



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

June 12, 2025
Subject: ¾" & 1 ¼" Overlay
WIN: 027516.00 & 028872.00
Location: **Skowhegan & Canaan**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Contract Bid Book:

REMOVE, pages 17 through 21, "Proposal Schedule of Items", dated 05/20/2025, and **REPLACE** with attached revised "Proposal Schedule of Items", 5 pages, dated 06/10/2025.

REMOVE, page 90, "SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROCESS", dated 05/20/2025, and **REPLACE** with attached revised "SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROCESS", 1 page, dated 06/11/2025.

REMOVE, page 41, "Typical Sections 027516.00 Page 6 of 7", dated 05/20/2025, and **REPLACE** with attached revised "Typical Sections 027516.00 Page 6 of 7", 1 page, dated 06/11/2025.

REMOVE, page 59, "Typical Sections 028872.00 Page 3 of 6", dated 05/20/2025, and **REPLACE** with attached revised "Typical Sections 028872.00 Page 3 of 6", 1 page, dated 06/11/2025.

REMOVE, page 90, "SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROCESS", dated 05/20/2025, and **REPLACE** with attached revised "SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROCESS", 1 page, dated 06/11/2025.

INSERT attached "CROSS SLOPE SHEET 027516.00", 6 pages, dated 06/10/2025 after page 66.

INSERT attached "CROSS SLOPE SHEET 028872.00", 1 page, dated 06/10/2025 after page 66.

ADD on page 48, "Construction Notes" the following pay items at the end of the section in pen and ink:

424.385 Mastic for Asphaltic Plug Joint Replacement, 0.75-1.25 Inch

Wesserunsett Stream Bridge

Station

128+28

130+62

Consider these changes and information prior to submitting your bid on **June 18, 2025**.

Sincerely,



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

6/10/2025

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 5

Proposal ID: 027516.00

Project(s): 027516.00, 028872.00

SECTION: 1 HIGHWAY ITEMS

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	202.202 REMOVING PAVEMENT SURFACE	27,900.000 SY	_____	 _____	_____	 _____
0020	202.203 PAVEMENT BUTT JOINTS	3,400.000 SY	_____	 _____	_____	 _____
0030	204.42 REHABILITATE EXISTING SHOULDERS	2,200.000 SY	_____	 _____	_____	 _____
0040	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	890.000 T	_____	 _____	_____	 _____
0050	403.2101 9.5 MM POLYMER MODIFIED HMA	10,500.000 T	_____	 _____	_____	 _____
0060	403.21041 HMA 9.5 MM – POLYMER MODIFIED THIN LIFT SURFACE TREATMENT	1,400.000 T	_____	 _____	_____	 _____
0070	403.211 HOT MIX ASPHALT (SHIMMING)	10,800.000 T	_____	 _____	_____	 _____
0080	403.213 HOT MIX ASPHALT 12.5 MM BASE	400.000 T	_____	 _____	_____	 _____
0090	409.15 BITUMINOUS TACK COAT - APPLIED	10,900.000 G	_____	 _____	_____	 _____
0100	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	900.000 CY	_____	 _____	_____	 _____
0110	424.22 ASPHALT RUBBER CRACK SEALER TYPE 2, APPLIED	25,900.000 LB	_____	 _____	_____	 _____
0120	424.38 CRACK REPAIR - HOT POUR MASTIC	38,500.000 LB	_____	 _____	_____	 _____

6/10/2025

Maine Department of Transportation

Proposal Schedule of Items

Page 2 of 5

Proposal ID: 027516.00

Project(s): 027516.00, 028872.00

SECTION: 1 HIGHWAY ITEMS

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	424.381 ASPHALTIC RECREATIONAL CROSSINGS, 2 INCH DEPTH	50.000 SY	_____	_____	_____	_____
0135	424.385 MASTIC FOR ASPHALTIC PLUG JOINT REPLACEMENT, 0.75-1.25 INCH	60.000 LF	_____	_____	_____	_____
0140	603.179 18 INCH CULVERT PIPE OPTION III	350.000 LF	_____	_____	_____	_____
0150	603.199 24 INCH CULVERT PIPE OPTION III	120.000 LF	_____	_____	_____	_____
0160	603.209 30 INCH CULVERT PIPE OPTION III	70.000 LF	_____	_____	_____	_____
0170	603.55 CONCRETE PIPE TIES	2.000 GP	_____	_____	_____	_____
0180	603.7436 REMOVE & RELAY 36 INCH CONCRETE PIPE	16.000 LF	_____	_____	_____	_____
0190	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	21.000 EA	_____	_____	_____	_____
0200	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	1.000 EA	_____	_____	_____	_____
0210	606.178 GUARDRAIL BEAM	50.000 LF	_____	_____	_____	_____
0220	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	1.000 EA	_____	_____	_____	_____
0230	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	25.000 EA	_____	_____	_____	_____

