Attachment 10

Special Notes – NYSDOT Specific Projects

Bituminous Concrete Asphalt Mixtures (2023 VPP NYSDOT Specific Projects) (State & Federal Funds)

IFB# 23292

SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES)

1.1 Material Descriptions

The following are the material descriptions of Superpave Asphalt Mixture items and tack coat items that may be included in this contract:

MATERIAL DESIGNATION	DESCRIPTION
404.017901	Truing & Leveling F9, Asphalt, 70 Series Compaction
404.018901	Truing & Leveling F9, Asphalt, 80 Series Compaction
404068101	6.3 F1 Top Course Asphalt, 80 Series Compaction
404.068201	6.3 F2 Top Course Asphalt, 80 Series Compaction
404.068301	6.3 F3 Top Course Asphalt, 80 Series Compaction
404.095101	9.5 F1 Top Course Asphalt, 50 Series Compaction
404.095201	9.5 F2 Top Course Asphalt, 50 Series Compaction
404.096101	9.5 F1 Top Course Asphalt, 60 Series Compaction
404.096201	9.5 F2 Top Course Asphalt, 60 Series Compaction
404.096301	9.5 F3 Top Course Asphalt, 60 Series Compaction
404.097101	9.5 F2 Top Course Asphalt, 70 Series Compaction
404.097201	9.5 F2 Top Course Asphalt, 70 Series Compaction
404.097301	9.5 F3 Top Course Asphalt, 70 Series Compaction
404..098101	9.5 F1 Top Course Asphalt, 80 Series Compaction
404.098201	9.5 F2 Top Course Asphalt, 80 Series Compaction
404.098301	9.5 F3 Top Course Asphalt, 80 Series Compaction
404.125101	12.5 F1 Top Course Asphalt, 50 Series Compaction
404.125201	12.5 F2 Top Course Asphalt, 50 Series Compaction
404.126101	12.5 F1 Top Course Asphalt, 60 Series Compaction
404.126201	12.5 F2 Top Course Asphalt, 60 Series Compaction
404.126301	12.5 F3 Top Course Asphalt, 60 Series Compaction
404.127101	12.5 F1 Top Course Asphalt, 70 Series Compaction
404.127201	12.5 F2 Top Course Asphalt A, 70 Series Compaction
404.127301	12.5 F3 Top Course Asphalt, 70 Series Compaction
404.128101	12.5 F1 Top Course Asphalt, 80 Series Compaction
404.128201	12.5 F2 Top Course Asphalt, 80 Series Compaction
404.128301	12.5 F3 Top Course Asphalt, 80 Series Compaction
404.198901	19.0 F9 Binder Course Asphalt, 80 Series Compaction
404.258901	25.0 F9 Binder Course Asphalt, 80 Series Compaction
404.058901	Shim Course F9, Asphalt
404.000011	Plant Production Quality Adjustment to Asphalt Items
404.000021	Pavement Density Quality Adjustment to Asphalt Items
404.000031	Joint Density Quality Adjustment to Asphalt Items
404.06820409	6.3 F2 Top Course Asphalt with Polymer Fiber, 80 Series Compaction
407.0102	Diluted Tack Coat
407.0103	Straight Tack Coat
407.01040009	Track-less Tack Coat

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

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 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 (04/21). 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 asphalt pavement surfaces to be overlaid in this contract (and to all 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 ofthe 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, 404-3 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 404-3.05 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.

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

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, NYSDOT 619 Standard Sheets 619-307, 619-308, 619-309, 619-312 and 619-314 included in this document may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan. NYSDOT 619 Standard Sheets can be found at https://webapps.dot.ny.gov/part-ii-619-standard-sheets.

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 thepaver. 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.

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.

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

1.9 Work Zone Traffic Control (Cont'd)

SIGN	MINIMUM SIZE	LOCATION
ROAD WORK NEXT_ MILES	G20-1 Conventional 36" x 18" Freeways 48" x 24"	On main line upstream of project in each direction.
END ROAD WORK	G20-2 Conventional 36" x 18" Freeways 48" x 24"	On main line after end of project in each direction.
ROAD WORK AHEAD	W20-1 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	R4-1 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	W8-12 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	W8-9 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	W8-15 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.

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

1.9 Work Zone Traffic Control (Cont'd)

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 Asphalt Mixture Overlay Splice (Rebate)

The vendor shall install asphalt mixture overlay splices (pavement terminations) as per the Detail of Hot Mix Asphalt Mixture Overlay Splice (see next page). Asphalt Mixture overlay splices shall be installed at the areas indicated in the Location Table for Asphalt Mixture 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 asphalt mixture overlay splices.

Immediately after the asphalt mixture overlay splices are milled, a temporary asphalt mixture 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 madefor the ramps. The cost shall be included in the price bid per ton of bituminous concrete.

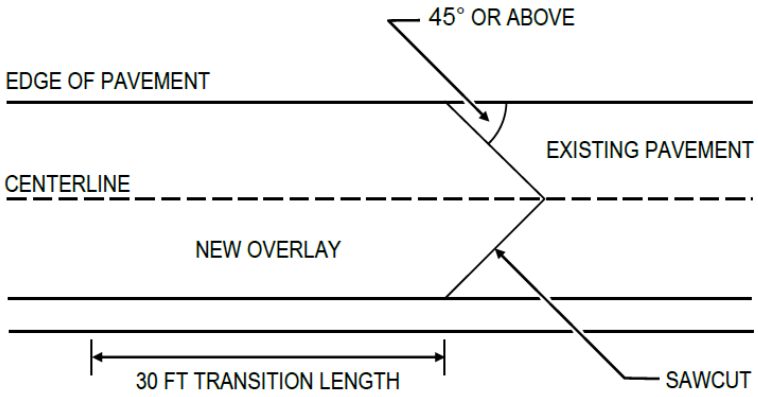
Where rebates are milled and ramps are constructed and traffic is to ride on the milled pavement for more than the one work day in which the rebate is milled, GROOVED PAVEMENT signs (W8-15) shall be installed on the right side of the roadway, 500 feet upstream of the rebate location. No separate payment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

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

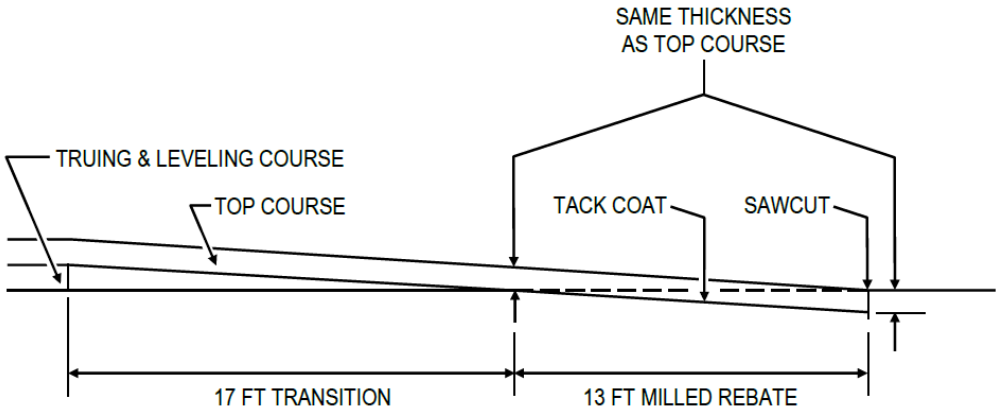
1.9 Work Zone Traffic Control (Cont'd)

1.9.2 Asphalt Mixture Overlay Splice (Rebate)(Cont'd)

DETAIL OF HOT MIX ASPHALT OVERLAY SPLICE



PLAN



SECTION

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

1.9 Work Zone Traffic Control (Cont'd)

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.

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

1.9 Work Zone Traffic Control (Cont'd)

1.9.4 Temporary Rumble Strips (Cont'd)

Raised asphalt rumble strips shall be formed from asphalt mixture meeting the requirements of Items 404.058901 or 404.098901. 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 45°F 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

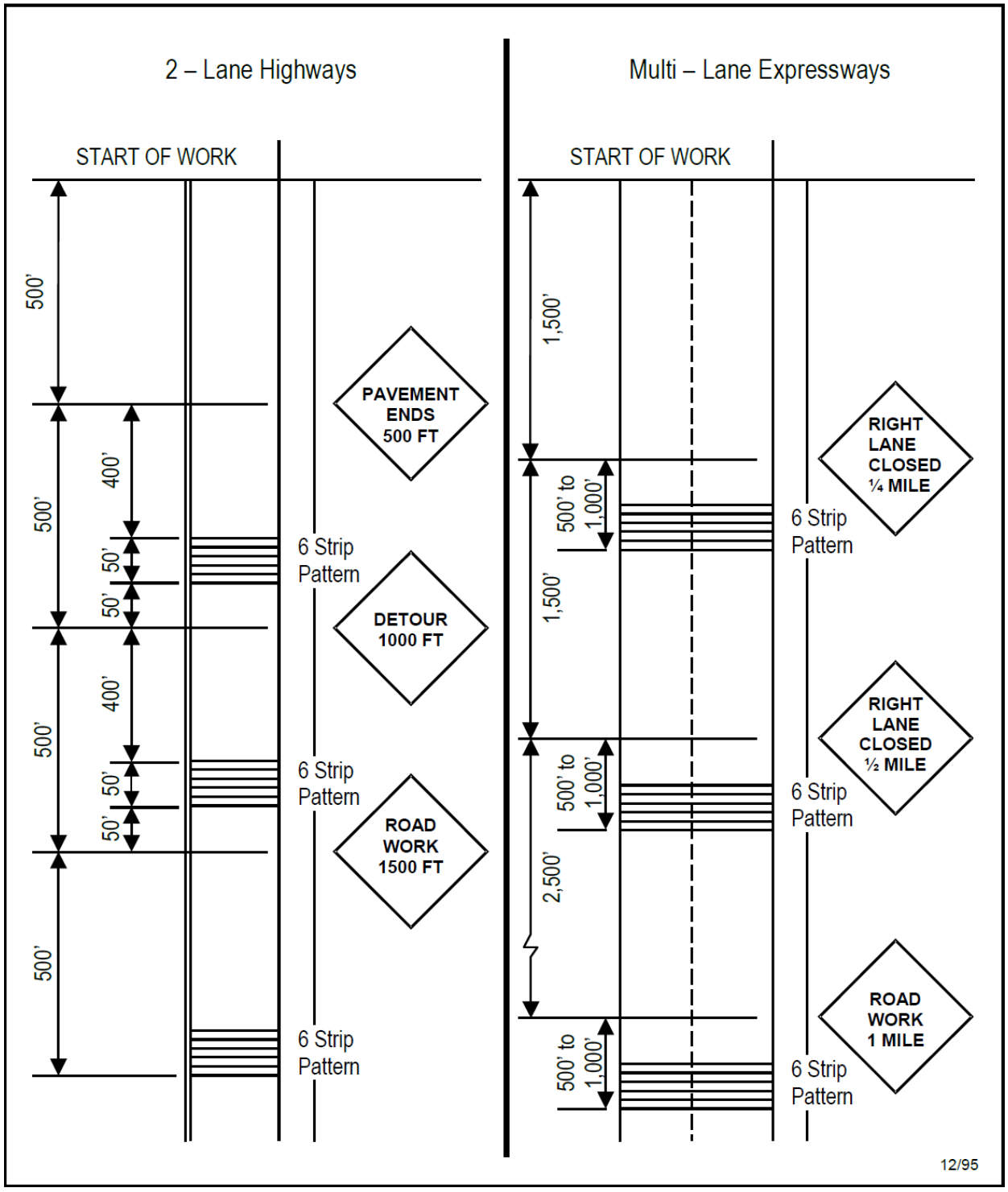
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton. No separate payment shall be made.

