



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

April 25, 2024
Subject: Highway Rehabilitation and other
Incidental Work.
State WIN: 026872.00
Location: **Deblois, Beddington,
& T22 MD BPP
Amendment No. 1**

Dear Sir/Ms.:

In the Bid Book:

Remove pages 37-38 titled Construction Notes dated February 28, 2024 and **Replace** with the attached Construction Notes dated April 23, 2024.

Remove page 39 titled Cross Slope Sheet dated April 3, 2024 and **Replace** with the attached Cross Slope Sheet, 5 pages dated April 22, 2024.

Consider these changes and information prior to submitting your bid on **March 1, 2024**.

Sincerely,

A handwritten signature in blue ink that reads 'George Macdougall'.

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

CONSTRUCTION NOTES

202.203 Pavement Butt Joints

Project Approachs

Station	to	Station	Side	Comments
471+35		471+85	Lt/Rt	Begin Project Butt Joint
944+71		945+21	Lt/Rt	End Project Butt Joint

Drives

Station	Side	Width
472+50	Lt	100
512+75	Lt	30

403.209 Hot Mix Asphalt 9.5 (Incidentals)

This item will be used for driveways and entrances and/or as directed by the Resident. 3 inches of Hot Mix Asphalt will be used in commercial entrances.

403.2101 9.5mm Polymer Modified Hot Mix Asphalt

Travel Lane

Station	to	Station	Width	Side
471+35		945+21	11.0'	Lt/Rt

Shoulder

Station	to	Station	Width	Side
471+35		557+88	3.0'	Lt/Rt
557+88		568+35	Varies	Lt/Rt
562+13		945+21	3.0'	Lt/Rt

403.211 Hot Mix Asphalt (Shim)

Travel Lane

Station	to	Station	Width	Side	Comments
557+88		568+35	11.0'	Lt/Rt	Overlay Section

Shoulder

Station	to	Station	Width	Side	Comments
557+88		568+35	varies	Lt/Rt	Overlay Section

Spot shims may be required in Full Depth Treated Reclaim Areas to achieve design cross slopes prior to placement of HMA Base Pavement. Locations to be determined by the Resident.

CONSTRUCTION NOTES

403.213 12.5 Hot Mix Asphalt 12.5 Base

Station	to	Station	Side	Width
471+35		557+88	Lt/Rt	14.0'
568+35		945+21	Lt/Rt	14.0'

603.16 15" Culvert Pipe Option I

Drive pipe locations to be determined by the Resident.

627.78 Temporary 4" Painted Pavement Marking Line, White or Yellow

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

Temporary lines will require one coat on the shim layer.

629.05, 631 Items

These items will be used for ditching and inslope excavation, locations to be determined in the field by the Resident. *****Ditch and Inslope work shall be completed before the HMA wearing course (surface).**

Item 631.18 Chain Saw Rental item will be used as needed in new ditch areas as determined in the field by the Resident.

652.35 Construction Signs

MaineDOT Maintenance and Operations will provide, install, and remove approach signage for the Project to include sideroads. Maintaining panel markers will be incidental to 652.36 Maintenance of Traffic. The Contractor will be responsible for all other signage required in the Standard Specifications section 652 -MAINTENANCE OF TRAFFIC.

HMA - CROSS SLOPE SHEET

STA	LEFT		RIGHT		STA	LEFT		RIGHT	
	Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope
	%	%	%	%		%	%	%	%
527+00	-2.0	-2.0			565+50	-1.0	-1.0	-3.0	-3.0
526+50	-3.0	-3.0			565+00	-2.0	-2.0	-2.0	-2.0
500+00	-3.0	-3.0			563+00	-2.0	-2.0	-2.0	-2.0
499+50	-2.0	-2.0			563+00	Begin Shim/Overlay			
						Skip Bridge Project			
497+00			-2.0	-2.0	558+00	Match	Match	Match	Match
496+50			-1.0	-1.0	557+50	1.0	1.0	-3.0	-3.0
496+00			0.0	0.0					
495+50			1.0	1.0	556+00			-3.0	-3.0
					555+50	1.0	1.0	-2.0	-2.0
488+50			1.0	1.0	555+00	0.0	0.0		
488+00			-0.5	-0.5	554+50	-1.0	-1.0		
487+50			-2.0	-2.0	554+00	-2.0	-2.0		
487+00			-3.0	-3.0					
486+50			-4.0	-4.0	544+00	-2.0	-2.0		
					543+50	-3.0	-3.0		
484+50			-4.0	-4.0	543+00	-4.0	-4.0	-2.0	-2.0
484+00			-3.0	-3.0	542+50			-0.5	-0.5
483+50			-2.0	-2.0	542+00			1.0	1.0
483+00			-1.0	-1.0	541+50			2.5	2.5
482+50			0.0	0.0	541+00			4.0	4.0
482+00			1.0	1.0					
					534+00			4.0	4.0
478+00			1.0	1.0	533+50			2.5	2.5
477+50			0.0	0.0	533+00			1.0	1.0
477+00			-1.0	-1.0	532+50			-0.5	-0.5
476+50	-2.0	-2.0	-2.0	-2.0	532+00			-2.0	-2.0
476+00	-1.0	-1.0	-3.5	-3.5					
475+50	0.0	0.0			531+00	-4.0	-4.0		
475+00	1.0	1.0			530+50	-2.0	-2.0		
					530+00	-1.0	-1.0		
					529+50	1.0	1.0		
472+00	1.0	1.0							
471+50	-1.0	-1.0	-3.5	-3.5	528+00	1.0	1.0		
471+35	Match	Match	Match	Match	527+50	-0.5	-0.5		

