



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

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

May 2, 2024  
Subject: Highway Rehabilitation  
State WIN: 027480.00  
Location: **St. Francis, Allagash**  
**Amendment No. 3**

Dear Sir/Ms.:

Make the Following changes to the bid documents:

In the Bid Book:

**Insert** the attached CROSS SLOPE SHEET dated 3/13/2024 totaling ten pages

**Remove** Pages fifty Through fifty seven Construction Notes dated March 18 2024,

and **Replace** with the attached Construction Notes dated May 1, 2024

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

## 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%

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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

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 %
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.
  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 %
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%

- 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 %
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%

- 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 %
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%

- 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 %
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%

- 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 %
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%						

- 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.

**201.23 - Removing Single Tree – Top Only**

This item shall be used to remove trees from within the right of way at the following locations:

- Station 523+68 – Approximately 25’ RT
- Station 712+22 – Approximately 25’ RT
- Station 712+44 – Approximately 25’ RT

**201.24 - Removing Stump**

This item shall be used to remove tree stumps from the right of way at the following locations:

- Station 523+68 – Approximately 25’ RT
- Station 712+22 – Approximately 25’ RT

**202.202 - Removing Pavement Surface**

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Width</u>	<u>Side</u>	<u>Description</u>	<u>Depth</u>
10+00	-	27+07	22’	LT/RT	Mainline	1.5”
145+75	-	150+90	22’	LT/RT	Mainline	Full Depth
156+30	-	168+40	22’	LT/RT	Mainline	Full Depth
183+75	-	206+60	22’	LT/RT	Mainline	Full Depth
516+75	-	525+00	22’	LT/RT	Mainline	Full Depth
565+90	-	592+00	22’	LT/RT	Mainline	3”
610+00	-	624+50	22’	LT/RT	Mainline	3”
668+00	-	688+00	22’	LT/RT	Mainline	3”

Millings/grindings will be stockpiled on site by the contractor for potential re-use on site in full depth reclamation areas. Payment for delivery and stockpiling will be incidental to Item 202.202. Stockpiling shall include all equipment, personnel, and all other necessary incidentals required to construct stockpiles as per normal construction practices. Upon completion of the project, remaining material from this stockpile will become property of the contractor.

**202.203 Pavement Butt Joints**

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Width</u>	<u>Length</u>	<u>Side</u>	<u>Description</u>
10+00	-	10+00	28’	75’	RT/LT	Project Begin
53+50	-	54+30	1.5’	80’	RT	Carney Road
613+81	-	614+61	1.5’	80’	RT	Sunset Drive
791+87	-	792+47	1.5’	60’	RT	Cottage Road
799+08	-	799+08	28’	75’	RT/LT	End Project

**204.21 Add Shoulder Aggregate – Truck Measure**

- To be used in Full Depth Reclamation areas where additional gravel is required to achieve required grade beyond the edge of existing pavement.
- To be used in all other areas after removal of winter sand and debris to achieve required grade prior to paving shoulders.

**304.10 Aggregate Subbase Course - Gravel**

- To be used in areas as noted on typical sections.
- To be used in areas requiring gravel to achieve slope as noted on the slope sheet, including in FDR and Mill and Fill areas, as determined in the field by the resident.

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

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Side</u>	<u>Description</u>
27+07	-	799+08	RT/LT	Entrances

- Material shall be placed in all gravel drives and or entrances to back up paved aprons, as directed by the Resident.

**461.1300 Light Capital Paving**

- Starting LCP from the Western Joint of the Allagash River Bridge and continuing 3.02 miles west to the Frank Mack Road.
- Pavement shall be full width covering all existing pavement including shoulders.
- Pavement depth shall be 5/8”.

**511.07 Cofferdam, Upstream & Downstream**

This item will be used for in-water work to install new cross culverts at the following locations:

- Station 33+42 LT/RT
- Station 647+00 LT/RT

**519.60 Asphaltic Plug Joint**

Work performed under this item shall be located at the east abutment of bridge #5658.

