

State of New York Executive Department
Office of General Services
New York Procurement
Corning Tower Building - 38th Floor
Empire State Plaza
Albany, New York 12242
<http://www.ogs.ny.gov>

CONTRACT AWARD NOTIFICATION

Title	: Group - 31555 - LIQUID BITUMINOUS MATERIALS Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal; and Conventional & Rubber Modified Paver Placed Surface Treatment (2013 DOT Specific Projects)(Federal & State Funds) Classification Code: 30
Award Number	: 22690
Contract Period	: June 26, 2013 through December 31, 2014
Bid Opening Date	: May 22, 2013
Date of Issue	: June 27, 2013
Specification Reference	: SPEC 927 dated January 18, 2013 (Supersedes SPEC-919 dated September 27, 2010); SPEC 926 dated January 3, 2013 (Supersedes SPEC 925 dated August 10, 2011); and as amended in the Invitation for Bids and Purchasing Memorandum dated May 17, 2013
Contractor Information	: Appears beginning on Page 2 of this Award

Address Inquiries To:

State Agencies & Vendors	Political Subdivisions & Others
Name : Elise Relyea Title : Contract Management Specialist Phone : (518) 408-2383 Fax : (518) 474-1160 E-mail : Elise.Relyea@ogs.ny.gov	Customer Services Phone : 518-474-6717 Fax : 518-474-2437 E-mail : customer.services@ogs.ny.gov

**The NYS Procurement values your input.
Complete and return "Contract Performance Report" at end of document.**

Description

(See page 2)

PR # 22690

Description

Joint and Crack Filler/Sealers are hot-poured liquid bituminous materials (rubberized asphalt; asphalt cement and polyester fibers; asphalt filler) used to fill and/or seal cracks in the surface of highway pavements. Some products incorporate recycled materials with up to 18% recycled content and up to 18% post-consumer content

Microsurfacing is a pavement preventive maintenance treatment which offers minor improvements to rideability and has excellent friction characteristics. Quick Set Slurry Seal is a pavement preventive maintenance treatment that offers minor improvements to rideability and has excellent friction characteristics for low volume roads.

Cold Recycling of bituminous concrete pavements is a corrective maintenance technique. The existing pavement is milled off for a depth of 3 to 4 inches (75mm to 100mm), a liquid bituminous material is added to the millings, and the resulting mixture is placed and compacted on the milled surface. A new bituminous concrete sealing layer is added later. Existing cracks are eliminated and the resulting pavement should last for many years.

Conventional chip seal is a pavement preventive maintenance treatment which consists of single-sized stone embedded in a liquid bituminous material. The liquid bituminous material seals cracks in the existing pavement and the stone provides a high-friction wearing surface.

Fiber reinforced chip seal is a single course bituminous surface treatment consisting of asphalt emulsion, in-place chopped fibers and coarse aggregate applied to a paved surface

Conventional and Rubber Modified Paver Placed Surface Treatment is a preventive maintenance treatment used to preserve highway pavements. The treatment is a surface paving system, placed by a self-priming paver, where a modified emulsion tack coat is placed directly before the application of a conventional or rubber modified hot mix asphalt wearing course.

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

NOTE: See individual contract items to determine actual awardees.

CONTRACT #	CONTRACTOR & ADDRESS	TELEPHONE #	FED TAX ID # NYS VENDOR ID #
PC66128 SB	BOTHAR CONSTRUCTION, LLC. 170 East Service Rd Binghamton, NY 13901	607/723-5012 James E. O'Brien Jr. Fax: 607/723-4982 E-mail: jimjr@botharconst.com Web Site: www.botharconst.com	161570429 1000008391
PC66129	GORMAN BROS., INC. 200 Church Street Albany, NY 12202	518/462-5401 Edward A. House Fax: 518/462-1296 E-mail: sales@gormanroads.com Web Site: www.gormanroads.com	140704840 1000013676
PC66130	MIDLAND ASPHALT MATERIALS INC. 640 Young Street Tonawanda, NY 14150	716/692-0730 716/479-7193 (cell) Tim McNally Fax: 716/692-0613 E-mail: tmcnally@midlandasphalt.com Web Site: www.midlandasphalt.com	260038619 1000017447
PC66131	RECLAMATION LLC 20 Haarlem Avenue White Plains, NY 10603	845/331-6500 914/388-1710 (cell) Michael Haggerty Fax: 845/331-3330 E-mail: mhagg@peckham.com	201682491 1100003193
PC66132	SUIT-KOTE CORPORATION 1911 Lorings Crossing Road Cortland, NY 13045	800/622-5636 315/238-7053 Mike Murphy Fax: 315/238-7110 E-mail: mmurphy@suit-kote.com Web Site: www.suit-kote.com	161177189 1000007846
PC66133	VESTAL ASPHALT, INC. 201 Stage Road Vestal, NY 13850	800/837-8253 607/785-3393 Jim Unkel Fax: 607/785-3396 E-mail: junkel@vestalaspalt.com Web Site: www.vestalaspalt.com	161201418 1000007868

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Cash Discount, If Shown, Should be Given Special Attention.

INVOICES MUST BE SENT DIRECTLY TO THE ORDERING AGENCY FOR PAYMENT.

(See "Contract Payments" and "Electronic Payments" in this document.)

AGENCIES SHOULD NOTIFY THE NEW YORK STATE PROCUREMENT PROMPTLY IF THE CONTRACTOR FAILS TO MEET DELIVERY OR OTHER TERMS OF THIS CONTRACT. PRODUCTS OR SERVICES WHICH DO NOT COMPLY WITH THE SPECIFICATIONS OR ARE OTHERWISE UNSATISFACTORY TO THE AGENCY SHOULD ALSO BE REPORTED TO THE NEW YORK STATE PROCUREMENT.

SMALL, MINORITY AND WOMEN-OWNED BUSINESSES:

The letters SB listed under the Contract Number indicate the contractor is a NYS small business. Additionally, the letters MBE and WBE indicate the contractor is a Minority-owned Business Enterprise and/or Woman-owned Business Enterprise.

NOTE TO AUTHORIZED USERS:

When placing purchase orders under the contract(s), the authorized user should be familiar with and follow the terms and conditions governing its use which usually appears at the end of this document. The authorized user is accountable and responsible for compliance with the requirements of public procurement processes. The authorized user must periodically sample the results of its procurements to determine its compliance. In sampling its procurements, an authorized user should test for reasonableness of results to ensure that such results can withstand public scrutiny.

The authorized user, when purchasing from OGS contracts, should hold the contractor accountable for contract compliance and meeting the contract terms, conditions, specifications, and other requirements. Also, in recognition of market fluctuations over time, authorized users are encouraged to seek improved pricing whenever possible.

Authorized users have the responsibility to document purchases, particularly when using OGS multiple award contracts for the same or similar product(s)/service(s), which should include:

- a statement of need and associated requirements,
- a summary of the contract alternatives considered for the purchase,
- the reason(s) supporting the resulting purchase (e.g., show the basis for the selection among multiple contracts at the time of purchase was the most practical and economical alternative and was in the best interests of the State).

REQUEST FOR CHANGE:

Any request by the agency or contractor regarding changes in any part of the contract must be made in writing to the Office of General Services, New York State Procurement, prior to effectuation.

CONTRACT PAYMENTS:

Payments cannot be processed by State facilities until the contract products have been delivered in satisfactory condition or services have been satisfactorily performed. Payment will be based on any invoice used in the supplier's normal course of business. However, such invoice must contain sufficient data including but not limited to contract number, description of product or service, quantity, unit and price per unit as well as federal identification number.

State facilities are required to forward properly completed vouchers to the Office of the State Comptroller for audit and payment. All facilities are urged to process every completed voucher expeditiously giving particular attention to those involving cash discounts for prompt payment.

If the contract terms indicate political subdivisions and others authorized by law are allowed to participate, those entities are required to make payments directly to the contractor. Prior to processing such payment, the contractor may be required to complete the ordering non-State agency's own voucher form.

See "Contract Billings" in Appendix B, OGS General Specifications.

NOTE TO CONTRACTOR:

This Contract Award Notification is not an order. Do not take any action under this contract except on the basis of purchase order(s) from the agency or agencies.

If a purchase order is not received from New York State Department of Transportation within two weeks after receipt of this award, the contractor should contact the agency directly requesting the submission of a purchase order. The Agency contact person is Hasib Khan, who can be reached 518/457-1572.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
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(2013 DOT Specific Projects)(Federal & State Funds)**

LIST OF OGS ITEMS AND AWARDEES:

OGS Item	Project No.	Awardee
1	5V1316	Midland Asphalt Materials, Inc.
2	5V132D	Midland Asphalt Materials, Inc.
3	5V1336	Midland Asphalt Materials, Inc.
4	5V1346	Midland Asphalt Materials, Inc.
5	5V1355	Midland Asphalt Materials, Inc.
6	6M1301	Midland Asphalt Materials, Inc.
7	980653	Midland Asphalt Materials, Inc.
8	980654	Bothar Construction, LLC
9	980655	Vestal Asphalt, Inc.
10	403196	Suit-Kote Corporation
11	410480	Award Pending (see special note below)
12	5V1322	Suit-Kote Corporation
13	5V1326	Suit-Kote Corporation
14	5V132A	Suit-Kote Corporation
15	5V1334	Suit-Kote Corporation
16	5V1335	Suit-Kote Corporation
17	6V1314B	Suit-Kote Corporation
18	6V1343B	Suit-Kote Corporation
19	912509	Suit-Kote Corporation
20	1V1311	Suit-Kote Corporation
21	1V1312	Reclamation LLC
22	1V1313	Gorman Bros, Inc.
23	1V1314	Suit-Kote Corporation
24	1V1351	Reclamation LLC
25	2AP033	Award Pending (see special note below)
26	2AP039	Award Pending (see special note below)
27	2AP040	Award Pending (see special note below)
28	2V1321	Midland Asphalt Materials, Inc.
29	360303	Suit-Kote Corporation
30	360305	Suit-Kote Corporation
31	360307	Award Pending (see special note below)
32	6V1313	Suit-Kote Corporation
33	6V1314A	Suit-Kote Corporation
34	6V1331A	Suit-Kote Corporation
35	6V1343A	Suit-Kote Corporation
36	6V1345	Suit-Kote Corporation
37	6V1246A	Suit-Kote Corporation
38	6V1347	Suit-Kote Corporation
39	6V1351A	Suit-Kote Corporation
40	360299	Award Pending (see special note below)
41	5V1314	Midland Asphalt Materials, Inc.
42	5V1324	Suit-Kote Corporation

(continued)

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OGS Item	Project No.	Awardee
43	5V1325	Suit-Kote Corporation
44	5V1328	Suit-Kote Corporation
45	5V1354	Midland Asphalt Materials, Inc.
46	6V1331B	Suit-Kote Corporation
47	6V1346B	Suit-Kote Corporation
48	6V1351B	Suit-Kote Corporation
49	1V1381	Midland Asphalt Materials, Inc.
50	2AP031	Award Pending (see special note below)
51	2AP032	Award Pending (see special note below)
52	360300	Award Pending (see special note below)
53	360304	Midland Asphalt Materials, Inc.
54	5V1317	Award Pending (see special note below)
55	5V1327	Midland Asphalt Materials, Inc.
56	901649	Midland Asphalt Materials, Inc.
57	902813	Midland Asphalt Materials, Inc.

A more comprehensive list of projects (including location, unit prices, etc.) can be found at:

<http://www.ogs.ny.gov/purchase/spg/awards/3155522690Can.htm>

SPECIAL NOTE - AWARD PENDING PROJECTS:

Several OGS Items were given a temporary Award Pending status due to some unresolved funding issues. Those OGS Items will keep that Award Pending status until OGS – NYS Procurement publishes a Purchasing Memorandum notifying that the funding issues have been resolved and informing of the Awardee’s name and the unit prices for each of those OGS Items. Any project with an Award Pending status cannot be executed until the pertinent Purchasing Memorandum is issued by OGS – NYS Procurement.

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NEW YORK STATE VENDOR RESPONSIBILITY QUESTIONNAIRE FOR-PROFIT BUSINESS ENTITY:

Contractor is encouraged to maintain up-to-date Questionnaire during the life of the contract and is also required to ensure this Questionnaire reflects any substantive issues that may have occurred from the time the Contract was initially awarded.

The Bidder agrees that if it is awarded a Contract the following shall apply:

The Contractor shall at all times during the Contract term remain responsible. The Contractor agrees, if requested by the Commissioner of OGS or her designee, to present evidence of its continuing legal authority to do business in New York State, integrity, experience, ability, prior performance, and organizational and financial capacity.

The Commissioner of OGS or her designee, her sole discretion, reserves the right to suspend any or all activities under this Contract, at any time, when she discovers information that calls into question the responsibility of the Contractor. In the event of such suspension, the Contractor will be given written notice outlining the particulars of such suspension. Upon issuance of such notice, the Contractor must comply with the terms of the suspension order. Contract activity may resume at such time as the Commissioner of OGS or her designee issues a written notice authorizing a resumption of performance under the Contract.

Upon written notice to the Contractor, and a reasonable opportunity to be heard with appropriate OGS officials or staff, the Contract may be terminated by the Commissioner of OGS or her designee at the Contractor's expense where the Contractor is determined by the Commissioner of OGS or her designee to be non-responsible. In such event, the Commissioner of OGS or her designee may complete the contractual requirements in any manner he or she may deem advisable and pursue available legal or equitable remedies for breach.

DEBRIEFING:

Contractors and bidders are accorded fair and equal treatment with respect to the opportunity for debriefing. OGS shall, upon request, provide a debriefing to any bidder or awarded contractor that responded to the IFB or RFP regarding the reason that the proposal or bid submitted by the unsuccessful bidder was not selected for a contract award. The post award debriefing should be requested by the bidder or awarded contractor within thirty days of posting of the contract award on the OGS website.

NYSPRO'S DISPUTE RESOLUTION POLICY:

It is the policy of the Office of General Services' New York State Procurement (NYSPRO) to provide vendors with an opportunity to administratively resolve disputes, complaints or inquiries related to NYSPRO bid solicitations or contract awards. NYSPRO encourages vendors to seek resolution of disputes through consultation with NYSPRO staff. All such matters will be accorded impartial and timely consideration. Interested parties may also file formal written disputes. A copy of NYSPRO's Dispute Resolution Procedures for Vendors may be obtained by contacting the person shown on the front of this document or through the OGS website (www.ogs.ny.gov).

CONTRACT PERIOD AND RENEWALS:

It is the intention of the State to enter into a contract for the term as stated herein.

If mutually agreed between the New York State Procurement and the contractor, the contract may be renewed under the same terms and conditions for additional period(s) not to exceed a total contract term of five (5) years.

SHORT TERM EXTENSION:

Any contract let and awarded hereunder by the State, may be extended unilaterally by the State for an additional period of up to one month upon notice to the Contractor with the same terms and conditions as the original contract including, but not limited to, quantities (prorated for such one month extension), prices, and delivery requirements. With the concurrence of the Contractor, the extension may be for a period of up to three months in lieu of one month. However, this extension terminates should the replacement contract be issued in the interim.

CANCELLATION FOR CONVENIENCE

The State of New York retains the right to cancel this contract, in whole or in part without reason provided that the Contractor is given at least sixty (60) days notice of its intent to cancel. This provision should not be understood as waiving the State's right to terminate the contract for cause or stop work immediately for unsatisfactory work, but is supplementary to that provision. Any such cancellation shall have no effect on existing Agency agreements, which are subject to the same 60 day discretionary cancellation or cancellation for cause by the respective user Agencies.

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DIESEL EMISSION REDUCTION ACT OF 2006:

Pursuant to the Diesel Emissions Reduction Act, §19-0323 of the N.Y. Environmental Conservation Law (“NYECL”), it is now a requirement that heavy duty diesel vehicles in excess of 8,500 pounds use the best available retrofit technology (“BART”) and ultra low sulfur diesel fuel (“ULSD”). The requirement of the Law applies to all vehicles owned, operated by or on behalf of, or leased by State agencies and State or regional public authorities. These vehicles are to be operated exclusively on ULSD. It also requires that such vehicles owned, operated by or on behalf of, or leased by State agencies and State or regional public authorities with more than half of its governing body appointed by the Governor utilize BART.

The Law may be applicable to vehicles used by contract vendors “on behalf of” State agencies and public authorities. The Law provides a list of exempted vehicles. Regulations provide further guidance as to the effects of the Law on contract vendors using heavy duty diesel vehicles on behalf of the State. The Law also permits waivers of ULSD and BART under limited circumstances at the discretion of the Commissioner of Environmental Conservation. The Law will also require reporting from State agencies and from contract vendors in affected contracts.

Therefore, the contractor hereby certifies and warrants that all heavy duty vehicles, as defined in NYECL §19-0323, to be used under this contract, will comply with the specifications and provisions of NYECL §19-0323, and any regulations promulgated pursuant thereto, which requires the use of BART and ULSD, unless specifically waived by NYSDEC. Qualification and application for a waiver under this Law will be the responsibility of the contractor.

MERCURY-ADDED CONSUMER PRODUCTS:

Offerers are advised that effective January 1, 2005, Article 27, Title 21 of the Environmental Conservation Law bans the sale or distribution free of charge of fever thermometers containing mercury except by prescription written by a physician and bans the sale or distribution free of charge of elemental mercury other than for medical pre-encapsulated dental amalgam, research, or manufacturing purposes due to the hazardous waste concerns of mercury. The law further states that effective July 12, 2005, manufacturers are required to label mercury-added consumer products that are sold or offered for sale in New York State by a distributor or retailer. The label is intended to inform consumers of the presence of mercury in such products and of the proper disposal or recycling of mercury-added consumer products. Offerers are encouraged to contact the Department of Environmental Conservation, Bureau of Solid Waste, Reduction & Recycling at (518) 402-8705 or the Bureau of Hazardous Waste Regulation at 1-800-462-6553 for questions relating to the law. Offerers may also visit the Department's web site for additional information:
<http://www.dec.ny.gov/chemical/8512.html>.

IRAN DIVESTMENT ACT

As a result of the Iran Divestment Act of 2012 (Act), Chapter 1 of the 2012 Laws of New York, a new provision has been added to the State Finance Law (SFL), § 165-a, effective April 12, 2012. Under the Act, the Commissioner of the Office of General Services (OGS) will be developing a list (prohibited entities list) of “persons” who are engaged in “investment activities in Iran” (both are defined terms in the law). Pursuant to SFL § 165-a(3)(b), the initial list is expected to be issued no later than 120 days after the Act’s effective date, at which time it will be posted on the OGS website.

By submitting a bid in response to this solicitation or by assuming the responsibility of a Contract awarded hereunder, Bidder/Contractor (or any assignee) certifies that once the prohibited entities list is posted on the OGS website, it will not utilize on such Contract any subcontractor that is identified on the prohibited entities list.

Additionally, Bidder/Contractor is advised that once the list is posted on the OGS website, any Contractor seeking to renew a Contract or assume the responsibility of a Contract awarded in response to the solicitation, certifies at the time the Contract is renewed or assigned that it or its assignee is not included on the prohibited entities list.

During the term of the Contract, should OGS receive information that a person is in violation of the above-referenced certification, OGS will offer the person an opportunity to respond. If the person fails to demonstrate that it has ceased its engagement in the investment which is in violation of the Act within 90 days after the determination of such violation, then OGS shall take such action as may be appropriate including, but not limited to, imposing sanctions, seeking compliance, recovering damages, or declaring the Contractor in default. OGS reserves the right to reject any bid or request for assignment for an entity that appears on the prohibited entities list prior to the award of a contract, and to pursue a responsibility review with respect to any entity that is awarded a contract and appears on the prohibited entities list after contract award.

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CONTRACTOR REQUIREMENTS AND PROCEDURES FOR BUSINESS PARTICIPATION OPPORTUNITIES FOR
NEW YORK STATE CERTIFIED MINORITY AND WOMEN-OWNED BUSINESS ENTERPRISES AND EQUAL
EMPLOYMENT OPPORTUNITIES FOR MINORITY GROUP MEMBERS AND WOMEN

NEW YORK STATE LAW

Pursuant to New York State Executive Law Article 15-A, OGS recognizes its obligation under the law to promote opportunities for maximum feasible participation of certified minority and women-owned business enterprises and the employment of minority group members and women in the performance of OGS contracts.

In 2006, the State of New York commissioned a disparity study to evaluate whether minority and women-owned business enterprises had a full and fair opportunity to participate in state contracting. The findings of the study were published on April 29, 2010, under the title "The State of Minority and Women-Owned Business Enterprises:

Evidence from New York" ("Disparity Study"). The report found evidence of statistically significant disparities between the level of participation of minority and women-owned business enterprises in state procurement contracting versus the number of minority and women-owned business enterprises that were ready, willing and able to participate in state procurements. As a result of these findings, the Disparity Study made recommendations concerning the implementation and operation of the statewide certified minority and women-owned business enterprises program. The recommendations from the Disparity Study culminated in the enactment and the implementation of New York State Executive Law Article 15-A, which requires, among other things, that OGS establishes goals for maximum feasible participation of New York State Certified minority and women-owned business enterprises ("MWBE") and the employment of minority groups members and women in the performance of New York State contracts.

Equal Employment Opportunity Requirements

By submission of a bid or proposal in response to this solicitation, the Bidder/Contractor agrees with all of the terms and conditions of Appendix A including Clause 12 - Equal Employment Opportunities for Minorities and Women. The Contractor is required to ensure that it and any subcontractors awarded a subcontract over \$25,000 for the construction, demolition, replacement, major repair, renovation, planning or design of real property and improvements thereon (the "Work") except where the Work is for the beneficial use of the Contractor, shall undertake or continue programs to ensure that minority group members and women are afforded equal employment opportunities without discrimination because of race, creed, color, national origin, sex, age, disability or marital status. For these purposes, equal opportunity shall apply in the areas of recruitment, employment, job assignment, promotion, upgrading, demotion, transfer, layoff, termination, and rates of pay or other forms of compensation. This requirement does not apply to: (i) work, goods, or services unrelated to the Contract; or (ii) employment outside New York State.

Bidder further agrees to submit with the bid a staffing plan on Form EEO 100 identifying the anticipated work force to be utilized on the Contract and if awarded a Contract, will, upon request, submit to OGS, a workforce utilization report identifying the workforce actually utilized on the Contract if known.

Further, pursuant to Article 15 of the Executive Law (the "Human Rights Law"), all other State and Federal statutory and constitutional non-discrimination provisions, the Contractor and sub-contractors will not discriminate against any employee or applicant for employment because of race, creed (religion), color, sex, national origin, sexual orientation, military status, age, disability, predisposing genetic characteristic, marital status or domestic violence victim status, and shall also follow the requirements of the Human Rights Law with regard to non-discrimination on the basis of prior criminal conviction and prior arrest.

Business Participation Opportunities for MWBEs

For purposes of this procurement, OGS has conducted a comprehensive search and has determined that the Contract does not offer sufficient opportunities to set goals for participation by MWBEs as subcontractors, service providers and suppliers to the awarded Contractors. Contractors are, however, encouraged to make every good faith effort to promote and assist the participation of MWBEs on this Contract for the provision of services and materials. To locate MWBEs, the Directory of Certified Businesses can be viewed at <http://www.esd.ny.gov/MWBE/directorySearch.html>.

Please Note: Failure to comply with the foregoing requirements may result in a finding of non-responsiveness, non-responsibility and/or a breach of the Contract, leading to the withholding of funds, suspension or termination of the Contract or such other actions or enforcement proceedings as allowed by the Contract.

ALL FORMS ARE AVAILABLE AT <http://www.ogs.ny.gov/MWBE/Forms.asp>.

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CONTRACTOR INSURANCE:

The Contractor shall provide to The New York State Office of General Services (“OGS”) written proof of insurance coverage and additional insured documentation as specified herein. "Written proof" consists of certificates of insurance and/or endorsements to policies issued by an officer of an insurance company licensed or authorized to do business in New York, government self-retention funds or other self-insurance companies evidencing that the Contractor has the requisite insurance coverages. All non-standard exclusions or limitations applicable to the contract must be disclosed on the Certificate of Insurance and must be approved by The New York State Office of General Services (“OGS”). Policies providing commercial general liability, excess or umbrella liability and pollution legal liability insurance shall be specifically endorsed to name the People of the State of New York, its officers, agents, and employees as additional insureds thereunder. Such written proof shall be in the form and substance acceptable to The New York State Office of General Services (“OGS”). Acceptance and/or approval by The New York State Office of General Services (“OGS”) of the written proof of insurance does not and shall not be construed to relieve Contractor of any obligations, responsibilities or liabilities under the Contract to obtain the required coverage.

Contractor shall secure and continue to keep in force during the term of the contract, and Contractor shall require all Subcontractors prior to commencement of an agreement between Contractor and the Subcontractor, to secure and keep in force during the term of this contract the following insurance coverage in parenthesis:

- a) **Commercial General Liability Insurance** with minimum liability limits of **not less than \$2,000,000.00 each occurrence** (and minimum liability limits of not less than \$5,000,000 after notice of award). Such liability shall be written on the ISO occurrence form CG 00 01© (current edition) or a substitute form providing equivalent coverages and shall cover liability arising from premises or operations, independent Contractors, broad form property damage, personal & advertising injury, cross liability coverage, contractual damages, and products or completed operations, if applicable (including the tort liability of another assumed in a contract), and explosion, collapse & underground coverage. If such insurance contains an aggregate limit, it shall apply separately on a per job basis. General Liability Additional Insured Endorsement shall be on Insurance Service Office’s (ISO) form number **CG 2010 1185**.
- b) **Comprehensive Business Automobile Liability Insurance** with minimum liability limits of **not less than \$2,000,000.00** each accident both at the time of bid and after notice of award. Such insurance shall cover liability arising out of any automobile including Owned (if any), Hired and Non-Owned automobiles.
- c) **Workers’ Compensation, Employer’s Liability, and Disability Benefits** meeting all New York State statutory requirements. The policy shall provide coverage for all states of operation that apply to the performance of the contract. In addition, if employees will be working on, near or over navigable waters, coverage provided under the US Longshore and Harbor Workers Compensation Act must be included. Also, if the contract is for temporary staffing services or involves renting equipment with operators, the Alternate Employer Endorsement WC 00 03 01A must be included on the policy naming the People of the State of New York as the alternate employer.
- d) **OCP Insurance*** - Owners and Contractors Protective Insurance Coverage (OCP) is required by the New York Department of Transportation (NYSDOT) on any NYSDOT project on or near active highway right of way.

The OCP insurance required shall be \$1,000,000 per occurrence and \$2,000,000 in the aggregate.

* Contractor shall provide written proof of such coverage to the Authorized User prior to commencement of work at the Pre-paving/Pre-production conference

(continued)

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CONTRACTOR INSURANCE: (Cont'd)

All insurance coverage must meet the following additional requirements:

- 1) All insurance required shall be obtained at the sole cost and expense of the Contractor, and shall be primary and non-contributing to any insurance, self-retention or self-insurance maintained by the Authorized User.
- 2) Any deductible or self-insured retention amount or other similar obligation under the policies shall be the sole responsibility of the Contractor. The amount of any deductible or self-insured retention is subject to approval by The New York State Office of General Services ("OGS").
- 3) The requisite insurance may be provided through a policy or policies of insurance which may be primary and/or excess including umbrella policies, but must be placed with an Insurer rated "A-" Class "VII" or better by the A.M. Best Company, Inc. If, during the term of the policy, an Insurer's rating falls below "A-" Class "VII", the insurance must be replaced no later than the renewal date of the policy with an Insurer rated at least "A-" Class "VII" by the A.M. Best Company, Inc. Any excess policy must follow the requirements set forth in the New York State Insurance Law for such coverage.
- 4) Contractors shall provide The New York State Office of General Services ("OGS") with updated Certificates of Insurance and as applicable amendatory endorsements at least thirty (30) days prior to the expiration or renewal date of a policy.
- 5) The insurance provided shall include an endorsement indicating that the policy and any endorsements may not be cancelled without thirty (30) days prior written notice to The New York State Office of General Services ("OGS"). In the event that the cancellation is due to non-payment of premium, ten (10) days prior written notice shall be provided.
- 6) The insurance provided shall include a blanket or specific "Waiver of Subrogation" endorsement waiving any right to recovery the insurance company may have against the State.
- 7) In the block provided in the Certificate of Insurance for insertion of "Description of Operations/Locations/Vehicles/Exclusions Added by Endorsement/Special Provisions" the additional insured information and job-specific information such as the nature of the contract and either the solicitation number or the contract award number should be referenced.
- 8) Additional insured endorsements should specify the following:
 - The full legal name of the additional insured; i.e., the State of New York, its agencies, officers and employees;
 - The specific location or operations for which the coverage applies;
 - Coverage will run until the completion of the last project on this contract;
 - That notice of modification or cancellation will be provided to the additional insured at a specified name and address;
 - That the insurance company waives any right of recovery it may have against the State;
 - That the coverage required shall be primary for the State and shall not be affected by any self-insurance or other insurance or coverage obtained by the State on its own behalf;
 - That cross-liability/severability of interest coverage is provided; and
 - That the legal defense provided to the State under the policy must be free of any conflicts of interest even if retention of separate legal counsel for the State is necessary.
- 9) The insolvency or bankruptcy of the insured Contractor or Subcontractor shall not release the Insurer from payment under the policy even when such insolvency or bankruptcy prevents the insured Contractor or Subcontractor from meeting the retention limits under the policy.

Failure to provide insurance coverage as required herein and to keep the same in force during the term of the contract is a material breach of contract entitling the State to terminate the contract in accordance with the termination provisions in the contract.

In addition, as stated above, Workers' Compensation, Employer's Liability, and Disability Benefits coverage meeting all New York State statutory requirements are required.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

EMERGENCY PURCHASING:

In the event that a disaster emergency is declared by Executive Order under Section 28 of Article 2-B of the Executive Law, or that the Commissioner determines pursuant to his/her authority under Section 163(10)(b) of the State Finance Law that an emergency exists requiring the prompt and immediate delivery of products or services, the Commissioner reserves the right to obtain such products or services from any source, including but not limited to this contract, as the Commissioner in his/her sole discretion determines will meet the needs of such emergency. Contractor shall not be entitled to any claim or lost profits for products or services procured from other sources pursuant to this paragraph.

USE OF RECYCLED OR REMANUFACTURED MATERIALS:

New York State, as a member of the Council of Great Lakes Governors, supports and encourages Vendors to use recycled, remanufactured or recovered materials in the manufacture of products and packaging to the maximum extent practicable without jeopardizing the performance or intended end use of the product or packaging unless such use is precluded due to health or safety requirements or product specifications contained herein. Refurbished or remanufactured components or products are required to be restored to original performance and regulatory standards and functions and are required to meet all other requirements of this bid solicitation. Warranties on refurbished or remanufactured components or products must be identical to the manufacturer's new equipment warranty or industry's normal warranty when remanufacturer does not offer new equipment. See "Remanufactured, Recycled, Recyclable or Recovered Materials" in Appendix B, OGS General Specifications.

CONTRACT BILLINGS AND PAYMENTS:

a. Billings. Contractor and the dealers/distributors/resellers designated by the Contractor, if any, shall provide complete and accurate billing invoices to each Authorized User in order to receive payment. Billing invoices submitted to an Authorized User must contain all information required by the Contract and the State Comptroller or other appropriate fiscal officer. Submission of an invoice and payment thereof shall not preclude the Commissioner from requesting reimbursement or demanding a price adjustment in any case where the Product delivered is found to deviate from the terms and conditions of the Contract or where the billing was inaccurate.

Contractor shall provide, upon request of the Commissioner, any and all information necessary to verify the accuracy of the billings. Such information shall be provided in the format requested by the Commissioner and in a media commercially available from the Contractor. The Commissioner may direct the Contractor to provide the information to the State Comptroller or to any Authorized User of the Contract.

b. Payment of Contract purchases made by an Authorized User when the State Comptroller is responsible for issuing such payment. The Authorized User and Contractor agree that payments for invoices submitted by the Contractor shall only be rendered electronically unless payment by paper check is expressly authorized by the Commissioner, in the Commissioner's sole discretion, due to extenuating circumstances. Such electronic payments shall be made in accordance with ordinary State procedures and practices. The Contractor shall comply with the State Comptroller's procedures to authorize electronic payments. Authorization forms are available at the State Comptroller website at www.osc.state.ny.us, by e-mail at epunit@osc.state.ny.us, or by telephone at 518-486-1255. Contractor acknowledges that it will not receive payment on any invoices submitted under this Contract that are payable by the State Comptroller if it does not comply with the State Comptroller's electronic payment procedures, except where the Commissioner has expressly authorized payment by paper check as set forth above.

c. Payment of Contract purchases made by an Authorized User when the State Comptroller is not responsible for issuing such payment. The Authorized User and Contractor agree that payments for such Contract purchases shall be billed directly by Contractor on invoices/vouchers, together with complete and accurate supporting documentation as required by the Authorized User. Such payments shall be as mandated by the appropriate governing law from the receipt of a proper invoice. Such Authorized User and Contractor are strongly encouraged to establish electronic payments.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

PRICE:

■ Joint & Crack Filler/Sealer:

Price quoted for joint & crack filler/sealer is net per gallon, furnished, delivered, heated, and applied by the contractor at the locations indicated herein. Price calculations, if any, will be calculated on the basis of the material actually furnished. Work Zone Traffic Control, cleaning of cracks, and disposal of debris shall be included in the price per gallon of crack sealer.

The contractor is to furnish all necessary labor and equipment to complete the indicated projects except that the State will supervise and control the operation. Permanent pavement striping will be the responsibility of the State upon completion of the crack sealing after the contractor has vacated the project site. The equipment supplied to complete the crack sealing projects shall conform with the specifications included in this Contract Award Notification.

