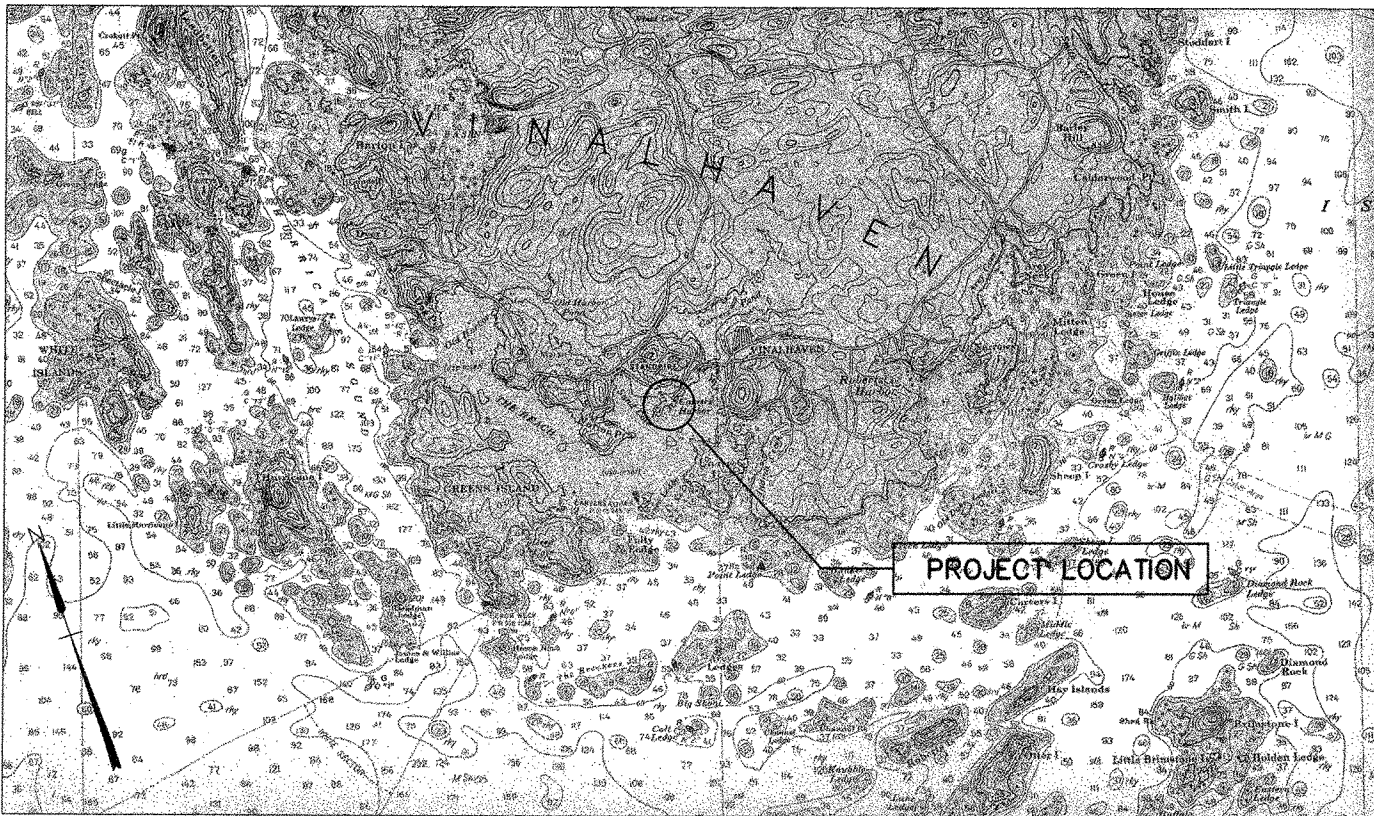


STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE  
PROJECT NO. FBD - 6284(10)X  
FERRY TERMINAL, VINALHAVEN, MAINE

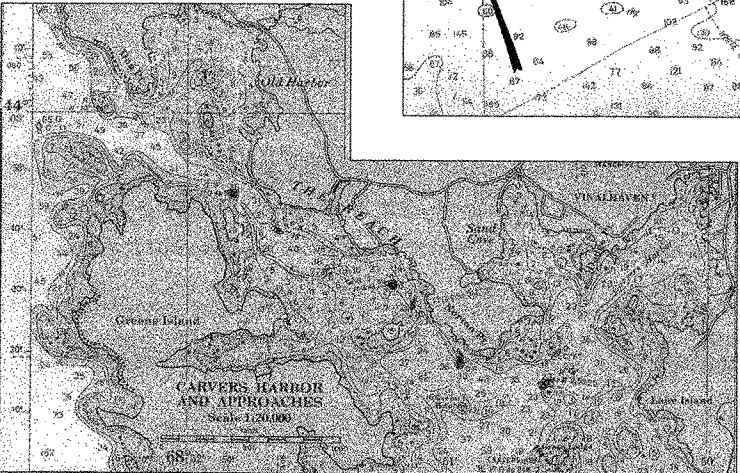
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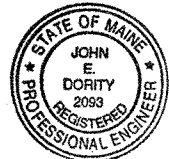
LOCATION MAP

FROM NOAA CHART  
(NOT TO BE USED FOR  
NAVIGATION, NOT TO SCALE)

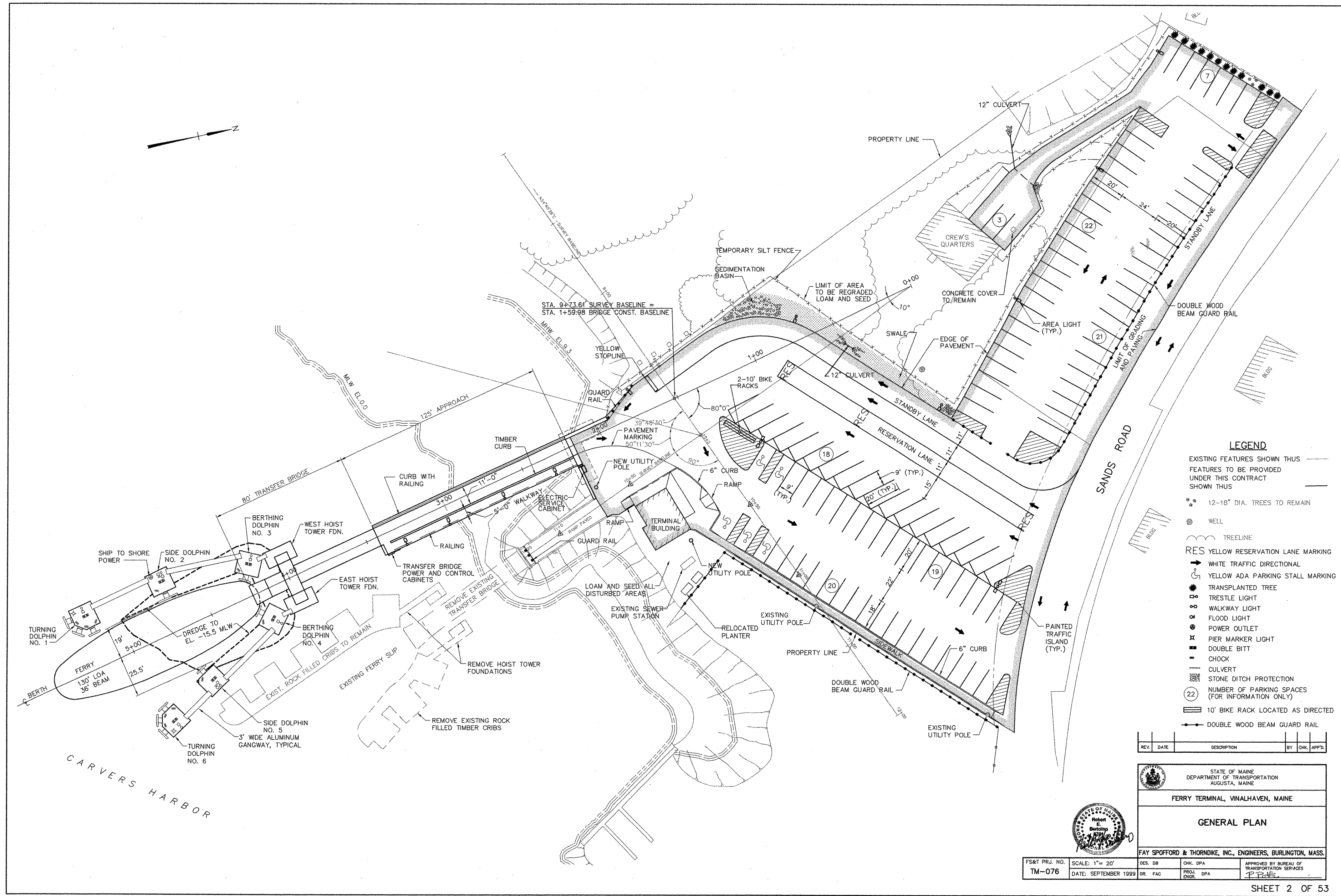


APPROVED  
MAINE DEPARTMENT OF TRANSPORTATION  
COMMISSIONER  
CHIEF ENGINEER

11/2/99  
11/1/99  
DATE  
DATE



|                                                                  |                      |             |           |                                                  |        |
|------------------------------------------------------------------|----------------------|-------------|-----------|--------------------------------------------------|--------|
| REV.                                                             | DATE                 | DESCRIPTION | BY        | CHK.                                             | APP'D. |
|                                                                  |                      |             |           |                                                  |        |
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                      |             |           |                                                  |        |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |                      |             |           |                                                  |        |
| LOCATION MAP AND INDEX<br>TO CONTRACT DRAWINGS                   |                      |             |           |                                                  |        |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |                      |             |           |                                                  |        |
| FS&T PROJ. NO.                                                   | SCALE: AS NOTED      | DES. DRC    | CHK. JWS  | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES |        |
| TM-076                                                           | DATE: SEPTEMBER 1999 | DR. ED      | PROJ. DPA | P. B. T. L. E.                                   |        |



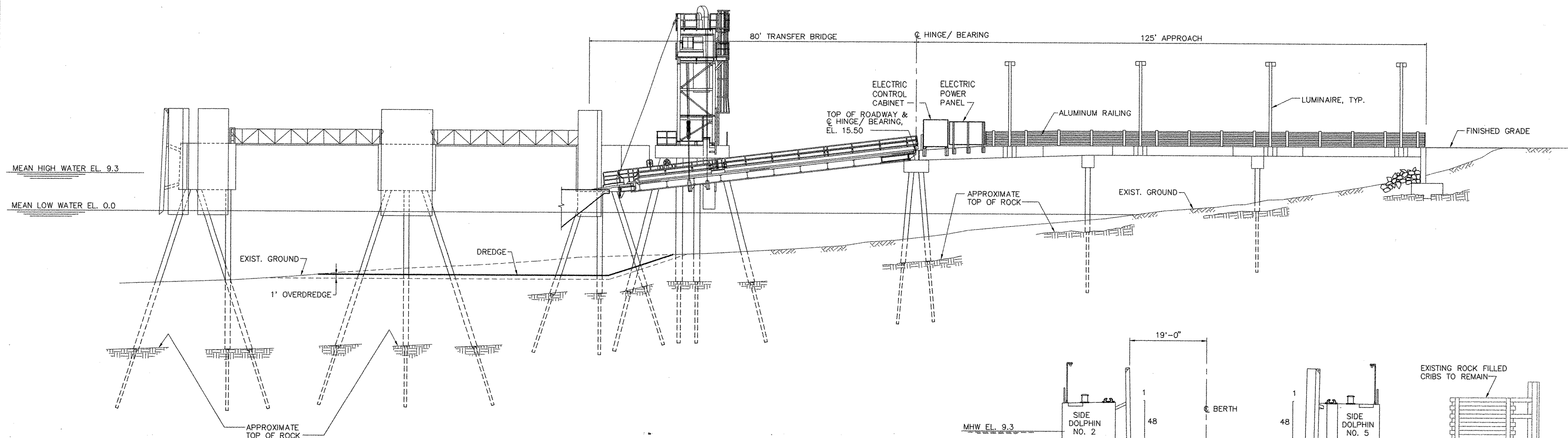
**LEGEND**

- EXISTING FEATURES SHOWN THUS ———  
FEATURES TO BE PROVIDED UNDER THIS CONTRACT SHOWN THUS ———
- 12-18" DIA. TREES TO REMAIN
  - WELL
  - TREELINE
  - RES YELLOW RESERVATION LANE MARKING
  - WHITE TRAFFIC DIRECTIONAL
  - YELLOW ADA PARKING STALL MARKING
  - TRANSPLANTED TREE
  - TRESTLE LIGHT
  - WALKWAY LIGHT
  - FLOOD LIGHT
  - POWER OUTLET
  - PIER MARKER LIGHT
  - DOUBLE BITT
  - CHOCK
  - CULVERT
  - STONE DITCH PROTECTION
  - NUMBER OF PARKING SPACES (FOR INFORMATION ONLY)
  - 10' BIKE RACK LOCATED AS DIRECTED
  - DOUBLE WOOD BEAM GUARD RAIL

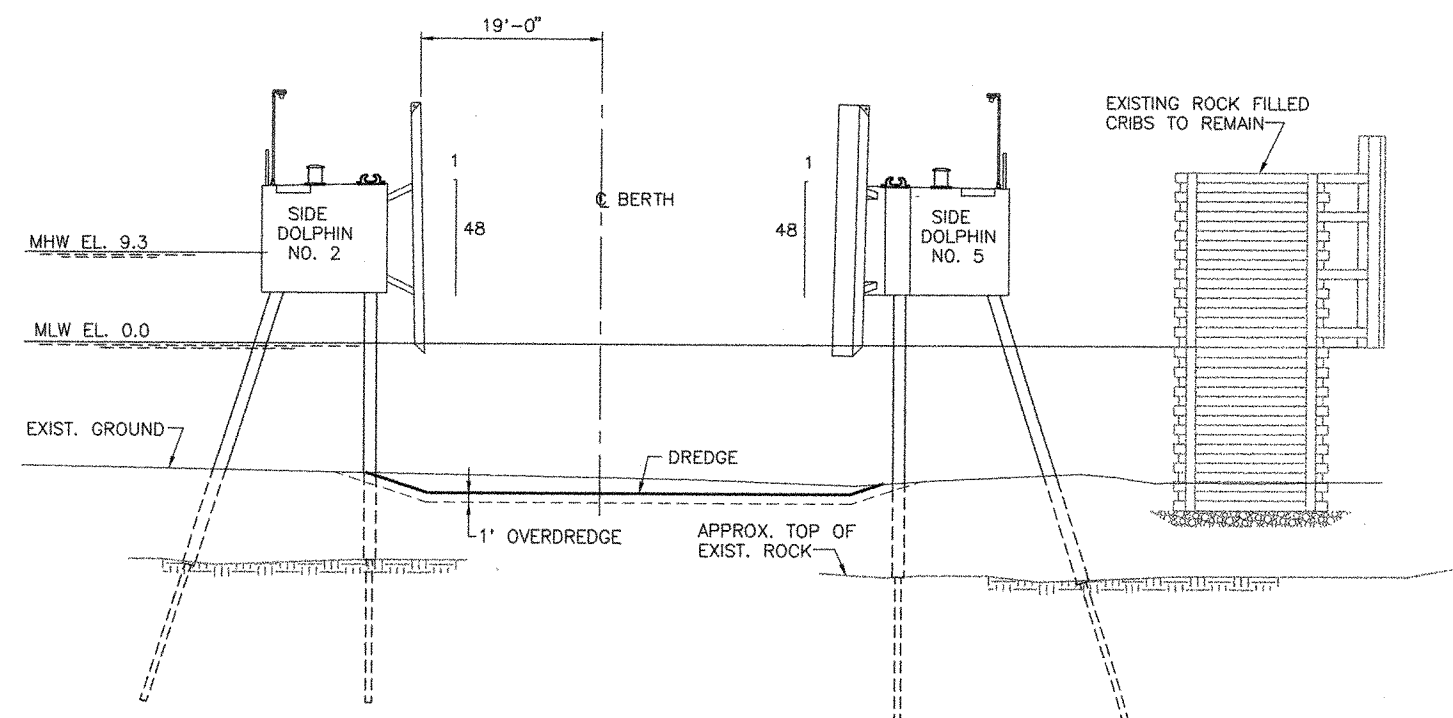
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|  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |
|                                                                                       | FERRY TERMINAL, VINALHAVEN, MAINE                                |
|                                                                                       | <b>GENERAL PLAN</b>                                              |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.                          |                                                                  |

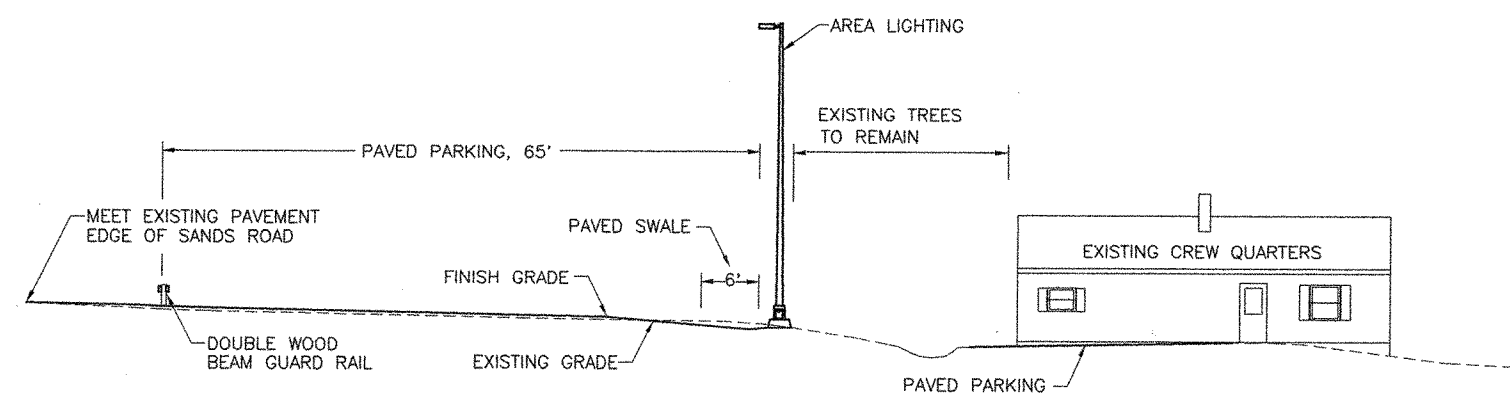
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| FS&T PROJ. NO.<br>TM-076 | SCALE: 1"= 20'<br>DATE: SEPTEMBER 1999 | DES. DB<br>DR. FAC | CHK. DPA<br>ENGR. DPA | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. P. HILL |
|--------------------------|----------------------------------------|--------------------|-----------------------|-------------------------------------------------------------|



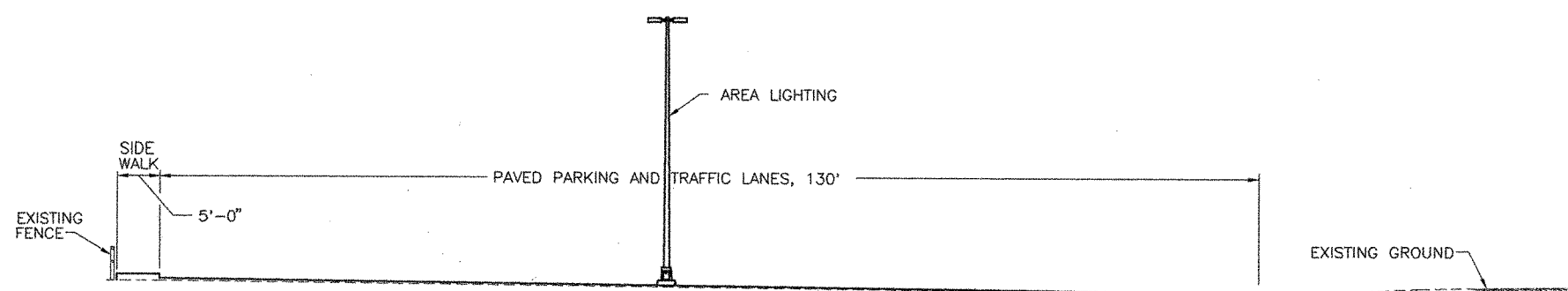
LONGITUDINAL ELEVATION A-A  
SCALE: 1"=10'



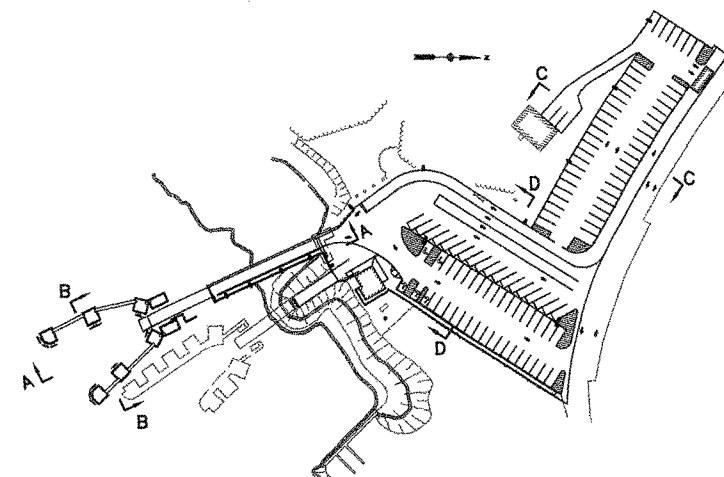
TRANSVERSE SECTION B-B  
SCALE: 1"=10'



SECTION C-C  
SCALE: 1"=10'



SECTION D-D  
SCALE: 1"=10'



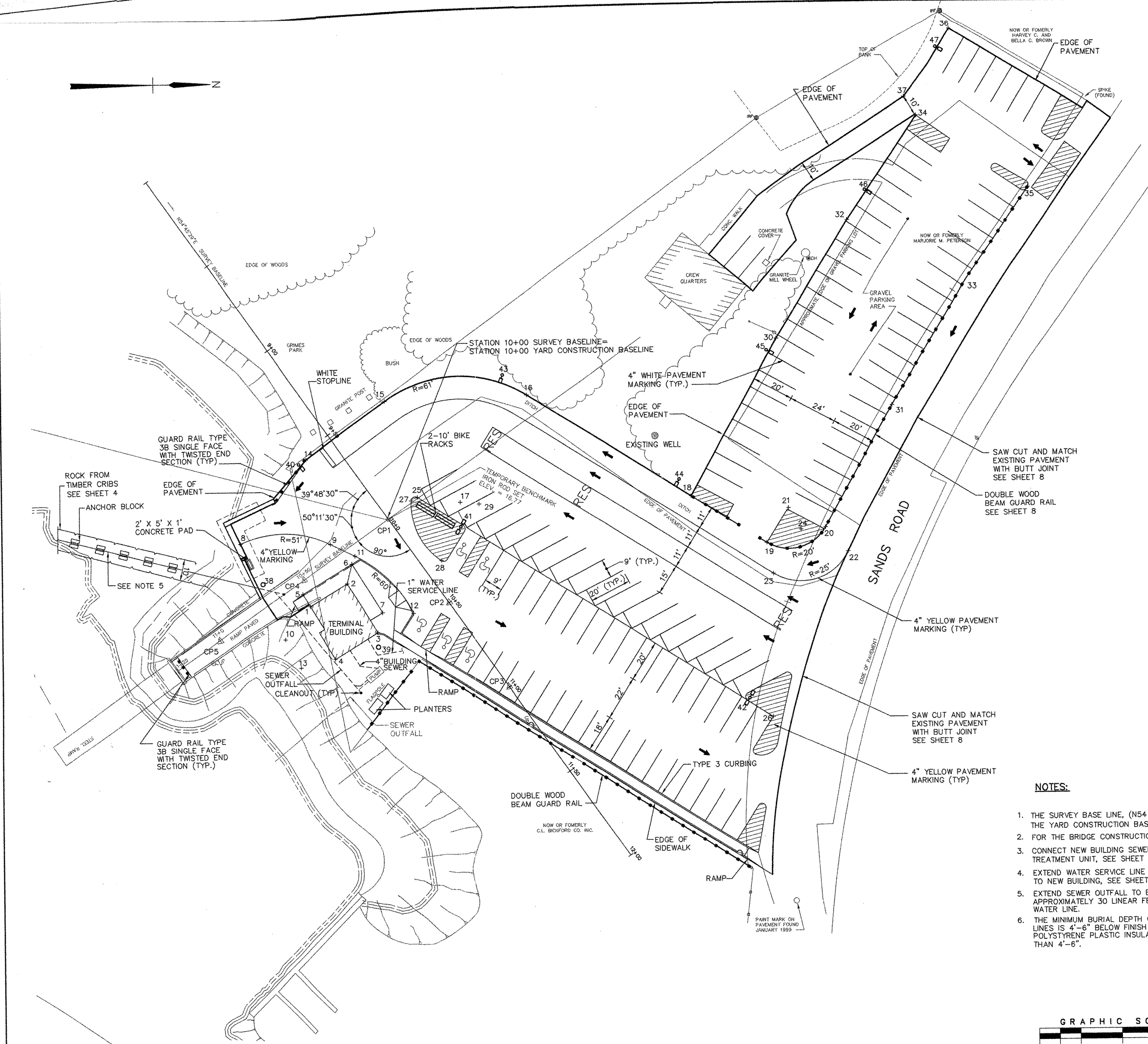
KEY PLAN  
SCALE: 1"=100'

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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|                                                                  |                                         |
|------------------------------------------------------------------|-----------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                                         |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |                                         |
| GENERAL SECTIONS                                                 |                                         |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |                                         |
| FS&T PRJ. NO.<br>TM-076                                          | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 |
| DES. DB<br>DR. RWT                                               | CHK. DPA<br>PROJ. DPA<br>ENGR.          |
| APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. ROTH         |                                         |







GEOMETRY AND LAYOUT  
SEE NOTE 1

| POINT | CBL STATION | OFFSET     | DESCRIPTION |
|-------|-------------|------------|-------------|
| 1.    | 10+12.32    | 55.21' RT  | CB          |
| 2.    | 10+13.77    | 34.26' RT  | CB          |
| 3.    | 10+41.70    | 36.19' RT  | CB          |
| 4.    | 10+40.05    | 60.13' RT  | CB          |
| 5.    | 10+05.34    | 54.73' RT  | CC          |
| 6.    | 10+07.26    | 26.79' RT  | CC          |
| 7.    | 10+35.20    | 28.72' RT  | CC          |
| 8.    | 9+67.76     | 64.94' RT  | EP/RAD      |
| 9.    | 9+93.44     | 29.68' RT  | EP/RAD      |
| 10.   | 10+18.19    | 74.27' RT  | CL/RAD      |
| 11.   | 10+05.00    | 23.37' RT  | EP/RAD      |
| 12.   | 10+44.18    | 16.92' RT  | EP/RAD      |
| 13.   | 10+33.74    | 76.04' RT  | CL/RAD      |
| 14.   | 9+52.59     | 15.39' RT  | EP          |
| 15.   | 9+52.56     | 31.85' LT  | EP/RAD      |
| 16.   | 9+90.16     | 89.26' LT  | EP/RAD      |
| 17.   | 10+13.54    | 32.92' LT  | CL/RAD      |
| 18.   | 10+76.27    | 125.02' LT | EP          |
| 19.   | 11+16.08    | 141.55' LT | EP/RAD      |
| 20.   | 11+26.41    | 169.75' LT | EP/RAD      |
| 21.   | 11+08.42    | 159.73' LT | CL/RAD      |
| 22.   | 11+42.20    | 170.81' LT | EP/RAD      |
| 23.   | 11+30.03    | 135.43' LT | EP/RAD      |
| 24.   | 11+20.44    | 158.52' LT | CL/RAD      |
| 25.   | 9+99.52     | 17.56' LT  | EP          |
| 26.   | 11+86.05    | 95.03' LT  | EP          |
| 27.   | 9+99.03     | 14.15' LT  | EP/RAD      |
| 28.   | 10+31.11    | 9.04' LT   | EP/RAD      |
| 29.   | 10+19.57    | 39.80' LT  | CL/RAD      |
| 30.   | 10+38.70    | 202.47' LT | EP          |
| 31.   | 10+97.08    | 229.21' LT | EP          |
| 32.   | 10+12.33    | 263.48' LT | EP          |
| 33.   | 10+70.22    | 291.34' LT | EP          |
| 34.   | 9+91.13     | 319.78' LT | EP          |
| 35.   | 10+50.50    | 343.59' LT | EP          |
| 36.   | 9+66.60     | 357.00' LT | EP          |
| 37.   | 9+80.60     | 320.17' LT | EP          |
| 38.   | 9+90.01     | 67.46' RT  | UP          |
| 39.   | 10+47.34    | 39.89' RT  | LP          |
| 40.   | 9+53.22     | 19.64' RT  | LP          |
| 41.   | 10+23.41    | 26.15' LT  | LP          |
| 42.   | 11+72.19    | 91.00' LT  | LP          |
| 43.   | 9+75.47     | 85.40' LT  | LP          |
| 44.   | 10+66.22    | 125.08' LT | LP          |
| 45.   | 10+40.64    | 195.43' LT | LP          |
| 46.   | 10+05.57    | 278.76' LT | LP          |
| 47.   | 9+70.08     | 346.64' LT | LP          |

CONTROL POINTS

| POINT | NORTHING  | EASTING   | DESCRIPTION |
|-------|-----------|-----------|-------------|
| CP1   | 137642.47 | 894907.10 | IRON ROD    |
| CP2   | 137671.32 | 894947.91 | PK NAIL     |
| CP3   | 137700.18 | 894986.75 | PK NAIL     |
| CP4   | 137601.61 | 894935.96 | PK NAIL     |
| CP5   | 137560.81 | 894964.78 | PK NAIL     |

LEGEND AND ABBREVIATIONS

EXISTING FEATURES SHOWN THUS

FEATURES TO BE PROVIDED UNDER  
THIS CONTRACT SHOWN THUS

- 26 CONTROL POINT
- WHITE A.D.A. PARKING STALL MARKING
- WHITE TRAFFIC DIRECTIONAL MARKING
- UTILITY POLE
- AREA LIGHTING
- CB - CORNER OF BUILDING
- CBL - YARD CONSTRUCTION BASELINE
- CC - CORNER OF CANOPY
- CL - CENTER LINE OF CURVE
- CP - CONTROL POINT
- EP - ENDPOINT OF CURVE
- LP - LIGHT POLE
- LT, RT - LEFT, RIGHT
- R, RAD - RADIUS OF CURVE
- UP - UTILITY POLE

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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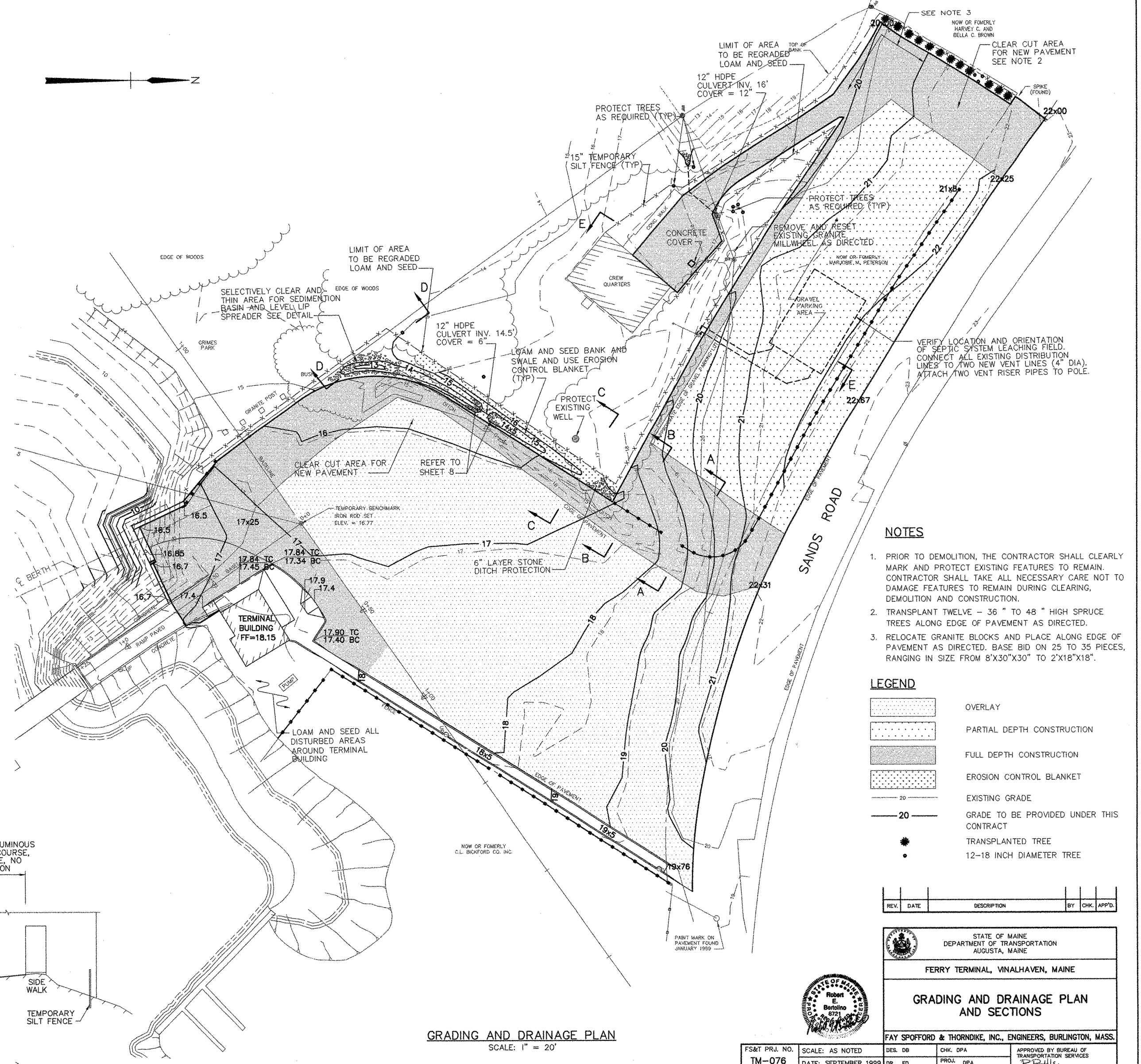
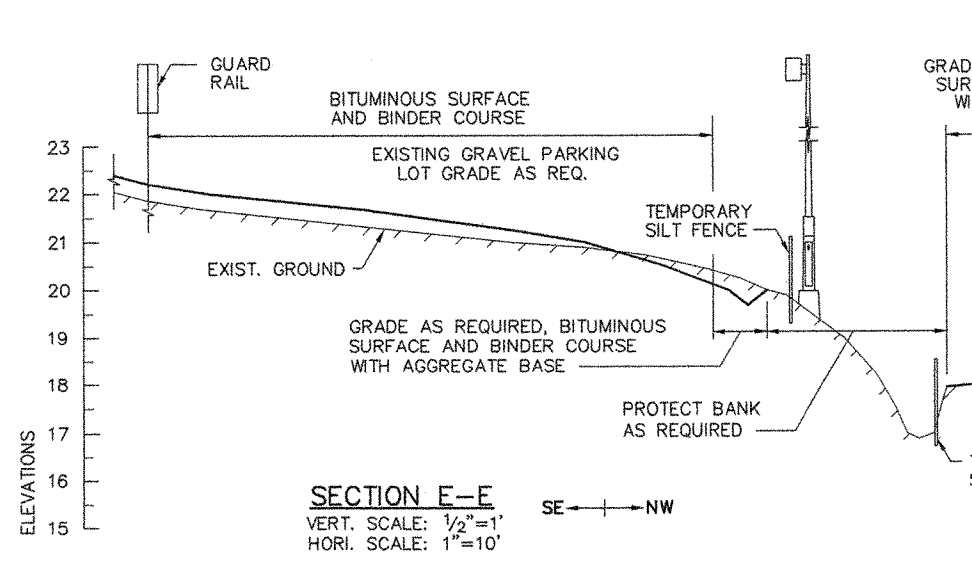
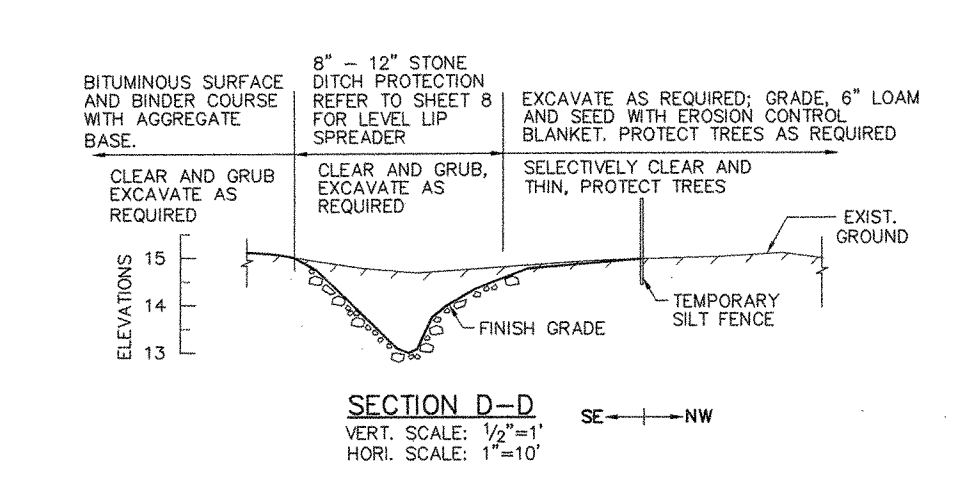
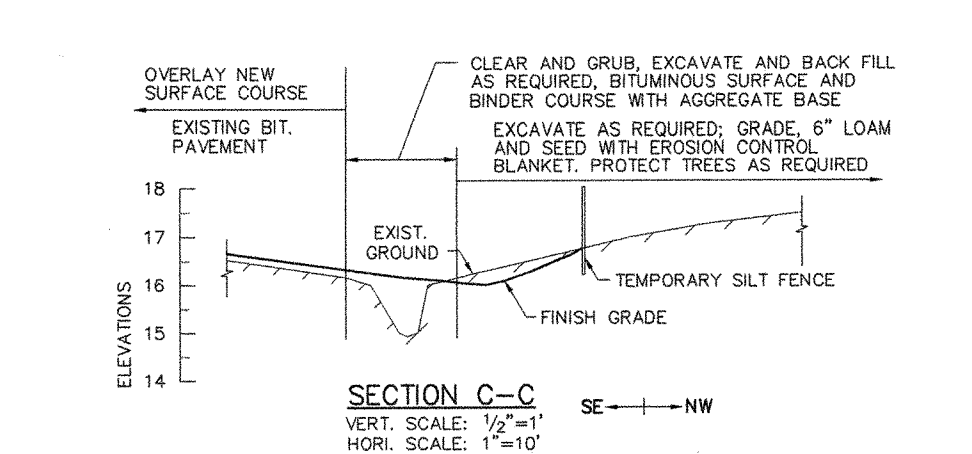
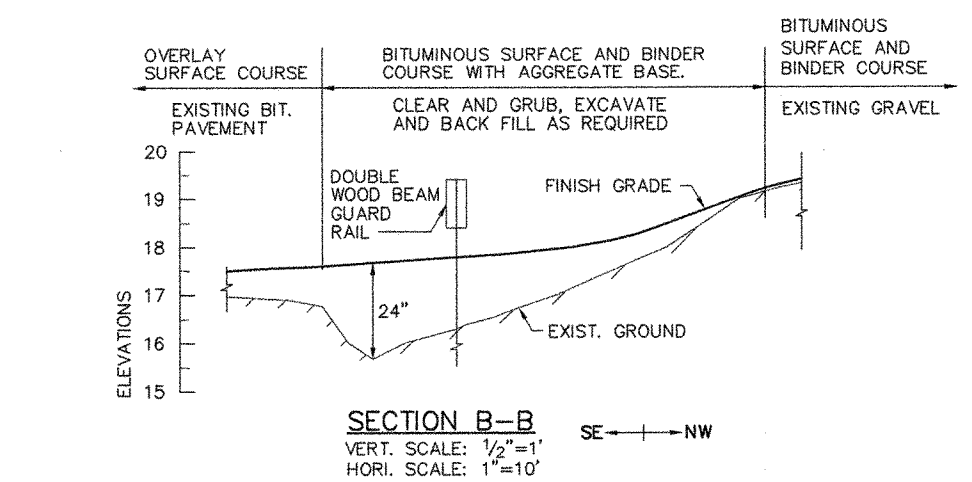
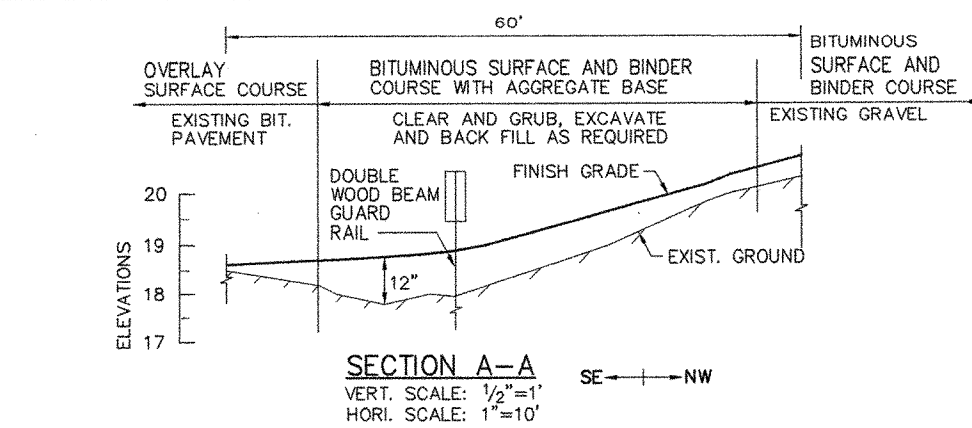
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|                                                              | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |
| FERRY TERMINAL, VINALHAVEN, MAINE                            |                                                                  |
| YARD PLAN                                                    |                                                                  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS. |                                                                  |

|                         |                                       |                    |                         |                                                                |
|-------------------------|---------------------------------------|--------------------|-------------------------|----------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: 1"=20'<br>DATE: SEPTEMBER 1999 | DES. DB<br>DR. FAC | CHK. DPA<br>PROJ. ENGR. | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. F. HILL |
|-------------------------|---------------------------------------|--------------------|-------------------------|----------------------------------------------------------------|



NOTES:

- THE SURVEY BASE LINE, (N54 45' 29" E) SHALL BE THE YARD CONSTRUCTION BASELINE, SEE SHEET 40.
- FOR THE BRIDGE CONSTRUCTION BASE LINE, SEE SHEET 6.
- CONNECT NEW BUILDING SEWER TO EXISTING SEWER TREATMENT UNIT, SEE SHEET 4.
- EXTEND WATER SERVICE LINE FROM EXISTING BUILDING TO NEW BUILDING, SEE SHEET 4.
- EXTEND SEWER OUTFALL TO ELEVATION 3 FT. BELOW MLW, APPROXIMATELY 30 LINEAR FEET BEYOND THE MEAN LOW WATER LINE.
- THE MINIMUM BURIAL DEPTH OF THE WATER AND SEWER LINES IS 4'-6" BELOW FINISH GRADE. FURNISH AND INSTALL POLYSTYRENE PLASTIC INSULATION AT BURIAL DEPTHS LESS THAN 4'-6".



- NOTES**
1. PRIOR TO DEMOLITION, THE CONTRACTOR SHALL CLEARLY MARK AND PROTECT EXISTING FEATURES TO REMAIN. CONTRACTOR SHALL TAKE ALL NECESSARY CARE NOT TO DAMAGE FEATURES TO REMAIN DURING CLEARING, DEMOLITION AND CONSTRUCTION.
  2. TRANSPLANT TWELVE - 36" TO 48" HIGH SPRUCE TREES ALONG EDGE OF PAVEMENT AS DIRECTED.
  3. RELOCATE GRANITE BLOCKS AND PLACE ALONG EDGE OF PAVEMENT AS DIRECTED. BASE BID ON 25 TO 35 PIECES, RANGING IN SIZE FROM 8"x30"x30" TO 2'x18"x18".

**LEGEND**

|           |                                          |
|-----------|------------------------------------------|
| [Pattern] | OVERLAY                                  |
| [Pattern] | PARTIAL DEPTH CONSTRUCTION               |
| [Pattern] | FULL DEPTH CONSTRUCTION                  |
| [Pattern] | EROSION CONTROL BLANKET                  |
| [Line]    | EXISTING GRADE                           |
| [Line]    | GRADE TO BE PROVIDED UNDER THIS CONTRACT |
| [Symbol]  | TRANSPLANTED TREE                        |
| [Symbol]  | 12-18 INCH DIAMETER TREE                 |

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINAHAVEN, MAINE

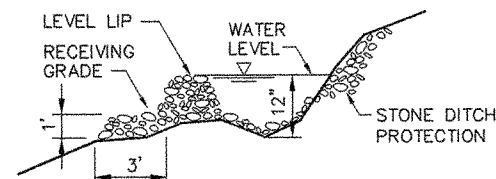
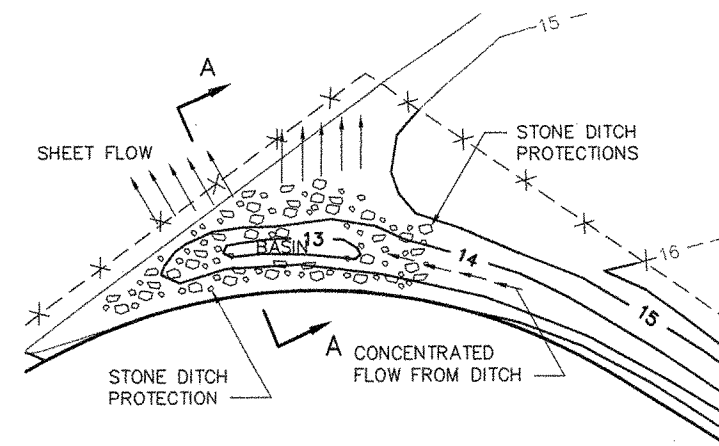
**GRADING AND DRAINAGE PLAN AND SECTIONS**

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

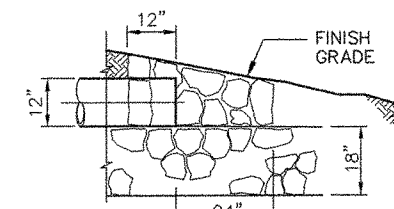
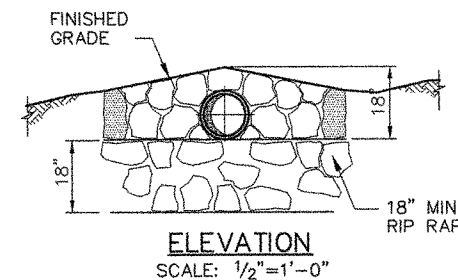
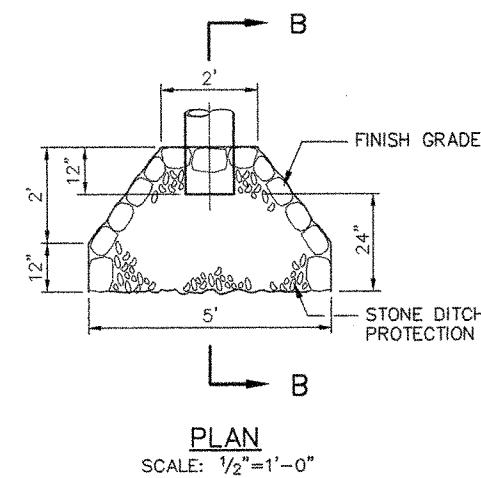
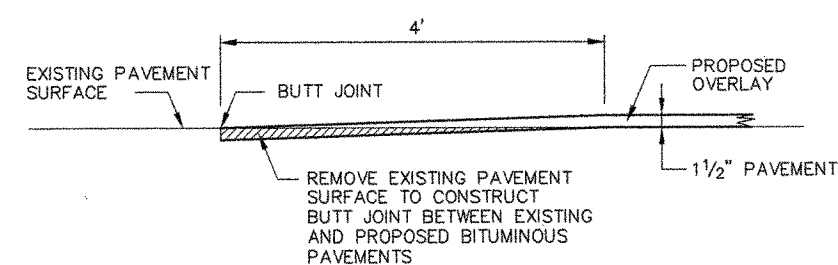
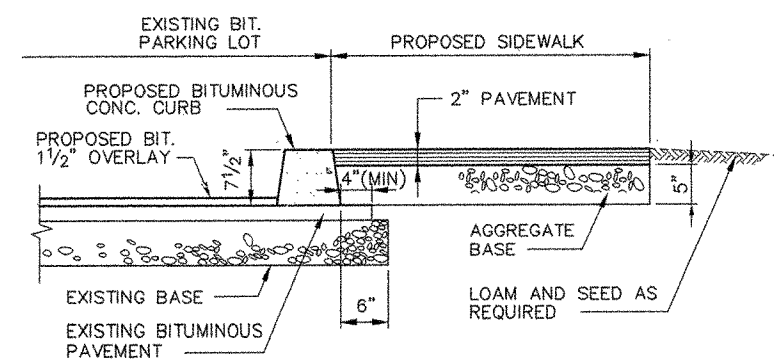
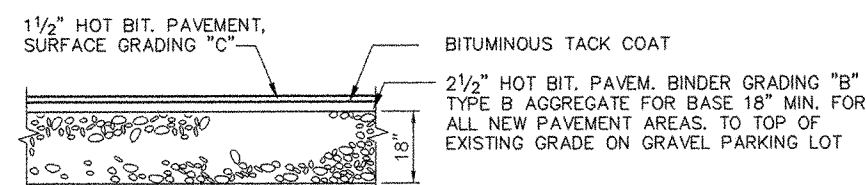
FS&T PROJ. NO. TM-076  
SCALE: AS NOTED  
DATE: SEPTEMBER 1999  
DES. DB  
DR. ED  
CHK. DPA  
PROJ. ENGR.

APPROVED BY BUREAU OF TRANSPORTATION SERVICES  
[Signature]

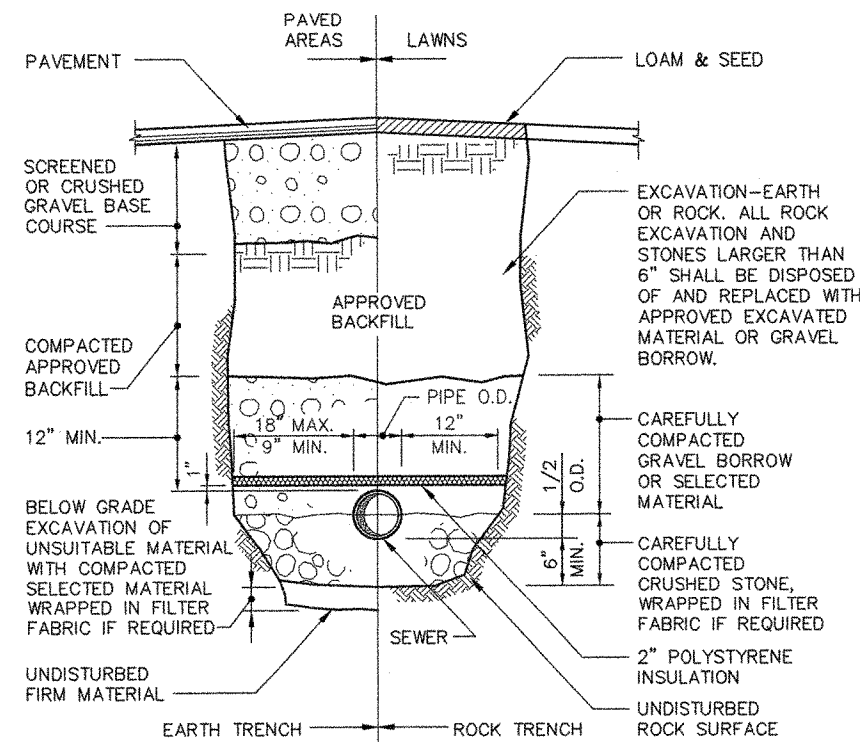
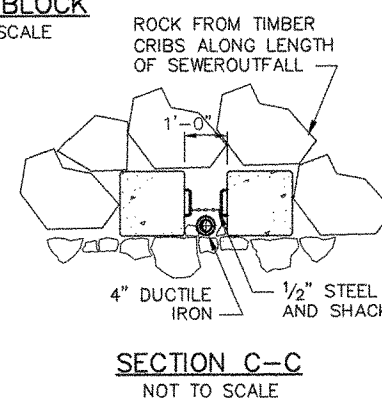
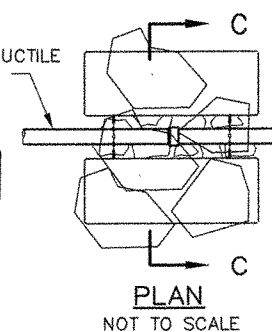
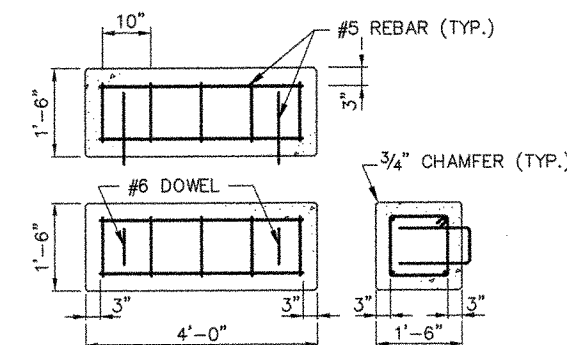
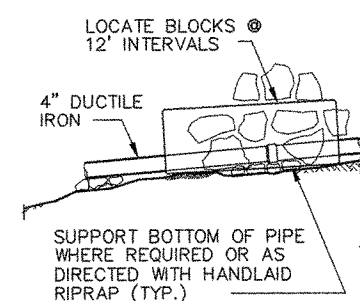
SHEET 7 OF 53



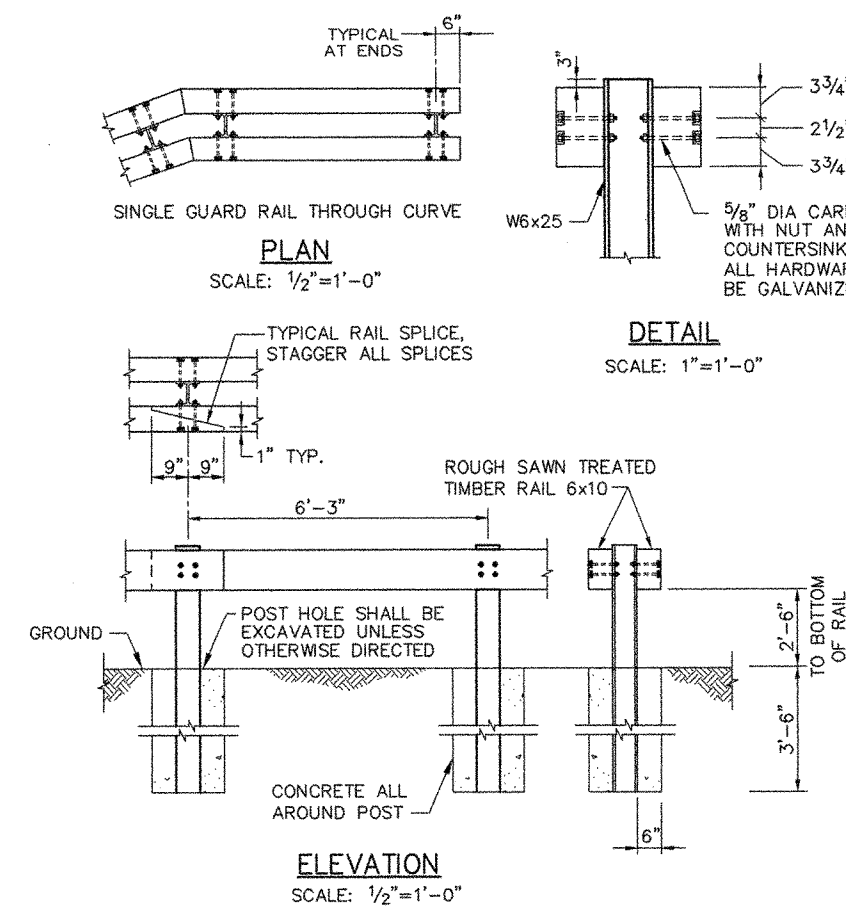
### SEDIMENTATION BASIN WITH LEVEL LIP SPREADER



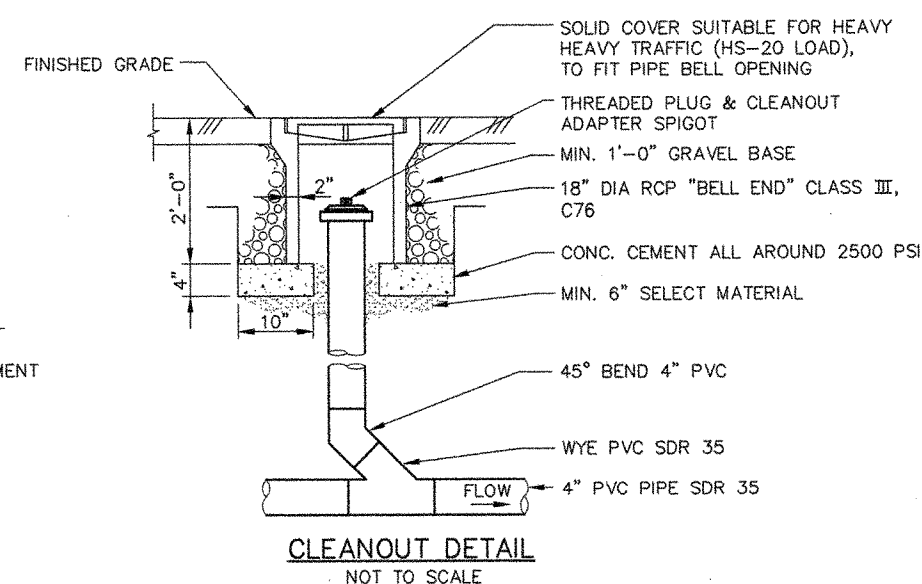
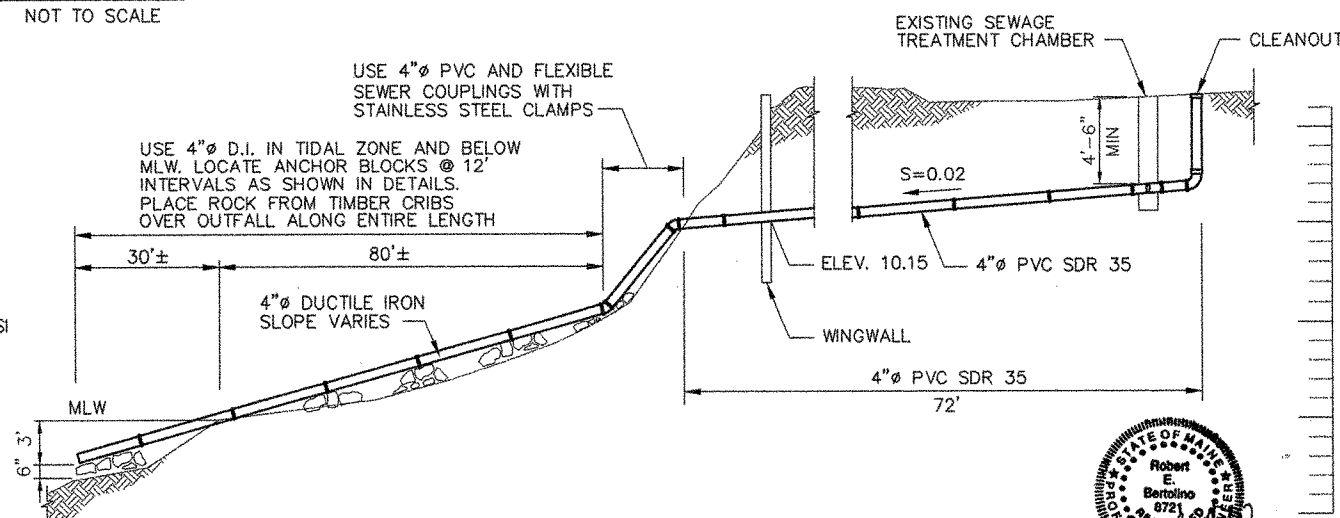
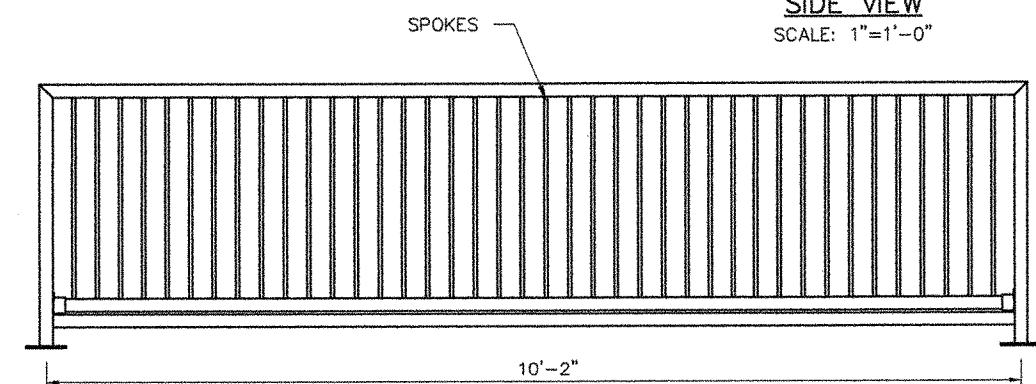
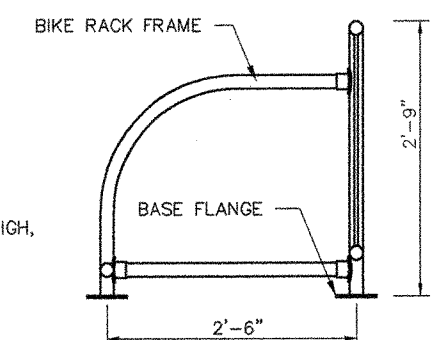
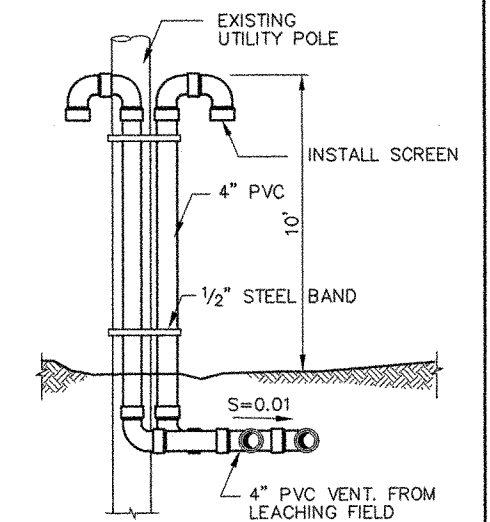
### CULVERT DETAILS



NOTE:  
REFER TO SPECIFICATIONS FOR MATERIAL, DEWATERING,  
BACKFILLING AND COMPACTION REQUIREMENTS.

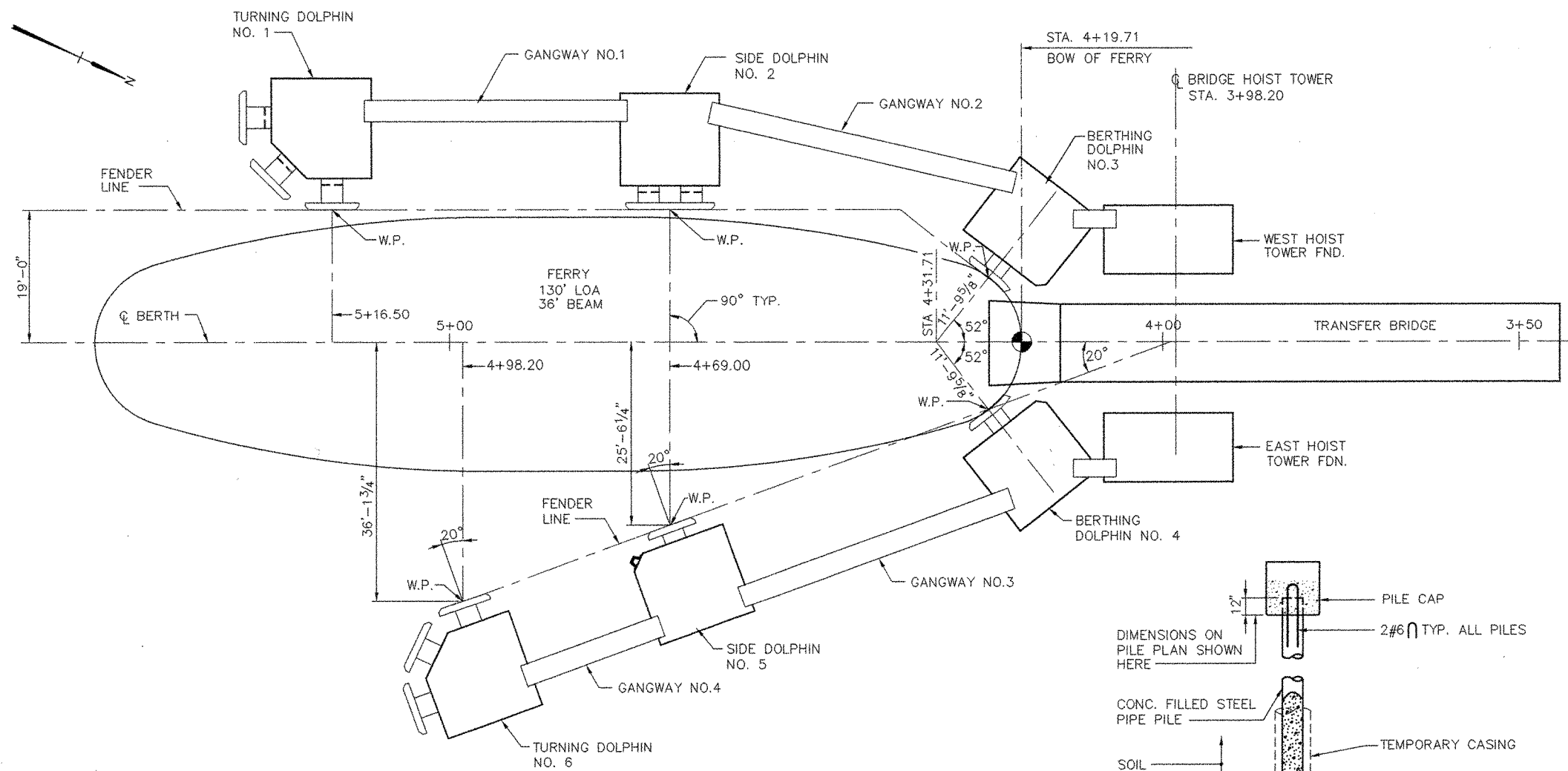


**NOTE :**  
FRAME OF 1- $\frac{5}{8}$ " O.D. GALVANIZED STEEL PIPE.  
SPOKES OF  $\frac{1}{16}$ " GALVANIZED STEEL PIPE.  
MALLEABLE IRON, HOT-DIP GALV. BASE FLANGES, 1- $\frac{1}{2}$ " HIGH,  
W/HOLES FOR FASTENING TO PERM. FLOATING, IF DESIRED.  
EACH CLAMP TYPE, BUT STAND IS 10'-25" LONG.  
33" HIGH, SIDE CROSS BRACE IS  $\frac{2}{5}$ " OFF THE GROUND.  
SPOKE FRAME IS  $\frac{4}{5}$ " OFF THE GROUND, 20 OPENINGS  
ARE  $2\frac{1}{2}$ " WIDE, ENTIRE RACK IS GALVANIZED FOR  
PERMANENT RUST-PROOFING.

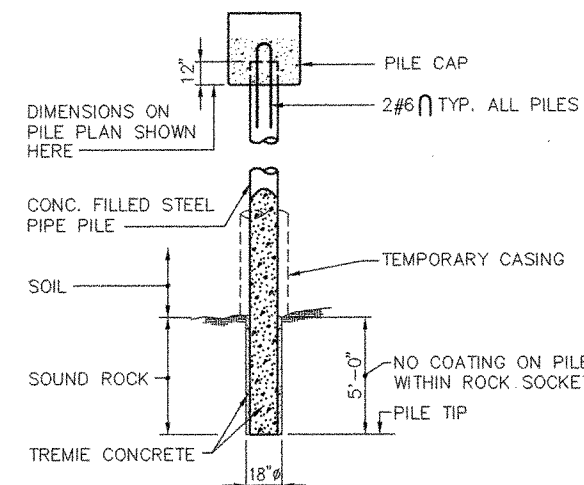


|      |      |             |    |      |        |
|------|------|-------------|----|------|--------|
| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|

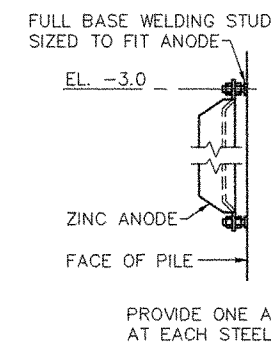
|                                                                                       |                                                                  |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------|
|  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |
|                                                                                       | FERRY TERMINAL, VINALHAVEN, MAINE                                |
|                                                                                       | SITE DETAILS                                                     |
| FAY SPOFFORD & THORNDIKE INC. ENGINEERS, BURLINGTON, MASS.                            |                                                                  |



**BERTH PLAN**  
SCALE: 1"=10'



NOTE: SOIL MAY NOT BE PRESENT AT ALL LOCATIONS.  
**PILE ROCK SOCKET**  
SCALE: 1/4"=1'-0"



**ANODE ATTACHMENT DETAIL**  
NOT TO SCALE

| SCHEDULE OF ESTIMATED PILE TIP ELEVATIONS * |           |
|---------------------------------------------|-----------|
| LOCATION                                    | ELEVATION |
| PIER NO. 1                                  | 0.0       |
| PIER NO. 2                                  | -4.0      |
| PIER NO. 3                                  | -13.0     |
| WEST HOIST TOWER FDN                        | -17.0     |
| EAST HOIST TOWER FDN                        | -21.0     |
| DOLPHIN NO. 1                               | -34.0     |
| DOLPHIN NO. 2                               | -33.0     |
| DOLPHIN NO. 3                               | -20.0     |
| DOLPHIN NO. 4                               | -20.0     |
| DOLPHIN NO. 5                               | -29.0     |
| DOLPHIN NO. 6                               | -45.0     |

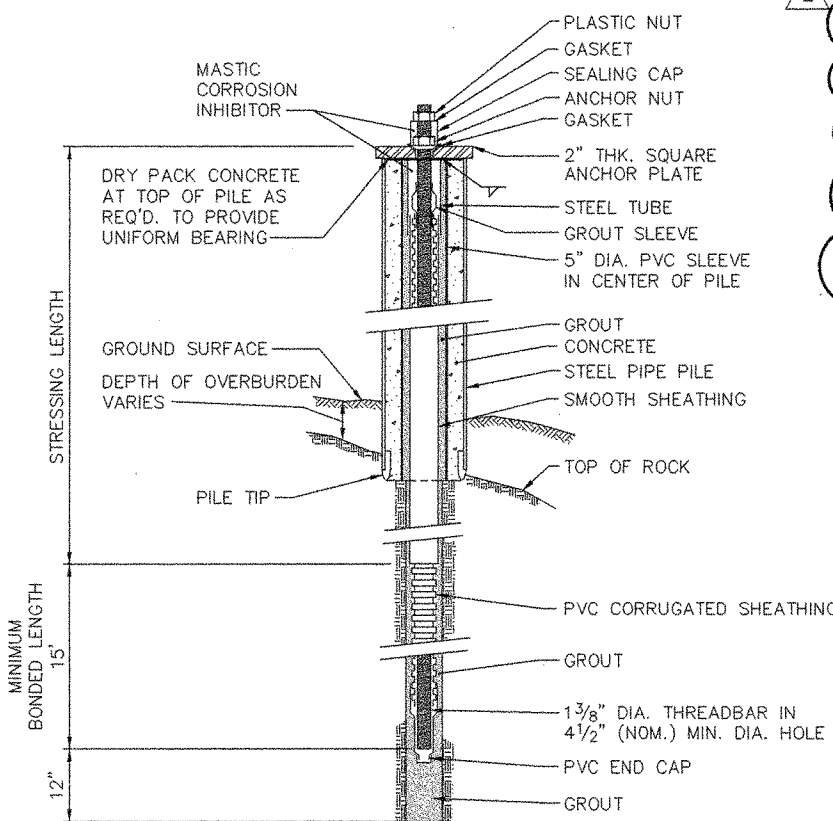
\* THE INTENT OF THIS SCHEDULE IS TO PROVIDE A BASIS FOR BIDDING ONLY. THE PILES SHALL BE INSTALLED IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS TO REFUSAL ON BEDROCK. ACTUAL TIP ELEVATIONS WILL VARY FROM THIS SCHEDULE. PILE ORDER LENGTHS SHALL BE AT LEAST 5 FEET LONGER THAN LENGTH BASED ON ESTIMATED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

**PIPE PILE LOADS**

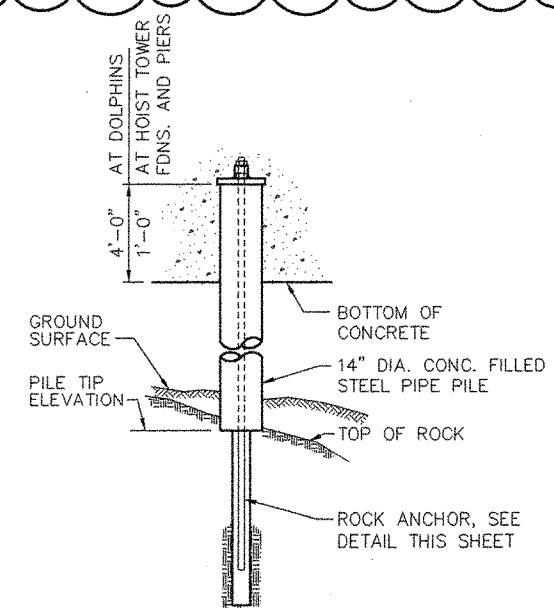
|              |                     |
|--------------|---------------------|
| 14" DIAMETER | 75 TONS COMPRESSION |
| 16" DIAMETER | 98 TONS COMPRESSION |

**ROCK ANCHOR LOADS**

| PILE                                                                                                                             | TENSION LOAD | LOCK-OFF    |
|----------------------------------------------------------------------------------------------------------------------------------|--------------|-------------|
| E15, F14, E32, F33, A32, F37                                                                                                     | 90,000 LBS.  | 20,000 LBS. |
| A15, B13, D11, F10, F15, A19, A23, A24, A28, C32, F32, F35                                                                       | 50,000 LBS.  | 50,000 LBS. |
| A12, C10, C15, F12, A16, A17, A18, C16, C18, A21, C19, C23, A26, C24, C28, A29, A30, A31, B29, B30, B31, C29, C30, C31, A35, C37 | 25,000 LBS.  | 25,000 LBS. |

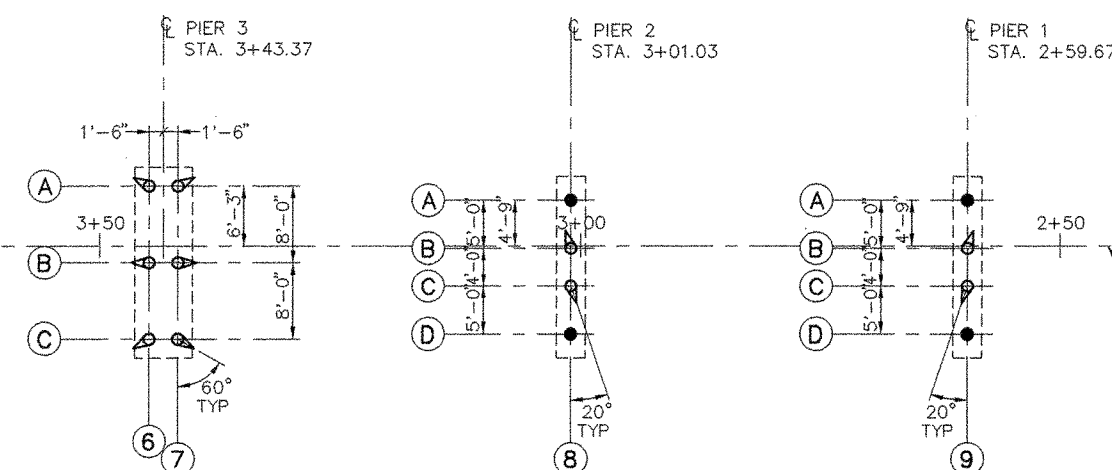


**PILE ROCK ANCHOR**  
NOT TO SCALE



**TYPICAL TENSION PILE**  
NOT TO SCALE

**PILE ANCHORAGE DETAILS**



**PILE LEGEND**

- 14"Ø, PLUMB
- 14"Ø, BATTER 2:12
- 14"Ø, BATTER 3:12
- 14"Ø, BATTER 4:12
- 16"Ø, PLUMB
- 16"Ø, BATTER 4:12
- 14" O.D., 13" I.D. CONC. FILLED STEEL PIPE PILES
- 16" O.D., 15" I.D. CONC. FILLED STEEL PIPE PILES
- ROCK ANCHOR

- NOTES:
- DIMENSIONS ON PILE PLAN ARE SHOWN AT CUTOFF ELEVATION FOR DOLPHINS AND HOIST TOWER FOUNDATIONS. DIMENSIONS ON PILE PLAN ARE SHOWN AT BOTTOM OF CONCRETE FOR PIER CAPS.
  - CONTRACTOR SHALL VERIFY HORIZONTAL DEPTH OF FENDER PANELS AND RUBBER FENDER ELEMENTS PRIOR TO DRIVING PILES FOR DOLPHINS.

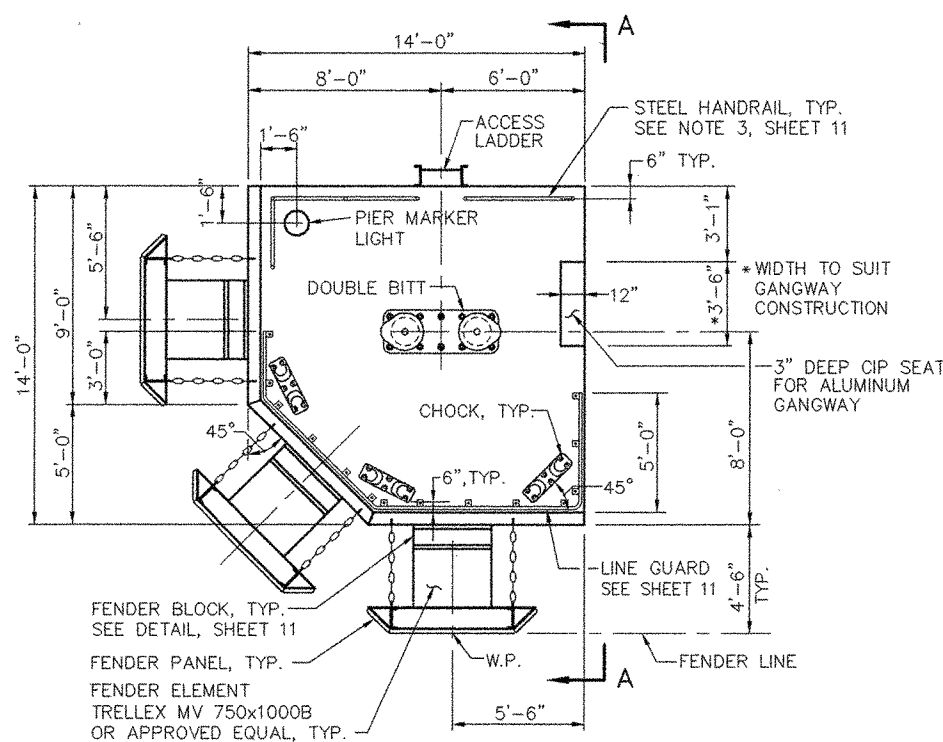
**NOTES:**

- FOR GANGWAY DIMENSIONS SEE ALUMINUM TRUSS TYPE GANGWAYS, SHEET 10
- ROCK ANCHORS REQUIRED AT DOLPHINS, PIERS AND HOIST TOWER FOUNDATIONS. THE CONTRACTOR MAY SUBSTITUTE A ROCK SOCKET FOR A ROCK ANCHOR AT PIERS 1 & 2 AT NO ADDITIONAL COST TO THE STATE.

