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 W
Type 3		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)

VINALHAVEN

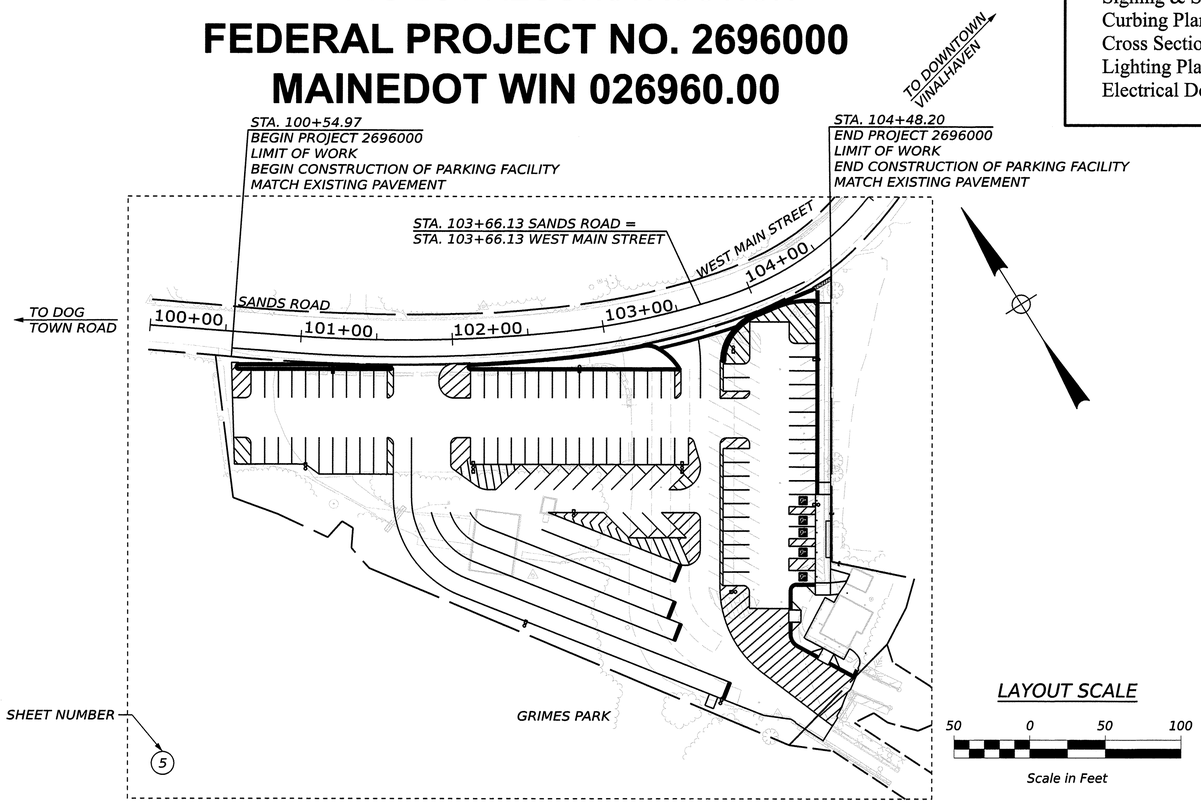
KNOX COUNTY

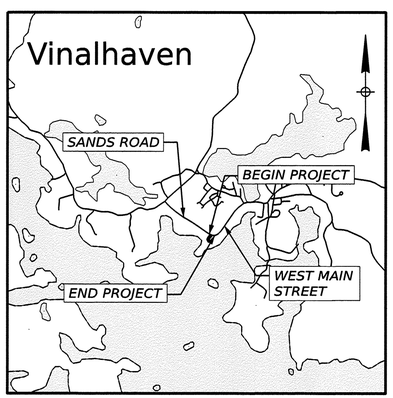
PARKING LOT RECONSTRUCTION

FEDERAL PROJECT NO. 2696000
MAINEDOT WIN 026960.00

THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). ADDITIONAL RIGHT OF WAY HAS NOT BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.

INDEX OF SHEETS





LOCATION MAP

LAYOUT SCALE

50 0 50 100

Scale in Feet

PROJECT LOCATION:	Maine State Ferry Service Terminal in Vinalhaven, Maine
PROGRAM AREA:	Multimodal
SCOPE OF WORK:	Ferry Terminal Parking Lot Improvements

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
DATE
ACTING COMMISSIONER: 12-16-25
CHIEF ENGINEER: 12-16-25

STATE OF MAINE ★ ENGINEER ★ PROFESSIONAL
DONALD G. ETNIER, JR. No. 9244 LICENSED

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

PROJECT INFORMATION

PROGRAM	MULTIMODAL
PROJECT MANAGER	A. GORNEAU II
DESIGNER	J. WINCHENBACH
CONSULTANT	GORRILL PALMER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

TITLE SHEET

WIN 026960.00 2696000

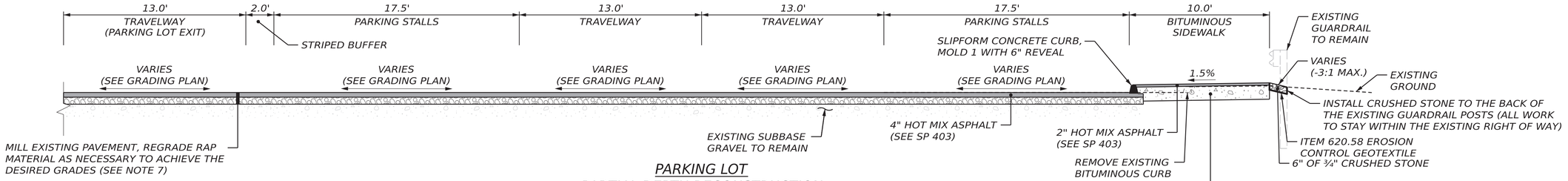
SHEET NUMBER
1
OF 16

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

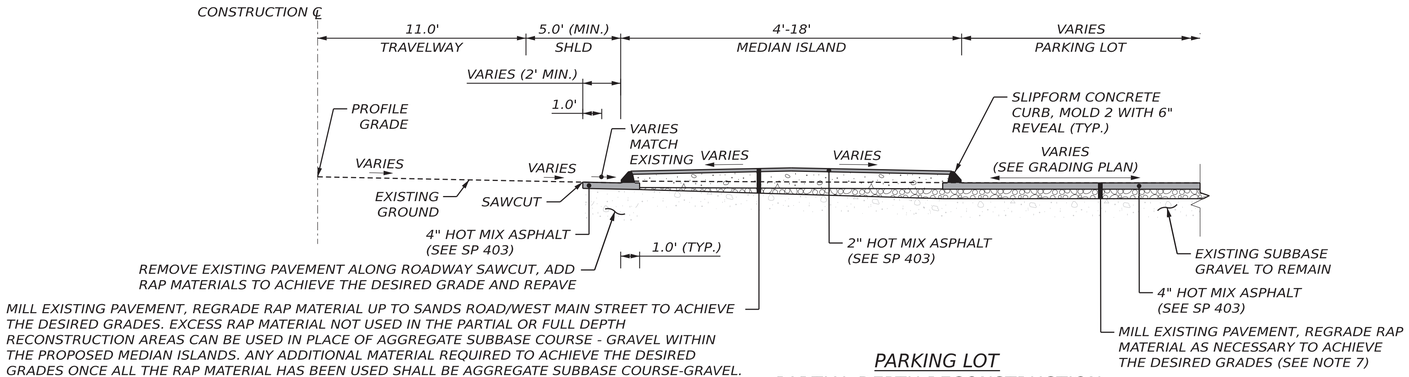
Username: Trey.Warren Date: 12/16/2025

Filename: U:\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Title Sheet.dgn

SP = SPECIAL PROVISION
TYP. = TYPICAL
SHLD = SHOULDER

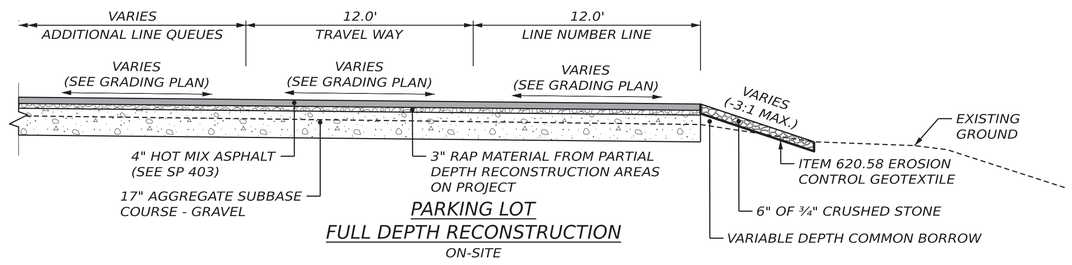


PARKING LOT
PARTIAL DEPTH RECONSTRUCTION
CURB & SIDEWALK INSTALLATION
ON-SITE

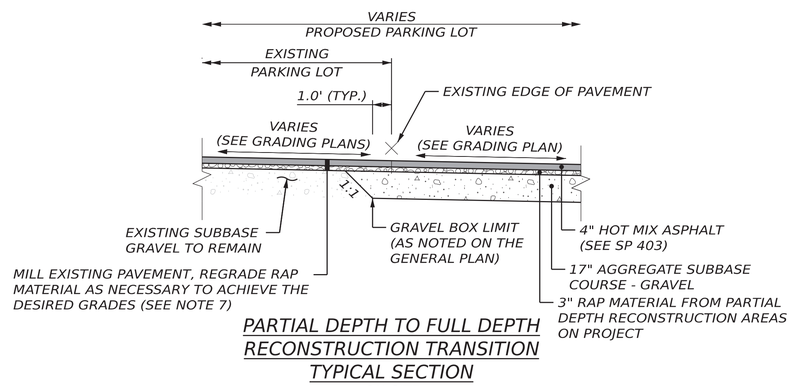


MILL EXISTING PAVEMENT, REGRADE RAP MATERIAL UP TO SANDS ROAD/WEST MAIN STREET TO ACHIEVE THE DESIRED GRADES. EXCESS RAP MATERIAL NOT USED IN THE PARTIAL OR FULL DEPTH RECONSTRUCTION AREAS CAN BE USED IN PLACE OF AGGREGATE SUBBASE COURSE - GRAVEL WITHIN THE PROPOSED MEDIAN ISLANDS. ANY ADDITIONAL MATERIAL REQUIRED TO ACHIEVE THE DESIRED GRADES ONCE ALL THE RAP MATERIAL HAS BEEN USED SHALL BE AGGREGATE SUBBASE COURSE-GRAVEL.

PARKING LOT
PARTIAL DEPTH RECONSTRUCTION
CURBED MEDIAN ISLAND INSTALLATION
STA. 100+58 TO STA. 101+61, RT.
STA. 102+02 TO STA. 103+43, RT.
STA. 103+68 TO STA. 104+37, RT.



PARKING LOT
FULL DEPTH RECONSTRUCTION
ON-SITE



PARTIAL DEPTH TO FULL DEPTH
RECONSTRUCTION TRANSITION
TYPICAL SECTION
ON-SITE

NOT TO SCALE

NOTES:

1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. SLIPFORM CONCRETE CURB, MOLD 1 AND 2 SHALL BE PLACED ON BASE PAVEMENT. THE SURFACE PAVEMENT SHALL BE PAVED UP TO THE FACE OF CURB.
3. THE SHOULDER PAVEMENT THICKNESS SHALL BE THE SAME AS THE TRAVELWAY PAVEMENT THICKNESS FOR ALL ROADWAYS, UNLESS OTHERWISE NOTED.
4. SAWCUT LOCATIONS SHALL BE 2' INSIDE PROPOSED CURB OR EDGE OF EXISTING PAVEMENT, WHICHEVER IS CLOSEST TO THE ROADWAY CENTERLINE. COORDINATE WORK WITH RESIDENT.
5. PROPOSED CURB REVEAL SHALL BE 6" UNLESS OTHERWISE NOTED ON THE PLANS. SEE CURBING PLAN FOR ADDITIONAL INFORMATION.
6. PROPOSED GRAVEL BOX LIMITS SHALL BE 12" INSIDE (EXISTING PARKING LOT SIDE) OF THE EXISTING EDGE OF PAVEMENT OR AS NOTED ON THE GENERAL PLAN. SEE THE PARTIAL TO FULL DEPTH RECONSTRUCTION TRANSITION TYPICAL SECTION FOR ADDITIONAL INFORMATION. COORDINATE WORK WITH THE RESIDENT.
7. THE CONTRACTOR SHALL MILL THE EXISTING PARKING LOT PAVEMENT AND REGRADE THE RAP MATERIAL AS REQUIRED TO ACHIEVE THE DESIRED GRADES NOTED ON THE GRADING AND DRAINAGE PLAN. EXCESS RAP MATERIAL SHALL BE STOCKPILED FOR USE AS THE TOP 3" OF AGGREGATE SUBBASE COURSE - GRAVEL IN THE FULL DEPTH RECONSTRUCTION SECTION.
8. THE CONTRACTOR SHALL MILL TO THE TOP OF GRAVEL WITHIN THE EXISTING PARKING LOT UNDER ITEM 202.202, REMOVING PAVEMENT SURFACE. THE DEPTH OF EXISTING PAVEMENT WITHIN THE PARKING LOT IS ESTIMATED TO BE 6".
9. A MAXIMUM OF 3" OF RAP MATERIAL MAY BE USED UNDER THE PROPOSED PARKING LOT PAVEMENT.
10. THE STATIONING UNDER EACH TYPICAL IS APPROXIMATE.