■ Specific Projects – Micro-surfacing:

Price quoted for micro-surfacing is net per ton, furnished, hauled, delivered, and applied with Contractor's equipment totally by the Contractor at locations indicated herein. The price quoted for micro-surfacing per ton also includes abrading the existing pavement markings, the provision of Work Zone Traffic Control as indicated elsewhere in this Contract Award Notification and Maintenance Materials Bond as listed in the BONDING REQUIREMENTS section in this Contract Award Notification. Price calculations, if any, will be calculated on the basis of the material actually furnished.

■ Specific Projects – Cold Recycling:

Price quoted for cold recycling is net per square yard completed with contractor's equipment totally by the contractor at the locations indicated herein. The price quoted for cold recycling per square yard also includes mobilization to the project site and the provision of Work Zone Traffic Control as indicated elsewhere in this Contract Award Notification.

The price quoted per gallon for either the asphalt emulsion or PG 64-22 binder (liquid bituminous material) includes heating, hauling, and applying the liquid bituminous material at the project locations indicated herein. The price quoted per ton for aggregate includes hauling and applying the necessary aggregate as per the mix design at the project locations indicated herein.

■ Specific Projects – Chip Seal:

Price quoted for chip seal is net per square yard furnished, hauled, delivered, and applied with contractor's equipment totally by the contractor at the locations indicated herein including the cost of labor, surface preparation, and materials, except liquid bituminous materials and cover sand. Liquid bituminous materials used for chip seal and fog seal, and the cover sand will be paid for under separate items. Price quoted per square yard of chip seal also includes mobilization to the project site, the provision of Work Zone Traffic Control as indicated elsewhere in this Contract Award Notification, and Maintenance Materials Bond as listed in the BONDING REQUIREMENTS section in this Contract Award Notification. The price quoted per gallon of liquid bituminous materials for chip seal and fog seal includes heating, hauling, and applying the liquid bituminous materials at the project locations indicated herein. The price quoted per ton for cover sand includes hauling and applying the necessary cover sand at the project locations indicated herein.

■ Specific Projects – Paver Placed Surface Treatment:

Price quoted for Paver Placed Surface Treatment is net per ton, furnished, heated, delivered, and applied with contractor's equipment totally by the contractor at locations indicated herein. The price per ton for the Paver Placed Surface Treatment also includes abrading the existing pavement markings and the provision of Work Zone Traffic Control as indicated elsewhere in this Contract Award Notification.

The Contractor is to furnish all necessary labor and equipment to complete the indicated projects except that the State will supervise and control the operations. Permanent pavement marking will be the responsibility of the State upon completion of the project as indicated herein. The equipment supplied to place the material(s) shall appear on the Department's approved list. All necessary operators shall be supplied along with the appropriate equipment.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

PRICE: (Cont'd.)

ASPHALT PRICE ADJUSTMENTS:

Asphalt price adjustments will not be allowed for materials which do not have an asphalt cement base.

- Asphalt price adjustments allowed will be based on the November 1, 2012 average of the F.O.B. terminal price per ton of unmodified PG 64-22 binder without anti-stripping agent (base average F.O.B. terminal price). The new monthly average terminal price will be determined by the New York State Department of Transportation based on prices of preapproved primary sources of performance graded binder in accordance with the New York State Department of Transportation Standard Specifications.

The November 1, 2012 average is \$582.00 **per ton**.

NOTE: The same grade of asphalt cement used in establishing the base average F.O.B. terminal price shall be used in establishing the new average F.O.B. terminal price.

In the event that one or more of the New York State Department of Transportation preapproved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated**.

- The new average F.O.B. terminal price will be determined based on the above F.O.B. terminal prices posted on the 20th of each month, hereafter known as the "Adjustment Date", during the contract period. However, asphalt price adjustments, in accordance with the formula below, will be effective for deliveries made on and after the first of the month following the adjustment date.
- The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formulas:

■ Crack Sealer / ■ Cold Recycling / ■ Chip Seal:

Price Adjustment (per gallon)	=	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">New Monthly Average FOB Terminal Price</td> <td style="width: 5%; padding: 5px;">—</td> <td style="width: 45%; padding: 5px;">Base Average FOB Terminal Price</td> </tr> <tr> <td colspan="3" style="border-top: 1px solid black; padding: 5px;">235</td> </tr> </table>	New Monthly Average FOB Terminal Price	—	Base Average FOB Terminal Price	235			X	Total Allowable Petroleum %
New Monthly Average FOB Terminal Price	—	Base Average FOB Terminal Price								
235										

■ Micro-surfacing: / ■ Paver Placed Surface Treatment:

Price Adjustment (Per Ton)	=	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">New Monthly Average FOB Terminal Price</td> <td style="width: 5%; padding: 5px;">—</td> <td style="width: 45%; padding: 5px;">Base Average FOB Terminal Price</td> </tr> </table>	New Monthly Average FOB Terminal Price	—	Base Average FOB Terminal Price	X	Total Allowable Petroleum %
New Monthly Average FOB Terminal Price	—	Base Average FOB Terminal Price					

NEW MONTHLY AVERAGE F.O.B. TERMINAL PRICE:

The average FOB terminal price for unmodified PG 64-22 binder without anti-stripping agent as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specifications.

BASE AVERAGE F.O.B. TERMINAL PRICE:

The average FOB terminal price of unmodified PG 64-22 binder without anti-stripping agent as determined by the New York State Department of Transportation as of November 1, 2012.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

PRICE: (Cont'd.)

ASPHALT PRICE ADJUSTMENTS: (Cont'd.)

TOTAL ALLOWABLE PETROLEUM:

The percentage of total allowable petroleum for each item is as follows:

Crack Sealer:

Material Designation	Grade	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum %
PG 64-22 + Fiber		95	0.2	95.2%
702-0700		100	0.2	100.2%
ASTM D6690 Type II		56	0.2	56.2%

Micro-surfacing:

Material Designation	Grade	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum %
18410.1011		9.0	0.2	9.2
18410.1021		9.0	0.2	9.2
18410.1031		9.0	0.2	9.2
18410.1012		7.5	0.2	7.7
18410.1022		7.5	0.2	7.7
18410.1032		7.5	0.2	7.7
18410.1013		7.5	0.2	7.7

Cold Recycling:

Material Designation	Grade	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum %
702-3201	MS-2	65	8.2	73.2
702-3301	HFMS-2	65	8.2	73.2
702-3401	HFMS-2h	65	2.7	67.7
702-3402	HFMS-2s	65	8.2	73.2
702-3501	SS-1	57	0.2	57.2
702-3601	SS-1h	57	0.2	57.2
702-4201	CMS-2	65	10.2	75.2
702-4301	CMS-2h	65	10.2	75.2
702-4401	CSS-1	57	0.2	57.2
702-4501	CSS-1h	57	0.2	57.2
	PG 64-22	100	0.2	100.2

Chip Seal:

Material Designation	Grade	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum %
702-3101P	RS-2	63	2.7	65.7
702-3102P	HFRS-2	63	2.7	65.7
702-3301P	HFMS-2	65	8.2	73.2
702-4101P	CRS-2	65	2.7	67.7
702-XXXT	Diluted Tack Coat	40	0.2	40.2

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

PRICE: (Cont'd.)

ASPHALT PRICE ADJUSTMENTS: (Cont'd.)

TOTAL ALLOWABLE PETROLEUM: (Cont'd.)

Paver Placed Surface Treatment:

Item # / Material Designations	Grade	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum %
18403.221xxx / 702-PGxxxx & 702-4001P	PG 64-22 & CRS-1p	6.5	1.0	7.5
18403.222xxx / 702-PGxxxx & 702-4001P	PG 64-22 & CRS-1p	6.5	1.0	7.5
18403.223xxx / 702-PGxxxx & 702-4001P	PG 64-22 & CRS-1p	6.5	1.0	7.5

EXAMPLES:

Crack Sealer:

Item ASTM D6690 Type II

Base Avg. Price Per Ton = \$582.000

New Avg. Price Per Ton = \$619.000

Total Allowable Petroleum = 56.2%

$$\frac{\$619.000 - \$582.000}{235} \times 0.562 = +\$0.088 \text{ Per Gallon}$$

Micro-surfacing:

Material Designation 18410.1021

Base Avg. Price Per Ton = \$582.000

New Avg. Price Per Ton = \$619.000

Total Allowable Petroleum = 9.2%

$$(\$619.000 - \$582.000) \times 0.092 = +\$3.404 \text{ Per Ton}$$

Cold Recycling / Chip Seal:

Material Designation 702-3301/702-3301P, HFMS-2

Base Avg. Price Per Ton = \$582.000

New Avg. Price Per Ton = \$619.000

Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\frac{\$619.000 - \$582.000}{235} \times 0.732 = +\$0.115 \text{ Per Gallon}$$

Paver Placed Surface Treatment:

Material Designation 18403.221101

Base Avg. Price Per Ton = \$582.00

New Avg. Price Per Ton = \$619.00

Total Allowable Petroleum = 7.5%

$$(\$619.00 - \$582.00) \times 0.075 = +\$2.775 \text{ Per Ton}$$

Positive Price Adjustment number shall be added to original per ton/per gallon Price.

Negative Price Adjustment number shall be subtracted from original per ton/ per gallon Price.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

PRICE: (Cont'd.)

ASPHALT PRICE ADJUSTMENTS: (Cont'd.)

TOTAL ALLOWABLE PETROLEUM: (Cont'd.)

4. Work performed after the expiration of the contract, where no extension has been granted, resultant from purchase orders placed prior to expiration of the contract will receive the asphalt price adjustments applicable in effect during the last month of the contract.

Asphalt price adjustments for any contracts that are extended will be based on the new average for the month in which the work is done applying the same base established for that contract.
5. Asphalt price adjustments allowed by this contract shall be calculated and applied to the original prices. There will not be asphalt price adjustments unless the change amounts to more than \$0.100 per ton/\$0.010 per gallon as applicable from the original price. In these instances, prices will revert back to the original prices.
6. All asphalt price adjustments will be computed to three decimal places.
7. Should these provisions result in a price structure which becomes unworkable, detrimental or injurious to the State or in prices which are not truly reflective of market conditions or which are deemed by the Commissioner to be unreasonable or excessive, and no adjustment in price is mutually agreeable, the Commissioner reserves the sole right upon ten days written notice mailed to the Contractor to terminate any contract resulting from this bid opening.
8. All asphalt price adjustments shall be published by the State and issued to all contract holders whose responsibility will be to attach the appropriate State notification (based on when the work was performed) to the payment invoice submitted to agency.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

PREVAILING WAGE RATES – STATE AND FEDERALLY FUNDED PUBLIC WORKS CONTRACTS:

Work being performed is subject to the prevailing wage rate provisions of New York State Labor Law. See "Prevailing Wage Rates - Public Works and Building Services Contracts" in Appendix B, OGS General Specifications. Any federal or State determination of a violation of any public works law or regulation, or labor law or regulation, or any OSHA violation deemed "serious or willful" may be grounds for a determination of Vendor non-responsibility and rejection of bid.

Any provisions of NYS Labor Law that are in conflict with mandatory Federal-Aid construction contract compliance requirements are superseded. Any provisions of NYS Labor Law that are not in conflict with mandatory Federal-Aid construction contract compliance requirements or the Davis-Bacon Act but are more restrictive shall apply.

For access to the Department of Labor (DOL) Prevailing Wage Schedule, use the following link:

<http://wpp.labor.state.ny.us/wpp/showFindProject.do?method=showIt&id=723460>

Enter **2013003000**, the applicable Prevailing Wage Rate Schedule for this project, in the PRC# field and press the "Enter" key or click on "Submit". Next, click on "Wage Schedule" beneath the header. This schedule may require several minutes to open.

For Prevailing Wage Updates, use the following DOL link:

<http://wpp.labor.state.ny.us/wpp/publicViewPWChanges.do?method=showIt>

Links to schedule updates appear in the table at the bottom of the web page.

IMPORTANT NOTE: The PRC number (2013003000) MUST be noted on all purchase orders issued for purchases from this contract.

The Federal Wage Rate Charts are located on the web at <http://www.wdol.gov/dba.aspx>.

Referring to the following tables, enter the applicable WD# in the "Select DBA by number" field on the web page and click "Search".

COUNTY	WD #
Albany	NY2
Allegany	NY47
Cattaraugus	NY8
Chautauqua	NY8
Chemung	NY5
Chenango	NY4

COUNTY	WD #
Delaware	NY21
Erie	NY8
Monroe	NY10
Niagara	NY11
Onondaga	NY16
Oswego	NY38

COUNTY	WD #
Otsego	NY37
Saratoga	NY2
Schoharie	NY2
Schuyler	NY5
Steuben	NY18
Sullivan	NY7

COUNTY	WD #
Tioga	NY45
Washington	NY2
Yates	NY33

WORKER NOTIFICATION – A9052; S6240

This provision is an addition to the existing prevailing wage rate law, Labor Law §220, paragraph a of subdivision 3-a. It requires contractors and subcontractors to provide written notice to all laborers, workers or mechanics of the prevailing wage rate for their particular job classification on each pay stub*. It also requires contractors and subcontractors to post a notice at the beginning of the performance of every public work contract on each job site that includes the telephone number and address for the Department of Labor and a statement informing laborers, workers or mechanics of their right to contact the Department of Labor if he/she is not receiving the proper prevailing rate of wages and/or supplements for his/her particular job classification. The required notification will be provided with each wage schedule, may be downloaded from www.labor.state.ny.us or made available upon request by contacting the Bureau of Public Work at 518-457-5589.

* In the event that the required information will not fit on the pay stub, an accompanying sheet or attachment of the information will suffice.

OSHA 10-Hour Construction Safety and Health Course - S1537-A

This provision is an addition to the existing prevailing wage rate law, Labor Law §220, section 220-h. It requires that on all public work contracts of at least \$250,000, all laborers, workers, and mechanics working on site be certified as having successfully completed the OSHA 10-hour construction safety and health course. It further requires that the advertised bids and contracts for every public work contract of at least \$250,000 contain a provision of the requirement AND only applies to workers on a public work project that are required under Article 8 to receive the prevailing wage.

Further information may be found at: www.labor.state.ny.us/workerprotection/publicwork/PWContents.shtm.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

PAYMENT:

■ Crack Sealer:

Payment for crack filler/sealer shall be made at contract price per gallon for the actual quantities furnished to and verified by the receiving agency. This determination as to quantities involved in any contract shall be accepted as final and binding upon the Contractor. A delivery slip stating quantities shall accompany each shipment. An invoice shall be sent promptly by the Contractor to the Engineer of the Region placing the order. Measurement shall be based on the volume of crack filler/sealer at a temperature of 60°F. The method to be used for volume corrections shall be the method and coefficients of expansion given in the "Standard Petroleum Tables, A.S.T.M. D1250".

■ Micro-surfacing:

Payment for micro-surfacing shall be made at contract prices per net ton for the actual quantity of material placed by the Contractor.

Payment for work zone traffic control and abrading the existing pavement markings shall be included in the payment for the number of tons of completed micro-surfacing

A delivery slip stating quantities of micro-surfacing shall accompany each shipment. An invoice listing the quantities of micro-surfacing in place shall be sent promptly by the contractor to the address indicated on the purchase order.

■ Cold Recycling:

Payment for cold recycling shall be made at the contract price bid for the actual number of completed square yards of cold recycling, the actual number of tons of aggregate, and the actual number of gallons of either asphalt emulsion (unmodified or modified) or PG 64-22 binder at 60 degrees F verified by the receiving agency used in the accepted portions of the work. The determination as to quantities involved in any contract shall be accepted as final and binding upon the contractor.

A delivery slip stating quantities of liquid bituminous material (unmodified or modified emulsion or PG 64-22 binder) shall accompany each shipment. An invoice listing the quantities of cold recycling shall be sent promptly by the contractor to the engineer. No additional payment shall be made if the contractor decides that it is necessary to apply a fog seal for the performance of the cold recycling during the cure period.

No separate payment will be made for the use of water in the mixing process. Any work required for the maintenance and repair of the cold recycling including sweeping by the contractor during the ten day curing period and for an additional twenty days thereafter shall be done at the contractor's expense.

Payment for work zone traffic control shall be included in the payment for the number of square yards of completed recycling.

Satisfactory work performed after October 7 will be paid at 90% of the bid price for the recycling and bituminous material items.

■ Chip Seal:

Payment for Chip seal shall be made at contract price bid for the actual number of completed square yards of chip seal, actual numbers of gallons of bituminous materials for chip seal, actual numbers of gallons of bituminous materials for fog seal, actual number of square yards of cover sand used in the accepted portions of the work. The determination as to quantities involved in any contract shall be accepted as final and binding upon the contractor.

Payment of work zone traffic control and abrading the existing pavement markings shall be included in the payment for number of square yards of completed chip seal.

A delivery slip stating quantities of liquid bituminous materials (modified or unmodified emulsions) shall accompany each shipment. An invoice listing the quantities of surface treatment shall be sent promptly by the contractor to the resident engineer.

■ Paver Placed Surface Treatment:

Payment for Paver Placed Surface Treatment shall be made at contract prices per ton for the actual quantity of tons placed by the Contractor. Payment for work zone traffic control and abrading the existing pavement markings shall be included in the payment per ton for the Paver Placed Surface Treatment.

A delivery slip stating quantities of hot mix asphalt concrete for paver placed surface treatment shall accompany each shipment. An invoice listing the quantities of paver placed surface treatment in place shall be sent promptly by the contractor to the address indicated on the purchase order.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

PRE-WORK CONFERENCES:

■ Crack Sealer:

The contractor shall coordinate a schedule for a Pre-Crack Sealing Conference with the Resident Engineer (RE), Resident Operation Engineer (ROE) and his or her project quality Assurance Representative within one month after the award of the contract and at least two weeks prior to the start of the crack sealing. At this conference the contractor shall present Certificates of Insurance evidencing compliance with the additional Insurance Requirements set forth in the INSURANCE clause, their proposed crack sealing schedule, equipment, and crack sealing procedure and Work Zone Traffic Control Plan to the State for approval. At least one week prior to the start of crack sealing, the contractor shall coordinate the details of the crack sealing with the Resident Engineer.

■ Micro-surfacing:

The contractor shall schedule a Pre-Micro-surfacing Conference with the affected Resident Engineer within one month after award of the Contract and at least two weeks prior to the start of the micro-surfacing. Project level supervisors for both the owner agency and the Vendor should be present at this conference. At this conference the contractor shall present Certificates of Insurance evidencing compliance with the additional insurance requirements set forth in the INSURANCE clause, their proposed micro-surfacing schedule, equipment, pavement marking abrading plan, micro-surfacing procedure, and Traffic Control plan to the State for approval. At least one week prior to the start of micro-surfacing, the Vendor shall coordinate the details of the project with the Resident Engineer.

■ Cold Recycling:

The contractor shall schedule a Pre-Recycling Conference with the affected resident engineer after the acceptance of the mix design by the State and at least one week prior to the start of the recycling. Project-level supervisors for both the owner agency and the contractor shall be present at this conference. At this conference the contractor shall present Certificates of Insurance evidencing compliance with the additional insurance requirements set forth in the INSURANCE clause, their proposed recycling schedule, procedure and Work Zone Traffic Control Plan to the State for approval. Prior to the start of recycling, the contractor shall coordinate the details of the recycling with the resident engineer.

PRE-WORK CONFERENCES: (Cont'd.)

■ Chip Seal:

The contractor shall schedule a Pre-Chip Seal Conference with the affected Resident Engineer at least two weeks prior to the start of the work under this contract. Project level supervisors from contractor and from the state shall be present at this conference. At this conference contractor shall present their chip seal schedule, mix design, number and types of equipment, chip seal procedure, and Work Zone Traffic Control Plan to the state for approval. The mix design for the chip seal must show the quantity in gallons per square yard of fog seal, the quantity in pounds per square yard of cover sand, the quantity in gallons and the type of liquid bituminous material per square yard, the quantity in pounds per square yard of aggregate, percent of polymer used to modify the asphalt emulsion, quantity in pounds per square yards of fiber (if applicable), and the design curing time. All the component materials used in the mix design shall be representative of the material proposed by the contractors to be used on the project. Adjustment may be required during the construction based on field conditions and with the approval of the state.

The contractor shall also furnish the state the copies of the calibrations of the liquid bituminous materials distributor and the aggregate spreader at the same time. The contractor shall indicate the aggregate sources at this conference. At least one week prior to the start of work under this contract, the contractor shall coordinate the details of the chip seal with the state's representative.

■ Paver Placed Surface Treatment:

The Contractor shall schedule a Pre-Paver Placed Surface Treatment Conference with the affected Resident Engineer within one month after award of the Contract and at least two weeks prior to the start of the Paver Placed Surface Treatment. Project level supervisors for both the state and the contractor shall be present at this conference. At this conference the contractor shall present their proposed Paver Placed Surface Treatment schedule, equipment, pavement marking abrading plan, Paver Placed Surface Treatment procedure, and Work Zone Traffic Control plan to the State for approval. At least one week prior to the start of the Paver Placed Surface Treatment, the contractor shall coordinate the details of the project with the Resident Engineer.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

ESTIMATED QUANTITIES:

The quantities or dollar values listed are estimated only. See "Estimated/Specific Quantity Contracts" in Appendix B, OGS General Specifications.

BONDING REQUIREMENTS:**■ Micro-surfacing:**

A Maintenance Bond is required for micro-surfacing projects in this Contract Award Notification. Please see sample in DETAILED SPECIFICATIONS – MICRO-SURFACING.

■ Chip Seal:

A Maintenance Bond is required for chip seal projects in this Contract Award Notification. Please see sample in DETAILED SPECIFICATIONS – CHIP SEAL.

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.

SUPERVISION:

The Department of Transportation shall provide supervision for the crack sealing/micro-surfacing/recycling/chip seal/paving operation, and pavement marking abrading if applicable. The Resident Engineer shall designate a Project Supervisor who shall be in responsible charge of the operation. All orders pertaining to Work Zone Traffic Control plan from the Project Supervisor to the contractor shall be binding on the contractor. The following portions of Section 105 - CONTROL OF WORK of the Standard Specifications shall apply to these projects: 105-01 STOPPING WORK, 105-08 COOPERATION BY THE CONTRACTOR, 105-15 CONTRACTOR'S RESPONSIBILITY FOR WORK.

WORK HOURS:

Work shall not be permitted on Sundays and NYS Legal Holidays. If a Contractor desires to work overtime on other days, they must obtain dispensation from NYS Department of Labor using NYS Department of Labor Form PW-30 (5/93).

CONSTRUCTION DETAILS:

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed DETAILED SPECIFICATIONS. The paving supervisor shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

DAMAGED OR DEFICIENT AREAS:

Prior to acceptance and payment by the State for work under this contract, any placed pavement that ravels, delaminates, fails to properly cure, or is in any way defective shall be redone to the satisfaction of the State at the contractor's expense.

ATTENTION - Special Note for ■ Micro-surfacing, ■ Chip Seal and ■ Paver Placed Surface Treatment Projects:

The Contractor will not be responsible for the initial conditioning of the existing pavement and shoulder surfaces as described in Section 402-3.05 of the NYSDOT Standard Specifications. Patching, joint repair, crack filling and the initial surface cleaning will be done by NYSDOT forces prior to the micro-surfacing, chip seal or paver placed surface treatment project. However, once work on the project begins, the Contractor is responsible for keeping the pavement and shoulders clean until the paving operations are completed, as per Section 633-3.01 of the NYSDOT Standard Specifications.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

POSSIBLE MIX DESIGN – COLD RECYCLING

All NYSDOT Regions Except Region 6

Possible cold recycling mix designs for projects in this contract shall be supplied by the NYSDOT. The Department will core the pavement and prepare a possible mix design. This possible mix design is shown on bid pages and indicates the amount and type of added aggregate (at 20%) and the type and amount of asphalt emulsion (at 3%) and the amount of PG 64-22 binder at 2% to properly recycle the pavement. The contractor shall develop their bids for square yards of cold recycling, aggregate and **either emulsion (unmodified or modified) or PG binder for each project** using the indicated possible mix design. After award, the contractor may develop their own mix design using other permissible liquid bituminous materials and submit it to the agency's representative for approval. The bidder shall submit a bid for cold recycling, aggregate, and either asphalt emulsion or PG 64-22 binder. **If the bidder's bid does not conform to these requirements, their bid offer will be rejected.** Core results and mix designs may be obtained from Hasib Khan, NYSDOT (contact information on Page 4).

Region 6

The possible mix design is shown on bid pages and indicates the amount and type of added aggregate (at 20%) and the type and amount of asphalt emulsion (at 3%) and the amount of PG 64-22 binder (at 2%) to properly recycle the pavement. The contractor shall develop their bids for square yards of cold recycling, aggregate and **either emulsion (unmodified or modified) or PG binder for each project** using the indicated possible mix design. After award, the contractor shall take pavement cores and develop their own mix design and submit it to the agency's representative for approval. This mix design must be submitted a minimum of ten working days prior to the start of work. The bidder shall submit a bid for cold recycling, aggregate, and either asphalt emulsion or PG 64-22 binder. **If the bidder's bid does not conform to these requirements, their bid offer will be rejected.**

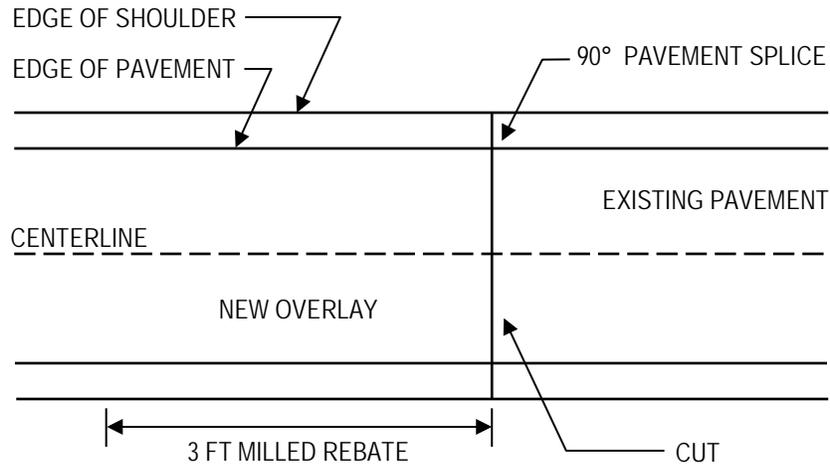
PAVER PLACED SURFACE TREATMENT OVERLAY SPLICES

The contractor shall construct Paver Placed Surface Treatment Overlay Splices (commonly known as rebates) as per the enclosed detail Paver Placed Surface Treatment Overlay Splices. The locations of the Overlay Splices shall be as specified in the Table of Paver Placed Surface Treatment Overlay Splices. All costs to construct the Paver Placed Surface Treatment Overlay Splices, including the costs for cutting the existing pavement, milling the Overlay Splices, cleaning the pavement in the Overlay Splice area, and Controlling Traffic, shall be included in the price bid per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

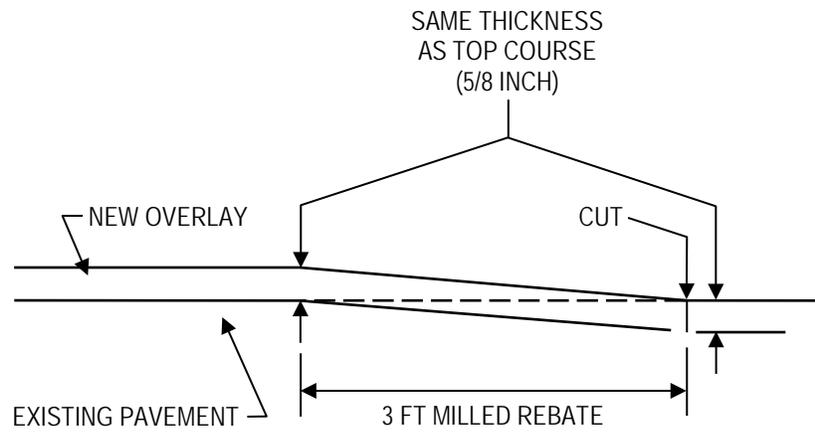
(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

Paver Placed Surface Treatment Overlay Splice:



PLAN



SECTION

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

WORK ZONE TRAFFIC CONTROL:

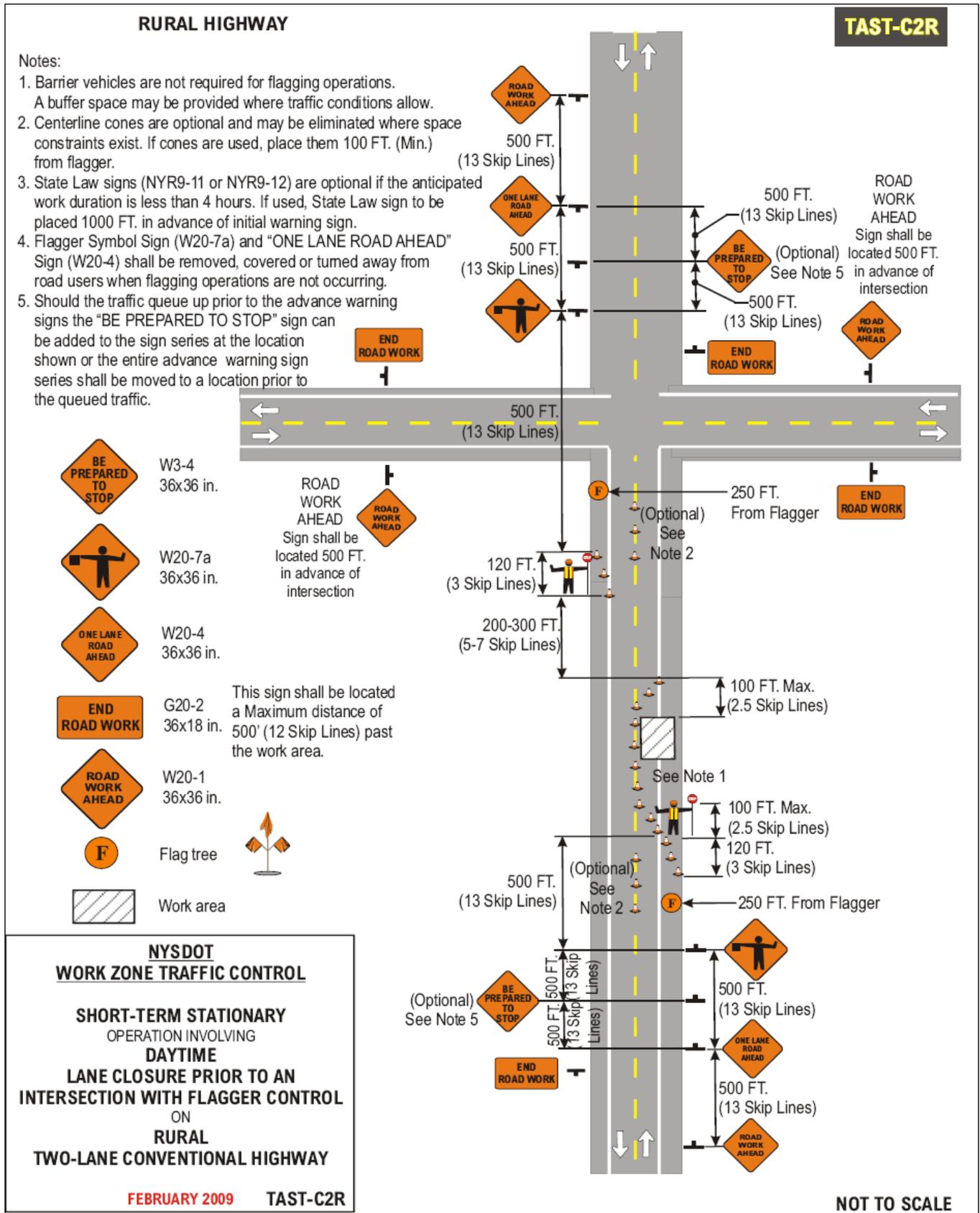
The contractor shall be responsible for Work Zone Traffic Control. Traffic shall be controlled in accordance with Manual of Uniform Traffic Control Devices (MUTCD), Section 619-1 through 619-3 of the Standard Specifications as described herein including modifications to the Standard Specifications. The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

All necessary flaggers for Work Zone Traffic Control shall be provided by the Contractor. For two-way roadways, a minimum of three flaggers shall be provided while the work operation is underway. One shall be stationed at each end of the applicable operation and one shall be stationed with the operation. For one-way roadways, a minimum of two flaggers shall be provided while work operation is underway. One shall be stationed at the beginning of the applicable operation and one shall be stationed with the operation. The Contractor 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 of Work Zone Traffic Control as prescribed by this specification including flagging, temporary pavement marking and/or delineation, and construction signs, are to be included in the unit price bid. No separate payment shall be made.

