

Supplemental Supporting Information for a Finding of Effect

Project: Deer Isle 25661.00

Scope: Causeway Rehabilitation/Climate Adaptation

Finding of Effect: No Adverse Effect

DRAFT – PUBLIC COMMENT COPY

This report describes the Maine Department of Transportation's compliance with Section 106 of the National Historic Preservation Act (36 CFR Part 800). It details the finding of effect to historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) that are located in the subject project's Area of Potential Effect (APE). This report also assesses how the proposed project may directly or indirectly affect and/or diminish those characteristics and aspects of integrity that qualify a historic property for inclusion in the NRHP. This report is specific to the Section 106 assessment of effects, as opposed to general environmental impacts. Consultation with coordinating agencies and the public is ongoing.

Please note, MaineDOT completes environmental review, consultation, and other actions required by applicable Federal environmental laws for federal-aid projects pursuant to the following: 23 U.S.C. 326 and a Memorandum of Understanding (MOU) executed by FHWA and MaineDOT dated October 9, 2024, and 23 U.S.C. 327 and an MOU executed by FHWA and MaineDOT dated January 30, 2026.

Project Scope

The proposed project consists of the rehabilitation of the big Deer Isle causeway and the little Deer Isle causeway, both of which carry Little Deer Isle Road/Route 15 in Deer Isle, Hancock County, Maine.

Purpose and Need

The purpose of this project is to achieve transportation resiliency based on the Maine Climate Council's recommendations for predicted sea level rise (SLR) to prevent damage to MaineDOT infrastructure, maintain emergency services access, and avoid stranding residents, businesses and visitors of Deer Isle and Stonington.

The need for this project is because both causeways are low-lying coastal roadways that are susceptible to flooding impacts, resulting in closures during highest-tide and storm surge events.

Project Background

The Towns of Deer Isle and Stonington have only one land connection between the islands and the mainland, creating a vital economic and social link for residents, businesses, and visitors. The Deer Isle causeways were originally constructed in the 1930's and the big causeway was widened in 1947. The existing little causeway is approximately 1,000 feet long and the big causeway is approximately 3,500 feet long, carries 3,328 vehicles per day and is classified as a corridor priority 3 roadway. The existing roadway cross-sections are two 12-foot lanes and two 1-to-2-foot shoulders for a total width of 28 feet. Existing shoulders are well below the required shoulder width for priority 3 roadways. The side slopes are protected with stacked stones and large riprap. There are aerial utilities across both causeways and no known buried utilities. There is a small overflow pond to the west of the little causeway, connected with a 4-foot diameter culvert with granite stacked stone headwalls. The tides cover the culvert and headwall at higher tides. There are no existing openings within the big causeway.

MaineDOT administered the Deer Isle Causeways Feasibility Study to be responsive to the community's desire for reliable and resilient causeways and to quickly move the project forward to the extent practicable. The causeways flood several times a year, occasionally requiring full road closure. In addition, repairs are made throughout the year to address pavement and riprap damage caused by wash-outs at various locations. The towns of Deer Isle and Stonington were the primary stakeholders

for the study, as the causeways are a top concern for local officials, residents, and businesses.

Proposed Action

The proposed action (Alternative 3) would rehabilitate the two causeways in Deer Isle; the big causeway (Station 10+00 to 50+00) and little causeway (Station 199+00 to 212+00). The profiles will be raised to a minimum elevation of 13.80' at the edge of the travel ways to accommodate 4' future sea level rise. The roadway typical section will have 11' travel ways, 5' shoulders, guardrail, and riprap slope protection. The resulting overall roadway width would total 32', an increase of 4' from the existing, with the entirety of the existing causeway embankment remaining in place, thereby limiting environmental impacts as much as practical to achieve the proposed roadway elevation and width.

Federal Action

Federal funding.

Definition of Area of Potential Effect (APE)

The proposed project is located in Deer Isle, Hancock County, Maine. The map below shows the two discontinuous APEs.



Figure 1. Deer Isle 25661.00 Areas of Potential Effect

Historic Properties

The proposed project is located in Deer Isle. The description is based on a Maine Historic Preservation Commission (MHPC) form.

Big Deer Isle Causeway (Maine Department of Transportation)**National Register-Eligible****Criteria A and C, Transportation and Engineering**

The big Deer Isle causeway is eligible for listing in the National Register. It is a 1-mile causeway constructed of 1.5-7.5' fill, including granite quarried in the area. It was constructed to provide vehicular access between Little Deer Isle and Deer Isle. Along with the 1939 Deer Isle-Stonington Bridge, the causeway continues to provide critical vehicular access to the mainland.

While the stone guard rail has been removed, the original construction, including the c.1947 alterations, remains. The causeway was constructed following the alignment of a natural causeway called Scott's Landing. Associated with a family that established one of the first ferries in the area, the bar was traversed at low tide to provide connection between Little Deer Isle and Deer Isle. Access to the mainland was via seasonally operational ferries.

The causeway was of statewide interest when it was constructed, with the Portland Press Herald noting that the Maine State Highway Commission had never undertaken a project like this at the time.



Figure 2. Big Deer Isle Causeway

Little Deer Isle Causeway (Maine Department of Transportation)
National Register-Eligible
Criterion A, Transportation

The Little Deer Isle causeway and cross culvert #169543 are eligible for listing in the National Register. Granite has been stacked at both the outlet and inlet of the pipe as rudimentary headwalls. The causeway is constructed of 1.5-7.5' fill, including granite quarried in the area. The causeway has metal W beam guardrail. The causeway and culvert were built to provide vehicular access between Little Deer Isle and the mainland via the 1939 Deer Isle Sedgwick Bridge. The causeway and cross culvert continue to provide critical vehicular access to the mainland. The causeway initially had stone guardrails which were replaced c. 2018 with metal, otherwise the causeway and cross culvert retain a high degree of integrity. The period of significance is c. 1938.



Figure 3. Little Deer Isle Causeway

Archaeological Resources

There are no archaeological resources in the project area.

Impacts to Property

The following addresses potential impacts to properties as a result of the proposed action.

Big Deer Isle Causeway (Maine Department of Transportation) National Register-Eligible Criteria A and C, Transportation and Engineering

The proposed action would result in **No Adverse Effect** to the big Deer Isle Causeway. The causeway would be rehabilitated to an elevated height, and the roadway would be widened to provide 5' shoulders. Stone riprap would be added to the slopes to provide adequate protection for future storm events.

These changes would not significantly impact the causeway's integrity of design, which is reflected in its curvilinear form that follows the alignment of the natural causeway called Scott's Landing. The rehabilitation activities would maintain the existing location and overall design by widening and raising the existing structure. New materials (namely stone riprap) would not significantly alter the integrity of the resource, as stone riprap is already present along the slopes.

Additionally, the proposed action maintains the causeway's historic function and its ability to convey significance as an important connection between Little Deer Isle and Deer Isle. The causeway's integrity of location, association, feeling and setting would still demonstrate the relationship of the resource to the transportation landscape.

Little Deer Isle Causeway (Maine Department of Transportation) National Register-Eligible Criteria A, Transportation

The proposed action would result in **No Adverse Effect** to the little Deer Isle Causeway. As with the preferred alternative for the big Deer Isle causeway, the little Deer Isle causeway would be rehabilitated to an elevated height, and the roadway would be widened to provide 5' shoulders. The existing culvert would be extended and maintained. These actions would not significantly impact the causeway's integrity, as the property will continue to serve its historic use as a critical link between little Deer Isle and the mainland via the 1939 Deer Isle Sedgwick Bridge.

Avoidance and Minimization Efforts

MaineDOT investigated ways in which the proposed action would avoid adverse impacts to the historic properties and implemented minimization early in the planning process. An alternatives matrix was created to weigh various factors under consideration, which included impacts to historic properties. The proposed alternative best meets the purpose and need of the project while minimizing adverse impacts to the causeways and their character defining features. See below for dismissed alternatives.

Dismissed Alternatives for Big Causeway

Multiple alternatives were analyzed as part of the preliminary engineering of this project:

Alternative 1 (No Build)

The No-Build alternative is the baseline condition for evaluation of the build alternative. It would not address impacts from severe storms and erosion, nor would it adapt to future sea level rise. It would not fulfill the condition, resiliency, risk mitigation or safety objectives of the purpose and need; therefore it was removed from further consideration.

Alternative 2

Alternative 2 would consist of a large-scale erosion and stability improvement project, including adding

riprap on the existing side slopes, repairing deteriorated pavement, and replacing guardrail sections in undermined areas. This alternative would not include raising the causeway or increasing the paved shoulder width. It would not fulfill the resiliency and risk mitigation or safety objectives of the purpose and need; therefore it was removed from further consideration.

Alternative 4

Alternative 4 would increase the causeway elevation and widen the roadway. Part of the causeway alignment would shift further to the north, which would flatten some of the roadway curves. The existing causeway embankment material would remain in place. In areas of the proposed causeway that are off-alignment, the existing causeway would be abandoned in-place, and the material would not be removed. The project would avoid impacts to Causeway Beach and design the widening on the north side of the existing causeway, toward Eggemoggin Reach. The roadway alignment would partially shift away from the existing to allow some of the causeway to be constructed while maintaining two-way traffic on the existing causeway. The ends and one middle section of the causeway would require a similar approach to Alternative 3, with alternating one-way traffic and incremental layering to achieve finished grade in 800-foot sections. Although the proposed shift of the causeway would limit impacts to traffic during construction, this would significantly increase environmental impacts, material needed for embankment construction, and construction costs. Due to the long length of the causeway and the volume of material required to construct the causeway while also considering in-water work restrictions, this alternative would take longer to construct than the preferred alternative. Additionally, the alternative would likely cause an adverse effect to the causeway under Section 106 of the National Historic Preservation Act. For these reasons Alternative 4 was dismissed from further consideration.

Alternative 5

Alternative 5 would increase the causeway elevation and widen the roadway. The majority of the causeway would be shifted off the existing alignment to build an independent roadway. The tie-in locations at either end of the causeway would be the same as the existing causeway tie-in locations. Except for the tie-in locations at either end, the existing causeway would be abandoned in-place, and the material would not be removed. The project would avoid impacts to Causeway Beach and design the widening on the north side of the existing causeway, toward Eggemoggin Reach. The roadway alignment would shift fully to the north and away from the existing causeway enough to allow the majority of the causeway to be constructed while maintaining two-way traffic on the existing causeway. The shift results in the largest overall project footprint and associated wetland impacts. Although the proposed shift of the causeway would limit impacts to traffic during construction, this would significantly increase environmental impacts and require the most materials and highest construction costs among all the considered alternatives for embankment construction. Due to the long length of the causeway and the volume of material required to construct the causeway while also considering in-water work restrictions, this alternative would take longer to construct than the preferred alternative. Additionally, the alternative would likely cause an adverse effect to the causeway under Section 106 of the National Historic Preservation Act. For these reasons Alternative 5 was dismissed from further consideration.

Dismissed Alternatives for Little Causeway

One additional alternative was analyzed as part of the preliminary engineering of this project:

Alternative 1 (No Build)

The No Build Alternative is the baseline condition for evaluation of the build alternative. The existing conditions and the current function of transportation modes along the little causeway are deficient, with several closures due to flooding and limited width for cyclists or pedestrians. The long history of the causeway includes frequent maintenance needs and several emergency repairs for erosion protection and to maintain stability of the existing causeways. The No Build Alternative highlights the need for addressing the integrity and stability of the existing causeways, transportation resiliency due to SLR, and the narrow width of the existing roadways.

Public Involvement

MaineDOT contacted the four federally recognized tribes in Maine about this project, as well as the Wampanoag Tribe of Gay Head (Aquinnah). The Houlton Band of Maliseet Indians, the Passamaquoddy Tribe, Mi'kmaq Nation, and the Penobscot Nation replied with no concerns.

The Town of Deer Isle and the Deer Isle Historical Society were contacted by email and asked to comment on knowledge of, or concerns with, historic properties in the area, and any issues with the undertakings effect on historic properties. No response was received from either party.

The first public meeting was held on August 1, 2023, in Deer Isle. Feedback from the initial public meeting was generally in favor of the project and noted urgency for construction. A second public meeting was released on the MaineDOT website on April 1, 2024. Most comments supported modifications to the causeway, with varying levels of enthusiasm for specific alternatives. A third, final public meeting was held in Deer Isle on June 5, 2024. At this meeting Alternative 3 for the main causeway was presented to the public as the recommended alternative to progress to preliminary design along with preliminary cost information, construction duration, and project next steps. An on-alignment alternative was recommended as the study found the on-alignment alternative best meets the study purpose and need while minimizing environmental impacts, construction duration, and construction costs. Feedback from the meeting focused on the causeway height and traffic impacts during construction.

The public process is ongoing.

Plans

Deer Isle, Hancock County, Route 15, 02566101, Final Pic Submission May 12, 2026

Attachments

J. N. Leith Smith, MHPC, to Julie Senk, MaineDOT, January 11, 2024

Kirk Mohny, MHPC, to Julie Senk, MaineDOT, March 18, 2025

STATE OF MAINE
Memorandum

Date: January 11, 2024

To: Julie Senk, Historic Preservation Coordinator, Maine DOT/ENV

From: J. N. Leith Smith, MHPC

Subject: Follow-up Archaeology Review of PDR Plans.

Project: MHPC #1034-22, WIN 25661.00, Deer Isle
Highway Safety and Spot Improvements northwest of Hardy's Hill Road; Elevation of Route 15
Causeway.

Dear Julie,

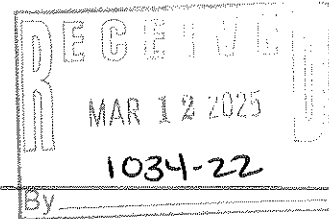
Thank you for providing the PDR plans on January 2nd, 2024 for the above referenced proposed project. Assessment of the PDR plans finds that the proposed elevation work will have no effect on any historic properties because the archaeological sites of concern are located beyond the project APE. In following the procedures specified in the Federal Highway/MHPC/MDOT programmatic agreement, we **recommend a finding that there will be no archaeological properties affected by the proposed undertaking.**

STATE OF MAINE

Memorandum

Date: March 11, 2025

To: Kirk F. Mohny, MHPC
From: Julie Senk, Maine DOT/ENV
Subject: Section 106 request for concurrence
Project: Deer Isle 25661.00, MHPC #1034-22
Scope: Climate Adaptation



The Maine DOT has reviewed this project pursuant to the Maine Programmatic Agreement (PA) and Section 106 of the National Historic Preservation Act of 1966, as amended.

This is a continuing project. The proposed project consists of climate adaptation at the Deer Isle causeway on Route 15/North Deer Isle Road in Deer Isle. *The scope now includes climate adaptation at the Little Deer Isle causeway on Route 15/Little Deer Isle Road. Two additional resources have been surveyed as part of this effort, for a total of three surveyed resources.*

In accordance with 36 CFR Part 800.4, the following identification efforts of historic properties were made:

800.4(a) (1) - The Area of Potential Effect (APE) includes properties/structures adjacent to the road and within the project limits. The project limits are defined by the road and the immediately adjacent area.

Properties/structures adjacent to this project limit are considered to be within the APE. The APE is shown as a red polygon on the attached map.

800.4(a) (2) – Review of existing information consisted of researching the National Register and MHPC survey databases. The Maine Historic Preservation Commission Archaeological staff is currently reviewing this undertaking.

800.4(a) (3) – The Town of Deer Isle, along with applicable historical societies, were contacted via email and asked to comment on knowledge of, or concerns with, historic properties in the area, and any issues with the undertaking's effect on historic properties. The Town was also requested to provide information regarding local historic societies or groups. No replies were received.

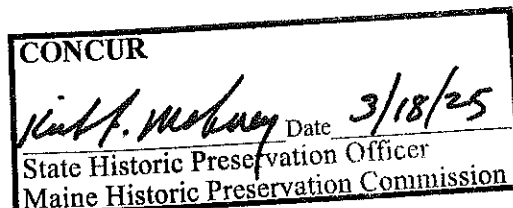
800.4(a) (4) – Emails outlining project location and scope were sent to the 4 federally recognized Tribes in Maine, as well as the Narragansett and Wampanoag Tribes. The Houlton Band of Maliseet Indians, Penobscot Nation, Passamaquoddy Tribe, and the Mi'kmaq Nation replied with no concern.

800.4(c) – The Maine DOT conducted historic architectural surveys within the APE to determine if properties met National Register criteria. Maine Historic Preservation Commission Archaeological staff is currently reviewing this undertaking. **The Maine DOT has determined that 3 architectural properties are eligible for listing in the National Register of Historic Places.**

In accordance with the PA and 36 CFR Part 800, please reply with your concurrence or objection to the determination of eligibility for listing in the National Register of Historic Places within 30 days. If more information is deemed necessary, please supply a list of the specific resources in question.

Please contact me at Julie.Senk@maine.gov if you have any questions. Thank you.

cc: CPD e-file
enc: Architectural survey



The Seal of the State of Maine is located at the bottom center of the page. It features a shield with a moose in the center, flanked by a fisherman on the left and a farmer on the right. Above the shield is a crest with a star and the word "DIRIGO". Below the shield is a banner with the word "MAINE".

ROUTE 15

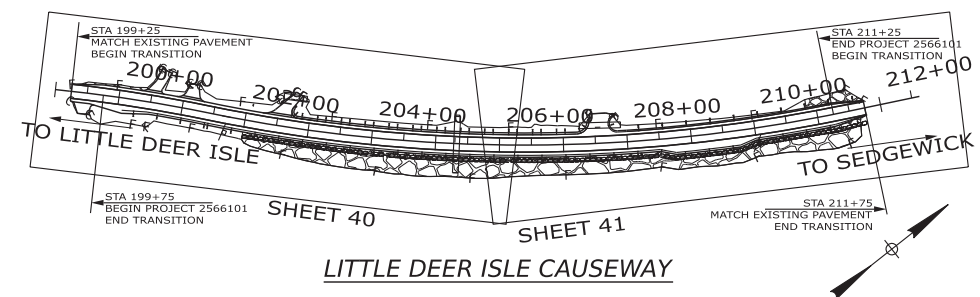
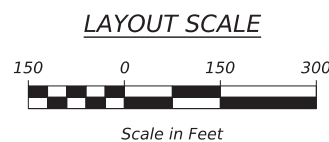
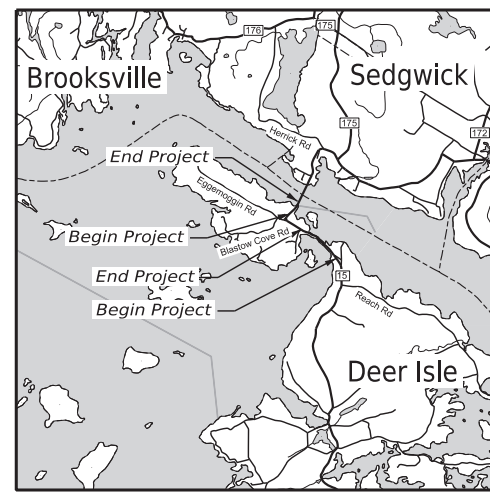
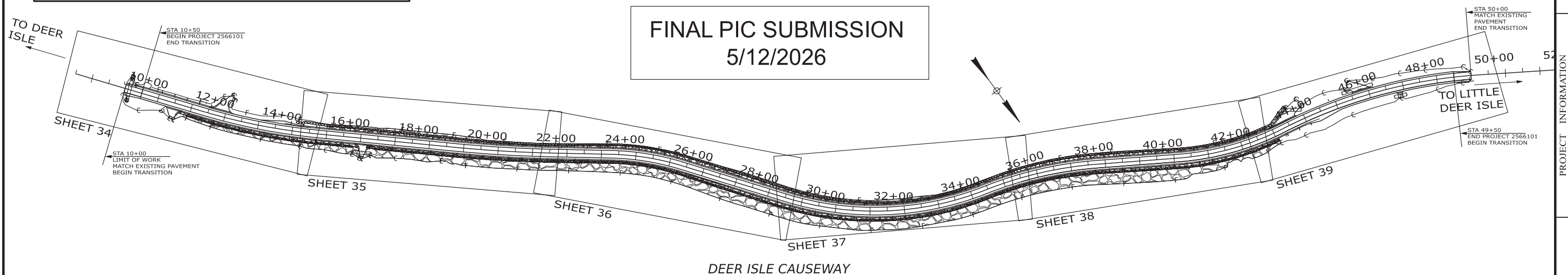
02566101

PROJECT LENGTH: 0.99 MILES

FINAL PIC SUBMISSION
5/12/2026

INDEX OF SHEETS

<u>Description</u>	<u>Sheet No.</u>
Title Sheet	1
Typical Sections	2-3
Estimated Quantities	4
General Notes	5
Maintenance of Traffic	6-33
Plan / Profile	34-41
Cross Sections	42-92



TRAFFIC DATA	ROUTE 15
Current (2025) AADT	3250
Future (2045) AADT	3580
DHV - % of AADT	12%
Design Hour Volume	430
% Heavy Trucks (AADT)	6%
% Heavy Trucks (DHV)	5%
Directional Distribution (DHV)	52%
18-kip Equivalent P 2.0	120
18-kip Equivalent P 2.5	114
Design Speed (mph)	45
Corridor Priority	3

<u>PROJECT LOCATION:</u>	SEGMENT 1: DEER ISLE CAUSEWAY BEG 0.15 MILES NORTH OF HARDY'S HILL ROAD EXTENDING NORTH 0.75 MILES & SEGMENT 2: LITTLE DEER ISLE CAUSEWAY BEG 0.11 MILES EAST OF N DEER ISLE RD EXTENDING EAST 0.24 MILES
<u>PROGRAM AREA:</u>	HIGHWAY PROGRAM
<u>SCOPE OF WORK:</u>	HIGHWAY RECONSTRUCTION OF TWO SECTIONS OF ROADWAY CAUSEWAY, INCLUDES PROFILE RAISE, SHOULDER WIDENING, GUARDRAIL AND DRAINAGE IMPROVEMENTS.

