

**Attachment 10**

**Special Notes – NYSDOT Specific Projects**

**(Revised 03/05/2025)**

**Bituminous Concrete Asphalt Mixtures**  
**(2025 VPP NYSDOT Specific Projects)**  
**(State & Federal Funds)**

**IFB# 23388**

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**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:

<b>MATERIAL DESIGNATION</b>	<b>DESCRIPTION</b>
404.0179	Truing & Leveling, 70 Series Compaction, F9 Asphalt Pavement
404.0189	Truing & Leveling, 80 Series Compaction, F9 Asphalt Pavement
404.0589	Shim, 80 Series Compaction, F9, Asphalt Pavement
404.0681	6.3 Top, 80 Series Compaction, F1 Asphalt Pavement
404.0682	6.3 Top, 80 Series Compaction, F2 Asphalt Pavement
404.0683	6.3 Top, 80 Series Compaction, F3 Asphalt Pavement
404.0951	9.5 Top, 50 Series Compaction, F1 Asphalt Pavement
404.0952	9.5 Top, 50 Series Compaction, F2 Asphalt Pavement
404.0961	9.5 Top, 60 Series Compaction, F1 Asphalt Pavement
404.0962	9.5 Top, 60 Series Compaction, F2 Asphalt Pavement
404.0963	9.5 Top, 60 Series Compaction, F3 Asphalt Pavement
404.0971	9.5 Top, 70 Series Compaction, F2 Asphalt Pavement
404.0972	9.5 Top, 70 Series Compaction, F2 Asphalt Pavement
404.0973	9.5 Top, 70 Series Compaction, F3 Asphalt Pavement
404.1251	12.5 Top or Binder, 50 Series Compaction, F1 Asphalt Pavement
404.1252	12.5 Top or Binder, 50 Series Compaction, F2 Asphalt Pavement
404.1261	12.5 Top or Binder, 60 Series Compaction, F1 Asphalt Pavement
404.1262	12.5 Top or Binder, 60 Series Compaction, F2 Asphalt Pavement
404.1263	12.5 Top or Binder, 60 Series Compaction, F3 Asphalt Pavement
404.1271	12.5 Top or Binder, 70 Series Compaction, F1 Asphalt Pavement
404.1272	12.5 Top or Binder, 70 Series Compaction, F2 Asphalt Pavement
404.1273	12.5 Top or Binder, 70 Series Compaction, F3 Asphalt Pavement
406.0179	Truing & Leveling, 70 Series Compaction, F9 Asphalt Pavement with Fibers
406.0189	Truing & Leveling, 80 Series Compaction, F9 Asphalt Pavement with Fibers
406.0589	Shim, 80 Series Compaction, F9, Asphalt Pavement with Fibers
406.0681	6.3 Top, 80 Series Compaction, F1 Asphalt Pavement with Fibers
406.0682	6.3 Top, 80 Series Compaction, F2 Asphalt Pavement with Fibers
406.0683	6.3 Top, 80 Series Compaction, F3 Asphalt Pavement with Fibers
406.0951	9.5 Top, 50 Series Compaction, F1 Asphalt Pavement with Fibers
406.0952	9.5 Top, 50 Series Compaction, F2 Asphalt Pavement with Fibers
406.0961	9.5 Top, 60 Series Compaction, F1 Asphalt Pavement with Fibers
406.0962	9.5 Top, 60 Series Compaction, F2 Asphalt Pavement with Fibers
406.0963	9.5 Top, 60 Series Compaction, F3 Asphalt Pavement with Fibers
406.0971	9.5 Top, 70 Series Compaction, F1 Asphalt Pavement with Fibers

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406.0972	9.5 Top, 70 Series Compaction, F2 Asphalt Pavement with Fibers
406.0973	9.5 Top, 70 Series Compaction, F3 Asphalt Pavement with Fibers
406.1251	12.5 Top or Binder, 50 Series Compaction, F1 Asphalt Pavement with Fibers
406.1252	12.5 Top or Binder, 50 Series Compaction, F2 Asphalt Pavement with Fibers
406.1261	12.5 Top or Binder, 60 Series Compaction, F1 Asphalt Pavement with Fibers
406.1262	12.5 Top or Binder, 60 Series Compaction, F2 Asphalt Pavement with Fibers
406.1263	12.5 Top or Binder, 60 Series Compaction, F3 Asphalt Pavement with Fibers
406.1271	12.5 Top or Binder, 70 Series Compaction, F1 Asphalt Pavement with Fibers
406.1272	12.5 Top or Binder, 70 Series Compaction, F2 Asphalt Pavement with Fibers
406.1273	12.5 Top or Binder, 70 Series Compaction, F3 Asphalt Pavement with Fibers
407.0102	Diluted Tack Coat
407.0103	Straight Tack Coat
407.01040009	Track-less Tack Coat

**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (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. 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 Pre-Paving 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 of the Standard Specifications. **Tack coat shall be paid under its own item in gallons.**

**1.7 Construction Details**

The construction details shall comply with the requirements specified in Subsections 401-3.01, 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 **(unless stated differently in the projects' specific clause)**. Patching, joint repair, crack filling and the initial surface cleaning will be done by NYSDOT forces prior to the VPP project **(unless stated differently in the projects' specific clause)**. 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: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)**

**1.9 Special Note – Environmental Product Declarations (EPDs)**

For New York State Department of Transportation projects:

- When 8,000 Tons (per mix design) of permanently incorporated Asphalt is supplied per project, the Contractor shall submit EPDs specific to the supplied material.
- For projects with multiple mix designs, an EPD shall be required only when an individual mixture meets or exceeds the listed quantity threshold.
- EPDs shall be submitted to the Director of Materials at [materials.epds@dot.ny.gov](mailto:materials.epds@dot.ny.gov)
- EPDs shall comply with ISO 14025, 14044, and 21930 and be type III as defined by ISO 14025.

**1.10 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 occupies a location for more than an hour within a single daylight period. 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 occupies a location for more than an hour within a single daylight period. For multilane roadways, NYSDOT 619 Standard Sheets 619-302, 619-311, 619-313, 619-312, 619-317 and 619 325 included in this document may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within single daylight period. 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 the paver. For one-way roadways, a minimum of two flaggers shall be provided while the paving operation is underway. One shall be stationed at the beginning of the operation, and one shall be stationed with the paver. The vendor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles or some other means of communication may be used subject to the approval of the Resident Engineer.

All costs for Work Zone Traffic Control including flagging, temporary pavement marking and/or delineation, and construction signs are included in the price per ton of asphalt item (s). 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.

**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)**

The vendor 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.

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

\*\*All signs should maintain an absolute minimum spacing of 200' rural or 100' urban. 500' is preferred on rural and 300' is preferred on urban.

Double stacking of any of the above signs, or combination thereof, will NOT be permitted.

**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)**

**1.10.1 Special Note - Temporary Pavement Markings**

The vendor 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 markings including center lines, edge lines, stop bars, and simple crosswalks with no hatching before the end of 14 days after project completion.

**1.10.2 Asphalt Mixture Overlay Splice (Rebate)**

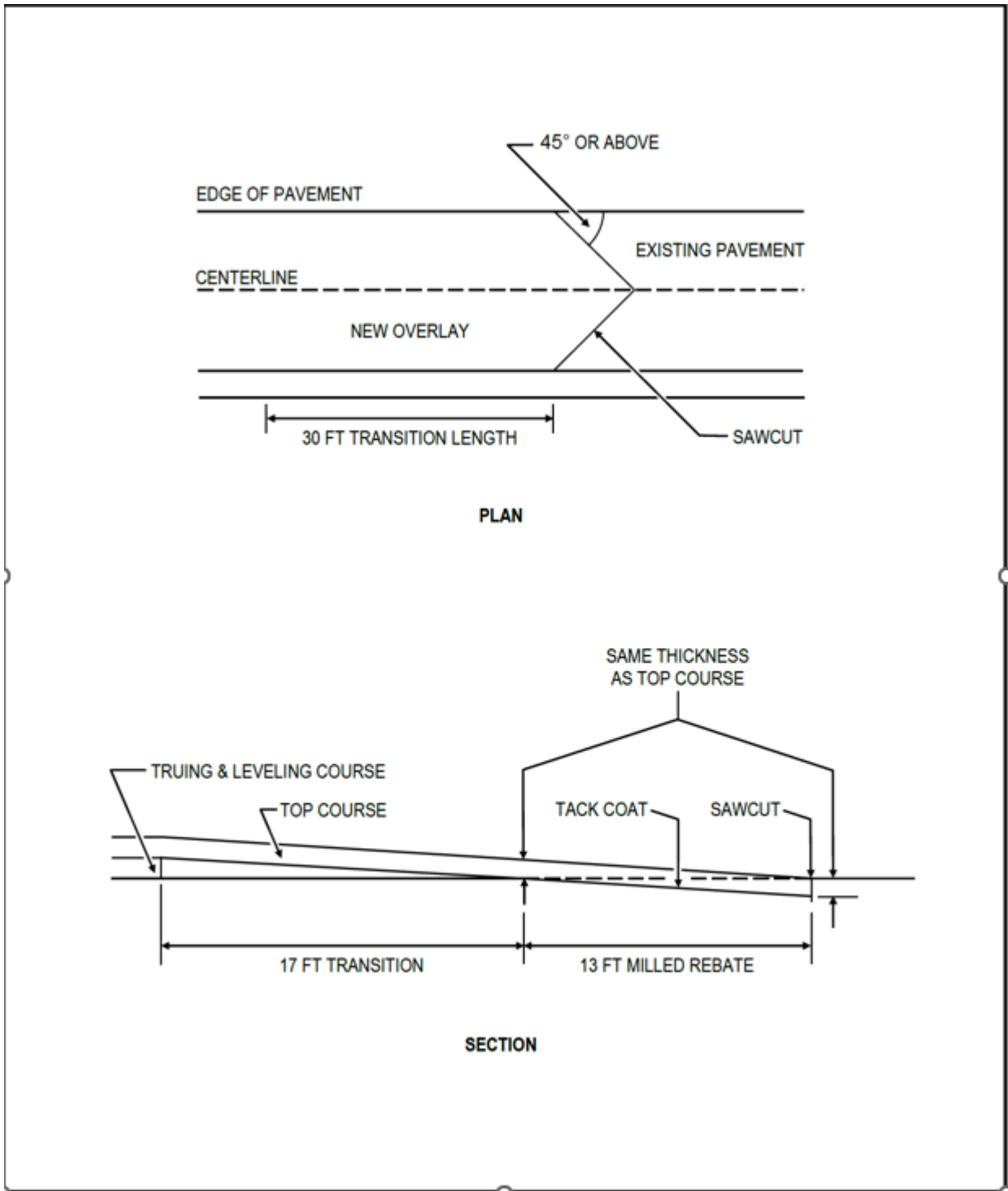
The vendor shall install asphalt mixture overlay splices (pavement terminations) as per the Detail of Asphalt Overlay Splice (see next page). Asphalt Mixture overlay splices shall be installed at the areas indicated in the Location Table for Asphalt Mixture Overlay Splices. The cost for saw cutting, 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 made for the ramps. The cost shall be included in the price bid per ton of asphalt.

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: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)

Detail of Asphalt Overlay Splice



**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)**

**1.10.3 Special Note: Work Zone Intrusion Initiative**

As part of the Department of Transportation’s Work Zone Intrusion Initiative, the following counter measures 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 500 feet and a maximum of 2,500 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.

**1.10.4 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: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)**

Raised asphalt rumble strips shall be formed from asphalt mixture meeting the requirements of Items 404.0589 or 404.0989. 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 degrees 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.

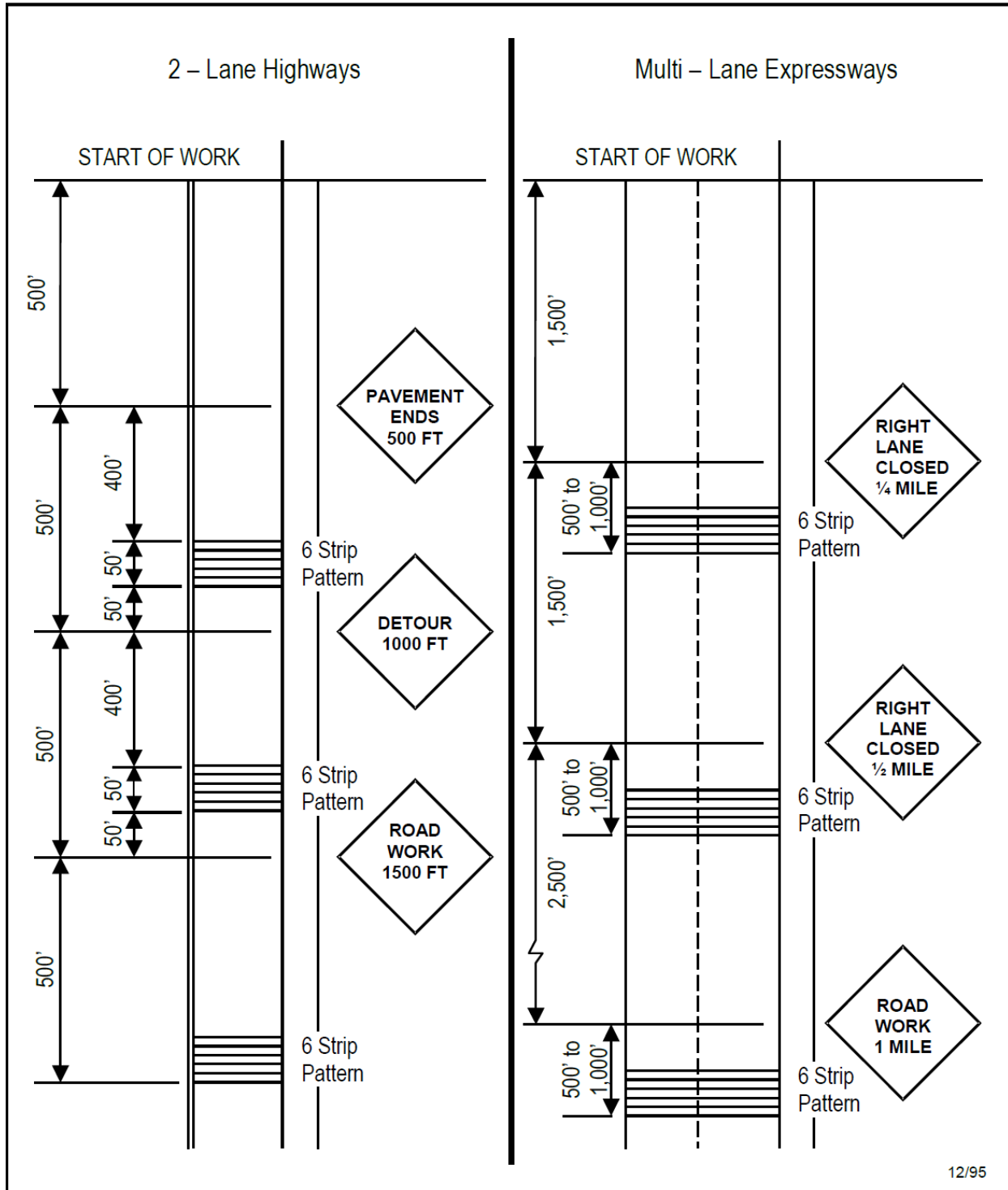
When directed by the Engineer, (e.g., prior to the start of the winter plowing season), or prior to the placement of successive pavement courses, the Contractor shall completely remove the rumble strips from the pavement. Rumble strips shall be removed upon completion of work and concurrently with the 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 of asphalt. No separate payment shall be made.

**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)**

**Suggested Layout Details -- Temporary Rumble Strips**



**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (Cont'd)**

**1.11 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 <https://www.fiscal.treasury.gov/surety-bonds/circular-570.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.

**1.11.1 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.

**1.11.2 Labor and Material Bond Example**

See the sample Labor and Materials Bond language found on the next 2 pages.

**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (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 Price Dollars (\$ \_\_\_\_\_)] good and lawful money of the United States of America, for payment of which said sum of money, well and truly to be made and done, the said Principal binds itself, its heirs, executors and administrators, successors and assigns, and the said Surety binds itself, its successors and assigns jointly and severally, firmly by these presents: WHEREAS, said Principal has entered into a certain written contract, on the \_\_\_\_\_ day of, 20\_\_\_\_ with the Department of Transportation, 50 Wolf Road, Albany, New York 12232.

(Project Description)

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

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

Signed and delivered \_\_\_ day of \_\_\_\_\_ 20\_\_\_ in the presence of

\_\_\_\_\_  
(Company)

By \_\_\_\_\_ Principal (Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Company)

By \_\_\_\_\_ Surety (Signature)

\_\_\_\_\_  
(Title of Authorized Officer)

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

**SECTION 1: ASPHALT MIX – (SPECIFIC CLAUSES) (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 \_\_\_\_\_ to me known and known to me to be the person, who being by me duly sworn, did depose and say that he/she resides in \_\_\_\_\_ that he/she is the \_\_\_\_\_ of the \_\_\_\_\_ the corporation described in and which executed the foregoing instrument; and that he/she signed his/her name thereto by order of the Board of Directors of said Corporation.

\_\_\_\_\_  
Notary Public

(Acknowledgment of Surety Company)

STATE OF NEW YORK ss. :

COUNTY OF \_\_\_\_\_

On this \_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, before me personally came \_\_\_\_\_ to me known and known to me to be the person, who being by me duly sworn, did depose and say that he/she resides in \_\_\_\_\_ that he/she is the \_\_\_\_\_ of the \_\_\_\_\_ the \_\_\_\_\_ 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 4V2512, 5V2511, 6H2405, 6V2512, 6V2515, 6V2542, 7PAV84, 7V2511, 7V2512, 7V2521, 7V2522, 7V2523, 7V2531, 7V2532, 7V2541, 7V2543, 7V2552, 7V2553, 7V2554, 7V2562, 9V2511, and 9V2581.

