

Attachment 10

Special Notes – NYSDOT Specific Projects

(Revised 03/05/2024)

Liquid Bituminous Materials
(2024 VPP NYSDOT Specific Projects)
(Federal & State Funds)

IFB# 23339

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SECTION 1: CHIP SEAL - SPECIFIC PROJECTS

1.1 Introduction

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.

PG Binder Chip Seal is a pavement preventive maintenance treatment which consists of single-sized plant pre-coated stone embedded in liquid bituminous material (PG Binder). The liquid bituminous material (PG Binder) seals cracks in the existing pavement and the stone provides a high-friction wearing surface.

1.2 Pricing Information

1.2.1 General

Price quoted 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 separate items. Price quoted 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 Invitation for Bids, and Maintenance Materials Bond as listed in the *Maintenance Material Bonds* section in this Invitation for Bids. The price quoted 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 quoted per square yard of cover sand shall include hauling and applying the necessary cover sand at the project locations indicated herein.

1.3 Asphalt Price Adjustments

1.3.1 General

- a. Asphalt price adjustments allowed will be based on the February 1, 2024, average of the F.O.B. terminal price per ton of unmodified PG 64S-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 February 1, 2024, average is \$602.00.

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:

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

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

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-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 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2024.

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
	PG 64V-22	100	0.2	100.2

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

For PG Binder Chip Seal project, there will not be any asphalt price adjustment for PG binder used at the mixing plant. Asphalt price adjustment will only be applicable to PG binder applied on the pavement surface.

- 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 be based on the new average for the month in which the work is done applying the same base established for that 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 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 business 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 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

1.3.2 Asphalt Price Adjustment: Example

Material Designation 702-3301P, HFMS-2
Base Avg. Price per Ton = \$602.000
New Avg. Price per Ton = \$612.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per gallon)} \\ \hline \end{array} = \frac{(612.000 - 602.000)}{235} \times \begin{array}{|c|} \hline 0.732 \\ \hline \end{array}$$

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per gallon)} \\ \hline \end{array} = \begin{array}{|c|} \hline +\$0.031 \text{ per} \\ \text{gallon} \\ \hline \end{array}$$

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

1.4 Payment

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

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

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

1.5 Pre-Chip Seal Meeting

The Contractor shall schedule a Pre-Chip Seal Meeting 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 meeting. At this meeting 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 meeting. 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.

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

1.6 Bonding Requirements – Chip Seal

A Maintenance Material Bond is required for Chip Seal projects in this IFB. Please see sample in Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

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 Meeting, 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.

1.7 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 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 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

1.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*. 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.

1.9 Work Hours

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

1.10 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.

1.11 Restoration of Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor 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 Contractor upon completion of the project.

1.12 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 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

1.13 Work Zone Traffic Control

The Contractor shall be responsible for work zone traffic control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications 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-Chip Seal Meeting. For two-way roadways, NYSDOT 619 Standard Sheets 619-307, 619-308, 619-309, 619-312 and 619-314 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 the 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 for Work Zone Traffic Control including flagging, temporary pavement markings, delineation, and construction signs are to be included in the price bid per square yard of Chip Seal. No separate payment shall be made.

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

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

1.13.1 Special Note – 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:

(Continues on next page)

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

SIGN	MINIMUM SIZE	LOCATION
ROAD WORK NEXT ____ MILES	<u>G20-1</u> Conventional 36" x 18" Freeways 48" x 24"	On main line upstream of project in each direction.
END ROAD WORK	<u>G20-2</u> Conventional 36" x 18" Freeways 48" x 24"	On main line after end of project in each direction.
ROAD WORK AHEAD	<u>W20-1</u> Conventional 36" x 36" Freeways 48" x 48"	On main line in advance of the affected highway segment in each direction and on major intersecting roads 300-500 feet in advance of main line. Sign should be covered if it conflicts with temporary signing in the vicinity. (Place between the G20-1 and the first warning sign that states condition- i.e., W8-12, W8-9, or W8-15.)
DO NOT PASS	<u>R4-1</u> Conventional 24" x 30"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign at or within 100 feet of the beginning of the unmarked area, second within 1,000 feet and subsequent signs, spaced every ½ mile along project in each direction.
NO CENTER LINE	<u>W8-12</u> Conventional 36" x 36"	If 2' x 4" temporary yellow markings are used instead of full barrier centerline pavement markings, place the first sign in advance of the condition and the first "DO NOT PASS" sign: 300' urban is preferred (100' minimum), 500' rural is preferred (200' minimum). Place additional signs spaced every 2 miles on mainline in each direction and after every major intersecting road.
LOW SHOULDER	<u>W8-9</u> Conventional 36" x 36" Freeways 48" x 48"	Place on mainline spaced every 2 miles along project in each direction and after every major intersecting road until shoulder back-up is installed (if conditions warrant use, place between the W8-12 and R4-1, maintaining a minimum of 200' between signs for rural roads and 100' on urban. The W8-12 can be moved upstream to accommodate the required spacing).
LOOSE GRAVEL	<u>W8-7</u> 36" x 36"	Place on mainline at start of the project and spaced every ½ mile along project in each direction.
30 MPH	<u>W13-1P</u> 18" x 18"	Mounted on W8-7 LOOSE GRAVEL sign.

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

1.13.2 **Special Note - Temporary Pavement Markings**

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

The State is responsible for the final pavement markings unless otherwise indicated in the contract. If the Contractor 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 price bid per square yard of Chip Seal. No separate payment shall be made.

1.13.3 **Special Note – 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 Contractor.

When the Contractor abrades the existing pavement markings, the Contractor shall place temporary pavement markings as specified elsewhere in this Invitation for Bids 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 Invitation for Bids.

Payment for pavement marking abrading shall be included in the price bid per square yard of Chip Seal. No separate payment shall be made.

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

1.13.4 **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 Invitation for Bids.

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 cars 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 NYSDOT 619 Standard Sheets. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 Invitation for Bids 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 asphalt mix meeting the requirements of Items 404.058901 or 404.098901. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45°F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

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

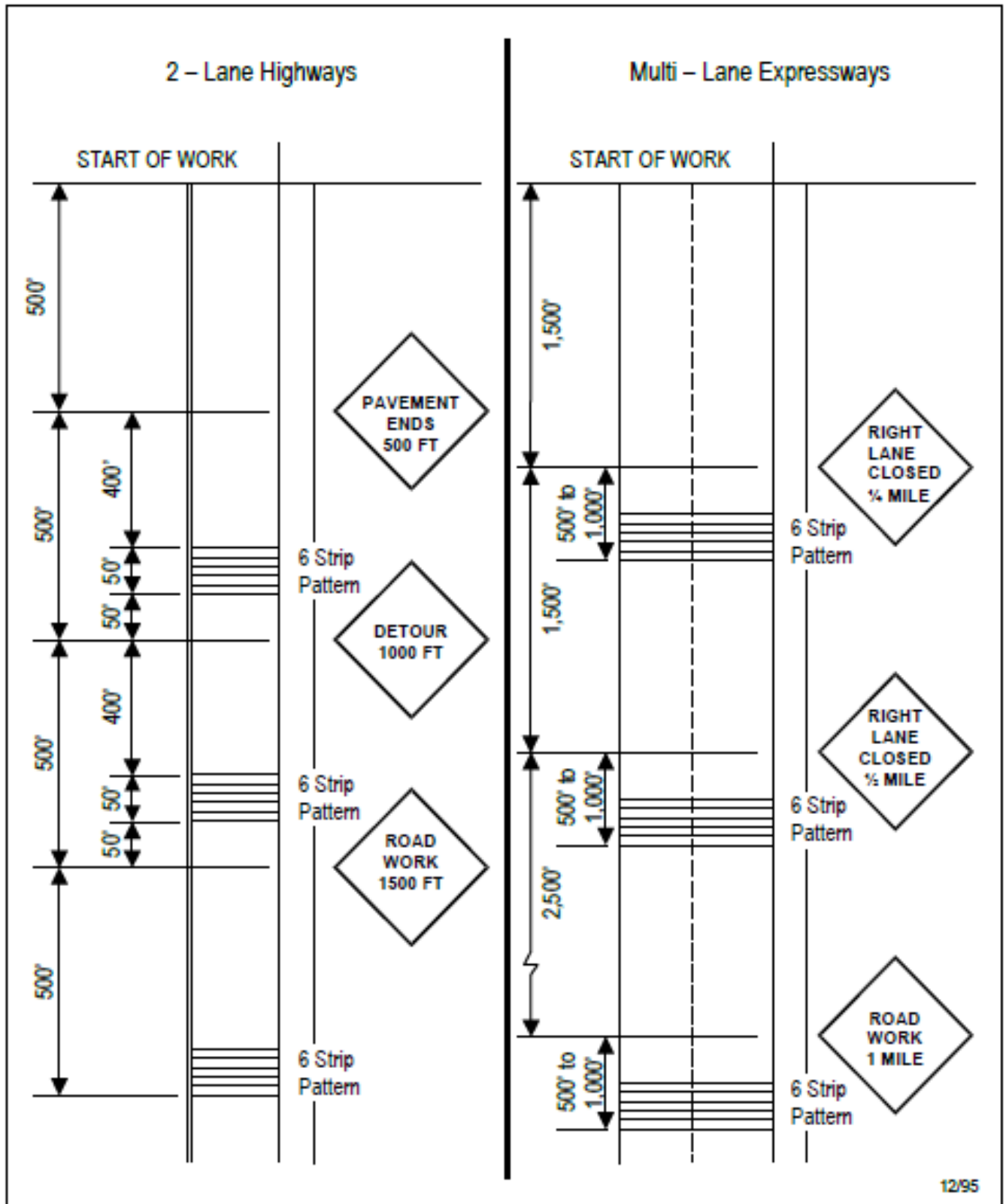
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per square yard of Chip Seal. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing on the **next page**.

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details – Temporary Rumble Strips



12/95

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

1.14 Special Notes – Chip Seal

1.14.1 Funding Source (Chip Seal)

Projects 5V2411, 5V2412, 5V2421, 5V2422, and 6V2411 will be funded by Federal Aid.

Projects 436200, 9HW412, 9HW442, 9HW472, and 9HW481 are 100% State funded.

1.14.2 Special Note - Railroad Involvement in Federal Funded Projects (Chip Seal)

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

Project Number	County	Route	Rail Road Name	Location
5V2412	Cattaraugus	62	Owner – Cattaraugus County IDA Operator – New York & Lake Erie (NYLE)	RM 62 5102 1000 Crossing # 265347S

At the identified at-grade crossings, and any other active at grade railroad crossings encountered on the projects in this Invitation for Bids, the Contractor shall 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, unless railroad and/or utility agreements and/or required permits are obtained by NYSDOT prior to contract award. 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.

1.14.3 NYSDOT Region 4 Special Notes (Chip Seal)

General Special Note – Region 4 Projects

1. Local fire, police, ambulance, and school authorities shall be notified by the Contractor prior to commencing work in order to maintain sufficient emergency services and to allow school officials sufficient time to plan alternative bus routes, if necessary.
2. Prior to the start of work, the Contractor shall inventory all pavement markings and provide the engineer with a copy of the inventory. As part of a pavement marking program update, the Regional Traffic and Safety group is reviewing all pavement markings within the limits of paving projects. Upon review, there may need to be adjustments to the pavement marking layout. The Contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
4. Any and all debris generated as part of the work shall be removed by the Contractor within five days of completion of Chip Seal operations.

Temporary Lane/Shoulder Closure Restrictions for Major Holidays – Region 4 Projects

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

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

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

HOLIDAY	FALLS ON	TEMPORARY LANE CLOSURES ARE NOT ALLOWED DURING THE FOLLOWING TIMES
	Sunday or Monday	From 6:00AM on the Friday before the holiday to 6:00AM on the Tuesday after the holiday
Independence Day	Thursday	From 6:00AM on the Thursday to 6:00AM on the Monday after the holiday
Memorial Day Labor Day	Monday	From 6:00AM on the Friday before the holiday to 6:00AM on the Tuesday after the holiday

Exceptions can only be made under the following conditions:

- Emergency work.
- Work within long-term stationary lane/shoulder closures.
- Safety work that does not adversely impact traffic mobility and has been authorized by the Regional Traffic Engineer.

