



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

May 19, 2025
Subject: Ultra-thin Wearing Course
WIN: 028870.00
Location: **Farmington-Phillips**
Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

Remove Schedule of Items pg 17-21 and **Replace** with attached

Remove Typical 2 of 11 pg 37 and **Replace** with attached

Remove Typical 7 of 11 pg 42 and **Replace** with attached

Remove Typical 8 of 11 pg 43 and **Replace** with attached

Remove Construction Notes page 1 of 7 pg 54 and **Replace** with attached

Add Final Slopes 13 pages attached

Consider these changes and information prior to submitting your bid on **May 21, 2025**.

Sincerely,

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

5/20/2025

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 5

Proposal ID: 028870.00

Project(s): 028870.00

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
0020	202.2023 REMOVING PAVEMENT SURFACE - MEDIUM CUT DRUM	91,000.000 SY	_____	 _____	_____	 _____
0030	202.20241 REMOVING PAVEMENT SURFACE - 4 FOOT DRUM (HOURLY)	14.000 HR	_____	 _____	_____	 _____
0040	202.203 PAVEMENT BUTT JOINTS	1,300.000 SY	_____	 _____	_____	 _____
0050	204.42 REHABILITATE EXISTING SHOULDERS	900.000 SY	_____	 _____	_____	 _____
0060	304.103 AGGREGATE SUBBASE - GRAVEL (TRUCK MEASURE)	1,480.000 CY	_____	 _____	_____	 _____
0070	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	430.000 T	_____	 _____	_____	 _____
0080	403.211 HOT MIX ASPHALT (SHIMMING)	13,900.000 T	_____	 _____	_____	 _____
0090	403.213 HOT MIX ASPHALT 12.5 MM BASE	690.000 T	_____	 _____	_____	 _____
0100	409.15 BITUMINOUS TACK COAT - APPLIED	8,600.000 G	_____	 _____	_____	 _____
0110	410.151 EMULSIFIED ASPHALT SEALCOAT, APPLIED	54,400.000 SY	_____	 _____	_____	 _____
0120	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	220.000 CY	_____	 _____	_____	 _____

5/20/2025

Maine Department of Transportation

Proposal Schedule of Items

Page 2 of 5

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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	424.22 ASPHALT RUBBER CRACK SEALER TYPE 2, APPLIED	60,000.000 LB	_____	_____	_____	_____
0140	424.38 CRACK REPAIR - HOT POUR MASTIC	100,000.000 LB	_____	_____	_____	_____
0150	424.381 ASPHALTIC RECREATIONAL CROSSINGS, 2 INCH DEPTH	60.000 SY	_____	_____	_____	_____
0160	462.301 POLYMER MODIFIED ULTRATHIN BONDED WEARING COURSE	355,800.000 SY	_____	_____	_____	_____
0170	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	30.000 EA	_____	_____	_____	_____
0180	605.09 6 INCH UNDERDRAIN TYPE B	320.000 LF	_____	_____	_____	_____
0190	606.1303 31" W-BM GR, MID-WAY SPLICE-15' RAD AND LESS	12.500 LF	_____	_____	_____	_____
0200	606.1304 31" W-BM GR, MID-WAY SPLICE-OVER 15' RAD	12.500 LF	_____	_____	_____	_____
0210	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	14.000 EA	_____	_____	_____	_____
0220	606.178 GUARDRAIL BEAM	37.500 LF	_____	_____	_____	_____
0230	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2.000 EA	_____	_____	_____	_____

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Maine Department of Transportation

Proposal Schedule of Items

Page 3 of 5

Proposal ID: 028870.00

Project(s): 028870.00

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
0240	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	38.000 EA	_____	 _____	_____	 _____
0250	606.356 UNDERDRAIN DELINEATOR POST	3.000 EA	_____	 _____	_____	 _____
0260	606.362 GUARDRAIL ADJUSTED	6,500.000 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	20.000 SF	_____	 _____	_____	 _____
0310	608.46 REGRADING SIDEWALK	20.000 SY	_____	 _____	_____	 _____
0320	609.31 CURB TYPE 3	640.000 LF	_____	 _____	_____	 _____
0330	610.08 PLAIN RIPRAP	50.000 CY	_____	 _____	_____	 _____
0340	613.319 EROSION CONTROL BLANKET	4,300.000 SY	_____	 _____	_____	 _____
0350	618.14 SEEDING METHOD NUMBER 2	1,450.000 UN	_____	 _____	_____	 _____

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Maine Department of Transportation

Proposal Schedule of Items

Page 4 of 5

Proposal ID: 028870.00

Project(s): 028870.00

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
0360	619.12 MULCH	1,450.000 UN	_____	_____	_____	_____
0370	620.54 STABILIZATION/REINFORCEMENT GEOTEXTILE	1,200.000 SY	_____	_____	_____	_____
0380	620.58 EROSION CONTROL GEOTEXTILE	100.000 SY	_____	_____	_____	_____
0390	627.310 8 INCH SHOULDER PAVEMENT MARKING LINE, WHITE	950.000 LF	_____	_____	_____	_____
0400	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	300,100.000 LF	_____	_____	_____	_____
0410	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	170.000 SF	_____	_____	_____	_____
0420	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	539,000.000 LF	_____	_____	_____	_____
0430	629.05 HAND LABOR, STRAIGHT TIME	40.000 HR	_____	_____	_____	_____
0440	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	700.000 HR	_____	_____	_____	_____
0450	631.133 SKID STEER (INCLUDING OPERATOR)	40.000 HR	_____	_____	_____	_____
0460	631.15 ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	8.000 HR	_____	_____	_____	_____

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Maine Department of Transportation

