

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

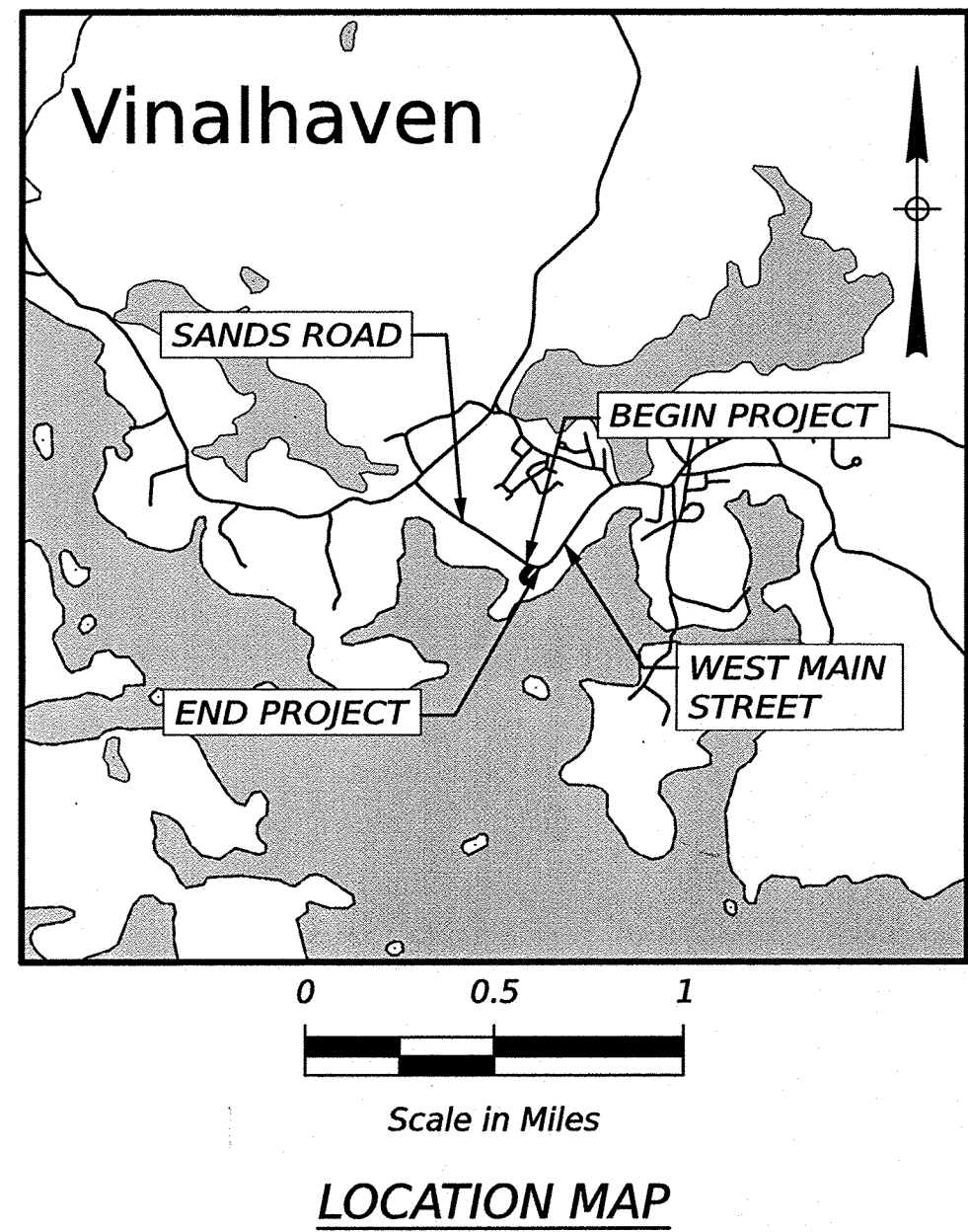
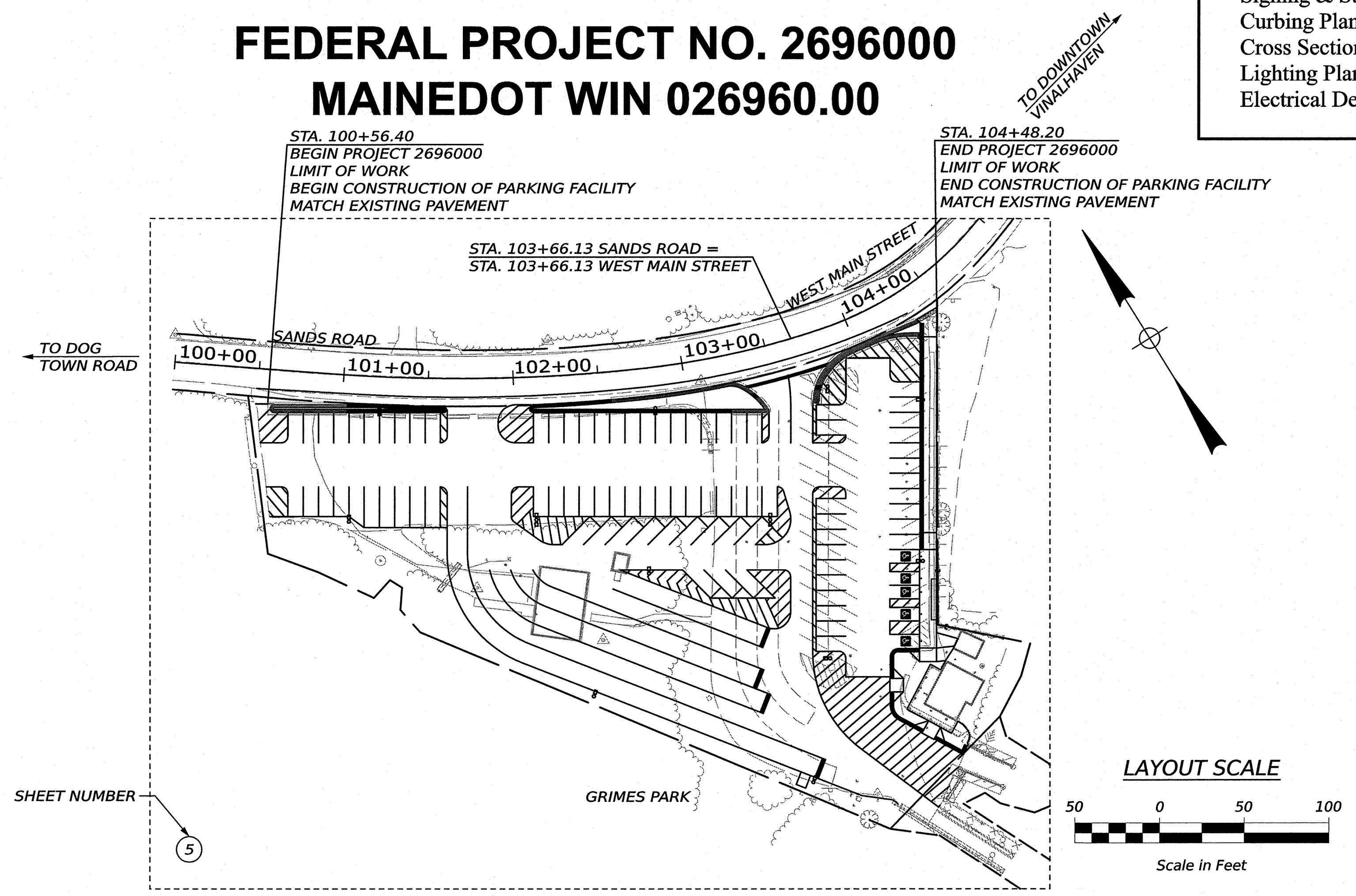


VINALHAVEN KNOX COUNTY PARKING LOT RECONSTRUCTION FEDERAL PROJECT NO. 2696000 MAINEDOT WIN 026960.00

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	-----	Fire Hydrants	⊕ Existing ⊕ Proposed
Type 1	-----	Existing Water Line	---W---W
Type 3	-----	Existing San. Sewer	---S---S
Type 5	-----	Existing San. Sewer Manhole	⊙
Outline of Bodies of Water	-----	Guardrail-Existing	-----
Exposed Bedrock	-----	Guardrail-Proposed	-----
Buildings	-----	Centerline-Existing	-----10+00
Trees Conifer	-----	Centerline-Proposed	-----
Tree Line	-----	Travelway-Existing	-----
Clearing Limit Line	-----CLL	Travelway-Proposed	-----
Railroad	-----		
Boring	⊕ HB-XXX-###	Probe	⊕ P-#. #X
Pavement Core	● PC-#		#.# = Depth
Test Pit	⊕ TP-XXX-###		X = W (Weathered Rock)
			R (Refusal)
			NR (No Refusal)

INDEX OF SHEETS	
Description	Sheet No.
Title Sheet	1
Typical Sections & Details Sheet	2
General Notes	3
Construction Notes & Earthwork Summary	4
General Plan	5
Profile Sheet	6
Grading & Drainage Plan	7
Boring Location Plan	8
Rock-Anchored Foundations	9
Boring Logs	10-11
Signing & Striping Plan	12
Curbing Plan	13
Cross Sections	14-16
Lighting Plan & Details	Appendix A
Electrical Details	Appendix B

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.



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

GORRILL PALMER
An LJB Engineering Company

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

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED 	DATE 5-4-24
COMMISSIONER:		CHIEF ENGINEER:
SIGNATURE 	P.E. NUMBER 9244	DATE 04-30-2026
PROJECT INFORMATION		
PROGRAM	MULTIMODAL	
PROJECT MANAGER	A. GORNEAU II	
DESIGNER	J. WINCHENBACH	
CONSULTANT	LJB, INC.	
PROJECT RESIDENT		
CONTRACTOR		
PROJECT COMPLETION DATE		
WIN 026960.00 2696000		
VINALHAVEN		
FERRY TERMINAL IMPROVEMENTS		
TITLE SHEET		
SHEET NUMBER		
1		
OF 16		

Date: 4/30/2026
Username: Ellie.Robinson

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 ITEM 304.10 AGGREGATE SUBBASE COURSE - GRAVEL.
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 FOR THIS PROJECT.
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. SEE THE APPLICABLE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING THE REMOVAL OF THE EXISTING BUILDING FOUNDATION, SEWER LINES, AND EXISTING SITE UTILITIES.
59. SEE APPENDIX A - LIGHTING PLAN & DETAILS FOR ADDITIONAL INFORMATION REGARDING THE PROPOSED LIGHTING DESIGN.
60. SEE APPENDIX B - ELECTRICAL DETAILS FOR ADDITIONAL INFORMATION REGARDING THE PROPOSED FOUNDATION AND CONDUIT AT THE SOUTHEAST CORNER OF THE PARKING LOT.
61. 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.
62. WHERE THE EXISTING PAVMENT IS SET TO REMAIN, AND THERE IS PROPOSED CURB, THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT TO A DEPTH OF 1½" (2'-3' WIDTH) AND INSTALL THE PROPOSED CURB ON THE MILLED SURFACE, ENSURING A MINIMUM 12" OF WIDTH IS AVAILABLE AT THE FACE OF CURB FOR SURFACE PAVEMENT.
63. PROPOSED TRENCHES FOR ELECTRICAL LIGHTING CONDUIT SHALL REUSE EXISTING SUBBASE GRAVELS AND BE RE-PAVED WITH 6" HOT MIX ASPHALT (SEE SP 403).
64. EXISTING PAVEMENT SHOULD BE REMOVED WITHIN THE PROPOSED CURBED ISLANDS TO ALLOW THE PROPOSED GRAVELS TO BE PLACED ON EXISTING GRAVELS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000

WIN
026960.00

SIGNATURE

P.E. NUMBER

DATE

PROJ. MANAGER	A. GORRILL II	DATE	
DESIGN-DETAILED	T. WARREN	BY	
CHECKED-REVIEWED	M. CUNIFF	DATE	04/26
DESIGN-DETAILED02	J. WICKHAM	DATE	04/26
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

GENERAL NOTES

SHEET NUMBER

3

OF 16



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

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM MODEL OR PLANS)	1112
GRUBBING IN FILL	35
PAVEMENT SALVAGE IN FILL	3
TOTAL COMMON EXCAVATION	1150

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM MODEL OR PLANS)	42
GRUBBING IN FILL	35
PAVEMENT SALVAGE IN FILL	3
TOTAL FILL	80

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION (CONCRETE PATHS)	3
ROCK EXCAVATION (IN FULL DEPTH SECTION - ASSUMED)	7
THE EXISTING CONCRETE FOUNDATION WILL BE REMOVED UNDER ITEM 202.1221, REMOVE ABANDONED CONCRETE FOUNDATION. THIS MATERIAL IS NOT ACCOUNTED FOR IN THE EARTHWORK SUMMARY.	
TOTAL ROCK EXCAVATION	10

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:	
GRUBBING IN CUT	269
GRUBBING IN FILL	35
PAVEMENT SALVAGE (CUT & FILL) (SIDEWALKS, TERMINAL, & CREW QUARTERS DRIVEWAY)	281
TOTAL DEDUCTIONS	585
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS	565
STONE DITCH PROTECTION EXCAVATION	7
CRUSHED STONE EXCAVATION (CUT ONLY)	45
TOTAL AVAILABLE NON-ROCK EXCAVATION	617

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA	0
GRUBBING IN CUT	269
GRUBBING IN FILL	35
TOTAL WASTE MATERIAL	304
TOTAL WASTE MATERIAL TO BE UTILIZED*	0
TOTAL WASTE MATERIAL TO BE WASTED	304

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	617	x	0.90	=	555.3
TOTAL AVAILABLE ROCK EXCAVATION	10	x	1.30	=	13
TOTAL WASTE MATERIAL TO BE UTILIZED	0	x	0.90	=	0
TOTAL AVAILABLE EXCAVATION	568				
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					
	792				
SURPLUS MATERIAL (NON RECLAIM)	792 CY				

ITEM 201.11 - CLEARING

LOCATION
 STA. 100+61 TO STA. 102+74
 STA. 103+06 TO STA. 103+31
 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	177.0
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)
198579.1762	1715244.7101		198557.5877	1715225.8434	7

ITEM 613.319 - EROSION CONTROL BLANKET

NORTHING	EASTING	TO	NORTHING	EASTING	QUANTITY (SY)
198379.1307	1715320.8947		198359.9597	1715334.4890	18
198359.1021	1715335.1021		198342.6405	1715351.7844	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

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2696000
 WIN
 026960.00

SIGNATURE
 P.E. NUMBER
 DATE

PROJ. MANAGER	A. GORNEAU II	BY	DATE
DESIGN-DETAILED	T. WARREN	CHECKED	04/26
CHECKED-REVIEWED	J. WACHSBERG	DATE	04/26
DESIGN-DETAILED 2			
DESIGN-DETAILED 3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

