



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

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

May 01, 2025  
Subject: Cold In-place Recycle  
WIN: 025707.00  
Location: **Greenville & Abbot**  
**Amendment No. 1**

Dear Sir/Ms.:

Please make the following changes to the bid book:

**REMOVE**, Page 3 of 8, "Typical Sections-4" COLD IN-PLACE RECYCLED" and **REPLACE** with attached revised Page 3 of 8, "Typical Sections-4" COLD IN-PLACE RECYCLED" 1 Page.

**REMOVE**, page 155 & 156 , "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT", dated 04/11/2025 and **REPLACE** with attached revised " , "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT", 2 pages, dated 04/18/2025.

**REMOVE**, page 54 thru 64, "CONSTRUCTION NOTES", dated 04/02/2025 and **REPLACE** with attached revised "CONSTRUCTION NOTES", 11 pages, dated 04/30/2025.

**REMOVE**, page 65, "CROSS SLOPE SHEET", dated 04/02/2025 and **REPLACE** with attached revised "CROSS SLOPE SHEET", 25 pages, dated 04/18/2025.

The following questions have been received:

**Question:** Will the Department add a common excavation item for the removal of frost susceptible soil listed on sheet 7 to 8 for typical details?

**Response:** The removal of frost susceptible soil listed on sheet 7 to 8 for typical details will be paid under equipment rental items.

**Question:** How will the 5" of millings be paid for in item 205.412, or is it considered incidental to the item? Does the 5" of millings need to be screened before utilization for the shoulder reconstruction, or can the material be directly utilized out of the stockpile?

**Response:** Please see the revised Construction Notes dated 4/19/25. The placement, compaction, and grading of the 5” of millings will be considered incidental to the 205.412 Item.

**Question:** Reviewing Typical Detail 1 of 8 on page 18 and Typical Detail 2 of 8 on page 19 for Milling and Paving, is the intent to just mill and pave the main line, or the shoulders being milled as well? If the main line only is intended, then will the areas be milled to slope or depth to ensure that an adequate edge can be matched with a sufficient depth?

**Response:** Please see the added slope sheets. Shoulders will be treated to the full width of the segment as specified in the typical. Shoulders may or may not be premilled depending on their condition. The Department has identified areas that the shoulder may be milled and have included these locations on the slope sheets. Exact locations will be determined by the Department during milling operations and may be adjusted based on touch down points during travelway milling operations.

**Question:** Will the General Contractor receive slope sheets for each operation, or will the slope sheets provided at the preconstruction meeting be the only set of slopes for the entire project? In previous projects, there was a set of slopes for the premilling operation, then a revised slope sheet for CIPR operation, and then a revised slope sheet for shimming operation?

**Response:** Please see the added slope sheets. Slope sheets are for milling, CIPR, and shimming operations. CIPR and shim slopes sheets may be corrected prior to operations by the Department based on in-situ geometry created by the previous operation.

**Question:** If it is discovered from the CIPR process that the desired slopes are not met, rutting or raveling is present in the product in the roadway, will the Department participate in paying for all of the shim necessary to correct this, or is this at the risk of the General Contractor?

**Response:** The intent of the CIPR is to correct slope deficiencies up to 1% in isolated areas post milling. If slope correction cannot be achieved and is due to a lack of material due to road conditions post milling, the cost of spot shimming will be the responsibility of the Department. If the slope correction is not achieved due to equipment failure, the Contractor will be responsible for any costs associated with the correction. The Department may adjust cross slope post CIPR and prior to shimming to better match the in-situ conditions post CIPR.

Repairs due to the rutting or raveling of the product will not be the responsibility of the Department.

**Question:** Is it the intention of the Department to treat the shoulders as shown in Typical Detail 3 of 8 on page 40 with CIPR? If shoulders are to be treated, will the same mix design be utilized, or will it be adjusted because of less material on the shoulders? Will all guardrail need to be removed before completing the CIPR, so that the guardrail areas can be treated by the CIPR operation, and if so, how will the removal and installation of guardrails be paid for?

**Response:** Please see revised typical 3. The intention is to treat the shoulders with CIPR and to use RAP material salvaged from the project to a consistent width of 4' and depth of 5". A different design will not be required for the shoulder work as the treatment depth does not change. However, if mutually agreed upon, field adjustments to the injection rates may occur based on the produced product as permitted by the 311 Special Provision. Areas beyond the limits of the CIPR will be graded to allow for a minimum of 3" of HMA as Directed by the Department. All guardrail will be removed and replaced within the scope of this Contract.

**Question:** Per spec 424, the special provision states that "shown in drawings" Please advise what page and location the work will be done

**Response:** Specific of locations of Spec 424 Asphaltic Recreational Crossings can be found in the construction notes

**Question:** Will the Department reconsider the payment width for item 205.412 and increase the width to 5 feet plus half the width of the 3:1 slope to have adequate room to pave a 4-foot shoulder with fully compacted materials below it?

**Response:** The pay item 205.412 will be paid at 4ft of width as per the detail sheet.

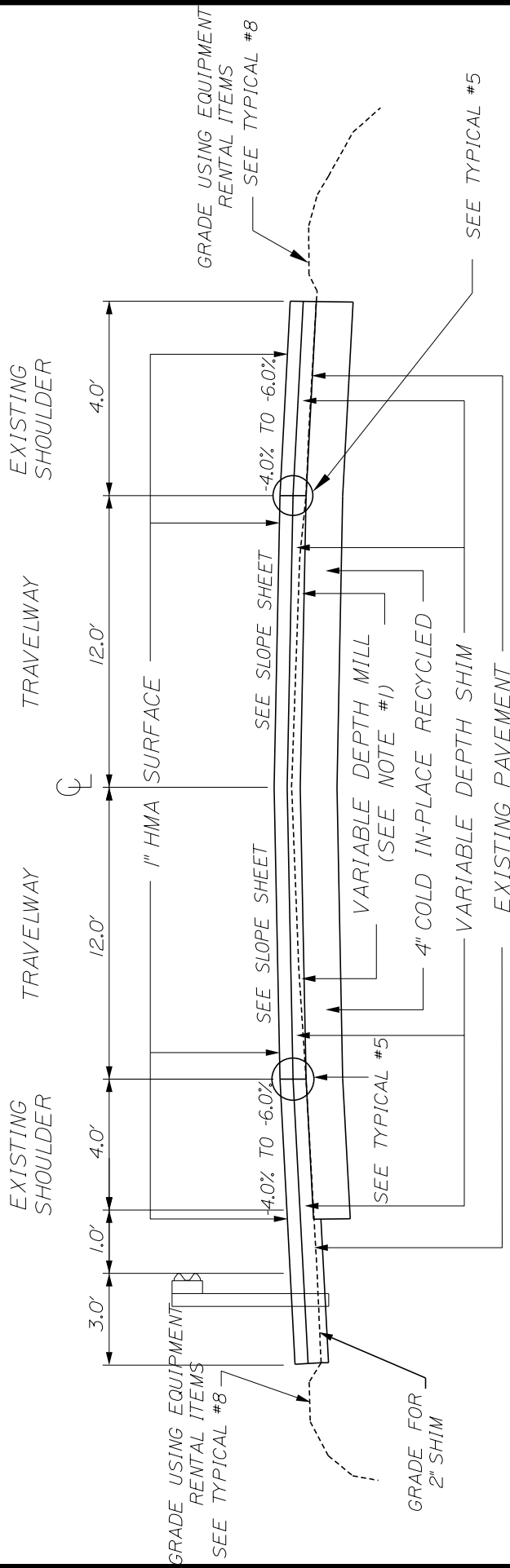
Consider these changes and information prior to submitting your bid on **May 07, 2025.**

Sincerely,



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

# 4" COLD IN-PLACE RECYCLED



**STATION TO STATION**

- 136+00 - 226+50
- 226+50 - 258+50 LT
- 258+50 - 752+00
- 783+75 - 1104+55
- 1106+90 - 1143+55

NOTE #1  
MILL DEPTH AT CENTER TO BE PROVIDED BY THE DEPARTMENT PRIOR TO MILLING.

NOTE #2  
SEE ITEM 202.20241 IN CONSTRUCTION NOTES FOR NARROWING EXISTING SHOULDERS WIDER THAN 4.0'

GREENVILLE - ABBOT  
ROUTE 6/15

**TYPICAL SECTIONS**

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
**2570700**      HIGHWAY PLANS

NOT TO SCALE

SHEET NUMBER  
3 OF 8

**WIN 25707.00**

**SPECIAL PROVISION**  
**SECTION 403**  
**HOT MIX ASPHALT**

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<b><u>1" HMA Overlay w/ Variable Depth Shim</u></b>					
<b><u>CIPR Travel Lane, Truck Lane, Shoulders &amp; Side Roads (As Indicated)</u></b>					
Wearing	9.5 mm	403.21041	1"	1	2,4,10,20,22,24,25,26,30,43
Shim	9.5 mm	403.2111	variable	1/more	2,4,10,20,26,30,41
<b><u>Variable Depth Mill &amp; 1" HMA Overlay w/ Variable Depth Shim</u></b>					
<b><u>Bridge Deck (#5725) - 1 1/2" Mill &amp; 1" HMA Overlay w/ Variable Depth Shim</u></b>					
<b><u>Travelway &amp; Shoulders (As Indicated)</u></b>					
Wearing	9.5 mm	403.21041	1"	1	2,4,10,20,22,24,25,26,30,43
Shim	9.5 mm	403.2111	variable	1/more	2,4,10,20,26,30,41
<b><u>Variable Depth Mill (3") &amp; 1" HMA Overlay w/ Variable Depth Shim and Base</u></b>					
<b><u>Sta 26+00 to 34+23 - Travelway &amp; Shoulders (As Indicated)</u></b>					
Wearing	9.5 mm	403.21041	1"	1	2,4,10,20,22,24,25,26,30
Shim	9.5 mm	403.2111	variable	1/more	2,4,10,20,26,30,41
Base	12.5 mm	403.213	1 1/2"	1	4,10,24
<b><u>Spot Shims (As Directed)</u></b>					
Shim	9.5 mm	403.2111	variable	1/more	2,4,10,20,30
<b><u>Pipe Cross Trench Areas (As Indicated or Directed)</u></b>					
Base	12.5 mm	403.213	6"	2/more	4,10,30,34,51
<b><u>CB/Structure Adjustment Areas (As Indicated or Directed)</u></b>					
Base	12.5 mm	403.213	6" or Match	2/more	4,10,30,32
<b><u>Drives, Misc. (As Directed)</u></b>					
Wearing	9.5 mm	403.209	1-2"	1/more	3,20,30,32

**COMPLEMENTARY NOTES**

2. The required PGAB shall be a storage-stable, homogeneous, polymer modified asphalt binder that meets **PG 64E-28** grading requirements in AASHTO M 332. All polymer modified asphalt grades utilized on the Project shall be treated with an approved liquid anti-strip. PG binders shall be treated either at the asphalt source terminal with the required dose rate on the delivery documentation, or at the hot mix asphalt plant utilizing a system integrated with the plants controls that will introduce a minimum 0.50 percent anti-strip by weight of asphalt binder used unless a rate is otherwise recommended by the anti-strip manufacturer. The PGAB and anti-strip blend shall meet the **PG 64E-28** requirements. The Contractor shall provide supporting test data showing the PGAB and anti-strip blend meet the required criteria.
3. The design traffic level for mix placed shall be <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **65 gyrations**.
4. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **65 gyrations**.
10. Section 106.6 Acceptance, (2) **Method D** as specified Section 401.21 - Quality Assurance Methods B and D. The Contractor may request a contract modification to change to testing method "C" prior to work starting on this item.

