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**Attachment 9**  
**(Revised 6/21/18)**

**Special Notes – NYSDOT Specific Projects**

**Bituminous Concrete Hot Mix Asphalt**  
**2018 VPP 2<sup>nd</sup> - Letting**  
**(NYSDOT Specific Projects)**  
**(State & Federal Funded)**

**IFB# 23133**

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## SECTION 1: HOT MIX ASPHALT – (SPECIFIC CLAUSES)

### 1.1 Material Descriptions

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

Materials Designation	Description
402.017903	Truing & Leveling F9, 70 Series Compaction
402.018903	Truing & Leveling F9, 80 Series Compaction
402.058903	Shim Course F9
402.095203	9.5 F2, 50 Series Compaction
402.096103	9.5 F1, 60 Series Compaction
402.096203	9.5 F2, 60 Series Compaction
402.096303	9.5 F3, 60 Series Compaction
402.097103	9.5 F1, 70 Series Compaction
402.097203	9.5 F2, 70 Series Compaction
402.097303	9.5 F3, 70 Series Compaction
402.098303	9.5 F3, 80 Series Compaction
402.098903	9.5 F9, Shoulder Course, 80 Series Compaction
402.126103	12.5 F1, 60 Series Compaction
402.126203	12.5 F2, 60 Series Compaction
402.126303	12.5 F3, 60 Series Compaction
402.127103	12.5 F1, 70 Series Compaction
402.127203	12.5 F2, 70 Series Compaction
402.127303	12.5 F3, 70 Series Compaction
402.128903	12.5 F9, Shoulder Course, 80 Series Compaction
402.196903	19 F9, 60 Series Compaction
402.197903	19 F9, 70 Series Compaction
402.256903	25 F9, 60 Series Compaction
402.257903	25 F9, 70 Series Compaction
402.06810318	6.3 F1, Superthin HMA, 80 Series Compaction
402.06820318	6.3 F2, Superthin HMA, 80 Series Compaction
402.06830318	6.3 F3, Superthin HMA, 80 Series Compaction
402.000013	Plant Production Quality Adjustment to HMA Items
402.000023	Pavement Density Quality Adjustment to HMA Items
402.000053	Test Section Adjustment to HMA Items
404.09630108	9.5 F3, WMA, 60 Series Compaction
404.01790108	Truing & Leveling F9, WMA, 70 Series Compaction

### 1.2 Pre-Paving Conference

The vendor shall schedule a Pre-Paving Conference 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 conference the vendor shall present Certificates of Insurance evidencing compliance with the additional insurance requirements, their proposed paving schedule, equipment, proposed tack coat application procedure and paving procedure, and Work Zone Traffic Control Plan to the State for approval. At least one week prior to the start of paving, the vendor shall coordinate the details of the paving with the Resident Engineer.

### 1.3 Supervision

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

### 1.4 Work Hours

Work shall not be permitted on Sundays and NYS Holidays. If the contractors desire to work overtime on other days, dispensation from NYS Labor Department must be obtained using Department of Labor Form PW-30 (06/17). Night work is prohibited unless agreed to by the Contractor and NYS Department of Transportation. All Overtime Dispensations requests shall be submitted to the Resident Engineer or his/her designee at the preconstruction meeting.

### 1.5 Restoration of Disturbed Areas

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

### 1.6 Tack Coat

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

### 1.7 Construction Details

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

### 1.8 Attention: Special Note - Conditioning

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

### 1.9 Work Zone Traffic Control

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

## 1.9 Work Zone Traffic Control (Cont'd)

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

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

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

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

(Continues next page)

**1.9 Work Zone Traffic Control (Cont'd)**

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

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

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



**1.9.1 Special Note - Temporary Pavement Markings**

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

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

**1.9.2 Hot Mix Asphalt Overlay Splice (Rebate)**

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

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

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

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

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

**Channelizing Device Spacing Reduction**

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

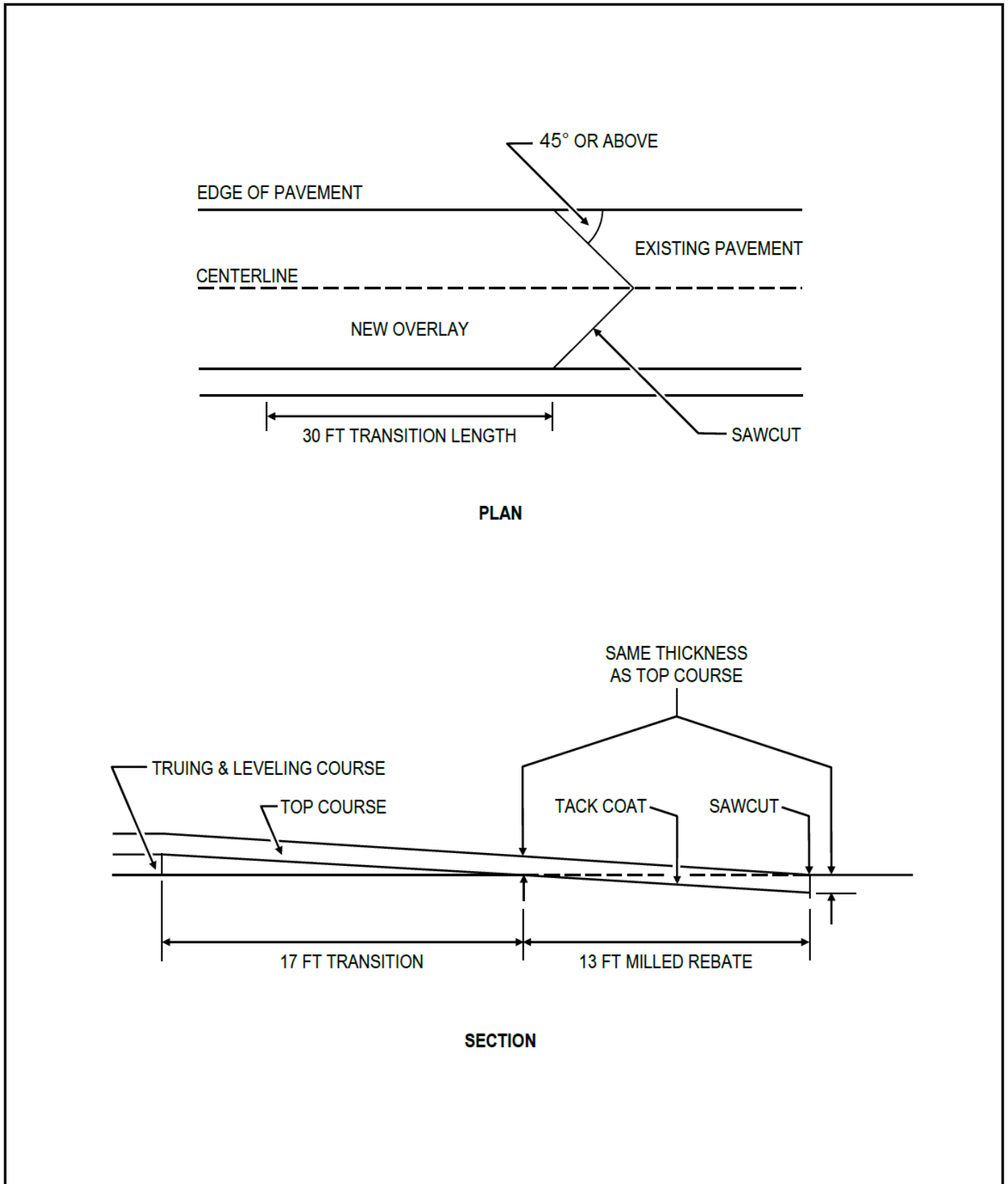
Where tapers are located less than 500 feet from the work site, the 40 foot spacing shall be used in the taper as well.

