



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

May 19, 2023  
Subject: Placement of Plant Mixed  
Recycled Asphalt Paving & HMA  
Overlay  
State WINs: 023759.10 & 024197.10  
Location: **South Thomaston, Saint George  
& Jefferson**  
**Amendment No. 1**

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

**REMOVE** pages 12 – 16, Proposal Schedule of Items, 5 pages, dated 5/1/2023, and **REPLACE** with the attached, revised Proposal Schedule of Items, 5 pages, dated 5/17/2023.

**REMOVE** pages 33 - 35, TYPICAL SECTIONS, 3 pages, and **REPLACE** with the attached, revised TYPICAL SECTIONS, 4 pages, dated 5/17/2023.

**REMOVE** pages 36 - 38, DRAINAGE PLANS, 3 pages, and **REPLACE** with the attached, revised DRAINAGE PLANS, 3 pages, dated 5/17/2023.

**REMOVE** pages 40 - 44, CONSTRUCTION NOTES, 5 pages, dated April 7, 2023, and **REPLACE** with the attached, revised CONSTRUCTION NOTES, 5 pages, dated May 17, 2023.

**INSERT** the attached CROSS SLOPE SHEET, for South Thomaston - Saint George – 023759.10, 3 pages, dated May 18, 2023.

**INSERT** the attached CROSS SLOPE SHEET, for Jefferson – 021497.10, 1 page, dated May 17, 2023.

Consider these changes and information prior to submitting your bid on **May 31, 2023**.

Sincerely,

*Kevin Hanlon* for

George M. A. Macdougall P.E.  
Contracts & Specifications Engineer

5/19/2023

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 5

Proposal ID: 023759.10

Project(s): 023759.10, 024197.10

SECTION: 1 REGIONAL

Alt Set ID: Alt Mbr ID:

Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	201.23 REMOVING SINGLE TREE TOP ONLY	1.000 EA	_____	 _____	_____	 _____
0020	201.24 REMOVING STUMP	2.000 EA	_____	 _____	_____	 _____
0030	202.20201 REMOVING PAVEMENT SURFACE (HOURLY)	50.000 HR	_____	 _____	_____	 _____
0040	202.203 PAVEMENT BUTT JOINTS	940.000 SY	_____	 _____	_____	 _____
0050	204.43 REHABILITATE EXISTING SHOULDERS - TRUCK MEASURE	3,770.000 CY	_____	 _____	_____	 _____
0060	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	210.000 T	_____	 _____	_____	 _____
0070	403.2104 HOT MIX ASPHALT 9.5 MM - THIN LIFT SURFACE TREATMENT	2,700.000 T	_____	 _____	_____	 _____
0080	403.211 HOT MIX ASPHALT (SHIMMING)	2,800.000 T	_____	 _____	_____	 _____
0090	409.15 BITUMINOUS TACK COAT - APPLIED	10,400.000 G	_____	 _____	_____	 _____
0100	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	400.000 CY	_____	 _____	_____	 _____
0110	511.07 COFFERDAM: 70+25 DOWNSTREAM	LUMP SUM	LUMP	 SUM	_____	 _____
0120	511.07 COFFERDAM: 70+25 UPSTREAM	LUMP SUM	LUMP	 SUM	_____	 _____

## Maine Department of Transportation

## Proposal Schedule of Items

Proposal ID: 023759.10

Project(s): 023759.10, 024197.10

SECTION: 1 REGIONAL

Alt Set ID: Alt Mbr ID:

Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0130	603.169 15 INCH CULVERT PIPE OPTION III	30.000 LF	_____	 _____	_____	 _____
0140	603.36 57 INCH SPAN 38 INCH RISE PIPE ARCH	28.000 LF	_____	 _____	_____	 _____
0150	604.242 CATCH BASIN TYPE F3	2.000 EA	_____	 _____	_____	 _____
0160	605.09 6 INCH UNDERDRAIN TYPE B	380.000 LF	_____	 _____	_____	 _____
0170	605.11 12 INCH UNDERDRAIN TYPE C	350.000 LF	_____	 _____	_____	 _____
0180	606.1301 31" W-BM GR, MID-WAY SPLICE-SGL FACED	500.000 LF	_____	 _____	_____	 _____
0190	606.1304 31" W-BM GR, MID-WAY SPLICE-OVER 15' RAD	50.000 LF	_____	 _____	_____	 _____
0200	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	2.000 EA	_____	 _____	_____	 _____
0210	606.1306 31" W-BM GR, MID-WAY SPLICE TANGENT TERMINAL	2.000 EA	_____	 _____	_____	 _____
0220	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	14.000 EA	_____	 _____	_____	 _____
0230	606.356 UNDERDRAIN DELINEATOR POST	1.000 EA	_____	 _____	_____	 _____
0240	609.31 CURB TYPE 3	1,090.000 LF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

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Project(s): 023759.10, 024197.10

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Alt Set ID: Alt Mbr ID:

Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0250	610.08 PLAIN RIPRAP	70.000 CY	_____	 _____	_____	 _____
0260	613.319 EROSION CONTROL BLANKET	1,700.000 SY	_____	 _____	_____	 _____
0270	615.10 DIRTY BORROW	200.000 CY	_____	 _____	_____	 _____
0280	618.14 SEEDING METHOD NUMBER 2	226.000 UN	_____	 _____	_____	 _____
0290	619.12 MULCH	226.000 UN	_____	 _____	_____	 _____
0300	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	60,570.000 LF	_____	 _____	_____	 _____
0310	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	40.000 SF	_____	 _____	_____	 _____
0320	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	60,500.000 LF	_____	 _____	_____	 _____
0330	629.05 HAND LABOR, STRAIGHT TIME	25.000 HR	_____	 _____	_____	 _____
0340	631.111 TRACTOR MOUNTED HYDRAULIC HAMMER	90.000 HR	_____	 _____	_____	 _____
0350	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	260.000 HR	_____	 _____	_____	 _____
0360	631.14 GRADER (INCLUDING OPERATOR)	25.000 HR	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

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Project(s): 023759.10, 024197.10

SECTION: 1 REGIONAL

Alt Set ID: Alt Mbr ID:

Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0370	631.161 PAVING CREW	95.000 HR	_____	 _____	_____	 _____
0380	631.162 PAVING CREW (OVERTIME)	39.000 HR	_____	 _____	_____	 _____
0390	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	520.000 HR	_____	 _____	_____	 _____
0400	631.179 PUGMILL TRUCKING	8,600.000 T	_____	 _____	_____	 _____
0410	631.21 ROAD BROOM (INCLUDING OPERATORS AND HAULER)	22.000 HR	_____	 _____	_____	 _____
0420	631.22 FRONT END LOADER (INCLUDING OPERATOR)	12.000 HR	_____	 _____	_____	 _____
0430	652.33 DRUM	60.000 EA	_____	 _____	_____	 _____
0440	652.34 CONE	140.000 EA	_____	 _____	_____	 _____
0450	652.35 CONSTRUCTION SIGNS	1,090.000 SF	_____	 _____	_____	 _____
0460	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	123.000 CD	_____	 _____	_____	 _____
0470	652.38 FLAGGER	2,400.000 HR	_____	 _____	_____	 _____
0480	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	_____	 LUMP SUM	_____	 _____

