



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

Janet T. Mills  
GOVERNOR

Dale F. Doughty  
COMMISSIONER

May 5, 2026  
Subject: HMA Overlay, Pavement  
Milling & Drainage Improvements  
WIN:029674.00  
Location: Porter  
**Amendment No. 2**

Dear Sir/Ms.:

Make the following changes to the Bid book:

**Insert** MILLING CROSS SLOPE SHEET dated May 4, 2026 totaling four pages

**Insert** SHIMMING CROSS SLOPE SHEET dated May 4, 2026 totaling five pages

**Remove** pages seventeen through nineteen titled Proposal Schedule of Items dated 3/26/26  
and **Replace** with the attached Proposal Schedule of items dated 5/5/26

**Remove** pages thirty four through thirty nine titled TYPICAL SECTIONS totaling six pages  
and **Replace** with the attached TYPICAL SECTIONS

**Remove** pages forty four through forty eight titled CONSTRUCTION NOTES dated March  
23, 2026 and **Replace** with the attached Construction notes dated May 4, 2026

Consider these changes and information prior to submitting your bid on **May 6, 2026**.

Sincerely,

*Kevin Hanlon* for

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

MILLING 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 %		Shldr Slope %	
						149+00	-6.0	-3.5			
79+50		-5.5		2.5		148+50	-3.0	-3.0			
79+00		-4.5	-1.50	1.5		148+00	-3.0	-3.0			
78+50		-4.0	-1.00	-0.5	-1.0	147+50	-2.0	-2.0		-1.5	-1.5
78+00	-6.0	-4.0	0.00	-2.0	-2.0	147+00	-2.0	-2.0		-3.0	-3.0
77+50	Begin	Begin	0.00	Begin	Begin	146+50	0.0	0.0		-5.5	-5.5
						146+00	2.0	2.0		-6.5	-6.5
39+00	End	End	0.00	End	End	145+50	2.0	4.5		-7.0	-7.0
38+50	-4.0	-3.5	-1.00	-1.5	-2.0	145+00	2.0	3.0	-1.50	-7.0	-7.0
						144+50	0.0	1.5	-1.00	-4.5	-4.5
33+00		-3.5		-1.5	-2.0	144+00	Begin	Begin	0.00	Begin	Begin
32+50		-3.0		-3.0	-3.0						
32+00	-4.0	-1.0		-4.5	-5.0	141+50	End	End	0.00	End	End
31+50	-1.0	1.0		-4.5	-5.5	141+00	Match	Match	-1.50	Match	Match
31+00	0.5	2.5		-5.5							
30+50	1.0	3.0		-6.5	-6.5	140+00	Match	Match	-1.50	Match	Match
30+00	2.0	4.0		-7.0	-7.0	139+50	Begin	Begin	0.00	Begin	Begin
29+50	3.5	5.5									
29+00	3.5	5.5				104+50	End	End	0.00	End	End
28+50	3.0	5.0		-7.0	-7.0	104+00	-2.0	-2.0	-1.00	-2.5	-2.5
28+00	2.5	4.5		-6.5	-6.5	103+50	-1.0	-1.0		-3.0	-3.0
27+50	2.0	4.0		-6.0	-6.0	103+00		0.0		-3.0	-3.0
27+00	1.0	2.5		-5.0	-5.0	102+50		1.5		-3.5	-3.5
26+50	1.0	1.0		-4.0	-4.0	102+00		2.0		-4.0	-4.0
26+00	-1.0	-1.0		-2.0	-2.0	101+50		3.0		-5.0	-5.0
25+50	-4.0	-3.0		-1.5	-1.5	101+00	-1.0			-6.0	-6.0
25+00	-6.0	-4.0				100+50	1.0				
18+00	-6.0					96+00		3.0		-6.0	
17+50	-5.0					95+50	1.0	2.5		-5.5	
17+00	-4.5					95+00	-2.0	1.5		-5.0	-6.0
16+50	-4.5					94+50		0.0			-5.0
16+00	-4.0					94+00		-1.5			
15+50	-4.0	-4.0									
15+00	-3.5	-3.5				93+00		-1.5		-5.0	-5.0
						92+50		-2.0		-4.5	-4.5
14+00	-3.5	-3.5				92+00				-4.0	-4.0
13+50	-2.5	-2.5				91+50				-3.0	-3.0
13+00	-2.0	-2.0	-1.00			91+00	-2.0	-2.0		-3.0	-3.0
12+50			-1.50	-1.5	-1.5	90+50	-3.0	-2.5		-2.0	-2.0
12+00				0.0	0.0	90+00	-3.0	-3.0		-1.0	-1.0
11+50				1.0	1.0	89+50	-4.0	-3.5		0.0	
11+00				1.0	1.0	89+00	-6.0	-4.0		1.0	
10+50	-2.0	-2.0		0.5	0.5	88+50		-5.0	-1.00	2.0	
10+00	Begin	Begin	-1.50	Begin	Begin	88+00		-5.5	-1.50	2.5	

- Notes:**
1. Grayed out areas will not be milled.
  2. See c-notes for additional plunge cut areas. Total depth of the plunge cut will be the profile mill depth plus 1.5 inches.

MILLING 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			
	%	%		%	%		%	%			
186+50	-6.0	-6.0		3.0	1.0	222+00	2.0	2.0		-5.0	-5.0
186+00	-5.5	-5.0		2.5	0.0	221+50	1.0	1.0		-4.0	-4.0
185+50	-5.0	-4.5		1.5	-1.5	221+00	-0.5	0.0		-3.0	
185+00	-4.0	-4.0	-1.00	-0.5	-1.5	220+50	-2.0	-1.0			-4.0
184+50	-2.0	-2.0	0.00	Begin	Begin	220+00	-4.0	-3.0			-3.0
						219+50	-5.0	-4.0			
172+50				End	End	219+00	-5.0				
172+00				-2.5	-4.5	218+50	-4.0	-4.0	-1.00		
						218+00	Begin	Begin	0.00		-3.0
171+00				-2.5		217+50					-3.5
170+50	-2.0	-2.0		-1.5	-4.5	217+00				-3.0	-3.5
170+00	-3.0	-3.0		0.0	-3.0	216+50			0.00	Begin	Begin
169+50	-4.0	-4.0		1.0	-1.5						
169+00	-5.0	-5.0		2.5	-1.0	204+00	End	End	0.00	End	End
168+50	-6.0	-6.0		3.0	0.0	203+50	-2.0	3.0	-1.00	-6.0	-6.0
168+00				3.0	1.0	203+00			-1.50		
167+50				3.5	1.5						
167+00				4.0	2.0	201+00			-1.50		
						200+50			-1.00		
165+50				4.0		200+00	-2.0			-6.0	-6.0
165+00		-6.0		3.0	2.0	199+50	-3.0			-5.0	-5.0
164+50	-6.0	-5.0		1.0	1.0	199+00				-4.5	-4.5
164+00	-3.0	-4.0		-1.0	-2.0	198+50				-3.0	-3.0
163+50	-2.0	-2.0		-3.5	-4.0						
163+00					-6.0	197+50				-3.0	-3.0
						197+00				-4.0	-4.0
160+00			0.00			196+50	-3.0			-4.5	-4.5
159+50			-1.00			196+00	-1.0			-6.0	-6.0
158+00					-6.0	194+50		3.0		-6.0	-6.0
157+50				-3.5	-4.0	194+00		2.5		-5.5	-5.5
157+00				-2.5		193+50		1.5		-4.0	-4.0
156+50		-2.0				193+00		0.5		-3.5	-3.5
156+00		-2.5				192+50		-0.5			
155+50		-2.5				192+00		-1.0			
155+00		-3.0				191+50	-1.0				
154+50					-4.0	191+00	-2.0	-1.0		-3.5	-3.5
154+00				-2.5	-2.5	190+50	-2.0	-1.5		-3.0	-3.0
153+50		-3.0	-1.00	-1.5	-1.5	190+00	-2.5	-1.5		-2.0	
153+00	-2.0	-3.5	-1.50			189+50	-2.5	-2.5		-0.5	
152+50	-4.0	-4.0	-2.00			189+00	-4.5	-4.5		1.5	-3.0
152+00	-6.0					188+50	-6.0	-6.0		3.0	-1.0
						188+00				3.5	0.0
150+00			-2.00			187+50					1.0
149+50		-4.0	-1.50			187+00				3.5	

- Notes:**
1. Grayed out areas will not be milled.
  2. See c-notes for additional plunge cut areas. Total depth of the plunge cut will be the profile mill depth plus 1.5 inches.

