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Corning Tower, Empire State Plaza, Albany, NY 12242 | http://nyspro.ogs.ny.gov | customer.service@ogs.ny.gov | 518-474-6717

Contract Award Notification

Title	:	**Group 31555** **Liquid Bituminous Materials (Federal & State Funds)** **(2015 NYSDOT Specific Projects)** **(Chip Seal; Cold Recycling; Crack Sealer; Micro-surfacing and Paver Placed Surface Treatment – Conventional & Rubber Modified)** **NYS Contract Reporter Category/Classification:** **Construction, Horizontal – Highways & Roadways; Maintenance, repair & new construction** **Classification Code(s):30**
Award Number	:	**22920**
Contract Period	:	**June 15, 2015 Through December 31, 2015**
Bid Opening Date	:	**March 10, 2015**
Date of Issue	:	**June 16, 2015**
Specification Reference	:	**SPEC 927 dated January 18, 2013, SPEC-932 dated September 8, 2014 and as amended in the Invitation For Bids and the Purchasing Memorandums dated March 3, 2015 and March 4, 2015**
Contractor Information	:	**Appears on Page 5 of this Award**

Address Inquiries To:

State Agencies & Vendors	Political Subdivisions & Others
Name : Jose De Andres Title : CMS2 Phone : 518-474-3024 E-mail : jose.deandres@ogs.ny.gov	Procurement Services - Customer Services Phone : 518-474-6717 Fax : 518-474-2437 E-mail : customer.services@ogs.ny.gov

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

Description

(See next page)

PR # 22920

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.

Table of Contents

SECTION 1: INTRODUCTION 8
1.1 Contractor Information 8
1.2 Small, Minority and Women-Owned Businesses 9
1.3 Recycled, Remanufactured and Energy Efficient Products 9
1.4 Note to Authorized Users 9
1.5 Debriefing 10
SECTION 2: PRICE PAGES 10
2.1 List of OGS Items and Awardees 10
SECTION 3: PREVAILING WAGE RATES 10
3.1 Prevailing Wage Rates – State and Federally Funded Public Works Contracts 10
3.2 Worker Notification – A9052; S6240 11
3.3 OSHA 10-Hour Construction Safety and Health Course - S1537-A 11
SECTION 4: CONTRACT ADMINISTRATION 12
4.1 Contract Amendment Process 12
4.2 Contract Administrator 12
SECTION 5: TERMS AND CONDITIONS 12
5.1 Contract Term and Extension 12
5.1.1 Contract Term 12
5.1.2 Short Term Extension 12
5.2 Mercury Added Consumer Products 12
5.3 Disposition of Settlements 12
5.4 Environmental Attributes and NYS Executive Order 4 13
5.5 Extension of Use Commitment 13
5.6 Emergency Purchasing 13
5.7 Poor Performance 13
SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS 14
6.1 Introduction 14
6.2 Pricing Information 14
6.2.1 General 14
6.2.2 Insurance 14
6.3 Asphalt Price Adjustments 15
6.3.1 General 15
6.3.2 Asphalt Price Adjustment: Example 16
6.4 Payment 16
6.5 Pre-Chip Seal Conference 17
6.6 Bonding Requirements 17
6.7 Supervision 17
6.8 Construction Details 17
6.9 Work Hours 18

6.9.1 Special Note - Overtime Dispensation Requests ... 18
6.10 Special Note for Chip Seal ... 18
6.11 Restoration of Disturbed Areas ... 18
6.12 Damaged or Deficient Areas ... 18
6.13 Work Zone Traffic Control ... 19
6.13.1 Permanent Construction Signs ... 19
6.13.2 Temporary Pavement Markings ... 21
6.13.3 Abrading Existing Pavement Markings ... 21
6.13.4 Special Note: Work Zone Intrusion Initiative ... 21
6.14 Special Notes - Chip Seal ... 24
6.14.1 Funding Source (Chip Seal) ... 24
6.14.2 NYSDOT Region 5 Special Notes (Chip Seal) ... 24
6.15 Detailed Specifications - Chip Seal ... 24
6.15.1 Project Dimensions - Chip Seal ... 24
SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS ... 25
7.1 Introduction ... 25
7.2 Pricing Information ... 25
7.2.1 General ... 25
7.2.2 Insurance ... 25
7.3 Asphalt Price Adjustments ... 26
7.3.1 General ... 26
7.3.2 Asphalt Price Adjustment: Example ... 28
7.4 Payment ... 28
7.5 Pre- Recycling Conference ... 28
7.6 Supervision ... 29
7.7 Work Hours ... 29
7.7.1 Special Note - Overtime Dispensation Requests ... 29
7.8 Construction Details ... 29
7.9 Restoration of Disturbed Areas ... 29
7.10 Damaged or Deficient Areas ... 29
7.11 Possible Mix Design – Cold Recycling ... 30
7.12 Work Zone Traffic Control ... 30
7.12.1 Permanent Construction Signs ... 31
7.12.2 Temporary Pavement Markings ... 32
7.12.3 Special Note: Work Zone Intrusion Initiative ... 32
7.13 Special Notes – Cold Recycling ... 35
7.13.1 Funding Source (Cold Recycling) ... 35
7.13.2 Special Note for Coordination with Other Projects (Cold Recycling) ... 35
7.13.3 Special Note for Pilot Vehicle (Cold Recycling) ... 35
7.13.4 NYSDOT Region 1 Special Notes (Cold Recycling) ... 35

7.13.5 NYSDOT Region 2 Special Notes (Cold Recycling) ... 36
7.13.6 NYSDOT Region 3 Special Notes (Cold Recycling) ... 37
7.13.7 NYSDOT Region 6 Special Notes (Cold Recycling) ... 37
7.13.8 NYSDOT Region 5 – Project 5V1513 - Special Note – Seneca Nation of Indians Business License ... 38
7.13.9 NYSDOT Region 5 – Project 5V1513 - Special Note - SNI, Cattaraugus Territory Roads ... 38
7.13.10 NYSDOT Region 5 – Project 5V1525 - Special Note ... 39
7.14 Detailed Specifications – Cold Recycling ... 40
7.14.1 Project Dimensions - Cold Recycling ... 40
SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS ... 41
8.1 Introduction ... 41
8.2 Pricing Information ... 41
8.2.1 General ... 41
8.2.2 Insurance ... 41
8.3 Asphalt Price Adjustments ... 42
8.3.1 General ... 42
8.3.2 Asphalt Price Adjustment: Example ... 43
8.4 Payment ... 43
8.5 Pre- Crack Sealing Conference ... 43
8.6 Supervision ... 44
8.7 Work Hours ... 44
8.7.1 Special Note - Overtime Dispensation Requests ... 44
8.8 Construction Details ... 44
8.9 Restoration of Disturbed Areas ... 44
8.10 Damaged or Deficient Areas ... 44
8.11 Work Zone Traffic Control ... 45
8.11.1 Temporary Construction Signs ... 45
8.11.2 Shadow Vehicle Requirements ... 45
8.11.3 Special Note: Work Zone Intrusion Initiative ... 45
8.12 Special Notes – Crack Sealer ... 48
8.12.1 Funding Source (Crack Sealer) ... 48
8.12.2 NYSDOT Region 6 Special Notes (Crack Sealer) ... 48
8.13 Detailed Specifications – Crack Sealer ... 48
SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS ... 49
9.1 Introduction ... 49
9.2 Pricing Information ... 49
9.2.1 General ... 49
9.2.2 Insurance ... 49
9.3 Asphalt Price Adjustments ... 49
9.3.1 General ... 49
9.3.2 Asphalt Price Adjustment: Example ... 51

9.4 Payment ... 51
9.5 Pre- Micro-surfacing Conference ... 51
9.6 Bonding Requirements ... 51
9.7 Supervision ... 52
9.8 Work Hours ... 52
9.8.1 Special Note - Overtime Dispensation Requests ... 52
9.9 Construction Details ... 52
9.10 Special Note for Micro-surfacing ... 52
9.11 Restoration of Disturbed Areas ... 52
9.12 Damaged or Deficient Areas ... 53
9.13 Work Zone Traffic Control ... 53
9.13.1 Permanent Construction Signs ... 54
9.13.2 Temporary Pavement Markings ... 55
9.13.3 Abrading Existing Pavement Markings ... 55
9.13.4 Special Note: Work Zone Intrusion Initiative ... 56
9.14 Special Notes – Micro-surfacing ... 57
9.14.1 Funding Source (Micro-surfacing) ... 57
9.15 Detailed Specifications – Micro-surfacing ... 57
9.15.1 Project Dimensions - Micro-surfacing ... 57
SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJECTS ... 59
10.1 Introduction ... 59
10.2 Pricing Information ... 59
10.2.1 General ... 59
10.2.2 Insurance ... 59
10.3 Asphalt Price Adjustments ... 59
10.3.1 General ... 59
10.3.2 Asphalt Price Adjustment: Example ... 61
10.4 Payment ... 61
10.5 Pre- Paver Placed Surface Treatment Conference ... 61
10.6 Supervision ... 62
10.7 Work Hours ... 62
10.7.1 Special Note - Overtime Dispensation Requests ... 62
10.8 Construction Details ... 62
10.9 Special Note for Paver Placed Surface Treatment Projects ... 62
10.10 Restoration of Disturbed Areas ... 62
10.11 Damaged or Deficient Areas ... 63
10.12 Paver Placed Surface Treatment Overlay Splices ... 63
10.13 Work Zone Traffic Control ... 65
10.13.1 Permanent Construction Signs ... 66
10.13.2 Temporary Pavement Markings ... 67

10.13.3 Abrading Existing Pavement Markings 67
10.13.4 Special Note: Work Zone Intrusion Initiative 68
10.14 Special Notes – Paver Placed Surface Treatment 69
10.14.1 Funding Source (Paver Placed Surface Treatment) 69
10.14.2 Special Note for Rail Road Involvement in Federal Funded Projects (Paver Placed Surface Treatment) 69
10.14.3 NYSDOT Region 6 Special Notes (Paver Placed Surface Treatment) 69
10.15 Detailed Specifications – Paver Placed Surface Treatment 71
10.15.1 Project Dimensions - Paver Placed Surface Treatment 71
10.15.2 Rebates - Paver Placed Surface Treatment 72
SECTION 11: CONTRACT PERFORMANCE REPORT 73

SECTION 1: INTRODUCTION

1.1 Contractor Information

NOTE: See individual contract items to determine actual awardees.

CONTRACT #	CONTRACTOR & ADDRESS	TELEPHONE #	FED. IDENT.# NYS VENDOR#
PC66969 MWBE SB	ANNSEAL, INC. 130 Main Street, Suite 3 Johnson City, New York 13790	Phone #: (607) 797-3737 Contact: Nancy O'Brien Fax #: (607) 797-2877 E-mail: tdarling@annseal.com Web Site: n/a Toll-Free #: n/a	03-0435899 1000005228
PC66971	MIDLAND ASPHALT MATERIALS INC. 640 Young Street Tonawanda, New York 14150 Accepts Procurement Card for orders up to $15,000	Phone #: (716) 692-0730 ext. 4418 Contact: Traci Lair Fax #: (716) 692-0613 E-mail: tmcnally@midlandasphalt.com Web Site: www. midlandasphalt.com Toll-Free #: n/a	26-0038619 1000017447
PC66972 SB	PECKHAM ROAD CORPORATION 375 Bay Road, Suite 100 Queensbury, New York 12804	Phone #: (518) 792-3157 Contact: Mark Petramale Fax #: (518) 792-3138 E-mail: Mpetr@peckham.com Web Site: www.peckham.com Toll-Free #: n/a	13-3493213 1000006385
PC66973	SUIT-KOTE CORPORATION 1911 Lorings Crossing Rd Cortland, New York 13045	Phone #: (315) 238-7053 Contact: Mike Murphy Fax #: (315) 238-7110 E-mail: mmurphy@suit-kote.com Web Site: www.suit-kote.com Toll-Free #: (800) 622-5636	16-1177189 1000007846
PC66974	VESTAL ASPHALT, INC. 201 Stage Road Vestal , New York 13850 Accepts Procurement Card for orders up to $15,000	Phone #: (607) 785 3393 Contact: Joann Juliussen Fax #: (607) 785 3396 E-mail: jjuliussen@vestalasphalt.com Web Site: www.vestalasphalt.com Toll-Free #: n/a	16-1201418 1000007868

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 PROCUREMENT SERVICES.

1.2 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.

1.3 Recycled, Remanufactured and Energy Efficient Products

The Procurement Services supports and encourages the purchase of recycled, remanufactured, energy efficient and "energy star" products. If one of the following codes appears as a suffix in the Award Number or is noted under the individual Contract Number(s) in this Contract Award Notification, please look at the individual awarded items for more information on products meeting the suffix description.

RS,RP,RA	Recycled
RM	Remanufactured
SW	Solid Waste Impact
EE	Energy Efficient
E*	EPA Energy Star
ES	Environmentally Sensitive

1.4 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).

1.5 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.

SECTION 2: PRICE PAGES

2.1 List of OGS Items and Awardees

Please refer to the price pages' link published at the webpage for this contract at the OGS – Procurement Services website:

http://www.ogs.ny.gov/purchase/spg/awards/3155522920Can.htm

SECTION 3: PREVAILING WAGE RATES

3.1 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.

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.

The applicable Prevailing Wage Rate Schedule for this project is **PRC # 2014011720**

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

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.

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

(continues next page)

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	HWY-NY2
Allegany	HWY-NY47
Bronx	HWY-NY3
Broome	HWY-NY4
Cattaraugus	HWY-NY8
Cayuga	HWY-NY36
Chautauqua	HWY-NY8
Chemung	HWY-NY5
Chenango	HWY-NY4
Clinton	HWY-NY6
Columbia	HWY-NY2
Cortland	HWY-NY42
Delaware	HWY-NY21
Dutchess	HWY-NY7
Erie	HWY-NY8
Essex	HWY-NY6
Franklin	HWY-NY35
Fulton	HWY-NY2
Genesee	HWY-NY29
Greene	HWY-NY2
Hamilton	HWY-NY46

COUNTY	WD #
Herkimer	HWY-NY31
Jefferson	HWY-NY9
Kings	HWY-NY3
Lewis	HWY-NY9
Livingston	HWY-NY30
Madison	HWY-NY15
Monroe	HWY-NY10
Montgomery	HWY-NY2
Nassau	HWY-NY12
New York	HWY-NY3
Niagara	HWY-NY11
Oneida	HWY-NY14
Onondaga	HWY-NY16
Ontario	HWY-NY32
Orange	HWY-NY7
Orleans	HWY-NY34
Oswego	HWY-NY38
Otsego	HWY-NY37
Putnam	HWY-NY25
Queens	HWY-NY3
Rensselaer	HWY-NY2

COUNTY	WD #
Richmond	HWY-NY3
Rockland	HWY-NY20
Saratoga	HWY-NY2
Schenectady	HWY-NY2
Schoharie	HWY-NY2
Schuyler	HWY-NY5
Seneca	HWY-NY40
St Lawrence	HWY-NY9
Steuben	HWY-NY18
Suffolk	HWY-NY12
Sullivan	HWY-NY7
Tioga	HWY-NY45
Tompkins	HWY-NY24
Ulster	HWY-NY7
Warren	HWY-NY39
Washington	HWY-NY2
Wayne	HWY-NY44
Westchester	HWY-NY17
Wyoming	HWY-NY41
Yates	HWY-NY33

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

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

3.3 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

SECTION 4: CONTRACT ADMINISTRATION

4.1 Contract Amendment Process

During the term of the Contract, the Contract may be amended by the mutual agreement of the parties.

4.2 Contract Administrator

Contractor must provide a dedicated Contract Administrator to support the updating and management of the Contract on a timely basis. Contractor must notify OGS within five (5) Business Days if its Contract Administrator changes, and provide an interim contact person until the position is filled. Contractor may submit a Contract Administrator change by submission of a revised Contractor and Authorized Reseller Information form to the OGS Contract Administrator.

Changes to Contractor contact information, including the designation of a new Contract Administrator, shall be submitted electronically via e-mail through the submission of a revised Contractor and Authorized Reseller Information form to the OGS Contract Administrator.

SECTION 5: TERMS AND CONDITIONS

5.1 Contract Term and Extension

5.1.1 Contract Term

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

5.1.2 Short Term Extension

In the event the replacement contract has not been issued, 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.

5.2 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.

5.3 Disposition of Settlements

The Office of General Services has the right to determine the disposition of any rebates, settlements, restitution, liquidated damages, etc. which arise from the administration of this contract.

5.4 Environmental Attributes and NYS Executive Order 4

New York State is committed to environmental sustainability and endeavors to procure products with reduced environmental impact. One example of this commitment may be found in Executive Order No. 4 (Establishing a State Green Procurement and Agency Sustainability Program) (EO4), which imposes certain requirements on state agencies, authorities, and public benefit corporations when procuring commodities, services, and technology. More information on Executive Order No. 4, including specifications for offerings covered by this Contract, may be found at http://www.ogs.ny.gov/EO/4/Default.asp. State entities subject to Executive Order No. 4 are advised to become familiar with the specifications that have been developed in accordance with the Order, and to incorporate them, as applicable, when making purchases under this Contract.

5.5 Extension of Use Commitment

The Contractor agrees to honor all orders from the authorized user by law which are in compliance with the pricing, terms, and conditions set forth in the resulting Contract document.

Any unilateral limitations/restrictions imposed by the Contractor and/or manufacturer on the eligible Authorized User will be grounds for rejection of the bid or cancellation of the Contract. If a Contract, or any portion thereof, is canceled for this reason, any additional costs incurred by the eligible purchaser will be borne by the Contractor

5.6 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.

5.7 Poor Performance

Authorized Users should notify Procurement Services Group's Customer Services promptly if the Contractor fails to meet the requirements of this Contract. Performance which does not comply with requirements or is otherwise unsatisfactory to the Authorized User should also be reported to Customer Services:

Office of General Services
NYS Procurement
38th Floor Corning Tower
Empire State Plaza
Albany, NY 12242
Customer Services E-mail: customer.services@ogs.ny.gov
Telephone: (518) 474-6717 / Fax: (518) 474-2437

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS

6.1 Introduction

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.

6.2 Pricing Information

6.2.1 General

Subsection 17-b of Appendix B (GENERAL SPECIFICATIONS) is modified to include provisions stated in this PRICING INFORMATION clause:

Price for chip seal shall be 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 separates items. Price per square yard of chip seal shall also include 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 per gallon of liquid bituminous materials for chip seal and fog seal shall include heating, hauling, and applying the liquid bituminous materials at the project locations indicated herein. The price per square yard of cover sand shall include hauling and applying the necessary cover sand at the project locations indicated herein.

6.2.2 Insurance

Price includes all required insurance coverage costs. In particular, price includes:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.3 Asphalt Price Adjustments

6.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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-XXXXT	Diluted Tack Coat	40	0.2	40.2

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

6.3.2 Asphalt Price Adjustment: Example

Material Designation 702-3301P, HFMS-2
Base Avg. Price per Ton = $629.000
New Avg. Price per Ton = $639.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.732$$

$$\text{Price Adjustment (per gallon)} = +\$0.031 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

6.4 Payment

Payment for Chip seal shall be made at contract price 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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.5 Pre-Chip Seal Conference

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.

6.6 Bonding Requirements

A Maintenance Bond is required for chip seal projects in this Contract Award Notification. Please see sample in Attachment - Detailed Specifications.

Maintenance bond is to be provided to the attention of the Regional Director of Operations, or their Regional designee as determined at the Pre-Chip Seal conference, for the corresponding Region. Each bond shall be specific to each Project Number, not contract, so that they may be released upon the completion of the terms in the contract for each corresponding Project/site.

6.7 Supervision

The Department of Transportation shall provide supervision for the chip seal 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.

6.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.9 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).

6.9.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

6.10 Special Note for Chip Seal

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 will be done by NYSDOT forces prior to the chip seal 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.

6.11 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.

6.12 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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

6.13.1 <u>Permanent Construction Signs</u>

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: **(see next page)**

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

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

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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

6.13.2 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 per ton or square yard as applicable.

6.13.3 Abrading Existing Pavement Markings

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 per square yard of chip seal. No separate payment shall be made.

6.13.4 <u>Special Note</u>: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

<u>Channelizing Device Spacing Reduction</u>
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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

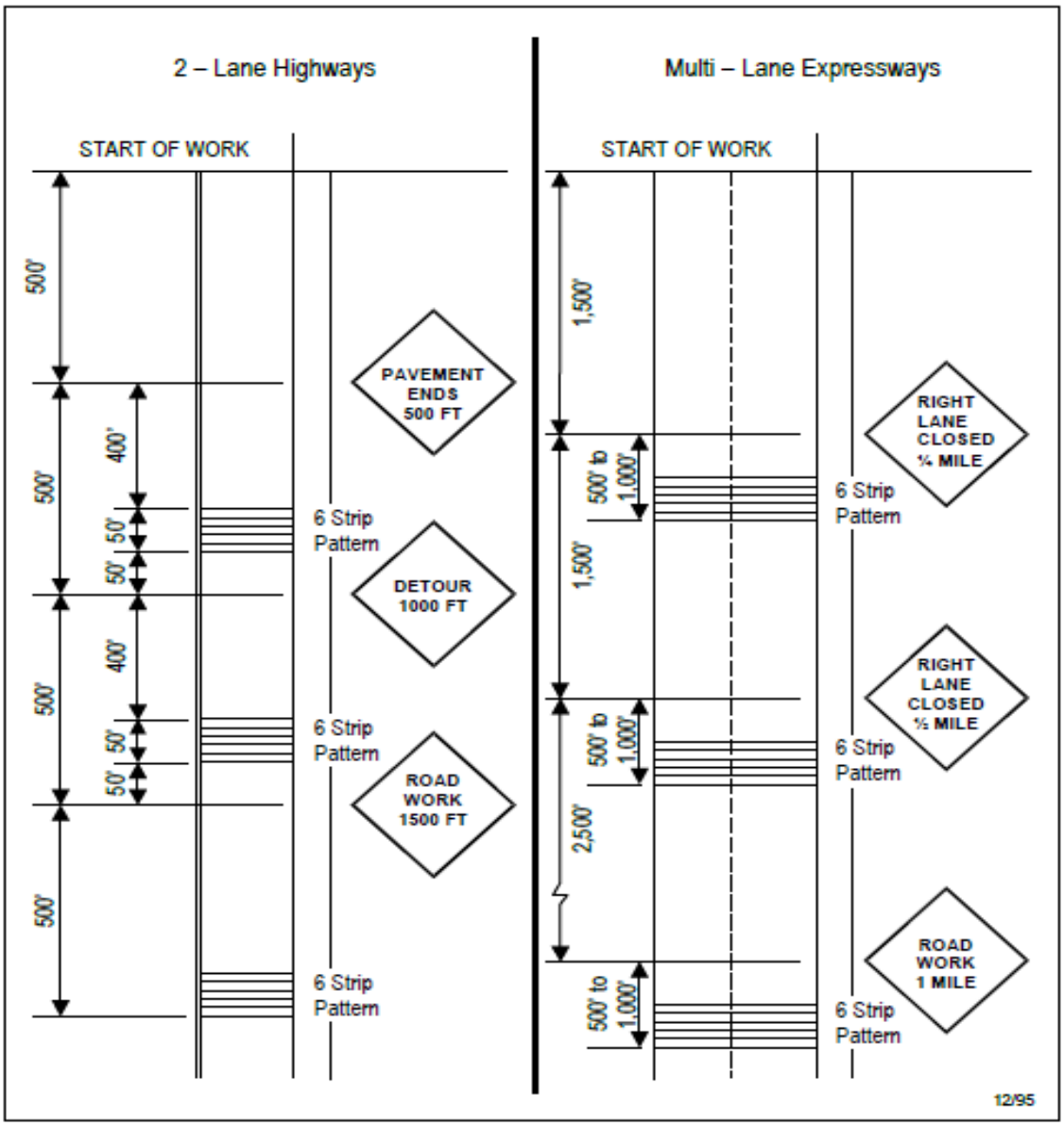
When directed by the Engineer, (e.g., prior to the start of the winter plowing season), or prior to the placement of successive pavement courses, the Contractor shall completely remove the rumble strips from the pavement. Rumble strips shall be removed upon completion of work and concurrently with the 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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

Suggested Layout Details – Temporary Rumble Strips



SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.14 Special Notes - Chip Seal

6.14.1 Funding Source (Chip Seal)

Project 5V1524 will be funded by Federal Aid.

6.14.2 NYSDOT Region 5 Special Notes (Chip Seal)

Pavement Markings – Region 5 (Chip Seal)

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.

Time Restrictions – Region 5 (Chip Seal)

All Region 5 Projects shall follow the time restrictions outlined in the "Work Zone Traffic Control - for Design/Construction on State Highways in Region 5"available on the NYSDOT website or the Regional Transportation Systems Operations group.

Project 5V1524 – Special Note

Prior to chip seal treatment all patches and pavement striping shall be fog sealed.

6.15 Detailed Specifications - Chip Seal

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

6.15.1 Project Dimensions - Chip Seal

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

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

The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
5V1524		20-22	10-11	5-8	2

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS

7.1 Introduction

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, 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.

