



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

May 6, 2024
Subject: Pavement Milling, Hot Mix
Asphalt
Overlay & Cold In-Place Recycling
State WIN: 026626.20 & 026626.30
Location: **Eagle Lake, Portage &
Winterville**
Amendment No. 2

Dear Sir/Ms.:

Make the following changes to the bid documents:

In the Bid Book:

Insert CIPR – CROSS SLOPE SHEET dated May 3, 2024

Insert MILLING – CROSS SLOPE SHEET dated May 3, 2024

Insert SHIM – CROSS SLOPE SHEET dated May 3, 2024

Insert CIPR – CROSS SLOPE SHEET dated May 3, 2024

Insert MILLING – CROSS SLOPE SHEET dated May 3, 2024

Insert SHIM – CROSS SLOPE SHEET dated May 3, 2024

Insert SPECIAL PROVISION SECTION 108 RECYCLED ASPHALT PAVEMENT WITH
BITUMINOUS ADDITIVE PERFORMANCE GRADED BINDER PRICE BINDER PRICE
ADJUSTMENT dated March 23, 2023

Insert SPECIAL PROVISION SECTION 311 Cold In-place w/ Emulsion dated May 2, 2024

The following questions have been received:

Question: Please provide mix design requirements for the CIPR

Response: See attached Documents

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

Sincerely,



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

CIPR - CROSS SLOPE SHEET

STA	LEFT		CL Markup	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%
86+50	-4.0				
86+00	-2.5				
85+00	-2.5			-2.0	
84+50	-4.0			-0.5	-4.0
84+00		-2.0		1.0	-3.0
83+50	-4.0	-3.0		2.5	-2.0
83+00	-4.5	-4.0		4.0	-1.0
82+50	-5.5	-5.5		5.5	
79+50		-5.5		5.5	
79+00	-5.5	-4.5		4.0	
78+50	-5.0	-3.5		2.5	-1.0
78+00	-4.0	-2.5		0.5	-2.0
77+50		-2.0		-1.5	-3.0
77+00					-4.0
73+00					-4.0
72+50					-5.0
71+50				-1.5	-5.0
71+00				-0.5	-5.0
70+50		-2.0		1.0	-4.0
70+00		-2.5		2.5	-3.0
69+50		-3.5		4.0	-1.5
69+00		-4.5		4.5	
65+50		-4.5			
65+00		-4.0			
59+00				4.5	
58+50		-4.0		4.0	
58+00		-3.0		2.5	
57+50		-2.0		1.0	

STA	LEFT		CL Markup	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%
112+50	-4.0	0.5		-0.5	-4.0
112+00	-3.0	2.0		-2.0	
111+50	-2.0	3.5		-3.5	
107+50	-2.0				
107+00	-3.0	3.5		-3.5	
106+50	-4.0	2.0		-3.0	
106+00		0.5		-2.5	
105+50		-1.0		-2.0	
105+00		-2.0			
103+50		-2.0			
103+00		-1.0			
102+50	-4.0	0.0		-2.0	-4.0
102+00	-3.0	2.0		-2.5	-5.0
101+50	-2.0	4.0		-4.0	-6.0
101+00		6.0		-5.0	
100+50				-6.0	
100+00		6.0			
99+50		6.5			
98+50		6.5		-6.0	-6.0
98+00		7.0		-6.5	-6.5
97+50				-7.0	-7.0
96+50		7.0		-7.0	-7.0
96+00	-2.0	6.5		-6.0	-6.0
95+50	-3.0	4.5		-5.0	-4.0
95+00	-4.0	3.0		-3.0	
94+50		1.5		-2.5	
94+00		0.0		-2.0	
93+50		-1.5			
93+00		-2.0			

Note: Slopes may be adjusted by the Department once existing conditions are verified.