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

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

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

DETAIL OF HOT MIX ASPHALT OVERLAY SPLICE



### **Flagger Station Enhanced Setups**

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

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

## **1.9.4 Temporary Rumble Strips**

### **Description**

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

### **Materials**

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

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

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

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

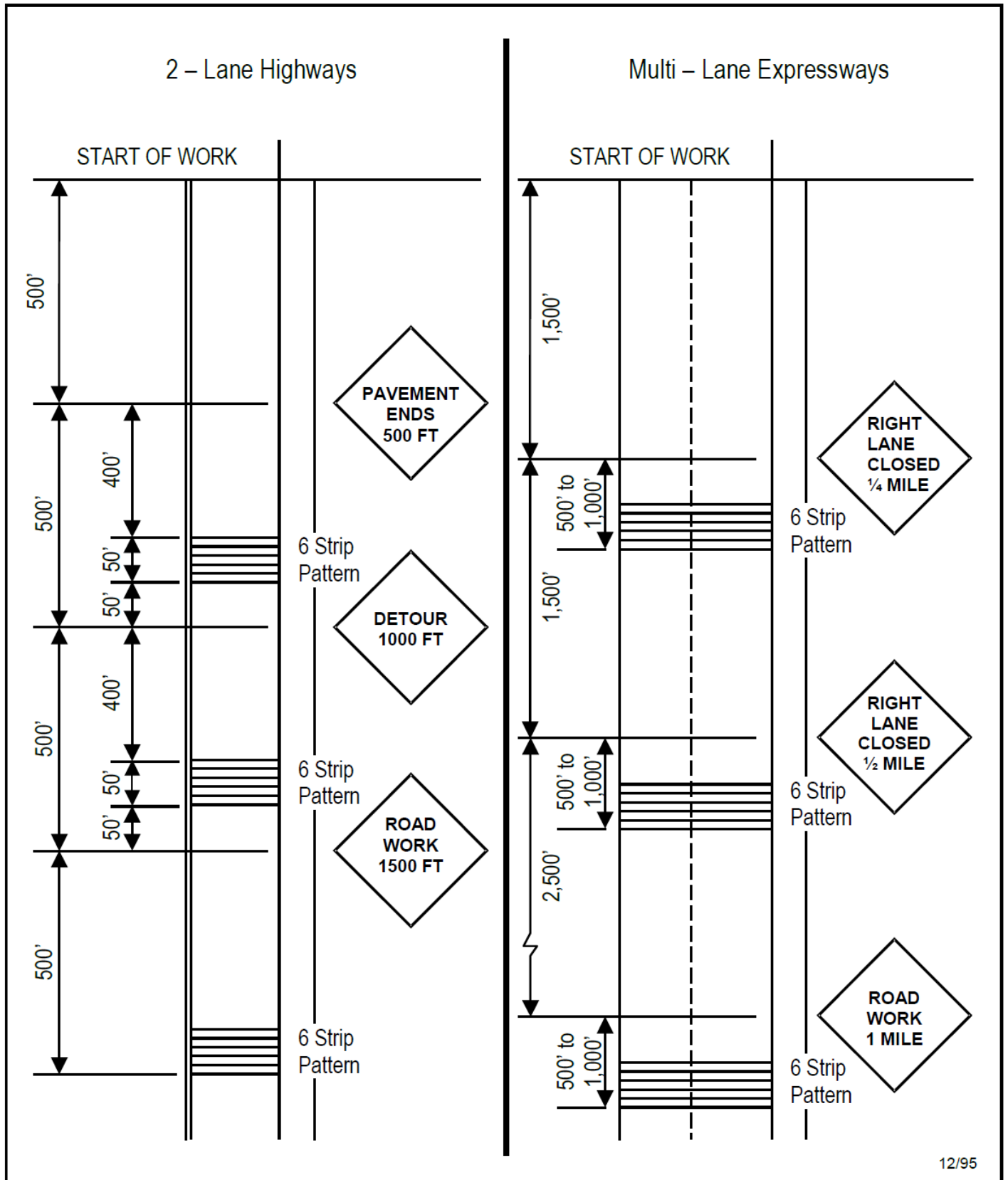
Any raised rumble strips that fail to adhere to the pavement, or become damaged or flattened such that, in the opinion of the Engineer, they are no longer performing their intended function, shall be replaced or repaired by the Contractor to the satisfaction of the Engineer. Any associated damage to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

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

### **Basis of Payment**

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

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



## 1.10 Contract Bonds

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

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

### 1.10.1 Labor and Material Bond

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

### 1.10.2 Labor and Material Bond Example

See the sample Labor and Materials Bond language below.

SAMPLE (page 1 of 2)

103-08 SAMPLE FORM OF LABOR AND MATERIAL BOND

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

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

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

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

(Project Description)

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

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

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

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

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

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

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

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

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

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

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

103-08 SAMPLE FORM OF LABOR AND MATERIAL BOND

(Acknowledgment of principal, unless it be a corporation)

STATE OF NEW YORK ss. :

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

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

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

(Acknowledgment of principal, if a corporation)

STATE OF NEW YORK ss. :

COUNTY \_\_\_\_\_

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

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

(Acknowledgment of Surety Company)

STATE OF NEW YORK ss. :

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

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

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

State Of New York Office of the Attorney General

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

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

### 2.1 Funding Source

Project 5V1827 will be funded by **Federal Aid**:

All other projects in this IFB will be 100% **State funded**:

### 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 Recycling Projects

Prior to HMA overlay, Projects 203104, 2V1811, 2V1821, 2V1841, 2V1851, 360216, 360369, 360383, 360388, 360390, 360391, 9HW841, 9HW842, 9HW862, 9HW872, 9V1971, and 9V1981 involve recycling through separate contractor(s). These VPP overlay projects require that the paving contractor coordinates their work with the corresponding recycling contractor to allow required curing period before placing the HMA overlay as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

