



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

May 1, 2024
Subject: Highway Rehabilitation
State WIN: 027480.00
Location: **St. Francis, Allagash**
Amendment No. 2

Dear Sir/Ms.:

Make the Following changes to the bid documents:

In the Bid Book:

Remove page sixty Seven titled SPECIAL PROVISION SECTION 105 GENERAL SCOPE OF WORK (LIMITATIONS OF OPERATIONS) dated 03-07-2024 and **Replace** with the attached SPECIAL PROVISION SECTION 105 GENERAL SCOPE OF WORK (LIMITATIONS OF OPERATIONS) dated April 30 2024

The following questions have been received:

Question: Will the department be supplying a slope sheet for this project prior to bid?

Response: Yes, a slope sheet will be provided prior to opening any bids.

Question: Does 2-way traffic need to be maintained at all times on this project as stated in Section 105? **Response:** Special Provision 105 has been amended and is included with this response.

Consider these changes and information prior to submitting your bid on **May 8, 2024**.

Sincerely,

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

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

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(LIMITATIONS OF OPERATIONS)

1. Only one paving operation is allowed at one time, excluding hand placed paving, unless otherwise approved by Resident.
2. The Contractor shall plan operations so that the Resident will have sufficient advance notification to provide the necessary inspection and testing. Sufficient notification is considered 48 hours.
3. The Contractor shall provide the Resident with a 48-hour written notice before beginning night work. After receiving this notice, no work is allowed for 48 hours. Once work has been completed, the Contractor shall provide the same notice to return to day work.
4. The Contractor shall not schedule both day work and night work within the same 24-hour period without prior approval by the Resident and 48-hour notice.
5. The Contractor shall maintain at a minimum - alternating one-way traffic with a minimum 11' travel lane at all times.

CROSS SLOPE SHEET

STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %
51+50			1.5%	115+50	-3.5%		3.5%	160+50			-0.5%
51+00			2.0%					160+00			0.0%
				108+00	-3.5%		3.5%	159+50			0.5%
50+00	-3.0%			107+50	-3.0%		2.0%	159+00			1.0%
45+50	-3.5%			107+00			0.5%	158+50			1.5%
45+00	-3.5%			106+50			-1.0%	158+00			2.0%
44+50	-3.0%		2.0%	106+00			-2.5%	157+50			2.5%
44+00			1.5%	105+50			-3.0%	157+00	-3.0%		3.0%
43+50			0.5%					156+50	-3.5%		3.5%
43+00			-0.5%	78+50	-3.0%						
42+50			-1.5%	78+00	-1.5%			140+00	-3.5%		3.5%
42+00			-2.5%	77+50	0.0%			139+50	-3.0%		3.0%
41+50			-3.0%	77+00	1.5%			139+00			2.5%
				76+50	3.0%		-3.0%	138+50			2.0%
38+50			-3.0%	76+00	4.5%		-4.5%	138+00			1.5%
38+00			-2.0%					137+50			1.0%
37+50			-1.0%	67+00	4.5%		-4.5%	137+00			0.5%
37+00			0.0%	66+50	3.0%		-3.0%	136+50			0.0%
36+50			1.0%	66+00	1.5%			136+00			-0.5%
36+00			2.0%	65+50	0.0%			135+50			-1.0%
				65+00	-1.5%			135+00			-1.5%
31+00			2.0%	64+50	-3.0%			134+50			-2.0%
30+50			1.5%					134+00			-2.5%
30+00			1.0%	56+00			-3.0%	133+50			-3.0%
29+50			0.5%	55+50			-2.5%				
29+00			0.0%	55+00			-2.0%	119+00			-3.0%
28+50			-0.5%	54+50			-1.5%	118+50			-2.5%
28+00	-3.0%		-1.0%	54+00			-1.0%	118+00			-1.5%
27+50	-2.5%		-1.5%	53+50			-0.5%	117+50			-0.5%
27+00	Begin FDR			53+00			0.0%	117+00			0.5%
26+50	Match	2.00	Match	52+50			0.5%	116+50			1.5%
10+00	Match		Match	52+00			1.0%	116+00	-3.0%		2.5%

- Notes:**
1. Shoulders will be shimmed [milled] in a manner so that the slope will not exceed -6% and/or is no flatter than the adjacent travelway excluding the highside of a super elevated curve.
 2. The mill cut depth at gutter line will be 1.5 inches with the exception of the conditions described in Note 1.
 3. Slopes may be adjusted by the Resident once existing conditions are verified.