GORRILL PALMER
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(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

	SIGNATURE	DATE
P.E. NUMBER		
DATE		

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

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

TYPICAL SECTIONS & DETAILS SHEET

SHEET NUMBER
2
OF 16

Date: 12/12/2025
Username: Mike.Cundiff

Filename: U:\Maine Department of Transportation\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Typicals.dgn

GENERAL NOTES:

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.
2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
3. THE PROPOSED WORK IS IN CLOSE PROXIMITY TO EXISTING UTILITIES. PROTECTION OF EXISTING UTILITIES DURING CONSTRUCTION SHALL BE INCIDENTAL TO THE PROJECT.
4. THE MAINE DOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED. THE MAINE DOT SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
5. 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.
6. IT IS THE CONTRACTORS' RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS PRIOR TO BIDDING.
7. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL OR RAP MATERIAL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO EITHER ITEM 304.10 AGGREGATE SUBBASE COURSE - GRAVEL OR ITEM 202.202, REMOVING PAVEMENT SURFACE.
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. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT.
10. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPERATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
11. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE GRADING & DRAINAGE PLAN OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
12. MULCH SHALL BE APPLIED IN AREAS SEEDED.
13. ANY DAMAGE TO EXISTING SLOPES, SIDEWALK AND PAVEMENT AREAS 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.
14. CONTRACTOR SHALL NOT PARK, IMPEDE ACCESS, OR STORE EQUIPMENT/MATERIAL ON ADJACENT TOWN OR PRIVATELY OWNED LAND WITHOUT WRITTEN CONSENT FROM THE TOWN OR LAND OWNER.
15. PROPERTY LINE AND R.O.W 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.
16. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
17. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
18. IN AREAS WHERE THE RESIDENT DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE SUBGRADE LINE SHOWN ON THE PLANS, PAYMENT FOR REMOVING EXISTING PAVEMENT, GRUBBING, SHAPING, DITCHING, AND COMPACTING THE EXISTING SUBBASE AND LAYERS OF NEW SUBBASE 6 INCHES OR LESS THICK WILL BE MADE UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS.
19. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
20. ALL PAVED WALKS SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE BASE COURSE - GRAVEL AND 2 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
21. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
22. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.
23. BACKING UP CONCRETE SLIPFORM CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE CONCRETE SLIPFORM CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS CURB SHALL BE INCIDENTAL TO THE NEW CURB. IF CALLED FOR ON THE PLANS OR DIRECTED BY THE RESIDENT, LOAM WILL BE PAID FOR SEPERATELY.
24. LOAM HAS BEEN ESTIMATED FOR ALL DISTURBED AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
25. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, LATEST EDITION.
26. 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.
27. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
28. 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.
29. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL.
30. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS.
31. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
32. PROPOSED SAWCUT AND BOX GRAVEL LOCATIONS ARE SUBJECT TO CHANGE AT THE DIRECTION OF THE RESIDENT.
33. DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
34. NO SEPERATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
35. REMOVAL OF EXISTING DRAINAGE, AS NOTED ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
36. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM OR AS SHOWN ON PLANS.
37. 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.
38. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
39. STATIONS REFERENCED ARE APPROXIMATE.
40. THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITES.
41. 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.
42. THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). ADDITIONAL RIGHT OF WAY HAS NOT BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.
43. THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE PARKING LOT PAVEMENT.
44. 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.
45. GRANULAR BORROW USED TO BACKFILL LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATIONS ITEM 703.19, GRANULAR BORROW.
46. HOLES CREATED BY THE REMOVAL OF DOUBLE WOOD BEAM GUARDRAIL WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 606.614, REMOVE AND STACK TIMBER GUARDRAIL.
47. ALL EXISTING DOUBLE WOOD BEAM GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
48. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATIONS ITEM 658.20, ACRYLIC LATEX COLOR FINISH) SHALL BE PLACED ON ALL PAVED ISLANDS.
49. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
50. AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
51. 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.
52. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.
53. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS, OR PERFORMING WORK.
54. PRIOR TO PLACEMENT OF SURFACE PAVEMENT, CONTRACTOR SHALL CHECK AND ENSURE POSITIVE DRAINAGE FLOW ALONG THE GUTTER LINES AND WITHIN THE PARKING LOT. COORDINATE WITH RESIDENT ON ANY AREAS OF CONCERN. THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE PROJECT.
55. CONTRACTOR SHALL GRADE THE GUTTER LINE TO ENSURE THAT NO CROSSWALK LANDING IS AT A LOW POINT.
56. THE CONTRACTOR SHALL SUBMIT A PLAN TO CONTROL TRAFFIC AND MAINTAIN PEDESTRIAN ACCESS DURING CONSTRUCTION TO THE RESIDENT FOR THE MAINE STATE FERRY SERVICE AND MAINEDOT REVIEW AND APPROVAL. THE PLAN SHALL BE SPECIFIC TO THE PROJECT CONDITIONS AND CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", MOST CURRENT EDITION. IF ITEMS ARE IDENTIFIED IN THE CONTRACTOR'S TRAFFIC CONTROL PLAN FOR WHICH THERE IS NOT A PAY ITEM INCLUDED IN THE SCHEDULE OF ITEMS, THOSE MATERIALS AND ANY RELATED LABOR, EQUIPMENT AND INCIDENTALS SHALL BE CONSIDERED INCIDENTAL TO ITEM 652.36 - MAINTENANCE OF TRAFFIC CONTROL DEVICES.
57. PROJECT SPECIFIC PLAN NOTES CAN BE FOUND ON THE GENERAL PLAN (SHEET 5) AS WELL AS THE SIGNING AND STRIPING PLAN (SHEET 12).
58. THE CONTRACTOR SHALL MILL THE EXISTING PARKING LOT PAVEMENT AND REGRADE THE RAP MATERIAL AS REQUIRED TO ACHIEVE THE DESIRED GRADES NOTED IN THE GRADING AND DRAINAGE PLAN. FINE GRADING OF THE RAP MATERIAL SHALL NOT BE PAID FOR DIRECTLY AND INSTEAD BE CONSIDERED AS INCIDENTAL TO ITEM 202.202, REMOVING PAVEMENT SURFACE.
59. RAP MATERIAL NOT REQUIRED DURING THE REGRADING OF THE EXISTING PARKING LOT SHALL BE PLACED IN A STOCKPILE FOR USE LATER IN THE PROJECT. ANY TRUCKING, PLACING, STORING, FINE GRADING, OR HAULING OF THE RAP MATERIAL TO AND FROM THE STOCKPILE SHALL NOT BE PAID FOR DIRECTLY BUT BE CONSIDERED AS INCIDENTAL TO ITEM 202.202, REMOVING PAVEMENT SURFACE.
60. SEE THE APPLICABLE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING THE REMOVAL OF THE EXISTING BUILDING FOUNDATION, SEWER LINES, AND EXISTING SITE UTILITIES.
61. SEE APPENDIX A - LIGHTING PLAN & DETAILS FOR ADDITIONAL INFORMATION REGARDING THE PROPOSED LIGHTING DESIGN.
62. SEE APPENDIX B - ELECTRICAL DETAILS FOR ADDITIONAL INFORMATION REGARDING THE PROPOSED FOUNDATION AND CONDUIT AT THE SOUTHEAST CORNER OF THE PARKING LOT.
63. THE CONTRACTOR SHALL MILL TO THE TOP OF GRAVEL WITHIN THE EXISTING PARKING LOT UNDER ITEM 202.202 REMOVING PAVEMENT SURFACE. THE DEPTH OF EXISTING PAVEMENT WITHIN THE PARKING LOT IS ESTIMATED TO BE 6".
64. A MAXIMUM OF 3" OF RAP MATERIAL MAY BE USED UNDER THE PROPOSED PARKING LOT PAVEMENT.
65. FOUNDATIONS FOR LIGHT POLE SHALL HAVE A 30" REVEAL EXCEPT FOR THE LIGHT POLE LOCATED AT STA. 101+22, 20' RT. WHICH SHALL HAVE A MAXIMUM REVEAL OF 3" ABOVE THE TOP OF ISLAND.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

PROJ. MANAGER	A. GORNEAU III		
DESIGN-DETAILED	T.WARREN	M.CUNDIFF	12/25
CHECKED-REVIEWED	J.WINCHENBACH	D.ETTINGER	12/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

GENERAL NOTES

SHEET NUMBER

3

OF 16

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

Username: Mike.Cundiff Date: 12/15/2025

Filename: U:\Maine Department of Transportation\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\General Notes.dgn

DRIVES AND ENTRANCES

STATION	DESCRIPTION	OPENING
STA. 101+78, RT.	COMMERCIAL PAVED ENTRANCE	48 FT.
STA. 103+55, RT.	COMMERCIAL PAVED ENTRANCE	26 FT.

ITEM 201.11 - CLEARING

LOCATION
STA. 100+61 TO STA. 102+74
STA. 103+90 TO STA. 104+48

ITEM 606.356 - UNDERDRAIN DELINEATOR POST (EA)

NORTHING	EASTING
198307.8331	1715463.4209
198347.7360	1715473.8274

ITEM 606.614 - REMOVE AND STACK TIMBER GUARDRAIL (LF)

LOCATION	LENGTH
STA. 101+04.93 TO STA. 103+08.77	231.7
STA. 103+05.60 TO STA. 103+03.95	13.2
STA. 103+92.20 TO STA. 103+96.13	37.2

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD

LOCATION	QUANTITY (SF)
STA. 104+42.06, 21.19' RT.	22

ITEM 610.18 - STONE DITCH PROTECTION

NORTHING	EASTING	TO	NORTHING	EASTING	QUANTITY (CY)
198576.5508	1715243.0956		198558.9248	1715227.5053	6

ITEM 613.319 - EROSION CONTROL BLANKET

NORTHING	EASTING	TO	NORTHING	EASTING	QUANTITY (SY)
198695.7745	1715203.6224		198630.3912	1715171.2160	49
198379.1307	1715320.8947		198359.9597	1715334.4890	18

ITEM 634.210 - CONVENTIONAL LIGHT STANDARD

NORTHING	EASTING
198330.7766	1715364.6009
198387.5118	1715411.6233
198407.0232	1715488.4949
198442.4241	1715281.5435
198475.3509	1715424.8730
198486.5782	1715347.5126
198487.7249	1715538.9645
198524.2471	1715495.2788
198548.5545	1715307.8193
198567.2740	1715402.3600
198606.4402	1715213.3732
198653.0668	1715263.7617

ITEM 825.3312 - ADJUST CURB STOP TO GRADE (EA)

NORTHING	EASTING
198493.5692	1715323.8062

ITEM 841.4712 - STEEL BOLLARD, 6 INCH (EA)

NORTHING	EASTING
198367.4504	1715462.5672
198381.0093	1715471.0467
198392.0313	1715477.9397
198398.8141	1715482.1816
198409.8362	1715489.0747

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM MODEL OR PLANS)	1075	
GRUBBING IN FILL	23	
PAVEMENT SALVAGE IN FILL	2	
TOTAL COMMON EXCAVATION		1100

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM MODEL OR PLANS)	28	
GRUBBING IN FILL	23	
PAVEMENT SALVAGE IN FILL	2	
TOTAL FILL		53

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (CONCRETE PATHS)	2	
ROCK EXCAVATION (IN FULL DEPTH SECTION - ASSUMED)	8	
TOTAL ROCK EXCAVATION		10

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:		
GRUBBING IN CUT	279	
GRUBBING IN FILL	23	
PAVEMENT SALVAGE (CUT & FILL) (SIDEWALKS, TERMINAL, & CREW QUARTERS DRIVEWAY)	62	
TOTAL DEDUCTIONS		364
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	736	
STONE DITCH PROTECTION EXCAVATION	6	
CRUSHED STONE EXCAVATION (CUT ONLY)	45	
TOTAL AVAILABLE NON-ROCK EXCAVATION		787

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA	0	
GRUBBING IN CUT	279	
GRUBBING IN FILL	23	
TOTAL WASTE MATERIAL	302	
TOTAL WASTE MATERIAL TO BE UTILIZED*		0
TOTAL WASTE MATERIAL TO BE WASTED		302

COMPUTATION FOR GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW IN LOW WET AREAS (ASSUMED)	10	
TOTAL GRANULAR BORROW		10

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	787 x 0.90	=	708.3
TOTAL AVAILABLE ROCK EXCAVATION	10 x 1.30	=	13
TOTAL WASTE MATERIAL TO BE UTILIZED	0 x 0.90	=	0
TOTAL AVAILABLE EXCAVATION			721
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			970
SURPLUS MATERIAL (NON RECLAIM)			**970 CY**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

SIGNATURE

P.E. NUMBER

DATE

PROJ MANAGER	A. GORNEAU II	
DESIGN-DETAILED	T.WARREN	M.CUNDIFF 12/25
CHECKED-REVIEWED	J.WINCHENBACH	D.ETTINGER 12/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

CONSTRUCTION NOTES & EARTHWORK SUMMARY

SHEET NUMBER

4

OF 16

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: 12/12/2025

Username: Mike.Cundiff

Filename: U:\Maine Department of Transportation\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Construction Notes.dgn

CURVE DATA - 1
PI = 101+85.53
D = 05°43'46.48"
Δ = 10°29'07.93" (LT)
R = 1000.00'
L = 183.01'
T = 91.76'
E = 4.20'

CURVE DATA - 2
PI = 103+31.65
D = 11°27'32.96"
Δ = 12°31'31.59" (LT)
R = 500.00'
L = 109.31'
T = 54.87'
E = 3.00'

CURVE DATA - 3
PI = 104+72.96
D = 28°38'52.40"
Δ = 46°57'31.78" (LT)
R = 200.00'
L = 163.92'
T = 86.88'
E = 18.05'

STA. 100+54.97
BEGIN PROJECT 2696000
LIMIT OF WORK
BEGIN CONSTRUCTION OF PARKING FACILITY
MATCH EXISTING PAVEMENT

START = 100+00.00

PC = 100+93.77

PCC = 103+86.08

PCC = 102+76.78

STA. 103+66.13 SANDS ROAD =
STA. 103+66.13 WEST MAIN STREET

APPROXIMATE LOCATION OF THE PROPOSED SIDEWALK PER THE VINALHAVEN DOWNTOWN IMPROVEMENTS PROJECT

STA. 104+48.20
END PROJECT WIN 2696000
LIMIT OF WORK
END CONSTRUCTION OF PARKING FACILITY
MATCH EXISTING PAVEMENT

END = 105+50.00

100+00
S53°44'46.16"E
SANDS ROAD
101+00
102+00
103+00
104+00
105+00
WEST MAIN STREET

CONSTRUCTION E

REMOVE AND RESET EXISTING BOULDERS AS REQUIRED TO CONSTRUCT PARKING LOT (TYP.)

CURBED ISLAND (TYP.)

SAWCUT (TYP.)

SIGNAL CONDUIT (TYP.)

APPROXIMATE LOCATION OF 1 ¼" PE SERVICE

ABANDONED SEPTIC FIELD

REMOVE EXISTING DOUBLE WOOD BEAM GUARDRAIL (TYP.)

APPROXIMATE LOCATION OF ¾" PE SERVICE

GRAVEL BOX LIMIT

SEE NOTE 4
CLEAR ALL TREES IN AREA

SEE NOTE 1

SEE NOTE 3

EXISTING MANHOLE TO REMAIN

REMOVE EXISTING PAVEMENT, LOAM AND SEED

STONE DITCH PROTECTION

REMOVE 12" STORM DRAIN

SEE NOTE 2

HIGHEST ASTRONOMICAL TIDE LINE = 6.5'

MEAN HIGH WATER LINE = 4.6'

¾" CRUSHED STONE

SEE NOTE 5

REMOVE EXISTING SERVICE POLE

STRIPED ISLAND (TYP.) FOR ADDITIONAL INFORMATION SEE THE SIGNING & STRIPING PLANS

GRIMES PARK

CLEAR UP TO EXISTING RIGHT OF WAY

REMOVE EXISTING LIGHT POLE, FOUNDATION, AND CONDUIT (TYP.) (SEE NOTE 6)

CONSTRUCT 6' WIDE PAVED PATH TO GRIMES PARK WITHIN EXISTING EASEMENT

SELECTIVE TRIMMING AS REQUIRED

EXISTING GUARDRAIL TO REMAIN

REMOVE AND RESET EXISTING BOULDERS AS REQUIRED TO ACHIEVE THE DESIRED GRADES (TYP.)

25' OFFSET OF MEAN HIGH WATER LINE

LIGHT POLE (TYP.)

SEE NOTE 7 REGARDING PROPOSED WORK IN PROXIMITY OF THE EXISTING RIGHT OF WAY

EXISTING GUARDRAIL TO REMAIN

INSTALL ¾" CRUSHED STONE BETWEEN THE BACK OF PROPOSED SIDEWALK AND THE BACK OF THE EXISTING GUARDRAIL POSTS

SELECTIVE TRIMMING AS REQUIRED (TYP.)

24' X 3' CONCRETE FOUNDATION (SEE APPENDIX B - ELECTRICAL DETAILS FOR ADDITIONAL INFORMATION)

REMOVE EXISTING DOUBLE WOOD BEAM GUARDRAIL BETWEEN THE LIMITS SHOWN TO MAKE ROOM FOR THE PROPOSED 24' X 3' CONCRETE FOUNDATION (SEE APPENDIX B). REMAINING ENDS OF THE WOOD BEAM SHALL BE CAPPED WITH A SMALL SECTION OF THE REMOVED WOOD BEAM TO ELIMINATE OPEN ENDS WITH EXPOSED POSTS. LIMITS SHALL BE COORDINATED WITH THE RESIDENT.

6" STEEL BOLLARD (TYP.)

TEST PIT (TYP.)