CIPR - CROSS SLOPE SHEET

STA	LEFT		CL Markup	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%	inch	%	%
140+00	-6.0	-6.0		4.5	
139+50				6.0	
133+50	-6.0			6.0	
133+00	-4.0	-6.0		4.0	
132+50		-4.5		2.0	
132+00		-3.0		0.0	-2.0
131+50		-1.5		-2.0	-3.0
131+00		0.0		-3.0	-4.0
130+50	-4.0	1.5		-3.5	-4.5
130+00	-3.0	3.0		-4.5	
129+50	-2.0	4.5			
126+50	-2.0			-4.5	
126+00	-3.0	4.5		-4.0	
125+50	-4.0	3.5		-3.5	
125+00		2.0		-3.0	
124+50		1.0		-2.5	-4.5
124+00		0.0		-1.5	-4.0
123+50		-1.0		-1.5	
123+00		-2.0		-1.5	
120+00				-1.5	
119+50				-1.0	
119+00				0.5	
118+50		-2.0		2.0	-4.0
118+00	-4.0	-3.0		3.5	-3.0
117+50	-5.0	-4.0		5.0	-2.0
117+00		-5.0			
114+50	-5.0	-5.0		5.0	
114+00	-4.0	-4.0		4.0	
113+50		-2.5		2.5	-2.0
113+00		-1.0		1.0	-3.0
169+00					0.5
168+50					0.0
168+00		-2.5			-0.5
167+50		-2.0			-1.0
167+00		-1.5			-1.5
165+50		-1.5			
165+00	-4.0	-0.5			-1.5
164+50	-2.0	0.5			-2.0
164+00		1.5			-2.0
163+50		2.5			-2.5
163+00		3.5			-3.0
162+50					-3.5
153+00	-2.0				
152+50	-3.0	3.5			
152+00	-4.0	2.0			-3.5
151+50		0.5			-2.5
151+00		-1.0			-1.5
150+50		-1.5			-0.5
150+00		-2.0			0.0
149+50		-2.5			0.5
149+00		-3.0			1.5
148+50		-3.5			2.0
148+00					3.0
144+00					3.0
143+50		-3.5			2.0
143+00		-2.5			1.0
142+50		-2.0			0.0
142+00					-1.0
141+50					0.0
141+00		-2.0			1.5
140+50	-4.0	-4.0			3.0
					-2.0

Note: Slopes may be adjusted by the Department once existing conditions are verified.

MILLING - CROSS SLOPE SHEET

STA	LEFT			CL Cut Depth inch	RIGHT	
	Cut @ Shldr Break inch	Shldr Slope %	Travel Lane Slope %		Travel Lane Slope %	Shldr Slope %
End						
189+50				0.00	-2.0	-2.0
179+50				0.00	-2.0	-2.0
Skip						
159+50		3.5	3.5	-0.50	-3.5	-3.5
156+00				-0.50		
155+50				-1.00		
155+00				-1.50		
154+50				-1.50		
154+00				-1.00		
153+00				-1.00		
152+50		3.5	3.5	-0.50	-3.5	-3.5
Skip						
123+00		-2.0	-2.0	0.00		
119+00		-2.0	-2.0	0.00		
Skip						
116+50	1.50	-5.0				
114+50	1.50	-5.0				
Skip						
105+00				0.00	2.0	2.0
104+00		2.0	2.0			
103+50		2.0	2.0	0.00	2.0	2.0
Begin						

Notes: 1. Slopes may be adjusted by the Department once existing conditions are verified.

