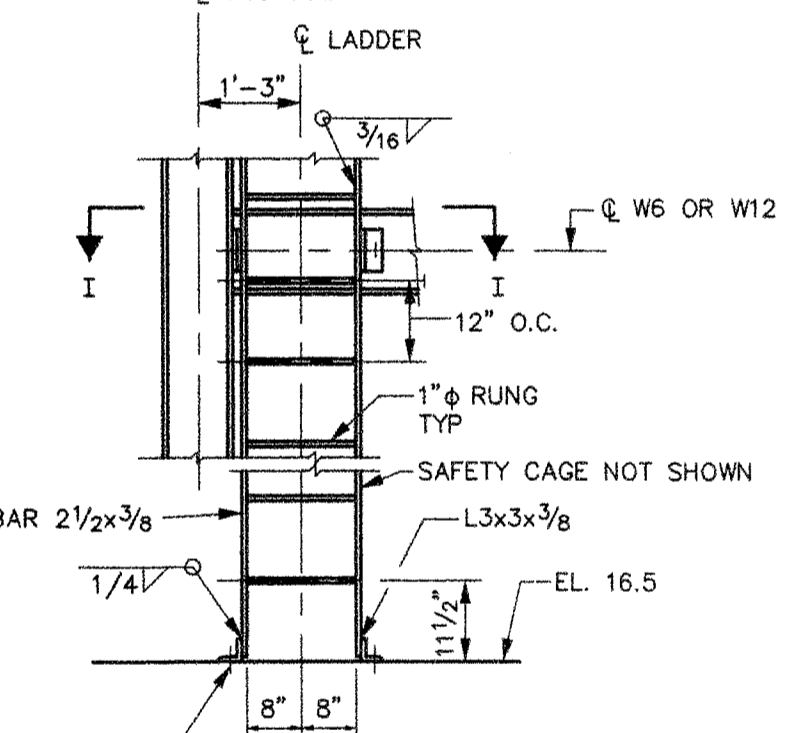
DETAIL M
SCALE: 3/4"=1'-0"



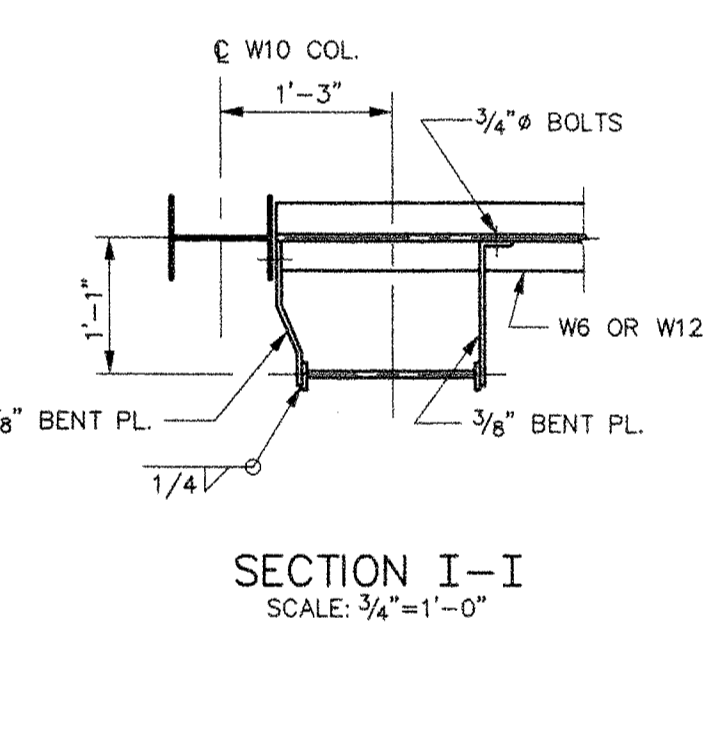
SECTION C-C
SCALE: 1 1/2"=1'-0"



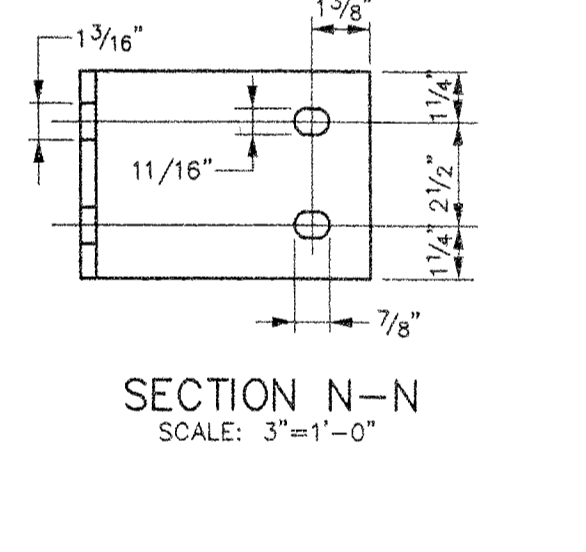
LADDER AND CAGE ARRANGEMENT
SCALE: 1/8"=1'-0"



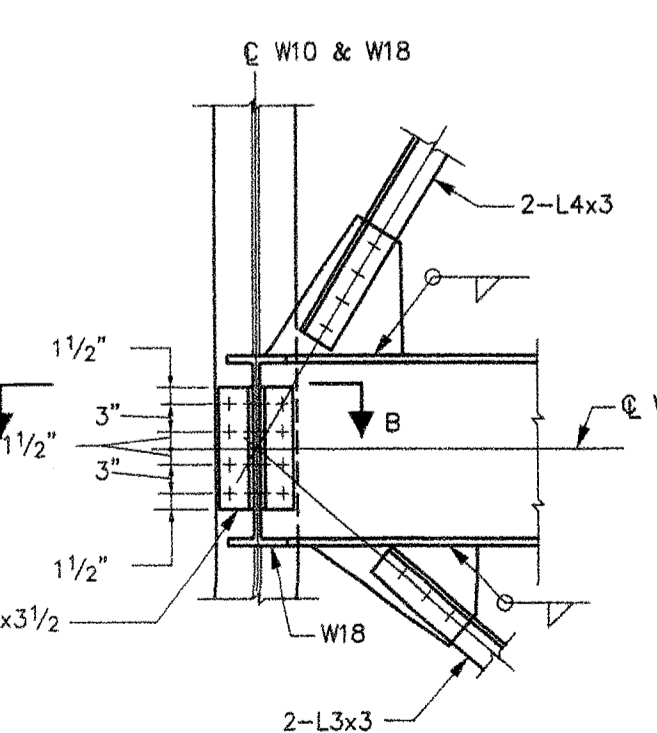
LADDER DETAIL
SCALE: 1/2"=1'-0"



SECTION I-I
SCALE: 3/4"=1'-0"

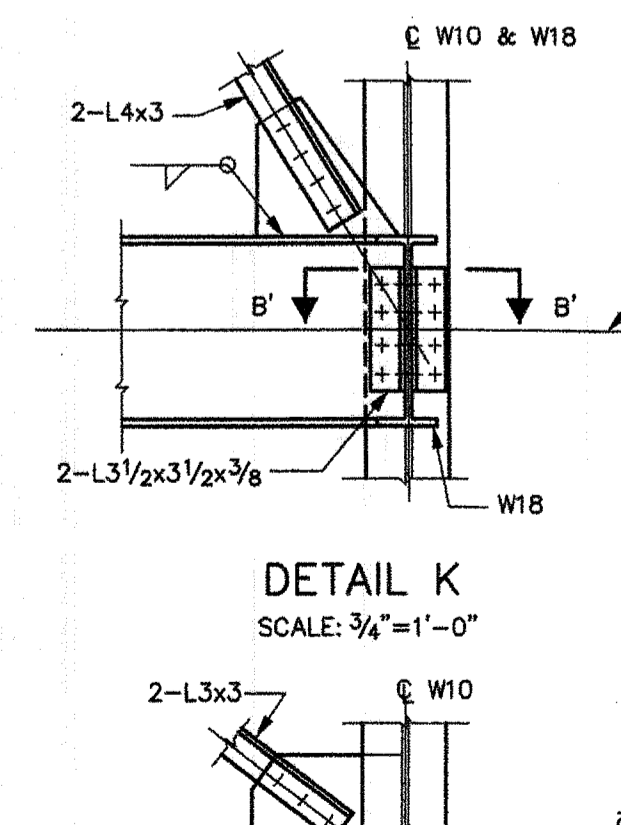


SECTION N-N
SCALE: 3"=1'-0"



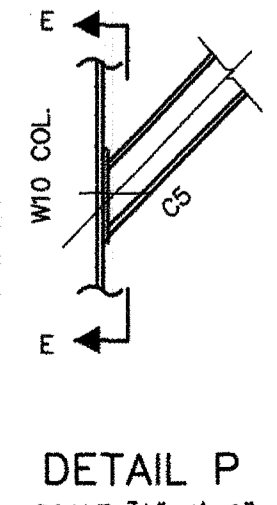
DETAIL H
SCALE: 3/4"=1'-0"

SECTION B-B
(B'-B' SIMILAR
OPPOSITE HAND)
SCALE: 3/4"=1'-0"

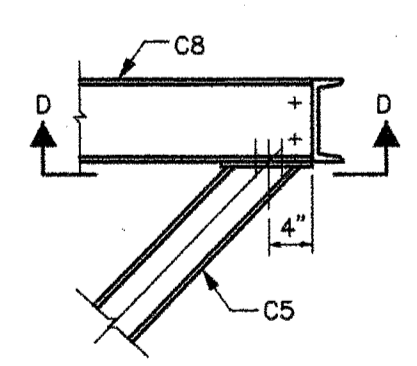


DETAIL K
SCALE: 3/4"=1'-0"

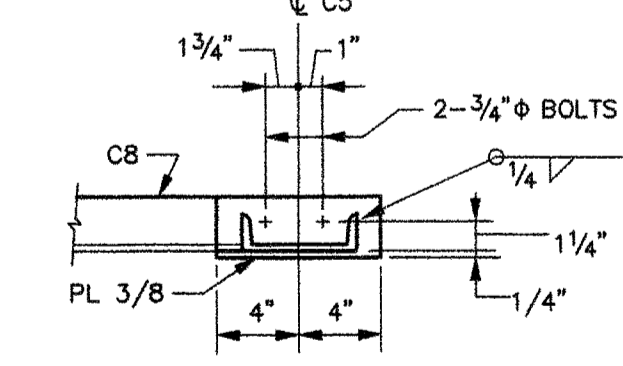
DETAIL L
SCALE: 3/4"=1'-0"



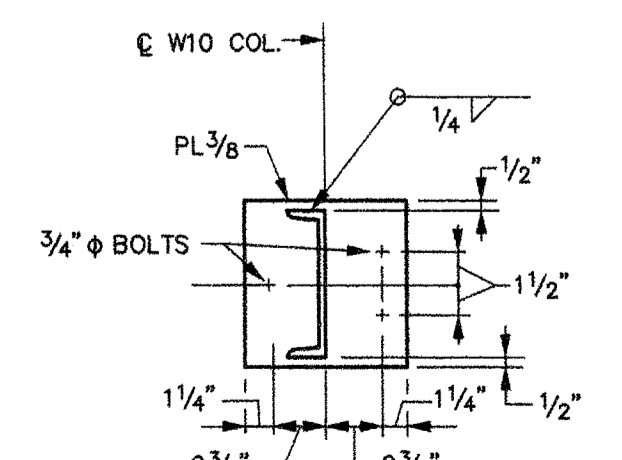
DETAIL P
SCALE: 3/4"=1'-0"



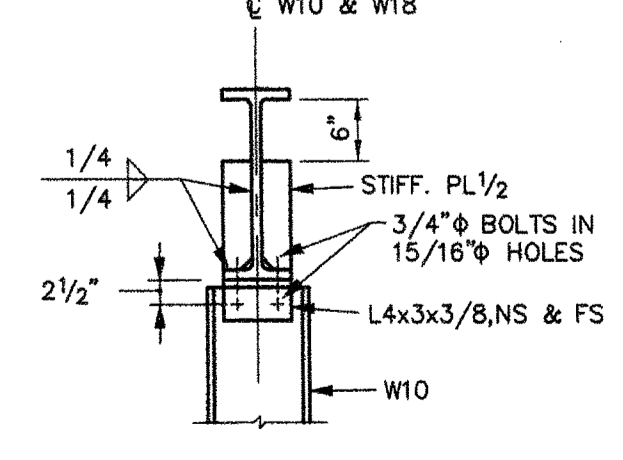
DETAIL N
SCALE: 3/4"=1'-0"



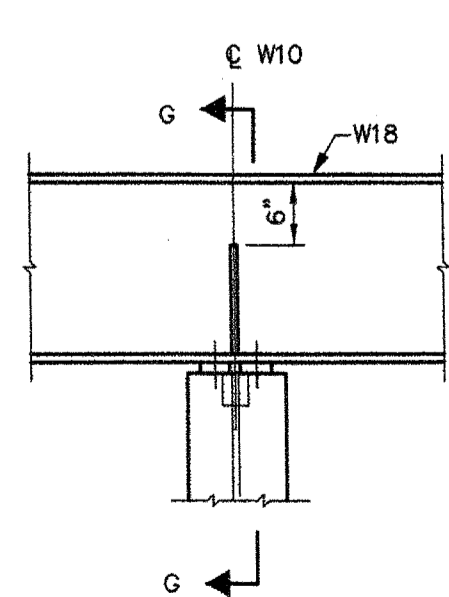
SECTION D-D
SCALE: 1 1/2"=1'-0"



SECTION E-E
SCALE: 1 1/2"=1'-0"

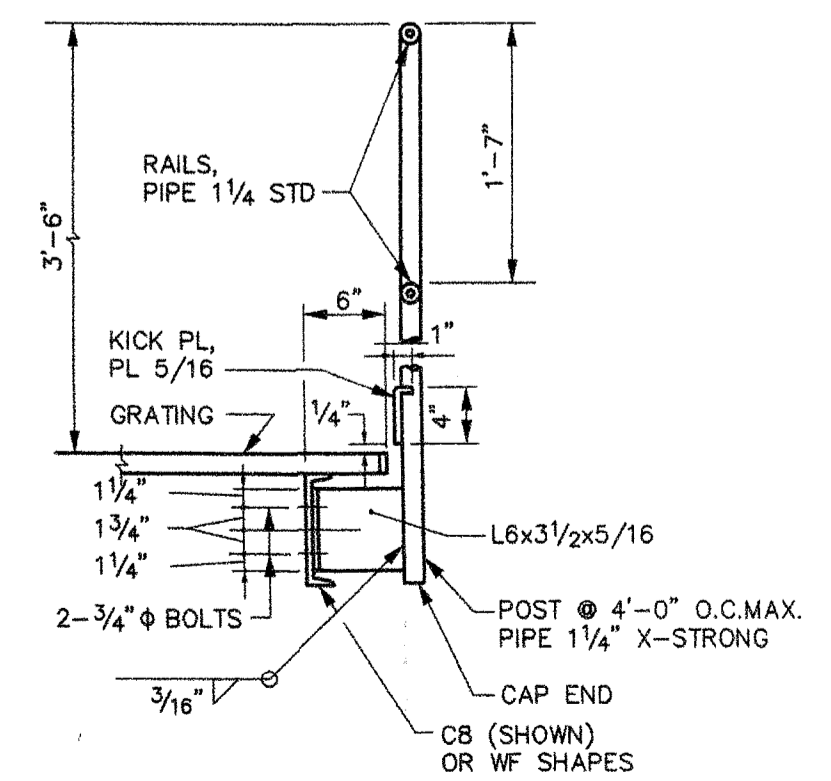


SECTION G-G
SCALE: 3/4"=1'-0"



DETAIL R
SCALE: 3/4"=1'-0"

ELEVATION A-A
WEST HOIST TOWER
(EAST HOIST TOWER, OPP. HAND)



RAILINGS AND POST
CONNECTION DETAIL
(TYPICAL UNLESS OTHERWISE INDICATED)
SCALE: 1"=1'-0"

- NOTES:
- FOR DETAIL OF RAIL POST CONNECTION TO CONCRETE FOUNDATION, SEE TYPICAL PIPE INSERT DETAIL ON SH. 28
 - BAND ALL EDGES AND OPENINGS OF OPEN GRATING WITH 1 1/4" x 3/16" BAR.
 - WIRE SCREENS AT PLATFORM ELEVATION 37.50 ALONG COLUMN LINES WA & EA. SEE "WIRE SCREEN ENCLOSURE DETAILS" ON SH. 26 FOR SIMILAR DETAILS.
 - FOR LADDER SAFETY CAGE DETAILS SEE SH. 28

GRATING CONNECTION
DETAIL
NO TO SCALE

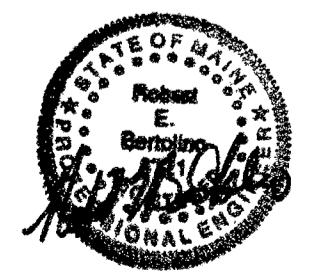
REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

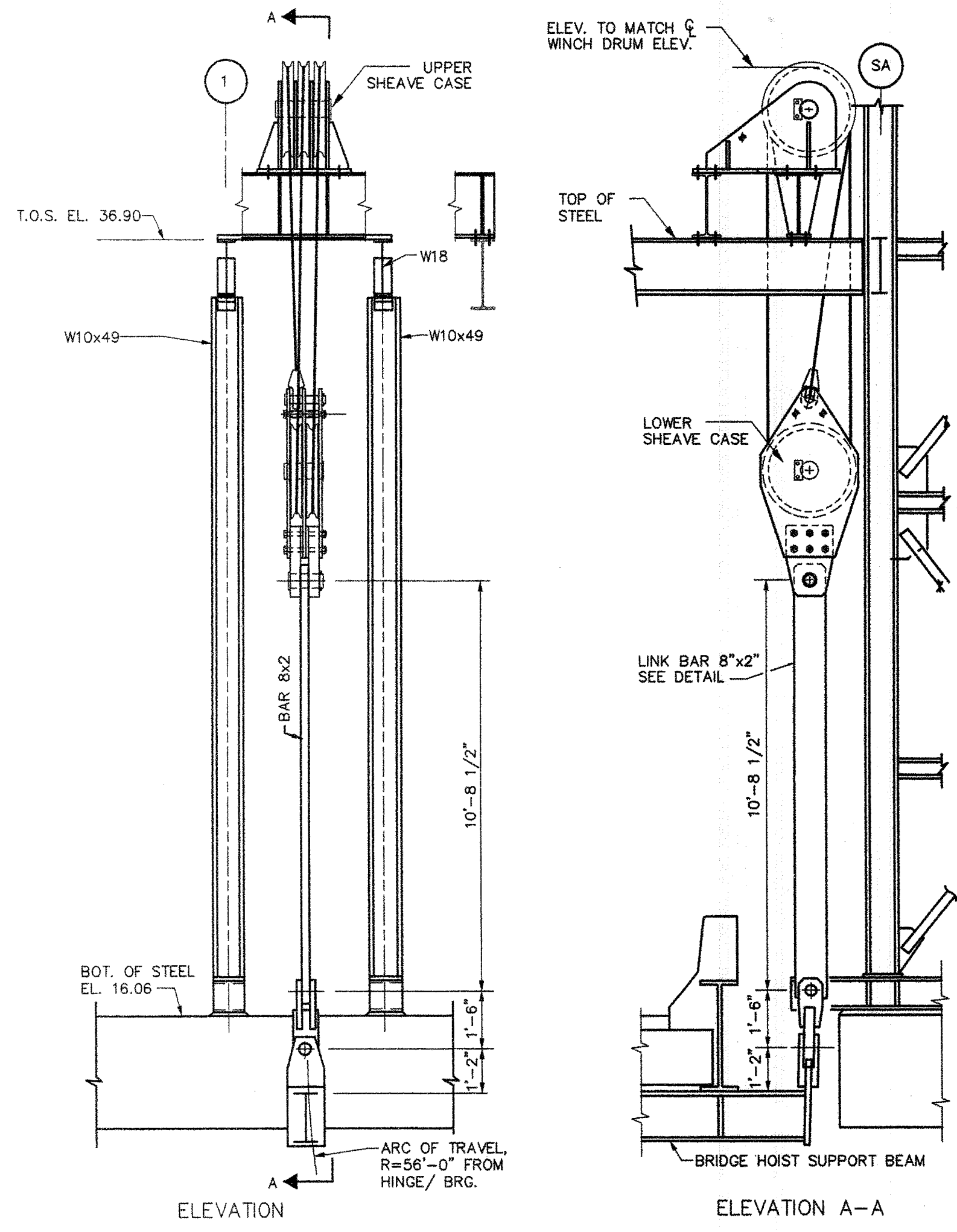
FERRY TERMINAL, ROCKLAND, MAINE

TRANSFER BRIDGE
HOIST TOWER DETAILS - PART 2

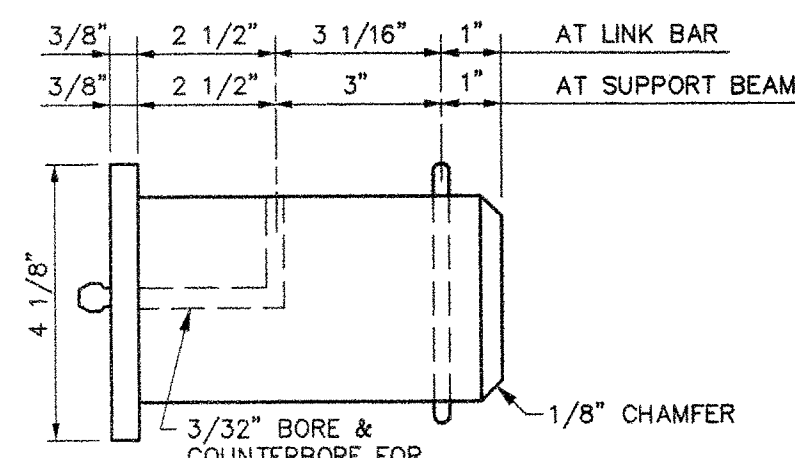
FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.



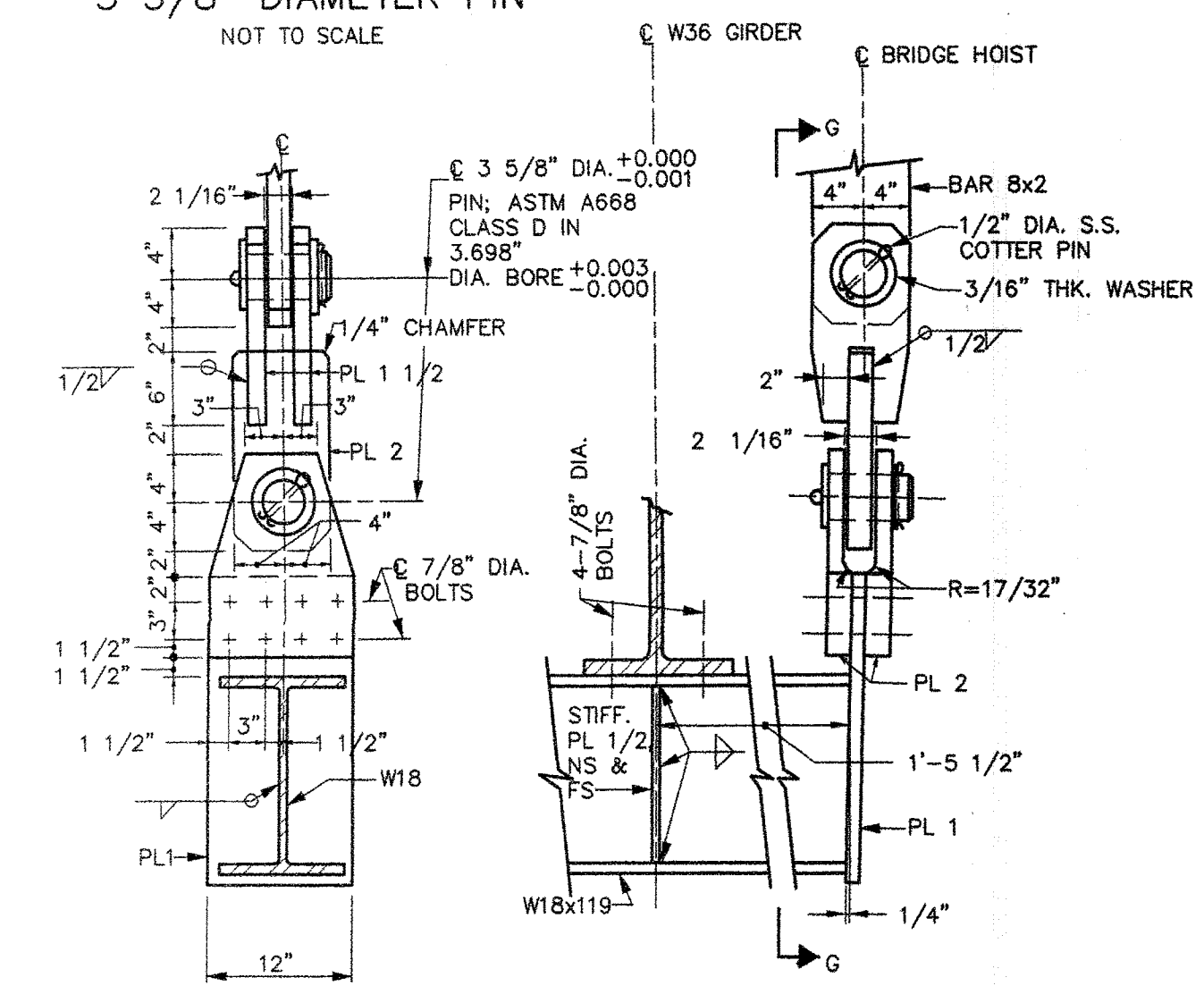
FS&T PRJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. SDDL/DR DR. RG/RWT	CHK. PFH/CWC PROJ. ENGR. REB/DPA	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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HOIST ASSEMBLY
(SOUTH HOIST TOWER SHOWN
NORTH HOIST TOWER OPP. HAND)
NOT TO SCALE

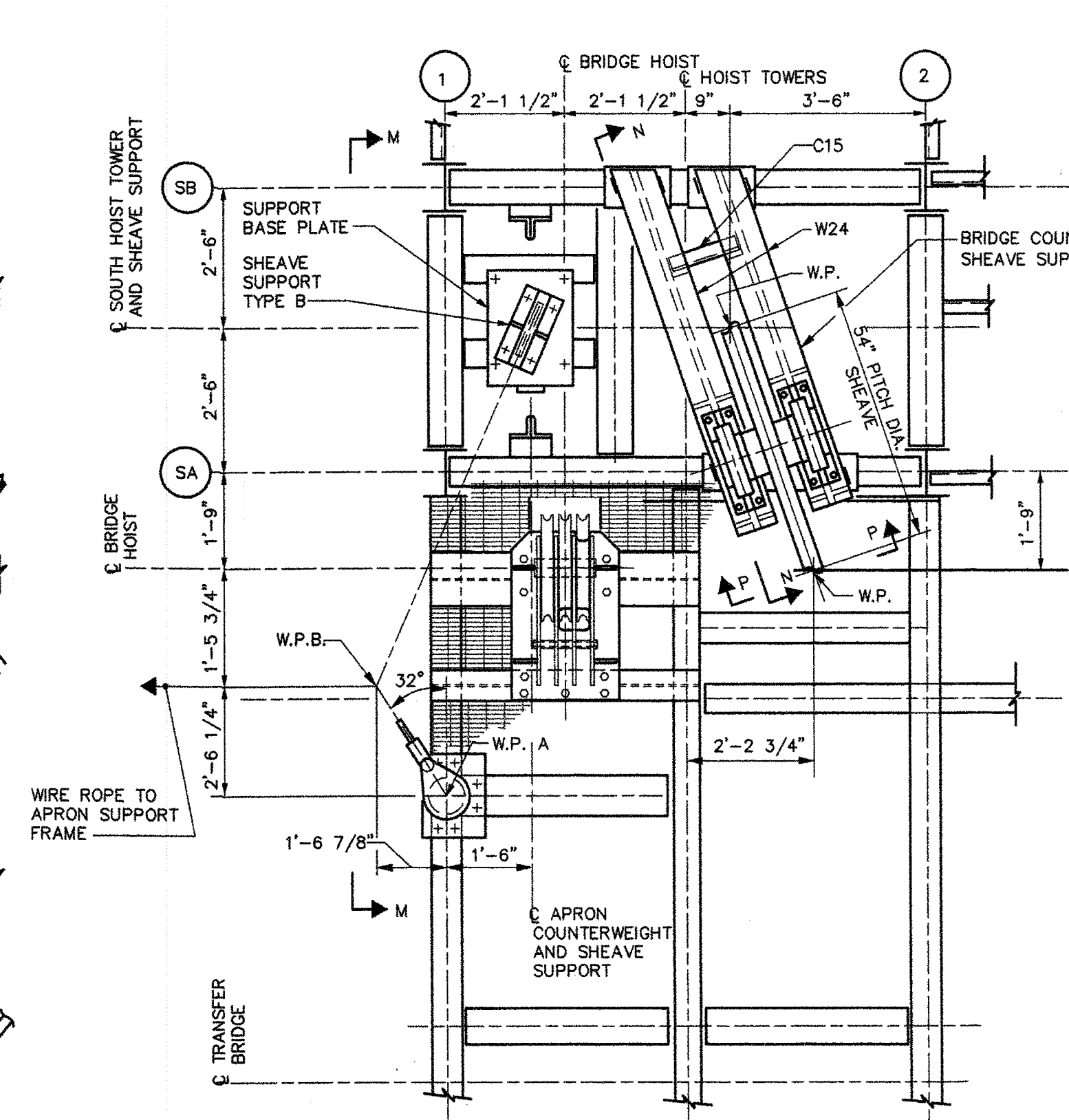


3 5/8" DIAMETER PIN
NOT TO SCALE



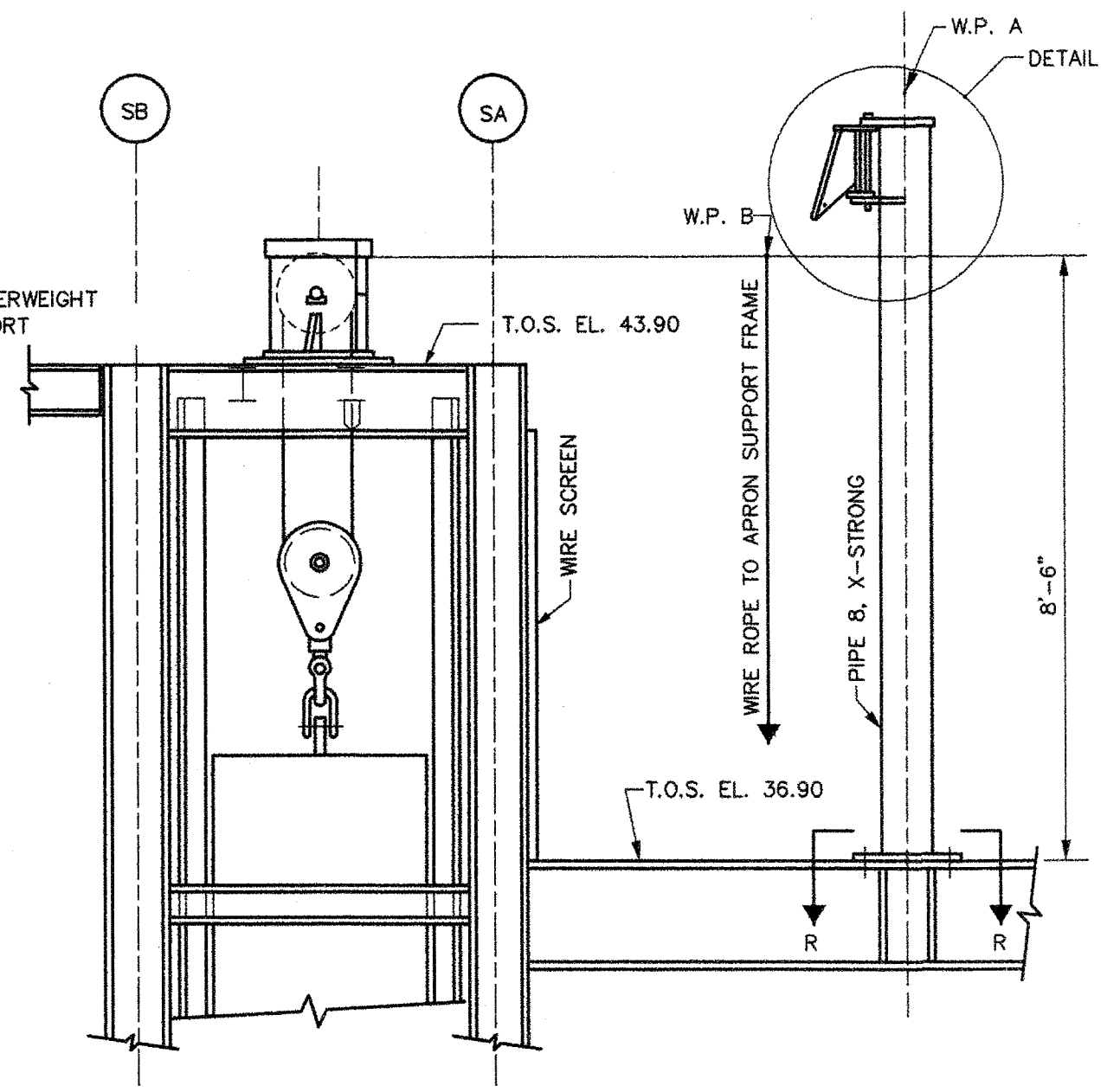
3" DIAMETER SHOULDER PIN
NOT TO SCALE

SECTION G-G
BRIDGE HOIST SUPPORT BEAM DETAILS
SCALE: 1"=1'-0"

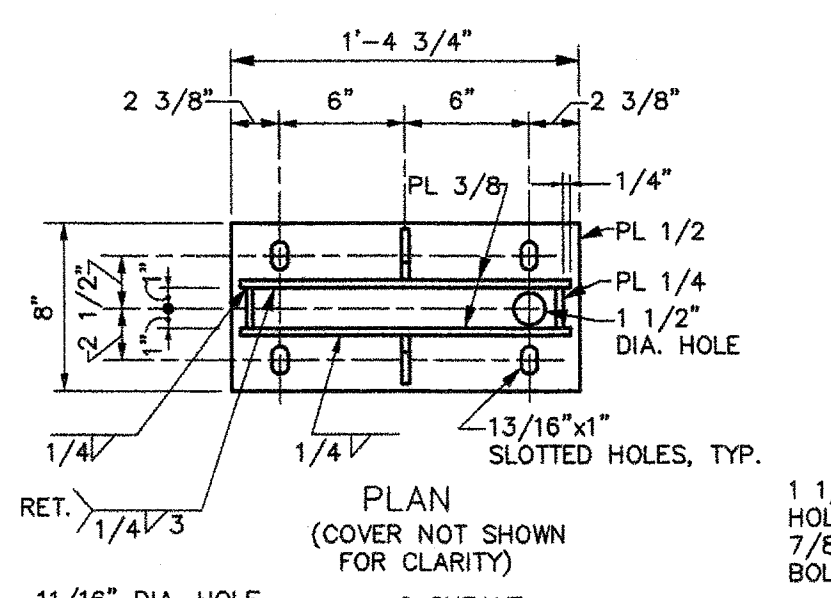


PART PLAN
NOT TO SCALE

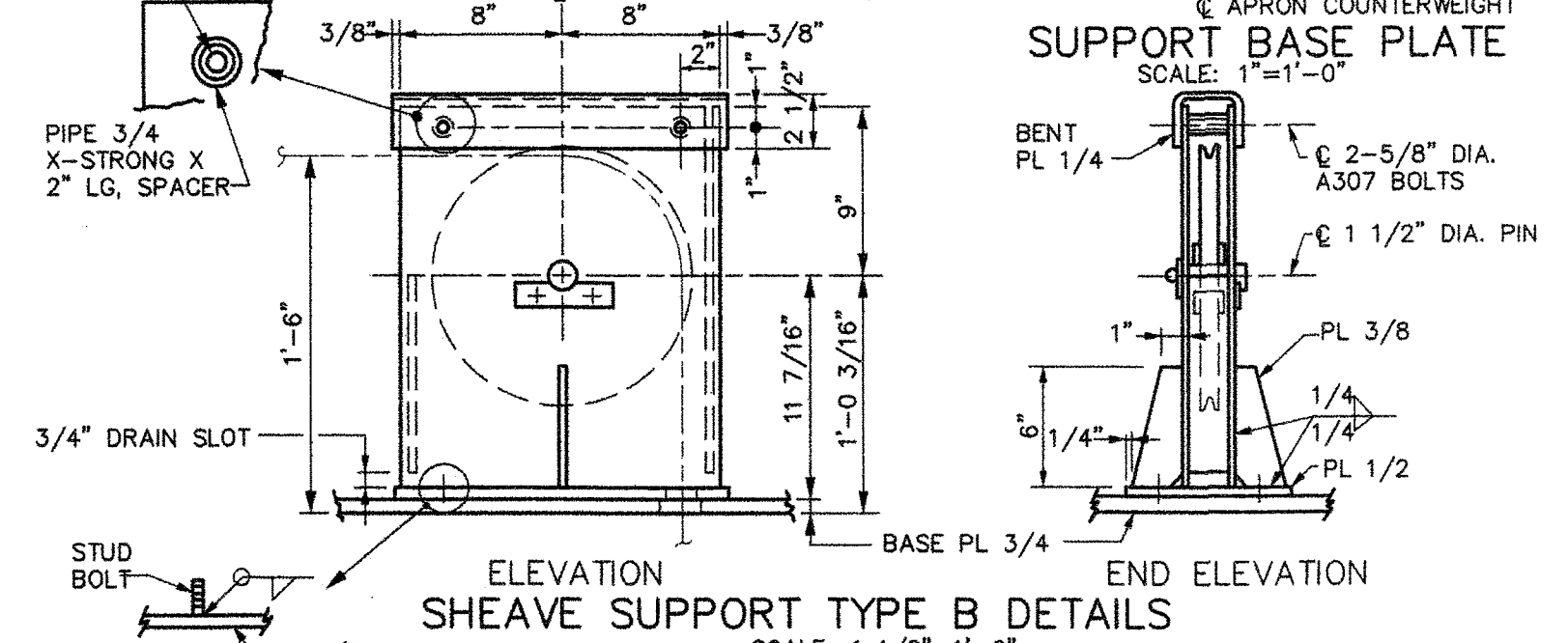
NOTE:
OPEN GRATING, RAILINGS, BRIDGE
COUNTERWEIGHT SHEAVE COVER,
NOT SHOWN FOR CLARITY.



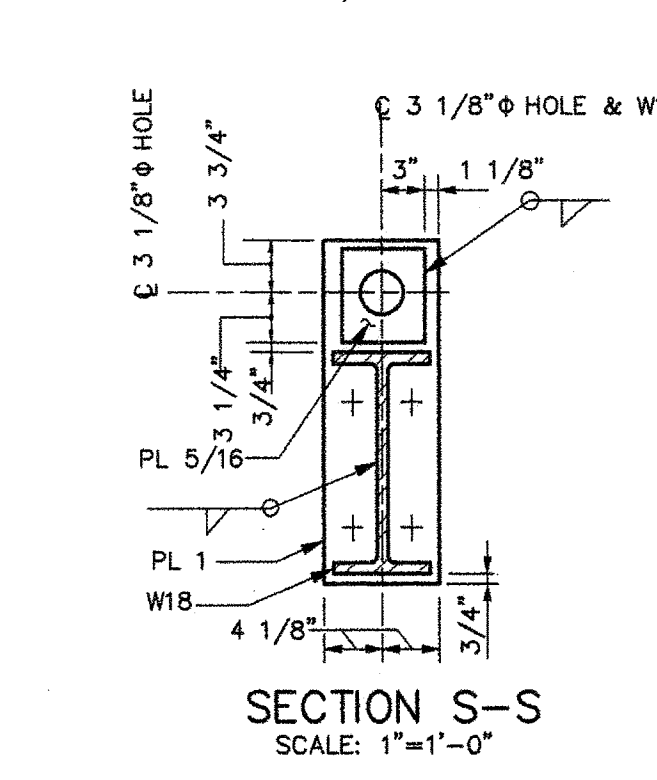
ELEVATION M-M
SCALE: 1/2"=1'-0"



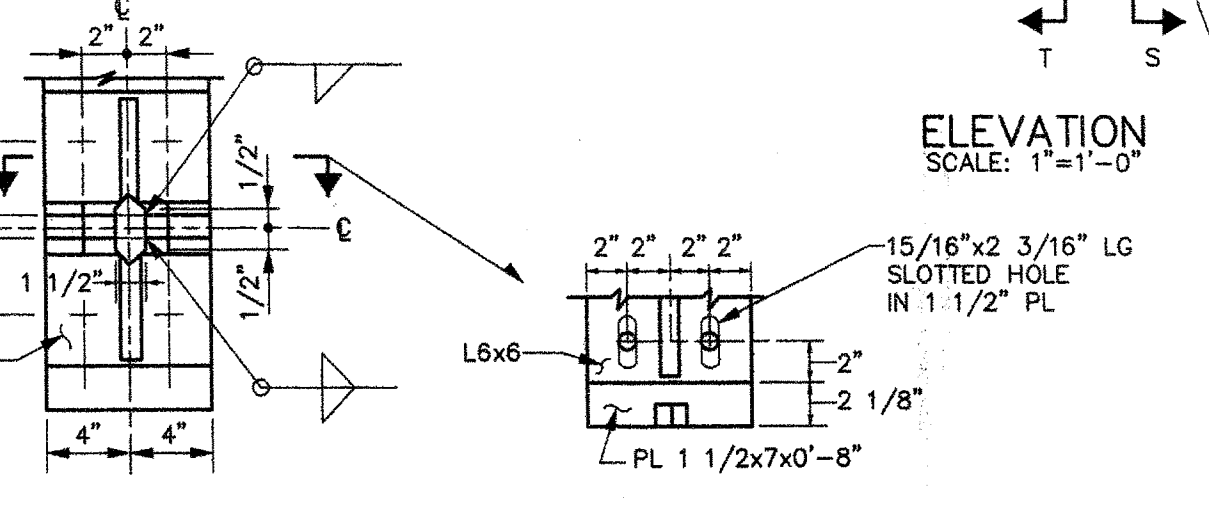
PLAN
(COVER NOT SHOWN FOR CLARITY)



ELEVATION SHEAVE SUPPORT TYPE B DETAILS
SCALE: 1 1/2"=1'-0"

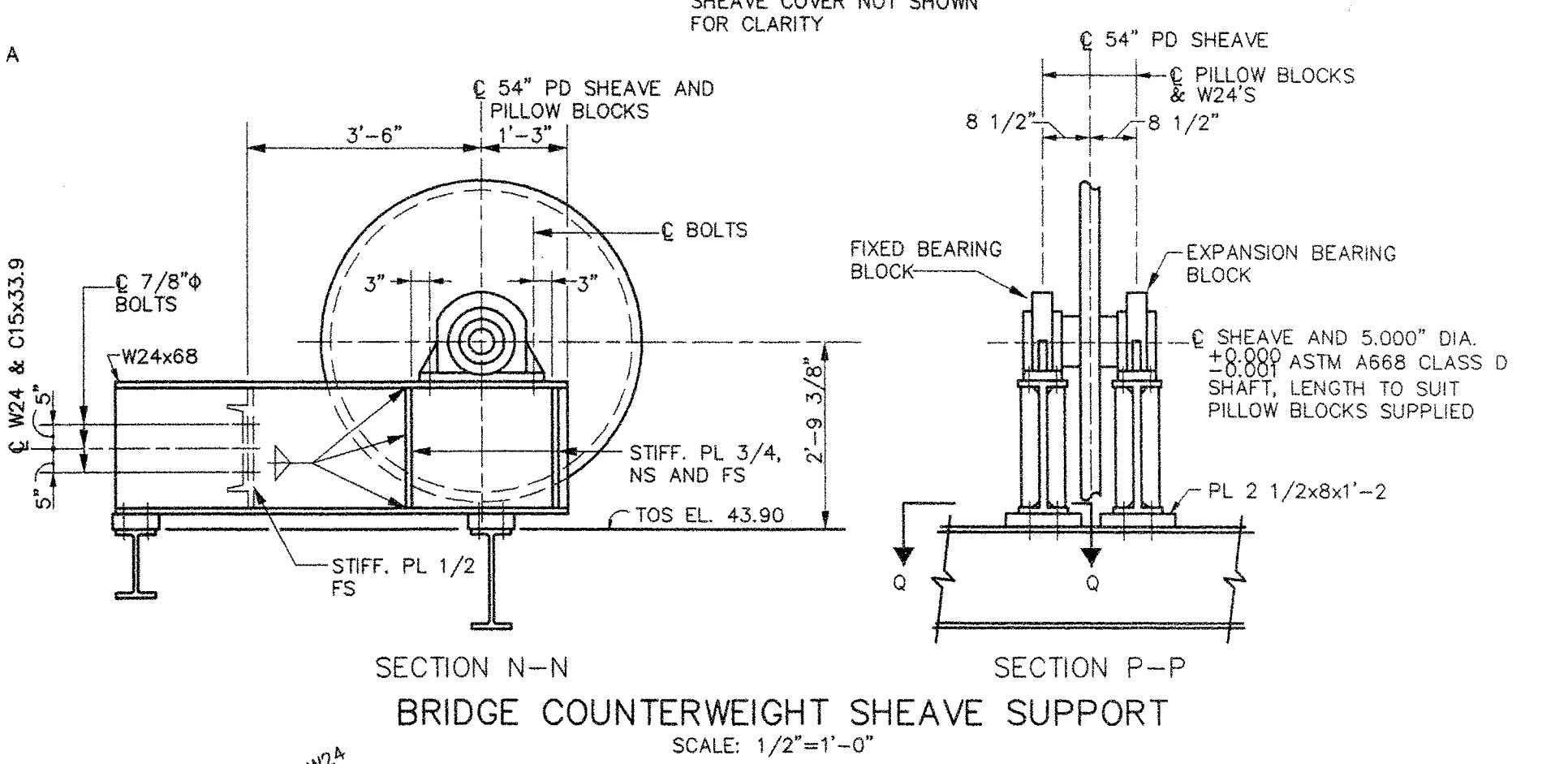


SECTION S-S
SCALE: 1"=1'-0"