**520.243 Joint Modification Type 3**

Work performed under this item shall be located at the following locations:

- Bridge #5658 – West abutment
- Bridge #3909 – South and North abutments
- Bridge #2014 – West and East abutments

**603.16 15” Culvert Pipe Option 1**

<u>Station</u>	<u>Length</u>	<u>Side</u>	<u>Station</u>	<u>Length</u>	<u>Side</u>
347+20	48’	LT	59+60	36’	RT
562+26	54’	LT	378+98	50’	RT
564+65	30’	LT	380+18	40’	RT
699+85	44’	LT	382+34	44’	RT
713+08	32’	LT	464+22	44’	RT
			505+23	36’	RT
			551+86	36’	RT
			552+72	36’	RT
			553+39	36’	RT
			557+21	40’	RT
			567+02	40’	RT
			572+37	40’	RT
			573+16	44’	RT
			574+09	44’	RT
			620+89	44’	RT
			642+59	40’	RT
			649+29	40’	RT

**603.1690 15" CULV PIPE OPTION III**

586+10 to 588+20 = 210' LT

**603.17 18" Culvert Pipe Option 1**

<u>Station</u>	<u>Length</u>	<u>Side</u>	<u>Station</u>	<u>Length</u>	<u>Side</u>
516+56	48'	LT			
393+37	50'	RT	680+21	84'	RT
446+49	38'	RT	687+09	44'	RT
471+84	34'	RT	688+78	80'	RT
525+76	48'	RT	692+61	48'	RT
527+33	48'	RT	699+85	48'	RT
528+08	40'	RT	700+96	44'	RT
575+90	44'	RT	714+70	36'	RT
576+65	44'	RT			
601+20	44'	RT			
640+00	48'	RT			
641+81	36'	RT			
640+45	44'	RT			
641+50	36'	RT			
652+65	44'	RT			
678+04	38'	RT			

**603.199 – 24" CULV PIPE OPT III**

STA 714+00 – 52' – New installation – no existing culvert at this location  
Other locations are depicted in cross-sections.

**603.21 36" Culvert Pipe Option 1**

<u>Station</u>	<u>Length</u>	<u>Side</u>
681+33	50'	RT
683+22	86'	RT
684+14	42'	RT

**604.092 – Catch Basin Type B1-C**

New catch basins shall be installed at the following locations:

- Station 586+10 – 15' LT
- 0.55 miles east of Frank Mack Road in Allagash – 27' RT

**604.161 Altering Catch Basin**

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
588+12	LT	588+12	RT
588+80	LT	589+85	RT
612+50	RT	613+70	RT

**604.18 Adjust Manhole Or Catch Basin To Grade**

<u>Station</u>	<u>Side</u>
614+90	RT
621+25	LT
621+80	LT

**606.1301 31" W Beam Guardrail Mid-Way Splice**

<b>Left</b>		<b>Right</b>	
<u>Begin</u>	<u>End</u>	<u>Begin</u>	<u>End</u>
46+17	47+55	45+80	46+55
54+75	56+38	68+64	72+64
69+65	71+40	109+34	113+22
109+81	112+19	298+20	300+08
195+70	199+58	362+63	363+13
258+00	270+13	594+55	597+18
298+90	300+65	603+26	609+51
347+38	355+88	709+35	711+60
359+76	376+14		
402+52	419+15		
420+58	423+95		
596+10	597+35		
653+16	662+29		
709+35	711+60		
744+92	749+05		
781+92	788+92		
792+40	797+78		

- Exact locations will be determined in the field by the Resident.

**606.1303 31" W Beam Guardrail Mid-Way Splice -15' Radius & Less**

<u>Station</u>	<u>Side</u>
71+40	LT
72+65	RT
362+63	RT
363+13	RT
347+23	LT
420+43	LT

- Exact locations will be determined in the field by the Resident.

**606.1305 31" W Beam Guardrail Mid-Way Splice Flared Terminal**

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
46+17	LT	45+80	RT
47+55	LT	46+55	RT
54+75	LT	68+64	RT
56+38	LT	109+34	RT
69+65	LT	113+22	RT
109+41	LT	298+20	RT
195+30	LT	300+08	RT
200+00	LT	594+55	RT
257+60	LT	597+18	RT
301+10	LT	603+26	RT
595+70	LT	709+35	RT
652+76	LT	711+60	RT
662+73	LT		
707+83	LT		
709+84	LT		
749+40	LT		
781+52	LT		
789+37	LT		
792+00	LT		
798+16	LT		

- Exact locations will be determined in the field by the Resident.

All new Guardrail shoulders will be paved. End treatments will be installed using posts recommended by the manufacturer. The contractor shall provide the Resident with the system to be used on the project at the pre-construction meeting. The contractor shall plan their work accordingly that end treatments shall be installed within the widened areas for end treatments and installed according to manufacturer's recommendations. Any adjustments needed from installing guardrail or end treatments after paving surface shall be the responsibility of the contractor.

**606.1308 Buried in Slope Guardrail End – Mid-Way Splice**

- Station 609+51 RT

**606.3511 Snow Pole**

- The Snow-Poles will be installed at all Guardrail End treatments, terminal ends, and one post is to be installed at each approach to bridges left and right, or as directed by the Resident. Top of post will be 8' above ground level.
- Snow poles shall be installed on all end treatments beginning at the urban compact line on Route 161 in Fort Kent and continuing West to Frank Mack Road in Allagash. This includes guardrail treatments located outside of the project limits.