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

Projects 1V2511, 1V2512, 1V2521, 1V2522, 1V2571, 1V2572, 1V2581, 1V2582, 1V2583, 360462, 360470, 360471, 360477, 360478, 360484, 360504, 360505, 360506, 360507, 360508, 360509, 4V2511, 4V2521, 4V2522, 4V2532, 4V2533, 4V2541, 4V2553, 4V2561, 4V2572, 5V2512, 5V2521, 5V2522, 5V2531, 5V2532, 5V2541, 5V2542, 5V2543, 5V2551, 5V2552, 5V2553, 6H2401, 6H2403, 6H2406, 7PAV75, 7PAV76, 7PAV77, 7PAV78, 7PAV79, 7PAV81, 7PAV82, 7PAV83, 7V2542, 7V2551, 7V2564, 9HW511, 9HW513, 9HW523, 9HW541, 9HW562, 9HW571, and 9HW581.

**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 1V2511, 1V2512, 360462, 4V2522, 7PAV78, 9HW511, 9HW513, 9HW523, 9HW571, 9HW581, 9V2511, and 9V2581 involve cold recycling and Project 360508 involves heater scarification through separate contractor(s). These VPP overlay projects require that the paving contractor coordinates their work with the corresponding cold recycling/ heater scarification contractor to allow required curing period before placing the asphalt mixture overlay as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

**2.4 Special Note – PG Binder and Mix Design Level**

**2.4.1 PG 64S-22**

Requirements of this note apply to all Section 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:

- 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 µmsieve 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)

**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 of 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<sub>3.2</sub>:

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<sub>3.2</sub> is % recovery at 3.2 kPa

J<sub>nr 3.2</sub> 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.

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.

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

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)

2.4.4 PG 64E-22

Requirements of this note apply to all of 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 meet the **elastomeric** properties as indicated by one of the following equations for %R<sub>3.2</sub>:

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<sub>3.2</sub> is % recovery at 3.2 kPa

J<sub>nr 3.2</sub> 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 Federal Funded Projects**

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

PROJECT NUMBER	COUNTY	ROUTE	RAILROAD NAME	LOCATION
9V2511	Broome	11	NYS&W	RM 11 9101-3150

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

**2.6 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
1V2572	Warren	28	Maintained by Warrant County DPW	RM 28 1710 1162 + 220'
1V2581	Washington	22	Batten Kill Railroad	RM 22 1808 1064
360471	Onondaga	11	NY Susquehanna & Western	RM 113303 1006
360484	Onondaga	931B	CSX	RM 931B 3301 1008
4V2533	Monroe	259	CSX - Michael Sliper <a href="mailto:Michael_sliper@csx.com">Michael_sliper@csx.com</a>	RM 259 4301 1006
4V2572	Wyoming	20A	Norfolk Southern D.S. Starling (Shawn) <a href="mailto:douglas.starling@nscorp.com">douglas.starling@nscorp.com</a>	RM 20A 4602 1166
5V2512	Cattaraugus	62	Cattaraugus county IDA/NYLE	RM 62 5102 1153
9HW523	Chenango	320	NYS&W	RM 320 9201-1002
9HW581	Tioga	38	R.J. Corman Railroad Group	RM 38 6501-1118

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:

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

**Coordination with Railroad(s)**

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

**Description**

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

**Construction Details**

In the event the Contractor's work does foul a railroad facility the Contractor shall obtain a permit in order to enter railroad property and to cover the costs of the railroad's force account services.

The Contractor will not be allowed to enter onto the railroad's property to perform contract work, nor will the railroad provide services occasioned by the Contractor's operations unless the Contractor notifies the railroad and receives the railroad's prior approval. A railroad will not provide any services necessitated by the Contractor's operations until the permit is obtained.

These railroad's costs will include but may not be limited to costs incurred by the railroad to provide flaggers, spotters, engineering services, administrative services, construction inspection, or other labor, material, or equipment necessary to provide a safe environment for both the Contractor's and railroad's forces.

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

**Basis of Payment**

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

**2.7 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 asphalt item. No separate payment shall be made.

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

**2.8 Performance Engineered Mixtures (PEM) Evaluation Using Performance Testing**

This note shall apply to the sites listed below:

- Project 4V2511 – Route 63, Genesee County**
- Project 4V2512 – Route 77, Genesee County**
- Project 4V2522 – Route 39, Livingston County**
- Project 4V2532 – Route 253/943C, Monroe County**
- Project 4V2533 – Route 259, Monroe County**
- Project 4V2541 – Route 14, Ontario County**
- Project 4V2553 – Route 31A, Orleans County**
- Project 4V2561 – Route 31, Wayne County**
- Project 4V2572 – Route 20A, Wyoming County**
- Project 5V2511 – I-86 West Bound, Cattaraugus County**
- Project 5V2521 – Route 474, Chautauqua County**
- Project 5V2531 – Route 952Q, Erie County**
- Project 5V2543 – Route 277, Erie County**
- Project 5V2551 – Route 93, Niagara County**
- Project 5V2553 – Route 93, Niagara County**
- Project 6H2403 – Route 961M, Chemung County**
- Project 6H2405 – Route 86, Steuben County**
- Project 7PAV75 – Route 190, Clinton County**
- Project 7PAV76 – Route 374, Clinton County**
- Project 7PAV77 – Route 374, Franklin County**
- Project 7PAV79 – Route 3, Jefferson County)**
- Project 7PAV81 – Route 58, St. Lawrence County**
- Project 7PAV84 – Route 11 St. Lawrence County**
- Project 7V2511 – Route 190, Clinton County**
- Project 7V2512 – Route 9N, Clinton County**
- Project 7V2522 – Route 37, Franklin County**
- Project 7V2523 – Route 30, Franklin County**
- Project 7V2531 – Route 3, Jefferson County**
- Project 7V2541 – Route 12, Lewis County**
- Project 7V2551 – Route 184, St. Lawrence County**
- Project 7V2552 – Route 56, St. Lawrence County**
- Project 7V2553 – Route 812, St. Lawrence County**
- Project 9HW511 – Route 26, Broome County**
- Project 9HW513 – Route 11, Broome County**
- Project 9HW523 – Route 320, Chenango County**
- Project 9HW541 – Routes 30 and 206, Delaware County**
- Project 9HW562 – Routes 10 and 23, Delaware County**
- Project 9HW571 – Routes 97, Sullivan County**
- Project 9HW581 – Route 38, Tioga County**
- Project 9V2511 – Route 11, Broome County**
- Project 9V2581 – Route 96, Tioga County**

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

**Performance Engineered Mixtures (PEM) Evaluation using Performance Testing**

**Description**

This note covers the requirements of Performance Engineered Mixtures (PEM) for 6.3, 9.5 and 12.5 asphalt top course mixtures. The requirements are for mixture design, verification, and production under a performance testing process. All provisions of Section 401 Asphalt Production of the NYS Standard Specifications apply except as modified below.

**Mixture Design Process**

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

<b>Table 1 – Performance Testing Criteria</b>			
<b>Test Methods</b>	<b>Criteria</b>	<b>Min. Design Value</b>	<b>Max. COV</b>
ASTM D6931-17 Indirect Tensile Strength Test	IDT Strength	30 psi	≤25
ASTM D8225-19 Determination of CT Index	CT Index	135	≤25

Designs may use an air void content between 2% and 5%.

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

**Sample Fabrication & Testing**

All volumetric and fabricated samples for mix design approval shall be from the same sampling point

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 (RML).
  - c. **Additional Cross-Lab Testing:** RME may request additional loose mixture for further testing. The RML will fabricate samples to be tested by the Producer.

The PEM mixture design, the Producer fabricated samples, and additional loose mix if applicable, shall be submitted to the RML no less than 14 days prior to production.

2. **Regional Materials Lab (RML)** – The RML will do the following:
  - a. Test the Producer fabricated second set samples to determine if they meet the performance criteria referenced in Table 1.
  - b. **Additional Cross-Lab Testing:** : If deemed necessary by RME, they 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.

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

Table 2 - Performance Test Sample Fabrication and Design Criteria		
	High Temperature IDT	IDEAL CT index
Test Method	ASTM D6931	ASTM D8225
No. of Samples	3	
Load Rate (mm/min)	50±2	
Height (mm)	62±1 <sup>1</sup>	
Aging	Lab mixed	2 hours loose mix conditioning at Compaction Temperature
	Production Mix Sampled at Plant (Choose One Option)	2 hours covered loose mix conditioning at Compaction Temperature
		If sample temperature falls below compaction temperature, Reheat loose mix to Compaction Temperature
Production Mix Sampled at Paver	Reheat loose mix to Compaction Temperature	
Compaction Temperature, °F	V Grade = 270°F ± 5°F E Grade = 295°F ± 5°F	
Air Voids, %	7 ± 1.0	7 ± 0.5
Test Temperature, °F	111°F ± 2.0°F	77°F ± 2.0°F
Water Bath Conditioning	111°F for 2 hrs ± 10 min.	77°F for 2 hrs ± 10 min.

<sup>1</sup> Modified height from ASTM D6931-17

**Approved Non-PEM Job Mix Formula (JMF)**

A Producer can use an approved non-PEM JMF to develop a PEM mix design for approval. The Producer shall follow the mix design process for sampling and fabrication for PEM testing and ensure the performance test requirements of *Table 1 – Performance Testing Criteria* are met or exceeded. The PEM mix design submission shall include the PEM test results and associated files, along with the existing JMF. If samples are taken and fabricated from non-PEM JMF in production, the RME may request additional testing information to verify that the sampled material is representative of the approved non-PEM JMF.

**Acceptance of the Design**

The RME will calculate the average design value, standard deviation, and the Coefficient of Variation of the three representative samples for the two performance tests performed by the Producer and by the RML for each criterion listed in Table 1. The RME will calculate the Coefficient of Variation (COV) using the following formula:

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

The 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 can be based on the previous performance of the similar volumetric mixture design.

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

**Mixture Production**

The Producer shall perform Quality Control of the mixture in accordance with MP 401, *Quality Control and Quality Assurance Procedure for Asphalt Mixture Production*. The Department will perform Quality Assurance consisting of plant or paver sampling and review of Producer’s control charts. Plant Quality Adjustment Factor (QAF) does not apply.

The Producer and Department shall complete all testing outlined in Table 3 on the first day of production. Subsequent testing shall follow the testing frequency outlined in Table 3.

Modification of subsequent testing is allowed for better management of production testing and sampling if the minimum frequency of testing is maintained, and there is consensus of the RME.

Modification to the gradation targets or PG binder content will be permitted after design acceptance only with concurrence from the RME. The modifications would be required to meet the following:

- The gradation targets for each sieve must be within a maximum of 5% from the target on the approved JMF and not fall outside the design Control Points.
- The PG binder content cannot drop below the minimum design requirement for the appropriate nominal maximum aggregate size.

**Quality Control Process**

The results of all tests outlined in Table 3 shall be recorded and submitted to the RME by the Producer on the Department provided forms. Control charts should be used daily during production 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 be in accordance with *Table 2 - Performance Test Sample Fabrication and Design Criteria*.

<b>Table 3 - Production Testing and Sampling</b>			
<b>Plant Test Property</b>	<b>Test Method</b>	<b>Producer Testing Frequency<sup>1</sup></b>	<b>Department Testing Frequency<sup>2</sup></b>
PG Binder Content	Automation, Ignition Oven (NY 400-13C), or AASHTO T 164 Method A or B	Every Sublot	Every Lot
Aggregate Gradation	AASHTO T27	Every Sublot	Every 3 Lots
Air Voids	MM 5.16, AASHTO T269	Every 2 Lots	Every 3 Lots
Indirect Tensile Strength	ASTM D6931-17	Every 2 Lots	Every 3 Lots
Determination of CT Index	ASTM D8225-19	Every 2 Lots	Every 3 Lots

1. All sampling at the plant

2. All sampling at the paver

Material sampling points for Quality Control activities shall be at the discretion of the Contractor, within the provided frequencies. Sampling points shall be identified on all Department provided forms and 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.

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

For Producers, testing every 2 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 3 consecutive lots, the RME will count those as 1 lot of the Test Cycle.

**Quality Assurance**

The Quality Assurance Technician (QAT) will sample asphalt mixture for testing either at the paver under Materials Procedure 404-03 or at the asphalt plant. The QAT will perform tests under the test methods and at the frequency identified in Table 2 – Summary of Testing Criteria for Performance-Engineered Mixtures (PEM) and Table 3 – Production Testing and Sampling.

The QAT will evaluate sample results against the asphalt mixture requirements indicated in Table 4 – Mixture Gradation, Absolute Difference, Table 5 – Mixture Performance, Absolute Difference and Table 6 – Air Voids.

The QAT may be present at the asphalt plant during production, at the discretion of the RME. The QAT may perform testing at the plant, in lieu of testing at the Regional Lab. The QAT will not be responsible for any activities at the production facility. The QCT may make all QA samples for testing under Table 3, if witnessed by QAT, with concurrence of the RME.

**Mixture Production**

Asphalt Mixture requirements are as follows:

<b>Table 4 - Mixture Gradation, Absolute Difference</b>			
Limits (Test Value – Daily Target 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
Evaluation	5.0 – 8.0	4.0 – 6.0	2.0 – 4.0
Action	>8.0	>6.0	>4.0

<b>Table 5 - Mixture Performance</b>		
PEM Limits	IDEAL CT Index	HT-IDT (psi)
Production	≥ 135.0	≥ 30.0
Evaluation	108.0 - 134.9	24.0 - 29.9
Action	< 108.0	< 24.0

<b>Table 6 – Air Void</b>	
Limits	Air Voids
Production	2%-5%
Evaluation	<2% or >5%

**Limits During Production**

- 1. Production Limits** – If the gradation absolute difference, mixture performance and air void values fall within the Production Limits as stated in Table 4, 5, and 6, no action is required.

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

2. **Evaluation Limit** - If either the gradation absolute difference, mixture performance, or air void values fall below the production limit stated in Tables 4, 5, and 6, the Producer shall take action to bring the mixture back above the production limits. If test results for two consecutive tests fall within the evaluation limits, the production shall be immediately terminated and shall not resume until the RME is satisfied with the actions taken.
3. **Action Limit** - If either the gradation absolute difference or mixture performance values fall within the action limit stated in Tables 4 and 5 for any sample, the production shall be immediately terminated, and the following will apply:
  - a. The RME will evaluate the pavement 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 §404-3.08, *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.

**2.9 Density Profiling System (DPS)**

This note shall apply to the sites listed below:

- Project 5V2511 – I-86 West Bound, Cattaraugus County**
- Project 5V2521 – Route 474, Chautauqua County**
- Project 5V2531 – Route 952Q, Erie County**
- Project 5V2543 – Route 277, Erie County**
- Project 5V2551 – Route 93, Niagara County**
- Project 5V2553 – Route 93, Niagara County**

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

**DESCRIPTION**

Using a Density Profiling System (DPS), measure and evaluate the density of a 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 be equipped with integrated GPS capabilities and shall be cart or vehicle mounted with redundant sensors such that if one sensor fails, the unit is not inoperable. 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, air calibrations, and/or standard material block 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.

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

**Reporting:**

The Contractor shall provide the Engineer the following daily:

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

**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 23, 2025, thru 6:00 am Tuesday, May 27, 2025 –(Memorial Day Holiday)
- 6:00 am Thursday, July 3, 2025, thru 6:00 am Monday, July 7, 2025 –(July 4th Holiday)
- 6:00 am Friday, August 29, 2025, thru 6:00 am Tuesday, September 2, 2025 –(Labor Day Holiday)
- 6:00 am Wednesday, November 26, 2025, thru 6:00 am Monday, December 1, 2025 – (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 CAR 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. **Use of the pilot vehicle 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 plant mix material in lane widths, shoulders, or similar construction applicable to the specified typical section and thicknesses shown on the plans. In addition, the speed of the paver must remain constant to ensure a uniform thickness of the course (mat) being placed. The speed of the paver must match the production rate of the 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 1V2511 – Albany County**

Item **404.0589 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 404.03890218.

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

<b>Location</b>	<b>Roadway Width</b>
Beebe Road (north)	28
Beebe Road (south)	38
Nash Road	28
Knox Cave Road (north)	38
Knox Cave Road (south)	44
Street Road	61
Quay Road	24
Witter Road	30
Bell Road	22
Sturgess Road	18
Lewis Road	20

**Milling**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 146 from approximately RM 1070 - 200’ to RM 1071 (railroad tracks to Maple Avenue). The production cold milling includes milling an estimated 2,080 square yards at a milling depth of 2”.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. The milled materials will be disposed of at the Voorheesville sub residency, 16 Maple Road, Voorheesville, NY 12186.

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 item.

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

The paving contractor shall be responsible for miscellaneous milling and paving of the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25 ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 50 ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item.

The paving contractor shall be responsible for miscellaneous milling and paving of the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item.

**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.

**Tack Coat**

The vendor shall provide and apply bituminous tack coat to all existing asphalt pavement surfaces to be overlaid in this contract including step joints.

**Paved Asphalt Gutter**

The project includes milling and replacement of a section of paved asphalt gutter on the westbound shoulder of Route 146 from approximately RM 1070 - 200' to RM 1071 (railroad tracks to Maple Avenue).

The Contractor shall match existing driveways and maintain positive drainage to the drainage inlet at the east end of the project.

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

**3.9 Project 1V2512 – Albany County**

Item **404.0589 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 404.03890218.

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

Location	Roadway Width
Brandle Road	20
Gardner Road	24
Indian Creek Lane	18
Picard Road	54
Meadowdale Road	26
Tygert Road (north)	18
Tygert Road (south)	18

As part of this contract, the contractor is required to install **Centerline Audible Roadway Delineators, (CARDS)** from RM 1104 to 1152 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 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.

**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.

**Tack Coat**

The vendor shall provide and apply bituminous tack coat to all existing asphalt pavement surfaces to be overlaid in this contract including step joints.

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

**3.10 Project 1V2521 – Essex County**

Item **402.05891 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 402.03890218.

**Intersections**

The paving contractor shall be responsible for milling rebates and paving the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at the locations listed below. The sideroads within the production milling limits will need to be miscellaneous milled back to the rebate location, nominal depth of 2”. Intersections shall be paved (and misc. milled if within the milling limits) the approximate number of feet as noted in the table below (or as marked by the Resident Engineer in the field), from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2”. The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The rebate milling, miscellaneous milling (if required), and paving of side road intersections will be included in the bid cost of the top course asphalt item. The quantity for the side road paving is included in the contract tonnage.