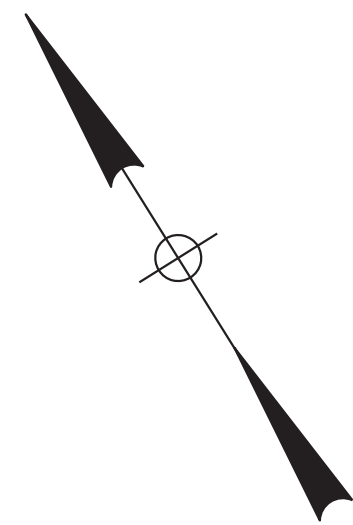
VINALHAVEN
 FERRY TERMINAL IMPROVEMENTS
 CONSTRUCTION NOTES &
 EARTHWORK SUMMARY

SHEET NUMBER

4
 OF 16



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



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'

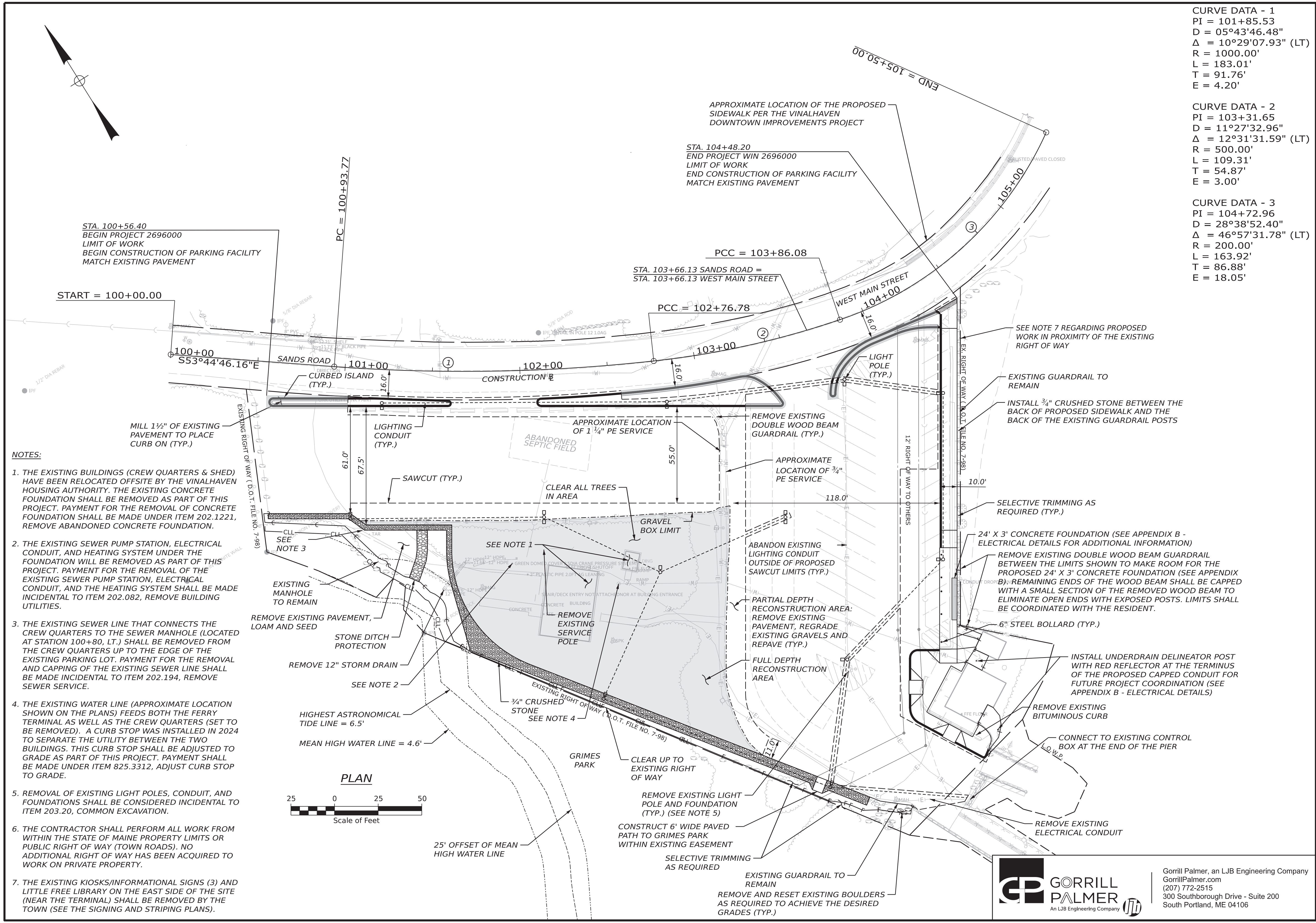
CURVE DATA - 3
 PI = 104+72.96
 D = 28°38'52.40"
 Δ = 46°57'31.78" (LT)
 R = 200.00'
 L = 163.92'
 T = 86.88'
 E = 18.05'

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2696000
 WIN
 026960.00

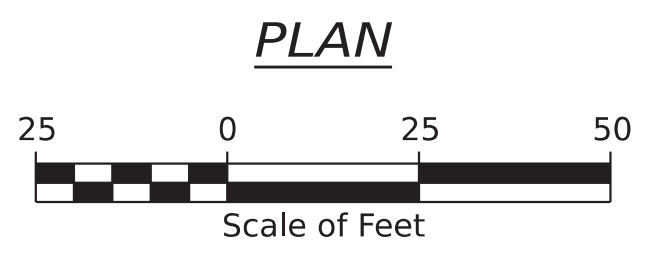
DATE	BY	SIGNATURE	P.E. NUMBER	DATE
04/26	AWORRETT			
04/26	AWORRETT			

VINALHAVEN
 FERRY TERMINAL IMPROVEMENTS
 GENERAL PLAN

SHEET NUMBER
 5
 OF 16



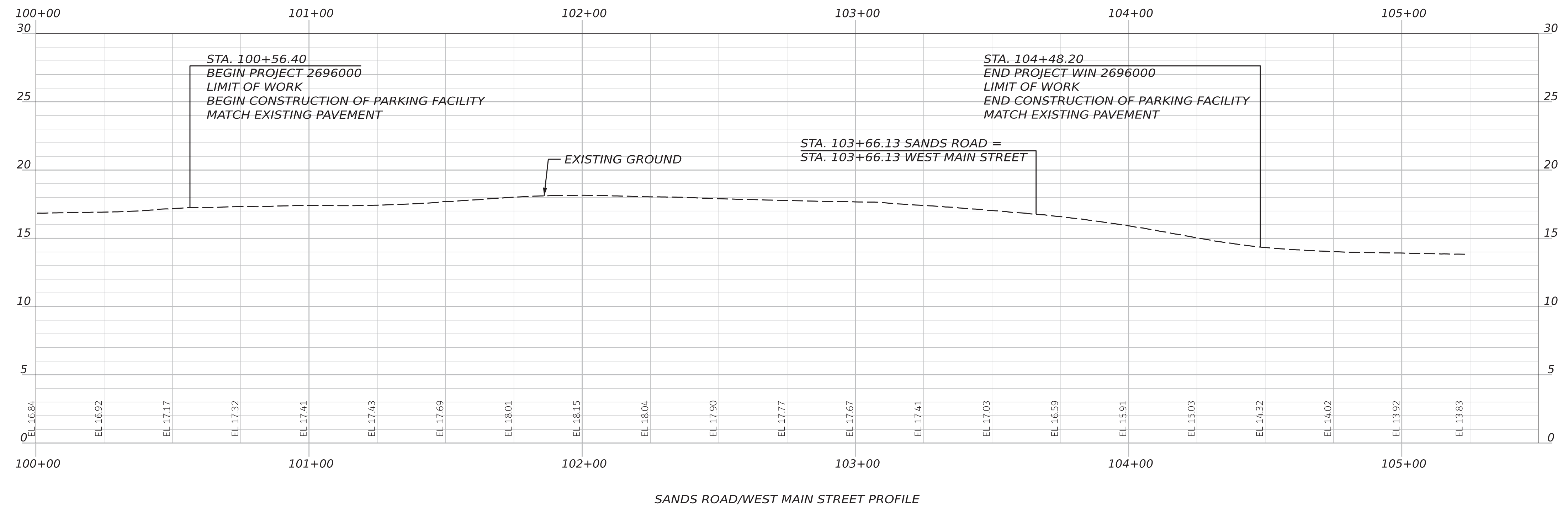
- NOTES:**
1. THE EXISTING BUILDINGS (CREW QUARTERS & SHED) HAVE BEEN RELOCATED OFFSITE BY THE VINALHAVEN HOUSING AUTHORITY. THE EXISTING CONCRETE FOUNDATION SHALL BE REMOVED AS PART OF THIS PROJECT. PAYMENT FOR THE REMOVAL OF CONCRETE FOUNDATION SHALL BE MADE UNDER ITEM 202.1221, REMOVE ABANDONED CONCRETE 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 THE EDGE OF THE EXISTING PARKING LOT. PAYMENT FOR THE REMOVAL AND CAPPING OF THE EXISTING SEWER LINE SHALL BE MADE INCIDENTAL TO ITEM 202.194, REMOVE SEWER SERVICE.
 4. 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.
 5. REMOVAL OF EXISTING LIGHT POLES, CONDUIT, AND FOUNDATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
 6. 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.
 7. 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).



Username: ElleRobinson
 Date: 4/30/2026

GORRILL PALMER
 An LJB Engineering Company

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



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2696000
WIN
026960.00

PROJ. MANAGER	BY	DATE
A. GORNEAU II	KACINDOFF	04/26
DESIGN-DETAILED	WANCHEBACH	04/26
CHECKED-REVIEWED	BLATTNER	
DESIGN-DETAILED02		
DESIGN-DETAILED03		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

**VINALHAVEN
FERRY TERMINAL IMPROVEMENTS**

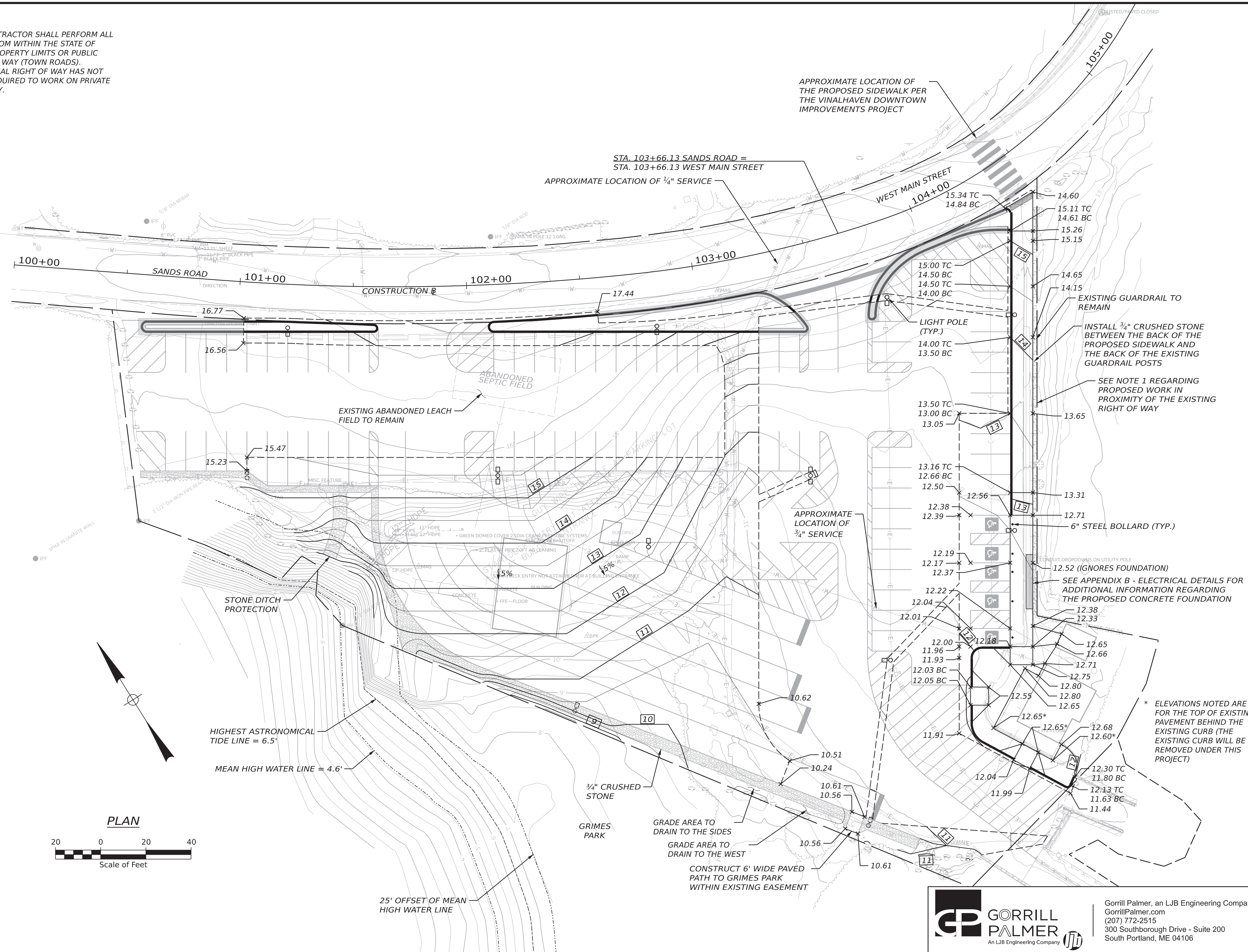
PROFILE SHEET

SHEET NUMBER
6
OF 16

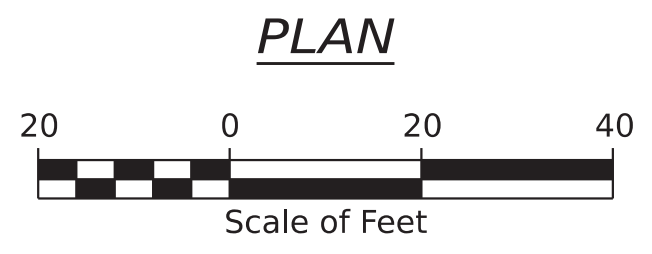


NOTES:

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.