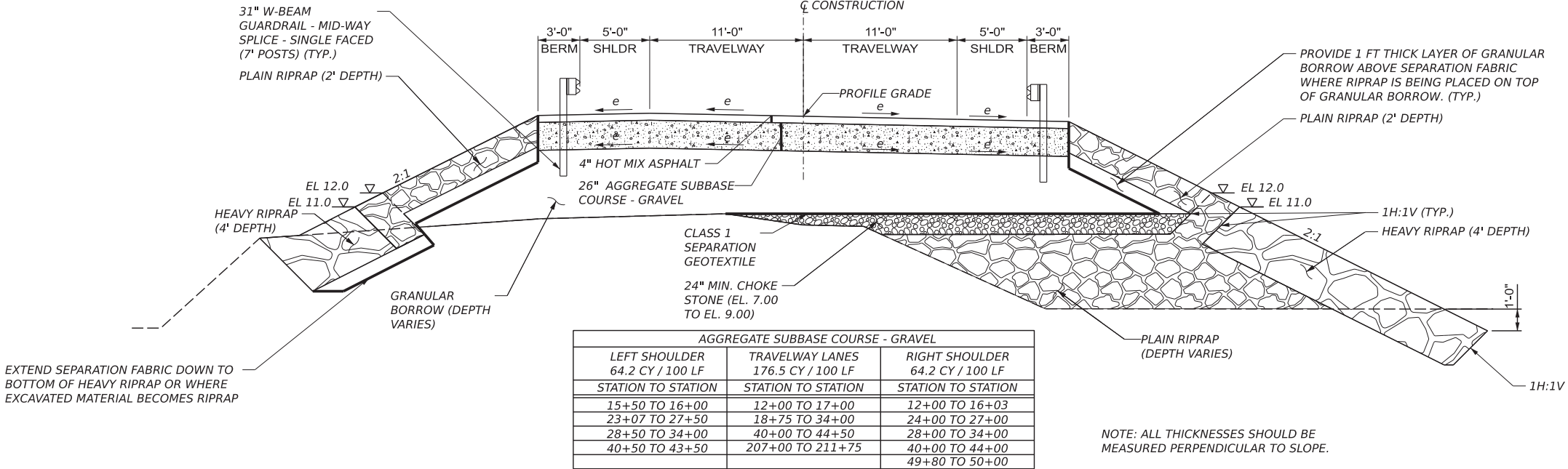
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
COMMISSIONER:	
CHIEF ENGINEER:	

PROGRAM	HIGHWAY	SIGNATURE
PROJECT MANAGER	LAURIE ROWE	
DESIGNER	PAUL POTTLE, PE	
CONSULTANT	STANTEC	P.E. NUMBER
PROJECT RESIDENT		
CONTRACTOR		DATE
PROJECT COMPLETION DATE		

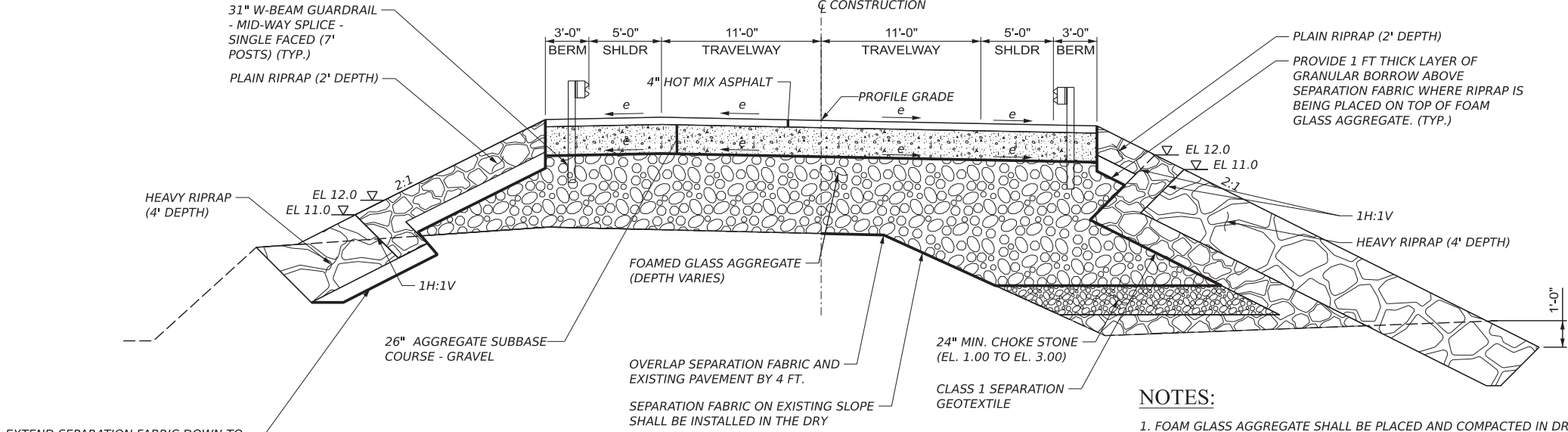
OF	92	SHEET NUMBER	1
		TITLE SHEET	
		ROUTE 15	
		DEER ISLE	

DEER ISLE CAUSEWAY - SUPERELEVATION TABLE				
LEFT SHOULDER	TRAVELWAY	STATION	TRAVELWAY	RIGHT SHOULDER
MATCH EXISTING		10+00	MATCH EXISTING	
-4.0%	-2.0%	10+50	-2.0%	-4.0%
-4.0%	-2.0%	11+00	-2.0%	-4.0%
-4.0%	-2.0%	11+48	0.0%	-4.0%
-4.0%	-2.0%	11+50	0.1%	-4.0%
-4.0%	-2.0%	11+97	2.0%	-4.0%
-4.0%	-2.1%	12+00	2.1%	-3.8%
-4.2%	-4.2%	12+50	4.2%	-2.0%
FULL SUPER				
-4.2%	-4.2%	15+50	4.2%	-2.0%
-4.0%	-2.1%	16+00	2.1%	-3.8%
-4.0%	-2.0%	16+03	2.0%	-4.0%
-4.0%	-2.0%	16+50	0.1%	-4.0%
-4.0%	-2.0%	16+52	0.0%	-4.0%
-4.0%	-2.0%	17+00	-2.0%	-4.0%
NORMAL CROWN				
-4.0%	-2.0%	18+75	-2.0%	-4.0%
-4.0%	-2.0%	19+00	-0.9%	-4.0%
-4.0%	-2.0%	19+21	0.0%	-4.0%
-4.0%	-2.0%	19+50	1.3%	-4.0%
-4.0%	-2.0%	19+66	2.0%	-4.0%
-4.0%	-2.4%	19+75	2.4%	-4.0%
FULL SUPER				
-4.0%	-2.4%	22+50	2.4%	-4.0%
-4.0%	-0.3%	23+00	0.3%	-4.0%
-4.0%	0.0%	23+07	0.0%	-4.0%
-3.9%	1.8%	23+50	-1.8%	-4.0%
-2.1%	3.9%	24+00	-3.9%	-4.0%
-2.0%	6.0%	24+50	-6.0%	-6.0%
FULL SUPER				
-2.0%	6.0%	26+50	-6.0%	-6.0%
-2.1%	3.9%	27+00	-3.9%	-4.0%
-4.0%	1.7%	27+50	-1.7%	-4.0%
-4.0%	0.0%	27+90	0.0%	-4.0%
-4.0%	-0.4%	28+00	0.4%	-4.0%
-4.0%	-2.6%	28+50	2.6%	-3.4%
-4.7%	-4.7%	29+00	4.7%	-2.0%
-5.8%	-5.8%	29+25	5.8%	-2.0%
FULL SUPER				
-5.8%	-5.8%	34+25	5.8%	-2.0%
-4.7%	-4.7%	34+50	4.7%	-2.0%
-4.0%	-2.5%	35+00	2.5%	-3.4%
-4.0%	-0.3%	35+50	0.3%	-4.0%
-4.0%	0.0%	35+57	0.0%	-4.0%
-3.9%	1.9%	36+00	-1.9%	-4.0%
-2.0%	4.1%	36+50	-4.1%	-4.1%
-2.0%	5.2%	36+75	-5.2%	-5.2%
FULL SUPER				
-2.0%	5.2%	38+75	-5.2%	-5.2%
-2.0%	4.1%	39+00	-4.1%	-4.1%
-3.9%	1.8%	39+50	-1.8%	-4.0%
-4.0%	0.0%	39+91	0.0%	-4.0%
-4.0%	-0.4%	40+00	0.4%	-4.0%
-4.0%	-2.6%	40+50	2.6%	-3.2%
-4.9%	-4.9%	41+00	4.9%	-2.0%
-6.0%	-6.0%	41+25	6.0%	-2.0%
FULL SUPER				
-6.0%	-6.0%	43+00	6.0%	-2.0%
-4.0%	-3.9%	43+50	3.9%	-2.1%
-4.0%	-1.8%	44+00	1.8%	-4.0%
-4.0%	0.0%	44+42	0.0%	-4.0%
-4.0%	0.3%	44+50	-0.3%	-4.0%
-3.4%	2.5%	45+00	-2.5%	-4.0%
-2.0%	4.6%	45+50	-4.6%	-4.6%
FULL SUPER				
-2.0%	4.6%	48+50	-4.6%	-4.6%
-3.4%	1.8%	49+00	-5.1%	-5.1%
-4.0%	-0.9%	49+50	-5.6%	-5.6%
MATCH EXISTING		50+00	MATCH EXISTING	

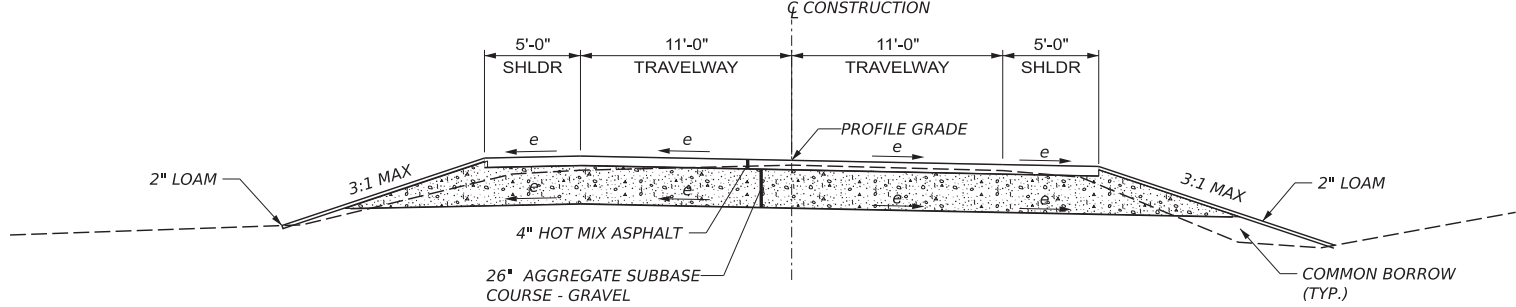
LITTLE DEER ISLE CAUSEWAY - SUPERELEVATION TABLE				
LEFT SHOULDER	TRAVELWAY	STATION	TRAVELWAY	RIGHT SHOULDER
MATCH EXISTING		199+25	MATCH EXISTING	
-4.0%	-1.1%	199+50	-3.5%	-4.0%
-4.0%	0.0%	199+72	-2.6%	-4.0%
-4.0%	1.4%	200+00	-2.6%	-4.0%
-4.0%	2.0%	200+13	-2.6%	-4.0%
-4.0%	2.6%	200+25	-2.6%	-4.0%
FULL SUPER				
-4.0%	2.6%	201+00	-2.6%	-4.0%
-4.0%	0.1%	201+50	-0.1%	-4.0%
-4.0%	0.0%	201+52	0.0%	-4.0%
-4.0%	-2.4%	202+00	2.4%	-4.0%
FULL SUPER				
-4.0%	-2.4%	211+25	2.4%	-4.0%
MATCH EXISTING		211+75	MATCH EXISTING	



TYPICAL RECONSTRUCTED SUPERELEVATED - CAUSEWAY



TYPICAL RECONSTRUCTED SUPERELEVATED - FOAMED GLASS AGGREGATE



TYPICAL RECONSTRUCTED SUPERELEVATED - APPROACH

AGGREGATE SUBBASE COURSE - GRAVEL		
LEFT SHOULDER	TRAVELWAY LANES	RIGHT SHOULDER
68 CY / 100 LF	176.5 CY / 100 LF	68 CY / 100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
10+00 TO 10+50	10+00 TO 10+50	10+00 TO 10+50
12+00 TO 15+50	11+00 TO 12+00	11+97 TO 12+00
44+50 TO 50+00	44+50 TO 50+00	199+25 TO 199+50
199+25 TO 199+50	199+25 TO 202+25	

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

02566101

WIN 25661.01

HIGHWAY PLANS

DEER ISLE

ROUTE 15

TYPICAL SECTIONS

SHEET NUMBER

2

OF 92

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED03

REVISIONS 1

REVISIONS 2

REVISIONS 3

FIELD CHANGES

LAURIE ROWE

KBJ

PLP

DATE

MAR 2026

MAR 2026

BY

AFS

UBH

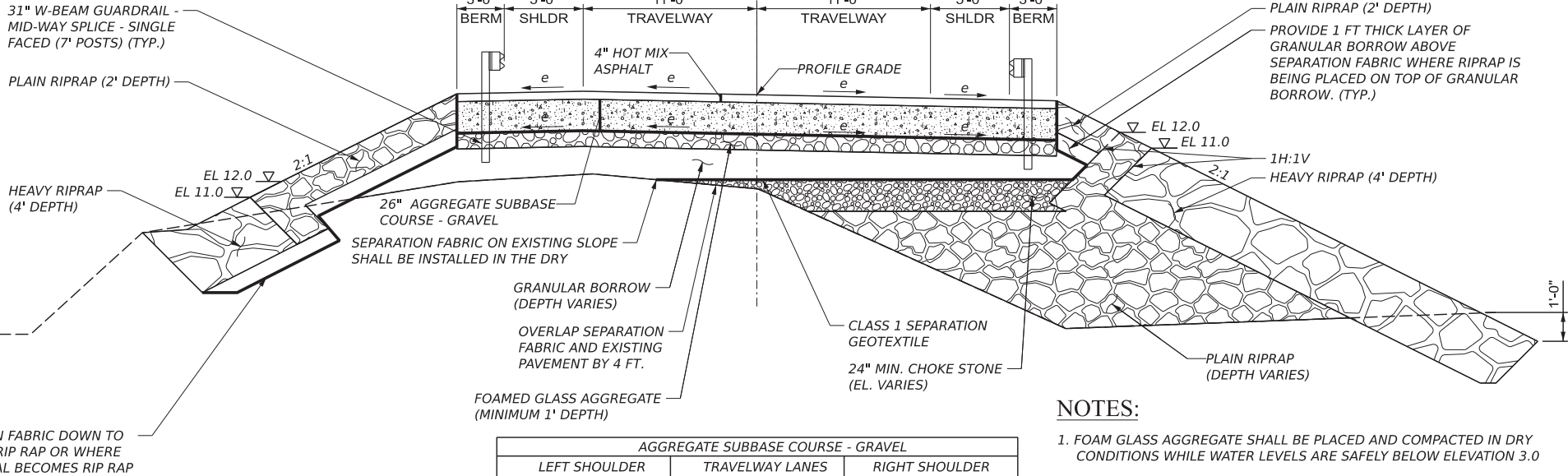
SIGNATURE

P.E. NUMBER

DATE

NOTES:

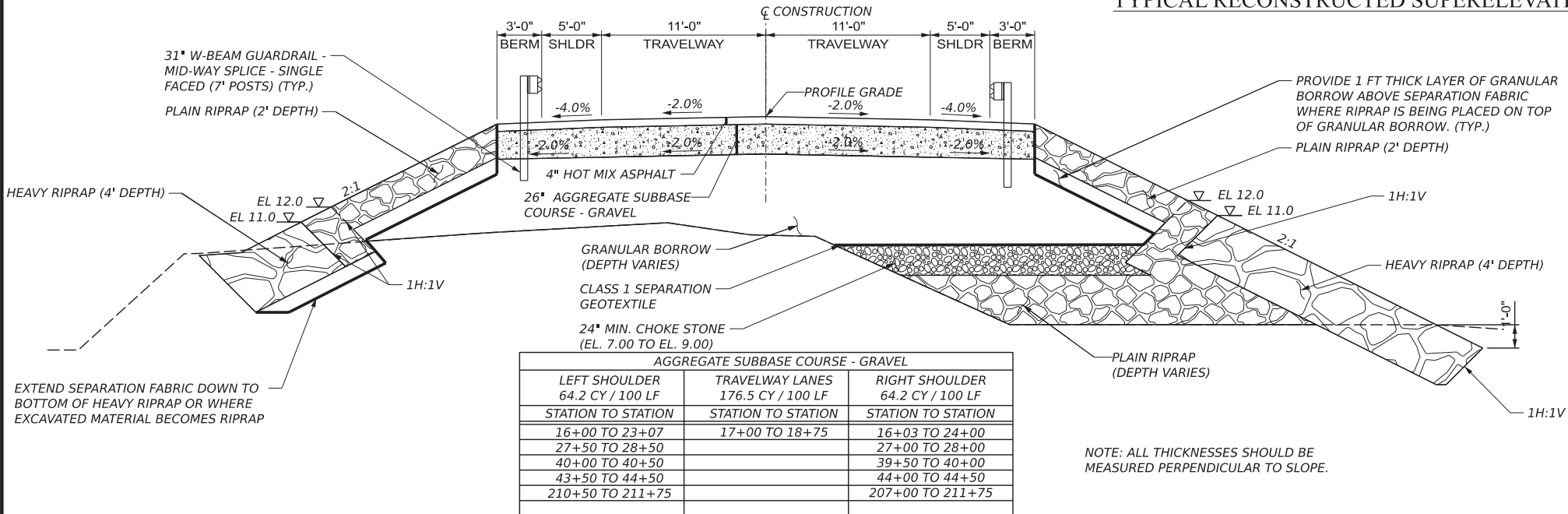
1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROSS SLOPES FOR BOTH NORMAL AND SUPERELEVATION SECTIONS SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM DEPTH, THE ACTUAL DEPTH MAY VARY, SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPE SHALL NOT EXCEED 8 PERCENT.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.



NOTES:

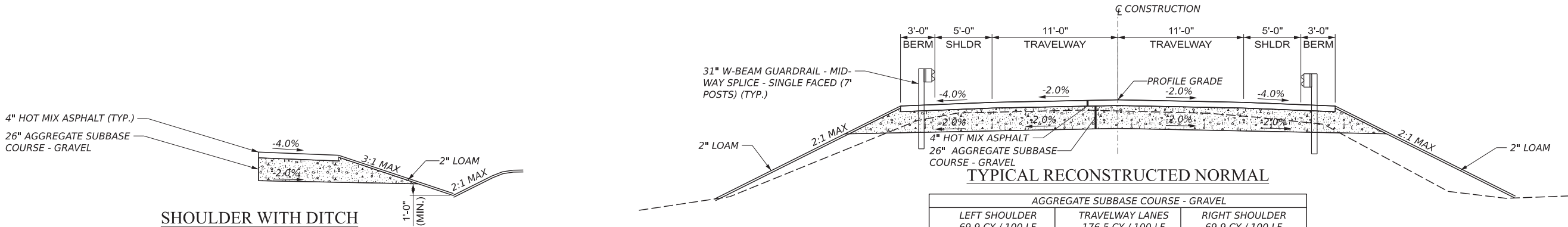
1. FOAM GLASS AGGREGATE SHALL BE PLACED AND COMPACTED IN DRY CONDITIONS WHILE WATER LEVELS ARE SAFELY BELOW ELEVATION 3.0
2. BALLAST LOAD SHALL BE PLACED ON TOP OF FOAM GLASS AGGREGATE AFTER INSTALLATION AND PRIOR TO WATER LEVELS GOING ABOVE ELEVATION 3.0

TYPICAL RECONSTRUCTED SUPERELEVATED - FOAMED GLASS AGGREGATE TRANSITION



NOTE: ALL THICKNESSES SHOULD BE MEASURED PERPENDICULAR TO SLOPE.

TYPICAL RECONSTRUCTED NORMAL



SHOULDER WITH DITCH

AGGREGATE SUBBASE COURSE - GRAVEL	
RIGHT SHOULDER	68 CY / 100 LF
STATION TO STATION	44+50 TO 49+80

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DATE	BY	DATE
LAURIE ROWE	KEU	ASF	MAR 2026	ASF	MAR 2026
DESIGN-DETAILED	PLP	JRH	MAR 2026		
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

DEER ISLE
ROUTE 15
TYPICAL SECTIONS

SHEET NUMBER

3

OF 92

GENERAL NOTES

1.

CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
2.

ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE 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.
3.

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.
4.

GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT.
5.

ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
6.

THE CONTRACTOR SHALL PLAN AND CONDUCT WORK SO THAT UPON COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF THE SHOULDER PAVEMENT.
7.

DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE FILL SIDE SLOPES WITHOUT GUARDRAIL UNLESS OTHERWISE NOTED ON THE PLANS.
8.

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.
9.

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.
10.

GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN 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.
11.

EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
12.

RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
13.

GRAVEL ENTRANCES SHALL BE CONSTRUCTED WITH 14 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL OR 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 3 INCHES OF UNTREATED AGGREGATE SURFACE COURSE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
14.

A 3-FOOT PAVED LIP SHALL BE PLACED AT ALL UNPAVED ENTRANCES UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
15.

ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
16.

PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATOR).
17.

NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
18.

INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
19.

GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
20.

ALL EXISTING 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.
21.

TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
22.

A DELINEATOR POST (STANDARD SPECIFICATIONS ITEM 606.356, UNDERDRAIN DELINEATOR POST) WILL BE INSTALLED AT EACH UNDERDRAIN OUTLET.
23.

CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.
24.

LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
25.

ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQIUED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.

26.

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.
27.

ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT, BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF STANDARD SPECIFICATIONS ITEM 627.78, TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW.
28.

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
29.

ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
30.

THE PROJECT GEOTECHNICAL REPORT TITLED XXXXX, SOILS REPORT 20XX-XX, DATE CAN BE ACCESSED AT THE MAINEDOT WEBSITE [HTTPS://WWW.MAINE.GOV/DOT/DOING-BUSINESS/BID-OPPORTUNITIES/](https://www.maine.gov/dot/doing-business/bid-opportunities/).
31.

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.
32.

AREAS ON THE PROJECT REQUIRING FILL WILL COME FROM SUITABLE SITES SUCH AS EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
33.

NO SEPARATE 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.
34.

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.
35.

"UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
36.

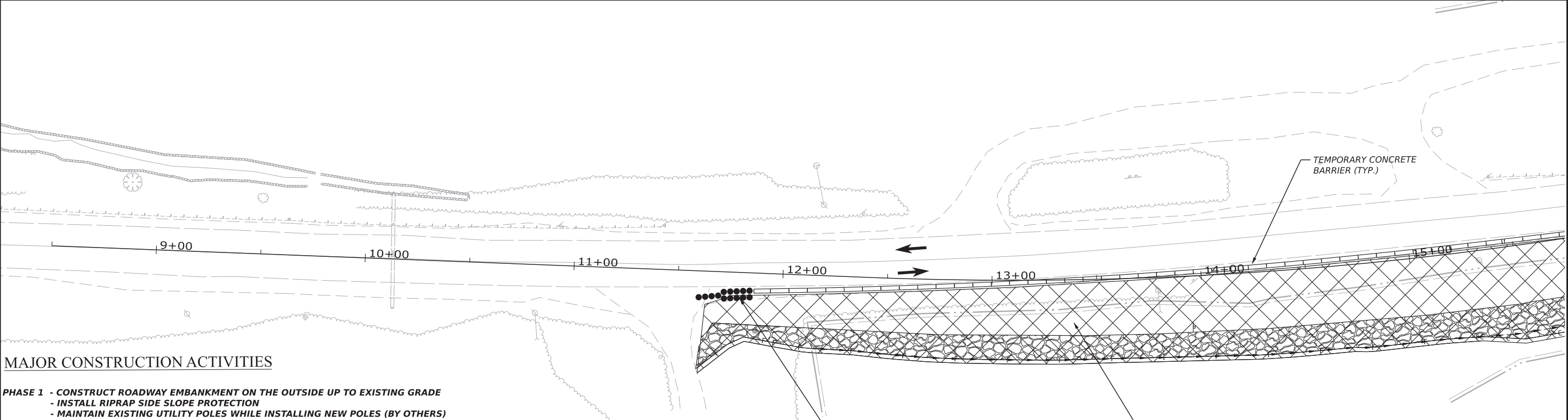
THE CONTRACTOR WILL PLACE APPROPRIATELY-MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROXIMATELY-SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON THE SURFACE, STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BY PLACED BEFORE PAVING CAN COMMENCE.
37.