5/19/2023

Maine Department of Transportation

Proposal Schedule of Items

Page 5 of 5

Proposal ID: 023759.10

Project(s): 023759.10, 024197.10

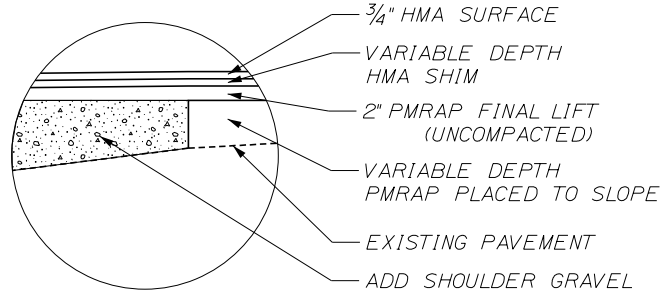
SECTION: 1 REGIONAL

Alt Set ID: Alt Mbr ID:

Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0490	659.10 MOBILIZATION	LUMP SUM	LUMP	SUM	_____	_____
		Section: 1	<b>Total:</b>		_____	_____
			<b>Total Bid:</b>		_____	_____

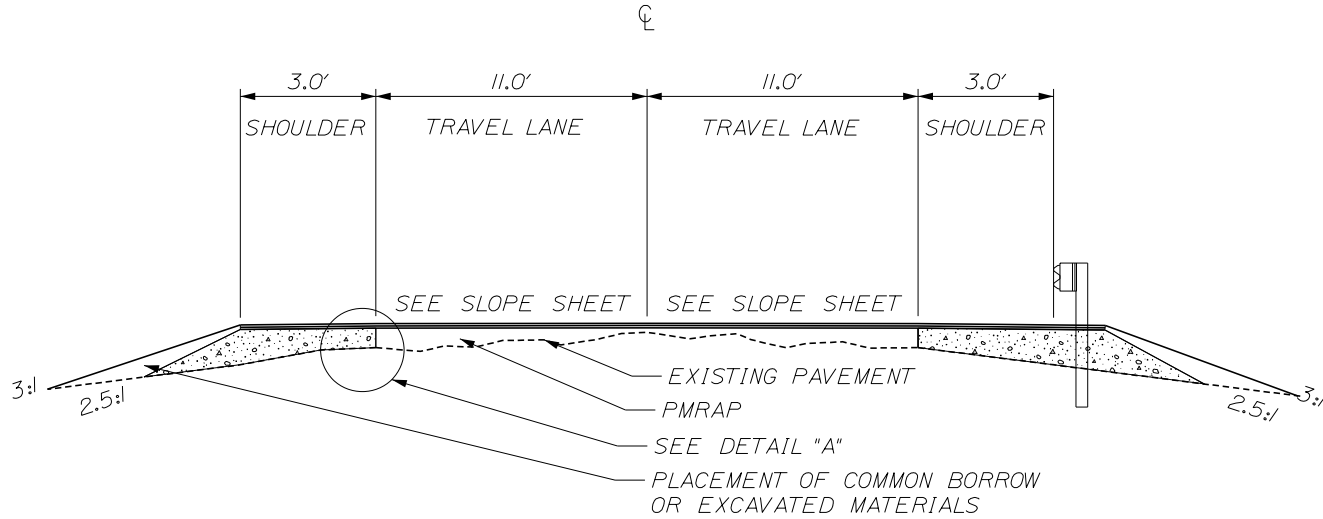
VARIABLE DEPTH PMRAP WITH HOT MIX ASPHALT OVERLAY  
NORMAL SECTION



DETAIL "A"

NOTES:

1. THE CROWN OF THE PAVER SCREED SHALL NOT EXCEED 1/4" WHEN PLACING PMRAP.
2. PLACEMENT OF COMMON BORROW ON INSLOPES SHALL BE AT A 3:1 SLOPE.
3. SHOULDERS WITH A WIDTH OF 4 FEET OR LESS SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVELWAY UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
4. EXISTING SHOULDERS SHALL BE CLEANED OF ALL EXISTING WINTER SAND AND ORGANICS.
5. PLACEMENT OF AGGREGATE FOR SHOULDERS SHALL BE DONE WITH A SHOULDER MACHINE OR OTHER METHOD THAT IS CAPABLE OF PLACING MATERIAL TO THE SPECIFIED SLOPES AND WIDTHS AS DIRECTED. PLACEMENT ON INSLOPES SHALL BE AT A 3:1 SLOPE. MATERIAL SHALL BE BROUGHT UP FLUSH TO THE SURFACE OF SHIM.

