



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

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

March 17, 2026
Subject: Highway Rehabilitation &
Drainage Improvements
WIN: 026958.00
Location: **China & Vassalboro**
Amendment No. 2

Dear Sir/Ms.:

Make the following changes to the bid documents:

On page nine, "NOTICE TO CONTRACTORS", **CHANGE** the bid opening date in the first paragraph which reads "March 18, 2026" per Amendment No. 1 to now read "**March 25, 2026**". Make this change in pen and ink.

Remove pages eleven through fourteen titled Proposal Schedule of Items dated 2/11/2026 and **Replace** with the attached Proposal Schedule of items dated 3/16/26

Remove pages thirty six through thirty nine titled CONSTRUCTION NOTES dated January 6, 2026 and **Replace** with the attached CONSTRUCTION NOTES dated March 10, 2026

Remove pages ninety six through ninety seven titled SPECIAL PROVISION SECTION 403 HOT MIX ASPHALT dated February 9 2026 and **Replace** with the attached SPECIAL PROVISION SECTION 403 HOT MIX ASPHALT dated March 5, 2026

Remove Pages forty through forty one titled CROSS SLOPE SHEET dated September 19,2025 and **Replace** with the attached CROSS SLOPE SHEET dated March 10, 2026

Add the attached Typical Section totaling one page

The following questions have been received:

Question: The contract documents indicate Nelson Road is to be realigned, but there is zero information provided as to what the department has planned for the realignment. Could the department please provide plan/profile sheets and pertinent information detailing the realignment of this side road?

Response: The new alignment will be field fit to remain within the existing Right of Way and paid for with contract items.

Question: Construction notes and slope sheet calculations for the edge of the 11' travel way show numerous areas with cut depths over 6" and a lot approximately 7.5" to 9" to achieve desired slopes while maintaining a 2" CL cut depth.

- a. Does the department have data verifying sufficient pavement depths for the existing edge of travel way pavement thickness for these cut depths or existing slope conditions?
- b. If pavement depths are not sufficient or gravel is encountered when achieving the desired cross slopes how will the rehabs or mainline be paid?
- c. Will additional contract time be added if gravel is encountered on mainline milling?

Response: Please see updated schedule of items and slope sheets for this project

a. Does the department have data verifying sufficient pavement depths for the existing edge of travel way pavement thickness for these cut depths or existing slope conditions?

1. The Department has data available that may be provided to the Contractor after project award for planning purposes only.

b. If pavement depths are not sufficient or gravel is encountered when achieving the desired

cross slopes how will the rehabs or mainline be paid?

1. Where gravel is encountered, or where the existing pavement is found to be thin, the Department may utilize contract items for removal and rebasing as identified in the Construction Notes.

c. Will additional contract time be added if gravel is encountered on mainline milling?

1. If areas not identified in the Construction Notes are encountered, the Department will consider additional contract time based on the scope of the work required.

Question: 202.42 - Rehabilitation of Existing Shoulders

For Item 202.42, MDOT has proposed using screened millings to bring the shoulders back to the proposed grade and then placing a shim course of 9.5 mm mix over the shoulders. What is the estimated quantity of milling material, in cubic yards, to be placed on the shoulders prior to the placement of the shim course?

Response: For estimating purposes only, the quantity of milled material anticipated to be used is approximately 1,100 cubic yards (CY).

Question: 202.202 - Removing Pavement Surface - Medium Cut Drum

Can you please provide the estimated cubic yard quantity of material to be milled from the project as part of the milling to slope scope of work.

Response: For estimating purposes only, it is anticipated that approximately 2,000 cubic yards (CY) of milled material will be generated from the milling operations. This quantity is provided for reference only and shall not be considered a pay item or guaranteed quantity.

Question: For the Nelson Road realignment, could MDOT please provide the relevant plans and cross-section details?

Response: This sideroad will be laid out in the field by the Department. All work associated with this sideroad shall be paid for under the applicable contract items.

Question: The Typical and 403 Special Provisions indicate two lifts of shim for the project. Are the side roads receiving the same treatment as the travel way?

Response: Yes, the side road will be graded to match and receive the same pavement treatment.

Consider these changes and information prior to submitting your bid on **March 25, 2026**.