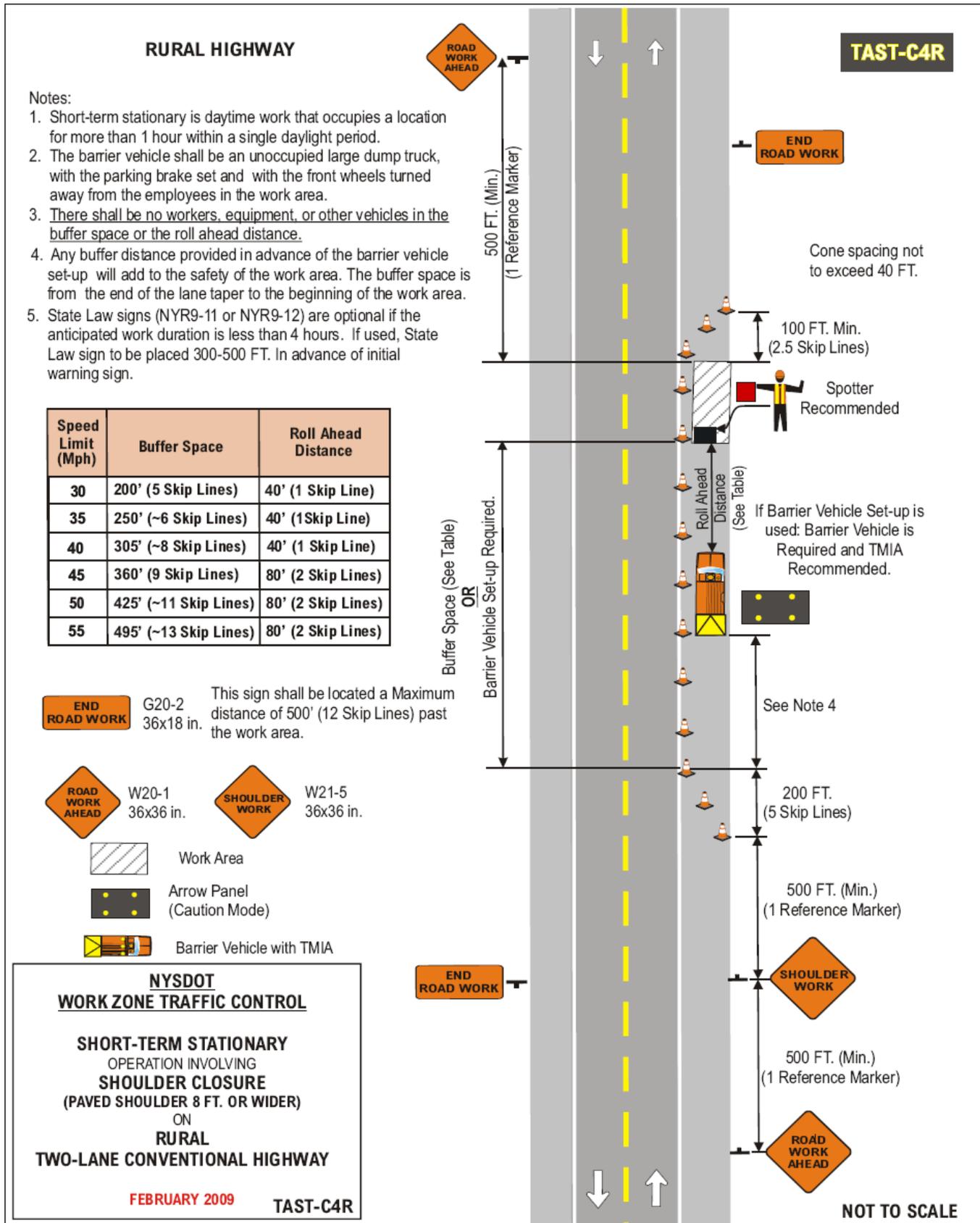
(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

RURAL HIGHWAY

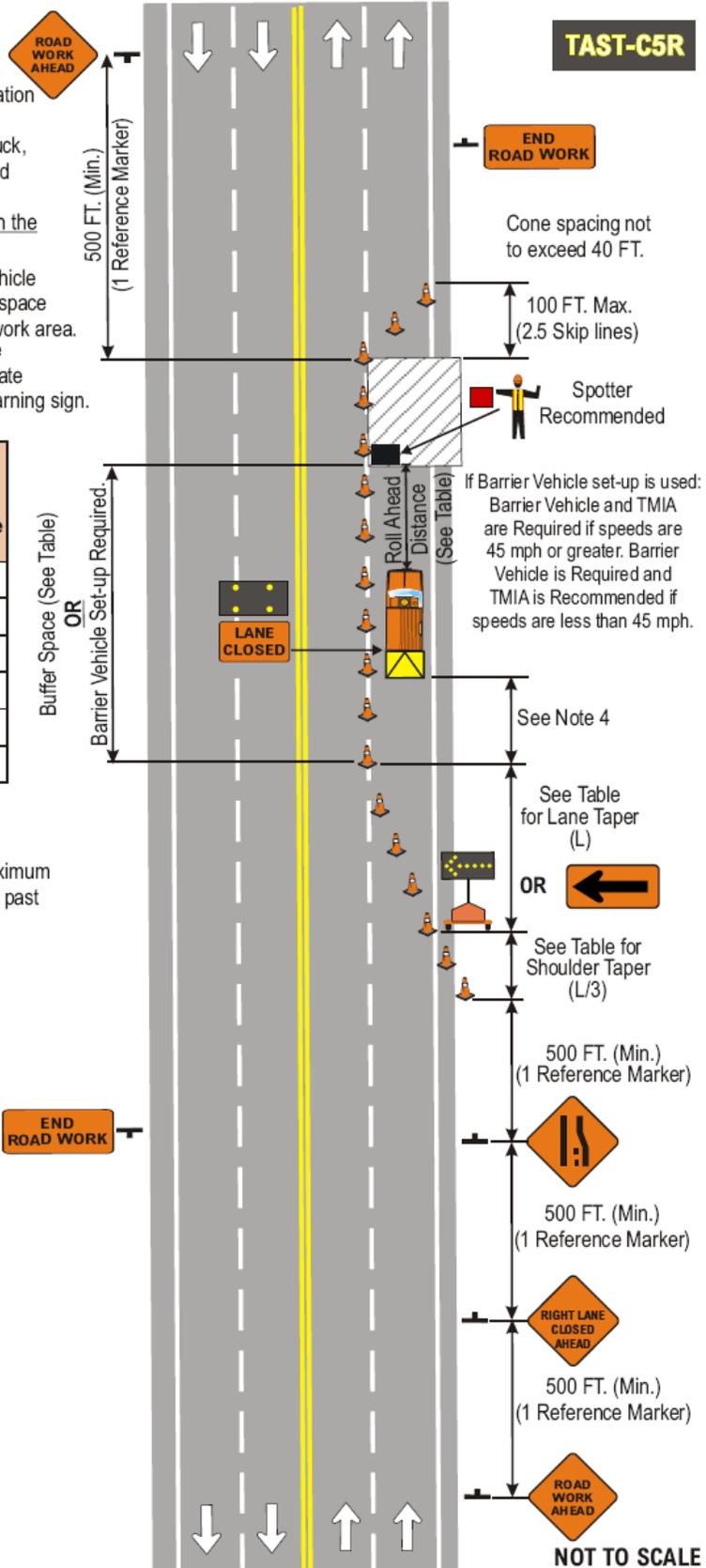
Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The barrier vehicle shall be an unoccupied large dump truck, with the parking brake set and with the front wheels turned away from the employees in the work area.
3. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
4. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
5. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign to be placed 300-500 FT. In advance of initial warning sign.

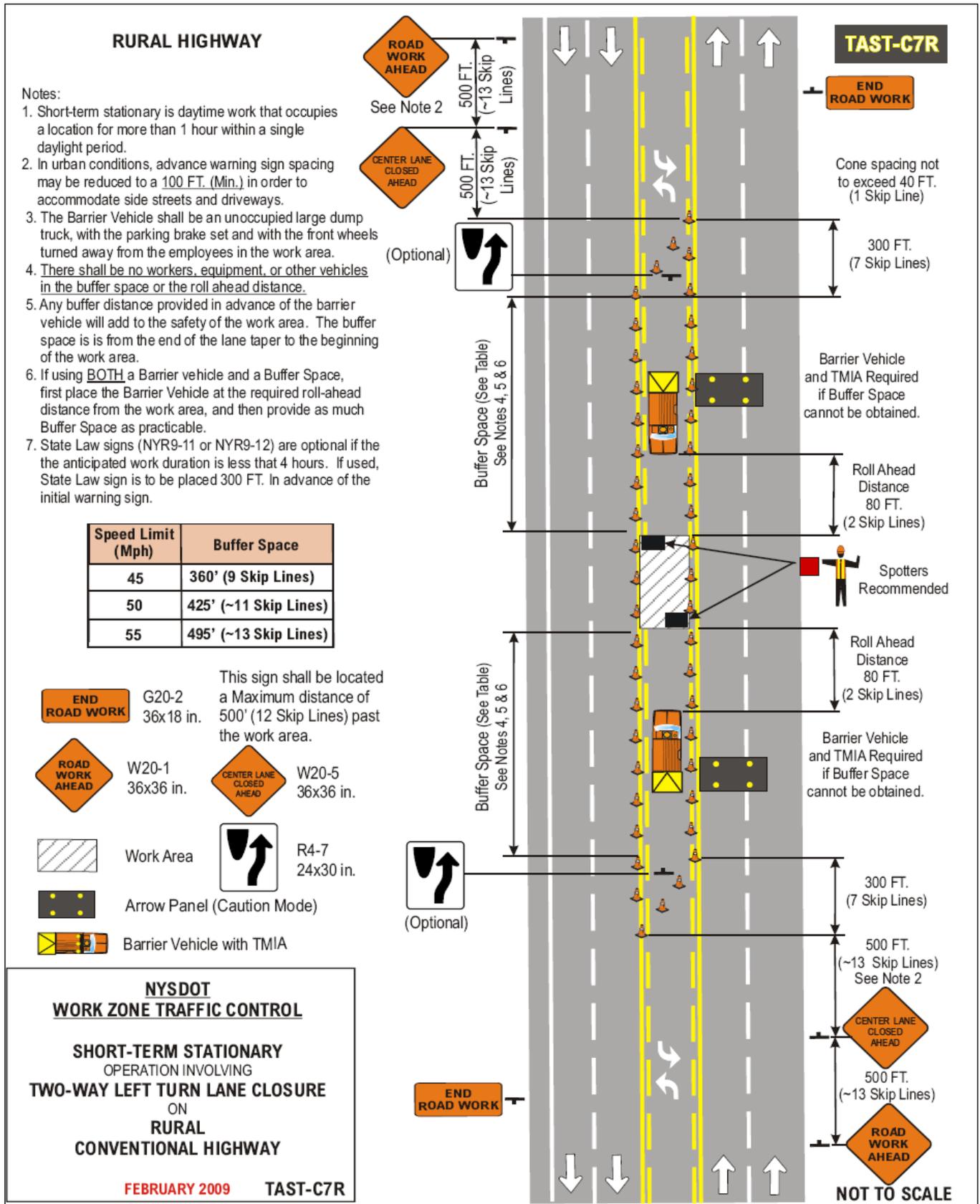
Speed Limit (Mph)	Buffer Space	Taper Lengths based on Lane Shift			Shoulder Taper based on 4'-6' Shift	Roll Ahead Distance
		10'	11'	12'		
30	200'	150'	165'	180'	20'-30'	40'
35	250'	205'	225'	245'	25'-40'	40'
40	305'	270'	300'	320'	35'-50'	40'
45	360'	450'	495'	540'	60'-90'	80'
50	425'	500'	550'	600'	70'-100'	80'
55	495'	550'	605'	660'	75'-110'	80'

W1-6L 48x24 in.
 G20-2 36x18 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
 W4-2R 36x36 in. NYW8-33 48x24 in.
 W20-1 36x36 in. W20-5R 36x36 in.
 Arrow Panel (Caution Mode)
 Barrier Vehicle with TMIA Work Area

NYSDOT
WORK ZONE TRAFFIC CONTROL
SHORT-TERM STATIONARY
 OPERATION INVOLVING
RIGHT LANE CLOSURE
 (PAVED SHOULDER LESS THAN 8 FT.)
 ON
RURAL
MULTI-LANE CONVENTIONAL HIGHWAY
 FEBRUARY 2009 TAST-C5R



Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

TAST-C1UL

LOW SPEED URBAN HIGHWAY (30-40 mph)

Notes:

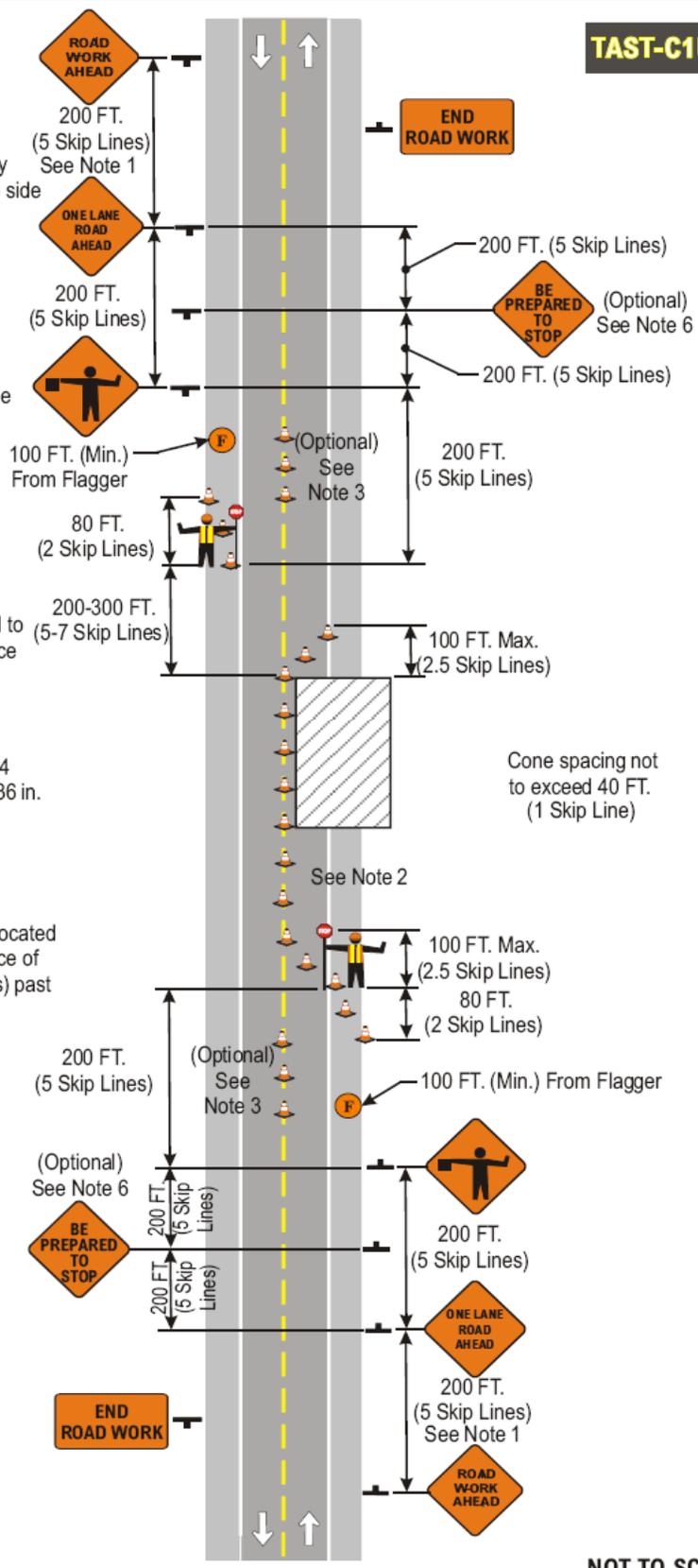
1. In urban conditions, advance warning sign spacings may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
2. Barrier vehicles are not required for flagging operations. A buffer space may be provided where traffic conditions allow.
3. Centerline cones are optional and may be eliminated where space constraints exist. If cones are used, place them 100 FT. (Min.) From flagger.
4. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.
5. Flagger Symbol Sign (W20-7a) and "ONE LANE ROAD AHEAD" Sign (W20-4) shall be removed, covered or turned away from road users when flagging operations are not occurring.
6. Should the traffic queue up prior to the advance warning signs the "BE PREPARED TO STOP" sign can be added to the sign series at the location shown or the entire advance warning sign series shall be moved to a location prior to the queued traffic.

	W20-7a 36x36 in.		W3-4 36x36 in.
	W20-4 36x36 in.	This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.	
	G20-2 36x18 in.		
	W20-1 36x36 in.		
	Flag Tree		Work Area

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE WITH FLAGGERS
ON
LOW SPEED URBAN (30-40 mph)
TWO-LANE CONVENTIONAL HIGHWAY

FEBRUARY 2009 TAST-C1UL



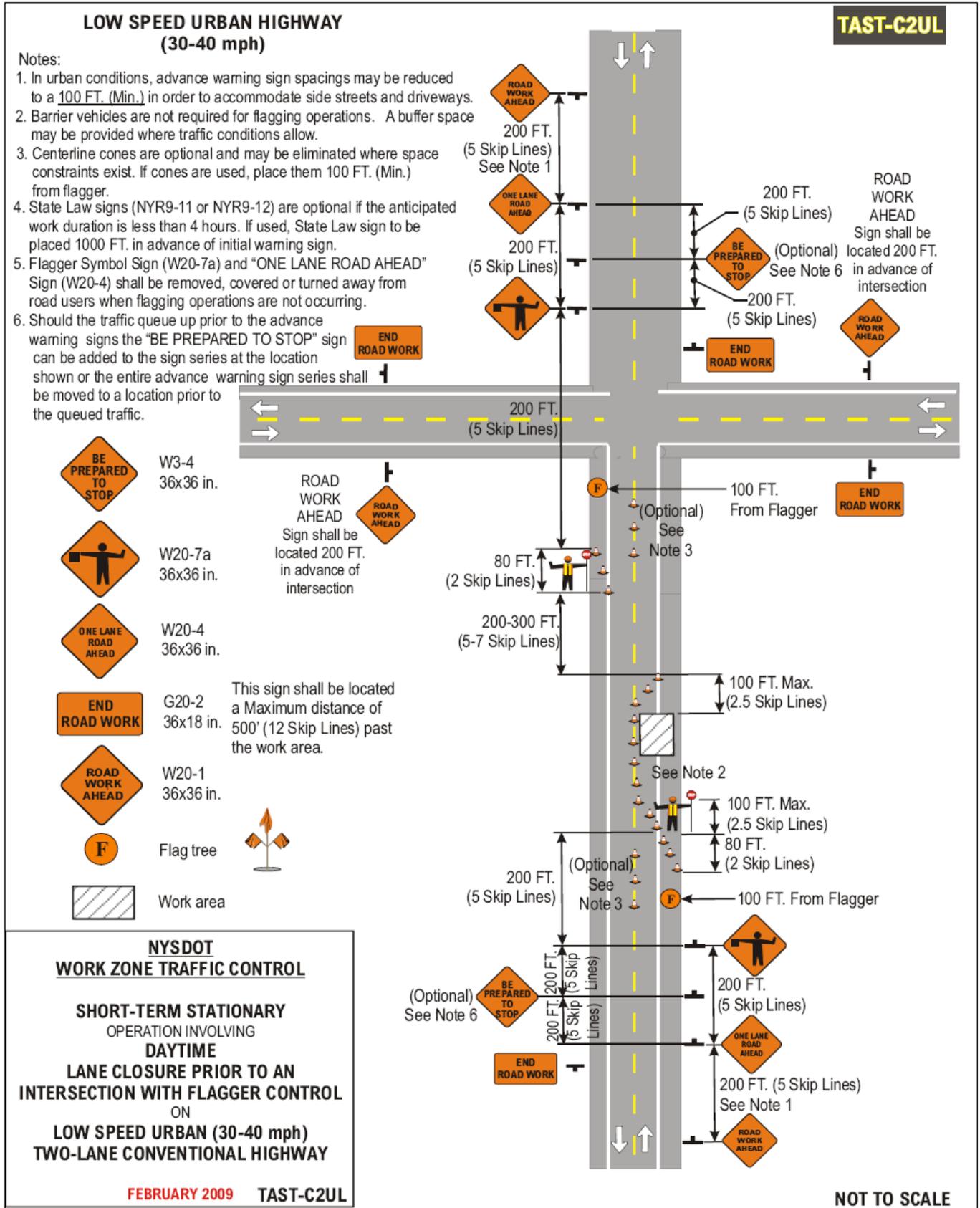
Cone spacing not to exceed 40 FT. (1 Skip Line)

See Note 2

NOT TO SCALE

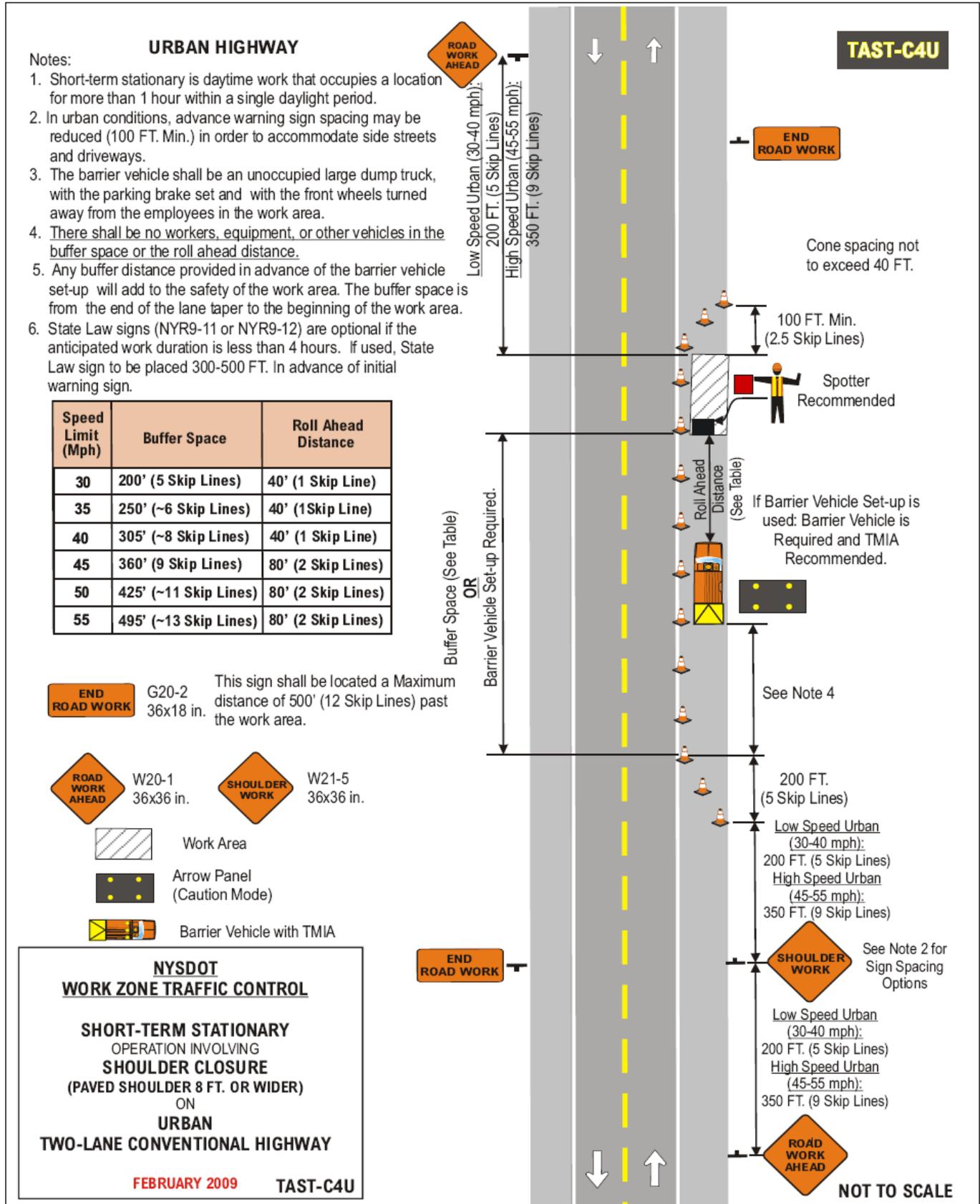
(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

**LOW SPEED URBAN HIGHWAY
(30-40 mph)**

TAST-C5UL

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
3. The Barrier Vehicle shall be an unoccupied large dump truck, with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign is to be placed 300 FT. in advance of the initial warning sign.

Speed Limit (Mph)	Buffer Space
30	200' (5 Skip Lines)
35	250' (~7 Skip Lines)
40	305' (~8 Skip Lines)

END ROAD WORK G20-2 36x18 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

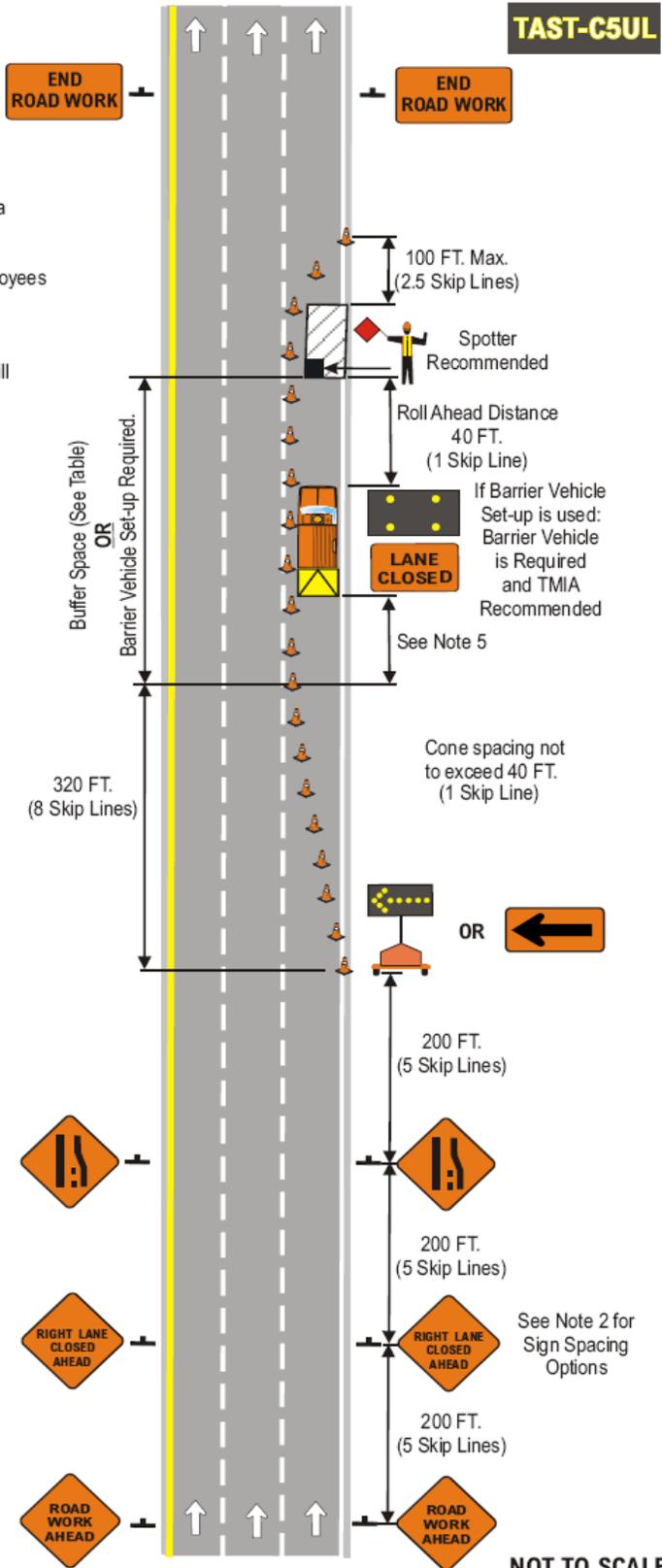
ROAD WORK AHEAD W20-1 36x36 in. **LANE CLOSED** W4-2R 36x36 in.

LANE CLOSED NYW8-33 48x24 in. **RIGHT LANE CLOSED AHEAD** W20-5R 36x36 in.

← W1-6L 48x24 in.

Arrow Panel (Caution Mode)

Barrier Vehicle with TMA **Work Area**



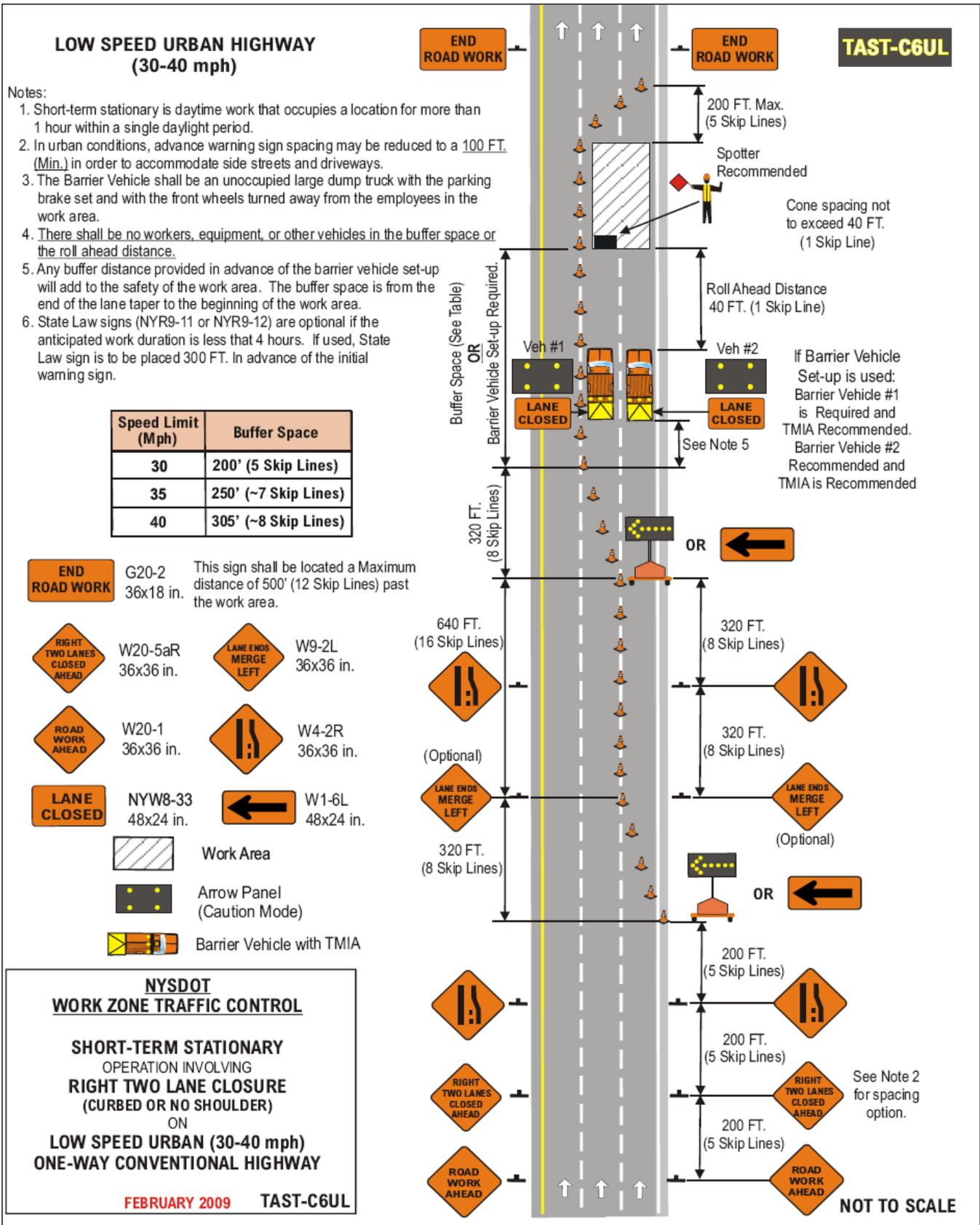
NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
RIGHT LANE CLOSURE
(CURBED OR NO SHOULDER)
ON
LOW SPEED URBAN (30-40 mph)
ONE-WAY CONVENTIONAL HIGHWAY

FEBRUARY 2009 TAST-C5UL

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

**LOW SPEED URBAN HIGHWAY
(30-40 mph)**

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
3. The Barrier Vehicle shall be an unoccupied large dump truck, with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. If using BOTH a Barrier vehicle and a Buffer Space, first place the Barrier Vehicle at the required roll-ahead distance from the work area, and then provide as much Buffer Space as practicable.
7. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign is to be placed 300 FT. in advance of the initial warning sign.

Speed Limit (Mph)	Buffer Space
30	200' (5 Skip Lines)
35	250' (~7 Skip Lines)
40	305' (~8 Skip Lines)

END ROAD WORK G20-2 36x18 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

ROAD WORK AHEAD W20-1 36x36 in. **CENTER LANE CLOSED AHEAD** W20-5 36x36 in.

