

Special Notes – NYSDOT Specific Projects

Bituminous Concrete Asphalt Mixtures
(2026 VPP NYSDOT Specific Projects)
(State & Federal Funds)

AWARD# 23433

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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:

| MATERIAL DESIGNATION | DESCRIPTION |
|-----------------------------|--|
| 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, F1 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 |

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

1.1 Material Descriptions (Cont’d)

| MATERIAL DESIGNATION | DESCRIPTION |
|-----------------------------|---|
| 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 |
| 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 |

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.

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

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 surface 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 Solicitation.

1.8 Attention: Special Note - Conditioning

The vendor will not be responsible for the initial conditioning of the existing pavement and shoulder surfaces as described in Section 404-3.05 of the NYSDOT Standard Specifications. Patching, joint repair, crack filling and the initial surface cleaning will be done by NYSDOT forces prior to the VPP project. However, once the VPP overlay placement begins, the vendor is responsible for keeping the pavement and shoulders clean until the overlay operations are completed, as per Section 633-3.01 of the NYSDOT Standard Specifications.

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
- 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.

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

1.10 Work Zone Traffic Control (Cont'd)

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.

The vendor shall provide construction signs as specified in Section 619-1 through 619-3 of the Standard Specifications and in the MUTCD.

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

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 the 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 in rural and 300' is preferred in urban).

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

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

1.10 Work Zone Traffic Control (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.

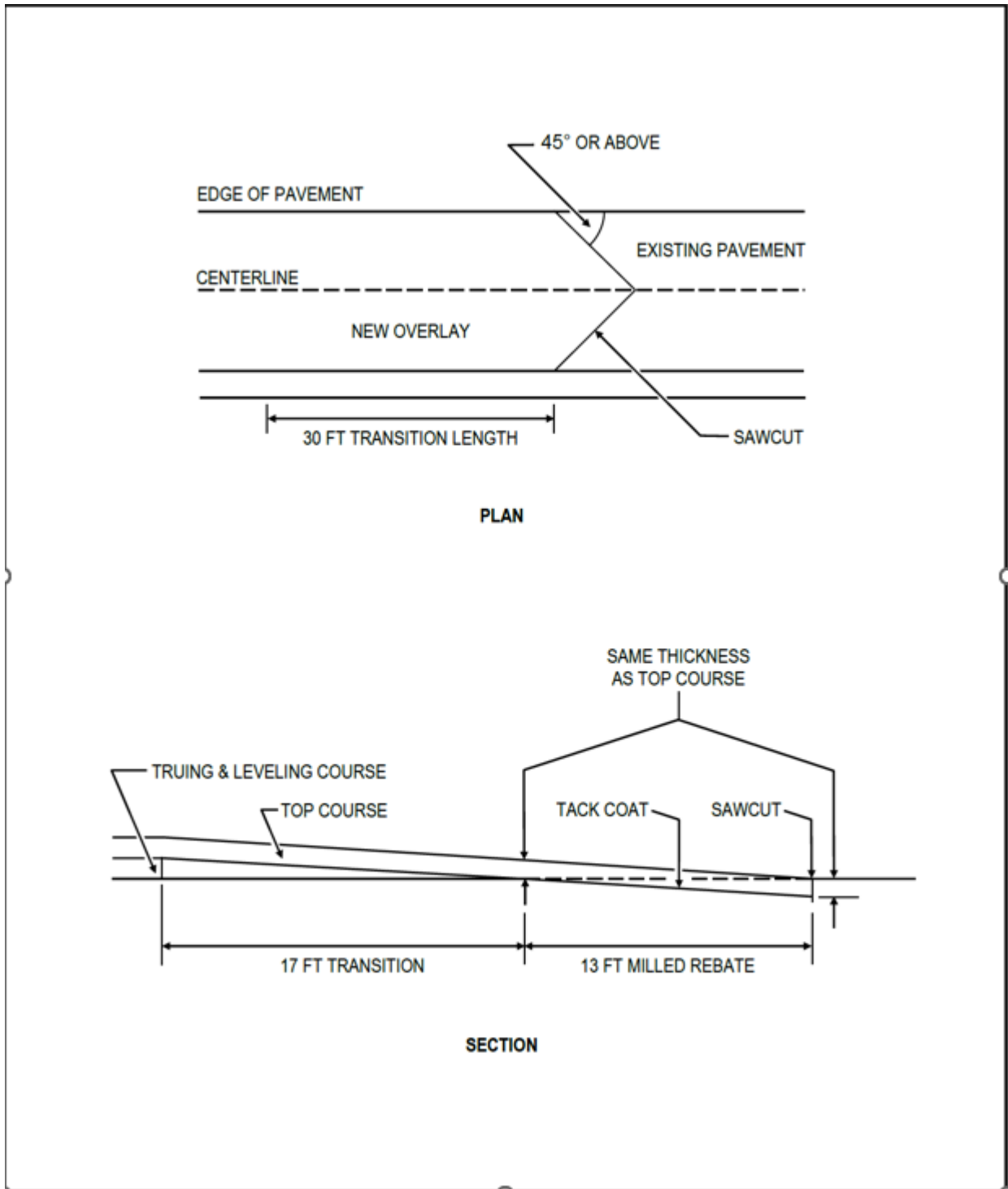
Where rebates are milled and ramps are constructed and traffic is to ride on the milled pavement for more than the one work day in which the rebate is milled, GROOVED PAVEMENT signs (W8-15) shall be installed on the right side of the roadway, 500 feet upstream of the rebate location. No separate payment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

1.10 Work Zone Traffic Control (Cont'd)

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

Detail of Asphalt Overlay Splice



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

1.10 Work Zone Traffic Control (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 Solicitation:

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 Solicitation.

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 Solicitation 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)

1.10 Work Zone Traffic Control (Cont'd)

1.10.4 Temporary Rumble Strips (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 rumblestrips shall be repaired by the Contractor to the satisfaction of the Engineer at no additional expense to the Purchasing Agency.

Basis of Payment

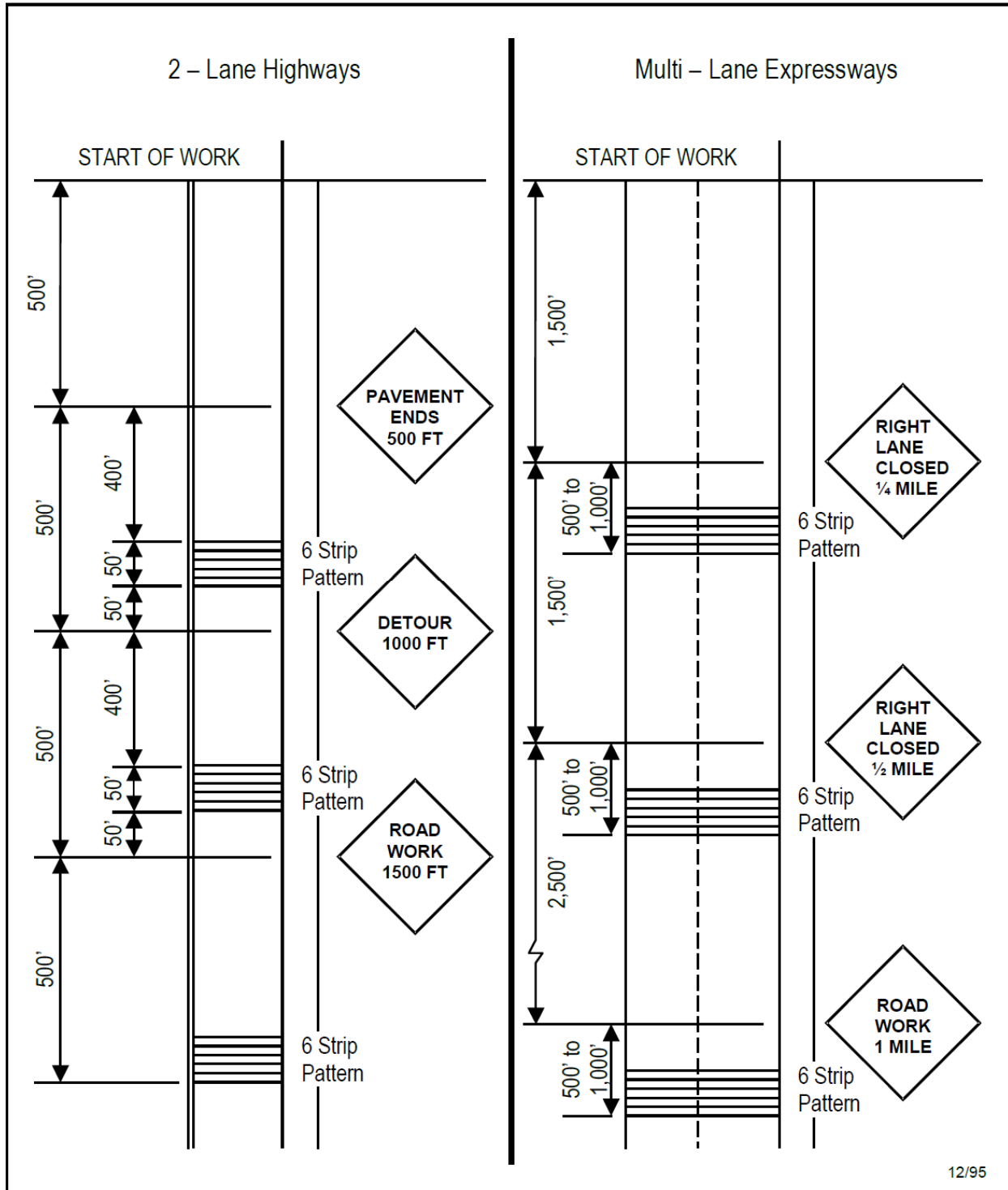
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton of asphalt. No separate payment shall be made.

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

1.10 Work Zone Traffic Control (Cont'd)

1.10.4 Temporary Rumble Strips (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 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 2V2521, 2V2541, 2V2561, 360465, 360469, 360472, 360493, 360510, 410D02, 4V2611, 4V2621, 4V2631, 4V2632, 4V2641, 4V2651, 4V2661, 4V2671, 5V2611, 5V2612, 5V2621, 5V2623, 5V2625, 5V2642, 5V2643, 6V2615, 6V2616, 6V2632, 6H2632, 6H2642, 6S2601, 6S2602, 6S2603, 6S2606, 7VP001, 7VP002, 7VP003, 7VP004, 7VP005, 7VP006, 7VP007, 7VP008, 7VP009, 7VP010, 7VP011, 7VP012, 7VP013, 7VP014, 7VP015, 7VP016 and 9HP662.

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

Projects 1V2621, 1V2622, 1V2623, 1V2624, 1V2661, 1V2681, 360466, 360468A, , 360468B, 360491, 360495, 4V2612, 4V2622, 4V2633, 4V2634, 4V2635, 4V2642, 4V2643, 4V2662, 4V2672, 5V2615, 5V2616, 5V2645, 5V2646, 5V2647, 5V2653, 5V2654, 5V2655, 6H2611, 6H2633, 6H2634, 6H2641, 7V2560, 7V2611, 7V2612, 7V2621, 7V2622, 7V2631, 7V2632, 7V2633, 7V2641, 7V2651, 7V2652, 7V2653, 7V2654, 7V2655, 7V2656, 7V2657, 7V2663, 7PAV85, 7PAV86, 7PAV87, 7PAV89, 7PAV90, 7PAV91, 7PAV92, 800913, 801319, 9HP611, 9HP621, 9HP641, 9HP651, 9HP661, and 9HP664.

2.2 Project Locations

The specific locations for all projects listed in this Solicitation 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; 360468A, 360468B, 4V2672, 9HP611, 9HP621, 9HP641, 9HP651, 9HP661, and 9HP664 involve cold recycling and Projects; 360491, 6H2632 and 6H2633 involve heater scarification **through separate contractor(s)**. These VPP overlay projects require that the paving contractor coordinate their work with the corresponding cold recycling/ heater scarification contractor to allow the 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)

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

2.4.1 PG 64S-22 (Cont'd)

Mix Design

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

Note: The PG binder for this project 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_{3.2}:

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

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

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

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

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

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

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 Special Note – PG Binder and Mix Design Level (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 Special Note – PG Binder and Mix Design Level (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_{3.2}:

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

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

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

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

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

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

Mix Design

The mixture designs must be developed in accordance with the criteria specified in the 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 Solicitation. 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:

| RAILROAD INVOLVEMENT IN FEDERAL FUNDED PROJECTS | | | | |
|--|---------------|--------------|----------------------------|-------------------------------------|
| PROJECT NUMBER | COUNTY | ROUTE | RAILROAD NAME | LOCATION |
| 4V2671 | Wyoming | 78 | Arcade & Attica | MM 78 4601 1151 |
| 5V2623 | Chautauqua | 5 | CSX | RM 5 5201 2006 Crossing #519428X |
| 9HP662 | Delaware | 28 | Delaware & Ulster Railroad | RM 28 9302-1067 |

At the identified at-grade crossings, and any other active at grade railroad crossings encountered on the projects in this Solicitation, 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 Solicitation. 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:

| RAILROAD INVOLVEMENT IN 100% STATE FUNDED PROJECTS | | | | |
|---|-------------------|--------------|----------------------|---|
| PROJECT NUMBER | COUNTY | ROUTE | RAILROAD NAME | LOCATION |
| 4V2643 | Ontario | 332 | Finger Lakes Railway | MM21 4405 2116 Crossing #520885B- MP 0074.14 |
| 4V2612 | Genesee & Wyoming | 19 | Rochester & Southern | MM19 4602 1257 Crossing #148105B- MP 0035.47 |
| 4V2662 | Wayne | 31F | CSX | MM31F 3702 1043 Crossing #914924F- MP0354.610 |
| 7PAV89 | Jefferson | 342 | CSX | Crossing #507793H |

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

2.6 Special Note - Railroad Involvement in 100% State Funded Projects (Cont'd)

2.6.1 Coordination with Railroads

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

COORDINATION WITH RAILROAD(S)

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

Description

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

Construction Details

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

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

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

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

Basis of Payment

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

2.7 Special Note – Asphalt Pavement Joint Adhesive (ALL NYSDOT REGIONS)

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 3: PROJECTS - SPECIAL NOTES (NYSDOT REGION 1)

3.1 Holiday Restrictions (NYSDOT Region 1 Projects)

All NYSDOT 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 22, 2026, thru 6:00 am Tuesday, May 26, 2026, (Memorial Day Holiday)
- 6:00 am Thursday, July 2, 2026, thru 6:00 am Monday, July 6, 2026, (July 4th Holiday)
- 6:00 am Friday, September 4, 2026, thru 6:00 am Tuesday, September 8, 2026,(Labor Day Holiday)
- 6:00 am Wednesday, November 25, 2026, thru 6:00 am Monday, November 30, 2026, (Thanksgiving Holiday)

3.2 Pilot Vehicle (NYSDOT 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 NYSDOT Region 1 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 construction signs meeting the requirements of Section 6F.58 of the Manual of Uniform Traffic Control Devices and a rotating amber beacon:

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

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

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

3.3 Paving Operations (NYSDOT 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 NYSDOT Region 1 Materials Engineer (RME), and this waiver will be rescinded if damage to the top course occurs.

3.4 Moisture Susceptibility Testing (NYSDOT 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.

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

3.5 Paving Markings (NYSDOT 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 layoutwork 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 (NYSDOT 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 (NYSDOT Region 1 Projects)

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 paverspeed for the project based on the plant production rate, rollers(s) speed and course (mat) thicknessbeing placed.

3.8 Project 1V2621 – Route 9, RM 1540-1580, Route 22 to Clinton County Line (Essex County)

Item **404.0589 (Shim Course)** is being utilized at an average thickness of ½”.

NYSDOT Region 1 requires the use of either:

- 6.3 HMA 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 HMA mix meeting the requirements of Item 404.03890218 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

Intersections – Project 1V2621

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 1.5” to 2”. Intersections shall be paved with top course (and miscellaneous milled if within the milling limits) the approximate number of feet as noted in the table on the next page (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 1.5” to 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.

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

**3.8 Project 1V2621 – Route 9, RM 1540-1580, Route 22 to Clinton County Line (Essex County)
 (Cont'd)**

| Intersections - Project 1V2621 | | | |
|---------------------------------------|---|---|--|
| Location | Side Road Intersection Rebate Width (ft) | Edge of Mainline Shoulder to Rebate (ft) | Within Production Milling Limits? |
| Mace Chasm Rd | 50 | 15 | No |
| Underpass Rd | 55 | 15 | No |
| Robare Rd | 35 | 15 | No |
| VFW Entrance 1 | 25 | 15 | No |
| VFW Entrance 2 | 25 | 15 | No |
| Sandy Pines | 45 | 15 | No |
| Cinnamon Ridge | 55 | 15 | No |
| Chesterfield Commerce Park | 75 | 15 | No |
| Knights of Columbus | 60 | 15 | No |
| Augur Lake Rd | 50 | 15 | Yes |
| Hollywood Ave | 25 | 15 | Yes |
| Scott Lane | 30 | 15 | Yes |
| Chesterfield Town Garage | 110 | 15 | Yes |
| Lamplighter Way | 40 | 15 | Yes |
| Margaret St | 40 | 15 | Yes |
| Mill Hill Rd | 95 | 15 | Yes |
| Chesterfield St | 55 | 15 | Yes |
| Spring St | 70 | 15 | Yes |
| Clinton St (East) | 30 | 15 | Yes |
| Clinton St (West) | 30 | 15 | Yes |
| Main St (East) | 45 | 15 | Yes |

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

**3.8 Project 1V2621 – Route 9, RM 1540-1580, Route 22 to Clinton County Line (Essex County)
(Cont'd)**

Milling – Project 1V2621

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within portions of the project limits. The paving contractor will production mill the pavement from RM 9-1211-1567 to 1580 in the hamlet of Keeseville. The production cold milling includes milling an estimated 26,000 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 curbing, 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 – Project 1V2621

The contractor shall back up shoulders outside the milling limits following paving from RM 1540 to 1567, 2.7 centerline mile length (5.4 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 HMA top course. Based on past projects it is estimated that approximately 900 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.