**Greenville - Abbot**  
**25707.00**  
**Route 6**  
**Cold In Place Recycle**  
**1" HMA Overlay, 1 ½" Mill & Fill**  
**REVISED April 18, 2025**

20. The combined aggregate gradation required for this item shall be classified as a 9.5mm Thin Lift Mixture (TLM) mixture, using the Aggregate Gradation Control Points as defined in 703.09.
22. The final pavement surface shall be evaluated for smoothness in accordance with the most current 400 Special Provision section 402 – Pavement Smoothness. Acceptance limits shall be as outlined under the **Level II** classification.
24. See Special Provision 401 - HMA with Fine Micro-Deval Requirement for project specifics.
25. See Special Provision 401 - Thin Lift Surface Treatment for project specifics.
26. The Contractor may, at their option, use a Material Transfer Vehicle (MTV) for **all mainline travelway and adjacent shoulders surface course** if paved in the same operation. See Special Provision 401 – Material Transfer Vehicle for specifics.
30. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
32. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **3-5 ton** vibratory roller. Areas less than 2 feet wide shall be compacted with a minimum of a **150 pound** plate compactor. An approved release agent is required to ensure the mixture does not adhere to hand tools, rollers, pavers, and truck bodies. The use of petroleum based fuel oils, or asphalt stripping solvents will not be permitted.
34. The Contractor shall saw cut at a consistent width to allow transverse rolling of the pipe cross trench. When applicable, a **10 ton** roller will be required. In areas inaccessible to a **10 ton** roller, compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **3-5 ton** vibratory roller. The **minimum width of the trench shall be 5 feet** to accommodate a **3-5 ton** vibratory roller. An approved release agent is required to ensure the mixture does not adhere to hand tools, rollers, pavers, and truck bodies. The use of petroleum based fuel oils, or asphalt stripping solvents will not be permitted. Payment for additional milling or saw cutting required shall not be considered directly, but instead shall be considered incidental to the paving items.
41. The entire HMA shim layer shall be completed before winter suspension. Any shim HMA placed after the seasonal limitations shall be considered temporary and removed and replaced the following construction season. The Department will not be responsible for costs or time related to the placement, removal or replacement of temporary pavement.
43. The Department shall profile railroad and bridge approaches every 10 feet along the roadway center line and edge of travelways, out to a match point at a minimum of 75 feet from the structure, to determine the approach pavement taper, elevations, and pavement removal or shim requirements. This work shall be accomplished in cooperation with the Contractor by means of conventional surveying equipment or blocking and string lines as cooperatively determined by the Contractor and Department. At minimum, the survey work will be completed 10 days prior to milling and/or paving operations.
51. The maximum depth for each layer of 12.5 mm base shall not exceed 3”.

Tack Coat

A tack coat of emulsified asphalt, RS-1, RS-1h, CRS-1 or CRS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.030 gal/yd<sup>2</sup>, and on milled pavement approximately 0.05 gal/yd<sup>2</sup> prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.030 gal/yd<sup>2</sup>. Tack used will be **paid for at the contract unit price** for Item 409.15 Bituminous Tack Coat.

**CONSTRUCTION NOTES**

**202.202 Removing Pavement Surface**

Millings will remain on the project and used for shoulder reconstruction locations, mainline shim prior to CIPR process and to back up drives, entrances and shoulders as directed. Any remaining millings will become the property of the contractor. The hauling and stockpiling of the millings will be considered incidental to the 202.202 item.

**202.20241 Removing Pavement Surface – 4 Foot Drum (Hourly)**

<u>Station – Station (LT)</u>	<u>Station – Station (RT)</u>
136+00 – 323+50	136+00 – 226+75
1054+50 – 1100+00	264+00 – 323+50
1110+00 – 1123+50	1054+50 – 1100+00
1129+50 – 1143+55	1109+50 – 1127+00
	1129+50 – 1143+55

To be used for reducing the shoulder width to 4.0'. Existing shoulders in guardrail and curb areas will not be reduced. The existing shoulder width is approximately 8.0'.

Material removed to become property of contractor and shall not be incorporated into any locations where CIPR treatment is applied.

**202.203 Pavement Butt Joints**

- Station
- 1143+55 End Section 1
- 1285+75 Begin Section 2
- 1315+19 End Section 2

Side roads, paved drives, and other locations as determined by the Resident.

## CONSTRUCTION NOTES

### **205.412 Reconstruction of Existing Shoulder**

<u>Station – Station (LT)</u>	<u>Station – Station (RT)</u>
475+50 – 483+00	226+50 – 258+50
489+00 – 511+00	482+75 – 509+50
514+00 – 561+00	514+00 – 680+50
569+25 – 571+33	684+25 – 752+00
583+50 – 587+25	783+80 – 877+50
596+60 – 598+00	881+25 – 895+00
604+50 – 680+50	897+00 – 914+00
683+00 – 782+00	916+75 – 1036+00
783+80 – 877+50	1043+00 – 1054+50
882+75 – 895+00	
906+50 – 914+00	
918+00 – 1036+00	
1043+00 – 1054+50	

The final 5” of RAP will be sourced from the salvaged material stockpiled during milling operations (Item 202.202) and will be processed such that the material contains no particles greater than 2” in any direction. Millings will be placed on the shoulder prior to CIPR operations. Hauling, placement, grading, and compaction of the millings will be considered incidental to the 205.412 item.

### **310.103 Aggregate Subbase - Gravel (Truck Measure)**

To be used in driveways and side roads where the depth of the material exceeds 4 inches.

To be used as backfill for all culvert taper locations as per Typical 9.

### **403.209 Hot Mix Asphalt 9.5mm (Sidewalks, Drives, Islands, & Incidentals)**

A 3-foot paved lip shall be placed at all unpaved driveways.

A 6-foot paved lip shall be placed on all unpaved side roads and recreational trail crossings.

No paved lip will be placed on woods/field entrances unless one already exists.

**CONSTRUCTION NOTES**

**403.21041 Hot Mix Asphalt 9.5mm -Polymer Modified**

Side Roads

<u>Station (LT)</u>	<u>Width (FT)</u>	<u>Station (RT)</u>	<u>Width (FT)</u>
735+75	27	270+00	40
1091+70	35	286+65	60
1112+00	40	320+30	20
		409+00	27
		983+80	17
		1091+70	11

**411.10 Untreated Aggregate Surface Course (Truck Measure)**

To be used for driveway/entrance backup as directed by the Resident. Millings salvaged on project to be utilized prior to hauling in additional material.

**424.22 Asphalt Rubber Crack Sealer Type 2 – Applied**

Station – Station  
10+75 – 34+23  
35+85 – 136+00  
752+00 – 783+75  
1285+75 – 1315+19

Notes:

- To be applied on the travelway and transverse cracks on the shoulders.
- To be applied after milling.

**CONSTRUCTION NOTES**

**424.381 Asphaltic Recreational Crossings, 1.25 Inch Depth**

<u>Station</u>	<u>Length (FT)</u>	<u>Width (FT)</u>
40+88	8	32
742+50	8	32
1069+60	8	32

Note:

- Dimensions are approximate. Actual dimensions will be determined by the Resident.

**603.16 15 Inch Culvert Pipe Option I**

<u>Station (LT)</u>	<u>Length (LF)</u>	<u>Station (RT)</u>	<u>Length (LF)</u>
483+00	60	148+59	60
		489+12	60
		1077+84	60
		1080+82	60
		1127+42	60

**603.17 18 Inch Culvert Pipe Option I**

<u>Station (LT)</u>	<u>Length (LF)</u>	<u>Station (RT)</u>	<u>Length (LF)</u>
1036+05	60	680+87	60
		684+25	60

**CONSTRUCTION NOTES**

**603.179 18 Inch Culvert Pipe Option III**

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
562+88	80	XC-111014	Lat: 45.33165, Long: -69.53777
616+12	72	XC-111001	Lat: 45.31838, Long: -69.53364
635+70	67	XC-111000	Lat: 45.31321, Long: -69.53164
638+45	69	XC-110997	Lat: 45.31258, Long: -69.53104
701+07	65	XC-110987	Lat: 45.29998, Long: -69.51454
709+93	62	XC-110985	Lat: 45.29825, Long: -69.51212
715+38	89	XC-110984	Lat: 45.29721, Long: -69.5106
731+67	60	XC-110981	Lat: 45.29388, Long: -69.50638
745+61	60	XC-110978	Lat: 45.29047, Long: -69.50436
834+90	64	XC-116611	Lat: 45.2682, Long: -69.49786
847+75	68	XC-116610	Lat: 45.26474, Long: -69.49692
979+60	78	XC-115643	Lat: 45.229318, Long: -69.486635
1074+40	78	XC-1000032	Lat: 45.208576, Long: -69.464381

**603.19 24 Inch Culvert Pipe Option I**

<u>Station (RT)</u>	<u>Length (LF)</u>
914+18	60

**603.199 24 Inch Culvert Pipe Option III**

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
649+70	92	XC-110995	Lat: 45.31017, Long: -69.5283
735+26	70	XC-110980	Lat: 45.29313, Long: -69.50548
826+92	75	XC-116612	Lat: 45.27033, Long: -69.49858

**603.219 36 Inch Culvert Pipe Option III**

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
172+36	105	XC-171129	Lat: 45.41528, Long: -69.59545

**603.2390 48 Inch Culvert Pipe Option III**

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
602+09	75	XC-111003	Lat: 45.322220, Long: -69.533910

**CONSTRUCTION NOTES**

**603.471 60 Inch Reinforced Concrete Pipe Class V**

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
905+09	77	XC-116604	Lat:45.249340, Long: -69.492430

**603.55 Concrete Pipe Ties**

<u>Station</u>	<u>Asset ID</u>	<u>(GP)</u>
278+90 (Outlet only)	XC-171097	1
485+87 (Inlet & Outlet)		2
905+09 (Inlet & Outlet)	XC-116604	4
1006+78 (Outlet Only)	XC-115639	1

Notes:

- To be used on the last joint on each end of an existing cross pipe.
- Any excavation required will be paid under Item 631.12.