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Maine Department of Transportation

Proposal Schedule of Items

Page 3 of 5

Proposal ID: 027516.00

Project(s): 027516.00, 028872.00

SECTION: 1 HIGHWAY ITEMS

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
0240	606.356 UNDERDRAIN DELINEATOR POST	40.000 EA	_____	_____	_____	_____
0250	606.362 GUARDRAIL ADJUSTED	4,100.000 LF	_____	_____	_____	_____
0260	606.366 GUARDRAIL, REMOVE & RESET	200.000 LF	_____	_____	_____	_____
0270	606.367 REPLACE UNUSABLE EXISTING GUARDRAIL POSTS	10.000 EA	_____	_____	_____	_____
0280	606.3671 REPLACE UNUSABLE OFFSET BLOCKS	10.000 EA	_____	_____	_____	_____
0290	606.47 SINGLE WOOD POST	10.000 EA	_____	_____	_____	_____
0300	608.26 CURB RAMP DETECTABLE WARNING FIELD	60.000 SF	_____	_____	_____	_____
0310	608.46 REGRAIDING SIDEWALK	50.000 SY	_____	_____	_____	_____
0320	609.221 TERMINAL CURB TYPE 1	90.000 LF	_____	_____	_____	_____
0330	609.31 CURB TYPE 3	1,500.000 LF	_____	_____	_____	_____
0340	610.08 PLAIN RIPRAP	60.000 CY	_____	_____	_____	_____
0350	613.319 EROSION CONTROL BLANKET	10,400.000 SY	_____	_____	_____	_____

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Maine Department of Transportation

Proposal Schedule of Items

Page 4 of 5

Proposal ID: 027516.00

Project(s): 027516.00, 028872.00

SECTION: 1 HIGHWAY ITEMS

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
0360	615.07 LOAM	15.000 CY	_____	_____	_____	_____
0370	618.13 SEEDING METHOD NUMBER 1	1.000 UN	_____	_____	_____	_____
0380	618.14 SEEDING METHOD NUMBER 2	660.000 UN	_____	_____	_____	_____
0390	619.12 MULCH	661.000 UN	_____	_____	_____	_____
0400	620.58 EROSION CONTROL GEOTEXTILE	120.000 SY	_____	_____	_____	_____
0410	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	136,800.000 LF	_____	_____	_____	_____
0420	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	1,810.000 SF	_____	_____	_____	_____
0430	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	136,800.000 LF	_____	_____	_____	_____
0440	629.05 HAND LABOR, STRAIGHT TIME	50.000 HR	_____	_____	_____	_____
0450	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	330.000 HR	_____	_____	_____	_____
0460	631.133 SKID STEER (INCLUDING OPERATOR)	30.000 HR	_____	_____	_____	_____
0470	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	660.000 HR	_____	_____	_____	_____

6/10/2025

Maine Department of Transportation

Proposal Schedule of Items

Page 5 of 5

Proposal ID: 027516.00

Project(s): 027516.00, 028872.00

SECTION: 1 HIGHWAY ITEMS

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
0480	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
0490	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	_____	_____	_____
0500	652.33 DRUM	30.000 EA	_____	_____	_____	_____
0510	652.34 CONE	130.000 EA	_____	_____	_____	_____
0520	652.35 CONSTRUCTION SIGNS	1,400.000 SF	_____	_____	_____	_____
0530	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	121.000 CD	_____	_____	_____	_____
0540	652.38 FLAGGER	5,700.000 HR	_____	_____	_____	_____
0550	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP	SUM	_____	_____
0560	659.10 MOBILIZATION	LUMP SUM	LUMP	SUM	_____	_____
Section: 1			Total:		_____	_____
			Total Bid:		_____	_____

Skowhegan & Canaan
27516.00 & 28872.00
US Route 2
June 11, 2025

SPECIAL PROVISION
SECTION 107
PROSECUTION AND PROGRESS
(Contract Time – Working Days)

This Contract shall be completed within **72** working days. The Contractor may begin work anytime in accordance with Standard Specification 104.4.2 and upon approval of all required submittals. Time charge will commence on the start date or no later than, **August 11, 2025**, whichever occurs first.

