Special Notes – NYSDOT Specific Projects

Liquid Bituminous Materials
(2025 VPP NYSDOT Specific Projects)
(Federal & State Funds)

AWARD# 23389

Contents

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, 2025, 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, 2025, average is $598.00.

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:

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

Positive Price Adjustment number shall be added to original per gallon 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, 2025.

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 = $598.000
New Avg. Price per Ton = $608.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

Price Adjustment (per gallon)	=	$\frac{(608.000 - 598.000)}{235}$	X	0.732

Price Adjustment (per gallon)	=	+$0.031 per gallon

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 occupies a location for more than an hour within a single daylight period. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within a single daylight period. For multilane roadways, NYSDOT 619 Standard Sheets 619-302, 619-311, 619-313, 619-312, 619-317 and 619 325 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within single daylight period. NYSDOT 619 Standard Sheets can be found at https://webapps.dot.ny.gov/part-ii-619-standard-sheets .

All necessary flaggers for Work Zone Traffic Control shall be provided by the 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.

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

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.

1.13.2 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 404.0589 or 404.0989. Tack coat meeting the requirements of Item 702-0102 Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

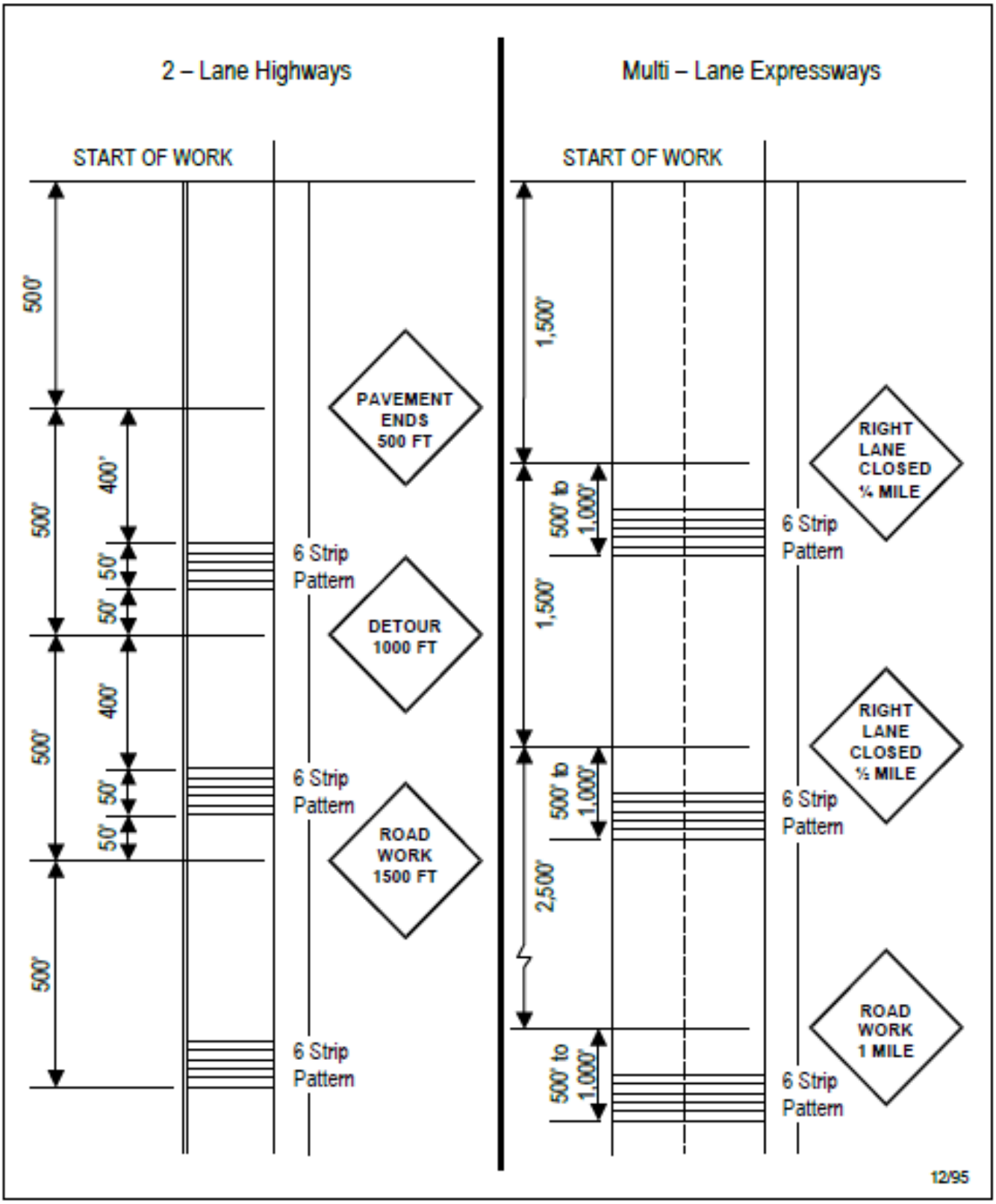
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per square yard of Chip Seal. No separate payment shall be made.

