

Supplemental Supporting Information for a Finding of Effect

PUBLIC COMMENT DRAFT

Project: Statewide 26140.00

Scope: Intelligent Transportation Systems

Finding of Effect: **No Adverse Effect**

This report describes the Maine Department of Transportation and the Federal Highway Administration'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 Effects (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.

Purpose and Need

The purpose of this project is to expand the state of Maine's network of road weather information systems (RWIS) to improve weather data collection and area weather forecasting in certain locations.

The need for this project is due to the lack of infrastructure to collect weather data in certain locations.

This project will install twelve (12) new RWIS systems at the following locations: Standish (Route 35 at Route 237), Oxford (Route 26), Palermo (Route 3), Gilead (US Route 2), Farmington (US Route 2/Route 27), Gouldsboro (Route 186), Solon (US Route 201), Dennysville (US Route 1 at Route 86), Dexter (Route 94), Eustis (Route 27), Johnson Mountain Township (US Route 201), and Topsfield (US Route 1 at Route 6). These locations include two in the Southern Region, one in the Midcoast Region, five in the Western Region, three in the Eastern Region, and one in the Northern Region.

Proposed Action

The proposed action would include the installation of new RWIS equipment at 12 locations. The proposed typical installation would include a less than 30 foot tall wood pole, with an equipment cabinet, weather sensors, an attached solar panel, communication tech, and a poured concrete foundation. The installation would be adjacent to roadways in the existing ROW.

Federal Action

Federal funding.

Definition of Area of Potential Effect (APE)

The proposed project has 12 locations: Standish (Route 35 at Route 237), Oxford (Route 26), Palermo (Route 3), Gilead (US Route 2), Farmington (US Route 2/Route 27), Gouldsboro (Route 186), Solon (US Route 201), Dennysville (US Route 1 at Route 86), Dexter (Route 94), Eustis (Route 27), Johnson Mountain Township (US Route 201), and Topsfield (US Route 1 at Route 6). The maps below show the APEs.

STATEWIDE 26140.00 MAP 1- STANDISH



Figure 1: Standish, Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 3 - OXFORD, ALT. 2

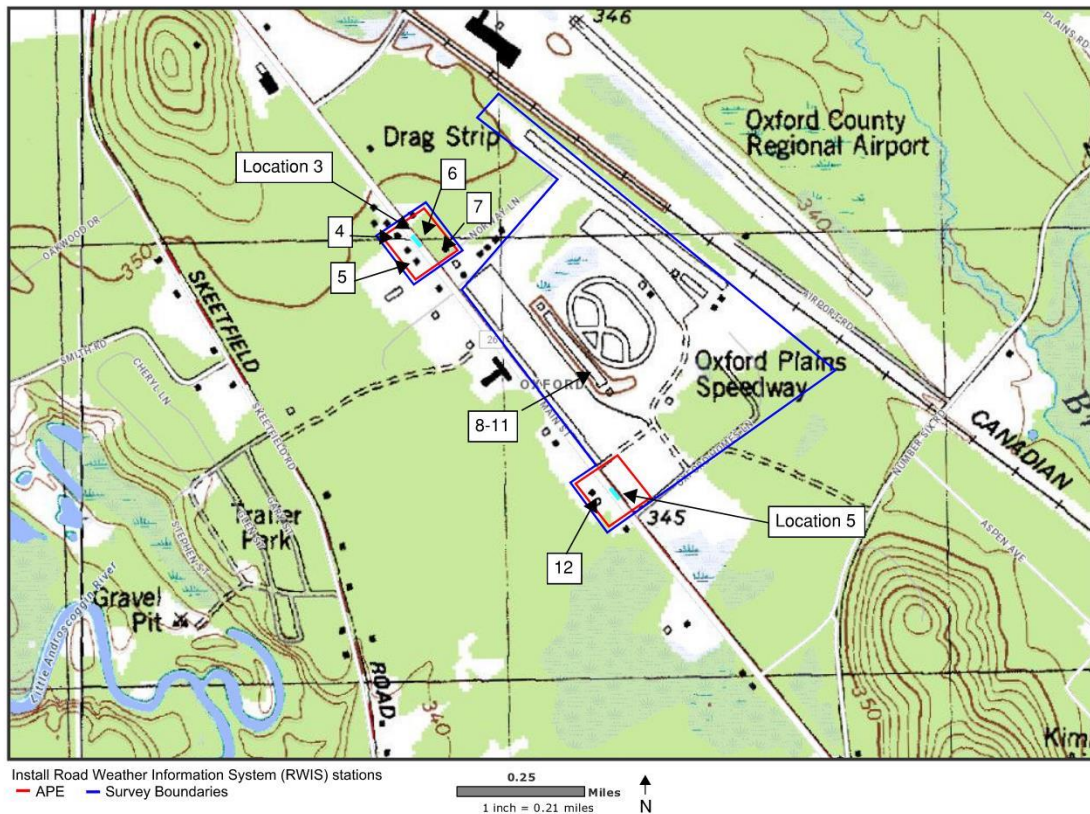


Figure 2: Oxford (Location 3), Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 10 - PALERMO

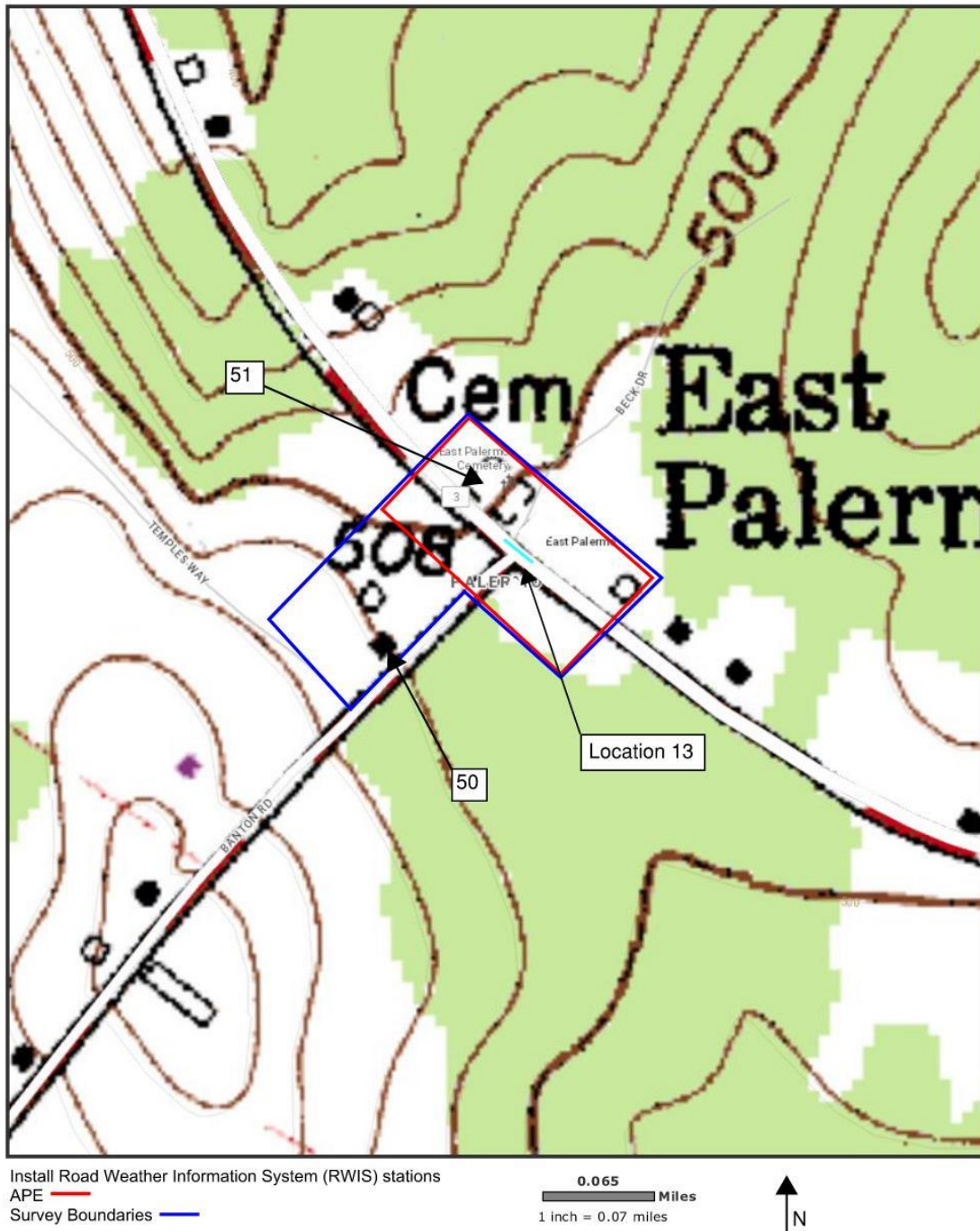


Figure 3: Palermo, Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 5 - GILEAD

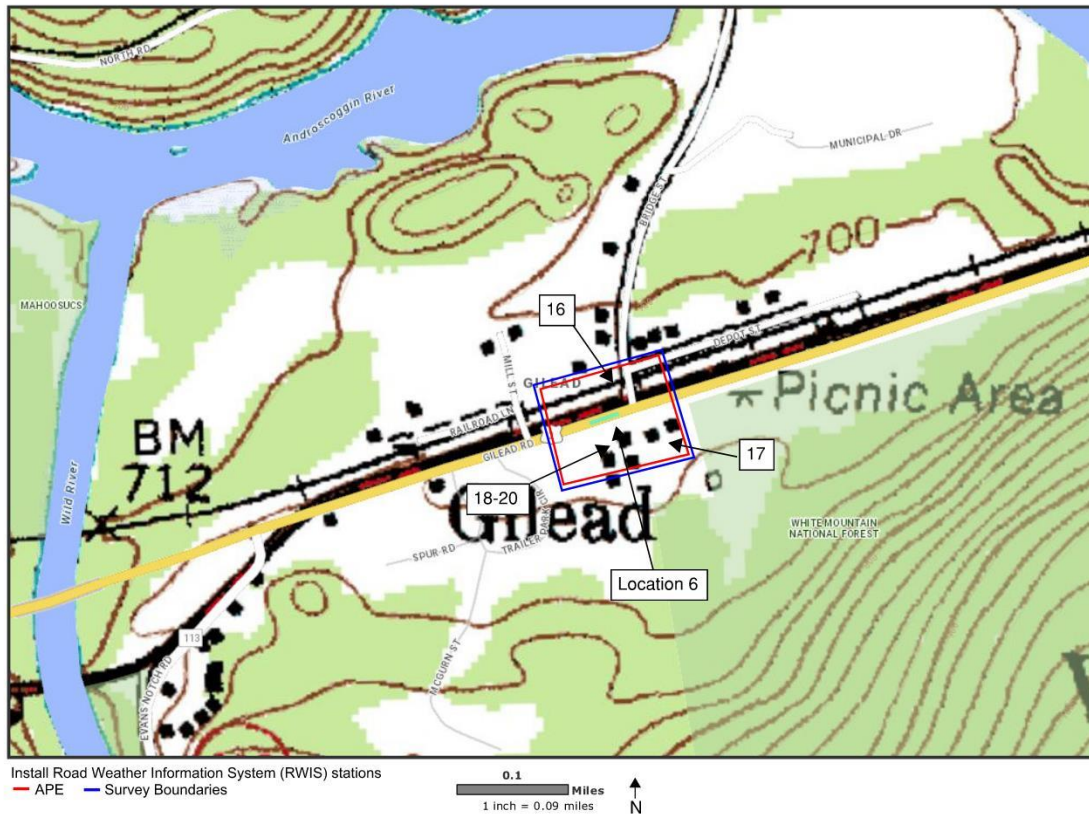


Figure 4: Gilead, Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 6 - FARMINGTON, ALT. 1

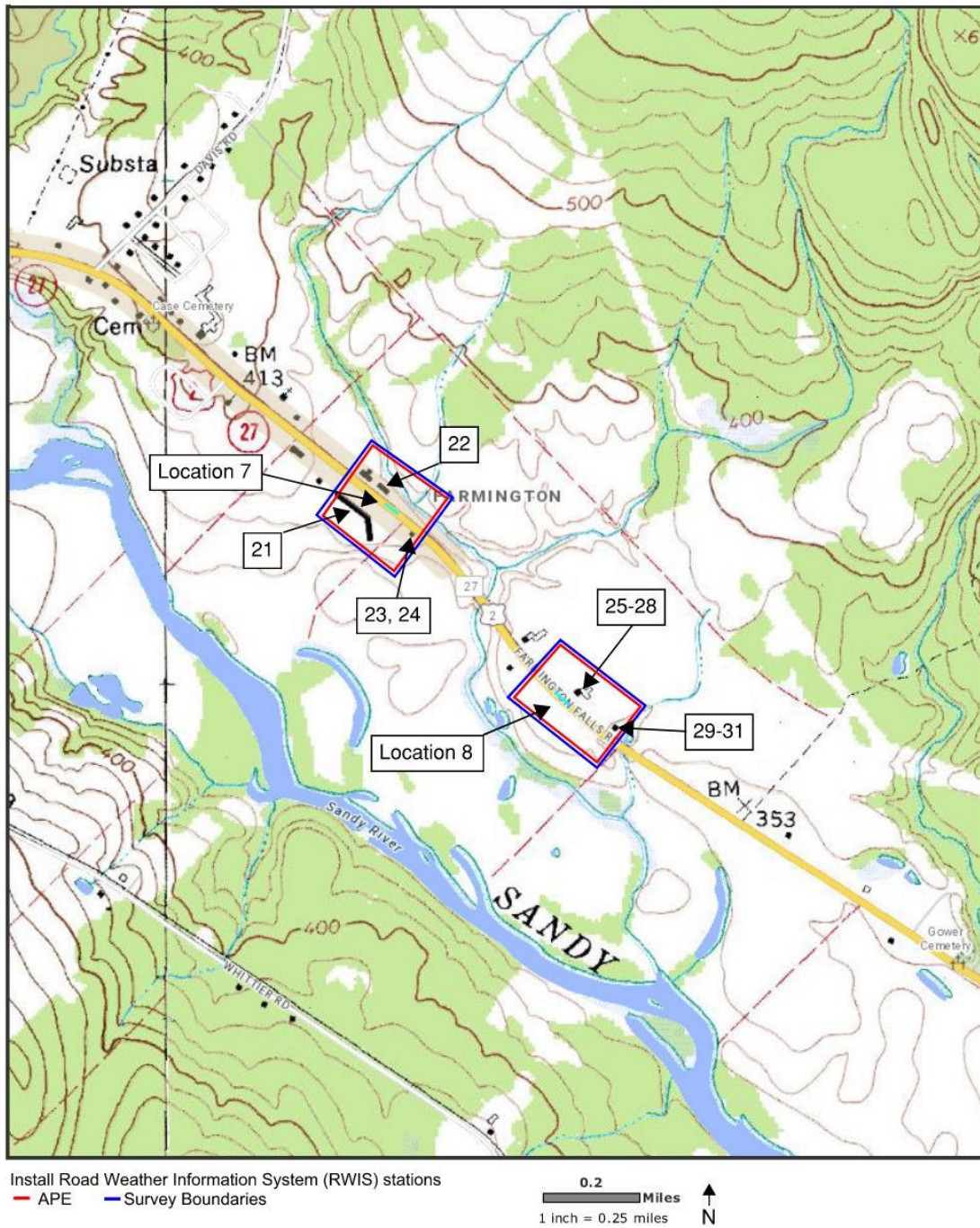


Figure 5: Farmington (Location 8), Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 11- GOULDSBORO



Figure 6: Gouldsboro, Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 8 - MADISON/SOLON

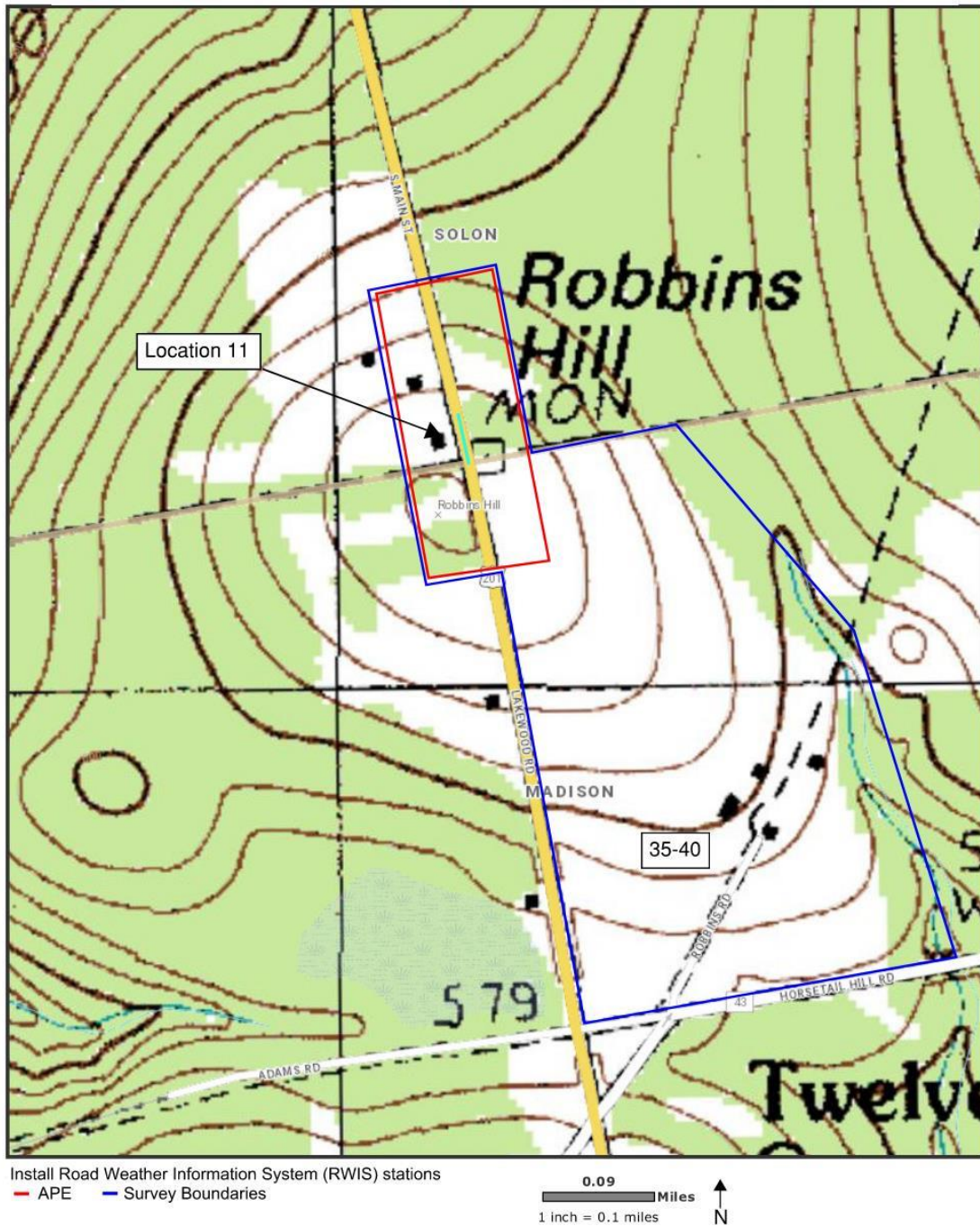


Figure 7: Madison, Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 12 - DENNYSVILLE