- Notes:**
1. For FDR sections, the base will be 2" compacted depth at centerline.
 2. For HMA shim sections, the shim will be an average compacted depth of 1/2" at centerline.

HMA - CROSS SLOPE SHEET

STA	LEFT		RIGHT		STA	LEFT		RIGHT	
	Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope
	%	%	%	%		%	%	%	%
603+50	0.0	0.0			650+50	-1.0	-1.0		
603+00	1.0	1.0			650+00	0.0	0.0		
					649+50	1.0	1.0		
592+50	1.0	1.0			649+00	2.0	2.0		
592+00	0.0	0.0							
591+50	-1.0	-1.0			637+00	2.0	2.0		
591+00	-2.0	-2.0			636+50	1.0	1.0	-4.0	-4.0
					636+00	0.0	0.0	-3.0	-3.0
589+00			-2.0	-2.0	635+50	-1.0	-1.0	-2.0	-2.0
588+50			-1.0	-1.0	635+00	-2.0	-2.0	-1.0	-1.0
588+00			0.0	0.0	634+50	-3.0	-3.0	0.0	0.0
587+50			0.5	0.5	634+00	-3.5	-3.5	-0.5	-0.5
587+00			1.0	1.0	633+50	-4.0	-4.0	1.0	1.0
584+00			1.0	1.0	630+00			1.0	1.0
583+50			0.5	0.5	629+50			0.5	0.5
583+00	-2.0	-2.0	-0.5	-0.5	629+00			0.0	0.0
582+50	-1.0	-1.0	-1.5	-1.5	628+50			-1.0	-1.0
582+00	0.0	0.0	-2.0	-2.0	628+00			-2.0	-2.0
581+50	0.5	0.5							
581+00	1.0	1.0			622+00			-2.0	-2.0
					621+50			-1.0	-1.0
571+50	1.0	1.0			621+00			0.0	0.0
571+00	0.0	0.0			620+50			0.5	0.5
570+50	-1.0	-1.0			620+00			1.5	1.5
570+00	-2.0	-2.0							
569+50	-2.0	-2.0			614+00			1.5	1.5
569+00	-1.0	-1.0	-2.0	-2.0	613+50			1.0	1.0
568+50	1.0	1.0	-1.0	-1.0	613+00			0.0	0.0
568+00	2.5	2.5	-3.0	-3.0	612+50			-1.0	-1.0
568+00	End Shim/Overlay & Begin FDR				612+00			-2.0	-2.0
568+00	2.5	2.5	-3.0	-3.0					
567+50			-5.0	-5.0	605+50	-4.0	-4.0		
					605+00	-3.0	-3.0		
566+50	2.5	2.5	-5.0	-5.0	604+50	-2.0	-2.0		
566+00	1.0	1.0	-3.5	-3.5	604+00	-1.0	-1.0		

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STA	LEFT		RIGHT		STA	LEFT		RIGHT	
	Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope
	%	%	%	%		%	%	%	%
713+00	-0.5	-0.5			736+00			0.0	0.0
712+50	-2.0	-2.0			735+50	-3.0	-3.0	1.0	1.0
712+00	-2.0	-2.0			735+00	-5.5	-5.5		
711+50	-4.0	-4.0							
					734+00	-5.5	-5.5		
709+50	-4.0	-4.0			733+50	-5.0	-5.0	1.0	1.0
709+00	-2.0	-2.0			733+00	-4.5	-4.5	0.0	0.0
708+50	0.0	0.0			732+50	-4.0	-4.0	-1.0	-1.0
708+00	2.0	2.0	-4.0	-4.0	732+00			-2.0	-2.0
707+50	4.0	4.0	-4.5	-4.5					
707+00			-5.0	-5.0	731+00			-2.0	-2.0
706+50			-5.5	-5.5	730+50			-1.0	-1.0
					730+00			0.0	0.0
702+00	4.0	4.0			729+50			1.0	1.0
701+50	2.0	2.0							
701+00	0.0	0.0	-5.5	-5.5	726+50			1.0	1.0
700+50	-2.0	-2.0	-4.0	-4.0	726+00			0.0	0.0
700+00	-4.0	-4.0	-3.0	-3.0	725+50			-1.0	-1.0
699+50	-3.0	-3.0	-2.0	-2.0	725+00			-2.0	-2.0
					724+50			-3.0	-3.0
688+00	-3.0	-3.0							
687+50	-3.5	-3.5			723+50			-3.0	-3.0
					723+00			-1.5	-1.5
672+00			-2.0	-2.0	722+50			0.5	0.5
671+50			-2.5	-2.5	722+00			2.5	2.5
671+00			-1.0	-1.0	721+50			3.5	3.5
670+50			0.0	0.0					
670+00			1.0	1.0	720+50			3.5	3.5
					720+00	-4.0	-4.0	2.0	2.0
657+00	-3.5	-3.5	1.0	1.0	719+50	-2.0	-2.0	0.0	0.0
656+50	-3.0	-3.0	0.0	0.0	719+00	-0.5	-0.5	-2.0	-2.0
656+00	-2.0	-2.0	-1.5	-1.5	718+50	1.0	1.0	-4.0	-4.0
655+50			-3.0	-3.0	718+00	2.5	2.5		
655+00			-4.0	-4.0					
					714+00	2.5	2.5		
651+00	-2.0	-2.0			713+50	1.0	1.0		