DEMOUNTING OF WOOD AND U-CHANNEL POSTS UNDER ITEMS 645.103 AND 645.106 WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE COST OF DEMOUNTING OF THE SIGNS THEY SUPPORT. POSTS THAT ARE DAMAGED BY THE CONTRACTOR AND THAT ARE DESIGNATED TO BE REINSTALLED SHALL BE REPLACED BY THE CONTRACTOR WITH NEW POSTS CONFORMING TO THE APPLICABLE SPECIFICATIONS AT NO ADDITIONAL COST TO THE STATE.
38.

REINSTALLING WOOD AND U-CHANNEL POSTS FOR ITEMS 645.113 AND 645.116 WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE REINSTALLING OF THE SIGNS THEY SUPPORT. FURNISHING AND INSTALLING NEW WOOD AND U-CHANNEL POSTS FOR ITEM NO. 645.113 AND 645.116 WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE COST OF REINSTALLING OF THE SIGNS THEY SUPPORT. EARTH EXCAVATION AND BACKFILLING, FURNISHING AND PLACING ASSEMBLY HARDWARE, BACKFILLING MATERIL, LOAM, SEED, AND OTHER INCIDENTALS NECESSARY FOR THE INSTALLATION OF THE POSTS, WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE SIGNS THEY SUPPORT.
39.

DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02566101		WIN 25661.01		HIGHWAY PLANS		
DEER ISLE ROUTE 15 GENERAL NOTES	PROJ MANAGER	LAURIE ROWE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
	DESIGN-DETAILED	KRJ	AFS	MAR 2026			
	CHECKED-REVIEWED	PLP	UBH	MAR 2026			
	DESIGN-DETAILED03						
	DESIGN-DETAILED03						
	REVISIONS 1						
	REVISIONS 2						
	REVISIONS 3						
	REVISIONS 4						
	FIELD CHANGES						
SHEET NUMBER							
5							
OF 92							

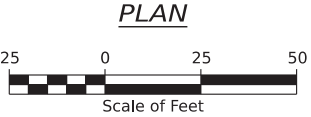


MAJOR CONSTRUCTION ACTIVITIES

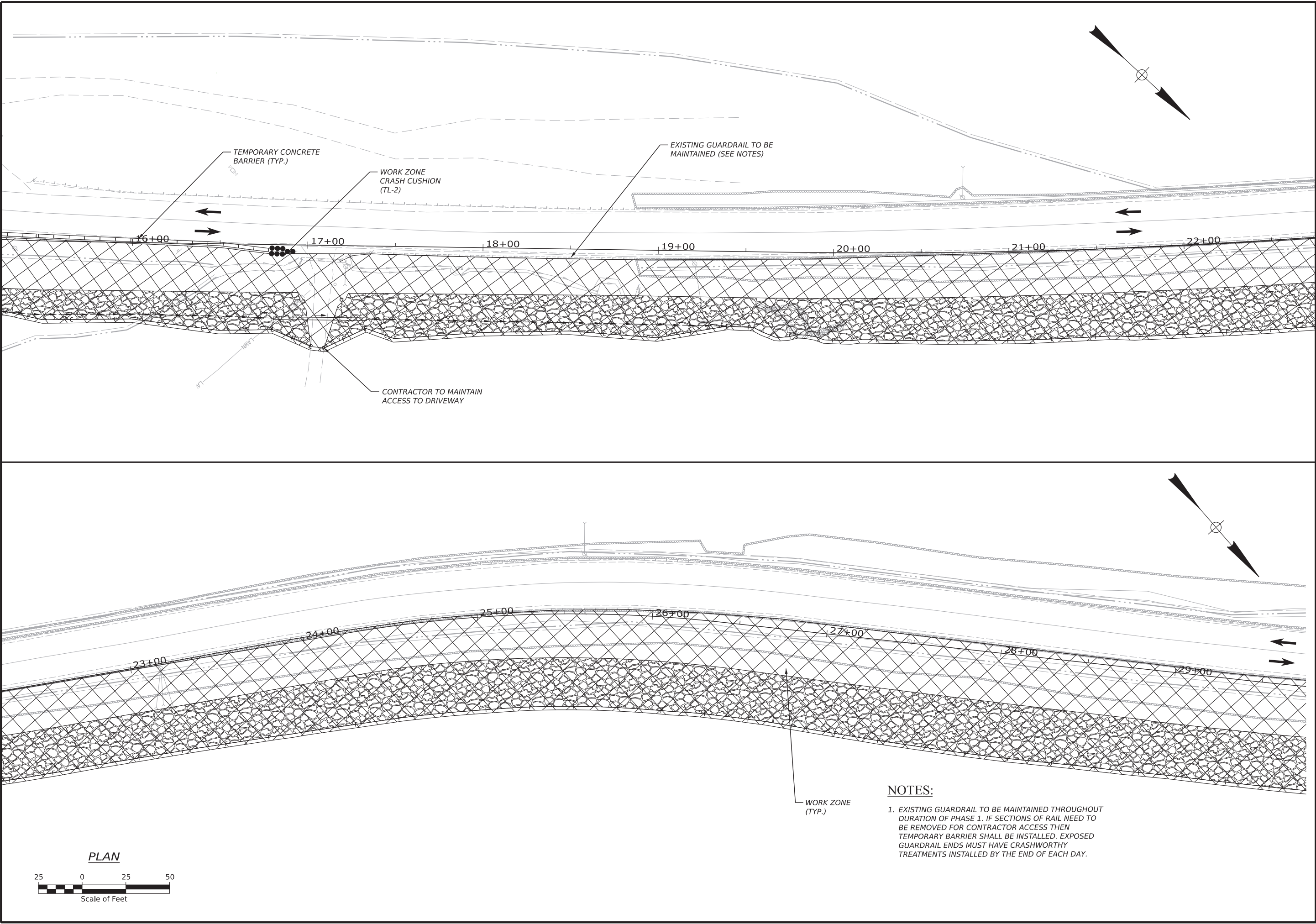
- PHASE 1 - CONSTRUCT ROADWAY EMBANKMENT ON THE OUTSIDE UP TO EXISTING GRADE**
- INSTALL RIPRAP SIDE SLOPE PROTECTION
- MAINTAIN EXISTING UTILITY POLES WHILE INSTALLING NEW POLES (BY OTHERS)
- PHASE 2 - CONSTRUCT ROADWAY FOR SOUTHBOUND DIRECTION**
- INSTALL BASE PAVEMENT TO CENTERLINE OF NEW ROADWAY
- INSTALL GUARDRAIL AND RIPRAP SLOPE PROTECTION ALONG SOUTHBOUND SIDE
- BEGIN SWAP OVER TO NEW UTILITY POLES IN AREAS THAT ARE COMPLETED (BY OTHERS)
- PHASE 3 - CONSTRUCT ROADWAY FOR NORTHBOUND DIRECTION**
- INSTALL BASE PAVEMENT FOR REMAINDER OF NEW ROADWAY
- INSTALL GUARDRAIL AND REMAINING RIPRAP SLOPE PROTECTION ALONG NORTHBOUND SIDE
- FINISH AERIAL UTILITY RELOCATION AND REMOVE REMAINING EXISTING POLES (BY OTHERS)
- PHASE 4 - INSTALL SURFACE PAVEMENT**
- FINAL STRIPING AND FINISH LOAM AND SEED ESTABLISHMENT

NOTES:

- SEE MAINTENANCE OF TRAFFIC CROSS SECTION SHEETS FOR MORE DETAILS ON CONSTRUCTION PHASING
- TEMPORARY SINGLE LANE CLOSURES MAY BE USED TO CONSTRUCT ADDITIONAL WIDTH DURING PHASE 1 AND IN BETWEEN LATER PHASES IN ACCORDANCE WITH TIMES AND LIMITATIONS NOTED IN THE SPECIAL PROVISIONS.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02566101		WIN		25661.01		HIGHWAY PLANS	
DEER ISLE		ROUTE 15		SIGNATURE		P.E. NUMBER		DATE		SHEET NUMBER	
MAINTENANCE OF TRAFFIC		PHASE 1 - MAIN CAUSEWAY								6	
										OF 92	



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02566101		WIN		25661.01		HIGHWAY PLANS	
DEER ISLE		ROUTE 15		SIGNATURE		P.E. NUMBER		DATE		SHEET NUMBER	
MAINTENANCE OF TRAFFIC		PHASE 1 - MAIN CAUSEWAY		DATE		DATE		DATE		7	
										OF 92	

NOTES:

1. EXISTING GUARDRAIL TO BE MAINTAINED THROUGHOUT DURATION OF PHASE 1. IF SECTIONS OF RAIL NEED TO BE REMOVED FOR CONTRACTOR ACCESS THEN TEMPORARY BARRIER SHALL BE INSTALLED. EXPOSED GUARDRAIL ENDS MUST HAVE CRASHWORTHY TREATMENTS INSTALLED BY THE END OF EACH DAY.

EXISTING GUARDRAIL
TO BE MAINTAINED
(SEE NOTES)

WORK ZONE
(TYP.)

PLAN



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

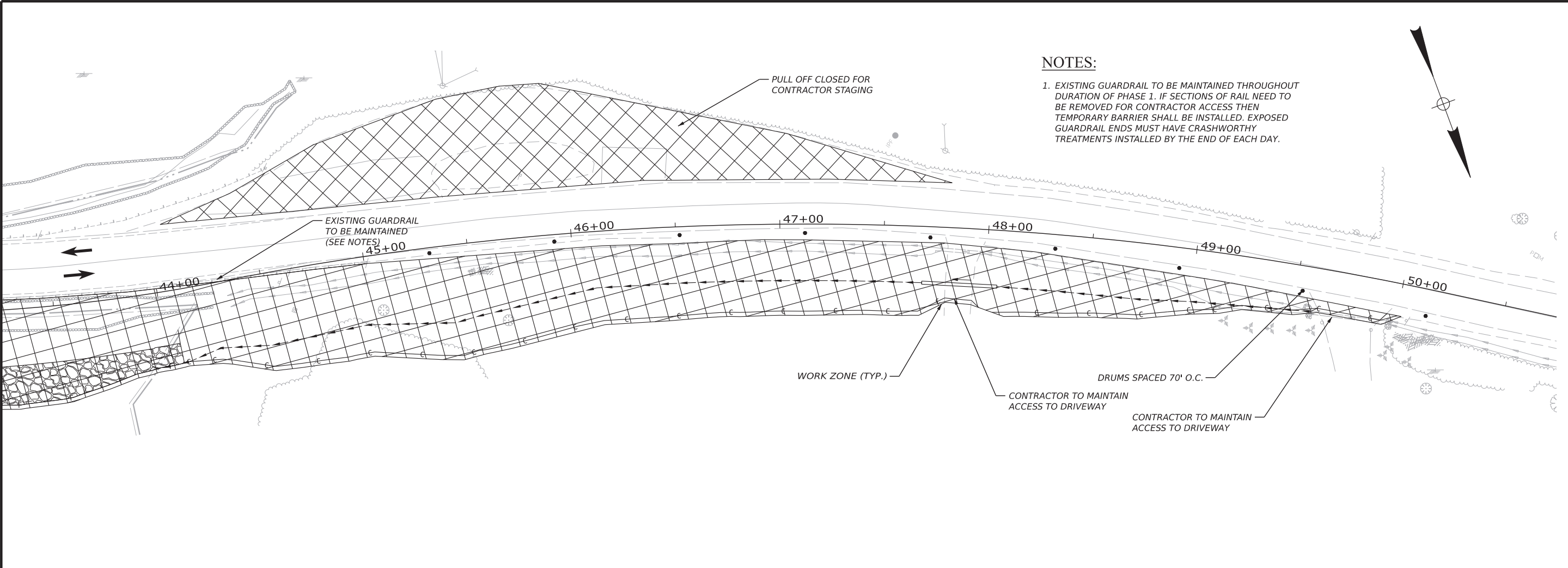
PROJ. MANAGER	LAURIE ROWE	BY	DATE
DESIGN-DETAILED	KEJ	CLG	FEB 2026
CHECKED-REVIEWED	PLP	JRH	FEB 2026
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DEER ISLE
ROUTE 15
MAINTENANCE OF TRAFFIC
PHASE 1 - MAIN CAUSEWAY

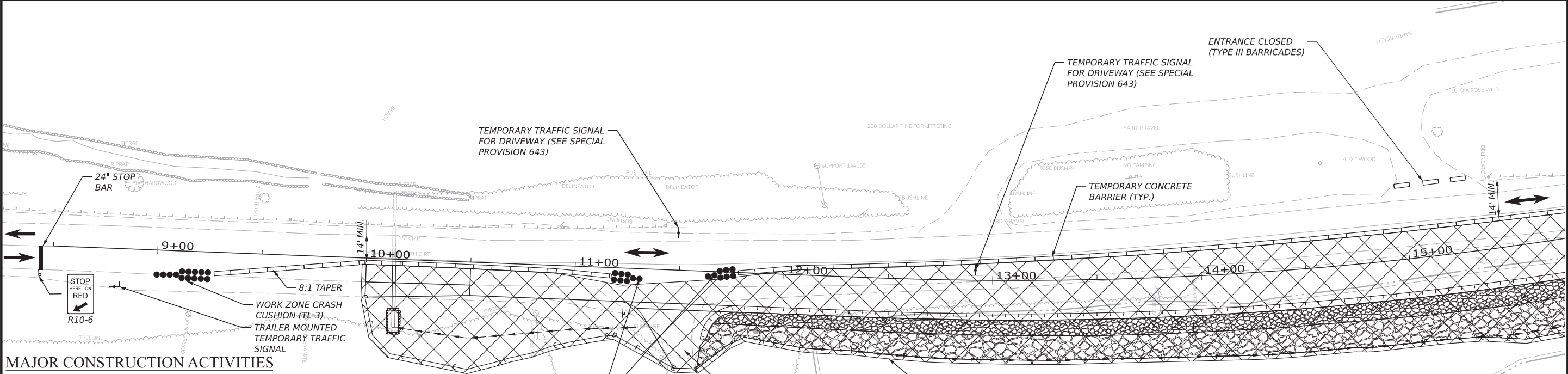
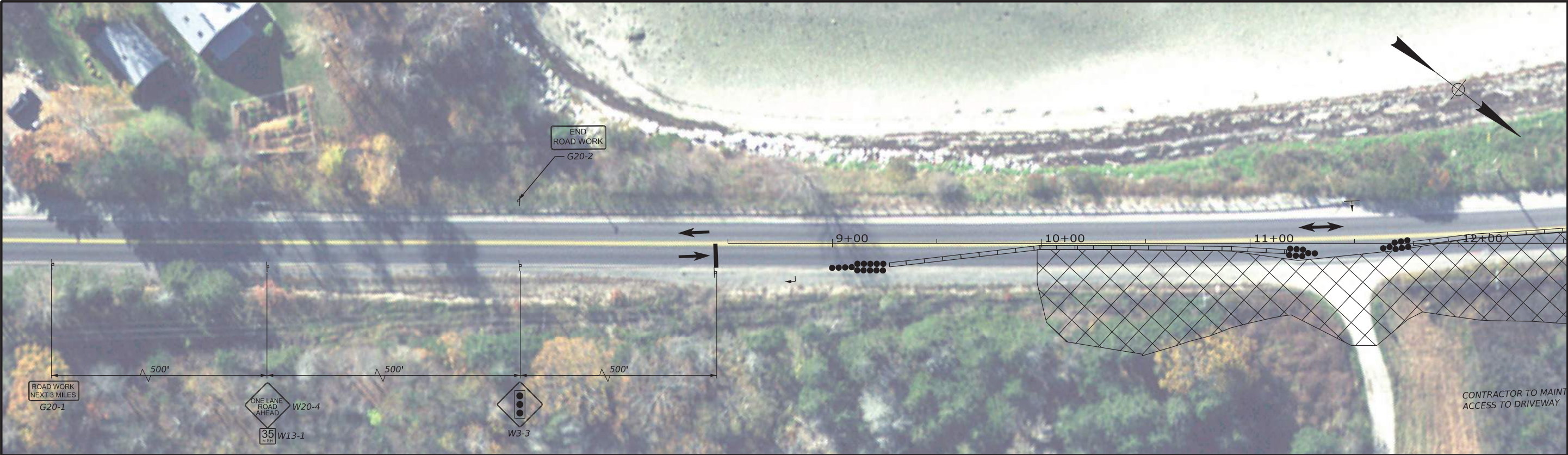
SHEET NUMBER

8

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02566101		WIN 25661.01		HIGHWAY PLANS	
DEER ISLE ROUTE 15 MAINTENANCE OF TRAFFIC PHASE 1 - MAIN CAUSEWAY		SHEET NUMBER 9 OF 92		SIGNATURE P.E. NUMBER DATE		DATE FEB 2026 FEB 2026 FEB 2026	
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		LAURIE ROWE KEI PLP		BY CLG JRH		DATE FEB 2026 FEB 2026 FEB 2026	

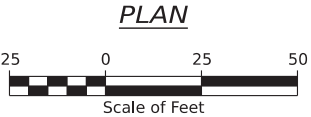


MAJOR CONSTRUCTION ACTIVITIES

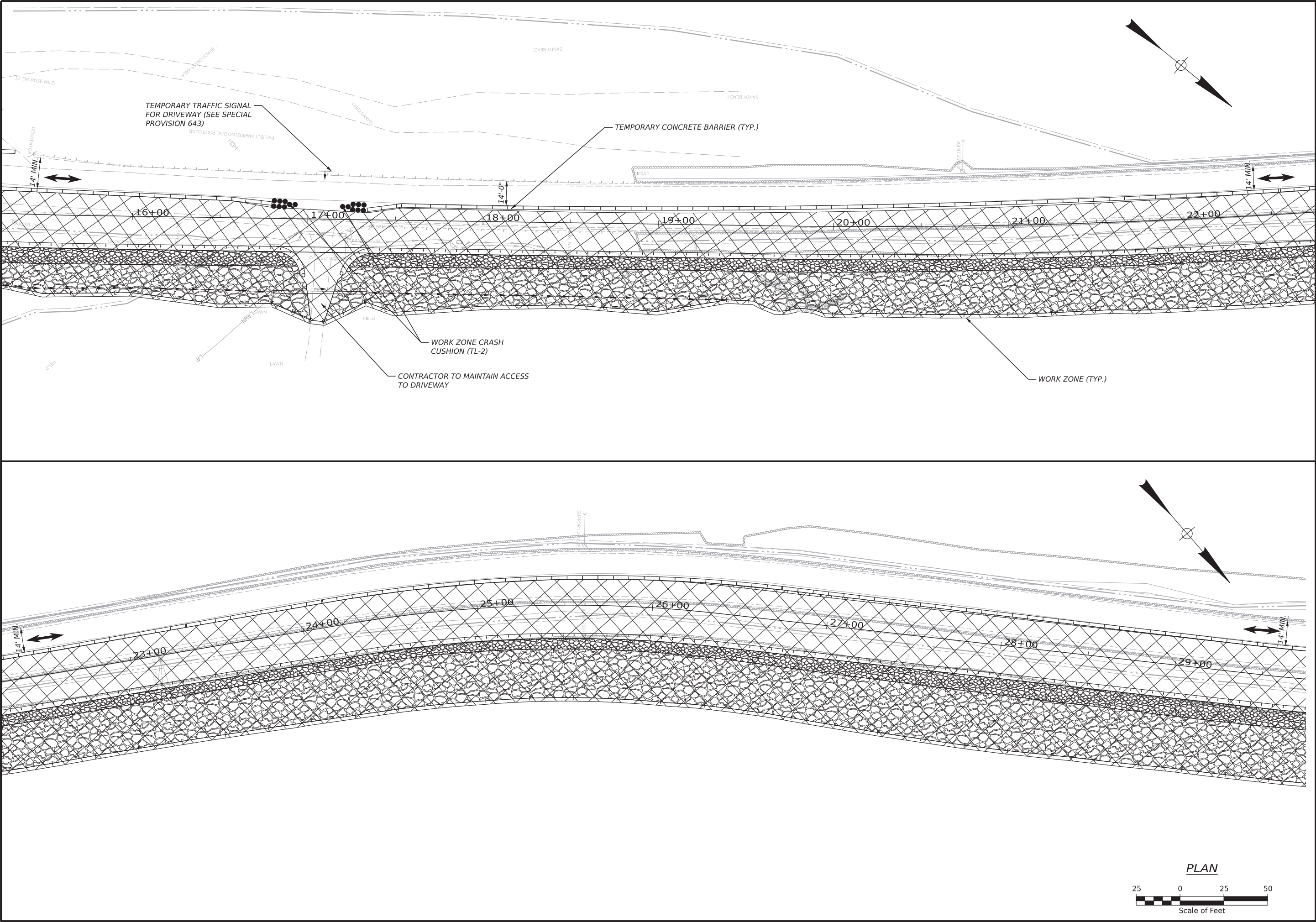
- PHASE 1 - CONSTRUCT ROADWAY EMBANKMENT ON THE OUTSIDE UP TO EXISTING GRADE
- INSTALL RIPRAP SIDE SLOPE PROTECTION
 - MAINTAIN EXISTING UTILITY POLES WHILE INSTALLING NEW POLES (BY OTHERS)
- PHASE 2 - CONSTRUCT ROADWAY FOR SOUTHBOUND DIRECTION
- INSTALL BASE PAVEMENT TO CENTERLINE OF NEW ROADWAY
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- PHASE 4 - INSTALL SURFACE PAVEMENT
- FINAL STRIPING AND FINISH LOAM AND SEED ESTABLISHMENT

NOTES:

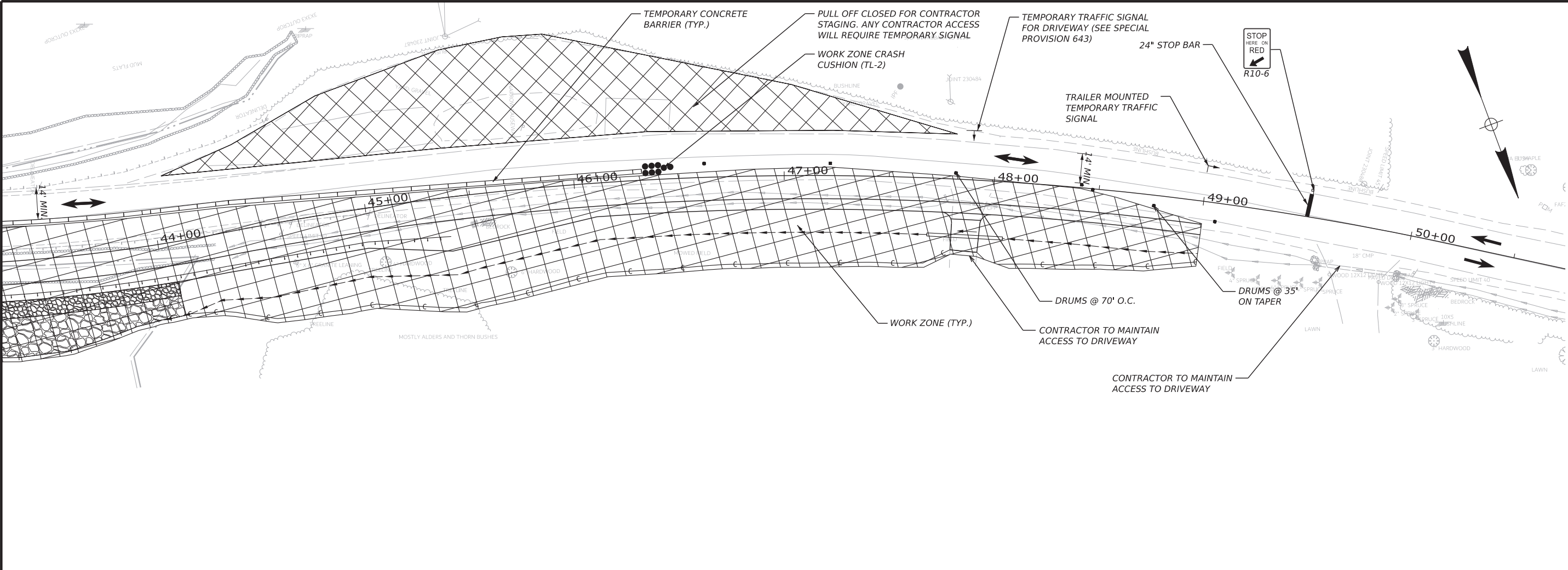
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DEER ISLE ROUTE 15				PROJECT MANAGER LAURIE ROWE		BY CLG	DATE FEB 2026	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
DESIGNED-DETAILED CHECKED-REVIEWED DESIGNED-DETAILED02 DESIGNED-DETAILED03				KEI PLP		JRH	FEB 2026	SIGNATURE	
REVISIONS 1								P.E. NUMBER 02566101	
REVISIONS 2								WIN 25661.01	
REVISIONS 3									
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FIELD CHANGES								DATE	
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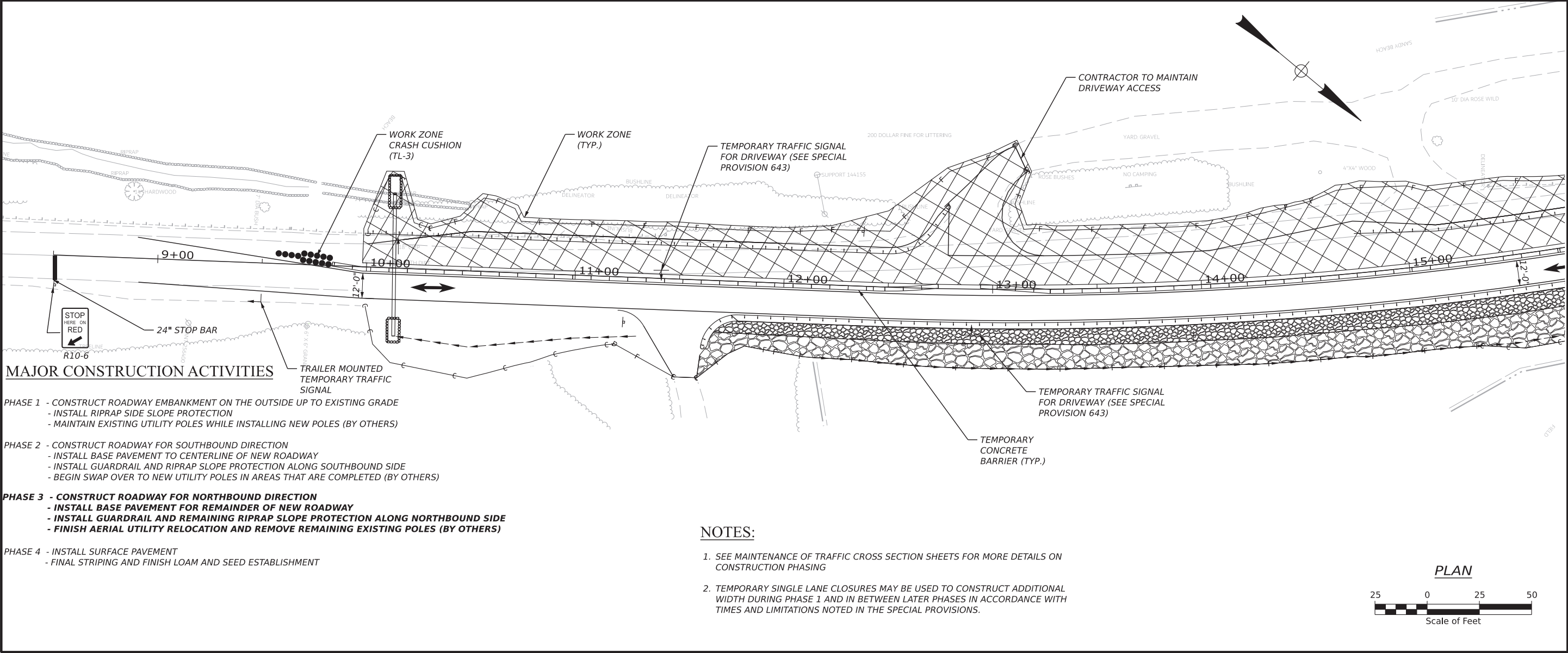
DEER ISLE ROUTE 15 MAINTENANCE OF TRAFFIC PHASE 2 - MAIN CAUSEWAY	SHEET NUMBER			
	11			
	OF 92			
	PROJ. MANAGER	LAURIE ROWE	BY	DATE
	DESIGN-DETAILED	KEJ	CLG	FEB 2026
	CHECKED-REVIEWED	PLP	JRH	FEB 2026
	DESIGN-DETAILED02			
	DESIGN-DETAILED03			
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	REVISIONS 2			
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				STATE OF MAINE DEPARTMENT OF TRANSPORTATION
SIGNATURE				
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				02566101
				WIN
				25661.01
				HIGHWAY PLANS
				DATE



DEER ISLE
ROUTE 15
MAINTENANCE OF TRAFFIC
PHASE 2 - MAIN CAUSEWAY

SHEET NUMBER
13
OF 92

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02566101	WIN 25661.01	HIGHWAY PLANS
PROJ. MANAGER DESIGNED-DETAILED CHECKED-REVIEWED DESIGNED-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	LAURIE ROWE KEJ PLP	BY CLG JRH	DATE FEB 2026 FEB 2026
			SIGNATURE
			P.E. NUMBER
			DATE

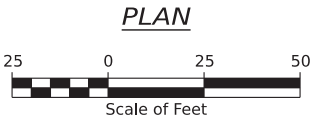


MAJOR CONSTRUCTION ACTIVITIES

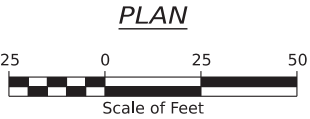
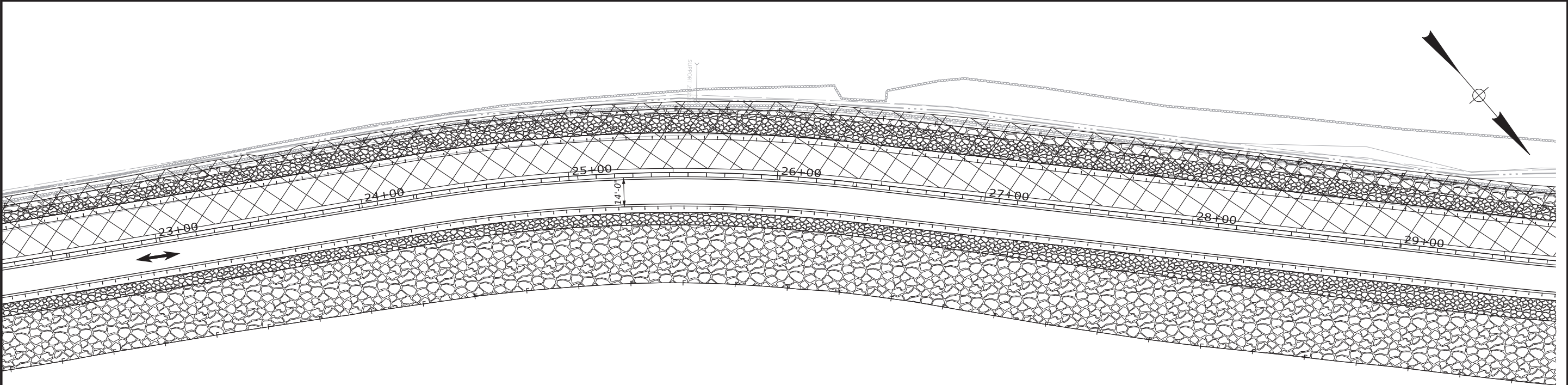
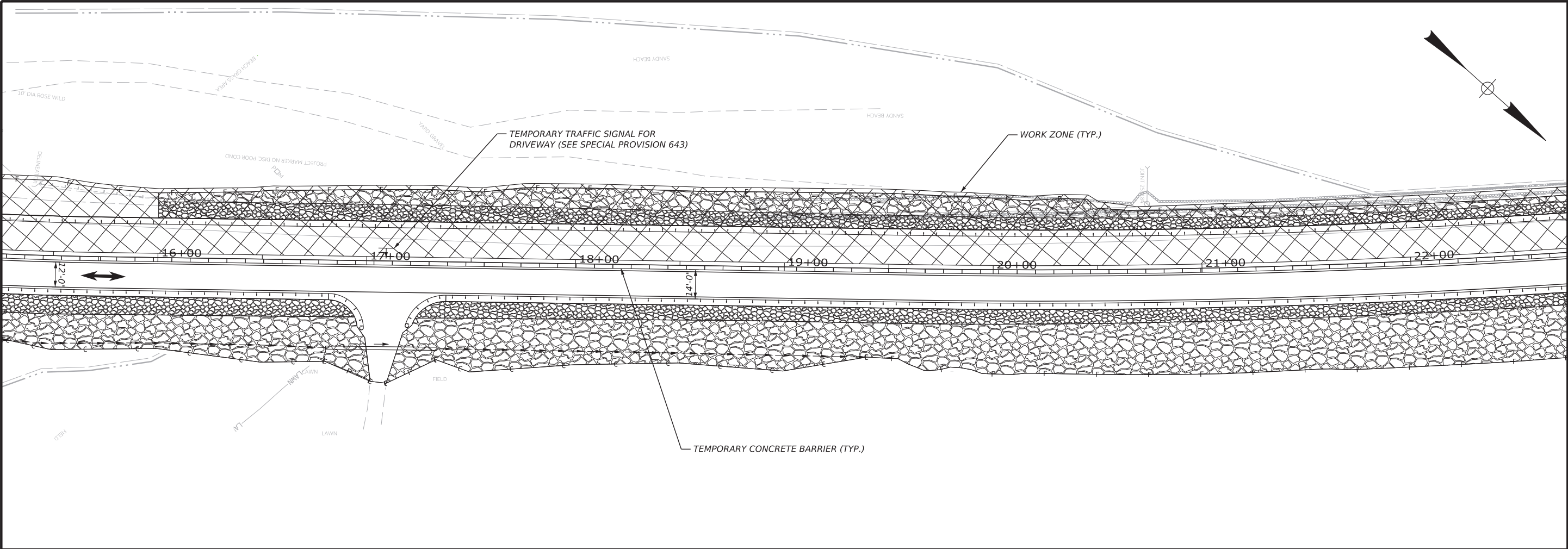
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- FINAL STRIPING AND FINISH LOAM AND SEED ESTABLISHMENT

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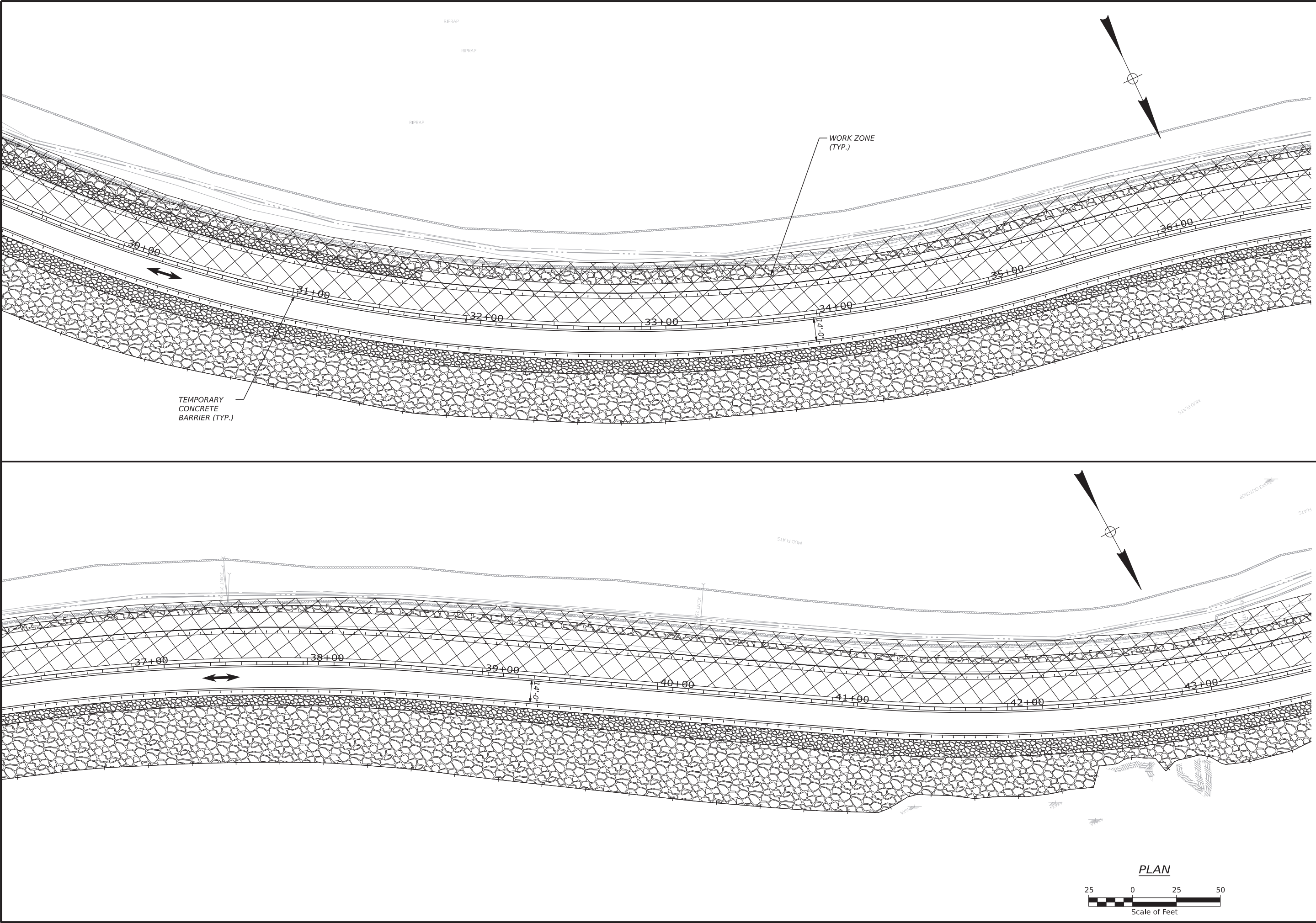
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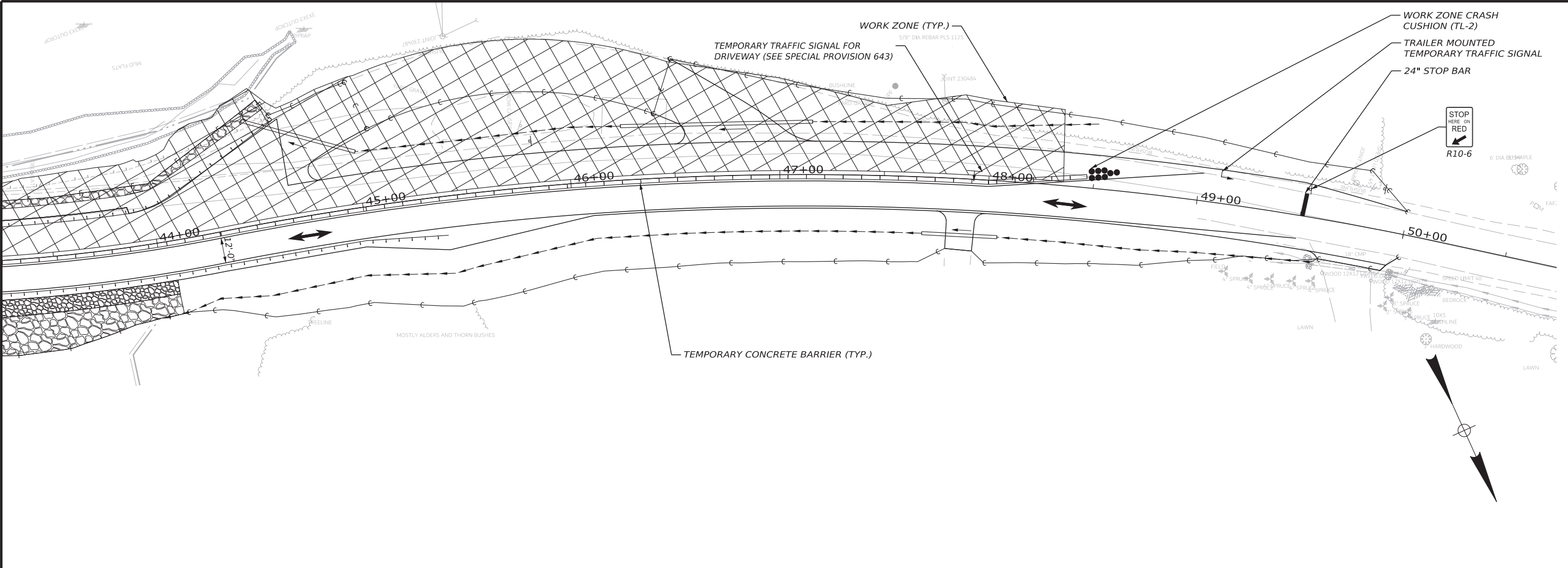
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02566101		WIN		25661.01		HIGHWAY PLANS	
DEER ISLE		ROUTE 15		MAINTENANCE OF TRAFFIC		PHASE 3 - MAIN CAUSEWAY		SHEET NUMBER		14	
OF										92	
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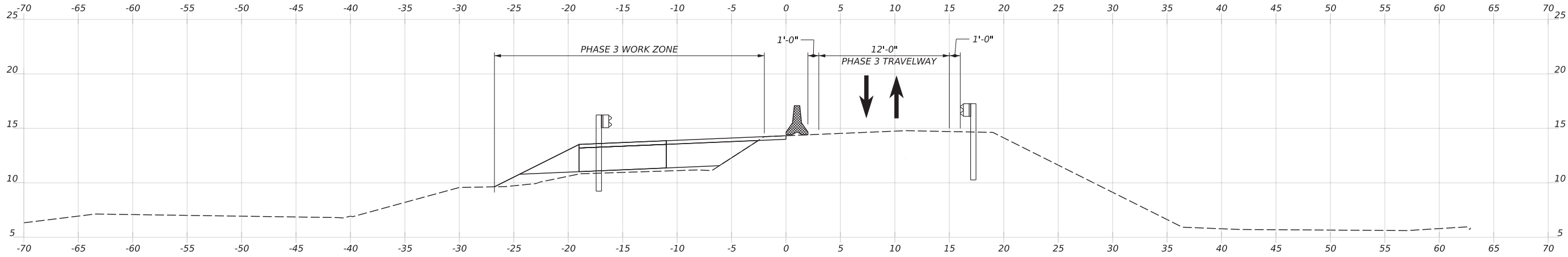
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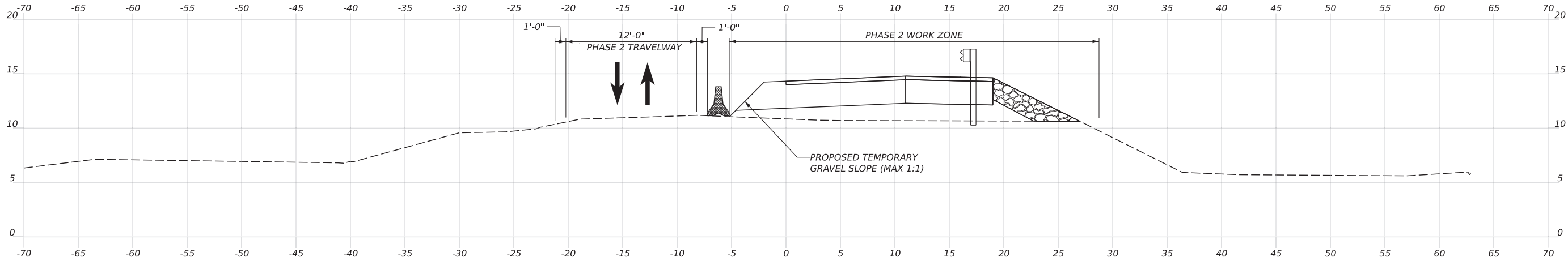
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16								OF 92	



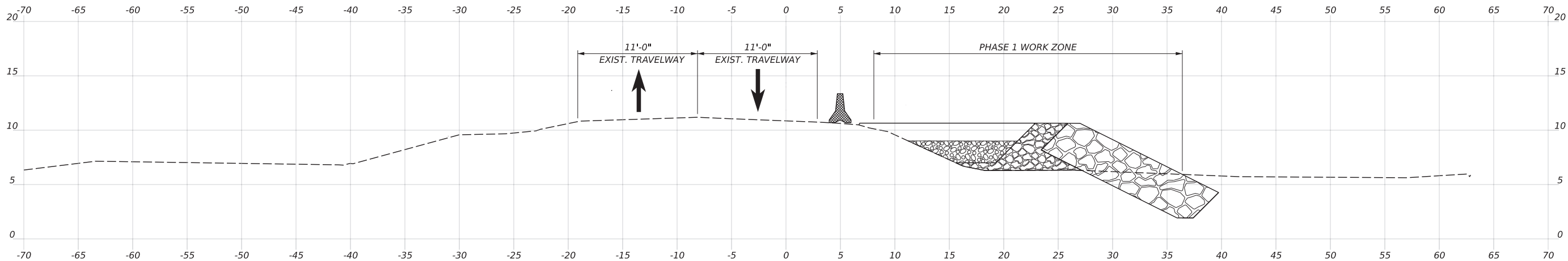
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PROJ. MANAGER	LAURIE ROWE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE																																																													
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12+50.00
PHASE 3