CROSS SLOPE SHEET

STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %
188+50	-4.0%		4.0%	212+50	2.5%			240+00	1.5%		-3.0%
188+00	-3.5%		3.5%	212+00	2.0%			239+50	0.5%		-3.0%
187+50	-3.0%		3.0%	211+50	1.5%			239+00	-0.5%		-3.0%
187+00			2.5%	211+00	1.0%			238+50	-1.5%		-3.0%
186+50			2.0%	210+50	0.5%			238+00	-2.0%		-3.0%
186+00			1.5%	210+00	0.0%						
185+50			1.0%	209+50	-0.5%		-3.0%	235+50	-2.0%		-3.0%
185+00			0.5%	209+00	-1.0%		-2.5%	235+00	-1.5%		-3.0%
184+50			0.0%	208+50	-1.5%		-2.0%	234+50	-1.0%		-3.0%
184+00			-0.5%	208+00	-2.0%		-1.5%	234+00	-0.5%		-3.0%
183+50			-1.0%	207+50	-2.5%		-1.0%	233+50	0.0%		-3.0%
183+00	-3.0%		-1.5%	207+00	-3.0%		-0.5%	233+00	0.5%		-3.0%
182+50	-2.5%		-2.0%	206+50			0.0%	232+50	1.0%		-3.5%
182+00	-1.0%		-2.5%	206+00			0.5%	232+00	1.5%		-4.0%
181+50	0.5%		-3.0%	205+50			1.0%	231+50	2.0%		-4.5%
181+00	2.0%		-3.5%	205+00			1.5%	231+00	2.5%		-5.0%
180+50			-4.0%	204+50			2.0%	230+50			-5.5%
				204+00			2.5%				
170+00			-4.0%	203+50	-3.0%		3.0%	227+00			-5.5%
169+50			-3.5%	203+00	-3.5%		3.5%	226+50			-5.0%
169+00	2.0%		-3.0%	202+50	-4.0%		4.0%	226+00	2.5%		-4.5%
168+50	1.0%			202+00	-4.5%		4.5%	225+50	3.0%		-4.0%
168+00	0.0%			201+50	-5.0%		5.0%	225+00	3.5%		-4.5%
167+50	-1.0%			201+00	-5.5%		5.5%	224+50			-5.0%
167+00	-2.0%			200+50	-6.0%		6.0%	224+00			-5.5%
166+50	-3.0%										
				195+00	-6.0%		6.0%	215+50			-5.5%
163+00			-3.0%	194+50	-5.5%		5.5%	215+00			-5.0%
162+50			-2.5%					214+50			-4.5%
162+00			-2.0%	190+00	-5.5%		5.5%	214+00			-4.0%
161+50			-1.5%	189+50	-5.0%		5.0%	213+50	3.5%		-3.5%
161+00			-1.0%	189+00	-4.5%		4.5%	213+00	3.0%		-3.0%

- Notes:**
1. Shoulders will be shimmed [milled] in a manner so that the slope will not exceed -6% and/or is no flatter than the adjacent travelway excluding the highside of a super elevated curve.
 2. The mill cut depth at gutter line will be X inches with the exception of the conditions described in Note 1.
 3. Slopes may be adjusted by the Resident once existing conditions are verified.