INSTALL UNDERDRAIN DELINEATOR POST WITH RED REFLECTOR AT THE TERMINUS OF THE PROPOSED CAPPED CONDUIT FOR FUTURE PROJECT COORDINATION (SEE APPENDIX B - ELECTRICAL DETAILS)

REMOVE EXISTING BITUMINOUS CURB

CONNECT TO EXISTING CONTROL BOX AT THE END OF THE PIER

L.O.W.P.

EX. RIGHT OF WAY (D.O.T. FILE NO. 7-98)

EXISTING RIGHT OF WAY (D.O.T. FILE NO. 7-98)

12' RIGHT OF WAY TO OTHERS

26.0'
16.0'
30.2'
61.0'
67.5'
38.0'
31.5'
72.0'
36.5'
13.0'
61.0'
2.0'
10.0'

PLAN

25 0 25 50
Scale of Feet

NOTES:

1. THE EXISTING BUILDINGS (CREW QUARTERS & SHED) HAVE BEEN RELOCATED OFFSITE BY THE VINALHAVEN HOUSING AUTHORITY. THE EXISTING CONCRETE FOUNDATION SHALL BE REMOVED AS PART OF THIS PROJECT. PAYMENT FOR THE REMOVAL OF CONCRETE FOUNDATION SHALL BE MADE UNDER ITEM 202.1221, REMOVE ABANDONED CONCRETE FOUNDATION.

2. THE EXISTING SEWER PUMP STATION, ELECTRICAL CONDUIT, AND HEATING SYSTEM UNDER THE FOUNDATION WILL BE REMOVED AS PART OF THIS PROJECT. PAYMENT FOR THE REMOVAL OF THE EXISTING SEWER PUMP STATION, ELECTRICAL CONDUIT, AND THE HEATING SYSTEM SHALL BE MADE INCIDENTAL TO ITEM 202.082, REMOVE BUILDING UTILITIES.

3. THE EXISTING SEWER LINE THAT CONNECTS THE CREW QUARTERS TO THE SEWER MANHOLE (LOCATED AT STATION 100+80, LT.) SHALL BE REMOVED FROM THE CREW QUARTERS UP TO SANDS ROAD AND CAPPED. PAYMENT FOR THE REMOVAL AND CAPPING OF THE EXISTING SEWER LINE SHALL BE MADE INCIDENTAL TO ITEM 202.082, REMOVE BUILDING UTILITIES.

4. THE EXISTING ABANDONED LEACH FIELD (APPROXIMATE LOCATION SHOWN ON THE PLANS) WILL REMAIN.

5. THE EXISTING WATER LINE (APPROXIMATE LOCATION SHOWN ON THE PLANS) FEEDS BOTH THE FERRY TERMINAL AS WELL AS THE CREW QUARTERS (SET TO BE REMOVED). A CURB STOP WAS INSTALLED IN 2024 TO SEPARATE THE UTILITY BETWEEN THE TWO BUILDINGS. THIS CURB STOP SHALL BE ADJUSTED TO GRADE AS PART OF THIS PROJECT. PAYMENT SHALL BE MADE UNDER ITEM 825.3312, ADJUST CURB STOP TO GRADE.

6. REMOVAL OF EXISTING LIGHT POLES, CONDUIT, AND FOUNDATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

7. THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). NO ADDITIONAL RIGHT OF WAY HAS BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.

8. THE EXISTING KIOSKS/INFORMATIONAL SIGNS (3) AND LITTLE FREE LIBRARY ON THE EAST SIDE OF THE SITE (NEAR THE TERMINAL) SHALL BE REMOVED BY THE TOWN (SEE THE SIGNING AND STRIPING PLANS).

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

PROJ. MANAGER	A.GORNEAULT III		
DESIGN-DETAILED	T.WARREN	M.OUNDJIAN	12/25
CHECKED-REVIEWED	T.WARREN	J.WACHENBACH	D.ETTINGER	12/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

GENERAL PLAN

SHEET NUMBER

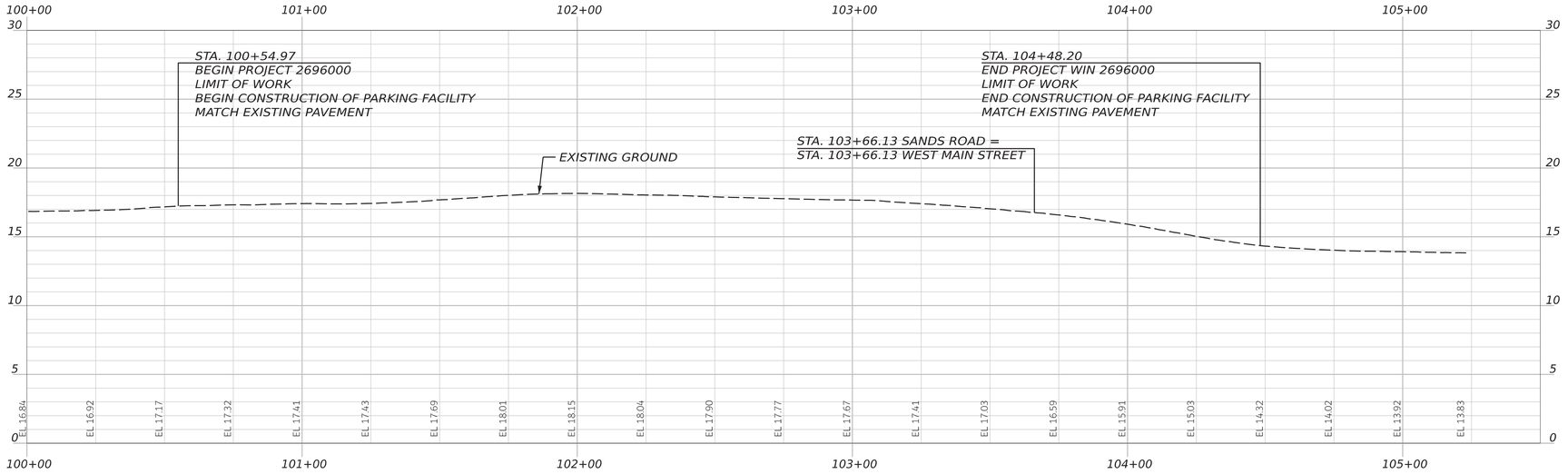
5

OF 16

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: 12/12/2025
Username: Mike.Cundiff

Filename: U:\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Highway.dgn



SANDS ROAD/WEST MAIN STREET PROFILE

Username: Mike.Cundiff Date: 12/11/2025

Filename: U:\Maine Department of Transportation\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Highway.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

SIGNATURE

P.E. NUMBER

DATE

			DATE
PROJ MANAGER	A. GORNEAU III		
DESIGN-DETAILED	T.WARREN	M.CUNDIFF	12/25
CHECKED-REVIEWED	J.WINCHENBACH	D.ETTINGER	12/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

PROFILE SHEET

SHEET NUMBER

6

OF 16

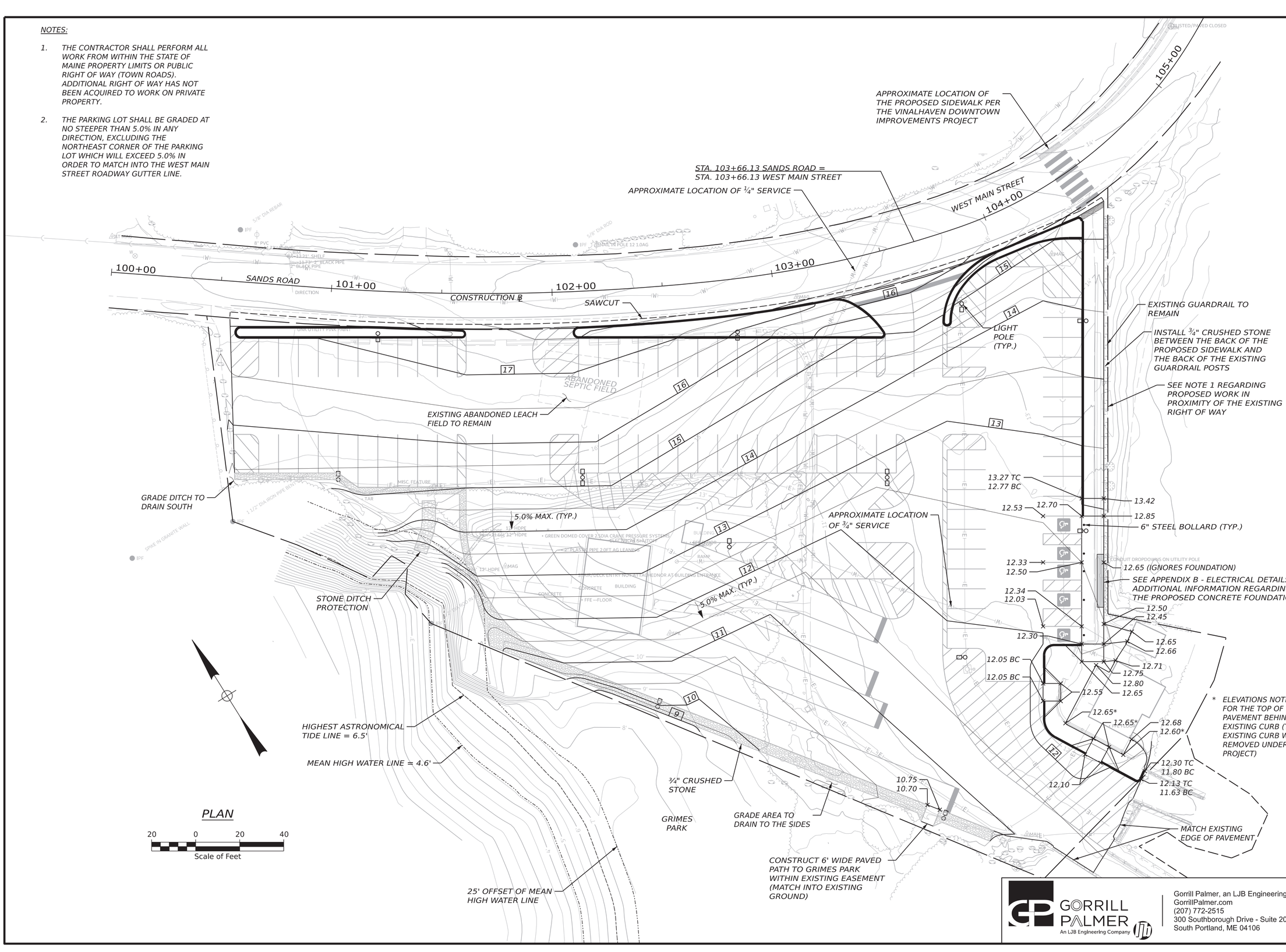
GORRILL PALMER
An LJB Engineering Company

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

NOTES:

1. THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). ADDITIONAL RIGHT OF WAY HAS NOT BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.

2. THE PARKING LOT SHALL BE GRADED AT NO STEEPER THAN 5.0% IN ANY DIRECTION, EXCLUDING THE NORTHEAST CORNER OF THE PARKING LOT WHICH WILL EXCEED 5.0% IN ORDER TO MATCH INTO THE WEST MAIN STREET ROADWAY GUTTER LINE.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

PROJ MANAGER	A. GORNEAU III		
DESIGN-DETAILED	T.WARREN	M.OUNDJIAN	12/25
CHECKED-REVIEWED	J.WINCHENBACH	D.ETTINGER	12/25
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS
GRADING & DRAINAGE PLAN

SHEET NUMBER

7

OF 16

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: 12/11/2025

Username: Mike.Cundiff

Filename: U:\Maine Department of Transportation\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Grading and Drainage.dgn

CURVE DATA - 1
PI = 101+85.53
D = 05°43'46.48"
Δ = 10°29'07.93" (LT)
R = 1000.00'
L = 183.01'
T = 91.76'
E = 4.20'

CURVE DATA - 2
PI = 103+31.65
D = 11°27'32.96"
Δ = 12°31'31.59" (LT)
R = 500.00'
L = 109.31'
T = 54.87'
E = 3.00'

CURVE DATA - 3
PI = 104+72.96
D = 28°38'52.40"
Δ = 46°57'31.78" (LT)
R = 200.00'
L = 163.92'
T = 86.88'
E = 18.05'

END = 105+50.00

APPROXIMATE LOCATION OF THE PROPOSED SIDEWALK PER THE VINALHAVEN DOWNTOWN IMPROVEMENTS PROJECT

STA. 104+48.20
END PROJECT WIN 2696000
LIMIT OF WORK
END CONSTRUCTION OF PARKING FACILITY
MATCH EXISTING PAVEMENT

STA. 100+54.97
BEGIN PROJECT 2696000
LIMIT OF WORK
BEGIN CONSTRUCTION OF PARKING FACILITY
MATCH EXISTING PAVEMENT

PC = 100+93.77

PCC = 103+86.08

STA. 103+66.13 SANDS ROAD =
STA. 103+66.13 WEST MAIN STREET

PCC = 102+76.78

START = 100+00.00

100+00
S53°44'46.16"E

SANDS ROAD

101+00

102+00

103+00

WEST MAIN STREET

104+00

105+00

CONSTRUCTION E

SAWCUT (TYP.)

SEE NOTE 7 REGARDING PROPOSED WORK IN PROXIMITY OF THE EXISTING RIGHT OF WAY

EXISTING GUARDRAIL TO REMAIN

INSTALL ¾" CRUSHED STONE BETWEEN THE BACK OF PROPOSED SIDEWALK AND THE BACK OF THE EXISTING GUARDRAIL POSTS

CURBED ISLAND (TYP.)

REMOVE AND RESET EXISTING BOULDERS AS REQUIRED TO CONSTRUCT PARKING LOT (TYP.)

HB-VIN-102

HB-VIN-106

HB-VIN-109A

HB-VIN-109

HB-VIN-111

LIGHT POLE (TYP.)

APPROXIMATE LOCATION OF 1 ¼" PE SERVICE

REMOVE EXISTING DOUBLE WOOD BEAM GUARDRAIL (TYP.)

APPROXIMATE LOCATION OF ¾" PE SERVICE

GRAVEL BOX LIMIT

SEE NOTE 4

CLEAR ALL TREES IN AREA

HB-VIN-103

SIGNAL CONDUIT (TYP.)

HB-VIN-101

HB-VIN-107

SELECTIVE TRIMMING AS REQUIRED (TYP.)

SEE NOTE 3

SEE NOTE 1

DOUBLE WOOD BEAM GUARDRAIL (TYP.)

HB-VIN-105

HB-VIN-112

6" STEEL BOLLARD (TYP.)

EXISTING MANHOLE TO REMAIN

REMOVE EXISTING PAVEMENT, LOAM AND SEED

STONE DITCH PROTECTION

REMOVE 12" STORM DRAIN

SEE NOTE 2

HB-VIN-110

STRIPED ISLAND (TYP.) FOR ADDITIONAL INFORMATION SEE THE SIGNING & STRIPING PLANS

HB-VIN-104

¾" CRUSHED STONE SEE NOTE 5

HIGHEST ASTRONOMICAL TIDE LINE = 6.5'

MEAN HIGH WATER LINE = 4.6'

REMOVE EXISTING BITUMINOUS CURB

CONNECT TO EXISTING CONTROL BOX AT THE END OF THE PIER

GRIMES PARK

CLEAR UP TO EXISTING RIGHT OF WAY

ADDITIONAL COORDINATION WITH MAINE DOT PROJECT WIN 26962.00, ELECTRICAL UPGRADES TO THE VINALHAVEN FERRY TERMINAL IS REQUIRED

REMOVE EXISTING LIGHT POLE, FOUNDATION, AND CONDUIT (TYP.) (SEE NOTE 6)

HB-VIN-108

SELECTIVE TRIMMING AS REQUIRED

25' OFFSET OF MEAN HIGH WATER LINE

EXISTING GUARDRAIL TO REMAIN

REMOVE AND RESET EXISTING BOULDERS AS REQUIRED TO ACHIEVE THE DESIRED GRADES (TYP.)