Sincerely,



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

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 026958.00

Project(s): 026958.00

SECTION: 1 INITIAL GROUP

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	201.24 REMOVING STUMP	9.000 EA	_____	 _____	_____	 _____
0020	202.202 REMOVING PAVEMENT SURFACE	43,600.000 SY	_____	 _____	_____	 _____
0030	202.203 PAVEMENT BUTT JOINTS	100.000 SY	_____	 _____	_____	 _____
0040	203.20 COMMON EXCAVATION	500.000 CY	_____	 _____	_____	 _____
0050	203.25 GRANULAR BORROW	100.000 CY	_____	 _____	_____	 _____
0060	204.42 REHABILITATE EXISTING SHOULDERS	10,250.000 SY	_____	 _____	_____	 _____
0070	304.103 AGGREGATE SUBBASE - GRAVEL (TRUCK MEASURE)	800.000 CY	_____	 _____	_____	 _____
0080	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	350.000 T	_____	 _____	_____	 _____
0090	403.210 HOT MIX ASPHALT 9.5 MM	3,900.000 T	_____	 _____	_____	 _____
0100	403.211 HOT MIX ASPHALT (SHIMMING)	4,300.000 T	_____	 _____	_____	 _____
0110	403.213 HOT MIX ASPHALT 12.5 MM BASE	650.000 T	_____	 _____	_____	 _____
0120	409.15 BITUMINOUS TACK COAT - APPLIED	3,750.000 G	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

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Project(s): 026958.00

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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
0130	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	250.000 CY	_____	 _____	_____	 _____
0140	511.07 COFFERDAM: 114+44 DOWNSTREAM	LUMP SUM	LUMP	 SUM	_____	 _____
0150	511.07 COFFERDAM: 114+44 UPSTREAM	LUMP SUM	LUMP	 SUM	_____	 _____
0160	511.07 COFFERDAM: 121+44 DOWNSTREAM	LUMP SUM	LUMP	 SUM	_____	 _____
0170	511.07 COFFERDAM: 121+44 UPSTREAM	LUMP SUM	LUMP	 SUM	_____	 _____
0180	603.169 15 INCH CULVERT PIPE OPTION III	40.000 LF	_____	 _____	_____	 _____
0190	603.179 18 INCH CULVERT PIPE OPTION III	384.000 LF	_____	 _____	_____	 _____
0200	603.189 21 INCH CULVERT PIPE OPTION III	210.000 LF	_____	 _____	_____	 _____
0210	603.209 30 INCH CULVERT PIPE OPTION III	52.000 LF	_____	 _____	_____	 _____
0220	603.239 48 INCH CULVERT PIPE OPTION III	60.000 LF	_____	 _____	_____	 _____
0230	603.249 54 INCH CULVERT PIPE OPTION III	68.000 LF	_____	 _____	_____	 _____
0240	606.52 MAILBOX REMOVE & RESET	50.000 EA	_____	 _____	_____	 _____
0250	609.31 CURB TYPE 3	100.000 LF	_____	 _____	_____	 _____

Maine Department of Transportation

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Project(s): 026958.00

SECTION: 1 INITIAL GROUP

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
0260	610.08 PLAIN RIPRAP	50.000 CY	_____	 _____	_____	 _____
0270	610.18 STONE DITCH PROTECTION	100.000 CY	_____	 _____	_____	 _____
0280	613.319 EROSION CONTROL BLANKET	500.000 SY	_____	 _____	_____	 _____
0290	615.07 LOAM	1,000.000 CY	_____	 _____	_____	 _____
0300	615.10 DIRTY BORROW	100.000 CY	_____	 _____	_____	 _____
0310	618.13 SEEDING METHOD NUMBER 1	150.000 UN	_____	 _____	_____	 _____
0320	618.14 SEEDING METHOD NUMBER 2	10.000 UN	_____	 _____	_____	 _____
0330	619.12 MULCH	160.000 UN	_____	 _____	_____	 _____
0340	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	45,150.000 LF	_____	 _____	_____	 _____
0350	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	15,050.000 LF	_____	 _____	_____	 _____
0360	629.05 HAND LABOR, STRAIGHT TIME	50.000 HR	_____	 _____	_____	 _____
0370	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	350.000 HR	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