12+50.00
PHASE 2

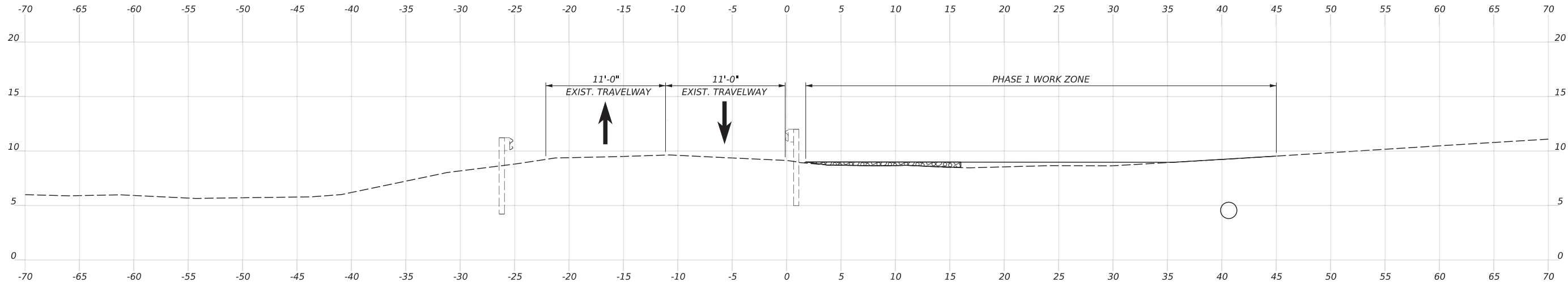
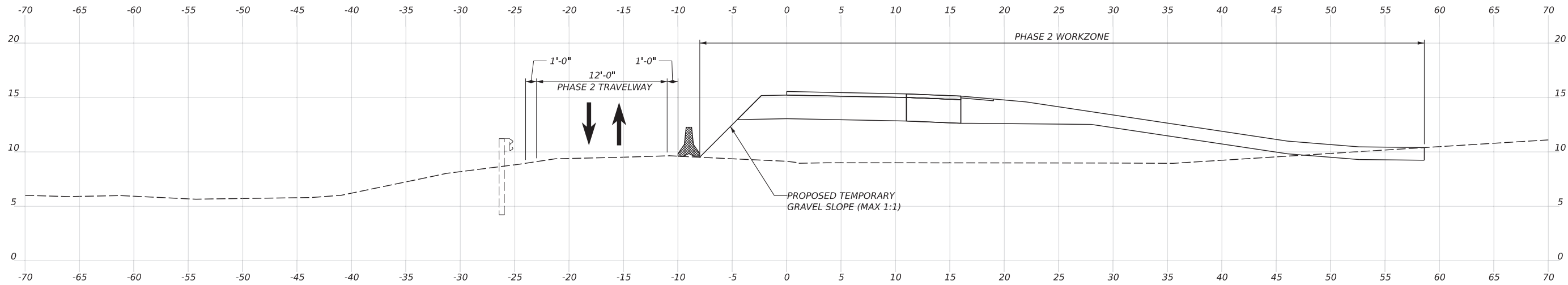
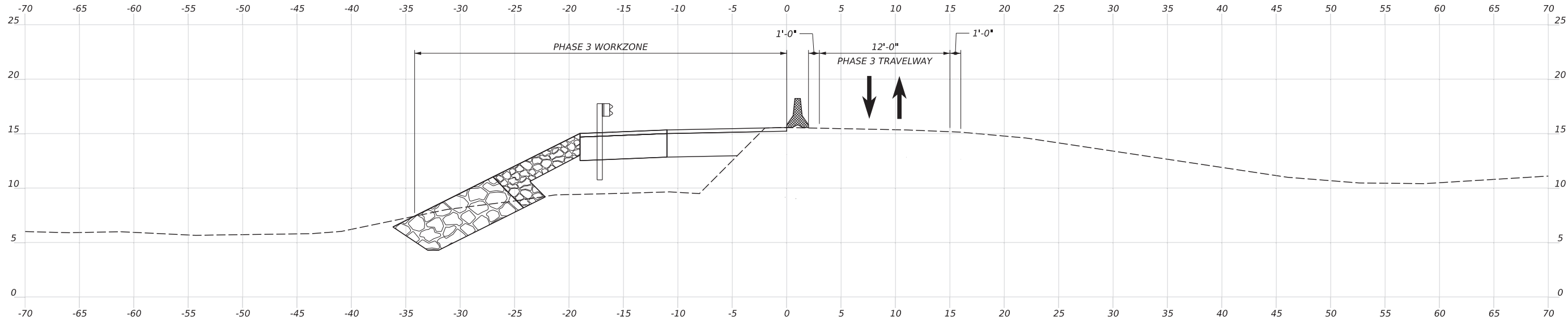


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PHASE 1

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CHECKED-REVIEWED		PLP	PLP	FEB 2026	FEB 2026	
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FIELD CHANGES						

DEER ISLE
ROUTE 15
MAINTENANCE OF TRAFFIC
SECTIONS - MAIN CAUSEWAY

SHEET NUMBER
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

HIGHWAY PLANS

DEER ISLE
ROUTE 15
MAINTENANCE OF TRAFFIC
SECTIONS - MAIN CAUSEWAY

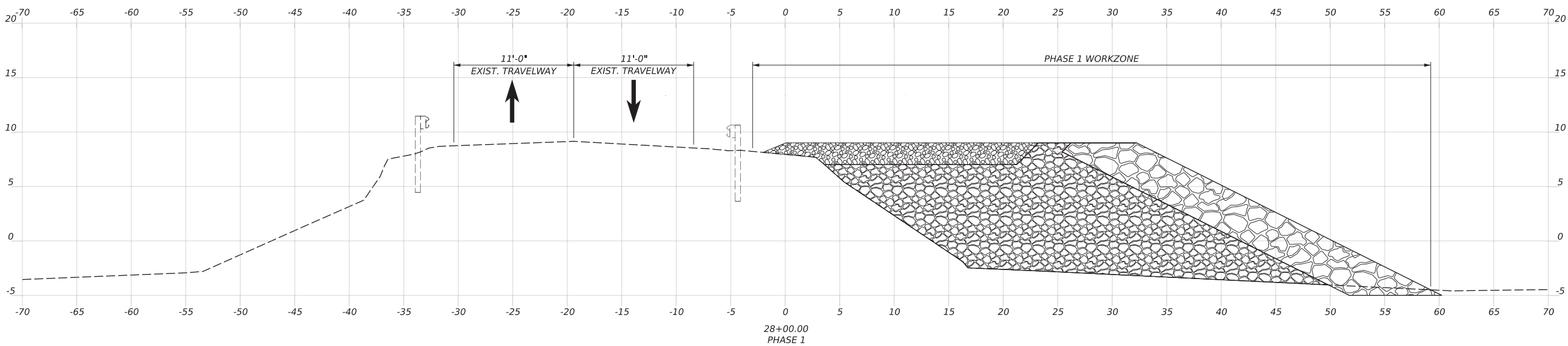
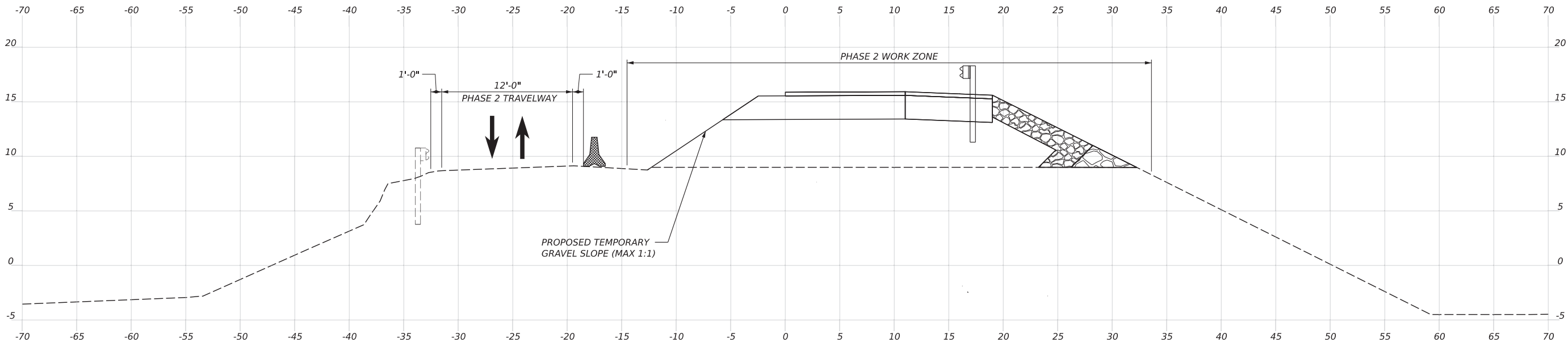
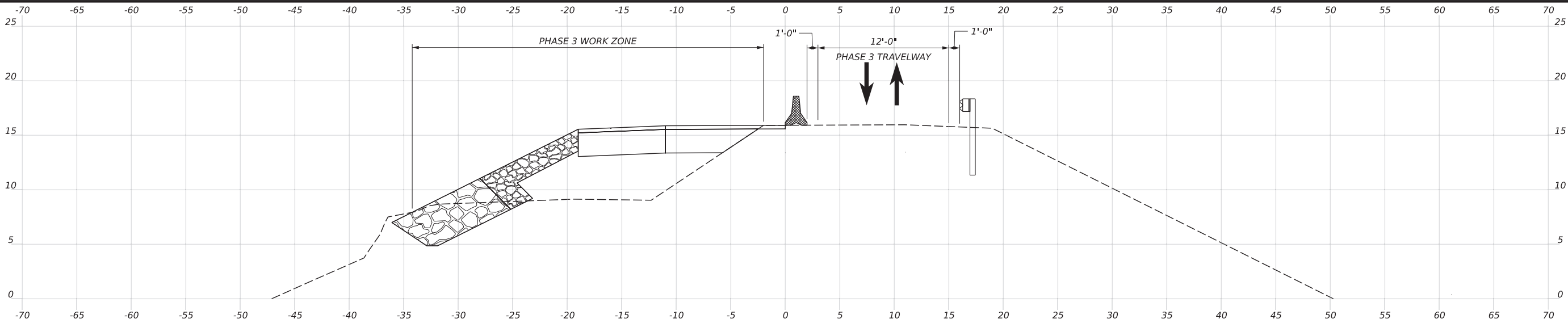
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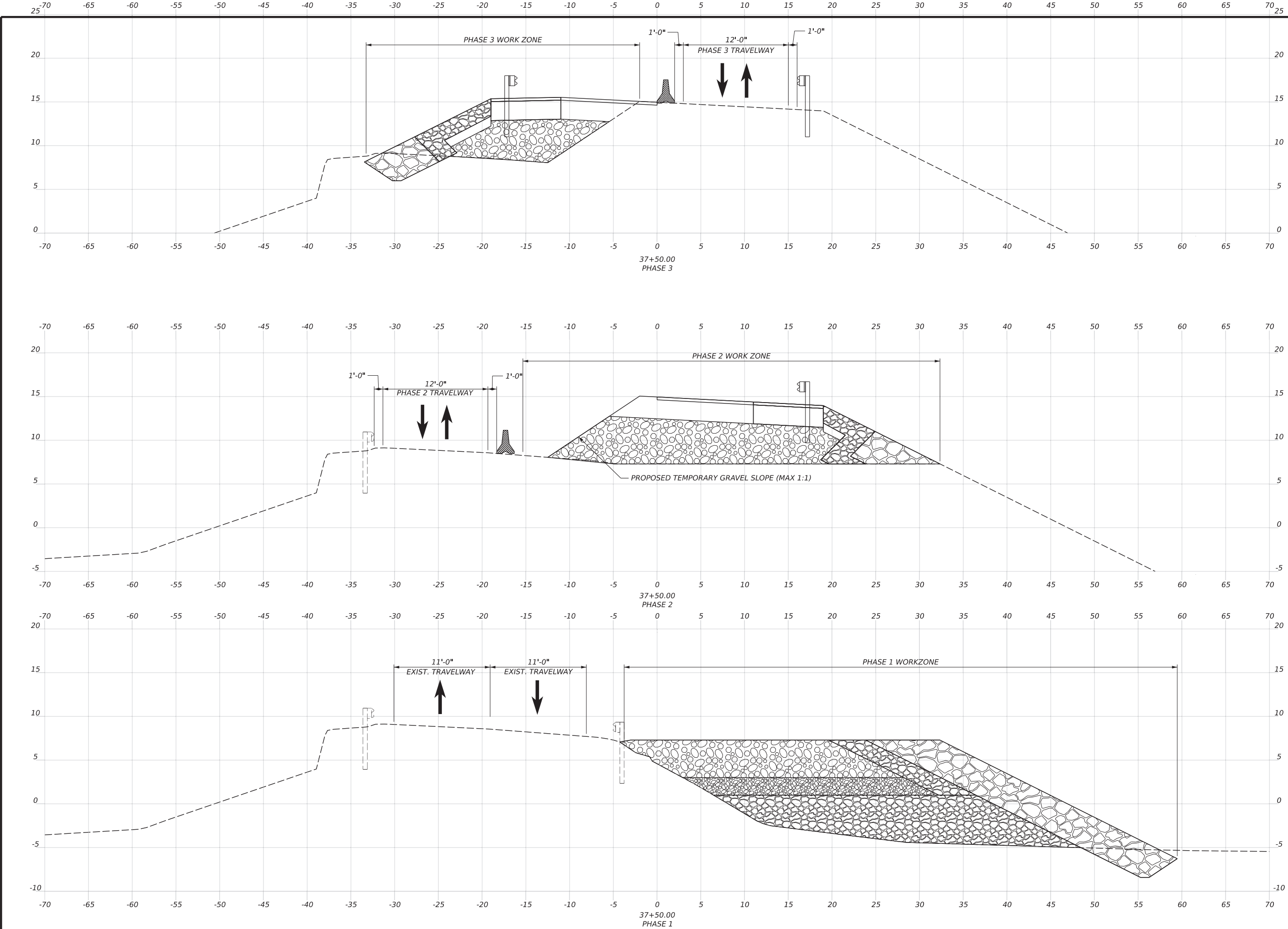
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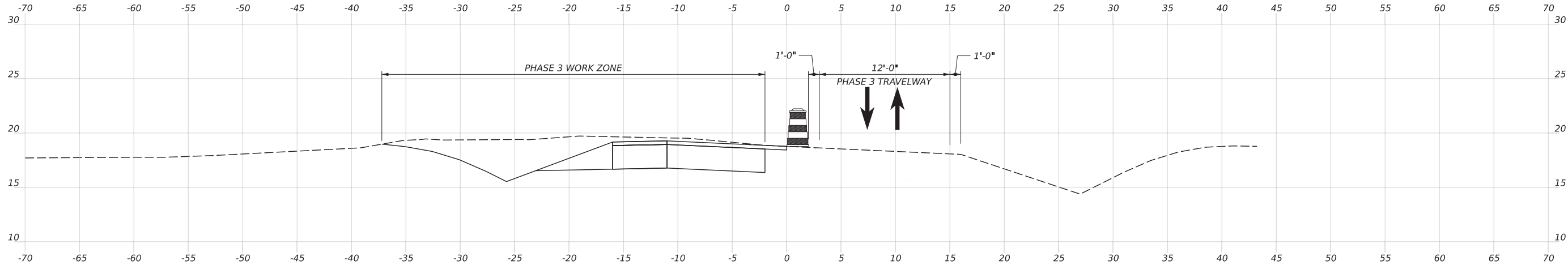


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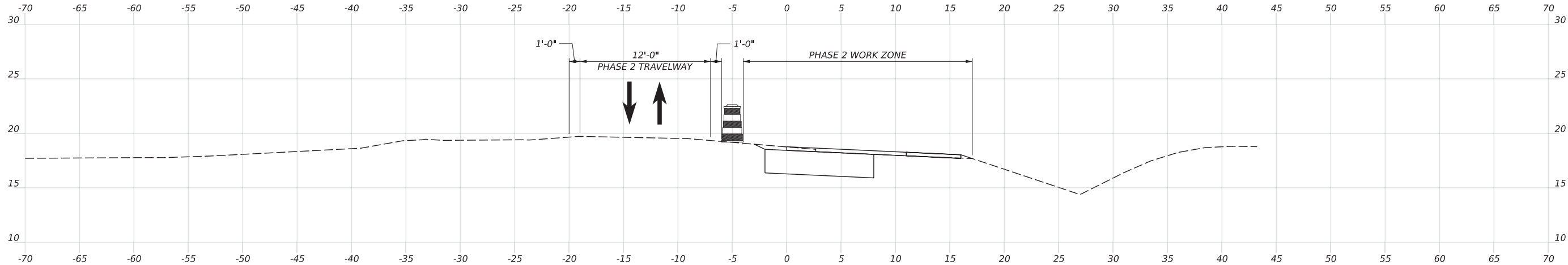


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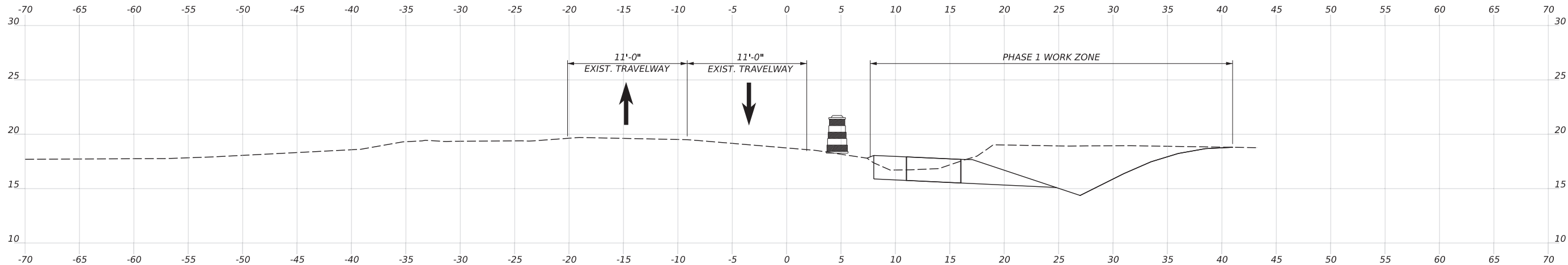
DEER ISLE
ROUTE 15
MAINTENANCE OF TRAFFIC
SECTIONS - MAIN CAUSEWAY



47+50.00
PHASE 3



47+50.00
PHASE 2



47+50.00
PHASE 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

HIGHWAY PLANS

PROJ. MANAGER	LAURIE ROWE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
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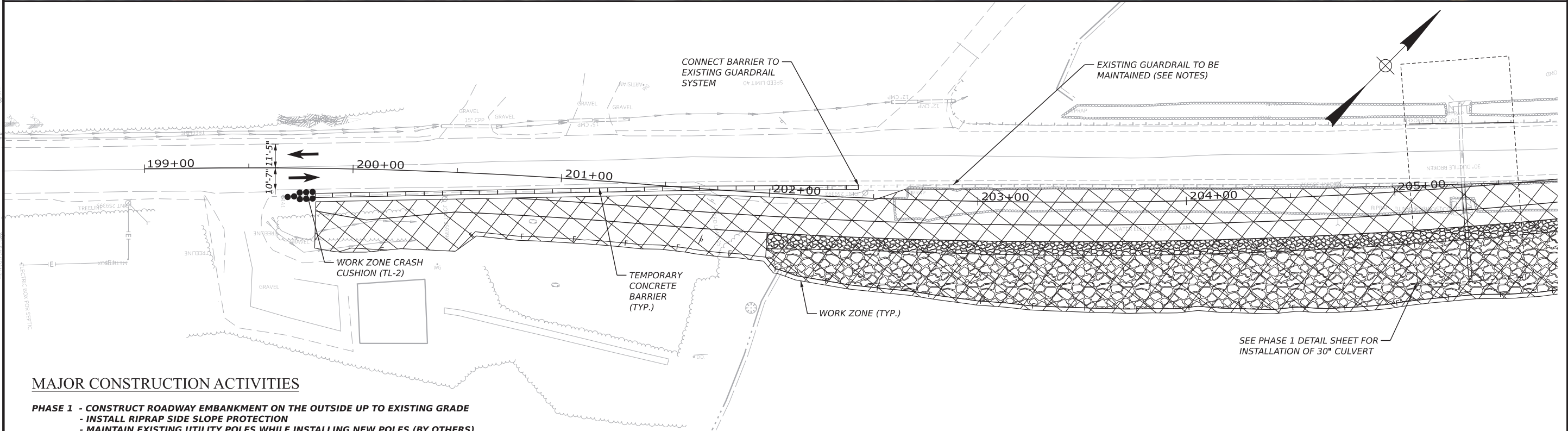
DEER ISLE
ROUTE 15

MAINTENANCE OF TRAFFIC
SECTIONS - MAIN CAUSEWAY

SHEET NUMBER

22

OF 92



MAJOR CONSTRUCTION ACTIVITIES

- PHASE 1 - CONSTRUCT ROADWAY EMBANKMENT ON THE OUTSIDE UP TO EXISTING GRADE**

 - INSTALL RIPRAP SIDE SLOPE PROTECTION
 - MAINTAIN EXISTING UTILITY POLES WHILE INSTALLING NEW POLES (BY OTHERS)
 - INSTALL 30" RCP CROSS CULVERT
- PHASE 2 - CONSTRUCT ROADWAY FOR NORTHBOUND DIRECTION**

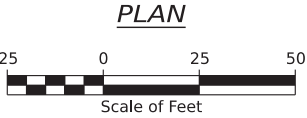
 - INSTALL BASE PAVEMENT TO CENTERLINE OF NEW ROADWAY
 - INSTALL GUARDRAIL AND RIPRAP SLOPE PROTECTION ALONG SOUTHBOUND SIDE
 - BEGIN SWAP OVER TO NEW UTILITY POLES IN AREAS THAT ARE COMPLETED (BY OTHERS)
- PHASE 3 - CONSTRUCT ROADWAY FOR SOUTHBOUND DIRECTION**

 - INSTALL BASE PAVEMENT FOR REMAINDER OF NEW ROADWAY
 - INSTALL GUARDRAIL AND REMAINING RIPRAP SLOPE PROTECTION ALONG NORTHBOUND SIDE
 - FINISH AERIAL UTILITY RELOCATION AND REMOVE REMAINING EXISTING POLES (BY OTHERS)
- PHASE 4 - INSTALL SURFACE PAVEMENT**

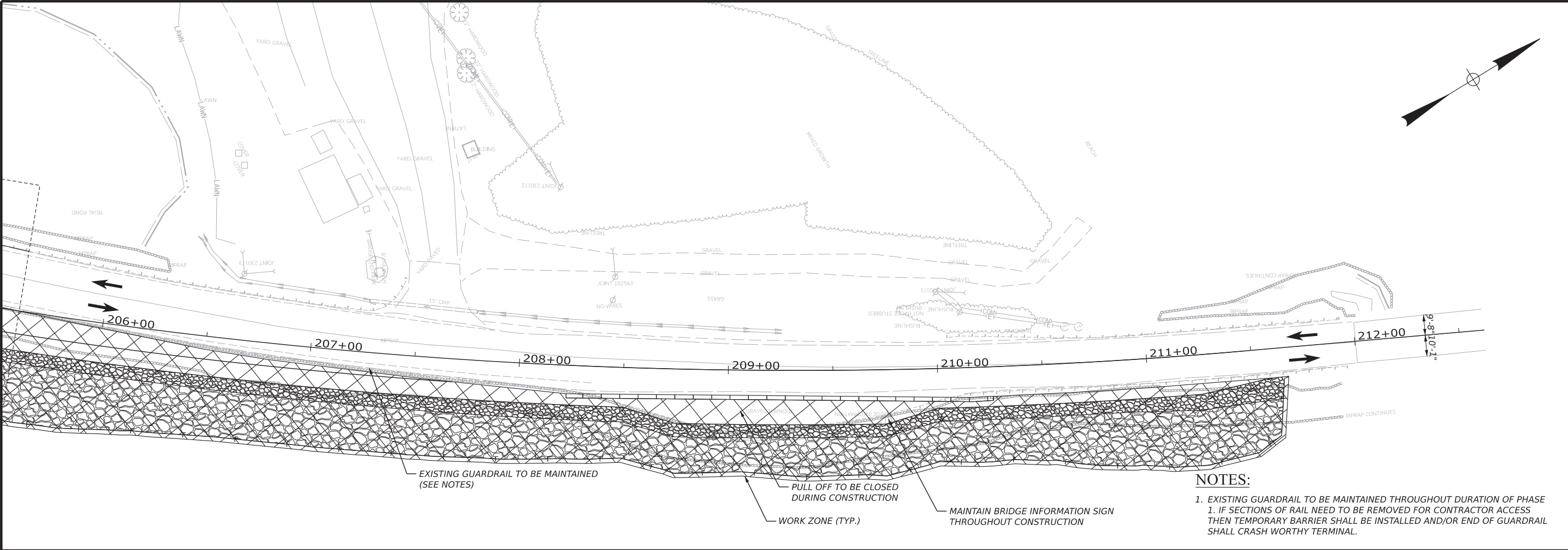
 - FINAL STRIPING AND FINISH LOAM AND SEED ESTABLISHMENT