Proposal Schedule of Items

Page 5 of 5

Proposal ID: 028870.00

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SECTION: 1 INITIAL GROUP

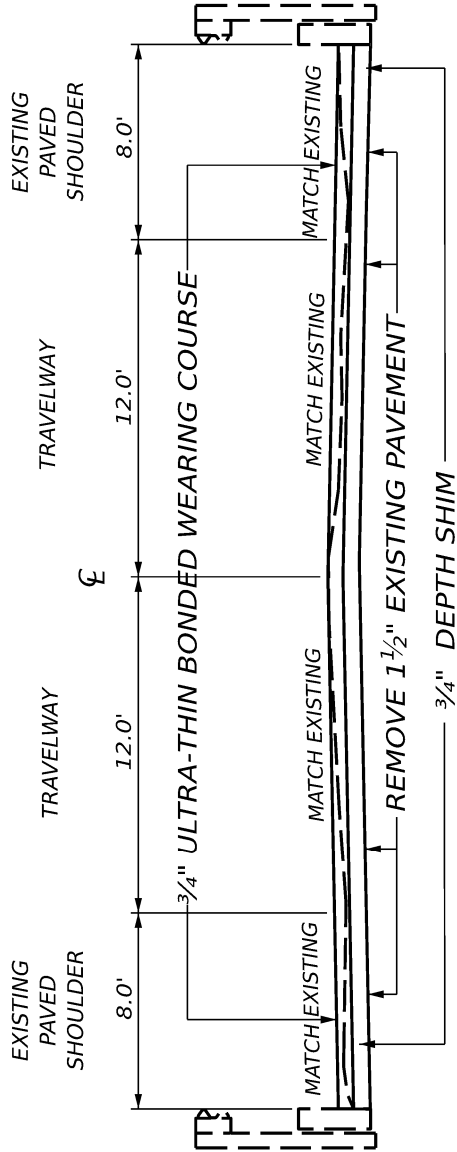
Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0470	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	1,400.000 HR	_____	 _____	_____	 _____
0480	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	 _____	_____	 _____
0490	652.33 DRUM	30.000 EA	_____	 _____	_____	 _____
0500	652.34 CONE	250.000 EA	_____	 _____	_____	 _____
0510	652.35 CONSTRUCTION SIGNS	2,300.000 SF	_____	 _____	_____	 _____
0520	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	134.000 CD	_____	 _____	_____	 _____
0530	652.38 FLAGGER	6,400.000 HR	_____	 _____	_____	 _____
0540	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM		_____	 _____
0550	659.10 MOBILIZATION	LUMP SUM	LUMP SUM		_____	 _____
Section: 1			Total:		_____	 _____
			Total Bid:		_____	 _____

3/4" ULTRA-THIN BONDED WEARING COURSE

BRIDGE #2271 MILLING TYPICAL

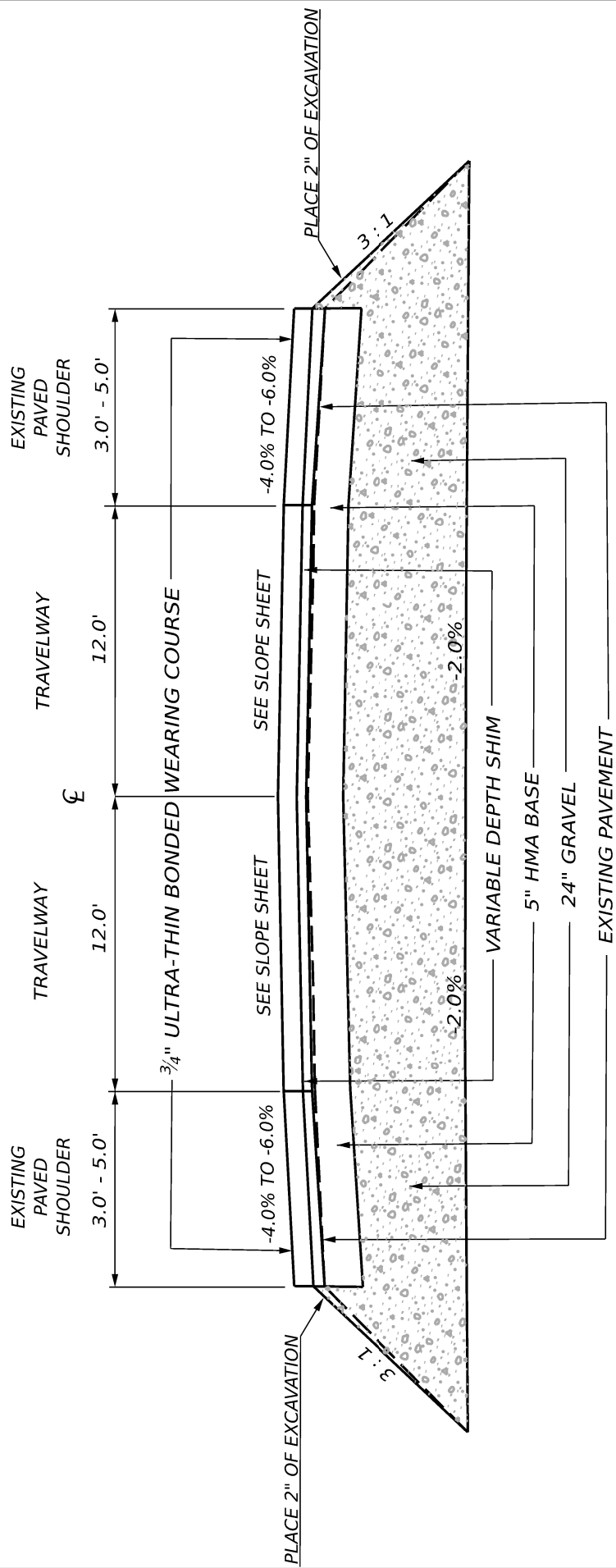


STATION TO STATION
49+73 TO 52+35

NOTE: CORES WILL 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 202.2.023

NOT TO SCALE		STATE OF MAINE	
FARMINGTON - PHILLIPS		DEPARTMENT OF TRANSPORTATION	
ROUTE 4		2887000	
TYPICAL SECTIONS		WIN 28870.00	
HIGHWAY PLANS		2 OF 11	
SHEET NUMBER		2 OF 11	