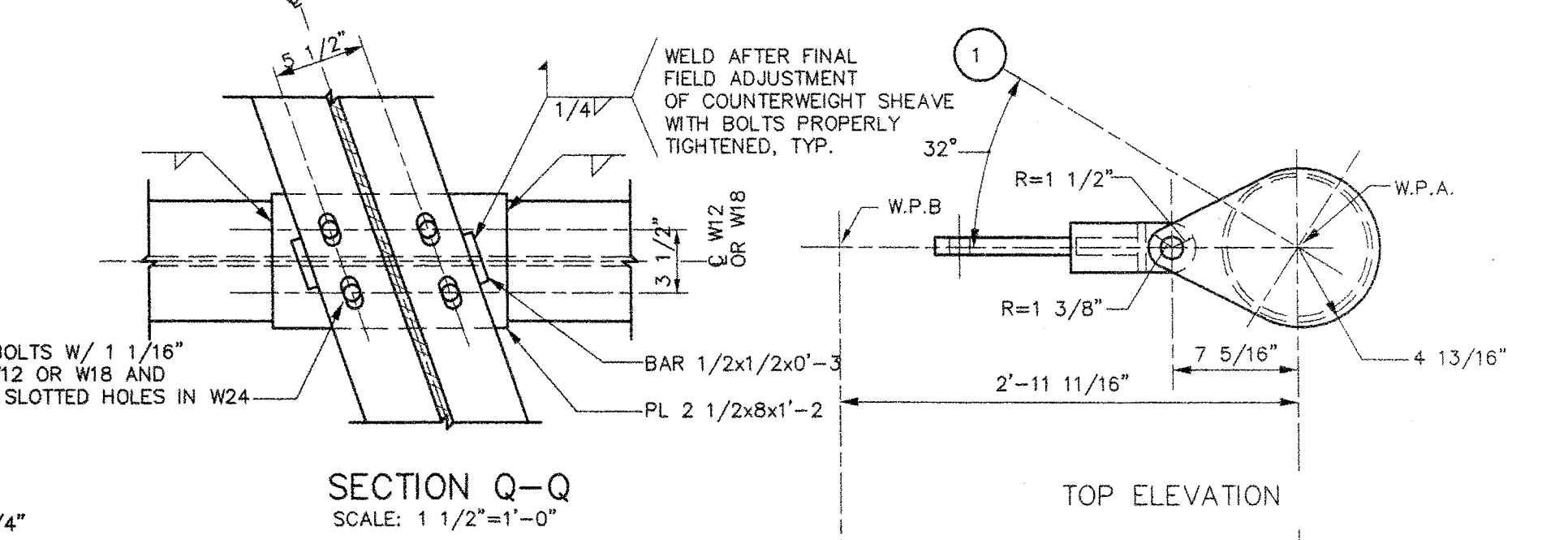


ELEVATION U-U
SCALE: 1 1/2"=1'-0"

**BRIDGE COUNTERWEIGHT
SUPPORT BEAM DETAILS**

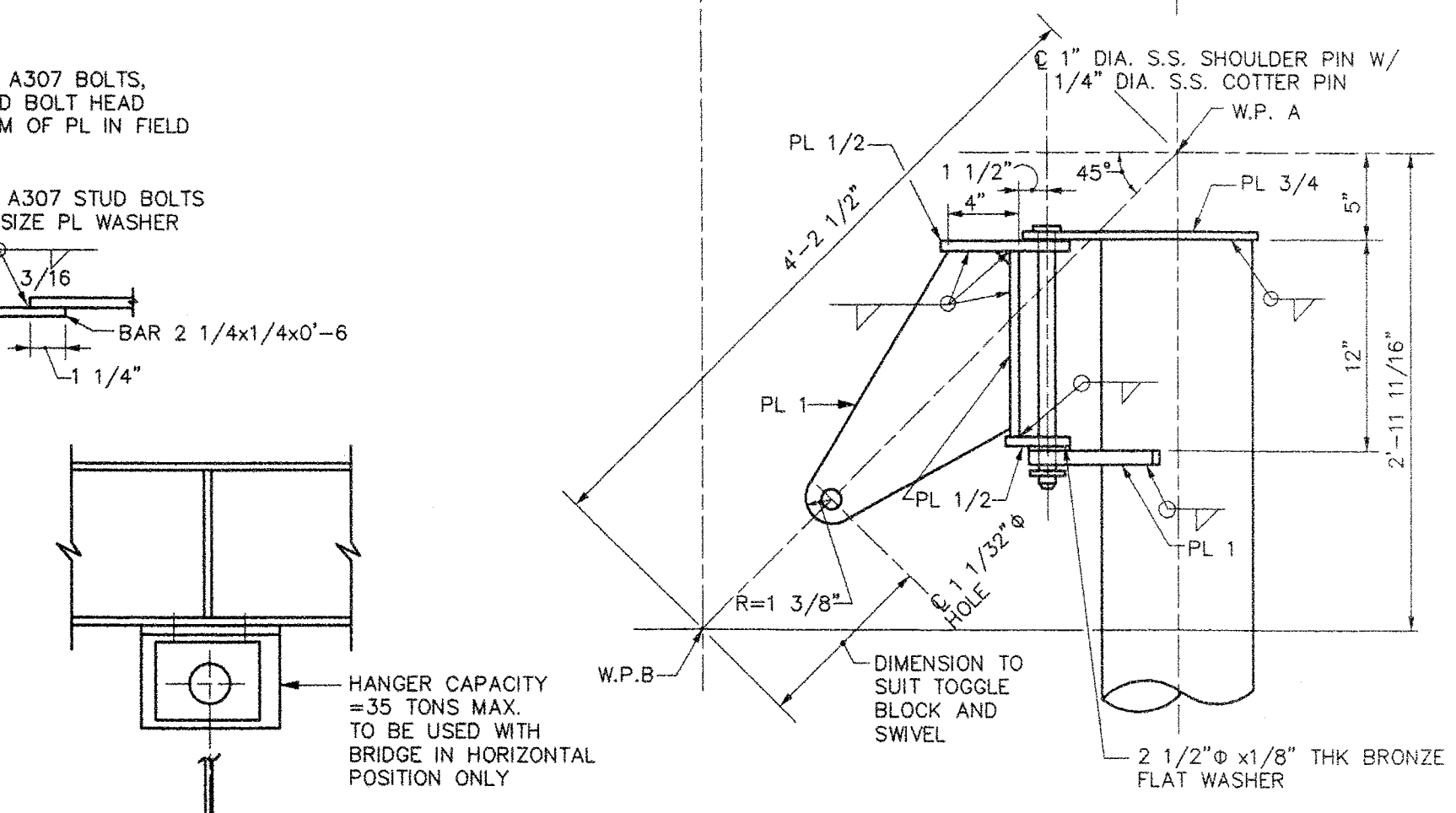


SECTION N-N
SECTION P-P
BRIDGE COUNTERWEIGHT SHEAVE SUPPORT
SCALE: 1/2"=1'-0"

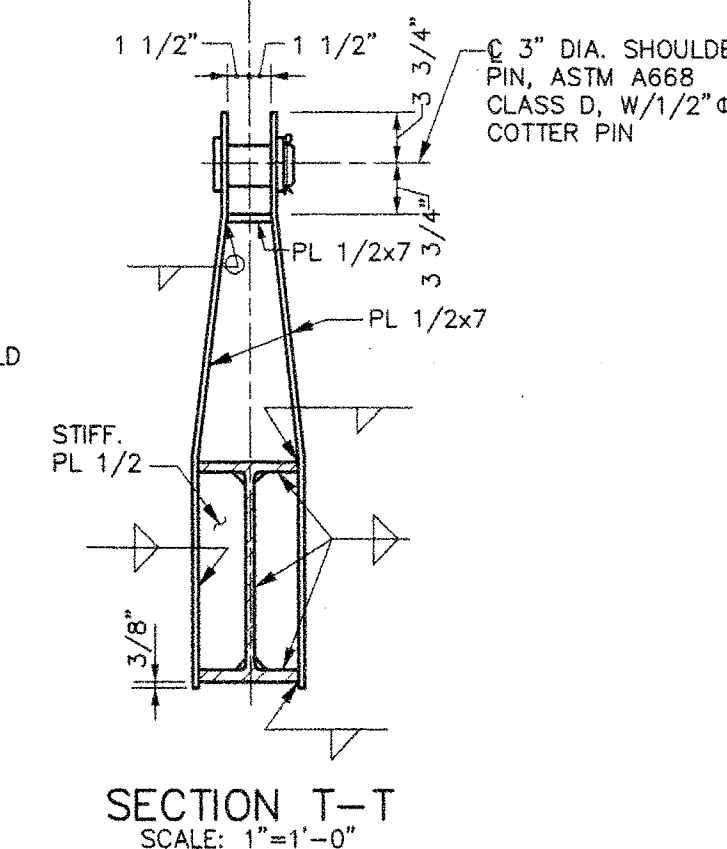


SECTION Q-Q
SCALE: 1 1/2"=1'-0"

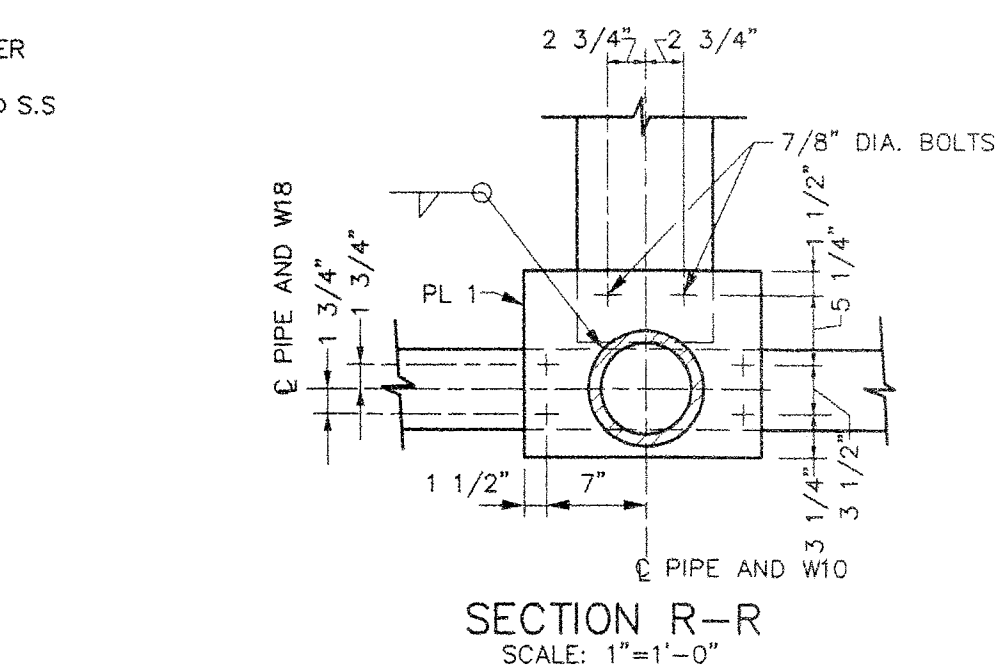
TOP ELEVATION



**SIDE ELEVATION
DETAIL A**
SCALE: 1 1/2"=1'-0"



SECTION T-T
SCALE: 1"=1'-0"



SECTION R-R
SCALE: 1"=1'-0"

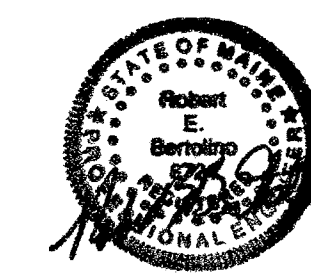
REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

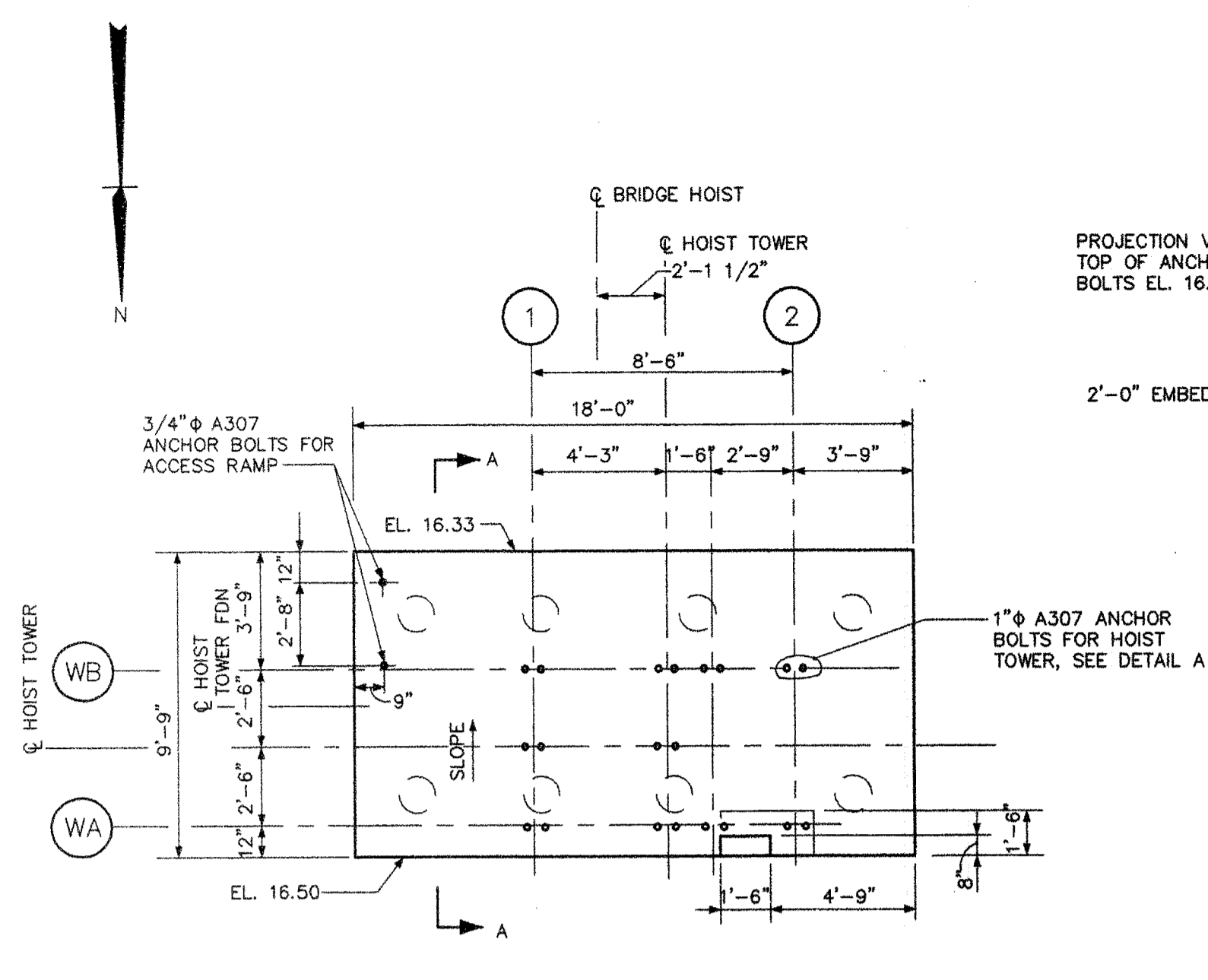
FERRY TERMINAL, ROCKLAND, MAINE

**TRANSFER BRIDGE
HOIST TOWER DETAILS - PART 3**

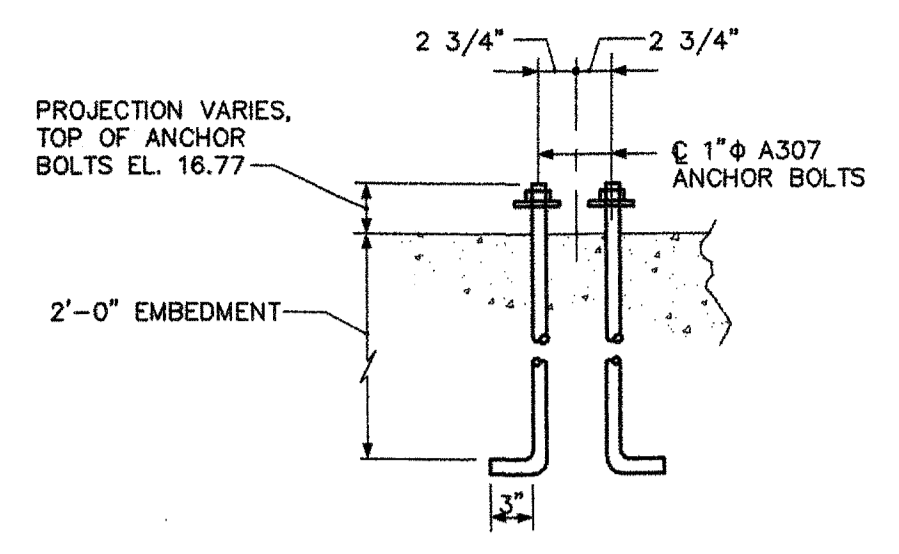
FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.



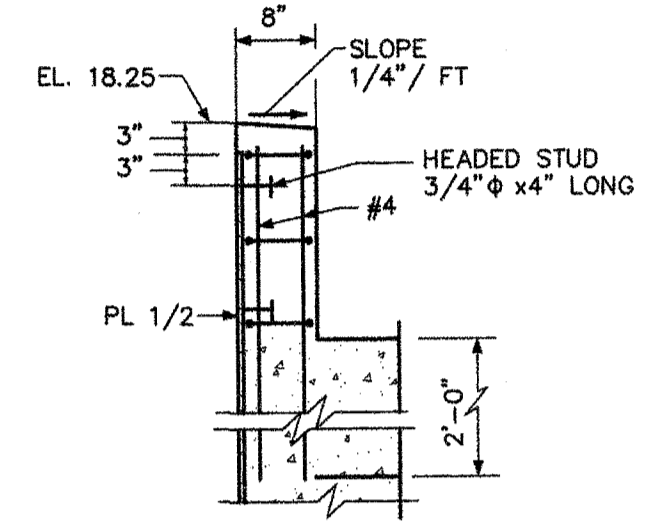
FS&T PROJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. DRC DR. ED	CHK. CWC ENGR.	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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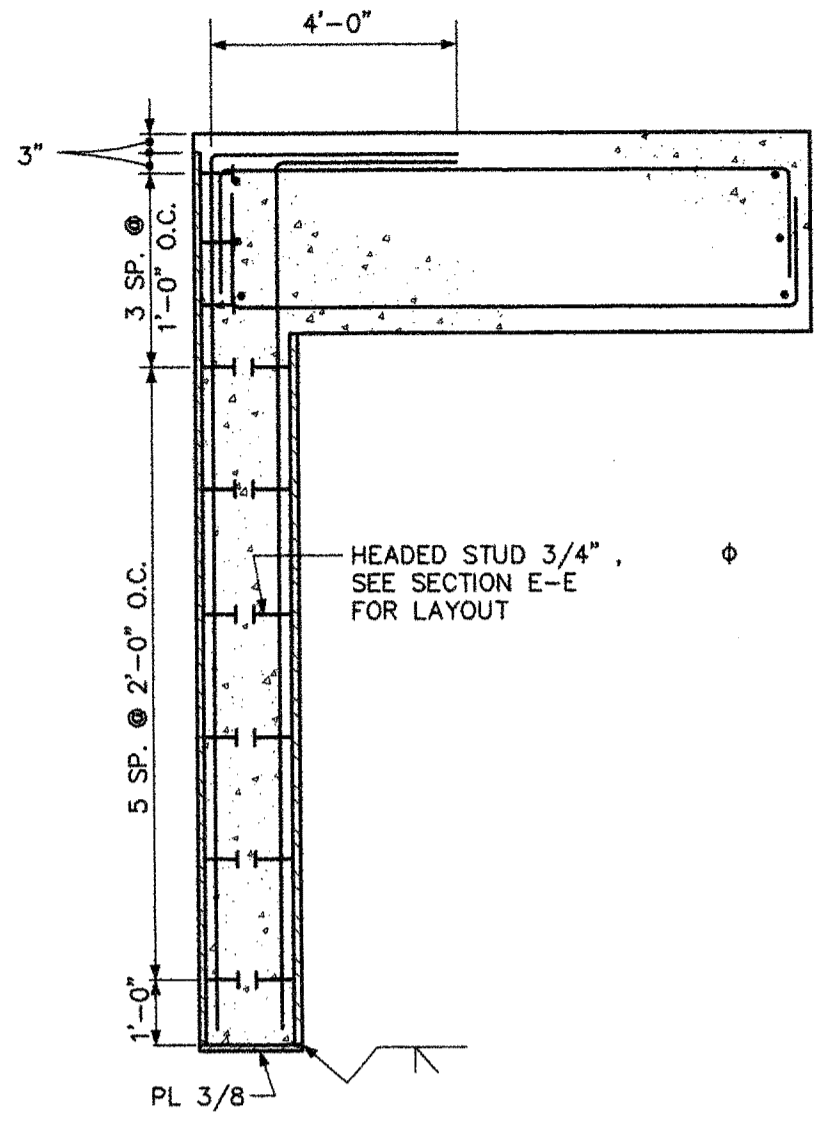
HOIST TOWER FOUNDATION PLAN
(WEST HOIST TOWER SHOWN,
EAST HOIST TOWER OPPOSITE HAND)
SCALE: 1/4"=1'-0"



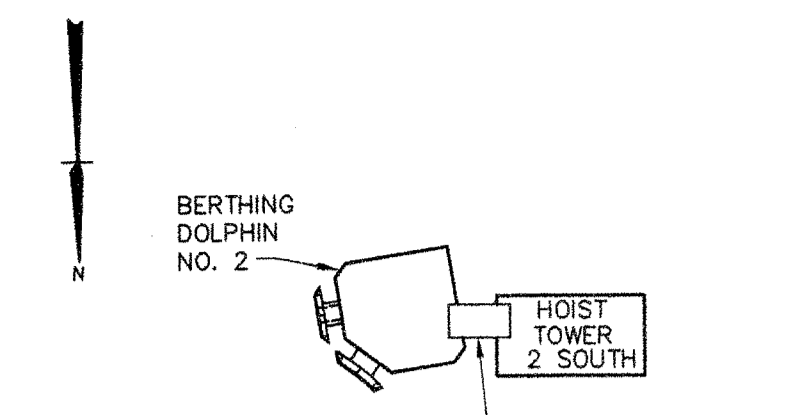
DETAIL A
SCALE: 1"=1'-0"



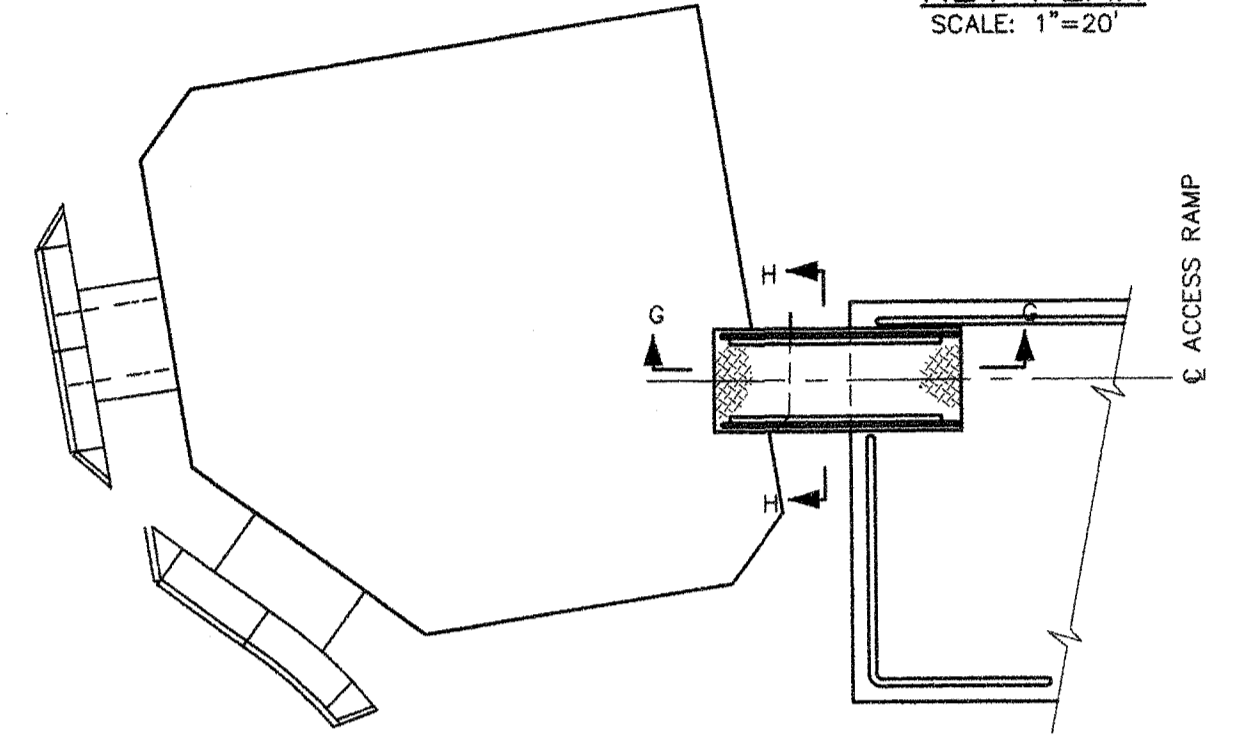
SECTION B-B
SCALE: 3/4"=1'-0"



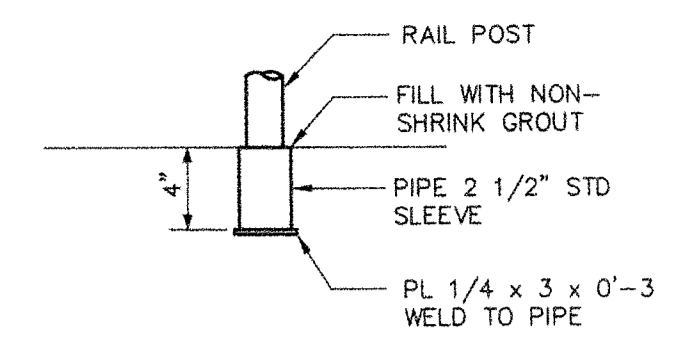
SECTION F-F
SCALE: 3/8"=1'-0"



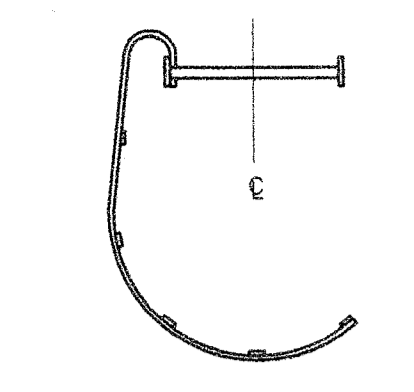
KEY PLAN
SCALE: 1"=20'



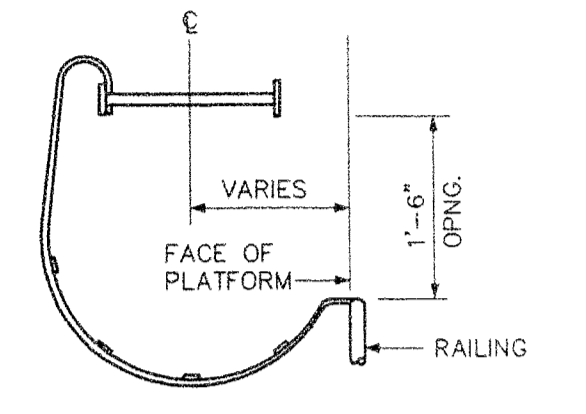
PLAN
(RAMP TO DOLPHIN 2 SHOWN, RAMP TO DOLPHINS 1&3 OPP. HAND)
SCALE: 1/4"=1'-0"



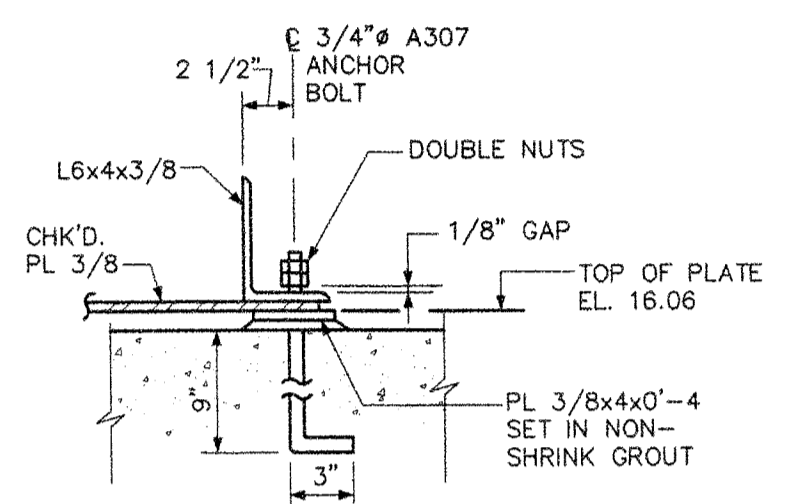
**TYPICAL RAIL POST
PIPE INSERT DETAIL**
SCALE: 1 1/2"=1'-0"



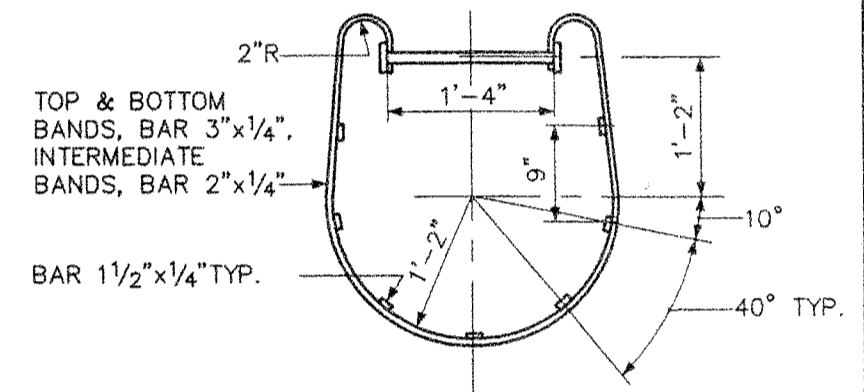
FROM PLATFORM EL. 37.00
TO EL. 44.00



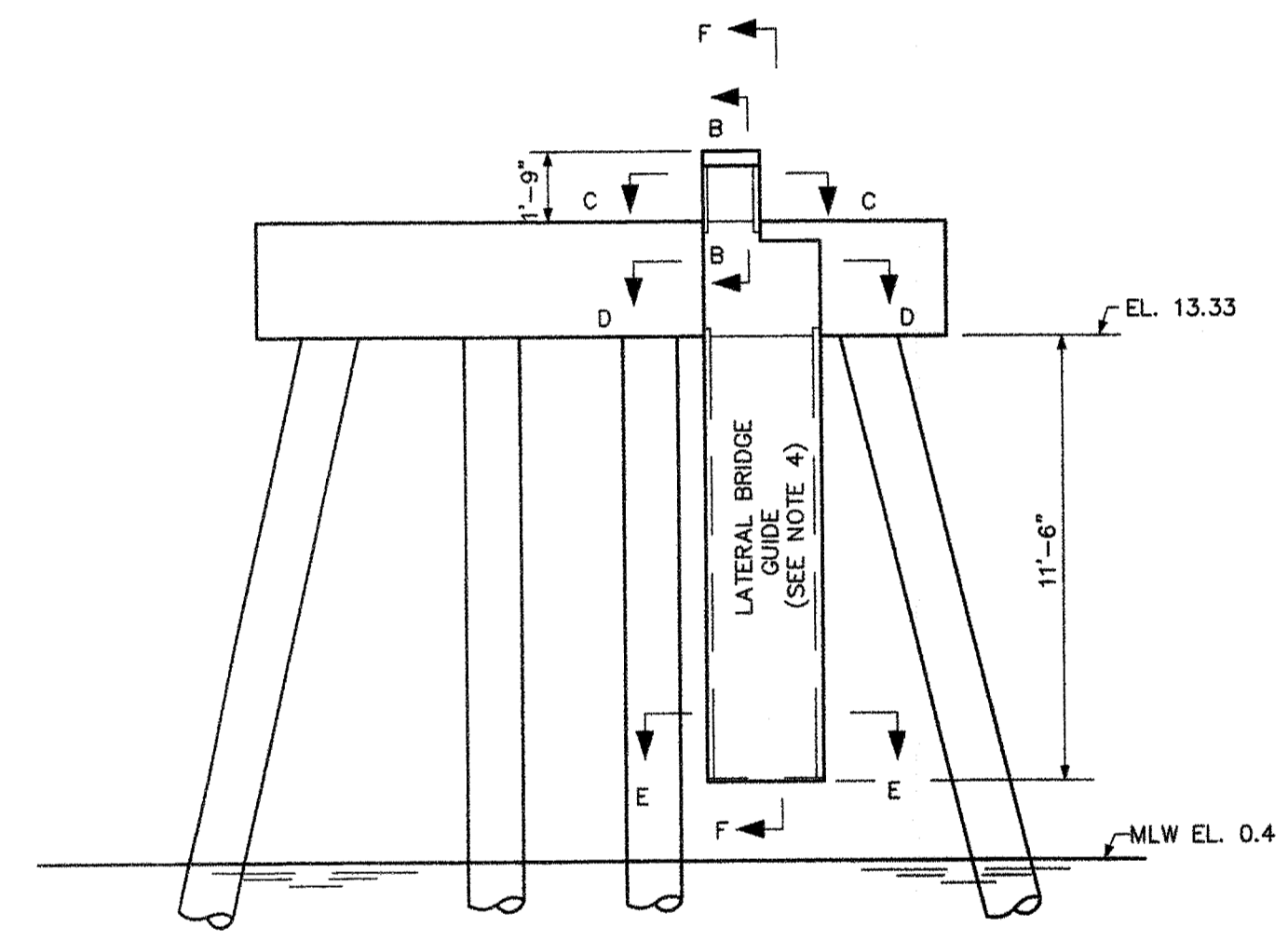
AT PLATFORM
RIGHT SIDE - STEP SHOWN
LEFT SIDE - STEP OPP. HAND



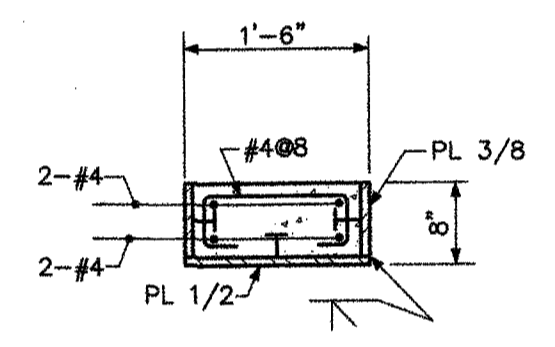
SECTION J-J



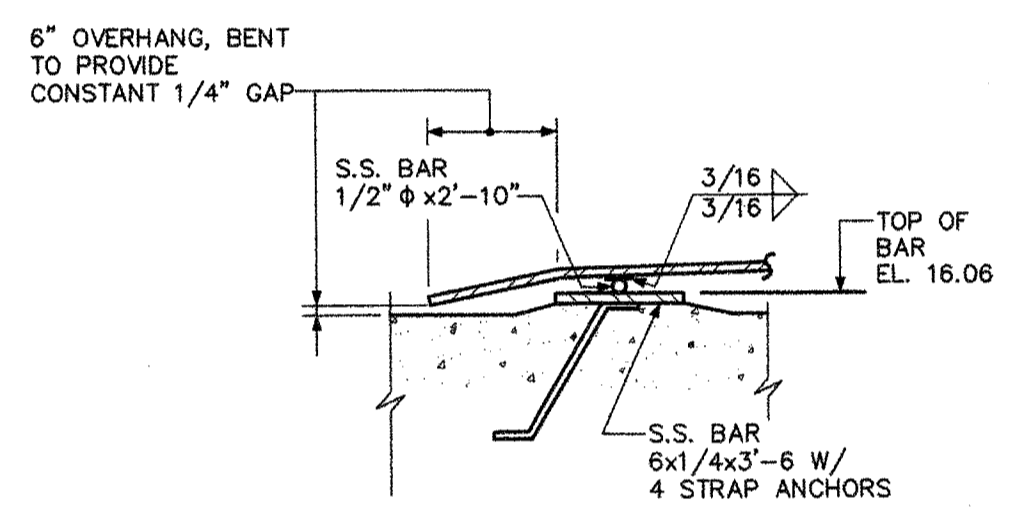
TYPICAL
LADDER SAFETY CAGE DETAILS
SCALE: 3/4"=1'-0"



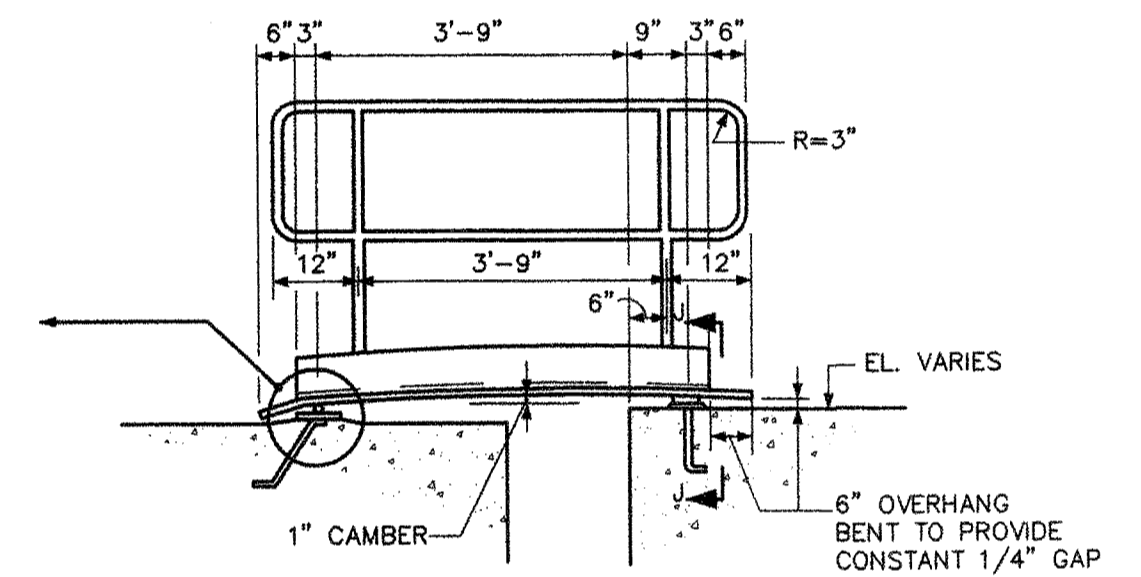
ELEVATION
SCALE: 1/4"=1'-0"



SECTION C-C
SCALE: 3/4"=1'-0"

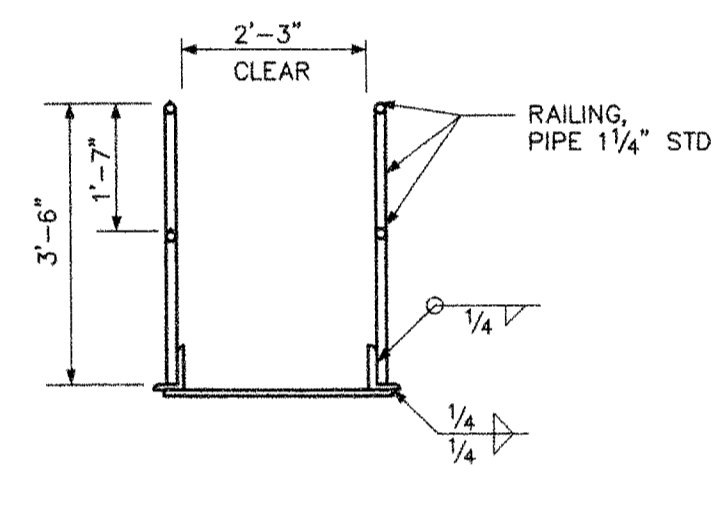


DETAIL

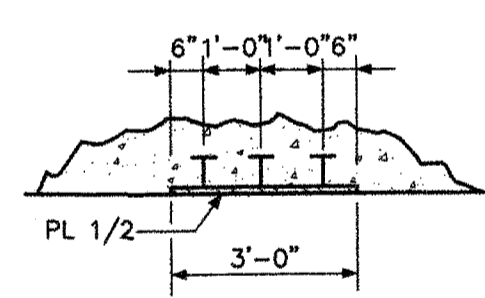


SECTION G-G
SCALE: 1/2"=1'-0"

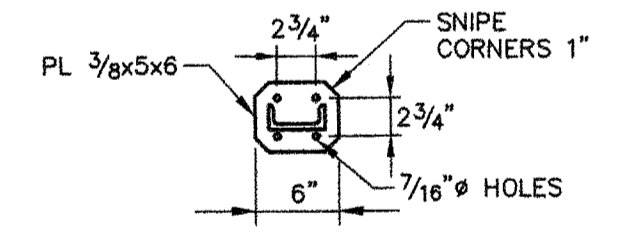
ACCESS RAMP DETAILS



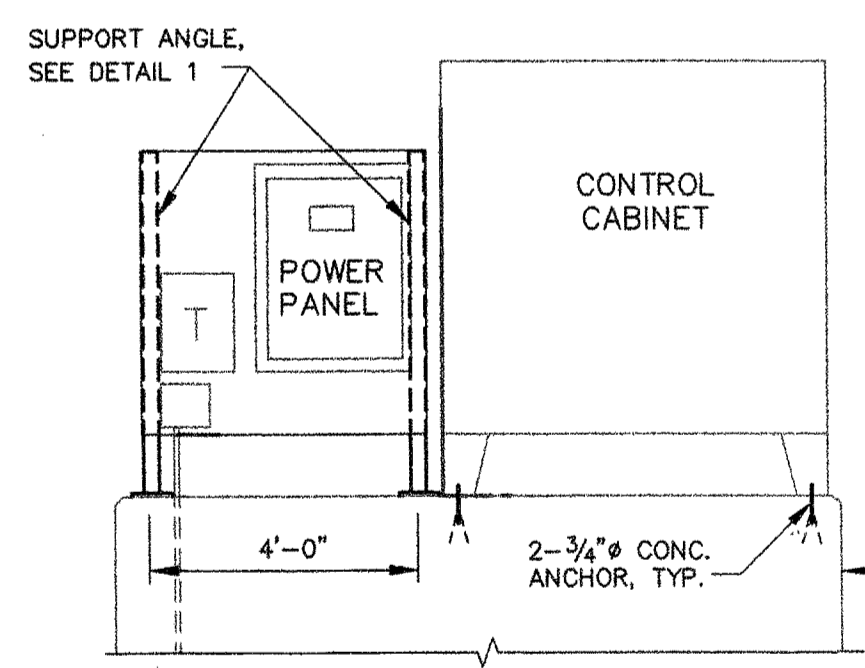
SECTION H-H
SCALE: 1/2"=1'-0"



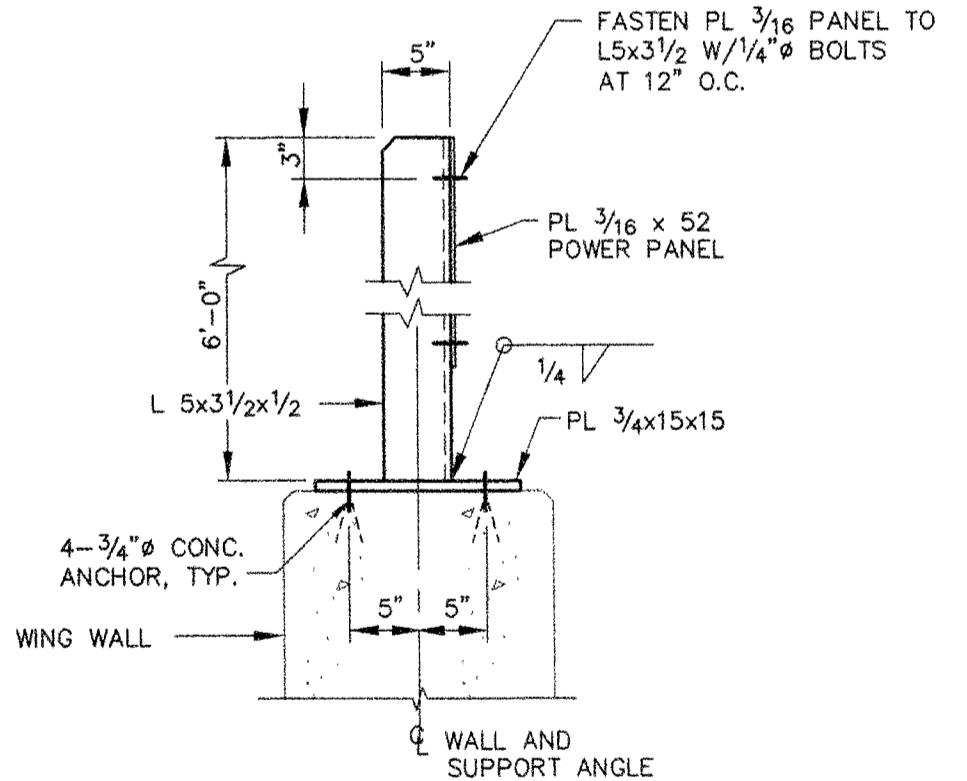
SECTION D-D
SCALE: 3/8"=1'-0"



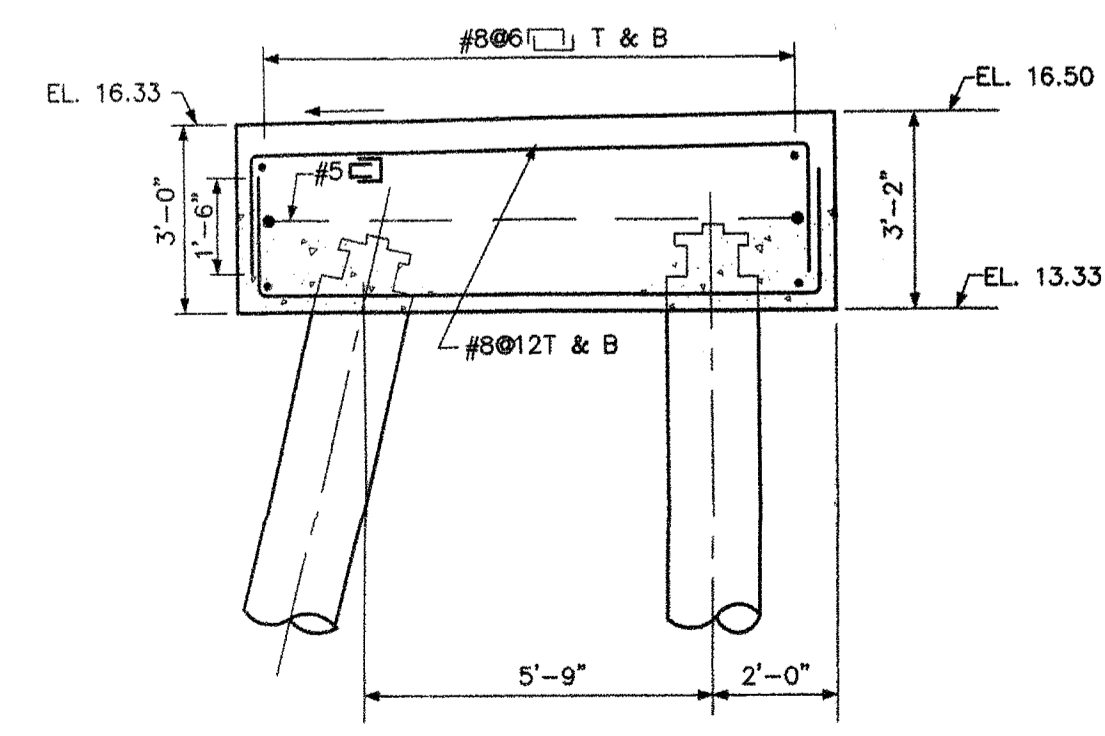
ELEVATION
SCALE: 3/8"=1'-0"



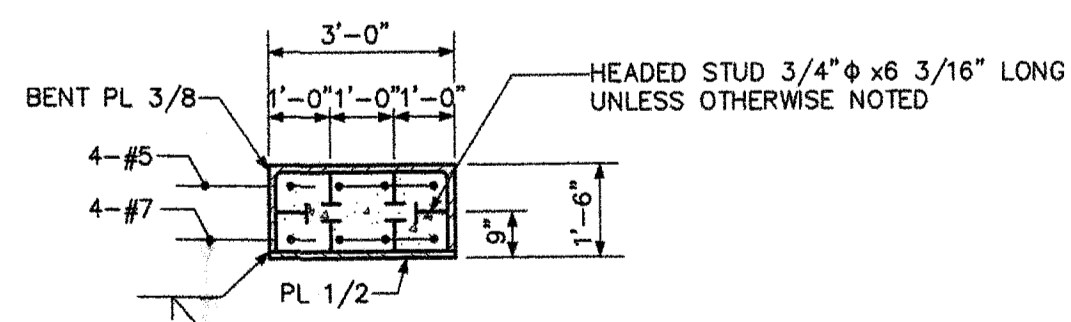
**ELECTRICAL POWER AND CONTROL CABINET
SUPPORT DETAILS**



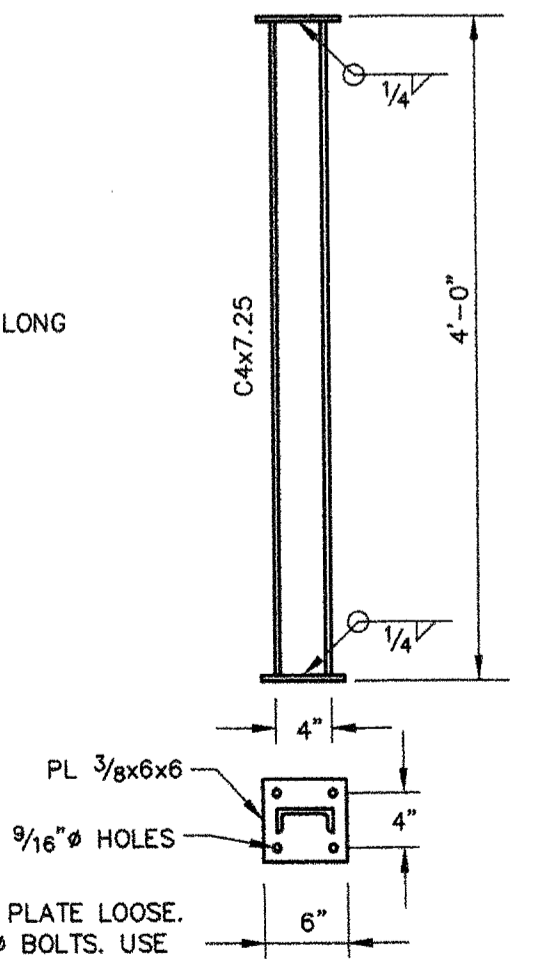
DETAIL 1
SCALE: 1"=1'-0"



SECTION A-A
SCALE: 3/8"=1'-0"



SECTION E-E
SCALE: 3/8"=1'-0"



SPOTLIGHT PEDESTAL
SCALE: 1"=1'-0"

PROVIDE PL SAME AS BASE PLATE LOOSE. BOLT THRU GRATING W/1/2" BOLTS. USE LOOSE PL BELOW GRATING.