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

1.9 Work Zone Traffic Control (Cont'd)

1.9.4 Temporary Rumble Strips (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

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 found on the next 2 pages.

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

1.10 Contract Bonds (Cont'd)

1.10.2 Labor and Material Bond Example (Cont'd)

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 PriceDollars ($)] 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).

SECTION 1: PROJECTS - SPECIAL NOTES (ALL NYSDOT REGIONS) (Cont'd)

1.10 Contract Bonds (Cont'd)

1.10.2 Labor and Material Bond Example (Cont'd)

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 _____tome 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 _____tome 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 5V2321, 5V2322, 5V2331, 6V2310, 6V2320, 6V2321, 6V2322, 6V2330, 6V2331, 6V2332, 6V2333, 7V2311, 7V2343, 7V2352, 7V2353, 7V2354, 7V2363, 7V2464, 9V2321, 9V2341, and 9V2362.

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

Projects 1V2311, 1V2312, 1V2341, 1V2351, 1V2381, 1V2382, 5V2311, 5V2332, 5V2341, 5V2342, 5V2351, 5V2352, 7V2321, 7V2322, 7V2323, 7V2341, 7V2342, 7V2351, and 7V2364.

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 or Heater Scarification Projects

Prior to asphalt mixture overlay, Projects 1V2311, 1V2341, 1V2381, 9V2321, and 9V2341 involve cold recycling and Projects 7V2322, and 7V2323 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 contactor to allow required curing period before placing the asphalt mixture overlay as well asto 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 404 Asphalt Mixture items in this contract as outlined in Section *Superpave Asphalt Mixture 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 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:

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

2.4 Special Note – PG Binder and Mix Design Level (Cont'd)

2.4.1 PG 64S-22 (Cont'd)

- 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 Asphalt Mixture items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Asphalt Mixture 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 Asphalt Mixture shall be discussed at the pre-paving meetings.

2.4.2 PG 64V-22

Requirements of this note apply to all Section 402 and Section 404 Asphalt Mixture items in this contract as outlined in Section *Superpave Asphalt Mixture 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 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.

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

2.4 Special Note – PG Binder and Mix Design Level (Cont'd)

2.4.2 PG 64V-22 (Cont'd)

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the Asphalt Mixture items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Asphalt Mixture 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 Asphalt Mixture shall be discussed at the pre-paving meetings.

2.4.3 PG 64H-22

Requirements of this note apply to all Section 404 Asphalt Mixture items in this contract as outlined in Section *Superpave Asphalt Mixture 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 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 Asphalt Mixture items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Asphalt Mixture 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 Asphalt Mixture shall be discussed at the pre-paving meetings.

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

2.4 Special Note – PG Binder and Mix Design Level (Cont'd)

2.4.4 PG 64E-22

Requirements of this note apply to all Section 404 Asphalt Mixture items in this contract as outlined in Section *Superpave Asphalt Mixture 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 asphalt mixtures for this project. In addition, the binder grade must also meetthe **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

Jnr 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 Asphalt Mixture items that are appropriate for an Estimated Traffic Level as noted in Section *Superpave Asphalt Mixture 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 Asphalt Mixture shall be discussed at the pre-paving meeting.

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

2.5 Special Note - Railroad 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	RAILROAD NAME	LOCATION
5V2311	Cattaraugus	98	Owner – Southern Tier Extension RR Authority Operator – Western New York & Penn	RM 98 5101 1123
5V2352	Niagara	425	CSXT	RM 425 5401 2059

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 railroad 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.

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

2.6 Special Note – Asphalt Pavement Joint Adhesive

The vendor shall apply Asphalt Pavement Joint Adhesive to all longitudinal and transverse construction joints including any curb and gutter faces 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 holiday restrictions listed below:

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

- 6:00 am Friday, May 26, 2023, thru 6:00 am Tuesday, May 30, 2023 –(Memorial Day Holiday)
- 6:00 am Friday, June 30, 2023, thru 6:00 am Wednesday, July 5, 2023 – (July 4th Holiday)
- 6:00 am Friday, September 1, 2023, thru 6:00 am Tuesday, September 5, 2023 –(Labor Day Holiday)
- 6:00 am Wednesday, November 22, 2023, thru 6:00 am Tuesday, November 28, 2023 –(Thanksgiving 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.

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

3.4 Moisture Susceptibility Testing – Region 1 Projects

Any asphalt 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. 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 tensile strength ratio (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 asphalt 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 asphalt 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 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 Asphalt Pavers – Spreading and Finishing Requirement

The Contractor shall provide a paver(s) capable of spreading and finishing courses of asphalt plantmix 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 asphalt plant, proposed asphalt rollers and to the thickness and width of the course (mat) being placed. The **MAXIMUM PAVER SPEED allowed will be 35 feet per minute.**

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

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

3.8 Project 1V2311 – Albany County

Site Specific Lane Closure Restrictions:

- None

Item **404.058901 (Shim Course)** is being utilized at an average thickness of ½".

Shoulder widths vary from 4' to 10'. Quantities for 404.058901 (Shim Course) and 404.096201 (Top Course) include material to pave 200 ft of gutter.

The first 100 feet North of Route 20 contains kick up gutters in the Northbound and Southbound directions. These gutters will be paved with 404.058901 (Shim Course) and 404.096201 (Top Course). Quantities include material to pave 200 ft of gutter.

The following intersections shall be paved approximately 50 feet from the edge of the mainline in each direction:

LOCATION	ROADWAY WIDTH
Old State Road South	25
Old State Road North	36
Chandler Road	26
Becker Road	39
Osborne Road	80

Centerline Audible Roadway Delineators, (CARDS)

As part of this contract, the contractor is required to install Centerline Audible Roadway Delineators, (CARDS) from RM 1000 to RM 1032 in accordance with Item 649.11 and 649.21 and NYS Standard Sheets 649-03 and 649.04. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, is to be included in the asphalt mixture items. No separate payment will be made. The contractor will have to coordinate the timing of the CARD installation with the centerline striping by state forces.

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

3.9 Project 1V2312 – Albany County

Site Specific Lane Closure Restrictions:

- None

The following intersections shall be paved approximately 50 feet from the edge of the mainline in each direction:

LOCATION	ROADWAY WIDTH
Kendall Avenue	80
Walden Fields Drive	100
Sedgewyck	45
Dalton Court	45
Ferrbank Avenue East	30
Ferrbank Avenue West	44
Fairway Avenue	32
Wellington Road	40
Norse Road	33
Bender Lane	50
Murrlin Road	25
West Poplar Drive	70
Herber Avenue	75

RM 1009 to RM 1017 contains kick up gutters which will be paved 404.096201 (Top Course). Quantities include material to pave the gutter.

Width varies at different locations on the project. From RM 1000 to approximately RM 1005 the width is approximately 24 ft total. At RM 1005 it widens out to approximately 50 ft in width. From RM 1005 to RM 1017 the width is approximately 26 ft total, and from RM 1017 to 1018 the roadway is approximately 40 ft in width with curb.

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

3.10 Project 1V2341 – Rensselaer County

Site Specific Lane Closure Restrictions:

- None

Item **404.058901 (Shim Course)** is being utilized at an average thickness of ½". Region 1 is requiring the use of:

- 6.3 Asphalt Mix meeting the requirements of 404.068301, 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 404.058901 for this contract only).
- Miscellaneous Patching Asphalt Mix meeting the requirements of Item 404.03890218 included in Attachment 11 – *Detailed Specifications.*

The following intersections shall be paved approximately 50 feet from the edge of the mainline in each direction:

LOCATION	ROADWAY WIDTH
Rt 22 RM 1407-1237	50
Route 346	30
Rabbitt College	30
Route 7 (South)	120
Route 7 (North)	50
Route 22 Bridge at Hoosic River	26

Cold Milling by the Paving Contractor and Coordination:

The paving contractor will be responsible for production cold milling within the project limits. The paving contractor will production mill the pavement on Route 22 in the Town of Hoosick at two locations: One from just South of Bovie Hill Road (RM 1290+/-) to the Hoosic River Bridge (RM 1294+/-), approximately 0.45 CL miles (9,000SY). And the other, approximately 3,000 square yards at the intersection of Route 22 and Route 7 (RM 1263-64+/-). End limits of the milling may be field adjusted by the engineer in charge. The production cold milling includes milling a total estimated 12,000 square yards at a milling depth of 2.0".