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

#### 2.4.1 PG 64S-22

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

#### PG Binder

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

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

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

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

#### Mix Design

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

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

#### 2.4.2 PG 64V-22

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

#### PG Binder

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



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

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

#### 2.4.2 PG 64V-22 (Cont'd)

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

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

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

#### Mix Design

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

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

#### 2.4.3 PG 64H-22

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

#### PG Binder

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

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

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

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

#### Mix Design

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

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

#### 2.4.4 PG 64E-22

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

#### PG Binder

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

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

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

#### 2.4.2 PG 64E-22 (Cont'd)

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

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

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

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

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

#### Mix Design

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

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

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

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

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

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

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

**2.5 Special Note – Optional Use of Warm Mix Asphalt (WMA) Technologies (Cont'd)**

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

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

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

Project Number	County	Route	Rail Road Name	Location
360381	Seneca	Rte. 89	Finger lakes Railway	RM 89-3502-1303

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

**Coordination with Railroad(s)**

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

**DESCRIPTION**

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

**CONSTRUCTION DETAILS**

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

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

**BASIS OF PAYMENT**

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

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

### **2.7 Special Note – Asphalt Pavement Joint Adhesive**

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

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

## SECTION 3: PROJECTS - SPECIAL NOTES (NYSDOT REGION 2)

### 3.1 Special Note – Region 2 Projects

1. All R-2 projects in this solicitation are warm mix asphalt projects. WMA specifications can be found in Attachment 11.
2. Removal of Temporary Pavement Markings: The contractor will remove all temporary pavement markings within 2 weeks after the permanent markings are applied.
3. The following R-2 sites will be cold in place recycled under separate contracts:
  - a. Project 203104 – Oneida County
  - b. Project 2V1811 – Fulton County
  - c. Project 2V1821 – Hamilton County
  - d. Project 2V1851 – Montgomery County

The overlay cannot be placed until the CIPR cure period is complete (depending on the recycle contractor process it is 10 days for emulsion or 3 days for 64-22 AC).

4. RAP PG Binder Contribution - When greater than 10% of recycled asphalt pavement (RAP) is utilized in the production of warm mix asphalt (WMA) Top Course for this contract, the following minimum asphalt content will be utilized in the final mixture design calculation for optimum asphalt content:

WMA Mixture	Minimum Asphalt Content (%)
9.5 WMA	6.0
19.0 WMA	4.7

The mixture design will be formulated such that all the volumetric properties are within the criteria specified in the latest Material Method 5.16. The total targeted asphalt content of virgin binder and the accepted RAP asphalt contribution shall not be less than the minimum asphalt content of the mix design during production indicated in the above table.

5. **MIX DESIGN** - The mixture designs must be developed in accordance with the criteria specified in the WMA items that are appropriate for an Estimated Traffic Level of <0.3 Million ESALs.
  - a. The Gradation Design Control Points outlined in MM 5.16, Table 1 shall be modified as follows: For 9.5 Top Course WMA, the minimum passing the 12.5 mm sieve shall be 100%.
6. The mixture used for item 404.01790108 (T&L) shall be 19mm and shall be placed the full width of the pavement and shoulders. No wedge joint will be allowed for this mix.
7. A 64S-22 may be used in lieu of the required 64V-22 for all sidelines paved separately from mainline. This will be discussed at the pre-paving meeting.

### 3.2 Project 203104 – Oneida County

1. The pavement from RM 294-2602-1014(-364') to 1016, Rte. 294 at Landfill Entrance shall be milled to a depth of 1-1/2" for its full length and width. The width varies from 28' to 38'.
2. Rebates are included for BIN 1045090. DOT may choose to eliminate the rebates and overlay the bridges. This will be discussed at the pre-pave meeting.

### 3.3 Project 2V1811 – Fulton County

1. The pavement from RM 29-2102-1096 to 1104 shall be milled to a depth of 3" for its full length and width.
2. BIN 1020590 – Rte. 29 over Caroga Cr. will not be over laid.

### 3.4 Project 2V1821 – Hamilton County

1. A 64S-22 may be used in lieu of the required 64V-22 for the parking area at RM 10-2205-1094 if paved separately from mainline. This will be discussed at the pre-paving meeting.
2. The parking area at RM 10-2205-1094 will receive a 1-1/2" top course only. No T&L course is required.
3. The parking area at RM 10-2205-1110 will receive the same treatment as the mainline (1-1/2" T&L and 1-1/2" 9.5 top).
4. Rebates are included for BIN 1008040 – Rte. 10 over the Piseco Lake Outlet. DOT may choose to eliminate the rebates and overlay the bridge. This will be discussed at the pre-pave meeting.

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## SECTION 3: PROJECTS - SPECIAL NOTES (NYSDOT REGION 2) (Cont'd)

### 3.5 Project 2V1841 – Madison County

1. This site will be milled under a separate milling contract. The entire milled surface shall be swept before paving. The price shall be included in the paving items.
2. The contractor shall sawcut all previously milled mainline and sideline tie ins located at Begin Project – RM 20-2409-1000, Grassylane Rd. – RM 20-2409-1014, Meadow Hill Rd. – RM 20-2409-1016 (+300') and End project – RM 20-2409-1018.

### 3.6 Project 2V1851 – Montgomery County

The pavement from RM 10-2503-1084 (-175') to 10-2503-1088 (+250') – shall be milled to a depth of 1-1/2" for its full length and width.

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

### 4.1 Holiday Restrictions – Region 3 Projects

All Region 3 Projects shall follow the following holiday restrictions:

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:

Independence Day, July 3-July 5, 6:00 AM Tuesday before to 6:00 AM Thursday after.

Labor Day, August 31 – Sept. 3, 6:00 AM Friday before to 6:00 AM Tuesday after.

Thanksgiving Day, Nov. 21 – Nov. 25, 6:00 AM Wednesday before to 6:00 AM Monday after.

### 4.2 Paving Operations – Region 3

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

### 4.3 Project 360216 – Oswego County

The State will production mill the pavement in the Village of Sandy Creek. Coordination will be required between the paving Contractor and the milling Contractor.

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

The contractor shall pave intersections separately from mainline paving, payment to be included in the price bid for Item 402.096303. All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The intersecting roadway rebates outside the Village of Sandy Creek shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

### 4.4 Project 360344 – Oswego County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

### 4.5 Project 360356 – Onondaga County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

A waterline project will be performed by others on the north end of the project within in the Village of Skaneateles. Coordination will be required between the paving contractor and the waterline contractor.

### 4.6 Project 360369 – Cortland County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

The contractor shall pave intersections separately from mainline paving, payment to be included in the price bid for Item 402.096303. All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

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

### 4.7 Project 360381 – Seneca County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

The contractor shall pave intersections separately from mainline paving, payment to be included in the price bid for Item 402.096303. All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

### 4.8 Project 360383 – Onondaga County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

The contractor shall pave intersections separately from mainline paving, payment to be included in the price bid for Item 402.096303. All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

### 4.9 Project 360387 – Onondaga County

This project requires cold recycling prior to paving from West Dead Creek Road to Southgate Road. Coordination will be required between the paving Contractor and the recycling Contractor.