Project 436200

1. This is a Chip Seal project. The Chip Seal will include the full pavement width and include travel lanes and shoulders.
2. The Contractor will be required to inventory existing pavement markings, clean and Chip Seal the surface, install temporary pavement markings and one application of permanent pavement markings (centerline and fog line paint), and provide all associated Work Zone Traffic Control. All required items, listed above, shall be included in the bid price for the Chip Seal items. Special pavement markings shall be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. WZTC typicals are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging.
4. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) Route 362 - no restrictions.
5. At the commencement of Chip Seal placement, the Contractor’s equipment shall remain onsite until final demobilization.
6. The Contractor shall clean existing pavement and shoulder surfaces to be Chip Sealed, including ruts and depressions, by the use of mechanical sweepers, hand brooms, or other means until the surfaces are free of all material which might interfere with the bond between the overlay material and the existing surfaces. All cleaning equipment shall be approved by the Engineer prior to use. Remove all debris from the pavement and shoulders surfaces and dispose of in an appropriate manner. Cleaning of the existing roadway shall occur just ahead of the Chip Seal operation to ensure a clean roadway. The cost of this work shall be incorporated in the cost per square yard of Chip Seal, no separate payment shall be made for this operation.

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

7. Temporary Road Pavement Markers (Chip Seal Markers) shall be placed every 100' along the centerline of the roadway in order to delineate centerline after Chip Sealing operations are complete. If the roadway has multiple travel lanes Chip Seal markers shall be placed along the lane lines at the same 100' interval. Marker color shall match lane line color and adhere well to the existing surface. If markers are damaged or missing prior to the Chip Seal passing the location of that marker replace the marker. The cost of this work shall be incorporated in the cost per square yard of Chip Seal, no separate payment shall be made for this operation.
8. Installation of permanent pavement marking shall be in accordance with Item 640.20, Item 640.21, and NYS Standard Sheets 685-01. Permanent pavement markings shall be applied once final sweeping of the entire project is completed. The cost of all associated pavement marking work, including work zone traffic control, shall be included in the bid price of the various Chip Seal items.
9. The sand seal shall be rolled into the fog seal with one pass of a rubber tire roller within 5 minutes of its placement to insure the sand bonds to the fog seal. The cost of this work shall be incorporated in the cost per square yard of sand seal, no separate payment shall be made for this operation.

1.14.4 NYSDOT Region 5 Special Notes (Chip Seal)

Region 5 Specific Special Notes:

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 at the following link: https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf.

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

Victoria Day – Monday May 20th, 2024

Memorial Day – Monday May 27th, 2024

Juneteenth – Monday June 17th, 2024

Canada Day – Monday July 1st, 2024

Independence Day – Thursday July 4th, 2024 (Noon Wednesday to 6AM Friday)

Canada Civic Holiday – Monday August 5th, 2024

Labor Day – Monday September 2nd, 2024

Pavement Markings

It shall be the Contractor's responsibility to inventory and document the existing pavement marking patterns prior to resurfacing and submit to the Engineer a copy of the inventory prior to beginning work. The Contractor shall also document the existing lane widths and shoulder widths of the existing pavement marking patterns. The Contractor shall provide a reference point as part of the marking plan. The Contractor shall be responsible for completing all layout work on the roadway necessary for the installation of all final pavement markings. If the original markings are obliterated, the Contractor shall contact the Resident Engineer for guidance on their location. No separate payment shall be made and work shall be included in the bid price for the resurfacing item.

Project 5V2411

The Contractor shall be responsible for the installation of the final paint pavement markings in accordance with Section 640 of the New York State Standard Specifications. All work required to complete this work shall be included in the bid price per square yard of Chip Seal.

Project 5V2412

The Contractor shall be responsible for the installation of the final paint pavement markings in accordance with Section 640 of the New York State Standard Specifications. All work required to complete this work shall be included in the bid price per square yard of Chip Seal.

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

Project 5V2421

The Contractor shall be responsible for the installation of the final paint pavement markings in accordance with Section 640 of the New York State Standard Specifications. All work required to complete this work shall be included in the bid price per square yard of Chip Seal.

Project 5V2422

The Contractor shall be responsible for the installation of the final paint pavement markings in accordance with Section 640 of the New York State Standard Specifications. All work required to complete this work shall be included in the bid price per square yard of Chip Seal.

1.14.5 NYSDOT Region 6 Special Notes (Chip Seal)

Region 6 Specific Special Notes:

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

- 6:00AM Friday, May 24, 2024, thru 6:00AM Tuesday, May 28, 2024 - (Memorial Day Holiday)
- 6:00AM Wednesday, July 3, 2024, thru 6:00AM Friday, July 5, 2024 - (July 4th Holiday)
- 6:00AM Friday, August 30, 2024, thru 6:00AM Tuesday, September 3, 2024 - (Labor Day Holiday)

Region 6 Chip Seal project shall be completed **no later than August 31, 2024**. A schedule reflecting this shall be submitted before start of work to the Region's Acting ARDO, Gary Shepard, for approval.

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

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.

Paint with beads 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.

All stockpile, spoils, and clean-out sites need to be preapproved by the Regional Maintenance Environmental Coordinator, Lauren Richardson, prior to use.

Project 6V2411

Clean existing pavement and shoulder surfaces to be Chip Sealed, including ruts and depressions, by the use of mechanical sweepers, hand brooms, or other means until the surfaces are free of all material which might interfere with the bond between the overlay material and the existing surfaces. All cleaning equipment shall be approved by the Engineer prior to use. Remove all debris from the pavement and shoulders surfaces and dispose of in an appropriate manner. Cleaning of the existing roadway shall occur just ahead of the Chip Seal operation to ensure a clean roadway.

The cost of this work shall be incorporated in the cost per square yard of Chip Seal, no separate payment shall be made for this operation.

The sand seal shall be rolled into the fog seal with one pass of a rubber tire roller within 5 minutes of its placement to insure the sand bonds to the fog seal.

The cost of this work shall be incorporated in the cost per square yard of sand seal, no separate payment shall be made for this operation.

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

1.14.6 NYSDOT Region 9 Special Notes (Chip Seal)

Region 9 Specific Special Notes:

Clean existing pavement and shoulder surfaces to be Chip Sealed, including ruts and depressions, by the use of mechanical sweepers, hand brooms, or other means until the surfaces are free of all material which might interfere with the bond between the overlay material and the existing surfaces. All cleaning equipment shall be approved by the Engineer prior to use. Remove all debris from the pavement and shoulders surfaces and dispose of in an appropriate manner. Cleaning of the existing roadway shall occur just ahead of the Chip Seal operation to ensure a clean roadway. The cost of this work shall be incorporated in the cost per square yard of Chip Seal, no separate payment shall be made for this operation.

Temporary Road Pavement Markers (Chip Seal Markers) shall be placed every 100' along the centerline of the roadway in order to delineate centerline after Chip Sealing operations are complete. If the roadway has multiple travel lanes Chip Seal markers shall be placed along the lane lines at the same 100' interval. Marker color shall match lane line color and adhere well to the existing surface. If markers are damaged or missing prior to the Chip Seal passing the location of that marker replace the marker. The cost of this work shall be incorporated in the cost per square yard of Chip Seal, no separate payment shall be made for this operation.

The sand seal shall be rolled into the fog seal with one pass of a rubber tire roller within 5 minutes of its placement to insure the sand bonds to the fog seal. The cost of this work shall be incorporated in the cost per square yard of sand seal, no separate payment shall be made for this operation.

Permanent Pavement Striping – Region 9

The Contractor shall inventory existing pavement markings and shall install permanent pavement marking in accordance with Item 640.20, Item 640.21, Item 640.22, Item 640.23, and NYS Standard Sheets 685-01. Permanent pavement markings shall be applied once the Chip Seal of the entire project is completed. The cost of all associated pavement marking work including layout, work zone traffic control, etc. shall be included in the bid price per square yard of Chip Seal. This work includes any short line markings such as stop and yield bars, crosswalks, turn arrows, lettering, etc.

Project 9HW412

This is a Hot Oil Chip Seal project. Detailed Specifications can be found in Attachment 11.

Project 9HW442

According to the Natural Heritage Database there are multiple eagle's nest along this section of NYS Route 30. Work on this project shall not begin until after August 1st, 2024, to avoid affecting eagles nesting in the project vicinity.

Project 9HW472

According to the Natural Heritage Database there are multiple eagle's nest along this section of NYS Route 97. Work on this project shall not begin until after August 1st, 2024, to avoid affecting eagles nesting in the project vicinity.

No lane closures are permitted after 12PM Friday through the following Sunday, on all weekends between Memorial Day and Labor Day.

1.15 Detailed Specifications – Chip Seal

Please, see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

1.15.1 Project Dimensions - Chip Seal

Information on pavement widths for projects in this Invitation for Bids is listed for informational purposes only. The dimensions listed in Attachment 13 – Project Dimensions are the best information available, but 100% accuracy is not guaranteed. Bidders should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars before submitting a bid. NYS OGS/NYS DOT assumes no responsibility for erroneous information listed herein.

Please refer to Attachment 13 – *Project Dimensions* for the Project Dimensions Data.

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS

2.1 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.

2.2 Pricing Information

2.2.1 General

Price quoted 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 quoted 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 Invitation for Bids.

Some projects in this Invitation for Bids include an optional bid item to supply the liquid bituminous material necessary for the Cold Recycling. **Bidders shall either submit a bid for an emulsion or a PG binder per project, but not both.** The price quoted per gallon for **either** the asphalt emulsion or PG 64S-22 binder (liquid bituminous material) shall include heating, hauling, and applying the liquid bituminous material at the project locations indicated herein. The price quoted 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 a separate item as the total volume of material used for fog seal operations. The price quoted 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.

If Portland cement is used, it will be paid under a separate item as the total tons of material used at the location. The price quoted per ton of Portland cement shall include hauling, delivery, and mixing.

2.3 Asphalt Price Adjustments

2.3.1 General

- a. Asphalt price adjustments allowed will be based on the February 1, 2024, average of the F.O.B. terminal price per ton of unmodified PG 64S-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 February 1, 2024, average is \$602.000.

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.

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

- 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:

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

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

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-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 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2024.

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 64S-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 be based on the new average for the month in which the work is done applying the same base established for that 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 2: COLD RECYCLING - 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 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 business 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.

2.3.2 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 = \$602.000
 New Avg. Price per Ton = \$612.000
 Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\begin{array}{|c|} \hline \text{Price Adjustment} \\ \text{(per gallon)} \\ \hline \end{array} = \frac{(612.000 - 602.000)}{235} \times \begin{array}{|c|} \hline 0.732 \\ \hline \end{array}$$

$$\begin{array}{|c|} \hline \text{Price Adjustment} \\ \text{(per gallon)} \\ \hline \end{array} = \begin{array}{|c|} \hline +\$0.031 \text{ per} \\ \text{gallon} \\ \hline \end{array}$$

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

2.4 Payment

Payment for Cold Recycling shall be made at the contract price bid for the actual number of completed square yards of Cold Recycling; the actual number of tons of aggregate; the actual number of gallons of either asphalt emulsion (unmodified or modified) or PG 64S-22 binder at 60 degrees F verified by the receiving agency used in the accepted portions of the work; 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; and if used, actual number of tons of Portland cement. 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 64S-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.

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

2.5 Pre-Recycling Meeting

The Contractor shall schedule a Pre-Recycling Meeting 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 meeting. At this meeting 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, mix design, 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.

2.6 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 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 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

2.7 Work Hours

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

2.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*. 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.

2.9 Restoration of Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor 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 Contractor upon completion of the project.

2.10 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 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

2.11 Possible Mix Design – Cold Recycling

All NYSDOT Regions except Region 6

The Department may core the pavement and supply those cores to the Contractor. The quantities shown on price pages are estimated and indicate the amount and type of added aggregate and the type and amount of asphalt emulsion and the amount of PG 64S-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 estimated quantities. After award, the Contractor shall develop their own mix design as per the detailed specifications 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 64S-22 binder (if the option is provided). **If the bidder's bid does not conform to these requirements, their bid offer will be rejected.** Core results may be obtained from respective Resident Engineer or Regional Materials Engineer.

Region 6

The possible mix design is 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 64S-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 64S-22 binder (if the option is provided). **If the bidder's bid does not conform to these requirements, their bid offer will be rejected.**

2.12 Work Zone Traffic Control

The Contractor shall be responsible for work zone traffic control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications 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-Cold Recycling Meeting. For two-way roadways, NYSDOT 619 Standard Sheets 619-307, 619-308, 619-309, 619-312 and 619-314 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 the work operation is underway. One shall be stationed at the beginning of the applicable operation, and one shall be stationed with the operation. The Contractor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles, or some other means of communication may be used subject to the approval of the Resident Engineer.

All costs of Work Zone Traffic Control as prescribed by this specification including flagging, temporary pavement marking and/or delineation, and construction signs, are to be included in the unit price bid. No separate payment shall be made.