At least 21 calendar days prior to the desired Begin Construction Date, the Contractor shall submit an **electronic copy of their signed request to begin work and the Begin Construction Date**. This signed request shall be sent read receipt through **email** with their **Schedule of Work**, in accordance with Standard Specification 107.4.2, to **Shawn.Smith@Maine.gov**, **Mark.Shibles@Maine.gov**, and **Scott.Bickford@Maine.gov**. The Contractor shall notify all utility contacts listed in the 104 Special Provision and provide the utility contacts the submitted schedule of work within 2 calendar days of the schedule of work submittal. **A penalty in the amount of \$500/day will be assessed for each calendar day or partial calendar day beyond June 15th that the schedule of work is not received.** Upon receipt of the schedule of work, a pre-construction meeting will be scheduled.

The Contractor may request to adjust the submitted schedule of work and Begin Construction Date once after the initial submittal. The Department will allow adjustments in the Begin Construction Date of up to **seven calendar days** if the request is made at least **21 calendar days** prior to the updated Begin Construction Date. This signed request shall be sent read receipt through **email** with their **Schedule of Work**, in accordance with Standard Specification 107.4.2, to **Shawn.Smith@Maine.gov**, **Mark.Shibles@Maine.gov** and **Scott.Bickford@Maine.gov**. The Contractor shall notify all utility contacts listed in the 104 Special Provision and provide the utility contacts the updated schedule of work within 2 calendar days of the request to adjust the Begin Construction Date.

CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth	RIGHT		STA	LEFT		CL Cut Depth	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%	inch	%	%		%	%	inch	%	%
39+50	-2.0	3.0		-5.0	-6.0						
39+00	-3.0	1.0	0.50	-4.0	-5.0	70+50			1.00		
38+50	-4.0	-1.0	1.00	-3.0		70+00			2.00		
						69+50			2.00		
37+00			1.00			69+00			2.50		
36+50		-1.0	0.50			68+50	-3.0		1.50		
36+00		0.0		-3.0		68+00	-4.0		1.25		
35+50		1.0		-4.0							
35+00		2.0				67+00			1.25	1.5	
34+50		2.5				66+50			1.00	1.0	-3.0
34+00			0.50			66+00			0.50	0.0	-4.0
33+50			1.00		-5.0	65+50				-1.5	
33+00		2.5			-4.0	65+00				-2.0	
32+50		2.0									
32+00		1.5	1.00		-4.0	63+50	-4.0				
31+50		0.5	1.50	-4.0	-5.0	63+00	-5.0				
31+00		-0.5	1.00	-2.5							
30+50		-1.5	1.00	-2.0		61+50	-5.0	-2.5		-2.0	
30+00		-2.0	0.75			61+00	-4.0	-2.0		-2.5	
29+00			0.75			55+00				-2.5	
28+50			0.50			54+50		-2.0		-3.0	
						54+00	-4.0	-0.5		-3.0	
25+50					-5.0	53+50	-3.0	1.0		-4.0	-4.0
25+00					-4.0	53+00	-2.0	2.5		-5.0	-5.0
						52+50		4.0		-6.0	-6.0
18+00					-4.0	52+00		5.5			
17+50			0.50		-5.0	51+50		6.0			
17+00			1.00		-6.0						
16+50			1.50			49+50			0.50		
16+00			1.00			49+00			1.00		
15+50			0.50			48+50			1.00		
15+00		-2.0				48+00			0.50		
14+50		-1.5									
14+00			0.50			46+50	-2.0				
13+50			1.50			46+00	-1.0		0.50		
13+00			2.00			45+50			1.00		
12+50			1.50			45+00			1.50		
12+00					-6.0	44+50			1.00		
11+50			1.50		-6.0	44+00			0.50		
11+00			2.00	-2.0	-5.5						
10+50	-4.0	-1.5	1.50	-1.5	-3.5	40+50		6.0			
10+00	Match	Match	-2.00	Match	Match	40+00	-1.0	5.0		-6.0	

Notes:

1. The Department has identified areas that will require shoulder and travelway milling - see Construction notes for locations. Unless otherwise directed by the Department, the milling areas will be milled to the same slope as the shim.
2. Unless otherwise directed by the Department, the shim markups will be considered a "loose" depth.

CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth	RIGHT		STA	LEFT		CL Cut Depth	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%	inch	%	%		%	%	inch	%	%
104+50			1.00			146+50			0.75		-3.5
104+00			0.75								
103+50	-4.0		0.50			145+50			0.75	-2.0	
103+00	-3.5					145+00			0.50	-1.5	
100+50				-2.5		143+00			0.50		
100+00				-2.0	-5.0	142+50			1.00		
99+50	-3.5			-1.0	-4.0	142+00			1.00		
99+00	-4.0			0.0	-3.0	141+50			0.50		
98+50		-2.0		1.0							
98+00		-3.0	0.50	2.0		137+50			0.50		
97+50		-4.0	0.75	2.5		137+00			1.00		
97+00			0.75			136+50			0.75		
96+50			0.50		-3.0						
96+00					-2.0	135+00					-3.5
						134+50					-4.0
95+00				2.5							
94+50				3.0		131+50	-3.5	-1.5		-1.5	-4.0
						131+00	Match	Match	0.75	Match	Match
93+00			0.50			129+50	Bridge				
92+50			0.75			128+00	Match	Match	0.75	Match	Match
92+00			0.75			127+50	-4.0	-2.0	0.75	-2.0	-4.0
91+50			0.50			127+00			0.50		
89+50				3.0		122+00	-4.0				
89+00				2.0		121+50	-3.5		0.50		
						121+00			0.75		
83+50				2.0							
83+00			0.50	3.0		119+50	-3.5			-2.0	
82+50			1.00			119+00	-4.0			-1.0	-4.0
						118+50		-2.0		1.0	-3.0
79+50		-4.0		3.0		118+00		-3.0		1.5	-2.0
79+00		-3.0		2.0		117+50		-4.0		2.5	
78+00			1.00			116+50			0.75		
77+50			1.50			116+00			0.50		
77+00			2.00								
76+50			1.50			108+00			0.50	2.5	
76+00			1.25			107+50		-4.0	0.75	1.5	-2.0
						107+00		-3.5		0.5	-3.0
74+00		-3.0	1.25			106+50		-3.0		-1.0	-4.0
73+50		-2.5	1.00	2.0	-2.0	106+00		-2.0		-2.0	-5.0
73+00	-4.0			1.5	-3.0	105+50			0.75	-2.5	
72+50	-3.0					105+00			1.00		

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STA	LEFT		CL Cut Depth	RIGHT		STA	LEFT		CL Cut Depth	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%	inch	%	%		%	%	inch	%	%
175+00			1.50			203+50			1.50		
174+50		-2.0	1.50			203+00			1.00		
174+00	-4.0	-1.0	1.00	-2.5							
173+50	-3.0	0.0		-3.0		200+50			1.00	-1.5	
173+00	-2.0	0.5				200+00			1.50	-2.0	
172+50	-1.0	1.5									
172+00		2.0				198+00			1.50		
171+50		2.5				197+50			2.00		
171+00		3.0	1.00	-3.0		197+00			2.50	-2.0	
170+50		3.5	2.00	-3.5		196+50			1.50	-1.5	-4.0
170+00		4.0		-4.0	-4.0	196+00				0.5	-3.0
169+50		4.5		-4.5	-4.5	195+50	-3.5	-2.5		1.0	-2.0
169+00					-5.0	195+00	-4.0	-3.5		2.5	
168+50			2.00	-4.5		194+50	-5.0	-5.0	1.50	4.0	
168+00		4.5	1.25	-5.0		194+00			0.75		
167+50		5.0									
						192+00	-5.0	-5.0		4.0	
166+00	-1.0					191+50	-4.0	-4.0		3.0	
165+50	-2.0	5.0		-5.0	-5.0	191+00		-3.0		1.5	-2.0
165+00		4.5		-4.5	-4.5	190+50		-2.0	0.75	0.5	-3.0
						190+00			1.25	-2.0	-4.0
163+00		4.5	1.25	-4.5	-4.5	189+50	-4.0				
162+50		3.0	1.00	-3.5	-4.0	189+00	-5.0		1.25		
162+00		1.5		-3.0		188+50			1.50		
161+50	-2.0	0.0		-2.0	-4.0						
161+00	-3.0	-0.5			-3.5	184+50	-5.0				
160+50	-4.0	-1.0				184+00	-6.0				
160+00		-1.5	1.00	-2.0							
159+50		-2.0	1.75	-1.5		183+00					-4.0
159+00			1.00			182+50					-3.5
158+00			1.00			181+50			1.50		
157+50			1.50			181+00			2.00		
157+00			1.50			180+50			1.50		
156+50			1.00			180+00			1.00		-3.5
						179+50					-4.0
154+00	-4.0										
153+50	-3.5		1.00		-3.5	178+50	-6.0		1.00	-2.0	
153+00			1.50		-4.0	178+00	-4.0		1.50	-2.5	
152+50		-2.0	1.00	-1.5							
152+00		-1.5	1.00	-2.0		177+00			1.50		
151+50			0.50			176+50			1.00		
147+00			0.50		-4.0	175+50			1.00		

Notes:

1. The Department has identified areas that will require shoulder and travelway milling - see Construction notes for locations. Unless otherwise directed by the Department, the milling areas will be milled to the same slope as the shim.
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CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %
236+50	-4.0				
236+00	-3.5	-2.0			
235+50		-1.5			
235+00					-4.0
234+50					-3.5
233+00					-3.5
232+50					-4.0
229+00			1.25		
228+50			1.00		
226+50			1.00		
226+00			1.50		
225+50			1.50		
225+00			1.00		
223+50		-1.5		-2.0	
223+00		-2.0		-1.5	
220+00			1.00		
219+50			1.25		
219+00			1.25		
218+50			1.00		
218+00		-2.0			
217+50	-3.5	-1.5			
217+00	-3.0	-0.5	1.00	-1.5	
216+50	-2.0	1.0	0.50	-2.5	
216+00		2.5		-3.5	-4.0
215+50		4.0		-4.5	-4.5
214+00		4.0			
213+50		3.5	0.50	-4.5	-4.5
213+00		3.0	1.00	-4.0	-4.0
212+50		1.0		-3.5	
212+00	-2.0	0.5		-3.0	
211+50	-3.0	-0.5	1.00	-2.5	
211+00	-4.0	-1.0	1.50	-2.0	
210+50	-5.0	-1.5		-1.5	
210+00		-2.5			
205+00	-5.0				
204+50	-4.0				
204+00	-3.5				

STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %
272+50	-3.5	-2.5	1.25	1.5	-2.0
272+00	Match	Match	1.25	Match	Match
271+00	Bridge				
270+00	Match	Match	1.25	Match	Match
269+50	-3.5	-3.5	1.25	3.5	-2.0
269+00			0.75	3.0	
264+50		-3.5	0.75	3.0	
264+00		-3.0	1.00	2.5	
263+50		-1.5	1.00	1.0	
263+00		-2.0	0.75	0.5	-2.0
262+50				0.0	-3.0
262+00				-0.5	-4.0
261+50			0.75	-1.0	
261+00			1.50	-1.5	
256+00	-3.5	-2.0			
255+50	-3.0	-1.5	1.50	-1.5	
255+00	-2.0	0.0	0.75	-2.5	
254+50	-1.5	1.5		-3.5	-4.0
254+00		3.5		-4.5	-4.5
253+50		4.0			
251+00			0.75		
250+50			1.00		
248+50			1.00		
248+00			0.75		
247+00		4.0		-4.5	
246+50	-1.5	3.5		-4.0	-4.5
246+00	-2.0	3.0		-3.5	-4.0
245+50	-2.0	2.0		-3.0	
245+00	-2.0	1.0	0.75	-3.0	
244+50	-3.0	-0.5	1.00	-2.0	
244+00	-4.0	-1.0	1.50		
243+50	-4.0	-2.0	1.75		
243+00	-5.0		1.75		
242+50			1.50		
241+50			1.50		
241+00			1.25		
237+00	-5.0				

- Notes:**
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 2. Unless otherwise directed by the Department, the shim markups will be considered a "loose" depth.

CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth	RIGHT		STA	LEFT		CL Cut Depth	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%	inch	%	%		%	%	inch	%	%
307+00		-2.5		0.5	-3.0	336+00			1.00		
306+50		-2.0	1.00	-0.5	-4.0						
306+00	-4.0	-1.0	0.75	-1.0	-5.0	335+00			1.00		
305+50	-3.0	0.5		-2.0		334+50			1.25		
305+00	-2.0	2.0		-3.5							
304+50		3.5	0.75	-5.0	-5.0	333+50			1.25		
304+00		5.0	0.50		-6.0	333+00			1.00		
303+50					-7.0						
						330+50					-4.0
301+00					-7.0	330+00			1.00		-5.0
300+50	-2.0	5.0	0.50	-5.0	-6.0	329+50			0.75		
300+00	-1.0	2.5	0.75	-4.5	-5.0	329+00			0.50		
299+50	-2.0	1.0	1.00	-4.0	-4.0						
299+00	-3.0	-0.5	0.75	-3.0		328+00			0.50		
298+50	-3.5	-1.5		-2.0		327+50			1.00		
298+00			0.75			327+00			0.50		
297+50			1.00			326+50			0.50		
297+00			1.25			326+00			1.00		
295+00			1.25			324+50			1.00		
294+50			1.00			324+00			0.50		
293+00			1.00			322+50	-2.0	2.5		-3.0	-5.0
292+50			1.25			322+00	-3.0	1.5		-2.5	-4.0
						321+50	-4.0	0.5	0.50	-2.0	
291+50	-3.5					321+00		-0.5	1.50		
291+00	-4.0					320+50		-1.5	2.50		
						320+00			1.25		
289+50			1.25								
289+00			0.75			316+00		-1.5	1.25	-2.0	
288+50			0.75			315+50		-2.0	1.00	-1.0	-4.0
288+00			1.00			315+00		-2.5		0.0	-3.0
						314+50		-3.0		1.0	-2.0
283+50				-2.0		314+00		-3.5		2.5	
283+00		-1.5		-1.5		313+50		-4.0		3.0	
282+50		-2.0				313+00				3.5	
278+50	-4.0					312+00			1.00		
278+00	-3.5		1.00			311+50			1.25		
277+50			1.25			311+00			1.00		
274+00				-1.5	-4.0	308+50		-4.0			
273+50				-0.5	-3.5	308+00		-3.5		3.5	
273+00		-2.0		0.5	-3.0	307+50		-3.0		2.5	-2.0