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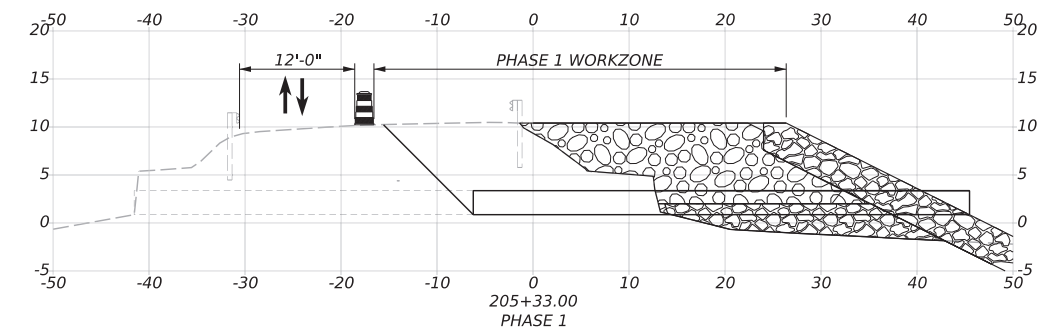
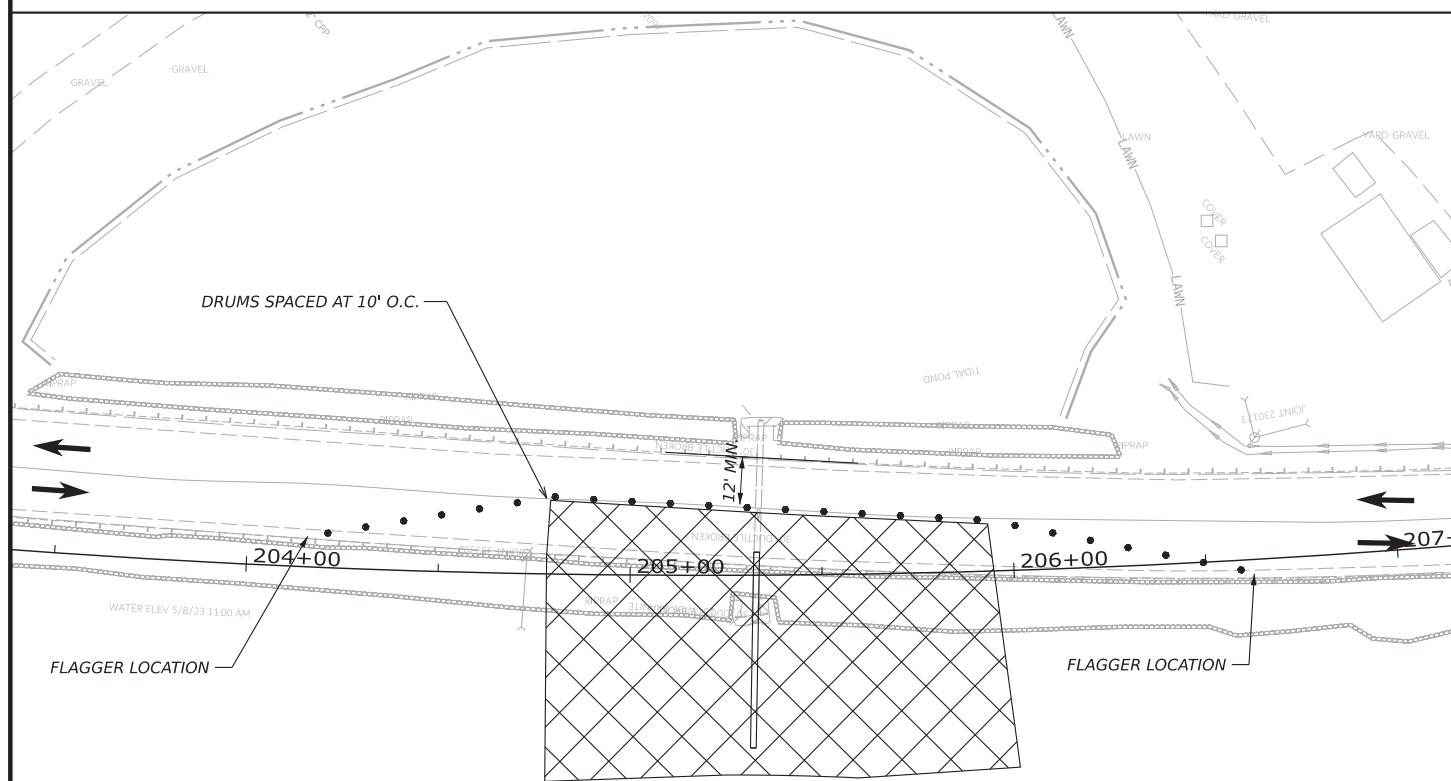
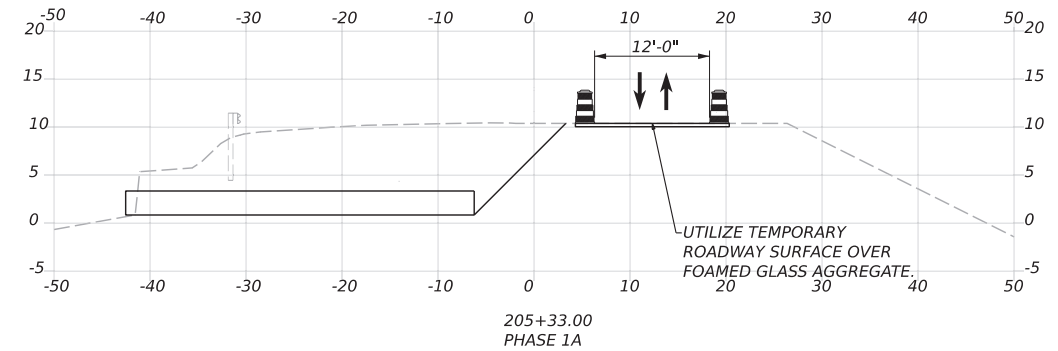
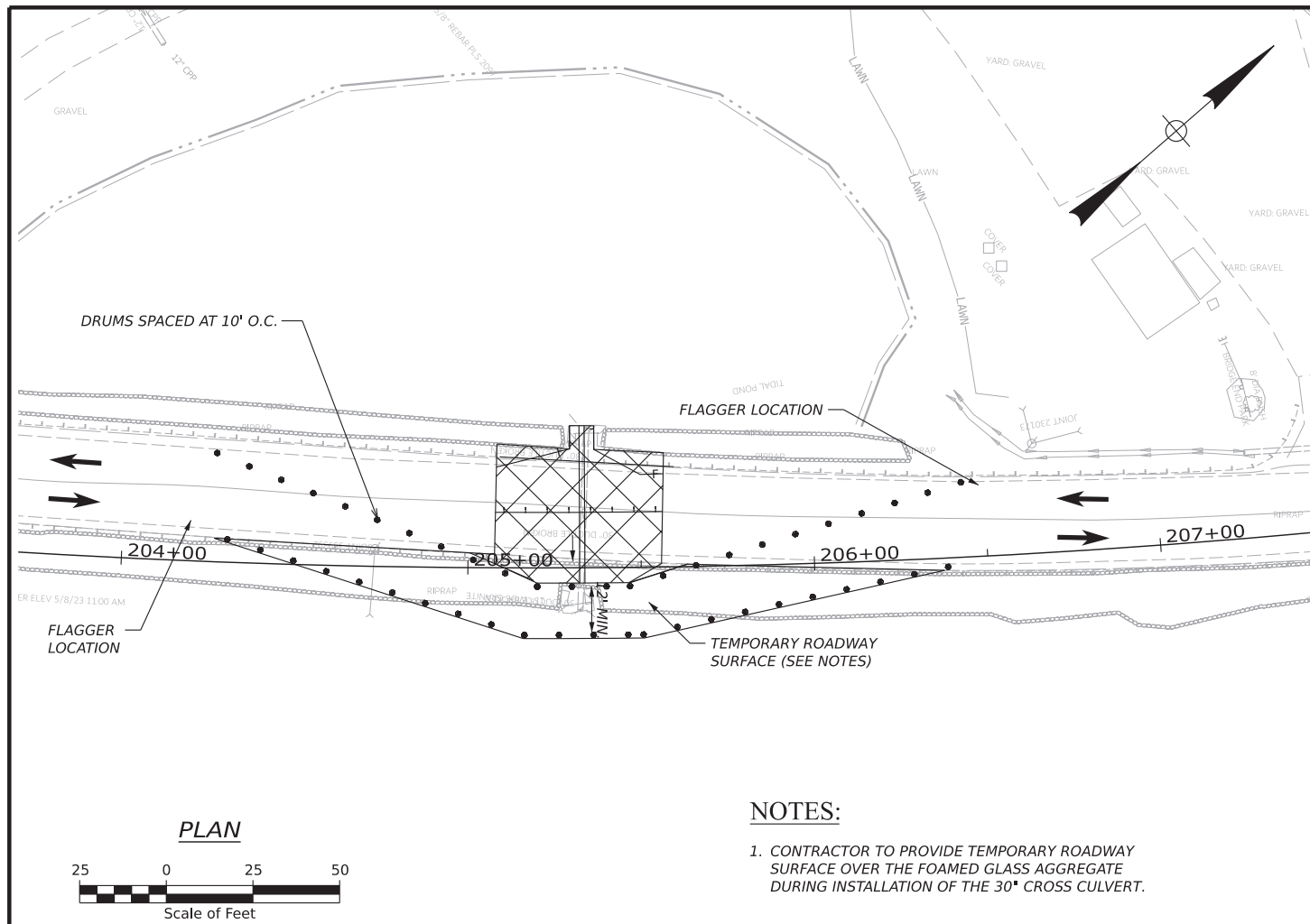
- SEE MAINTENANCE OF TRAFFIC CROSS SECTION SHEETS FOR MORE DETAILS ON CONSTRUCTION PHASING
- TEMPORARY SINGLE LANE CLOSURES MAY BE USED TO CONSTRUCT ADDITIONAL WIDTH DURING PHASE 1 AND IN BETWEEN LATER PHASES IN ACCORDANCE WITH TIMES AND LIMITATIONS NOTED IN THE SPECIAL PROVISIONS.
- EXISTING GUARDRAIL TO BE MAINTAINED THROUGHOUT DURATION OF PHASE 1. IF SECTIONS OF RAIL NEED TO BE REMOVED FOR CONTRACTOR ACCESS THEN TEMPORARY BARRIER SHALL BE INSTALLED AND/OR END OF GUARDRAIL SHALL CRASH WORTHY TERMINAL.



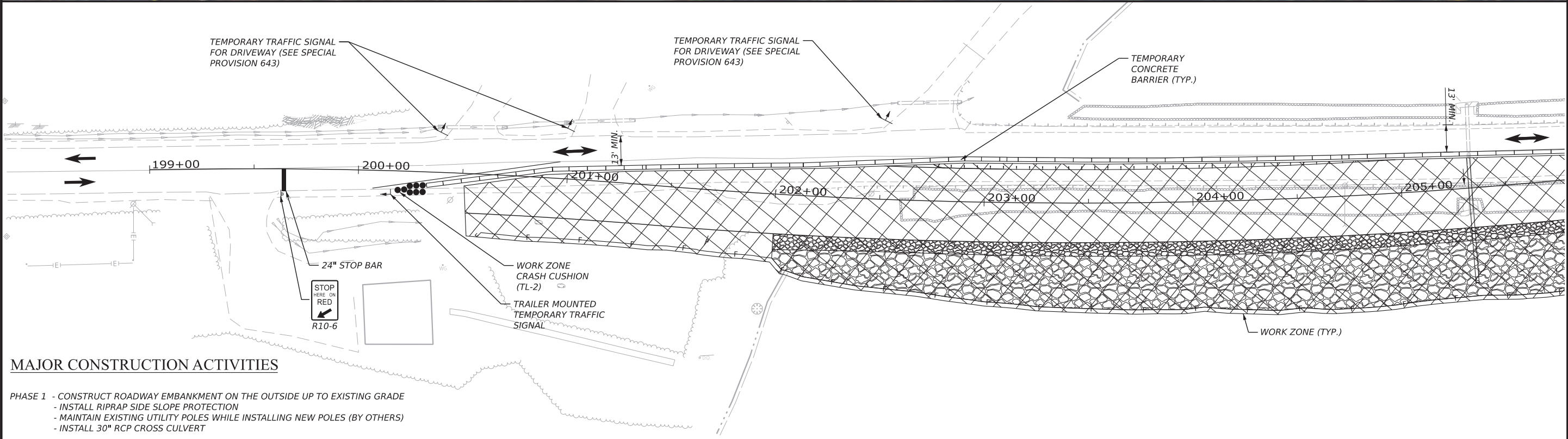
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SHEET NUMBER 23 OF 92	REVISIONS 1		SIGNATURE
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	REVISIONS 3		DATE
	REVISIONS 4		
	FIELD CHANGES		



DEER ISLE ROUTE 15				STATE OF MAINE			
				DEPARTMENT OF TRANSPORTATION			
MAINTENANCE OF TRAFFIC PHASE 1 - LITTLE CAUSEWAY				2566101			
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FIELD CHANGES							
SHEET NUMBER				24			
OF 92				HIGHWAY PLANS			



DEER ISLE ROUTE 15 MAINTENANCE OF TRAFFIC PHASE 1 DETAIL - LITTLE CAUSEWAY	PROJ. MANAGER	LAURIE ROWE	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 02566100 WIN 25661.00 HIGHWAY PLANS
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	REVISIONS 4				
	FIELD CHANGES				



MAJOR CONSTRUCTION ACTIVITIES

- PHASE 1 - CONSTRUCT ROADWAY EMBANKMENT ON THE OUTSIDE UP TO EXISTING GRADE

 - INSTALL RIPRAP SIDE SLOPE PROTECTION
 - MAINTAIN EXISTING UTILITY POLES WHILE INSTALLING NEW POLES (BY OTHERS)
 - INSTALL 30" RCP CROSS CULVERT
- PHASE 2 - CONSTRUCT ROADWAY FOR NORTHBOUND DIRECTION

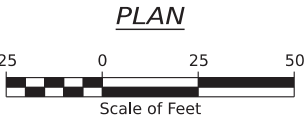
 - INSTALL BASE PAVEMENT TO CENTERLINE OF NEW ROADWAY
 - INSTALL GUARDRAIL AND RIPRAP SLOPE PROTECTION ALONG SOUTHBOUND SIDE
 - BEGIN SWAP OVER TO NEW UTILITY POLES IN AREAS THAT ARE COMPLETED (BY OTHERS)
- PHASE 3 - CONSTRUCT ROADWAY FOR SOUTHBOUND DIRECTION

 - INSTALL BASE PAVEMENT FOR REMAINDER OF NEW ROADWAY
 - INSTALL GUARDRAIL AND REMAINING RIPRAP SLOPE PROTECTION ALONG NORTHBOUND SIDE
 - FINISH AERIAL UTILITY RELOCATION AND REMOVE REMAINING EXISTING POLES (BY OTHERS)
- PHASE 4 - INSTALL SURFACE PAVEMENT

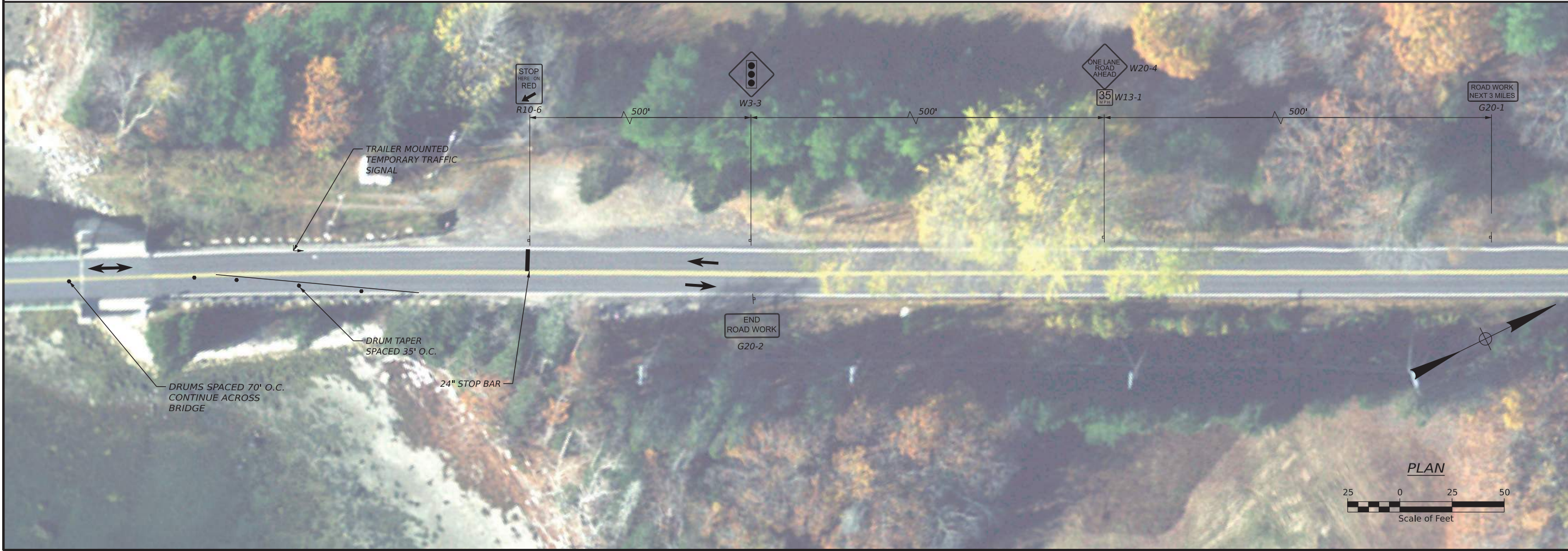
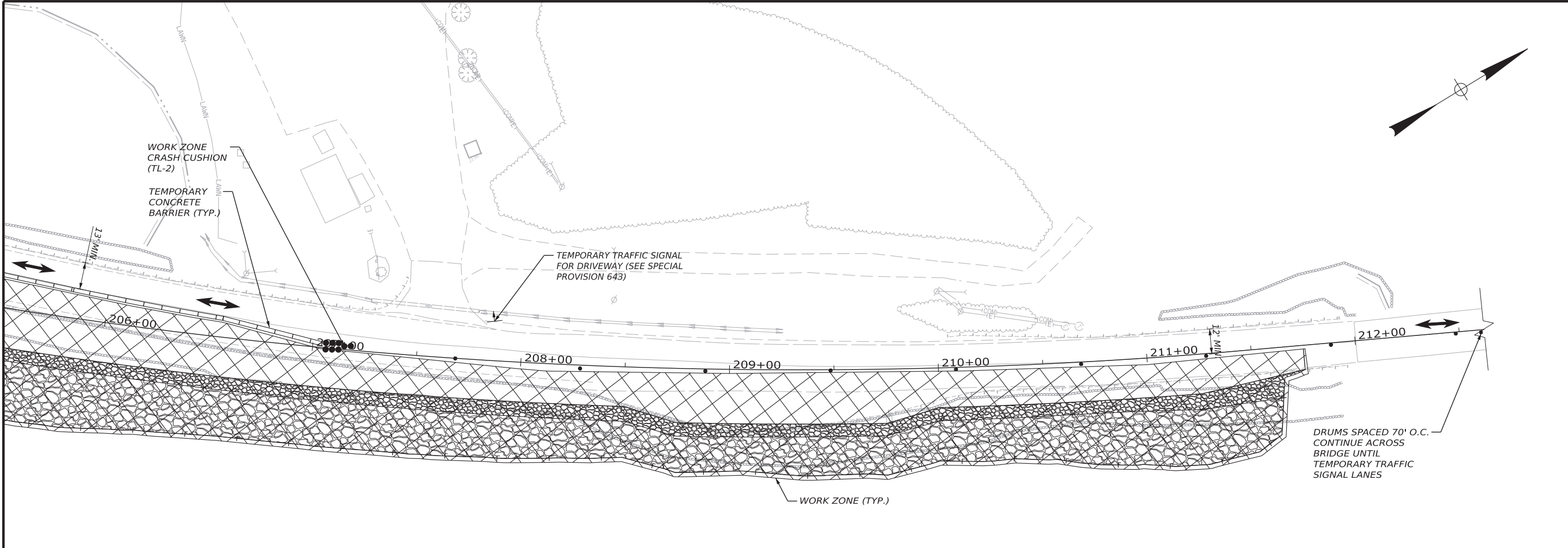
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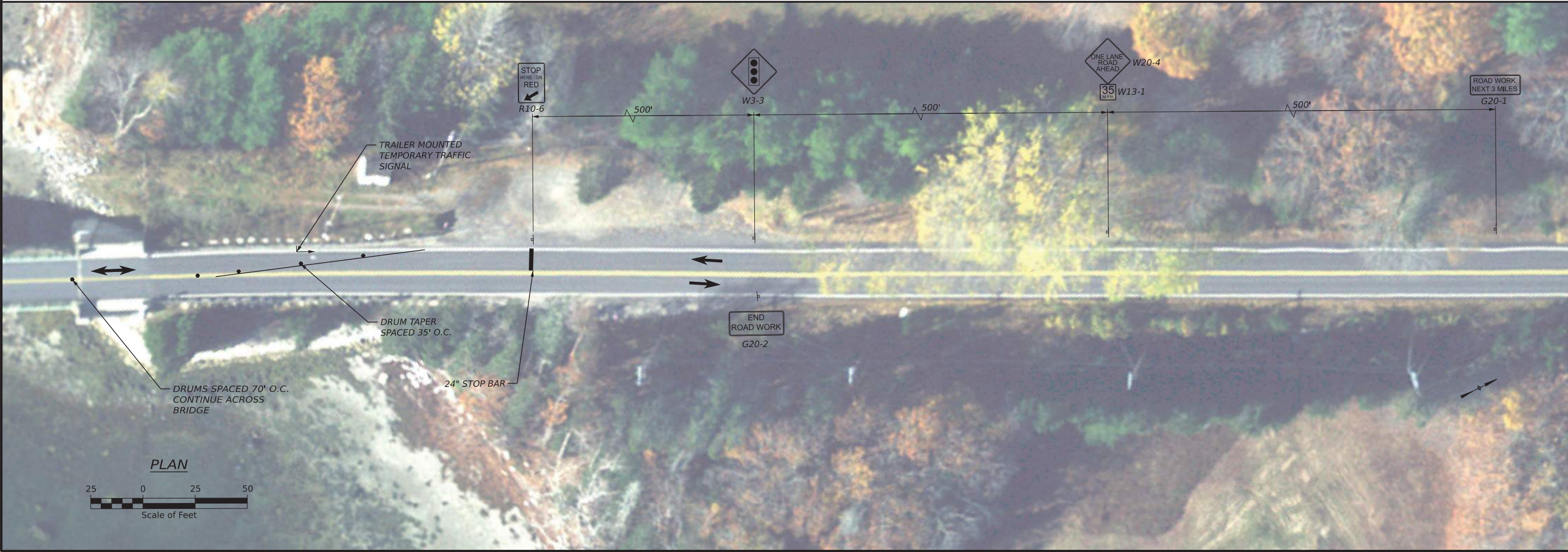
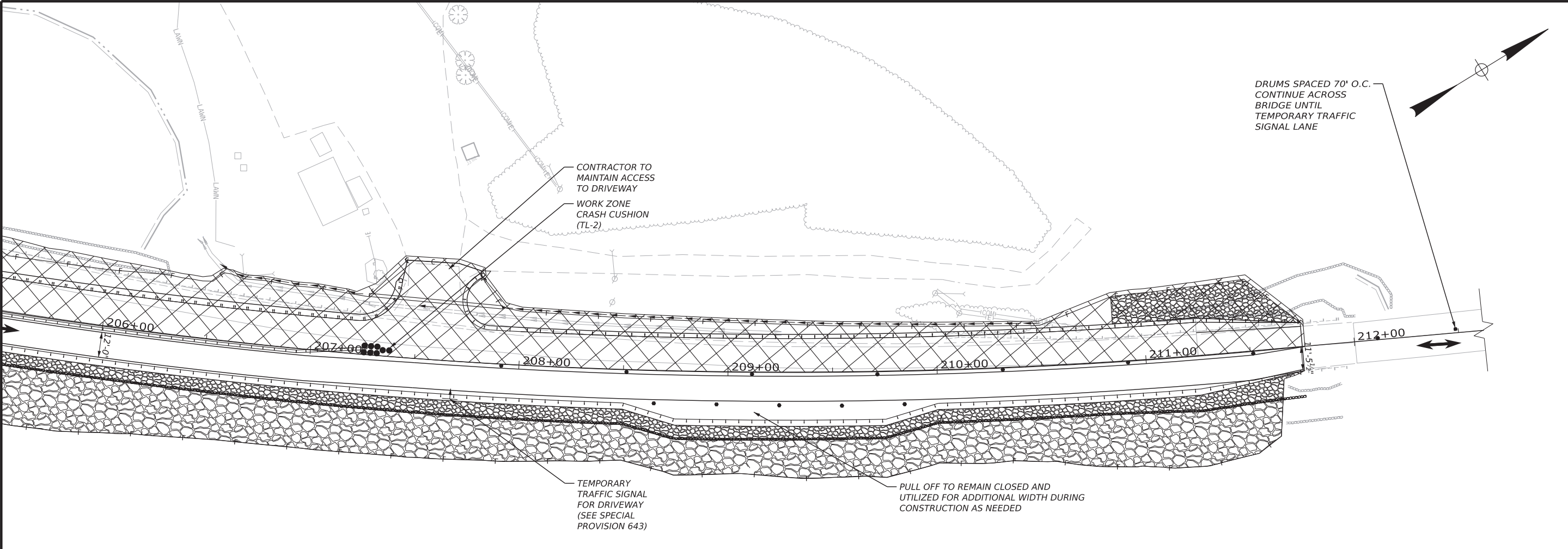
- SEE MAINTENANCE OF TRAFFIC CROSS SECTION SHEETS FOR MORE DETAILS ON CONSTRUCTION PHASING
- TEMPORARY SINGLE LANE CLOSURES MAY BE USED TO CONSTRUCT ADDITIONAL WIDTH DURING PHASE 1 AND IN BETWEEN LATER PHASES IN ACCORDANCE WITH TIMES AND LIMITATIONS NOTED IN THE SPECIAL PROVISIONS.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2566101			
	WIN 25661.01			
	HIGHWAY PLANS			
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		KEI	PLP	
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DEER ISLE ROUTE 15 MAINTENANCE OF TRAFFIC PHASE 2 - LITTLE CAUSEWAY		SHEET NUMBER 26 OF 92		