7.2 Pricing Information

7.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

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

The projects in this Contract Award Notification include an optional item to supply the liquid bituminous material necessary for the cold recycling. **Contractors either submitted a price for an emulsion or a PG binder (if the option is provided) per project, but not both**. The price per gallon for **either** the asphalt emulsion or PG 64-22 binder (liquid bituminous material) shall include heating, hauling, and applying the liquid bituminous material at the project locations indicated herein. The price per ton for aggregate shall include hauling and applying the necessary aggregate as per the mix design at the project locations indicated herein.

If fog seal is applied, it will be paid under separate item as the total volume of material used for fog seal operations. The price per gallon of fog seal shall include heating, hauling, and applying the liquid bituminous material used for fog sealing operation at the project locations indicated herein.

7.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.3 Asphalt Price Adjustments

7.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

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	65	0.2	65.2
702-3601	SS-1h	65	0.2	65.2
702-4201	CMS-2	65	10.2	75.2
702-4301	CMS-2h	65	10.2	75.2
702-4401	CSS-1	65	0.2	65.2
702-4501	CSS-1h	65	0.2	65.2
	PG 64-22	100	0.2	100.2

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Material Designation 702-3301, HFMS-2
Base Avg. Price per Ton = $629.000
New Avg. Price per Ton = $639.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.732$$

$$\text{Price Adjustment (per gallon)} = +\$0.031 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

7.4 Payment

Payment for cold recycling shall be made at the contract price for the actual number of completed square yards of cold recycling, the actual number of tons of aggregate, 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, and if used, the actual number of gallons of asphalt emulsion used for fog sealing 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 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.

7.5 Pre- Recycling Conference

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, equipment, calibration 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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.6 Supervision

The Department of Transportation shall provide supervision for the recycling 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.

7.7 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).

7.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

7.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

7.9 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.

7.10 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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.11 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 was shown on bid pages and indicates the amount and type of added aggregate and the type and amount of asphalt emulsion and the amount of PG 64-22 binder (if the option is provided) 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 (if the option is provided) 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 option is provided)**.** Core results and mix designs may be obtained from respective Resident Engineer or Regional Materials Engineer.

Region 6
The possible mix design was shown on bid pages and indicates the amount and type of added aggregate and the type and amount of asphalt emulsion, and the amount of PG 64-22 binder (if the option is provided) 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 (if the option is provided) 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 option is provided).

7.12 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.12.1 Permanent Construction Signs

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

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

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

7.12.2 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 per ton or square yard as applicable.

7.12.3 <u>Special Note</u>: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

<u>Channelizing Device Spacing Reduction</u>
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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

c. Basis of Payment

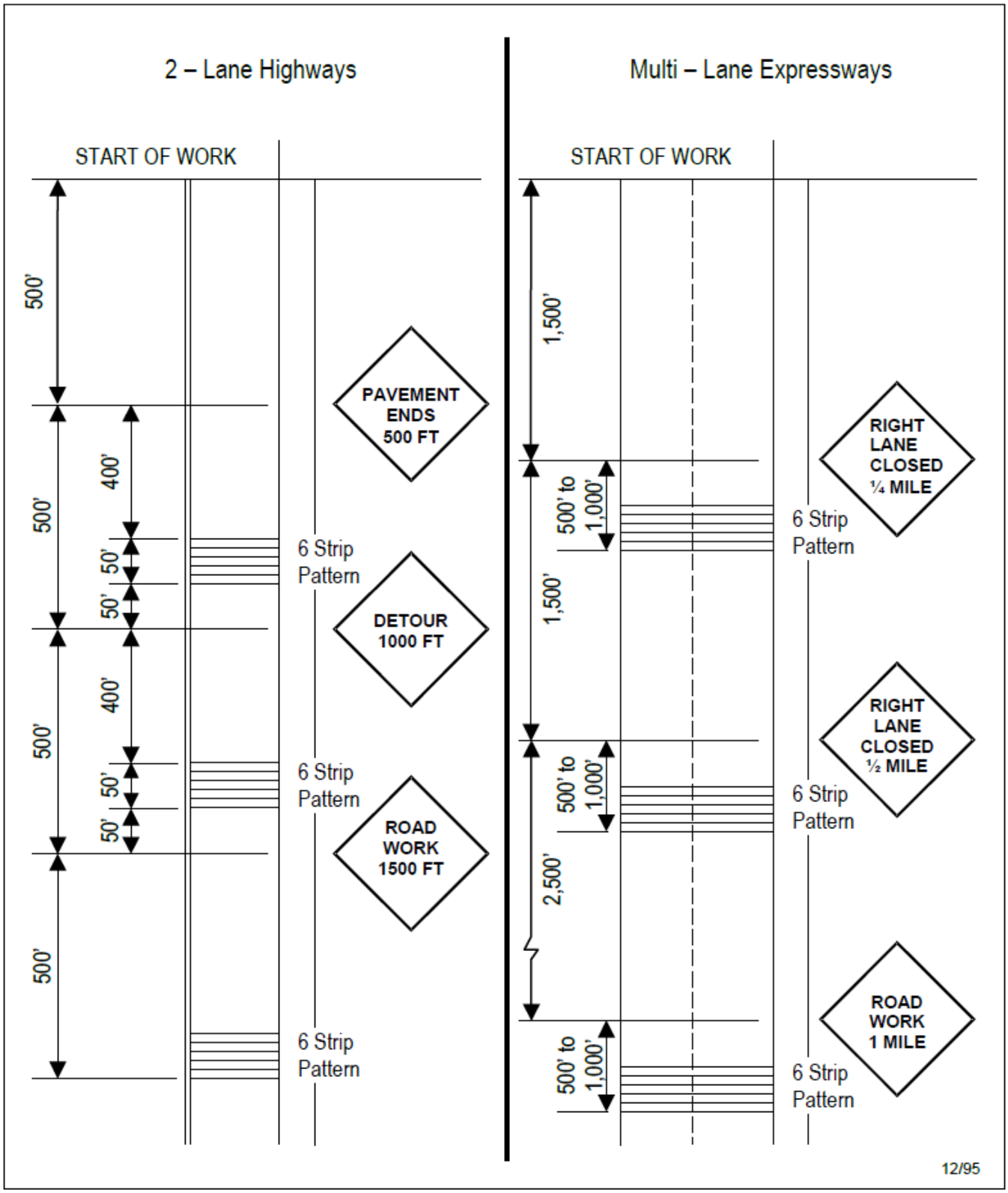
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing in the next page.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.13 Special Notes – Cold Recycling

7.13.1 Funding Source (Cold Recycling)

Projects 2V1561, 2V1571, 360333, 5V1513, 5V1325, 6V1515 and 6V1516 will be funded by Federal Aid**.**

Projects 1V541, 1V1571, 1V1581 and 360327 are 100% State funded.

7.13.2 Special Note for Coordination with Other Projects (Cold Recycling)

All the projects in this Contract Award Notification involve HMA overlay to the cold recycling through separate contractor(s). These projects shall require that the cold recycling contractor coordinates their work with paving 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**.**

7.13.3 Special Note for Pilot Vehicle (Cold Recycling)

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. 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.

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36"x18"	ON BACK OF PILOT VEHICLES

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

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per square yard for cold recycling. No separate payment shall be made. **The use of the pilot shall be as ordered by the Resident Engineer.**.

7.13.4 NYSDOT Region 1 Special Notes (Cold Recycling)

All Region 1 Projects shall follow the following holiday restrictions:

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

May 22 – 25
July 2 – 5
Sept. 4 – Sept. 7
Oct. 9 - 12
Nov. 25 – Nov. 29
Dec. 21 – Jan. 3

Pavement Markings – Region 1 (Cold Recycling)
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.

Non Vibratory Rolling – Region 1 (Cold Recycling)
Contractor shall use non-vibratory rolling over any bridge structure, large culvert or known utility within the project limits or as ordered by the engineer in charge.

Recycling Operations – Region 1 (Cold Recycling)
Recycling operations shall progress in the opposite direction of traffic. This provision may only be waived by the Region 1 Materials Engineer.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Project 1V1541 – Rte. 22 Rensselaer County RM 1094 to 1186
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Project 1V1571 – Rte. 8 Warren County RM 1000 to 1088
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Project 1V1581- Rte. 40 Washington County RM 1025 to 1055
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Contractor shall be aware that the existing 8 to 10 foot wide shoulders have approximately 2" thick existing asphalt thickness. The shoulder width shall be milled 4", recycled and placed back within the shoulder width area only.

7.13.5 NYSDOT Region 2 Special Notes (Cold Recycling)

Pavement Markings – Region 2
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.

Holiday Restrictions - All Region 2 Projects shall follow the following holiday restrictions:
The Contractor will not be allowed to implement any temporary lane or shoulder closures or otherwise disrupt traffic in any way during the following holidays:

New Year's Day
Memorial Day
Independence Day
Labor Day
Columbus Day
Thanksgiving Day
Christmas Day

If an above recognized holiday or event falls on:

Day of the Week	**Then NO lane closures are allowed from**
Monday	Noon Friday to 5 am Tuesday
Tuesday	Noon Friday to 5 am Wednesday
Wednesday	Noon Tuesday to 5 am Thursday
Thursday	Noon Wednesday to 5 am Monday
Friday	Noon Thursday to 5 am Monday
Saturday/Sunday	Noon Friday to 5 am Monday

NYSDOT Ordered Work Disruptions
The State reserves the right to preclude lane and/or shoulder closures or other contractor operations on this project at the direction of the Regional Director or his/her designee for up to **2** occurrences per project location. Each occurrence may last as long as one calendar day. These described occurrences are defined as NYSDOT ordered contractor work disruptions that are not covered in the contract documents, standard specifications, or other contract related bid documents. The contractor shall have no claim against the State for any delays, contract extension, or extra costs incurred in complying with these restrictions.

Project 2V1561 – Rt. 28 RM 2607/1199 to 1205 +250' and 1247 to 1289
In addition to the above holiday restrictions, lane closures will not be permitted from Noon on Fridays until Sunday at 9:00 pm.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Project 2V1561- Rte. 28 - Forestport and Tamarack Rd. to Wood Rd

- All Cold Recycling must be complete no later than August 31st.
- Shoulders shall be removed an equal amount from each side of the pavement to a depth of 4" as necessary to achieve a full width, 4" compacted mat upon completion of the recycling. The contractor shall include the method to be used for this in their MMP. Payment for the shoulder milling/removal will be made under item 416.0100002.
- All millings will become the property of the contractor and shall be removed from the project by the contractor.
- The cold recycled mat will be fog sealed at the end of each day's production. Payment for the fog seal will be made using 416.04000002.
- The parking area at RM 1267 shall be recycled.

Project 2V1571- Rte. 12 – Hubbardsville to Brookfield

- The Cold Recycling must be complete no later than September 15th.
- Shoulders shall be removed an equal amount from each side of the pavement to a depth of 4" as necessary to achieve a full width, 4" compacted mat upon completion of the recycling. The contractor shall include the method to be used for this in their MMP. Payment for the shoulder milling/removal will be made under item 416.0100002.
- All millings will become the property of the contractor and shall be removed from the project by the contractor.
- The cold recycled mat will be fog sealed at the end of each day's production. Payment for the fog seal will be made using 416.04000002.

7.13.6 NYSDOT Region 3 Special Notes (Cold Recycling)

- Minimum milling head width is 6 feet.

7.13.7 NYSDOT Region 6 Special Notes (Cold Recycling)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, or Labor Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.

The expectation of Region 6 is that fog seal shall only be used when environmental conditions (pending rain, cooler temperatures, etc.) could result in a negative impact to the mat (raveling, etc.); Contractors should not plan to fog seal a mat at the close of business daily as part of their normal operations. Region 6 does not anticipate paying for fog seal, so Contractors should plan accordingly.

In lieu of longitudinal cones full project length between open and closed lanes of traffic, the contractor may elect to substitute, when using pilot vehicles, use of cones placed transversely across the closed lane at intervals per section 619-3.02 J.2 (every 800') and at strategic locations, such as intersections and driveways.

6V1515- Approximately 200' of pavement (the area adjacent to the closed drainage and asphalt curb) will not be CIPR at the intersection of SR 19 & SR 243.

6V1516- Approximately 500' in each direction (the area adjacent to the drainage structures and gutters) of the intersection of SR 417 & SR 21 will not be CIPR.

All Region 6 Cold Recycling projects shall be completed no later than September 15, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, for approval.

Polymer Modified Emulsion, at no additional cost, is to be used for the cold recycling for 6V1515 only. 702-xxxx Emulsion is to be used for all other cold recycling projects.

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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

3 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.

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

Project Number	BIN	Reference Marker
6V1515	1042850	243-6102-1053
	1042840	243-6102-1042
6V1516	1012520	17-6103-1305
	1012530	17-6103-1335

7.13.8 NYSDOT Region 5 – Project 5V1513 - Special Note – Seneca Nation of Indians Business License

The Contractor, all Sub-Contractors, and any Supplier delivering materials or performing services on the project site must comply with the Seneca Nation of Indians Business Code. This code requires the Contractor, all Sub-Contractors, and any Supplier delivering materials or performing services on the project site to obtain an annual license to perform services and/or deliver materials on Nation Territory.
The annual fee for this license is $150 and each entity is required to reapply at the beginning of every calendar year. The Application for the Seneca Nation of Indians Business License can be obtained from the Resident Engineer.

7.13.9 NYSDOT Region 5 – Project 5V1513 - Special Note - SNI, Cattaraugus Territory Roads

Compliance with Applicable Laws Including Seneca Nation of Indians

TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO)

NYSDOT expects the Contractor to comply with all applicable federal, state, municipal, and Seneca Nation of Indians statutes, ordinances, regulations, and other legal requirements that apply to the performance of the work involved in the performance of this federal-funded maintenance contract. Seneca Nation legal requirements apply because this project is located within the boundaries of Seneca Nation territory, and the Seneca Nation has certain sovereign powers within Seneca Nation territories recognized by treaty with the United States.
The contractor is advised that applicable Seneca Nation requirements enacted and administered directly by the Seneca Nation include Tribal Employment Rights Ordinance (TERO) requirements including administrative fees (see below) and subcontracting, workforce hiring and scrap materials; and Seneca Nation environmental permitting requirements. There will be no separate pay items in this contract for compliance with such requirements. The contractor is expected to include the cost for compliance with such requirements in the bid price for the various items in the contract. The contractor is further advised that, while TERO requirements are Seneca Nation legal requirements rather than State legal requirements, any failure to comply with such requirements might affect adversely not only the contractor's continued ability to perform the work of the project, but also the State's ongoing working relationship with the Seneca Nation on this and other projects; and accordingly might raise issues requiring review, on a case by case basis, of the contractor's responsibility to receive the award of future competitively-bid state contracts.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

The Council (Legislature) of the Seneca Nation of Indians enacted a Tribal Employment Rights Ordinance (TERO) on June 23, 1993, and most recently amended such TERO ordinance on March 30, 2005. The Contractor is responsible for obtaining a copy of the TERO ordinance from the Seneca Nation, and reviewing, understanding, and complying with it. The purpose of the TERO ordinance, as expressed by the Seneca Nation, is to guarantee a rightful share of business, employment, training, promotion and economic opportunities to qualified Indian-owned business and Indian workers for projects within the Nation's territories.

The Seneca Nation's TERO ordinance requires, among other things, that:

- Every covered employer (i.e. the Contractor) with a prime contract of $50,000 or more shall pay directly to the Nation a one-time administrative **fee of 3 percent of the total amount of the contract**. The payment of such fee, payable to the Seneca Nation of Indians Treasurer, shall be required prior to commencing work
- All persons and entities (i.e. the Contractor) performing work or business within the Seneca Nation's territories must apply a preference for qualified Indians in subcontracting and in employment.
- Covered employers (i.e. the Contractor) may be required to deliver scrap steel or other scrap materials from the project to the Seneca Nation for salvage
- The Seneca Nation may also require the issuance of a Seneca Nation Waterways Permit for any projects involving work within or over waterways, and may impose additional environmental and/or construction monitoring fees in connection with such permits.

The Seneca Nation expects the Contractor to negotiate a TERO Compliance Plan addressing such TERO requirements for the project prior to the commencement of any work within the Seneca Nation's territory.

For Additional Information Contact The Seneca Nation TERO Office at Either of The Following Addresses:

Allegany Territory	*Cattaraugus Territory*
Seneca Nation TERO Office	Seneca Nation TERO Office
P.O. Box 231	12885 Route 438
Salamanca, NY 14779	Irving, NY 14081
Telephone: (716) 945-1790, ext. 3039	Telephone: (716) 532-1033, ext. 5413
Fax: (716) 945-1565	Fax: (716) 532-6178

7.13.10 NYSDOT Region 5 – Project 5V1525 - Special Note

For limits of this project the contractor shall mill each shoulder to a depth as directed by the engineer. All material milled during this operation shall be properly disposed of by the contractor. The recycling operation shall then mill the remainder of the roadway to depth of 4"or as directed by the engineer and spread the recycled millings and stone across the full width of the pavement and shoulders.

Within the curbed Hamlet, RM 83 5201/ 1118-1125 the recycling operation shall cease and surface shall be milled to a depth of 1 ½" with contractor properly disposing of all milled material.".

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.14 Detailed Specifications – Cold Recycling

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

7.14.1 Project Dimensions - Cold Recycling

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

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

The shoulder width is for one shoulder only.

Project Number	Recycling Depth (inch)	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
1V1541	4	24	12	8	2
1V1571	4	22	11	3	2
1V1581	4	24	12	8-10	2
2V1561	4	22	11	4-5 Varies	2
2V1571	4	22	11	6-8 Varies	2
360327	4	24	12	10	2
360333	4	24	12	10	2
5V1513	4	20	10	5	2
5V1525	4	20-22	10-11	4-6	2
6V1515	4	24	12	6.4	2
6V1516	4	24	12	5.1	2

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS

8.1 Introduction

Crack sealers are hot poured liquid bituminous materials (rubberized asphalt) used to seal cracks in the surface of highway pavements.

8.2 Pricing Information

8.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for joint & crack filler/sealer shall be 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. The equipment supplied to complete the crack sealing projects shall conform with the specifications included in this Contract Award Notification.

8.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.3 Asphalt Price Adjustments

8.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

8.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item ASTM D6690 Type II
Base Avg. Price Per Ton = $629.000
New Avg. Price Per Ton = $639.000
Total Allowable Petroleum = 56.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.562$$

$$\text{Price Adjustment (per gallon)} = +\$0.024 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

8.4 Payment

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".

8.5 Pre- Crack Sealing Conference

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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.6 Supervision

The Department of Transportation shall provide supervision for the crack sealing 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.

8.7 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).

8.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

8.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

8.9 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.

8.10 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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.11 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

8.11.1 Temporary Construction Signs

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.

8.11.2 Shadow Vehicle Requirements

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.

8.11.3 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

c. Basis of Payment

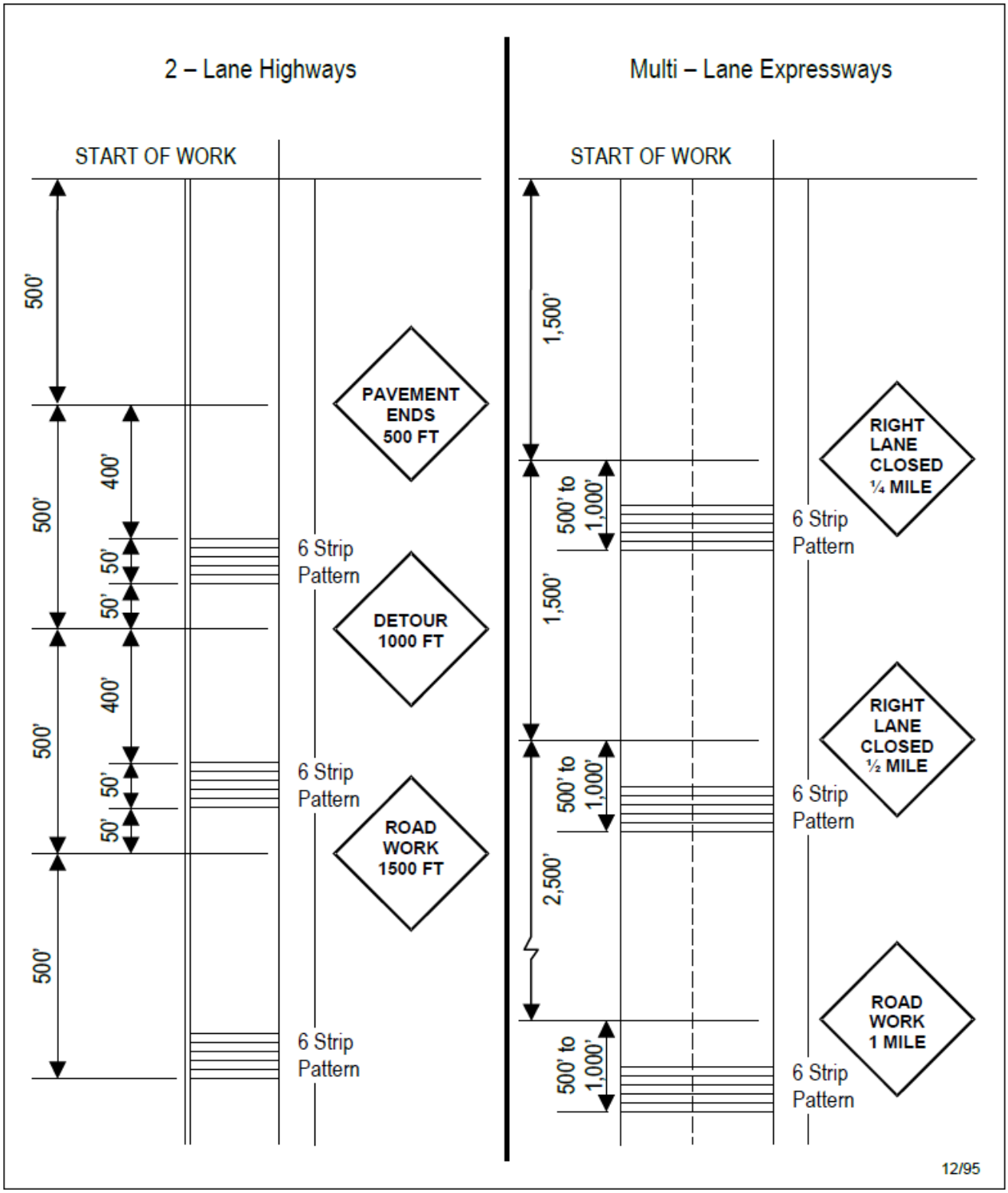
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing in the next page.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.12 Special Notes – Crack Sealer

8.12.1 Funding Source (Crack Sealer)

Projects 980701 and 980702 will be funded by Federal Aid.

Projects 5V1511, 5V1521, 5V1531, 5V1534, 5V1541, 5V1551 and 6M1501 will be100% State funded.

8.12.2 NYSDOT Region 6 Special Notes (Crack Sealer)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, Labor Day, or Columbus Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.

All Region 6 Crack Seal projects shall be completed no later than October 31, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, for approval.

The crack seal site: Rte. 14 RM 328-6201-3000/RM 14-6201-3063 is in the Regional Priority Network Restricted Area and, thus, no lanes closures, in the restricted areas, are permitted Monday thru Friday, between the hours of 3:00PM and 6:00PM without the expressed written approval of the Regional Traffic Engineer, or his designee.)

8.13 Detailed Specifications – Crack Sealer

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS

9.1 Introduction

Micro-surfacing 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.

9.2 Pricing Information

9.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for micro-surfacing shall be net per ton, furnished, hauled, delivered, and applied with Contractor's equipment totally by the Contractor at locations indicated herein. The price for micro-surfacing per ton shall also include 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.

9.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment– Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

9.3 Asphalt Price Adjustments

9.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

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

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (Per Ton)} = \left(\text{New Monthly Average F.O.B. Terminal Price} - \text{Base Average F.O.B. Terminal Price}\right) \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

g. 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.

h. 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

9.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 18410.1021
Base Average Price = $629.000
New Average Price = $639.000
% Total Allowable Petroleum = 9.2%

Price Adjustment (per ton)	=	(639.000 - 629.000)	X	0.092

Price Adjustment (per ton)	=	+$0.920 per ton

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

9.4 Payment

Payment for micro-surfacing shall be made at contract prices per net ton for the actual quantity of material placed by the Contractor and actual numbers of gallons of bituminous materials for fog seal (if used).
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.

9.5 Pre- Micro-surfacing Conference

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, mix design, calibration, micro-surfacing procedure, and Work Zone 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.

9.6 Bonding Requirements

A Maintenance Bond is required for micro-surfacing projects in this Contract Award Notification. Please see sample in Attachment - Detailed Specifications.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.7 Supervision

The Department of Transportation shall provide supervision for the micro-surfacing 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.

9.8 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).

9.8.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

9.9 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

9.10 Special Note for Micro-surfacing

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 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.

9.11 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.12 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.