BASE REPAIR TYPICAL



STATION TO STATION

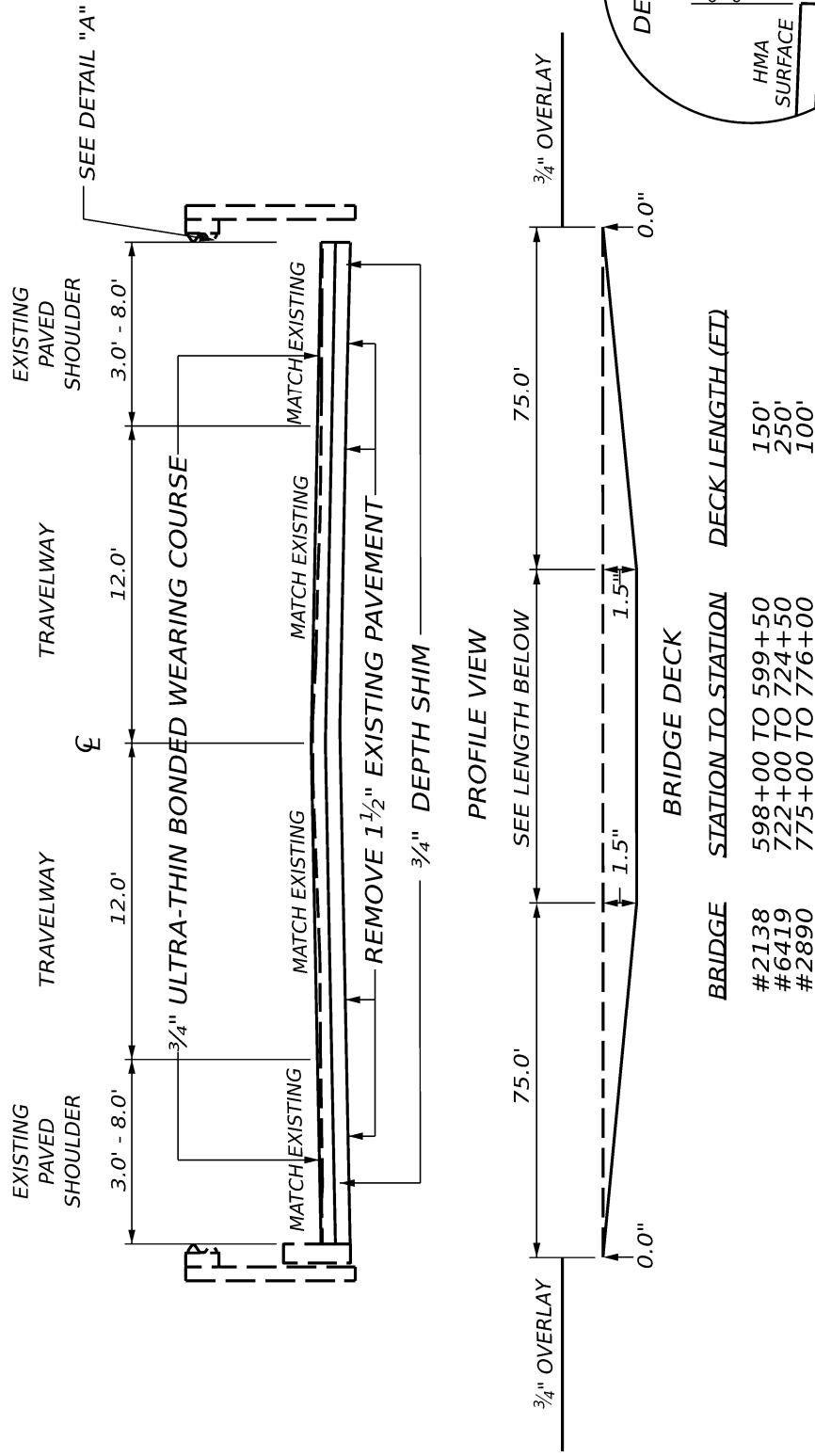
612+60 TO 615+40
1047+20 TO 1045+50

- NOTE 1 : REMOVAL OF PAVEMENT FOR RECONSTRUCTION WILL BE PAID UNDER ITEM 202.2023.
- NOTE 2 : GRAVEL TO BE PAID UNDER ITEM 304.103.
- NOTE 3 : A TEST HOLE SHALL BE DUG TO SEE WHAT IS UNDER THE PAVEMENT AND DETERMINE IF THE EXISTING MATERIAL NEEDS TO BE REMOVED AND REPLACED WITH GRAVEL. AT A MINIMUM, ALL PAVEMENT WILL BE REMOVED AND REPLACED.
- NOTE 4 : A 40 FOOT TRANSITION HAS BEEN INCLUDED IN THESE STATIONS.

NOT TO SCALE		STATE OF MAINE	
FARMINGTON - PHILLIPS		DEPARTMENT OF TRANSPORTATION	
ROUTE 4		2887000	
TYPICAL SECTIONS		HIGHWAY PLANS	
		WIN 28870.00	
		SHEET NUMBER	
		7 OF 11	

3/4" ULTRA-THIN BONDED WEARING COURSE

BRIDGE MILLING TYPICAL



NOTE: CORES WILL 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 202.2023.

NOT TO SCALE

FARMINGTON - PHILLIPS ROUTE 4 TYPICAL SECTIONS	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		SHEET NUMBER 8 OF 11	
	WIN 28870.00	2887000	HIGHWAY PLANS	

CONSTRUCTION NOTES

202.2023 Removing Pavement Surface – Medium Cut Drum

Station – Station

58+05 – 58+39 Transition – Travelway and shoulder: Start depth of $\frac{3}{4}$ " and tapering to 0".

160+07 – 160+48 Transition – Travelway and shoulder: Tapering from 0" to an end depth of $\frac{3}{4}$ "

To be used in mill & fill areas where shim is not required.

Mill depth shall be $\frac{3}{4}$ of an inch.

Areas where wheel ruts exceed $\frac{3}{4}$ " depth, milling depth will be increased to 1 $\frac{1}{2}$ " to allow for spot shimming. Locations to be determined by the Resident.

For milling of Bridges # 2271, 2138, 6419, & 2890 and in the Base Repair areas, the Contractor has the option to use a coarse drum. Payment will be made under Item 202.2023.

202.20241 Removing Pavement Surface – 4 Foot Drum (Hourly)

To be used where shoulders need to be milled for cross slope correction prior to shimming. Locations to be determined by the Resident.

202.203 Pavement Butt Joints

Station

553+11 Begin Section 2

810+16 Begin Box Culvert (No shim required over new box culvert – surface only)

818+50 End Box Culvert (No shim required over new box culvert – surface only)

1107+62 End Section 2

Side roads, paved drives, catch basins, and other locations as determined by the Resident.