Notes:

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2. Unless otherwise directed by the Department, the shim markups will be considered a "loose" depth.

CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %
366+50				5.0	
366+00				4.5	
365+50	-5.0	-5.0	0.75	3.0	
365+00	-4.0	-4.0	1.00	1.5	
364+50		-3.0		0.0	-2.0
364+00		-2.0		-1.5	-3.0
363+50				-2.0	-3.5
362+00			1.00		
361+50			1.25		
361+00			1.50		
360+50			1.25		
360+00			0.75		
355+00					-3.5
354+50					-4.0
350+00			0.75		
349+50			1.25		
348+50		-2.0		-2.0	
348+00		-3.0		-1.5	
347+50				-0.5	
347+00			1.25	0.0	-4.0
346+50			0.75	1.0	-3.0
346+00				2.0	-2.0
344+50				2.0	-2.0
344+00		-3.0		1.0	-3.0
343+50		-2.0	0.75	0.5	-3.0
343+00			1.25	-1.0	-4.0
342+50			1.75	-1.5	
340+50			1.75		
340+00			1.25		
339+50		-2.0	0.75	-1.5	
339+00	-4.0	-1.0		-2.0	
338+50	-3.0	0.0		-2.5	
338+00	-2.0	1.0	0.75	-2.5	
337+50		2.0	1.25	-3.0	
337+00		2.5			
336+50			1.25		
379+00	-3.5	-2.0	1.00	-2.0	-4.0
378+00			1.00		
377+50			1.25		
375+00	-3.5			-2.0	-4.0
374+50	-4.0		1.25	-1.0	-3.5
374+00			1.00	-0.5	-2.0
373+50		-2.0		1.0	
373+00		-2.5		3.0	
372+50	-4.0	-4.0		3.5	
372+00	-5.0	-5.0		4.0	
371+50			1.00	5.0	
371+00			0.50		
368+50			0.50		
368+00			0.75		

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 2. Unless otherwise directed by the Department, the shim markups will be considered a "loose" depth.