Final Striping – Project 1V2621

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

3.9 Project 1V2622 – Route 22, RM 1495 to 1567, Bay Lane to Route 9 (Essex County)

Item **404.0589 (Shim Course)** is being utilized at an average thickness of ½”.

NYSDOT Region 1 requires the use of either:

- 6.3 HMA 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 HMA mix meeting the requirements of Item 404.03890218 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

Intersections – Project 1V2622

The paving contractor shall be responsible for milling rebates and paving the side road intersections (with top course) 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 1.5”. 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.

| Intersections - Project 1V2622 | | |
|--|---|---|
| Location | Side Roadway Intersection Width (ft) | Distance from Edge of Mainline Shoulder to Rebate (ft) |
| Fish and Game Drive | 62 | 15 |
| Dane Lane | 37 | 15 |
| Whalen Road | 30 | 15 |
| Reber Road | 70 | 15 |
| Beaver Way | 30 | 15 |
| Highlands Road | 50 | 15 |
| Carver Road | 50 | 15 |
| NYSDOT Entrance | 150 | 15 |
| Shunpike Road | 30 | 15 |
| Route 9 (West Side of Intersection) | 60 | 30 |

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

3.9 Project 1V2622 – Route 22, RM 1495 to 1567, Bay Lane to Route 9 (Essex County) (Cont'd)

Milling – Project 1V2622

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within portions of the project limits. The paving contractor will production mill the pavement from RM 22-1209-1495 to 1497 at the Railroad overpass. The production cold milling includes milling an estimated 3,800 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 curbing, 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 delivery of the millings to the NYSDOT Chesterfield sub-residency located at 717 NYS Route 22, Chesterfield, NY 12944. 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 – Project 1V2622

The contractor shall back up shoulders outside the milling limits following paving from RM 1497 to 1567, 6.7 centerline mile length (13.4 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 HMA top course. Based on past projects it is estimated that approximately 2,100 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.

Final Striping – Project 1V2622

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

3.10 Project 1V2623 – Route 22, RM 1445 to 1470, Braidlea Way to Burgoyne Way (Essex County)

Item 404.0589 (Shim Course) is being utilized at an average thickness of ½”.

NYSDOT Region 1 requires the use of either:

- 6.3 HMA 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 HMA mix meeting the requirements of Item 404.03890218 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

Intersections – Project 1V2623

The paving contractor shall be responsible for milling rebates and paving the side road intersections (with top course) 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 1.5”. 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.

| Intersections - Project 1V2623 | | |
|---------------------------------------|---|---|
| Location | Side Roadway Intersection Width (ft) | Distance from Edge of Mainline Shoulder to Rebate (ft) |
| Elizabeth Way | 25 | 15 |
| Dalton Way | 25 | 15 |
| Creative Way | 50 | 15 |
| Farmhouse Way | 25 | 15 |
| Sheehan's Way | 35 | 15 |
| Burgoyne Way | 100 | 15 |
| Town Park | 40 | 15 |

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

**3.10 Project 1V2623 – Route 22, RM 1445 to 1470, Braidlea Way to Burgoyne Way (Essex County)
(Cont'd)**

Shoulder backup – Project 1V2623

The contractor shall back up shoulders outside the milling limits following paving from RM 1445 to 1470, 2.5 centerline mile length (5.0 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 HMA top course. Based on past projects it is estimated that approximately 750 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.

Final Striping – Project 1V2623

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

3.11 Project 1V2624 – Route 9N, RM 1234 to 1303, Puffershire Road to Worman Road (Essex County)

Item 404.0589 (Shim Course) is being utilized at an average thickness of ½”.

NYSDOT Region 1 requires the use of either:

- 6.3 HMA 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)
- Miscellaneous Patching HMA mix meeting the requirements of Item 404.03890218 in the currently active OGS HMA Contract, Comprehensive Bituminous Concrete.

Intersections – Project 1V2624

The paving contractor shall be responsible for milling rebates and paving the side road intersections (with top course) 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 1.5”. 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.

| Intersections - Project 1V2624 | | |
|---------------------------------------|---|---|
| Location | Side Roadway Intersection Width (ft) | Distance from Edge of Mainline Shoulder to Rebate (ft) |
| Puffershire Road | 90 | 15 |
| Bigelow Road (south) | 40 | 15 |
| Bigelow Road (north) | 40 | 15 |
| Stevenson Road | 75 | 15 |
| Mullen Bay Road | 50 | 15 |
| Presbury Point Way | 30 | 15 |
| Napper Road | 40 | 15 |
| Camp Dudley Road (south) | 90 | 15 |
| Camp Dudley Road (north) | 50 | 15 |
| Maple Way | 25 | 15 |
| Stone House Circle (south) | 25 | 15 |
| Stone House Circle (north) | 25 | 15 |
| Windward Circle | 30 | 15 |

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

3.11 Project 1V2624 – Route 9N, RM 1234 to 1303, Pifershire Road to Worman Road (Essex County) (Cont'd)

Milling – Project 1V2624

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within portions of the project limits. The paving contractor will production mill the pavement from RM 9N-1203-1255 to 1259 at the Railroad overpass. The production cold milling includes milling an estimated 6,500 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 curbing, 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 delivery of the millings to the NYSDOT Elizabethtown Residency located at 7735 NYS Route 9N, Elizabethtown, NY 12932. 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 – Project 1V2624

The contractor shall back up shoulders following paving from RM 1234 to 1303, 6.9 centerline mile length (13.8 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 HMA top course. Based on past projects it is estimated that approximately 2,000 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.

Centerline Audible Roadway Delineators (CARDS) – Project 1V2624

As part of this contract, the contractor is required to install Centerline Audible Roadway Delineators, (CARDS) from RM 1234 (job begin) to 1296 (35 mph speed zone), a length of 6.2 centerline miles, 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 WMA 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.

Final Striping – Project 1V2624

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

3.12 Project 1V2661 – Route 912W, RM 1000-1015, Route 337 to Where Ramp Enters I890 Westbound (Schenectady County)

Item **404.0589 (Shim Course)** is being utilized at an average thickness of ½”.

NYSDOT Region 1 requires the use of either:

- 6.3 WMA 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 WMA mix meeting the requirements of Item 404.03890218 in the currently active OGS WMA Contract, Comprehensive Bituminous Concrete.

Intersections – Project 1V2661

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 1.5” to 2”. Intersections shall be paved with top course (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 1.5” to 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.

| Intersections - Project 1V2661 | | | |
|---------------------------------------|---|---|--|
| Location | Side Road Intersection Rebate Width (ft) | Edge of Mainline Shoulder to Rebate (ft) | Within Production Milling Limits? |
| Slip Ramp from Route 337 | 131 | 25 | No |
| Ramp #1 | 280 | 25 | Yes |
| GE Entrance #1 | 110 | 25 | No |
| Ramp #2 | 400 | 25 | Yes |
| GE Entrance #2 | 110 | 25 | No |
| GE Entrance #3 | 100 | 25 | No |

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

3.12 Project 1V2661 – Route 912W, RM 1000-1015, From Route 337 to Where Ramp Enters I890 Westbound (Schenectady County) (Cont'd)

Milling – Project 1V2661

The project includes production cold milling to be performed by the VPP paving contractor or their designated sub-contractor within portions of the project limits. The paving contractor will production mill the pavement from RM 912W-1601-1000 to 1015 in the Town of Rotterdam. The production cold milling includes milling an estimated 35,000 square yards at a milling depth of 1.5”.

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 curbing, 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 – Project 1V2661

The contractor shall back up shoulders outside the milling limits following paving from RM 1000 to 1015, 1.5 centerline mile length (3.0 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 WMA top course. Based on past projects it is estimated that approximately 1200 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.

Secondary Highway Audible Roadway (SHARDS) – Project 1V2661

As part of this contract, the contractor is required to install **Secondary Highway Audible Roadway Delineators, (SHARDS)** on Route 912W from RM 912W-1601-1000 to 1015 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 WMA items. No separate payment will be made.

Final Striping – Project 1V2661

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 6” width yellow center lines, 6” 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 3: PROJECTS - SPECIAL NOTES (NYSDOT REGION 1) (Cont'd)

3.13 Project 1V2681 – Route 22, RM 1000-1056, Rensselaer County Line to Mountain View Drive (Washington County)

Item **404.0589 (Shim Course)** is being utilized at an average thickness of ½”.

NYSDOT Region 1 requires the use of either:

- 6.3 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 – Project 1V2681

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 50’ (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 1.5”. 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.

| Intersections - Project 1V2681 | |
|---------------------------------------|---|
| Location | Side Roadway Intersection Width (ft) |
| Grandma Moses Road | 25 |
| Route 67 | 35 |
| Crescent Road (South) | 25 |
| Crescent Road (North) | 25 |
| North Old State Road | 25 |
| Center Road | 25 |
| Center White Creek Lane | 25 |
| County Route 68 | 30 |
| Waites Hill Road | 25 |
| Owl Kill Road | 25 |
| Brownell Corners Road | 20 |
| Brownell Hollow Road | 25 |
| Cold Spring Road | 20 |
| White Creek Shunpike Road | 30 |
| County Route 71 | 30 |

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

3.13 Project 1V2681 – Route 22, RM 1000-1056, Rensselaer County Line to Mountain View Drive (Washington County) (Cont'd)

Milling – Project 1V2681

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 starting 50 feet south of the concrete gutter at RM 22-1808-1053 (House #1127) to RM 1056 (just south of the intersection with Mountain View Drive), a length of approximately 0.3 centerline miles. The production cold milling for the entire project, includes milling an estimated 7,000 square yards at a milling depth of 1.5”.

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 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.

Material Transfer Vehicle (MTV) – Project 1V2681

The Contractor is required to use a self-propelled Material Transfer Vehicle (MTV) to move asphalt mixture from the hauling units to the paving equipment when placing asphalt for mainline paving. The MTV shall be specifically designed and constructed for the purpose of unloading delivery vehicles, storing, and remixing asphalt materials, and transferring materials to the paver. No substitutes such as pick-up machines will be allowed.

The MTV shall have a storage bin and a conveyor system to deliver the asphalt mixture to the paving equipment. In addition to the MTV, the asphalt paver shall be equipped with a paver hopper insert. The paver hopper inserts, or MTV shall have a remixing auger system capable of continuously blending the asphalt mix to eliminate segregation in the finished mat. The combined minimum storage capacity of the MTV and paver hopper insert shall be 30 tons. The equipment shall be approved by the Engineer prior to commencement of paving.

Use of the MTV system for paving on bridge structures is not required. The MTV system shall not exceed maximum legal loadings when crossing structures.

An MTV will be required for all mixtures placed on mainline, mainline shoulders, and all ramps. An MTV will not be required for parking areas, U-turn areas, and sideline intersections.

Operation of the MTV shall be non-contact with the paver and controlled by an auto tracking mechanism which synchronizes the machine's forward speed with the paver. The MTV shall provide continuous flow of asphalt mix to the paver during daily paving operations. If a discontinuous flow of asphalt mix occurs or if excessive segregation is evident in the finished surface, paving shall be halted, and the Contractor must take necessary corrective actions prior to the resumption of paving.

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

3.13 Project 1V2681 – Route 22, RM 1000-1056, Rensselaer County Line to Mountain View Drive (Washington County) (Cont'd)

Material Transfer Vehicle (MTV) – Project 1V2681 (Cont'd)

Any water used on the MTV tires to prevent tack coat pickup shall be minimized. If water drips onto the unpaved/tacked surface, the water must be turned down or off.

General operation and cleaning restrictions of the MTV shall meet the requirements of Section 404 for Pavers.

The cost for the MTV and paver hopper insert shall be included under the appropriate asphalt items.

Centerline Audible Roadway Delineators (CARDS) – Project 1V2681

As part of this contract, the contractor is required to install **Centerline Audible Roadway Delineators, (CARDS)** on Route 22 from RM 22-1808-1000 to 1051 (45 mph sign near CR 71) 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 WMA 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.

Pavement Markings – Project 1V2681

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving and the installation the CARDS 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 2)

4.1 General Special Notes (NYSDOT Region 2 Projects)

Temporary Lane/Shoulder Closure Restrictions for Major Holidays (NYSDOT Region 2 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:

| Temporary Lane/Shoulder Closure <u>Restrictions</u> for Major Holidays (NYSDOT Region 2 Projects) | | |
|--|--------------------------|--|
| Holiday | Falls on | Temporary lane closures <u>ARE NOT ALLOWED</u> from |
| New Year’s Day Independence Day Christmas Day | Sunday or Monday | 6:00 AM Friday before to 6:00 AM Tuesday after |
| | Tuesday | 6:00 AM Saturday before to 6:00 AM Wednesday after For Christmas Day starting at 6:00 AM Friday before to 6:00 AM Wednesday after |
| | Wednesday | 6:00 AM Tuesday before to 6:00 AM Thursday after For Christmas Day starting at 6:00 AM Saturday before to 6:00 AM Thursday after |
| | Thursday | 6:00 AM Thursday to 6:00 AM Monday after For Christmas Day starting at 6:00 AM Wednesday before to 6:00 AM Monday after |
| | Friday or Saturday | 6:00 AM Thursday before to 6:00 AM Monday after |
| Memorial Day Labor Day | Monday | 6:00 AM Friday before to 6:00 AM Tuesday after |
| Thanksgiving Day | Thursday | 6:00 AM Wednesday before to 6:00 AM Monday after |

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.

Note: The Department reserves the right to cancel any work operations, including lane closures and/or total road closures, that would create traffic delays by unforeseen events. The Contractor would be notified at least seven (7) calendar days prior to the proposed work.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 2) (Cont'd)

4.1 General Special Notes (NYSDOT Region 2 Projects) (Cont'd)

Paving Markings (NYSDOT Region 2 Projects)

The Contractor shall be required to install long line (paint) permanent pavement markings after top course paving and the installation the CARDS 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.**

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. If the original markings are obliterated, the contractor shall contact the Resident Engineer for guidance on their location.

Prior to paving operations, the contractor will lay out the centerline with paint. In addition, the contractor will arbitrarily station the pavement at 100 ft intervals beginning at 0+00. The cost of this is to be included in the WMA items. No separate payment will be made.

RAP PG Binder Contribution (NYSDOT Region 2 Projects)

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:

| HMA Mixture | Minimum Asphalt Content (%) |
|-------------|-----------------------------|
| 6.3 WMA | 6.2 |
| 9.5 WMA | 6.0 |
| 12.5 WMA | 5.4 |
| 19.0 WMA | 4.7 |
| 25.0 WMA | 4.4 |
| 37.5 WMA | 3.9 |

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.

Mix Design (NYSDOT Region 2 Projects)

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.

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%.

Intersections at all sites will require a separate paving operation from mainline (top course only). The rebate width for sideline intersections listed in the VPP Table of Rebates is the distance measured from the edge of the main line shoulder along the centerline of the intersecting road to the rebate terminus. All State Highway intersections require 64V-22 WMA. For all other sidelines and driveways, a 64S-22 WMA may be used in lieu of the required 64V-22 WMA at the contractor’s discretion. The cost of this is to be included in the WMA items. No separate payment will be made.

Pavement overlay splices will be in accordance with Standard Sheet 402-01. This will be discussed at the pre-paving meeting.

Tack coat is to be overlapped a minimum of 8” at all longitudinal paving joints.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 2) (Cont'd)

4.1 General Special Notes (NYSDOT Region 2 Projects) (Cont'd)

NYSDOT – Mohawk Valley Region – Lane Closure Restriction Chart (NYSDOT Region 2 Projects)

| New York State Department of Transportation Mohawk Valley Region Lane Closure Restriction Chart | | | | |
|---|---|--|---|--|
| | Route | Description | Date / Hours | Restriction / Closure |
| Major Holidays | All state routes & maintained roadway facilities | Memorial Day Independence Day Labor Day Thanksgiving Day Christmas Day | See EI 17-010: TEMPORARY LANE/SHOULDER CLOSURE RESTRICTIONS FOR MAJOR HOLIDAYS AND SPECIAL EVENTS | There shall be no temporary lane closures on roadway facilities owned and/or maintained by NYSDOT during the restricted major holiday periods. |
| Special Events | Routes 5/8/12, 5S, 921B, 921W | Boilemaker Road Race | Second Weekend in July: Friday, Saturday, Sunday (event day) | No work: Route 5S (Oneida County), Route 921B (Burrstone Rd), 921W (French Rd & Champlin Ave), Route 5/8/12 from Route 840 to NY 5A |
| | Route 13 | International Boxing Hall of Fame Weekend | Mid-June: Thursday through Sunday | No work to occur on Route 13 from Route 5 to bridge over I-90 during the event |
| | Route 20 | Madison Bouckville Antique Show | Mid-August: one week | Route 12B to Fargo Road - No work to occur over duration of event |
| | Route 921B / 921W | America's Greatest Heart Run & Walk | Saturday in early March: one day | No work to occur on day of event |
| | Route 294 | Woodsmen's Field Days | Third weekend in August: Fri, Sat, Sun | Route 46 (Post Street) to Lewis Road - No work shall occur for duration of event |
| | Route 28 | Black Fly Challenge | Second Saturday in June: one day | No temporary lane closures on Route 28 from Inlet to Indian Lake |
| Oneida West | Route 30A | Fonda Fair | Late Aug to early Sept: multi-day | 920P (Riverside Drive) to Route 5 - No work to occur over duration of event |
| | Route 5 | Oneida Hospital to Route 365 | 1200 to 1800 | Weekdays (Monday through Friday) |
| | Routes 26 / 46 / 49 / 69 (Erie Blvd. / Black River Blvd.) | S. Madison Street to Wright Settlement Rd. | 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 365 | Patrick Road to Route 31 | 1500 to 1800 | Monday through Saturday |
| Oneida East | Route 825 (Griffiss Business Park) | Route 49 to Route 46 Intersection | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 5 (Seneca Turnpike) | Woods Highway to Route 921E (Genesee Street) | 1200 to 1800 | Monday thru Saturday [No work: Thanksgiving to New Years] |
| | Route 5/8/12 (North/South Arterial) | Route 921E (Genesee Street) to Route 5A | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| | I-790 (Includes Route 5) | Route 5A to Route 49 to Leland Ave | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 5A | Route 5 to Route 69 Overlap to Route 5/8/12 | 1200 to 1800 | Monday through Saturday [No work from Route 5 to Main St. New York Mills: Thanksgiving to New Years] |
| | Route 5S | Route 5/8/12 to Herkimer County Line | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 28 | Alder Creek to Inlet (Limekiln Road) | June 28th to October 15th In addition to Major Holidays | Weekends: (Friday at 1200 to Sunday at 2100) |
| | Route 840 | Route 5/8/12 to Halsey Road | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| Herkimer | Route 921B (Burrstone Road) | Route 921W (French Road) to Bennett Street | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 921C (North Genesee Street) | Route 5S to Herkimer Road | 1200 to 1800 | Weekdays (Monday through Friday) |
| | Route 921E (Genesee Street) | Route 5 to Route 8 Ramps | 0700 to 0900 & 1600 to 1800 | Weekdays (Monday through Friday) |
| | Route 5S | Oneida County Line to Route 28 (Warren Street) in Mohawk | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| Fulton - Montgomery | Route 5 (Includes Route 28 Overlap) | W. German Street to Protection Avenue | 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 28 (Includes Route 5S Overlap) | W. Main Street in Mohawk to Route 5 in Herkimer | 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 51 | W. Main Street to Route 5 | 1500 to 1800 | Weekdays (Monday through Friday) |
| | Route 30 | I-90 Exit 27 to County Route 107 | 0700 to 0900 & 1600 to 1800 | Weekdays (Monday through Friday) |
| | Route 30 | Route 29 to Hamilton County Line | June 28th to October 15th In addition to Major Holidays | Weekends: (Friday at 1200 to Sunday at 2100) |
| | Route 30A | Route 5S (Church Street) to Route 5 (E. Main Street) | 0700 to 1900 | Weekdays (Monday through Friday) |
| Hamilton | Route 30A | Route 5 Overlap to Route 349 | 0700 to 0900 & 1600 to 1800 | Weekdays (Monday through Friday) |
| | Route 67 | Route 30A to Sacandaga Road | 0700 to 0900 | Weekdays (Monday through Friday) September to June (School Season) |
| | Route 920P (Riverside Drive) | Route 30A to Thruway Exit 28 | 0700 to 0900 & 1500 to 1800 | Weekdays (Monday through Friday) |
| Hamilton | Route 28 | Inlet (Limekiln Road) to Warren County Line | June 28th to October 15th In addition to Major Holidays | Weekends: (Friday at 1200 to Sunday at 2100) |
| | Route 28N | Route 30 to Essex County Line | June 28th to October 15th In addition to Major Holidays | Weekends: (Friday at 1200 to Sunday at 2100) |
| | Route 30 | Fulton County Line to Franklin County Line | June 28th to October 15th In addition to Major Holidays | Weekends: (Friday at 1200 to Sunday at 2100) |