- NOTES:**
- FOR RAILING DETAILS ON HOIST TOWER FOUNDATIONS, SEE SH. T7.
 - ANCHOR BOLTS ARE TO BE SET BY TEMPLATES BEFORE THE CONCRETE IS PLACED.
 - FOR ADDITIONAL CONCRETE AND REINFORCEMENT NOTES, SEE SH. S1.
 - THE GUIDE FACES OF THE HOIST TOWERS SHALL BE PLUMB AND PARALLEL TO EACH OTHER. THESE BRIDGE GUIDES SHALL BE MAINTAINED WITHIN A TOLERANCE OF ± 1/16" DURING PLACEMENT AND CURING OF THE CONCRETE.
 - ALL STEEL AND ANCHOR BOLTS FOR ELECTRICAL SUPPORTS TO BE GALVANIZED.

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

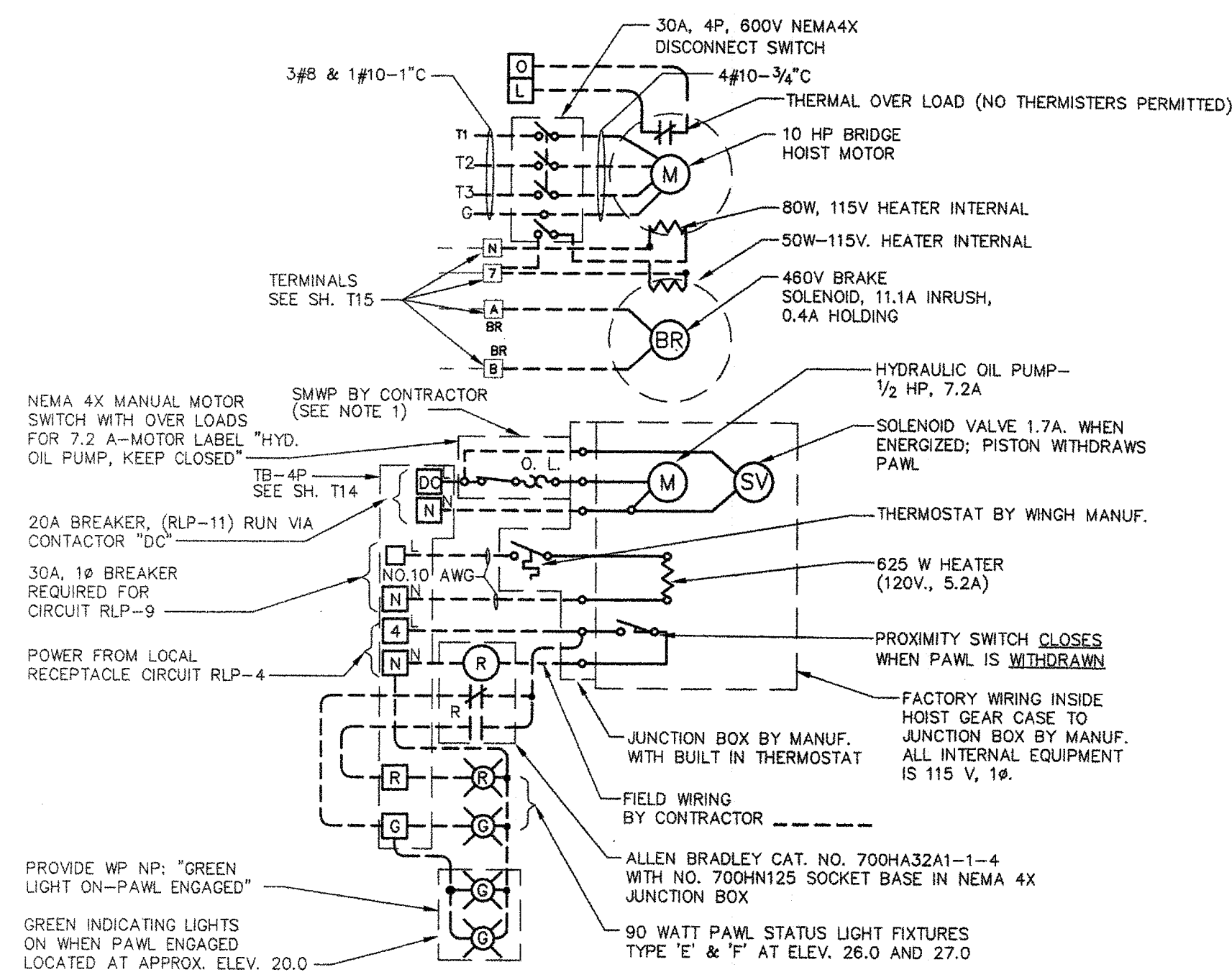
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

FERRY TERMINAL, ROCKLAND, MAINE

**TRANSFER BRIDGE
HOIST TOWER FOUNDATION
AND MISCELLANEOUS DETAILS**

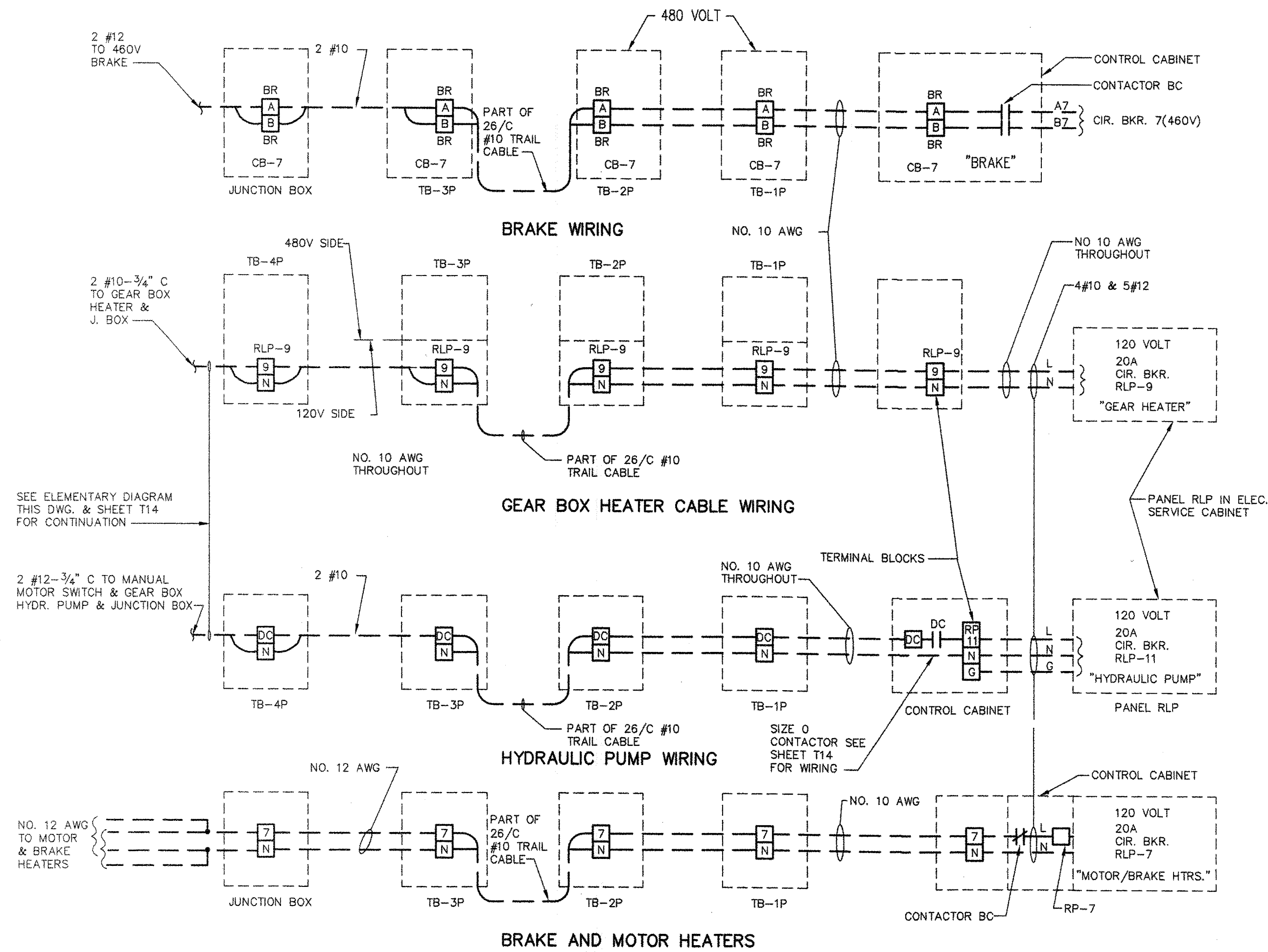
FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.

FS&T PRJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. DRC DR. RWT	CHK. CWC PROL. ENGR. DPA	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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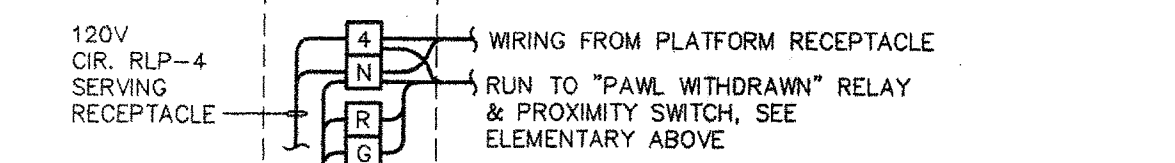


HOIST AND HYDRAULIC PAWL WITHDRAWAL ELEMENTARY DIAGRAM
 NOT TO SCALE

NOTE:
 1. MANUAL MOTOR STARTER SHALL BE A CUTLER HAMMER TYPE MS TOIHH WITH NEMA 4X ENCLOSURE AND M SH8-8A OVERLOAD HEATER OR EQUAL, BASED ON MOTOR AMPERES LISTED.



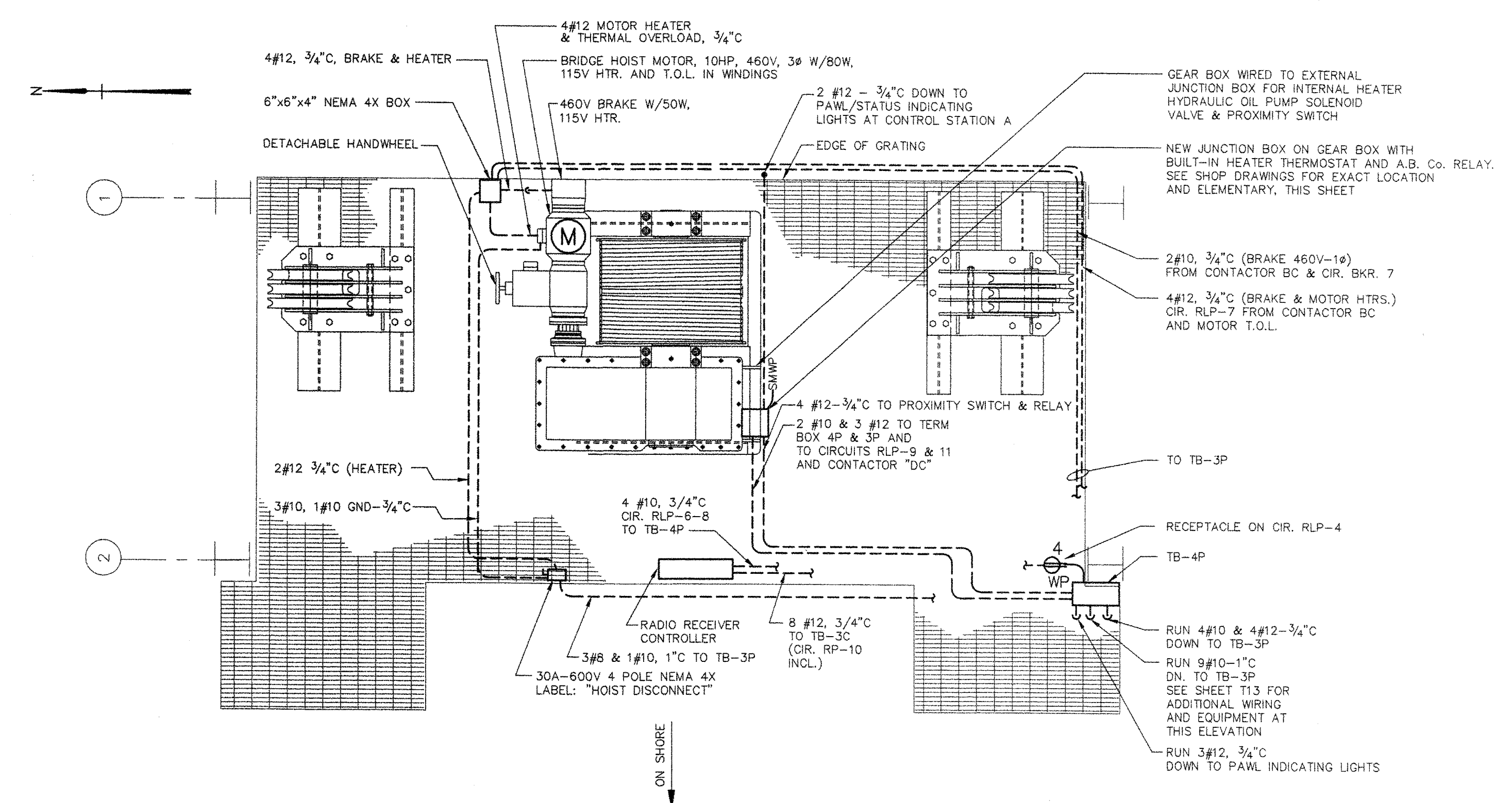
BRAKE AND MOTOR HEATERS



PAWL WITHDRAWN INDICATOR WIRING

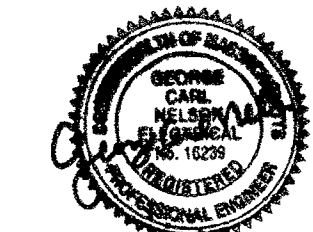
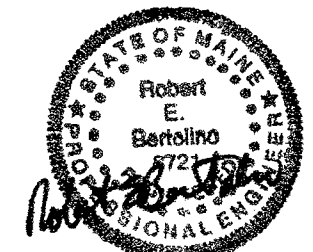
NOTE: SEE SHEETS T13 AND T14

HOIST AND GEAR CASE ACCESSORY WIRING
 NOT TO SCALE



HOIST WIRING PLAN AT PLATFORM, ELEV. 37.00
 SCALE: 1/2"=1'-0"

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.



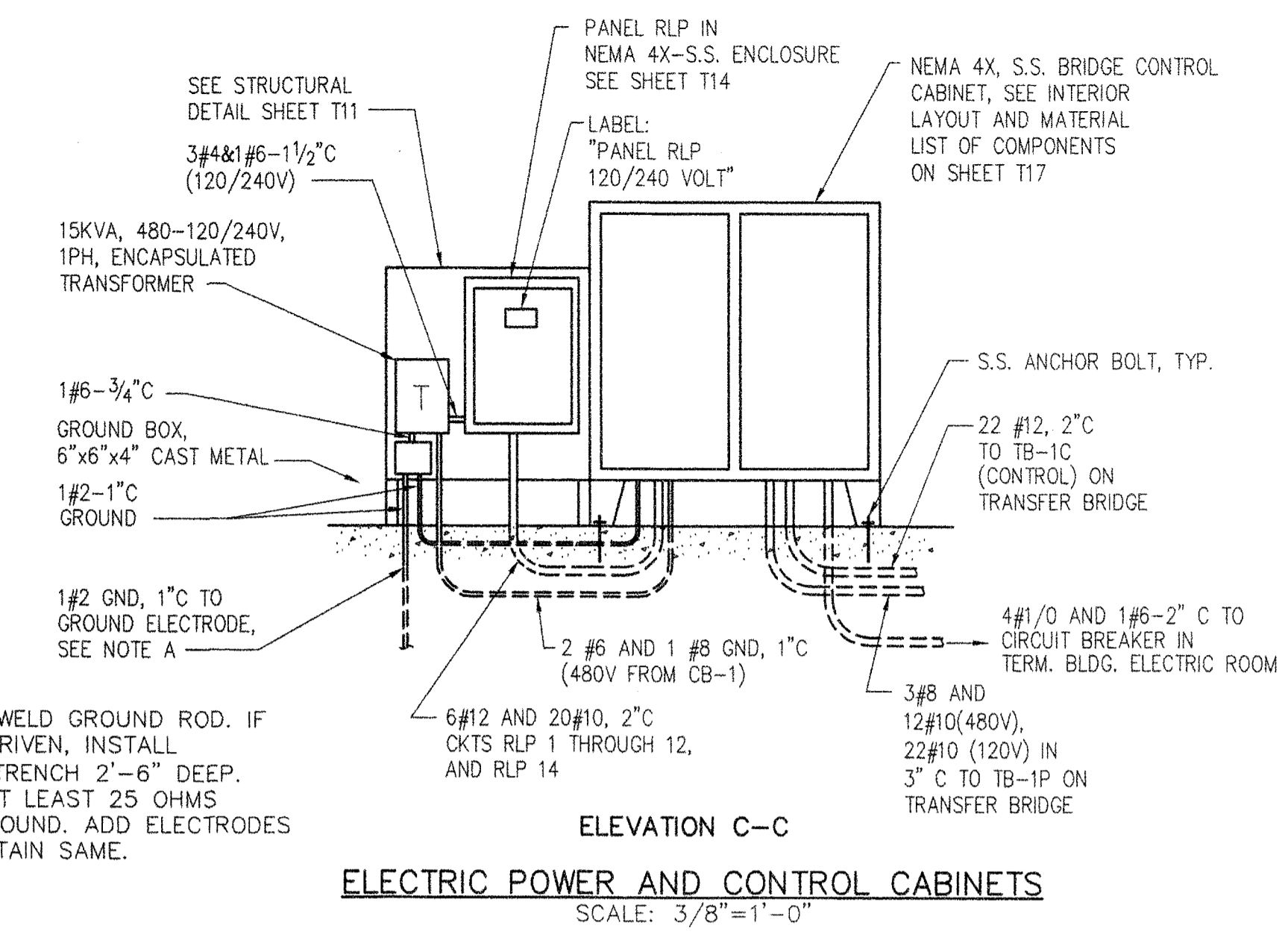
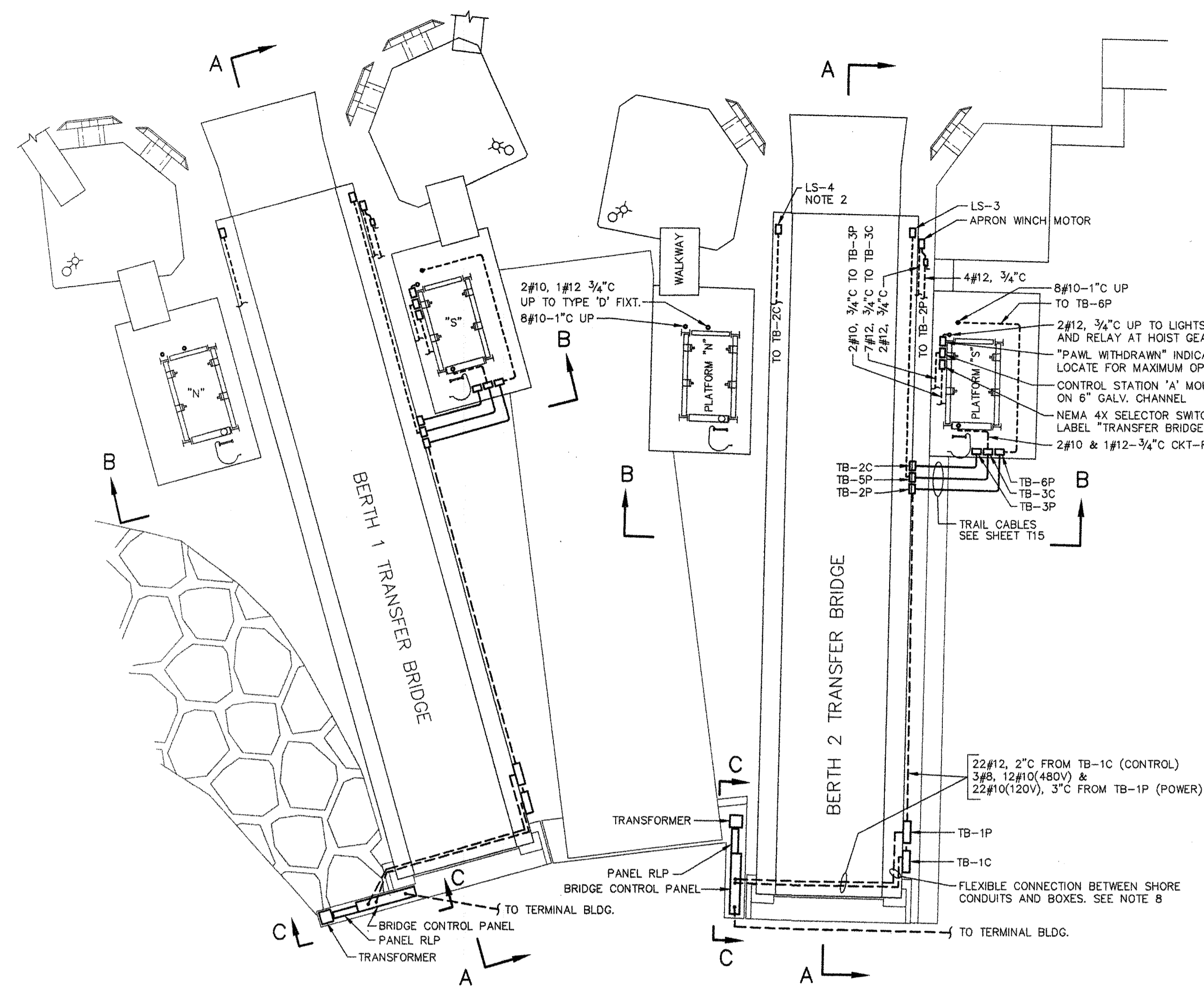
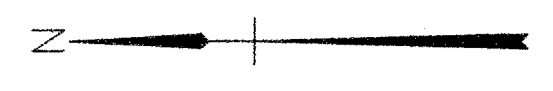
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 AUGUSTA, MAINE

FERRY TERMINAL, ROCKLAND, MAINE

TRANSFER BRIDGE HOIST WIRING AND DETAILS

FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.

FS&T PRJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. GCN DR. RWT	CHK. GCN ENGR. DPA	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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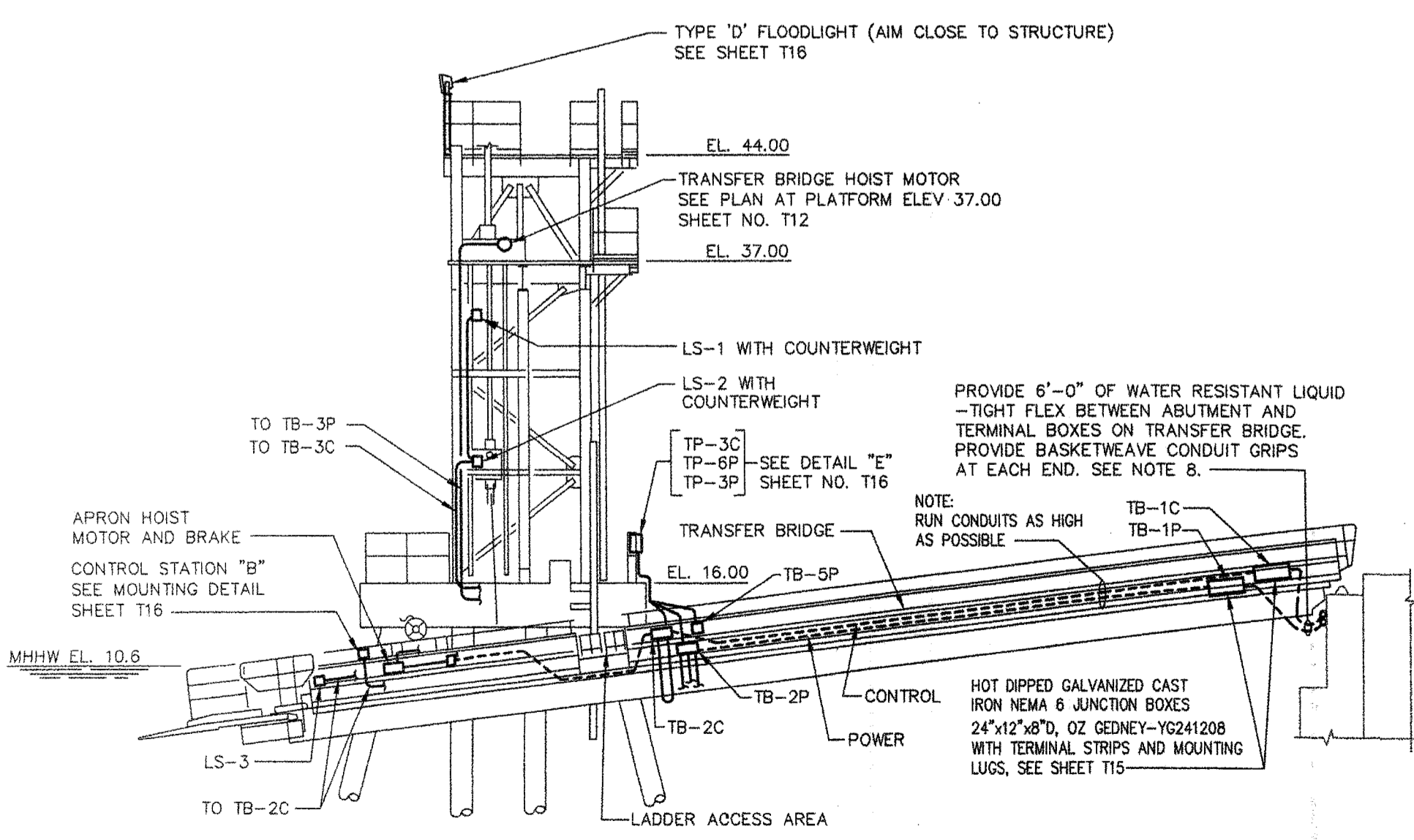


ELECTRICAL LEGEND

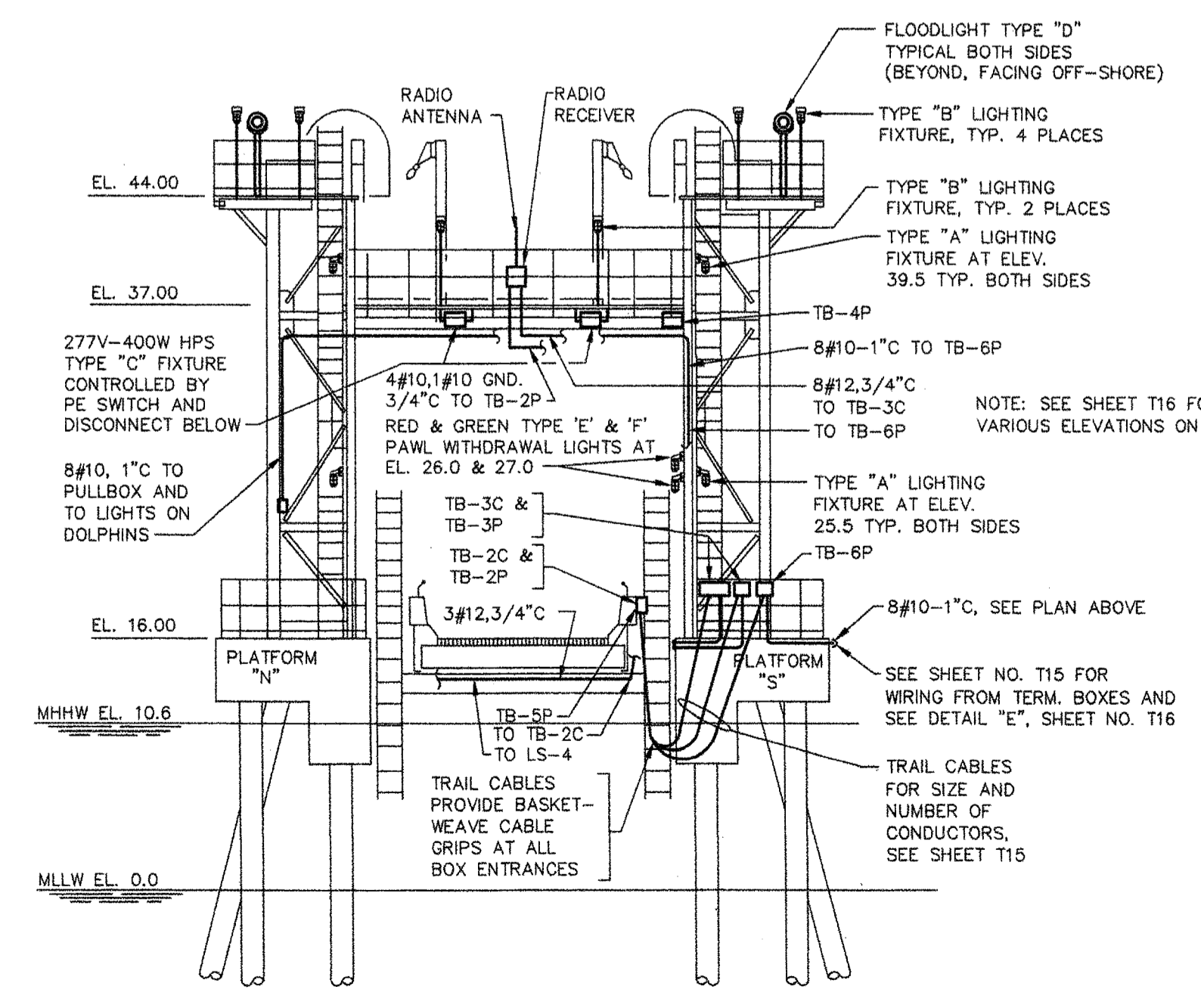
- ⊕ JUNCTION BOX
- TYPE (SEE DETAILS)
- LIGHT FIXTURE
- CIRCUIT NUMBER
- ⊕ DUPLEX W.P. RECEPTACLE - SCREW COVER
- S SINGLE POLE W.P. SWITCH - EXTERNAL OPERATOR
- S3 THREE WAY W.P. SWITCH - EXTERNAL OPERATOR
- GROUPED OR INDIVIDUAL CONDUIT RUN AS NOTED

NOTES:

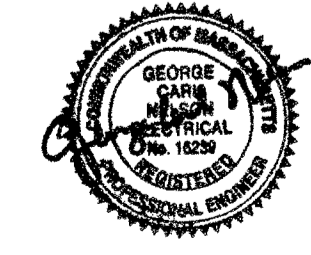
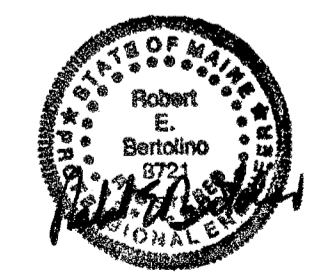
1. POSITION LS-1 & LS-2 SO THAT CENTER WEIGHT ASSEMBLY ENGAGES AND TRIPS LS-1 AT UPPER LIMIT OF BRIDGE TRAVEL AND LS-2 AT LOWER LIMIT.
2. LIMIT SWITCH LS-4 SHALL BE SQUARE D CLASS 9007 TYPE "C" NEMA AND UL-6P. SEE SHEET T4 FOR INSTALLATION DETAILS.
3. POSITION LS-3 SO THAT SWITCH IS TRIPPED WHEN APRON IS AT UPPER LIMIT OF TRAVEL.
4. ALL CONDUITS SHALL BE PVC COATED RIGID STEEL, INCLUDING CONDUIT BODIES AND CLIPS.
5. FOR DESCRIPTION OF WIRE & CONDUIT ON TRANSFER BRIDGE SEE SHEETS T14 & T15.
6. FOR WIRING SCHEMATICS SEE SHEETS T12, T14 & T15.
7. JUNCTION BOXES WITH TERMINAL STRIPS ON TRANSFER BRIDGE AND PLATFORM SHALL BE CAST METAL NEMA 6
8. FLEXIBLE CONDUITS BETWEEN BRIDGE ABUTMENT AND TERMINAL BOXES TB-1P AND TB-1C SHALL BE INSTALLED IN SUCH A WAY THAT THEY SHALL NEITHER BE STRETCHED NOR BE SUBJECTED TO EXCESSIVELY SHARP BENDS AT MAXIMUM AND MINIMUM DESIGN POSITIONS OF BRIDGE. USE COLD SHRINK OR HEAT SHRINK EPDM RUBBER OVER FITTINGS SIMILAR TO COOPER CROUSE HINDS TMC-K CORROSION KITS.
9. FOR DETAILS OF CONTROL CABINET AND ELECTRICAL DISTRIBUTION EQUIPMENT, SEE SHEET T17.
10. ALL CONDUIT SHALL BE 3/4" MIN. SIZE, HOT DIPPED GALVANIZED WITH 40 MIL BONDED PVC COATING (BLACK OR GRAY)
11. ALL WIRE SHALL BE TYPE RHH-RHW-USE
12. REMOVE EXISTING RADIO CONTROLS AND TURN OVER TO MDOT. REMOVE WIRING.
13. SEE SHEET T16 FOR ELECTRICAL PLANS AT HOIST TOWER PLATFORMS AND TRANSFER BRIDGE ELECTRICAL DETAILS.



SECTIONAL ELEVATION A-A
SCALE: 1/8"=1'-0"



SECTIONAL ELEVATION B-B
SCALE: 1/8"=1'-0"



REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

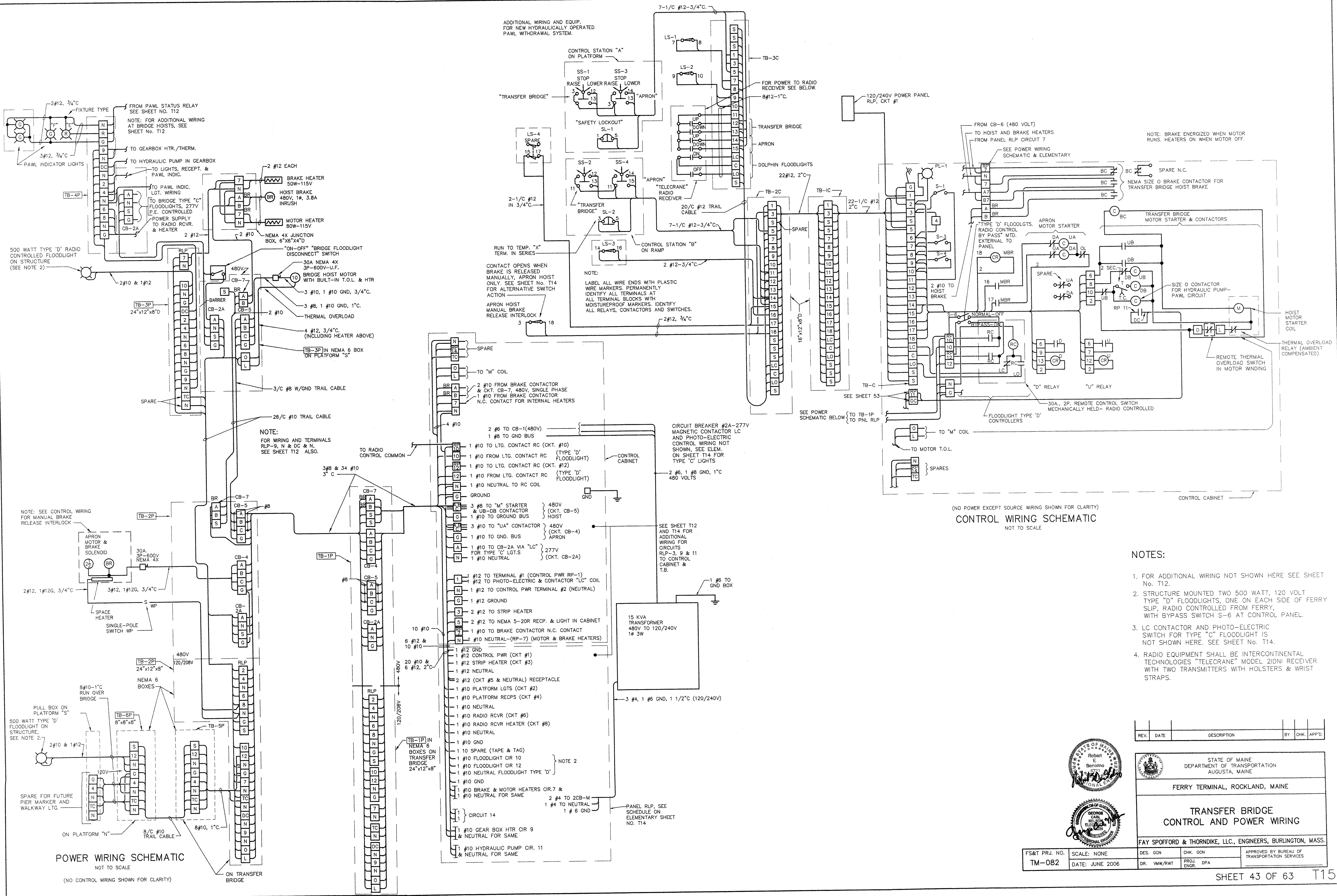
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

FERRY TERMINAL, ROCKLAND, MAINE

**ROCKLAND
TRANSFER BRIDGE/BERTH
ELECTRICAL PLAN**


FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.

FS&T PRJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. GCN DR. WW	CHK. GCN PROJ. ENGR. DWH	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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- NOTES:**
1. FOR ADDITIONAL WIRING NOT SHOWN HERE SEE SHEET No. T12.
 2. STRUCTURE MOUNTED TWO 500 WATT, 120 VOLT TYPE "D" FLOODLIGHTS, ONE ON EACH SIDE OF FERRY SLIP, RADIO CONTROLLED FROM FERRY, WITH BYPASS SWITCH S-6 AT CONTROL PANEL.
 3. LC CONTACTOR AND PHOTO-ELECTRIC SWITCH FOR TYPE "C" FLOODLIGHT IS NOT SHOWN HERE. SEE SHEET No. T14.
 4. RADIO EQUIPMENT SHALL BE INTERCONTINENTAL TECHNOLOGIES "TELECRANE" MODEL 2IDNI RECEIVER WITH TWO TRANSMITTERS WITH HOLSTERS & WRIST STRAPS.

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.