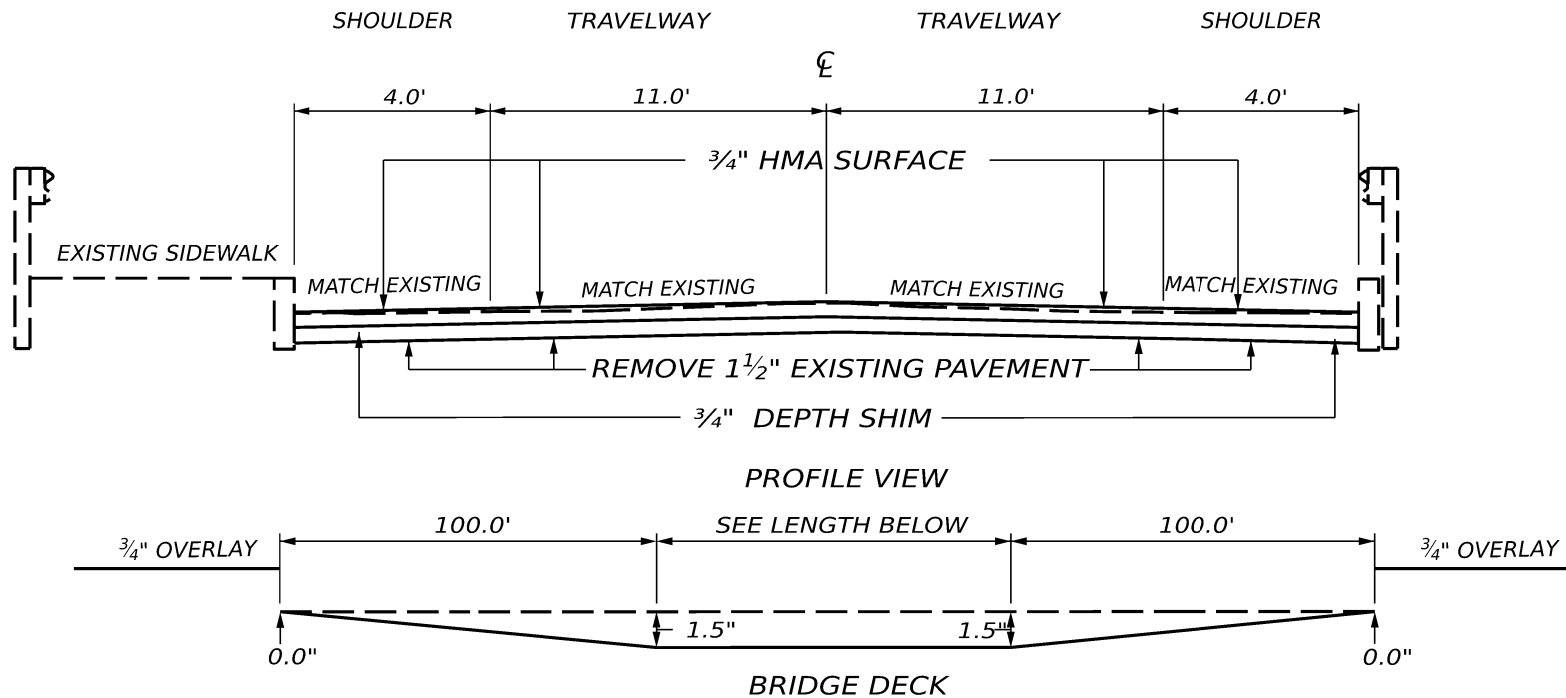
CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT		STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %		Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %
430+00			1.50			469+70	Match	Match	-2.00	Match	Match
429+50			2.00			469+50	-4.0	-2.0	0.00	-2.0	-4.0
428+00			2.00			469+00	-2.0		1.50		
427+50			1.50			468+50	-2.0		1.50		
427+00	-3.5					468+00	-4.0		1.00		
426+50	-4.0					467+50			1.00		
426+00			1.50			465+00			1.00		
425+50			1.00			464+50			0.50		
421+00			1.00			461+00			0.50		
420+50			1.25			460+50			1.00		
419+00			1.25			452+00					-4.0
418+50			1.50			451+50	-4.0	-2.0		-2.0	-3.0
417+50			1.50			451+00	Match	Match	1.00	Match	Match
417+00			2.00			449+75	Bridge				
416+50			2.00			448+50	Match	Match	1.00	Match	Match
416+00			1.50			448+00	-4.0	-3.0		3.0	-1.0
415+50			1.25			447+50					-3.0
409+50			1.25			447+00			1.00		-4.0
409+00			1.50			446+50			1.25		
408+50			1.75			446+00			1.25	3.0	
408+00			1.50			445+50		-3.0	1.50	2.5	
407+50			1.50			445+00		-2.5	1.25	2.0	
407+00			1.25			444+50		-2.0			
398+50			1.25			443+50			1.25		
398+00			1.00			443+00	-4.0		2.00		
392+00			1.00			442+50	-3.5		3.50		
391+50			0.50			442+00			2.00		
386+50			0.50			441+50			1.00		
386+00			1.00			439+00				2.0	
385+50			1.00			438+50			1.00	1.0	
385+00			1.50			438+00			1.25	0.0	
384+50			2.00			437+50				-1.0	
384+00			2.00			437+00			1.25	-2.0	
383+50			1.50			436+50			1.50		
383+00			1.50			434+50			1.50		
382+50			1.25			434+00			1.00		
379+50	-4.0	-2.0	1.25	-2.0	-4.0	433+50			0.50		
						433+00			0.50		
						432+50			1.00		
						432+00			1.50		

Notes: 1. Unless otherwise directed by the Department, the shim markups will be considered a "loose" depth.

3/4" HMA OVERLAY

BRIDGE MILLING TYPICAL



BRIDGE	STATION TO STATION	DECK LENGTH (FT)
#2120	449+37 TO 449+97	60'

NOTE 1: CORES SHALL BE TAKEN BY THE CONTRACTOR TO CONFIRM THE DEPTH OF EXISTING PAVEMENT ON THE BRIDGE PRIOR TO ANY PAVEMENT BEING REMOVED. THIS WILL BE CONSIDERED INCIDENTAL TO ITEM 202.202.

