
Attachment 9
(Revised January 31, 2020)

Special Notes – NYSDOT Specific Projects

Bituminous Concrete Hot Mix Asphalt
(2020 VPP NYSDOT Specific Projects)
(State & Federal Funds)

IFB# 23194

Table of Contents

SECTION 1: HOT MIX ASPHALT – (SPECIFIC CLAUSES)	5
1.1 Material Descriptions	5
1.2 Pre-Paving Meeting	5
1.3 Supervision	6
1.4 Work Hours	6
1.5 Restoration of Disturbed Areas	6
1.6 Tack Coat	6
1.7 Construction Details	6
1.8 Attention: Special Note - Conditioning	6
1.9 Work Zone Traffic Control	6
1.9.1 Special Note - Temporary Pavement Markings	9
1.9.2 Hot Mix Asphalt Overlay Splice (Rebate)	9
1.9.3 Special Note: Work Zone Intrusion Initiative	9
1.9.4 Temporary Rumble Strips	11
1.10 Contract Bonds	13
1.10.1 Labor and Material Bond	13
1.10.2 Labor and Material Bond Example	13
SECTION 2: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS)	16
2.1 Funding Source	16
2.2 Project Locations	16
2.3 Special Note - Coordination with Cold Recycling Projects	16
2.4 Special Note – PG Binder and Mix Design Level	16
2.4.1 PG 64S-22	16
2.4.2 PG 64V-22	17
2.4.3 PG 64H-22	17
2.4.4 PG 64E-22	18
2.5 Special Note – Optional Use of Warm Mix Asphalt (WMA) Technologies	18
2.6 Special Note - Rail Road Involvement in Federal Funded Projects	19
2.7 Special Note - Rail Road Involvement in 100% State Funded Projects	19
2.8 Special Note – Asphalt Pavement Joint Adhesive	20
SECTION 3: PROJECTS - SPECIAL NOTES (NYSDOT REGION 1)	21
3.1 Holiday Restrictions – Region 1 Projects	21

3.2	Pilot Vehicle – Region 1 Projects	21
3.3	Paving Operations – Region 1 Projects.....	21
3.4	Moisture Susceptibility Testing – Region 1 Projects.....	21
3.5	Paving Markings – Region 1 Projects.....	22
3.6	Non-Vibratory Rolling – Region 1 Projects.....	22
3.7	HMA Pavers – Spreading and Finishing Requirement	22
3.8	Project 1V2041 – Rensselaer County.....	22
3.9	Project 1V2081 – Washington County.....	23
SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3).....		24
4.1	Holiday and Event Restrictions – Region 3 Projects	24
4.2	Pilot Vehicle – Region 3 Projects	24
4.3	Region 3 Projects	24
4.4	Project 360301 – Cortland County.....	25
4.5	Project 360355 – Onondaga County	25
4.6	Project 360371 – Onondaga County	25
4.7	Project 360376 – Oswego County.....	25
4.8	Project 360397 – Cayuga County	26
4.9	Project 360398 – Cayuga County	26
4.10	Project 360399 – Seneca County	26
SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5).....		27
5.1	General Special Note – Region 5 Projects	27
5.2	Effective PG Binder Content – Region 5 Projects	27
5.3	Moisture Susceptibility Testing – Region 5 Projects.....	27
5.4	Dust (Minus 0.075 mm Aggregate) to Effective PG Binder Content Ratio – Region 5 Projects	27
5.5	Polymer Modified PG Binder – Region 5 Projects	28
5.6	Pavement Markings – Region 5 Projects	28
5.7	Abrading Existing Pre-Formed & Epoxy Pavement Markings – Region 5 Projects	28
5.8	Milled Surfaces – Region 5 Projects.....	28
5.9	Time Restrictions – Region 5 Projects.....	28
5.10	Project 5V2011 – Cattaraugus County.....	28
5.11	Project 5V2012 – Cattaraugus County.....	28
5.12	Project 5V2013 – Cattaraugus County.....	29
5.13	Project 5V2021 – Chautauqua County.....	29

5.14	Project 5V2031 – Erie County	29
5.15	Project 5V2041 – Erie County	29
5.16	Project 5V2042 – Erie County	29
SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6)		30
6.1	Special Note – Region 6 Projects	30
6.2	Project 6V2011 –Allegany County	31
6.3	Project 6V2014 – Allegany County	31
6.4	Project 6V2015 – Allegany County	31
6.5	Project 6V2045 – Steuben County	31
6.6	Project 6V2048 – Steuben County	31
6.7	Project 6V2215 – Steuben and Allegany Counties	32
SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7)		33
7.1	Special Work Zone Traffic Control – Pilot Vehicle – Region 7 Projects	33
7.2	Vibratory Compaction Restrictions for Projects within Village/City Limits.....	33
7.3	Project 7V2041 - Lewis County.....	33
SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9)		34
8.1	Special Notes – Region 9 Projects	34
8.2	Project 9V2011 - Broome County.....	34
8.3	Project 9V2042 - Delaware County	34
8.4	Project 9V2051- Otsego County	34
8.5	Projects 9V2082 & 9V2083- Tioga County.....	34
SECTION 9: SUPERPAVE HOT MIX ASPHALT.....		35
9.1	Superpave Hot Mix Asphalt Design Criteria	35
9.2	Project Dimensions	35
9.3	Rebates Table	35

SECTION 1: HOT MIX ASPHALT – (SPECIFIC CLAUSES)

1.1 Material Descriptions

The following are the material descriptions of Superpave HMA items that may be included in this contract:

Materials Designation	Description
402.017903	Truing & Leveling F9, 70 Series Compaction
402.018903	Truing & Leveling F9, 80 Series Compaction
402.058903	Shim Course F9
402.095203	9.5 F2, 50 Series Compaction
402.096103	9.5 F1, 60 Series Compaction
402.096203	9.5 F2, 60 Series Compaction
402.096303	9.5 F3, 60 Series Compaction
402.097103	9.5 F1, 70 Series Compaction
402.097203	9.5 F2, 70 Series Compaction
402.097303	9.5 F3, 70 Series Compaction
402.098303	9.5 F3, 80 Series Compaction
402.098903	9.5 F9, Shoulder Course, 80 Series Compaction
402.126103	12.5 F1, 60 Series Compaction
402.126203	12.5 F2, 60 Series Compaction
402.126303	12.5 F3, 60 Series Compaction
402.127103	12.5 F1, 70 Series Compaction
402.127203	12.5 F2, 70 Series Compaction
402.127303	12.5 F3, 70 Series Compaction
402.128903	12.5 F9, Shoulder Course, 80 Series Compaction
402.196903	19 F9, 60 Series Compaction
402.197903	19 F9, 70 Series Compaction
402.256903	25 F9, 60 Series Compaction
402.257903	25 F9, 70 Series Compaction
402.068103	6.3 F1, Superthin HMA, 80 Series Compaction
402.068203	6.3 F2, Superthin HMA, 80 Series Compaction
402.068303	6.3 F3, Superthin HMA, 80 Series Compaction
402.000013	Plant Production Quality Adjustment to HMA Items
402.000023	Pavement Density Quality Adjustment to HMA Items
402.000053	Test Section Adjustment to HMA Items

1.2 Pre-Paving Meeting

The vendor shall schedule a Pre-Paving Meeting with the affected Resident Engineer within one month after the award of the Contract and at least two weeks prior to the start of paving. At this meeting the vendor shall present Certificates of Insurance evidencing compliance with the additional insurance requirements, their proposed paving schedule, equipment, proposed tack coat application procedure and paving procedure, and Work Zone Traffic Control Plan to the State for approval. At least one week prior to the start of paving, the vendor shall coordinate the details of the paving with the Resident Engineer.

1.3 Supervision

The Department of Transportation shall provide supervision for the paving operation. The Resident Engineer shall designate a Paving Supervisor and that person shall be in responsible charge of the operation. The following portions of Section 105 - CONTROL OF WORK of the Standard Specifications shall apply to these projects: 105-01 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

1.4 Work Hours

Work shall not be permitted on Sundays and NYS Holidays. If the contractors desire to work overtime on other days, dispensation from NYS Labor Department must be obtained using Department of Labor Form PW-30 (09/18). Night work is prohibited unless agreed to by the Contractor and NYS Department of Transportation. All Overtime Dispensations requests shall be submitted to the Resident Engineer or his/her designee at the preconstruction meeting.

1.5 Restoration of Disturbed Areas

During the course of the work the vendor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the vendor shall be returned to their original condition at no expense to the State. Any and all debris generated as part of the work shall be removed by the vendor upon completion of the project.

1.6 Tack Coat

The vendor shall provide and apply bituminous tack coat to all existing hot mix asphalt pavement surfaces to be overlaid in this contract (and to all hot mix asphalt pavement surfaces included in this contract that will be overlaid by this contract). Tack coat shall meet the material requirements in Section 407-2 of the Standard Specifications. The application of tack coat shall comply with Section 407-3 of the Standard Specifications. **Tack coat shall be paid under its own item in gallons.**

1.7 Construction Details

The construction details shall comply with the requirements specified in Subsections 401-3.01, 402-3 and 407-3 of the Standard Specifications. The Paving Supervisor shall have sole responsibility for determining compliance with the specifications. All orders given to the vendor regarding construction details shall be considered final. The pavement thicknesses and lane and shoulder widths shall be as specified elsewhere in this Invitation for Bids.

