STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State		Catch Basins	Existing / Proposed
Property Lines		Manholes	Existing / Proposed
R/W Lines-Existing		Proposed Underdrain	
R/W Lines-Proposed		Proposed Ditch	
Culvert-Existing		Existing Ditch	
Culvert Proposed		Utility Poles	Existing / Proposed
Curbing	Existing / Proposed	Fire Hydrants	Existing / Proposed
Type 1		Existing Water Line	W
Type 2		Existing San. Sewer	
Type 5		Existing San. Sewer Manhole	
Outline of Bodies of Water		Guardrail-Existing	
Exposed Bedrock		Guardrail-Proposed	
Buildings		Centerline-Existing	
Trees	Conifer / Deciduous	Centerline-Proposed	10+00
Tree Line		Travelway-Existing	
Clearing Limit Line	CLL	Travelway-Proposed	
Railroad			

Boring HB-XXX-###
Pavement Core PC-#
Test Pit TP-XXX-###

Probe P-#.#X
#.# = Depth
X = W (Weathered Rock)
R (Refusal)
NR (No Refusal)

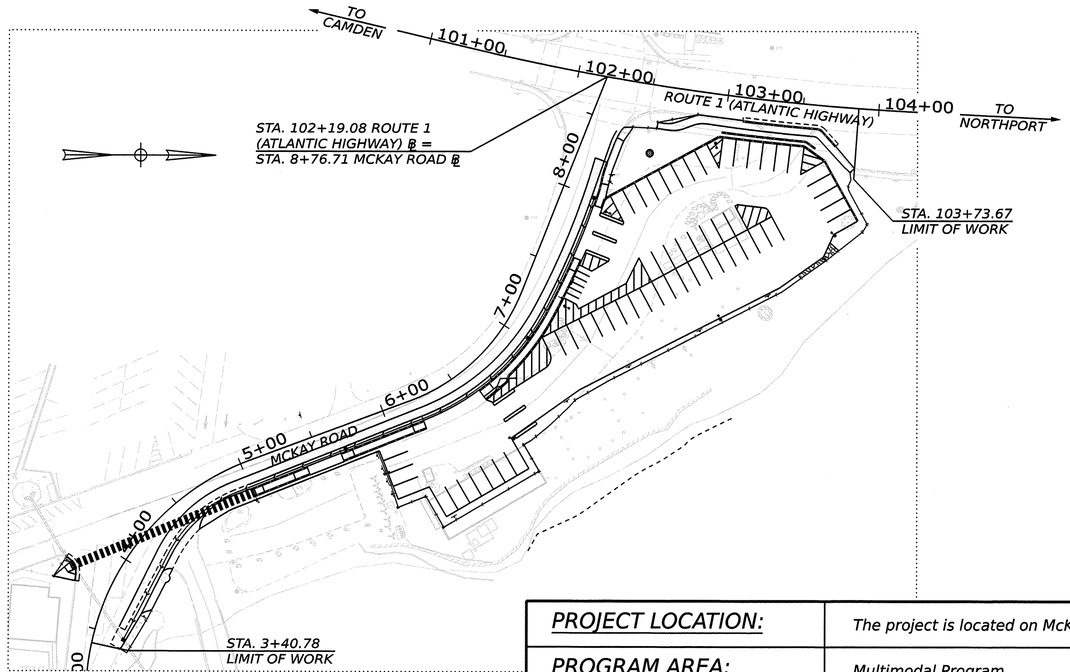
LINCOLNVILLE

WALDO COUNTY

FERRY TERMINAL PARKING

FEDERAL PROJECT NO. 2656800

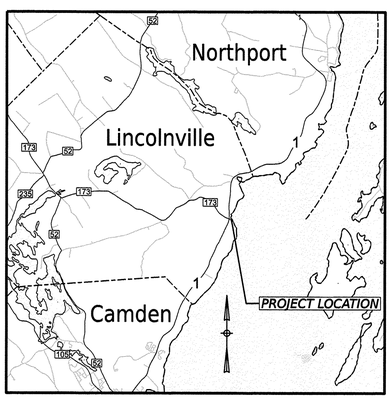
MAINEDOT WIN 026568.00



LAYOUT SCALE

50 0 50 100

Scale in Feet



LOCATION MAP

PROJECT LOCATION:	The project is located on McKay Road near the ferry terminal in Lincolnville, Maine.
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	The project will provide additional parking capacity near the ferry terminal by constructing a new gated parking lot. Work will include design of the new parking lot, review of pedestrian access, lighting, striping, and signing improvements.

INDEX OF SHEETS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE 12-19-25
ACTING COMMISSIONER: [signature]
CHIEF ENGINEER: [signature]

STATE OF MAINE ENGINEER — DONALD G. ETTINGER, JR. — No. 9244 — LICENSED PROFESSIONAL

SIGNATURE 9244
P.E. NUMBER 12-16-2025
DATE

PROJECT INFORMATION

PROGRAM	MULTIMODAL
PROJECT MANAGER	A. GORNEAU II
DESIGNER	T. LANDRY
CONSULTANT	LJB, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

LINCOLNVILLE
FERRY TERMINAL PARKING

TITLE SHEET

2656800
WIN 026568.00

SHEET NUMBER
1
OF 11

GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

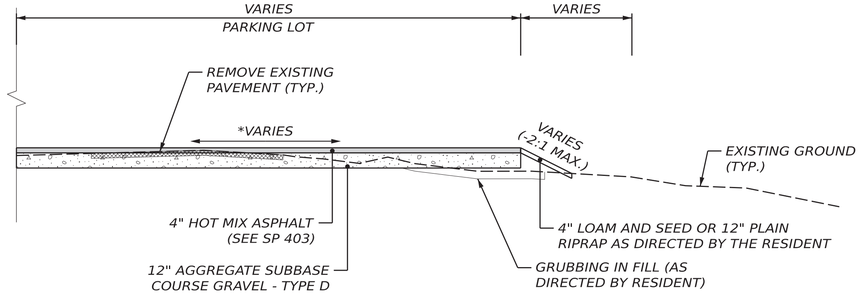
Date: 12/16/2025
Username: Jacob.Curtis

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Title Sheet.dgn

SHLD. = SHOULDER
ESP. = ESPLANADE
= EXISTING EOP

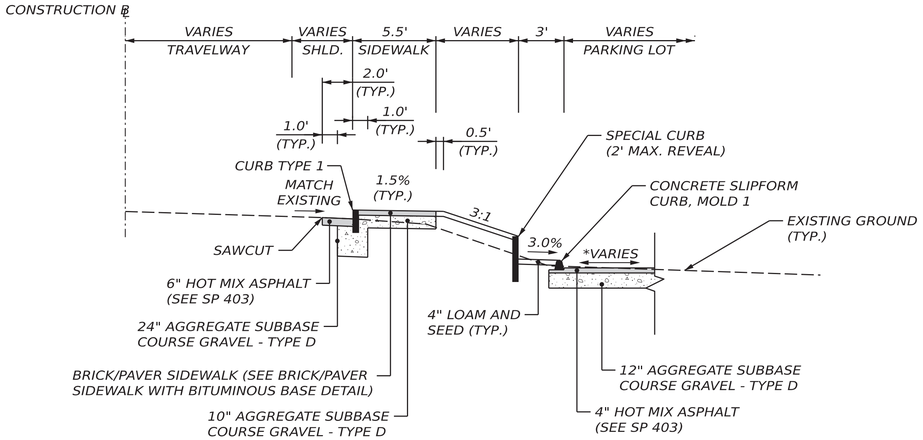
NOTES:

1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
3. SLIPFORM CONCRETE CURB, MOLD 1 SHALL BE PLACED ON BASE PAVEMENT. THE SURFACE PAVEMENT SHALL BE PAVED UP TO THE FACE OF CURB.
4. PAVEMENT SAWCUT LOCATION SHALL BE 2' (MIN.) INSIDE THE PROPOSED CURB OR THE EXISTING EDGE OF PAVEMENT, WHICHEVER RESULTS IN THE GREATER OFFSET FROM PROPOSED FACE OF CURBING. COORDINATE WORK WITH RESIDENT.
5. THE LIMITS OF THE PROPOSED GRAVEL BOX ALONG MCKAY ROAD SHALL BEGIN AT THE EXISTING EDGE OF PAVEMENT.