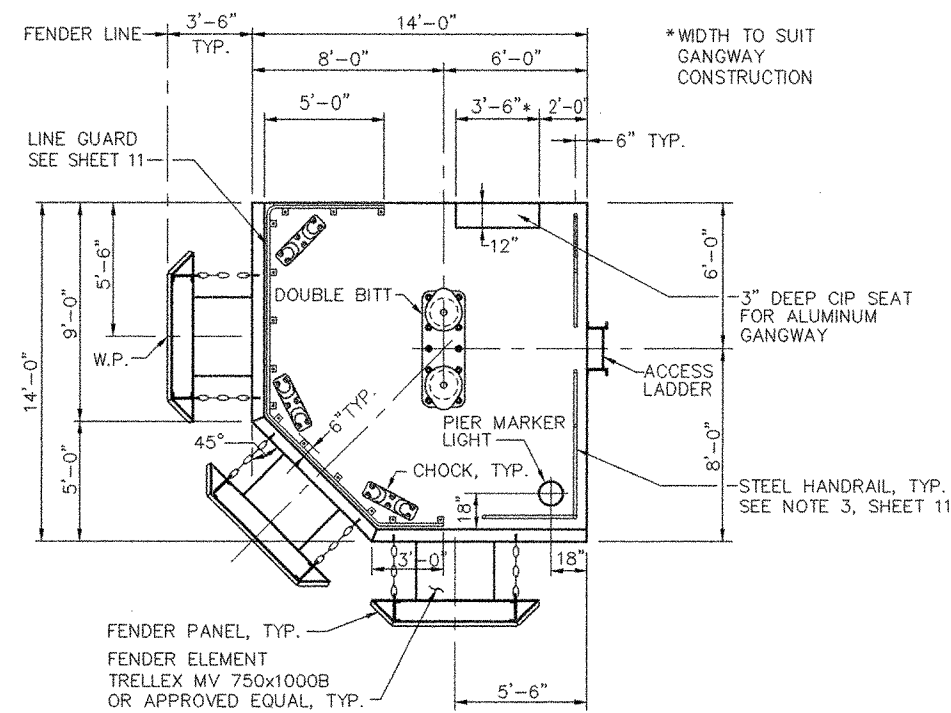
| REV.    | DATE | DESCRIPTION                  | BY | CHK. | APP'D. |
|---------|------|------------------------------|----|------|--------|
| 1-31-00 |      | ROCK ANCHORS REVISED         |    | CWC  | DPA    |
| 1-31-00 |      | PILE TIP, ELEVATIONS REVISED |    | CWC  | DPA    |

|                                                                  |  |
|------------------------------------------------------------------|--|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |  |
| FERRY TERMINAL, VINLHAVEN, MAINE                                 |  |
| BERTH PLAN - PILE PLAN                                           |  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |  |

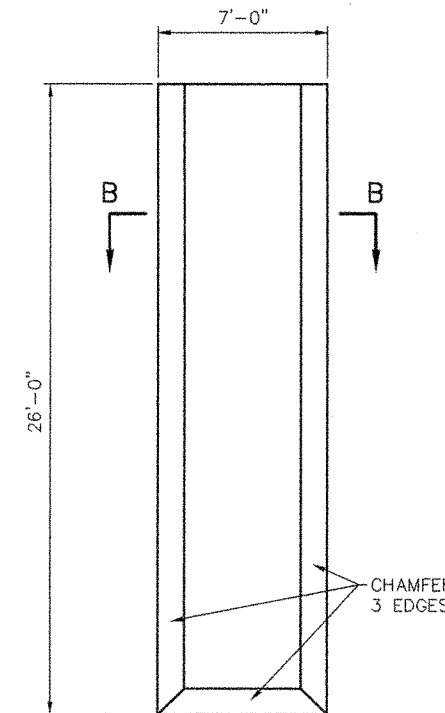
|                         |                                         |                                            |                                                           |
|-------------------------|-----------------------------------------|--------------------------------------------|-----------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. ORC<br>CHK. JWS<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. B. B. |
|-------------------------|-----------------------------------------|--------------------------------------------|-----------------------------------------------------------|



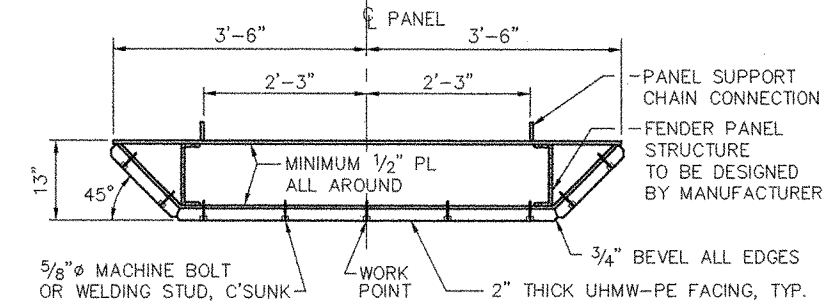
**PLAN DOLPHIN NO. 1**  
SCALE: 1/4"=1'-0"



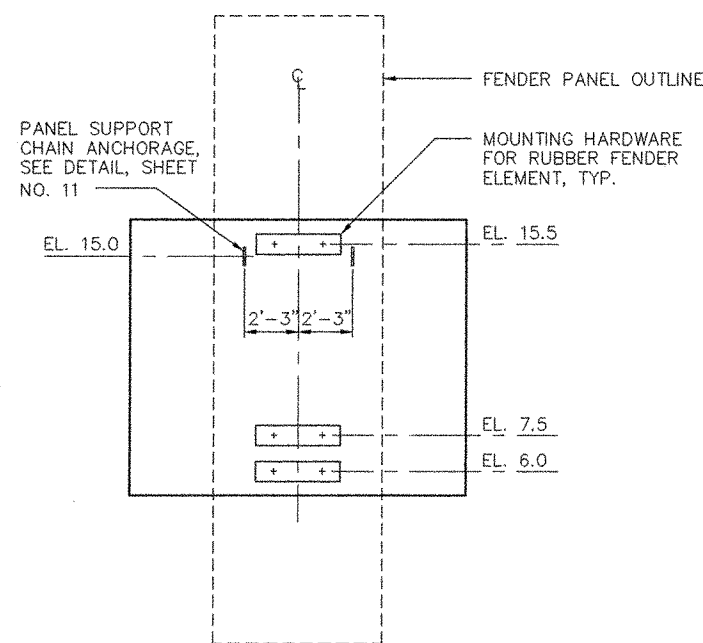
**PLAN DOLPHIN NO. 6**  
SCALE: 1/4"=1'-0"



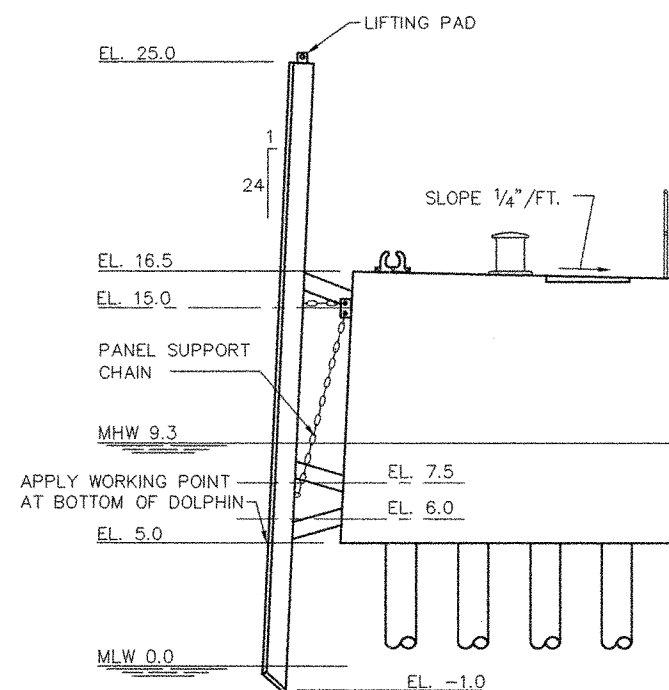
**ELEVATION - FENDER PANEL**  
SCALE: 1/4"=1'-0"



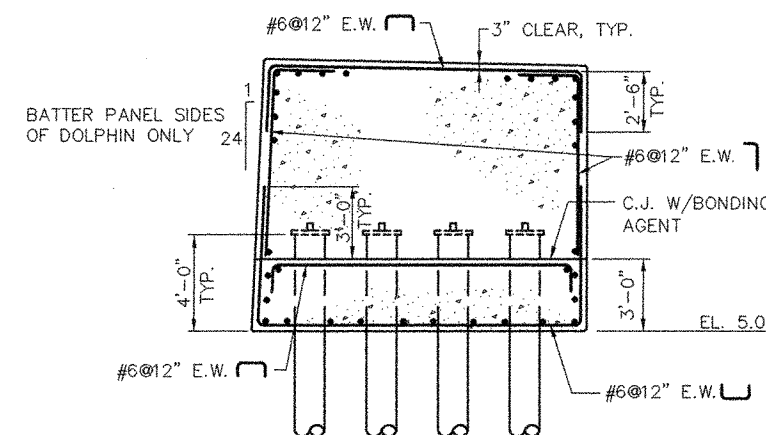
**PREFABRICATED FENDER PANEL SECTION B-B**  
SCALE: 3/4"=1'-0"



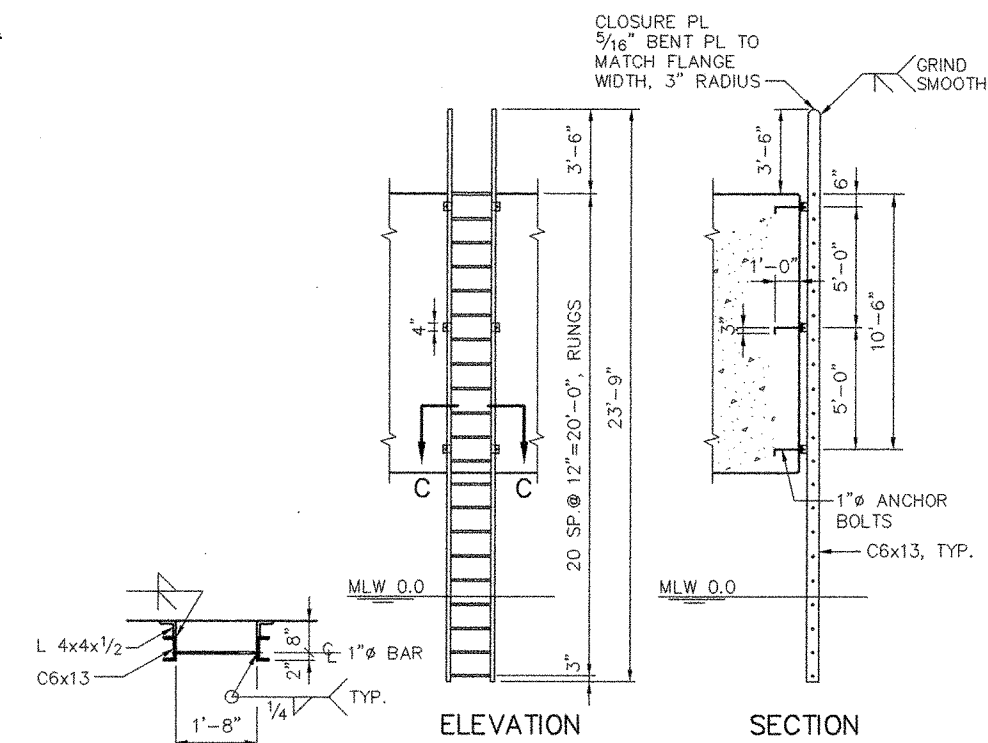
**ELEVATION AT FENDER PANELS**  
SCALE: 1/4"=1'-0"



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

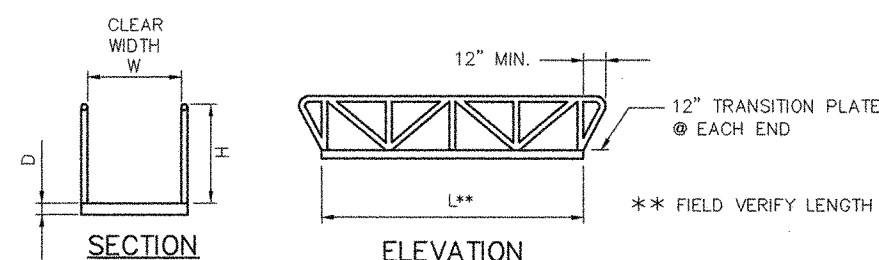


**SECTION SHOWING REINFORCEMENT**  
SCALE: 1/4"=1'-0"



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

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

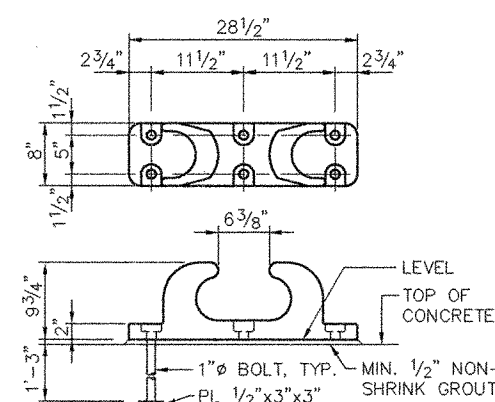


| DIMENSIONS  |     |     |    |     |
|-------------|-----|-----|----|-----|
| GANGWAY NO. | W   | H   | D  | L** |
| 1           | 36" | 42" | 4" | 37' |
| 2           | 36" | 42" | 4" | 45' |
| 3           | 36" | 42" | 4" | 40' |
| 4           | 36" | 42" | 4" | 21' |

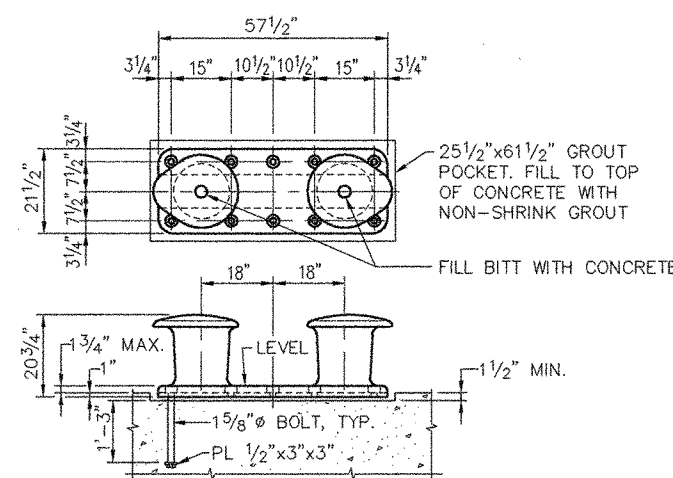
**DESIGN REQUIREMENTS**

- 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 MIN. 12" BEYOND END OF GANGWAY

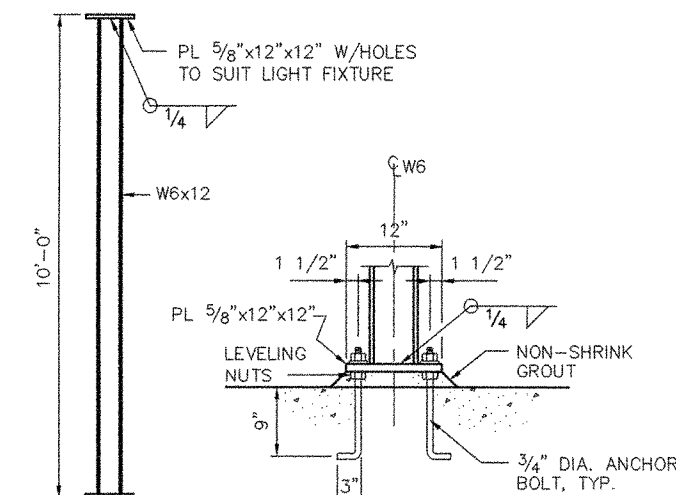
**ALUMINUM TRUSS TYPE GANGWAYS**  
NOT TO SCALE



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



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



**PIER MARKER LIGHT SUPPORT**  
SCALE: 1/2"=1'-0"

**NOTE:**  
FOR DETAILS OF LINE GUARDS, FENDER PANEL SUPPORT CHAIN ANCHORAGE AND FENDER BLOCK, SEE SHEET 11.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |

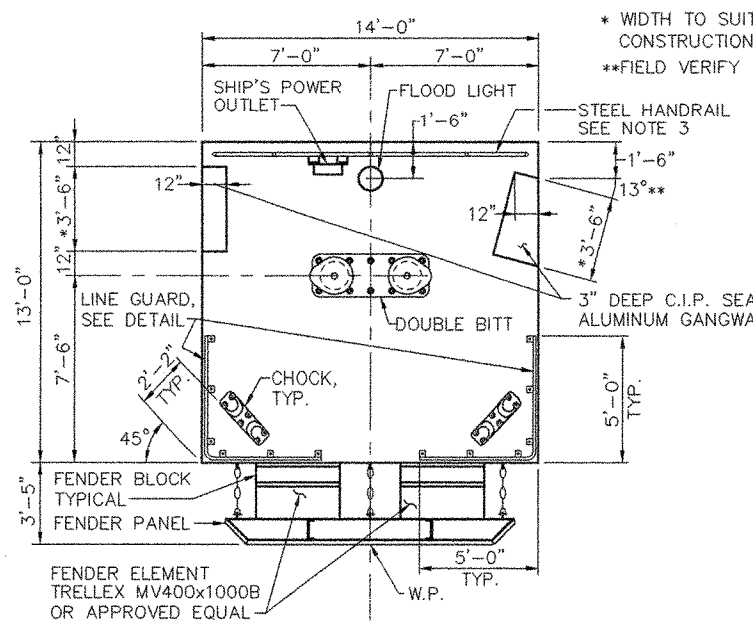
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

**FERRY TERMINAL, VINALHAVEN, MAINE**

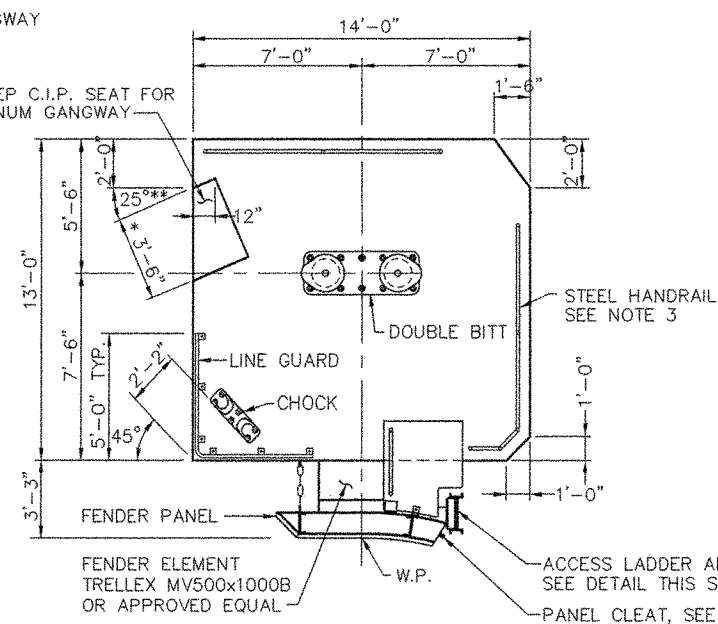
**DOLPHINS NUMBER 1 AND 6  
PLANS, ELEVATIONS AND DETAILS**

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

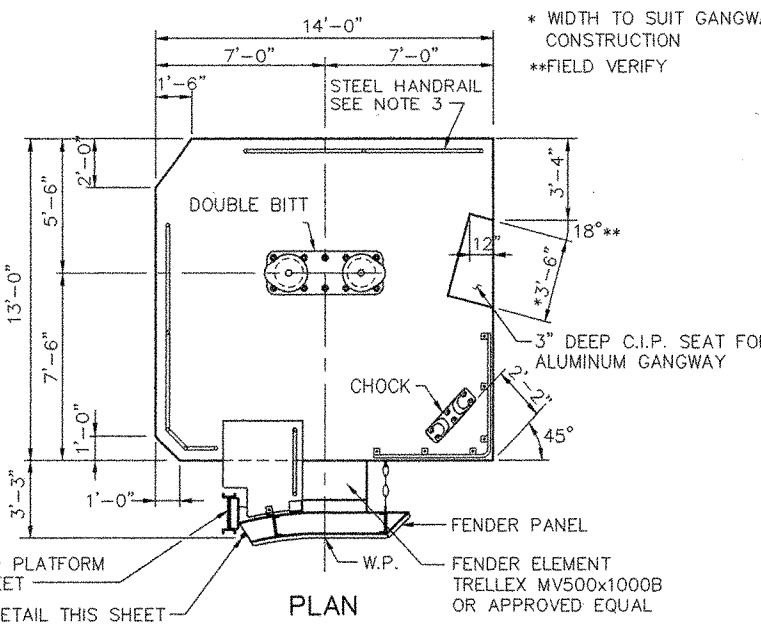
|                                |                                         |                    |                                |                                                                  |
|--------------------------------|-----------------------------------------|--------------------|--------------------------------|------------------------------------------------------------------|
| FS&T PRJ. NO.<br><b>TM-076</b> | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. NP | CHK. CWC<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br><i>P. P. P.</i> |
|--------------------------------|-----------------------------------------|--------------------|--------------------------------|------------------------------------------------------------------|



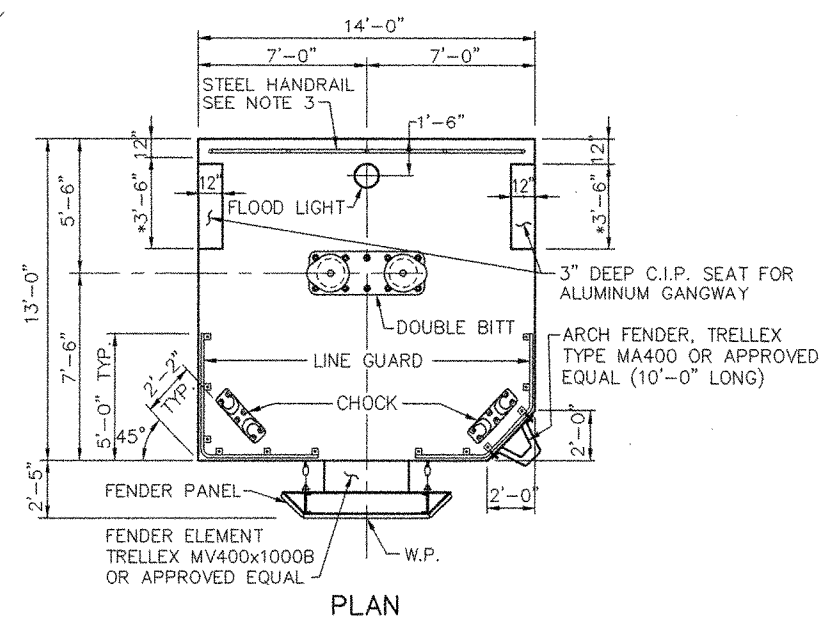
PLAN  
DOLPHIN NO. 2  
SCALE: 1/4" = 1'-0"



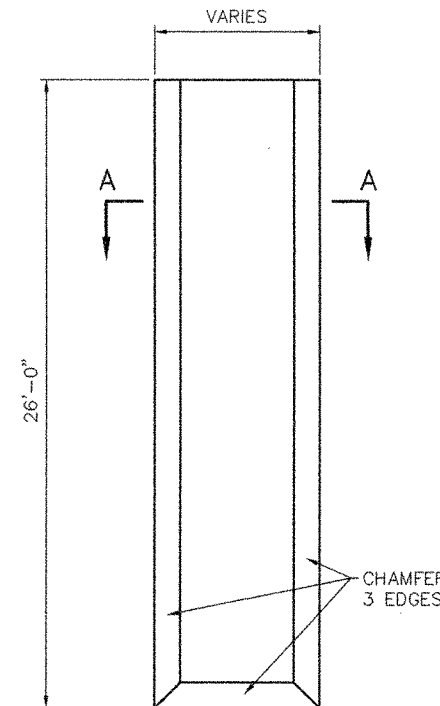
PLAN  
DOLPHIN NO. 3  
SCALE: 1/4" = 1'-0"



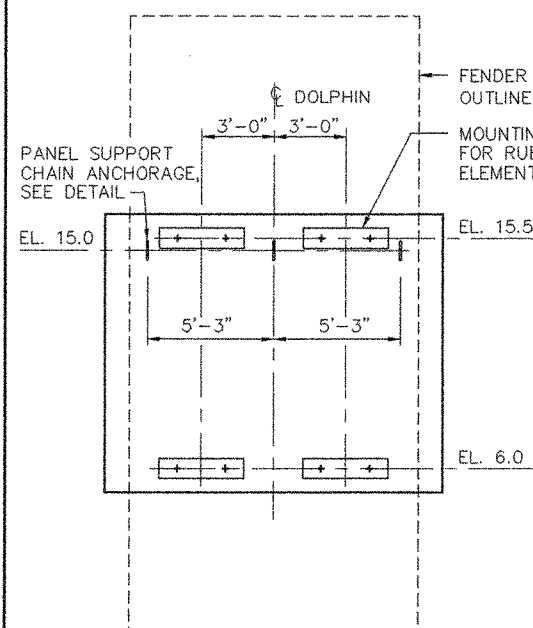
PLAN  
DOLPHIN NO. 4  
SCALE: 1/4" = 1'-0"



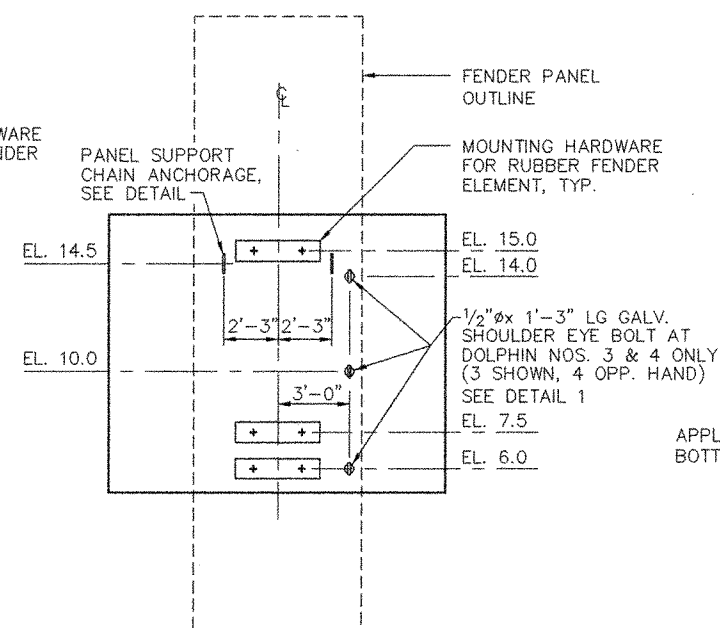
PLAN  
DOLPHIN NO. 5  
SCALE: 1/4" = 1'-0"



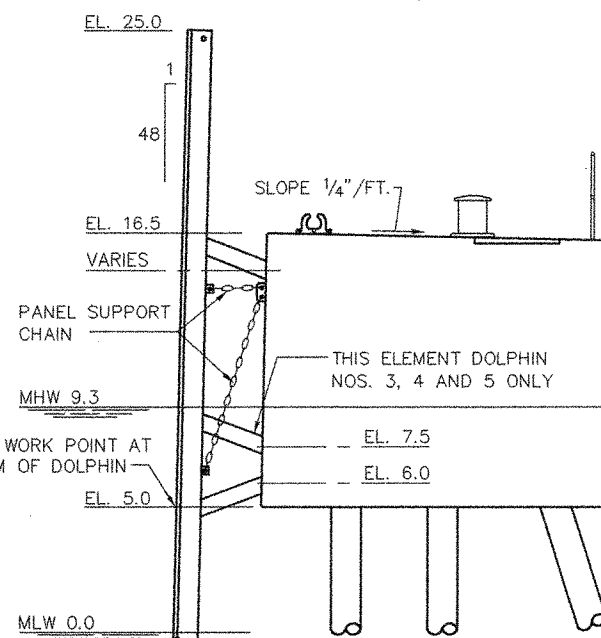
ELEVATION - FENDER PANEL  
SCALE: 1/4" = 1'-0"



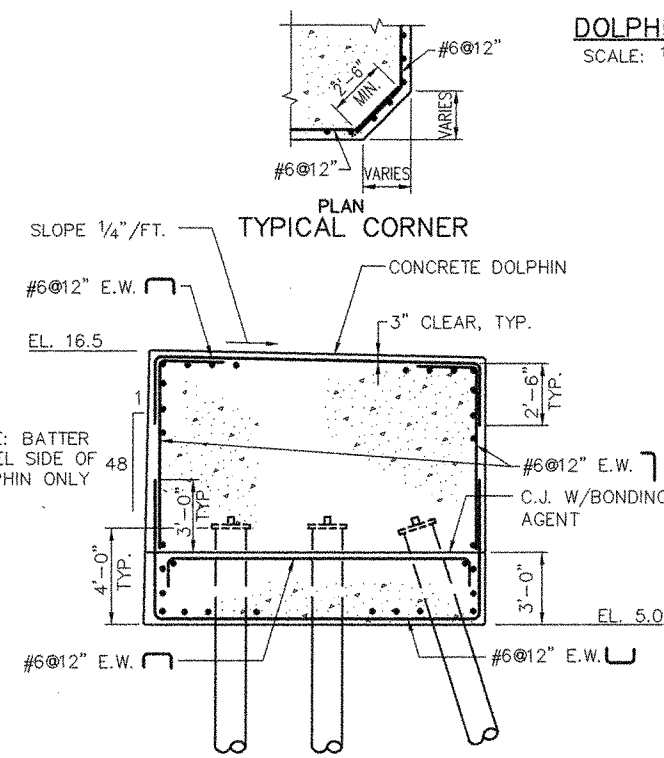
ELEVATION AT FENDER PANEL  
DOLPHIN NO. 2 ONLY  
SCALE: 1/4" = 1'-0"



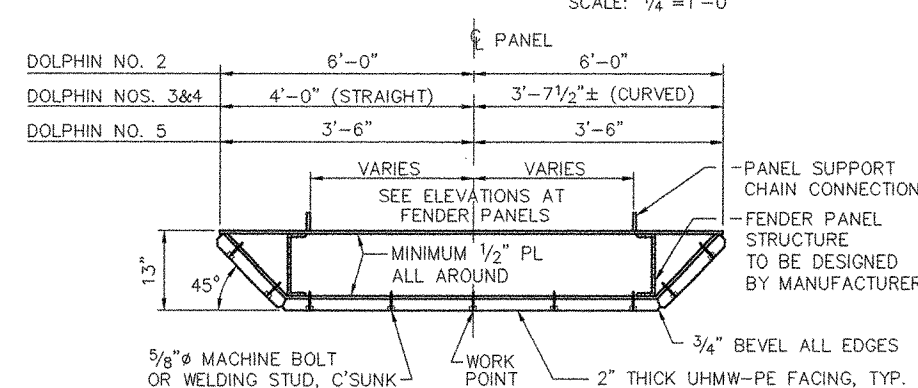
ELEVATION AT FENDER PANELS  
DOLPHIN NOS. 3, 4 & 5  
SCALE: 1/4" = 1'-0"



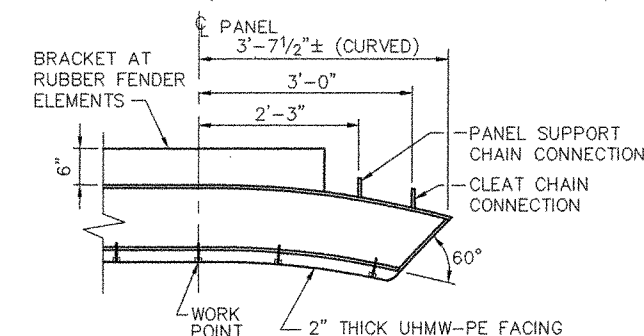
TYPICAL DOLPHIN ELEVATION  
SCALE: 1/4" = 1'-0"



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



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

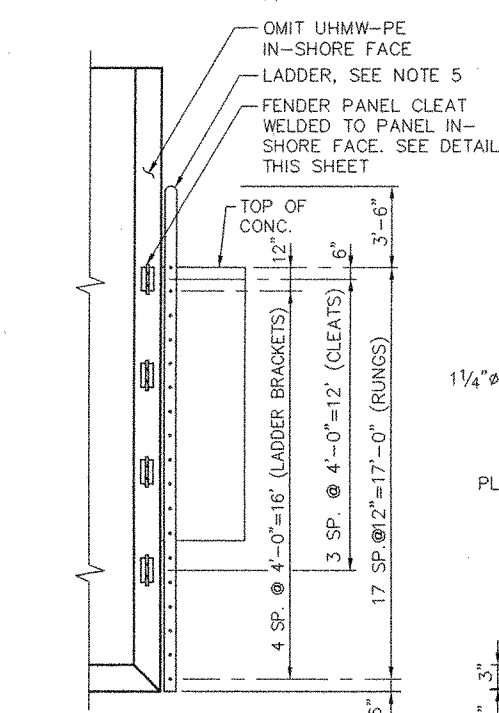


CURVED PANEL DETAIL  
SCALE: 3/4" = 1'-0"

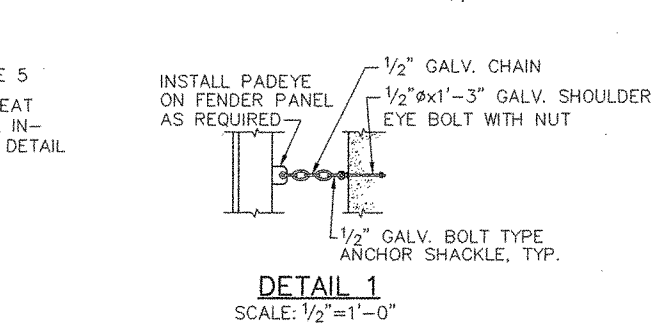
NOTE: CURVE TO MATCH BOW AND STERN OF FERRY CAPT. CHARLES PHILBROOK CONTRACTOR TO SURVEY THE VESSEL TO ESTABLISH CURVE GEOMETRY.

#### NOTES:

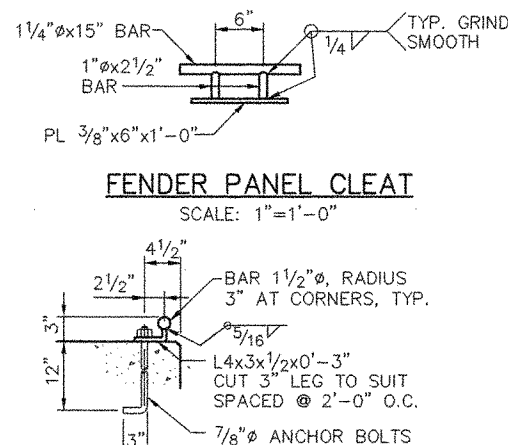
- FOR DETAILS OF FLOODLIGHTS AND SHIP'S POWER OUTLET SEE SHEET 35
- FOR DETAILS OF CHOCKS AND DOUBLE BITTS SEE SHEET 10
- FOR DETAILS OF STEEL HANDRAIL SEE SHEET 24. FOR CONNECTION TO CONCRETE SEE TYPICAL PIPE INSERT DETAIL ON SHEET 28.
- STEEL HANDRAILS ON DOLPHINS SHALL BE HOT DIP GALVANIZED.
- THE 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.



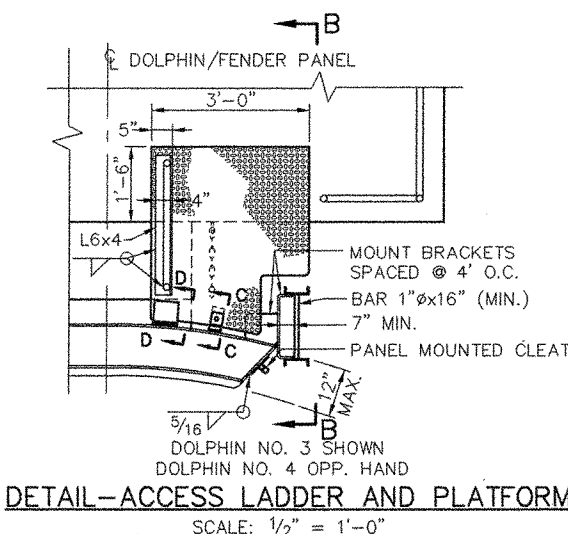
PANEL MOUNTED ACCESS LADDER  
AND PANEL CLEATS  
ELEVATION  
SCALE: 1/4" = 1'-0"



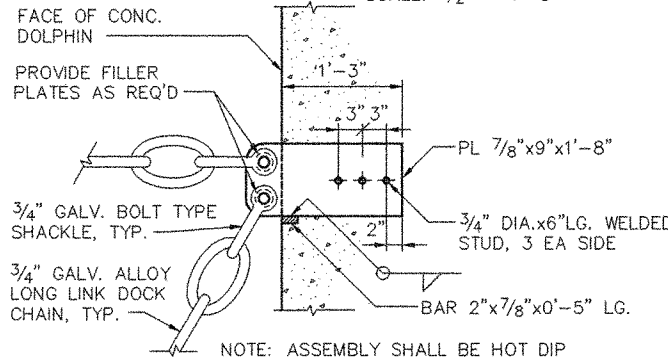
FENDER PANEL CLEAT  
SCALE: 1" = 1'-0"



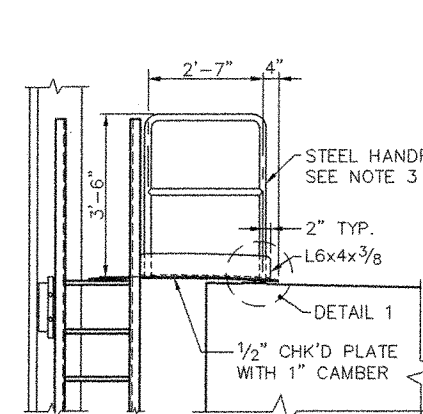
DETAIL - LINE GUARD  
SCALE: 1/2" = 1'-0"



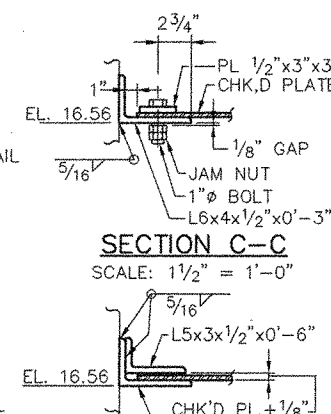
DETAIL-ACCESS LADDER AND PLATFORM  
SCALE: 1/2" = 1'-0"



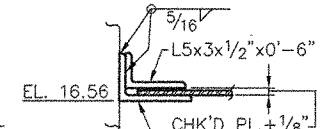
DETAIL-SUPPORT CHAIN ANCHORAGE  
SCALE: 1" = 1'-0"



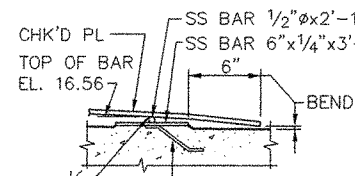
ELEVATION B-B  
SCALE: 1/2" = 1'-0"



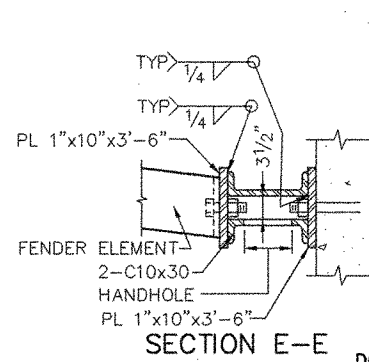
SECTION C-C  
SCALE: 1/2" = 1'-0"



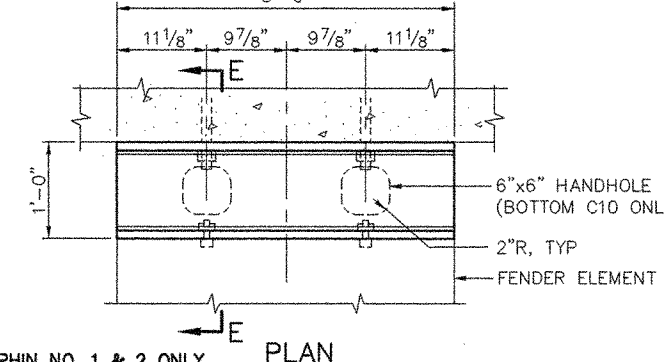
SECTION D-D  
SCALE: 1/2" = 1'-0"



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



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

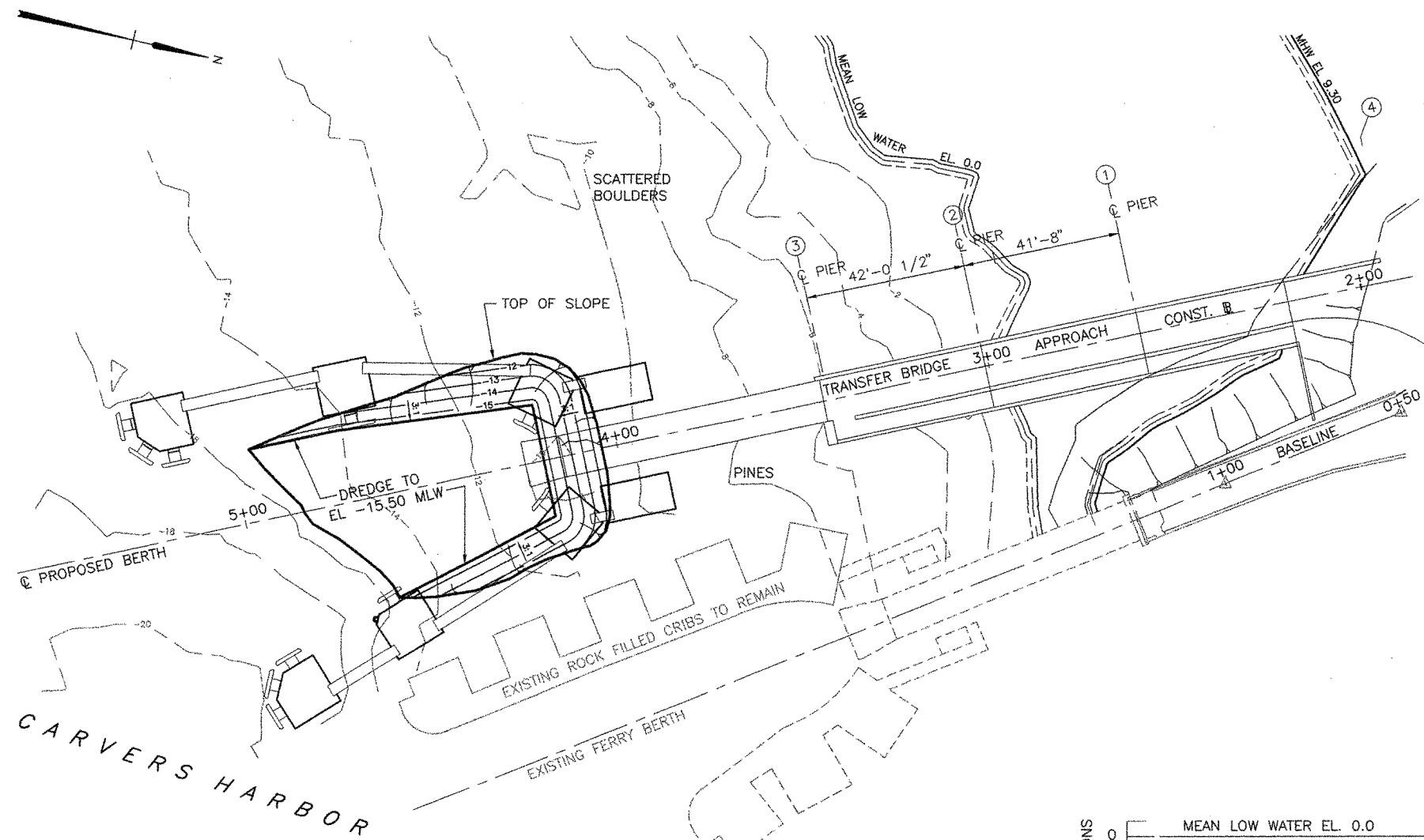


DOLPHIN NO. 1 & 2 ONLY  
FENDER BLOCK DETAIL  
SCALE: 1" = 1'-0"

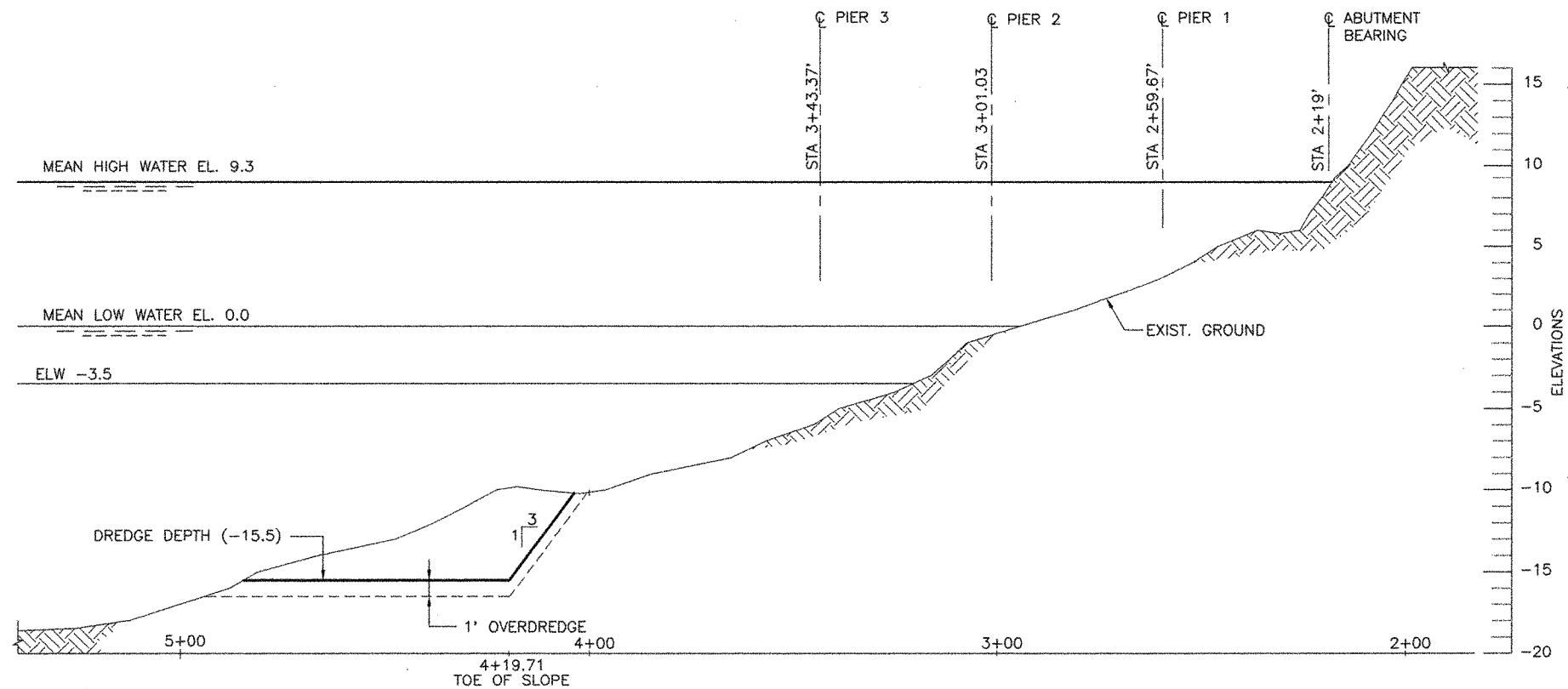
| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |

|                                                                  |  |
|------------------------------------------------------------------|--|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |  |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |  |
| DOLPHINS NUMBER 2 THRU 5<br>PLANS, ELEVATIONS AND DETAILS        |  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |  |

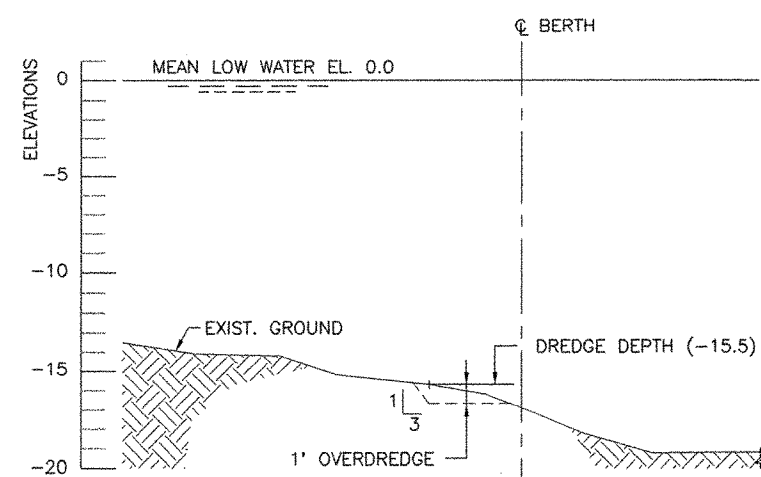
|                         |                                         |                     |                       |                                                              |
|-------------------------|-----------------------------------------|---------------------|-----------------------|--------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. RWT | CHK. CWC<br>ENGR. DPA | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>12/24/99 |
|-------------------------|-----------------------------------------|---------------------|-----------------------|--------------------------------------------------------------|



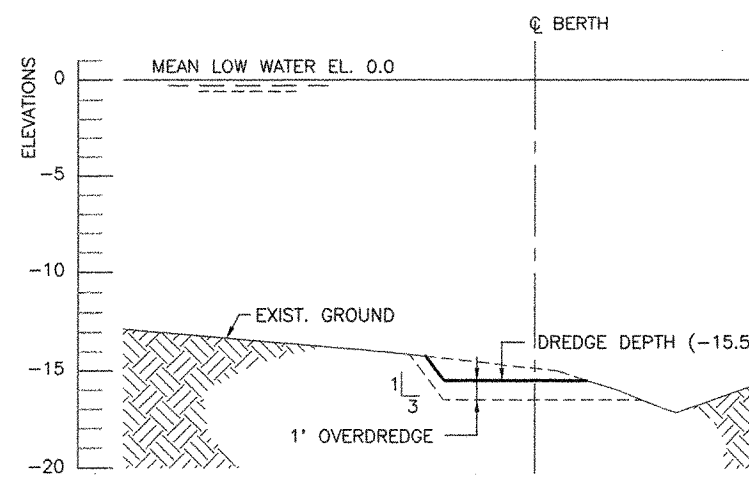
**DREDGING PLAN**  
SCALE: 1"=20'



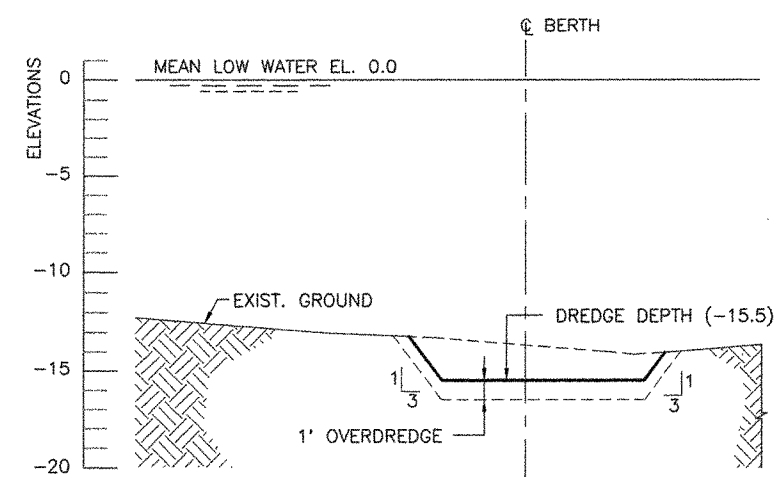
**SECTION @ BERTH** S ← N  
VERT. SCALE: 1"=5'  
HORI. SCALE: 1"=20'



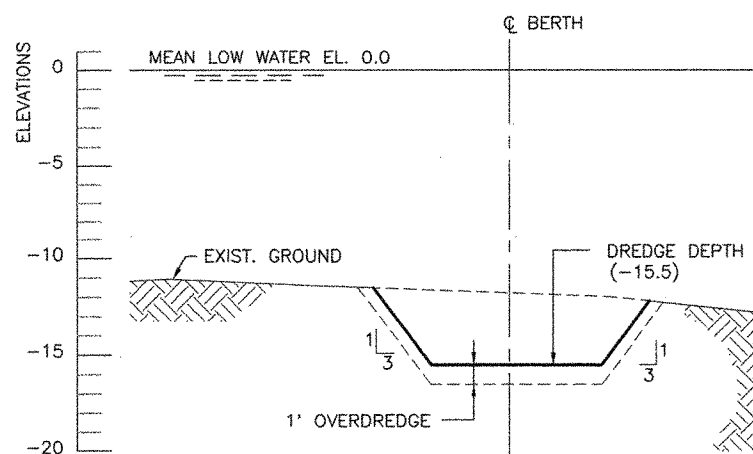
**STA. 4+95.20**  
VERT. SCALE: 1"=5'  
HORI. SCALE: 1"=20'



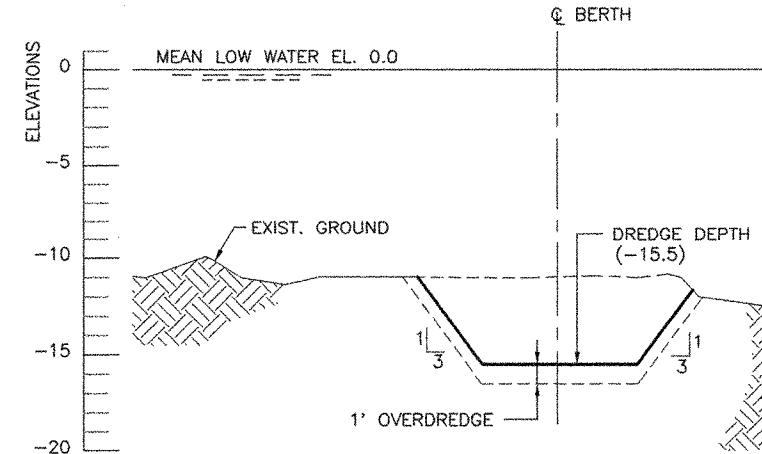
**STA. 4+75.20**  
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HORI. SCALE: 1"=20'



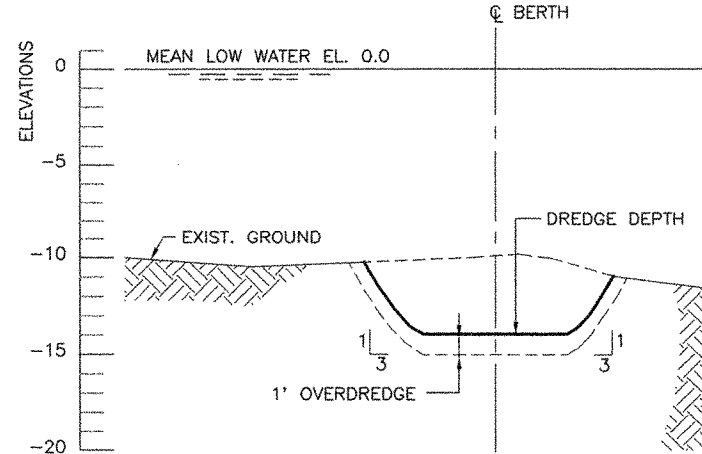
**STA. 4+55.20**  
VERT. SCALE: 1"=5'  
HORI. SCALE: 1"=20'



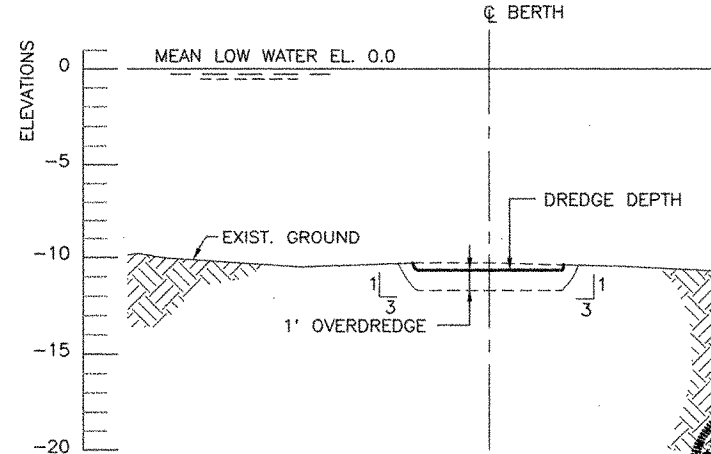
**STA. 4+35.20**  
VERT. SCALE: 1"=5'  
HORI. SCALE: 1"=20'



**STA. 4+25.20**  
VERT. SCALE: 1"=5'  
HORI. SCALE: 1"=20'



**STA. 4+15.20**  
VERT. SCALE: 1"=5'  
HORI. SCALE: 1"=20'



**STA. 4+05.20**  
VERT. SCALE: 1"=5'  
HORI. SCALE: 1"=20'

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
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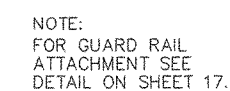
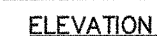
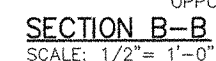
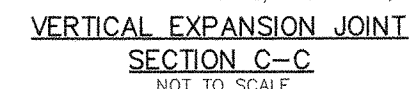
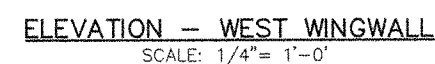
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

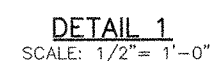
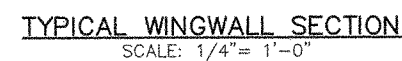
**DREDGE PLAN AND SECTIONS**

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

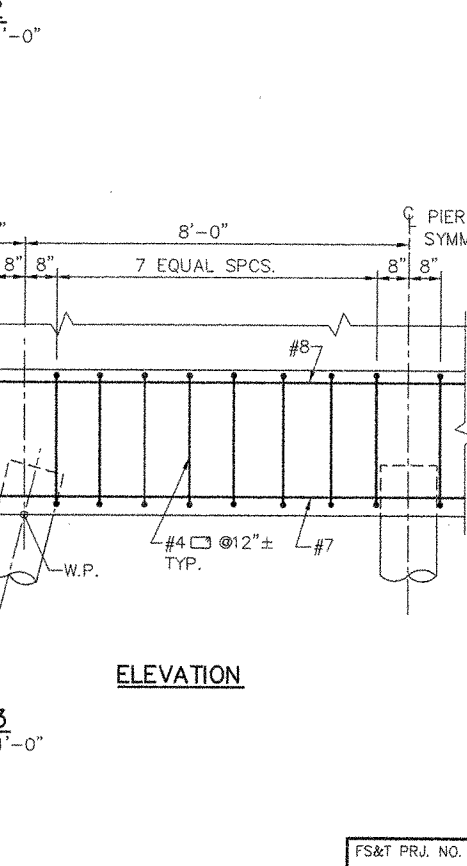
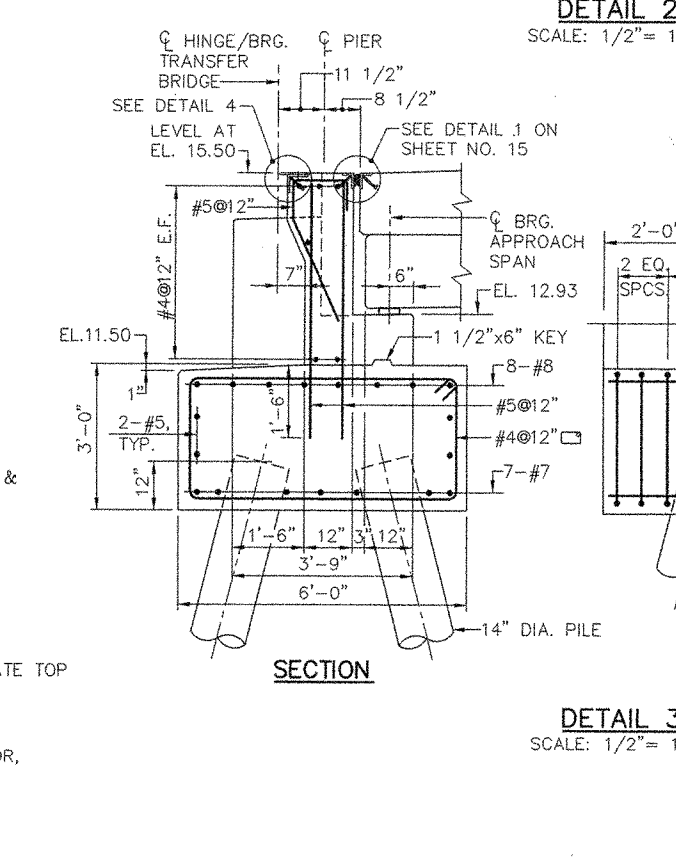
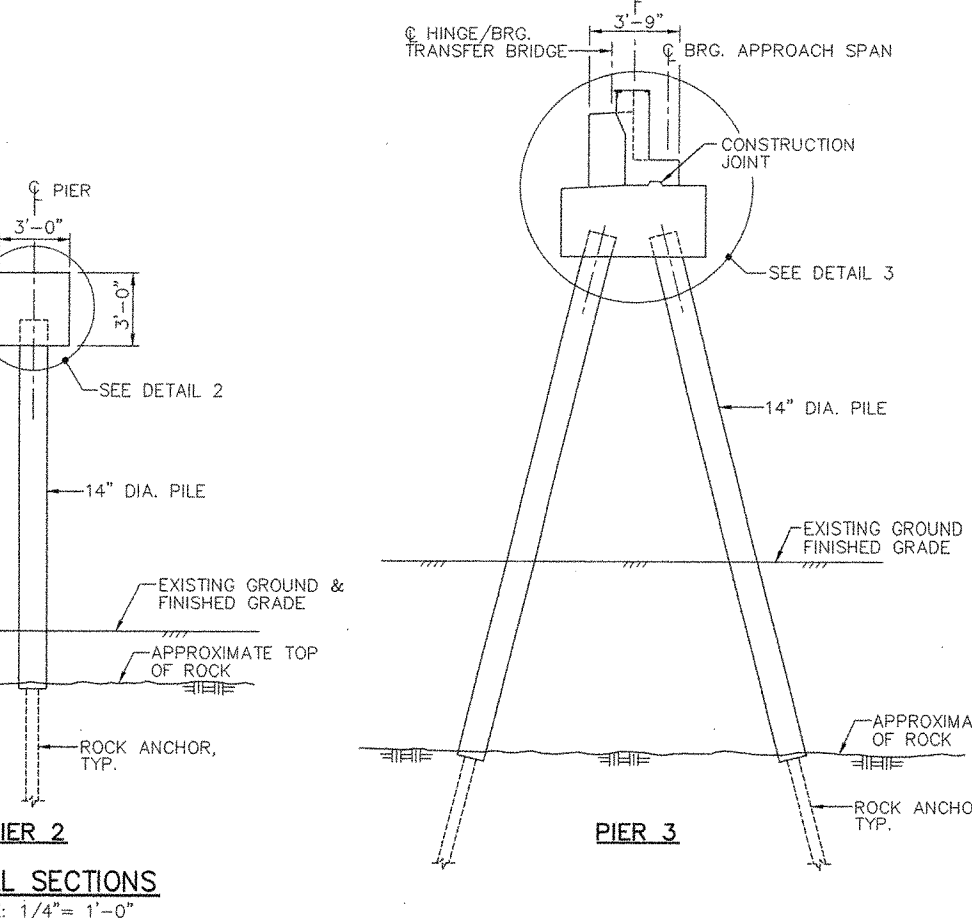
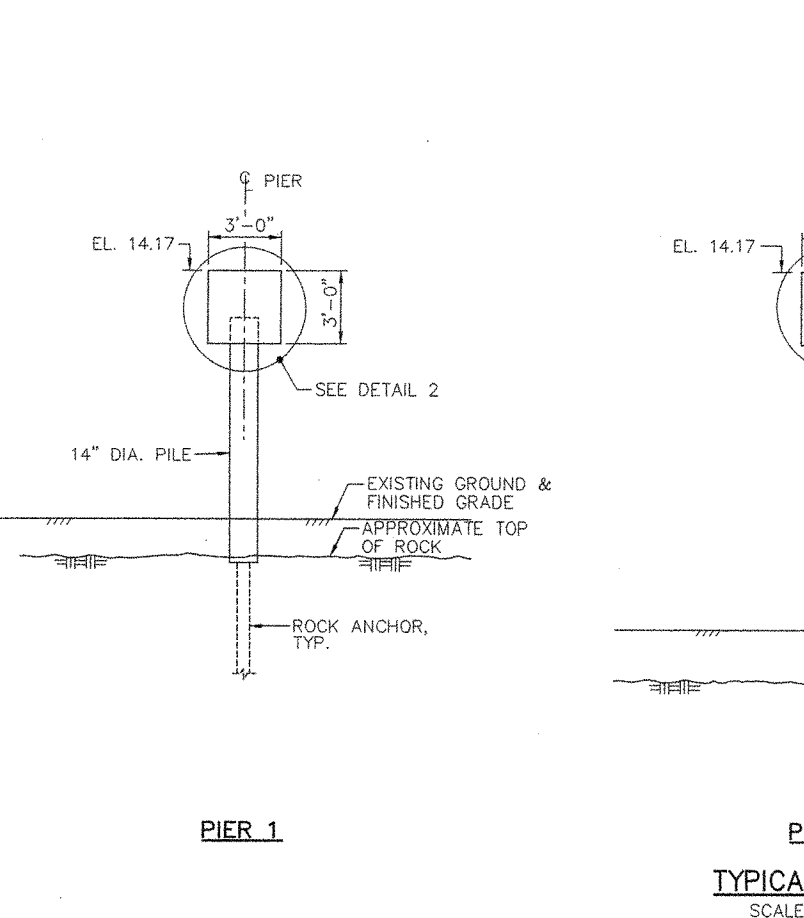
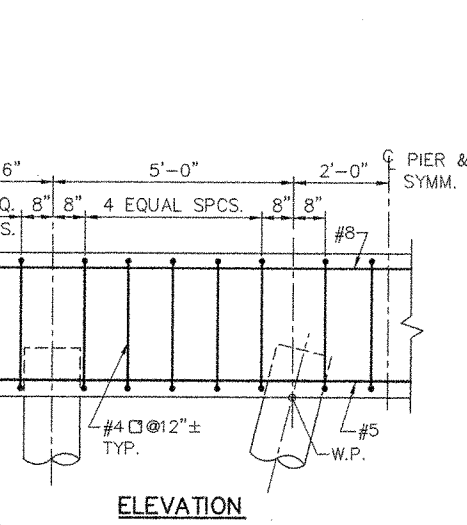
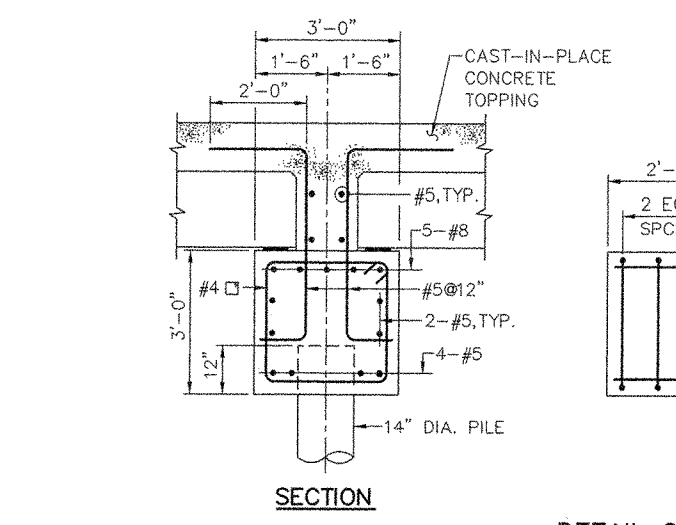
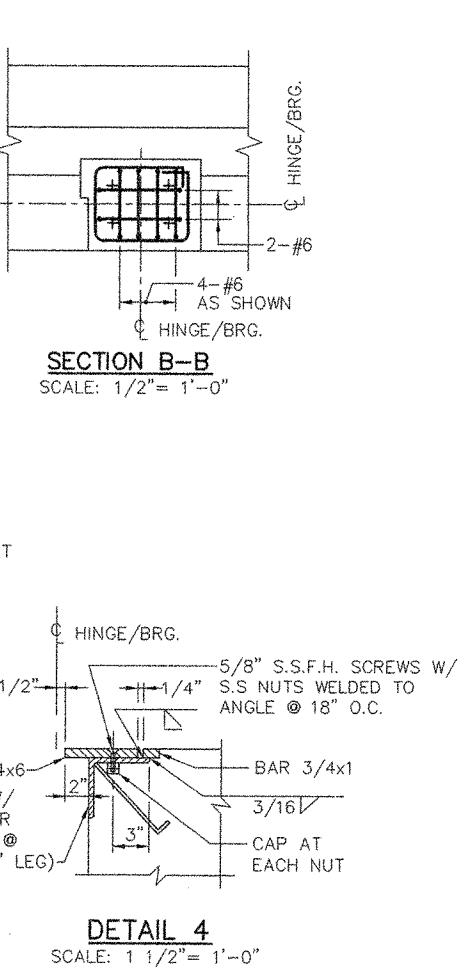
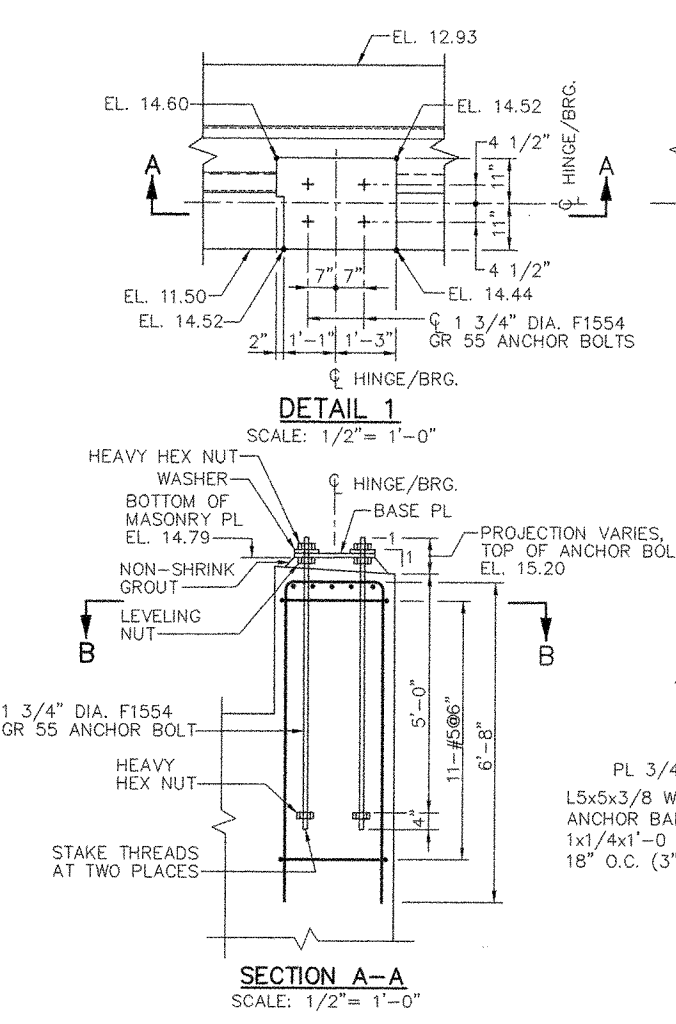
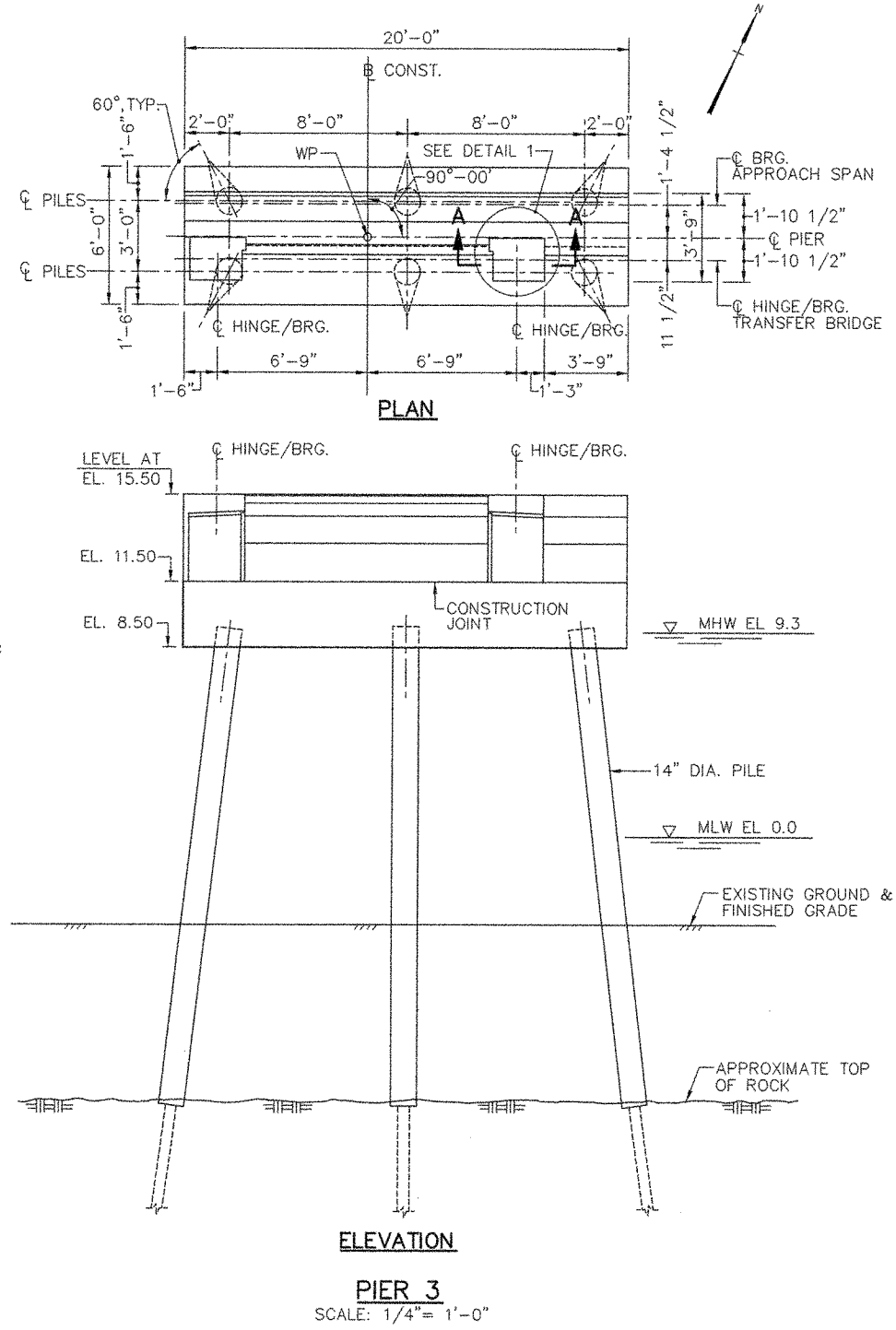
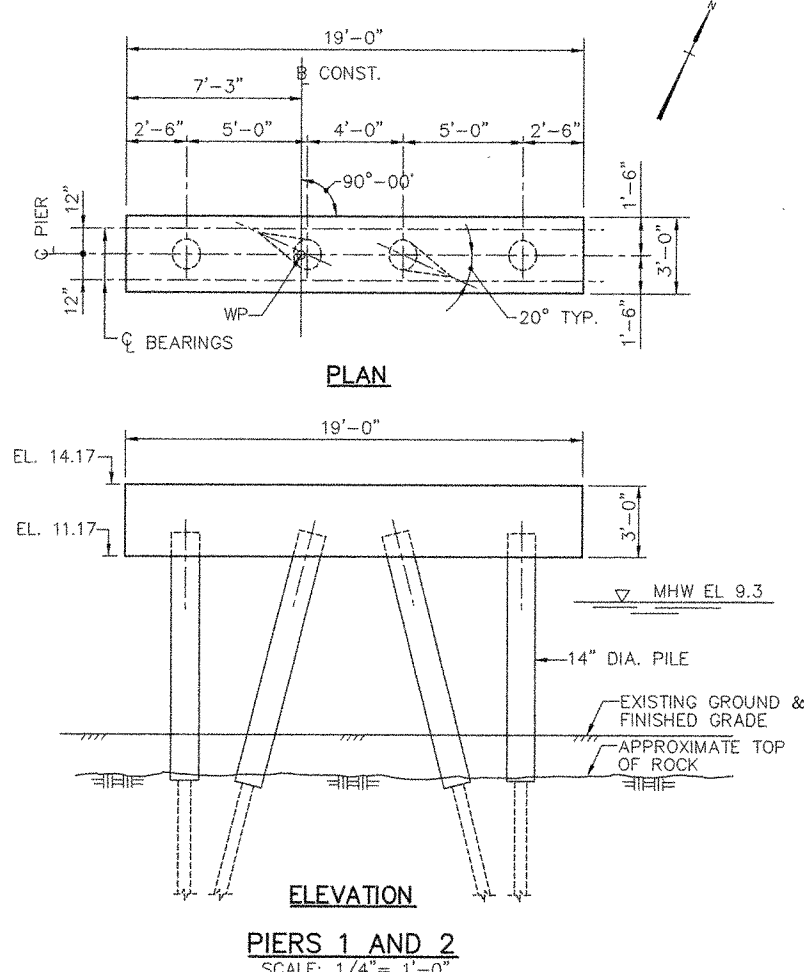
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|--------------------------------|-----------------|-----------|----------|--------------------------------------------------|
| FS&T PRJ. NO.<br><b>TM-076</b> | SCALE: AS NOTED | DES. DRC  | CHK. JWS | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES |
| DATE: SEPTEMBER 1999           | DR. ED          | ENGR. DPA |          | <i>P. Balle</i>                                  |



- NOTES:
1. REINFORCING STEEL SHALL HAVE 3" MINIMUM COVER UNLESS OTHERWISE INDICATED.
  2. ALL REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M31 GRADE 60, EPOXY COATED.
  3. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO ALL EXPOSED SURFACES OF CONCRETE END POSTS.
  4. PLACE 4" DIAMETER DRAINS IN ABUTMENT AND WINGS AT 10 FT. MAXIMUM SPACING. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
  5. ALL CONCRETE IS TO BE PLACED IN THE DRY.
  6. PROVIDE TEMPORARY SHEETING TO PROTECT EXISTING PAVED RAMP TO REMAIN.



|                                                                                       |                                                                  |       |     |                                                                  |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------|-------|-----|------------------------------------------------------------------|
|  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |       |     |                                                                  |
|                                                                                       | FERRY TERMINAL, VINAHAVEN, MAINE                                 |       |     |                                                                  |
| APPROACH SPANS<br>ABUTMENT<br>PLAN, ELEVATIONS AND SECTIONS                           |                                                                  |       |     |                                                                  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.                          |                                                                  |       |     |                                                                  |
| DES.                                                                                  | DRC                                                              | CHK.  | CWC | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br><i>Boyle</i> |
| DR.                                                                                   | ARC                                                              | PROJ. | DPA |                                                                  |



- NOTES:**
1. REINFORCING STEEL SHALL HAVE 3" MINIMUM COVER UNLESS OTHERWISE INDICATED.
  2. ALL REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M31 GRADE 60, EPOXY COATED.
  3. FOR PILE PLAN AND DETAILS, SEE SHEET 9 OF 53.
- DESIGN CRITERIA:**
1. CRITICAL AASHTO LOADING - GROUP VII.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINAHAVEN, MAINE

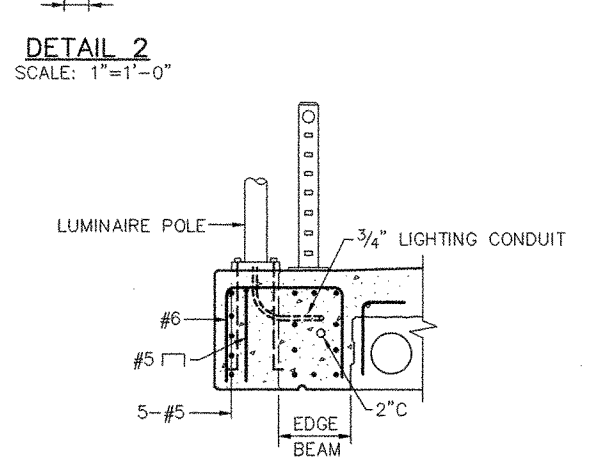
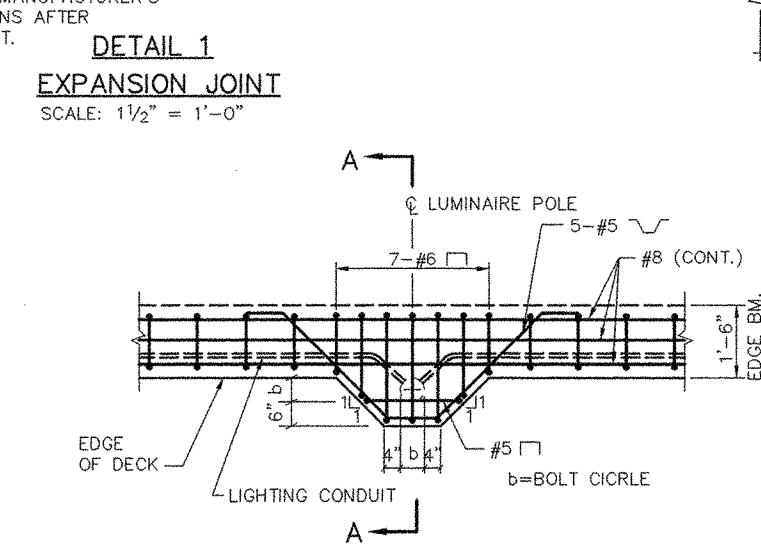
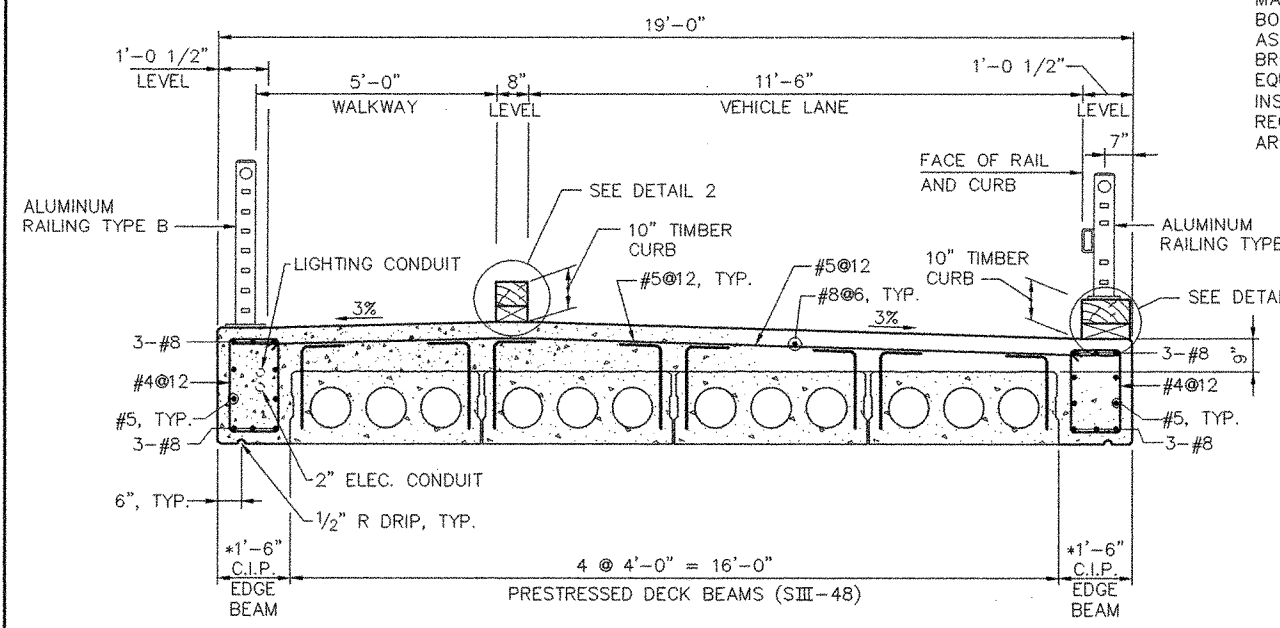
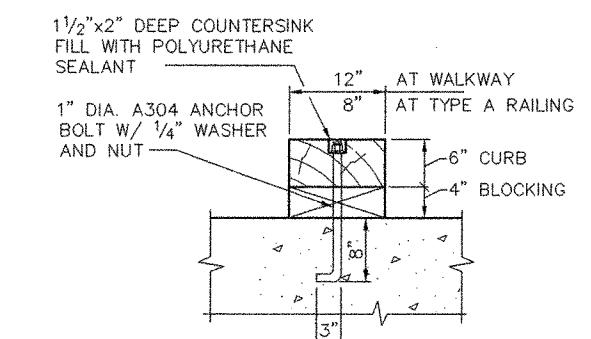
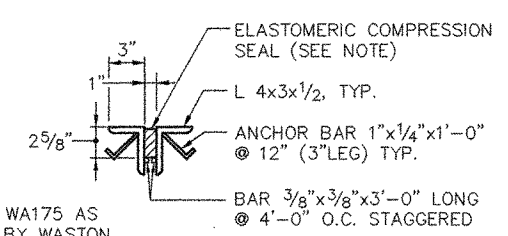
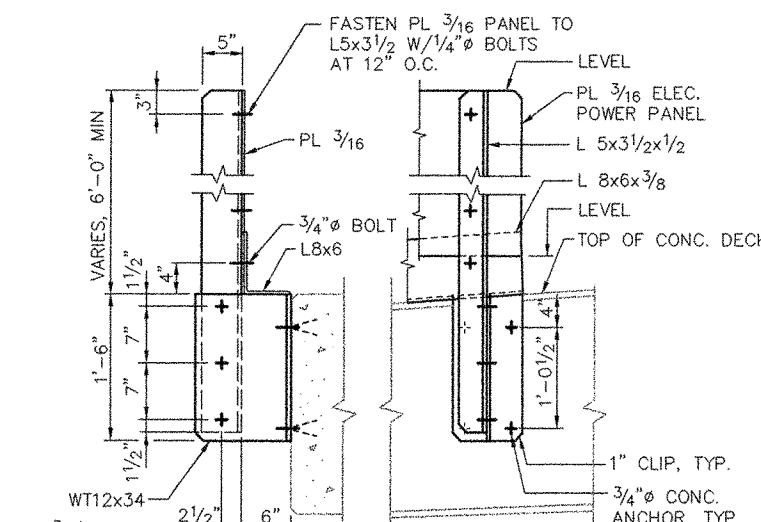
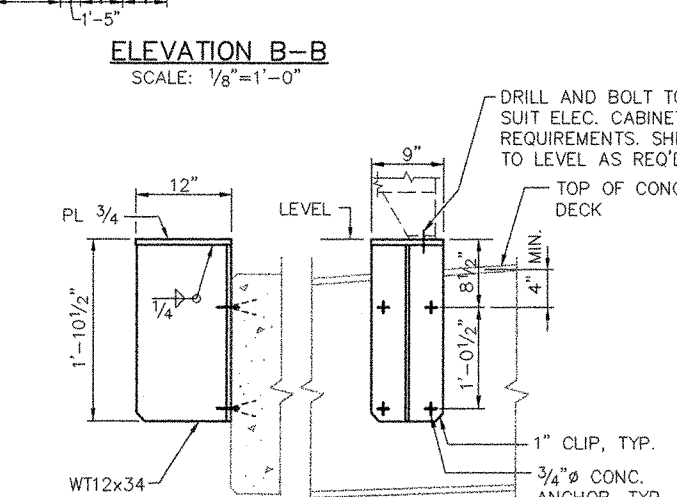
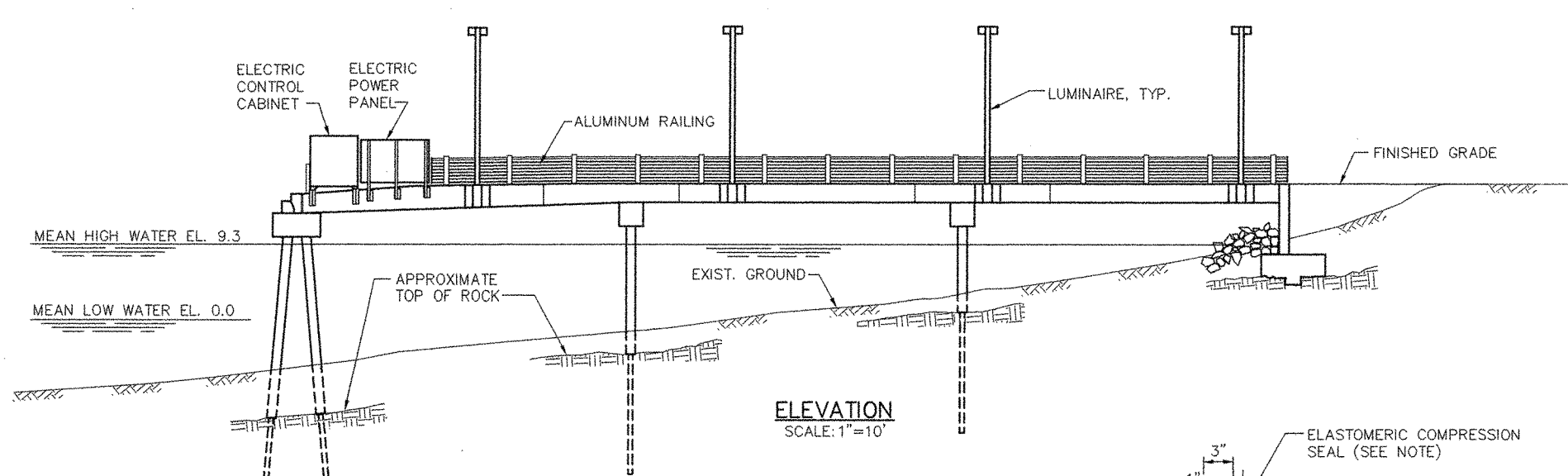
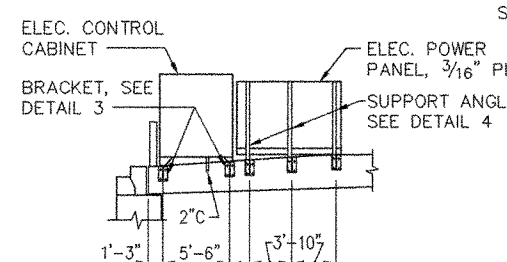
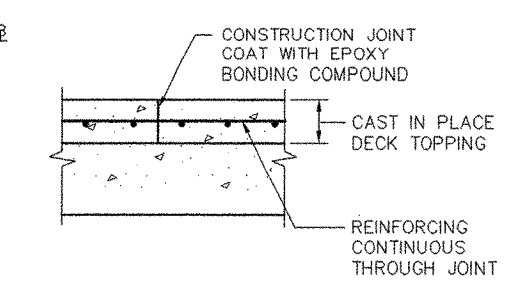
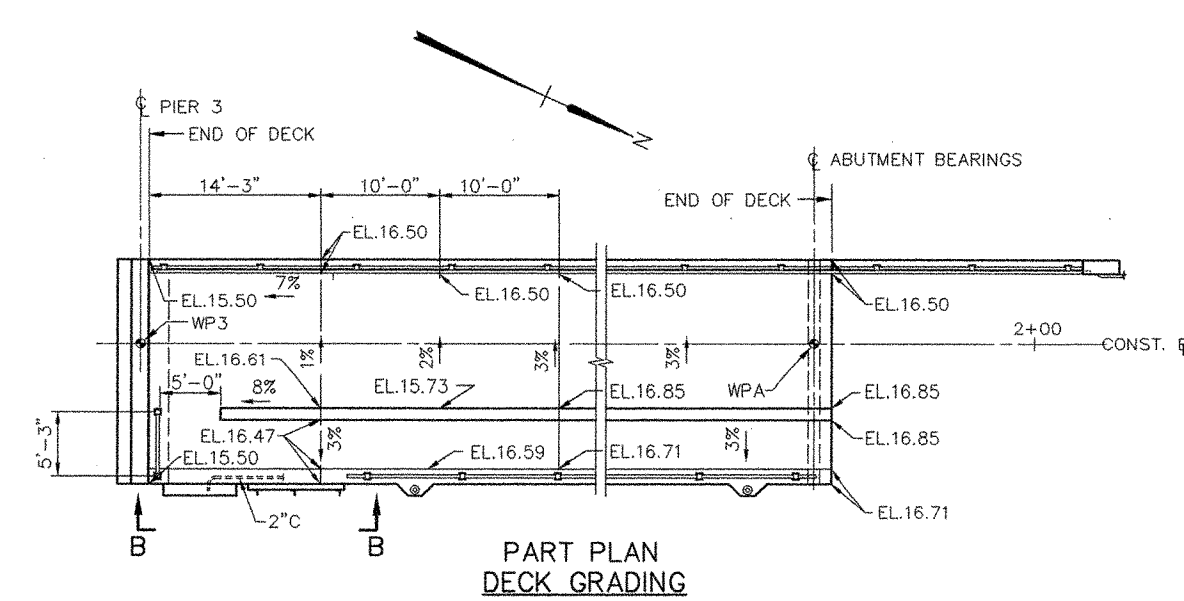
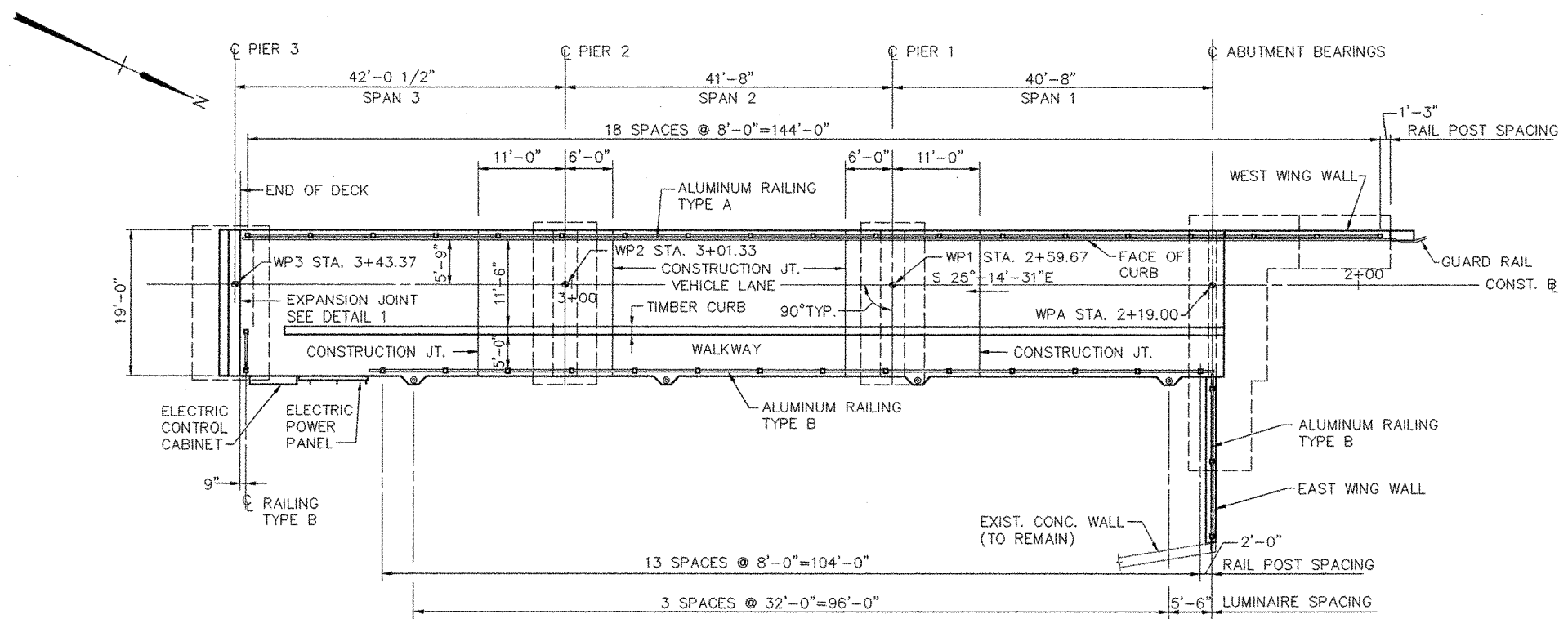
**APPROACH SPANS  
PIERS  
PLANS, ELEVATIONS AND SECTIONS**