Effective 10/23/2024

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 2) (Cont'd)

4.2 Project 2V2521 - Route 30, RM 1267-1385, Speculator to Lewy Lake, (Hamilton County)

Item 404.0589 will be placed full-width of the travel lanes and feathered onto the shoulders.

Any gore area epoxy pavement markings within the limits of paving are to be removed prior to paving. The cost of this work shall be included in item 404.0682.

A Material Transfer Vehicle meeting the requirements of the “Material Transfer Vehicle (MTV)” note below shall be required. The cost of this is to be included in the WMA items. No separate payment will be made.

All equipment shall be washed for all invasives and screened for spotted lantern fly, prior to entering the Adirondack Park.

Material Transfer Vehicle (MTV)

The Contractor is required to use a self-propelled Material Transfer Vehicle (MTV) to transfer hot mix asphalt (HMA) from the hauling units to the paving equipment when placing HMA for mainline paving. Mainline includes all travel lanes, shoulders and all ramps greater than 500’ in length.

The MTV shall be specifically designed and constructed for the purpose of unloading delivery vehicles, storing and remixing HMA materials, and transferring materials to the paver. No substitutes such as pick-up machines will be allowed. The MTV shall have a storage bin and a conveyor system to deliver the HMA mixture to the paving equipment. In addition to the MTV, the HMA paver shall be equipped with a paver hopper insert. The paver hopper insert, or MTV shall have a remixing auger system capable of continuously blending the HMA to eliminate segregation in the finished mat. The combined minimum storage capacity of the MTV and paver hopper insert shall be 30 tons. The equipment shall be approved by the Engineer prior to commencement of paving.

Use of the MTV system for paving on bridge structures is not required. The MTV system shall not exceed maximum legal loadings when crossing structures.

An MTV will be required for all mixtures placed on mainline, mainline shoulders and all ramps. An MTV will **not** be required for parking areas, U-turn areas and sideline intersections.

Operation of the MTV shall be non-contact with the paver and controlled by an auto tracking mechanism which synchronizes the machine’s forward speed with the paver. The MTV shall provide continuous flow of HMA to the paver during daily paving operations. If a discontinuous flow of HMA occurs or if excessive segregation is evident in the finished surface, paving shall be halted, and the Contractor must take necessary corrective actions prior to the resumption of paving.

Any water used on the MTV tires to prevent tack coat pickup shall be minimized. If water drips onto the unpaved/tacked surface, the water must be turned down or off.

General operation and cleaning restrictions of the MTV shall meet the requirements of Section 402 for Pavers.

The cost for the MTV and paver hopper insert shall be included under the appropriate hot/warm mix asphalt items.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 2) (Cont'd)

4.3 Project 2V2541- Route 20, RM 1074-1136, Morrisville to Nelson, (Madison County)

Item 404.0589 will be placed full width of the travel lanes and feathered onto the shoulders.

Any gore area epoxy pavement markings within the limits of paving are to be removed prior to paving. The cost of this work shall be included in item 404.0682.

A **Material Transfer Vehicle** meeting the requirements of the “Material Transfer Vehicle (MTV)” note below shall be required. The cost of this is to be included in the WMA items. No separate payment will be made.

Material Transfer Vehicle (MTV)

The Contractor is required to use a self-propelled Material Transfer Vehicle (MTV) to transfer hot mix asphalt (HMA) from the hauling units to the paving equipment when placing HMA for mainline paving. Mainline includes all travel lanes, shoulders and all ramps greater than 500’ in length.

The MTV shall be specifically designed and constructed for the purpose of unloading delivery vehicles, storing and remixing HMA materials, and transferring materials to the paver. No substitutes such as pick-up machines will be allowed. The MTV shall have a storage bin and a conveyor system to deliver the HMA mixture to the paving equipment. In addition to the MTV, the HMA paver shall be equipped with a paver hopper insert. The paver hopper insert, or MTV shall have a remixing auger system capable of continuously blending the HMA to eliminate segregation in the finished mat. The combined minimum storage capacity of the MTV and paver hopper insert shall be 30 tons. The equipment shall be approved by the Engineer prior to commencement of paving.

Use of the MTV system for paving on bridge structures is not required. The MTV system shall not exceed maximum legal loadings when crossing structures.

An MTV will be required for all mixtures placed on mainline, mainline shoulders and all ramps. An MTV will **not** be required for parking areas, U-turn areas and sideline intersections.

Operation of the MTV shall be non-contact with the paver and controlled by an auto tracking mechanism which synchronizes the machine’s forward speed with the paver. The MTV shall provide continuous flow of HMA to the paver during daily paving operations. If a discontinuous flow of HMA occurs or if excessive segregation is evident in the finished surface, paving shall be halted, and the Contractor must take necessary corrective actions prior to the resumption of paving.

Any water used on the MTV tires to prevent tack coat pickup shall be minimized. If water drips onto the unpaved/tacked surface, the water must be turned down or off.

General operation and cleaning restrictions of the MTV shall meet the requirements of Section 402 for Pavers.

The cost for the MTV and paver hopper insert shall be included under the appropriate hot/warm mix asphalt items.

SECTION 4: PROJECTS - SPECIAL NOTES (NYSDOT REGION 2) (Cont'd)

4.4 Project 2V2561 – Route 365, RM 1052-1108, Route 26 to Route 31 (Oneida County)

Item 404.0589 will be placed full width of the travel lanes and feathered 6' onto the shoulders. Where the shoulders are 6' or less the shim shall extend the full width of the shoulder.

Any gore area epoxy pavement markings within the limits of paving are to be removed prior to paving. The cost of this work shall be included in item 404.0682.

As part of this contract, the contractor is required to install Milled-In Audible Roadway Delineators (MIARDs) from RM 365-2601-1052 to 1108 in accordance with Item 649.01 and NYS Standard Sheet 649-02. The cost of all associated work, including any additional temporary pavement striping as well as work zone traffic control, is to be included in the WMA items. No separate payment will be made.

A Material Transfer Vehicle meeting the requirements of the "Material Transfer Vehicle (MTV)" note shall be required. The cost of this is to be included in the WMA items. No separate payment will be made.

Material Transfer Vehicle (MTV)

The Contractor is required to use a self-propelled Material Transfer Vehicle (MTV) to transfer hot mix asphalt (HMA) from the hauling units to the paving equipment when placing HMA for mainline paving. Mainline includes all travel lanes, shoulders and all ramps greater than 500' in length.

The MTV shall be specifically designed and constructed for the purpose of unloading delivery vehicles, storing and remixing HMA materials, and transferring materials to the paver. No substitutes such as pick-up machines will be allowed. The MTV shall have a storage bin and a conveyor system to deliver the HMA mixture to the paving equipment. In addition to the MTV, the HMA paver shall be equipped with a paver hopper insert. The paver hopper insert, or MTV shall have a remixing auger system capable of continuously blending the HMA to eliminate segregation in the finished mat. The combined minimum storage capacity of the MTV and paver hopper insert shall be 30 tons. The equipment shall be approved by the Engineer prior to commencement of paving.

Use of the MTV system for paving on bridge structures is not required. The MTV system shall not exceed maximum legal loadings when crossing structures.

An MTV will be required for all mixtures placed on mainline, mainline shoulders and all ramps. An MTV will **not** be required for parking areas, U-turn areas and sideline intersections.

Operation of the MTV shall be non-contact with the paver and controlled by an auto tracking mechanism which synchronizes the machine's forward speed with the paver. The MTV shall provide continuous flow of HMA to the paver during daily paving operations. If a discontinuous flow of HMA occurs or if excessive segregation is evident in the finished surface, paving shall be halted, and the Contractor must take necessary corrective actions prior to the resumption of paving.

Any water used on the MTV tires to prevent tack coat pickup shall be minimized. If water drips onto the unpaved/tacked surface, the water must be turned down or off.

General operation and cleaning restrictions of the MTV shall meet the requirements of Section 402 for Pavers.

The cost for the MTV and paver hopper insert shall be included under the appropriate hot/warm mix asphalt items.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3)

5.1 Holiday Lane Restrictions (NYSDOT Region 3 Projects)

2026 Holidays Temporary Lane/Shoulder Closure Restrictions (NYSDOT Region 3 Projects)

All NYSDOT 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 23, 2026, thru 6:00 am Tuesday, May 27, 2026 - (Memorial Day Holiday)
- 6:00 am Thursday, July 2, 2026, thru 6:00 am Monday, July 5, 2026 - (July 4th Holiday)
- 6:00 am Friday, September 4, 2026, thru 6:00 am Tuesday, September 8, 2026 - (Labor Day Holiday)
- 6:00 am Wednesday, November 25, 2026, thru 6:00 am Monday, November 30, 2026 - (Thanksgiving Holiday)
- 6:00 am Thursday, December 24, 2026, thru 6:00 am Monday, December 28, 2026 - (Christmas Holiday)

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

| Designated Roadway Facilities | | |
|--------------------------------------|---|---------------------------|
| Facility | Limits | Holiday/Event |
| All state roadways | Onondaga County (pavement markings work only) | Syracuse Nationals |
| Route 11 | South of Route 41 (McGraw interchange on I-81) | Central NY Maple Festival |
| Route 11 | Tully to Syracuse | Lafayette Apple Festival |
| Route 20 | Route 174 to Madison County | Lafayette Apple Festival |
| Route 481 | Oswego County | Oswego Harborfest |

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:

| HOLIDAY OR SPECIAL EVENT | Falls on | | Temporary lane closures are NOT allowed from |
|---------------------------------|--------------------|---------------------------------|---|
| | Days | Date | |
| Syracuse Nationals | All | 07/16/2026 thru 07/19/2026 | Beginning 6:00 AM Thursday and ending 6:00 AM Monday |
| Oswego Harborfest | All | 07/TBA/2026 thru 07/TBA/2026 | Beginning 6:00 AM Thursday and ends 6:00 AM Monday |
| Central New York Maple Festival | Saturday Sunday | 04/18/2026 thru 04/20/2026 | Beginning 6:00 AM Saturday and ends 6:00 AM Monday |
| Lafayette Apple Festival | Saturday Sunday | 10/TBA/2026 thru 10/TBA/2026 | Beginning 6:00 AM Saturday and ends 6:00 AM Monday |

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.

SECTION 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)

5.1 Holiday Lane Restrictions (NYSDOT Region 3 Projects) (Cont'd)

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.

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.

5.2 Pilot Vehicle (NYSDOT 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 NYSDOT Region 3 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 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.

5.3 General Special Note (NYSDOT 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 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)

5.4 Project 360465 – Route 481 (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 481 at County Route 57 Interchange, RM 481-3402-1098 to 1100, Route 3 Interchange, RM 481-3402-2009 to 2011 and from Seneca Street to County Route 57 (0.2 Mile South), RM 481-3402-2016 to 3027. The production cold milling on Route 481 includes milling an estimated 140,110 square yards at a milling depth of 2.25". Production milling on Routes 481 totals 3.57 CL miles. During construction, one-lane traffic shall be maintained from 7 am to 6 pm from RM 481-3402-2016 to 2023 each direction, and 3 pm to 6 pm from RM 481-3402-2023 to 3027 each direction.

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. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 481 from RM 481-3402-2021 to 3011, 1.1 CL miles (58,08 LF) and install Milled in Audible Roadway Delineators (MIARDS) on Route 481 from RM 481-3402-1098 to 1099, from RM 481-3402-3011 to 3027, 8.6 shoulder miles (45,408 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 MIARDS in accordance with Item 649.01 and NYS Standard Sheet 649-02. All work required to complete the CARDS and MIARDS, 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 and MIARDS/CARDS/SHARDS installation if applicable 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 3) (Cont'd)

5.5 Project 360466 – Route 481 (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 481 from County Route 57 (0.2 Mile South) to Oswego City Line, RM 481-3402-3027 to 3072. The production cold milling on Route 481 includes milling an estimated 188,835 square yards at a milling depth of 2.25". Production milling on Routes 481 totals 4.5 CL miles. During construction, one-lane traffic shall be maintained from 3 pm to 6 pm from RM 481-3402-2027 to 3072 each direction.

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. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 481 from RM 481-3402-3070 to 3072, 0.2 CL miles (365 LF) and install Milled in Audible Roadway Delineators (MIARDS) on Route 481 from RM 481-3402-3027 to 3072, 18 shoulder miles (95,040 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 MIARDS in accordance with Item 649.01 and NYS Standard Sheet 649-02. All work required to complete the CARDS and MIARDS, 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 and MIARDS/CARDS/SHARDS installation if applicable 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 3) (Cont'd)

5.6 Project 360468A – Route 90 (Cayuga County)

The paving contractor shall coordinate paving schedule with Cold-in-Place Recycling contractor per special note from Section 2.3 - Special Note - Coordination with Cold Recycling or Heater Scarification Projects.

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 90 from RM 90-3102-1093 to 1152, 5.9 CL miles (31,152 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 and CARDS/SHARDS installation if applicable 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 3) (Cont'd)

5.7 Project 360468B – Route 34B (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 34B from Route 90 to County Route 34B, RM 34B-3102-1028 to 1174. The production cold milling on Route 34B includes milling an estimated 95,920 square yards at a milling depth of 2.25". Production milling on Routes 34B totals 4.5 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. 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. No separate payment shall be made.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 34B from RM 34B-3102-1031 to 1069, 3.8 CL miles (20,064 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 and CARDS/SHARDS installation if applicable 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 3) (Cont'd)

5.8 Project 360469 – Route 321 (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 321 from Kingston Rd to Forward Rd (Route 931F), RM 321-3301-1047 to 1077. The production cold milling on Route 321 includes milling an estimated 70,000 square yards at a milling depth of 2.25". Production milling on Routes 321 totals 3.0 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 321 from RM 321-3301-1047 to 1077, 3.0 CL miles (15,840 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 and CARDS/SHARDS installation if applicable 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 3) (Cont'd)

5.9 Project 360472 – Route 414 (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 414 from Ogden Road to BIN 4048130 (Canal Bridge near Spruce Lane), RM 414-3504-1193 to 1255. The production cold milling on Route 414 includes milling an estimated 125,294 square yards at a milling depth of 2.25". Production milling on Routes 414 totals 6.2 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 414 from RM 414-3504-1201 to 1250, 4.9 CL miles (25,872 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 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)

5.10 Project 360491 – Route 89 (Tompkins 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 89 from RM 89-3601-2000 to 2070 and From RM 89-3601-2080 to 2089, 7.9 CL miles (41,712 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 5: PROJECTS - SPECIAL NOTES (NYSDOT REGION 3) (Cont'd)

5.11 Project 360493 – Route 34 (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 34 from County Route 43 to Mosher Road, RM 34-3105-1091 to 1153. The production cold milling on Route 34 includes milling an estimated 117,494 square yards at a milling depth of 2.25". Production milling on Route 34 totals 6.2 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 34 from RM 34-3105-1091 to 1153, 6.2 CL miles (32,736 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 and CARDS/SHARDS installation if applicable 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 3) (Cont'd)

5.12 Project 360495 – Route 11 (Cortland 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 Broome County Line to Russell Road, RM 11-3202-1000 to 1059 and from Route 41 to Health Camp Rd, RM 11-3202-3019 to 3039. The production cold milling on Route 11 includes milling an estimated 166,190 square yards at a milling depth of 2.25". Production milling on Routes 11 totals 8.0 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 11-3202-1000 to 1020, from RM 11-3202-1032 to 1045 and from RM 11-3202-3028 to 3039, 4.4 CL miles (23,232 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 and CARDS/SHARDS installation if applicable 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 3) (Cont'd)

5.13 Project 360510 – Route 20 (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 20 from Cayuga County Line to Fuller Street, RM 20-3308-1000 to 1009 and from E Lake Street to Route 175, RM 20-3308-1022 to 1034. The production cold milling on Field Ln includes milling an estimated 68,455 square yards at a milling depth of 2.25". Production milling on Route 20 totals 2.1 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 20 from RM 20-3308-1000 to 1003 and from RM 20-3308-1023 to 1034, 1.4 CL miles (7,392 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 and CARDS/SHARDS installation if applicable 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4)

6.1 Special Notes - General (NYSDOT Region 4 Projects)

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.