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

3.10 Project 1V2341 – Rensselaer County (Cont'd)

The Paving contractor shall coordinate their paving schedule such that the milled surface is not left open to traffic for a period longer than ten days. The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor will also remove asphalt and clean around all DI's, manholes and valve boxes. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor will be responsible for trucking and disposal of the milled materials. All disposal locations shall be approved by the Engineer prior to disposal. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall be disposed of in accordance with the provisions of section 107-10 of the Standard Specifications, or as ordered by the Engineer. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirements of Section 619.xx of the Standard Specifications. The costs shall be included in the bid prices for the VPP project. Production cold milling shall be included in the bid cost of the top course asphalt mixture item.

Centerline Audible Roadway Delineators, (CARDS)

As part of this contract, the contractor is required to install Centerline Audible Roadway Delineators, (CARDS) from RM 1237 to RM 1260 and RM 1264 to RM 1294 in accordance with Item 649.11 and 649.21 and NYS Standard Sheets 649-03 and 649.04. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, is to be included in the asphalt mixture items. No separate payment will be made. The contractor will have to coordinate the timing of the CARD installation with the centerline striping by state forces.

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

3.11 Project 1V2351 – Saratoga County

Site Specific Lane Closure Restrictions:

- Monday through Friday - No lane closures from 7AM to 9AM and 3PM to 7PM
- Saturday and Sunday - None

Shim Course:

Item **404.058901 (Shim Course)** is being utilized at an average thickness of ½" over the entire width of the roadway, including the shoulders.

Cold Milling by the Paving Contractor and Coordination:

The paving contractor will be responsible for production cold milling within the project limits. The paving contractor will production mill the pavement on Route 236 from RM 1000 to RM 1025 in the Town of Halfmoon. End limits of the milling may be field adjusted by the engineer in charge. The production cold milling includes milling a total estimated 52,800 square yards at a milling depth of 2.0".

The Paving contractor shall coordinate their paving schedule such that the milled surface is not left open to traffic for a period longer than ten days. The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor will also remove asphalt and clean around all DI's, manholes and valve boxes. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor will be responsible for trucking and disposal of the milled materials. All disposal locations shall be approved by the Engineer prior to disposal. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall be disposed of in accordance with the provisions of section 107-10 of the Standard Specifications, or as ordered by the Engineer. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirements of Section 619.xx of the Standard Specifications. The costs shall be included in the bid prices for the VPP project. Production cold milling shall be included in the bid cost of the top course asphalt mixture item.

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

3.11 Project 1V2351 – Saratoga County (Cont'd)

Rebates at Intersections:

The following intersections shall be paved approximately 50 feet from the edge of the mainline in each direction unless otherwise noted:

LOCATION	ROADWAY WIDTH
Guideboard Road	2 @ 30
Hayner Heights	22
Old Harbor Drive (25' from EOS)	36
Commons Boulevard	22
Pine Lane	22
Knox Boulevard	30
Knox Boulevard	30
Fellows Road	26
Harris Road	28
Hayner Road	30
Betts Lane	20
Falcon Terrace Drive	26
Fellows Road	27
Fellows Road	24

Centerline Audible Roadway Delineators, (CARDS)

As part of this contract, the contractor is required to install Centerline Audible Roadway Delineators, (CARDS) from RM 1000 to 1025 in accordance with Item 649.11 and 649.21 and NYS Standard Sheets 649-03 and 649-04. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, is to be included in the asphalt mixture items. No separate payment will be made. The contractor shall coordinate the timing of the CARD installation with the centerline striping performed by State forces.

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

3.12 Project 1V2381– Washington County

Site Specific Lane Closure Restrictions:

- None

Item **404.058901 (Shim Course)** is being utilized at an average thickness of ½". Region 1 is requiring the use of either:

- 6.3 Asphalt Mix meeting the requirements of 404.068301, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as asubstitution to Item 404.058901 for this contract only).
- Miscellaneous Patching Asphalt Mix meeting the requirements of Item 404.03890218 included in Attachment 11 – *Detailed Specifications.*

The following intersections shall be paved approximately 50 feet from the edge of the mainline in each direction:

LOCATION	ROADWAY WIDTH
RM 1348	38
Town Barn Way	90
County Route 18	50
Beckwith Road	45
County Route 9B	48
County Route 21	45
County Route 9	40
Dewey Road	40
Chapman Road	55
Golf Course Road	40
2@ Bridge over Poultney River	38
Vermont State Line	40

Centerline Audible Roadway Delineators, (CARDS)

As part of this contract, the contractor is required to install Centerline Audible Roadway Delineators, (CARDS) from RM 1325 to RM 1400 in accordance with Item 649.11 and 649.21 and NYS Standard Sheets 649-03 and 649.04. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, is to be included in the asphalt mixture items. No separate payment will be made. The contractor will have to coordinate the timing of the CARD installation with the centerline striping by state forces.

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

3.13 Project 1V2382– Washington County

Site Specific Lane Closure Restrictions:

- None

Item **404.058901 (Shim Course)** is being utilized at an average thickness of ½". Region 1 is requiring the use of either:

- 6.3 Asphalt Mix meeting the requirements of 404.068301, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as asubstitution to Item 404.058901 for this contract only).
- Miscellaneous Patching Asphalt Mix meeting the requirements of Item 404.03890218 included in Attachment 11 – Detailed Specifications.

The following intersections shall be paved approximately 50 feet from the edge of the mainline in each direction:

LOCATION	ROADWAY WIDTH
RM 1325	38
Main Street	53
Park Entrance South	36
Park Entrance North	36
Guilder Hollow Road	62
County Route 23	62
Warren Road	47
Chapin Road South	36
Chapin Road North	28
Whitney Road	60
County Route 17 West	39
County Route 17 East	40
Route 22	120

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5)

4.1 General Special Note – Region 5 Projects

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

4.2 Effective PG Binder Content – Region 5 Projects

9.5 Asphalt 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}	**Pbe**
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

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 sublot 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 sublot during production. If the effective asphalt falls below the minimum, the sublot will be given a QAF of 1.00 or less.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

4.3 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 Asphalt Top Course. The results shallbe a minimum Tensile Strength Ratio (TSR) of 80%. If the asphalt binder source is changed afterbeing 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.

4.4 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.

4.5 Polymer Modified PG Binder – Region 5 Projects

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

4.6 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 also document the existing lane widths and shoulder widths of the existing pavement marking patterns. The contractor shall provide a reference point as part of the marking plan. The contractor shall be responsible for completing all layout work on the roadway necessary for the installation of all final pavement markings including crosswalks, stop bars and hatching if necessary. If the original markings are obliterated, the contractor shall contact the resident engineer for guidance on their location. No separate payment shall be made.

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

The Contractor shall remove any pre-formed and epoxy pavement markings unless the roadway is scheduled to be milled prior to paving. 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 asphalt mixture will be placed the same day as the markings are abraded. The contractor shall make every effort to expeditiously place the asphalt mixture 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 asphalt mixture items. No separate payment shall be made.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

4.8 Time Restrictions – Region 5 Projects

No work/shoulder closure/lane closure shall be allowed on the following Routes during the time restrictions listed:

I-990 Northbound – Audubon Parkway to NY 263 –
No lane closures between 3PM to 6PM

I-990 Northbound (Exit Ramp at NY 263) –
No lane closures between 6AM to 9AM and 3PM to 6PM

I-990 Southbound – NY 263 to North French Road –
No lane closures between 7AM to 9AM

I-990 Southbound – North French Road to Audubon Parkway –
No lane closures between 7AM to 9AM and 4PM to 6PM

4.9 Holiday Restrictions – Region 5 Projects

No work/shoulder closure/lane closure will be allowed from noon Friday until Tuesday 6AM on the following observed holidays:

Victoria Day – Monday May 22nd, 2023
Memorial Day – Monday May 29th, 2023
Juneteenth – Monday June 19th, 2023
Canada Day – Saturday July 1st, 2023
Independence Day – Tuesday July 4th, 2023 (Noon Monday to Noon Wednesday)
Canada Civic Holiday – Monday August 7th, 2023
Labor Day – Monday September 4th, 2023

4.10 Projects with Milling by Paving Contractor – Region 5 Projects

The following list of projects shall include milling operations to be performed by the PavingContractor and shall follow the special note listed here:

PROJECT	ROUTE	LIMITS	ESTIMATED SQUARE YARDS OF MILL ING
5V2311	NY 98	US 219 to NY 16	261,888
5V2321	NY 394	Jamestown to Gerry Levant Road	49,700
5V2332	NY 270	NY 263 to North French Road	33,200
5V2341	NY 16	RM 16 5302 1097 to NY 400	116,200
5V2352	NY 425	Lockport Road to Upper Mountain Road	51,735

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

4.10 Projects with Milling by Paving Contractor – Region 5 Projects (Cont'd)

The Paving contractor shall give 1 week notice to NYSDOT of their planned start date for milling. The Paving contractor shall coordinate their paving schedule such that the milled surface is not left open to traffic for a period longer than 14 calendar days. NYSDOT shall be given a minimum of seven calendar days between milling and the commencement of paving to perform any required work on the milled surface (loops, pavement repairs, etc..). This requirement may be shortened at the discretion of the resident engineer. NYSDOT shall be responsible for work zone and cleanup of their pavement repair operation. The Paving Contractor shall also coordinate with the NYSDOT Maintenance Residency such that any traffic signal loops to be re-installed by a separate contract are installed in between the milling and paving operation. The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor will also remove asphalt and clean around all DI's, manholes and valve boxes. The contractor shall provide the necessary work zones, work zone signage including PVMS boards and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor shall be responsible for pickup of milled material off the roadway from the sweeping operation. The contractor shall maintain the necessary work zone signage throughout the project with regards to milled surfaces as per the special notes in this contract. The contractor will be responsible for trucking and disposal of the milled materials. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall become the property of the Paving Contractor. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirements of Section 619.xx of the Standard Specifications. The costs shall be included in the bid prices for the VPP project. Production cold milling shall be included in the bid cost of the top course asphalt mixture item.