9.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.13.1 Permanent Construction Signs

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

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

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

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

9.13.2 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 per ton or square yard as applicable.

9.13.3 Abrading Existing Pavement Markings

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 per ton of micro-surfacing. No separate payment shall be made.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.13.4 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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

a. 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.

b. 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 45ºF 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips
See the Suggested Layout Details Drawing in the **next page**.

9.14 Special Notes – Micro-surfacing

9.14.1 Funding Source (Micro-surfacing)

Project 911128 will be funded by Federal Aid**.**

9.15 Detailed Specifications – Micro-surfacing

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

9.15.1 Project Dimensions - Micro-surfacing

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

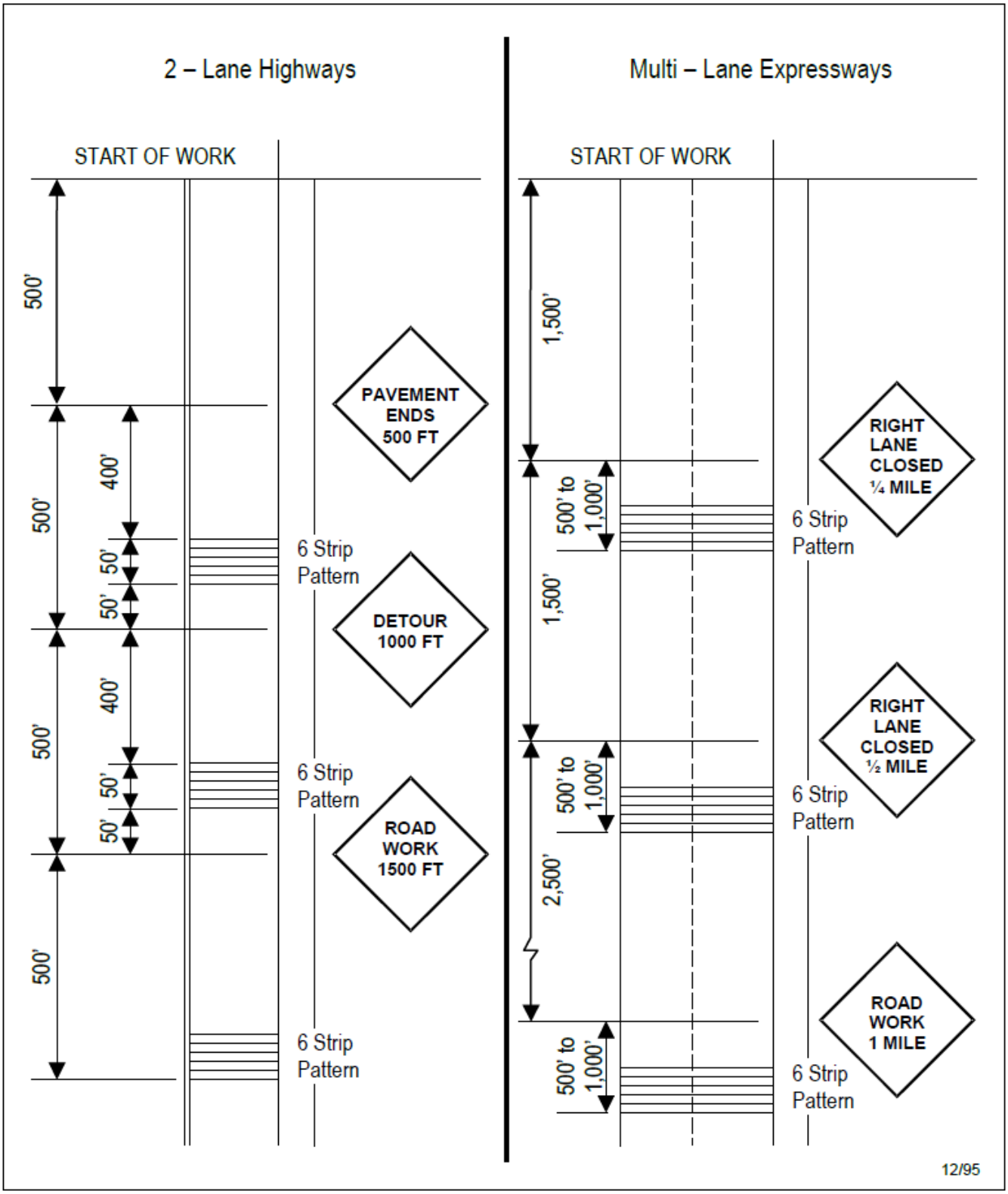
The pavement width listed is the total width of all the travel lanes only.

The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
911128	18410.1021	24	12	0 to 10	2

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJECTS

10.1 Introduction

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.

10.2 Pricing Information

10.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for Paver Placed Surface Treatment shall be 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 shall also include 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.

10.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment– Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

10.3 Asphalt Price Adjustments

10.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 per ton

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (Per Ton)} = \left(\text{New Monthly Average F.O.B. Terminal Price} - \text{Base Average F.O.B. Terminal Price}\right) \text{ X } \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

10.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 18403.221101
Base Average Price = $629.000
New Average Price = $639.000
% Total Allowable Petroleum = 7.5%

Price Adjustment (per ton)	=	(639.000 - 629.000)	X	0.075

Price Adjustment (per ton)	=	+$0.750 per ton

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

10.4 Payment

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.

10.5 Pre- Paver Placed Surface Treatment Conference

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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.6 Supervision

The Department of Transportation shall provide supervision for the 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.

10.7 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).

10.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

10.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - 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.

10.9 Special Note for 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 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.

10.10 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

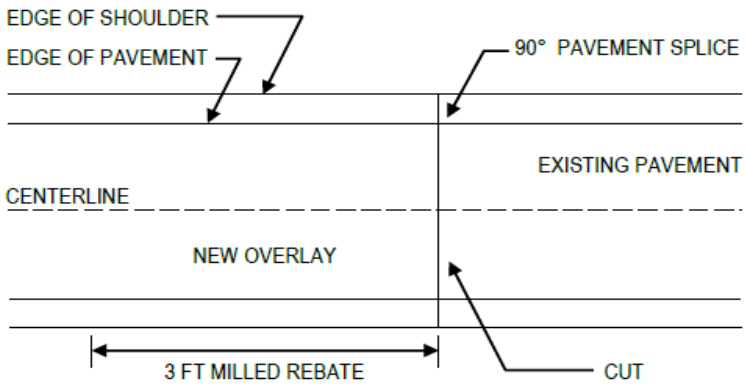
10.11 Damaged or Deficient Areas

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.

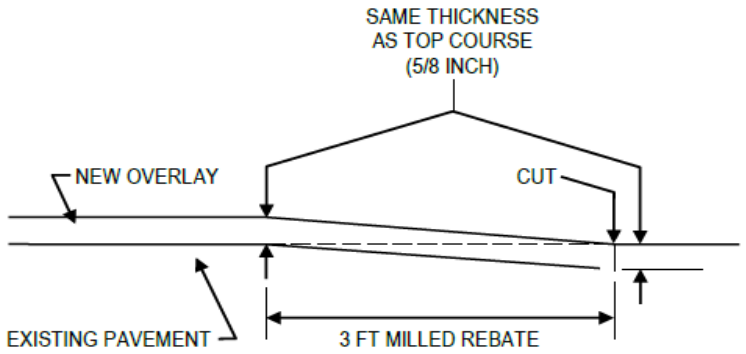
10.12 Paver Placed Surface Treatment Overlay Splices

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 (see below). 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 per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

Paver Placed Surface Treatment Overlay Splice:



PLAN



SECTION

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13.1 Permanent Construction Signs

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

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

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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

10.13.2 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 per ton or square yard as applicable.

10.13.3 Abrading Existing Pavement Markings

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 per ton of paver placed surface treatment. No separate payment shall be made.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13.4 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

Any raised rumble strips that fail to adhere to the pavement, or become damaged or flattened such that, in the opinion of the Engineer, they are no longer performing their intended function, shall be replaced or repaired by the Contractor to the satisfaction of the Engineer.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips
See the Suggested Layout Details Drawing in the next page.

10.14 Special Notes – Paver Placed Surface Treatment

10.14.1 Funding Source (Paver Placed Surface Treatment)

Projects 360328, 6V1521 and 911129 will be funded by Federal Aid.
Project 901871 will be100% State funded.

10.14.2 Special Note for Rail Road Involvement in Federal Funded Projects (Paver Placed Surface Treatment)

Contractors 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 Number	County	Route	Rail Road Name	Location
360328	Cayuga	Rte. 5	Finger Lakes Railway Corp.	RM 5-3107-3018 Town of Sennett.

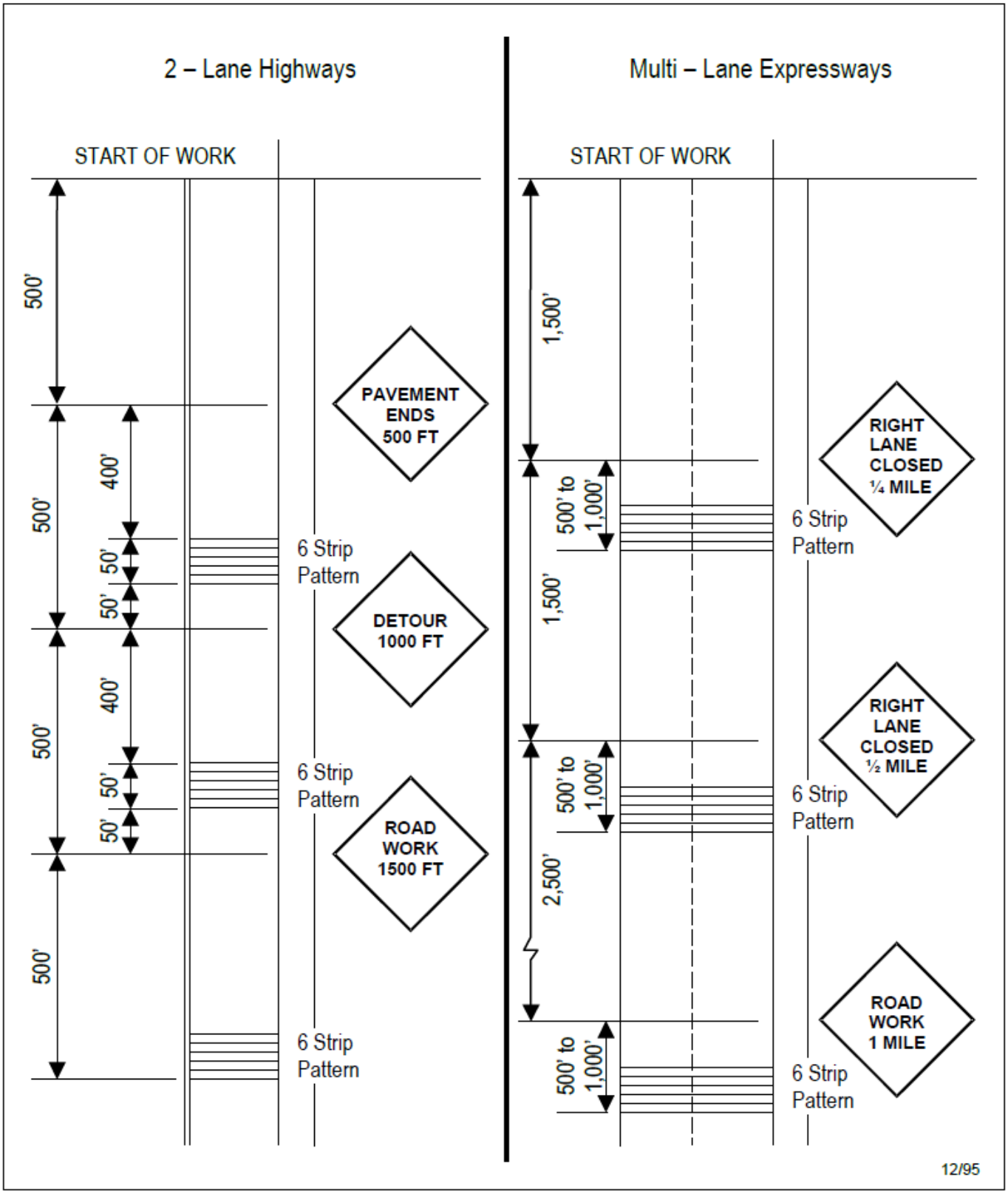
At the identified at-grade crossings, and any other active at grade railroad crossings encountered on the projects in this Contract Award Notification, the contractor shall conduct its work and handle the equipment such that no part of any material or equipment shall foul a track, catenary, electrical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

10.14.3 NYSDOT Region 6 Special Notes (Paver Placed Surface Treatment)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, Labor Day, or Columbus Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.
Paver Placed Surface Treatment is to tie into the new (2014) pavement, including radiuses, at the Clemens Center Parkway/Cedar Street Intersection. The Contractor is strongly encouraged to field review this location.
In lieu of longitudinal cones full project length between open and closed lanes of traffic, the contractor may elect to substitute, when using pilot vehicles, use of cones placed transversely across the closed lane at intervals per section 619-3.02 J.2 (every 800') and at strategic locations, such as intersections and driveways.
All Region 6 Paver Placed Surface Treatment projects shall be completed no later than September 30, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.15 Detailed Specifications – Paver Placed Surface Treatment

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

10.15.1 Project Dimensions - Paver Placed Surface Treatment

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.
The pavement width listed is the total width of all the travel lanes only. The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
360328	18403.222202	40-60	12	4-10	3
6V1521	18403.222202	60	12	11.6	5
911129	18403.222302	24	12	6 to 8	2
901871	18403.222302	24	12	4	2

(Rebates - Paver Placed Surface Treatment in next page)

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.15.2 Rebates - Paver Placed Surface Treatment

Project Number	Rebate Location	Rebate Width (feet)
360328	RM 5 3104-3000	52
	RM 5 3104-3018	52
6V1521	328-6201-1060 project begin	70
	14-6201-1045 At Bridge on skew	92
	961M-6201-1010 at Cedar Street (each side of intersection)	2 @ 91
	961M-6201-1102 at bridge on skew project end	66
911129	RM 20-2316-1000 (Begin)	36
	RM 20-2316-1008; CR 78 Lt.	82
	RM 20-2316-1020; CR 131 Lt.	52
	RM 20-2316-1023; CR 173 Rt.	66
	RM 20-9417-1005; McShane Rd. Lt.	48
	RM 20-9417-1011; SR 80 Lt.	82
	RM 20-9417-1011; SR 80 Rt.	96
	RM 20-9417-1018; CR 29A Rt.	96
	RM 20-9417-1019; Griggs Rd. Lt.	44
	RM 20-9417-1019; Griggs Rd. Rt.	48
	RM 20-9417-1029; Vanalstyne Rd. Lt.	42
	RM 20-9417-1032; Continental Rd. Rt.	48
	RM 20-9417-1032; Fassett Rd. Lt.	44
	RM 20-9417-1036 (End)	40
901871	RM 28-9403-3207 (Begin)	32
	RM 3223; Johnston Road Rt.	64
	RM 3235; Goose street Rt.	28
	CR 26 Fly Creek Lt.	60
	CR 26 Fly Creek Rt.	50
	RM 3236; schoolhouse Dr. Rt.	30
	RM 3246; Begin Bridge	32
	RM 3246; End Bridge	32
	RM 3247; Cattown Rd. Rt.	40
	RM 3247; Bissell Rd. Lt.	40
	RM 3257; SR 80 south Lt.	84
	RM 3257; SR 80 north Lt.	88
	RM 3277; CR 16 Lt.	100
	RM 3291; CR 22 Lt.	40
	RM 3291; CR 22 Rt.	44
	RM 28-9403-3296 (End)	32

SECTION 11: CONTRACT PERFORMANCE REPORT

State of New York
Office of General Services
Procurement Services
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:_____

<u>Please detach or photocopy this form & return by email (customer.services@ogs.ny.gov) or by mail to</u>:

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Corning Tower - Empire State Plaza
Albany, New York 12242
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Corning Tower, Empire State Plaza, Albany, NY 12242 | http://nyspro.ogs.ny.gov | customer.service@ogs.ny.gov | 518-474-6717

1st Supplemental Contract Award Notification

Title	:	**Group 31555 - Liquid Bituminous Materials (Federal & State Funds) (2015 NYSDOT Specific Projects) (Chip Seal; Cold Recycling; Crack Sealer; Micro-surfacing and Paver Placed Surface Treatment – Conventional & Rubber Modified)** **NYS Contract Reporter Category/Classification:** **Construction, Horizontal – Highways & Roadways; Maintenance, repair & new construction** **Classification Code(s):30**
Award Number	:	**22920**
Contract Period	:	**June 16, 2015 through December 31, 2015**
Bid Opening Date	:	**March 10, 2015**
Date of Issue	:	**June 18, 2015**
Specification Reference	:	**SPEC 927 dated January 18, 2013, SPEC-932 dated September 8, 2014 and as amended in the Invitation For Bids and the Purchasing Memorandums dated March 3, 2015 and March 4, 2015**
Contractor Information	:	**Appears on Page 8 of this Award**

Address Inquiries To:

State Agencies & Vendors	Political Subdivisions & Others
Name : Jose DeAndres Title : CMS2 Phone : 518-474-3024 E-mail : jose.deandres@ogs.ny.gov	Procurement Services - Customer Services Phone : 518-474-6717 Fax : 518-474-2437 E-mail : customer.services@ogs.ny.gov

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

Description

(See next page)

PR # 22920

22920sa01.docx

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.

Table of Contents

SECTION 1: INTRODUCTION 80
1.1 Contractor Information 80
1.2 Small, Minority and Women-Owned Businesses 80
1.3 Recycled, Remanufactured and Energy Efficient Products 80
1.4 Note to Authorized Users 80
1.5 Debriefing 81
SECTION 2: PRICE PAGES 81
2.1 List of OGS Items and Awardees 81
SECTION 3: PREVAILING WAGE RATES 81
3.1 Prevailing Wage Rates – State and Federally Funded Public Works Contracts 81
3.2 Worker Notification – A9052; S6240 82
3.3 OSHA 10-Hour Construction Safety and Health Course - S1537-A 82
SECTION 4: CONTRACT ADMINISTRATION 83
4.1 Contract Amendment Process 83
4.2 Contract Administrator 83
SECTION 5: TERMS AND CONDITIONS 83
5.1 Contract Term and Extension 83
5.1.1 Contract Term 83
5.1.2 Short Term Extension 83
5.2 Mercury Added Consumer Products 83
5.3 Disposition of Settlements 83
5.4 Environmental Attributes and NYS Executive Order 4 84
5.5 Extension of Use Commitment 84
5.6 Emergency Purchasing 84
5.7 Poor Performance 84
SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS 85
6.1 Introduction 85
6.2 Pricing Information 85
6.2.1 General 85
6.2.2 Insurance 85
6.3 Asphalt Price Adjustments 86
6.3.1 General 86
6.3.2 Asphalt Price Adjustment: Example 87
6.4 Payment 87
6.5 Pre-Chip Seal Conference 88
6.6 Bonding Requirements 88
6.7 Supervision 88
6.8 Construction Details 88
6.9 Work Hours 89

6.9.1 Special Note - Overtime Dispensation Requests ... 89
6.10 Special Note for Chip Seal ... 89
6.11 Restoration of Disturbed Areas ... 89
6.12 Damaged or Deficient Areas ... 89
6.13 Work Zone Traffic Control ... 90
6.13.1 Permanent Construction Signs ... 90
6.13.2 Temporary Pavement Markings ... 92
6.13.3 Abrading Existing Pavement Markings ... 92
6.13.4 Special Note: Work Zone Intrusion Initiative ... 92
6.14 Special Notes - Chip Seal ... 95
6.14.1 Funding Source (Chip Seal) ... 95
6.14.2 NYSDOT Region 5 Special Notes (Chip Seal) ... 95
6.15 Detailed Specifications - Chip Seal ... 95
6.15.1 Project Dimensions - Chip Seal ... 95
SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS ... 96
7.1 Introduction ... 96
7.2 Pricing Information ... 96
7.2.1 General ... 96
7.2.2 Insurance ... 96
7.3 Asphalt Price Adjustments ... 97
7.3.1 General ... 97
7.3.2 Asphalt Price Adjustment: Example ... 99
7.4 Payment ... 99
7.5 Pre- Recycling Conference ... 99
7.6 Supervision ... 100
7.7 Work Hours ... 100
7.7.1 Special Note - Overtime Dispensation Requests ... 100
7.8 Construction Details ... 100
7.9 Restoration of Disturbed Areas ... 100
7.10 Damaged or Deficient Areas ... 100
7.11 Possible Mix Design – Cold Recycling ... 101
7.12 Work Zone Traffic Control ... 101
7.12.1 Permanent Construction Signs ... 102
7.12.2 Temporary Pavement Markings ... 103
7.12.3 Special Note: Work Zone Intrusion Initiative ... 103
7.13 Special Notes – Cold Recycling ... 106
7.13.1 Funding Source (Cold Recycling) ... 106
7.13.2 Special Note for Coordination with Other Projects (Cold Recycling) ... 106
7.13.3 Special Note for Pilot Vehicle (Cold Recycling) ... 106
7.13.4 NYSDOT Region 1 Special Notes (Cold Recycling) ... 106

7.13.5 NYSDOT Region 2 Special Notes (Cold Recycling) ... 107
7.13.6 NYSDOT Region 3 Special Notes (Cold Recycling) ... 108
7.13.7 NYSDOT Region 6 Special Notes (Cold Recycling) ... 108
7.13.8 NYSDOT Region 5 – Project 5V1513 - Special Note – Seneca Nation of Indians Business License ... 109
7.13.9 NYSDOT Region 5 – Project 5V1513 - Special Note - SNI, Cattaraugus Territory Roads ... 109
7.13.10 NYSDOT Region 5 – Project 5V1525 - Special Note ... 110
7.14 Detailed Specifications – Cold Recycling ... 111
7.14.1 Project Dimensions - Cold Recycling ... 111
SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS ... 112
8.1 Introduction ... 112
8.2 Pricing Information ... 112
8.2.1 General ... 112
8.2.2 Insurance ... 112
8.3 Asphalt Price Adjustments ... 113
8.3.1 General ... 113
8.3.2 Asphalt Price Adjustment: Example ... 114
8.4 Payment ... 114
8.5 Pre- Crack Sealing Conference ... 114
8.6 Supervision ... 115
8.7 Work Hours ... 115
8.7.1 Special Note - Overtime Dispensation Requests ... 115
8.8 Construction Details ... 115
8.9 Restoration of Disturbed Areas ... 115
8.10 Damaged or Deficient Areas ... 115
8.11 Work Zone Traffic Control ... 116
8.11.1 Temporary Construction Signs ... 116
8.11.2 Shadow Vehicle Requirements ... 116
8.11.3 Special Note: Work Zone Intrusion Initiative ... 116
8.12 Special Notes – Crack Sealer ... 119
8.12.1 Funding Source (Crack Sealer) ... 119
8.12.2 NYSDOT Region 6 Special Notes (Crack Sealer) ... 119
8.13 Detailed Specifications – Crack Sealer ... 119
SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS ... 120
9.1 Introduction ... 120
9.2 Pricing Information ... 120
9.2.1 General ... 120
9.2.2 Insurance ... 120
9.3 Asphalt Price Adjustments ... 120
9.3.1 General ... 120
9.3.2 Asphalt Price Adjustment: Example ... 122

9.4 Payment ... 122
9.5 Pre- Micro-surfacing Conference ... 122
9.6 Bonding Requirements ... 122
9.7 Supervision ... 123
9.8 Work Hours ... 123
9.8.1 Special Note - Overtime Dispensation Requests ... 123
9.9 Construction Details ... 123
9.10 Special Note for Micro-surfacing ... 123
9.11 Restoration of Disturbed Areas ... 123
9.12 Damaged or Deficient Areas ... 124
9.13 Work Zone Traffic Control ... 124
9.13.1 Permanent Construction Signs ... 125
9.13.2 Temporary Pavement Markings ... 126
9.13.3 Abrading Existing Pavement Markings ... 126
9.13.4 Special Note: Work Zone Intrusion Initiative ... 127
9.14 Special Notes – Micro-surfacing ... 128
9.14.1 Funding Source (Micro-surfacing) ... 128
9.15 Detailed Specifications – Micro-surfacing ... 128
9.15.1 Project Dimensions - Micro-surfacing ... 128
SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJECTS ... 130
10.1 Introduction ... 130
10.2 Pricing Information ... 130
10.2.1 General ... 130
10.2.2 Insurance ... 130
10.3 Asphalt Price Adjustments ... 130
10.3.1 General ... 130
10.3.2 Asphalt Price Adjustment: Example ... 132
10.4 Payment ... 132
10.5 Pre- Paver Placed Surface Treatment Conference ... 132
10.6 Supervision ... 133
10.7 Work Hours ... 133
10.7.1 Special Note - Overtime Dispensation Requests ... 133
10.8 Construction Details ... 133
10.9 Special Note for Paver Placed Surface Treatment Projects ... 133
10.10 Restoration of Disturbed Areas ... 133
10.11 Damaged or Deficient Areas ... 134
10.12 Paver Placed Surface Treatment Overlay Splices ... 134
10.13 Work Zone Traffic Control ... 136
10.13.1 Permanent Construction Signs ... 137
10.13.2 Temporary Pavement Markings ... 138

10.13.3 Abrading Existing Pavement Markings 138
10.13.4 Special Note: Work Zone Intrusion Initiative 139
10.14 Special Notes – Paver Placed Surface Treatment 140
10.14.1 Funding Source (Paver Placed Surface Treatment) 140
10.14.2 Special Note for Rail Road Involvement in Federal Funded Projects (Paver Placed Surface Treatment) 140
10.14.3 NYSDOT Region 6 Special Notes (Paver Placed Surface Treatment) 140
10.15 Detailed Specifications – Paver Placed Surface Treatment 142
10.15.1 Project Dimensions - Paver Placed Surface Treatment 142
10.15.2 Rebates - Paver Placed Surface Treatment 143
SECTION 11: CONTRACT PERFORMANCE REPORT 144

SECTION 1: INTRODUCTION

1.1 Contractor Information

CONTRACT #	CONTRACTOR & ADDRESS	TELEPHONE #	FED. IDENT.# NYS VENDOR#
PC66970 SB	DALRYMPLE GRAVEL & CONTRACTING CO., INC. 2105 South Broadway Pine City , New York 14871	Phone #: (607) 737-6200 Contact: Jeanne Buckbee Fax #: (607) 767-0841 E-mail: jbuckbee@dalholding.com Web Site: n/a Toll-Free #: n/a	16-0399910 1000007432

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 PROCUREMENT SERVICES.