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.

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 warm mix asphalt material; 6.3 mixture, or mixture approved by the Resident Engineer. Cost to be included in the bid price for the associated project.

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.

All Truing and Leveling courses, if required, shall be as indicated in the Superpave Warm Mix Asphalt Design Criteria Table.

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.

The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.

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

Right of Way (NYSDOT 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.

Contractor's Use of Row for Staging (NYSDOT 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.1 Special Notes - General (NYSDOT Region 4 Projects) (Cont'd)

Temporary Lane/Shoulder Closure Restrictions for Major Holidays (NYSDOT 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:

| HOLIDAY | FALLS ON | TEMPORARY LANE CLOSURES <u>ARE NOT ALLOWED FROM</u> |
|---------------------------|--------------------------|--|
| Independence Day | Friday or Saturday | 6:00 AM Thursday before to 6:00 AM Monday after |
| Memorial Day Labor Day | Monday | 6:00 AM Friday before to 6:00 AM Tuesday after |

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

6.2 Project 410D02 – Route 104, Route 250 to the Wayne County Line (Monroe County)

1. This project is a 2.0-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 existing pavement joint on route 104 from Route 250 ending at the existing joint at the Wayne County Line.
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 WMA, 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 a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **Closure near entrance/exit ramp, Single Lane closure and optional lane shift prohibited:**
 - RTE250 to 300' E of Phillips EB: 3-6PM, Monday-Friday
 - RTE250 to 300' E of Phillips WB: 6-8:30AM and 3-6PM, Monday-Friday
 - 300' E of Phillips to CL Rd., excluding Basket Rd. and CL Rd. intersections: No Restrictions
 - c) **Ramp closure prohibited:**
 - 6-9AM and 3-6PM, Monday-Friday and no restrictions on Saturday/Sunday.
 - No posted detour, advanced PVMS required. See Ramp closure detour provided. One ramp may be closed at a time. Maximum ramp closure duration shall not exceed two hours.
 - d) **Intersection flagging prohibited:
(all legs of intersection must be reduced to one lane in each direction)**
 - -104/Basket Rd intersection: 5AM-8PM, Monday-Friday and no restrictions on Saturday/Sunday
 - -104/county line Rd intersection: 5AM-7PM, Monday-Friday and no restrictions on Saturday/Sunday
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. WMA series specifications shall be 12.5mm, 50 series F2, 75 gyrations, V-grade and installed with a diluted tack coat application rate of 0.08 Gal/SY.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.2 Project 410D02 – Route 104, Route 250 to the Wayne County Line (Monroe County) (Cont'd)

8. 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 181,652 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 2.0 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.

The contractor shall not do any work on BINs 1068801, 1068802, 1068811, 1068812, 1068821, and 1068822.

The NYSDOT will retain no milled material from this project. 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.

Final Pavement Marking Layout shall be as follow:

- a) Contractor shall stripe 12 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.
 - b) Route 104 at Basket Rd (EB): Details include, removal of centerline gore, adding a gore between travel lane and turning lane and moving the turning lane and stop bars. Detail sheet will be provided at the pre-paving meeting.
 - c) Route 104 at Basket Rd (WB): Details include, removal of centerline gore, adding a gore between travel lane and turning lane and moving the turning lane and stop bars Detail sheet will be provided at the pre-paving meeting.
 - d) 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 4.4 miles of the project meet the criteria for Milled-in Audible Roadway Delineators (MIARDs) and Secondary Highway Audible Roadway Delineators (SHARDs). The MIARDs are to be installed along the left shoulder throughout the project limits, on the right shoulder between Route 250 and Basket Rd the as described in EI 10-030. The SHARDS are to be installed on the right shoulder from Basket Road to County Line Road the as described in EI 16-014. The Contractor shall include the installation of MIARDs and SHARDs as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install MIARDs and SHARDs in accordance with Item 649.01, Item 649.21, NYS Standard Sheet 649-02 and NYS Standard Sheet 649-04. The cost of all associated MIARDs and SHARDs work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the WMA Item.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.2 Project 410D02 – Route 104, Route 250 to the Wayne County Line (Monroe County) (Cont'd)

12. Contractor shall install the full layout of second application of permanent pavement markings after MIARDs and SHARDs installation. Permanent pavement markings shall consist of centerline and fog line.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.3 Project 4V2611 – Route 98, Orleans County Line to Edgerton Rd & Route 262, Route 63 to Route 98 (Genesee County)

1. This project is a 2.0-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 limits will begin on Route 98 at the existing pavement joint at the Orleans County Line and end at the existing joint just north of Edgerton Rd and on Route 262 from the existing joint at Route 63 and ending at Route 98.
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 WMA, 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.

Side street apron / offset from the existing edge of pavement:

- Old Ford Rd / 40'
 - Chapel St. / 35'
 - Mechanic St. / 35'
 - Oak Orchard Rd / 40'
 - Ridge Rd E / 35'
 - Ridge Rd W / 35'
 - Pekin Rd (Rte. 262) / 15'
3. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
 - a) Time Restrictions:
 - b) Major Holiday Lane Restriction. Special Note applies to this project.
 - c) No Flagging time restrictions
 - d) All work for this project shall occur outside of the regularly scheduled school year
 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. WMA series specifications shall 9.5mm 70 Series F2, 75 gyrations, V-grade.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.3 Project 4V2611 – Route 98, Orleans County Line to Edgerton Rd & Route 262, Route 63 to Route 98 (Genesee County) (Cont'd)

7. The Contractor is advised that approximately 186,139 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 2.0 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.

The contractor shall not do any work on BIN 1035730. The contractor shall continue mill and fill across BIN 1035740 and BIN 1043710.

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.

8. 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 Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

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, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.

9. The Contractor is advised that approximately 4.0 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs) and Secondary Highway Audible Roadway Delineators (SHARDs).

The CARDs shall be installed as described in EI 13-021 at the following location:

- Edgerton Rd to the speed limit change from 55 MPH to 30 MPH (approx. RM 98 4103 3036), and from Oak Orchard Rd to the Genesee/Orleans County Line.

The SHARDs shall be installed as described in EI 16-014 at the following location:

- Oak Orchard Rd to the Genesee/Orleans County Line.

The Contractor shall include the installation of CARDs and SHARDs as part of the mill and fill scope of work. 14 days (minimum) after the completion of the paving, the Contractor shall install CARDs and SHARDs in accordance with Item 649.11, Item 649.21, NYS Standard Sheet 649-03 and NYS Standard Sheet 649-04. 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 WMA Item.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.3 Project 4V2611 – Route 98, Orleans County Line to Edgerton Rd & Route 262, Route 63 to Route 98 (Genesee County) (Cont'd)

10. 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.
11. 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.

Density Monitoring – Project 4V2611

The provisions of MP404-10 shall apply in place of section *404-3.07 C. 70 Series Compaction Method* of the Standard Specifications.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.4 Project 4V2612 – Route 19, Village of Wyoming to Village of LeRoy (Genesee & Wyoming Counties)

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 existing pavement joint on Route 19 north of Sherman Ave and ending at the existing joint at Robbins Rd.
2. The Contractor will be responsible for side street and driveway rebates, inventorying existing pavement markings, production and miscellaneous (side street) milling, installation and removal of temporary asphalt ramp wedges, cleaning the milled surface, placing production and miscellaneous (side street and driveway apron) 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.

Side street apron / offset from existing edge of pavement:

- a. Cole Rd E / 30'
- b. Cole Rd W / 30'
- c. Perry Rd E / 30'
- d. Dillon Rd. E / 30'
- e. Stubb Rd. W / 30'
- f. Sprung Rd. W / 30'
- g. Robbins Rd. E / 30'

At the intersection of Route 19/Route 63 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 19/Route 63, the contractor shall mill and pave approximately 400 ft back from the stop bar on the West leg of Route 63 and approximately 200 ft back from the stop bar on the East leg of Route 63. 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.

3. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **Intersection flagging prohibited:**
 - -RTE 19/63 intersection: 3:30pm-5:30pm, Monday-Friday and reduce approaches to one lane
 - -All other locations: No flagging time restrictions, give priority to school buses

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.4 Project 4V2612 – Route 19, Village of Wyoming to Village of LeRoy (Genesee & Wyoming Counties) (Cont'd)

6. There is an at grade RR crossing at MM 19 4602 1257, Crossing # 148105B - MP 0035.47. The contractor shall coordinate with the RR prior to at this location. The RR is the Rochester & Southern Railroad, and their contact is Jordan Oliver, (585) 739-8759.
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. WMA 9.5mm 70series F3 V-grade specifications shall be 75 gyrations and installed with a diluted tack coat application rate of 0.08 Gal/SY.
9. The Contractor is advised that approximately 31,700 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.

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.

The contractor shall not do any work on BIN 1015210, continue the mill & fill across BIN 1015200, and mill & fill 1" across BIN 1015180 between the joints.

The NYSDOT will retain 1500 tons of milled material from this project. The Contractor shall be responsible to haul the millings to the NYSDOT Pavilion salt dome located at the intersection of Route 19 and Route 20 in Pavilion, NY to be stockpiled. The remainder of the milled material 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 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 Warm Mix Asphalt Item bid price.**

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.4 Project 4V2612 – Route 19, Village of Wyoming to Village of LeRoy (Genesee & Wyoming Counties) (Cont'd)

11. The Contractor is advised that approximately 11.6 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators (SHARDS). The CARDS shall be installed from Robbins Rd to approximately RM 19 4103 1012 and from the speed limit change from 35 MPH to 55 MPH (approx. RM 19 4103 1004) to the speed limit change from 55 MPH to 35 MPH (approx. RM 19 4602 1232) as described in EI 13-021. The SHARDS shall be installed from Robbins Rd to approximately RM 19 4103 1012 and from Speed limit change from 35 MPH to 55 MPH (approx. RM 19 4103 1004) to the Wyoming/Genesee County line as described in EI 16-014. 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, NYS Standard Sheet 649-03 and NYS Standard Sheet 649-04. 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 WMA 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.
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.

Density Monitoring – Project 4V2612

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.5 Project 4V2621 – Route I-390, Steuben County Line to Exit 6 (Livingston County)

1. This project is a 2.0-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 section from Exit 5 to Exit 6 should be 2.5" mill with 2" inlay of the mainline asphalt only due to existing micro-overlay. The project will begin at the existing pavement joint at the Steuben County Line and end at the existing joint south of Exit 6 (Rte. 36, Sonyea). This project shall include all ramps within its limits.
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 WMA, installing temporary and two applications of permanent (paint) pavement markings, MIARDs 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 619-110, 619-111, 619-302, 619-303, 619-316, 619-319, 619-323 – Single Lane closure
4. Time Restrictions:
 - **NO WORK SHALL OCCUR PRIOR TO JUNE 1st, 2026 OR UNTIL PERMISSION IS GRANTED BY NYSDOT REGION 4.**
 - Major Holiday Lane Restriction Special Note applies to this project
 - No restrictions for single lane closure
 - Ramps are to remain open via narrowing ramp lanes
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. WMA series specifications shall be 12.5mm 50 series F2, 75 gyrations, V-grade.
7. 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 required to use a self-propelled Material Transfer Vehicle (MTV) to transfer Asphalt from the hauling units to the paving equipment when placing Asphalt for mainline paving.

The MTV shall be specifically designed and constructed for the purpose of unloading delivery vehicles, storing and remixing Asphalt materials, and transferring materials to the paver. No substitutes such as pick-up machines will be allowed. The MTV shall have a storage bin and a conveyor system to deliver the Asphalt mixture to the paving equipment. In addition to the MTV, the Asphalt paver shall be equipped with a paver hopper insert. The paver hopper insert, or MTV shall have a remixing auger system capable of continuously blending the Asphalt to eliminate segregation in the finishing mat. The combined minimum storage capacity of the MTV and paver hopper insert shall be 30 tons. The equipment shall be approved by the Engineer prior to commencement of paving.

Use of the MTV system for paving on bridge structures is not required. The MTV system shall not exceed maximum legal loadings when crossing structures.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.5 Project 4V2621 – Route I-390, Steuben County Line to Exit 6 (Livingston County) (Cont'd)

An MTV will be required for all mixtures placed on mainline and mainline shoulders.

Operation of the MTV shall be non-contact with the paver and controlled by an auto tracking mechanism which synchronizes the machine's forward speed with the paver. The MTV shall provide continuous flow of Asphalt to the paver during daily paving operations. If a discontinuous flow of Asphalt occurs or if excessive segregation is evident in the finished surface, paving shall be halted, and the Contractor must take necessary corrective actions prior to the resumption of paving.

Any water used on the MTV tires to prevent tack coat pickup shall be minimized. If water drips onto the unpaved/tacked surface, the water must be turned down or off.

General operation and cleaning restrictions of the MTV shall meet the requirements of Section 404 for Pavers.

The cost for the MTV and paver hopper insert shall be included under the appropriate asphalt items.

9. 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 is advised that approximately 144,102 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes, shoulders and ramps. The Contractor is required to mill the project limits at a depth of 2.0 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 one (1) calendar day.
11. 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 do any work on BINs 1069931, 1069932, 1070961, 1070962, 1070100, 1063761, 1063762, 1063771, 1063772, 1069901, 1069902.

The contractor shall continue to mill and fill across BINs 1069920, 1063751 and 1063752

The contractor shall mill and fill 1" between joints and across BINs 1069911, and 1069912

The contractor shall mill 2.5" (includes membrane removal, assumed at 1" depth), place 0.5" shim, install new membrane and 2" pave on BINs 1069861 and 1069862. All work associated with this work shall be included in the asphalt item bid price.

The NYSDOT will retain no milled material from this project. 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.5 Project 4V2621 – Route I-390, Steuben County Line to Exit 6 (Livingston County) (Cont'd)

12. 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 Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

Contractor shall stripe 12 ft wide lanes for the entire project limits with 6 ft left shoulders and 10 ft right shoulders. The contractor shall stripe 14ft wide lanes on all single lane ramps within project limits with the remaining width allocated evenly to the shoulders. The cost of all associated pavement marking work, including work zone traffic control, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.

13. The Contractor is advised that approximately 12 miles of the project meet the criteria for Milled-in Audible Roadway Delineators (MIARDs). The MIARDs shall be installed throughout the project limits as described in EI 10-030. The Contractor shall include the installation of MIARDs as part of the mill and fill scope of work. 14 days (minimum) after the completion of the paving, the Contractor shall install MIARDs in accordance with Item 649.01 and NYS Standard Sheet 649-02. The cost of all associated MIARDs work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the WMA Item.
14. Contractor shall install the full layout of second application of permanent pavement markings after MIARDs installation. Permanent pavement markings shall consist of centerline and fog line.
15. 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.6 Project 4V2622 – Routes 436 & 408 (Within the Village of Nunda) and Route 408 (Route 70 to the Village of Nunda) (Livingston 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 existing pavement joint on Route 436 at the west village line of Nunda ending at the existing joint at the east village line of Nunda and on Route 408 from the Village of Nunda's north village line ending at the existing joint at Route 70.
2. The Contractor will be responsible for side street and driveway rebates, inventorying existing pavement markings, production and miscellaneous (side street) milling, installation and removal of temporary asphalt ramp wedges, cleaning the milled surface, placing production and miscellaneous (side street and driveway apron) 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.

Side street apron / offset from existing edge of pavement:

- Paine Rd / 50'
3. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
 5. Time Restrictions:
 - Major Holiday Lane Restriction Special Note applies to this project.
 - Work not to occur during Nunda Funday Festival in late May
 - **Intersection flagging prohibited:**
 - Route 436 from State Street to Fair Street.: 6AM-8AM and 2PM-3PM, Monday-Friday during school year
 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. WMA 9.5mm 70 series F3 V-grade specifications shall be 75 gyrations and installed with a diluted tack coat application rate of 0.08 Gal/SY.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.6 Project 4V2622 – Routes 436 & 408 (Within the Village of Nunda) and Route 408 (Route 70 to the Village of Nunda) (Livingston County) (Cont'd)

8. The Contractor is advised that approximately 81,400 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.

The contractor shall Mill & Fill 1" across BINs 3042940 and 3042950

BIN 1047920 (NY-408 / Keshequa Creek) - At this location the contractor is directed to mill off the existing asphalt overlay on the bridge and then install a new sheet applied waterproof membrane and overlay on the bridge structure. The work will consist of the following: Mill approximately 2" of asphalt to the top surface of the bridge deck. Install a ½" shim course overtop of the bridge deck. Install a sheet applied membrane overtop of the shim course. Membrane shall extend 5' beyond the bridge deck at the begin and end sides and be placed following the skew of the bridge. Install a 2" overlay overtop of the membrane. Note that 25' transitions / rebates will be required on either side of the bridge due to the expected additional ½" of asphalt thickness resulting from this operation. See standard sheet 402-01 for details. No traffic will be permitted to drive on the membrane. Membrane shall be installed according to manufacturer specifications with special attention paid to the detail along the curb line and scupper locations. All work for the membrane and pave shall be included in the Warm Mix Asphalt Item bid price.

Shim course: 404.058901

Membrane: 595.50000018

Overlay: 404.098201

Quantities:

Deck Area: 1890 sf

Membrane Area: 2213 sf

The NYSDOT will retain no milled material from this project. 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.