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



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

1.14 Special Notes – Chip Seal

1.14.1 Funding Source (Chip Seal)

Projects 6V2513, 6V2514, 6V2521, 6V2531, 9V2521, 9V2551, and 9V2561 will be funded by Federal Aid.

Projects 4V2571 is 100% State funded.

1.14.2 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 their review, there may need to be adjustments to the pavement marking layout. The contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The contractor shall remove any plowable reflective markers in the pavement, if present, prior to paving. The hole left in the existing pavement, shall then be filled with a hot mix asphalt material; 6.3 mixture, or mixture approved by the Resident Engineer. Cost to be included in the bid price for the associated project.
4. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
5. Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.
6. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

RIGHT OF WAY

All work shall be confined within the Public right-of-way. In areas where the existing improvements are known to extend into private property without an easement, no work may be performed until the corresponding acquisition is completed or a work release is obtained according to Section 105-15 of the Standard Specifications. In these locations, plans shall be provided to the Office of Right-of-Way on a case by case basis. In any situation incurred on this project, should it be determined that property acquisition is needed (for work area or otherwise) in a particular location, the Office of Right-of-Way must be consulted before any work can proceed in that location.

CONTRACTOR'S USE OF ROW FOR STAGING

Any location that the Contractor would like to use for project staging, within the State ROW, shall require the approval of the Resident Engineer (RE), Engineer in Charge (EIC) and Regional Real Estate Officer, or their designee. In addition, restoration of the staging area shall be completed to the satisfaction of the RE and EIC. Reference is made to Section 107-08 of the NYSDOT Standard Specifications.

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 1: CHIP SEAL - 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
Independence Day	Saturday	From 6:00AM on the Thursday before the holiday 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 4V2571 – Wyoming County, Route 354

1. This project is a chip seal project. The chip seal will be applied to the full pavement width including 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, two applications of permanent (paint) pavement markings, CARDs installation, and **associated Work Zone Traffic Control shall be included in the bid price for the various Chip Seal Items**. Shoulder backup and special pavement markings will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. At the commencement of chip seal placement, the Contractor's equipment shall remain on site until final demobilization.
4. 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.
5. 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.
6. **Contractor shall not carry the chip seal over BIN 1030050 (Route 354 over Route 77).**

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

7. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Contractor shall stripe 11 ft wide lanes for the entire project limits with the remaining width allocated evenly to the shoulders.** 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 and two applications of paint, shall be included in the **bid price of the various Chip Seal Items.**
8. 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.
9. **The Contractor is advised that approximately 9.6 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs), from the Erie/Wyoming County Line to the western Old Clinton Rd intersection, from the 35 mph to 55 mph speed limit change at approximately RM 354 4602 1012 to the 55 mph to 40 mph speed limit change at approximately RM 354 4602 1046, and from the 40 mph to 55 mph speed limit change at approximately RM 354 4602 1052 to W Main Street, as described in EI 13-021. The Contractor shall include the installation of CARDs as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDs in accordance with Item 649.11, Item 649.21 and NYS Standard Sheet 649-03. The cost of all associated CARDs work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the overlay Item.**
10. Contractor shall install the full layout of second application of permanent pavement markings after CARDs installation. Permanent pavement markings shall consist of centerline and fog line.
11. WZTC Standard Sheets expected to be used are 619-307 – Single Lane closure with flagging, 619-308 Prior to intersection flagging and 619-323 Intersection flagging.
12. Time Restrictions:
    a. Major Holiday Lane Restriction Special Note applies to this project.
    b. Route 354: No Flagging Time Restrictions
13. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

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

1.14.3 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:

6:00 am Friday, May 23, 2025, thru 6:00 am Tuesday, May 27, 2025 - (Memorial Day Holiday)
6:00 am Thursday, July 3, 2025, thru 6:00 am Monday, July 7, 2025 - (July 4th Holiday)
6:00 am Friday, August 29, 2025, thru 6:00 am Tuesday, September 2, 2025 - (Labor Day Holiday)

Region 6 Chip Seal project shall be completed **no later than August 31, 2025**. A schedule reflecting this shall be submitted to the Region's ARDO, Gary Shepard for approval before start of work.