Work Area R4-7 24x30 in. (Optional)

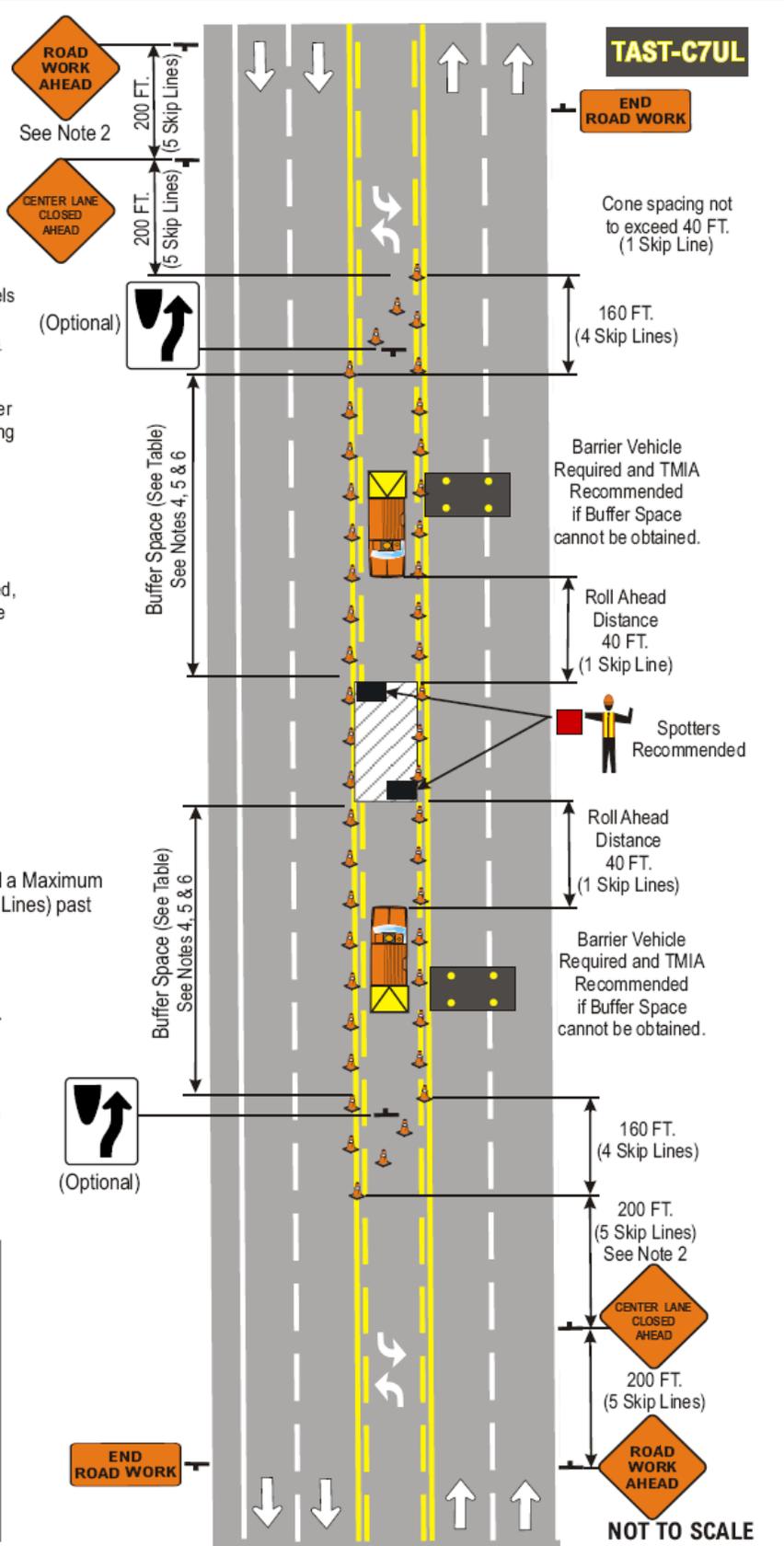
Arrow Panel (Caution Mode)

Barrier Vehicle with TMIA

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
TWO-WAY LEFT TURN LANE CLOSURE
ON
LOW SPEED URBAN (30-40 mph)
CONVENTIONAL HIGHWAY

FEBRUARY 2009 TAST-C7UL



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

LOW SPEED URBAN HIGHWAY (30-40 mph)

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced (100 FT. Min.) in order to accommodate side streets and driveways.
3. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 300 FT in advance of initial warning sign.
7. Place "ROAD WORK AHEAD" signs on side road 100-200 FT. In advance of intersection.

Speed Limit (Mph)	Buffer Space
30	200' (5 Skip Lines)
35	250' (~7 Skip Lines)
40	305' (~8 Skip Lines)

LANE CLOSED NYW8-33 36x18 in.

ROAD WORK AHEAD W4-2R 36x36 in. **ROAD WORK AHEAD** W1-6L 48x24 in.

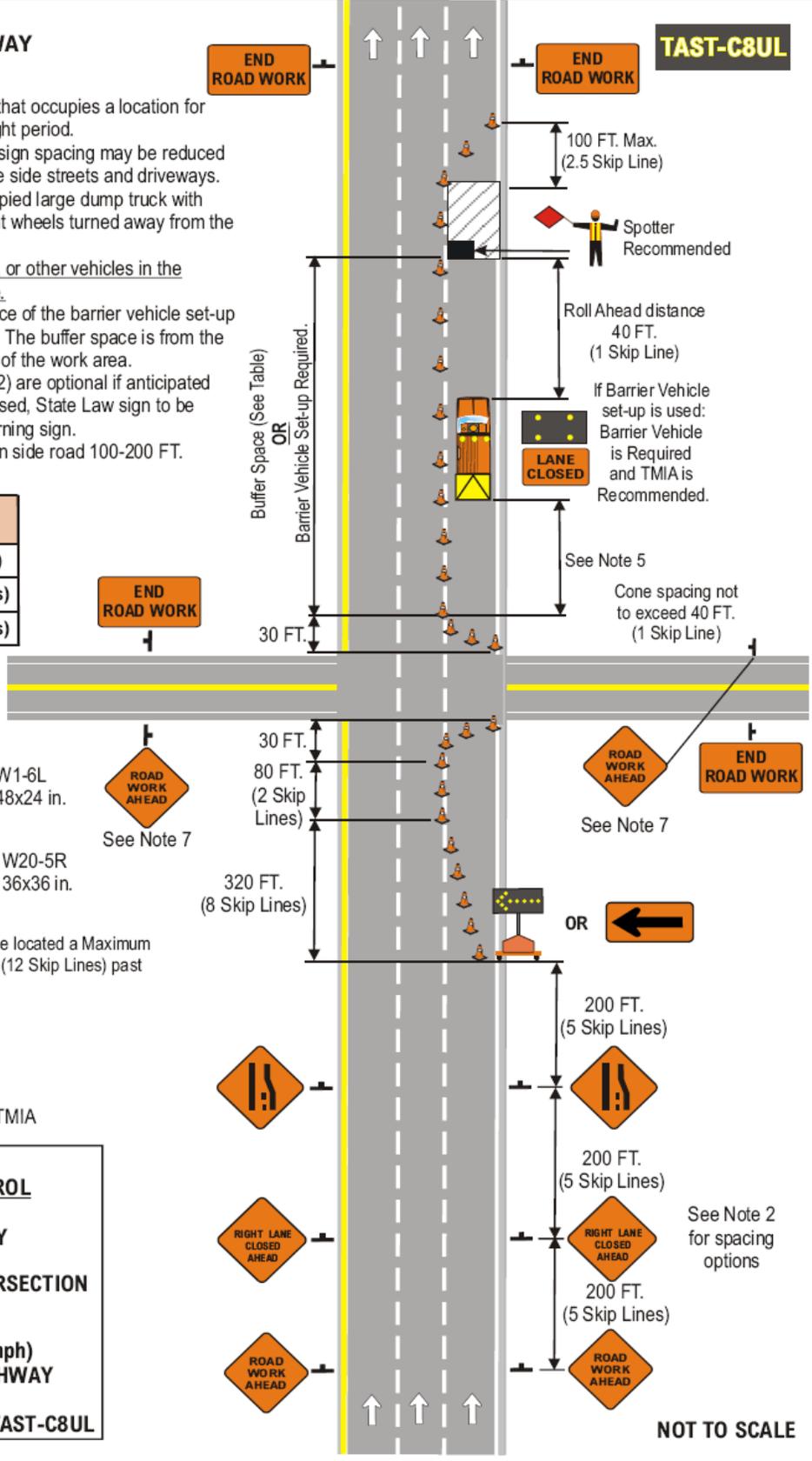
ROAD WORK AHEAD W20-1 36x36 in. **RIGHT LANE CLOSED AHEAD** W20-5R 36x36 in.

END ROAD WORK G20-2 36x18 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

Work Area

Arrow Panel (Caution Mode)

Barrier Vehicle with TMIA



NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
 OPERATION INVOLVING
RIGHT LANE CLOSURE THRU INTERSECTION
 (CURBED OR NO SHOULDER)
 ON
LOW SPEED URBAN (30-40 mph)
ONE-WAY CONVENTIONAL HIGHWAY

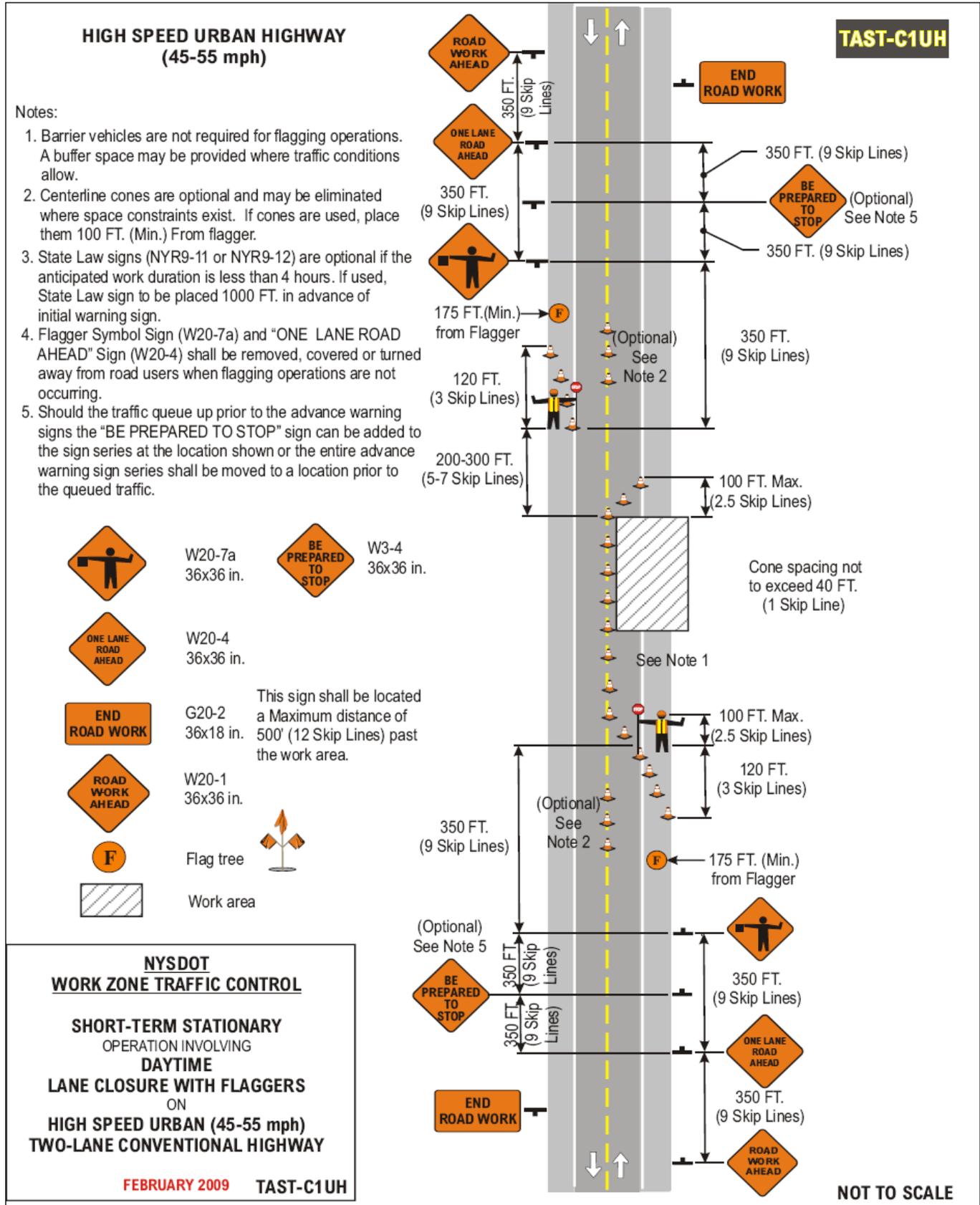
FEBRUARY 2009 TAST-C8UL

TAST-C8UL

NOT TO SCALE

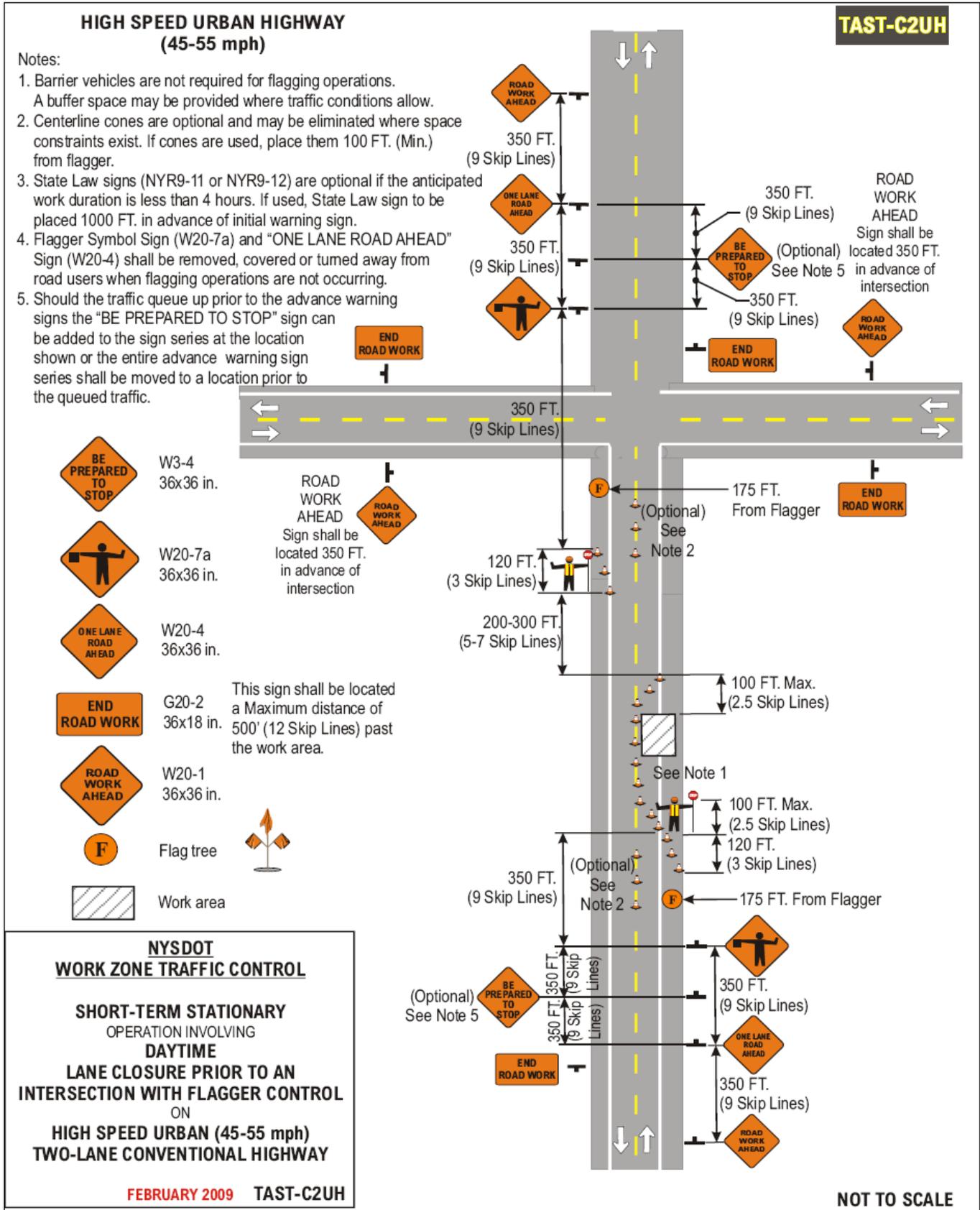
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Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



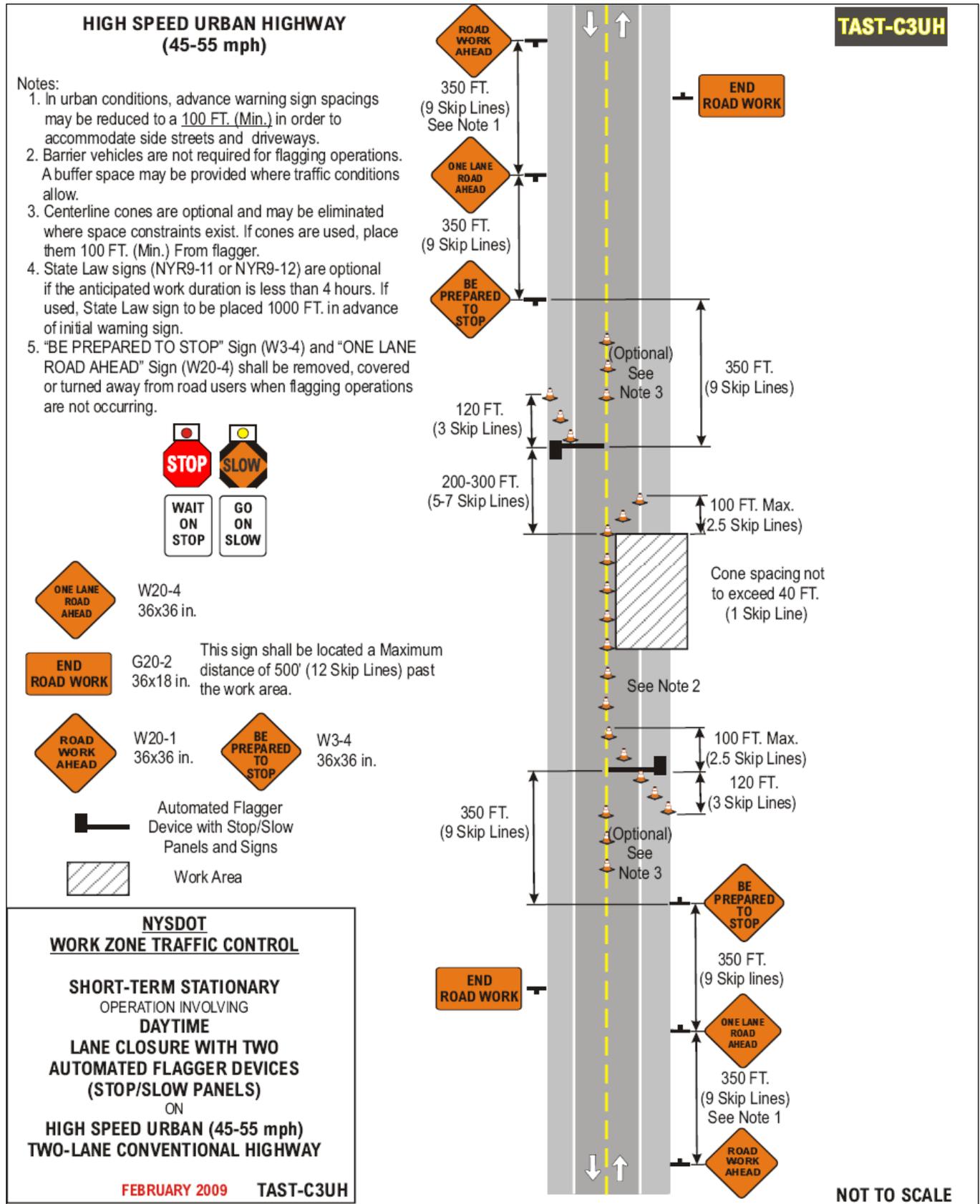
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Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



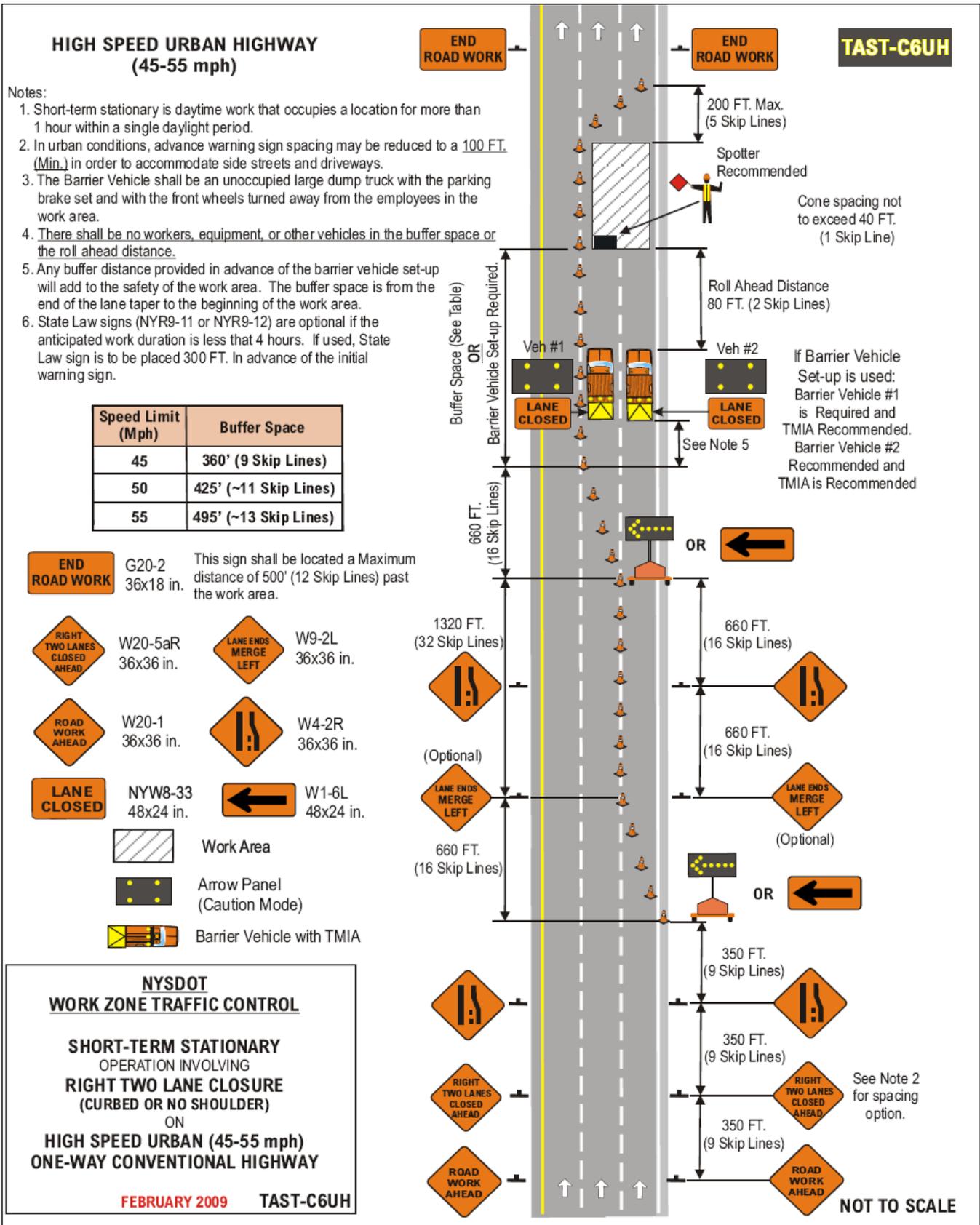
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Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



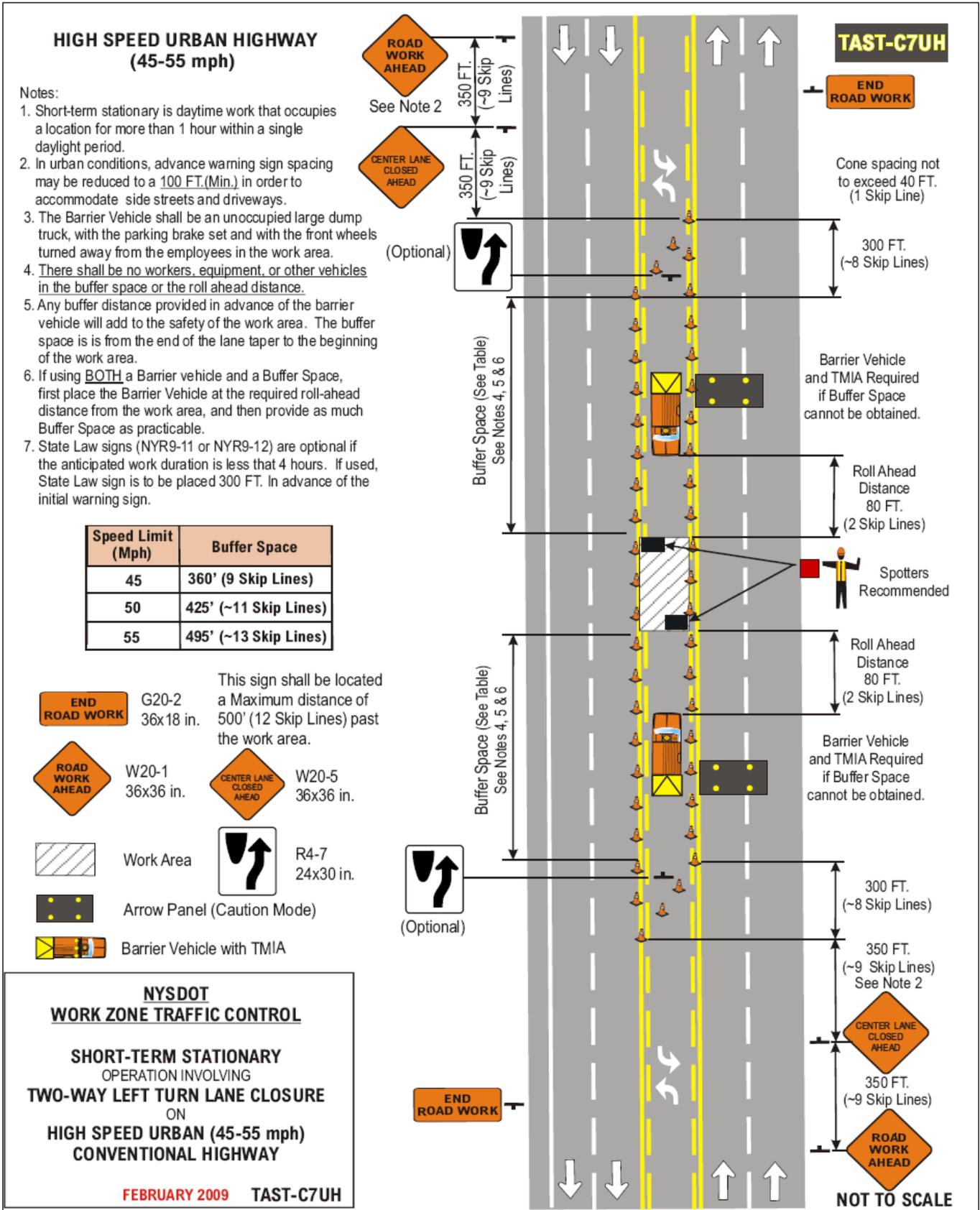
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Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

**HIGH SPEED URBAN HIGHWAY
(45-55 mph)**

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
3. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign to be placed 300 FT. in advance of initial warning sign.
7. Place "ROAD WORK AHEAD" signs on side road 100-200 FT. in advance of intersection.

Speed Limit (Mph)	Buffer Space
45	360' (9 Skip Lines)
50	425' (~11 Skip Lines)
55	495' (~13 Skip Lines)

LANE CLOSED NYW8-33 36x18 in.

ROAD WORK AHEAD W4-2R 36x36 in. **ROAD WORK AHEAD** W1-6L 48x24 in.

ROAD WORK AHEAD W20-1 36x36 in. **RIGHT LANE CLOSED AHEAD** W20-5R 36x36 in.

END ROAD WORK G20-2 36x18 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

Work Area

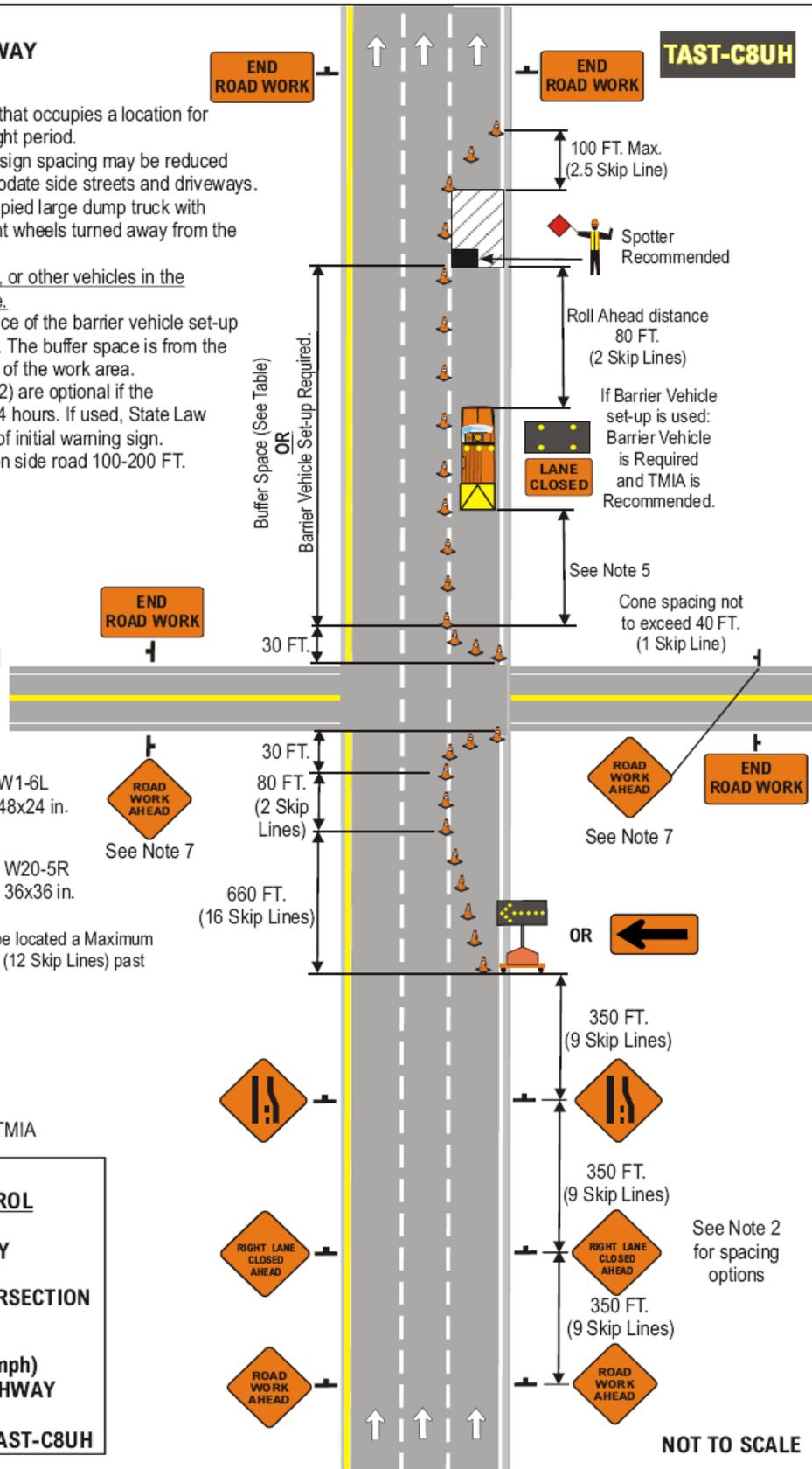
Arrow Panel (Caution Mode)

Barrier Vehicle with TMIA

**NYSDOT
WORK ZONE TRAFFIC CONTROL**

**SHORT-TERM STATIONARY
OPERATION INVOLVING
RIGHT LANE CLOSURE THRU INTERSECTION
(CURBED OR NO SHOULDER)
ON
HIGH SPEED URBAN (45-55 mph)
ONE-WAY CONVENTIONAL HIGHWAY**

FEBRUARY 2009 TAST-C8UH



NOT TO SCALE

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

FREEWAY OR EXPRESSWAY

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set left in low or reverse gear and with the front wheels turned away from the employees in the work area.
3. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
4. Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area.
5. State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.

TAST-E1

	G20-2 48x24 in.	This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
	W21-5aR 48x48 in.	
		W20-1 48x48 in.
	W21-5 48x48 in.	
		W21-5bR 48x48 in.

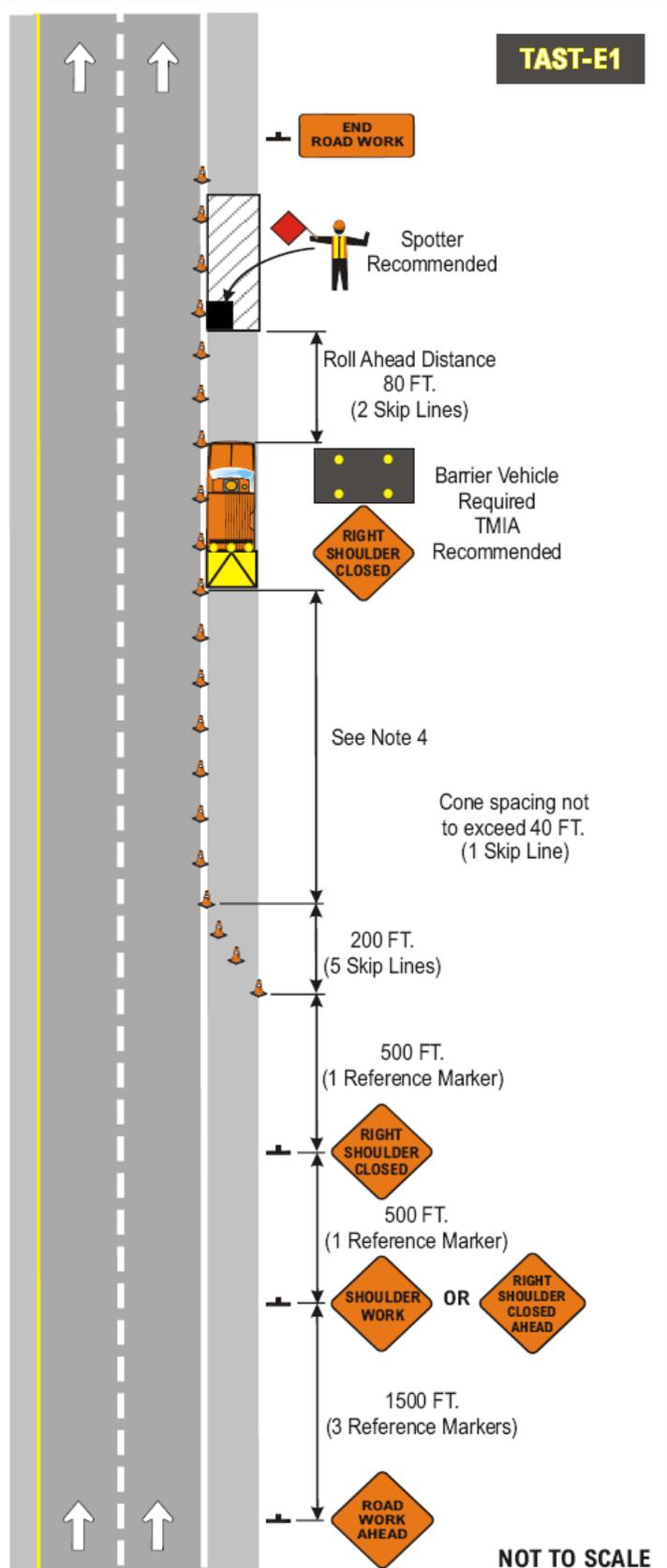
	Work Area
	Arrow Panel (Caution Mode)
	Barrier Vehicle with TMIA

**NYSDOT
WORK ZONE TRAFFIC CONTROL**

**SHORT-TERM STATIONARY
OPERATION INVOLVING
SHOULDER CLOSURE
(PAVED SHOULDER 8 FT. OR WIDER)
ON
FREEWAY OR EXPRESSWAY**

AUGUST 2008

TAST-E1



NOT TO SCALE

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

FREEWAY OR EXPRESSWAY

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
3. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
4. Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area.
5. State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.