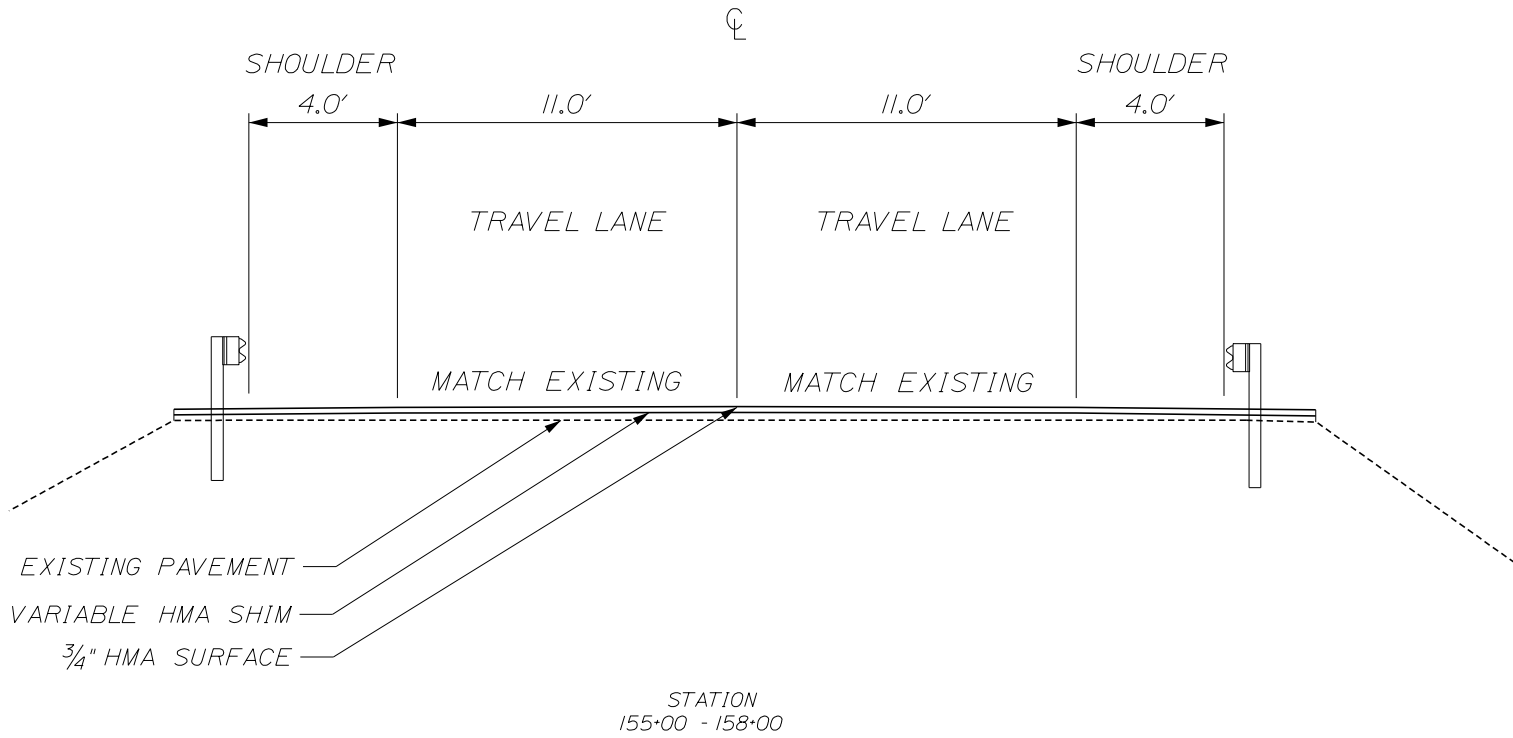


5/17/2023

NOT TO SCALE

SOUTH THOMASTON - SAINT GEORGE ROUTE 73	WIN 23759.10	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SHEET NUMBER
TYPICAL SECTIONS		23759.10 HIGHWAY PLANS	1 OF 4

HOT MIX ASPHALT OVERLAY  
OVER BRIDGE #46906

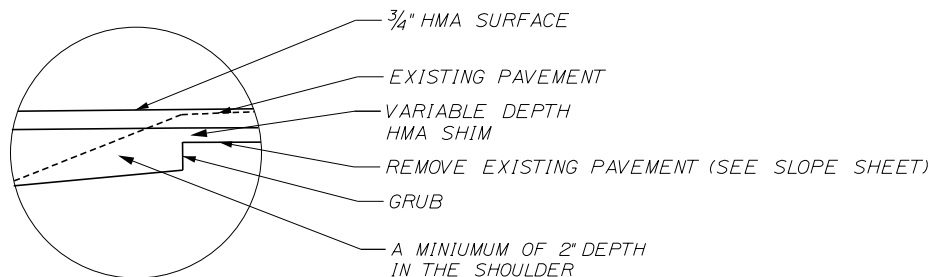


5/17/2023

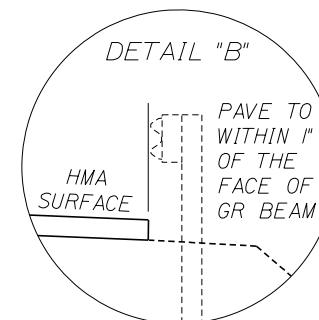
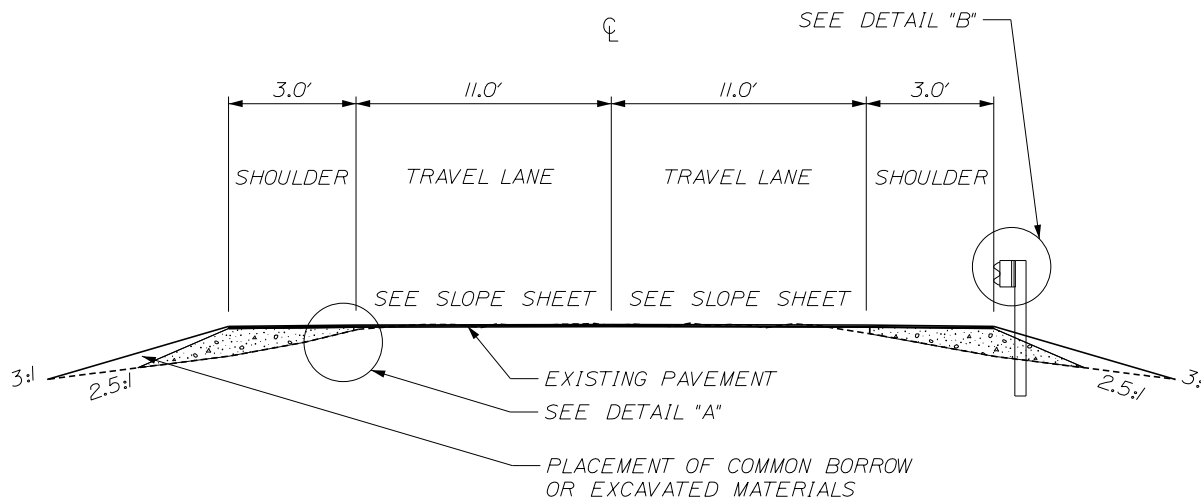
NOT TO SCALE

SOUTH THOMASTON - SAINT GEORGE ROUTE 73	WIN 23759.10	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SHEET NUMBER
TYPICAL SECTIONS		23759.10 HIGHWAY PLANS	2 OF 4

MILL WITH A SHIM AND OVERLAY



DETAIL "A"



