

PAVING

Scope of Work

October 2017

Work shall consist of, but not limited to, cold planing, single lift paving, shim and overlay paving, spot shim and overlay paving, cold plane and pave, **rut filling** as well as excavate and pave any maintenance crosscut requesting to be paved to the State's highway system to include Interstate, NHS and State routes.

Cold planing may be accomplished by either a milling attachment on a skid steer or a self-propelled cold planer. It is recommended to only cold plane areas that can be paved that day. Cold planed areas may include, but not limited to, begin and end project tapers, tapers into and out of Railroad Crossings, bridges, **wheel path ruts and cracks** and other assets that cannot be paved over directly.

Preparing the surface for paving consists of removing any foreign debris or deleterious material from the road surface either by mechanical broom or hand equipment. This may include the removal of shoulder berm (winter sand buildup) which may require a mechanical bucket or small mid mount tractor grader. After the road has been cleaned and is dry, the contractor is to apply emulsion in accordance to **Section 404 – Surface Treatment Materials** within the current Standard Specifications for Construction <http://vtrans.vermont.gov/contract-admin/construction> and all attachments as well as any other State, Federal, and Agency Standards, Policies, and Specifications.

Emulsion is to be applied to all surfaces prior to paving over except gravel. Newly paved surfaces being paved over the same day shale require emulsion to be applied at a reduced rate between pavement layers.

PAVING - The contractor shall provide all necessary equipment, labor and materials to haul, place and compact bituminous concrete pavement (hot mix) in accordance with **Section 406 - Marshall Bituminous Concrete Pavement** or **Section 490- Superpave Bituminous Concrete** within the current Standard Specifications for Construction and all attachments as well as any other State, Federal, and Agency Standards, Policies, and Specifications. All compacted wearing and intermediate courses paving depths over 1 inch are required to install the VTrans safety edge on the shoulder side of the paver.

RUT FILL - Rut fill treatments are to fix otherwise good pavements that contain wheel path ruts or longitudinal cracks. The contractor and VTrans representative are to mark out the locations within the project limits for cold planing and paving. This is a single train process where the contractor cold planes a 36-inch to 48-inch-wide area to a depth specified by the VTrans representative. The cold planed surface is then swept. Once the surface is dry, emulsion is applied and pavement is placed using a skid box apparatus or sidewalk paver. The material is then compacted.

Traffic Control: Traffic control shall either be the responsibility of the contractor or VTrans depending on the nature and/or duration of the project. VTrans will inform the contractors **during the RFP process** who shall be responsible for providing traffic control. Part 6 (Temporary Traffic Control) of the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) (http://mutcd.fhwa.dot.gov/kno_2009r1r2.htm) establishes the traffic control standards and guidelines for street and highway maintenance operations. Traffic control for Paving and/or Surface Treatments shall comply with Chapter 6H of MUTCD whenever possible.

Construction will be performed in such a way as to minimize conflicts with normal highway traffic. When two-way traffic cannot be maintained, a sign package that conforms to the MUTCD or VAOT Standards, and trained Flaggers shall be provided. In addition, VTrans may require the presence of Uniform Traffic Officers (UTOs). The presence of UTOs shall not excuse the contractor from its obligation to provide the sign package and Flaggers.

Temporary line striping targets **(LST)** and permanent pavement markings (in accordance with **Section 646 – Retroreflective Pavement Markings** within the current Standard Specifications for Construction) shall either be the responsibility of the contractor or of VTrans. VTrans will inform the contractors **during the RFP process** who shall be responsible.

Disposal of removed materials shall be the responsibility of the contractor. VTrans will inform the contractor prior to assignment of work regarding salvaged materials that may be required to be delivered to a designated location.

The work shall be done under the direction of the authorized representative of VTrans.

All work shall be done to the satisfaction of the State's representative, and, to the extent applicable, in accordance with the most recent version of the Vermont Agency of Transportation's Standard Specifications for Construction <http://vtrans.vermont.gov/contract-admin/construction> and all attachments as well as any other State, Federal, and Agency Standards, Policies, and Specifications.

If a Contractor performs work or services under this contract pursuant to a specific work assignment that involves work on a federal-aid project in excess of \$2,000.00, the requirements of Wage Rates for Federal-Aid Projects shall apply to the wages paid to the private sector workers.

Further, if the value of the work done or services performed under this contract pursuant to a specific work assignment is in excess of \$250,000, Workers' Compensation; State Contracts Compliance Requirements apply.