<b>Location</b>	<b>Side road intersection rebate width (ft)</b>	<b>Edge of mainline shoulder to rebate (ft)</b>	<b>Within production milling limits?</b>
Bobsled Run Road	50	15	No
Mountain Lane	60	25	No
Country Club Lane	80	15	No
Timber Lane	40	15	No
Adirondack Loj Road	40	15	No
River Road	80	15	Yes
Village Dumping Lot	80	15	Yes
Old Military Road	28	550 ft *See note	Yes *see note
John Brown Road Ext.	30	440 ft *See note	Yes *see note
ORDA Ski Jump Entrance	130	10	Yes
Horse Show Entrance	60	20	Yes
Airport Lane	60	25	Yes
North Elba Hwy. Entrance	60	15	Yes
Recycle Circle Lane	60	15	Yes
Liberty Lane	40	15	Yes

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

\*Note: Old Military Rd and John Brown Rd extension shall be production milled and paved back from Route 73 so that the entire triangle made up of Route 73, Old Military Rd, and John Brown Rd extension is production milled and paved.

**Milling**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 73 from RM 73-1201-1641 to 1654, a length of 1.3 centerline miles. In addition to Route 73, Old Military Rd (for a length of 550 ft) and John Brown Rd extension (for a length of 440 ft) shall be production milled and paved back from Route 73 so that the entire triangle made up of Route 73, Old Military Rd, and John Brown Rd extension is production milled and paved, The production cold milling for the entire project, includes milling an estimated 29,000 square yards at a milling depth of 2”.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item.

**Shoulder backup**

The contractor shall back up shoulders following paving for the 5.6 centerline mile length (11.2 mile shoulder length) of the job in accordance with Item 203.24010017 (<https://www.dot.ny.gov/spec-repository-us/203.24010017.pdf>). The limits of the project will require shoulder backup approximately 24-36 inches wide and 2-6 inches deep to eliminate shoulder drop offs. All work needed to place, grade, and compact the shoulder backup including equipment, manpower, work zone, signage, etc. will be included in the cost bid for the asphalt top course. Based on past projects it is estimated that approximately 1,700 tons of material will be required for the shoulder backup. However, no additional payment will be made if it takes more material to satisfactorily back up the shoulder drop offs.

**Lane Closure Restrictions & Ironman Restrictions**

There shall be no lane closures on Fridays later than 12:00pm (noon) due to high traffic volumes traveling to and from the Lake Placid area.

If started prior to the Lake Placid Ironman race, the project will need to be 100% completed by close of business Wednesday July 16, 2025. If the project can not be completed by 7/16/25, it should not be started until Tuesday July 22, 2025 or later. This is to avoid having the project partially complete during the Ironman race which will expose racing bicycles to milled surfaces, uneven lanes, rebates, and shoulder drop-offs that will exist during the construction timeframe.

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

**3.11 Project 1V2522 – Essex County**

Item **402.05891 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 402.03890218.

**Intersections**

The paving contractor shall be responsible for milling rebates and paving the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at the locations listed below. Intersections shall be paved the approximate number of feet as noted below (or as marked by the Resident Engineer in the field), from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2”. The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The rebate milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. The quantity for the side road paving is included in the contract tonnage.

<b>Location</b>	<b>Side roadway intersection width</b>	<b>Distance from edge of mainline shoulder to rebate</b>
9N Intersection	200	20
Parking Area (RM 1000)	165	28
Laku Campground Entrance Road	50	20
Trimble Road	75	20
Lake Road	60	20
Historic Site Entrance Road	50	20
DEC Maintenance Ctr Entrance	100	20
Parking Area (RM 1034)	390	25
DEC Campground Entrance	75	20

**Milling**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 185 a distance of 300 feet on each side of the railroad bridge located at RM 910L-1201-1003. It also includes production milling the pavement between RM 1037 and 1038+275 (800 feet) near the project limit at the Bridge to VT. The production cold milling includes milling an estimated 6,000 square yards at a milling depth of 2”.

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

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item.

**Shoulder backup**

The contractor shall back up shoulders following paving for the 5.6 centerline mile length (11.2 mile shoulder length) of the job in accordance with Item 203.24010017 (<https://www.dot.ny.gov/spec-repository-us/203.24010017.pdf>). The limits of the project will require shoulder backup approximately 24-36 inches wide and 2-6 inches deep to eliminate shoulder drop offs. All work needed to place, grade, and compact the shoulder backup including equipment, manpower, work zone, signage, etc. will be included in the cost bid for the asphalt top course. Based on past projects it is estimated that approximately 1,200 tons of material will be required for the shoulder backup. However, no additional payment will be made if it takes more material to satisfactorily back up the shoulder drop offs.

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

**3.12 Project 1V2571 – Warren County**

Item **404.0589 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 404.03890218.

**Intersections**

The paving contractor shall be responsible for milling rebates and paving the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at the locations listed below. Intersections shall be paved 20’ (or as marked by the Resident Engineer in the field), from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2”. The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The rebate milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. The quantity for the side road paving is included in the contract tonnage.

<b>Location</b>	<b>Roadway Width</b>
Van Guilder Road	80
Igerna Road	70
Butternut Flats	70
White Schoolhouse Road	130
Nichols Road	80
Landon Hill Road	112

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

**3.13 Project 1V2572 – Warren County**

Item **404.0589 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 404.03890218.

**Intersections**

The paving contractor shall be responsible for milling rebates and paving the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at the locations listed below. Intersections shall be paved 20’ (or as marked by the Resident Engineer in the field), from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2”. The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The rebate milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. The quantity for the side road paving is included in the contract tonnage.

<b>Location</b>	<b>Roadway Width</b>
Steele Road	58
Harrington Road	47
Pasco Road	100
Glen Creek Bridge	180
Glen Creek Road	90
Glen Athol Road	90
DeGroot Road (South)	25
DeGroot Road (North)	25

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

**3.14 Project 1V2581 – Washington County**

**Intersections**

The paving contractor shall be responsible for milling rebates and paving the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at the locations listed below. Intersections shall be paved the approximate number of feet as noted below (or as marked by the Resident Engineer in the field), from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The rebate milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. The quantity for the side road paving is included in the contract tonnage..

<b>Location</b>	<b>Side roadway intersection width (ft)</b>	<b>Distance from edge of mainline shoulder to rebate (ft)</b>
North Union Street (Gravel Road)	50	40
Driscoll Way	18	50
Auction Barn Entrance (South)	100	12
Auction Barn Entrance (North)	40	12
Town of Jackson Offices Entrance	95	12
Colfax Road	18	50

**Milling**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 22 from RM 22-1808-1064 to 1092, a length of 2.8 centerline miles. The production cold milling for the entire project, includes milling an estimated 54,300 square yards at a milling depth of 2".

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item.

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

**CARDS**

As part of this contract, the contractor is required to install **Centerline Audible Roadway Delineators, (CARDS)** on Route 22 from RM 22-1808-1070 (55 mph sign @ Driscoll Way) to 1092 in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid prices of the asphalt 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)**

**3.15 Project 1V2582 – Washington County**

Item **404.0589 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 404.03890218.

**Milling**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 40 from RM 40-1802-1223 to 1247, a length of 2.4 centerline miles. The production cold milling for the entire project, includes milling an estimated 42,240 square yards at a milling depth of 2".

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item.

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

**3.16 Project 1V2583 – Washington County**

Item **404.0589 (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 404.0683, 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 404.0589 for this contract only)
- Misc. Patching mix meeting the requirements of Item 404.03890218.

**Intersections**

The paving contractor shall be responsible for milling rebates and paving the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at the locations listed below. Intersections shall be paved the approximate number of feet as noted below (or as marked by the Resident Engineer in the field), from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2”. The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The rebate milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. The quantity for the side road paving is included in the contract tonnage.

Location	Side roadway intersection width (ft)	Distance from edge of mainline shoulder to rebate (ft)
Old State Road (West)	20	50
Old State Road (East)	20	50
Moses Vegetable Stand	230	10
STC Entrance	115	12
Bensons Restaurant	75	10

**Milling**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 67 from RM 67-1805-1000 to 1008, a length of 0.80 centerline miles. The production cold milling for the entire project, includes milling an estimated 12,500 square yards at a milling depth of 2”.

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

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item..

**CARDS**

As part of this contract, the contractor is required to install **Centerline Audible Roadway Delineators, (CARDS)** on Route 67 from RM 67-1805-1000 to 1008 in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid prices of the asphalt 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 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3)**

**4.1 General Special Note – Region 3 Projects**

2024 HOLIDAYS TEMPORARY LANE/SHOULDER CLOSURE RESTRICTIONS

All Region 3 Projects shall follow the following holiday restrictions:

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

6:00 am Friday, May 25, 2025 thru 6:00 am Tuesday, May 27, 2025 - (Memorial Day Holiday)

6:00 am Thursday, July 3, 2025 thru 6:00 am Monday, July 7, 2025 - (July 4th Holiday)

6:00 am Friday, August 29, 2025 thru 6:00 am Tuesday, September 2, 2025 - (Labor Day Holiday)

6:00 am Wednesday, November 26, 2025 thru 6:00 am Monday, December 1, 2025 - (Thanksgiving Holiday)

6:00 am Wednesday, December 24, 2025 thru 6:00 am Monday, December 29, 2025 - (Christmas Holiday)

There shall be no temporary lane or shoulder closures on roadway facilities designated below on these additional holidays or special events.

<b>Designated Roadway Facilities</b>		
<b>Facility</b>	<b>Limits</b>	<b>Holiday/Event</b>
All state roadways	Onondaga County (pavement markings work only)	Syracuse Nationals
Route 931B (State Fair Blvd)	All	Syracuse Nationals
Route 931B (State Fair Blvd)	All	New York State Fair
Route 931B (State Fair Blvd)	All	Before and after Amphitheater Events
Route 221	All	Central New York Maple Festival
Route 11	Tully to Syracuse	Lafayette Apple Festival
Route 11A	All	
Route 11	Route 20 to Route I81 Ramps, Nedrow	Empire Farm Days
Route 104	West Oswego County to I-81	Oswego Harborfest

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

Construction activities that will result in temporary lane/shoulder closures on the above-mentioned roadways shall be suspended to minimize travel delays associated with road work on these additional holidays or special events as follows:

<b>HOLIDAY OR SPECIAL EVENT</b>	<b>Falls on</b>		<b>Temporary lane closures are NOT allowed from</b>
	<b>Days</b>	<b>Date (mm/dd/yyyy)</b>	
Syracuse Nationals	All	07/18/2025 thru 07/21/2025	Beginning 6:00 AM Friday and ending 6:00 AM Monday
New York State Fair	All	08/20/2025 thru 09/02/2025	Beginning 6:00 AM Wednesday and ends 6:00 AM Tuesday
Oswego Harborfest	All	07/24/2025 thru 07/28/2025	Beginning 6:00 AM Thursday and ends 6:00 AM Monday
Central New York Maple Festival	Saturday Sunday	04/05/2025 thru 04/07/2025	Beginning 6:00 AM Saturday and ends 6:00 AM Monday
Lafayette Apple Festival	Saturday Sunday	10/TBA/2025 thru 10/TBA/2025	Beginning 6:00 AM Saturday and ends 6:00 AM Monday
Empire Farm Days	Thursday - Saturday	8/TBA/2025 thru 8/TBA/2025	Beginning 6:00 AM Thursday and ends 6:00 AM Sunday
Before Amphitheater Events			From two hours prior to the scheduled start until 30 minutes after the scheduled start of the event
After Amphitheater Event			From 30 minutes prior to the scheduled conclusion until 1 hour after the actual conclusion of the event

Exceptions can only be made under the following conditions:

- Emergency work.
- Work within long-term stationary lane closures.
- Safety work that does not adversely impact traffic mobility and has been authorized by the Regional Traffic Engineer.

The contractor shall notify the Regional Traffic Safety and Mobility Group at (315) 426-2131 at least 10 working days prior to starting any work at a signalized intersection. The contractor shall allow the State a minimum of 5 working days after milling, and before paving, to install any necessary detection at the intersection.

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 items. No separate payment shall be made.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

It shall be the Contractor’s responsibility to inventory and document the existing pavement marking patterns prior to commencing work and submit to the Resident Engineer a copy of the inventory prior to beginning work. The contractor shall also document the existing lane widths and shoulder widths of the pavement marking patterns and any special markings. The Contractor shall be responsible for completing all pavement marking layout necessary for the installation of the final pavement markings. There may be the need for the contractor to make adjustments to the pavement marking layout including changes as indicated by the Regional Traffic and Safety Group or the Resident Engineer. If the original markings are obliterated, the contractor shall contact the Resident Engineer for guidance on their location.

**4.2 Pilot Vehicle – Region 3 Projects**

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

SIGN	MINIMUM SIZE	LOCATION
PILOT CAR 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. The use of the pilot vehicle does not eliminate the use of traffic control devices specified in Section 619.xx of the standard specifications.

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 asphalt items. No separate payment shall be made. The use of the pilot vehicle shall be as ordered by the Resident Engineer.

**4.3 General Special Note – Region 3 Projects**

On specific projects listed below where noted the paving contractor shall be responsible for miscellaneous milling of side road intersections to the depth indicated and provide paving as noted beyond the edge of mainline shoulders, the contractor shall pave all milled intersections under the pay item for top course asphalt. The contractor shall also mill/trim rebates at the end of the project and around any bridge joints to provide a uniform edge for the paving joint.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.4 Project 360462 – Route 221, Cortland County**

The paving contractor shall coordinate paving schedule with Cold-in-Place Recycling contractor per special note from Section 2.3.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25 ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25 ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 221 from RM 221-3201-1014 to 1043, 2.9 CL miles (15,470 LF). The contractor is required to install the CARDS and SHARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.5 Project 360470 – Route 49, Oswego County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 49 from East of Route 3 to West of Route 264, RM 49-3401-2139 to 2162. The production cold milling on Route 49 includes milling an estimated 41,320 square yards at a milling depth of 2.25". Production milling on Routes 49 totals 2.3 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. 100% of milled material from this project will remain the property of the NYSDOT. Contractor will be responsible to haul the millings to the NYSDOT property on Route 104 across from Hong Kong Rd, 1± mile east of I-81, 1898 NY-104, Parish, NY 13131 to be stockpiled. 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 49 from RM 49-3401-2139 to 2162, 2.3 CL miles (12,200 LF) and install Shoulder Audible Roadway Delineators (SHARDS) on Route 49 from RM 49-3401-2139 to 2162, 4.6 shoulder miles (24,400 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The contractor is required to install the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving per the pavement marking inventory from Swamp Rd (County Route 37), RM 49-3401-2158 + 400' to work limit, RM 49-3401-2162. Pavement markings include all long lines (center and edge lines) using 4" width yellow center lines, 4" width white turn lane lines and 6" width white edge lines using waterborne paint and glass spheres. Pavement marking costs shall be included in the bid cost of the top course asphalt item.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.6 Project 360471 – Route 11A, Onondaga County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 11A from Southern Onondaga Nation Territory Line, South of Buffalo Hill Rd to West of Route 11, RM 11A-3301-1084 to 1131. The production cold milling on Route 11A includes milling an estimated 86,357 square yards at a milling depth of 2.25". Production milling on Routes 11A totals 4.6 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25 ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25 ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 11A from RM 11A-3301-1084 to 1102, 1.8 CL miles (9,000 LF). The contractor is required to install the CARDS and SHARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item.

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving per the pavement marking inventory. Pavement markings include all long lines (center and edge lines) using 4" width yellow center lines, 4" width white turn lane lines and 6" width white edge lines using waterborne paint and glass spheres. Pavement marking costs shall be included in the bid cost of the top course asphalt item.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.7 Project 360471 – Route 11, Onondaga County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 11 from Southern Onondaga Nation Territory Line, South of Buffalo Hill Rd to West of Route 11, RM 11-3303-1000 to 1013. The production cold milling on Route 11 includes milling an estimated 25,931 square yards at a milling depth of 2.25". Production milling on Routes 11 totals 1.3 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25 ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25 ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 11 from RM 11-3303-1000 to 1008, 0.8 CL miles (4,525 LF). The contractor is required to install the CARDS and SHARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item.

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving per the pavement marking inventory. Pavement markings include all long lines (center and edge lines) using 4" width yellow center lines, 4" width white turn lane lines and 6" width white edge lines using waterborne paint and glass spheres. Pavement marking costs shall be included in the bid cost of the top course asphalt item.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.8 Project 360471 – Field Ln, Onondaga County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Field Ln from West of Route 20 to East of Route 11A, RM 20-3308-1167 to RM 11A-3301-1069. The production cold milling on Field Ln includes milling an estimated 2,253 square yards at a milling depth of 2.25". Production milling on Field Ln totals 0.28 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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 item.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25 ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25 ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item.