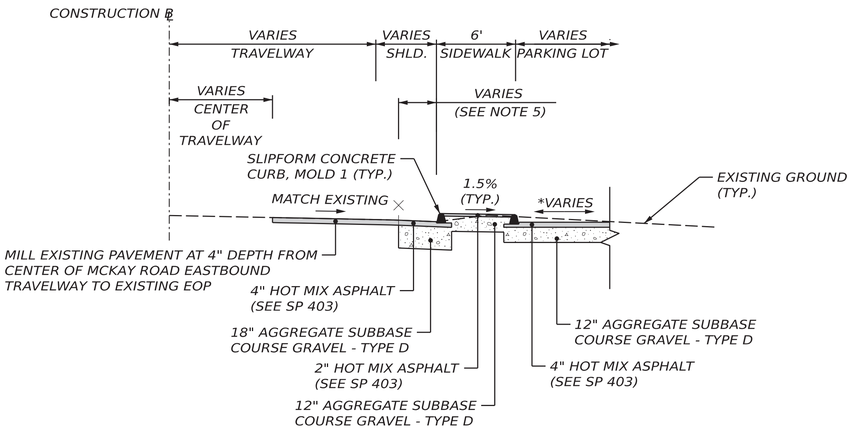
PARKING LOT
FULL DEPTH CONSTRUCTION

* SEE GRADING PLAN



ROUTE 1
TYPICAL SECTION

STA. 103+12 RT. TO STA. 103+74 RT.
* SEE GRADING PLAN



MCKAY ROAD
TYPICAL SECTION

STA. 5+00 RT. TO STA. 5+40 RT.
STA. 5+64 RT. TO STA. 6+23 RT.
STA. 6+60 RT. TO STA. 7+59 RT.
STA. 7+95 RT. TO STA. 8+25 RT.
* SEE GRADING PLAN

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2656800

WIN
26568.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ MANAGER	A. GORNEAU JR	
DESIGN-DETAILED	TCL	12/25
CHECKED-REVIEWED	TCL	12/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LINCOLNVILLE
FERRY TERMINAL PARKING

TYPICAL SECTIONS

SHEET NUMBER

2

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Username: Jacob.Curtis
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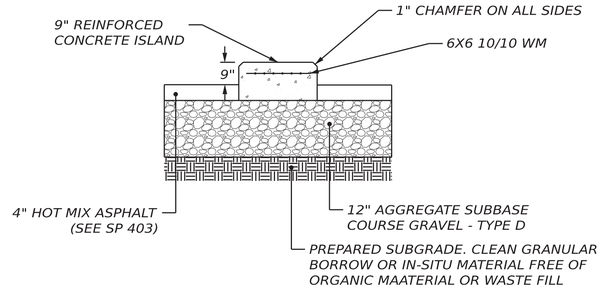
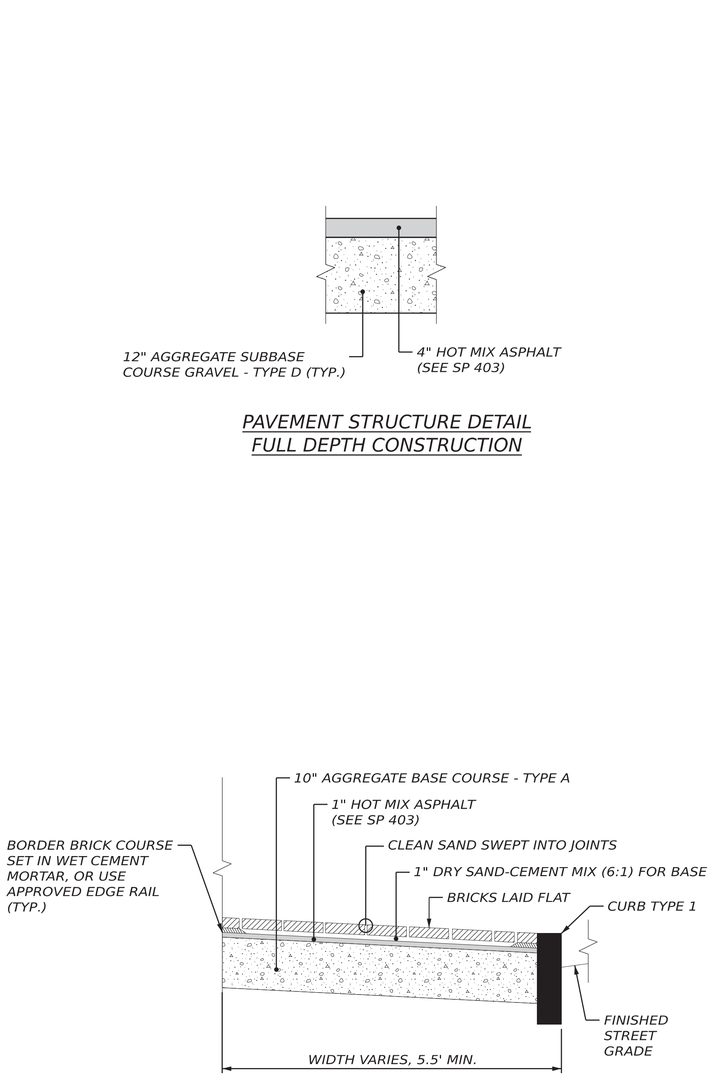
Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Typ.dgn

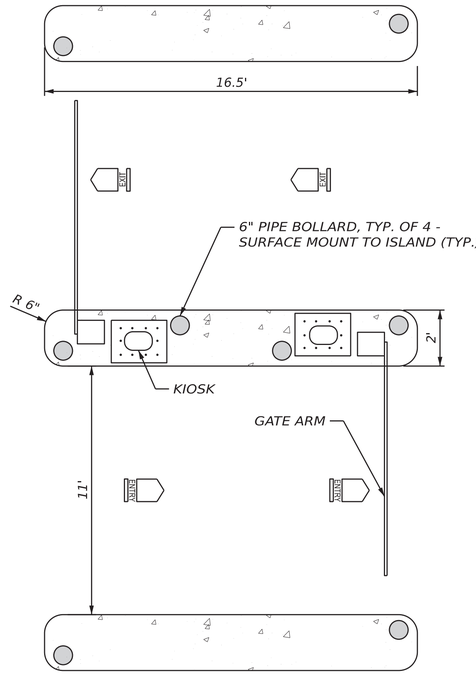
PAVEMENT STRUCTURE DETAIL
FULL DEPTH CONSTRUCTION



SECTION VIEW



BRICK/PAVER SIDEWALK WITH
BITUMINOUS BASE DETAIL



C.I.P. CONCRETE ISLAND DETAIL

PLAN VIEW

NOTES:

1. PORTLAND CEMENT CONCRETE SHALL BE CLASS A.
2. ALL MATERIALS SHALL CONFORM TO MAINEDOT SPECIFICATIONS, LATEST REVISION.
3. THE LAYOUT OF THE GATE MECHANISMS, KIOSKS, AND BOLLARDS SHALL BE COORDINATED WITH THE VENDOR.
4. SEE SPECIAL PROVISION 643.041 FOR ADDITIONAL INFORMATION.

NOT TO SCALE

STATE OF MAINE
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2656800

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26568.00

PROJ MANAGER	A. GORNEAU III	
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REVISIONS 3		
REVISIONS 4		
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SIGNATURE

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LINCOLNVILLE
FERRY TERMINAL PARKING