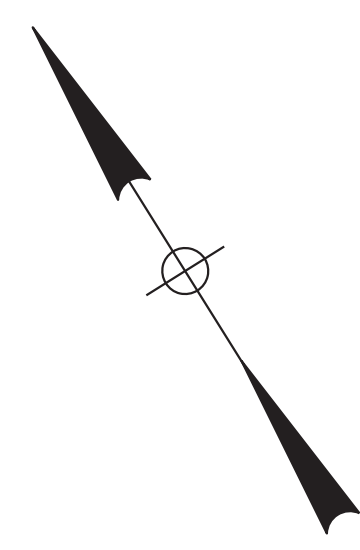
Userame: Elle.Robinson Date: 4/30/2026



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2696000		WIN		026960.00	
VINALHAVEN		FERRY TERMINAL IMPROVEMENTS		GRADING & DRAINAGE		PLAN		SHEET NUMBER	
7		OF 16		DATE		SIGNATURE		P.E. NUMBER	
DATE		DATE		DATE		DATE		DATE	
BY		BY		BY		BY		BY	
A. GORNEAU II		A. GORNEAU II		A. GORNEAU II		A. GORNEAU II		A. GORNEAU II	
DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED	
CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED	
DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED		DESIGNED-DETAILED	
REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES	

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

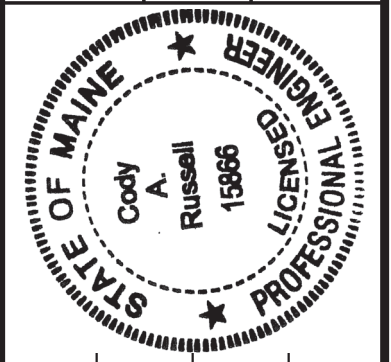


CURVE DATA - 1
 PI = 101+85.53
 D = 05°43'46.48"
 Δ = 10°29'07.93" (LT)
 R = 1000.00'
 L = 183.01'
 T = 91.76'
 E = 4.20'

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'

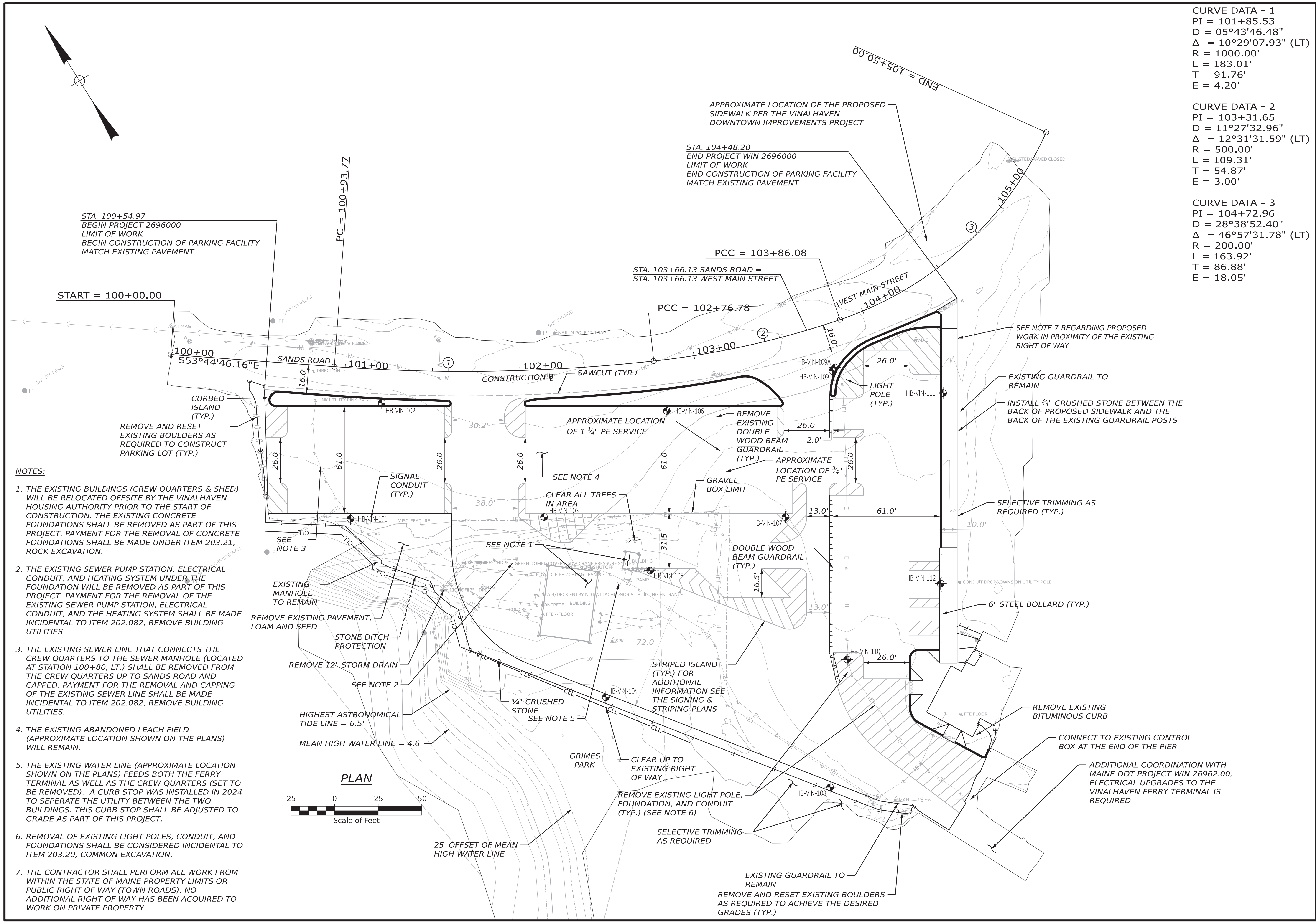
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 Federal No. 2696000
 WIN
 26960.00
 HIGHWAY PLANS



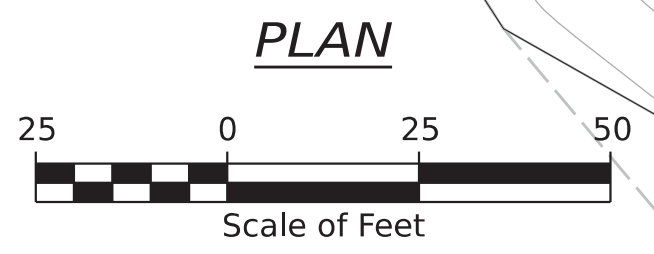
PROJ. MANAGER	Cody A. Russell
CHECKED-REVIEWED	
DESIGNED-DETAILED	
DESIGNED-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	
DATE	12/11/2025
BY	
A. GORNEAU II	
DATE	NOV 2025
SIGNATURE	
P.E. NUMBER	15886
DATE	

**VINALHAVEN
 FERRY TERMINAL IMPROVEMENTS
 BORING LOCATION PLAN**

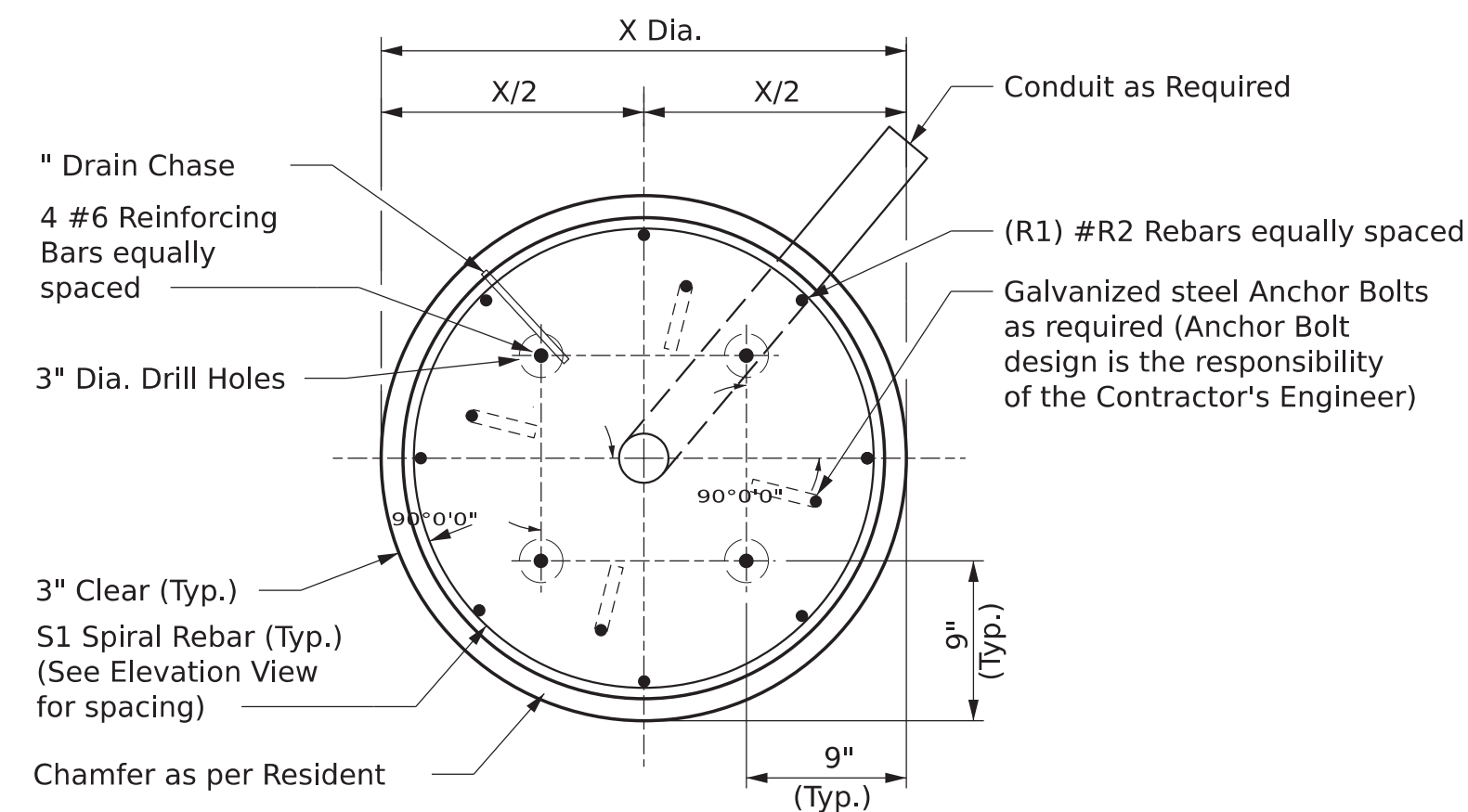
SHEET NUMBER
 8
 OF 16



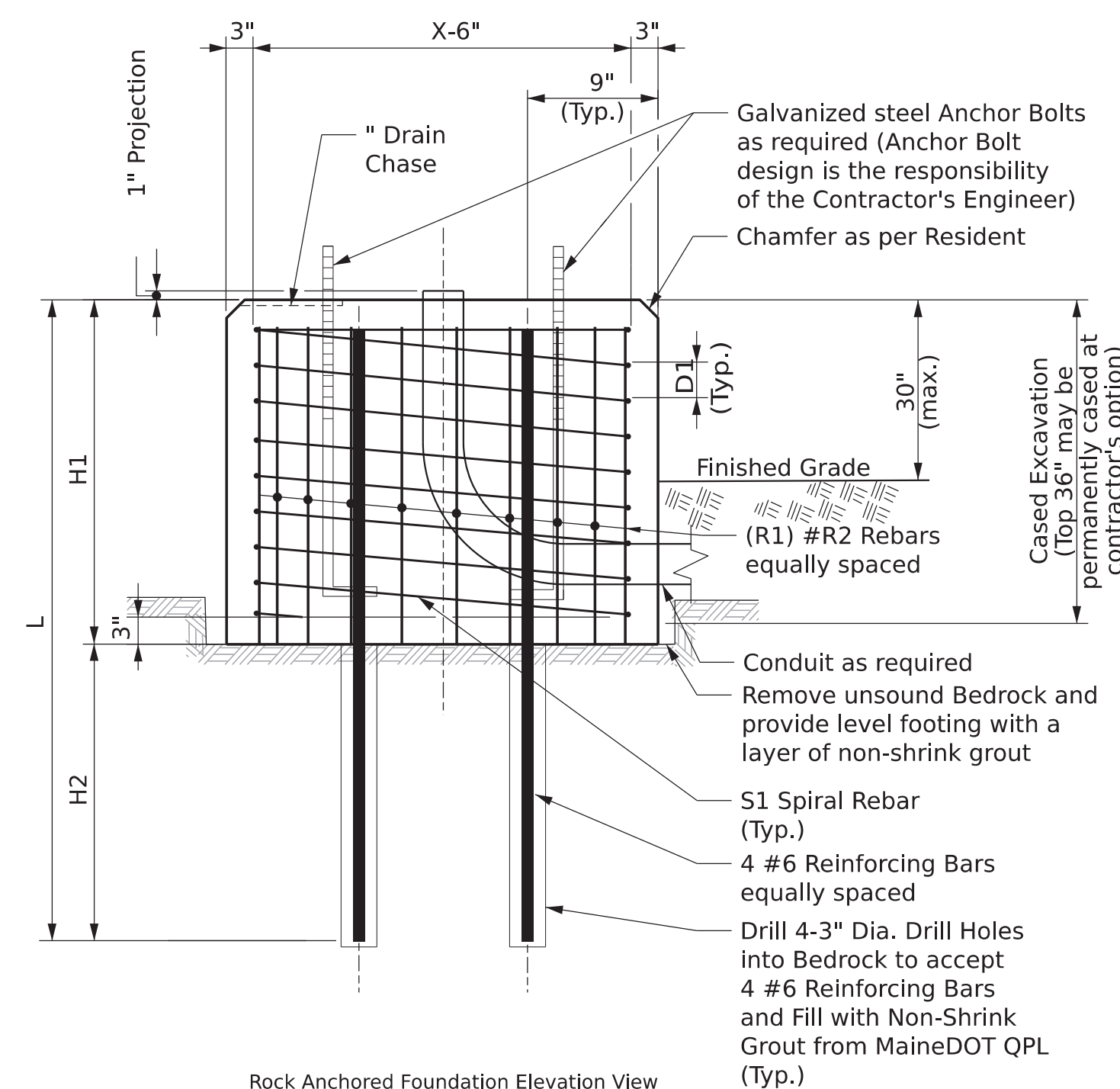
- NOTES:**
1. THE EXISTING BUILDINGS (CREW QUARTERS & SHED) WILL BE RELOCATED OFFSITE BY THE VINALHAVEN HOUSING AUTHORITY PRIOR TO THE START OF CONSTRUCTION. THE EXISTING CONCRETE FOUNDATIONS SHALL BE REMOVED AS PART OF THIS PROJECT. PAYMENT FOR THE REMOVAL OF CONCRETE FOUNDATIONS SHALL BE MADE UNDER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



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



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)

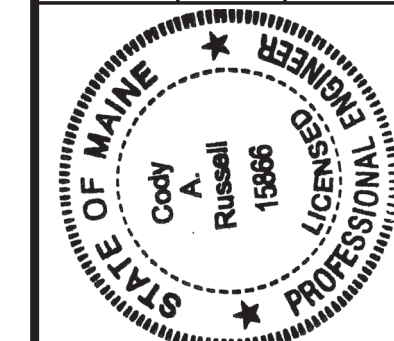
LIGHT POLES

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

ROCK-ANCHORED FOUNDATIONS												
Light Pole Location (Northing, Easting)	Total Foundation Length H1+H2 (feet)	Concrete Shaft Dimensions		Concrete Shaft Reinforcing Steel				Anchor Rebar Into Bedrock				
		Concrete Shaft Diameter	Concrete Shaft Height (Min.)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	Spiral Bar Spacing	Drill Hole Diameter (Min.)	Anchor Rebar Length Into Bedrock/Drill Hole Length (Min.)	Anchor Rebar Minimum Length	Anchor Rebar Into Bedrock	Anchor Rebar Into Bedrock
		X (feet)	H1 (feet)	R1	R2	S1	D1 (inches)	(inches)	H2 (feet)	H1+H2-Cover (feet)	Quantity	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

NOTES:

- All reinforcing steel shall be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
- All rebar shall have 3" cover unless otherwise noted.
- Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
- Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
- Concrete to be Class LP with $f'c = 5,000$ PSI.
- 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.
- 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.
- 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.
- 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.
- 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.