**603.7418 Remove & Relay 18 Inch Concrete Pipe**

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
1006+78	8	XC-115639	Lat: 45.223300, Long: -69.480573

**603.7442 Remove & Relay 42 Inch Concrete Pipe**

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
278+90	8	XC-171097	Lat: 45.386410, Long: -69.597060

**604.18 Adjusting Manhole or Catch Basin to Grade**

<u>Station (LT)</u>	<u>Station (RT)</u>
1304+10	221+08
1306+00	223+80
	1291+95

Undetermined Locations: 3

CONSTRUCTION NOTES

**606.1301 – 31” W-Beam Guardrail, Mid-Way Splice-Single Faced; 606.1303 – 31” W-Beam Guardrail, Mid-Way Splice-15’ Radius and Less; 606.1304 – 31” W-Beam Guardrail, Mid-Way Splice-Over 15’ Radius; 606.1305 – 31” W-Beam Guardrail, Mid-Way Splice-Flared Terminal; 606.1306 – 31” W-Beam Guardrail, Mid-Way Splice Tangent Terminal**

LT

150+38 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 150+38 to 155+88 Guardrail (550’); 155+88 Ahd Tangent Terminal  
216+19.5 Bk Flared Terminal 216+19.5 to 226+07 Guardrail (987.5’); 226+07 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)  
355+47.5 Bk Flared Terminal; 355+47.5 to 357+47.5 Guardrail (200’); 357+47.5 Ahd Flared Terminal  
483.37.5 Bk Flared Terminal; 483+37.5 to 488+75 Guardrail (537.5); 488+75 Ahd Flared Terminal  
517+21.5 Bk Flared Terminal; 517+21.5 to 546+96.5 Guardrail (2975); 546+96.5 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)  
547+25 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 547+25 to 568+00 Guardrail (2075’); 568+00 Ahd Flared Terminal  
571+33 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 571+33 to 583+58 Guardrail (1225’); 583+58 Ahd Flared Terminal  
587+15.5 Bk Flared Terminal; 587+15.5 to 596+53 Guardrail (937.5’); 596+53 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)  
597+87 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5); 597+87 to 604+12 Guardrail (625); 604+12 Ahd Flared Terminal  
608+93 Bk Flared Terminal; 608+93 to 613+68 Guardrail (475’); 613+68 Ahd Flared Terminal  
680+64.5 Bk Flared Terminal; 680+64.5 to 683+39.5 Guardrail (275’); 683+39.5 Ahd Tangent Terminal  
698+62 Bk Flared Terminal; 698+62 to 712+37 Guardrail (1375’); 712+37 Ahd Flared Terminal  
878+96.5 Bk Tangent Terminal; 878+96.5 to 882+09 Guardrail (312.5’); 882+09 Ahd Flared Terminal  
895+72 Bk Flared Terminal; 895+72 to 906+09.5 Guardrail (1037.5); 906+09.5 Ahd Flared Terminal  
914+18 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 914+18 to 918+43 Guardrail (425’); 918+43 Ahd Flared Terminal

CONSTRUCTION NOTES

**606.1301 – 31” W-Beam Guardrail, Mid-Way Splice-Single Faced; 606.1303 – 31” W-Beam Guardrail, Mid-Way Splice-15’ Radius and Less; 606.1304 – 31” W-Beam Guardrail, Mid-Way Splice-Over 15’ Radius; 606.1305 – 31” W-Beam Guardrail, Mid-Way Splice-Flared Terminal; 606.1306 – 31” W-Beam Guardrail, Mid-Way Splice Tangent Terminal**

**(Continued)**

LT

1036+42.5 Bk Flared Terminal 1036+42.5 to 1040+05 Guardrail (362.5’); 1040+05 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)  
1041+00 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 1041+00 to 1042+62.5 Guardrail (162.5’); 1042+62.5 Ahd Flared Terminal  
1062+25 Bk Flared Terminal; 1062+25 to 1066+25 Guardrail (400’); 1066+25 Ahd Flared Terminal  
1100+18 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 1100+18 to 1104+68 Guardrail (450’); 1104+68 Attach to Bridge Rail  
1107+30 Attach to Bridge Rail; 1107+30 to 1109+55 Guardrail (225’); 1109+55 Ahd Flared Terminal  
1123+63 Bk Flared Terminal; 1123+63 to 1129+00.5 Guardrail (537.5’); 1129+00.5 Ahd Flared Terminal

RT

148+94.5 Bk Flared Terminal; 148+94.5 to 150+44.5 Guardrail (150); 150+44.5 Ahd Flared Terminal  
216+05 Bk Flared Terminal; 216+05 to 226+55 Guardrail (1050’); 226+55 Ahd Flared Terminal  
355+73.5 Bk Flared Terminal; 355+73.5 to 357+61 Guardrail (187.5’); Ahd Tangent Terminal  
631+18 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 631+18 to 631+68 Guardrail (50’); 631+68 Ahd Flared Terminal  
681+24.5 Bk Flared Terminal; 681+24.5 to 683+87 Guardrail (262.5’); 683+87 Ahd Flared Terminal  
878+31.5 Bk Flared Terminal; 878+31.5 to 880+69 Guardrail (237.5’); 880+69 Ahd Flared Terminal  
895+37.5 Bk Flared Terminal; 895+37.5 to 896+25 Guardrail (87.5’); 896+25 Ahd Flared Terminal  
914+56 Bk Flared Terminal; 914+56 to 916+18.5 Guardrail (162.5’); 916+18.5 Ahd Flared Terminal  
1036+53 Bk Flared Terminal; 1036+53 to 1042+28 Guardrail (575’); 1042+28 Ahd Flared Terminal  
1060+59.5 Bk Flared Terminal; 1060+59.5 to 1066+34.5 Guardrail (575’); 1066+34.5 Ahd Flared Terminal  
1078+20.5 Bk Flared Terminal; 1078+20.5 to 1080+58 Guardrail (237.5’); 1080+58 Ahd Flared Terminal  
1100+00 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 1100+00 to 1104+25 Guardrail (425’); 1104+25 Attach to Bridge Rail

**CONSTRUCTION NOTES**

1107+00 Attach to Bridge Rail; 1107+00 to 1108+75 Guardrail (175'); 1108+75 Ahd Flared Terminal  
 1127+80 Bk Flared Terminal; 1127+80 to 1129+55 Guardrail (175'); 1129+55 Ahd Flared Terminal

**606.356 Underdrain Delineator Post**

<u>Station</u>	<u>Station</u>	<u>Station</u>	<u>Station</u>	<u>Station</u>
49+89	343+50	591+20	721+68	995+55
61+10	376+59	593+58	725+05	1001+45
80+93	384+75	596+50	735+26	1006+78
87+95	410+55	599+27	741+93	1014+39
99+10	420+18	602+09	745+61	1022+15
105+73	430+20	610+62	751+00	1026+02
109+05	475+35	616+12	814+13	1029+50
114+58	531+30	635+70	819+39	1041+81
122+86	533+67	638+45	826+92	1054+18
128+20	536+34	640+70	834+90	1063+96
154+20	539+18	649+70	847+75	1070+76
159+90	542+92	665+05	900+90	1075+27
172+36	551+50	686+58	905+09	1080+50
194+50	554+62	691+30	917+97	1086+76
232+10	558+62	697+05	925+40	1091+20
263+65	562+88	701+07	942+43	1138+29
278+90	581+50	705+10	970+08	1308+93
290+80	585+15	709+93	979+60	
338+58	588+50	715+38	984+27	

Note:

- These locations are cross pipe outlets

**627.310 8 Inch Shoulder Pavement Marking Line, White**

Station - Station (LT)

565+67 – 572+50

Station - Station (RT)

402+81 – 412+23

511+75 – 517+34

**CONSTRUCTION NOTES**

**627.733 4” White or Yellow Painted Pavement Marking Line**

Center and edge lines shall be painted on all matched pavement within one week. Center line TOMs may be utilized until final striping and will be considered incidental to the contract.

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

<u>Station (LT)</u>	<u>Station (RT)</u>
19+25 – 20+00 (Crosswalk)	248+00 (Truck Lane Merge Arrow)
	244+38 (Truck Lane Merge Arrow)

**627.78 Temporary 4 Inch Painted Pavement Marking Line, White or Yellow**

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

Temporary center and edge lines will require one coat on the shim layer.

Truck lane must be striped daily on all matched pavement layers.

A temporary center line is not required on the CIPR for up to 14 calendar days. If the CIPR is not covered within the 14 calendar days, a temporary center line shall be painted. This center line stripe will be incidental to Item 311.34.

Milled surfaces must be striped daily on all matched pavement layers.

## CONSTRUCTION NOTES

### 631 Equipment Rental Items

To be used for grading existing material to back up pavement, cleaning existing ditches, and other miscellaneous activities as directed by the Resident.

To be used for excavation at cross culverts in frost susceptible soils at the locations listed on Typical Sections Sheet 7.

To be used for cleaning the following cross pipes as soon as work begins to determine if additional replacements need to be added to this contract.

- Cross culvert XC - 169726 at approximately Station 751+70 (Lat: 44.60248, Long: -69.94205) needs to be located and cleaned for inspection. (Locate and clean)
- Cross culvert XC - 169734 at Station 769+70 (Lat: 44.60379, Long: -69.94862) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169746 at Station 780+38 (Lat: 44.60581, Long: -69.95150) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169736 at Station 796+20 (Lat:44.60839, Long: -69.95637) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169748 at Station 806+60 (Lat:44.61002, Long: -69.95969) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169752 at Station 852+10 (Lat:44.61711, Long: -69.97373) needs to be located and cleaned for inspection. (Clean Only)

### 652.35 Construction Signs

Two “**Road Work Next 22 Miles**” signs are required for this project.

## SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
48+50						-5.0	140+00				-2.5		
48+00						-4.0							
46+00		-2.50					136+00			-1.00			
45+50		-2.00					135+50			-1.50			
45+00		-1.00					123+50				-2.5		-5.0
44+50		0.00					123+00				-1.0		-4.0
44+00		1.50					122+50				0.0		-3.0
43+50		2.00					122+00				1.5		-2.0
42+50		2.00					121+50				2.0		
42+00		1.50					118+50				2.0		-2.0
41+50		0.00					118+00				1.5		-3.0
41+00		-1.00					117+50				0.5		-4.0
40+50		-2.50					117+00				-0.5		-5.0
36+50					-3.0		116+50				-1.5		
36+00	-4.00	-2.50			-2.0	-4.0	116+00				-2.5		
35+85	Match	Match	-1.50	Match		Match	97+00		-3.0				
35+00	Skip Bridge							96+50		-2.0			
34+23	Match	Match	-3.00	Match		Match	96+00		-1.0				
34+00	-4.00	-2.50			-2.0	-4.0	95+50		0.0				
33+50		-2.50			-2.0		95+00		1.0				
33+00		-3.00			-1.5		87+00		1.0				
32+50					-1.0		86+50		0.5				
32+00					0.0		86+00		-0.5				
31+50					1.0		85+50		-1.5				
31+00					2.0		85+00		-2.5				
27+00			-3.00	2.0			66+00		-2.5		-2.5		
26+50			-2.00	1.0			65+50		-1.5		-3.5		
26+00			-1.50	0.5			65+00		0.0		-4.0		
25+50					-1.0		64+50		1.5		-5.0		
25+00					-2.5		64+00		2.0				
20+50						-4.0	59+50		2.0				
20+00						-5.0	59+00		0.5		-5.0		
11+50			-1.50				58+50		-0.5		-4.0		
11+00		-3.0	-0.75	-2.5			58+00		-2.0		-3.0		
10+50	-4.0	-2.5	-0.75	-2.0		-5.0	57+50		-2.5				
10+00	Match	Match	-1.50	Match		Match							