The paving contractor shall be responsible for miscellaneous milling and paving of the side road intersections and rebates at locations listed in the rebate table and the special notes. This work will be included in the bid cost of the top course asphalt mixture item.

4.11 Milled Surfaces on Locations Milled by Other Contractors – Region 5 Projects

State Forces will perform initial sweeping of milled surface. 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 asphalt mixture items. No separate payment shall be made.

4.12 Centerline Audible Roadway Delineators (CARDs) – Region 5 Projects

The contractor shall install CARDs/SHARDs/MIARDs listed in the project specific notes within 10 days of finishing paving. CARDs are to be installed in accordance with Item 649.11 and Standard Sheet 649-03. SHARDs are to be installed in accordance with Item 649.21 and Standard Sheet 649-04. MIARDs are to be installed in accordance with Item 649.01 and Standard Sheet 649-02. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, is to be included in the asphalt mixture items. No separate payment shall be made.

4.13 Rebates – Region 5 Projects

Contractor shall be responsible for milling out a clean edge at all the rebate locations (per the overlay splice (rebate) detail) listed elsewhere in the contract.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

4.14 Project 5V2311 – Cattaraugus County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt mixture overlay.

In addition the main line there will be minor intersection radii paving at all municipal road intersections along the corridor. All municipal road intersections on the project intersecting the main line paving shall be milled and overlayed around the side road radius. Where signal loops are present, the milling and paving limit on side roads shall be to the limits of the loops.

The Contractor shall be responsible for the installation of the final paint/preformed pavement markings in accordance with Section 640 and 688 of the New York State Standard Specifications. All work required to complete this work including Preformed Reflectorized Pavement Stripes for stop bars, crosswalks and hatching, Letters and Symbols shall be included in the bid price for the asphalt item.

This project contains an at-grade railroad crossing. Per the special notes in this contract, the contractor shall be required to obtain the necessary permits from the railroad company in order to mill and pave up to the railroad tracks. All costs incurred as a part of this shall be included in the bid price for the asphalt mixture item.

In order to facilitate the replacement of small culverts by NYSDOT Maintenance Forces, work on this location shall not be allowed to start until August 1st, 2023 at the earliest.

4.15 Project 5V2321 – Chautauqua County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt mixture overlay.

In addition the main line there will be minor intersection radii paving at all municipal road intersections along the corridor. All municipal road intersections on the project intersecting the main line paving shall be milled and overlayed around the side road radius. Where signal loops are present, the milling and paving limit on side roads shall be to the limits of the loops.

The Contractor shall be responsible for the installation of the final paint/preformed and epoxy pavement markings in accordance with Section 640/688 and 685 of the New York State Standard Specifications. All work required to complete this work including Preformed Reflectorized Pavement Stripes for stop bars, crosswalks and hatching, Letters and Symbols shall be included in the bid price for the asphalt mixture item.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

4.16 Project 5V2322 – Chautauqua County

The traveled way, shoulders, and center median turning lanes, when present, will be receive an asphalt mixture overlay.

In addition the main line there will be minor intersection radii paving at all municipal road intersections along the project corridor. All municipal road intersections on the project intersecting the main line paving shall be paved around the side road radius.

This route contains epoxy pavement markings. The contractor shall be responsible for abrading these markings prior to the asphalt mixture overlay and shall follow the special note in this contract. The cost of this work shall be included in the bid price for the asphalt mixture item.

Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 60 5201 1020 to RM 60 5201 1042. As part of this contract, the contractor is required to install the CARDS in accordance with Item 649.11. All work required to complete this work shall be included in the bid price for the asphalt mixture item.

4.17 Project 5V2331 – Erie County

The shoulders will be production milled at full width prior to asphalt overlay. The project will begin North of the bridge over North French and end at the end of the I-990. The asphalt pavement in the Northbound direction from the end of concrete pavement to NY 263 shall also be included in the mill and overlay.

Milled-in Audible Roadway Delineators (MIARDS) shall be installed for the entire length on both the left and right shoulders. As part of this contract, the contractor is required to install the MIARDS in accordance with Item 649.01. All work required to complete this work shall be included in the bid price for the asphalt mixture item.

4.18 Project 5V2332 – Erie County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt mixture overlay. The project will begin at West edge of pavement projection on NY Route 263 and end at the beginning of the driveway to John's Pizza and Subs/Mobil Gas Station just South of North French Road.

The Slip ramp from NY 263 to NY 270 shall also be included in the mill and pave limits.

In addition to the main line there will be minor intersection paving at the intersection of Dodge Road up to where the signal loops end.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

4.19 Project 5V2341 – Erie County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt mixture overlay.

In addition to the main line, there will be minor intersection paving at the intersection of Emery Road up to where the signal loops end.

Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 16 5302 1097 to RM 16 5302 1133. As part of this contract, the contractor is required to install the CARDS in accordance with Item 649.11. All work required to complete this work shall be included in the bid price for the asphalt mixture item.

Secondary Highway Audible Roadway Delineators (SHARDS) shall be installed from RM 16 5302 1097 to RM 16 5302 1133 on both sides of the roadway. As part of this contract, the contractor is required to install the SHARDS in accordance with Item 649.21. All work required to complete this work shall be included in the bid price for the asphalt mixture item.

Any pavement joints located under the area of proposed CARDS and SHARDS shall use a Michigan Wedge joint.

4.20 Project 5V2342 – Erie County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt mixture overlay.

Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 954G 5301 1100 to RM 954G 5301 1049 and from RM 954G 5301 1063 to RM 954G 5301 1071. As part of this contract, the contractor is required to install the CARDS in accordance with Item 649.11. All work required to complete this work shall be included in the bid price for the asphalt item.

The Contractor shall be responsible for the installation of the final paint/preformed pavement markings in accordance with Section 640 and 688 of the New York State Standard Specifications. All work required to complete this work including Preformed Reflectorized Pavement Stripes for stop bars, crosswalks and hatching, Letters and Symbols shall be included in the bid price for the asphalt item.

Any pavement joints located under the area of proposed CARDS and SHARDS shall use a Michigan Wedge joint.

4.21 Project 5V2351 – Niagara County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt mixture overlay. This project will begin just East of Dysinger Road / Akron Road intersection and ends just South of the slip ramp for Eastbound NY 93 at Bunkerhill Road.

In addition to the main line there will be minor intersection radii paving at the intersection of:

- Bunkerhill Road approx. 35' from the Eastern pavement edge of NY 93

Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 93 5401 3035 to RM 93 5401 3054. As part of this contract, the contractor is required to install the CARDS in accordance with Item 649.11. All work required to complete this work shall be included in the bid price for the asphalt mixture item.

The Contractor shall be responsible for the installation of the final paint/preformed pavement markings in accordance with Section 640 and 688 of the New York State Standard Specifications. All work required to complete this work including Preformed Reflectorized Pavement Stripes for stop bars, crosswalks and hatching, Letters and Symbols shall be included in the bid price for the asphalt mixture item.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

4.22 Project 5V2352 – Niagara County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt mixture overlay. This project will begin at the existing pavement joint approx. 100' North of the Northern pavement edge of Lockport Road and ends at the Southern pavement edge of Upper Mountain Road.

In addition to the main line there will be minor intersection radii paving at the ramps of:

- Old Shawnee Road approx. 40' from the Eastern pavement edge of NY 425
- NY 31 approx. 35' from the Eastern pavement edge of NY 425
- NY 31 approx. 45' from the Western pavement edge of NY 425

Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 425 5401 2049 to RM 425 5401 2073. As part of this contract, the contractor is required to install the CARDS in accordance with Item 649.11. All work required to complete this work shall be included in the bid price for the asphalt mixture item.

The Contractor shall be responsible for the installation of the final paint/preformed markings North of NY 31 and final epoxy pavement markings South of NY 31 in accordance with Section 640/688 and 685 of the New York State Standard Specifications. All work required to complete this work including Preformed Reflectorized Pavement Stripes for stop bars, crosswalks and hatching, Letters and Symbols shall be included in the bid price for the asphalt mixture item.

Truing & Leveling course to be placed along NY 425 approx. 65-feet North of NY 31 and 80-feet South of NY 31 will be required for cross slope correction on the NY 425 approaches to the intersection.

This project contains an at-grade railroad crossing. Per the special notes in this contract, the contractor shall be required to obtain the necessary permits from the railroad company in order to mill and pave up to the railroad tracks. All costs incurred as a part of this shall be included in the bid price for the asphalt mixture item.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6)

5.1 Holiday Restrictions – 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 26, 2023, thru 6:00 am Tuesday, May 30, 2023 - (Memorial Day Holiday)
6:00 am Monday, July 3, 2023, thru 6:00 am Wednesday, July 5, 2023 - (July 4th Holiday)
6:00 am Friday, September 1, 2023, thru 6:00 am Tuesday, September 5, 2023 - (Labor Day Holiday)

5.2 Special Note – Region 6 Projects

The Region requests all Preconstruction paperwork be submitted electronically as .pdf files to Gay.Shepard@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.

Region 6 desires a greater placement of Temporary Striping delineation than is required under Section 619 of the NYSDOT Standard Specifications. As outlined below, the following additional quantity/ placement will be required. There is no revisions to the time of placement from the specifications.

Divided Highway Paving Projects:

Temporary Pavement Markings per 619-3.06.A with the following Additions:

- Ticks defining travel lanes changed to 4' long instead of 2' long.
- Placement of channelizing devices per section 619-3.02.J.3 along edge of pavement for the duration commencing at beginning of milling and/or paving operations and left in place until full permanent pavement markings are in place.

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.

Paving Contractor will be responsible to Abrade all epoxy special pavement markings before overlay no separate payment will be made.