2.12.1 Special Note - 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: (see next page).

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

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

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

SECTION 2: 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 Contractor 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.

2.12.2 **Special Note – Temporary Pavement Markings**

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

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

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

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

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

Channelizing Device Spacing Reduction

A maximum channelizing device spacing of 40-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 cars are in use.

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

SECTION 2: 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 NYSDOT 619 Standard Sheets. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 Invitation for Bids 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 asphalt mix meeting the requirements of Items 404.058901 or 404.098901. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45°F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

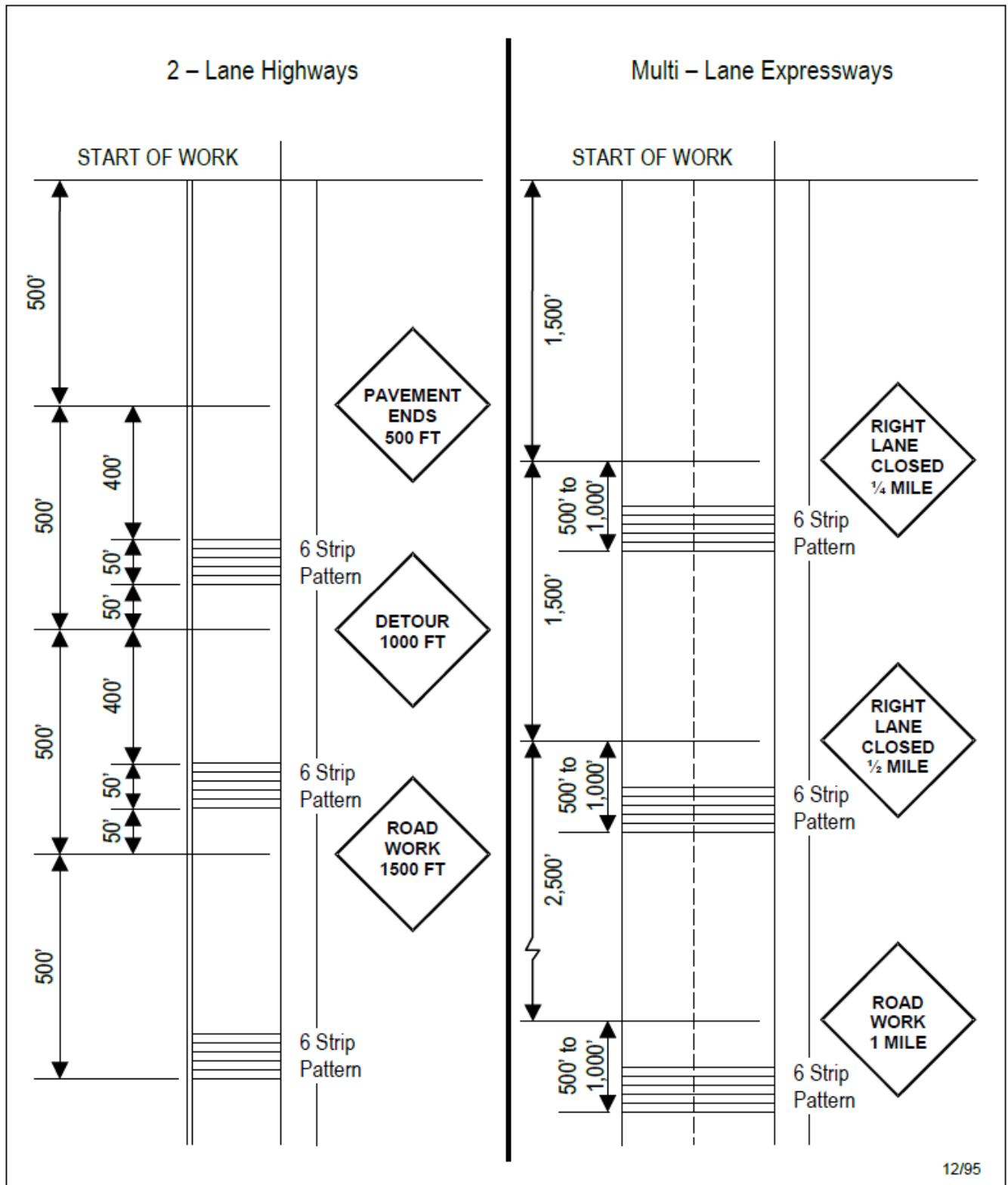
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing on the next page.

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

2.13 Special Notes – Cold Recycling

2.13.1 Funding Source (Cold Recycling)

Project 4V2341 will be funded by Federal Aid.

Projects 1V2411, 9HW410, 9HW420, 9HW440, 9HW460 are 100% State funded.

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

All the projects in this Contract Award Notification involve asphalt mixture overlay to the Cold Recycling through separate contract(s). All projects shall require that the Cold Recycling Contractor coordinates their work with the overlay Contractor(s) to provide required curing period before placing the overlay as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

2.13.3 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:

- 6:00AM, Friday May 24, 2024, thru 6:00AM Tuesday, May 28, 2024 – (Memorial Day Holiday)
- 6:00AM Thursday, July 4, 2024, thru 6:00AM Monday, July 8, 2024 – (July 4th Holiday)
- 6:00AM Friday, August 30, 2024, thru 6:00AM Tuesday, September 3, 2024 – (Labor Day Holiday)

Region 1 Projects – Pavement Markings

It shall be the Contractor's responsibility to inventory and document the existing pavement marking patterns prior to recycling and submit to the Engineer a copy of the inventory prior to beginning work. If the original markings are obliterated, the Contractor shall contact the Resident Engineer for guidance on their location.

Region 1 Recycling Operations

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

Region 1 Project Completion Date

The recycling operations for Region 1 projects shall be completed by **August 31, 2024**. The Contractor shall submit a schedule to the Engineer prior to the start of work.

2.13.4 NYSDOT REGION 4 Special Notes (Cold Recycling)

General Special Note – Region 4 Projects

1. Local fire, police, ambulance, and school authorities shall be notified by the Contractor prior to commencing work in order to maintain sufficient emergency services and to allow school officials sufficient time to plan alternative bus routes, if necessary.
2. Prior to the start of work, the Contractor shall inventory all pavement markings and provide the Engineer with a copy of the inventory. As part of a pavement marking program update, the Regional Traffic and Safety Group is reviewing all pavement markings within the limits of paving projects. Upon review, there may need to be adjustments to the pavement marking layout. The Contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the Engineer.
4. Any and all debris generated as part of the work shall be removed by the Contractor within five days of completion of Cold Recycling operations.

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

Temporary Lane/Shoulder Closure Restrictions for Major Holidays – Region 4 Projects

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

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

HOLIDAY	FALLS ON	TEMPORARY LANE CLOSURES ARE NOT ALLOWED DURING THE FOLLOWING TIMES
	Sunday or Monday	From 6:00AM on the Friday before the holiday to 6:00AM on the Tuesday after the holiday
Independence Day	Thursday	From 6:00AM on the Thursday to 6:00AM on the Monday after the holiday
Memorial Day Labor Day	Monday	From 6:00AM on the Friday before the holiday to 6:00AM on the Tuesday after the holiday

Exceptions can only be made under the following conditions:

- Emergency work.
- Work within long-term stationary lane/shoulder closures.
- Safety work that does not adversely impact traffic mobility and has been authorized by the Regional Traffic Engineer.

Project 4V2341 – Route 21, Wayne and Ontario Counties (from I-90 to Palmyra S. Village line)

1. This project is a Cold-In-Place (CIPR) recycling with multi-course overlay. The CIPR will be applied to the full pavement width, including travel lanes and shoulders. The overlay will be completed by others.
2. The CIPR Contractor will be required to **inventory existing pavement markings**, installation and removal of **temporary asphalt ramp wedges, production CIPR**, install interim paint, and **associated Work Zone Traffic Control shall be included in the bid price for the CIPR item**. The asphalt overlay, special pavement markings, shoulder backup, side street aprons and driveway aprons will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. WZTC typicals are expected to be 619-307 – Single-lane closure with flagging and 619-308 – intersection flagging.
4. Time Restrictions:
 - a) Major Holiday Lane Restriction Special Note applies to this project.
 - b) No flagging time restrictions.
5. At the commencement of CIPR, the Contractor’s equipment shall remain on site until final demobilization.

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

6. The Contractor shall inventory existing pavement markings and shall install interim permanent pavement marking (centerline and fog line paint) in accordance with Item 640.20, Item 640.21 and NYS Standard Sheets 685-01. The interim pavement markings shall match the existing layout. The cost of all associated interim pavement marking applications, Work Zone Traffic Control, and layout shall be included in the bid price per square yard of the CIPR Item.

2.13.5 NYSDOT REGION 9 Special Notes (Cold Recycling)

Recycling Operations:

The Contractor shall mill the shoulders 4-foot wide and 4” deep and remove this material, Contractor is responsible for disposing of material. The Contractor shall include the method to be used for this in their MMP.

Region 9 Materials has already cored the highway and the cores for this project are stored at the Region 9 Technical Services building. The winning bidder will need to contact Region 9 Materials to arrange core pickup to develop the project’s mix design.

The completion dates for Cold Recycling projects shall be **August 1, 2024, except 9HW440** which shall be September 30, 2024.

Projects 9HW420, 9HW440 and 9HW460 – Special Note – Chenango and Delaware Counties

The following structures are not to be recycled over. Specific recycling start and stop limits after each structure will be discussed at the Pre-Recycle Meeting.

9HW420	BIN 1040380
9HW440	BIN 1063340
	BIN 1050530
	BIN 1050540
	BIN 1050550
9HW460	BIN 1019740
	BIN 1019750

Project 9HW440 – Town and Village of Hancock – Region 9

Work on this project shall not begin prior to September 1st, 2024, to avoid affecting Timber Rattlesnakes (*Crotalus horridus*), a State threatened species, which are known to exist near this project location in the town of Hancock, Delaware County.

The Contractor shall adhere to the following:

It is illegal to take (kill), import, transport, possess or sell an animal listed as Threatened without a license.

EDUCATION

- All personnel who work on the site will receive instructions on rattlesnakes and what to do in the event of a rattlesnake encounter.
- All such personnel must sign a log certifying that they have received instruction.

ENCOUNTER

If this species is encountered within the work area, please adhere to the following protocol:

1. Stop all work immediately.
2. Evacuate the area and contact the Engineer in Charge (EIC).
3. Delay all work in the area until the snake has moved at least 250-feet from the work area. Maintain visual contact of the rattlesnake from a safe distance to track its whereabouts.

SECTION 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

4. If the snakes do not move along on their own within two (2) hours, the EIC shall contact a qualified snake monitor licensed in New York State to handle and relocate snakes. Contact information for such monitors can be obtained from NYSDEC Region 3 Bureau of Wildlife at (845)256-3098.
5. Rattlesnake relocation or encounter must be reported within 24 hours to NYSDEC Region 3 Bureau of Wildlife at (845)256-3098.

2.14 Detailed Specifications – Cold Recycling

Please see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

2.14.1 Project Dimensions - Cold Recycling

Information on pavement widths for projects in this Invitation for Bids is listed for informational purposes only. The dimensions listed in Attachment 13 – Project Dimensions are the best information available, but 100% accuracy is not guaranteed. Bidders should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars before submitting a bid. NYS OGS/NYS DOT assumes no responsibility for erroneous information listed herein.

Please refer to Attachment 13 – *Project Dimensions* for the Project Dimensions Data.

**SECTION 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS
- SPECIFIC PROJECTS**

3.1 Introduction

Joint and Crack Filler/Sealers and Mastics are hot-poured liquid bituminous materials 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.

3.2 Pricing Information

3.2.1 General

Price quoted for Joint and Crack Filler/Sealers and Mastic repair materials shall be net lane mile, furnished, delivered, heated, and applied by the Contractor at the locations indicated herein. Price calculations, if any, will be calculated on the basis of lane miles of crack/joint sealing/filling actually furnished. Work Zone Traffic Control, cleaning of cracks/joints, and disposal of debris shall be included in the price quoted per lane mile of Crack Sealer or Mastic Filler. Cracks within shoulder area are to be sealed and included in the price bid per lane mile unless stated otherwise elsewhere in the bid document. 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 and Mastic Filling projects shall conform with the specifications included in this Invitation for Bids.

3.3 Asphalt Price Adjustment

3.3.1 General

- a. Asphalt price adjustments allowed will be based on the February 1, 2024, average of the F.O.B. terminal price per ton of unmodified PG 64S-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 February 1, 2024, average is \$602.000 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:

For Crack Sealing (ASTM D6690 Type II):

Price Adjustment (per lane mile)	=	$\frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{2.35}$	X	Total Allowable Petroleum %
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For Mastic Materials:

Price Adjustment (per lane mile)	=	$\frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{0.44}$	X	Total Allowable Petroleum %
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**SECTION 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS
 - SPECIFIC PROJECTS (Cont'd)**

Positive Price Adjustment number shall be added to original per lane mile Bid Price.
 Negative Price Adjustment number shall be subtracted from original per lane mile Bid Price.