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

|          |                      |         |             |                                                  |
|----------|----------------------|---------|-------------|--------------------------------------------------|
| DES. NO. | DES. ORC             | CHK.    | CWC         | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES |
| TM-076   | DATE: SEPTEMBER 1999 | DR. ARC | PROJ. ENGR. |                                                  |



|                |                      |          |                |     |                                                  |
|----------------|----------------------|----------|----------------|-----|--------------------------------------------------|
| FS&T PROJ. NO. | SCALE: AS NOTED      | DES. ORC | CHK.           | CWC | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES |
| TM-076         | DATE: SEPTEMBER 1999 | DR. ARC  | PROJ.<br>ENGR. | DPA |                                                  |



- NOTES:
1. REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 3" UNLESS OTHERWISE INDICATED.
  2. THE PORTION OF THE DECK TOPPING OVER THE PIERS SHALL BE PLACED AFTER THE CONCRETE IN THE REMAINDER OF THE SPANS HAS BEEN PLACED.
  3. PROTECTIVE COATING FOR CONCRETE SURFACES SHALL BE APPLIED TO THE FOLLOWING AREAS:
    - A. FASCIA DOWN TO THE DRIP NOTCH.
    - B. ALL EXPOSED SURFACES OF CONCRETE END POST.
    - C. CONCRETE WEARING SURFACE.
  4. ALL CAST-IN-PLACE CONCRETE SHALL CONTAIN A SILICA FUME ADDITIVE.
  5. ALL STEEL AND ANCHOR BOLTS FOR ELECTRICAL SUPPORT BRACKETS TO BE GALVANIZED.
  6. TIMBER CURB AND BLOCKING TO BE FULL SAWN.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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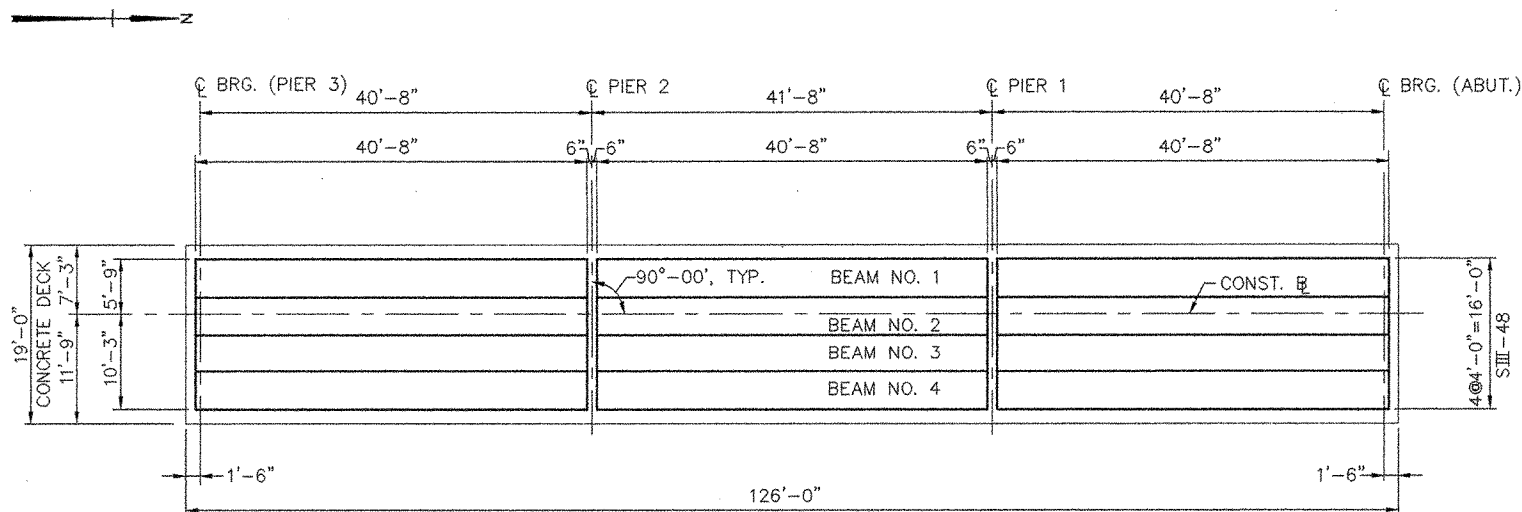
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINAHAVEN, MAINE

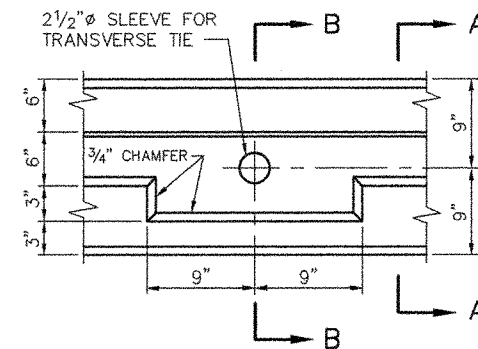
APPROACH SPANS  
PLAN, ELEVATION AND SECTION

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

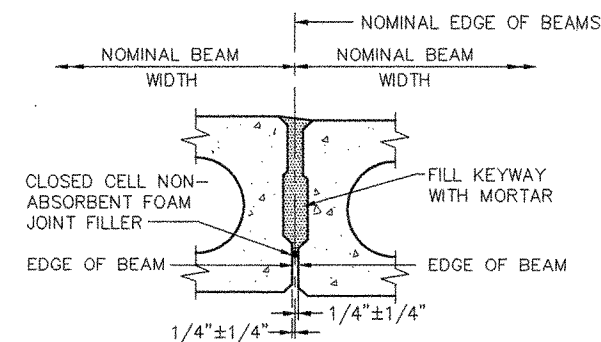
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|-------------------------|-----------------------------------------|---------------------|-----------------------|---------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. RWT | CHK. CWC<br>ENGR. DPA | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. F. Little |
|-------------------------|-----------------------------------------|---------------------|-----------------------|---------------------------------------------------------------|



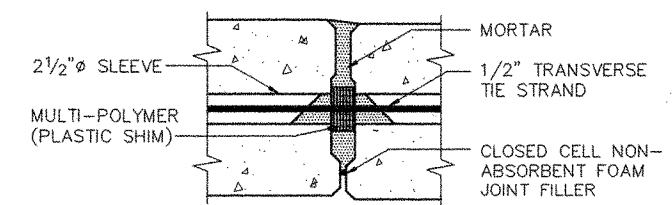
APPROACH - FRAMING PLAN  
SCALE: 1"=10'



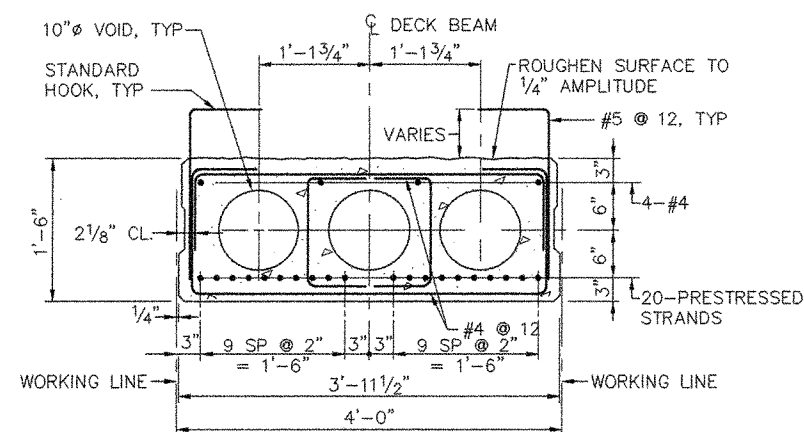
SHEAR KEY ELEVATION AT  
TRANSVERSE TIE LOCATIONS  
NOT TO SCALE



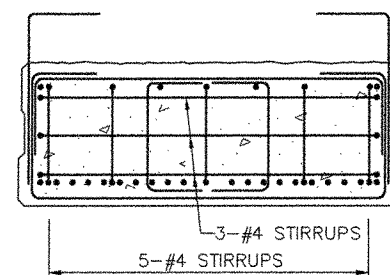
SECTION A-A  
NOT TO SCALE



SECTION B-B  
NOT TO SCALE

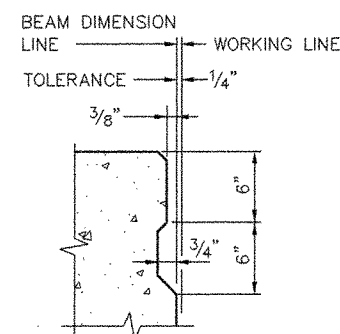


MID SPAN

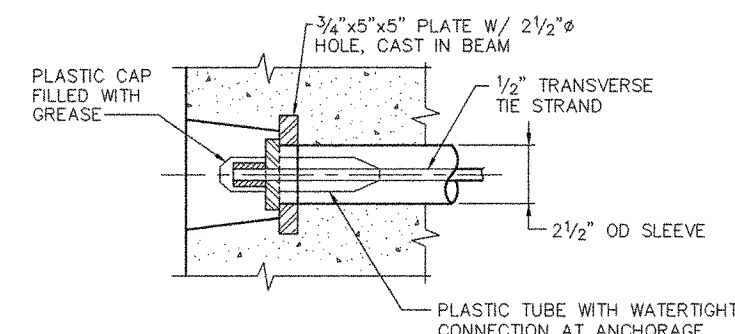


BEAM ENDS

TYPICAL - BEAM SECTIONS  
SCALE: 1"=1'-0"



SHEAR KEY DETAIL  
NOT TO SCALE



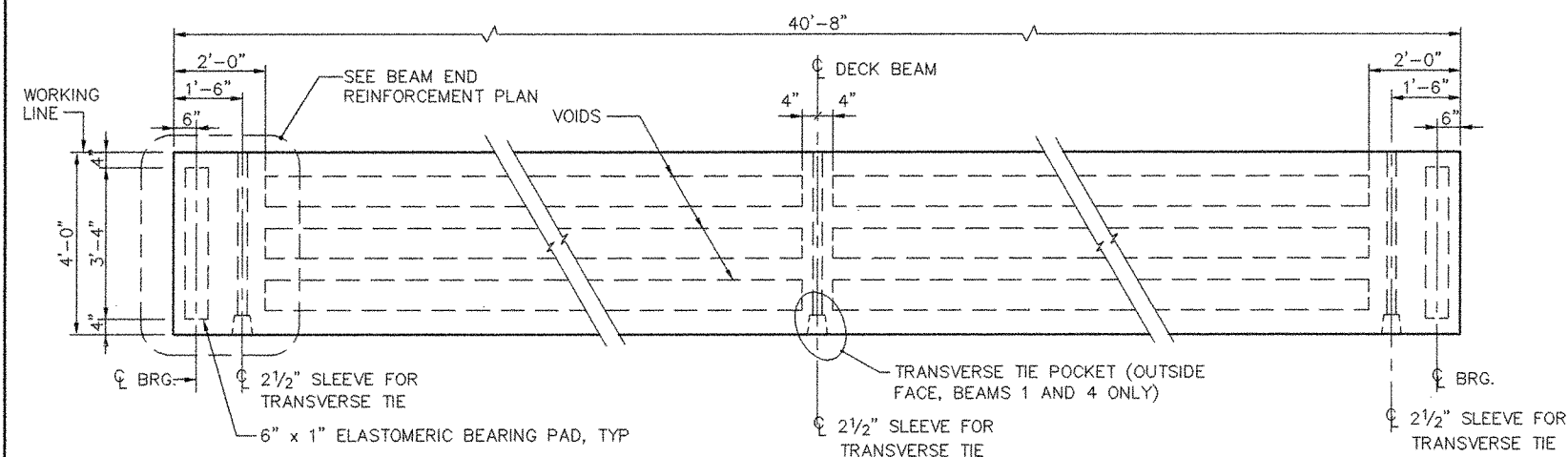
TRANSVERSE TIE POCKET DETAIL  
SCALE: 3"=1'-0"

#### TRANSVERSE TIE TENSIONING NOTES:

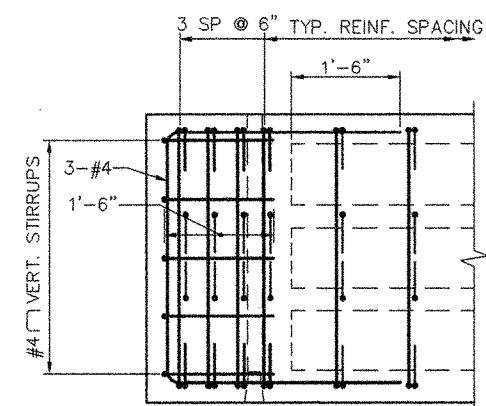
1. AS EACH BEAM IS BEING ERECTED, INSTALL SHIMS BETWEEN THE BEAMS AT EACH TRANSVERSE TIE LOCATION.
2. FILL ALL KEYWAYS WITH MORTAR BEFORE TIES ARE TENSIONED. IF THE KEYWAYS ARE NOT FILLED WITHIN FIVE DAYS AFTER THE BEAMS ARE ERECTED, THE CONTRACTOR SHALL COVER AND PROTECT THE KEYWAYS FROM THE WEATHER AND DEBRIS UNTIL THEY ARE FILLED. NO TRAFFIC OR HEAVY EQUIPMENT WILL BE PERMITTED ON THE BEAMS UNTIL ALL TIES HAVE BEEN PROPERLY TENSIONED. TENSION EACH TRANSVERSE TIE TO 29,000 POUNDS.
3. CONCRETE FOR COMPOSITE DECK, AND EDGE BEAMS SHALL BE PLACED AFTER THE MORTAR HAS CURED.

#### PRESTRESS NOTES:

1. ALL PRETENSIONING ELEMENTS SHALL BE 1/2" Ø, UNCOATED, SEVEN-WIRE, STRESS RELIEVED, LOW RELAXATION STEEL STRANDS AND SHALL CONFORM TO AASHTO M203.
2. THE MINIMUM ULTIMATE TENSILE STRENGTH OF THE PRETENSIONING STRANDS SHALL BE 270,000 POUNDS PER SQUARE INCH.
3. THE INITIAL TENSION PER 1/2" Ø STRAND SHALL BE 30,980 POUNDS.
4. THE MINIMUM 28 DAY COMPRESSIVE STRENGTH, SHALL BE 6000 P.S.I.
5. NO PRESTRESS SHALL BE TRANSFERRED TO THE CONCRETE UNTIL IT HAS ATTAINED A COMPRESSIVE STRENGTH, AS SHOWN BY A CYLINDER TEST, OF AT LEAST 4000 P.S.I.
6. THE FABRICATOR IS FULLY RESPONSIBLE FOR THE DESIGN OF THE LIFTING DEVICES WHICH SHALL BE ADEQUATE FOR THE SAFETY FACTORS REQUIRED BY THE ERECTION PROCEDURE.
7. REINFORCEMENT TO BE EPOXY COATED.
8. CONCRETE SHALL CONTAIN A CALCIUM NITRITE CORROSION INHIBITOR AS PER SPECIAL PROVISION, SECTION 535.



PLAN - TYPICAL BEAM  
SCALE: 1/2"=1'-0"



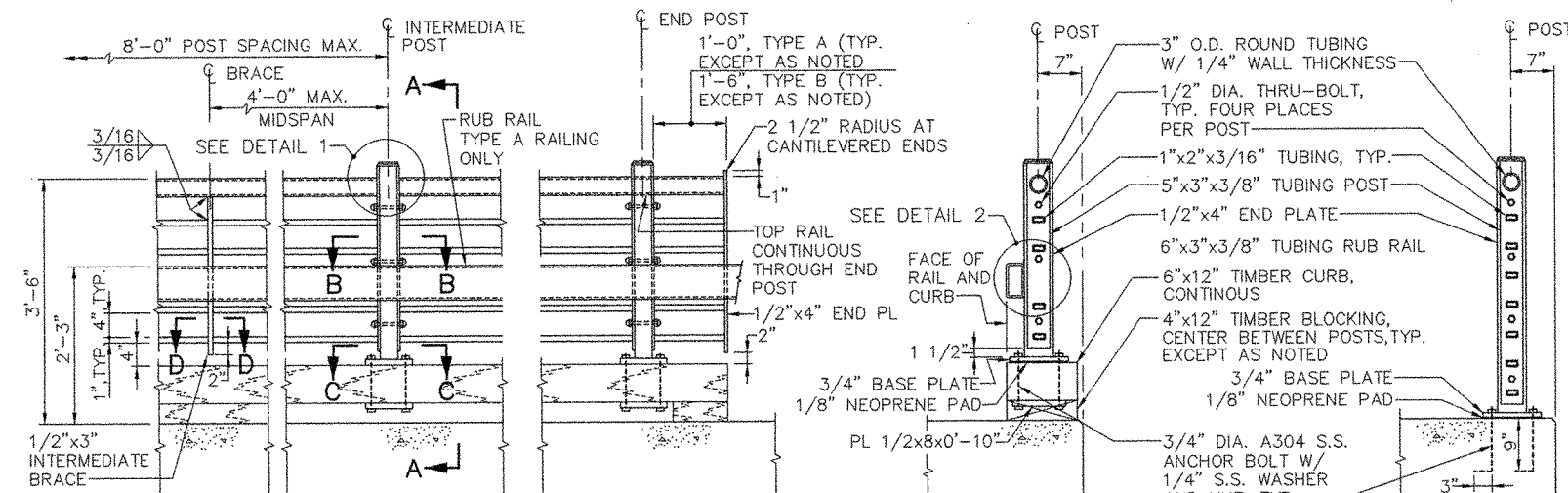
PLAN - BEAM END REINFORCEMENT  
SCALE: 3/4"=1'-0"

- NOTES:
1. ELASTOMER FOR BEARING PADS TO BE LOW TEMPERATURE GRADE 3 60 DUROMETER.
  2. BOND ELASTOMERIC BEARING PADS TO BEAMS AND CONCRETE SEATS.

NOTE:  
DOWELS INTO DECK SLAB  
NOT SHOWN

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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|                                                                  |                                         |
|------------------------------------------------------------------|-----------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                                         |
| FERRY TERMINAL, WINALHAVEN, MAINE                                |                                         |
| <b>APPROACH SPANS<br/>PRESTRESSED CONCRETE BEAM<br/>DETAILS</b>  |                                         |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |                                         |
| FS&T PRJ. NO.<br>TM-076                                          | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 |
| DES. DRC<br>DR. ED                                               | CHK. CWC<br>PROJ. ENGR. DPA             |
| APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>             |                                         |

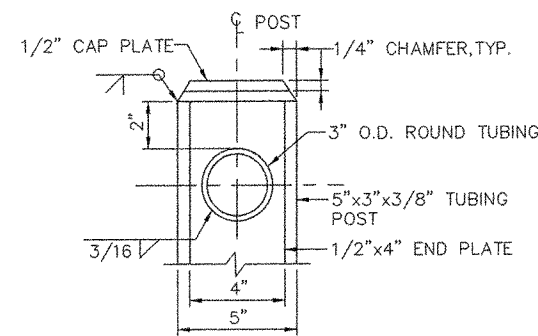


ELEVATION

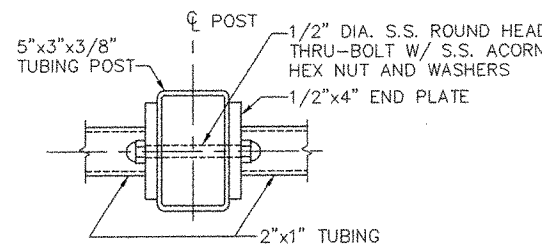
SECTION A-A  
TYPE A RAILING

SECTION A-A  
TYPE B RAILING

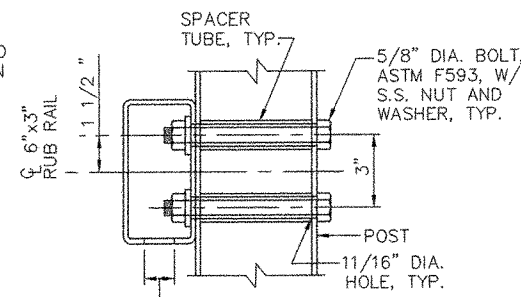
ALUMINUM RAILING  
SCALE: 3/4" = 1'-0"



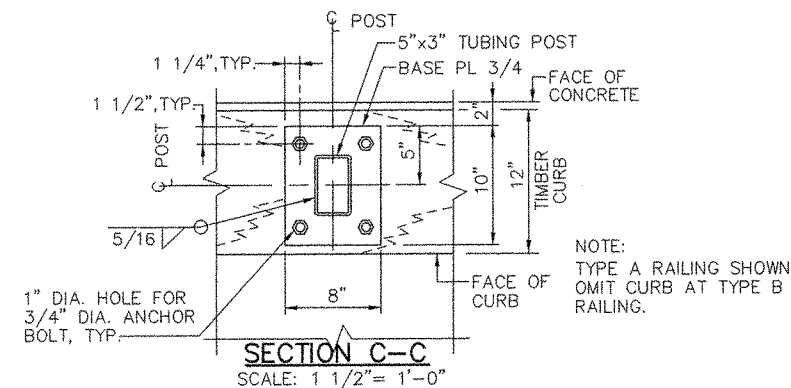
DETAIL 1  
SCALE: 3" = 1'-0"



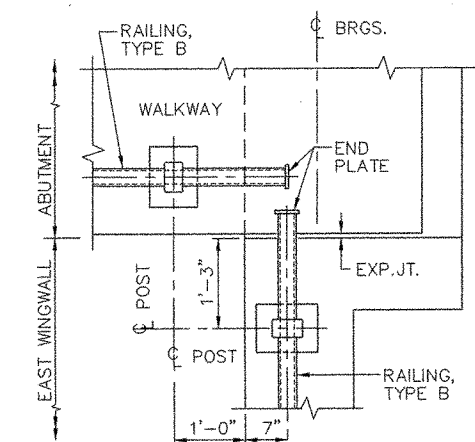
SECTION B-B  
SCALE: 3" = 1'-0"



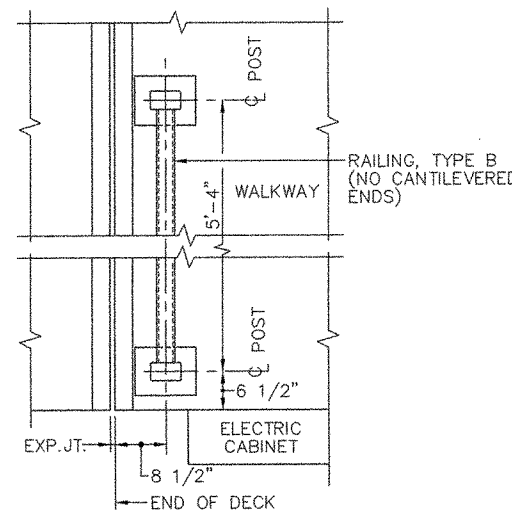
DETAIL 2  
SCALE: 3" = 1'-0"



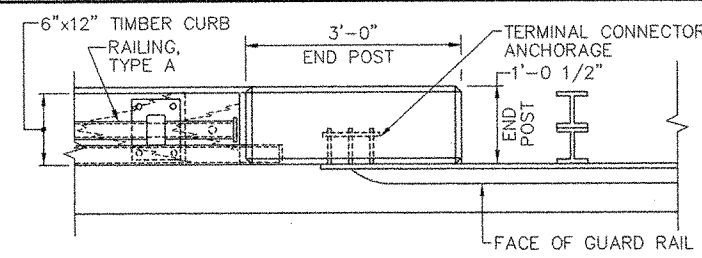
SECTION C-C  
SCALE: 1 1/2" = 1'-0"



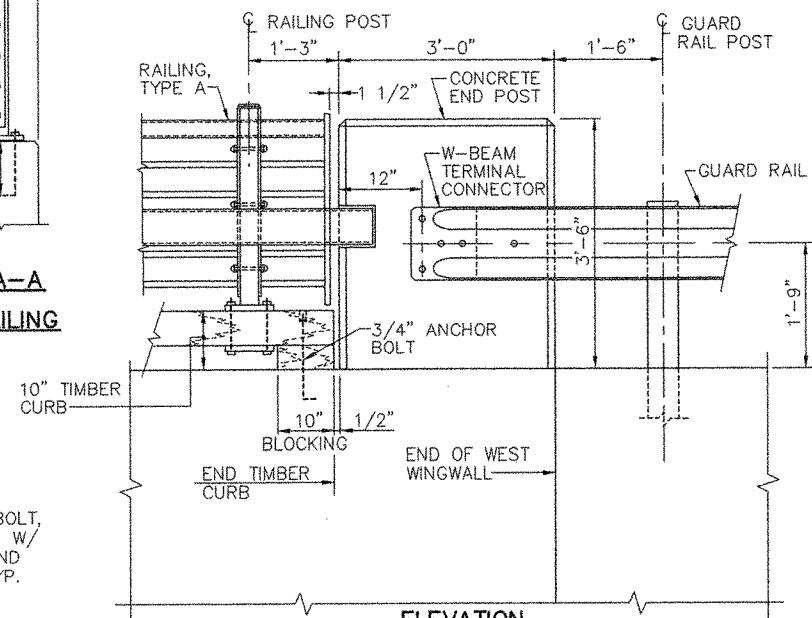
PART PLAN AT  
ABUTMENT A  
SCALE: 3/4" = 1'-0"



PART PLAN AT  
PIER NO. 3  
SCALE: 3/4" = 1'-0"

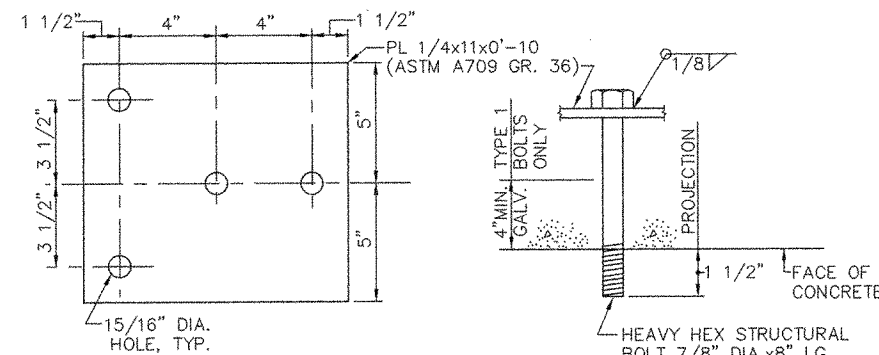


PLAN

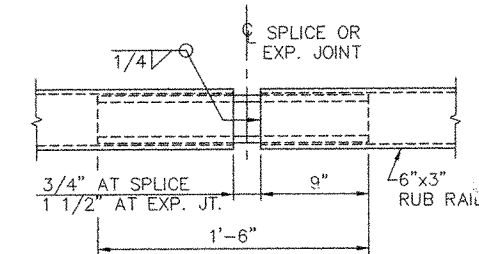


ELEVATION

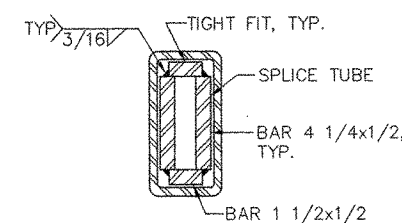
DETAIL AT END POST  
SCALE: 3/4" = 1'-0"



TERMINAL CONNECTOR ANCHORAGE  
SCALE: 3" = 1'-0"

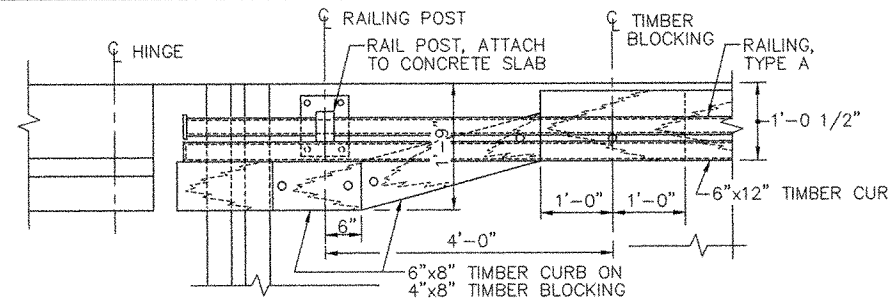


RUB RAIL BAR SPLICE/EXPANSION  
JOINT DETAIL  
NOT TO SCALE

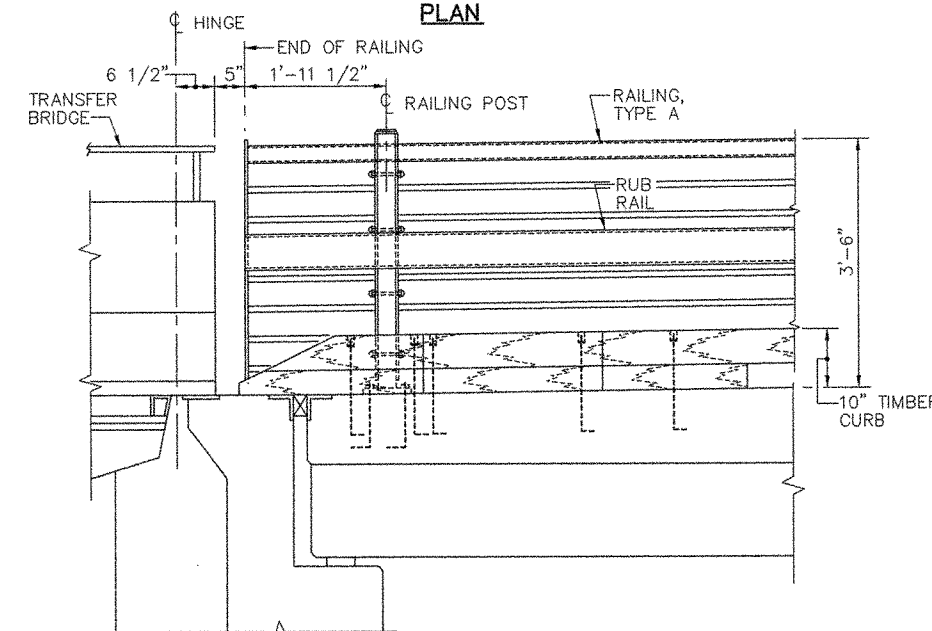


RUB RAIL BAR  
SPLICE SECTION  
NOT TO SCALE

NOTE:  
EXPANSION JOINT DETAIL  
AT 1"x2" RAILS SIMILAR  
EXCEPT USE BAR 1 5/8"x5/8"  
FOR SPLICE.



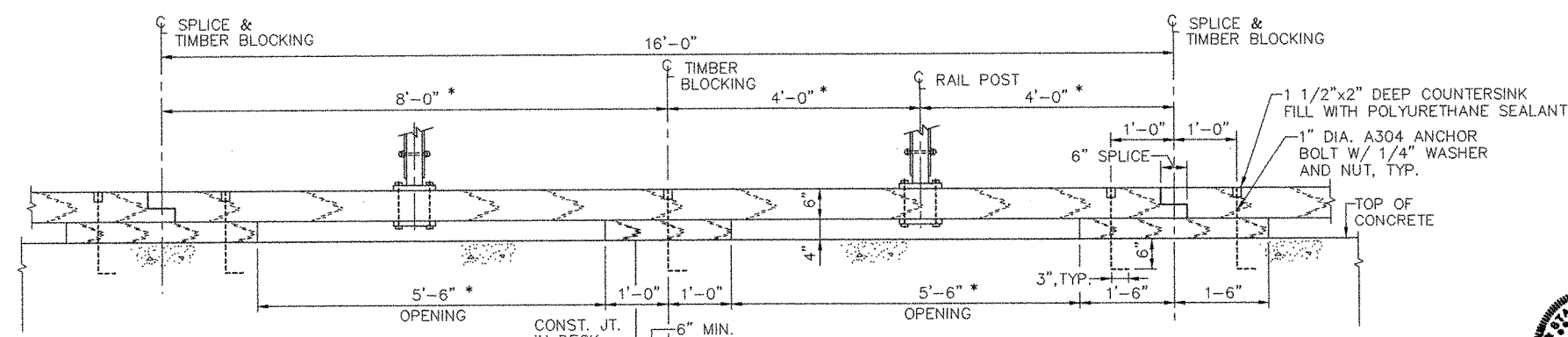
PLAN



ELEVATION

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

- NOTES:
- RUB RAIL SHALL BE CONTINUOUS OVER A MINIMUM OF FOUR POSTS WITHOUT SPLICES WHERE POSSIBLE.
  - SPLICES IN RUB RAIL SHALL BE LOCATED 12" FROM POST.
  - POSTS SHALL BE SET PLUMB TO GRADE.



ELEVATION

TIMBER CURB  
SCALE: 3/4" = 1'-0"

\* ADJUST AS NECESSARY TO  
CLEAR CONST. JTS. IN DECK.



FS&T PROJ. NO.  
TM-076

SCALE: AS NOTED  
DATE: SEPTEMBER 1999

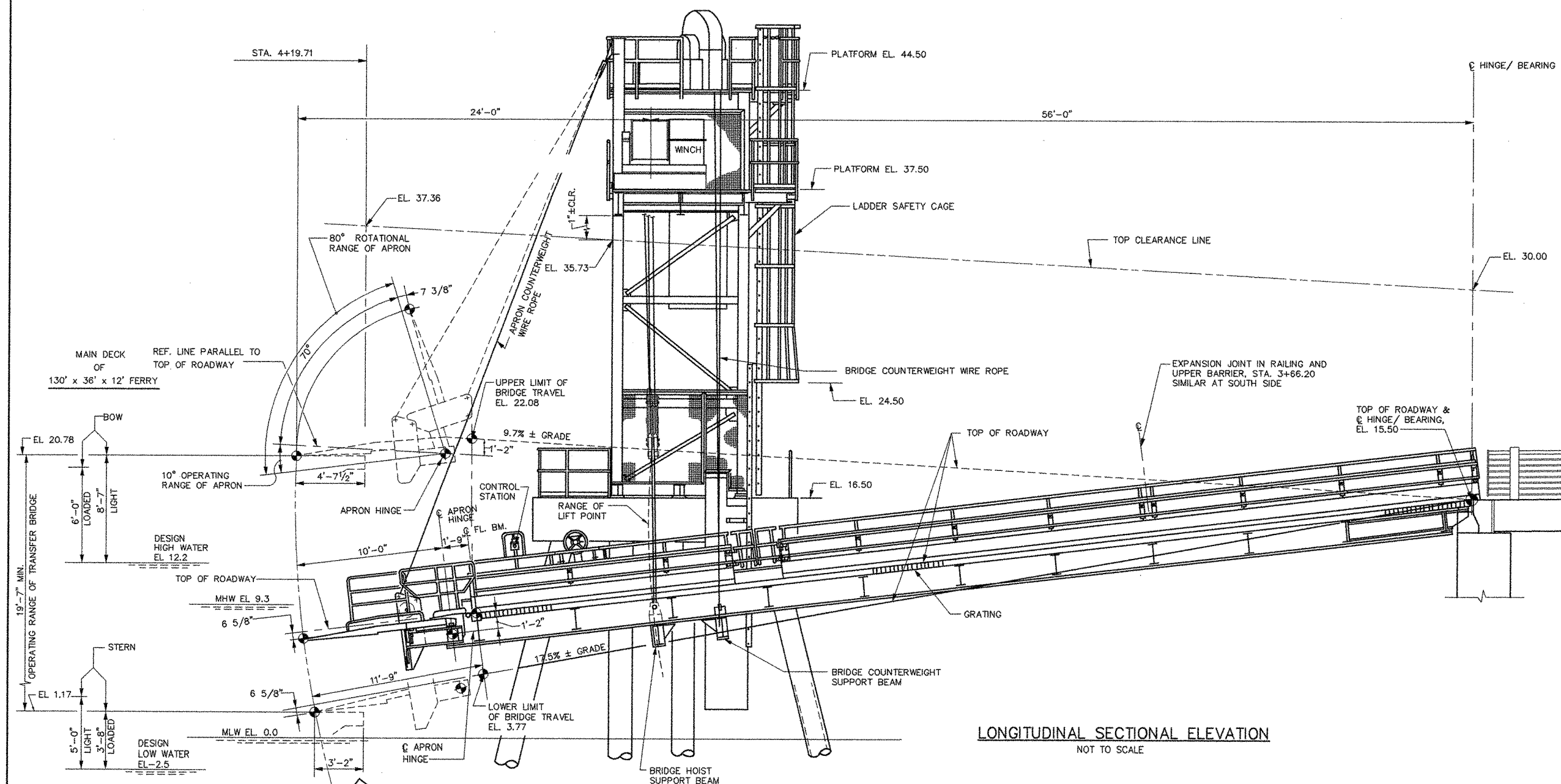
DES. DRC  
DR. ARC

CHK. CWC  
PROJ. DPA  
ENGR.

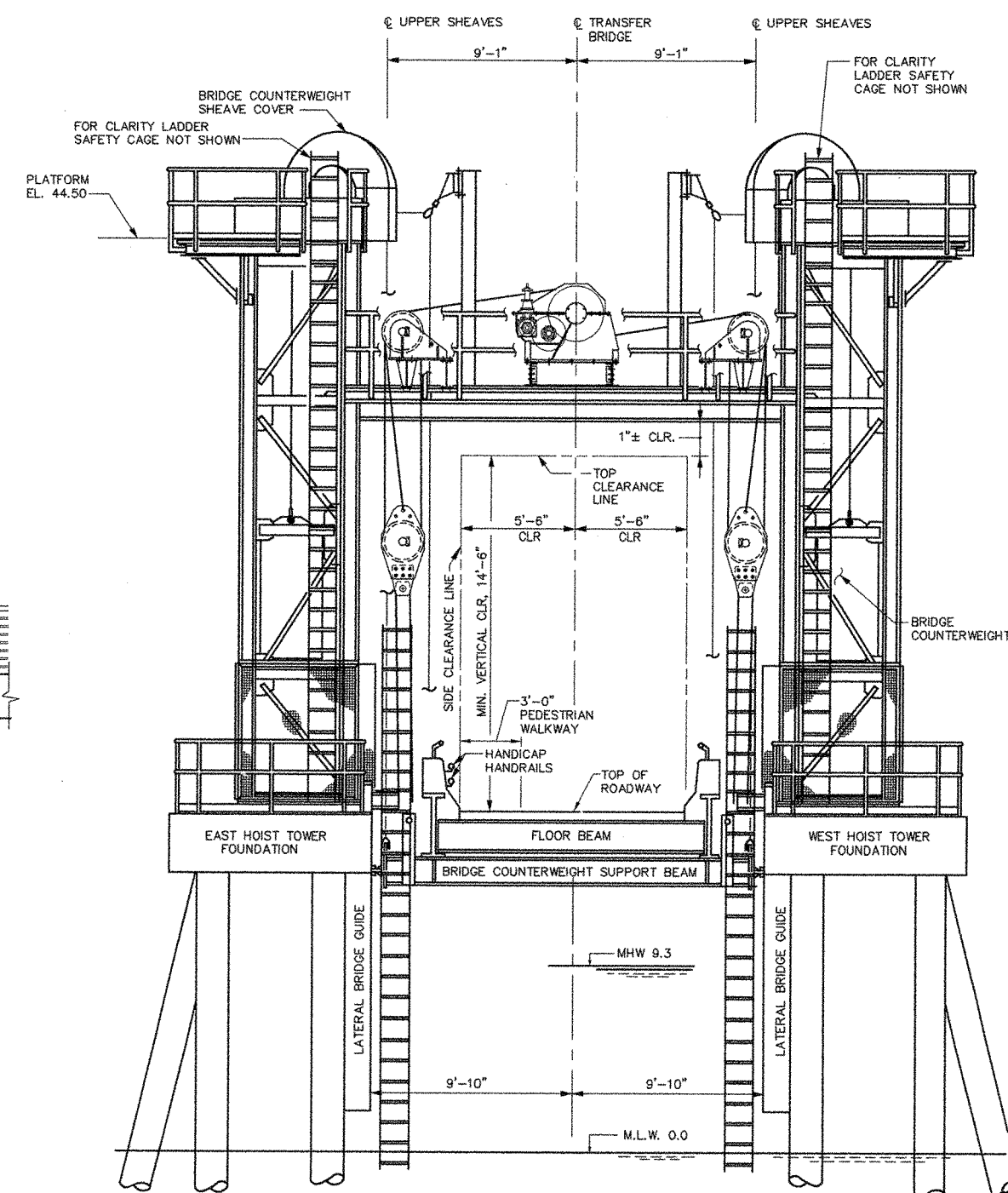
APPROVED BY BUREAU OF  
TRANSPORTATION SERVICES  
P. E. B.

| REV. | DATE | DESCRIPTION | BY | CHK. | APPD. |
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|                                                                  |  |
|------------------------------------------------------------------|--|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |  |
| FERRY TERMINAL, VINAHAVEN, MAINE                                 |  |
| APPROACH SPANS<br>RAILING DETAILS                                |  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |  |



LONGITUDINAL SECTIONAL ELEVATION  
NOT TO SCALE



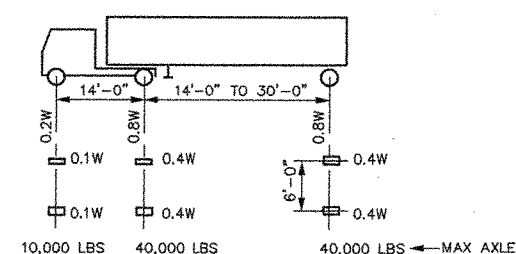
TRANSVERSE SECTIONAL ELEVATION  
(LOOKING OUTBOARD)  
SCALE: 1/4"=1'-0"

NOTES:

- TRANSFER BRIDGE IS DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1989, THE GUIDE SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES, 1983, AND THE STANDARD SPECIFICATIONS FOR MOVABLE 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.

DESIGN LOADS

- VERTICAL LOADS  
A. UNIFORM LOAD 100 PSF  
OR  
B. AASHTO HS 25 TRUCK

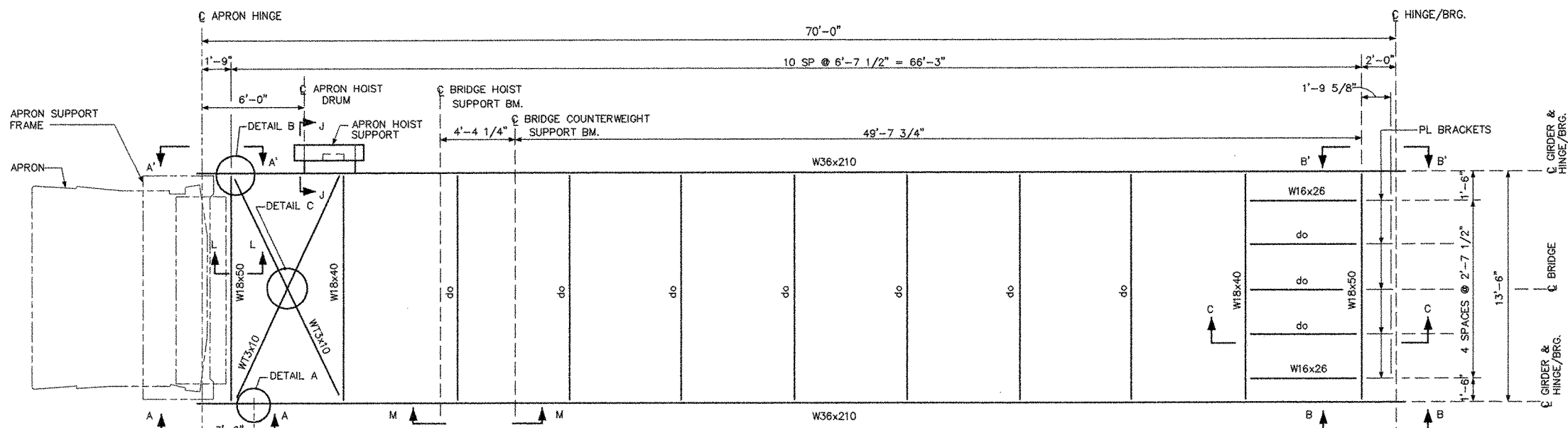


NOTE: W=COMBINED WEIGHT ON THE FIRST TWO AXLES=50,000LBS.

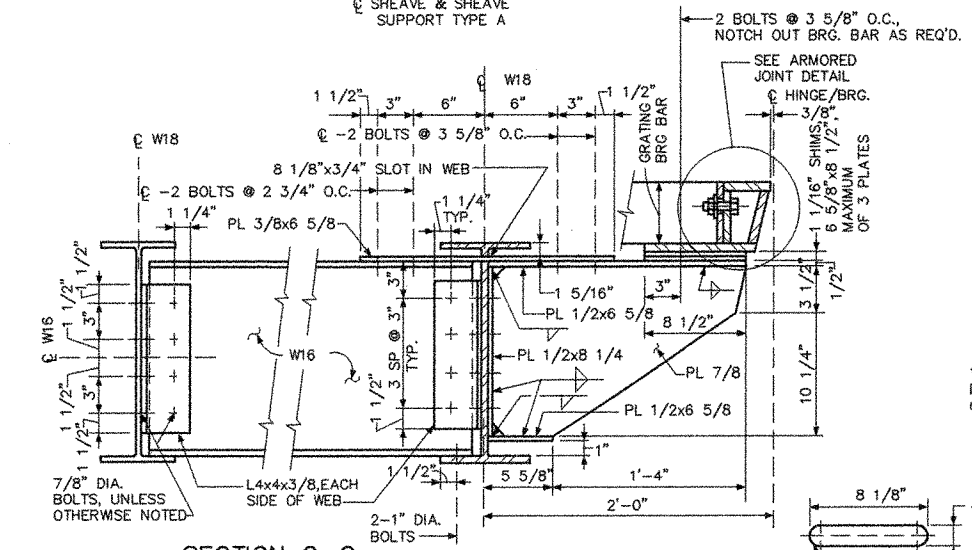
AASHTO HS 25 TRUCK

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |

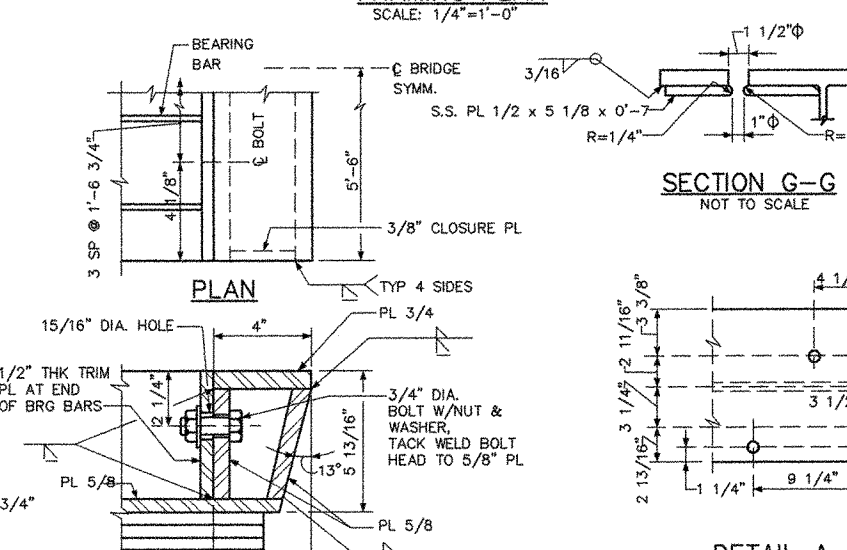
|                                                                  |                                         |
|------------------------------------------------------------------|-----------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                                         |
| FERRY TERMINAL, VINAHAVEN, MAINE                                 |                                         |
| TRANSFER BRIDGE<br>PLAN, ELEVATION AND SECTION                   |                                         |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |                                         |
| FS&T PROJ. NO.<br>TM-076                                         | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 |
| DES. DRC<br>DR. RWT                                              | CHK. CWC<br>PROJ. DPA<br>ENGR. P. B. B. |
| APPROVED BY BUREAU OF TRANSPORTATION SERVICES                    |                                         |



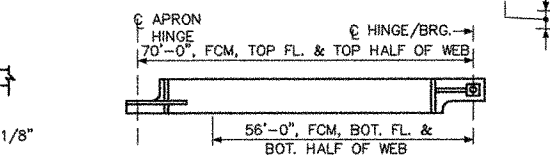
**FRAMING PLAN**  
SCALE: 1/4"=1'-0"



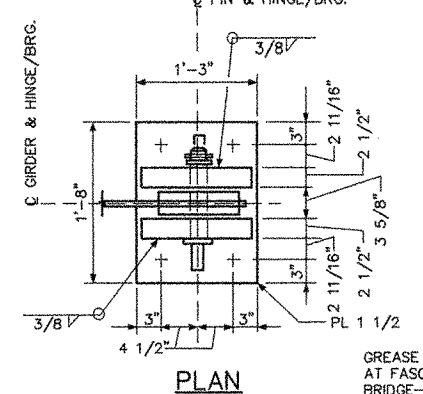
**SECTION C-C**  
SCALE: 1 1/2"=1'-0"



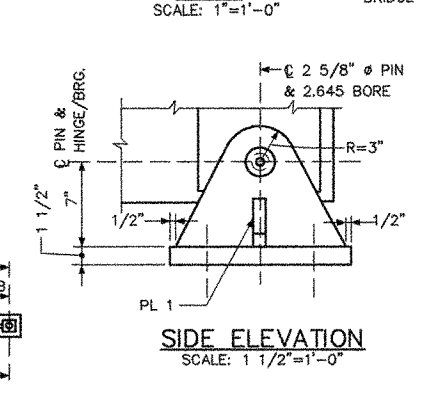
**SECTION G-G**  
NOT TO SCALE



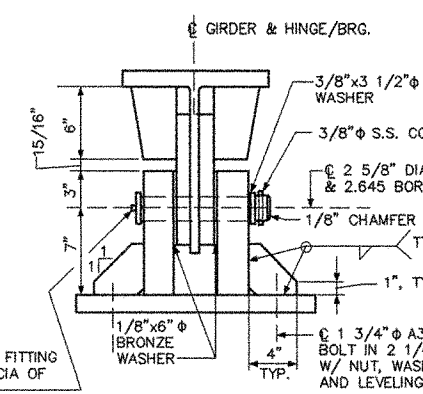
**GIRDER-LOCATION OF FRACTURE CRITICAL MEMBER COMPONENT (FCM)**  
NOT TO SCALE



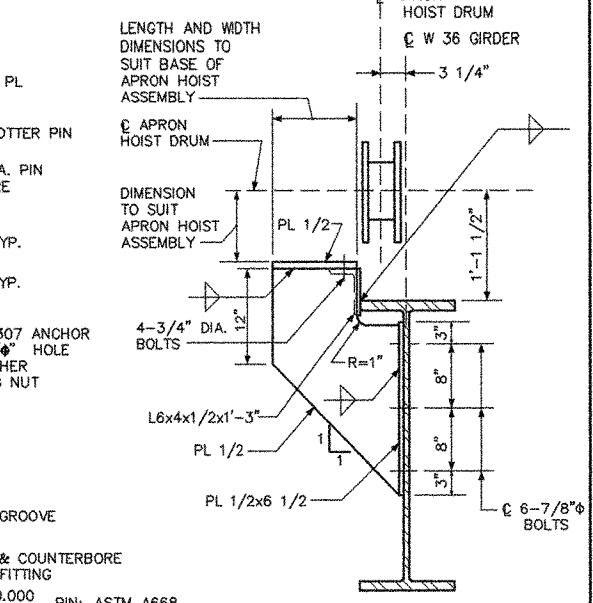
**PLAN**  
SCALE: 1"=1'-0"



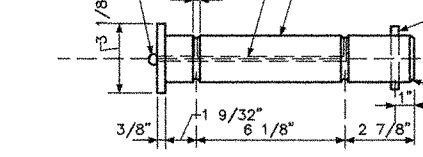
**SIDE ELEVATION**  
SCALE: 1 1/2"=1'-0"



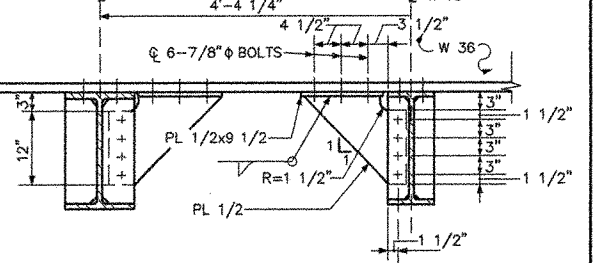
**END ELEVATION**  
SCALE: 1 1/2"=1'-0"



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



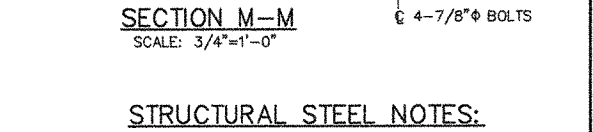
**HINGE/BEARING DETAILS**  
SCALE: 1 1/2"=1'-0"



**2-5/8" DIAMETER PIN**  
NOT TO SCALE



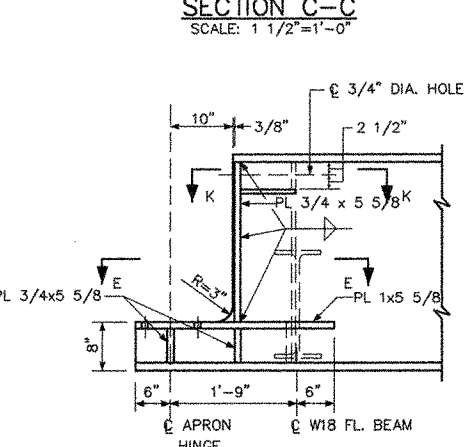
**DETAIL C**  
SCALE: 3/4"=1'-0"



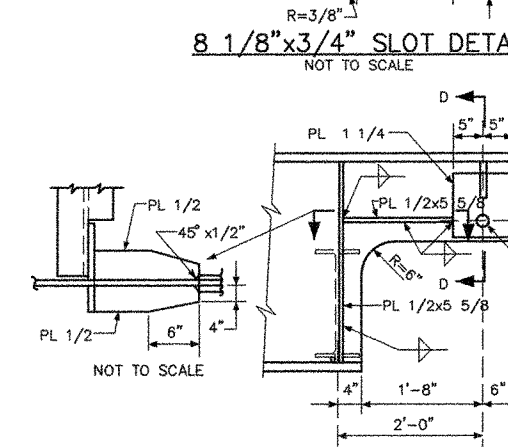
**SECTION M-M**  
SCALE: 3/4"=1'-0"

**STRUCTURAL STEEL NOTES:**

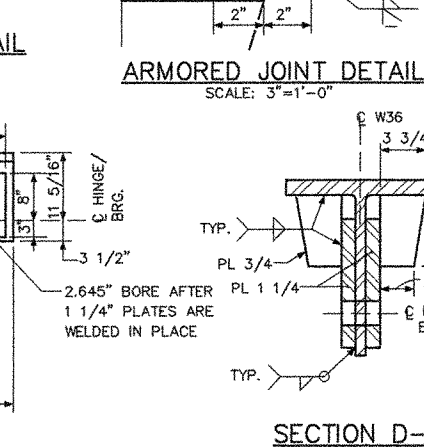
- CAMBER OF W36 GIRDERS AND W18 FLOOR BEAMS IS 0.0 INCH. PLACE BOW OF NATURAL CAMBER IN UPRIGHT POSITION.
- STRUCTURAL STEEL FOR THE TRANSFER BRIDGE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M270 GRADE 36. ALL OTHER STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36/A36M UNLESS OTHERWISE INDICATED.
- FOR DETAILS OF BRIDGE HOIST SUPPORT BEAM AND BRIDGE COUNTERWEIGHT SUPPORT BEAM, SEE SH. NO. 25.
- 5" HEAVY DUTY, SERRATED, WELDED OPEN GRID STEEL GRATING IS TO CONFORM TO THE REQUIREMENTS OF ASTM A588/A588M.
- BOLTS AND RELATED HARDWARE ARE TO CONFORM TO THE REQUIREMENTS OF ASTM A325 UNLESS OTHERWISE INDICATED.
- BOLTED CONNECTIONS USING A325 BOLTS ARE FRICTION TYPE, WITH THREADS EXCLUDED FROM SHEAR PLANES AND WITH CLASS B SURFACE PREPARATION.
- HARDENED WASHERS SHALL BE PROVIDED IN CONNECTIONS WITH OVERSIZE OR SLOTTED HOLES.
- BEVELED WASHERS SHALL BE PROVIDED IN CONNECTIONS WITH CHANNEL FLANGES.
- STANDARD HOLES SHALL BE USED FOR BOLTS UNLESS OTHERWISE INDICATED.
- ANCHOR BOLTS SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A153.
- FILLET WELDS ARE 5/16" UNLESS OTHERWISE INDICATED.
- STEEL GRATINGS SHALL BE GALVANIZED. OMIT ZINC COATING ON SURFACE AREAS TO BE WELDED.
- FRACTURE CRITICAL MEMBERS (FCM) AS SHOWN SHALL CONFORM TO THE REQUIREMENTS OF THE "GUIDE SPEC. FOR FRACTURE CRITICAL NON-REDUNDANT STEEL BRIDGE MEMBERS" BY AASHTO.



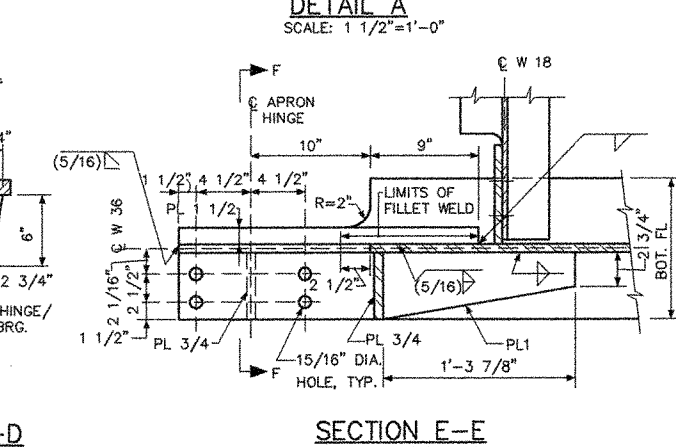
**ELEVATION A-A**  
(A'-A' OPP. HAND)  
SCALE: 3/4"=1'-0"



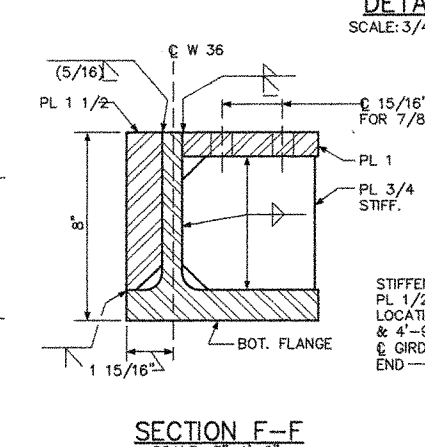
**ELEVATION B-B**  
(B'-B' OPP. HAND)  
SCALE: 3/4"=1'-0"



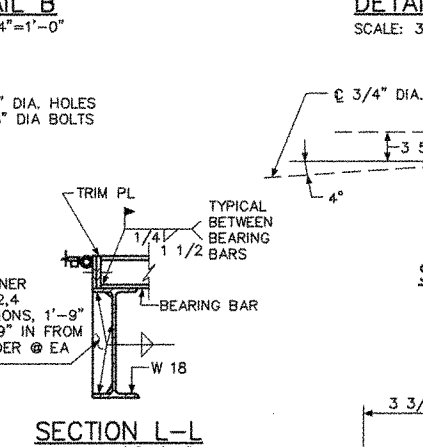
**ARMORED JOINT DETAIL**  
SCALE: 3"=1'-0"



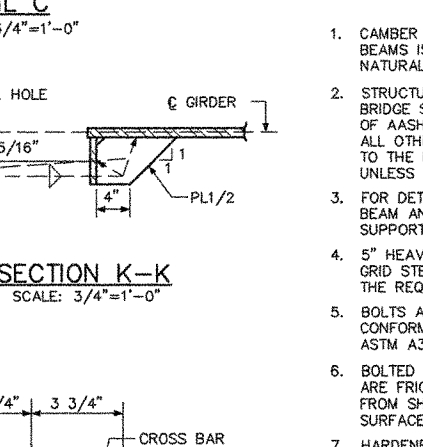
**SECTION D-D**  
SCALE: 1 1/2"=1'-0"



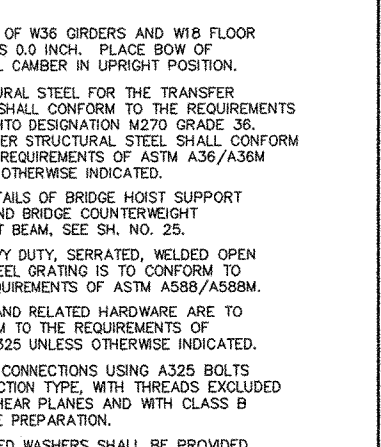
**SECTION E-E**  
SCALE: 1 1/2"=1'-0"



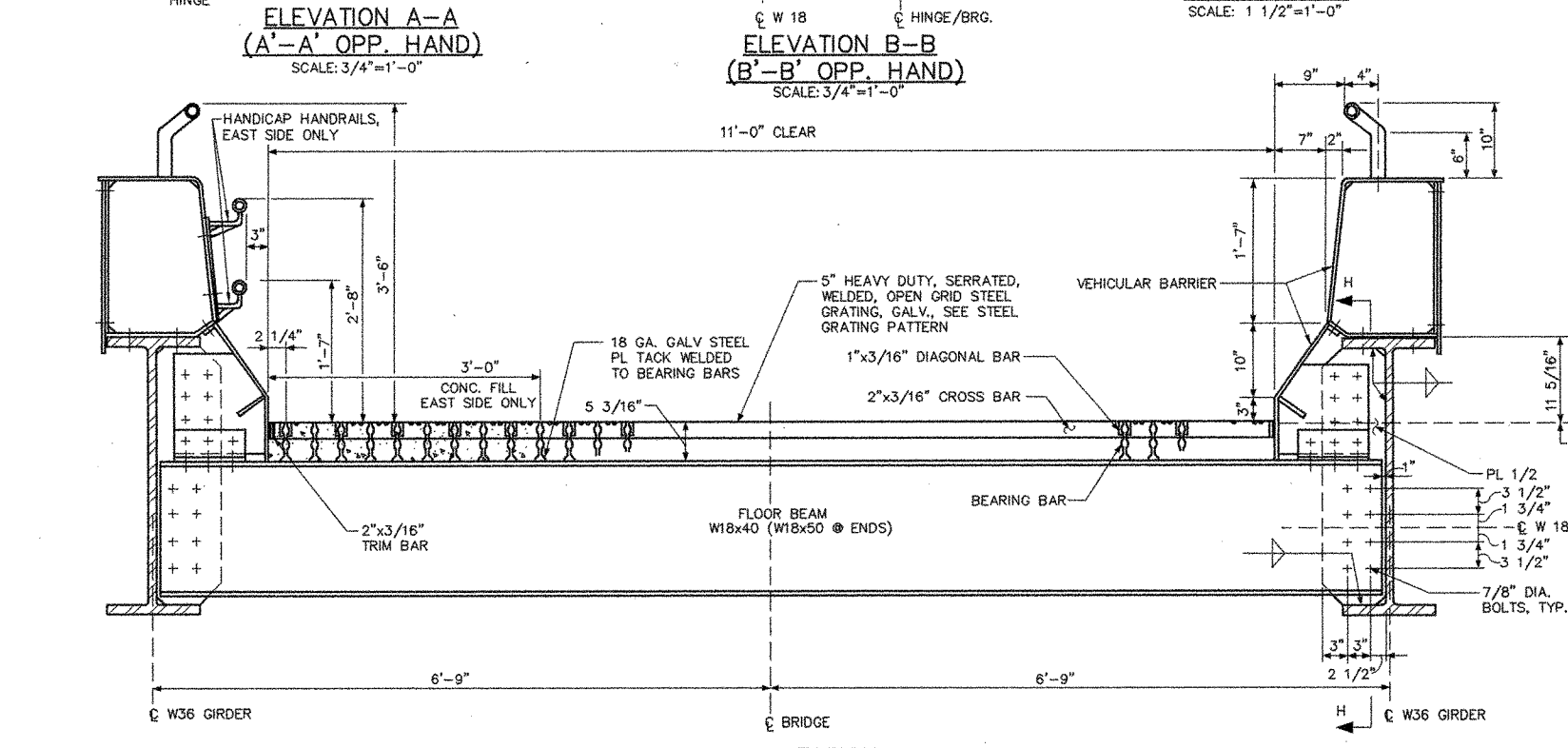
**SECTION F-F**  
SCALE: 3"=1'-0"



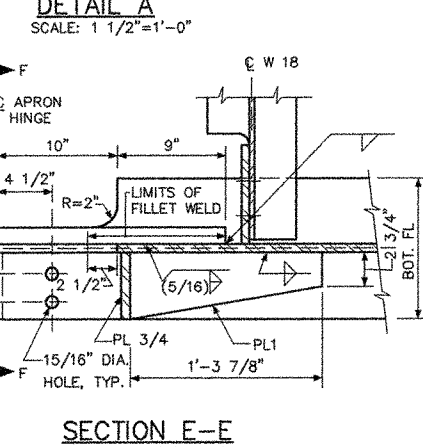
**SECTION K-K**  
SCALE: 3/4"=1'-0"



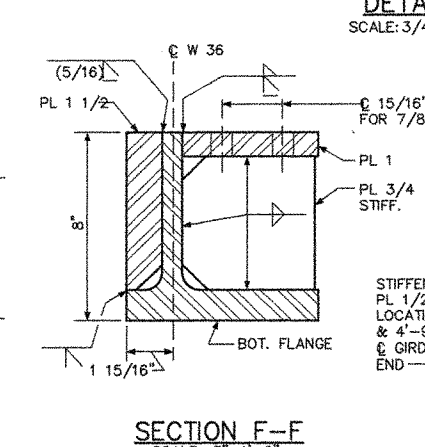
**SECTION L-L**  
SCALE: 3/4"=1'-0"



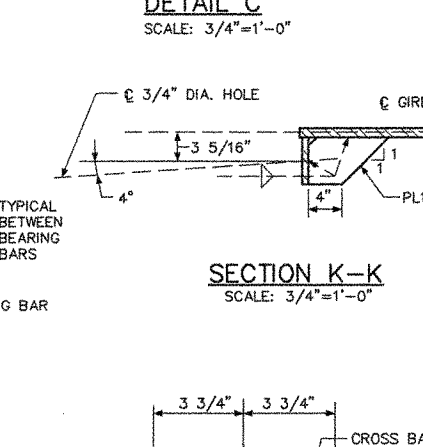
**TYPICAL SECTION**  
SCALE: 1"=1'-0"



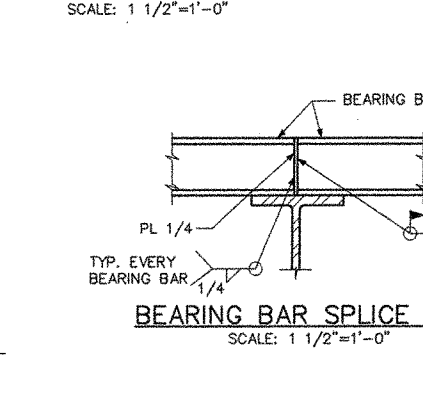
**BEARING BAR SPICE DETAIL**  
SCALE: 1 1/2"=1'-0"



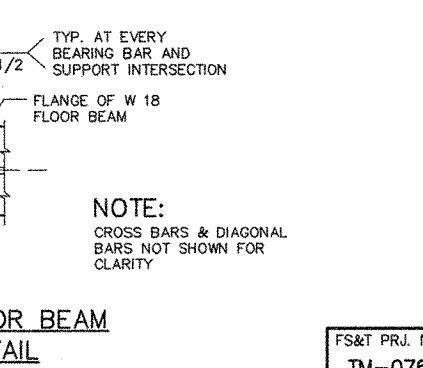
**TRIM PLATE DETAIL AT ENDS OF BEARING BARS**  
SCALE: 1 1/2"=1'-0"



**STEEL GRATING PATTERN**  
SCALE: 3"=1'-0"



**BEARING BAR TO FLOOR BEAM CONNECTION DETAIL**  
SCALE: 1 1/2"=1'-0"



**SECTION H-H**  
SCALE: 1"=1'-0"

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

**TRANSFER BRIDGE  
FRAMING PLAN AND DETAILS**

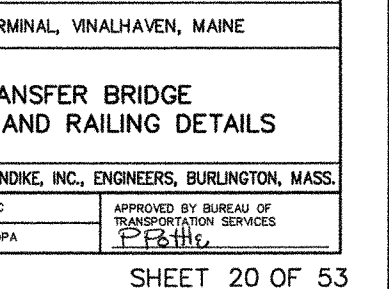
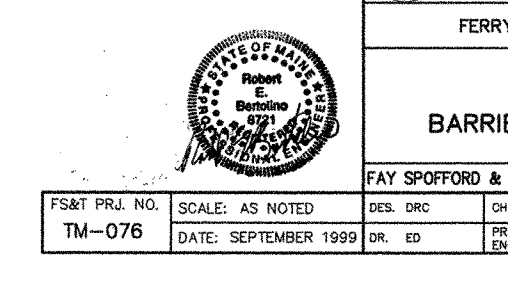
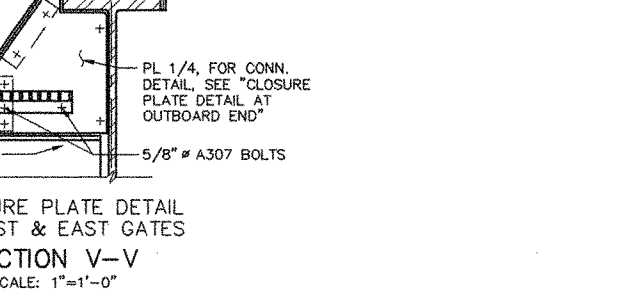
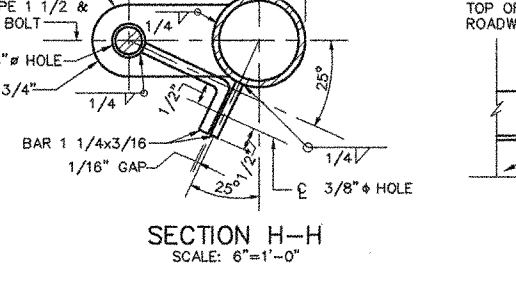
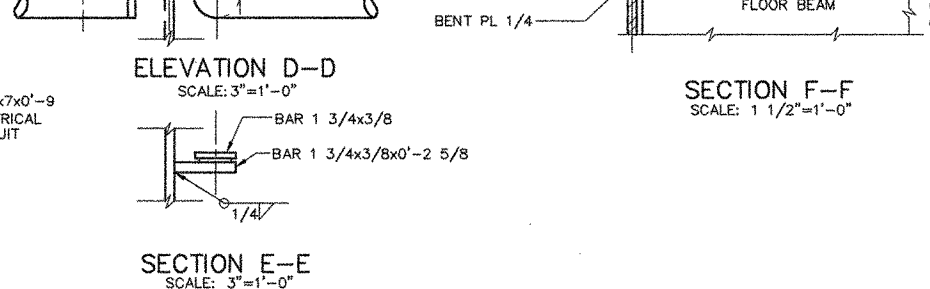
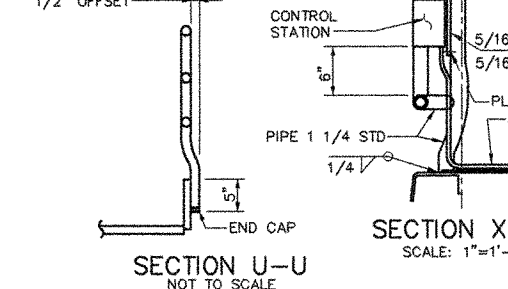
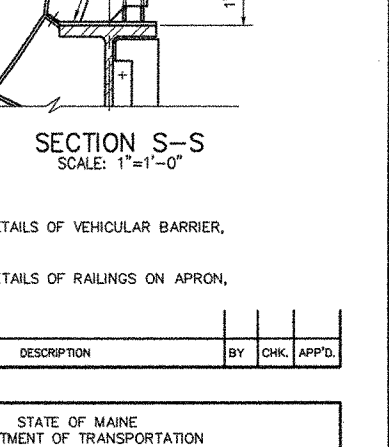
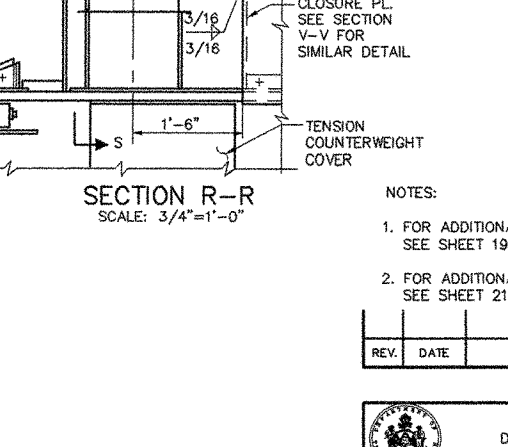
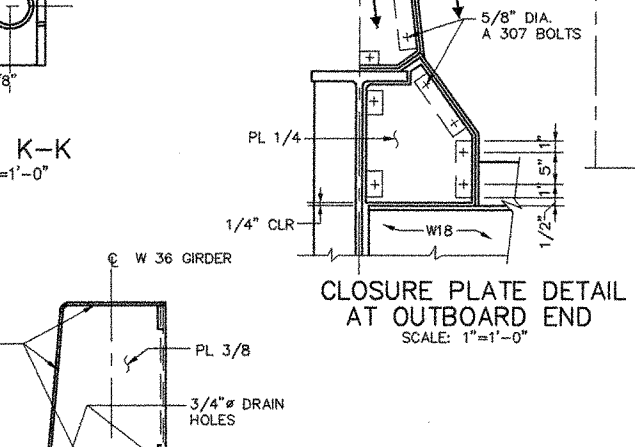
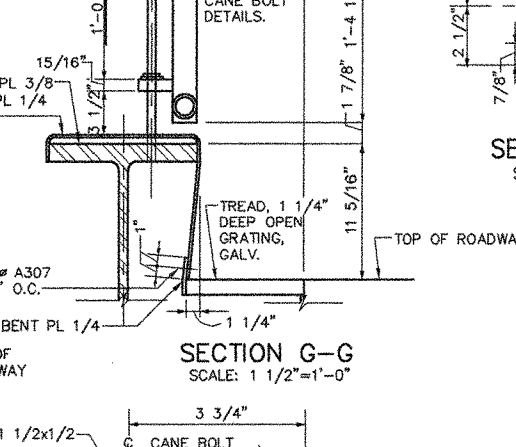
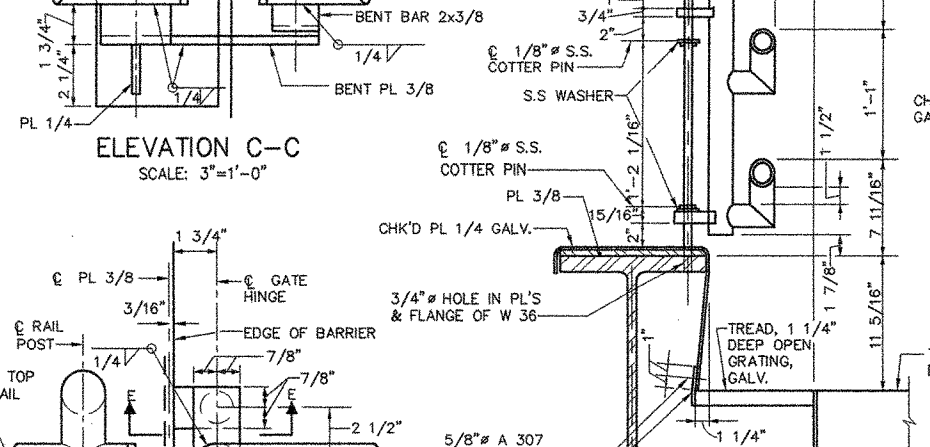
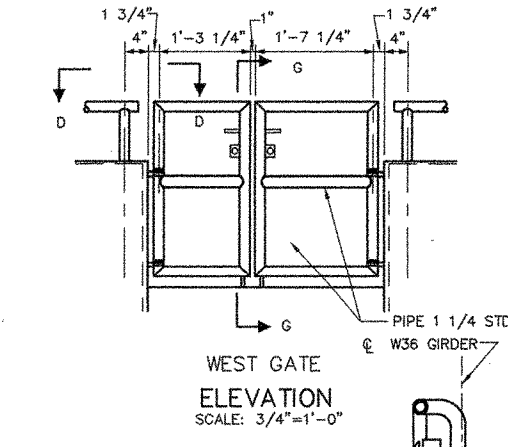
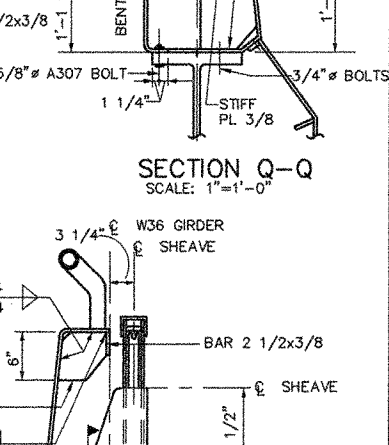
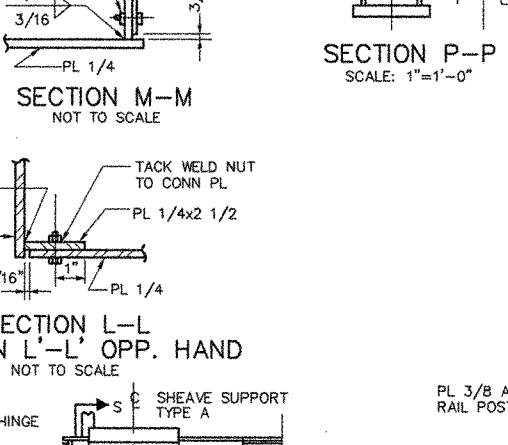
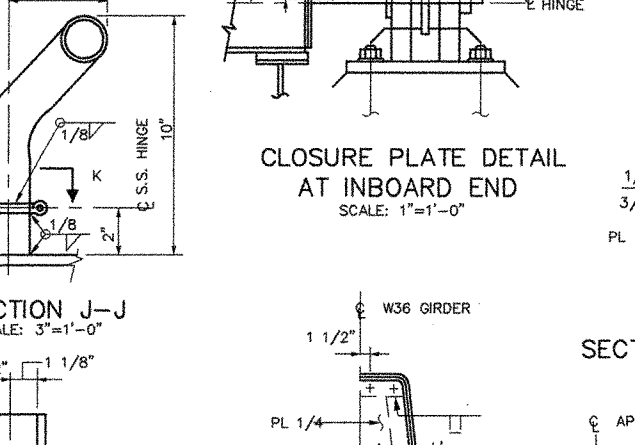
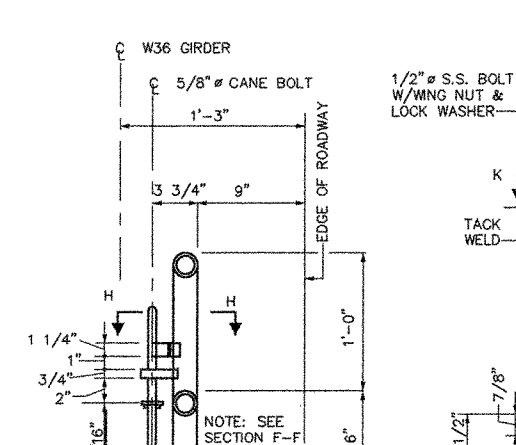
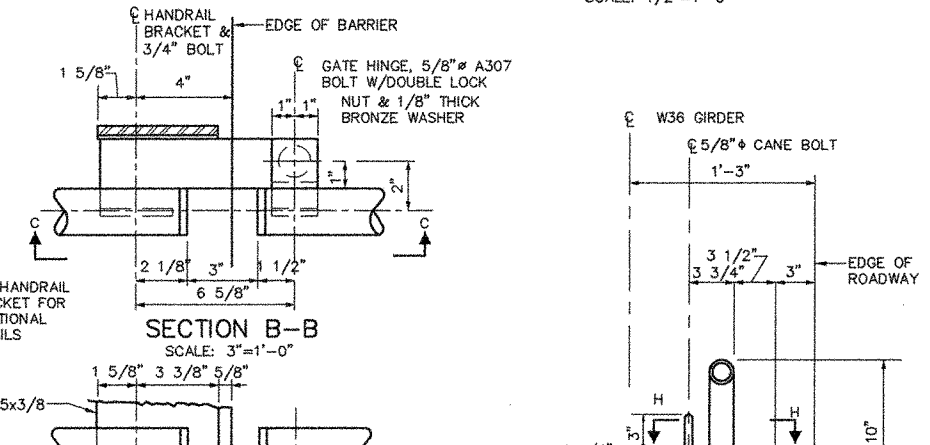
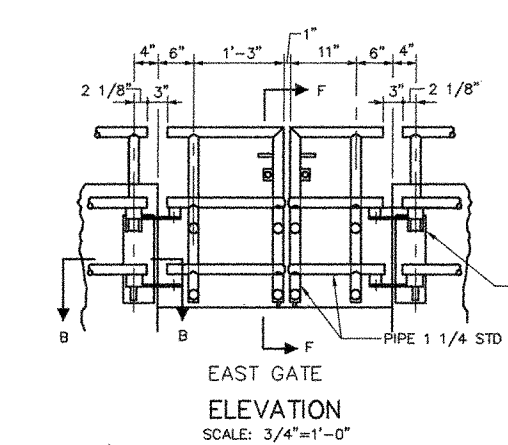
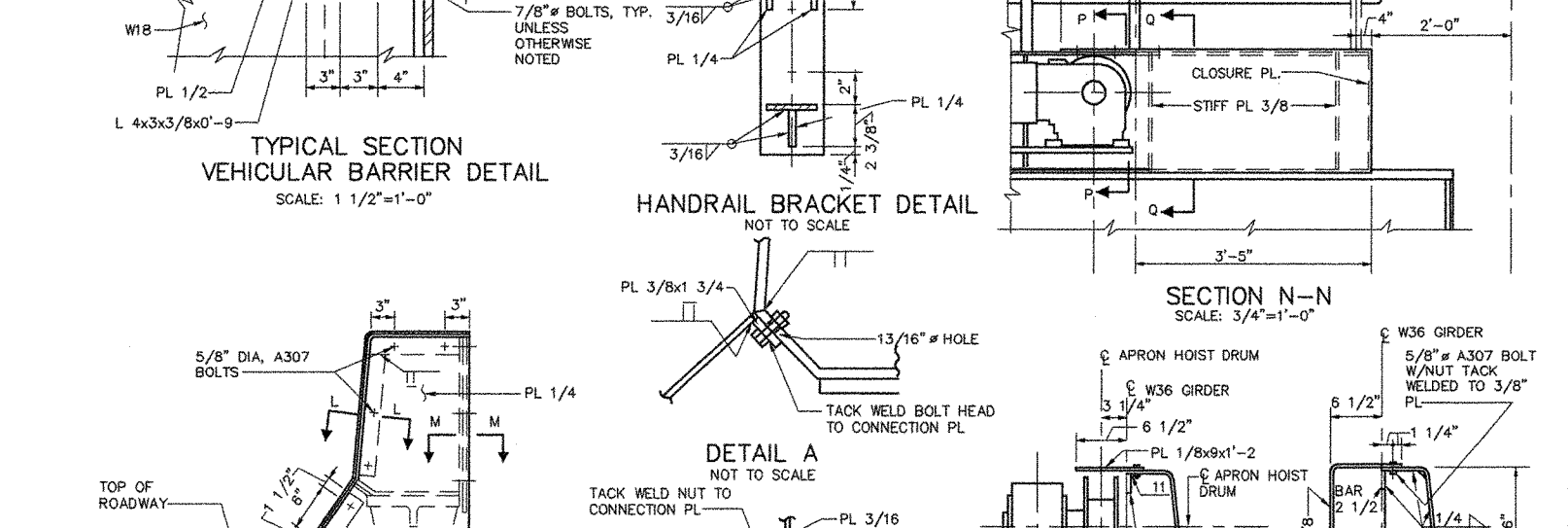
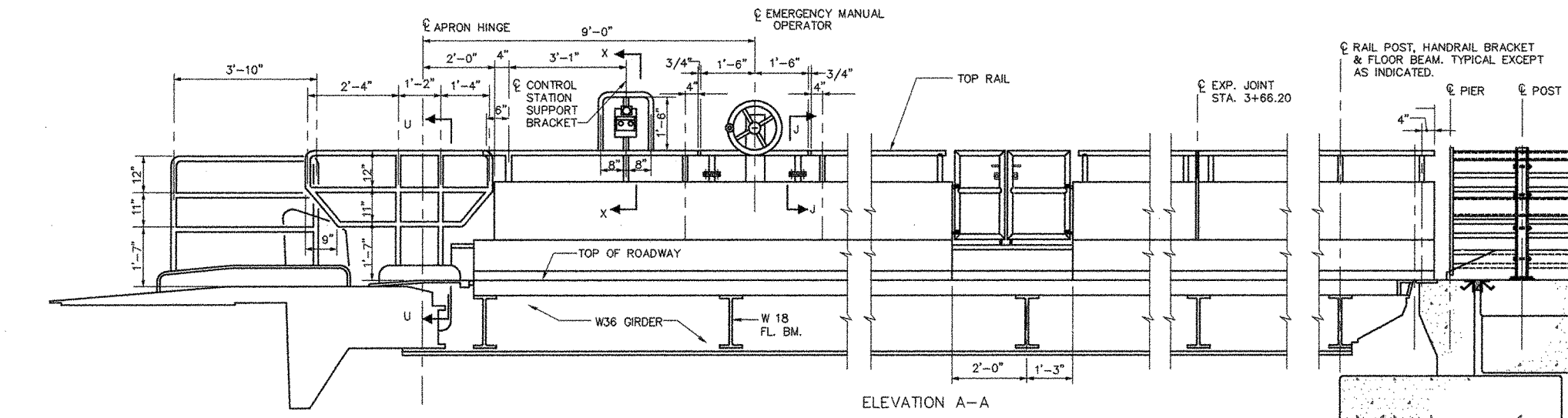
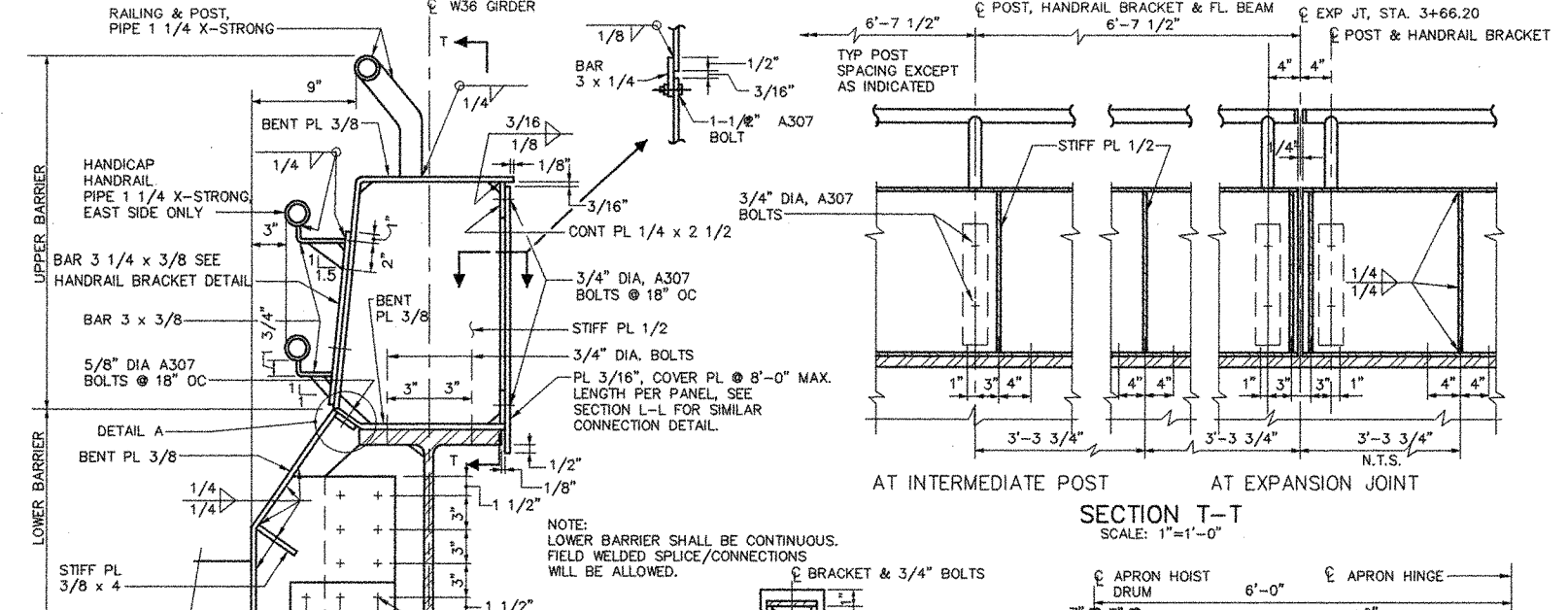
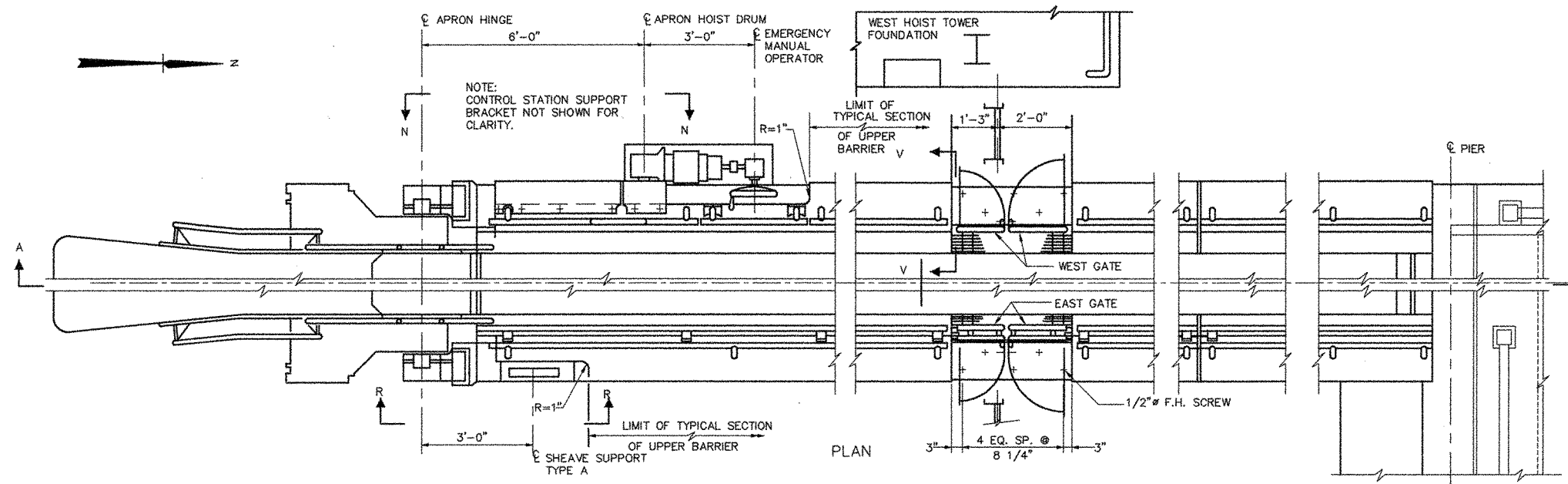
FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.