403.209 Hot Mix Asphalt 9.5mm (Sidewalks, Drives, Islands, & Incidentals)

A 3-foot paved lip shall be placed on all unpaved driveways.

A 6-foot paved lip shall be placed on all unpaved side roads and recreational trail crossings.

No paved lip will be placed on woods/field entrances unless one already exists or is directed by the Resident.

CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%		%	%	%
82+50					1.0		-4.0
82+00			-4.0	0.50	0.5		-6.0
81+50	-4.5		-3.0	0.75	-1.5		
81+00	-4.0		-2.0		-2.0		
80+50							
80+00					-2.0		
79+50	-4.0				-2.5		
79+00	-6.0				-3.0		
75+50	-6.0						
75+00	-5.0		-2.0				
74+50	-4.0		-1.0				
74+00	-2.0		0.5		-3.0		
73+50			1.5		-3.5		
73+00	-2.0		3.0		-5.0		
72+50	-1.0		4.5		-6.0		
72+00	1.0		6.0	0.75			
71+50	3.0			1.00		End	
71+00	3.0					-6.0	
70+50	1.0						
70+00	-1.0						
69+50	-2.0						
69+00				1.00			
68+50				0.75			
67+50	-2.0		6.0		-6.0	-6.0	
67+00	-3.0		5.0		-5.0	-5.0	
66+00						-5.0	
65+50						Begin	
65+00	-3.0		5.0		-5.0		
64+50	-2.5		5.5		-5.5		
64+00	-2.0		6.0		-6.0		
59+50							-6.0
59+00							-6.5
58+50	-2.0			0.75			-7.0
58+00	-2.1		6.0	0.50	-6.0		-7.5
57+50	Match		Match	-0.75	Match		Match
No Slope Correction							
10+00			Match	-0.75	Match		

STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%		%	%	%
111+00							-5.0
110+50							-6.0
105+50							-6.0
105+00							-5.0
103+00			2.0				
102+50			1.5				-2.7
102+00			0.5				-2.5
101+50			-1.0				-2.5
101+00			-1.7				-2.0
100+50							-1.7
99+50				0.50			
99+00			-1.7	0.75			
98+50			-2.0	1.00			
97+50				1.00			
97+00				0.75			
96+50				0.50			
92+50	-4.0						
92+00	-5.5						
91+50	-5.5						
91+00	-6.0						
90+00	-6.0						
89+50	-4.5						
88+50	-4.5		-2.0				-1.7
88+00	-4.0		-2.5				-0.5
87+50			-3.5				0.5
87+00	-4.0		-4.0				2.0
86+50	-4.5		-4.5				3.0
86+00							3.5
84+50							3.5
84+00							3.0
83+50			-4.5				2.0
83+00			-4.0				1.5
							-2.0

- # CROSS SLOPE SHEET

Page 2 of 13

112+00			2.0					140+50			-0.5		-3.0		-6.0
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1. A negative (-) depth will indicate full width mill, a positive () will be consider a shim.

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

CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth	RIGHT			STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%	inch	%	%	%		%	%	%	inch	%	%	%
577+50			-2.0		-1.0		-1.0	603+50	-3.0		-0.5				
577+00			-3.0		0.5		0.5	603+00	-1.5		0.5	1.00			
576+50			-3.5		1.0		1.0	602+50			1.0	0.75			
576+00					2.0			602+00			1.5				-6.0
								601+50			2.0		-3.3		-4.0
574+00				0.75				601+00				0.75	-2.0		
573+50			-3.5	0.50	2.0		1.0	600+50	-1.5		2.0	-0.50			
573+00	-6.0		-2.5		1.0		0.0	600+00	-3.5		0.5	-1.00	-2.0		-4.0
572+50	-4.0		-0.5		-0.5		-2.0	599+50	Match		Match	-1.50	Match		Match
572+00	-2.0		1.5		-2.5		-2.5	598+75	Bridge						
571+50	0.0		3.0		-4.0		-4.0	598+00	Match		Match	-1.50	Match		Match
571+00	1.0		5.0	0.50	-5.0		-5.0	597+50	-4.0		-2.0	-1.00	-2.0		-4.0
570+50			5.5	0.75	-5.5		-5.5	596+50			-2.0				
570+00			6.0		-6.0		-6.0	596+00			-2.5				
								595+50	-4.0						
568+00			6.0					595+00	-6.0						
567+50			5.5		-6.0		-6.0								
567+00	1.0		5.0		-5.5		-5.5	593+00				-1.00			
566+50	-1.0		4.5		-5.0		-5.0	592+50				0.00			
566+00	-1.0		3.5		-3.5		-3.5	592+00				0.50			
565+50	-1.5		1.5		-1.5		-1.5								
565+00	-3.0		-0.5		-0.5		-1.0								
564+50	-3.5		-2.0		1.5										
564+00	-3.5		-3.5	0.75	3.5			590+50			-2.5				
563+50	-5.0		-5.0	1.00	5.0			590+00			-2.0				-4.0
563+00	-6.0		-6.0		5.5			589+50							-2.0
561+00					5.5			587+50							-2.0
560+50					4.5			587+00							-4.0
560+00					4.5		-1.0	586+50							-6.0
559+50	-6.0		-6.0	1.00	4.0		-1.0	586+00							
559+00	-4.0		-4.0	0.75	2.0		-1.5	585+50				0.50			
558+50	-3.5		-2.0	0.50	0.5		-1.5	585+00				0.75			
558+00	-3.5		0.0		-1.0		-3.0								
557+50	-1.5		2.0		-2.5		-3.0	583+00				0.75			
557+00	-1.0		4.0		-4.0		-4.0	582+50				1.00			-6.0
556+50	-1.0							582+00							-5.0
556+00	1.0														

								579+00				1.00			-5.0
554+50			4.0					578+50				0.75			-4.0
554+00			3.5					578+00					-2.0		-2.0