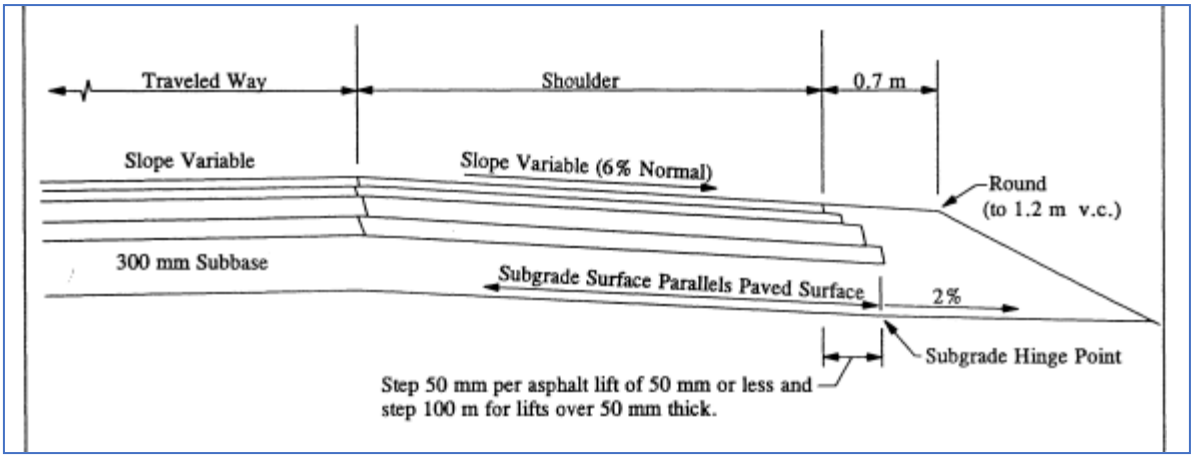
A map depicting the Region 6 Regional Priority Network Restricted Area is attached. No lanes closures are permitted in the restricted area Monday thru Friday, between the hours of 3:00PM and 6:00PM without the expressed written approval of the Regional Traffic Engineer, or his designee.

In accordance with the NYSDOT Highway Design Manual, Chapter 3, Typical Sections. Paving courses are to be stepped as shown in Figure 3-4, on page 3-25 of the H.D.M. At the edge of the shoulder, Step 2" (50mm) per asphalt mixture lift of 2" (50mm) or less and step 4" (100mm) for overlays that are over 2" (50mm) thick. See accompanying illustration taken from figure 3-4 of the HDM.

If the contractor fails to pave in accordance with established NYSDOT guidelines, the excess Asphalt Concrete quantity will be estimated by the Resident Engineer and noted as waste. The Resident Engineer's estimate will be nonnegotiable, and No payment will be made for such waste material.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.2 Special Note – Region 6 Projects (Cont'd)



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 - NPMS – Home (dot.gov) and then click the npms public map viewer link and follow the instructions.

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

PROJECT NUMBER	BIN/CIN	REFERENCE MARKER
6V2320	1011151	99I-6401-1110
	1011152	99I-6401-1110
	1054561	15-6401-1085
	1055462	15-6401-1085
	1062041	15-6401-1081
	1062042	15-6401-1081
	1011141	15-6401-1078
	1011142	15-6401-1078
6V2330	1010190	13-6201-1023 + 200'
6V2331	3334640	415-6401-1254

The following bridges will receive a waterproof membrane prior to paving. Coordination with Region 6 Bridge Maintenance will be required.:

PROJECT NUMBER	BIN/CIN	REFERENCE MARKER
6V2310	1042850	243-6102-1053
	1042840	243-6102-1042
6V2321	3334650	415-6401-1280
6V2332	1010210	13-6201-1065
	1010220	13-6201-1072
6V2333	1030650	79-6301-1095

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.3 Project 6V2310 – Allegany County

The following intersections shall be rebated as noted and then paved to these rebates.

LOCATION	DISTANCE FROM CENTERLINE (FEET)	WIDTH (FEET)
RM 1033 Standard Sheet 402-01	Standard Sheet 402-01	37
West Centerville Road	55	33
Buffalo Street	53	52
East Centerville Road	45	30
East Centerville/Upper Street	39	44
Main Street	37	52
White Cemetery Road	36	20
County Route 23	45	37
County Route 49	36	55
Russell Road	46	24
Glen Road	50	30
Van Duesen Road	47	30
Willow Road	35	18
Balcom Beach Road	32	37
Crescent Drive	35	20
Ryan Road	38	30
Sand Hill Road	42	37
Lake Road - South	50	24
Lake Road - North	43	25
North Dam Road	32	37
Hillman Road	32	30
State Route 19 – End Project	End of Project – See Special Notes	40

Payment for intersection and driveway paving shall be included in the price bid per ton for the asphalt mixture items. No separate payment shall be made.

Any, and all, debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

The paving contractor will be expected to rebate and pave to that rebate at all existing asphalt driveways within the project limits. The rebate should have a neat line and minimum 1" depth. The rebate will be 25' from centerline. There are approximately 10 paved residential driveways and 5 paved business entrances within the project limits. Payment shall be included in the price bid per ton for the asphalt mixture items. No separate payment shall be made.

Cold Milling by the Paving Contractor and Coordination:

The paving contractor will be responsible for production cold milling within the project limits. The paving contractor will production mill the pavement on Route 243 in the Hamlet of Caneadea at RM 243 6102 1100 approximately 160' x 40' within the curbed section at the SR 19 intersection. The production cold milling includes milling an estimated 900 square yards at a milling depth of 1.50".

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.3 Project 6V2310 – Allegany County (Cont'd)

The Paving contractor shall coordinate their paving schedule such that the milled surface is not left open to traffic for a period longer than ten days. The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor will also remove asphalt and clean around all DI's, manholes and valve boxes. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor will be responsible for trucking and disposal of the milled materials. All disposal locations shall be approved by the Engineer prior to disposal. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall be disposed of in accordance with the provisions of section 107-10 of the Standard Specifications, or as ordered by the Engineer.

Payment shall be included in the price bid per ton for the asphalt mixture items. No separate payment shall be made.

This project shall be completed no later than September 1, 2023.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.4 Project 6V2320 – Steuben County

All ramps at exits 6, 8, and 11 will be paved. Crossovers (3) including deceleration lanes within project limits will be paved.

The following intersections and driveway shall be rebated as noted and then paved to these rebates.

Payment for intersection and driveway paving shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

LOCATION	DISTANCE FROM CENTERLINE (FEET)	WIDTH (FEET)
RM 1114	Standard Sheet 402-01	98
Exit 11 SB bottom of off ramp	40	142
Exit 11 SB bottom of on ramp	40	120
Exit 11 NB bottom of off ramp	40	26
Exit 11 NB bottom of on ramp	40	108
Exit 8 SB bottom of off ramp	70	121
Exit 8 SB bottom of on ramp	50	108
Exit 8 NB bottom of off ramp	70	120
Exit 8 NB bottom of on ramp	70	110
Exit 6 SB bottom of off ramp	40	88
Exit 6 SB bottom of on ramp	40	92
Exit 6 NB bottom of off ramp	40	88
Exit 6 NB bottom of on ramp	40	62
BIN 1011151 & 52	Standard Sheet 402-01	180
BIN 1054561 & 62	Standard Sheet 402-01	280
BIN 1062041 & 42	Standard Sheet 402-01	180
BIN 1011141 & 42	Standard Sheet 402-01	180
BIN 1011131 & 32	Standard Sheet 402-01	90

Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

This also includes production milling and paving of the parking area

Production Cold Milling: 1" Depth in the Parking Area

Parking area: 3900' x 35' = 136500 sf/9sf/sy = 15167 sy

The Paving contractor shall coordinate their paving schedule such that the milled surface is not left open to traffic for a period longer than ten days. The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor will also remove asphalt and clean around all DI's, manholes and valve boxes. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor will be responsible for trucking and disposal of the milled materials. All disposal locations shall be approved by the Engineer prior to disposal. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall be disposed of in accordance with the provisions of section 107-10 of the Standard Specifications, or as ordered by the Engineer.

Payment shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

This project shall be completed no later than October 1, 2023.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.5 Project 6V2321 – Steuben County

The following intersections and driveway shall be rebated as noted and then paved to these rebates.

Payment for intersection and driveway paving shall be included in the price bid per ton for the asphalt mixture items. No separate payment shall be made.

LOCATION	DISTANCE FROM CENTERLINE (FEET)	WIDTH (FEET)
BIN 1064640	Standard Sheet 402-01	38
Robie Road	25	54
O'Brien Road	25	45
Scudder Road	30	45
House # 6210	25	24
Whitcomb Road	25	50
Utegg Road	28	60
Quinn Road	22	68
Selleck Road	25	58
County Route 16	25	60
Moore Haven Drive	25	43
Faucett Road	25	32
Affordable Auto	25	25
House # 6687	25	15
House # 6666	25	20
RM 1299	Standard Sheet 402-01	100

Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

This project shall be completed no later than **October 1, 2023.**

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.6 Project 6V2322 –Steuben County

The following intersections shall be rebated as noted and then paved to these rebates.

Payment for intersection paving shall be included in the price bid per ton for the asphalt mixture items. No separate payment shall be made.

LOCATION	DISTANCE FROM CENTERLINE (FEET)	WIDTH (FEET)
BIN 1061870	Standard Sheet 402-01	70
Andover Street	68	45
1st Kelly Road	20	42
2nd Kelly Road	20	40
House #751	25	25
Simons Road	20	50
STX 689	25	150
North County Route 61	32	40
South County Route 61	32	60
Boyd Road	24	65
Lane School Road	24	30
Williamson Road	24	60
House #109	20	40
County Line	Standard Sheet 402-01	36

Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

This project shall be completed no later than **September 1, 2023.**

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.7 Project 6V2330 – Chemung County

The following intersections shall be rebated as noted and then paved to these rebates.