Cody A. Russell
SIGNATURE
15886
P.E. NUMBER
12/11/2025
DATE

PROJ. MANAGER	DATE	BY	A. GORNEAU II
DESIGN-DETAILED			
CHECKED-REVIEWED			
DESIGN-DETAILED02	DEC 2025	T. WHITE	
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS
ROCK-ANCHORED FOUNDATIONS

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-101				
W/N: 26960.00		Elevation (ft): 151		Auger ID/OD: 5" Dia				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"			
Date Start/Finish: 9/29/2025; 14:30-15:30	Drilling Method: Solid Stem Auger	Core Barrel: N/A	Boring Location: 102+081.863 F+Rt	Casing ID/OD: N/A	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	24/14	1.00 - 3.00	6/7/6/10	13	20	SSA	148
5	20	24/13	5.00 - 7.00	2/5/5/12	10	15		81
<p>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.</p>								

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-102				
W/N: 26960.00		Elevation (ft): 16.9		Auger ID/OD: 5" Dia				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	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: 102+219.191 F+Rt	Casing ID/OD: N/A	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	24/18	1.00 - 3.00	7/11/10/5	21	32	SSA	16.4
5	20	24/13	5.00 - 7.00	3/2/2/8	4	6		12.4
<p>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.</p>								

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-103				
W/N: 26960.00		Elevation (ft): 156		Auger ID/OD: 5" Dia				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	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+102.844 F+Rt	Casing ID/OD: N/A	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	24/15	1.00 - 3.00	11/6/4/4/0	10	15	SSA	151
5	20	24/20	5.00 - 7.00	3/16/11/11	27	41		86
<p>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.</p>								

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-104				
W/N: 26960.00		Elevation (ft): 8.0		Auger ID/OD: 5" Dia				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	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+362.1892 F+Rt	Casing ID/OD: N/A	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	24/19	0.00 - 2.00	2/2/2/4	4	6	SSA	78
5	20	24/26	5.00 - 7.00	2/10/12/30/36/3	22	34		12
<p>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.</p>								

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-105				
W/N: 26960.00		Elevation (ft): 11.0		Auger ID/OD: N/A				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	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: N0-2"	Boring Location: 102+633.191 F+Rt	Casing ID/OD: N/A-3"	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	18/10	0.00 - 1.50	2/7/5/0	50	77	NV-3	10.8
0.1	81	68/60	1.50 - 6.50	RSD = 60%				93
<p>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.</p>								

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-106				
W/N: 26960.00		Elevation (ft): 16.2		Auger ID/OD: 5" Dia				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	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+809.293 F+Rt	Casing ID/OD: N/A	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	24/17	1.00 - 3.00	5/6/6/9	14	21	SSA	15.7
5	20	24/20	5.00 - 7.00	3/3/5/9	8	12		12.7
<p>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.</p>								

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-107				
W/N: 26960.00		Elevation (ft): 11.9		Auger ID/OD: 5" Dia				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	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+311.085 F+Rt	Casing ID/OD: N/A	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	24/16	1.00 - 3.00	8/8/4/4	12	18	SSA	11.4
5	20	24/22	5.00 - 7.00	6/6/11/11	17	26		7.4
<p>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.</p>								

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMER UNITS		Project: Vinalhaven Ferry Terminal parking/Stevedock Reconstruction Location: Vinalhaven, Maine		Boring No.: HB-VIN-108				
W/N: 26960.00		Elevation (ft): 10.4		Auger ID/OD: 5" Dia				
Operator: Dagne/BOT	Station: NAV088	Sampler: Standard Split Spoon	Logged By: B. Vidler	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: 102+255.2573 F+Rt	Casing ID/OD: N/A	Water Level*: None Observed			
<p>Hammer Efficiency Factor: 0.92</p> <p>Hammer Type: Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/> Rope & Cathode <input type="checkbox"/></p> <p>Definitions: B = Split Spoon Sample H = Unsuccessful Split Spoon Sample Attempt U = This Well Tube Sample M = Unsuccessful This Well Tube Sample Attempt V = Field Vane Shear Test N = Unsuccessful Field Vane Shear Test Attempt</p> <p>Sample Information: S = Penetration Field Vane Unsheared Shear Strength (psi) S_u = Lab Vane Unsheared Shear Strength (psi) S_u = Unconfined Compressive Strength (psi) S_u = Plastic Limit S_u = Plasticity Index S_u = Moisture Content, percent S_u = Water Content, percent S_u = Liquid Limit S_u = Plastic Limit S_u = Plasticity Index</p>								
Depth (ft)	Sample No.	Pen./Rec. (in)	Sample Depth (ft)	Blows (1/6 in) Shear Strength (lb/ft ²) or RSD (%)	Noncorrected	Visual Description and Remarks	Graphic Log	Lab. Testing Results/AASHTO and Unified Class
0	10	24/14	0.00 - 2.00	5/4/6/5	10	15	SSA	10.2
5	20	24/15	5.00 - 7.00	8/13/14/23	27	41		6.4
<p>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.</p>								

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal No. 2696000

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS
BORING LOGS

SHEET NUMBER **10** OF 16

DATE: 12/11/2025
BY: Cody A. Russell
SIGNATURE: *Cody A. Russell*
P.E. NUMBER: 15686
DATE: 12/11/2025

PROJ. MANAGER: A. GORNEAU II
DESIGN-REVIEWED: J. WHITE
DESIGN-REVIEWED: J. CRUSSELL
DESIGN-REVIEWED: J. CRUSSELL
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

W/N: 26960.00
HIGHWAY PLANS

User Name: Cody A. Russell Date: 12/11/2025

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** 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			

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'

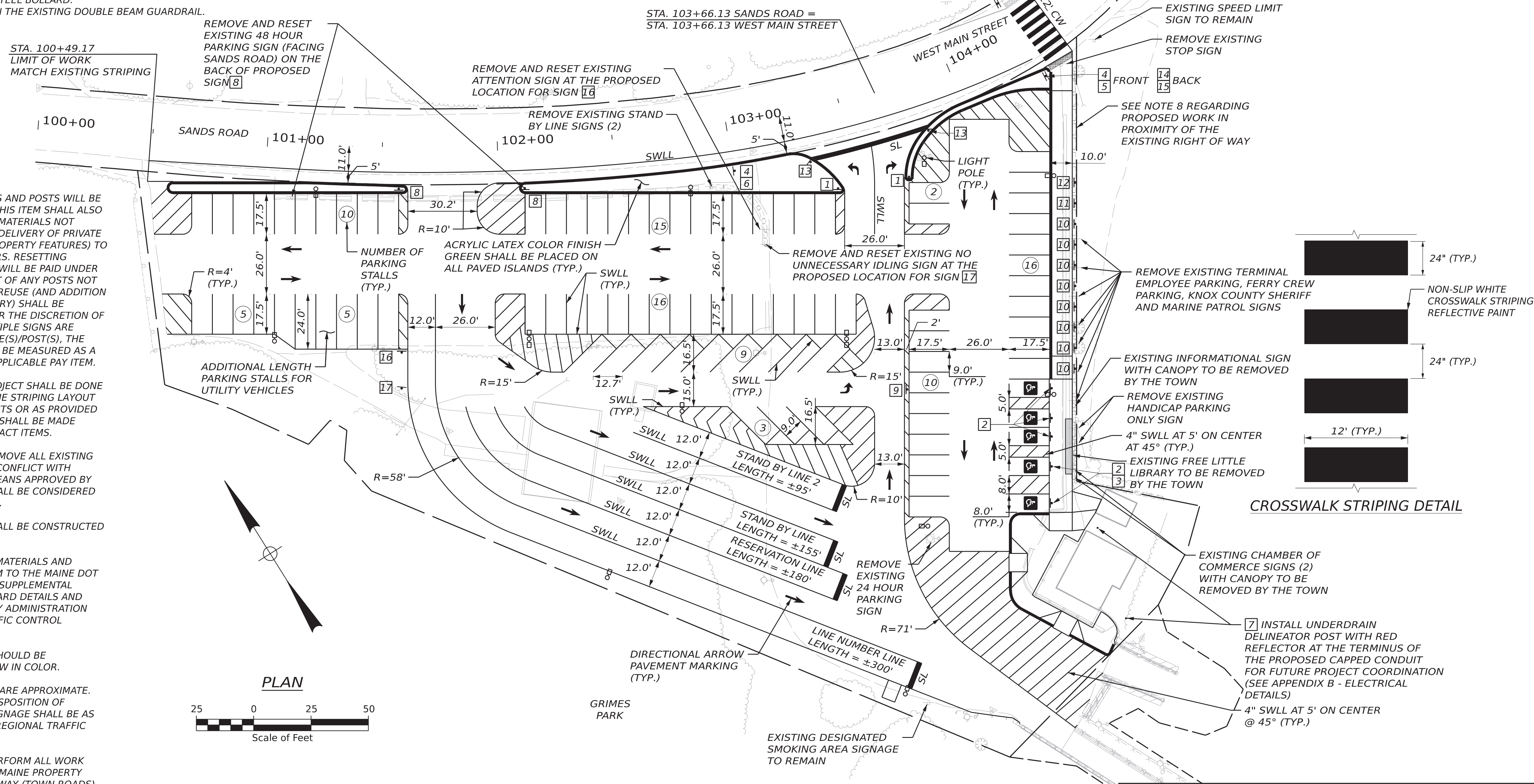
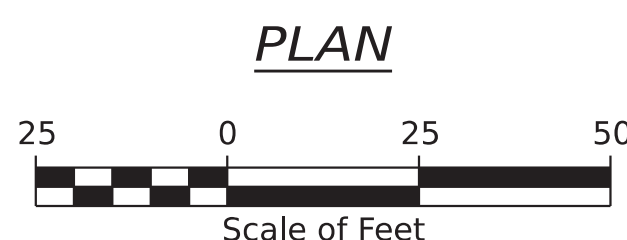
STRIPING LEGEND

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

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

SIGNING & STRIPING NOTES:

- 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. RESETTling 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.
- 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.
- 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.
- SIGNS FOR ITEM 645.292 SHALL BE CONSTRUCTED OF SHEET ALUMINUM.
- 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".
- SIGNS W11-2 AND W16-7P SHOULD BE FLUORESCENT GREEN-YELLOW IN COLOR.
- 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.
- 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.