1. A negative (-) depth will indicate full width mill, a positive () will be consider a shim.

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

CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth	RIGHT			STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%	inch	%	%	%		%	%	%	inch	%	%	%
								660+50			2.0				
631+00				1.00				660+00			1.5		-3.0		
630+50				1.50				659+50			1.0		-2.5		
								659+00	-1.0		0.5		-2.0		
629+50				1.50	-1.7		-5.0	658+50	-2.0		-0.5	0.50	-2.0		
629+00				1.00	-0.5		-3.0	658+00	-4.0		-1.7	1.00	-1.7		
628+50			-1.7	1.00	1.0		-1.0	657+50	-5.0						
628+00			-3.0	0.75	2.0		-0.5								
627+50			-3.5					654+00	-5.0						-6.0
								653+50	-6.0						-4.0
626+50			-3.5												
626+00			-3.0					651+00				1.00			-4.0
625+50			-3.0					650+50	-6.0			1.25			-5.0
625+00			-2.5					650+00	-5.0			1.50			
								649+50				1.25			
620+00	-6.0														
619+50	-5.0		-2.5	0.75				648+50				1.25			
619+00	-3.0		-2.0	1.00	2.0		-0.5	648+00				1.00			
618+50	-2.0				1.0		-1.0								
618+00							-1.0	645+50	-5.0						
617+50							-2.5	645+00	-6.0						
617+00					1.0										
616+50	-2.0			1.00	0.5			642+50				1.00			-5.0
616+00	-4.0			0.75	0.0			642+00				1.25			-6.0
615+50				0.75	-0.5										
615+00				0.50	-1.0			640+50				1.25			
614+50					-1.5		-2.5	640+00				1.50			-6.0
614+00					-3.3		-4.5	639+50				1.50			-4.0
613+50							-6.0	639+00				1.25			
613+00	-4.0			0.50				638+50							-4.0
612+50	-6.0			1.00				638+00	-6.0						-2.0
612+00	-6.0		-2.0	1.00				637+50	-5.0						
611+50	-5.0		-1.5	1.25				637+00	-3.0						
609+00	-5.0							636+00							-2.0
608+50	-6.0							635+50							-4.0

605+50	-6.0							634+50	-3.0								-4.0
605+00	-5.0			1.25				634+00	-5.0								-5.0
604+50	-3.0		-1.5	1.00				633+50	-6.0			1.25					
604+00			-1.0					633+00				1.00					

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CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth	RIGHT			STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%	inch	%	%	%		%	%	%	inch	%	%	%
691+50							1.0	717+00							-5.0
691+00							2.0	716+50			-2.5				-6.0
								716+00			-2.0				
683+50				0.50											
683+00			-2.5	0.75				714+50				0.50			-6.0
682+50	-6.0		-2.0					714+00	-6.0			0.75			-5.0
682+00	-4.0							713+50	-4.0						-5.0
								713+00					-2.0		-3.0
679+50							2.0	712+50			-2.0		-1.5		-3.0
679+00							1.5	712+00			-2.5		-0.5		-1.0
678+50				0.75			-0.5	711+50					0.5		0.5
678+00	-4.0			0.50			-2.0	711+00					1.0		1.0
677+50	-6.0							710+50					2.0		
677+00					2.0										
676+50					1.5			709+00			-2.5		2.0		
676+00					1.0			708+50	-4.0		-2.0		1.0		1.0
675+50				0.50	0.5		-2.0	708+00	-2.0		-0.5	0.75	-0.5		-1.0
675+00				0.75	-0.5		-3.0	707+50	0.0		1.0	1.00	-1.5		-3.0
674+50			-2.0	0.75	-1.8		-4.0	707+00	2.0		2.5		-3.0		-5.0
674+00			-1.5	1.00				706+50	3.0		4.0		-4.5		-6.0
673+50							-4.0	706+00	3.0		4.5		-5.0		
673+00							-6.0	705+50	5.0		5.0		-6.0		
								705+00	5.0			1.00			
670+50				1.00				704+50	3.0			0.75			
670+00				0.75											
								703+00					-6.0		
669+00			-1.5					702+50	3.0		5.0		-5.5		
668+50			-1.0					702+00	2.5		4.0		-4.5		
668+00			0.5					701+50	0.5		2.5		-3.0		
667+50	-6.0		1.5		-1.8			701+00	-1.5		0.5		-2.0		-6.0
667+00	-5.0		2.5		-2.5			700+50	-2.0		-1.0		-2.0		-4.0
666+50	-3.0		3.0		-3.0			700+00	-4.0		-1.5		-1.5		

665+50	-3.0							699+00					-1.5		-4.0
665+00	-1.0							698+50					-1.0		-2.0
								698+00			-1.5	0.75	-0.5		-1.0
662+50				0.75				697+50			-2.0	0.50	0.5		0.5
662+00				0.50				697+00			-2.5		1.0		1.0
661+50			3.0					696+50	-4.0				2.0		
661+00			2.5					696+00	-6.0						

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CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth	RIGHT			STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%		%	%	%		%	%	%		%	%	%
739+50	-6.0		-5.0	0.50	4.0		4.0	761+00			-5.5				
739+00			-3.0	0.75	2.5		2.5								
738+50	-6.0			1.00	1.5		1.5	760+00	-6.0		-5.5				5.5
738+00	-5.0				0.5		0.5	759+50	-5.0		-5.0		5.5		3.5
737+50					-1.0		-1.0	759+00	-5.0		-5.0		4.5		1.5
737+00					-2.0		-1.5	758+50	-4.0		-4.0	0.50	2.5		0.5
736+50	-5.0				-2.0		-1.5	758+00	-3.0		-3.0	0.75	0.5		0.5
736+00	-3.0			1.00	-0.5		-0.5	757+50	-1.0		-1.0	1.00	-0.5		-0.5
735+50	-3.0		-3.0	0.75	0.5		0.5	757+00	1.0		0.5		-2.0		-2.0
735+00	-3.5		-3.5		2.5		1.5	756+50	2.0		1.5		-3.5		-3.5
734+50					3.0		3.0	756+00	3.0		3.0		-5.0		-5.0
734+00				0.75				755+50			4.0		-6.0		-6.0
733+50				0.50	3.0		3.0	755+00	3.0						
733+00	-3.5		-3.5		2.5		2.5	754+50	4.0						
732+50	-2.0		-2.0		1.0		1.0								
732+00	-1.0		0.0		-1.0		-1.0	753+50				1.00			
731+50	-0.5		1.0		-3.0		-3.0	753+00				0.75			
731+00	1.5		3.0		-5.0		-5.0								
730+50	3.5		4.5					752+00				0.75			
730+00			5.0					751+50	4.0		4.0	0.50	-6.0		-6.0
								751+00	3.5		3.5		-5.5		-5.5
729+00	3.5							750+50	2.0		3.0		-5.0		-5.0
728+50	4.5							750+00	1.0		1.0		-4.0		-4.0
728+00	4.0							749+50	-1.0		0.0		-3.0		-3.0
727+50	4.0			0.50				749+00	-3.0		-1.0	0.50	-2.0		
727+00	5.0			0.75				748+50	-4.0		-2.5	0.75			
726+50				0.00				748+00	-4.0						
726+00				-0.50				747+50	-5.0			0.75			
725+50				-1.00				747+00	-5.0			1.00			
725+00	5.0		5.0	-1.50	-5.0		-5.0	746+50	-6.0						
724+50	Match		Match		Match		Match								
723+25	Bridge							745+50				1.00	-2.0		-3.0