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2566101						
	WIN	25661.01					
	HIGHWAY PLANS						
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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

HIGHWAY PLANS

PROJ. MANAGER	DESIGNED-DETAILED	CHECKED-REVIEWED	LAURIE ROWE	BY	DATE
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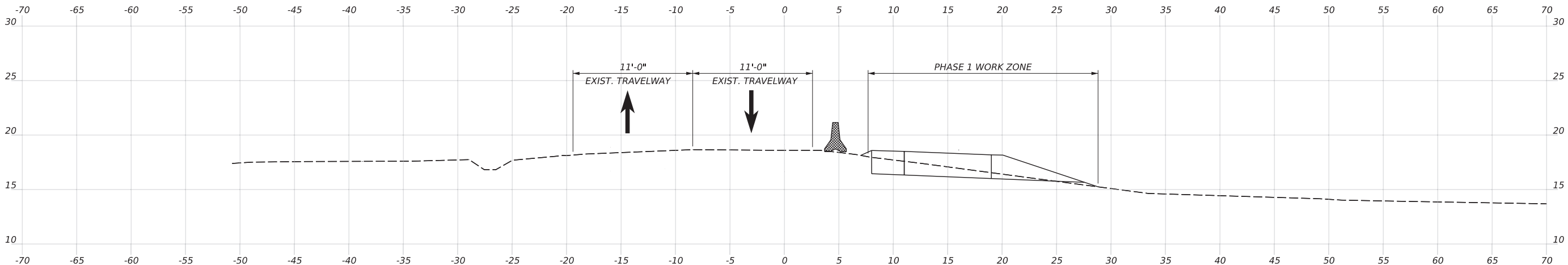
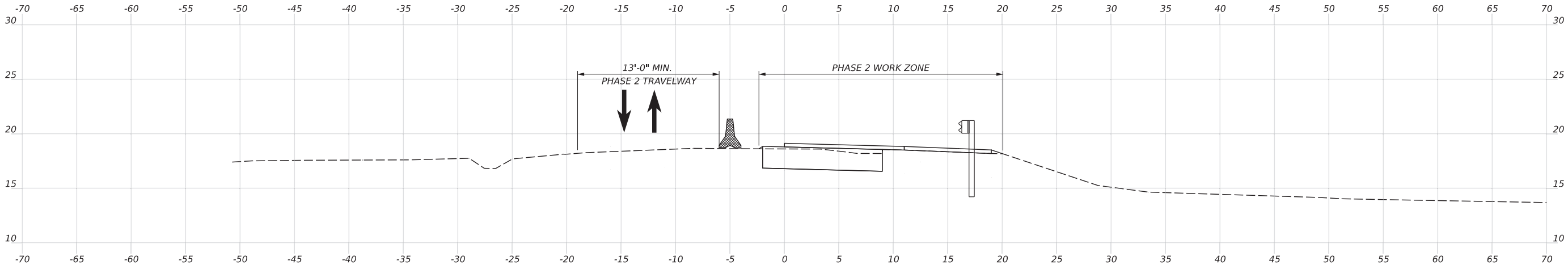
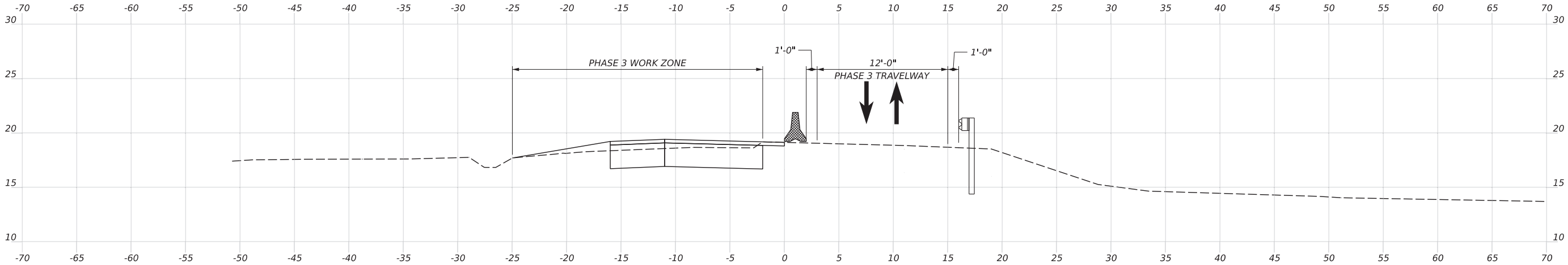
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ROUTE 15

MAINTENANCE OF TRAFFIC
PHASE 3 - LITTLE CAUSEWAY

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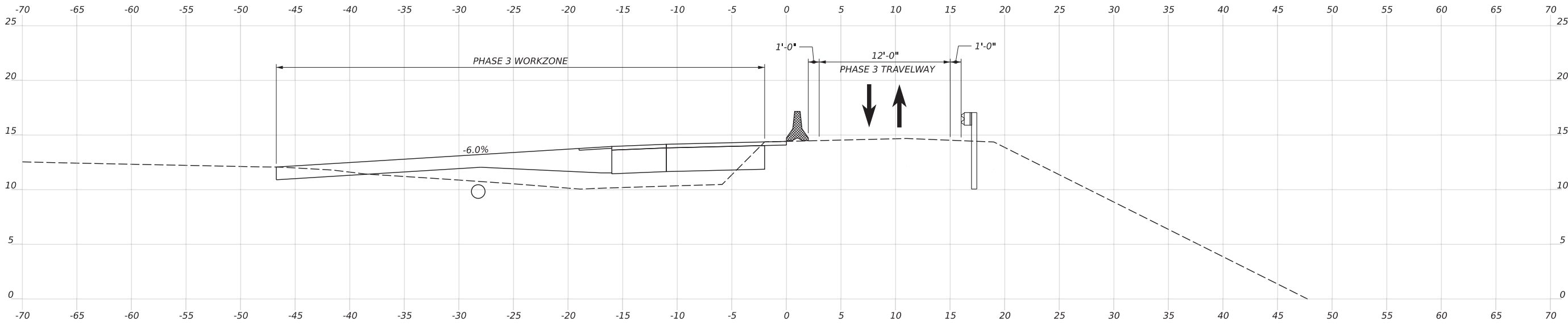
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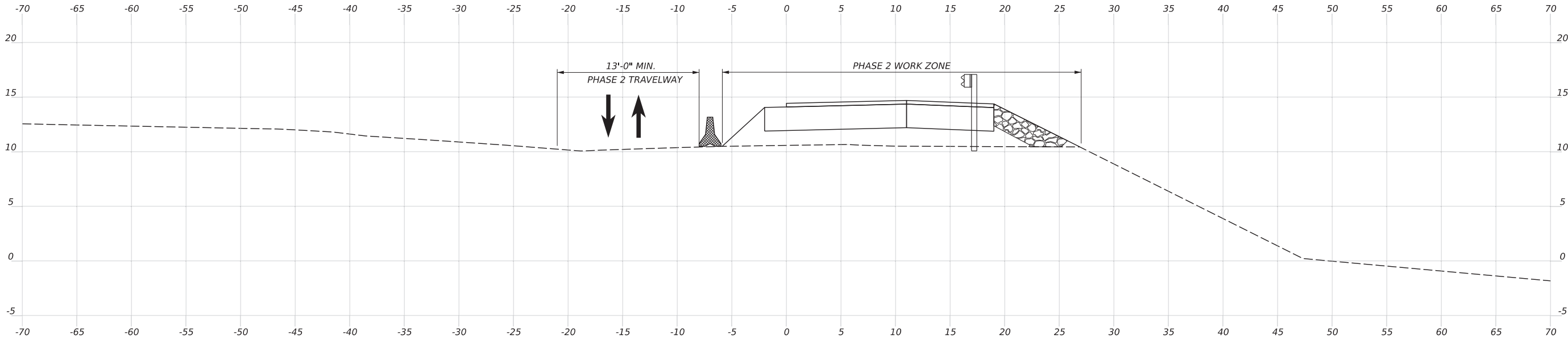


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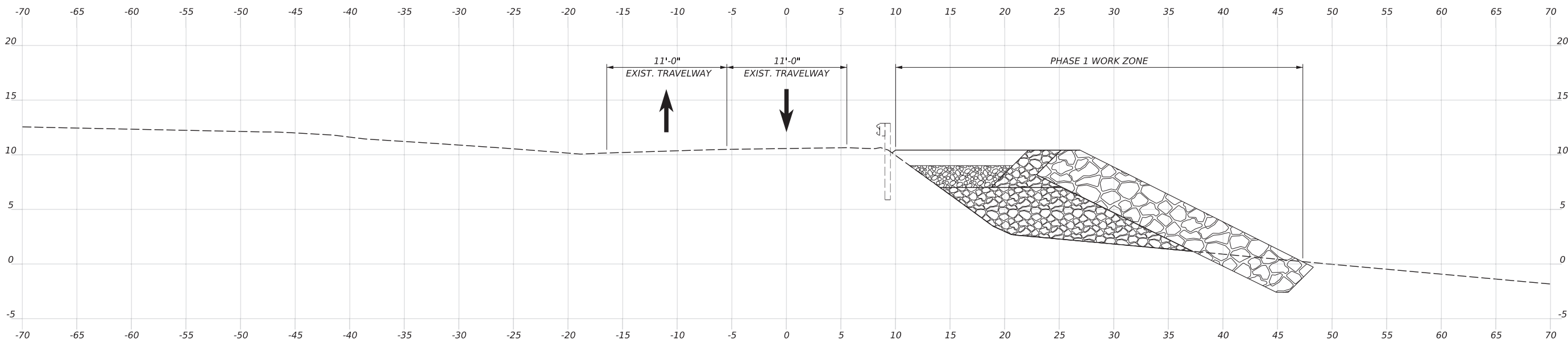
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MAINTENANCE OF TRAFFIC
SECTIONS - LITTLE CAUSEWAY



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PHASE 3



207+50.00
PHASE 2

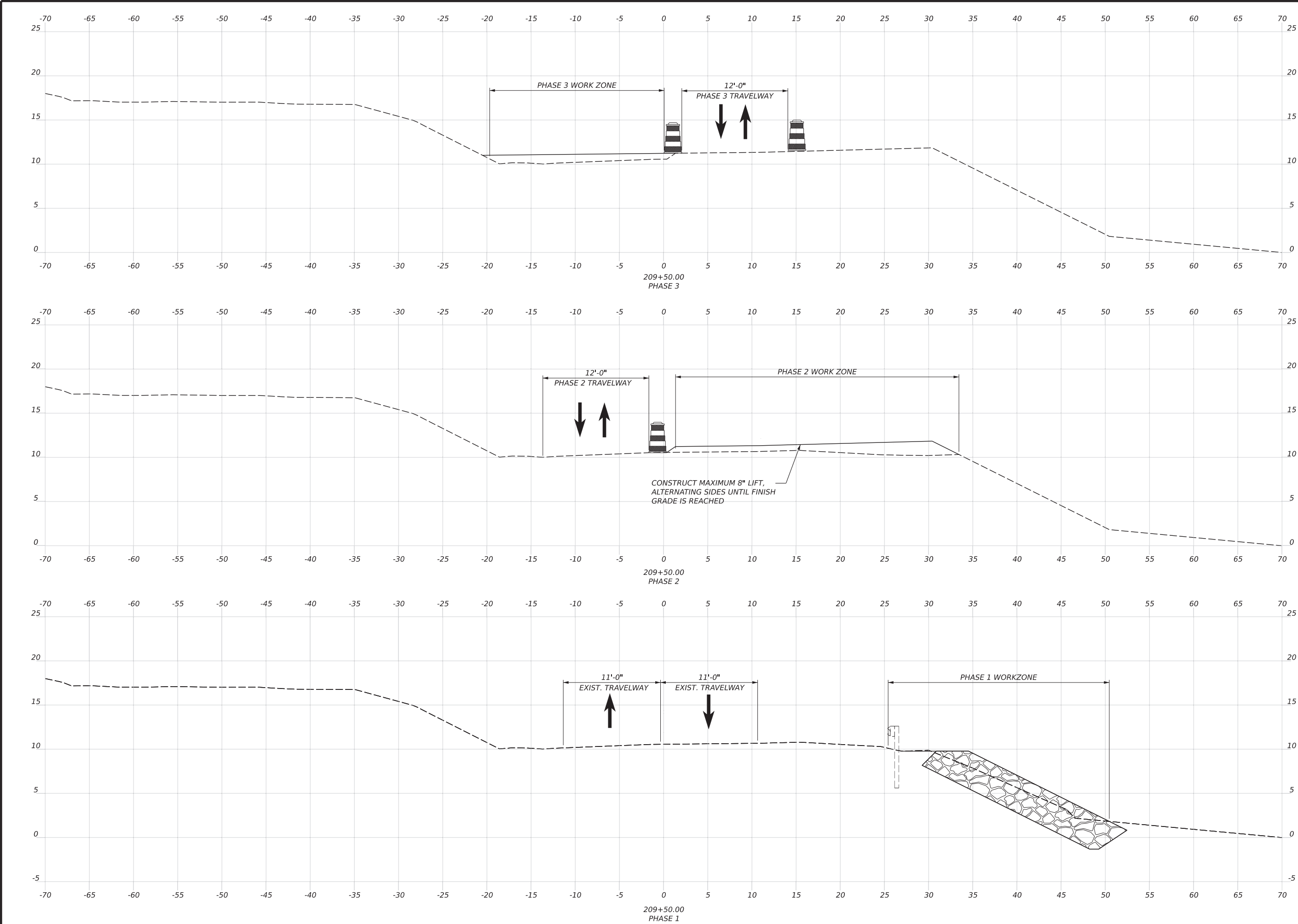


207+50.00
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DATE					

DEER ISLE
ROUTE 15

MAINTENANCE OF TRAFFIC
SECTIONS - LITTLE CAUSEWAY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

HIGHWAY PLANS

DEER ISLE
ROUTE 15

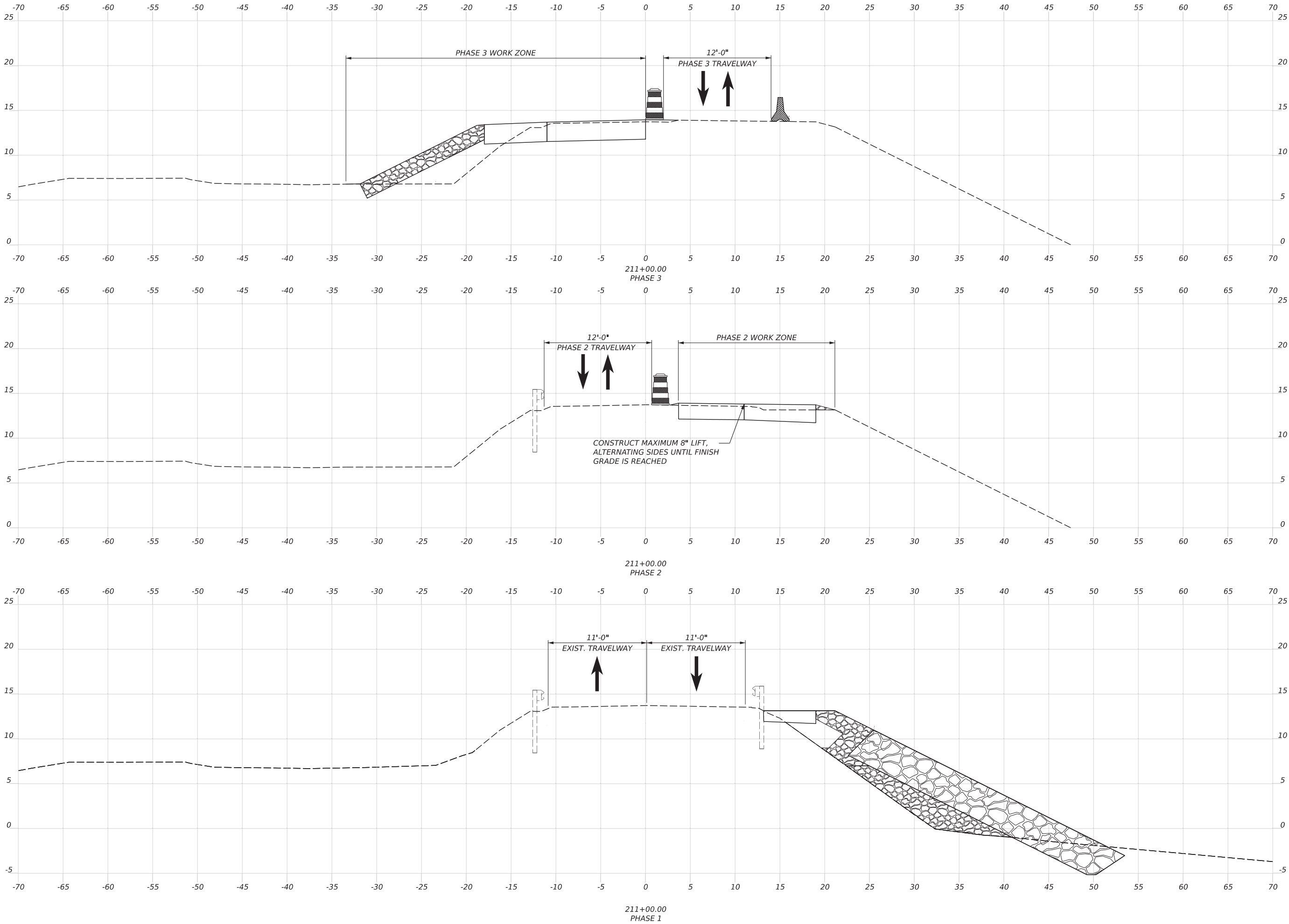
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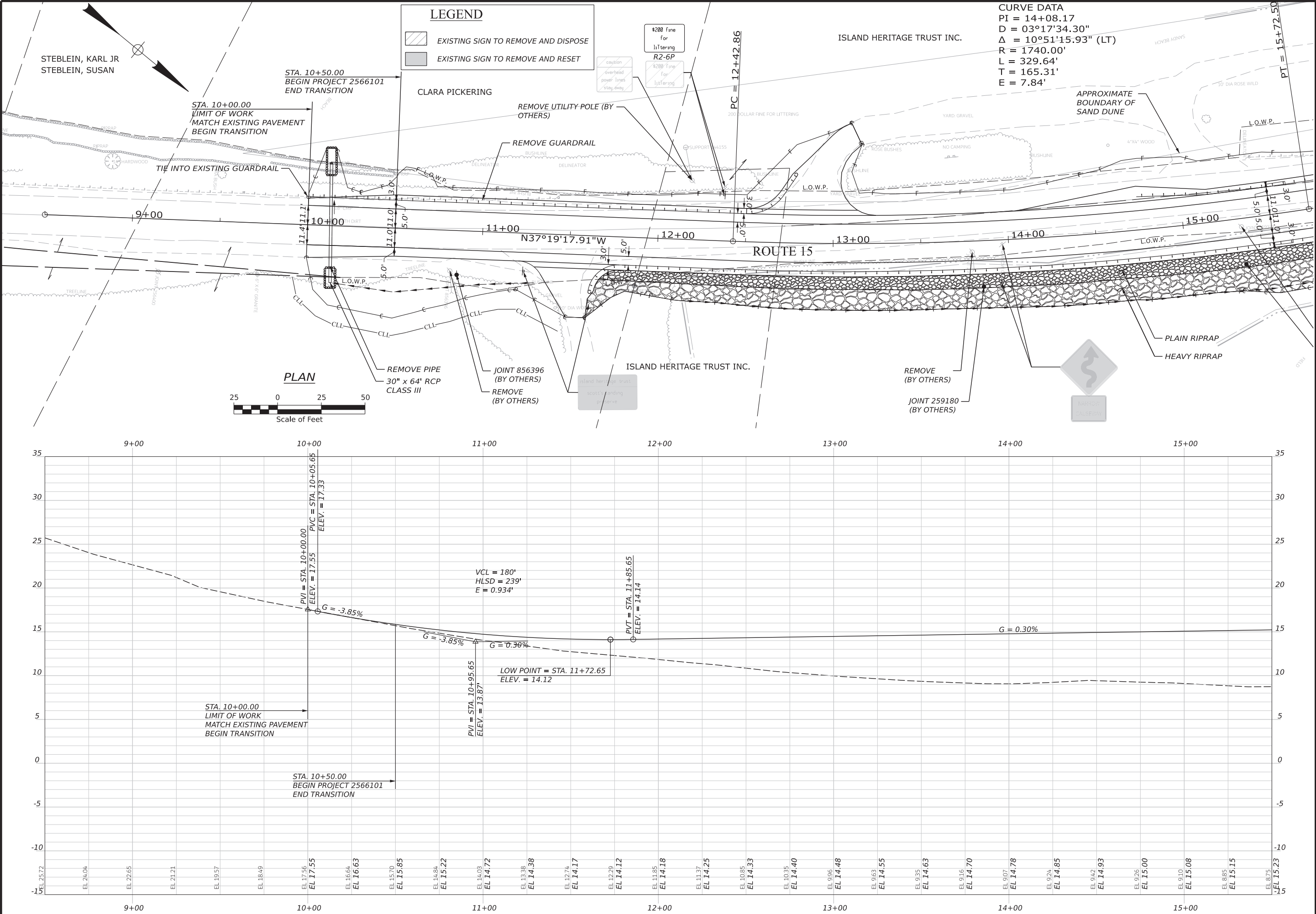
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02566101		WIN 25661.01		HIGHWAY PLANS		
	SIGNATURE		P.E. NUMBER		DATE		
DEER ISLE ROUTE 15		MAINTENANCE OF TRAFFIC		SECTIONS - LITTLE CAUSEWAY		SHEET NUMBER	
33		OF		92			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