CROSS SLOPE SHEET

STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %
259+50	-3.0%		3.0%	294+50	2.5%		-2.5%	318+50	4.0%		-4.0%
259+00	-3.5%		3.5%	294+00	1.5%		-1.5%	318+00	4.5%		-4.5%
258+50	-4.0%		4.0%	293+50	0.5%		-0.5%				
258+00	-4.0%		4.0%	293+00	-0.5%		0.5%	315+00	4.5%		-4.5%
257+50	-4.5%		4.5%	292+50	-1.5%		1.5%	314+50	4.0%		-4.0%
257+00	-5.0%		5.0%	292+00	-2.5%		2.5%	314+00	3.5%		-3.5%
256+50	-5.5%		5.5%	291+50	-3.5%		3.5%	313+50	2.5%		-2.5%
				291+00	-4.5%		4.5%	313+00	1.5%		-1.5%
255+50	-5.5%		5.5%					312+50	0.5%		-0.5%
255+00	-5.0%		5.0%	285+00	-4.5%		4.5%	312+00	-0.5%		0.5%
254+50	-4.0%		4.0%	284+50	-4.0%		4.0%	311+50	-1.5%		1.5%
254+00	-3.0%		3.0%	284+00			3.5%	311+00	-2.5%		2.5%
253+50	-2.0%		2.0%	283+50			3.0%	310+50	-3.5%		3.5%
253+00	-1.0%		1.0%	283+00			2.5%	310+00	-4.5%		4.5%
252+50	0.0%		0.0%	282+50			2.0%	309+50	-5.5%		5.5%
252+00	1.0%		-1.0%								
251+50	2.0%		-2.0%	278+00	-4.0%		2.0%	302+50	-5.5%		5.5%
251+00	3.0%		-3.0%	277+50	-3.5%		1.0%	302+00	-5.0%		5.0%
250+50	4.0%		-4.0%	277+00	-3.0%		0.0%	301+50	-4.0%		4.0%
250+00	5.0%		-5.0%	276+50			-1.0%	301+00	-3.0%		3.0%
249+50	5.5%		-5.5%	276+00			-2.0%	300+50	-2.0%		2.0%
				275+50			-3.0%	300+00	-1.0%		1.0%
247+50	5.5%		-5.5%					299+50	0.0%		0.0%
247+00	6.0%		-6.0%	269+50			-3.0%	299+00	1.0%		-1.0%
				269+00			-2.0%	298+50	2.0%		-2.0%
244+50	6.0%		-6.0%	268+50			-1.0%	298+00	3.0%		-3.0%
244+00	5.5%		-5.5%	268+00			0.0%	297+50	4.0%		-4.0%
				267+50			1.0%	297+00	5.0%		-5.0%
242+00	5.5%		-5.5%	267+00			2.0%				
241+50	4.5%		-4.0%					296+00	5.0%		-5.0%
241+00	3.5%		-3.0%	260+50			2.0%	295+50	4.5%		-4.5%
240+50	2.5%		-3.0%	260+00			2.5%	295+00	3.5%		-3.5%

- Notes:**
1. Shoulders will be shimmed [milled] in a manner so that the slope will not exceed -6% and/or is no flatter than the adjacent travelway excluding the highside of a super elevated curve.
 2. The mill cut depth at gutter line will be X inches with the exception of the conditions described in Note 1.
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CROSS SLOPE SHEET