1.8 Attention: Special Note - Conditioning

The vendor will not be responsible for the initial conditioning of the existing pavement and shoulder surfaces as described in Section 402-3.05 of the NYSDOT Standard Specifications. Patching, joint repair, crack filling and the initial surface cleaning will be done by NYSDOT forces prior to the VPP project. However, once the VPP overlay placement begins, the vendor is responsible for keeping the pavement and shoulders clean until the overlay operations are completed, as per Section 633-3.01 of the NYSDOT Standard Specifications.

1.9 Work Zone Traffic Control

The vendor shall be responsible for Work Zone Traffic Control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications as described herein including modifications to the Standard Specifications. The vendor shall submit a Work Zone Traffic Control Plan for approval to the Resident Engineer at the Pre-Paving Meeting. For two-way roadways, Figures TAST-C1R, TAST-C2R, TAST-C3R, TAST-C4R, TAST-C5R, TAST-C7R, TAST-C1UL, TAST-C2UL, TAST-C3UL, TAST-C4U, TAST-C7UL, TAST-C1UH, TAST-C2UH, TAST-C3UH, and TAST-C7UH included in this document may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, Figures TAST-C5UL, TAST-C6UL, TAST-C8UL, TAST-C5UH, TAST-C6UH, and TAST-C8UH may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, Figures TAST-E1, TAST-E2, TAST-E3, TAST-E4, TAST-E5, TAST-E6, and TAST-E7 may be used as a basis for development of a Work Zone Traffic Control Plan.

All necessary flaggers for Work Zone Traffic Control shall be provided by the vendor. For two-way roadways, a minimum of three flaggers shall be provided while the paving operation is underway. One shall be stationed at each end of the operation and one shall be stationed with the paver. For one-way roadways, a minimum of two flaggers shall be provided while the paving operation is underway. One shall be stationed at the beginning of the operation and one shall be stationed with the paver. The vendor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles or some other means of communication may be used subject to the approval of the Resident Engineer.

All costs for Work Zone Traffic Control including flagging, temporary pavement marking and/or delineation, and construction signs are included in the price per ton. No separate payment shall be made.

Major intersecting roads are defined as through State, County, Town, Village, or City roads. The Contractor may provide Portable signs as shown in Figure 6F-2 of the MUTCD and meeting the requirements of Section 619 of the Standard Specifications for lane closures during work hours. Signs left active at night shall be rigid and reflectorized in accordance with the Standard Specifications.

With prior permission of the State's Resident Engineer, the contractor may provide portable signs as shown in Figure 6F-2 of the MUTCD for the DO NOT PASS and NO CENTER LINE signs referenced in Section *Special Note - Temporary Pavement Markings*. The contractor shall be responsible for assuring that these signs will be in their upright, visible positions twenty-four hours a day, seven days a week while 2' x 4" temporary yellow markings are used instead of full barrier pavement markings.

(Continues next page)

1.9 Work Zone Traffic Control (Cont'd)

The Contractor shall provide construction signs as specified in Section 619-1 through 619-3 of the Standard Specifications and in the MUTCD. At a minimum, the Contractor shall install the following permanent construction signs.

SIGN	MINIMUM SIZE	LOCATION
ROAD WORK NEXT _____ MILES	<u>G20-1</u> Conventional 36" x 18" Freeways 48" x 24"	On main line upstream of project in each direction.
END ROAD WORK	<u>G20-2</u> Conventional 36" x 18" Freeways 48" x 24"	On main line after end of project in each direction.
ROAD WORK AHEAD	<u>W20-1</u> Conventional 36" x 36" Freeways 48" x 48"	On main line in advance of the affected highway segment in each direction and on major intersecting roads 300 -500 feet in advance of main line. Sign should be covered if it conflicts with temporary signing in the vicinity. (Place between the G20-1 and the first warning sign that states condition- i.e. W8-12, W8-9 or W8-15)
DO NOT PASS	<u>R4-1</u> Conventional 24" x 30"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign at or within 100 feet of the beginning of the unmarked area, second within 1,000 feet and subsequent signs, spaced every ½ mile along project in each direction.
NO CENTER LINE	<u>W8-12</u> Conventional 36" x 36"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign in advance of the condition and the first "DO NOT PASS" sign: 300' urban is preferred (100' minimum), 500' rural is preferred (200' minimum). Place additional signs spaced every 2 miles on mainline in each direction and after every major intersecting road.
LOW SHOULDER	<u>W8-9</u> Conventional 36" x 36" Freeways 48" x 48"	Place on mainline spaced every 2 miles along project in each direction and after every major intersecting road until shoulder back-up is installed (if conditions warrant use, place between the W8-12 and R4-1, maintaining a minimum of 200' between signs for rural roads and 100' on urban. The W8-12 can be moved upstream to accommodate the required spacing).
GROOVED PAVEMENT	<u>W8-15</u> Conventional 36" x 36" Freeways 48" x 48"	On any roadway 500 feet in advance of rebates milled under this contract, but not paved. Remove or cover after paving rebate.

**All signs should maintain an absolute minimum spacing of 200' rural or 100' urban. 500' is preferred on rural and 300' is preferred on urban. Double stacking of any of the above signs, or combination thereof, will NOT be permitted.

1.9.1 Special Note - Temporary Pavement Markings

The contractor shall install and maintain temporary pavement markings on any paved surface without permanent pavement markings before opening it to traffic, before nightfall or before the end of the work day, whichever comes soonest except for areas that are open during the work shift with channelizing devices or flaggers. Temporary pavement markings shall meet the requirements of Section 619 of the Standard Specifications except that two-lane, two-way highways may be left without full barrier centerlines in no passing zones for a maximum of 7 calendar days provided that NO CENTER LINE (W8-12, black on orange), NO PASSING ZONE (W14-3, black on orange pennant shaped sign), and DO NOT PASS (R4-1) signs are used consistent with the MUTCD and in conjunction with yellow 2 foot by 4 inch pavement markings consisting of retro-reflective removable pavement marking tape, paint or yellow temporary overlay markers installed on a 40 ft. cycle to delineate the centerline location.

The State is responsible for the final pavement markings unless otherwise indicated in the contract. If the vendor chooses to install NO CENTER LINE and DO NOT PASS signs and temporary yellow 2 foot by 4 inch pavement markings in lieu of full barrier centerline markings, the signs shall be left in place until the State has completed installing the final pavement markings. The State will normally complete final pavement markings within 7 days of the project completion. However, if unavoidable situations delay the pavement marking installation the signs shall remain in place for 14 calendar days after the project has been completed or until the State has completed installing the final pavement markings, whichever comes first. If permanent pavement marking cannot be installed within 14 days of the project completion, State must install interim pavement marking including center lines, edge lines, stop bars, and simple crosswalks with no hatching before the end of 14 days after project completion.

1.9.2 Hot Mix Asphalt Overlay Splice (Rebate)

The vendor shall install hot mix asphalt overlay splices (pavement terminations) as per the Detail of Hot Mix Asphalt Overlay Splice (see next page). Hot mix asphalt overlay splices shall be installed at the areas indicated in the Location Table for Hot Mix Asphalt Overlay Splices. The cost for sawcutting, milling rebates and cleaning pavement in the splice area shall be included in the price bid per ton of bituminous concrete. Tack coat shall be paid under its own item as specified elsewhere. No separate payments shall be made for hot mix asphalt overlay splices.

Immediately after the hot mix asphalt overlay splices are milled, a temporary asphalt ramp shall be constructed. A cone or drum shall be installed at the ramp. If the rebate is left in place at night a drum equipped with a Type A flashing warning light shall be used and the ramp sloped in accordance with Table 619-1. No separate payment shall be made for the ramps. The cost shall be included in the price bid per ton of bituminous concrete.

Where rebates are milled and ramps are constructed and traffic is to ride on the milled pavement for more than the one work day in which the rebate is milled, GROOVED PAVEMENT signs (W8-15) shall be installed on the right side of the roadway, 500 feet upstream of the rebate location. No separate payment shall be made for the GROOVED PAVEMENT sign. The cost shall be included in the price bid per ton of bituminous concrete.

1.9.3 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Invitation for Bids:

Channelizing Device Spacing Reduction

A maximum channelizing device spacing of 40 feet shall be provided at stationary work sites where workers are exposed to traffic. This spacing shall be maintained a reasonable distance upstream of workers and shall be used throughout the work zone.

Where tapers are located less than 500 feet from the work site, the 40 foot spacing shall be used in the taper as well.

Drums or vertical panels are preferred for long-term stationary and intermediate-term stationary work zones, and at any locations where the risk of intrusion is high. Traffic cones are normally adequate for work zones set up and removed on a daily basis.

In long lane or shoulder closures, at least two channelizing devices shall be placed transversely at maximum 800-foot intervals to discourage traffic from driving through the closed lane. Transversely placed devices are not required where pilot vehicles are in use.