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.

The contractor shall pave intersections separately from mainline paving in the cold recycling section from West Dead Creek road to Southgate Road, payment to be included in the price bid for Item 402.096303. Intersecting roadways in the cold recycling section will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

### 4.10 Project 360388 – Cayuga County

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

The contractor shall pave intersections separately from mainline paving, payment to be included in the price bid for Item 402.096303. All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

### 4.11 Project 360389 – Oswego County

The State will production mill the pavement within the project limits. Coordination will be required between the paving Contractor and the milling Contractor.



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

### **4.12 Project 360390 – Cortland County**

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

The State will production mill the pavement within the project limits from RM 1139 to 1140 on the north end of the project. Coordination will be required between the paving Contractor and the milling Contractor.

The contractor shall pave intersections separately from mainline paving, payment to be included in the price bid for Item 402.096303. All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

### **4.13 Project 360391 – Tompkins County**

This project requires cold recycling prior to paving. Coordination will be required between the paving Contractor and the recycling Contractor.

The State will production mill the pavement within the project limits from RM 1058 to 1062 in the curbed section in Enfield. Coordination will be required between the paving Contractor and the milling Contractor.

The contractor shall pave intersections separately from mainline paving, payment to be included in the price bid for Item 402.097303. All intersecting roadways will be paved a length of 25' from the edge of the mainline shoulder, nominal depth of 1.5". The rebates shall be milled by the paving Contractor 25' from the edge of the mainline shoulder in accordance with the rebate table of widths.

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

### 5.1 Special Note – Region 4 Projects

1. 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.
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 their 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 a hot mix asphalt material; 9.5 mixture, or mixture approved by the Resident Engineer. Cost to be included in the bid price for the associated project.
4. All Truing and Leveling courses, if required, shall be as indicated in the Superpave Hot Mix Asphalt Design Criteria Table.
5. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
6. Any and all debris generated as part of the work shall be removed by the Vendor within five days of completion of paving operations.

### 5.2 Special Note – Temporary Lane Closure Restrictions for Major Roadways - Region 4

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

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

#### 2018

Occasion	Beginning Time & Date	Ending Time & Date
<u>Memorial Day</u> - Monday May 28	6:00 AM Friday, May 25	6:00 AM Tuesday, May 29
<u>Independence Day</u> - Wednesday July 4	6:00 AM Tuesday, July 3	6:00 AM Thursday, July 5
<u>Labor Day</u> - Monday, September 3	6:00 AM Friday, August 31	6:00 AM Tuesday, September 4

### 5.3 Special Note – Project 4WP031 – Orleans County (Route 31)

1. This project is a 1.5” HMA mill and inlay project. HMA inlay will include travel lanes and shoulders.
2. Time Restrictions:
  - a) Major Holiday Lane Restriction Special Note applies to this project.
3. The Contractor will be required to place HMA only, milling will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations. Since milling will be completed by others, no rebates will be required.
4. The Contractor shall clean milled pavement surface prior to paving operations. The Contractor shall be aware the project is located with a Village setting.
5. All work to the east of Route 98 shall be completed prior to the start of the Albion Central School District school year (Labor Day).
6. Route 31 / Route 98 Intersection – Paving of intersection is not included in this project. Paving limits will be existing pavement joints just east and west of the intersection.
7. This project will require loop detectors at the Route 31 / Route 98 intersection to be re-established prior to the paving being completed. This work will be done by others and will be coordinated by the Resident Engineer or designee.

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

### 5.3 Special Note – Project 4WP031 – Orleans County (Route 31) (Cont'd)

8. Temporary Striping – The Contractor will be required to re-establish all long lines and stop bars within the paving limits. *In addition to following the requirements of Section 619-3.06 of the Standard specifications; upon completion of the paving operation, the contractor shall reestablish all longline and stop bar pavement markings (paint) within the paving limits to match the layout that existed prior to construction.”.*

## 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 work day. 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

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

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

2. **Mixture Production:**

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

### 6.3 Moisture Susceptibility Testing – Region 5 Projects

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

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

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

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

### 6.5 Polymer Modified PG Binder – Region 5 Projects

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

### 6.6 Pavement Markings – Region 5 Projects

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

### 6.7 Milled Surfaces – Region 5 Projects

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

### 6.8 Time Restrictions – Region 5 Projects

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

### 6.9 Project 5V1815 – Cattaraugus County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. This project will begin at the eastern shoulder projection of NY 16 and end at the Allegany County Line.

BIN 1047740 near RM 408-5101-1041 has an asphalt overlay. No work is scheduled for this bridge. Rebates at the East and West ends of this bridge have been included.

### 6.10 Project 5V1826 – Cattaraugus and Chautauqua County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. The first course is a ½" Shim followed by a 1" 6.3mm overlay. Also note, in Kennedy, the full width includes the parking area. This project will begin at the east side of the intersection of Gerry Levant Road which is in the taper from a 3 lane to 2 lane section. The project will end at the existing asphalt joint at the former Randolph village line.

BIN 1012130 & 1012140 are buried structures and will be included in the paving. The Waterboro Bridge BIN 1012150 will be excluded from paving. The rebate for this bridge is included in the Rebate list in the contract documents listing.

### 6.11 Project 5V1827 – Chautauqua County

The traveled way and shoulders will be production milled at full width prior to HMA overlays. This project will begin at the Pennsylvania Line and end at Matthews Rd on the West side of the intersection.

BIN 1001160, 1001180, 1001190, 1001200 are buried structures and will be included in the paving. BIN 1001170 has a concrete deck and is excluded from paving. The rebate for this bridge is included in the Rebate list in the contract documents listing.

In addition, there will be minor intersection paving ~ 3' back to match existing rebates at Shortman Rd and Rogerville Rd and at the intersection of NY 394, approx. ~ 19' from the south pavement edge projection and 32' from the north pavement edge projection.

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

### 6.12 Project 5V1833 – Erie County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. This project will begin at the northern bridge joint of BIN 1034750 (at the Niagara County Line) and end at the asphalt joint near Hunts Corners Road.

BIN 1044760 has a concrete deck thus paving will stop at the joints at either end of the bridge. Rebates at the north and south ends of this bridge have been included. BINs 1044750 near RM 93-5302-1000 and 1044770 near RM 93-5302-1030 have asphalt overlays which need to be milled and overlaid with HMA under this contract. Care should be taken as to ensure any scuppers/drainage appurtenances that may exist for these bridges remain open after the paving operation.

### 6.13 Project 5V1843 – Erie County

The traveled way and shoulders will be production milled at full width prior to HMA overlay. This project will begin in the Hamlet of Taylor Hollow just north of CR 94 end ~ 500 feet north of BIN 1028150. In addition, there will be minor intersection paving ~ 3' back to match existing rebates at Seneca St & Marshfield Rd.