722+00	Match		Match		Match		Match	745+00			-2.5	0.75	-1.0		-2.0
721+50	-2.0		-1.0	-1.50	-2.0		-2.0	744+50			-3.0	0.50	0.5		0.0
721+00	-4.0		-2.5	-1.00				744+00			-4.0		2.0		2.0
720+50	-6.0			-0.50				743+50	-6.0		-6.0		4.0		4.0
720+00				0.00			-2.0	743+00	-7.0		-7.0		5.0		5.0
719+50				0.75			-4.0								
719+00				0.75				741+00							5.0
718+50				0.50			-4.0	740+50	-7.0		-7.0				2.0
718+00							-5.0	740+00	-6.5		-6.5		5.0		5.0

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CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth inch	RIGHT			STA	LEFT			CL Markup Depth inch	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%		%	%	%		%	%	%		%	%	%
784+00	2.0														
783+50	2.5							813+00	4.0						
								812+50	6.0						
780+50	2.5		3.0		-3.5		-3.5								
780+00	2.0		2.0		-3.0		-3.0	811+00	6.0						
779+50	0.5		1.5		-2.5		-2.5	810+50	4.0		6.0		-6.0		-6.0
779+00	-1.0		-1.0		-2.0		-2.0	810+00	2.0		4.0		-4.0		-4.0
778+50	-1.5		-1.5	0.75				809+50	0.0		2.5		-2.5		-2.5
778+00	-2.0		-2.0	0.00				809+00	-2.0		1.5		-0.5		-1.0
777+50				-0.50				808+50	-4.0		0.0		0.5		0.5
777+00				-1.00				808+00	-6.0		-1.5		1.5		1.5
776+50	-2.0		-2.0	-1.50	-2.0		-2.0	807+50			-2.4		2.4		
776+00	Match		Match		Match		Match								
775+50	Bridge							804+50					2.4		
775+00	Match		Match		Match		Match	804+00	-6.0				1.5		1.5
774+50	-2.0		-2.0	-1.50	-2.0		-2.0	803+50	-4.0			0.50	0.5		0.5
774+00				-1.00				803+00	-4.0			1.00	-0.5		-2.0
773+50				-0.50				802+50	-2.0			1.50	-1.7		-1.7
773+00				0.00				802+00				1.00			
772+50	-2.0		-2.0	0.50				801+50				0.50			
772+00	-1.0		-1.0	0.75											
771+50	0.5		0.5	0.75	-2.0		-2.0	800+00				0.50			
771+00	2.0		2.5	0.50	-3.5		-3.5	799+50				0.75			
770+50	3.5		4.5		-4.5		-4.5	799+00				1.00			
770+00	5.5		5.5		-5.5		-5.5								
								798+00				1.00			
769+00				0.50				797+50	-2.0			0.75			
768+50				0.75				797+00	-4.0						
768+00				0.75				796+50	-4.0						
767+50				1.00				796+00	-5.0						

766+00	5.5		5.5		-5.5		-5.5	795+50	-6.0						
765+50	5.0		5.0	1.00	-5.0		-5.0	788+50				0.75			
765+00	3.0		3.0	0.75	-3.0		-3.0	788+00				1.00			
764+50	1.0		1.0	0.75	-1.0		-1.0								
764+00	-1.0		-1.0	0.50	1.0		1.0	787+00	-6.0		-2.4				
763+50	-3.0		-2.5		2.5		2.5	786+50	-4.0		-2.2	1.00			
763+00	-5.0		-5.0		4.5		4.5	786+00	-3.0		-1.0	0.75			
762+50	-6.0		-6.0		5.5		5.5	785+50	-2.5		1.0		-1.7		-1.7
								785+00	-0.5		2.0		-2.5		-2.5
761+50			-6.0					784+50	-0.5		3.0		-3.5		-3.5

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CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth inch	RIGHT			STA	LEFT			CL Markup Depth inch	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%		%	%	%		%	%	%		%	%	%
844+50				0.50			-5.0	874+50			-1.5				
844+00							-6.0	874+00			-2.0				
								873+50				1.00			
838+50							-6.0	873+00		End		0.75	-2.0		
838+00							-4.0	872+50		-3.5			-1.5		
								872+00		-3.5		0.75	-0.5		
836+00					-2.4			871+50	-3.5	-3.5	-2.0	0.50	0.5	-2.0	
835+50			-2.4		-1.0		-4.0	871+00	-4.0	-4.0	-3.0		2.0	-1.5	
835+00			-3.0		0.5		-3.5	870+50	-4.5	-4.5	-4.5		3.5		
834+50			-4.5		2.0		-2.0	870+00	-6.0	-6.0	-6.0		5.0		
834+00	-6.0		-6.0		4.0			869+50	-7.0	-7.0	-7.0		6.0	-1.5	-2.0
833+50	-7.5		-7.0		6.0		-2.0	869+00					7.0	-1.0	-1.0
833+00			-7.5		7.0		-0.5								
								866+00	-7.0	-7.0	-7.0				
828+50				0.50				865+50	-7.5	-7.5	-7.5				
828+00				0.75				865+00		-7.5					
827+50	-7.5		-7.5	1.00	7.0		-0.5	864+50		Begin					
827+00	-7.0		-7.0	0.75	6.0		-2.0								
826+50	-6.0		-5.0	0.50	4.0		-3.0	863+50					7.0	-1.0	-1.0
826+00			-4.0		2.0		-4.5	863+00					6.5	-1.5	-2.0
825+50			-3.0		0.0			862+50						Begin	
825+00			-2.5		-2.0			862+00					6.5		
824+50					-2.5			861+50					6.0		
823+50	-6.0							859+50					6.0		-2.0
823+00	-5.5							859+00	-7.5		-7.5		5.5		-2.5
822+50							-4.5	858+50	-5.5		-6.0		4.0		-3.0
822+00							-2.5	858+00			-4.0		2.0		