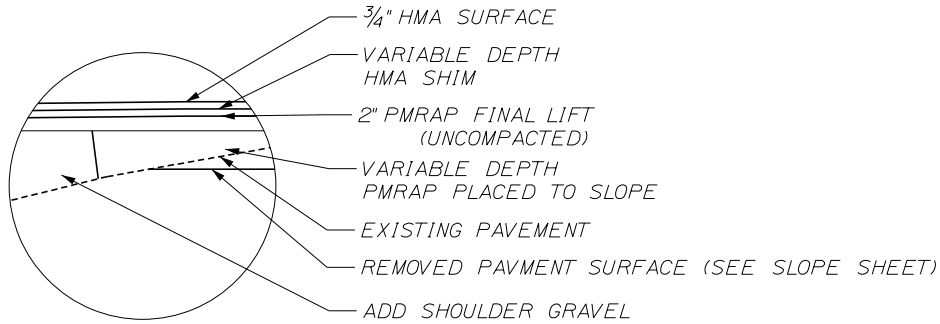
STATION  
 12+00 - 21+50

5/17/2023

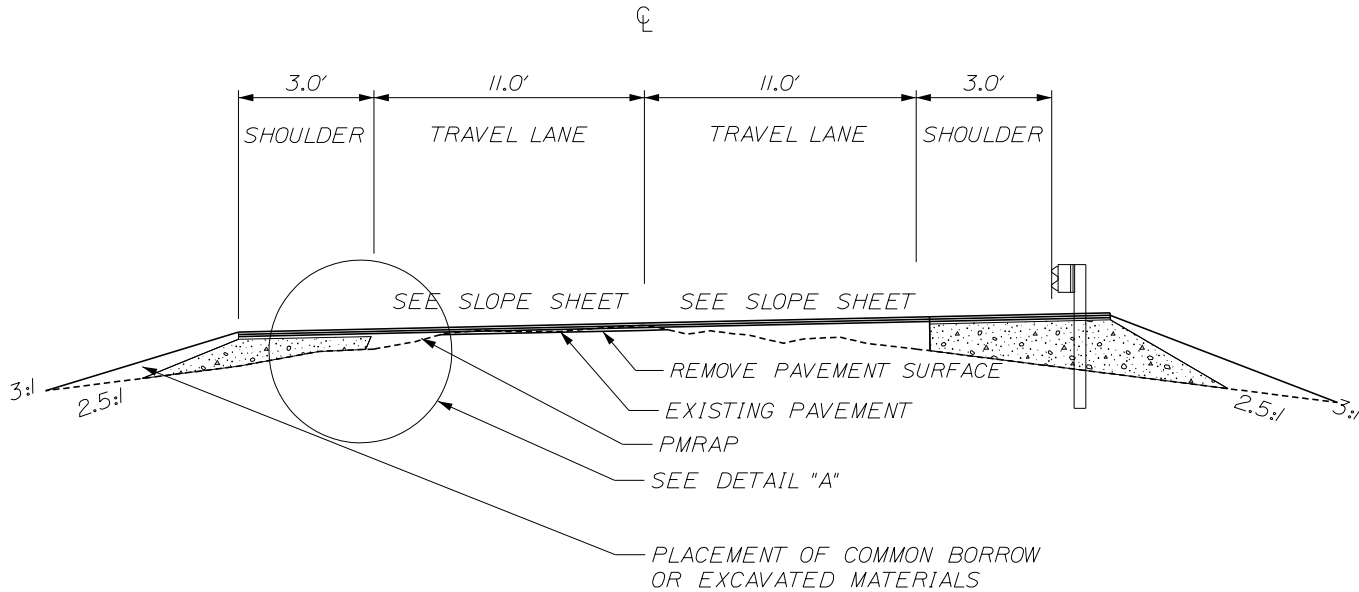
NOT TO SCALE

SOUTH THOMASTON - SAINT GEORGE ROUTE 73	WIN 23759.10	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SHEET NUMBER
TYPICAL SECTIONS		23759.10 HIGHWAY PLANS	3 OF 4

VARIABLE DEPTH PMRAP WITH HOT MIX ASPHALT OVERLAY  
SHOWING THE PROFILE MILLING



DETAIL "A"



5/17/2023

NOT TO SCALE

SOUTH THOMASTON - SAINT GEORGE  
ROUTE 73

TYPICAL SECTIONS

WIN 23759.10

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

23759.10

HIGHWAY PLANS

SHEET NUMBER

4 OF 4

CATCH BASIN AND OUTLET PIPE  
PLAN AND CROSS SECTION

INSTALL NEW GUARDRAIL  
14.0' OFF SET FOR F.O.R FROM CENTERLINE.

TWO TANGENT ENDS TO BE USED  
FOR TERMINAL ENDS.

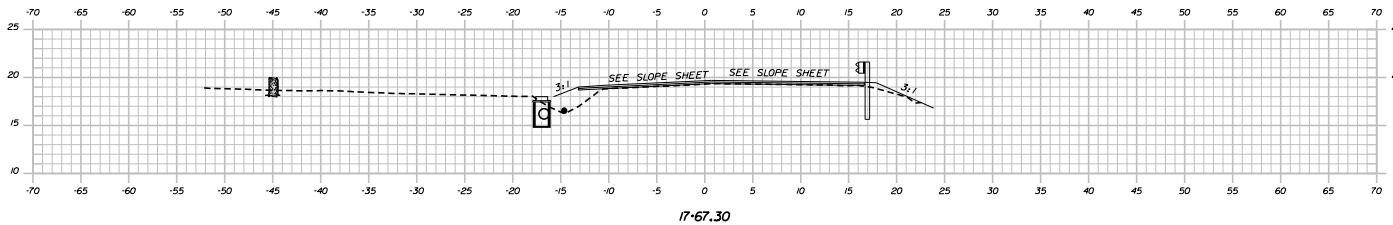
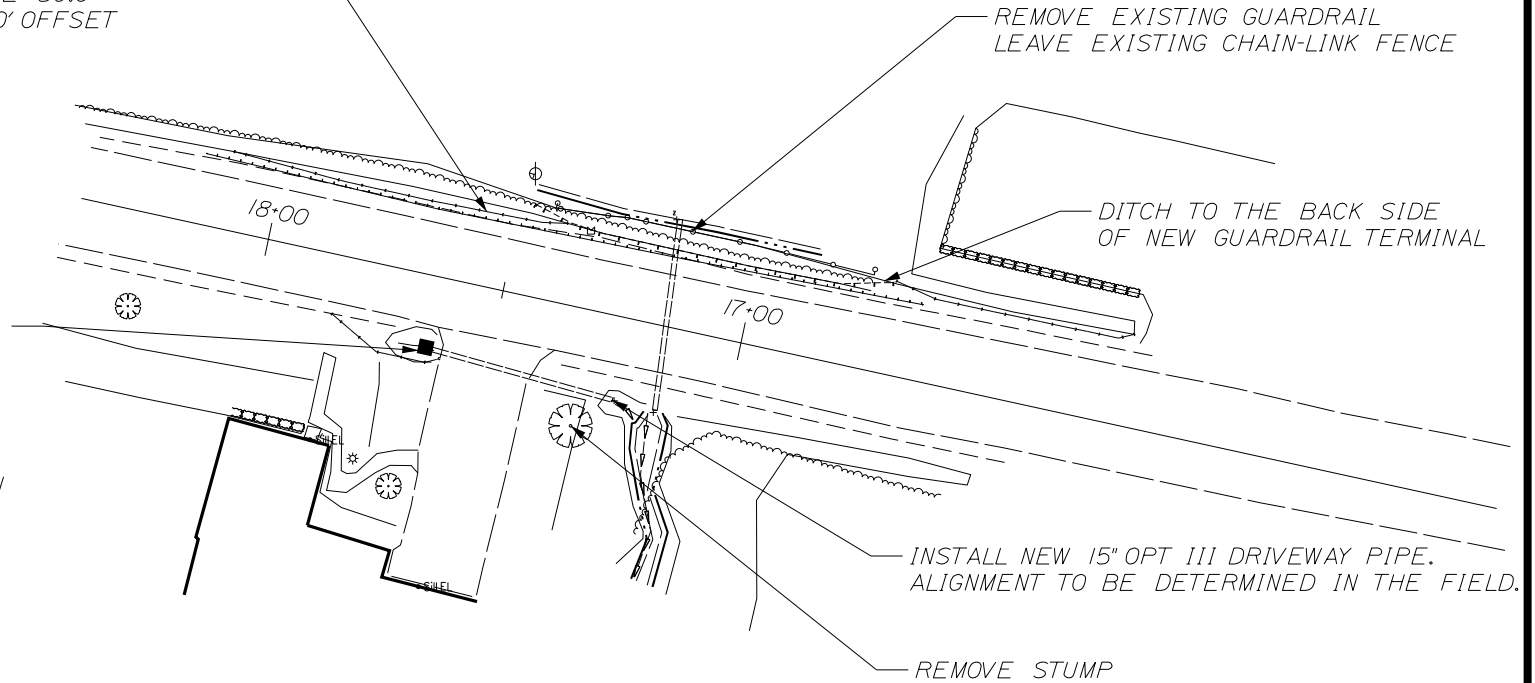
TERMINAL END SECTIONS ARE 50.0'  
TRANSITIONS WITH 0.0' - 2.0' OFFSET  
AT THE TERMINAL END.