### 6.14 Project 5V1852 – Niagara County

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to HMA overlay. This project will begin at the mainline southwest radii terminus at Jacques Road and end at the mainline northwest radii terminus at Ewings Road.

In addition to the main line there will be minor intersection paving at Dale Rd. approx. 20' from the eastern pavement edge projection, Howell Ave approx. 20' from the eastern pavement edge projection, McKee St. approx. 25' from the eastern pavement edge projection, 1<sup>st</sup> St. approx. 15' from the eastern pavement edge projection, and Ewings Rd. approx. 25' from the western pavement edge projection.

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

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

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

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

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

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

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

### 8.1 Paving Operations – Region 9 Projects

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

Item 402.058903 (Shim Course) is being utilized at an average thickness of ½” to ¾”. Region 9 is requiring the use of either:

- 6.3 HMA mix meeting the requirements of 402.06830318, but meeting F9 Friction requirements, and PG 64S-22 may be utilized in lieu of PG 64V-22. (This applies only as a substitution to Item 402.058902 for this contract only)
- Misc. Patching HMA mix meeting the requirements of Item 402.03890118 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

### 8.2 Projects 9HW811 and 9HW812 – Broome County

The pavement will be milled full width prior to overlay, for the entirety of the project limits. The Contractor will coordinate with the Residency and milling contractor prior to placing the VPP material.

### 8.3 Project PIN 9V1961- Rt. 7 Schoharie County

The pavement will be milled full width prior to overlay, for the entirety of the project limits. The Contractor will coordinate with the Residency and milling contractor prior to placing the VPP material.

The following intersections shall be paved approximately 100 feet from the edge of the mainline in each direction:

Location	Roadway Width
Rt. 145	52
Rt. 30A South near Zicha Road	60

Rt. 30 intersection with Rt. 7 shall be paved from the bridge over I-88 to the Schenectady County line, RM 30 9502 1306 to 1310, 0.4 miles approximately.



## SECTION 9: SUPERPAVE HOT MIX ASPHALT

### 9.1 Superpave Hot Mix Asphalt Design Criteria

The following are design criteria for SUPERPAVE Hot Mix Asphalt Items for projects contained in this Invitation for Bids (please see the Special Notes – PG Binder and Mix Design Level):

Project Number	Item	80 KN ESAL's	Mix Type	PG Binder
203104	404.09630108	<0.3 Mil	9.5	PG 64V-22
	404.01790108	<0.3 Mil	19	PG 64V-22
2V1811	404.09630108	<0.3 Mil	9.5	PG 64V-22
	404.01790108	<0.3 Mil	19	PG 64V-22
2V1821	404.09630108	<0.3 Mil	9.5	PG 64V-22
	404.01790108	<0.3 Mil	19	PG 64V-22
2V1841	404.09630108	<0.3 Mil	9.5	PG 64V-22
	404.01790108	<0.3 Mil	19	PG 64V-22
2V1851	404.09630108	<0.3 Mil	9.5	PG 64V-22
	404.01790108	<0.3 Mil	19	PG 64V-22
360216	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360344	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360356	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360369	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360381	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360383	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360387	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360388	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360389	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360390	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
360391	402.097303	<0.3 Mil	9.5	PG 64V-22
	402.018903	<0.3 Mil	9.5	PG 64V-22
4WP031	402.096303	<30.0 Mil	9.5	PG 64V-22
5V1815	402.096203	<30.0 Mil	9.5	PG 64V-22
5V1826	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.058903	N/A	Shim Course F9	PG 64V-22
5V1827	402.096203	<30.0 Mil	9.5	PG 64V-22
5V1833	402.096203	<30.0 Mil	9.5	PG 64V-22
5V1843	402.096203	<30.0 Mil	9.5	PG 64V-22

9.1 Superpave Hot Mix Asphalt Design Criteria (Cont'd)

Project Number	Item	80 KN ESAL's	Mix Type	PG Binder
5V1852	402.096203	<30.0 Mil	9.5	PG 64V-22
7PAV14	402.06830318	<30.0 Mil	6.3	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
7PAV16	402.126303	<30.0 Mil	12.5	PG 64V-22
7PAV19	402.096303	<0.3 Mil	9.5	PG 64V-22
	402.058903	N/A	Shim Course F9	PG 64V-22
7PAV23	402.096303	<30.0 Mil	9.5	PG 64V-22
7PAV24	402.096303	<30.0 Mil	9.5	PG 64V-22
	402.018903	<30.0 Mil	9.5	PG 64V-22
9HW811	402.097303	<30.0 Mil	9.5	PG64V-22
9HW812	402.096203	<30.0 Mil	9.5	PG64V-22
9V1921	402.096203	<30.0 Mil	9.5	PG 64V-22
9HW822	402.097203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Shim Course F9	PG 64V-22
9HW841	402.097303	<30.0 Mil	9.5	PG 64V-22
9HW842	402.097303	<30.0 Mil	9.5	PG 64V-22
9HW851	402.096303	<30.0 Mil	9.5	PG 64V-22
9HW852	402.096303	<30.0 Mil.	9.5	PG 64V-22
9V1961	402.06820318	<30.0 Mil	6.3	PG 64V-22
	402.058903	N/A	Shim Course F9	PG 64V-22
9V1971	402.127203	<0.3 Mil	12.5	PG 64V-22
9HW872	402.127203	<0.3 Mil	12.5	PG 64V-22
9V1981	402.096203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Shim Course F9	PG 64V-22
9HW882	402.096203	<30.0 Mil	9.5	PG 64V-22
9HW862	402.097203	<30.0 Mil	9.5	PG 64V-22
	402.058903	N/A	Shim Course F9	PG 64V-22