MILLING 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 %		Shldr Slope %	
245+50		3.5		-6.0	-6.0	285+50				-2.0	
245+00	1.0										
244+50	1.5					283+50				-2.0	-2.0
						283+00				-1.5	-1.5
243+00	1.5	3.5				282+50				-1.0	-1.0
242+50	1.0	3.0		-6.0	-6.0	282+00				0.0	
242+00	0.0	2.0		-5.0	-5.0	281+50				1.5	
241+50	-2.0	1.5		-4.0	-4.0	281+00				2.0	
241+00		1.0		-3.0	-3.0						
240+50		0.5		-2.0	-2.0	278+50				2.0	
240+00		0.0				278+00				1.5	
239+50		-0.5				277+50				1.0	
239+00		-1.0				277+00				0.5	
238+50		-1.5				276+50				-0.5	-1.0
238+00		-2.0		-2.0	-2.0	276+00				-2.0	-2.5
237+50	-2.0	-2.0		-1.5	-1.5	275+50				-3.0	-3.0
237+00	-2.5	-2.5		-1.0							
236+50	-4.0	-4.0		1.0	-1.5	273+00				-3.0	-3.0
236+00	-5.5	-5.5		2.5	0.0	272+50			0.00	Begin	Begin
235+50	-7.5	-7.5		4.5	1.0						
235+00	-8.5	-8.5		5.5	3.0	262+00	End	End	0.00	End	End
234+50	-9.0	-9.0		6.5	5.5	261+50	-2.0	1.5	-1.00	-4.0	-4.0
234+00				7.0							
233+50					5.5	258+50		1.5		-4.0	-4.0
233+00				7.0	5.0	258+00		2.0		-4.5	-4.5
232+50	-9.0	-9.0		6.0	4.0	257+50	-2.0	3.0		-6.0	-6.0
232+00	-8.5	-8.5		5.5	3.5	257+00	-1.5	4.5		-6.5	-6.5
231+50	-7.0	-7.0		5.0	3.0	256+50				-7.0	-7.0
231+00	-6.0	-6.0		3.5	2.0						
230+50	-4.0	-4.0		1.5	0.0	255+00		4.5		-7.0	-7.0
230+00	-2.5	-2.5		0.0	-2.0	254+50		3.0		-5.0	-5.0
229+50	-2.0	-2.0		-1.5	-4.0	254+00		2.0		-4.0	-4.0
229+00				-3.0		253+50		1.5		-3.0	-3.0
						253+00		1.0			
227+50	-2.0	-2.0				252+50		0.5			
227+00	-2.5	-1.0				252+00		0.0			
226+50	-0.5	0.5		-3.0		251+50		-0.5			
226+00	1.5	2.0		-4.0	-4.0	251+00		-1.0			
225+50	2.0	3.0		-4.0	-5.0	250+50		-1.5			
225+00		3.5		-5.0	-5.0						
224+50				-5.5	-5.5	248+00		-1.5			
						247+50	-1.5	-1.0			
223+50		3.5				247+00	-0.5	0.0		-3.0	-3.0
223+00		3.0				246+50	0.5	2.0		-5.0	-5.0
222+50		2.5		-5.5	-5.5	246+00	1.0	3.0		-5.5	-5.5

- Notes:**
1. Grayed out areas will not be milled.
  2. See c-notes for additional plunge cut areas. Total depth of the plunge cut will be the profile mill depth plus 1.5 inches.

MILLING CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %
<b>310+90</b>	<b>Match</b>	<b>Match</b>	<b>-1.50</b>	<b>Match</b>	<b>Match</b>
310+50	-3.0	-3.0	-1.00	-1.0	-1.0
310+00			-0.50	-1.0	-1.0
309+50	-3.0	-3.0	0.00	-1.5	-1.5
309+25	<b>Begin</b>	<b>Begin</b>			
309+00				-1.5	-1.5
308+50				-2.5	-2.5
308+00				-3.0	-3.0
307+50				-3.5	-3.5
<b>307+00</b>				<b>-4.0</b>	<b>-4.0</b>
<b>302+50</b>				<b>-4.0</b>	<b>-4.0</b>
302+00				-3.5	-3.5
301+50				-3.0	-3.0
301+00				-2.0	-2.0
300+50				-1.0	<b>-1.0</b>
300+00				-0.5	
299+50				0.0	
299+00				1.0	
<b>298+50</b>				<b>2.0</b>	
<b>287+50</b>				<b>2.0</b>	
287+00				1.5	
286+50				0.0	<b>-1.0</b>
286+00				-1.0	<b>-2.0</b>

- Notes:**
1. Grayed out areas will not be milled.
  2. See c-notes for additional plunge cut areas. Total depth of the plunge cut will be the profile mill depth plus 1.5 inches.

SHIMMING CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT		STA	LEFT		CL Shim Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %		Shldr Slope %	Travel Lane Slope %		Shldr Slope %	
44+00	-2.0		0.75			75+50					-4.0
43+50			1.00								
43+00	-2.0		0.75			73+00				-2.5	
42+50	-3.0	-2.0	0.75	-3.0	-3.0	72+50				-2.0	-4.0
42+00	-3.0	-2.5	0.50	-2.5	-2.5	72+00	-3.5	-3.5		-1.0	-3.5
41+50	-4.0	-2.5				71+50	-6.0	-4.0		0.0	-1.5
41+00		-3.0		-2.5		71+00		-4.5		1.5	
40+50		-3.0		-2.0		70+50		-6.0		3.0	
40+00		-3.5				70+00					-1.5
39+50				-2.0		69+50					0.5
39+00				-1.5	-2.5	69+00					1.0
38+50					-2.0	68+50					1.0
						68+00		-6.0		3.0	-1.0
33+00		-3.5		-1.5	-2.0	67+50	-6.0	-5.0		2.0	-3.0
32+50		-3.0		-3.0	-3.0	67+00	-5.0	-4.5		1.0	
32+00	-4.0	-1.0		-4.5	-5.0	66+50	-5.0	-4.5		-1.0	-3.0
31+50	-1.0	1.0		-4.5	-5.5	66+00	-4.0	-4.0		-2.0	-2.0
31+00	0.5	2.5		-5.5	-5.5	65+50	-4.0	-4.0			
30+50	1.0	3.0		-6.5	-6.5	65+00	-3.5	-3.5			
30+00	2.0	4.0		-7.0	-7.0						
29+50	3.5	5.5				63+50			0.50		
29+00	3.5	5.5				63+00			1.00		
28+50	3.0	5.0		-7.0	-7.0						
28+00	2.5	4.5		-6.5	-6.5	61+50	-3.5				
27+50	2.0	4.0		-6.0	-6.0	61+00	-5.0				
27+00	1.0	2.5		-5.0	-5.0						
26+50	1.0	1.0		-4.0	-4.0	57+50	-5.0	-3.5			
26+00	-1.0	-1.0		-2.0	-2.0	57+00	-4.0	-3.0	1.00	-2.0	-2.0
25+50	-3.0	-3.0		-1.5	-1.5	56+50	-2.0	-2.0	0.50	-2.5	-2.5
25+00	-6.0	-4.0				56+00		-2.0		-2.5	-2.5
						55+50		-1.0		-3.0	-3.0
18+00	-6.0					55+00		-0.5		-3.5	-3.5
17+50	-5.0					54+50		1.0		-5.0	-5.0
17+00	-4.5					54+00		2.5		-5.5	-6.0
16+50	-4.5										
16+00	-4.0					53+00	-2.0				
15+50	-4.0	-4.0				52+50	-1.5				
15+00	-3.5	-3.5									
						50+50	-1.5	2.5		-5.5	
14+00	-3.5	-3.5				50+00	-3.0	2.0		-5.0	
13+50	-2.5	-2.5				49+50		1.5		-4.0	
13+00	-2.0	-2.0				49+00		0.5		-4.0	-6.0
12+50				-1.5	-1.5	48+50		0.0		-3.0	-4.5
12+00				0.0	0.0	48+00		-1.0			-3.0
11+50				1.0	1.0	47+50		-1.5			
11+00				1.0	1.0	47+00		-2.0			
10+50				0.5	0.5						
10+00	-2.0	-2.0	0.50	-1.5	-1.5	44+50	-3.0		0.50		

Notes: 1. Unless otherwise directed by the Department, the centerline mark-up shall be considered the "loose" uncompacted HMA depth.