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337+00			3.0%	363+00	-4.0%		4.0%	385+00	5.0%		-5.0%
336+50			1.5%	362+50	-4.5%		4.5%				
336+00			0.0%	362+00	-5.0%		5.0%	381+00	5.0%		-5.0%
335+50			-1.5%	361+50	-5.5%		5.5%	380+50	3.5%		-4.0%
335+00			-3.0%					380+00	2.0%		-3.0%
				358+00	-5.5%		5.5%	379+50	0.5%		-2.0%
331+50			-3.0%	357+50	-5.0%		5.0%	379+00	-1.0%		-1.0%
331+00			-2.5%	357+00	-4.5%		4.5%	378+50	-2.5%		0.0%
330+50			-2.0%	356+50	-4.0%		4.0%	378+00	-3.0%		1.0%
330+00			-1.5%	356+00	-3.5%		3.5%	377+50			2.0%
329+50			-1.0%	355+50	-3.0%		3.0%	377+00	-3.0%		3.0%
329+00			-0.5%					376+50	-4.0%		4.0%
328+50			0.0%	352+00	-3.0%		3.0%				
328+00			0.5%	351+50	-2.5%		2.5%	373+50	-4.0%		4.0%
327+50			1.0%	351+00	-1.0%		1.0%	373+00	-3.5%		2.5%
327+00			1.5%	350+50	0.5%		-0.5%	372+50	-3.0%		1.0%
326+50			2.0%	350+00	2.0%		-2.0%	372+00			-0.5%
326+00			2.5%	349+50	3.5%		-3.5%	371+50			-2.0%
325+50	-3.0%		3.0%	349+00	5.0%		-5.0%	371+00			-3.0%
325+00	-3.5%		3.5%								
324+50	-4.0%		4.0%	347+50	5.0%		-5.0%	369+50			-3.0%
324+00	-4.5%		4.5%	347+00	4.0%		-4.0%	369+00			-1.5%
323+50	-5.0%		5.0%	346+50	3.0%		-3.0%	368+50			0.0%
323+00	-5.0%		5.0%	346+00	2.0%		-2.0%	368+00			1.5%
322+50	-4.0%		4.0%	345+50	1.0%		-1.0%				
322+00	-3.0%		3.0%	345+00	0.0%		0.0%	366+50			1.5%
321+50	-2.0%		2.0%	344+50	-1.0%		1.0%	366+00			2.0%
321+00	-1.0%		1.0%	344+00	-2.0%		2.0%				
320+50	0.0%		0.0%	343+50	-3.0%		2.5%	365+00			2.0%
320+00	1.0%		-1.0%					364+50			2.5%
319+50	2.0%		-2.0%	342+00			2.5%	364+00	-3.0%		3.0%
319+00	3.0%		-3.0%	341+50			3.0%	363+50	-3.5%		3.5%

- Notes:**
1. Shoulders will be shimmed [milled] in a manner so that the slope will not exceed -6% and/or is no flatter than the adjacent travelway excluding the highside of a super elevated curve.
 2. The mill cut depth at gutter line will be X inches with the exception of the conditions described in Note 1.
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STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %
404+50			0.0%	424+50	3.0%		-3.0%	445+50			1.5%
404+00			0.5%	424+00	2.0%		-2.0%	445+00			1.0%
403+50			1.0%	423+50	1.0%		-1.0%	444+50			0.5%
403+00			1.5%	423+00	0.0%		0.0%	444+00			0.0%
402+50			2.0%	422+50	-1.0%		1.0%	443+50			-0.5%
402+00			2.5%	422+00	-2.0%		2.0%	443+00			-1.0%
401+50	-3.0%		3.0%	421+50	-2.0%		2.0%	442+50			-1.5%
401+00	-3.5%		3.5%	421+00	-1.0%		1.0%				
400+50	-4.0%		4.0%	420+50	0.0%		0.0%	441+50			-1.5%
400+00	-4.5%		4.5%	420+00	1.0%		-1.0%	441+00			-1.0%
399+50	-5.0%		5.0%	419+50	2.0%		-2.0%	440+50			-0.5%
399+00	-5.5%		5.5%	419+00	3.0%		-3.0%	440+00			0.0%
398+50	-6.0%		6.0%	418+50	4.0%		-4.0%	439+50			0.5%
				418+00	4.5%		-4.5%	439+00			1.0%
394+00	-6.0%		6.0%	417+50	3.5%		-3.5%	438+50			1.5%
393+50	-4.5%		4.5%	417+00	2.5%		-2.5%	438+00			2.0%
393+00	-3.0%		3.0%	416+50	1.5%		-1.5%				
392+50			1.5%	416+00	0.5%		-0.5%	433+50			2.0%
392+00			0.0%	415+50	-0.5%		0.5%	433+00			2.5%
391+50			-1.5%	415+00	-1.5%		1.5%	432+50	-3.0%		3.0%
391+00	-3.0%		-3.0%	414+50	-2.5%		2.0%	432+00	-3.5%		3.5%
390+50	-2.5%			414+00	-3.0%						
390+00	-2.0%							429+50	-3.5%		3.5%
389+50	-1.5%			409+00			2.0%	429+00	-2.5%		2.5%
389+00	-1.0%			408+50			1.5%	428+50	-1.5%		1.5%
388+50	-0.5%			408+00			1.0%	428+00	-0.5%		0.5%
388+00	0.0%			407+50			0.5%	427+50	0.5%		-0.5%
387+50	0.5%			407+00			0.0%	427+00	1.5%		-1.5%
387+00	1.0%			406+50			-0.5%	426+50	2.5%		-2.5%
386+50	2.0%			406+00			-1.0%	426+00	3.5%		-3.5%
386+00	3.0%		-3.0%	405+50			-1.0%	425+50	4.0%		-4.0%
385+50	4.0%		-4.0%	405+00			-0.5%	425+00	4.0%		-4.0%