Figure 8: Dennyville, Statewide 26140.00 Area of Potential Effect

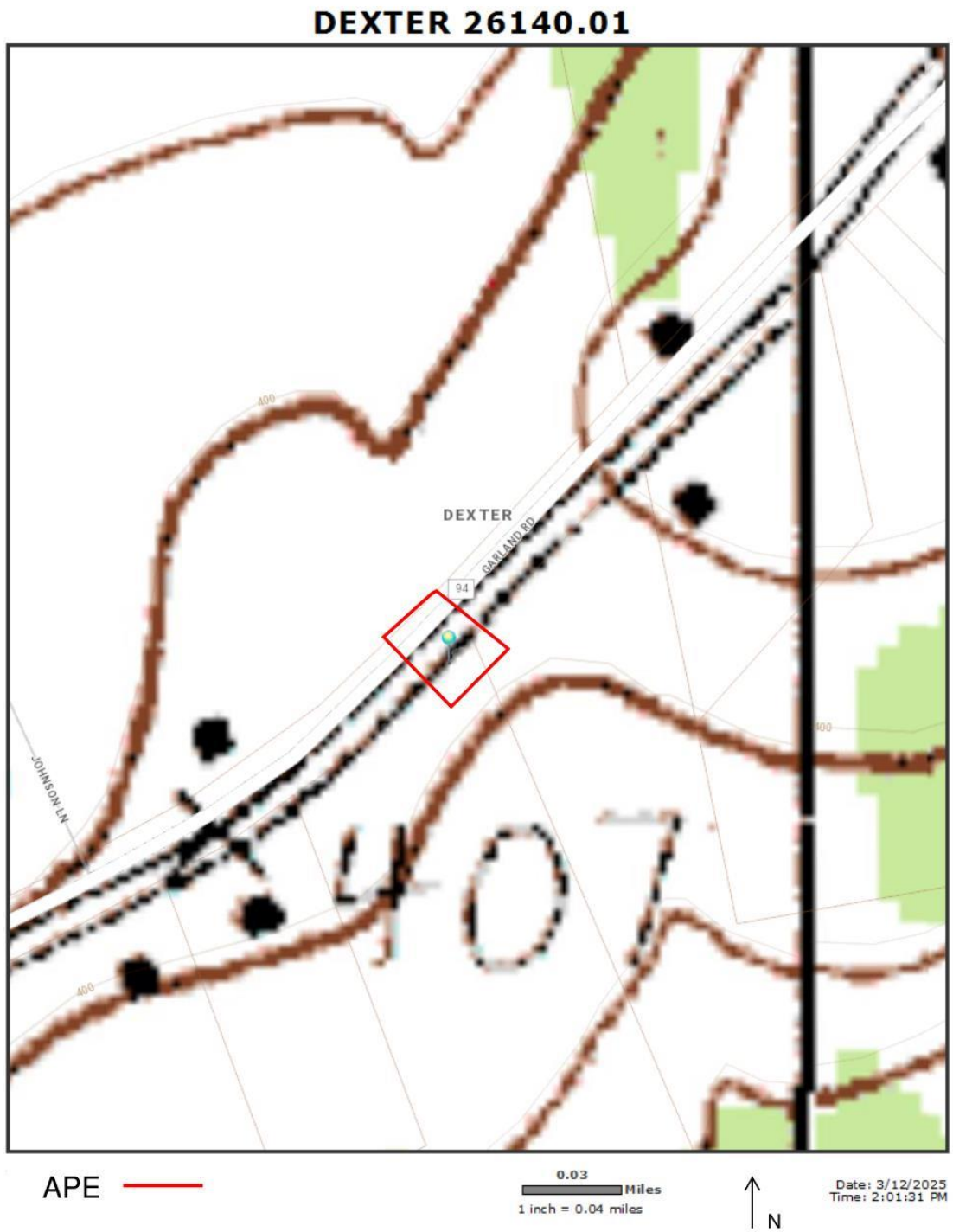


Figure 9: Dexter, Statewide 26140.00 Area of Potential Effect

STATEWIDE 26140.00 MAP 7 - EUSTIS, ALT. 1

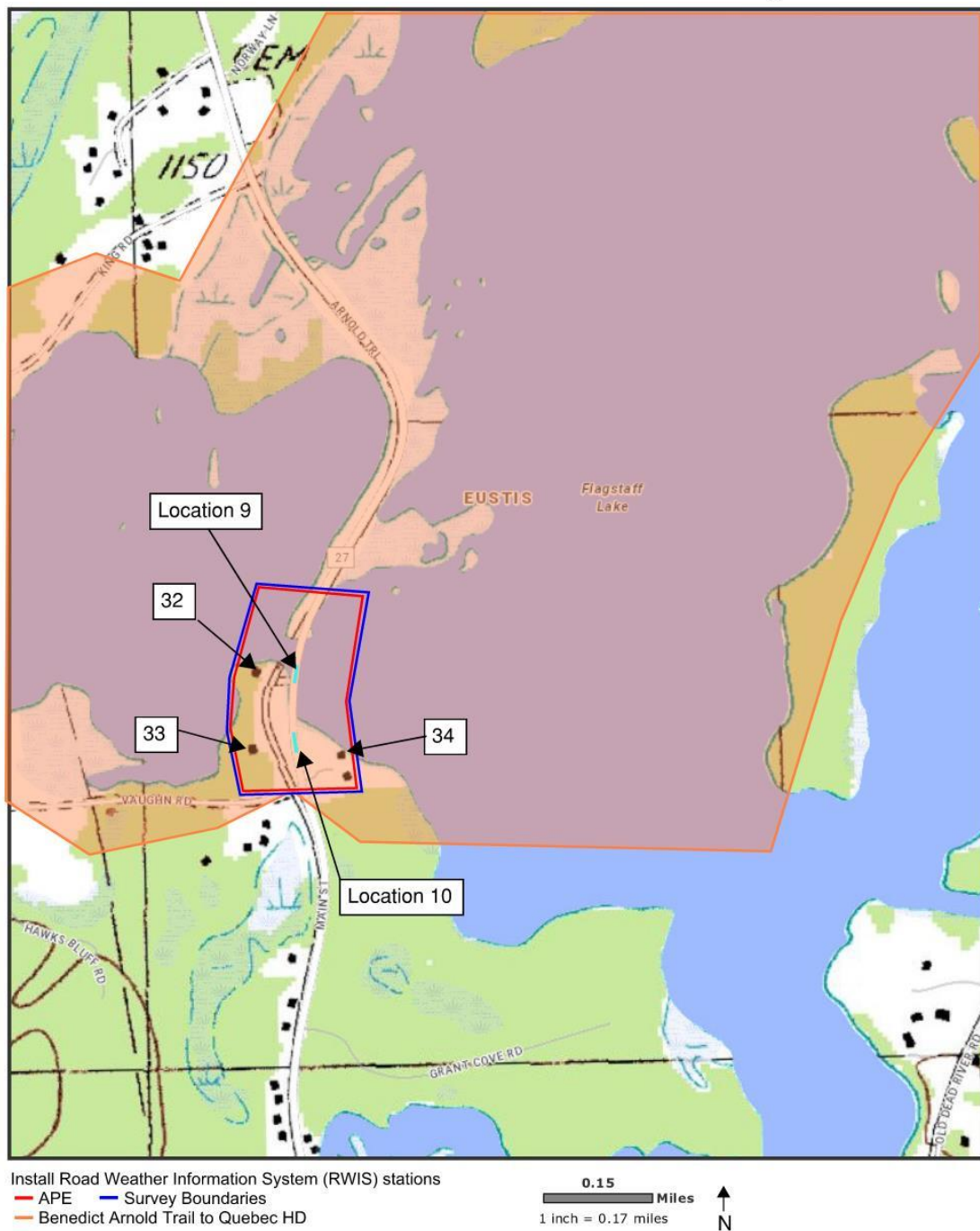


Figure 10: Eustis (location 9), Statewide 26140.00 Area of Potential Effect



STATEWIDE 26140.00 MAP 15 - TOPSFIELD

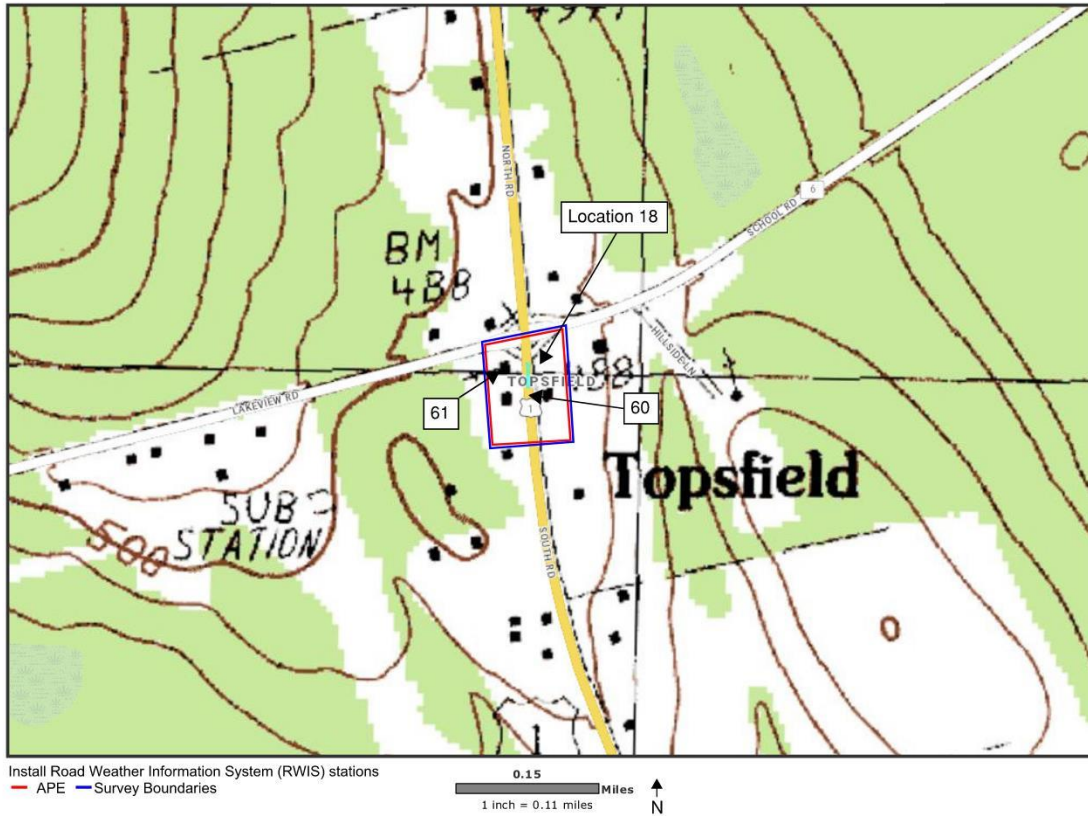
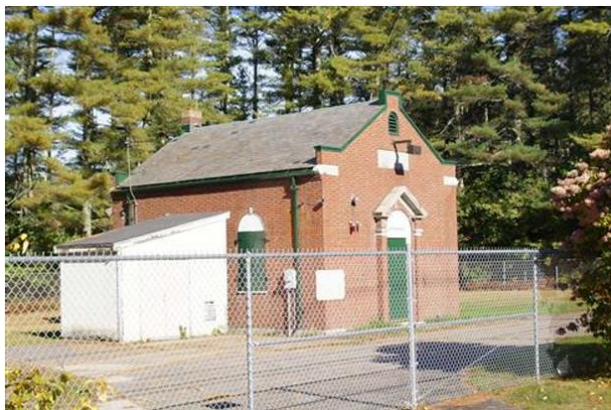


Figure 12: Topsfield, Statewide 26140.00 Area of Potential Effect

Historic Properties

The proposed project has 12 locations: Standish (Route 35 at Route 237), Oxford (Route 26), Palermo (Route 3), Gilead (US Route 2), Farmington (US Route 2/Route 27), Gouldsboro (Route 186), Solon (US Route 201), Dennysville (US Route 1 at Route 86), Dexter (Route 94), Eustis (Route 27), Johnson Mountain Township (US Route 201), and Topsfield (US Route 1 at Route 6). The descriptions are based on Maine Historic Preservation Commission (MHPC) forms and/or National Register of Historic Places nominations.

The Portland Water District Intake House, Standish (Portland Water District, No stationing available)



National Register-Eligible Criterion A, Community Planning and Development

The Portland Water Company was formed in 1862 by a group of concerned citizens who wanted to improve the water supply to the city of Portland. Water service from Sebago Lake to the city began in 1869. In 1908, the Portland Water District bought the Portland Water Company plant and the Standish Water and Construction Company. The intake house was built in 1924 as part of the

continued expansion of the Water District. While the door has been replaced, the intake house retains a high degree of integrity. Its period of significance is its year of construction, 1924.

The St. Lawrence and Atlantic Railroad, Gilead (St. Lawrence and Atlantic Railroad Co., No stationing available)



National Register-Eligible Criterion A, Transportation and Industry

The St. Lawrence and Atlantic Railroad Co. was chartered in 1845 to build a line from Portland, Maine into northeastern Vermont. Construction began in 1846, and the line reached Bethel in 1851 and the Canadian border in Vermont in 1853. The Grand Trunk Railway (GTR), based in Montreal, leased the Atlantic & St. Lawrence Railroad beginning in 1853. This had a profound effect on Portland, which became the winter port for Montreal and Quebec and developed into one

the busiest and most profitable Atlantic shipping ports on the East Coast. Grains were exported through Portland to Europe and goods were received for distribution throughout northern New England. It also gave access to the interior forests of western Maine and New Hampshire and led to the creation of many towns based around the lumber industry. It also opened the area up to tourism, especially in the White Mountains of New Hampshire. By 1867 GTR was the largest railroad system in the world. In 1874, a spur was built to Lewiston to ship products from its textile mills as

well as bring in new mill workers, many from French Canada. The railway began to decline in the second decade of the twentieth century, due in part to debts incurred constructing a transcontinental line to British Columbia. The GTR defaulted on its government loans and eventually the railway was absorbed into the Canadian National Railroad in 1923. In 1989, the St. Lawrence and Atlantic Railroad was formed to take over operations of the Island Pond, VT-Portland line. The railroad retains all aspects of integrity, and its period of significance is 1851-1923.

U.S. Route 1 Historic District, Dennysville (State of Maine, No stationing available)



***National Register-Eligible
Criterion A for Transportation***

The U.S. Route 1 was the first federally designated highway, and it ran the length of the eastern United States from Fort Kent, Maine, to Key West, Florida. The route was designated in 1926. In Dennysville, U.S. Route 1 was designated along Maine Highway N. The original route passed through the town center. The Maine State Highway Commission (MSHC) made numerous upgrades to U.S. Route 1 prior to and after World War II to accommodate increased vehicle traffic and

improve safety. The original alignment went through the center of Dennysville. In 1955, MSHC constructed a nearly 4-mile-long bypass to the east of the original road, complete with new bridges. A small section southwest of the town center was also straightened. New Hobart Bridge was constructed as part of the bypass and contributes to the U.S. Route 1 Historic District. While the roadway has been widened and the shoulders have been paved, the route retains a high level of integrity. The period of significance is 1926 to 1974.

U.S. Route 1 Historic District, Topsfield (State of Maine, No stationing available)



***National Register-Eligible
Criterion A for Transportation***

US Route 1 was the first federally designated highway, and it ran the length of the eastern United States from Fort Kent, Maine, to Key West, Florida. The route was designated in 1926. In Topsfield, U.S. Route 1 was designated along Maine Highway N. The original route passed through the town center. The MSHC made numerous upgrades to U.S. Route 1 prior to and after World War II to accommodate increased vehicle traffic

and improve safety. In 1955, MSHC completed a variety of improvements to U.S. Route 1 in Washington County. In Topsfield, the lanes were widened to 11' and the shoulders were paved. The route retains all aspects of integrity. The period of significance is 1926 to 1974.

Note: The National Register-listed, Arnold Trail to Quebec historic district is found in the project area in Eustis, however, there are no historic resources associated with the Trail in the Area of Potential Effect (APE), therefore it has not been evaluated here. Alternative locations for some project areas were surveyed, these locations were not selected for installation of RWIS equipment, therefore they have not been evaluated here. Locations and alternative locations with no properties or no properties over 45+ years old were evaluated separately under the project WIN 21640.01, these locations were not surveyed because there is no effect and therefore have not been evaluated here.

Impacts to Property

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

The Portland Water District Intake House, Standish (Portland Water District, No stationing available)

National Register-Eligible

Criterion A, Community Planning and Development

The proposed action would result in **No Adverse Effect** to the Portland Water District Intake House. The proposed action would include the installation of new RWIS equipment on a less than 30 ft wood pole that is not directly adjacent to the property. The area already has existing wood poles with power equipment. The new RWIS equipment avoids any ROW impacts. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

The St. Lawrence and Atlantic Railroad, Gilead (St. Lawrence and Atlantic Railroad Co., No stationing available)

National Register-Listed

Criterion A, Transportation and Industry

The proposed action would result in **No Adverse Effect** to the St. Lawrence and Atlantic Railroad. The proposed action would include the installation of new RWIS equipment on a less than 30 ft wood pole. The area already has existing wood poles with power equipment. The new RWIS equipment avoids any ROW impacts. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

U.S. Route 1 Historic District, Dennysville (State of Maine, No stationing available)

National Register-Eligible

Criterion A for Transportation

The proposed action would result in **No Adverse Effect** to U.S. Route 1. The proposed action would include the installation of new RWIS equipment on a less than 30 ft wood pole. The area already has existing wood poles with power equipment. The new RWIS equipment avoids any ROW impacts. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

U.S. Route 1 Historic District, Topsfield (State of Maine, No stationing available)

National Register-Eligible

Criterion A for Transportation

The proposed action would result in **No Adverse Effect** to U.S. Route 1. The proposed action would include the installation of new RWIS equipment on a less than 30 ft wood pole. The area already has existing wood poles with power equipment. The new RWIS equipment avoids any ROW impacts. Therefore, the proposed action would not significantly diminish the historic property's aspects of integrity.

Archaeological Resources

There are no archaeological impacts for this project.

Avoidance and Minimization Efforts

The MaineDOT sought ways to avoid major impacts to the historic properties by avoiding all ROW impacts and installing RWIS equipment in the existing ROW only. Overall, the proposed actions are sensitive additions that provide infrastructure to collect weather data.

Dismissed Alternatives

Alternative locations were considered for some locations. Through evaluation these locations were not selected because they were not the best option. The No Build alternative takes no action and does not meet the purpose and need of the project and was therefore removed from further consideration.

Public Involvement

MaineDOT contacted the four federally recognized Native American tribes in Maine as well as the Narragansett and the Wampanoag tribe. The Passamaquoddy Tribe replied with no concern about the undertaking. The other tribes did not respond.

All of the towns were contacted at the commencement of the Section 106 review process and were asked to provide any questions or comments related to the historic review. No replies were received.

The public process is ongoing.

Proposed Materials

Wood poles, equipment cabinet, weather sensors, solar panels, communication tech, concrete

Plans

Statewide RWIS Installations, MaineDOT WIN 26140.00, Final PIC Plans, April 29, 2025.

Attachments

J.N. Leith Smith, MHPC, to Brian Sosebee, MaineDOT, March 3, 2025

Kirk Mohny, MHPC, to Brian Sosebee, MaineDOT, March 26, 2025

Kirk Mohny, MHPC, to Brian Sosebee, MaineDOT, April 9, 2025

STATE OF MAINE
Memorandum

Date: March 3, 2025

To: Brian Sosebee, Historic Preservation Coordinator, MaineDOT Environmental Office
Julie Senk, Historic Preservation Coordinator, MaineDOT Environmental Office

From: J. N. Leith Smith, MHPC

Subject: Initial Archaeology Review

Project: MHPC #251-25, WIN 26140.00; Various
Installation of new Road Weather Information System (RWIS) stations at various locations.

Dear Brian,

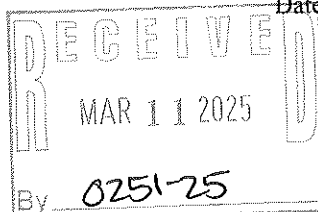
After reviewing our archaeological survey records and maps, including historic maps and surficial geology maps, and comparing this information with a predictive model of archaeological site locations, we find that no archaeological fieldwork is necessary for the project referenced above, based on the project locations and general project description information provided February 7, 2025. It is extremely unlikely that an archaeological site would be affected by this project, in our opinion.