SHIMMING CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT		STA	LEFT		CL Shim Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %		Shldr Slope %	Travel Lane Slope %		Shldr Slope %	
112+50	-2.0	-2.0		-2.5		139+00	-5.5			3.5	2.0
112+00	-2.5	-2.5	0.50			138+50	-5.0			3.0	0.0
111+50			0.75			138+00				2.5	-1.0
						137+50				2.0	-1.0
110+50			0.75	-3.0		137+00	-5.0	-5.0		1.0	-1.0
110+00			0.50	-4.0		136+50	-3.5	-3.5	0.50	-1.0	-2.5
						136+00			1.00	-2.5	-2.5
107+50				-4.0		135+50			1.00		-4.0
107+00				-3.5		135+00			0.50		
106+50				-3.5							
106+00				-2.5		134+00	-3.5		0.50		
						133+50	-5.0		1.00		
104+50	-2.5	-2.5				133+00		-3.5	1.50	-2.5	
104+00	-2.0	-2.0		-2.5	-2.5	132+50	-5.0	-2.5	1.00	-3.0	
103+50	-1.0	-1.0		-3.0	-3.0	132+00	-3.0	-1.0	0.50	-4.0	-4.0
103+00		0.0		-3.0	-3.0	131+50	-2.0	1.0		-4.0	-5.0
102+50		1.5		-3.5	-3.5	131+00	-2.0	2.0		-5.0	
102+00		2.0		-4.0	-4.0	130+50	-0.5	2.0		-5.0	-5.0
101+50		3.0		-5.0	-5.0	130+00		2.5		-5.5	-5.5
101+00	-1.0			-6.0	-6.0						
100+50	1.0					127+50		2.5		-5.5	
						127+00		1.5		-5.0	-5.5
96+00	1.0	3.0		-6.0		126+50	-0.5	-0.5		-4.0	-4.0
95+50	0.0	2.5		-5.5		126+00	-1.0	-0.5		-3.0	-3.0
95+00	-2.0	1.5		-5.0	-6.0	125+50	-2.5	-2.5		-2.5	
94+50		0.0			-5.0	125+00	-3.5	-3.5		-2.0	
94+00		-1.5				124+50	-4.0	-4.0		-1.5	
93+00		-1.5		-5.0	-5.0	122+50		-4.0			
92+50		-2.0		-4.5	-4.5	122+00	-4.0	-3.5			
92+00				-4.0	-4.0	121+50	-3.0	-3.0		-1.5	
91+50				-3.0	-3.0	121+00	-2.0	-2.0		-2.0	
91+00	-2.0	-2.0		-3.0	-3.0	120+50	-1.5	-1.5	0.50	-2.0	
90+50	-3.0	-3.0		-2.0	-2.0	120+00	-1.0	0.0	1.00	-3.0	-3.0
90+00	-3.0	-3.0		-0.5	-1.0	119+50		1.5	0.50	-3.5	-4.0
89+50	-4.0	-3.5		0.5		119+00		2.0		-5.0	-5.0
89+00	-6.0	-4.0		1.0		118+50	-1.0	3.0		-6.0	-6.0
88+50		-5.0		2.0		118+00	0.5	3.0			
88+00		-5.5		2.5		117+50	0.0	4.0		-6.0	-6.0
						117+00	1.0			-7.0	-7.0
79+50		-5.5		2.5		116+50	-0.5	4.0		-7.0	-7.0
79+00		-4.5		1.5		116+00		3.0		-6.0	-6.5
78+50		-4.0		-0.5	-1.0	115+50		2.0		-5.0	-6.0
78+00	-6.0			-2.0	-2.0	115+00		0.5		-5.0	-6.0
77+50	-4.0	-4.0				114+50	-0.5	-0.5		-4.5	-4.5
77+00	-3.5	-3.5				114+00	-1.5	-1.5		-4.0	-4.0
76+50				-2.0	-2.0	113+50				-3.0	-3.0
76+00				-2.5	-2.5	113+00	-1.5	-1.5		-3.0	

Notes: 1. Unless otherwise directed by the Department, the centerline mark-up shall be considered the "loose" uncompacted HMA depth.

**SHIMMING CROSS SLOPE SHEET**

STA	LEFT		CL Shim Depth inch	RIGHT		STA	LEFT		CL Shim Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %		Shldr Slope %	Travel Lane Slope %		Shldr Slope %	
169+50	-4.0	-4.0		1.0	-1.5	199+00				-4.5	-4.5
169+00	-5.0	-5.0		2.5	-1.0	<b>198+50</b>				<b>-3.0</b>	<b>-3.0</b>
168+50	<b>-6.0</b>	<b>-6.0</b>		3.0	0.0						
168+00				3.0	1.0	<b>197+50</b>				<b>-3.0</b>	<b>-3.0</b>
167+50				3.5	1.5	197+00				-4.0	-4.0
<b>167+00</b>				<b>4.0</b>	<b>2.0</b>	196+50	<b>-3.0</b>			-4.5	-4.5
						<b>196+00</b>	<b>-1.0</b>			<b>-6.0</b>	<b>-6.0</b>
<b>165+50</b>				<b>4.0</b>							
165+00		<b>-6.0</b>		3.0	<b>2.0</b>	<b>194+50</b>		<b>3.0</b>		<b>-6.0</b>	<b>-6.0</b>
164+50	<b>-6.0</b>	-5.0		1.0	1.0	194+00		2.5		-5.5	-5.5
164+00	-4.0	-4.0		-1.0	-2.0	193+50		1.5		-4.0	-4.0
163+50	<b>-2.0</b>	<b>-2.0</b>		<b>-3.5</b>	-4.0	193+00		0.5		<b>-3.5</b>	<b>-3.5</b>
<b>163+00</b>					<b>-6.0</b>	192+50		-0.5			
						192+00		<b>-1.0</b>			
<b>158+00</b>					<b>-6.0</b>	191+50	<b>-1.0</b>				
157+50				<b>-3.5</b>	<b>-4.0</b>	191+00	-2.0	<b>-1.0</b>		<b>-3.5</b>	<b>-3.5</b>
157+00				<b>-2.5</b>		190+50	-2.0	-1.5		-3.0	<b>-3.0</b>
156+50	<b>-2.0</b>	<b>-2.0</b>				190+00	-2.5	-1.5		-2.0	
156+00	-2.5	-2.5				189+50	-2.5	-2.5		-0.5	
155+50	-2.5	-2.5				189+00	-4.5	-4.5		1.5	<b>-3.0</b>
155+00	<b>-3.0</b>	<b>-3.0</b>				188+50	<b>-6.0</b>	<b>-6.0</b>		3.0	-1.0
154+50					<b>-4.0</b>	188+00				<b>3.5</b>	0.0
154+00	<b>-3.0</b>			<b>-2.5</b>	<b>-2.5</b>	187+50					<b>1.0</b>
153+50	-4.0	<b>-3.0</b>		<b>-1.5</b>	<b>-1.5</b>	187+00				<b>3.5</b>	
153+00	-5.0	-3.5				186+50	<b>-6.0</b>	<b>-6.0</b>		3.0	<b>1.0</b>
<b>152+50</b>	<b>-6.0</b>	<b>-4.0</b>				186+00	-5.5	-5.0		2.5	0.0
						185+50	-5.0	-4.5		1.5	-1.5
<b>149+50</b>		<b>-4.0</b>				185+00	-4.0	-4.0		-0.5	-1.5
149+00	<b>-6.0</b>	-3.5				184+50	<b>-2.0</b>	<b>-2.0</b>		-2.0	-4.0
148+50	-3.0	-2.5				<b>184+00</b>				<b>-2.5</b>	<b>-6.0</b>
148+00	-3.0	<b>-2.0</b>									
147+50	-2.0		<b>0.50</b>	<b>-1.5</b>	<b>-1.5</b>	<b>180+50</b>					<b>-6.0</b>
147+00	-2.0	<b>-2.0</b>	1.00	-3.0	-3.0	<b>180+00</b>					<b>-4.0</b>
146+50	0.0	0.0	<b>0.50</b>	-5.5	-5.5						
146+00	<b>2.0</b>	2.0		-6.5	-6.5	<b>179+00</b>					<b>-4.0</b>
145+50		4.5		-7.0	-7.0	178+50			<b>0.50</b>		<b>-3.0</b>
145+00	<b>2.0</b>	3.0		-7.0	-7.0	<b>178+00</b>			<b>1.00</b>		
144+50	0.0	1.5		-4.5	-6.0						
144+00	0.0	0.0		-2.0	-4.0	<b>176+50</b>					<b>-3.0</b>
143+50	-2.0	-2.0		-0.5	-1.0	176+00			<b>1.00</b>		<b>-3.5</b>
143+00	-2.5	-2.5		0.5	-1.0	<b>175+50</b>			<b>0.50</b>		
142+50	-3.0	-3.0		1.0	1.0						
142+00	-3.5	-3.5		3.0	1.5	<b>173+00</b>					<b>-3.5</b>
141+50	-4.5	-4.0		3.5	1.5	<b>172+50</b>					<b>-4.5</b>
<b>141+00</b>	<b>Match</b>	<b>Match</b>	<b>0.50</b>	<b>Match</b>	<b>Match</b>						
<b>140+50</b>	<b>Bridge</b>										
<b>140+00</b>	<b>Match</b>	<b>Match</b>	<b>0.50</b>	<b>Match</b>	<b>Match</b>	<b>171+00</b>				<b>-2.5</b>	
139+50	-5.5	<b>-5.0</b>		3.5	1.0	170+50	<b>-2.0</b>	<b>-2.0</b>		-1.5	<b>-4.5</b>
						170+00	-3.0	-3.0		0.0	-3.0