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-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 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2024.

Total Allowable Petroleum

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

Material Designation	Grade	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum %
ASTM D6690 Type II		56	0.2	56.2%
Mastic Materials		40	0.2	40.2%

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 be based on the new average for the month in which the work is done applying the same base established for that 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 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.
 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 \$1.000 per lane mile. In these instances, prices will revert 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 business 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 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS
 - SPECIFIC PROJECTS (Cont'd)**

3.3.2 Asphalt Price Adjustment: Example

These examples are for illustration purposes only. Actual Base Average Price, etc., may vary:

Crack Sealing/Filling

Material ASTM D6690 Type II

Base Avg. Price per Ton = \$602.000

New Avg. Price per Ton = \$612.000

Total Allowable Petroleum = 56.2%

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per lane mile)} \\ \hline \end{array} = \frac{(612.000 - 602.000)}{2.35} \times \begin{array}{|c|} \hline 0.562 \\ \hline \end{array}$$

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per lane mile)} \\ \hline \end{array} = \begin{array}{|c|} \hline +\$ 2.391 \text{ per} \\ \text{lane mile} \\ \hline \end{array}$$

Item ASTM D6690 Type II

Positive Price Adjustment number shall be added to original per lane mile Bid Price.

Negative Price Adjustment number shall be subtracted from original per lane mile Bid Price.

Mastic Materials

Total Allowable Petroleum = 40.2%

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per lane mile)} \\ \hline \end{array} = \frac{(612.000 - 602.000)}{0.44} \times \begin{array}{|c|} \hline 0.402 \\ \hline \end{array}$$

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per lane mile)} \\ \hline \end{array} = \begin{array}{|c|} \hline +\$ 9.136 \\ \text{per lane mile} \\ \hline \end{array}$$

Positive Price Adjustment number shall be added to original per lane mile Bid Price.

Negative Price Adjustment number shall be subtracted from original per lane mile Bid Price.

3.4 Payment

Payment for Crack Filler/Sealer shall be made at contract price per lane mile 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. An invoice shall be sent promptly by the Contractor to the Engineer of the Region placing the order. Measurement shall be based on actual lane mile of Crack Filler/Sealer. Cracks sealed within shoulder area is included in the price per lane mile.

SECTION 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS - SPECIFIC PROJECTS (Cont'd)

3.5 Pre-Crack Sealing/Mastic Filling Meeting

The Contractor shall coordinate a schedule for a Pre-Crack Sealing/Mastic Filling Meeting 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/Mastic Filling. At this meeting 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/Mastic Filling procedure and Work Zone Traffic Control Plan to the State for approval. At least one week prior to the start of Crack Sealing/Mastic Filling, the Contractor shall coordinate the details of the Crack Sealing/Mastic Filling with the Resident Engineer.

3.6 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 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 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

3.7 Work Hours

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

3.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*. 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.

3.9 Restoration Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor 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 Contractor upon completion of the project.

3.10 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 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS - SPECIFIC PROJECTS (Cont'd)

3.11 Work Zone Traffic Control

The Contractor shall be responsible for work zone traffic control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications 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-Crack Sealing Meeting. For two-way roadways, NYSDOT 619 Standard Sheets 619-307, 619-308, 619-309, 619-312 and 619-314 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 the work operation is underway. One shall be stationed at the beginning of the applicable operation, and one shall be stationed with the operation. The Contractor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles, or some other means of communication may be used subject to the approval of the Resident Engineer.

All costs of Work Zone Traffic Control as prescribed by this specification including flagging, temporary pavement marking and/or delineation, and construction signs, are to be included in the unit price bid. No separate payment shall be made.

3.11.1 **Special Note - Temporary Construction Signs**

The Contractor 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 lane mile. No separate payment shall be made.

3.11.2 **Special Note – 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.

3.11.3 **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 Invitation for Bids.

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.

SECTION 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS - SPECIFIC PROJECTS (Cont'd)

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 cars 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 NYSDOT 619 Standard Sheets. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 Invitation for Bids 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 asphalt mix meeting the requirements of Items 404.058901 or 404.098901. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45°F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS
- 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

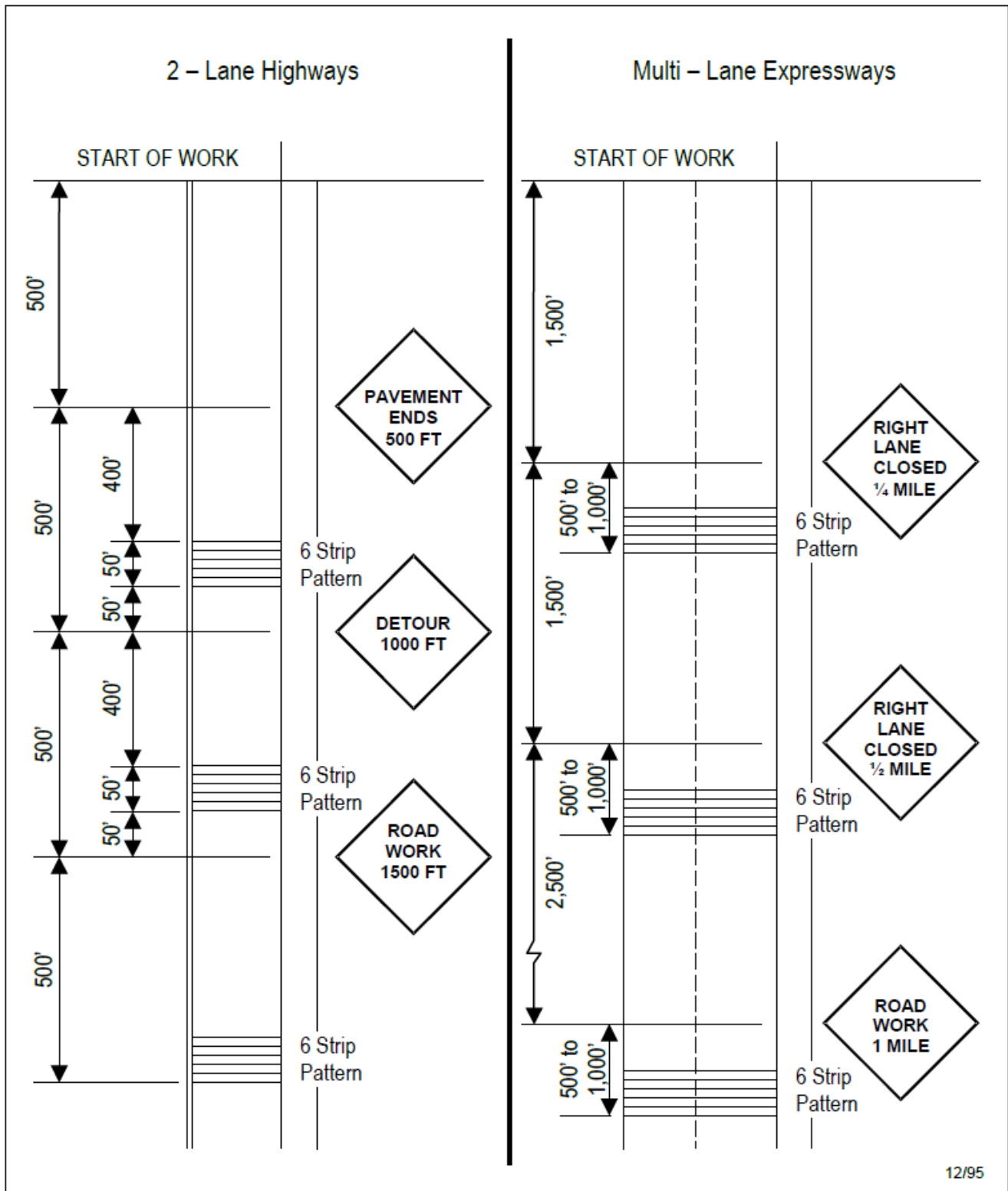
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard or lane mile as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing on the following page.

**SECTION 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS
 - SPECIFIC PROJECTS (Cont'd)**

Suggested Layout Details -- Temporary Rumble Strips



**SECTION 3: JOINT AND CRACK FILLER/SEALER AND MASTIC REPAIR MATERIALS
- SPECIFIC PROJECTS (Cont'd)**

3.12 Special Notes – Crack Sealing/Mastic Filling

3.12.1 Funding Source (Crack Sealer/Mastic Filler)

Projects 9CRS41, 9CRS42, 9CRS43, and 9CRS44 will be funded by Federal Aid.

Projects 280648, 5V24CS and 6M2401 are 100% State funded.

3.12.2 NYSDOT REGION 5 Special Notes (Crack Sealing)

Project 5V24CS

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 at the following link: https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf.

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

Victoria Day – Monday May 20th, 2024

Memorial Day – Monday May 27th, 2024

Juneteenth – Monday June 17th, 2024

Canada Day – Monday July 1st, 2024

Independence Day – Thursday July 4th, 2024 (Noon Wednesday to 6AM Friday)

Canada Civic Holiday – Monday August 5th, 2024

Labor Day – Monday September 2nd, 2024

3.12.3 NYSDOT REGION 6 Special Notes (Crack Sealing)

Region 6 Specific Special Notes:

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

- 6:00AM Friday, May 24, 2024, thru 6:00AM Tuesday, May 28, 2024 - (Memorial Day Holiday)
- 6:00AM Wednesday, July 3, 2024, thru 6:00AM Friday, July 5, 2024 - (July 4th Holiday)
- 6:00AM Friday, August 30, 2024, thru 6:00AM Tuesday, September 3, 2024 - (Labor Day Holiday)

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

All Region 6 Crack Seal projects shall be completed no later than August 30, 2024. A schedule reflecting this shall be submitted before start of work to the Region’s Acting ARDO, Gary Shepard, for approval.

A map depicting the Region 6 Regional Priority Network Restricted Area is attached.

3.12.4 NYSDOT REGION 9 Special Notes (Crack Sealing)

All projects must be completed by **August 31st, 2024**.

3.13 Detailed Specifications – Crack Sealing and Mastic Filling/Sealing

Please, see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS

4.1 Introduction

Heater Scarification is a continuous multi-step process in which the existing asphalt pavement surface is recycled using specialized equipment. The asphalt pavement surface is heated causing the asphalt to soften. The softened asphalt surface is then immediately scarified and milled to a specified depth. The reclaimed asphalt pavement is then mixed with a recycling agent that rejuvenates the asphalt. The recycled mix is then placed and compacted back onto the roadway. A new bituminous concrete sealing layer is added later. Existing cracks are eliminated, and the resulting pavement should provide a longer life.

4.2 Pricing Information

4.2.1 General

Price quoted for Heater Scarification shall be net per square yard completed with Contractor’s equipment totally by the Contractor at the locations indicated herein. The price quoted for Heater Scarification per square yard shall also include mobilization to the project site and the provision of Work Zone Traffic Control as indicated elsewhere in this Invitation for Bids.

The price quoted per pound for recycling agent shall include heating, hauling, and applying the recycling agent at the project locations indicated herein.

4.3 Asphalt Price Adjustments

4.3.1 General

- a. Asphalt price adjustments allowed will be based on the February 1, 2024, average of the F.O.B. terminal price per ton of unmodified PG 64S-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 February 1, 2024, average is \$602,000.

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 (recycling agent) purchased from any award based on this specification will be subject to adjustment based on the following formula:

Price Adjustment (per pound)	=	<table style="margin: auto; border-collapse: collapse;"> <tr> <td style="text-align: center; padding: 5px;">New Monthly Average FOB Terminal Price</td> <td style="text-align: center; padding: 5px;">-</td> <td style="text-align: center; padding: 5px;">Base Average Terminal Price</td> </tr> <tr> <td colspan="3" style="border-top: 1px solid black; text-align: center; padding: 5px;">2000</td> </tr> </table>	New Monthly Average FOB Terminal Price	-	Base Average Terminal Price	2000			X	Total Allowable Petroleum %
New Monthly Average FOB Terminal Price	-	Base Average Terminal Price								
2000										

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

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-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 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2024.

Total Allowable Petroleum

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

Item	Grade	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum %
417.0101	Recycling Agent	65.0	1.0	66.0%

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 be based on the new average for the month in which the work is done applying the same base established for that 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/\$0.01 per gallon/\$0.001 per pound as applicable from the original price. In these instances, prices will revert 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 business days written notice mailed to the Contractor to terminate any contract resulting from this bid opening.