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 12, 2025

To: Kirk F. Mohny, MHPC
From: Brian Sosebee, Maine DOT/ENV
Subject: Section 106 request for concurrence
Project: Statewide 26140.01, MHPC #251-25
Scope: Intelligent Transportation Systems



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.

The proposed project (WIN 26140.00) consists of the installation of intelligent Road Weather Installation Systems (RWIS) at multiple locations statewide. WIN 26140.01 is used for six locations that have no properties/no properties that are 45 years or older and where no architectural surveys were conducted.

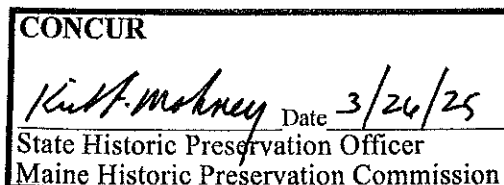
In accordance with 36 CFR Part 800.4, the following identification efforts of historic properties were made:

- 800.4(a) (1) – The Area of Potential Effect (APE) includes properties/structures adjacent to the RWIS and within the project limits. The project limits are defined by the RWIS 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 defined 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's archaeological staff has also reviewed the undertaking.
- 800.4(a) (3) – The Towns of Johnson Mountain TWP, Standish, Madison, Solon, Dexter, Gouldsboro, and 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 Towns were 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 Passamaquoddy Tribe replied with no concerns.
- 800.4(c) – The Maine DOT did not conduct historic architectural surveys within the APEs, as available topographical maps and aerial photographs show no buildings or other structures in the area that are 45 years or older. The Maine Historic Preservation Commission's archaeological staff also reviewed this undertaking and recommended 'no archaeological properties affected'.

In accordance with 36 CFR Part 800.4(d), the Maine DOT has determined that no historic or prehistoric archaeological properties or historic architectural properties will be affected by the undertaking.

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

cc: CPD e-file
enc: Topographical Maps
Archaeology Memo



STATE OF MAINE

MEMORANDUM

April 9, 2025

To: Brian Sosebee, ENV/Maine Department of Transportation

From: Kirk F. Mohny, State Historic Preservation Officer *KFM*

Subject: WIN 26140.00, Statewide, Road Weather Information Systems; MHPC # 0251-25

In response to your recent request, I have reviewed the information received March 27, 2025 to continue consultation on the above referenced undertaking pursuant to the Maine Programmatic Agreement and Section 106 of the National Historic Preservation Act of 1966, as amended.

The Commission concurs with MaineDOT's determination that the following properties are eligible for listing in the National Register of Historic Places:

- Portland Water District Intake House, 170 Chadbourne Rd, Standish, (SM#1), previously determined
- Oxford Plains Speedway, 785 Main St, Oxford, (SM #8-11)
- Atlantic & St Lawrence Railroad, Gilead, (SM# 15)
- U.S. Route 1 (SM# 56-60), contributing to eligible US Route 1 Historic District

In addition, the Commission feels that the Farmington Motel (SM #21) retains integrity to be eligible for listing in the National Register of Historic Places.

No other properties location within the APE are eligible for listing in the National Register of Historic Places.

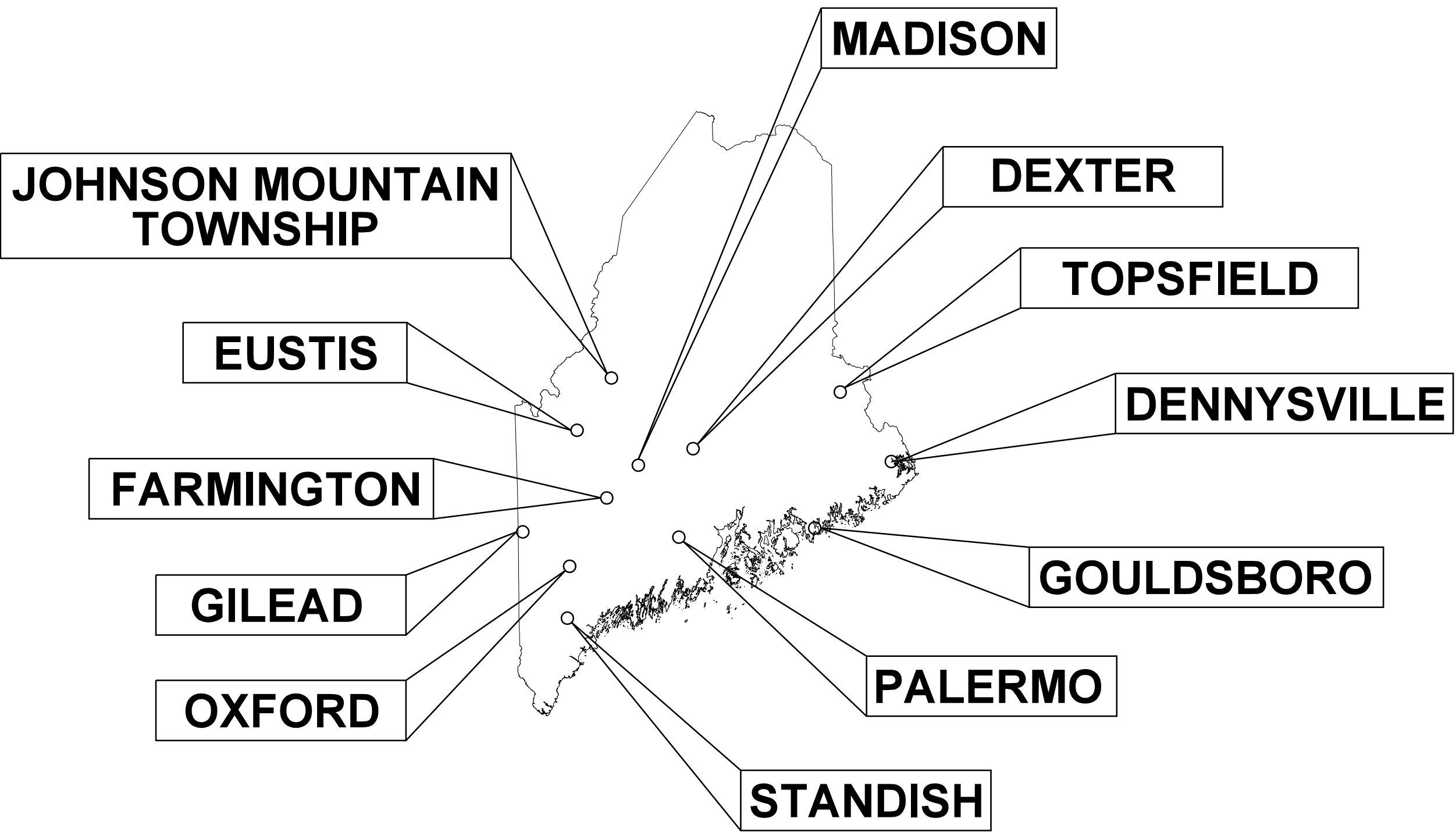
Please contact Megan M. Rideout of our office if we can be of further assistance in this matter.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



STATEWIDE

RWIS INSTALLATIONS
FEDERAL PROJECT NO. 2614000
STATE WIN 026140.00



PLAN LEGEND

Town, County, State	Centerline-Existing	Centerline-Proposed
Property Lines	Travelway-Existing	Travelway-Proposed
R/W Lines-Existing	Railroad	Catch Basins
R/W Lines-Proposed	Manholes	Manholes
Culvert-Existing	Proposed Underdrain	Proposed Ditch
Culvert Proposed	Existing Ditch	Utility Poles
Curbing Existing	Fire Hydrants	Fire Hydrants
Type 1	Existing Water Line	Existing San. Sewer
Type 3	Existing San. Sewer Manhole	Guardrail-Existing
Type 5	Guardrail-Proposed	Guardrail-Cable, Other
Outline of Bodies of Water	Existing	Proposed
Exposed Bedrock	Overhead Electric	Electrical Conduit
Buildings	Communication Conduit	ITS Controller Cabinet
Trees	Solar Panel Array	Road Weather
Tree Line	Information Station (RWIS)	Pullbox
Clearing Limit Line	Meter Pedestal	Support Posts
Boring	Light Pole	
Existing Overhead Line		

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

PROJECT INFORMATION	TRAFFIC	SIGNATURE	P.E. NUMBER	DATE
PROGRAM	D. LORING			
PROJECT MANAGER	D. SCHANDEL			
DESIGNER	VHB			
CONSULTANT				
PROJECT RESIDENT				
CONTRACTOR				
PROJECT COMPLETION DATE				

STATEWIDE RWIS INSTALLATIONS	TITLE SHEET
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SHEET NUMBER	1
OF 19	

PROJECT LOCATION:	Statewide. Including the Towns of Standish, Oxford, Palermo, Gilead, Farmington, Gouldsboro, Madison, Dennysville, Dexter, Eustis, Johnson Mountain Township, and Topsfield.
PROGRAM AREA:	Traffic/ITS (Intelligent Transportation Systems)
OUTLINE OF WORK:	This project will install twelve (12) new Road Weather Information Stations (RWIS) across the State of Maine.



WIN 026140.00

GENERAL NOTES:

1. ALL WORK SHALL CONFORM TO THE LATEST EDITION OF THE MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) STANDARD SPECIFICATIONS.
2. CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE MAINEDOT STANDARD DETAILS AND THE MAINEDOT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL (LATEST EDITION AND REVISIONS) UNLESS OTHERWISE INDICATED IN THESE PLANS.
3. NO FORMAL SURVEY WAS CONDUCTED FOR THE DESIGN OF THIS PROJECT. CONDUITS AND PULL BOXES WERE NOT ASSIGNED GPS COORDINATES. DESIGN WAS BASED ON AERIAL PHOTOGRAPHY, AND FIELD INVESTIGATION CONDUCTED BY VHB.
4. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE DIRECTED BY THE RESIDENT. ALL PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR. COSTS FOR REPAIR OF DISTURBED AREAS SHALL BE INCIDENTAL TO OTHER CONTRACT ITEMS.
5. THE CONTRACTOR SHALL CONTACT DIG SAFE PRIOR TO ANY EXCAVATION WORK.
6. THE CONTRACTOR SHALL INSTALL A GROUNDING SYSTEM FOR EACH INSTALLATION THAT FOLLOWS LOCAL, STATE, AND NEC GUIDELINES. THE CONTRACTOR SHALL VERIFY A READING THAT MEETS MANUFACTURERS RECOMMENDATIONS UPON INSTALLATION. IN THE EVENT OF ONE OR TWO STANDARD COPPER GROUND RODS ARE INSUFFICIENT TO MEET THE MANUFACTURER'S GROUNDING REQUIREMENTS, THE CONTRACTOR SHALL INSTALL A CHEMICAL GROUND ELECTRODE SYSTEM. THE CHEMICAL GROUND ELECTRODE SYSTEM SHALL EITHER BE EPA APPROVED OR PLACED IN EPA APPROVED AND IEC 62561 BENCHMARK-EXCEEDING GROUND ENHANCEMENT MATERIAL.
7. THE CONTRACTOR SHALL STAKE OUT THE LOCATION OF THE PROPOSED RWIS FOUNDATIONS AND REQUEST APPROVAL FROM THE RESIDENT PRIOR TO ORDERING MATERIALS.

TEMPORARY TRAFFIC CONTROL:

1. ALL TRAFFIC CONTROL EQUIPMENT, DEVICES, AND TEMPORARY TRAFFIC CONTROLS SHALL CONFORM TO THE 2009 EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CHAPTER 6 AND THE LATEST EDITION OF THE MAINEDOT STANDARD DETAILS.
2. ALL TEMPORARY TRAFFIC CONTROL SIGNS, SIGN SUPPORT STRUCTURES, CHANNELIZING DEVICES, FLASHING ARROW PANELS (FAP), PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AND OTHER TRAFFIC CONTROL EQUIPMENT ALONG THE ROADSIDE SHALL MEET OR EXCEED MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) 2016, TEST LEVEL 3 (TL-3) IF MANUFACTURED AFTER DECEMBER 31, 2019. ALL OTHER TRAFFIC CONTROL EQUIPMENT SHALL MEET OR EXCEED NCHRP 350 TL-3.
3. ALL TEMPORARY TRAFFIC CONTROL SIGNS SHALL HAVE ASTM D4956 TYPE VII, TYPE VIII OR TYPE IX SUPER HIGH INTENSITY OR PRISMATIC FLUORESCENT RETROREFLECTIVE SHEETING AND SHALL BE MAINTAINED IN LIKE-NEW CONDITION. ALL ORANGE CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE WITH TYPE IX SHEETING. PLACEMENT OF CONSTRUCTION SIGNS SHALL BE ADJUSTED TO AVOID OBSTRUCTING EXISTING SIGNS AND TO ENSURE PROPER SIGHT LINES TO THE CONSTRUCTION SIGNS AS DETERMINED BY THE RESIDENT.
4. ANY SIGNS, EQUIPMENT, OR DEVICES FOUND TO BE DAMAGED OR UNSERVICEABLE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL SHOULDER AND LANE CLOSURES SHALL REQUIRE APPROVAL OF THE RESIDENT A MINIMUM OF TWO WORKING DAYS IN ADVANCE OF THE CLOSURE.
6. IF WORK IS TO BE CONDUCTED AT NIGHT, THE CONTRACTOR SHALL SUBMIT A LIGHTING PLAN FOR NIGHT WORK TO THE RESIDENT FOR APPROVAL.

GUARDRAIL PROTECTION:

1. IF THE CONTRACTOR ELECTS TO REMOVE A SEGMENT OF GUARDRAIL FOR ACCESS TO THE WORK AREA, THE CONTRACTOR SHALL RESET THE GUARDRAIL AT THE END OF THE WORKDAY. ALTERNATIVELY, THE CONTRACTOR SHALL PROTECT THE TEMPORARY BLUNT END WITH A SUITABLE CRASH CUSHION. CRASH CUSHIONS INSTALLED FOR THE CONTRACTOR'S CONVENIENCE WILL NOT BE PAID FOR BUT WILL BE CONSIDERED INCIDENTAL TO THE MAINTENANCE OF TRAFFIC CONTROL DEVICES ITEM.

RIGHT-OF-WAY

1. RIGHTS-OF-WAY WHERE NOTED IN THE PLANS WAS TAKEN FROM RECORD PLANS AND APPROXIMATED ON THE SITE PLANS. NO SURVEY OR BENCHMARKING WAS APPLIED TO THE RIGHT-OF-WAY INFORMATION SHOWN IN THE PLANS.

STATEWIDE
RWIS INSTALLATIONS
GENERAL NOTES

SHEET NUMBER

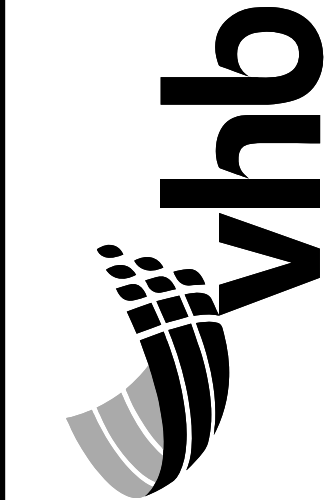
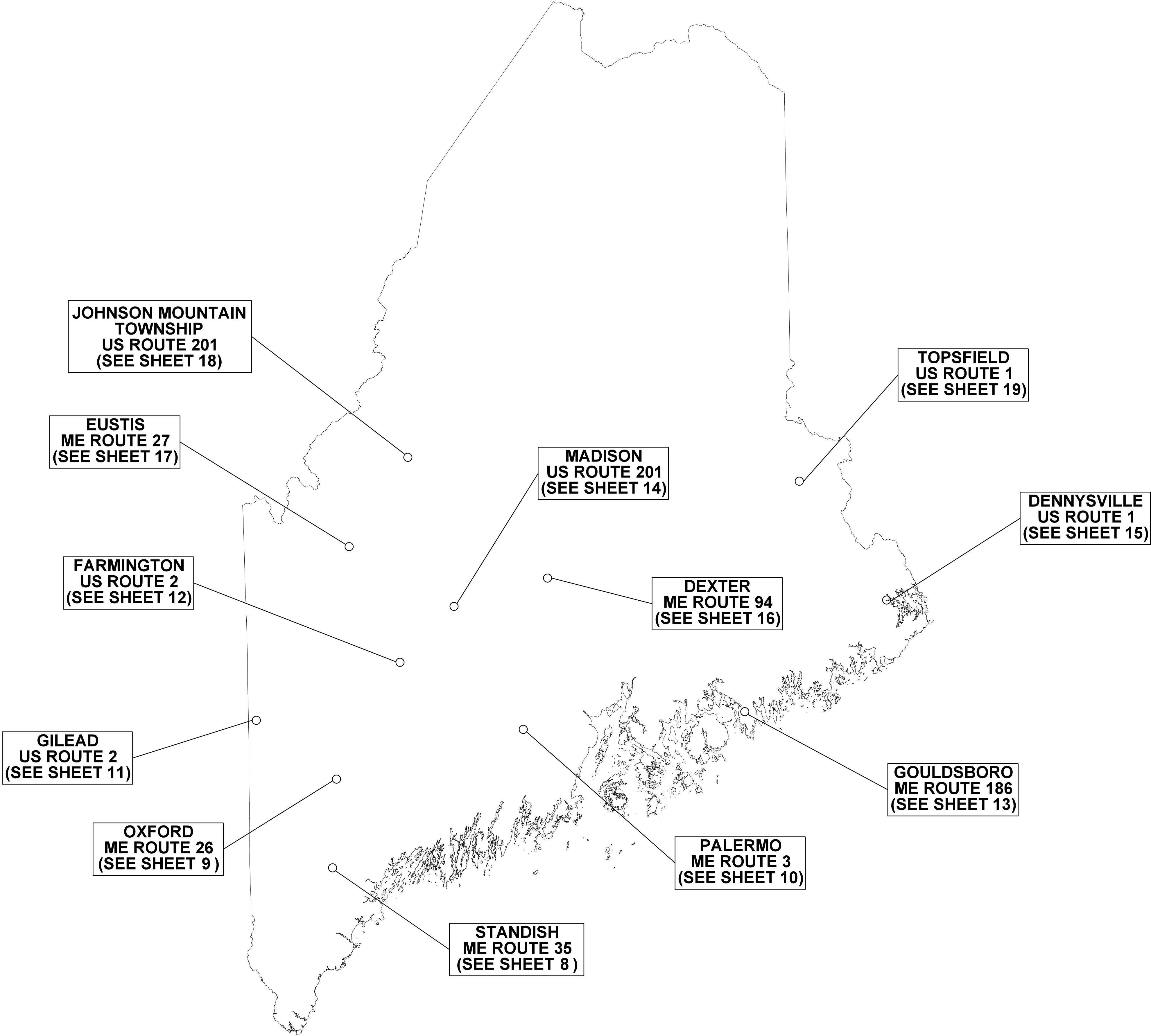
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OF 19



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2614000
WIN
026140.00
ITS PLANS