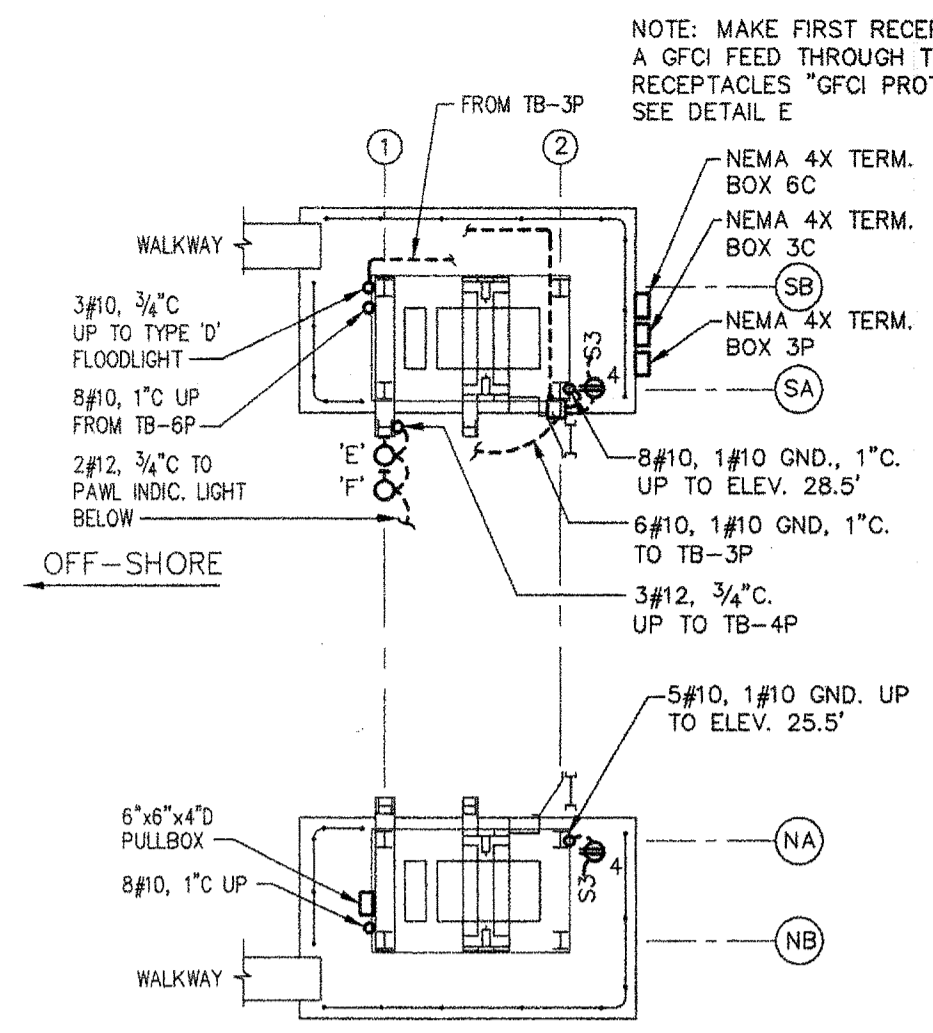
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

FERRY TERMINAL, ROCKLAND, MAINE

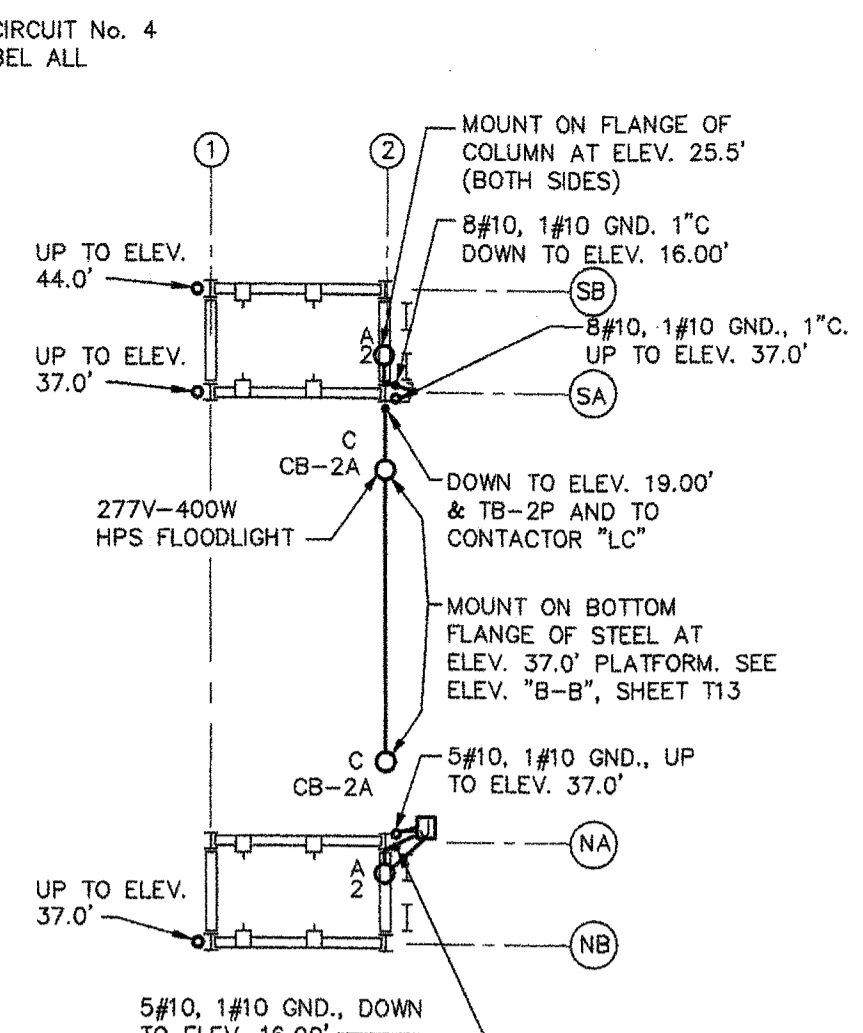
**TRANSFER BRIDGE
CONTROL AND POWER WIRING**

FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.

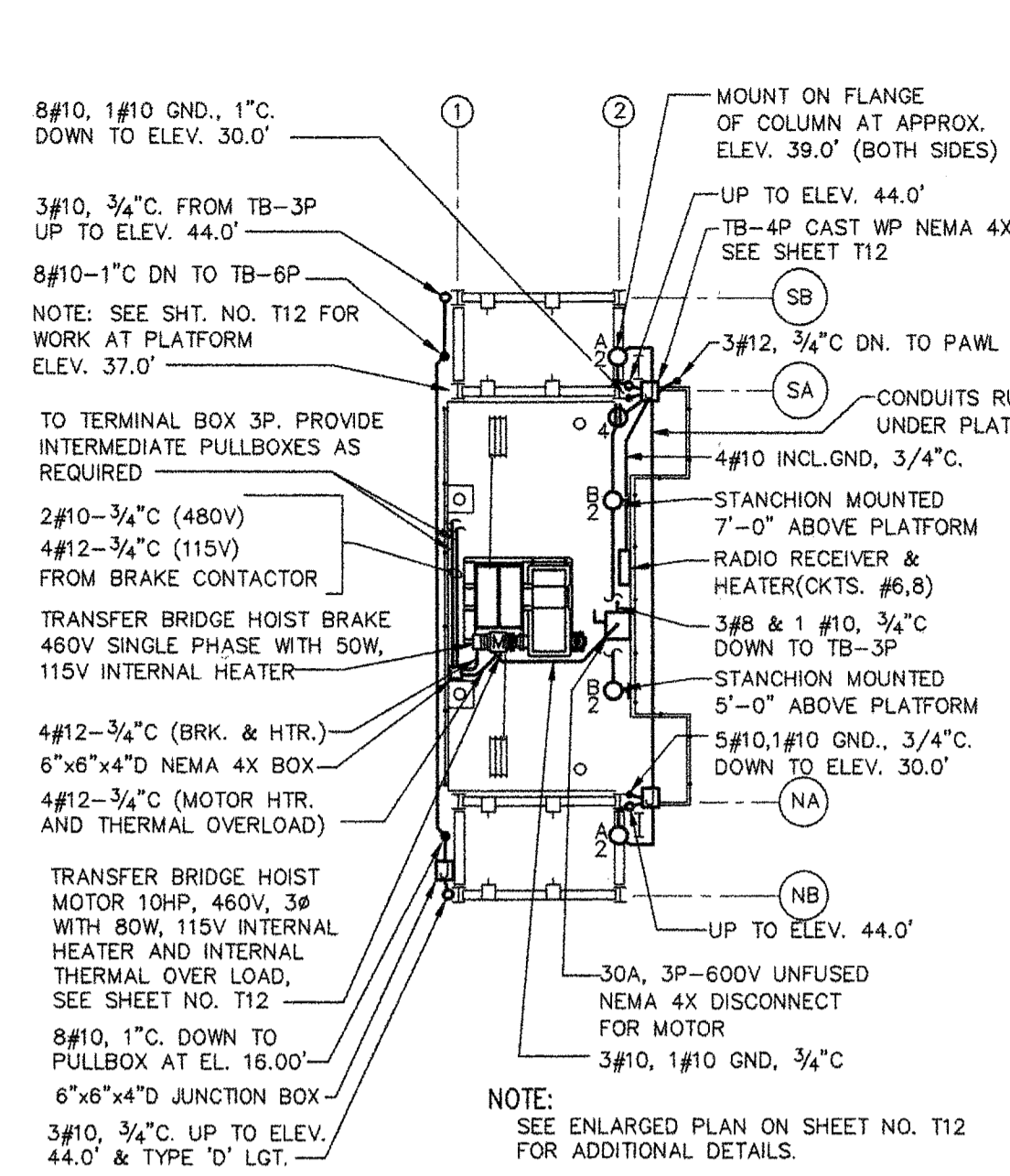
FS&T PRJ. NO. TM-082	SCALE: NONE DATE: JUNE 2006	DES. GCN DR. YMW/RWT	CHK. GCN PROJ. DPA ENGR.	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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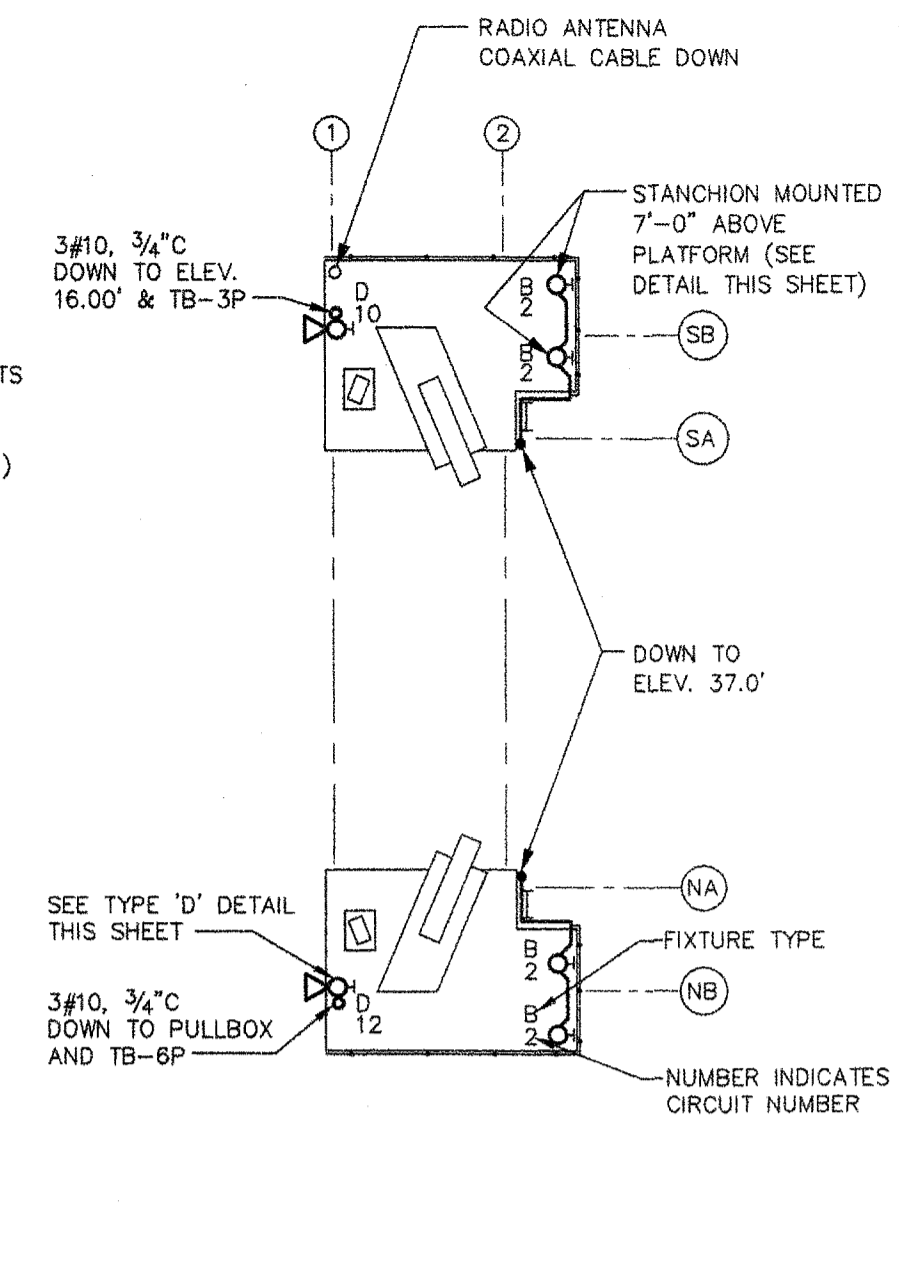
LIGHTING PLAN AT PLATFORM ELEV. 16.00
SCALE: 1/8"=1'-0"



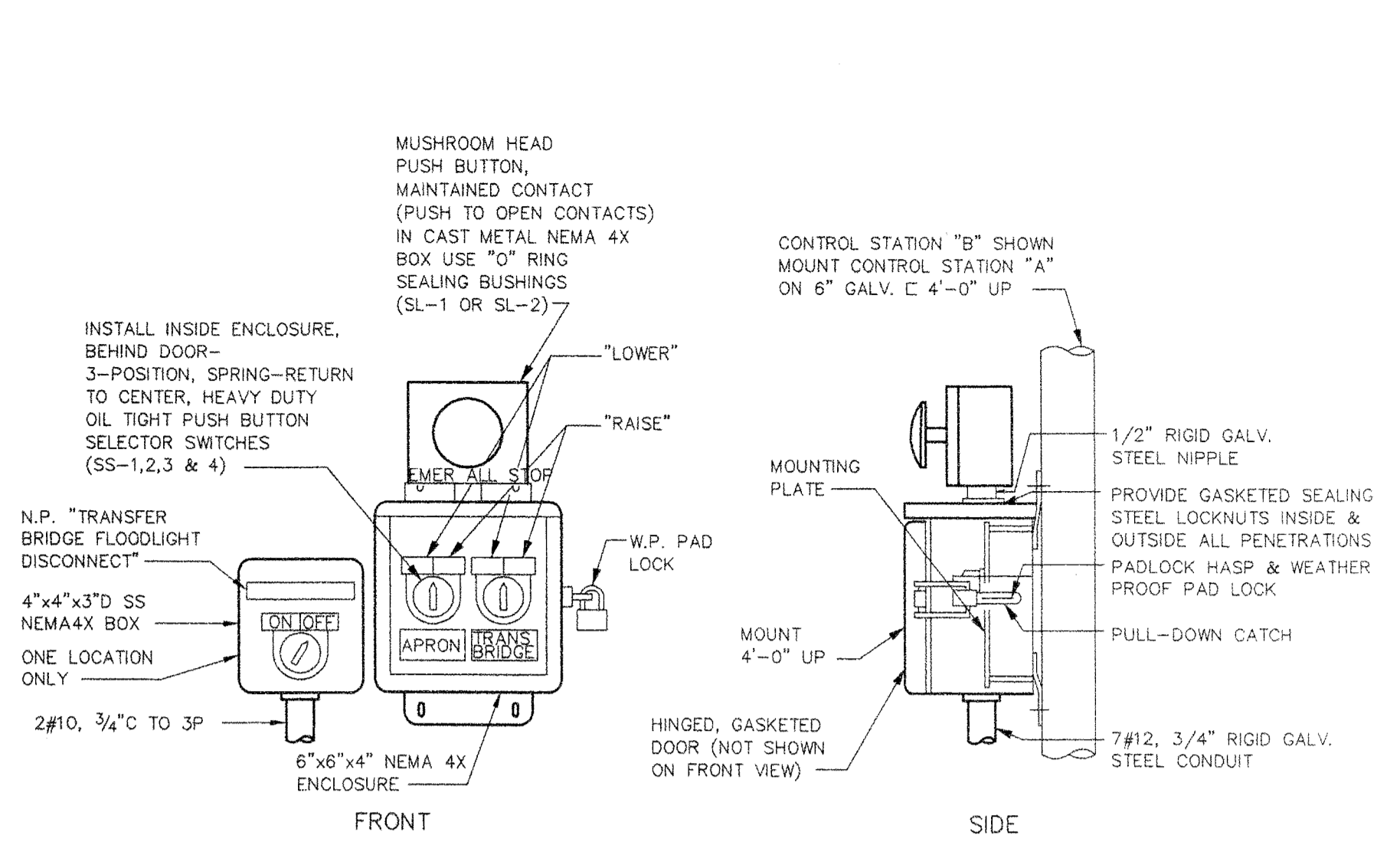
LIGHTING PLAN AT ELEV. 30.00
SCALE: 1/8"=1'-0"



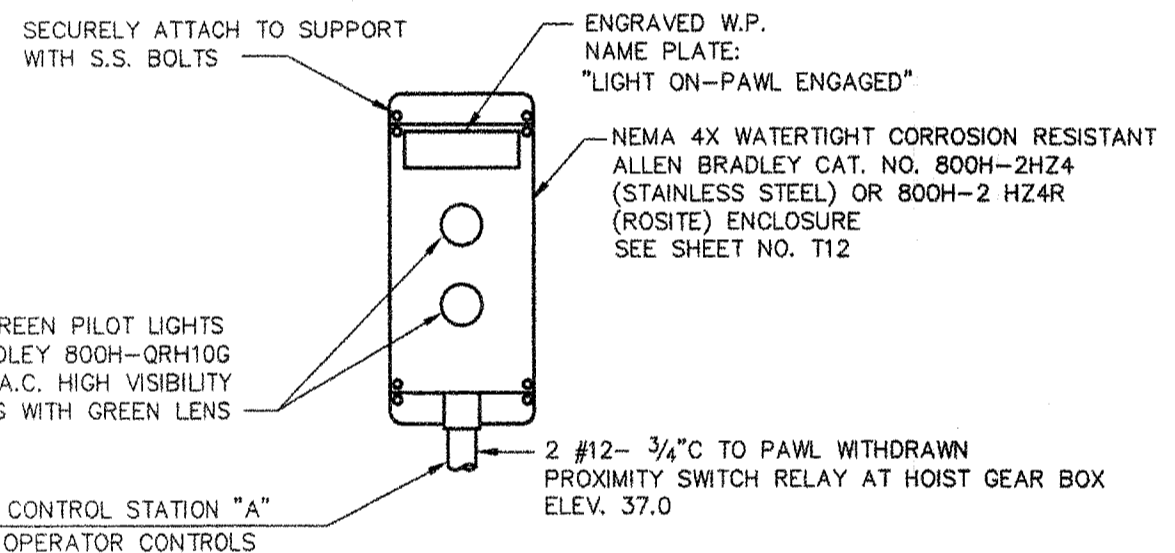
ELECTRIC PLAN AT PLATFORM ELEV. 37.00
SCALE: 1/8"=1'-0"



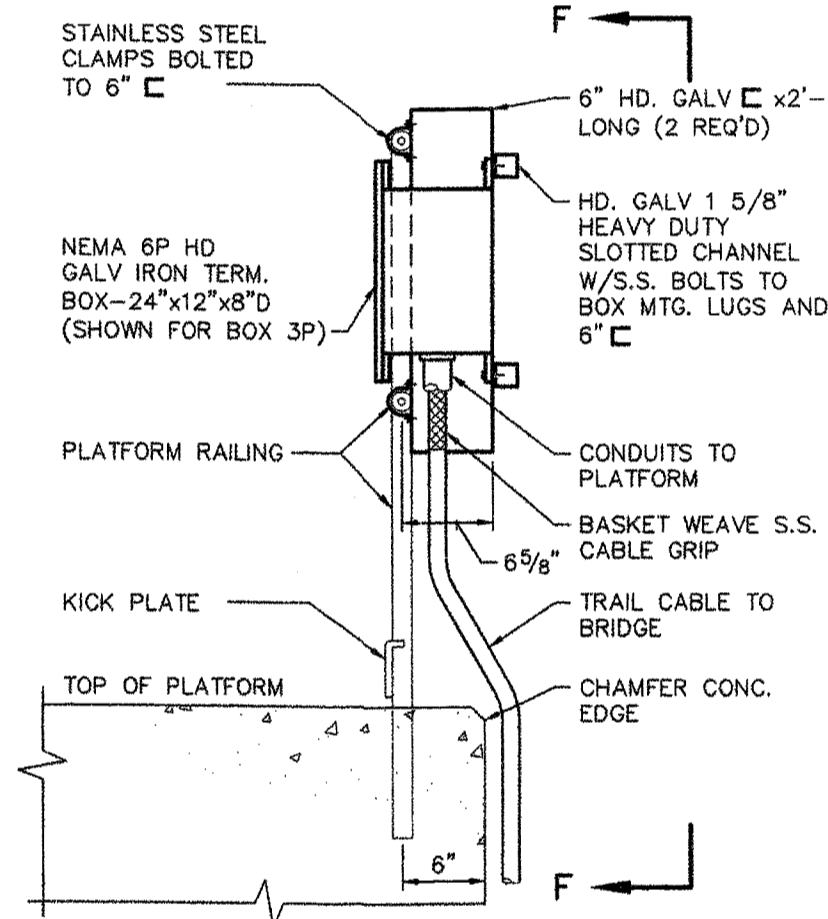
LIGHTING PLAN AT PLATFORM ELEV. 44.00
SCALE: 1/8"=1'-0"



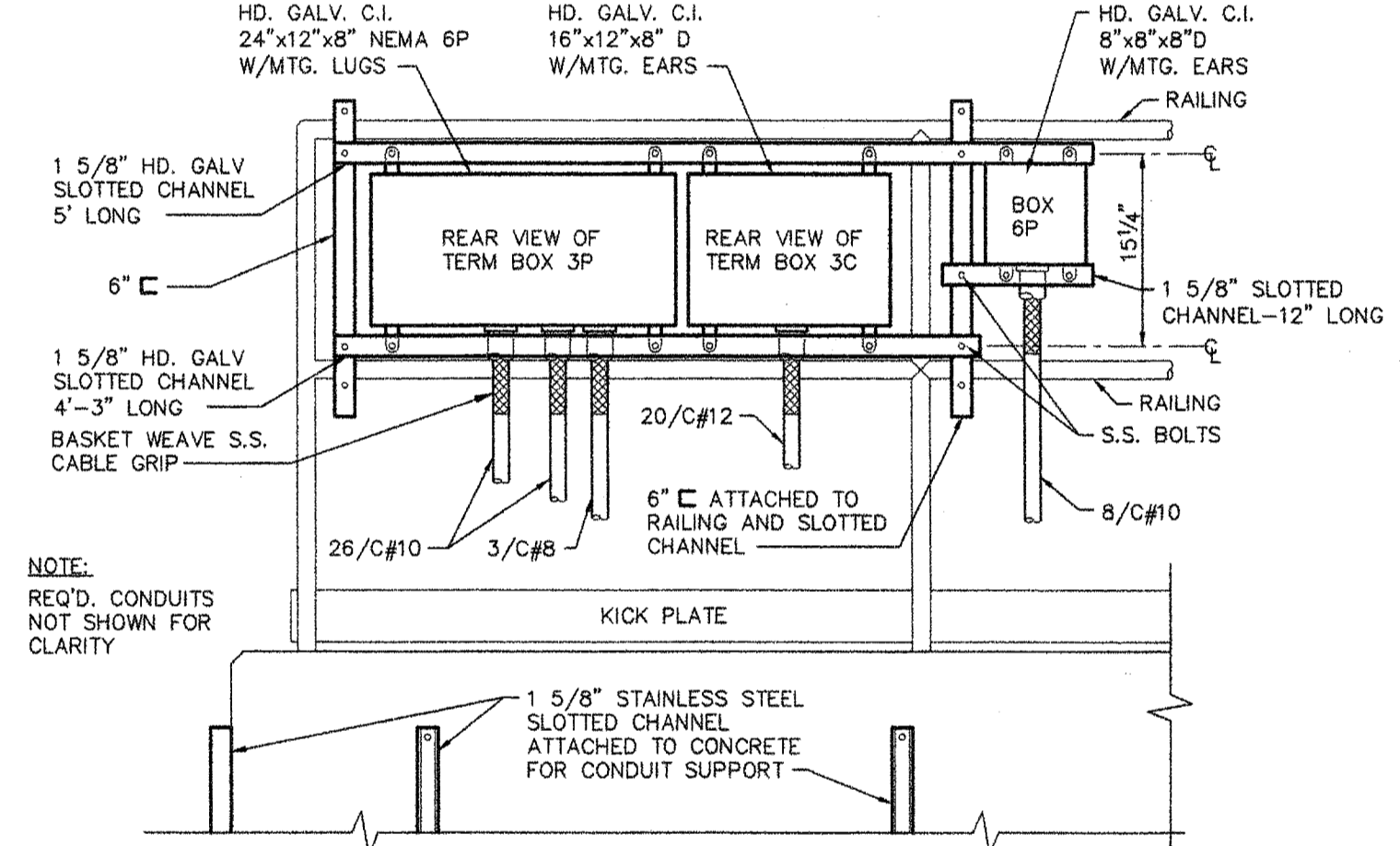
CONTROL STATION (TYP. FOR TWO)
NOT TO SCALE



PAWL INDICATOR LIGHT
NOT TO SCALE



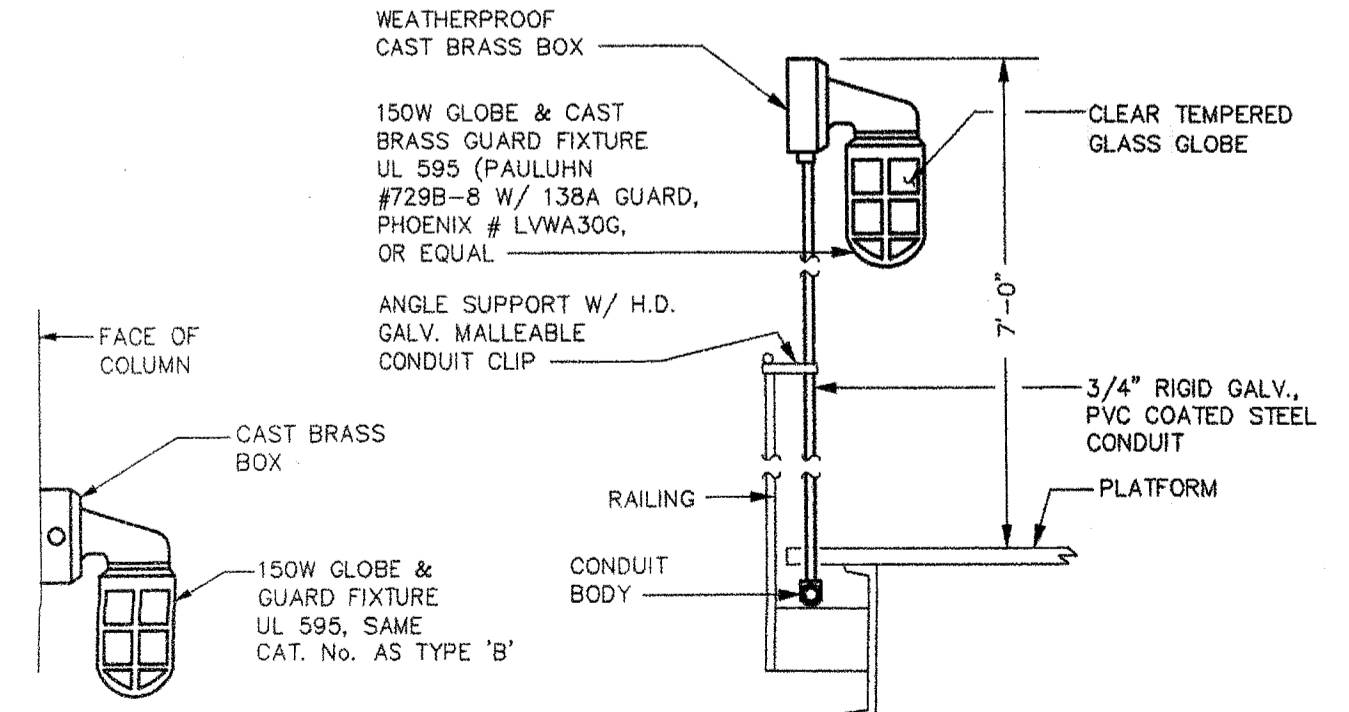
DETAIL E
SCALE: 1"=1'-0"



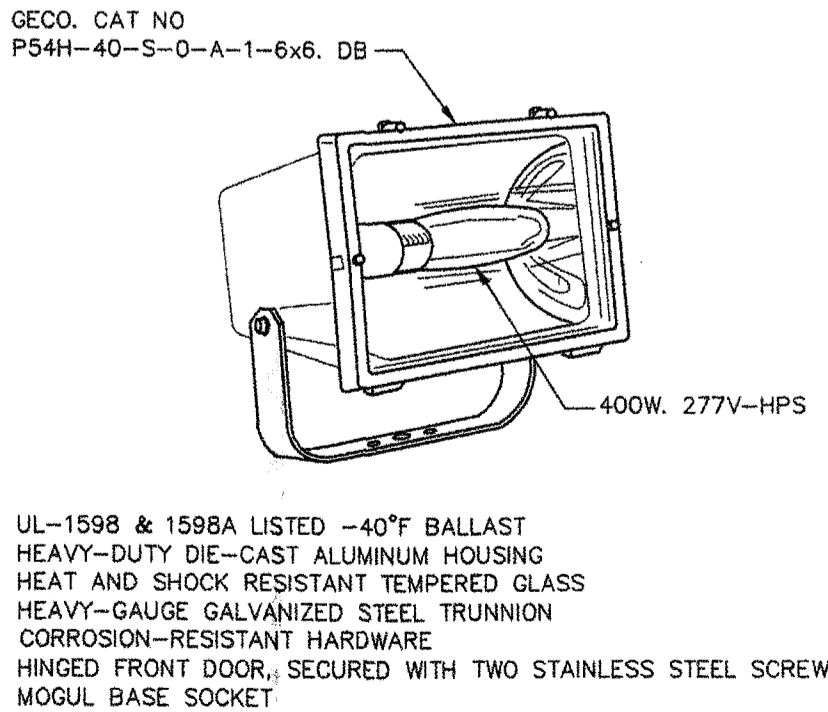
ELEVATION F-F
SCALE: 1"=1'-0"

- ELECTRIC LEGEND**
- 2 — CIRCUIT NUMBER
 - ⊕ — LIGHT FIXTURE
 - A — TYPE (SEE DETAILS)
 - ⊕ — DUPLEX W.P. RECEPTACLE - SCREW COVER
 - S — SINGLE POLE W.P. SWITCH - EXTERNAL OPERATOR
 - S3 — THREE WAY W.P. SWITCH - EXTERNAL OPERATOR
 - GROUPED OR INDIVIDUAL CONDUIT RUN AS NOTED RUN EXPOSED

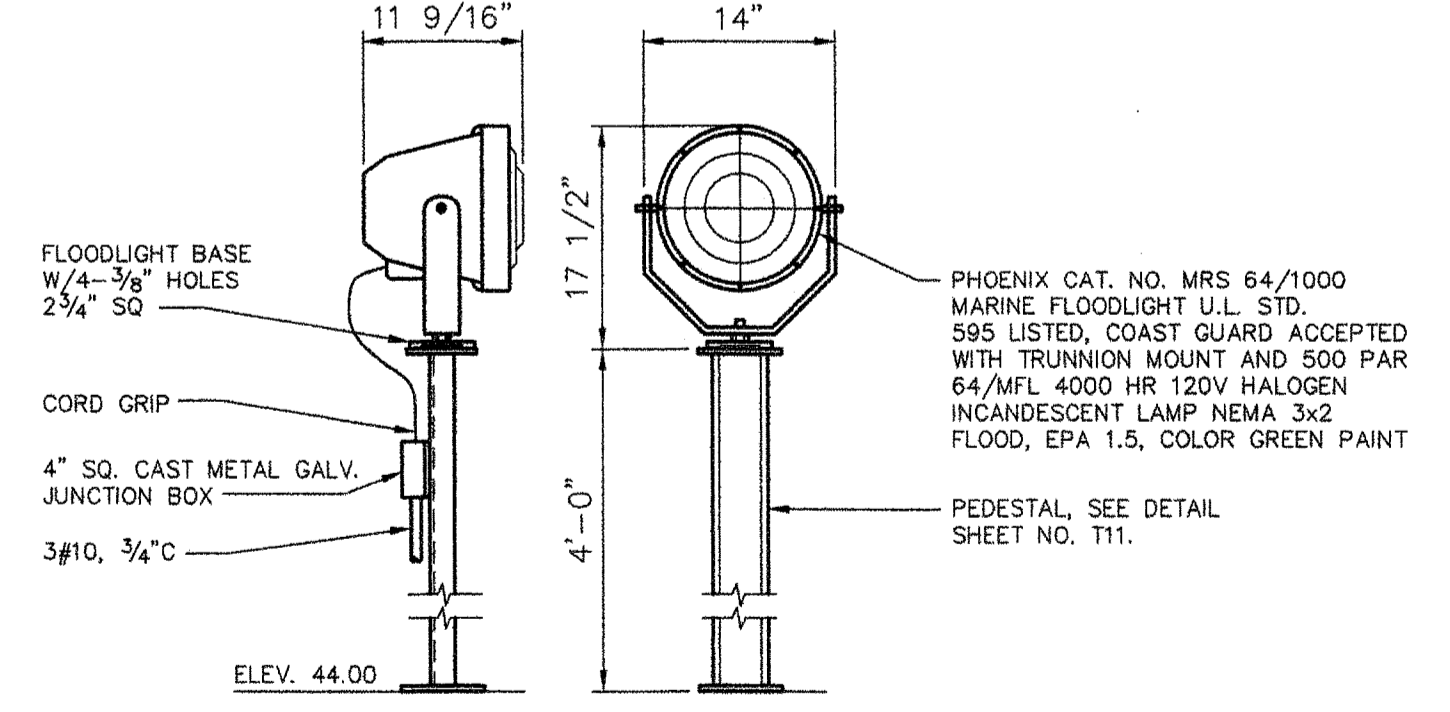
- NOTES:**
1. ALL CONDUITS SHALL BE PVC COATED RIGID STEEL, INCLUDING CONDUIT BODIES AND CLIPS.
 2. FOR DESCRIPTION OF WIRE & CONDUIT ON TRANSFER BRIDGE SEE SHEET NO. T14 & T15.
 3. FOR WIRING SCHEMATICS SEE SHEET NO. T12, T14 & T15
 4. JUNCTION BOXES WITH TERMINAL STRIPS ON TRANSFER BRIDGE AND PLATFORM SHALL BE CAST METAL NEMA 6
 5. ALL CONDUIT SHALL BE 3/4" MIN. SIZE, HOT DIPPED GALVANIZED WITH 40 MIL BONDED PVC COATING (BLACK OR GRAY)
 6. ALL WIRE SHALL BE TYPE RHH-RHW-USE



TYPE "A" NOT TO SCALE
TYPE "B" NOT TO SCALE



FLOODLIGHT TYPE "C"
NOT TO SCALE



FLOODLIGHT TYPE "D"
SCALE: 1"=1'-0"

LIGHTING FIXTURE DETAILS

NOTE: TYPE "E" AND "F" FOR PAWL STATUS INDICATING LIGHTS SIMILAR EXCEPT PROVIDE RED GLOBE (PAULHUN 7298-RED-W) AND GREEN GLOBE (PAULHUN 7298-GREEN-W). PROVIDE 800H HOUR, 90 WATT CLEAR TRAFFIC SIGNAL LAMPS, (OSRAM) SYLVANIA No. 90A19/TS/8M/SS

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

FERRY TERMINAL, ROCKLAND, MAINE

**TRANSFER BRIDGE
ELECTRICAL PLANS & DETAILS - PART 1**

FAY SPOFFORD & THORNDIKE, LLC, ENGINEERS, BURLINGTON, MASS.

FS&T PRJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. GCN DR. VMW	CHK. GCN PROJ. DPA ENGR.	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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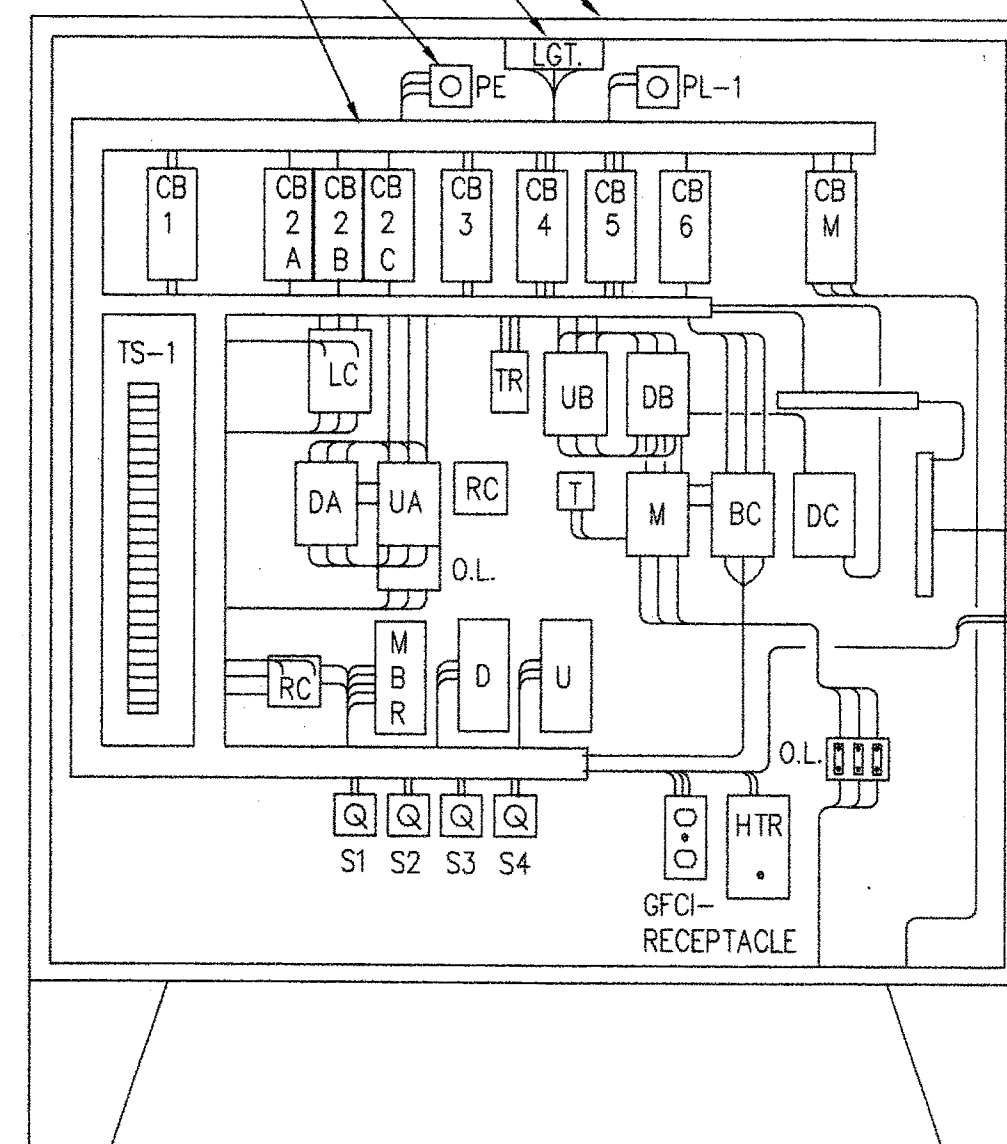
NEMA 4X SS CABINET MATERIAL LIST	
DEVICE IDENTIFICATION	DESCRIPTION
CB-1	2-POLE, 100AF/60AT, 14,000AIC @480V, 15KVA TRANSFORMER PRIMARY
CB-2 (A,B,C)	3, 1-POLE, 100AF/20AT, 14,000AIC @277V LIGHTING AND SPARE
CB-3	2-POLE, 100AF/30AT, 14,000AIC @480V, SPARE
CB-4	3-POLE, 100AF/15AT, 14,000AIC @480V, APRON MOTOR
CB-5	3-POLE, 100AF/40AT, 14,000AIC @480V, BRIDGE HOIST
CB-6	1-POLE, 100AF/15AT, 14,000AIC @277V
CB-7	2-POLE, 100AF/15AT, 14,000AIC @480V, HOIST BRAKE VIA CONTACTOR "BC"
CB-M	3-POLE, 225AF/125AT, 22,000AIC @480V, MAIN INCOMING
LC	3-POLE, 30A, 480V, ELECTRICALLY HELD LIGHTING CONTACTOR WITH 120V COIL, ALLEN-BRADLEY CAT. NO. 500L-B0D93
* DA,UA	NEMA SIZE 1, 3-PHASE MAGNETIC REVERSING STARTER (APRON MOTOR)
DC	PAWL CONTACTOR, NEMA SIZE 0-2 NO. CONTACTS (ENERGIZE ON DOWN COMMAND)
* DB,UB	NEMA SIZE 2, 3-PHASE MAGNETIC REVERSING CONTACTOR (HOIST MOTOR)
BC	BRAKE/MOTOR, HEATER CONTACTOR NEMA SIZE 0-2 N.O. AND 2.N.C. CONTACTS
T	TIME DELAY RELAY, SSAC CAT. NO. TDUL3000A; 0.1 TO 102.3 SEC. RANGE TIMED CLOSE ON ENERGIZE
D,U,M,BR	NEMA A-600, 600V, 10A MACHINE TOOL RELAY
PL-1	HEAVY-DUTY, OIL-TIGHT PILOT LIGHT, 120V CONTROL POWER WITH RED LENS (CONTROL POWER "ON")
HTR	800W, 120V ENCLOSURE HEATER WITH FAN AND 0-100 DEGREE F THERMOSTAT, HOFFMAN CAT. NO. D-AH8001B
RECP	DUPLEX, NEMA 5-20A RECEPTACLE IN "FD" BOX WITH COVER, GFCI TYPE
RC	2-POLE, 30A, MECHANICALLY HELD REMOTE CONTROL SWITCH, ASCO 920-23030
PE	120V PHOTOELECTRIC CONTROL RELAY, INTERMATIC CAT. NO. K4121
SA	3-PHASE, 4-WIRE, 650V TO GROUND SURGE ARRESTOR, DELTA CAT. NO. LA-603
OL	OVERLOAD RELAY, GE CO. CR324C610 WITH OIL HEATERS CR123C163B
M	* MOTOR STARTER OR CONTACTOR NEMA SIZE 2, 3 PHASE
SWITCHES ON DRAWING:	
S1	"LOCK OUT NORMAL" RADIO & MANUAL RAMP DRIVEN DOWN CONTROL
S2	"BYPASS APRON CABLE LIMIT SWITCH"
S3	BYPASS BRIDGE FULLY RAISED "NORMAL-BYPASS"
S4	BYPASS BRIDGE FULLY LOWERED "NORMAL-BYPASS"
S5	BRIDGE FLOODLIGHTING DISCONNECT "ON-OFF"
S6	"BYPASS RADIO CONTROL FLOODLIGHTS NORMAL-BYPASS"
SL1	SAFETY LOCKOUT
SL2	SAFETY LOCKOUT
SS 1,2,3 & 4	"RAISE-STOP-LOWER"; HEAVY DUTY OIL-TIGHT, 3 POSITION SELECTOR SWITCH MOMENTARY CONTACT SPRING RETURN TO CENTER OFF POSITION
LGT (LIGHT)	HOFFMAN CAT. NO. A-LTMB1-60W-T10 LIGHT WITH SWITCH

* PROVIDE AUXILIARY CONTACTS AS SHOWN ON SCHEMATIC DIAGRAM.

HOFFMAN NEMA 4X STAINLESS STEEL CABINET, 74"Hx 72"Wx 12"D WITH DOUBLE DOORS, DOOR POCKET AND COMPLETE SCHEMATIC WIRING DIAGRAMS AND MOUNTING LEGS.

LOCATE EXTERNAL TO CABINET AND FACE NORTH

PLASTIC WIREWAY, THOMAS & BETTS CAT. NO. E225x225LG6 WITH COVER CAT. NO. C225LG6



PROVIDE NAMEPLATES SEE MATERIAL LIST

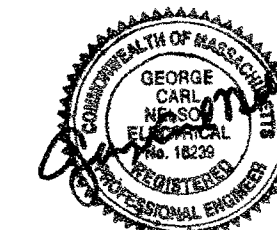
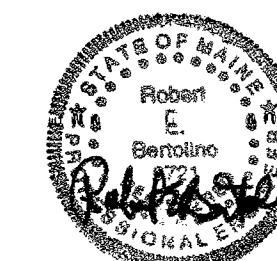
NOTE:
SEE SHEET NO. T13 FOR CABINET LOCATION

**TRANSFER BRIDGE CONTROL CABINET
INTERIOR EQUIPMENT ARRANGEMENT**
NOT TO SCALE

NOTES:

1. LABEL ALL WIRES AND TERMINALS. PROVIDE PLASTIC ENGRAVED LAMINATED NAMEPLATES FOR EACH PIECE OF EQUIPMENT.
2. SUPPLY CABINETS AND CONTROL ENCLOSURES WITH CORROSION INHIBITOR TAPE AROUND INTERNAL PERIMETER.
3. CONTROL STATION DETAIL, SHEET NO. T15 AND T16 FOR SL-1 & SL-2, SS-1, SS-2, SS-3 & SS-4.
4. ELEMENTARY DIAGRAM, SHEET NO. T14 FOR S-1, S-2, S-3, S-4 & S-5.
5. CONTROL WIRING SCHEMATIC, SHEET NO. T15 FOR S-6 EQUIPMENT.

REV.	DATE	DESCRIPTION	BY	CHK.	APP'D.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
AUGUSTA, MAINE

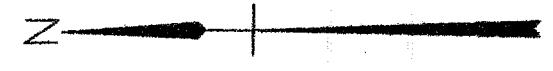
FERRY TERMINAL, ROCKLAND, MAINE

**TRANSFER BRIDGE
ELECTRICAL DETAILS - PART 2**

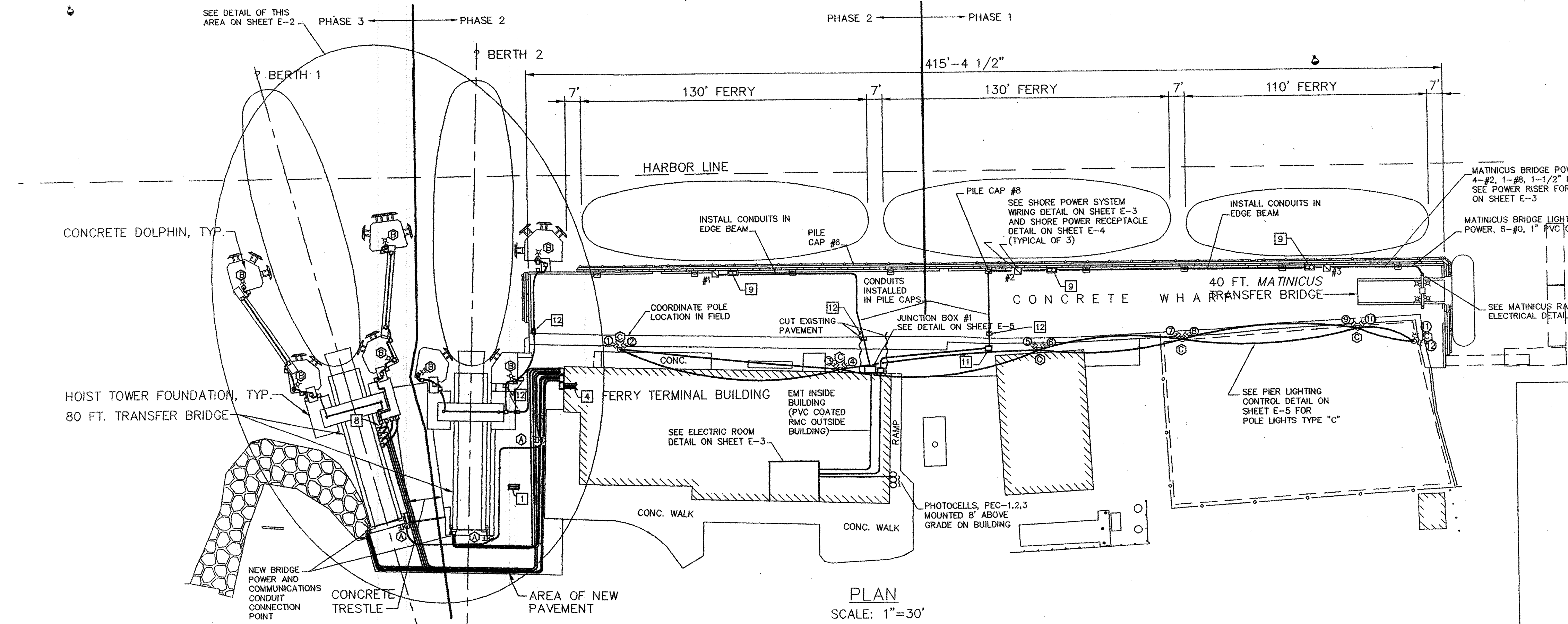
FAY SPOFFORD & THORNDIKE, LLC., ENGINEERS, BURLINGTON, MASS.