Speed Limit (Mph)	Taper Lengths based on Lane Shift		
	10'	11'	12'
55	550'	605'	660'
60	600'	660'	720'
65	650'	715'	760'

END ROAD WORK G20-2 48x24 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

LANE CLOSED NYW8-33 48x24 in. **ROAD WORK 1 MILE** W20-1 48x48 in.

RIGHT LANE CLOSED 1/2 MILE W20-5R 48x48 in. **LANE CLOSED** W4-2R 48x48 in.

 Work Area

 Arrow Panel (Caution Mode)

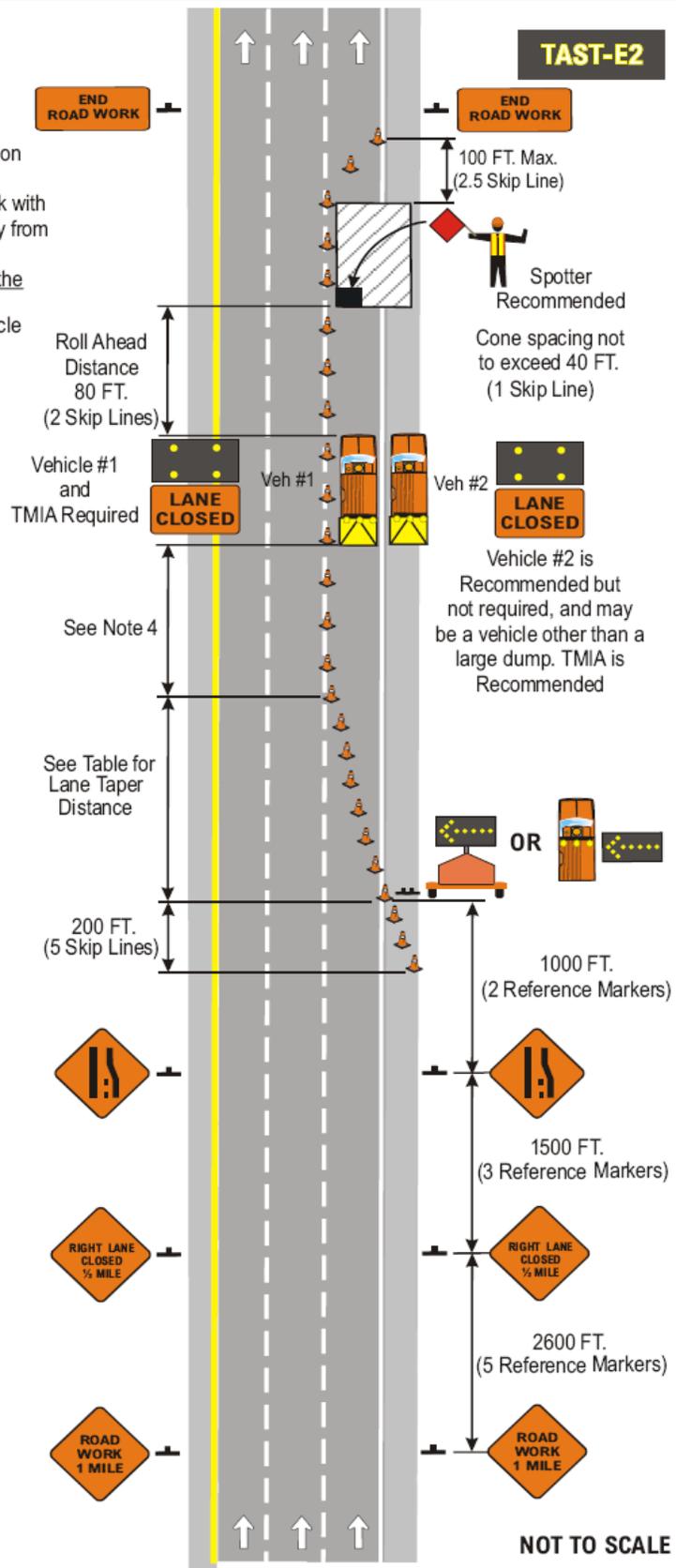
 Barrier Vehicle with TMIA

NYSDOT WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY OPERATION INVOLVING RIGHT LANE CLOSURE (PAVED SHOULDER 8 FT. OR WIDER) ON FREEWAY OR EXPRESSWAY

AUGUST 2008

TAST-E2



NOT TO SCALE

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

**FREEWAY OR EXPRESSWAY
PAVED SHOULDER LESS THAN 8 FT.**

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
3. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
4. Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area.
5. State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.

Speed Limit (Mph)	Taper Lengths based on Lane Shift			Shoulder Taper based on 4'-6' Shift
	10'	11'	12'	
55	550'	605'	660'	75'-110'
60	600'	660'	720'	80'-120'
65	650'	715'	760'	90'-130'

END ROAD WORK G20-2 48x24 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

LANE CLOSED NYW8-33 48x24 in. **ROAD WORK 1 MILE** W20-1 48x48 in.

RIGHT LANE CLOSED 1/2 MILE W20-5R 48x48 in. **RIGHT LANE CLOSED 1/2 MILE** W4-2R 48x48 in.

Work Area

Arrow Panel (Caution Mode)

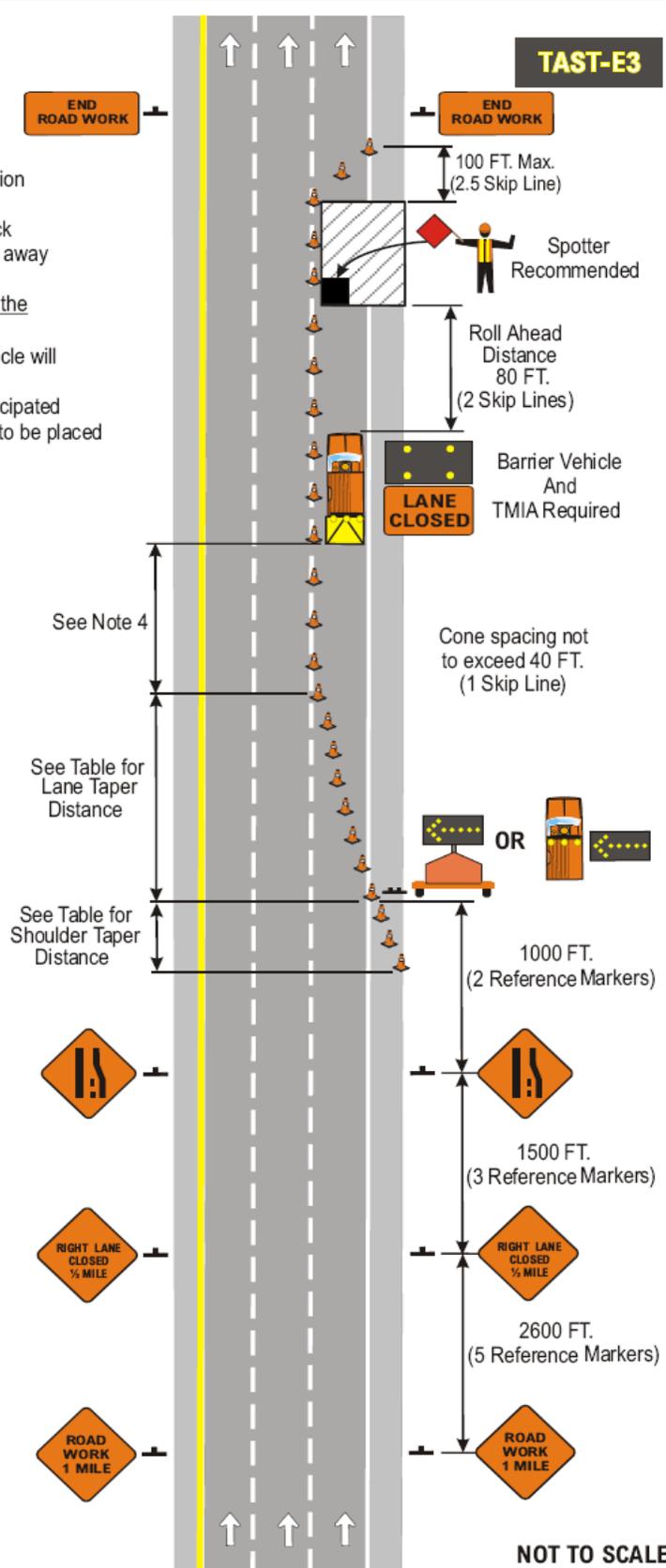
Barrier Vehicle with TMIA

**NYSDOT
WORK ZONE TRAFFIC CONTROL**

**SHORT-TERM STATIONARY
OPERATION INVOLVING
RIGHT LANE CLOSURE
(PAVED SHOULDER LESS THAN 8 FT.)
ON
FREEWAY OR EXPRESSWAY**

AUGUST 2008

TAST-E3



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

FREEWAY OR EXPRESSWAY

Notes:

- Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
- The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
- There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
- Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area.
- State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.

Speed Limit (Mph)	Taper Lengths based on Lane Shift		
	10'	11'	12'
55	550'	605'	660'
60	600'	660'	720'
65	650'	715'	760'

LANE CLOSED NYW8-33 48x24 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

END ROAD WORK G20-2 48x24 in.

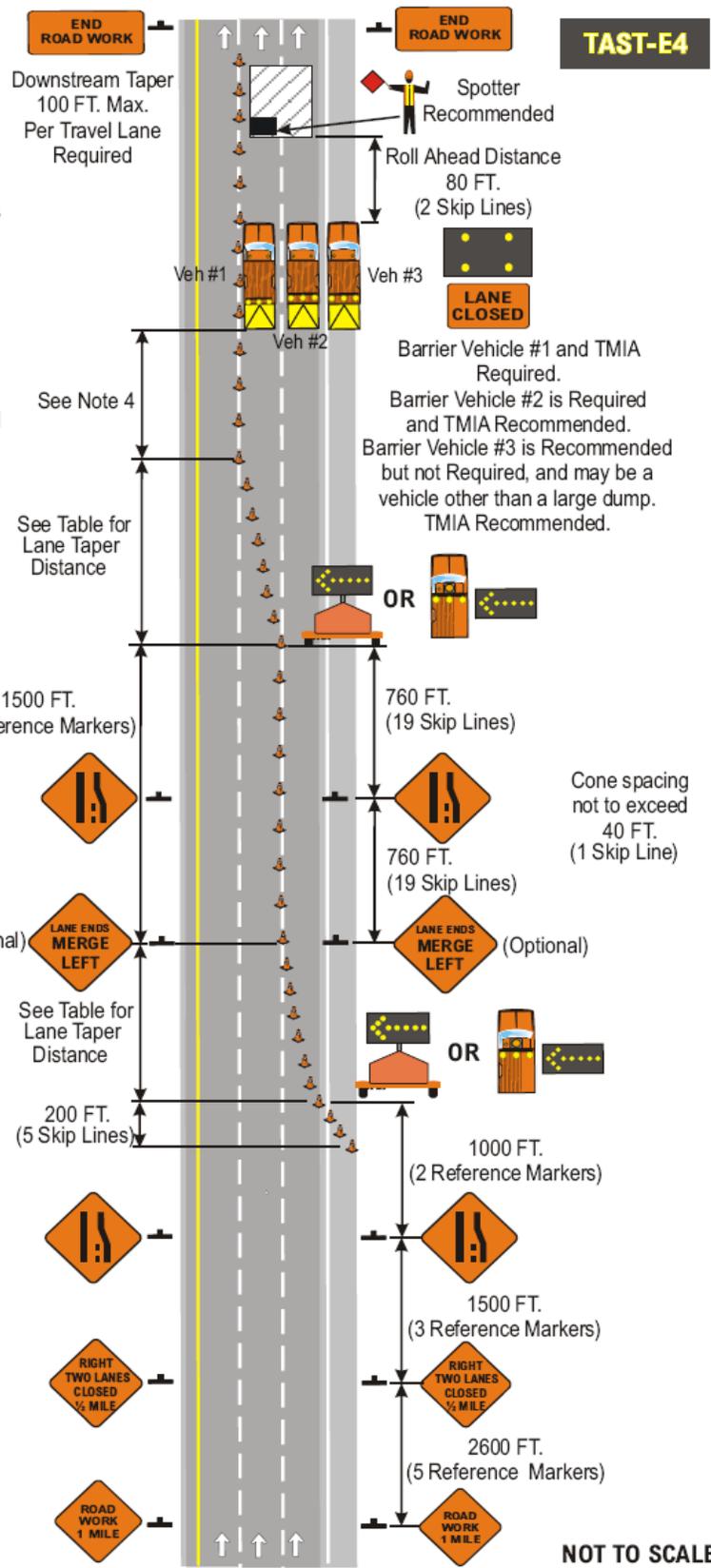
LANE ENDS MERGE LEFT W9-2L 48x48 in. **ROAD WORK 1 MILE** W20-1 48x48 in.

RIGHT TWO LANES CLOSED 1/2 MILE W20-5aR 48x48 in. **LANE ENDS MERGE LEFT** W4-2R 48x48 in.

Arrow Panel (Caution Mode)

Barrier Vehicle with TMIA **Work Area**

TAST-E4



NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
RIGHT TWO LANE CLOSURE
(PAVED SHOULDER 8 FT. OR WIDER)
ON
FREEWAY OR EXPRESSWAY

AUGUST 2008 **TAST-E4**

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

FREEWAY OR EXPRESSWAY

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
3. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
4. Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area.
5. State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.

Speed Limit (Mph)	Taper Lengths based on Lane Shift			Shoulder Taper based on 4'-6' Shift
	10'	11'	12'	
55	550'	605'	660'	75'-110'
60	600'	660'	720'	80'-120'
65	650'	715'	760'	90'-130'

END ROAD WORK G20-2 48x24 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

LANE CLOSED NYW8-33 48x24 in. **ROAD WORK 1 MILE** W20-1 48x48 in.

LEFT LANE CLOSED 1/2 MILE W20-5L 48x48 in. **ROAD WORK 1/2 MILE** W4-2L 48x48 in.

 Work Area

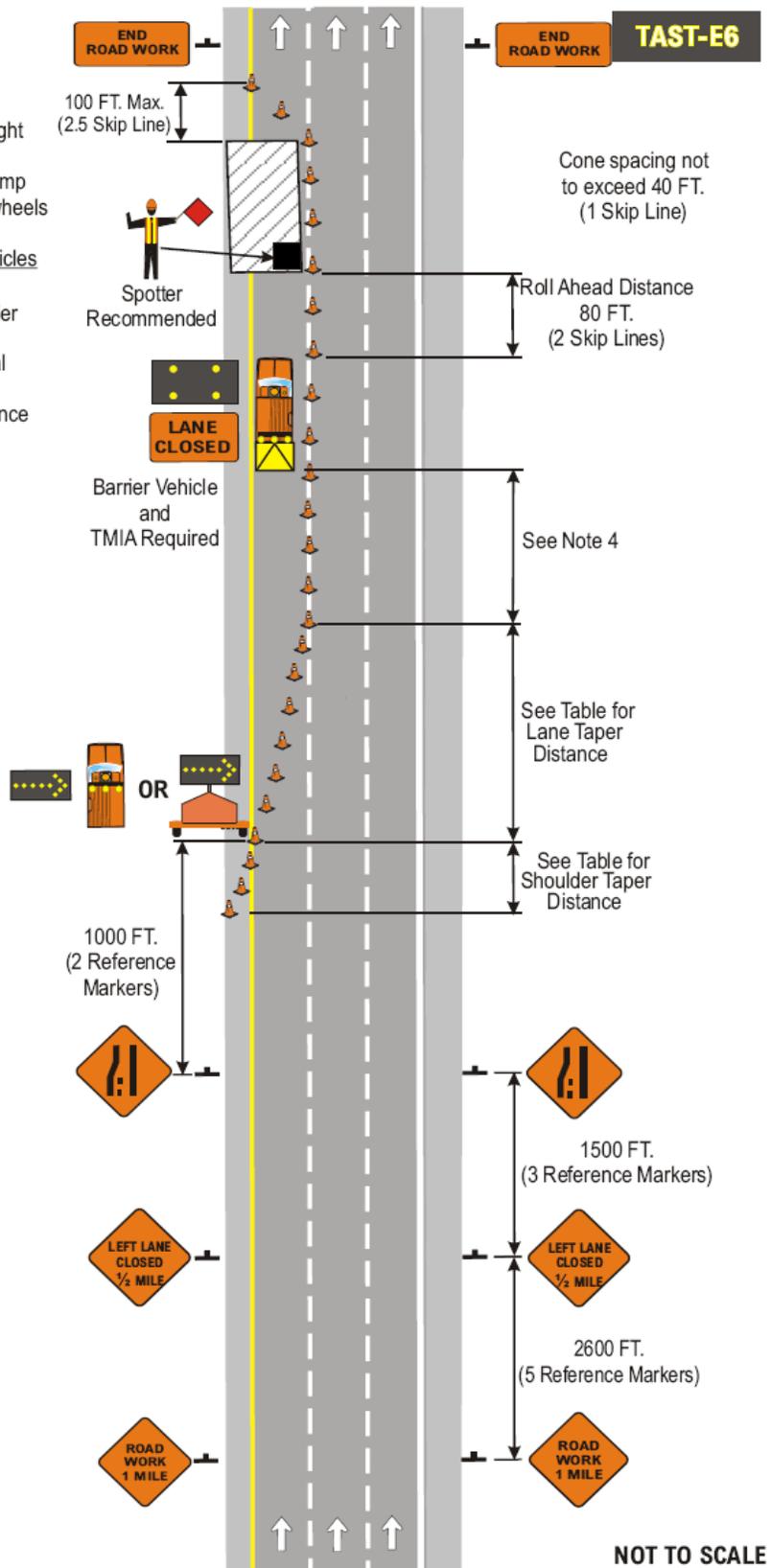
 Arrow Panel (Caution Mode)

 Barrier Vehicle with TMIA

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
LEFT LANE CLOSURE
(PAVED SHOULDER LESS THAN 8 FT.)
ON
FREEWAY OR EXPRESSWAY

AUGUST 2008 **TAST-E6**



(continued)

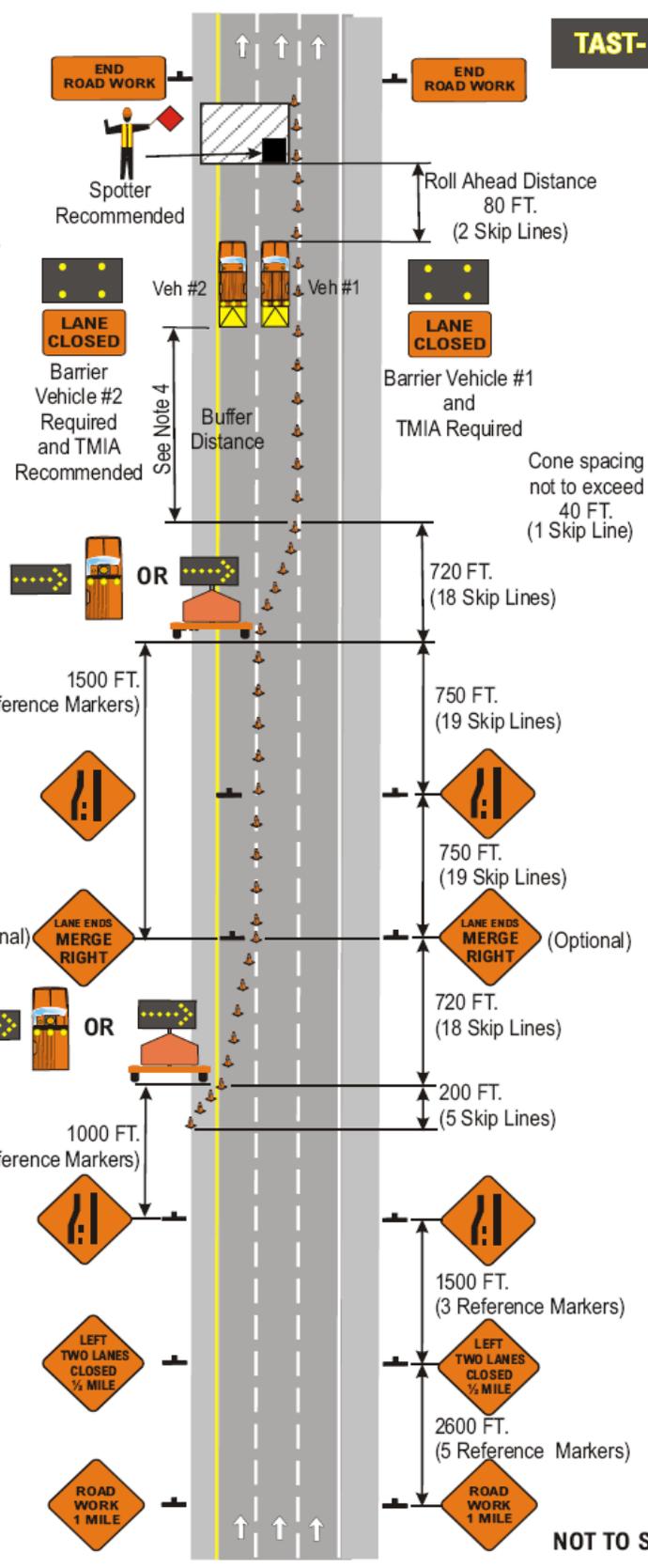
Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

FREEWAY OR EXPRESSWAY

TAST-E7

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
3. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
4. Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area.
5. State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.



LANE CLOSED NYW8-33 48x24 in.

END ROAD WORK G20-2 48x24 in. This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

LANE ENDS MERGE RIGHT W9-2R 48x48 in.

ROAD WORK 1 MILE W20-1 48x48 in.

LEFT TWO LANES CLOSED 1/2 MILE W20-5aL 48x48 in.

ROAD WORK 1 MILE W4-2L 48x48 in.

Work Area

Arrow Panel (Caution Mode)

Barrier Vehicle with TMIA

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
LEFT TWO LANE CLOSURE
(PAVED SHOULDER LESS THAN 8 FT.)
ON
FREEWAY OR EXPRESSWAY

AUGUST 2008 **TAST-E7**

NOT TO SCALE

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

WORK ZONE TRAFFIC CONTROL: (Cont'd)

PERMANENT CONSTRUCTION SIGNS:

 Micro-surfacing; /  Cold Recycling /  Chip Seal /  Paver Placed Surface Treatment

The Contractor shall provide construction signs as specified in Section 619-1 through 619-3 of the Standard Specifications and in the MUTCD. At 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 500 feet in advance of the affected highway segment in each direction and on major intersecting roads 300-500 feet in advance of main line. Sign(s) should be covered if it conflicts with temporary signing in the vicinity.
DO NOT PASS	<u>R4-1G</u> Conventional 24" X 30"	First sign within 100 feet of the beginning of the unmarked area, second within 1,000 feet and subsequent signs spaced every ½ mile along project in each direction (if 2' X 4" temporary yellow markings are used instead of full barrier pavement markings).
NO CENTER LINE	<u>W8-12</u> Conventional 36" X 36"	On main line spaced every 2 miles along project in each direction and after every major intersecting road (if 2' X 4" temporary yellow markings are used instead of full barrier pavement markings).
LOW SHOULDER	<u>W8-9</u> Conventional 36" X 30" Freeways 48" X 48"	On mainline spaced every 2 miles along project in each direction and after every major intersecting road until shoulder back-up is installed.

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 Vendor may provide portable signs as shown in Figure 6F-2 of the MUTCD for the above referenced DO NOT PASS and NO CENTER LINE signs. 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.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

WORK ZONE TRAFFIC CONTROL: (Cont'd)

 **Crack Sealer**

Temporary Construction signs (Crack Sealer only)

The vendor shall provide temporary construction signs as specified in Section 619-1 through 619-3 of the Standard Specifications and in the MUTCD. All costs for Work Zone Traffic Control including flagging, construction signs and shadow vehicles are to be included in the price per gallon. No separate payment shall be made.

 **Crack Sealer**

Shadow Vehicle Requirements (Crack Sealer only)

The shadow vehicles shall have a gross vehicle weight of 18,000 lb. to 20,000 lb. each. The shadow vehicles shall be equipped with a combination of four (4) rotary lights and strobes, two front and two rear and four (4) flashing amber lights, two (2) front and two (2) rear. All equipment on the shadow vehicle furnished under this contract shall be in full compliance with the latest edition of the New York State Vehicle and Traffic Law, Article 9, Sections 375 and 376. The shadow vehicles shall each be equipped with a Mobile Construction Zone Impact Attenuator, as per Section 712-06 of the NYSDOT Standard Specifications, and one Type B Arrow Panel, as described in Section 294.5 of the MUTCD. Contractor shall supply all necessary operators for the shadow vehicles.

    **Special Note - Temporary Pavement Markings:**

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

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

All costs for Work Zone Traffic Control including flagging, temporary pavement markings, delineation, and construction signs are to be included in the prices bid per ton or square yard as applicable.

   **Abrading Existing Pavement Markings (Micro-surfacing; Chip Seal; and Paver Placed Surface Treatment only)**

The Contractor shall remove any epoxy or thermoplastic pavement markings. Other markings shall be removed as ordered by the Resident Engineer. 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 Vendor.

When the Contractor abrades the existing pavement markings, the Contractor shall place temporary pavement markings as specified elsewhere in this Contract Award Notification under Work Zone Traffic Control, unless the paving material will be placed the same day as pavement markings are abraded. The Contractor shall make every effort to expeditiously place the paving material in areas where pavement markings have been abraded and temporary pavement markings are in place. Under no circumstances will temporary pavement markings be allowed for more than five calendar days in areas where pavement markings have been abraded. In this event, the Contractor shall be required to place full pavement markings at no cost to the state. During the pavement markings abrading operation, traffic will be controlled by the Contractor in accordance with the Work Zone Traffic Control requirements included herein. The Contractor shall submit a proposed Traffic Control Plan to the Resident Engineer for approval. The plan may be based on the Work Zone Traffic Control drawings included in this Contract Award Notification.

Payment for pavement marking abrading shall be included in the price bid per ton or square yard of micro-surfacing/paver placed surface treatment/chip seal as appropriate. No separate payment shall be made.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

WORK ZONE TRAFFIC CONTROL: (Cont'd)

SPECIAL NOTE: WORK ZONE INTRUSION INITIATIVE

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall be applied to all work in this document:

Channelizing Device Spacing Reduction:

A maximum channelizing device spacing of 40 ft. shall be provided at 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 ft. from the work site, the 40-ft. spacing shall be used in the tapers as well.

Drums or vertical panels are preferred for intermediate to long-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 ft. intervals to discourage traffic from driving through the closed lane. Transversely placed devices are not required where pilot car 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 used, the additional cones and flag tree shall also be used.

For additional details on Flagger Station Enhanced Setups, see Work Zone Traffic Control drawings in this Contract Award Notification.

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 Contract Award Notification or as directed by the Engineer.

MATERIALS:

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

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

Raised asphalt rumble strips shall be formed from hot mix asphalt meeting the requirements of Items 402.058902 or 402.098902. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45°F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

WORK ZONE TRAFFIC CONTROL: (Cont'd)

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

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

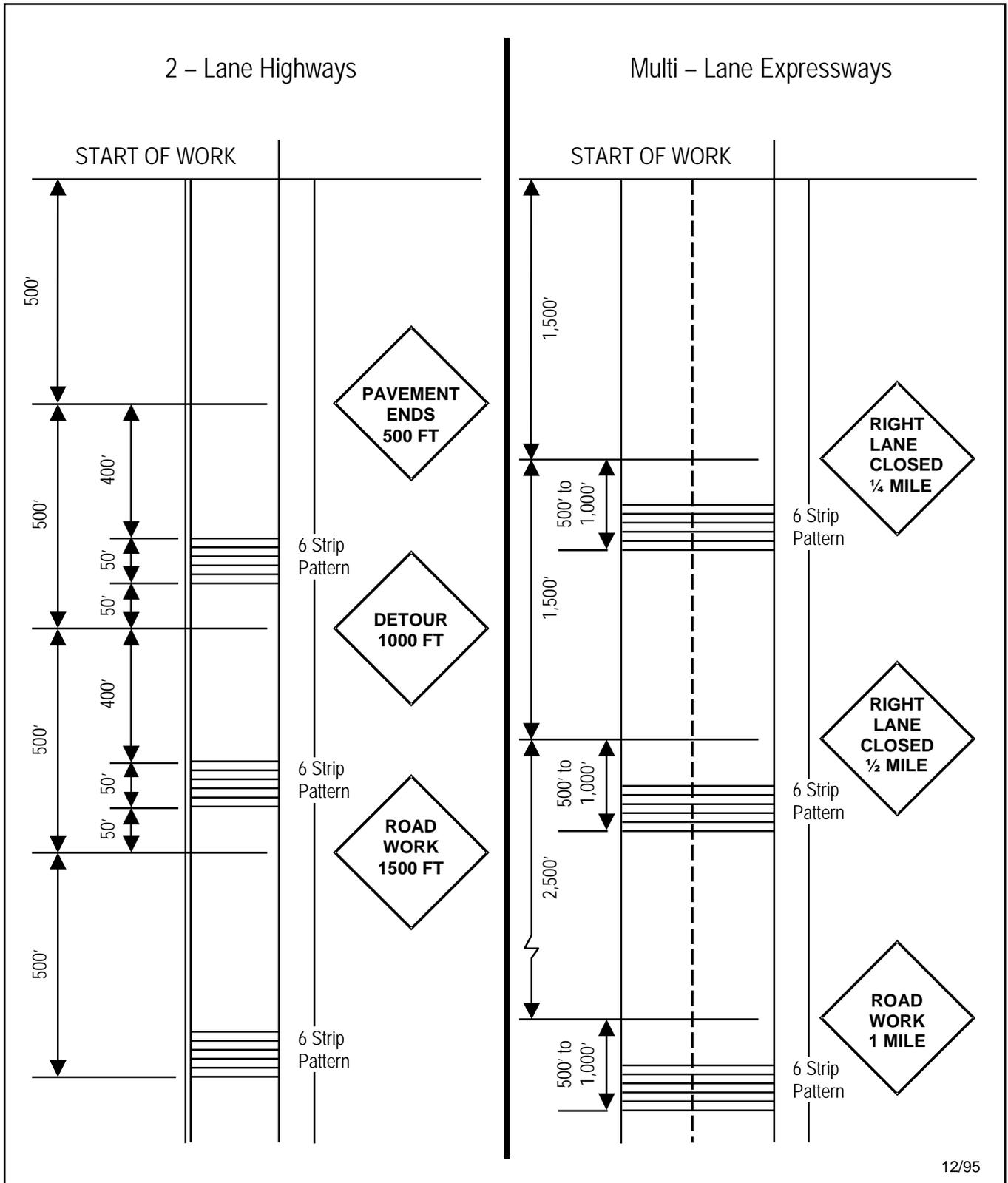
BASIS OF PAYMENT:

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

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

Suggested Layout Details -- Temporary Rumble Strips



12/95

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

SPECIAL NOTES

CRACK SEALER

FUNDING SOURCE

All Crack Sealer projects in this Contract Award Notification are 100% State funded.