- Notes:**
1. Shoulders will be shimmed [milled] in a manner so that the slope will not exceed -6% and/or is no flatter than the adjacent travelway excluding the highside of a super elevated curve.
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468+00	0.0%			492+00			-4.5%				
467+50	-0.5%							514+50	3.0%		
467+00	-1.0%			487+50			-4.5%	514+00	2.5%		
466+50	-1.5%			487+00			-4.0%	513+50	2.0%		
466+00	-1.5%			486+50			-3.5%				
465+50	-1.0%			486+00	3.0%		-3.0%	506+50	2.0%		
465+00	-0.5%			485+50	2.5%			506+00	1.5%		
464+50	0.0%			485+00	2.0%			505+50	1.0%		
464+00	0.5%							505+00	0.5%		
463+50	1.0%			484+00	2.0%			504+50	0.0%		
463+00	1.5%			483+50	2.5%			504+00	-0.5%		
462+50	2.0%			483+00	3.0%		-3.0%	503+50	-1.0%		
462+00	2.5%			482+50			-3.5%	503+00	-1.5%		
461+50	3.0%		-3.0%	482+00			-4.0%	502+50	-2.0%		
461+00	3.5%		-3.5%	481+50			-4.5%	502+00	-2.5%		
460+50	4.0%		-4.0%	481+00			-5.0%	501+50	-3.0%		
460+00	4.5%		-4.5%	480+50			-5.5%				
459+50	5.0%		-5.0%	480+00			-6.0%	499+50	-3.0%		
459+00	5.5%		-5.5%					499+00	-2.5%		
				474+50			-6.0%	498+50	-2.0%		
456+00	5.5%		-5.5%	474+00			-5.5%	498+00	-1.5%		
455+50	5.0%		-5.0%	473+50			-5.0%	497+50	-1.0%		
455+00	4.0%		-4.0%	473+00			-4.5%	497+00	-0.5%		
454+50	3.0%		-3.0%	472+50			-4.0%	496+50	0.0%		
454+00	2.0%		-2.0%	472+00			-3.5%	496+00	0.5%		
453+50	1.0%		-1.0%	471+50	3.0%		-3.0%	495+50	1.0%		
453+00	0.0%		0.0%	471+00	2.5%			495+00	1.5%		
452+50	-1.0%		1.0%	470+50	2.0%			494+50	2.0%		
452+00	-2.0%		2.0%	470+00	2.0%			494+00	2.5%		
451+50	-3.0%		2.0%	469+50	1.5%			493+50	3.0%		-3.0%
				469+00	1.0%			493+00			-3.5%
446+00			2.0%	468+50	0.5%			492+50			-4.0%