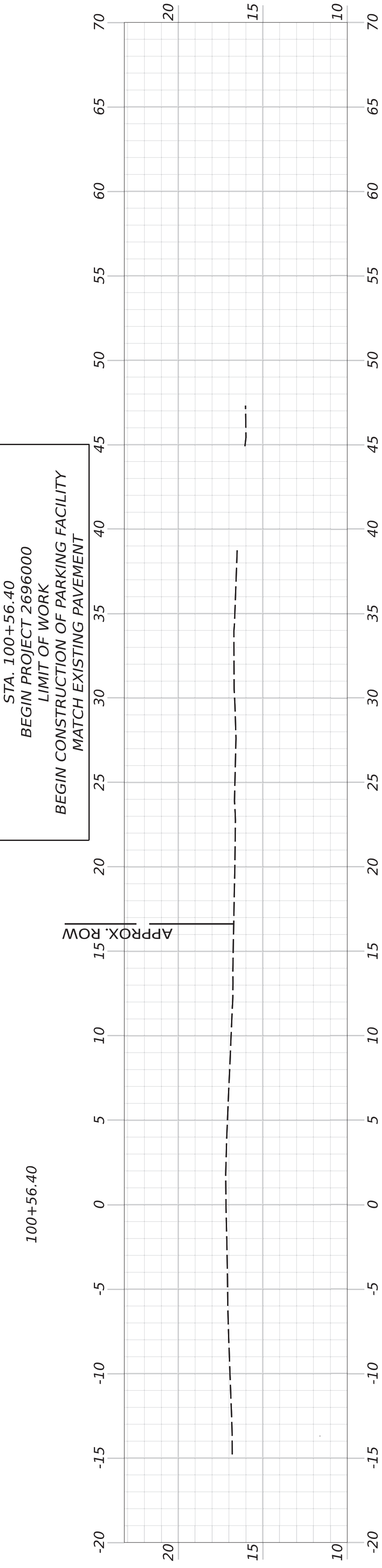
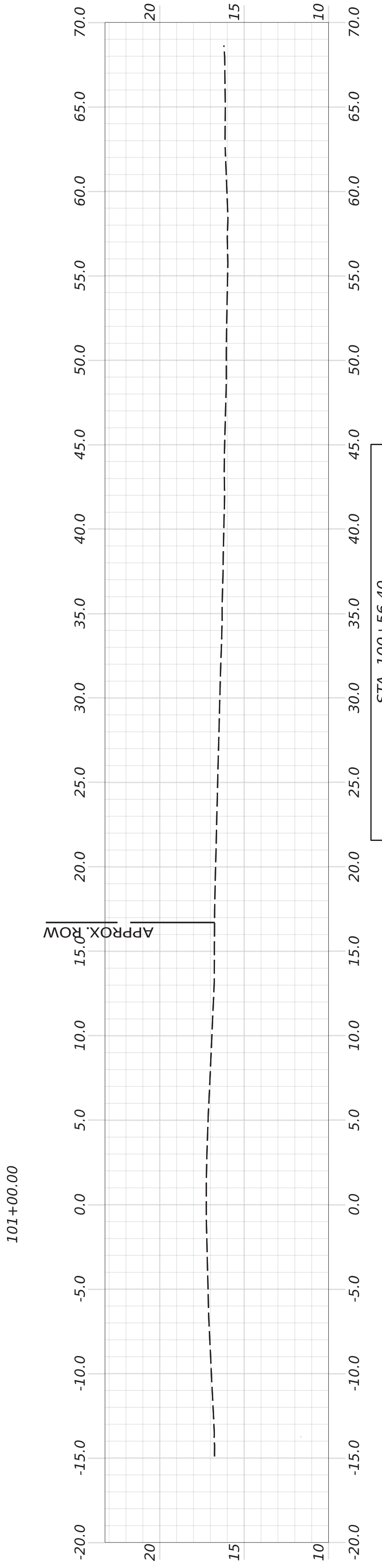
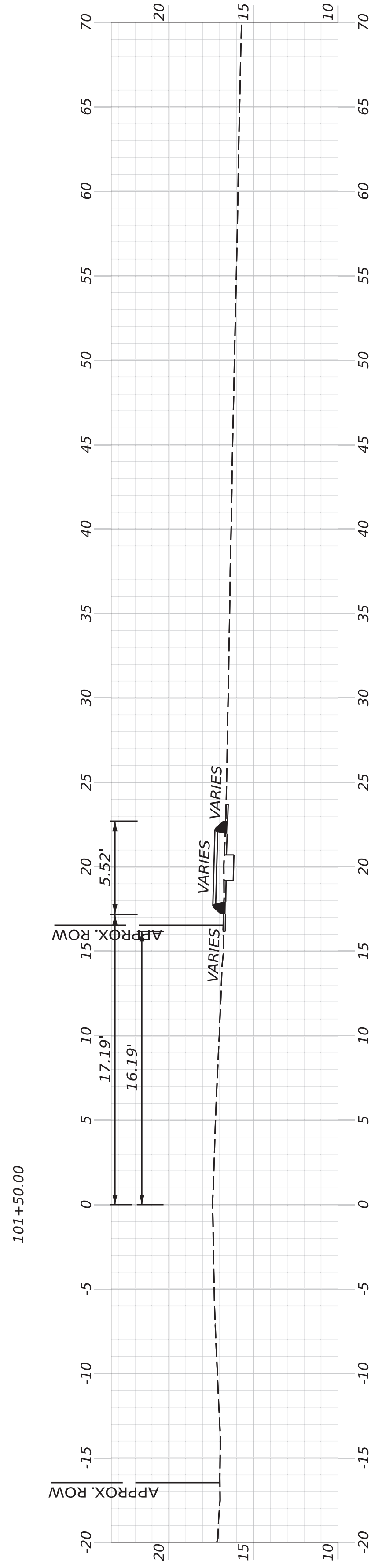
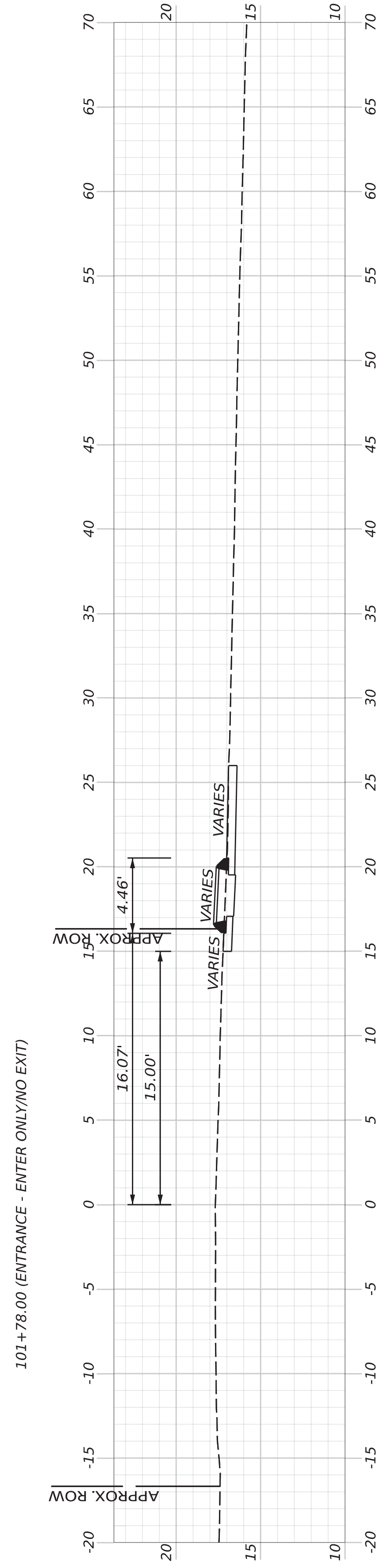
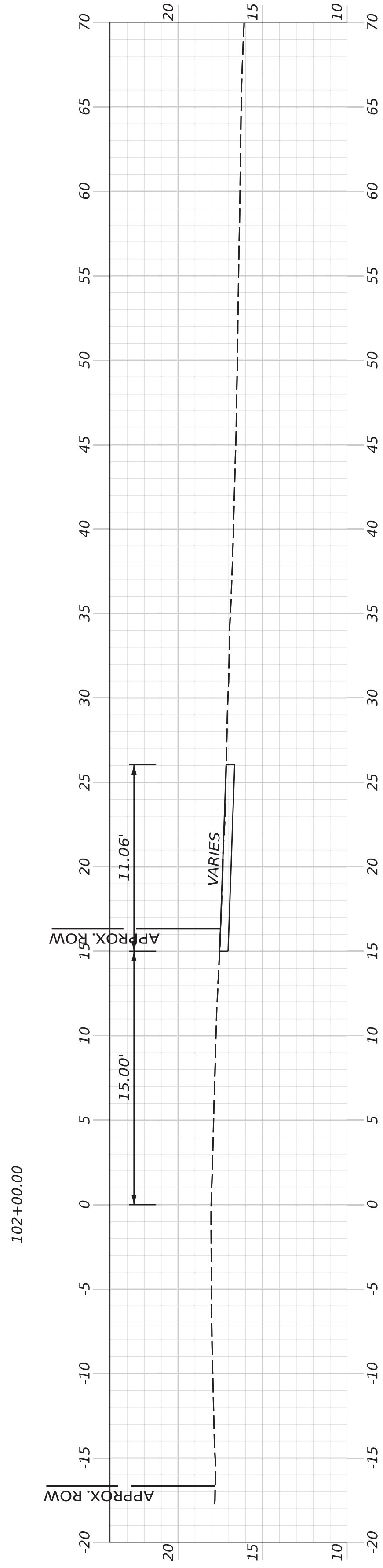
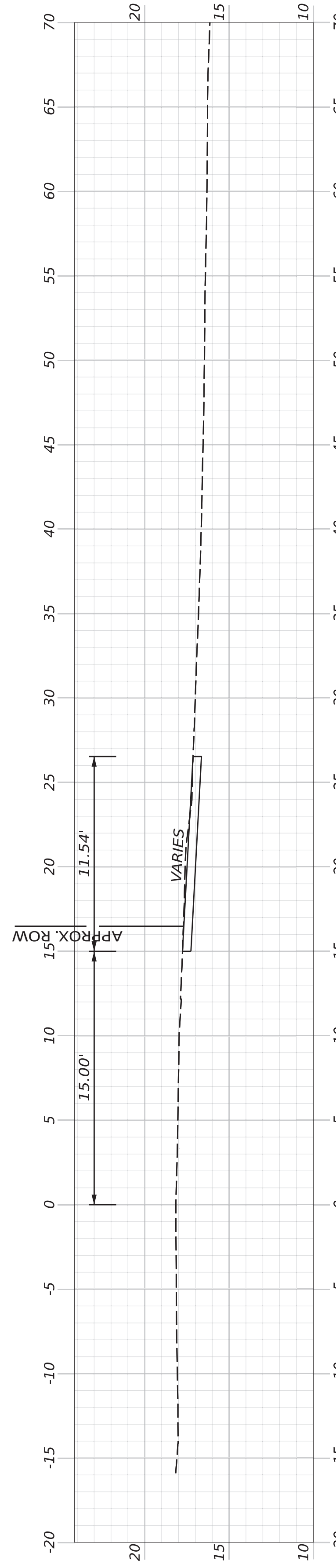
TOTAL PARKING SPACES: 91

GORRILL PALMER
 An LJB Engineering Company

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

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2696000		WIN 026960.00	
DATE	BY	CHECKED	DESIGNED	SIGNATURE	P.E. NUMBER	DATE	
04/26	TWARREN KACINOFF	04/26	04/26				
PROJ. MANAGER	A. GORNEAU II	CHECKED-REMOVED	DESIGNED-REMOVED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4
VINALHAVEN FERRY TERMINAL IMPROVEMENTS				SIGNING & STRIPING PLAN			
SHEET NUMBER				12			
				OF 16			

Date: 4/30/2026
 Username: Elle.Robinson



100+50.00

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS
CROSS SECTIONS

SHEET NUMBER

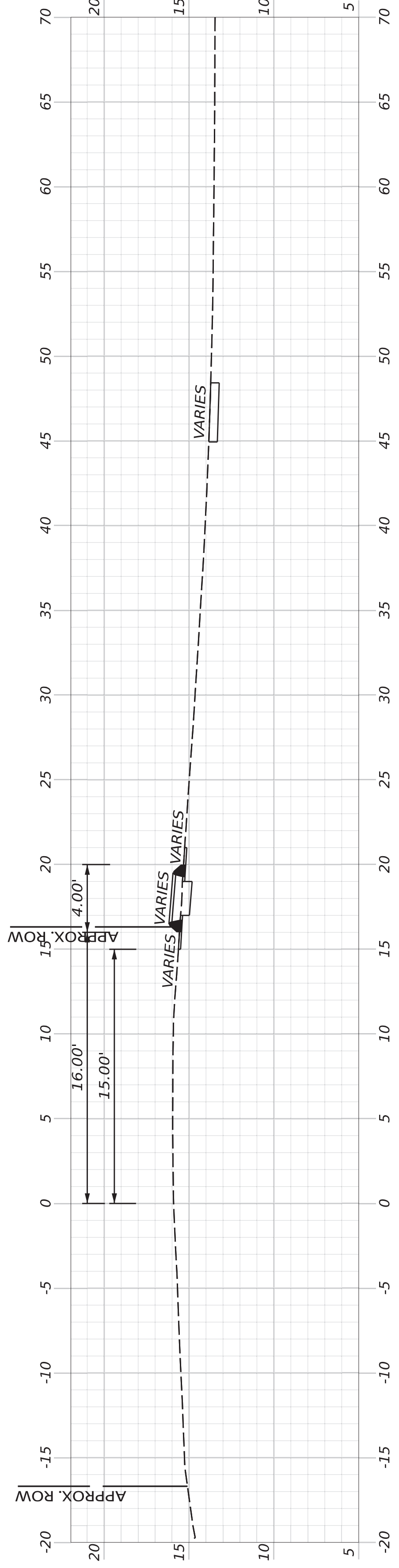
14

OF 16

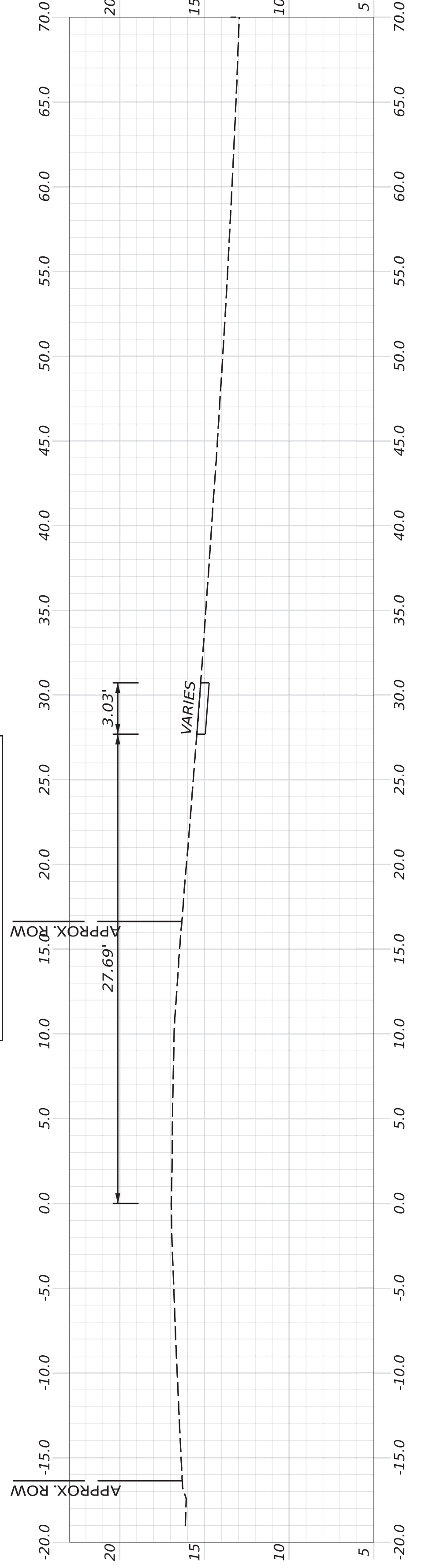
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
P.E. NUMBER
DATE