FS&T PROJ. NO. TM-082	SCALE: AS NOTED DATE: JUNE 2006	DES. GCN DR. WW	CHK. GCN PROJ. DPA ENGR.	APPROVED BY BUREAU OF TRANSPORTATION SERVICES
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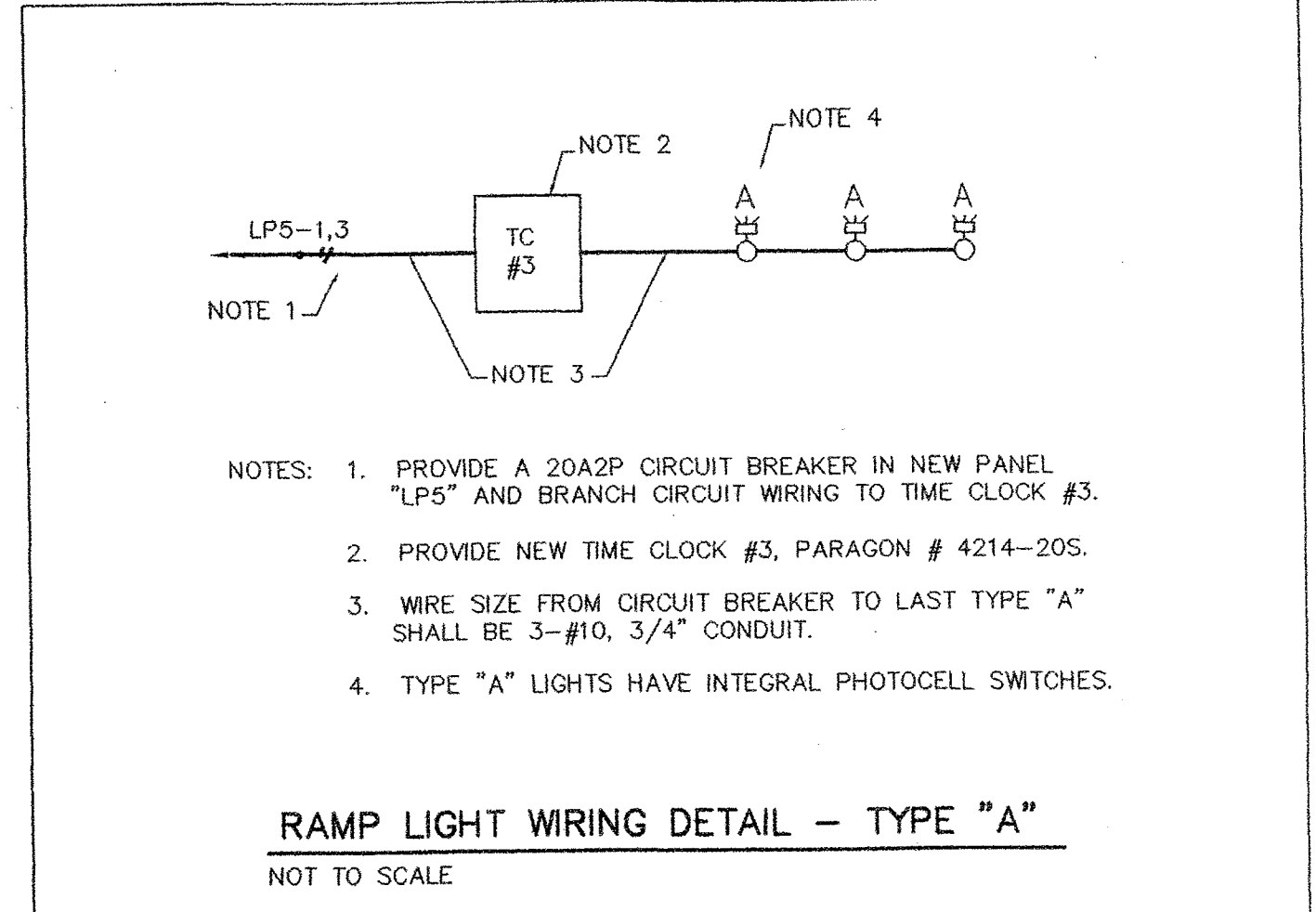
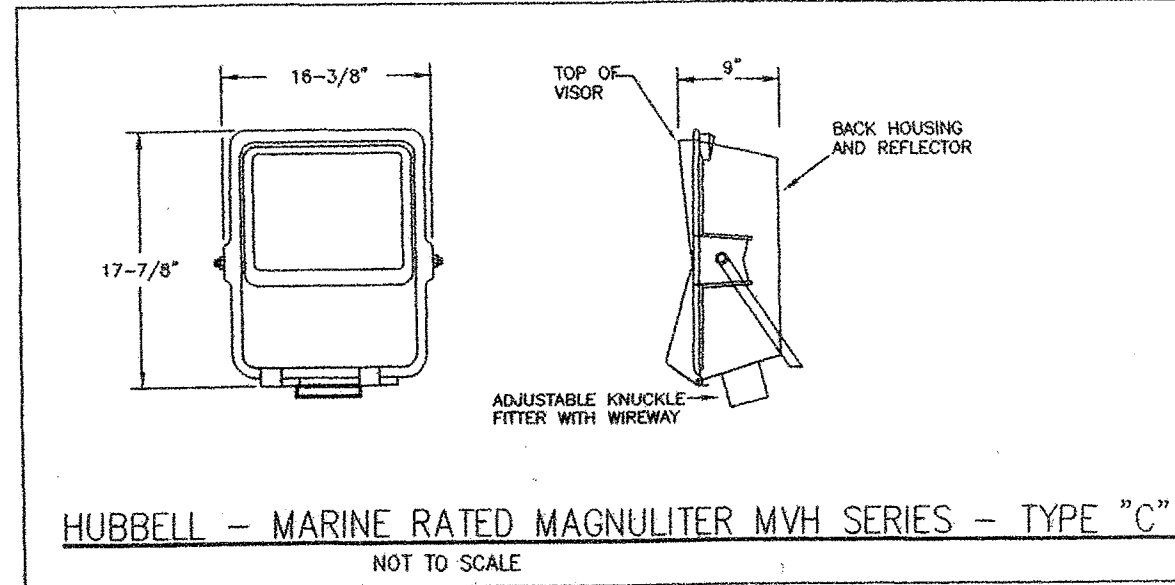
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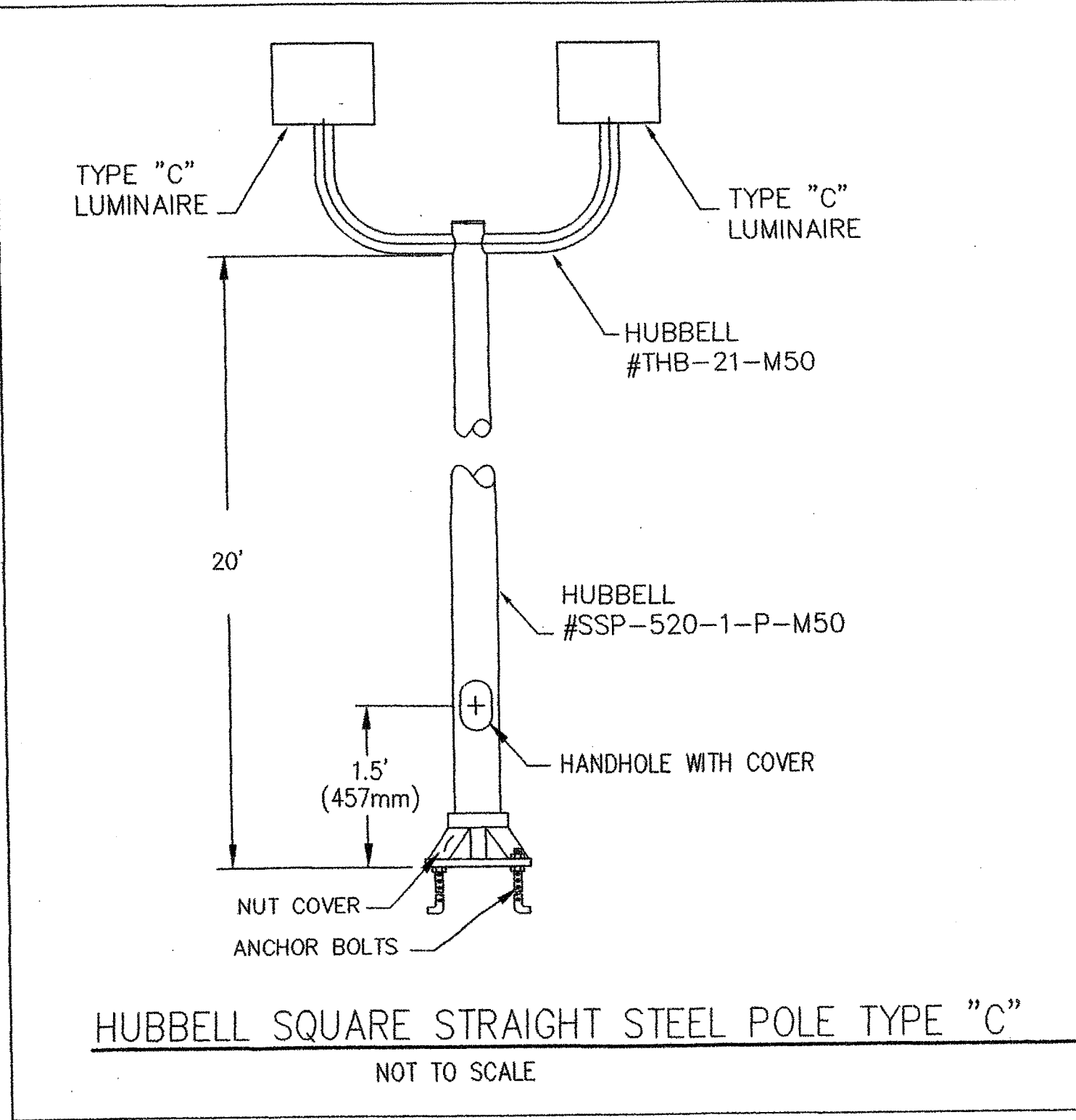
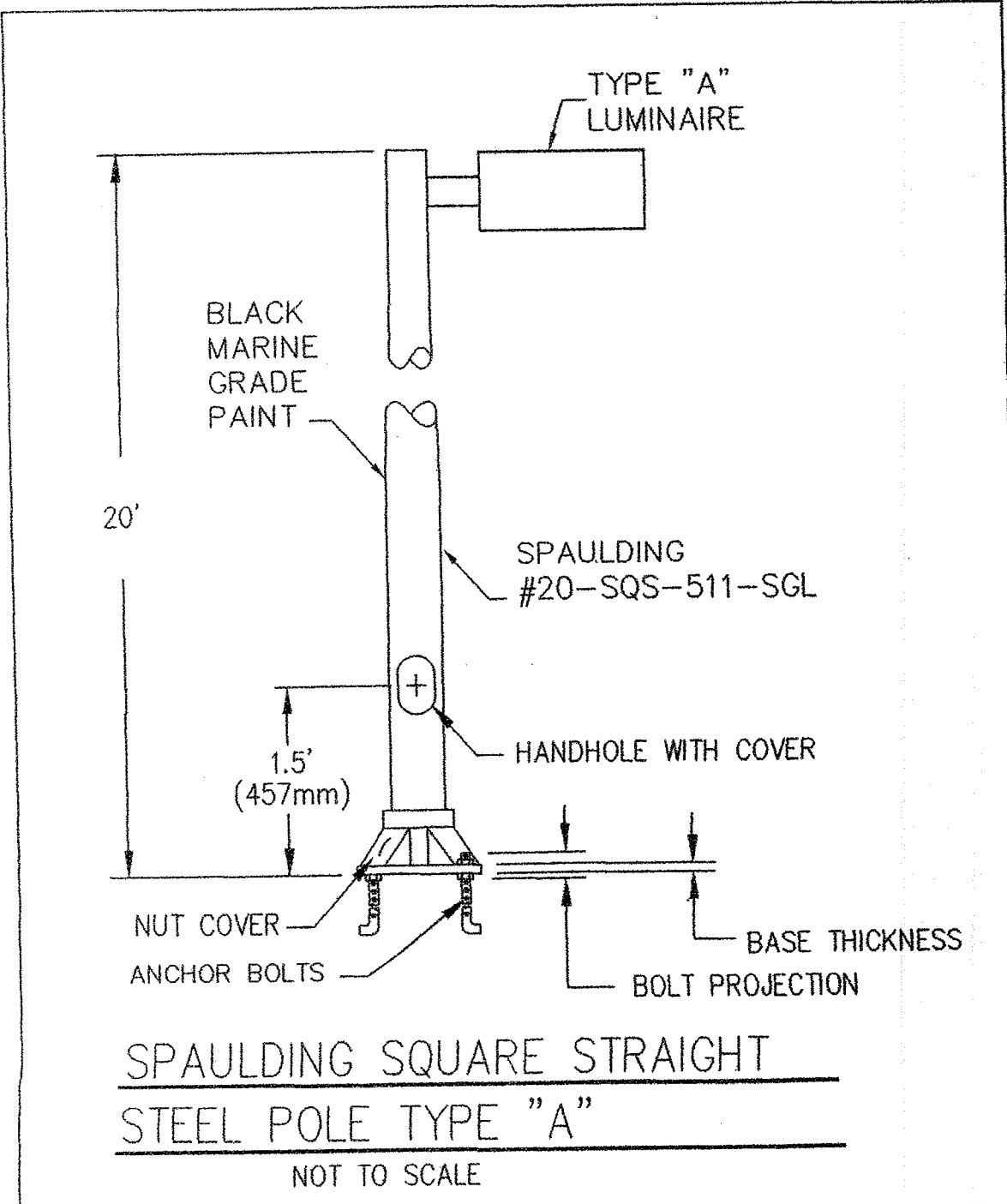
ROCKLAND HARBOR



PLAN SCALE: 1"=30'

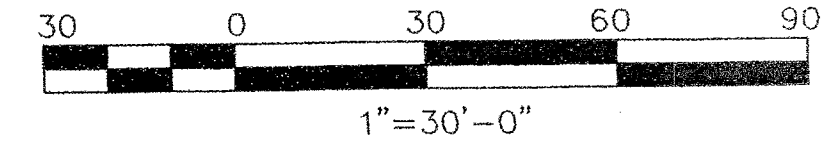


- NOTES:
1. PROVIDE A 20A2P CIRCUIT BREAKER IN NEW PANEL "LPS" AND BRANCH CIRCUIT WIRING TO TIME CLOCK #3.
 2. PROVIDE NEW TIME CLOCK #3, PARAGON # 4214-20S.
 3. WIRE SIZE FROM CIRCUIT BREAKER TO LAST TYPE "A" SHALL BE 3-#10, 3/4" CONDUIT.
 4. TYPE "A" LIGHTS HAVE INTEGRAL PHOTOCELL SWITCHES.

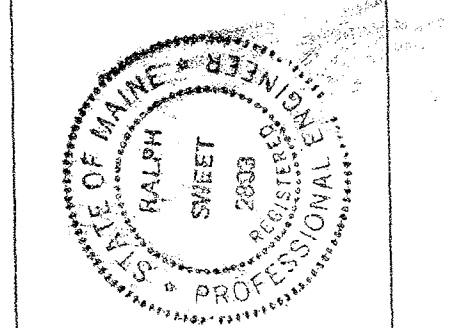


CONSTRUCTION NOTES:

1. DETERMINE THE EXACT LOCATION OF THREE EXISTING UNDERGROUND CONDUITS. TRANSFER BRIDGE OPERATING POWER FEED CONSISTING OF 4-#2/0, 1-#6 CONDUCTORS IN 2" SCHEDULE 40 PVC CONDUIT. TELEPHONE CABLE IN ANOTHER 1" SCHEDULE 40 PVC CONDUIT. SEE CONSTRUCTION NOTE 4.
2. APPROXIMATE LOCATION OF FOUR CONDUITS INTENDED FOR NEW TRANSFER BRIDGE. CONSISTING OF TWO EMPTY 2-1/2" SCHEDULE 40 PVC CONDUITS AND TWO EMPTY 1" SCHEDULE 40 PVC CONDUITS.
3. APPROXIMATE LOCATION OF SIX 1-1/4" AND THREE 1-1/2" SCHEDULE 40 PVC CONDUITS SEALED AT BONDOUT THROUGH SEA WALL.
4. TEMPORARILY REROUTE EXISTING CONDUITS SERVING TRANSFER BRIDGE TO BERTH #1 AROUND CONSTRUCTION AREA. EXTEND CONDUITS, WIRING AND PROVIDE SWEEPS UP TO NEW JUNCTION BOX WALL MOUNTED ABOVE FINISHED GRADE. EXTEND EXISTING POWER AND COMMUNICATION WIRING AND CONDUITS THROUGH BUILDING TO ORIGINAL SOURCES FOR THESE SYSTEMS.
5. FROM NEW JUNCTION BOX, NOTE 4, PROVIDE NEW CONDUITS AROUND END OF NEW TRANSFER BRIDGE LOCATION TO SERVE EXISTING TRANSFER BRIDGE, 208 VOLT POWER REQUIREMENT.
6. SEE LIFTING FRAME ELEVATION - LIGHTS AND POWER DETAIL ON SHEET E-2.
7. PROVIDE 30"x30"x12" STAINLESS STEEL JUNCTION BOX, NEMA-4, 4X5 RATED. JUNCTION BOX TO BE TRANSITION POINT BETWEEN 40 MIL PVC COATED RMC CONDUITS AND EMT CONDUITS USED INSIDE THE BUILDING.
8. PROVIDE SLACK LOOP FOR FULL EXCURSION OF TRANSFER BRIDGE.
9. PROVIDE 4-#3/0, 1-#6, IN PVC COATED RMC FROM CAPSTAN MOTOR DISCONNECT.
10. ELECTRICAL CONTRACTOR SHALL PROVIDE CAST METAL BOXES IN THIS LOCATION. SIZE AND NUMBER OF BOXES SHALL DEPEND ON CONTRACTOR'S CONDUIT LAYOUT.
11. PROVIDE A GROUND MOUNTED, 24"x36"x26" DEEP H-20 TYPE PULL BOX FLUSH WITH GRADE.
12. PROVIDE DEFLECTION/EXPANSION FITTINGS, OZ/GEDNEY TYPE "DX" SIZED FOR EACH CONDUIT CROSSING CONSTRUCTION JOINT.



STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		COMMISSIONER:	CHIEF ENGINEER:

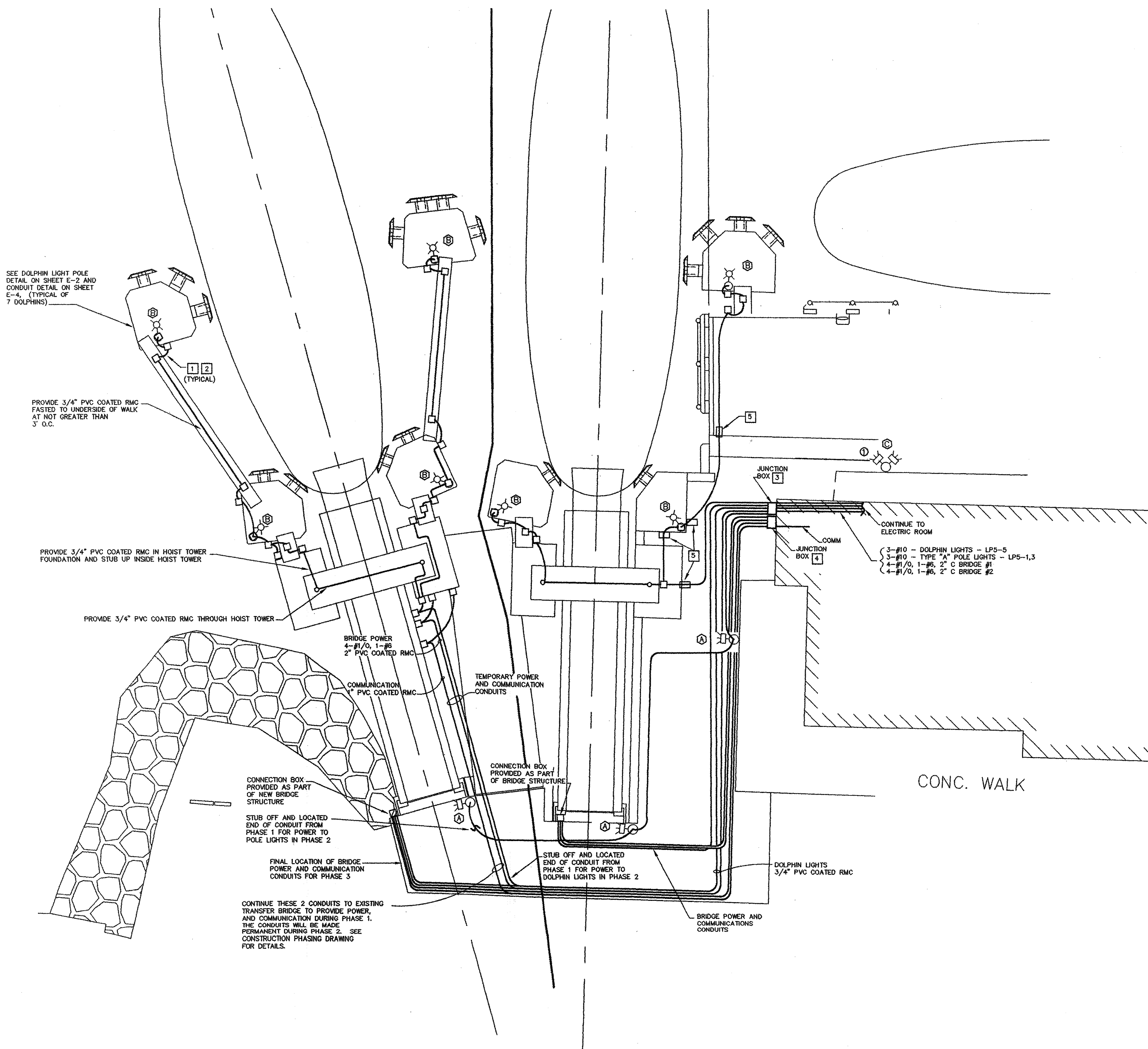


PROJECT INFORMATION	PROGRAM	MULTI MODAL
	PROJECT MANAGER	PAUL POTTLE
	DESIGNER	RALPH F. SHEET, P.E.
	CONSULTANT	EEC
	PROJECT RESIDENT	
	CONTRACTOR	
	PROJECT COMPLETION DATE	

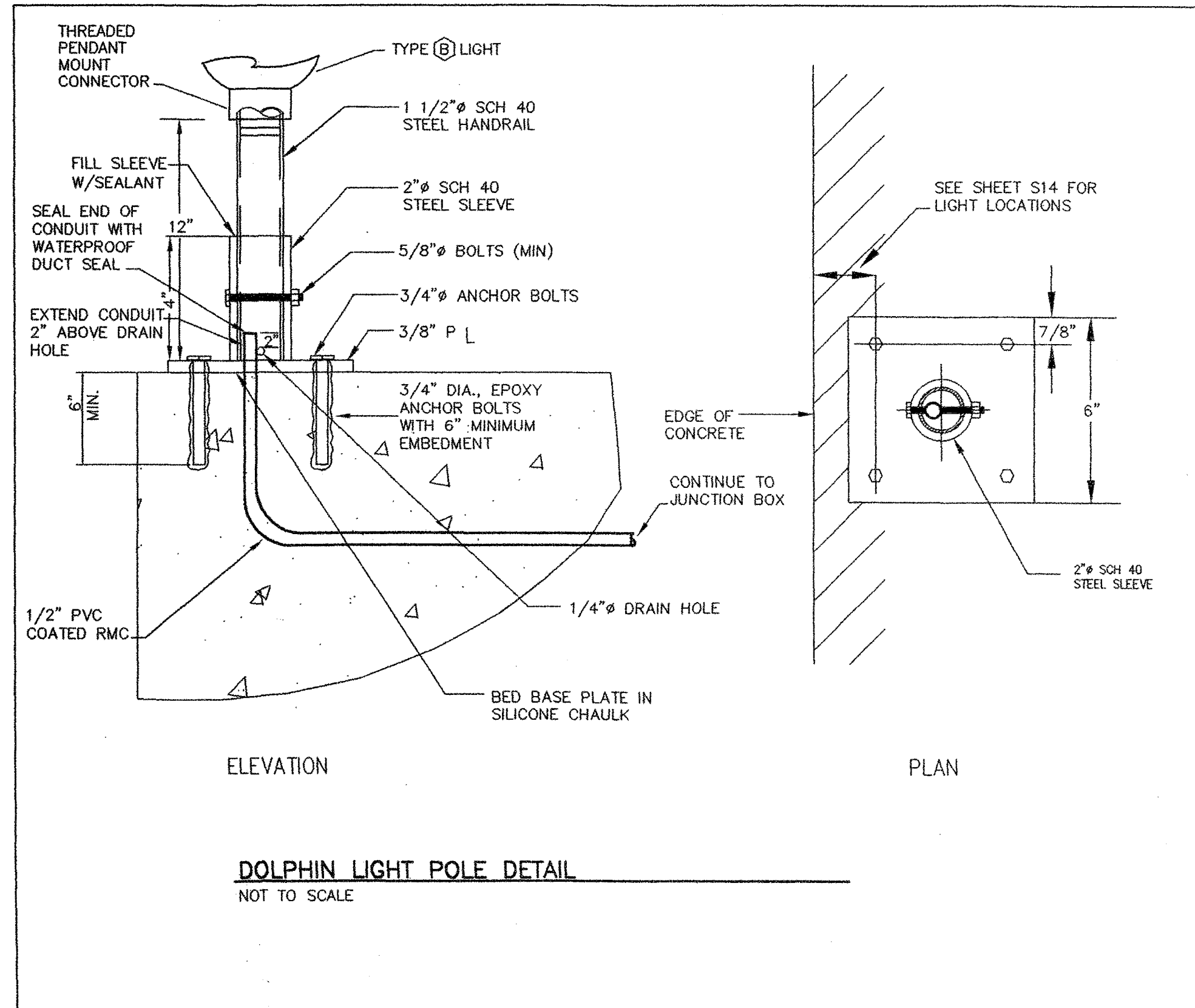
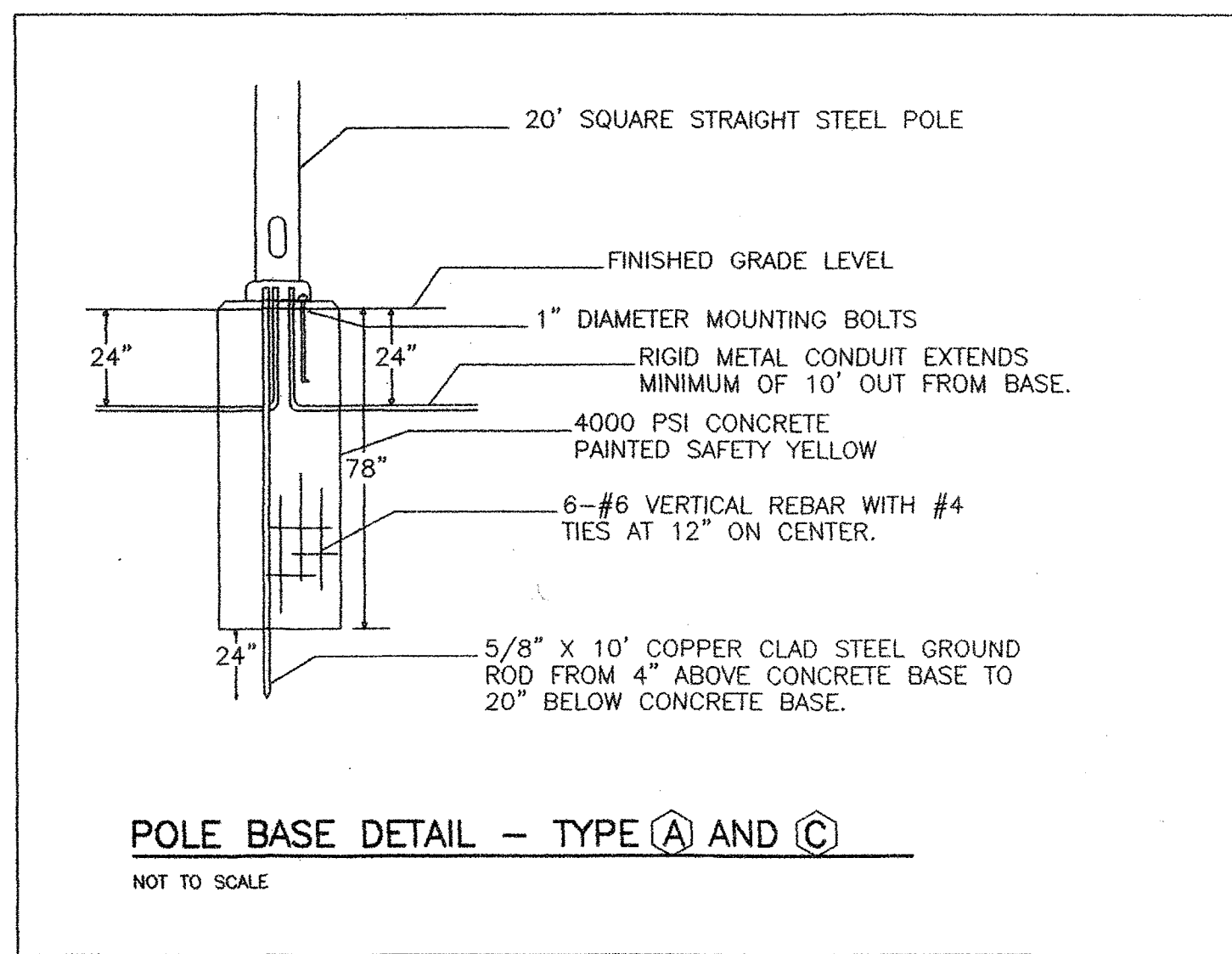
ROCKLAND FERRY TERMINAL ELECTRICAL PLAN - PART 1

CONSTRUCTION NOTES:

- 1 PROVIDE A 6" OFF SET DRIP LOOP IN FLEXIBLE CONDUITS BETWEEN JUNCTION BOXES (TYPICAL).
- 2 PROVIDE 3/4" STAINLESS STEEL LIQUID TIGHT, FLEXIBLE METAL CONDUIT BETWEEN JUNCTION BOXES.
- 3 PROVIDE A 24"x24"x12" DEEP CAST METAL, NEMA-4X BOX ON STAINLESS STEEL FRAMING CHANNEL FOR POWER WIRING CONDUITS.
- 4 PROVIDE A 12"x12"x6" DEEP CAST METAL, NEMA-4X, BOX ON STAINLESS STEEL FRAMING CHANNEL FOR COMMUNICATION CONDUIT.
- 5 PROVIDE DEFLECTION/EXPANSION FITTINGS, OZ/GEDNEY TYPE "DX" SIZED FOR EACH CONDUIT CROSSING CONSTRUCTION JOINT.

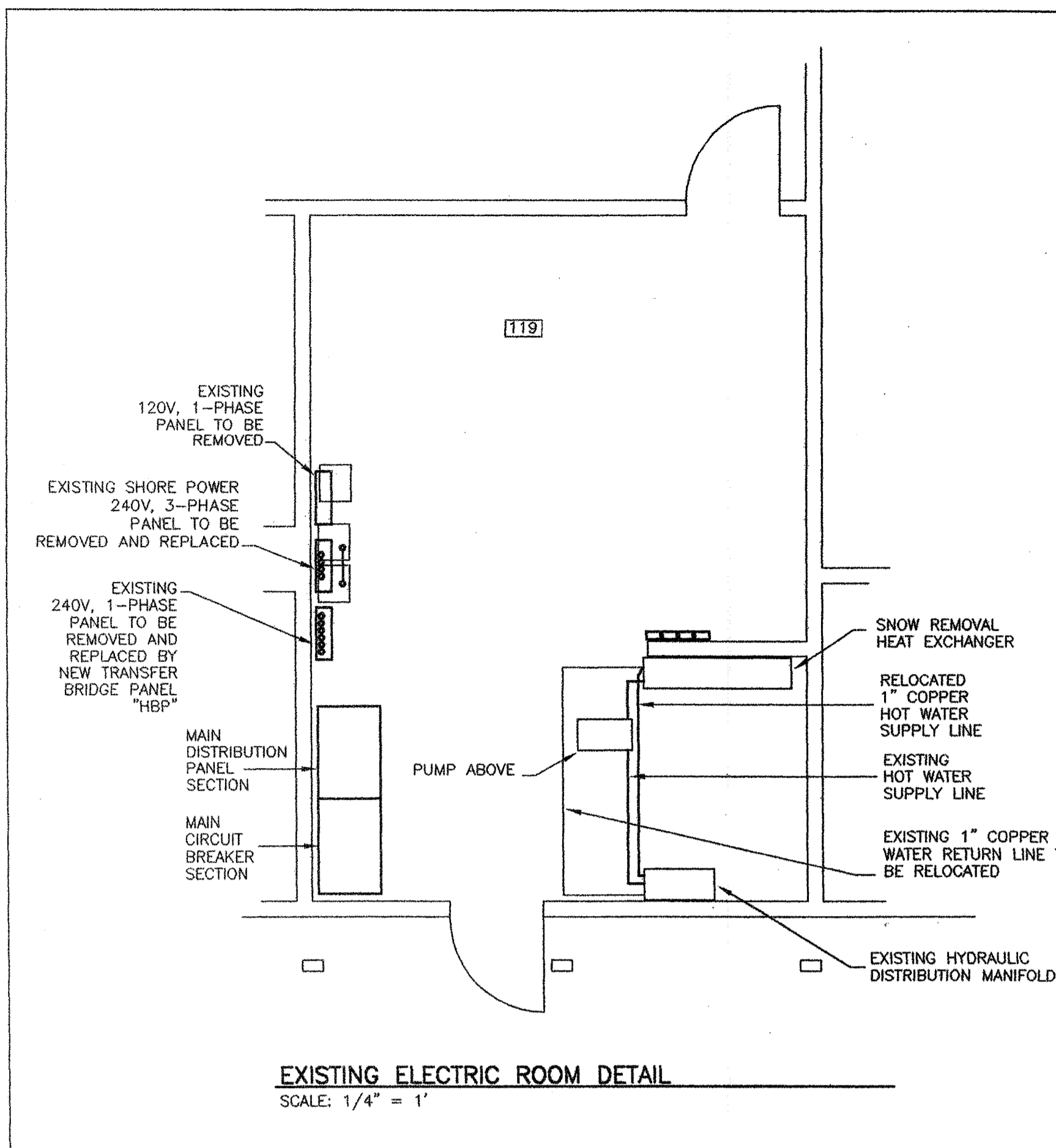


PLAN
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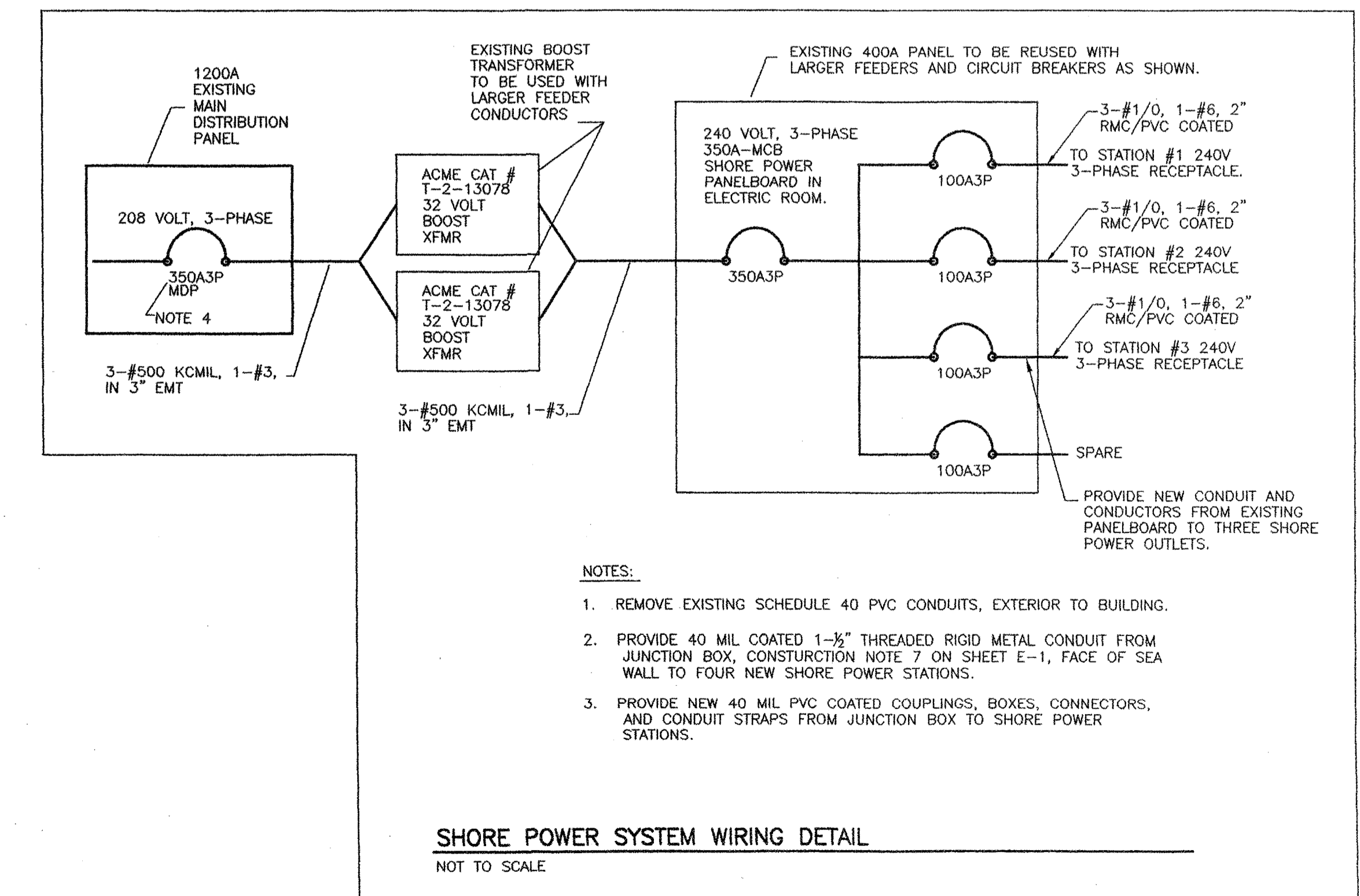
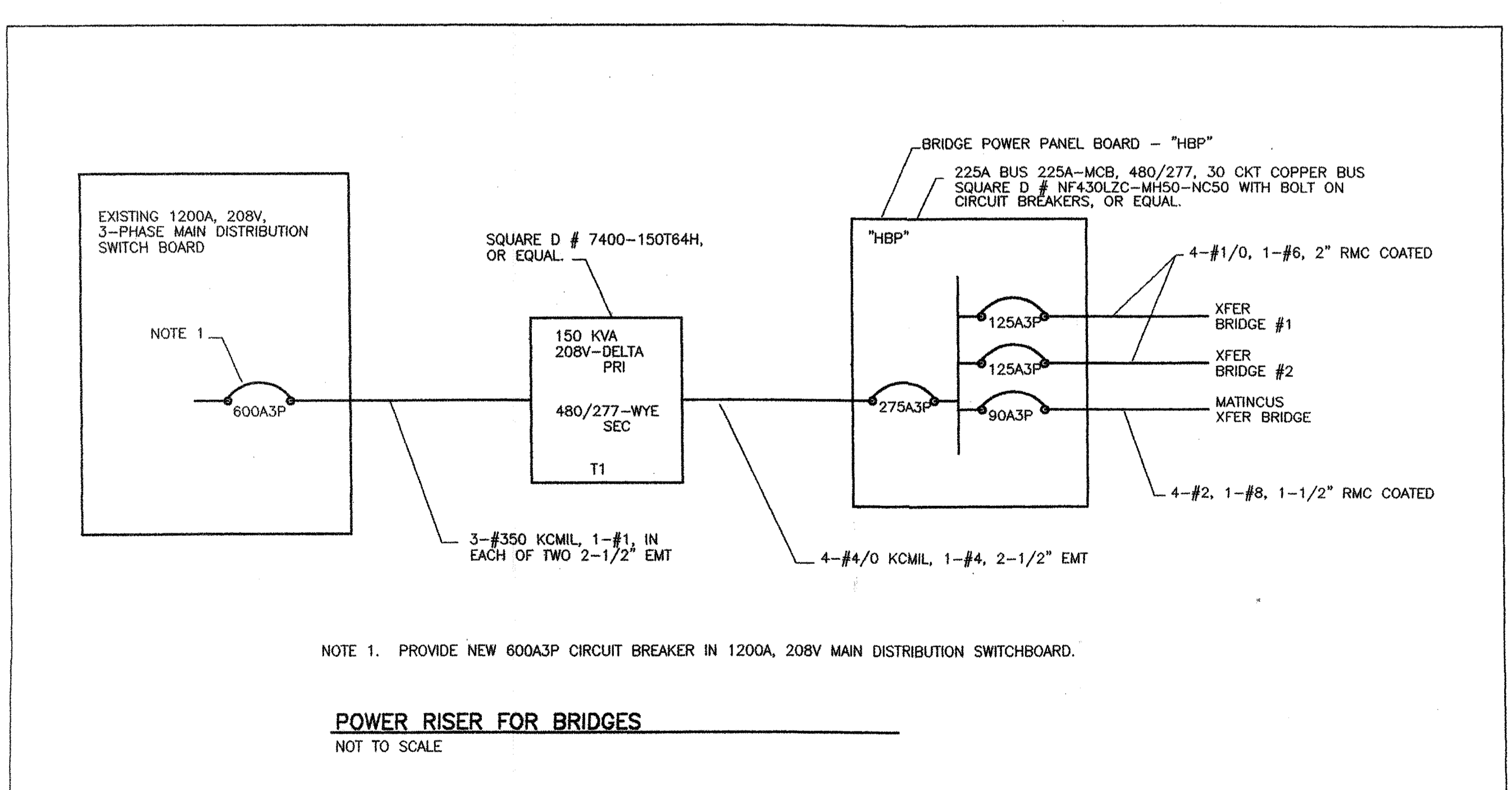
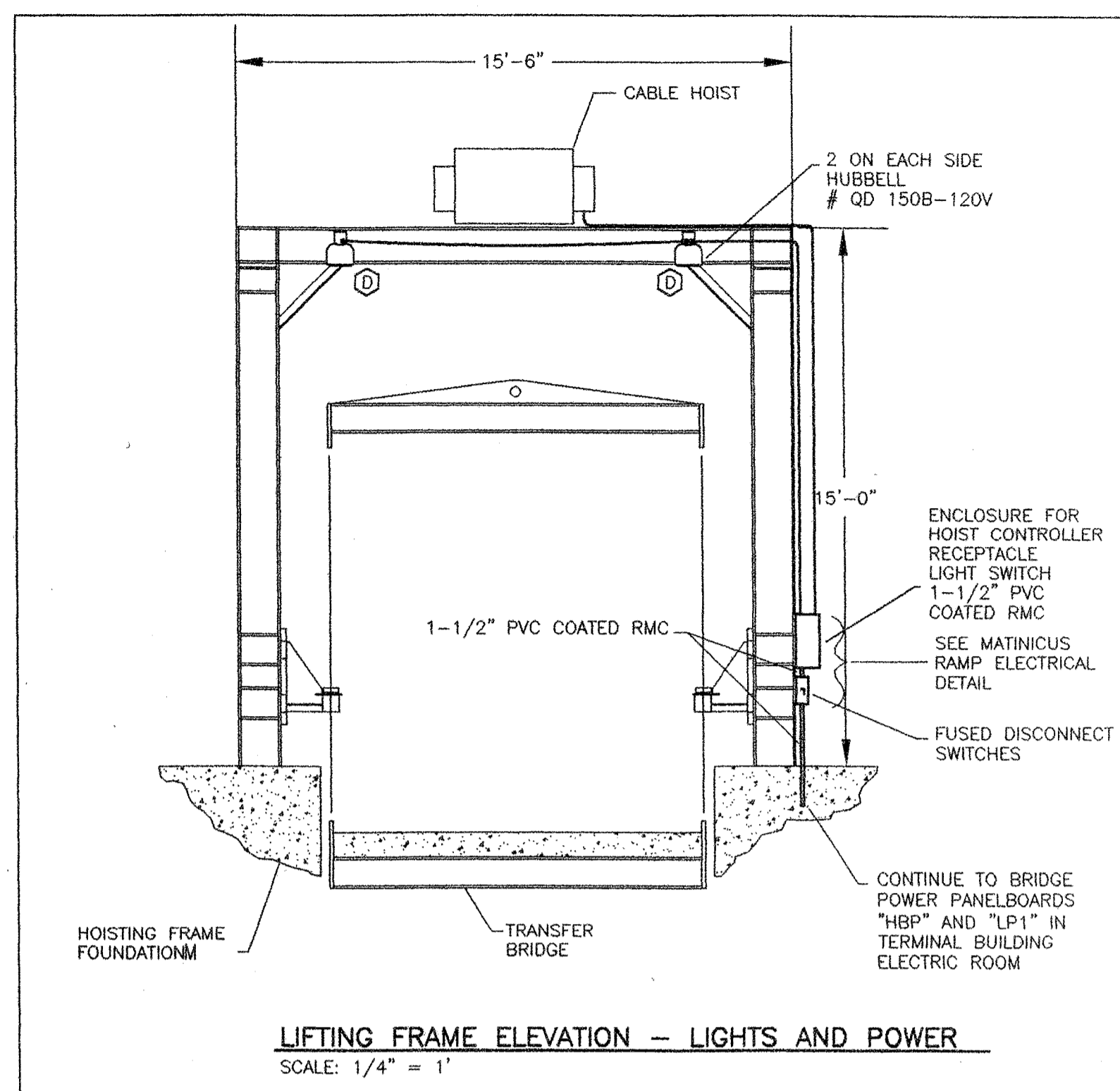
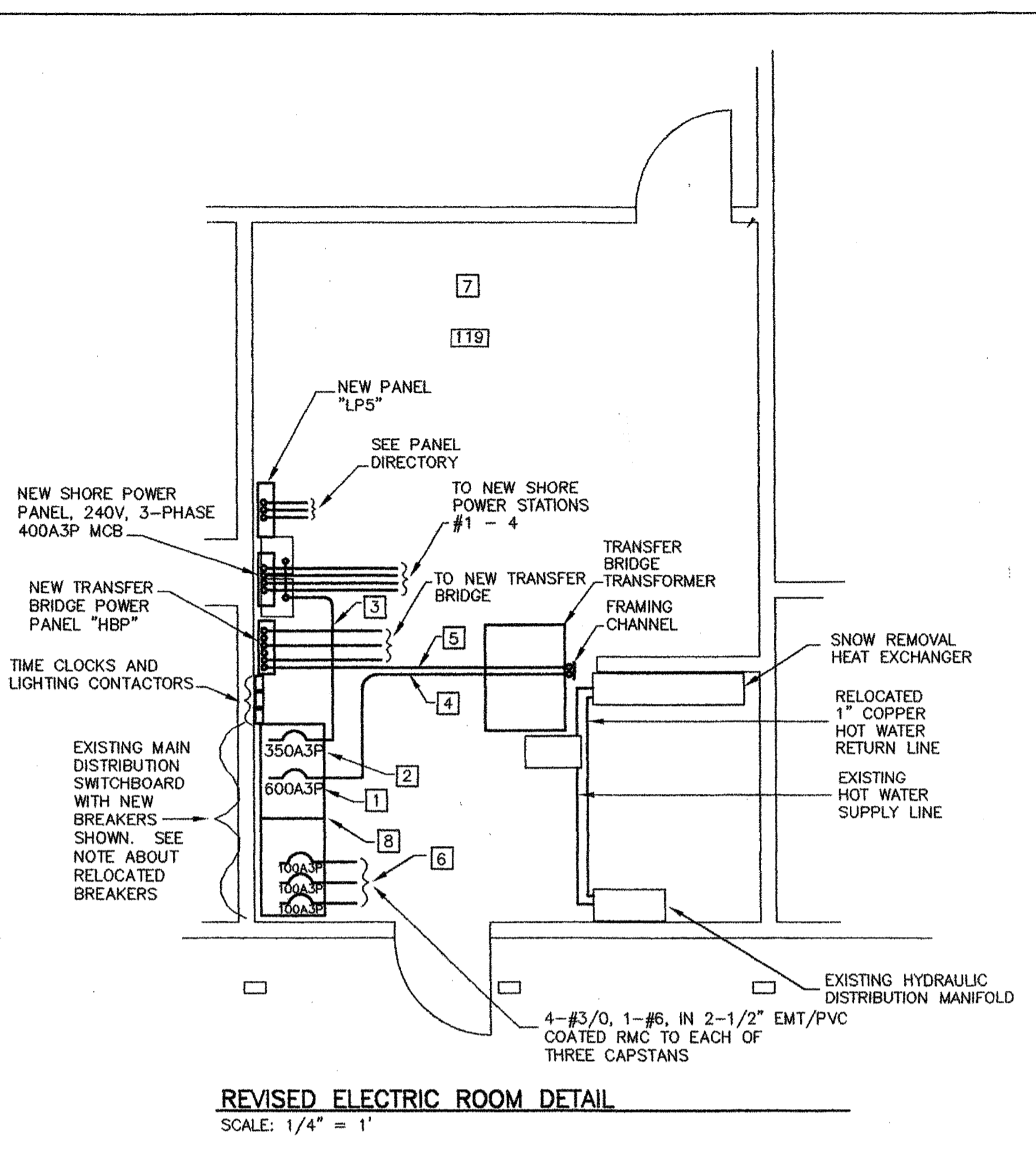