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Project(s): 026958.00

SECTION: 1 INITIAL GROUP

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
0380	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	700.000 HR	_____	 _____	_____	 _____
0390	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	10.000 HR	_____	 _____	_____	 _____
0400	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	 _____	_____	 _____
0410	652.33 DRUM	150.000 EA	_____	 _____	_____	 _____
0420	652.34 CONE	400.000 EA	_____	 _____	_____	 _____
0430	652.35 CONSTRUCTION SIGNS	1,250.000 SF	_____	 _____	_____	 _____
0440	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	200.000 CD	_____	 _____	_____	 _____
0450	652.38 FLAGGER	5,000.000 HR	_____	 _____	_____	 _____
0460	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		 LUMP SUM	_____	 _____
0470	659.10 MOBILIZATION	LUMP SUM		 LUMP SUM	_____	 _____
Section: 1			Total:		_____	 _____
			Total Bid:		_____	 _____

CONSTRUCTION NOTES

201.240 – Removing Stump Stations

- 43+10 RT
- 43+40 RT
- 43+50 RT
- 43+60 RT
- 44+20 RT
- 77+05 RT
- 77+30 RT
- 77+50 RT

202.202 - Removing Pavement Surface – Medium Cut Drum

Shall be used to remove 2.00” of existing surface pavement on centerline and shall follow the cross-slope sheet. Milling will take place from 9+00 to 159+50.

Millings/grindings will become property of the Contractor.

The Contractor will be allowed to use millings from this project for the shoulder work under the 204.42 Rehabilitation of Existing Shoulder item. Material may be stockpiled at the China Maintenance Camp located at 268 Route 3 China, Maine 04358 temporarily during construction.

The Department has identified specific areas requiring base repair. After profile milling is completed, the following areas will require an additional 1.5-inch depth of milling and replacement with Item 403.213 HMA Base. The Contractor will be compensated under the appropriate rental items for compaction of any exposed gravel prior to placement of the HMA base pavement. Milling and paving of the plunge cut areas shall be completed within the same shift.

The Location are the only for the 11 foot travel lane only.

<u>Left</u>	<u>Right</u>
32+00 – 34+50	97+00 – 101+00
43+50 – 45+50	113+50 – 121+00
59+50 – 61+50	
123+50 – 129+50	
136+00 – 138+00	

202.203 – Pavement Butt Joints

This item shall be used to install pavement butt joints in the travel way, at side roads, paved driveways, and other locations as directed by the Department. If the surface along the roadway gutter line is below the existing surface, the side road shall be milled using Item 202.202 – Remove Pavement Surface to achieve the required grade and match the proposed pavement elevation.

CONSTRUCTION NOTES

203.20 – Common Excavation

This item shall be used to remove the existing pavement in the following locations after the roadway has been profile milled. The locations are estimated and will be field-located by the Department. Reference Typical Section 3 for additional details.

Right

53+70 – 63+00

73+50 – 80+00

204.42 – Rehabilitation of Existing Shoulder

Shall be used at existing gravel shoulders to be paved. Work will consist of removing existing shoulder material that is above grade after main line milling and adding adequate material to shoulders where it is below proposed grade. Millings from this project are allowed to be used for shim and shall be screened.

304.103 – Aggregate Subbase Gravel (Truck Measure)

This item shall be used to add necessary gravel to bring the roadway to final grade in accordance with the slopes shown on the slope sheet. Reference Typical Section 3 for additional details.

Right

53+70 – 63+00

73+50 – 80+00

403.209 – Hot Mix Asphalt 9.5 mm (Sidewalks, Drives, and Incidentals)

Shall be used to match into paved drives and at other locations as determined by the Department.

403.210 - Hot Mix Asphalt, 9.5 mm (Surface)

Station 9+00 to Station 159+50, full width travel lane and shoulders.

On all side roads, pave back to the joint or as directed by the Department. Estimated set off back of the joints, measured from gutter line are as follows:

Left

Achorn Lane: 26' +/-

Wentworth Way: 18' +/-

Nelson Road: Realignment

Right

Pellerin Drive: 17' +/-

Clark Road: 63' +/-

Lakemist Lane: 38' +/-

Rowe Drive: 31' +/-

CONSTRUCTION NOTES

403.211 – Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Shimming)

Shall be used to shim mainline and shoulder areas as identified on the slope sheet and side roads as directed by the Department. Spot shims are expected. Main line full width shim shall not occur until shoulder grading is finished (See Item 204.42).