1.2 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.

1.3 Recycled, Remanufactured and Energy Efficient Products

The Procurement Services supports and encourages the purchase of recycled, remanufactured, energy efficient and "energy star" products. If one of the following codes appears as a suffix in the Award Number or is noted under the individual Contract Number(s) in this Contract Award Notification, please look at the individual awarded items for more information on products meeting the suffix description.

RS,RP,RA	Recycled
RM	Remanufactured
SW	Solid Waste Impact
EE	Energy Efficient
E*	EPA Energy Star
ES	Environmentally Sensitive

1.4 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).

1.5 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.

SECTION 2: PRICE PAGES

2.1 List of OGS Items and Awardees

Please refer to the price pages' link published at the webpage for this contract at the OGS – Procurement Services website:

http://www.ogs.ny.gov/purchase/spg/awards/3155522920Can.htm

SECTION 3: PREVAILING WAGE RATES

3.1 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.

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.

The applicable Prevailing Wage Rate Schedule for this project is **PRC # 2014011720**

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

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.

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

(continues next page)

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	HWY-NY2
Allegany	HWY-NY47
Bronx	HWY-NY3
Broome	HWY-NY4
Cattaraugus	HWY-NY8
Cayuga	HWY-NY36
Chautauqua	HWY-NY8
Chemung	HWY-NY5
Chenango	HWY-NY4
Clinton	HWY-NY6
Columbia	HWY-NY2
Cortland	HWY-NY42
Delaware	HWY-NY21
Dutchess	HWY-NY7
Erie	HWY-NY8
Essex	HWY-NY6
Franklin	HWY-NY35
Fulton	HWY-NY2
Genesee	HWY-NY29
Greene	HWY-NY2
Hamilton	HWY-NY46

COUNTY	WD #
Herkimer	HWY-NY31
Jefferson	HWY-NY9
Kings	HWY-NY3
Lewis	HWY-NY9
Livingston	HWY-NY30
Madison	HWY-NY15
Monroe	HWY-NY10
Montgomery	HWY-NY2
Nassau	HWY-NY12
New York	HWY-NY3
Niagara	HWY-NY11
Oneida	HWY-NY14
Onondaga	HWY-NY16
Ontario	HWY-NY32
Orange	HWY-NY7
Orleans	HWY-NY34
Oswego	HWY-NY38
Otsego	HWY-NY37
Putnam	HWY-NY25
Queens	HWY-NY3
Rensselaer	HWY-NY2

COUNTY	WD #
Richmond	HWY-NY3
Rockland	HWY-NY20
Saratoga	HWY-NY2
Schenectady	HWY-NY2
Schoharie	HWY-NY2
Schuyler	HWY-NY5
Seneca	HWY-NY40
St Lawrence	HWY-NY9
Steuben	HWY-NY18
Suffolk	HWY-NY12
Sullivan	HWY-NY7
Tioga	HWY-NY45
Tompkins	HWY-NY24
Ulster	HWY-NY7
Warren	HWY-NY39
Washington	HWY-NY2
Wayne	HWY-NY44
Westchester	HWY-NY17
Wyoming	HWY-NY41
Yates	HWY-NY33

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

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

3.3 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

SECTION 4: CONTRACT ADMINISTRATION

4.1 Contract Amendment Process

During the term of the Contract, the Contract may be amended by the mutual agreement of the parties.

4.2 Contract Administrator

Contractor must provide a dedicated Contract Administrator to support the updating and management of the Contract on a timely basis. Contractor must notify OGS within five (5) Business Days if its Contract Administrator changes, and provide an interim contact person until the position is filled. Contractor may submit a Contract Administrator change by submission of a revised Contractor and Authorized Reseller Information form to the OGS Contract Administrator.

Changes to Contractor contact information, including the designation of a new Contract Administrator, shall be submitted electronically via e-mail through the submission of a revised Contractor and Authorized Reseller Information form to the OGS Contract Administrator.

SECTION 5: TERMS AND CONDITIONS

5.1 Contract Term and Extension

5.1.1 Contract Term

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

5.1.2 Short Term Extension

In the event the replacement contract has not been issued, 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.

5.2 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.

5.3 Disposition of Settlements

The Office of General Services has the right to determine the disposition of any rebates, settlements, restitution, liquidated damages, etc. which arise from the administration of this contract.

5.4 Environmental Attributes and NYS Executive Order 4

New York State is committed to environmental sustainability and endeavors to procure products with reduced environmental impact. One example of this commitment may be found in Executive Order No. 4 (Establishing a State Green Procurement and Agency Sustainability Program) (EO4), which imposes certain requirements on state agencies, authorities, and public benefit corporations when procuring commodities, services, and technology. More information on Executive Order No. 4, including specifications for offerings covered by this Contract, may be found at http://www.ogs.ny.gov/EO/4/Default.asp. State entities subject to Executive Order No. 4 are advised to become familiar with the specifications that have been developed in accordance with the Order, and to incorporate them, as applicable, when making purchases under this Contract.

5.5 Extension of Use Commitment

The Contractor agrees to honor all orders from the authorized user by law which are in compliance with the pricing, terms, and conditions set forth in the resulting Contract document.

Any unilateral limitations/restrictions imposed by the Contractor and/or manufacturer on the eligible Authorized User will be grounds for rejection of the bid or cancellation of the Contract. If a Contract, or any portion thereof, is canceled for this reason, any additional costs incurred by the eligible purchaser will be borne by the Contractor

5.6 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.

5.7 Poor Performance

Authorized Users should notify Procurement Services Group's Customer Services promptly if the Contractor fails to meet the requirements of this Contract. Performance which does not comply with requirements or is otherwise unsatisfactory to the Authorized User should also be reported to Customer Services:

Office of General Services
NYS Procurement
38th Floor Corning Tower
Empire State Plaza
Albany, NY 12242
Customer Services E-mail: customer.services@ogs.ny.gov
Telephone: (518) 474-6717 / Fax: (518) 474-2437

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS

6.1 Introduction

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.

6.2 Pricing Information

6.2.1 General

Subsection 17-b of Appendix B (GENERAL SPECIFICATIONS) is modified to include provisions stated in this PRICING INFORMATION clause:

Price for chip seal shall be 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 separates items. Price per square yard of chip seal shall also include 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 per gallon of liquid bituminous materials for chip seal and fog seal shall include heating, hauling, and applying the liquid bituminous materials at the project locations indicated herein. The price per square yard of cover sand shall include hauling and applying the necessary cover sand at the project locations indicated herein.

6.2.2 Insurance

Price includes all required insurance coverage costs. In particular, price includes:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.3 Asphalt Price Adjustments

6.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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-XXXXT	Diluted Tack Coat	40	0.2	40.2

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

6.3.2 Asphalt Price Adjustment: Example

Material Designation 702-3301P, HFMS-2
Base Avg. Price per Ton = $629.000
New Avg. Price per Ton = $639.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.732$$

$$\text{Price Adjustment (per gallon)} = +\$0.031 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

6.4 Payment

Payment for Chip seal shall be made at contract price 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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.5 Pre-Chip Seal Conference

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.

6.6 Bonding Requirements

A Maintenance Bond is required for chip seal projects in this Contract Award Notification. Please see sample in Attachment - Detailed Specifications.

Maintenance bond is to be provided to the attention of the Regional Director of Operations, or their Regional designee as determined at the Pre-Chip Seal conference, for the corresponding Region. Each bond shall be specific to each Project Number, not contract, so that they may be released upon the completion of the terms in the contract for each corresponding Project/site.

6.7 Supervision

The Department of Transportation shall provide supervision for the chip seal 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.

6.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.9 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).

6.9.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

6.10 Special Note for Chip Seal

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 will be done by NYSDOT forces prior to the chip seal 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.

6.11 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.

6.12 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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

6.13.1 <u>Permanent Construction Signs</u>

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: **(see next page)**

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

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

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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

6.13.2 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 per ton or square yard as applicable.

6.13.3 Abrading Existing Pavement Markings

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 per square yard of chip seal. No separate payment shall be made.

6.13.4 <u>Special Note</u>: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

<u>Channelizing Device Spacing Reduction</u>
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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

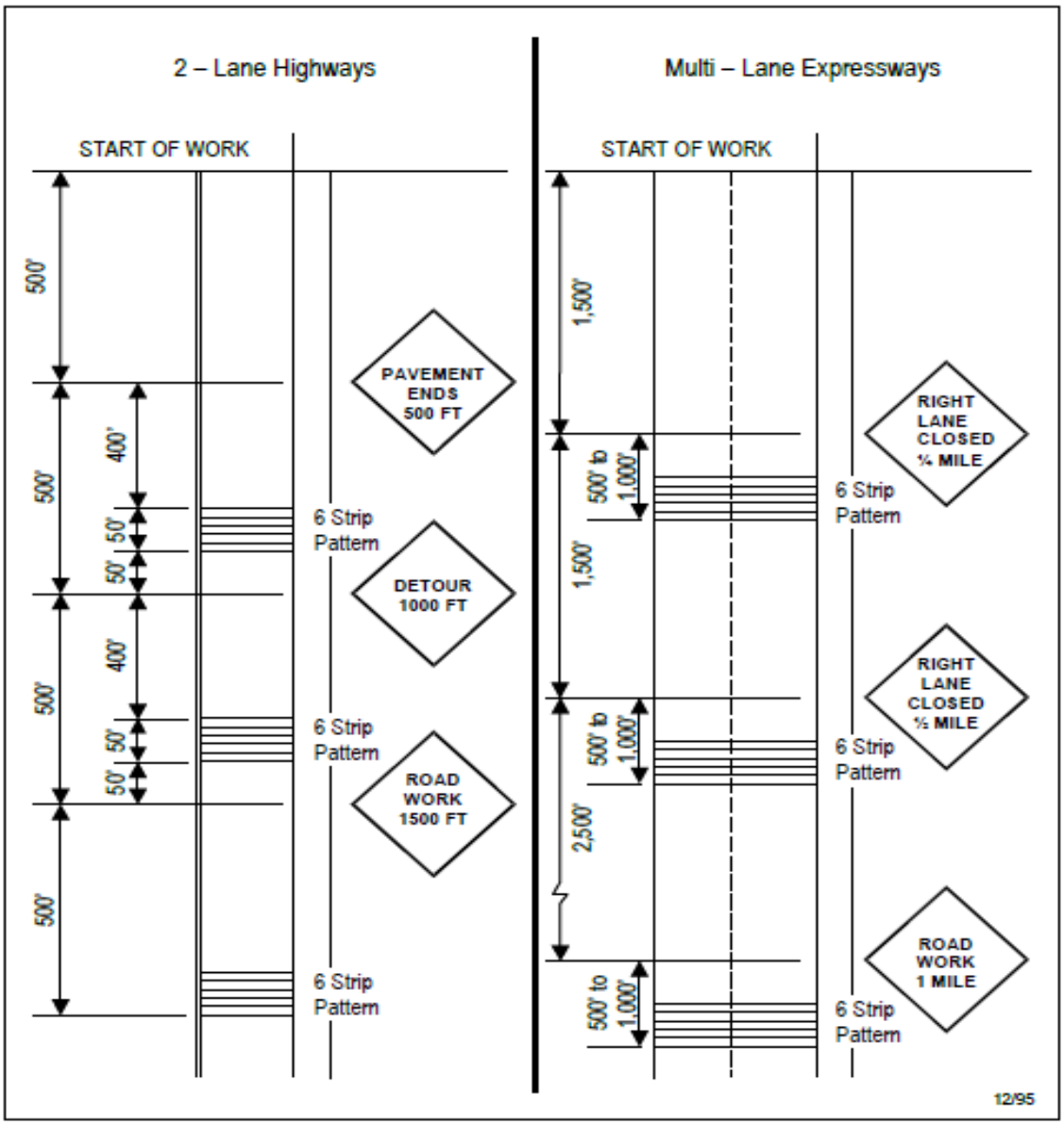
When directed by the Engineer, (e.g., prior to the start of the winter plowing season), or prior to the placement of successive pavement courses, the Contractor shall completely remove the rumble strips from the pavement. Rumble strips shall be removed upon completion of work and concurrently with the 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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

Suggested Layout Details – Temporary Rumble Strips



SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.14 Special Notes - Chip Seal

6.14.1 Funding Source (Chip Seal)

Project 5V1524 will be funded by Federal Aid.

6.14.2 NYSDOT Region 5 Special Notes (Chip Seal)

Pavement Markings – Region 5 (Chip Seal)

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.

Time Restrictions – Region 5 (Chip Seal)

All Region 5 Projects shall follow the time restrictions outlined in the "Work Zone Traffic Control - for Design/Construction on State Highways in Region 5"available on the NYSDOT website or the Regional Transportation Systems Operations group.

Project 5V1524 – Special Note

Prior to chip seal treatment all patches and pavement striping shall be fog sealed.

6.15 Detailed Specifications - Chip Seal

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

6.15.1 Project Dimensions - Chip Seal

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

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

The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
5V1524		20-22	10-11	5-8	2

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS

7.1 Introduction

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, 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.

7.2 Pricing Information

7.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

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

The projects in this Contract Award Notification include an optional item to supply the liquid bituminous material necessary for the cold recycling. **Contractors either submitted a price for an emulsion or a PG binder (if the option is provided) per project, but not both**. The price per gallon for **either** the asphalt emulsion or PG 64-22 binder (liquid bituminous material) shall include heating, hauling, and applying the liquid bituminous material at the project locations indicated herein. The price per ton for aggregate shall include hauling and applying the necessary aggregate as per the mix design at the project locations indicated herein.

If fog seal is applied, it will be paid under separate item as the total volume of material used for fog seal operations. The price per gallon of fog seal shall include heating, hauling, and applying the liquid bituminous material used for fog sealing operation at the project locations indicated herein.

7.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.3 Asphalt Price Adjustments

7.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

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	65	0.2	65.2
702-3601	SS-1h	65	0.2	65.2
702-4201	CMS-2	65	10.2	75.2
702-4301	CMS-2h	65	10.2	75.2
702-4401	CSS-1	65	0.2	65.2
702-4501	CSS-1h	65	0.2	65.2
	PG 64-22	100	0.2	100.2

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Material Designation 702-3301, HFMS-2
Base Avg. Price per Ton = $629.000
New Avg. Price per Ton = $639.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.732$$

$$\text{Price Adjustment (per gallon)} = +\$0.031 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

7.4 Payment

Payment for cold recycling shall be made at the contract price for the actual number of completed square yards of cold recycling, the actual number of tons of aggregate, 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, and if used, the actual number of gallons of asphalt emulsion used for fog sealing 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 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.

7.5 Pre- Recycling Conference

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, equipment, calibration 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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.6 Supervision

The Department of Transportation shall provide supervision for the recycling 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.

7.7 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).

7.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

7.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

7.9 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.

7.10 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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.11 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 was shown on bid pages and indicates the amount and type of added aggregate and the type and amount of asphalt emulsion and the amount of PG 64-22 binder (if the option is provided) 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 (if the option is provided) 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 option is provided)**.** Core results and mix designs may be obtained from respective Resident Engineer or Regional Materials Engineer.

Region 6

The possible mix design was shown on bid pages and indicates the amount and type of added aggregate and the type and amount of asphalt emulsion, and the amount of PG 64-22 binder (if the option is provided) 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 (if the option is provided) 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 option is provided).

7.12 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.12.1 Permanent Construction Signs

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

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

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

7.12.2 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 per ton or square yard as applicable.

7.12.3 <u>Special Note</u>: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

<u>Channelizing Device Spacing Reduction</u>
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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

c. Basis of Payment

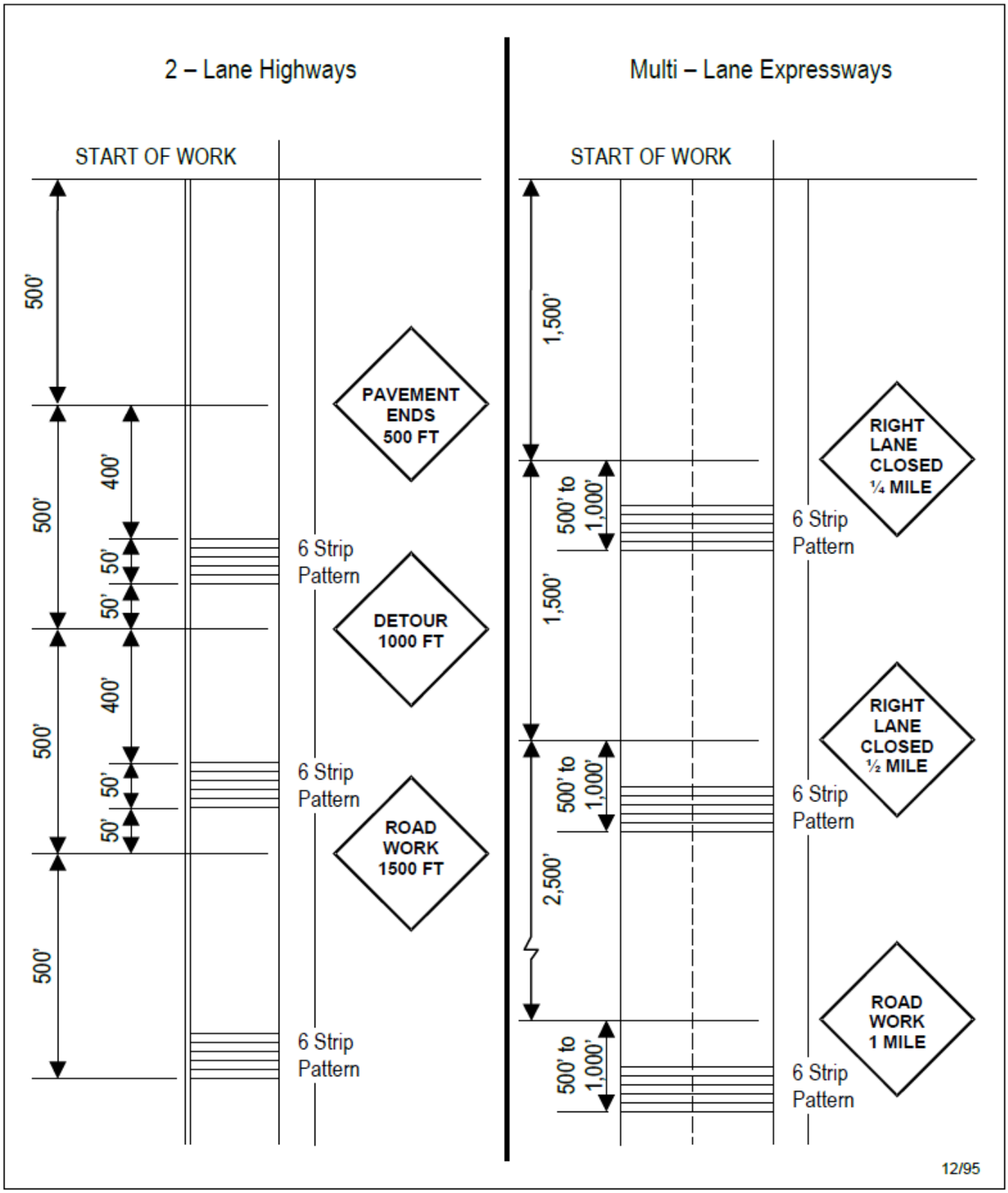
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing in the next page.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.13 Special Notes – Cold Recycling

7.13.1 Funding Source (Cold Recycling)

Projects 2V1561, 2V1571, 360333, 5V1513, 5V1325, 6V1515 and 6V1516 will be funded by Federal Aid**.**

Projects 1V541, 1V1571, 1V1581 and 360327 are 100% State funded.

7.13.2 Special Note for Coordination with Other Projects (Cold Recycling)

All the projects in this Contract Award Notification involve HMA overlay to the cold recycling through separate contractor(s). These projects shall require that the cold recycling contractor coordinates their work with paving 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**.**

7.13.3 Special Note for Pilot Vehicle (Cold Recycling)

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. 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.

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36"x18"	ON BACK OF PILOT VEHICLES

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

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per square yard for cold recycling. No separate payment shall be made. **The use of the pilot shall be as ordered by the Resident Engineer.**.

7.13.4 NYSDOT Region 1 Special Notes (Cold Recycling)

All Region 1 Projects shall follow the following holiday restrictions:

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

May 22 – 25
July 2 – 5
Sept. 4 – Sept. 7
Oct. 9 - 12
Nov. 25 – Nov. 29
Dec. 21 – Jan. 3

Pavement Markings – Region 1 (Cold Recycling)
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.

Non Vibratory Rolling – Region 1 (Cold Recycling)
Contractor shall use non-vibratory rolling over any bridge structure, large culvert or known utility within the project limits or as ordered by the engineer in charge.

Recycling Operations – Region 1 (Cold Recycling)
Recycling operations shall progress in the opposite direction of traffic. This provision may only be waived by the Region 1 Materials Engineer.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Project 1V1541 – Rte. 22 Rensselaer County RM 1094 to 1186
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Project 1V1571 – Rte. 8 Warren County RM 1000 to 1088
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Project 1V1581- Rte. 40 Washington County RM 1025 to 1055
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Contractor shall be aware that the existing 8 to 10 foot wide shoulders have approximately 2" thick existing asphalt thickness. The shoulder width shall be milled 4", recycled and placed back within the shoulder width area only.

7.13.5 NYSDOT Region 2 Special Notes (Cold Recycling)

Pavement Markings – Region 2
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.

Holiday Restrictions - All Region 2 Projects shall follow the following holiday restrictions:
The Contractor will not be allowed to implement any temporary lane or shoulder closures or otherwise disrupt traffic in any way during the following holidays:

New Year's Day
Memorial Day
Independence Day
Labor Day
Columbus Day
Thanksgiving Day
Christmas Day

If an above recognized holiday or event falls on:

Day of the Week	**Then NO lane closures are allowed from**
Monday	Noon Friday to 5 am Tuesday
Tuesday	Noon Friday to 5 am Wednesday
Wednesday	Noon Tuesday to 5 am Thursday
Thursday	Noon Wednesday to 5 am Monday
Friday	Noon Thursday to 5 am Monday
Saturday/Sunday	Noon Friday to 5 am Monday

NYSDOT Ordered Work Disruptions
The State reserves the right to preclude lane and/or shoulder closures or other contractor operations on this project at the direction of the Regional Director or his/her designee for up to **2** occurrences per project location. Each occurrence may last as long as one calendar day. These described occurrences are defined as NYSDOT ordered contractor work disruptions that are not covered in the contract documents, standard specifications, or other contract related bid documents. The contractor shall have no claim against the State for any delays, contract extension, or extra costs incurred in complying with these restrictions.

Project 2V1561 – Rt. 28 RM 2607/1199 to 1205 +250' and 1247 to 1289
In addition to the above holiday restrictions, lane closures will not be permitted from Noon on Fridays until Sunday at 9:00 pm.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Project 2V1561- Rte. 28 - Forestport and Tamarack Rd. to Wood Rd

- All Cold Recycling must be complete no later than August 31st.
- Shoulders shall be removed an equal amount from each side of the pavement to a depth of 4" as necessary to achieve a full width, 4" compacted mat upon completion of the recycling. The contractor shall include the method to be used for this in their MMP. Payment for the shoulder milling/removal will be made under item 416.0100002.
- All millings will become the property of the contractor and shall be removed from the project by the contractor.
- The cold recycled mat will be fog sealed at the end of each day's production. Payment for the fog seal will be made using 416.04000002.
- The parking area at RM 1267 shall be recycled.