Note: Please see the Special Notes – PG Binder and Mix Design Level

9.2 Project Dimensions

Project Number	Items	Resurfacing Depth (in)	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shldr)	Number Lanes
203104	404.09630108	1.5	20	10	3	2
	404.01790108	1.5	20	10	3	2
2V1811	404.09630108	1.5	22	11	4	2
	404.01790108	1.5	22	11	4	2
2V1821	404.09630108	1.5	22	11	7	2
	404.01790108	1.5	22	11	7	2
2V1841	404.09630108	1.5	24-48	12	6 to 13	2 to 4
	404.01790108	1.5	24-48	12	6 to 13	2 to 4
2V1851	404.09630108	1.5	22	11	2	2
	404.01790108	1.5	22	11	2	2
360216	402.096303	1.5	20-24	10-12	8-10	2
	402.017903	0.75	20-24	10-12	8-10	2
360344	402.096303	1.5	24	12	8-10	2
	402.018903	0.75	24	12	8-10	2
360356	402.096303	1.5	22	11	4-8	2
	402.018903	0.75	22	11	4-8	2
360369	402.096303	1.5	22-24	11-12	6-10	2
	402.018903	0.75	22-24	11-12	6-10	2
360381	402.096303	1.5	20	10	6	2
	402.018903	0.75	20	10	6	2
360383	402.096303	1.5	20	10	4-6	2
	402.018903	0.75	20	10	4-6	2
360387	402.096303	1.5	24-48	12-24	4-12	2-4
	402.018903	0.75	24-48	12-24	4-12	2-4
360388	402.096303	1.5	22	11	6-10	2
	402.018903	0.75	22	11	6-10	2
360389	402.096303	1.5	20-24	10-12	4-6	2
	402.018903	0.75	20-24	10-12	4-6	2
360390	402.096303	1.5	22	11	6-8	2
	402.018903	0.75	22	11	6-8	2
360391	402.097303	1.5	20	10	4	2
	402.018903	0.75	20	10	4	2
4WP031	402.096303	1.5	Varies 22-33	11	Varies 5-8	Varies 2-3
5V1815	402.096203	1.5	24	12	2-10	2
5V1826	402.06820318	1	22-23	11-11.5	6-11	2
	402.058903	0.5	22-23	11-11.5	6-11	2
5V1827	402.096203	1.5	23-25	11.5-12.5	7-8	2
5V1833	402.096203	1.5	24	12	5	2
5V1843	402.096203	1.5	22-24	11-12	8-9	2

9.2 Project Dimensions (Cont'd)

Project Number	Items	Resurfacing Depth (in)	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shldr)	Number Lanes
5V1852	402.096203	1.5	24	12	3-6	2
7PAV14	402.06830318	1	22	11	4, 6	2
	402.018903	0.5	22	11	4, 6	2
7PAV16	402.126303	1.5	24	12	6.5 - 12	2
7PAV19	402.096303	1.5	24	12	5 - 10	2
	402.058903	0.5	24	12	5 - 10	2
7PAV23	402.096303	1.5	24	12	6 - 12	2
7PAV24	402.096303	1.5	24	12	8	2
	402.018903	0.5	24	12	8	2
9HW811	402.097303	1.5	22	11	3	2
9HW812	402.096203	2	22	11	6	2
9V1921	402.096203	1.5	24	12	8	2
9HW822	402.097203	1.5	22	11	3	2
	402.058903	0.75	22	11	3	2
9HW841	402.097303	1.5	24	12	7	2
9HW842	402.097303	1.5	22	11	7	2
9HW851	402.096303	1.5	22	11	3 to 5	2
9HW852	402.096303	1.5	24	12	4 to 8	2
9V1961	402.06820318	0.75	24	12	8	2
	402.058903	0.75	24	12	8	2
9V1971	402.127203	1.5	24	12	4	2
9HW872	402.127203	1.5	24	12	4	2
9V1981	402.096203	1.5	Varies 42-56	12	Varies 4 / 9	Varies 2-4
	402.058903	0.5	Varies 24-48	12	Varies 4 / 9	Varies 2-4
9HW882	402.096203	1.5	24	12	Varies 4 / 9	2
9HW862	402.097203	1.5	22	11	4 to 8	2
	402.058903	0.5	22	11	4 to 8	2

**9.3 Rebates Table**

<b>Project Number</b>	<b>Rebate Location</b>	<b>Rebate Width (feet)</b>
203104	294-2602-1000, Rte. 294, Begin Project	75
	294-2602-1022, Gleasman Rd.	30
	294-2602-1030, East Ava Rd. (CR67)	65
	294-2602-1041, Merry Hill Rd.	45
	294-2602-1048, Pfendler Rd. N	35
	294-2602-1048 (+250), Lewis Rd.	25
	294-2602-1052, Kolasa Rd.	40
	294-2602-1053, School Rd.	70
	294-2602-1054, Rte. 294, BIN 1045090 - Rte. 294 over Mill Cr.	2 @ 75
	294-2602-1056, Carol Ave.	6
	294-2602-1058, Rte. 294, End Project	75

(Rebates continue on next page)

**9.3 Rebates Table (Cont'd)**

<b>Project Number</b>	<b>Rebate Location</b>	<b>Rebate Width (feet)</b>
2V1811	29-2102-1120 (+250), Fical Rd.	23
	29-2102-1126 (+200), Cromer Rd.	15
	29-2102-1137, Weaver Rd.	48
	10-2104-1048, Rte. 10 South	68
	10-2104-1051 (+250), Old State Rd.	60
	10-2104-1056, School House Rd.	30
	29-2102-1156, Rte. 10 to Rte. 29WB	70
	29-2102-1156, Rte. 29WB to Rte. 10	35
	29-2102-1159, Valley Rd.	30
	29-2102-1159, Rte. 29 over Caroga Cr. (BIN1020590)	2@75
	29-2102-1159 (+250) Church Rd.	25
	29-2102-1160, Cemetery Rd. (1)	75
	29-2102-1160, Cemetery Rd. (2)	50
	29-2102-1074, Rte. 10A	100
	29-2102-1074, Rte. 29WB to Rte. 10A	80
	29-2102-1075, Rte. 29, End Project	7
2V1821	10-2205-1085, Rte. 10 Begin Project	75
	10-2205-1130, Town of Arietta Stock Yard Entrance (Full Pave)	57
	10-2205-1134, Powley Rd.	21
	10-2205-1136, BIN 1008040 - Rte 8 over Piseco Lake Outlet	2 @ 75
	10-2205-1143, Wayne Smith Rd.	26
	10-2205-1145, Rte. 10 End Project	75
2V1841	No Rebates	
2V1851	10-2503-1089 (+100'), LaFayette Court	15
	10-2503-1090, Pleasant View Dr.	22
	10-2503-1090 (+250'), E. Skyline Rd.	20
	10-2503-1090 (+250'), W. Skyline Rd.	10
	10-2503-1092 (+100'), Trailer St.	15
	10-2503-1094 (+150'), Gerhartz Rd.	40
	10-2503-1095, Groff Rd.	70
	10-2503-1103 (+250'), Dillenback Rd. (to 10 SB)	42
	10-2503-1103 (+250'), Dillenback Rd. (to 10 NB)	50
	10-2503-1114 (+300'), Hickory Hill Rd. E.	15
	10-2503-1114 (+300'), Hickory Hill Rd. W.	50
	10-2503-1121, Stone Arabia Rd. W.	35
10-2503-1121, Stone Arabia Rd. E.	30	