TOTAL RUN WILL BE 150.0'.

INSTALL NEW CATCH  
BASIN TYPE F3

TIE INTO 15"  
DRIVEWAY CULVERT

TIE 6" CELLAR/POND DRAIN  
INTO BASIN



5/17/2023

NOT TO SCALE

SOUTH THOMASTON - SAINT GEORGE  
ROUTE 73

DRAINAGE PLAN

WIN 23759.10

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

23759.10

HIGHWAY PLANS

SHEET NUMBER

1 OF 3

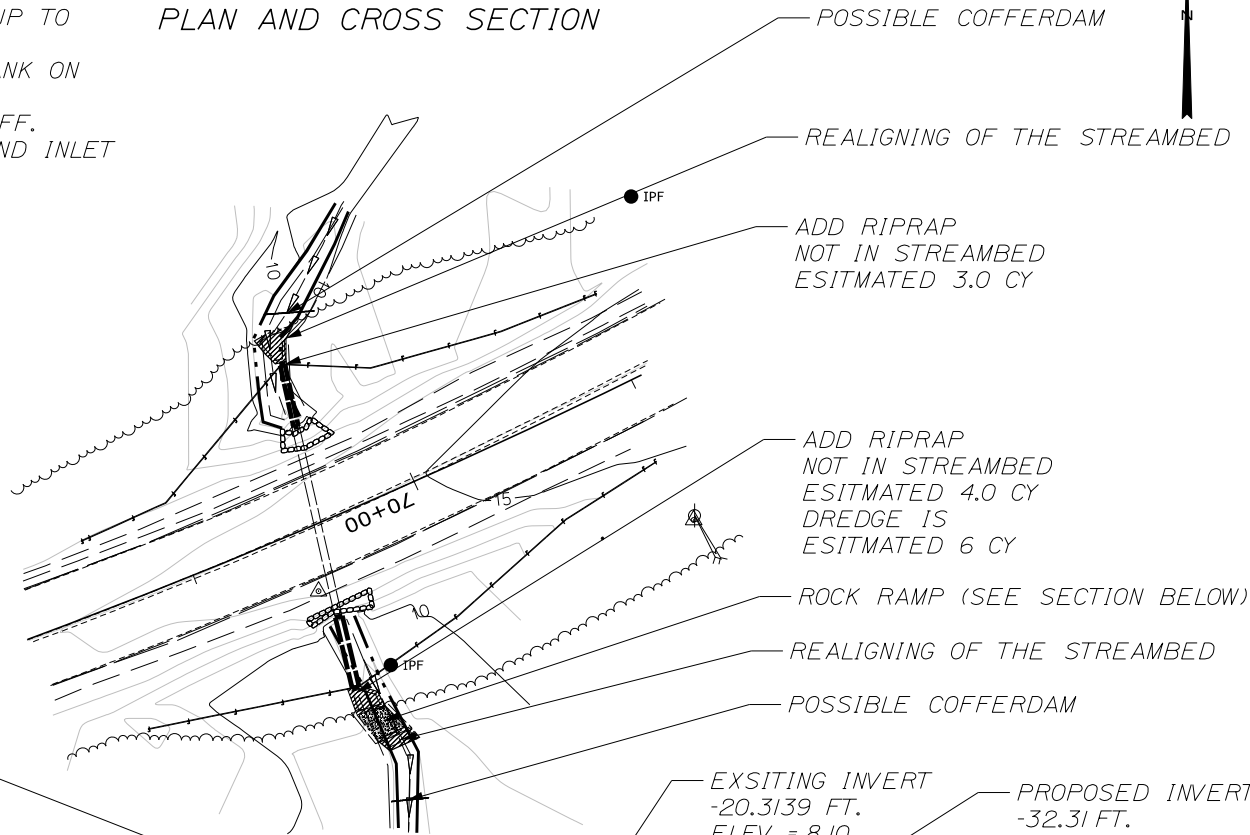
**INLET NOTES:**

1. REQUIRES REALIGNING UPSTREAM CHANNEL UP TO 15 FEET BEYOND PROPOSED INLET.
2. CUT NEW BANK ON EAST AND BUILD OUT BANK ON WEST TO FORM SMOOTH INLET TRANSITION.
3. REQUIRES FIELD DIRECTION FROM ENV STAFF.
4. BEFORE PLACING RIPRAP, SEAL SOILS AROUND INLET TO AVOID PIPING THROUGH CULVERT BACKFILL

**OUTLET NOTES:**

1. REQUIRES REALIGNING DOWNSTREAM CHANNEL UP TO 15 FEET BEYOND PROPOSED OUTLET.
2. CUT NEW BANK ON WEST SIDE AND BUILD OUT BANK ON EAST.
3. MATCH INTO EXISTING CHANNEL +/- 2 FEET UPSTREAM OF GRADE CONTROL FEATURE IN EXISTING CHANNEL AT +/- 52 FEET LEFT.
4. CONSTRUCT ROCK RAMP DOWNSTREAM OF CULVERT TO MEET FISH PASSAGE REQUIREMENTS.
5. CHANNEL REALIGNMENT AND ROCK RAMP CONSTRUCTION REQUIRES FIELD DIRECTION BY ENV STAFF.