DETAILS

SHEET NUMBER

3

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GENERAL NOTES

1. THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
2. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.
3. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
4. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE, NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
5. IT IS THE CONTRACTORS' RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS PRIOR TO BIDDING.
6. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO APPLICABLE 304 PAY ITEMS.
7. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
8. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.
9. PAYMENT FOR PAVEMENT REMOVAL WHERE SHOWN ON PLANS SHALL BE PAID FOR UNDER ITEM 203.20, COMMON EXCAVATION.
10. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS. THE INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
11. THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.
12. CLEARING LIMITS SHALL BE 5 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS, UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
13. MULCH SHALL BE APPLIED IN AREAS SEEDED.
14. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
15. UNLESS OTHERWISE NOTED, SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWN AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
16. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
17. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
18. WHERE PARKING LOT CONSTRUCTION EXTENDS BEYOND EXISTING PAVEMENT LIMITS EXISTING VEGETATION SHALL BE GRUBBED WITHIN THE LIMITS WHERE NEW GRAVEL IS TO BE PLACED OR AS DIRECTED BY THE RESIDENT. GRUBBING AREAS SHALL BE INFILLED AS NECESSARY WITH COMMON EXCAVATION OR AGGREGATE SUBBASE COURSE GRAVEL AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE BY APPLICABLE PAY ITEMS.
19. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
20. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
21. PROPERTY LINE AND RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE PROFESSIONAL LAND SURVEYOR.
22. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
23. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, LATEST EDITION.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT THAT ARE NOT NOTED FOR REMOVAL ON THE PLANS.
25. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS.
26. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, BY MEANS APPROVED BY THE RESIDENT.
27. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
28. DETECTABLE WARNING FIELDS SHALL BE 24 INCHES WIDE AND EXTEND THE FULL WIDTH OF THE RAMP OPENINGS. ACTUAL PAYMENT FOR ITEM 608.26 SHALL INCLUDE ANY CUTTING OF THE DETECTABLE WARNING FIELDS AND ALL CONCRETE WORK REQUIRED BY THE DETAILS.
29. BACKING UP CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD CURB SHALL BE INCIDENTAL TO THE NEW CURB. IF CALLED FOR ON THE PLANS OR DIRECTED BY THE RESIDENT, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPARATELY.
30. ALL PROPOSED PEDESTRIAN RAMPS SHALL BE ADA COMPLIANT.
31. SEE MAINEDOT SUPPLEMENTAL STANDARD DETAILS 801(11) - 801(26) FOR ADDITIONAL INFORMATION.
32. MAXIMUMS AND MINIMUMS NOTED IN THE PEDESTRIAN RAMP STANDARD DETAILS DO NOT HAVE TOLERANCES AND ARE NOT TO BE EXCEEDED.
33. STATIONS AND/OR COORDINATES REFERENCED ARE APPROXIMATE.
34. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINEDOT'S LATEST STANDARD DETAILS AND RELATED NOTES. THESE STANDARD DETAILS AND NOTES APPLY TO ALL SIDEWALK TYPES (BITUMINOUS, CONCRETE, BRICK, ETC.). CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT PRIOR TO PLACEMENT OF THE SURFACE MATERIAL AND SHALL COORDINATE WITH THE RESIDENT AND MAINEDOT ON ANY NON-COMPLIANT LOCATIONS (PRIOR TO PLACEMENT OF SURFACE MATERIAL). CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT AFTER PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT MAY RESULT IN REJECTION OF WORK BY THE RESIDENT. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY. IF THERE IS A CONDITION THAT DOES NOT ALLOW FOR FULL ADA COMPLIANCE, THEN THE CONTRACTOR SHOULD REQUEST THE RESIDENT FILL OUT AND SUBMIT FOR APPROVAL, A TECHNICAL INFEASIBILITY FORM TO DOCUMENT THE REASONS FOR NON-COMPLIANCE.
35. REMOVAL AND DISPOSAL OF EXISTING FENCE SHALL BE CONSIDERED INCIDENTAL TO 607 ITEMS.
36. NO SEPARATE PAYMENT FOR SUPERINTENDANT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
37. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
38. ANY CUTTING OF EXISTING PIPES IN LOCATIONS OF PROPOSED CATCH BASINS SHALL BE CONSIDERED INCIDENTAL TO 604 ITEMS. ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO CONNECT THE EXISTING PIPE TO THE PROPOSED CATCH BASIN SHALL BE INCIDENTAL TO 604 ITEMS.
39. THE CONTRACTOR SHALL VERIFY, IN THE FIELD, DESIGN INVERTS FOR PROPOSED DRAINAGE STRUCTURES CONNECTING TO EXISTING PIPES PRIOR TO CORING THE PROPOSED STRUCTURE FOR PIPE CONNECTIONS. PAYMENT FOR CORING OF PROPOSED STRUCTURES IN THE FIELD (IF REQUIRED) SHALL BE CONSIDERED INCIDENTAL TO 604 ITEMS.
40. THE CONTRACTOR SHALL COORDINATE PROPOSED LIGHT POLE FOUNDATIONS WITH THE RESIDENT. THE CONTRACTOR SHALL ATTEMPT TO INSTALL PRECAST, 2' DIAMETER FOUNDATIONS AT ALL LIGHT POLE LOCATIONS. IF SHALLOW BEDROCK IS ENCOUNTERED. SPREAD FOOTING FOUNDATIONS MAY BE USED.
41. HIGHWAY LIGHTING SHALL INCLUDE ALL NEW ELECTRICAL WIRING, LUMINAIRES, CABINET ENCLOSURE AND LIGHTING CONTROLS IN ADDITION TO THE ITEMS NOTED IN STANDARD SPECIFICATIONS SECTION 634.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2656800

WIN
26568.00

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	A. GORNEAU III		
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CHECKED-REVIEWED	TCL	DGE	12/25
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DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

LINCOLNVILLE
FERRY TERMINAL PARKING

GENERAL NOTES

SHEET NUMBER

4

OF 11

GORRILL PALMER
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Username: Jacob.Curtis Date: 12/15/2025

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\General Notes.dgn

CONSTRUCTION NOTES

DRIVES AND ENTRANCES

STATION	DESCRIPTION	OPENING
STA. 5+52, RT.	COMMERCIAL PAVED ENTRANCE	24 FT.
STA. 6+41, RT.	COMMERCIAL PAVED ENTRANCE	42 FT.
STA. 7+75, RT.	COMMERCIAL PAVED ENTRANCE	32 FT.

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY

NORTHING	EASTING	DESCRIPTION
284947.8247	1670992.0262	14" ASH

ITEM 201.24 - REMOVING STUMP

NORTHING	EASTING	DESCRIPTION
284947.8247	1670992.0262	14" ASH

ITEM 604.262 - CATCH BASIN TYPE B5-C

LOCATION	QUANTITY (EA)
STA. 5+68.46, 15.14' RT.	1
STA. 7+01.41, 17.71' RT.	1
STA. 7+99.84, 21.63' RT.	1

ITEM 604.2622 - 72" CATCH BASIN TYPE B5-C

LOCATION	QUANTITY (EA)
STA. 3+47.91, 19.88 RT.	1

ITEM 605.11 - 12 INCH UNDERDRAIN TYPE C

LOCATION	LENGTH
STA. 3+47.91, RT. TO STA. 5+68.46, RT.	199.1 LF
STA. 5+68.46, RT. TO STA. 7+01.41, RT.	139.1 LF
STA. 7+01.41, RT. TO STA. 7+99.84, RT.	89.2 LF

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD

LOCATION	QUANTITY (SF)
STA. 3+80.85, 28.79 LT.	10
STA. 5+01.24, 20.63 RT.	12

ITEM 610.08 - PLAIN RIPRAP

NORTHING	EASTING	TO	NORTHING	EASTING	QUANTITY (CY)
284915.7003	1671027.7228		284938.8613	1671007.8720	9.7

ITEM 613.319 - EROSION CONTROL BLANKET

NORTHING	EASTING	TO	NORTHING	EASTING	QUANTITY (SY)
284766.7820	1671107.1431		284915.7003	167027.7228	118.0

ITEM 626.421 - 24-INCH DIAMETER FOUNDATION

NORTHING	EASTING	QUANTITY (LF)
284642.1361	1671157.4211	9.5
284758.9745	1671046.4060	9.5
284787.7913	1670985.2682	9.5
284860.1833	1670940.3086	9.5
284863.7685	1671055.8621	9.5
284939.1478	1671000.6820	9.5

ITEM 626.501 - SPREAD FOOTING FOUNDATION*

NORTHING	EASTING	QUANTITY (CY)
284727.4284	1671134.0879	3.5

* SEE GENERAL NOTE 40.

ITEM 634.210 - CONVENTIONAL LIGHT STANDARD

NORTHING	EASTING	QUANTITY (EA)
284642.1361	1671157.4211	1
284727.4284	1671134.0879	1
284760.8638	1671047.3509	1
284787.7913	1670985.2682	1
284860.1833	1670940.3086	1
284863.7685	1671055.8621	1
284939.1478	1671000.6820	1

ITEM 643.041 - BARRIER GATE SYSTEM

NORTHING	EASTING	QUANTITY (EA)
284786.9934	1671002.0595	1
284727.9935	1671117.6300	1

ITEM 841.4712 - STEEL BOLLARD, 6 INCH

NORTHING	EASTING	QUANTITY (EA)
284714.6750±	1671111.5036±	1
284721.9723±	1671122.2623±	1
284724.9192±	1671119.1670±	1
284726.7174±	1671102.2391±	1
284729.2697±	1671133.0209±	1
284731.0677±	1671116.0930±	1
284734.0147±	1671112.9977±	1
284741.3121±	1671123.7564±	1
284775.0458±	1671011.8453±	1
284779.7621±	1670999.7310±	1
284783.9831±	1671000.4007±	1
284784.4786±	1670987.6168±	1
284789.5083±	1671016.5022±	1
284790.0037±	1671003.7183±	1
284794.2247±	1671004.3880±	1
284798.9411±	1670992.2737±	1

ITEM 803.01 - TEST PITS

LOCATION	QUANTITY (EA)
STA. 5+68.46, 15.14' RT.	1
STA. 7+01.41, 17.71' RT.	1
STA. 7+99.84, 21.63' RT.	1

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (SURFACES)	1111.0	
GRUBBING IN FILL	103.0	
PAVEMENT REMOVAL	114.5	
TOTAL COMMON EXCAVATION		1328.5

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM SURFACES)	185.0	
GRUBBING IN FILL	103.0	
TOTAL FILL		288.0

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:		
GRUBBING IN CUT	203.8	
PAVEMENT SALVAGE (CUT AND FILL)	114.5	
TOTAL DEDUCTIONS:		318.3
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	1010.2	
RIPRAP EXCAVATION	9.7	
TOTAL AVAILABLE NON-ROCK EXCAVATION		1019.9

COMPUTATION OF WASTE MATERIAL

GRUBBING IN CUT	203.8
TOTAL WASTE MATERIAL TO BE WASTED	203.8

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	1019.9 x 0.90 = 917.9
TOTAL AVAILABLE EXCAVATION	917.9
BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION	0
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+) TOTAL WASTE MATERIAL TO BE WASTED	833.7
SURPLUS MATERIAL	833.7
COMMON BORROW (UNDETERMINED AREAS)	50 CY