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 Warm Mix Asphalt Item bid price.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

- 6.6 Project 4V2622 – Routes 436 & 408 (Within the Village of Nunda) and Route 408 (Route 70 to the Village of Nunda) (Livingston County) (Cont'd)**
10. The Contractor is advised that approximately 2.3 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) on Route 408 from Route 70 to Village of Nunda southern line 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 WMA 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. 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.7 Project 4V2631 – Route I-490, Exit 2 “Route 33A” to Exit 6 “Route 204” (Monroe County)

1. This project is a 2.0-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 existing pavement joint just east of Exit 2 (Rte. 33A) and ending at the existing joint just west of Exit 6 (Rte. 204). This project shall include all ramps and rest areas between Route 204 and Route 33A, and all the ramps at Route 204.
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 WMA, installing temporary and two applications of permanent (paint) pavement markings, MIARDs 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 619-110, 619-111, 619-302, 619-303, 619-316, 619-319, 619-323 – Single lane closure
4. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) Single Lane closure prohibited
 - EB: 6am – 8am, Monday-Friday
 - WB: 3pm – 5pm, Monday-Friday
 - c) Ramps are to remain open via narrowing ramp lanes.
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. WMA series specifications shall be 12.5mm 50 series F2, 75 gyrations, V-grade.
7. 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 required to use a self-propelled Material Transfer Vehicle (MTV) to transfer Asphalt from the hauling units to the paving equipment when placing Asphalt for mainline paving.

The MTV shall be specifically designed and constructed for the purpose of unloading delivery vehicles, storing and remixing Asphalt materials, and transferring materials to the paver. No substitutes such as pick-up machines will be allowed. The MTV shall have a storage bin and a conveyor system to deliver the Asphalt mixture to the paving equipment. In addition to the MTV, the Asphalt paver shall be equipped with a paver hopper insert. The paver hopper insert, or MTV shall have a remixing auger system capable of continuously blending the Asphalt to eliminate segregation in the finishing mat. The combined minimum storage capacity of the MTV and paver hopper insert shall be 30 tons. The equipment shall be approved by the Engineer prior to commencement of paving.

Use of the MTV system for paving on bridge structures is not required. The MTV system shall not exceed maximum legal loadings when crossing structures.

An MTV will be required for all mixtures placed on mainline and mainline shoulders.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.7 Project 4V2631 – Route I-490, Exit 2 “Route 33A” to Exit 6 “Route 204” (Monroe County) (Cont'd)

Operation of the MTV shall be non-contact with the paver and controlled by an auto tracking mechanism that synchronizes the machine’s forward speed with the paver. The MTV shall provide continuous flow of Asphalt to the paver during daily paving operations. If a discontinuous flow of Asphalt occurs or if excessive segregation is evident in the finished surface, paving shall be halted, and the Contractor must take necessary corrective actions prior to the resumption of paving.

Any water used on the MTV tires to prevent tack coat pickup shall be minimized. If water drips onto the unpaved/tacked surface, the water must be turned down or off.

General operation and cleaning restrictions of the MTV shall meet the requirements of Section 404 for Pavers.

The cost for the MTV and paver hopper insert shall be included under the appropriate asphalt items.

9. The Contractor is advised that approximately 170,988 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes shoulders, and ramps. The Contractor is required to mill the project limits at a depth of 2.0 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 one (1) 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 continue mill and fill across BINs. 1040270, 1048631, 1048632. The contractor shall not do any work on the remaining bridges within the limits of the project.

The NYSDOT will retain no milled material from this project. 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.

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.

The Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

Contractor shall stripe 12 ft wide lanes for the entire project limits with 6 ft left shoulders and 10 ft right shoulders. The contractor shall stripe 14ft wide lanes on all single lane ramps within project limits with the remaining width allocated evenly to the shoulders. The cost of all associated pavement marking work, including work zone traffic control, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.7 Project 4V2631 – Route I-490, Exit 2 “Route 33A” to Exit 6 “Route 204” (Monroe County) (Cont'd)

11. The Contractor is advised that approximately 12 miles of the project meet the criteria for Milled-in Audible Roadway Delineators (MIARDs). The MIARDs shall be installed throughout the project limits as described in EI 10-030. The Contractor shall include the installation of MIARDs as part of the mill and fill scope of work. 14 days (minimum) after the completion of the paving, the Contractor shall install MIARDs in accordance with Item 649.01 and NYS Standard Sheet 649-02. The cost of all associated MIARDs and SHARDs work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the WMA Item.
12. Contractor shall install the full layout of second application of permanent pavement markings after MIARDs installation. Permanent pavement markings shall consist of centerline and fog line.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.8 Project 4V2632 – Route 286, Route 250 to Wayne County Line (Monroe County)

1. This project is a 2.0-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 existing pavement joint at Route 250 and ending at the existing joint at Wayne County Line.
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 WMA, 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 a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
5. Time Restrictions:
 - Major Holiday Lane Restriction Special Note applies to this project.
 - 250/286 Intersection, flagging allowed 9am – 11am, Monday-Friday, expect intersection delays
 - Route 250 to the Wayne County Line, no flagging restrictions
 - Give priority to school buses
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. WMA series specifications shall be 12.5mm 70 series F2, 75 gyrations, V-grade.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.8 Project 4V2632 – Route 286, Route 250 to Wayne County Line (Monroe County) (Cont'd)

8. The Contractor is advised that approximately 52,328 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 2.0 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.

The NYSDOT will retain no milled material from this project. 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

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.

The Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

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, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.

10. The Contractor is advised that approximately 2.9 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS). The CARDS shall be installed throughout the entire project limits as described in EI 13-021. The Contractor shall include the installation of CARDS as part of the mill and fill scope of work. 14 days (minimum) after the completion of the paving, 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 WMA 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. 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.9 Project 4V2633 – Route 33, Route 259 to Trabold Road (Monroe County)

1. This project is a 2.0-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 existing pavement joint on Route 33 at Orchard St ending at the existing joint at Trabold Rd.
2. The Contractor will be responsible for side street and driveway rebates, inventorying existing pavement markings, production and miscellaneous (side street) milling, installation and removal of temporary asphalt ramp wedges, cleaning the milled surface, placing production and miscellaneous (side street and driveway apron) 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.

Side street apron / offset from existing edge of pavement:

- Adeane Dr (East) / 10'
 - Adeane Dr (West) / 10'
3. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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, 619-311, 619-312, and 619-308 – intersection flagging.
 5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **Intersection flagging prohibited:**
 - RTE 33/259 Intersection: 6AM-8:30AM and 11AM-6:30PM, Monday-Friday
 - RTE 33/Westside Dr. Intersection: 2:30PM-6PM, Monday-Friday
 - All other locations: No flagging restrictions
 - c) **Single lane closures prohibited:**
 - From RTE 259 to 400' west of Coldwater Rd.:7AM-8AM and 3PM-5:30PM Monday-Friday
 - 400' west of Coldwater Rd. to 400' East of Elmgrove: Single Lane closure prohibited and intersection flagging prohibited: 6AM-6PM, Monday-Friday and 7AM-6PM, Saturday/Sunday .
 - All other locations: lane closure restrictions
 - d) Give priority to school buses
 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. WMA 9.5mm 60 series F2 V-grade specifications shall be 75 gyrations and installed with a diluted tack coat application rate of 0.08 Gal/SY.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.9 Project 4V2633 – Route 33, Route 259 to Trabold Road (Monroe County) (Cont'd)

8. The Contractor is advised that approximately 108,100 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 2.0 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.

The NYSDOT will retain no milled material from this project. 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.

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 from Route 259 to Adeane Drive E and 11ft wide lanes from Adeane Drive E to Trabold Rd. 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.
10. The Contractor is advised that approximately 3.3 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators (SHARDS). The CARDS shall be installed from the speed limit change from 35 MPH to 45 MPH (approx. RM 33 4303 1072) to Adeane Drive W. as described in EI 13-021. The SHARDS shall be installed from Westside Dr to Adeane Dr W as described in EI 16-014. 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, NYS Standard Sheet 649-03 and NYS Standard Sheet 649-04. 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 WMA 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 along the entire project length.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.10 Project 4V2634 – Route 31, Route 36 to Howard Road (Monroe County)

1. This project is a 2.0-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 existing pavement joint on Route 31 at Route 36 ending at the existing joint at Howard Rd.
2. The Contractor will be responsible for side street and driveway rebates, inventorying existing pavement markings, production and miscellaneous (side street) milling, installation and removal of temporary asphalt ramp wedges, cleaning the milled surface, placing production and miscellaneous (side street and driveway apron) 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.

Side street apron / offset from existing edge of pavement:

- Long Pond Road (North)/ 35'
 - Route 36/Route 31 Intersection (south) / 200' (from PCC joint to intersection)
3. The Contractor shall be advised that between Brockport Rd and Sheldon Terrace the shoulders break upward in several sections. The Contractor shall ensure that the shoulders are replaced in kind in regard to shoulder break direction. This may require additional paving passes for shoulders.
 4. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
 5. WZTC standard sheets are expected to be 619-307 – Single Lane closure with flagging, 619-312, and 619-308 – intersection flagging.
 6. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **Intersection flagging prohibited:**
 - RTE 31/259 Flagging and lane shifting prohibited from 6AM-8PM, Monday -Friday and allowed sunrise-11am Saturday/Sunday
 - 400ft West of Manitou Road to Howard Road: Flagging and lane shifting prohibited from 6AM-8PM, Monday-Friday and allowed sunrise-11am Saturday/Sunday
 - All other locations during school year no flagging 7AM-8AM and 2PM-3PM, Monday-Friday
 - All other locations during non-school year have no restrictions
 - c) Give priority to school buses
 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. WMA 9.5mm 60 series V-grade-F2 specifications shall be 75 gyrations and installed with a diluted tack coat application rate of 0.08 Gal/SY.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.10 Project 4V2634 – Route 31, Route 36 to Howard Road (Monroe County) (Cont'd)

9. The Contractor is advised that approximately 204,150 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 2.0 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.

The NYSDOT will retain 20 truckloads of milled material from this project. The remainder of the milled material shall become the property of the Contractor. The Contractor will be responsible to haul the millings to the NYSDOT Monroe West County Residency located at 2441 South Union St. Spencerport, NY to be stockpiled. 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 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 Warm Mix Asphalt Item bid price.
11. The Contractor is advised that approximately 8.0 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) from Route 36 to Long Pond Rd. 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 WMA 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 along the entire project length.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.11 Project 4V2635 – Route 251, Route 15 to Route 64 (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 existing pavement joint on Route 251 at Route 15 ending at the existing joint at Route 64. The project will include the legs of Route 64 and Route 65.
2. The Contractor will be responsible for side street and driveway rebates, inventorying existing pavement markings, production and miscellaneous (side street) milling, installation and removal of temporary asphalt ramp wedges, cleaning the milled surface, placing production and miscellaneous (side street and driveway apron) 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.

Side street apron / offset from existing edge of pavement:

- a. E Henrietta Road (Route 15A) N / 160'
 - b. E Henrietta Road (Route 15A) S / 125'
 - c. W Bloomfield Road N / 25'
3. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
 5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **Intersection flagging prohibited:**
 - Route 251/15 Intersection: 6AM-8:30AM & 2PM-6PM, Monday-Friday
 - Route 251/15A Intersection: 3PM-5:30PM, Monday-Friday
 - Route 251/65 Intersection: 3PM-5:30PM, Monday-Friday
 - Route 251/64 Intersection: 3PM-5:30PM, Monday-Friday
 - All other locations, no flagging restrictions
 - c) Give priority to school buses
 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. WMA 9.5mm, 70 series V-grade F3 specifications shall be 75 gyrations and installed with a diluted tack coat application rate of 0.08 Gal/SY.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.11 Project 4V2635 – Route 251, Route 15 to Route 64 (Monroe County) (Cont'd)

8. The Contractor is advised that approximately 160,200 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.

The contractor shall continue mill and fill across BIN 1028900 and mill and fill 1" across BIN 1043400.

The NYSDOT will retain no milled material from this project. 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.

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 from Route 15 to Route 251 and 11ft lanes from Route 251 to Route 64 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.
10. The Contractor is advised that approximately 3.8 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) from Route 15 to the speed limit change from 45 MPH to 35 MPH (approx. RM 251 4301 1166), Hawks View to the speed limit change from 50 MPH to 40 MPH (approx. RM 251 4301 1217), and the speed limit change from 40 MPH to 55 MPH (approx. RM 251 4301 1226) to Pine Hollow 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 WMA 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. 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.12 Project 4V2641 – Route 14, Yates County Line to City of Geneva (Ontario 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 existing pavement joint from Yates County Line (RM 14 4404 1000) and end at the existing joint at the city line of Geneva (RM 14 44004 1052).
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 WMA, 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.

Side street apron / offset from existing edge of pavement:

- a. Billsboro Road / 25'
 - b. Pumping Station Road / 15'
 - c. Dwyer Dr / 25'
3. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
 5. Time Restrictions:
 - a. Major Holiday Lane Restriction Special Note applies to this project.
 - b. No Flagging time restrictions
 - c. Give priority to school buses
 6. There is an at grade RR running parallel to Route 14 from MM 14 4404 1000 to MM 14 4404 1040. The contractor shall coordinate with the RR prior to work at this location. The RR is the Norfolk Southern Railroad, and their contact is Jared Zacarri, (404)-272-2729.
 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. WMA with fiber series specifications shall be 9.5mm 70 series F2, 75 gyrations, V-grade.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.12 Project 4V2641 – Route 14, Yates County Line to City of Geneva (Ontario County) (Cont'd)

9. The Contractor is advised that approximately 104,848 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.

The contractor shall not do any work on BIN 1010970 and BIN 1001920. The contractor shall continue mill and fill across BIN 1010960.

All the milled material from this project will become the property of the NYSDOT. Contractor will be responsible to haul the millings to Route 245/14A to be stockpiled. 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.

The Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

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, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.

11. The Contractor is advised that approximately 5.2 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs) and Secondary Highway Audible Roadway Delineators (SHARDs). The CARDs shall be installed throughout the entire project limits as described in EI 13-021. The SHARDs shall be installed throughout the entire project limits as described in EI 16-014. The Contractor shall include the installation of CARDs and SHARDs as part of the mill and fill scope of work. 14 days (minimum) after the completion of the paving, the Contractor shall install CARDs and SHARDs in accordance with Item 649.11, Item 649.21, NYS Standard Sheet 649-03 and NYS Standard Sheet 649-04. 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 WMA Item.

12. 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.

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

6.13 Project 4V2642 – Route 5 & 20, Canandaigua Town Line to Geneva Town Line (Ontario County)

1. This project is a ¾-Inch 6.3mm Overlay. The WMA 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 from Canandaigua Town Line to Geneva Town Line.
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 ¾" WMA overlay. Place production and miscellaneous (side street and driveway apron) WMA, 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 bid price for the Warm Mix 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. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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. At the commencement of WMA placement, the Contractor's paver shall remain on site until final demobilization.
5. 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 Warm Mix Asphalt Item bid price.

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.

Final Pavement Marking Layout shall be as follow:

- Contractor shall stripe 12 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.
- Remove gore area between County Road 49 and Seneca Castle Road and extend existing dotted lane line to meet the double yellow centerline.

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.

The contractor shall continue overlay across BINs 1001870 and 1001900. The contractor shall mill and fill beneath BIN 7001890 to retain existing clearance. The contractor shall continue overlay beneath BIN 2271110.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.13 Project 4V2642 – Route 5 & 20, Canandaigua Town Line to Geneva Town Line (Ontario County) (Cont'd)

6. The Contractor is advised that approximately 10.5 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators SHARDS from the end of the median approximately 700' east of Lakeshore Dr. to approximately 600' west of County Road 20/Old Mill Rd and approximately 750' east of Fint Rd to the speed limit change at approximately RM 5 4405 3116, as described in EI 16-014 and 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, NYS Standard Sheet 649-03 and NYS Standard Sheet 649-04. 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.
7. 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.
8. 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.
9. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **No flagging restrictions except at the following:**
 - Lane closure via flagger prohibited: from western terminus to RTE247, 2:30pm - 5pm, Monday-Friday
 - Intersection flagging prohibited: RTE.5&20/247, 2:30pm -5pm, Monday-Friday from western limit to 1000' east of RTE247, lane closures shall not occur on CMAC event dates.
 - **Lane shifting is prohibited**
10. WMA series specifications shall be 6.3mm, 80 series F2, 75 gyrations, V-grade and installed with a diluted tack coat application rate of 0.08 Gal/SY.
11. 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.14 Project 4V2643 – Route 332 & 942T, North Street to Lakeshore Dr., City of Canandaigua (Ontario 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 existing pavement joint on route 332 from the North Road ending at the existing joint at Lakeshore Drive.
2. The Contractor will be responsible for inventorying existing pavement markings, production milling of the surface, installation and removal of temporary asphalt ramp wedges, cleaning the milled surface, placing production WMA, 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 a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **General lane closure and unsignalized int. flagging prohibited:**
 - 6AM-7PM for Sunday - Thurs and
 - 6AM-9PM for Friday & Saturday
 - Lane closures shall not occur on CMAC event
 - c) **Signalized intersection flagging prohibited**
 - All legs of intersection must be reduced to one lane in each direction
 - 5:30AM-9PM, Sunday-Thurs and 6AM-10:30, Friday & Saturday
6. There is an at grade RR crossing at MM 21 4405 2116, Crossing # 520885B - MP 0074.14. The contractor will coordinate with the RR prior to working at this location. The RR is the Finger Lakes Railway and their contact is Rudy Mosher, (315) 374-5978.
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. WMA series specifications shall be 9.5mm, 70 series F2, 75 gyrations, V-grade and installed with a diluted tack coat application rate of 0.08 Gal/SY.
9. 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.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.14 Project 4V2643 – Route 332 & 942T, North Street to Lakeshore Dr., City of Canandaigua (Ontario County) (Cont'd)

10. The Contractor is advised that approximately 92,486 square yards of production micro-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 over the weekend.

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 the milled material from this project will become the property of the NYSDOT. Contractor will be responsible to haul the millings to the NYSDOT Ontario County Residency located at 125 Parrish St. Canandaigua, NY to be stockpiled. 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.

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.