SPECIAL NOTE for Project 5V1355

Crack sealing locations for Project 5V1355 are shown in the table below:

2013 - CRACK SEALING TABLE (NIAGARA COUNTY, RESIDENCY 5-5)								
ITEM 18402.76020018 CLEANING AND SEALING CRACKS IN HOT MIX ASPHALT PAVEMENT USING HOT APPLIED SEALANT								
Route No.	Highway Name	Segment Description	Reference Markers		No. of Lanes	CL Miles	Lane (mi)	Est. Gal.
			Begin	End				
61	Hyde Park Boulevard	Bridge over CSX to Niagara Falls NCL	61-5401-1022	61-5401-1036	4	2.2	8.8	528
61	Hyde Park Boulevard	Niagara Falls NCL to Route 104	61-5401-2000	61-5401-2003	4	0.4	1.7	134
957B	South Parkway	W. River Road to S. GI Bridge	957B- 5301-1000	957B- 5301-1026	4	4.1	16.20	972
957A	Robert Moses Parkway	Niagara Falls CL to Main Street	957A-5401-3006	957A-5401-4000	2	3.0	5.9	472
957A	Robert Moses Parkway	I-190 to John B. Daly Boulevard	957A-5401-1000	957A-5401-1032	4	3.2	13.0	1037
182	Porter Road	Niagara Falls ECL to Packard Road	182-5401-2000	182-5401-2007	4	1.2	4.9	390
265	Military Rd.	Connecting Blvd. to Route 182	265-5402-3018	265-5402-4014	5	1.4	7.0	560
265	Military Rd.	Route 182 to CR 6, Lockport Road	265-5402-4014	265-5402-4025	5	1.1	5.5	436
952V	WB LaSalle Expressway	Williams Road to I-190 (inc. ramps)	951A-5401-1001	951A-5401-2002	2-4	2.5	7.6	610
952V	EB LaSalle Expressway	Williams Road to I-190 (inc. ramps)	951A-5401-1001	951A-5401-2002	2-4	2.5	7.6	610
182	Porter Road	Packard Road to Niagara Falls Blvd.	182-5401-2007	182-5401-2030	2	3.6	7.2	468
TOTAL						25.2	85.4	6217
Total Item			18402.76020018			6217 gallons		

NOTES:

1. The estimated volume of Asphalt crack sealer is based on available information. Field conditions will govern actual quantity necessary.
2. The Engineer-in-Charge reserves the right to modify the limits of sealing based on needs and field conditions.

SPECIAL NOTE for Project 6M1301 - Region 6 Special Work Zone Traffic Control on I-86 and I-390

Lane closures within Region 6 on I86 or I390 shall comply with the details shown in the following drawings R6-TAST-1R or R6-TAST-1L.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

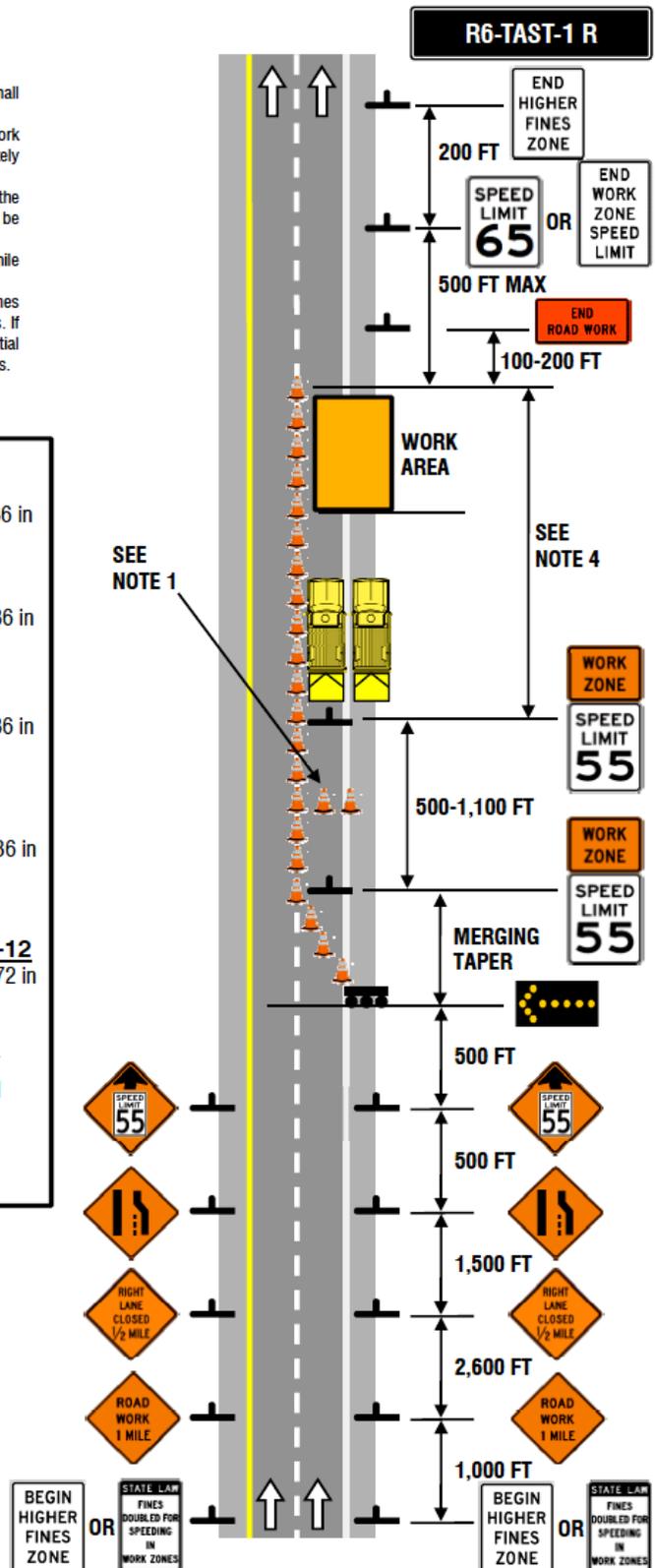
NOT TO SCALE

NOTES:

- For lane closures over 1,500 FT in length, two (2) channelizing devices shall be placed in the closed lane at 750 FT maximum spacing.
- Existing speed limit signs that conflict with a reduced speed limit in a work zone (beginning of merging taper to end of work zone) must be completely covered or removed when a reduced speed limit is in effect.
- Unless an existing "SPEED LIMIT 65" sign is located within 1,000 FT of the downstream end of the work zone, an R2-1 "SPEED LIMIT 65" sign shall be posted 100 FT beyond the work zone on the right side only.
- For long work zones, repeat the work zone speed limit signs at ½ mile intervals.
- State Law (NYR9-12) or Begin Higher Fines (R2-10) and End Higher Fines (R2-12) signs are optional if anticipated work duration is less than 4 hours. If used, NYR9-12 or R2-10 shall be placed 1,000 ft in advance of initial warning signs. R2-12 sign shall be placed 200 ft after R2-1 or R2-12 signs.

	W20-1 48 in x 48 in		R2-1 48 in x 36 in
	W20-5 R 48 in x 48 in		R2-10 48 in x 36 in
	W4-2 R 48 in x 48 in		R2-11 48 in x 36 in
	W3-5 48 in x 48 in		R2-12 54 in x 36 in
	G20-2 36 in x 18 in		NYR9-12 48 in x 72 in
	G20-5aP 36 in x 24 in		Arrow Board
	Work Area		Work Vehicle with Attenuator

NYSDOT
WORK ZONE TRAFFIC CONTROL
WORK ZONE SPEED LIMIT
FOR A LEFT LANE CLOSURE
(WORK AREA LESS THAN ½ MILE FROM MERGING TAPER)
SHORT-TERM OR INTERMEDIATE
TERM STATIONARY ON FREEWAY
(POSTED AT 65 MPH)
NOVEMBER 2011 R6-TAST-1 L



(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

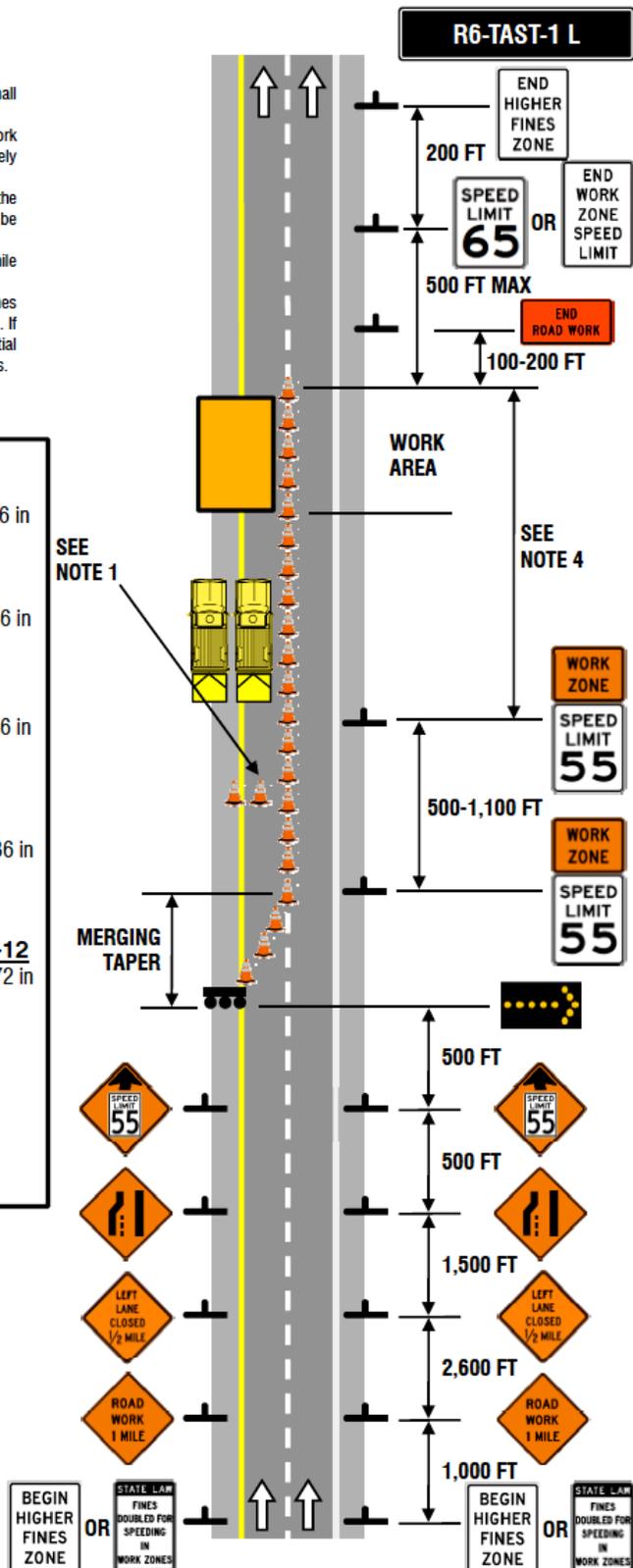
NOT TO SCALE

NOTES:

1. For lane closures over 1,500 FT in length, two (2) channelizing devices shall be placed in the closed lane at 750 FT maximum spacing.
2. Existing speed limit signs that conflict with a reduced speed limit in a work zone (beginning of merging taper to end of work zone) must be completely covered or removed when a reduced speed limit is in effect.
3. Unless an existing "SPEED LIMIT 65" sign is located within 1,000 FT of the downstream end of the work zone, an R2-1 "SPEED LIMIT 65" sign shall be placed 100 FT beyond the work zone on the right side only.
4. For long work zones, repeat the work zone speed limit signs at ½ mile intervals.
5. State Law (NYR9-12) or Begin Higher Fines (R2-10) and End Higher Fines (R2-12) signs are optional if anticipated work duration is less than 4 hours. If used, NYR9-12 or R2-10 shall be placed 1,000 ft in advance of initial warning signs. R2-12 sign shall be placed 200 ft after R2-1 or R2-12 signs.

	W20-1 48 in x 48 in		R2-1 48 in x 36 in
	W20-5 L 48 in x 48 in		R2-10 48 in x 36 in
	W4-2 L 48 in x 48 in		R2-11 48 in x 36 in
	W3-5 48 in x 48 in		R2-12 54 in x 36 in
	G20-2 36 in x 18 in		NYR9-12 48 in x 72 in
	G20-5aP 36 in x 24 in		Arrow Board
	Work Area		Work Vehicle with Attenuator

NYSDOT
WORK ZONE TRAFFIC CONTROL
WORK ZONE SPEED LIMIT
FOR A LEFT LANE CLOSURE
(WORK AREA LESS THAN ½ MILE FROM MERGING TAPER)
SHORT-TERM OR INTERMEDIATE
TERM STATIONARY ON FREEWAY
(POSTED AT 65 MPH)
 NOVEMBER 2011 R6-TAST-1 R



(continued)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

MICRO-SURFACING

FUNDING SOURCE

Projects 5V1322, 5V1326, 5V132A, 5V1335, 6V1343B, and 912509 will be funded by Federal Aid.

Projects 403196, 410480, 5V1334, and 6V1314B are 100% State funded.

SPECIAL NOTE FOR COORDINATION WITH OTHER PROJECTS

Prior to micro-surfacing, Projects 6V1314B and 6V1343B involve cold recycling (projects 6V1314A and 6V1343A, respectively) through separate contractors. This micro-surfacing project requires that the micro-surfacing contractor coordinates their work with corresponding cold recycling contractor to allow required curing period before placing the micro-surfacing as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

REGION 4 SPECIAL NOTES

PIN 403196

1. This project is a micro-surfacing project and will be resurfacing from curb to curb.
2. No work will be allowed on the following dates:
 - a. August 5-11, 2013 – PGA Tournament
 - b. Work shall be completed during the summer when schools are out of session. No work will be allowed prior to July 8th or after August 30th.
3. All work shall be completed during the hours of 9:00AM to 3:00PM Monday thru Friday. Any requests to work outside these hours must be approved by the Engineer and Regional Traffic Engineer or designee.
4. The contractor shall be responsible for all abrading and rebates as required.
5. It shall be the contractor's responsibility to inventory and document the existing pavement marking patterns prior to starting any work 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. The contractor shall use paint for all temporary or interim pavement markings.

PIN 410480

1. This project is a micro-surfacing project. Work shall involve micro-surfacing only the travel lanes.
2. This project abuts another project (PIN 410478) through a different contract. The contractors shall coordinate work to assure there is not a conflict with traffic control.

REGION 5 SPECIAL NOTES

PAVEMENT MARKINGS:

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

REGION 6 SPECIAL NOTES:

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

The following bridges within the project limits are not to receive the micro-surface treatment:

Project Number	BIN	Reference Marker
6V1314B	1044130	RM 275-6101-1025

(continued)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

COLD RECYCLING

FUNDING SOURCE

Projects 6V1345, 6V1351A, 6V1347, 6V1343A, and 6V1346A will be funded by Federal Aid.

Projects 1V1311, 1V1312, 1V1313, 1V1314, 1V1351, 2AP040, 2AP033, 2AP039, 2V1321, 360303, 360305, 360307, 6V1331A, 6V1313, and 6V1314A are 100% State funded.

SPECIAL NOTE FOR COORDINATION WITH OTHER PROJECTS

Projects in this Contract Award Notification involve HMA overlay or micro-surfacing or chip seal on the top of cold recycling through separate contractor(s). These projects shall require that the cold recycling contractor coordinates their work with corresponding paving/micro-surfacing/chip seal contractor(s) to provide required curing period before placing the next paving course as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

Project 6V1314A may have underdrain work that will require coordination with Residency 6-1 or a separate contractor prior to the Cold Recycling. There is a proposed waterline project for the Spring of 2013 for an anticipated duration of 1 month which overlaps approximately 1/2 mile into the Southern limits of Project 6V1346A. Coordination with the Village of Prattsburgh's Water Department's Contractor to minimize disruption to the traveling public will be required.

SPECIAL NOTE FOR RAIL ROAD INVOLVEMENT IN 100% STATE FUNDED PROJECTS

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

Project No.	County	Route	Railroad Name	Location
360303	Onondaga	Route 11	New York Susquehanna and Western	RM 11-3303-1006.5

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

Coordination with Railroad(s)

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

DESCRIPTION

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

CONSTRUCTION DETAILS

In the event the Contractor's work does foul a railroad facility the Contractor shall obtain a permit in order to enter railroad property and to cover the costs of the railroad's force account services. The Contractor will not be allowed to enter onto the railroad's property to perform contract work, nor will the Railroad provide services occasioned by the Contractor's operations unless the Contractor notifies the Railroad(s) and receives the Railroads' 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.

(continued)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

COLD RECYCLING

BASIS OF PAYMENT

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

REGION 1 SPECIAL NOTES

All Region 1 Projects shall follow the following holiday restrictions:

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

May	24	–	May	27
July	3	–	July	7
Aug	30	–	Sept	2
Oct	11	–	Oct	14
Nov	27	–	Dec	1
Dec	20	–	Jan	2

PIN 1V1311

In addition to the above holiday restrictions, lane closures will not be permitted 6:00 a.m. through 9:00 a.m. Monday – Friday.
No Restrictions Saturday and Sunday

PIN 1V1312

In addition to the above holiday restrictions, lane closures will not be permitted during the Altamont Fair, August 12 – 16, 2013.

The Contractor shall be aware that there will be a culvert replacement project occurring at the eastern limit. The contract should be complete by June 30, 2013. There is a detour in effect for the culvert work. The Contractor can begin the paving as long as the work is coordinated with the culvert contractor to minimize/eliminate disruptions to the culvert project.

For the limits of recycling for this project the contractor shall, immediately ahead of the recycling operation, mill each shoulder to a depth of 5” and a width of 4’ as measured from the edge of pavement. All material removed during this operation shall be properly disposed of by the Contractor. The recycling operation shall then mill the remainder of the roadway to a depth of 5” and spread the recycled millings and add stone across the full width of the pavement. The Contractor shall be prepared to bail off millings or otherwise revise the milling process (if necessary) before introduction of the stone addition such that the profile of the final recycled pavement is at least 1” below original grade to accommodate the subsequent overlay.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

COLD RECYCLING (Cont'd.)

PIN 1V1313

In addition to the above holiday restrictions, lane closures will not be permitted during the Altamont Fair, August 12 – 16, 2013.

Lane closures will not be permitted while the detour is in effect for the culvert replacement on Rt. 156. This work should be complete by June 30, 2013.

In addition to the above holiday restrictions, lane closures will not be permitted 6:00 a.m. – 9:00 a.m. and 2:30 p.m. – 7:00 p.m. Monday – Friday.

No Restrictions – Saturday and Sunday

The contractor shall bail off enough millings so that the profile after recycling matches the existing profile.

PIN 1V1351

There is a stockpile of asphalt millings located at State Garage Road, Schuylerville, NY near Reference Marker 3141, approximately 2.5 miles north of the project limits. The Contractor shall provide the necessary equipment to excavate and crush the asphalt millings, as oversize materials are to be processed and shall not be screened off or discarded.

Then the processed asphalt millings shall be subsequently recycled in a portable pug mill capable of adding the necessary add stone and liquid emulsion or foamed asphalt. The pug mill shall be capable of measuring the millings, add stone, and emulsion or foamed asphalt with a current calibration provided to the department. The resulting mixture must contain all the necessary add stone and new liquid asphalt materials as are required by the in-place recycled mixture designs governed by this Contract.

The Contractor must then transport, place, and compact this material to the required project limits. All costs associated with excavating, processing, mixing, trucking, placing, and compacting the finished recycled mixture shall be included in the unit price bid for recycling. Add stone and emulsion/foamed asphalt shall be paid separately.

The placement of the Recycled material on Route 4 in the project limits requires the use of Tack Coat to be placed at a rate up to 0.10 Gallons per Square Yard immediately ahead of placing recycled materials. The recycling Contractor shall be required to place and compact recycled materials in the lane and shoulder in both directions of travel, such that there is no exposed longitudinal joint at the end of each day.

Special Work Zone Traffic Control – Pilot Vehicle – Region 1:

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 recycling is done and rolled, controlled traffic may be permitted thereon.

For Region 1 projects, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around recycling 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.

<u>Sign</u>	<u>Minimum Size</u>	<u>Location</u>
PILOT CAR	G20-4 CONVENTIONAL	ON BACK OF
FOLLOW ME	36' x 18"	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 square yard of cold recycling. No separate payment shall be made. The use of the pilot shall be as ordered by the resident engineer.

(continued)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

COLD RECYCLING (Cont'd.)

REGION 2 SPECIAL NOTES:

2AP040 - Route 46 - N. Madison Street to Fish Hatchery Road

The Cold Recycle must be complete no later than August 31.

The Contractor will polymer modify any asphalt emulsion used in the recycling process in order to achieve quicker stability. The amount and type of additive will be listed on the Contractor submitted mix design. The modified asphalt emulsion will have a minimum elastic recovery of 25%. All submitted contractor certifications will report elastic recovery results.

2AP033 - Route 67 - Route 30A to Fulton Montgomery County Line

The Cold Recycle must be complete no later than August 31.

The Contractor will polymer modify any asphalt emulsion used in the recycling process in order to achieve quicker stability. The amount and type of additive will be listed on the Contractor submitted mix design. The modified asphalt emulsion will have a minimum elastic recovery of 25%. All submitted contractor certifications will report elastic recovery results.

2AP039 - Route 30 - Northville Town Line to 2.3 miles North

The Cold Recycle must be complete no later than August 31.

2V1321 – Route 28N- Long Lake to Essex County Line

The successful bidder for the recycling on this project shall mobilize to the site and begin work within two weeks after award.

The Recycling Contractor shall Fog Seal all recycled areas within 3 days of completing the recycling operation.

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

REGION 3 SPECIAL NOTES:

PIN 360305

Route 69 CIPR/VPP: Contractor to provide temporary rumble strips. Total pavement width includes 1 extra foot for 6 inch shoulder wedge on each side.

(continued)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

COLD RECYCLING (Cont'd.)

REGION 6 SPECIAL NOTES:

All Region 6 Cold Recycling projects shall be completed no later than September 15, 2013. A schedule reflecting this shall be submitted before start of work to the Region for approval.

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

Three Rollers will be required to be used on all Region 6 cold recycling projects. The same roller cannot be substituted as the "knock-down" and "finish" roller.

All coring shall be coordinated with the Regional Materials Engineer. The mix design submittal for approval shall include all data associated with each core, this shall include but not limited to locations and all laboratory results used to develop the mix design. Additionally the Regional Materials Engineer may designate companion cores to be taken for QA testing in the regional lab; this shall be done in the presence of the RME or his designee.

Region 6 will waive the requirement to have the nuclear gage inspector on site at the start of the operation for the cold recycling operation. This inspector shall be on site within 4 hours of the start of the operation or as required by the Resident Engineer.

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.

Polymer Modified Emulsion, at no additional cost, is to be used in the SB lane and shoulder for the cold recycling for 6V1347 only. 702-xxxx Emulsion is to be used in the NB lane and shoulder for the cold recycling for 6V1347.

The following bridges are within the project limits and are not to receive the cold recycle treatment:

Project Number	BIN	Reference Marker
6V1343A	1042040	226-6401-1045
	1042050	226-6401-1052
6V1345	1023470	36-6401-1016
	1023460	36-6401-1014
	1023480	36-6401-1031
	1023490	36-6401-1045
6V1346A	1096360	53-6401-1187
6V1351A	1074680	230-6302-1005
6V1313	1014890	19-6101-1007
	1014900	19-6101-1014
	1014910	19-6101-1018
	1014920	19-6101-1043
	1014930	19-6101-1069
6V1314A	1044130	275-6101-1025
6V1331A	1042120	228-6301-1003
	1090920	228-6301-1004
	1042130	228-6301-1018
	1042140	228-6301-1020
6V1347	1060160	21-6402-3032

(continued)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

CHIP SEAL

FUNDING SOURCE

Projects 5V1314, 5V1324, 5V1325, 5V1328, 5V1354, 6V1351B, and 6V1346B will be funded by Federal Aid.

Projects 360299 and 6V1331B are 100% State funded.

SPECIAL NOTE FOR COORDINATION WITH OTHER PROJECTS

Prior to chip seal, Project 6V1351B, 6V1331B, and 6V1346B involve cold recycling through separate contractor. These chip seal projects require that chip seal contractor(s) coordinates their work with corresponding cold recycling contractor to allow required curing period before placing the chip seal as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

REGION 5 SPECIAL NOTES

PAVEMENT MARKINGS:

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

REGION 6 SPECIFIC SPECIAL NOTES:

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

The following bridges and culverts are not to receive chip seal. The following is a list of bridges and culverts in the project limits:

Project Number	BIN	Reference Marker
6V1331B	1042120	228-6301-1003
	1090920	228-6301-1004

(continued)

GENERAL INFORMATION (Cont'd)

SPECIAL NOTES (Cont'd.)

PAVER PLACED SURFACE TREATMENT

FUNDING SOURCE

Projects 5V1327, 902813 and 901649 will be funded by Federal Aid.

Projects 1V1381, 2AP031, 2AP032, 360300, 360304, and 5V1317 are 100% State funded.

REGION 1 SPECIAL NOTES

All Region 1 Projects shall follow the following holiday restrictions:

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

May	24	–	May	27
July	03	–	July	07
Aug	30	–	Sept	02
Oct	11	–	Oct	14
Nov	27	–	Dec	01
Dec	20	–	Jan	02

REGION 5 SPECIAL NOTES

PAVEMENT MARKINGS:

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

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS – CRACK SEALER

ITEM 402.76020018 – CLEANING AND SEALING CRACKS IN HOT MIX ASPHALT PAVEMENT

DESCRIPTION:

Clean and seal only primary cracks along their entire length at locations shown in the contract documents or where directed by the Engineer. Do not treat secondary radial cracks. The Engineer will determine which cracks are to be cleaned and sealed. In this specification, the word crack also means joint.

Primary cracks are defined as those greater than or equal to 1/8 inch and less than or equal to 1 inch wide.

MATERIALS:

Crack Sealant. Use a sealant meeting the requirements of Section 705-02, Highway Joint Sealants, and ASTM D6690 Type II. Deliver the sealant in the manufacturer's original sealed container legibly marked with the following information:

- Manufacturer's name.
- Trade name of sealant.
- Manufacturer's batch or lot number.
- ASTM D6690, Type II.
- Minimum application temperature.
- Maximum (or Safe) heating temperature.

Prior to commencing work, provide the Engineer with a copy of the manufacturer's recommendations pertaining to heating and application of the sealant.

CONSTRUCTION REQUIREMENTS:

General. Prior to commencing work, complete all pavement repairs that border pavement cracks, as outlined in the contract documents.

Furnish all equipment that is necessary for cleaning and sealing the pavement cracks. Use equipment meeting the description and/or performance requirements described herein and approved by the Engineer. Replace pavement markings that become covered and/or obliterated with sealant over an area greater than 25% of their width at no additional cost to the State.

Crack Preparation. Prepare cracks for sealing on the same day that they are to be sealed.

Use a high pressure air lance or hot air lance to thoroughly clean and dry cracks of dust, dirt, foreign material, sand and any other extraneous materials to a minimum depth of 1/2 inch immediately prior to sealing. Do not burn, scorch or ignite the adjoining pavement when using a hot air lance.

Install suitable traps or devices on the compressed air equipment to prevent moisture and oil from contaminating the crack surfaces. Maintain these devices and see that they are functioning properly.

Protect the public from potentially objectionable and/or hazardous airborne debris.

Sealant Melting. Heat and melt the sealant in a melter constructed either as a double boiler filled with a heat-transfer medium between the inner and outer shells, or with internal tubes or coils carrying the sealant through a heated oil bath and into a heated double wall hopper. The melter will be equipped with separate thermometers to indicate the temperature of the heat transfer medium and the sealant material, positive temperature controls and a mechanical agitator or a recirculating pump to ensure a homogeneous blend of the sealant. Maintain the sealant at the pouring temperature $\pm 10^{\circ}\text{F}$, as indicated on the material packaging.

Check the discharge temperature of the sealant with a non-contact infrared thermometer. Discharge the sealant at a temperature between the manufacturer's recommended pouring and safe heating temperatures indicated on the material packaging. Submit an alternate method for measuring the discharge temperature to the Engineer for approval, if desired.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS – CRACK SEALER (Cont’d.)

Sealing is not permitted if the melter and discharge temperatures do not meet the requirements described above.

Equip the discharge hose with a thermostatically controlled heating apparatus or insulate it to maintain the proper sealant pouring temperature. Holster the discharge hose to the melter if it is not thermostatically heat controlled. Circulate the sealant from the discharge hose into the melter to maintain the proper sealant pouring temperature.

Do not use sealant material heated beyond the safe heating temperature.

If the manufacturer's recommendations allow the sealant to be reheated or heated in excess of six hours, recharge the melter with fresh material amounting to at least 20 percent of the volume of the material remaining in the melter.

Sealing. Sealing is to be done when ambient air temperature is at or above 40°F.

Seal the crack by placing the applicator wand in or directly over the crack opening and carefully discharging the sealant. Strike-off the sealant flush with the pavement surface using a squeegee or sealing shoe pressed firmly against the pavement. Only a narrow thin film of material measuring from 1 to 2 inches wide and 1/16 inch thick is allowed on the pavement surface after sealing the crack. If the sealant sinks into the crack more than 3/8 inch below the pavement surface, clean it with high pressure air and reseal as instructed above. Properly sealed cracks shall be watertight.

A low pressure, light spray of water may be used to accelerate cooling of the sealant. Blotting the sealant with fine aggregate is not allowed. Remove and dispose of sealant that is in excess of the specified thin film dimensions or that has not bonded to both sides of the crack.

To avoid tracking, do not allow traffic on the sealed cracks until the sealant has cured sufficiently. Clean sealed cracks damaged by traffic with high pressure air and reseal them to meet the specified thin film amount at no additional cost to the State.

METHOD OF MEASUREMENT:

The Engineer will measure the number of gallons of sealant corrected to 60°F used to properly clean and seal cracks in conformance with the specifications

BASIS OF PAYMENT:

In the unit bid price, include the cost of all material, equipment, and labor necessary to complete the work.

<u>Item No.</u>	<u>Item Description</u>	<u>Pay Unit</u>
402.76020018	Cleaning and Sealing Cracks in HMA Pavements Using Hot Asphalt Sealant	Gallons

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

■ DETAILED SPECIFICATIONS – MICRO-SURFACING

- 18410.1011 Micro-Surfacing, Type II, F1
- 18410.1021 Micro-Surfacing, Type II, F2
- 18410.1031 Micro-Surfacing, Type II, F3
- 18410.1012 Micro-Surfacing, Type III, F1
- 18410.1022 Micro-Surfacing, Type III, F2
- 18410.1032 Micro-Surfacing, Type III, F3
- 18410.1013 Micro-Surfacing, Type III, Rut Filling

DESCRIPTION:

This work shall consist of applying a proportioned mixture of polymer modified asphalt emulsion, aggregate, mineral filler, water and other additives to a paved surface.

MATERIALS:

Asphalt Emulsion: §702 - Bituminous Materials, use item 702-4601P.

Aggregates: Use material meeting the requirements of §703-02, Coarse Aggregate, with the following modifications.

- A. Sand Equivalency.** Minimum sand equivalency is 65%, as determined by AASHTO T 176, “Plastic Fines in Graded Aggregates and Soils by Use of the Sand Equivalent Test.” Material not meeting the minimum sand equivalent requirement may be used if it is classified as non-plastic according to AASHTO T 89, “Determining the Liquid Limit of Soils” and AASHTO T 90, “Determining the Plastic Limit and Plasticity Index of Soils.”
- B. Type F1 Conditions.** Use aggregate containing at least 95.0% acid insoluble residue in the plus and minus No. 30 size fractions.
- C. Type F2 Conditions.** Use aggregate meeting one of the following requirements:
 - 1. Limestone, dolomite, or blend of the two containing at least 20.0% acid insoluble residue in the plus and minus No. 30 size fractions.
 - 2. Gravel or blend of a natural or manufactured, limestone, dolomite, gravel, sandstone, granite, chert, traprock, ore tailings, slag, or other similar materials, having at least 25.0% acid insoluble residue in the plus and minus No. 30 size fractions.
- D. Type F3 Conditions.** Use aggregate meeting one of the following requirements:
 - 1. Limestone or a blend of limestone and dolomite containing at least 20.0% acid insoluble residue in the plus and minus No. 30 size fractions.
 - 2. Dolomite.
 - 3. Gravel or blend of a natural or manufactured, limestone, dolomite, gravel, sandstone, granite, chert, traprock, ore tailings, slag, or other similar materials, having at least 25.0% acid insoluble residue in the plus and minus No. 30 size fractions.
- E. Stockpile.** Build an aggregate stockpile at a location approved by the Engineer. When blending multiple aggregates, use automated proportioning and blending equipment to produce a uniformly graded stockpile. Screen the aggregate at the stockpile, prior to delivering it to the micro-surfacing equipment.

Use aggregate meeting the gradation requirements listed in §703-02, Table 703-5, Sizes of Crushed Gravel, Stone, and Slag for Slurry with the following exceptions: the range for the No. 100 sieve on the 2MS designation is 10-22% passing; and the range for the #200 sieve on the 2MS and 3MS designation is 5-15%.

The aggregate stockpile gradation shall not deviate from the mix design gradation by more than the tolerances given in Table 1 - Maximum Stockpile Tolerance. The mix design gradation value plus the stockpile tolerance cannot exceed the mix type general gradation limits.

TABLE 1 - MAXIMUM STOCKPILE TOLERANCE

Sieve (in)	3/8	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
Stockpile Tolerance	-	± 5.0%	± 5.0%	± 5.0%	± 5.0%	± 4.0%	± 3.0%	± 2.0%

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)****DETAILED SPECIFICATIONS – MICRO-SURFACING (Cont'd.)****MATERIALS:** (Cont'd.)

Water: §712-01, Water.

Mineral Filler: §703-08, Mineral Filler.

Mix Design: Formulate a mix design which meets the requirements of Materials Procedure 09-01, "Micro-surfacing and Slurry Guidelines." The mix design shall be submitted at least 14 days before the beginning of work to the Engineer in Charge, the Regional Materials Engineer and the Director of the Materials Bureau.

All materials used to develop the mixture design must be representative of the material to be used on the project. Mixture designs are valid until 3rd Saturday in September of the year in which they are submitted.