Approximate spot shim location:

<u>Left</u>	<u>Right</u>
64+50 – 71+00	26+50 – 29+50
86+00 – 90+50	32+50 – 34+50
100+00 – 121+00	44+50 – 45+50
147+50 – 149+50	48+50 – 49+50
	52+00 – 63+50
	73+00 – 81+50
	83+50 – 87+00
	98+50 – 95+00
	121+00 – 129+00
	133+00 – 139+50
	142+00 – 147+00
	151+50 – 155+00

403.213 – Hot Mix Asphalt, 12.5mm (Base)

HMA Base shall be utilized for trench paving at cross culvert locations; for 1.5-inch depth base repairs; and for 2.5-inch depth basing of reconstruction areas as shown on Typical 3 and at the side road realignment at Nelson Road.

603.168 – 15” Culvert Pipe Option I

Driveway culverts shall be replaced at the following locations:

- 34+50 LT- 20’ Length
- 62+25 LT- 20’ Length

603.179– 18” Culvert Pipe Option III

Cross culverts shall be replaced at the following locations:

- 26+09- 40’ Length, Asset ID- 151274
- 45+45- 36’ Length, Asset ID- N/A
- 55+63- 42’ Length, Asset ID- 151284
- 59+34- 36’ Length, Asset ID- 151287
- 62+67- 40’ Length, Asset ID- 151290
- 72+87- 48’ Length, Asset ID- 151293
- 74+10- 64’ Length, Asset ID- 151295
- 90+68- 38’ Length, Asset ID- 151298
- 93+81- 40’ Length, Asset ID- 151300

CONSTRUCTION NOTES

603.189- 24" Culvert Pipe Option III

Cross culverts shall be replaced at the following locations:

- 133+31- 64' Length, Asset ID- 151311
- 135+37- 56' Length, Asset ID- 151315
- 137+50- 88' Length- Asset ID- 151313

603.209 – 30" Culvert Pipe Option III

Cross culvert shall be replaced and upsized at the following location:

- 37+07- 52' Length, Asset ID- 151279

603.239 – 48" Culvert Pipe Option III

In-stream culvert shall be replaced at the following location (note: Permit requirements apply)

- 114+44- 60' Length, Asset ID- 151305

603.249 – 54" Culvert Pipe Option III

In-stream culvert shall be replaced at the following location (note: Permit requirements apply)

- 121+44- 68' Length, Asset ID 151308

609.31- Curb Type 3

The contractor shall install new Curb Type 3 at the following location:

- 61+10 LT to 61+45 LT

613.319 – Erosion Control Blanket

Locations will 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 determined in the field by the Department.

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

CONSTRUCTION NOTES

627.733 – 4” White or Yellow Painted Pavement Marking Line

Final striping shall not commence until 10 days have elapsed from the completion of the surface pavement and shall 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.

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

Temporary center 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 shall be used on all pavement layers until temporary paint is applied.

TOMs shall be removed before final striping.

TOM removal shall be addressed in the Traffic Control Plan.

629 & 631 – Hand Labor & Equipment Rental

These items shall be used for grading of inslopes, ditches, reconstruction areas, and other locations as directed by the Department.

652.35 Construction Signs

Two **Road Work Next 3 Miles** signs are required for this project.