Frequent checks shall be made to reset channelizing devices dislodged by traffic.

Flagger Station Enhanced Setups

Additional cones and a flag tree meeting section 6F.62 of the MUTCD shall be used upstream of flagger stations to provide added warning to drivers. These devices shall be used for flagger stations except those that are constantly moving or are in use at one location for no more than a few minutes. If the W20-7a Flagger sign is required, the additional cones and flag tree shall also be used. If the flaggers move with the paving operation, the vendor shall ensure that appropriate distances are maintained between the flagger sign series, flag tree and the flaggers. The W20-7 flagger sign shall be a minimum of 300 feet and a maximum of 2,000 feet in advance of the flagger. If two or more sets of signs on an approach are used to maintain appropriate distances, when the operation progresses to the point where the next set of flagger warning signs is activated, the original signs shall be deactivated by removal, turning away from traffic or laying them down in a manner that does not pose a roadside hazard for passing vehicles. Only one series of flagger warning signs per approach shall normally be visible to traffic.

For additional details on Flagger Station Enhanced Setups, see Work Zone Traffic Control Drawings in this Invitation for Bids.

1.9.4 Temporary Rumble Strips

Description

This work shall consist of the installation, maintenance and subsequent removal of temporary rumble strips in paving work zones where indicated in the Invitation for Bids or as directed by the Engineer.

Materials

Rumble strips shall be either constructed in place from a raised strip of asphalt concrete or constructed in place with removable pavement marking tape.

Raised removable tape rumble strips shall be formed by applying four layers of removable black non-reflectORIZED removable pavement marking tape. The tape shall be applied to a clean, dry pavement surface in accordance with the manufacturer's recommendations. The pavement surface shall be cleaned with compressed air just prior to application of the tape.

Raised asphalt rumble strips shall be formed from hot mix asphalt meeting the requirements of Items 402.058903 or 402.098903. Tack coat meeting the requirements of Item 407.0102 Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

Temporary rumble strips shall be placed in a succession of three 6 Strip Patterns according to the attached "Suggested Layout Details - Temporary Rumble Strips". Each strip shall be placed on 10-foot centers and traversing the full width of each travel lane. On curbed roadways, rumble strips shall end a minimum of 3 feet from the curb so as to not interfere with drainage. Rumble strips shall be between 6 inches and 9 inches in width and have a final compacted thickness of 0.4 inches \pm 0.1 inches.

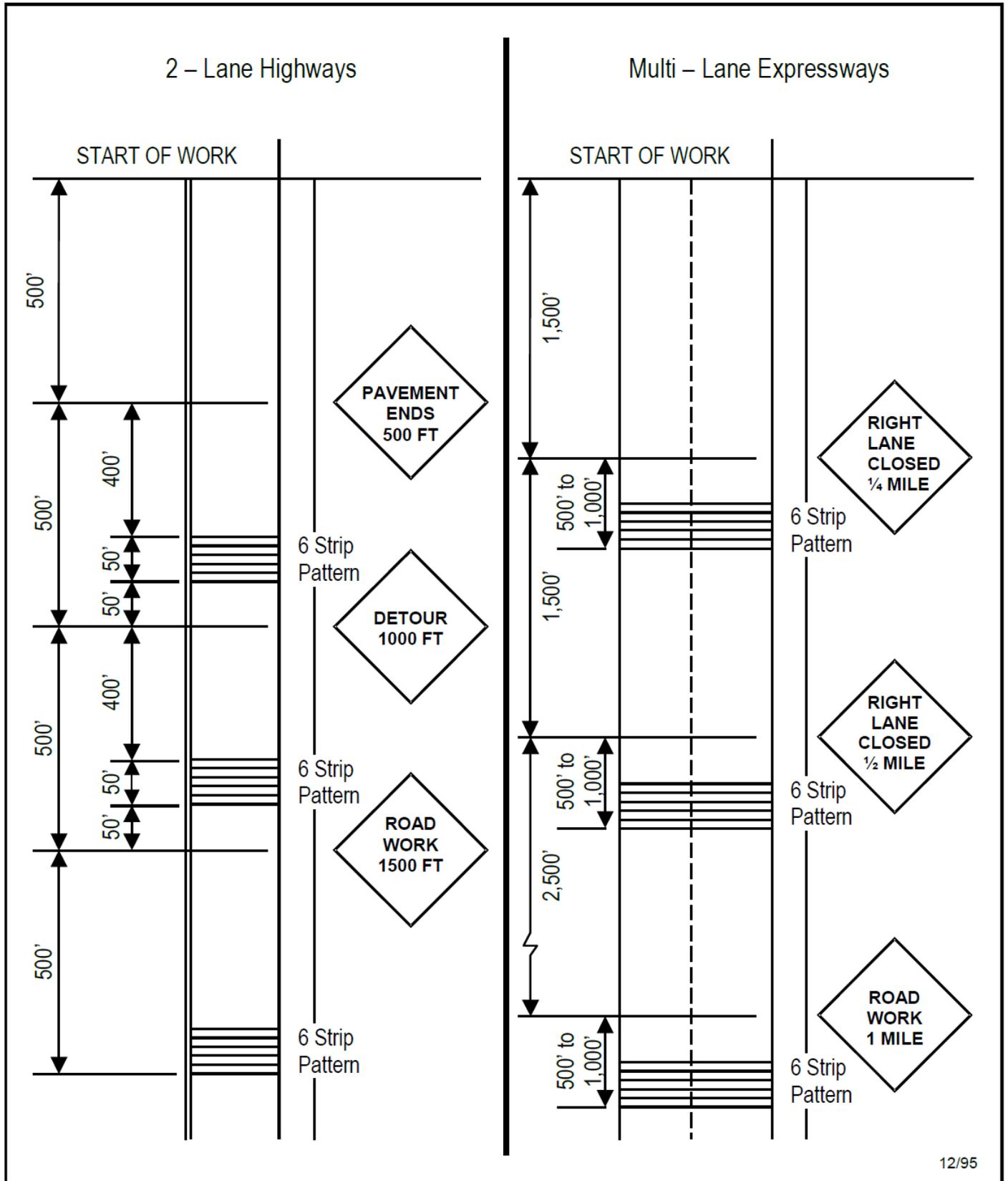
Any raised rumble strips that fail to adhere to the pavement, or become damaged or flattened such that, in the opinion of the Engineer, they are no longer performing their intended function, shall be replaced or repaired by the Contractor to the satisfaction of the Engineer. Any associated damage to the pavement shall also be repaired by the Contractor to the satisfaction of the Engineer. These replacements or repairs shall be made at no additional expense to the Purchasing Agency.

When directed by the Engineer, (e.g., prior to the start of the winter plowing season), or prior to the placement of successive pavement courses, the Contractor shall completely remove the rumble strips from the pavement. Rumble strips shall be removed upon completion of work and concurrently with the removal of other temporary traffic control signs and devices. Any pavement that is damaged in the process of removing the rumble strips shall be repaired by the Contractor to the satisfaction of the Engineer at no additional expense to the Purchasing Agency.

Basis of Payment

All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton. No separate payment shall be made.

Suggested Layout Details -- Temporary Rumble Strips



1.10 Contract Bonds

The Contractor shall provide the State with a Labor and Materials Bond from a Surety Company listed on the U.S. Department of the Treasury listing of Approved Sureties (Treasury Department Circular 570) and licensed to do business in New York State, and with a minimum rating by A.M. Best of (A-) in the “best’s Key Rating Guide”. Treasury Department Circular 570 can be found on the U.S. Department of the Treasury website at www.fms.treas.gov/c570/index.html.

The Contractor shall procure and deliver the bond to the State at the Pre-Paving Meeting referenced in Section *Pre-Paving Meeting* and shall maintain it at its own expense and without expense to the State during the Contract and until three months after the OGS contract ending date. If the contract is extended, the Labor and Materials Bond shall be extended until three months after the new contract ending date. The Surety Company shall append a statement of its financial condition and a copy of the resolution authorizing the execution of Bonds by the officers of the Company to the bond.

1.10.1 Labor and Material Bond

The Contractor shall provide a bond in the form prescribed by the Commissioner of the New York State Department of Transportation (NYSDOT), shown in the NYSDOT Standard Specification for Design and Construction, Sub-Section 103-08 Sample Form of Labor and Material Bond, with sufficient sureties, approved by said Commissioner, guaranteeing prompt payment of monies due all persons supplying the Contractor with labor and materials employed and used in carrying out the contract, which bond shall inure to the benefit of the persons supplying such labor and materials. The amount of the Labor and Material Bond shall be 100% of the amount of the total contract bid price.

1.10.2 Labor and Material Bond Example

See the sample Labor and Materials Bond language below.