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 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

4.3.2 Asphalt Price Adjustment: Example

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

Item 417.0101

Base Avg. Price per Ton = \$602.000

New Avg. Price per Ton = \$612.000

Total % Asphalt Plus Petroleum Allowance = 66%

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per pound)} \\ \hline \end{array} = \frac{(612.000 - 602.000)}{2000} \times \begin{array}{|c|} \hline 0.66 \\ \hline \end{array}$$

$$\begin{array}{|c|} \hline \text{Price} \\ \text{Adjustment} \\ \text{(per pound)} \\ \hline \end{array} = +\$0.003 \text{ per pound}$$

Positive Price Adjustment number shall be added to original per pound Bid Price.

Negative Price Adjustment number shall be subtracted from original per pound Bid Price.

4.4 Payment

Payment for Heater Scarification shall be made at the contract price bid for the actual number of completed square yards of Heater Scarification; the actual number of pounds of recycling agent 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 recycling agent shall accompany each shipment. An invoice listing the quantities of Heater Scarification and recycling agent 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 Heater Scarification 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 Heater Scarification.

4.5 Pre-Heater Scarification Meeting

The Contractor shall schedule a Pre-Heater Scarification Meeting 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 Heater Scarification. Project-Level Supervisors for both the Owner Agency and the Contractor shall be present at this meeting. At this meeting the Contractor shall present Certificates of Insurance evidencing compliance with the additional insurance requirements set forth in the INSURANCE clause, their proposed work schedule, procedure, equipment, mix design, calibration, and Work Zone Traffic Control Plan to the State for approval. Prior to the start of Heater Scarification, the Contractor shall coordinate the details of the Heater Scarification with the Resident Engineer.

4.6 Supervision

The Department of Transportation shall provide supervision for the Heater Scarification operation, and pavement marking abrading if applicable. The Resident Engineer shall designate a Project Supervisor who shall be in 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 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

4.7 Work Hours

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

4.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 10 - *Detailed Specifications – Liquid Bituminous Materials*. 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.

4.9 Restoration of Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor 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 Contractor upon completion of the project.

4.10 Damaged or Deficient Areas

Prior to acceptance and payment by the State for work under this contract, any placed pavement that ravel, 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.

4.11 Work Zone Traffic Control

The Contractor shall be responsible for work zone traffic control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications 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-Heater Scarification Meeting. For two-way roadways, NYSDOT 619 Standard Sheets 619-307, 619-308, 619-309, 619-312 and 619-314 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 the work operation is underway. One shall be stationed at the beginning of the applicable operation, and one shall be stationed with the operation. The Contractor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles, or some other means of communication may be used subject to the approval of the Resident Engineer.

All costs of Work Zone Traffic Control as prescribed by this specification including flagging, temporary pavement marking and/or delineation, and construction signs, are to be included in the unit price bid. No separate payment shall be made.

4.11.1 Special Note - 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 found on the next page.

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

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

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

SECTION 4: HEATER SCARIFICATION - 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 Contractor 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.

4.11.2 **Special Note - Temporary Pavement Markings**

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

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

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

4.11.3 **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 Invitation for Bids:

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 cars are in use.

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

SECTION 4: HEATER SCARIFICATION - 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 NYSDOT 619 Standard Sheets. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 Invitation for Bids 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 asphalt mix meeting the requirements of Items 404.058901 or 404.098901. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45°F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

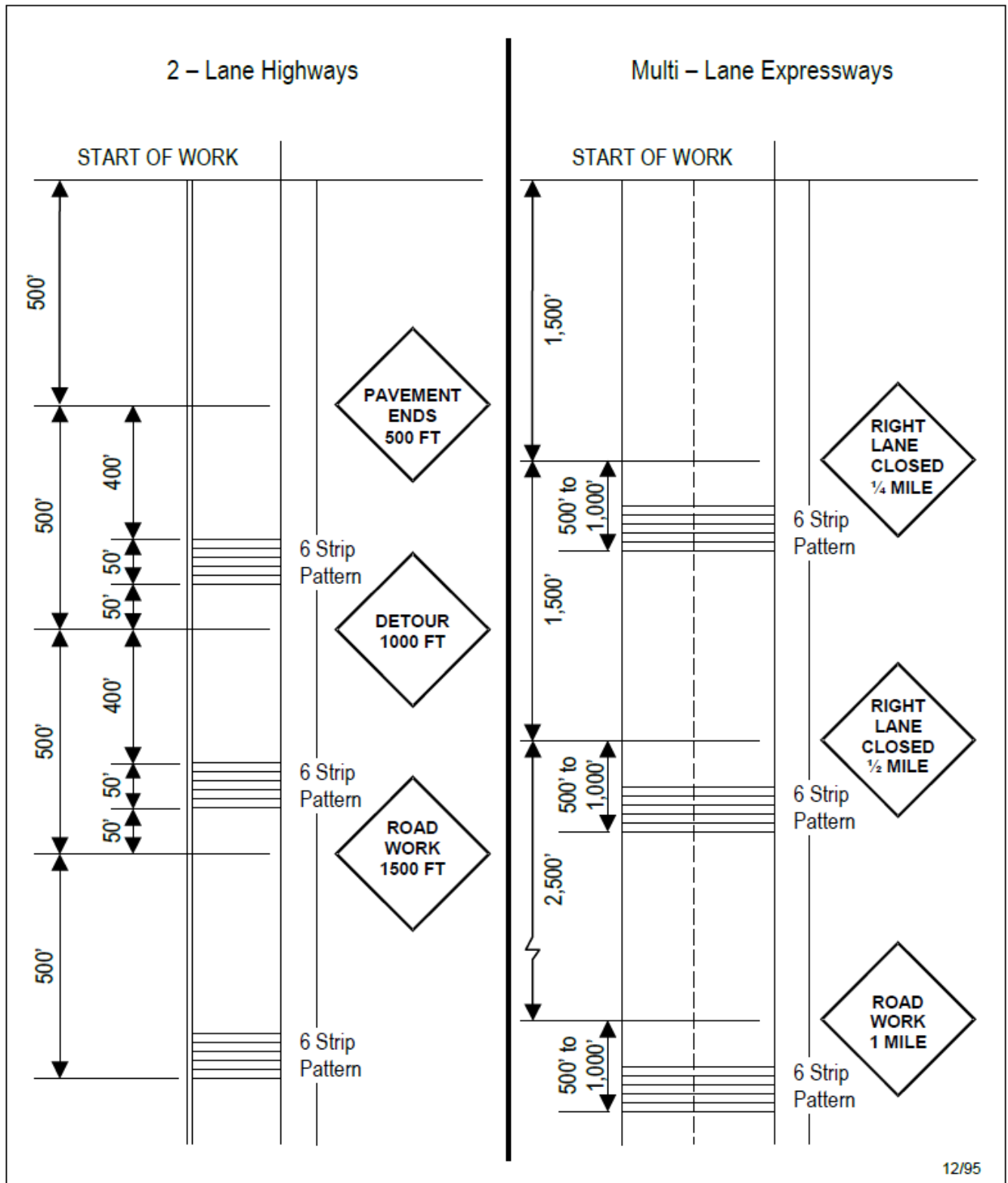
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing on the **next page**.

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

4.12 Special Notes – Heater Scarification

4.12.1 Funding Source (Heater Scarification)

Projects 6V2442, 6V2443, and 7V2423 will be funded by Federal Aid.

Projects 2V2311, 7PAV61, 7PAV64, 7V2412, 7V2421, and 7V2455 are 100% State funded.

4.12.2 Special Note for Coordination with Other Projects (Heater Scarification)

All the projects in this Contract Award Notification involve asphalt overlay or Chip Seal to the Heater Scarification through separate contract(s). All projects shall require that the Heater Scarification Contractor coordinates their work with the top course Contractor(s) to provide the required curing period before placing the next course as well as to minimize disruption to the traveling public and the time traffic is running over a recycled surface.

4.12.3 Special Note for Pilot Vehicle (Heater Scarification)

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 Heater Scarification is done and rolled, controlled traffic may be permitted thereon. The Contractor shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around Heater Scarification 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 and 6C.13 of the Manual of Uniform Traffic Control Devices and a rotating amber beacon. The delineation of the closed lane (cone placement) as required by Section 619-3.02J of the Standard Specifications shall be evaluated by the Resident Engineer based on the traffic control plan presented by the Contractor and, after consultation with the Regional Traffic Safety & Mobility Office, a determination will be made as to what will be required on the project. Daytime lane closures may be used in lieu of pilot vehicles on controlled access highways as deemed appropriate by the Resident Engineer at the time of Pre-Heater Scarification Meeting.

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 Heater Scarification. No separate payment shall be made. **The use of the pilot vehicle shall be as ordered by the Resident Engineer.**

4.12.4 Special Note - Railroad Involvement in 100% State Funded Projects (Heater Scarification)

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

PROJECT NUMBER	COUNTY	ROUTE	RAILROAD NAME	LOCATION
7V2455	St. Lawrence	345	Vermont Rail System/ New York & Ogdensburg RR	345 7501 1076

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

Coordination with Railroad(s)

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

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

Description

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

Construction Details

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

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

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

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

Basis of Payment

All costs incurred by the Contractor to comply with the requirements in this Special Note shall be included in the price bid per square yard of Heater Scarification. No separate payment shall be made.

4.12.5 NYSDOT REGION 2 Special Notes (Heater Scarification)

Project 2V2311:

1. It shall be the Contractor's responsibility to inventory and document the existing pavement marking patterns prior to Heater Scarification and submit to the Engineer a copy of the inventory prior to beginning work. If the original markings are obliterated, the Contractor shall contact the Resident Engineer for guidance on their location.
2. All Heater Scarification must be completed by **8/31/2024**. The Contractor will submit a schedule reflecting this requirement to the Resident Engineer upon award of the work.
3. Lane width of the Heater Scarification shall be 14'.
4. Any gore area epoxy pavement markings within the limits of Heater Scarification are to be removed prior to the Heater Scarification process. The cost of this work shall be included in the Heater Scarification items.
5. The paver shall be capable of placing the material with a shoulder break in the same location that it currently exists.
6. It is the responsibility of the Contractor to take the pavement cores to be used in developing the Heater Scarification mix design for this site.

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

4.12.6 NYSDOT REGION 6 Special Notes (Heater Scarification)

Region 6 Specific Special Notes:

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

- 6:00AM Friday, May 24, 2024, thru 6:00AM Tuesday, May 28, 2024 - (Memorial Day Holiday)
- 6:00AM Wednesday, July 3, 2024, thru 6:00AM Friday, July 5, 2024 - (July 4th Holiday)

All Region 6 Heater Scarify projects shall be completed no later than **August 1, 2024**. A schedule reflecting this shall be submitted before start of work to the Region's ARDO and Gary Shepard, for approval.

Heater Scarification will be performed on the travel lanes and 1-foot over the white edge line. Shoulders will not be Heater Scarified.

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

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 work zone signs will be at a minimum of 5' tall from the bottom of sign panel.

Region 6 desires a greater placement of Temporary Striping delineation than is required under Section 619 of the NYSDOT Standard Specifications. As outlined below, the following additional quantity/ placement will be required. Timing for additional striping shall meet 619 specs.

Divided Highway Paving Projects:

Temporary Pavement Markings per 619-3.06.A with the following additions:

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

Paint with beads 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.

All epoxy long line and special markings will be removed ahead of recycling.

All stockpile, spoils, and clean-out sites need to be preapproved by the Regional Maintenance Environmental Coordinator, Lauren Richardson, prior to use.

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

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

Project Number	BIN	Reference Marker
6V2442	1011240	415-6401-1079
	1011230	960M 415-6401-1000
	1048170	415-6401-1014
6V2443	1061902	17-6404-4177
	1061901	17-6404-4177
	1061852	17-6404-4191
	1061851	17-6404-4191
	1061592	17-6404-4199
	1061591	17-6404-4199
	1061602	17-6404-4201
	1061601	17-6404-4201
	1061692	17-6404-4203
	1061691	17-6404-4203
	1062160	17-6404-4207

The hot in place recycle will stop and start 100' before and after the bridge decks, except for BINS 1061601 & 1061602, Hot In Place Recycling will stop and start 25' before and after the bridge decks.

The following culverts are within the project limits and are not to receive the hot recycle treatment:

Project Number	CIN	Reference Number
6V2442	C620232	415 -6401- 1057
	C620211	415-6401-1021

The Hot In Place Recycle will stop and start 50' before and after these culverts.