PROJ. MANAGER	J. DOSTE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

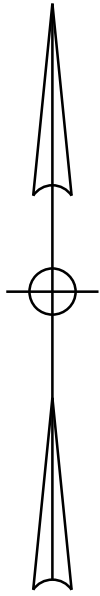
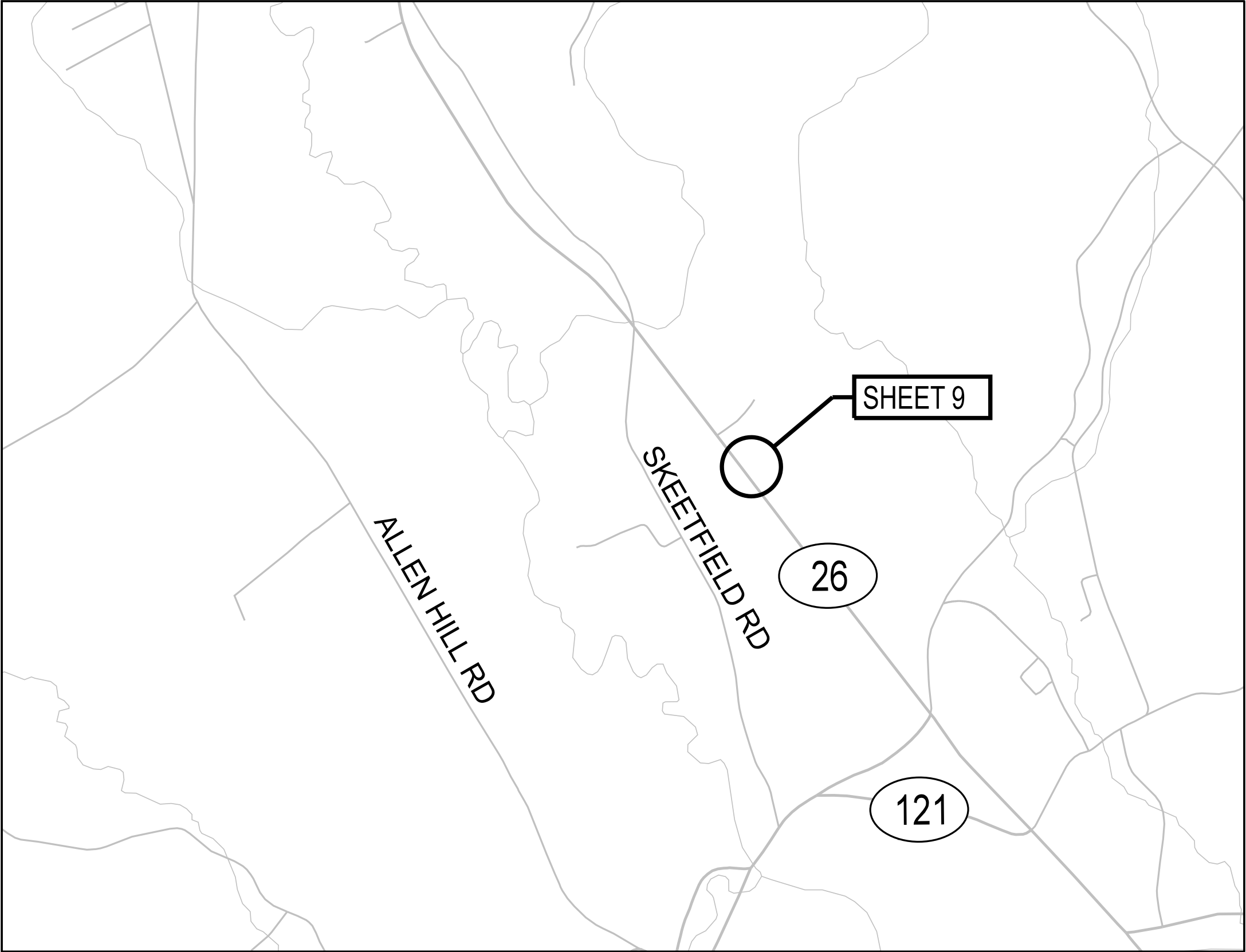
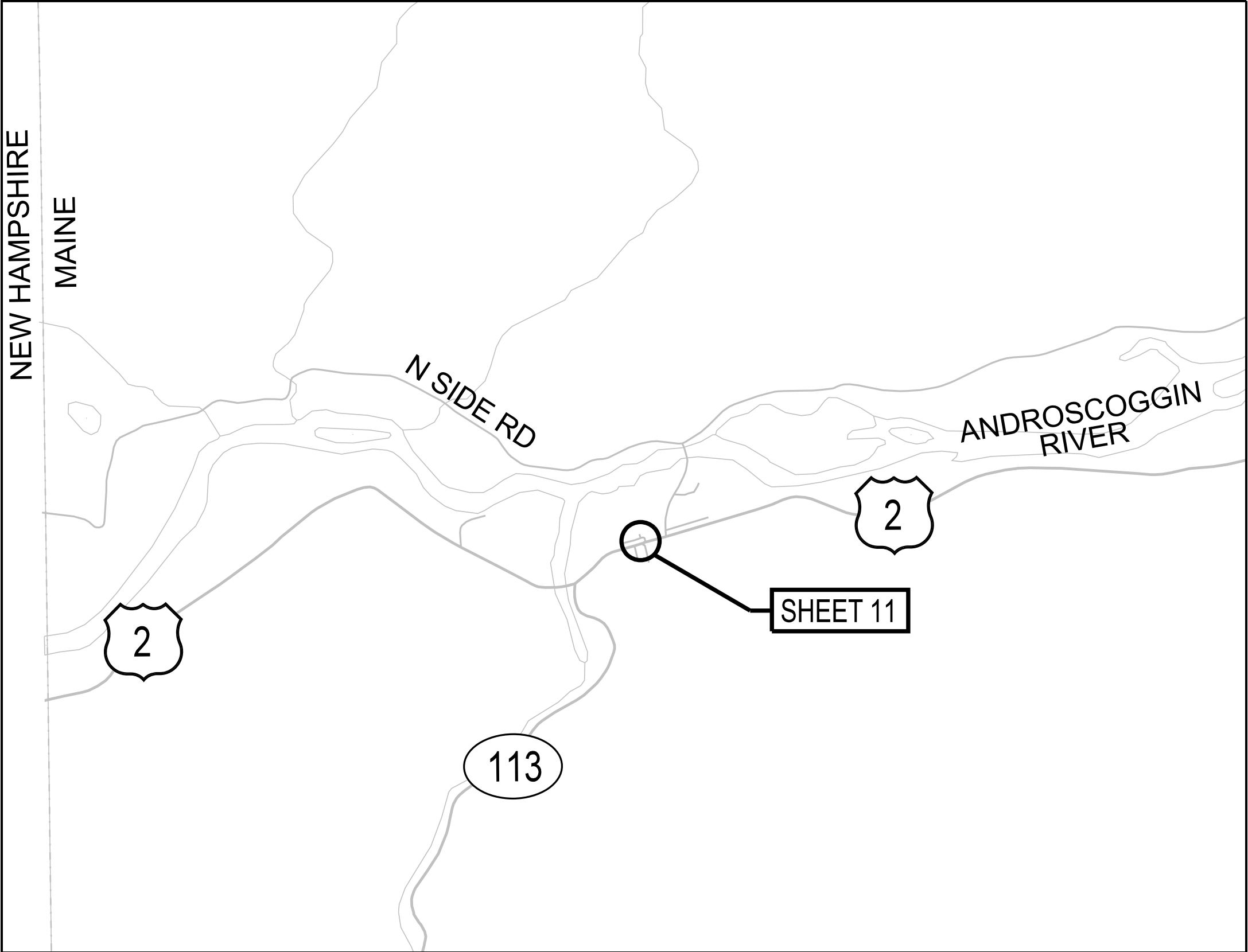
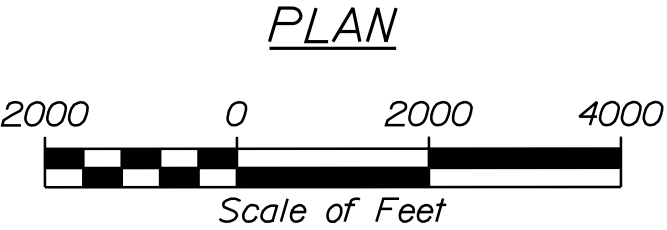
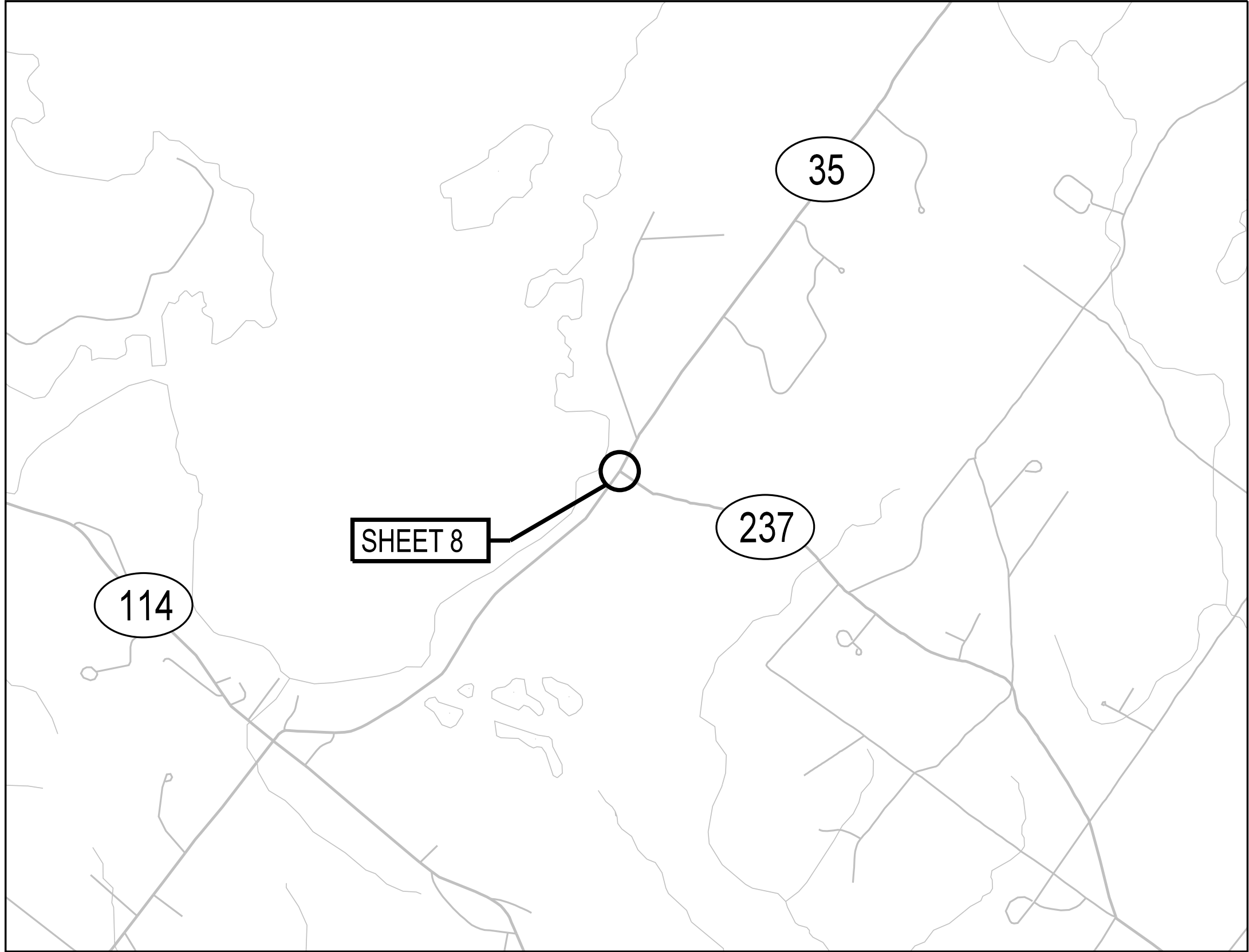
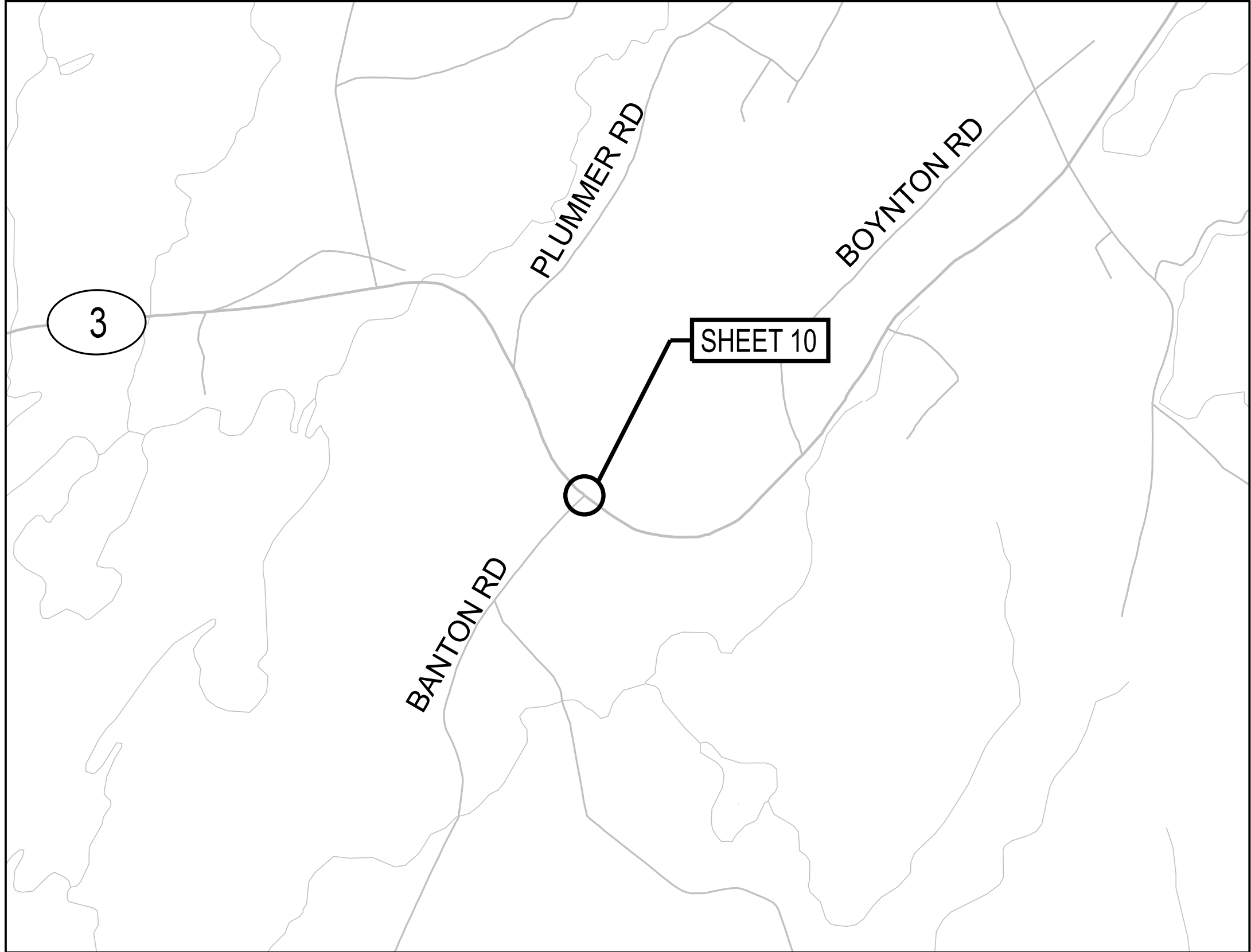


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NO. 2614000	
WIN	026140.00
ITS PLANS	

PROJ. MANAGER	J. DOSTE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE RWIS INSTALLATIONS	LOCATION MAPS
	(1 OF 4)