Payment for intersection paving shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

LOCATION	DISTANCE FROM CENTERLINE (FEET)	WIDTH (FEET)
Begin Rebate RM 1003	Standard Sheet 402-01	40
Roundabout Connector Road		40
Roundabout Connector Road		40
BIN 1010190		38
BIN 1010190		38
BIN 1010200		47
Tobin Motors	22	63
Fairlawn Drive	24	27
House 572	24	24
Park and Ride Driveway	25	63
Old Sullivanville Road	30	107
Sullivanville Road Damn	28	68
End Rebate RM 1208	Standard Sheet 402-01	40

Paving Contractor will be responsible to abrade all epoxy special pavement markings before overlay. Payment for abrading epoxy special pavement markings shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

The paving contractor will be responsible for production cold milling within the project limits. The paving contractor will production mill the entire paved area of the SR 13 / Franklin Street and the SR 223 / SR 13 roundabouts - actual Start/Stop milling limits to be determined in the field but see table below. The production cold milling includes milling an estimated 18,500 SY at a milling depth of 1". All existing curb reveals to remain.

Roundabout Milling Limits Table			
Franklin Street Roundabout			
Direction	**Distance**	**Unit**	**Note**
South Leg of Roundabout	150	Feet	Past Concrete Island
East Leg of Round about	134	Feet	Past Concrete Island
North Leg of Roundabout	800	Feet	Past Concrete Island
West Leg of Roundabout	175	Feet	Past Concrete Island

Roundabout Milling Limits Table			
Old Ithaca / 223 Roundabout			
Direction	**Distance**	**Unit**	**Note**
South Leg of Roundabout	130	Feet	Past Concrete Island
East Leg of Round about	267	Feet	Past Concrete Island
North Leg of Roundabout	100	Feet	Past Concrete Island
West Leg of Roundabout	175	Feet	Past Concrete Island

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.7 Project 6V2330 – Chemung County (Cont'd)

The paving contractor shall coordinate their paving schedule such that the milled surface is not left open to traffic for a period longer than 5 days due to the heavy amounts of truck traffic *or contractor has the option to Mill and Pave the roundabouts in the same night using a nighttime operation.* If contractor elects to use the Nighttime paving option, the region will have to approve the nighttime operation. The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. Contractor will also remove asphalt and clean around all DI'S, Manholes, Lighting boxes and valve boxes. The contractor shall provide the necessary work zones, work zone signage and cleanup effort, including sweeping of the milled surface during the milling operations. The contractor will be responsible for trucking and disposal of the milled material. All disposal locations shall be approved by engineer prior to disposal. All disposal operations must be done in accordance with all Federal, State, and local regulations. Material removed shall be disposed of in accordance with the provisions of Section 107-10 of the standard specifications or as directed by Engineer. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirement of section 619.xx of the Standard Specifications. The Cost shall be included in the bid prices for the VPP project. Production cold milling shall be included in the bid cost of the top course asphalt mixture item. Pavement transition's will be in accordance with standard sheet 402-01. There is no extra payment if contractor elects to mill and pave the roundabouts at night.

Paving Contractor will have to schedule and coordinate work with the contractor for PIN 6754.12 State Route 13 Connector Road. This coordination will be completed between the Engineers in Charge for both projects. Plan is it mill and pave up to the paving limits for the connector road roundabout.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.8 Project 6V2331 – Chemung County

The Following Intersections and Driveways shall be rebated as noted and then paved to these rebates.

Payment for intersection and driveway paving shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

LOCATION	DISTANCE FROM CENTERLINE (FEET)	WIDTH (FEET)
Bin 1046300	Standard Sheet 402-01	40
House 2310	24	166
House 2322	24	60
House 2332	26	95
House 2334	22	29
House 2338	22	57.5
House 2340	22	30
Water Department Driveway	22	35
Curren Road	22	60
2418 East Driveway	22	61.5
2418 West Driveway	22	38.5
Harris Hill Road (CR 55)	23	62.5
Curren Road Extension	24	70
House 2744	22	25
Field Drive West 2798	22	32.5
House 2844 West	24	37.5
House 2866	22	23.5
Carpenter Road	22	54
Winters Road	25	50
River Street East Entrance	25	60
River Street West Entrance	25	37.5
Tags West Field/Parking Area	25	27.5
Driveway 1 in front of Tags Restaurant	22	36
Driveway 2 in front of Tags Restaurant	22	60
Driveway 3 in front of Tags Restaurant	22	37.5
House 3037	22	60
Parking Lot East of 3037	22	37.5
Driveway Henry Minier Field	22	66
Cadillac Lane	22	59
House 2581	23	55
Miracle Lane, Eric Mead 101	22	22
House 2439	25	34
House 2435 Driveway 1	23	48
House 2435 Driveway 2	25	45
House 2403	23	25
House 2399	24	18
House 2393	20	17
House 2389	25	16.5
House 2387	25	16.5

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.8 Project 6V2331 – Chemung County (Cont'd)

LOCATION (Cont'd)	DISTANCE FROM CENTERLINE (FEET) (Cont'd)	WIDTH (FEET) (Cont'd)
House 2383	25	18
Manor Drive	24	54
House 2365	25	20
House 2363	25	17
House 2359	25	19
House 2355	25	19
House 2345	25	17
House 2341	25	17
Business 2335	25	150
House 2333	25	32
House 2325	25	40.5
House 2319	25	23
House 2315-2311	25	22
House 2309	23	16
House 2307	24	36
House 2303	24	21
Cottage Drive East	25	49
House 2287	22	29
House 2275	24	21
House 2275	22	20
House 2269/2267	24	28
SR 225	38	86
End Rebate	Standard Sheet 402-01	77

Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

Paving Contractor will be responsible to abrade all epoxy special pavement markings before overlay. Payment for abrading epoxy special pavement markings shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.9 Project 6V2332 – Chemung County

Paving Contractor will be responsible to abrade all epoxy special pavement markings before overlay. Payment for abrading epoxy special pavement markings shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

Pull off on the West side of SR 13 at the Chemung/Schuyler County line it to be paved at a 2" depth. Width of 130 ft long x 40 ft wide.

The Following Intersections and Driveways shall be rebated as noted and then paved to these rebates. Payment for intersection and driveway paving shall be included in the price bid per ton for the asphalt mixture item. No separate payment shall be made.

LOCATION	DISTANCE FROM CENTERLINE (FEET)	WIDTH (FEET)
End Rebate RM 1208	Standard Sheet 402-01	40
House 792	21 (Match new pavement)	26
East Sullivanville	36	108
House 914	22	26
House 942	22	38
Old Sullivanville	39	68
Lintal Road	23	55
House 1094	22	23
House 1098	22	30
Lintal Road	31	59
Cromlink Road	30	38
House 1220	25	32
House 1226	25	17
House 1242	24	38
House 1260	22	29
House 1340	25	28
Benjamin Road	36	78
House 1472	24	27
Parrott Road	37	39
Private Drive (Dead End)	25	64
House 1732	25	16
Parrott Road North	40	71
Hartford Road	23	52
Hall Road	35	85
House 1843	20	18
House 1835	23	20
House 1825	21	21
House 1683	24	30
House 1581	21	34
House 1577	22	21
House 1577 South	22	21
Thomas Road	38	60
House 1357 (Concrete)	25	22
House 1331	23	26
House 1295	21	27
House 1273	23	55

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.9 Project 6V2332 – Chemung County (Cont'd)

LOCATION (Cont'd)	DISTANCE FROM CENTERLINE (FEET) (Cont'd)	WIDTH (FEET) (Cont'd)
House 1263	23	28
House 1235	22	22
Terry Hill Road	32	80
House 1173	22	17
House 1147	21	25
Gary Drive	23	33
House 1127	23	25
House 1113	22	28
Greenhouse South Driveway	23	37
House 1069 (Concrete)	20	26
House 1063	22	30
House 1072	20	30
House 1019	25	20
House 851	23	60
West Sullivanville Road	22 (Match new pavement)	106
End Rebate (County Line)	Standard Sheet 402-01	42

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

5.10 Project 6V2333 – Schuyler County

The paving contractor will be responsible for production cold milling within the project limits. The paving contractor will production mill the entire paved area of this project to a depth of 2". All existing curb reveals to remain.

The paving contractor shall coordinate their paving schedule such that the milled surface is not left open to traffic for a period longer than 10 days. The contractor will be responsible for the cleanup effort, including sweeping of the milled surface during the milling operations and keeping the milled surface clean until paving. Contractor will also remove asphalt and clean around all DI'S, manholes, utility boxes and valve boxes. The contractor shall provide the necessary work zones, work zone signage in accordance with Section 619 of the Standard Specifications. The contractor will be responsible for trucking and disposal of the milled material. Disposal locations shall be approved by Engineer prior to disposal. Disposal operations must be done in accordance with all Federal, State, and local regulations. Material removed shall be disposed of in accordance with the provisions of Section 107-10 of the standard specifications or as directed by Engineer. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirement of section 619.xx of the Standard Specifications. Production cold milling and all associated work including but not limited to milling, disposal, sweeping, and M&PT be included in the bid cost of the top course asphalt mixture item. Pavement transition's will be in accordance with standard sheet 402-01.

Avoid working NASCAR race week in August. Dates will be discussed at the Pre-Paving Meeting.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7)

6.1 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 asphalt mixture 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.