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
APPROVED		DATE	
COMMISSIONER:		CHIEF ENGINEER:	
SIGNATURE: <i>Ralph F. Sweet</i> P.E. NUMBER: 2503 DATE: 6.27.06			
PROJECT INFORMATION		PROJECT COMPLETION DATE	
PROGRAM	MULTI MODAL	PROJECT MANAGER	PAUL POTLE
DESIGNER	RALPH F. SWEET, P.E.	CONSULTANT	EDC
PROJECT RESIDENT		CONTRACTOR	
ROCKLAND FERRY TERMINAL		ELECTRICAL PLAN - PART 2	
SHEET NUMBER		E2	
		47 OF 63	

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- CONSTRUCTION NOTES:**
- 1 PROVIDE NEW 600A3P CIRCUIT BREAKER, WITH 42 KAIC RATING IN EXISTING DISTRIBUTION SECTION ON THE BUS SERVED BY THE PORTABLE GENERATOR.
 - 2 PROVIDE A NEW 350 AMP CIRCUIT BREAKER WITH 42 KAIC RATING, FOR UPSIZED 240V, 3-PHASE SHORE POWER CAPACITY.
 - 3 PROVIDE 3-#500 KCMIL, 1-#3, IN 3" EMT FROM MAIN DISTRIBUTION PANEL TO JUNCTION BOX FOR TWO EXISTING BOOST TRANSFORMERS.
 - 4 PROVIDE 3-#350 KCMIL, 1-#1, IN EACH OF TWO 2-1/2" EMT CONDUITS FROM MAIN DISTRIBUTION PANEL TO NEW 150 KVA TRANSFORMER FOR BRIDGE POWER. PROVIDE LAST 24" OF CONDUIT RUN WITH 2-1/2" FLEXIBLE METAL CONDUIT AT TRANSFORMER.
 - 5 PROVIDE 4-#4/0 KCMIL, 1-#4, IN 2-1/2" EMT FROM TRANSFORMER TO NEW BRIDGE POWER PANEL "HBP". LAST 24" AT TRANSFORMER SHALL BE 2-1/2" FLEXIBLE METAL CONDUIT.
 - 6 PROVIDE THREE NEW 100A3P CIRCUIT BREAKERS IN THE MAIN DISTRIBUTION PANEL TO SERVE THE THREE CAPSTAN MOTORS.
 - 7 CONDUIT INSIDE BUILDING SHALL BE EMT. CONDUIT OUTSIDE THE BUILDING SHALL BE PVC COATED RIGID METAL CONDUIT.
 - 8 RELOCATE EXISTING BREAKERS IN THE MAIN SWITCHBOARD TO MAKE SPACE FOR NEW CIRCUIT BREAKERS AND EXTEND EXISTING FEEDER CONDUCTORS WITH BOLTED SPLICES AS NEEDED. MOVE BREAKERS #9, 10, AND 11 TO SECTION #1. REMOVE BREAKER #17 AND CONNECT ITS FEEDER TO EXISTING BREAKER #1. MOVE BREAKERS #14, 15, AND 16 AND KIRK KEY INTERLOCK TO BOTTOM OF SECTION #2 FOR NEW 350A3P AND NEW 600A3P BREAKERS. NEW 100A3P BREAKERS FOR CAPSTAN WILL BE INSTALLED IN AVAILABLE SPACE IN SECTION #1. PROVIDE POWER TO NEW PANEL "LP5" FROM EXISTING SPARE 225A3P BREAKER IN SECTION #1.



- NOTES:**
1. REMOVE EXISTING SCHEDULE 40 PVC CONDUITS, EXTERIOR TO BUILDING.
 2. PROVIDE 40 MIL COATED 1-1/2" THREADED RIGID METAL CONDUIT FROM JUNCTION BOX, CONSTRUCTION NOTE 7 ON SHEET E-1, FACE OF SEA WALL TO FOUR NEW SHORE POWER STATIONS.
 3. PROVIDE NEW 40 MIL PVC COATED COUPLINGS, BOXES, CONNECTORS, AND CONDUIT STRAPS FROM JUNCTION BOX TO SHORE POWER STATIONS.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
APPROVED		DATE	
COMMISSIONER:		CHIEF ENGINEER:	

PROGRAM	MULTI MODAL
PROJECT MANAGER	PAUL POTTLE
DESIGNER	RALPH F. SWEET, P.E.
CONSULTANT	EDC
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

SIGNATURE	DATE
DATE	

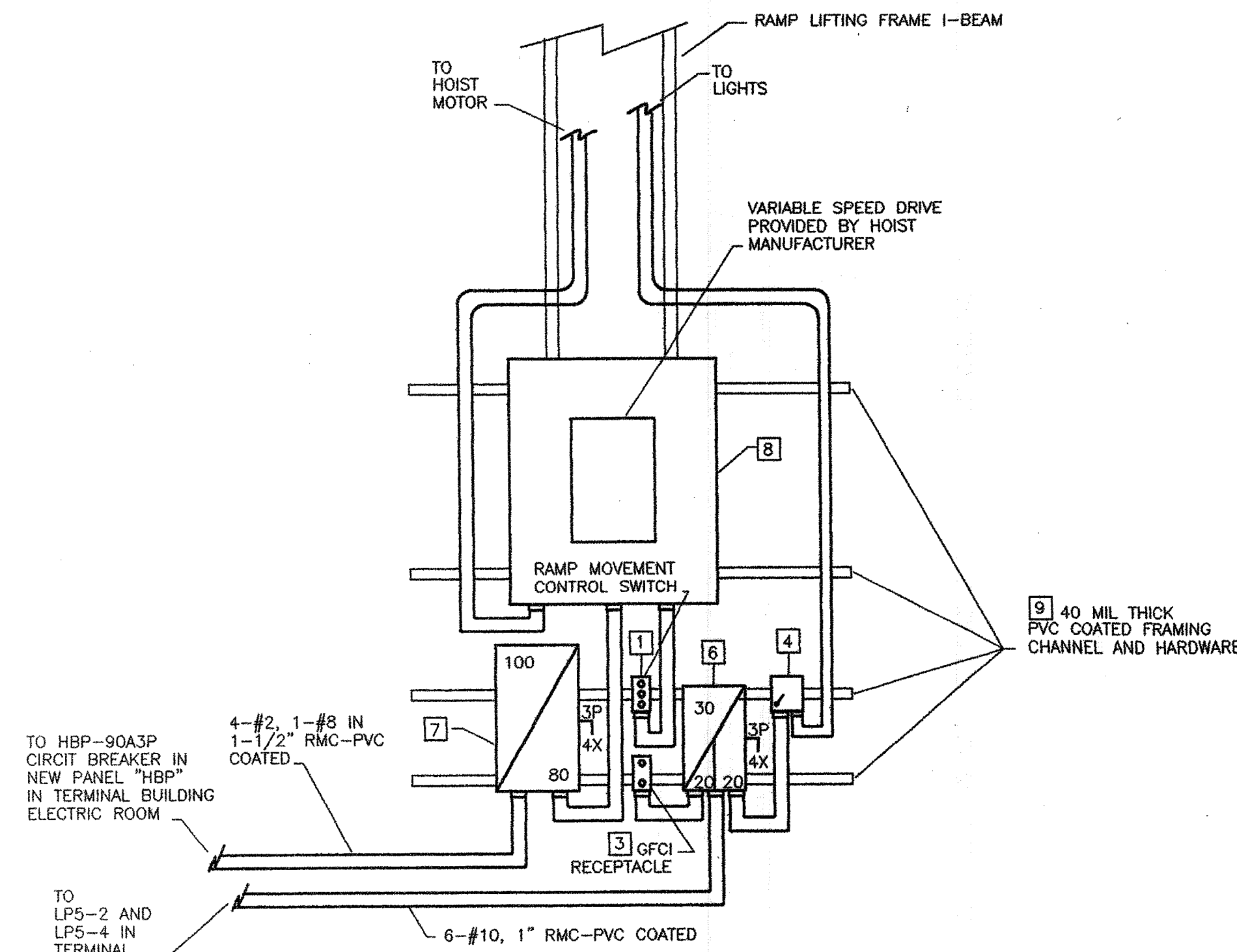
ROCKLAND FERRY TERMINAL

ELECTRICAL DETAILS - PART 1

SHEET NUMBER

E3

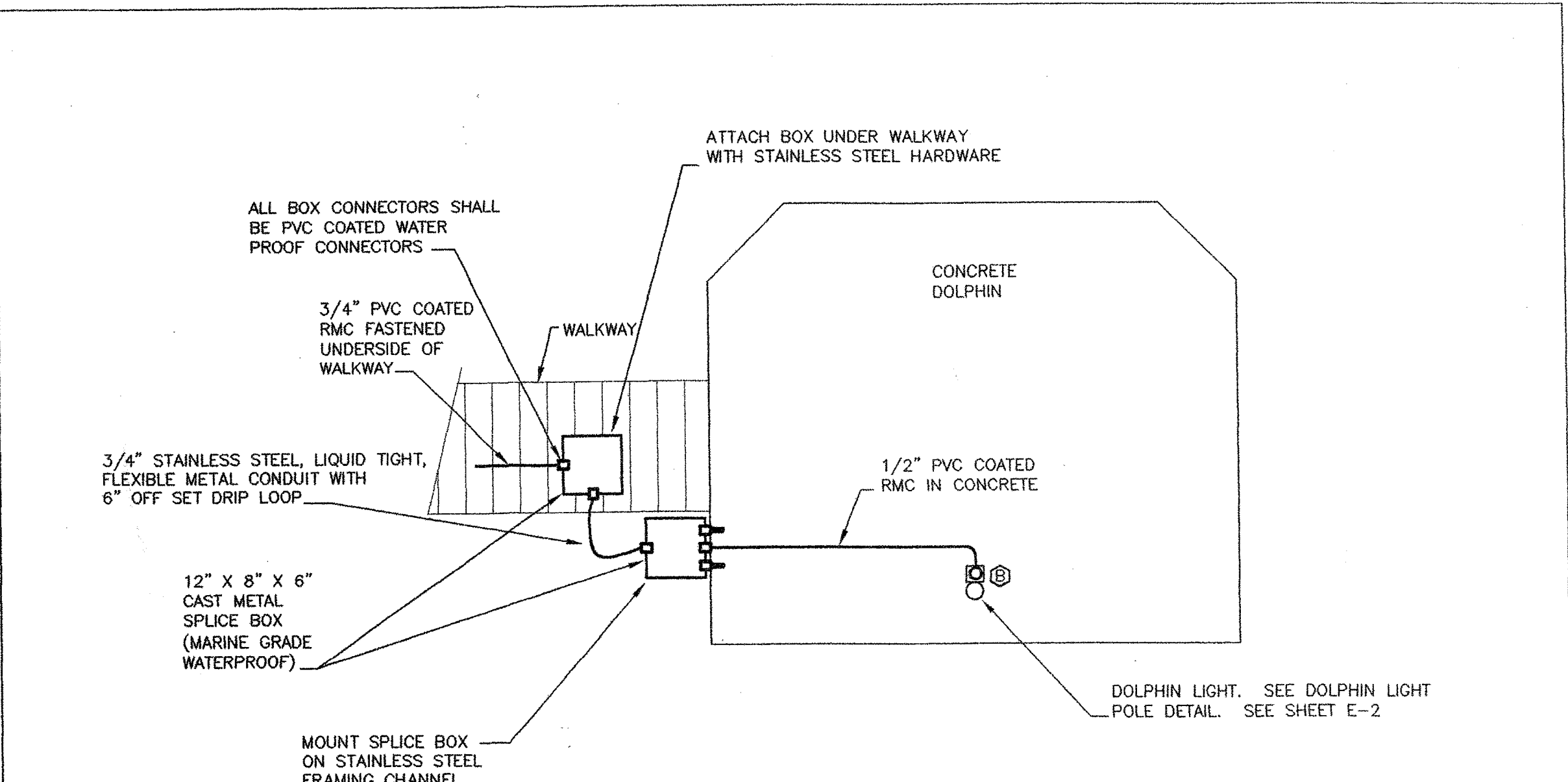
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MATINICUS RAMP ELECTRICAL DETAIL
NOT TO SCALE

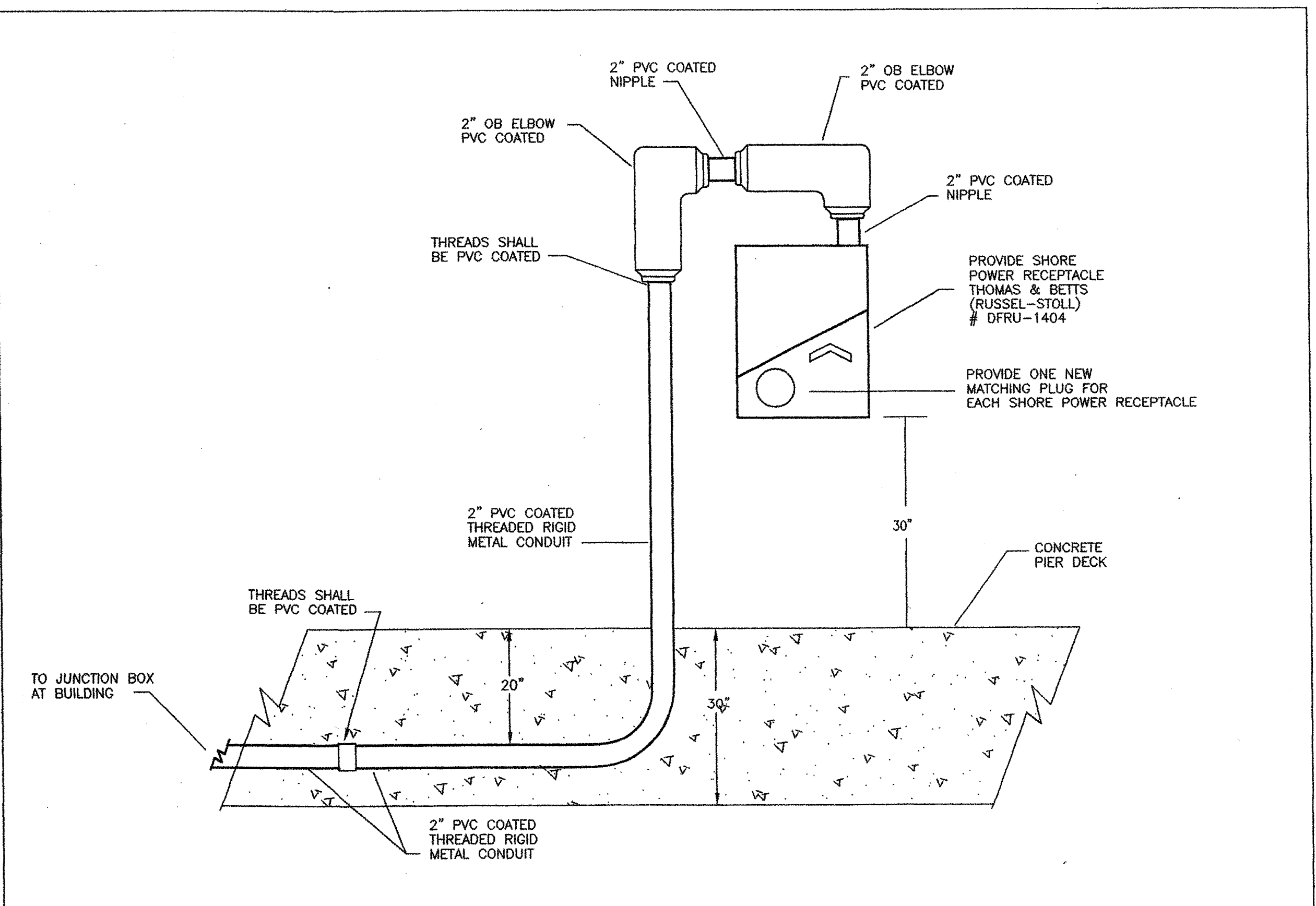
CONSTRUCTION NOTES

- 1 PROVIDE UP-DOWN-STOP CONTROL SWITCH IN WEATHER PROOF CAST METAL, MARINE RATED ENCLOSURE. VERIFY CONTACT RATINGS AND WIRING REQUIREMENTS WITH HOIST MANUFACTURER.
- 2 ALL CONDUITS, CONNECTORS, FITTINGS, CONDUIT BODIES AND MOUNTING STRAPS ARE 3/4" THREADED, RIGID METAL WITH 40 MIL THICK PVC COATING UNLESS OTHERWISE NOTED.
- 3 PROVIDE A GFCI PROTECTED 120V, 20 AMP, DUPLEX RECEPTACLE IN A CAST METAL, MARINE RATED, WEATHER PROOF ENCLOSURE. ENCLOSURE COVER SHALL PROVIDE NEMA-3R RATING WHILE A CORD CAP IS PLUGGED INTO THE RECEPTACLE.
- 4 PROVIDE A WEATHERPROOF LIGHT SWITCH IN A CAST METAL, MARINE RATED ENCLOSURE. LIGHT SWITCH SHALL BE 120/277 VOLT, 20 AMP HEAVY DUTY RATED. THE LIGHT SWITCH SHALL BE OPERABLE WITHOUT OPENING THE ENCLOSURE.
- 5 ALL CONDUIT CONNECTIONS AT ELECTRICAL ENCLOSURES SHALL BE THROUGH THE BOTTOM OF THE ENCLOSURE.
- 6 PROVIDE A #304 STAINLESS STEEL FUSED DISCONNECT SWITCH TO SIMULTANEOUSLY DISCONNECT BOTH THE RECEPTACLE AND LIGHT POWER WIRING FROM PANEL "LPS". PROVIDE SQUARE D # 3110-HE61-DS OR EQUAL. DISCONNECT SWITCH SHALL BE RATED NEMA-4, 4X, 5, 30A, 3-POLE, 20 AMP FUSES.
- 7 PROVIDE A #304 STAINLESS STEEL FUSED DISCONNECT SWITCH TO DISCONNECT POWER TO HOIST. PROVIDE SQUARE D # 3110-H363-DS OR EQUAL. DISCONNECT SWITCH SHALL BE RATED NEMA-4, 4X, 5, 100A3P WITH FUSES MATCHING THE LOAD SERVED.
- 8 PROVIDE A #304 STAINLESS STEEL, NEMA-4, 4X, 5 RATED ELECTRICAL ENCLOSURE TO HOUSE THE HOIST MOTOR VARIABLE SPEED DRIVE MODULE. OBTAIN DIMENSIONS OF VARIABLE SPEED MODULE FROM HOIST MANUFACTURER CHOSEN FOR THIS PROJECT.
- 9 ELECTRICAL EQUIPMENT MOUNTING CHANNELS SHALL BE PVC COATED. MOUNTING HARDWARE SHALL BE STAINLESS STEEL. BOLT MOUNTING CHANNELS TO RAMP LIGHTING FRAME. DO NOT WELD. ALL MOUNTING HOLES IN ELECTRICAL ENCLOSURES SHALL BE MADE WATERTIGHT.



NOTE: BOND EVERY BOX AND CONDUIT TO THE EQUIPMENT GROUNDING CONDUCTOR INSIDE THE BOX. MAKE CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR USING BOLTED TAP CONNECTION COVER CONNECTION WITH SELF VULCANIZING, WATER PROOF, ELECTRICAL INSULATING TAPE.

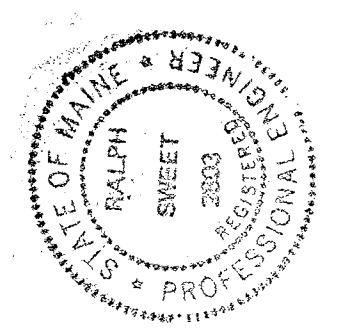
FLEXIBLE CONNECTION DETAIL (TYPICAL OF 7)
NOT TO SCALE



NOTE 1: SEE STRUCTURAL DRAWING S8 FOR SHORE POWER RECEPTACLE MOUNTING DETAIL.

SHORE POWER RECEPTACLE DETAIL (TYPICAL OF 4)
NOT TO SCALE

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION
APPROVED	DATE
COMMISSIONER:	CHIEF ENGINEER:



Ralph Sheet
SIGNATURE
2893
P. E. NUMBER
6-27-06
DATE

PROGRAM	MULTI MODAL
PROJECT MANAGER	PAUL POTILE
DESIGNER	RALPH F. SHEET, P.E.
CONSULTANT	EDC
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

ROCKLAND
FERRY TERMINAL
ELECTRICAL DETAILS - PART 2

SHEET NUMBER
E4
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TYPE	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	VOLTAGE	LAMPS				NOTES
					QUANTITY	WATTS	COLOR	TYPE	
Ⓞ	SFAULDING	CM-A10-S25-H2-F-Q-BL-P2-MCF	POLE MOUNTED LIGHTS, AT RAMP, MARINE GRADE FINISH, ON 20' POLE, BLACK, WITH PHOTOCCELL	208	1	250	---	HPS	1
Ⓞ	HUBBELL	NVQA-18HG-NVQFC	DOLPHIN POLE LIGHT, SEE MOUNTING DETAIL SHEET E-2, FLUORESCENT, ELECTRONIC BALLAST, -25' STARTING	120	1	18	---	QUAD	
Ⓞ	HUBBELL	MYN-0400S-26-208	MAGNULITER POLE MOUNTED FLOOD LIGHTS ALONG WHARF, TWO TYPE C ON EACH 20' POLE	208	1	400	---	HPS	2
Ⓞ	HUBBELL	QD-150-BZ	QUARTZ FLOOD LIGHT AT MATINICUS RAMP, BRONZE, WITH GUARD	120	1	150	---	QTZ	

- SEE RAMP LIGHT WIRING DETAIL ON SHEET E-1.
- SEE PIER LIGHTING WIRING DETAIL ON SHEET E-4 FOR STAGGERED CONTROL OF LIGHTS.

PANEL "HBP" PANEL SCHEDULE (NORMAL POWER)												
VOLTAGE: 480/277		BUS: 400		AFC: 35,000		CONNECTED KVA		DEMAND KVA		PHASE: 3		
WIRE: 4		MLO: NO		MCR: 2753P		MOUNTING SURFACE						
CIRCUIT	NO.	TYPE	DESCRIPTION	RECEPTACLES	POWER/HEAT	REMARKS	BRANCH CIRCUIT DESCRIPTION					
1	125	A	EXIST TRANSFER BRIDGE									
7	125	A	NEW TRANSFER BRIDGE									
13	90	A	MATINICUS TRANS BRIDGE									

SHORE POWER PANEL PANEL SCHEDULE (NEW)												
VOLTAGE: 240 V		BUS: 400		AFC: 42,000		CONNECTED KVA		DEMAND KVA		PHASE: 3		
WIRE: 3		MLO: NO		MCR: 350A3P		MOUNTING SURFACE						
CIRCUIT	NO.	TYPE	DESCRIPTION	RECEPTACLES	POWER/HEAT	REMARKS	BRANCH CIRCUIT DESCRIPTION					
1	100	A	S P RECEPTACLE 1									
2	100	A	S P RECEPTACLE 2									
3	100	A	S P RECEPTACLE 3									
4	100	A	S P RECEPTACLE 4									

PANEL "LP5" PANEL SCHEDULE (NORMAL POWER)												
VOLTAGE: 120/208		BUS: 225		AFC: 38,000		CONNECTED KVA		DEMAND KVA		PHASE: 3		
WIRE: 4		MLO: YES		MCR: NO		MOUNTING SURFACE						
CIRCUIT	NO.	TYPE	DESCRIPTION	RECEPTACLES	POWER/HEAT	REMARKS	BRANCH CIRCUIT DESCRIPTION					
1	20	A	TRANSFER BRIDGE POLE LTS									
2	20	A	DOLPHIN LIGHTS									
3	20	A	1/2 WHARF POLE LTS									
4	20	A	TIME CLOCK									

GENERAL NOTES

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA70-2002.
- THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THAT OF OTHER TRADES.
- THE CONTRACTOR SHALL VERIFY THE EXACT ELECTRICAL CONNECTION POINT FOR EQUIPMENT OF OTHER TRADES WITH THOSE TRADES BEFORE ROUGHING-IN ELECTRICAL WORK.
- ALL ELECTRICAL WORK SHOWN WITHOUT DIMENSIONS IS SHOWN DIAGRAM-MATICALLY AND EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD.
- ALL EXISTING ELECTRICAL EQUIPMENT AND MATERIAL SHALL REMAIN THE PROPERTY OF THE OWNER UNTIL SUCH TIME THAT THE OWNER OR THE OWNER'S REPRESENTATIVE HAS REVIEWED AND RELEASED THE ELECTRICAL EQUIPMENT AND MATERIAL TO THE CONTRACTOR FOR REMOVAL. ELECTRICAL EQUIPMENT AND MATERIAL RELEASED TO THE CONTRACTOR SHALL BE REMOVED FROM THE PREMISES BY THE CONTRACTOR.
- THE CONTRACTOR SHALL VERIFY THE FIRE RATING OF WALLS, FLOORS AND CEILING SHALL PROVIDE ELECTRICAL PENETRATIONS OF THESE PARTITIONS HAVING THE SAME OR HIGHER FIRE RATING BASED ON AND AS SHOWN IN THE UL FIRE RESISTANCE DIRECTORY FOR EACH CIRCUMSTANCE.
- WHERE DIFFERENCES EXIST BETWEEN TWO OR MORE DESCRIPTIONS OF WORK TO BE DONE, THE MORE DETAILED DESCRIPTION SHALL PREVAIL.
- WHERE ALLOWED AND UNLESS OTHERWISE NOTED ON THE DRAWINGS OR IN THE SPECIFICATIONS, ALL WIRING FOR 20 AMPERE, 120 VOLT BRANCH CIRCUITS SHALL BE COPPER NUMBER 12/2 W/GND TYPE NMB OR TYPE NMC (ROMEX) CABLE.
- GFI RECEPTACLES ARE NOT TO BE THROUGH WIRED TO PROTECT DOWN-STREAM EQUIPMENT UNLESS OTHERWISE SPECIFICALLY NOTED ON THE DRAWINGS OR IN THE SPECIFICATIONS.
- ALL FUSES SHALL BE UL CLASS RK5, LOW PEAK, CURRENT LIMITING, TIME DELAY, CARTRIDGE TYPE UNLESS OTHERWISE NOTED.
- ALL INDIVIDUAL CONDUCTORS ARE COPPER WITH THWN INSULATION COLOR CODED AS SPECIFIED.
- THE CONTRACTOR SHALL ARRANGE TO HAVE THE ELECTRICAL INSPECTOR HAVING JURISDICTION INSPECT ALL WIRING BEFORE IT IS CONCEALED.
- ALL TEMPORARY WIRING AND ELECTRICAL EQUIPMENT USED DURING CONSTRUCTION SHALL BE REMOVED BEFORE COMPLETION.
- THE CONTRACTOR SHALL COORDINATE THE MOUNTING HEIGHT OF ALL SWITCHES AND RECEPTACLES IN THE FIELD WITH AREA UTILIZATION DETAILS.

SYMBOLS

- DISCONNECT SWITCH, 100 AMP RATED, 80 AMP FUSE, 3-POLE, NEMA-4X ENCLOSURE
- POLE MOUNTED RAMP LIGHT TYPE "A"
- DOLPHIN LIGHT
- LETTER INDICATES LUMINAIRE SCHEDULE ITEM
- JUNCTION BOX OR ELECTRICAL CONNECTION POINT
- NUMBER IDENTIFIES ITEM ON WIRING DETAIL
- NUMBER REFERS TO CONSTRUCTION NOTE ON THIS SHEET
- TWO FLOOD LIGHTS ON SINGLE POLE, TYPE "C"
- ABBREVIATION FOR CIRCUIT BREAKER SIZE 20 AMP, 2-POLE
- PHOTOELECTRIC SWITCH, # INDICATES ITEM ON WIRING DETAIL
- TIME CLOCK SWITCH # INDICATES ITEM ON WIRING DETAIL
- PANELBOARD - SURFACE MOUNTED
- TRANSFORMER # INDICATED ITEM ON WIRING DETAIL
- JUNCTION BOX SURFACE MOUNTED, CAST METAL
- SHORE POWER RECEPTACLE TOP VIEW
- CONDUIT ON FRAMING CHANNEL UNDER PIER
- 208 OR 277 VOLT SINGLE PHASE BRANCH CIRCUIT HOME RUN CIRCUIT BREAKER
- LC #1 LIGHTING CONTACTOR NUMBER 1
- SHORE POWER RECEPTACLE FRONT VIEW
- QUARTZ LIGHTS ON MATINICUS HOIST FRAME
- RMC RIGID METAL CONDUIT
- PVC 40 MIL THICK COATING OF POLY VINYL CHLORIDE EMIT ELECTRICAL METALLIC TUBING
- +AP FLOOD LIGHT AIMING POINT
- 30" CLEAT
- ELECTRIC CAPSTAN
- POLE MOUNTED LIGHT -DOLPHIN
- POLE MOUNTED FLOODLIGHTS
- SHORE POWER RECEPTACLE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

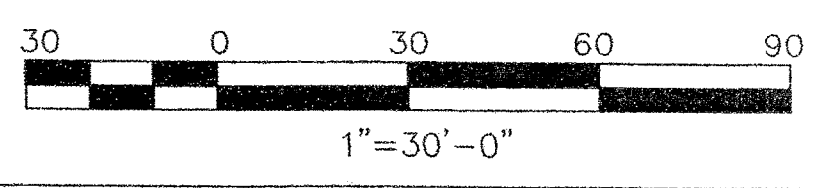
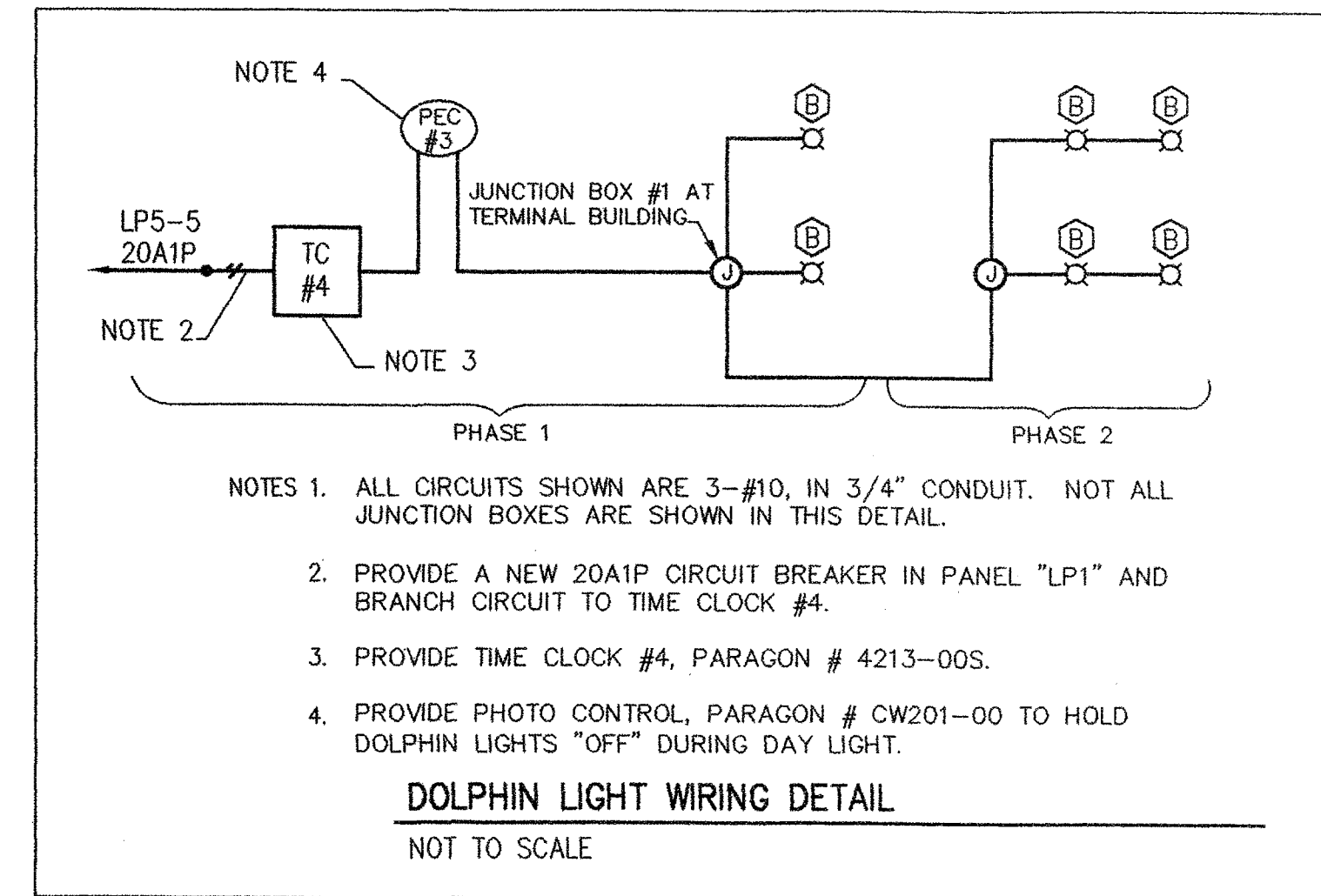
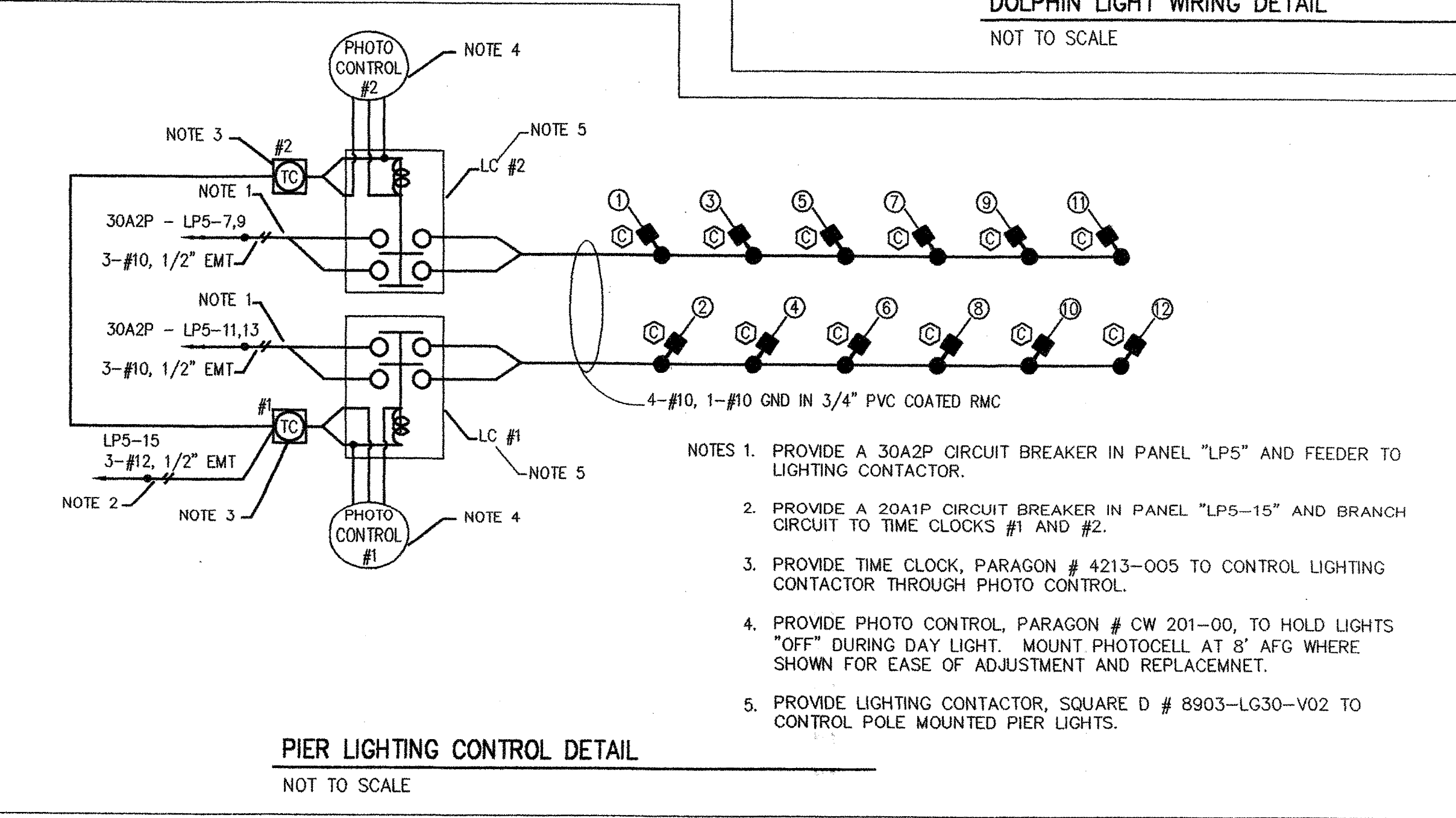
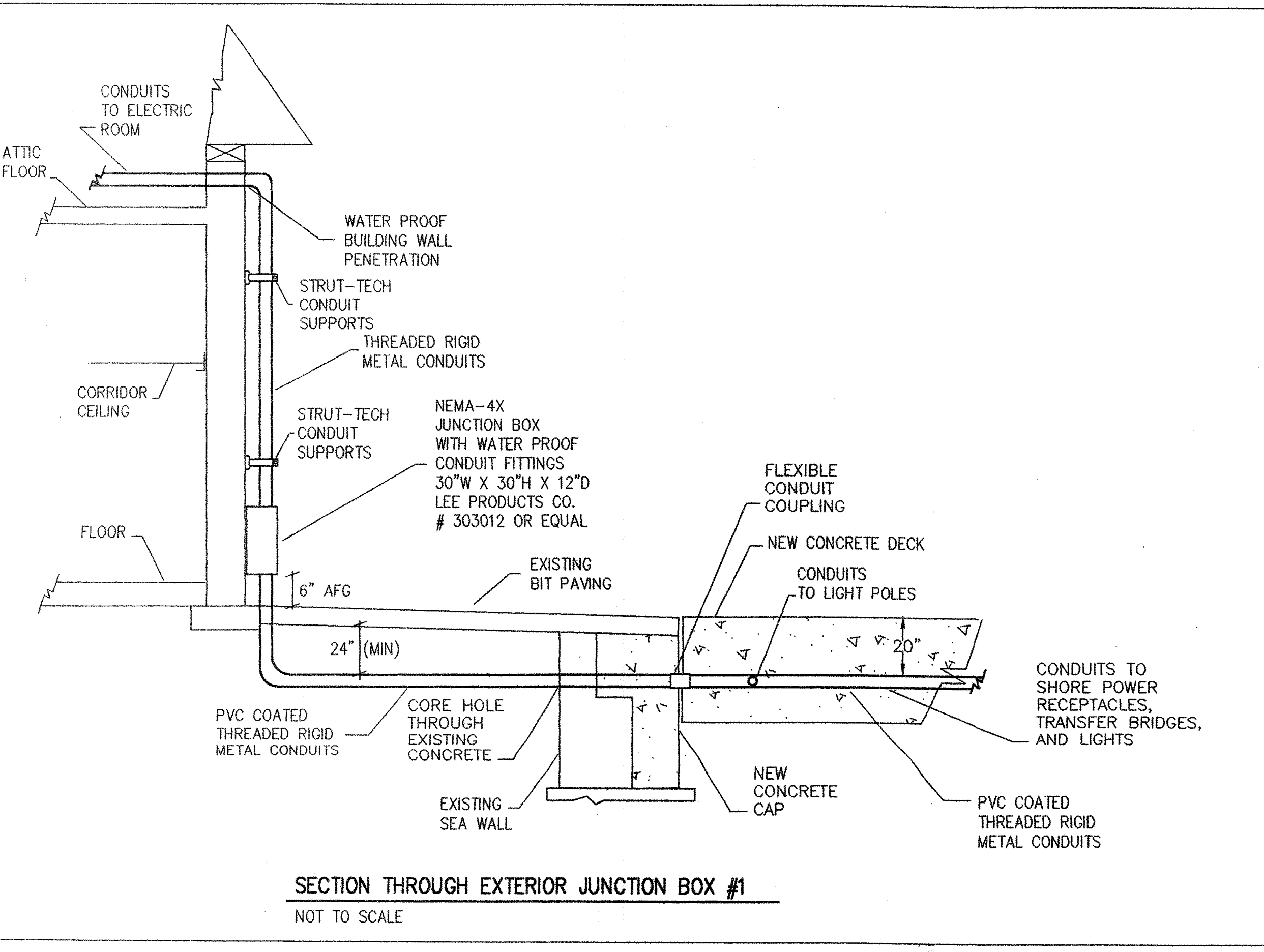
APPROVED _____
COMMISSIONER

DATE _____
CHIEF ENGINEER

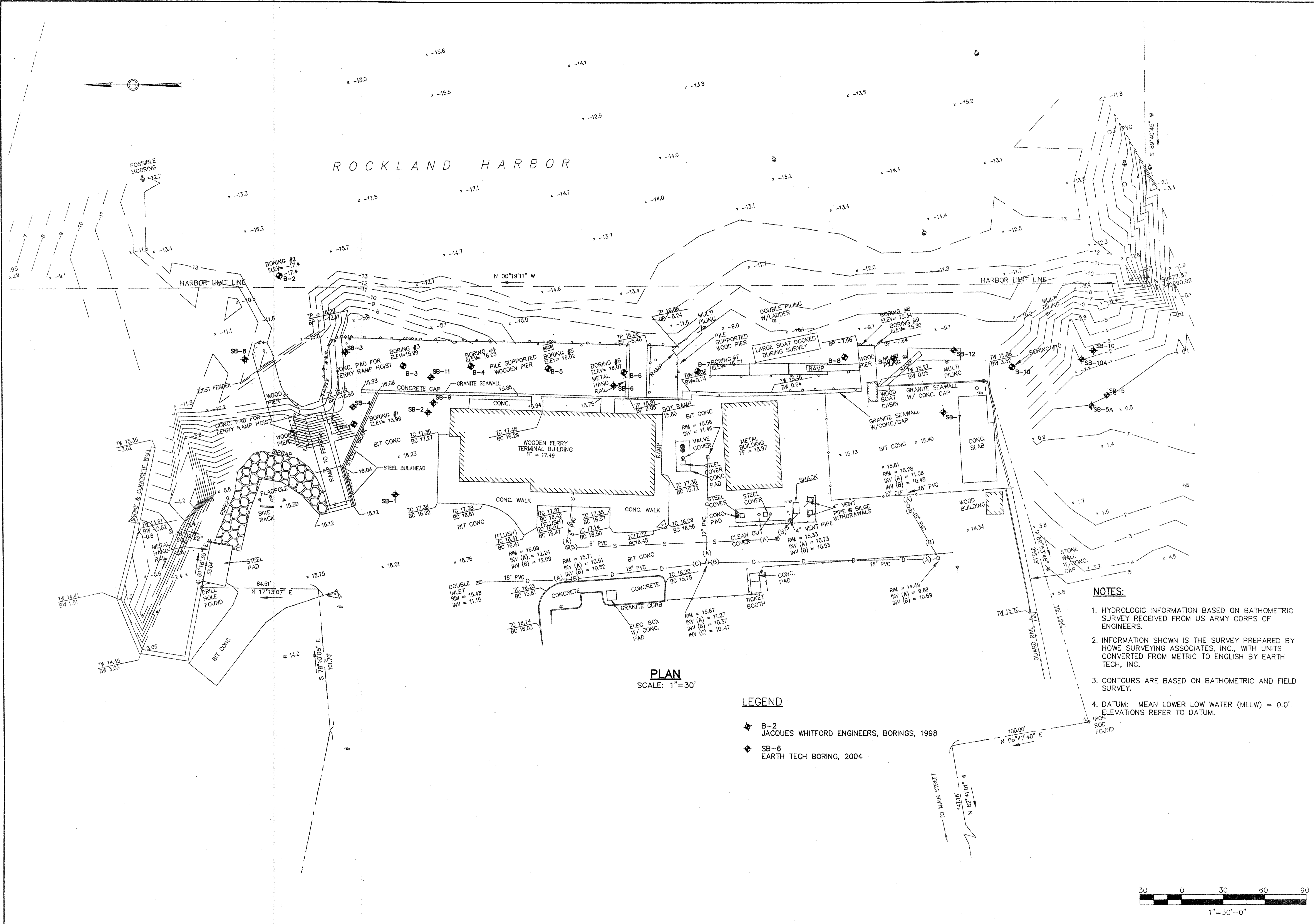
PROJECT INFORMATION
PROGRAM: MULTI-MODAL
PROJECT MANAGER: PAUL POTLIE
DESIGNER: RALPH F. SWEET, P.E.
CONSULTANT: EDC
PROJECT RESIDENT: _____
CONTRACTOR: _____
PROJECT COMPLETION DATE: _____

ROCKLAND FERRY TERMINAL
SCHEDULES AND DETAILS

SHEET NUMBER
E5
50 OF 63



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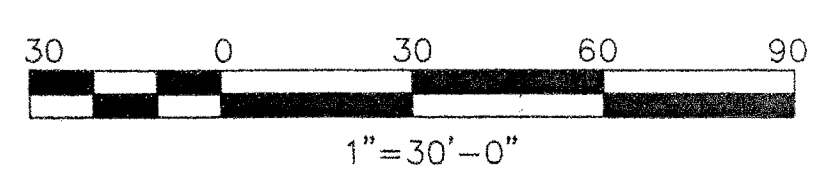
PLAN
SCALE: 1"=30'

LEGEND

- ◆ B-2 JACQUES WHITFORD ENGINEERS, BORINGS, 1998
- ◆ SB-6 EARTH TECH BORING, 2004

NOTES:

1. HYDROLOGIC INFORMATION BASED ON BATHOMETRIC SURVEY RECEIVED FROM US ARMY CORPS OF ENGINEERS.
2. INFORMATION SHOWN IS THE SURVEY PREPARED BY HOWE SURVEYING ASSOCIATES, INC., WITH UNITS CONVERTED FROM METRIC TO ENGLISH BY EARTH TECH, INC.
3. CONTOURS ARE BASED ON BATHOMETRIC AND FIELD SURVEY.
4. DATUM: MEAN LOWER LOW WATER (MLLW) = 0.0'. ELEVATIONS REFER TO DATUM.