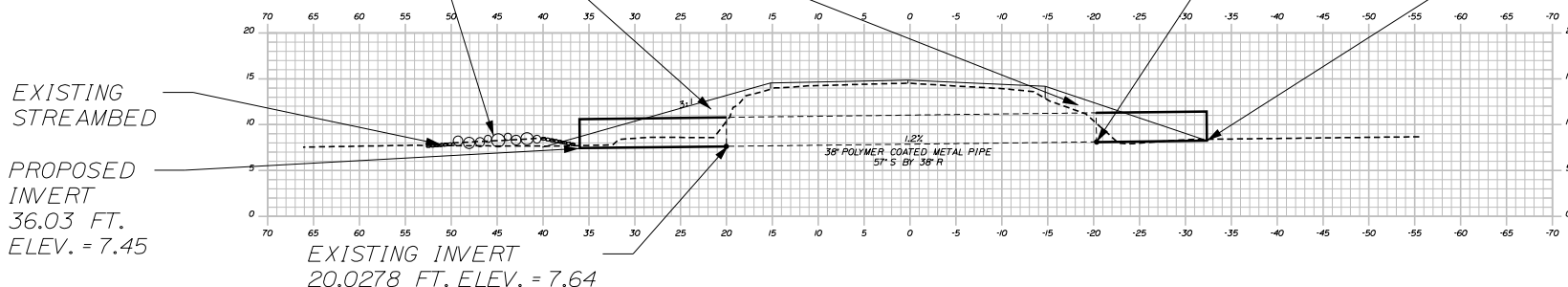
**PIPE EXTENSION  
PLAN AND CROSS SECTION**



CONSTRUCT ROCK RAMP IN REALIGNED CHANNEL AVERAGE FLOWLINE ELEVATION @ +/- 8.75

COMMON BORROW ESTIMATED 130 CY

EXISTING INVERT -20.3139 FT. ELEV. = 8.10  
PROPOSED INVERT -32.31 FT. ELEV. = 8.24

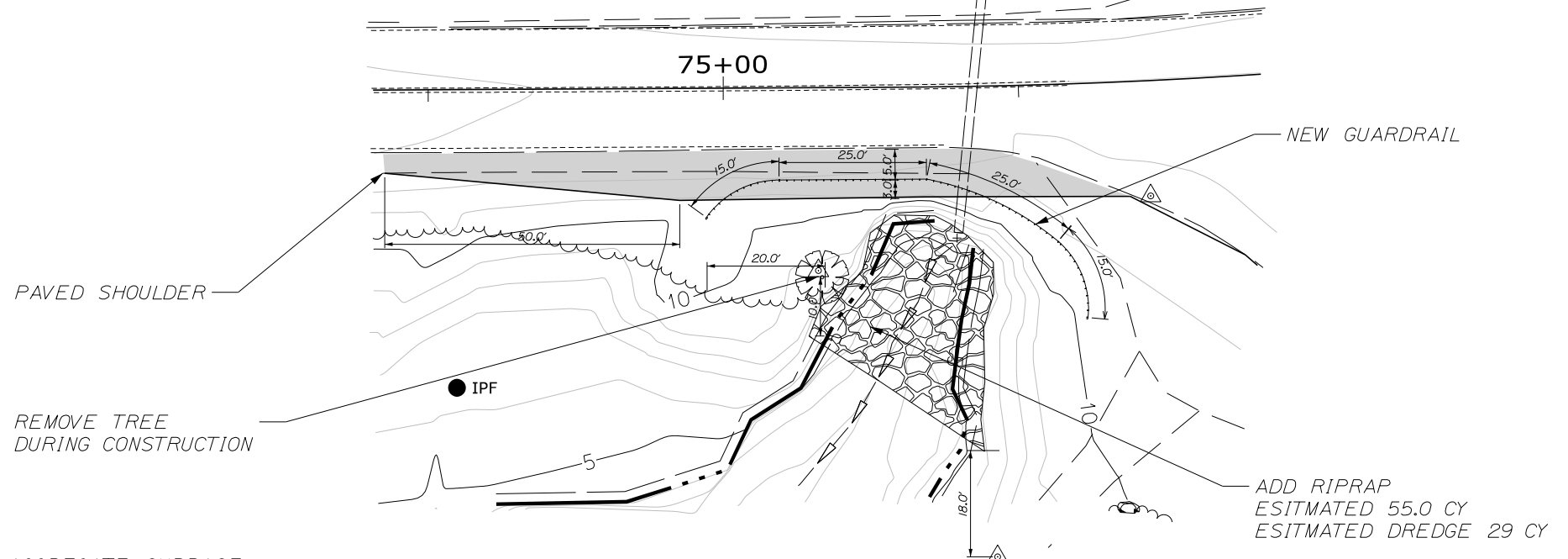


5/17/2023

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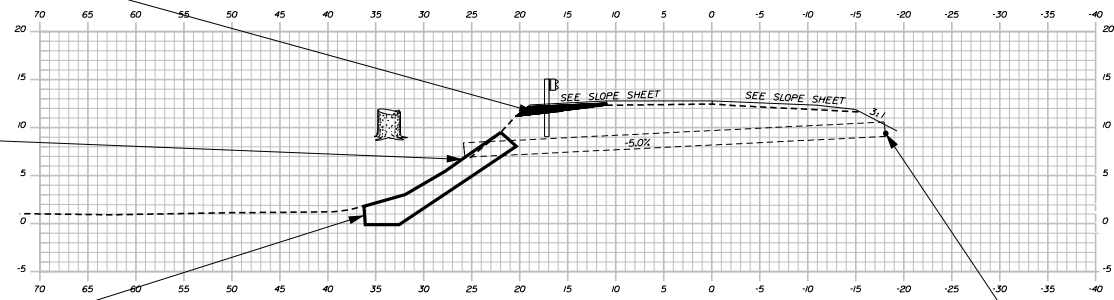
SOUTH THOMASTON - SAINT GEORGE ROUTE 73	WIN 23759.10	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SHEET NUMBER
DRAINAGE PLAN	23759.10	HIGHWAY PLANS	2 OF 3

# RIPRAP PAD EXTENSION



AGGREGATE SUBBASE  
ESTIMATED 10 CY

Existing 18" CULVERT  
COOR. METAL PIPE  
25.7128 FT.  
ELEV. = 6.92



RIPRAP  
2.0' DEPTH

-18.1279 FT.  
ELEV. = 9.09

5/17/2023

NOT TO SCALE

SOUTH THOMASTON - SAINT GEORGE  
ROUTE 73  
DRAINAGE PLAN

WIN 23759.10

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
23759.10 HIGHWAY PLANS

SHEET NUMBER  
3 OF 3

**CONSTRUCTION NOTES**

**201.201 – Remove Pavement Surface – Medium Cut Drum (Hourly)**

Shall be used to mill travel lane and shoulders to correct cross slope before PMRAP is placed. Reference the slope sheet for depth and slope.

<b><u>Station</u></b>	<b><u>To</u></b>	<b><u>Station</u></b>	<b><u>Comment</u></b>
10+00		21+00	Mill Full width
35+50		36+50	Mill Right Lane*
54+00		83+00	Mill Full Width
107+00		149+00	Mill Full Width
166+50		168+75	Mill Right Lane*

(\* ) Mill starting 4 feet from centerline at a 0” depth milling to slope to the outside edge of the pavement.

All milling/grinding will become the property of the Contractor.

**202.203 – Pavement Butt Joints**

<b><u>Description</u></b>	<b><u>Station</u></b>
End Project	193+63

Shall be used to also install pavement butt joints on the travel way, at side roads, paved driveways and other locations as determined by the Department.