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.

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.

Chip Seal Operations – Region 6

Clean existing pavement and shoulder surfaces to be chip sealed, including ruts and depressions, using 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.

Sand Sealing Operations – Region 6

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)

1.14.4 NYSDOT Region 9 Special Notes (Chip Seal)

Region 9 Specific Special Notes:

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. The contractor shall remove all debris from the pavement and shoulders surfaces and dispose of in an appropriate manner. Cleaning of the existing roadway shall occur just ahead of the 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.

Before final striping the contractor shall sweep the entire road surface clean to remove any loose aggregates to ensure a good bond of the stripes to the chip seal.

Permanent Pavement Markings – 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 asphalt overlays of the entire project are completed. The cost of all associated pavement marking work including layout, work zone traffic control, etc. shall be included in the bid price of the various chip seal items in the contract. This work includes any short line markings such as stop and yield bars, crosswalks, turn arrows, lettering, etc.

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/NYSDOT 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, 2025, 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, 2025, average is $598.000.

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:

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

Positive Price Adjustment number shall be added to original per gallon 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, 2025.

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 = $598.000
New Avg. Price per Ton = $608.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

$$\text{Price Adjustment (per gallon)} = \frac{(608.000 - 598.000)}{235} \times 0.732$$

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

Positive Price Adjustment number shall be added to original per gallon 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-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 occupies a location for more than an hour within a single daylight period. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within a single daylight period. For multilane roadways, NYSDOT 619 Standard Sheets 619-302, 619-311, 619-313, 619-312, 619-317 and 619 325 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within single daylight period. NYSDOT 619 Standard Sheets can be found at https://webapps.dot.ny.gov/part-ii-619-standard-sheets ..

All necessary flaggers for Work Zone Traffic Control shall be provided by the 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.

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

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

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

SECTION 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 404.0589 or 404.0989. Tack coat meeting the requirements of Item 407.0102 Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

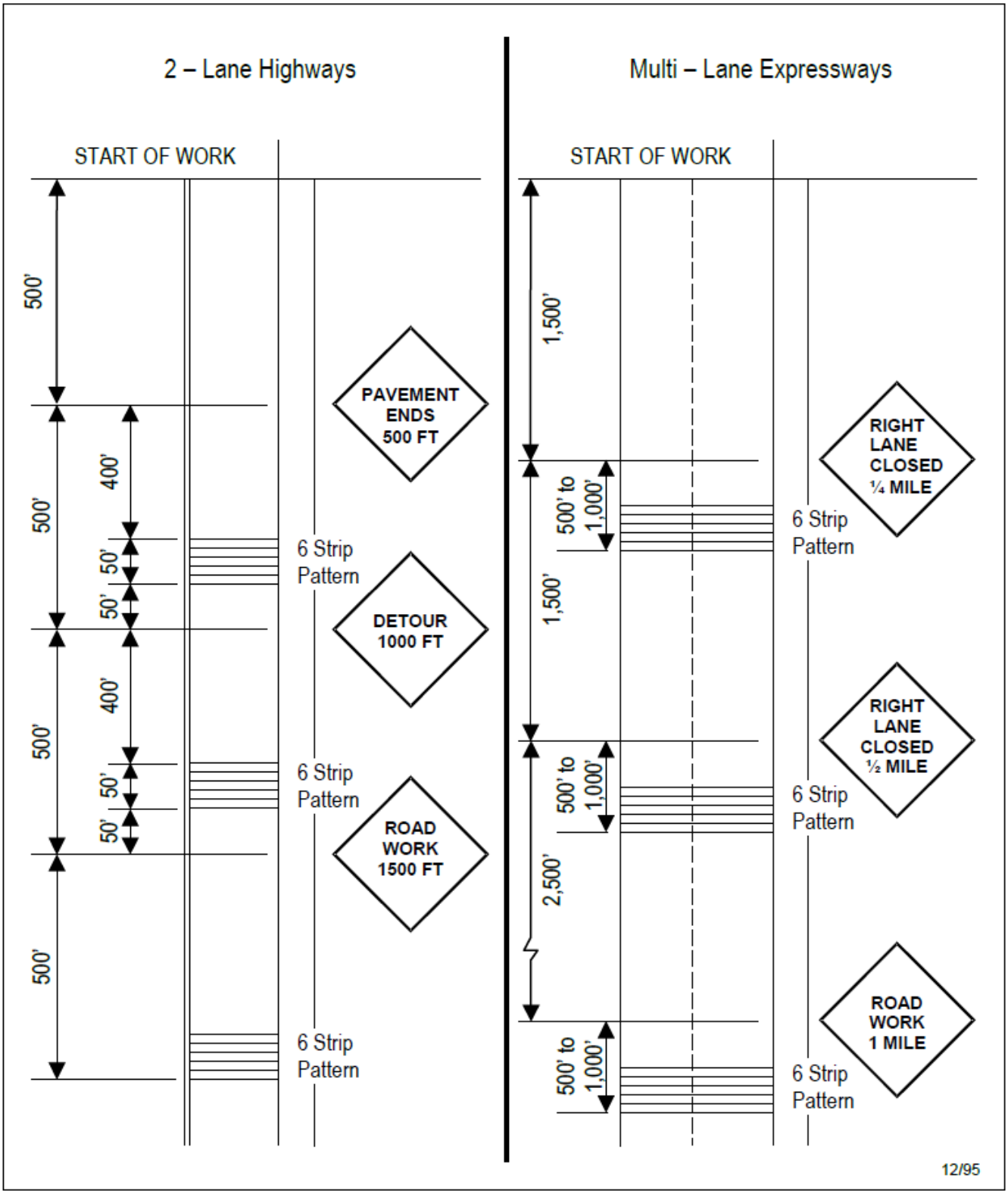
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