SHEET NUMBER
3
OF 19

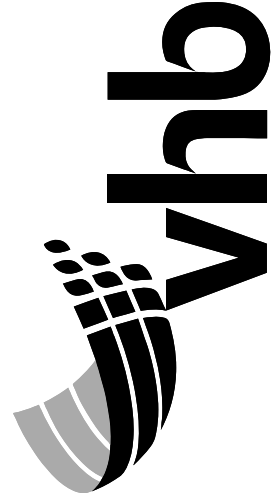


STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2614000

WIN 026140.00 ITS PLANS



PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE

RWIS INSTALLATIONS

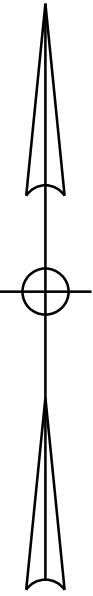
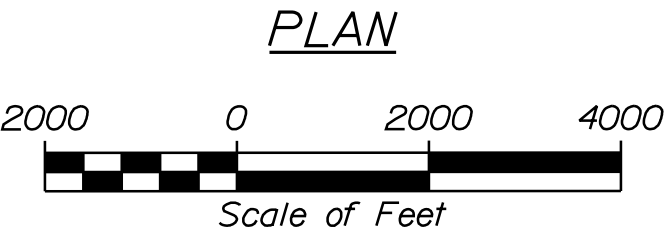
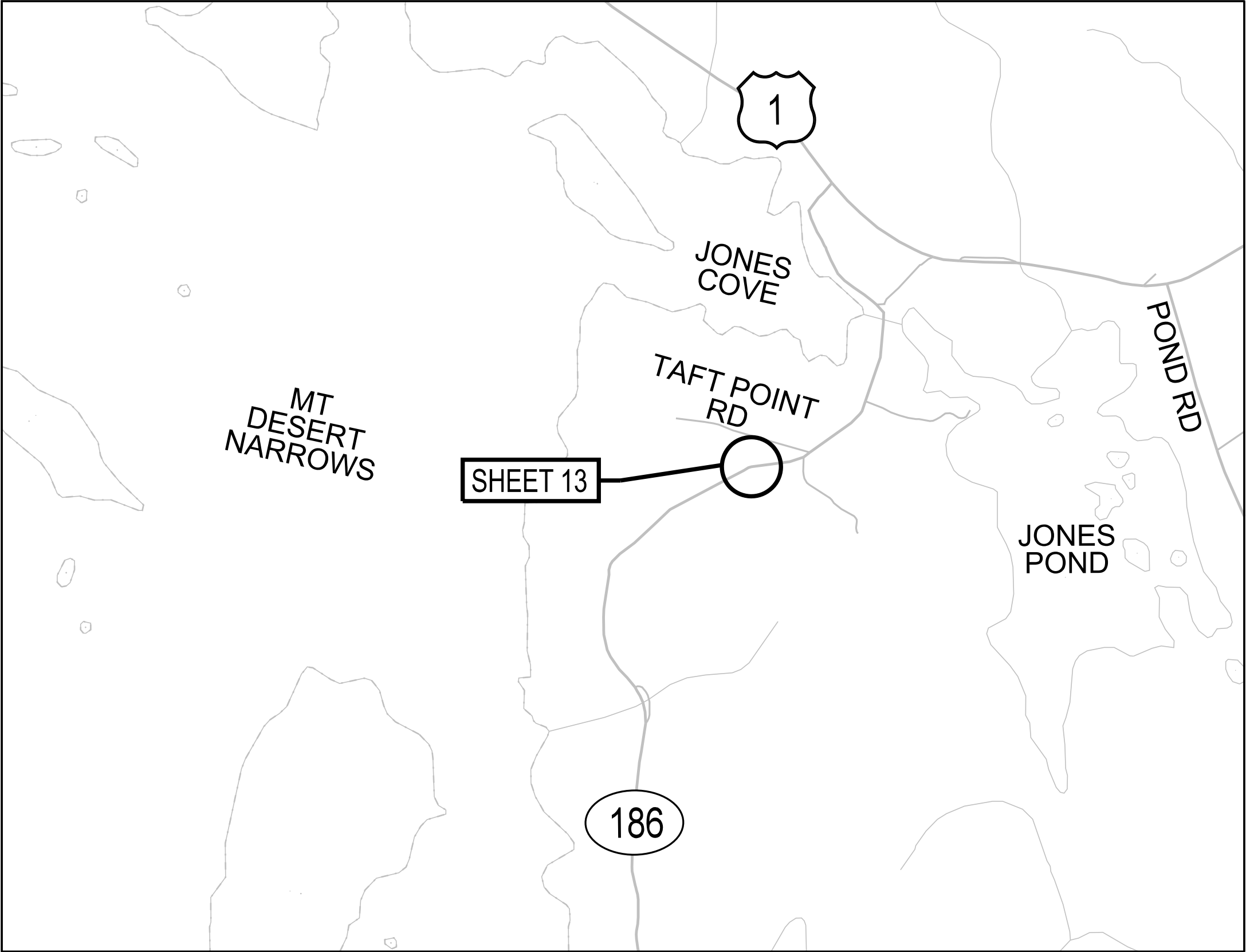
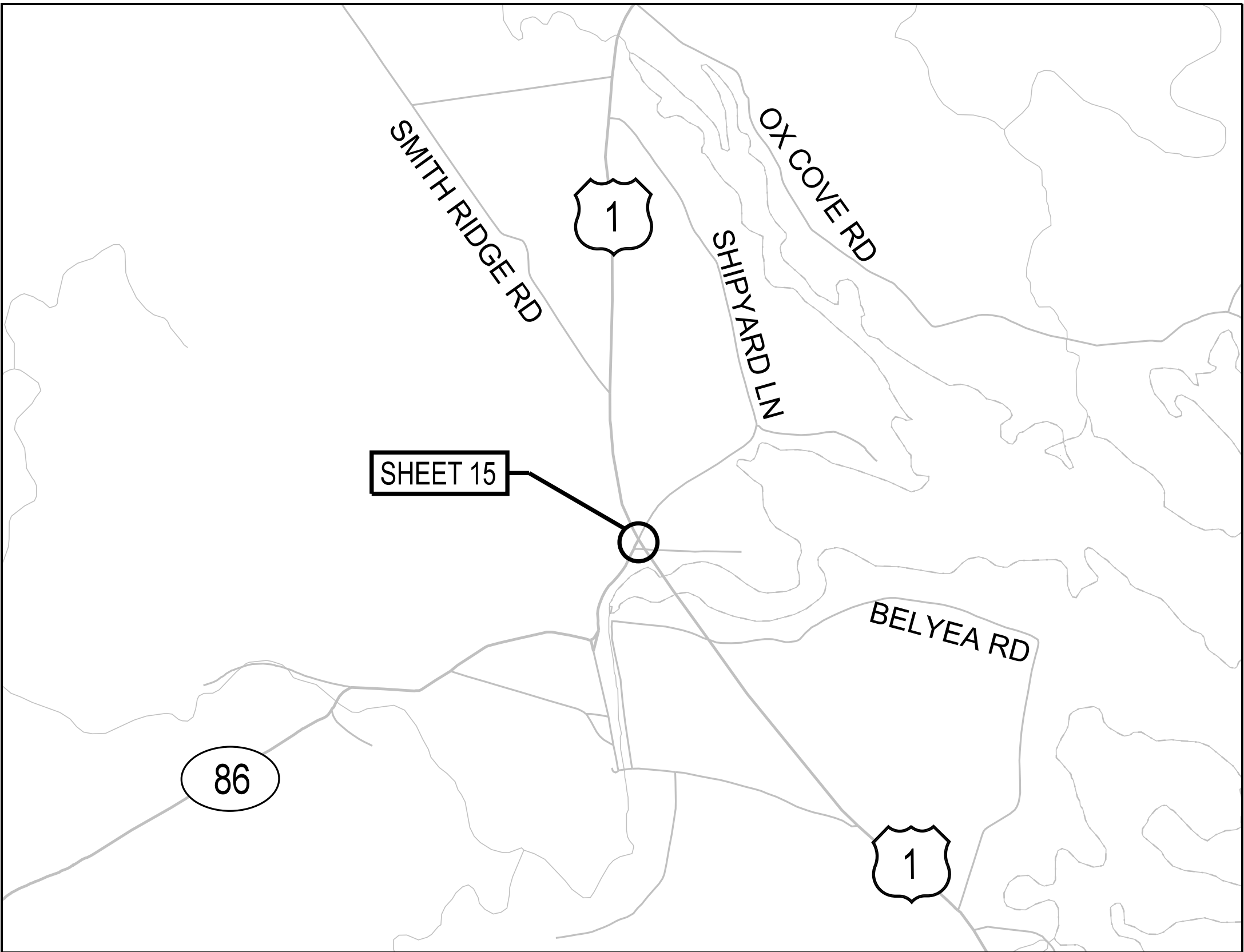
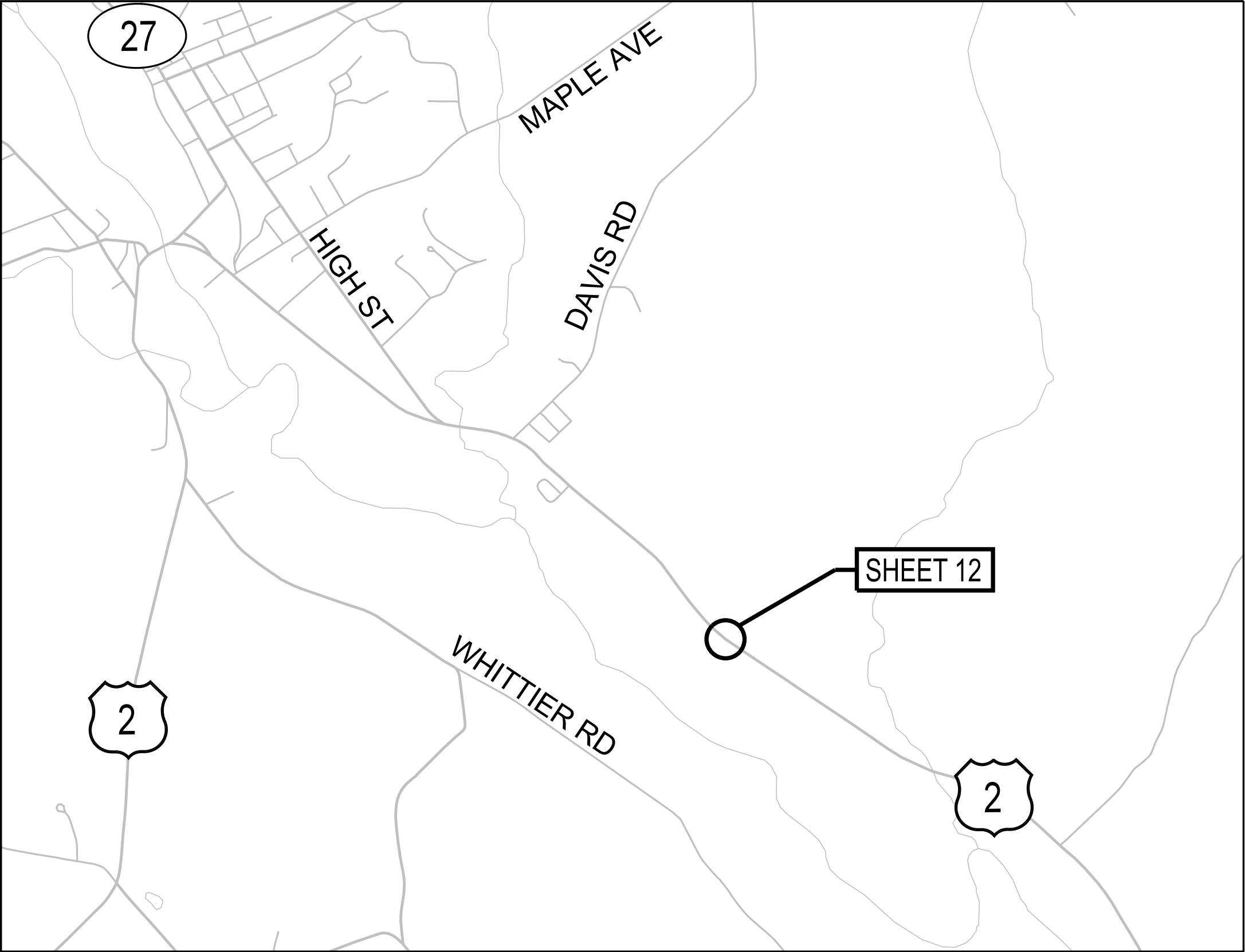
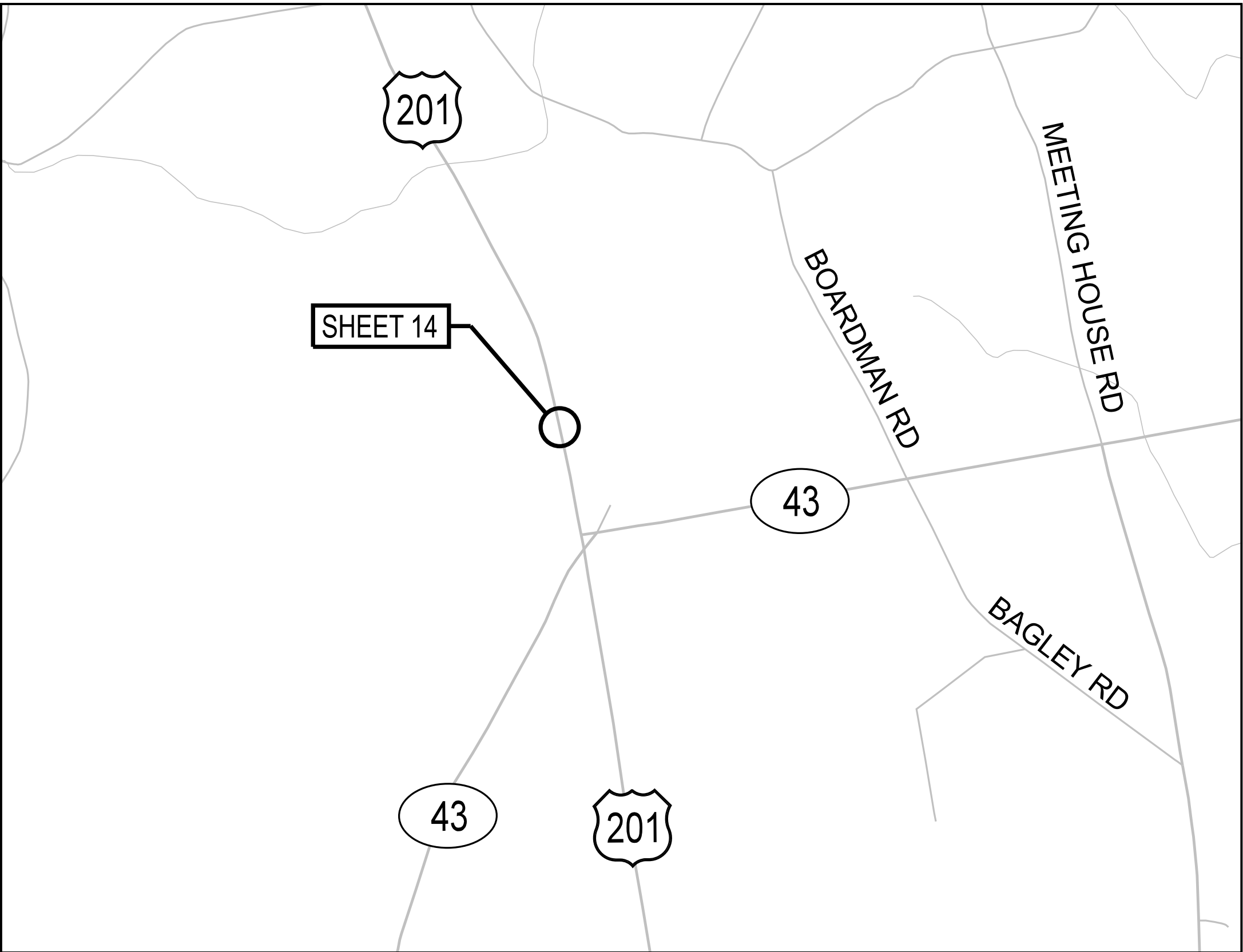
LOCATION MAPS

(2 OF 4)

SHEET NUMBER

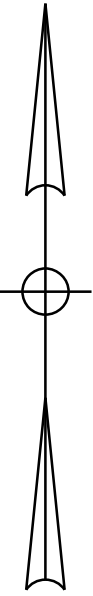
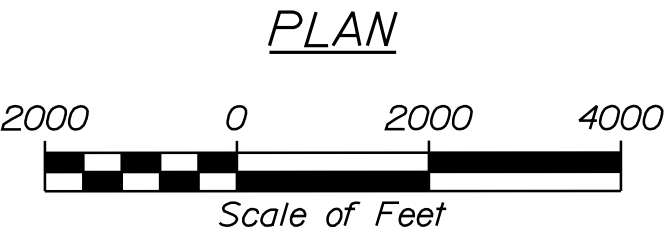
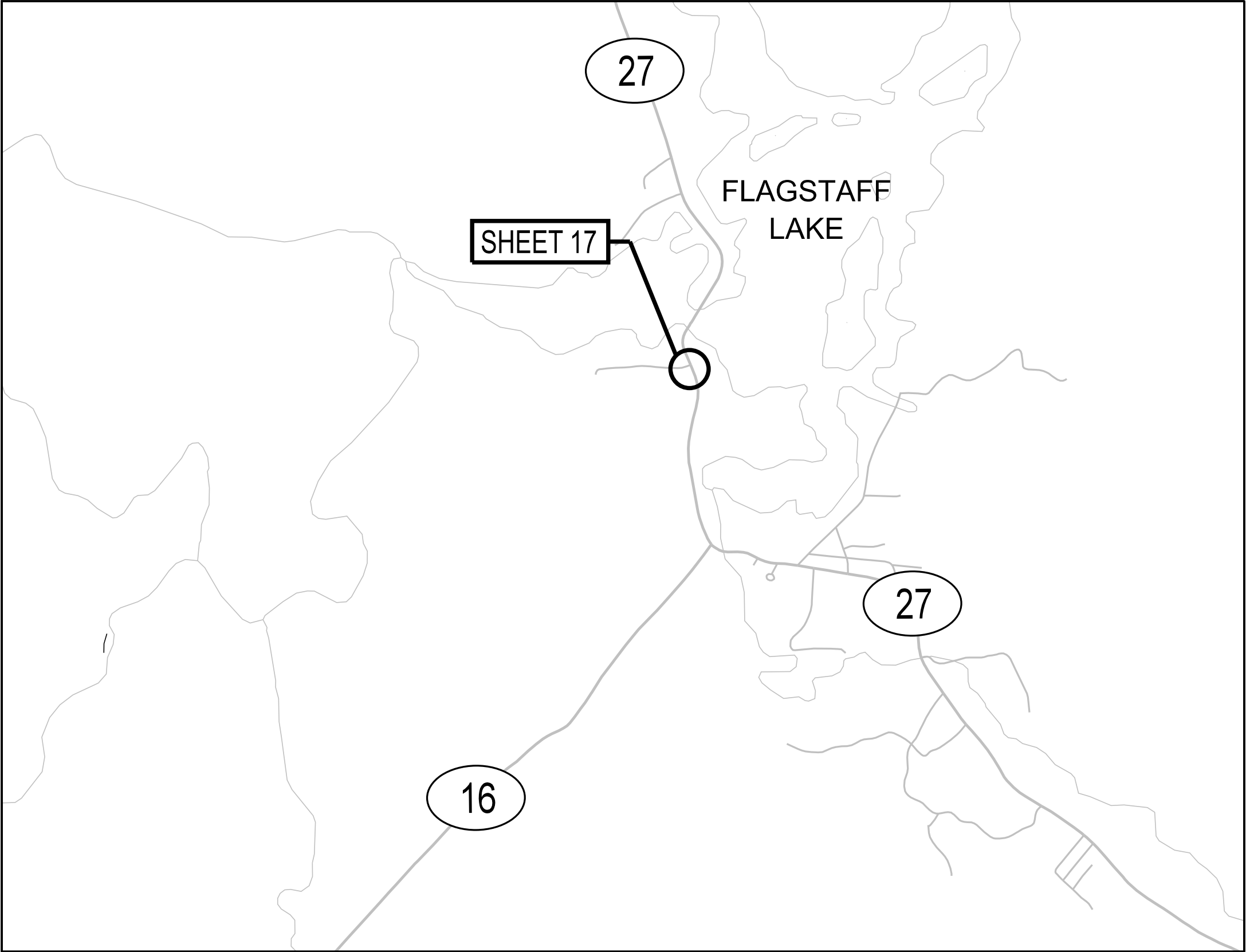
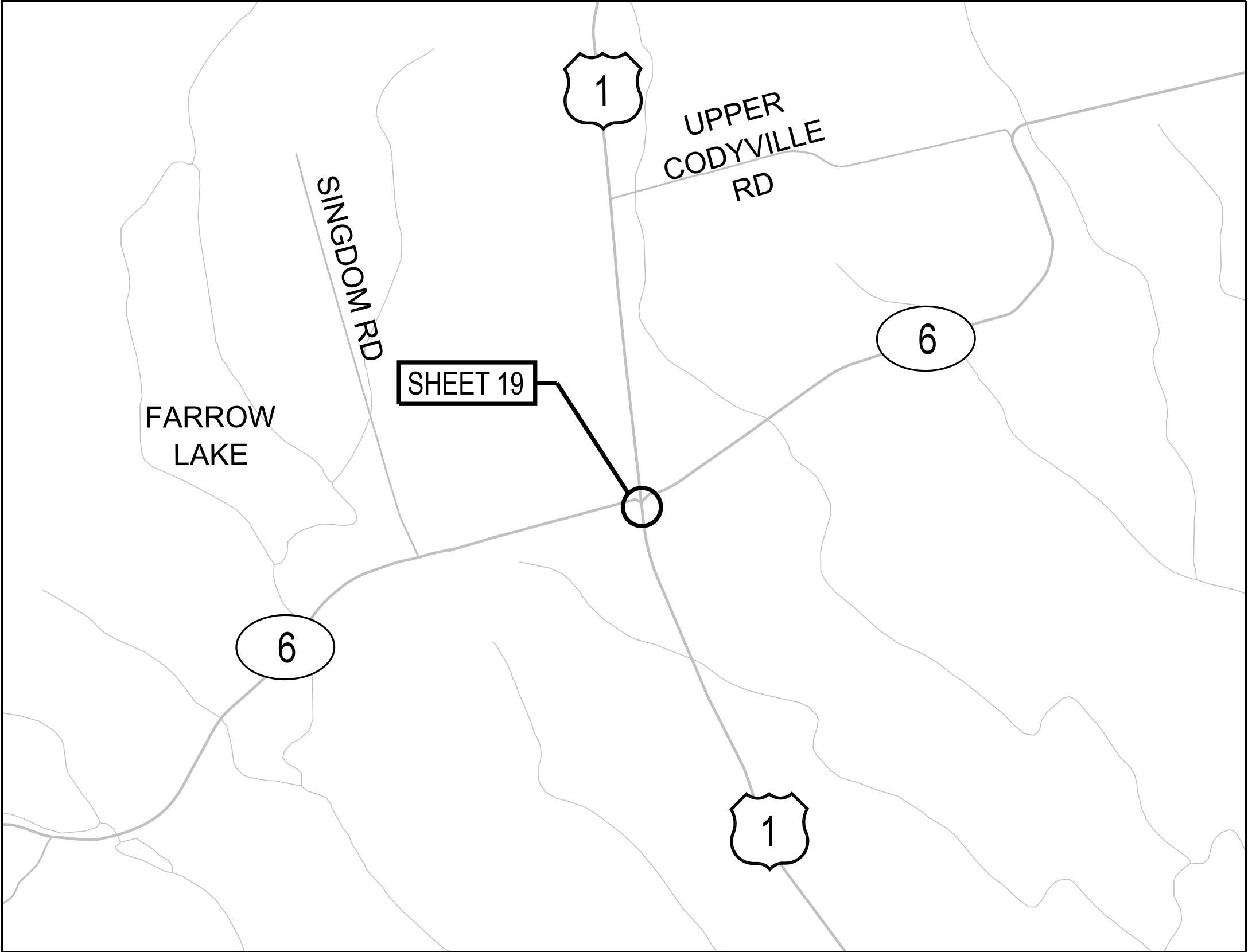
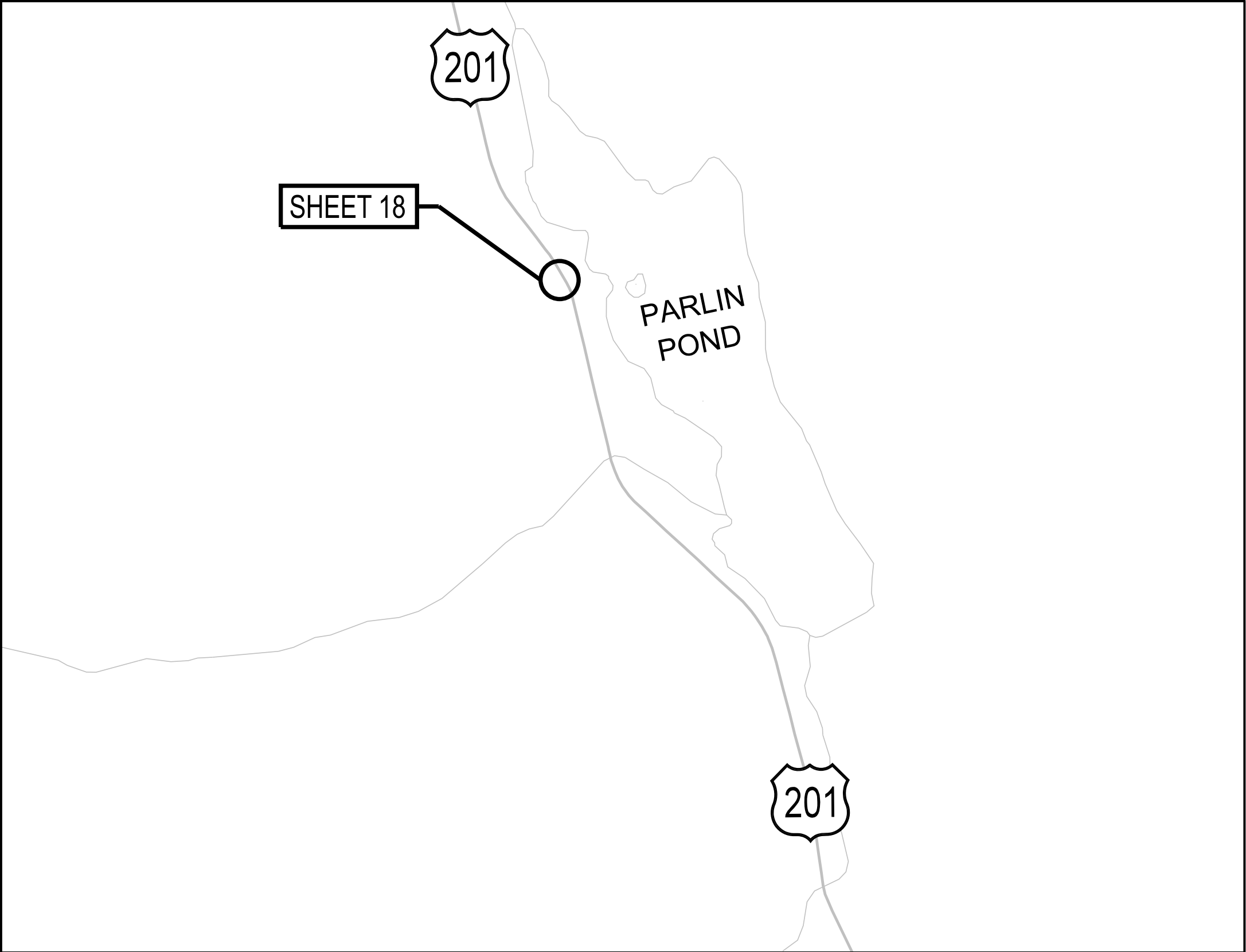
4