Project Specific Special Notes:

Project 6V2442

The Heater Scarification will take place between Reference Markers 15-6401-1205 at pavement change to 415-6401-1079 skipping the hamlet of Coopers Plains. Then resuming at Reference Markers 415-6401-1003 to 1023.

Epoxy Long Line and Special Markings begin at Reference Marker 415-6401-1003 to 1023 and will need to be removed ahead of recycling.

There are two Signalized intersections that will be affected by all operations. The Contractor will be required to flag these intersections during all operations and signals shall be dark while flagging. Coordination to darken the signals will need to be requested from the Engineer and Regional Traffic Signal Crew Supervisor. Signalized intersections are always to be controlled when dark.

Project 6V2443

Epoxy Long Line striping is within the entire project limits and needs to be removed ahead of the recycling.

SECTION 4: HEATER SCARIFICATION - SPECIFIC PROJECTS (Cont'd)

4.12.7 NYSDOT REGION 7 Special Notes (Heater Scarification)

Heater Scarification Operations:

All Heater Scarification operations for Region 7 shall be completed by **September 1, 2024**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

Heater Scarification Limits and Widths:

Project	County	Route	RM (To-From)	Mainline Lane Width Shall be 14' (Lane + Shoulder)
7PAV61	Clinton	Route 3	1187-1238	14' (11' Lane + 3' Shoulder)
7PAV64	Franklin	Route 30	1017-1053	14' (12' Lane + 2' Shoulder)
7V2412	Clinton	9B	1000-1026	14' (11' Lane + 3' Shoulder)
7V2421	Franklin	3	1000-1021.5	14' (11' Lane + 3' Shoulder)
7V2423	Franklin	86	1072-1112	14' (12' Lane + 2' Shoulder)
7V2455	St. Lawrence	345	1054-1084	14' (11' Lane + 3' Shoulder)

4.13 Detailed Specifications – Heater Scarification

Please see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

4.13.1 Project Dimensions – Heater Scarification

Information on pavement widths for projects in this Invitation for Bids is listed for informational purposes only. The dimensions listed in Attachment 13 – *Project Dimensions* are the best information available, but 100% accuracy is not guaranteed. Bidders should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars before submitting a bid. NYS OGS/NYS DOT assumes no responsibility for erroneous information listed herein.

Please refer to Attachment 13 – *Project Dimensions* for the Project Dimensions Data.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS

5.1 Introduction

Micro-Surfacing is a pavement preventive maintenance treatment which offers minor improvements to rideability and has excellent friction characteristics.

5.2 Pricing Information

5.2.1 General

Price quoted 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 quoted 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 Invitation for Bids and Maintenance Materials Bond as listed in the *Maintenance Materials Bonds* section in this Invitation for Bids. Price calculations, if any, will be calculated on the basis of the material actually furnished.

5.3 Asphalt Price Adjustments

5.3.1 General

- a. Asphalt price adjustments allowed will be based on the February 1, 2024, average of the F.O.B. terminal price per ton of unmodified PG 64S-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 February 1, 2024, average is \$602.000.

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:

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

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

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-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 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2024.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

Total Allowable Petroleum

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

Item #	Material Designation	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum
413.02010118	Micro-Surfacing, Type II, F1	9.0	0.2	9.2
413.02020118	Micro-Surfacing, Type II, F2	9.0	0.2	9.2
413.02030118	Micro-Surfacing, Type II, F3	9.0	0.2	9.2
413.03010118	Micro-Surfacing, Type III, F1	7.5	0.2	7.7
413.03020118	Micro-Surfacing, Type III, F2	7.5	0.2	7.7
413.03030118	Micro-Surfacing, Type III, F3	7.5	0.2	7.7
413.04030118	Micro-Surfacing, Type III Rut	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 be based on the new average for the month in which the work is done applying the same base established for that 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 business 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.

5.3.2 Asphalt Price Adjustment: Example

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

Item 413.02020118

Base Average Price = \$602.000

New Average Price = \$612.000

% Total Allowable Petroleum = 9.2%

$$\boxed{\begin{array}{c} \text{Price} \\ \text{Adjustment} \\ \text{(per ton)} \end{array}} = \boxed{(612.000 - 602.000)} \times \boxed{0.092}$$

$$\boxed{\begin{array}{c} \text{Price} \\ \text{Adjustment} \\ \text{(per ton)} \end{array}} = \boxed{+\$0.920 \text{ per ton}}$$

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

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

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

5.4 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.

5.5 Pre-Micro-Surfacing Meeting

The Contractor shall schedule a Pre-Micro-Surfacing Meeting 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 Contractor should be present at this meeting. At this meeting 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 Contractor shall coordinate the details of the project with the Resident Engineer.

5.6 Bonding Requirements – Micro-Surfacing

A Maintenance Bond is required for Micro-Surfacing projects in this IFB. Please see sample in Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*.

5.7 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 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 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

5.8 Work Hours

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

5.9 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*. 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.

5.10 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.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

5.11 Restoration of Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor 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 Contractor upon completion of the project.

5.12 Damaged or Deficient Areas

Prior to acceptance and payment by the State for work under this contract, any placed pavement that ravel, 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.

5.13 Work Zone Traffic Control

The Contractor shall be responsible for work zone traffic control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications 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-Micro-Surfacing Meeting. For two-way roadways, NYSDOT 619 Standard Sheets 619-307, 619-308, 619-309, 619-312 and 619-314 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 the work operation is underway. One shall be stationed at the beginning of the applicable operation, and one shall be stationed with the operation. The Contractor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles, or some other means of communication may be used subject to the approval of the Resident Engineer.

All costs of Work Zone Traffic Control as prescribed by this specification including flagging, temporary pavement marking and/or delineation, and construction signs, are to be included in the unit price bid. No separate payment shall be made.

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

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

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

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

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

**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 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

5.13.2 **Special Note - Temporary Pavement Markings**

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

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

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

5.13.3 **Special Note – 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 Contractor.

When the Contractor abrades the existing pavement markings, the Contractor shall place temporary pavement markings as specified elsewhere in this Invitation for Bids 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 Invitation for Bids.

Payment for pavement marking abrading shall be included in the price bid per ton of Micro-Surfacing. No separate payment shall be made.

5.13.4 **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 Invitation for Bids.

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.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

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 cars 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 NYSDOT 619 Standard Sheets. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 Invitation for Bids 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 asphalt mix meeting the requirements of Items 404.058901 or 404.098901. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45°F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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 5: MICRO-SURFACING - 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

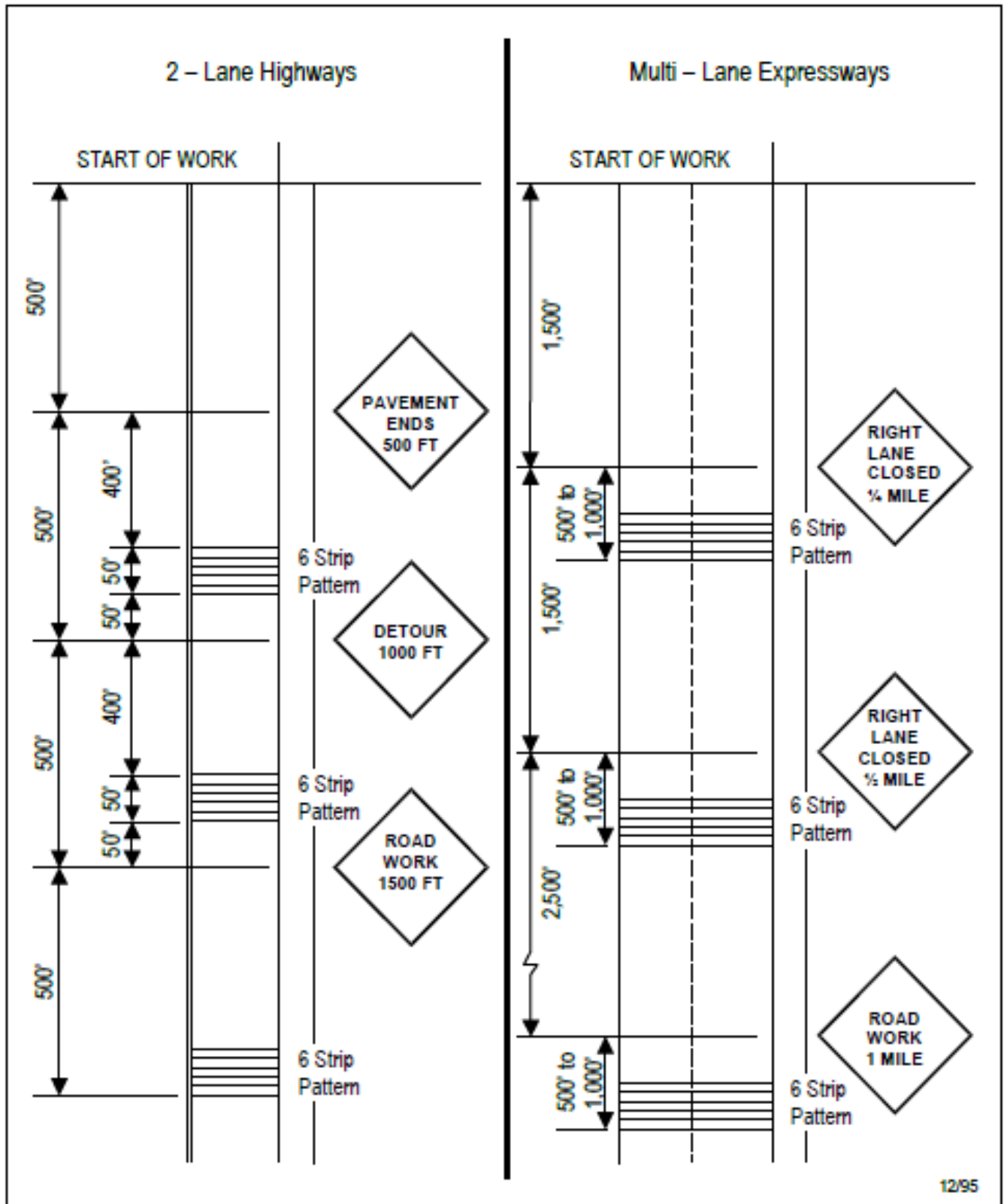
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing on the **next page**.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details – Temporary Rumble Strips



SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

5.14 Special Notes – Micro-Surfacing

5.14.1 Funding Source (Micro-Surfacing)

Project 5V2442 will be funded by Federal Aid.
Projects 360461, 4V2321, and 5V2451 are 100% State funded.

5.14.2 NYSDOT Region 3 Special Notes (Micro-Surfacing)

2024 HOLIDAYS TEMPORARY LANE/SHOULDER CLOSURE RESTRICTIONS

All Region 3 Projects shall follow the following holiday restrictions:

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

- 6:00AM Friday, May 24, 2024, thru 6:00AM Tuesday, May 28, 2024 - (Memorial Day Holiday)
- 6:00AM Thursday, July 4, 2024, thru 6:00AM Monday, July 8, 2024 - (July 4th Holiday)
- 6:00AM Friday, August 30, 2024, thru 6:00AM Tuesday, September 3, 2024 - (Labor Day Holiday)

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

Designated Roadway Facilities		
Facility	Limits	Holiday/Event
All State Roadways	Onondaga County (pavement markings work only)	Syracuse Nationals
Route 90	Limits of project	Wells Collage Graduation
Route 90	Limits of project	McKenzie Child Barn Sale
Route 90	Limits of Project	50 Mile Garage Sale

Construction activities that will result in temporary lane/shoulder closures on the above-mentioned roadways shall be suspended to minimize travel delays associated with road work on these additional holidays or special events as follows:

HOLIDAY OR SPECIAL EVENT	Falls on		Temporary lane closures are NOT allowed from
	Days	Date (mm/dd/yyyy)	
Syracuse Nationals	All	07/19/2024 thru 07/22/2024	Beginning 6:00AM Friday and ending 6:00AM Monday
Wells College Graduation	Saturday to Sunday	5/18/2024 thru 5/19/2024	6:00AM Saturday until 6:00AM Sunday
McKenzie Child Barn Sale	Thursday to Monday	7/18/2024 thru 7/22/2024	6:00AM Thursday until 6:00AM Monday
50-mile Garage Sale	Friday to Monday	7/26/2024 thru 7/29/2024	6:00AM Friday until 6:00AM Monday

Exceptions can only be made under the following conditions:

- Emergency work.
- Work within long-term stationary lane closures.
- Safety work that does not adversely impact traffic mobility and has been authorized by the Regional Traffic Engineer.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

Pilot Vehicle

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as paving is done and rolled, controlled traffic may be permitted thereon. For Region 3 projects in this Invitation for Bids, the Contractors shall provide sufficient two-way radio equipped pilot vehicles to guide traffic around paving work at a speed not to exceed 15 mph. The pilot vehicles shall be equipped with construction signs meeting the requirements of Section 6F.58 of the Manual of Uniform Traffic Control Devices and a rotating amber beacon:

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

The pilot vehicle shall have the name of the Contractor prominently displayed. The use of the pilot vehicle does not eliminate the use of traffic control devices specified in section 619.xx of the standard specifications.