STATE OF MAINE
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LINCOLNVILLE
FERRY TERMINAL PARKING

CONSTRUCTION NOTES

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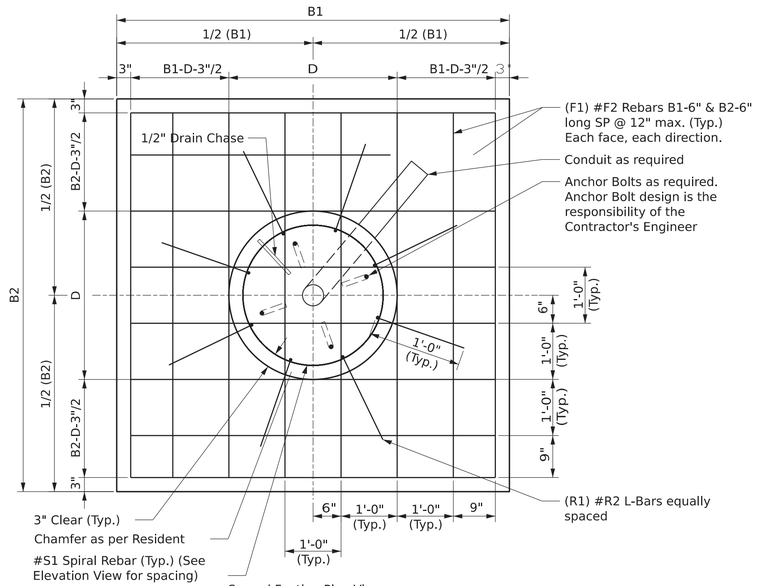
300 Southborough Drive - Suite 200
South Portland, ME 04106

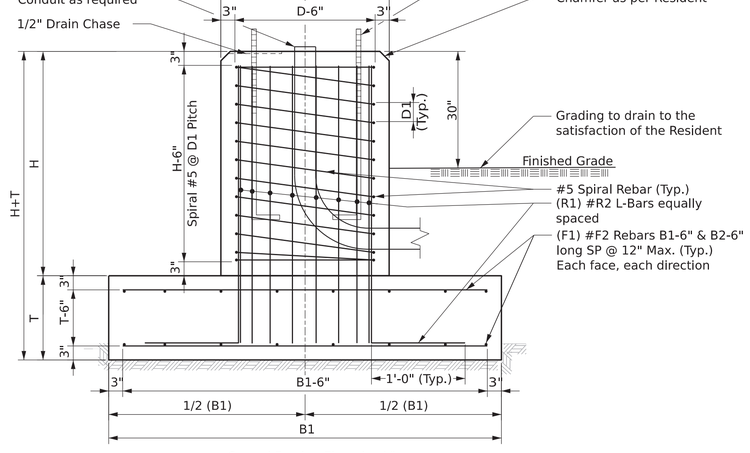
Username: Jacob.Curtis Date: 12/15/2025

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Construction Notes.dgn



Spread Footing Plan View

Not to Scale (See Table below for Spread Footing Dimensions & Reinforcement Information)



Spread Footing Elevation View

Not to Scale (See Table below for Spread Footing Dimensions & Reinforcement Information)

LIGHT POLE FOUNDATION

NOTES:

1. Foundation alternatives present on this sheet shall be used in the event that the presence of shallow bedrock prevents the installation of a Standard Precast 24-inch Diameter Foundation. Use of these foundations shall be approved by the Resident.

2. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.

3. All rebar shall have 3" cover unless otherwise noted.

4. For spread footing, L-Bars shall have a Min. 1'-0" Leg.

5. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.

6. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.

7. Concrete to be Class LP with f'c = 5,000 PSI.

SPREAD FOOTING FOUNDATION

	Footing Dimensions			Shaft Dimensions		Reinforcing Steel - Footing			Reinforcing Steel - Shaft			
	B1	B2	T	H1	D1	F1	F2	S2	R1	R2	S1	D1 (inches)
	Length (feet)	Length (feet)	Footing Height (feet)	Shaft Height (feet)	Shaft Diameter (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Maximum Spacing (inches)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	Spiral Bar Spacing
Light Pole Foundation Option if Shallow Bedrock is Encountered	5.0	5.0	1.5	3.0	2.0	24	#5	12	8	#6	#3	8

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
26568.00

HIGHWAY PLANS

STATE OF MAINE · Cody A Russell · 15866 · LICENSED PROFESSIONAL ENGINEER

Cody A. Russell

SIGNATURE	
15866	
P.E. NUMBER	
12/16/2025	
DATE	

PROJ MANAGER	A. GORNEAU III	
DESIGN-DETAILED	C.RUSSELL	T.WHITE
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		
BY	T.WHITE	
DATE	DEC 2025	

LINCOLNVILLE
FERRY TERMINAL PARKING

SPREAD FOOTING FOUNDATION

SHEET NUMBER

6

OF 11

Date: 12/16/2025

Username: Cody.A.Russell

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 26568_00\GEOTECH\Sign and Lighting Foundations1.dgn

NOTES:

1. EXISTING BUILDINGS SHOWN ON THE SITE WERE DEMOLISHED AS PART OF WIN 26568.01.
2. THE EXISTING WELL LOCATED AT STA. 7+09.50, 38.81 RT. HAS BEEN CUT TO A DEPTH OF APPROXIMATELY 3' BELOW EXISTING GRADE AND FILLED. SEE WIN 26568.01 FOR ADDITIONAL INFORMATION.
3. THE EXISTING SEWER PUMP STATION AND WASTE WATER DISPOSAL STRUCTURES LOCATION ON THE SITE HAVE REMOVED AND DISPOSED OF. SEE WIN 26568.01 FOR ADDITIONAL INFORMATION.
4. CONTRACTOR SHALL NOT DISTURB GROUND OR STAGE ANY MATERIALS OR EQUIPMENT WITHIN THE SAND DUNE BOUNDARY.
5. THE LOCATION OF CB 4 IS APPROXIMATE. THE LOCATION SHALL BE DETERMINED IN THE FIELD AND SHALL INTERSECT THE EXISTING STORMWATER OUTFALL.
6. THE POWER SUPPLY FOR THE PROPOSED PARKING GATES IS THE PROPOSED LIGHTING CABINET.
7. THE PROPOSED BRICK/PAVER SIDWALK ALONG ROUTE 1 SHALL MATCH THE EXISTING BRICK/PAVER SIDEWALK TYPE AND PATTERN.
8. THE CONTRACTOR SHALL COMPLETE ALL WORK WITHIN THE STATE OF MAINE PROPERTY LINES.
9. EXISTING LIGHTING CONDUIT LOCATED UNDER THE EXISTING BRICK SIDEWALK ALONG ROUTE 1 SHALL BE REMOVED. NEW CONDUIT SHALL BE INSTALLED, AND CONNECTED TO EXISTING CONDUIT NEAR THE EXISTING LIGHT POLE FOUNDATION. WIRING SHALL BE REPLACED WITHIN THE LIMITS OF NEW CONDUIT. PAYMENT FOR ALL WORK, MATERIALS, AND INCIDENTALS RELATED TO THE RELOCATION OF THE LIGHTING CONDUIT SHALL BE CONSIDERED INCIDENTAL TO 634 PAY ITEMS. CONDUIT SHALL BE PAID UNDER THE APPROPRIATE CONTRACT ITEM.
10. EXISTING SEWER FORCE MAIN LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL COORDINATE WITH THE LINCOLNVILLE SEWER DEPARTMENT TO DETERMINE THE EXACT LOCATIONS DURING CONSTRUCTION.
11. EXISTING BOULDERS ARE TO REMAIN ON SITE AND SHALL BE PLACED AROUND THE PERIMETER AS DIRECTED BY THE RESIDENT. THIS WORK SHALL BE INCIDENTAL TO THE COMMON EXCAVATION ITEM.