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 9V2510 and 9V2580 will be funded by Federal Aid**.**

Projects 1V2511, 1V2512, 360462, 4V2522, 7PAV78, 9HW510, 9HW512, 9HW520, 9HW570, 9HW580 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 Special Work Zone Traffic Control – Pilot Vehicle (Cold Recycling)

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as recycled materials are applied and rolled, controlled traffic may be permitted thereon. 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 Sections 6E.04 and 6H.37 of the Manual on Uniform Traffic Control Devices and a rotating amber beacon. The use of the pilot vehicle does not eliminate the use of traffic control devices specified in section 619.xx of the standard specifications

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

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

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per ton for the bituminous concrete. No separate payment shall be made.

2.13.4 NYSDOT REGION 1 Special Notes (Cold Recycling)

All Region 1 Projects shall follow the following holiday restrictions:

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

- 6:00 am Friday, May 23, 2025, thru 6:00 am Tuesday, May 27, 2025 – (Memorial Day Holiday)
- 6:00 am Thursday, July 3, 2025, thru 6:00 am Monday, July 7, 2025 – (July 4th Holiday)
- 6:00 am Friday, August 29, 2025, thru 6:00 am Tuesday, September 2, 2025 – (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.

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

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, 2025**. The Contractor shall submit a schedule to the Engineer prior to the start of work.

2.13.5 NYSDOT REGION 3 Special Notes (Cold Recycling))

2025 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:

6:00 am Friday, May 25, 2025 thru 6:00 am Tuesday, May 27, 2025 - (Memorial Day Holiday)
6:00 am Thursday, July 3, 2025 thru 6:00 am Monday, July 7, 2025 - (July 4th Holiday)
6:00 am Friday, August 29, 2025 thru 6:00 am Tuesday, September 2, 2025 - (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 221	All	Central New York Maple Festival
Route 11	Tully to Syracuse	Lafayette Apple Festival
Route 11A	All	
Route 11	Route 20 to Route I81 Ramps, Nedrow	Empire Farm Days

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	07/18/2025 thru 07/21/2025	Beginning 6:00 AM Friday and ending 6:00 AM Monday
Central New York Maple Festival	Saturday Sunday	04/05/2025 thru 04/07/2025	Beginning 6:00 AM Saturday and ends 6:00 AM Monday
Lafayette Apple Festival	Saturday Sunday	10/TBA/2025 thru 10/TBA/2025	Beginning 6:00 AM Saturday and ends 6:00 AM Monday
Empire Farm Days	Thursday - Saturday	8/TBA/2025 thru 8/TBA/2025	Beginning 6:00 AM Thursday and ends 6:00 AM Sunday

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

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.