Final Pavement Marking Layout shall be as follow:

- Route 332 (from North Street to Buffalo/Chapel St): 12' lanes and 8' shoulder shall be installed for the entire section.
- Route 332 (from Buffalo/Chapel St to Wilcox Ln): 12' lanes and 8' shoulders shall be installed for the entire section.
- Route 332 (from Wilcox Ln to Green St):
 - 11' left lane (left edge line shall be at 1' offset form median and lane width shall then be measured from the middle of the edge line)
 - 14' right lane
 - 8' parking lane (a longitudinal white line shall be striped 8' from the curb to designate the parking lane)
- Route 332 (from Green St. to Route 5&20):

Southbound:

 - 11' travel lanes (2 left turn lanes & 2 thru lanes)
 - The left edge line should be at a 1' offset from the median. The lane width shall then be measured from the middle of the edge line.
 - 10' right turn lane

Northbound:

 - 11' left lane
 - The left edge line should be at a 1' offset from the median. The lane width shall then be measured from the middle of the edge line.
 - 14' right lane
 - 8' shoulder
- Route 942T: 11' lane and 11' turn lane shall be installed. The left edge line should be at a 1' offset from the median. The lane width shall then be measured from the middle of the edge line.
- Route 332 (from Parrish St to Route 5&20): Details include, addition of edge lines, dotted lane lines, and arrows. Refer to detail sheet provided.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.14 Project 4V2643 – Route 332 & 942T, North Street to Lakeshore Dr., City of Canandaigua (Ontario County) (Cont'd)

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.

12. Contractor shall install the full layout of second application of permanent pavement markings. Permanent pavement markings shall consist of centerline and fog line.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.15 Project 4V2651 – Route 98, Route 104 to Lake Ontario State Parkway (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 or edge of pavement to edge of pavement, including travel lanes and shoulders. The project will begin at the existing pavement joint north of Route 104 and end just north of the Lake Ontario State Parkway/ Route 947A WB On/Off Ramp (RM 98 4504 1161).
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 WMA, 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 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 a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) No Flagging time restrictions
 - c) Give priority to school buses
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. WMA series specifications shall be 9.5mm series F3, 50 gyrations, V-grade.
8. The Contractor is advised that approximately 104,877 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 2.0 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.

The contractor shall not do any work on BINs 1520141 and 1520142.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.15 Project 4V2651 – Route 98, Route 104 to Lake Ontario State Parkway (Orleans County) (Cont'd)

The contractor shall continue mill and fill across BINs 1035760 and 1035770

The contractor shall mill and fill on begin approach slab only on BIN 3319010

The NYSDOT will retain no milled material from this project. 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.

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.
10. The Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

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, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.
11. This project does not meet the criteria for CARDS and/or SHARDS
12. Permanent pavement markings shall consist of centerline and fog line.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.16 Project 4V2661 – Route 104, Furnace Road to Pound Road (Wayne 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 existing pavement joint from the existing joint at Furnace Road (RM 104 3704 1049) and end at the existing joint at Pound Road (RM 104 3704 1107).
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 WMA, installing temporary and two applications of permanent (paint) pavement markings, CARDS, SHARDS and MIARDS 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.

Side street apron / offset from existing edge of pavement:

- a. Fisher Road N / 60'
 - b. Fisher Road S / 55'
 - c. Salmon Creek Road N / 65'
 - d. Salmon Creek Road S / 60'
 - e. Whispering Woods Dr / 50'
 - f. Cole St N / 20'
 - g. Lake Ave N / 30'
 - h. Lake Ave S / 20'
 - i. Pound Rd N / 70'
 - j. Pound Rd S / 55'
3. WZTC standard sheets are expected to be 619-307 – Single lane closure
 4. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) No restrictions for single lane closure.
 5. There is an at grade RR running parallel to Route 104 from MM 104 3704 1055 to MM 104 3704 1104. The contractor shall coordinate with the RR prior to work at this location. The RR is the Ontario Midland Railroad, and their contact is Corey Zeh. Corey.Zeh@Larr.com (585)-447-1162.
 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. WMA series specifications shall be 9.5mm 60 series F2, 75 gyrations, V-grade.
 8. 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.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.16 Project 4V2661 – Route 104, Furnace Road to Pound Road (Wayne County) (Cont'd)

9. The Contractor is advised that approximately 291,887 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.

The contractor shall continue mill and fill across BINs 1093770 and 1093790

All the milled material from this project will become the property of the NYSDOT. Contractor will be responsible to haul the millings to the NYSDOT Sodus Sub-residency at 7290 Ridge Rd Sodus, NY to be stockpiled. 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.

The Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

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, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.

11. The Contractor is advised that approximately 5.0 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs), Secondary Highway Audible Roadway Delineators (SHARDs) and Milled-in Audible Roadway Delineators (MIARDs).

The CARDs shall be installed as described in EI 13-021 at the following location:

- Pound Rd to the Eastern project limit (approx. RM 104 3704 1107)

The SHARDs shall be installed as described in EI 16-014 at the following locations:

- Furnace Rd to the speed limit change from 55 MPH to 45 MPH (approx. RM 104 3704 1088)
- The speed limit change from 45 MPH to 55 MPH (approx. 104 3704 1098) to the eastern project limit (approx. RM 104 3704 1107)

The MIARDs shall be installed limits as described in EI 10-030 at the following location:

- Furnace Rd to approx. RM 104 3704 1087 (Along the median)

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.16 Project 4V2661 – Route 104, Furnace Road to Pound Road (Wayne County) (Cont'd)

The Contractor shall include the installation of CARDS, SHARDS and MIARDS as part of the mill and fill scope of work. 14 days (minimum) after the completion of the paving, the Contractor shall install CARDS, SHARDS and MIARDS in accordance with Item 649.01, Item 649.11, Item 649.21, NYS Standard Sheet 649-02, NYS Standard Sheet 649-03 and NYS Standard Sheet 649-04. The cost of all associated CARDS, SHARDS and MIARDSs work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the WMA 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.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.17 Project 4V2662 – Route 31F, Route 31F to the Monroe/Wayne County Line (Wayne 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 existing pavement joint on Route 31F at the Monroe/Wayne County Line ending at the existing joint at Route 31.
2. The Contractor will be responsible for side street and driveway rebates, inventorying existing pavement markings, production and miscellaneous (side street) milling, installation and removal of temporary asphalt ramp wedges, cleaning the milled surface, placing production and miscellaneous (side street and driveway apron) 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.

Side street apron / offset from existing edge of pavement:

- a. O'Neil Road E / 40'
 - b. Murphy Ln / 60'
 - c. Cornwall Dr / 60'
 - d. Osband Ave / 60'
 - e. Wiedrick Road / 65'
 - f. Route 350 N / 65'
3. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
 5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) **Intersection flagging prohibited:**
 - RTE 31F/31 Intersection: 5AM-6PM, Monday-Friday
 - RTE 31 WB Right Turn Lane closure allowed 9AM-3PM, Monday-Friday
 - RTE 31F/350/Wiedrick Intersection: 3:30PM-5:30PM, Monday-Friday
 - c) Give priority to school buses
 6. There is an at grade RR crossing at MM 31F 3702 1043, Crossing # 514416L - MP 0353.570. The contractor will coordinate with the RR prior to working at this location. The RR is the CSX, and their contact is Craig Korthis, (315) 378-2151.

There is an at grade RR crossing at MM 31F 3702 1047, Crossing # 914924F - MP 0354.610. The contractor will coordinate with the RR prior to working at this location. The RR is the CSX, and their contact is Craig Korthis, (315) 378-2151.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

**6.17 Project 4V2662 – Route 31F, Route 31F to the Monroe/Wayne County Line (Wayne County)
(Cont'd)**

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. WMA 9.5mm, 70 series, V-grade F3 specifications shall be 75 gyrations and installed with a diluted tack coat application rate of 0.08Gal/SY.
9. The Contractor is advised that approximately 101,300 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.

The contractor shall not do any work on BIN 4022190 and continue the mill and fill beneath BIN 7022180

The NYSDOT will retain no milled material from this project. 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 from the Monroe/Wayne County line to Route 350 and 12 ft wide lanes from Route 350 to Route 31 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.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

**6.17 Project 4V2662 – Route 31F, Route 31F to the Monroe/Wayne County Line (Wayne County)
(Cont'd)**

11. The Contractor is advised that approximately 5.1 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs) and Secondary Highway Audible Roadway Delineators (SHARDs). The CARDs shall be installed from the Monroe/Wayne County line to speed limit change from 45 MPH to 35 MPH (approx. RM 31F 3702 1023) and from the speed limit change from 35 MPH to 55 MPH (approx. RM 31F 3702 1030) to Quaker Rd as described in EI 13-021. The SHARDs shall be installed from Route 350 to approx. RM 31F 3702 1038 and from O'Neil Rd to Quaker Rd. as described in EI 16-014. 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, NYS Standard Sheet 649-03 and NYS Standard Sheet 649-04. 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 WMA 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.
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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.18 Project 4V2671 – Route 78, Route Erie County Line to Eastern End of Route 98/77 Overlap (Wyoming County)

1. This project is a 2.0-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 existing pavement joint at the Erie County Line and end at the existing joint at the eastern end of Rte. 98/77 overlap.
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 WMA, 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 a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
5. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) No Flagging time restrictions
 - c) Give priority to school buses
6. There is an at grade RR crossing Rte 78 at MM 78 4601 1151. The contractor shall coordinate with the RR prior to work at this location. The RR is the Arcade and Attica Railroad, and their contact is Chris Lester. arcadeandatticarr@yahoo.com (585)-492-3100.
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. Deep repair areas need to be completed prior to mill and fill
9. WMA series specifications shall be 9.5mm 70 series F3, 50 gyrations, V-grade.
10. The Contractor is advised that approximately 143,045 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 2.0 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.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.18 Project 4V2671 – Route 78, Route Erie County Line to Eastern End of Route 98/77 Overlap (Wyoming County) (Cont'd)

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 continue mill and fill across BIN 1030150

The NYSDOT will retain no milled material from this project. 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.

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.

The Contractor shall be responsible for the replacement of all special markings in epoxy. Any changes to special markings shall be coordinated with Traffic and Safety and will be given at the preconstruction meeting.

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, special markings, and two applications of paint, shall be included in the Warm Mix Asphalt Item bid price.

12. The Contractor is advised that approximately 5.0 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs). The CARDs shall be installed as described in EI 13-021 from:
 - The Erie/Wyoming County Line to the speed limit change from 45 MPH to 35 MPH (approx. RM 78 4601 1209)
 - The speed limit change from 35 MPH to 55 MPH (approx. RM 78 4601 1199) to Elm Rd (approx. 78 4601 1186)
 - The speed limit change from 35 MPH to 55 MPH (approx. RM 78 4601 1181) to Pit Rd (78 4601 1155)

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 WMA 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.
14. 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 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.19 Project 4V2672 – Routes 436 & 19A, Route 39 to Route 436 and Route 436 to Genesee River (Wyoming County)

1. This project is a 4-inch cold-in-place recycling (CIPR) with multi-course overlay and a multi-course 4-inch mill with asphalt inlay. The overlay and inlay 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 on Route 19A at the existing joint at the Route 39/19A intersection ending on Route 436 at the Southern bridge joint in Portageville. The 4-inch mill with asphalt inlay shall be performed from the RTE 19A/436 overlap to the Genesee River Bridge using a 3-inch 19.0mm binder course and 1-inch 6.3mm top course. The 4-inch cold-in-place recycling (CIPR) with multi-course overlay shall be performed from Route 39 to the end of RTE 19A/436 overlap with a ½-inch shim coarse and 1-inch 6.3mm top coarse.
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. Main St/Hamilton St / 20'
 - b. Park / 20'
3. The 4-inch mill with asphalt inlay shall be performed from the RTE 19A/436 overlap to the Genesee River Bridge shall be completed the same day.
 4. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02. L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall 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.
 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 restrictions
 - c. Give priority to school buses
 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 specification shall be:
 - 6.3 mm, 50 gyrations, 80 series-F3 V-grade top course asphalt and installed with a diluted tack coat application rate of 0.04 Gal/SY
 - 19.0mm, 50 gyration, 80 series-F9 V-grade binder course asphalt and installed with a diluted tack coat application rate of 0.08 Gal/SY
 - 80 series-F9 S-grade shim course and installed with diluted tack coat application rate of 0.04 Gal/SY.

SECTION 6: PROJECTS - SPECIAL NOTES (NYSDOT REGION 4) (Cont'd)

6.19 Project 4V2672 – Routes 436 & 19A, Route 39 to Route 436 and Route 436 to Genesee River (Wyoming County) (Cont'd)

9. The Contractor is advised that approximately 9,300 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 4.0 inches (where applicable) 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 shoulder widths.

The NYSDOT will retain 300 tons of milled material from this project which will be given to NYS Parks and Letchworth Park. The milled material for NYS Parks and Letchworth Park will be trucked by NYS Parks. Prior to milling the contractor shall coordinate with contact Chris Vasile at (585) 991-2739. The remainder of the 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 WMA Item bid price.
11. The Contractor is advised that approximately 3.9 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDS) from Route 39 to the speed limit change from 55 MPH to 35 MPH (approx. RM 19A 4602 1042) 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 WMA 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 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5)

7.1 Special Notes - General (NYSDOT 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.

7.2 Effective PG Binder Content (NYSDOT Region 5 Projects)

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 |

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.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.2 Effective PG Binder Content (NYSDOT Region 5 Projects) (Cont'd)

Polymer Modified PG Binder

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

7.3 Pavement Markings (NYSDOT 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. If the original markings are obliterated, the contractor shall contact the resident engineer for guidance on their location. No separate payment shall be made.

If the contractor is responsible for the final pavement markings as listed in any of the project specific special notes, the contractor shall install the final markings within 10 days of finishing paving.

7.4 Centerline Audible Roadway Delineators (CARDS) (NYSDOT Region 5 Projects)

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

7.5 Traffic Signal Detection (NYSDOT Region 5 Projects)

Traffic Signal Loops will be changed to 360-degree Video Camera Detection System via separate contract under Project 581544. 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.

7.6 Abrading Existing Pre-Formed & Epoxy Pavement Markings (NYSDOT 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 Solicitation under Work Zone Traffic Control, unless the WMA will be placed the same day as the markings are abraded. The contractor shall make every effort to expeditiously place the WMA 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 Solicitation. Payment for abrading shall be included in the price bid per ton for the WMA. No separate payment shall be made.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.7 Projects including Milling by Paving Contractor (NYSDOT Region 5 Projects)

The following projects shall include milling operations to be performed by the Paving Contractor or their designated sub-contractor and shall follow the special note listed here:

| PROJECTS INCLUDING MILLING BY PAVING CONTRACTOR | | | |
|--|--------------|--|--|
| Project | Route | Limits | Approximate Square Yards of Milling |
| 5V2612 | NY 16 | PA State Line to BIN 1011640 | 183,251 |
| 5V2615 | NY 39 | NY 16 to Wyoming County Line | 21,853 |
| 5V2616 | NY 242 | Little Valley to Ellicottville | 108,979 |
| 5V2623 | NY 5 | Dunkirk West City Line to Dunkirk East City Line | 83,170 |
| 5V2647 | NY 5 | Sturgeon Point Road to Revere Drive | 90,700 |

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.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.8 Milled Surfaces on Locations not being milled by Paving Contractor (NYSDOT 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 WMA. No separate payment shall be made.

7.9 Rebates (NYSDOT 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.

7.10 Time Restrictions (NYSDOT Region 5 Projects)

All NYSDOT Region 5 Projects shall follow the time restrictions outlined below for holidays:

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

- Victoria Day – Monday May 18th, 2026
- Memorial Day – Monday May 25th, 2026
- Canada Civic Holiday – Monday August 3rd, 2026
- Labor Day – Monday September 7th, 2026
- Columbus Day – Monday October 12th, 2026

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

- Juneteenth – Friday June 19th, 2026

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

- Independence Day – Saturday July 4th, 2026

All NYSDOT Region 5 Projects shall follow any route specific time restrictions included in Table A and Table B of the following linked document:

https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.11 Project 5V2611 – I-86, EB; Exit 24 to Exit 26 (Cattaraugus County)

The traveled way and shoulders will be production milled at full width prior to asphalt overlay by a separate contract.

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

Final Epoxy Striping to be performed by a separate State contract. The Contractor shall be responsible for the layout of the temporary pavement markings.

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. All work required to complete this work shall be included in the bid price for the asphalt item.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.12 Project 5V2612 – NY-16, Pennsylvania State Line to BIN 1011640 (Cattaraugus County)

Production Cold Mill the traveled way and shoulders at a 1.5” depth. Overlay all milled pavement with 1.5” of 9.5mm Modified WMA.

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

The Contractor shall be responsible for the installation of the final paint/preformed and epoxy pavement markings in accordance with Section 640, 685 and 688 of the New York State Standard Specifications.

The epoxy-based pavement markings shall be installed from RM 16-5101-1074 (Old Rock City Road) to the End of the project at BIN 1011640. All markings to the South of that section shall be water-based. 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.

Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators (SHARDS) shall be installed only within the section of roadway that has a speed limit greater than 45 mph and an AADT of over 2,000 vpd. This section is approximately between RM 16-5101-1056 (Barnum Road) and RM 16-5101-1074 (Speed Limit Change). 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; and the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. 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.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.13 Project 5V2615 – NY-39, NY-16 to Wyoming County Line (Cattaraugus County)

Production Cold Mill the traveled way and shoulders at a 1.5” depth. Overlay all milled pavement with 1.5” of 9.5mm Modified WMA.

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

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

7.14 Project 5V2616 – NY-242, Little Valley to Ellicottville (Cattaraugus County)

Production Cold Mill the traveled way and shoulders at a 1.5” depth. Overlay all milled pavement with 1.5” of 9.5mm Modified WMA.

All milling and paving work shall be completed prior to Ellicottville Fall Festival in October.

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

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.

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.

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

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.15 Project 5V2621 – NY-426, Pennsylvania State Line to Harrington Road (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 by separate contract. This project will begin at the Pennsylvania State Line and extend to Harrington Rd.

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

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

7.16 Project 5V2623 – NY-5, Dunkirk West City Line to Dunkirk East City Line (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. This project will begin at the Dunkirk West City Line and extend to the Dunkirk East City Line.

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

The contractor shall obtain any necessary permits from the Railroad in order to pave up to the railroad tracks. The contractor shall coordinate any necessary flaggers with the Railroad. Costs incurred for any permits and flaggers shall be included in the bid price for the asphalt item.

Final Epoxy Striping to be performed by a separate State contract. The Contractor shall be responsible for the layout of the temporary pavement markings.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

**7.17 Project 5V2625 – NY-60, BIN 1027830 over Mill Creek to South Cassadaga Village Line
(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. This project will begin at the northern approach slab of BIN 1027830 over Mill Creek and extend to the Cassadaga South Village Line and will include the access road to County Touring Route 66 and the James A. France Memorial Parking Area.