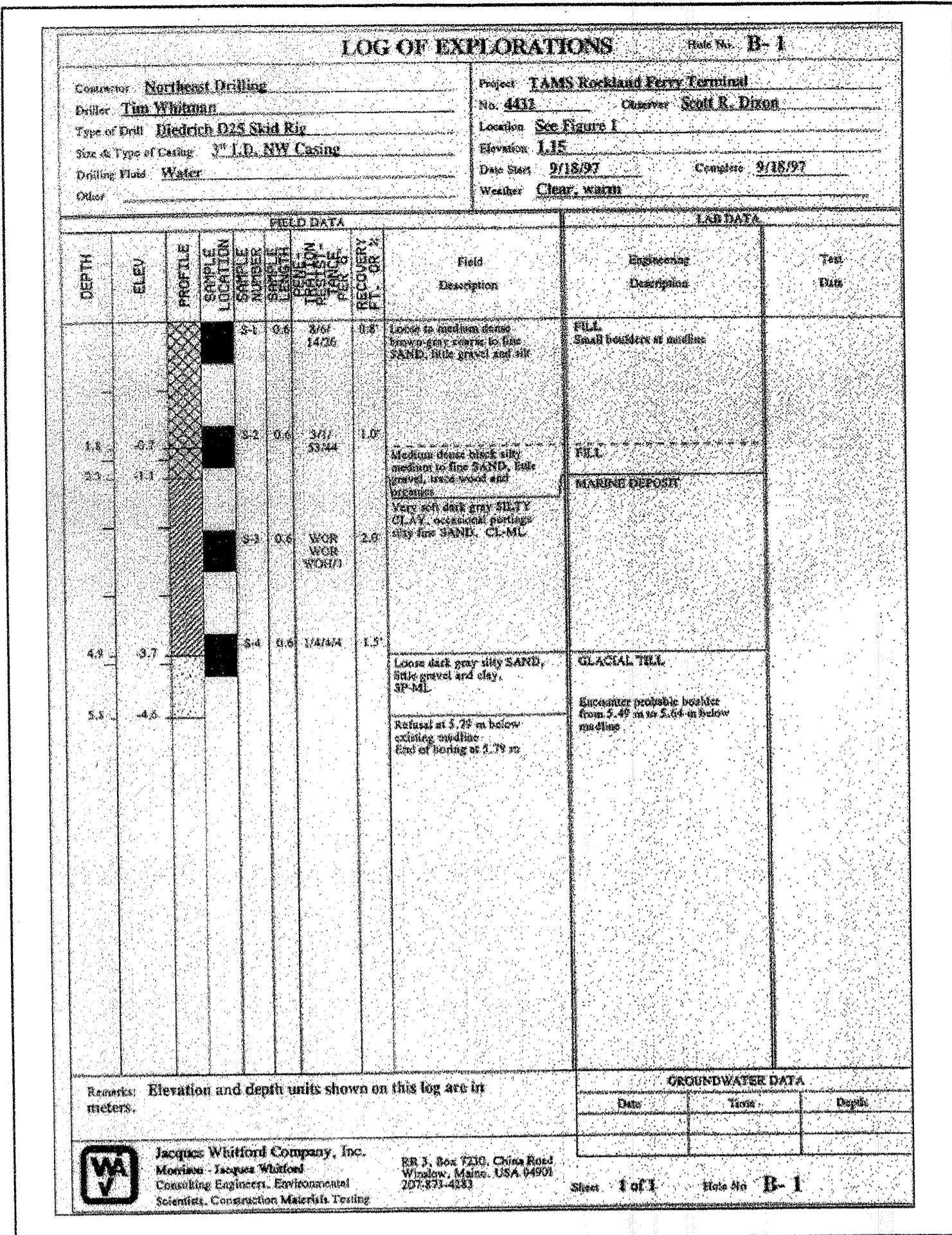
STATE OF MAINE	APPROVED	DATE
DEPARTMENT OF TRANSPORTATION	SIGNATURE	P.E. NUMBER
COMMISSIONER:	DATE	6/28/06
CHIEF ENGINEER:		

PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
MULTIMODAL	PAUL POTLE						

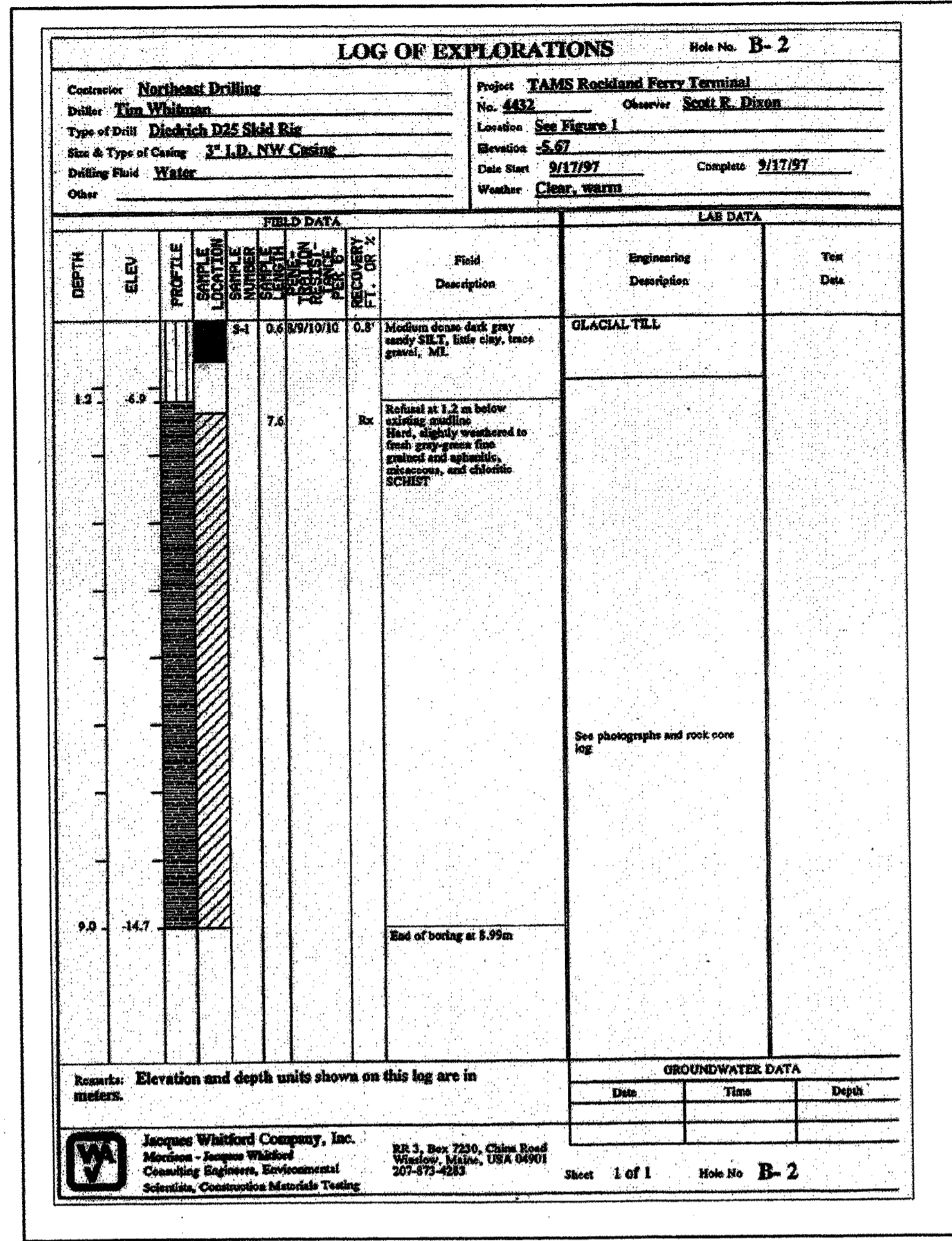
ROCKLAND FERRY TERMINAL
BORING LOCATION PLAN

SHEET NUMBER	B1
	51 OF 63

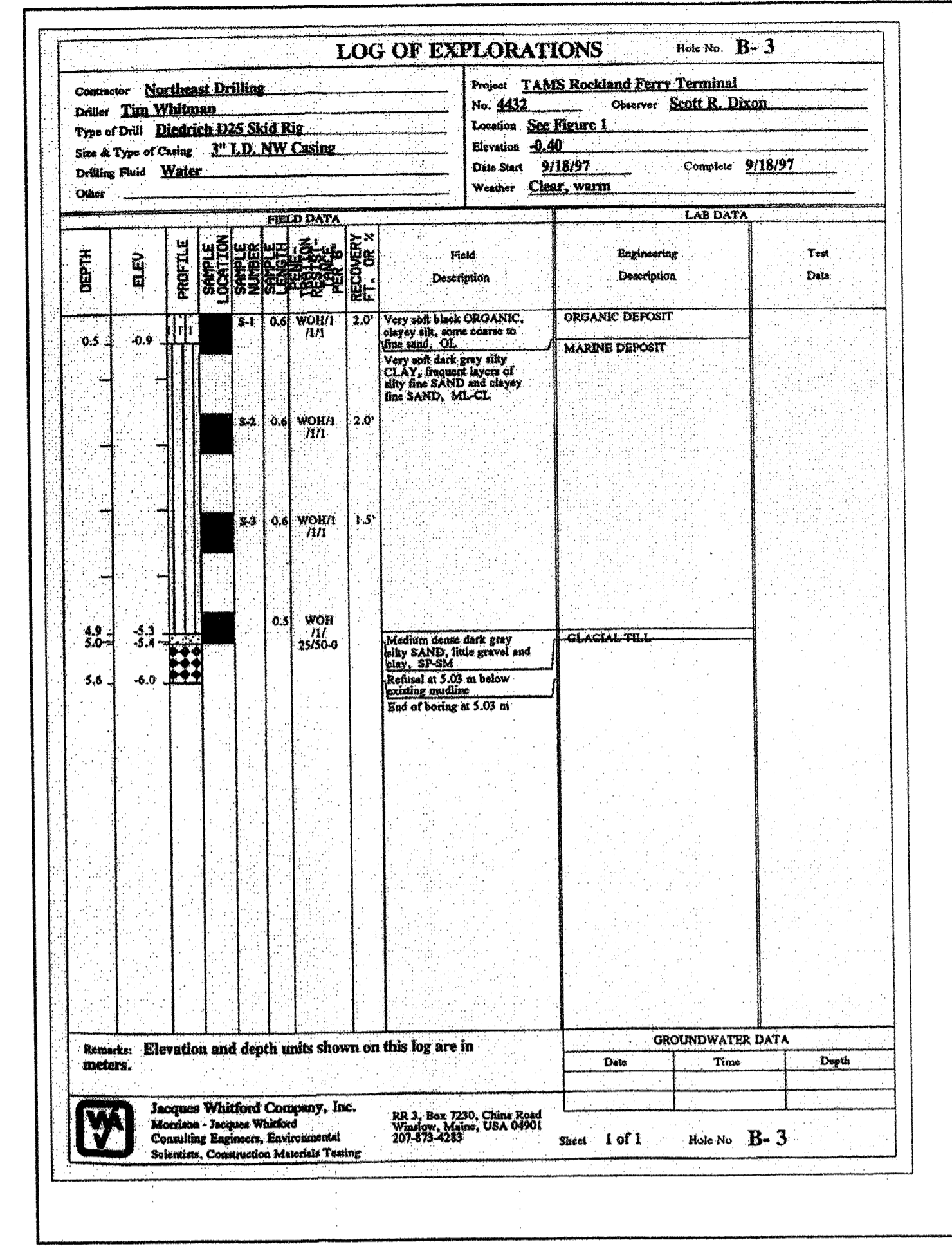
BORING B-1



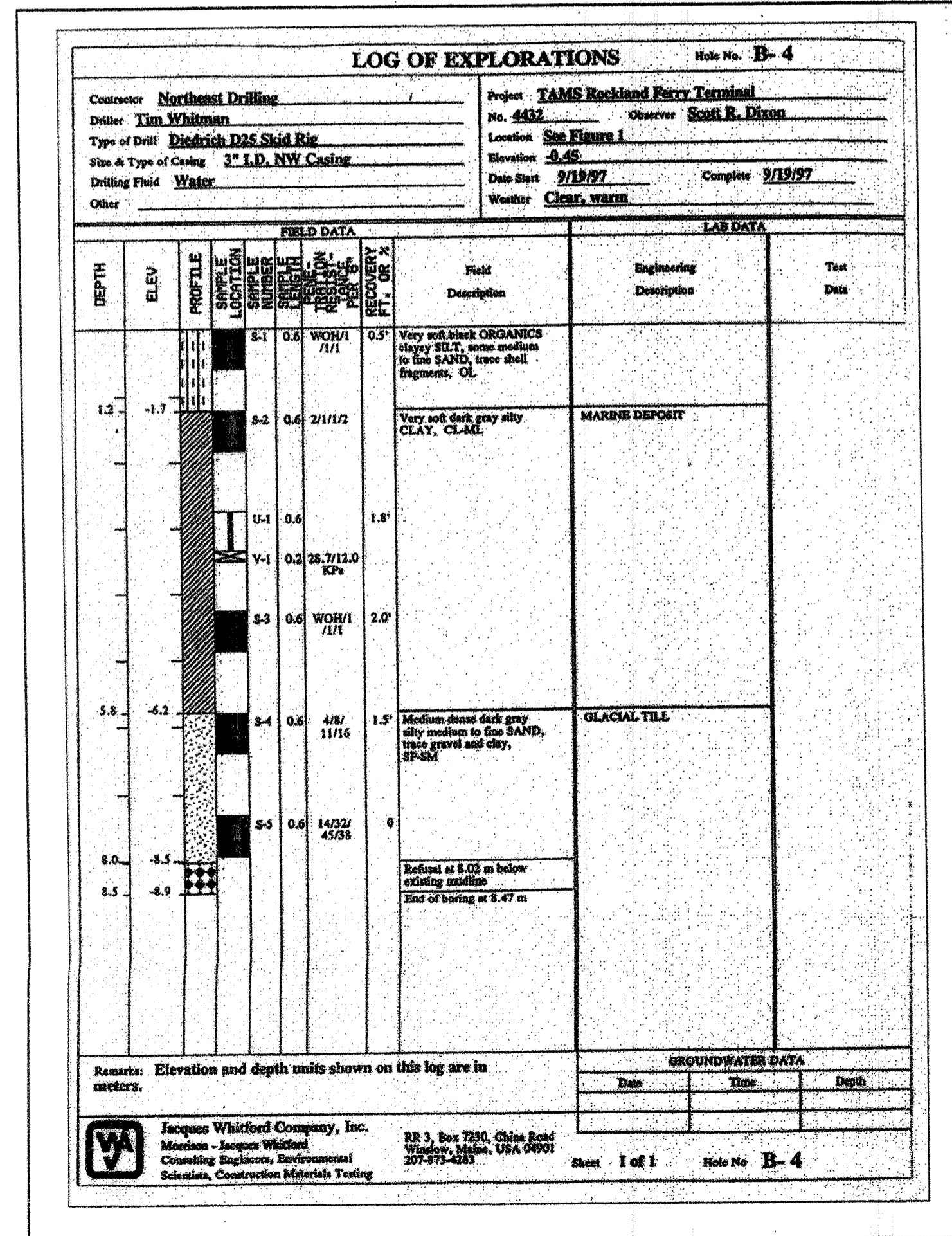
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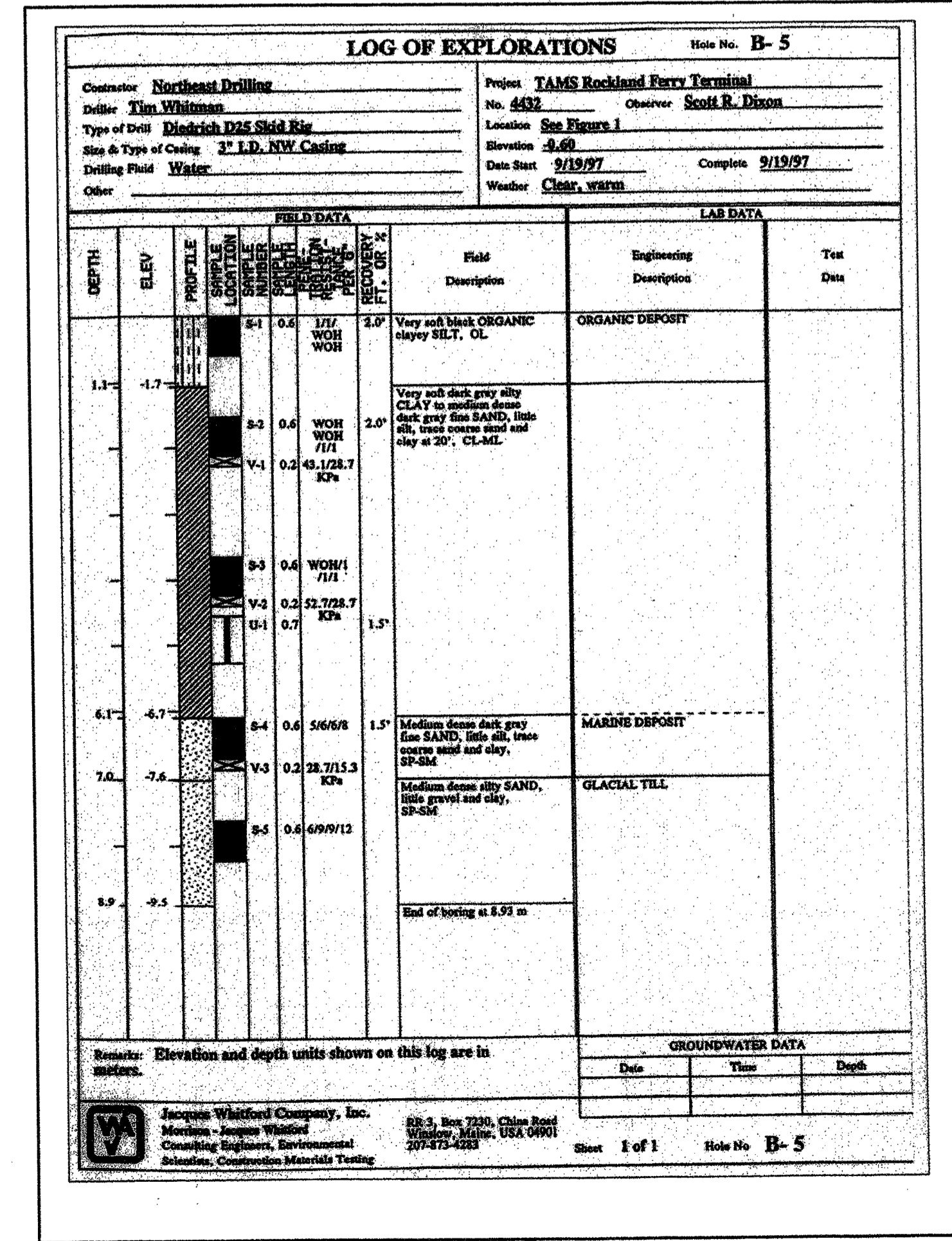
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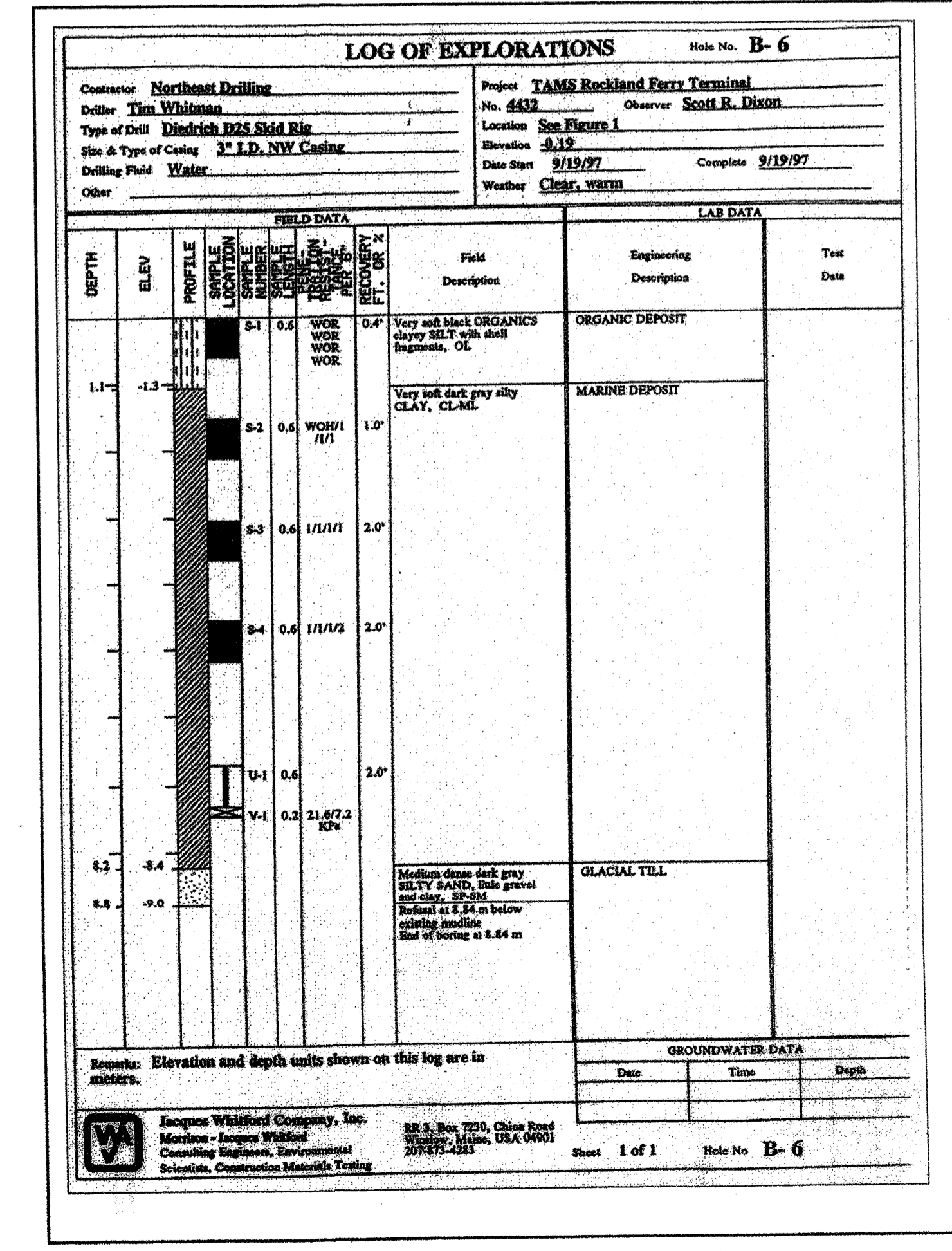
BORING B-4



BORING B-5



BORING B-6



NOTES:
1. SEE SHEET B1 FOR BORING NOTES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
DATE

SIGNATURE
P.E. NUMBER
DATE 6/28/06

PROJECT INFORMATION
MULTIMODAL
PAUL POTTE
EARTH TECH, INC.
PROJECT RESIDENT
CONTRACTOR
PROJECT COMPLETION DATE

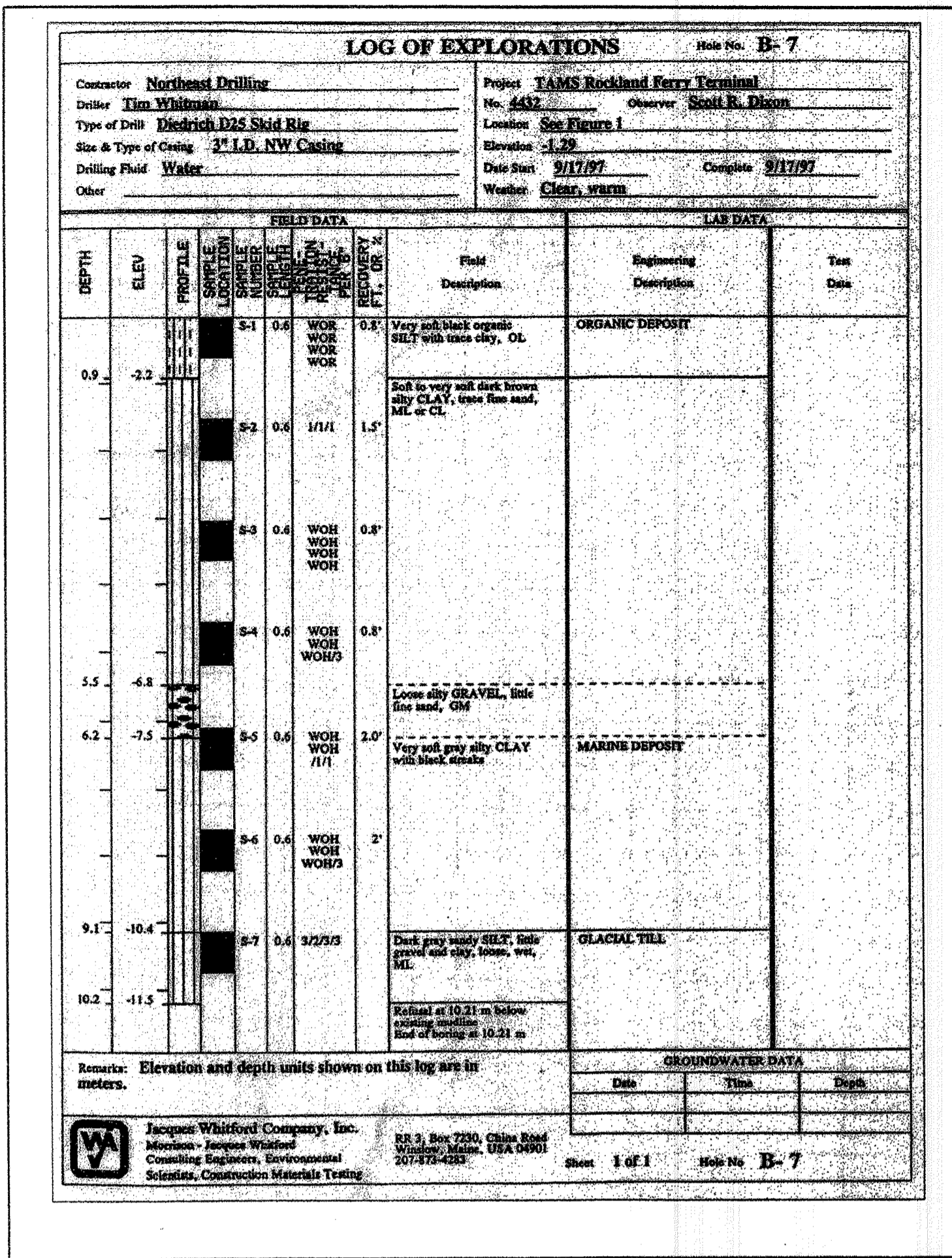
ROCKLAND FERRY TERMINAL
BORING LOGS - PART 1

SHEET NUMBER

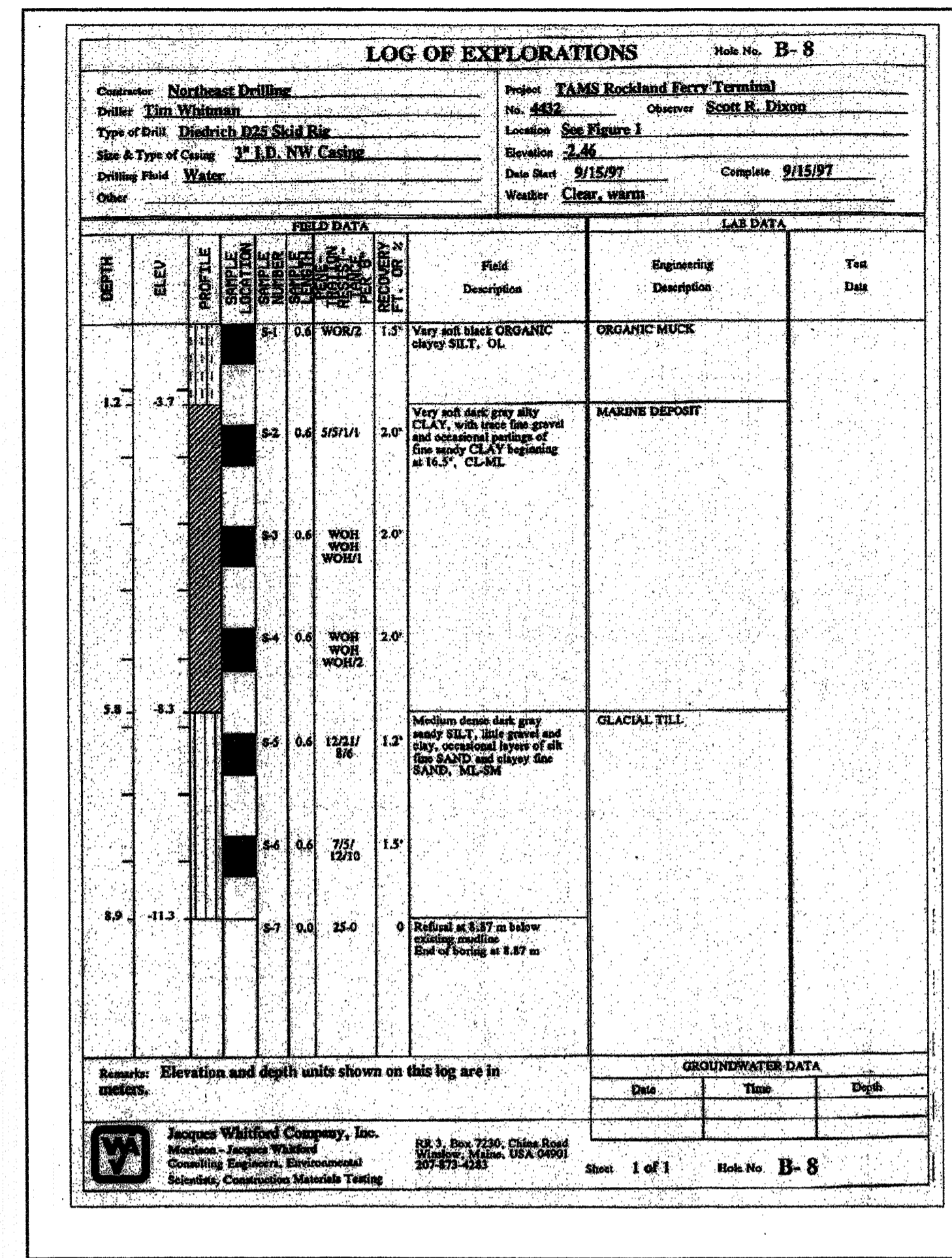
B2
52 OF 63

R:\TM-082A\B-Drawings\B2-log-1.dwg - 06/27/06 - 08:35 - [19.46] By: Tripp, R.

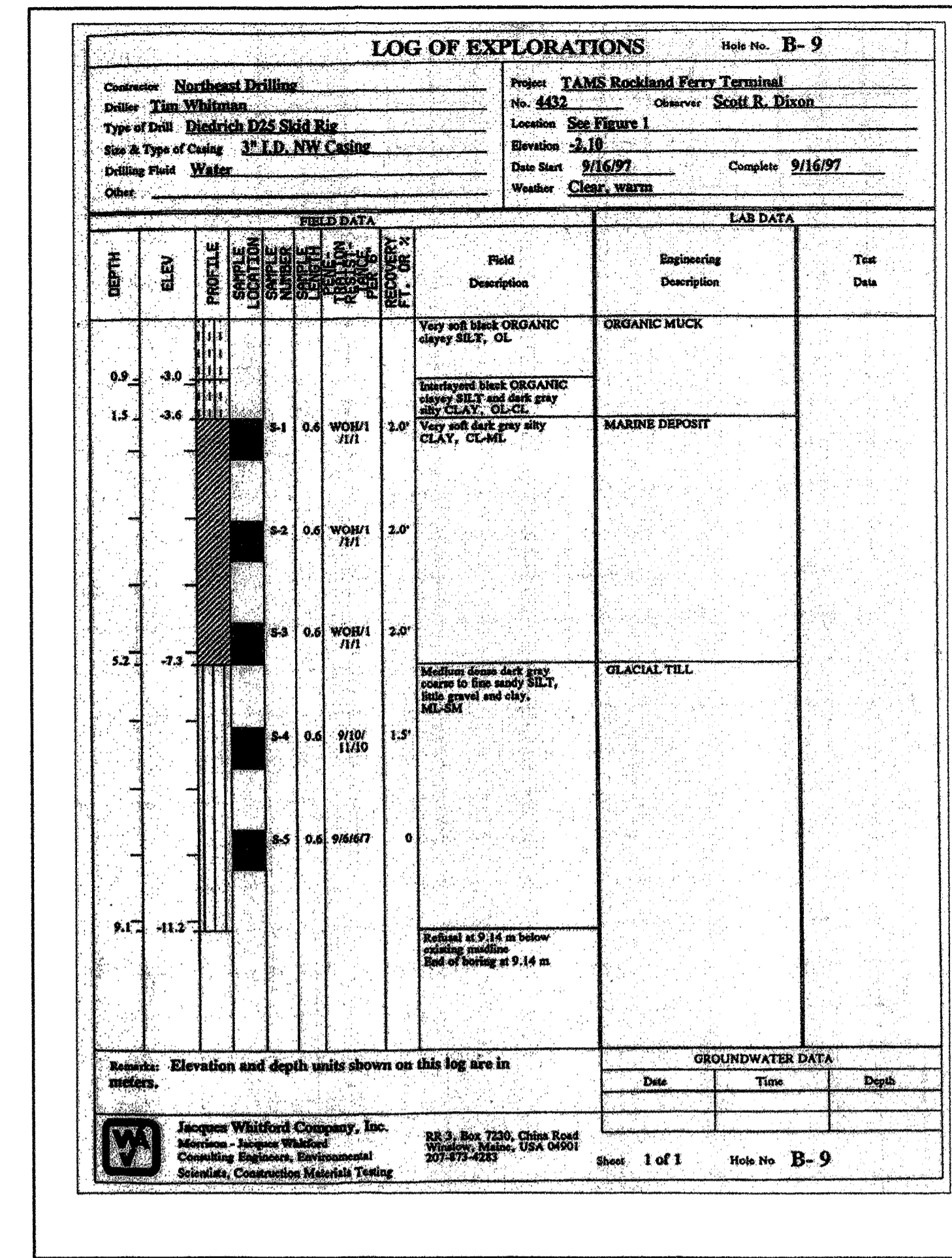
BORING B-7



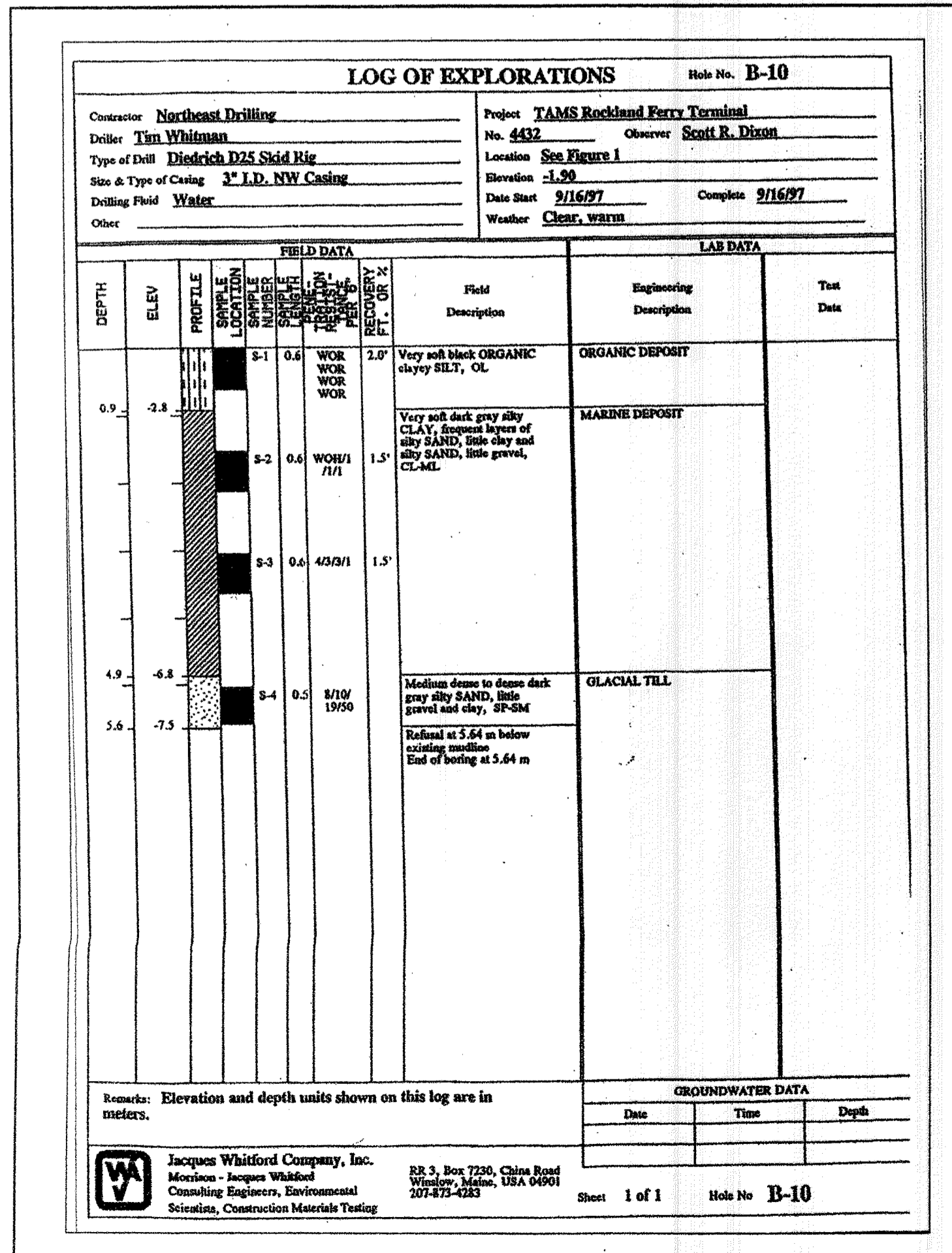
BORING B-8



BORING B-9



BORING B-10



NOTES:

1. SEE SHEET B1 FOR BORING NOTES.

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION

APPROVED
 SIGNATURE
 P.E. NUMBER
 DATE

PROJECT INFORMATION
 PROGRAM
 PROJECT MANAGER
 DESIGNER
 CONSULTANT
 PROJECT RESIDENT
 CONTRACTOR
 PROJECT COMPLETION DATE

ROCKLAND FERRY TERMINAL
 BORING LOGS - PART 2

SHEET NUMBER
 B3
 53 OF 63

BORING SB-1

Form for BORING SB-1, SHEET 1 OF 2. Includes project info, ground water observations, location of boring, and soil/rock identification data.

Form for BORING SB-1, SHEET 2 OF 2. Continuation of soil/rock identification data and summary.

BORING SB-2

Form for BORING SB-2, SHEET 1 OF 2. Includes project info, ground water observations, location of boring, and soil/rock identification data.

Form for BORING SB-2, SHEET 2 OF 2. Continuation of soil/rock identification data and summary.

BORING SB-3

Form for BORING SB-3, SHEET 1 OF 1. Includes project info, ground water observations, location of boring, and soil/rock identification data.

BORING SB-4

Form for BORING SB-4, SHEET 1 OF 1. Includes project info, ground water observations, location of boring, and soil/rock identification data.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION APPROVED DATE

SIGNATURE P.E. NUMBER DATE 6/28/06

PROJECT INFORMATION MULTIMEDIA PAUL POTTE EARTH TECH, INC. CONTRACTOR PROJECT RESIDENT CONTRACTOR PROJECT COMPLETION DATE

ROCKLAND FERRY TERMINAL BORING LOGS - PART 3

SHEET NUMBER B4 54 OF 63

NOTES: 1. SEE SHEET B1 FOR BORING NOTES.

BORING SB-5

Form for BORING SB-5, including project details, ground water observations, location of boring, and soil/rock identification data.

BORING SB-7

Form for BORING SB-7, including project details, ground water observations, location of boring, and soil/rock identification data.

BORING SB-5A

Form for BORING SB-5A, including project details, ground water observations, location of boring, and soil/rock identification data.

BORING SB-8

Form for BORING SB-8, including project details, ground water observations, location of boring, and soil/rock identification data.

BORING SB-6

Form for BORING SB-6, including project details, ground water observations, location of boring, and soil/rock identification data.