2. From Sta. 114+50 to 116+50 the cut depth is 0" at the quarter point and 1.5" at the shoulder break.

SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Markup	RIGHT		STA	LEFT		CL Markup	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%		%	%		%	%
39+00		-0.5		-2.5		79+50		-5.5		5.5	
38+50		1.0		-3.0		79+00	-5.5	-4.5		4.0	
38+00		2.5		-3.5		78+50	-5.0	-3.5		2.5	
						78+00	-4.0	-2.5		1.0	-2.0
34+00			0.50			77+50		-2.0	0.50	-0.5	-3.0
33+50		2.5	0.75			77+00			1.00	-2.0	-4.0
33+00		2.0	1.00	-3.5	-4.0						
32+50		0.5		-2.5	-3.0	71+50			1.00	-2.0	
32+00	-2.0	-1.0		-1.0	-2.0	71+00			0.75	-0.5	
31+50	-3.0	-2.5		0.5		70+50			0.50	1.0	-4.0
31+00	-4.0	-4.0	1.00	2.0		70+00		-2.0		2.5	-3.0
30+50		-5.0	0.75	3.5		69+50		-3.0		4.0	-2.0
30+00			0.50	4.5		69+00		-4.5		4.5	
29+00				4.5		65+50			0.50		
28+50		-5.0		2.5		65+00			1.00		
28+00		-4.0		0.5							
27+50	-4.0	-3.0		-0.5		59+00		-4.5	1.00	4.5	
27+00	-3.0	-2.0		-2.0		58+50		-4.0	0.75	4.0	
26+50	-2.0	-1.0	0.50			58+00		-3.0	0.50	2.5	
26+00		0.0	0.75			57+50		-2.0		1.0	
25+50		1.5				57+00				-0.5	
25+00		1.5				56+50			0.50	-2.0	-2.0
24+50		0.0	0.75			56+00			0.75		-3.0
24+00	-2.0	-1.5	1.00			55+50					-4.0
23+50	-4.0	-2.5	1.50								
						48+50		-2.0	0.75	-2.0	
22+50			1.50			48+00		-2.5	1.00	-2.5	
22+00			1.00		-2.0						
21+50			0.50		-3.0	46+50			1.00		
21+00					-4.0	46+00			0.75		
11+50				-2.0		43+50			0.75		
11+00		-2.5	0.50	-2.5		43+00			0.50		
10+50	-4.0	-2.0	0.75	-3.0	-4.0						
10+15	Match	Match	Match	Match	Match	40+00	-4.0	-2.5			
Begin Project						39+50	-2.0	-2.0			

Note: Slopes may be adjusted by the Department once existing conditions are verified.

SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Markup	RIGHT		STA	LEFT		CL Markup	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%		%	%		%	%
111+50	-2.0	3.5		-3.5		140+50	-4.0	-4.0		3.0	-2.0
						140+00	-6.0	-6.0		4.5	
107+50	-2.0					139+50				6.0	
107+00	-3.0	3.5		-3.5							
106+50	-4.0	2.0		-3.0		133+50	-6.0			6.0	
106+00		0.5		-2.5		133+00	-4.0	-6.0		4.0	
105+50		-1.0		-2.0		132+50		-4.5		2.0	
105+00		-2.0				132+00		-3.0		0.0	-2.0
						131+50		-1.5		-2.0	-3.0
103+50		-2.0				131+00		0.0		-3.0	-4.0
103+00		-1.0				130+50	-4.0	1.5		-3.5	-4.5
102+50	-4.0	0.0		-2.0	-4.0	130+00	-3.0	3.0		-4.5	
102+00	-3.0	2.0		-3.0	-5.0	129+50	-2.0	4.5			
101+50	-2.0	4.0		-4.0	-6.0						
101+00		6.0		-5.0		126+50	-2.0			-4.5	
100+50				-6.0		126+00	-3.0	4.5		-4.0	
						125+50	-4.0	3.0		-3.5	
99+00	-2.0	6.0				125+00		2.0	0.50	-3.0	
98+50	-1.5	6.5		-6.0	-6.0	124+50		1.0	0.75	-2.5	-4.5
98+00	-1.0	7.0		-6.5	-6.5	124+00		0.0	1.00	-2.0	-4.0
97+50				-7.0	-7.0	123+50		-1.0			
						123+00		-2.0			
96+50	-1.0	7.0		-7.0	-7.0						
96+00	-2.0	6.0		-6.0	-6.0	120+00			1.00	-2.0	
95+50	-3.0	4.5		-5.0	-4.0	119+50			0.75	-1.0	
95+00	-4.0	3.0		-3.0		119+00			0.50	0.5	
94+50		1.5		-2.5		118+50		-2.0		2.0	-4.0
94+00		0.0		-2.0		118+00	-4.0	-3.0		3.5	-3.0
93+50		-1.5				117+50	-5.0	-4.0		5.0	-2.0
93+00		-2.0				117+00		-5.0			
85+00				-2.0		114+50	-5.0	-5.0		5.0	
84+50				-0.5	-4.0	114+00	-4.0	-4.0		4.0	
84+00		-2.0		1.0	-3.0	113+50		-2.5		2.5	-2.0
83+50	-4.0	-3.0		2.5	-2.0	113+00		-1.0		1.0	-3.0
83+00	-4.5	-4.0		4.0		112+50	-4.0	0.5		-0.5	-4.0
82+50	-5.5	-5.5		5.5		112+00	-3.0	2.0		-2.0	

Note: Slopes may be adjusted by the Department once existing conditions are verified.

CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT		STA	LEFT		RIGHT	
	Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope	Travel Lane Slope	Shldr Slope
	%	%	%	%		%	%	%	%
377+50		-2.0			471+00	Match	Match	Match	Match
377+00		-2.5			469+19	Railroad Crossing Transition			
					468+00	Match	Match	Match	Match
346+50		-2.5			467+50	-6.0	-2.5	-2.5	-6.0
346+00		-2.0							
					463+00		-2.5		
337+00		-2.0			462+50		-2.0		
336+50		-2.5							
					457+00		-2.0		
333+00		-2.5			456+50		-2.5		
332+50	-6.0	-1.0							
332+00	-4.0	0.5	-2.5		413+00		-2.5		
331+50	-2.0	2.0	-3.0		412+50		-3.0		
331+00		2.5							
					408+50		-3.0		
329+00		2.5			408+00		-2.5		
328+50		2.0							
328+00	-2.0	1.0	-3.0		401+50		-2.5		
327+50	-4.0	0.0	-2.5		401+00		-3.0		
327+00	-6.0	-1.0							
326+50		-2.5			399+00		-3.0		
					398+50		-2.5		
325+50		-2.5							
325+00		-2.0			391+50		-2.5		
324+50		-2.0			391+00		-2.0		
324+00		-2.5			390+50		-1.0	-2.5	
					390+00		0.5	-3.0	
315+50		-2.5	-2.5	-6.0	389+50	-6.0	2.0	-4.0	
315+00		-3.0	-1.0	-5.0	389+00	-4.0	3.5	-5.0	
314+50		-3.0	0.5	-4.0	388+50	-2.0	5.0		
314+00		-4.0	2.0	-3.0					
313+50			3.5	-2.0	380+50		5.0		
313+00			4.0		380+00	-2.0	4.0	-5.0	
					379+50	-4.0	2.5	-4.0	
300+50	-6.0	-4.0	4.0	-2.0	379+00	-6.0	1.0	-3.0	
300+00	Match	Match	Match	Match	378+50		0.0	-2.5	
Begin Project					378+00		-1.0		

Note: Slopes may be adjusted by the Department once existing conditions are verified.

CIPR - CROSS SLOPE SHEET

STA	LEFT		RIGHT	
	Shldr	Travel	Travel	Shldr
	Slope	Lane	Lane	Slope
	%	%	%	%
End Project				
490+67	Match	Match	Match	Match
490+50	-3.0	-0.5	-2.5	-5.0
490+00	-2.0	1.0		-6.0
489+50		2.5		
485+00		2.5	-2.5	
484+50	-2.0	2.5	-2.0	
484+00	-4.0	2.0	-1.0	-6.0
483+50	-6.0	0.5	-0.5	-5.0
483+00		-1.0	0.5	-4.0
482+50		-2.5	1.5	-3.0
482+00	-6.0		2.5	-2.0
481+50	-4.0			
481+00	-4.0	-2.5	2.5	-2.0
480+66	Match	Match	Match	Match
Bridge Deck				
478+66	Match	Match	Match	Match
478+50	-4.0	-1.5	3.0	-2.0
478+00		-2.5	2.5	
477+50			2.5	
477+00			2.0	
476+50			1.0	
476+00			0.0	-2.0
475+50			-1.0	-4.0
475+00			-2.0	
473+50			-2.0	
473+00			-2.5	
471+50	-4.0	-2.5	-2.5	-4.0

Note: Slopes may be adjusted by the Department once existing conditions are verified.