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving per the pavement marking inventory. Pavement markings include all long lines (center and edge lines) using 4" width yellow center lines, 4" width white turn lane lines and 6" width white edge lines using waterborne paint and glass spheres. Pavement marking costs shall be included in the bid cost of the top course asphalt item.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.9 Project 360477 – Route 370, Onondaga County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 370 from West of Tater Rd to West of Artillery Ln, RM 370-3303-1000 to 1069. The production cold milling on Route 370 includes milling an estimated 159,400 square yards at a milling depth of 2.25". Production milling on Routes 370 totals 6.9 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 370 from RM 370-3303-1000 to 1010 and from RM 370-3303-1016 to 1069, 6.3 CL miles (33,300 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. All work required to complete the CARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving per the pavement marking inventory. Pavement markings include all long lines (center and edge lines) using 4" width yellow center lines, 4" width white turn lane lines and 6" width white edge lines using waterborne paint and glass spheres. Pavement marking costs shall be included in the bid cost of the top course asphalt item.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.10 Project 360478 – Route 13, Oswego County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 13 from West of Palmiter Rd to East of Route 11, RM 13-3407-1184 to 1197. The production cold milling on Route 13 includes milling an estimated 21,617 square yards at a milling depth of 2.25". Production milling on Routes 13 totals 1.3 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. 100% of milled material from this project will remain the property of the NYSDOT. Contractor will be responsible to haul the millings to the NYSDOT property on Route 104 across from Hong Kong Rd, 1± mile east of I-81, 1898 NY-104, Parish, NY 13131 to be stockpiled. 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 13 from RM 13-3407-1194 to 1197, 0.3 CL miles (1,600 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The contractor is required to install the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.11 Project 360484 – Route 931B, Onondaga County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 931B from West of Route 297 to East of Pump House Rd, RM 931B-3301-1000 to 1009. The production cold milling on Route 931B includes milling an estimated 31,900 square yards at a milling depth of 2.25". Production milling on Routes 931B totals 0.9 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.12 Project 360504 – Route 104, Oswego County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 104 from East Village Line of Mexico to West of I-81, RM 104-3406-3134 to 3183. The production cold milling on Route 104 includes milling an estimated **99,400 square yards** at a milling depth of 2.25". Production milling on Routes 104 totals 4.92 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. 100% of milled material from this project will remain the property of the NYSDOT. Contractor will be responsible to haul the millings to the NYSDOT property on Route 104 across from Hong Kong Rd, 1± mile east of I-81, 1898 NY-104, Parish, NY 13131 to be stockpiled. 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 104 from RM 104-3406-3134 to 3183, 4.92 CL miles (26,000 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The contractor is required to install the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.13 Project 360505 – Route 96, Seneca County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 96 from North of Route 336 to South of Waterloo Village Line, RM 96-3503-1229 to 1292. The production cold milling on Route 96 includes milling an estimated 118,300 square yards at a milling depth of 2.25". Production milling on Routes 96 totals 6.3 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 96 from RM 96-3503-1229 to 1292, 6.3 CL miles (33,300 LF) and install Shoulder Audible Roadway Delineators (SHARDS) on Route 96 from RM 96-3503-1229 to 1259, 6.3 shoulder miles (31,700 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The contractor is required to install the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.14 Project 360506 – Route 104, Oswego County**

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this overlay contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 104 from RM 104-3406-1000 to 1092, 9.2 CL miles (48,600 LF) and install Shoulder Audible Roadway Delineators (SHARDS) on Route 104 from RM 104-3406-1002 to 2192 WB, RM 104-3406-1000 to 1007 EB and RM 104-3406-1010 to 2192 EB, 18 shoulder miles (95,000 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The contractor is required to install the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving per the pavement marking inventory. Pavement markings include all long lines (center and edge lines) using 4" width yellow center lines, 4" width white turn lane lines and 6" width white edge lines using waterborne paint and glass spheres. Pavement marking costs shall be included in the bid cost of the top course asphalt item.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.15 Project 360507 – Route 5/20, Cayuga County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 5/20 from East of Seneca County Line to West of Route 326, RM 5-3107-1000 to 1083. The production cold milling on Route 5/20 includes milling an estimated 243,000 square yards at a milling depth of 2.25". Production milling on Routes 5/20 totals 8.3 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 5/20 from RM 5-3107-1000 to 1076, 7.6 CL miles (40,150 LF) and install Shoulder Audible Roadway Delineators (SHARDS) on Route 5/20 from RM 5-3107-1000 to 1083, 16.6 shoulder miles (87,650 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The contractor is required to install the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. All work required to complete the CARDS and SHARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.16 Project 360508 – Route 26, Cortland County**

The paving contractor shall coordinate paving schedule with Resident Engineer and/or Heater Scarification contractor to allow proper cure time of the scarified surface prior to top paving.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25 ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25 ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 26 from RM 26-3202-1000 to 1043, 4.3 CL miles (24,300 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. All work required to complete the CARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

**SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)**

**4.17 Project 360509 – Route 174, Onondaga County**

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement travel lanes and shoulders on Route 174 from East of Lee Mulroy Rd to West of Dublin Rd, RM 174-3301-1091 to 1106, and from North of E Main Steet to West of Camillus Heights Way, RM 174-3301-1110 to 1160. The production cold milling on Route 174 includes milling an estimated 133,821 square yards at a milling depth of 2.25". Production milling on Routes 174 totals 6.5 CL miles.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, 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. All cost associated with production cold milling including disposal and delivery shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The paving contractor shall be responsible to miscellaneous mill and pave the side road intersections from the edge of the mainline shoulder treatment to the rebate termination on the side road at locations listed in the rebate table. Intersections shall be milled and paved a length of 25-ft from the edge of the mainline shoulder treatment to the rebate termination location, nominal depth of 2.25". The rebates shall be milled by the paving contractor in accordance with the rebate table of widths. The 25-ft length of milling and paving of side road intersections will be included in the bid cost of the top course asphalt item. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 174 from RM 174-3301-1091 to 1105, RM 174-3301-1117 to 1049, and RM 174-3301-1158 to 1159, 4.7 CL miles (25,000 LF). The contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. All work required to complete the CARDS, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid cost of the top course asphalt item. No separate payment shall be made.

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving per the pavement marking inventory. Pavement markings include all long lines (center and edge lines) using 4" width yellow center lines, 4" width white turn lane lines and 6" width white edge lines using waterborne paint and glass spheres. Pavement marking costs shall be included in the bid cost of the top course asphalt item.

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

**5.1 General Special Note – Region 4 Projects**

1. Local fire, police, ambulance, and school authorities shall be notified by the Contractor prior to commencing work in order to maintain sufficient emergency services and to allow school officials sufficient time to plan alternative bus routes, if necessary.
2. Prior to the start of work, the contractor **shall inventory all pavement markings** and provide the engineer with a copy of the inventory. As part of a pavement marking program update, the Regional Traffic and Safety group is reviewing all pavement markings within the limits of paving projects. Upon review, there may need to be adjustments to the pavement marking layout. The contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The contractor shall remove any plowable reflective markers in the pavement, if present, prior to paving. The hole left in the existing pavement, shall then be filled with an asphalt material; 6.3 mixture, or mixture approved by the Resident Engineer. Cost to be included in the bid price for the associated project.
4. 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.
5. Contractor shall use non-vibratory rolling over culverts or known utilities within the project limits or as ordered by the engineer in charge. Specific locations for non-vibratory rolling will be discussed at the pre-pave meeting.
6. All Truing and Leveling courses, if required shall be indicated in the Superpave Asphalt Design Criteria Table.
7. Some projects may require loop detectors to be re-established prior to or once paving has been completed. This will be done by others and coordinated by the Resident Engineer.
8. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
9. Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.
10. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.
11. **The white edge lines should be 6” for all projects except Project 4V2532 which should be 4”.**

**5.2 Right of Way (ROW) – Region 4 Projects**

All work shall be confined within the Public right-of-way. In areas where the existing improvements are known to extend into private property without an easement, no work may be performed until the corresponding acquisition is completed or a work release is obtained according to Section 105-15 of the Standard Specifications. In these locations, plans shall be provided to the Office of Right-of-Way on a case-by-case basis. In any situation incurred on this project, should it be determined that property acquisition is needed (for work area or otherwise) in a particular location, the Office of Right-of-Way must be consulted before any work can proceed in that location.

**5.3 Contractor’s Use of ROW for Staging – Region 4 Projects**

Any location that the Contractor would like to use for project staging, within the State ROW, shall require the approval of the Resident Engineer (RE), Engineer in Charge (EIC) and Regional Real Estate Officer, or their designee. In addition, restoration of the staging area shall be completed to the satisfaction of the RE and EIC. Reference is made to Section 107-08 of the NYSDOT Standard Specifications.

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

**5.4 Temporary Lane/Shoulder Closure Restrictions for Major Holidays – Region 4 Projects**

There shall be no temporary lane/shoulder closures on roadway facilities owned and/or maintained by NYSDOT on the major holidays listed below.

Construction activities that will result in temporary lane/shoulder closures shall be suspended to minimize travel delays associated with road work for major holidays as follows:

<b>HOLIDAY</b>	<b>FALLS ON</b>	<b>TEMPORARY LANE CLOSURES ARE NOT ALLOWED DURING THE FOLLOWING TIMES</b>
Independence Day	Saturday	From 6:00AM on the Thursday before the holiday to 6:00AM on the Monday after the holiday
Memorial Day Labor Day	Monday	From 6:00AM on the Friday before the holiday to 6:00AM on the Tuesday after the holiday

Exceptions can only be made under the following conditions:

- Emergency work.
- Work within long-term stationary lane/shoulder closures.
- Safety work that does not adversely impact traffic mobility and has been authorized by the Regional Traffic Engineer

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

5.5 Project 4V2511 – Route 63, Genesee County

1. This project is a 1" asphalt overlay project. The asphalt overlay is full pavement width including travel lanes, shoulders, and miscellaneous side road intersections starting at the Northern joint of the Route 63 bridge over I-90 and ending at the Oakfield Southern Village Limit.
2. The Contractor will be required to cut terminus, miscellaneous side road and driveway apron rebates, clean the surface, inventory existing pavement markings, and place 1" asphalt overlay. Place production and miscellaneous (side street and driveway apron) asphalt, miscellaneous milling, hauling millings, install temporary, interim, and two applications of permanent (paint) pavement markings, CARDS and SHARDS installation, final pavement markings and **associated Work Zone Traffic Control shall be included in the asphalt item bid price**. Shoulder backup and special pavement markings will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.

All rebates shall be offset 3 feet from the edge of pavement for all side roads and driveways.

3. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
4. Contractor shall provide a 1-foot-wide milled rebate on all the paved driveways and side roads to provide a smooth transition. Contractor is responsible for matching the new pavement at the same grade and elevation as the existing paved driveways/roadways. Contractor will correct any identified deficiencies at paved driveways/roadways not meeting this requirement, as determined by the Engineer. The cost of all associated driveway and side road work, including work zone traffic control, rebate, sweeping, asphalt, and compaction shall be included in the **asphalt item bid price**.
5. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 12 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders**. The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **asphalt item bid price**.
6. **Contractor shall provide 25 ft of miscellaneous milling at the northern approach to BIN 1028730 (I-90) from 0 to 1 inch depth.**
7. **The Contractor is advised that approximately 3.6 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators (SHARDS), from I-90 to the 55 mph to 30 mph speed limit change at approximately RM 63 4101 3047, as described in EI 13-021. The Contractor shall include the installation of CARDS and SHARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS and SHARDS in accordance with Item 649.11, Item 649.21 and NYS Standard Sheet 649-03. The cost of all associated CARDS and SHARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the overlay Item.**
8. Contractor shall install the full layout of second application of permanent pavement markings after CARDS and SHARDS installation. Permanent pavement markings shall consist of centerline and fog line.
9. WZTC Standard Sheets expected to be used are 619-307 – Single Lane closure with flagging, 619-308 Prior to intersection flagging and 619-323 Intersection flagging.

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

10. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. Route 63 no flagging time restrictions.
11. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
12. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

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

5.6 Project 4V2512 – Route 77, Genesee County

1. This project is a 1.5-inch mill with asphalt inlay. Milling and asphalt inlay is full pavement width, from curb-to-curb or edge of pavement to edge of pavement, including travel lanes and shoulders. The project will begin at the northern bridge joint for the Route 77 bridge over I-90 and end at the existing pavement joint just north of the northern boundary of the Iroquois National Wildlife Refuge.
2. The Contractor will be responsible for **inventorying existing pavement markings, production cold milling** of the surface, installation and removal of **temporary asphalt ramp wedges, cleaning** the milled surface, placing **production asphalt**, installing temporary and two applications of permanent (paint) **pavement markings, CARDS installation**, and all **associated Work Zone Traffic Control. All required items, listed above, shall be included in the bid price for the asphalt item.** Shoulder backup, traffic signal inductance loops, drainage frame and grate adjustments, and special pavement markings, will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. WZTC standard sheets are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging.
4. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. No Flagging time restrictions
5. At the commencement of milling, the Contractor's milling equipment shall remain on site until final demobilization. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
6. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
7. **Note for butt joints greater than 1.5"**: The paving operations shall be progressed in a segment-by-segment basis. No longitudinal paving joints 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.
8. **The Contractor is advised that approximately 190,201 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes and shoulders. The Contractor is required to mill the project limits at a depth of 1.5 inches including using other tools as necessary for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations such that the milled surface is not left open to traffic for a period longer than 7 calendar days.**

**Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal travel lane and shoulder widths for each travel direction.**

**The contractor shall not mill within the limits of the FLAP project from RM 63 4104 3152 to the southern joint of BIN 1028820. Within these limits, asphalt overlay shall be placed at 1.5" depth including over any bridges.**

**Contractor shall not do any work on BIN 1030080 or BIN 1030090.**

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

**NYSDOT will retain 1,000 tons of project millings. The Contractor shall haul and turn over 1,000 tons of millings to NYSDOT at the weigh station on Route 33 near RM 33 4102 1001 where NYSDOT residency forces will stockpile millings. Remainder of millings shall become the property of the Contractor. Contractor shall be responsible for milling collection, trucking, off-site disposal, and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt item bid price.**

9. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 11 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.** The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **asphalt Item bid price.**
  
10. **The Contractor is advised that approximately 8.6 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS), as described in EI 13-021.**

**CARDs shall be installed at the following locations**

- **From the North side of BIN 1030080 to the South side of the Route 77/Akron Rd intersection**
- **From the 40 mph to 55 mph speed limit change at approximately RM 77 4102 1116 to the 55 mph to 40 mph speed limit change at approximately 7229 Alleghany Rd (National Grid Bason Station 15)**
- **From the 40 mph to 55 mph speed limit change at approximately RM 77 4102 1142 to the 55 mph to 40 mph speed limit change at approximately RM 63 4101 3130**
- **From the 40 mph to 55 mph speed limit change at approximately RM 63 4104 3136 to the Northern Project limit at approximately RM 63 4505 1014**

**The Contractor shall include the installation of CARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS in accordance with Item 649.11, and NYS Standard Sheet 649-03. The cost of all associated CARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the asphalt Item.**

11. Contractor shall install the full layout of second application of permanent pavement markings after CARDS installation. Permanent pavement markings shall consist of centerline and fog line.
  
12. **All work for this project shall be completed by October 1, 2025.**

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

5.7 Project 4V2521 – Route 36, Livingston County

1. This project is a ½” shim and 1” asphalt overlay project. The asphalt shim and overlay is full pavement width including travel lanes, shoulders, and miscellaneous side road intersections from the pavement joint in front of the Mobil gas station to the southern joint of BIN 1071840 (Route 36 over I-390).
2. The Contractor will be required to cut terminus, side road and driveway rebates, clean the surface, miscellaneous milling, hauling millings, inventory existing pavement markings and place ½” shim and 1” asphalt overlay. Place production and miscellaneous (side street and driveway apron) asphalt, install temporary, interim, and two applications of permanent (paint) pavement markings, CARDS installation, final pavement markings and **associated Work Zone Traffic Control shall be included in the asphalt Item bid price**. Shoulder backup and special pavement markings will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.

All rebates shall be offset 3 feet from the edge of pavement for all side roads and driveways.

3. At the commencement of asphalt placement, the Contractor’s paver shall remain on site until final demobilization.
4. Contractor shall provide a 1-foot milled rebate on all the paved driveways and side roads to provide a smooth transition. Contractor is responsible for matching the new pavement at the same grade and elevation as the existing paved driveways/roadways. Contractor will correct any identified deficiencies at paved driveways/roadways not meeting this requirement, as determined by the Engineer. The cost of all associated driveway and side road work, including work zone traffic control, rebate, sweeping, asphalt, and compaction shall be included in the **asphalt Item bid price**.
5. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 12 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders**. The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **asphalt Item bid price**.
6. **The Contractor is advised that approximately 9,095 SY of miscellaneous milling exists within the project limits. The Contractor is required to mill from the joint at the Mobil Station to the north end of the driveway at High Way Cigar and Smoke Shop at a depth of 1 inch; work includes using other tools for pavement removal and cleaning around all DI’s, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations to pave back all the milled areas within 5 days of milling.**

**Contractor shall provide 25 ft of miscellaneous milling at the southern approach to BIN 1071840 (Route 36 over I-390), both approaches to BIN 1023630 (Route 36 over McMaster Creek), BIN 1023620 (Route 36 over Bradner Creek) and BIN 1023610 (Route 36 over Canaseraga Creek) from 0 to 1 inch depth. Contractor shall not shim or overlay on BIN 1071840, BIN 1023630, BIN 1023620, or BIN 1023610.**

**Contractor shall mill the bridge deck including 50 ft on either side of the approach of BIN 1023640 (Route 36 over Rock Spring Creek), at a depth of 1”.**

**Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal travel lane and shoulder widths for each travel direction.**

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

- All millings shall become the property of the Contractor. The Contractor shall be responsible for milling collection, trucking, off-site disposal, and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the overlay item bid price.**
- 7. The Contractor is advised that approximately 3.1 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs), from the 40 mph to 55 mph speed limit change at approximately RM 36 4202 1040 to the south side of the Route 36/Stoner Hill Rd intersection and from the North side of the Route 36/Kysorville Rd intersection at approximately RM 36 4202 1108 to the bridge over I-390, as described in EI 13-021. The Contractor shall include the installation of CARDs as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDs in accordance with Item 649.11, Item 649.21 and NYS Standard Sheet 649-03. The cost of all associated CARDs work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the overlay Item.**
  8. Contractor shall install the full layout of second application of permanent pavement markings after CARDs installation. Permanent pavement markings shall consist of centerline and fog line.
  9. WZTC Standard Sheets expected to be used are 619-307 – Single Lane closure with flagging, 619-308 Prior to intersection flagging, and 619-323 Intersection flagging.
  10. Time Restrictions:
    - a. Major Holiday Lane Restriction Special Note applies to this project.
    - b. Route 36: No Flagging Time Restrictions.
  11. Asphalt series specifications shall be 75 gyrations.
  12. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

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

5.8 Project 4V2522 – Route 39, Livingston County

1. This project is a cold-in-place recycling (CIPR) with multi-course overlay. The overlay will be applied to the full pavement width, including travel lanes and shoulders. The cold-in-place recycling will be by others. The project will begin at the Route 39/Court St intersection and end at the Route 39/Routes 5&20 intersection.
2. The Overlay Contractor will be required to cut terminus, side street and driveway **rebates, clean the surface, inventory existing pavement markings, installation and removal of temporary asphalt ramp wedges, production and miscellaneous (side street) milling, place production and miscellaneous (side street and driveway apron) asphalt, install temporary and two applications of permanent (paint) pavement markings, CARDS installation, and associated Work Zone Traffic Control shall be included in the bid price for the overlay item.** Cold-in-place recycling, shoulder back-up, special pavement markings, and gravel driveway aprons will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.