6.2 Vibratory Compaction Restrictions within the Village/City Limits

This note applies to the following projects:

Project 7V2321 (Franklin County)
Project 7V2323 (Franklin County)
Project 7V2342 (Lewis County)
Project 7V2354 (St. Lawrence County)
Project 7V2363 (Jefferson County)
Project 7V2464 (Jefferson County)

Due to the age and proximity of the existing buildings and underground facilities, **no vibratory compaction will be allowed for the above listed projects within the village/hamlet/city limits.**

Oscillation Compaction will be allowed for this project. 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 404-3.07 Compaction.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7) (Cont'd)

6.3 Additional Paving Areas/Parking Areas/Cross Overs/Snow Plow Turnarounds – Region 7 Projects

The following location shall be included in the paving limits for the respective project:

Project 7V2311 (Clinton County) – U-Turn at RM 87I 7105 1113
U-Turn at RM 87I 7105 1123
U-Turn at RM 87I 7105 1135
U-Turn at RM 87I 7105 1149.5

Project 7V2354 (St. Lawrence County) – Snowplow Turnarounds RM 56 7501 1170 (LT & RT)

Project 7V2363 (Jefferson County) – Northbound Parking Area at RM 81I 7305 1193-1198
U-Turn at RM 81I 7305 1193
U-Turn at RM 81I 7305 1205
U-Turn at RM 81I 7305 1217
U-Turn at RM 81I 7305 1223

6.4 Shim Course Note

This note applies to following projects:

Project 7V2311 (Clinton County)

Item 404.058901 (Shim Course) is being utilized at an average thickness of ½". Region 7 is allowing as a substitution the use of either:

- 6.3 Asphalt Mix meeting the requirements of 404.068301. The mix shall meet the requirements of F9 Friction, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 404.058901 for this contract only).
- Miscellaneous Patching Asphalt Mix meeting the requirements of Item 404.03890218 included in Attachment 11 – Detailed Specifications.

6.5 Non-Tracking Tack Coat – Region 7

This note applies to following projects:

Project 7V2321 (Franklin County)

This project will require Non-Tracking Tack Coat, Item 407.01040009. The work will consist of preparing and treating the pavement surface with Non-Tracking Tack Coat in accordance with the Contract documents and as directed by the Engineer.

Non-Tracking Tack Coat emulsion shall meet the requirements as shown in the General Notes of this Contract.

6.6 Travel Lane Match Up Note – Region 7

This note applies to following projects:

Project 7V2311 (Clinton County)

Project 7V2364 (Jefferson County

At the end of each working day the Contractor shall terminate paving in such a manner that all work matches up and no exposed longitudinal joints remain between travel lanes, unless otherwise instructed by the Engineer.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7) (Cont'd)

6.7 Nighttime Paving Operations – Region 7

Project 7V2311 (Clinton County)

The Contractor is advised that due to high traffic volumes and urban setting, work associated with Project 7V2311 at the Exit 37 On & Off ramps (Route 3 to the Northbound and Southbound Interstate) shall be performed during nighttime hours. All work shall be completed between the hours of 6:00 PM (18:00) and 6:00 AM (06:00), Sunday night through Friday morning. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Project 7V2363 (Jefferson County)

The Contractor is advised that due to high traffic volumes and urban setting, work associated with this Project 7V2363 shall be performed during nighttime hours. All work shall be completed between the hours of 6:00 PM (18:00) and 6:00 AM (06:00), Sunday night through Friday morning. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9)

7.1 Special Notes – Region 9 Projects

Paving Operations – Region 9

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.

Project termination rebates and rebates on intersecting state highways shall conform to standard sheet 402-01. The price to install these rebates shall be included in the price per ton of the top course item.

Cleaning Existing Pavement – Region 9

Clean existing pavement and shoulder surfaces to be overlaid, including ruts and depressions, by the use of mechanical sweepers, hand brooms, or other means until the surfaces are free of all material which might interfere with the bond between the overlay material and the existing surfaces. All cleaning equipment shall be approved by the Engineer prior to use. Remove all debris from the pavement and shoulders surfaces and dispose of in an appropriate manner. Cleaning of the existing roadway shall occur just ahead of the tack coat operation to ensure a clean roadway. The cost of this work shall be incorporated in the cost per ton of asphalt mixture item, no separate payment shall be made for this operation.

Item 404.058901 Shim Course– Region 9

Item 404.058901 (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 404.068301, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as asubstitution to Item 404.058901 for this contract only).
- Miscellaneous Patching Asphalt Mix meeting the requirements of Item 404.03890218 included in Attachment 11 – Detailed Specifications.

Special Work Zone Traffic Control – Pilot Vehicle– Region 9

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 9 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 vehicle shall be as ordered by the Resident Engineer.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

7.1 Special Notes – Region 9 Projects (Cont'd)

Permanent Pavement Markings– Region 9

The Contractor shall inventory existing pavement markings and shall install permanent pavement marking in accordance with Item 640.20, Item 640.21, and NYS Standard Sheets 685-01. Permanent pavement markings shall be applied once the asphalt mixture overlays of the entire project are completed. The cost of all associated pavement marking work, including work zone traffic control, shall be included in the bid price per ton of the top course item.

7.2 Shoulder Backup– Projects 9V2321 & 9V2341

The Contractor shall supply and place shoulder backup along the edge of shoulder in the project limits at all locations where a drop off exists of 1" or greater. Material used for shoulder backup shall meet the requirements and be placed in accordance of Item 203.24010017 Shoulder Backup Material. There shall be no additional payment for this work, the price of this work shall be included per ton of asphalt mixture items in the contract. No separate payment shall be made.

7.3 Centerline Audible Roadway Delineators (CARDs) – Region 9

This note applies to following projects:

Project 9V2362 (Delaware County)

As part of the contracts listed in the table below, the contractor is required to install **Centerline Audible Roadway Delineators (CARDs)**, within the specified limits. The CARDs shall be installed following the paving operations and shall be in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement markings and work zone traffic control, shall be included in the price per ton of the asphalt mixture items.

REGION 9 2023 VPP PROJECTS: TABLE OF CARDS LOCATIONS								
PIN	**From MP**	**To MP**	**From RM**	**To RM**	**No. Lanes**	**County**	**Municipality**	**CL Miles**
9V2362	16.13	22.74	23 9303-1161	1228	2	Delaware	Towns of Kortright & Harpersfield	6.61

7.4 Project 9V2341 (Delaware County)

The contractor shall also pave Route 268 from the intersection of Route 10 to the approach slab of BIN 1050580, distance is approximately 170'. A rebate meeting the requirements of standard sheet 402-01 will be required at the bridge approach slab. At the completion of paving final striping will also be required including a stop bar. The rebate and the striping are to be included in the bid price per ton of the top course item.

It is anticipated that work on this project will not begin until September 2023, since this project is preceded by a cold-in-place recycling – PIN 9V2340, which cannot begin prior to August 1st, 2023.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

7.5 WMA Mixture Evaluation Using Performance Testing – Region 9

This note shall apply to the sites listed below:

Project 9V2321
Project 9V2341
Project 9V2362

PERFORMANCE ENGINEERED MIXTURES (PEM) EVALUATION USING PERFORMANCE TESTING

Description

This note covers the requirements of Performance Engineered mixes (PEM) for Hot Mix Asphalt (HMA) or Warm Mix Asphalt (WMA) for Top Course mixtures. The requirements are mixture design, verification, and production under a performance testing process. All provisions of Sections 401 Asphalt Production of the NYS Standard Specifications apply except as modified below.

Mixture Design Process

HMA mixtures shall be designed to meet the requirements of New York State Materials Method 5.16, *Hot Mix Asphalt (HMA) Mixture Design and Mixture Verification Procedures.* Mixture should meet or exceed the performance testing requirements specified in Table 1, unless waived by the Regional Materials Engineer.

Table 1 – Performance Testing Criteria

Test Methods	Criteria	Min. Design Value	Max. COV
AASHTO T 393-21 Flexibility Index Test	Flexibility Index	8	≤40
ASTM D6931-17 Indirect Tensile Strength Test	IDT Strength	30 psi	≤40
ASTM D8225-19 Determination of CT Index	CT Index	135	≤40

In no case shall the job mix tolerance fall outside the Control Points of the control sieves.

Sample Fabrication & Testing

1. **Producer** – The Producer shall do the following:
   a. Fabricate two sets of samples under the methods provided in Table 2 - *Performance Testing Criteria*.
   b. Test one set and submit the second set of samples to the Regional Materials Lab.
   c. Submit sufficient plant-produced mixture to the Regional Materials Lab for fabrication of a third set of samples for performance testing.
   d. **Additional Cross-Lab Testing:** RME may request additional loose mixture for further testing. The RML will fabricate samples for additional testing, to be done by the Producer's lab.

The PEM mixture design, the plant-produced mixture, and the second set of samples shall be submitted to the Regional Materials Lab no less than 14 days prior to production. The Producer may supply raw material in place of plant-produced mixture, with the concurrence of the RME.

2. **Regional Materials Lab (RML)** – The RML will do the following:
   a. Fabricate samples under the methods provided in Table 2 for performance testing using the plant produced mixture supplied by the Producer.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

7.5 WMA Mixture Evaluation Using Performance Testing – Region 9 (Cont'd)

b. Test the fabricated samples and the Producer fabricated second set samples to determine if they meet the performance criteria referenced in Table 1.

c. **Additional Cross-Lab Testing:** The RME may elect to fabricate additional samples for cross-lab testing by the Producer.

The Regional Materials Engineer (RME) may request raw aggregate and liquid asphalt binder as a substitute to plant-produced mixture.