FS&T PROJ. NO.  
TM-076

SCALE: AS NOTED  
DATE: SEPTEMBER 1999

DES. DRC  
CHK. CWC  
PROJ. DPA  
ENGR.

APPROVED BY BUREAU OF  
TRANSPORTATION SERVICES  
P. B. H.



NOTES:

- FOR ADDITIONAL DETAILS OF VEHICULAR BARRIER, SEE SHEET 19.
- FOR ADDITIONAL DETAILS OF RAILINGS ON APRON, SEE SHEET 21.

| REV. | DATE | DESCRIPTION | BY | CHK. | APPD. |
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

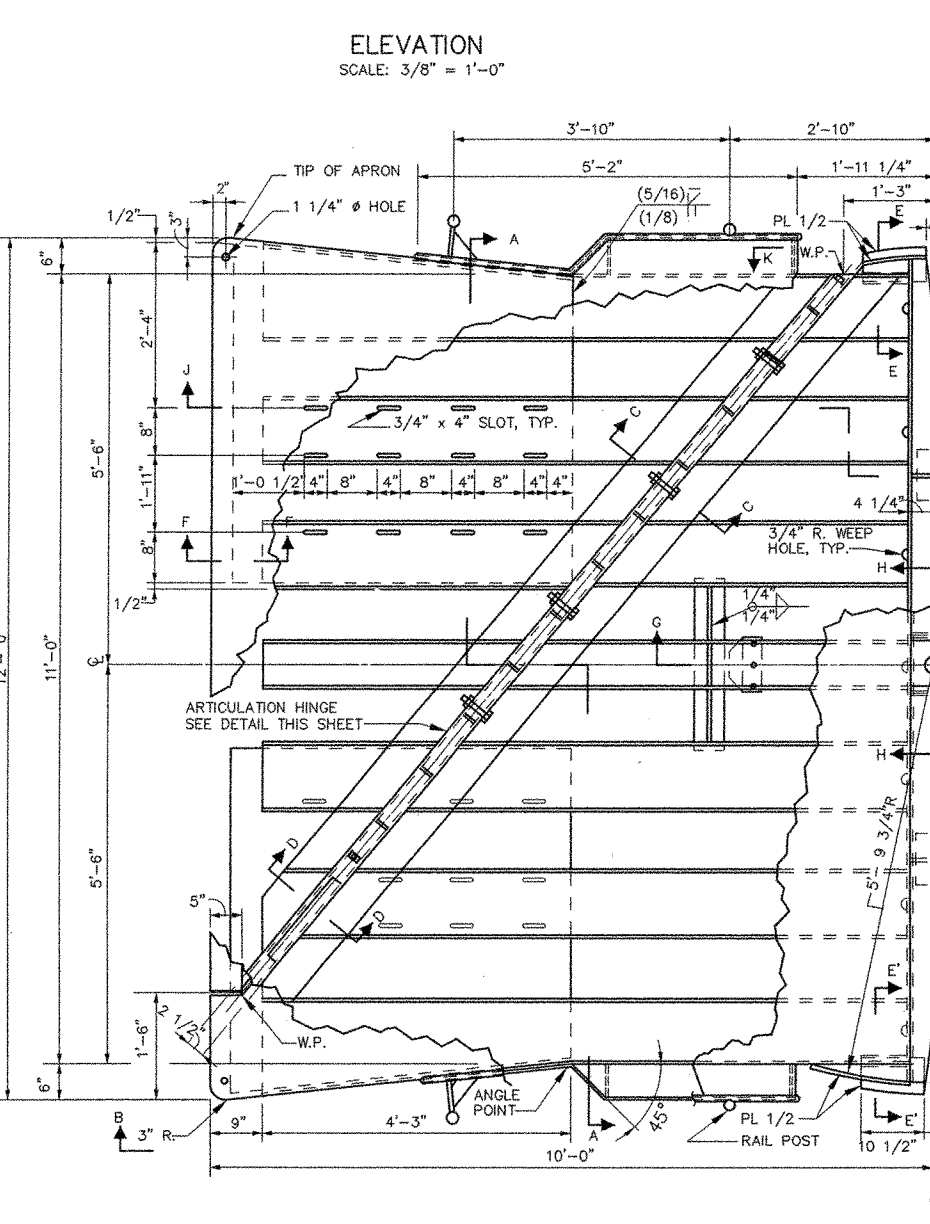
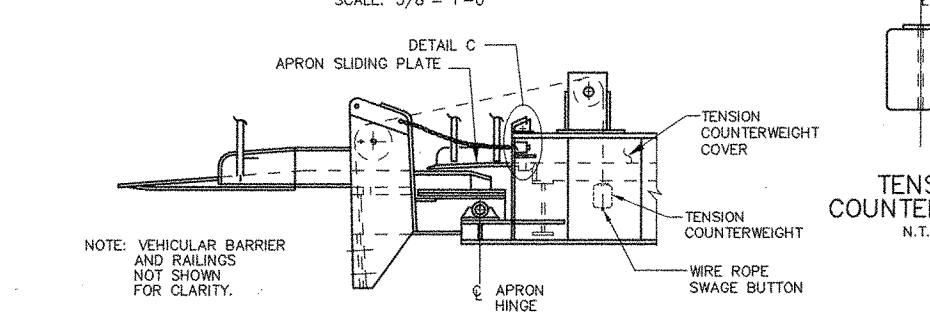
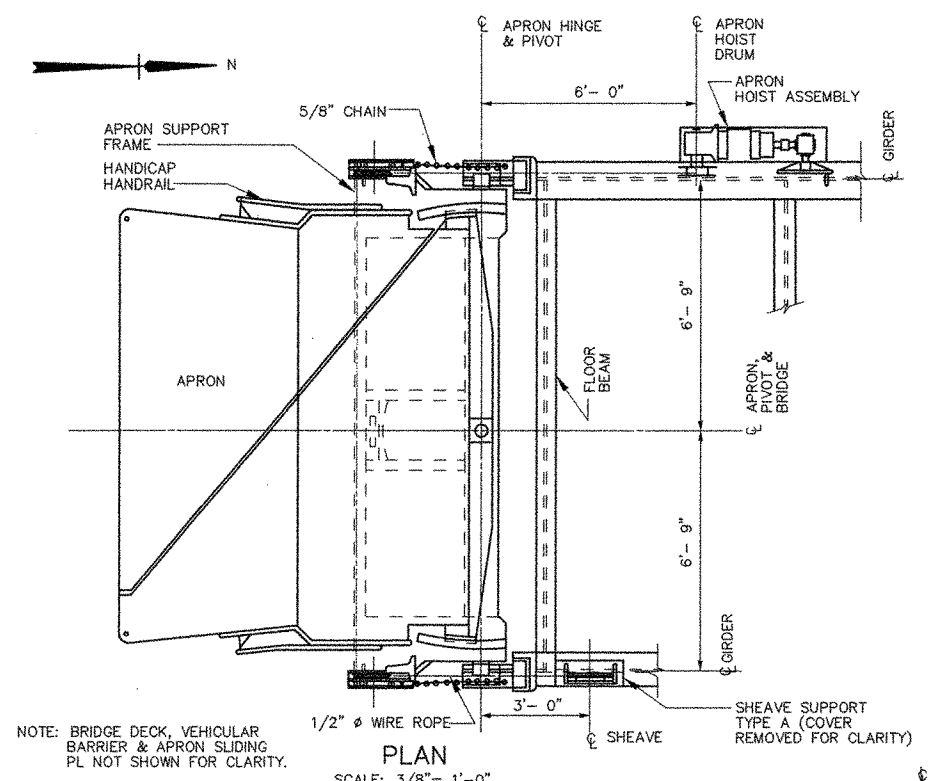
FERRY TERMINAL, VINLHAVEN, MAINE

TRANSFER BRIDGE  
BARRIER AND RAILING DETAILS

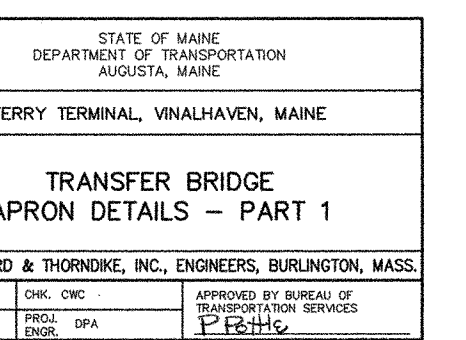
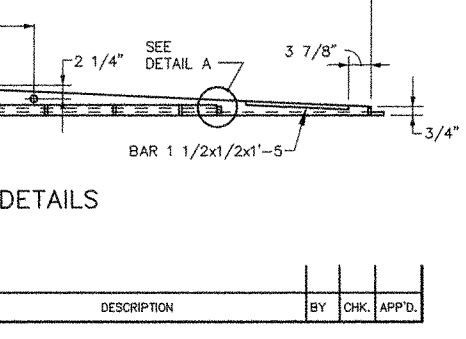
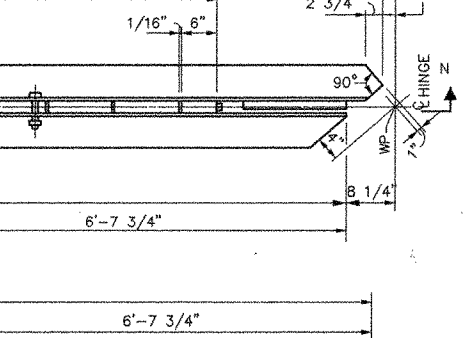
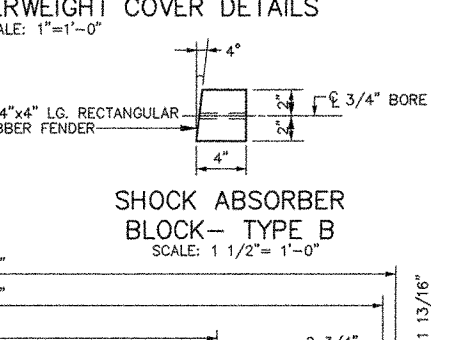
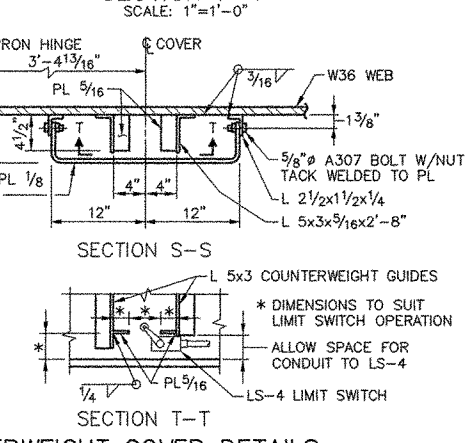
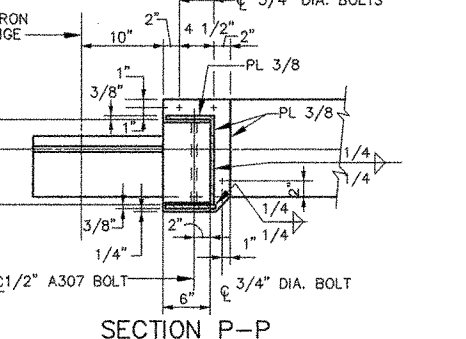
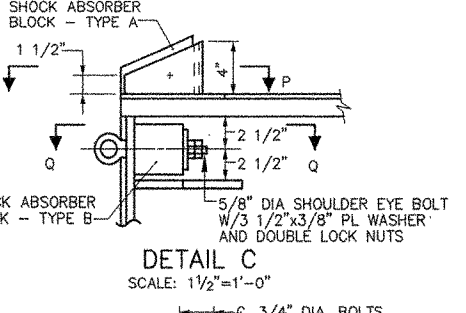
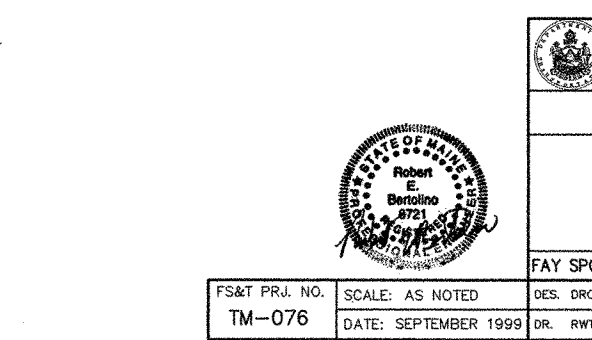
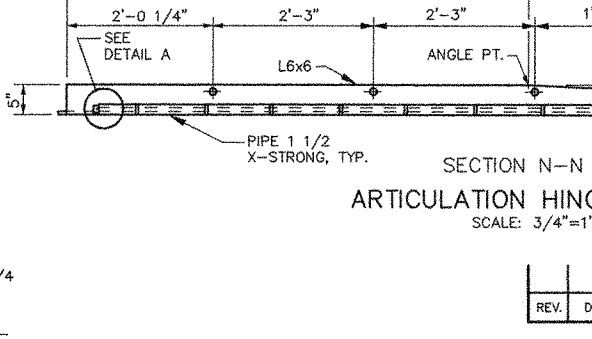
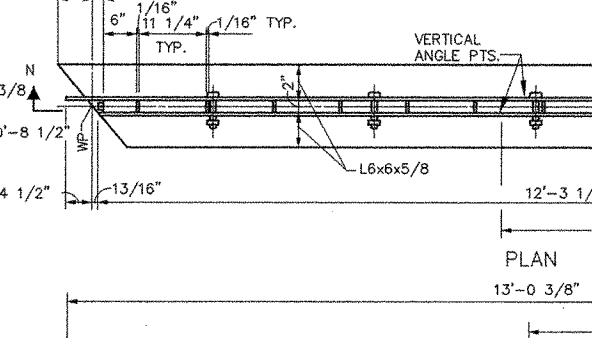
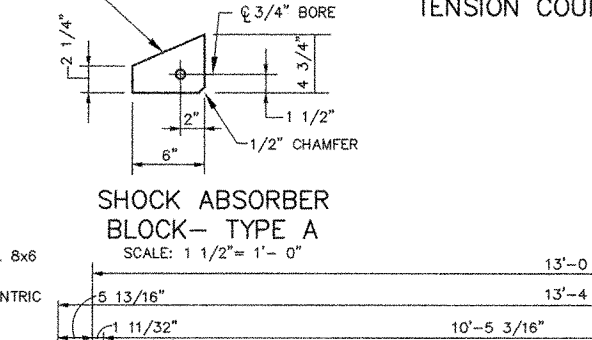
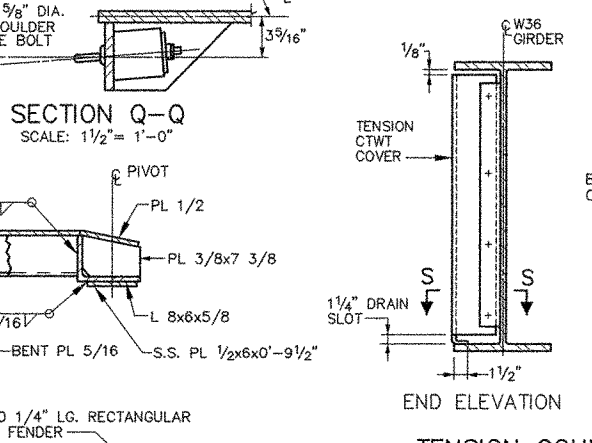
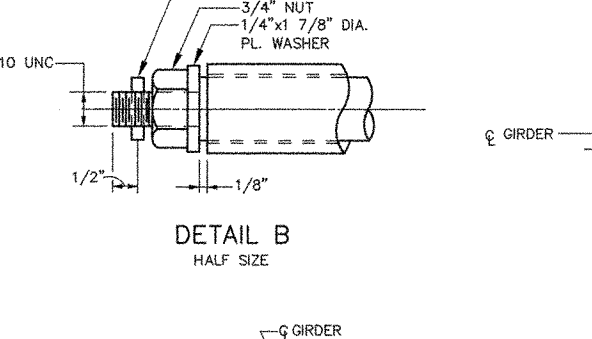
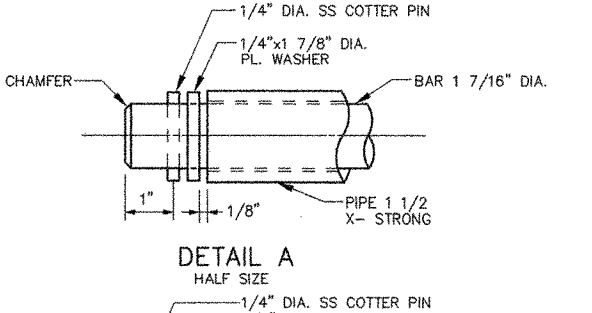
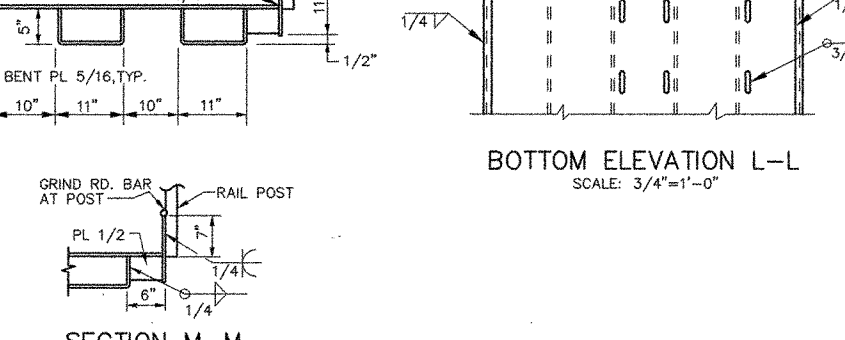
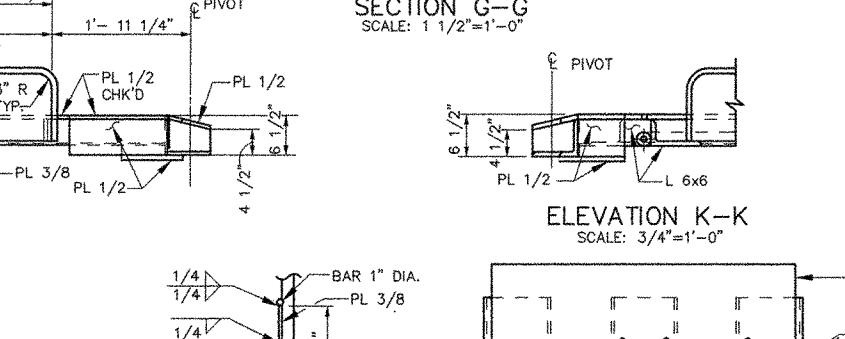
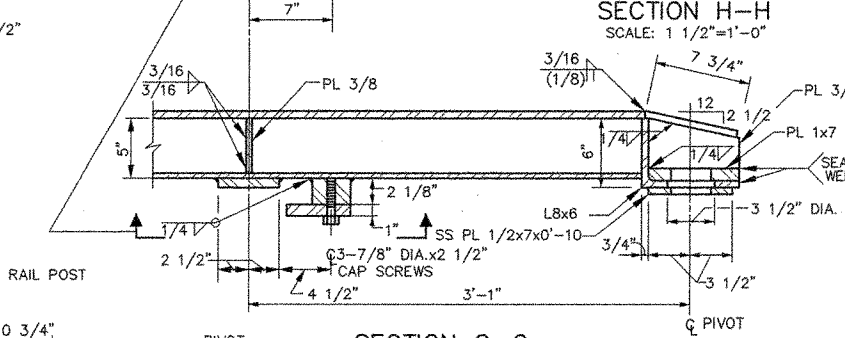
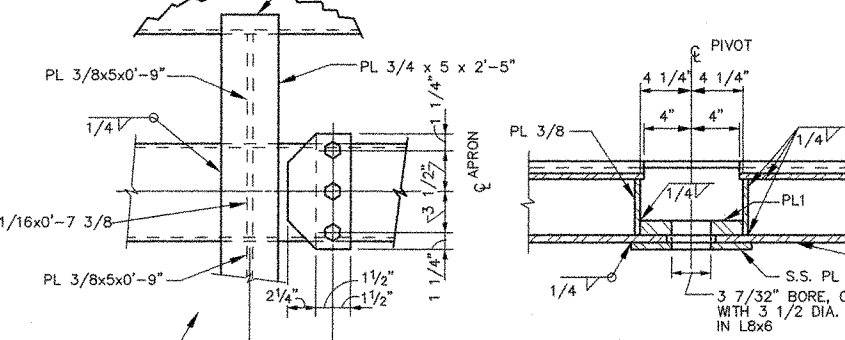
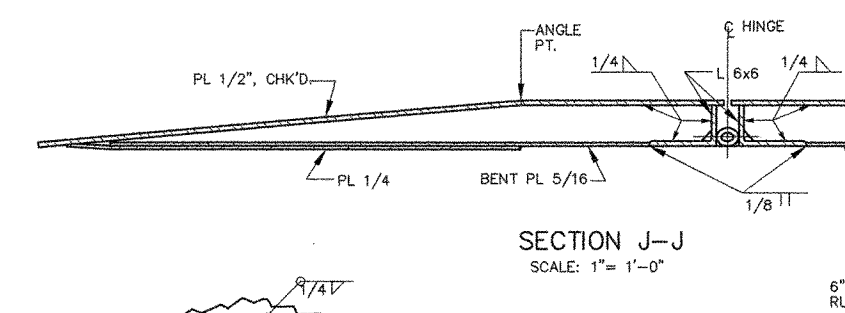
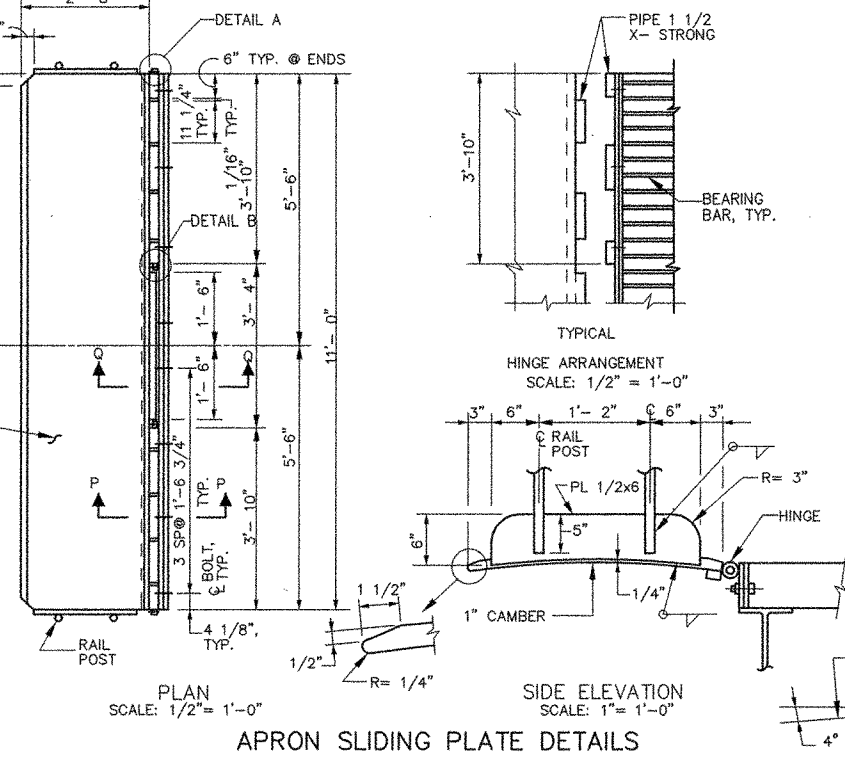
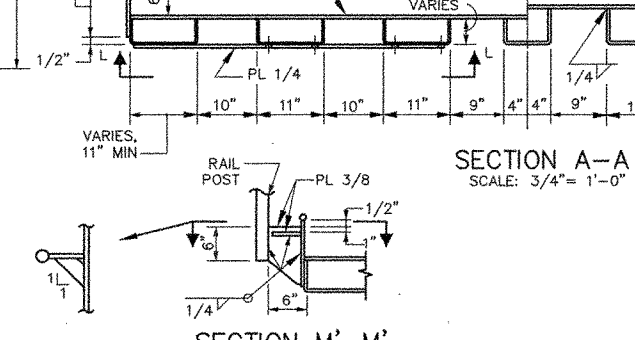
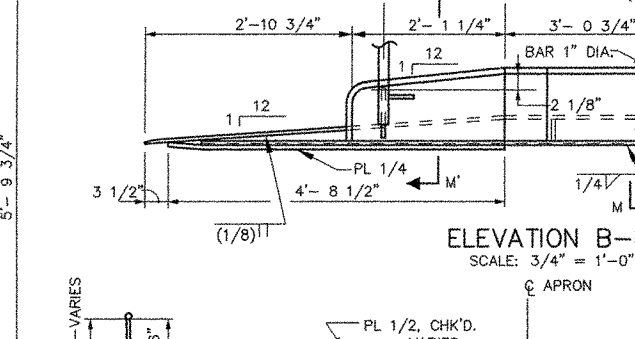
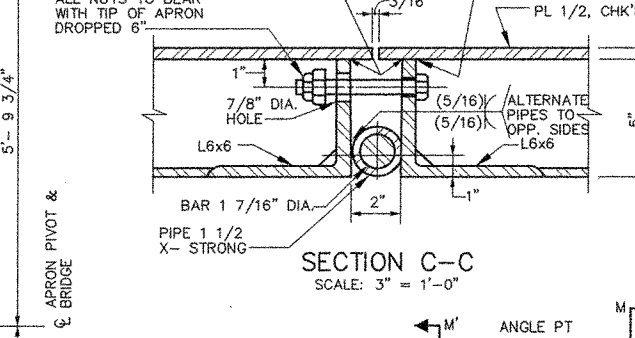
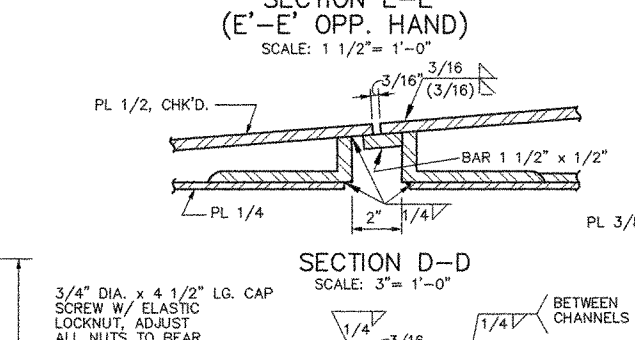
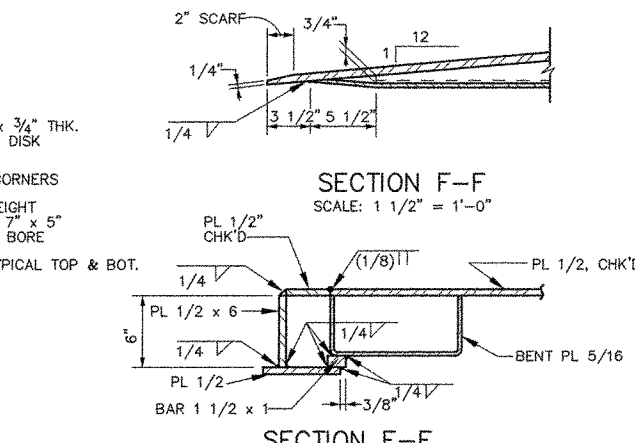
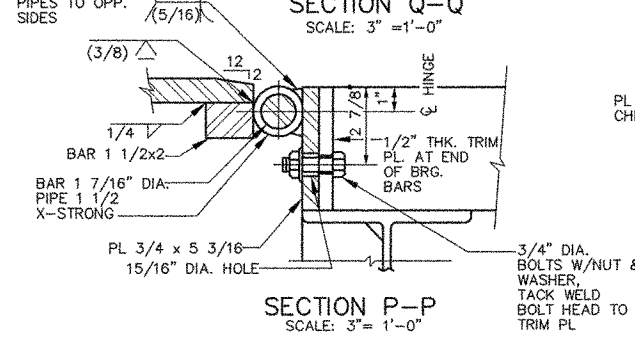
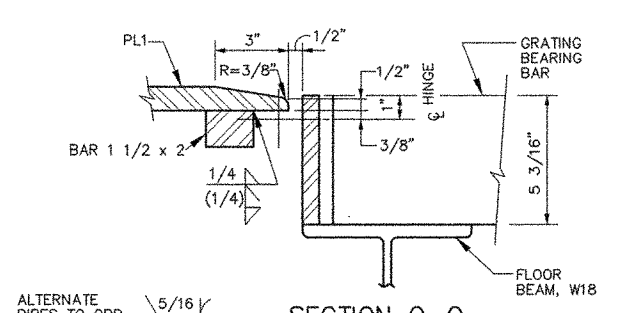
FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.

FS&T PROJ. NO. TM-076 SCALE: AS NOTED DATE: SEPTEMBER 1999 DES. DRC CHK. CWC PROJ. ENGR. DPA APPROVED BY BUREAU OF TRANSPORTATION SERVICES

SHEET 20 OF 53



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



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

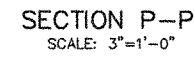
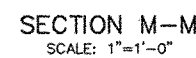
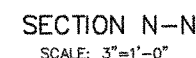
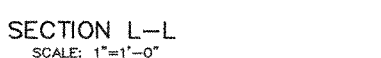
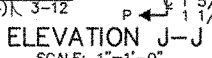
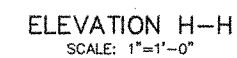
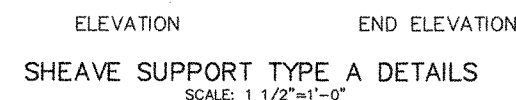
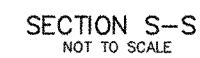
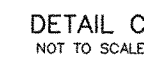
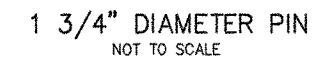
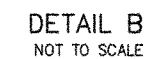
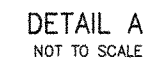
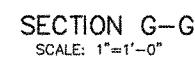
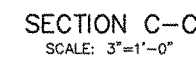
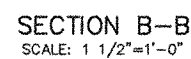
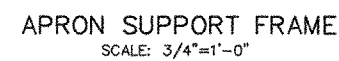
| REV. | DATE | DESCRIPTION | BY | CHK. | APPD. |
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|                                                                  |  |
|------------------------------------------------------------------|--|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |  |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |  |
| TRANSFER BRIDGE<br>APRON DETAILS - PART 1                        |  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |  |

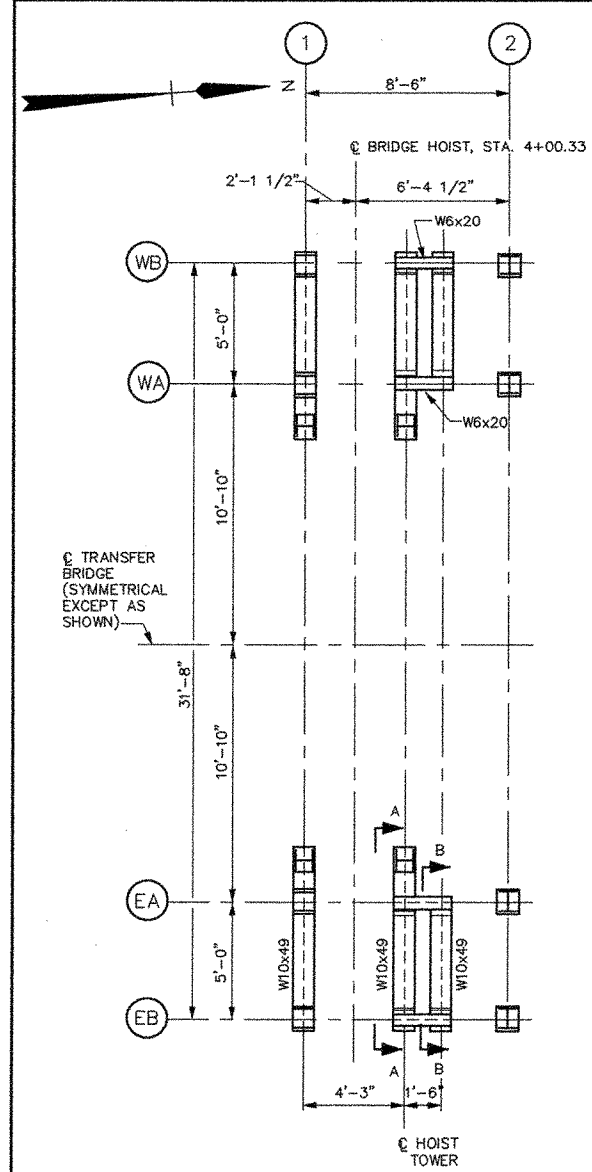
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|--------------------------|-----------------------------------------|---------------------|-----------------------|-----------------------------------------------------------------|
| FS&T PROJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. RWT | CHK. CWC<br>PROJ. DPA | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>12 FEB 2000 |
|--------------------------|-----------------------------------------|---------------------|-----------------------|-----------------------------------------------------------------|



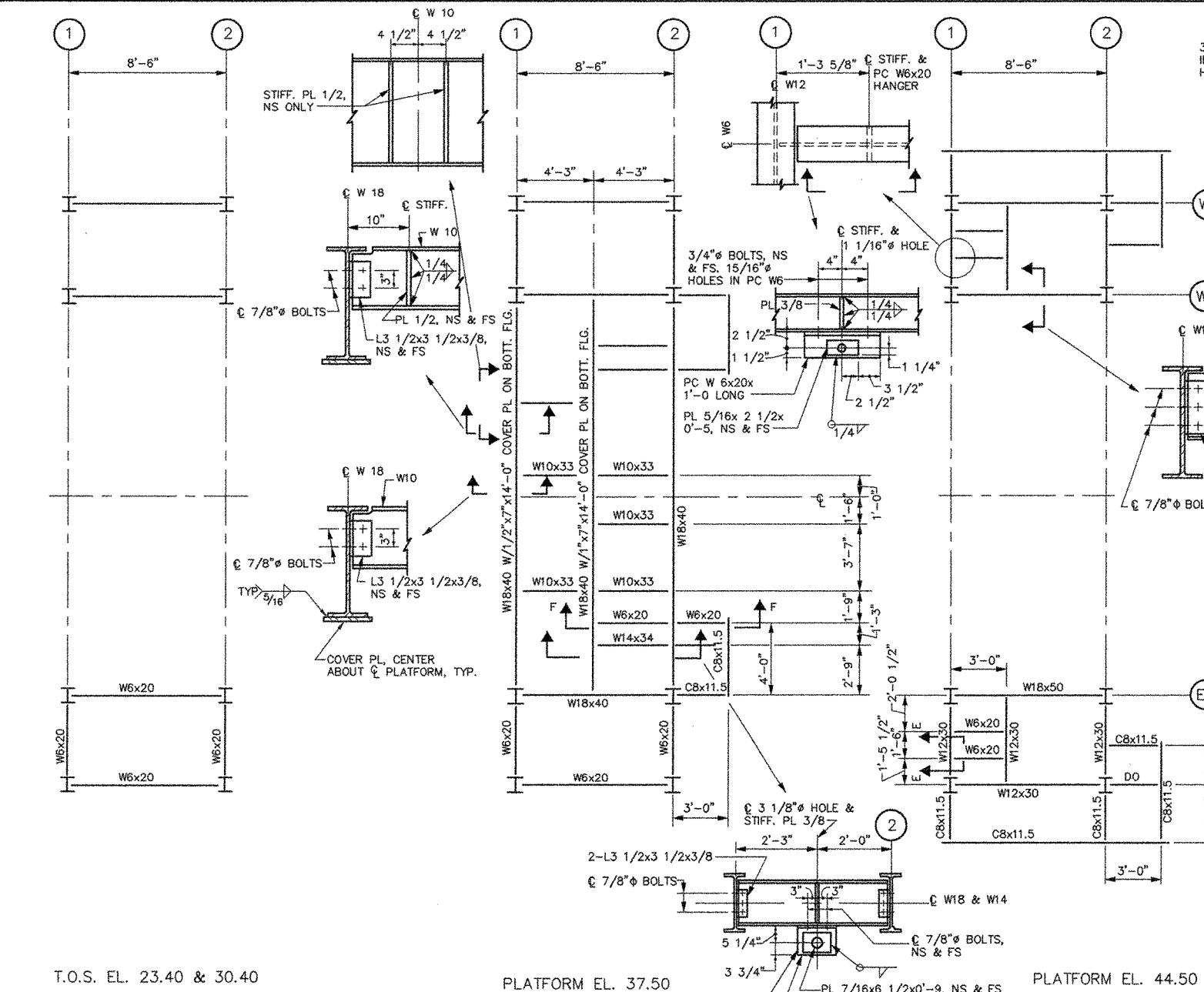
| REV. | DATE | DESCRIPTION | BY | CHK. | APP. |
|------|------|-------------|----|------|------|
|------|------|-------------|----|------|------|

TRANSFER BRIDGE  
APRON DETAILS - PART 2

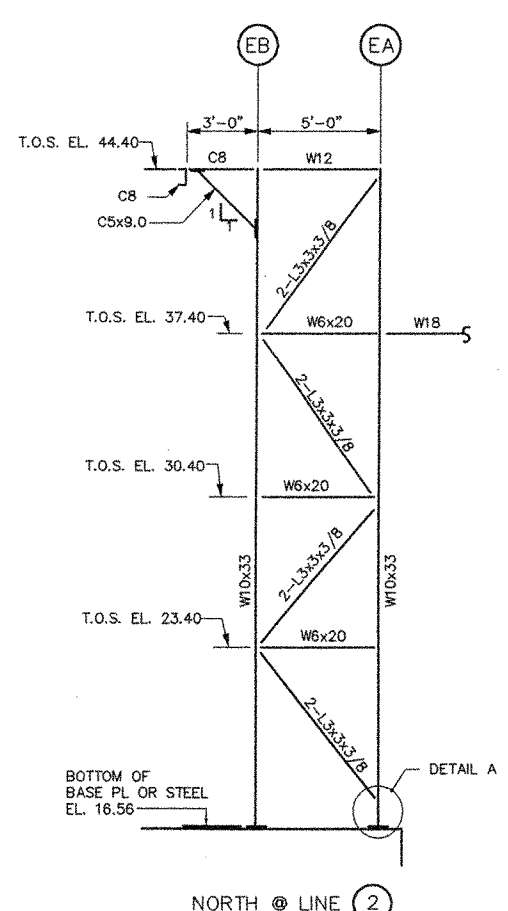
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|-----------------------------|----------------------|---------------|----------------|------------------------------------------------------------------|
| FS&T PRJ. NO.<br><br>TM-076 | SCALE: AS NOTED      | DES. DRC/SPDL | CHK. CWC / PFH | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br><br>P. H. H. |
|                             | DATE: SEPTEMBER 1999 | DR. RWT / AC  | PROJ. DPA      |                                                                  |



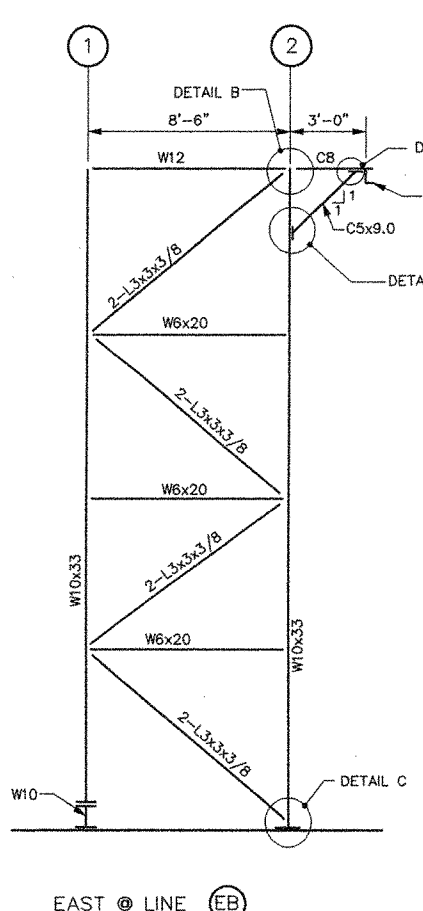
FOUNDATION EL. 16.5



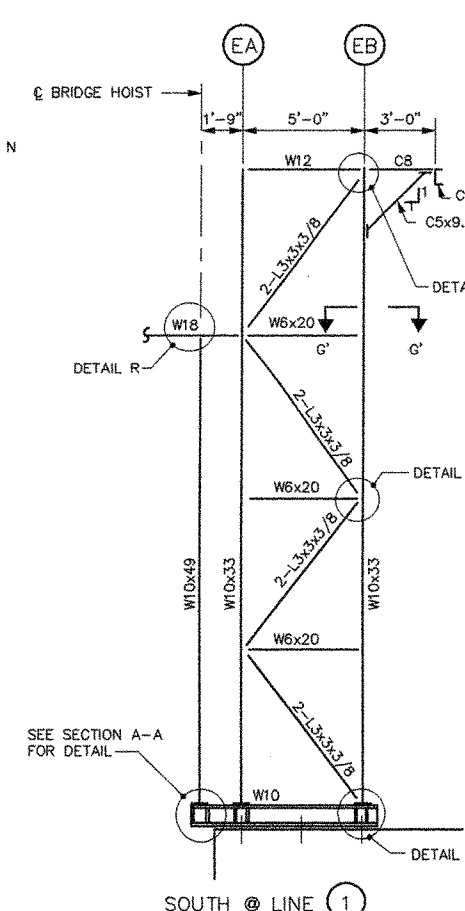
FRAMING PLANS  
SCALE: 1/4"=1'-0"



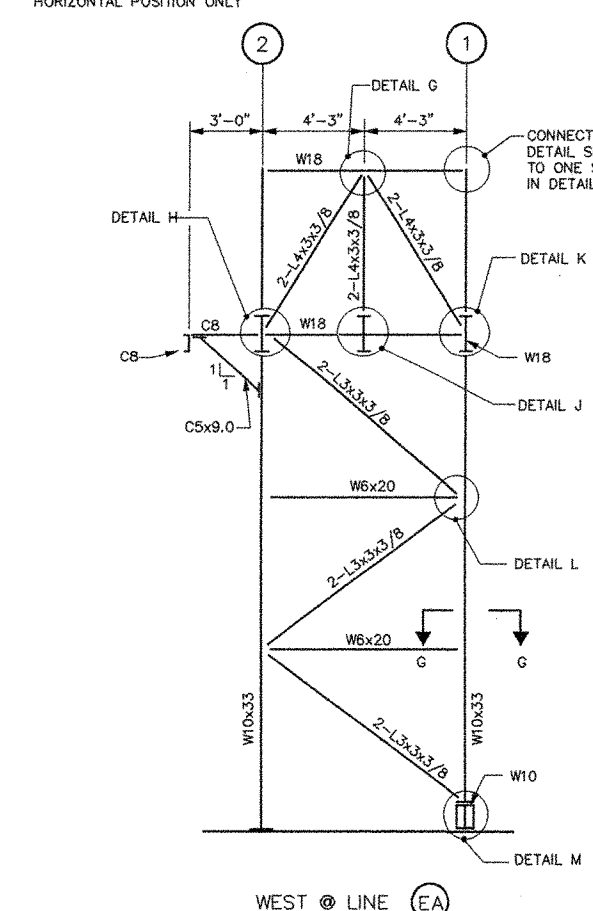
NORTH @ LINE 2



EAST @ LINE EB

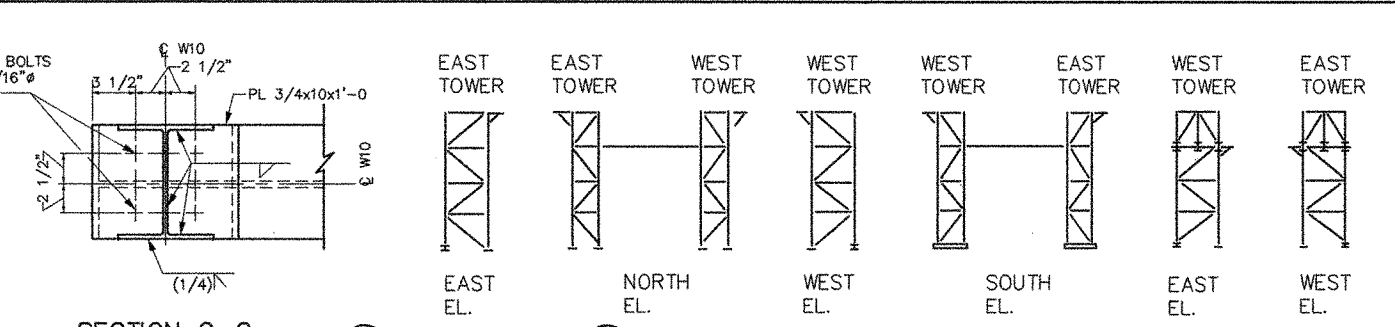


SOUTH @ LINE 1

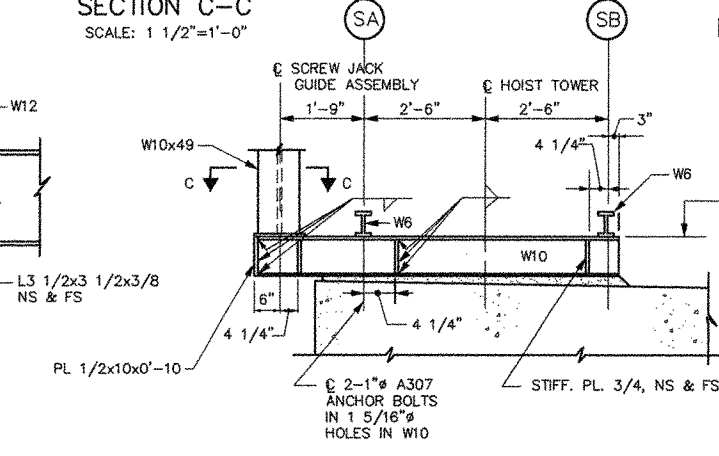


WEST @ LINE EA

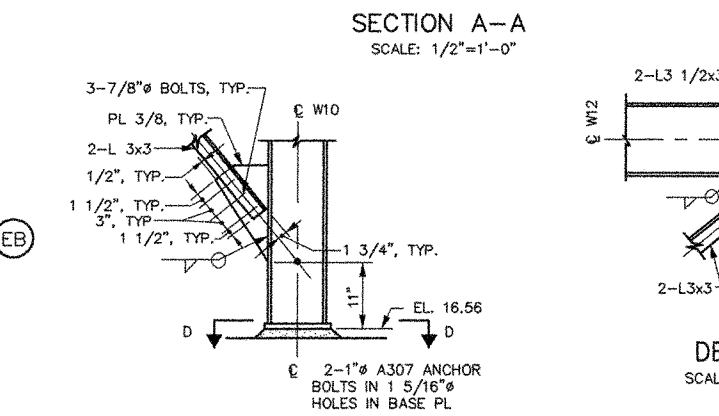
ELEVATIONS  
(EAST HOIST TOWER SHOWN,  
WEST HOIST TOWER OPP. HAND)  
SCALE: 1/4"=1'-0"



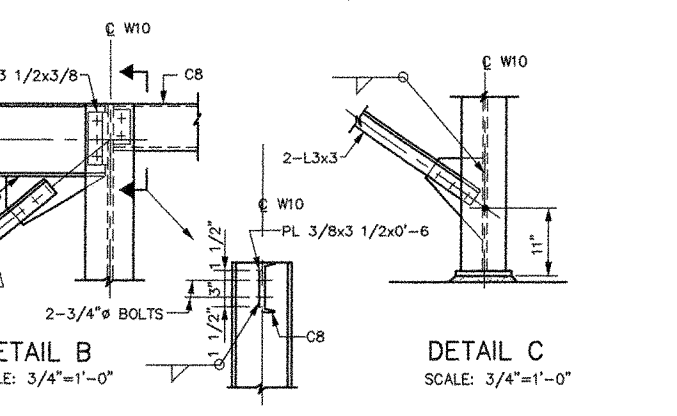
BRACING ARRANGEMENTS  
SCALE: 1"=20'



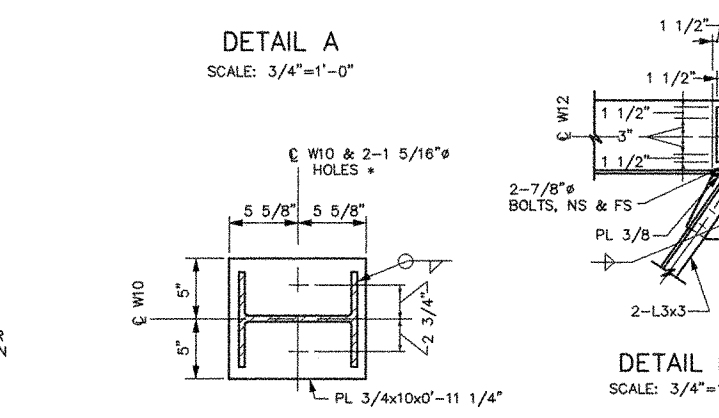
SECTION C-C  
SCALE: 1 1/2"=1'-0"



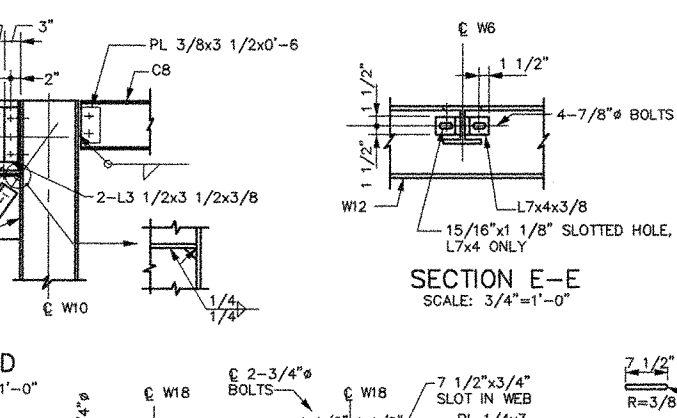
SECTION A-A  
SCALE: 1 1/2"=1'-0"



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

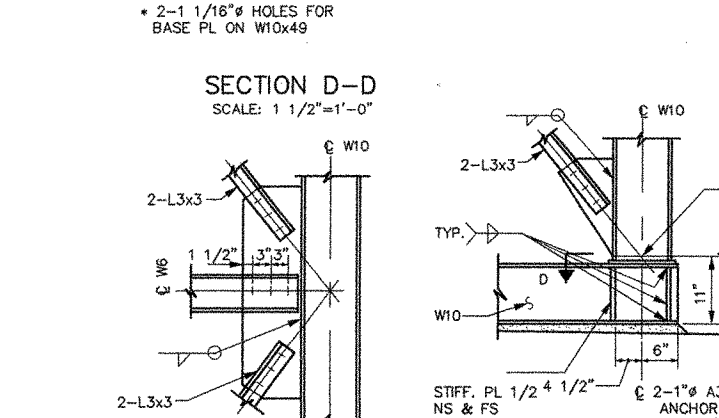


DETAIL A  
SCALE: 3/4"=1'-0"

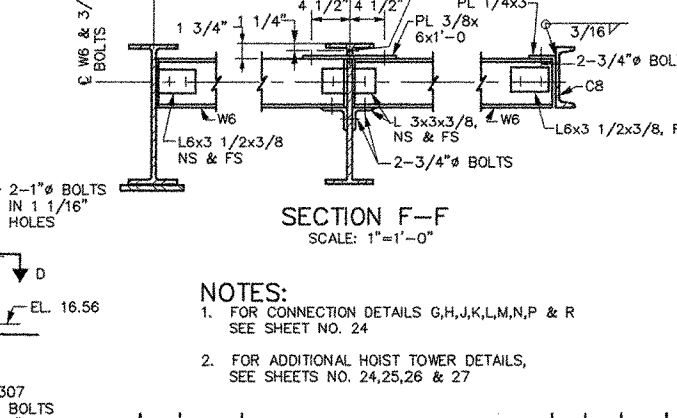


DETAIL B  
SCALE: 3/4"=1'-0"

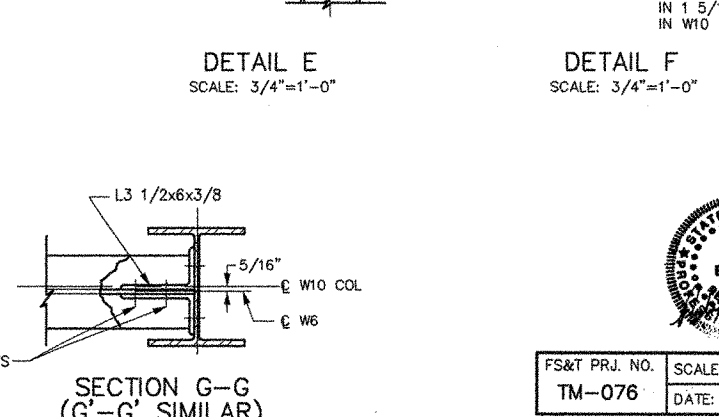
DETAIL C  
SCALE: 3/4"=1'-0"



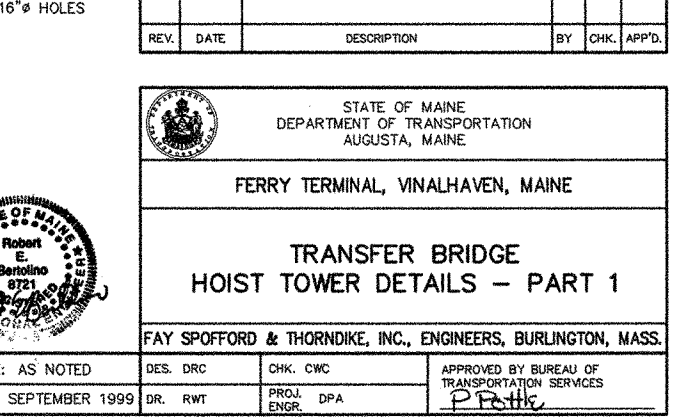
SECTION D-D  
SCALE: 1 1/2"=1'-0"



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



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



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

- NOTES:
- FOR CONNECTION DETAILS G,H,I,J,K,L,M,N,P & R SEE SHEET NO. 24
  - FOR ADDITIONAL HOIST TOWER DETAILS, SEE SHEETS NO. 24, 25, 26 & 27



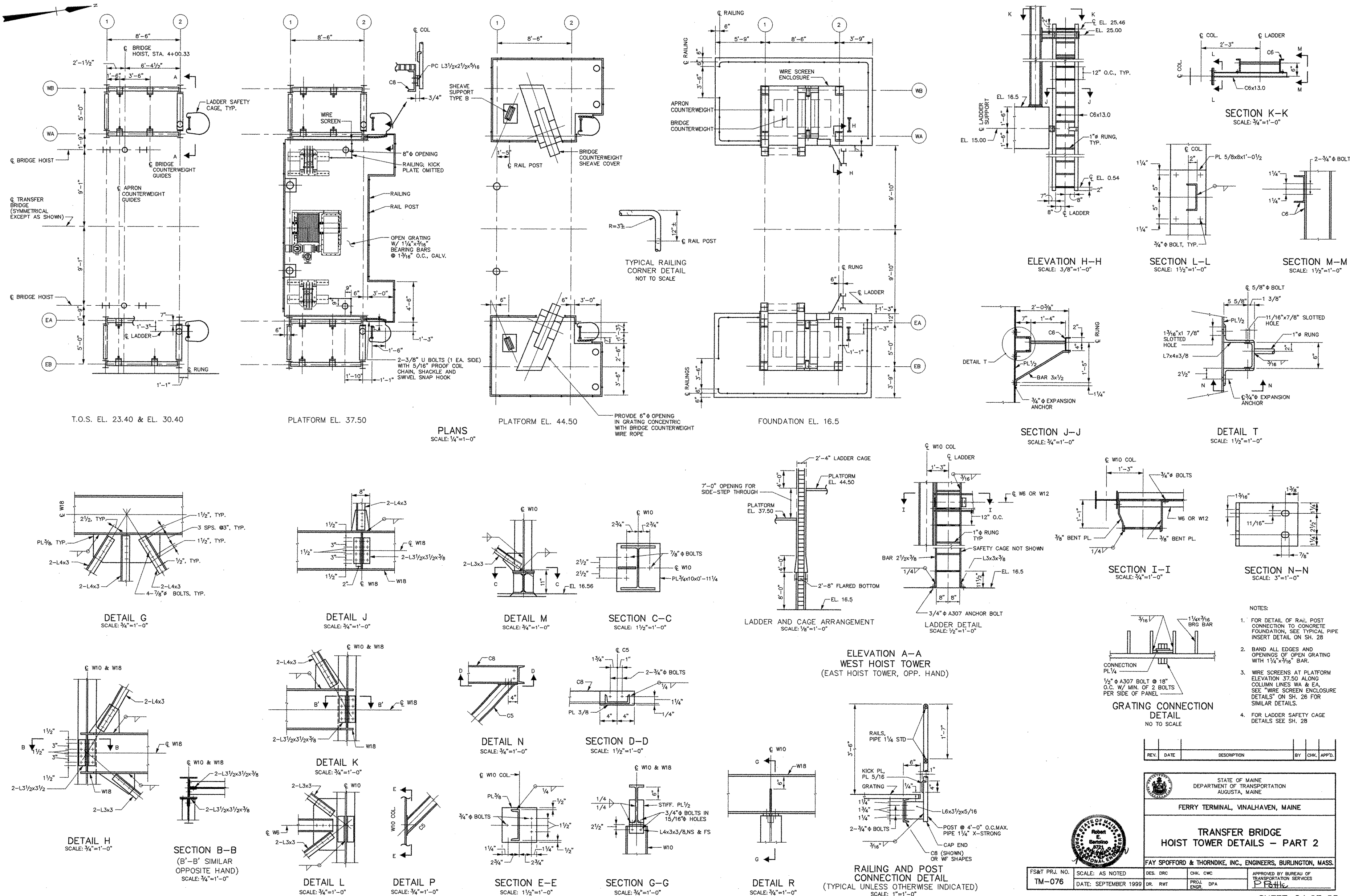
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

TRANSFER BRIDGE  
HOIST TOWER DETAILS - PART 1

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

|                         |                                         |                     |                       |                                                                |
|-------------------------|-----------------------------------------|---------------------|-----------------------|----------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. RWT | CHK. CWC<br>ENGR. DPA | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. E. HILL |
|-------------------------|-----------------------------------------|---------------------|-----------------------|----------------------------------------------------------------|



- NOTES:
1. FOR DETAIL OF RAIL POST CONNECTION TO CONCRETE FOUNDATION, SEE TYPICAL PIPE INSERT DETAIL ON SH. 28
  2. BAND ALL EDGES AND OPENINGS OF OPEN GRATING WITH 1/4"x3/16" BAR.
  3. WIRE SCREENS AT PLATFORM ELEVATION 37.50 ALONG COLUMN LINES WA & EA. SEE "WIRE SCREEN ENCLOSURE DETAILS" ON SH. 26 FOR SIMILAR DETAILS.
  4. FOR LADDER SAFETY CAGE DETAILS SEE SH. 28

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |



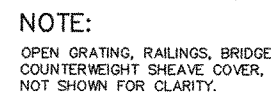
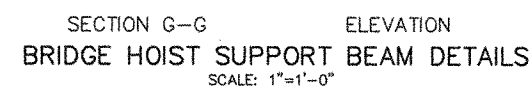
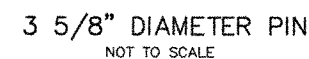
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINLHAVEN, MAINE

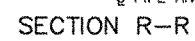
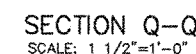
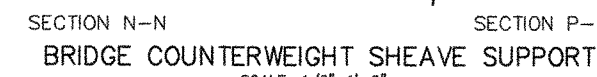
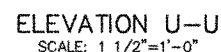
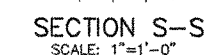
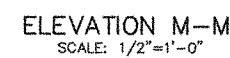
**TRANSFER BRIDGE  
HOIST TOWER DETAILS - PART 2**

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

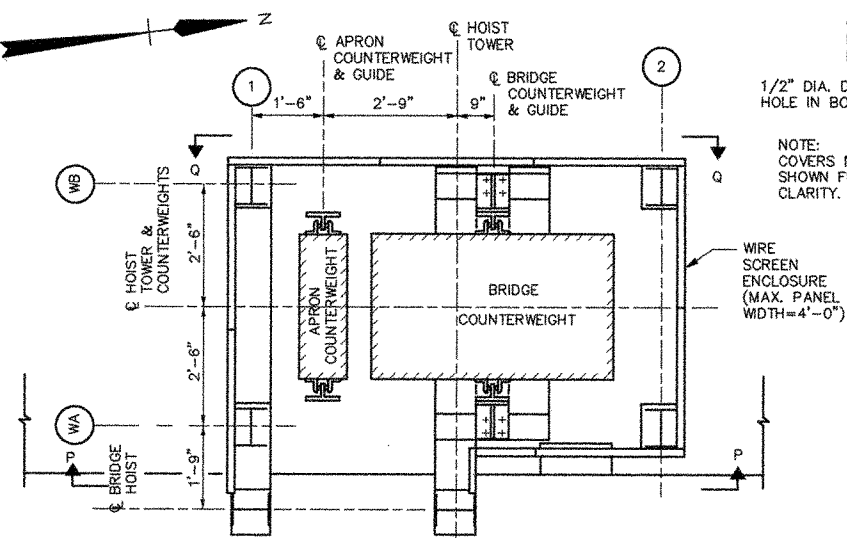
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|-------------------------|-----------------------------------------|---------------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. ORC<br>DR. RWT | CHK. CWC<br>ENGR. DPA | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br> |
|-------------------------|-----------------------------------------|---------------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|



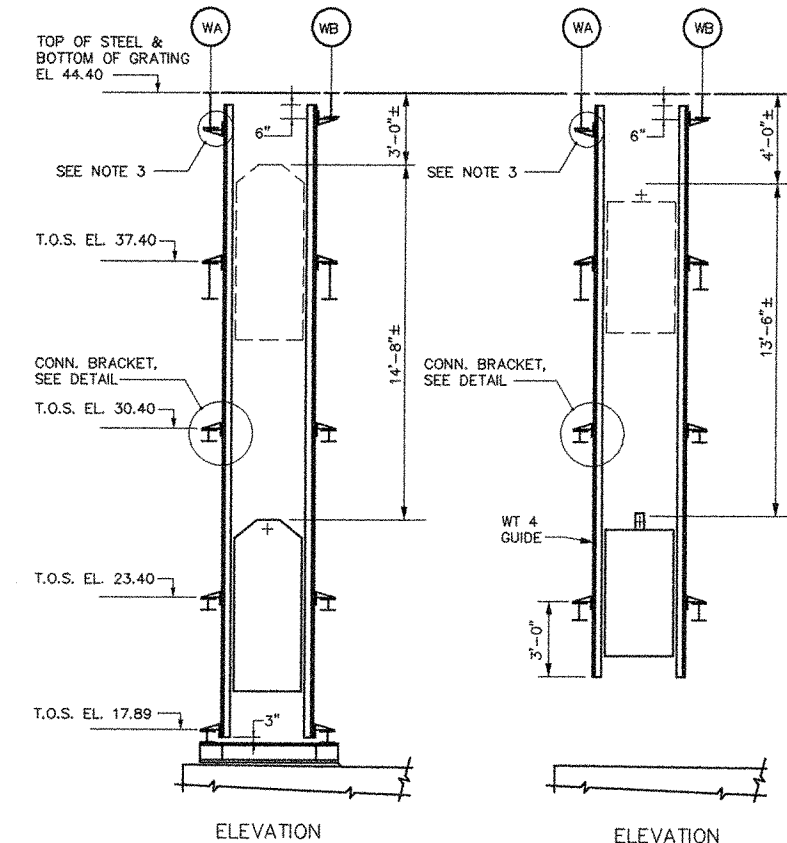
PART PLAN  
NOT TO SCALE



|                         |                      |          |           |                                                                 |
|-------------------------|----------------------|----------|-----------|-----------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED      | DES. DRC | CHK. CWC  | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. B. H. C. |
|                         | DATE: SEPTEMBER 1999 | DR. ED   | PROJ. DPA |                                                                 |

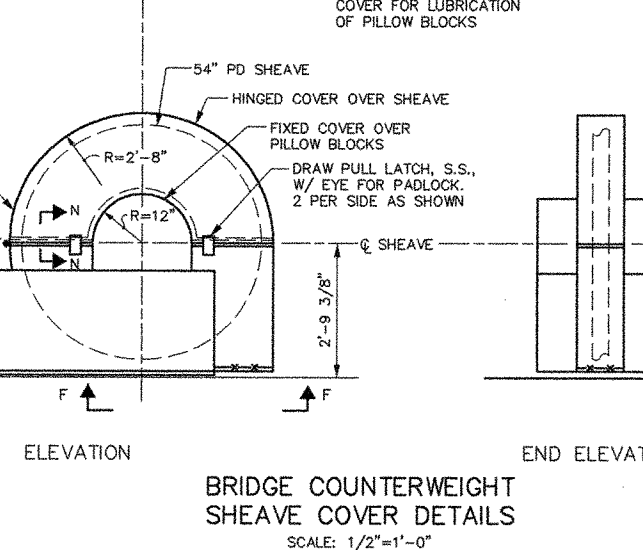
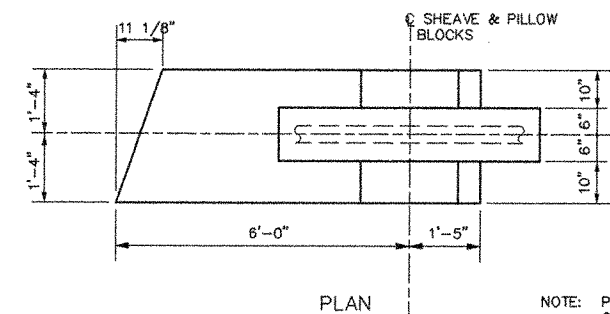


PLAN @ EL. 18.00  
(WEST HOIST TOWER SHOWN, EAST HOIST TOWER OPP. HAND)  
SCALE: 1/2"=1'-0"

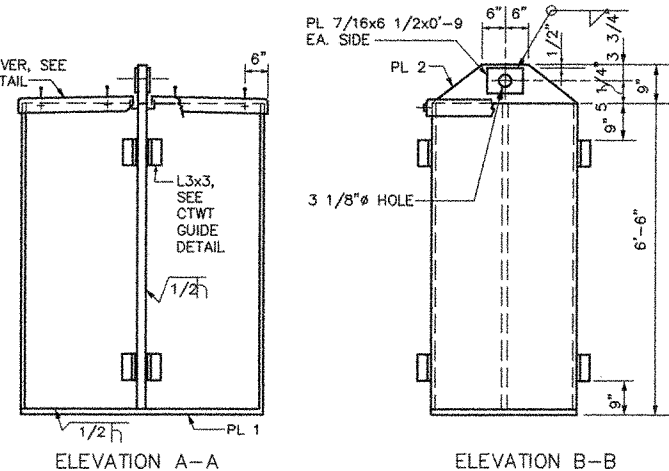
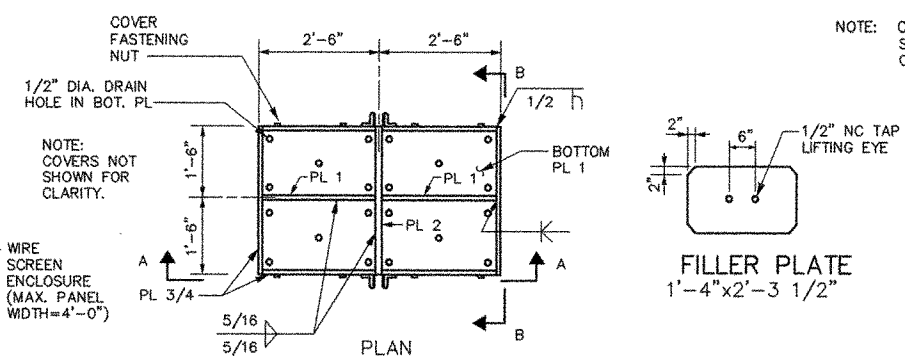


BRIDGE COUNTERWEIGHT & GUIDE  
SCALE: 1/4"=1'-0"

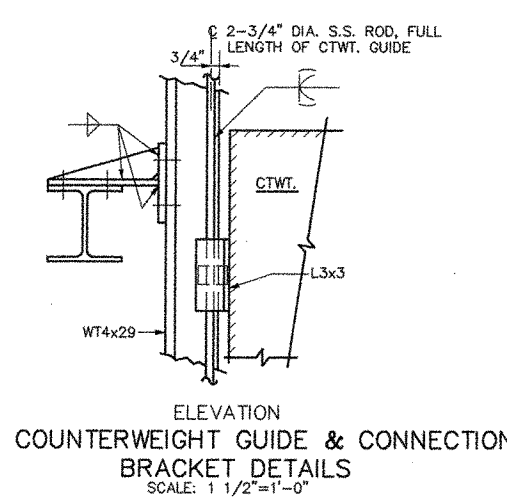
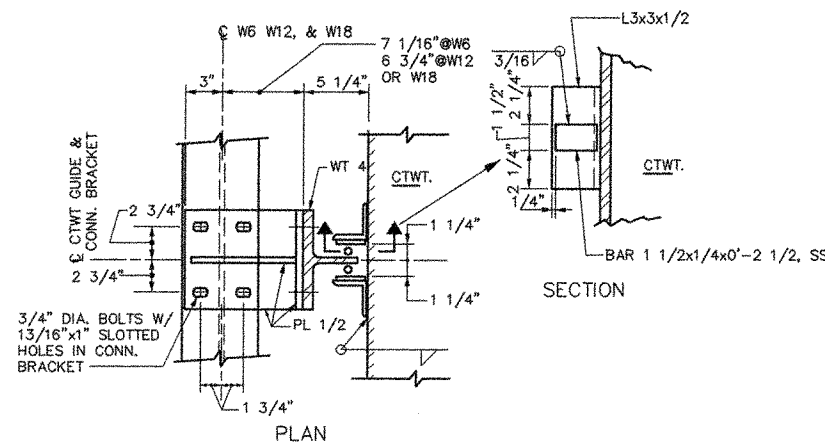
APRON COUNTERWEIGHT & GUIDE  
SCALE: 1/4"=1'-0"



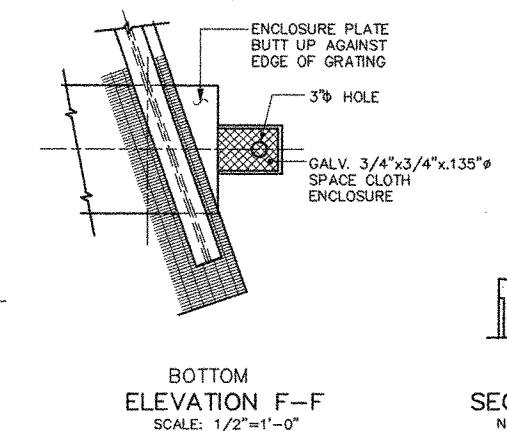
BRIDGE COUNTERWEIGHT  
SHEAVE COVER DETAILS  
SCALE: 1/2"=1'-0"



BRIDGE COUNTERWEIGHT DETAILS  
SCALE: 1/2"=1'-0"

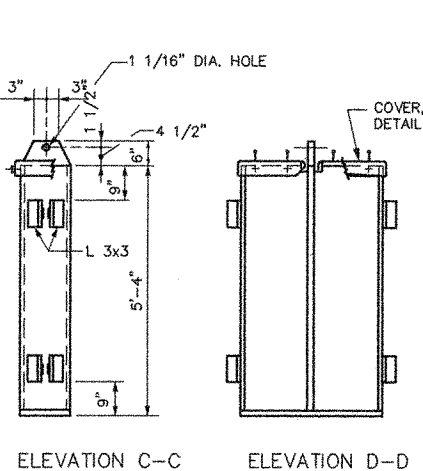
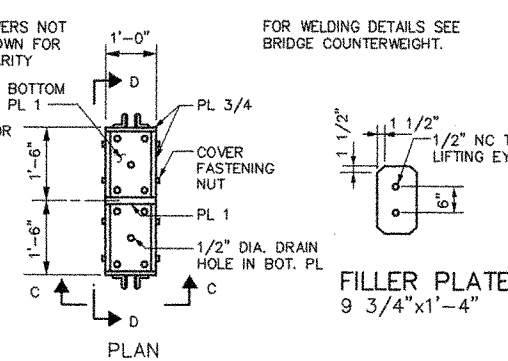


COUNTERWEIGHT GUIDE & CONNECTION  
BRACKET DETAILS  
SCALE: 1 1/2"=1'-0"

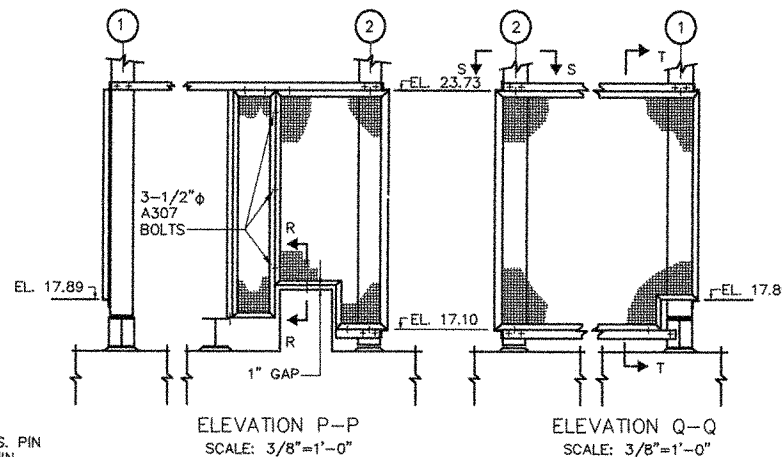


BOTTOM  
ELEVATION F-F  
SCALE: 1/2"=1'-0"

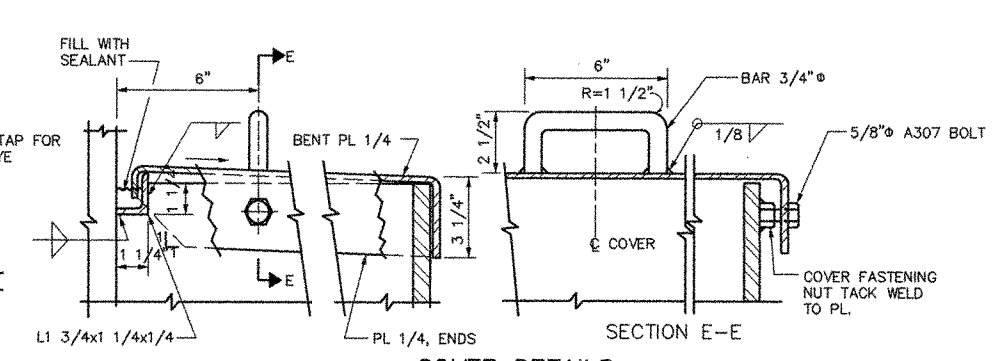
SECTION R-R  
NOT TO SCALE



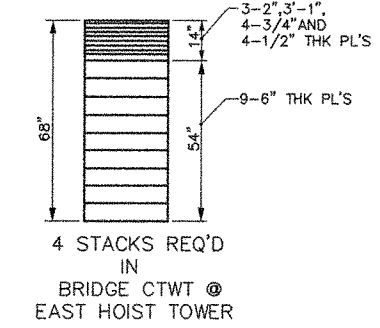
APRON COUNTERWEIGHT DETAILS  
SCALE: 1/2"=1'-0"



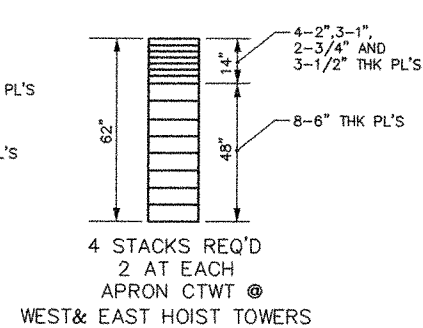
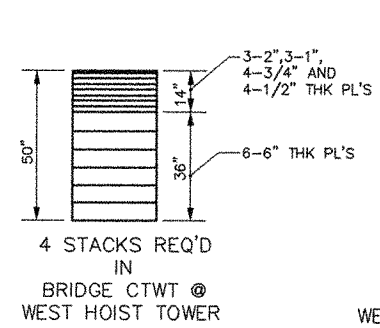
WIRE SCREEN ENCLOSURE DETAILS



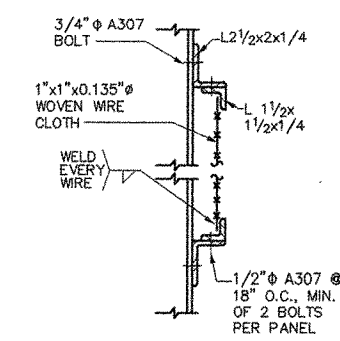
COVER DETAILS  
SCALE: 3"=1'-0"



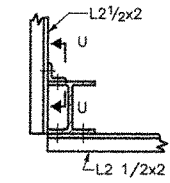
COUNTERWEIGHT FILLER PLATE DETAILS  
SCALE: 3/8"=1'-0"



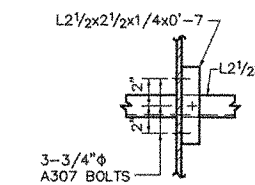
4 STACKS REQ'D  
2 AT EACH  
APRON CTWT @  
WEST & EAST HOIST TOWERS



SECTION T-T  
NOT TO SCALE



SECTION S-S  
NOT TO SCALE



SECTION U-U  
NOT TO SCALE

- NOTES:
1. SHOP DRAWINGS AND CALCULATIONS SHALL BE SUBMITTED FOR THE BRIDGE COUNTERWEIGHT SHEAVE COVERS. THE DESIGN WIND LOAD IS 50 PSF. THE COVERS SHALL BE ATTACHED TO THE SPECIFIC UNITS AND NOT TO THE OPEN GRATING. THE DIMENSIONS OF COVERS AS GIVEN ON THE PLAN SHALL BE COORDINATED AND ADJUSTED TO SUIT THE EQUIPMENT SUPPLIED.
  2. CTWT=COUNTERWEIGHT
  3. TERMINATE CONNECTION BRACKET AT GUSSET PLATE AND USE ONLY TWO BOLTS FOR CONNECTION TO THE W18.