Project 2V1571- Rte. 12 – Hubbardsville to Brookfield

- The Cold Recycling must be complete no later than September 15th.
- Shoulders shall be removed an equal amount from each side of the pavement to a depth of 4" as necessary to achieve a full width, 4" compacted mat upon completion of the recycling. The contractor shall include the method to be used for this in their MMP. Payment for the shoulder milling/removal will be made under item 416.0100002.
- All millings will become the property of the contractor and shall be removed from the project by the contractor.
- The cold recycled mat will be fog sealed at the end of each day's production. Payment for the fog seal will be made using 416.04000002.

7.13.6 NYSDOT Region 3 Special Notes (Cold Recycling)

- Minimum milling head width is 6 feet.

7.13.7 NYSDOT Region 6 Special Notes (Cold Recycling)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, or Labor Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.

The expectation of Region 6 is that fog seal shall only be used when environmental conditions (pending rain, cooler temperatures, etc.) could result in a negative impact to the mat (raveling, etc.); Contractors should not plan to fog seal a mat at the close of business daily as part of their normal operations. Region 6 does not anticipate paying for fog seal, so Contractors should plan accordingly.

In lieu of longitudinal cones full project length between open and closed lanes of traffic, the contractor may elect to substitute, when using pilot vehicles, use of cones placed transversely across the closed lane at intervals per section 619-3.02 J.2 (every 800') and at strategic locations, such as intersections and driveways.

6V1515- Approximately 200' of pavement (the area adjacent to the closed drainage and asphalt curb) will not be CIPR at the intersection of SR 19 & SR 243.

6V1516- Approximately 500' in each direction (the area adjacent to the drainage structures and gutters) of the intersection of SR 417 & SR 21 will not be CIPR.

All Region 6 Cold Recycling projects shall be completed no later than September 15, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, for approval.

Polymer Modified Emulsion, at no additional cost, is to be used for the cold recycling for 6V1515 only. 702-xxxx Emulsion is to be used for all other cold recycling projects.

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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

3 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.

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

Project Number	BIN	Reference Marker
6V1515	1042850	243-6102-1053
	1042840	243-6102-1042
6V1516	1012520	17-6103-1305
	1012530	17-6103-1335

7.13.8 NYSDOT Region 5 – Project 5V1513 - Special Note – Seneca Nation of Indians Business License

The Contractor, all Sub-Contractors, and any Supplier delivering materials or performing services on the project site must comply with the Seneca Nation of Indians Business Code. This code requires the Contractor, all Sub-Contractors, and any Supplier delivering materials or performing services on the project site to obtain an annual license to perform services and/or deliver materials on Nation Territory.
The annual fee for this license is $150 and each entity is required to reapply at the beginning of every calendar year. The Application for the Seneca Nation of Indians Business License can be obtained from the Resident Engineer.

7.13.9 NYSDOT Region 5 – Project 5V1513 - Special Note - SNI, Cattaraugus Territory Roads

Compliance with Applicable Laws Including Seneca Nation of Indians

TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO)

NYSDOT expects the Contractor to comply with all applicable federal, state, municipal, and Seneca Nation of Indians statutes, ordinances, regulations, and other legal requirements that apply to the performance of the work involved in the performance of this federal-funded maintenance contract. Seneca Nation legal requirements apply because this project is located within the boundaries of Seneca Nation territory, and the Seneca Nation has certain sovereign powers within Seneca Nation territories recognized by treaty with the United States.
The contractor is advised that applicable Seneca Nation requirements enacted and administered directly by the Seneca Nation include Tribal Employment Rights Ordinance (TERO) requirements including administrative fees (see below) and subcontracting, workforce hiring and scrap materials; and Seneca Nation environmental permitting requirements. There will be no separate pay items in this contract for compliance with such requirements. The contractor is expected to include the cost for compliance with such requirements in the bid price for the various items in the contract. The contractor is further advised that, while TERO requirements are Seneca Nation legal requirements rather than State legal requirements, any failure to comply with such requirements might affect adversely not only the contractor's continued ability to perform the work of the project, but also the State's ongoing working relationship with the Seneca Nation on this and other projects; and accordingly might raise issues requiring review, on a case by case basis, of the contractor's responsibility to receive the award of future competitively-bid state contracts.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

The Council (Legislature) of the Seneca Nation of Indians enacted a Tribal Employment Rights Ordinance (TERO) on June 23, 1993, and most recently amended such TERO ordinance on March 30, 2005. The Contractor is responsible for obtaining a copy of the TERO ordinance from the Seneca Nation, and reviewing, understanding, and complying with it. The purpose of the TERO ordinance, as expressed by the Seneca Nation, is to guarantee a rightful share of business, employment, training, promotion and economic opportunities to qualified Indian-owned business and Indian workers for projects within the Nation's territories.

The Seneca Nation's TERO ordinance requires, among other things, that:

- Every covered employer (i.e. the Contractor) with a prime contract of $50,000 or more shall pay directly to the Nation a one-time administrative **fee of 3 percent of the total amount of the contract**. The payment of such fee, payable to the Seneca Nation of Indians Treasurer, shall be required prior to commencing work
- All persons and entities (i.e. the Contractor) performing work or business within the Seneca Nation's territories must apply a preference for qualified Indians in subcontracting and in employment.
- Covered employers (i.e. the Contractor) may be required to deliver scrap steel or other scrap materials from the project to the Seneca Nation for salvage
- The Seneca Nation may also require the issuance of a Seneca Nation Waterways Permit for any projects involving work within or over waterways, and may impose additional environmental and/or construction monitoring fees in connection with such permits.

The Seneca Nation expects the Contractor to negotiate a TERO Compliance Plan addressing such TERO requirements for the project prior to the commencement of any work within the Seneca Nation's territory.

For Additional Information Contact The Seneca Nation TERO Office at Either of The Following Addresses:

Allegany Territory	*Cattaraugus Territory*
Seneca Nation TERO Office	Seneca Nation TERO Office
P.O. Box 231	12885 Route 438
Salamanca, NY 14779	Irving, NY 14081
Telephone: (716) 945-1790, ext. 3039	Telephone: (716) 532-1033, ext. 5413
Fax: (716) 945-1565	Fax: (716) 532-6178

7.13.10 NYSDOT Region 5 – Project 5V1525 - Special Note

For limits of this project the contractor shall mill each shoulder to a depth as directed by the engineer. All material milled during this operation shall be properly disposed of by the contractor. The recycling operation shall then mill the remainder of the roadway to depth of 4"or as directed by the engineer and spread the recycled millings and stone across the full width of the pavement and shoulders.

Within the curbed Hamlet, RM 83 5201/ 1118-1125 the recycling operation shall cease and surface shall be milled to a depth of 1 ½" with contractor properly disposing of all milled material.".

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.14 Detailed Specifications – Cold Recycling

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

7.14.1 Project Dimensions - Cold Recycling

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

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

The shoulder width is for one shoulder only.

Project Number	Recycling Depth (inch)	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
1V1541	4	24	12	8	2
1V1571	4	22	11	3	2
1V1581	4	24	12	8-10	2
2V1561	4	22	11	4-5 Varies	2
2V1571	4	22	11	6-8 Varies	2
360327	4	24	12	10	2
360333	4	24	12	10	2
5V1513	4	20	10	5	2
5V1525	4	20-22	10-11	4-6	2
6V1515	4	24	12	6.4	2
6V1516	4	24	12	5.1	2

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS

8.1 Introduction

Crack sealers are hot poured liquid bituminous materials (rubberized asphalt) used to seal cracks in the surface of highway pavements.

8.2 Pricing Information

8.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for joint & crack filler/sealer shall be 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. The equipment supplied to complete the crack sealing projects shall conform with the specifications included in this Contract Award Notification.

8.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.3 Asphalt Price Adjustments

8.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

8.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item ASTM D6690 Type II
Base Avg. Price Per Ton = $629.000
New Avg. Price Per Ton = $639.000
Total Allowable Petroleum = 56.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.562$$

$$\text{Price Adjustment (per gallon)} = +\$0.024 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

8.4 Payment

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".

8.5 Pre- Crack Sealing Conference

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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.6 Supervision

The Department of Transportation shall provide supervision for the crack sealing 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.

8.7 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).

8.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

8.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

8.9 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.

8.10 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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.11 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

8.11.1 Temporary Construction Signs

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.

8.11.2 Shadow Vehicle Requirements

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.

8.11.3 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

c. Basis of Payment

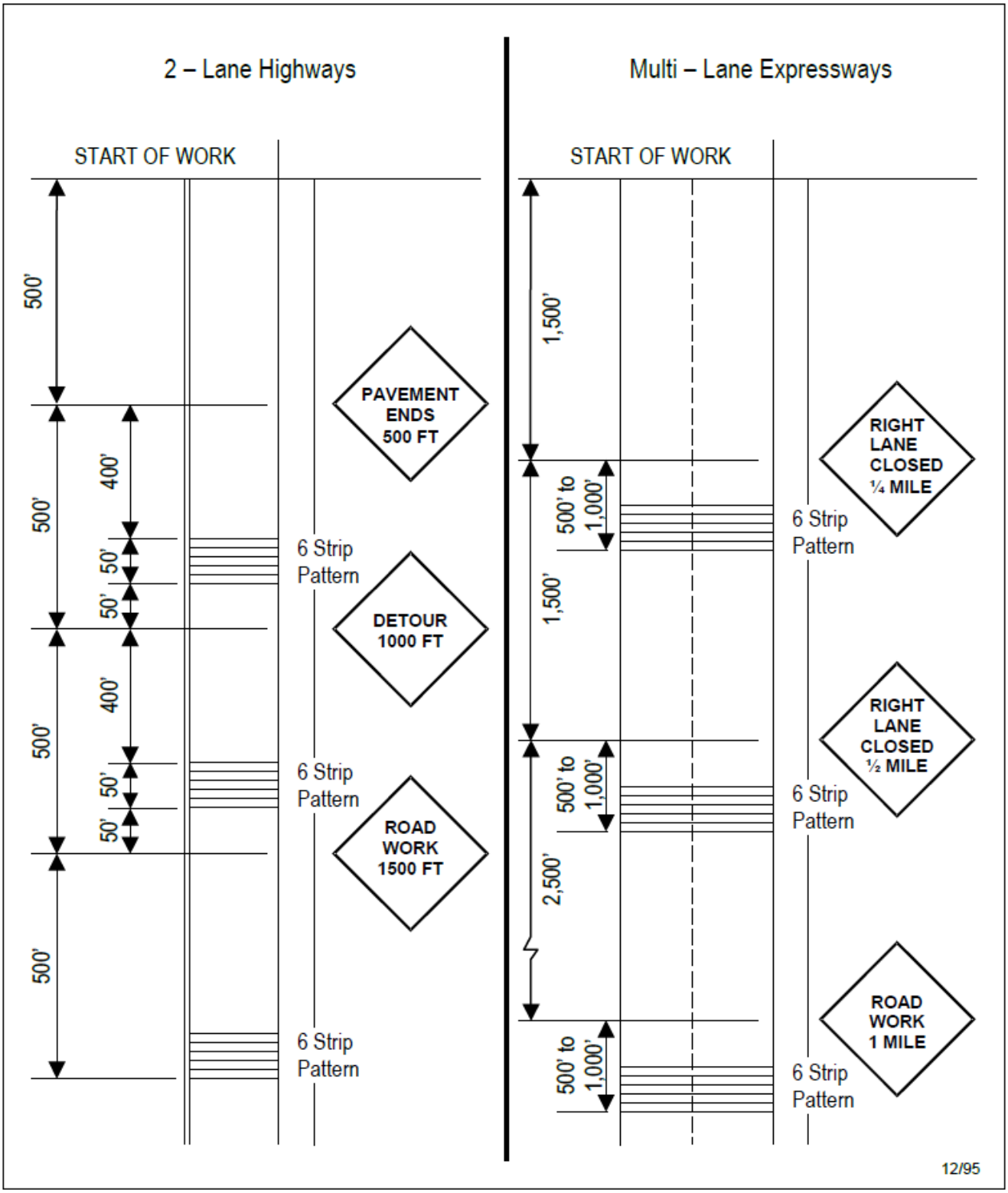
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing in the next page.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.12 Special Notes – Crack Sealer

8.12.1 Funding Source (Crack Sealer)

Projects 980701 and 980702 will be funded by Federal Aid.

Projects 5V1511, 5V1521, 5V1531, 5V1534, 5V1541, 5V1551 and 6M1501 will be100% State funded.

8.12.2 NYSDOT Region 6 Special Notes (Crack Sealer)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, Labor Day, or Columbus Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.

All Region 6 Crack Seal projects shall be completed no later than October 31, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, for approval.

The crack seal site: Rte. 14 RM 328-6201-3000/RM 14-6201-3063 is in the Regional Priority Network Restricted Area and, thus, no lanes closures, in the restricted areas, are permitted Monday thru Friday, between the hours of 3:00PM and 6:00PM without the expressed written approval of the Regional Traffic Engineer, or his designee.)

8.13 Detailed Specifications – Crack Sealer

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS

9.1 Introduction

Micro-surfacing 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.

9.2 Pricing Information

9.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for micro-surfacing shall be net per ton, furnished, hauled, delivered, and applied with Contractor's equipment totally by the Contractor at locations indicated herein. The price for micro-surfacing per ton shall also include 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.

9.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment– Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

9.3 Asphalt Price Adjustments

9.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

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

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (Per Ton)} = \left(\text{New Monthly Average F.O.B. Terminal Price} - \text{Base Average F.O.B. Terminal Price}\right) \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

g. 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.

h. 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

9.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 18410.1021
Base Average Price = $629.000
New Average Price = $639.000
% Total Allowable Petroleum = 9.2%

Price Adjustment (per ton)	=	(639.000 - 629.000)	X	0.092

Price Adjustment (per ton)	=	+$0.920 per ton

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

9.4 Payment

Payment for micro-surfacing shall be made at contract prices per net ton for the actual quantity of material placed by the Contractor and actual numbers of gallons of bituminous materials for fog seal (if used).
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.

9.5 Pre- Micro-surfacing Conference

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, mix design, calibration, micro-surfacing procedure, and Work Zone 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.

9.6 Bonding Requirements

A Maintenance Bond is required for micro-surfacing projects in this Contract Award Notification. Please see sample in Attachment - Detailed Specifications.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.7 Supervision

The Department of Transportation shall provide supervision for the micro-surfacing 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.

9.8 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).

9.8.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

9.9 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

9.10 Special Note for Micro-surfacing

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 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.

9.11 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.12 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.

9.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.13.1 Permanent Construction Signs

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

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

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

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

9.13.2 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 per ton or square yard as applicable.

9.13.3 Abrading Existing Pavement Markings

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 per ton of micro-surfacing. No separate payment shall be made.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.13.4 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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

a. 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.

b. 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 45ºF 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips
See the Suggested Layout Details Drawing in the **next page**.

9.14 Special Notes – Micro-surfacing

9.14.1 Funding Source (Micro-surfacing)

Project 911128 will be funded by Federal Aid**.**

9.15 Detailed Specifications – Micro-surfacing

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

9.15.1 Project Dimensions - Micro-surfacing

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

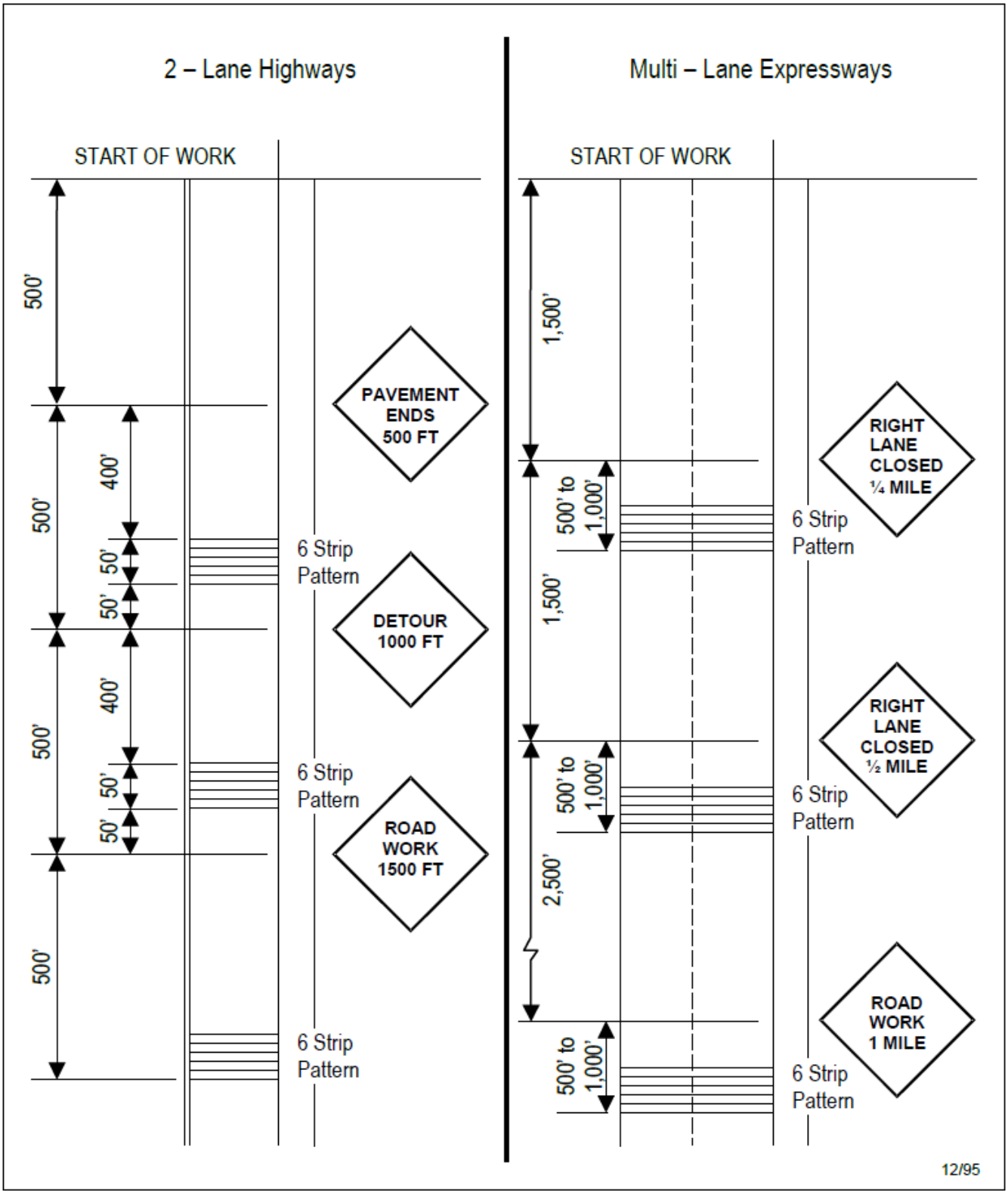
The pavement width listed is the total width of all the travel lanes only.

The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
911128	18410.1021	24	12	0 to 10	2

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJECTS

10.1 Introduction

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.

10.2 Pricing Information

10.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for Paver Placed Surface Treatment shall be 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 shall also include 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.

10.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment– Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

10.3 Asphalt Price Adjustments

10.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 per ton

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (Per Ton)} = \left(\text{New Monthly Average F.O.B. Terminal Price} - \text{Base Average F.O.B. Terminal Price}\right) \text{ X } \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

10.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 18403.221101
Base Average Price = $629.000
New Average Price = $639.000
% Total Allowable Petroleum = 7.5%

Price Adjustment (per ton)	=	(639.000 - 629.000)	X	0.075

Price Adjustment (per ton)	=	+$0.750 per ton

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

10.4 Payment

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.

10.5 Pre- Paver Placed Surface Treatment Conference

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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.6 Supervision

The Department of Transportation shall provide supervision for the 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.

10.7 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).

10.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

10.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - 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.

10.9 Special Note for 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 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.

10.10 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

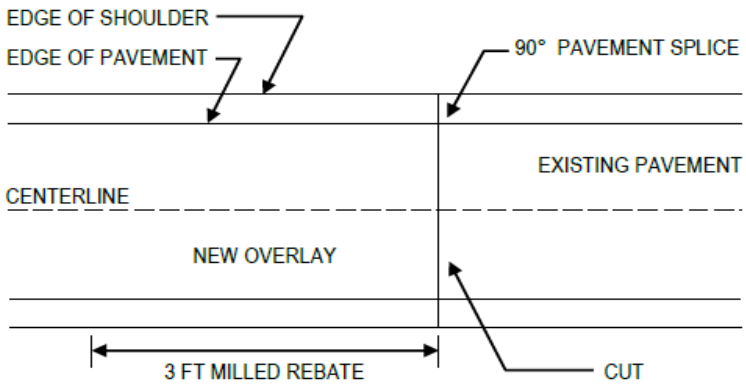
10.11 Damaged or Deficient Areas

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.

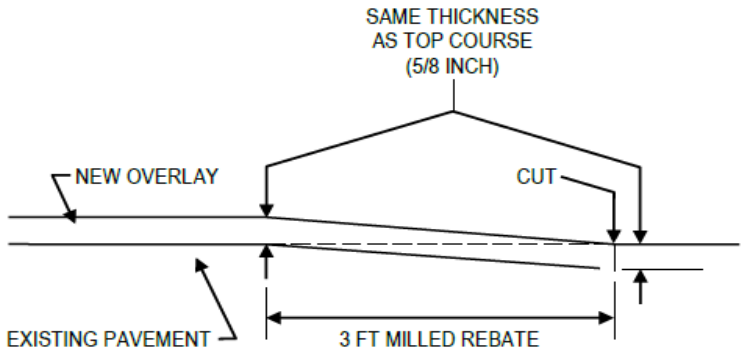
10.12 Paver Placed Surface Treatment Overlay Splices

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 (see below). 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 per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

Paver Placed Surface Treatment Overlay Splice:



PLAN



SECTION

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13.1 Permanent Construction Signs

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

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

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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

10.13.2 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 per ton or square yard as applicable.

10.13.3 Abrading Existing Pavement Markings

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 per ton of paver placed surface treatment. No separate payment shall be made.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13.4 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.
Temporary rumble strips shall be placed in a succession of three 6-Strip Patterns according to the attached "Suggested Layout Details - Temporary Rumble Strips". Each strip shall be placed on 10 foot centers and traversing the full width of each travel lane. On curbed roadways, rumble strips shall end a minimum of 3 feet from the curb so as to not interfere with drainage. Rumble strips shall be between 6 inches and 9 inches in width and have a final compacted thickness of 0.4 inches $\pm$ 0.1 inches.
Any raised rumble strips that fail to adhere to the pavement, or become damaged or flattened such that, in the opinion of the Engineer, they are no longer performing their intended function, shall be replaced or repaired by the Contractor to the satisfaction of the Engineer.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips
See the Suggested Layout Details Drawing in the next page.

10.14 Special Notes – Paver Placed Surface Treatment

10.14.1 Funding Source (Paver Placed Surface Treatment)

Projects 360328, 6V1521 and 911129 will be funded by Federal Aid.
Project 901871 will be100% State funded.

10.14.2 Special Note for Rail Road Involvement in Federal Funded Projects (Paver Placed Surface Treatment)

Contractors 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 Number	County	Route	Rail Road Name	Location
360328	Cayuga	Rte. 5	Finger Lakes Railway Corp.	RM 5-3107-3018 Town of Sennett.