PLAN

25 0 25 50
Scale of Feet

NOTES:

1. THE EXISTING BUILDINGS (CREW QUARTERS & SHED) WILL BE RELOCATED OFFSITE BY THE VINALHAVEN HOUSING AUTHORITY PRIOR TO THE START OF CONSTRUCTION. THE EXISTING CONCRETE FOUNDATIONS SHALL BE REMOVED AS PART OF THIS PROJECT. PAYMENT FOR THE REMOVAL OF CONCRETE FOUNDATIONS SHALL BE MADE UNDER ITEM 203.21, ROCK EXCAVATION.

2. THE EXISTING SEWER PUMP STATION, ELECTRICAL CONDUIT, AND HEATING SYSTEM UNDER THE FOUNDATION WILL BE REMOVED AS PART OF THIS PROJECT. PAYMENT FOR THE REMOVAL OF THE EXISTING SEWER PUMP STATION, ELECTRICAL CONDUIT, AND THE HEATING SYSTEM SHALL BE MADE INCIDENTAL TO ITEM 202.082, REMOVE BUILDING UTILITIES.

3. THE EXISTING SEWER LINE THAT CONNECTS THE CREW QUARTERS TO THE SEWER MANHOLE (LOCATED AT STATION 100+80, LT.) SHALL BE REMOVED FROM THE CREW QUARTERS UP TO SANDS ROAD AND CAPPED. PAYMENT FOR THE REMOVAL AND CAPPING OF THE EXISTING SEWER LINE SHALL BE MADE INCIDENTAL TO ITEM 202.082, REMOVE BUILDING UTILITIES.

4. THE EXISTING ABANDONED LEACH FIELD (APPROXIMATE LOCATION SHOWN ON THE PLANS) WILL REMAIN.

5. THE EXISTING WATER LINE (APPROXIMATE LOCATION SHOWN ON THE PLANS) FEEDS BOTH THE FERRY TERMINAL AS WELL AS THE CREW QUARTERS (SET TO BE REMOVED). A CURB STOP WAS INSTALLED IN 2024 TO SEPERATE THE UTILITY BETWEEN THE TWO BUILDINGS. THIS CURB STOP SHALL BE ADJUSTED TO GRADE AS PART OF THIS PROJECT.

6. REMOVAL OF EXISTING LIGHT POLES, CONDUIT, AND FOUNDATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

7. THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). NO ADDITIONAL RIGHT OF WAY HAS BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal No. 2696000

WIN
26960.00

HIGHWAY PLANS

STATE OF MAINE · REGISTERED PROFESSIONAL ENGINEER · Cody A. Russell 15866

Cody A. Russell

	BY	DATE
SIGNATURE		
P.E. NUMBER	T.WHITE	NOV 2025
12/11/2025		
DATE		

	A.GORNEAULT	
PROJ MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	C.RUSSELL	
DESIGN3-DETAILED3	C.RUSSELL	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

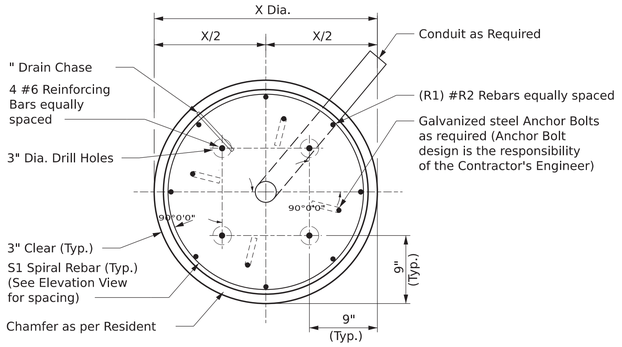
VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

BORING LOCATION PLAN

SHEET NUMBER
8
OF 16

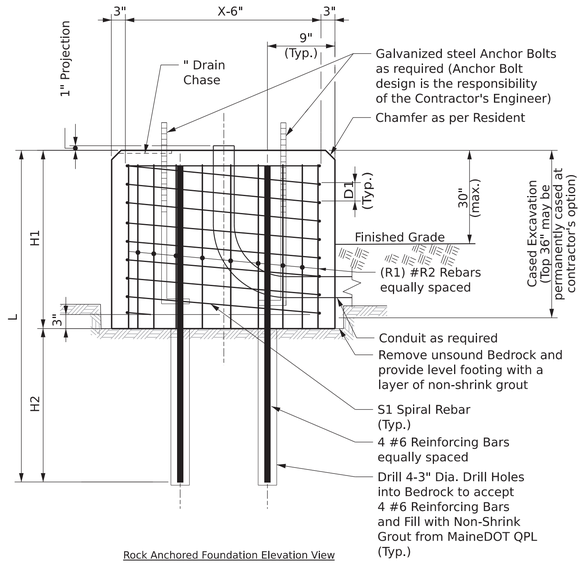
Date: 12/11/2025
Username: Cody.A.Russell

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 26960_00\GEOTECH\Boring_Location_Plan1.dgn



Rock Anchored Foundation Plan View

Not to Scale (See Table below for Rock Anchored Foundation Dimensions & Reinforcement Information)



Rock Anchored Foundation Elevation View

Not to Scale (See Table below for Rock Anchored Foundation Dimensions & Reinforcement Information)

LIGHT POLES

N 198487.7249, E 1715538.9645
N 198524.2471, E 1715495.2788
N 198387.5118, E 1715411.6233

NOTES:

1. All reinforcing steel shall be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
2. All rebar shall have 3" cover unless otherwise noted.
3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
5. Concrete to be Class LP with f'c = 5,000 PSI.
6. For rock anchored foundations, Solid Bars drilled and grouted into bedrock shall be #6 Reinforcing Bars, Grade 60 Steel. Reinforcing bars shall be continuous full height of bedrock socket and shaft with no couplings.
7. For rock anchored foundations, a layer of non-shrink grout shall be placed in the bottom of the excavation prior to drilling the 3" Dia. drill holes to provide a smooth surface for drilling.
8. For rock anchored foundations, centralizers shall be attached to the #6 Reinforcing Bars to maintain cement grout cover on the Reinforcing Bar within the bedrock socket.
9. For rock anchored foundations, bedrock sockets shall be drilled using a minimum 3" outside diameter (OD) diameter diamond core barrel. Air rotary drilling shall not be allowed.
10. Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 626.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.

ROCK-ANCHORED FOUNDATIONS

Light Pole Location (Northing, Easting)	Total Foundation Length H1+H2 (feet)	Concrete Shaft Dimensions: Concrete Shaft Diameter X (feet)	Concrete Shaft Dimensions: Concrete Shaft Height (Min.) H1 (feet)	Concrete Shaft Reinforcing Steel: Longitudinal Rebars Quantity R1	Concrete Shaft Reinforcing Steel: Longitudinal Rebars Size R2	Concrete Shaft Reinforcing Steel: Spiral Rebars Size S1	Concrete Shaft Reinforcing Steel: Spiral Bar Spacing D1 (inches)	Anchor Rebar Into Bedrock: Drill Hole Diameter (Min.) (inches)	Anchor Rebar Into Bedrock: Anchor Rebar Length Into Bedrock/Drill Hole Length (Min.) H2 (feet)	Anchor Rebar Into Bedrock: Anchor Rebar Minimum Length H1+H2-Cover (feet)	Anchor Rebar Into Bedrock: Anchor Rebar Into Bedrock Quantity	Anchor Rebar Into Bedrock: Anchor Rebar Into Bedrock Size
198487.7249, 1715538.9645	9.5	2.0	4.0	8	#6	#3	8	3.0	5.5	6.75	4	#6
198524.2471, 1715495.2788	9.5	2.0	7.5	8	#6	#3	8	3.0	2.0	9.25	4	#6
198387.5118, 1715411.6233	9.5	2.0	6.5	8	#6	#3	8	3.0	3.0	9.25	4	#6

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal No. 2696000

WIN 26960.00

HIGHWAY PLANS

STATE OF MAINE · Cody A. Russell · 15866 · REGISTERED PROFESSIONAL ENGINEER

Cody A. Russell

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

SIGNATURE
15866
P.E. NUMBER
12/11/2025
DATE

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

ROCK-ANCHORED FOUNDATIONS

SHEET NUMBER

9

OF 16

Username: Cody.A.Russell Date: 12/11/2025

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 26960_00\GEOTECH\Sign and Lighting Foundations1.dgn

Maine Department of Transportation — HB-VIN-101

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-101
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	15.1	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/29/2025; 14:30-15:30	Drilling Method:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	101+081, 86.3 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	14.6		6" HMA — 0.5	
	1D	24/14	1.00 – 3.00	6/7/6/10	13	20				Brown, moist, medium dense, fine to coarse SAND, some gravel, some silt, (Fill).	
5	2D	24/13	5.00 – 7.00	2/5/5/12	10	15		8.1		Brown, moist, medium dense, Gravelly fine to coarse SAND, some silt, occasional cobble, (Fill). — 7.0	
10										Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-101

Maine Department of Transportation — HB-VIN-102

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-102
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	16.9	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 11:00-11:45	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	101+21.9, 191 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	16.4		5.5" HMA — 0.5	
	1D	24/18	1.00 – 3.00	7/11/10/5	21	32				Brown, damp, dense, fine to coarse SAND, some gravel, little silt, (Fill).	
5	2D	24/13	5.00 – 7.00	3/2/2/8	4	6		12.4		Light brown, moist, loose, Silty fine to medium SAND. — 4.5	
10								9.9		Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL — 7.0	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-102

Maine Department of Transportation — HB-VIN-103

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-103
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	15.6	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 09:00-10:00	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	102+10.2, 84.4 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	15.1		5.5" HMA — 0.5	
	1D	24/15	1.00 – 3.00	11/6/4/410	10	15				Brown, moist, medium dense, Gravelly fine to coarse SAND, some silt, (Fill).	
5	2D	24/20	5.00 – 7.00	3/16/11/11	27	41		11.6		Brown, wet, dense, Silty fine to coarse SAND, some gravel. — 4.0	
10								8.6		Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL — 7.0	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-103

Maine Department of Transportation — HB-VIN-104

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-104
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	8.0	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/1/2025; 08:00-09:30	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	102+36.2, 189.2 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/19	0.00 – 2.00	2/2/2/4	4	6	SSA	7.8		0.2 Ft. Topsoil. — 0.2	
										Brown, moist, loose, Silty fine to medium SAND, trace gravel.	
5	2D	24/216	5.00 – 7.00	2/10/12/30(36")	22	34		1.2		Brown, wet, dense, Silty fine to medium SAND, trace gravel.	
10										Bottom of Exploration at 6.8 feet below ground surface. Auger REFUSAL, good bounce on spoon. — 6.8	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-104

Maine Department of Transportation — HB-VIN-105

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-105
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	11.0	Auger ID/OD:	N/A
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/1/2025; 09:30-11:30	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	102+63.3, 119.1 ft Rt.	Casing ID/OD:	NW-3"	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0								10.8		0.2 ft Topsoil and Roots. — 0.2	
	1D	18/10	0.00 – 1.50	2/7/50	50	77	NW-3			Brown, damp, moist, fine to coarse SAND, some silt, roots. — 1.5	
5	R1	60/60	1.50 – 6.50	RQD = 60%			NQ-2"	9.5		Top of Bedrock at Elev. 9.5 Ft R1 Bedrock: Intrusive DEVONIAN GRANITE. Rock Quality = Fair R1 Core Times (mm/sec) 1.5-2.5 Ft (1.46) 2.5-3.5 Ft (2.22) 3.5-4.5 Ft (2.36) 4.5-5.5 Ft (3.14) 5.5-6.5 Ft (3.48) 100% Recovery	
10								4.5		Bottom of Exploration at 6.5 feet below ground surface. — 6.5	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-105

Maine Department of Transportation — HB-VIN-106

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-106
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	16.2	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 10:00-11:00	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	102+80.9, 29.3 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	15.7		6" HMA — 0.5	
	1D	24/17	1.00 – 3.00	5/6/8/9	14	21				Brown, moist, medium dense, fine to coarse SAND, some gravel, some silt, (Fill). — 3.5	
5	2D	24/20	5.00 – 7.00	3/3/5/9	8	12		12.7		Brown, damp, medium dense, Silty fine to medium SAND. — 7.0	
10								9.2		Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-106

Maine Department of Transportation — HB-VIN-107

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-107
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	11.9	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 13:00-14:00	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	103+31.1, 100.5 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	11.4		6" HMA — 0.5	
	1D	24/16	1.00 – 3.00	8/8/4/4	12	18				Brown, moist, medium dense, Gravelly fine to coarse SAND, some silt, trace organics, (Fill). — 4.5	
5	2D	24/22	5.00 – 7.00	6/6/11/11	17	26		7.4		Brown, wet, medium dense, Silty fine to coarse SAND, some gravel. — 7.0	
10								4.9		Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-107

Maine Department of Transportation — HB-VIN-108

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-108
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	10.4	Auger ID/OD:	5" Dia.
Operator:	Doggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 15:30-16:15	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	103+25.5, 257.0 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Hammer Efficiency Factor: 0.92 — Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions:
B = Split Spoon Sample
MS = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test. PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Unshrained Shear Strength (psf)
$S_{u(ave)}$ = Lab Vane Undrained Shear Strength (psf)
q_u = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Calibration Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*SPT-N-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in)	Sample Depth (ft.)	Blows/6 in. Pattern Strength or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/14	0.00 – 2.00	5/4/6/5	10	15	SSA	10.2		0.2 ft Topsoil. — 0.2	
										Brown, moist, medium dense, fine to coarse SAND, some gravel, with brick fragments.	
5	2D	24/15	5.00 – 7.00	8/13/14/23	27	41		6.4		— 4.0	
10								3.4		Brown, wet, dense, fine to coarse SAND, some gravel, some silt.	
15										Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL — 7.0	
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1 — Boring No.: HB-VIN-108

Date: 12/11/2025
Username: Cody.A.Russell

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 26960_00\GEOTECH\Boring_Log_Plan1.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal No. 2696000

WIN 26960.00

HIGHWAY PLANS

STATE OF MAINE — Cody A. Russell — 15866 — REGISTERED PROFESSIONAL ENGINEER

	BY	DATE
PROJ MANAGER	AGORNEAU.M	
DESIGN-DETAILED		
CHECKED-REVIEWED	SIGNATURE	
DESIGN2-DETAILED2	C.RUSSELL	DEC 2025
DESIGN3-DETAILED3	T.WHITE	
REVISIONS 1		
REVISIONS 2	P.E. NUMBER	15866
REVISIONS 3		
REVISIONS 4	DATE	12/11/2025
FIELD CHANGES		

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

BORING LOGS

SHEET NUMBER

10

OF 16

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-109
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	15.5	Auger ID/OD:	5" Dia.
Operator:	Daggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 14:00-15:30	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	103+73.2, 26.6 Ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed
Hammer Efficiency Factor:	0.92	Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Catheod ☐

Definitions:
B = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Coiberation Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*60/Nm-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	15.0		6" HMA (0.5)	
	1D	24/16	1.00 - 3.00	4/3/5/5	8	12				Brown, moist, medium dense, fine to coarse SAND, some gravel, some silt, (Fill).	
5								10.5		Bottom of Exploration at 5.0 feet below ground surface. Auger REFUSAL. (5.0)	
10											
15											
20											
25											

Remarks:
Moved to HB-VIN-109A, 2.7 ft Northeast of HB-VIN-109.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-VIN-109