Side street apron / offset from existing edge of pavement:

- a. Cavalry Road / 25'
- b. Country Club Road / 25'
- c. Nations Road / 25'
- d. Roots Tavern Road / 35'
- e. Huston Road / 42'
- f. Triphammer Road / 38'
- g. South Avon Road / 29'
- h. Peppermill Road / 33'
- i. Hogmire Road / 27'
- j. Ashantee Drive / 33'
- k. Fowlerville Road / 47'
- l. Red Fox Run / 25'
- m. Littleville Road / 35'
- n. Cemetery Road / 25'
- o. Mill Road / 25'

There are approximately 48 asphalt driveways within the CIPR limits. The Contractor shall clean, rebate, place, and compact, 9.5 mm asphalt overlay, not to exceed 10% slope, at all minor commercial and residential asphalt driveway aprons. The cost of all associated minor commercial and residential driveway apron work, including cleaning, rebates, compaction, and associated work zone traffic control, shall be included in the 9.5 mm overlay item bid price.

3. This project requires the use of a pilot vehicle during alternating one way traffic control setups. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall have display the name of the contractor on the side of the vehicle. Cost for the Pilot Vehicle shall be included in asphalt Item **bid price**.
4. WZTC standard sheets are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging.

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

5. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. No Flagging 7-9 AM & 3-6 PM M-F (The flagging restrictions apply for the entirety of the job and are driven by the proximity to the school. The awarded contractor may propose a deviation to the time restrictions by submitting a written request to the Regional Traffic Engineer for approval. Requests must be submitted at least seven workdays in advance of the proposed implementation. Night paving will be allowed based on the time restrictions shown however, all department nighttime Work Zone Traffic policies must be followed.)
  - c. No work shall be done south of Nations Road May 14-15, 2025 (SUNY Geneseo move out) .
  - d. No work shall be done south of Nations Road August 19 or 22, 2025 (SUNY Geneseo move in).
6. At the commencement of milling, the Contractor's milling equipment shall remain on site until final demobilization. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
7. Asphalt series specification shall be 9.5 mm, 75 gyrations, V-grade for top course asphalt, and S-grade for shim course. PEM applies to top course for this project. See Section 2.8 for PEM requirements.
8. **Note for butt joints greater than 1.5”:** The paving operations shall be progressed in a segment-by-segment basis. No longitudinal paving joints 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.
9. **Contractor shall not do any work on BIN 1024630.**
10. **The Contactor is advised that approximately 30,580 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes and shoulders. The Contractor is required to mill the project limits at a depth of 1.5 inches including using other tools as necessary for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations such that the milled surface is not left open to traffic for a period longer than 7 calendar days.**

Approximate milling locations: (1) Southern terminus to curb N of Westview Crescent (2) Culvert S of Linden St to Northern terminus.

**Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal shoulder widths.**

**The Contractor is advised that miscellaneous milling of side streets aprons exists within the project limits. The Contractor shall schedule milling and paving operations such that the side street milled surface is not left open to traffic for a period longer than 10 calendar days.**

**All millings shall become the property of NYSDOT. The Contractor shall be responsible for milling collection, trucking, and disposal at the Livingston County Residency located at 5543 Route 20A, Lakeville NY, where NYSDOT residency forces will stockpile millings. Contractor shall be responsible for sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt items bid price.**

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

11. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. Contractor shall stripe 11 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders. The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the asphalt item bid price.
12. **The Contractor is advised that approximately 6.5 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) from the North side of the Route 39/Country Club Rd intersection to the 55 mph to 30 mph speed limit change at approximately RM 39 4206 1172 as described in EI 13-021. The Contractor shall include the installation of CARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated CARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the asphalt item.**
13. Contractor shall install the full layout of second application of permanent pavement markings after CARDS installation. Permanent pavement markings shall consist of centerline and fog line.

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

5.9 Project 4V2532 – Route 253/943C, Monroe County

1. This project is a 3.5-inch deep mill with 2.5 inch binder and 1 inch top inlay. Milling and asphalt inlay is full pavement width, from curb-to-curb, gutter-to-gutter, or edge of pavement to edge of pavement, including travel lanes and shoulders. The project will begin at the East side of the Route 65/Calkins Rd intersection and end at the existing joint at the Mendon Center Road/ Route 64 intersection.
2. The Contractor will be responsible for **inventorying existing pavement markings, production cold milling** of the surface, installation and removal of **temporary asphalt ramp wedges, cleaning** the milled surface, placing **production asphalt**, installing temporary and two applications of permanent (paint) **pavement markings**, and all **associated Work Zone Traffic Control. All required items, listed above, shall be included in the bid price for the asphalt items.** Shoulder backup, traffic signal inductance loops, drainage frame and grate adjustments, and special pavement markings, will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. WZTC standard sheets are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging.
4. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. No Flagging 7-9 AM & 3-6 PM M-F
5. At the commencement of milling, the Contractor's milling equipment shall remain on site until final demobilization. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
6. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
7. **Note for butt joints greater than 1.5”:** The paving operations shall be progressed in a segment-by-segment basis. No longitudinal paving joints 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.
8. **The Contractor is advised that approximately 29,350 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes and shoulders. The Contractor is required to mill the project limits at a depth of 3.5 inches including using other tools as necessary for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations such that the binder is placed the same day as the surface is milled.**
9. **The Contractor is advised that miscellaneous milling of side streets aprons exists within the project limits. The Contractor shall schedule milling and paving operations such that the side street milled surface is not left open to traffic for a period longer than 10 calendar days.**
10. **All millings shall become the property of the Contractor. The Contractor shall be responsible for milling collection, trucking, off-site disposal and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt item bid price.**

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

11. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings (centerline and fog lines) in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 11 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.** The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **Asphalt Items bid price.**
12. **All work for this project must be completed outside the school year.**

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

**5.10 Project 4V2533 – Route 259, Monroe County**

1. This project is a 1.5-inch mill with asphalt inlay. Milling and asphalt inlay is full pavement width, from curb-to-curb or edge of pavement to edge of pavement, including travel lanes and shoulders. The project will begin at the northern bridge joint for the Route 259 bridge over I-490 and end at the existing pavement joint at the intersection of Route 259/Route 104.
2. The Contractor will be responsible for **inventorying existing pavement markings, production cold milling** of the surface, installation and removal of **temporary asphalt ramp wedges, cleaning** the milled surface, placing **production asphalt**, installing temporary and two applications of permanent (paint) **pavement markings, CARDS installation**, and all **associated Work Zone Traffic Control. All required items, listed above, shall be included in the bid price for the asphalt item.** Shoulder backup, traffic signal inductance loops, drainage frame and grate adjustments, and special pavement markings, will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. The contractor is advised that there is an active, at grade RR crossing owned by CSX near RM 259 4301 1006. The contractor shall not foul the tracks while doing work and shall coordinate with the RR prior to working at this location.
4. Contractor shall coordinate with the Village of Spencerport to schedule closure of the parking lanes between East/West Avenue and the Canal for milling/paving.
5. WZTC standard sheets are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging
6. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. No Flagging 7-9 AM & 3-6 PM M-F
  - c. No work shall be done in the Village of Spencerport July 26-27 (Spencerport Canal Days)
7. At the commencement of milling, the Contractor's milling equipment shall remain on site until final demobilization. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
8. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
9. **Note for butt joints greater than 1.5”:** The paving operations shall be progressed in a segment-by-segment basis. No longitudinal paving joints 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.
10. **The contractor shall not do any work on BIN 1060620, BIN 1073980 or BIN 4443230.**
11. **The Contractor is advised that approximately 138,965 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes and shoulders. The Contractor is required to mill the project limits at a depth of 1.5 inches including using other tools as necessary for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations such that the milled surface is not left open to traffic for a period longer than 3 calendar days.**  
**Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal travel lane and shoulder widths for each travel direction.**

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

**All millings shall become the property of the Contractor. The Contractor shall be responsible for milling collection, trucking, off-site disposal and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt item bid price.**

12. At the intersection of Route 259/Route 31 it is intended to capture the radii of the intersection with the milling/paving operations.  
Asphalt and tack quantities have been included for work at the intersection of Route 259/Route 33, the contractor shall mill and pave approximately 1,245 ft back from the stop bar on the West leg of Buffalo Road and approximately 1,125 ft back from the stop bar on the East leg of Buffalo Road. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt item bid price.
13. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings (centerline and fog lines) in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 11 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.** The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **Asphalt Items bid price.**
14. **The Contractor is advised that approximately 5.7 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS), as described in EI 13-021.**

**CARDS shall be installed at the following locations**

- **From the North side of BIN 1060620 over I-490 to the South side of the Route 259/King Rd intersection**
- **From the North side of the Route 259/Whittier Rd intersection to the 50 mph to 40 mph speed limit change at approximately RM 259 4301 1053**
- **From the 30 mph to 45 mph speed limit change at approximately RM 259 4301 1074 to the intersection of Route 259/Route 104**

**The Contractor shall include the installation of CARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS in accordance with Item 649.11, and NYS Standard Sheet 649-03. The cost of all associated CARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the asphalt item.**

15. Contractor shall install the full layout of second application of permanent pavement markings after CARDS installation. Permanent pavement markings shall consist of centerline and fog line.
16. **All work from Route 31 to Route 104 must be completed outside the school year.**
17. **SUBSTITUTION OF NUCLEAR DENSITY GAUGE WITH DENSITY PROFILING SYSTEM FOR 60 SERIES TOP COURSE PAVING.**

The provisions of Section 404 shall apply except as modified herein.

404-3.07 Compaction.

Replace the final paragraph of the section with the following.

The Contractor shall monitor pavement density for 60 and 70 Series compaction using Density Profiling System meeting the requirements of AASHTO PP 98-19. The operator shall possess an operator certification from the Materials Bureau.

404-3.07 B. 60 Series Compaction Method

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

Replace the entire subsection with the following:

**B. 60 Series Compaction Method.** This method requires the Contractor to monitor pavement density using a Density Profiling System and pavement cores. The Contractor shall construct the pavement to achieve a pavement density of at least 93% of the mixture's maximum theoretical density (MMTD).

**Prior to Paving:** 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 prior to the start of paving.

The Contractor shall calibrate the DPS using the dielectric/compaction curve prior to collecting data.

**First Day of Paving:** At the end of the first day's placement, or when the paving operation is stopped, the Engineer and the Contractor shall follow the DPS/Coring Procedure below:

**DPS/Coring Procedure:** Engineer will randomly select and mark 4 pavement core locations in accordance with §404-3.08, excluding the first 300 feet.

- The Contractor shall take stationary density profile readings at each pavement core location in accordance with MM 99, prior to extracting the cores.
- The Contractor shall extract pavement cores at the marked location in each subplot and fill the core holes before the road is opened to traffic. The Density Profiling System readings and sealed pavement cores shall be delivered to the Regional Materials Laboratory in accordance with §404-3.08 Pavement Density Samples.
- The Regional Materials Laboratory will determine the percent density using representative samples taken in accordance with §404-3.08 C Loose Mix Samples. The results of this analysis will be used to determine the pavement density Quality Adjustment Factor (QAF). The results will be submitted to the Engineer prior to the end of the next business day following the delivery of the samples.
- The Engineer will apply the pavement density QAF to the material placed on that day in accordance with §404-4 Method of Measurement, Table 7, Quality Adjustment Factors for 60 Series. When the quantity placed is less than 200 tons in a day, the density QAF for that day will be 1.00.

**Routine Paving:** The Engineer and the Contractor shall repeat the DPS / Coring Procedure every third day of paving after the first day of paving.

The Contractor shall collect continuous density readings over a minimum of 80% of paved distance using the density profiling system 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 Layout 1 at all times. The average compaction of every 1000ft section shall be recorded and reported on the "Density Profiling System 1000ft Segment Report", as per MM99, to the Engineer continuously during production.

If for any 1000ft segment, the average density profile readings fall below 90%, the Contractor shall perform a QC test of the density profiling system using a dielectric standard block. If the DPS passes QC testing, the DPS/Coring Procedure shall be performed at the ends of the days placement.

During routine paving, the DPS and the rollers shall not be more than 1000 ft away from each other.

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

On non-coring days, the Engineer will request pavement samples for density verification of asphalt pavement placed under the following situations at no additional cost to the State.

- Insufficient number of density readings recorded, either at a specific location or at the required frequency.
- Paving completed after the only density profiling system on site breaks down.
- Density readings do not seem to accurately represent the asphalt pavement density.

The Contractor shall extract the cores and deliver them to the Regional Materials Laboratory for analysis in accordance with §404-3.08E. The Regional Materials Laboratory will determine the pavement density QAF. The Engineer will apply the QAF in accordance with §404-4 Method of Measurement, Table 7 to the material placed on that day.

Density on shoulders, ramps, widening and crossovers shall be monitored with the same density profiling system. If the shoulder subbase is structurally insufficient to sustain the level of compaction such that they show signs of distress, the Contractor shall decrease the compaction effort until no damage occurs to the shoulder or subbase.

**Multiple Paving Lots:** Will be in accordance with 404-3.07A. 50 Series Compaction Method, Multiple Paving Lots.

**Additional Reporting:** Within 24 hours, the Contractor shall provide the Engineer with the following in accordance with MM99.

- 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.

**18. The following information lists where signal loops are present vs overhead video detection:  
NY259 @ NY531 is running on video detection.**

The below intersections are currently loops. NYSDOT plans to install video detection at these intersections; however, we cannot guarantee this work will be done prior to construction.

NY259 @ I490WB

NY259 @ NY33

NY259 @ Westside Dr

NY259 @ Colby St

NY259 @ NY31

NY259 @ East/West Ave

NY259 @ Big Ridge/Canal Rd

NY259 @ NY104 is also still loops but based on the location of the existing paving joint we should not impact them under this project.

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

5.11 Project 4V2541 – Route 14, Ontario County

1. This project is a 1" asphalt overlay project. The asphalt overlay is full pavement width including travel lanes, shoulders, and miscellaneous side road intersections from the pavement Joint at Gilles Enterprises to the pavement joint just north of the Wayne County Line.
2. The Contractor will be required to cut terminus, side road and driveway rebates, clean the surface, miscellaneous milling, hauling millings, inventory existing pavement markings, grind existing epoxy markings and place 1" asphalt overlay. Place production and miscellaneous (side street and driveway apron) asphalt, install temporary, interim, and two applications of permanent (paint) pavement markings, CARDS and SHARDS installation, final pavement markings and **associated Work Zone Traffic Control shall be included in the asphalt item bid price**. Shoulder backup and special pavement markings will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.  

All rebates shall be offset 3 feet from the edge of pavement for all side roads and driveways.
3. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
4. Contractor shall provide a 1-foot milled rebate on all the paved driveways and side roads to provide a smooth transition. Contractor is responsible for matching the new pavement at the same grade and elevation as the existing paved driveways/roadways. Contractor will correct any identified deficiencies at paved driveways/roadways not meeting this requirement, as determined by the Engineer. The cost of all associated driveway and side road work, including work zone traffic control, rebate, sweeping, asphalt, and compaction shall be included in the **asphalt item bid price**.
5. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 12 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders**. The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **asphalt item bid price**.
6. **Contractor shall provide 300 ft of miscellaneous milling on both sides and under the full width of BIN 1010999 (Route 96 over Route 14) and BIN 1011009 (I-90 over Route 14) at a 1-inch depth. Feather transition.**
7. **The Contractor is advised that approximately 8.4 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) from the 35 mph to 45 mph speed limit change at approximately RM 14 4404 3005 to the Wayne/Ontario County Line and 7.9 miles meet the criteria for Secondary Highway Audible Roadway Delineators (SHARDS), from the 45 mph to 55 mph speed limit change at approximately RM 14 4404 3010 to the Wayne/Ontario County Line as described in EI 13-021. The Contractor shall include the installation of CARDS and SHARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS and SHARDS in accordance with Item 649.11, Item 649.21, and NYS Standard Sheet 649-03. The cost of all associated CARDS and SHARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the overlay Item.**

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

8. Contractor shall install the full layout of second application of permanent pavement markings after CARDS and SHARDS installation. Permanent pavement markings shall consist of centerline and fog line.
9. WZTC Standard Sheets expected to be used are 619-307 – Single Lane closure with flagging, 619-308 Prior to intersection flagging and 619-323 Intersection flagging.
10. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. Route 14 General Flagging Restrictions: None.
  - c. I-90/Route 14 Intersection.
    1. Flagging Allowed Sunrise – 11 AM Sat-Sun; reduce all legs to 1 lane.
    2. Flagging Allowed 6 PM – 6 AM M-F; reduce all legs to 1 lane.
    3. Contractor may elect to submit an alternate Traffic Control Plan that is subject to review and approval by the Regional Traffic Engineer.
  - d. Lane Closure Restriction (4 lane section): No Restrictions.
11. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
12. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