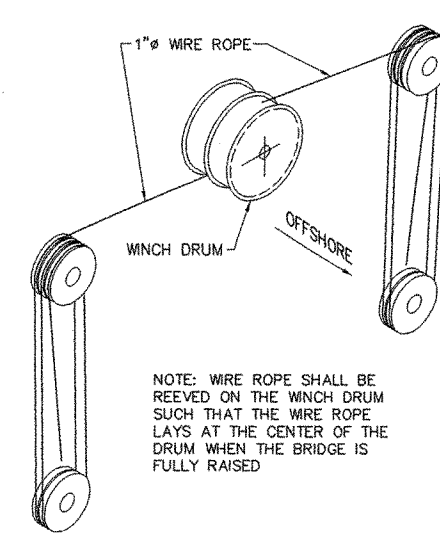
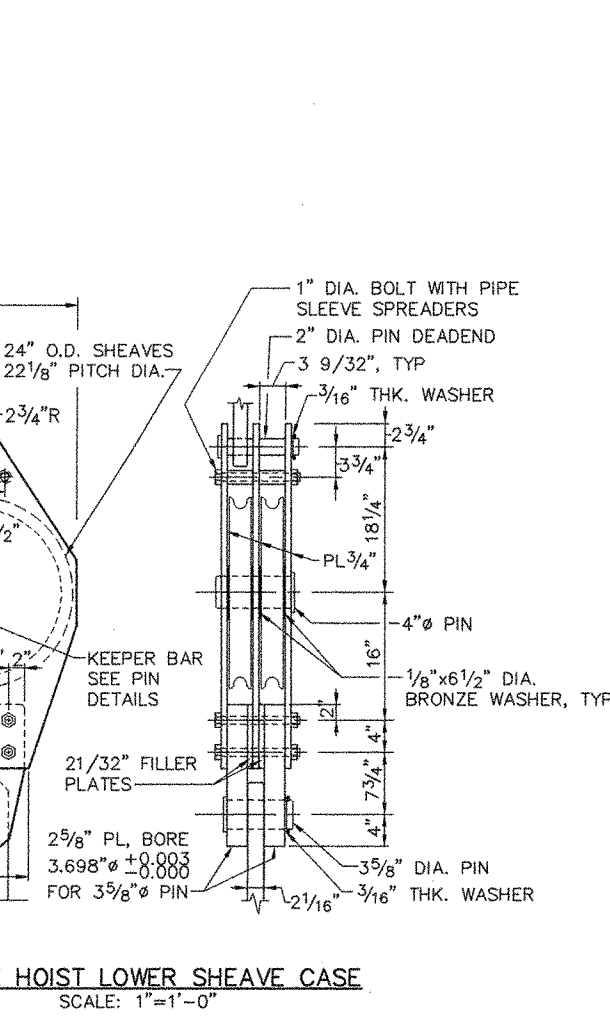
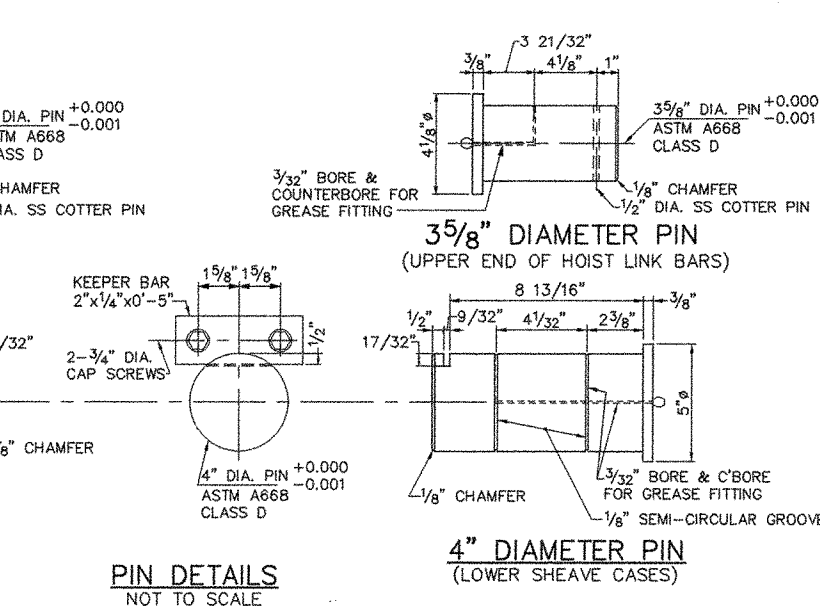
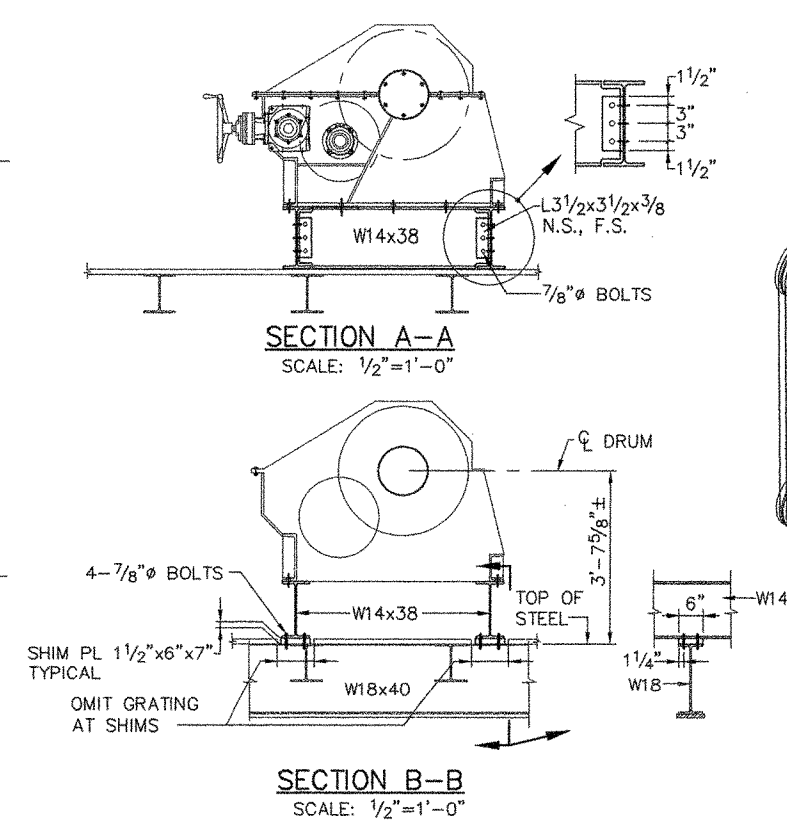
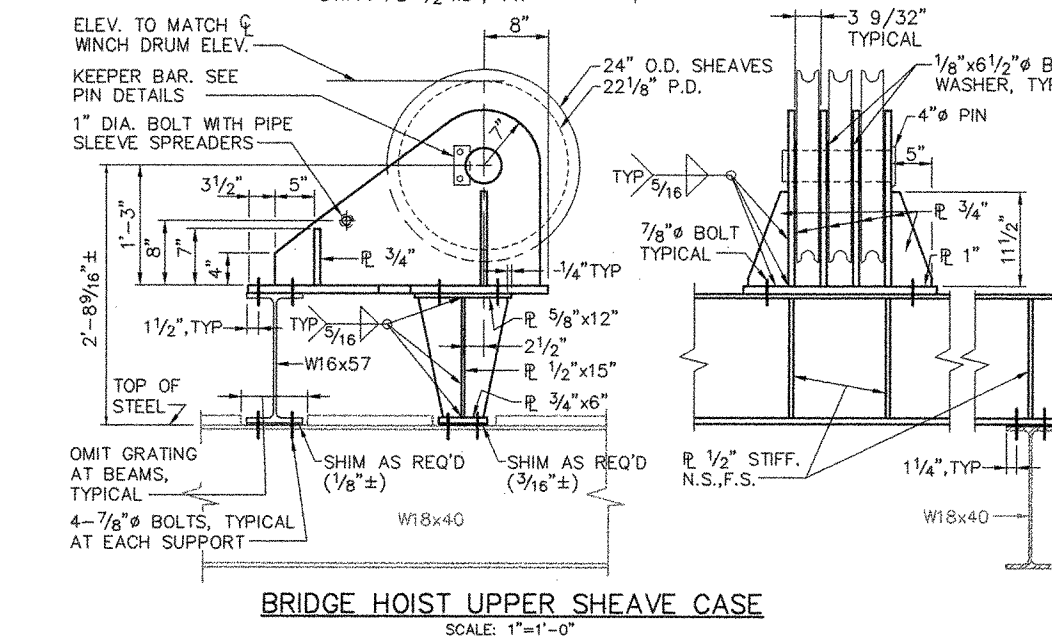
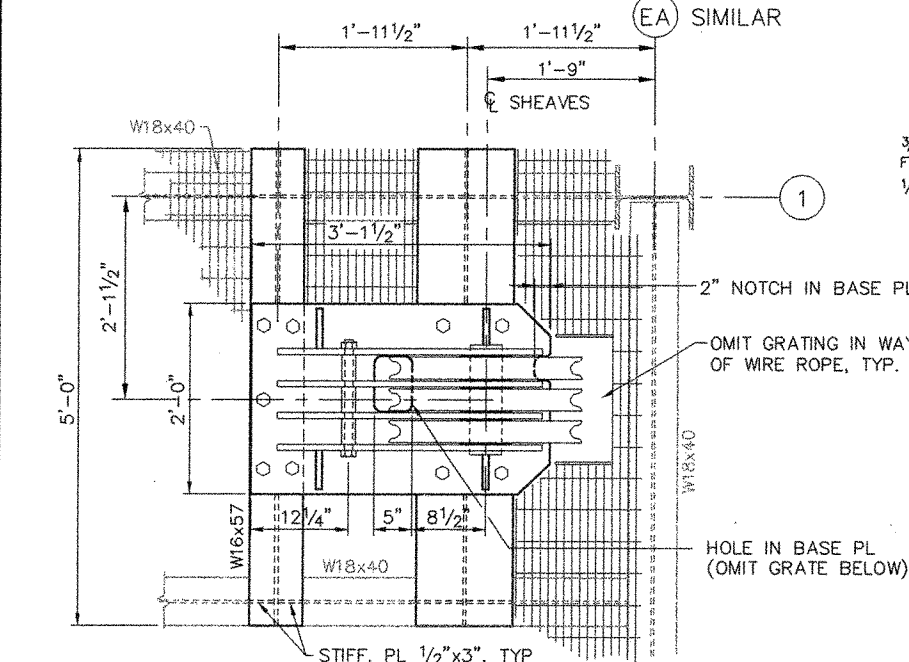
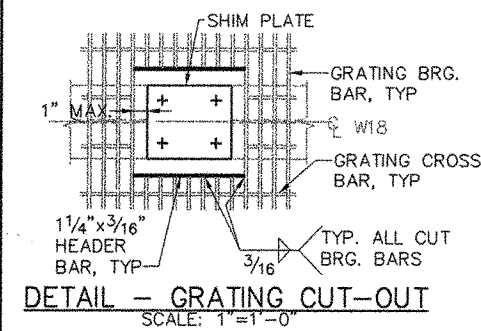
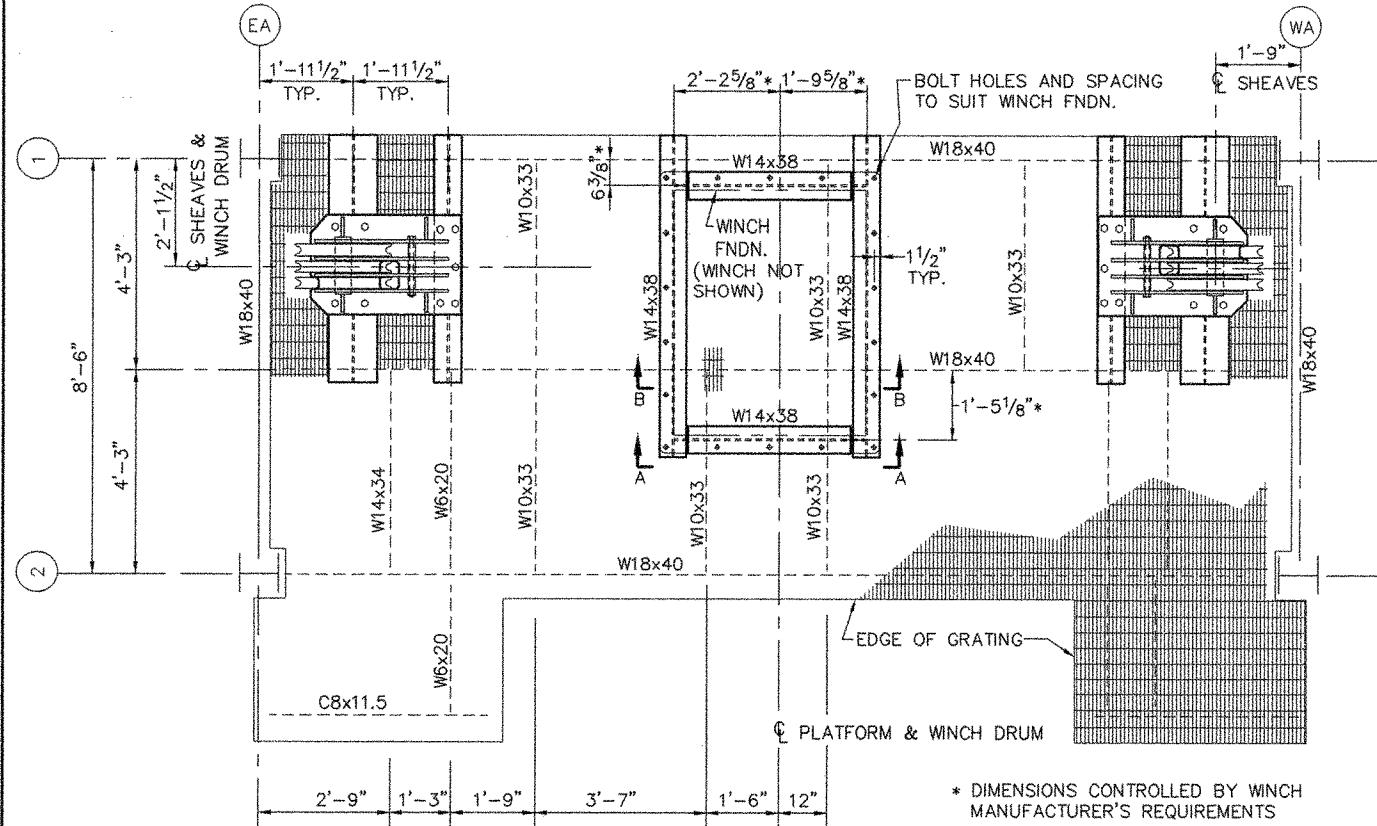
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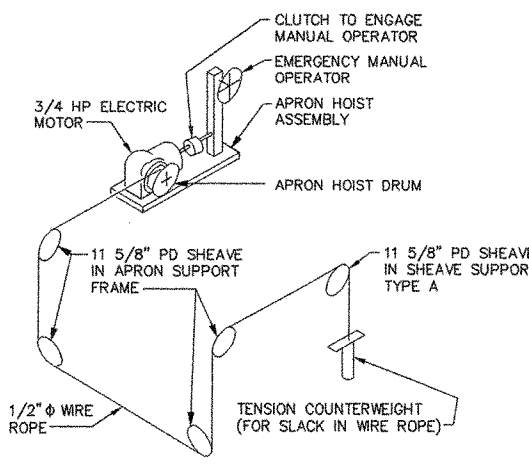
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|------------------------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |
| FERRY TERMINAL, VINAHAVEN, MAINE                                 |
| TRANSFER BRIDGE<br>HOIST TOWER DETAILS - PART 4                  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |

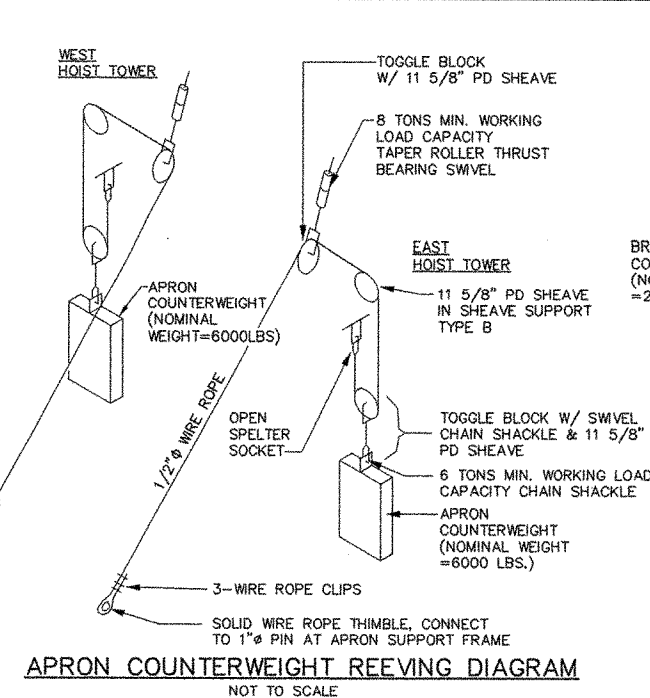
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|-------------------------|-----------------------------------------|---------------------|--------------------------------|--------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. RWT | CHK. CWC<br>PROJ. REB<br>ENGR. | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. Bello |
|-------------------------|-----------------------------------------|---------------------|--------------------------------|--------------------------------------------------------------|



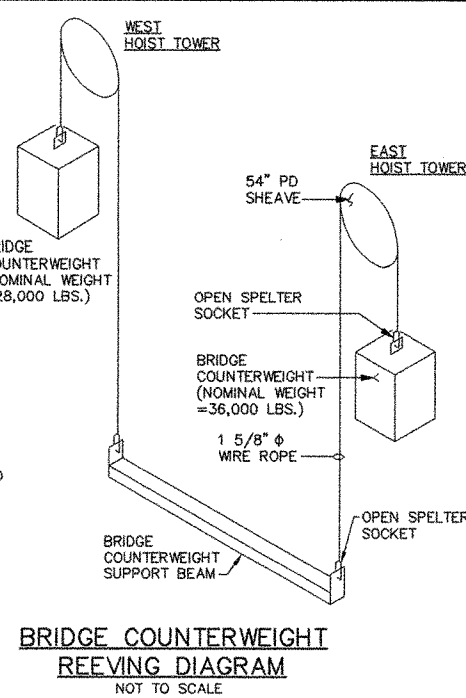
BRIDGE HOIST  
REEVEING DIAGRAM  
NOT TO SCALE



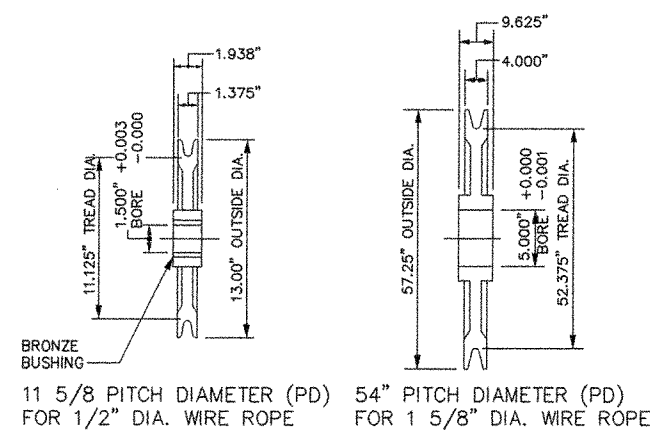
APRON HOIST REEVEING DIAGRAM  
NOT TO SCALE



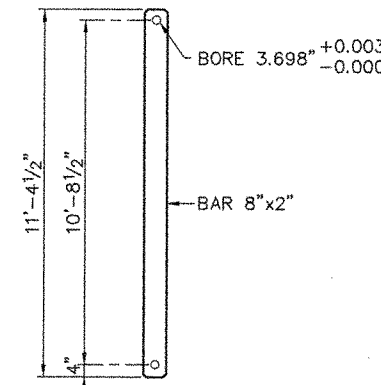
APRON COUNTERWEIGHT REEVEING DIAGRAM  
NOT TO SCALE



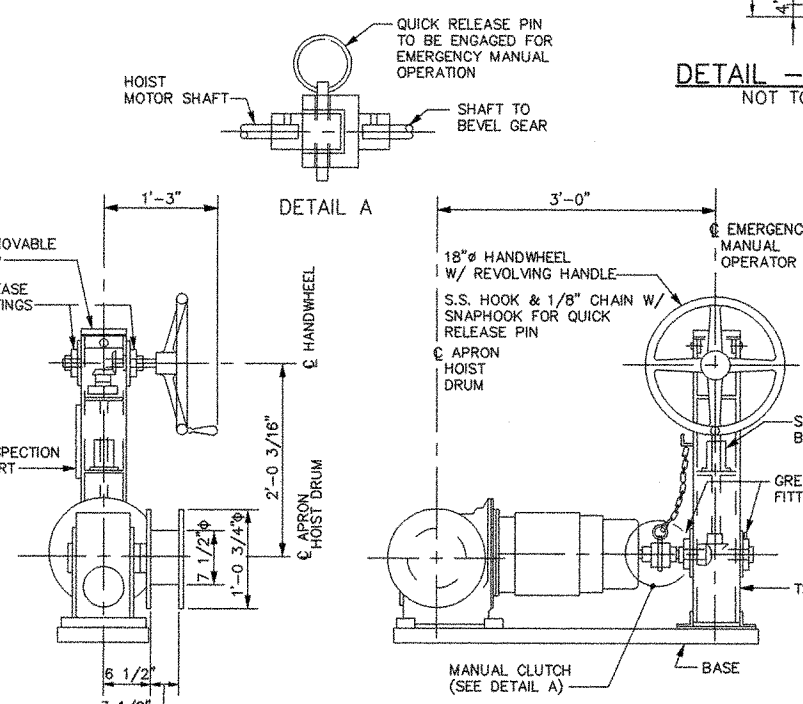
BRIDGE COUNTERWEIGHT REEVEING DIAGRAM  
NOT TO SCALE



WIRE ROPE SHEAVE DETAIL  
NOT TO SCALE



DETAIL - LINK BAR  
NOT TO SCALE



APRON HOIST ASSEMBLY  
NOT TO SCALE

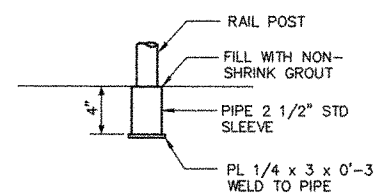
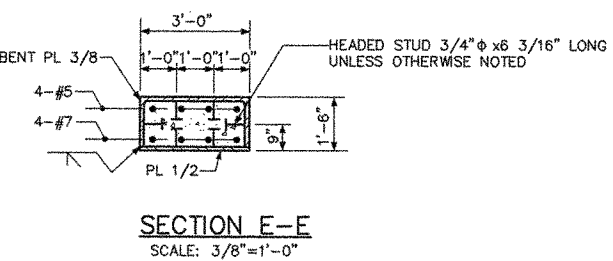
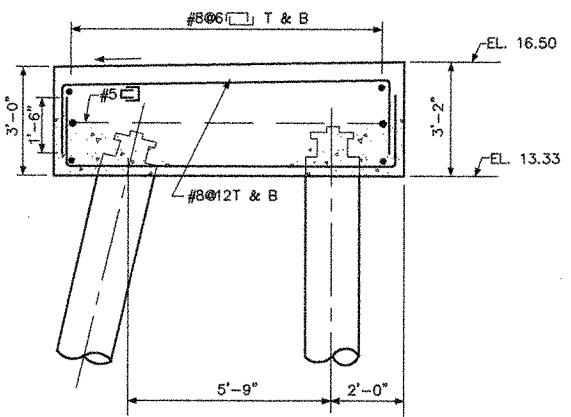
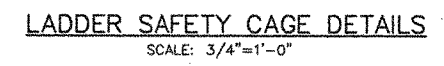
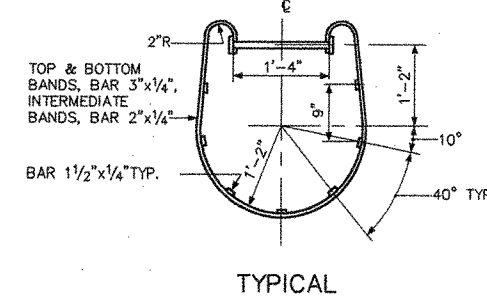
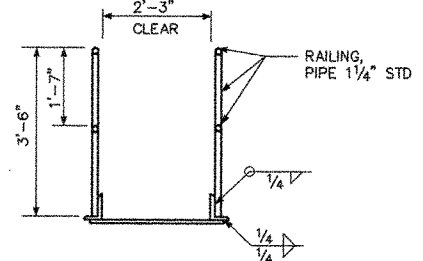
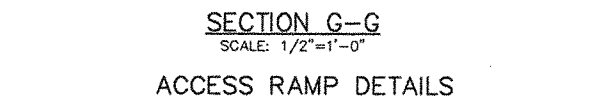
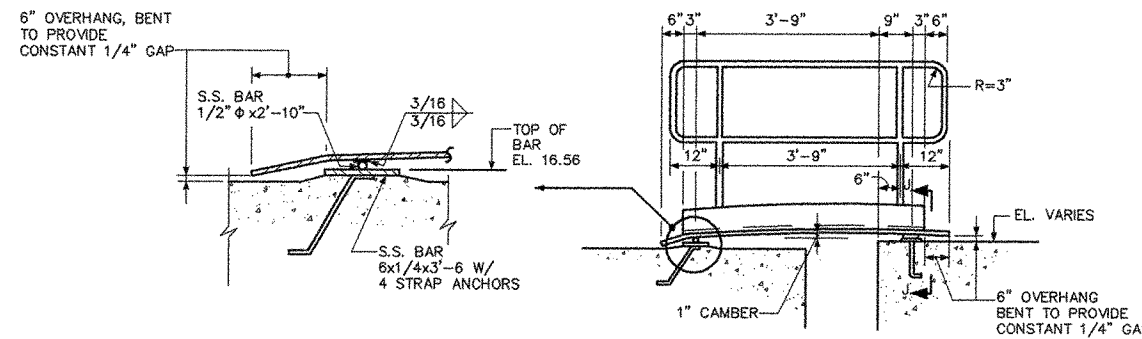
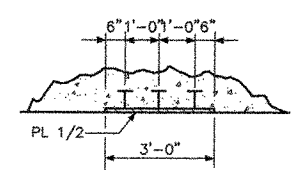
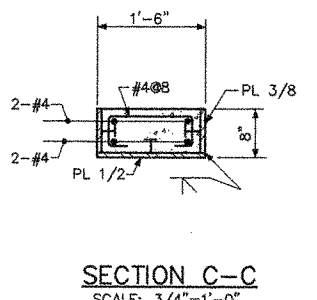
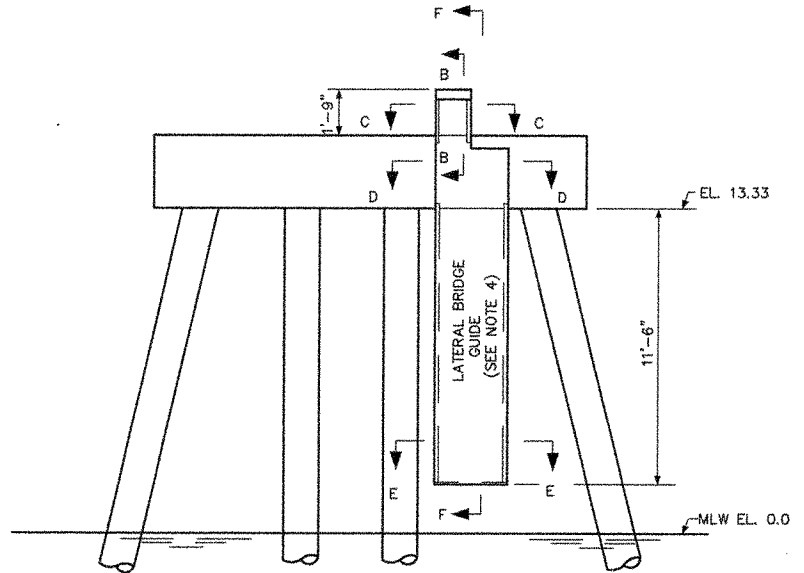
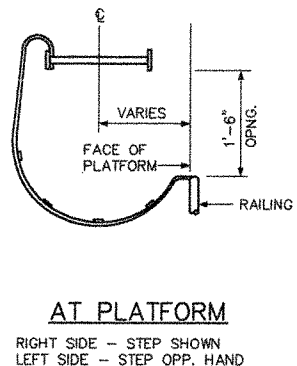
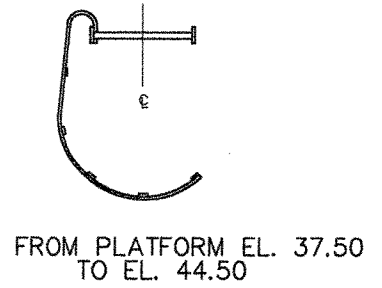
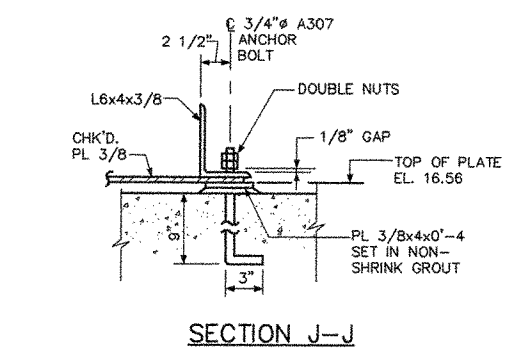
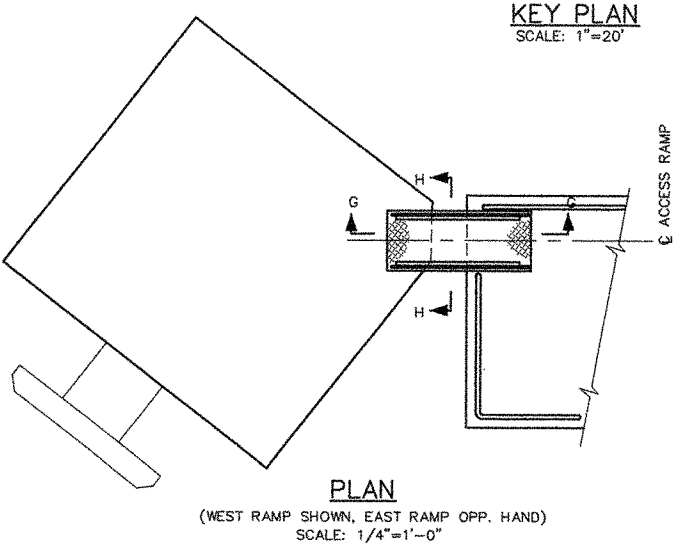
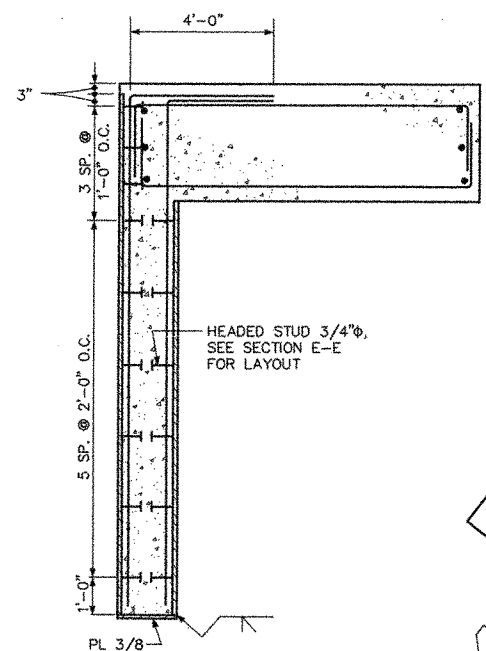
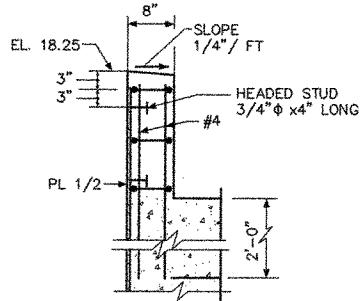
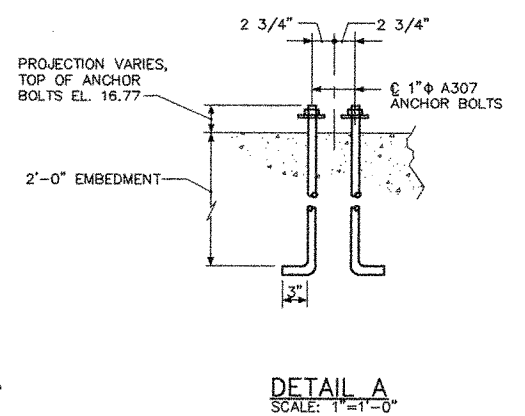
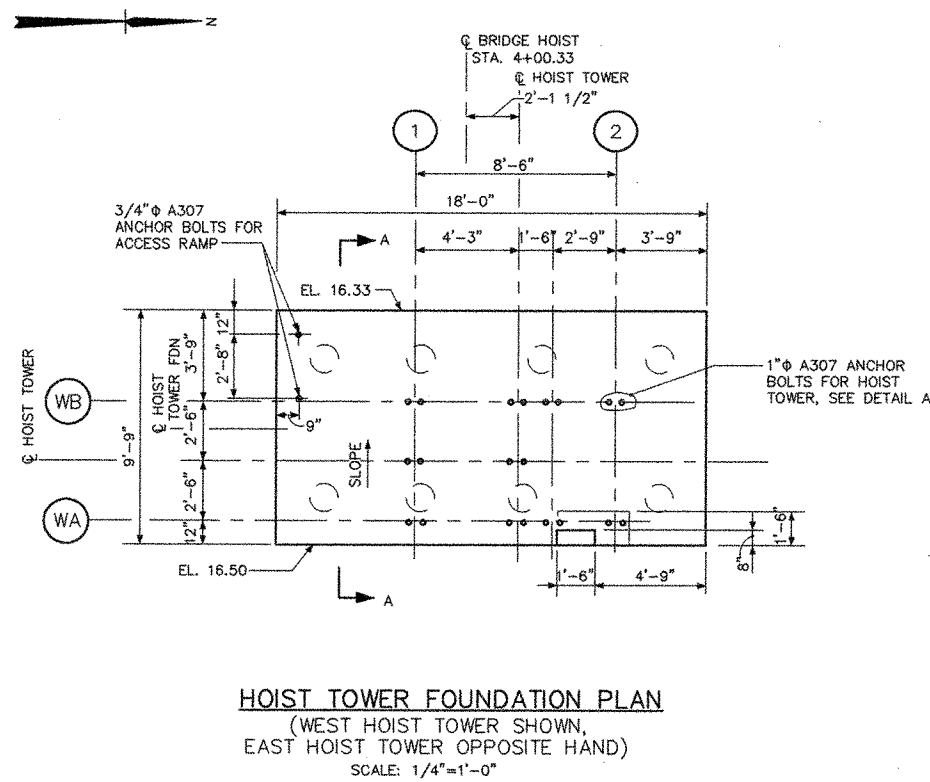
| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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|                                                                    |
|--------------------------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE   |
| FERRY TERMINAL, VINALHAVEN, MAINE                                  |
| TRANSFER BRIDGE - REEVEING DIAGRAMS<br>AND HOIST MACHINERY DETAILS |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.       |

|                          |                                         |                     |                       |                                                                |
|--------------------------|-----------------------------------------|---------------------|-----------------------|----------------------------------------------------------------|
| FS&T PROJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. RWT | CHK. CWC<br>ENGR. DPA | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. B. HILL |
|--------------------------|-----------------------------------------|---------------------|-----------------------|----------------------------------------------------------------|



- NOTES:
- FOR RAILING DETAILS ON HOIST TOWER FOUNDATIONS, SEE SH. 24.
  - ANCHOR BOLTS ARE TO BE SET BY TEMPLATES BEFORE THE CONCRETE IS PLACED.
  - FOR ADDITIONAL CONCRETE AND REINFORCEMENT NOTES, SEE SH. 5.
  - 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  $\pm 1/16"$  DURING PLACEMENT AND CURING OF THE CONCRETE.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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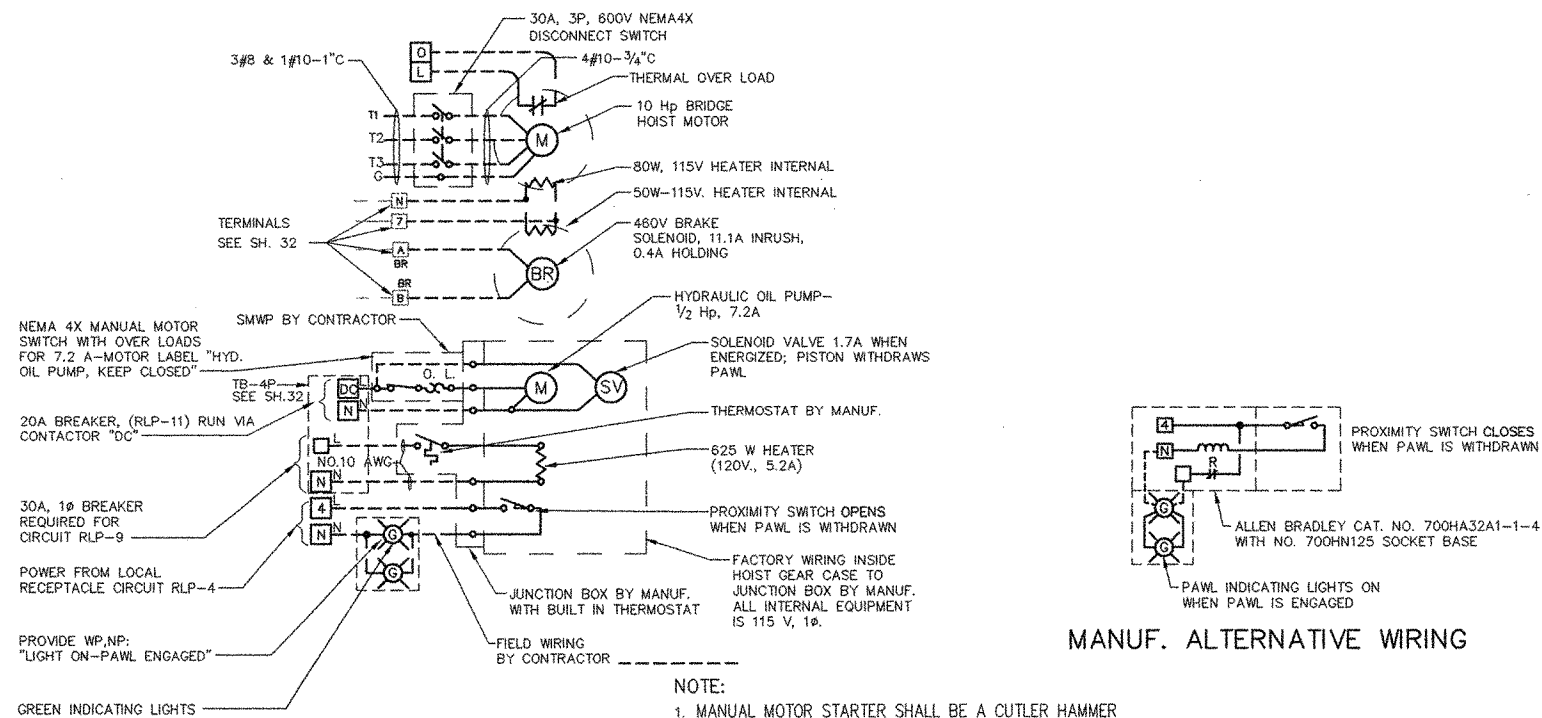
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

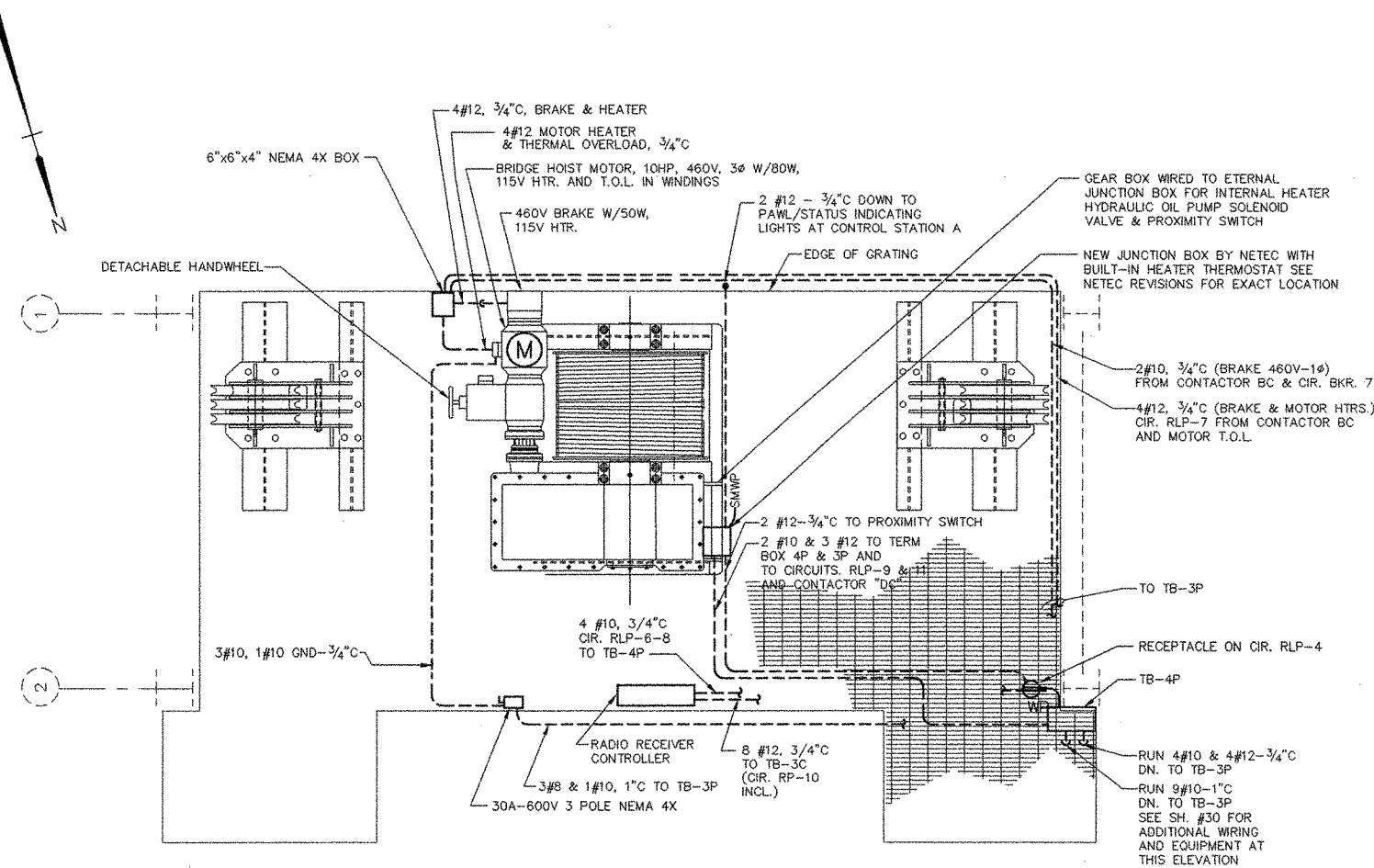
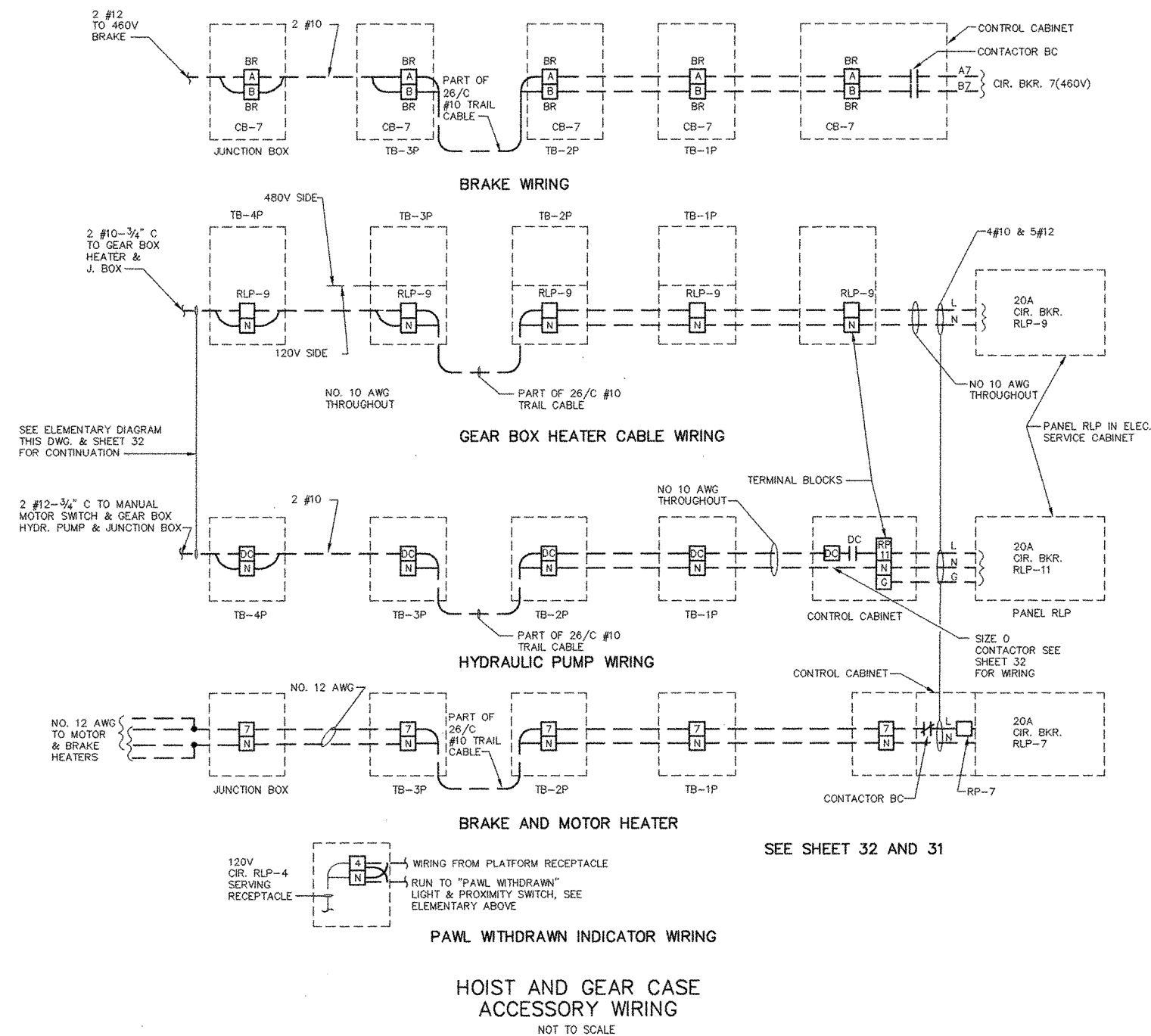
TRANSFER BRIDGE  
HOIST TOWER FOUNDATION DETAILS  
AND MISCELLANEOUS DETAILS

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

|                         |                                         |                     |                                |                                                                   |
|-------------------------|-----------------------------------------|---------------------|--------------------------------|-------------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. DRC<br>DR. RWT | CHK. CWC<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. B. H. & C. |
|-------------------------|-----------------------------------------|---------------------|--------------------------------|-------------------------------------------------------------------|



HOIST AND  
HYDRAULIC PAWL WITHDRAWAL  
ELEMENTARY DIAGRAM  
NOT TO SCALE



PLAN AT PLATFORM, ELEV. 37.50  
SCALE: 1/2"=1'-0"

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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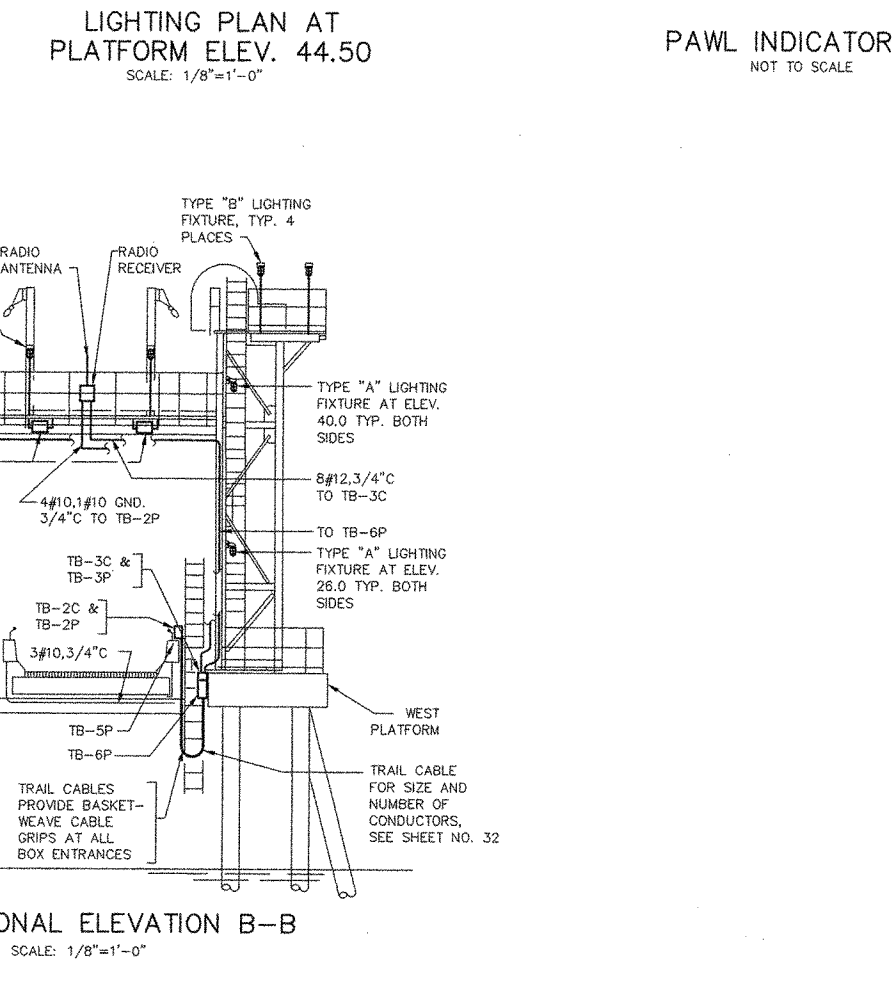
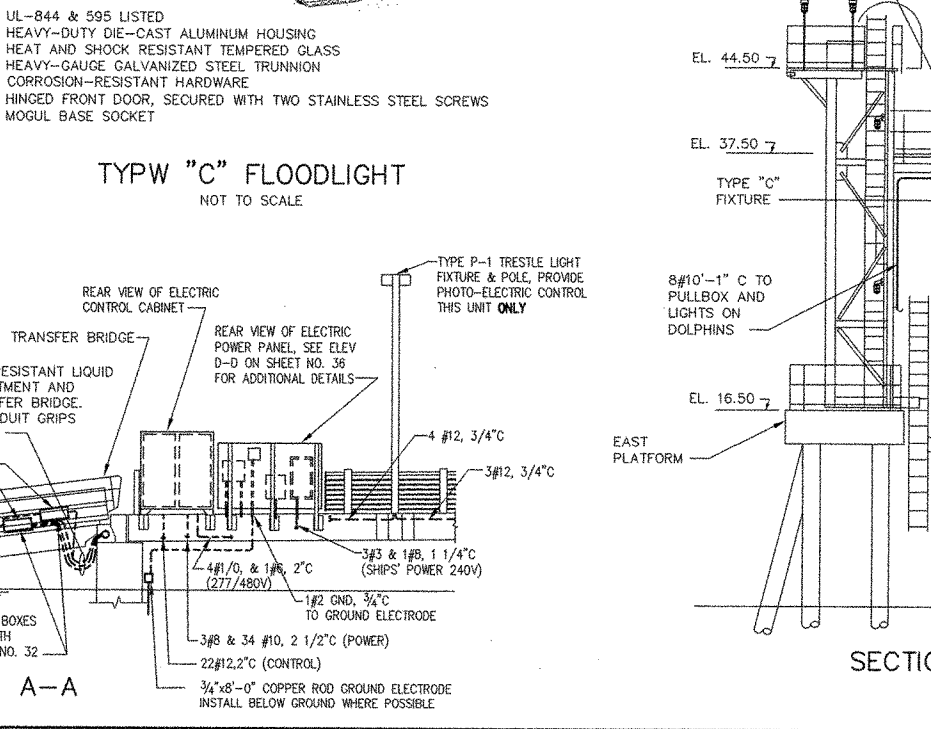
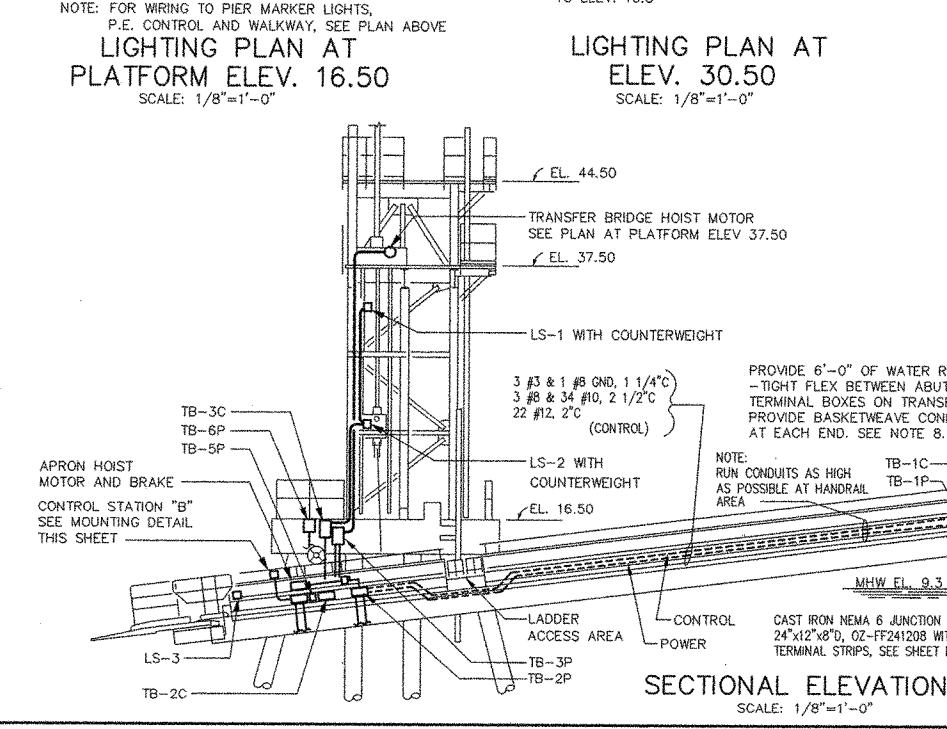
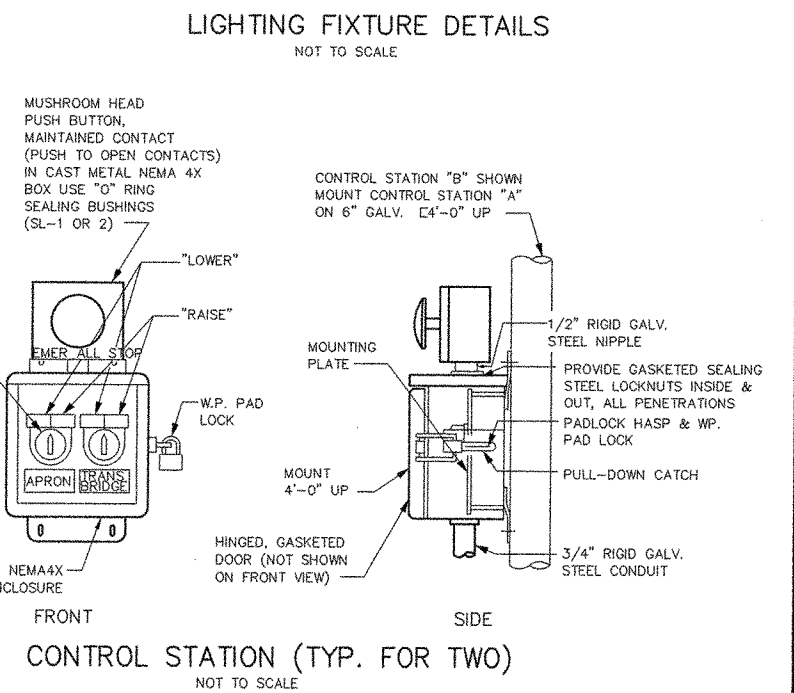
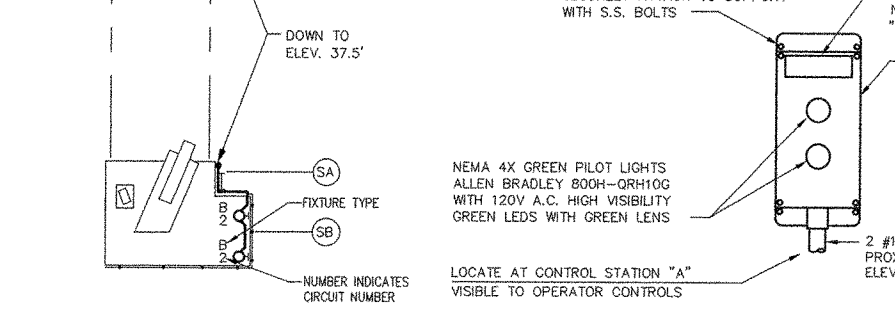
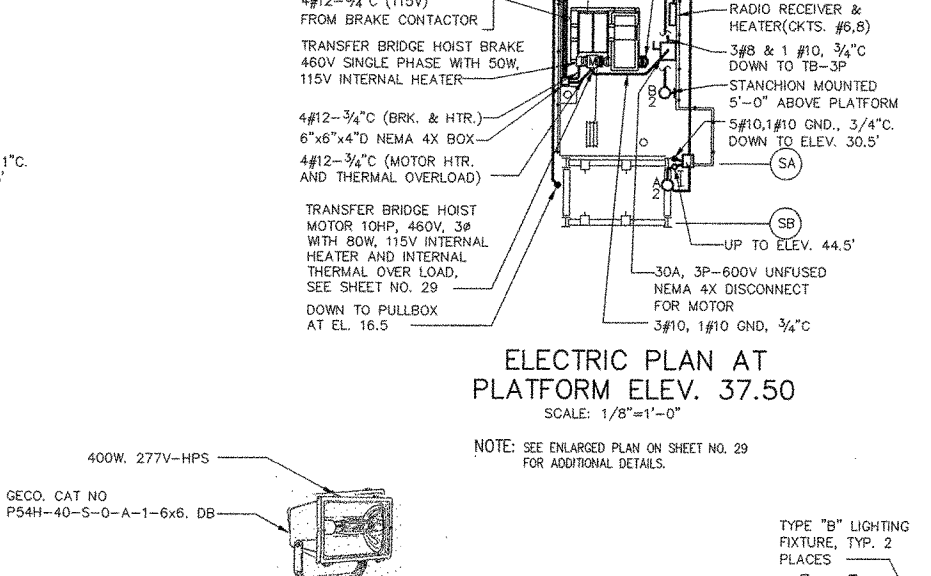
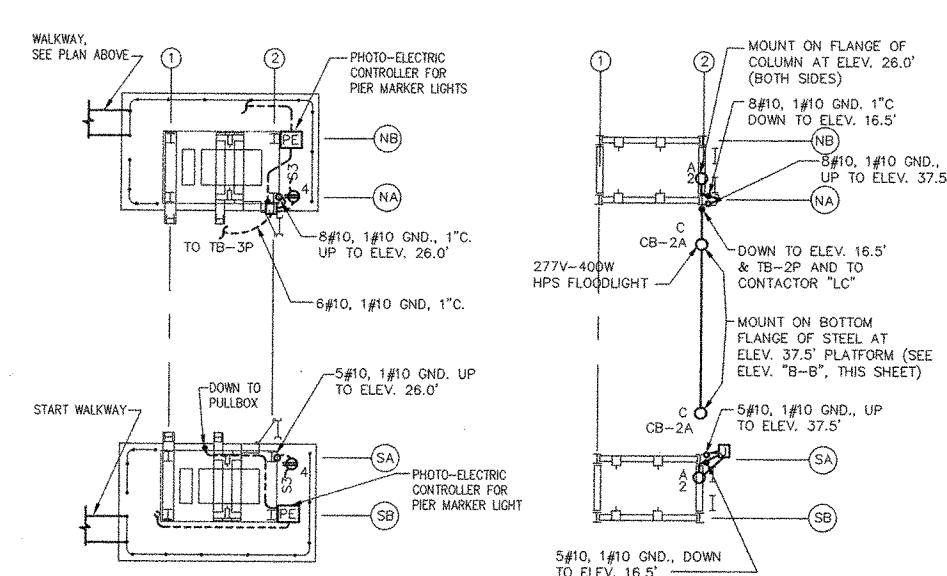
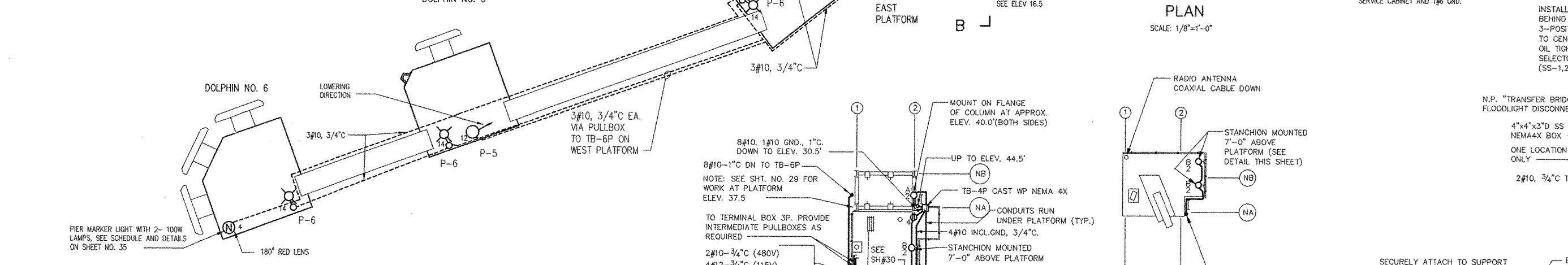
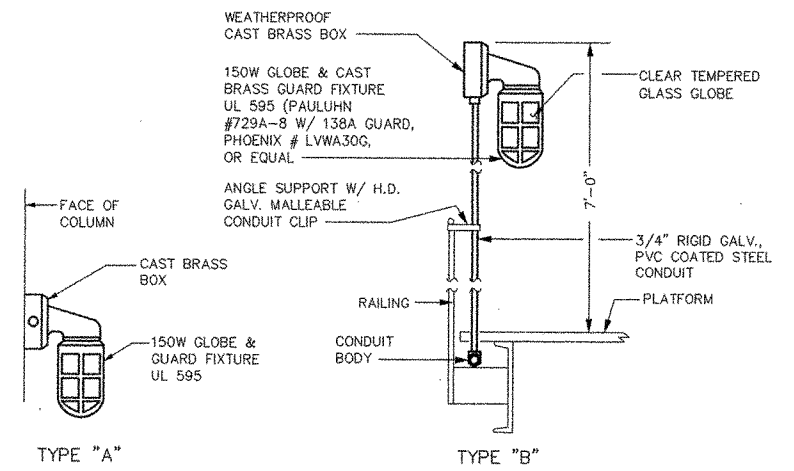
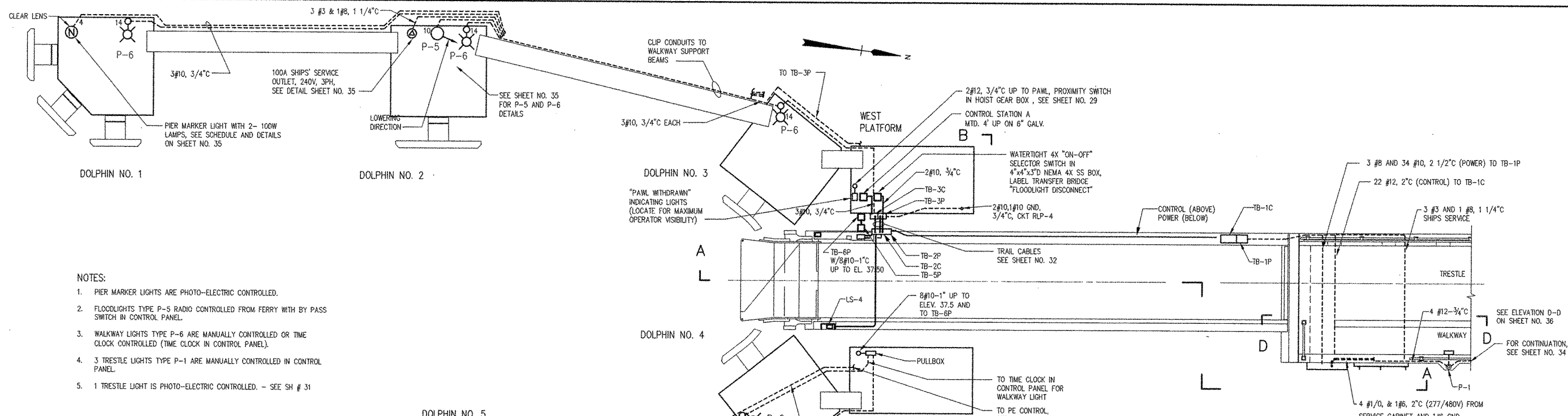
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

**TRANSFER BRIDGE  
HOIST WIRING AND DETAILS**

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

|                          |                                         |                     |                             |                                                           |
|--------------------------|-----------------------------------------|---------------------|-----------------------------|-----------------------------------------------------------|
| FS&T PROJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. GCN<br>DR. RWT | CHK. GCN<br>PROJ. ENGR. DPA | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. B. H. |
|--------------------------|-----------------------------------------|---------------------|-----------------------------|-----------------------------------------------------------|



- ELECTRIC LEGEND**
- LIGHT FIXTURE
  - TYPE (SEE DETAILS)
  - 2 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:**
- 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.
  - LIMIT SWITCH LS-4 SHALL BE SQUARE "D" CLASS 9007, TYPE "C" OR EQUAL, NEMA AND UL 6P
  - POSITION LS-3 SO THAT SWITCH IS TRIPPED WHEN APRON IS AT UPPER LIMIT OF TRAVEL.
  - ALL CONDUITS SHALL BE PVC COATED RIGID STEEL, INCLUDING CONDUIT BODIES AND CLIPS.
  - FOR DESCRIPTION OF WIRE & CONDUIT ON TRANSFER BRIDGE SEE SHEET NO. 31 & 32.
  - FOR WIRING SCHEMATICS SEE SHEET NO. 28, 31 & 32.
  - JUNCTION BOXES WITH TERMINAL STRIPS ON TRANSFER BRIDGE AND PLATFORM SHALL BE CAST METAL NEMA 6
  - 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.
  - FOR DETAILS OF CONTROL CABINET AND ELECTRICAL DISTRIBUTION EQUIPMENT, SEE SHEET NO. 33.
  - ALL CONDUIT SHALL BE 3/4" MIN. SIZE, HOT DIPPED GALVANIZED WITH 40 MIL BONDED PVC COATING (BLACK OR GRAY)
  - ALL WIRE SHALL BE TYPE RHH-RHW-USE

| REV. | DATE | DESCRIPTION | BY | CHK. | APPD. |
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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

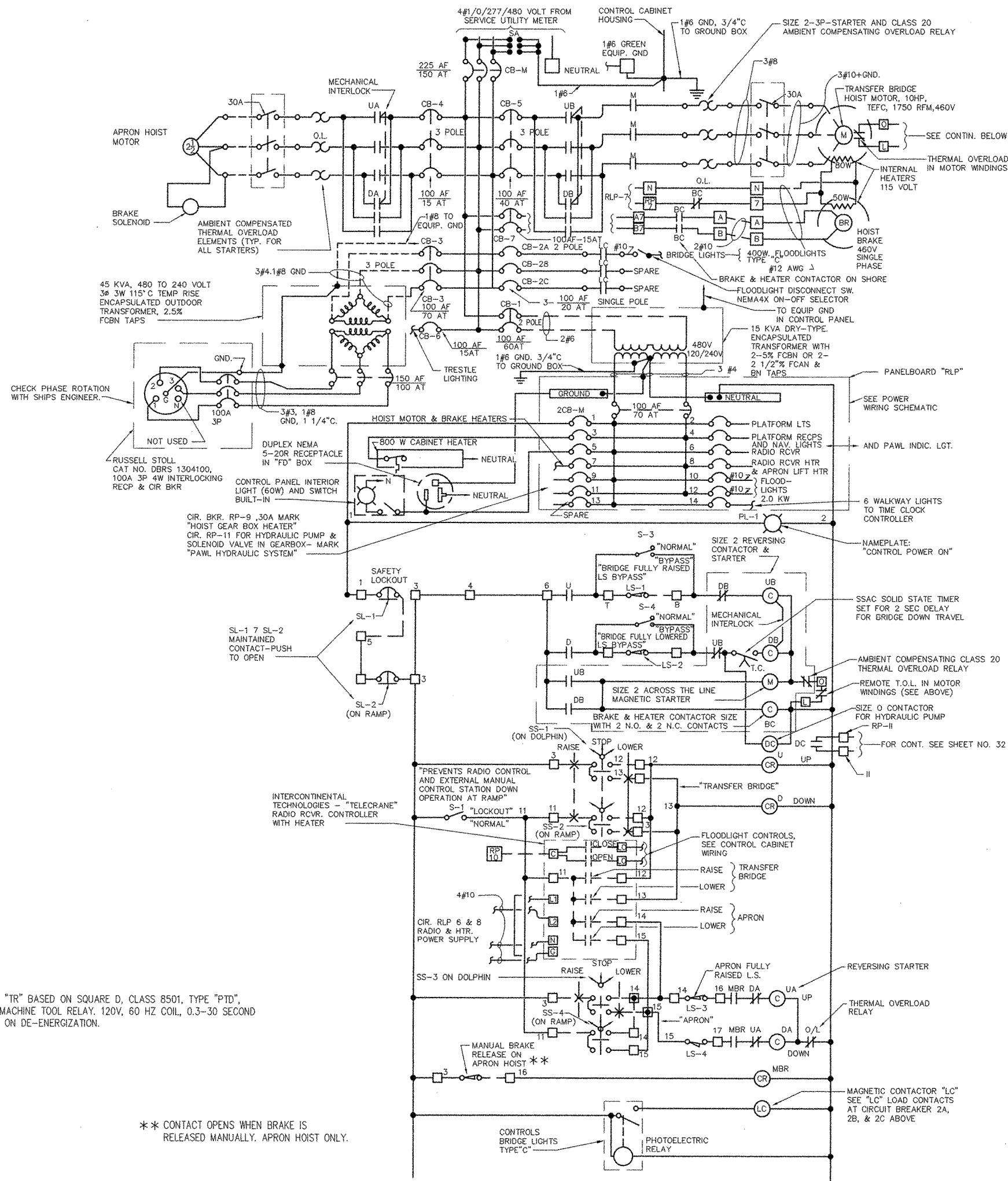
FERRY TERMINAL, VINALHAVEN, MAINE

**TRANSFER BRIDGE**  
**ELECTRICAL PLAN AND DETAILS**

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

|                          |                                         |                                            |                                                          |
|--------------------------|-----------------------------------------|--------------------------------------------|----------------------------------------------------------|
| FS&T PROJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. GON<br>CHK. GON<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. Felt |
|--------------------------|-----------------------------------------|--------------------------------------------|----------------------------------------------------------|

SHEET 30 OF 53

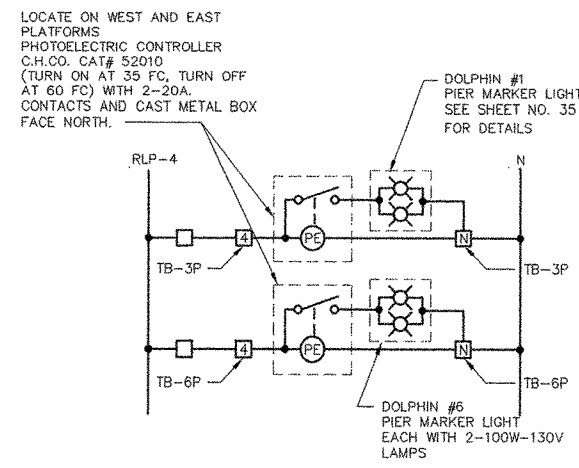


NOTE:  
RELAY "TR" BASED ON SQUARE D, CLASS 8501, TYPE "PTD",  
600V MACHINE TOOL RELAY, 120V, 60 HZ COIL, 0.3-30 SECOND  
DELAY ON DE-ENERGIZATION.

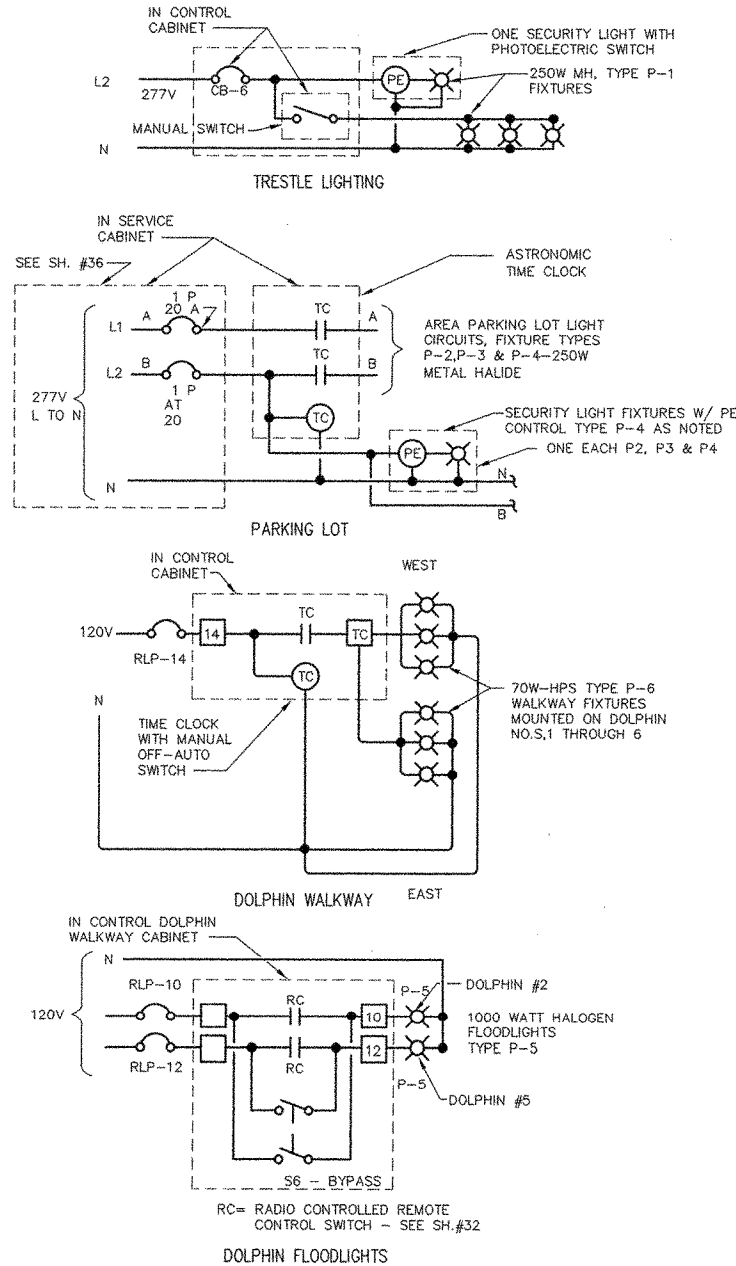
\*\* CONTACT OPENS WHEN BRAKE IS  
RELEASED MANUALLY. APRON HOIST ONLY.

ELEMENTARY DIAGRAM  
NOT TO SCALE

NOTE: SEE SHEET NO. 29 FOR ADDITIONAL WIRING  
DETAILS AT HOIST AND HYDRAULIC PAWL  
SEE SHEET NO. 32 FOR ADDITIONAL WIRING  
SEE SHEET NO. 33 FOR CONTROL PANEL  
EQUIPMENT DETAILS



PIER MARKER LIGHTS  
PHOTOELECTRIC CONTROLLED



LIGHTING CONTROL SCHEMATICS  
NOT TO SCALE

LEGEND:

- NOTE: ALL SELECTOR SWITCHES ARE SPRING  
RETURN TO "STOP" POSITION.
- INTERFACE BETWEEN  
CONTROL PANEL & FIELD
  - PANEL WIRING
  - - - FIELD WIRING
  - + / - NO CONTACT BETWEEN  
CROSSING LINES
  - ⋈ CONTACT BETWEEN  
CROSSING LINES
  - (M) MOTOR STARTER
  - ⋈ LIMIT SWITCH
  - ⋈ TIME DELAY ON  
DE-ENERGIZE
  - ⋈ T.O. TIMED OPENING
  - (PE) PHOTOELECTRIC  
RELAY
  - (CR) CONTROL RELAY 600V  
MACHINE TOOL RELAY
  - (C) CONTACTOR
  - BC BRAKE (& HEATER) CONTACTOR
  - S SPARE
  - (10) MOTOR, WITH HORSEPOWER
  - SA SURGE ARRESTER
  - ⋈ NORMALLY CLOSED (N.C.)
  - ⋈ NORMALLY OPEN (N.O.)
  - ⋈ TIME DELAY ON  
ENERGIZE
  - ⋈ T.C. TIMED CLOSING



| REV. | DATE | DESCRIPTION | BY | CHK. | APPD. |
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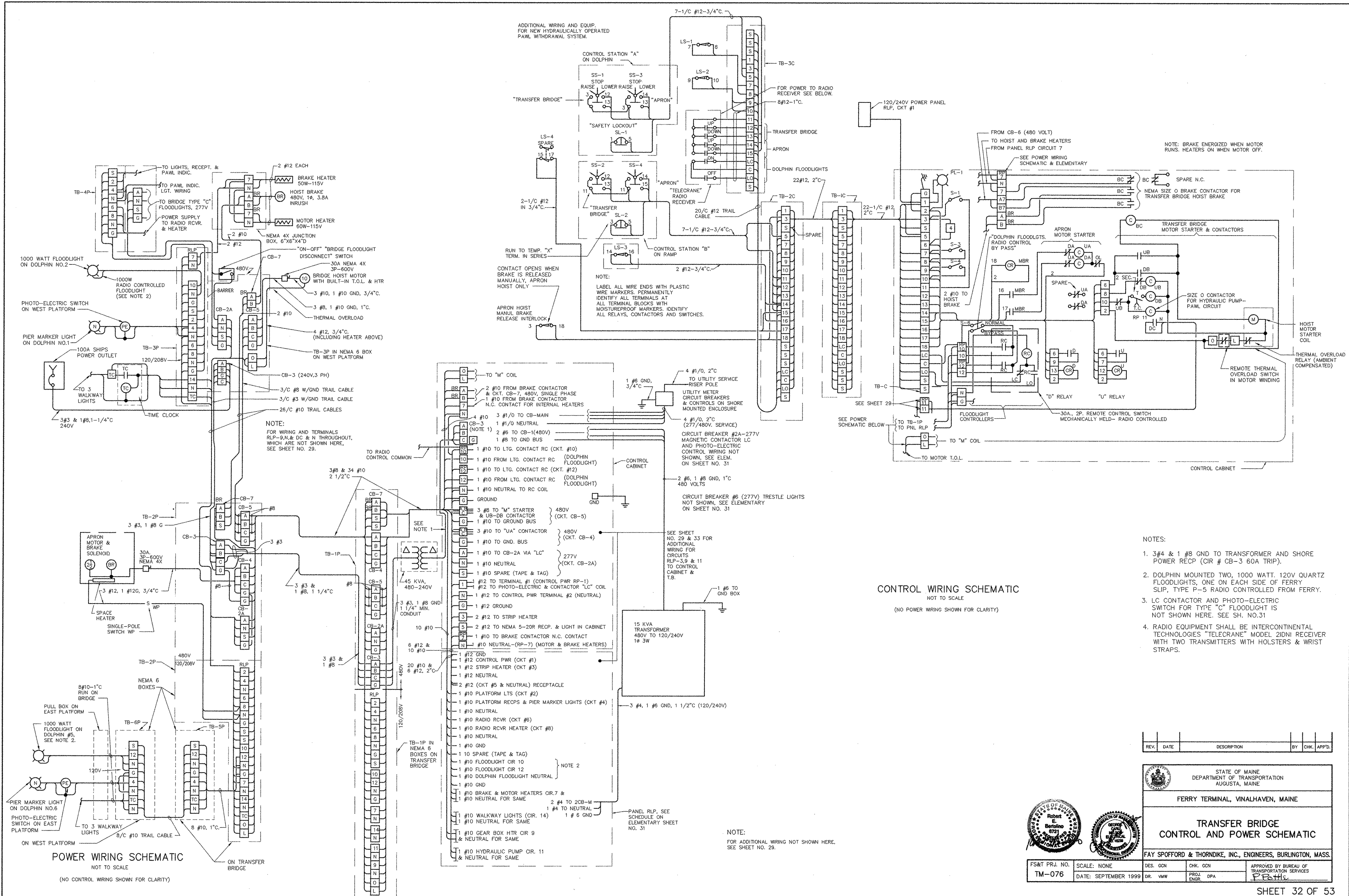
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

**TRANSFER BRIDGE  
POWER ELEMENTARY**

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

|                         |                                     |                     |                       |                                                                |
|-------------------------|-------------------------------------|---------------------|-----------------------|----------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: NONE<br>DATE: SEPTEMBER 1999 | DES. GCN<br>DR. VWW | CHK. GCN<br>PROJ. DPA | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>F. C. HILL |
|-------------------------|-------------------------------------|---------------------|-----------------------|----------------------------------------------------------------|



| NEMA 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/70AT, 14,000AIC @480V, 45 KVA SHIPS POWER TRANSFORMER                                                         |
| 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, TRESTLE LTC.                                                                           |
| CB-7                          | 2-POLE, 100AF/15AT, 14,000AIC @480V, HOIST BRAKE VIA CONTACTOR "Bc"                                                         |
| CB-M                          | 3-POLE, 225AF/150AT, 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                            | PAHL 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                                                                                    |
| TR                            | NEMA A, 600V, 10A, 0.3 TO 30 TIME DELAY ON DE-ENERGIZE 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                                                                |
| TC                            | ASTRONOMIC TIME CLOCK LABEL "WALKWAY LIGHTS"                                                                                |
| M                             | * MOTOR STARTER OR CONTACTOR NEMA SIZE 2, 3 PHASE                                                                           |
| SWITCHES ON DRAWING:          |                                                                                                                             |
| S1                            | "LOCK OUT NORMAL" RADIO & MANUAL RAMP DRIVEN DOWN CONTROL                                                                   |
| S2                            | "BY PASS 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 DOLPHIN FLOODLIGHTS "NORMAL-BYPASS"                                                                    |
| S7                            | 277V TRESTLE LIGHT "ON-OFF"                                                                                                 |
| 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                                                                          |

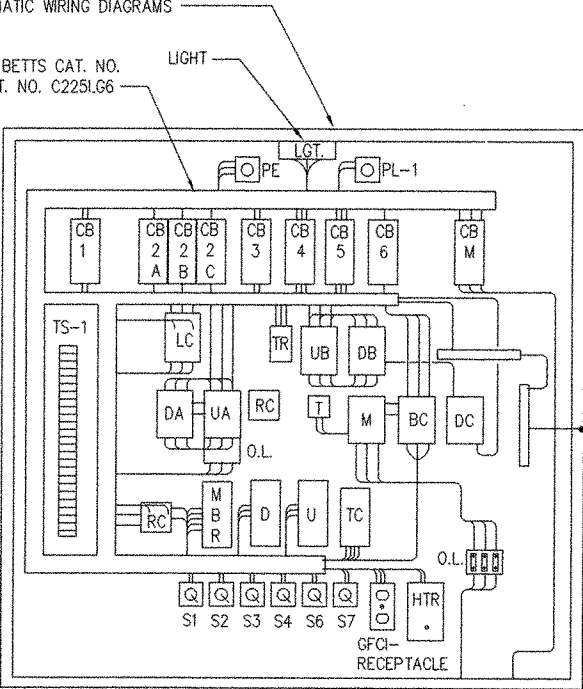
HEAVY DUTY, OIL TIGHT "ON-OFF" SELECTOR STATION WITH NAMEPLATES (AS SHOWN ON THIS SHEET), MOUNTED IN CONTROL CABINET

NOT MOUNTED IN CONTROL CABINET

TWO POLE

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

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



NOTE:  
SEE SHEET NO. 36 ELEVATION D-D.