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-109A
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	15.5	Auger ID/OD:	5" Solid Stem
Operator:	Daggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 14:00-15:30	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	103+75.2, 25.1 Ft Rt.	Casing ID/OD:	NW+3"	Water Level*:	None Observed
Hammer Efficiency Factor:	0.92	Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Catheod ☐

Definitions:
B = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Coiberation Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*60/Nm-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	15.0		Brown, moist, medium dense, fine to coarse SAND, some gravel, some silt, (Fill). (5.0)	
5							110	10.5		Top of Bedrock at Elev. 10.5 Ft. Roller coned ahead to 5.2 ft bgs. (5.0)	
	R1	60/55	5.20 - 10.20	RQD = 45%			NQ-2	10.3		R1: Bedrock: Intrusive DEVONIAN GRANITE. Rock Quality = Poor R1: Core Times (minsec) 5.2-6.2 Ft (2:49) 6.2-7.2 Ft (3:07) 7.2-8.2 Ft (3:20) 8.2-9.2 Ft (2:22) 9.2-10.2 Ft (3:41) 90% Recovery	
10								5.3		Bottom of Exploration at 10.2 feet below ground surface. (10.2)	
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-VIN-109A

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-110
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	11.7	Auger ID/OD:	5" Solid Stem
Operator:	Daggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	10/1/2025; 11:30-13:00	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	103+43.4, 188.0 Ft Rt.	Casing ID/OD:	NW+3"	Water Level*:	None Observed
Hammer Efficiency Factor:	0.92	Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Catheod ☐

Definitions:
B = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample Attempt
V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Coiberation Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*60/Nm-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	11.2		5.5 - HMA (0.5)	
	1D	24/14	1.00 - 3.00	3/3/3/8	6	9				Brown, damp, loose, Silty fine to medium SAND, trace gravel, (Fill).	
5								7.9		Top of Bedrock at Elev. 7.9 Ft.	
	R1	60/60	3.80 - 8.80	RQD = 55%			NQ-2			R1: Bedrock: Intrusive DEVONIAN GRANITE. Rock Quality = Fair R1: Core Times (minsec) 3.8-4.8 Ft (1:45) 4.8-5.8 Ft (1:42) 5.8-6.8 Ft (2:06) 6.8-7.8 Ft (2:11) 7.8-8.8 Ft (2:13) 100% Recovery	
10								2.9		Bottom of Exploration at 8.8 feet below ground surface. (8.8)	
15											
20											
25											

Remarks:

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Page 1 of 1
Boring No.: HB-VIN-110

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-111
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	13.5	Auger ID/OD:	5" Dia.
Operator:	Daggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 08:00-09:00	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	1004+83.5, 62.2 Ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed
Hammer Efficiency Factor:	0.92	Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Catheod ☐

Definitions:
B = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
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V = Field Vane Shear Test, PP = Pocket Penetrometer
MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Coiberation Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*60/Nm-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	13.1		3" HMA (0.4)	
	1D	24/11	1.00 - 3.00	5/24/10/5	34	52				Brown, moist, very dense, fine to coarse SAND, some gravel, some silt, occasional cobble, (Fill).	
5								9.5		Brown, moist, very dense, Silty fine to coarse SAND, some gravel, occasional cobble. (4.0)	
	2D	24/19	5.00 - 7.00	3/8/48/44	56	86		6.5		Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL (7.0)	
10											
15											
20											
25											

Remarks:

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Page 1 of 1
Boring No.: HB-VIN-111

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Vinalhaven Ferry Terminal parking/Sidewalk Reconstruction
Location: Vinalhaven, Maine

Boring No.: HB-VIN-112
WIN: 26960.00

Driller:	MaineDOT	Elevation (ft):	11.9	Auger ID/OD:	5" Dia.
Operator:	Daggett/Andrie	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	9/30/2025; 08:00-09:00	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	103+89.4, 161.5 Ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed
Hammer Efficiency Factor:	0.92	Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Catheod ☐

Definitions:
B = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
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MV = Unsuccessful Field Vane Shear Test Attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = Weight of 140lb. Hammer
WOR = Weight of Rods or Casing
WOP = Weight of One Person
S_u = Peak/Remolded Field Vane Undrained Shear Strength (psf)
$S_{u(LAB)}$ = Lab Vane Undrained Shear Strength (psf)
q_p = Unconfined Compressive Strength (tsf)
N-uncorrected = Raw Field SPT N-value
Hammer Efficiency Factor = Rig Specific Annual Coiberation Value
N_{60} = SPT N-uncorrected Corrected for Hammer Efficiency
N_{60} = Hammer Efficiency Factor*60/Nm-uncorrected
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Rec./Rec. (in.)	Sample Depth (ft.)	Blows / (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0							SSA	11.4		6" HMA (0.5)	
	1D	24/16	1.00 - 3.00	4/10/9/5	19	29				Brown, moist, medium dense, fine to coarse SAND, some gravel, some silt, (Fill).	
5								7.4		Brown, wet, medium dense, Gravelly fine to coarse SAND, little silt. (4.5)	
	2D	24/14	5.00 - 7.00	2/3/6/13	9	14		4.9		Bottom of Exploration at 7.0 feet below ground surface. NO REFUSAL (7.0)	
10											
15											
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-VIN-112

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

Federal No. 2696000

WIN 26960.00

HIGHWAY PLANS

STATE OF MAINE
Cody A. Russell
15866
REGISTERED PROFESSIONAL ENGINEER

Cody A. Russell

	BY:	DATE
SIGNATURE		
P.E. NUMBER	15866	
DATE		12/11/2025

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

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

BORING LOGS

SHEET NUMBER
11
OF 16

Username: Cody.A.Russell
Date: 12/11/2025

Filename: C:\Users\Terry.White\State of Maine\MaineDOT Work - 26960_00\GEOTECH\Boring_Log_Plan2.dgn

SIGNING LEGEND

1	STOP	R1-1 36" X 36" QUANTITY: 2	4		W11-2 (L) 30" X 30" QUANTITY: 4	8	NO EXIT	SP-1 18" X 18" QUANTITY: 2	11**	KNOX COUNTY SHERIFF	SP-4 12" X 18" QUANTITY: 1	14		W11-2 (R) 30" X 30" QUANTITY: 2
2*	RESERVED PARKING	R7-8 12" X 18" QUANTITY: 5	5		W16-7P (L) 21" X 15" QUANTITY: 2	9		R3-1 24" X 24" QUANTITY: 1	12**	MARINE PATROL	SP-5 12" X 18" QUANTITY: 1	15		W16-7P (R) 21" X 15" QUANTITY: 2
3*	VAN ACCESSIBLE	R7-8aP 12" X 6" QUANTITY: 2	6	AHEAD	W16-9P 24" X 12" QUANTITY: 2	10**	MSFS EMPLOYEE PARKING	SP-2 12" X 18" QUANTITY: 8	13	DO NOT ENTER	R5-1 30" X 30" QUANTITY: 2			
			7		UNDERDRAIN DELINEATOR POST QUANTITY: 2									

*SIGN TO BE INSTALLED ON 6" STEEL BOLLARD.
**SIGN TO BE INSTALLED WITHIN THE EXISTING DOUBLE BEAM GUARDRAIL.

PARKING LOT COMPARISON

NUMBER OF EXISTING PARKING STALLS: 97
NUMBER OF PROPOSED PARKING STALLS: 91

LENGTH OF EXISTING LINE NUMBER LINE: ±250'
LENGTH OF PROPOSED LINE NUMBER LINE: ±300'

LENGTH OF EXISTING RESERVATION LINE: ±190'
LENGTH OF PROPOSED RESERVATION LINE: ±180'

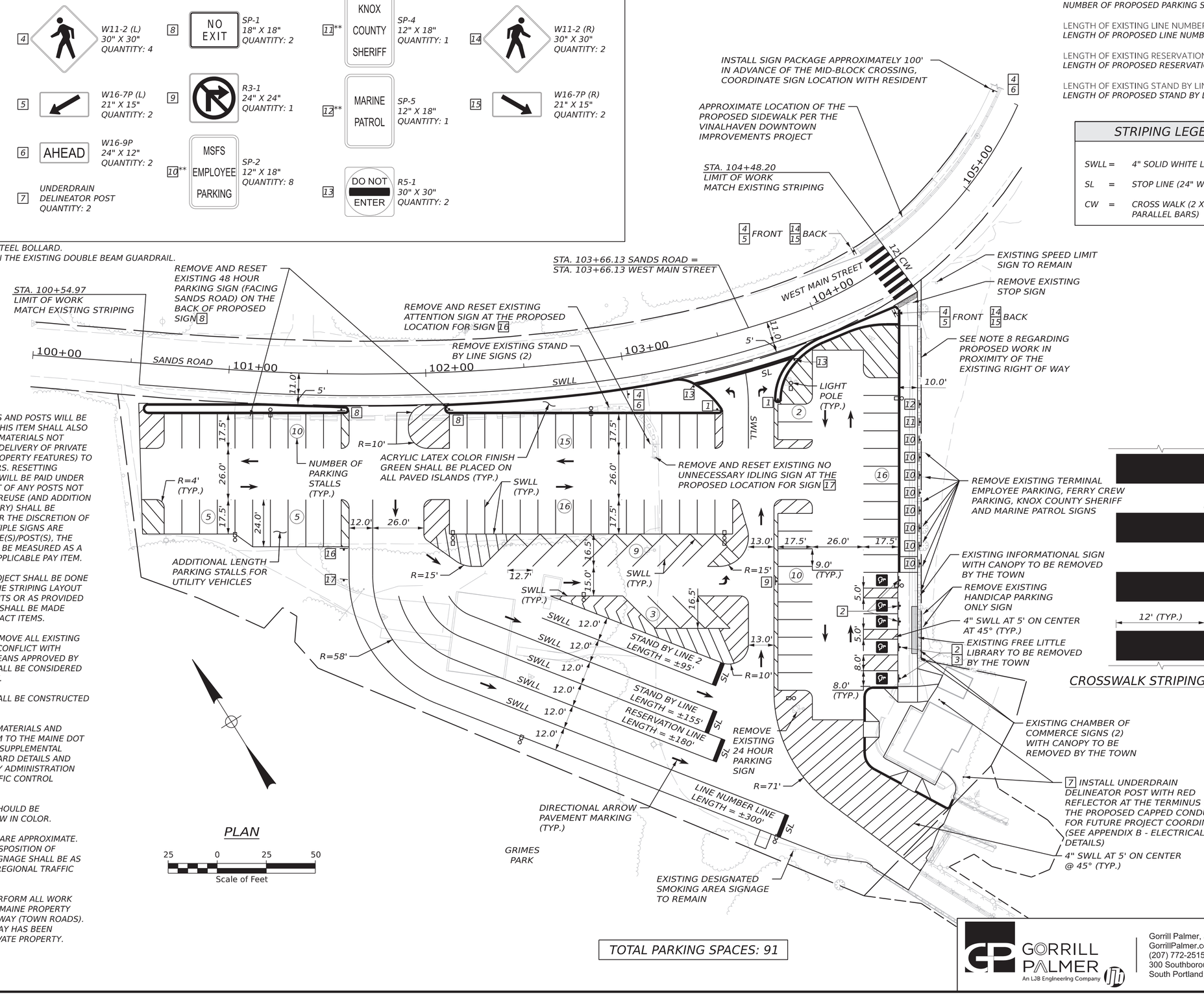
LENGTH OF EXISTING STAND BY LINE (EXTERNAL): ±200'
LENGTH OF PROPOSED STAND BY LINE (INTERNAL): ±250'

STRIPING LEGEND

SWLL	=	4" SOLID WHITE LANE LINE
SL	=	STOP LINE (24" WIDE)
CW	=	CROSS WALK (2 X 12" WIDE PARALLEL BARS)

SIGNING & STRIPING NOTES:

1. REMOVAL OF EXISTING SIGNS AND POSTS WILL BE PAID UNDER ITEM 645.106, THIS ITEM SHALL ALSO INCLUDE DISPOSAL OF SIGN MATERIALS NOT IDENTIFIED FOR REUSE AND DELIVERY OF PRIVATE SIGNS (AND ALL RELATED PROPERTY FEATURES) TO ABUTTING PROPERTY OWNERS. RESETTING EXISTING SIGNS AND POSTS WILL BE PAID UNDER ITEM 645.116, REPLACEMENT OF ANY POSTS NOT CONSIDERED SUITABLE FOR REUSE (AND ADDITION OF POLES/POSTS IF NECESSARY) SHALL BE INCIDENTAL TO THIS ITEM PER THE DISCRETION OF THE RESIDENT. WHERE MULTIPLE SIGNS ARE MOUNTED TO THE SAME POLE(S)/POST(S), THE ENTIRE SIGN ASSEMBLY WILL BE MEASURED AS A SINGLE UNIT UNDER EACH APPLICABLE PAY ITEM.
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 CONTROL DEVICES".
6. SIGNS W11-2 AND W16-7P SHOULD BE FLUORESCENT GREEN-YELLOW IN COLOR.
7. 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.
8. THE CONTRACTOR SHALL PERFORM ALL WORK FROM WITHIN THE STATE OF MAINE PROPERTY LIMITS OR PUBLIC RIGHT OF WAY (TOWN ROADS). NO ADDITIONAL RIGHT OF WAY HAS BEEN ACQUIRED TO WORK ON PRIVATE PROPERTY.