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

The contractor shall not use vibratory compaction over the bridge deck of BIN 1027850 (Branch of Cassadaga Creek) near RM 3131+300 feet (+/-).

The Contractor is advised that Centerline Audible Roadway Delineators (CARDS) and Secondary Highway Audible Roadway Delineators (SHARDS) shall be installed from the entire length of the project. 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; and the SHARDS in accordance with Item 649.21 and NYS Standard Sheet 649-04. 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.

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

7.18 Project 5V2642 – NY-219, Duerr Road to I-90 (Erie County)

The traveled way and shoulders will receive a 1" Asphalt Overlay (6.3mm Top Course). All ramps and acceleration/deceleration lanes shall also be included in this work. Straight Tack Coat (Item 407.0103) shall be used.

Rebates at bridge approaches and ramps shall be milled by the paving contractor in accordance with the rebate table of widths.

Contractor shall provide vertical clearance measurements under any bridges to the Resident Engineer before and after paving to assure proper clearance is maintained.

No work, shoulder closures, or lane closures shall occur on Route 219 between 6am and 9am. Coordination with the Thruway Authority for time restrictions, permits and/or lane closures will be required and will be the responsibility of the contractor.

Final Epoxy Striping to be performed by a separate State contract. The Contractor shall be responsible for the layout of the temporary pavement markings.

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. All work required to complete this work shall be included in the bid price for the asphalt item.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.19 Project 5V2643 – NY-240, Davis Road to NY-277 (Erie County)

The traveled way and shoulders will be production milled at full width prior to asphalt overlay by a separate contract. Rebates shall be milled by the paving contractor in accordance with the rebate table of widths.

Overlay all milled pavement with 1.5” of 9.5mm Modified WMA.

The Contractor shall be responsible for the installation of the final paint/preformed and epoxy pavement markings in accordance with Section 640, 685 and 688 of the New York State Standard Specifications.

The epoxy-based pavement markings shall be installed from NY 277 to RM 1196. All markings to the East of that section to Davis Road shall be water-based. 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.

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.

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

NYSDOT Traffic Signal Detection Contract is installing cameras at Signals 05-51-16 and 05-51-27. All work shall be coordinated with this Contract to always maintain an uninterrupted signal detection system.

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.20 Project 5V2645 – NY-39, Dupont Road to Mortons Corner Road (Erie County)

The traveled way and shoulders will be production milled at full width prior to asphalt overlay by a separate contract.

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

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 shall be included in the bid price for the asphalt item.

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.

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

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.21 Project 5V2646 – NY-277, RM 1030 to Powers Road (Erie County)

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 shall be included in the bid price for the asphalt item.

Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 277 5301-1030 to RM 277 5301-1036 (the beginning of the center turn lane). 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.

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

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.22 Project 5V2647 – NY-5, Sturgeon Point to Revere Drive (Erie County)

Production Cold Mill the traveled way and shoulders at a 2.5” depth. Overlay all milled pavement with 1.5” of 9.5mm Modified WMA.

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.

Centerline Audible Roadway Delineators (CARDS) shall be installed from Sturgeon Point Road to RM 5 5302-1108, where the Posted Speed Limit is decreased to 40 mph. 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.

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

SECTION 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.23 Project 5V2653 – NY-104, NY 78 to Checkered Tavern Road (Niagara County)

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to WMA overlay. This project will begin approx. 80-feet east of the gore area near NY 78 (RM 104-5401-2223) and end approx. 1,800-feet east of Checkered Tavern Rd (RM 104-54012-266).

The Contractor shall be responsible for the layout and 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.

Centerline Audible Roadway Delineators (CARDS) shall be installed starting at RM 104-5401-2224 to RM 104-5401-2241 and from RM 104-5401-2253 to eastern end of the 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 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.24 Project 5V2654 – NY-104, Dickersonville Road to NY 429 (Niagara County)

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to WMA overlay. This project will begin at approx. 85-feet west of Dickersonville Road at a Pavement joint (RM 104-5401-2084) and continue to approx. 550-feet west of NY 429 at a Pavement joint (RM 104-5401-2108).

The Contractor shall be responsible for the layout and 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.

Centerline Audible Roadway Delineators (CARDS) shall be installed 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 7: PROJECTS - SPECIAL NOTES (NYSDOT REGION 5) (Cont'd)

7.25 Project 5V2655 – NY-31, NY-429 to NY-425 (Niagara County)

The traveled way, shoulders, and center median turning lanes, when present, will be production milled at full width prior to WMA overlay. This project will begin at approx. 1,615-feet east of NY 429 at a Pavement joint (RM 31-5401-2085) and continue to approx. 950-feet west of RR tracks near NY 425 at a Pavement joint (RM 31-5401-2102).

The contractor shall not use vibratory compaction over the large culvert CIN C550023 (Trib. to Bergholtz Creek) near RM 31-5401-2088 +75 feet (+/-).

The contractor shall not use vibratory compaction over the large culvert CIN C550024 (Bergholtz Creek) near RM 31-5401-2096 +350 feet (+/-).

Final Epoxy Striping to be performed by a separate State contract. The Contractor shall be responsible for the layout of the temporary pavement markings.

Centerline Audible Roadway Delineators (CARDS) shall be installed starting at RM 31-5401-2088 to RM 31-5401-2091 and from RM 31-5401-2094 to eastern end of the 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 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6)

8.1 Special Notes - General (NYSDOT Region 6 Projects)

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

- Friday, May 22, 2026-6:00 AM, Tuesday, May 26, 2026 -6:00 AM.
- Thursday, July 2, 2026 – 6:00 AM, Monday, July 6, 2026 - 6:00 AM.
- Friday, September 4, 2026- 6:00 AM, Tuesday, September 8, 2026 -6:00 AM.

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

NYSDOT 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 specs.

Divided Highway Paving Projects:

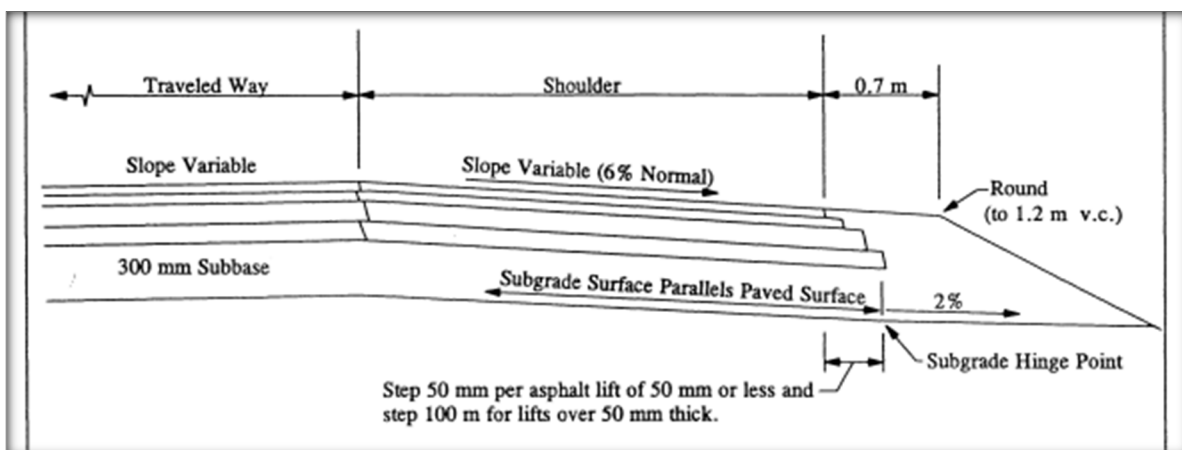
Temporary Pavement Markings per 619-3.06. With the following changes:

- Ticks defining travel lanes changed to 4’ long instead of 2’ long

Paint with beads is the only option permitted in NYSDOT 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.

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

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.2 Project 6V2615 – Route 417, C610269 to BIN 1012420 (Allegany County)

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

The project begins at CIN C610269 (RM1159) to BIN 1012420 County Route 9 in the Town of Allentown.

The contractor is advised that approximately 40,000 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 36' 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, 2026.

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.3 Project 6V2616 – Route 244, Belmont Line to Feathers Creek (Allegany County)

This project is a mill and fill (full width) with a WMA overlay in the town of Amity.

The contractor is advised that approximately 20,280 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 31' 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, 2026

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.4 Project 6V2632 – Route 14, Hickory Road to Schuylr County (Chemung 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 14 in the Town of Veteran and the Hamlets of Pine Valley & Millport. Cold Milling will take place between RM 14-6201-3089 +/- -3157+/. Approximately 6.8 center-line miles.

Contractor will be responsible for milling all existing Asphalt Driveways and Sideroads in a straight and square fashion. Begin and End limits of the milling may be field adjusted by the engineer in charge. The production cold milling includes milling a total estimated 161,920 Square yards at a milling depth of 2”.

The Paving contractor shall give one (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 fourteen (14) calendar days. NYSDOT shall be given a minimum of seven (7) 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.

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

| BRIDGES TO BE MILLED (and Receive a Waterproof Membrane Prior To Paving) | |
|---|-------------------------|
| BRIDGE IDENTIFICATION NUMBER | REFERENCE MARKER |
| 1096340 | 14-6201-3109 |
| 1010830 | 14-6201-3126 |
| 1010850 | 14-6201-3132 |
| 1096330 | 14-6201-3152 |

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.4 Project 6V2632 – Route 14, Hickory Road to Schuyler County (Chemung County) (Cont'd)

Along with the standard holiday restriction contractor will be required to schedule work around the week of NASCAR at Watkins Glen. All Work shall be completed before or begin after NASCAR Week at Watkins Glen. The 2026 dates are 5/8/2026-5/10/2026.

This Project Shall be Completed by October 31st, 2026.

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.5 Project 6H2611 – Route 19, Hume to County Line (Allegany County)

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

The project is between Fillmore and the county line.

The contractor is advised that approximately 80,960 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 30' wide and 1" 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 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.

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, 2026

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.6 Project 6H2632 – Route 14, Montour to Watkins (Schuyler County)

This project shall require that the hot recycling contractor coordinates their work with the top course contractor(s) to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

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

The Contractor shall work with the community to minimize traffic impacts from their work activities to avoid major community events such as Vintage Cup Race. The Contractor shall not have uneven lanes from paving and/or milling operations on NY 14 during this time.

This project cannot begin before August 15, 2026

This project shall be completed no later than October 31, 2026

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.7 Project 6H2633 – Route 227, Stage Road to Black Road (Schuyler County)

This project shall require that the hot recycling contractor coordinates their work with the top course contractor(s) to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

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

This project shall be completed no later than October 31, 2026

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.8 Project 6H2634 – Route 228 & Route 227, Town of Hector to Perry City (Schuyler County)

Full width micro milling will be required in areas with gutter and curbing within the project limits. See micro milling table below.

| MICRO MILLING LOCATIONS & QUANTITY | | |
|------------------------------------|-------------|--------------|
| Location | Length (ft) | Square Yards |
| SR79 to RM228-6301-1102 | 1300' | 5055 |
| 228-6301-1106 to 1126 | 700' | 2800 |
| 228-6301-1124 to 1126 | 750' | 3000 |
| 227-6301-1059 to 1060 | 275' | 1200 |

The Paving contractor shall coordinate their paving schedule with their selected Production MICRO 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 for cleaning the milled area and keeping 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 micro milling shall be included in the price bid per ton for the WMA Treatment. No separate payment shall be made.

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

This project shall be completed no later than October 31, 2026.

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.9 Project 6H2641 – Route 417, Jasper to Greenwood (Steuben County)

It shall be the contractor's responsibility to inventory and document the existing epoxy pavement marking patterns at the intersection of SR417 and SR248 prior to 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. Also, the epoxy markings will be removed before paving. This work 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 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 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.10 Project 6H2642 – Route 352, East Corning (Steuben County)

This project is a mill and fill (full width) with a WMA overlay in the town of Corning.

The contractor is advised that approximately 165,000 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 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.

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. This work will be included in the bid cost of the top course asphalt item.

There is one (1) signalized intersection that will be affected by all operations. Signalized intersections are always to be 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 31, 2026.

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.11 Project 6S2601 – Route 224, Odessa to Alpine (Schuyler County)

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. The pavement section in Odessa will be skipped and not paved. **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. All debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

This project shall be completed no later than October 31, 2026

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.12 Project 6S2602 – Route I-86, Bath (BIN 1061442) to Savona (Steuben County)

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 + 2 Ft of the right shoulder will take place between RM 17-6404-4268 to 4312 +/- approximately 4.4 Center Line miles. Also, in addition all exit 39 ramps 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. 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 135,000 at an approximate milling depth of 1.75" on mainline I86 (depth due to MICRO layer). The production cold milling on the ramps includes milling a total estimated square yard of 18,000 at an approximate milling depth of 1.5".

The following bridges will not receive a pavement treatment:

1061411

1061412

1061421

1061422

1061431 and

1061432.

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 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 including crosswalks, stop bars and hatching if necessary. 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, 2026

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.13 Project 6S2603 – Route 14, Randall’s Crossing to Ontario County Line (Yates County)

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. The pavement section in Odessa will be skipped and not paved. **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. All debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.

This project shall be completed no later than October 31, 2026

SECTION 8: PROJECTS - SPECIAL NOTES (NYSDOT REGION 6) (Cont'd)

8.14 Project 6S2606 – Route 19, Wellsville to Belmont (Allegany County)

This project is a mill and fill **lane only outside of concrete gutters and curbing sections**. It will be **full width where concrete gutters and curbing is present** with a WMA inlay on SR 19 in the Towns of Wellsville, Scio, and Belmont.

The project begins at the Wellsville RM 19-6101-1106 and ends at BIN 1014970 in Belmont.

The contractor is advised that approximately 135,000 square yards of production cold milling exists within the project limits. The production milling includes lanes only and full width ... The production milling will vary between 24' up to 48' wide and 1 ½" deep.

The following bridges will not receive a pavement treatment:

1014940

1014950 and

1014960

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 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 Warm Mix Asphalt. 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, 2026

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

9.1 Special Notes - General - NYSDOT Region 7 Projects

Work Zone Traffic Control – Pilot Vehicle (NYSDOT 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 NYSDOT 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.37.13 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.

Vibratory Compaction Restrictions for Projects within Village/Hamlet/City Limits (NYSDOT Region 7 Projects):

This note applies to the following projects:

- 7V2611 (Clinton County)
- 7V2621 (Franklin County)
- 7V2655 (St. Lawrence County)
- 7V2656 (St. Lawrence County)
- 7V2657 (St. Lawrence County)
- 7PAV91 (Jefferson County)
- 7VPP09 (Clinton County)
- 7VP008 (Franklin County)

Due to the age and proximity of the existing buildings and underground facilities, **no vibratory compaction will be allowed for the above named projects within village/hamlet/city limits (see list above)**. Oscillation Compaction will be allowed for these projects. The Contractor must demonstrate Resident Engineer that the proposed roller(s) will compact with a lateral drum movement and meet the requirements of 404-3.07 Compaction.

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

9.1 Special Notes - General (NYSDOT Region 7 Projects) (Cont'd)

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

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

| PROJECT | LOCATION |
|------------------------------|--|
| 7V2612 (Clinton County) | U-Turn at RM 87I 7105 1184.5 U-Turn at RM 87I 7105 1231 |
| 7V2631 (Jefferson County) | U-Turn at RM 81I 7305 1349 U-Turn at RM 81I 7305 1371.5 Parking Area at RM 81I 7305 1368 to 1372 |
| 7VP001 (Clinton County) | U-Turn at RM 87I 7105 1287 U-Turn at RM 87I 7105 1264 U-Turn at RM 87I 7105 1251 U-Turn at RM 87I 7105 1239.5 |
| 7VP003 (Jefferson County) | U-Turn at RM 78II 7301 1015 U-Turn at RM 78II 7301 1039 |
| 7VP004 (St. Lawrence County) | Parking Area at RM 37 7502 1586 |
| 7PAV86 (Clinton County) | U-Turn at RM 87I 7105 1222 U-Turn at RM 87I 7105 1231 Note: There will be no paving of the Rest Areas within project 7PAV86, the NYSDOT Residency will pave them as part of a separate project (not included in this Solicitation). |

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

9.1 Special Notes - General (NYSDOT Region 7 Projects) (Cont'd)

Bridge Deck Paving (NYSDOT Region 7 Projects)

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

| PROJECT | BRIDGE |
|------------------------------|---------------------------------|
| 7V2651 (St. Lawrence County) | BIN 1008800 – RM 11 7506 1353 |
| 7V2653 (St. Lawrence County) | BIN 1000690 – RM 3 7504 1212 |
| 7VP003 (Jefferson County) | BIN 1073990 – RM 971Q 7301 1002 |
| 7VP004 (St. Lawrence County) | BIN 1023880 – RM 37 7502 1618 |
| 7VP009 (Clinton County) | BIN 3336620 – RM 190 7202 1065 |
| 7VP012 (Franklin County) | BIN 1021330 – RM 30 7209 1726 |
| 7VP016 (Clinton County) | BIN 3336330 – RM 190 7012 1165 |
| 7PAV89 (Jefferson County) | BIN 1018930 – RM 342 7301 1054 |

The following bridges will have asphalt wearing surface milled off (1” to 1.5”) prior to paving and the overlay thickness increased to 2” depth. Production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. Begin & End limits of the milling may be field adjusted by the engineer in charge. Coordination with NYSDOT Region 7 Bridge Maintenance will be required.

| PROJECT | BRIDGE |
|---------------------------|---|
| 7V2631 (Jefferson County) | BIN 1032241– RM 81I 7305 1342 (Southbound) BIN 1032242 – RM 81I 7305 1342 (Northbound) |
| 7VP009 (Clinton County) | BIN 3336640 – RM 190 7102 1083 |
| 7VP012 (Franklin County) | BIN 1021340 – RM 30 7209 1734 |
| 7VP016 (Clinton County) | BIN 3336750 – RM 190 7102 1126 |

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

9.1 Special Notes - General (NYSDOT Region 7 Projects) (Cont'd)

Arbitrary Station

The Contractor will arbitrarily station the pavement at 100-foot intervals beginning at 0+00 **for the following projects:**

| PROJECT |
|---------------------------|
| 7V2631 (Jefferson County) |
| 7V2632 (Jefferson County) |
| 7V2633 (Jefferson County) |
| 7V2663 (Jefferson County) |
| 7PAV89 (Jefferson County) |
| 7VP003 (Jefferson County) |
| 7VP007 (Jefferson County) |
| 7VP011 (Jefferson County) |
| 7VP014 (Jefferson County) |

This cost will be included in the asphalt items. No separate payment will be made.