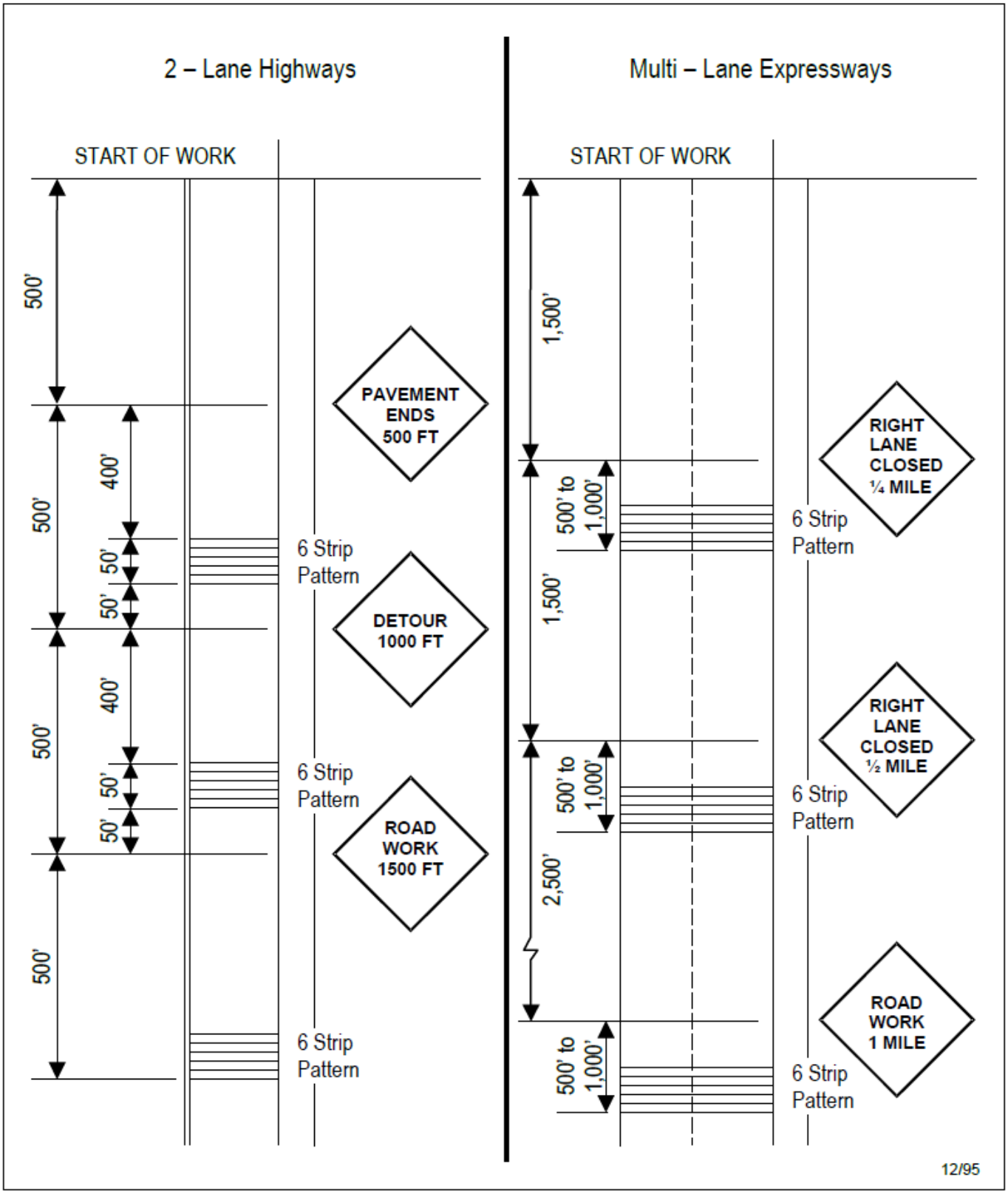
At the identified at-grade crossings, and any other active at grade railroad crossings encountered on the projects in this Contract Award Notification, the contractor shall conduct its work and handle the equipment such that no part of any material or equipment shall foul a track, catenary, electrical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

10.14.3 NYSDOT Region 6 Special Notes (Paver Placed Surface Treatment)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, Labor Day, or Columbus Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.
Paver Placed Surface Treatment is to tie into the new (2014) pavement, including radiuses, at the Clemens Center Parkway/Cedar Street Intersection. The Contractor is strongly encouraged to field review this location.
In lieu of longitudinal cones full project length between open and closed lanes of traffic, the contractor may elect to substitute, when using pilot vehicles, use of cones placed transversely across the closed lane at intervals per section 619-3.02 J.2 (every 800') and at strategic locations, such as intersections and driveways.
All Region 6 Paver Placed Surface Treatment projects shall be completed no later than September 30, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.15 Detailed Specifications – Paver Placed Surface Treatment

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

10.15.1 Project Dimensions - Paver Placed Surface Treatment

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.
The pavement width listed is the total width of all the travel lanes only. The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
360328	18403.222202	40-60	12	4-10	3
6V1521	18403.222202	60	12	11.6	5
911129	18403.222302	24	12	6 to 8	2
901871	18403.222302	24	12	4	2

(Rebates - Paver Placed Surface Treatment in next page)

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.15.2 Rebates - Paver Placed Surface Treatment

Project Number	Rebate Location	Rebate Width (feet)
360328	RM 5 3104-3000	52
	RM 5 3104-3018	52
6V1521	328-6201-1060 project begin	70
	14-6201-1045 At Bridge on skew	92
	961M-6201-1010 at Cedar Street (each side of intersection)	2 @ 91
	961M-6201-1102 at bridge on skew project end	66
911129	RM 20-2316-1000 (Begin)	36
	RM 20-2316-1008; CR 78 Lt.	82
	RM 20-2316-1020; CR 131 Lt.	52
	RM 20-2316-1023; CR 173 Rt.	66
	RM 20-9417-1005; McShane Rd. Lt.	48
	RM 20-9417-1011; SR 80 Lt.	82
	RM 20-9417-1011; SR 80 Rt.	96
	RM 20-9417-1018; CR 29A Rt.	96
	RM 20-9417-1019; Griggs Rd. Lt.	44
	RM 20-9417-1019; Griggs Rd. Rt.	48
	RM 20-9417-1029; Vanalstyne Rd. Lt.	42
	RM 20-9417-1032; Continental Rd. Rt.	48
	RM 20-9417-1032; Fassett Rd. Lt.	44
	RM 20-9417-1036 (End)	40
901871	RM 28-9403-3207 (Begin)	32
	RM 3223; Johnston Road Rt.	64
	RM 3235; Goose street Rt.	28
	CR 26 Fly Creek Lt.	60
	CR 26 Fly Creek Rt.	50
	RM 3236; schoolhouse Dr. Rt.	30
	RM 3246; Begin Bridge	32
	RM 3246; End Bridge	32
	RM 3247; Cattown Rd. Rt.	40
	RM 3247; Bissell Rd. Lt.	40
	RM 3257; SR 80 south Lt.	84
	RM 3257; SR 80 north Lt.	88
	RM 3277; CR 16 Lt.	100
	RM 3291; CR 22 Lt.	40
	RM 3291; CR 22 Rt.	44
	RM 28-9403-3296 (End)	32

SECTION 11: CONTRACT PERFORMANCE REPORT

State of New York
Office of General Services
Procurement Services
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:_____

<u>Please detach or photocopy this form & return by email (customer.services@ogs.ny.gov) or by mail to</u>:

OGS – PROCUREMENT SERVICES
Customer Services, 38th Floor
Corning Tower - Empire State Plaza
Albany, New York 12242
* * * * *

NEW YORK STATE OF OPPORTUNITY. Office of General Services | Procurement Services

Corning Tower, Empire State Plaza, Albany, NY 12242 | http://nyspro.ogs.ny.gov | customer.service@ogs.ny.gov | 518-474-6717

2nd Supplemental Contract Award Notification

Title	:	**Group 31555** **Liquid Bituminous Materials (Federal & State Funds)** **(2015 NYSDOT Specific Projects)** **(Chip Seal; Cold Recycling; Crack Sealer; Micro-surfacing and Paver Placed Surface Treatment – Conventional & Rubber Modified)** **NYS Contract Reporter Category/Classification:** **Construction, Horizontal – Highways & Roadways; Maintenance, repair & new construction** **Classification Code(s):30**
Award Number	:	**22920**
Contract Period	:	**June 16, 2015 through December 31, 2015**
Bid Opening Date	:	**March 10, 2015**
Date of Issue	:	**August 14, 2015**
Specification Reference	:	**SPEC 927 dated January 18, 2013, SPEC-932 dated September 8, 2014 and as amended in the Invitation For Bids and the Purchasing Memorandums dated March 3, 2015 and March 4, 2015**
Contractor Information	:	**Appears on Page 5 of this Award**

Address Inquiries To:

State Agencies & Vendors	Political Subdivisions & Others
Name : Jose De Andres Title : CMS2 Phone : 518-474-3024 E-mail : jose.deandres@ogs.ny.gov	Procurement Services - Customer Services Phone : 518-474-6717 Fax : 518-474-2437 E-mail : customer.services@ogs.ny.gov

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

PR # 22920

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.

Table of Contents

SECTION 1: INTRODUCTION 152
1.1 Contractor Information 152
1.2 Small, Minority and Women-Owned Businesses 152
1.3 Recycled, Remanufactured and Energy Efficient Products 152
1.4 Note to Authorized Users 153
1.5 Debriefing 153
SECTION 2: PRICE PAGES 153
2.1 List of OGS Items and Awardees 153
SECTION 3: PREVAILING WAGE RATES 154
3.1 Prevailing Wage Rates – State and Federally Funded Public Works Contracts 154
3.2 Worker Notification – A9052; S6240 155
3.3 OSHA 10-Hour Construction Safety and Health Course - S1537-A 155
SECTION 4: CONTRACT ADMINISTRATION 156
4.1 Contract Amendment Process 156
4.2 Contract Administrator 156
SECTION 5: TERMS AND CONDITIONS 156
5.1 Contract Term and Extension 156
5.1.1 Contract Term 156
5.1.2 Short Term Extension 156
5.2 Mercury Added Consumer Products 156
5.3 Disposition of Settlements 156
5.4 Environmental Attributes and NYS Executive Order 4 157
5.5 Extension of Use Commitment 157
5.6 Emergency Purchasing 157
5.7 Poor Performance 157
SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS 158
6.1 Introduction 158
6.2 Pricing Information 158
6.2.1 General 158
6.2.2 Insurance 158
6.3 Asphalt Price Adjustments 159
6.3.1 General 159
6.3.2 Asphalt Price Adjustment: Example 160
6.4 Payment 160
6.5 Pre-Chip Seal Conference 161
6.6 Bonding Requirements 161
6.7 Supervision 161
6.8 Construction Details 161
6.9 Work Hours 162

6.9.1 Special Note - Overtime Dispensation Requests ... 162
6.10 Special Note for Chip Seal ... 162
6.11 Restoration of Disturbed Areas ... 162
6.12 Damaged or Deficient Areas ... 162
6.13 Work Zone Traffic Control ... 163
6.13.1 Permanent Construction Signs ... 163
6.13.2 Temporary Pavement Markings ... 165
6.13.3 Abrading Existing Pavement Markings ... 165
6.13.4 Special Note: Work Zone Intrusion Initiative ... 165
6.14 Special Notes - Chip Seal ... 168
6.14.1 Funding Source (Chip Seal) ... 168
6.14.2 NYSDOT Region 5 Special Notes (Chip Seal) ... 168
6.15 Detailed Specifications - Chip Seal ... 168
6.15.1 Project Dimensions - Chip Seal ... 168
SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS ... 169
7.1 Introduction ... 169
7.2 Pricing Information ... 169
7.2.1 General ... 169
7.2.2 Insurance ... 169
7.3 Asphalt Price Adjustments ... 170
7.3.1 General ... 170
7.3.2 Asphalt Price Adjustment: Example ... 172
7.4 Payment ... 172
7.5 Pre- Recycling Conference ... 172
7.6 Supervision ... 173
7.7 Work Hours ... 173
7.7.1 Special Note - Overtime Dispensation Requests ... 173
7.8 Construction Details ... 173
7.9 Restoration of Disturbed Areas ... 173
7.10 Damaged or Deficient Areas ... 173
7.11 Possible Mix Design – Cold Recycling ... 174
7.12 Work Zone Traffic Control ... 174
7.12.1 Permanent Construction Signs ... 175
7.12.2 Temporary Pavement Markings ... 176
7.12.3 Special Note: Work Zone Intrusion Initiative ... 176
7.13 Special Notes – Cold Recycling ... 179
7.13.1 Funding Source (Cold Recycling) ... 179
7.13.2 Special Note for Coordination with Other Projects (Cold Recycling) ... 179
7.13.3 Special Note for Pilot Vehicle (Cold Recycling) ... 179
7.13.4 NYSDOT Region 1 Special Notes (Cold Recycling) ... 179

7.13.5 NYSDOT Region 2 Special Notes (Cold Recycling) ... 180
7.13.6 NYSDOT Region 3 Special Notes (Cold Recycling) ... 181
7.13.7 NYSDOT Region 6 Special Notes (Cold Recycling) ... 181
7.13.8 NYSDOT Region 5 – Project 5V1513 - Special Note – Seneca Nation of Indians Business License ... 182
7.13.9 NYSDOT Region 5 – Project 5V1513 - Special Note - SNI, Cattaraugus Territory Roads ... 182
7.13.10 NYSDOT Region 5 – Project 5V1525 - Special Note ... 183
7.14 Detailed Specifications – Cold Recycling ... 184
7.14.1 Project Dimensions - Cold Recycling ... 184
SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS ... 185
8.1 Introduction ... 185
8.2 Pricing Information ... 185
8.2.1 General ... 185
8.2.2 Insurance ... 185
8.3 Asphalt Price Adjustments ... 186
8.3.1 General ... 186
8.3.2 Asphalt Price Adjustment: Example ... 187
8.4 Payment ... 187
8.5 Pre- Crack Sealing Conference ... 187
8.6 Supervision ... 188
8.7 Work Hours ... 188
8.7.1 Special Note - Overtime Dispensation Requests ... 188
8.8 Construction Details ... 188
8.9 Restoration of Disturbed Areas ... 188
8.10 Damaged or Deficient Areas ... 188
8.11 Work Zone Traffic Control ... 189
8.11.1 Temporary Construction Signs ... 189
8.11.2 Shadow Vehicle Requirements ... 189
8.11.3 Special Note: Work Zone Intrusion Initiative ... 189
8.12 Special Notes – Crack Sealer ... 192
8.12.1 Funding Source (Crack Sealer) ... 192
8.12.2 NYSDOT Region 6 Special Notes (Crack Sealer) ... 192
8.13 Detailed Specifications – Crack Sealer ... 192
SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS ... 193
9.1 Introduction ... 193
9.2 Pricing Information ... 193
9.2.1 General ... 193
9.2.2 Insurance ... 193
9.3 Asphalt Price Adjustments ... 193
9.3.1 General ... 193
9.3.2 Asphalt Price Adjustment: Example ... 195

9.4 Payment ... 195
9.5 Pre- Micro-surfacing Conference ... 195
9.6 Bonding Requirements ... 195
9.7 Supervision ... 196
9.8 Work Hours ... 196
9.8.1 Special Note - Overtime Dispensation Requests ... 196
9.9 Construction Details ... 196
9.10 Special Note for Micro-surfacing ... 196
9.11 Restoration of Disturbed Areas ... 196
9.12 Damaged or Deficient Areas ... 197
9.13 Work Zone Traffic Control ... 197
9.13.1 Permanent Construction Signs ... 198
9.13.2 Temporary Pavement Markings ... 199
9.13.3 Abrading Existing Pavement Markings ... 199
9.13.4 Special Note: Work Zone Intrusion Initiative ... 200
9.14 Special Notes – Micro-surfacing ... 201
9.14.1 Funding Source (Micro-surfacing) ... 201
9.15 Detailed Specifications – Micro-surfacing ... 201
9.15.1 Project Dimensions - Micro-surfacing ... 201
SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJECTS ... 203
10.1 Introduction ... 203
10.2 Pricing Information ... 203
10.2.1 General ... 203
10.2.2 Insurance ... 203
10.3 Asphalt Price Adjustments ... 203
10.3.1 General ... 203
10.3.2 Asphalt Price Adjustment: Example ... 205
10.4 Payment ... 205
10.5 Pre- Paver Placed Surface Treatment Conference ... 205
10.6 Supervision ... 206
10.7 Work Hours ... 206
10.7.1 Special Note - Overtime Dispensation Requests ... 206
10.8 Construction Details ... 206
10.9 Special Note for Paver Placed Surface Treatment Projects ... 206
10.10 Restoration of Disturbed Areas ... 206
10.11 Damaged or Deficient Areas ... 207
10.12 Paver Placed Surface Treatment Overlay Splices ... 207
10.13 Work Zone Traffic Control ... 209
10.13.1 Permanent Construction Signs ... 210
10.13.2 Temporary Pavement Markings ... 211

10.13.3 Abrading Existing Pavement Markings 211
10.13.4 Special Note: Work Zone Intrusion Initiative 212
10.14 Special Notes – Paver Placed Surface Treatment 213
10.14.1 Funding Source (Paver Placed Surface Treatment) 213
10.14.2 Special Note for Rail Road Involvement in Federal Funded Projects (Paver Placed Surface Treatment) 213
10.14.3 NYSDOT Region 6 Special Notes (Paver Placed Surface Treatment) 213
10.15 Detailed Specifications – Paver Placed Surface Treatment 215
10.15.1 Project Dimensions - Paver Placed Surface Treatment 215
10.15.2 Rebates - Paver Placed Surface Treatment 216
SECTION 11: CONTRACT PERFORMANCE REPORT 217

SECTION 1: INTRODUCTION

1.1 Contractor Information

NOTE: See individual contract items to determine actual awardees.

CONTRACT #	CONTRACTOR & ADDRESS	TELEPHONE #	FED. IDENT.# NYS VENDOR#
PC66968	ACME POWERWASHING, INC. 15590 Powerline Road Holley, NY 14470	Phone #: (585) 638-5891 Contact: N Lorenz Fax #: (585) 638-2336 E-mail: nlorenz@acmenewyork.com Web Site: n/a Toll-Free #: n/a	16-1609827 1100002245

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 PROCUREMENT SERVICES.

1.2 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.

1.3 Recycled, Remanufactured and Energy Efficient Products

The Procurement Services supports and encourages the purchase of recycled, remanufactured, energy efficient and "energy star" products. If one of the following codes appears as a suffix in the Award Number or is noted under the individual Contract Number(s) in this Contract Award Notification, please look at the individual awarded items for more information on products meeting the suffix description.

RS,RP,RA	Recycled
RM	Remanufactured
SW	Solid Waste Impact
EE	Energy Efficient
E*	EPA Energy Star
ES	Environmentally Sensitive

1.4 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).

1.5 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.

SECTION 2: PRICE PAGES

2.1 List of OGS Items and Awardees

Please refer to the price pages' link published at the webpage for this contract at the OGS – Procurement Services website:

http://www.ogs.ny.gov/purchase/spg/awards/3155522920Can.htm

SECTION 3: PREVAILING WAGE RATES

3.1 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.

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.

The applicable Prevailing Wage Rate Schedule for this project is **PRC # 2014011720**

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

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.

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

(continues next page)

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	HWY-NY2
Allegany	HWY-NY47
Bronx	HWY-NY3
Broome	HWY-NY4
Cattaraugus	HWY-NY8
Cayuga	HWY-NY36
Chautauqua	HWY-NY8
Chemung	HWY-NY5
Chenango	HWY-NY4
Clinton	HWY-NY6
Columbia	HWY-NY2
Cortland	HWY-NY42
Delaware	HWY-NY21
Dutchess	HWY-NY7
Erie	HWY-NY8
Essex	HWY-NY6
Franklin	HWY-NY35
Fulton	HWY-NY2
Genesee	HWY-NY29
Greene	HWY-NY2
Hamilton	HWY-NY46

COUNTY	WD #
Herkimer	HWY-NY31
Jefferson	HWY-NY9
Kings	HWY-NY3
Lewis	HWY-NY9
Livingston	HWY-NY30
Madison	HWY-NY15
Monroe	HWY-NY10
Montgomery	HWY-NY2
Nassau	HWY-NY12
New York	HWY-NY3
Niagara	HWY-NY11
Oneida	HWY-NY14
Onondaga	HWY-NY16
Ontario	HWY-NY32
Orange	HWY-NY7
Orleans	HWY-NY34
Oswego	HWY-NY38
Otsego	HWY-NY37
Putnam	HWY-NY25
Queens	HWY-NY3
Rensselaer	HWY-NY2

COUNTY	WD #
Richmond	HWY-NY3
Rockland	HWY-NY20
Saratoga	HWY-NY2
Schenectady	HWY-NY2
Schoharie	HWY-NY2
Schuyler	HWY-NY5
Seneca	HWY-NY40
St Lawrence	HWY-NY9
Steuben	HWY-NY18
Suffolk	HWY-NY12
Sullivan	HWY-NY7
Tioga	HWY-NY45
Tompkins	HWY-NY24
Ulster	HWY-NY7
Warren	HWY-NY39
Washington	HWY-NY2
Wayne	HWY-NY44
Westchester	HWY-NY17
Wyoming	HWY-NY41
Yates	HWY-NY33

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

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

3.3 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

SECTION 4: CONTRACT ADMINISTRATION

4.1 Contract Amendment Process

During the term of the Contract, the Contract may be amended by the mutual agreement of the parties.

4.2 Contract Administrator

Contractor must provide a dedicated Contract Administrator to support the updating and management of the Contract on a timely basis. Contractor must notify OGS within five (5) Business Days if its Contract Administrator changes, and provide an interim contact person until the position is filled. Contractor may submit a Contract Administrator change by submission of a revised Contractor and Authorized Reseller Information form to the OGS Contract Administrator.

Changes to Contractor contact information, including the designation of a new Contract Administrator, shall be submitted electronically via e-mail through the submission of a revised Contractor and Authorized Reseller Information form to the OGS Contract Administrator.

SECTION 5: TERMS AND CONDITIONS

5.1 Contract Term and Extension

5.1.1 Contract Term

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

5.1.2 Short Term Extension

In the event the replacement contract has not been issued, 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.

5.2 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.

5.3 Disposition of Settlements

The Office of General Services has the right to determine the disposition of any rebates, settlements, restitution, liquidated damages, etc. which arise from the administration of this contract.

5.4 Environmental Attributes and NYS Executive Order 4

New York State is committed to environmental sustainability and endeavors to procure products with reduced environmental impact. One example of this commitment may be found in Executive Order No. 4 (Establishing a State Green Procurement and Agency Sustainability Program) (EO4), which imposes certain requirements on state agencies, authorities, and public benefit corporations when procuring commodities, services, and technology. More information on Executive Order No. 4, including specifications for offerings covered by this Contract, may be found at http://www.ogs.ny.gov/EO/4/Default.asp. State entities subject to Executive Order No. 4 are advised to become familiar with the specifications that have been developed in accordance with the Order, and to incorporate them, as applicable, when making purchases under this Contract.

5.5 Extension of Use Commitment

The Contractor agrees to honor all orders from the authorized user by law which are in compliance with the pricing, terms, and conditions set forth in the resulting Contract document.

Any unilateral limitations/restrictions imposed by the Contractor and/or manufacturer on the eligible Authorized User will be grounds for rejection of the bid or cancellation of the Contract. If a Contract, or any portion thereof, is canceled for this reason, any additional costs incurred by the eligible purchaser will be borne by the Contractor

5.6 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.

5.7 Poor Performance

Authorized Users should notify Procurement Services Group's Customer Services promptly if the Contractor fails to meet the requirements of this Contract. Performance which does not comply with requirements or is otherwise unsatisfactory to the Authorized User should also be reported to Customer Services:

Office of General Services
NYS Procurement
38th Floor Corning Tower
Empire State Plaza
Albany, NY 12242
Customer Services E-mail: customer.services@ogs.ny.gov
Telephone: (518) 474-6717 / Fax: (518) 474-2437

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS

6.1 Introduction

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.

6.2 Pricing Information

6.2.1 General

Subsection 17-b of Appendix B (GENERAL SPECIFICATIONS) is modified to include provisions stated in this PRICING INFORMATION clause:

Price for chip seal shall be 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 separates items. Price per square yard of chip seal shall also include 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 per gallon of liquid bituminous materials for chip seal and fog seal shall include heating, hauling, and applying the liquid bituminous materials at the project locations indicated herein. The price per square yard of cover sand shall include hauling and applying the necessary cover sand at the project locations indicated herein.

6.2.2 Insurance

Price includes all required insurance coverage costs. In particular, price includes:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.3 Asphalt Price Adjustments

6.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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-XXXXT	Diluted Tack Coat	40	0.2	40.2

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

6.3.2 Asphalt Price Adjustment: Example

Material Designation 702-3301P, HFMS-2
Base Avg. Price per Ton = $629.000
New Avg. Price per Ton = $639.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.732$$

$$\text{Price Adjustment (per gallon)} = +\$0.031 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

6.4 Payment

Payment for Chip seal shall be made at contract price 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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.5 Pre-Chip Seal Conference

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.

6.6 Bonding Requirements

A Maintenance Bond is required for chip seal projects in this Contract Award Notification. Please see sample in Attachment - Detailed Specifications.

Maintenance bond is to be provided to the attention of the Regional Director of Operations, or their Regional designee as determined at the Pre-Chip Seal conference, for the corresponding Region. Each bond shall be specific to each Project Number, not contract, so that they may be released upon the completion of the terms in the contract for each corresponding Project/site.

6.7 Supervision

The Department of Transportation shall provide supervision for the chip seal 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.

6.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.9 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).

6.9.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

6.10 Special Note for Chip Seal

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 will be done by NYSDOT forces prior to the chip seal 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.

6.11 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.

6.12 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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

6.13.1 <u>Permanent Construction Signs</u>

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: **(see next page)**

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

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

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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

6.13.2 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 per ton or square yard as applicable.

6.13.3 Abrading Existing Pavement Markings

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 per square yard of chip seal. No separate payment shall be made.

6.13.4 <u>Special Note</u>: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

<u>Channelizing Device Spacing Reduction</u>
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.