1. Shoulder areas shaded in gray are gravel and do not require milling prior to CIPR.

## SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
228+00	-2.0	2.0		-3.0	-3.0		299+50			-1.00			
227+50				-4.0	-4.0		299+00			-1.50			
227+00			-1.00										
226+50			-1.50		-4.0	-4.0	280+00			-1.50	1.5		-2.0
226+00					Begin		279+50			-1.00	1.0		-3.0
							279+00			-0.50	0.0		-4.0
225+00						-4.0	278+50		-3.5		-1.0		-5.0
224+50						-5.0	278+00		-2.5		-2.0		
207+00		2.0	-1.50				267+50			-0.50			
206+50		1.0	-1.00				267+00			-1.00			
206+00		0.0		-4.0									
205+50	-2.0	-1.0		-3.0			264+50					End	
205+00	-3.0	-2.0		-2.5			264+00					-4.0	
204+50	-4.0	-2.5					263+50					-3.5	
							263+00					-3.0	
193+50				-2.5			262+50					-2.5	
193+00				-2.0			262+00					-2.0	
186+00				-2.0			259+50				-2.0		-5.0
185+50		-2.5		-1.0			259+00		-2.5		-1.0	-2.0	-4.0
185+00		-3.0		-0.5		-5.0	258+50		-3.5		0.0	0.0	-3.0
184+50	-4.0	-4.0		0.5		-4.0	258+00		-4.0		1.0	1.0	
184+00	-5.0	-5.0		1.0		-3.0	257+50				2.0	2.0	
183+50	-6.0	-6.0	-1.00	2.0		-2.0							
183+00			-1.50	3.0			253+00					2.0	
182+50			-2.00	4.0			252+50					1.5	
178+00				4.0		-2.0	247+00					1.5	
177+50	-6.0	-6.0		2.5		-3.0	246+50					0.0	
177+00	-5.0	-5.0		1.0		-4.0	246+00					-1.0	
176+50	-4.0	-4.0		-0.5		-5.0	245+50				2.0	-1.5	
176+00		-3.0		-2.5			245+00				1.5		
175+50				-3.0			244+50		-4.0		0.5		
							244+00		-3.0		-0.5		
150+50			-2.00				243+50		-2.5		-1.0	-1.5	
150+00			-1.50				243+00		-2.0		-2.0	-2.0	
149+50			-1.50										
149+00			-1.25				230+00		-2.0				
148+50			-1.00				229+50		-1.0				
							229+00	-4.0	0.0				
140+50				-3.0			228+50	-3.0	1.0		-2.0	-2.0	

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## SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
425+50			-1.00				498+00		1.0				
425+00			-1.50				497+50		1.5				
415+50		-2.5					491+00		1.5				
415+00		-3.0					490+50		2.0	-1.50			
414+50		-3.5		-2.5			490+00			-1.00			
414+00	-5.0	-4.5		-1.0			489+00						
413+50	-6.0	-6.0		0.5		-5.0	488+50	-2.0					
413+00				2.0		-4.0	485+50		2.0	-1.00			
412+50				3.0		-3.0	485+00		1.5	-0.50	-3.0		
412+00				5.0		-2.0	484+50		1.0		-2.5		
401+50				5.0		-2.0	484+00		0.5				
401+00				3.5		-3.0	483+50	-2.0	0.0				
400+50	-6.0	-6.0		2.0		-4.0	483+00		-0.5				
400+00	-5.0	-4.5		0.5		-5.0	482+75		-0.7				-4.0
399+50		-3.5		-1.0			482+50		-1.0				
399+00		-2.5		-2.0			482+00		-2.0				
398+50		-2.0		-2.5			475+50						
388+00			-1.50				475+00	-4.0					
387+50			-1.00				472+00	-4.0					
387+00			-0.50				471+50	-5.0					
372+00				-2.5			466+50						-4.0
371+50				-3.0			466+00						-5.0
342+50		-2.0					456+00		-2.0				
342+00		-2.5					455+50		-2.5	-0.50			
322+50		-2.5					455+00			-1.00	-2.5		
322+00		-3.0					454+50				-1.5		
311+00				-3.0			454+00				-1.0		
310+50				-2.5			453+50				0.0		
310+00		-3.0		-1.0			453+00				0.5		
309+50		-3.5		0.0		-5.0	452+50				1.0		
309+00	-5.0		-0.50	0.5		-4.0	451+00				1.0		
308+50	-4.0		-1.00	1.5		-3.0	450+50				0.5		
308+00						-2.0	450+00				0.0		
							449+50				-1.5		
							449+00				-2.5		

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## SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
<b>540+50</b>		<b>6.0</b>					574+50	-4.0	1.5		-2.0		
							574+00	-3.0	3.0		-3.0		
<b>539+50</b>		<b>6.0</b>		<b>-6.0</b>			573+50	<b>-2.0</b>	4.5		-4.5		
539+00		5.0		-5.0			573+00		<b>5.0</b>		<b>-6.0</b>		
538+50		3.5		-3.5			572+50			<b>-1.50</b>			
538+00		2.0		<b>-3.0</b>			572+00			<b>-0.50</b>			
537+50		0.0					<b>571+33</b>	<b>-2.0</b>					
537+00		-1.0											
536+50		-2.0					<b>569+25</b>						
<b>536+00</b>		<b>-3.0</b>					<b>569+00</b>	<b>-2.0</b>					
<b>535+00</b>			<b>-1.50</b>				<b>567+00</b>		<b>5.0</b>		<b>-6.0</b>		
<b>534+50</b>			<b>-2.00</b>				566+50		4.0		-5.0		
							566+00	<b>-2.0</b>	3.0		-4.0		
<b>524+50</b>				<b>-3.0</b>			565+50	-3.0	2.0		-3.0		
<b>524+00</b>				<b>-2.0</b>			565+00	<b>-4.0</b>	0.5		<b>-1.5</b>		
							564+50		-0.5				
<b>522+50</b>			<b>-2.00</b>				564+00		-1.0				
<b>522+00</b>			<b>-0.50</b>				563+50		-2.0				
							<b>563+00</b>		<b>-3.0</b>				
<b>519+00</b>				<b>-2.0</b>									
518+50		<b>-3.0</b>		-1.5			<b>561+50</b>	<b>-4.0</b>					
518+00		-4.0	<b>-0.50</b>	0.0			561+00						
517+50		-6.0	-1.00	2.5			560+50				<b>-1.5</b>		
517+00		<b>-8.0</b>	-1.50	4.5			<b>560+00</b>				<b>-3.0</b>		
516+50			<b>-2.00</b>	6.5									
<b>516+00</b>				<b>7.0</b>			<b>555+50</b>				<b>-3.0</b>		
							555+00				<b>-2.0</b>		
<b>514+00</b>							554+50			<b>-0.50</b>			
513+50	<b>-8.0</b>	<b>-8.0</b>					<b>554+00</b>			<b>-1.50</b>			
513+00	-7.5	-7.0	<b>-2.00</b>	<b>7.0</b>									
512+50	-6.5	-6.5	<b>-1.50</b>	5.0			<b>547+00</b>				<b>-2.0</b>		
512+00	-6.0	-6.0		3.0			546+50				-3.0		
511+50	<b>-5.0</b>	-5.0		1.0			<b>546+00</b>				<b>-4.0</b>		
511+00		-4.5		0.0									
510+50		-3.0		-2.0			<b>544+00</b>		<b>-3.0</b>		<b>-4.0</b>		
510+00		<b>-2.0</b>		<b>-3.0</b>			543+50		-1.5		-5.0		
<b>509+50</b>							543+00		0.0		<b>-6.0</b>		
							542+50		1.0				
<b>499+50</b>		<b>-2.0</b>					542+00		2.0				
499+00		-1.0					541+50		3.5				
498+50		0.0					541+00		5.0				

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SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
636+00		-6.0	-2.00	3.0			707+00		0.5				
635+50		-5.0	-0.50	2.0			706+50		1.0				
629+00			-0.50				705+00		1.0				
628+50			-1.00				704+50		0.5				
626+00				2.0			704+00		-1.0	-1.00			
625+50		-5.0		1.0			703+50		-2.0	-0.50			
625+00		-4.0		0.0		-2.0	701+50		-2.0				
624+50		-3.0		-1.5		-3.0	701+00		-3.0				
624+00		-2.5		-3.0		-4.0	686+50			-0.50			
619+00		-2.5		-3.0			686+00			-1.00			
618+50		-3.0		-2.5			685+50			-1.50			
618+00		-4.5		-1.0		-4.0	684+25						-4.0
617+50		-6.0	-1.00	0.0		-3.0	683+00	-4.0					
617+00			-1.50	1.0		-2.0	680+50	-4.0					
616+50				2.0			665+00		-3.0		-2.0		
606+50		-6.0					664+50		-4.0		-1.0		
606+00		-5.0					664+00			-1.50	-0.5		-4.0
605+50		-4.0					663+50			-2.00	0.0		-3.0
605+00		-3.0					663+00				1.0		-2.0
604+50	-4.0			2.0			650+00				1.0		
604+00				0.5		-2.0	649+50				0.5		-2.0
603+50				-1.0		-3.0	649+00				-1.0		-3.0
603+00				-2.0		-4.0	648+50				-2.0		-4.0
598+00	-4.0						648+00		-4.0				
596+50	-4.0						647+50		-3.0				
587+25	-4.0						642+00				-2.0		
583+50	-4.0						641+50		-3.0		-1.5		-4.0
680+50						-4.0	641+00		-4.0		-0.5		-3.0
576+50		-3.0					640+50		-5.5		0.5		-2.0
576+00		-2.5					640+00		-6.0		2.0		
575+50		-1.5					639+50				3.5		
575+00		0.0					636+50				3.5		

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## SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
741+50		-2.0					785+50		-4.0		3.5		
741+00		-0.5					785+00				4.0		
740+50		0.5		-2.0			784+50			-0.50			
740+00		2.0		-3.5			784+00		-4.0	-1.50	4.0		
739+50		3.0		-5.0			783+50		-2.5		2.5		
739+00		4.0					783+00		-2.0		1.5		
737+00		4.0					783+80	-4.0					-2.0
736+50		2.5					782+50				1.0		-2.0
736+00		1.0		-5.0			782+00	-4.0			0.0		-3.0
735+50		0.0		-4.0			781+50				-1.5		-4.0
735+00		-1.0	-1.00	-3.0			781+00				-2.0		
734+50		-2.0	-0.50				775+00		-2.0		-2.0		
731+50		-2.0					774+50		-1.0		-3.0		
731+00		-1.5	-0.50				774+00		0.0				
730+50		0.0	-1.00				773+50		1.5		-3.0		
730+00		1.0					773+00		2.0		-4.0		
729+00		1.0					770+00				-4.0		
728+50		0.0					769+50		2.0		-3.0		
728+00		-2.0					769+00		1.0				
726+50			-1.00				768+50		0.0				
726+00		-2.0	-1.50				768+00		-1.0				
725+50		-0.5	-1.50				767+50		-2.0				
725+00		0.0	-2.00				755+50				-3.0		
724+50		0.5					755+00				-2.0		
724+00		1.0					754+50				-1.0		-4.0
721+00		1.0					754+00		-2.0		-0.5		-3.0
720+50		0.0	-2.00				753+50		-3.5		0.5		-2.0
720+00		-1.0	-1.50				753+00		-5.0		2.0		
719+50		-2.0	-1.50				752+50		-6.0		3.0		
719+00		-3.0	-1.00				752+00			-1.50	4.5		-2.0
718+00				-3.0			751+50			-1.00	5.0		
717+50				-2.0			751+00		-6.0		4.0		
708+50		-3.0					750+50		-5.0		3.5		
708+00		-2.0					750+00		-4.0		2.0		
707+50		-0.5					749+50		-3.0		0.5		
							749+00				-1.0		
							748+50				-2.0		
							742+00		-3.0				