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STA	LEFT		RIGHT		STA	LEFT		RIGHT	
	Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope
	%	%	%	%		%	%	%	%
					845+50	1.0	1.0		
795+50	-3.0	-3.0			845+00	0.0	0.0		
795+00	-2.0	-2.0			844+50	-1.5	-1.5		
794+50	-1.0	-1.0			844+00	-3.0	-3.0		
794+00	0.0	0.0			843+50	-4.0	-4.0		
793+50	1.0	1.0							
					832+50			-2.0	-2.0
791+00	1.0	1.0			832+00			-1.5	-1.5
790+50	0.0	0.0							
790+00	-1.0	-1.0			822+50	-4.0	-4.0	-1.5	-1.5
789+50	-2.5	-2.5			822+00	-3.0	-3.0	-2.0	-2.0
789+00	-4.0	-4.0							
					818+00	-3.0	-3.0		
776+50	-4.0	-4.0			817+50	-2.0	-2.0		
776+00	-2.0	-2.0			817+00	-1.0	-1.0		
775+50			-2.0	-2.0	816+50	0.0	0.0		
775+00			-4.0	-4.0	816+00	1.0	1.0		
753+00	-2.0	-2.0	-4.0	-4.0	810+50	1.0	1.0		
752+50	-3.0	-3.0	-3.0	-3.0	810+00	0.0	0.0		
					809+50	-1.0	-1.0		
749+50			-3.0	-3.0	809+00	-2.0	-2.0		
749+00			-2.0	-2.0	808+50	-3.0	-3.0		
748+50			-1.0	-1.0					
748+00			0.0	0.0	807+50			-2.0	-2.0
747+50			1.0	1.0	807+00			-1.0	-1.0
					806+50			0.0	0.0
742+50			1.0	1.0	806+00	-3.0	-3.0	1.0	1.0
742+00			0.5	0.5	805+50	-4.0	-4.0	2.0	2.0
741+50			-1.5	-1.5					
741+00			-3.0	-3.0					
740+50			-4.0	-4.0	802+00			2.0	2.0
					801+50			1.0	1.0
737+50			-4.0	-4.0	801+00	-4.0	-4.0	0.0	0.0
737+00			-3.0	-3.0	800+50	-3.0	-3.0	-1.0	-1.0
736+50			-1.5	-1.5	800+00			-2.0	-2.0

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STA	LEFT		RIGHT		STA	LEFT		RIGHT	
	Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope
	%	%	%	%		%	%	%	%
945+00			-2.0	-2.0					
944+50			-3.0	-3.0					
923+00			-3.0	-3.0					
922+50			-2.0	-2.0					
901+00	-2.0	-2.0							
900+50	-1.0	-1.0							
900+00	0.0	0.0							
899+50	1.0	1.0							
894+50	1.0	1.0							
894+00	0.0	0.0							
893+50	-1.0	-1.0							
893+00	-2.0	-2.0							
875+50	-2.0	-2.0							
875+00	-3.0	-3.0							
868+50			-2.0	-2.0					
868+00			-2.5	-2.5					
867+50			-1.0	-1.0					
867+00			0.0	0.0					
866+50			1.0	1.0					
857+50			1.0	1.0					
857+00			0.5	0.5					
856+50			-0.5	-0.5					
856+00			-1.0	-1.0					
855+50			-2.0	-2.0					
850+00	-3.0	-3.0							
849+50	-1.5	-1.5			948+21	Match	Match	Match	Match
849+00	0.0	0.0			948+00	-3.0	-3.0	-2.0	-2.0
848+50	1.0	1.0			947+50	-2.0	-2.0		

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