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

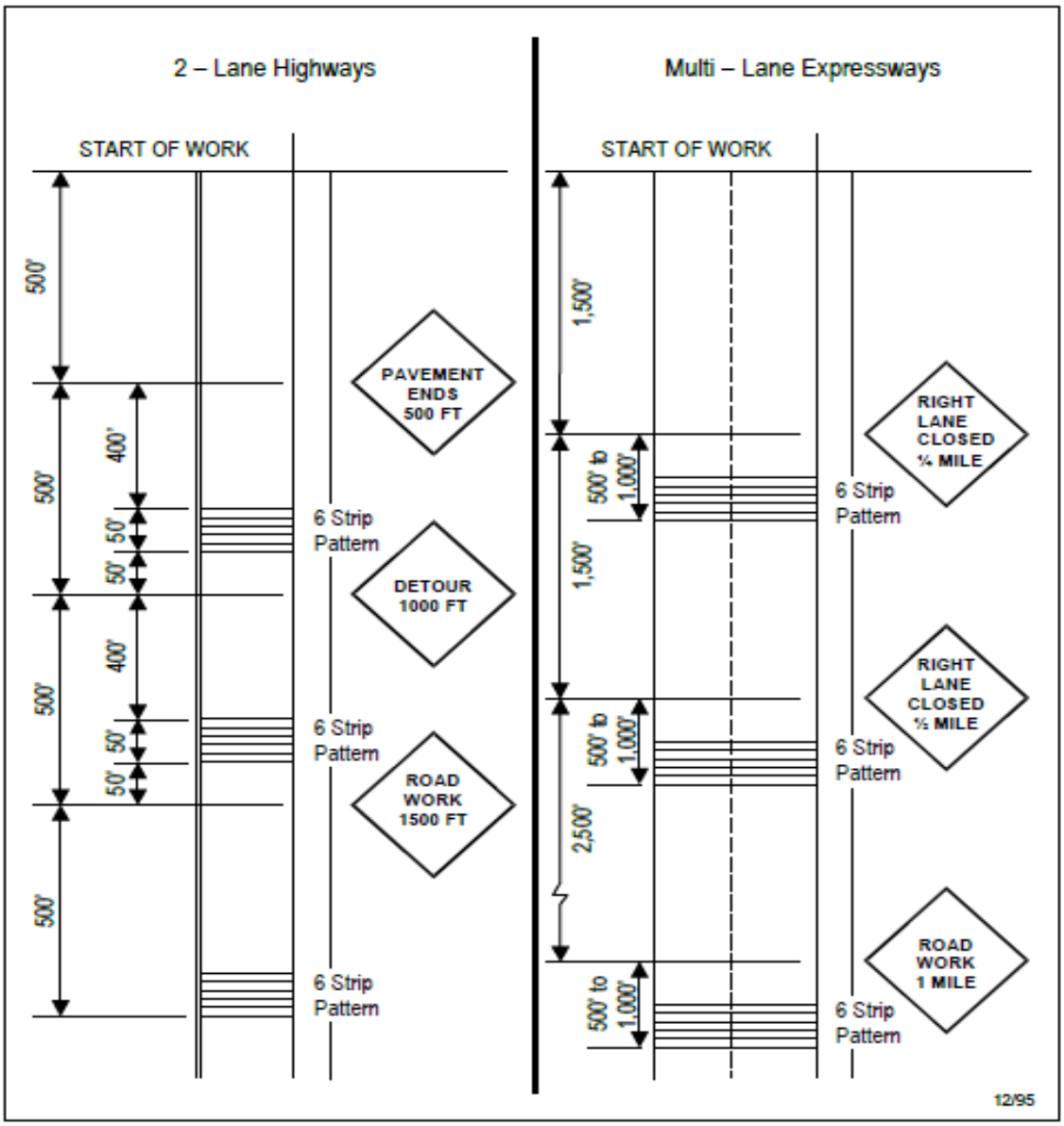
When directed by the Engineer, (e.g., prior to the start of the winter plowing season), or prior to the placement of successive pavement courses, the Contractor shall completely remove the rumble strips from the pavement. Rumble strips shall be removed upon completion of work and concurrently with the 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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

Suggested Layout Details – Temporary Rumble Strips



SECTION 6: **CHIP SEAL** - SPECIFIC PROJECTS (Cont'd)

6.14 Special Notes - Chip Seal

6.14.1 Funding Source (Chip Seal)

Project 5V1524 will be funded by Federal Aid.

6.14.2 NYSDOT Region 5 Special Notes (Chip Seal)

Pavement Markings – Region 5 (Chip Seal)

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.

Time Restrictions – Region 5 (Chip Seal)

All Region 5 Projects shall follow the time restrictions outlined in the "Work Zone Traffic Control - for Design/Construction on State Highways in Region 5"available on the NYSDOT website or the Regional Transportation Systems Operations group.

Project 5V1524 – Special Note

Prior to chip seal treatment all patches and pavement striping shall be fog sealed.

6.15 Detailed Specifications - Chip Seal

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

6.15.1 Project Dimensions - Chip Seal

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

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

The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
5V1524		20-22	10-11	5-8	2

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS

7.1 Introduction

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, 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.

7.2 Pricing Information

7.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

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

The projects in this Contract Award Notification include an optional item to supply the liquid bituminous material necessary for the cold recycling. **Contractors either submitted a price for an emulsion or a PG binder (if the option is provided) per project, but not both**. The price per gallon for **either** the asphalt emulsion or PG 64-22 binder (liquid bituminous material) shall include heating, hauling, and applying the liquid bituminous material at the project locations indicated herein. The price per ton for aggregate shall include hauling and applying the necessary aggregate as per the mix design at the project locations indicated herein.

If fog seal is applied, it will be paid under separate item as the total volume of material used for fog seal operations. The price per gallon of fog seal shall include heating, hauling, and applying the liquid bituminous material used for fog sealing operation at the project locations indicated herein.

7.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.3 Asphalt Price Adjustments

7.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Total Allowable Petroleum

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

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	65	0.2	65.2
702-3601	SS-1h	65	0.2	65.2
702-4201	CMS-2	65	10.2	75.2
702-4301	CMS-2h	65	10.2	75.2
702-4401	CSS-1	65	0.2	65.2
702-4501	CSS-1h	65	0.2	65.2
	PG 64-22	100	0.2	100.2

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Material Designation 702-3301, HFMS-2
Base Avg. Price per Ton = $629.000
New Avg. Price per Ton = $639.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.732$$

$$\text{Price Adjustment (per gallon)} = +\$0.031 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

7.4 Payment

Payment for cold recycling shall be made at the contract price for the actual number of completed square yards of cold recycling, the actual number of tons of aggregate, 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, and if used, the actual number of gallons of asphalt emulsion used for fog sealing 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 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.

7.5 Pre- Recycling Conference

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, equipment, calibration 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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.6 Supervision

The Department of Transportation shall provide supervision for the recycling 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.

7.7 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).

7.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

7.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

7.9 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.

7.10 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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.11 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 was shown on bid pages and indicates the amount and type of added aggregate and the type and amount of asphalt emulsion and the amount of PG 64-22 binder (if the option is provided) 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 (if the option is provided) 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 option is provided)**.** Core results and mix designs may be obtained from respective Resident Engineer or Regional Materials Engineer.

Region 6

The possible mix design was shown on bid pages and indicates the amount and type of added aggregate and the type and amount of asphalt emulsion, and the amount of PG 64-22 binder (if the option is provided) 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 (if the option is provided) 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 option is provided).

7.12 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.12.1 Permanent Construction Signs

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

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

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

7.12.2 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 per ton or square yard as applicable.

7.12.3 <u>Special Note</u>: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

<u>Channelizing Device Spacing Reduction</u>
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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

c. Basis of Payment

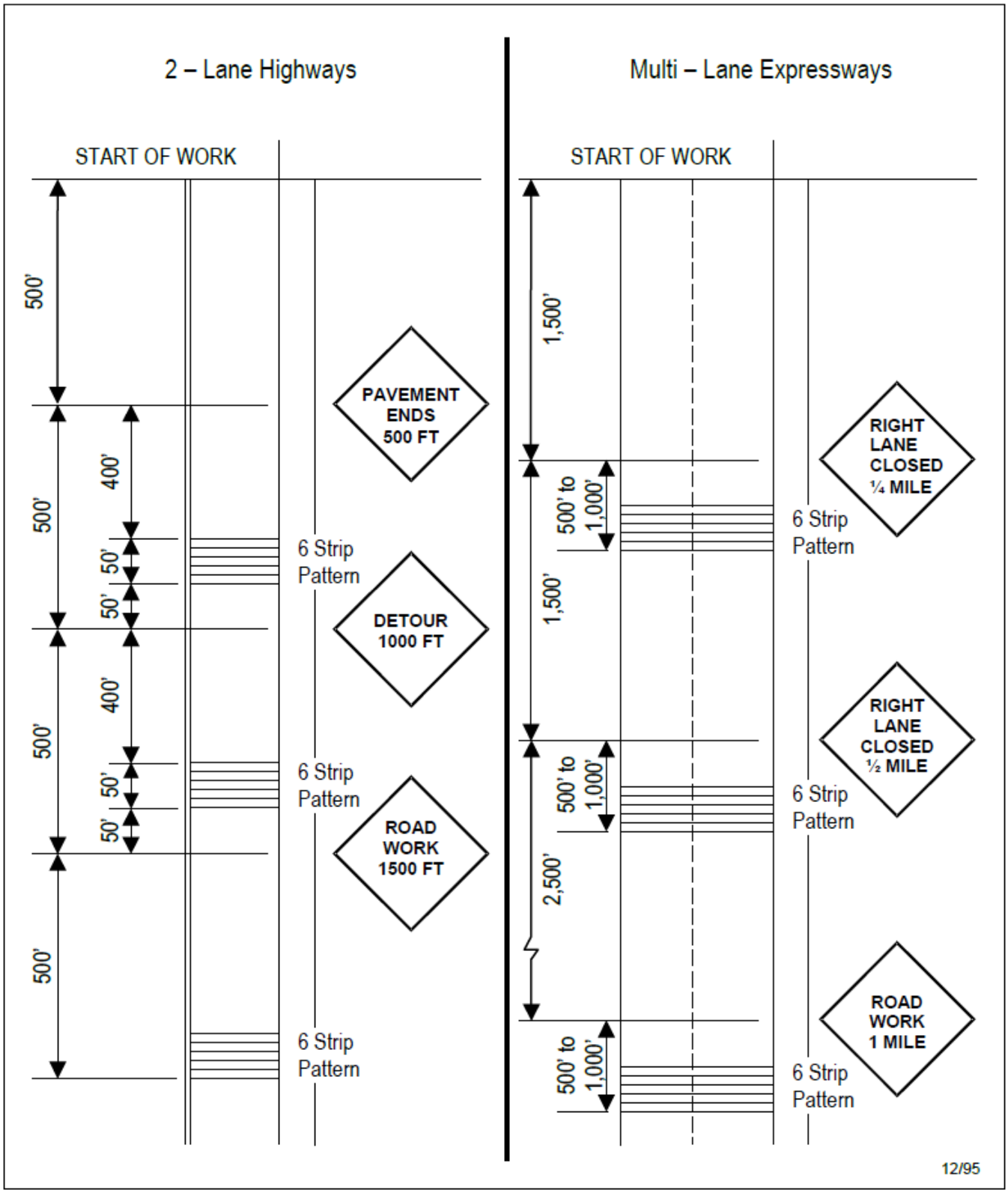
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing in the next page.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.13 Special Notes – Cold Recycling

7.13.1 Funding Source (Cold Recycling)

Projects 2V1561, 2V1571, 360333, 5V1513, 5V1325, 6V1515 and 6V1516 will be funded by Federal Aid**.**

Projects 1V541, 1V1571, 1V1581 and 360327 are 100% State funded.

7.13.2 Special Note for Coordination with Other Projects (Cold Recycling)

All the projects in this Contract Award Notification involve HMA overlay to the cold recycling through separate contractor(s). These projects shall require that the cold recycling contractor coordinates their work with paving 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**.**

7.13.3 Special Note for Pilot Vehicle (Cold Recycling)

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. 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.

SIGN	MINIMUM SIZE	LOCATION
PILOT VEHICLE FOLLOW ME	G20-4 CONVENTIONAL 36"x18"	ON BACK OF PILOT VEHICLES

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

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per square yard for cold recycling. No separate payment shall be made. **The use of the pilot shall be as ordered by the Resident Engineer.**.

7.13.4 NYSDOT Region 1 Special Notes (Cold Recycling)

All Region 1 Projects shall follow the following holiday restrictions:

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

May 22 – 25
July 2 – 5
Sept. 4 – Sept. 7
Oct. 9 - 12
Nov. 25 – Nov. 29
Dec. 21 – Jan. 3

Pavement Markings – Region 1 (Cold Recycling)
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.

Non Vibratory Rolling – Region 1 (Cold Recycling)
Contractor shall use non-vibratory rolling over any bridge structure, large culvert or known utility within the project limits or as ordered by the engineer in charge.

Recycling Operations – Region 1 (Cold Recycling)
Recycling operations shall progress in the opposite direction of traffic. This provision may only be waived by the Region 1 Materials Engineer.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Project 1V1541 – Rte. 22 Rensselaer County RM 1094 to 1186
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Project 1V1571 – Rte. 8 Warren County RM 1000 to 1088
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Project 1V1581- Rte. 40 Washington County RM 1025 to 1055
The recycling operations for this project shall be complete by **August 28, 2015**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Contractor shall be aware that the existing 8 to 10 foot wide shoulders have approximately 2" thick existing asphalt thickness. The shoulder width shall be milled 4", recycled and placed back within the shoulder width area only.

7.13.5 NYSDOT Region 2 Special Notes (Cold Recycling)

Pavement Markings – Region 2
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.

Holiday Restrictions - All Region 2 Projects shall follow the following holiday restrictions:
The Contractor will not be allowed to implement any temporary lane or shoulder closures or otherwise disrupt traffic in any way during the following holidays:

New Year's Day
Memorial Day
Independence Day
Labor Day
Columbus Day
Thanksgiving Day
Christmas Day

If an above recognized holiday or event falls on:

Day of the Week	**Then NO lane closures are allowed from**
Monday	Noon Friday to 5 am Tuesday
Tuesday	Noon Friday to 5 am Wednesday
Wednesday	Noon Tuesday to 5 am Thursday
Thursday	Noon Wednesday to 5 am Monday
Friday	Noon Thursday to 5 am Monday
Saturday/Sunday	Noon Friday to 5 am Monday

NYSDOT Ordered Work Disruptions
The State reserves the right to preclude lane and/or shoulder closures or other contractor operations on this project at the direction of the Regional Director or his/her designee for up to **2** occurrences per project location. Each occurrence may last as long as one calendar day. These described occurrences are defined as NYSDOT ordered contractor work disruptions that are not covered in the contract documents, standard specifications, or other contract related bid documents. The contractor shall have no claim against the State for any delays, contract extension, or extra costs incurred in complying with these restrictions.

Project 2V1561 – Rt. 28 RM 2607/1199 to 1205 +250' and 1247 to 1289
In addition to the above holiday restrictions, lane closures will not be permitted from Noon on Fridays until Sunday at 9:00 pm.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

Project 2V1561- Rte. 28 - Forestport and Tamarack Rd. to Wood Rd

- All Cold Recycling must be complete no later than August 31st.
- Shoulders shall be removed an equal amount from each side of the pavement to a depth of 4" as necessary to achieve a full width, 4" compacted mat upon completion of the recycling. The contractor shall include the method to be used for this in their MMP. Payment for the shoulder milling/removal will be made under item 416.0100002.
- All millings will become the property of the contractor and shall be removed from the project by the contractor.
- The cold recycled mat will be fog sealed at the end of each day's production. Payment for the fog seal will be made using 416.04000002.
- The parking area at RM 1267 shall be recycled.

Project 2V1571- Rte. 12 – Hubbardsville to Brookfield

- The Cold Recycling must be complete no later than September 15th.
- Shoulders shall be removed an equal amount from each side of the pavement to a depth of 4" as necessary to achieve a full width, 4" compacted mat upon completion of the recycling. The contractor shall include the method to be used for this in their MMP. Payment for the shoulder milling/removal will be made under item 416.0100002.
- All millings will become the property of the contractor and shall be removed from the project by the contractor.
- The cold recycled mat will be fog sealed at the end of each day's production. Payment for the fog seal will be made using 416.04000002.

7.13.6 NYSDOT Region 3 Special Notes (Cold Recycling)

- Minimum milling head width is 6 feet.

7.13.7 NYSDOT Region 6 Special Notes (Cold Recycling)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, or Labor Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.

The expectation of Region 6 is that fog seal shall only be used when environmental conditions (pending rain, cooler temperatures, etc.) could result in a negative impact to the mat (raveling, etc.); Contractors should not plan to fog seal a mat at the close of business daily as part of their normal operations. Region 6 does not anticipate paying for fog seal, so Contractors should plan accordingly.

In lieu of longitudinal cones full project length between open and closed lanes of traffic, the contractor may elect to substitute, when using pilot vehicles, use of cones placed transversely across the closed lane at intervals per section 619-3.02 J.2 (every 800') and at strategic locations, such as intersections and driveways.

6V1515- Approximately 200' of pavement (the area adjacent to the closed drainage and asphalt curb) will not be CIPR at the intersection of SR 19 & SR 243.

6V1516- Approximately 500' in each direction (the area adjacent to the drainage structures and gutters) of the intersection of SR 417 & SR 21 will not be CIPR.

All Region 6 Cold Recycling projects shall be completed no later than September 15, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, for approval.

Polymer Modified Emulsion, at no additional cost, is to be used for the cold recycling for 6V1515 only. 702-xxxx Emulsion is to be used for all other cold recycling projects.

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.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

3 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.

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

Project Number	BIN	Reference Marker
6V1515	1042850	243-6102-1053
	1042840	243-6102-1042
6V1516	1012520	17-6103-1305
	1012530	17-6103-1335

7.13.8 NYSDOT Region 5 – Project 5V1513 - Special Note – Seneca Nation of Indians Business License

The Contractor, all Sub-Contractors, and any Supplier delivering materials or performing services on the project site must comply with the Seneca Nation of Indians Business Code. This code requires the Contractor, all Sub-Contractors, and any Supplier delivering materials or performing services on the project site to obtain an annual license to perform services and/or deliver materials on Nation Territory.
The annual fee for this license is $150 and each entity is required to reapply at the beginning of every calendar year. The Application for the Seneca Nation of Indians Business License can be obtained from the Resident Engineer.

7.13.9 NYSDOT Region 5 – Project 5V1513 - Special Note - SNI, Cattaraugus Territory Roads

Compliance with Applicable Laws Including Seneca Nation of Indians

TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO)

NYSDOT expects the Contractor to comply with all applicable federal, state, municipal, and Seneca Nation of Indians statutes, ordinances, regulations, and other legal requirements that apply to the performance of the work involved in the performance of this federal-funded maintenance contract. Seneca Nation legal requirements apply because this project is located within the boundaries of Seneca Nation territory, and the Seneca Nation has certain sovereign powers within Seneca Nation territories recognized by treaty with the United States.
The contractor is advised that applicable Seneca Nation requirements enacted and administered directly by the Seneca Nation include Tribal Employment Rights Ordinance (TERO) requirements including administrative fees (see below) and subcontracting, workforce hiring and scrap materials; and Seneca Nation environmental permitting requirements. There will be no separate pay items in this contract for compliance with such requirements. The contractor is expected to include the cost for compliance with such requirements in the bid price for the various items in the contract. The contractor is further advised that, while TERO requirements are Seneca Nation legal requirements rather than State legal requirements, any failure to comply with such requirements might affect adversely not only the contractor's continued ability to perform the work of the project, but also the State's ongoing working relationship with the Seneca Nation on this and other projects; and accordingly might raise issues requiring review, on a case by case basis, of the contractor's responsibility to receive the award of future competitively-bid state contracts.

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

The Council (Legislature) of the Seneca Nation of Indians enacted a Tribal Employment Rights Ordinance (TERO) on June 23, 1993, and most recently amended such TERO ordinance on March 30, 2005. The Contractor is responsible for obtaining a copy of the TERO ordinance from the Seneca Nation, and reviewing, understanding, and complying with it. The purpose of the TERO ordinance, as expressed by the Seneca Nation, is to guarantee a rightful share of business, employment, training, promotion and economic opportunities to qualified Indian-owned business and Indian workers for projects within the Nation's territories.

The Seneca Nation's TERO ordinance requires, among other things, that:

- Every covered employer (i.e. the Contractor) with a prime contract of $50,000 or more shall pay directly to the Nation a one-time administrative **fee of 3 percent of the total amount of the contract**. The payment of such fee, payable to the Seneca Nation of Indians Treasurer, shall be required prior to commencing work
- All persons and entities (i.e. the Contractor) performing work or business within the Seneca Nation's territories must apply a preference for qualified Indians in subcontracting and in employment.
- Covered employers (i.e. the Contractor) may be required to deliver scrap steel or other scrap materials from the project to the Seneca Nation for salvage
- The Seneca Nation may also require the issuance of a Seneca Nation Waterways Permit for any projects involving work within or over waterways, and may impose additional environmental and/or construction monitoring fees in connection with such permits.

The Seneca Nation expects the Contractor to negotiate a TERO Compliance Plan addressing such TERO requirements for the project prior to the commencement of any work within the Seneca Nation's territory.

For Additional Information Contact The Seneca Nation TERO Office at Either of The Following Addresses:

Allegany Territory	*Cattaraugus Territory*
Seneca Nation TERO Office	Seneca Nation TERO Office
P.O. Box 231	12885 Route 438
Salamanca, NY 14779	Irving, NY 14081
Telephone: (716) 945-1790, ext. 3039	Telephone: (716) 532-1033, ext. 5413
Fax: (716) 945-1565	Fax: (716) 532-6178

7.13.10 NYSDOT Region 5 – Project 5V1525 - Special Note

For limits of this project the contractor shall mill each shoulder to a depth as directed by the engineer. All material milled during this operation shall be properly disposed of by the contractor. The recycling operation shall then mill the remainder of the roadway to depth of 4"or as directed by the engineer and spread the recycled millings and stone across the full width of the pavement and shoulders.

Within the curbed Hamlet, RM 83 5201/ 1118-1125 the recycling operation shall cease and surface shall be milled to a depth of 1 ½" with contractor properly disposing of all milled material.".

SECTION 7: **COLD RECYCLING** - SPECIFIC PROJECTS (Cont'd)

7.14 Detailed Specifications – Cold Recycling

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

7.14.1 Project Dimensions - Cold Recycling

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

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

The shoulder width is for one shoulder only.

Project Number	Recycling Depth (inch)	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
1V1541	4	24	12	8	2
1V1571	4	22	11	3	2
1V1581	4	24	12	8-10	2
2V1561	4	22	11	4-5 Varies	2
2V1571	4	22	11	6-8 Varies	2
360327	4	24	12	10	2
360333	4	24	12	10	2
5V1513	4	20	10	5	2
5V1525	4	20-22	10-11	4-6	2
6V1515	4	24	12	6.4	2
6V1516	4	24	12	5.1	2

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS

8.1 Introduction

Crack sealers are hot poured liquid bituminous materials (rubberized asphalt) used to seal cracks in the surface of highway pavements.

8.2 Pricing Information

8.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for joint & crack filler/sealer shall be 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. The equipment supplied to complete the crack sealing projects shall conform with the specifications included in this Contract Award Notification.

8.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment – Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.3 Asphalt Price Adjustments

8.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (per gallon)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{235} \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

8.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item ASTM D6690 Type II
Base Avg. Price Per Ton = $629.000
New Avg. Price Per Ton = $639.000
Total Allowable Petroleum = 56.2%

$$\text{Price Adjustment (per gallon)} = \frac{(639.000 - 629.000)}{235} \times 0.562$$

$$\text{Price Adjustment (per gallon)} = +\$0.024 \text{ per gallon}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

8.4 Payment

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".

8.5 Pre- Crack Sealing Conference

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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.6 Supervision

The Department of Transportation shall provide supervision for the crack sealing 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.

8.7 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).

8.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

8.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

8.9 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.

8.10 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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.11 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

8.11.1 Temporary Construction Signs

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.

8.11.2 Shadow Vehicle Requirements

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.