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SHIMMING CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT		STA	LEFT		CL Shim Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %		Shldr Slope %	Travel Lane Slope %		Shldr Slope %	
227+50		-2.0				254+00		2.0		-4.0	-4.0
227+00	-2.5	-1.0				253+50		1.5		-3.0	-3.0
226+50	-1.5	0.5		-3.0		253+00		1.0			
226+00	-1.0	2.0		-4.0		252+50		0.5			
225+50		3.0		-4.0	-4.0	252+00		0.0			
225+00		3.5		-5.0	-5.0	251+50		-0.5			
224+50				-5.5	-5.5	251+00		-1.0			
224+00	-1.0					250+50		-1.5			
223+50	0.0	3.5									
223+00	1.0	3.0				248+00		-1.5			
222+50	1.0	2.5		-5.5	-5.5	247+50	-1.5	-1.0			
222+00	0.5	2.0		-5.0	-5.0	247+00	-0.5	0.0		-3.0	-3.0
221+50	-0.5	1.0		-4.0	-4.0	246+50	0.5	2.0		-5.0	-5.0
221+00	-1.0	0.0		-3.0		246+00	1.0	3.0		-5.5	-5.5
220+50	-2.0	-1.0			-4.0	245+50		3.5		-6.0	-6.0
220+00	-3.0	-3.0			-3.0	245+00	1.0				
219+50	-5.0	-4.0				244+50	1.5				
219+00	-5.0										
218+50	-4.0	-4.0				243+00	1.5	3.5			
218+00	-3.0	-3.0			-3.0	242+50	1.0	3.0		-6.0	-6.0
217+50	-2.0	-2.0			-3.5	242+00	0.0	2.0		-5.0	-5.0
217+00		-1.0				241+50	-2.0	1.5		-4.0	-4.0
216+50		0.0			-3.5	241+00		1.0		-3.0	-3.0
216+00		0.5			-5.5	240+50		0.5		-2.0	-2.0
						240+00		0.0			
215+00		0.5				239+50		-0.5			
214+50	-2.0	0.0			-5.5	239+00		-1.0			
214+00	-4.0	-1.5		-3.0	-3.0	238+50		-1.5			
213+50		-1.5		-2.0	-3.5	238+00		-2.0		-2.0	-2.0
213+00		-2.0	0.50		-3.5	237+50	-2.0	-2.0		-1.5	-1.5
212+50			1.00		-2.5	237+00	-2.5	-2.5		-1.0	
212+00			0.50			236+50	-4.0	-4.0		1.0	-1.5
						236+00	-5.5	-5.5		2.5	0.0
211+00	-4.0					235+50	-7.5	-7.5		4.5	1.0
210+50	-3.0					235+00	-8.5	-8.5		5.5	3.0
						234+50	-9.0	-9.0		6.5	5.5
207+50			0.50			234+00				7.0	
207+00			0.75			233+50					5.5
206+50			1.00			233+00				7.0	5.0
206+00			0.75			232+50	-9.0	-9.0		6.0	4.0
205+50	-3.0	-2.0				232+00	-8.5	-8.5		5.5	3.5
205+00	-2.0	-1.5	0.75	-2.0		231+50	-7.0	-7.0		5.0	3.0
204+50	-1.5	-1.0	0.50	-2.5	-2.5	231+00	-6.0	-6.0		3.5	2.0
204+00	-1.5	1.0		-4.0	-4.5	230+50	-4.0	-4.0		1.5	0.0
203+50	-2.0	3.0		-6.0	-6.0	230+00	-2.5	-2.5		0.0	-2.0
						229+50		-2.0		-1.5	-4.0
200+00	-2.0			-6.0	-6.0	229+00				-3.0	
199+50	-3.0			-5.0	-5.0						