1. Shoulder areas shaded in gray are gravel and do not require milling prior to CIPR.

SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
888+00		-3.0	-0.50										
887+50			-1.00				962+50		-2.0				
887+00			-1.50				962+00		-3.0				
882+75	-4.0						958+50				-2.0		
881+25							958+00				-3.0		
877+50	-4.0						953+50				-3.0		
864+00		-3.0					953+00				-2.0		
863+50		-2.5					951+50				-2.0		
863+00		-2.0					951+00				-1.5		
862+50		-2.0					944+50				-1.5		
862+00		-1.0					944+00		-3.0		-2.0		
861+50		0.0					943+50		-2.0				
861+00		1.0					943+00				-2.0		
858+00		1.0					942+50				-3.0		
857+50		0.0	-1.50				937+00			-2.00			
857+00		-0.5	-1.00				936+50			-1.50			
856+50		-1.0	-0.50				919+00				-3.0		
856+00		-2.0					918+50				-2.0		
855+50		-3.0					918+00	-4.0					
832+00				-3.0			916+75						-4.0
831+50				-2.0			914+00	-4.0					-4.0
825+00		-3.0					906+50	-4.0					
824+50		-2.0					906+00				-2.0		
809+50			-0.50				905+50				-3.0		
809+00			-1.00				897+00						-4.0
791+00			-1.00				895+00	-4.0					-4.0
790+50			-0.50				894+50			-1.50			
788+00				-2.0			894+00			-1.00			
787+50				0.0			893+50			-0.50			
787+00				1.0			888+50		-2.0				
786+50		-2.0		1.5									
786+00		-3.0		2.0									

1. Shoulder areas shaded in gray are gravel and do not require milling prior to CIPR.

SECTION 1 - MILLING - CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT			STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
1054+50	-4.0	-1.5					1134+00			-1.00			
1054+00		-2.0					1133+50			-1.50			
1046+00			-0.50				1125+00			-1.50			
1045+50			-1.00				1124+50			-1.00			
1043+00	-4.0						1123+00		2.0				
1039+00			-1.00				1122+50		1.0				
1038+50			-0.50				1122+00		0.5				
1036+00	-4.0						1121+50		0.0				
1028+50			-0.50				1121+00	-2.0	-1.0				
1028+00			-1.00				1120+50	-4.0	-2.0				
1027+50			-1.00				1114+50			-1.00			
1027+00			-1.50				1114+00			-0.50			
1014+50			-1.50				1107+50	-4.0	-2.0	-0.50	-2.0		-4.0
1014+00			-1.00				1106+90	Match	Match	-1.50	Match		Match
1013+50			-0.50				1105+72	Mill Bridge Deck					
1002+00			-0.50				1104+55	Match	Match	-1.50	Match		Match
1001+50			-1.00				1104+00	-4.0	-2.0	-0.50	-2.0		-4.0
1001+00			-1.50				1100+50			-0.50			
993+50		-2.0		-2.0			1100+00			-1.00			
993+00		-3.0		-1.0			1069+00		-2.0				
992+50		-4.0		0.0			1068+50	-4.0	-1.0	-1.00			
992+00		-5.0		1.5			1068+00	-3.0	0.0	-1.25			
991+50		-6.0		3.0			1067+50	-2.0	1.5	-1.00	-2.0		
991+00				4.0			1067+00		3.0		-3.0		
978+50		-6.0		4.0			1066+50		4.0		-4.0		
978+00		-5.0		2.5			1063+00			-1.00			
977+50		-4.0		1.0			1062+50			-1.50			
977+00		-3.0		0.0			1058+00		4.0		-4.0		
976+50		-2.0		-1.0			1057+50		2.5		-3.0		
976+00				-2.0			1057+00	-2.0	1.5		-2.0		
965+50			-1.50				1056+50	-3.0	0.5	-1.50			
965+00			-2.00				1056+00	-4.0	0.0	-1.00			
							1055+50		-0.5	-0.50			
							1055+00		-1.0				

1. Shoulder areas shaded in gray are gravel and do not require milling prior to CIPR.

**SECTION 1 - MILLING - CROSS SLOPE SHEET**

STA	LEFT		CL Cut Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
<b>1143+55</b>	<b>Match</b>	<b>Match</b>	<b>-1.50</b>	<b>Match</b>		<b>Match</b>
1143+00	-5.0	-2.0	-0.50	-2.0		-4.0
1142+50	-4.0					
1142+00	-2.0					
1141+50		-2.0				
1141+00		-1.0	-0.50			
1140+50		0.0	-1.00			
1140+00		0.5				
1139+50		1.0				
<b>1139+00</b>		<b>2.0</b>				

1. Shoulder areas shaded in gray are gravel and do not require milling prior to CIPR.

SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
225+00					-4.0
224+50					-5.0
207+00		2.0			
206+50		1.0			
206+00		0.0	-4.0		
205+50	-2.0	-1.0	-3.0		
205+00	-3.0	-2.0	-2.5		
204+50	-4.0	-2.5			
193+50			-2.5		
193+00			-2.0		
186+00			-2.0		
185+50		-2.5	-1.0		
185+00		-3.0	-0.5		-5.0
184+50	-4.0	-4.0	0.5		-4.0
184+00	-5.0	-5.0	1.0		-3.0
183+50	-6.0	-6.0	2.0		-2.0
183+00		-6.0	3.0		
182+50		-6.5	4.0		
182+00		-7.0			
181+50		-6.0			
180+00		-6.0			
179+50		-7.0			
179+00		-6.5			
178+00		-6.5	4.0		-2.0
177+50	-6.0	-6.0	2.5		-3.0
177+00	-5.0	-5.0	1.0		-4.0
176+50	-4.0	-4.0	-0.5		-5.0
176+00		-3.0	-2.5		
175+50			-3.0		
172+00			-3.0		
171+50			-3.5		
171+00			-3.5		
170+50			-3.0		
140+50			-3.0		
140+00			-2.5		
136+00	-4.0	-3.0	-2.5		-5.0

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
279+00			0.0		-4.0
278+50		-3.5	-1.0		-5.0
278+00		-2.5	-2.0		
264+50				End	
264+00				-4.0	
263+50				-3.5	
263+00				-3.5	
262+50				-3.0	
262+00				-2.5	
259+50			-2.0	-2.5	-5.0
259+00		-2.5	-1.0	-2.0	-4.0
258+50		-3.5	0.0	0.0	-3.0
258+00		-4.0	1.0	1.0	-2.0
257+50			2.0	1.5	
257+00				2.0	
253+00				2.0	
252+50				1.5	
247+00				1.5	
246+50				0.0	
246+00				-1.0	
245+50			2.0	-1.5	-2.0
245+00			1.5		-3.0
244+50		-4.0	0.5		-4.0
244+00		-3.0	-0.5		-5.0
243+50		-2.5	-1.0	-1.5	-4.0
243+00		-2.0	-2.0	-2.0	
240+00				-2.0	
239+50				-2.5	
230+00		-2.0			
229+50		-1.0			
229+00	-4.0	0.0			
228+50	-3.0	1.0	-2.0	-2.5	
228+00	-2.0	2.0	-3.0	-3.0	
227+50			-4.0	-4.0	
227+00					
226+50				-4.0	
226+00				Begin	

## SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
<b>452+50</b>			<b>1.0</b>		
<b>451+00</b>			<b>1.0</b>		
450+50			0.5		
450+00			0.0		
449+50			-1.5		
<b>449+00</b>			<b>-2.5</b>		
<b>415+50</b>		<b>-2.5</b>			
415+00		-3.0			
414+50		-3.5	<b>-2.5</b>		
414+00		-4.5	-1.0		
413+50		<b>-6.0</b>	0.5		<b>-5.0</b>
413+00			2.0		-4.0
412+50			3.0		-3.0
<b>412+00</b>			<b>5.0</b>		<b>-2.0</b>
<b>401+50</b>			<b>5.0</b>		<b>-2.0</b>
401+00			3.5		-3.0
400+50		<b>-6.0</b>	2.0		-4.0
400+00		-4.5	0.5		<b>-5.0</b>
399+50		-3.5	-1.0		
399+00		-2.5	-2.0		
<b>398+50</b>		<b>-2.0</b>	<b>-2.5</b>		
<b>372+00</b>			<b>-2.5</b>		
<b>371+50</b>			<b>-3.0</b>		
<b>342+50</b>		<b>-2.0</b>			
<b>342+00</b>		<b>-2.5</b>			
<b>322+50</b>		<b>-2.5</b>			
<b>322+00</b>		<b>-3.0</b>			
<b>311+00</b>			<b>-3.0</b>		
310+50			-2.5		
310+00		<b>-3.0</b>	-1.0		
309+50		<b>-3.5</b>	0.0		<b>-5.0</b>
309+00	<b>-5.0</b>		0.5		-4.0
308+50	<b>-4.0</b>		<b>1.5</b>		-3.0
<b>308+00</b>					<b>-2.0</b>
<b>280+00</b>			<b>1.5</b>		<b>-2.0</b>
279+50			1.0		-3.0

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
509+50			-3.0		
509+00			-3.5		
508+50			-4.0		
<b>508+00</b>			<b>-3.0</b>		
<b>505+50</b>			<b>-3.0</b>		
505+00			-3.5		
<b>504+50</b>			<b>-3.0</b>		
<b>501+00</b>			<b>-3.0</b>		
<b>500+50</b>			<b>-4.0</b>		
<b>499+50</b>		<b>-2.0</b>	<b>-4.0</b>		
499+00	<b>-4.0</b>	-1.0	-3.0		
498+50	-3.0	0.0	-4.0		
498+00	<b>-2.0</b>	1.0	-4.0		
497+50		<b>1.5</b>	-3.5		
<b>497+00</b>			<b>-3.0</b>		
<b>491+00</b>		<b>1.5</b>			
<b>490+50</b>		<b>2.0</b>			
<b>485+50</b>		<b>2.0</b>			
485+00		1.0	<b>-3.0</b>		
484+50		1.0	<b>-2.5</b>		
484+00		0.5			
483+50	<b>-2.0</b>	0.0			
483+00	-3.0	-0.5			
482+50	<b>-4.0</b>	-1.0			
<b>482+00</b>		<b>-2.0</b>			
<b>472+00</b>	<b>-4.0</b>				
<b>471+50</b>	<b>-5.0</b>				
<b>466+50</b>					<b>-4.0</b>
<b>466+00</b>					<b>-5.0</b>
<b>456+00</b>		<b>-2.0</b>			
455+50		<b>-2.5</b>			
455+00			<b>-2.5</b>		
454+50			-1.5		
454+00			-1.0		
453+50			0.0		
453+00			0.5		

SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
539+00	-2.0	5.0	-8.5		-5.0
538+50	-3.0	3.5	-4.0		-4.0
538+00	-4.0	2.0	-3.0		
537+50		0.0	-5.0		
537+00		-1.0	-3.5		
536+50		-2.0	-3.0		
536+00		-3.0			
531+50		-3.0			
531+00		-3.5	-3.0		
530+50		-4.0	-4.0		
530+00		-3.5	-4.5		
529+50		-3.0	-4.0		
529+00			-5.0		
528+50			-3.5		
528+00		-3.0	-3.0		
527+50		-3.5			
527+00					
526+50		-3.5			
526+00		-3.0			
524+50			-3.0		
524+00			-2.0		
519+00			-2.0		
518+50		-3.0	-1.5		-4.0
518+00	-4.0	-4.0	0.0		-3.0
517+50	-6.0	-6.0	2.5		-2.0
517+00	-8.0	-8.0	4.5		
516+50	-10.0	-10.0	6.5		
516+00	-11.0	-9.0	7.0		
515+50		-10.0			
515+00		-9.0			
514+50		-8.5			
514+00	-10.0	-8.0			
513+50	-9.0	-8.0			
513+00	-7.5	-7.0	7.0		-2.0
512+65	Match	Match	Match		Match
512+15	Skip				
511+65	Match	Match	Match		Match
511+50	-5.0	-5.0	1.0		-4.0
511+00	-4.5	-4.5	0.0		
510+50	-4.0	-3.0	-2.0		
510+00		-2.0	-3.0		