MILLING - CROSS SLOPE SHEET

STA	LEFT		CL	RIGHT	
	Shldr Slope	Travel Lane Slope	Cut Depth	Travel Lane Slope	Shldr Slope
	%	%	inch	%	%
490+50	Match	Match	Match	Match	Match
490+00	1.0	1.0	-0.75	-2.5	-2.5
489+50	2.5	2.5	-1.00	-3.0	-3.0
488+00			-0.75	-2.5	-2.5
485+00				-2.5	-2.5
484+50	2.5	2.5		-2.0	-2.0
484+00	2.0	2.0	-0.75	-1.0	-1.0
483+50	Match	Match	Match	Match	Match
Skip					
389+50	Match	Match	Match	Match	Match
389+00	3.5	3.5	-0.50	-5.0	-5.0
388+50	4.5	4.5	-1.00		
387+50	4.5	4.5			
387+00	5.0	5.0			
384+00				-5.0	-5.0
383+50				-5.5	-5.5
380+50	5.0	5.0	-1.00	-5.5	-5.5
380+00	4.0	4.0	-0.75	-5.0	-5.0
379+50	2.5	2.5	-0.50	-4.0	-4.0
379+00	1.0	1.0	-0.50	-3.0	-3.0
378+50	Match	Match	Match	Match	Match
Skip					
314+00	Match	Match	Match	Match	Match
313+50	-4.5	-4.5	-0.50	3.5	3.5
313+00				4.0	4.0
304+00				4.0	4.0
303+50				4.5	4.5
301+00				4.5	4.5
300+50	-4.5	-4.5	-0.50	4.0	4.0
300+00	Match	Match	Match	Match	Match

Note: Slopes may be adjusted by the Department once existing conditions are verified.

SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Markup	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%
347+00			0.50		
346+50			0.75		
346+00			1.00		
337+00			1.00		
336+50			0.75		
336+00			0.50		
333+00		-2.5			
332+50	-6.0	-1.0			
332+00	-4.0	0.5			
331+50	-2.0	2.0			
331+00		2.5			
329+00		2.5			
328+50		2.0			
328+00	-2.0	1.0			
327+50	-4.0	0.0			
327+00	-6.0	-1.0			
326+50		-2.5			
325+50			0.50		
325+00			0.75		
324+50			0.75		
324+00			0.50		
315+50		-2.5		-2.5	-6.0
315+00		-3.0		-1.0	-5.0
314+50		-3.0		0.5	-4.0
314+00		-4.0		2.0	-3.0
313+50				3.5	-2.0
313+00				4.0	
300+50	-6.0	-4.0	0.50	4.0	-2.0
300+00	Match	Match	Match	Match	Match
Begin Project					
471+50	-4.0	-2.5	0.50	-2.5	-4.0
471+00	Match	Match	Match	Match	Match
Railroad Crossing Transition					
468+00	Match	Match	Match	Match	Match
467+50	-6.0	-2.5	0.50	-2.5	-6.0
463+50			0.50		
463+00			0.75		
462+50			1.00		
457+00			1.00		
456+50			0.75		
456+00			0.50		
391+50		-2.5			
391+00		-2.0			
390+50		-1.0		-2.5	
390+00		0.5		-3.0	
389+50	-6.0	2.0		-4.0	
389+00	-4.0	3.5		-5.0	
388+50	-2.0	5.0			
380+50		5.0			
380+00	-2.0	4.0		-5.0	
379+50	-4.0	2.5		-4.0	
379+00	-6.0	1.0		-3.0	
378+50		0.0		-2.5	
378+00		-1.0			
377+50		-2.0			
377+00		-2.5			
361+50			0.50		
361+00			0.75		
359+50			0.75		
359+00			0.50		

Note: Slopes may be adjusted by the Department once existing conditions are verified.