NEMA 4X, STAINLESS STEEL 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.S 30, 31 AND 32 FOR SL-1 &SL-2, SS-1,SS-2,SS-3 & SS-4.
4. ELEMENTARY DIAGRAM, SHEET NO. 31 FOR S-1,S-2,S-3,S-4 & S-5.
5. CONTROL WIRING SCHEMATIC, SHEET NO. 32 FOR S-6 EQUIPMENT.

|      |      |             |    |      |        |
|------|------|-------------|----|------|--------|
| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|      |      |             |    |      |        |

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

TRANSFER BRIDGE  
ELECTRICAL DETAILS

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

Robert E. Bertolino  
0721  
Professional Engineer  
Maine

Georgios P. Poulas  
0224  
Professional Engineer  
Maine

FS&T PRJ. NO.  
TM-076

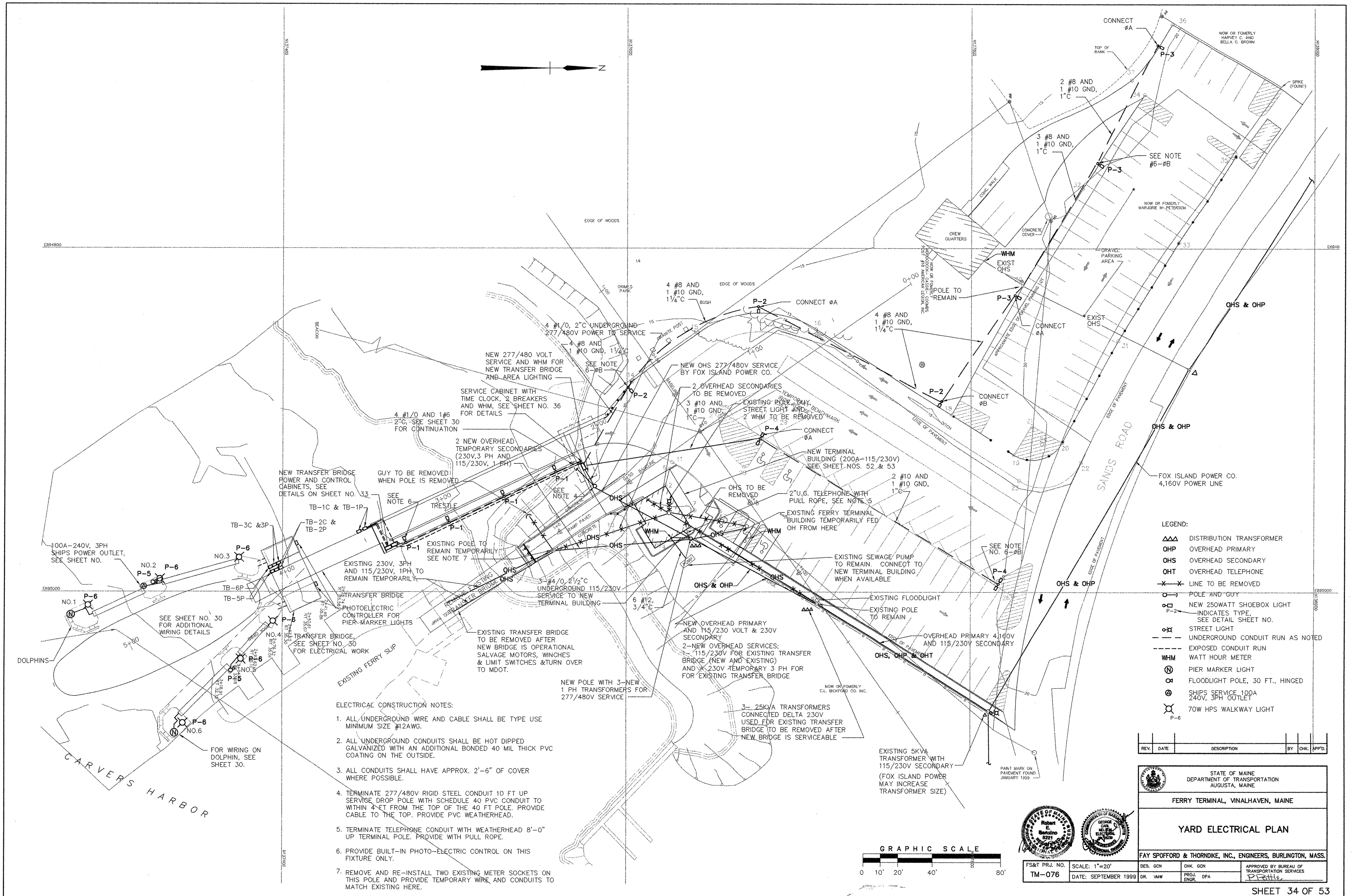
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DATE: SEPTEMBER 1999

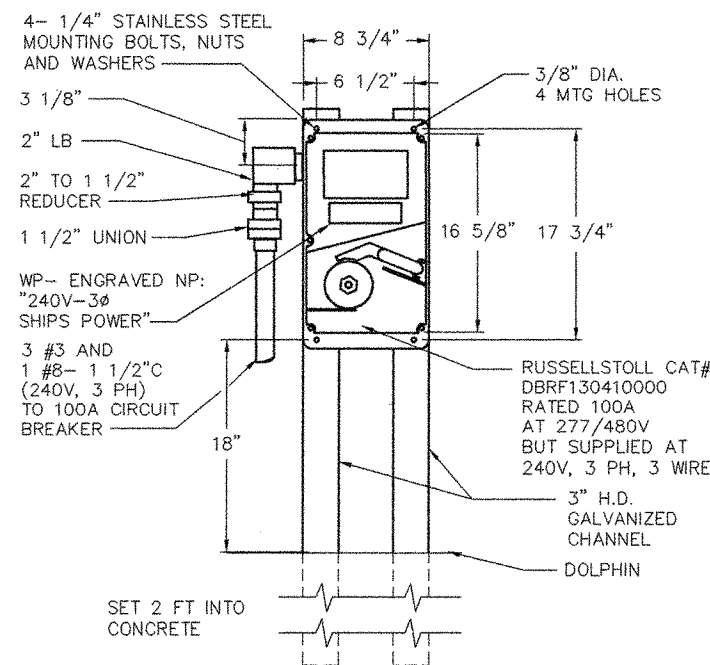
DES. GCH  
CHK. GCH  
PROJ. DPA  
ENGR.

APPROVED BY BUREAU OF  
TRANSPORTATION SERVICES  
P. Poulas

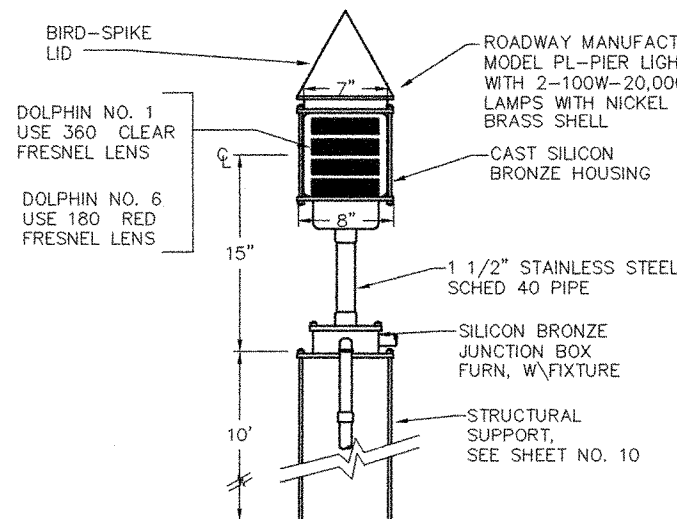
SHEET 33 OF 53

R:\TM-076\DWG\E-SCHEM.dwg 09/13/99 14:09 [19.54]





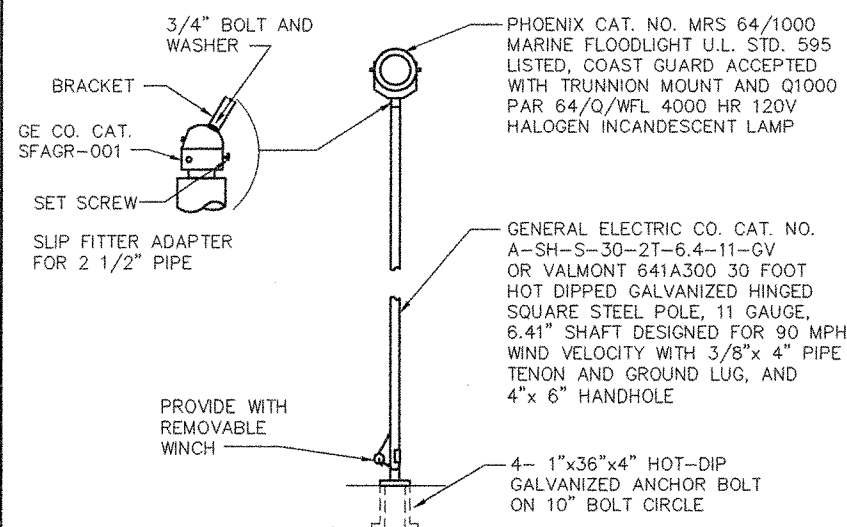
SHIPS POWER OUTLET DETAIL  
NOT TO SCALE



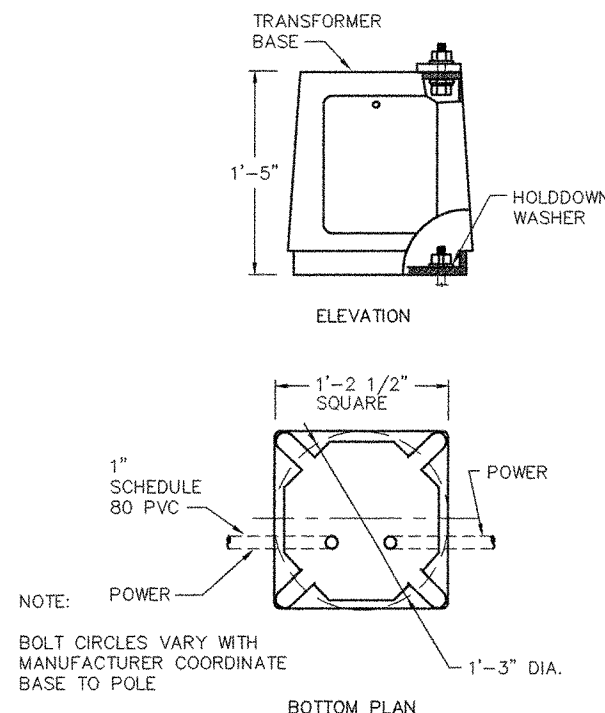
| LOCATION   | ° OF LIGHT OPENING | LAMP SIZE   | ROADWAY MANUF. | LENS  |
|------------|--------------------|-------------|----------------|-------|
| DOLPHIN #6 | 180°               | 2-100W A-19 | MODEL PL       | RED   |
| DOLPHIN #1 | 360°               | 2-100W A-19 | MODEL PL       | CLEAR |

ALTERNATIVE: B&B MODEL MS53-2 DUPLEX PIER LIGHT.

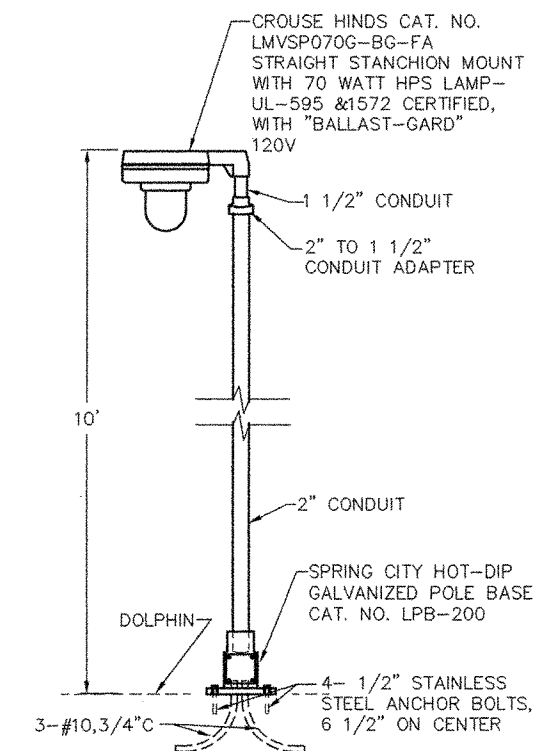
PIER MARKER LIGHT DETAIL  
SCALE: 1 1/2"=1'-0"



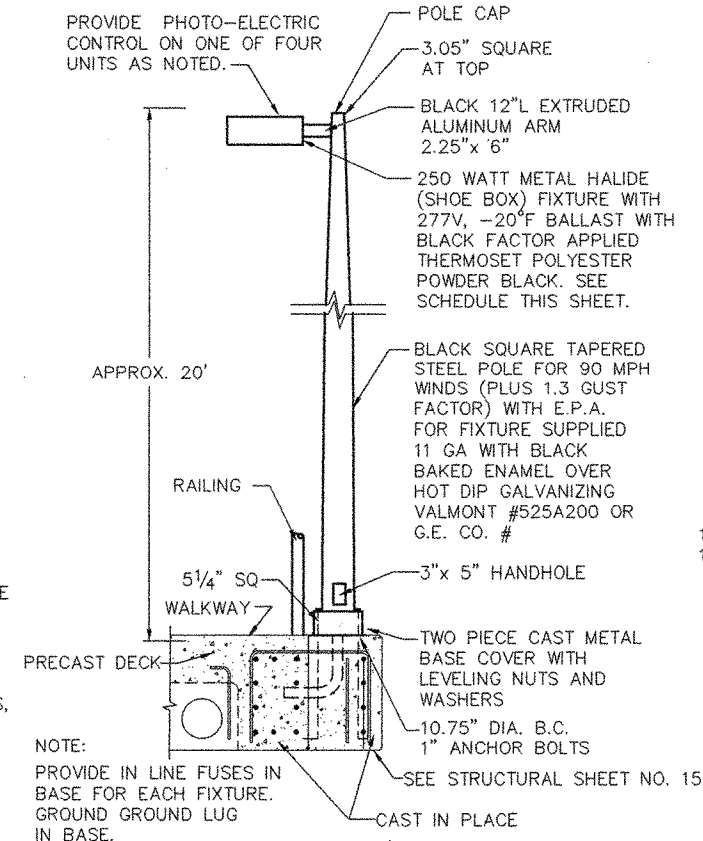
DOLPHIN FENDER FLOODLIGHT TYPE P-5 DETAIL  
NOT TO SCALE



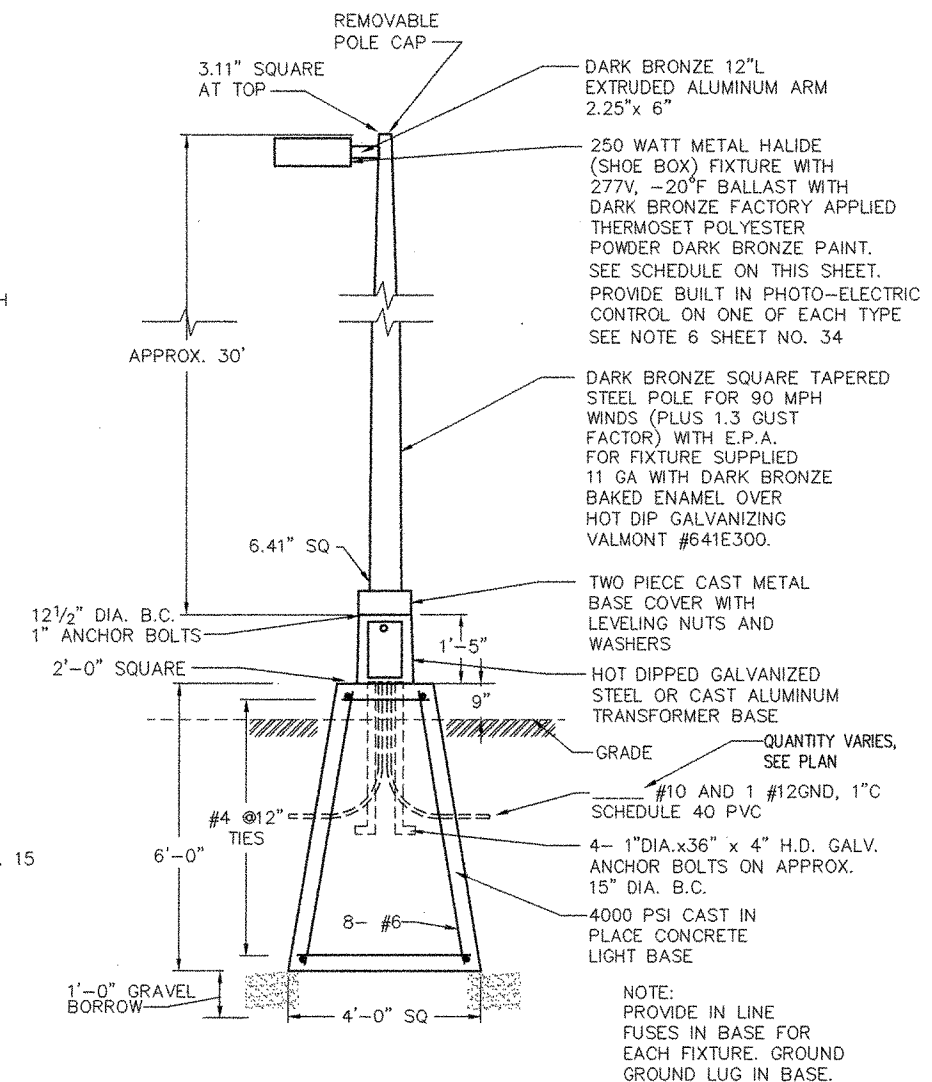
ANCHOR BASE DETAIL  
SCALE: 1 1/2"=1'-0"



WALKWAY LIGHT TYPE P-6 DETAIL  
SCALE: 1"=1'-0"



TRESTLE LIGHT TYPE P-1 DETAIL  
SCALE: 1/2"=1'-0"



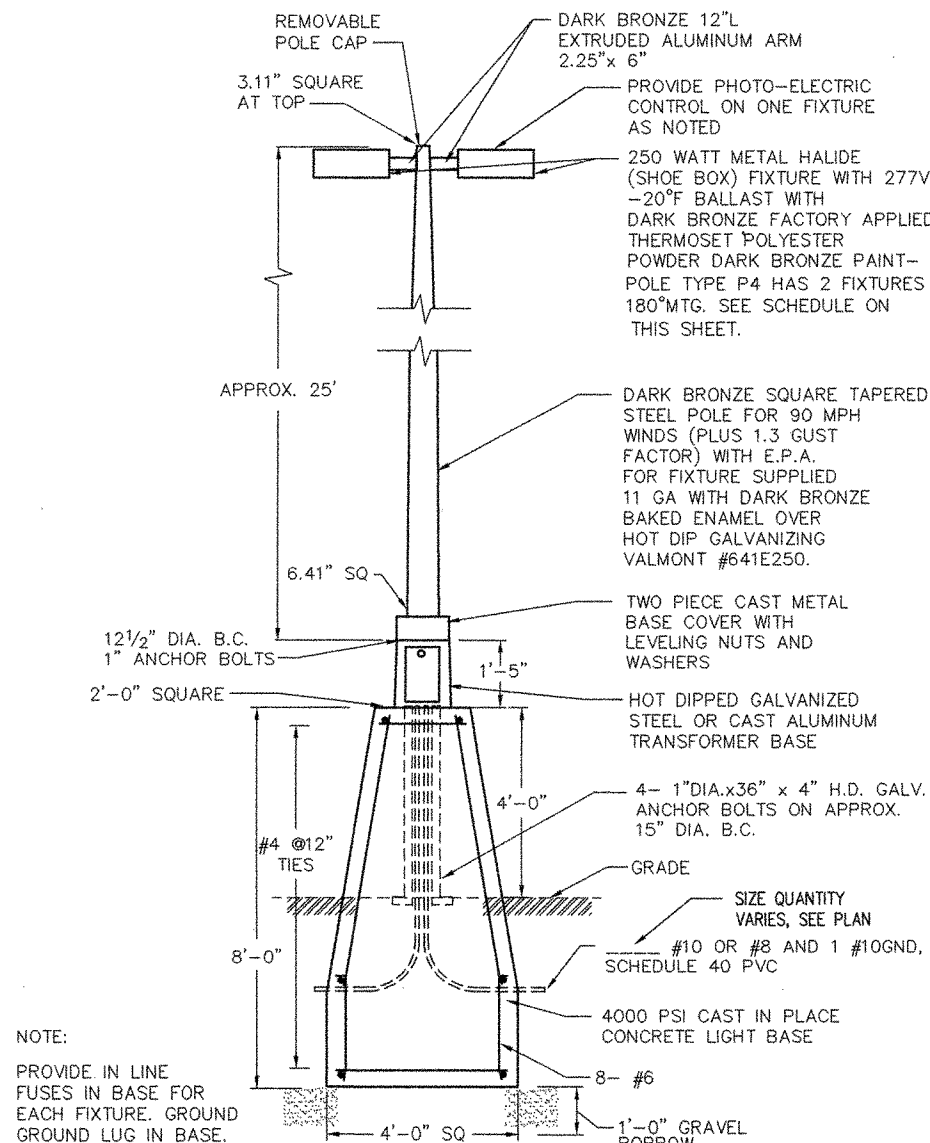
AREA LIGHTING TYPE P-2 & P-3 DETAIL  
SCALE: 1/2"=1'-0"

| AREA LIGHT POLE FIXTURE SCHEDULE |              |                              |                   |     |                                                                          |
|----------------------------------|--------------|------------------------------|-------------------|-----|--------------------------------------------------------------------------|
| TYPE                             | MANUFACTURER | CATALOG NO.                  | TYPE DISTRIBUTION | EPA | * REMARKS                                                                |
| P-1                              | STERNER      | EX25-A-10-2-FP*-250H-277D    | III               | 2.5 | SINGLE FIXTURE- 20 FT STEEL POLE                                         |
| P-2                              | STERNER      | EX25-A-10-3-FP*-250H-277C    | II                | 2.5 | SINGLE FIXTURE- 30 FT STEEL POLE WITH TRANSFORMER BASE                   |
| P-3                              | STERNER      | EX25-A-10-F-FP*-250H-277C    | FORWARD           | 2.5 | SINGLE FIXTURE- 30 FT STEEL POLE WITH TRANSFORMER BASE                   |
| P-4                              | STERNER      | EX25-A-28-3-TF*-FP-250H-277C | III               | 5.0 | TWO FIXTURES MTD - 180° APART ON A 25FT STEEL POLE WITH TRANSFORMER BASE |
| P-5                              | PHOENIX      | MRS 64/1000                  | 5x3 WIDE FLOOD    | 1.5 | SINGLE FIXTURE - 30FT HINGED STEEL POLE                                  |
| P-6                              | CROUSE HINDS | LMVSP070G-BG-FA              | N/A               | N/A | SEE DETAIL THIS SHEET 70W HPS, 120VOLT                                   |

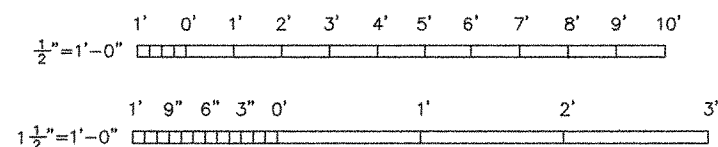
NOTES:

- WHERE LEDGE IS ENCOUNTERED AND CONCRETE BASE DEPTH CANNOT BE MAINTAINED, DRILL 2" HOLE AT LEAST 3.5 FEET INTO THE LEDGE AND CONTINUE #6 BAR AT LEAST 3 FEET INTO DRILLED HOLE. GROUT HOLE.
- WHERE SOLID ROCK PREVENTS REQUIRED BURIED CONDUIT DEPTHS- ENCASE CONDUIT IN 2" OF CONCRETE DOWN TO THE ROCK.

\* SEE DETAILS THIS DRAWING FOR ADDITIONAL DATA. PROVIDE PE CONTROL ON ONE EACH OF THE TYPE P1, P2, P3 & P4 FIXTURES SEE SH. NO. 34 ACCEPTABLE ALTERNATE FIXTURES ARE KIM EKG SERIES OR HUBBELL MAGNASPEC.



AREA LIGHTING DETAIL- TYPE P-4 POLE  
SCALE: 1/2"=1'-0"



| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
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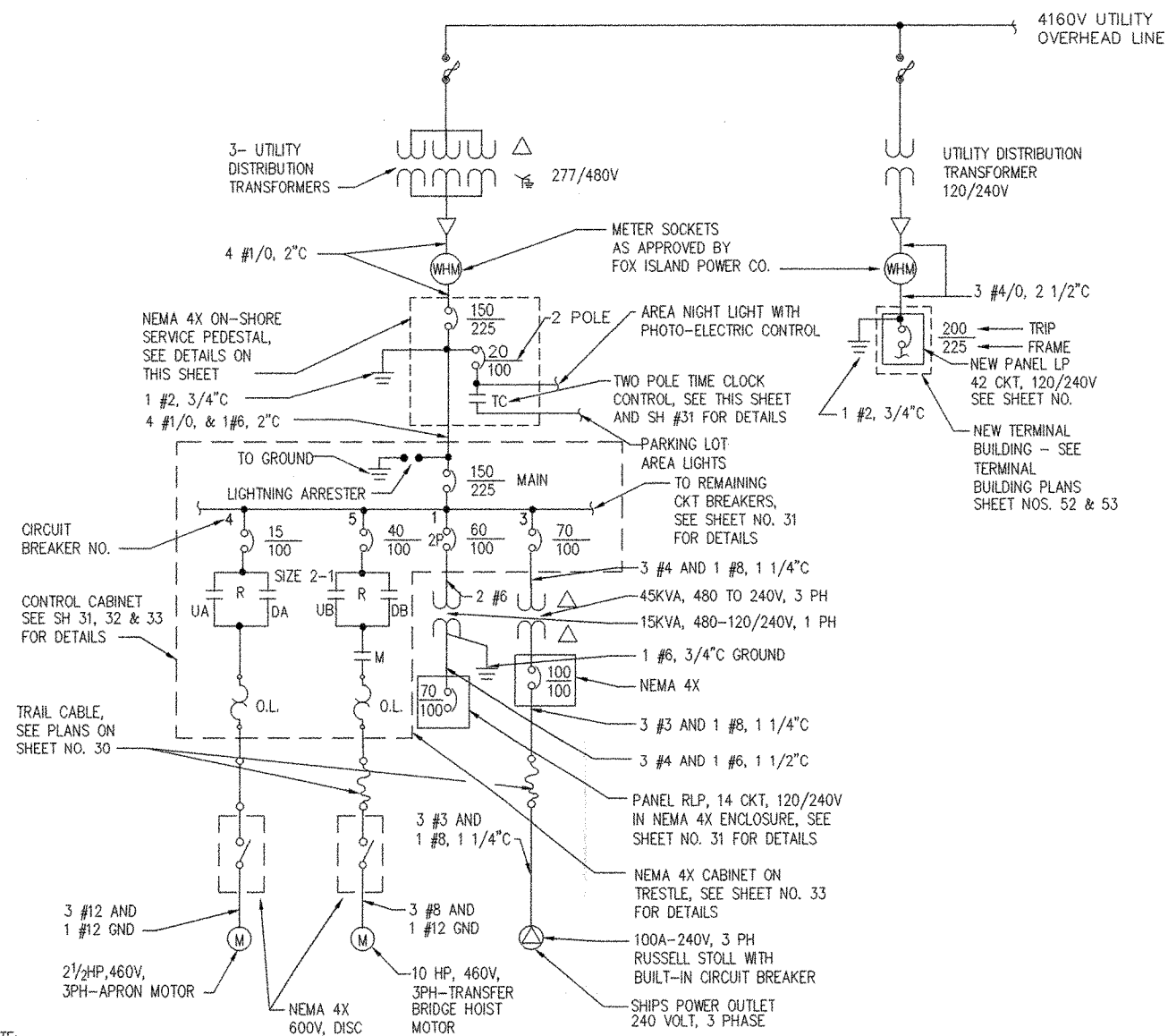
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

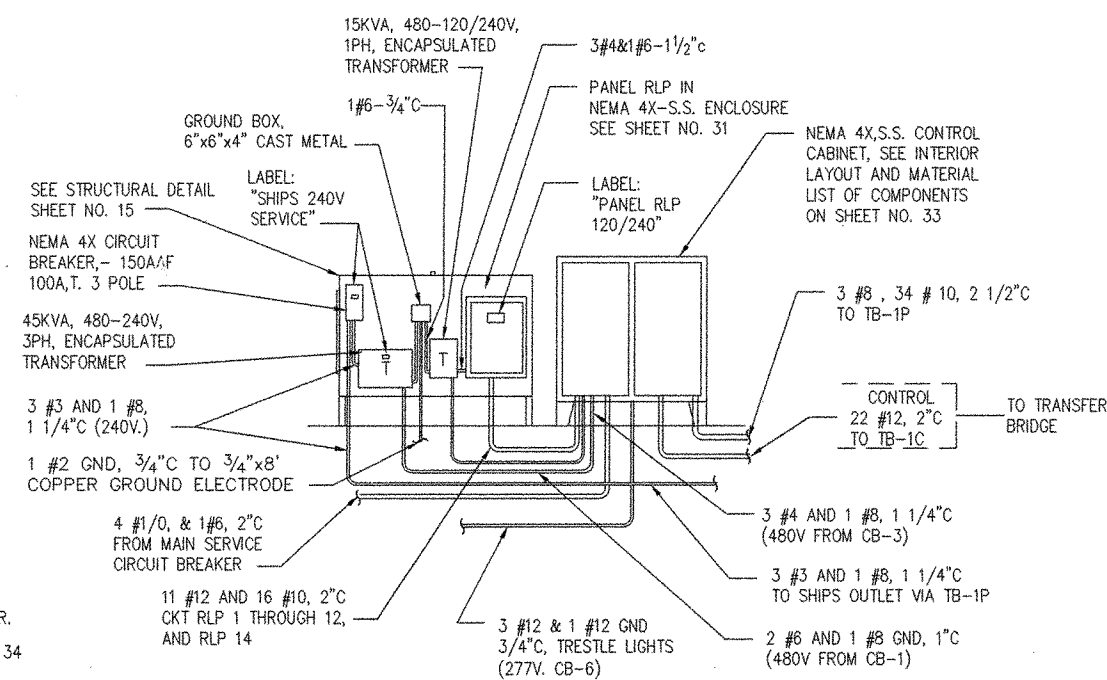
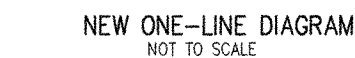
**ELECTRICAL LIGHTING FIXTURES  
DETAILS AND SCHEDULE**

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

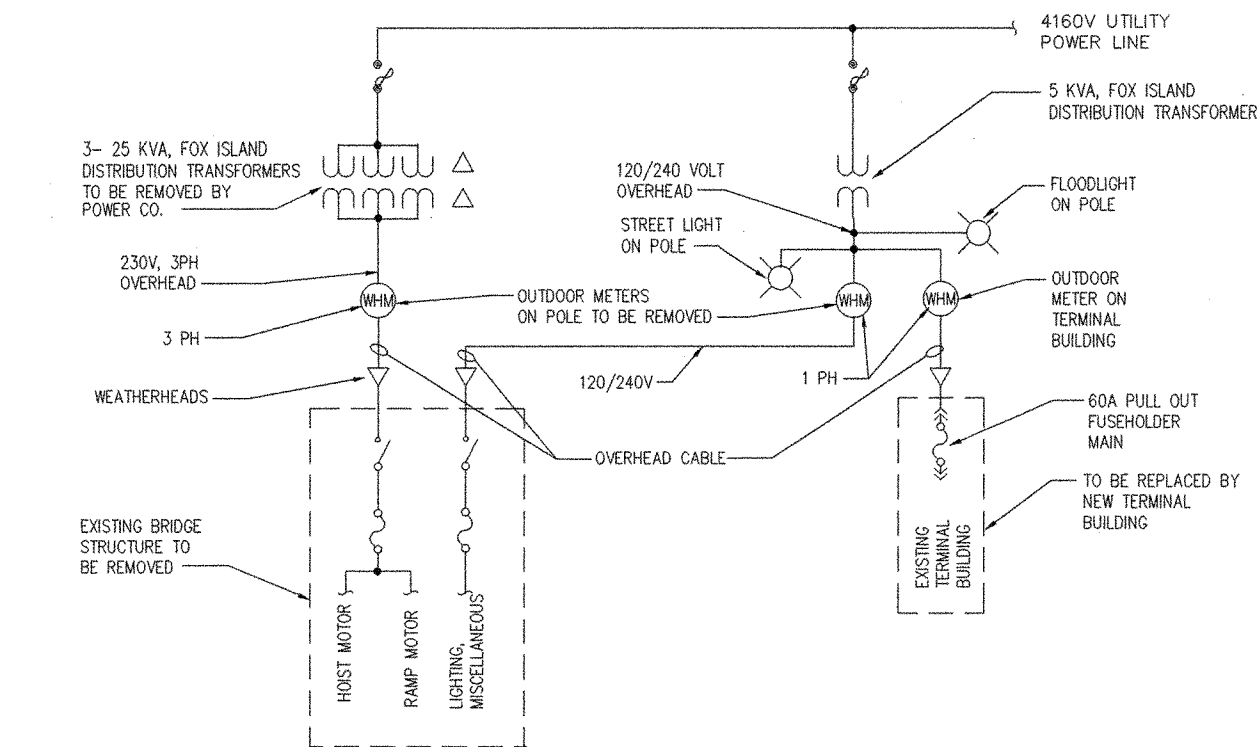
|                         |                                         |                     |                                |                                                                 |
|-------------------------|-----------------------------------------|---------------------|--------------------------------|-----------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. GCH<br>DR. VMW | CHK. GCH<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. P. H. C. |
|-------------------------|-----------------------------------------|---------------------|--------------------------------|-----------------------------------------------------------------|



NOTE:  
APRON AND BRIDGE MOTORS  
BOTH HAVE INTERIOR HEATERS  
AND BRAKES, SEE SHEET NO. 31  
FOR DETAILS.

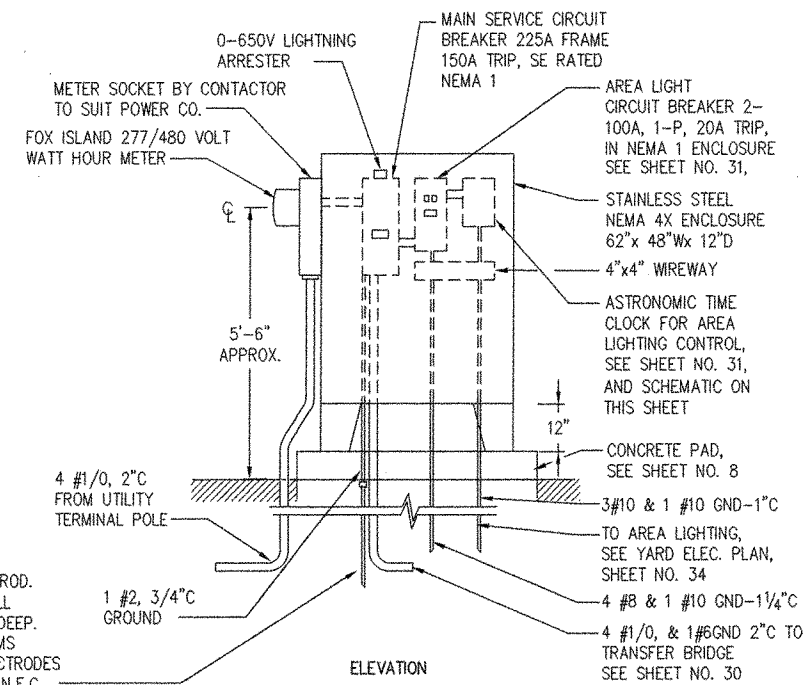


NOTE: ELEV. D-D TAKEN FROM  
SHEET NO. 30.

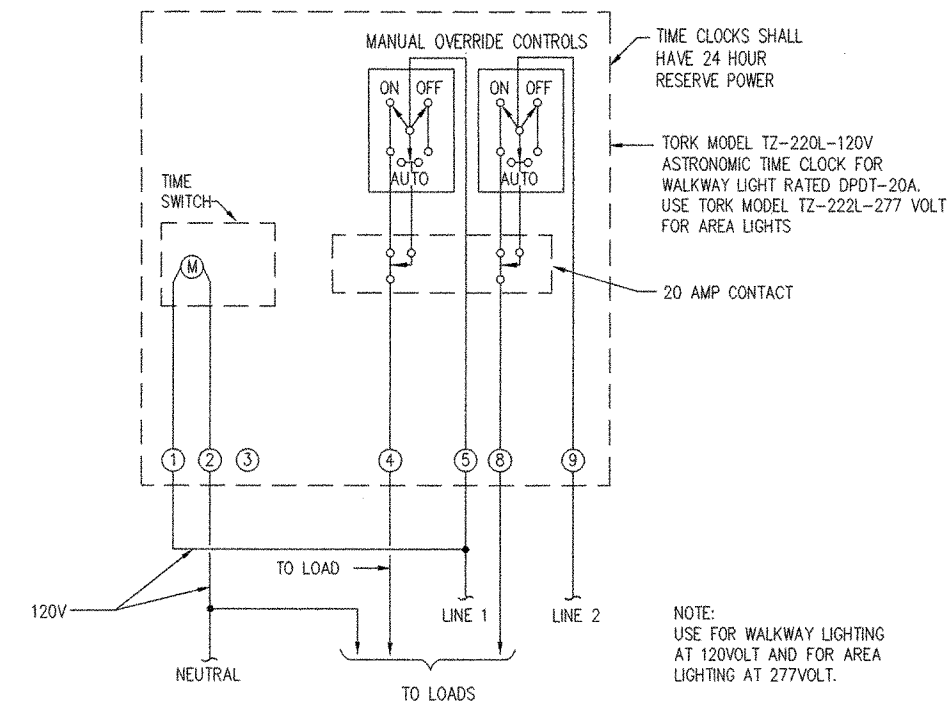


NOTE:

ALL EQUIPMENT SHOWN HERE IS TO BE REMOVED EXCEPT AS NOTED. HOWEVER, MAINTAIN ALL EXISTING SERVICES UNTIL NEW FACILITIES ARE OPERATIONAL. SALVAGE EXISTING MOTORS, WINCH GEARS, PLAQUE AND LIMIT SWITCHES AND TURN OVER TO MOOT.



NOTE:  
3/4" x 8' COPPER WELD GROUND ROD.  
IF ROD CANNOT BE DRIVEN, INSTALL  
HORIZONTALLY IN TRENCH 2 1/2' DEEP.  
TEST TO OBTAIN AT LEAST 25 OHMS  
RESISTANCE TO GROUND. ADD ELECTRODES  
AS NEEDED TO OBTAIN SAME PER N.E.C.



NOTE:  
USE FOR WALKWAY LIGHTING  
AT 120VOLT AND FOR AREA  
LIGHTING AT 277VOLT.

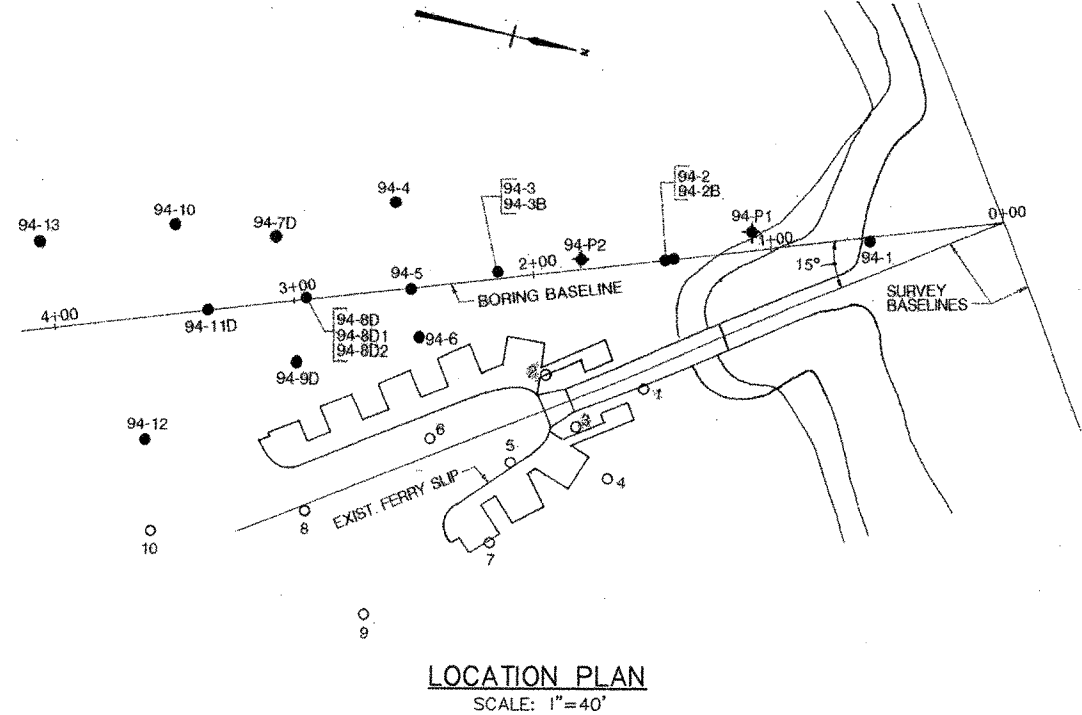
| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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|                                                                                       |                                                                  |                                                                      |  |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------|--|
|  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                                                                      |  |
|                                                                                       | FERRY TERMINAL, VINALHAVEN, MAINE                                |                                                                      |  |
|                                                                                       | ELECTRICAL<br>ONE LINE DIAGRAM & DETAILS                         |                                                                      |  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.                          |                                                                  |                                                                      |  |
| DES. GCN                                                                              | CHK. GCN                                                         | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br><i>P. Pottle</i> |  |
| DR. V/MW                                                                              | PROJ.<br>ENG. DPA                                                |                                                                      |  |

|                                                                                                                                                   |  |                                                                                                                                                                                                     |  |                                |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|
| <b>MAINE TEST BORINGS, INC.</b><br>BREWER, MAINE 04412                                                                                            |  | CLIENT: FAY, SPOFFORD & THORNDIKE, INC.                                                                                                                                                             |  | SHEET 1 OF 1<br>HOLE NO. 894-1 |  |
| DRILLER: GREG LIDSTONE<br>WTB JOB NUMBER: 95-020                                                                                                  |  | PROJECT NAME: FERRY TERMINAL<br>LOCATION: VINALHAVEN, MAINE                                                                                                                                         |  | LINE & STATION: OFFSET         |  |
| GROUND WATER OBSERVATIONS<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL |  | DATE START: 02/15/95<br>DATE FINISH: 02/15/95                                                                                                                                                       |  | SURFACE ELEVATION              |  |
| SAMPLE NO. O.D. PEN. REC. DEPTH @ BOT. BLOWS PER 6" ON SAMPLER<br>10 2 24 2.0 30 3 3 2                                                            |  | STRATUM DESCRIPTION<br>0.5 GRAY SILTY FINE TO MEDIUM SAND<br>0.7 GRAY SILTY FINE TO MEDIUM SAND<br>1.0 BROWN AND GRAY MOTTLED CLAYEY SILT<br>1.1 BROWN SILTY FINE TO COARSE SAND WITH GRAVEL (TILL) |  | REFUSAL @ 5.5'                 |  |
| SOIL CLASSIFIED BY: DRILLER-VISUALLY<br>SOIL TECHNICIAN-VISUALLY<br>LABORATORY TESTS                                                              |  | REMARKS: 13.1' WATER                                                                                                                                                                                |  | HOLE NO. 894-1                 |  |

|                                                                                                                                                   |  |                                                                                                 |  |                                |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------|--|--------------------------------|--|
| <b>MAINE TEST BORINGS, INC.</b><br>BREWER, MAINE 04412                                                                                            |  | CLIENT: FAY, SPOFFORD & THORNDIKE, INC.                                                         |  | SHEET 1 OF 1<br>HOLE NO. 894-2 |  |
| DRILLER: GREG LIDSTONE<br>WTB JOB NUMBER: 95-020                                                                                                  |  | PROJECT NAME: FERRY TERMINAL<br>LOCATION: VINALHAVEN, MAINE                                     |  | LINE & STATION: OFFSET         |  |
| GROUND WATER OBSERVATIONS<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL |  | DATE START: 02/19/95<br>DATE FINISH: 02/19/95                                                   |  | SURFACE ELEVATION              |  |
| SAMPLE NO. O.D. PEN. REC. DEPTH @ BOT. BLOWS PER 6" ON SAMPLER<br>10 2 4 0.3 50                                                                   |  | STRATUM DESCRIPTION<br>0.3 GRAY SILTY FINE TO COARSE SAND WITH GRAVEL, SHELLS<br>REFUSAL @ 0.3' |  | 7.4' WATER                     |  |
| SOIL CLASSIFIED BY: DRILLER-VISUALLY<br>SOIL TECHNICIAN-VISUALLY<br>LABORATORY TESTS                                                              |  | REMARKS: 7.4' WATER                                                                             |  | HOLE NO. 894-2                 |  |

|                                                                                                                                                   |  |                                                                                                        |  |                                                                                               |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------|--|
| <b>MAINE TEST BORINGS, INC.</b><br>BREWER, MAINE 04412                                                                                            |  | CLIENT: FAY, SPOFFORD & THORNDIKE, INC.                                                                |  | SHEET 1 OF 1<br>HOLE NO. 894-2A                                                               |  |
| DRILLER: GREG LIDSTONE<br>WTB JOB NUMBER: 95-020                                                                                                  |  | PROJECT NAME: FERRY TERMINAL<br>LOCATION: VINALHAVEN, MAINE                                            |  | LINE & STATION: OFFSET                                                                        |  |
| GROUND WATER OBSERVATIONS<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL |  | DATE START: 02/14/95<br>DATE FINISH: 02/14/95                                                          |  | SURFACE ELEVATION                                                                             |  |
| SAMPLE NO. O.D. PEN. REC. DEPTH @ BOT. BLOWS PER 6" ON SAMPLER<br>10 2 4 0.3 50                                                                   |  | STRATUM DESCRIPTION<br>0.3 GRAY SILTY FINE TO COARSE SAND WITH GRAVEL, SHELLS<br>BOTTOM OF BORING @ 0' |  | 9.4' WATER<br>COULD NOT GET SPENTING SHOE TO START<br>CORE BARREL LIFTING, HOLE CALLED BY PFI |  |
| SOIL CLASSIFIED BY: DRILLER-VISUALLY<br>SOIL TECHNICIAN-VISUALLY<br>LABORATORY TESTS                                                              |  | REMARKS: 9.4' WATER<br>COULD NOT GET SPENTING SHOE TO START<br>CORE BARREL LIFTING, HOLE CALLED BY PFI |  | HOLE NO. 894-2A                                                                               |  |



| 1994 BORING LOCATIONS |         |                    |              |
|-----------------------|---------|--------------------|--------------|
| BORING NO.            | STATION | OFFSET FROM BORING | GROUND ELEV. |
| 94-1                  | 0+57    | 1.5' E             | 16.0         |
| 94-2                  | 1+41    | B                  | 0.3          |
| 94-2B                 | 1+43    | 1.0' E             | 0.3          |
| 94-3                  | 2+13    | 1.5' W             | -7.7         |
| 94-3B                 | 2+14    | 2.5' W             | -7.7         |
| 94-4                  | 2+53.5  | 35.0' W            | -9.4         |
| 94-5                  | 2+51.5  | 0.5' E             | -10.5        |
| 94-6                  | 2+50    | 20.0' E            | -11.7        |
| 94-7D                 | 3+03    | 27.0' W            | -12.6        |
| 94-8D                 | 2+96    | 1.0' W             | -12.9        |
| 94-8D1                | 2+96    | 1.0' W             | -12.9        |
| 94-8D2                | 2+94    | 1.0' W             | -12.9        |
| 94-9D                 | 3+01    | 23.0' E            | -14.4        |
| 94-10                 | 3+46    | 36.0' W            | -17.2        |
| 94-11D                | 3+36    | B                  | -16.5        |
| 94-12                 | 3+68    | 47.0' E            | -21.0        |
| 94-13                 | 4+02    | 35.0' W            | -16.2        |
| 94-P1                 | 1+06.5  | 6.5' W             | 4.0          |
| 94-P2                 | 1+79.5  | 3.5' W             | -4.5         |

|                                                                                                                                                   |  |                                                                                                                                                                                        |  |                                |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|
| <b>MAINE TEST BORINGS, INC.</b><br>BREWER, MAINE 04412                                                                                            |  | CLIENT: FAY, SPOFFORD & THORNDIKE, INC.                                                                                                                                                |  | SHEET 1 OF 1<br>HOLE NO. 894-3 |  |
| DRILLER: GREG LIDSTONE<br>WTB JOB NUMBER: 95-020                                                                                                  |  | PROJECT NAME: FERRY TERMINAL<br>LOCATION: VINALHAVEN, MAINE                                                                                                                            |  | LINE & STATION: OFFSET         |  |
| GROUND WATER OBSERVATIONS<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL |  | DATE START: 02/16/95<br>DATE FINISH: 02/16/95                                                                                                                                          |  | SURFACE ELEVATION              |  |
| SAMPLE NO. O.D. PEN. REC. DEPTH @ BOT. BLOWS PER 6" ON SAMPLER<br>10 2 24 2.0 30 3 3 2                                                            |  | STRATUM DESCRIPTION<br>0.5 GRAY ORGANIC SILT<br>0.7 GRAY SILTY FINE TO MEDIUM SAND<br>1.0 BROWN AND GRAY MOTTLED CLAYEY SILT<br>1.1 BROWN SILTY FINE TO COARSE SAND WITH GRAVEL (TILL) |  | REFUSAL @ 5.5'                 |  |
| SOIL CLASSIFIED BY: DRILLER-VISUALLY<br>SOIL TECHNICIAN-VISUALLY<br>LABORATORY TESTS                                                              |  | REMARKS: 13.1' WATER                                                                                                                                                                   |  | HOLE NO. 894-3                 |  |

|                                                                                                                                                   |  |                                                                                                                                                                                                 |  |                                 |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------|--|
| <b>MAINE TEST BORINGS, INC.</b><br>BREWER, MAINE 04412                                                                                            |  | CLIENT: FAY, SPOFFORD & THORNDIKE, INC.                                                                                                                                                         |  | SHEET 1 OF 1<br>HOLE NO. 894-3B |  |
| DRILLER: GREG LIDSTONE<br>WTB JOB NUMBER: 95-020                                                                                                  |  | PROJECT NAME: FERRY TERMINAL<br>LOCATION: VINALHAVEN, MAINE                                                                                                                                     |  | LINE & STATION: OFFSET          |  |
| GROUND WATER OBSERVATIONS<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL |  | DATE START: 02/13/95<br>DATE FINISH: 02/14/95                                                                                                                                                   |  | SURFACE ELEVATION               |  |
| SAMPLE NO. O.D. PEN. REC. DEPTH @ BOT. BLOWS PER 6" ON SAMPLER<br>10 2 4 0.3 50                                                                   |  | STRATUM DESCRIPTION<br>0.3 GRAY SILTY FINE TO COARSE SAND WITH GRAVEL, SHELLS<br>7.1 BOUNDER<br>9.1 BROWN SILTY FINE TO COARSE SAND W/GRAVEL & COBBLES<br>17.2 ROCK<br>BOTTOM OF BORING @ 17.2' |  | 15.7' WATER                     |  |
| SOIL CLASSIFIED BY: DRILLER-VISUALLY<br>SOIL TECHNICIAN-VISUALLY<br>LABORATORY TESTS                                                              |  | REMARKS: 15.7' WATER                                                                                                                                                                            |  | HOLE NO. 894-3B                 |  |

|                                                                                                                                                   |  |                                                                                                                                                                                                                                                                                         |  |                               |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------|--|
| <b>MAINE TEST BORINGS, INC.</b><br>BREWER, MAINE 04412                                                                                            |  | CLIENT: FAY, SPOFFORD & THORNDIKE, INC.                                                                                                                                                                                                                                                 |  | SHEET 1 OF 1<br>HOLE NO. 94-4 |  |
| DRILLER: GREG LIDSTONE<br>WTB JOB NUMBER: 95-020                                                                                                  |  | PROJECT NAME: FERRY TERMINAL<br>LOCATION: VINALHAVEN, MAINE                                                                                                                                                                                                                             |  | LINE & STATION: OFFSET        |  |
| GROUND WATER OBSERVATIONS<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL<br>AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. HAMMER FALL |  | DATE START: 02/06/95<br>DATE FINISH: 02/06/95                                                                                                                                                                                                                                           |  | SURFACE ELEVATION             |  |
| SAMPLE NO. O.D. PEN. REC. DEPTH @ BOT. BLOWS PER 6" ON SAMPLER<br>10 2 24 2.0 30 3 3 2                                                            |  | STRATUM DESCRIPTION<br>0.5 GRAY ORGANIC SILT WITH SHELLS<br>0.6 GRAY SILTY FINE TO COARSE SAND WITH GRAVEL<br>1.0 GRAY BROWN MOTTLED CLAYEY SILT<br>1.1 BROWN SANDY SILT WITH GRAVEL, TRACE CLAY (TILL)<br>1.2 BROWN SILTY FINE TO COARSE SAND<br>17.6 ROCK<br>BOTTOM OF BORING @ 17.6' |  | 12.1' WATER                   |  |
| SOIL CLASSIFIED BY: DRILLER-VISUALLY<br>SOIL TECHNICIAN-VISUALLY<br>LABORATORY TESTS                                                              |  | REMARKS: 12.1' WATER                                                                                                                                                                                                                                                                    |  | HOLE NO. 94-4                 |  |

# LEGEND

- BORINGS MADE IN JANUARY AND FEBRUARY 1995 BY MAINE TEST BORINGS, INC.
- ◆ PROBES MADE IN FEBRUARY 1995 BY MAINE TEST BORINGS, INC.
- BORINGS MADE IN OCTOBER 1958 BY C.L. GUILD CONSTRUCTION CO., INC. FOR LOCATION AND LOGS SEE DRAWING PLAN NO. TM-33V/74 TITLED VINALHAVEN TERMINAL, SITE PLAN AND BORINGS DATED DEC. 1958, BY FAY, SPOFFORD & THORNDIKE, INC.

|                                                                  |                      |             |           |                                               |        |
|------------------------------------------------------------------|----------------------|-------------|-----------|-----------------------------------------------|--------|
| REV.                                                             | DATE                 | DESCRIPTION | BY        | CHK.                                          | APP'D. |
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                      |             |           |                                               |        |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |                      |             |           |                                               |        |
| BORING LOCATIONS AND LOGS<br>- PART 1                            |                      |             |           |                                               |        |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |                      |             |           |                                               |        |
| FS&T PRJ. NO.                                                    | SCALE: AS NOTED      | DES. DB     | CHK. DPA  | APPROVED BY BUREAU OF TRANSPORTATION SERVICES |        |
| TM-076                                                           | DATE: SEPTEMBER 1999 | DR. ED      | PROJ. DPA |                                               |        |

[illegible]

|                                                               |  |  |  |  |  |  |  |  |  |                                                                                                                                            |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|-----------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|-------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|------------------------------------------------------|--|--|--|--|--|--|--|--|--|---------------------------------------|--|--|--|--|--|--|--|--|--|
| <b>MAINE TEST BORINGS, INC.</b><br><b>BREWER, MAINE 04412</b> |  |  |  |  |  |  |  |  |  | <b>CURRY</b><br><b>FAT, SPAFFORD &amp; TABORDTKE, INC.</b>                                                                                 |  |  |  |  |  |  |  |  |  | <b>SHEET 1</b> <b>OF 1</b>                                                        |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>DRILLER</b><br><b>BREX LIDSTONE</b>                        |  |  |  |  |  |  |  |  |  | <b>PRODUCED NAME</b><br><b>FERRY TERMINAL</b>                                                                                              |  |  |  |  |  |  |  |  |  | <b>HOLE NO.</b> <b>94-5</b><br><b>LINE &amp; STATION</b>                          |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>MTB JOB NUMBER</b><br><b>95-029</b>                        |  |  |  |  |  |  |  |  |  | <b>LOCATION</b><br><b>VIRLHAYEN, MAINE</b>                                                                                                 |  |  |  |  |  |  |  |  |  | <b>OFFSET</b>                                                                     |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>GROUND WATER OBSERVATIONS</b>                              |  |  |  |  |  |  |  |  |  | <b>CASING</b><br><b>TYPE</b> <b>NW</b><br><b>SIZE I.D.</b> <b>2"</b><br><b>HAMMER WT.</b> <b>300</b><br><b>HAMMER FALL</b> <b>16"</b>      |  |  |  |  |  |  |  |  |  | <b>SAMPLER</b><br><b>SS</b><br><b>1 3/8"</b><br><b>140</b><br><b>30"</b>          |  |  |  |  |  |  |  |  |  | <b>CORE</b><br><b>EXHIBIT</b><br><b>H02</b><br><b>2"</b>                |  |  |  |  |  |  |  |  |  | <b>DATE START</b><br><b>02/02/95</b>                 |  |  |  |  |  |  |  |  |  | <b>DATE FINISH</b><br><b>02/02/95</b> |  |  |  |  |  |  |  |  |  |
| <b>AT</b> <b>FT.</b> <b>AFTER</b> <b>HOURS</b>                |  |  |  |  |  |  |  |  |  |                                                                                                                                            |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  | <b>SURFACE ELEVATION</b>                                                |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>AT</b> <b>FT.</b> <b>AFTER</b> <b>HOURS</b>                |  |  |  |  |  |  |  |  |  |                                                                                                                                            |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>CASING</b><br><b>NO.</b> <b>1</b>                          |  |  |  |  |  |  |  |  |  | <b>SAMPLE</b><br><b>NO.</b> <b>1</b> <b>2</b> <b>3</b> <b>4</b> <b>5</b> <b>6</b> <b>7</b> <b>8</b> <b>9</b> <b>10</b> <b>11</b> <b>12</b> |  |  |  |  |  |  |  |  |  | <b>BLOWS PER 6"</b><br><b>ON SAMPLER</b><br><b>10-6"</b> <b>6-12</b> <b>12-18</b> |  |  |  |  |  |  |  |  |  | <b>DEPTH</b><br><b>0-6"</b> <b>6-12</b> <b>12-18</b>                    |  |  |  |  |  |  |  |  |  | <b>DEPTH</b><br><b>0-6"</b> <b>6-12</b> <b>12-18</b> |  |  |  |  |  |  |  |  |  | <b>STRATUM DESCRIPTION</b>            |  |  |  |  |  |  |  |  |  |
| <b>W.C.</b>                                                   |  |  |  |  |  |  |  |  |  | <b>1</b> <b>2</b> <b>3</b> <b>4</b> <b>5</b> <b>6</b> <b>7</b> <b>8</b> <b>9</b> <b>10</b> <b>11</b> <b>12</b>                             |  |  |  |  |  |  |  |  |  | <b>2.5</b>                                                                        |  |  |  |  |  |  |  |  |  | <b>GRAY SILTY FINE TO COARSE SAND WITH GRAVEL</b>                       |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>1</b>                                                      |  |  |  |  |  |  |  |  |  | <b>2</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  | <b>5.3</b>                                                                        |  |  |  |  |  |  |  |  |  | <b>BROWN MOTTLED CLAYCY SILT WITH SAND LAYERS, TRACE OF FINE GRAVEL</b> |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>2</b>                                                      |  |  |  |  |  |  |  |  |  | <b>3</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  | <b>6.0</b>                                                                        |  |  |  |  |  |  |  |  |  | <b>BROWN SILTY FINE TO MEDIUM SAND WITH GRAVEL</b>                      |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>3</b>                                                      |  |  |  |  |  |  |  |  |  | <b>4</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  | <b>10.2</b>                                                                       |  |  |  |  |  |  |  |  |  | <b>GRAY SILTY FINE TO MEDIUM SAND WITH GRAVEL (TILL)</b>                |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>4</b>                                                      |  |  |  |  |  |  |  |  |  | <b>5</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  | <b>ROCK</b>                                                                       |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>5</b>                                                      |  |  |  |  |  |  |  |  |  | <b>6</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  | <b>20.2</b>                                                                       |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>6</b>                                                      |  |  |  |  |  |  |  |  |  | <b>7</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>7</b>                                                      |  |  |  |  |  |  |  |  |  | <b>8</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>8</b>                                                      |  |  |  |  |  |  |  |  |  | <b>9</b>                                                                                                                                   |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>9</b>                                                      |  |  |  |  |  |  |  |  |  | <b>10</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>10</b>                                                     |  |  |  |  |  |  |  |  |  | <b>11</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>11</b>                                                     |  |  |  |  |  |  |  |  |  | <b>12</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>12</b>                                                     |  |  |  |  |  |  |  |  |  | <b>13</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>13</b>                                                     |  |  |  |  |  |  |  |  |  | <b>14</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>14</b>                                                     |  |  |  |  |  |  |  |  |  | <b>15</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>15</b>                                                     |  |  |  |  |  |  |  |  |  | <b>16</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>16</b>                                                     |  |  |  |  |  |  |  |  |  | <b>17</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>17</b>                                                     |  |  |  |  |  |  |  |  |  | <b>18</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>18</b>                                                     |  |  |  |  |  |  |  |  |  | <b>19</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>19</b>                                                     |  |  |  |  |  |  |  |  |  | <b>20</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>20</b>                                                     |  |  |  |  |  |  |  |  |  | <b>21</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>21</b>                                                     |  |  |  |  |  |  |  |  |  | <b>22</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>22</b>                                                     |  |  |  |  |  |  |  |  |  | <b>23</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>23</b>                                                     |  |  |  |  |  |  |  |  |  | <b>24</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>24</b>                                                     |  |  |  |  |  |  |  |  |  | <b>25</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>25</b>                                                     |  |  |  |  |  |  |  |  |  | <b>26</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>26</b>                                                     |  |  |  |  |  |  |  |  |  | <b>27</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>27</b>                                                     |  |  |  |  |  |  |  |  |  | <b>28</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>28</b>                                                     |  |  |  |  |  |  |  |  |  | <b>29</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>29</b>                                                     |  |  |  |  |  |  |  |  |  | <b>30</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>30</b>                                                     |  |  |  |  |  |  |  |  |  | <b>31</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>31</b>                                                     |  |  |  |  |  |  |  |  |  | <b>32</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>32</b>                                                     |  |  |  |  |  |  |  |  |  | <b>33</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>33</b>                                                     |  |  |  |  |  |  |  |  |  | <b>34</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>34</b>                                                     |  |  |  |  |  |  |  |  |  | <b>35</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>35</b>                                                     |  |  |  |  |  |  |  |  |  | <b>36</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>36</b>                                                     |  |  |  |  |  |  |  |  |  | <b>37</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>37</b>                                                     |  |  |  |  |  |  |  |  |  | <b>38</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>38</b>                                                     |  |  |  |  |  |  |  |  |  | <b>39</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>39</b>                                                     |  |  |  |  |  |  |  |  |  | <b>40</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>40</b>                                                     |  |  |  |  |  |  |  |  |  | <b>41</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
| <b>41</b>                                                     |  |  |  |  |  |  |  |  |  | <b>42</b>                                                                                                                                  |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |
|                                                               |  |  |  |  |  |  |  |  |  |                                                                                                                                            |  |  |  |  |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |                                                                         |  |  |  |  |  |  |  |  |  |                                                      |  |  |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |  |  |  |

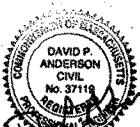
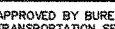
|                                                         |  |  |  |  |  |  |  |  |  |                                                                 |  |  |  |  |  |  |  |  |  |                                                     |  |  |  |  |  |  |  |  |  |                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------|--|--|--|--|--|--|--|--|--|-----------------------------------------------------------------|--|--|--|--|--|--|--|--|--|-----------------------------------------------------|--|--|--|--|--|--|--|--|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|---------------------|--|--|--|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|--|------------------|--|--|--|--|--|--|--|--|--|-----------------------------|--|--|--|--|--|--|--|--|--|
| MAINE TEST BORINGS, INC.<br>BREWER, MAINE 04412         |  |  |  |  |  |  |  |  |  | LOCATION<br>FAY, SPORFORD & THOMSON, INC.                       |  |  |  |  |  |  |  |  |  | SHEET 1 OF 1<br>HOLE NO. 94-20                      |  |  |  |  |  |  |  |  |  |                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| CHLUTER<br>ORDER L10STONE<br>DATE: JOB NUMBER<br>95-020 |  |  |  |  |  |  |  |  |  | PROJECT NAME<br>FERRY TERMINAL<br>LOCATION<br>VINALHAVEN, MAINE |  |  |  |  |  |  |  |  |  | LINE & STATION<br>OFFSET                            |  |  |  |  |  |  |  |  |  |                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| BOUND WATER OBSERVATIONS                                |  |  |  |  |  |  |  |  |  | TYPE<br>SIZE I.D.<br>HAMMER W.T.<br>HAMMER FALL                 |  |  |  |  |  |  |  |  |  | CASING<br>3/4<br>3"<br>360<br>16"                   |  |  |  |  |  |  |  |  |  | CORE<br>SAMPLERS<br>55<br>1 3/8"<br>140<br>20"                                                                                                                                                    |  |  |  |  |  |  |  |  |  | DATE<br>01/31/95    |  |  |  |  |  |  |  |  |  | START<br>01/31/95 |  |  |  |  |  |  |  |  |  | DATE<br>01/31/95 |  |  |  |  |  |  |  |  |  | FINISH<br>SURFACE ELEVATION |  |  |  |  |  |  |  |  |  |
| AT<br>FT. AFTER<br>HOURS                                |  |  |  |  |  |  |  |  |  | AT<br>FT. AFTER<br>HOURS                                        |  |  |  |  |  |  |  |  |  | SAMPLE<br>LONG PER<br>ON SAMPLER<br>DEPTH<br>@ BOT. |  |  |  |  |  |  |  |  |  | DEPTH<br>0-6 6-12 12-18                                                                                                                                                                           |  |  |  |  |  |  |  |  |  | STRATUM DESCRIPTION |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| GROUND<br>BLOWNS<br>PER<br>FOOT                         |  |  |  |  |  |  |  |  |  | INCH<br>O.D.<br>PEN.<br>REC.                                    |  |  |  |  |  |  |  |  |  | DEPTH<br>@ BOT.                                     |  |  |  |  |  |  |  |  |  | DEPTH<br>0-6 6-12 12-18                                                                                                                                                                           |  |  |  |  |  |  |  |  |  | STRATUM DESCRIPTION |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CLAYEY SILT WITH BROWN SILTY<br>FINE TO MEDIUM SAND LAYERS |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |
| 100<br>12<br>7<br>24                                    |  |  |  |  |  |  |  |  |  | 2.0<br>400<br>1000<br>1000<br>1000                              |  |  |  |  |  |  |  |  |  | 2.0<br>3.5<br>5.0<br>6.0                            |  |  |  |  |  |  |  |  |  | GRAY ORGANIC SILT WITH GRAY SILTY FINE TO MEDIUM<br>SAND LAYERS<br>GRAY SAND SILT WITH SHELLS<br>GRAY SILTY CLAY<br>GRAY BROWN MOTTLED CL                                                         |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |                  |  |  |  |  |  |  |  |  |  |                             |  |  |  |  |  |  |  |  |  |

[illegible]

|                                                         |  |  |                                           |  |  |                             |  |  |
|---------------------------------------------------------|--|--|-------------------------------------------|--|--|-----------------------------|--|--|
| MAINE TEST BORINGS, INC.<br>BREWER, MAINE 04412         |  |  | CLIENT<br>FAY, SPAFFORD & THORNDIKE, INC. |  |  | SHEET 1 OF 1                |  |  |
| DRILLER<br>GREG LIDSTONE<br>M.T.S. JOO KIMBER<br>15-020 |  |  | PROJECT/TASK<br>FERRY TERMINAL            |  |  | HOLE NO. 94-80-1            |  |  |
| LOCATION<br>VINALHAVEN, MAINE                           |  |  | OFFSET                                    |  |  | DATE START<br>01/27/95      |  |  |
| DATE<br>01/20/95                                        |  |  | FINISH                                    |  |  | SURFACE ELEVATION<br>-12.9' |  |  |
| GROUND WATER OBSERVATIONS                               |  |  | CASING<br>2" SAMPLER<br>1" CORE           |  |  | TYPE<br>NW<br>5"            |  |  |
| AT<br>FT. AFTER<br>HOURS                                |  |  | SIZE I.D.<br>HAMMER WT.<br>300            |  |  | 1 3/8"                      |  |  |
| AT<br>FT. AFTER<br>HOURS                                |  |  | HAMMER FALL<br>18"                        |  |  | 2"                          |  |  |
| GASLOG<br>BLOW<br>PER<br>FOOT                           |  |  | BLOWS PER<br>ON SAMPLER                   |  |  | 150<br>30"                  |  |  |
| NO. O.D. PEN. REC. DEPTH @ BOT                          |  |  | 0.6 6-12 12-18                            |  |  | STRATUM DESCRIPTION         |  |  |
| 10 2' 24" 2.0 1 1 1 7                                   |  |  | 20 2' 24" 4.0 1 1 1 7                     |  |  | SEE HOLE NO. 94-80          |  |  |
| 30 2' 24" 6.0 1 1 1 15                                  |  |  | 40 2' 24" 8.0 1 1 1 15                    |  |  | 5.0                         |  |  |
| 50 2' 24" 10.0 1 1 1 15                                 |  |  | 60 2' 24" 12.0 1 1 1 15                   |  |  | 6.0                         |  |  |
| 70 2' 24" 14.0 1 1 1 15                                 |  |  | 80 2' 24" 16.0 1 1 1 15                   |  |  | 7.0                         |  |  |
| 90 2' 24" 18.0 1 1 1 15                                 |  |  | 100 2' 24" 20.0 1 1 1 15                  |  |  | 8.0                         |  |  |
| 110 2' 24" 22.0 1 1 1 15                                |  |  | 120 2' 24" 24.0 1 1 1 15                  |  |  | 9.0                         |  |  |
| 130 2' 24" 26.0 1 1 1 15                                |  |  | 140 2' 24" 28.0 1 1 1 15                  |  |  | 10.0                        |  |  |
| 150 2' 24" 30.0 1 1 1 15                                |  |  | 160 2' 24" 32.0 1 1 1 15                  |  |  | 11.0                        |  |  |
| 170 2' 24" 34.0 1 1 1 15                                |  |  | 180 2' 24" 36.0 1 1 1 15                  |  |  | 12.0                        |  |  |
| 190 2' 24" 38.0 1 1 1 15                                |  |  | 200 2' 24" 40.0 1 1 1 15                  |  |  | 13.0                        |  |  |
| 210 2' 24" 42.0 1 1 1 15                                |  |  | 220 2' 24" 44.0 1 1 1 15                  |  |  | 14.0                        |  |  |
| 230 2' 24" 46.0 1 1 1 15                                |  |  | 240 2' 24" 48.0 1 1 1 15                  |  |  | 15.0                        |  |  |
| 250 2' 24" 50.0 1 1 1 15                                |  |  | 260 2' 24" 52.0 1 1 1 15                  |  |  | 16.0                        |  |  |
| 270 2' 24" 54.0 1 1 1 15                                |  |  | 280 2' 24" 56.0 1 1 1 15                  |  |  | 17.0                        |  |  |
| 290 2' 24" 58.0 1 1 1 15                                |  |  | 300 2' 24" 60.0 1 1 1 15                  |  |  | 18.0                        |  |  |
| 310 2' 24" 62.0 1 1 1 15                                |  |  | 320 2' 24" 64.0 1 1 1 15                  |  |  | 19.0                        |  |  |
| 330 2' 24" 66.0 1 1 1 15                                |  |  | 340 2' 24" 68.0 1 1 1 15                  |  |  | 20.0                        |  |  |
| 350 2' 24" 70.0 1 1 1 15                                |  |  | 360 2' 24" 72.0 1 1 1 15                  |  |  | 21.0                        |  |  |
| 370 2' 24" 74.0 1 1 1 15                                |  |  | 380 2' 24" 76.0 1 1 1 15                  |  |  | 22.0                        |  |  |
| 390 2' 24" 78.0 1 1 1 15                                |  |  | 400 2' 24" 80.0 1 1 1 15                  |  |  | 23.0                        |  |  |
| 410 2' 24" 82.0 1 1 1 15                                |  |  | 420 2' 24" 84.0 1 1 1 15                  |  |  | 24.0                        |  |  |
| 430 2' 24" 86.0 1 1 1 15                                |  |  | 440 2' 24" 88.0 1 1 1 15                  |  |  | 25.0                        |  |  |
| 450 2' 24" 90.0 1 1 1 15                                |  |  | 460 2' 24" 92.0 1 1 1 15                  |  |  | 26.0                        |  |  |
| 470 2' 24" 94.0 1 1 1 15                                |  |  | 480 2' 24" 96.0 1 1 1 15                  |  |  | 27.0                        |  |  |
| 490 2' 24" 98.0 1 1 1 15                                |  |  | 500 2' 24" 100.0 1 1 1 15                 |  |  | 28.0                        |  |  |
| 510 2' 24" 102.0 1 1 1 15                               |  |  | 520 2' 24" 104.0 1 1 1 15                 |  |  | 29.0                        |  |  |
| 530 2' 24" 106.0 1 1 1 15                               |  |  | 540 2' 24" 108.0 1 1 1 15                 |  |  | 30.0                        |  |  |
| 550 2' 24" 110.0 1 1 1 15                               |  |  | 560 2' 24" 112.0 1 1 1 15                 |  |  | 31.0                        |  |  |
| 570 2' 24" 114.0 1 1 1 15                               |  |  | 580 2' 24" 116.0 1 1 1 15                 |  |  | 32.0                        |  |  |
| 590 2' 24" 118.0 1 1 1 15                               |  |  | 600 2' 24" 120.0 1 1 1 15                 |  |  | 33.0                        |  |  |
| 610 2' 24" 122.0 1 1 1 15                               |  |  | 620 2' 24" 124.0 1 1 1 15                 |  |  | 34.0                        |  |  |
| 630 2' 24" 126.0 1 1 1 15                               |  |  | 640 2' 24" 128.0 1 1 1 15                 |  |  | 35.0                        |  |  |
| 650 2' 24" 130.0 1 1 1 15                               |  |  | 660 2' 24" 132.0 1 1 1 15                 |  |  | 36                          |  |  |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |  |     |  |  |  |  |                                               |  |  |  |  |        |  |  |  |  |                                  |  |  |  |  |      |  |  |  |  |                     |  |  |  |  |            |  |  |  |  |             |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |
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| MAINE TEST BORINGS, INC.<br>BREWER, MAINE 04412                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |  |     |  |  |  |  | CLIENT<br>FAY, SPORFORD & THORNDIKE, INC.     |  |  |  |  |        |  |  |  |  | SHEET : OF :<br>HOLE NO. 94-80-2 |  |  |  |  |      |  |  |  |  |                     |  |  |  |  |            |  |  |  |  |             |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |
| DRILLER<br>ORS - LLOYD FOWE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |  |     |  |  |  |  | PROJECT NAME<br>FERRY FORTNAIL                |  |  |  |  |        |  |  |  |  | USE & STATION                    |  |  |  |  |      |  |  |  |  |                     |  |  |  |  |            |  |  |  |  |             |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |
| N.T.E. LOG NUMBER<br>92-025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |  |     |  |  |  |  | LOCATION<br>YEMALHAVEN, MAINE                 |  |  |  |  |        |  |  |  |  | OFFSET                           |  |  |  |  |      |  |  |  |  |                     |  |  |  |  |            |  |  |  |  |             |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |
| GROUND WATER OBSERVATIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |  |  |     |  |  |  |  |                                               |  |  |  |  | CASING |  |  |  |  | SAMPLER                          |  |  |  |  | DATE |  |  |  |  | START               |  |  |  |  | DATE       |  |  |  |  | FINISH      |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |
| AT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  | FT. |  |  |  |  | AFTER                                         |  |  |  |  | HOURS  |  |  |  |  | TYPE                             |  |  |  |  | SIZE |  |  |  |  | I.D.                |  |  |  |  | HAMMER WT. |  |  |  |  | HAMMER FALL |  |  |  |  | 11" |  |  |  |  | 1 3/8" |  |  |  |  | 140 |  |  |  |  | 50" |  |  |  |  | 01/26/95 |  |  |  |  | 01/20/95 |  |  |  |  |
| AT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  | FT. |  |  |  |  | AFTER                                         |  |  |  |  | HOURS  |  |  |  |  | TYPE                             |  |  |  |  | SIZE |  |  |  |  | I.D.                |  |  |  |  | HAMMER WT. |  |  |  |  | HAMMER FALL |  |  |  |  | 11" |  |  |  |  | 1 3/8" |  |  |  |  | 140 |  |  |  |  | 50" |  |  |  |  | 01/26/95 |  |  |  |  | 01/20/95 |  |  |  |  |
| SAMPLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |     |  |  |  |  | BLOWS PER 6"                                  |  |  |  |  |        |  |  |  |  | DEPTH                            |  |  |  |  |      |  |  |  |  | STRATUM DESCRIPTION |  |  |  |  |            |  |  |  |  |             |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |
| CORE NO.<br>FOOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |     |  |  |  |  | NO.<br>O.D.<br>PEN.<br>REC.<br>DEPTH<br>@ 50' |  |  |  |  |        |  |  |  |  | BLOWS PER 6"<br>ON SAMPLER       |  |  |  |  |      |  |  |  |  | NAME<br>REASON      |  |  |  |  |            |  |  |  |  |             |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |
| 10C<br>10D<br>10E<br>10F<br>10G<br>10H<br>10I<br>10J<br>10K<br>10L<br>10M<br>10N<br>10O<br>10P<br>10Q<br>10R<br>10S<br>10T<br>10U<br>10V<br>10W<br>10X<br>10Y<br>10Z<br>10AA<br>10AB<br>10AC<br>10AD<br>10AE<br>10AF<br>10AG<br>10AH<br>10AI<br>10AJ<br>10AK<br>10AL<br>10AM<br>10AN<br>10AO<br>10AP<br>10AQ<br>10AR<br>10AS<br>10AT<br>10AU<br>10AV<br>10AW<br>10AX<br>10AY<br>10AZ<br>10BA<br>10BB<br>10BC<br>10BD<br>10BE<br>10BF<br>10BG<br>10BH<br>10BI<br>10BJ<br>10BK<br>10BL<br>10BM<br>10BN<br>10BO<br>10BP<br>10BQ<br>10BR<br>10BS<br>10BT<br>10BU<br>10BV<br>10BW<br>10BX<br>10BY<br>10BZ<br>10CA<br>10CB<br>10CC<br>10CD<br>10CE<br>10CF<br>10CG<br>10CH<br>10CI<br>10CJ<br>10CK<br>10CL<br>10CM<br>10CN<br>10CO<br>10CP<br>10CQ<br>10CR<br>10CS<br>10CT<br>10CU<br>10CV<br>10CW<br>10CX<br>10CY<br>10CZ<br>10DA<br>10DB<br>10DC<br>10DD<br>10DE<br>10DF<br>10DG<br>10DH<br>10DI<br>10DJ<br>10DK<br>10DL<br>10DM<br>10DN<br>10DO<br>10DP<br>10DQ<br>10DR<br>10DS<br>10DT<br>10DU<br>10DV<br>10DW<br>10DX<br>10DY<br>10DZ<br>10EA<br>10EB<br>10EC<br>10ED<br>10EE<br>10EF<br>10EG<br>10EH<br>10EI<br>10EJ<br>10EK<br>10EL<br>10EM<br>10EN<br>10EO<br>10EP<br>10EQ<br>10ER<br>10ES<br>10ET<br>10EU<br>10EV<br>10EW<br>10EX<br>10EY<br>10EZ<br>10FA<br>10FB<br>10FC<br>10FD<br>10FE<br>10FF<br>10FG<br>10FH<br>10FI<br>10FJ<br>10FK<br>10FL<br>10FM<br>10FN<br>10FO<br>10FP<br>10FQ<br>10FR<br>10FS<br>10FT<br>10FU<br>10FV<br>10FW<br>10FX<br>10FY<br>10FZ<br>10GA<br>10GB<br>10GC<br>10GD<br>10GE<br>10GF<br>10GG<br>10GH<br>10GI<br>10GJ<br>10GK<br>10GL<br>10GM<br>10GN<br>10GO<br>10GP<br>10GQ<br>10GR<br>10GS<br>10GT<br>10GU<br>10GV<br>10GW<br>10GX<br>10GY<br>10GZ<br>10HA<br>10HB<br>10HC<br>10HD<br>10HE<br>10HF<br>10HG<br>10HH<br>10HI<br>10HJ<br>10HK<br>10HL<br>10HM<br>10HN<br>10HO<br>10HP<br>10HQ<br>10HR<br>10HS<br>10HT<br>10HU<br>10HV<br>10HW<br>10HX<br>10HY<br>10HZ<br>10IA<br>10IB<br>10IC<br>10ID<br>10IE<br>10IF<br>10IG<br>10IH<br>10II<br>10IJ<br>10IK<br>10IL<br>10IM<br>10IN<br>10IO<br>10IP<br>10IQ<br>10IR<br>10IS<br>10IT<br>10IU<br>10IV<br>10IW<br>10IX<br>10IY<br>10IZ<br>10JA<br>10JB<br>10JC<br>10JD<br>10JE<br>10JF<br>10JG<br>10JH<br>10JI<br>10JJ<br>10JK<br>10JL<br>10JM<br>10JN<br>10JO<br>10JP<br>10JQ<br>10JR<br>10JS<br>10JT<br>10JU<br>10JV<br>10JW<br>10JX<br>10JY<br>10JZ<br>10KA<br>10KB<br>10KC<br>10KD<br>10KE<br>10KF<br>10KG<br>10KH<br>10KI<br>10KJ<br>10KK<br>10KL<br>10KM<br>10KN<br>10KO<br>10KP<br>10KQ<br>10KR<br>10KS<br>10KT<br>10KU<br>10KV<br>10KW<br>10KX<br>10KY<br>10KZ<br>10LA<br>10LB<br>10LC<br>10LD<br>10LE<br>10LF<br>10LG<br>10LH<br>10LI<br>10LJ<br>10LK<br>10LL<br>10LM<br>10LN<br>10LO<br>10LP<br>10LQ<br>10LR<br>10LS<br>10LT<br>10LU<br>10LV<br>10LW<br>10LX<br>10LY<br>10LZ<br>10MA<br>10MB<br>10MC<br>10MD<br>10ME<br>10MF<br>10MG<br>10MH<br>10MI<br>10MJ<br>10MK<br>10ML<br>10MM<br>10MN<br>10MO<br>10MP<br>10MQ<br>10MR<br>10MS<br>10MT<br>10MU<br>10MV<br>10MW<br>10MX<br>10MY<br>10MZ<br>10NA<br>10NB<br>10NC<br>10ND<br>10NE<br>10NF<br>10NG<br>10NH<br>10NI<br>10NJ<br>10NK<br>10NL<br>10NM<br>10NN<br>10NO<br>10NP<br>10NQ<br>10NR<br>10NS<br>10NT<br>10NU<br>10NV<br>10NW<br>10NX<br>10NY<br>10NZ<br>10OA<br>1 |  |  |  |  |     |  |  |  |  |                                               |  |  |  |  |        |  |  |  |  |                                  |  |  |  |  |      |  |  |  |  |                     |  |  |  |  |            |  |  |  |  |             |  |  |  |  |     |  |  |  |  |        |  |  |  |  |     |  |  |  |  |     |  |  |  |  |          |  |  |  |  |          |  |  |  |  |

[illegible]

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                      |             |                |                                                                                       |        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------|----------------|---------------------------------------------------------------------------------------|--------|
| REV.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | DATE                 | DESCRIPTION | BY             | CHK.                                                                                  | APP'D. |
| <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;">   </div> <div style="width: 65%;"> <p style="text-align: center;">STATE OF MAINE<br/>DEPARTMENT OF TRANSPORTATION<br/>AUGUSTA, MAINE</p> <p style="text-align: center;">FERRY TERMINAL, VINALHAVEN, MAINE</p> <p style="text-align: center; font-size: 1.5em; font-weight: bold;">BORING LOGS — PART 2</p> </div> </div> |                      |             |                |                                                                                       |        |
| <p>FAY SPOFFORD &amp; THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |             |                |                                                                                       |        |
| FS&T PROJ. NO.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SCALE:               | DES. DB     | CHK. DPA       | APPROVED BY BUREAU OF TRANSPORTATION SERVICES                                         |        |
| TM-076                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DATE: SEPTEMBER 1999 | DR. ED      | PROJ. ENG. DPA |  |        |

MAINE TEST BORINGS, INC. SHEET 1 OF 1 HOLE NO. 94-10

CLIENT: FAY, SPOFFORD & THORNDIKE, INC. PROJECT: FERRY TERMINAL LOCATION: VINALHAVEN, MAINE

GROUND WATER OBSERVATIONS: AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. 300 1 3/8" 2" DATE START 02/01/95 DATE FINISH 02/02/95

STRATUM DESCRIPTION: 0-1.0' GRAY ORGANIC SILT, 1.0-4.0' GRAY SILTY FINE TO MEDIUM SAND WITH SHELLS, 4.0-10.0' GRAY BROWN MOTTLED CLAYEY SILT, 10.0-12.0' BROWN GRAVELLY FINE TO COARSE SAND WITH SOME SILT, 12.0-15.6' GRAY SILTY FINE TO MEDIUM SAND WITH GRAVEL (TILL), 15.6-17.6' ROCK

REMARKS: 18.7' WATER

MAINE TEST BORINGS, INC. SHEET 1 OF 1 HOLE NO. 94-110

CLIENT: FAY, SPOFFORD & THORNDIKE, INC. PROJECT: FERRY TERMINAL LOCATION: VINALHAVEN, MAINE

GROUND WATER OBSERVATIONS: AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. 300 1 3/8" 2" DATE START 01/31/95 DATE FINISH 02/01/95

STRATUM DESCRIPTION: 0-1.5' GRAY ORGANIC SILT, 1.5-4.0' GRAY ORGANIC SILT WITH GRAY SILTY FINE SAND LAYERS AND SHELLS, 4.0-6.5' GRAY SILTY FINE TO COARSE SAND WITH GRAVEL, SHELLS, 6.5-7.0' GRAY SILTY FINE TO MEDIUM SAND WITH GRAVEL, COBBLES (TILL), 7.0-11.7' REFUSAL @ 11.7'

REMARKS: 16.1' WATER ENVIRONMENTAL SAMPLE

MAINE TEST BORINGS, INC. SHEET 1 OF 1 HOLE NO. 94-12

CLIENT: FAY, SPOFFORD & THORNDIKE, INC. PROJECT: FERRY TERMINAL LOCATION: VINALHAVEN, MAINE

GROUND WATER OBSERVATIONS: AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. 300 1 3/8" 2" DATE START 02/09/95 DATE FINISH 02/10/95

STRATUM DESCRIPTION: 0-5.0' GRAY ORGANIC SILT WITH SHELLS, 5.0-5.4' BROWN ORGANIC SILT (PEAT), 5.4-10.0' GRAY SILTY FINE TO MEDIUM SAND WITH GRAVEL, 10.0-10.5' GRAY SILTY CLAY, 10.5-15.2' GRAY SILTY CLAY WITH BLACK STREAKS, 15.2-17.0' GRAY SILTY CLAY WITH BLACK STREAKS AND SAND LAYERS, 17.0-25.4' GRAY SILTY FINE TO COARSE SAND WITH GRAVEL, 25.4-25.5' WEATHERED ROCK, 25.5-30.6' ROCK

REMARKS: 23.4' OF WATER

MAINE TEST BORINGS, INC. SHEET 1 OF 1 HOLE NO. 94-13

CLIENT: FAY, SPOFFORD & THORNDIKE, INC. PROJECT: FERRY TERMINAL LOCATION: VINALHAVEN, MAINE

GROUND WATER OBSERVATIONS: AT FT. AFTER HOURS TYPE SIZE I.D. HAMMER WT. 300 1 3/8" 2" DATE START 02/08/95 DATE FINISH 02/09/95

STRATUM DESCRIPTION: 0-5.0' GRAY ORGANIC SILT WITH SOME SHELLS, 5.0-9.0' GRAY ORGANIC SILT WITH SOME FINE SAND, 9.0-17.2' GRAY SILTY CLAY, 17.2-25.7' ROCK

REMARKS: 19.8' WATER

MAINE TEST BORINGS, INC. P.O. BOX 320 • BREWER, MAINE 04412-0801 (207) 989-7820

CLIENT: FAY, SPOFFORD & THORNDIKE, INC. PROJECT: FERRY TERMINAL LOCATION: VINALHAVEN ISLAND, MAINE

ROD PROBES: 5.6' WATER

INTERVALS: 0-1' 6, 1-2' 10, 2-2.4' 25

REFUSAL @ 2.4'

MAINE TEST BORINGS, INC. P.O. BOX 320 • BREWER, MAINE 04412-0320 (207) 989-7820

CLIENT: FAY, SPOFFORD & THORNDIKE, INC. PROJECT: FERRY TERMINAL LOCATION: VINALHAVEN ISLAND, MAINE

ROD PROBES: 9.4' WATER

INTERVALS: 0-1' 6, 1-2' 10, 2-3' 21, 3-4' 20, 4-4.2' 50

REFUSAL @ 4.2'

STATE OF MAINE DEPARTMENT OF TRANSPORTATION AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

BORING LOGS - PART 3

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

FS&T PRJ. NO. TM-076 SCALE: AS NOTED DATE: SEPTEMBER 1999

DES. DB CHK. DPA DR. ED PROJ. ENGR. P. P. H. L. E.