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SHIMMING CROSS SLOPE SHEET

STA	LEFT		CL Shim Depth inch	RIGHT		STA	LEFT		CL Shim Depth inch	RIGHT	
	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %		Shldr Slope %	Travel Lane Slope %		Shldr Slope %	
283+50				-2.0	-2.0						
283+00				-1.5	-1.5						
282+50		-2.0		-1.0	-1.0						
282+00		-2.5		0.0							
281+50		-3.5		1.5							
281+00		-4.0		2.0							
280+50		-4.0									
280+00		-3.5				<b>310+90</b>	<b>Match</b>	<b>Match</b>	<b>0.50</b>	<b>Match</b>	<b>Match</b>
						310+50	-4.5	-3.0		-1.0	-1.0
						310+00	-4.0			-1.0	-1.0
<b>278+50</b>				<b>2.0</b>		309+50	-3.0		<b>0.50</b>	-1.5	-1.5
278+00				1.5		309+00			1.00	-1.5	-1.5
277+50				1.0		308+50			<b>0.50</b>	-2.5	-2.5
277+00		-3.5		0.5	-1.0	308+00		-3.0		-3.0	-3.0
276+50	-4.0	-2.5		-0.5	-1.5	307+50		-2.5		-3.5	-3.5
276+00	-3.0	-1.0	<b>0.50</b>	-2.0	-3.0	307+00				-4.0	-4.0
275+50			1.00	-3.0	-3.5	306+50		-2.5	<b>0.50</b>		
275+00			<b>0.50</b>			306+00		-1.8	1.00		
						305+50			1.75		
<b>273+00</b>		-1.0	<b>0.50</b>	-3.0		305+00	-3.0		1.00		
272+50		-0.5	1.00	-3.5		<b>304+50</b>	<b>-4.0</b>		<b>0.50</b>		
272+00		-0.5	1.00		-3.5						
271+50		0.0	<b>0.50</b>	-3.5	-4.0	<b>302+50</b>				-4.0	-4.0
271+00	-3.0	1.0		-4.0	-4.0	302+00	-4.0			-3.5	-3.5
270+50	-1.0	1.5		-4.0	-4.5	301+50	-5.0	-1.8		-3.0	-3.0
270+00	<b>1.0</b>	2.0		-4.5	-4.5	301+00	-5.5	-3.0		-2.0	-2.0
269+50		<b>3.0</b>		-5.0	-5.0	300+50		-4.0		-1.0	-1.0
269+00				-5.5	-5.5	300+00				-0.5	
						299+50				0.5	
<b>266+00</b>				-5.5	-5.5	299+00				1.0	
265+50		<b>3.0</b>		-6.0	-6.0	298+50		-4.0		<b>2.0</b>	
265+00		<b>3.5</b>				298+00		-5.0			
<b>264+00</b>	<b>1.0</b>					<b>296+00</b>	-5.5	-5.0			
263+50	-1.0	<b>3.5</b>				295+50	-4.5	-4.5			
263+00	-1.5	3.0									
262+50	-1.5	3.0		-6.0	-6.0	<b>290+50</b>	-4.5	-4.5			
262+00	-2.0	2.5		-5.5	-5.5	290+00	-5.0	-5.0			
261+50		<b>1.5</b>		-4.0	-4.0						
						<b>288+50</b>		-5.0			
<b>258+50</b>		<b>1.5</b>		-4.0	-4.0	288+00		-4.5			
258+00		2.0		-4.5	-4.5	287+50	-5.0	-4.5		<b>2.0</b>	
257+50	-2.0	3.0		-6.0	-6.0	287+00	-4.0	-4.0		1.5	
257+00	-1.5	<b>4.5</b>		-6.5	-6.5	286+50	-3.0	-3.0		0.0	-1.0
256+50				-7.0	-7.0	286+00	-2.5	-2.0		-1.0	-2.0
256+00						285+50				-2.0	
255+50				-7.0	-7.0	285+00	-2.5				
255+00		<b>4.5</b>		-6.5	-6.5	284+50	-3.0				
254+50		3.0		-5.0	-5.0	284+00	-4.0				

**Notes:** 1. Unless otherwise directed by the Department, the centerline mark-up shall be considered the "loose" uncompacted HMA depth.

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 029674.00

Project(s): 029674.00

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	202.2023 REMOVING PAVEMENT SURFACE - MEDIUM CUT DRUM	62,700.000 SY	_____	 _____	_____	 _____
0020	202.203 PAVEMENT BUTT JOINTS	1,100.000 SY	_____	 _____	_____	 _____
0030	203.20 COMMON EXCAVATION	45.000 CY	_____	 _____	_____	 _____
0040	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	45.000 CY	_____	 _____	_____	 _____
0050	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	110.000 T	_____	 _____	_____	 _____
0060	403.21041 HMA 9.5 MM – POLYMER MODIFIED THIN LIFT SURFACE TREATMENT	5,960.000 T	_____	 _____	_____	 _____
0070	403.2111 9.5 MM POLYMER MODIFIED HMA (SHIM)	4,500.000 T	_____	 _____	_____	 _____
0080	403.2131 12.5 MM POLYMER MODIFIED HMA BASE	2,300.000 T	_____	 _____	_____	 _____
0090	409.15 BITUMINOUS TACK COAT - APPLIED	7,400.000 G	_____	 _____	_____	 _____
0100	411.09 UNTREATED AGGREGATE SURFACE COURSE	150.000 CY	_____	 _____	_____	 _____
0110	424.22 ASPHALT RUBBER CRACK SEALER TYPE 2, APPLIED	13,500.000 LB	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 029674.00

Project(s): 029674.00

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
0120	424.38 CRACK REPAIR - HOT POUR MASTIC	5,800.000 LB	_____	 _____	_____	 _____
0130	604.161 ALTERING CATCH BASIN	1.000 EA	_____	 _____	_____	 _____
0140	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	4.000 EA	_____	 _____	_____	 _____
0150	613.319 EROSION CONTROL BLANKET	3,300.000 SY	_____	 _____	_____	 _____
0160	615.10 DIRTY BORROW	400.000 CY	_____	 _____	_____	 _____
0170	618.13 SEEDING METHOD NUMBER 1	20.000 UN	_____	 _____	_____	 _____
0180	618.14 SEEDING METHOD NUMBER 2	180.000 UN	_____	 _____	_____	 _____
0190	619.12 MULCH	200.000 UN	_____	 _____	_____	 _____
0200	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	90,000.000 LF	_____	 _____	_____	 _____
0210	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	90,000.000 LF	_____	 _____	_____	 _____
0220	629.05 HAND LABOR, STRAIGHT TIME	20.000 HR	_____	 _____	_____	 _____
0230	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	100.000 HR	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 029674.00

Project(s): 029674.00

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	631.133 SKID STEER (INCLUDING OPERATOR)	20.000 HR	_____	 _____	_____	 _____
0250	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	200.000 HR	_____	 _____	_____	 _____
0260	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	10.000 HR	_____	 _____	_____	 _____
0270	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	 _____	_____	 _____
0280	652.33 DRUM	10.000 EA	_____	 _____	_____	 _____
0290	652.34 CONE	100.000 EA	_____	 _____	_____	 _____
0300	652.35 CONSTRUCTION SIGNS	1,040.000 SF	_____	 _____	_____	 _____
0310	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	75.000 CD	_____	 _____	_____	 _____
0320	652.38 FLAGGER	1,400.000 HR	_____	 _____	_____	 _____
0330	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EA	_____	 _____	_____	 _____
0340	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		 LUMP SUM	_____	 _____
0350	659.10 MOBILIZATION	LUMP SUM		 LUMP SUM	_____	 _____

5/5/2026

Maine Department of Transportation

Proposal Schedule of Items

Page 4 of 4

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Proposal ID: 029674.00

Project(s): 029674.00

Section: 1

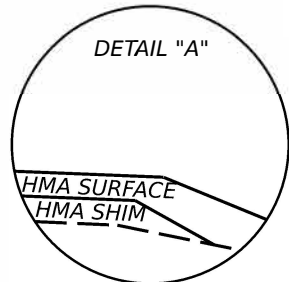
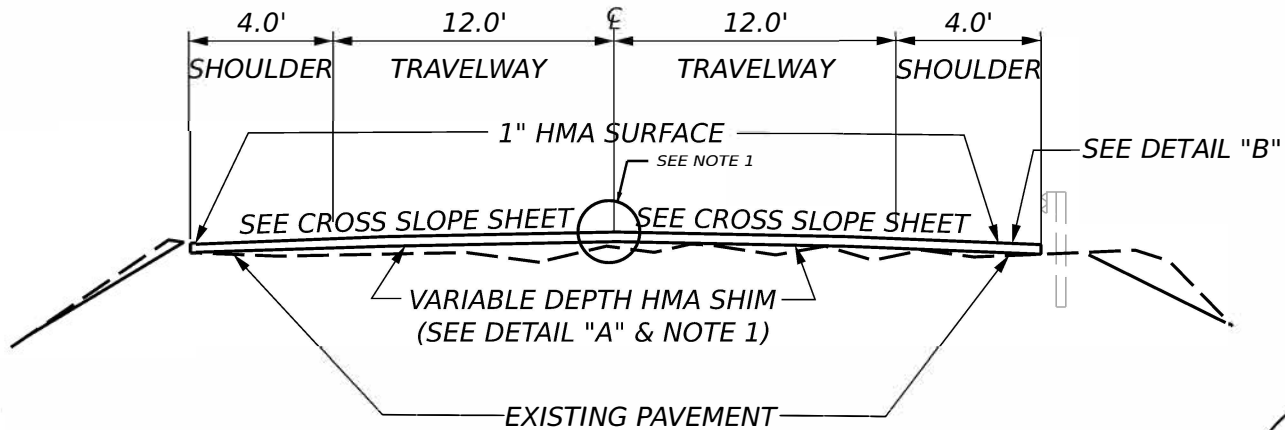
Total:

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Total Bid:

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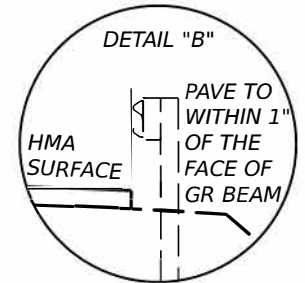
# 1" HMA OVERLAY WITH VARIABLE DEPTH SHIM



SHIM SHALL TAPER TO 0" ON THE SHOULDER. TAPER WIDTH WILL VARY AS DIRECTED BY THE RESIDENT. MINIMUM SHALL BE FOUR FEET.