SHIM - CROSS SLOPE SHEET

STA	LEFT		CL Markup	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%	inch	%	%
End Project					
490+67	Match	Match	Match	Match	Match
490+50	-3.0	-0.5	0.50	-2.5	-5.0
490+00	-2.0	1.0			-6.0
489+50		2.5			
485+00				-2.5	
484+50	-2.0	2.5		-2.0	
484+00	-4.0	2.0		-1.0	-6.0
483+50	-6.0	0.5		-0.5	-5.0
483+00		-1.0		0.5	-4.0
482+50		-2.5		1.5	-3.0
482+00				2.5	-2.0
481+50	-4.0				
481+00	-4.0	-2.5	0.50	2.5	-2.0
480+66	Match	Match	Match	Match	Match
Bridge Deck					
478+66	Match	Match	Match	Match	Match
478+50	-4.0	-1.5	0.50	3.0	-2.0
478+00		-2.5		2.5	
477+50				2.5	
477+00				2.0	
476+50				1.0	
476+00				0.0	-2.0
475+50			0.50	-1.0	-4.0
475+00			0.75	-2.0	
474+50			1.00	-2.5	
473+50			1.00		
473+00			0.75		
472+50			0.50		

Note: Slopes may be adjusted by the Department once existing conditions are verified.

SPECIAL PROVISION
SECTION 108
RECYCLED ASPHALT PAVEMENT WITH BITUMINOUS ADDITIVE
PERFORMANCE GRADED BINDER PRICE ADJUSTMENT

Price adjustments will be based on the variance in costs for the performance graded binder component of recycled asphalt pavement with bituminous additive. They will be determined as follows:

Performance Graded Asphalt Binder The quantity of asphalt cement will be determined by taking the quantity of recycled asphalt pavement with bituminous additive (**example: 152,533 s.y.**) and multiplying by **(0.0060 for 5 inch CIPR) or (0.0090 for 5 inch Foamed Asphalt FDR)** for item times the difference in price in excess of 5 percent between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

Recycled Asphalt Pavement with Bituminous Additive The quantity of recycled asphalt pavement with bituminous additive will be determined from field measurements and shown on the progress estimate for each pay period.

Base Price The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average N.E. Barge Price, FOB, as listed in the Asphalt Weekly Monitor.

Period Price The period price of performance graded binder will be determined by the Department by using the average N.E. Barge Price, FOB, listed in the Asphalt Weekly Monitor current with the pay period ending date that the work is accomplished.

US Customary

Foamed Asphalt FDR

<u>Depth(in)</u>	<u>Item #</u>	<u>Threshold(yd²)</u>	<u>Factor(ton/yd²)</u>
4	309.34	45,900	0.0072
5	309.35	36,750	0.0090
6	309.36	30,500	0.0108

PMRAP / Emulsion FDR

<u>Depth(in)</u>	<u>Item #</u>	<u>Threshold(yd²)</u>	<u>Factor(ton/yd²)</u>
3	310.23	101,500	0.0033
4	310.24	75,750	0.0044
5	310.25	60,500	0.0055
6	310.26	50,750	0.0065

CIPR

<u>Depth(in)</u>	<u>Item #</u>	<u>Threshold(yd²)</u>	<u>Factor(ton/yd²)</u>
3	311.33	91,750	0.0036
4	311.34	68,750	0.0048
5	311.35	55,000	0.0060

SPECIAL PROVISION
SECTION 311
Cold In-place w/ Emulsion

Mix Design

The Department has developed a cationic emulsion mix design for this project. The JMF targets represented in this Special Provision are intended to provide a basis for bidding purposes.

The Recycled Pavement on this project will be treated with the following material proportions:

Cationic Emulsion	3.0 %
Water added for compaction	3.0 %
Portland cement (Type I or II)	1.0 %

The unit weight of the in-place recycled material shall be 125 pcf. This information shall be used for additive % bidding purposes only.

An optimum moisture content of 8.0% was determined by the Department using samples obtained from the recycled material prior to addition of the emulsion, by means of AASHTO T 180, Method D.

A contract modification will be executed if percentages change from the requirements above for added emulsion, Portland cement or lime changes by more than 0.10%. Positive and negative price adjustments will be made. The price adjustment will be based upon receipted bills for materials delivered the project site. If a price adjustment is warranted, the Contractor will supply the Department with all receipted bills for emulsion, Portland cement or lime for the entire project. Adjustments in water content exceeding the initial targets shall not be paid for directly, but shall be incidental.