It shall be the Contractor's responsibility to inventory and document the existing pavement marking patterns prior to commencing work and submit to the Resident Engineer a copy of the inventory prior to beginning work. The contractor shall also document the existing lane widths and shoulder widths of the pavement marking patterns and any special markings. The Contractor shall be responsible for completing all pavement marking layout necessary for the installation of the final pavement markings. There may be the need for the contractor to make adjustments to the pavement marking layout including changes as indicated by the Regional Traffic and Safety Group or the Resident Engineer. If the original markings are obliterated, the contractor shall contact the Resident Engineer for guidance on their location.

Project 360462 – Route 221, Cortland County

The project includes Cold-in-Place Recycling of Route 221 from East of Route 200 to the west joint of BIN 1041780, RM 221-3201-1014 to 1043.

The contractor shall account for the varying depths of asphalt throughout the project limits resulted from sections of full width thin overlay and patch works within the last 2 years of pavement maintenance. The contractor shall make sound judgement on adding or removing material to maintain the pavement profile after the recycling job. The contractor shall submit a schedule to Engineer before starting the work and ensure the finish the work by August 29, 2025. The Cold-in-Place Recycling contactor is responsible to coordinate their work schedule with the State's VPP contractor per special note from section 2.13.2.

2.13.6 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 their review, there may need to be adjustments to the pavement marking layout. The contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The contractor shall remove any plowable reflective markers in the pavement, if present, prior to paving. The hole left in the existing pavement, shall then be filled with a hot mix asphalt material; 6.3 mixture, or mixture approved by the Resident Engineer. Cost to be included in the bid price for the associated project.
4. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
5. Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.
6. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

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

RIGHT OF WAY

All work shall be confined within the public right-of-way. In areas where the existing improvements are known to extend into private property without an easement, no work may be performed until the corresponding acquisition is completed or a work release is obtained according to Section 105-15 of the Standard Specifications. In these locations, plans shall be provided to the Office of Right-of-Way on a case-by-case basis. In any situation incurred on this project, should it be determined that property acquisition is needed (for work area or otherwise) in a particular location, the Office of Right-of-Way must be consulted before any work can proceed in that location.

CONTRACTOR'S USE OF ROW FOR STAGING

Any location that the Contractor would like to use for project staging, within the State ROW, shall require the approval of the Resident Engineer (RE), Engineer in Charge (EIC) and Regional Real Estate Officer, or their designee. In addition, restoration of the staging area shall be completed to the satisfaction of the RE and EIC. Reference is made to Section 107-08 of the NYSDOT Standard Specifications.

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
Independence Day	Friday	From 6:00AM on the Thursday before the holiday 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 4V2522 – Route 39, Livingston County

1. This project is a cold-in-place recycling (CIPR) with multi-course overlay. The CIPR will be applied to the full pavement width, including travel lanes and shoulders. The overlay will be by others. The CIPR portion of the project will begin at the curb North of Westview Crescent and extend through to Culvert South of Linden St**.**
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 cold recycling items**. 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.

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

3. This project requires the use of a pilot vehicle during alternating one way traffic control setups. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall have display the name of the contractor on the side of the vehicle. Cost for the Pilot Vehicle shall be included in cold recycling item **bid price.**
4. WZTC standard sheets are expected to be 619-307 – Single lane closure with flagging and 619-308 – intersection flagging.
5. Time Restrictions:
    a. Major Holiday Lane Restriction Special Note applies to this project.
    b. No Flagging 7-9 AM & 3-6 PM M-F (these time restrictions apply only during the school year).
    c. No work shall be done south of Nations Road May 14-15, 2025 (SUNY Geneseo move out).
    d. No work shall be done south of Nations Road August 19 or 22, 2025 (SUNY Geneseo move in).
6. At the commencement of cold recycling, the Contractor's equipment shall remain onsite until final demobilization.
7. **Contractor shall not do any work on BIN 1024630**.
8. The Contractor shall inventory existing pavement markings and shall install interim 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 of the cold recycling Items.

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

2.13.7 NYSDOT REGION 7 Special Notes (Cold Recycling)

Recycling Operations:

All recycling operations for Region 7 shall be complete and out of cure by **September 1, 2025**. The Contractor shall submit a schedule to the Engineer, to this effect, prior to beginning operations.