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

5.12 Project 4V2553 – Route 31A, Orleans County

1. This project is a 1.5-inch mill with asphalt inlay. Milling and asphalt inlay is full pavement width, from curb-to-curb, gutter-to-gutter, or edge of pavement to edge of pavement, including travel lanes and shoulders. The project will begin at the existing pavement joint at the Route 31A/Hulberton Rd intersection and end just West of the Redman Rd intersection.
2. The Contractor will be responsible for **inventorying existing pavement markings, production cold milling** of the surface, installation and removal of **temporary asphalt ramp wedges, cleaning** the milled surface, placing **production asphalt**, installing temporary and two applications of permanent (paint) **pavement markings, CARDS and SHARDS installation**, and all **associated Work Zone Traffic Control. All required items, listed above, shall be included in the bid price for the asphalt Item.** Shoulder backup, traffic signal inductance loops, drainage frame and grate adjustments, and special pavement markings, will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. WZTC standard sheets are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging.
4. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. No Flagging 7-9 AM & 3-6 PM M-F
5. At the commencement of milling, the Contractor's milling equipment shall remain on site until final demobilization. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
6. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
7. **Note for butt joints greater than 1.5"**: The paving operations shall be progressed in a segment-by-segment basis. No longitudinal paving joints 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.
8. **The Contractor is advised that approximately 113,435 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes and shoulders. The Contractor is required to mill the project limits at a depth of 1.5 inches including using other tools as necessary for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations such that the milled surface is not left open to traffic for a period longer than 7 calendar days.**

**Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal travel lane and shoulder widths for each travel direction.**

**NYSDOT will retain 1,000 tons of project millings. The Contractor shall haul and turn over 1,000 tons of millings to NYSDOT at the Orleans County Residency located at 14110 Route 31 West, Albion NY, where NYSDOT residency forces will stockpile millings. Remainder of millings shall become the property of the Contractor. Contractor shall be responsible for milling collection, trucking, off-site disposal, and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt item bid price.**

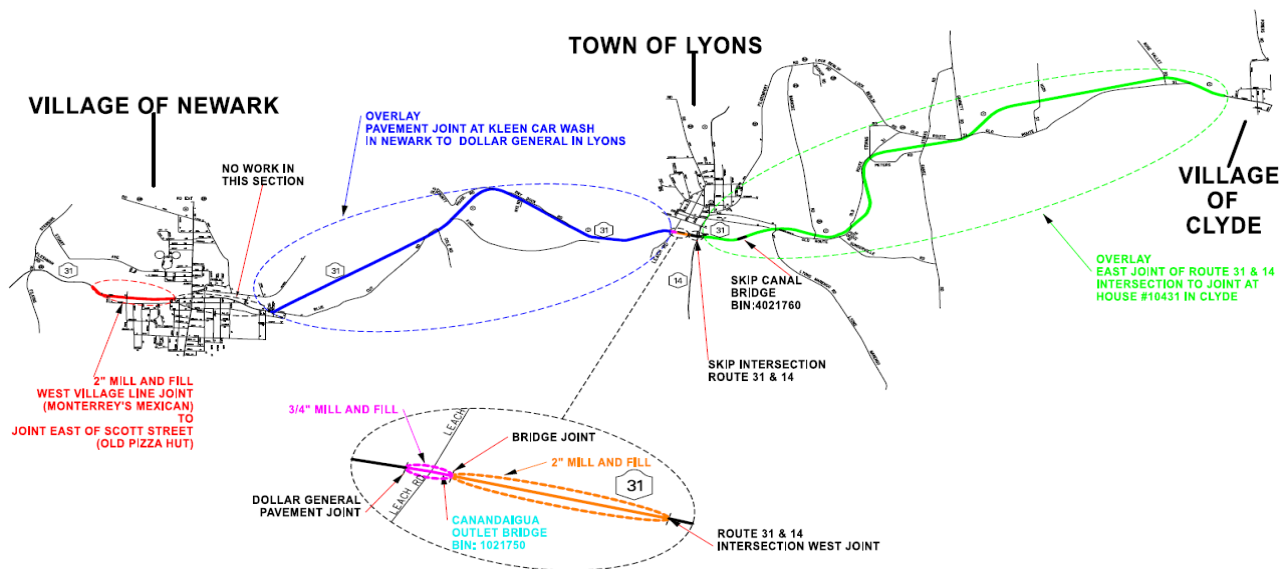
**SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)**

9. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 12 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.** The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **asphalt item bid prices.**
10. **The Contractor is advised that approximately 4.7 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators (SHARDS), from the East side of the Route 31A/Church St intersection to the Route 31A/Route 31/Redman Rd intersection, as described in EI 13-021. The Contractor shall include the installation of CARDS and SHARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS and SHARDS in accordance with Item 649.11, Item 649.21 and NYS Standard Sheet 649-03. The cost of all associated CARDS and SHARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the asphalt item.**
11. Contractor shall install the full layout of second application of permanent pavement markings after CARDS and SHARDS installation. Permanent pavement markings shall consist of centerline and fog line.

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

5.13 Project 4V2561 – Rt. 31, Wayne County

1. This project is a varying treatment of mill/inlay and overlay asphalt project. The asphalt project will include the full pavement width, from curb to curb or edge of pavement to edge of pavement and includes travel lanes and shoulder areas.



2. The Contractor will be required to inventory existing pavement markings, production micro-milling of the surface, hauling millings, installation and removal of temporary asphalt ramp wedges, cut terminus and miscellaneous side street/driveway apron rebates, cleaning the milled surface, grind existing epoxy markings in the overlay sections, place asphalt overlay, place production and miscellaneous (side street and driveway apron) asphalt, install temporary, interim, and two applications of permanent (paint) pavement markings, CARDS and SHARDs installation and **associated Work Zone Traffic Control shall be included in the asphalt Item bid price**. Shoulder backup and special pavement markings will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.

All rebates shall be offset 3 feet from the edge of pavement for all side roads and driveways.

3. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
4. Contractor shall provide a 1-foot-wide milled rebate on all the paved driveways and side roads within the overlay sections to provide a smooth transition. Contractor is responsible for matching the new pavement at the same grade and elevation as the existing paved driveways/roadways. Contractor will correct any identified deficiencies at paved driveways/roadways not meeting this requirement, as determined by the Engineer. The cost of all associated driveway and side road work, including work zone traffic control, rebate, sweeping, asphalt, and compaction shall be included in the **asphalt Item bid price**.
5. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **asphalt Item bid price**.

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

- 6. Final Pavement Marking layout shall be as follows:**
  - a. Newark to Lyons (Joint at Kleen Car to Dollar General Joint): 12' lanes should be installed for the entire section with the remaining width allocated evenly to the shoulders.**
  - b. Lyons to Clyde (East joint of 31/14 intersection to joint at House #10431): 12' lanes should be installed for the entire section with the remaining allocated evenly to the shoulders.**
  - c. Isolated section in Village of Newark:**
    - Village line to beginning of sidewalk: 12' lanes, 14' TWLTL. Remaining width should be allocated evenly to the shoulders.**
    - Beginning of sidewalk to Edgett Street: 14' travel lanes, 14' TWLTL/Left turn lanes.**
    - Edgett Street to Scott Street: 14' lanes.**
    - Section in the Village of Lyons: Striping plan for the layout near the intersection of Leach Road will be provided. From the eastern bridge joint over Canandaigua Outlet to Route 14, 12' lanes should be installed with a 14' TWLTL. The remaining width should be allocated evenly to the shoulders.**

- 7. The Contractor is advised that approximately 22,150 square yards of 2" production micro-milling, 1,350 square yards of 3/4" production micro-milling and 4,260 SY of miscellaneous milling exists within the project limits. The Contractor is required to micro-mill the project limits at depths as listed in the above stick map; work includes using other tools for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations to pave back all the milled areas within 5 days of milling. Contractor shall micro-mill from the joint at Dollar General to the bridge joint on the east side of BIN 1021750 at a depth of 3/4". From the East side of the Joint at BIN 1021750 to the pavement joint west of the Route 14/31 intersection, contractor shall mill at a depth of 2".**

**Contractor shall micro-mill the bridge deck including 50 ft on either side of the approach of BIN 1021740, BIN 1079270 and BIN 1021770 at a depth of 3/4".**

**Contractor shall provide 100 ft of miscellaneous milling at the approaches to BIN 4021760 (Erie Canal) and 50 ft at the East side of the 31/14 intersection, from 0 to 1 inch depth. No work shall be done on BIN 4021760.**

**Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal travel lane and shoulder widths for each travel direction.**

**All millings shall become the property of the NYSDOT. The Contractor shall be responsible for milling collection, trucking 5 miles, and disposal at 1140 East Union Street, Newark, NY, and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the overlay item bid price.**

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

8. **The Contractor is advised that approximately 10.7 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators (SHARDS) from Colburn Park Driveway to the speed limit change at approximately RM 31 3706 1087 and from the speed limit change at approximately RM 31 3706 1093 to House #10431, as described in EI 13-021. The Contractor shall include the installation of CARDS and SHARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS and SHARDS in accordance with Item 649.11, Item 649.21, and NYS Standard Sheet 649-03. The cost of all associated CARDS and SHARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the overlay Item.**
9. Contractor shall install the full layout of second application of permanent pavement markings after CARDS and SHARDS installation. Permanent pavement markings shall consist of centerline and fog line.
10. WZTC Standard Sheets expected to be used are 619-307 – Single lane closure with flagging, 619-308 Prior to intersection flagging, and 619-323 Intersection flagging.
11. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. Route 31 from the West Village of Newark Line to the Lyons East Village Line.
    - Flagging Restricted 3 PM – 5 PM M-F.
    - No shoulder closure restrictions.
    - Lane Shifts Prohibited.
  - c. Leach Road Intersection.
    - No Flagging Restrictions prior to the start of the school year.
    - During the school year, Flagging Restricted 2 PM – 5 PM M-F; Reduce SB & EB to one lane.
    - No Shoulder Closure Restrictions.
    - Lane Shifts Prohibited.
  - d. Route 31 From Village of Lyons to Village of Clyde.
    - No Flagging Restrictions.
    - No Shoulder Closure Restrictions.
    - Lane Shifts Prohibited.
12. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
13. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

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

**5.14 Project 4V2572 – Route 20A, Wyoming County**

1. This project is a 1.5-inch mill with asphalt inlay. Milling and asphalt inlay is full pavement width, from curb-to-curb or edge of pavement to edge of pavement, including travel lanes and shoulders. The project will begin at the Eastern bridge joint for the Route 20A bridge over Tonawanda Creek and end at the Erie Railroad Tracks.
2. The Contractor will be responsible for **inventorying existing pavement markings, production cold milling** of the surface, installation and removal of **temporary asphalt ramp wedges, cleaning** the milled surface, placing **production asphalt**, installing temporary and two applications of permanent (paint) **pavement markings, CARDS installation**, and all **associated Work Zone Traffic Control. All required items, listed above, shall be included in the bid price for the asphalt item.** Shoulder backup, traffic signal inductance loops, drainage frame and grate adjustments, and special pavement markings, will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. This project requires the use of pilot a vehicle to lead vehicles through alternating one-way traffic work zones for milling and paving operations. The pilot vehicles shall be equipped with the following: Contractors name prominently displayed on the sides of the vehicle; PILOT CAR FOLLOW ME, G20-4, 36" x 18" sign mounted on the rear of the vehicle; rotating or flashing amber beacon meeting the requirements of Standard Specifications Section 619-2.02, Construction Vehicles and Equipment, communication device, such as two-way radio. The use of a pilot vehicle does NOT exempt the requirement of channelizing devices or any other traffic control measure required for a flagging operation. Cost of the pilot vehicle shall be included in the asphalt item bid price.
4. WZTC standard sheets are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging.
5. Time Restrictions:
  - a. Major Holiday Lane Restriction Special Note applies to this project.
  - b. No Flagging time restrictions
6. At the commencement of milling, the Contractor's milling equipment shall remain on site until final demobilization. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.
7. Asphalt series specifications shall be 75 gyrations. PEM applies to this project. See Section 2.8 for PEM requirements.
8. **Note for butt joints greater than 1.5":** The paving operations shall be progressed in a segment-by-segment basis. No longitudinal paving joints 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.
9. **The Contractor is advised that approximately 174,865 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes and shoulders. The Contractor is required to mill the project limits at a depth of 1.5 inches including using other tools as necessary for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations such that the milled surface is not left open to traffic for a period longer than 10 calendar days.**  
**Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal travel lane and shoulder widths for each travel direction.**

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

**The contractor shall not do any work on BIN 1016140.**

**Approximately half of the milled material from this project will become the property of the NYSDOT. Contractor will be responsible to haul the millings (1,800 cubic yards, roughly 3,200 tons, per residency) to the Wyoming County NYSDOT Residency at 3879 South Warsaw Rd, Warsaw, NY and Java Sub-Residency 5241 Rte. 78 Java, NY to be stockpiled. All remaining millings shall become the property of the Contractor. The Contractor shall be responsible for milling collection, trucking, off-site disposal and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt item bid price.**

10. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 11 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.** The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **Warm Mix Asphalt Item bid price.**
11. **The Contractor is advised that approximately 7.4 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) from the East side of the Route 20A/Route 98 intersection to the west side of the Route 20A/Black House Rd/Buck Rd intersection as described in EI 13-021. The Contractor shall include the installation of CARDS as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated CARDS work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the asphalt item.**
12. Contractor shall install the full layout of second application of permanent pavement markings after CARDS installation. Permanent pavement markings shall consist of centerline and fog line.

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

**6.1 General Special Note – Region 5 Projects**

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

**6.2 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.

<b>MINIMUM EFFECTIVE AC</b>	
<b>Aggregate SG, <math>G_{sb}</math></b>	<b><math>P_{be}</math></b>
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:**

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

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

**6.3 Polymer Modified PG Binder – Region 5 Projects**

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

**6.4 Traffic Signal Detection – Region 5 Projects**

Traffic Signal Loops will be changed to 360-degree Video Camera Detection System via separate contract under PIN 581543. Prior to the milling operation, the contractor shall verify with NYSDOT that the camera system has been installed and is functional. In the event the camera system is not in place, the contractor shall coordinate with NYSDOT to have the traffic signal system switched to pre-timed mode or another mode of detection by State Forces.

For PIN 5V2541, US 20A, two traffic signals will remain loop detected. These locations are at the intersections of Oakwood Drive and Douglas Lane. The loops will be replaced via separate contract under PIN 581543 as well. The loops shall be installed after the milling operation and prior to the placement of the final top course asphalt pavement. The contractor shall coordinate with the contractor for the loop work to ensure this procedure takes place.

**6.5 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.

**6.6 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)**

**6.7 Centerline Audible Roadway Delineators (CARDS) – Region 5 Projects**

The contractor shall install any CARDS listed in the project specific notes within 10 days of finishing paving.

**6.8 Time Restrictions – Region 5 Projects**

The following locations shall not allow shoulder/lane closures during the listed time restrictions:

Route 952Q (Walden Ave) – Eastbound from NY 277 to NY 78 – 3pm to 6pm

Route 952Q (Walden Ave) – Westbound from NY 78 to NY 277 – 7am to 9am.

**6.9 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 19th, 2025

Memorial Day – Monday May 26th, 2025

Canada Civic Holiday – Monday August 4th, 2025

Labor Day – Monday September 1st, 2025

Columbus Day – Monday October 13th, 2025

No work/shoulder closure/lane closure will be allowed on the following observed holidays:

Juneteenth – Thursday June 19th, 2025

Independence Day – Friday July 4th, 2025

**6.10 Projects with Milling by Paving Contractor – Region 5 Projects**

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

<b>PROJECT</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>ESTIMATED SQUARE YARDS OF MILLING</b>
5V2511	I-86 WB	Exit 24 to Exit 26	152,275
5V2522	NY 60	Jamestown City Line to BIN 1027770	58,467
5V2531	Route 952Q	NY 78 to Central Ave	51,000
5V2532	951J & 951L	Busti/Virginia/Carolina Ramps to/from I-190	26,000
5V2541	US20A	Cazenovia Creek to Elmwood	55,000
5V2542	NY 39	Belscher to Clark St and Newman to NY 240	46,000
5V2551	NY 93 (Bypass)	NY 31 to Robinson Rd	70,000

**SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (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 with their selected Production Cold Milling Contractor, 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 (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 changed to 360-degree Video Camera Detection systems by a separate contract shall be installed before 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 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 item.

**6.11 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. No separate payment shall be made.

**6.12 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 in the table in the contract.

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

**6.13 Project 5V2511 – Cattaraugus County**

Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project. See Section 2.8 for PEM requirements.

Density Profiling System (DPS) note applies to this project. See Section 2.9 for DPS requirements.

Production Cold Mill the travel lanes along I-86 WB at a depth at a depth 2.25". Production Cold Mill the shoulders and U-turn deceleration lanes along I-86 WB at a depth of 1.5". Overlay all milled pavement with 1.5" of 9.5 Modified asphalt.

If the contractor decides to progress the milling and paving operation one lane at a time, one lane shall always remain closed if there is an uneven pavement height between lanes.

The rebates shall be milled by the paving contractor in accordance with the rebate table of widths.

Milled-In Audible Roadway Delineators (MIARDs) shall be replaced in kind along the entire project corridor. As part of this contract, the Contractor is required to install the MIARDs in accordance with Item 649.01 and NYS Standard Sheet 649-02. The contractor shall coordinate the MIARD installation and final striping installation with the Residency. All work required to complete this work shall be included in the bid price for the asphalt item.

Final Striping to be performed by a separate State contract.

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

**6.14 Project 5V2512 – Cattaraugus County**

The traveled way and shoulders will be production milled at full width prior to asphalt overlay. This project contains an at-grade railroad crossing at RM 62 5102 1154 and RM 62 5102 1156. Per the special notes in this contract, the Contractor shall be required to obtain the necessary permits from the railroad company 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 item.

Final Paint Striping to be performed by State Forces.

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

**6.15 Project 5V2421 – Chautauqua County**

Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project. See Section 2.8 for PEM requirements.

Density Profiling System (DPS) note applies to this project. See Section 2.9 for DPS requirements.

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

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 (including side roads), crosswalks (including side roads) and hatching, Letters and Symbols shall be included in the bid price for the asphalt item.

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

**6.16 Project 5V2422 – Chautauqua County**

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

The rebates shall be milled by the paving contractor in accordance with the rebate table of widths.

Final Striping to be performed by a separate State contract.

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

**6.17 Project 5V2531 – Erie County**

Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project. See Section 2.8 for PEM requirements.

Density Profiling System (DPS) note applies to this project. See Section 2.9 for DPS requirements.

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

Final Striping to be performed by a separate State contract.