S A M P L E (page 1 of 2)

103-08 SAMPLE FORM OF LABOR AND MATERIAL BOND

KNOW ALL PERSONS BY THESE PRESENTS, that _____
(Name of Contractor)

(Address)
(hereinafter called the "Principal") and the

_____ a corporation created and existing under the laws of the State of _____ having its principal office in the City of _____ (hereinafter called the "Surety"), are held and firmly bound unto the People of the State of New York (hereinafter called the "State") by and through its Department of Transportation (hereinafter called the "Department"), in the full and just sum of [Total Contract Bid Price or the "A Portion" of Total Contract Bid Price Dollars (\$.....)] good and lawful money of the United States of America, for payment of which said sum of money, well and truly to be made and done, the said Principal binds itself, its heirs, executors and administrators, successors and assigns, and the said Surety binds itself, its successors and assigns jointly and severally, firmly by these presents:

WHEREAS, said Principal has entered into a certain written contract, on the ____ day of _____, 20____ with the Department of Transportation, 50 Wolf Road, Albany, New York 12232.

(Project Description)

In the county/counties of which constitutes Contract No. NOW, THEREFORE, the condition of this obligation is such, that if the said Principal shall promptly pay all monies due to all persons furnishing labor or materials to it or its SubContractors in the prosecution of the work provided for in said contract, then this obligation shall be void, otherwise to remain in full force and effect; Provided, however, that the Comptroller of the State of New York having required the said Principal to furnish this bond in order to comply with the provisions of Section 137 of the State Finance Law, all rights and remedies on this bond shall inure solely to such persons and shall be determined in accordance with the provisions, conditions and limitations of said Section to the same extent as if they were copied at length herein; and Further, provided, that the place of trial of any action on this bond shall be in the county in which the said contract was to be performed, or if said contract was to be performed in more than one county then in any such county, and not elsewhere.

IN TESTIMONY WHEREOF, the said Principal has hereunto set his/her (their, its) hand and the said Surety has caused this instrument to be signed by its authorized officer, the day and year above written.

Signed and delivered ____ day of _____ 20____ in the presence of

_____)

(Company)

By _____) Principal

(Signature)

_____)

(Title)

_____)

(Company)

By _____) Surety

(Signature)

_____)

(Title of Authorized Officer)

(The Surety Company shall append a single copy of a statement of its financial condition and a copy of the resolution authorizing the execution of Bonds by officers of the Company to the bond(s).

S A M P L E (page 2 of 2)

103-08 SAMPLE FORM OF LABOR AND MATERIAL BOND

(Acknowledgment of principal, unless it be a corporation)

STATE OF NEW YORK ss. :

COUNTY OF _____

On this ____ day of _____ 20 ____, before me personally came _____ to me known and known to me to be the person described in and who executed the foregoing instrument and acknowledged that he/she executed the same.

Notary Public

(Acknowledgment of principal, if a corporation)

STATE OF NEW YORK ss. :

COUNTY _____

On this ____ day of _____ 20 ____, before me personally came _____ to me known and known to me to be the person, who being by me duly sworn, did depose and say that he/she resides in _____ that he/she is the _____ of the _____ the corporation described in and which executed the foregoing instrument; and that he/she signed his/her name thereto by order of the Board of Directors of said Corporation.

Notary Public

(Acknowledgment of Surety Company)

STATE OF NEW YORK ss. :

COUNTY OF _____

On this ____ day of _____ 20 ____, before me personally came _____ to me known and known to me to be the person, who being by me duly sworn, did depose and say that he/she resides in _____ that he/she is the _____ of the _____ the corporation described in the foregoing instrument; and that he/she signed his/her name thereto by order of the Board of Directors of said Corporation.

Notary Public

State Of New York Office of the Attorney General

I hereby approve the foregoing contract and bond as to form and manner of execution.

SECTION 2: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS)

2.1 Funding Source

The following projects will be funded by **Federal Aid**:

Projects 360301, 360371, 360397, 360398, 360399, 5V2011, 5V2012, 5V2013, 5V2021, 5V2031, 5V2041, 5V2042, 6V1933, 6V2011, 6V2014, 6V2015, 6V2043, 6V2045, 6V2048, 6V2113, 6V2114, 6V2131, 6V2215, 7V2013, 7V2014, 7V2016, 7V2021, 7V2022, 7V2023, 7V2024, 7V2025, 7V2031, 7V2041, 7V2042, 7V2043, 7V2044, 7V2052, 7V2053, 7V2054, 7V2055, 7V2056, 7V20W3, 7V20W4, 7V22W1, 7V23W1, 9V2011, 9V2042, 9V2051, 9V2063, 9V2082, and 9V2083.

The following projects will be 100% **State funded**:

Projects 1V2041, 1V2081, 360355, 360376, 7V2032, and 7V2051.

2.2 Project Locations

The specific locations for all projects listed in this Invitation for Bids can be found in Attachment 1 - *Pricing*.

2.3 Special Note - Coordination with Cold Recycling Projects

Prior to HMA overlay, Projects 1V2041, 360301, 360355, 6V2045, 6V2215, and 9V2042 involve cold recycling and Projects 5V2041, 6V1933, 6V2043, 7V2013, 7V2016, and 9V2063 involve heater scarification through separate contractor(s). These VPP overlay projects require that the paving contractor coordinates their work with the corresponding cold recycling/ heater scarification contractor to allow required curing period before placing the HMA overlay as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

2.4 Special Note – PG Binder and Mix Design Level

2.4.1 PG 64S-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use a **PG 64S-22** (Standard) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. Terminal Blend Crumb Rubber modifier may be used for this PG binder.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of polyphosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures under this contract. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project may be modified with CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meetings

(Continues next page)

2.4.2 PG 64V-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use polymer or Terminal Blend Crumb Rubber modified **PG 64V-22** (Very High) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. In addition, the binder grade must also meet the **elastomeric** properties as indicated by one of the following equations for %R_{3.2}:

1. For $J_{nr3.2} \geq 0.1$, $\%R_{3.2} > 29.371 * J_{nr3.2}^{-0.2633}$
2. For $J_{nr3.2} < 0.1$, $\%R_{3.2} > 55$

Where: R_{3.2} is % recovery at 3.2 kPa

J_{nr 3.2} is the average non-recoverable creep compliance at 3.2 kPa.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of polyphosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures under this contract. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project will be modified with polymer or CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meetings.

2.4.3 PG 64H-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use a **PG 64H-22** (High) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. Terminal Blend Crumb Rubber modifier may be used for this PG binder.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of poly-phosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures containing limestone, limestone as an aggregate blend component, limestone as a constituent in crushed gravel aggregate, or recycled asphalt pavement (RAP) that includes any limestone. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project may be modified with CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meetings.

2.4.4 PG 64E-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt (HMA and WMA) items in this contract as outlined in Section *Superpave Hot Mix Asphalt Design Criteria* table.

PG Binder

Use polymer or Terminal Blend Crumb Rubber modified **PG 64E-22** (Extreme) meeting the requirements of AASHTO M 332, *Standard Specification for Performance Graded Asphalt Binder using Multiple Stress Creep Recovery (MSCR)*, for the production of hot mix asphalt mixtures for this project. In addition, the binder grade must also meet the **elastomeric** properties as indicated by one of the following equations for %R_{3.2}:

1. For $J_{nr3.2} \geq 0.1$, $\%R_{3.2} > 29.371 * J_{nr3.2}^{-0.2633}$
2. For $J_{nr3.2} < 0.1$, $\%R_{3.2} > 55$

Where: R_{3.2} is % recovery at 3.2 kPa
J_{nr 3.2} is the average non-recoverable creep compliance at 3.2 kPa.

When terminal blend CRM PG binder is used, the following shall apply:

- Crumb rubber particles shall be finer than #30 sieve size.
- The CRM PG binder shall be storage-stable and homogeneous.
- The Dynamic Shear Rheometer (DSR) shall be set at 2-mm gap.
- The CRM PG binder shall be 99% free of particles retained on the 600 µm sieve as tested in accordance with Section 5.4 of M 332.

Use of poly-phosphoric acid (PPA) to modify the PG binder properties is prohibited for mixtures containing limestone, limestone as an aggregate blend component, limestone as a constituent in crushed gravel aggregate, or recycled asphalt pavement (RAP) that includes any limestone. This prohibition also applies to the use of PPA as a cross-linking agent for polymer modification.

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the HMA items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Hot Mix Asphalt Design Criteria* table.

Note: The PG binder for this project will be modified with polymer or CRM additives to meet the requirements stated above. Handling of the HMA shall be discussed at the pre-paving meeting.

2.5 Special Note – Optional Use of Warm Mix Asphalt (WMA) Technologies

The contractor has the option of using an Approved WMA Technology in the production of all 402, *Hot Mix Asphalt (HMA)* items, except *SUPERPAVE HMA with Ice Retardant* items, *Waterproofing Bridge Deck HMA* items, and *Paver-Placed Surface Treatment* items, at no additional cost to the State.