CURVE DATA
PI = 6+75.90
D = 45°00'05.0"
Δ = 47°58'17.4" (LT)
R = 127.32'
L = 106.60'
T = 56.65'
E = 12.03'

CURVE DATA
PI = 4+19.13
D = 34°37'49.0"
Δ = 71°30'41.4" (RT)
R = 165.45'
L = 206.50'
T = 119.13'
E = 38.43'

PLAN
20 0 20 40
Scale of Feet

GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2656800
WIN 26568.00

PROJ. MANAGER	A. GORNEAU III		
DESIGNED-DETAILED	TCL	JMC	12/25
CHECKED-REVIEWED	TCL	DGE	12/25
DESIGNED-DETAILED2			
DESIGNED-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

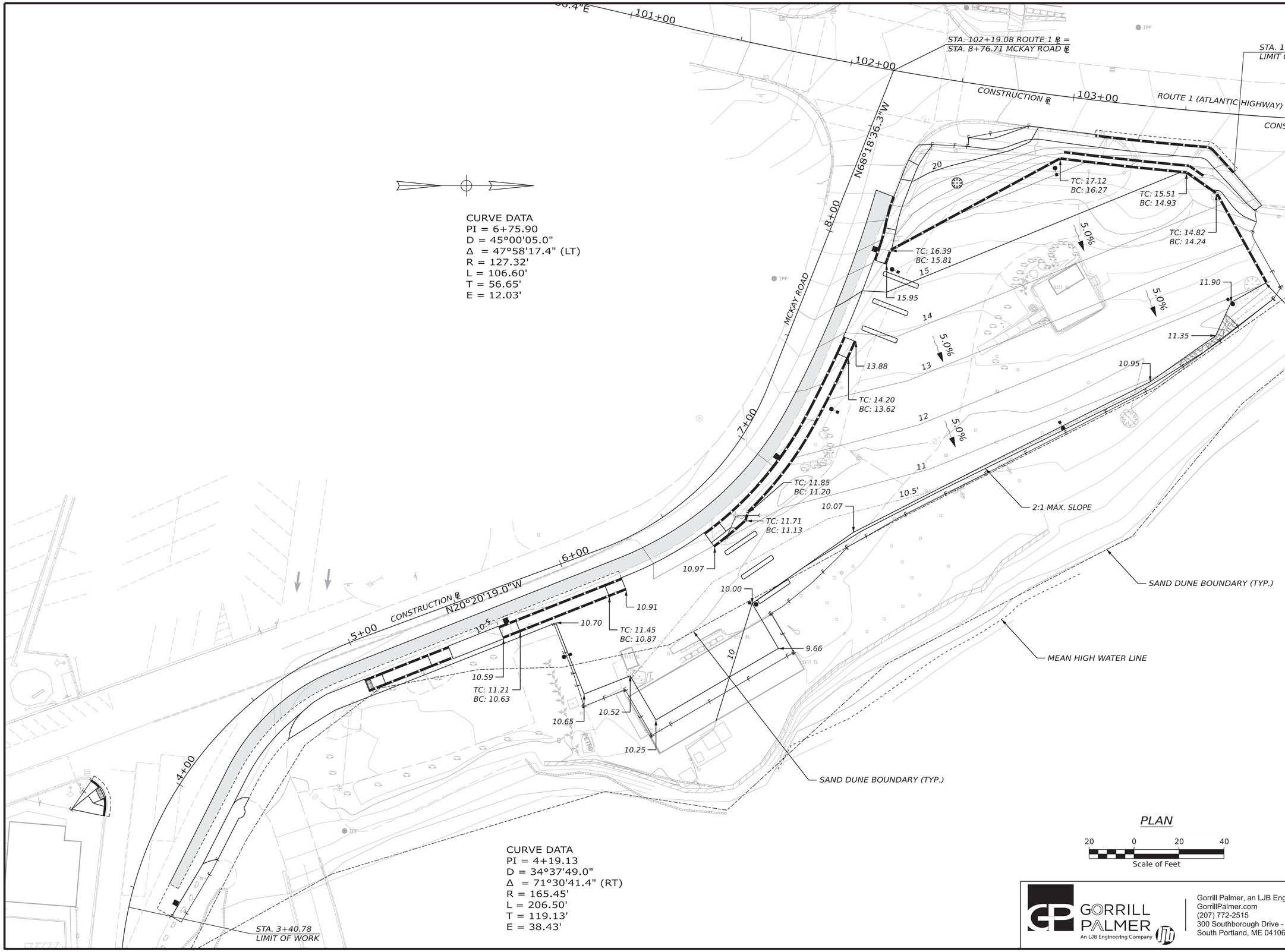
SIGNATURE
P.E. NUMBER
DATE

LINCOLNVILLE
FERRY TERMINAL PARKING
GENERAL PLANS

SHEET NUMBER
7
OF 11

Date: 12/15/2025
Username: Jacob.Curtis

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Highway.dgn



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R = 165.45'
L = 206.50'
T = 119.13'
E = 38.43'

PLAN

20 0 20 40
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2656800

WIN
26568.00

	BY	DATE
PROJ MANAGER	A. GORNEAU III	
DESIGN-DETAILED	TCL	12/25
CHECKED-REVIEWED	TCL	12/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

LINCOLNVILLE
FERRY TERMINAL PARKING

GRADING PLANS

SHEET NUMBER

8

OF 11

GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Date: 12/15/2025

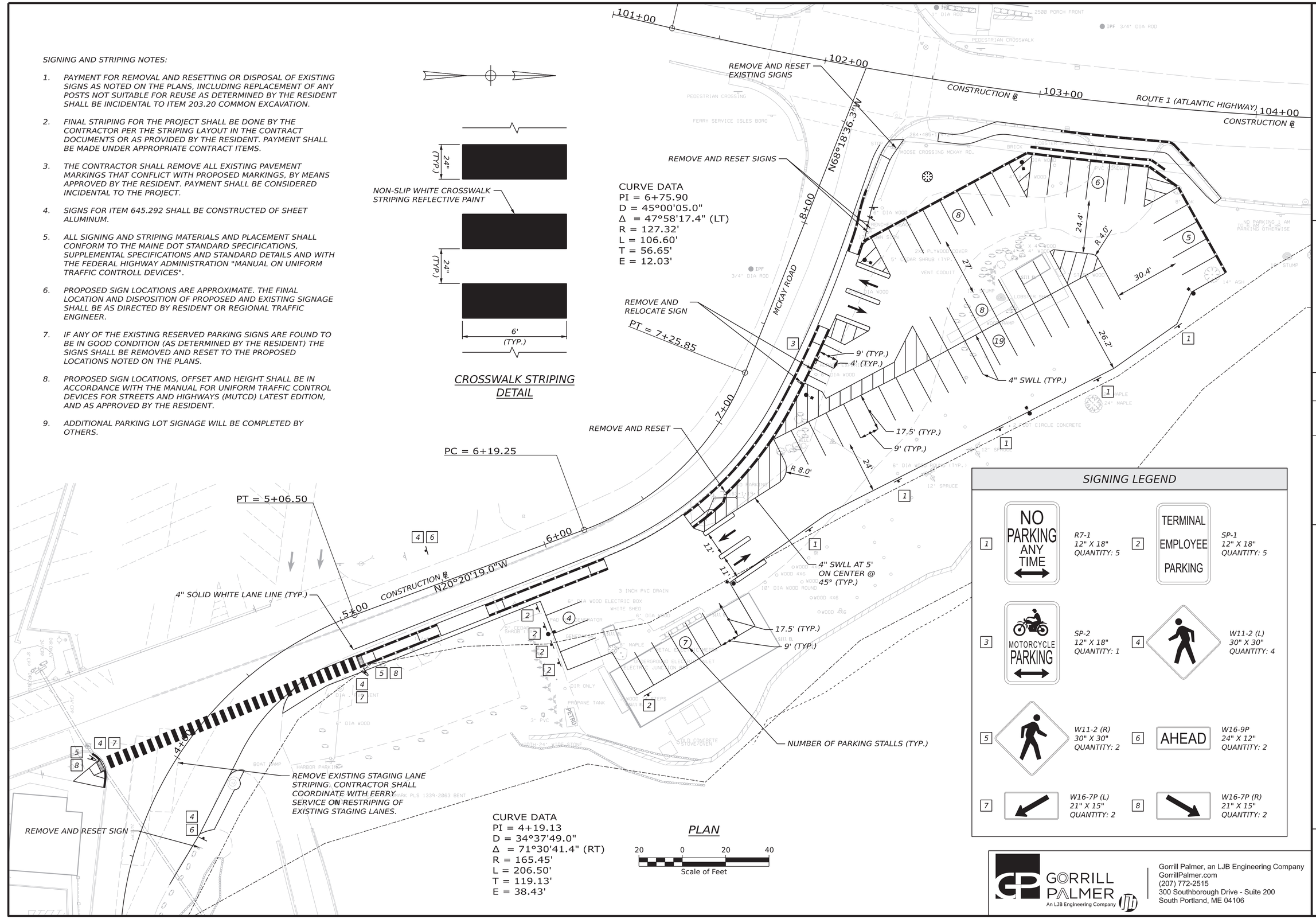
Username: Jacob.Curtis

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Grading.dgn

SIGNING AND STRIPING NOTES:

1. *PAYMENT FOR REMOVAL AND RESETTING OR DISPOSAL OF EXISTING SIGNS AS NOTED ON THE PLANS, INCLUDING REPLACEMENT OF ANY POSTS NOT SUITABLE FOR REUSE AS DETERMINED BY THE RESIDENT SHALL BE INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.*
2. *FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.*
3. *THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, BY MEANS APPROVED BY THE RESIDENT. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.*
4. *SIGNS FOR ITEM 645.292 SHALL BE CONSTRUCTED OF SHEET ALUMINUM.*
5. *ALL SIGNING AND STRIPING MATERIALS AND PLACEMENT SHALL CONFORM TO THE MAINE DOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROLL DEVICES".*
6. *PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATION AND DISPOSITION OF PROPOSED AND EXISTING SIGNAGE SHALL BE AS DIRECTED BY RESIDENT OR REGIONAL TRAFFIC ENGINEER.*
7. *IF ANY OF THE EXISTING RESERVED PARKING SIGNS ARE FOUND TO BE IN GOOD CONDITION (AS DETERMINED BY THE RESIDENT) THE SIGNS SHALL BE REMOVED AND RESET TO THE PROPOSED LOCATIONS NOTED ON THE PLANS.*
8. *PROPOSED SIGN LOCATIONS, OFFSET AND HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD) LATEST EDITION, AND AS APPROVED BY THE RESIDENT.*
9. *ADDITIONAL PARKING LOT SIGNAGE WILL BE COMPLETED BY OTHERS.*

CROSSWALK STRIPING DETAIL



SIGNING LEGEND

1	NO PARKING ANY TIME — *R7-1, 12" X 18", QUANTITY: 5*	2	TERMINAL EMPLOYEE PARKING — *SP-1, 12" X 18", QUANTITY: 5*
3	MOTORCYCLE PARKING — *SP-2, 12" X 18", QUANTITY: 1*	4	*W11-2 (L), 30" X 30", QUANTITY: 4*
5	*W11-2 (R), 30" X 30", QUANTITY: 2*	6	AHEAD — *W16-9P, 24" X 12", QUANTITY: 2*
7	*W16-7P (L), 21" X 15", QUANTITY: 2*	8	*W16-7P (R), 21" X 15", QUANTITY: 2*

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300 Southborough Drive - Suite 200
South Portland, ME 04106

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2656800

WIN
26568.00

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	A. GORNEAU III	
DESIGN-DETAILED	TCL	12/25
CHECKED-REVIEWED	TCL	12/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LINCOLNVILLE FERRY TERMINAL PARKING

SIGNING & STRIPING PLANS

SHEET NUMBER

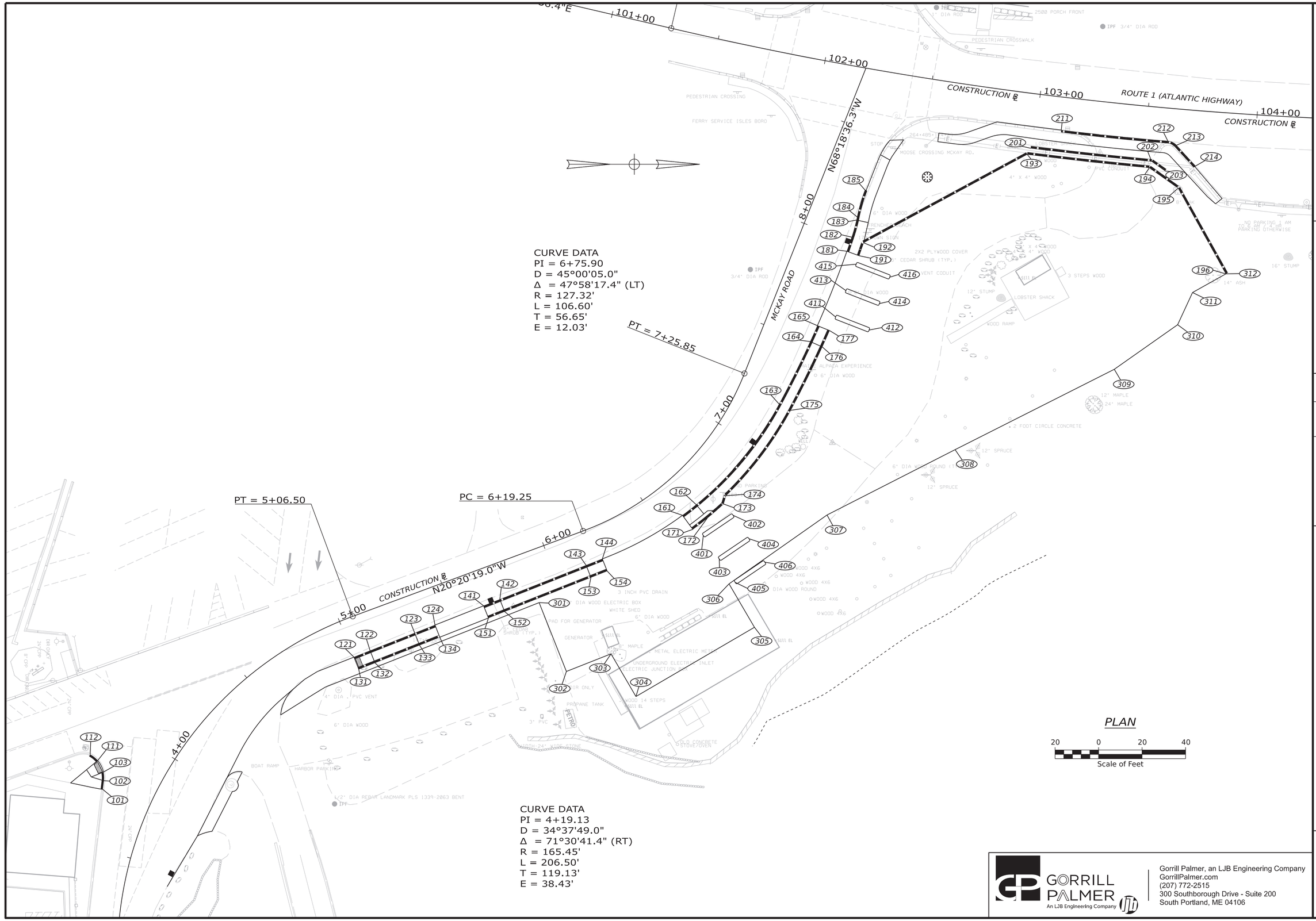
9

OF 11

Date: 12/15/2025

Username: Jacob.Curtis

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Striping.dgn



	BY	DATE
PROJ MANAGER A. GORNEAU III		
DESIGN-DETAILED	TCL	12/25
CHECKED-REVIEWED	TCL	12/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2656800

WIN
26568.00

SIGNATURE

P.E. NUMBER

DATE

LINCOLNVILLE FERRY TERMINAL PARKING

CURBING/GEOMETRIC PLANS

SHEET NUMBER

10

OF 11

GORRILL PALMER
An LJB Engineering Company

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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Username: Jacob.Curtis Date: 12/15/2025

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Curbing Plans.dgn

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	DESCRIPTION
101	STA. 3+73.85, 22.67' LT.	102	STA. 3+77.20, 23.86' LT.	4.00	-	CSC TD
102	STA. 3+77.20, 23.86' LT.	103	STA. 3+80.25, 25.73' LT.	4.00	12	CSC TD
111	STA. 3+83.31, 30.47' LT.	112	STA. 3+84.04, 34.81' LT.	4.45	12	CSC TD
121	STA. 4+99.79, 17.61' RT.	122	STA. 5+08.50, 17.56' RT.	8.00	-	CSC TD
122	STA. 5+08.50, 17.56' RT.	123	STA. 5+30.49, 17.09' RT.	22.00	-	CSC
123	STA. 5+30.49, 17.09' RT.	124	STA. 5+40.49, 16.87' RT.	10.00	-	CSC TD
131	STA. 4+99.65, 23.61' RT.	132	STA. 5+08.63, 23.56' RT.	8.00	-	CSC TD
132	STA. 5+08.63, 23.56' RT.	133	STA. 5+30.62, 23.09' RT.	22.00	-	CSC
133	STA. 5+30.62, 23.09' RT.	134	STA. 5+40.62, 22.87' RT.	10.00	-	CSC TD
141	STA. 5+64.49, 16.35' RT.	142	STA. 5+72.48, 16.18' RT.	8.00	-	CSC TD
142	STA. 5+72.48, 16.18' RT.	143	STA. 6+15.07, 15.26' RT.	42.60	-	CSC
143	STA. 6+15.07, 15.26' RT.	144	STA. 6+22.66, 15.14' RT.	8.00	-	CSC TD
151	STA. 5+64.62, 22.35' RT.	152	STA. 5+72.61, 22.18' RT.	8.00	-	CSC TD
152	STA. 5+72.61, 22.18' RT.	153	STA. 6+15.20, 21.26' RT.	42.60	-	CSC
153	STA. 6+15.20, 21.26' RT.	154	STA. 6+22.64, 21.14' RT.	8.00	-	CSC TD
161	STA. 6+60.04, 16.43' RT.	162	STA. 6+67.11, 16.77' RT.	8.00	154.00	CSC TD
162	STA. 6+67.11, 16.77' RT.	163	STA. 7+19.64, 20.18' RT.	60.24	154.00	CSC
163	STA. 7+19.64, 20.18' RT.	164	STA. 7+50.61, 22.67' RT.	32.07	499.00	CSC
164	STA. 7+50.61, 22.67' RT.	165	STA. 7+58.60, 23.01' RT.	8.00	499.00	CSC TD
171	STA. 6+59.76, 24.42' RT.	172	STA. 6+66.80, 24.76' RT.	8.41	162.00	CSC TD
172	STA. 6+66.80, 24.76' RT.	173	STA. 6+75.07, 25.20' RT.	9.90	162.00	CSC
173	STA. 6+75.07, 25.20' RT.	174	STA. 6+78.05, 23.37' RT.	4.00	-	CSC
174	STA. 6+78.05, 23.37' RT.	175	STA. 7+19.30, 26.16' RT.	49.33	160.00	CSC
175	STA. 7+19.30, 26.16' RT.	176	STA. 7+50.36, 28.66' RT.	32.51	505.00	CSC
176	STA. 7+50.36, 28.66' RT.	177	STA. 7+58.56, 29.01' RT.	8.21	505.00	CSC TD
181	STA. 7+99.35, 22.95' RT.	182	STA. 8+02.19, 22.64' RT.	6.84	499.00	CSC TD
182	STA. 8+02.19, 22.64' RT.	183	STA. 8+10.29, 21.77' RT.	8.15	75.00	CSC TD
183	STA. 8+10.29, 21.77' RT.	184	STA. 8+11.73, 21.52' RT.	1.45	75.00	CSC
184	STA. 8+11.73, 21.52' RT.	185	STA. 8+24.54, 20.31' RT.	12.89	75.00	CSC
191	STA. 7+95.5, 28.94' RT.	192	STA. 8+01.80, 28.66' RT.	6.28	505.00	CSC TD
192	STA. 8+01.80, 28.66' RT.	193	STA. 102+97.53, 28.11' RT.	85.34	-	CSC
193	STA. 102+97.53, 28.11' RT.	194	STA. 103+52.95, 28.11' RT.	56.37	1668.63	CSC
194	STA. 103+52.95, 28.11' RT.	195	STA. 103+66.68, 36.29' RT.	16.21	-	CSC
195	STA. 103+66.68, 36.29' RT.	196	STA. 103+90.72, 73.80' RT.	45.00	-	CSC
201	STA. 102+98.73, 25.11' RT.	202	STA. 103+53.75, 25.11' RT.	55.86	1665.63	SGC
202	STA. 103+53.75, 25.11' RT.	203	STA. 103+60.11, 28.88' RT.	7.50	-	SGC
211	STA. 103+11.50, 15.12' RT.	212	STA. 103+60.22, 15.10' RT.	49.17	1050.00	1
212	STA. 103+60.22, 15.10' RT.	213	STA. 103+64.28, 16.68' RT.	4.50	6.00	1
213	STA. 103+64.28, 16.68' RT.	214	STA. 103+73.67, 25.47' RT.	12.95	-	1