Project Work Completion Date on Interstates

All paving work for the below projects shall be completed by September 1, 2026. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

| PROJECT |
|---------------------------|
| 7V2612 (Clinton County) |
| 7V2631 (Jefferson County) |
| 7PAV86 (Clinton County) |

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

9.2 Project 7V2560 – Route 26, Jackson Road to Great Bend (Jefferson County)

Type 5 Shim Note – Project 7V2560:

Type 5 Shim course on this project will be full width, on both travel lanes and shoulders for entirety of job.

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

9.3 Project 7V2611 – Route 374, Spring on Mountain to Reservoir Road (Clinton County)

Production Cold Milling – Project 7V2611

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. Begin & End limits of the milling may be field adjusted by the engineer in charge. No Type 5 Shim will be placed in the milled sections.

Type 5 Shim Note - Project 7V2611

Type 5 Shim course on this project will be full width, from RM 1186 to RM 1197.

Density Monitoring – Project 7V2611

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.4 Project 7V2621 – US Route 11, Brushton to North Bangor (Franklin County)

Production Cold Milling – Project 7V2621

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 11 in the Village of Brushton from RM 1064 to RM 1066 and in the Hamlet of North Bangor from RM 1113 to RM 1121. Begin & End limits of the milling may be field adjusted by the engineer in charge.

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

9.5 Project 7V2632 – US Route 11, Dickson Road to St. Lawrence County Line (Jefferson County)

Type 5 Shim Note – Project 7V2632

Type 5 Shim course on this project will extend 2' into the shoulder, on both travel lanes for entirety of job.

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

9.6 Project 7V2641 – Route 126, Champion Hamlet to Route 26 (Jefferson County)

Type 5 Shim Note – Project 7V2641

Type 5 Shim course on this project will be full width, on both travel lanes and shoulders for entirety of job.

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

9.7 Project 7V2654 – Route 72, Parishville Center to Woodruff Road (St. Lawrence County)

Density Monitoring – Project 7V2654

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.8 Project 7V2655 – Route 971A, Ford Street Extension (St. Lawrence County)

Production Cold Milling – Project 7V2655

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 971A, travel lane and shoulders for the entirety of the job in the City of Ogdensburg. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Truing & Leveling – Project 7V2655

Truing & leveling F9 on this project will be only on the travel lanes and center turn lane sections of this project.

Density Monitoring – Project 7V2655

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.9 Project 7V2656 – Route 345, Bridge O/ Grasse River to North Street (St. Lawrence County)

Production Cold Milling – Project 7V2656

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 345, travel lane and shoulders for the entirety of the job in the Hamlet of Madrid. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Truing & Leveling – Project 7V2656

Truing & leveling F9 on this project will be only on the travel lanes for the entirety of this project.

Density Monitoring – Project 7V2656

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.10 Project 7V2657 – Route 345, Bridge O/ Sucker Brook to Route 37 (St. Lawrence County)

Production Cold Milling – Project 7V2657

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 345, travel lane and shoulders from the Bridge over Sucker Brook to RM 1178 in the Village of Waddington. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Truing & Leveling – Project 7V2657

Truing & leveling F9 on this project will be only on the travel lane for the entirety of this project.

Density Monitoring – Project 7V2657

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.11 Project 7V2663 – Route 26, Great Bend to Evans Mills (Jefferson County)

Production Cold Milling – Project 7V2663

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. Begin & End limits of the milling may be field adjusted by the engineer in charge. No Type 5 Shim will be placed in the milled sections.

Type 5 Shim - Project 7V2663

Type 5 Shim course on this project will extend 2' into shoulder on both travel lanes for entirety of job, with the exception of the locations previously milled.

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

9.12 Project 7PAV85 – Route 374, Reservoir Road to Route 3 Overhead Ramp (Clinton County)

Type 5 Shim – Project 7PAV85

Type 5 Shim course on this project will be full width, from RM 1220 to RM 1243.

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

9.13 Project 7PAV89 – Route 342, US 11 to CSX Overpass (Jefferson County)

Bridge Deck Paving – Project 7PAV89

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

- BIN 1018930 – RM 342 7301 1054

This bridge is over the CSX Railroad. The contractor is responsible for contacting the rail company and obtaining an permits/documents needed.

Production Cold Milling – Project 7PAV89

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 342 from RM 1051 to RM 1063 in the Town of Leray. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Railroad Crossing – Project 7PAV89

The project includes a CSX crossing (#507793H) within the limits of this project; the contractor is responsible for contacting the rail company and obtaining any permits/documents needed.

Density Monitoring – Project 7PAV89

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.14 Project 7PAV91 – Route 26, Jefferson/Lewis County Line to Route 126 (Jefferson County)

Production Cold Milling – Project 7PAV91

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 26 from Liberty Street to Bridge Street in the Town of Champion. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Density Monitoring – Project 7PAV91

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.15 Project 7PAV92 – Route 72, Route 56 to Parishville Center (St. Lawrence County)

Truing & Leveling – Project 7PAV92

Item 404.0189 (truing & leveling F9) is being utilized at an average thickness of $\frac{3}{4}$ " on this job only.

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

9.16 Project 7VP002 – Route 190, Brainardsville To Franklin County Line (Franklin County)

Density Monitoring – Project 7VP002

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.17 Project 7VP007 – Route 232 & Route 970K, I-81 to US Route11 & I-81 to Route 232 (Jefferson County)

Type 5 Shim – Project 7VP007

Type 5 Shim course on this project will extend 2' into the shoulder, on both travel lanes and shoulders, from the bridge at RM 1005 to the US Route 11 intersection.

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

9.18 Project 7VP008 – Route 3, Route 3/30 in the Town & Village of Tupper Lake (Franklin County)

The contractor is notified that work begun prior to completion date of the Americans with Disabilities Act (ADA) Contract D265692, will need to be coordinated with the EIC and Residency staff before beginning work.

(ADA) Contract D265692 is scheduled to be completed by August 1, 2026.

Production Cold Milling – Project 7VP008

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 3 in the Village of Tupper Lake from RM 1048 to RM 1059. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Density Monitoring – Project 7VP008

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.19 Project 7VP009 – Route 190, RM 1038 to Ellenburg Corners (Clinton County)

Production Cold Milling – Project 7VP009

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling from RM 1081 to RM 1084. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Type 5 Shim – Project 7VP009

Type 5 Shim course on this project will be full-width, for the entirety of the project.

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

9.20 Project 7VP010 – Route 972D & Route 972A, Route 9 to Canadian Border, West Service Road (Clinton County)

Production Cold Milling – Project 7VP010

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling from the intersection with Route 9 past the I-87 underpass. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Type 5 Shim – Project 7VP010

Type 5 Shim course on this project will be full-width for the entirety of the project.

Density Monitoring – Project 7VP010

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.21 Project 7VP012 – Route 30, Village of Malone to Canadian Border (Franklin County)

The contractor is notified that work begun prior to the completion date of the Americans with Disabilities Act (ADA) Contract D265692 will need to be coordinated with the EIC and Residency staff before beginning work.

(ADA) Contract D265692 is scheduled to be completed by July 1, 2026.

Production Cold Milling – Project 7VP012

The project includes production cold milling to be performed by the NYSDOT Maintenance Forces or their designated sub-contractor within the project limits. There will be production cold milling of the pavement on Route 30 in the Village of Malone from RM 1680 to RM 1784. Begin & End limits of the milling may be field adjusted by the engineer in charge.

Density Monitoring – Project 7VP012

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

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

9.22 Project 7VP013 – Route 26, Route 126 to Jackson 2 Road (Franklin County)

Type 5 Shim – Project 7VP013

Type 5 Shim course on this project will be full-width, on both travel lanes and shoulders for the entirety of the job.

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

9.23 Project 7VP015 – US Route 11, Waddingham Road to Village of Evans Mills Line (Jefferson County)

Type 5 Shim – Project 7VP015

Type 5 Shim course on this project will extend 2' into the shoulder, on both travel lanes and shoulders for the entirety of the job.

SECTION 10: PROJECTS - SPECIAL NOTES (NYSDOT REGION 8)

10.1 Special Notes - General (NYSDOT Region 8 Projects)

Temporary Lane/Shoulder Closure Restrictions for Major Holidays (NYSDOT Region 8 Projects):

| Temporary Lane/Shoulder Closure <u>Restrictions</u> for Major Holidays (NYSDOT Region 8 Projects) | | |
|--|--------------------------|--|
| Holiday | Falls on | Temporary lane closures <u>ARE NOT ALLOWED</u> from |
| New Year's Day Independence Day Christmas Day | Sunday or Monday | 6:00 AM Friday before to 10:00 AM Tuesday after |
| | Tuesday | 6:00 AM Saturday before to 10:00 AM Wednesday after For Christmas Day starting at 6:00 AM Friday before to 10:00 AM Wednesday after |
| | Wednesday | 6:00 AM Tuesday before to 10:00 AM Thursday after For Christmas Day starting at 6:00 AM Saturday before to 10:00 AM Thursday after |
| | Thursday | 6:00 AM Thursday to 10:00 AM Monday after For Christmas Day starting at 6:00 AM Wednesday before to 10:00 AM Monday after |
| | Friday or Saturday | 6:00 AM Thursday before to 10:00 AM Monday after |
| Memorial Day Labor Day | Monday | 6:00 AM Friday before to 10:00 AM Tuesday after |
| Thanksgiving Day | Thursday | 6:00 AM Wednesday before to 10:00 AM Monday after |

SECTION 10: PROJECTS - SPECIAL NOTES (NYSDOT REGION 8) (Cont'd)

10.2 Project 800913 – Route 115, Innis Ave to West Road (Dutchess 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 115 from Innis Avenue to West Road, RM 115 8201 2009 to 2050. The production cold milling on Route 115 includes milling an estimated 80,000 square yards at a milling depth of 2". Production milling on Route 115 totals 4.1 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.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 115 from RM 115 8201 2011 to 2050, 3.9 CL miles (20,600 LF). The contractor is required to install the CARDS in accordance with Item 649.31000008 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.

Shoulder backup – Project 800913

The contractor shall back up shoulders following paving for the 4.1 centerline mile length (8.2 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 1000 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.

Density Monitoring – Project 800913

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

SECTION 10: PROJECTS - SPECIAL NOTES (NYSDOT REGION 8) (Cont'd)

10.3 Project 801319 – Route 42, Route 28 to Greene County Line (Ulster 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 42 from Route 28 to the Greene County line, RM 42 8603 1000 to 1029. The production cold milling on Route 42 includes milling an estimated 48,000 square yards at a milling depth of 2". Production milling on Route 42 totals 2.9 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.

As part of this contract, the contractor shall install Centerline Audible Roadway Delineators (CARDS) on Route 42 from RM 8603 1000 to 1029, 2.9 CL miles (15,500 LF). The contractor is required to install the CARDS in accordance with Item 649.31000008 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.

Shoulder backup – Project 801319

The contractor shall back up shoulders following paving for the 2.9 centerline mile length (5.8 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 750 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.

Density Monitoring – Project 801319

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

SECTION 11: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9)

11.1 Paving Operations (NYSDOT Region 9 Projects)

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

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 402-01 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.

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.

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 NYSDOT Region 9 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 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 6"x 18" | ON BACK OF PILOT VEHICLES |

The pilot vehicle shall have the name of the Contractor prominently displayed. The use of the pilot shall be as ordered by the Resident Engineer. 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 the asphalt pavement. No separate payment shall be made. The use of the pilot shall be as ordered by the Resident Engineer.

11.2 Special Note - Projects 9HP611 (Broome County), 9HP621 (Chenango County), 9HP641 (Delaware County), 9HP651 (Otsego County), 9HP661 (Delaware County), and 9HP664 (Schoharie County)

These projects 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 twenty (20) calendar days.

SECTION 11: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

11.3 Item 404.0589 Shim Course (NYSDOT Region 9 Projects)

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

- 6.3 asphalt course mix meeting the requirements of 404.0682 and PG 64S-22
- Misc. Patching asphalt mix meeting the requirements of Item 404.03890218 in the currently active OGS Asphalt Pavement Contract, Comprehensive Bituminous Concrete.

11.4 Micromilling - Various Projects, Various Counties

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 preconstruction 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 micromilling, 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.

| MICROMILLING TABLE – NYSDOT REGION 9 | | | | |
|---|---------------------------------|--------------|-------------------------|--|
| Project | Location | Depth | Centerline Miles | Remarks |
| 9HP641 | NY Route 268 | 2.0” | 0.03 0.03 0.03 | BIN 1050560 and approaches BIN 1078920 and approaches BIN 1050570 and approaches |
| 9HP651 | NY Route 51 | 2.0” | 0.03 | BIN 1026460 and approaches |
| 9HP661 | NY 10 | 2.0” | 0.5 0.03 | RM 10 9301-1520 to 1525 BIN 1007800 and approaches |
| 9HP662 | NY Route 28 | 2.0” | 1.7 | Entire project limits except for BIN 1019760 |
| 9HP664 | NY Route 30 at NY Route 990V | 2.0” | 0.04 | On Route 990V, from intersection with Route NY 30 |

SECTION 11: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

11.5 CARDS - Projects 9HP611 (Broome County), 9HP621 (Chenango County), and 9HP662 (Delaware County)

As part of the contracts listed in the table below, the contractor is required to install Centerline Audible Roadway Delineators (CARDS), within the specified limits. The CARDS shall be installed following the paving operations and shall be in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement markings and work zone traffic control, shall be included in the price per ton of the Asphalt Pavement items. No separate payment shall be made.

| TABLE OF CARDS LOCATIONS (NYSDOT REGION 9) | | | | | | | | |
|--|---------|-------|---------------|-------|-----------------|----------|---|----------|
| Project | From MP | To MP | From RM | To RM | Number of Lanes | County | Municipality | CL Miles |
| 9HP611 | 23.75 | 27.75 | 26 9101-1237 | 1277 | 2-3 | Broome | Towns of Nanticoke, Lisle, Barker, and Triangle | 4.00 |
| 9HP621 | 0.00 | 4.09 | 206 9202-1000 | 1041 | 2 | Chenango | Town of Greene | 4.09 |
| 9HP662 | 7.20 | 8.00 | 28 9302-1072 | 1080 | 2 | Delaware | Town of Middletown | 0.80 |

11.6 Shoulder Backup (NYSDOT Region 9 Projects)

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 one inch or greater. Material used for shoulder backup shall meet the requirements and be placed in accordance with Item 203.24010017 Shoulder Backup Material. The cost of this work shall be included in the various pavement items in the contract. No separate payment shall be made.

11.7 Installation of Permanent Pavement Markings – Projects 9HP621 (Chenango County), 9HP641 (Delaware County), 9HP651 (Otsego County), 9HP661 & 9HP662 (Delaware County), and 9HP664 (Schoharie County)

The Contractor shall inventory the existing pavement markings and shall install permanent long line pavement marking in accordance with Item 640.20, Item 640.21, Item 640.22, Item 640.23 and NYS Standard Sheets 685-01. Short lines/hand work including but not limited to, cross walks, stop bars, chevrons, symbols and letters shall be installed in accordance with NYS Standard Sheets 685.3104, 685.3204, 685.3304 and 685.3404 in accordance with the 685 Standard Sheets. All crosswalks across state highways and at signalized intersections, which include flashing signals, shall be Type LS. 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 also includes any short line markings such as stop and yield bars, crosswalks, turn arrows, lettering, etc. No separate payment shall be made.

SECTION 11: PROJECTS - SPECIAL NOTES (NYSDOT REGION 9) (Cont'd)

11.8 Pavement Marking Coordination – Project 9HP611 (Broome County)

Project 9HP611 on NY Route 26 in Broome County will have Epoxy Pavement Markings installed under a separate contract, Project 9PM026 – 2026 Pavement Marking Contract. The contractor for Project 9HP911 shall coordinate with the contractor for Project 9PM026, such that the permanent pavement markings are installed not sooner than 14 calendar days, but not more than 30 calendar days of completion of the pavement top course.

11.9 Snowplow Turnaround – Project 9HP641 (Delaware County)

There is a snowplow turnaround located in the vicinity of RM 268 9301-1101 that shall be resurfaced under this contract. Specific details will be discussed at the pre-pave meeting.

11.10 Railroad Involvement – Project 9HP662 (Delaware County)

Bidders are advised that there are active at-grade railroad crossings within the limits of some projects in this Solicitation. The following at-grade railroad crossing has been identified:

| PROJECT | COUNTY | MUNICIPALITY | ROUTE | RAILROAD NAME | LOCATION |
|----------------|---------------|---------------------|--------------|----------------------------|-----------------|
| 9HP662 | Delaware | Town of Middletown | NY 28 | Delaware & Ulster Railroad | RM 28 9302-1067 |

11.11 Schedule Requirements - Projects 9HP651 (Otsego County) and 9HP661 (Delaware County)

Project 9HP651 will follow the Cold-in-Place Recycling Project 9HP650, which has an earliest start date of 8/16/2026, due to the presence of the Northern Harrier species in the project vicinity.

Project 9HP661 will follow the Cold-in-Place Recycling Project 9HP660, which has an earliest start date of 8/1/2026, due to the presence of bald eagle nests in the project vicinity.

11.12 Density Monitoring - Project 9HP662 (Delaware County)

The provisions of MP404-10 shall apply in place of section 404-3.07 C. 70 Series Compaction Method of the Standard Specifications.

SECTION 12: SUPERPAVE ASPHALT MIXTURE (ALL Regions)

12.1 Superpave Asphalt Mixture Design Criteria (ALL REGIONS)

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

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

12.2 Project Dimensions (ALL REGIONS)

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

12.3 Rebates Table (ALL REGIONS)

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