**STATIONS**  
 39+00 TO 77+50 LT/RT  
 104+50 TO 139+50 LT/RT  
 141+50 TO 144+00 LT/RT  
 172+50 TO 184+50 RT

**STATIONS**  
 204+00 TO 218+00 LT/RT  
 262+00 TO 272+50 LT/RT  
 272+50 TO 309+25 LT



**NOTE 1:** THE CENTERLINE SHALL BE THE SHIMMING CONTROL POINT. THE SHIM DEPTH SHALL BE VARIABLE AT THE CONTROL POINT AND THE TRAVELWAYS SHALL BE SHIMMED TO SLOPE. SEE CROSS SLOPE SHEET FOR PROPOSED SLOPES AND CENTERLINE MARKUPS.

**NOT TO SCALE**

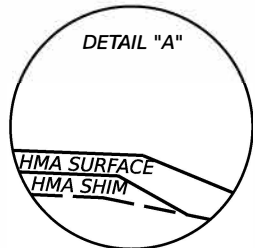
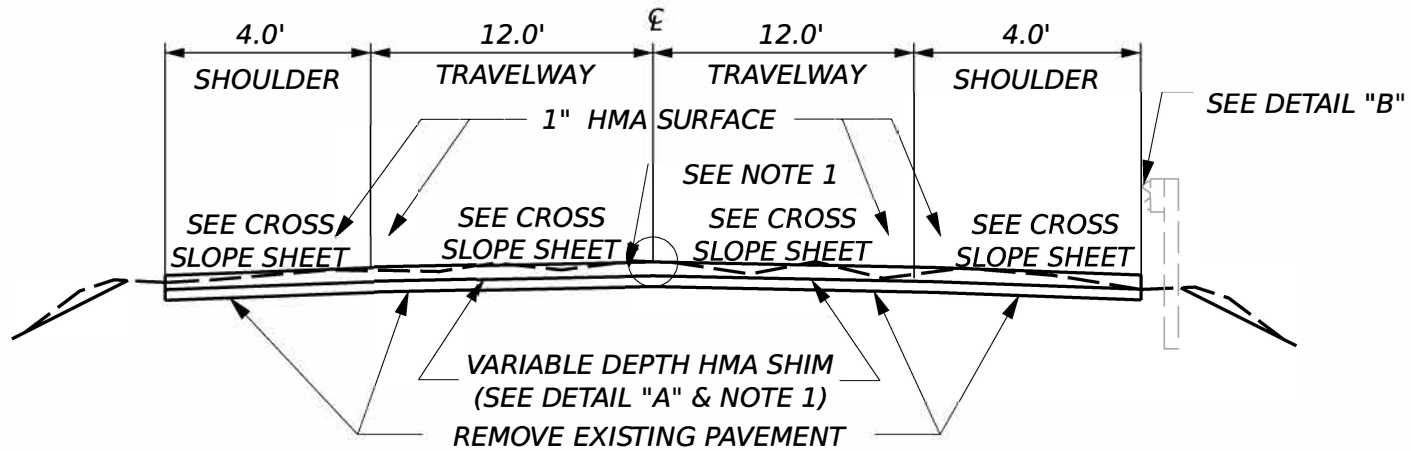
PORTER  
ROUTE 25  
TYPICAL SECTIONS

WIN 29674.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2967400 HIGHWAY PLANS

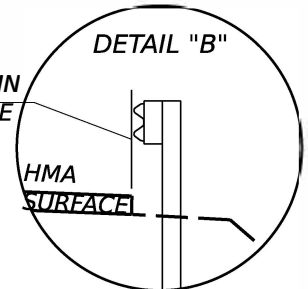
SHEET NUMBER  
1 OF 6

**1" HMA OVERLAY WITH  
VARIABLE DEPTH  
MILL & SHIM**



SHIM SHALL TAPER TO 0" ON THE SHOULDER. TAPER WIDTH WILL VARY AS DIRECTED BY THE RESIDENT. MINIMUM SHALL BE FOUR FEET.

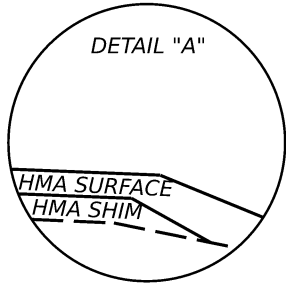
- STATIONS**
- 10+00 TO 39+00 LT/RT
  - 77+50 TO 104+50 LT/RT
  - 144+00 TO 172+50 RT
  - 144+00 TO 204+00 LT
  - 184+50 TO 204+00 RT
  - 218+00 TO 262+00 LT/RT
  - 274+50 TO 310+90 RT
  - 309+25 TO 310+90 LT



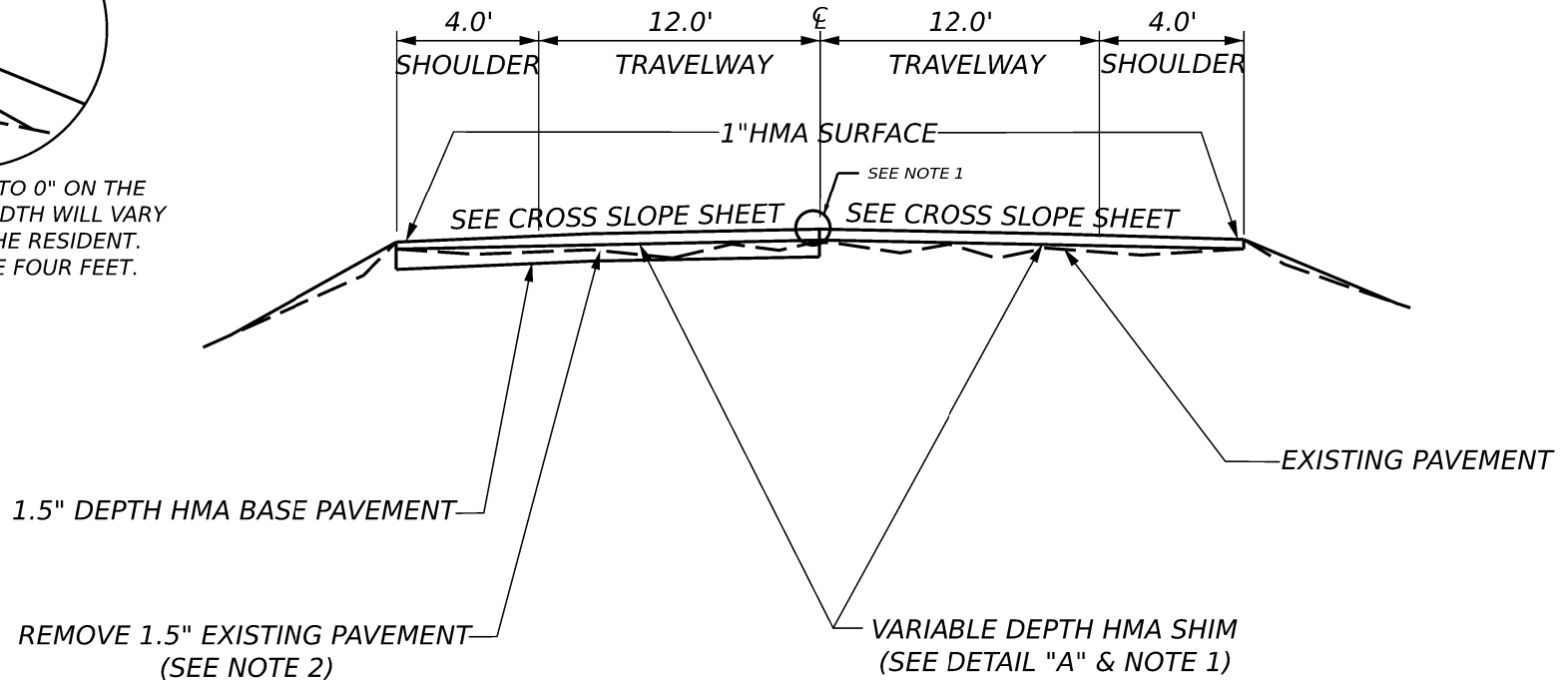
**NOTE 1:** THE CENTERLINE SHALL BE THE SHIMMING AND MILLING CONTROL POINTS THE SHIM AND MILL DEPTH SHALL BE VARIABLE AT THE CONTROL POINT AND THE TRAVELWAYS SHALL BE SHIMMED AND MILLED TO SLOPE. SEE CROSS SLOPE SHEET FOR PROPOSED SLOPES AND CENTERLINE MARKUPS.