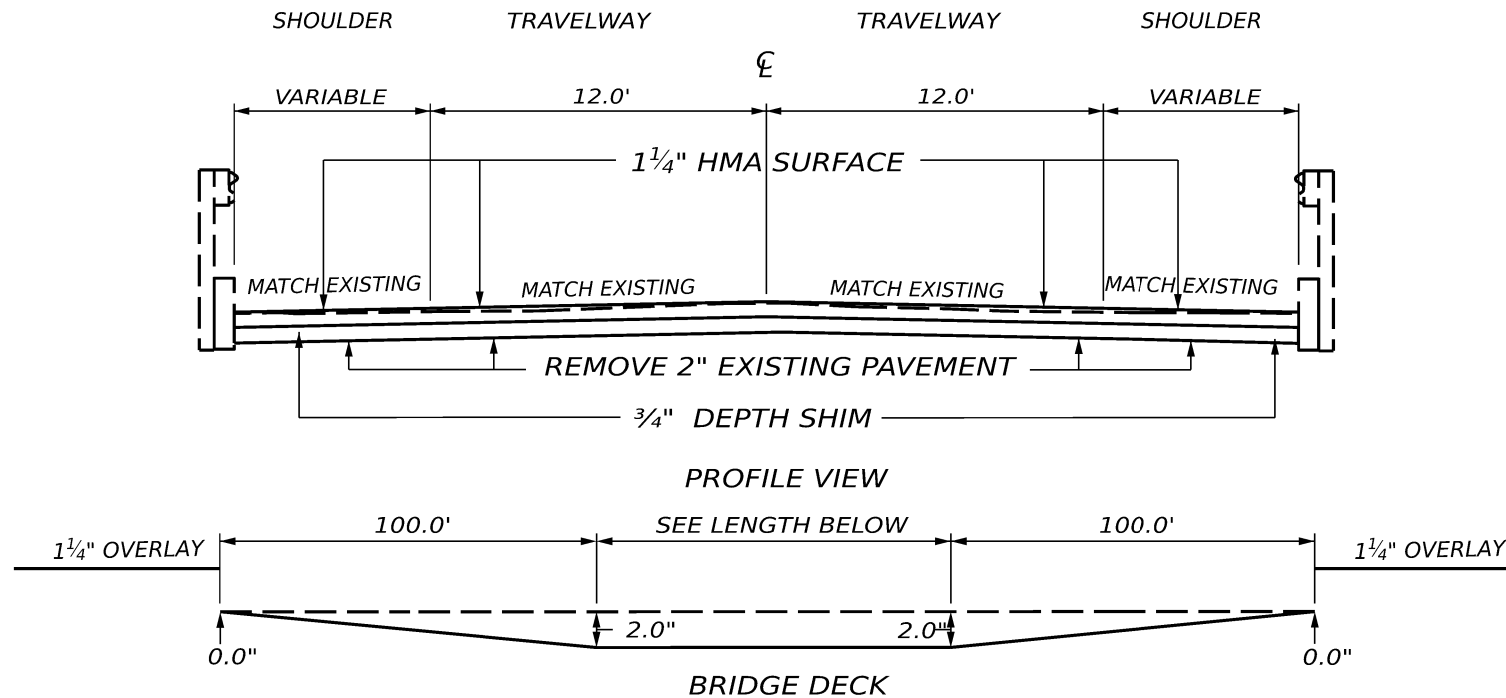
NOTE 2: SEAL ALONG THE BRIDGE CURB AND SEAL THE SHOULDERS AS PER SECTION 401.14.

NOT TO SCALE

CANAAN US ROUTE 2	WIN 28872.00	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SHEET NUMBER 3 OF 6
TYPICAL SECTIONS		2887200 HIGHWAY PLANS	

1 1/4" HMA OVERLAY

BRIDGE MILLING TYPICAL



BRIDGE	STATION TO STATION	DECK LENGTH (FT)
#2819	144+60 TO 144+77	17'
#2444	271+00 TO 271+11	11'

NOTE 1: CORES SHALL BE TAKEN BY THE CONTRACTOR TO CONFIRM THE DEPTH OF EXISTING PAVEMENT ON THE BRIDGE PRIOR TO ANY PAVEMENT BEING REMOVED. THIS WILL BE CONSIDERED INCIDENTAL TO ITEM 202.202.

NOTE 2: SEAL ALONG THE BRIDGE CURB AND SEAL THE SHOULDERS AS PER SECTION 401.14.

NOT TO SCALE

SKOWHEGAN US ROUTE 2		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SHEET NUMBER
TYPICAL SECTIONS	WIN 27516.00	2751600 HIGHWAY PLANS	6 OF 7