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
565+50	-3.0	2.0	-3.0		
565+00	-4.0	0.5	-1.5		
564+50		-0.5			
564+00		-1.0			
563+50		-2.0			
563+00		-3.0			
562+50		-4.0			
562+00		-3.0			
560+50			-1.5		
560+00			-3.0		
559+00			-3.0		
558+50		-3.0	-4.0		
558+00		-4.5	-4.0		
557+50		-5.0	-5.5		
557+00		-3.5	-4.5		
556+50		-3.0	-4.0		
556+00			-3.0		
555+50			-3.0		
555+00			-2.0		
553+00		-3.0			
552+50		-3.5			
550+50		-3.5			
550+00		-3.0			
547+00			-2.0		
546+50			-3.0		
546+00			-4.0		-4.0
545+50			-4.0		-5.0
545+00			-4.0		-6.0
544+50			-5.0		
544+00		-3.0	-6.0		
543+50		-1.5	-4.5		
543+00		0.0	-5.5		
542+50		1.0	-6.0		
542+00	-4.0	2.0	-6.5		
541+50	-3.0	3.5	-8.5		
541+00	-2.0	5.0	-10.0		
540+50		6.0	-11.0		
540+00			-10.0		
539+50		6.0	-9.0		-6.0

SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
619+00	-2.5	-2.5	-3.0		
618+50	-3.0	-3.0	-2.5		
618+00	-4.5	-4.5	-1.0		-4.0
617+50	-6.0	-6.0	0.0		-3.0
617+00			1.0		-2.0
616+50			2.0		
606+50	-6.0	-6.0			
606+00	-5.0	-5.0			
605+50	-4.0	-4.0			
605+00		-3.0			
604+50			2.0		
604+00			0.5		-2.0
603+50			-1.0		-3.0
603+00			-2.0		-4.0
590+00		-3.0			
589+50		-4.5			
589+00		-4.0			
588+50		-3.5			
588+00		-3.0			
581+50		-3.0			
581+00		-3.5			
580+50		-4.0			
580+00		-3.5			
579+50		-3.0			
578+50		-3.0			
578+00		-3.5			
577+50		-3.5			
577+00		-4.0			
576+50		-3.0			
576+00		-2.5			
575+50		-2.0			
575+00		0.0			
574+50	-4.0	1.5	-2.0		
574+00	-3.0	3.0	-3.0		-4.0
573+50	-2.0	4.5	-4.5		-4.5
573+00		5.0	-6.0		-6.0
567+00		5.0	-6.0		-6.0
566+50		4.0	-5.0		-5.0
566+00	-2.0	3.0	-4.0		-4.0

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
672+50		-3.5			
672+00		-3.0			
665+00		-3.0	-2.0		
664+50		-4.0	-1.0		
664+00			-0.5		-4.0
663+50			0.0		-3.0
663+00			1.0		-2.0
658+50			1.0		
658+00			0.5		
657+50			1.0		
651+50		-4.0			
651+00		-4.5			
650+50		-5.0			
650+00		-4.0	1.0		
649+50			0.5		-2.0
649+00			-1.0		-3.0
648+50			-2.0		-4.0
648+00		-4.0			
647+50		-3.0			
642+00			-2.0		
641+50		-3.0	-1.5		-4.0
641+00	-4.0	-4.0	-0.5		-3.0
640+50	-5.5	-5.5	0.5		-2.0
640+00	-6.0	-6.0	2.0		
639+50			3.5		
636+50			3.5		
636+00	-6.0	-6.0	3.0		
635+50	-5.0	-5.0	2.0		
626+00			2.0		
625+50	-5.0	-5.0	1.0		
625+00	-4.0	-4.0	0.0		-2.0
624+50	-3.0	-3.0	-1.5		-3.0
624+00	-2.5	-2.5	-3.0		-4.0
622+50			-3.0		
622+00			-3.5		
621+50			-3.0		

SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
725+00		0.0	-3.0		
724+50		0.5	-3.5		
724+00		<b>1.0</b>	-3.5		
723+50			-5.0		
723+00			-3.0		
722+50			-3.5		
722+00			-3.5		
721+50			-5.0		
721+00		<b>1.0</b>	-4.5		
720+50		0.0	<b>-3.0</b>		
720+00		-1.0			
719+50		-2.0			
<b>719+00</b>		<b>-3.0</b>			
<b>718+00</b>			<b>-3.0</b>		
<b>717+50</b>			<b>-2.0</b>		
<b>714+50</b>		<b>-3.0</b>			
714+00		-3.5			
713+50		-4.0			
<b>713+00</b>		<b>-3.0</b>			
<b>708+50</b>		<b>-3.0</b>			
708+00	<b>-4.0</b>	-2.0			
707+50	-3.0	-0.5	<b>-2.0</b>		
707+00	<b>-2.0</b>	0.5	-2.5		
706+50		<b>1.0</b>	-3.0		
706+00			-2.5		
705+50			-3.0		
705+00		<b>1.0</b>	<b>-2.0</b>		
704+50	<b>-2.0</b>	0.5			
704+00	-3.0	-1.0			
<b>703+50</b>	<b>-4.0</b>	<b>-2.0</b>			
<b>701+50</b>		<b>-2.0</b>			
<b>701+00</b>		<b>-3.0</b>			
<b>690+50</b>		<b>-3.0</b>			
690+00		-3.5			
689+50		-4.0			
<b>689+00</b>		<b>-3.0</b>			
<b>673+50</b>		<b>-3.0</b>			
673+00		-3.5			

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
<b>752+00</b>	<b>-6.0</b>	<b>-6.0</b>	<b>4.5</b>		<b>-2.0</b>
751+50			5.0		
751+00	<b>-6.0</b>	<b>-6.0</b>	4.0		
750+50	-5.0	-5.0	3.5		
750+00	<b>-4.0</b>	<b>-4.0</b>	2.0		
749+50		<b>-3.0</b>	0.5		<b>-2.0</b>
749+00			-1.0		<b>-3.0</b>
748+50			-2.0		<b>-4.0</b>
748+00			-3.0		
747+50			-2.5		
747+00			-2.5		
<b>746+50</b>			<b>-2.0</b>		
<b>742+00</b>		<b>-3.0</b>			
741+50		-2.0			
741+00	<b>-4.0</b>	-0.5			
740+50	-3.0	0.5	<b>-2.0</b>		
740+00	<b>-2.0</b>	2.0	-3.5		<b>-4.0</b>
739+50		3.0	<b>-5.0</b>		<b>-5.0</b>
<b>739+00</b>		<b>4.0</b>			
<b>737+00</b>		<b>4.0</b>			
736+50		2.5			
736+00	<b>-2.0</b>	1.0	<b>-5.0</b>		<b>-5.0</b>
735+50	-3.0	0.0	-4.0		<b>-4.0</b>
735+00	<b>-4.0</b>	-1.0	<b>-3.0</b>		
734+50		-2.0			
734+00		-2.5			
733+50		-2.5			
<b>733+00</b>		<b>-2.0</b>			
<b>732+00</b>		<b>-2.0</b>			
731+50		-3.0			
731+00		-1.5			
730+50		0.0			
<b>730+00</b>		<b>1.0</b>			
<b>729+00</b>		<b>1.0</b>			
728+50		0.0	<b>-3.0</b>		
728+00		<b>-2.0</b>	-4.5		
<b>727+50</b>			<b>-3.0</b>		
<b>726+00</b>		<b>-2.0</b>			
725+50		-0.5			

SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
860+50			-3.5		
<b>860+00</b>			<b>-3.0</b>		
<b>858+00</b>		<b>1.0</b>			
857+50		0.0			
857+00	<b>-2.0</b>	-0.5			
856+50	-3.0	-1.0			
856+00	<b>-4.0</b>	-2.0			
855+50		-3.0			
855+00		-4.0			
854+50		-5.0			
854+00		-4.5			
<b>853+50</b>		<b>-3.0</b>			
<b>850+50</b>			<b>-3.0</b>		
850+00			-3.5		
849+50			-4.0		
849+00			-4.5		
<b>848+50</b>			<b>-3.0</b>		
<b>837+50</b>			<b>-3.0</b>		
837+00			-3.5		
836+50			-4.0		
<b>836+00</b>			<b>-3.0</b>		
<b>832+00</b>			<b>-3.0</b>		
<b>831+50</b>			<b>-2.0</b>		
<b>825+00</b>		<b>-3.0</b>			
824+50		-2.0	-2.0		
824+00			-3.0		
<b>823+50</b>			<b>-2.0</b>		
<b>788+00</b>			<b>-2.0</b>		<b>-4.0</b>
787+50			0.0		-3.0
787+00			1.0		<b>-2.0</b>
786+50		<b>-2.0</b>	1.5		
786+00		-3.0	2.0		
785+50		<b>-4.0</b>	3.5		
785+00			4.0		
784+50			4.0		
784+00		<b>-4.0</b>	3.5		
<b>783+75</b>	<b>-4.0</b>	<b>-3.2</b>	<b>3.0</b>		<b>-2.0</b>
<b>No CIPR</b>					

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
899+50			-3.5		
<b>899+00</b>			<b>-3.0</b>		
<b>896+00</b>			<b>-3.0</b>		
895+50			-3.5		
895+00			-4.0		
<b>894+50</b>			<b>-3.0</b>		
<b>890+00</b>			<b>-3.0</b>		
<b>889+50</b>			<b>-3.5</b>		
<b>888+50</b>		<b>-2.0</b>	<b>-3.5</b>		
<b>888+00</b>		<b>-3.0</b>	<b>-3.0</b>		
<b>887+00</b>			<b>-3.0</b>		
886+50			-4.0		
886+00			-3.5		
<b>885+50</b>			<b>-3.0</b>		
<b>881+50</b>		<b>-3.0</b>			
881+00		-5.0			
880+50		-4.5			
<b>880+00</b>		<b>-3.0</b>			
<b>873+50</b>		<b>-3.0</b>			
873+00		-3.5			
872+50		-5.0			
872+00		-5.5			
871+50		-5.0			
871+00		-5.0			
870+50		-6.0			
870+00		-5.0			
869+50		-4.0			
<b>869+00</b>		<b>-3.0</b>			
<b>865+00</b>			<b>-3.0</b>		
864+50			-3.5		
864+00		<b>-3.0</b>	<b>-5.5</b>		
863+50		-2.5	-3.0		
863+00		-2.0	-3.0		
862+50		-2.0	<b>-3.5</b>		
862+00	<b>-4.0</b>	-1.0			
861+50	-3.0	0.0	<b>-3.5</b>		
861+00	-2.0	1.0	-4.0		

SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
930+50			-5.5		
930+00			-3.5		
929+50			-3.5		
929+00			-4.5		
928+50			-4.0		
928+00			-5.0		
927+50			-4.5		
927+00			-3.5		
926+50			-4.0		
<b>926+00</b>			<b>-3.0</b>		
<b>923+00</b>			<b>-3.0</b>		
922+50			-4.0		
922+00			-4.0		
<b>921+50</b>			<b>-3.0</b>		
<b>920+50</b>			<b>-3.0</b>		
920+00			-3.5		
919+50			-3.5		
919+00			-3.0		
<b>918+50</b>			<b>-2.0</b>		
<b>915+50</b>		<b>-2.0</b>			
915+00		-3.0			
<b>914+50</b>		<b>-2.5</b>			
<b>913+50</b>		<b>-2.5</b>			
<b>913+00</b>		<b>-2.0</b>			
<b>909+00</b>		<b>-2.0</b>			
908+50		-2.5			
<b>908+00</b>		<b>-2.0</b>			
<b>907+00</b>		<b>-2.0</b>			
906+50		-2.5			
906+00			<b>-2.0</b>		
905+50		<b>-2.5</b>	<b>-3.0</b>		
905+00		-2.0			
904+50		-3.5			
904+00		-3.0			
<b>903+50</b>		<b>-2.0</b>			
<b>900+50</b>			<b>-3.0</b>		
900+00			-3.5		

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
<b>962+50</b>		-2.0			
<b>962+00</b>		<b>-3.0</b>			
<b>958+50</b>			<b>-2.0</b>		
<b>958+00</b>			<b>-3.0</b>		
<b>956+50</b>			<b>-3.0</b>		
956+00			-4.0		
955+50			-3.0		
955+00			-3.5		
<b>954+50</b>			<b>-3.0</b>		
<b>953+50</b>			<b>-3.0</b>		
<b>953+00</b>			<b>-2.0</b>		
<b>951+50</b>			<b>-2.0</b>		
951+00		<b>-3.0</b>	<b>-1.5</b>		
950+50		-3.5			
950+00		-4.5			
949+50		-4.0			
949+00		-3.0			
948+50		-3.0			
<b>948+00</b>		<b>-4.0</b>			
<b>947+00</b>		<b>-4.0</b>			
946+50		-3.5			
946+00		-3.0			
945+50		-3.5			
945+00		-3.5			
944+50		-3.0	<b>-1.5</b>		
944+00		-3.0	<b>-2.0</b>		
943+50		<b>-2.0</b>			
943+00			<b>-2.0</b>		
942+50			-3.0		
942+00			-3.5		
941+50			-3.0		
941+00			-4.0		
940+50			-6.0		
940+00			-6.0		
<b>939+50</b>			<b>-3.0</b>		
<b>932+00</b>			<b>-3.0</b>		
931+50			-3.5		
931+00			-5.0		

SECTION 1 - CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
1069+00		-2.0			
1068+50	-4.0	-1.0			
1068+00	-3.0	0.0	-2.0		
1067+50	-2.0	1.5	-2.5		
1067+00		3.0	-3.0		
1066+50		4.0	-4.0		
1058+50			-4.0		
1058+00		4.0	-5.0		
1057+50		2.5	-3.0		
1057+00	-2.0	1.5	-2.5		
1056+50	-3.0	0.5	-2.0		
1056+00	-4.0	0.0			
1055+50		-0.5			
1055+00		-1.0			
1054+50		-1.5			
1054+00		-2.0			
1042+50			-2.0		
1042+00			-3.0		
1041+50			-2.5		
1041+00			-2.0		
995+00		-2.0			
994+50		-2.5			
993+50		-2.5	-2.0		
993+00		-3.0	-1.0		-4.0
992+50	-4.0	-4.0	0.0		-3.0
992+00	-5.0	-5.0	1.5		-2.0
991+50	-6.0	-6.0	3.0		
991+00			4.0		
978+50	-6.0	-6.0	4.0		
978+00	-5.0	-5.0	2.5		
977+50	-4.0	-4.0	1.0		-2.0
977+00		-3.0	0.0		-3.0
976+50		-2.0	-1.0		-4.0
976+00			-2.0		
968+00			-2.0		
967+50			-3.0		
967+00			-2.0		

STA	LEFT		RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %	Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
1143+55	Match	Match	Match		Match
1143+00	-5.0	-2.0	-2.0		-4.0
1142+50	-4.0				
1142+00	-2.0				
1141+50		-2.0			
1141+00		-1.0			
1140+50		0.0			
1140+00		0.5			
1139+50		1.0			
1139+00		2.0			
1123+00		2.0			
1122+50		1.0			
1122+00		0.5			
1121+50		0.0			
1121+00	-2.0	-1.0			
1120+50	-4.0	-2.0			
1107+50	-4.0	-2.0	-2.0		-4.0
1106+90	Match	Match	Match		Match
1105+72	Skip Bridge Deck				
1104+55	Match	Match	Match		Match
1104+00	-4.0	-2.0	-2.0		-4.0

SECTION 1 - SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT			STA	LEFT		CL Shim Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
46+00		-2.5					140+50				-3.0		
45+50		-2.0					140+00				-2.5		
45+00		-1.0					123+50				-2.5		-5.0
44+50		0.0					123+00				-1.0		-4.0
44+00		1.5					122+50				0.0		-3.0
43+50		2.0					122+00				1.5		-2.0
42+50		2.0					121+50				2.0		
42+00		1.5					118+50				2.0		-2.0
41+50		0.0					118+00				1.5		-3.0
41+00		-1.0					117+50				0.5		-4.0
40+50		-2.5					117+00				-0.5		-5.0
36+50							116+50				-1.5		
36+00	-4.0	-2.5					116+00				-2.5		
35+85	Match	Match	0.50	Match		Match	97+00		-3.0				
35+00	Skip Bridge						96+50		-2.0				
34+23	Match	Match	0.50	Match		Match	96+00		-1.0				
34+00	-4.0	-2.5					95+50		0.0				
33+50		-2.5					95+00		1.0				
33+00		-3.0					87+00		1.0				
32+50							86+50		0.5				
32+00							86+00		-0.5				
31+50							85+50		-1.5				
31+00							85+00		-2.5				
27+00							66+00		-2.5		-2.5		
26+50							65+50		-1.5		-3.5		
26+00							65+00		0.0		-4.0		
25+50							64+50		1.5		-5.0		
25+00							64+00		2.0				
20+50							59+50		2.0				
20+00							59+00		0.5		-5.0		
16+00							58+50		-0.5		-4.0		
15+50							58+00		-2.0		-3.0		
11+00		-3.0					57+50		-2.5				
10+50	-4.0	-2.5					48+50						-5.0
10+00	Match	Match	0.50	Match		Match	48+00						-4.0

1. Unless otherwise directed by the Department, the shim depth shall be considered the "loose" depth.

## SECTION 1 - SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT			STA	LEFT		CL Shim Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
243+50		-2.5		-1.0	-1.5	-4.0	342+00		-2.5				
243+00		-2.0		-2.0	-2.0								
230+00		-2.0					322+50		-2.5				
229+50		-1.0					322+00		-3.0				
229+00	-4.0	0.0					311+00				-3.0		
228+50	-3.0	1.0		-2.0	-2.0		310+50				-2.5		
228+00	-2.0	2.0		-3.0	-3.0		310+00				-1.0		
227+50				-4.0			309+50				0.0		-5.0
226+50					-3.0		309+00	-5.0			0.5		-4.0
226+00					Begin		308+50	-4.0			1.5		-3.0
225+00						-4.0	308+00						-2.0
224+50						-5.0	280+00				1.5		-2.0
207+00		2.0					279+50				1.0		-3.0
206+50		1.0					279+00				0.0		-4.0
206+00		0.0		-4.0			278+50				-1.0		-5.0
205+50	-2.0	-1.0		-3.0			278+00				-2.0		
205+00	-3.0	-2.0		-2.5			264+50					End	
204+50	-4.0	-2.5					264+00					-4.0	
193+50				-2.5			263+50					-3.5	
193+00				-2.0			263+00					-3.0	
186+00				-2.0			262+50					-2.5	
185+50		-2.5		-1.0			262+00					-2.0	
185+00		-3.0		-0.5		-5.0	259+50				-2.0		-5.0
184+50	-4.0	-4.0		0.5		-4.0	259+00				-1.0	-2.0	-4.0
184+00	-5.0	-5.0		1.0		-3.0	258+50				0.0	0.0	-3.0
183+50	-6.0	-6.0		2.0		-2.0	258+00				1.0	1.0	-2.0
183+00				3.0			257+50				2.0	2.0	
182+50				4.0			253+00					2.0	
178+00				4.0		-2.0	252+50					1.5	
177+50	-6.0	-6.0		2.5		-3.0	247+00					1.5	
177+00	-5.0	-5.0		1.0		-4.0	246+50					0.0	
176+50	-4.0	-4.0		-0.5		-5.0	246+00					-1.0	
176+00		-3.0		-2.5			245+50				2.0	-1.5	-2.0
175+50				-3.0			245+00				1.5		-3.0
							244+50				0.5		-4.0
							244+00				-0.5		-5.0

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## SECTION 1 - SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT			STA	LEFT		CL Shim Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
472+00	-4.0						536+50		-2.0				
471+50	-5.0						536+00		-3.0				
466+50							524+50				-3.0		
466+00							524+00				-2.0		
456+00		-2.0					519+00				-2.0		
455+50		-2.5					518+50		-3.0		-1.5		-4.0
455+00				-2.5			518+00	-4.0	-4.0		0.0		-3.0
454+50				-1.5			517+50	-6.0	-6.0		2.5		-2.0
454+00				-1.0			517+00	-8.0	-8.0		4.0		
453+50				0.0			516+50				6.0		
453+00				0.5			515+50				6.0		
452+50				1.0			515+00				7.0		
451+00				1.0			513+00	-8.0	-8.0		7.0		
450+50				0.5			512+50	-6.5	-6.5		5.0		-2.0
450+00				0.0			512+00	-6.0	-5.5		3.0		-3.0
449+50				-1.5			511+50	-5.0	-5.0		1.0		-4.0
449+00				-2.5			511+00	-4.5	-4.5		0.0		
415+50		-2.5					510+50	-4.0	-3.0		-2.0		
415+00		-3.0					510+00		-2.0		-3.0		
414+50		-3.5		-2.5			499+50		-2.0				
414+00		-4.5		-1.0			499+00	-4.0	-1.0				
413+50		-6.0		0.5		-5.0	498+50	-3.0	0.0				
413+00				2.0		-4.0	498+00	-2.0	1.0				
412+50				3.0		-3.0	497+50		1.5				
412+00				5.0		-2.0	491+00		1.5				
401+50				5.0		-2.0	490+50		2.0				
401+00				3.5		-3.0	485+50		2.0				
400+50		-6.0		2.0		-4.0	485+00		1.5		-3.0		
400+00		-4.5		0.5		-5.0	484+50		1.0		-2.5		
399+50		-3.5		-1.0			484+00		0.5				
399+00		-2.5		-2.0			483+50	-2.0	0.0				
398+50		-2.0		-2.5			483+00	-3.0	-0.5				
372+00				-2.5			482+50	-4.0	-1.0				
371+50				-3.0			482+00		-2.0				
342+50		-2.0											