CROSSWALK STRIPING DETAIL

PLAN

25 0 25 50
Scale of Feet

TOTAL PARKING SPACES: 91

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

	BY	DATE
PROJ MANAGER	A.GORNEAU III	
DESIGN-DETAILED	S.WARREN	12/25
CHECKED-REVIEWED	M.OUNDJIAN	12/25
DESIGN2-DETAILED2	J.WINCHENBACH	
DESIGN3-DETAILED3	D.ETTINGER	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS
SIGNING & STRIPING PLAN

SHEET NUMBER
12
OF 16

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

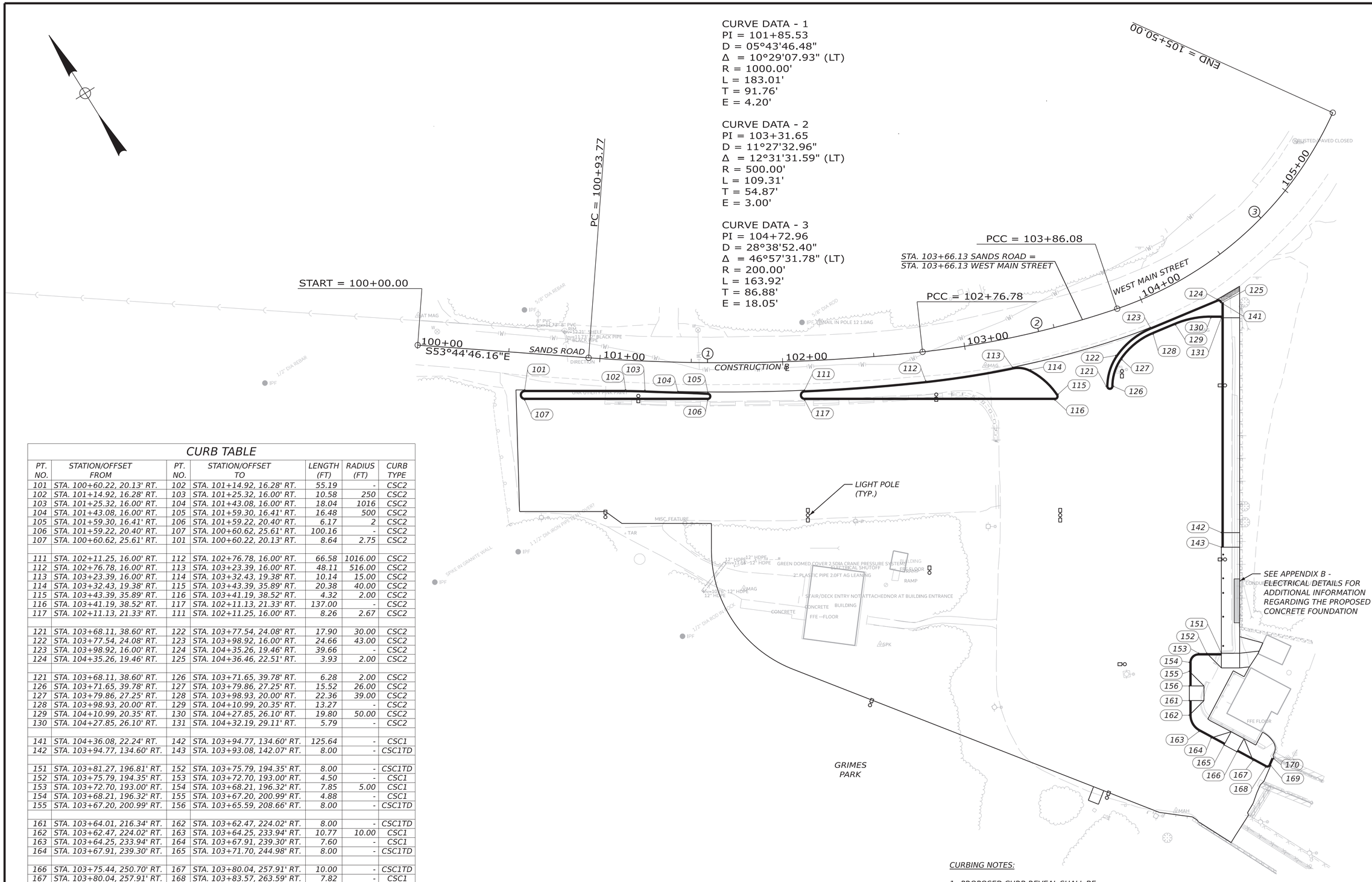
Date: 12/11/2025
Username: Mike.Cundiff

Filename: U:\Maine Department of Transportation\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Signing and Striping.dgn

CURVE DATA - 1
PI = 101+85.53
D = 05°43'46.48"
Δ = 10°29'07.93" (LT)
R = 1000.00'
L = 183.01'
T = 91.76'
E = 4.20'

CURVE DATA - 2
PI = 103+31.65
D = 11°27'32.96"
Δ = 12°31'31.59" (LT)
R = 500.00'
L = 109.31'
T = 54.87'
E = 3.00'

CURVE DATA - 3
PI = 104+72.96
D = 28°38'52.40"
Δ = 46°57'31.78" (LT)
R = 200.00'
L = 163.92'
T = 86.88'
E = 18.05'



CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
101	STA. 100+60.22, 20.13' RT.	102	STA. 101+14.92, 16.28' RT.	55.19	-	CSC2
102	STA. 101+14.92, 16.28' RT.	103	STA. 101+25.32, 16.00' RT.	10.58	250	CSC2
103	STA. 101+25.32, 16.00' RT.	104	STA. 101+43.08, 16.00' RT.	18.04	1016	CSC2
104	STA. 101+43.08, 16.00' RT.	105	STA. 101+59.30, 16.41' RT.	16.48	500	CSC2
105	STA. 101+59.30, 16.41' RT.	106	STA. 101+59.22, 20.40' RT.	6.17	2	CSC2
106	STA. 101+59.22, 20.40' RT.	107	STA. 100+60.62, 25.61' RT.	100.16	-	CSC2
107	STA. 100+60.62, 25.61' RT.	101	STA. 100+60.22, 20.13' RT.	8.64	2.75	CSC2
111	STA. 102+11.25, 16.00' RT.	112	STA. 102+76.78, 16.00' RT.	66.58	1016.00	CSC2
112	STA. 102+76.78, 16.00' RT.	113	STA. 103+23.39, 16.00' RT.	48.11	516.00	CSC2
113	STA. 103+23.39, 16.00' RT.	114	STA. 103+32.43, 19.38' RT.	10.14	15.00	CSC2
114	STA. 103+32.43, 19.38' RT.	115	STA. 103+43.39, 35.89' RT.	20.38	40.00	CSC2
115	STA. 103+43.39, 35.89' RT.	116	STA. 103+41.19, 38.52' RT.	4.32	2.00	CSC2
116	STA. 103+41.19, 38.52' RT.	117	STA. 102+11.13, 21.33' RT.	137.00	-	CSC2
117	STA. 102+11.13, 21.33' RT.	111	STA. 102+11.25, 16.00' RT.	8.26	2.67	CSC2
121	STA. 103+68.11, 38.60' RT.	122	STA. 103+77.54, 24.08' RT.	17.90	30.00	CSC2
122	STA. 103+77.54, 24.08' RT.	123	STA. 103+98.92, 16.00' RT.	24.66	43.00	CSC2
123	STA. 103+98.92, 16.00' RT.	124	STA. 104+35.26, 19.46' RT.	39.66	-	CSC2
124	STA. 104+35.26, 19.46' RT.	125	STA. 104+36.46, 22.51' RT.	3.93	2.00	CSC2
121	STA. 103+68.11, 38.60' RT.	126	STA. 103+71.65, 39.78' RT.	6.28	2.00	CSC2
126	STA. 103+71.65, 39.78' RT.	127	STA. 103+79.86, 27.25' RT.	15.52	26.00	CSC2
127	STA. 103+79.86, 27.25' RT.	128	STA. 103+98.93, 20.00' RT.	22.36	39.00	CSC2
128	STA. 103+98.93, 20.00' RT.	129	STA. 104+10.99, 20.35' RT.	13.27	-	CSC2
129	STA. 104+10.99, 20.35' RT.	130	STA. 104+27.85, 26.10' RT.	19.80	50.00	CSC2
130	STA. 104+27.85, 26.10' RT.	131	STA. 104+32.19, 29.11' RT.	5.79	-	CSC2
141	STA. 104+36.08, 22.24' RT.	142	STA. 103+94.77, 134.60' RT.	125.64	-	CSC1
142	STA. 103+94.77, 134.60' RT.	143	STA. 103+93.08, 142.07' RT.	8.00	-	CSC1TD
151	STA. 103+81.27, 196.81' RT.	152	STA. 103+75.79, 194.35' RT.	8.00	-	CSC1TD
152	STA. 103+75.79, 194.35' RT.	153	STA. 103+72.70, 193.00' RT.	4.50	-	CSC1
153	STA. 103+72.70, 193.00' RT.	154	STA. 103+68.21, 196.32' RT.	7.85	5.00	CSC1
154	STA. 103+68.21, 196.32' RT.	155	STA. 103+67.20, 200.99' RT.	4.88	-	CSC1
155	STA. 103+67.20, 200.99' RT.	156	STA. 103+65.59, 208.66' RT.	8.00	-	CSC1TD
161	STA. 103+64.01, 216.34' RT.	162	STA. 103+62.47, 224.02' RT.	8.00	-	CSC1TD
162	STA. 103+62.47, 224.02' RT.	163	STA. 103+64.25, 233.94' RT.	10.77	10.00	CSC1
163	STA. 103+64.25, 233.94' RT.	164	STA. 103+67.91, 239.30' RT.	7.60	-	CSC1
164	STA. 103+67.91, 239.30' RT.	165	STA. 103+71.70, 244.98' RT.	8.00	-	CSC1TD
166	STA. 103+75.44, 250.70' RT.	167	STA. 103+80.04, 257.91' RT.	10.00	-	CSC1TD
167	STA. 103+80.04, 257.91' RT.	168	STA. 103+83.57, 263.59' RT.	7.82	-	CSC1
168	STA. 103+83.57, 263.59' RT.	169	STA. 103+85.50, 263.56' RT.	3.31	2.00	CSC1
169	STA. 103+85.50, 263.56' RT.	170	STA. 103+86.87, 260.57' RT.	4.05	-	CSC1

CSC1 = CONCRETE SLIPFORM CURB MOLD 1
CSC2 = CONCRETE SLIPFORM CURB MOLD 2
CSC1TD = CONCRETE SLIPFORM CURB MOLD 1 TIPDOWN

CURBING NOTES:

1. *PROPOSED CURB REVEAL SHALL BE 6" AS SHOWN ON THE GRADING AND DRAINAGE PLAN.*

PLAN

25 0 25 50
Scale of Feet

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER	A. GORNEAU III	
DESIGNED-DETAILED	T. WARREN	12/25
CHECKED-REVIEWED	J.WINCHENBACH	12/25
DESIGNED-DETAILED2		
DESIGNED-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

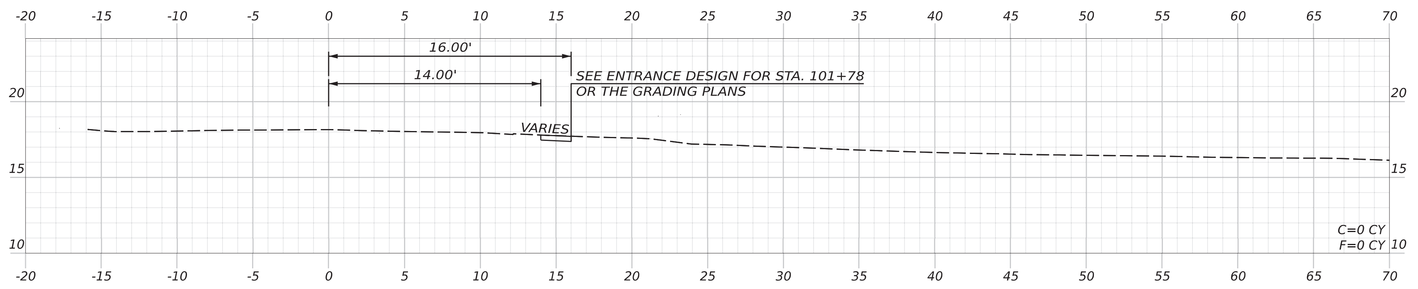
VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

CURBING PLAN

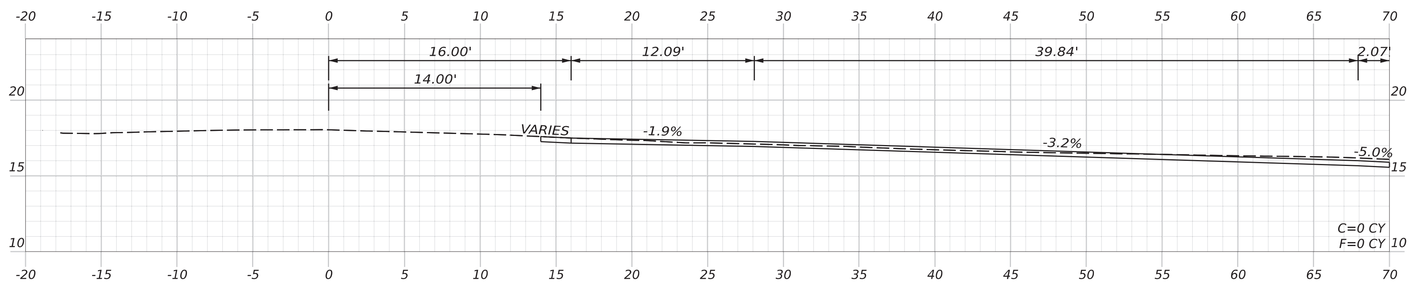
SHEET NUMBER
13
OF 16

Date: 12/11/2025
Username: Mike.Cundiff

Filename: U:\Maine Department of Transportation\4159_Vinalhaven Ferry Terminal Improvements\Z - CAD\DGN\Highway\Curbing Plan.dgn



102+00.00



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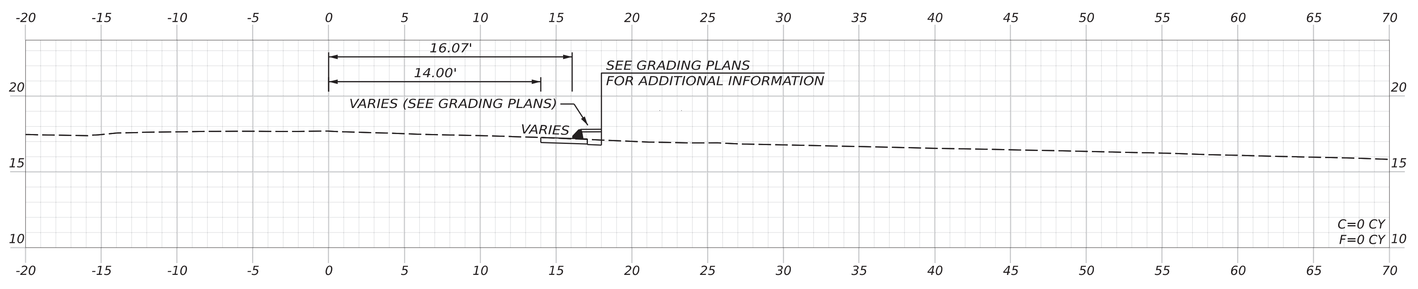

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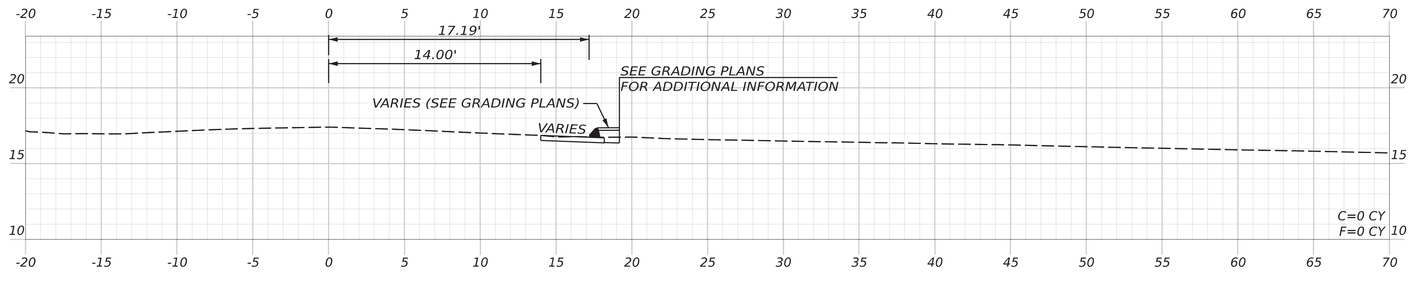