OF 19

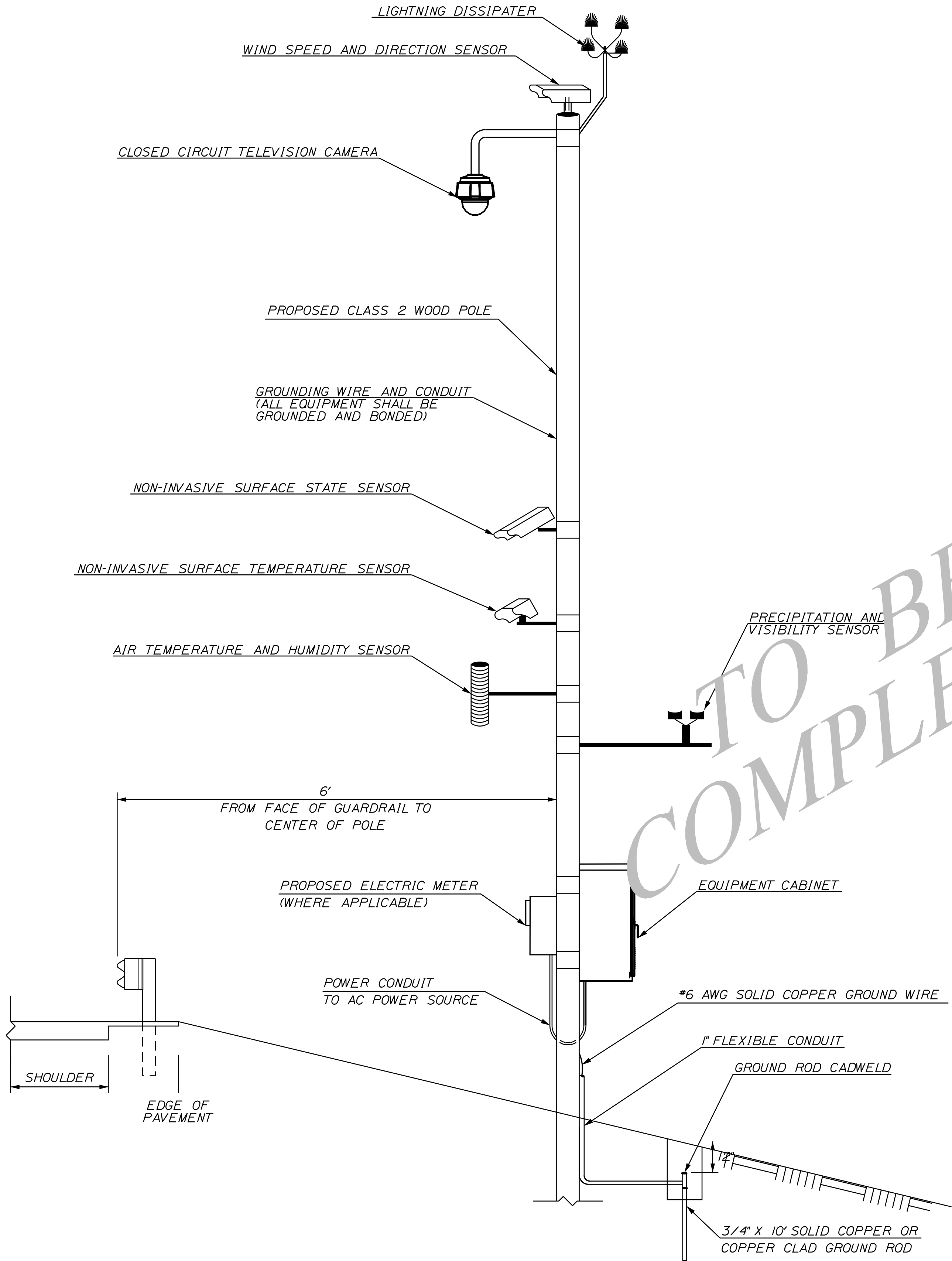


STATEWIDE RWIS INSTALLATIONS LOCATION MAPS (3 OF 4)	STATE OF MAINE DEPARTMENT OF TRANSPORTATION			
	PROJECT NO. 2614000		WIN 026140.00 ITS PLANS	
	SHEET NUMBER 5 OF 19			

PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

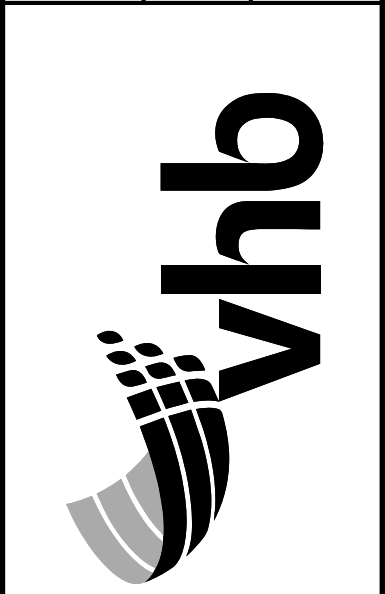


STATEWIDE RWIS INSTALLATIONS LOCATION MAPS (4 OF 4)	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		PROJECT NO. 2614000		WIN 026140.00 ITS PLANS	
	PROJ. MANAGER	J. DOSTIE	BY	DATE		
DESIGN-DETAILED	DJS	DJS	9/2024			
CHECKED-REVIEWED	DJS	MDS	9/2024			
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						
SHEET NUMBER	6					OF 19



ROAD WEATHER INFORMATION STATION WOOD POLE DETAIL
NOT TO SCALE

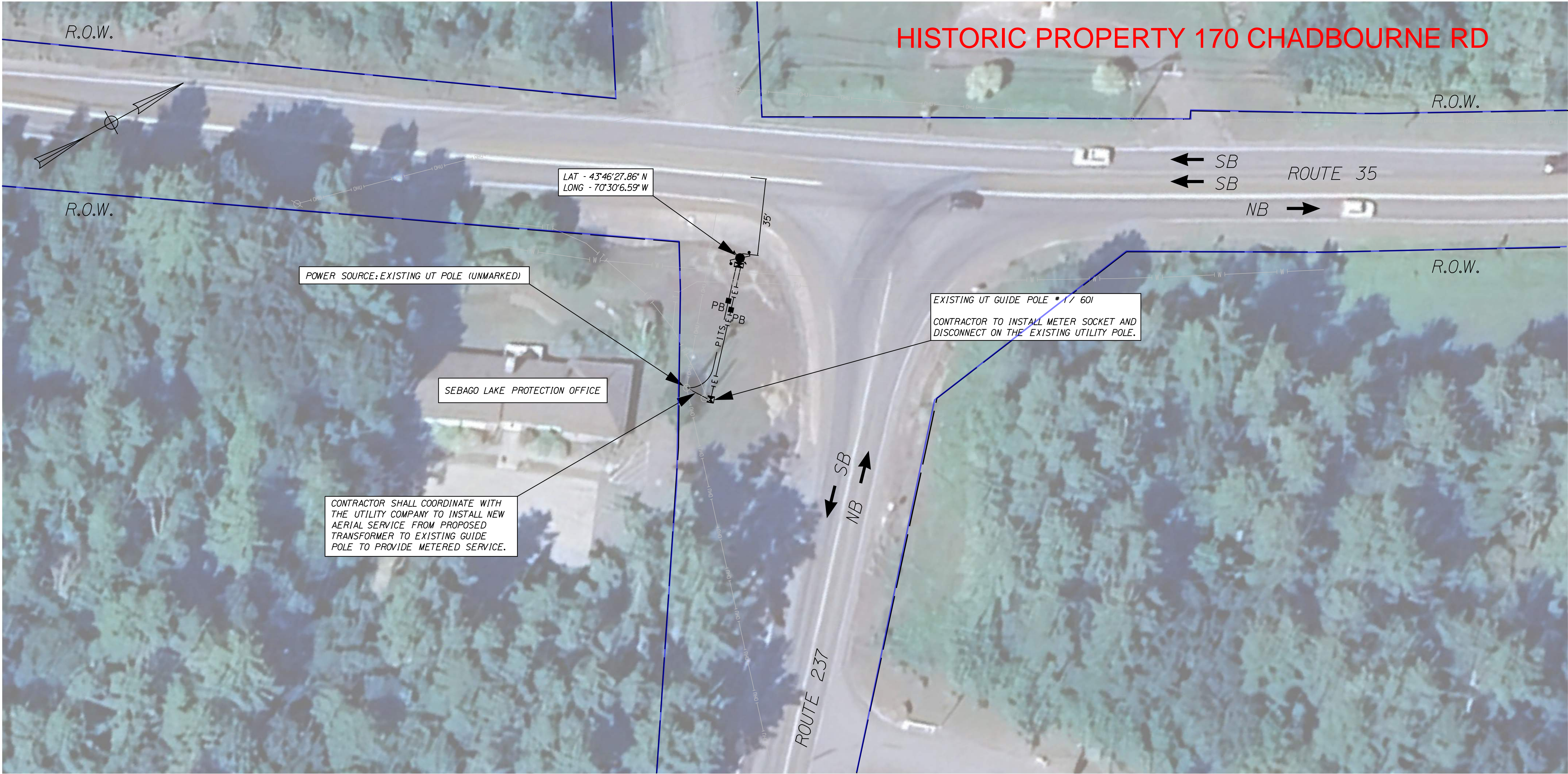
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2614000
WIN 026140.00 ITS PLANS



PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

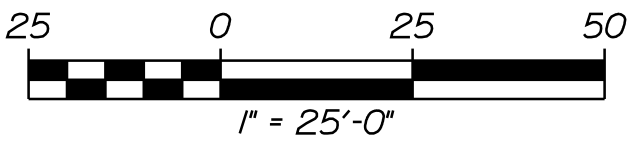
STATEWIDE RWIS INSTALLATIONS
DETAILS

SHEET NUMBER
2
OF 19



LIST OF MAJOR ITEMS		
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: STANDISH	
654.5301	ROAD WEATHER INFORMATION SYSTEM: STANDISH (WOOD)	

- NOTES
1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
 2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
 3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.



* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT STP-1828(200)X SHEET 84 - SEPTEMBER 2017

Existing ROW

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

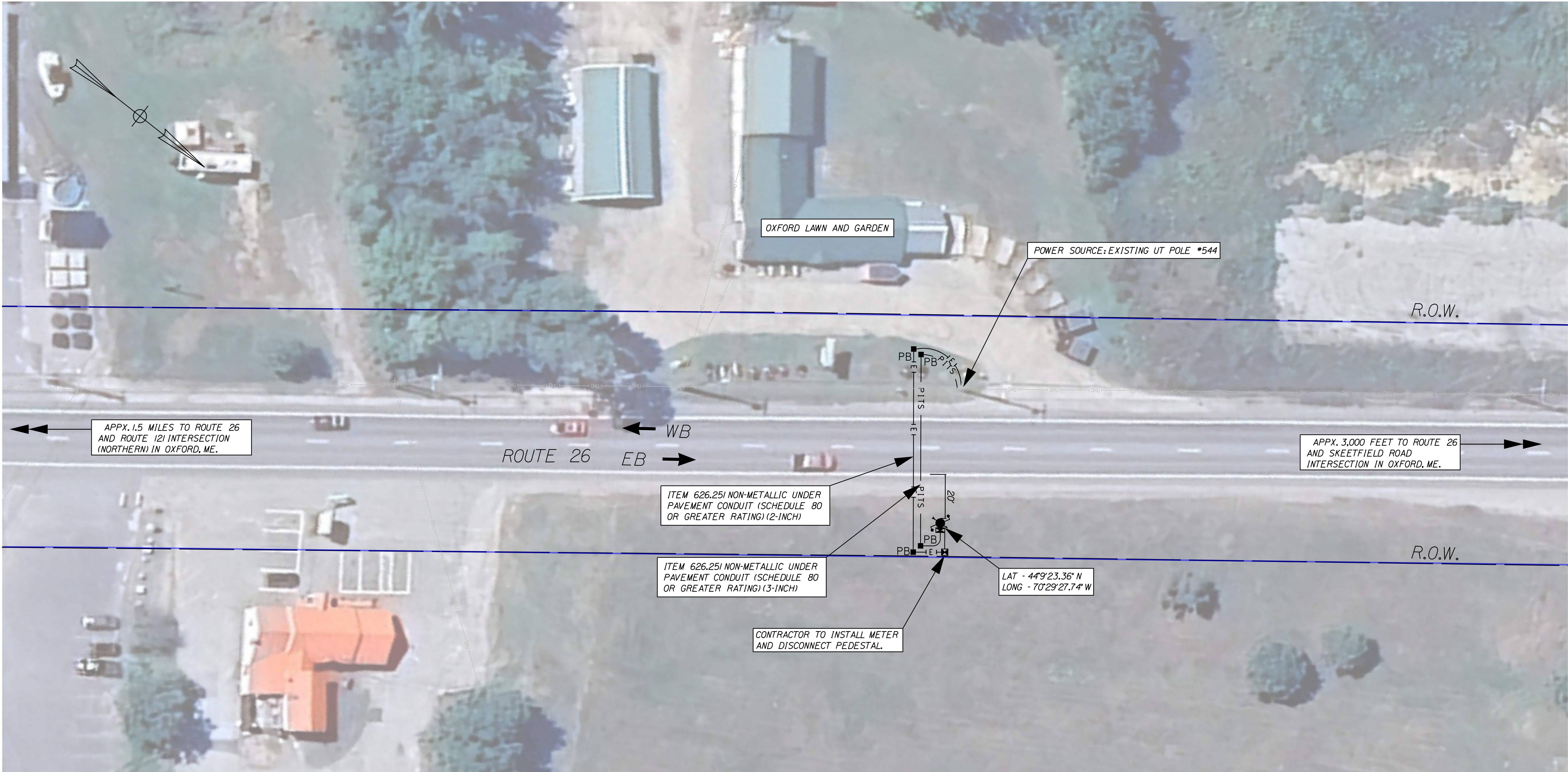
PROJECT NO. 2614000

WIN
026140.00
ITS PLANS

PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE
RWIS INSTALLATIONS
RWIS - STANDISH
SITE PLAN

SHEET NUMBER
8
OF 19

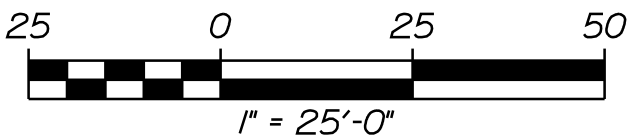


LIST OF MAJOR ITEMS

ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (3-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (2-INCH)	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: OXFORD	
654.5301	ROAD WEATHER INFORMATION SYSTEM: OXFORD (WOOD)	

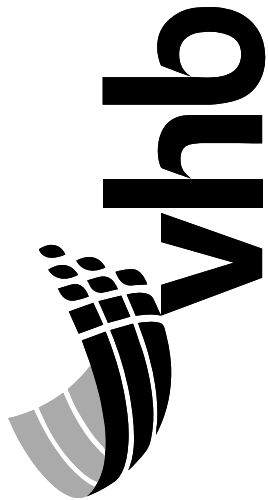
NOTES

1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.
4. THE CONTRACTOR SHALL DIRECTIONAL BORE ONE 3-INCH CONDUIT FOR POWER, AND ONE 2-INCH CONDUIT FOR COMMUNICATIONS UNDER ROUTE 26.