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

Project 360461

This segment of Route 90 in the Village of Aurora from South of Wells Rd. to South of Lafayette St., RM 90-3102-1280 to 1286 will be Micro-Surfaced. There are adjacent segments that will be milled and paved by a separate contract. Micro-Surfacing Contractor is responsible to coordinate their work schedule with the State’s paving Contractor. **The Contractor is not responsible for final paint.**

Striping for the full length of this project, including the liquid asphalt segment on Route 90, will be covered by a separate contract.

5.14.3 NYSDOT REGION 4 Special Notes (Micro-Surfacing)

General Special Note – Region 4 Projects

1. Local fire, police, ambulance, and school authorities shall be notified by the Contractor prior to commencing work in order to maintain sufficient emergency services and to allow school officials sufficient time to plan alternative bus routes, if necessary.
2. Prior to the start of work, the Contractor shall inventory all pavement markings and provide the Engineer with a copy of the inventory. As part of a pavement marking program update, the Regional Traffic and Safety Group is reviewing all pavement markings within the limits of paving projects. Upon review, there may need to be adjustments to the pavement marking layout. The Contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the Engineer.
4. Any and all debris generated as part of the work shall be removed by the Contractor within five days of completion of Micro-Surfacing operations.

Temporary Lane/Shoulder Closure Restrictions for Major Holidays – Region 4 Projects

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

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

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

HOLIDAY	FALLS ON	TEMPORARY LANE CLOSURES ARE NOT ALLOWED DURING THE FOLLOWING TIMES
	Sunday or Monday	From 6:00AM on the Friday before the holiday to 6:00AM on the Tuesday after the holiday
Independence Day	Thursday	From 6:00AM on the Thursday to 6:00AM on the Monday after the holiday
Memorial Day Labor Day	Monday	From 6:00AM on the Friday before the holiday to 6:00AM on the Tuesday after the holiday

Exceptions can only be made under the following conditions:

- Emergency work.
- Work within long-term stationary lane/shoulder closures.
- Safety work that does not adversely impact traffic mobility and has been authorized by the Regional Traffic Engineer.

Project 4V2321 – Route I390, Livingston County (Exit 6 to Exit 7)

1. This is a Micro-Surfacing project. The Micro-Surfacing will be applied to the travel lanes, shoulders, rest area acceleration and deceleration lanes, u-turn deceleration lanes, and interchange ramps at Exits 6 and 7 (travel lanes and shoulders). The Contractor will be required to **clean** the surface, **inventory existing pavement markings, abrade** existing epoxy pavement markings, apply interim pavement markings (edge, center, and fog, long line paint), do production **Micro-Surfacing, apply** temporary (paint) and permanent long line (epoxy) **pavement markings, install MIARDs, install** gore, ramp arrow, stop bar, and turn arrow (epoxy) **special pavement markings, and perform associated Work Zone Traffic Control. All required work listed above shall be included in the bid price for the Micro-Surfacing item.** No separate payment shall be made for rut filling, pavement marking, or MIARDs.
2. **At the Pre-Paving Meeting, the Contractor shall describe the means and methods for temporary pavement markings. NYSDOT will verify contract compliance against Attachment 17, Standard Specifications 619-3.06: "... pavements which will be open to traffic shall be properly marked before opening ...". In addition, 2-foot tape markings at 40-foot spaces will not be accepted. Contractor shall schedule activities and bid accordingly.**
3. **The final limits for the ramps' start and stop points on this project will be determined in the Pre-Paving Meeting. For bidding purposes, NYSDOT offers the following:**
 - **Route 36 interchange ramps – All ramps in its entirety, skipping over Route 36**
 - **Rest Area ramps – All deceleration/acceleration ramps up to approx. 75-feet before/after the diverge/converge "fork" in road, respectively.**
 - **Route 408 interchange ramps – all ramps in its entirety, up to the Route 408, PCC pavement**

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

4. WZTC typicals are expected to be 619-302 – Freeway right lane closure, 619-304 – Freeway left lane closure, 619-316 – Partial exit ramp closure, 619-318 – Lane closure near ramp entrance, and 619-319 – Lane closure near ramp exit.
5. Time Restrictions:
 - a) Left Lane Closure – No time restrictions.
 - b) Right Lane Closure -
 - i. From Sonyea to RM 1163 (South of Rest Area) – No time restrictions.
 - ii. From RM 1163 to NY408 – closure allowed from 9AM to 3PM, maintain all ramp access.
 - c) Partial Ramp Closure – closure allowed from 9AM to 3PM.
 - d) Major Holiday Lane Restriction Special Note applies to this project.
6. Weather Restrictions:

Do not place Micro-Surfacing in the rain, when the dew point is above the air temperature, or if the air temperature is expected to fall below freezing within 24 hours after application. Application shall not occur unless pavement and ambient temperatures are above 50°F and rising.
7. The Contractor shall inventory existing pavement markings. The Contractor shall abrade the existing epoxy pavement markings and shall install interim paint pavement markings to match the existing epoxy pavement markings. As soon as possible after Micro-Surfacing, the Contractor shall install the permanent pavement marking, to match existing, in accordance with Item 685.20010004 (inlay), Item 685.7200310 (fog), Item 685.07200610 (yellow), Item 685.3104 (gore hatch, ramp arrows, stop bar), Item 685.3404 (turn arrows) and NYS Standard Sheets 685-01. The cost of all associated pavement marking work including abrading, inlay, temporary markings, special markings, interim and permanent markings, cleaning, and Work Zone Traffic Control, shall be included in the bid price of the Micro-Surfacing item.
8. The Contractor is advised that MIARDs exist within the project limits. The Contractor shall perform Rut Filling with the scratch course. No separate item will be used to pay for Rut Filling. The cost for MIARD Rut Filling shall be included in the bid price of the Micro-Surfacing item.
9. **The Contractor is advised that approximately 24.84 shoulder miles of Milled-In Audible Roadway Delineators (MIARDs) exist within the project limits. The Contractor is required to record the existing locations of MIARDs and re-establish them, after the completion of Micro-Surfacing, in accordance with Item 649.01 and NYS Standard Sheet 649-02. The cost of all associated work, including any additional temporary pavement striping as well as Work Zone Traffic Control, shall be included in the bid price per ton of the Micro-Surfacing Item.**

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

5.14.4 NYSDOT Region 5 Special Notes (Micro-Surfacing)

Region 5 Specific Special Notes:

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 at the following link: https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf.

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

Victoria Day – Monday May 20th, 2024

Memorial Day – Monday May 27th, 2024

Juneteenth – Monday June 17th, 2024

Canada Day – Monday July 1st, 2024

Independence Day – Thursday July 4th, 2024 (Noon Wednesday to 6AM Friday)

Canada Civic Holiday – Monday August 5th, 2024

Labor Day – Monday September 2nd, 2024

Pavement Markings

It shall be the Contractor’s responsibility to inventory and document the existing pavement marking patterns prior to resurfacing and submit to the Engineer a copy of the inventory prior to beginning work. The Contractor shall also document the existing lane widths and shoulder widths of the existing pavement marking patterns. The Contractor shall provide a reference point as part of the marking plan. The Contractor shall be responsible for completing all layout work on the roadway necessary for the installation of all final pavement markings. If the original markings are obliterated, the Contractor shall contact the Resident Engineer for guidance on their location. No separate payment shall be made and work shall be included in the bid price for the resurfacing item.

Project 5V2442

The Contractor shall abrade the existing pavement markings prior to the Micro-Surfacing. All work associated with this shall be included in the bid price per ton of Micro-Surfacing. No separate payment shall be made.

Contractor is not responsible for final pavement markings on this project (they will be installed through a separate contract). The Contractor is responsible for temporary pavement markings.

The Contractor is advised that Centerline Audible Roadway Delineators (CARDS) shall be installed from RM 219-5301-1183 to RM 219-5301-1200. As part of this contract, the Contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement striping as well as Work Zone Traffic Control, shall be included in the bid price per ton of Micro-Surfacing.

Project 5V2451

The traveled way, shoulders, and center median turning lanes, when present, will be Micro-Surfaced full width. This project will begin at the existing pavement joint approximately south of slip ramp for Gasport Road and ends at the Niagara/Erie County Line bridge over Tonawanda Creek.

The Contractor is advised that Centerline Audible Roadway Delineators (CARDS) shall be installed along the entire project length. As part of this contract, the Contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement striping as well as Work Zone Traffic Control, shall be included in the bid price per ton of Micro-Surfacing.

The Contractor shall be responsible for the installation of the final paint pavement markings in accordance with Section 640 of the New York State Standard Specifications. All work required to complete this work shall be included in the bid price per ton of Micro-Surfacing.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

5.15 Detailed Specifications – Micro-Surfacing

Please, see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

5.15.1 Project Dimensions – Micro-Surfacing

Information on pavement widths for projects in this Invitation for Bids is listed for informational purposes only. The dimensions listed in Attachment 13 – Project Dimensions are the best information available, but 100% accuracy is not guaranteed. Bidders should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars before submitting a bid. NYS OGS/NYS DOT assumes no responsibility for erroneous information listed herein.

Please refer to **Attachment 13 – *Project Dimensions*** for the Project Dimensions Data.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS

6.1 Introduction

Paver Placed Surface Treatment (Conventional or Modified) 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 asphalt mixture wearing course.

6.2 Pricing Information

6.2.1 General

Price quoted 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 bid 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 Invitation for Bids.

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.

6.3 Asphalt Price Adjustments

6.3.1 General

- a. Asphalt price adjustments allowed will be based on the February 1, 2024, average of the F.O.B. terminal price per ton of unmodified PG 64S-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 February 1, 2024, average is \$602,000.

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:

Price Adjustment (Per Ton)	=	$\left(\begin{array}{c} \text{New Monthly} \\ \text{Average F.O.B.} \\ \text{Terminal Price} \end{array} - \begin{array}{c} \text{Base Average} \\ \text{F.O.B.} \\ \text{Terminal Price} \end{array} \right) \times$	Total Allowable Petroleum %
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Positive Price Adjustment number shall be added to original per ton Bid Price.
 Negative Price Adjustment number shall be subtracted from original per ton Bid Price.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-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 64S-22 binder without anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2024.

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

Item #	Material Designation	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum
415.0X0F0218	Paver Placed Surface Treatment – Conventional	6.5	1.0	7.5
415.1X0F0218	Paver Placed Surface Treatment – Modified	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 be based on the new average for the month in which the work is done applying the same base established for that 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 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 business 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

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

Item 18403.12020218

Base Average Price = \$602.000

New Average Price = \$612.000

% Total Allowable Petroleum = 7.5%

$$\begin{array}{|c|} \hline \text{Price Adjustment} \\ \hline \text{(per ton)} \\ \hline \end{array} = \begin{array}{|c|} \hline (612.000 - 602.000) \\ \hline \end{array} \times \begin{array}{|c|} \hline 0.075 \\ \hline \end{array}$$

$$\begin{array}{|c|} \hline \text{Price Adjustment} \\ \hline \text{(per ton)} \\ \hline \end{array} = \begin{array}{|c|} \hline +\$0.750 \text{ per ton} \\ \hline \end{array}$$

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

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

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

6.4 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.

6.5 Pre-Paver Placed Surface Treatment Meeting

The Contractor shall schedule a Pre-Paver Placed Surface Treatment Meeting 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 meeting.

At this meeting 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.

6.6 Supervision

The Department of Transportation shall provide supervision for the Paver Placed Surface Treatment operation, and pavement marking abrading if applicable. The Resident Engineer shall designate a Project Supervisor who shall be in 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 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

6.7 Work Hours

Work shall not be permitted on Sundays and NYS Holidays. If the Contractor desires to work overtime on other days, dispensation from NYS Labor Department must be obtained using Department of Labor Form PW-30 (04/21). Night work is prohibited unless agreed to by the Contractor and NYS Department of Transportation. All Overtime Dispensations requests shall be submitted to the Resident Engineer or his/her designee at the Preconstruction Meeting.

6.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*. 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.

6.9 Special Note for Paver Placed Surface Treatment

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 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.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

6.10 Restoration of Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor 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 Contractor upon completion of the project.