Nelson Road will have approach signs placed.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>Variable Depth Mill (2") & 1 1/2" HMA Overlay w/ Variable Depth Shim</u>					
<u>Travel Lane, Shoulders & Side Roads (As Indicated)</u>					
Wearing	9.5 mm	403.210	1 1/2"	1	1,4,9,24,25
Shim	9.5 mm	403.211	variable	1/more	4,9,20,30
Shim	9.5 mm	403.211	variable	1/more	4,9,20,30
<u>Reconstruction & Base Repair Areas</u>					
<u>Travel Lane & Shoulders (As Indicated)</u>					
Wearing	9.5 mm	403.210	1 1/2"	1	1,4,9,24,25
Shim	9.5 mm	403.211	variable	1/more	4,9,20,30
Shim	9.5 mm	403.211	variable	1/more	4,9,20,30
Base	12.5 mm	403.213	1 1/2"	1	4,10,30,31
<u>Drainage Cross Trenches</u>					
<u>Base Paving (As Indicated or Directed)</u>					
Base	12.5 mm	403.213	4" or Match	2/more	4,10,30,32,34
<u>Spot Shims (As Directed)</u>					
Shim	9.5 mm	403.211	variable	1/more	4,9,20,30,54
<u>Drives, Misc. (As Directed)</u>					
Wearing	9.5 mm	403.209	2"	1/more	3,20,30,32

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet or exceed a **PG 64-28** grading. All asphalt grades utilized on the travelway and shoulders shall be treated with an approved liquid anti-strip. PG binders shall be treated with a minimum 0.50 percent anti-strip by weight of asphalt binder used unless otherwise recommended by the anti-strip manufacturer. The PGAB and anti-strip blend shall meet or exceed the **PG 64-28** requirements. The Contractor shall provide supporting test data showing the PGAB and anti-strip blend meet the required criteria.
3. The aggregate qualities shall meet the design traffic level of <3 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**.
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**.
9. Section 106.6 Acceptance, (2) **Method C** as specified Section 401.20 - Quality Assurance Methods A and C.
10. Section 106.6 Acceptance, (2) **Method D** as specified Section 401.21 - Quality Assurance Methods B and D.
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.
24. See Special Provision 401 - HMA with Fine Micro-Deval Requirement for project specifics.

25. 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.
31. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, **12 ton** pneumatic, and a **10 ton** finish roller for roadway work. A **Quality Control Technician (QCT) equipped with a density meter** shall be required for all roadway mixtures placed under this contract. Density testing of the mixture will be performed by the QCT in accordance with AASHTO T355 or AASHTO T343. The mixture will be rolled until the density readings show less than 1 pcf change for the final roller passes. This density will be used as the target TMD for the mixture. The remaining mixture shall be compacted to a minimum density of 95% of the target density as determined in the control section. The Contractor shall make density test results, including randomly sampled densities, available to the Department's representative onsite. Summaries of each day's results, including a daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and number of roller passes, shall be recorded and signed by the QCT and presented to the Department's representative by the **end of the working day**. The Department may require cores for informational purposes.
32. 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. 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 drainage 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.
54. In areas where the minimum compacted depth for spot shims exceeds 1.5", a mixture meeting the gradation of 12.5 mm hot mix asphalt may be used at the option of the contractor. Should this option be used, the maximum depth for spot shims shall not exceed a compacted depth of 3". The 12.5 mm shim shall be tested under item 403.213 using Method D testing and will be paid under 403.211.

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/yd², and on milled pavement approximately 0.05 gal/yd² 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/yd². Tack used will be **paid for at the contract unit price** for Item 409.15 Bituminous Tack Coat.