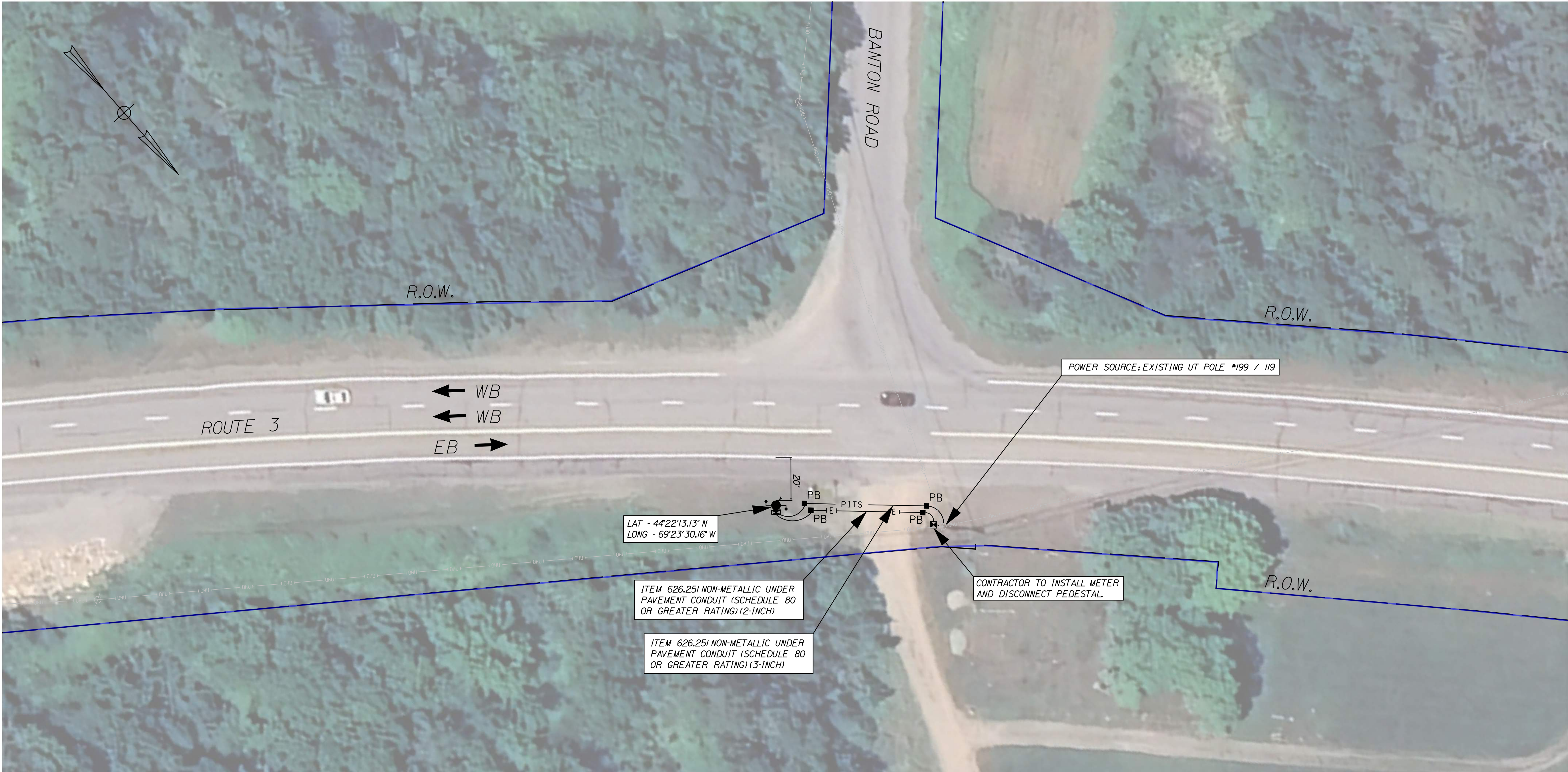


* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT NH-A108(00)E SHEET 13 - OCTOBER 2006

Existing ROW



PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

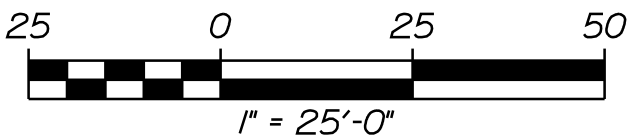


LIST OF MAJOR ITEMS

ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (2-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (3-INCH)	
654.51	ELECTRICAL SERVICE CONNECTION: PALERMO	
654.53	ROAD WEATHER INFORMATION SYSTEM: PALERMO (WOOD)	

NOTES

1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.
4. THE CONTRACTOR SHALL DIRECTIONAL BORE ONE 3-INCH CONDUIT FOR POWER, AND ONE 2-INCH CONDUIT FOR COMMUNICATIONS UNDER ROUTE 3.



* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT
RF-028-1(12) SHEET 4 - NOVEMBER 1977

Existing ROW

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

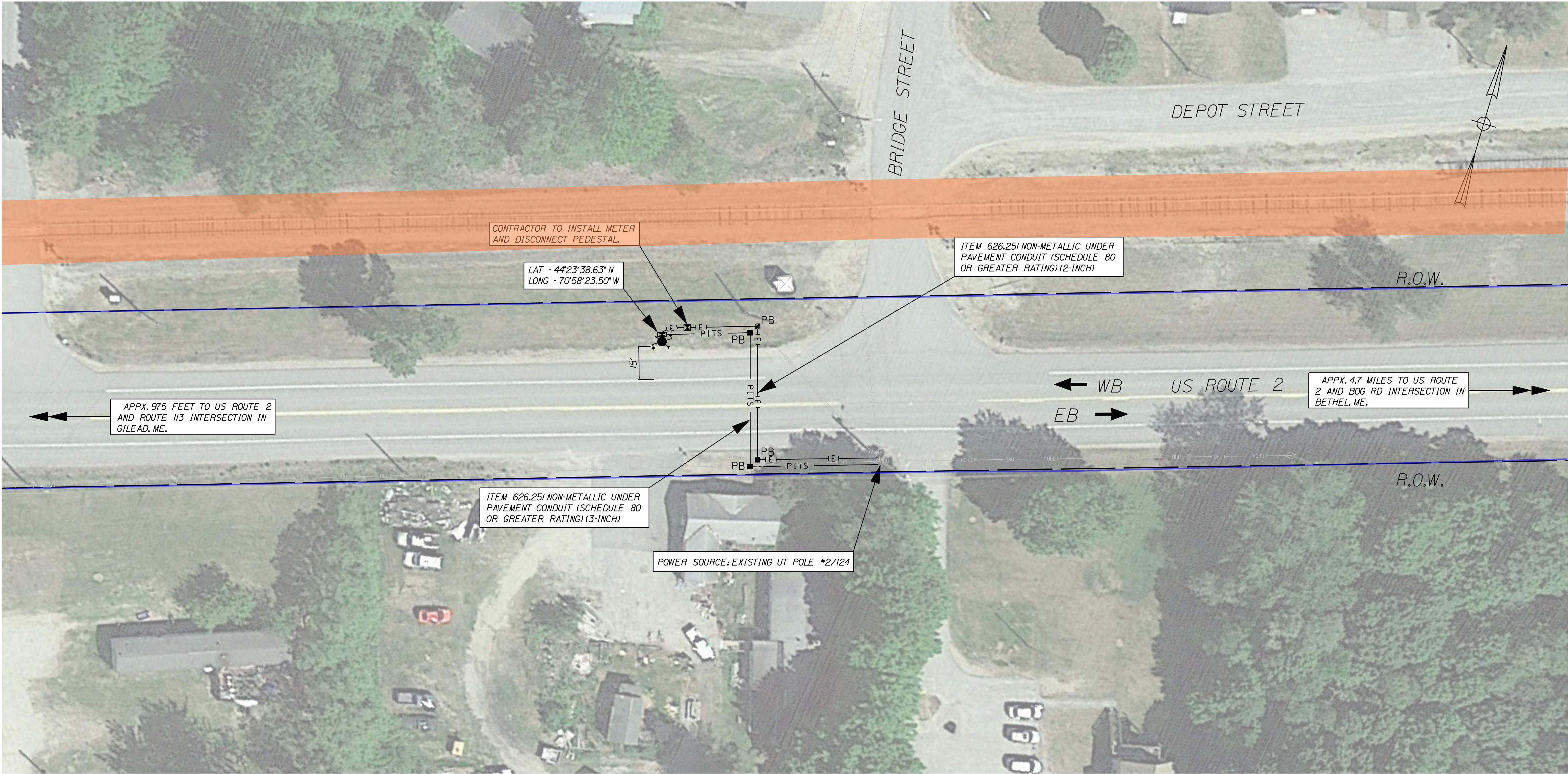
PROJECT NO. 2614000

WIN
026140.00
ITS PLANS

PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

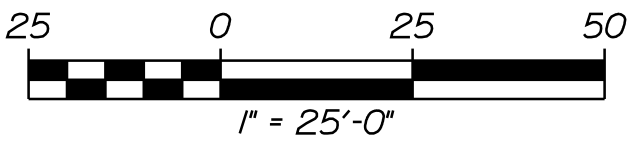
STATEWIDE
RWIS INSTALLATIONS
RWIS - PALERMO
SITE PLAN

SHEET NUMBER
10
OF 19



LIST OF MAJOR ITEMS		
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (2-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (3-INCH)	
654.51	ELECTRICAL SERVICE CONNECTION: GILEAD	
654.53	ROAD WEATHER INFORMATION SYSTEM: GILEAD (WOOD)	

- NOTES
1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
 2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
 3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.
 4. THE CONTRACTOR SHALL DIRECTIONAL BORE ONE 3-INCH CONDUIT FOR POWER, AND ONE 2-INCH CONDUIT FOR COMMUNICATIONS UNDER US ROUTE 2.



* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT
NH-9184(100)E PART V SHEET 3 - JUNE 2008

Existing ROW

St. Lawrence & Atlantic RR

HD

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2614000

WIN
026140.00

ITS PLANS

PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE
RWIS INSTALLATIONS

RWIS - GILEAD
SITE PLAN

SHEET NUMBER

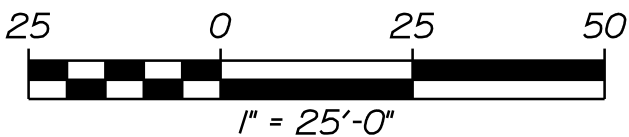
11

OF 19



LIST OF MAJOR ITEMS		
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: FARMINGTON	
654.53	ROAD WEATHER INFORMATION SYSTEM: FARMINGTON (WOOD)	

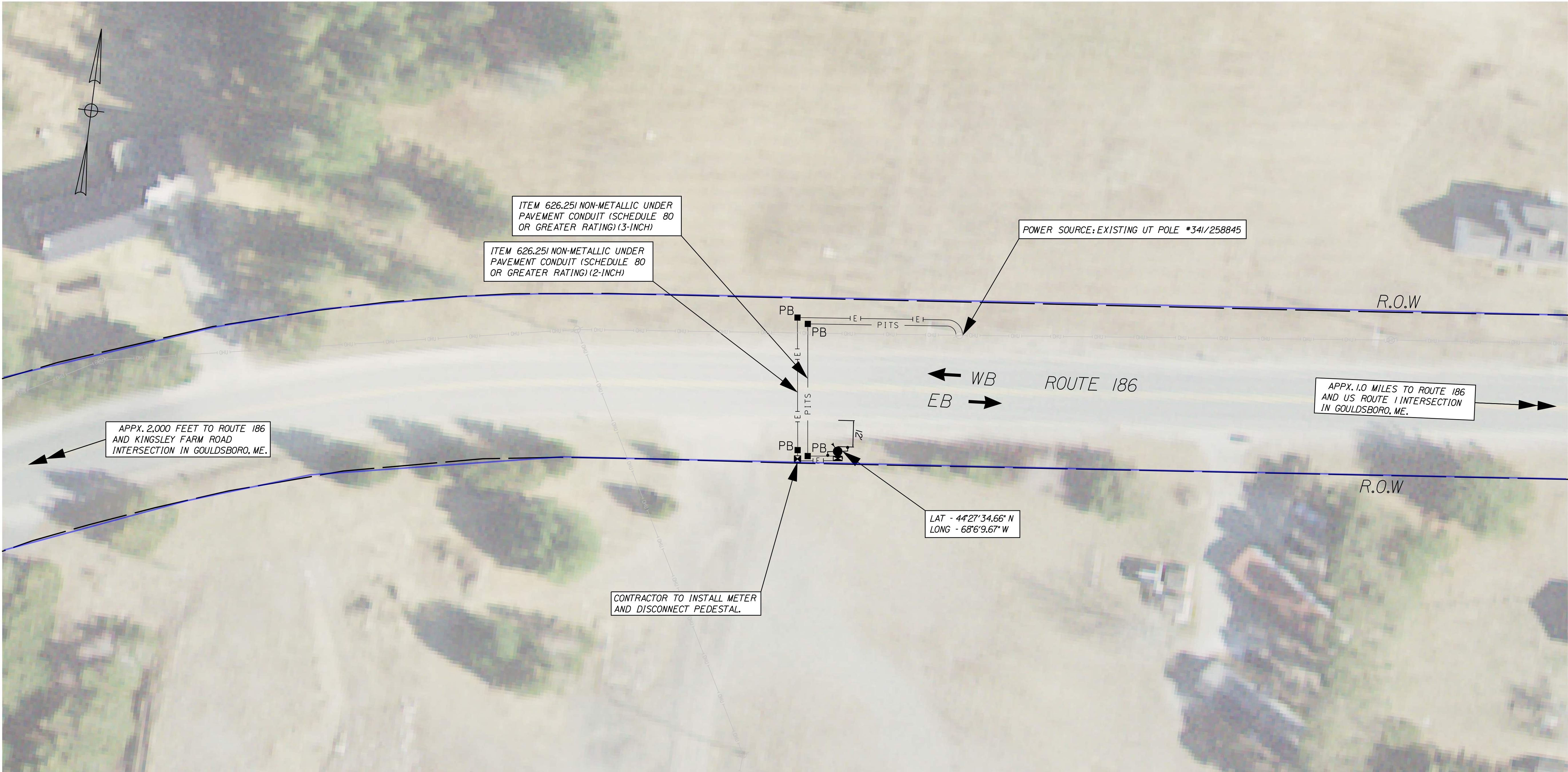
- NOTES
1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
 2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
 3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.



Existing ROW

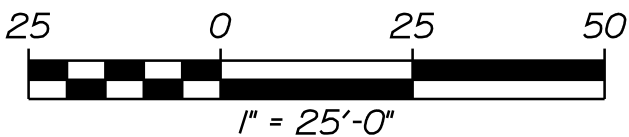
* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT F-025-2(6) SHEET 6 - JANUARY 1957

PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



LIST OF MAJOR ITEMS		
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (2-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (3-INCH)	
629.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: GOULDSBORO	
654.53	ROAD WEATHER INFORMATION SYSTEM: GOULDSBORO	

- NOTES
1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
 2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
 3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.
 4. THE CONTRACTOR SHALL DIRECTIONAL BORE ONE 3-INCH CONDUIT FOR POWER, AND ONE 2-INCH CONDUIT FOR COMMUNICATIONS UNDER ROUTE 186.



* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT STP-1278(401)X SHEET 8 - JANUARY 2010

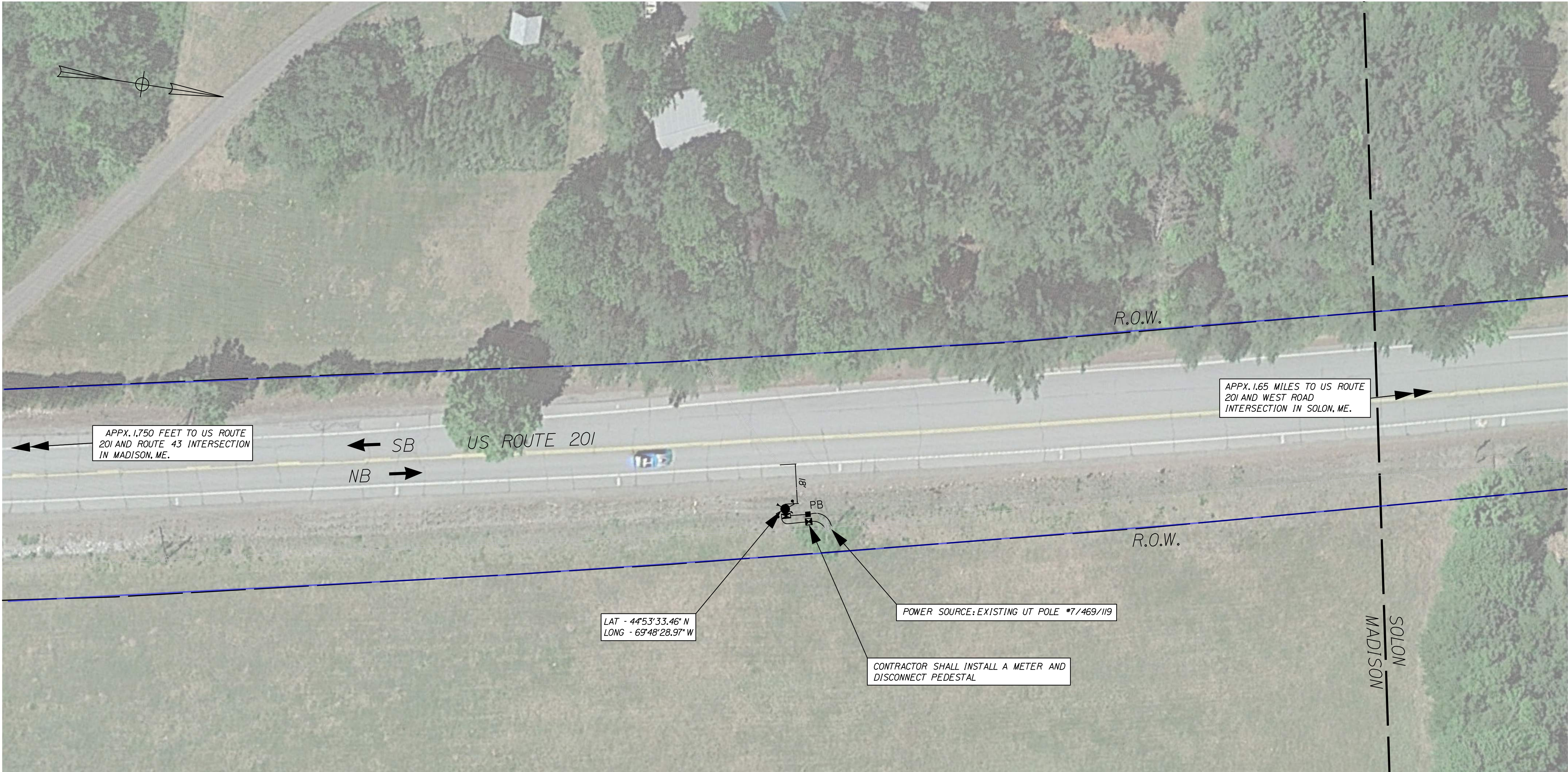
Existing ROW



PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MJS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

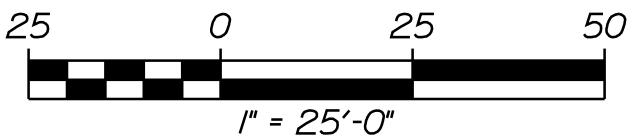
STATEWIDE
RWIS INSTALLATIONS

RWIS - GOULDSBORO
SITE PLAN



LIST OF MAJOR ITEMS		
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING (2-INCH))	
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING (3-INCH))	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: SOLON	
654.53	ROAD WEATHER INFORMATION SYSTEM: SOLON (WOOD)	

- NOTES
1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.