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## SECTION 1 - SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT			STA	LEFT		CL Shim Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
<b>603+00</b>				<b>-2.0</b>		<b>-4.0</b>	<b>665+00</b>				<b>-2.0</b>		
							664+50				-1.0		
<b>576+50</b>		<b>-3.0</b>					664+00				-0.5		<b>-4.0</b>
576+00		-2.5					663+50				0.0		-3.0
575+50		-1.5					<b>663+00</b>				<b>1.0</b>		<b>-2.0</b>
575+00		0.0											
574+50	<b>-4.0</b>	1.5		<b>-2.0</b>			<b>650+00</b>				<b>1.0</b>		
574+00	-3.0	3.0		-3.0		<b>-4.0</b>	649+50				0.5		<b>-2.0</b>
573+50	<b>-2.0</b>	4.5		-4.5		<b>-4.5</b>	649+00				-1.0		-3.0
<b>573+00</b>		<b>5.0</b>		<b>-6.0</b>		<b>-6.0</b>	<b>648+50</b>				<b>-2.0</b>		<b>-4.0</b>
<b>567+00</b>		<b>5.0</b>		<b>-6.0</b>		<b>-6.0</b>	<b>642+00</b>				<b>-2.0</b>		
566+50		4.0		-5.0		-5.0	641+50				-1.5		<b>-4.0</b>
566+00	<b>-2.0</b>	3.0		-4.0		<b>-4.0</b>	641+00	<b>-4.0</b>	-4.0		-0.5		-3.0
565+50	-3.0	2.0		-3.0			640+50	-5.5	-5.5		0.5		<b>-2.0</b>
565+00	<b>-4.0</b>	0.5		-2.0			640+00	<b>-6.0</b>	<b>-6.0</b>		2.0		
564+50		-0.5		-2.0			<b>639+50</b>				<b>3.5</b>		
564+00		-1.0		<b>-2.5</b>									
563+50		-2.0					<b>636+50</b>				<b>3.5</b>		
<b>563+00</b>		<b>-3.0</b>					636+00	<b>-6.0</b>	<b>-6.0</b>		3.0		
							<b>635+50</b>	<b>-5.0</b>	<b>-5.0</b>		<b>2.0</b>		
<b>547+00</b>				<b>-2.5</b>									
546+50				-3.0			<b>626+00</b>				<b>2.0</b>		
546+00				<b>-4.0</b>			625+50	<b>-5.0</b>	<b>-5.0</b>		1.0		
545+50							625+00	-4.0	-4.0		0.0		<b>-2.0</b>
<b>545+00</b>							624+50	-3.0	-3.0		-1.5		-3.0
							<b>624+00</b>	<b>-2.5</b>	<b>-2.5</b>		<b>-3.0</b>		<b>-4.0</b>
<b>544+00</b>		<b>-3.0</b>		<b>-4.0</b>		<b>-4.0</b>							
543+50		-1.5		-5.0		-5.0	<b>619+00</b>	<b>-2.5</b>	<b>-2.5</b>		<b>-3.0</b>		
543+00		0.0		<b>-6.0</b>		<b>-6.0</b>	618+50	-3.0	-3.0		-2.5		
542+50		1.0					618+00	-4.5	-4.5		-1.0		<b>-4.0</b>
542+00	<b>-4.0</b>	2.0					617+50	<b>-6.0</b>	<b>-6.0</b>		0.0		-3.0
541+50	-3.0	3.5					617+00				1.0		<b>-2.0</b>
541+00	<b>-2.0</b>	5.0					<b>616+50</b>				<b>2.0</b>		
<b>540+50</b>		<b>6.0</b>											
							<b>606+50</b>	<b>-6.0</b>	<b>-6.0</b>				
<b>539+50</b>		<b>6.0</b>		<b>-6.0</b>		<b>-6.0</b>	606+00	-5.0	-5.0				
539+00	<b>-2.0</b>	5.0		-5.0		-5.0	605+50	<b>-4.0</b>	-4.0				
538+50	-3.0	3.5		-3.5		<b>-4.0</b>	605+00		<b>-3.0</b>				
538+00	<b>-4.0</b>	2.0		<b>-3.0</b>			604+50				<b>2.0</b>		
537+50		0.0					604+00				0.5		<b>-2.0</b>
<b>537+00</b>		-1.0					603+50				-1.0		-3.0

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## SECTION 1 - SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT			STA	LEFT		CL Shim Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
735+50	-3.0	0.0		-4.0		-4.0	781+00				-2.0		
735+00	-4.0	-1.0		-3.0									
734+50		-2.0					775+00		-2.0		-2.0		
							774+50		-1.0		-3.0		
731+50		-2.0					774+00		0.0				
731+00		-1.5					773+50		1.5		-3.0		
730+50		0.0					773+00		2.0		-4.0		
730+00		1.0											
729+00		1.0					770+00				-4.0		
728+50		0.0					769+50		2.0		-3.0		
728+00		-2.0					769+00		1.0				
							768+50		0.0				
726+00		-2.0					768+00		-1.0				
725+50		-0.5					767+50		-2.0				
725+00		0.0											
724+50		0.5					755+50				-3.0		
724+00		1.0					755+00				-2.0		
							754+50				-1.0		-4.0
721+00		1.0					754+00		-2.0		-0.5		-3.0
720+50		0.0					753+50	-4.0	-3.5		0.5		-2.0
720+00		-1.0					753+00	-5.0	-5.0		2.0		
719+50		-2.0					752+50	-6.0	-6.0		3.0		
719+00		-3.0					752+00				4.5		
							751+50				5.0		
718+00				-3.0			751+00	-6.0	-6.0		4.0		
717+50				-2.0			750+50	-5.0	-5.0		3.5		
							750+00	-4.0	-4.0		2.0		
708+50		-3.0					749+50		-3.0		0.5		-2.0
708+00	-4.0	-2.0					749+00				-1.0		-3.0
707+50	-3.0	-0.5					748+50				-2.0		-4.0
707+00	-2.0	0.5											
706+50		1.0					742+00		-3.0				
							741+50		-2.0				
705+00		1.0					741+00	-4.0	-0.5				
704+50	-2.0	0.5					740+50	-3.0	0.5		-2.0		
704+00	-3.0	-1.0					740+00	-2.0	2.0		-3.5		-4.0
703+50	-4.0	-2.0					739+50		3.0		-5.0		-5.0
							739+00		4.0				
701+50		-2.0											
701+00		-3.0					737+00		4.0				
							736+50		2.5				
							736+00	-2.0	1.0		-5.0		-5.0

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## SECTION 1 - SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT			STA	LEFT		CL Shim Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %		Shldr Lane Slope %	Travel Lane Slope %		Truck Lane Slope %	Shldr Lane Slope %	
906+00				-2.0			1067+50	-2.0	1.5		-2.0		
905+50				-3.0			1067+00		3.0		-3.0		
888+50		-2.0					1066+50		4.0		-4.0		
888+00		-3.0					1058+00		4.0		-4.0		
864+00		-3.0					1057+50		2.5		-3.0		
863+50		-2.5					1057+00	-2.0	1.5		-2.0		
863+00		-2.0					1056+50	-3.0	0.5				
862+50		-2.0					1056+00	-4.0	0.0				
862+00	-4.0	-1.0					1055+50		-0.5				
861+50	-3.0	0.0					1055+00		-1.0				
861+00	-2.0	1.0					1054+50		-1.5				
858+00		1.0					1054+00		-2.0				
857+50		0.0					993+50		-2.0		-2.0		
857+00	-2.0	-0.5					993+00		-3.0		-1.0		-4.0
856+50	-3.0	-1.0					992+50	-4.0	-4.0		0.0		-3.0
856+00	-4.0	-2.0					992+00	-5.0	-5.0		1.5		-2.0
855+50		-3.0					991+50	-6.0	-6.0		3.0		
832+00				-3.0			991+00				4.0		
831+50				-2.0			978+50	-6.0	-6.0		4.0		
825+00		-3.0					978+00	-5.0	-5.0		2.5		
824+50		-2.0					977+50	-4.0	-4.0		1.0		-2.0
788+00				-2.0		-4.0	977+00		-3.0		0.0		-3.0
787+50				0.0		-3.0	976+50		-2.0		-1.0		-4.0
787+00				1.0		-2.0	976+00				-2.0		
786+50		-2.0		1.5			962+50		-2.0				
786+00		-3.0		2.0			962+00		-3.0				
785+50		-4.0		3.5			951+50				-2.0		
785+00				4.0			951+00				-1.5		
784+00		-4.0		4.0			944+50				-1.5		
783+50		-2.5		2.5			944+00		-3.0		-2.0		
783+00		-2.0		1.5			943+50		-2.0				
782+50				1.0		-2.0	943+00				-2.0		
782+00				0.0		-3.0	942+50				-3.0		
781+50				-1.5		-4.0	919+00				-3.0		
							918+50				-2.0		

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SECTION 1 - SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT		
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Truck Lane Slope %	Shldr Lane Slope %
<b>1143+55</b>	<b>Match</b>	<b>Match</b>	<b>0.50</b>	<b>Match</b>		<b>Match</b>
1143+00	-5.0	-2.0		-2.0		-4.0
1142+50	-4.0					
1142+00	-2.0					
1141+50		-2.0				
1141+00		-1.0				
1140+50		0.0				
1140+00		0.5				
1139+50		1.0				
<b>1139+00</b>		<b>2.0</b>				
<b>1123+00</b>		<b>2.0</b>				
1122+50		1.0				
1122+00		0.5				
1121+50		0.0				
1121+00	-2.0	-1.0				
<b>1120+50</b>	<b>-4.0</b>	<b>-2.0</b>				
<b>1107+50</b>	<b>-4.0</b>	<b>-2.0</b>		<b>-2.0</b>		<b>-4.0</b>
<b>1106+90</b>	<b>Match</b>	<b>Match</b>	<b>0.50</b>	<b>Match</b>		<b>Match</b>
<b>1105+72</b>	<b>Shim Bridge Deck</b>					
<b>1104+55</b>	<b>Match</b>	<b>Match</b>	<b>0.50</b>	<b>Match</b>		<b>Match</b>
<b>1104+00</b>	<b>-4.0</b>	<b>-2.0</b>		<b>-2.0</b>		<b>-4.0</b>
<b>1069+00</b>		<b>-2.0</b>				
1068+50	<b>-4.0</b>	-1.0				
1068+00	-3.0	0.0				

1. Unless otherwise directed by the Department, the shim depth shall be considered the "loose" depth.

**SECTION 2 - MILLING - CROSS SLOPE SHEET**

STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Lane Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Lane Slope %
<b>1315+00</b>	<b>Match</b>	<b>Match</b>	<b>-1.50</b>	<b>Match</b>	<b>Match</b>
<b>1314+50</b>	<b>-5.0</b>	<b>-2.0</b>		<b>-2.5</b>	<b>-5.0</b>
<b>1308+00</b>				<b>-2.5</b>	
1307+50		<b>-2.0</b>		-2.0	
1307+00		-2.5		-1.0	<b>-5.0</b>
1306+50		-3.5		0.0	-4.0
1306+00	<b>-5.0</b>	<b>-5.0</b>		1.5	-3.0
1305+50	<b>-6.0</b>	<b>-6.0</b>		3.0	<b>-2.0</b>
1305+00				4.5	
1304+50				5.0	
<b>1304+00</b>				<b>6.0</b>	
<b>1297+50</b>				<b>6.0</b>	
1297+00				5.0	
1296+50	<b>-6.0</b>	<b>-6.0</b>		3.5	
1296+00	<b>-5.0</b>	-4.5		2.0	
1295+50		-3.0		0.0	<b>-2.0</b>
1295+00		<b>-2.0</b>		-1.0	<b>-4.0</b>
1294+50				-2.0	
<b>1294+00</b>				<b>-2.5</b>	
<b>1286+50</b>	<b>-5.0</b>	<b>-2.0</b>		<b>-2.5</b>	<b>-4.0</b>
<b>1286+30</b>	<b>Match</b>	<b>Match</b>	<b>-1.50</b>	<b>Match</b>	<b>Match</b>