								857+50			-3.0		0.5		
821+00	-5.5							857+00			-2.4		-1.0		
820+50	-5.0							856+50					-2.4		
820+00	-3.0							856+00							-3.0
819+50	-2.0		-2.5					855+50							-5.0
819+00	-2.0		-1.0												
818+50	-3.0							854+00							-5.0
818+00	-3.0				-2.5			853+50							-6.0
817+50	-1.5		-1.0		-3.0		-2.5								
817+00	-1.0		1.0		-3.5		-3.5	850+50	-5.5			0.50			-6.0
816+50	1.0		3.0		-4.5		-4.5	850+00	-6.0			0.75			-5.0
816+00	3.0		4.5		-4.5		-4.5								
815+50	4.0		6.0		-6.0		-6.0	845+00				0.75			

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CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth inch	RIGHT			STA	LEFT			CL Markup Depth inch	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%		%	%	%		%	%	%		%	%	%
906+00				0.75				938+50				1.00	-1.5		
905+50				1.00				938+00				0.75	-0.5	-2.0	-2.5
								937+50				0.50	0.5	-1.0	-1.0
898+00				1.00				937+00					1.0		
897+50				0.75				936+50					1.5		
								936+00					2.0		
894+50	-4.0														
								934+00	-4.0						
893+00	-4.0							933+50	-5.0						
892+50	-5.0							933+00			-2.0				
892+00	-5.0							932+50			-2.5				
891+50	-6.0							932+00					2.0		
								931+50					1.5		
890+50	-6.0							931+00	-5.0						
890+00	-4.5		-1.8	0.75				930+50	-6.0						
889+50	-4.5		-1.0	0.50											
889+00	-3.5		0.5		-1.8	-2.0		928+50						-1.0	-1.0
888+50	-2.5		1.5		-2.5	-2.5	-2.0	928+00						-1.5	-1.5
888+00	-1.5		2.0			-3.5	-3.5	927+50							-1.5
887+50			2.0					927+00							-3.0
887+00	-1.5		2.5												
886+50	-0.5							926+00	-6.0						
886+00	-0.5							925+50	-5.0		-2.5				
885+50	-0.5							925+00	-4.0		-1.8				
885+00	-0.5														
884+50	-2.5							919+00	-4.0						

881+50						-3.5	-3.5	918+50	-6.0						
881+00			2.5			-2.5	-2.0	916+50						-1.5	
880+50			2.0		-2.5			916+00						-2.0	
880+00			2.0		-2.0	-2.5		915+50					1.5		
879+50			1.5	0.50		-2.0		915+00	-6.0				1.0		
879+00			0.5	0.75				914+50	-4.0				0.5		
878+50			-0.5					914+00					-0.5		
878+00			-1.0					913+50					-1.0		
877+50	-2.5		-1.5	0.75				913+00					-1.8		
877+00				1.00											
								908+00							-3.0
876+00	-2.5							907+50				0.50			-2.0
875+50	-3.5							907+00				0.75			

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STA	LEFT			CL Markup Depth	RIGHT			STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%		%	%	%		%	%	%		%	%	%
966+50		2.0	2.5		-3.0		-3.0	989+50	-5.0		3.0	0.75	-4.0		-4.0
966+00		1.0	1.5	0.50	-2.5		-2.5	989+00	-3.0		4.0	0.75	-5.0		-5.0
965+50		0.5	0.5	0.75	-2.0		-2.0	988+50	-1.5			1.00	-6.0		-6.0
965+00		-0.5	-0.5		-2.0										
964+50	-2.0	-2.0	-1.5		-1.5			986+00				1.00			
964+00	-4.0		-2.0					985+50				0.75			
								985+00				0.75			
963+00					-1.5	End		984+50				0.50			
962+50				0.75	-1.0	-2.0	-2.0								
962+00				0.50	-0.5	-1.0	-2.5	983+50	-1.5						
961+50					0.5	-1.0		983+00	0.5						
961+00					1.0	-0.5									
960+50					2.0			981+50					-6.0		-6.0
								981+00					-5.5		-5.5
956+50					2.0	-0.5		980+50					-4.5		-4.5
956+00	-4.0				1.0	-1.0	-2.5	980+00					-4.0		-4.0
955+50	-2.0				0.0		-3.0	979+50	0.5	End					
955+00	-2.0	-2.0			-1.2	-1.0	-3.0	979+00	1.0	1.0	4.0				
954+50	-2.5	-2.5				-2.0	-3.5	978+50			3.5				
954+00				0.50				978+00	1.0	1.0					
953+50				0.75				977+50	2.0	2.0					
953+00				1.00			-3.5	977+00	2.5	2.5			-4.0		-4.0
952+50							-2.0	976+50					-4.5		-4.5
952+00					-1.2										

951+50					-1.5			975+00	2.5	2.5	3.5		-4.5		-4.5
								974+50	0.5	1.0	2.5		-3.0		-3.0
948+50			-2.0					974+00	-1.5	-0.5	1.0	0.50	-3.0		
948+00	-2.5	-2.5	-1.5	1.00				973+50	-1.5	-1.5	-0.5	0.75	-3.0		
947+50	-2.0	-2.0		1.25				973+00	-2.0	-2.0	-1.0		-2.0		
								972+50			-1.5				
946+00					-1.5	-2.0	-2.0								
945+50					-2.0	-2.5	-3.0	971+50		-2.0	-1.5				
								971+00		0.5	-0.5		-2.0		
943+00			-1.5					970+50			0.5		-3.0		-3.0
942+50	-2.0		-2.0	1.25				970+00		0.5	1.5		-3.5		-3.5
942+00	-4.0			1.00				969+50		1.0	2.0				
								969+00		2.0	2.5				
940+50					-2.0			968+50		2.0	3.0				
940+00		-2.0			-1.5	-2.5	-3.0	968+00		2.5		0.75			
939+50		Begin				-2.0	-2.5	967+50		2.0		0.50			
								967+00			3.0		-3.5		-3.5