If the contractor chooses to use a WMA technology, the provisions of §401 and §402 shall apply including the following:

1. Use an approved technology appearing on the Approved List for *Technologies for Warm Mix Asphalt*. Design a mixture using a WMA Technology in accordance with MM 5.16, *Superpave Hot Mix Asphalt Mixture Design and Mixture Verification Procedure*. At a minimum, a one-point verification of the mixture's volumetric properties is acceptable for the following situations:
 - When the WMA mix design is based on an existing Production Status HMA mix design.
 - When the WMA mix design is based on, and utilizes a different WMA technology than, an existing Production Status WMA mix design.
2. Comply with the latest manufacturer's "Production, Testing, and Compaction Details" from the Approved List for incorporating the WMA technology. Test specimens may be made from plant produced or laboratory prepared WMA. Test specimens must be made from plant produced WMA if adding the WMA technology in the lab does not simulate the production process. The Regional Materials Engineer (RME) may require a State representative be present during the fabrication and testing. Submit the WMA design to the RME for review and verification at least 14 calendar days before production, including:
 - Name of WMA technology and the target dosage rate.
 - If using an additive other than water,

- Submit a MSDS for the additive.
 - Submit either enough of the additive for the laboratory mix design verification, or the additive pre-blended in the PG Binder at the correct dosage. If the additive is not pre-blended into the PG Binder, include directions for properly incorporating the additive into the laboratory made mixture.
 - Prior to the submission of any mix design, contact the RME to determine if there is an increased concern regarding the mixture’s moisture susceptibility based on the WMA technology and/or the type of aggregate being used, or the performance of similar mixes. The RME may require AASHTO T 283 moisture susceptibility test results, meeting a minimum Tensile Strength Ratio (TSR) of 80%, as part of the mix design submission.
3. Submit Production Quality Control Plan revisions incorporating the WMA technology if not previously submitted.
 4. For 80 Series Compaction Method, complete all breakdown roller passes before the mat temperature falls below 230° F, unless approved by the Director, Materials Bureau.
 5. When the asphalt mixture is being placed over a Sheet-Applied Waterproofing Membrane, maintain a minimum delivery temperature in accordance with the Material Detail Sheets prepared by the membrane manufacturer.

2.6 Special Note - Rail Road Involvement in Federal Funded Projects

Bidders are advised that there may be active at-grade railroad crossings within the limits of projects in this Invitation for Bids. The following at-grade railroad crossings have been identified, but there may be others within the limits of these projects that have not been identified:

Project Number	County	Route	Rail Road Name	Location
7V2021	Franklin	3	Adirondack RR	RM 3 7205 1029
7V2042	Lewis	812	Genesee Valley Transportation RR, Lowville & Beaver River (Subdivision)	RM 812 7401 1102
7V2043	Lewis	812	Genesee Valley Transportation RR, Mohawk Adirondack & Northern Rail (Subdivision)	RM 812 7401 1008
7V2054	St. Lawrence	310	CSX RR	RM 310 7501 1002
9V2063	Delaware	30	Delaware & Ulster Railroad	RM 30 9301 1446

At the identified at-grade crossings, and any other active at grade railroad crossings encountered on the projects in this Invitation for Bids, the contractor shall conduct its work and handle the equipment such that no part of any material or equipment shall foul a track, catenary, electrical facility or signal facility. A track is fouled when any object is brought within 7.62 M (25') of the centerline of the track or the nearest point of a rail road’s catenary, electrical facility or signal facility.

2.7 Special Note - Rail Road Involvement in 100% State Funded Projects

Bidders are advised that there may be active at grade railroad crossings within the limits of projects in this Invitation for Bids. The following at grade railroad crossings have been identified, but there may be others within the limits of these projects that have not been identified:

Project Number	County	Route	Rail Road Name	Location
7V2051	St. Lawrence	37C	CSX RR	RM 37C 7510 1050 RM 37C 7510 1055

(Continued next page)At the identified at grade crossings, and any other active at grade railroad crossings encountered on the projects in this Invitation for Bids, the contractor shall coordinate with the corresponding Rail Road as per follows:

Coordination with Railroad(s)

The Contractor shall note that this project may require close coordination with a railroad and railroad protective flagging services

DESCRIPTION

The Contractor shall conduct its work and handle its equipment such that no part of any material or equipment shall foul a track, catenary, electrical facility or signal facility without written permission from the chief engineer of the railroad company(s) affected. A track is fouled when any object is brought within 7.62 M (25') of the centerline of the track or the nearest point of a railroad's catenary, electrical facility or signal facility.

CONSTRUCTION DETAILS

In the event the Contractor's work does foul a railroad facility the Contractor shall obtain a permit in order to enter railroad property and to cover the costs of the railroad's force account services. The Contractor will not be allowed to enter onto the railroad's property to perform contract work, nor will the railroad provide services occasioned by the Contractor's operations unless the Contractor notifies the Railroad and receives the railroad's prior approval. A railroad will not provide any services necessitated by the Contractor's operations until the permit is obtained. These railroad's costs will include but may not be limited to costs incurred by the railroad to provide flaggers, spotters, engineering services, administrative services, construction inspection, or other labor, material or equipment necessary to provide a safe environment for both the Contractor's and Railroad's forces.

The Contractor is advised that a railroad may not be able to provide flag persons on a daily basis due to the railroad's operational necessities. The Contractor shall coordinate and schedule his construction activities with the railroad's engineer no later than two weeks prior to the start of the work, in consultation with the State's Engineer-in-Charge, so that a workable schedule can be formulated and agreed upon. In addition to the above, the Contractor shall also comply with the current Standard Specifications §105-09 WORK AFFECTING RAILROADS.

BASIS OF PAYMENT

All costs incurred by the contractor to comply with the requirements in this Special Note shall be included in the price bid per ton of bituminous concrete. No extra payment shall be made.

2.8 Special Note – Asphalt Pavement Joint Adhesive

The vendor shall apply Asphalt Pavement Joint Adhesive to all longitudinal and transverse construction joints prior to placing asphalt mixture in order to provide bonding with newly laid pavement. Joint adhesive shall be placed in accordance with the NYSDOT Standard Specifications. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the vendor's operations shall be the vendor's responsibility.

All cost for Asphalt Pavement Joint Adhesive shall be included in the prices per ton of bituminous concrete. No separate payment shall be made.

SECTION 3: PROJECTS - SPECIAL NOTES (NYSDOT REGION 1)

3.1 Holiday Restrictions – Region 1 Projects

All Region 1 Projects shall follow the following holiday restrictions:

There shall be no temporary lane closures permitted on the following dates:

6:00 am Friday, May 22, 2020 thru 6:00 am Tuesday, May 26, 2020 - (Memorial Day Holiday)

6:00 am Thursday, July 2, 2020 thru 6:00 am Monday, July 6, 2020 - (July 4th Holiday)

6:00 am Friday, September 4, 2020 thru 6:00 am Tuesday, September 8, 2020 - (Labor Day Holiday)

6:00 am Friday, October 9, 2020 thru 6:00 am Tuesday, October 13, 2020

6:00 am Wednesday, November 25, 2020 thru 6:00 am Monday, November 30, 2020 - (Thanksgiving Holiday)

6:00 am Thursday, December 24, 2020 thru 6:00 am Monday, January 4, 2021 – (Christmas/New Year Holiday)

3.2 Pilot Vehicle – Region 1 Projects

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as paving is done and rolled, controlled traffic may be permitted thereon. For Region 1 projects in this Invitation for Bids, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around paving work at a speed not to exceed 15 mph. The pilot vehicles shall be equipped with construction signs meeting the requirements of Section 6F.58 of the Manual of Uniform Traffic Control Devices and a rotating amber beacon:

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36”x 18”	ON BACK OF PILOT VEHICLES

The pilot vehicle shall have the name of the Contractor prominently displayed.

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per ton of bituminous concrete. No separate payment shall be made. **The use of the pilot shall be as ordered by the Resident Engineer.**

3.3 Paving Operations – Region 1 Projects

Paving operations shall progress in the opposite direction of traffic when paving on Cold Recycled roadways. This provision may only be waived by the Region 1 Materials Engineer, and this waiver will be rescinded if damage to the top course occurs.

3.4 Moisture Susceptibility Testing – Region 1 Projects

Any HMA mix design where the primary aggregate component by weight is granite or crushed gravel will be subject to moisture susceptibility testing by the producer during design, unless this requirement is waived by the RME. Tensile Strength Ratio (TSR) testing may be required by the RME when there is a change to the asphalt binder source.

Moisture susceptibility will be determined by calculating the TSR of each specimen according to AASHTO T 283, Resistance of Compacted Asphalt Mixtures to Moisture-Induced Damage, except as modified in Section VI.D. of NYSDOT Materials Method 5.16.

If the TSR of the HMA gyratory specimens is less than 80%, as required in AASHTO M 323, corrective action is required. Corrective action to improve the moisture susceptibility of the HMA mixture can include the use of anti-strip additives or blending of other aggregate materials to reduce the proportion of granite or gravel aggregates in the mix. When corrective action is necessary, any changes made to the design must be noted on the Job Mixture Formula (JMF), and all other volumetric and mechanical properties must be evaluated for compliance with NYSDOT Materials Method 5.16 using a one-point design. The results must be reported to the RME prior to production.

3.5 Paving Markings – Region 1 Projects

It shall be the Contractor’s responsibility to inventory and document the existing pavement marking patterns prior to milling and/or resurfacing and submit to the Engineer a copy of the inventory prior to beginning work. The Contractor shall be responsible for completing all layout work necessary for the installation of all final pavement markings. If the original markings are obliterated, the contractor shall contact the Resident Engineer for guidance on their location.