Material Sampling and Testing:**A. Aggregate Stockpile**

- 1. Contractor Testing.** The contractor shall perform and submit the following tests to the Regional Materials Engineer.
 - a. Take three samples, according to Materials Method 5, Plant Inspector's Manual for Bituminous Concrete Mix Production. Each sample must contain material from each face of the stockpile.
 - b. Test samples in accordance with AASHTO T 11, Materials Finer than No. 200 Sieve in Mineral Aggregates by Washing, and AASHTO T 27, Sieve Analysis of Fine and Coarse Aggregates. Test results shall be based on the average of three tests.
 - c. Sample and test the aggregate in accordance with Materials Method 28, "Friction Aggregate Control and Test Procedures," Appendix B, Table B1 – Minimum Testing Frequencies for Slurry Surfacing Aggregates.
- 2. Department Testing and Approval.** The Regional Materials Engineer will review the Contractor's submission for specification compliance. The Regional Materials Engineer will base final approval of the stockpile on the Contractor's submission or Department sampling and testing. Re-approval is required if additional material is added to the stockpile.
 - a. Gradation - Test results shall be the average of three tests. If the percent passing is outside the gradation limits for any sieve, the stockpile will be rejected.
 - b. Friction Requirements - Samples shall meet appropriate friction values. All micro-surfacing previously placed with material from a stockpile rejected for non-carbonate or acid insoluble residue content will be rejected.

- B. Emulsion.** Asphalt emulsion shall be sampled according to Materials Method 702-2, "Asphalt Emulsion – Quality Assurance."

CONSTRUCTION DETAILS:

Weather and Seasonal Limitations: The requirements of §402-3.01 Weather and Seasonal Limitations apply, except as modified herein. Do not place micro-surfacing in the rain, fog, or if the air temperature is expected to fall below freezing within 24 hours after application. Application shall not occur unless pavement and ambient temperatures are above 50°F and rising. Stop micro-surfacing if the surface or air temperature drops below 50°F. No work will be performed after the third Saturday in September.

Equipment: Equipment must be designed and manufactured specifically for mixing and placing micro-surfacing. The equipment must be capable of accurately proportioning the constituent materials, thoroughly mixing those materials, and placing the micro-surfacing in conformance with this specification.

Calibrate each mixing unit according to Materials Procedure 09-01. Calibrations must be performed using the aggregate sources listed in the mix design. Calibrations are valid for 90 days. Submit a copy of the equipment calibration to the Engineer prior to the start of work.

The emulsion, aggregate and mineral filler counters must be accessible to the Engineer and inspectors. Adjust the material delivery settings on the micro-surfacing equipment to produce the mix design. Recalibrate equipment to adjust for bulking effect of aggregate reported on mix design.

A pneumatic tire roller meeting the requirements of §402, shall be used.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

DETAILED SPECIFICATIONS – MICRO-SURFACING (Cont'd.)

CONSTRUCTION DETAILS: (Cont'd.)

Surface Preparation:

1. Ensure that pavement markings have been abraded in accordance with contract documents.
2. Remove all debris and standing water.
3. Cover all manhole covers, water boxes, catch basins, and other such utility structures within the area being paved with plastic, building felt, or other material approved by the Engineer. Remove the covers each day.
4. If necessary, dampen the pavement surface with water or apply a tack coat emulsion to the pavement surface before applying micro-surfacing. If prior to or during the preconstruction meeting, it is determined that the road surface requires a tack coat application, it shall be paid for in accordance with the appropriate pay item.

Mixture Consistency: Produce a homogeneous mixture, without lumps, balls, unmixed aggregate, segregation, excess water, or excess emulsion. The maximum allowable adjustment of the mineral filler is 1.0%. Report all mixture adjustments to the Engineer before they are made.

Application: Micro-surfacing is placed in multiple lifts; use at least two applications consisting of a scratch course and finish course for the finished product. When necessary, a rut filling course is also specified and paid for separately. Do not apply scratch course to the shoulder unless otherwise directed.

1. **Scratch Course.** Use a steel strike off on the spreader box in order to level the pavement surface. The scratch course surface shall be constructed to a ¼ inch tolerance. Measure the tolerance using a 10-foot straight edge or string line placed transversely to the center line of the pavement. Variations exceeding ¼ inch shall be satisfactorily corrected or resurfaced at no additional cost to the Department as ordered by the Engineer.
2. **Finish Course.** Apply the micro-surfacing to the pavement evenly across the entire width of the spreader box to produce a smooth riding surface with no streaks, excess buildup, thin or uncovered areas. The finish course surface shall be constructed to a ¼ inch tolerance. Measure the tolerance using a 10 foot straight edge or string line placed transversely to the center line of the pavement. Variations exceeding ¼ inch shall be satisfactorily corrected or resurfaced at no additional cost to the Department as ordered by the Engineer.
3. **Rut Filling.** Use a rut box to fill wheel rutting. Allow rut-filled sections to cure for a minimum of two hours after rolling.

Application rate limits are given in Table 2 - Application Limits. Application rates for rut filling operations are found in Table 3 - Rut Filling Application Rate.

TABLE 2 - APPLICATION LIMITS

Gradation	Course	Application Rate (lb/yd ²)
Type II	Scratch	15 maximum
	Finish	15-20
Type III	Scratch	20 maximum
	Finish	20-30

TABLE 3 - RUT FILLING APPLICATION RATE

Rut Depth	Application Rate (lbs/yd ²)
½" to ¾"	20 – 30
¾" to 1"	25 – 35
1" to 1-¼"	28 – 38

Coverage: Do not use hand tools to expand the width of application wider than the spreader box, except as described under *Hand Finishing* below.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

DETAILED SPECIFICATIONS – MICRO-SURFACING (Cont'd.)

CONSTRUCTION DETAILS: (Cont'd.)

Joints: Minimize the number of joints. Construct joints such that no gap is present between adjacent applications. Place longitudinal joints at the edges of traffic lanes, adjacent to where pavement markings will be located. Other longitudinal joint arrangements require the Engineer’s approval. Measure the difference in grade across joints by laying a 10 foot straight edge centered on the joint perpendicular to the direction of the joint. Joint overlap and grade difference requirements are given in Table 4 - Joint Requirements.

TABLE 4 - JOINT REQUIREMENTS

Requirement	Minimum (in.)	Maximum (in.)
Difference in Grade	-	1/4
Longitudinal Joint Overlap	2	6
Transverse Joint Overlap	2	12

Variable-Width Passes: Apply no more than one variable-width pass. Variable-width passes will not be permitted as the last pass unless approved by the Engineer.

Hand Finishing: Use hand held squeegees to finish areas which cannot be reached with the spreader box, and, when necessary, to produce straight lines along curbs, shoulders, and through intersections. Apply the same type of finish to the surface as is applied by the spreader box.

Excess Material: Remove all excess material in areas such as driveways, gutters, intersections, etc. each day.

Rolling: The mat shall be rolled with a pneumatic tire roller. A minimum of 3 passes of the pneumatic tire roller shall be required. One pass is defined as one movement of the roller over any point of the pavement in either direction. The rolling of the surface shall not cause the stone to stick to the wheels of the roller.

Curing: Allow each coat to cure sufficiently to resist damage from the micro-surfacing equipment, before applying the next coat. Protect the micro-surfacing from traffic until the mixture has cured sufficiently to resist damage. The time required will vary based on the mix design and environmental conditions. Repair damage from micro-surfacing equipment or traffic to the Engineer’s satisfaction.

Milling for Pavement Markings: Mill recesses for pavement markings as required by contract documents.

Quality Control Reports: The contractor shall submit a signed report daily with the following information:

Quality Control Reports

Gradation	Daily ¹
Moisture Content Aggregate	Daily
Gate Setting	Daily ²
Area Paved	Daily
Counter Reading	Daily
Field Control (Type/Amount)	Daily ²
Filler (Type/Amount)	Daily ²
Water Rate	Daily ²
Water Content	Daily ^{1,3}
Air Temperature (AM/PM)	Daily

¹ These tests will be performed on samples that are representative of that day’s production. If control test results are not complete at the end of the day, the contractor will be allowed to submit the data at a later date, not to exceed 7 days. The contractor shall provide a split of their daily sample to the Engineer.

² These parameters may change throughout the day. Record the amount and location of any change on the report. Record the amount and location of any change on the report.

³ Water content will be determined by taking a sample of mixed material and drying to a constant weight.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

DETAILED SPECIFICATIONS – MICRO-SURFACING (Cont'd.)

METHOD OF MEASUREMENT:

Micro-surfacing shall be measured by the total tons of aggregate, mineral filler and asphalt emulsion used according to Materials Procedure 09-01, “Micro-surfacing and Slurry Guidelines.”

BASIS OF PAYMENT:

The unit price bid per ton of Micro-surfacing shall include the cost of all labor, materials and equipment necessary to perform the work. All necessary pavement cleaning, joint sealing, crack filling, pavement markings removal, milling for pavement markings and utility grade adjustments will be paid for under their appropriate items.

Payment will be made under:

<u>Item No.</u>	<u>Item</u>	<u>Pay Unit</u>
18410.1011	Micro-Surfacing, Type II, F1	Ton
18410.1021	Micro-Surfacing, Type II, F2	Ton
18410.1031	Micro-Surfacing, Type II, F3	Ton
18410.1012	Micro-Surfacing, Type III, F1	Ton
18410.1022	Micro-Surfacing, Type III, F2	Ton
18410.1032	Micro-Surfacing, Type III, F3	Ton
18410.1013	Micro-Surfacing, Type III, Rut Filling	Ton

BONDING REQUIREMENTS:

- A. Within 10 calendar days of receipt of a purchase order from the State, the contractor shall provide the State agency the following:
 - 1. Maintenance Material Bond. A bond in the form similar to the sample included in this Contract Award Notification with sufficient sureties approved by the State’s resident engineer guaranteeing replacement of deficient material in the form included in this Contract Award Notification. This bond shall remain in place for one year after final acceptance of the project by the State or until September 15 of the year following completion of the project, whichever is later.
 - 2. Amount of Bond. The amount of the Maintenance Material Bond shall be 100% of the amount of the project’s cost.
 - 3. Requirements of Bonds. All Bonds shall be issued by a surety company approved by NYSDOT and authorized to do business in the State of New York as a surety.
- B. The procedure of the Maintenance Material Bond shall be as follows:
 - 1. No later than August 1 of the year following the State’s acceptance of work completed under this contract, the State will evaluate the project for plow damage, flushing, delamination or raveling.
 - 2. The contractor agrees to repair all areas that demonstrate plow damage, flushing, delamination or raveling greater than 2.0 yd² for any single location, or greater than 5.0 yd² for any 0.1 lane mile. Such repairs, however, shall not include any damage resulting from any forces or circumstances beyond the control of the contractor. The evaluation of the micro-surfacing shall be made by the State’s resident engineer. If the contractor does not agree with the evaluation it may appeal to the State’s Regional Director of Operations whose decision shall be final.

Any resultant property damage deemed by the State’s Regional Director of Operations caused by improper workmanship and/or defective materials shall be the responsibility of the Contractor.
 - 3. On or before August 15, in the year immediately following the State’s acceptance of the micro-surfacing project, the State shall notify the contractor of any areas deemed deficient by the State. The contractor will initiate and complete the remediation within 30 days of notification.
 - 4. Prior to the performance of repairs in the field, the contractor shall supply the State’s resident engineer with copies of applicable insurance certificates. During the performance of any necessary repairs, the contractor shall comply with the all provisions of the original contract including among other things the work zone traffic control provisions.

(continued)

S A M P L E
MAINTENANCE BOND

KNOW ALL PEOPLE BY THESE PRESENTS, That we, (hereinafter called the “PRINCIPAL”)
_____ of
_____, and _____ of
_____ (hereinafter called the “SURETY”) are held and firmly bound unto the people
of the State of New York in the full and just sum of _____ Dollars
(\$_____) good and lawful money of the United States of America, to the payment of which said sum of
money, well and truly to be made and done the said PRINCIPAL binds itself, its heirs, executors, administrators or assignees
and the SURETY binds itself, its successors or assigns, jointly and severally, firmly by these presents.

Signed and dated this _____ day of _____, 2013.

WHEREAS, the PRINCIPAL has entered into a certain written contract bearing date on the _____ day of
_____, 2013, with the People of the State of New York for the improvement of _____,
in the County of _____, New York.

NOW THEREFORE, the PRINCIPAL warrants the workmanship and all materials used in the work and agrees that during the guarantee period of one year beginning after final acceptance by the State or political subdivision or until September 15 of the year following acceptance of work completed under the contract, whichever is later, it will, at its own expense make repairs which may become necessary by reason of improper workmanship or defective materials as per the following procedure:

1. No later than August 1 of the year following the State’s or the political subdivision’s acceptance of work completed under the contract, the State or political subdivision will evaluate the project for plow damage, flushing, delamination or raveling.
2. The PRINCIPAL agrees to repair all areas that demonstrate plow damage, flushing, delamination or raveling greater than 2.0 square yards for any single location, or greater than 5.0 square yards for any 0.1 lane mile, as determined by the State. Such repairs however, shall not include any damage resulting from any forces or circumstances beyond the control of the PRINCIPAL. The evaluation of the micro surfacing shall be made by the Resident Engineer. If the PRINCIPAL does not agree with the evaluation it may appeal to the Regional Director of Operations whose decision shall be final.
3. On or before August 15 in the year immediately following the State’s acceptance of the micro surfacing project, the State shall notify the PRINCIPAL of any areas deemed deficient by the State. The PRINCIPAL will initiate and complete the remediation, within 30 days of notification.
4. Prior to the performance of repairs the PRINCIPAL shall supply the Resident Engineer with copies of all acceptable insurance certificates. During the performance of any necessary repairs, the PRINCIPAL shall comply with the all provisions of the original contract including among other things the Work Zone Traffic Control provisions.

(continued)

S A M P L E

MAINTENANCE BOND (Cont'd.)

In the event of the failure of performance by the PRINCIPAL who has failed to make repairs which may become necessary, said SURETY, for value received, hereby stipulates and agrees, if requested to do so by the State, to commence such repairs within five (5) days of notification by the State of such failure by the PRINCIPAL. Such repairs shall be performed in accordance with the provisions of the current contract which require among other provisions that the SURETY shall provide necessary Work zone traffic control as well as provide the required insurance before any work is conducted.

In the event both the SURETY and the PRINCIPAL fail to perform such repairs, the State shall cause the repair to be completed by others and the SURETY and PRINCIPAL shall be jointly and severally liable for such costs.

And the said SURETY thereby stipulates and agrees that no change, extension, alteration, deduction or addition in or to the terms of the said contract or the plans or specifications accompanying same, shall in any way affect the obligations of said SURETY of its bond.

PRINCIPAL _____

BY _____

SURETY _____

BY _____

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

■ DETAILED SPECIFICATIONS – COLD RECYCLING

COLD RECYCLING ASPHALT CONCRETE

DESCRIPTION:

Cold recycling asphalt concrete consists of a continuous process of milling the existing pavement, remixing with bituminous material and aggregate, reshaping, and compacting the asphalt mixture as indicated in the contract documents and as shown on the plans. Pavement locations that are milled shall have material replaced on the same day.

MATERIALS:

Bituminous Material: Liquid bituminous material shall be obtained from a Department approved facility.

Asphalt Emulsion: Use a medium setting grade of asphalt emulsion. Slow setting grades of asphalt emulsion manufactured with a minimum of 65% asphalt residue may be used with the approval of the Director, Materials Bureau. Asphalt emulsion shall be sampled according to Materials Method 702-2, "Asphalt Emulsion – Quality Assurance."

Performance Graded Binder: Use the appropriate performance graded binder for the project location. Obtain one sample per lot of performance graded binder delivered to the project.

Fog Seal: Use diluted tack coat meeting §407, Tack Coat. Fog seal shall be sampled according to Materials Method 702-2, "Asphalt Emulsion – Quality Assurance."

Additives: Additives may be combined with the bituminous material prior to construction or may be added to the mix during construction. The proportion and amounts of additive shall be determined by the Contractor and approved by the Director, Materials Bureau.

Aggregates: Additional aggregates for cold recycling of pavements shall conform to the requirements of §703-02, Coarse Aggregate. The gradation and source of the aggregates shall be specified by the Contractor and included in the proposed mix design.

Reclaimed Material: Milled asphalt pavement material that has been removed and/or processed from the pavement will be referred to as reclaimed material. The reclaimed material shall pass the 2 inch sieve size.

Mix Design Guidelines: The recycled mixture consists of reclaimed material, additional aggregate, liquid bituminous material, additives and water. The mix design shall meet the requirements of Material Method 416.

Mix design submissions containing more than 3% asphalt emulsion, or 2% performance graded binder, require the approval of the Director, Materials Bureau.

EQUIPMENT:

Use equipment capable of:

- Milling the existing pavement to the appropriate depth
- Processing the reclaimed material to pass a 2 inch sieve
- Mixing the reclaimed material with bituminous material
- Paving and compacting the reclaimed material to the correct grade

Calibration: Calibrate the mixing equipment prior to the start of work, in accordance with established NYSDOT calibration procedures. Submit the calibration results for approval to the Director, Materials Bureau at least 7 days prior to the start of work. The first calibration of each calendar year must be witnessed by Department personnel. Submit subsequent calibrations with written certification that proper procedures were followed and that all measurements and calculations are accurate. If the results submitted in subsequent calibrations are more than 5.0% different from the first calibration of the season, the equipment must be calibrated in the presence of Department personnel. Calibration approval is valid for 90 days from the date of calibration. Provide a copy of the calibration approval letter to the Engineer before the start of work. No cold recycling will be allowed under this contract until the calibration has been completed and approved. No payment will be made for material recycled by equipment without a valid calibration.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)****■ DETAILED SPECIFICATIONS – COLD RECYCLING (Cont'd.)****CONSTRUCTION DETAILS:**

Weather & Seasonal Limitations: Work will not be permitted when the existing pavement contains frost, or when the air surface temperature is below 45°F or expected to drop below 45°F within 24 hours. Material shall be placed between May 1 and October 7.

Satisfactory work performed after October 7 will be paid at 90% of the bid price for the recycling and bituminous material items.

Testing: Prior to starting recycling operations, test two aggregate samples to verify the gradation. Supply the test results to the Engineer before the start of work.

Once continuous production has been achieved, test four samples of the recycled mixture for gradation and total asphalt content. Submit the test results to the Engineer and Regional Materials Engineer before the end of the next workday. For each subsequent day of production, take a minimum of one sample of the recycled mixture from each ½ mile, or fraction thereof, of pavement recycled. Test each sample for gradation and total asphalt content. Submit the test results from the mix samples taken from each ½ mile of pavement within two workdays. Make adjustments to the mix proportions or additional aggregate gradation based on the test results to comply with the approved mix design and construct a stable pavement layer.

If a second recycling train is brought to the project, take samples following the frequencies detailed above, including taking four samples on the first day of use.

Traffic Control: The contractor shall provide two-way radio equipped pilot vehicles to guide traffic around recycled work. The pilot vehicle shall be equipped with signs meeting the requirements of Section 6F.58 of the MUTCD.

Milling: The milling depth called out in the contract documents will determine the depth of cut. The depth of cut will be measured at the centerline and maintain the existing slope.

The Contractor may vary the depth of cut at the center line and edge of travelled lane to correct for nonstandard features. Changes to milling depth must be approved by the Engineer.

The water added shall be metered and recorded. Changes to the water rate shall be reported to the Engineer.

Recycling: The Contractor shall follow the submitted mix design. The contractor shall incorporate the bituminous material at a rate within 10% of the design rate. Changes to the bituminous material rate resulting in a greater than 10% difference from the design rate require the Engineer's approval. The contractor shall record and report the amount and location of all changes from design values to the Engineer.

Spreading: The mixture shall be placed using a bituminous paver equipped with a profile reference and mechanically spread in a uniform layer so as to produce the specified thickness and surface tolerance after compaction. Excessive amounts of non-coated reclaimed material which spill onto the milled surface shall be removed, as ordered by the Engineer, prior to placing the mixture.

Compaction: After the bituminous mixture has been spread, it shall be thoroughly and uniformly compacted when the mixture is in the proper condition and when the rolling does not cause undue displacement, cracking or shoving. All courses shall be initially rolled with the roller traveling parallel to the centerline of the pavement beginning at each edge and working toward the center. Banked curves shall be rolled starting at the low side edge and working toward the super-elevated edge. The roller drive roll or wheel shall be nearest the paver.

Establish rolling operations consistent with §402, 70 Series Compaction. Proposed changes to the roller pattern shall be approved by the Engineer. Material that cannot be properly and adequately compacted to a stable condition shall be removed and replaced, as ordered by the Engineer, at the Contractor's expense.

Rollers shall operate at a uniform speed. All turning of the compaction equipment shall be completed on material which has had a minimum of one roller pass. The Contractor may choose to use vibratory compaction equipment for initial or intermediate rolling.

A pneumatic tire roller with a minimum ground contact pressure of 80 psi will be supplied by the Contractor for compacting the cold recycled mix.

The pavement course shall be finish rolled with a steel wheel tandem roller having a minimum weight of 8 tons. The finish roller shall add a minimum of two passes. Dual vibrating drum rollers meeting the requirements of a tandem roller and operating in the static mode may be used for the finish roller.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)****■ DETAILED SPECIFICATIONS – COLD RECYCLING (Cont'd.)****CONSTRUCTION DETAILS: (Cont'd.)**

Compaction: (Cont'd.) Along forms, curbs, headers, walls and other areas not accessible to the rollers, the mixture shall be thoroughly compacted with mechanical tampers as directed by the Engineer. On depressed areas, a trench roller or a small vibratory roller approved by the Engineer may be used.

Any displacement occurring as a result of reversing the direction of the roller, or from other causes shall be corrected immediately by the use of rakes and addition of fresh mixture as required. Care shall be exercised in rolling not to displace the line and grade of the edges of the bituminous mixture. To prevent adhesion of the mixture to the rollers, the wheels shall be kept properly moistened with water or water mixed with small quantities of detergent or other approved material, but in no case shall a solvent having an adverse effect upon the bituminous pavement be used.

Longitudinal Joints: A longitudinal joint shall be located at the centerline. All other longitudinal joints should coincide with pavement lane lines whenever possible. If the Contractor proposes longitudinal joint locations that do not coincide with pavement lane lines, the following procedure shall be used:

- Pave recycled mat.
- Compact using established roller pattern.
- Upon next milling pass, reclaim a minimum of 6 inches of the adjoining, compacted recycled mat.

If any length of longitudinal joint is exposed at the end of the working day, construct the joint using a pneumatic tire roller to form the joint into a wedge shape and provide a smooth transition for traffic. Construct the wedge of recycled material at a slope of 1 on 8 or flatter to meet the existing pavement elevation. Do not overlap recycled material onto the existing pavement.

Tolerance: The recycled surface shall be constructed to a 3/8 inch tolerance. The elevation difference at the longitudinal joint shall be constructed to a 3/16 inch tolerance. The surface may be tested with a 15 foot straight edge or string line placed parallel to the center line of the pavement. The surface may also be tested with a 10 foot straight edge or string line placed transversely to the center line of the pavement on any portion of the pavement.

Existing Pavement Cross Slopes: If the existing pavement's cross slopes meet appropriate standards, then the cross slopes of the finished cold recycling shall match the existing. Contract documents and/or the engineer will identify non-standard areas at the pre-construction meeting. The Contractor shall present a plan to the Engineer that brings the cross slopes of the finished cold recycled mat into conformance with the appropriate standard. The Contractor will not be responsible for corrections to the cross slopes where sufficient material does not exist in the pavement to make such corrections.

Brooming: The pavement and shoulders shall be broomed by the Contractor, as ordered by the Engineer, to remove loose stone or reclaimed material resulting from the recycling process.

Temporary Pavement Markings: Apply temporary pavement markings meeting the requirements of §619 at the centerline and shoulder of the recycled material before the end of each workday. Maintain the temporary markings until the recycled material is overlaid.

Curing Asphalt Emulsion: Allow the recycled material to cure for a minimum of 10 days before placing the next paving course. The provisions of the paragraphs above, Brooming and Tolerance, apply from the time of recycling until the recycled material is overlaid, not to exceed 30 days.

Curing Foamed Asphalt: Allow the recycled material to cure for a minimum of 3 days before placing the next paving course. The provisions of the paragraphs above, Brooming and Tolerance, apply from the time of recycling until the recycled material is overlaid, not to exceed 30 days.

Fog Seal: A fog seal may be used to correct an overly dry surface, or to reduce the quantity of dry stone or reclaimed material pulled out by traffic. Application of fog seal requires the Engineer's approval.

The rate of application shall not exceed 0.1 gallons/square yard. The Contractor shall be responsible for work zone traffic control for the fog seal operation. A work zone traffic control plan for the fog seal operation shall be developed by the Contractor and submitted to the Engineer for approval.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

■ DETAILED SPECIFICATIONS – COLD RECYCLING (Cont'd.)

CONSTRUCTION DETAILS: (Cont'd.)

Damaged or Deficient Areas: Any mixture that ravels, becomes loose or broken, mixed with dirt, or is in anyway defective shall be reworked or removed and replaced with fresh recycled mix or fresh hot mixture and shall be compacted to conform with the surrounding area.

Any area showing an excess or deficiency of bituminous material shall be corrected to the satisfaction of the Engineer.

Variations in tolerance, including ruts, exceeding 3/8 inch shall be satisfactorily corrected at no additional cost to the Department. The repair method will be approved by the Engineer.

All repairs or remedial actions necessary to correct damaged or deficient areas of recycled pavement shall be carried out at the Contractor's expense. The Contractor shall not be responsible for damage to the recycled mix as a result of other work performed on the pavement or shoulders.

Repairs: Immediately after becoming aware of damage or deficiencies in the recycled mix, the Engineer will notify the Contractor or the Contractor's designated representative. The Contractor shall make arrangements to repair the damaged or deficient areas to the satisfaction of the Engineer.

For repairs after October 7, the contractor shall remove the recycled mix and replace with hot mix asphalt, or overlay the recycled mix with hot mix asphalt, as directed by the Engineer.

METHOD OF MEASUREMENT:

Cold recycling asphalt concrete shall be measured by the number of square yards of pavement surface recycled.

The liquid bituminous material for cold recycling asphalt concrete and fog seal shall be measured by the number of 60°F gallons actually incorporated in the work. The following formulas will be used to calculate 60°F gallons:

Asphalt Emulsion:

$$\text{Volume}_{60^{\circ}\text{F}} = \text{Volume}_{\text{D}} \times [1 - (\Delta\text{T} \times 0.00025)]$$

Where:

ΔT = Delivered Temperature (°F) – 60

Volume_D = Quantity Delivered (gallons)

PG Binder:

$$\text{Volume}_{60^{\circ}\text{F}} = \text{Volume}_{\text{D}} \times [1 - (\Delta\text{T} \times 0.00035)]$$

Where:

ΔT = Delivered Temperature (°F) – 60

Volume_D = Quantity Delivered (gallons)

Aggregate shall be measured by the number of tons incorporated in the work.

BASIS OF PAYMENT:

The unit price bid per square yard for cold recycling asphalt concrete shall include the cost of all labor, materials and equipment necessary to perform the work. Bituminous material and aggregate will be paid for under their appropriate pay items. No separate payment will be made for the use of water in the mixing process. Any work required for the maintenance, replacement or repair of the cold recycled pavement prior to acceptance of the contract, shall be done at no additional cost to the State.

Satisfactory work performed after October 7 will be paid at 90% of the bid price for the recycling and bituminous material items.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

■ DETAILED SPECIFICATIONS – CHIP SEAL

Chip seal (conventional and fiber reinforced) shall be performed in accordance with NYSDOT's Standard Specifications dated May 1, 2008 including all current addenda, the General Specifications of the Office of General Services issued July 2006; and as amended herein.

SECTION 410 – CHIP SEAL

410-1 DESCRIPTION:

This work shall consist of the construction of a single course chip seal for pavements and/or shoulders in accordance with the Contract documents. Chip Seal Shoulders Only item to be selected only when the mainline pavement will not be chip sealed.

410-2 MATERIALS:

410-2.01 Bituminous Materials. Bituminous material shall meet the applicable requirements of §702.

- A. Bituminous Material – Pavement and Shoulders.** The Contractor shall ensure that the selected bituminous material is compatible with the aggregate to be used. The bituminous material shall be 702-3101P, 702-4101P, or 702-3102P.

When identified by contract documents as a high volume roadway, the bituminous material shall meet the requirements of §702, Table 702-9, High Volume Chip Seal Emulsions.

- B. Bituminous Material – Shoulders Only.** When specifying shoulder only items, use item 702-3301P.
- C. Fog Seal** – Use material meeting the requirements of §702, Table 702-7, Diluted Tack Coat, or material approved by the Director of the Materials Bureau

410-2.02 Aggregates. The aggregate shall conform to the requirements of § 703-02, Coarse Aggregates except as modified herein. The aggregate size shall be No. 1ST or No. 1A, as specified. The aggregate's flakiness index shall meet the requirements of Materials Method 410, "Chip Seal Guidelines."

- A. Aggregate – Pavement.** When identified by contract documents as a high volume roadway, the aggregate size shall be No. 1ST. Use aggregate meeting one of the following requirements:

1. Limestone or a blend of limestone and dolomite having an acid insoluble residue content not less than 20.0%
2. Dolomite.
3. Sandstone, granite, chert, trap rock, ore tailings, or other similar non-carbonate materials.
4. Use gravel or blend two or more of: gravel, limestone, dolomite, sandstone, granite, chert, trap rock, ore tailings, or other similar materials to meet the following requirements:
 - a. Size 1ST Aggregate. Produce a final blend having noncarbonate plus 1/4 inch particles comprising at least 20.0% of the total aggregate by weight with adjustments to equivalent volumes for materials of different specific gravities.
 - b. Size 1A Aggregate. Produce a final blend having noncarbonate plus 1/8 inch particles comprising at least 20.0% of the total aggregate by weight with adjustments to equivalent volumes for materials of different specific gravities.

- B. Aggregate - Shoulders.** Use aggregate conforming to the requirements of § 703-02, Coarse Aggregates, 1ST or 1A as indicated by the contract documents.

- C. Stockpile.** Build an aggregate stockpile at a location approved by the Engineer. When blending multiple aggregates, use automated proportioning and blending equipment to produce a uniformly graded stockpile.

410-2.03 Cover Sand. Cover sand shall conform to the requirements of § 703-01, Fine Aggregate or § 703-02, Coarse Aggregate except as modified herein.

Screen Size	Percent Passing
1/8	90-100
No. 200	0-3

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS – CHIP SEAL (Cont'd.)

410-2 MATERIALS: Cont'd.)

410-2.04 Material Sampling and Testing

A. Aggregate Stockpile.

1. Contractor Testing. The contractor shall perform and submit the following tests to the Regional Materials Engineer.
 - a. Take three samples, according to Materials Method 5, Plant Inspector's Manual for Bituminous Concrete Mix Production. Each sample must contain material from each face of the stockpile.
 - b. Test samples in accordance with AASHTO T 11, Materials Finer than #200 Sieve in Mineral Aggregates by Washing, and AASHTO T 27, Sieve Analysis of Fine and Coarse Aggregates. Test results shall be based on the average of three tests.
 - c. When required, sample and test the aggregate in accordance with Materials Method 28, Friction Aggregate Control and Test Procedures.
 - d. Determine the aggregate's flakiness index as defined by Materials Method 410, "Chip Seal Guidelines."

2. Department Testing and Approval. The Department may elect to sample the stockpile prior to allowing the Contractor to work.

The Engineer will witness the sampling of the stockpile each day of production. The sample will be acquired from the portion of the pile to be used in that day's production. The sample will be taken randomly. The sample will represent the entire quantity of aggregate placed that day.

3. Friction Testing. Samples shall meet appropriate friction values. All chip seal previously placed with material from a stockpile rejected for non-carbonate or acid insoluble residue content will be rejected.

- B. Cover Sand. Sampling and testing of cover sand shall be performed according to the requirements of 410 2.04 A.1. Copies of test results shall be furnished to the Engineer prior to applying the cover sand.

- C. Emulsion. The Engineer will sample bituminous material shipped to the site in accordance with Materials Method 702-2, "Asphalt Emulsion – Quality Assurance."

Liquid bituminous material is subject to QA testing by the Materials Bureau. The Engineer will evaluate any material failing QA testing to determine if it will be left in place.

410-2.05 Mix Design. Complete a mix design for pavements and/or shoulders in accordance with Materials Method 410. A separate mix design for the shoulder is required when contractors operations require the shoulder to be paved separately from the mainline. Mix designs shall be submitted to the Engineer a minimum of two weeks prior to the start of work.

410-3 CONSTRUCTION DETAILS

410-3.01 Chip Seal

- A. **Weather and Seasonal Limitations.** Bituminous material shall not be applied to a pavement surface when the:

1. Surface has standing water or is saturated.
2. Surface temperature is less than 60°F.
3. Ambient temperature is less than 50°F.
4. Weather conditions would prevent proper construction of the chip seal.

Chip Seals shall be placed only during the period from May 1st through September 7.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS – CHIP SEAL (Cont'd.)

410-3 CONSTRUCTION DETAILS (Cont'd.)