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	DESCRIPTION
301	STA. 5+88.89, 23.83' RT.	302	STA. 5+89.63, 57.82' RT.	34.00	-	EOP
302	STA. 5+89.63, 57.82' RT.	303	STA. 6+11.64, 57.34' RT.	22.02	-	EOP
303	STA. 6+11.64, 57.34' RT.	304	STA. 6+15.56, 79.69' RT.	22.69	-	EOP
304	STA. 6+15.56, 79.69' RT.	305	STA. 6+56.08, 77.30' RT.	63.00	-	EOP
305	STA. 6+56.08, 77.30' RT.	306	STA. 6+57.95, 54.36' RT.	23.11	-	EOP
306	STA. 6+57.95, 54.36' RT.	307	STA. 6+94.82, 64.92' RT.	54.96	-	EOP
307	STA. 6+94.82, 64.92' RT.	308	STA. 7+29.07, 102.77' RT.	66.00	-	EOP
308	STA. 7+29.07, 102.77' RT.	309	STA. 103+45.99, 121.72' RT.	81.82	-	EOP
309	STA. 103+45.99, 121.72' RT.	310	STA. 103+71.43, 98.74' RT.	35.56	-	EOP
310	STA. 103+71.43, 98.74' RT.	311	STA. 103+76.77, 83.48' RT.	16.27	-	EOP
311	STA. 103+76.77, 83.48' RT.	312	STA. 103+90.72, 73.80' RT.	17.54	-	EOP
401	STA. 6+61.40, 29.64' RT.	402	STA. 6+74.56, 31.97' RT.	16.50	-	ISLD
403	STA. 6+60.52, 42.59' RT.	404	STA. 6+72.71, 44.75' RT.	16.50	-	ISLD
405	STA. 6+59.77, 55.55' RT.	406	STA. 6+71.12, 57.56' RT.	16.50	-	ISLD
411	STA. 7+65.41, 29.30' RT.	412	STA. 7+65.53, 45.80' RT.	16.50	-	ISLD
413	STA. 7+78.40, 29.20' RT.	414	STA. 7+78.53, 45.70' RT.	16.50	-	ISLD
415	STA. 7+91.40, 29.11' RT.	416	STA. 7+91.52, 45.61' RT.	16.50	-	ISLD

CSC - CONCRETE SLIPFORM CURB
SGC - SPECIAL GRANITE CURB
EOP - EDGE OF PAVEMENT (PARKING LOT)

CSC TD - CONCRETE SLIPFORM CURB TIPDOWN
1 - TYPE 1 CURB
ISLD - CENTERLINE OF CONCRETE ISLAND

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2656800

WIN
26568.00

SIGNATURE

P.E. NUMBER

DATE

			DATE
PROJ. MANAGER	A. GORNEAU JR		
DESIGN-DETAILED	TCL	JMC	12/25
CHECKED-REVIEWED	TCL	DGE	12/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

LINCOLNVILLE
FERRY TERMINAL PARKING

CURBING/GEOMETRIC PLANS

SHEET NUMBER

11

OF 11

GORRILL PALMER
An LJB Engineering Company

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GorrillPalmer.com
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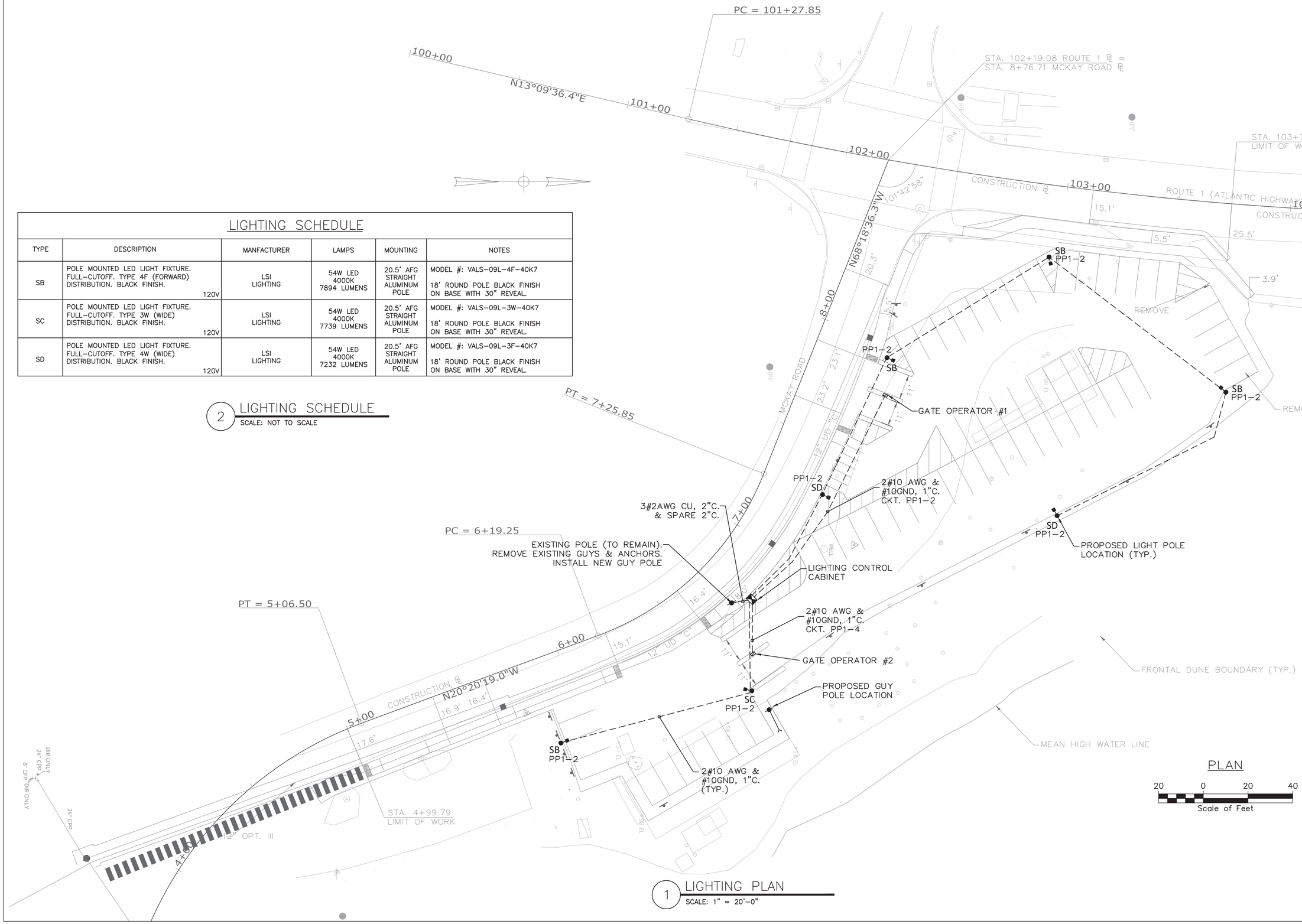
Username: Jacob.Curtis Date: 12/15/2025