Table 2 - Summary of Testing Criteria for Performance Engineered Mixtures (PEM)

At the Plant		High Temperature IDT	IDEAL CT index	SCB Flexibility Index
Test Method		ASTM D6931-17 NCHRP 9-33 Report	ASTM D8225-19	AASHTO T 393-21
No. of Samples		3	3	3
Load Rate (mm/min)		50±5	50±2	50±2
Height (mm)		80±5	<= 19 mm NAS = 62±1 >=25 mm NAS = 95±1	50±1
Notch Width (mm)		N/A	N/A	<2.25
Aging	Lab Mixed	2 hours loose mix volumetric Conditioning at Compaction Temperature	4 hours loose mix conditioning at Compaction Temperature	4 hours loose mix conditioning at Compaction Temperature.
	Plant Mixed	Reheat loose mix to Compaction Temperature and Compact Specimens	Reheat loose mix to Compaction Temperature and Compact Specimens	Reheat loose mix to Compaction Temperature and Compact Specimens
HMA Compaction Temperature, °C		V Grade = 149°C ± 3°C E Grade = 163°C ± 3°C	V Grade = 149°C ± 3°C E Grade = 163°C ± 3°C	V Grade = 149°C ± 3°C E Grade = 163°C ± 3°C
WMA Compaction Temperature, °C		V Grade = 132°C ± 3°C E Grade = 146°C ± 3°C	V Grade = 132°C ± 3°C E Grade = 146°C ± 3°C	V Grade = 132°C ± 3°C E Grade = 146°C ± 3°C
Air Voids, %		7 ± 1	7 ± 0.5	7 ± 1
Test Temperature, °C		44°C ± 1.0	25°C ± 1.0	25°C ± 1.0
Water Bath Conditioning		44°C for 2 hrs ± 10 min.	25°C for 2 hrs ± 10 min.	25°C for 2 hrs ± 10 min

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

7.5 WMA Mixture Evaluation Using Performance Testing – Region 9 (Cont'd)

Acceptance of the Design

The RME will calculate the average and standard deviation of all representative samples tested by the Producer and the RML. The RME will determine the Coefficient of Variation for each criterion listed in Table 1. The RML will calculate the Coefficient of Variation (COV) using the following formula:

$$\mathbf{COV} = \frac{\boldsymbol{Standard\ Deviation\ of\ Criteria\ (FI,IDT,CT\ Index)}}{\boldsymbol{Average\ Criteria\ Value}} \mathbf{*100}$$

The Regional Materials Engineer (RME) will assign PEM Production Status and accept the design for use when the mix design satisfies the performance criteria covered in Table 1. If the design value and the COV for any criterion does not meet the value specified, the RME shall consult the Materials Bureau to determine if the mixture design should be allowed for use. The determination will be based on the previous performance of the similar volumetric mixture design.

Modification to the gradation targets or binder content will not be permitted after design acceptance.

Mixture Production

The Producer shall perform Quality Control of the mixture in accordance with MP 401, *Quality Control and Quality Assurance Procedure for Hot Mix Asphalt (HMA) Production*. The Department will perform Quality Assurance consisting of paver sampling and review of Producer's control charts. Plant Quality Adjustment Factor (QAF) does not apply. The RME and the Producer will decide on the Cracking Test they will both be completing in production. They will decide between the CT Index Test and the Semi-Circular Bending Test.

Quality Control Process

The Department's Quality Assurance Technician (QAT) may be present at the HMA plant during production at the discretion of the RME. The QAT will not be responsible for any activities at the production facility.

The results of all tests outlined in Table 3 shall be recorded by the Producer on the control charts daily during production and used to identify any changes in the mixture production. The Control Chart templates will be provided by the Department upon request. Sampled material for performance testing shall either be allowed to cool to room temperature before preparation for compaction; or, sampled material shall be conditioned at Compaction Temperature for 2 hours prior to compaction.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

7.5 WMA Mixture Evaluation Using Performance Testing – Region 9 (Cont'd)

Table 3 – Production Testing and Sampling Table

Plant Test Property	Test Method	Producer Testing Frequency[1]	Department Testing Frequency[2]
PG Binder Content	5 Automation, Ignition Oven (NY 400-13C), or AASHTO T 164 Method A or B	One per Sublot	One per Day (enough material for two tests)
Aggregate Gradation	AASHTO T27	One per Sublot	One per Day (enough material for two tests)
Air Voids	MM 5.16, AASHTO T269	One per 3 Lots	One per 3 Days
Indirect Tensile Strength	ASTM D6931-17	One per 3 Lots	One per 3 Days
Determination of CT Index **OR**[3]	ASTM D8225-19	One per 3 Lots	One per 3 Days
SCB Flexibility Test **OR**[3]	AASHTO T 393-21	One per 3 Lots	One per 3 Days

1. All sampling at the plant
2. All sampling at the paver
3. Shall be agreed to by RME and Producer

Material sampling points for Quality Control activities shall be at the discretion of the Contractor, within the provided ranges. Sampling points shall be identified on all control charts. All other testing covered under MP 401, but not addressed in Table 3, is required but will not be included on the control charts.

Quality Assurance

The RME, or their representative, will sample the mixture at the paver under NYS Method MP 402-03 or at the plant. The test results and sampling points will be recorded on RML Control Charts. The information from the control charts may be shared with the Producer.

For Producers, testing every 3 consecutive lots shall be considered a Test Cycle. For each full or partial Test Cycle, all testing in Table 3 shall be required over the course of that production. Only lots that consist of mainline paving with 500 tons or more will be included in a Test Cycle. When the Producer supplies between 150 and 500 tons, the Producer shall test Aggregate Gradations and PG Binder Content. Additionally, if the Producer supplies between 150 and 500 tons for more than 2 consecutive Lots, the RME will count those as 1 Lot of the Test Cycle.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

7.5 WMA Mixture Evaluation Using Performance Testing – Region 9 (Cont'd)

Mixture Production

HMA Mixture requirements are as follows:

Table 4 – Mixture Gradation Absolute Difference Value			
Limits (Test Value – JMF Value)	**Sieve Sizes**		
	#50 and Larger (300 µm and Larger)	**#100 (150 µm)**	**#200 (75 µm)**
Production	0.0 – 5.0	0.0 – 4.0	0.0 – 2.0
Action	5.0 – 8.0	4.0 – 6.0	2.0 – 4.0
Evaluation	>8.0	>6.0	>4.0

Gradation Limits During Production

1. **QC Production Limits** – If the gradation absolute difference falls within the Production Limits as stated in Table 4 no corrective action is needed for gradation.
2. **QC Action Limit** – If the gradation absolute difference value falls within the Action Limits stated in Table 4 the Producer shall take corrective actions to bring the gradation back within the production limits. If test results for two consecutive sublots fall within the action limits, the production shall be immediately terminated and shall not resume until the Regional Materials Engineer is satisfied with the actions taken.
3. **QA Evaluation/Rejection Limit** – If the gradation absolute difference value falls outside the Evaluation Limits stated in Table 4 for any Department paver sample, the following will apply:
4. The RML will fabricate samples according to AASHTO T-312 with material sampled at the paver. If paver samples are not available, pavement cores will be required. These samples/cores will be tested and evaluated by the RME against the performance criteria in Table 1. These performance results are for information only.
5. The RME will evaluate the subject material to determine if it will be left in place. The RME may require the Contractor to core the pavement at no additional cost to the State. When cores are required, the Engineer will divide the pavement area being evaluated into 4 sublots in accordance with the requirements of §402-3.08, *Pavement Density Samples.* The material will be left in-place when all the following conditions are met.
   - The pavement section achieved field density greater than or equal to 93% of MMTD.
   - There are no defects such as, but not limited to, cracking, raveling, rutting, shoving, or bleeding, and the asphalt content, based on automation, is within +/- 0.2% of production target.
   - The average of all the QA gradation samples tested is within the general limits.
   - The % aggregate friction meets the requirements for the item specified in the project.

   If the material does not meet the above conditions the RME will determine if the material in question may remain in-place considering, but not limited to, the following:

   - • Type of material produced.
   - • The layer in which the material was placed.
   - • The location and traffic volume.
   - • Laboratory test results.
   - • Field test results, such as density.

   If the subject material is left in-place, it will be paid in full at bid price. If it is determined the subject material will not be left in-place, the Contractor shall remove and replace the material at no additional cost to the Department.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

7.6 Special Note – Density Profiling System – Region 9

This note applies to following projects:

Project 9V2321

Project 9V2362

DESCRIPTION. Using a Density Profiling System (DPS), measure and evaluate the density of the compacted asphalt pavement.

DPS is a radar based system designed to continuously measure asphalt pavement density.

EQUIPMENT. The DPS system will be a specially designed unit using Ground Penetrating Radar to measure the dielectric constant of in place asphalt and determine density. The hardware and software shall meet the requirements of AASHTO PP 98-19 except as modified herein. The unit shall consist of a minimum of 3 sensors and shall be equipped with integrated GPS capabilities. The unit shall be cart or vehicle mounted. The DPS shall provide real time measurements in percent compaction.

CONSTRUCTION DETAILS.

Pre-paving activities

For the project mix design, the Contractor shall fabricate 2 gyratory specimens at 88%, 91%, 94%, and 97% of the maximum theoretical density prior to the first day of production. The Contractor shall develop a dielectric/compaction calibration curve based on the fabricated specimens in accordance with MM99.

The Contractor shall calibrate the DPS using the dielectric/compaction curve and the corresponding air void test results prior to collecting data.

During production

The Contractor shall provide an operator certified by NYSDOT Materials Bureau to perform all activities described below.

The Contractor shall perform all the manufacturers recommended baseline calibrations (ie. Metal plate calibrations and/or air calibrations) prior to the collection of data.

The Contractor shall collect data over an area 1 mile in length or 50% of paved distance, whichever is greater per lane, daily. The data collection area shall consist of the entire width of paved area with a minimum of 6 equally spaced antenna passes per lane and shall include the area 100 feet before and after all coring locations, if any. The DPS shall collect measurements at a frequency of 1 measurement per foot or less. The antenna passes shall be laid out and labeled in accordance with MM99.

The Engineer shall identify any density core locations to the operator of the DPS after the final pass of the roller. The DPS operator shall record the GPS coordinates of the selected core locations and perform radar measurements using the "Stationary Data Collection" procedure in MM99.

For 60 series projects on non-coring days, the Contractor shall perform DPS measurements at locations where nuclear density readings are performed using the "Stationary Data Collection" procedure in MM99, at minimum of 3 locations per day.

DPS measurements shall be performed after the last pass of the finish roller and before the lane is opened to traffic. Perform DPS measurements on top course only.

Reporting

The Contractor shall provide the Engineer the following daily:

- A single .csv file per lane with all recorded data for the day, in accordance with MM99.
- A single report indicating all stationary data collected, in accordance with MM99
- All raw data files, including any files with filetypes unique to the DPS system in use, if any.
- A .kml file per lane displaying compaction variations as a varying color scale.

SECTION 8: SUPERPAVE ASPHALT MIXTURE

8.1 Superpave Asphalt Mixture Design Criteria

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

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

8.2 Project Dimensions

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

8.3 Rebates Table

Rebates for projects contained in the Invitation for Bids can be found in Attachment 12 –

Superpave Asphalt Mixtures Tables.