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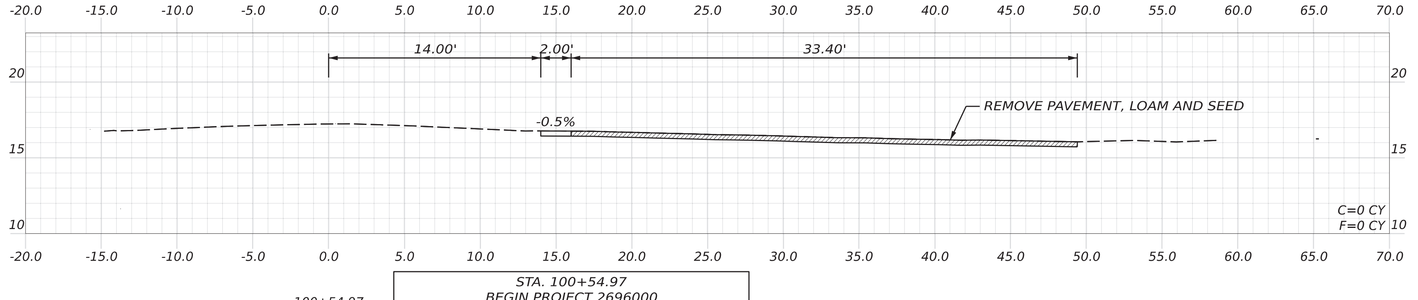
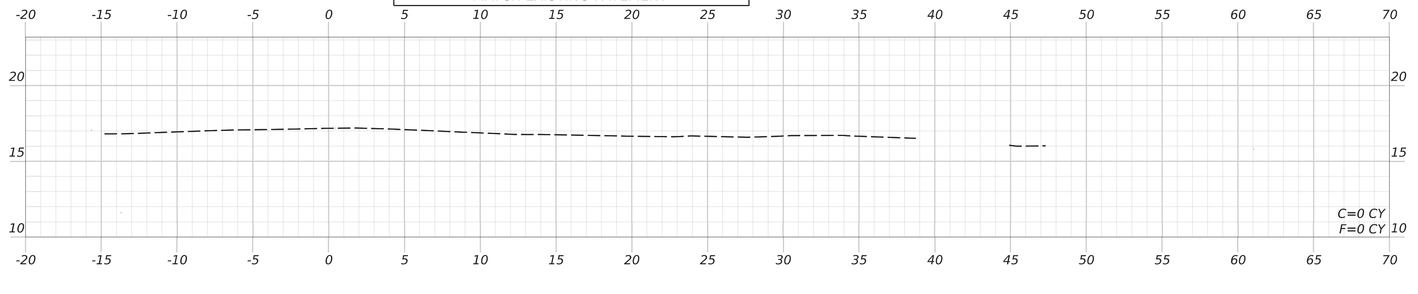


100+54.97

STA. 100+54.97
BEGIN PROJECT 2696000
LIMIT OF WORK
BEGIN CONSTRUCTION OF PARKING FACILITY
MATCH EXISTING PAVEMENT



100+50.00

SHEET NUMBER 14 OF 16

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

CROSS SECTIONS

PROJ. MANAGER	A. GORNEAU II	BY	DATE
DESIGN=DETAILED	T.WARREN	M.CUNDIFF	12/25
CHECKED=REVIEWED	J.WINCHENBACH	D.ETTINGER	12/25
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

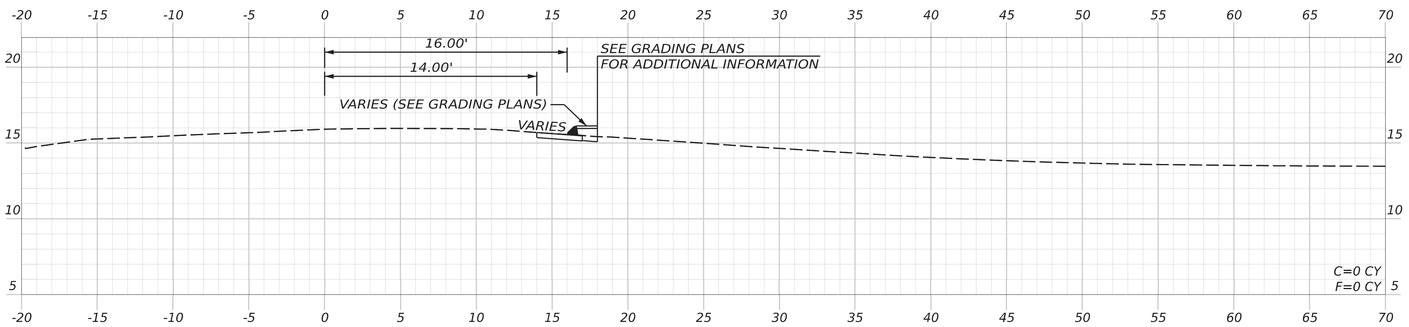
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

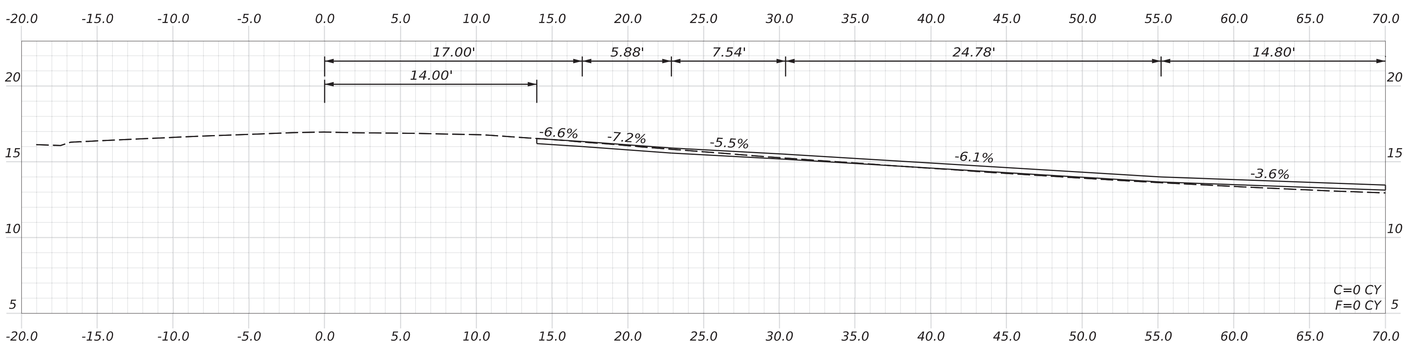
2696000

WIN
026960.00



104+00.00

STA. 103+66.13 SANDS ROAD =
STA. 103+66.13 WEST MAIN STREET



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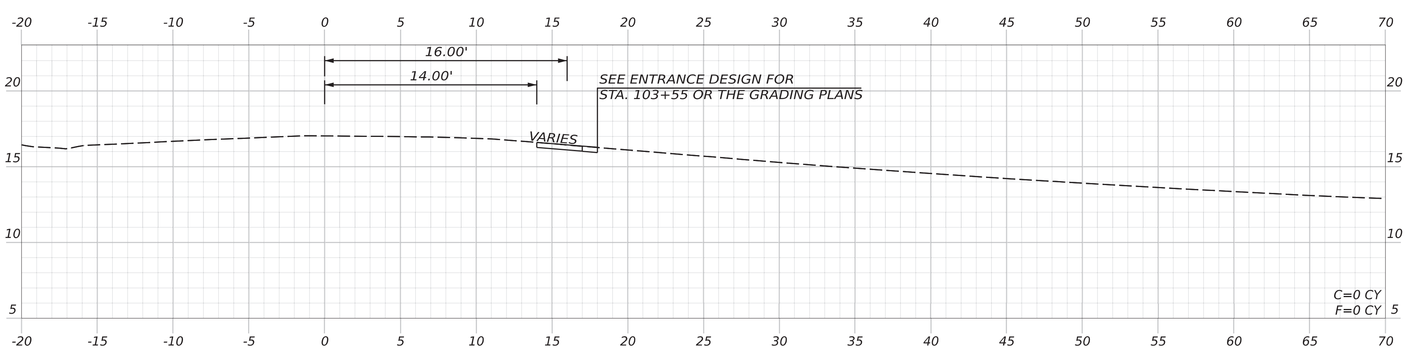
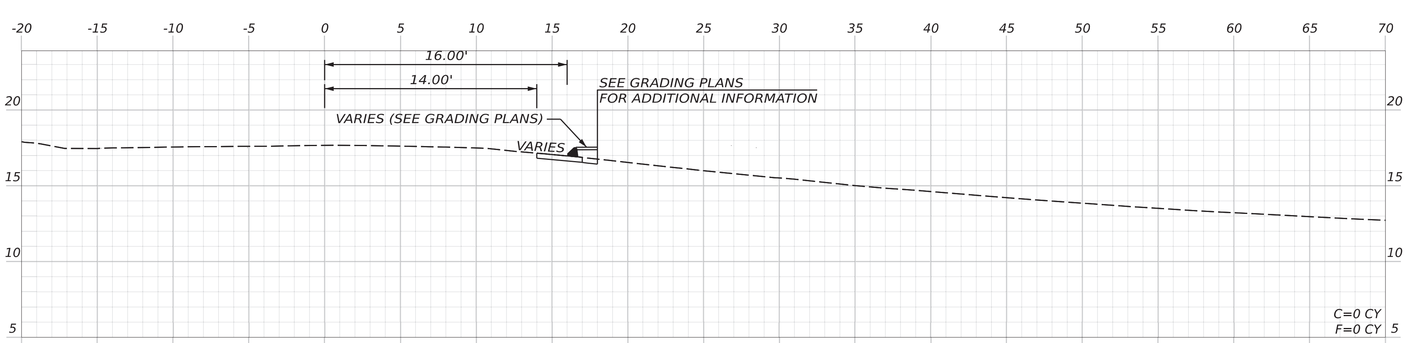
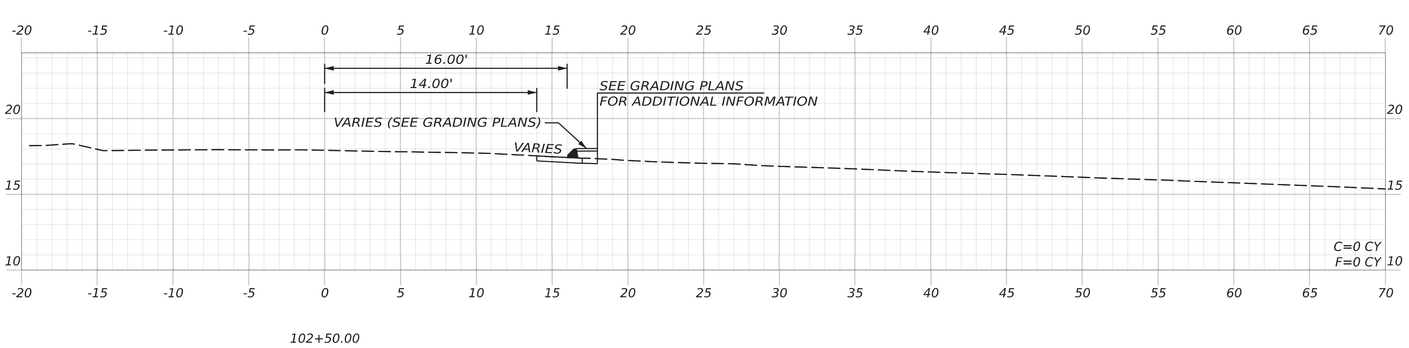


103+50.00



103+00.00



102+50.00

SHEET NUMBER 15 OF 16

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

CROSS SECTIONS

PROJ. MANAGER	A. GORNEAU III	BY	DATE
DESIGN=DETAILED	T.WARREN	M.CUNDIFF	12/25
CHECKED=REVIEWED	J.WINCHENBACH	D.ETTINGER	12/25
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

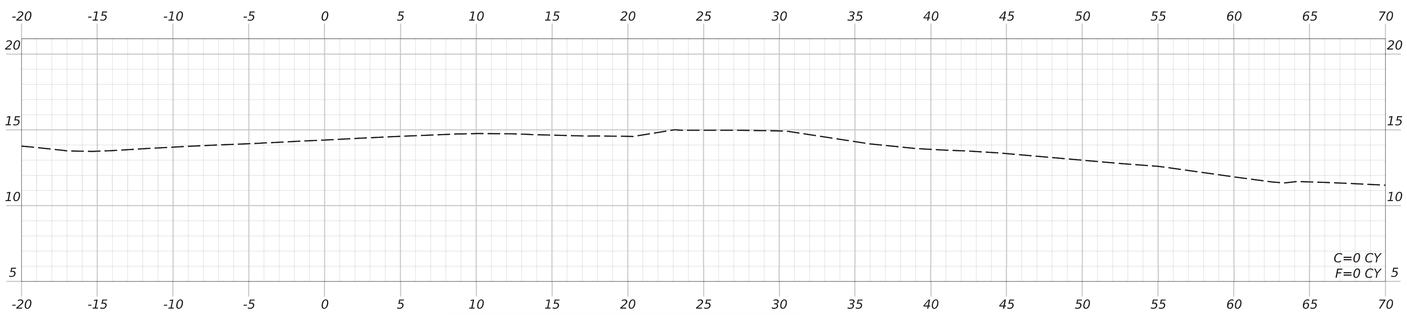
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

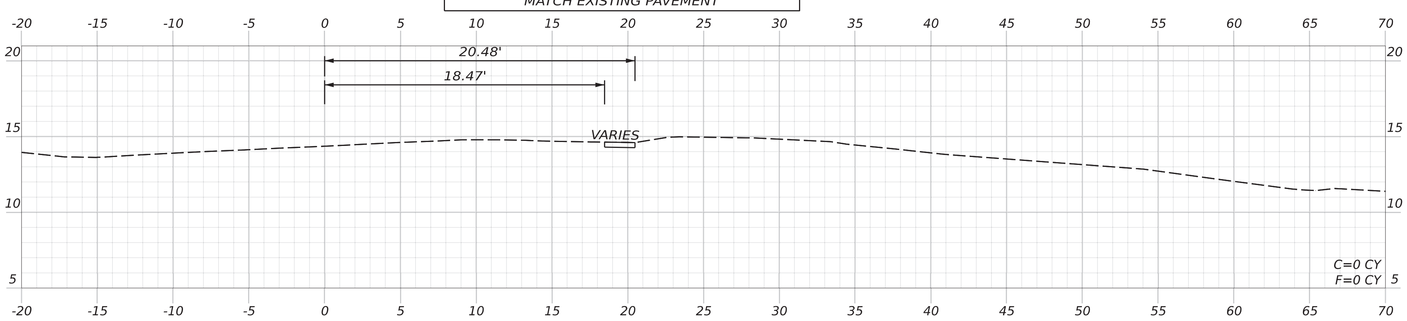
2696000

WIN
026960.00



104+50.00

STA. 104+48.20
END PROJECT 2696000
LIMIT OF WORK
END CONSTRUCTION OF PARKING FACILITY
MATCH EXISTING PAVEMENT



104+48.20

SHEET NUMBER 16 OF 16

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

CROSS SECTIONS

PROJ. MANAGER	A. GORNEAU III	BY	DATE
DESIGN=DETAILED	T.WARREN	M.CUNDIFF	12/25
CHECKED=REVIEWED	J.WINCHENBACH	D.ETTINGER	12/25
DESIGN2=DETAILED2			
DESIGN3=DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