Filename: U:\Maine Department of Transportation\4289_Lincolnville Parking Lot Design\Z - CAD\DGN\Highway\Curbing Plans.dgn

LIGHTING SCHEDULE

TYPE	DESCRIPTION	MANFACTURER	LAMPS	MOUNTING	NOTES
SB	POLE MOUNTED LED LIGHT FIXTURE. FULL–CUTOFF. TYPE 4F (FORWARD) DISTRIBUTION. BLACK FINISH. 120V	LSI LIGHTING	54W LED 4000K 7894 LUMENS	20.5' AFG STRAIGHT ALUMINUM POLE	MODEL #: VALS–09L–4F–40K7 18' ROUND POLE BLACK FINISH ON BASE WITH 30" REVEAL.
SC	POLE MOUNTED LED LIGHT FIXTURE. FULL–CUTOFF. TYPE 3W (WIDE) DISTRIBUTION. BLACK FINISH. 120V	LSI LIGHTING	54W LED 4000K 7739 LUMENS	20.5' AFG STRAIGHT ALUMINUM POLE	MODEL #: VALS–09L–3W–40K7 18' ROUND POLE BLACK FINISH ON BASE WITH 30" REVEAL.
SD	POLE MOUNTED LED LIGHT FIXTURE. FULL–CUTOFF. TYPE 4W (WIDE) DISTRIBUTION. BLACK FINISH. 120V	LSI LIGHTING	54W LED 4000K 7232 LUMENS	20.5' AFG STRAIGHT ALUMINUM POLE	MODEL #: VALS–09L–3F–40K7 18' ROUND POLE BLACK FINISH ON BASE WITH 30" REVEAL.

2 LIGHTING SCHEDULE
SCALE: NOT TO SCALE



1 LIGHTING PLAN
SCALE: 1" = 20'–0"

PLAN
20 0 20 40
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
26568.00

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9139
LICENSED
PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER
DATE

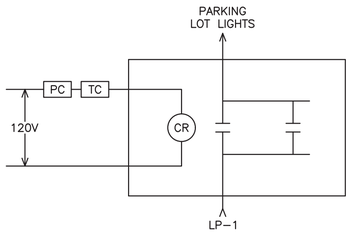
DATE
BY

PROJ MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

LINCOLNVILLE
FERRY TERMINAL PARKING

LIGHTING PLAN

SHEET NUMBER
A1

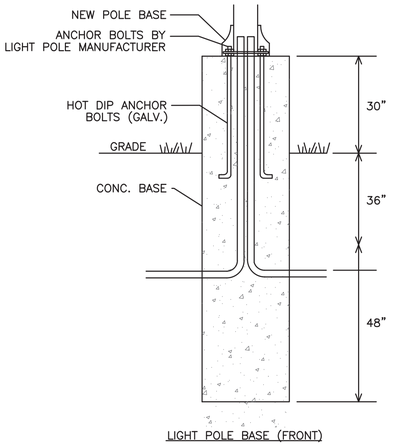


DETAIL NOTE:

1. INTENT IS TO RECONNECT TO EXISTING LIGHTING CONTROLS IN CONTROL CABINET AT END OF PIER. INSTALL ALL NEW CONDUITS AND WIRING.

3 EXTERIOR LIGHTING CONTROLS

SCALE: NOT TO SCALE



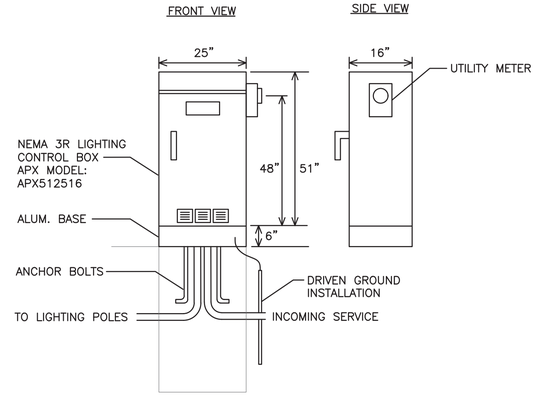
2 LIGHTING POLE BASE DETAIL

SCALE: NOT TO SCALE

DIRECTORY	KVA LOAD A	KVA LOAD B	CKT #	BKR AMPS	PHASE	BKR AMPS	CKT #	KVA LOAD A	KVA LOAD B	DIRECTORY
PARKING LOT LIGHTS	0.4		1	20	A	20	2	0.1		CONTROLS
ENTRY GATE #1		1.2	3	20	B	20	4		0.2	RECEPTACLE
ENTRY GATE #2	1.2		5	20	A	20	6	*		SPARE
SPARE		*	7	20	B	20	8		*	SPARE
SPACE			9		A		10	*		SPACE
SPACE			11		B		12		*	SPACE
SUBTOTAL	1.6	1.2						0.1	0.2	SUBTOTAL
VOLTAGE: 120Y/240V PHASE: 1 POLES: 3					TOTAL KVA A-PHASE			1.7		PANEL: LP
MAIN BREAKER: 100A BUS AMPS: 100A					TOTAL KVA B-PHASE			1.4		
MOUNTING: SURFACE										LOCATION: CONTROL BOX
SHORT CIRCUIT RATING: 10KAIC					TOTAL KVA			3.1		
NOTES: NEMA 1 ENCLOSURE MOUNTED IN LIGHTING CONTROL CABINET										

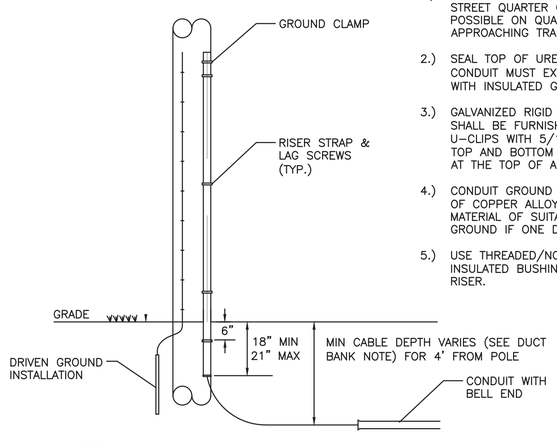
5 PANEL SCHEDULE

SCALE: NOT TO SCALE



1 LIGHTING CONTROL BOX DETAIL

SCALE: NOT TO SCALE



4 CMP SECONDARY SERVICE RISER

SCALE: NOT TO SCALE

GRS CONDUIT RISER NOTES:

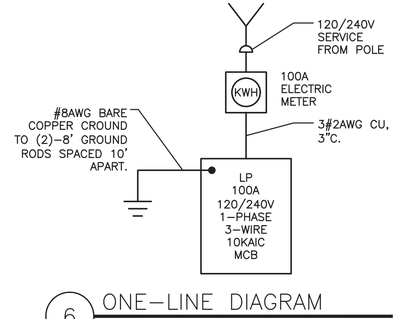
1.) RISER PIPES SHALL BE LOCATED ON THE STREET QUARTER OF THE POLE, AND, WHEN POSSIBLE ON QUARTER AWAY FROM APPROACHING TRAFFIC.

2.) SEAL TOP OF URETHANE SEALER. TOP OF CONDUIT MUST EXTEND 4" ABOVE NEUTRAL, WITH INSULATED GROUNDING BUSHING.

3.) GALVANIZED RIGID STEEL RISER CONDUIT SHALL BE FURNISHED WITH TWO-HOLE U-CLIPS WITH 5/16" INCH HOLES AT THE TOP AND BOTTOM OF THE FIRST SECTION, AND AT THE TOP OF ALL SUBSEQUENT SECTIONS.

4.) CONDUIT GROUND CONNECTOR SHALL BE MADE OF COPPER ALLOY OR GALVANIZED STEEL MATERIAL OF SUITABLE DESIGN. FURNISH POLE GROUND IF ONE DOES NOT EXIST.

5.) USE THREADED/NON-THREADED COUPLING OR INSULATED BUSHING AT THE BOTTOM OF RISER.



6 ONE-LINE DIAGRAM

SCALE: NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

WIN
26568.00

TIMOTHY D. MATTHEWS
No. 9139
LICENSED PROFESSIONAL ENGINEER
STATE OF MAINE

SIGNATURE

P.E. NUMBER

DATE

	DATE	BY
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

LINCOLNVILLE
FERRY TERMINAL PARKING

ELECTRICAL DETAILS

SHEET NUMBER

A2