3.6 Non-Vibratory Rolling – Region 1 Projects

Contractor shall use non-vibratory rolling over any bridge structure, large culvert or known utility within the project limits or as ordered by the engineer in charge.

3.7 HMA Pavers – Spreading and Finishing Requirement

The Contractor shall provide a paver(s) capable of spreading and finishing courses of HMA plant mix material in lane widths, shoulders, or similar construction applicable to the specified typical section and thicknesses shown on the plans. In addition, the speed of the paver must remain constant to ensure a uniform thickness of the course (mat) being placed. The speed of the paver must match the production rate of the HMA plant, proposed HMA rollers and to the thickness and width of the course (mat) being placed. The **MAXIMUM PAVER SPEED allowed will be and 35 feet per minute.**

Note: The Contractor should be prepared to discuss at the HMA Pre-Pave Meeting the paver speed and the maximum paver speed for the project based the plant production rate, rollers(s) speed and course (mat) thickness being placed.

3.8 Project 1V2041 – Rensselaer County

Site Specific Lane Closure Restrictions:

- There shall be no temporary lane closures permitted during the 2020 Schaghticoke Fair, specific dates TBD. (Bidders Note: The Schaghticoke Fair ran from August 28 thru September 2 in 2019).

Item **402.058903 (Shim Course)** is being utilized at an average thickness of ½”. Region 1 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.068303, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890218 included in the currently active OGS centralized contract Group 31502, Award 23148 - Comprehensive Bituminous Concrete (Hot Mix Asphalt and Cold Patch) (All State Agencies and Political Subdivisions).

The following intersections shall be paved approximately 75 feet from the edge of the mainline in each direction:

Location	Roadway Width
Riverview Drive	80
Requate Road	55
Cumo Road	60
Johnsonville Road – east	50
Bridge Street	30
Johnsonville Road – west	55
School Street	30
Ryan Gross Road	60
Marpe Road	120

3.9 Project 1V2081 – Washington County

Site Specific Lane Closure Restrictions:

- Coordinate lane closures with Route 149 Culvert Closure, scheduled in 2020. EIC is Moon Tse, and Construction Supervisor is Stan Remancus.

Item 402.058903 (Shim Course) is being utilized at an average thickness of ½”. Region 1 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.068303, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.038902118 included in the currently active OGS centralized contract Group 31502, Award 23148 - Comprehensive Bituminous Concrete (Hot Mix Asphalt and Cold Patch) (All State Agencies and Political Subdivisions). OGS HMA FOB Contract, Comprehensive Bituminous Concrete.

Intersections shall be paved following the mainline edge of pavement. Rebates shall be cut based upon the estimated intersecting road width below:

Location	Roadway Width
Baker Road	30
Blood Street	25
Baker Road	25
Baker Road	25
Oatman Lane	25
Hulett Road	40
Lily Pond Road	32
Lee Road	45
Taylor Hill Road	30
County Route 28	80
County Route 27	2 @ 30
Beecher Road	40
Bridge over the Indian River	2 @ 30
@ Route 22	80
Dick Hill Road	46
Conety Road	40
Searles Road	35
Honey Hill Lane	50
Dodge Hill Road	25
Dodge Hill Road	30

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3)

4.1 Holiday and Event Restrictions – Region 3 Projects

All Region 3 Projects shall follow the following holiday restrictions:

There shall be no temporary lane closures permitted on the following dates:

- 6:00 am Friday, May 22, 2020 thru 6:00 am Tuesday, May 26, 2020 - (Memorial Day Holiday)
- 6:00 am Thursday, July 2, 2020 thru 6:00 am Monday, July 6, 2020 - (July 4th Holiday)
- 6:00 am Friday, September 4, 2020 thru 6:00 am Tuesday, September 8, 2020 - (Labor Day Holiday)
- 6:00 am Wednesday, November 25, 2020 thru 6:00 am Monday, November 30, 2020 - (Thanksgiving Holiday)

2020 ADDITIONAL TEMPORARY LANE/SHOULDER CLOSURE RESTRICTIONS FOR OTHER HOLIDAYS AND/OR SPECIAL EVENTS

There shall be no temporary lane or shoulder closures permitted during the following special events on the roadways designated below:

Project 360301, Route 221 (Central New York Maple Festival). Beginning 6:00 am Saturday, April 18, 2020 ending 6:00 am Monday, April 20, 2020.

Onondaga County Projects 360355 and 360371: Route 20 & Route 80 (Syracuse Nationals). No pavement marking paint work only. Beginning 6:00 am Friday, July 17, 2020 ending 6:00 am Monday, July 20, 2020.

Projects 360355 and 360371: Route 20 & Route 80 (Lafayette Apple Festival). Beginning 6:00 am Saturday, October 10, 2020 thru 6:00 am Monday, October 12, 2020.

4.2 Pilot Vehicle – Region 3 Projects

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as paving is done and rolled, controlled traffic may be permitted thereon. For Region 3 projects in this Invitation for Bids, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around paving work at a speed not to exceed 15 mph. The pilot vehicles shall be equipped with construction signs meeting the requirements of Section 6F.58 of the Manual of Uniform Traffic Control Devices and a rotating amber beacon:

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36"x 18"	ON BACK OF PILOT VEHICLES

The pilot vehicle shall have the name of the Contractor prominently displayed.

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per ton of bituminous concrete. No separate payment shall be made. **The use of the pilot shall be as ordered by the Resident Engineer.**

4.3 Region 3 Projects

State Forces will perform initial sweeping of milled surfaces. It is the Contractor’s responsibility to ensure the surface is clean prior to paving and sweep if necessary, before and during paving operation. Payment for sweeping shall be included in the price bid per ton for the HMA. No separate payment shall be made.

4.4 Project 360301 – Cortland County

This project requires cold recycling prior to paving. The cold recycling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the recycling contractor, in order to minimize the time between both jobs.

Paving operations shall progress in the opposite direction of traffic when paving on Cold Recycled roadways. This provision may only be waived by the Region 3 Materials Engineer, and this waiver will be rescinded if damage to the top course occurs.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving contractor at 25' from the mainline shoulder in accordance with the rebate table of widths.

4.5 Project 360355 – Onondaga County

This project requires cold recycling prior to paving. The cold recycling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the recycling contractor, in order to minimize the time taken.

Paving operations shall progress in the opposite direction of traffic when paving on Cold Recycled roadways. This provision may only be waived by the Region 3 Materials Engineer, and this waiver will be rescinded if damage to the top course occurs.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving contractor at 25' from the mainline shoulder in accordance with the rebate table of widths.

Coordination will be required between the paving contractor and the and the contractor for Project 360371 at the Route 20 Rebate.

4.6 Project 360371 – Onondaga County

This project requires cold milling prior to paving. The cold milling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time taken.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving contractor at 25' from the mainline shoulder in accordance with the rebate table of widths. The State will be production milling the mainline and shoulder under a separate contract. The paving contractor will be responsible to mill and pave the intersecting side roads from the edge of previously milled shoulder where the State does mainline and shoulder production milling to the end of the rebate 25 feet from the edge of shoulder on the side road locations listed in the rebate table. Intersections will not be milled under the separate contract. The paving contractor will be milling more than just a rebate under the contract to tie in the milled mainline elevation to the side road rebate elevation.

Coordination will be required between the paving contractor and the and the contractor for Project 360355 at the Route 80 Rebate.

4.7 Project 360376 – Oswego County

This project requires production milling prior to paving. The production milling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time taken.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving contractor at 25' from the mainline shoulder in accordance with the rebate table of widths. The State will be production milling the mainline and shoulder under a separate contract. The paving contractor will be responsible to pave the intersecting side roads from the edge of previously milled shoulder where the State does mainline and shoulder production milling to the end of the rebate 25 feet from the edge of shoulder on the side road locations listed in the rebate table. Intersections will not be milled under the separate contract. The paving contractor will be milling more than just a rebate under the contract to tie in the milled mainline elevation to the side road rebate elevation.

4.8 Project 360397 – Cayuga County

This project requires production milling prior to paving. The production milling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time taken.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving contractor at 25' from the mainline shoulder in accordance with the rebate table of widths. The State will be production milling the mainline and shoulder under a separate contract. The paving contractor will be responsible to mill and pave the intersecting side roads from the edge of previously milled shoulder where the State does mainline and shoulder production milling to the end of the rebate 25 feet from the edge of shoulder on the side road locations listed in the rebate table. Intersections will not be milled under the separate contract. The paving contractor will be milling more than just a rebate under the contract to tie in the milled mainline elevation to the side road rebate elevation.

4.9 Project 360398 – Cayuga County

This project requires production milling prior to paving. The production milling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time taken.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving contractor at 25' from the mainline shoulder in accordance with the rebate table of widths. The State will be production milling the mainline and shoulder under a separate contract. The paving contractor will be responsible to mill and pave the intersecting side roads from the edge of previously milled shoulder where the State does mainline and shoulder production milling to the end of the rebate 25 feet from the edge of shoulder on the side road locations listed in the rebate table. Intersections will not be milled under the separate contract. The paving contractor will be milling more than just a rebate under the contract to tie in the milled mainline elevation to the side road rebate elevation.