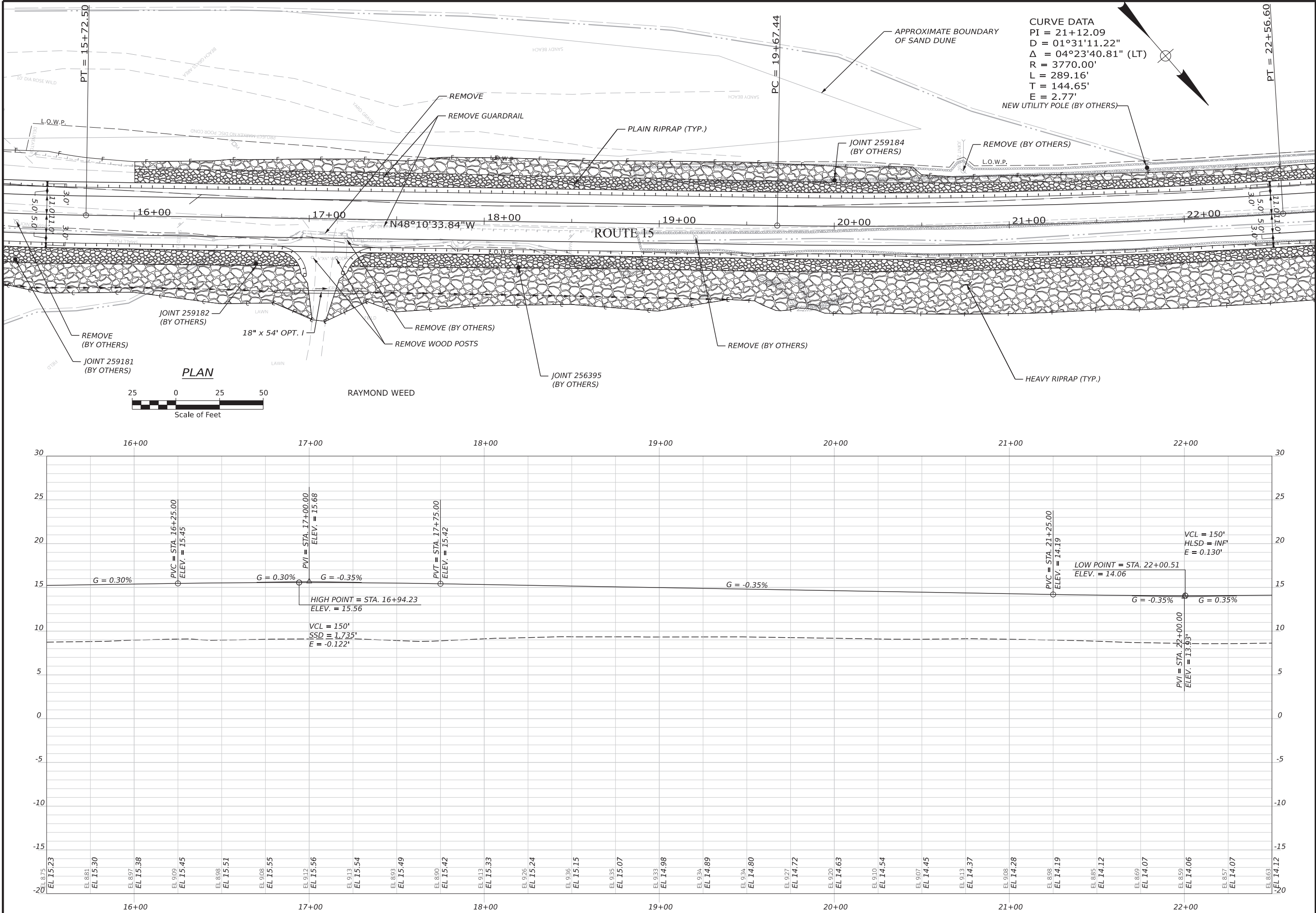
HIGHWAY PLANS

DEER ISLE
ROUTE 15

PLAN / PROFILE

PROJ. MANAGER	LAURIE ROWE	BY	DATE
DESIGNED-DETAILED	KEI	AS3	MAR 2026
CHECKED-REVIEWED	PLP	JRH	APR 2025
DESIGNED-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER
34
OF 41



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02566101

WIN
25661.01

HIGHWAY PLANS

DEER ISLE
ROUTE 15

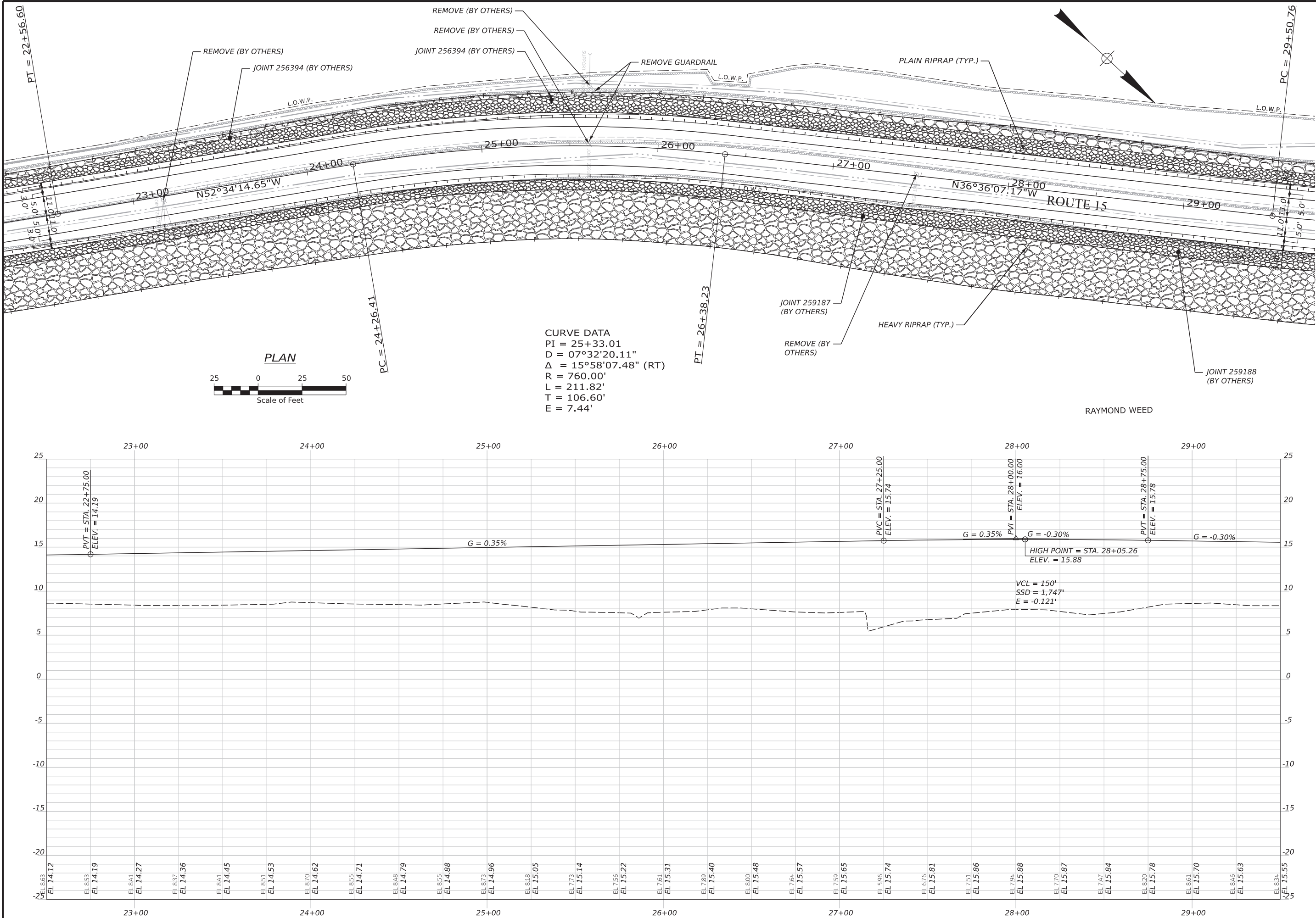
PLAN / PROFILE

SHEET NUMBER

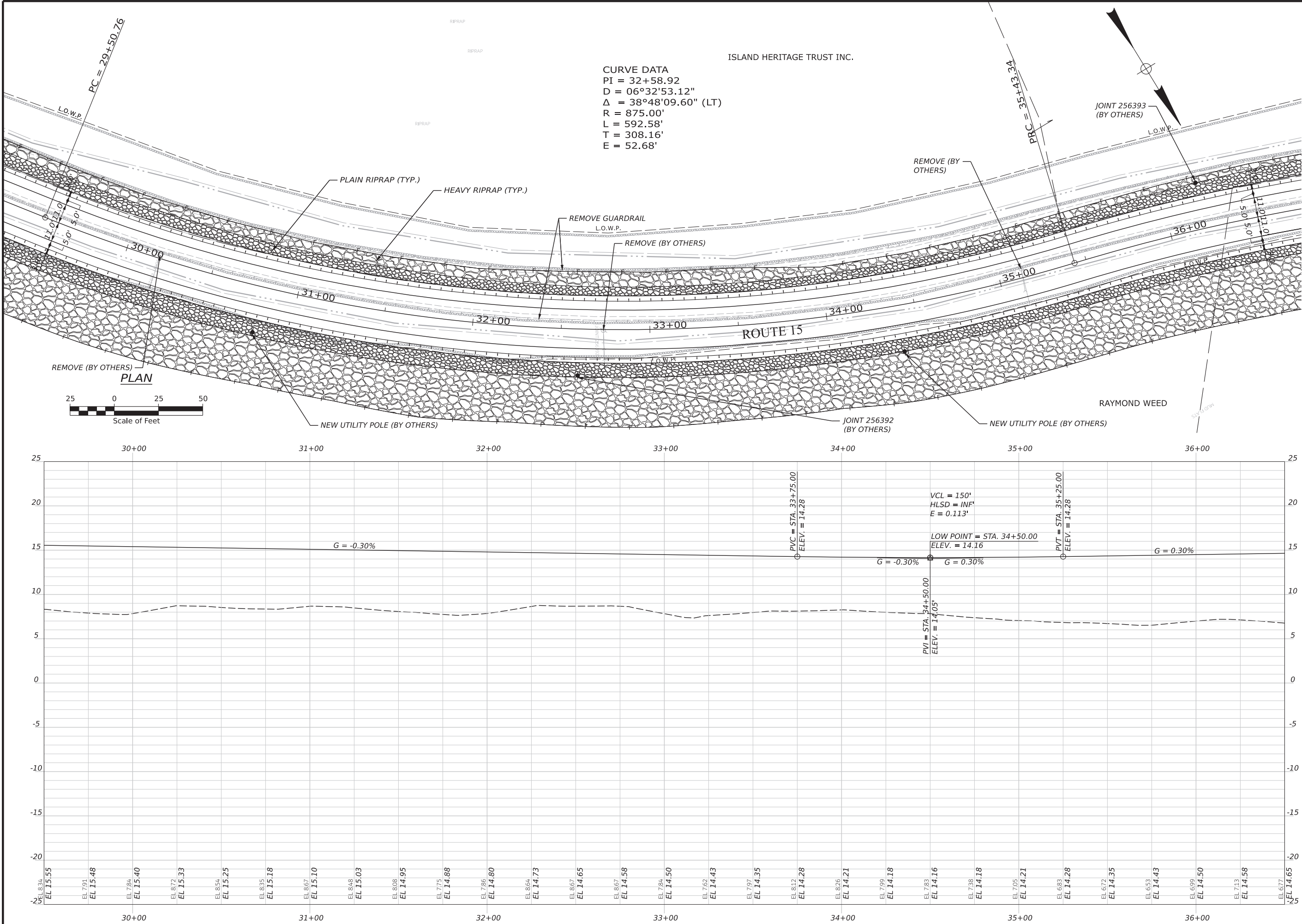
35

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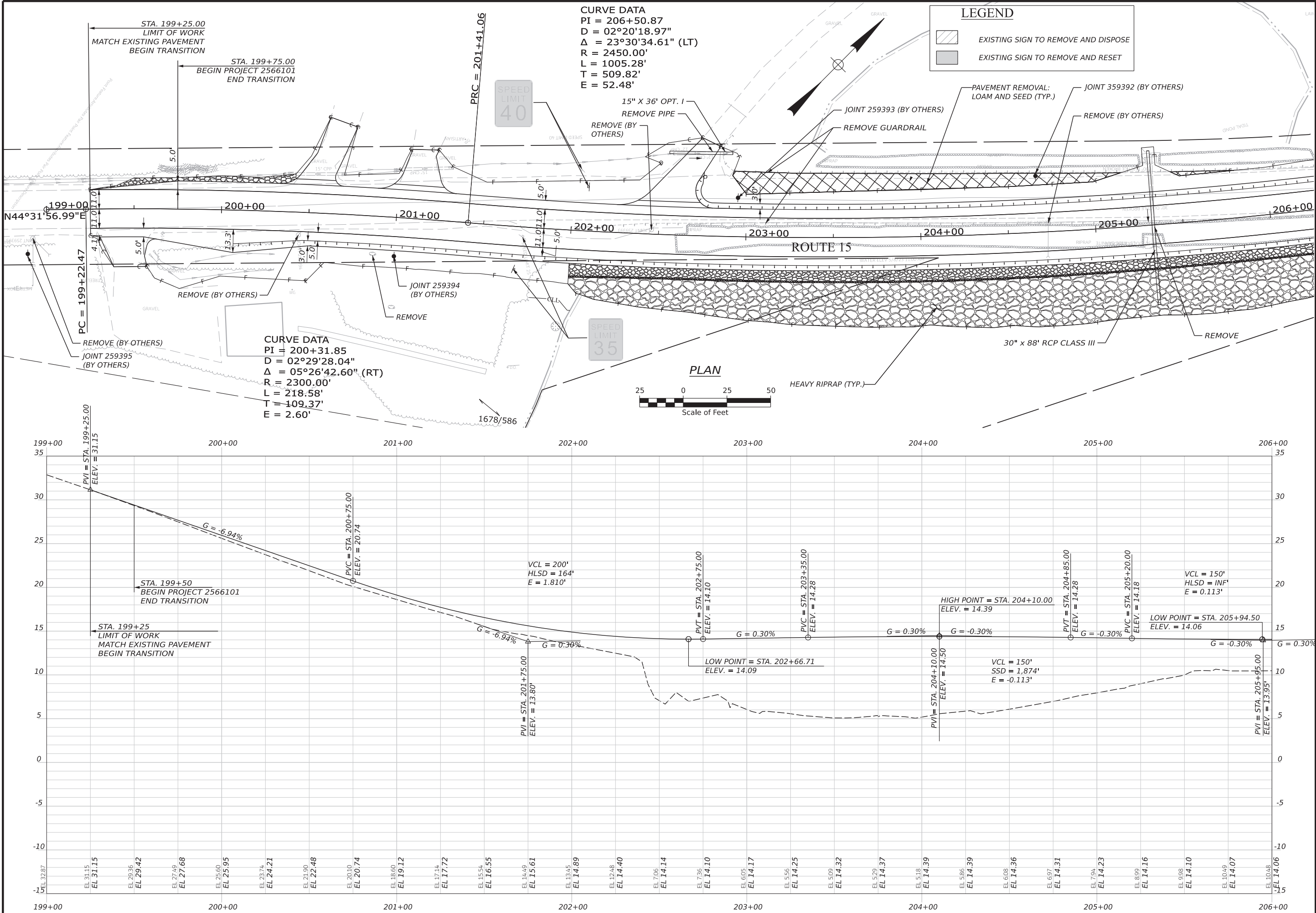
PROJ. MANAGER	LAURIE ROWE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGNED-DETAILED	KEI	AS3	MAR 2025			
CHECKED-REVIEWED	PLP	BR4	APRIL 2025			
DESIGNED-DETAILED			APR 2025			
DESIGNED-DETAILED						
REVISIONS 1						
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REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						



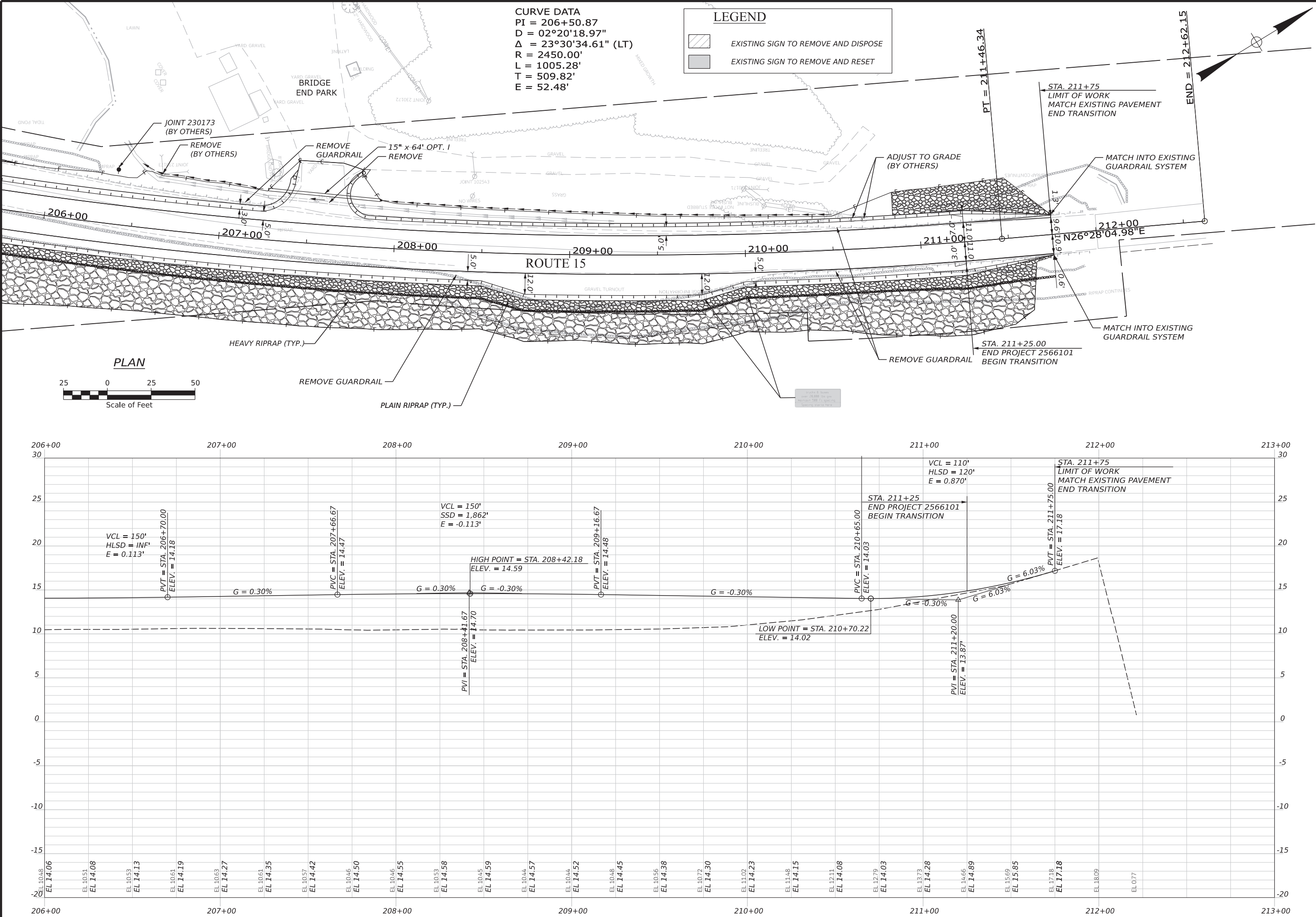
DEER ISLE ROUTE 15		PROJ. MANAGER LAURE ROWE		BY		DATE		STATE OF MAINE	
		DESIGN-DETAILED		RJR		MAR 2025		DEPARTMENT OF TRANSPORTATION	
		CHECKED-REVIEWED		RJR		APRIL 2025			
		DESIGN-DETAILED		RJR		APR 2025			
		DESIGN-DETAILED						SIGNATURE	
		DESIGN-DETAILED						P.E. NUMBER	
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STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02566101		WIN		25661.01		HIGHWAY PLANS	
DEER ISLE		ROUTE 15		SIGNATURE		P.E. NUMBER		DATE		SHEET NUMBER	
PLAN / PROFILE		LAURIE ROWE		DATE		BY		DATE		37	
		DESIGN-DETAILED		MAR 2026		KEJ				OF	
		CHECKED-REVIEWED		APR 2025		JBL				41	
		DESIGN-DETAILED		APR 2025							
		DESIGN-DETAILED									
		REVISIONS 1									
		REVISIONS 2									
		REVISIONS 3									
		REVISIONS 4									
		FIELD CHANGES									



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2566101		WIN		25661.01		HIGHWAY PLANS	
PROJECT MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
LAURIE ROWE		KEI		MAR 2025		[Signature]					
DESIGN-DETAILED		JPL		APRIL 2025							
CHECKED-REVIEWED											
DESIGN-DETAILED											
REVISIONS 1											
REVISIONS 2											
REVISIONS 3											
REVISIONS 4											
FIELD CHANGES											
DEER ISLE ROUTE 15 PLAN / PROFILE											
SHEET NUMBER 40 OF 92											



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2566101

WIN
25661.01

HIGHWAY PLANS

DEER ISLE
ROUTE 15

PLAN / PROFILE

SHEET NUMBER

41

OF 92

PROJ. MANAGER	LAURIE ROWE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGNED-DETAILED	KEJ	KEJ	MAR 2025			
CHECKED-REVIEWED	PLP	JRH	APRIL 2025			
DESIGNED-DETAILED						
REVISIONS 1						
REVISIONS 2						
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REVISIONS 4						
FIELD CHANGES						