* - RIGHT-OF-WAY INFORMATION FROM STATE PROJECT 993
SHEET 6 - APRIL 1952

Existing ROW

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2614000

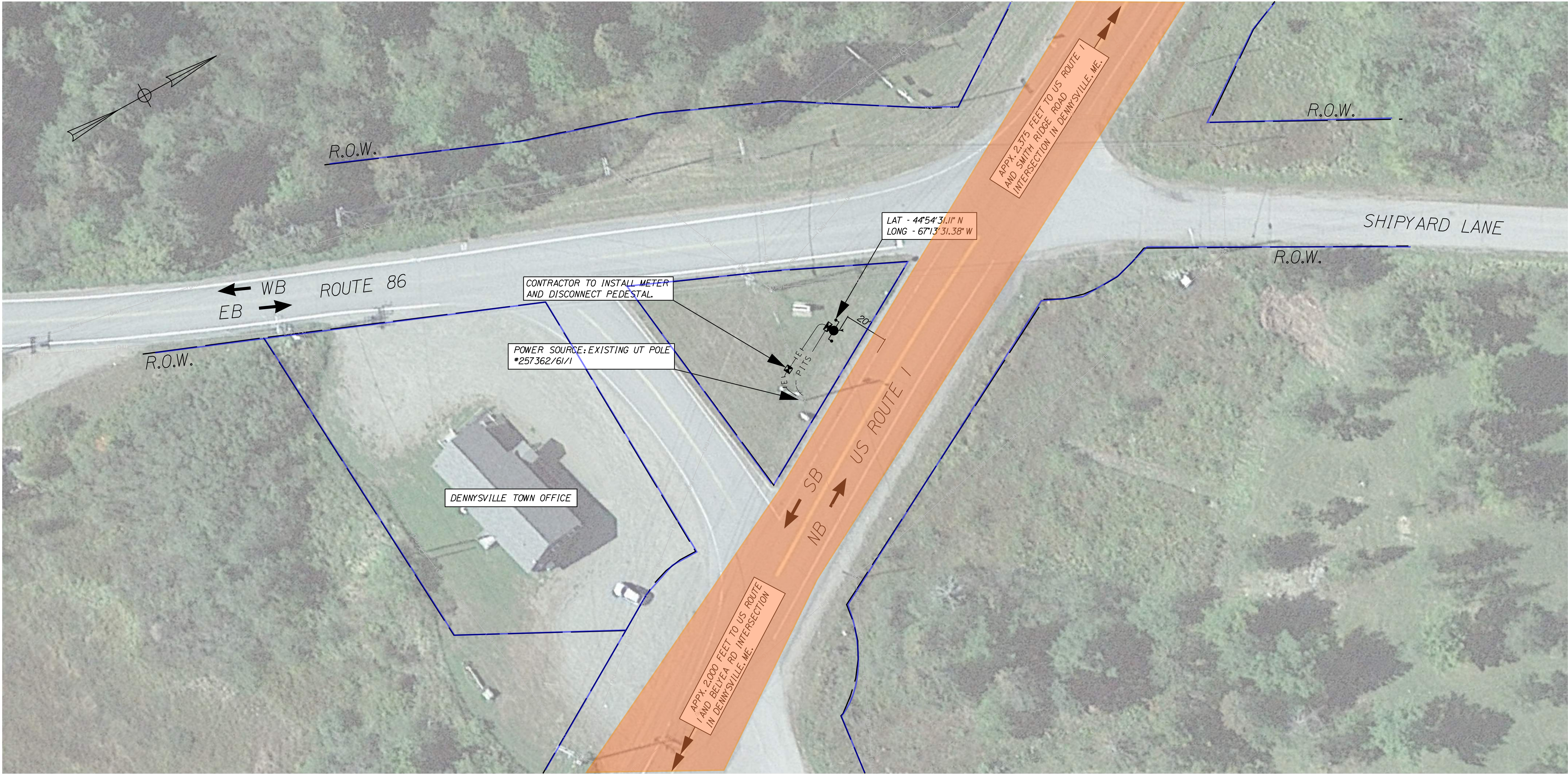
WIN
026140.00

ITS PLANS

PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE
RWIS INSTALLATIONS
RWIS - MADISON
SITE PLAN

SHEET NUMBER
14
OF 19



LIST OF MAJOR ITEMS

ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: DENNISVILLE	
654.53	ROAD WEATHER INFORMATION SYSTEM: DENNISVILLE (WOOD)	

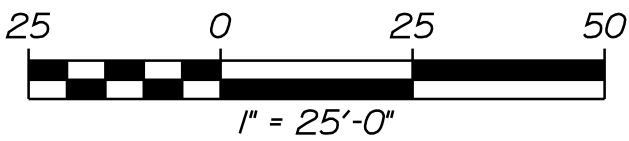
NOTES

1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.

* - RIGHT-OF-WAY INFORMATION FROM MAINE OFFICE OF GEOGRAPHIC INFORMATION SYSTEMS - FEBRUARY 2024

Existing ROW

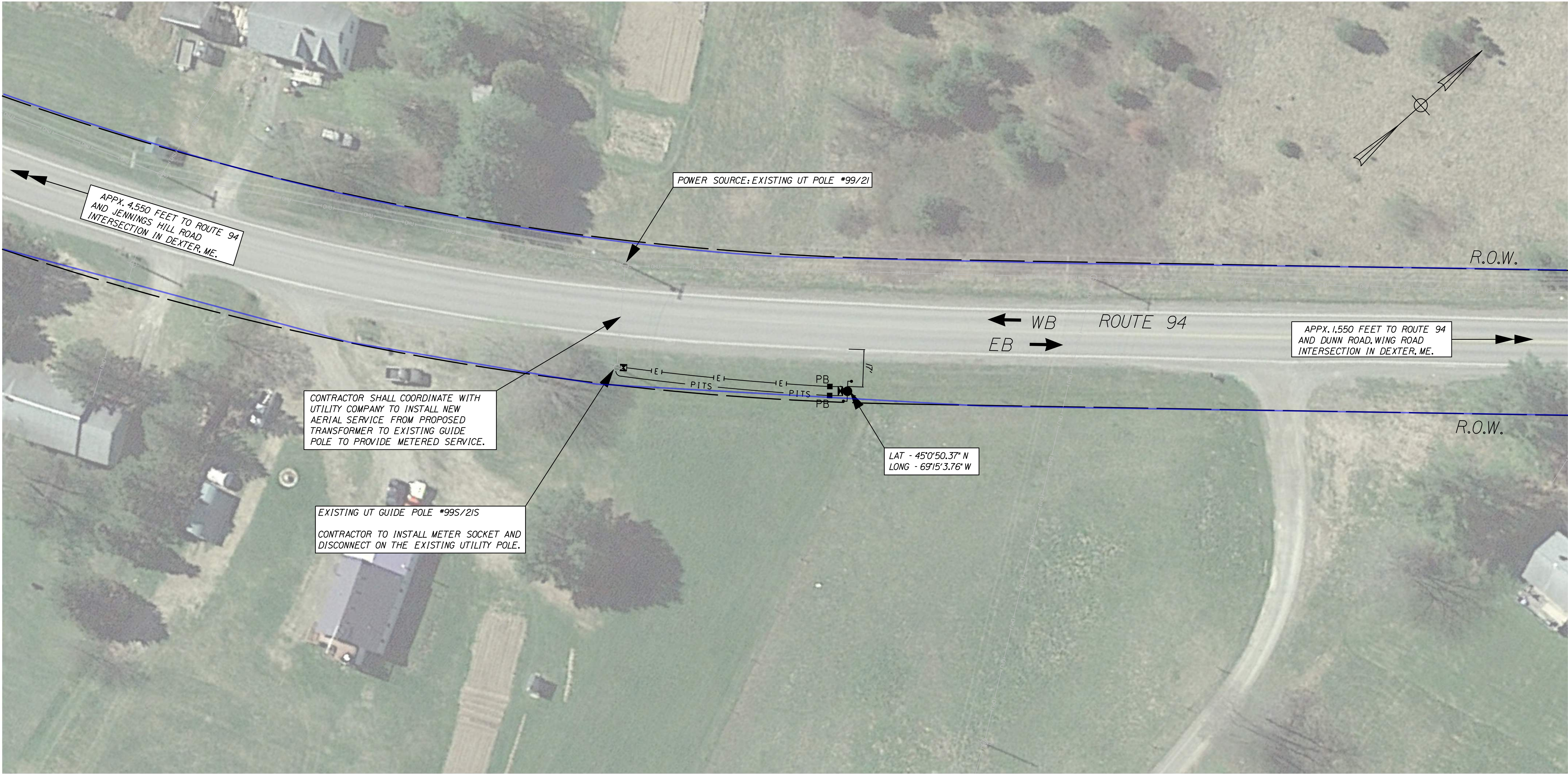
Route 1 HD



PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE
RWIS INSTALLATIONS

RWIS - DENNISVILLE
SITE PLAN

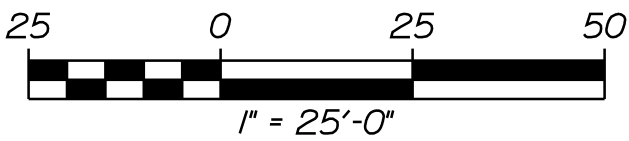


LIST OF MAJOR ITEMS		
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: DEXTER	
654.53	ROAD WEATHER INFORMATION SYSTEM: DEXTER	

- NOTES
1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
 2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
 3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.

* - RIGHT-OF-WAY INFORMATION FROM MAINE OFFICE OF GEOGRAPHIC INFORMATION SYSTEMS - FEBRUARY 2024

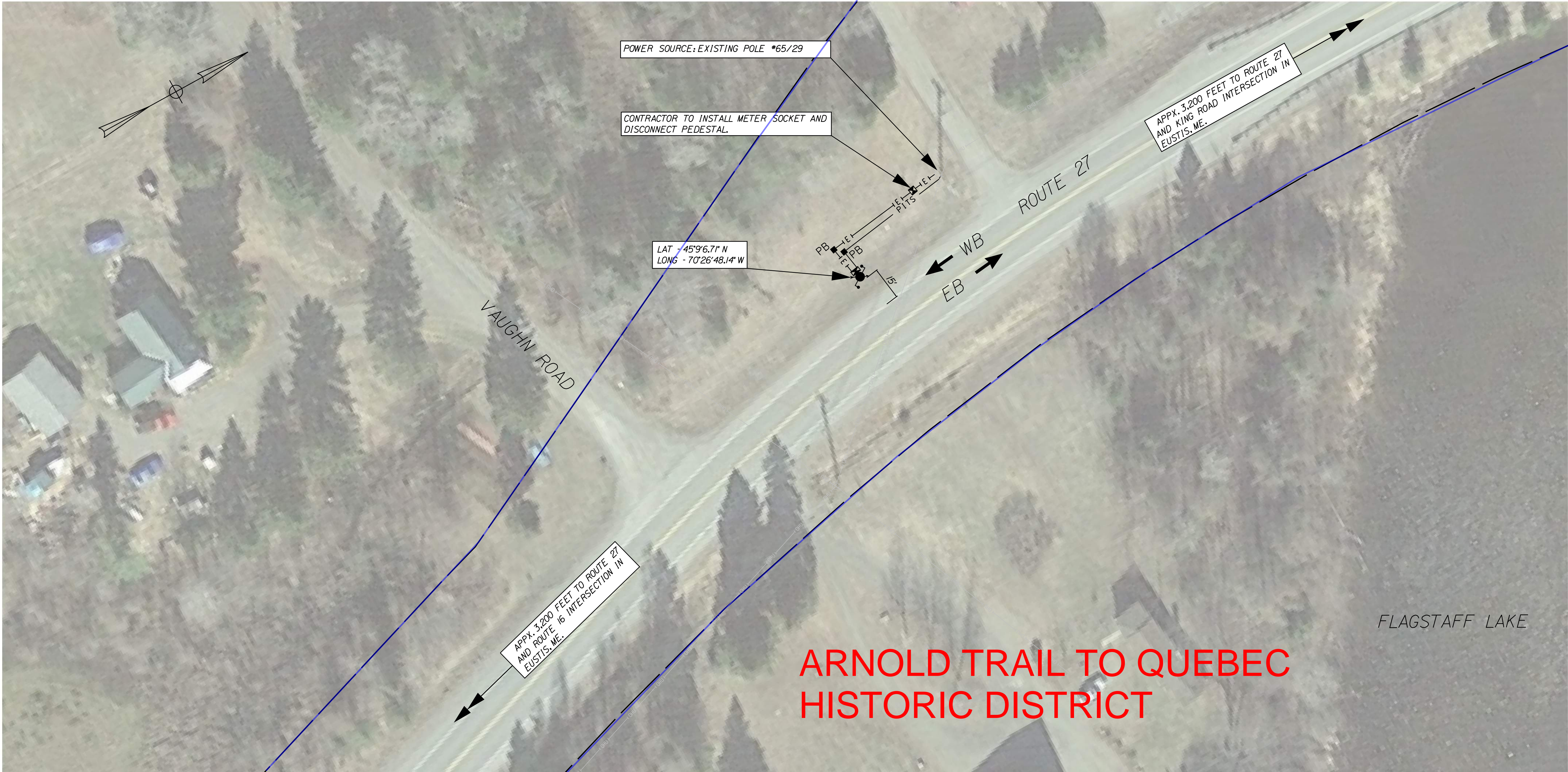
Existing ROW



PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

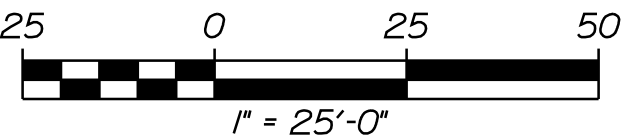
STATEWIDE
RWIS INSTALLATIONS

RWIS - DEXTER
SITE PLAN



LIST OF MAJOR ITEMS		
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.11	PRECAST CONCRETE JUNCTION BOX	
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
626.44	36 INCH DIAMETER FOUNDATION	
654.51	ELECTRICAL SERVICE CONNECTION: EUSTIS	
654.53	ROAD WEATHER INFORMATION SYSTEM: EUSTIS	

- NOTES
1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
 2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
 3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.



* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT
BR-041-1(6) SHEET 1 - FEBRUARY 1986

Existing ROW

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2614000

WIN
026140.00

ITS PLANS

PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE
RWS INSTALLATIONS

RWIS - EUSTIS
SITE PLAN

SHEET NUMBER

17

OF 19



LIST OF MAJOR ITEMS

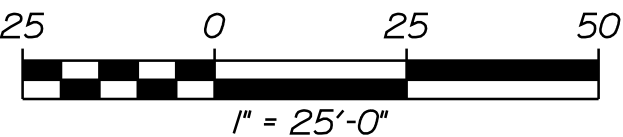
ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION:WESLEY	
654.53	ROAD WEATHER INFORMATION SYSTEM:WESLEY (WOOD)	

NOTES

1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.

* - RIGHT-OF-WAY INFORMATION FROM FEDERAL PROJECT S-0267(5) SHEET 6 - FEBRUARY 1954

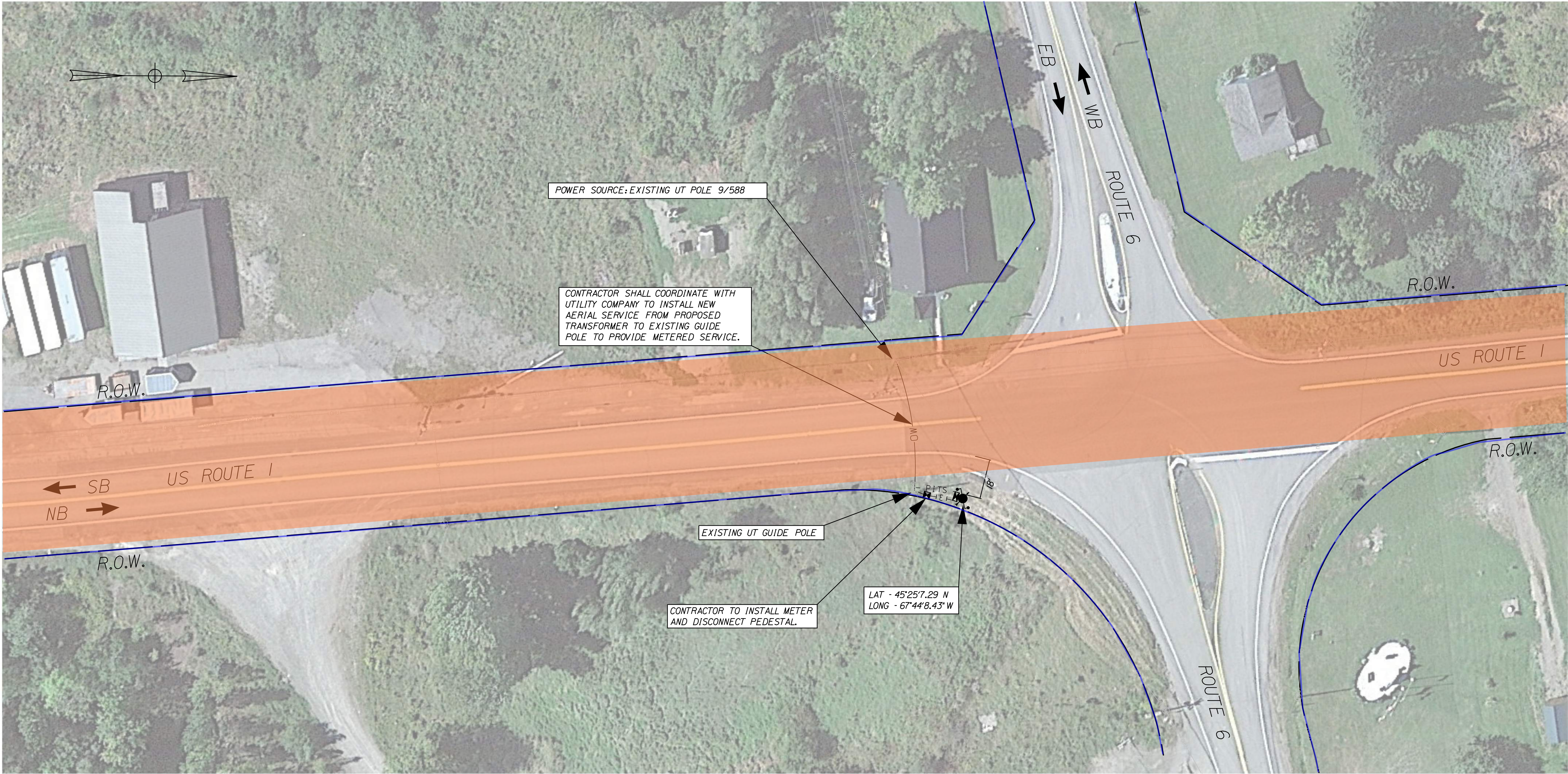
Existing ROW



PROJ. MANAGER	J. DOSTIE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE
RWIS INSTALLATIONS

RWIS - JOHNSON MOUNTAIN
TOWNSHIP SITE PLAN

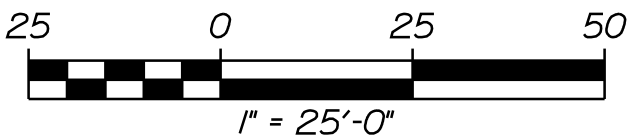


LIST OF MAJOR ITEMS

ITEM NO.	EQUIPMENT AND WORK ITEMS	QUANTITY
626.21	METALLIC CONDUIT (2-INCH)	
626.21	METALLIC CONDUIT (3-INCH)	
626.22	NON-METALLIC CONDUIT (2-INCH)	
626.22	NON-METALLIC CONDUIT (3-INCH)	
643.972	WOOD POLE	
654.51	ELECTRICAL SERVICE CONNECTION: TOPSFIELD	
654.53	ROAD WEATHER INFORMATION SYSTEM: TOPSFIELD (WOOD)	

NOTES

1. THE CONTRACTOR SHALL INSTALL THE SUBSURFACE PROBE PER THE MANUFACTURER'S RECOMMENDATIONS.
2. THE CONTRACTOR SHALL PROVIDE A METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR SECONDARY POWER SERVICE CONNECTION THAT EXTENDS A MINIMUM OF 7' ABOVE GRADE.
3. THE CONTRACTOR SHALL PROVIDE A SECOND METAL CONDUIT RISER ON THE EXISTING GUIDE POLE FOR FUTURE COMMUNICATION CONNECTION.



Existing ROW

Route 1 HD



PROJ. MANAGER	J. DOSTE	BY	DATE
DESIGN-DETAILED	DJS	DJS	9/2024
CHECKED-REVIEWED	DJS	MDS	9/2024
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

STATEWIDE

RWIS INSTALLATIONS

RWIS - TOPSFIELD

SITE PLAN