**201.23 - Removing Single Tree Top Only**

<b><u>Station</u></b>	<b><u>Each</u></b>
74+80 LT	1

**201.24 - Removing Stump**

<b><u>Station</u></b>	<b><u>Each</u></b>
17+25 LT	1
74+80 LT	1

**CONSTRUCTION NOTES**

**204.43 - Rehabilitate Existing Shoulder – Truck Measure**

<b><u>Station</u></b>	<b><u>To</u></b>	<b><u>Station</u></b>	<b><u>Width</u></b>	<b><u>Side</u></b>
12+00		193+63	4.0'	RT
12+00		19+50	3.0'	LT
19+50		193+63	4.0'	LT

This material shall be used to construct shoulders and slopes, back up PMRAP and surface pavement as shown on the typical sections and directed by the Department. The Contractor shall supply all material including the loading, trucking, placement, and compaction of the material as outlined in the Special Provision Section 204 Shoulder Rehabilitation. The Contractor shall prepare shoulder and match the edge of pavement prior to the final course of PMRAP. When full width from centerline is less than 14 feet the Contractor shall start backing up the PMRAP within 2 days after placement if there is a 3.0" or more drop off at the edge of the PMRAP. If less than 3.0" backup within 15 days. When the full width from centerline is greater than 14 feet the Contractor shall start backing up the PMRAP within 14 days after placement if there is a 3.0" or more drop off at the edge of the PMRAP. If less than 3.0" backup within 30 days. Each truck load of gravel will require a signed truck slip for payment of material.

**403.211 – Hot Mix Asphalt (Shim)**

Shall be used to shim mainline and shoulder area as identified on the slope sheet and side roads as directed by the Department.

**411.10 – Untreated Aggregate Surface Course – Truck Measure**

Shall be placed in all gravel drives and/or entrances as directed by the Department.

**511.07 - Cofferdam**

Shall be installed upstream and downstream of cross culvert at station 70+25. Cofferdam's placement will be approved by Department and ENV staff.

**603.169 - 15" Culvert Pipe Option III**

Replacing and realigning the driveway pipe at 17+50 LT.

**603.36 - 57" S 38" R Pipe Arch**

See the Drainage Plans for the work of XC# 106984, station 70+25. Extending both ends of the pipe, 16.0' on the outlet end and 12.0' on the inlet side.

**CONSTRUCTION NOTES**

**604.242 - Catch Basin Type F3**

F basin to be installed at 17+67 LT. 6” drain from homeowners well will be tied into F basin and outlet will be the driveway pipe.

F Basin to be installed at 27+70 LT. 12” driveway culvert will be tied into F basin, outlet into new 12” underdrain type c.

**605.11 - 12” Underdrain Type C**

To be installed from 24+20 to 27+70 LT. The inlet will come from the F basin at 27+70 LT and the outlet will be tied into the existing driveway pipe.

**606.1301 - 31” W-Beam Guardrail, Mid – Way Splice – Single Faced**

<b><u>Left</u></b>			<b><u>Right</u></b>		
<b><u>Station</u></b>	<b><u>To</u></b>	<b><u>Station</u></b>	<b><u>Station</u></b>	<b><u>To</u></b>	<b><u>Station</u></b>
74+60		74+85	17+25		17+75
155+00		157+75	156+00		158+00

Locations are approximate.

**606.1304 – 31” W-Beam Guardrail, Mid Way Splice – Over 15’ Radius**

<b><u>Left</u></b>	<b><u>Right</u></b>
<b><u>Station</u></b>	<b><u>Station</u></b>
154+50	158+70
75+00	
74+40	

Locations are approximate.

**606.1305 – 31” W – Beam Guardrail, Mid – Way Splice Flared Terminal**

<b><u>Left</u></b>	<b><u>Right</u></b>
<b><u>Station</u></b>	<b><u>Station</u></b>
158+45	155+60

Locations are approximate.

**606.1306 – 31” W – Beam Guardrail, Mid – Way Splice Tangent Terminal**

<b><u>Right</u></b>
<b><u>Station</u></b>
16+75
18+25

Locations are approximate.

**CONSTRUCTION NOTES**

**606.353 – Reflectorized Flexible Guardrail Marker**

This item shall be used at all new guardrail end treatments, and other locations as determined by the Department.

**606.356 - Underdrain Delineator Post**

One post to be installed at 23+80 LT.

**609.31 - Curb Type 3**

**Left**

<b><u>Station</u></b>	<b><u>To</u></b>	<b><u>Station</u></b>
24+20		27+70

**613.319 – Erosion Control Blanket**

Locations shall be determined in the field by the Department.

**615.10 – Dirty Borrow**

Shall be used for disturbed areas on the project that are not considered a lawn area, as well as to back up the edge of shoulders. Placed at a nominal depth of 2 inches. Exact locations and uses to be determine in the field by the Department.

The Contractor shall start backing up the PMRAP within 14 days after the placement if there is a 3 inch or more drop off at the edge of the PMRAP. If less than 3 inches backup within 30 days.

**627.733 – 4 Inch Painted Pavement Marking Line, White or Yellow**

Final striping shall not commence until ten days have elapsed from the completion of the surface pavement and the must be completed within 20 days of the completion of surface pavement. Unless otherwise directed, failure to comply will result in a Traffic Control Violation.

Prior to final marking line application on the surface course, the contractor shall confirm and receive approval for marking line layout from the Department.

Once construction is complete, Maintenance of Traffic Control Devices (652.36) will not be paid while waiting to final stripe.

Once construction is complete, liquidated damages will not be charged while waiting to final stripe.

**CONSTRUCTION NOTES**

**Item 627.75 – White or Yellow Pavement & Curb Marking**

One stop bar that measures 2.0' x 20.0' at end of project at 193+63 RT. Refer to the Department's Striping Plan.

**Item 627.78 – Temporary 4 Inch Paint Pavement Marking Line White or Yellow**

Center lines and edge lines shall be painted on all matched pavement within one week.

Temporary edge lines shall be painted on all pavement layers within four weeks.

All temporary lines shall be painted prior to final striping

TOMs must be used on all pavement layers until temporary paint is applied.

TOMs must be removed before final striping.

TOMs removal will be addressed in the Traffic Control Plan.

**629 & 631 – Hand Labor & Equipment Rental**

These items shall be used to grade the inslope, ditches, and other areas to be directed by the Department.

The Pugmill will be located at the Maine DOT Waldoboro Maintenance Lot, Old Route 1, Waldoboro ME 04572 (44.110451N -69.318654W)

**652.35 – Construction Signs**

Two **Road Work Next 4 Miles** signs are required for this project.