1. A negative (-) depth will indicate full width mill, a positive () will be consider a shim.

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

CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth	RIGHT			STA	LEFT			CL Markup Depth	RIGHT		
	Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope		Shldr Slope	Truck Lane Slope	Travel Lane Slope		Travel Lane Slope	Truck Lane Slope	Shldr Slope
	%	%	%	inch	%	%	%		%	%	%	inch	%	%	%
1015+50							-6.0	1047+50							-2.2
1015+00			-1.8				-5.5	1047+00							-4.0
1014+50			-1.0					1046+50				1.00			
1014+00			-0.5				-5.5	1046+00				0.50			
1013+50			0.5				-5.0								
1013+00			1.5		-3.0		-4.0	1045+00							-4.0
1012+50					-3.5		-3.5	1044+50							-6.0
1009+00							-3.5	1043+50				0.50			
1008+50			1.5				-5.0	1043+00				1.00			
1008+00	-3.5		1.0												
1007+50	-5.0		0.5		-3.5			1041+00				1.00			-6.0
1007+00			-1.0		-2.5			1040+50				0.75	-2.2		-5.5
1006+50			-1.5				-5.0	1040+00			-1.8	0.50	0.0		-3.5
1006+00			-2.5				-5.5	1039+50			-3.0		2.0		-1.5
1005+50			-3.0		-2.5			1039+00			-3.5		4.0		
1005+00					-2.0		-5.5	1038+50			-5.0				
1004+50			-3.0		-1.0		-4.0								
1004+00	-5.0		-4.0		0.0		-2.5	1033+00	-5.0						
1003+50	7.0				1.0		-0.5	1032+50	-6.0						
1003+00	-5.0				2.0		-0.5	1032+00							-1.5
1002+50	-6.0						-1.0	1031+50							-2.5

1002+00	-4.0							1030+50									-2.5
1001+00	-4.0		-4.0	0.50				1030+00			-5.0		4.0				-3.0
1000+50	-5.0		-4.5	0.75				1029+50			-4.0		2.5				
								1029+00			-3.0		0.5				-3.0
998+00							-1.0	1028+50			-1.8		-0.5				-4.5
997+50							-2.0	1028+00					-1.0				
997+00			-4.5	0.75				1027+50					-2.0				
996+50			-4.0	0.50	2.0												
996+00			-3.0		1.0			1022+00					-2.0				
995+50					-1.0			1021+50					-2.5				
995+00			-3.0		-1.5		-2.0	1021+00									-4.5
994+50	-5.0		-2.5		-3.0		-3.0	1020+50									-6.0
994+00	-6.0							1020+00					-2.5				
								1019+50					-3.0				
991+50			-2.5														
991+00			-1.5					1017+50	-6.0								
990+50			-0.5					1017+00	-3.5								
990+00	-6.0		1.5	0.50	-3.0		-3.0										

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CROSS SLOPE SHEET

STA	LEFT			CL Markup Depth	RIGHT			STA	LEFT			CL Markup Depth	RIGHT		
	Shldr	Truck	Travel		Travel	Truck	Shldr		Shldr	Truck	Travel		Travel	Truck	Shldr
	Slope	Lane	Lane		Lane	Lane	Slope		Slope	Lane	Lane		Lane	Lane	Slope
	%	%	%	inch	%	%	%		%	%	%	inch	%	%	%
1085+00					-2.5										
1084+50					-2.0										
1084+00							-6.0								
1083+50							-4.0								
1078+00				0.50											
1077+50				1.00				1107+62	Match		Match	0.50	Match		Match
								1107+00	-6.0		-2.0		-2.5		-5.0
1075+50				1.00				1106+50			-1.0		-2.5		
1075+00				0.50				1106+00	-6.0		0.5		-3.5		
1074+50							-4.0	1105+50	-5.0		2.0		-4.0		
1074+00							-6.0	1105+00	-3.0		4.0		-5.0		
1070+50	-6.0							1100+50			4.0				
1070+00	-4.0			0.50			-6.0	1100+00			3.5				
1069+50				1.00			-5.0								
								1099+00			3.5				-5.0
1064+00				1.00				1098+50	-3.0		2.5		-5.0		-4.0
1063+50	-4.0			0.50				1098+00	-3.5		0.5		-4.0		
1063+00	-4.5							1097+50	-4.5		-0.5		-3.0		

1062+50				0.50				1097+00			-1.0	0.50	-2.0		
1062+00				1.00				1096+50	-4.5		-2.0	0.75			
1061+50				1.00				1096+00	-6.0		-2.5				
1061+00				1.50				1095+50			-2.5		-2.0		-4.0
								1095+00	-6.0		-0.5		-2.5		-5.0
1060+00				1.50				1094+50	-4.5		1.0	0.75	-3.0		
1059+50				1.00				1094+00	-2.5		2.5	0.50	-4.0		
1059+00				0.50				1093+50			2.5				
1058+50			-2.2		-2.0			1093+00	-2.5		3.0		-4.0		
1058+00			-1.8		-2.2			1092+50	-4.0				-5.0		
1056+50	-4.5							1090+00	-4.0						
1056+00	-5.0						-5.0	1089+50	-3.5		3.0				
1055+50							-4.0	1089+00	-2.5		2.5		-5.0		-5.0
								1088+50			2.5		-4.0		-4.5
1052+00							-4.0	1088+00	-2.5		1.5		-3.5		
1051+50							-2.2	1087+50	-4.5		0.5		-3.0		-4.5
1051+00							-2.2	1087+00	-5.5		-1.0		-2.5		-4.0
1050+50				0.50				1086+50	-6.0		-2.2				-4.0
1050+00				1.00				1086+00							-6.0

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