6.11 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.

6.12 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 found within Attachment 13 – *Project Dimensions*. All costs to construct the Paver Placed Surface Treatment Overlay Splices, including the costs for cutting the existing pavement, milling the Overlay Splices, cleaning the pavement in the Overlay Splice area, and Controlling Traffic, shall be included in the price bid per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

Note - This project involves production Micro-Milling by the Contractor. No rebates are required.

6.13 Work Zone Traffic Control

The Contractor shall be responsible for Work Zone Traffic Control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications 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-Paver Placed Surface Treatment Meeting. For two-way roadways, NYSDOT 619 Standard Sheets 619-307, 619-308, 619-309, 619-312 and 619-314 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

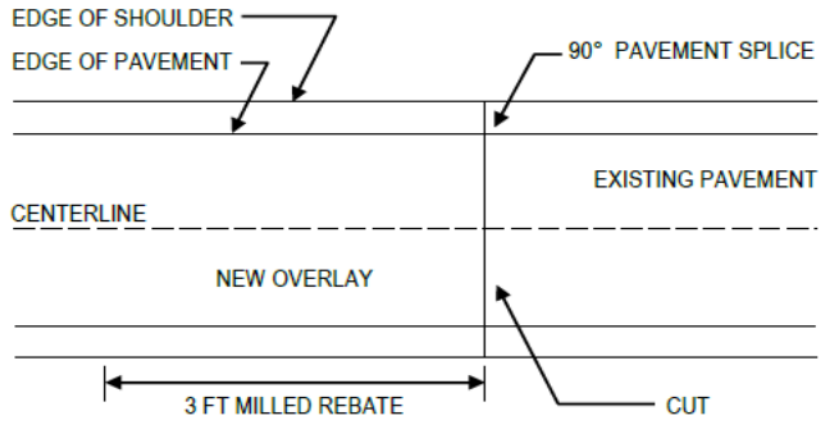
All necessary flaggers for Work Zone Traffic Control shall be provided by the Contractor. For two-way roadways, a minimum of three flaggers shall be provided while the work operation is underway. One shall be stationed at each end of the applicable operation, and one shall be stationed with the operation. For one-way roadways, a minimum of two flaggers shall be provided while work operation is underway.

One shall be stationed at the beginning of the applicable operation, and one shall be stationed with the operation. The Contractor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles, or some other means of communication may be used subject to the approval of the Resident Engineer.

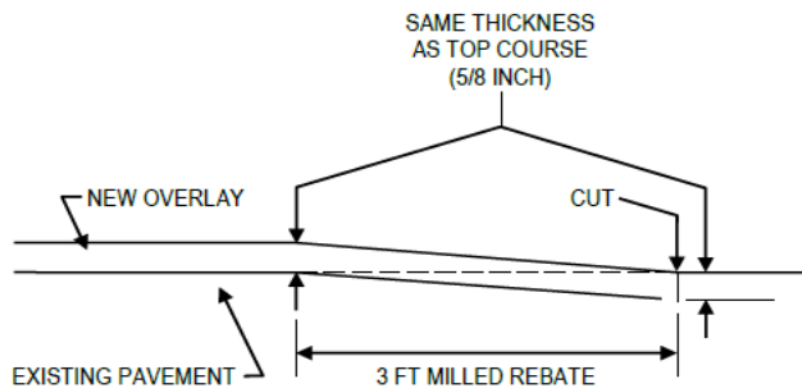
All costs of Work Zone Traffic Control as prescribed by this specification including flagging, temporary pavement marking and/or delineation, and construction signs, are to be included in the unit price bid. No separate payment shall be made.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

Paver Placed Surface Treatment Overlay Splice:



PLAN



SECTION

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

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

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

SECTION 6: PAVER PLACED SURFACE TREATMENT - 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 Contractor 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 **Special Note – Temporary Pavement Markings**

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

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

All costs for Work Zone Traffic Control including flagging, temporary pavement markings, delineation, and construction signs are to be included in the prices bid per ton of Paver Placed Surface Treatment. No separate payment shall be made.

6.13.3 **Special Note – 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 Contractor. When the Contractor abrades the existing pavement markings, the Contractor shall place temporary pavement markings as specified elsewhere in this Invitation for Bids 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 Invitation for Bids.

Payment for pavement marking abrading shall be included in the price bid per ton of Paver Placed Surface Treatment. No separate payment shall be made.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

6.13.4 Special Note: Work Zone Intrusion Initiative

As part of the Department of Transportation's Work Zone Intrusion Initiative, the following counter-measures shall apply to this Invitation for Bids.

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 is 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 NYSDOT 619 Standard Sheets. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Invitation for Bids.

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 Invitation for Bids 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 404.058901 or 404.098901. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45°F or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

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

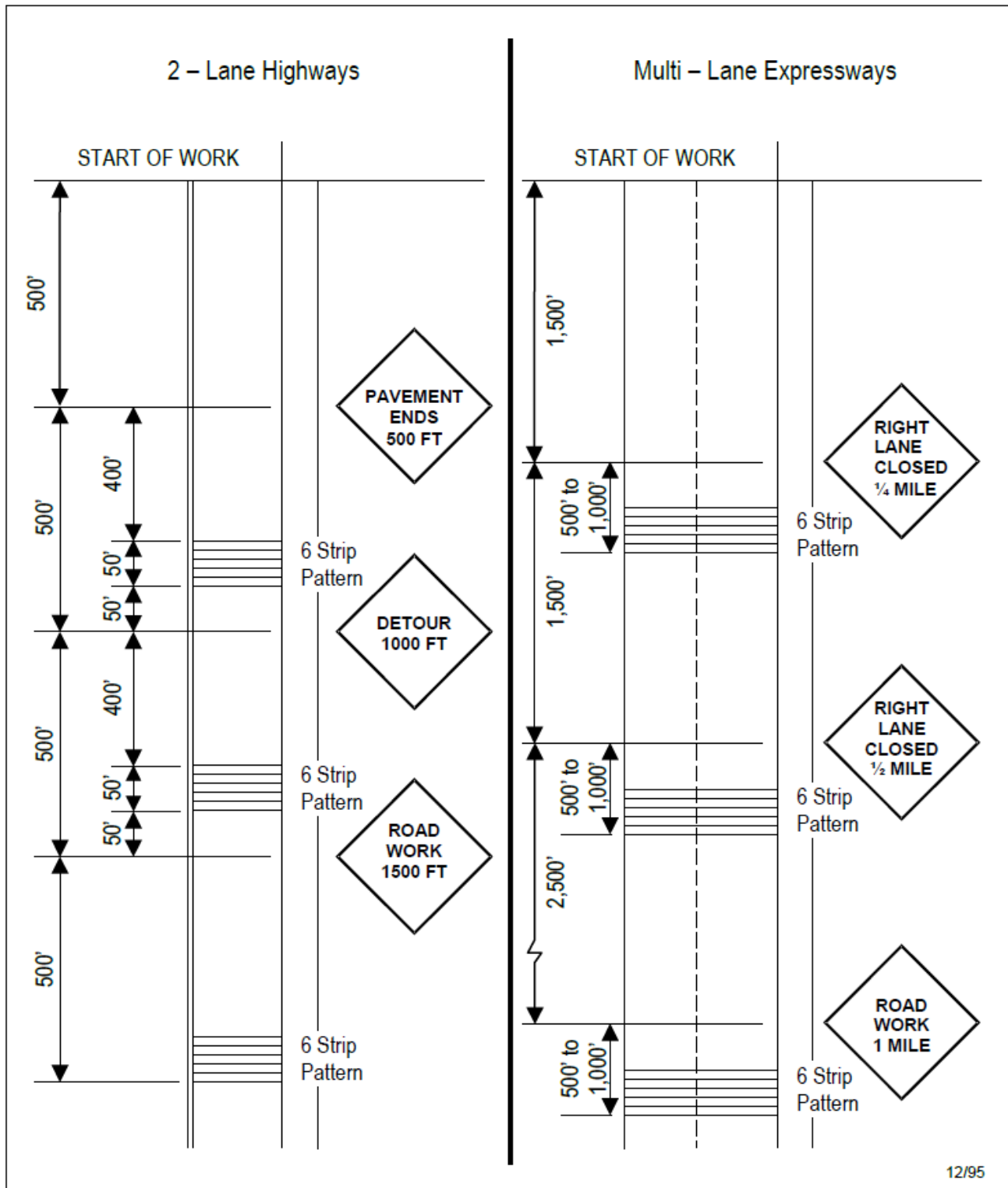
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing on the **next page**.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

6.14 Special Notes – Paver Placed Surface Treatment

6.14.1 Funding Source (Paver Placed Surface Treatment)

Projects 5V2441 will be funded by Federal Aid.

6.14.2 NYSDOT REGION 5 Special Notes (Paver Placed Surface Treatment)

Region 5 Specific Special Notes:

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 at the following link: https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf.

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

Victoria Day – Monday May 20th, 2024

Memorial Day – Monday May 27th, 2024

Juneteenth – Monday June 17th, 2024

Canada Day – Monday July 1st, 2024

Independence Day – Thursday July 4th, 2024 (Noon Wednesday to 6AM Friday)

Canada Civic Holiday – Monday August 5th, 2024

Labor Day – Monday September 2nd, 2024

Pavement Markings

It shall be the Contractor’s responsibility to inventory and document the existing pavement marking patterns prior to resurfacing and submit to the Engineer a copy of the inventory prior to beginning work. The Contractor shall also document the existing lane widths and shoulder widths of the existing pavement marking patterns. The Contractor shall provide a reference point as part of the marking plan. The Contractor shall be responsible for completing all layout work on the roadway necessary for the installation of all final pavement markings. If the original markings are obliterated, the Contractor shall contact the Resident Engineer for guidance on their location. No separate payment shall be made and work shall be included in the bid price for the resurfacing item.

Project 5V2441

The NY400 mainline travel lanes and acceleration and deceleration lanes shall be overlaid. The left shoulder as well as the right shoulder to include the width of the milled-in audible roadway delineators (MIARDS) shall also be included in the overlay width. The remainder of the right shoulder shall be fog-sealed. State forces will mill and inlay the MIARDS prior to the overlay.

The travel lanes of NY953C, the ramps to/from Seneca St shall be overlaid. The shoulders shall be fog-sealed.

The ramps to and from NY 16 Seneca Street (Route 953C) will be allowed to be temporarily shut down, as long as, a properly signed detour is provided by the Contractor. This signed detour shall be approved by the Resident Engineer. No closure of the I-90/NY 400 ramps will be allowed

The Contractor shall abrade the existing pavement markings prior to the overlay. This work shall be bid in the price of per ton of Paver Placed Surface Treatment. No separate payment shall be made.

The Contractor is not responsible for final epoxy striping. The awarded Contractor is responsible for the temporary striping.

Milled-in Audible Roadway Delineators (MIARDS) shall be installed for the entire project length on both the left and right shoulders of the mainline NY400. As part of this contract, the Contractor is required to install the MIARDS in accordance with Item 649.01 and Standard Sheet 649-02. The cost of all associated work, including any additional temporary pavement striping as well as Work Zone Traffic Control, shall be included in the bid price per ton of Paver Placed Surface Treatment. No separate payment shall be made. No work/shoulder closure/lane closure will be allowed in the NY400 Northbound & Southbound directions Monday thru Friday from 6AM to 9AM & 3PM to 6PM.

Night work will be allowed for this project and NYSDOT Maintenance will be available to provide inspection as necessary.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

6.15 Detailed Specifications – Paver Placed Surface Treatment

Please, see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

6.15.1 Project Dimensions – Paver Placed Surface Treatment

Information on pavement widths for projects in this Invitation for Bids is listed for informational purposes only. The dimensions listed in Attachment 13 – *Project Dimensions* are the best information available, but 100% accuracy is not guaranteed. Bidders should visit the project site to confirm the dimensions given and familiarize themselves with the project particulars before submitting a bid. NYS OGS/NYS DOT assumes no responsibility for erroneous information listed herein.

Please refer to Attachment 13 – *Project Dimensions* for the Project Dimensions Data.

6.15.2 Rebates – Paver Placed Surface Treatment

~~There is no rebate requirement for this project.~~

Project 5V2441

The following rebates are included in this project and shall be the responsibility of the Contractor.

All associated costs are to be included in the price per ton of paver placed surface treatment. No separate payment shall be made.

Rebate Location	Rebate Width (Feet)
Bridge over NY 240 joint (NB & SB)	40
Bridge over NS RR joint (NB & SB)	30
Ramp Bridge over NY 400 joints (On & Off)	15
Seneca St	250