**CROSS SLOPE SHEET**

Station	Centerline Markup (inch)	Left Lane %	Right Lane %
42+50	3.0		
42+00	2.5		
41+50	<b>2.0</b>	<b>-5.0%</b>	<b>3.0%</b>
41+00			
40+50			
40+00			
39+50			
39+00		<b>-3.0%</b>	
38+50			
38+00			
37+50			
<b>37+00</b>			
<b>34+50</b>	<b>2.0</b>		
<b>34+00</b>	<b>2.5</b>		
<b>30+50</b>	<b>2.5</b>		
<b>30+00</b>	<b>2.0</b>		
<b>23+50</b>	<b>2.0</b>		
23+00	1.5		
22+50	1.0		
22+00	0.5		
21+50	0.0		
21+00	-0.5		
20+50	-1.0		
<b>20+00</b>	<b>-1.5</b>		
<b>13+50</b>	<b>-1.5</b>	<b>-3.0%</b>	
13+00	-1.5	-2.0%	<b>-2.0%</b>
12+50	-3.0	1.0%	-3.0%
12+00	-2.0	3.0%	-5.0%
11+50	<b>-1.5</b>	-2.0%	-2.0%
11+00		-4.0%	-1.0%
10+50		<b>MATCH</b>	<b>MATCH</b>
10+00	<b>-1.5</b>	<b>MATCH</b>	<b>MATCH</b>

Station	Centerline Markup (inch)	Left Lane %	Right Lane %
<b>67+50</b>		<b>-3.0%</b>	
<b>61+50</b>			<b>-2.0%</b>
61+00			-1.0%
60+50			0.0%
<b>60+00</b>			<b>1.0%</b>
<b>58+50</b>			<b>1.0%</b>
58+00			0.0%
57+50			-1.0%
57+00			<b>-2.0%</b>
56+50			
56+00	<b>-2.0</b>		
55+50	-1.5		
55+00	-1.0		
54+50	-0.5		
54+00	0.0		
53+50	0.5		
53+00	1.0		
52+50	1.5		
<b>52+00</b>	<b>2.0</b>		
<b>50+50</b>			<b>-2.0%</b>
50+00			-1.5%
49+50			-1.0%
49+00			-0.5%
48+50			0.0%
48+00			0.5%
47+50		<b>-3.0%</b>	1.0%
4700		-3.5%	1.5%
46+50		-4.0%	2.0%
46+00		-4.5%	2.5%
<b>45+50</b>		<b>-5.0%</b>	<b>3.0%</b>
<b>43+50</b>	<b>2.0</b>		
43+00	2.5		

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2. All Milled sections will be covered by the minimum 2" (uncompacted) final lift of PMRAP. Some mill sections may require PMRAP or HMA spot shims as directed by the Department.

**CROSS SLOPE SHEET**

Station	Centerline Markup (inch)	Left Lane %	Right Lane %
89+50		<b>2.0%</b>	
89+00		1.0%	
88+50		0.0%	<b>-3.0%</b>
88+00		-1.5%	-2.0%
87+50		-3.0%	-1.0%
87+00		-3.0%	0.0%
86+50		-4.0%	2.0%
<b>86+00</b>		<b>-5.0%</b>	<b>4.0%</b>
<b>85+00</b>		<b>-5.0%</b>	<b>4.0%</b>
84+50		-4.0%	3.0%
84+00	<b>2.0</b>	<b>-3.0%</b>	2.0%
83+50	1.5		0.0%
83+00	1.0		<b>-2.0%</b>
82+50	0.5		
82+00	0.0		
81+50	-0.5		
81+00	-1.0		
80+50	-1.5		
80+00	<b>-2.0</b>		
79+50			
79+00		<b>-3.0%</b>	
78+50		-2.0%	
78+00		-0.5%	
7750		0.5%	
77+00		2.0%	<b>-2.0%</b>
76+50		3.5%	-3.5%
<b>76+00</b>		<b>5.0%</b>	<b>-5.0%</b>
<b>70+50</b>		<b>5.0%</b>	<b>-5.0%</b>
70+00		3.5%	-3.5%
69+50		2.0%	-3.0%
69+00		0.5%	<b>-3.0%</b>
68+50		-0.5%	
68+00		-2.0%	

Station	Centerline Markup (inch)	Left Lane %	Right Lane %
120+50			2.0%
120+00			1.0%
119+50			0.0%
119+00		<b>-3.0%</b>	-1.0%
118+50		-2.0%	-2.0%
118+00		0.0%	-3.0%
117+50		2.0%	-3.0%
<b>117+00</b>		<b>4.0%</b>	<b>-4.0%</b>
<b>116+00</b>		<b>4.0%</b>	<b>-4.0%</b>
115+50		2.0%	<b>-3.0%</b>
115+00		0.0%	
<b>114+50</b>		<b>-2.0%</b>	
<b>113+50</b>		<b>-2.0%</b>	
113+00		-2.5%	
<b>112+50</b>		<b>-3.0%</b>	
<b>110+50</b>	<b>-2.0</b>		
110+00	-1.5		
109+50	-1.0		
109+00	-0.5		
108+50	0.0		
108+00	0.5		
107+50	1.0		
107+00	1.5		
<b>106+50</b>	<b>2.0</b>		
<b>93+00</b>	<b>2.0</b>		
92+50	<b>2.5</b>		
92+00		<b>-3.0%</b>	
91+50	<b>2.5</b>	-1.5%	
91+00	<b>2.0</b>	0.0%	
90+50		1.0%	
90+00		2.0%	

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CROSS SLOPE SHEET

Station	Centerline Markup (inch)	Left Lane %	Right Lane %
150+00	2.0	-3.0%	
149+50	1.5	-2.0%	-2.0%
149+00	1.0	-1.0%	-3.0%
148+50	0.5	0.0%	
148+00	0.0	1.0%	
147+50	-0.5	2.0%	
147+00	-1.0	3.0%	-3.0%
146+50	-1.5	4.0%	-4.0%
146+00	-2.0		-5.0%
144+00			-5.0%
143+50		4.0%	-4.0%
143+00		3.0%	-3.0%
142+50		2.0%	
142+00		1.0%	
141+50		0.0%	
141+00		-1.0%	
140+50		-2.0%	
140+00		-3.0%	
131+00		-3.0%	
130+50		-2.0%	
130+00		-1.0%	-3.0%
129+50		0.0%	-2.0%
129+00		-1.0%	
128+50		-2.0%	
128+00		-3.0%	
126+00			-2.0%
125+50			-1.0%
125+00			0.0%
124+50			1.0%
124+00			2.0%
123+50			3.0%
121+00			3.0%

Station	Centerline Markup (inch)	Left Lane %	Right Lane %
196+63	-1.5	MATCH	MATCH
193+50	-1.0	MATCH	MATCH
190+00	2.0	-3.0%	-3.0%
185+50		-3.0%	
185+00		-2.5%	
184+50		-2.0%	
174+00		-2.0%	
173+50		-2.5%	
173+00		-3.0%	
171+00	2.0		
170+50	2.5		
170+00	3.0		
169+50	2.5		-3.0%
169+00	2.0		-2.0%
162+00			-2.0%
161+50			-1.0%
161+00			0.0%
160+50			1.0%
160+00			2.0%
159+50		-3.0%	3.0%
159+00		-4.0%	4.0%
158+50		-5.0%	5.0%
153+00			5.0%
152+50		-5.0%	4.0%
152+00		-4.0%	3.0%
151+50		-3.0%	1.0%
151+00			-1.0%
150+50			-2.0%

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