PORTER ROUTE 25		STATE OF MAINE DEPARTMENT OF TRANSPORTATION		<b>NOT TO SCALE</b>
TYPICAL SECTIONS		WIN 29674.00	2967400	SHEET NUMBER 2 OF 6
		HIGHWAY PLANS		

**1.5" MILL & BASE,  
1" HMA OVERLAY WITH  
VARIABLE DEPTH SHIM**



SHIM SHALL TAPER TO 0" ON THE SHOULDER. TAPER WIDTH WILL VARY AS DIRECTED BY THE RESIDENT. MINIMUM SHALL BE FOUR FEET.



NOTE 1: THE CENTERLINE SHALL BE THE SHIMMING CONTROL POINT. THE SHIM DEPTH SHALL BE VARIABLE AT THE CONTROL POINT AND THE TRAVELWAYS SHALL BE SHIMMED TO SLOPE. SEE CROSS SLOPE SHEET FOR PROPOSED SLOPES AND CENTERLINE MARKUPS.

NOTE 2: THE PLUNGE CUT AREAS SHALL BE MILLED TO SLOPES. SEE CROSS SLOPE SHEET FOR MILLING CONTROL POINTS AND CUT DEPTHS. ALSO SEE CONSTRUCTION NOTES FOR PLUNGE CUT LOCATIONS.

**NOT TO SCALE**

**SHEET NUMBER**

**3 OF 6**

PORTER  
ROUTE 25

TYPICAL SECTIONS

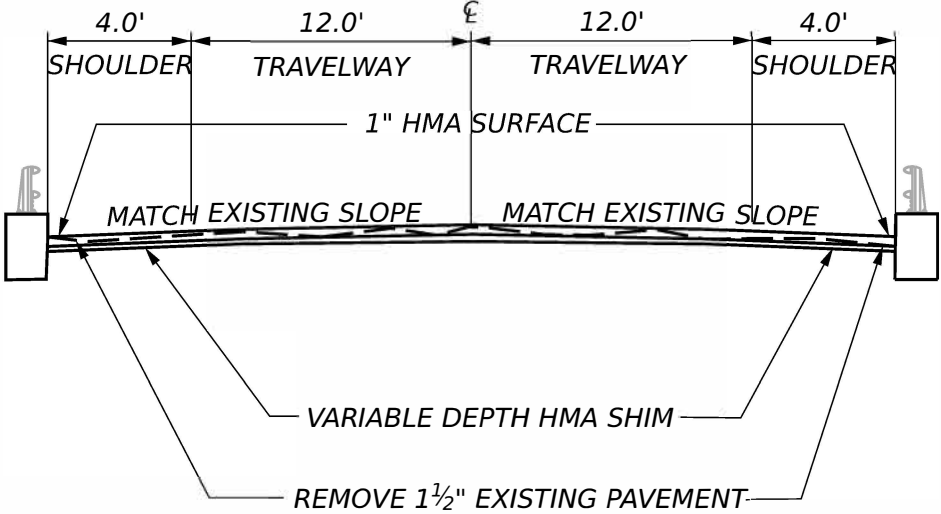
WIN 29674.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2967400

HIGHWAY PLANS

**MILL & FILL  
BRIDGE #2872 SECTION**



STATIONS:  
139+50 TO 141+50

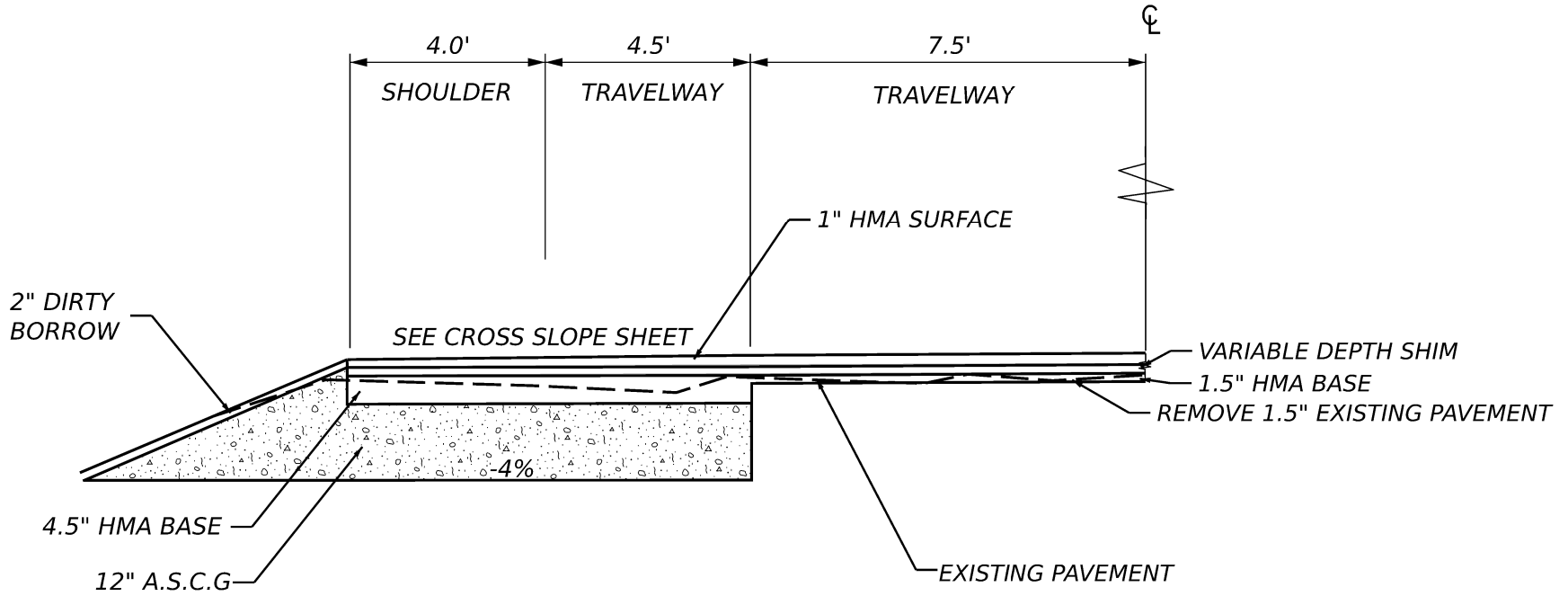
PORTER  
ROUTE 25  
TYPICAL SECTIONS

WIN 29674.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2967400 HIGHWAY PLANS