**9.3 Rebates Table (Cont'd)**

<b>Project Number</b>	<b>Rebate Location</b>	<b>Rebate Width (feet)</b>
2V1851 (Cont'd)	10-2503-1126 (+200'), Kilts Rd.	15
	10-2503-1129, Nellis Rd. (to 10 SB)	56
	10-2503-1129 (+250'), Nellis Rd. (to 10 NB)	42
	10-2503-1131, H Gray Rd.	16
	10-2503-1145, New Turnpike Rd.	10
	10-2503-1148, Heroth Rd.	15
	10-2503-1149, End project	75
	360216	RM 11-3404-1239, South Project Limit
Maltby Road (West)		35
Canning Factory Road (East)		29
Upton Road (West)		32
Frazer Road (West)		28
Miller Road (East)		26
Carr Road (West)		30
Caster Road (West)		36
RM 11-3404-1307, North Project Limit		42
(The Village of Sandy Creek is production milled)		
360344	No Rebates	
360356	RM 41-3304-1110, South Project Limit (Remainder of the project is production milled)	30
360369	Project Begins, RM 26-3102-1046	45
	Church st.	20
	26-3202-1050 + 25 ft, bridge joint	45
	26-3202-1050 + 215 ft, bridge joint	45
	Route 221	65
	Conrad Rd	40
	Beach Rd.	35
	Gee Brook Rd.	45
	Harrington Rd.	30
	26-3102-1085 + 100 ft	35
	Dutch Hill Rd.	38
	Lieb Rd (RT)	36
	Piety Hill Rd.	50
	Fox Rd.	35
	Knickerbocker Rd.	38
	Willawanna Ave.	55
	East Freetown Texas Valley Rd.	88
	Tarbell Rd.	28
	Baker School House Rd.	36
	Project Ends, RM 41-3103-1134	32
360381	Project Begins, RM 89-3502-1242	33
	County Road 121	53
	Canoga St	34
	Cemetary Rd	46

9.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (feet)
360381 (Cont'd)	Lower Lake Rd	55
	Noble Rd	47
	Noble Rd	63
	State Park Rd	30
	State Park Rd	42
	Garden Rd	40
	Garden Rd	50
	Jackson Rd	27
	New York Chiropractic College	40
	New York Chiropractic College	48
	Rambler Rd	25
	Willow Hills Rd	60
	East Bayard St	75
	Lake Rd	83
	Pump House Rd	40
	Pump House Rd	50
	RM 89-3502-1303+75', South of Railroad Tracks	38
	RM 89-3502-1303+ 145', North of Railroad Tracks	38
	Demont Rd	55
	RM 89-3502-1304+152', South End of Bridge	40
	RM 89-3502-1304+403', North End of Bridge	40
Hyatt Rd	60	
Project Ends, RM 89-3502-1313	33	
360383	Project Begins, RM 91-3302-1151	35
	Ransom Rd (Rt)	20
	Ransom Rd (Lt)	24
	Coleman Hill Rd (Rt)	24
	Frank Long Rd (Rt)	26
	Taylor Rd (Rt)	26
	Jamesville Grove Ln (Lt)	24
	Jamesville Terrace (Lt)	30
	OCRRA (Rt)	28
	County Garage Rd (Rt)	56
	County Garage Rd (Lt)	44
	Project Ends, RM 91-3302-1185, Rte 173	125
360387	RM 31-3309-1028, West project limit, East of Stevens Rd	38
	West Dead Creek Rd	32
	Commane Rd.	33
	Southgate Rd.	28
	RM 31-3309-1116, East Project limit, at Rte 690 (Majority of 360387 project is production milled)	54
360388	Project Begins, 34-3105-1000	40
	Green Rd	40
	Lane Rd	54



**9.3 Rebates Table (Cont'd)**

<b>Project Number</b>	<b>Rebate Location</b>	<b>Rebate Width (feet)</b>
360388 (Cont'd)	Tupper Rd	48
	East Genoa	40
	West Genoa Spur	32
	Sills Rd	63
	State Route 90	34
	State Route 90	34
	Bradley St	36
	Maple St	45
	Myers Rd	63
	Tile Kiln Rd	53
	Brutton Rd	36
	Ford Rd	96
	Project Ends, 34-3105-1090	35
	360389	No Rebates
360390	Project Begins, 11-3202-1059	40
	Route 392	82
	Hoxie Gorge Rd.	34
	South Hill Rd.	32
	Blodgett Mills Rd. (County Rd. #121A)	48
	Parks Rd.	35
	Ridge Rd.	45
	Harter Rd.	32
	Project Ends, 11-3202-1140	44
360391	Project begins, 327-3601-1000	200
	Park Rd.	34
	Park Rd.	44
	Gray Rd.	35
	Van Dorn Rd.	26
	Gray Rd.	112
	Park Rd.	38
	Upper Park Rd.	60
	Hines Rd.	33
	327-3601-1041 + 321 Bridge	36
	327-3061-1041 + 400 ft Bridge	36
	Trumbulls Corners Rd.	80
	327-3601-1044 + 400 ft Bridge	30
	327-3601-1044 + 430 ft Bridge	30
	Porter Hill Rd. Ext.	36
	Porter Hill Rd. Ext.	60
	Harvey Hill Rd.	33
	Bostwick Rd.	33
	Enfield Center Rd. W.	26
Enfield Center Rd. E.	26	
Fish Rd.	33	

**9.3 Rebates Table (Cont'd)**

<b>Project Number</b>	<b>Rebate Location</b>	<b>Rebate Width (feet)</b>
360391 (Cont'd)	Project Ends, 327-3601-1070	66
4WP031	No Rebates	
5V1815	Project Begin (NY 16) BIN 1047740 Begin BIN 1047740 End Project End (Allegany CL)	125 40 40 40
5V1826	Project Begin BIN 1012150 End BIN 1012150 End Project End	110 55 55 45
5V1827	Project begin BIN 1001170 Begin BIN 1001170 End 394 North side (N Portage Rd) 394 South Side Project End	45 45 45 65 65 45
5V1833	Project Begin (BIN 1034750 Begin) BIN 1034760 Begin BIN 1034760 End Project End (Hunts Corners Rd.)	30 30 30 40
5V1843	Project Begin BIN 1028130 Begin BIN 1028130 End Marshfield Seneca BIN 1028150 Begin BIN 1028150 End Project End	45 40 40 55 65 45 45 45
5V1852	Project Begin (Jacques) Project End (Ewings)	45 45
7PAV14	Begin project @1038 RM 1050 West driveway Rm 1050 East driveway Brandy Brook Rd S RM 1054 Brandy Brook N RM 1055 Cashman Rd. RM 1065 Bridge W RM 1065 Bridge East RM 1065 CR Rte 5 RM 1079 Turn Pike RM 1083	30 25 15 85 110 75 30 30 34 85
7PAV16	RM 1218, Project Begin RM 1259, Project End	48 48