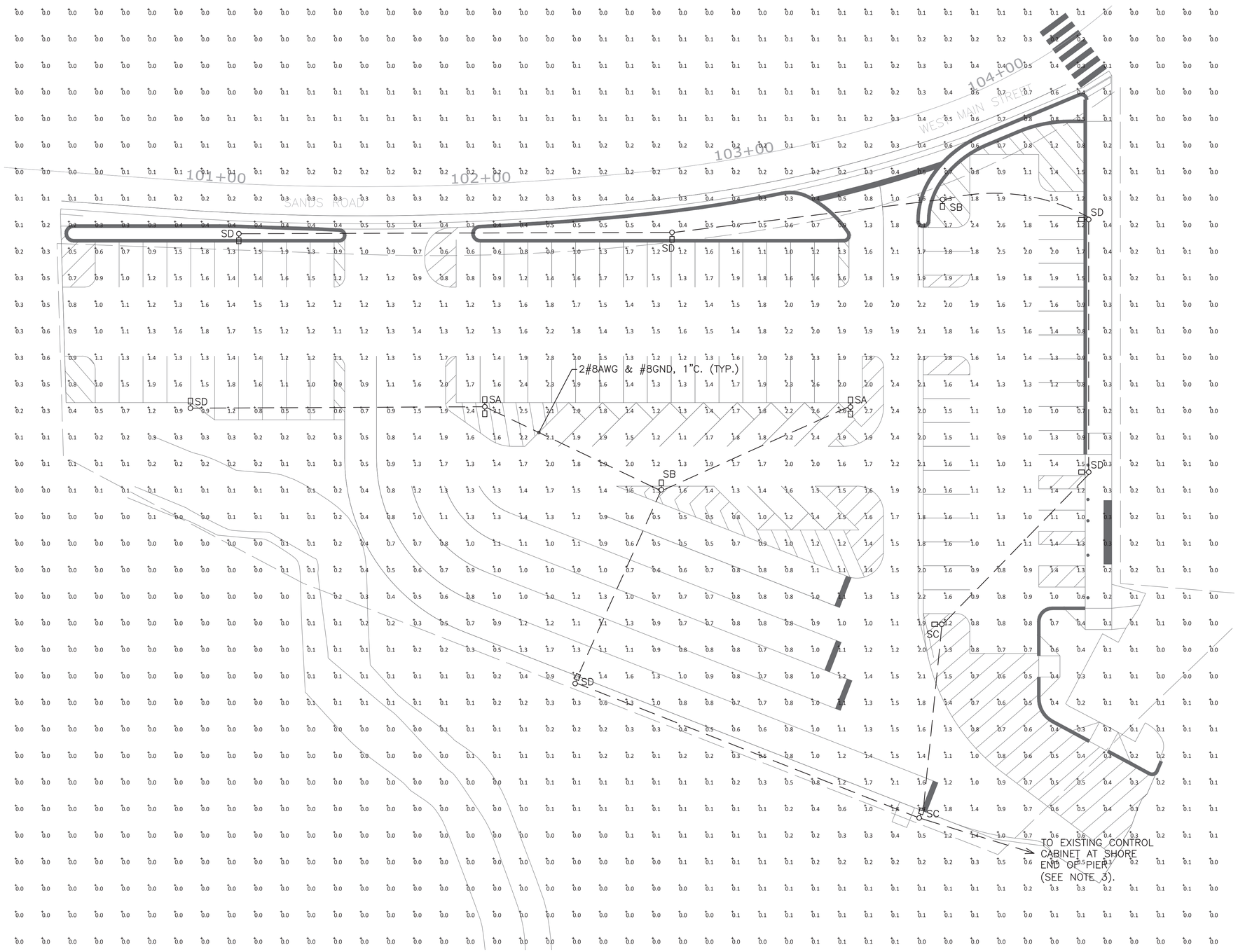
P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00



1 ELECTRICAL SITE PLAN

SCALE: 1"=20'

NOTES:

1. ALL WORK SHALL CONFORM TO NFPA 70 NATIONAL ELECTRICAL CODE.
2. ALL CONDUITS SHALL BE INSTALLED UNDERGROUND, AND SHALL BE SCHEDULE 80 PVC.
3. CONNECT LIGHTING CONDUIT TO EXISTING CONDUIT SWEEP INTO CABINET. FURNISH ALL FITTINGS FOR INSTALLATION INTO BOX.
4. INTENT IS TO REUSE EXISTING CIRCUIT EQUIPMENT IN THE CONTROL CABINET FOR THE NEW LIGHTING FIXTURES. SUPPLEMENT WITH ADDITIONAL ITEMS AS REQUIRED TO MEET THE CONTROL INTENT AS OUTLINED ON THESE DRAWINGS, MAINE DOT STANDARD SECTION 634 AND SPECIAL PROVISIONS TO SECTION 634.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
26960.00

STATE OF MAINE
TIMOTHY D MATTHEWS
No. 9199
LICENSED PROFESSIONAL ENGINEER

SIGNATURE	
P.E. NUMBER	9199
DATE	12/2025

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

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

LIGHTING PLAN

SHEET NUMBER

A1

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

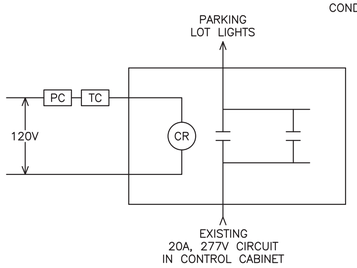
Date: $date$

Username: $user$

Filename:

DETAIL NOTE:

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

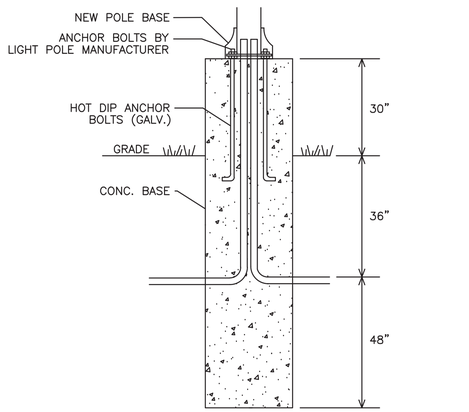


2 EXTERIOR LIGHTING CONTROLS
SCALE: NOT TO SCALE

LIGHTING SCHEDULE

TYPE	DESCRIPTION	MANFACTURER	LAMPS	MOUNTING	NOTES
SA	POLE MOUNTED TWIN LED LIGHT FIXTURES MOUNTED AT 180–DEGREES FROM EACH OTHER. FULL–CUTOFF. TYPE 4F (FORWARD) DISTRIBUTION. BLACK FINISH. 277V	LSI LIGHTING	54W LED (EA.) 4000K 7894 LUMENS	20.5' AFG STRAIGHT ALUMINUM POLE	MODEL #: (2) VALS–09L–4F–40K7 18' ROUND POLE BLACK FINISH ON BASE WITH 30" REVEAL.
SB	POLE MOUNTED LED LIGHT FIXTURE. FULL–CUTOFF. TYPE 4F (FORWARD) DISTRIBUTION. BLACK FINISH. 277V	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. 277V	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. 277V	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.

3 LIGHTING SCHEDULE
SCALE: NOT TO SCALE



LIGHT POLE BASE (FRONT)

1 LIGHTING POLE BASE DETAIL
SCALE: NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
26960.00

STATE OF MAINE
TIMOTHY D. MATTHEWS
No. 9199
LICENSED
PROFESSIONAL ENGINEER

SIGNATURE
9199
P.E. NUMBER
12/2025
DATE

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

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

LIGHTING DETAILS

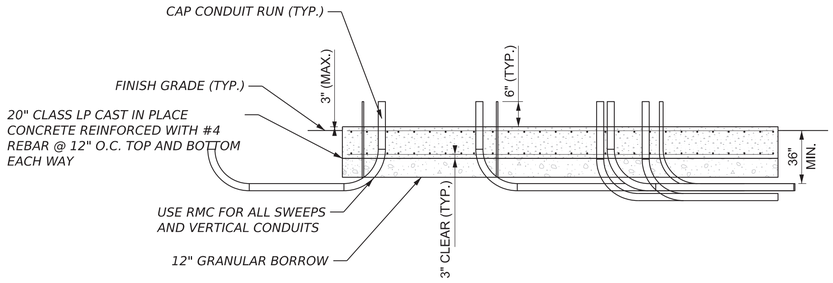
SHEET NUMBER

A2

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

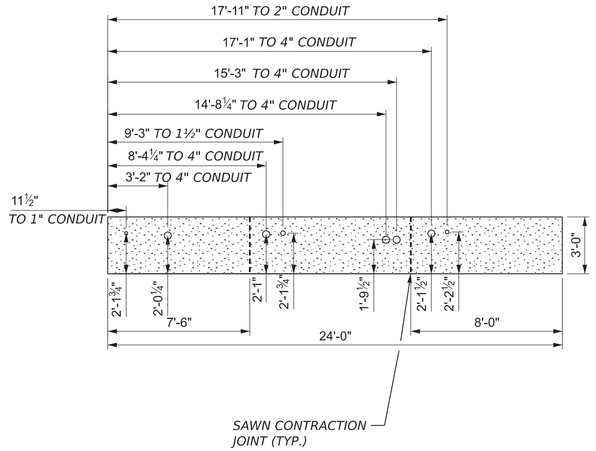
Username: $user$
Date: $date$
Filename:



ELEVATION VIEW - CABINET FOUNDATION

(LOOKING FROM SIDEWALK)

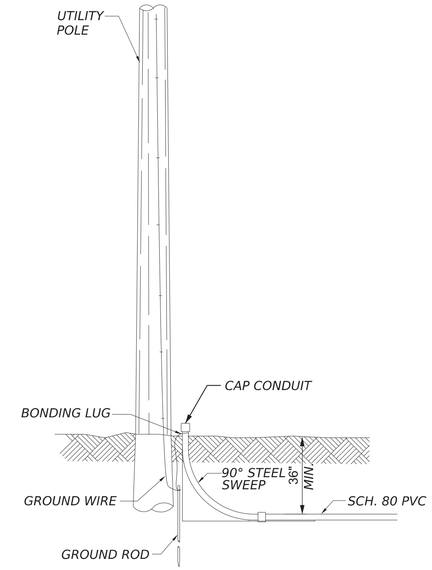
¼" = 1'-0"



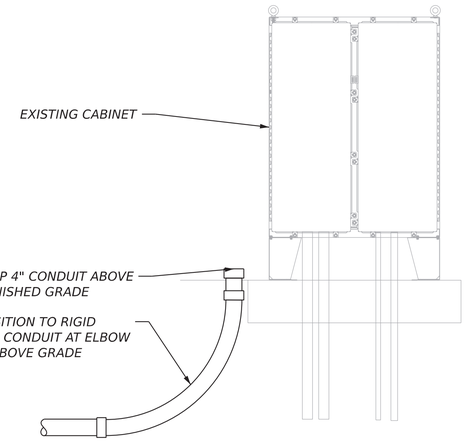
PLAN VIEW - CABINET FOUNDATION

(LOOKING FROM SIDEWALK)

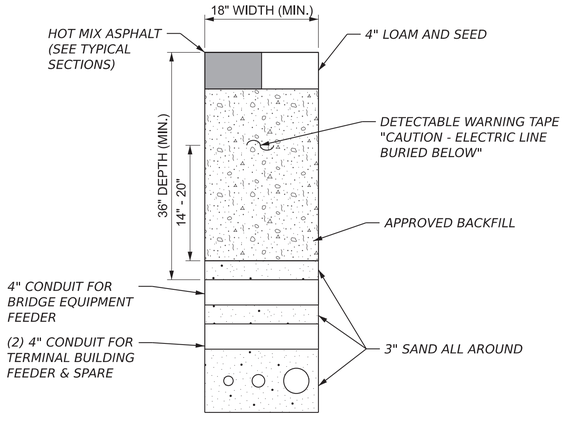
¼" = 1'-0"



TYPICAL RISER CONDUIT INSTALLATION

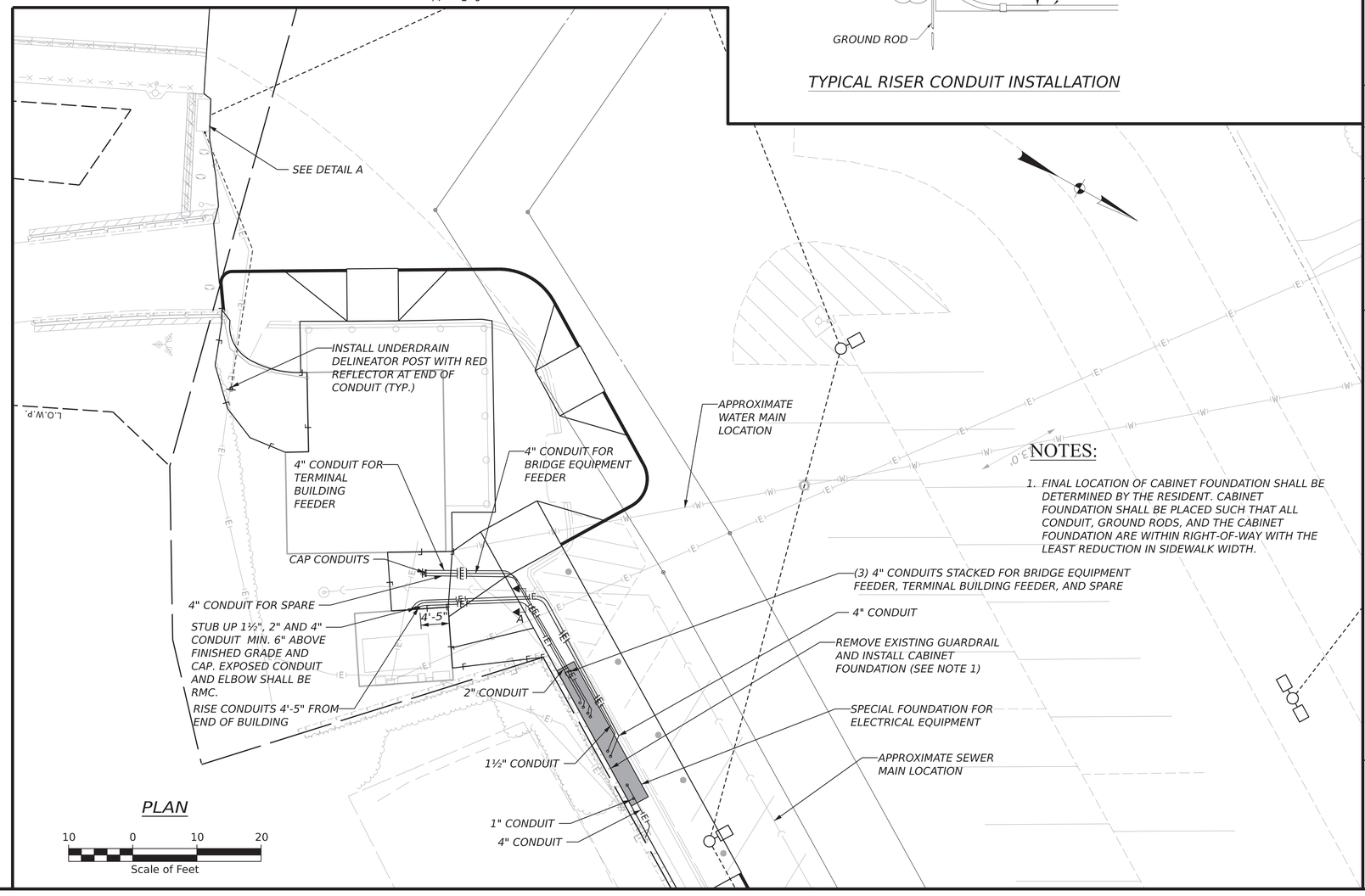


DETAIL A - EXISTING CONTROL CABINET



SECTION A

(SECTION SHOWN AT STACKED CONDUIT LOCATION. OTHER LOCATIONS MAY ONLY HAVE A SINGLE ROW OF CONDUIT)



PLAN

10 0 10 20

Scale of Feet

NOTES:

1. FINAL LOCATION OF CABINET FOUNDATION SHALL BE DETERMINED BY THE RESIDENT. CABINET FOUNDATION SHALL BE PLACED SUCH THAT ALL CONDUIT, GROUND RODS, AND THE CABINET FOUNDATION ARE WITHIN RIGHT-OF-WAY WITH THE LEAST REDUCTION IN SIDEWALK WIDTH.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
26960.00

STATE OF MAINE · JOSEPH R. HOWE · NO. 10420 · REGISTERED PROFESSIONAL ENGINEER

Joseph R. Howe

P.E. NUMBER 10420

SIGNATURE

12/9/2025

DATE

	BY	DATE
PROJ MANAGER A. DORNEANU II		
DESIGN-DETAILED	KBJ	12/25
CHECKED-REVIEWED	DB	12/25
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

ELECTRICAL DETAILS

SHEET NUMBER

B1

Date: 12/9/2025

Username: kyjacques

Filename: c:\pw_working\infra03\kyjacques\d0206141\Plan_Vinalhaven_Paving.dgn