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CROSS SLOPE SHEET

STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %
591+00	-1.5%			616+00	-3.0%		3.0%	633+00	0.0%		-1.0%
590+50	-2.0%			615+50			2.5%	632+50	1.0%		-1.5%
590+00	-2.5%			615+00			2.0%	632+00	2.0%		-2.0%
589+50	-3.0%			614+50			1.5%	631+50	3.0%		-2.5%
								631+00			-3.0%
563+00	-3.0%			613+00			1.5%	630+50			-3.5%
562+50	-2.0%			612+50			2.0%	630+00			-4.0%
562+00	-1.0%			612+00			2.5%				
561+50	0.0%			611+50			3.0%	628+50			-4.0%
561+00	1.0%		-3.0%					628+00			-3.5%
560+50	2.0%		-3.5%	609+00	-3.0%		3.0%	627+50			-3.0%
				608+50	-2.5%		2.5%	627+00	3.0%		
557+00	2.0%		-3.5%	608+00	-1.5%		1.5%	626+50	2.0%		
556+50	1.0%		-3.0%	607+50	-0.5%		0.5%	626+00	1.0%		-3.0%
556+00	0.0%			607+00	0.5%		-0.5%	625+50	0.0%		-2.0%
555+50	-1.0%			606+50	1.5%		-1.5%	625+00	-0.5%		-0.5%
555+00	-2.0%			606+00	2.5%		-2.5%	624+50	-1.0%		1.0%
554+50	-3.0%			605+50	3.5%		-3.5%	624+00	-1.5%		1.5%
				605+00	4.5%		-4.5%	623+50	-2.0%		2.0%
523+50	-3.0%							623+00	-2.5%		2.5%
523+00	-2.5%			597+00	4.5%		-4.5%	622+50	-3.0%		3.0%
522+50	-2.0%			596+50	4.0%		-4.0%	622+00	-3.5%		3.5%
522+00	-1.5%			596+00	3.5%		-3.5%	621+50	-4.0%		4.0%
521+50	-1.0%			595+50	3.0%		-3.0%	621+00	-4.5%		4.5%
521+00	-0.5%			595+00	2.5%			620+50	-5.0%		5.0%
520+50	0.0%			594+50	2.0%			620+00	-5.5%		5.5%
520+00	0.5%			594+00	1.5%						
519+50	1.0%			593+50	1.0%			618+50	-5.5%		5.5%
519+00	1.5%			593+00	0.5%			618+00	-5.0%		5.0%
518+50	2.0%			592+50	0.0%			617+50	-4.5%		4.5%
518+00	2.5%			592+00	-0.5%			617+00	-4.0%		4.0%
517+50	3.0%			591+50	-1.0%			616+50	-3.5%		3.5%

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CROSS SLOPE SHEET

STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %
652+00			0.5%	694+00			1.5%	717+50	0.0%		
651+50			1.0%	693+50			1.0%	717+00	0.5%		
651+00			1.5%	693+00			0.5%	716+50	1.0%		
650+50			2.0%	692+50			0.0%	716+00	1.5%		
650+00			2.5%	692+00			-0.5%	715+50	2.0%		
649+50	-3.0%		3.0%	691+50			-1.0%				
649+00	-3.5%		3.5%	691+00			-1.5%	714+50			-3.0%
648+50	-4.0%		4.0%	690+50			-2.0%	714+00			-3.5%
648+00	-4.5%		4.5%	690+00			-2.5%				
				689+50			-3.0%	712+00			0.0
644+00	-4.5%		4.5%					711+50			0.0
643+50	-4.0%		4.0%	668+50	-3.0%			711+00	0.0		0.0
643+00	-3.5%		3.5%	668+00	-2.5%			710+50	1.0%		-1.0%
642+50	-3.0%		3.0%	667+50	-1.0%			710+00	0.0%		0.0%
642+00			2.5%	667+00	0.5%			709+50	-1.0%		1.0%
641+50			2.0%	666+50	2.0%		-3.0%	709+00	-2.0%		2.0%
641+00			1.5%	666+00	3.5%		-3.5%	708+50	-3.0%		3.0%
640+50			1.0%					708+00			0.0
640+00			1.0%	661+50	3.5%		-3.5%	707+50			0.0
639+50			1.5%	661+00	2.0%		-3.0%	706+00			0.0
639+00			2.0%	660+50	0.5%			705+50			1.5%
638+50			2.5%	660+00	-1.0%			705+00			0.0%
638+00			3.0%	659+50	-2.5%			704+50			-1.5%
				659+00	-3.0%			704+00			-3.0%
637+00	-3.0%		3.0%								
636+50	-2.5%		2.5%	655+50			-3.0%	700+50			-3.0%
636+00	-2.0%		2.0%	655+00			-2.5%	700+00			-1.5%
635+50	0.0		0.0	654+50			-2.0%	699+50			0.0%
635+00	0.0		0.0	654+00			-1.5%	699+00			1.5%
634+50	0.0		0.0	653+50			-1.0%	698+50			2.0%
634+00	0.0%		0.0%	653+00			-0.5%				
633+50	0.5%		-0.5%	652+50			0.0%	694+50			2.0%