In order to facilitate the installation of the 360-degree Video Camera Detection System, no work shall start on this project until July 7th at the earliest. In the event the system is not installed yet, coordination shall take place with the Residency so that the State can arrange for the proper detection.

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

6.18 Project 5V2532 – Erie County

The traveled way, shoulders, will be production milled at full width prior to WMA overlay. The following map shows the approximate limits of mill and overlay:



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

This work shall take place at night. The contractor shall coordinate any work zones with the New York State Thruway Authority and the Peace Bridge Authority. This work will require Highway Work Permits from the NYSTA and potentially from the Peace Bridge Authority. The cost of any Highway Work Permits shall be included in the bid price for the asphalt item.

The traffic signal at the end of the Virginia/Carolina Ramp and Niagara Street is owned and maintained by the City of Buffalo. This signal no longer uses loop detection and therefore any loops encountered on the ramp are no longer in service.

Final Striping to be performed by a separate State contract.

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

**6.19 Project 5V2541 – Erie County**

The traveled way, shoulders, and center median turning lanes (when present), will be production milled at full width by the contractor prior to Asphalt overlay.

The Contractor is advised that Centerline Audible Roadway Delineators (CARDS) shall be installed from the bridge over Cazenovia Creek to the intersection with Jewett-Holmwood Rd. As part of this contract, the contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, shall be included in the bid price for the asphalt item.

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

Roundabout paving shall occur at night. Cost of nighttime operations shall be included in the bid price for the Asphalt item.

Care shall be taken during milling and paving operations near railroad bridge BIN 7011890. Finished grade shall be maintained at the current elevation; vertical clearance shall not be altered.

No paving operations shall occur in the brick section between Riley St. and Pine St.

Erie County has a paving project located on Pine St. that may require coordination with this VPP.

Final Epoxy Striping to be performed by a separate State contract.

In order to facilitate the installation of the 360-degree Video Camera Detection System, no work shall start on this project until July 7th at the earliest. In the event the system is not installed yet, coordination shall take place with the Residency so that the State can arrange for the proper detection.

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

**6.20 Project 5V2542 – Erie County**

The traveled way, shoulders, and center median turning lanes (when present), will be production milled at full width by the contractor prior to Asphalt overlay.

The Contractor shall be responsible for the installation of the final paint pavement markings in accordance with Section 640 of the New York State Standard Specifications. All work required to complete this work shall be included in the bid price for the asphalt item.

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

**6.21 Project 5V2543 – Erie County**

Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project. See Section 2.8 for PEM requirements.

Density Profiling System (DPS) note applies to this project. See Section 2.9 for DPS requirements.

The traveled way, shoulders, and center median turning lanes (when present), will be production milled at full width by separate contractor prior to Asphalt overlay.

Final Paint Striping to be performed by State Forces.

Large Culvert C540119 located within the project limits is being replaced under a separate NYSDOT Contract D265317. Coordination with this contract shall take place during construction in order to perform the milling and paving work without conflicting with the large culvert work. Contact NYSDOT South Erie Maintenance Residency in order to coordinate with the Regional Construction Group. If the culvert is not under construction at the time of mill and pave, then the paving shall take place through the large culvert limits. If the large culvert work is under construction at the time of mill and pave, then the limits of the mill and pave will need to be adjusted with NYSDOT Maintenance Residency approval.

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

**6.22 Project 5V2551 – Niagara County**

Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project. See Section 2.8 for PEM requirements.

Density Profiling System (DPS) note applies to this project. See Section 2.9 for DPS requirements.

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt overlay. This project will begin at the southern edge projection of NY 31 and ends at the northern edge projection of Robinson Rd.

In addition to the main line there will be minor intersection radii paving at Hinman Rd approx. 90' from the western pavement edge

Final Epoxy Striping to be performed by a separate State contract.

Centerline Audible Roadway Delineators (CARDS) shall be installed along the entire project. 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.

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

**6.23 Project 5V2552 – Niagara County**

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to asphalt overlay. This project will begin at the southern edge projection of NY 182 / Packard Rd and ends at the slip ramp from NB US 62.

Final Epoxy Striping to be performed by a separate State contract.

Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 182-5401-2017 to RM 182-5401-2031. 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.

**This project will be milled through a separate contract.**

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

**6.24 Project 5V2553 – Niagara County**

Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project. See Section 2.8 for PEM requirements.

Density Profiling System (DPS) note applies to this project. See Section 2.9 for DPS requirements.

The traveled way and shoulders will be production milled at full width prior to asphalt overlay. This project will begin at the east end of the marked shoulder bike paths approx. 730' east from Raymond Rd and ends at the western edge projection of Akron Rd.

Large Culvert C103869 located just east of Bowmiller Rd is scheduled to be replaced under a separate contract, D265317. Currently no estimated timeframe for the replacement has been set. It is preferred that paving of NY 93 shall not take place until after the culvert is replaced and therefore will require coordination with contract D265317. In the unforeseen condition that the culvert replacement gets delayed, NYSDOT shall make the decision on when to allow the paving to take place.

Final Epoxy Striping to be performed by a separate State contract.

Centerline Audible Roadway Delineators (CARDS) shall be installed along the entire project. 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.

**This project will be milled through a separate contract.**

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

**7.1 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 23, 2025, thru 6:00AM Tuesday, May 27, 2025 - (Memorial Day Holiday)

6:00 am Thursday, July 3, 2025, thru 6:00AM Monday, July 7, 2025 - (July 4th Holiday)

6:00 am Friday, August 29, 2025, thru 6:00AM Tuesday, September 2, 2025 - (Labor Day Holiday)

**7.2 Special Note – Region 6 Projects**

The Region requests all Preconstruction paperwork be submitted electronically as .pdf files to [Gary.Shepard@dot.ny.gov](mailto:Gary.Shepard@dot.ny.gov) prior to the Pre-Paving meeting, or all documentation be brought to the Pre-Paving meeting electronically as .pdf files on a 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. Timing for additional striping shall meet 619 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.

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

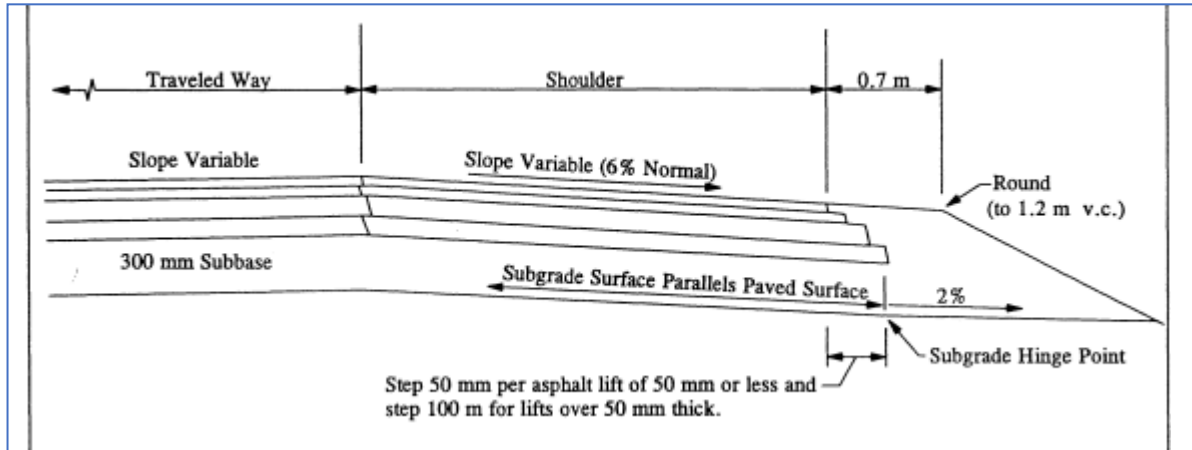
A map depicting the Region 6 Regional Priority Network Restricted Area is attached.

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.

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 \(dot.gov\)](http://NPMS-Home(dot.gov)) and then click the npms public map viewer link and follow the instructions.

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



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

<b>PROJECT NUMBER</b>	<b>BIN</b>	<b>REFERENCE MARKER</b>
6V2512	1012530	17-6103-1335
6H2401	1047750	408-6102-1000
6H2405	1061612	17-6404-4220
6H2405	1061611	17-6404-4220
6H2405	1061622	17-6404-4237
6H2405	1061621	17-6404-4237
6H2405	1062142	17-6404-4240
6H2405	1062141	17-6404-4240
6H2405	1061472	17-6404-4247
6H2405	1061471	17-6404-4247
6H2405	1061462	17-6404-4252
6H2405	1061461	17-6404-4252
6H2405	1061452	17-6404-4258
6H2405	1061451	17-6404-4258
6H2403	1077490	961M-6201-1104

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

**7.3 Project 6V2512 – Allegany County**

This project is a mill and fill (full width) with an asphalt overlay.

The project begins at BIN 1012520 (RM 1304) in the Town of Wellsville and ends at the Steuben County Line (RM 1348) in the Town of Andover.

The contractor is advised that approximately 77,000 square yards of production cold-milling exists within the project limits and include in this contract. The production milling is full width. The production cold milling will be an average of 34' wide and 1 ½" deep. End limits of the milling may be field adjusted by the engineer in charge.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, such that the milled surface is not left open to traffic for a period longer than ten calendar days.

The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. 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 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. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirements of Section 619.xx of the Standard Specifications. Material removed will become the property of the paving contractor.

Payment for the cold milling shall be included in the price bid per ton for the WMA Treatment. 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.

This project shall be completed no later than **September 1, 2025**.

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

**7.4 Project 6V2515 – Allegany County**

The project begins in Garwood's and ends at the Allegany /Livingston County line. Any, and all, debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

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

7.5 Project 6V2542 – Steuben County

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 21 and 63 in the Village of Wayland.

Cold milling will take place between RM 21-6402-3207 to 3211 and RM 63-6401-1000 to 1008 +/- approximately 1.2 CL miles. End limits of the milling may be field adjusted by the engineer in charge. The production cold milling includes milling a total estimated 25,000 square yards at a milling depth of 1.5”.

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 with their selected Production Cold Milling Contractor, such that the milled surface is not left open to traffic for a period longer than 10 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 (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 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 curbs, gutters, DI's, manholes and valve boxes if applicable. 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 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 of the cold milling shall be included in the bid cost of the top course asphalt 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. **\*\*\*\*All Asphalt Driveways in the project area are to be milled squared at the existing paving joint and paved into.\*\*\*\*** This work will be included in the bid cost of the top course asphalt item.

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

**7.6 Project 6H2401 – Allegany County**

This project is a mill and fill (full width) with a asphalt overlay.

The project begins at the Catt Co Line (RM 1000) and ends at the beginning of curbing (RM 1013) in the Village of Cuba.

The contractor is advised that approximately 28,000 square yards of production cold-milling exists within the project limits. The production milling is full width... The production cold milling will be an average of 37' wide and 1 ½" deep.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Milling Contractor, such that the milled surface is not left open to traffic for a period longer than ten 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 (pavement repairs, etc.).

The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. 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. Payment shall be included in the price bid per ton for the WMA Treatment. 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.

This project shall be completed no later than **September 1, 2025**.

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

**7.7 Project 6H2403 – Chemung County**

**Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project.** See Section 2.8 for PEM requirements.

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 (NYSDOT will be responsible for the installation of the final pavement markings). If the original markings are obliterated, the contractor shall contact the resident engineer for guidance on their location. This work will be included in the bid cost of the top course asphalt item.

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 961M (14) in the City of Elmira. Cold milling will take place between RM 961M-6201-1000 to 2016 +/- approximately 2.8 Center Line miles.

See table below for Intersections and Slip Ramps information. End limits of the milling may be field adjusted by the engineer in charge. The production cold milling includes milling a total estimated 172,000 square yards at a milling depth of 2”.

Intersections and Slip Ramps								
Width	Width	Avg Width	Distance	Depth 2" (FT)	Square Footage	Cubic Footage	Tons	Notes
120	118	119	60	0.166666667	7140	1190	89.25	Hudson St
150	144	147	105	0.166666667	15435	2572.5	192.9375	Pennsylvania Ave
97	95	96	68	0.166666667	6528	1088	81.6	Lake Ave
146	137	141.5	81	0.166666667	11461.5	1910.25	143.26875	South Ave
175	170	172.5	84	0.166666667	14490	2415	181.125	Miller St
120	118	119	57	0.166666667	6783	1130.5	84.7875	Kinyon St
160	148	154	112	0.166666667	17248	2874.666667	215.6	Cedar St
89	92	90.5	116	0.166666667	10498	1749.666667	131.225	Broadway ST
75	89	82	242	0.166666667	19844	3307.333333	248.05	Broadway ST N Intersection to Penn Ave
92	75	83.5	200	0.166666667	16700	2783.333333	208.75	Broadway ST S Intersection to BIN
17	28	22.5	825	0.166666667	18562.5	3093.75	232.03125	N Broadway Slip Ramp
17	32	24.5	400	0.166666667	9800	1633.333333	122.5	Southport Slip Ramp
25	33	29	325	0.166666667	9425	1570.833333	117.8125	S Broadway Slip Ramp
			2675		163915		2048.9375	Tonage

For the sections listed in the table below the contractor will be required to profile mill these sections. After the milling process has been completed the contractor will be required to shim in these areas to remove any additional low spots before final asphalt is placed. Payment for this work shall be included in the bid price. **The shim item will be paid for under the 9.5mm Top item.**

PROFILE MILLING SECTIONS			
Location	Length	Width	Comments
Southbound RM 961M-6201-2016-2012	2149	42	Driving & Passing Lane
Southbound RM 961M-6201-2006-2007	150	46	Driving Lane
Northbound RM 961M-6201-2006-2012	1640	42	Passing Lane

**SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (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 with their selected Production Cold Milling Contractor, 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 (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 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 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. Production cold milling shall be included in the bid cost of the top course asphalt item.

There are 5 Signalized intersections that will be affected by all operations. Signalized intersections are to be controlled at all times when dark.

The contractor will be required to flag these intersections during all operations and signals must be dark. Coordination to darken the signals will be run through the EIC and Regional Traffic Signal Crew supervisor.

NYSDOT Regional Traffic group is planning to replace the loop detection at these intersections with cameras. If this plan is not realized, Paving Contractor to coordinate the reinstallation of traffic signal loops by the Regional Traffic group.

This project shall be completed no later than **October 31, 2025**.

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

**7.8 Project 6H2405 – Steuben County**

**Performance Engineered Mixtures (PEM) Evaluation using Performance Testing note applies to this project.** See Section 2.8 for PEM requirements.

The project anticipates a multi-day lane closure along the mainline of I-86. The contractor shall not close a segment for greater than 3 workdays. During this closure, it's expected that the contractor shall production mill, perform deeper pavement repairs as needed, install top course, and temporary stripe per specification. The contractor shall not close more than 3 miles in any one closure. Simultaneous closures are acceptable providing there is a minimum 1-mile separation.

Cold milling on the mainline lanes only will take place between RM 17-6404-4217 to 4268 +/- approximately 5.1 Center Line miles. Also, in addition exit 37 East & West bound on-ramps, all exit 38 ramps, and the Kanona rest area will be milled full width and paved. When milling and paving the ramps, the paving contractor will be required to establish a detour that will need to be approved by the Region in advance of the work. Also, when milling and paving the rest area coordination with the New York State Police/Commercial Vehicle inspectors need to take place to avoid conflict with their inspection schedule. End limits of the milling may be field adjusted by the engineer in charge. The production cold milling includes milling a total estimated square yard of 144,000 at an approximate milling depth of 1.75" on mainline I86 (depth due to MICRO layer). The production cold milling on the ramps and rest area includes milling a total estimated square yard of 30,000 at an approximate milling depth of 1.5". 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. Production cold milling shall be included in the bid cost of the top course asphalt item.

It shall be the contractor's responsibility to inventory and document the existing pavement marking patterns in the rest area, 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 in the rest area necessary for the installation of all final pavement markings including crosswalks, stop bars and hatching if necessary (NYSDOT will be responsible for the installation of the final pavement markings). This will be included in the bid cost of the top course asphalt item.

This project shall have all the mainline shoulders fog sealed; bridges identified within the paving limits will be excluded from fog seal. The asphalt emulsion shall meet the test requirements in table 702-7 DILUTED TACK COAT. Other materials may be used with the approval of the Director of the Materials Bureau. Testing and certifying fog seal asphalt emulsion by the supplier and sampling of supplied material by Department representative shall be in accordance with the Department's Materials Method (MM) 702-2 Asphalt Emulsion - Quality Assurance. CONSTRUCTION DETAILS Equipment shall meet the requirements detailed in §407-3.01 Equipment. Application of Fog Seal Asphalt Emulsion, the surface shall be blown clean with compressed air just prior to application of fog seal material. This material shall be uniformly applied by a pressure distributor in a method approved by the Engineer. The fog seal asphalt emulsion shall be applied in a manner to offer the least inconvenience to traffic and to reduce pickup or tracking of the asphalt emulsion. Fog seal shall not be applied on a wet pavement surface or when the surface temperature is below 45°F. The temperature and areas to be treated shall be approved by the Engineer prior to application. The application rate shall be 0.05 to 0.15 gallons per square yard as approved by the Engineer. Do not apply over existing pavement markings unless directed by the Engineer. This will be included in the bid cost of the top course asphalt item.

This project shall be completed no later than **October 1, 2025**

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

**7.9 Project 6H2406 – Steuben County**

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 (NYSDOT will be responsible for the installation of the final pavement markings). If the original markings are obliterated, the contractor shall contact the resident engineer for guidance on their location. This work will be included in the bid cost of the top course asphalt item.

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within the project limits. The paving contractor will production mill the pavement on Route 415 in the Village of Riverside. Cold milling will take place between RM 415-6401-1039 to 1043 +/- approximately .4 Center Line miles. Also an additional 800' on SR352 (Buffalo Street). End limits of the milling may be field adjusted by the engineer in charge. The production cold milling includes milling a total estimated 17,000 square yards at a milling depth of 1.5".

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 with their selected Production Cold Milling Contractor, such that the milled surface is not left open to traffic for a period longer than 10 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 ( 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 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 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. Production cold milling shall be included in the bid cost of the top course asphalt item.