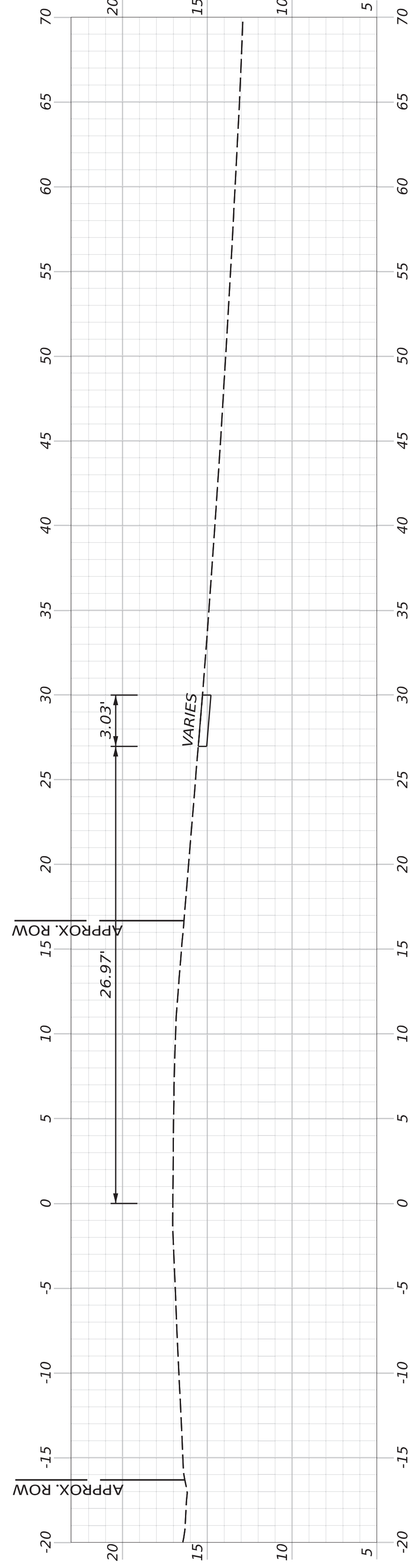
2696000
WIN
026960.00



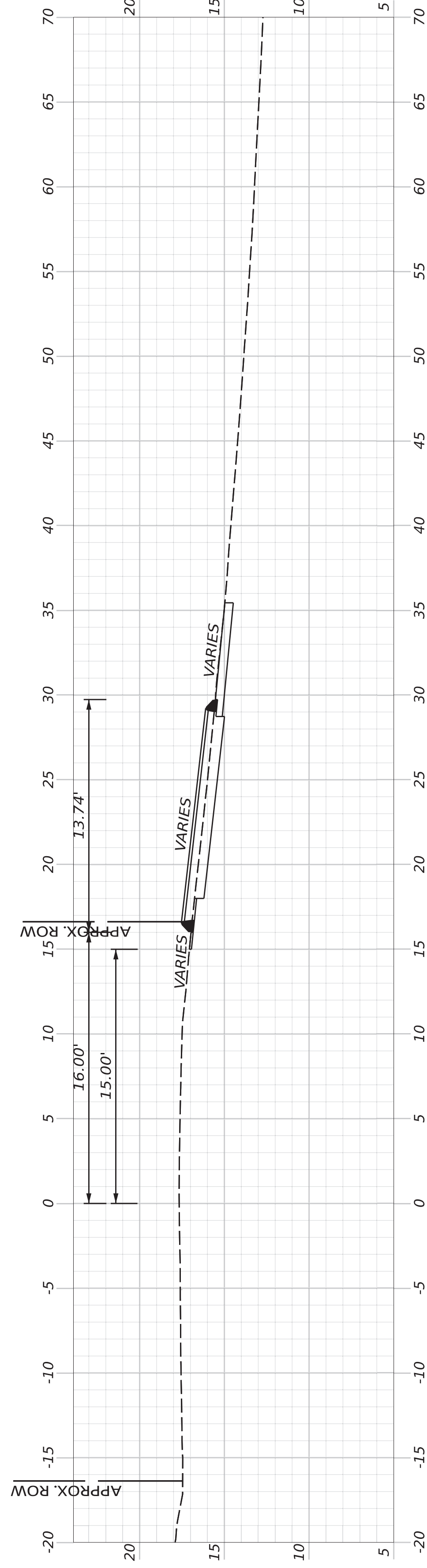
STA. 103+66.13 SANDS ROAD =
STA. 103+66.13 WEST MAIN STREET



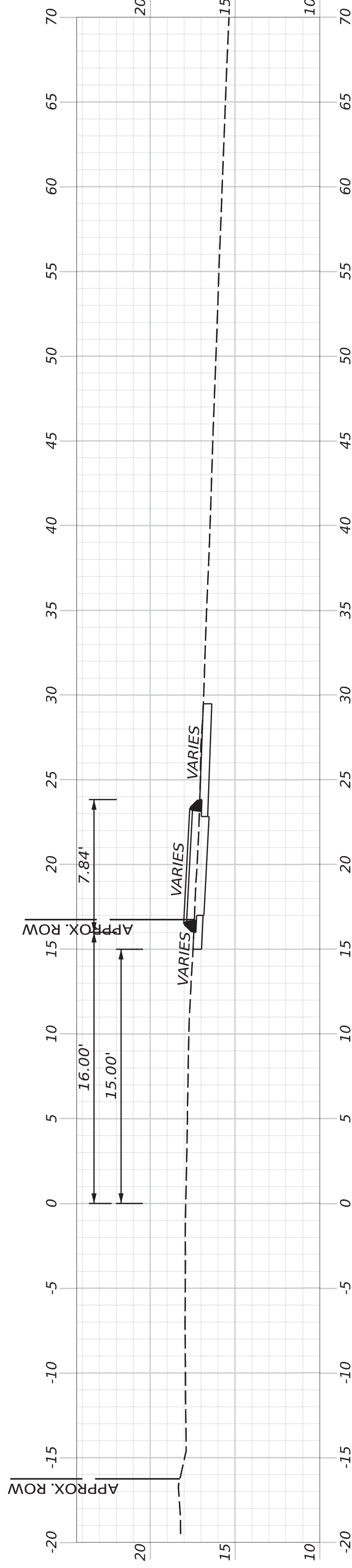
103+55.00 (EXIT - EXIT ONLY/NO ENTRANCE)



103+50.00



103+00.00



102+50.00

SHEET NUMBER

15

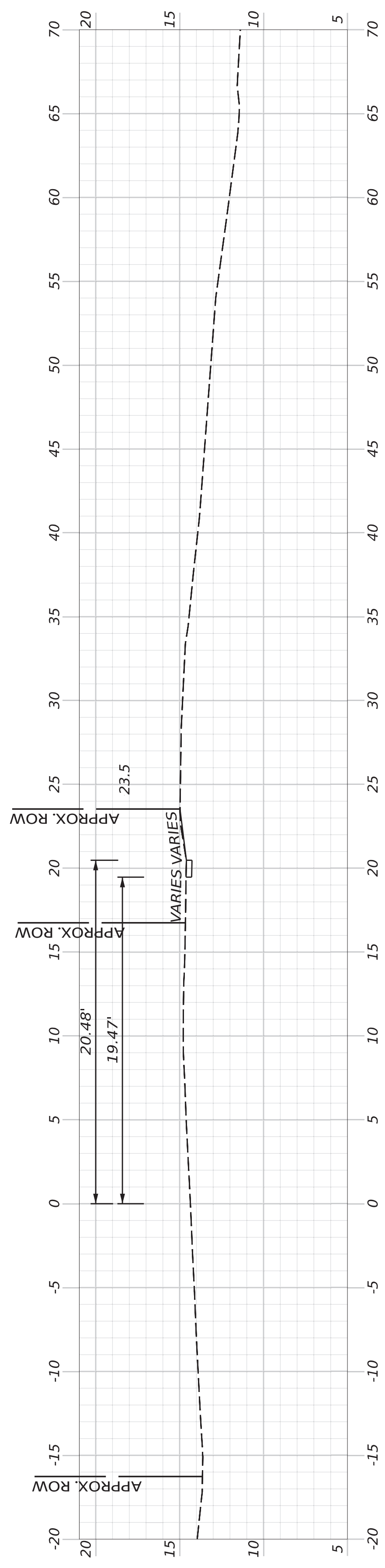
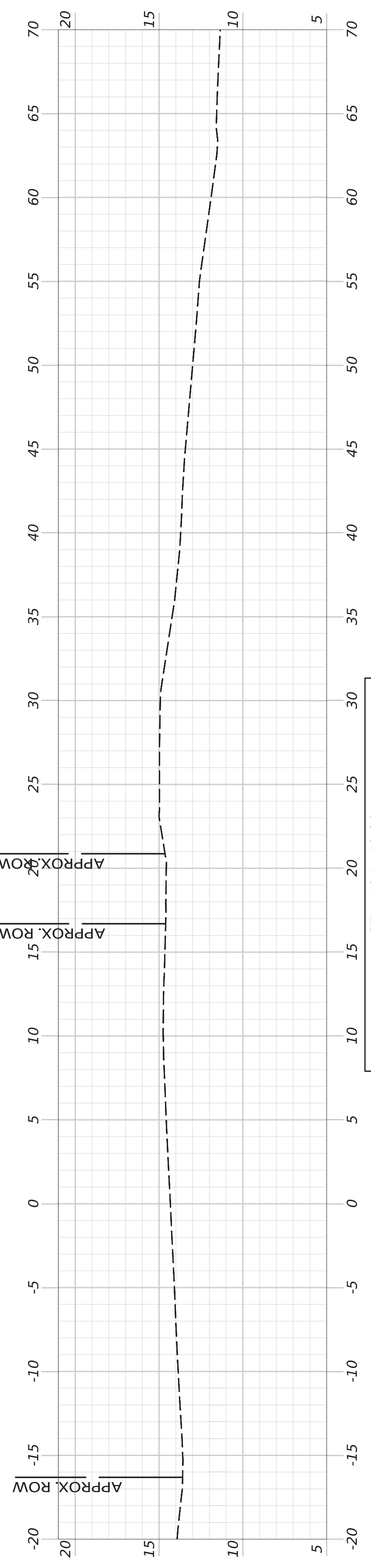
VINALHAVEN
FERRY TERMINAL IMPROVEMENTS

CROSS SECTIONS

PROJ. MANAGER	A. GORNEAU II	BY	DATE
DESIGN-DETAILED	T. WARREN	M. CUNIFF	04/26
CHECKED-REVIEWED	J. WINCHERBACH	B. BETTINGER	04/26
DESIGN-DETAILED 02			
DESIGN-DETAILED 03			
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



SHEET NUMBER
16
 OF 16

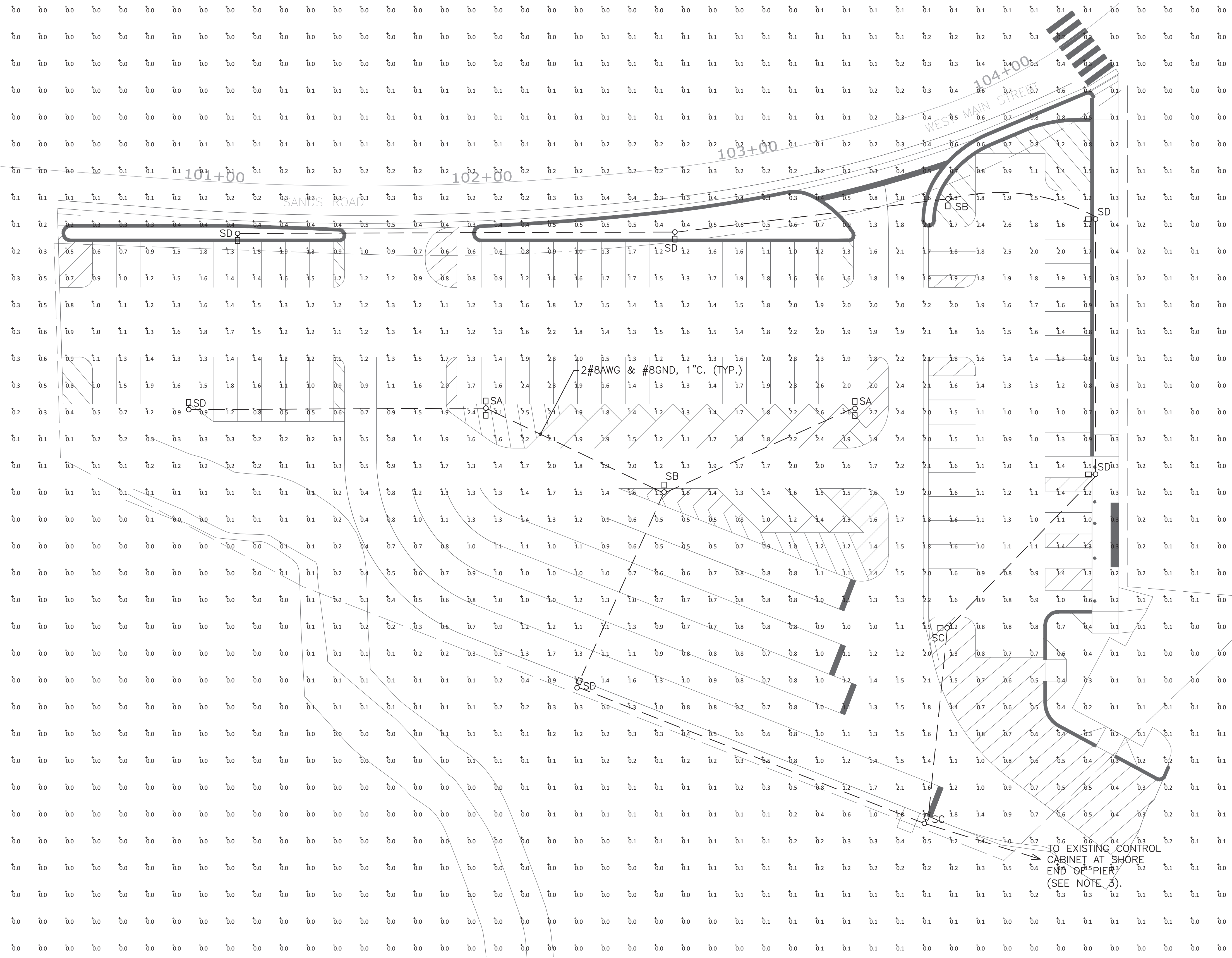
**VINALHAVEN
 FERRY TERMINAL IMPROVEMENTS
 CROSS SECTIONS**

PROJ. MANAGER	A. GORNEAU II	BY	DATE
DESIGN-DETAILED	T. WARREN	M. CUNIFF	04/26
CHECKED-REVIEWED	J. WINCHEBACH	B. BETTINGER	04/26
DESIGN-DETAILED02			
DESIGN-DETAILED03			
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

Username: \$user\$ Date: \$date\$



1 ELECTRICAL SITE PLAN
SCALE: 1"=20'

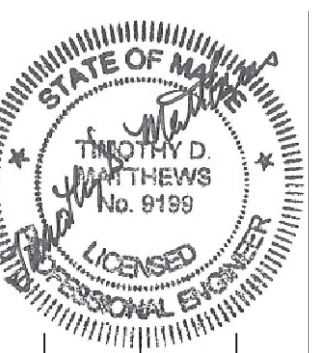
NOTES:

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



SIGNATURE
9/19
P.E. NUMBER
12/2025
DATE

PROJ. MANAGER	DATE
A. GORNEAU II	12/25
DESIGN-REVIEWED	
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS
LIGHTING PLAN