4.10 Project 360399 – Seneca County

This project requires production milling prior to paving. The production milling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time taken.

All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving contractor at 25' from the mainline shoulder in accordance with the rebate table of widths. The State will be production milling the mainline and shoulder under a separate contract. The paving contractor will be responsible to mill and pave the intersecting side roads from the edge of previously milled shoulder where the State does mainline and shoulder production milling to the end of the rebate 25 feet from the edge of shoulder on the side road locations listed in the rebate table. Intersections will not be milled under the separate contract. The paving contractor will be milling more than just a rebate under the contract to tie in the milled mainline elevation to the side road rebate elevation.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5)

5.1 General Special Note – Region 5 Projects

The paving operations shall be progressed in a segment by segment basis. No longitudinal paving joints shall be allowed at the end of the work day. The segments shall be based on the Contractor’s daily work capacity and shall not end within an intersection.

5.2 Effective PG Binder Content – Region 5 Projects

1. **9.5 HMA Mixture Design:** The mixture design shall be formulated in accordance with Materials Method 5.16. Additionally, the mixture shall meet the minimum effective asphalt, P_{be} , in the table below. The P_{be} shall be calculated using the specific gravities of aggregates tested within 14 days prior to production.

Minimum Effective AC	
Aggregate SG, G_{sb}	P_{be}
2.250 to 2.274	6.2
2.275 to 2.324	6.1
2.325 to 2.374	6.0
2.375 to 2.424	5.9
2.425 to 2.474	5.8
2.475 to 2.524	5.7
2.525 to 2.574	5.6
2.575 to 2.624	5.5
2.625 to 2.674	5.4
2.675 to 2.724	5.3
2.725 to 2.774	5.2
2.775 to 2.824	5.1
2.825 to 2.874	5.0
2.875 to 2.924	4.9
2.925 to 2.974	4.8
2.975 to 3.024	4.7
3.025 to 3.074	4.6

2. **Mixture Production:**
 - a. At no point, shall the mixture be produced below the design asphalt content with a production tolerance of 0.1%. If the design asphalt content falls below the allowable target, the subplot will be given a QAF of 1.00 or less, and necessary changes shall be made to the production to meet the target.
 - b. The effective asphalt shall be calculated for every subplot during production. If the effective asphalt falls below the minimum, the subplot will be given a QAF of 1.00 or less.

5.3 Moisture Susceptibility Testing – Region 5 Projects

The Contractor will be required to submit to the Regional Material Engineer (RME) AASHTO T-283 moisture susceptibility test results prior to production of HMA Top Course. The results shall be a minimum Tensile Strength Ratio (TSR) of 80%. If the asphalt binder source is changed after being tested for moisture susceptibility, the mixture may require testing again at the RME's discretion. The NYSDOT may sample and test the above mixture during production to verify the moisture susceptibility requirement is met. If the results do not meet the production requirement (minimum TSR of 80%), the producer will need to take corrective action. If during production, the TSR test results fall below 70%, the RME will immediately suspend production for this project according to Section 105, Control of Work, and Section 106, Control of Material, of the Standard Specifications.

5.4 Dust (Minus 0.075 mm Aggregate) to Effective PG Binder Content Ratio – Region 5 Projects

In addition to AASHTO T283 testing, the NYSDOT will verify the Contractor’s Dust (Minus 0.075 mm Aggregate) to Effective PG Binder Content Ratio during production. The minus 0.075 mm material will be determined using washed aggregate analysis and the ratio result shall be within the limits of 0.8 to 1.6.

5.5 Polymer Modified PG Binder – Region 5 Projects

All Region 5 Projects require the use of Polymer Modified (64V-22) PG Binder.

5.6 Pavement Markings – Region 5 Projects

It shall be the contractor's responsibility to inventory and document the existing pavement marking patterns prior to milling and/or resurfacing and submit to the Engineer a copy of the inventory prior to beginning work. The contractor shall be responsible for completing all layout work necessary for the installation of all final pavement markings. If the original markings are obliterated, the contractor shall contact the Resident Engineer for their location.

5.7 Abrading Existing Pre-Formed & Epoxy Pavement Markings – Region 5 Projects

The Contractor shall remove any pre-formed and epoxy pavement markings. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the Contractor's operations shall be the Contractor's responsibility. Waste material generated by the abrading operation shall be cleaned up and disposed of by the contractor. When the contractor abrades the existing pre-formed and epoxy pavement markings, the contractor shall place temporary pavement markings as specified elsewhere in this Invitation for Bids under Work Zone Traffic Control, unless the HMA will be placed the same day as the markings are abraded. The contractor shall make every effort to expeditiously place the HMA in areas where the markings have been abraded. Under no circumstances will temporary pavement markings be allowed for more than five calendar days in areas where markings are abraded. In this event, the contractor shall be required to place full pavement markings at no cost to the State. During the abrading operation, traffic shall be controlled by the contractor in accordance with Work Zone Traffic Control requirements included herein. The contractor shall submit a proposed Work Zone Traffic Control Plan to the Resident Engineer for approval. The plan may be based on the Work Zone Traffic Control drawings included in this Invitation for Bids. Payment for abrading shall be included in the price bid per ton for the HMA. No separate payment shall be made.

5.8 Milled Surfaces – Region 5 Projects

State Forces will perform initial sweeping of milled surface. It is the Contractor's responsibility ensure the surface is clean prior to paving and sweep if necessary, before and during paving operation. Payment for sweeping shall be included in the price bid per ton for the HMA. No separate payment shall be made.

5.9 Time Restrictions – Region 5 Projects

All Region 5 Projects shall follow the time restrictions outlined in the "Work Zone Traffic Control - for Design/Construction on State Highways in Region 5" available on the NYSDOT website or through the Regional Transportation Systems Operations group.

5.10 Project 5V2011 – Cattaraugus County

This project will begin just east of the natural area at the existing pavement joint in both eastbound and westbound directions.

The acceleration and deceleration lanes for the rest are included in the quantity and end at both the existing pavement joints on the on and off ramps.

This project will end at the existing pavement joint on the west side of Exit 24.

As part of this contract, the contractor is required to install Milled In Audible Roadway Delineators, (MIARDS) for the full length of the project in accordance with Item 649.01 and NYS Standard Sheet 649-02. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid price per ton of HMA

5.11 Project 5V2012 – Cattaraugus County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. Milling of the pavement will be done under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize time between milling and paving.

The Contractor is advised that Centerline Audible Roadway Delineators (CARDs) exist throughout the project limits and will be removed by the proposed milling operation. The Contractor is required to record the existing locations of CARDs and re-establish them, after the completion of paving, in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of

all associated work, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid price per ton of HMA.

5.12 Project 5V2013 – Cattaraugus County

This project will begin at BIN 1062681/ 1062682 area at the existing pavement joint with the concrete deck in both eastbound and westbound directions.

The acceleration and deceleration lanes for the Exit 16 off/on ramps included in the quantity and end at the existing pavement joints on the on and off ramps.

This project will end at the existing pavement joint @ BIN 1062700 EB & WB directions.

As part of this contract, the contractor is required to install Milled In Audible Roadway Delineators, (MIARDS) for the full length of the project in accordance with Item 649.01 and NYS Standard Sheet 649-02. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid price per ton of HMA

5.13 Project 5V2021 – Chautauqua County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. Milling of the pavement will be done under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize time between milling and paving.

5.14 Project 5V2031 – Erie County

This project will begin at the pavement joint just west of NY 325 and ends at the pavement joint just west of Delaware Rd.

In addition to the main line there will be minor intersection paving at NY 325 up to the entire crosswalk width, East Park Dr. up to the entire crosswalk width, Linde Driveway Entrance up to the entire crosswalk width, NY 265 approx. 80' from the northern pavement edge projection and 45' from the southern pavement edge projection, Elmwood Ave. up to the entire crosswalk width on both the north and south legs, and NY 384 up to the entire crosswalk width on both the north and south legs.

All median turnarounds shall be included in the overlay.

The roadway will be micro-milled by a separate contract, that is not included under this Invitation for Bids, under BIN 7045860 – CSX over NY 324 prior to the 1" overlay. Schedule coordination for this work will be required.

The roadway contains epoxy pavement markings. See NYSDOT Region 5 Special Notes in this contract regarding abrading of the pavement markings prior to overlay.

5.15 Project 5V2041 – Erie County

This contract begins on the southside of the intersection of New Oregon road and ends at US 62. Quantity is included to pave around the radius at 62 to the shoulder edge line.

5.16 Project 5V2042 – Erie County

This project will begin on the westside of the intersection of Duerr/ Murphy Road.

The project will end at the NY 240/277 Intersection with 952J.