There are 4 Signalized intersections that will be affected by all operations. Signalized intersections are to be always controlled when dark.

The contractor will be required to flag these intersections during all operations and signals must be dark. Coordination to darken the signals will be run through the EIC and Regional Traffic Signal Crew supervisor.

NYSDOT Regional Traffic group is planning to replace the loop detection at these intersections with cameras. If this plan is not realized, Paving Contractor to coordinate the reinstallation of traffic signal loops by the Regional Traffic group.

This project shall be completed no later than **October 1, 2025**.

**SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7)**

**8.1 Special Work Zone Traffic Control – Pilot Vehicle – Region 7 Projects**

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as HMA is applied and rolled, controlled traffic may be permitted thereon. For Region 7 VPP projects in this solicitation, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around paving work at a speed not to exceed 15 mph. The pilot vehicles shall be equipped with G20-4 “PILOT CAR FOLLOW ME” signs meeting the requirements of Sections 6E.04 and 6H.37 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 Pre-Paving meeting.

SIGN	MINIMUM SIZE	LOCATION
PILOT CAR 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.

**8.2 Vibratory Compaction Restrictions for Projects within Village/Hamlets/City Limits**

This note applies to the following projects:

- 7PAV76 (Clinton County)**
- 7PAV77 (Franklin County)**
- 7V2562 (Jefferson County)**
- 7PAV83 (St. Lawrence County)**
- 7PAV84 (St. Lawrence County)**
- 7V2512 (Clinton County)**
- 7V2522 (Franklin County)**
- 7V2523 (Franklin County)**
- 7V2532 (Jefferson County)**
- 7V2552 (St. Lawrence County)**
- 7V2553 (St. Lawrence 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 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7) (Cont'd)**

**8.3 Additional Paving on Parking Areas/Cross Overs (U-Turns)/Snowplow Turnarounds – Region 7 Projects**

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

**Project 7V2511 (Clinton County) – –**

Snowplow turn around near RM 190 7102 1219

**Project 7V2564 (Jefferson County) –**

NB Parking Area at RM 81I 7305 1259-1263

SB Parking Area at RM 81I 7305 1257-1264

U-Turn at RM 81I 7305 1227

U-Turn at RM 81I 7305 1232

U-Turn at RM 81I 7305 1236

U-Turn at RM 81I 7305 1247

U-Turn at RM 81I 7305 1253.5

U-Turn at RM 81I 7305 1267.5

**Project 7V2554 (St. Lawrence County) –**

Snowplow turn around near RM 11B 7501 1194.

**8.4 PEM Evaluation Using Performance Testing – Region 7 Projects**

The following projects involve asphalt mixture evaluation using performance testing. For details See Section 2.8.

**Project 7PAV75 – Route 190, Clinton County**

**Project 7PAV76 – Route 374, Clinton County**

**Project 7PAV77– Route 374, Franklin County**

**Project 7PAV79 – Route 3, Jefferson County)**

**Project 7PAV81 – Route 58, St. Lawrence County**

**Project 7PAV84 – Route 11 St. Lawrence County**

**Project 7V2511 – Route 190, Clinton County**

**Project 7V2512 – Route 9N, Clinton County**

**Project 7V2522 – Route 37, Franklin County**

**Project 7V2523 – Route 30, Franklin County**

**Project 7V2531 – Route 3, Jefferson County**

**Project 7V2541 – Route 12, Lewis County**

**Project 7V2551 – Route 184, St. Lawrence County**

**Project 7V2552 – Route 56, St. Lawrence County**

**Project 7V2553 – Route 812, St. Lawrence County**

**8.5 Arbitrary Station – Region 7 Projects**

This note applies to following projects –

**7V2531 (Jefferson County)**

**7V2532 (Jefferson County)**

**7V2564 (Jefferson County)**

The Contractor will arbitrarily station the pavement at 100-foot intervals beginning at 0+00.

The cost of this is to be included in the asphalt items. No separate payment will be made.

**SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7) (Cont'd)**

**8.6 Project 7V2564 – Jefferson County**

**Travel Lane Match Up**

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.

**Work Completion Date:**

All paving work for this PIN shall be completed by **September 1, 2025**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

**Bridge Deck Paving:**

The following bridges will receive a waterproof membrane prior to paving and the overlay thickness increased to 2” depth. Coordination with Region 7 Bridge Maintenance will be required.

I-81 – 6 bridges

BIN 1032181 - SB Lane – RM 81I 7305 1242

BIN 1010081 - SB Lane – RM 81I 7305 1243

BIN 1009681 - SB Lane – RM 81I 7305 1250

BIN 1032182 - NB Lane – RM 81I 7305 1242

BIN 1010082 - NB Lane – RM 81I 7305 1243

BIN 1009682 - NB Lane – RM 81I 7305 1250

**SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7) (Cont'd)**

**8.7 Project 7PAV77– Franklin County**

The termination point of this project is adjacent to a proposed Capital Construction Project. Due to the potential for overlap of paving work and/or work zone setups, special coordination will be necessary to avoid conflicts. This coordination will need to be directed through the Resident Engineer by the Awarded VPP paving contractor and State Project Construction EIC.

At this time, it is uncertain which project (VPP or Capital work) will be completed first. The joint style at the project termination point will depend on project schedules. This joint style and location will be field verified by the Residency Engineer prior to the pre-pave meeting and final determination made before VPP paving begins.

**SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 7) (Cont'd)**

**8.8 Project 7PAV78– Franklin County**

**Paving Operations**

In areas that have been Cold Recycled, the Paving Operations shall progress in the opposite direction of travel from the Cold Recycling operation. This provision may only be waived by the Region 7 Materials Engineer, and this waiver will be rescinded if damage to the top course occurs.

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

**9.1 Special Notes – Region 9 Projects**

**Paving Operations – Region 9**

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.

**Rebates – Region 9**

Project termination rebates, rebates in the project limits for concrete decked bridges, RR crossings and rebates on intersecting state highways shall conform to standard sheet 404-01 for length of rebate. Rebates shall be cut straight across and not in the chevron pattern shown on the standard sheet. The price to install these rebates shall be included in the price per ton of the top course item.

All paved driveways within the project limits where overlays are being constructed without milling shall have a rebate cut across the driveway width. These paved driveways may or may not be listed in the project rebate tables but all will require a rebate.

**Cleaning Existing Pavement – Region 9**

The contractor shall clean the 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. The contractor shall 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 the asphalt pavement. No separate payment shall be made for this operation.

**The Contractor will NOT be required to perform patching, joint repairs, or crack filling**

**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 G20-4 “PILOT CAR FOLLOW ME” signs meeting the requirements of Sections 6E.04 and 6H.37 of the Manual on Uniform Traffic Control Devices and a rotating amber beacon:

<b>SIGN</b>	<b>MINIMUM SIZE</b>	<b>LOCATION</b>
PILOT CAR 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 top course asphalt item. No separate payment shall be made. The use of the pilot vehicle shall be as ordered by the Resident Engineer.

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

**Project Coordination – Region 9**

Projects 9HW511, 9HW523, 9HW571, 9HW581, 9V2511 and 9V2581 will be cold-in-place recycled prior to the overlay. The cold-in-place recycle will be performed under a separate contract. This will require coordination between the awarded paving contractor under this contract and the cold-in-place contractor. The maximum amount of time the cold recycling is to be open to traffic after the CIPR is completed is 20 calendar days.

Projects 9HW513 and 9V2511 are adjacent to each other, and the Contractors of the projects are to coordinate their operations with each other. If a single contractor wins both projects, they cannot be constructed simultaneously. Project coordination will be discussed at the pre-pave meeting.

***Project 9HW511***

This Region 9 project on Route NY 26 in Broome County abuts a Region 3 project in this proposal, which is NYSDOT Project 360508 in Cortland County. The contractor for Project 9HW511 will need to coordinate construction activities and the work zone traffic control plans with the contractor for Project 360508, unless the same contractor is awarded both of these projects. The work zone traffic control plan and signage may also need to be altered from what is shown in this proposal, depending on the schedule for both projects. Project coordination will be discussed in more detail at the pre-construction meeting.

**Item 404.0589 Shim Course– Region 9**

Item 404.0589 (Shim Course) is being utilized at an average thickness of ½” to ¾”. Region 9 is requiring the use of either:

- 6.3 asphalt course mix meeting the requirements of 404.0689 and PG 64S-22.
- Miscellaneous Patching Asphalt Mix meeting the requirements of Item 404.03890218 included in Attachment 11 – Detailed Specifications.

**Item 404.0189 Truing and Leveling Course – Region 9**

The Performance Engineered Mix (PEM) Design note will apply to all top course mix designs, 6.3, 9.5 and 12.5 produced for this item. See Section 2.8 for PEM note.

**Shoulder Backup – Region 9**

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 with Item 203.24010017 Shoulder Backup Material. There shall be no additional payment for this work, the price of this work shall be included in the various pavement items in the contract.

**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, Item 640.22, Item 640.23 and NYS Standard Sheets 685-01. Permanent pavement markings shall be applied once the asphalt overlays of the entire project are completed. The cost of all associated pavement marking work including layout, work zone traffic control, etc. shall be included in the bid price per ton of the top course item. This work includes any short line markings such as stop and yield bars, crosswalks, turn arrows, lettering, etc.

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

**9.2 Compaction Requirements – Region 9**

This note applies to following projects –

**Project 9HW541 (Delaware County)**

**Project 9HW562 (Delaware County)**

**Project 9HW581 (Tioga County)**

Underground utilities are present on these projects and vibratory compaction shall not be permitted due to these utilities. The Contractor shall achieve the required density using other methods including, but not limited to, oscillating rollers or static passes. This work shall be included in the bid price for the Asphalt Pavement items. No additional payment shall be made.

**Vibratory compaction is not allowed for the entirety of Projects 9HW541 and 9HW562.**

**For Project 9HW581 vibratory compaction is allowed except within the village of Newark Valley, from RM 38 6501-1092 to 1107.**

**9.3 Traffic Restrictions – Project 9HW571 - Region 9**

On all weekends from Memorial Day weekend through Labor Day weekend:

No lane closures allowed on Route NY 97 after 12 PM Friday through the following Sunday.

**9.4 Centerline Audible Roadway Delineators (CARDS) – Region 9**

This note applies to following projects:

**Project 9HW581 (Tioga County)**

**Project 9V2581 (Tioga 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 Pavement items.

<b>Project</b>	<b>From MP</b>	<b>To MP</b>	<b>From RM</b>	<b>To RM</b>	<b>No. Lanes</b>	<b>CL Miles</b>
9HW581	6.20	7.83	38 6501-1081	1097	2-3	6.81
	8.50	13.68	38 6501-1104	1157	2	
9V2581	11.71	14.50	96 6501-1108	1135	2	2.79

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

**9.5 Production Cold Micro-milling, Various Projects, Various Counties – Region 9**

The projects below include production cold micro milling to be performed by the paving contractor or their designated sub-contractor within the project limits specified in the contract documents or as ordered by the Engineer. Milling depth and approximate centerline miles required are in the tables below. Depths exceeding 2.0” are waived from texture requirements. The Paving contractor shall coordinate their paving schedule with the selected Production Cold Micro milling contractor, such that the milled surface is not left open to traffic for a period longer than 10 days. The contractor may have to allow up to one week for the installation of traffic loops by others if the contractor’s milling operation will remove loops. This will be discussed at the Pre-Paving meetings. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface contemporaneous with the milling operation. Clean-up effort includes milling or using other tools to remove pavement around drainage inlets, manholes, water valves and other obstructions in the roadway to facilitate paving the full depth of the proposed pavement lift against those structures. The contractor will be responsible for 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 similar to the requirements for paving. An additional cleaning will be required ahead of the tack coat operation prior to paving. The cost of all associated micro-milling, including clean-up, disposal, additional temporary pavement markings, and work zone traffic control, shall be included in the bid price per ton of the asphalt pavement items in the contract. No separate payment shall be made.

<b>Project</b>	<b>Location</b>	<b>Depth</b>	<b>CL Miles</b>	<b>Remarks</b>
9HW513	RM 3085 to RM 3086	2.0”	0.1	
9HW541	Entire Project Limits	2.0”	1.46	Note 1
9HW562	Entire Project Limits	2.0”	2.65	Note 2
9HW581	RM 1092 to 1104	2.0”	1.2	Note 3
	BIN 1024100	2.0”	0.05	
	BIN 1096390	2.0”	0.03	

Note 1: On PIN 9HW541, the contractor shall micromill and pave 50’ on Tannery Rd from the intersection of State Route 206 and 30.

Note 2: On PIN 9HW562, the contractor shall micromill and pave 50’ on River St. and W. Main St. from the intersection of State Route 23.

Note 3: On PIN 9HW581, the contractor shall micromill and pave 80’ on Wilson Creek Rd and 50’ on Rock St. and Water St. from the intersections of State Route 38. Depth of milling and paving to be 2”.

The contractor shall use caution while working on BIN 1024100 as there are existing elastomeric joint headers. Milling and paving is to be completed to these headers, but the headers are to remain.

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

**9.6 Coordination for Signals, Various Projects, Various Counties – Region 9**

Signals within the following projects will require coordination with NYSDOT Signals. Specific signal needs will be discussed at the pre-pave meeting.

<b>Project</b>	<b>Signal Number</b>
9HW523	92-314
9HW541	93-411
9HW562	93-405 & 93-406
9HW581	97-916 & 97-919

**9.7 PEM Evaluation Using Performance Testing – Region 9**

All Region 9 projects involve asphalt mixture evaluation using performance testing. For details See Section 2.8.

**9.8 Substitution of Nuclear Density Gauge with DPS for 60 Series Compaction – Region 9**

This note applies to following Project –

- Project 9HW513 – Route 11, Broome County**
- Project 9HW562 – Routes 10 and 23, Delaware County**
- Project 9HW571 – Routes 97, Sullivan County**
- Project 9HW581 – Route 38, Tioga County**
- Project 9V2511 – Route 11, Broome County**

SUBSTITUTION OF NUCLEAR DENSITY GAUGE WITH DENSITY PROFILING SYSTEM FOR 60 SERIES TOP COURSE PAVING.

The provisions of Section 404 shall apply except as modified herein.

404-3.07 Compaction.

Replace the final paragraph of the section with the following.

The Contractor shall monitor pavement density for 60 and 70 Series compaction using Density Profiling System meeting the requirements of AASHTO PP 98-19. The operator shall possess an operator certification from the Materials Bureau.

404-3.07 B. 60 Series Compaction Method

Replace the entire subsection with the following:

**B. 60 Series Compaction Method.** This method requires the Contractor to monitor pavement density using a Density Profiling System and pavement cores. The Contractor shall construct the pavement to achieve a pavement density of at least 93% of the mixture’s maximum theoretical density (MMTD).

**Prior to Paving:** 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 prior to the start of paving.

The Contractor shall calibrate the DPS using the dielectric/compaction curve prior to collecting data.

**First Day of Paving:** At the end of the first day’s placement, or when the paving operation is stopped, the Engineer and the Contractor shall follow the DPS/Coring Procedure below:

**DPS/Coring Procedure:** Engineer will randomly select and mark 4 pavement core locations in accordance with §404-3.08, excluding the first 300 feet.

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

- The Contractor shall take stationary density profile readings at each pavement core location in accordance with MM 99, prior to extracting the cores.
- The Contractor shall extract pavement cores at the marked location in each subplot and fill the core holes before the road is opened to traffic. The Density Profiling System readings and sealed pavement cores shall be delivered to the Regional Materials Laboratory in accordance with §404-3.08 Pavement Density Samples.
- The Regional Materials Laboratory will determine the percent density using representative samples taken in accordance with §404-3.08 C Loose Mix Samples. The results of this analysis will be used to determine the pavement density Quality Adjustment Factor (QAF). The results will be submitted to the Engineer prior to the end of the next business day following the delivery of the samples.
- The Engineer will apply the pavement density QAF to the material placed on that day in accordance with §404-4 Method of Measurement, Table 7, Quality Adjustment Factors for 60 Series. When the quantity placed is less than 200 tons in a day, the density QAF for that day will be 1.00.

**Routine Paving:** The Engineer and the Contractor shall repeat the DPS / Coring Procedure every third day of paving after the first day of paving.

The Contractor shall collect continuous density readings over a minimum of 80% of paved distance using the density profiling system 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 Layout 1 at all times. The average compaction of every 1000ft section shall be recorded and reported on the “Density Profiling System 1000ft Segment Report”, as per MM99, to the Engineer continuously during production.

If for any 1000ft segment, the average density profile readings fall below 90%, the Contractor shall perform a QC test of the density profiling system using a dielectric standard block. If the DPS passes QC testing, the DPS/Coring Procedure shall be performed at the ends of the days placement.

During routine paving, the DPS and the rollers shall not be more than 1000 ft away from each other.

On non-coring days, the Engineer will request pavement samples for density verification of asphalt pavement placed under the following situations at no additional cost to the State.

- Insufficient number of density readings recorded, either at a specific location or at the required frequency.
- Paving completed after the only density profiling system on site breaks down.
- Density readings do not seem to accurately represent the asphalt pavement density.

The Contractor shall extract the cores and deliver them to the Regional Materials Laboratory for analysis in accordance with §404-3.08E. The Regional Materials Laboratory will determine the pavement density QAF. The Engineer will apply the QAF in accordance with §404-4 Method of Measurement, Table 7 to the material placed on that day.

Density on shoulders, ramps, widening and crossovers shall be monitored with the same density profiling system. If the shoulder subbase is structurally insufficient to sustain the level of compaction such that they show signs of distress, the Contractor shall decrease the compaction effort until no damage occurs to the shoulder or subbase.

**Multiple Paving Lots:** Will be in accordance with 404-3.07A. 50 Series Compaction Method, Multiple Paving Lots.

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

**Additional Reporting:** Within 24 hours, the Contractor shall provide the Engineer with the following in accordance with MM99.

- 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 10: SUPERPAVE ASPHALT MIXTURE**

**10.1 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: Section 2.4 Special Notes – PG Binder and Mix Design Level**

**10.2 Project Dimensions**

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

**10.3 Rebates Table**

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