8.11.3 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

c. Basis of Payment

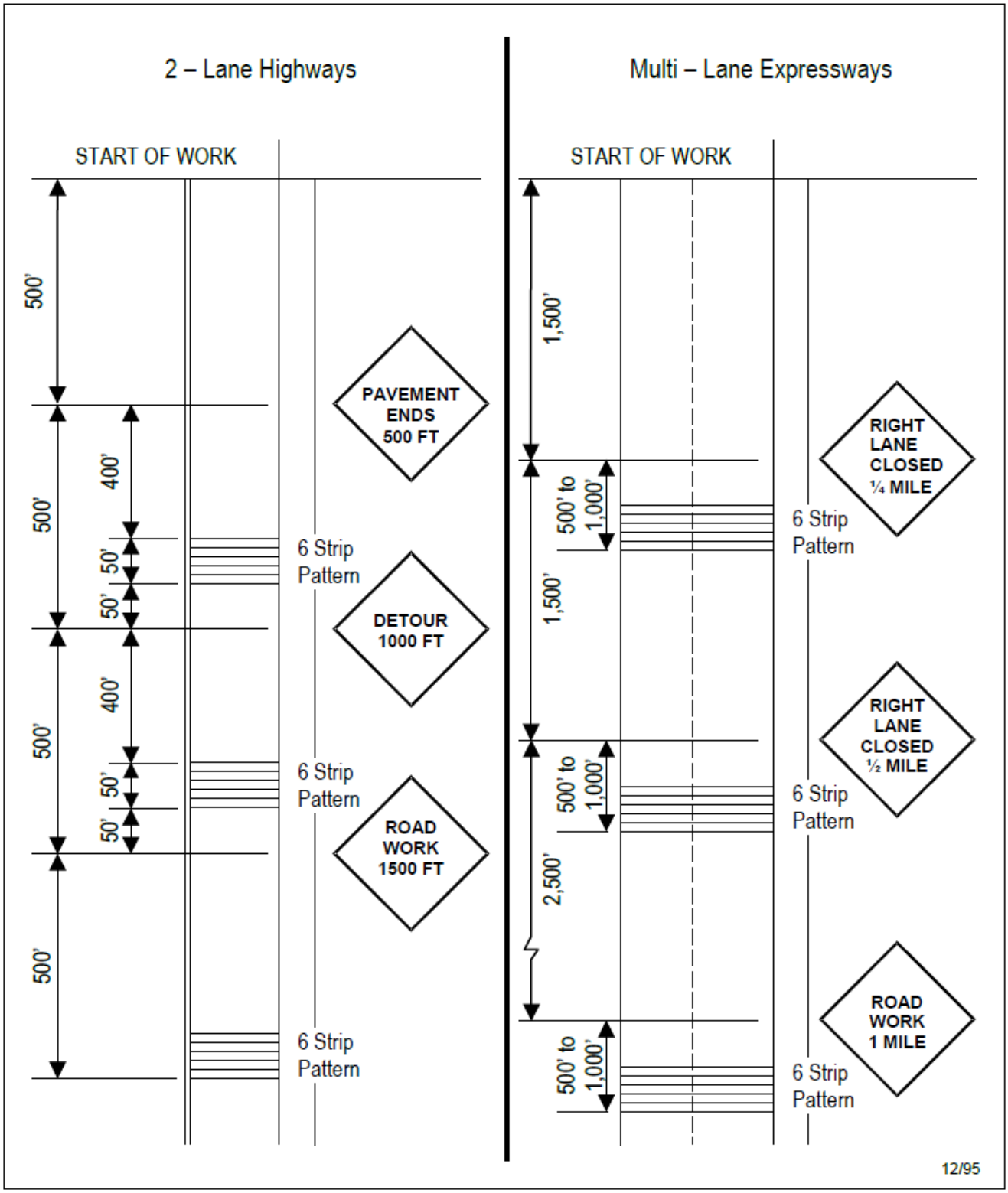
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing in the next page.

SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 8: **CRACK SEALER** – SPECIFIC PROJECTS (Cont'd)

8.12 Special Notes – Crack Sealer

8.12.1 Funding Source (Crack Sealer)

Projects 980701 and 980702 will be funded by Federal Aid.

Projects 5V1511, 5V1521, 5V1531, 5V1534, 5V1541, 5V1551 and 6M1501 will be100% State funded.

8.12.2 NYSDOT Region 6 Special Notes (Crack Sealer)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, Labor Day, or Columbus Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.

All Region 6 Crack Seal projects shall be completed no later than October 31, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, for approval.

The crack seal site: Rte. 14 RM 328-6201-3000/RM 14-6201-3063 is in the Regional Priority Network Restricted Area and, thus, no lanes closures, in the restricted areas, are permitted Monday thru Friday, between the hours of 3:00PM and 6:00PM without the expressed written approval of the Regional Traffic Engineer, or his designee.)

8.13 Detailed Specifications – Crack Sealer

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS

9.1 Introduction

Micro-surfacing 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.

9.2 Pricing Information

9.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for micro-surfacing shall be net per ton, furnished, hauled, delivered, and applied with Contractor's equipment totally by the Contractor at locations indicated herein. The price for micro-surfacing per ton shall also include 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.

9.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment– Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

9.3 Asphalt Price Adjustments

9.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

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

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (Per Ton)} = \left(\text{New Monthly Average F.O.B. Terminal Price} - \text{Base Average F.O.B. Terminal Price}\right) \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

f. All Asphalt Price Adjustments will be computed to three decimal places.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

g. 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.

h. 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

9.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 18410.1021
Base Average Price = $629.000
New Average Price = $639.000
% Total Allowable Petroleum = 9.2%

Price Adjustment (per ton)	=	(639.000 - 629.000)	X	0.092

Price Adjustment (per ton)	=	+$0.920 per ton

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

9.4 Payment

Payment for micro-surfacing shall be made at contract prices per net ton for the actual quantity of material placed by the Contractor and actual numbers of gallons of bituminous materials for fog seal (if used).
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.

9.5 Pre- Micro-surfacing Conference

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, mix design, calibration, micro-surfacing procedure, and Work Zone 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.

9.6 Bonding Requirements

A Maintenance Bond is required for micro-surfacing projects in this Contract Award Notification. Please see sample in Attachment - Detailed Specifications.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.7 Supervision

The Department of Transportation shall provide supervision for the micro-surfacing 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.

9.8 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).

9.8.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

9.9 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - Detailed Specifications. The project supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the contractor regarding construction details shall be considered final.

9.10 Special Note for Micro-surfacing

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 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.

9.11 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.12 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.

9.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.13.1 Permanent Construction Signs

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

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

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

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

9.13.2 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 per ton or square yard as applicable.

9.13.3 Abrading Existing Pavement Markings

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 per ton of micro-surfacing. No separate payment shall be made.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

9.13.4 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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

a. 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.

b. 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 45ºF 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.

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips
See the Suggested Layout Details Drawing in the **next page**.

9.14 Special Notes – Micro-surfacing

9.14.1 Funding Source (Micro-surfacing)

Project 911128 will be funded by Federal Aid**.**

9.15 Detailed Specifications – Micro-surfacing

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

9.15.1 Project Dimensions - Micro-surfacing

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.

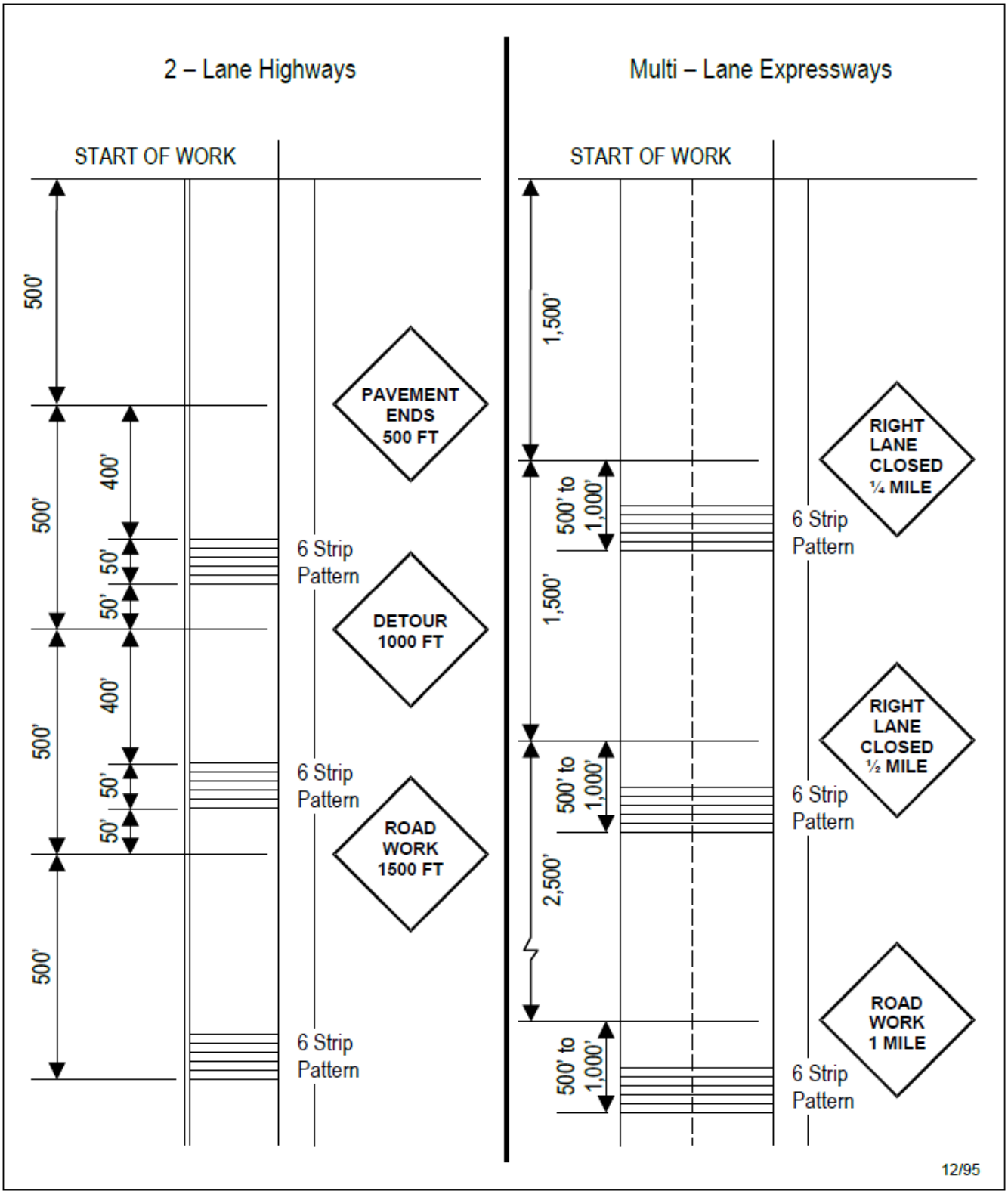
The pavement width listed is the total width of all the travel lanes only.

The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
911128	18410.1021	24	12	0 to 10	2

SECTION 9: **MICRO-SURFACING** – SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJECTS

10.1 Introduction

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.

10.2 Pricing Information

10.2.1 General

Clause 24B of Appendix B, the General Specifications has been modified to include the following:

Price for Paver Placed Surface Treatment shall be 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 shall also include 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.

10.2.2 Insurance

Price shall include all required insurance coverage costs. In particular, price shall include:

- Commercial General Liability Insurance with a limit of not less than $2,000,000 each occurrence;
- Comprehensive Business Automobile Liability Insurance with a limit of not less than $2,000,000 each accident;
- Owners and Contractors Protective Insurance Coverage (OCP) with a limit of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate.

Each requirement should be reviewed carefully. (Please see the Attachment– Insurance Requirements for detailed insurance requirements.)

Owners and Contractors Protective Insurance Coverage (OCP)

The contractor must supply the OCP Insurance to the Resident Engineer or Regional Designee at the Pre-Paving Conference.

10.3 Asphalt Price Adjustments

10.3.1 General

a. Asphalt price adjustments allowed will be based on the November 1, 2014 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, 2014 average is $629.000 per ton

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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 pre-approved sources discontinue posting a price for asphalt cement, the base average F.O.B. terminal **price shall not be recalculated.**

b. 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.

c. The unit prices of liquid bituminous materials purchased from any award based on this specification will be subject to adjustment based on the following formula:

$$\text{Price Adjustment (Per Ton)} = \left(\text{New Monthly Average F.O.B. Terminal Price} - \text{Base Average F.O.B. Terminal Price}\right) \times \text{Total Allowable Petroleum \%}$$

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

New Monthly Average F.O.B. Terminal Price
The average F.O.B. terminal price for unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation per New York State Department of Transportation Standard Specification.

Base Average F.O.B. Terminal Price
The average F.O.B. terminal price of unmodified PG 64-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of November 1, 2014.

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

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

Asphalt Price Adjustments will not be allowed for materials which do not have an asphalt cement base.

d. 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.

e. 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

f. All Asphalt Price Adjustments will be computed to three decimal places.

g. 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.

h. 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

10.3.2 Asphalt Price Adjustment: Example

This example is for illustration purposes only. Actual Base Average Price, etc., may vary:

Item 18403.221101
Base Average Price = $629.000
New Average Price = $639.000
% Total Allowable Petroleum = 7.5%

Price Adjustment (per ton)	=	(639.000 - 629.000)	X	0.075

Price Adjustment (per ton)	=	+$0.750 per ton

Positive Price Adjustment number shall be added to original per gallon Price.
Negative Price Adjustment number shall be subtracted from original per gallon Price.

10.4 Payment

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.

10.5 Pre- Paver Placed Surface Treatment Conference

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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.6 Supervision

The Department of Transportation shall provide supervision for the 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.

10.7 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).

10.7.1 Special Note - Overtime Dispensation Requests

All Overtime Dispensations will be sent to:

Hasib H. Khan

Pavement Program Engineer
Office of Transportation Maintenance, POD 54
NYS Department of Transportation
50 Wolf Road, Albany, NY 12232

Email: Hasibul.Khan@dot.ny.gov
Phone: 518-457-1572
Fax: 518-457-4203

The dispensations will be submitted for the entire contract period for 5-10hr days (with rain day Saturday) to cover all the project numbers awarded to the contractor within the resulting contract. Should a contractor needs additional dispensation beyond the one described above, they shall submit it to the Regional Director of Operations or the Regional designee as determined at the preconstruction meeting, for the Region they wish to submit special additional dispensation for.

10.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment - 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.

10.9 Special Note for 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 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.

10.10 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

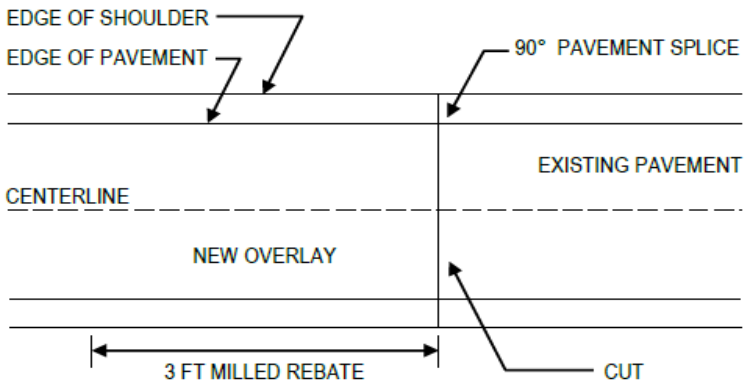
10.11 Damaged or Deficient Areas

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.

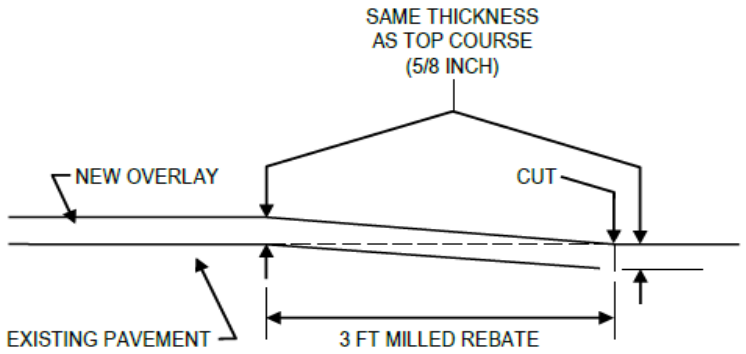
10.12 Paver Placed Surface Treatment Overlay Splices

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 (see below). 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 per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

Paver Placed Surface Treatment Overlay Splice:



PLAN



SECTION

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13 Work Zone Traffic Control

The contractor shall 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. No separate payment shall be made.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13.1 Permanent Construction Signs

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

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

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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

10.13.2 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 per ton or square yard as applicable.

10.13.3 Abrading Existing Pavement Markings

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 per ton of paver placed surface treatment. No separate payment shall be made.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.13.4 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following countermeasures shall apply to this Contract Award Notification.

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

a. 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.

b. 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 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.
Temporary rumble strips shall be placed in a succession of three 6-Strip Patterns according to the attached "Suggested Layout Details - Temporary Rumble Strips". Each strip shall be placed on 10 foot centers and traversing the full width of each travel lane. On curbed roadways, rumble strips shall end a minimum of 3 feet from the curb so as to not interfere with drainage. Rumble strips shall be between 6 inches and 9 inches in width and have a final compacted thickness of 0.4 inches $\pm$ 0.1 inches.
Any raised rumble strips that fail to adhere to the pavement, or become damaged or flattened such that, in the opinion of the Engineer, they are no longer performing their intended function, shall be replaced or repaired by the Contractor to the satisfaction of the Engineer.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

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.

c. 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.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips
See the Suggested Layout Details Drawing in the next page.

10.14 Special Notes – Paver Placed Surface Treatment

10.14.1 Funding Source (Paver Placed Surface Treatment)

Projects 360328, 6V1521 and 911129 will be funded by Federal Aid.
Project 901871 will be100% State funded.

10.14.2 Special Note for Rail Road Involvement in Federal Funded Projects (Paver Placed Surface Treatment)

Contractors 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 Number	County	Route	Rail Road Name	Location
360328	Cayuga	Rte. 5	Finger Lakes Railway Corp.	RM 5-3107-3018 Town of Sennett.

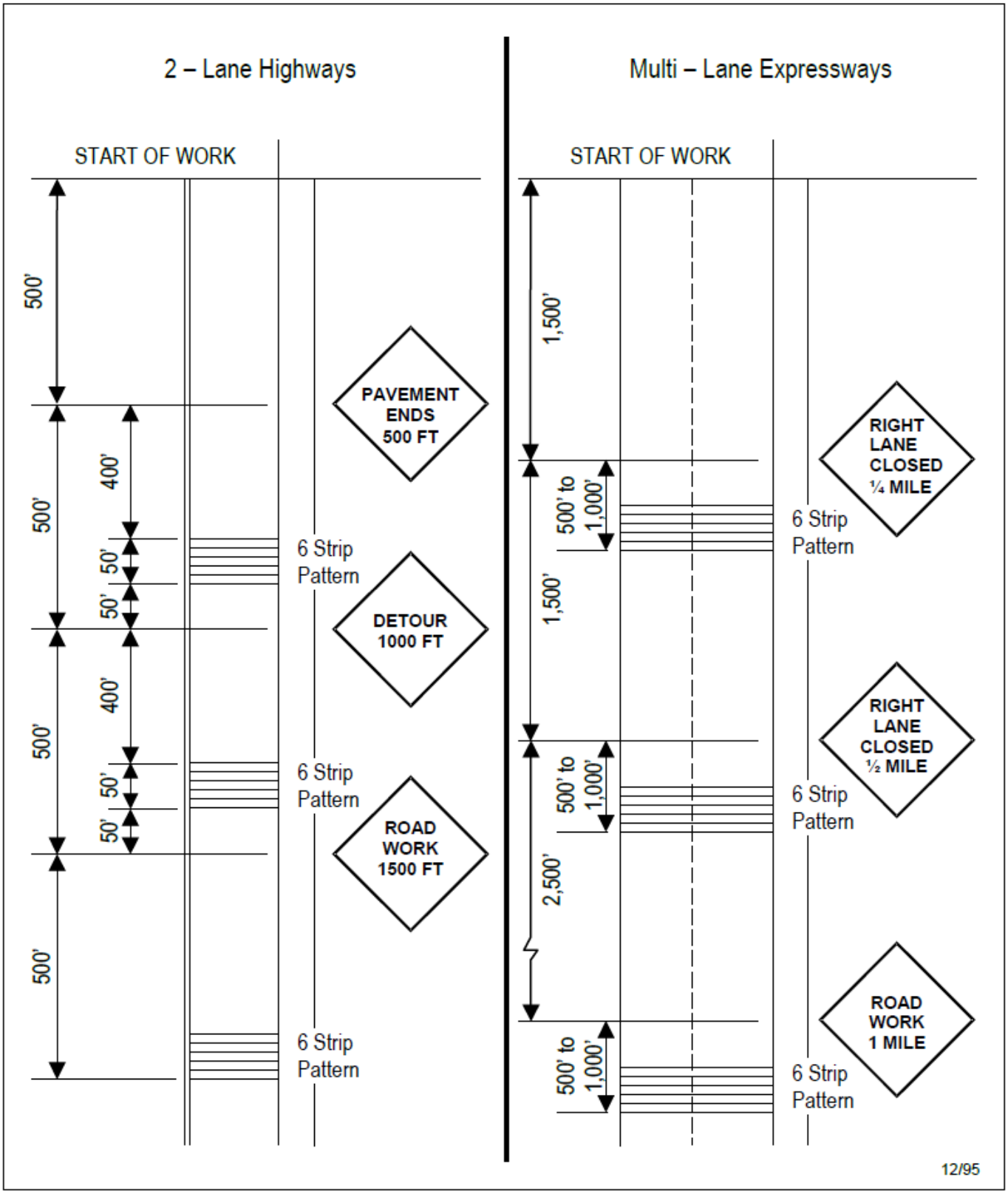
At the identified at-grade crossings, and any other active at grade railroad crossings encountered on the projects in this Contract Award Notification, the contractor shall conduct its work and handle the equipment such that no part of any material or equipment shall foul a track, catenary, electrical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

10.14.3 NYSDOT Region 6 Special Notes (Paver Placed Surface Treatment)

No work shall be permitted on the Friday or Saturday before Memorial Day, 4th of July, Labor Day, or Columbus Day without written approval from the Regional Director of Operations, or their designee, as determined at the pre-construction meeting.
Paver Placed Surface Treatment is to tie into the new (2014) pavement, including radiuses, at the Clemens Center Parkway/Cedar Street Intersection. The Contractor is strongly encouraged to field review this location.
In lieu of longitudinal cones full project length between open and closed lanes of traffic, the contractor may elect to substitute, when using pilot vehicles, use of cones placed transversely across the closed lane at intervals per section 619-3.02 J.2 (every 800') and at strategic locations, such as intersections and driveways.
All Region 6 Paver Placed Surface Treatment projects shall be completed no later than September 30, 2015. A schedule reflecting this shall be submitted before start of work to the Region's ARDO, Stacey Forenz, 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.

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.15 Detailed Specifications – Paver Placed Surface Treatment

Please, see Attachment – Detailed Specifications – Liquid Bituminous Materials

10.15.1 Project Dimensions - Paver Placed Surface Treatment

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. Contractors should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars. The Department assumes no responsibility for erroneous information listed herein.
The pavement width listed is the total width of all the travel lanes only. The shoulder width is for one shoulder only.

Project Number	Item	Travel Lanes Width (feet) (total)	Lane Width (feet) (one lane)	Shoulder Width (feet) (one shoulder)	Number of Lanes
360328	18403.222202	40-60	12	4-10	3
6V1521	18403.222202	60	12	11.6	5
911129	18403.222302	24	12	6 to 8	2
901871	18403.222302	24	12	4	2

(Rebates - Paver Placed Surface Treatment in next page)

SECTION 10: **PAVER PLACED SURFACE TREATMENT** – SPECIFIC PROJ. (Cont'd)

10.15.2 Rebates - Paver Placed Surface Treatment

Project Number	Rebate Location	Rebate Width (feet)
360328	RM 5 3104-3000	52
	RM 5 3104-3018	52
6V1521	328-6201-1060 project begin	70
	14-6201-1045 At Bridge on skew	92
	961M-6201-1010 at Cedar Street (each side of intersection)	2 @ 91
	961M-6201-1102 at bridge on skew project end	66
911129	RM 20-2316-1000 (Begin)	36
	RM 20-2316-1008; CR 78 Lt.	82
	RM 20-2316-1020; CR 131 Lt.	52
	RM 20-2316-1023; CR 173 Rt.	66
	RM 20-9417-1005; McShane Rd. Lt.	48
	RM 20-9417-1011; SR 80 Lt.	82
	RM 20-9417-1011; SR 80 Rt.	96
	RM 20-9417-1018; CR 29A Rt.	96
	RM 20-9417-1019; Griggs Rd. Lt.	44
	RM 20-9417-1019; Griggs Rd. Rt.	48
	RM 20-9417-1029; Vanalstyne Rd. Lt.	42
	RM 20-9417-1032; Continental Rd. Rt.	48
	RM 20-9417-1032; Fassett Rd. Lt.	44
	RM 20-9417-1036 (End)	40
901871	RM 28-9403-3207 (Begin)	32
	RM 3223; Johnston Road Rt.	64
	RM 3235; Goose street Rt.	28
	CR 26 Fly Creek Lt.	60
	CR 26 Fly Creek Rt.	50
	RM 3236; schoolhouse Dr. Rt.	30
	RM 3246; Begin Bridge	32
	RM 3246; End Bridge	32
	RM 3247; Cattown Rd. Rt.	40
	RM 3247; Bissell Rd. Lt.	40
	RM 3257; SR 80 south Lt.	84
	RM 3257; SR 80 north Lt.	88
	RM 3277; CR 16 Lt.	100
	RM 3291; CR 22 Lt.	40
	RM 3291; CR 22 Rt.	44
	RM 28-9403-3296 (End)	32

SECTION 11: CONTRACT PERFORMANCE REPORT

State of New York
Office of General Services
Procurement Services
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:_____

<u>Please detach or photocopy this form & return by email (customer.services@ogs.ny.gov) or by mail to</u>:

OGS – PROCUREMENT SERVICES
Customer Services, 38th Floor
Corning Tower - Empire State Plaza
Albany, New York 12242
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