APPROVED BY BUREAU OF TRANSPORTATION SERVICES



E894800

N137450

N137500

N137800

N138000

E895000

N137450

N137500

N137800

N138000

#### NOTES:

1. THE PROPERTY LINES SHOWN HEREON WERE TAKEN FROM A PLAN ENTITLED "STANDARD BOUNDARY SURVEY", DATED APRIL 16, 1999 OWEN HASKELL, INC. TRANSPORTATION. THE PROPERTY LINES WERE DERIVED FROM AN ON-THE-GROUND SURVEY.
2. THE TOPOGRAPHIC FEATURES AND DETAIL WERE DERIVED FROM AN ON-THE-GROUND FIELD SURVEY PERFORMED BY OWEN HASKELL, INC. ON MAY 25, 1994 AND A SUPPLEMENTAL SURVEY ON JANUARY 26-28, 1999.
3. THE HORIZONTAL COORDINATE SYSTEM IS BASED ON THE STATE PLANE COORDINATE SYSTEM. THE STATE PLANE USED IS MAINE EAST ON THE NORTH AMERICAN DATUM OF 1983. THE UNITS ARE U.S. SURVEY FEET. THE COORDINATES WERE DERIVED FROM A GPS SURVEY PERFORMED BY OWEN HASKELL, INC. TWO OF THE SURVEY DISKS INCLUDED IN THIS SURVEY HAVE VALUES PUBLISHED BY NATIONAL GEODETIC SURVEY. THEIR DESIGNATIONS ARE "ISE HAUT MT RESET" AND "COOMBS HILL".
4. VERTICAL BENCHMARK USED: B.M.4 (1911) IS A STANDARD DISK, UNSTAMPED, SET IN WEST FACE OF ROCK NEAR HIGH WATER LINE, ABOUT 43' WEST-SOUTHWEST OF BENCH MARK No.2, AND 83' SOUTHEAST OF BENCHMARK No.3. ELEVATION 12.14' ABOVE MEAN LOW WATER. ALL ELEVATIONS SHOWN HEREON REFER TO MEAN LOW WATER. TBM LOCATION AND ELEVATION SUPPLIED TO OWEN HASKELL, INC. BY THE U.S. ARMY CORPS OF ENGINEERS FOR THE 1994 EXISTING CONDITIONS SURVEY.
5. 12' RIGHT OF WAY RESERVED TO WOODCOCK- CASSIE- COOMBS POST #18 AMERICAN LEGION, INC.
6. IRON RODS FOUND WERE SET BY MAINE DEPARTMENT OF TRANSPORTATION SURVEY PERSONNEL JANUARY 1999.

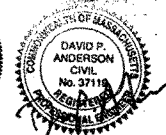
#### LEGEND:

▲ P.K. NAIL SET



| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|------|------|-------------|----|------|--------|

|                                                                  |           |
|------------------------------------------------------------------|-----------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |           |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |           |
| SURVEY PLAN                                                      |           |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |           |
| DES. DB                                                          | CHK. DPA  |
| DR. ED                                                           | PROJ. REB |
| APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES                 |           |

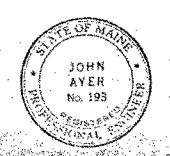
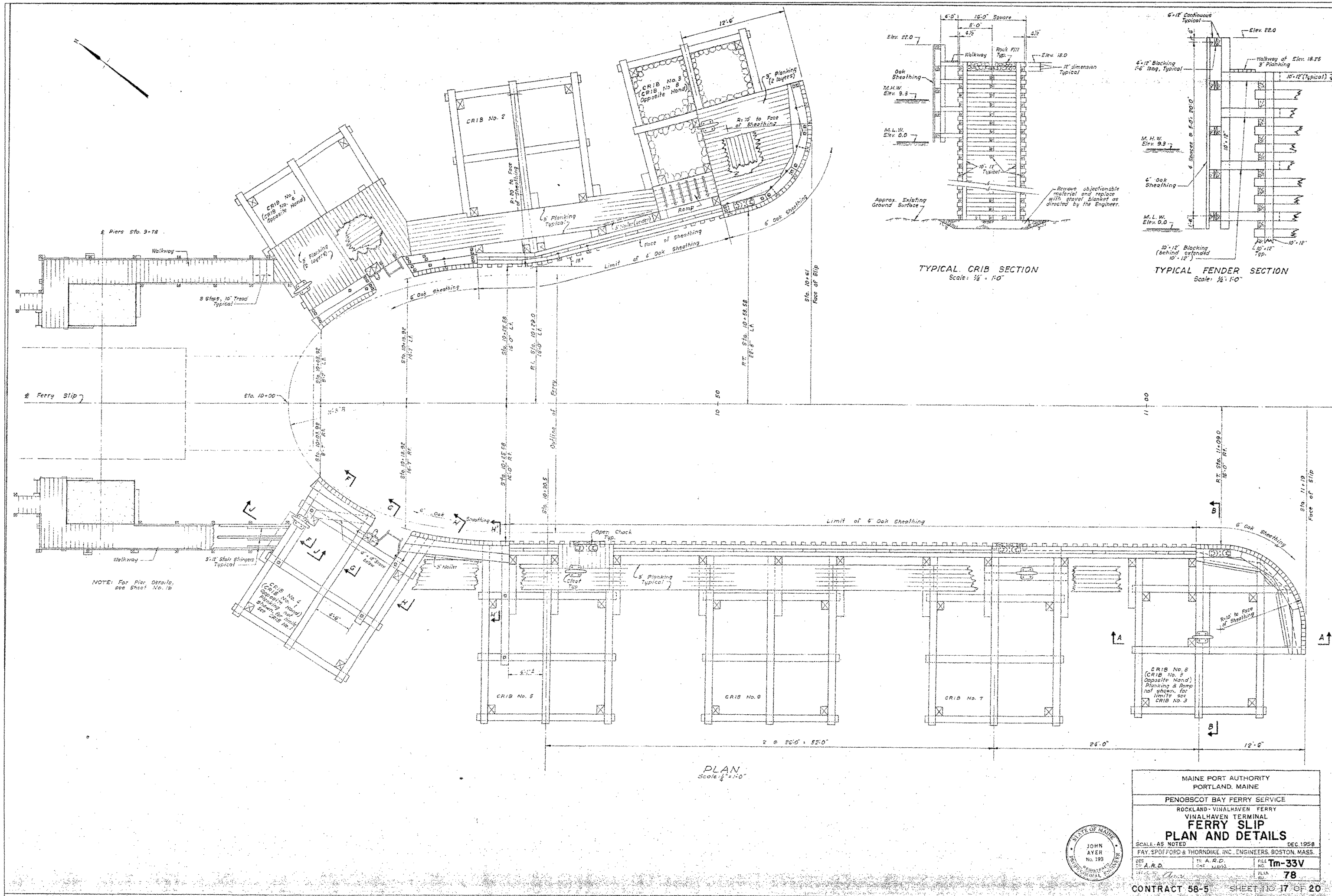


FS&T PRJ. NO.  
TM-076

SCALE: 1"=20'  
DATE: SEPTEMBER 1999

DES. DB  
CHK. DPA  
DR. ED  
PROJ. REB

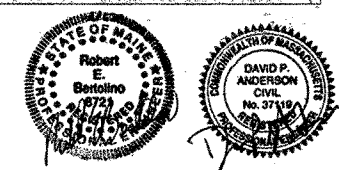
APPROVED BY BUREAU OF  
TRANSPORTATION SERVICES

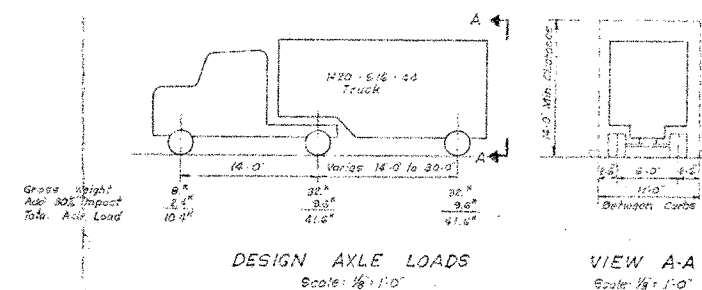
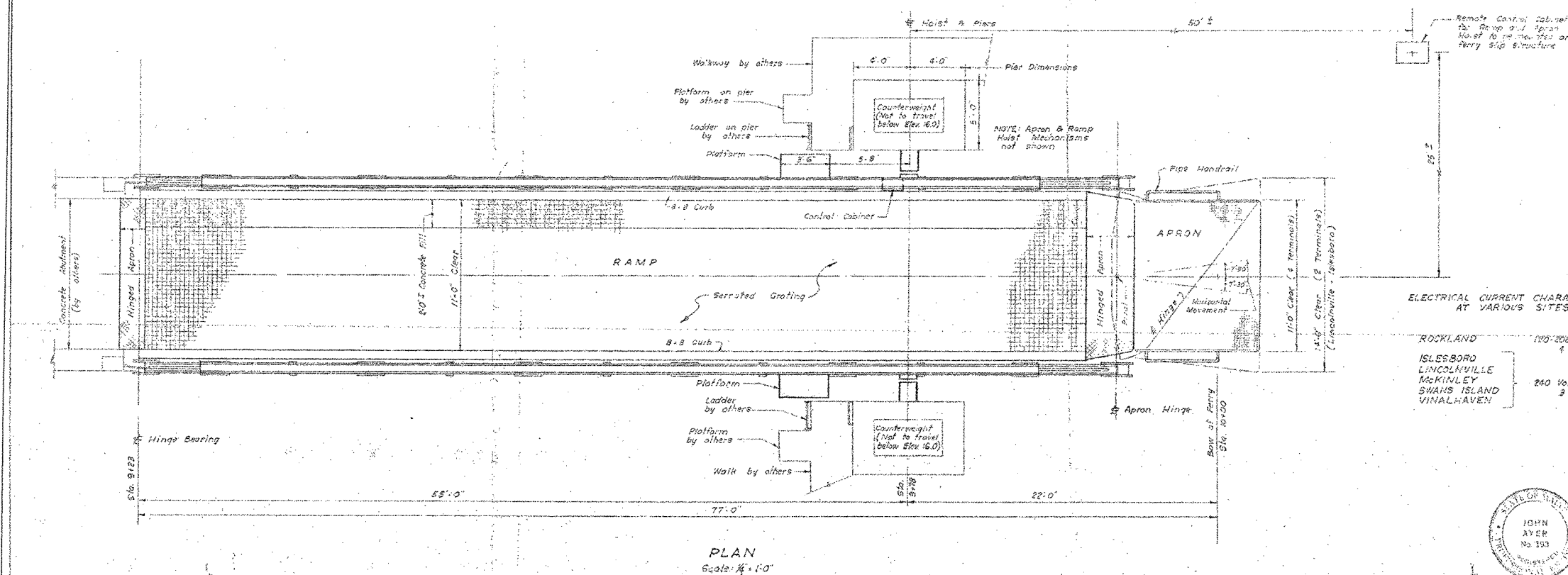
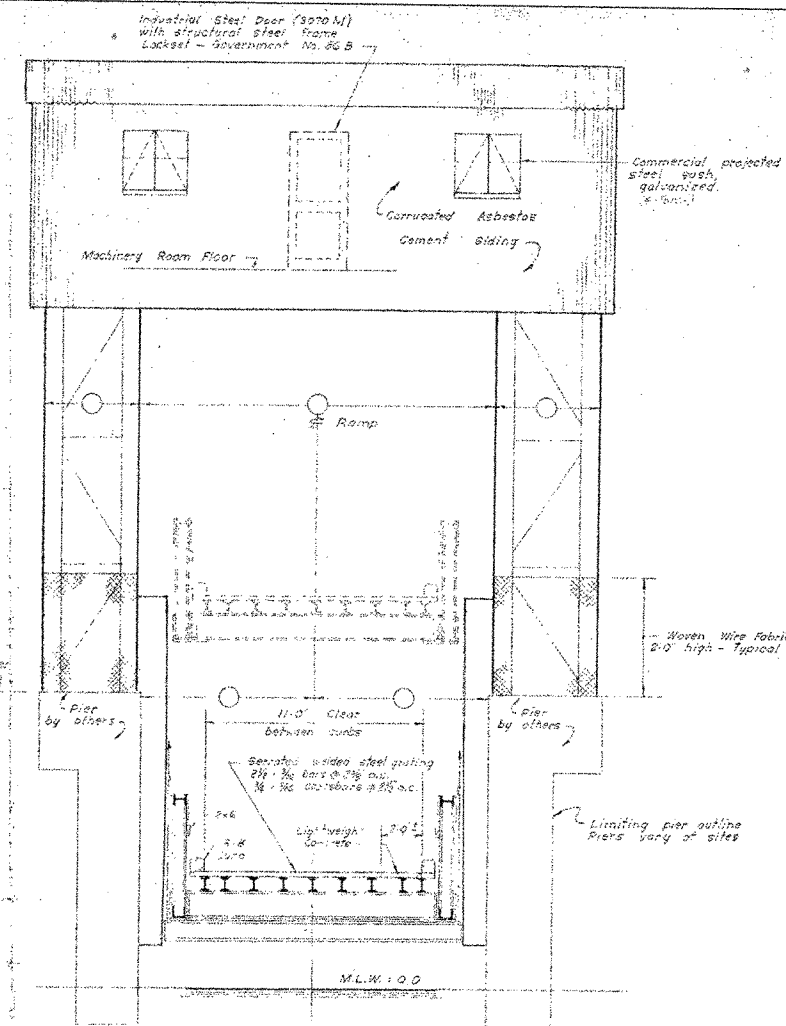
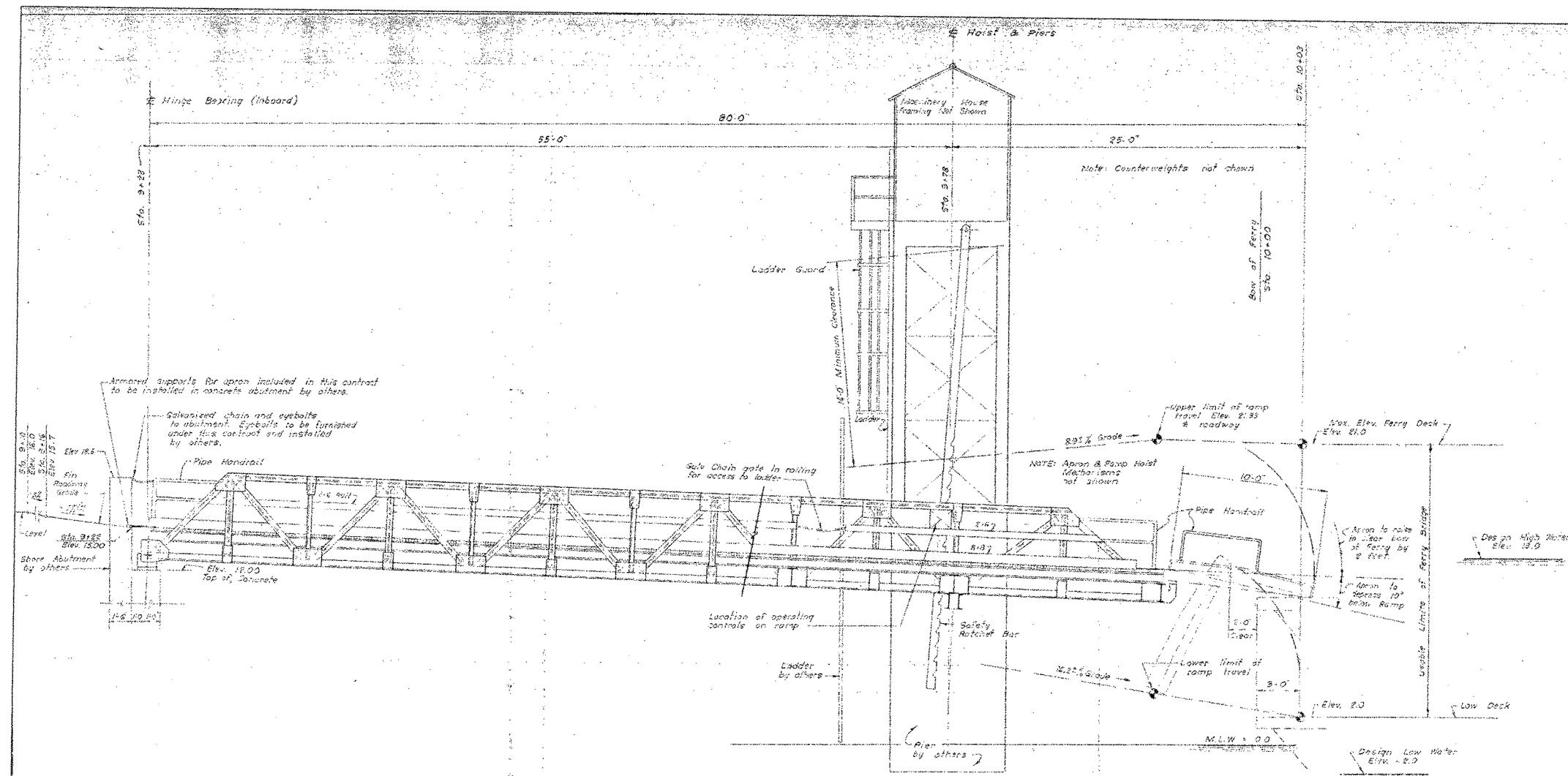


|                                                           |                 |
|-----------------------------------------------------------|-----------------|
| MAINE PORT AUTHORITY<br>PORTLAND, MAINE                   |                 |
| PENOBSCOT BAY FERRY SERVICE                               |                 |
| ROCKLAND-VINALHAVEN FERRY                                 |                 |
| VINALHAVEN TERMINAL                                       |                 |
| <b>FERRY SLIP<br/>PLAN AND DETAILS</b>                    |                 |
| SCALE: AS NOTED                                           | DEC. 1958       |
| FAY, SPOFFORD & THORNDIKE, INC., ENGINEERS, BOSTON, MASS. |                 |
| DES. T.A.R.D.                                             | FILE NO. Tm-33V |
| CHK. J.A.B.                                               | 78              |
| CONTRACT 58-5 SHEET NO. 17 OF 20                          |                 |

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |

|                                                                  |                                                              |
|------------------------------------------------------------------|--------------------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                                                              |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |                                                              |
| <b>DEMOLITION REFERENCE DRAWING 1</b>                            |                                                              |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |                                                              |
| FS&T PRJ. NO.<br>TM-076                                          | SCALE: NOT TO SCALE<br>DATE: SEPTEMBER 1999                  |
| DES. CHK.<br>DR. ENGR.                                           | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. B. H. |





ELECTRICAL CURRENT CHARACTERISTICS AT VARIOUS SITES

ROCKLAND 100-200 Volts, 3 phase, 60 cycle, 1 wire  
ISLESBORO 100-200 Volts, 3 phase, 60 cycle, 1 wire  
LINCOLNVILLE 240 Volts, 3 phase, 60 cycle, 3 wire  
MCKINLEY 240 Volts, 3 phase, 60 cycle, 3 wire  
SHAKS ISLAND 240 Volts, 3 phase, 60 cycle, 3 wire  
VINALHAVEN 240 Volts, 3 phase, 60 cycle, 3 wire



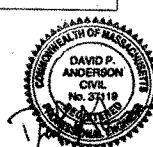
PENOBSCOT BAY FERRY SERVICE  
CONTRACT 59-1  
DATE: 10/13/97  
BY: [Signature]  
FOR: MAINE PORT AUTHORITY

MAINE PORT AUTHORITY  
PORTLAND, MAINE  
PENOBSCOT BAY FERRY SERVICE  
CAR HANDLING FACILITIES  
CAR RAMP-TRUSS-CABLE TYPE  
GENERAL ARRANGEMENT  
SCALE: 1/4" = 1'-0" JAN. 1999  
FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.  
Tm-33  
84

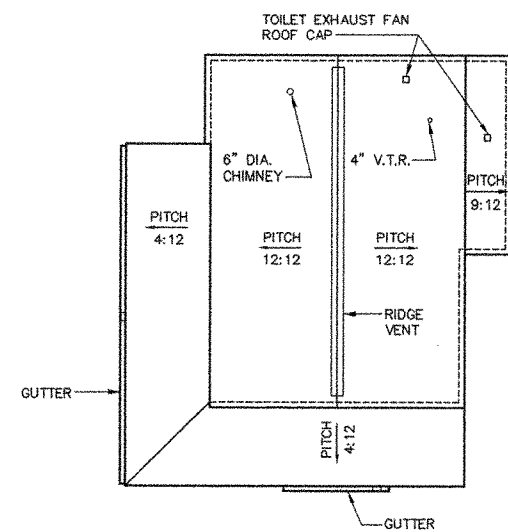
CONTRACT 59-1 SHEET NO. 1 OF 2

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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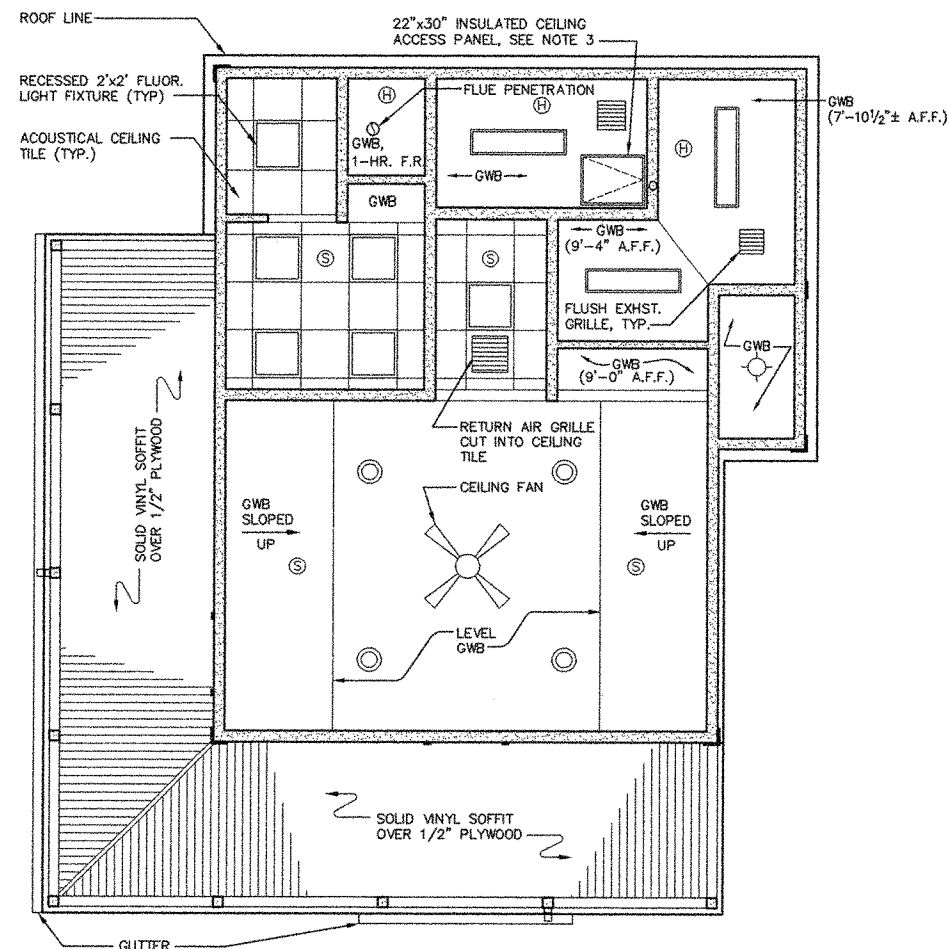
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE  
FERRY TERMINAL, VINALHAVEN, MAINE  
DEMOLITION REFERENCE DRAWING 2  
FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.



|                          |                                             |                                     |                                                              |
|--------------------------|---------------------------------------------|-------------------------------------|--------------------------------------------------------------|
| FS&T PROJ. NO.<br>TM-076 | SCALE: NOT TO SCALE<br>DATE: SEPTEMBER 1999 | DES. .<br>CHK. .<br>PROJ. ENGR. DPA | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>[Signature] |
|--------------------------|---------------------------------------------|-------------------------------------|--------------------------------------------------------------|



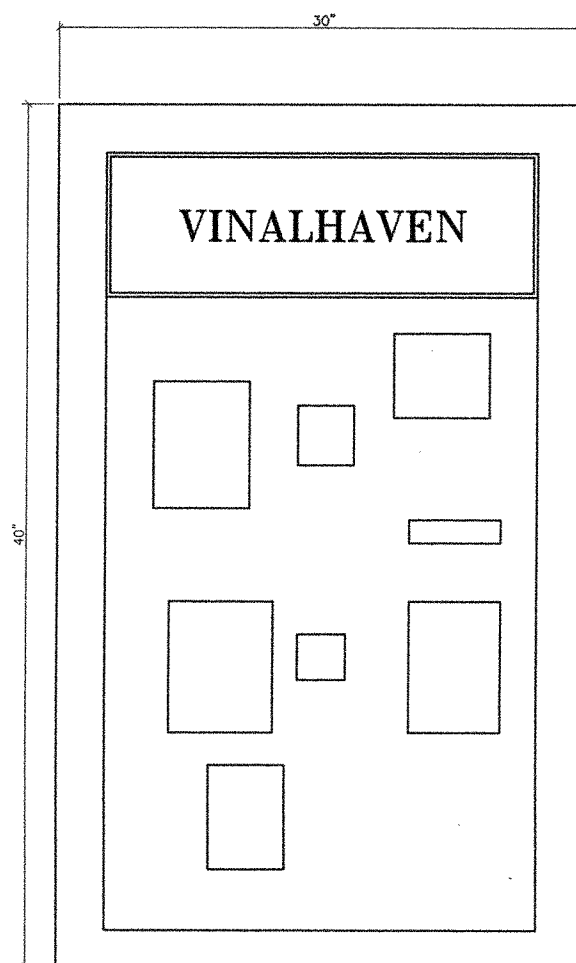
**ROOF PLAN**  
SCALE: 1/8"=1'-0"



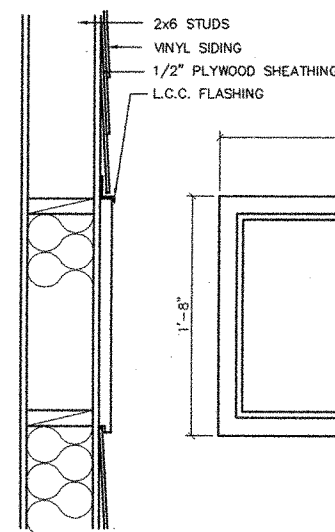
**REFLECTED CEILING PLAN**  
SCALE: 1/4"=1'-0"

CEILING PLAN LEGEND:

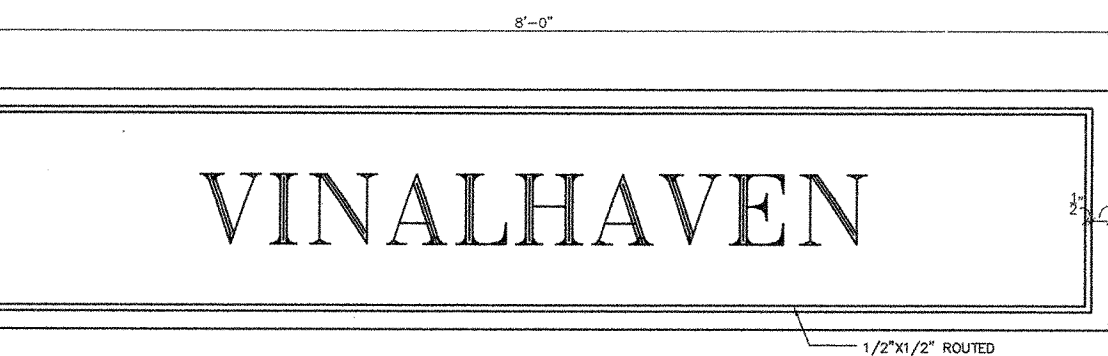
- 2x2' FLUORESCENT LIGHT FIXTURE, RECESSED IN ACT
- 1x4' FLUORESCENT LIGHT FIXTURE, FLUSH MOUNTED IN GWB CEILING
- SURFACE MOUNTED SMOKE DETECTOR
- PENDANT MOUNTED GLASS SHADE W/ CUSTOM STEM LENGTH AND SWIVEL HANGER
- SURFACE MOUNTED, PORCELAIN LAMP HOLDER W/ PULL SWITCH
- SURFACE MOUNTED HEAT DETECTOR



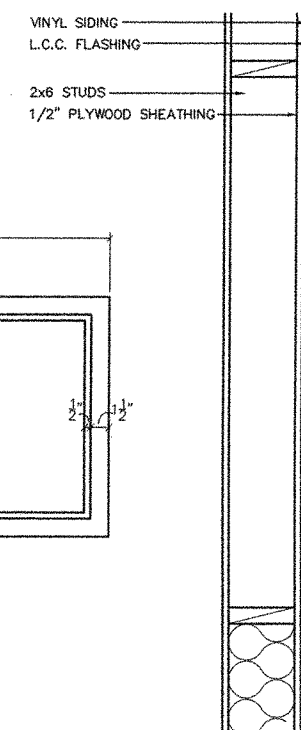
**BULLETIN BOARD ELEVATION**  
N.T.S.



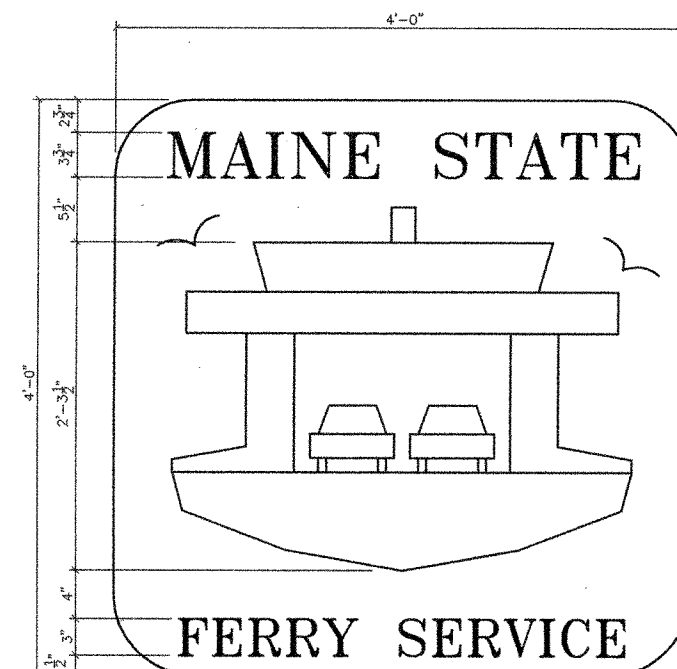
**SIGN A SECTION**  
SCALE: 1 1/2"=1'-0"



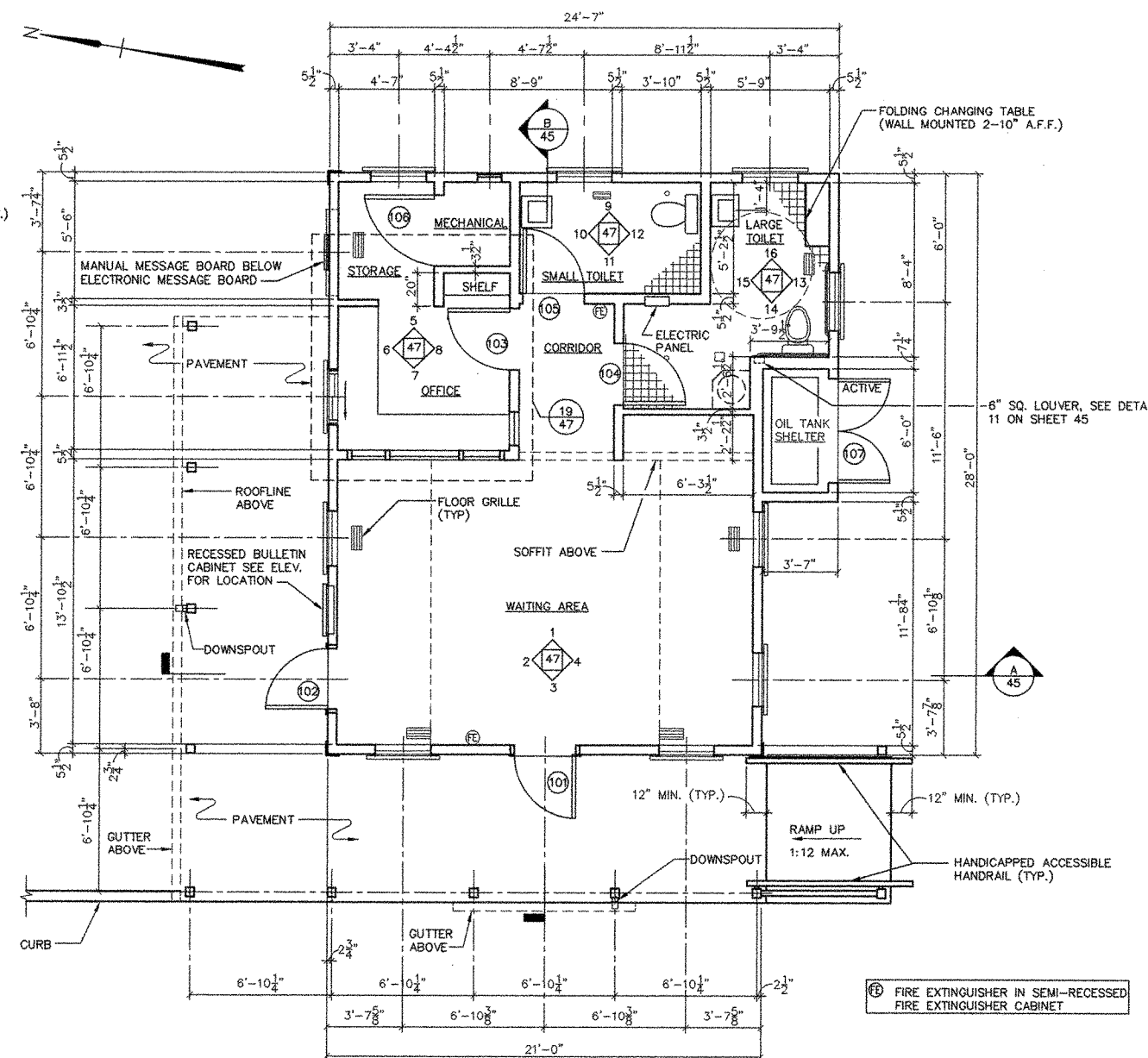
**SIGN A ELEVATION**  
SCALE: 1 1/2"=1'-0"



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



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



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

**NOTES:**

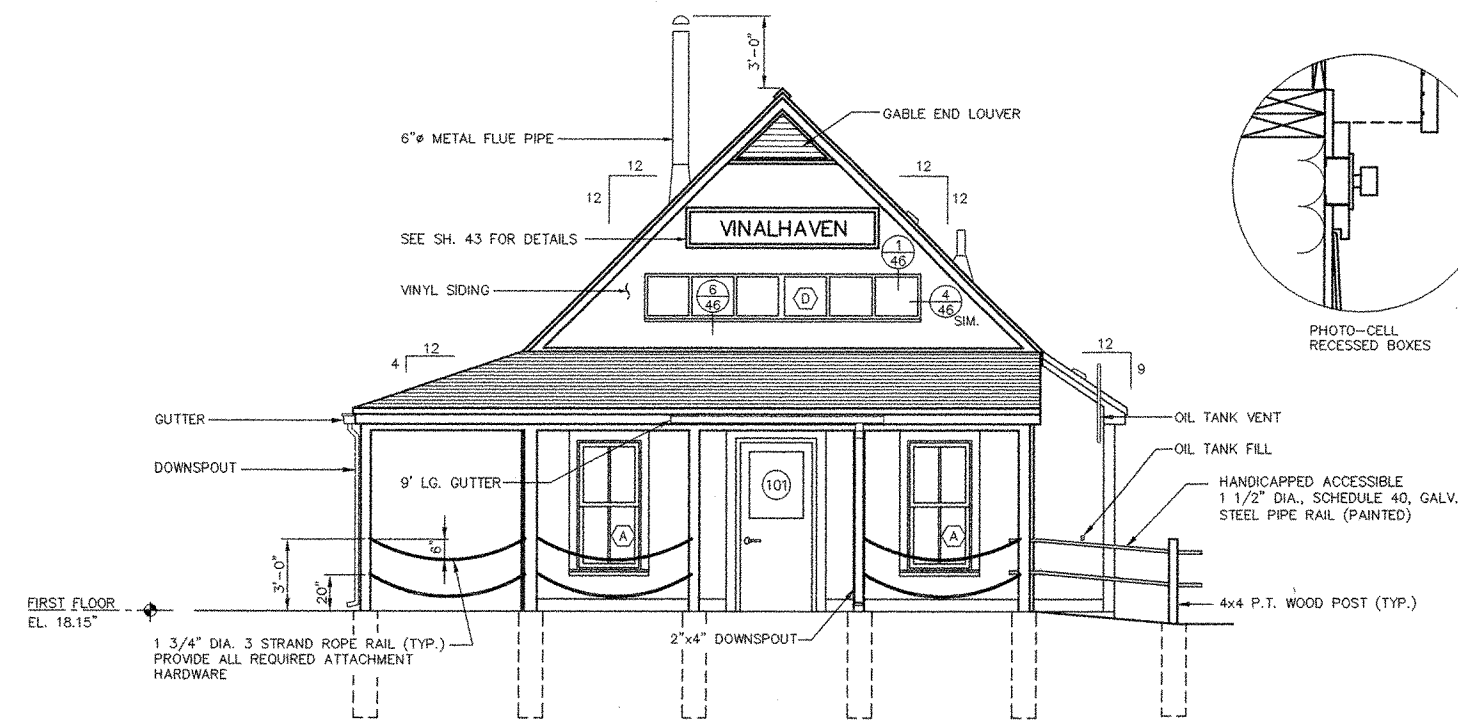
- ALL WALL DIMENSIONS ARE TO THE FACE OF STUD.
- MOUNT ALL ACCESSIBLE FURNISHINGS AND EQUIPMENT IN ACCORDANCE WITH THE ADA.
- CEILING ACCESS PANEL CONSTRUCTION SHALL BE AS FOLLOWS:  
16 GA. COLD-ROLLED (C.R.) STEEL FRAME; 20 GA. C.R. STEEL DOOR;  
2" THICK INSULATION; 22 GA. DRYWALL BEAD; FLUSH CONT. PIANO HINGE;  
SPRING DOOR CLOSURE; FLUSH KEY OPERATED CYLINDER LOCK; FRAMES  
W/ 1/4" MOUNTING HOLES; PHOSPHATE DIPPED WITH BAKED-ON, RUST-  
INHIBITIVE GRAY PRIME FINISH. FIELD FINISH PAINT WITH COMPATIBLE  
TOP COAT IN COLOR MATCHING GWB CEILING COLOR.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
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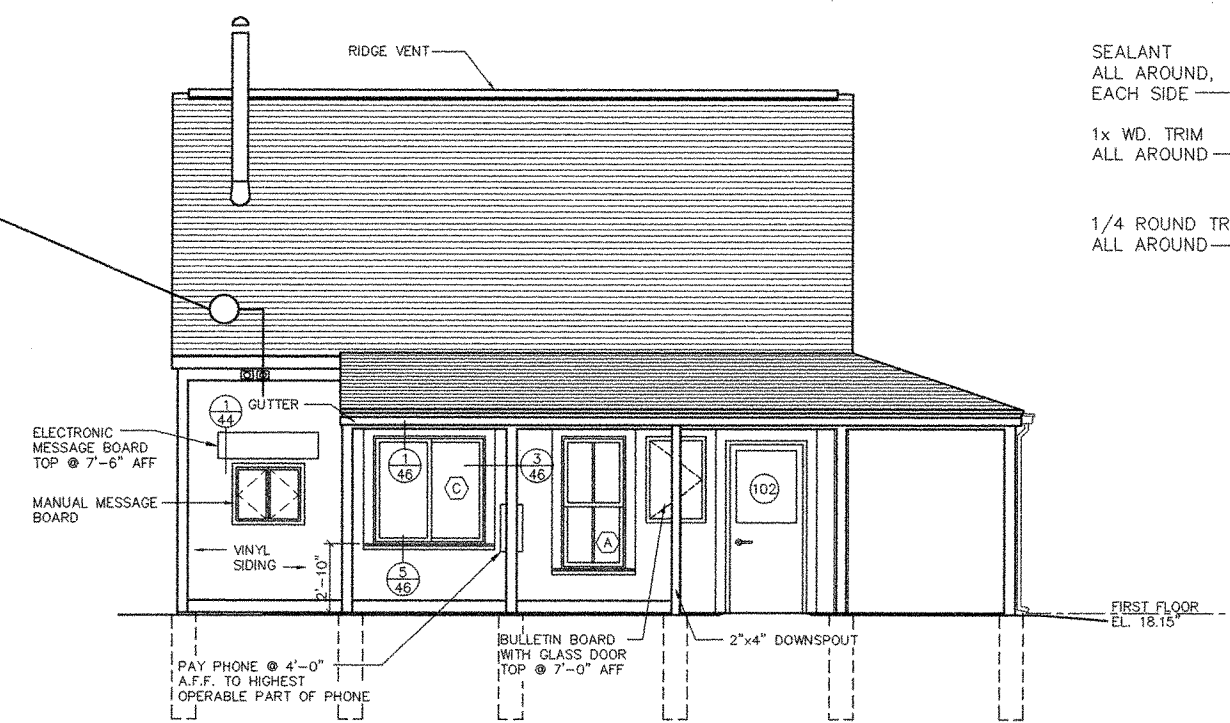
|                                                                  |                                                               |
|------------------------------------------------------------------|---------------------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                                                               |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |                                                               |
| TERMINAL BUILDING<br>FLOOR AND ROOF PLANS                        |                                                               |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |                                                               |
| FS&T PROJ. NO.<br>TM-076                                         | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>P. Pottle |



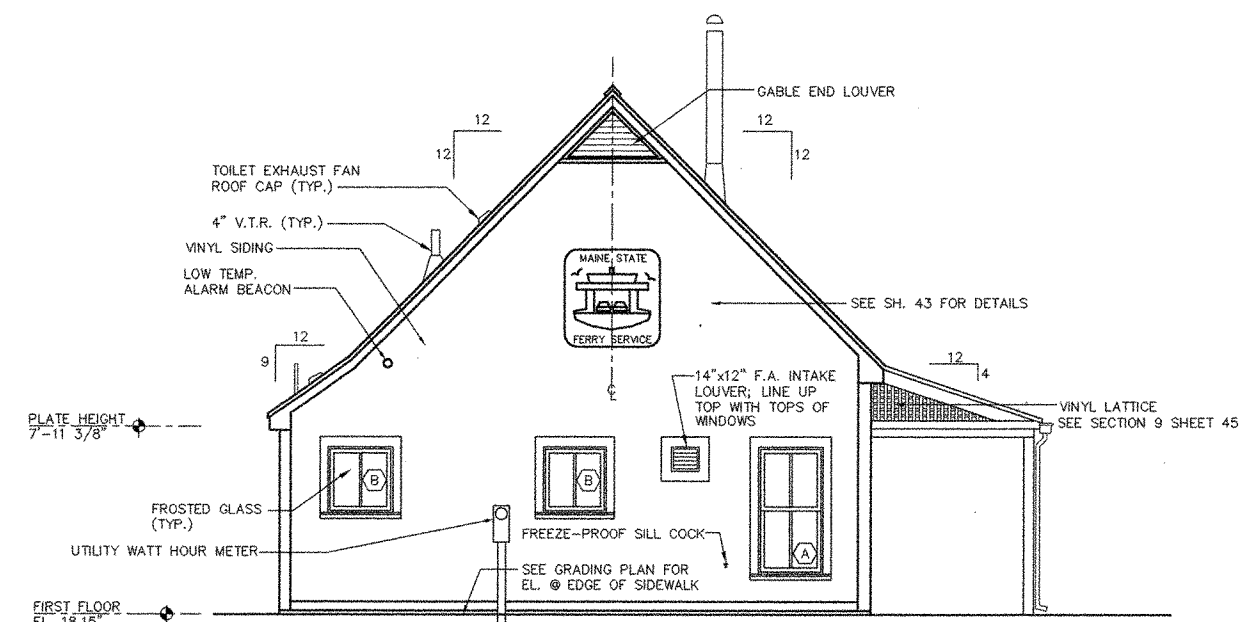
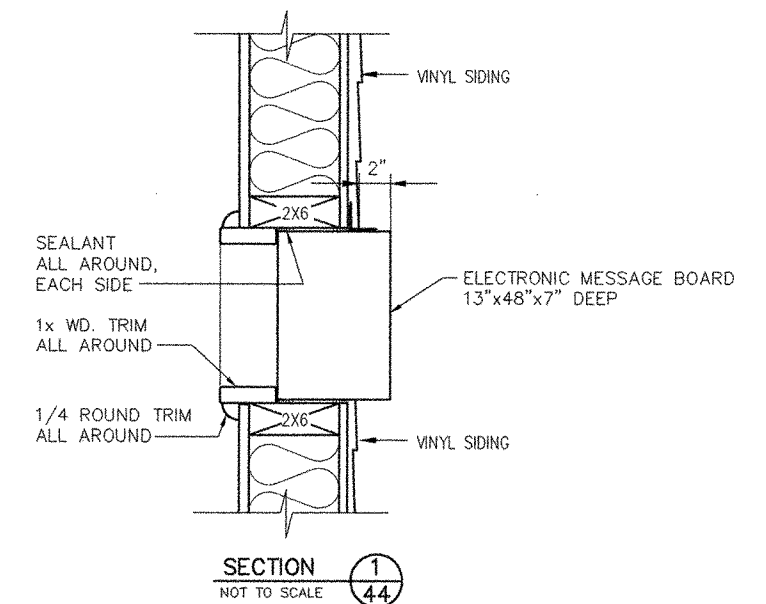
|         |           |                                                  |
|---------|-----------|--------------------------------------------------|
| DES. MG | CHK. AD   | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES |
| DR. MG  | PROJ. DPA | ENGR.                                            |



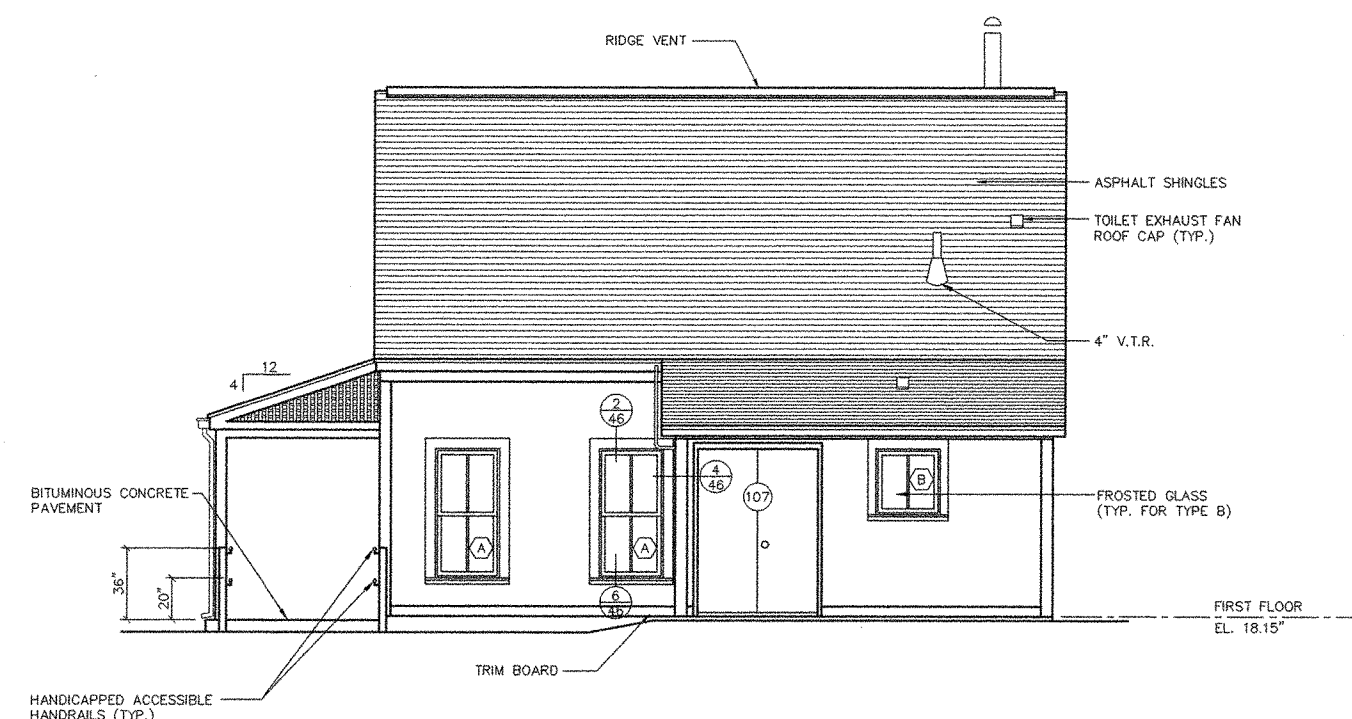
**WEST ELEVATION**  
SCALE: 1/4"=1'-0"



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



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



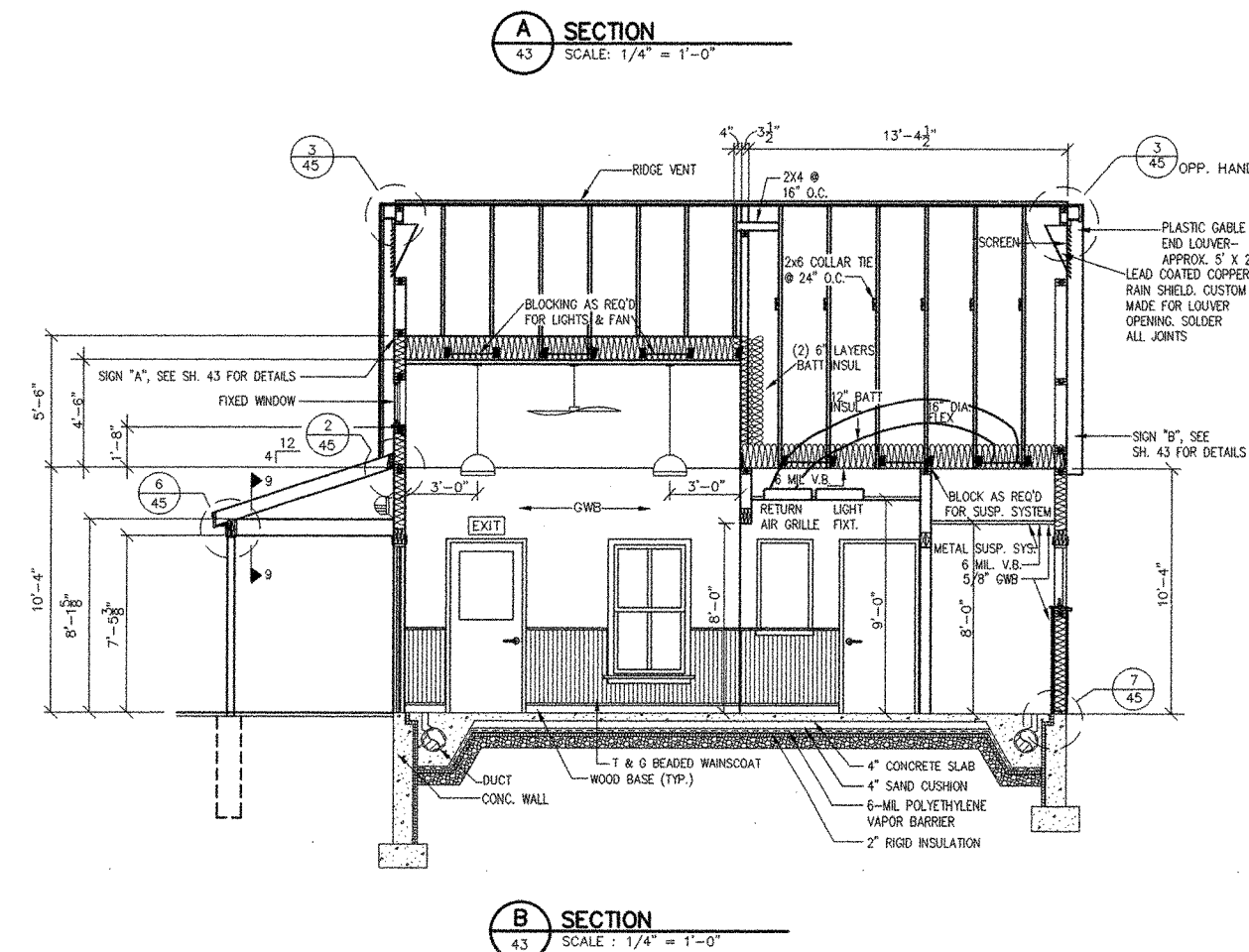
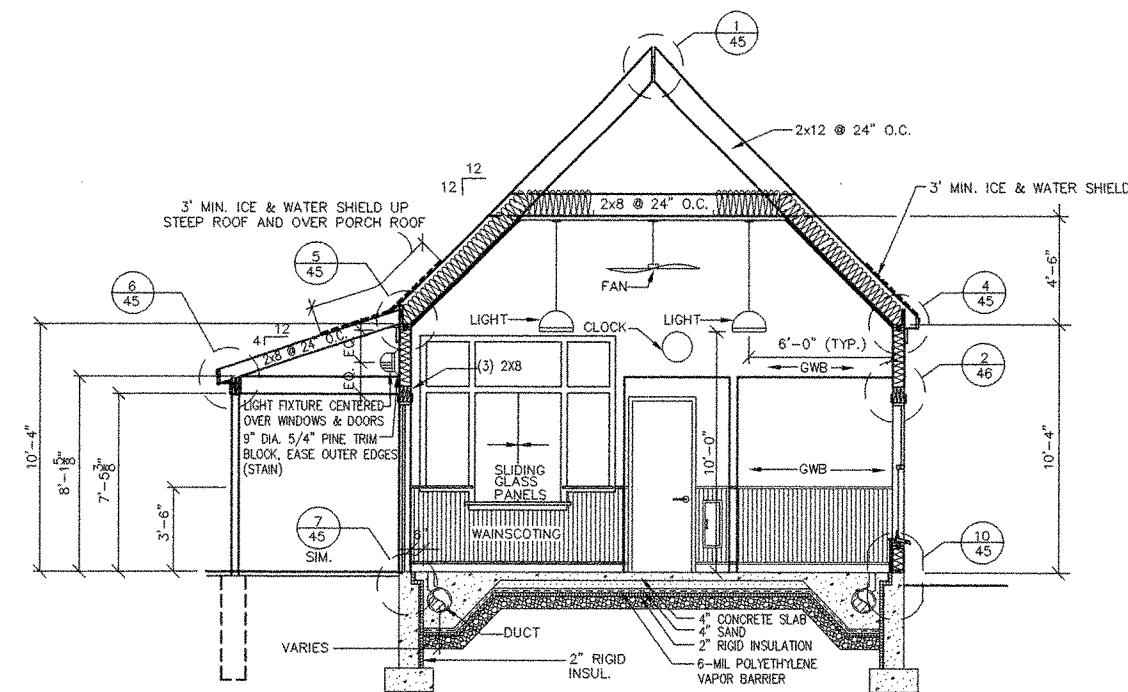
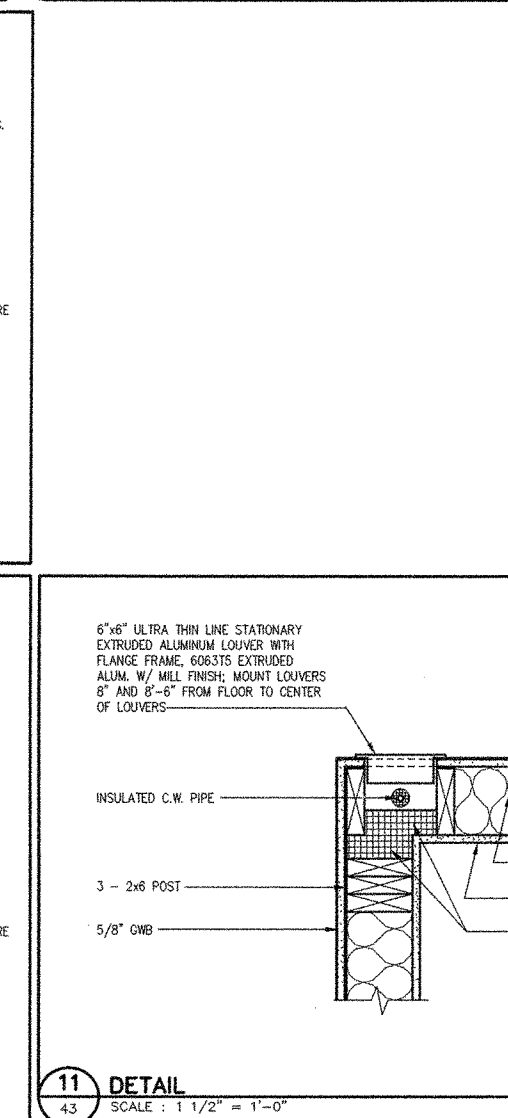
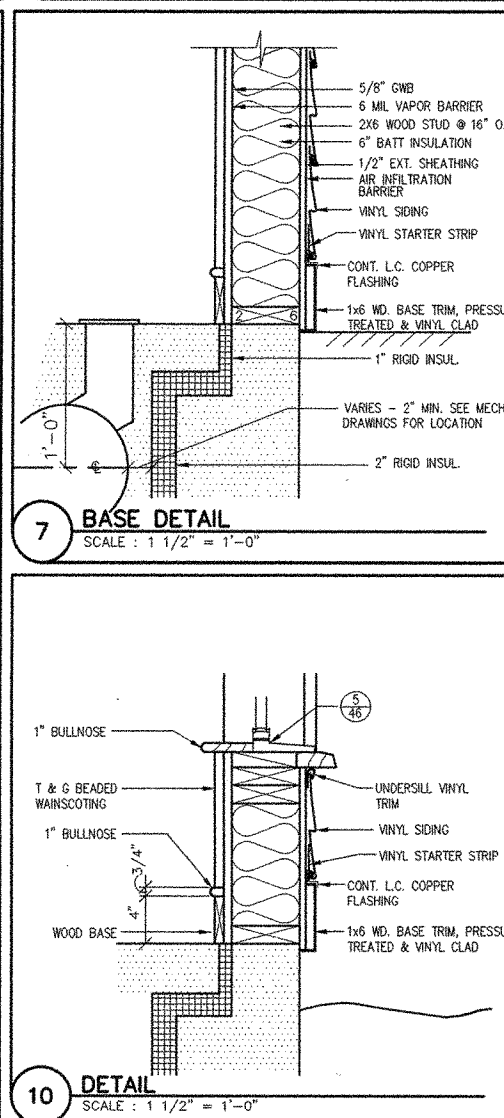
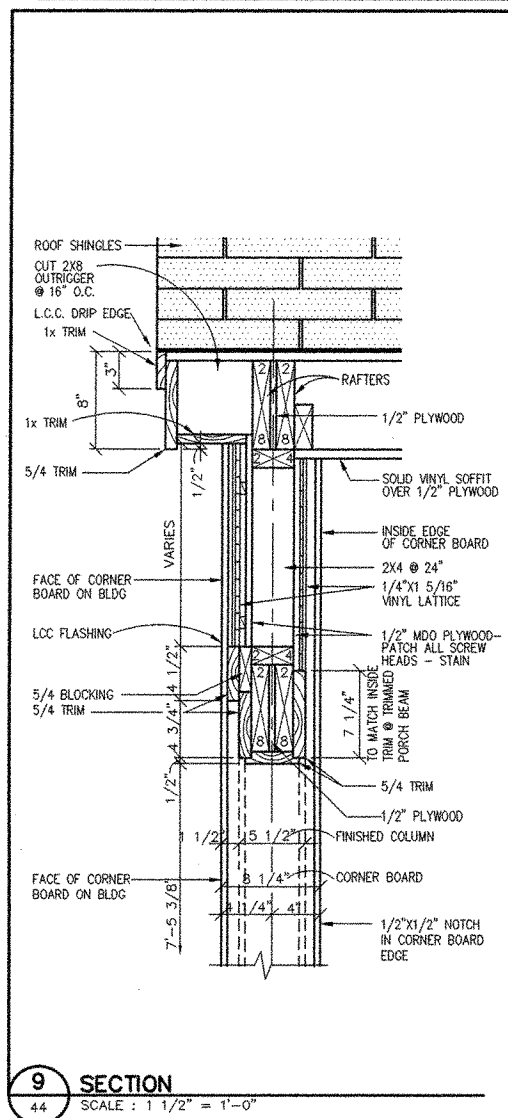
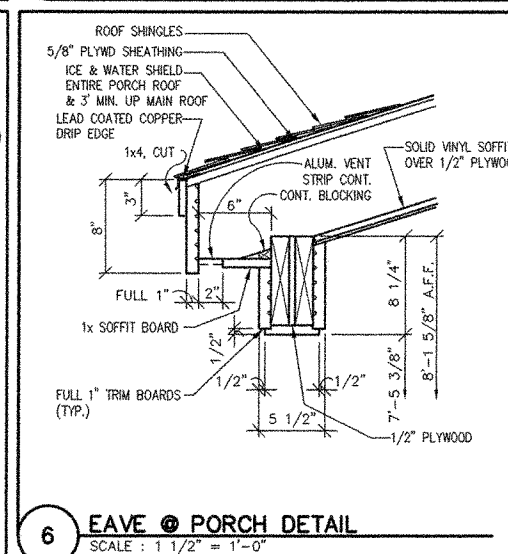
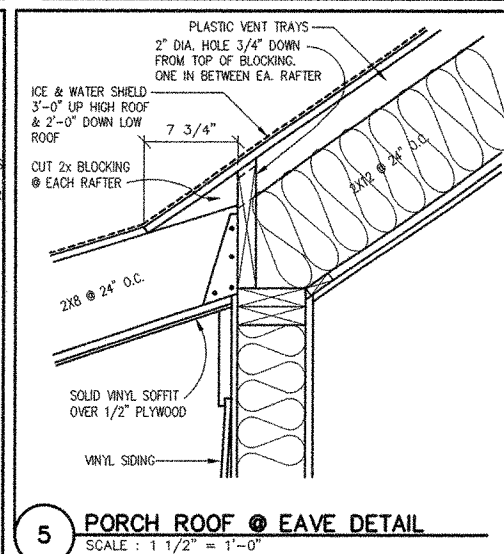
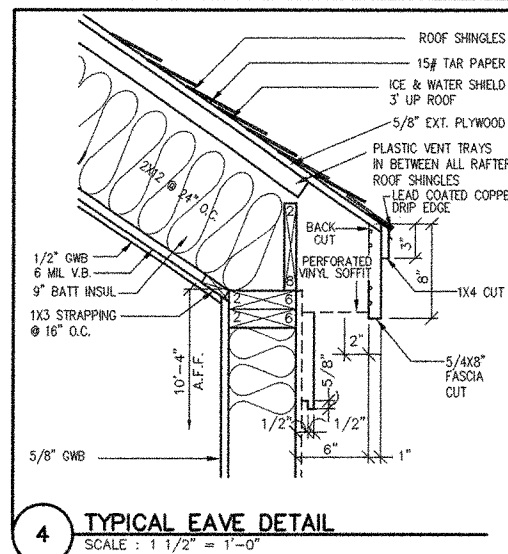
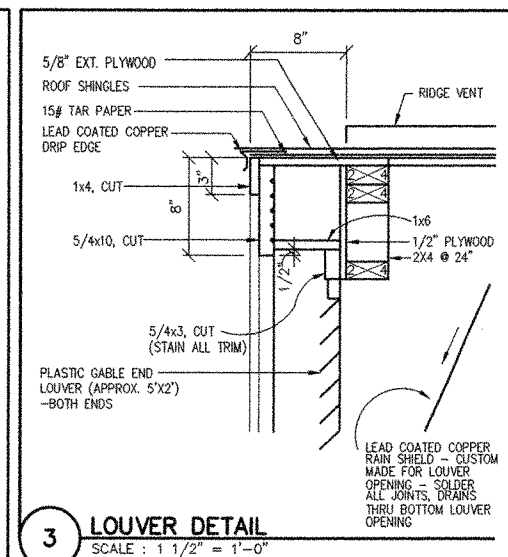
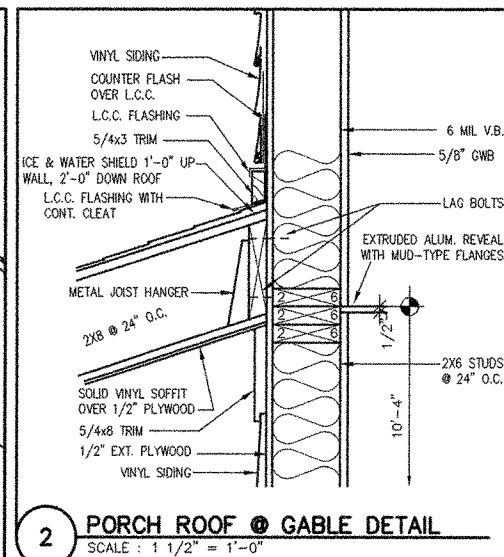
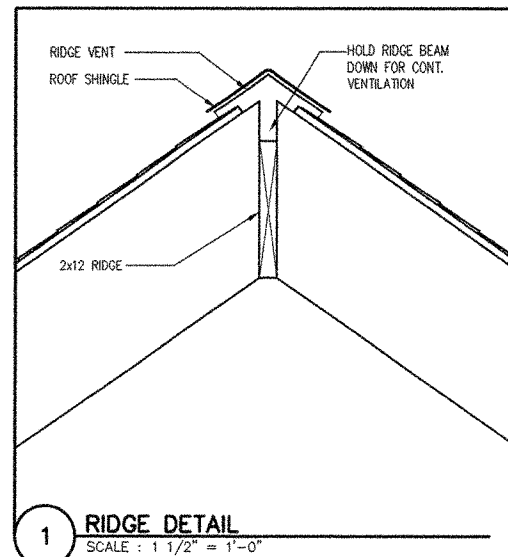
**SOUTH ELEVATION**  
SCALE: 1/4"=1'-0"

- GENERAL NOTES:
1. REFER TO STRUCTURAL DRAWINGS FOR ALL FOUNDATION INFORMATION.
  2. ALL WINDOW HEADS SHALL ALIGN HORIZONTALLY.
  3. SEE SHEET 52 FOR ELECTRICAL EQUIPMENT AND FIXTURES TO BE MOUNTED TO THE EXTERIOR OF THE BUILDING.
  4. MOUNT ALL THRU-WALL PENETRATIONS ON VINYL EASY BLOCKS TO MATCH SIDING.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |

|                                                                  |  |
|------------------------------------------------------------------|--|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |  |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |  |
| <b>TERMINAL BUILDING<br/>EXTERIOR ELEVATIONS</b>                 |  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |  |

|                                 |                                         |                   |                            |                                                                     |
|---------------------------------|-----------------------------------------|-------------------|----------------------------|---------------------------------------------------------------------|
| FS&T PROJ. NO.<br><b>TM-076</b> | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. MG<br>DR. MG | CHK. AD<br>PROJ. ENGR. DPA | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br><i>P. Lally</i> |
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| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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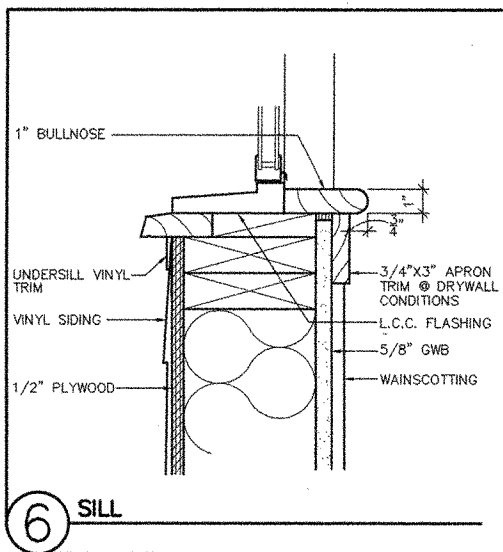
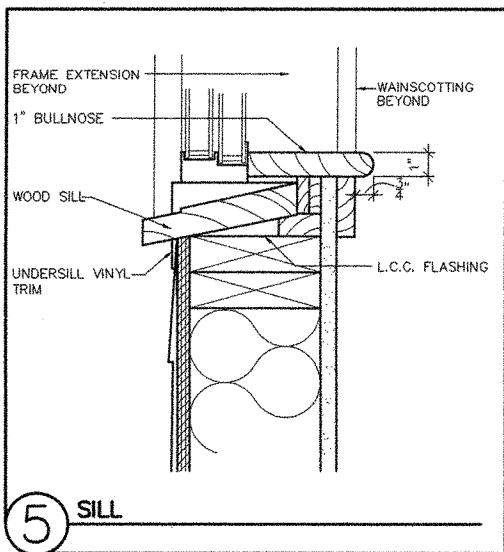
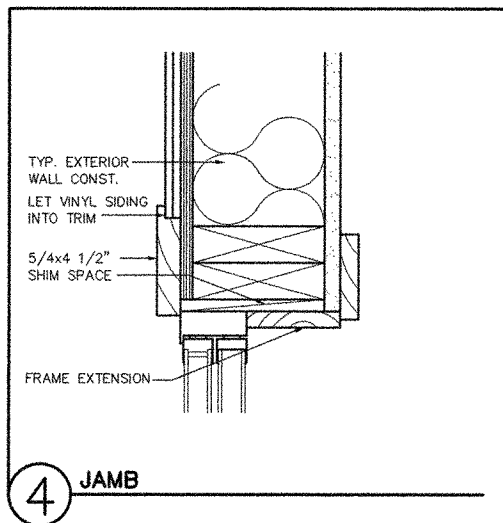
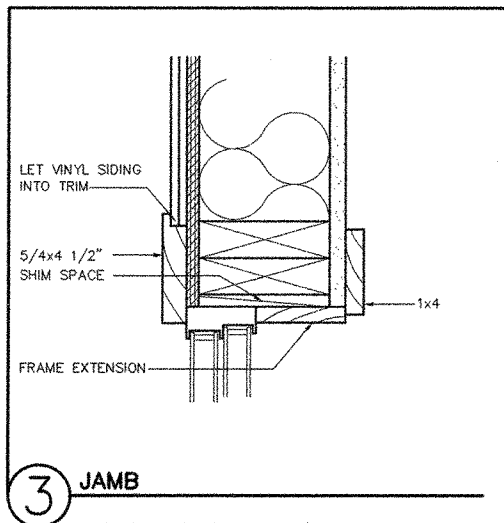
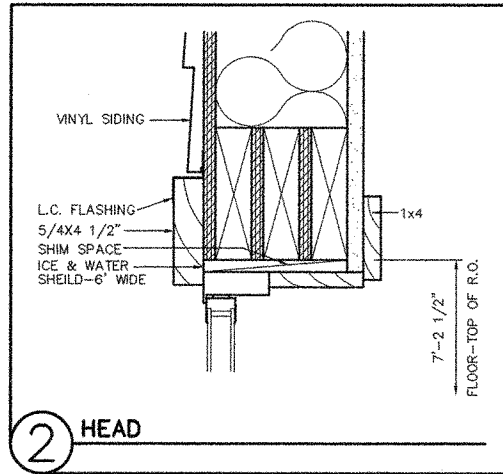
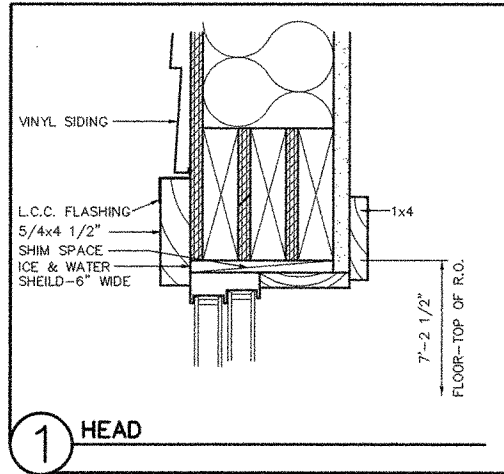
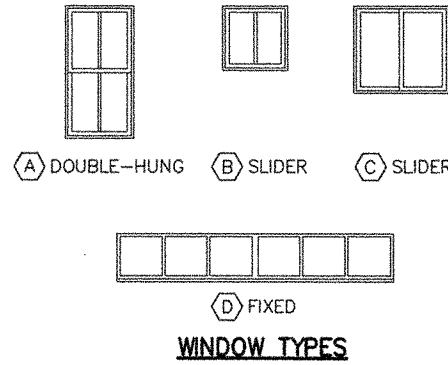
FERRY TERMINAL, VINALHAVEN, MAINE

## TERMINAL BUILDING SECTIONS AND DETAILS

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

|                         |                      |         |           |                                                                      |
|-------------------------|----------------------|---------|-----------|----------------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED      | DES. MG | CHK. AD   | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br><i>P. Riddle</i> |
|                         | DATE: SEPTEMBER 1999 | DR. MG  | PROJ. DPA |                                                                      |

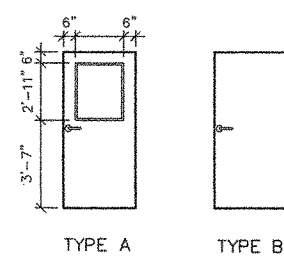
| WINDOW SCHEDULE |             |                        |                           |
|-----------------|-------------|------------------------|---------------------------|
| WINDOW TYPE     | OPERATION   | ROUGH OPENING (WxH)    | REMARKS                   |
| A               | DOUBLE HUNG | 2'-10 3/8" x 5'-5 3/4" | FACTORY MULL DOUBLE UNITS |
| B               | SLIDER      | 2'-9" x 3'-0 9/16"     |                           |
| C               | SLIDER      | 4'-6 3/4" x 4'-2 1/2"  |                           |
| D               | FIXED       | 11'-8 1/2" x 2'-2 1/2" |                           |



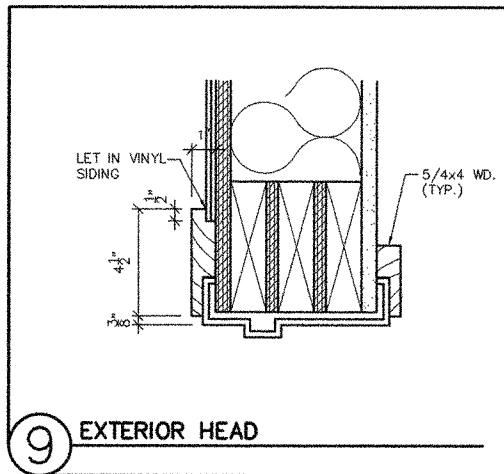
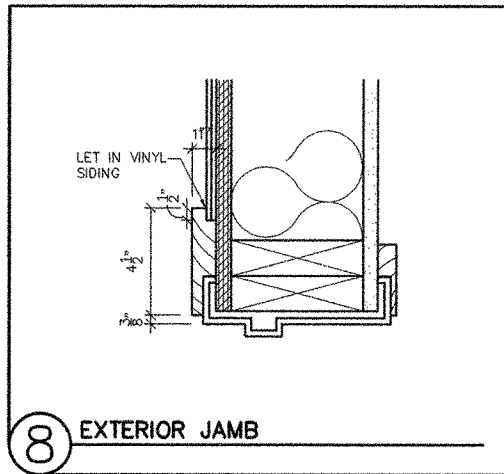
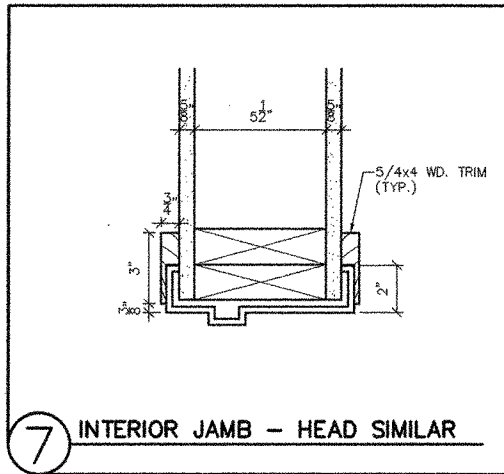
**WINDOW DETAILS**  
SCALE: 3"=1'-0"

| DOOR SCHEDULE |                  |           |      |      |      |       |      |           |       |         |                         |
|---------------|------------------|-----------|------|------|------|-------|------|-----------|-------|---------|-------------------------|
| DOOR NO.      | DOOR SIZE        | DOOR THK. | DOOR |      |      | FRAME |      |           | LABEL | THRESH. | REMARKS                 |
|               |                  |           | MAT. | TYPE | FIN. | MAT.  | TYPE | HEAD JAMB |       |         |                         |
| 101           | 3'-0"x7'-0"      | 1 3/4"    | HM   | A    | PTD  | HM    | -    | 9 7       | *     | HW-1    | SAFETY GLASS, INSULATED |
| 102           | 3'-0"x7'-0"      | 1 3/4"    | HM   | A    | PTD  | HM    | -    | 9 7       | *     | HW-1    | SAFETY GLASS, INSULATED |
| 103           | 3'-0"x7'-0"      | 1 3/4"    | WD   | B    | PTD  | HM    | -    | 8 8       | **    | HW-3    |                         |
| 104           | 3'-0"x7'-0"      | 1 3/4"    | WD   | B    | PTD  | HM    | -    | 8 8       | ***   | HW-4    |                         |
| 105           | 2'-4"x7'-0"      | 1 3/4"    | WD   | B    | PTD  | HM    | -    | 8 8       | ***   | HW-4    |                         |
| 106           | 3'-0"x7'-0"      | 1 3/4"    | HM   | B    | PTD  | HM    | -    | 8 8       | -     | HW-5    | 1 HOUR RATED            |
| 107           | 2 @ 2'-10"x7'-0" | 1 3/4"    | HM   | B    | PTD  | HM    | -    | 9 7       | -     | HW-2    | INSULATED               |

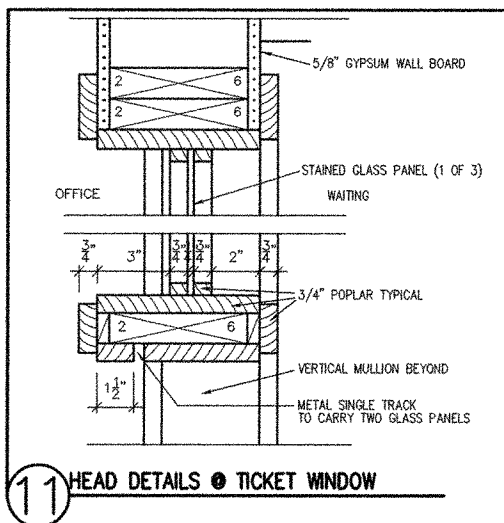
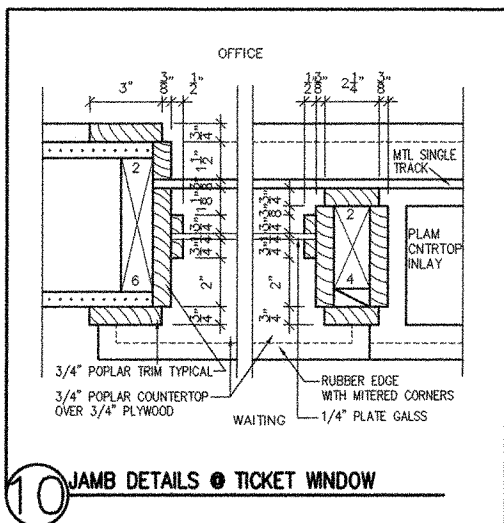
- \* PROVIDE ADA COMPLIANT RABBETTED ALUMINUM THRESHOLD (1/2" MAX. HEIGHT).
- \*\* PROVIDE RESILIENT TILE/CARPET REDUCER AT THRESHOLD.
- \*\*\* PROVIDE RESILIENT CARPET-TO-CERAMIC TILE ADAPTOR AT THRESHOLD.