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CROSS SLOPE SHEET

STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Cut Depth inch	RIGHT Travel Lane Slope %
737+50	-2.0%			755+00	-3.0%		1.0%	774+50	1.0%		-4.0%
737+00	-1.0%		-3.0%	754+50			0.0%	774+00	2.0%		-4.5%
736+50	0.0%		-3.5%	754+00			-1.0%	773+50	3.0%		
736+00	1.0%		-4.0%	753+50			-2.0%				
735+50	2.0%		-4.5%	753+00			-3.0%	770+00			-4.5%
735+00	3.0%		-4.5%					769+50			-4.0%
734+50	4.0%		-5.0%	751+50			-3.0%	769+00			-3.5%
734+00	5.0%		-5.5%	751+00			-2.0%				
733+50	6.0%		-6.0%	750+50			-1.0%	768+00			-3.5%
				750+00			0.0%	767+50			-4.0%
731+00	6.0%		-6.0%	749+50	-3.0%		0.0%	767+00			-4.5%
730+50	5.5%		-5.5%	749+00	-3.5%		1.0%				
730+00	5.0%		-5.0%	748+50			2.0%	766+00			-4.5%
729+50	4.5%		-4.5%	748+00			3.0%	765+50			-4.0%
729+00	3.5%		-4.0%					765+00	3.0%		-3.0%
728+50	2.5%		-3.5%	746+00	-3.5%			764+50	2.0%		-3.0%
728+00	1.5%		-3.0%	745+50	-3.0%			764+00	1.0%		-3.0%
								763+50	0.0%		-2.5%
727+00	1.5%			744+50			3.0%	763+00	-1.0%		-1.0%
726+50	1.0%			744+00			2.0%	762+50	-2.0%		0.5%
				743+50			1.0%	762+00	-3.0%		2.0%
725+50	1.0%			743+00			1.0%	761+50	-4.0%		3.5%
725+00	1.5%			742+50			0.5%	761+00	-5.0%		5.0%
724+50	2.0%			742+00			0.0%	760+50	-6.0%		
				741+50			-0.5%				
721+00	2.0%			741+00			-1.0%	758+50	-6.0%		
720+50	1.5%			740+50			-1.5%	758+00	-5.5%		
720+00	1.0%			740+00			-2.0%	757+50	-5.0%		5.0%
719+50	0.5%			739+50			-2.5%	757+00	-4.5%		4.5%
719+00	0.0%			739+00			-3.0%	756+50	-4.0%		4.0%
718+50	-0.5%							756+00	-3.5%		3.0%
718+00	-0.5%			738+00	-3.0%			755+50	-3.5%		2.0%

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792+50	-4.0%		3.0%								
792+00	-3.5%		2.0%								
791+50	-3.0%		1.0%								
791+00			0.0%								
790+50	-3.0%		1.0%								
790+00	-3.5%		2.0%								
789+50	-4.0%		3.0%								
789+00	-4.5%										
788+50	-5.0%										
788+00	-5.5%										
787+50	-6.0%										
784+50	-6.0%										
784+00	-4.5%										
783+50	-3.0%		3.0%								
783+00	-1.5%		1.5%								
782+50	0.0%		0.0%								
782+00	1.0%		-1.5%								
781+50	2.0%		-3.0%								
781+00	3.0%		-4.5%								
780+50			-6.0%								
779+50			-6.0%	799+50	Match		Match				
779+00			-5.5%	799+00	2.5%		-2.0%				
778+50	3.0%		-5.0%	798+50	1.0%		-1.0%				
778+00	2.0%		-4.5%	798+00	-0.5%		0.0%				
777+50	1.0%		-4.0%	797+50	-2.0%		1.5%				
777+00	0.0%		-3.5%	797+00	-3.5%		3.0%				
776+50	-1.0%		-3.0%	796+50	-5.0%						
776+00											
775+50	-1.0%		-3.0%	793+50	-5.0%						
775+00	0.0%		-3.5%	793+00	-4.5%						

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