Prior to overlay the pavement will receive a Heater Scarification under a separate contract that is not included under this Invitation for Bids. The overlay cannot be placed until the treatment is complete. Contractor coordination will be needed for scheduling.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6)

6.1 Special Note – Region 6 Projects

No work shall be permitted, to minimize travel delays associated with major holidays, during the following periods:

6:00 am Friday, May 22, 2020 thru 6:00 am Tuesday, May 26, 2020 - (Memorial Day Holiday)

6:00 am Thursday, July 2, 2020 thru 6:00 am Monday, July 6, 2020 - (July 4th Holiday)

6:00 am Friday, September 4, 2020 thru 6:00 am Tuesday, September 8, 2020 - (Labor Day Holiday)

The Region requests all Preconstruction paperwork be submitted electronically as pdf files to Karen.Patterson@dot.ny.gov prior to the preconstruction meeting, or all documentation be brought to the Preconstruction meeting electronically as pdf files on a CD or USB “thumb” drive that will not be returned to the contractor.

Paint with beads is the only option permitted in Region 6 for temporary and interim pavement markings, unless approved on a case by case basis by the Resident Engineer. Offset the centerline temporary/interim pavement markings so that the permanent markings will cover up the temporary/interim markings, as follows: 8” centerline offset for 2 lane roads, 6” centerline offset for multi-lane roadways.

A reminder that per Code Rule 753, a “Dig Safe” ticket shall be submitted for each project notifying of “...the movement or removal...of pavement...”. Some of these utilities may request “no vibratory rolling” for a distance up to 100’ over interstate/intercontinental gas/petroleum transverse crossings. Contractors can visit the following website to view whether there is a likelihood for these utilities in the project limits:

<https://www.npms.phmsa.dot.gov/> and then click the NPMS public map viewer link and follow the instructions.

The following projects shall be completed no later than July 15, 2020: 6V2014, 6V2015, 6V2113 and 6V2114.

All other Region 6 HMA projects shall be completed no later than October 31, 2020. A schedule reflecting this shall be submitted before start of work to the Region’s ARDO, Karen Patterson, for approval.

HMA Overlay Splices (Rebates):

All Region 6 hot mix asphalt overlay splices (pavement terminations) shall be installed as per NYSDOT Standard Sheet 402-01 issued under EB 08-036.

All stockpile, spoils, and clean-out sites need to be preapproved by the Regional Maintenance Environmental Coordinator, Ruth Hart, prior to use.

The following bridges are within the project limits and are not to receive the HMA treatment:

Project Number	BIN/CIN	Reference Marker
6V2011	1062201/1062202	17-6103-2152
	1061671/1061672	17-6103-2157
	1062221/1062222	17-6103-2189
6V2014	1045450	305-6102-1037
6V2015	1012480	17-6103-1246
	1012490	17-6103-1254
	1012500*coordinate membrane installation	17-6103-1274
	1012510	17-6103-1283
6V2045	1096440*coordinate membrane installation	36-6401-1170
	1023510	36-6401-1190
	1023520	36-64011209
	1023530	36-6401-1219
6V2048	1061651/1061652	17-6404-4037
	1062181/1062182	17-6404-4038
	1028621/1028622	17-6404-4040
	1061911/1061912	17-6404-4045
6V2113	1015320	19A-6101-1036
6V2114	1061660	19-6101-1224
	1015000	19-6101-1226
6V2215	1029420	70-6101-1020
	1029430	70-6101-1025

6.2 Project 6V2011 –Allegany County

The price bid per ton shall include the cost of abrading edge lines on this interstate project. The EB off and WB on ramps at Exit 30 are also to be paved. The contractor should be aware that a project on the structure carrying County Route 20 over I86 may need to be coordinated with as well.

6.3 Project 6V2014 – Allegany County

The area between RM 305-6102-1060 +/- and 1066 +/- will be cold milled under a different contract. The intent is to place 1” of Item 402.096303 in this area. This may require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time taken.

6.4 Project 6V2015 – Allegany County

BIN 1012500 will receive a waterproof membrane prior to paving. Purchase and installation of the waterproof membrane will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and Region 6 Bridge Maintenance in order to minimize the time taken.

6.5 Project 6V2045 – Steuben County

BIN 1096440 will receive a waterproof membrane prior to paving. Purchase and installation of the waterproof membrane will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and Region 6 Bridge Maintenance in order to minimize the time taken.

6.6 Project 6V2048 – Steuben County

All 8 ramps at the Exit 34 interchange are to be paved under this contract. A 0.60 cl mile section of SR 36 at this interchange will be milled under a different contract but paved under this project. This may require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time between milling and paving.

6.7 Project 6V2215 – Steuben and Allegany Counties

The area between RM 70-6101-1029 and 1021 will be cold milled under a different contract. The intent is to place 1” of Item 402.068303 in this area. This may require coordination between the awarded paving contractor under this contract and the milling contractor, in order to minimize the time between milling and paving.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7)

The following Special Notes for Region 7 Projects shall supersede any other sections of this Award or the Standard Specifications referenced herein.

7.1 Special Work Zone Traffic Control – Pilot Vehicle – Region 7 Projects

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as HMA is applied and rolled, controlled traffic may be permitted thereon. For Region 7 VPP projects in this solicitation, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around paving work at a speed not to exceed 15 mph. The pilot vehicles shall be equipped with G20-4 “PILOT CAR FOLLOW ME” signs meeting the requirements of Sections 6F.58 and 6C.13 of the Manual on Uniform Traffic Control Devices. The delineation of the closed lane (cone placement) as required by Section 619-3.02J of the Standard Specifications shall be evaluated by the Resident Engineer based on the traffic control plan presented by the Contractor and, after consultation with the Regional Traffic Safety & Mobility Office, a determination will be made as to what will be required on the project. **Daytime lane closures may be used in lieu of pilot vehicles on controlled access highways as deemed appropriate by the Resident Engineer at the time of preconstruction meeting.**

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36”x 18”	ON BACK OF PILOT VEHICLES

The pilot vehicle shall have the name of the Contractor prominently displayed.

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per ton for the bituminous concrete. No separate payment shall be made.

7.2 Vibratory Compaction Restrictions for Projects within Village/City Limits

Due to the age and proximity of the existing buildings and underground facilities, **no vibratory compaction will be allowed for the following projects within village/city limits (see list below).** Oscillation Compaction will be allowed for these projects. The Contractor must demonstrate to the Resident Engineer that the proposed roller(s) will compact with a lateral drum movement and meet the requirements of 402-3.07 Compaction.

Projects: 7V2014, 7V2021, 7V2024, 7V2032, 7V2042, 7V2043, 7V2052, 7V2053, 7V2056, 7V22W1

7.3 Project 7V2041 - Lewis County

Parking Area/Snow Plow Turnaround Requirements:

The following locations shall be included in the paving limits for the respective projects. Locations are found within the Reference Markers shown below:

PIN 7V2041 – RM 12 7405 1045

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9)

8.1 Special Notes – Region 9 Projects

All Region 9 projects in this solicitation are Warm Mix Asphalt (WMA) projects. WMA specifications can be found in Attachment 10.

Projects Paving operations shall progress in the opposite direction of traffic when paving on Cold Recycled roadways. This provision may only be waived by the Region 9 Materials Engineer, and this waiver will be rescinded if damage to the top course occurs.

Item 404.05890108 (Shim Course) is being utilized at an average thickness of ½” to ¾”. Region 9 is requiring the use of either:

- 6.3 asphalt top course mix meeting the requirements of 404.06830309, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 404.05890108 for this contract only)
- Misc. Patching WMA mix meeting the requirements of Item 402.03890218 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete. This mix must utilize WMA technology in the mix design.

8.2 Project 9V2011 - Broome County

This project shall be milled prior to the overlay. The milling will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the milling contractor, in order to schedule the project to minimize traffic riding on the milled surface. The contractor shall sweep ahead of the tack coat operation to ensure a clean surface. The cost of this work shall be incorporated in the cost per ton of asphalt pavement, no separate payment shall be made for this operation.

8.3 Project 9V2042 - Delaware County

This project shall be cold-in-placed recycled prior to the overlay. The cold-in-placed recycled will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the cold-in-placed contractor, in order to minimize the time between cold-in-placed recycling and paving. The contractor shall sweep ahead of the tack coat operation to ensure a clean surface. The cost of this work shall be incorporated in the cost per ton of asphalt pavement, no separate payment shall be made for this operation.

8.4 Project 9V2051- Otsego County

No work can be performed between Memorial Day and Labor Day. All work must be performed outside of this time frame.

8.5 Projects 9V2082 & 9V2083- Tioga County

These projects shall be completed by August 31, 2020.

SECTION 9: SUPERPAVE HOT MIX ASPHALT

9.1 Superpave Hot Mix Asphalt Design Criteria

Design criteria for SUPERPAVE Hot Mix Asphalt Items for projects contained in the Invitation for Bids can be found in Attachment 12 – *Superpave Hot Mix Asphalt Tables*.

NOTE: Please Section 2.4 Special Notes – PG Binder and Mix Design Level

9.2 Project Dimensions

Project Dimensions for projects contained in the Invitation for Bids can be found in Attachment 12 – *Superpave Hot Mix Asphalt Tables*.

9.3 Rebates Table

Rebates for projects contained in the Invitation for Bids can be found in Attachment 12 – *Superpave Hot Mix Asphalt Tables*.