B. Equipment. All equipment shall be maintained in satisfactory working conditions at all times.

1. Sweepers
 - a. Self-propelled Rotary Power Broom. The self-propelled rotary power broom shall be designed, equipped, maintained and operated so the pavement surface can be swept clean.
 - b. Self-propelled Pick Up Broom. The self-propelled pick up broom shall be designed, equipped, maintained and operated so that the pavement can be swept clean. Excess aggregate shall be contained in an onboard hopper and disposed of as directed by the Engineer.
2. Liquid Bituminous Material Distributor
 - a. Prior to being used on a project, this equipment shall be calibrated in accordance with ASTM D 2995 Standard Practice for Estimating Application Rate of Bituminous Distributors or an equivalent calibration procedure acceptable to the Engineer. Department personnel may request to witness calibration of equipment.
 - b. The distributor shall be equipped, maintained, and operated so that the bituminous material can be applied at controlled temperature and rates from 0.05 to 0.55 gallons per square yard.
 - c. The distributor shall be capable of applying bituminous material on variable widths up to 15 feet.
 - d. The distributor shall uniformly apply the bituminous material at the specified rate with a maximum allowable variation of 0.02 gallons per square yard.
 - e. Distributor equipment shall include a tachometer, accurate volume measuring devices, or a calibrated tank, and a thermometer for measuring temperatures of tank contents. Distributors shall be equipped with full circulation spray bars adjustable laterally and vertically. The distributor and/or transport shall be equipped with a bituminous material sampling valve.
3. Aggregate Spreader
 - a. The aggregate spreader shall be a self-propelled unit capable of uniformly spreading the aggregate at the required rate on a minimum width of 6 inches wider than the width of the lane to be treated.
 - b. The spreader shall be calibrated before each project using ASTM D 5624, Standard Test Method for Determining the Transverse-Aggregate Spread Rate for Surface Treatment Applications. Department personnel may request to witness calibration of equipment.
4. Pneumatic Tire Roller
 - a. The pneumatic tire rollers shall be self-propelled and have oscillating wheels with smooth tread tires and will have a minimum ground contact pressure of 80 psi.
 - b. The tire pressure for all wheels shall be uniform within ± 5 psi.
 - c. The rollers shall be operated at a maximum speed of 5 mph.
 - d. Refer to Table 410-2, Number of Rollers for the minimum number of rollers required.

C. Surface Preparation. Perform all surface preparation prior to applying the wearing course.

1. Thoroughly clean the entire area to be overlaid. The surface of the pavement should be free of dirt, oil, and other foreign materials. Remove all debris and standing water.
2. Cover all manhole covers, water boxes, catch basins, and other such utility structures within the area being treated with plastic, building felt, or other material approved by the Engineer. Remove the covers each day.
3. The Contractor shall remove any epoxy, thermoplastic, preformed tape or high built waterborne pavement markings. Other markings shall be removed as ordered by the Engineer.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

DETAILED SPECIFICATIONS – CHIP SEAL (Cont'd.)

410-3 CONSTRUCTION DETAILS (Cont'd.)

D. Application of Bituminous Material. Bituminous material shall be applied in a uniform, continuous spread over the section to be treated and within the temperature range recommended by the manufacturer. The Contractor shall report any field changes in application rates from the originally submitted mix design to the Engineer.

Where longitudinal joints are to occur, the application of bituminous material from the initial pass shall extend 12 inches beyond the area to be covered with aggregate. Subsequent passes of the bituminous spreader shall overlap the exposed bituminous material and the edge of the initial aggregate pass.

Uncovered bituminous material shall not be exposed to traffic. All bituminous material must be covered before opening to traffic.

The distributor shall be moving forward at proper application speed at the time the spray bar is opened. If any skipped areas or deficiencies occur, the operation shall be immediately stopped. The bituminous material shall not be applied more than 200 feet in advance of the self-propelled aggregate spreader. The distributor, when not spreading, shall be parked so that the spray bar or mechanism will not drip bituminous material on the surface of the road.

E. Application of Cover Aggregate. Immediately following the application of the bituminous material, cover aggregate shall be spread at the rate established by the contractor in the mix design. The quantity of aggregate spread may vary from the amount listed in the mix design. The Contractor shall report any field changes in application rates from the originally submitted mix design to the Engineer. Spreading shall be accomplished in such a manner that construction equipment or other vehicles shall not drive on the uncovered and newly applied bituminous material. Any free bituminous material on the surface caused by a deficient amount of cover aggregate shall be covered by broadcasting additional aggregate over the deficient area. Excess aggregate material shall be swept from the surface as directed by the Engineer.

Longitudinal joints shall be parallel to the centerline. Ensure that longitudinal joints will correspond with the edges of the proposed traffic lane. Where any construction joint occurs, the edges shall be broomed back and blended so there are no gaps and the elevations are the same, and free from ridges and depressions.

Initial rolling of cover aggregate shall occur within 5 minutes after the application of bituminous material. Cover aggregate shall receive a minimum of three roller passes within 30 minutes of bituminous material application. Use the following table to determine the minimum number of rollers required:

TABLE 410-2 NUMBER OF ROLLERS

Overlay width(feet)	Number of Rollers (minimum)
< 6	1
6-9	2
9-12	3
12-15	4

Note – Assumes a contact width of 5 feet.

F. Sweeping. Before the roadway may be opened to unguided traffic, a light brooming of excess aggregate shall be performed. When identified by contract documents as a high volume roadway, or otherwise noted, Self-propelled Pick Up Brooms are required.

Excess aggregate shall be swept from the newly treated surface after the surface has cured for at least 24 hours. Additional sweeping shall be performed as directed by the Engineer during a 5-day period following placement of the chip seal.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

DETAILED SPECIFICATIONS – CHIP SEAL (Cont’d.)

410-3 CONSTRUCTION DETAILS (Cont’d.)

G. Opening to Traffic. Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lane being chip sealed. After chip seal application, controlled traffic may be permitted at the Contractor’s discretion. Traffic shall be maintained at a speed not to exceed 15 mph for a period of three hours after placement of the chip seal by the use of pilot vehicles. All pilot vehicles shall be equipped with signs meeting the requirements of Section 6F.58 of the MUTCD. Use the following table to determine the number of patrol vehicles required:

Table 410-3

Lane Miles Surfaced In Previous Four Hours	Number of Patrol Vehicles
1	1
≥ 2	2

Immediately after completion of the chip seal, the section shall be posted for a speed limit of 30 mph for a period of seven days. The signs should be posted at 1/2 mile intervals and signs showing other speed limitations should be covered for this period. All construction signs shall meet the requirements of the MUTCD.

- H. Application of Fog Seal.** Prior to applying fog seal, the surface shall be swept. Follow the requirements of Application of Bituminous Material. The fog seal application rate is 0.05 to 0.15 gallons per square yard.
- I. Application of Cover Sand.** Within 5 minutes of applying the fog seal, spread the cover sand uniformly over the chip seal. The cover sand application rate is 2-5 pounds per square yard
- J. Opening to Traffic After Fog Seal and Cover Sand.** The Contractor shall determine when traffic may be permitted on the treated chip seal. More time may be required for areas with limited exposure to sunlight.

410-4 METHOD OF MEASUREMENT:

Chip seal shall be measured by the number of square yards of material in place, making no deductions for minor untreated areas such as catch basins and manholes. When the mainline pavement is chip sealed, shoulders area chip sealed will be included in the measurement for 410.0101 and 410.0102.

The liquid bituminous material for the chip seal shall be measured by the number of 60° F gallons actually incorporated in the work.

The liquid bituminous materials for the fog seal shall be measured by the number of 60° F gallons actually incorporated in the work.

The following formula will be used to calculate material quantity at 60° F:

$$\text{Volume @ 60° F} = \text{Volume}_D \times [1 - (\Delta T \times 0.00025)]$$

Where:

$$\Delta T = \text{Delivered Temperature (° F)} - 60$$

$$\text{Volume}_D = \text{Quantity Delivered (gallons)}$$

Cover Sand shall be measured by the number of square yards of material in place, making no deductions for minor untreated areas such as catch basins and manholes.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

DETAILED SPECIFICATIONS – CHIP SEAL (Cont'd.)

410-5 BASIS OF PAYMENT:

The unit price bid per square yard for chip seal shall include the cost of all labor, surface preparation, materials, and equipment necessary to perform the work, except that if the QA testing aggregate exceeds the rejection limit of the specification, the Regional Materials Engineer will evaluate if the material can remain in place. Aggregate QA testing not meeting specification will be reduced as listed in the TABLE 410-4 Chip Seal Pay Table.

TABLE 410-4: CHIP SEAL PAY

1ST			
Test	Specification % Pass	QA Test Result % Passing / Resulting Pay Deduction	Reject Limit QA Test <input type="checkbox"/> From Specification
Sieve 1/2	100	97 - 99 / 25%	<97 %
Sieve 1/4	0-15	15 - 20 / 25%	>20 %
Sieve 200	0-1.0	1.5 - 2 / 25%	>2 %
Flakiness Index	25	25 - 30 / 25%	>30
1A			
Test	Specification % Pass	Deduction Limit QA Test <input type="checkbox"/> From Specification	Reject Limit QA Test <input type="checkbox"/> From Specification
Sieve 1/2	100	97 - 99 / 25%	<97 %
Sieve 1/4	90-100	85 - 90 / 25%	<85 %
Sieve 1/8	0-15	15 - 20 / 25%	<20 %
Sieve 200	0-1.0	1.5 - 2 / 25%	<2 %
Flakiness Index	25	25 - 30 / 25%	>30

Liquid bituminous material used for chip seal will be paid for under a separate item as the number of 60°F gallons of material used.

Liquid bituminous material for the fog seal will be paid for under a separate item as the number of 60°F gallons of material used.

The Engineer will evaluate any bituminous material failing QA testing to determine if it will be left in place. If the material is left in place, the bituminous material will be subject to a reduction in payment according to the following table:

TABLE 410-5

Number of Failing QA Test Results	Pay Reduction of Bituminous Material Item
1	15%
2	25%

Cover sand will be paid for under a separate item.

Payment will be made under:

<u>Item No.</u>	<u>Item</u>	<u>Pay Unit</u>
410.0101	Chip Seal Pavement and Shoulders (1A)	Square Yard
410.0102	Chip Seal Pavement and Shoulders (1ST)	Square Yard
410.0103	Chip Seal Shoulders Only (1A)	Square Yard
410.0104	Chip Seal Shoulders Only (1ST)	Square Yard
410.0105	Liquid Bituminous Material (Chip Seal)	Gallons
410.0106	Liquid Bituminous Material (Fog Seal)	Gallons
410.0107	Cover Sand	Square Yard

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS – CHIP SEAL (Cont'd.)

BONDING REQUIREMENTS:

- A. Within 10 calendar days of receipt of a purchase order from the State, the contractor shall provide the State agency the following:
1. **Maintenance Material Bond.** A bond in the form similar to the sample included in this Contract Award Notification with sufficient sureties approved by the State's resident engineer guaranteeing replacement of deficient material in the form included in this Contract Award Notification. This bond shall remain in place for one year after final acceptance of the project by the State or until August 1 of the year following completion of the project, whichever is later.
 2. **Amount of Bond.** The amount of the Maintenance Material Bond shall be 100% of the amount of the project's cost.
 3. **Requirements of Bonds.** All Bonds shall be issued by a surety company approved by NYSDOT and authorized to do business in the State of New York as a surety.
- B. The procedure of the Maintenance Material Bond shall be as follows:
1. No later than June 1 of the year following the State's acceptance of work completed under this contract, the State will evaluate the project for aggregate retention, flushing or bleeding, aggregate embedment and bonding to the existing pavement.
 2. The contractor agrees to repair all areas that demonstrate less than 90% aggregate retention, as determined by the State, on the overall project caused by improper workmanship and/or defective materials. In addition, the contractor agrees to repair individual areas that are flushed or bleeding, as determined by the State, caused by improper workmanship and/or defective materials irrespective of the percent of aggregate retained. Such repairs, however, shall not include any damage resulting from any forces or circumstances beyond the control of the contractor. The evaluation of the chip seal (conventional and fiber reinforced) shall be made by the State's resident engineer. If the contractor does not agree with the evaluation it may appeal to the State's Regional Director of Operations whose decision shall be final.

Any resultant property damage deemed by the State's Regional Director of Operations caused by improper workmanship and/or defective materials shall be the responsibility of the Contractor.
 3. On or before June 10, in the year immediately following the State's acceptance of the chip seal project, the State shall notify the contractor of any areas deemed deficient by the State. The contractor will initiate and complete the remediation within 30 days of notification.
 4. Prior to the performance of repairs in the field, the contractor shall supply the State's resident engineer with copies of applicable insurance certificates. During the performance of any necessary repairs, the contractor shall comply with the all provisions of the original contract including among other things the work zone traffic control provisions.

(continued)

S A M P L E
MAINTENANCE BOND

KNOW ALL PEOPLE BY THESE PRESENTS, That we, (hereinafter called the “PRINCIPAL”)
_____ of
_____, and _____ of
_____ (hereinafter called the “SURETY”) are held and firmly bound unto the people
of the State of New York in the full and just sum of _____ Dollars
(\$_____) good and lawful money of the United States of America, to the payment of which said sum of
money, well and truly to be made and done the said PRINCIPAL binds itself, its heirs, executors, administrators or assignees
and the SURETY binds itself, its successors or assigns, jointly and severally, firmly by these presents.

Signed and dated this _____ day of _____, 2013.

WHEREAS, the PRINCIPAL has entered into a certain written contract bearing date on the _____ day of
_____, 2013, with the People of the State of New York for the improvement of _____,
in the County of _____, New York.

NOW THEREFORE, the PRINCIPAL warrants the workmanship and all materials used in the work and agrees that during the guarantee period of one year beginning after final acceptance by the State or political subdivision or until August 1 of the year following acceptance of work completed under the contract, whichever is later, it will, at its own expense make repairs which may become necessary by reason of improper workmanship or defective materials as per the following procedure:

1. No later than June 1 of the year following the State’s or the political subdivision’s acceptance of work completed under the contract, the State or political subdivision will evaluate the project for aggregate retention, flushing or bleeding, aggregate embedment and bonding to the existing pavement.
2. The PRINCIPAL agrees to repair all areas that demonstrate less than 90% aggregate retention, as determined by the State, on the overall project caused by improper workmanship and/or defective materials. In addition, the PRINCIPAL agrees to repair individual areas that are flushed or bleeding, as determined by the State, caused by improper workmanship and/or defective materials irrespective of the percent of aggregate retained. Such repairs, however, shall not include any damage resulting from any forces or circumstances beyond the control of the PRINCIPAL. The evaluation of the chip seal (conventional and fiber reinforced) shall be made by the State’s resident engineer. If the contractor does not agree with the evaluation it may appeal to the State’s Regional Director of Operations whose decision shall be final.
3. On or before June 10, in the year immediately following the State’s acceptance of the chip seal project, the State shall notify the PRINCIPAL of any areas deemed deficient by the State. The PRINCIPAL will initiate and complete the remediation within 30 days of notification.

(continued)

S A M P L E

MAINTENANCE BOND (Cont'd.)

In the event of the failure of performance by the PRINCIPAL who has failed to make repairs which may become necessary by reason of improper workmanship or defective materials, said SURETY, for value received, hereby stipulates and agrees, if requested to do so by the State, to commence such repairs within five (5) days of notification by the State of such failure by the PRINCIPAL. Such repairs shall be performed in accordance with the provisions of the current contract which require among other provisions that the SURETY shall provide necessary Work zone traffic control as well as provide the required insurance before any work is conducted.

In the event both the SURETY and the PRINCIPAL fail to perform such repairs, the State shall cause the repair to be completed by others and the SURETY and PRINCIPAL shall be jointly and severally liable for such costs.

And the said SURETY thereby stipulates and agrees that no change, extension, alteration, deduction or addition in or to the terms of the said contract or the plans or specifications accompanying same, shall in any way affect the obligations of said SURETY of its bond.

PRINCIPAL _____

BY _____

SURETY _____

BY _____

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

■ DETAILED SPECIFICATIONS – PAVER PLACED SURFACE TREATMENT

18403.221102	Paver Placed Surface Treatment Type A, F1
18403.221202	Paver Placed Surface Treatment Type A, F2
18403.221302	Paver Placed Surface Treatment Type A, F3
18403.222102	Paver Placed Surface Treatment Type B, F1
18403.222202	Paver Placed Surface Treatment Type B, F2
18403.222302	Paver Placed Surface Treatment Type B, F3
18403.223102	Paver Placed Surface Treatment Type C, F1
18403.223202	Paver Placed Surface Treatment Type C, F2
18403.223302	Paver Placed Surface Treatment Type C, F3

DESCRIPTION:

Paver Placed Surface Treatment consists of a polymer modified asphalt emulsion coat followed immediately with a thin hot mix asphalt wearing course.

MATERIALS:

Mix Designs: Formulate a job mix formula that satisfies the design limits listed in Table 1- Mixture Requirements and submit it to the Regional Materials Engineer for approval. The use of recycled asphalt pavement in these mixes is prohibited.

TABLE 1 - MIXTURE REQUIREMENTS⁽¹⁾

Sieve Sizes (inches)	Type A		Type B		Type C	
	Design Limits % Passing	Production Tolerance %	Design Limits % Passing	Production Tolerance %	Design Limits % Passing	Production Tolerance %
3/4					100	
1/2			100		85 - 100	± 4
3/8	100		85 - 100	± 4	60 - 90	± 4
1/4	85 - 100	± 4	30 - 55	± 4	30 - 55	± 4
No. 4	40 - 80	± 3	24 - 45	± 3	24 - 45	± 3
No. 8	21 - 45	± 3	21 - 37	± 3	21 - 37	± 3
No. 16	16 - 32	± 3	16 - 26	± 3	16 - 26	± 3
No. 30	12 - 25	± 2	12 - 20	± 2	12 - 20	± 2
No. 50	8 - 16	± 2	8 - 16	± 2	8 - 16	± 2
No. 100	5 - 10	± 2	5 - 10	± 2	5 - 10	± 2
No. 200	5 - 7	± 2	5 - 7	± 2	5 - 7	± 2
% PG Binder	4.9 - 5.4		4.8 - 5.2		4.8 - 5.2	

⁽¹⁾ All aggregate percentages are based on total mass of aggregate.

Aggregate: §703-02 except as modified herein. Use coarse aggregate with a minimum coarse-aggregate angularity (CAA) of 90% one fractured face and 85% two fractured faces. The aggregate's flakiness index shall meet the requirements of Materials Method 410.

1. Coarse Aggregate Type F1 Conditions.

- a. Limestone, dolomite or a blend of the two, having an acid-insoluble residue content of not less than 20.0%.
- b. Sandstone, granite, chert, traprock, ore tailings, slag or other similar non-carbonate materials.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

■ DETAILED SPECIFICATIONS – PAVER PLACED SURFACE TREATMENT Cont'd.)

MATERIALS: (Cont'd.)

1. Coarse Aggregate Type F1 Conditions. (Cont'd.)

- c. Gravel, or a natural or manufactured blend of the following types of materials: limestone, dolomite, gravel, sandstone, granite, chert, traprock, ore tailings, slag, or other similar materials meeting the following requirements:

Type A Mixes – Noncarbonate plus No. 8 particles must comprise a minimum of 30.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 95.0% of plus No. 4 particles must be noncarbonate.

Type B Mixes – Noncarbonate plus 1/8 inch particles must comprise a minimum of 30.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 95.0% of plus No. 4 particles must be noncarbonate.

Type C Mixes – Noncarbonate plus 1/8 inch particles must comprise a minimum of 30.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 95.0% of plus 3/8 inch particles must be noncarbonate.

2. Coarse Aggregate Type F2 Conditions.

- a. Limestone, dolomite or a blend of the two having an acid insoluble residue content of not less than 20.0%.
- b. Sandstone, granite, chert, traprock, ore tailings, slag or other similar non-carbonate materials.
- c. Gravel, or a natural or manufactured blend of the following types of materials: limestone, dolomite, gravel, sandstone, granite, chert, traprock, ore tailings, slag, or other similar materials, meeting the following requirements:

Type A Mixes – Noncarbonate plus No. 8 particles must comprise a minimum of 10.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 20.0% of plus No. 4 particles must be noncarbonate.

Type B Mixes – Noncarbonate plus 1/8 inch particles must comprise a minimum of 10.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 20.0% of plus No. 4 particles must be noncarbonate.

Type C Mixes – Noncarbonate plus 1/8 inch particles must comprise a minimum of 10.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 20.0% of plus 3/8 inch particles must be noncarbonate.

3. Coarse Aggregate Type F3 Conditions.

- a. Limestone, or a blend of limestone and dolomite having an acid insoluble residue content of not less than 20.0%.
- b. Dolomite.
- c. Sandstone, granite, chert, traprock, ore tailings, slag or other similar non-carbonate materials.
- d. Gravel, or a natural or manufactured blend of the following types of materials: limestone, dolomite, gravel, sandstone, granite, chert, traprock, ore tailings, slag, or other similar materials, meeting the following requirements:

Type A Mixes – Noncarbonate plus No. 8 particles must comprise a minimum of 10.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 20.0% of plus No. 4 particles must be noncarbonate.

Type B Mixes – Noncarbonate plus 1/8 inch particles must comprise a minimum of 10.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 20.0% of plus No. 4 inch particles must be noncarbonate.

Type C Mixes – Noncarbonate plus 1/8 inch particles must comprise a minimum of 10.0% of the total aggregate (by weight with adjustments to equivalent volumes for materials of different specific gravities). Additionally, a minimum of 20.0% of plus 3/8 inch particles must be noncarbonate.

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

■ DETAILED SPECIFICATIONS – PAVER PLACED SURFACE TREATMENT Cont'd.)

MATERIALS: (Cont'd.)

4. **Fine Aggregate.** Use 100% screenings, free from deleterious materials and manufactured from sources of stone or slag meeting the requirements of §703-02, Coarse Aggregate, having a minimum sand equivalent of 60%, as determined by AASHTO T 176, "Plastic Fines in Graded Aggregates and Soils by Use of the Sand Equivalent Test."

Mineral Filler: § 703-08, Mineral Filler.

Asphalt Binder: §401-2.04 Performance-Graded Binder. Use the appropriate performance graded binder for the project's location.

Polymer Modified Asphalt Emulsion: § 702 - Bituminous Materials, 702-4001P.

EQUIPMENT:

1. **Paving.** Use a self-priming paver capable of spraying the polymer modified asphalt emulsion, applying the hot mix asphalt overlay and smoothing the surface of the mat in one pass. The self-priming paver must be equipped with a receiving hopper, feed conveyor, emulsion storage tank, metered high-pressure emulsion spray bar, and a variable width, heated screed. The screed must have the ability to be crowned at the center both positively and negatively and have vertically adjustable extensions to accommodate the desired pavement profile.
2. **Compaction.** Use steel wheeled double drum rollers weighing at least 10 tons, equipped with functioning water systems and scrapers to prevent material from adhering to the roller drums.
3. **Hauling.** Use vehicles that meet § 402-3.03, Hauling Equipment, to transport the hot mix asphalt wearing course.

CONSTRUCTION DETAILS:

Hot Mix Production: The requirements of §401-3, Construction Details apply with the following modifications. If a test value for any sieve varies from the target value by more than the production tolerance given in Table 1 - Mixture Requirements, the Regional Materials Engineer will evaluate the material represented by that test to determine acceptability.

A delivery ticket meeting the requirements of §401-4, Method of Measurement shall accompany each vehicle supplying hot mix asphalt.

Surface Preparation: Perform all surface preparation prior to applying the wearing course.

1. Thoroughly clean the entire area to be overlaid. The surface of the area to be overlaid must be free of dirt, oil, and other foreign materials. A damp surface is acceptable if favorable weather conditions are expected during paving operations.
2. Cover all manhole covers, water boxes, catch basins, and other such utility structures within the area to be paved with plastic, building felt, or other material approved by the Engineer. Reference each for location and adjustment after paving. Remove the covers each day.
3. Ensure that pavement markings have been abraded in accordance with contract documents.

Application: The requirements of § 402-3.01, Weather and Seasonal Limitations apply.

1. Apply the polymer modified asphalt emulsion at a temperature of 140 - 175°F. Provide a uniform application across the entire width to be overlaid, at a rate of 0.15 - 0.25 gallons/square yard. Continuously monitor the spray rate.
2. No equipment shall come in contact with the polymer modified asphalt emulsion before the hot mix asphalt wearing course is applied.
3. Immediately after applying the polymer modified asphalt emulsion, apply the hot mix asphalt overlay across the full width of the emulsion at a temperature of 290 - 325°F.
4. Apply the hot mix asphalt at a rate within the appropriate application range, listed in Table 2 – Wearing Course Application Ranges. The finished treatment has a minimum thickness of 1/2 inch for Type A, and 5/8 inch for Type B and Type C.
5. Paver Placed Surface Treatment shall not be applied to freshly placed concrete surfaces. Concrete surfaces must cure for a minimum of 90 days before being overlaid.

(continued)

Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and Paver Placed Surface Treatment (Conventional and Rubber Modified) (2013 DOT Specific Projects)(Federal & State Funds)

DETAILED SPECIFICATIONS – PAVER PLACED SURFACE TREATMENT Cont'd.)

CONSTRUCTION DETAILS: (Cont'd.)

TABLE 2 - WEARING COURSE APPLICATION RANGES

Type	Minimum (lb/yd ²)	Maximum (lb/yd ²)
A	60	70
B	65	75
C	70	80

Compaction: Begin compaction immediately after application of the wearing course. Use a minimum of two static passes. Avoid using vibratory compaction. The roller(s) will not be allowed to stop on the freshly placed wearing course. Use an adequate number of rollers to complete compaction before the pavement temperature falls below 185°F. Protect the wearing course from traffic until the rolling operation is complete and the material has cooled sufficiently to resist damage.

Paver and Equipment Cleaning: The requirement of § 402-3.12, Paver and Equipment Cleaning apply.

Coring: The Engineer will require four cores from each section of compacted paver placed surface treatment applied below the appropriate minimum application rate listed in Table 2. The Engineer will randomly locate the four core locations. The Engineer will determine the thickness of the paver placed surface treatment and reject sections not meeting the required minimum thickness.

The Engineer may require four cores from each section of compacted paver placed surface treatment exceeding the appropriate maximum application rate, listed in Table 2, to determine the thickness of the paver placed surface treatment. The Engineer may stop paving operations immediately if the over application of the paver placed surface treatment will create problems, such as, but not limited to, reducing overhead clearance, curb reveal or guiderail height. The Engineer and Contractor will agree upon and document a maximum application rate and maximum thickness to prevent problems created by over applying the paver placed surface treatment. The Engineer will reject any additional paver placed surface treatment sections determined to exceed the maximum agreed upon application rate and thickness.

Coring is not required for sections paved within the appropriate application range, listed in Table 2 - Wearing Course Application Ranges.

All labor, materials and equipment associated with required pavement coring, including maintenance and protection of traffic and filling core holes, will be done at the Contractor's expense.

METHOD OF MEASUREMENT: Paver Placed Surface Treatment shall be measured by the number of tons of hot mix asphalt placed.

BASIS OF PAYMENT: The unit price bid per ton of Paver Placed Surface Treatment shall include the cost of all labor, materials and equipment necessary to perform the work.

Payment will be made under:

<u>Item No.</u>	<u>Item</u>	<u>Pay Unit</u>
18403.221102	Paver Placed Surface Treatment Type A, F1	Tons
18403.221202	Paver Placed Surface Treatment Type A, F2	Tons
18403.221302	Paver Placed Surface Treatment Type A, F3	Tons
18403.222102	Paver Placed Surface Treatment Type B, F1	Tons
18403.222202	Paver Placed Surface Treatment Type B, F2	Tons
18403.222302	Paver Placed Surface Treatment Type B, F3	Tons
18403.223102	Paver Placed Surface Treatment Type C, F1	Tons
18403.223202	Paver Placed Surface Treatment Type C, F2	Tons
18403.223302	Paver Placed Surface Treatment Type C, F3	Tons

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS - PROJECT DIMENSIONS

Information on pavement widths for projects in this Contract Award Notification is listed for informational purposes only. The dimensions listed are the best information available, but 100% accuracy is not guaranteed. Bidders should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars before submitting a bid. The Department assumes no responsibility for erroneous information listed herein.

The pavement width listed is the total width of all travel lanes.

■ MICRO-SURFACING:

Project Number	Items	Travel Lane Width (ft) (total)	Lane Width (ft) (one lane)	Shoulder Width (ft) (one shldr)	Number Lanes
403196	18410.1021	68	17	0	4
410480	18410.1021	24-26	12-13	6-10	2
5V1322	18410.1021	24	12	8	2
5V1326	18410.1021	24-26	12-13	0-10	2
5V132A	18410.1021	24-40	12	0-4	2
5V1334	18410.1021	24-45	11-12	4-5	2-4
5V1335	18410.1021	47-66	11	0-4	4-5
6V1314B	18410.1021	23	11.5	5	2
6V1343B	18410.1021	23	11.5	7.6	2
912509	18410.1021	24	12	6	2

■ COLD RECYCLING PROJECT DIMENSIONS:

Project Number	Resurfacing Depth (in)	Travel Lanes Width (ft) (total)	Lane Width (ft) (one lane)	Shoulder Width (ft) (one shldr)	Number Lanes
1V1311	4	24	12	4	2
1V1312	4	20	10	3	2
1V1313	4	22	11	4	2
1V1314	4	22	11	3	2
1V1351	4	24	11	8	2
2AP033	4	24	12	4-6	2
2AP039	4	24	12	8-10	2
2AP040	4	20-33	10-22	5-6	2
2V1321	4	22	11	6	2
360303	4	22	11	6	2
360305	4	22	11	6	2
360307	4	20-22	10-11	4-6	2
6V1313	4	22.4	11.2	9.3	2
6V1314A	4	23	11.5	5	2
6V1331A	3	23	11.5	6.3	2
6V1343A	4	23	11.5	7.6	2
6V1345	4	22	11	6	2
6V1346A	4	23	11.5	5	2
6V1347	3	24	12	8.8	2
6V1351A*	4	23	11.5	4.3	2

**10,814 ft of this project recycles the lanes only*

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS - PROJECT DIMENSIONS

CHIP SEAL:

Project Number	Items	Travel Lane Width (ft) (total)	Lane Width (ft) (one lane)	Shoulder Width (ft) (one shldr)	Number Lanes
360299		20	10	6	2
5V1314		22-23	11	6-7	2
5V1324		20-22	10-11	4-8	2
5V1325		20-22	10-11	0-11	2
5V1328		22	11	6	2
5V1354		23	11.5	6	2
6V1351B		23	11.5	4.3	2
6V1331B		23	11.5	6.3	2
6V1346B		23	11.5	5	2

PAVER PLACED SURFACE TREATMENT:

Project Number	Items	Travel Lane Width (ft) (total)	Lane Width (ft) (one lane)	Shoulder Width (ft) (one shldr)	Number Lanes
1V1381	18403.223302	24	12	10	2
2AP031	18403.221202	24-28	12-14	9-10	2
2AP032	18403.221202	24	12	8	2
360300	18403.222202	20	10	8	2
360304	18403.222202	20	10	8	2
5V1317	18403.222202	22-24	11-12	8-9	2
5V1327	18403.222202	36-45	12-15	8	3
901649	18403.222202	24	12	10	2
902813	18403.222202	22	11	8	2

(continued)

**Crack Sealer; Microsurfacing; Cold Recycling; Chip Seal and
Paver Placed Surface Treatment (Conventional and Rubber Modified)
(2013 DOT Specific Projects)(Federal & State Funds)**

DETAILED SPECIFICATIONS

■ PAVER PLACED SURFACE TREATMENT – PROJECTS REBATE TABLE:

Project Number	Rebate Location	Rebate Width (ft)
1V1381	RM 22 1808 1000	44
	RM 1001-Grandma Moses Road	60
	RM 1006 - CR 69	60
	RM 1006 - SR 67	60
	RM 1009-White Creek Road	60
	RM 1011 - Old State Road	60
	RM 1019 - Center Road	60
	RM 1019 - CR 68	60
	RM 1028 - Owl Kill Road	60
	RM 1028 - Waites Hill Road	60
	RM 1036 - Brownell Road	60
	RM 1037 - Brownell Hollow Road	60
	RM 1051 - Shunpike Road	60
	RM 1052 - CR 71	60
	RM 22 1808 1056	44
2AP031	RM 13-2405-1382	36
	RM 13-2606-1024	28
2AP032	RM 13-2606-1037	40
	RM 13-2606-1049	40
360300	RM 13-3407-1110	36
	RM 13-3407-1165	36
360304	RM 13-3407-1055	37
	RM 13-3407-1110	37
5V1317	RM 16-5201-3114, Rte 16, Old Rte 16	1@40
	RM 16-5201-3181, Rte 16, BIN 1011710	1@40
5V1327	RM 17-5201-3000	50
	RM 17-5201-3011	58
901649	No Rebates	
902813	RM 23-9303-1027 (begin)	38
	CR 11; RM 23-9303-1029 Rt	46
	CR 11; RM 23-9303-1029 Lt	46
	RM 23-9303-1050 (bridge begin)	38
	RM 23-9303-1050 (bridge ends)	38
	CR 10; RM 23-9303-1054	48
	RM 23-9303-1085 (end)	38

(continued)

**State of New York
 Office of General Services
 NEW YORK STATE PROCUREMENT
 Contract Performance Report**

Please take a moment to let us know how this contract award has measured up to your expectations. If reporting on more than one contractor or product, please make copies as needed. This office will use the information to improve our contract award, where appropriate. **Comments should include those of the product’s end user.**

Contract No.: _____ **Contractor:** _____

Describe Product* Provided (Include Item No., if available): _____

***Note:** “**Product**” is defined as a deliverable under any Bid or Contract, which may include commodities (including printing), services and/or technology. The term “Product” includes Licensed Software.

	Excellent	Good	Acceptable	Unacceptable
• Product meets your needs				
• Product meets contract specifications				
• Pricing				

CONTRACTOR

	Excellent	Good	Acceptable	Unacceptable
• Timeliness of delivery				
• Completeness of order (fill rate)				
• Responsiveness to inquiries				
• Employee courtesy				
• Problem resolution				

Comments: _____

 _____(over)

Agency: _____ Prepared by: _____
 Address: _____ Title: _____
 _____ Date: _____
 _____ Phone: _____
 _____ E-mail: _____

Please detach or photocopy this form & return by FAX to 518/474-2437 or mail to:

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 Corning 2nd Tower - Empire State Plaza
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