CROSS SLOPE SHEET

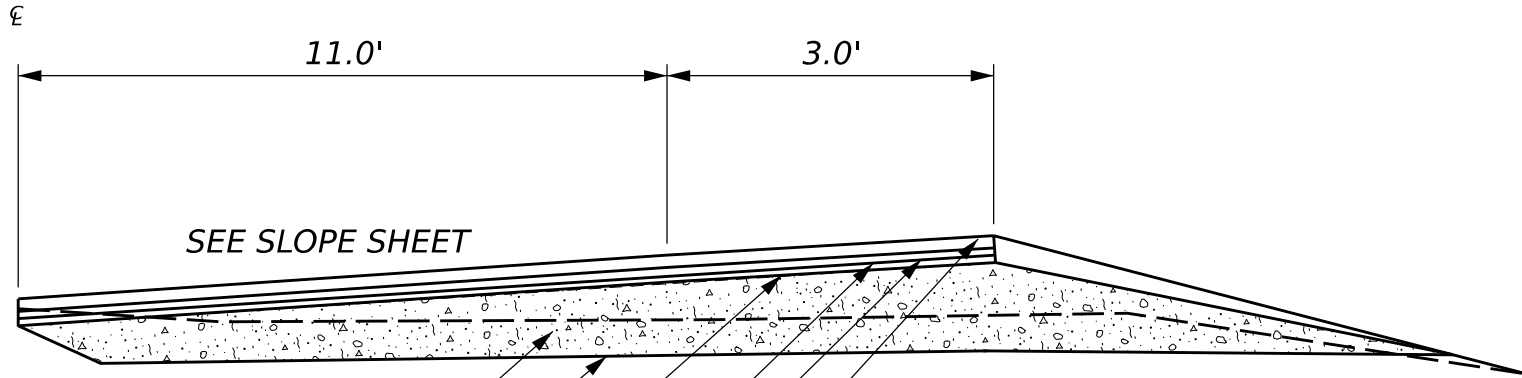
STA	LEFT	CL Cut Depth	RIGHT
	Travel Lane Slope		Travel Lane Slope
	%	(inch)	%
93+50			5.0
91+50	-5.0		5.0
91+00	-4.5		4.5
90+50	-3.0		3.0
90+00	-1.5		1.5
89+50	0.0		0.0
89+00	1.5		-1.5
88+50	2.0		-3.0
88+00	3.0		-5.0
87+50	4.0		
85+50	4.0		
85+00	3.0		-5.0
84+50	2.0		-4.0
84+00	1.0		-3.0
83+50	0.0		
83+00	-1.0		
82+50	-2.0		
82+00	-3.0		-3.0
81+50			-2.0
81+00			-1.0
80+50			0.0
80+00			1.0
79+50	-3.0		2.0
79+00	-4.0		
74+50	-4.0		
74+00	-3.5		2.0
73+50	-3.0		1.0
73+00	-2.5		0.0
72+50	-2.0		-1.0
72+00			-2.0
47+50	-2.0		
47+00	-3.0		-2.0
46+50			-3.0
09+50	-3.0	-2.00	-3.0
09+00	Match	-3.00	Match

STA	LEFT	CL Shim Depth	RIGHT
	Travel Lane Slope		Travel Lane Slope
	%	(inch)	%
148+00	4.0		-5.0
147+50	5.0		
143+00	5.0		-5.0
142+50	4.0		-4.0
142+00	4.0		
141+50	3.0		
141+00	2.0		-4.0
140+50	1.0		-3.0
140+00	0.0		
139+50	-1.0		
139+00	-2.0		
138+50	-3.0		
115+00			-3.0
114+50			-2.0
114+00			-1.0
113+50			1.0
113+00	-3.0		2.0
112+50	-5.0		3.0
112+00			4.0
111+50			5.0
104+50			5.0
104+00			4.0
103+50	-5.0		3.0
103+00	-4.0		2.0
102+50	-3.0		1.0
102+00			0.0
101+50			-1.0
101+00			-2.0
100+50			-3.0
97+00			-3.0
96+50			-2.0
96+00			-1.0
95+50			0.0
95+00	-3.0		2.0
94+50	-4.0		3.0
94+00	-5.0		4.0

STA	LEFT	CL Cut Depth	RIGHT
	Travel Lane Slope		Travel Lane Slope
	%	(inch)	%
159+50	Match	-3.00	Match
159+00	-3.0	-2.00	-3.0
151+00	-3.0		
150+50	-2.0		
150+00	-1.0		
149+50	1.0		
149+00	2.0		-3.0
148+50	3.0		-4.0

Notes: 1. The shoulders shall be considered straight graded and paved to the same slope as the adjacent traveled way.

RECONSTRUCTION WITH VARIABLE DEPTH GRAVEL



VARIABLE DEPTH GRAVEL PLACED

EXISTING HMA TO BE REMOVED
DOWN TO GRAVEL

TOP OF GRAVEL GRADE
SEE SLOPE SHEET

1.5" BASE HMA

VARIABLE DEPTH SHIM (2 LIFTS)
(SEE SLOPE SHEET)

1.5" SURFACE HMA

STATION

53+70 - 63+00 RIGHT

73+50 - 80+00 RIGHT

NOT TO SCALE

SHEET NUMBER

3 OF 3

CHINA - VASSALBORO
ROUTE 32

TYPICAL SECTIONS

WIN 26958.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

26958.00

HIGHWAY PLANS