9.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (feet)
7PAV19	RM 1052, Project Begin	35
	Ransom Rd. RM 1064	45
	County Rd. 54 RM 1086	2 @ 50
	Fox Rd. RM 1091	50
	Fox Corners Rd. RM 1101	50
	RM 1106, Project End	35
7PAV23	Hoops Rd. RM 1042	43
	River Rd. RM 1042	122
	Van Amber Rd. RM 1046	90
	Tillman Rd. RM 1059	100
	RM 1059, Project End	43
7PAV24	None Required	
9HW811	None Required	
9HW812	None Required	
9V1921	North End of BIN 1009390 MP 35.31	88
	County Route 32 MP 35.33	80
	#7035 MP 35.80	32
	#7321 MP 35.87	40
	#7346 Catalog Outlet MP 35.87	41
	Tracey Road MP 36.17	84
	Loco Honey MP 36.39	27
	Bryant Road MP 36.93	59
	#7562 MP 37.10	20
	#7598 MP 37.10	40
	BIN 1009400 Begin MP 37.18	32
	BIN 1009400 End MP 37.21	32
	Parks Road MP 37.31	70
	Tracey Road MP 37.86	65
	#7777 MP 38.12	16
	BIN 1009410 Begin MP 38.26	30
	BIN 1009410 End MP 38.26	30
	Pleasant Valley Road MP 38.42	104
	#7918 RSD Motor Sports MP 38.67	60
	C920182 begin MP39.04	29
	C920182 End MP39.04	29
	Josh Webb Lane MP 39.20	64
	#8030 South Enterance MP 39.21	24
#8030 North Enterance MP 39.27	28	
Suburban Propane South MP 39.3	52	
Suburban Propane Middle MP 39.33	48	
Suburban Propane North MP 39.35	146	
Blanding Road MP 39.39	90	
#8068 MP 39.43	17	

**9.3 Rebates Table (Cont'd)**

<b>Project Number</b>	<b>Rebate Location</b>	<b>Rebate Width (feet)</b>
9V1921 (Cont'd)	#8051 MP 39.47	16
	#8079 MP 39.57	24
	#8095 South MP 39.67	17
	#8095 North MP 39.67	24
	Auto Spa II South MP 39.71	38
	Auto Spa II North MP 39.74	38
	Chenango Ave MP 39.75	70
	Project End MP	38
9HW822	Project start MP 26.21	30
	Route 220 MP 26.21	130
	Chenango Carpet MP 26.25	91
	#5448 MP 26.67	20
	#5448 MP 26.68	22
	Picnic Area pull off	280
	Long Pond Fish MP 28.93	90
	#5943 MP 29.15	15
	Hoyt Road MP 29.28	70
	Driveway MP 30.14	20
	Project end MP 30.17	28
9HW841	RM 1281 RTE 10	40
	RM 1289 Marvin Hollow Rd	55
	RM 1291 Rest Area	50
	RM 1292 Rest Area	86
	RM 1295 Walton Woods Rd	46
	RM 1321 Oxbow Hollow Rd	90
	RM 1323 E Oxbow Hollow Rd	50
	RM 1325 Neale Rd	66
	RM 1326 DPW	150
	RM 1347 CR 26	100
	RM 1350 Chambers Hollow Rd	68
	RM 1361 Launt Hollow Rd	60
	RM 1362 RTE 10	40
9HW842	RM 1092 Rte 97	40
	RM 1092 Lordville Rd	110
	RM 1092 Ridgerunner Rd	65
	RM 1116 Stockport Rd	100
	RM 1130 Bard Parker Rd	67
	RM 1138 Peas Eddy Rd	105
9HW851	Start: RM 28-9403-3295	30
	RM 3296 Rt, Tunncliff Rd.	110
	RM 3297, Bridge over Herkimer Cr.	30 X 2
	RM 3298 Lt, Taylor Rd.	100
	RM 3317 Lt, Wing Hill Rd.	52
	RM 3320 Rt, Dennison Rd.	35

**9.3 Rebates Table (Cont'd)**

<b>Project Number</b>	<b>Rebate Location</b>	<b>Rebate Width (feet)</b>
9HW851 (Cont'd)	RM 3321 Lt, Hyder Rd.	76
	RM 3323 Rt, Breezy Willows Rd.	32
	RM 3332 Rt, Zephyr Knoll Rd.	32
	RM 3345 Lt, CR 25A	78
	RM 3346 Lt, Union St.	36
	RM 3347 Lt, Lakeview Ave	32
	RM 3348 Rt, Bronner St.	110
	RM 3351 Lt, Monticello St.	48
	End: RM 3351 @ US 20	72
9HW852	Start: RM 7-9403-1086	36
	RM 1087 Lt, John Cook Rd.	80
	RM 1093 Lt, John Cook Rd.	46
	RM 1093 Rt, Earls Rd.	48
	RM 1096 Rt, Earls Rd.	48
	RM 1098 Lt, CR 3A	64
	RM 1099 Lt, Lovers Lane	52
	RM 1099 Rt, Youmans rd.	44
	RM 1107 Rt, Youmans Rd.	42
	RM 1108 Lt, Church St.	38
	RM 1109 Lt, CR 4	40
	RM 1110 Rt, CR 44	62
	RM 1116 Lt, Underwood Dr.	62
	RM 1120 Lt, Unatego HS Dr.	56
	RM 1121 Lt, Unatego HS Dr.	40
RM 1129 Lt, CR 5	48	
End: RM 1138	40	
9V1961	Project Beginning	40
	Borst Noble Road	30
	Shady Tree Lane	50
	Shad Point Road	30
	Route 145	50
	Caverns Road	60
	Howe Cave Road	30
	Wetsel Hollow Road	30
	Rt. 30A	100
	G Westinghouse Road	30
	Sidney Road	30
	Smith Road	50
	Bridge over Schoharie Creek West	40
	Bridge over Schoharie Creek East	40
	County Route 27	30
	Centre Lane	30
	Zicha Road	30
Rt. 30A	60	

9.3 Rebates Table (Cont'd)

Project Number	Rebate Location	Rebate Width (feet)
9V1961 (Cont'd)	Rt. 30 South	40
	Rt. 30 North	30
	Project End	40
9V1971	OC job terminus	32
	CR 31 ®	28
	Birdsall ®	60
	Shortell ®	40
	Homemeyer ®	50
	Pull off (L) mm 3 +/-	460
	Motel / Store ®	350
	Bridge (L)	40
	CR 41 / Hollow Rd ®	103
	Restaurant ®	80
	Berme / Church Rd ®	30
	Berm/ Church Ext ®	30
	north terminus	32
9HW872	western terminus	32
	chicken coop ®	85
	CR 117 (L)	160
	New Turnpike (1)	40
	Quarry ®	70
	Concrete Plant ®	44
	KL Lower DW(R)	125
	KL Upper DW ®	300
	Mueller 1 ®	40
	Mullerr 2 ®	57
	post Office ®	66
	Fulton Hill (L)	100
	Taylor Swiss Hill ®	175
	Realty Office ®	110
	Welsh Road (L)	51
Stone Arch Road ®	31	
Eastern Terminus	35	
9V1981	RM 38B65011000	25
	RM 38B91021000	45
	38B & Zimmer Road	25
	38B & Harnecy Road	25
	38B & Sherry Lipe Road	25
	38B & Dodson Road	25
	38B & Settle Road	25
9HW882	None needed	
9HW862	Project Beginning	34
	Bovina Road	30
	Lake Delaware Drive	50
	Project End	34