Form for BORING SB-6 (continued), including project details, ground water observations, location of boring, and soil/rock identification data.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION APPROVED

SIGNATURE P.E. NUMBER DATE

PROJECT INFORMATION MULTIMEDIA PAUL POTTE EARTH TECH, INC. PROJECT MANAGER DESIGNER CONSULTANT CONTRACTOR PROJECT RESIDENT CONTRACTOR PROJECT COMPLETION DATE

ROCKLAND FERRY TERMINAL BORING LOGS - PART 4

SHEET NUMBER

B5

55 OF 63

NOTES: 1. SEE SHEET B1 FOR BORING NOTES.

BORING SB-9

NORTHEAST DRILLING DIVISION OF GUILD DRILLING CO., INC. 104 HARPSWELL ROAD • BRUNSWICK, ME

TO Earth Tech, Inc. ADDRESS Brunswick, ME HOLE NO. SB-9
PROJECT NAME Rockland Ferry Terminal LOCATION Rockland, ME PROJ. NO. _____
REPORT SENT TO above OUR JOB NO. M04-61 SURF. ELEV. _____

GROUND WATER OBSERVATIONS CASING SAMPLER CORE BAR DATE

At _____ after _____ Hours Type _____ Size I.D. _____ Start _____
At _____ after _____ Hours Hammer Wt. _____ Blowing Foreman _____
Inspector/Engr. _____

LOCATION OF BORING

Depth	Casing Blow per foot	Sample Depth From - To	Type of Sample	Blows per 6" on Sampler	Moisture Density of Soil	Strata Change Elev./Depth	SOIL OR ROCK IDENTIFICATION	SAMPLE No.	Pen	Rec.
5	0.5-2.5	D 60	40	30			3" Asphalt Brown coarse to fine SAND, some gravel, little silt Place of filter fabric	S1	24	21
5	4.0-6.0	D 54	15	14			Brown to coarse fine SAND and Gravel, trace silt	S2	24	8
10	9.0-11.0	D 11	9	12			Brown GRAVEL, and coarse to fine Sand, trace silt	S3	24	5
15	14.0-16.0	D 17	36	60			Brown coarse to fine SAND, some gravel, little silt	S4	24	5
20	19.0-21.0	D 8	12	6			Black organic SAND and SILT, with (red brick)	S5	24	3
25	24.0-26.0	D 6	6	3			Gray with black bands Silty CLAY, trace sand, moderately plastic	S6	24	9
							26.0 Bottom of Boring 26'			

GROUND SURFACE TO _____ USED _____ CASING: THEN _____

Sample Type _____ Proportions Used _____ 140 lb. Wt x 30" fall on 2" O.D. Sampler _____ SUMMARY: _____
 D=Drive C=Cored W=Washed trace 0 to 10% Cohesionless Density Cohesive Consistency Earth Boring 28'
 UP=Fixed Piston UT=Shelby Tube little 10 to 20% Loose 0-4 Soft 30+ Hard Rock Coring _____
 TP=Test Pit AV=Auger some 20 to 35% 10-30 Med. Dense 4-8 M/Stiff _____
 OE=Open End Rod and 35 to 50% 30-50 Dense 8-15 Stiff Samples 6
 * 300# hammer 50+ Very Dense 15-30 V-Stiff HOLE NO. SB-9

BORING SB-10

NORTHEAST DRILLING DIVISION OF GUILD DRILLING CO., INC. 104 HARPSWELL ROAD • BRUNSWICK, ME

TO Earth Tech, Inc. ADDRESS Brunswick, ME HOLE NO. SB-10
PROJECT NAME Rockland Ferry Terminal LOCATION Rockland, ME PROJ. NO. _____
REPORT SENT TO above OUR JOB NO. M04-61 SURF. ELEV. _____

GROUND WATER OBSERVATIONS CASING SAMPLER CORE BAR DATE

At _____ after _____ Hours Type _____ Size I.D. _____ Start _____
At _____ after _____ Hours Hammer Wt. _____ Blowing Foreman _____
Inspector/Engr. _____

LOCATION OF BORING

Depth	Casing Blow per foot	Sample Depth From - To	Type of Sample	Blows per 6" on Sampler	Moisture Density of Soil	Strata Change Elev./Depth	SOIL OR ROCK IDENTIFICATION	SAMPLE No.	Pen	Rec.
5	0.0-2.0	D	WOM				Black Organic SILT and fine sand	S1	24	20
5	2.0-4.0	D	WOM				Same	S2	24	12
							4.0 Bottom of Boring 4'			

GROUND SURFACE TO _____ USED _____ CASING: THEN _____

Sample Type _____ Proportions Used _____ 140 lb. Wt x 30" fall on 2" O.D. Sampler _____ SUMMARY: _____
 D=Drive C=Cored W=Washed trace 0 to 10% Cohesionless Density Cohesive Consistency Earth Boring 4'
 UP=Fixed Piston UT=Shelby Tube little 10 to 20% Loose 0-4 Soft 30+ Hard Rock Coring _____
 TP=Test Pit AV=Auger some 20 to 35% 10-30 Med. Dense 4-8 M/Stiff _____
 OE=Open End Rod and 35 to 50% 30-50 Dense 8-15 Stiff Samples 2
 * 300# hammer 50+ Very Dense 15-30 V-Stiff HOLE NO. SB-10

BORING SB-10A

NORTHEAST DRILLING DIVISION OF GUILD DRILLING CO., INC. 104 HARPSWELL ROAD • BRUNSWICK, ME

TO Earth Tech, Inc. ADDRESS Brunswick, ME HOLE NO. SB-10A
PROJECT NAME Rockland Ferry Terminal LOCATION Rockland, ME PROJ. NO. _____
REPORT SENT TO above OUR JOB NO. M04-61 SURF. ELEV. _____

GROUND WATER OBSERVATIONS CASING SAMPLER CORE BAR DATE

At _____ after _____ Hours Type _____ Size I.D. _____ Start _____
At _____ after _____ Hours Hammer Wt. _____ Blowing Foreman _____
Inspector/Engr. _____

LOCATION OF BORING

Depth	Casing Blow per foot	Sample Depth From - To	Type of Sample	Blows per 6" on Sampler	Moisture Density of Soil	Strata Change Elev./Depth	SOIL OR ROCK IDENTIFICATION	SAMPLE No.	Pen	Rec.
5	5.0-7.0	D 1	1	1			Gray Silty CLAY (Black Streaks), trace gravel	S1	24	12
10	10.0-12.0	D 1	1	1				S2	24	20
15	15.0-17.0	D	WOM	1	3		Gray Clayey SILT, some sand, trace gravel	S3	24	18
20	19.0-20.0						Drove Probe			
20	20.0-21.0									
20	21.0-22.0									
20	22.0-23.0									
20	23.0-24.0									
20	24.0-26.0									
20	25.0-26.0									
20	26.0-28.5									
							26.5 Bottom of Boring 26.5'			

GROUND SURFACE TO _____ USED _____ CASING: THEN _____

Sample Type _____ Proportions Used _____ 140 lb. Wt x 30" fall on 2" O.D. Sampler _____ SUMMARY: _____
 D=Drive C=Cored W=Washed trace 0 to 10% Cohesionless Density Cohesive Consistency Earth Boring 26.5'
 UP=Fixed Piston UT=Shelby Tube little 10 to 20% Loose 0-4 Soft 30+ Hard Rock Coring _____
 TP=Test Pit AV=Auger some 20 to 35% 10-30 Med. Dense 4-8 M/Stiff _____
 OE=Open End Rod and 35 to 50% 30-50 Dense 8-15 Stiff Samples 3
 * 300# hammer 50+ Very Dense 15-30 V-Stiff HOLE NO. SB-10A

BORING SB-11

NORTHEAST DRILLING DIVISION OF GUILD DRILLING CO., INC. 104 HARPSWELL ROAD • BRUNSWICK, ME

TO Earth Tech, Inc. ADDRESS Brunswick, ME HOLE NO. SB-11
PROJECT NAME Rockland Ferry Terminal LOCATION Rockland, ME PROJ. NO. _____
REPORT SENT TO above OUR JOB NO. M04-61 SURF. ELEV. _____

GROUND WATER OBSERVATIONS CASING SAMPLER CORE BAR DATE

At _____ after _____ Hours Type _____ Size I.D. _____ Start _____
At _____ after _____ Hours Hammer Wt. _____ Blowing Foreman _____
Inspector/Engr. _____

LOCATION OF BORING

Depth	Casing Blow per foot	Sample Depth From - To	Type of Sample	Blows per 6" on Sampler	Moisture Density of Soil	Strata Change Elev./Depth	SOIL OR ROCK IDENTIFICATION	SAMPLE No.	Pen	Rec.
5							16.3' From Pier Deck to Ground			
5							From pier deep casing (3") to soil 16.3' seated NW pipe to 16.8'			
5							Drill ahead to 20.3', hard refusal			
5							Cased granite 20.3' to 21.8', wash ahead to 24.5' with collar bit - no refusal			
							24.5 Bottom of Boring 24.5' From Pier Deck			

GROUND SURFACE TO _____ USED _____ CASING: THEN _____

Sample Type _____ Proportions Used _____ 140 lb. Wt x 30" fall on 2" O.D. Sampler _____ SUMMARY: _____
 D=Drive C=Cored W=Washed trace 0 to 10% Cohesionless Density Cohesive Consistency Earth Boring 23'
 UP=Fixed Piston UT=Shelby Tube little 10 to 20% Loose 0-4 Soft 30+ Hard Rock Coring _____
 TP=Test Pit AV=Auger some 20 to 35% 10-30 Med. Dense 4-8 M/Stiff _____
 OE=Open End Rod and 35 to 50% 30-50 Dense 8-15 Stiff Samples 1
 * 300# hammer 50+ Very Dense 15-30 V-Stiff HOLE NO. SB-11

BORING SB-12

NORTHEAST DRILLING DIVISION OF GUILD DRILLING CO., INC. 104 HARPSWELL ROAD • BRUNSWICK, ME

TO Earth Tech, Inc. ADDRESS Brunswick, ME HOLE NO. SB-12
PROJECT NAME Rockland Ferry Terminal LOCATION Rockland, ME PROJ. NO. _____
REPORT SENT TO above OUR JOB NO. M04-61 SURF. ELEV. _____

GROUND WATER OBSERVATIONS CASING SAMPLER CORE BAR DATE

At _____ after _____ Hours Type _____ Size I.D. _____ Start _____
At _____ after _____ Hours Hammer Wt. _____ Blowing Foreman _____
Inspector/Engr. _____

LOCATION OF BORING

Depth	Casing Blow per foot	Sample Depth From - To	Type of Sample	Blows per 6" on Sampler	Moisture Density of Soil	Strata Change Elev./Depth	SOIL OR ROCK IDENTIFICATION	SAMPLE No.	Pen	Rec.
5	0.0-2.0	D	WOM				3.5" Water Black Organic (Visual From Outside of Spoon)	S1	24	0
5	5.0-7.0	D	WOM	WOM	WOM		Gray Silty CLAY with black organic streaks	S2	24	12
10	10.0-12.0	D	1-18"		2		Gray Silty CLAY	S3	24	20
15	15.0-17.0	D	1	1	1		Gray Silty Clay 2" Fine to Medium Sand in Tip	S4	24	22
15	17.5-19.5	D	8	5	3		Gray Silty CLAY	S5	24	6
20	19.4-26.0						1" Coarse Medium Gravel in Tip			
20							Drove Probe			
20							Silty SAND, trace gravel			
20							Visual From Logs			
							28.0 Bottom of Boring 28' Hit Refusal			

GROUND SURFACE TO _____ USED _____ CASING: THEN _____

Sample Type _____ Proportions Used _____ 140 lb. Wt x 30" fall on 2" O.D. Sampler _____ SUMMARY: _____
 D=Drive C=Cored W=Washed trace 0 to 10% Cohesionless Density Cohesive Consistency Earth Boring 28'
 UP=Fixed Piston UT=Shelby Tube little 10 to 20% Loose 0-4 Soft 30+ Hard Rock Coring _____
 TP=Test Pit AV=Auger some 20 to 35% 10-30 Med. Dense 4-8 M/Stiff _____
 OE=Open End Rod and 35 to 50% 30-50 Dense 8-15 Stiff Samples 5
 * 300# hammer 50+ Very Dense 15-30 V-Stiff HOLE NO. SB-12

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED _____
DATE _____
COMMISSIONER: _____
CHIEF ENGINEER: _____

PROJECT INFORMATION
PROGRAM MULTIMODAL
PROJECT MANAGER PAUL POTTLE
DESIGNER EARTH TECH, INC.
CONSULTANT
PROJECT RESIDENT
CONTRACTOR
PROJECT COMPLETION DATE 6/28/06

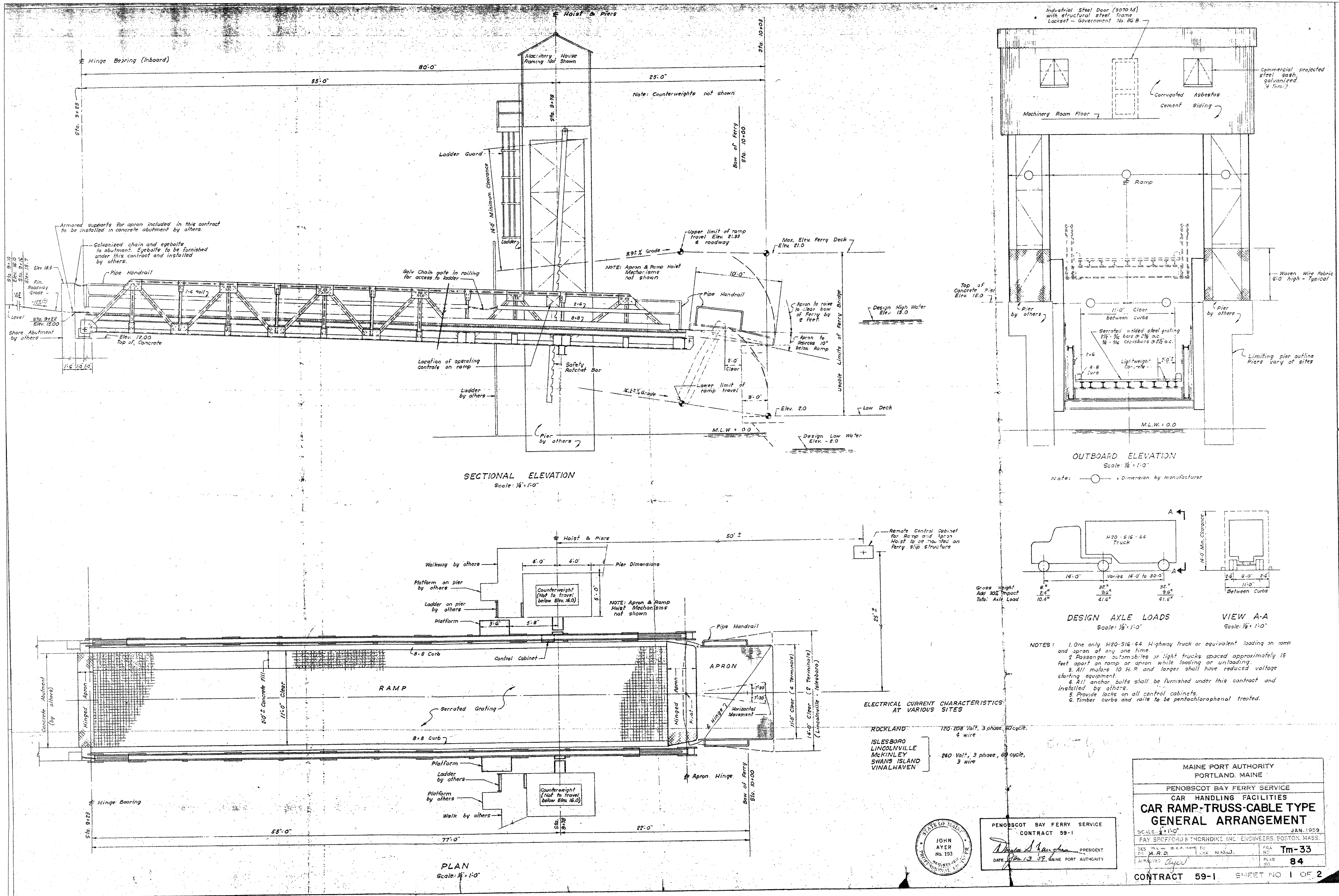
ROCKLAND FERRY TERMINAL
BORING LOGS - PART 5

SHEET NUMBER
B6
56 OF 63

NOTES:
1. SEE SHEET B1 FOR BORING NOTES.

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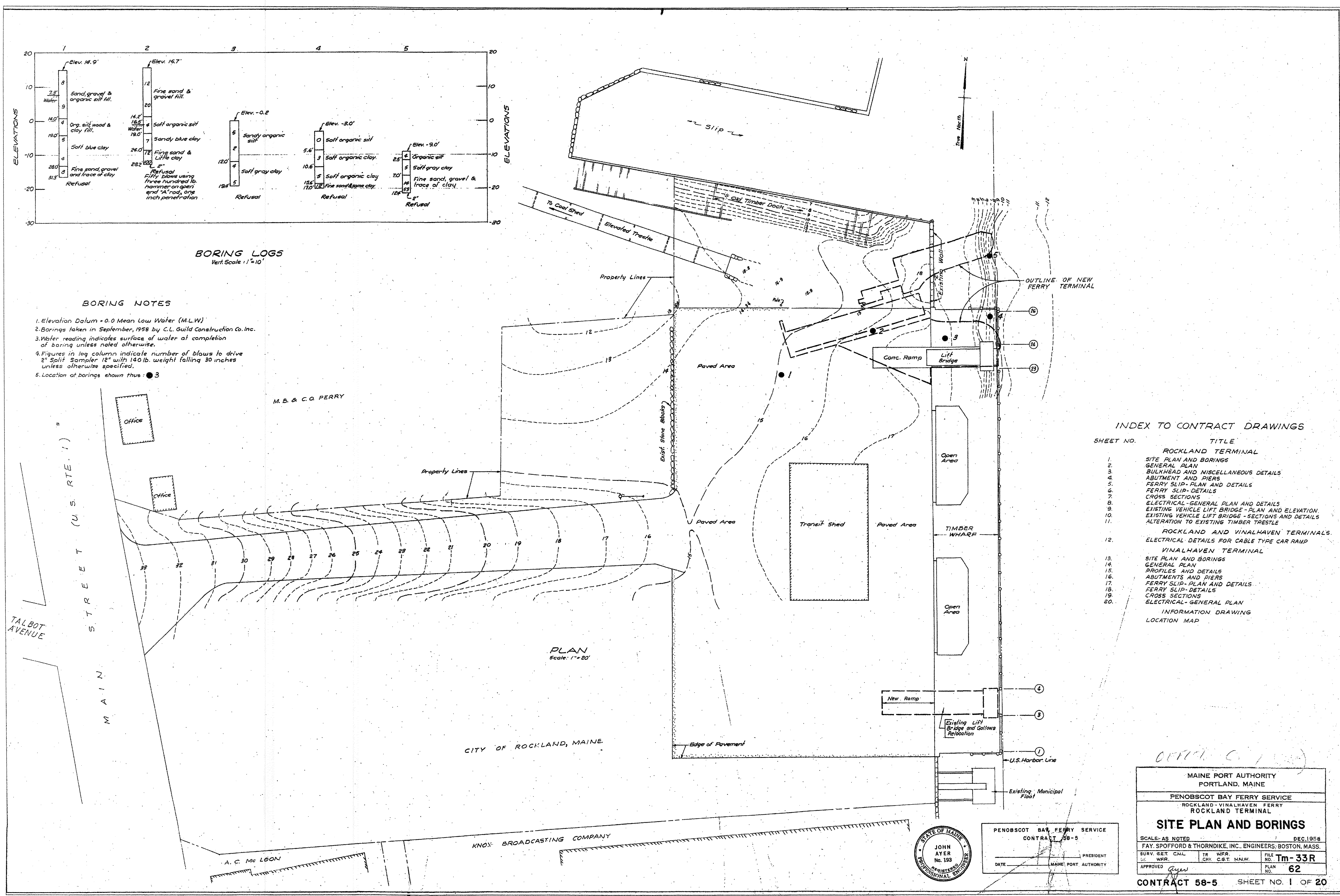


STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 APPROVED _____
 COMMISSIONER: _____
 CHIEF ENGINEER: _____

PROJECT INFORMATION
 MULTIMODAL PROJECT MANAGER: PAUL POTTE
 DESIGNER: FAY, SPOFFORD & THORNDIKE
 CONSULTANT: FAY, SPOFFORD & THORNDIKE
 CONTRACTOR: _____
 PROJECT RESIDENT: _____
 PROJECT COMPLETION DATE: _____

ROCKLAND
 FERRY TERMINAL
 DEMOLITION REFERENCE DWG. NO. 1

SHEET NUMBER
 DR1
 NOT TO SCALE
 57 OF 63



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
COMMISSIONER:
CHIEF ENGINEER:

PROJECT INFORMATION
MULTIMODAL
PROGRAM
PROJECT MANAGER
DESIGNER
CONSULTANT
PROJECT RESIDENT
CONTRACTOR
PROJECT COMPLETION DATE

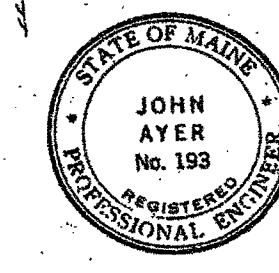
PAUL POTTE
FAY, SPOFFORD & THORNDIKE
FAY, SPOFFORD & THORNDIKE
DATE
6/28/06

ROCKLAND
FERRY TERMINAL
DEMOLITION REFERENCE DWG. NO. 2

SHEET NUMBER
DR2

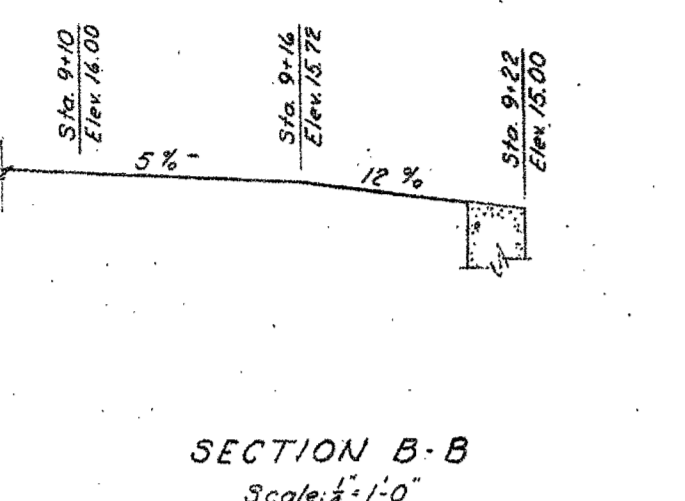
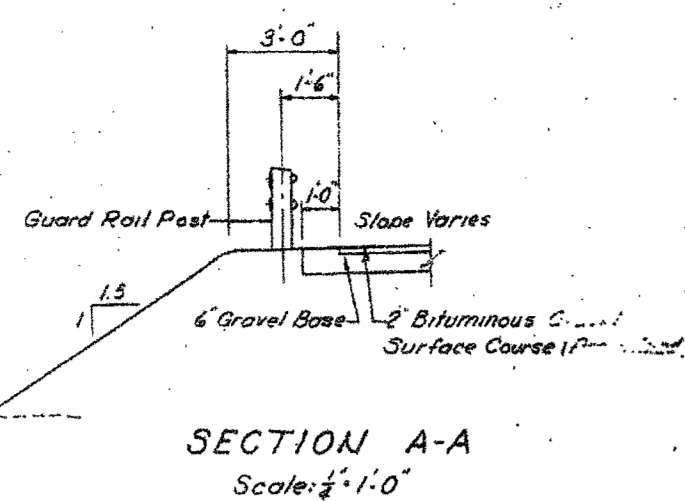
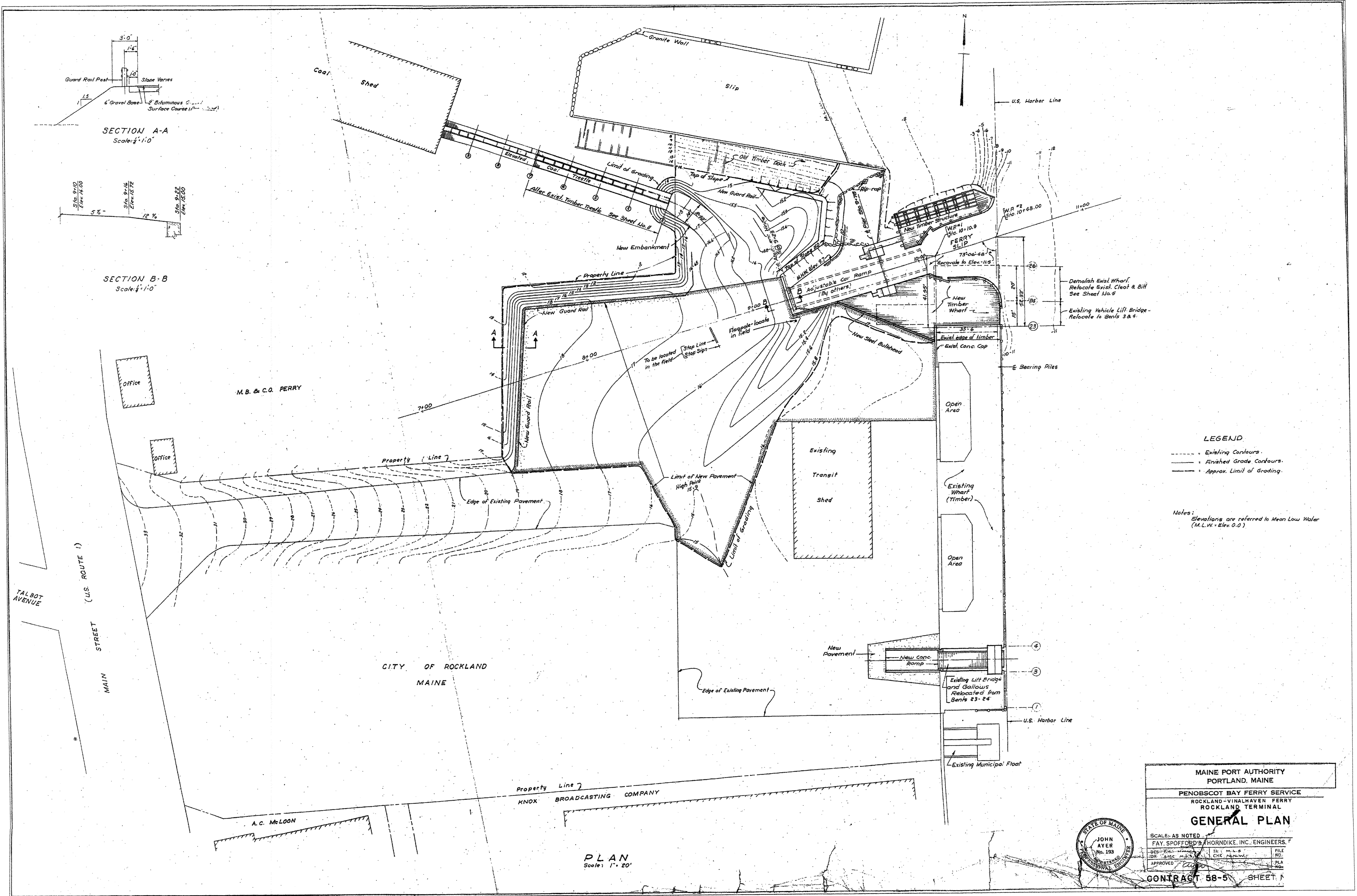
NOT TO SCALE
58 OF 63

MAINE PORT AUTHORITY
PORTLAND, MAINE
PENOBSCOT BAY FERRY SERVICE
ROCKLAND - VINALHAVEN FERRY
ROCKLAND TERMINAL
SITE PLAN AND BORINGS
SCALE: AS NOTED
DEC. 1958
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS, BOSTON, MASS.
SURV. SET. C.M.L. TR. W.F.R. FILE NO. Tm-33R
W.F.R. CH. C.S.T. H.A.W. PLAN NO. 62
APPROVED
CONTRACT 58-5 SHEET NO. 1 OF 20



PENOBSCOT BAY FERRY SERVICE
CONTRACT 58-5
DATE _____ PRESIDENT
MAINE PORT AUTHORITY

R:\TM-082\5-Drawings\7-FST dwgs\REFERENCE\61.dwg 06/26/06 14:28 [4.56] By Tripp_R



LEGEND

- - - Existing Contours
- Finished Grade Contours
- - - Approx. Limit of Grading

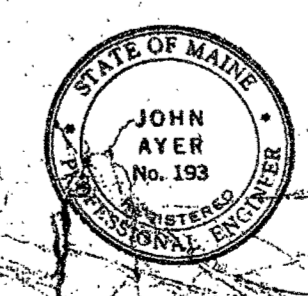
Notes:
Elevations are referred to Mean Low Water (M.L.W. = Elev. 0.0)

MAINE PORT AUTHORITY
PORTLAND, MAINE
PENOBSCOT BAY FERRY SERVICE
ROCKLAND-VINALHAVEN FERRY
ROCKLAND TERMINAL
GENERAL PLAN

SCALE: AS NOTED
FAY, SPOFFORD & THORNDIKE, INC. ENGINEERS

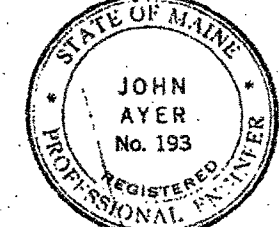
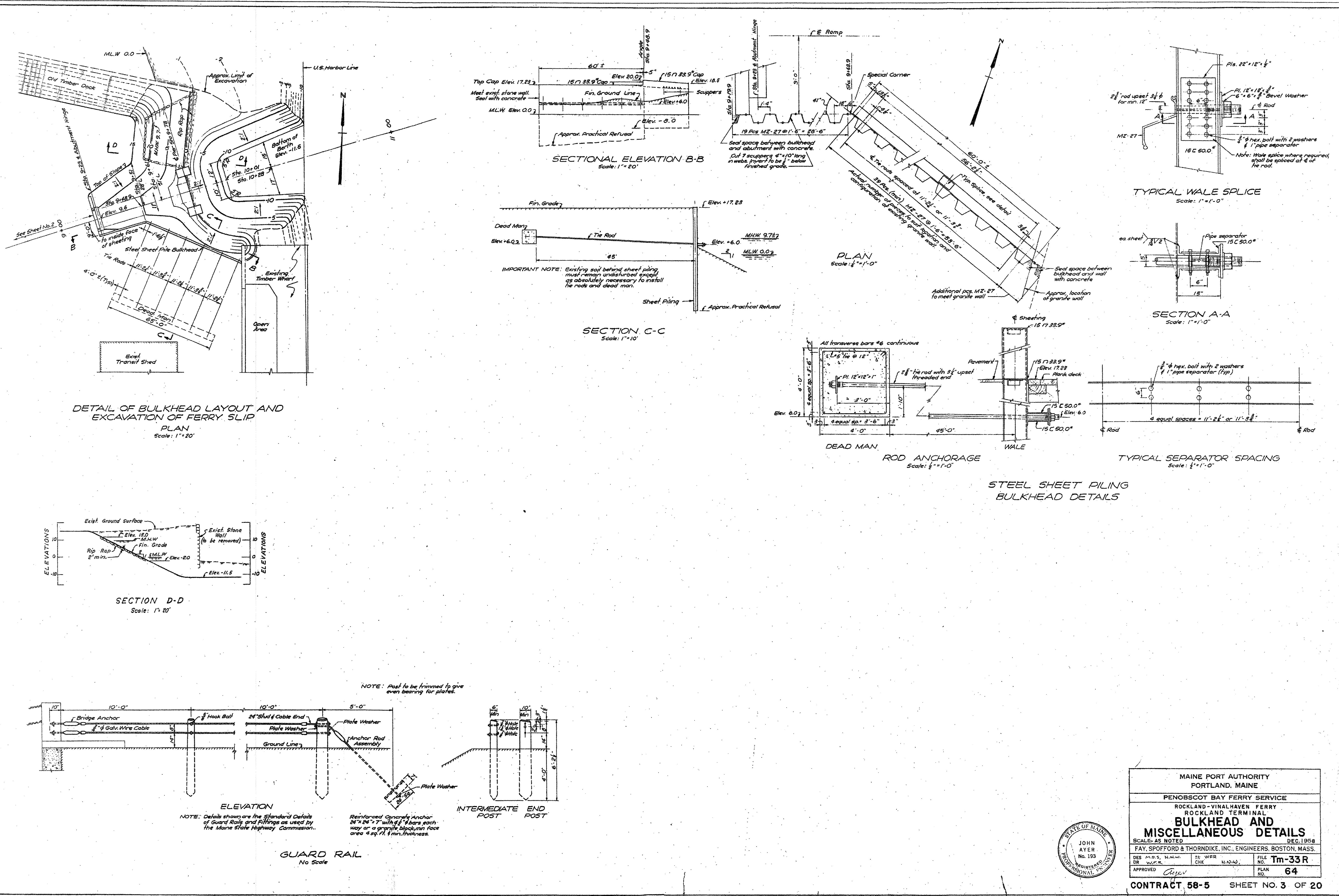
DESIGNED BY: JAY SPOFFORD
CHECKED BY: JAY SPOFFORD
APPROVED BY: JOHN AYER

CONTRACT 58-5 SHEET 1



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
APPROVED		DATE	
COMMISSIONER:		CHIEF ENGINEER:	
PROJECT INFORMATION		SIGNATURE	
PROGRAM MANAGER	MULTIMODAL	PAUL POTTE	
DESIGNER	DESIGNER	FAY, SPOFFORD & THORNDIKE	P.E. NUMBER
CONSULTANT	CONSULTANT		DATE
PROJECT RESIDENT	PROJECT RESIDENT		6/28/06
CONTRACTOR	CONTRACTOR		
PROJECT COMPLETION DATE	PROJECT COMPLETION DATE		
ROCKLAND FERRY TERMINAL		DEMOLITION REFERENCE DWG. NO. 3	
SHEET NUMBER		DR3	

R:\TM-082\9-Drawings\7-FST dwgs\REFERENCE\62.dwg 06/26/06 14:30 [4.55] By Tripp_LR



MAINE PORT AUTHORITY
PORTLAND, MAINE

PENOBSCOT BAY FERRY SERVICE
ROCKLAND-VINALHAVEN FERRY
ROCKLAND TERMINAL

BULKHEAD AND MISCELLANEOUS DETAILS

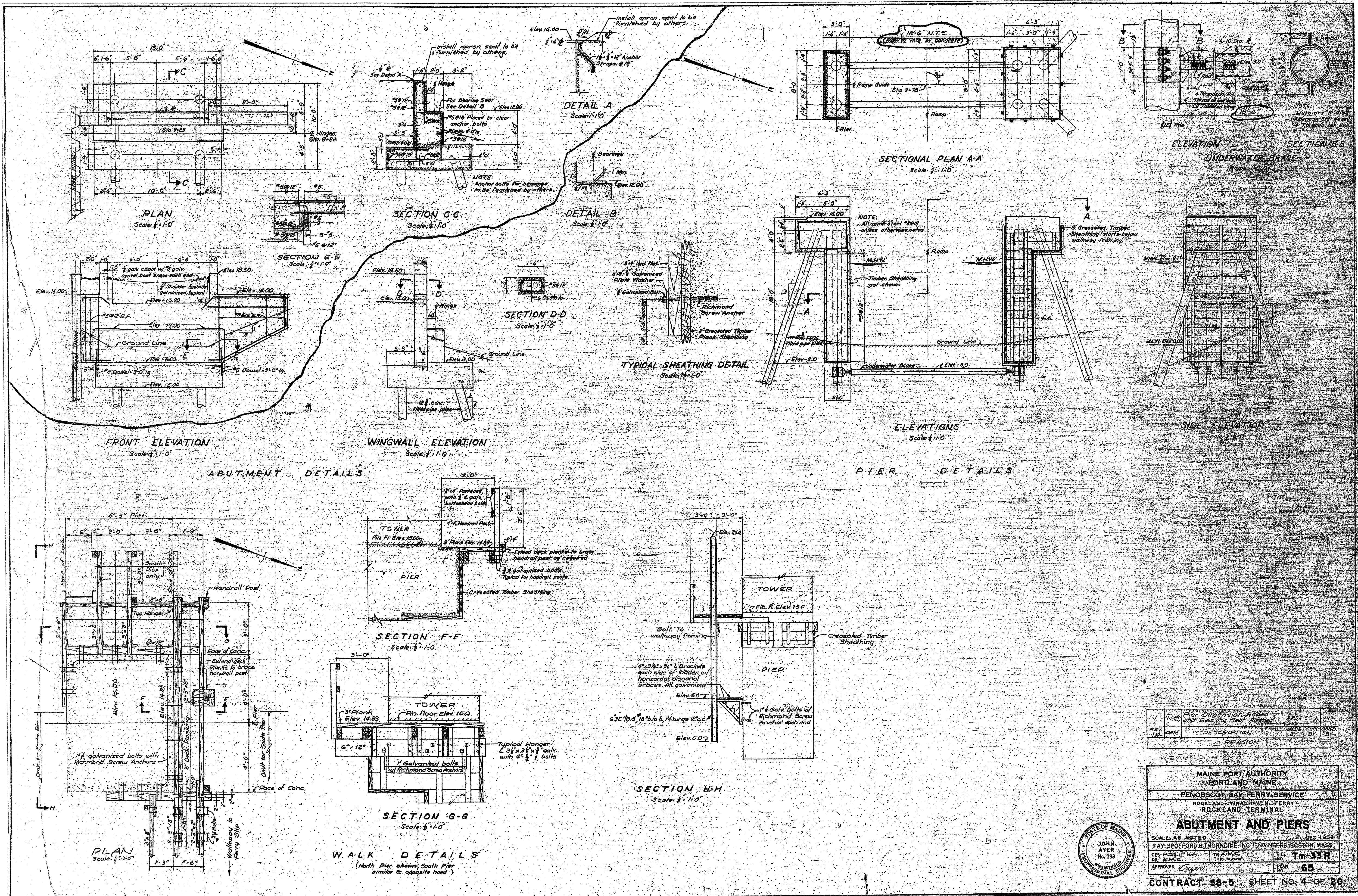
SCALE: AS NOTED DEC. 1958

FAY, SPOFFORD & THORNDIKE, INC., ENGINEERS, BOSTON, MASS.

DESIGNED BY	DR	W.A.P.	CHK	N.H.W.	FILE NO.	Tm-33R
APPROVED	Ayer		PLAN NO.	64		

CONTRACT 58-5 SHEET NO. 3 OF 20

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER:	CHIEF ENGINEER:	
PROJECT INFORMATION	SIGNATURE	DATE
PROGRAM: MULTIMODAL	PAUL POTLE	6/28/06
PROJECT MANAGER	FAY, SPOFFORD & THORNDIKE	
DESIGNER	P. E. NUMBER	
CONSULTANT		
PROJECT RESIDENT		
CONTRACTOR		
PROJECT COMPLETION DATE		
ROCKLAND FERRY TERMINAL		
DEMOLITION REFERENCE DWG. NO. 4		
SHEET NUMBER		
DR4		
NOT TO SCALE		
60 OF 63		



REV. NO.	DATE	DESCRIPTION	MADE CHG. APPR. BY
1	4/15/06	Pier Dimension Added and Bearing Seal Filled	MDR/ESJ

MAINE PORT AUTHORITY
 PORTLAND, MAINE
 PENOBSCOT BAY FERRY SERVICE
 ROCKLAND-VINALHAVEN FERRY
 ROCKLAND TERMINAL
ABUTMENT AND PIERS
 SCALE AS NOTED
 JOHN AYER
 No. 193
 PROFESSIONAL ENGINEER
 DES. M.D.S. DATE: 12/1/05
 DR. A.M.C. CHG. NUMBER: 1
 FILE NO. **Im-33R**
 APPROVED: *[Signature]* PLAN NO. **65**

CONTRACT 58-5 SHEET NO. 4 OF 20

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		COMMISSIONER:	DATE
		CHIEF ENGINEER:	DATE

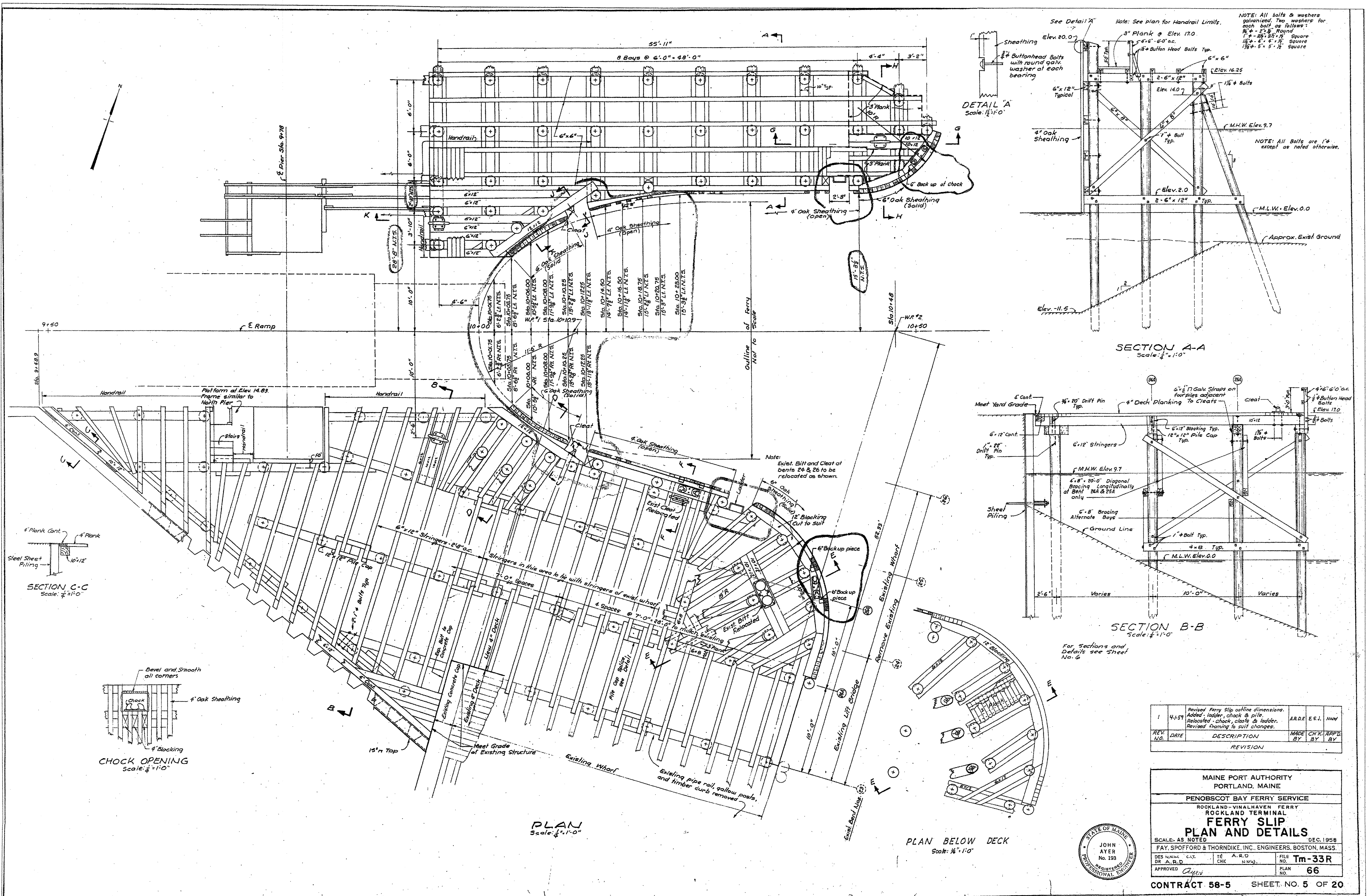
PROJECT INFORMATION	SIGNATURE	P.E. NUMBER
MULTIMODAL		
PAUL POTTE		
FAY, SPOFFORD & THORNDIKE		
DESIGNER		
CONSULTANT		
CONTRACTOR		
PROJECT RESIDENT		
PROJECT COMPLETION DATE		

PROGRAM	SIGNATURE	P.E. NUMBER
PAUL POTTE		
FAY, SPOFFORD & THORNDIKE		
DESIGNER		
CONSULTANT		
CONTRACTOR		
PROJECT RESIDENT		
PROJECT COMPLETION DATE		

ROCKLAND FERRY TERMINAL
 DEMOLITION REFERENCE DWG. NO. 5

SHEET NUMBER
 DR5

R:\TM-082\5-Drawings\7-FST dwgs\REFERENCE\64.dwg 06/26/06 14:34 [5.73] By Tripp, J.R.



REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APP'D BY
1	4-1-57	Revised Ferry Slip outline dimensions. Added ladder, check & pile. Relocated check, clots & ladder. Revised framing to suit changes.	AR.D	E.S.I.	H.W.

MAINE PORT AUTHORITY
 PORTLAND, MAINE
 PENOBSCOT BAY FERRY SERVICE
 ROCKLAND-VINALHAVEN FERRY
 ROCKLAND TERMINAL
**FERRY SLIP
 PLAN AND DETAILS**
 SCALE: AS NOTED DEC. 1958
 FAY, SPOFFORD & THORNDIKE, INC., ENGINEERS, BOSTON, MASS.
 DESIGNED BY: J.A.Y. FILE NO.: A.R.D.
 DRAWN BY: A.B.D. TR. NO.: Tm-33R
 APPROVED: [Signature] PLAN NO.: 66

CONTRACT 58-5 SHEET NO. 5 OF 20

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 APPROVED
 DATE

SIGNATURE
 P.E. NUMBER
 DATE: 6/28/06

PROJECT INFORMATION
 PROGRAM: MULTIMODAL
 PROJECT MANAGER: PAUL POTTE
 DESIGNER: FAY, SPOFFORD & THORNDIKE
 CONSULTANT: PROJECT RESIDENT
 CONTRACTOR: PROJECT COMPLETION DATE

ROCKLAND FERRY TERMINAL
 DEMOLITION REFERENCE DWG. NO. 6

SHEET NUMBER
 DR6
 62 OF 63

NOT TO SCALE