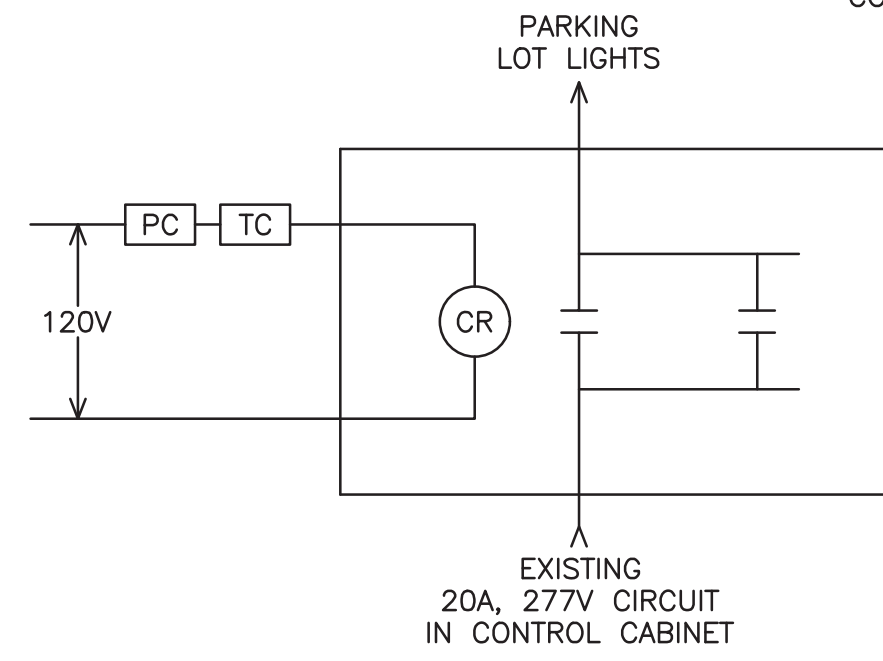
SHEET NUMBER

A1



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

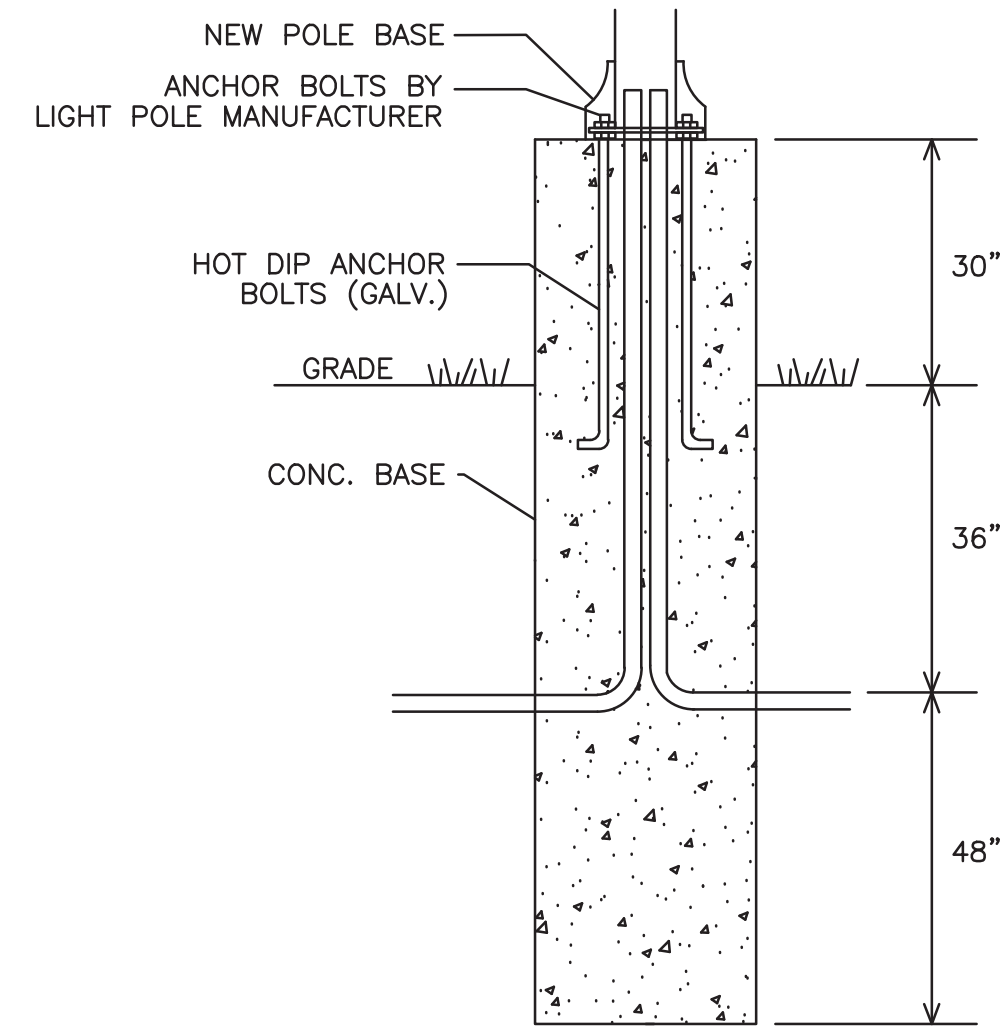
DETAIL NOTE:
 1. INTENT IS TO RECONNECT TO EXISTING LIGHTING CONTROLS IN CONTROL CABINET AT END OF PIER. INSTALL ALL NEW CONDUITS AND WIRING.



2 EXTERIOR LIGHTING CONTROLS
 SCALE: NOT TO SCALE

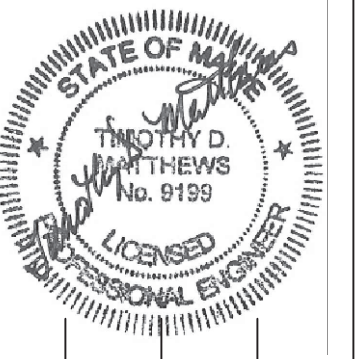
LIGHTING SCHEDULE					
TYPE	DESCRIPTION	MANUFACTURER	LAMPS	MOUNTING	NOTES
SA	POLE MOUNTED TWIN LED LIGHT FIXTURES MOUNTED AT 180-DEGREES FROM EACH OTHER. FULL-CUTOFF. TYPE 4F (FORWARD) DISTRIBUTION. BLACK FINISH. 277V	LSI LIGHTING	54W LED (EA.) 4000K 7894 LUMENS	20.5' AFG STRAIGHT ALUMINUM POLE	MODEL #: (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



1 LIGHTING POLE BASE DETAIL
 SCALE: NOT TO SCALE

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2696000
 WIN
 26960.00



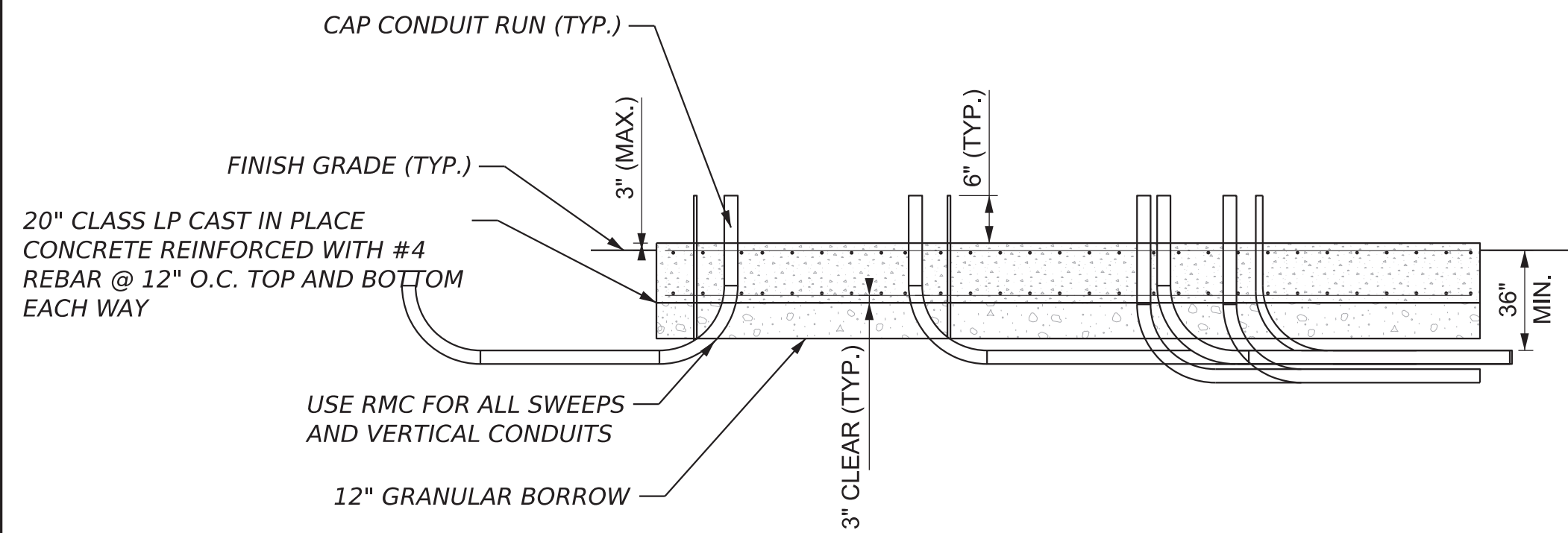
SIGNATURE
 9/99
 P.E. NUMBER
 12/2025
 DATE

PROJ. MANAGER	A. GORNEAU II	DATE	12/25
DESIGN-DETAILED	TDM	BY	TDM
CHECKED-REVIEWED			
DESIGN-DETAILED02			
DESIGN-DETAILED03			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