**606.7540 Widen Shoulder For Guardrail 350 Flared**

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
46+17	LT	47+55	LT
69+65	LT	109+41	LT
195+30	LT	200+00	LT
257+60	LT	301+10	LT
595+70	LT	652+76	LT
662+73	LT	707+83	LT
709+84	LT	749+40	LT
781+52	LT	789+37	LT
792+00	LT	798+16	LT
45+80	RT	46+55	RT
68+64	RT	298+20	RT
300+08	RT	594+55	RT
597+18	RT	603+26	RT
709+35	RT	711+60	RT

**608.46 Regrading Sidewalk**

This item shall be used to regrade existing sidewalk from station 618+80 to 621+85 LT

**609.31 Curb Type 3: Cape Cod Mold**

All new curb shall be installed at 15' to the face of curb

<u>Station</u>	<b>LEFT</b>	<u>Station</u>	<u>Station</u>	<b>RIGHT</b>	<u>Station</u>
567+80	TO	568+12	568+43	TO	569+35
568+30	TO	569+35	580+95	TO	581+76
569+65	TO	570+68	581+99	TO	582+54
570+94	TO	571+32	587+66	TO	588+34
576+50	TO	577+03	588+55	TO	589+15
580+95	TO	581+20	589+50	TO	589+92
581+76	TO	582+96	590+85	TO	591+59
585+50	TO	586+30	609+99	TO	612+40
568+75	TO	588+32	612+77	TO	613+42
611+00	TO	612+80	614+46	TO	614+67
613+22	TO	613+82	616+19	TO	617+09
614+70	TO	615+84	621+37	TO	621+72
623+33	TO	623+72	621+89	TO	622+46
637+54	TO	637+94	722+76	TO	723+30
698+40	TO	699+05	723+57	TO	724+40
699+30	TO	699+55	724+62	TO	725+03
714+84	TO	716+72	725+48	TO	726+13
719+51	TO	720+17	726+41	TO	726+82
720+46	TO	721+40	731+63	TO	732+23
772+43	TO	773+45	771+63	TO	772+06
778+24	TO	779+64	780+56	TO	781+19
779+99	TO	780+56	781+54	TO	782+49
			788+00	TO	790+03
			790+18	TO	790+73
			795+19	TO	795+58
<b><u>609.31 Curb Type 3: Standard Mold</u></b>					
	<b>LEFT</b>				
618+80	TO	621+85			

**610.08 Plain Riprap**

Plain riprap shall be added at the inlet and outlet of each roadway culvert. Exact locations and dimensions will be determined in the field by the resident.

**610.18**

This item shall be installed at the following locations:

- Station 686+00 to 687+62 RT – Approximately 10' Width
- Station 687+88 to 689+77 RT – Approximately 10' Width

**615.07 Loam**

This item is to be used on lawn areas at a nominal depth of 4 inches. Exact locations to be determined in the field by the resident.

**615.10 Dirty Burrow**

This item is to be used for disturbed areas on the project that are not considered lawn areas, as well as to back up the edge of shoulders and cover gravel on the in-slopes. Material will be placed to a 2” nominal depth. Exact locations will be determined in the field by the resident.

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

Center lines 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.

**627.78 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.

Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers.

Temporary lines will require one coat on the milled surface and one coat on the shim layer.

**631 Hourly Items**

- Primary use of the 631.12 All Purpose Excavator and 631.172 Truck-Large will be for removal of excess material from in-slopes, ditches, guardrail, and ends of pipes. 631.14 – Grader has been estimated for preparing shoulders for placement of shoulder aggregate and removal of winter sand and debris, and for spreading recycled millings in the roadway prior to reclamation. 631.13 – Bulldozer has been estimated for re-establishing open drainage ditches. 631.22 – Front End Loader and 631.172 – Truck-Large has been estimated for loading and hauling millings for use in full depth reclamation areas from the department’s maintenance lot located at 14 Mills Road, Fort Kent, ME. 04743. Actual locations for rental equipment use will be determined in the field by the resident. Cleaning of pavement following rental work will be considered incidental to the rental items and will be done daily to the satisfaction of the Resident.
- Bridges: Repairs to the joint armor and keeper blocks will be paid for through item 631.112 - Welder as Directed by the Resident. Repairs required to the joint armor due to Contractor’s damage will not be considered for payment.

**652.35 Construction Signs**

Two **Road Work Next 18 Miles** signs are required for this project.