**NOT TO SCALE**  
SHEET NUMBER  
4 OF 6

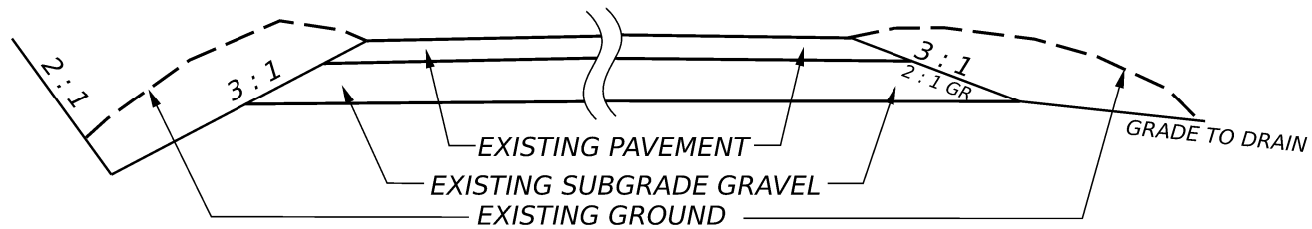
# PARTIAL LANE RECONSTRUCTION DETAIL



STATION 309+90 TO 310+90

PORTER ROUTE 25 TYPICAL SECTIONS	WIN 29674.00	STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2967400      HIGHWAY PLANS	NOT TO SCALE SHEET NUMBER 5 OF 6
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WINTER SAND REMOVAL  
NORMAL TYPICAL



NOT TO SCALE

SHEET NUMBER

6 OF 6

PORTER  
ROUTE 25

TYPICAL SECTIONS

WIN 29674.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2967400

HIGHWAY PLANS

**CONSTRUCTION NOTES**

**202.203 Removing Pavement Surface – Medium Cut Drum**

The Department has identified areas where profile milling is required for slope correction. Please see the milling slope sheets for locations and cut depths.

In addition to the profile milling, the Department has identified areas where additional depth spot plunge milling is required for HMA base repair. In areas where the spot plunge mill areas overlap profile milling, in accordance with Special Provision 202, the transverse joints of the spot plunge mill areas shall be butted prior to HMA base paving. There will be no additional payment for the spot plunge milling but will be considered incidental to the profile milling. The additional depth to be milled area will be 1.5” beyond the specified profile mill depth specified in the slope sheets in the locations listed below:

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>	<b><u>Comments</u></b>
13+25		33+50	LT	1.5” Cut, Travelway and Shoulder
95+00		104+10	LT	1.5” Cut, Travelway and Shoulder
161+50		180+90	LT	1.5” Cut, Travelway and Shoulder
192+40		200+15	LT	1.5” Cut, Travelway and Shoulder
218+15		228+60	LT	1.5” Cut, Travelway and Shoulder
239+50		257+75	LT	1.5” Cut, Travelway and Shoulder
309+90		310+90	LT	1.5” Cut, Travelway and Shoulder
160+25		172+00	RT	1.5” Cut, Travelway and Shoulder
184+70		191+00	RT	1.5” Cut, Travelway and Shoulder
229+00		238+70	RT	1.5” Cut, Travelway and Shoulder
273+00		310+90	RT	1.5” Cut, Travelway and Shoulder

All plunge cut areas will be milled to the same slope as in the slope sheets unless otherwise directed by the Department.

**202.203 Pavement Butt Joints**

<b><u>Description</u></b>	<b><u>Qty</u></b>
Paved Drives	90
Paved Commercial Drives	12
Sideroads	12

**CONSTRUCTION NOTES**

**203.20 Common Excavation**

**304.10 Aggregate Subbase Course- Gravel**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>	<b><u>Comments</u></b>
309+90		310+90	LT	See Typical #004, Base Repair

**403.209 Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Incidentals)**

<b><u>Description</u></b>	<b><u>Qty</u></b>
Paved Driveways	90
Gravel Drives	27
Paved Commercial Driveways	12
Gravel Commercial Driveways	5

**403.21041 Hot Mix Asphalt, 9.5 mm Nominal Maximum Size, Thin Lift Surface**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>	<b><u>Comments</u></b>
10+00		310+90	LT/RT	Travelway and Shoulders

**403.2111 9.5 mm Polymer-Modified HMA (Shim)**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>	<b><u>Comments</u></b>
10+00		310+90	LT/RT	Travelways and Shoulders

**Spots Shim**

<b><u>Station</u></b>	<b><u>To</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>	<b><u>Comments</u></b>
28+50		30+00	RT	Quarter Point
52+00		54+00	RT	Quarter Point
61+00		64+00	RT	Quarter Point
99+00		100+50	RT	Quarter Point
165+50		167+50	RT	Quarter Point

Any additional spots shim will be terminated by the Resident after the milling operation.

**CONSTRUCTION NOTES**

**403.2131 12.5 mm Polymer-Modified, Base**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>	<b><u>Comments</u></b>
13+25		33+50	LT	Plunge cut Area
95+00		104+10	LT	Plunge cut Area
161+50		180+90	LT	Plunge cut Area
192+40		200+15	LT	Plunge cut Area
239+50		257+75	LT	Plunge cut Area
218+15		228+60	LT	Plunge cut Area
160+25		172+00	RT	Plunge cut Area
184+70		191+00	RT	Plunge cut Area

**403.2131 12.5 mm Polymer-Modified, Base (Continued)**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>	<b><u>Comments</u></b>
229+00		238+70	RT	Plunge cut Area
273+00		310+90	RT	Plunge cut Area
309+90		310+90	LT	Plunge cut Area and Base Repair

This item shall also be used to patch around the catch basins alters and adjust as Directed by the Department.

**411.09 Untreated Aggregate Surface Course**

<b><u>Type</u></b>	<b><u>Qty</u></b>
Gravel Drives	27
Gravel Commercial Drives	5
Other areas	4

**424.22 Asphalt Rubber Crack Sealer Type 2, Applied**

To be used to seal all surface cracks less than 1” in width that remain after milling and/or before shimming as directed by the Resident.

**424.38 Crack Repair, Hot Pour Mastic**

To be used to seal all surface cracks greater than 1” in width that remain after milling and/or before shimming as directed by the Resident.

**CONSTRUCTION NOTES**

**604.161 Altering Catch Basin**

<u>Station</u>	<u>Side</u>	<u>Comment</u>
141+45	LT	Adjust to grade and change to cascade grate

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

<u>Station</u>	<u>Side</u>	<u>Comment</u>
10+90	RT	CB
143+42	RT	CB
144+40	RT	CB
163+90	RT	CB

**613.319 Erosion Control Blanket**

This item will be used in the bottom of ditches where winter sand has been removed

**615.10 Dirty Borrow**

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Side</u>
10+00		13+00	RT
13+00		33+50	RT
33+50		202+00	RT
202+00		205+00	RT
205+00		224+00	RT
224+00		229+50	RT
202+50		310+90	RT
34+00		310+90	LT

This item is to be used for lawn areas affected by inslope/ditch work and as determined by the Resident.

**618.13 Seeding Method 1**

**619.12 Mulch**

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Side</u>
10+00		13+00	RT
13+00		33+50	RT
33+50		202+00	RT

**CONSTRUCTION NOTES**

**618.13 Seeding Method 1 (Continued)**

**619.12 Mulch**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Side</u></b>
202+00		205+00	RT
205+00		224+00	RT
224+00		229+50	RT
202+50		310+90	RT
10+00		310+90	LT

These items are to be used for lawn areas affected by inslope/ditch work and as determined by the Resident.

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

Center lines and edge lines shall be painted on all matched pavements within one week.

Center line TOMs may be utilized until final striping and will be considered incidental to the contract.

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

**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.

All temporary lines shall be painted prior to final striping.

The Contractor shall remove all TOMs after striping.

**CONSTRUCTION NOTES**

**629.05 Hand Labor, Straight Time**

**631.12 All Purpose Excavator (Including Operator)**

**631.133 Skid Steer (Including Operator)**

**631.172 Truck – Large (Including Operator)**

These items are to be used for winter sand removal and backing up the edge of pavement as directed by the Resident.

**652.35 Construction Signs**

“Road Work Next 6 Miles” will be required for this project.

**652.41 Portable Message Boards**

<b><u>Location</u></b>	<b><u>Qty</u></b>
Route 25 East	1
Route 25 West	1