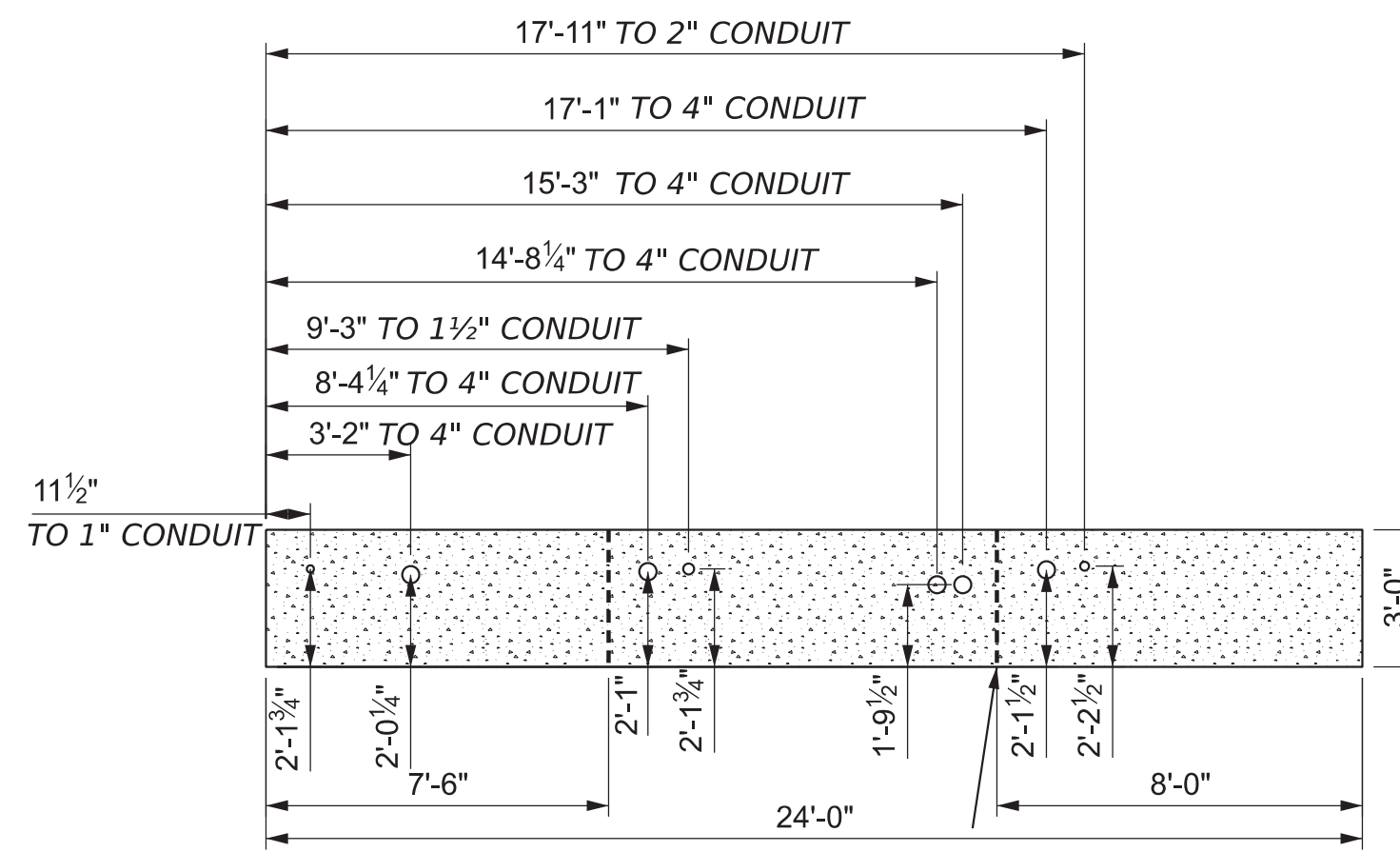
VINALHAVEN
 FERRY TERMINAL IMPROVEMENTS
 LIGHTING DETAILS

SHEET NUMBER

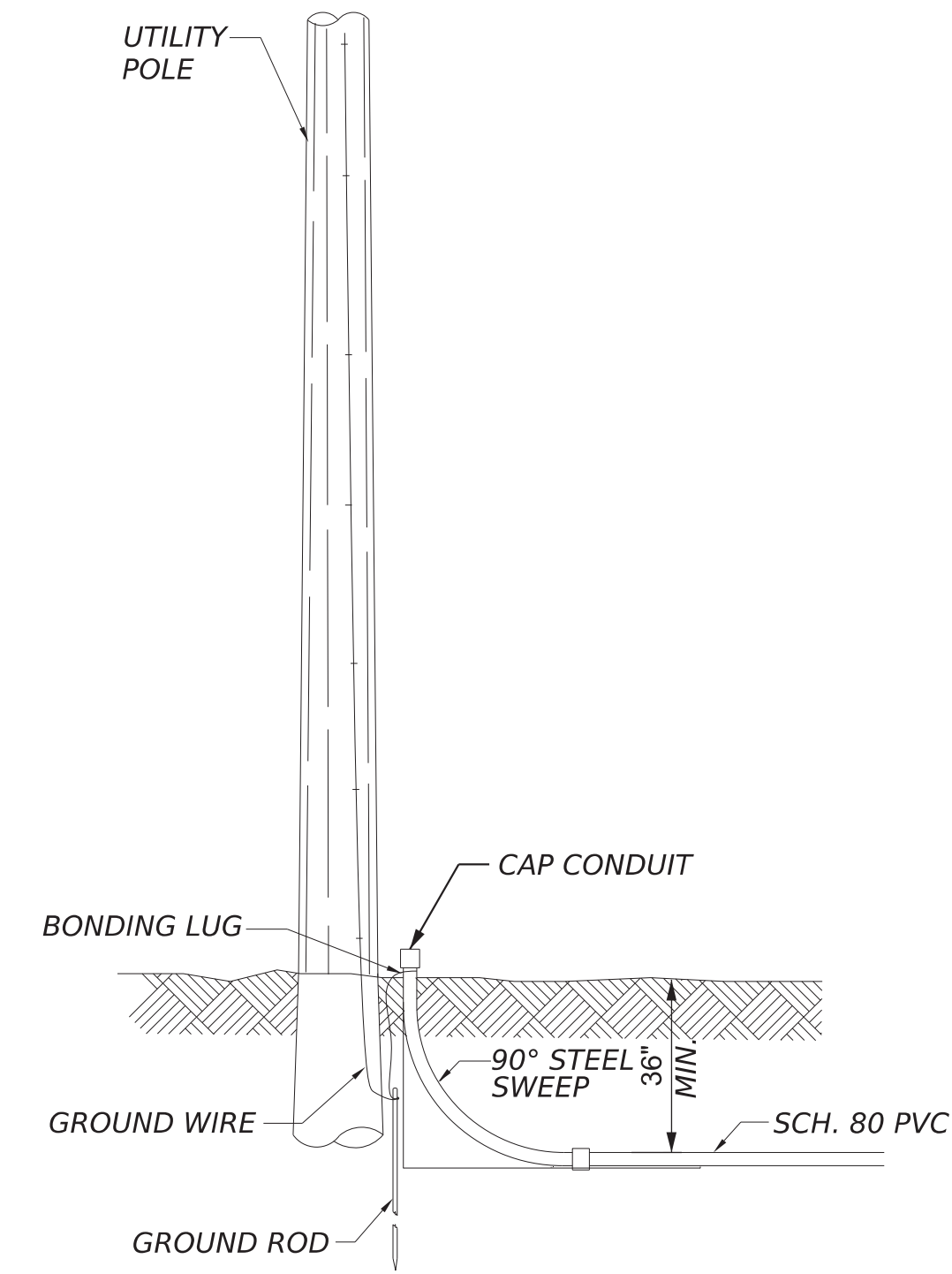
A2



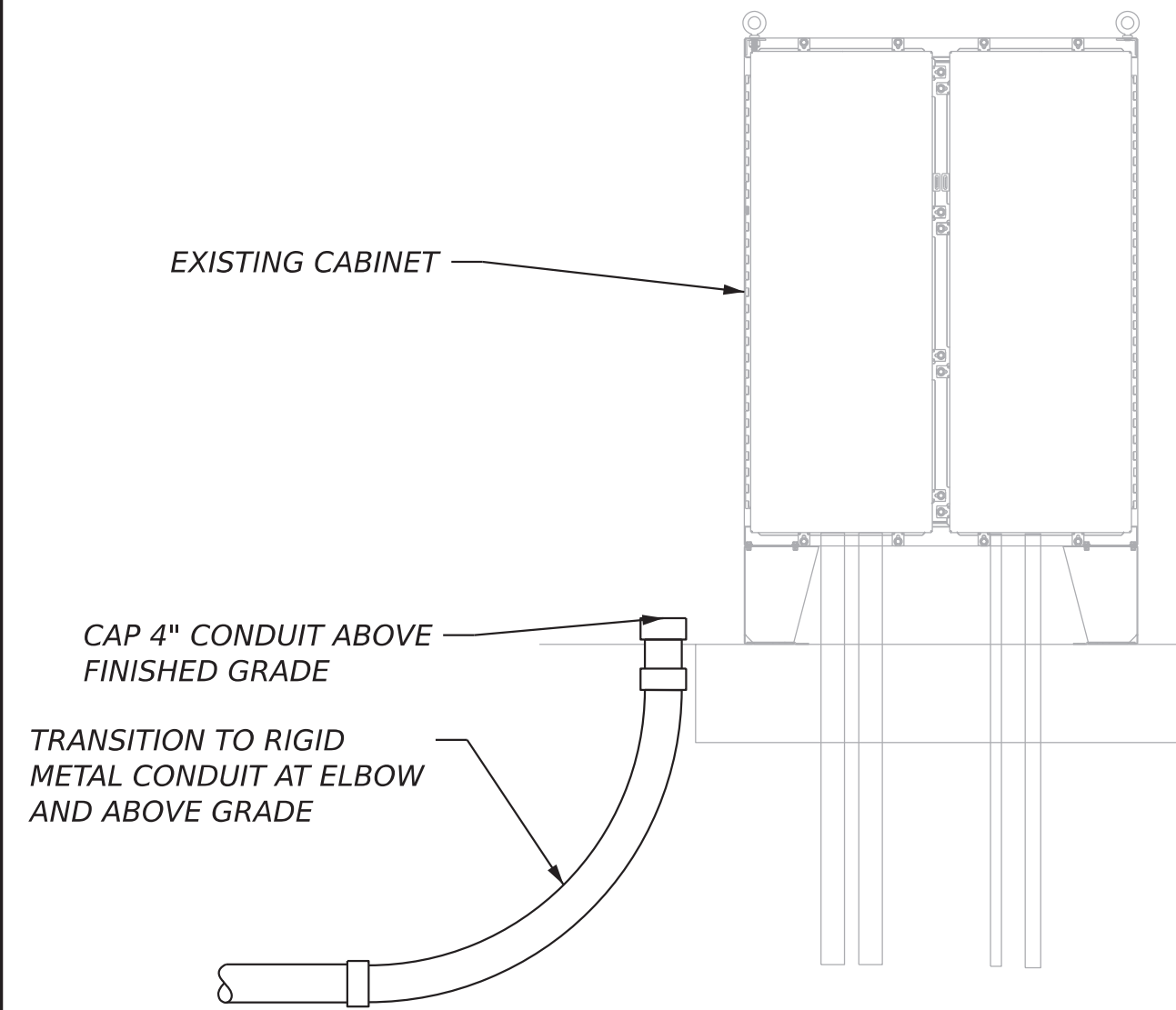
ELEVATION VIEW - CABINET FOUNDATION
(LOOKING FROM SIDEWALK)
1/4" = 1'-0"



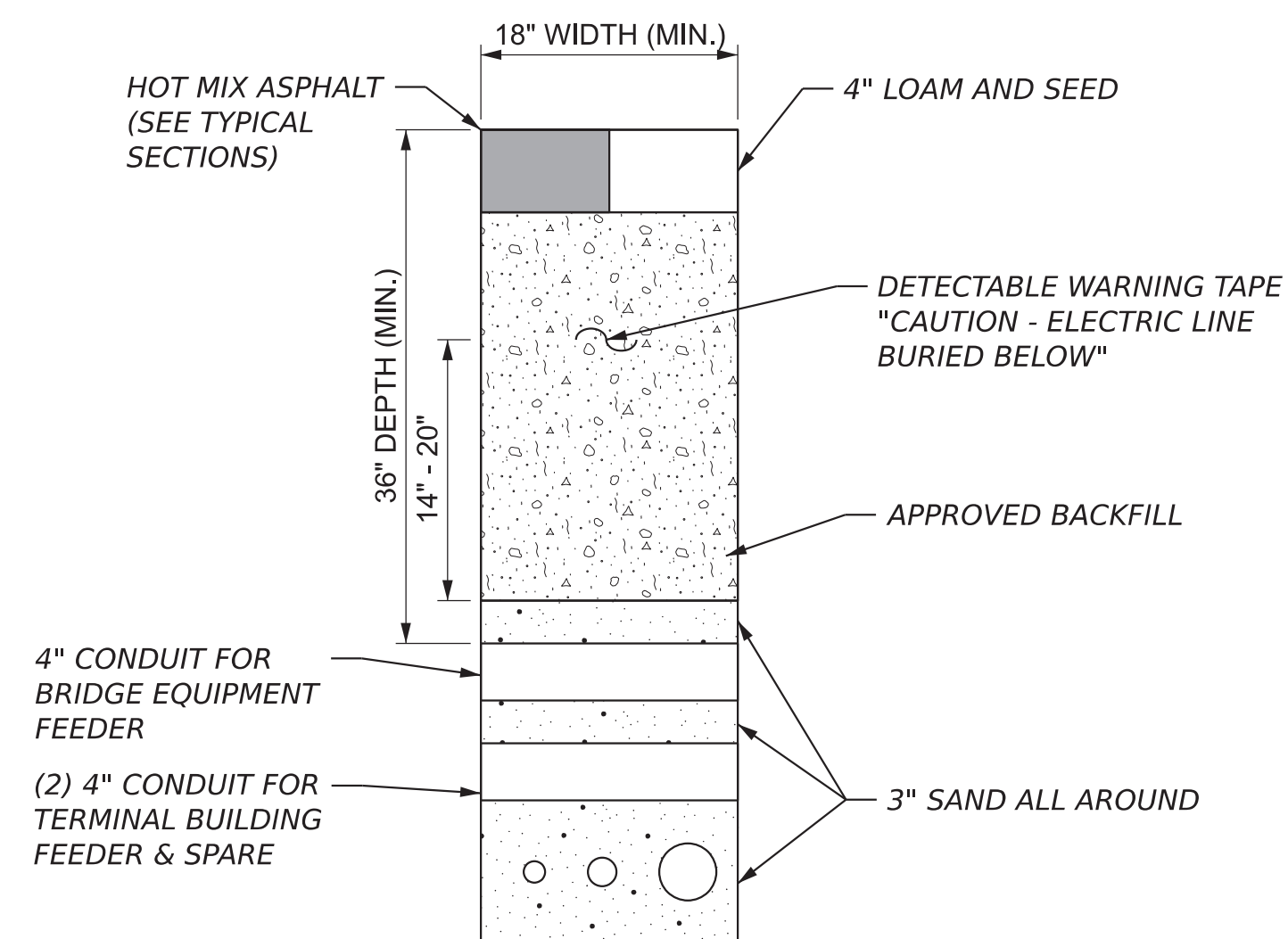
PLAN VIEW - CABINET FOUNDATION
(LOOKING FROM SIDEWALK)
1/4" = 1'-0"



TYPICAL RISER CONDUIT INSTALLATION

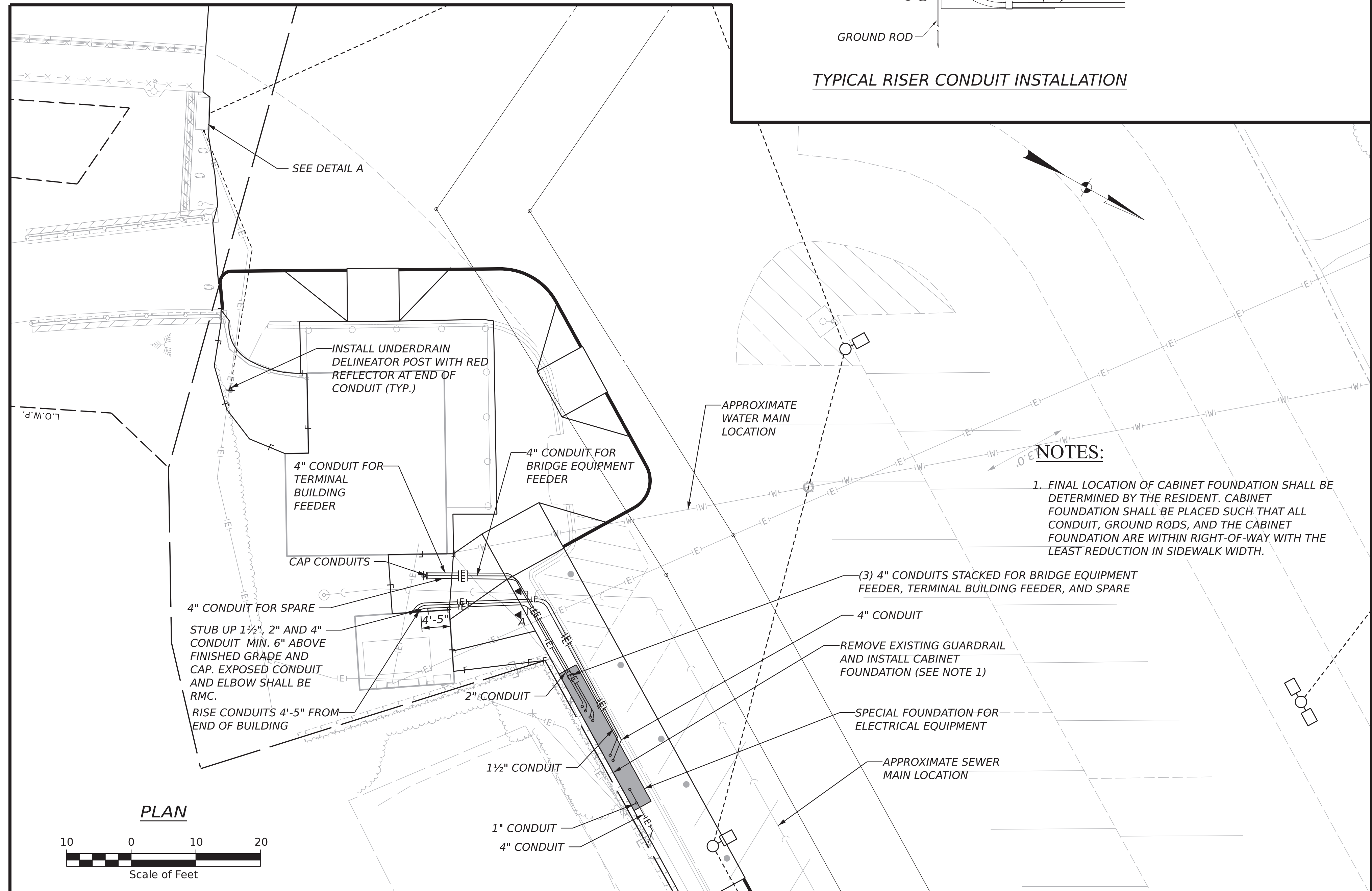


DETAIL A - EXISTING CONTROL CABINET

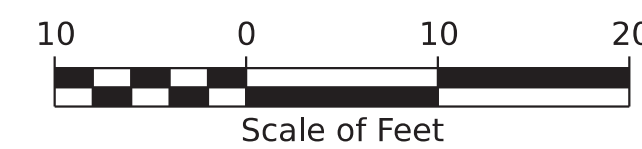


SECTION A

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



PLAN



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



Joseph R. Howe
SIGNATURE
10420
P.E. NUMBER
12/19/2025
DATE

PROJ. MANAGER	A. GORNEAU II	DATE
DESIGN-DETAILED	M.C.	12/25
CHECKED-REVIEWED	J.P.H.	12/25
DESIGN-DETAILED	J.P.H.	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

VINALHAVEN
FERRY TERMINAL IMPROVEMENTS
ELECTRICAL DETAILS

SHEET NUMBER

B1