**DOOR TYPES**



**DOOR FRAME DETAILS**  
SCALE: 3"=1'-0"



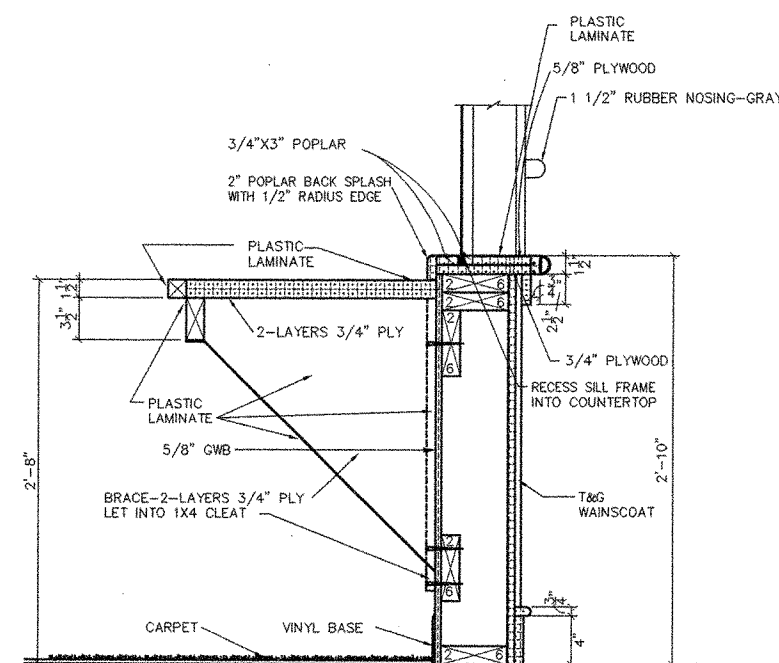
**TICKET WINDOW DETAILS**  
SCALE: 3"=1'-0"

| ROOM FINISH SCHEDULE |                         |       |       |       |              |                         |                                   |                       |  |
|----------------------|-------------------------|-------|-------|-------|--------------|-------------------------|-----------------------------------|-----------------------|--|
| ROOM NAME            | WALLS                   |       |       |       | FLOOR        | CEILING                 |                                   | REMARKS               |  |
|                      | NORTH                   | EAST  | SOUTH | WEST  |              | MATERIAL/FINISH         | HEIGHT                            |                       |  |
| WAITING AREA         | PAINT                   | PAINT | PAINT | PAINT | VCT          | GWB/PAINT               | VARIES - 10'-4 1/2" TO 12'-8 1/4" | PAINTED T&G WAINSCOT  |  |
| CORRIDOR             | PAINT                   | PAINT | PAINT | PAINT | VCT          | 2'X2' ACT               | 9'-0"                             | PAINTED T&G WAINSCOT  |  |
| OFFICE               | PAINT                   | PAINT | PAINT | PAINT | CARPET       | 2'X2' ACT & GWB/PAINT   | 9'-0"                             |                       |  |
| STORAGE              | PAINT                   | PAINT | PAINT | PAINT | CARPET       | 2'X2' ACT               | 9'-0"                             |                       |  |
| MECHANICAL           | PAINT                   | PAINT | PAINT | PAINT | VCT          | GWB/PAINT               | 9'-0"                             |                       |  |
| SMALL TOILET         | PAINT                   | PAINT | PAINT | PAINT | CERAMIC TILE | GWB/PAINT               | 8'-0"                             |                       |  |
| LARGE TOILET         | PAINT                   | PAINT | PAINT | PAINT | CERAMIC TILE | GWB/PAINT               | VARIES - SEE REF. CLG. PLAN       | CERAMIC TILE WAINSCOT |  |
| OIL TANK SHELTER     | UNPAINTED, FINISHED GWB |       |       |       | CONCRETE     | UNPAINTED, FINISHED GWB | 9'-0"                             |                       |  |

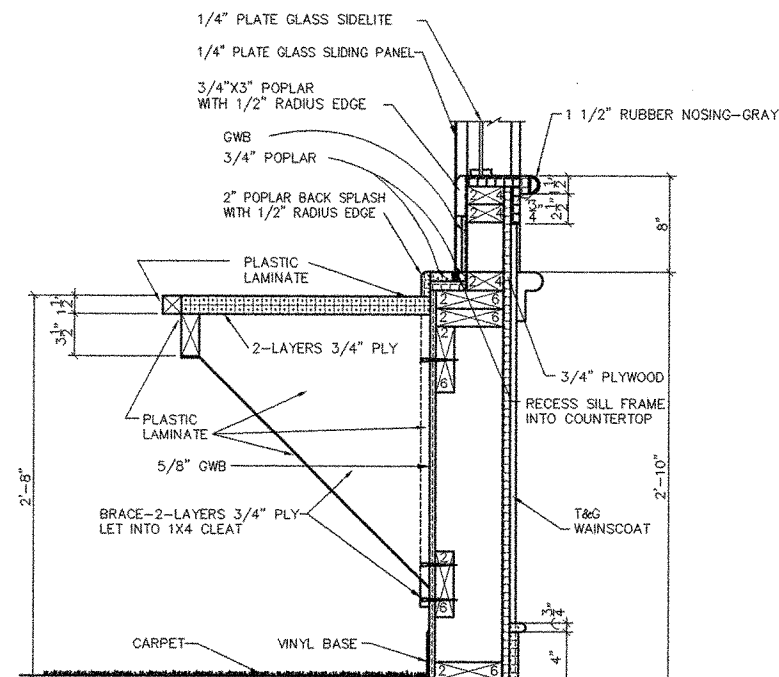
| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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|----------------------------------------------------------------------|
| <br>STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |
| FERRY TERMINAL, VINALHAVEN, MAINE                                    |
| <b>TERMINAL BUILDING<br/>WINDOW/DOOR DETAILS<br/>AND SCHEDULES</b>   |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.         |

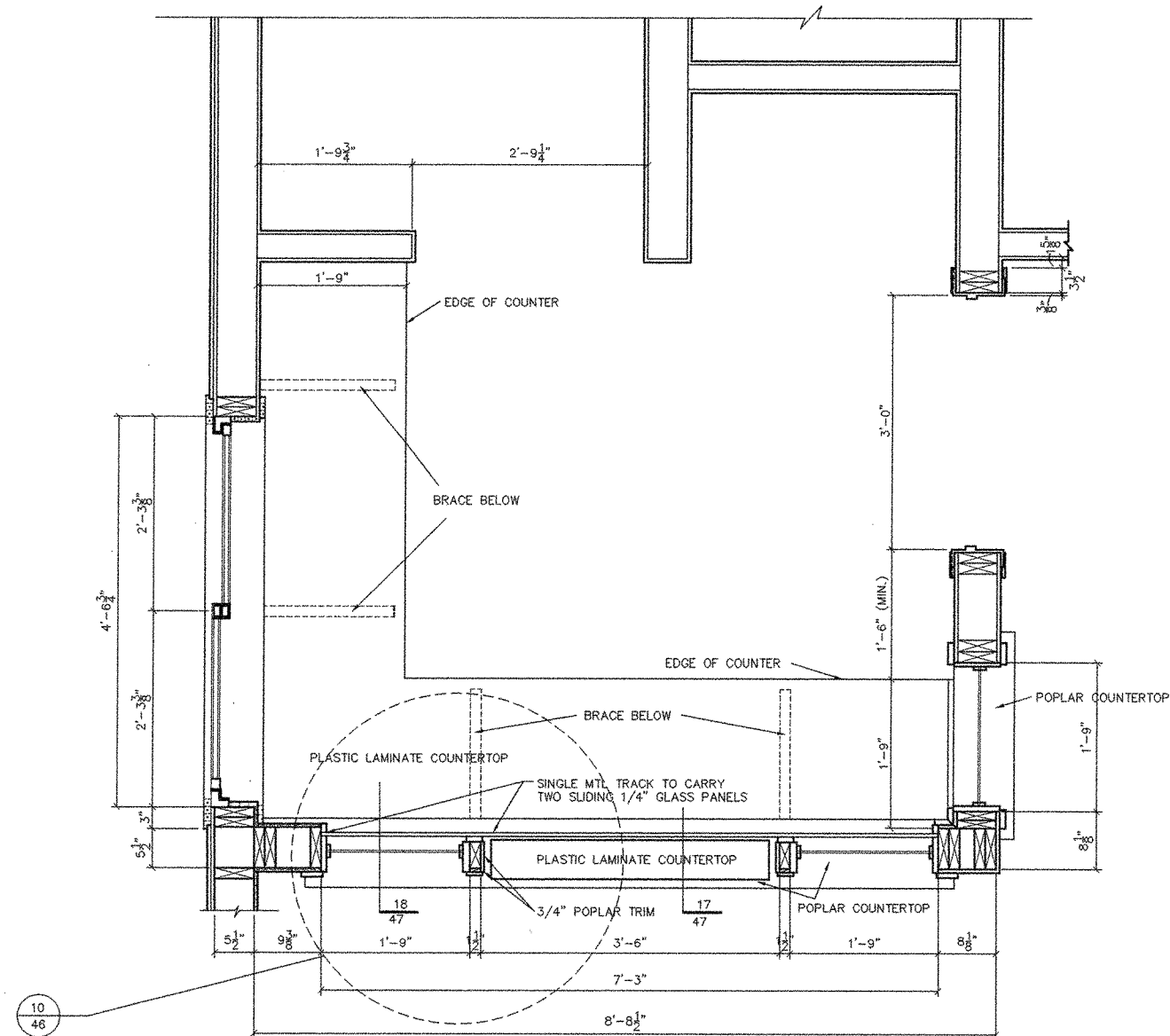
|                         |                                         |                   |                               |                                                           |
|-------------------------|-----------------------------------------|-------------------|-------------------------------|-----------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. MG<br>DR. MG | CHK. AD<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. B. B. |
|-------------------------|-----------------------------------------|-------------------|-------------------------------|-----------------------------------------------------------|



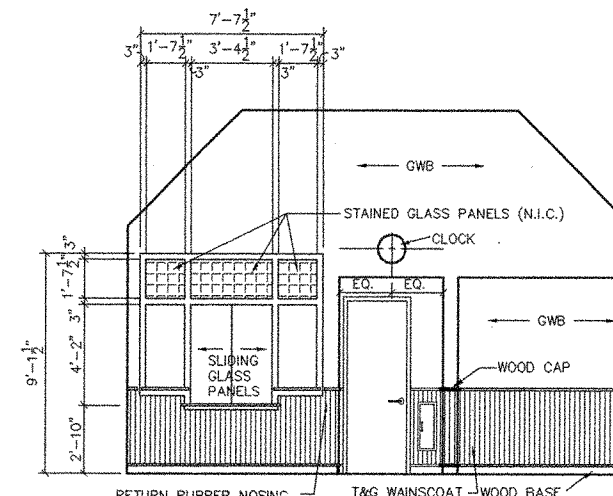
17 SECTION THRU COUNTER & TICKET WINDOW  
1 1/2" = 1'-0"



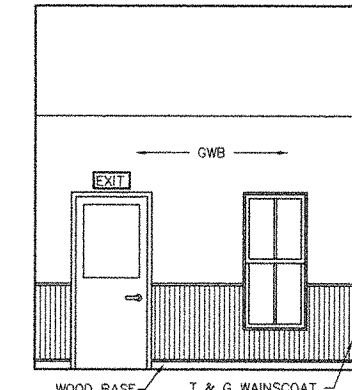
18 SECTION THRU COUNTER & SIDE WINDOW SILL  
1 1/2" = 1'-0"



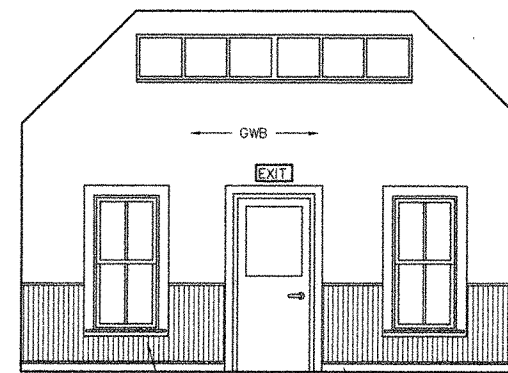
19 PLAN DETAIL • TICKET OFFICE  
1" = 1'-0"



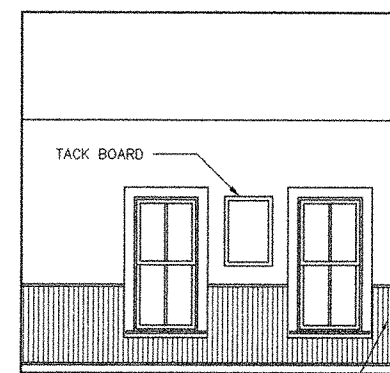
1 WAITING  
SCALE: 1/4" = 1'-0"



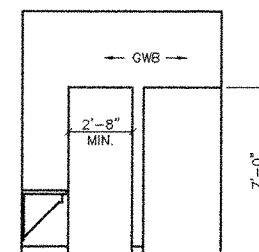
2 WAITING  
SCALE: 1/4" = 1'-0"



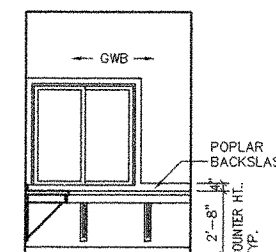
3 WAITING  
SCALE: 1/4" = 1'-0"



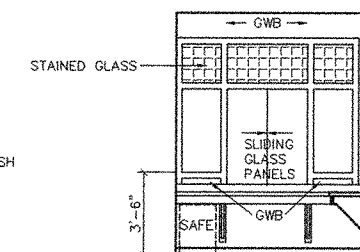
4 WAITING  
SCALE: 1/4" = 1'-0"



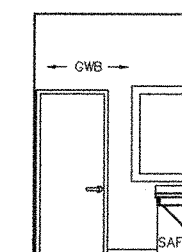
5 OFFICE  
1/4" = 1'-0"



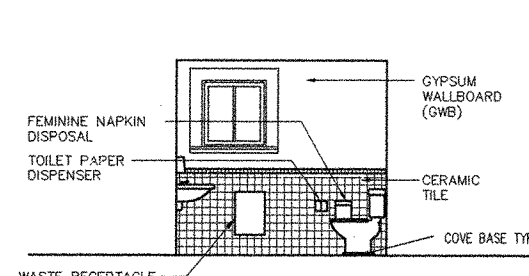
6 OFFICE  
1/4" = 1'-0"



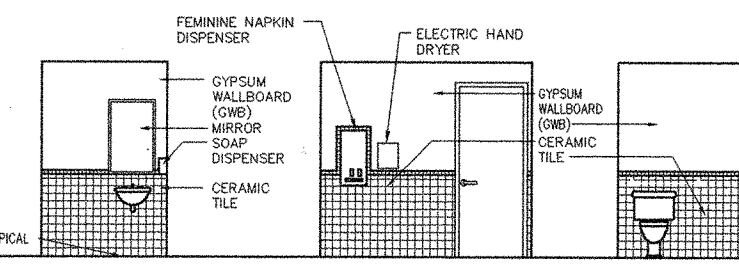
7 OFFICE  
1/4" = 1'-0"



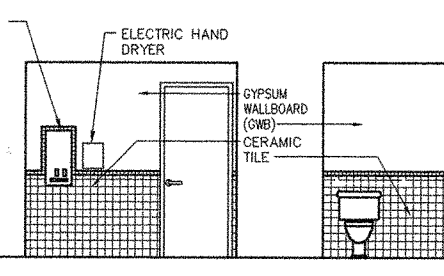
8 OFFICE  
1/4" = 1'-0"



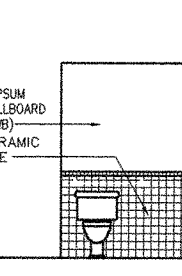
9 TOILET  
1/4" = 1'-0"



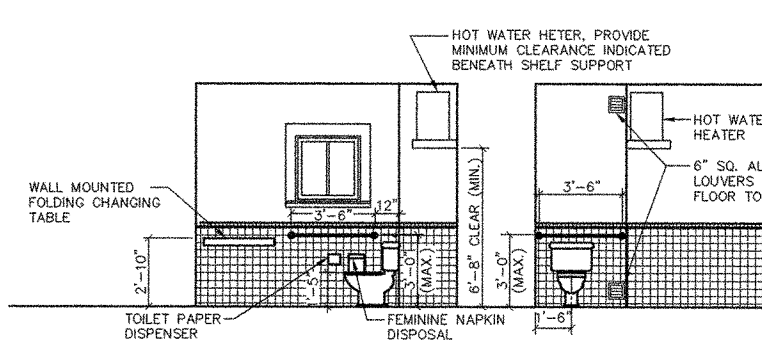
10 TOILET  
1/4" = 1'-0"



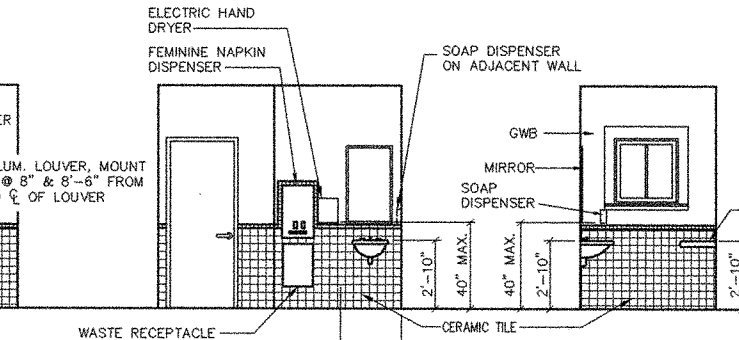
11 TOILET  
1/4" = 1'-0"



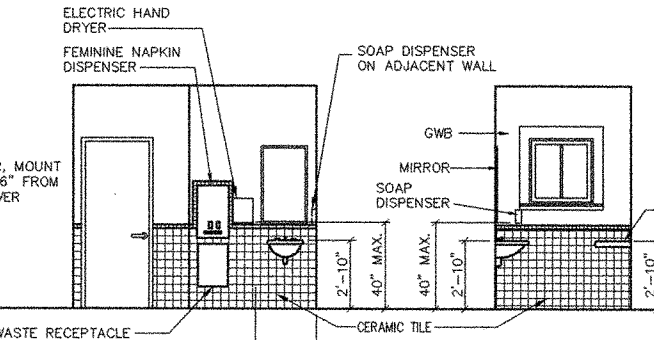
12 TOILET  
1/4" = 1'-0"



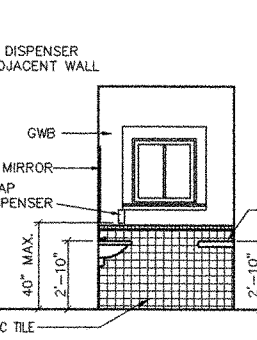
13 TOILET  
1/4" = 1'-0"



14 TOILET  
1/4" = 1'-0"



15 TOILET  
1/4" = 1'-0"



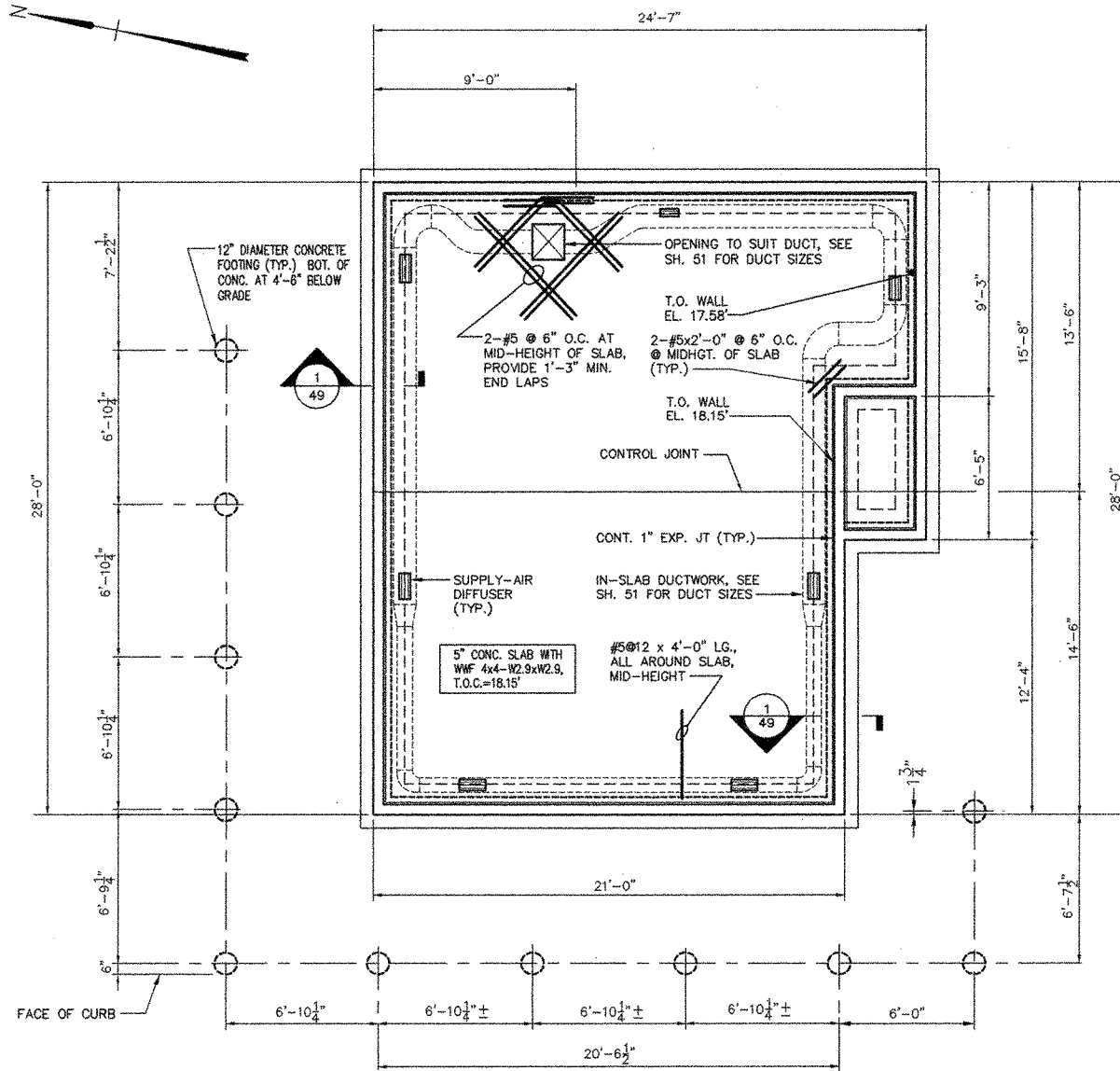
16 TOILET  
1/4" = 1'-0"

NOTE:  
MOUNT ALL TOILET ITEMS, EQUIPMENT AND FIXTURES IN ACCORDANCE  
WITH THE A.D.A.G. FOR BUILDINGS AND FACILITIES.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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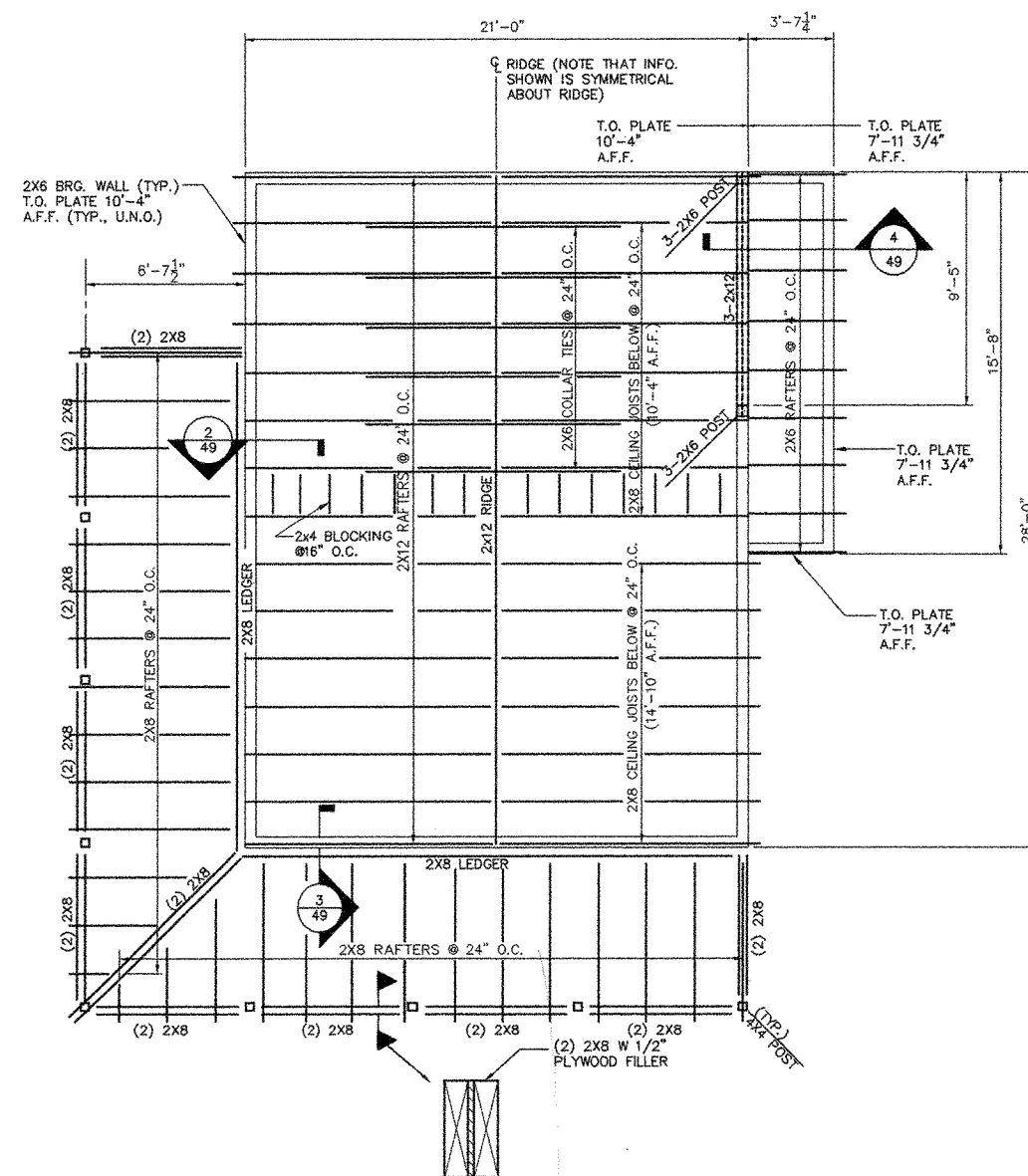
|                                                                                                                                                        |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
|  STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                |
| FERRY TERMINAL, VINALHAVEN, MAINE                                                                                                                      |                |
| <b>TERMINAL BUILDING<br/>INTERIOR ELEVATIONS AND DETAILS</b>                                                                                           |                |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.                                                                                           |                |
| DES. MG<br>PROJ. ENGR.                                                                                                                                 | CHK. AD<br>DPA |
| APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br>              |                |

FS&T PROJ. NO.  
TM-076  
SCALE: AS NOTED  
DATE: SEPTEMBER 1999



**FOUNDATION PLAN**  
1/4"=1'-0"

NOTE: CURE SLAB WITH MOISTURE RETAINING COVER FOR 7 DAYS. CUT SLAB JOINTS AS SOON AS POSSIBLE AFTER FINISHING. DO NOT ALLOW SLAB SURFACE TO DRY DURING CURING PERIOD.



**ROOF FRAMING PLAN**  
1/4"=1'-0"

#### GENERAL STRUCTURAL NOTES

- DESIGN CODE: 1996 BOCA NATIONAL BUILDING CODE.
- ROOF DESIGN LOADS:  
SHOW LOAD ON GROUND: 60 PSF.  
ROOF SNOW: 33 PSF BALANCED.  
LOAD: 41 PSF UNBALANCED.

#### FOUNDATION NOTES

- DESIGN BEARING CAPACITY:  
2.5 KSF FOOTINGS ON SOIL.
- PLACE FOOTINGS ON EXPOSED LEDGE SURFACE WHERE ENCOUNTERED. STRIP SOIL COVER FROM LEDGE AND CLEAN ALL LOOSE MATERIAL FROM LEDGE SURFACE BEFORE CONSTRUCTING FOOTINGS.
- WHERE FOOTINGS DO NOT BEAR DIRECTLY ON LEDGE PROVIDE MIN. 4"-6" OF SOIL COVER ABOVE BOTTOM OF FOOTING. PLACE FOOTINGS ON UNDISTURBED MATERIAL. NOTIFY ENGINEER IF UNSUITABLE MATERIALS ARE ENCOUNTERED AT FOOTING SUBGRADE.
- IF SOILS AT SUBGRADE BECOME EXCESSIVELY WET OR ARE REMOLDED DURING CONSTRUCTION, OVER-EXCAVATE TO SUITABLE MATERIAL AND FILL TO SUBGRADE ELEVATION WITH CRUSHED GRAVEL.
- UNDER FLOOR SLABS, REMOVE TOPSOIL AND UNSUITABLE MATERIALS. FILL OVER EXCAVATED AREAS WITH CRUSHED GRAVEL. PROVIDE MINIMUM 8" OF CRUSHED GRAVEL UNDER SLAB.
- UNDER SLABS (AND FOOTINGS IF REQUIRED), COMPACT MATERIAL TO 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-1557. PLACE MATERIAL IN 12" LIFTS.
- PROVIDE CRUSHED GRAVEL MATERIAL MEETING THE FOLLOWING GRADATIONS BY WEIGHT (MDOT 703.06 TYPE C)  
CRUSHED GRAVEL:  
4" SIEVE 100  
1/4" SIEVE 25-70  
NO. 40 0-30  
NO. 200 0-5

- BACKFILL BOTH SIDES OF FOUNDATION WALLS AT THE SAME TIME.

#### CONCRETE NOTES

- DESIGN CODE: ACI 318-95.
- CONCRETE: MDOT CLASS A, 4000 PSI.
- REINFORCEMENT: GRADE 60, ASTM A 615.
- WELDED WIRE FABRIC (WWF): ASTM A 185.
- MIN. CONCRETE COVER:  
3" FOR CONCRETE CAST AGAINST SOIL.  
2" FOR OTHER CONCRETE UNLESS SHOWN OTHERWISE.

#### CONCRETE NOTES, CONT.

- SPLICE LENGTHS (UNLESS SHOWN OTHERWISE):  
HORIZONTAL BARS IN WALLS .....#5, 1'-8" LG.  
LONGITUDINAL BARS IN FOOTINGS.....#5, 1'-8" LG.

- COORDINATE PENETRATIONS WITH MECHANICAL, ELECTRICAL AND CIVIL DRAWINGS.

#### WOOD FRAMING NOTES:

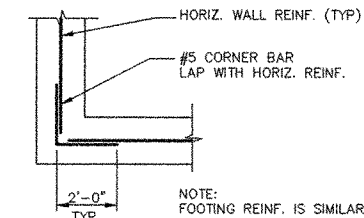
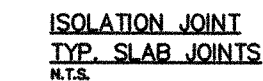
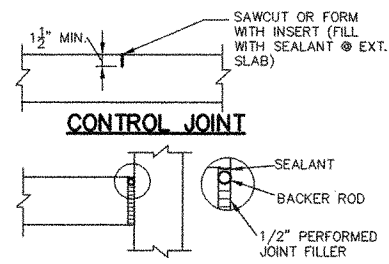
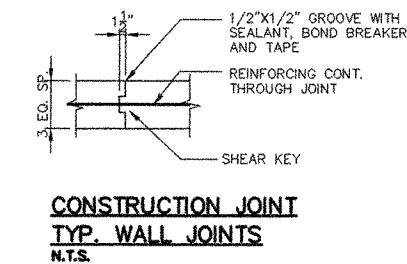
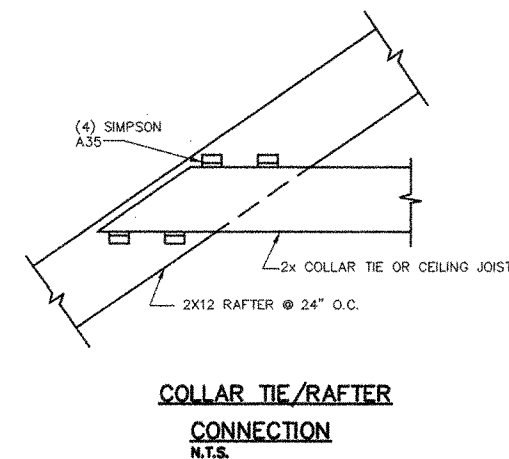
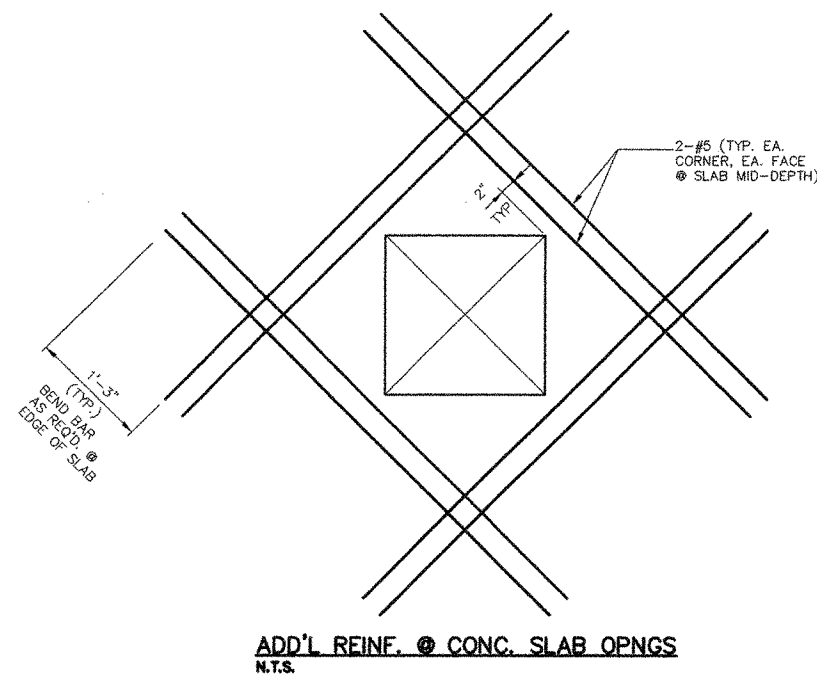
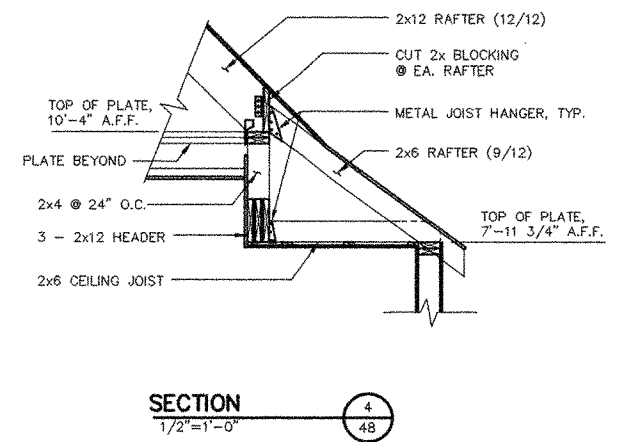
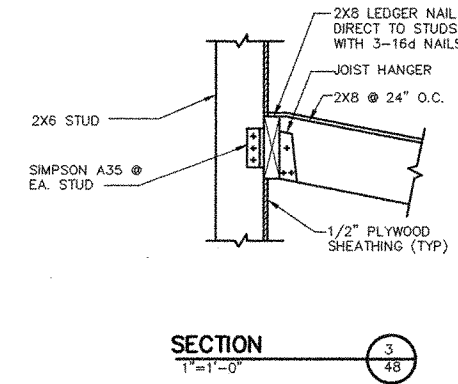
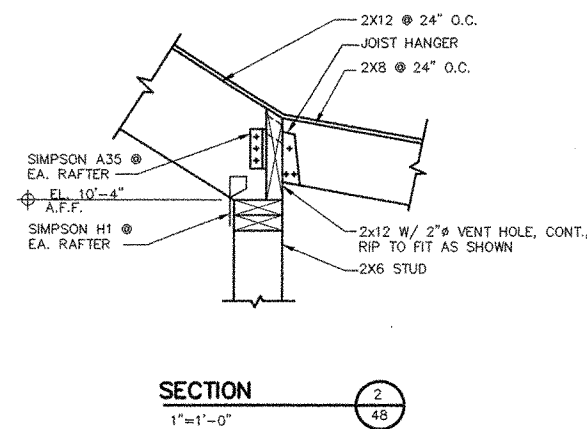
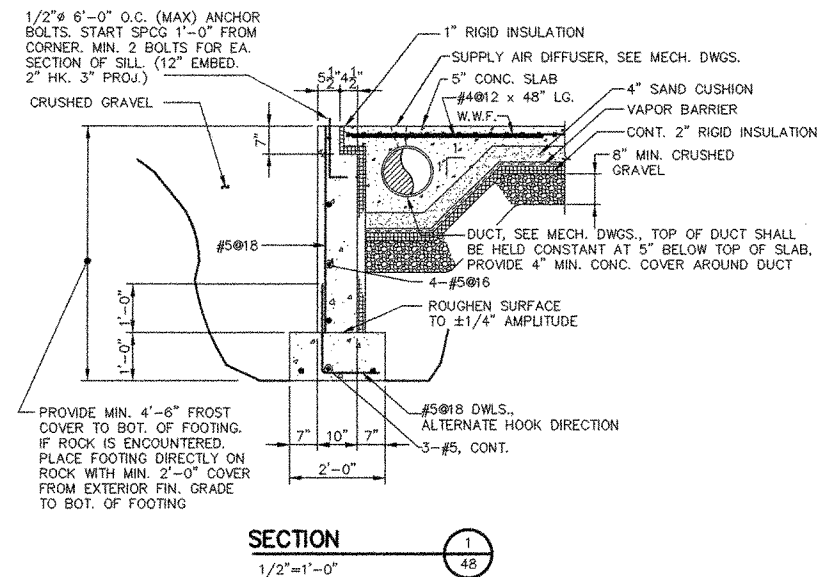
- STRUCTURAL LUMBER: NO. 2 SPRUCE-PINE-FIR OR BETTER.
- DESIGN CODE: NATIONAL DESIGN SPECIFICATIONS FOR WOOD CONSTRUCTION BY THE NATIONAL FOREST PRODUCTS ASSOCIATION.
- FASTENERS: COMPLY WITH RECOMMENDED FASTENING SCHEDULE OF THE BOCA NATIONAL BUILDING CODE/1993, UNLESS SHOWN OTHERWISE ON THE DRAWINGS.
- NAILING REQUIREMENTS FOR PLYWOOD, ROOF DECK, AND SHEATHING: PROVIDE BD NAILS AS FOLLOWS UNLESS SHOWN OTHERWISE:  
6" O.C.: ALONG ALL PANEL EDGES  
12" O.C.: ALONG INTERMEDIATE MEMBERS FOR ROOF AND WALLS.
- SPIKE TOGETHER ALL FRAMING MEMBERS WHICH ARE BUILT-UP USING 2-ROWS OF 16D NAILS AT 12" O.C. STAGGERED.
- PROVIDE GALVANIZED METAL JOIST HANGERS AT FLUSH FRAMED CONNECTIONS. IF SIZES ARE NOT SHOWN ON PLANS, PROVIDE HANGERS EQUAL TO SIMPSON U210 OR LU210.
- PROVIDE GALVANIZED METAL RAFTER TIES EQUAL TO SIMPSON H 2.5 BETWEEN RAFTERS OR ROOF TRUSSES AND SUPPORTING WALLS OR MEMBERS, UNLESS SHOWN OTHERWISE.
- PROVIDE 3-2 X 8 HEADERS OVER ALL OPENINGS IN BEARING WALLS UNLESS SHOWN OTHERWISE.
- PROVIDE DOUBLE TOP PLATE IN ALL EXTERIOR WALLS AND ALL BEARING WALLS. STAGGER TOP PLATE SPLICES IN EXTERIOR WALLS 4'-0" AND PROVIDE AT LEAST 8-10d NAILS PER SPLICE.
- PROVIDE PRESSURE TREATED LUMBER FOR ALL LUMBER IN CONTACT WITH MASONRY OR CONCRETE.
- PROVIDE MIN. OF 2-2X STUDS AT BEARING ENDS OF ALL BUILT-UP 2X BEAMS UNLESS SHOWN OTHERWISE.
- ROOF AND WALL SHEATHING: APA RATED SHEATHING, EXPOSURE 1, OR STRUCTURAL I OR II RATED SHEATHING, EXPOSURE 1.  
ROOF: 5/8" SPAN RATING 32/16  
WALLS: 1/2"  
INSTALL SHEETS WITH FACE GRAIN DIRECTION PERPENDICULAR TO SUPPORTING MEMBERS.
- POSTS AT CORNERS OF EXT. WALLS: PROVIDE 6X6 OR 3-2X6 MIN.
- PROVIDE 1X3 DIAGONAL BRIDGING FOR EACH 8' OF SPAN FOR ALL JOISTS.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|      |      |             |    |      |        |

|                                                                  |  |
|------------------------------------------------------------------|--|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |  |
| FERRY TERMINAL, VINALHAVEN, MAINE                                |  |
| TERMINAL BUILDING<br>FOUNDATION AND FRAMING PLANS                |  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.     |  |



|                          |                                         |                   |                               |                                                           |
|--------------------------|-----------------------------------------|-------------------|-------------------------------|-----------------------------------------------------------|
| FS&T PROJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. MG<br>DR. MG | CHK. AD<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. B. H. |
|--------------------------|-----------------------------------------|-------------------|-------------------------------|-----------------------------------------------------------|



| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
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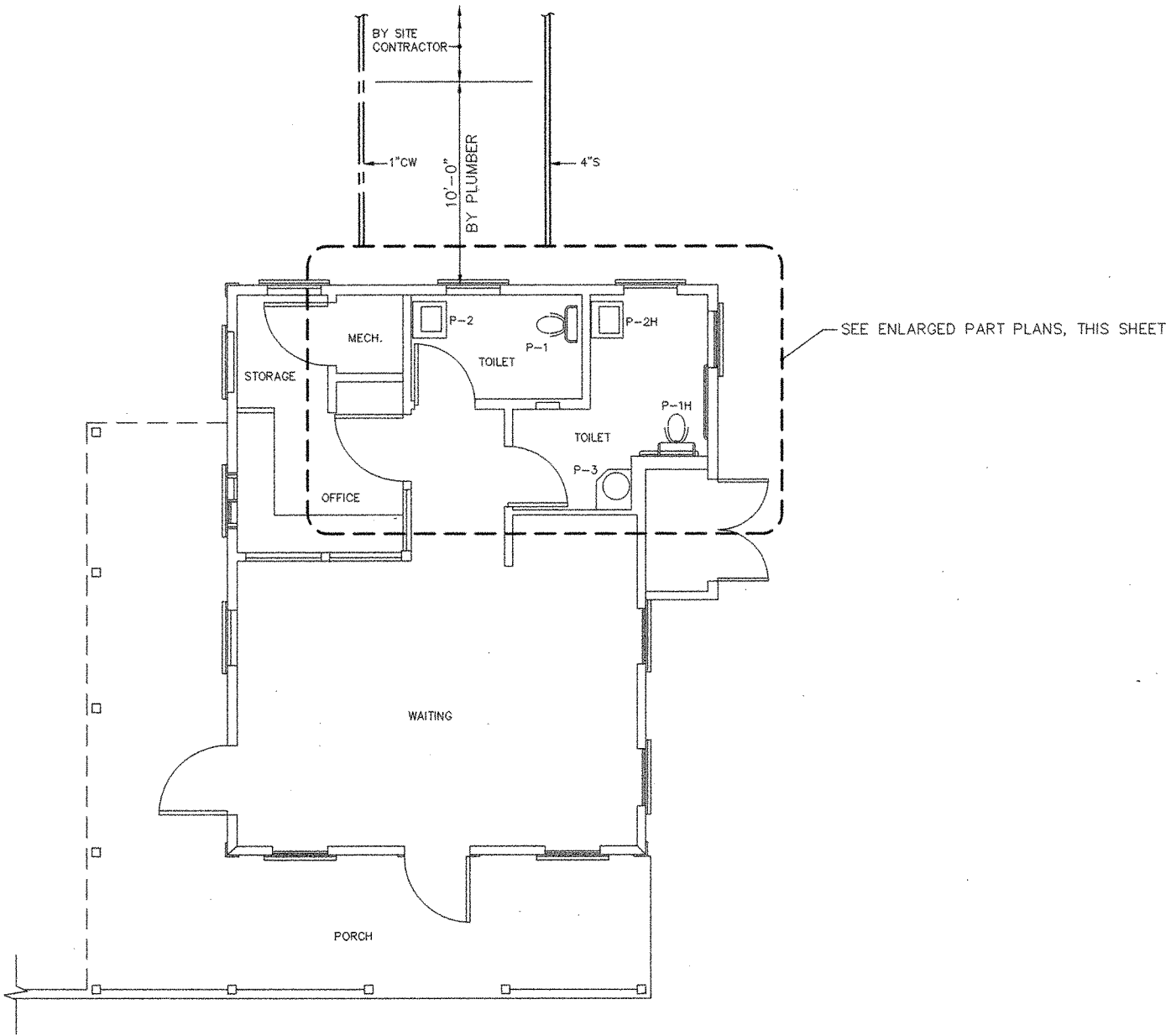
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

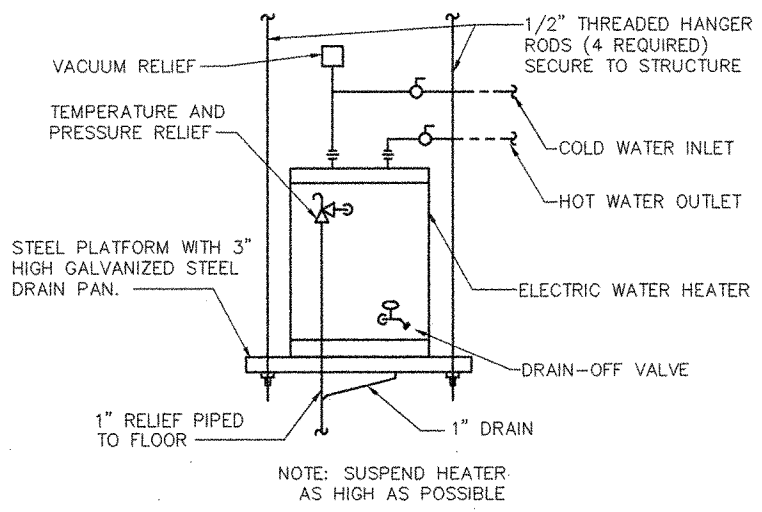
**TERMINAL BUILDING  
FOUNDATION AND FRAMING DETAILS**

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

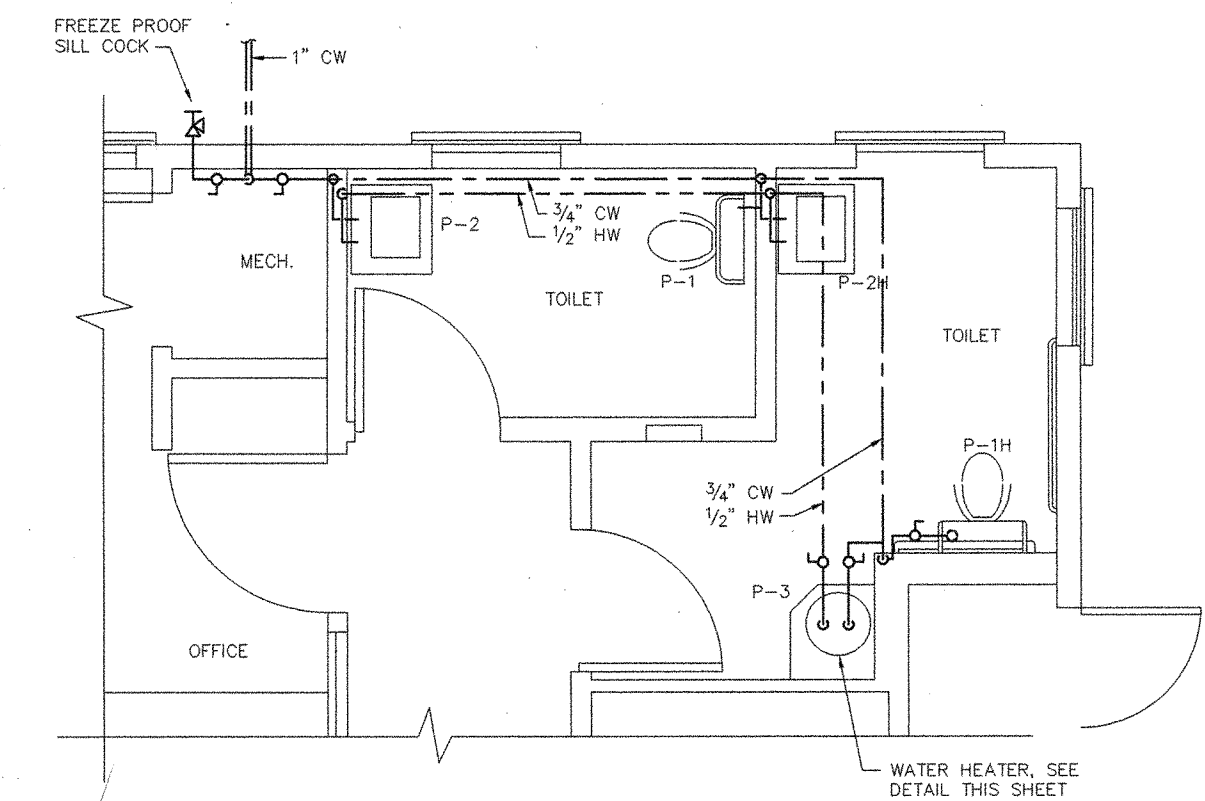
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|--------------------------|-----------------------------------------|-------------------|-------------------------------|--------------------------------------------------------------|
| FS&T PROJ. NO.<br>TM-076 | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. MG<br>DR. MG | CHK. AD<br>PROJ. DPA<br>ENGR. | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>P. B. H. C. |
|--------------------------|-----------------------------------------|-------------------|-------------------------------|--------------------------------------------------------------|



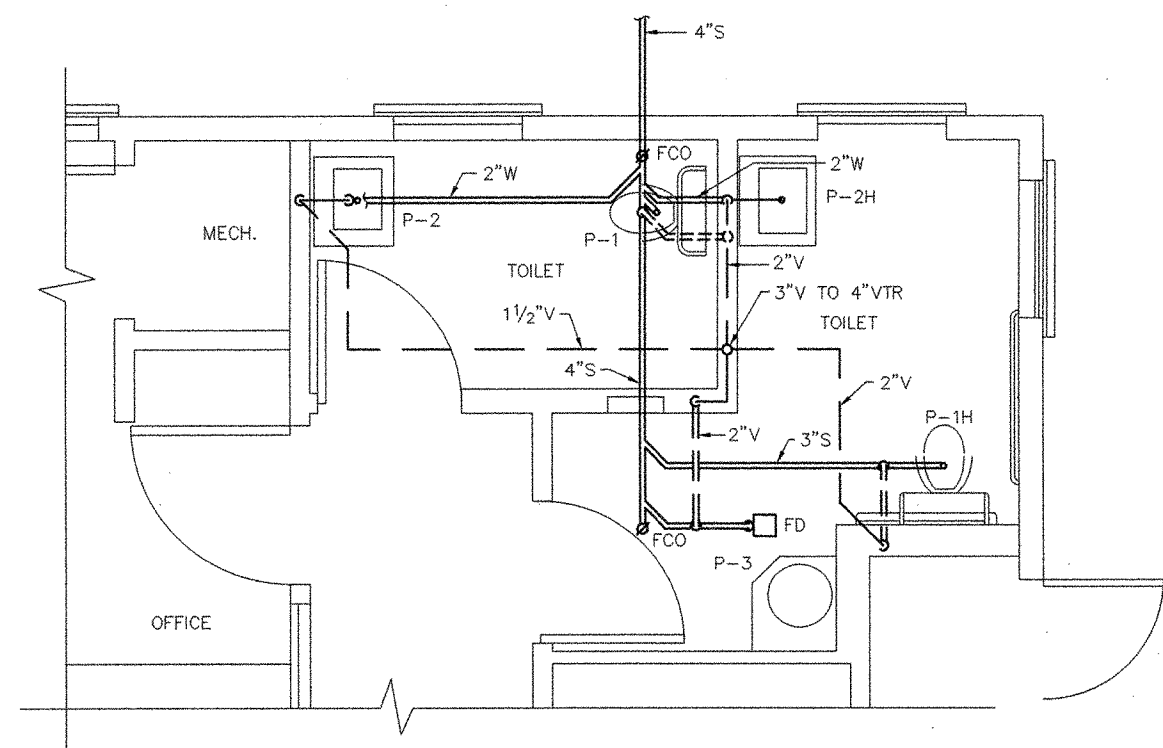
**FLOOR PLAN/PLUMBING**  
SCALE: 1/4"=1'-0"



**HOT WATER HEATER DETAIL**  
NOT TO SCALE



**HOT AND COLD WATER PIPING PART PLAN**  
SCALE: 1/2"=1'-0"



**SOIL, WASTE AND VENT PIPING PART PLAN**  
SCALE: 1/2"=1'-0"

**PLUMBING FIXTURE SCHEDULE**

- THE FOLLOWING NUMBERS ARE BASED ON KOHLER, CRANE, ELJER AND AMERICAN STANDARD ARE ACCEPTABLE.
- P-1H FLOOR MOUNTED, TANK TYPE HANDICAPPED WATER CLOSET: KOHLER K-3427 1.6 GAL. FLUSH, 17" HIGH, ELONGATED BOWL WITH SEAT AND K-7637 ANGLE SUPPLY WITH STOP.  
\* 3" WASTE, 2" VENT, 1/2" COLD WATER \*
  - P-1 SAME AS P-1H EXCEPT STANDARD HEIGHT.
  - P-2H, P-2 WALL HUNG HANDICAPPED LAVATORY: KOHLER K-2054 20x18 WALL HUNG LAVATORY WITH TRITON FAUCET WITH WRISTBLADE HANDLES, K-7443-K/K-16012-5, K-13885 OFFSET TRAP AND K-7605-P ANGLE SUPPLIES AND TRUBRO INSULATING KIT.  
\* 1-1/2" WASTE, 1-1/2" VENT, 1/2" HOT & COLD WATER \*
  - P-3 WATER HEATER: RHEEM MODEL #EGSP-10 COMMERCIAL WATER HEATER, 10 GALLON CAPACITY, 2000 WATT COIL, 240V-1PH-60HZ. 16" RNDX24" HIGH.
- FLOOR CLEAN OUTS: ADJUSTABLE, CAST IRON BODY WITH GAS TIGHT PLUG AND ROUND SCORRIATED TOP. ZURN ZN1400 OR EQUAL BY JOSAM, SMITH OR WADE.
- FLOOR DRAINS: 3" PIPE, 5" DIAMETER BRONZE STRAINER ZURN ZN415 OR EQUAL BY JOSAM, SMITH OR WADE.
- FREEZE-PROOF SILL COCKS: ANTI-SYPHON, NON FREEZE WITH BACKFLOW PREVENTOR. BRONZE BODY, STAINLESS STEEL FACE AND LOOSE KEY. ZURN Z-1310 OR EQUAL BY JOSAM, SMITH OR WADE.

**PLUMBING SYMBOLS LEGEND**

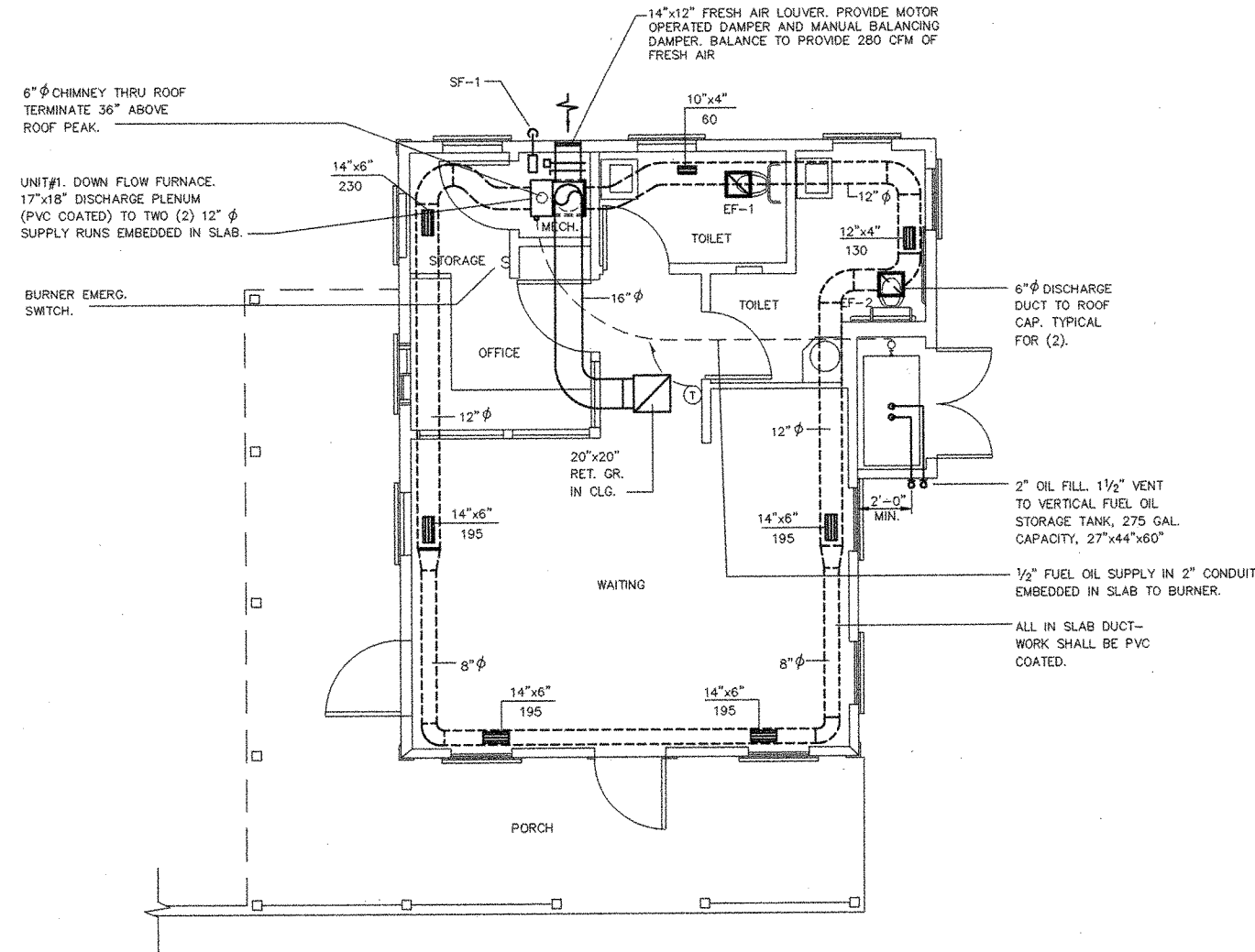
|     |                                 |
|-----|---------------------------------|
|     | SOIL OR WASTE ABOVE FLOOR - S/W |
|     | SOIL OR WASTE BELOW FLOOR - S/W |
|     | VENT ABOVE CEILING - V          |
|     | VENT BELOW FLOOR - V            |
|     | COLD WATER - CW                 |
|     | COLD WATER - CW, BELOW GROUND   |
|     | HOT WATER - HW                  |
|     | BALL VALVE                      |
|     | CLEAN-OUT FLUSH WITH FLOOR      |
|     | FLOOR DRAIN                     |
|     | PIPE RISE                       |
|     | PIPE DROP                       |
| VTR | VENT THROUGH ROOF               |
| AFF | ABOVE FINISHED FLOOR            |

**NOTES:**

- PROVIDE INDIVIDUAL HOT AND COLD WATER SHUT OFF VALVES AT EACH FIXTURE.
- HOT AND COLD WATER PIPING AND VENT PIPING SHALL BE RUN ABOVE DROPPED CEILINGS.

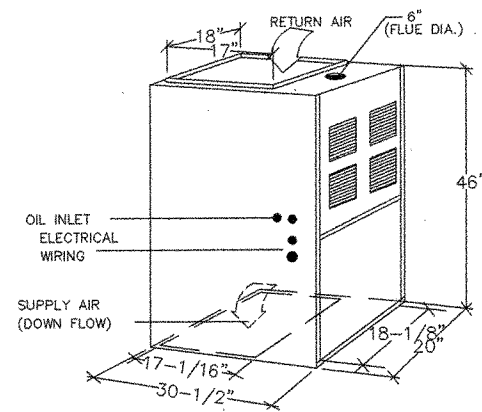


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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------|-----------------------------|---------------------------------------------------|--------|
| REV.                                                                                                                                                                                                                                                                                                                                                                                                     | DATE                                    | DESCRIPTION         | BY                          | CHK.                                              | APP'D. |
| <div style="text-align: center;"> <br/>             STATE OF MAINE<br/>             DEPARTMENT OF TRANSPORTATION<br/>             AUGUSTA, MAINE<br/> <b>FERRY TERMINAL, VINALHAVEN, MAINE</b><br/> <b>TERMINAL BUILDING</b><br/> <b>FLOOR PLAN/PLUMBING SCHEDULE,</b><br/> <b>LEGEND AND DETAILS</b><br/>             FAY SPOFFORD &amp; THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.           </div> |                                         |                     |                             |                                                   |        |
| FS&T PRJ. NO.<br>TM-076                                                                                                                                                                                                                                                                                                                                                                                  | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999 | DES. RBG<br>DR. RWT | CHK. AJG<br>PROJ. ENGR. DPA | APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br> |        |



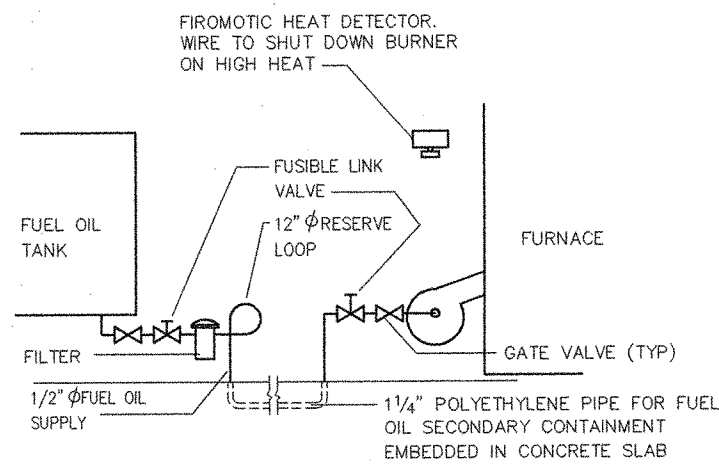
HEATING & VENTILATING PLAN  
SCALE: 1/4"=1'-0"

| UNIT DESIGNATION :                |                    |
|-----------------------------------|--------------------|
| SCHEDULE NO.                      | FURNACE#1          |
| MODEL NO.                         | YORK-PHFMD12F05501 |
| PRODUCT DATA                      |                    |
| HEATING PERFORMANCE               |                    |
| INPUT CAPACITY                    | 59 MBH             |
| OUTPUT CAPACITY                   | 55 MBH             |
| SUPPLY AIR BLOWER PERFORMANCE     |                    |
| TOTAL SUPPLY AIR                  | 1200 CFM           |
| TOTAL RESISTANCE EXTERNAL TO UNIT | 0.5 IWG            |
| BLOWER SPEED (CIRCLE)             | 4 MED. LOW         |
| MOTOR RATING                      | 1 1/3 HP           |
| ELECTRICAL DATA                   |                    |
| POWER SUPPLY                      | 115/1/60           |
| TOTAL UNIT AMPACITY               | 14AMPS             |
| MAXIMUM OVERCURRENT DEVICE        |                    |
| FUSES OR CIRCUIT BREAKER          | 20AMPS             |
| UNIT WEIGHT                       |                    |
| TOTAL UNIT WEIGHT                 | 160 LBS.           |



| MINIMUM CLEARANCES FROM COMBUSTIBLES                              |            |
|-------------------------------------------------------------------|------------|
|                                                                   | DOWNFLOW   |
| TOP OF FURNACE CASING OR PLENUM                                   | 2 INCHES   |
| TOP OF HORIZONTAL WARM AIR DUCT WITHIN 6 FT. OF FURNACE           | 2 INCHES   |
| FLUE PIPE, MEASURED HORIZONTALLY OR BELOW PIPE                    | 4 INCHES   |
| FLUE PIPE, MEASURED VERTICALLY ABOVE PIPE                         | 8 INCHES   |
| ANY SIDE OF SUPPLY PLENUM & WARM AIR DUCT WITHIN 6 FT. OF FURNACE | 4 INCHES * |
| FRONT OF FURNACE                                                  | 8 INCHES   |
| SIDES OF FURNACE                                                  | 1 INCH     |
| REAR OF FURNACE                                                   | 1 INCH     |
| BOTTOM OF FURNACE                                                 | 0 INCHES * |

\* FLOOR SHALL BE NON-COMBUSTIBLE.



BURNER PIPING DETAIL

## FAN SCHEDULE

| SYMBOL | LOCATION    | MOD. NO. | CFM | NOISE | T.S.P | RPM  | ELEC.         | REMARKS         |
|--------|-------------|----------|-----|-------|-------|------|---------------|-----------------|
| EF-1   | H.C. TOILET | PENN Z7  | 140 | 3.1   | 0.375 | 1640 | 115V-1PH-60HZ | CEILING MOUNTED |
| EF-2   | H.C. TOILET | PENN Z7  | 140 | 3.1   | 0.375 | 1640 | 115V-1PH-60HZ | CEILING MOUNTED |
| SF-1   | MECH. ROOM  | PAI-1G   | 30  | -     | -     | 1600 | 115V-1PH-60HZ | ①               |
|        |             |          |     |       |       |      |               |                 |
|        |             |          |     |       |       |      |               |                 |
|        |             |          |     |       |       |      |               |                 |
|        |             |          |     |       |       |      |               |                 |
|        |             |          |     |       |       |      |               |                 |

① TJERLAND PRODUCTS, INC. MODEL PAI-1G COMBUSTION AIR SUPPLY AIR FAN. PROVIDE 3" PVC SCREENED INTAKE AND COUPLER. BALANCE TO PROVIDE 30 CFM COMBUSTION AIR. WIRE FAN IN SERIES WITH PRIMARY CONTROL AND BURNER MOTOR SO THAT BURNER WILL NOT OPERATE UNLESS FAN IS ON.

## AIR DEVICES

FLOOR REGISTERS SHALL BE HART & COOLEY, EXTRUDED ALUMINUM #531 WITH OPPOSED BLADE DAMPER.

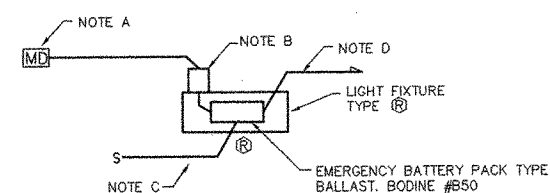
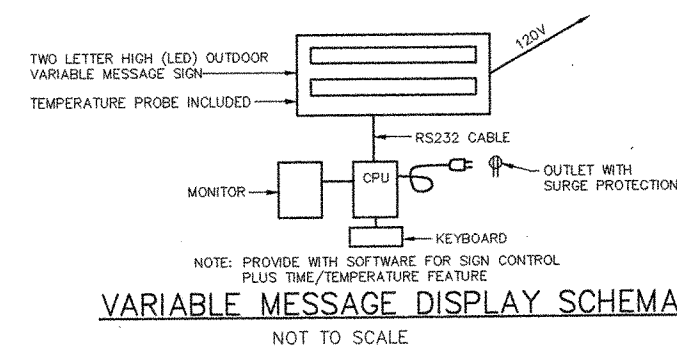
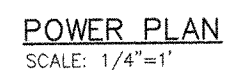
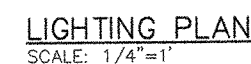
RETURN GRILLES SHALL BE HART & COOLEY, ALUMINUM #A650.

## SYMBOLS LEGEND

|  |                                  |
|--|----------------------------------|
|  | SUPPLY DUCT (UP)                 |
|  | RETURN DUCT (UP)                 |
|  | SUPPLY DUCT (DN)                 |
|  | RETURN DUCT (DN)                 |
|  | SUPPLY DUCTWORK EMBEDDED IN SLAB |
|  | MANUAL VOLUME DAMPER             |
|  | MOTOR OPERATED DAMPER            |
|  | THERMOSTATS                      |
|  | OUTLET SIZE                      |
|  | CFM                              |

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|------|------|-------------|----|------|--------|

|                                                                                                                    |                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE                                                   |                                                                                                  |
| FERRY TERMINAL, VINLHAVEN, MAINE                                                                                   |                                                                                                  |
| <b>TERMINAL BUILDING</b><br><b>FLOOR PLAN/HEATING AND VENTILATING</b><br><b>DATA, SCHEDULE, LEGEND AND DETAILS</b> |                                                                                                  |
| FAY SPOFFORD & THORNDIKE, INC., ENGINEERS, BURLINGTON, MASS.                                                       |                                                                                                  |
| FS&T PRJ. NO.<br>TM-076                                                                                            | SCALE: AS NOTED<br>DATE: SEPTEMBER 1999<br>DES. RBG<br>DR. RWT<br>CHK. AJG<br>PROJ. DPA<br>ENGR. |
| APPROVED BY BUREAU OF TRANSPORTATION SERVICES<br>                                                                  |                                                                                                  |

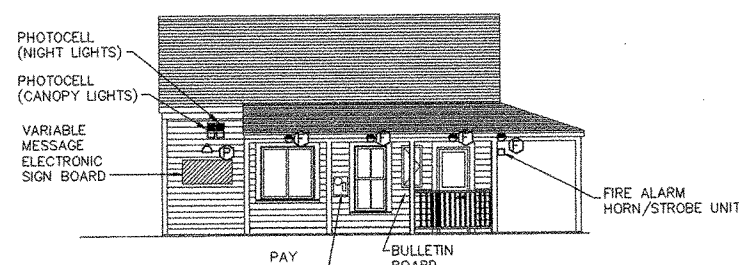


NOTE A: PROVIDE WATT STOPPER #D7-100L MOTION DETECTOR AT CORNER OF WALL AND CEILING WHERE SHOWN.

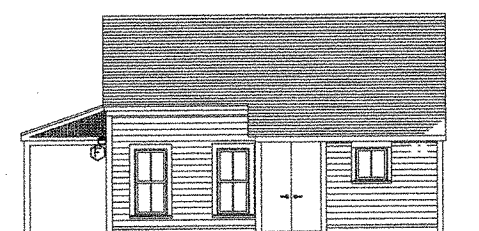
NOTE B: PROVIDE WATT STOPPER #A120-E POWER PACK AT FIXTURE HOUSING. PROVIDE OPENING IN CEILING ABOVE FIXTURE HOUSING TO ACCEPT WATT STOPPER. PROVIDE INTERCONNECTING WIRING AS DETAILED IN MANUFACTURER'S INSTALLATION INSTRUCTIONS.

NOTE C: PROVIDE SWITCH AT ENTRY DOOR WITH POWER WIRING CONNECTED SO THAT THE SWITCH OVERRIDES MOTION DETECTOR SWITCH.

NOTE D: PROVIDE POWER WIRING TO SELF CONTAINED EMERGENCY LIGHT BATTERY PACK/BALLAST SO THAT LIGHT IS CONTROLLED BY SWITCH AND MOTION DETECTOR SWITCH WHEN NORMAL POWER IS AVAILABLE. THE LIGHT IS TO TURN "ON" AUTOMATICALLY, REGARDLESS OF ANY OTHER SWITCH. NORMAL (UTILITY) POWER TO THIS LIGHT IS INTERRUPTED.



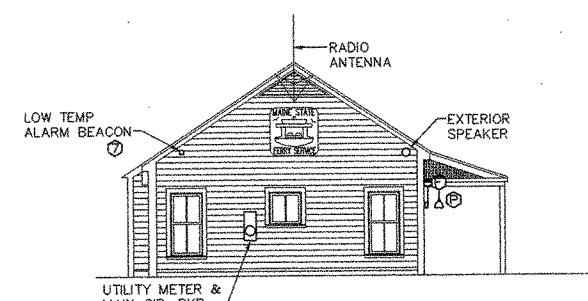
NORTH ELEVATION  
SCALE: 1/8"=1'



SOUTH ELEVATION  
SCALE: 1/8"=1'



WEST ELEVATION  
SCALE: 1/8"=1'



EAST ELEVATION  
SCALE: 1/8"=1'

- ## SYMBOLS

- |                                     |      |                                                        |       |                                                       |
|-------------------------------------|------|--------------------------------------------------------|-------|-------------------------------------------------------|
|                                     | AC   | DUPLEX RECEPTACLE-ABOVE COUNTER                        | HD    | HAND DRYER                                            |
|                                     | BC   | DUPLEX RECEPTACLE-BELOW COUNTER                        | PA    | FIRE ALARM PULL STATION                               |
|                                     |      | DUPLEX RECEPTACLE-GFCI TYPE                            | PA    | COIN OPERATED TELEPHONE                               |
| WP                                  | G    | DUPLEX RECEPTACLE-WEATHER PROOF GFCI TYPE              | PEC   | NUMBER REFERS TO ITEM ON MATERIAL LIST, SHEET NO. 53  |
|                                     | 25   | SINGLE RECEPTACLE OUTLET                               | O     | PHOTO ELECTRIC CONTROL SWITCH                         |
| CIRCUIT NO.                         | S    | SINGLE POLE LIGHT SWITCH                               | 10    | PENDANT MOUNTED LUMINAIRE                             |
|                                     | S3   | SINGLE POLE THREE WAY LIGHT SWITCH                     | NO    | PENDANT MOUNTED LUMINAIRE-NIGHT LIGHT                 |
|                                     | SP   | LIGHT SWITCH WITH PILOT LIGHT                          | #     | NUMBER REFERS TO CONSTRUCTION NOTE BELOW              |
|                                     | Q    | LETTER REFERS TO LUMINAIRE SCHEDULE ITEM, SHEET NO. 53 | #     | EXIT SIGN                                             |
|                                     |      | FLUORESCENT LUMINAIRE                                  | PA    | NUMBER REFERS TO ITEM ON EQUIPMENT                    |
|                                     |      |                                                        | WH    | LOAD SCHEDULE, SHEET NO. 53                           |
| LETTER REFERS TO LUMINAIRE SCHEDULE |      |                                                        |       | WATER HEATER                                          |
|                                     |      | WALL MOUNTED LIGHT FIXTURE                             |       | BRANCH CIRCUIT - ARROW HEAD INDICATES NO. OF CIRCUITS |
|                                     |      | FIRE ALARM SYSTEM STROBE ONLY-30 CANDELA               |       | BRANCH CIRCUIT CONTINUED-SEE NOTES                    |
|                                     |      | FIRE ALARM SYSTEM HEAT DETECTOR                        | 60/2P | FUSED DISCONNECT SWITCH, RATED 30 AMP                 |
|                                     |      | SMOKE DETECTOR                                         | 25    | FUSED AT 15 AMPS; 2-POLE, NEMA-1                      |
|                                     | BP   | EMERGENCY LIGHTING BATTERY PACK                        | MO    | MOTOR OPERATED EQUIPMENT                              |
| E                                   |      | WALL MOUNTED EMERGENCY LIGHT                           | WP    | TELEPHONE OUTLET                                      |
|                                     | AF   | ABOVE FINISHED FLOOR                                   | P     | PAY TELEPHONE OUTLET                                  |
|                                     | FACE | FIRE ALARM CONTROL PANEL                               | JB    | JUNCTION BOX                                          |
|                                     |      | FIRE ALARM HORN-STROBE UNIT-110 CANDELA                | TC#1  | TIME CLOCK NUMBER 1                                   |
|                                     | WP   | FIRE ALARM HORN-STROBE WEATHERPROOF-110 CANDELA        | PA    | PUBLIC ADDRESS AMPLIFIER, AM/FM TUNER                 |
| AFG                                 |      | ABOVE FINISHED GRADE                                   | CA    | FLUSH MOUNTED CEILING SPEAKER UNIT                    |
|                                     | T    | THERMOSTAT                                             | W     | WALL MOUNTED PA SPEAKER UNIT                          |
|                                     | MD   | MOTION DETECTOR                                        |       | EXTERIOR SPEAKER-WEATHERPROOF HORN                    |
|                                     | D    | CANOPY LUMINAIRE                                       | MIC   | DESK MICROPHONE AND CALL SWITCH                       |
|                                     |      | ELECTRONIC DOOR STRIKE                                 |       |                                                       |
|                                     | SC   | PADDOLE FAN SPEED CONTROL                              |       |                                                       |

### CONSTRUCTION NOTES

- 1 SEE NOTES 18 & 19 ON SHEET NO. 53
- 2 WALL MOUNT LIGHT FIXTURE ABOVE DOOR.
- 3 MOUNT PHOTOCELL ON UNDERSIDE OF SOFFIT AIMED AWAY FROM ARTIFICIAL LIGHT SOURCES AND FACE NORTH.
- 4 VERIFY MOUNTING HEIGHT WITH NEW ENGLAND TELEPHONE BEFORE ROUGHING-IN PAY PHONE RECEPTACLE AND POWER OUTLET. MUST BE HANDICAPPED ACCESSIBLE.
- 5 EDGE LIT EXIT SIGN HAS RECESSED SELF-CONTAINED BATTERY AND CHARGER. COORDINATE DOOR HEADER CONSTRUCTION TO CENTER EXIT SIGN'S RECESSED BACKBOX. CONNECT TO LINE SIDE OF WAITING AREA LIGHTING BRANCH CIRCUIT.
- 6 REFER TO ARCHITECT'S BUILDING ELEVATION FOR EXACT LOCATION OF EXTERIOR LIGHT FIXTURES.
- 7 REFER TO ARCHITECT'S CONSTRUCTION DETAIL FOR INSTALLATION OF TYPE "E" PENDANT MOUNTED LUMINAIRES. 9'-8" ABOVE FLOOR.
- 8 MOUNT SINGLE RECEPTACLE FOR EMERGENCY LIGHTING BATTERY PACK ABOVE FILE CABINET.
- 9 CONNECT LIGHT SWITCH SO THAT LIGHT OPERATES AUTOMATICALLY IN EMERGENCY MODE DURING POWER OUTAGE. USE TOILET ROOM LIGHT CONTROL DETAIL AND NOTE 30
- 10 MOUNT THIS LIGHT SWITCH IN PARALLEL WITH NIGHT LIGHT PHOTOCELL FOR OPTIONAL MANUAL "ON" CONTROL OF NIGHT LIGHTS DURING DAYTIME.
- 11 PROVIDE WATER PROOF, FLUSH MOUNTED JUNCTION BOX BEHIND ELECTRONIC MESSAGE BOARD. SEE EQUIPMENT SHOP DRAWING FOR REQUIREMENTS. SEE SCHEMATIC.
- 12 SEE ARCHITECTURAL ELEVATION DRAWING FOR LOCATION OF LOW TEMPERATURE ROTATING ALARM BEACON. MOUNT THERMOSTAT AT 48° AFF. SET ALARM TEMPERATURE LEVEL AS DIRECTED BY OWNER. SEE LOW TEMPERATURE ALARM WIRING DETAIL, SHEET 53.
- 13 SEE FIRE ALARM RISER DIAGRAM FOR CIRCUITING DETAILS.
- 14 SEE ARCHITECT'S WALL ELEVATION DETAILS FOR EXACT LOCATION OF HAND DRYER.
- 15 WATER HEATER IS ON SHELF. SEE ARCHITECT'S DRAWING FOR EXACT LOCATION.
- 16 CONTINUE CIRCUIT TO LIGHT SWITCH SO THAT EXHAUST FAN OPERATES WHEN LIGHT IS "ON".
- 17 SEE EMERGENCY LIGHT RISER DIAGRAM, SHEET NO. 53
- 18 PROVIDE TYPED CIRCUIT DIRECTORY FOR PANELEBOARD.
- 19 MOUNT CEILING FAN IN ACCORDANCE WITH ARCHITECT'S REFLECTED CEILING PLAN. USE SPECIAL FAN SUPPORT BOX.
- 20 CONTINUE SWITCH WIRING TO PHOTOCELL AND TIME CLOCK. SEE CANOPY NIGHT LIGHT CONTROL DIAGRAM AND NOTE 19 ON SHEET NO. 53
- 21 NOT USED.
- 22 NOT USED.
- 23 CONTINUE SWITCH WIRING TO PHOTOCELL AND TIME CLOCK. SEE WAITING ROOM NIGHT LIGHT CONTROL DIAGRAM ON SHEET NO. 53.
- 24 NOT USED.
- 25 INSTALL OWNER'S ANTENNA TRIPOD ON BUILDING SIDE WALL AT PEAK. PROVIDE COAX ANTENNA CABLE, AS SPECIFIED BY THE OWNER, FROM THE ANTENNA TO THE LOCATION OF THE MARINE RADIO.
- 26 SEE PUBLIC ADDRESS SYSTEM DIAGRAM FOR WIRING DETAIL. INTERCONNECTION BETWEEN SPEAKERS AND AMPLIFIER IS WITH TWO CONDUCTORS AWG #16 CABLE
- 27 PROVIDE PADDLE FAN SPEED CONTROL, GRANGER #49329.
- 28 MOUNT DISCONNECT SWITCHES FOR WATER HEATER ABOVE SHELF. PROVIDE WORKING CLEARANCES IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE.
- 29 PROVIDE FLUSH MOUNTED JUNCTION BOX AT ELECTRONIC MESSAGE BOARD CONTROL CONSOLE. PROVIDE POWER AND TELEPHONE CABLE TO CONTROL CONSOLE.
- 30 CONNECT LIGHT SWITCH SO THAT EMERGENCY BATTERY OPERATES TYPE "B" WHEN NORMAL POWER IS LOST.
- 31 RECEPTACLES SHALL BE RATED 20A, 125V, AB 2 POLE, 3 WIRE. NEEMA 5-20 CONFIGURATION WITH G.S. PLATE. GROUND FAULT CIRCUIT INTERRUPTER RECEPTACLES SHALL BE PROVIDED WITH WIRING/TRIP INDICATOR LIGHT EQUAL TO EAGLE ELECTRIC H0720Y.

| REV. | DATE | DESCRIPTION | BY | CHK. | APP'D. |
|------|------|-------------|----|------|--------|
|------|------|-------------|----|------|--------|



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
AUGUSTA, MAINE

FERRY TERMINAL, VINALHAVEN, MAINE

TERMINAL BUILDING  
ELECTRICAL PLAN AND ELEVATIONS,  
SYMBOLS AND NOTES

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



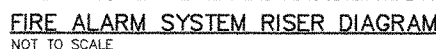
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|-------------------------|----------------------|--------|--------------------|-----------------------------------------------------------------------|
| FS&T PRJ. NO.<br>TM-076 | SCALE: AS NOTED      | DES. . | CHK. .             | APPROVED BY BUREAU OF<br>TRANSPORTATION SERVICES<br><br>P. P. H. L. e |
|                         | DATE: SEPTEMBER 1999 | DR. .  | PROJ.<br>ENGR. DPA |                                                                       |

SHEET 52 OF 53

NOTE 1: PROVIDE EMERGENCY POWER BALLAST. SEE CONSTRUCTION NOTE 9 ON SHEET NO. 52.  
NOTE 2: PROVIDE MOUNTING SHELF WITH RECEPTACLE.  
NOTE 3: PROVIDE LAMPS FOR ALL FIXTURES.  
\* EMERGENCY BATTERY BACK-UP PROVIDED.

[illegible]

NOTE: SPECIFIC DATA ON EXISTING SEWAGE PUMP  
IS NOT KNOWN. MODIFY AS REQUIRED.



- 1 ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE, NFPA70-1999.
- 2 THE ELECTRICAL CONTRACTOR SHALL COORDINATE HIS WORK WITH THAT OF OTHER TRADES.
- 3 THE ELECTRICAL CONTRACTOR SHALL VERIFY THE EXACT ELECTRICAL CONNECTION POINT FOR EQUIPMENT OF OTHER TRADES WITH THOSE TRADES BEFORE ROUGHING-IN ELECTRICAL WORK.
- 4 THE ELECTRICAL CONTRACTOR SHOWN WITHOUT DIMENSIONS IS SHOWN DIAGRAMMATICALLY AND EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD.
- 5 ALL REMOVED 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. ELECTRICAL EQUIPMENT AND MATERIAL RELEASED TO THE CONTRACTOR SHALL BE REMOVED FROM THE PREMISES BY THE CONTRACTOR.
- 6 THE ELECTRICAL CONTRACTOR SHALL VERIFY THE FIRE RATING OF WALLS, FLOORS, AND CEILINGS WITH THE ARCHITECT'S DRAWINGS AND SHALL INSTALL PENETRATIONS WITH THE SAME FIRE RATING BASED ON AND AS SHOWN IN THE UL FIRE RESISTANCE DIRECTORY FOR EACH CIRCUMSTANCE.
- 7 THE ELECTRICAL DRAWINGS AND SPECIFICATIONS FORM AN INTEGRAL PART OF THE CONTRACT DOCUMENTATION AND INFORMATION GIVEN IN EITHER IS AS APPLICABLE AS IF GIVEN IN BOTH.
- 8 WHERE DIFFERENCES EXIST BETWEEN TWO OR MORE DESCRIPTIONS OF WORK TO BE DONE, THE MORE DETAILED DESCRIPTION SHALL PREVAIL.
- 9 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 TYPE NMW OR TYPE NMC (ROMEX) CABLE.
- 10 GFCI RECEPTACLES ARE NOT TO BE THROUGH WIRED TO PROTECT DOWN-STREAM EQUIPMENT UNLESS OTHERWISE SPECIFICALLY NOTED ON THE DRAWINGS OR IN THE SPECIFICATIONS.
- 11 LUMINAIRES RECESSED INTO FIRE RATED CEILINGS SHALL HAVE FIRE RATED ENCLOSURES IN ACCORDANCE WITH THE UL FIRE RESISTANCE DIRECTORY.
- 12 THE CONTRACTOR SHALL COORDINATE THE MOUNTING HEIGHT OF ALL LIGHT SWITCHES AND RECEPTABLES IN THE FIELD WITH ARCHITECT'S FLOOR PLANS, ELEVATIONS, AND AREA UTILIZATION DETAILS.
- 13 ALL FUSES SHALL BE UL CLASS RK1, CURRENT LIMITING, TIME DELAY, CARTRIDGE TYPE UNLESS OTHERWISE NOTED.
- 14 ALL INDIVIDUAL CONDUCTORS ARE COPPER WITH THWN INSULATION COLOR CODED AS SPECIFIED.
- 15 THE CONTRACTOR SHALL VERIFY WITH OTHER TRADES THAT RECEPTABLES MATCH THE PLUG PROVIDED WITH THEIR EQUIPMENT WHEN THAT EQUIPMENT IS REFERENCED ON THE ELECTRICAL DRAWINGS.
- 16 THE ELECTRICAL CONTRACTOR SHALL ARRANGE TO HAVE THE ELECTRICAL INSPECTOR HAVING JURISDICTION INSPECT ALL WIRING BEFORE IT IS CONCEALED.
- 17 ALL TEMPORARY WIRING AND ELECTRICAL EQUIPMENT USED DURING CONSTRUCTION SHALL BE REMOVED FROM THE BUILDING BEFORE COMPLETION.
- 18 THE EXTERIOR PORCH LIGHTS ARE TO OPERATE FROM A WALL SWITCH IN THE WAITING ROOM DURING DAYLIGHT HOURS, REGARDLESS OF THE SWITCH POSITION, THE LIGHTS WILL TURN "ON" AUTOMATICALLY AT DUSK, AND "OFF" AUTOMATICALLY BY THE TIME CLOCK #1 OR "OFF" AUTOMATICALLY AT DAWN BY THE PHOTOCELL. THESE LIGHTS WILL BE "OFF" DURING A POWER OUTAGE.
- 19 THE WAITING AREA NIGHT LIGHT OPERATES SAME AS THE CANOPY LIGHTS. SEE GENERAL NOTE 18 FOR DETAILS.

|                                                                                       |                                                                  |                                                                |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------|
|  | STATE OF MAINE<br>DEPARTMENT OF TRANSPORTATION<br>AUGUSTA, MAINE |                                                                |
|                                                                                       | FERRY TERMINAL, VINALHAVEN, MAINE                                |                                                                |
| TERMINAL BUILDING<br>ELECTRICAL EQUIPMENT<br>SCHEDULES AND DETAILS                    |                                                                  |                                                                |
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| DES. GCN                                                                              | CHK. GCN                                                         | APPROVED BY BUREAU OF<br>TRANSPORT SERVICES<br><br>P. R. H. S. |
| DR. RWT                                                                               | PROJ. ENG. DPA                                                   |                                                                |