2.13.8 NYSDOT REGION 9 Special Notes (Cold Recycling)

Recycling Operations -Region 9

The contractor shall mill the shoulders four feet wide and four inches deep. This material shall be removed and disposed of. The contractor shall include the method to be used for this in their MMP. The cost for this milling shall be included in the price bid for the various items in the contract. No additional payment shall be made.

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

The CIPR contractor will need to coordinate with the corresponding asphalt overlay contractor to ensure the cold recycling is not open to traffic for longer than 20 calendar days from the completion of the CIPR.

The completion dates for CIPR projects shall be **8/1/2025**.

Project Coordination -Region 9

This Region 9 project on Route NY 26 in Broome County abuts a Region 3 project in this proposal, which is PIN 360508, in Cortland county. The contractor for PIN 9HW510 will need to coordinate construction activities and the Work Zone Traffic Control plans with the contractor for PIN 360508, unless the same contractor is awarded both of these projects. The Work Zone Traffic Control plan and signage may also need to be altered from what is shown in this proposal, depending on the schedule for both projects. Project coordination will be discussed in more detail at the pre-construction meeting.

Projects 9HW580 – Special Note – Tioga County

The following structures are not to be recycled over. Recycling is to stop and start 40' from the structures.

9HW580	BIN 1024100	RM 38 6501-1121
	BIN 1096390	RM 38 6501-1155

Projects 9V2510, 9HW520, and 9HW580 – Special Note – Broome, Chenango and Tioga Counties

Coordination with the NYSDOT Signals crew is required due to signal detection being impacted by these projects. Specific needs will be discussed at the pre-recycle meeting.

Project	Signal Number
9HW520	92-314
9HW580	97-916

Projects 9HW512 and 9V2510 Special Note – Broome County

These two projects are adjacent to each other, and the Contractors of the projects are to coordinate their operations with each other. If a single contractor wins both projects, they cannot be constructed simultaneously. Project coordination will be discussed at the pre-recycle meeting.

Traffic Restrictions – PIN 9HW570 – Sullivan County

On all weekends from Memorial Day weekend through Labor Day weekend:

No lane closures allowed on Route NY 97 after 12 PM Friday through the following Sunday.

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

Special Note - Railroad Involvement in Federal Funded Projects

Bidders are advised that there may be active at-grade railroad crossings within the limits of projects in this 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
9V2510	Broome	11	NYS&W	RM 11 9101-3150

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. 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.

Special Note - Railroad Involvement in 100% State Funded Projects

Bidders are advised that there may be active at grade railroad crossings within the limits of projects in this 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
9HW520	Chenango	320	NYS&W	RM 320 9201-1002
9HW580	Tioga	38	R.J. Corman Railroad Group	RM 38 6501-1118

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

Description

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

Construction Details

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

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

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

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

Basis of Payment

All costs incurred by the contractor to comply with the requirements in this Special Note shall be included in the price bid per square yard of cold recycling. No extra payment shall be made.

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/NYSDOT 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 - 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, 2025, 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, 2025, average is $598.000 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):

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

For Mastic Materials:

$$\text{Price Adjustment (per lane mile)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{0.44} \times \text{Total Allowable Petroleum \%}$$

SECTION 3: JOINT AND CRACK FILLER/SEALER - 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, 2025.

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 - 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 = $598.000
New Avg. Price per Ton = $608.000
Total Allowable Petroleum = 56.2%

Price Adjustment (per lane mile)	=	$\frac{(608.000 - 598.000)}{2.35}$	X	0.562

Price Adjustment (per lane mile)	=	+$ 2.391 per lane mile

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%

Price Adjustment (per lane mile)	=	$\frac{(608.000 - 598.000)}{0.44}$	X	0.402

Price Adjustment (per lane mile)	=	+$ 9.136 per lane mile

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 - 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 - 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-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 occupies a location for more than an hour within a single daylight period. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within a single daylight period. For multilane roadways, NYSDOT 619 Standard Sheets 619-302, 619-311, 619-313, 619-312, 619-317 and 619 325 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within single daylight period. NYSDOT 619 Standard Sheets can be found at https://webapps.dot.ny.gov/part-ii-619-standard-sheets .

All necessary flaggers for Work Zone Traffic Control shall be provided by the 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, shadow vehicles, 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 - 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 404.0589 or 404.0989. Tack coat meeting the requirements of Item 407.0102 Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

SECTION 3: JOINT AND CRACK FILLER/SEALER - 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

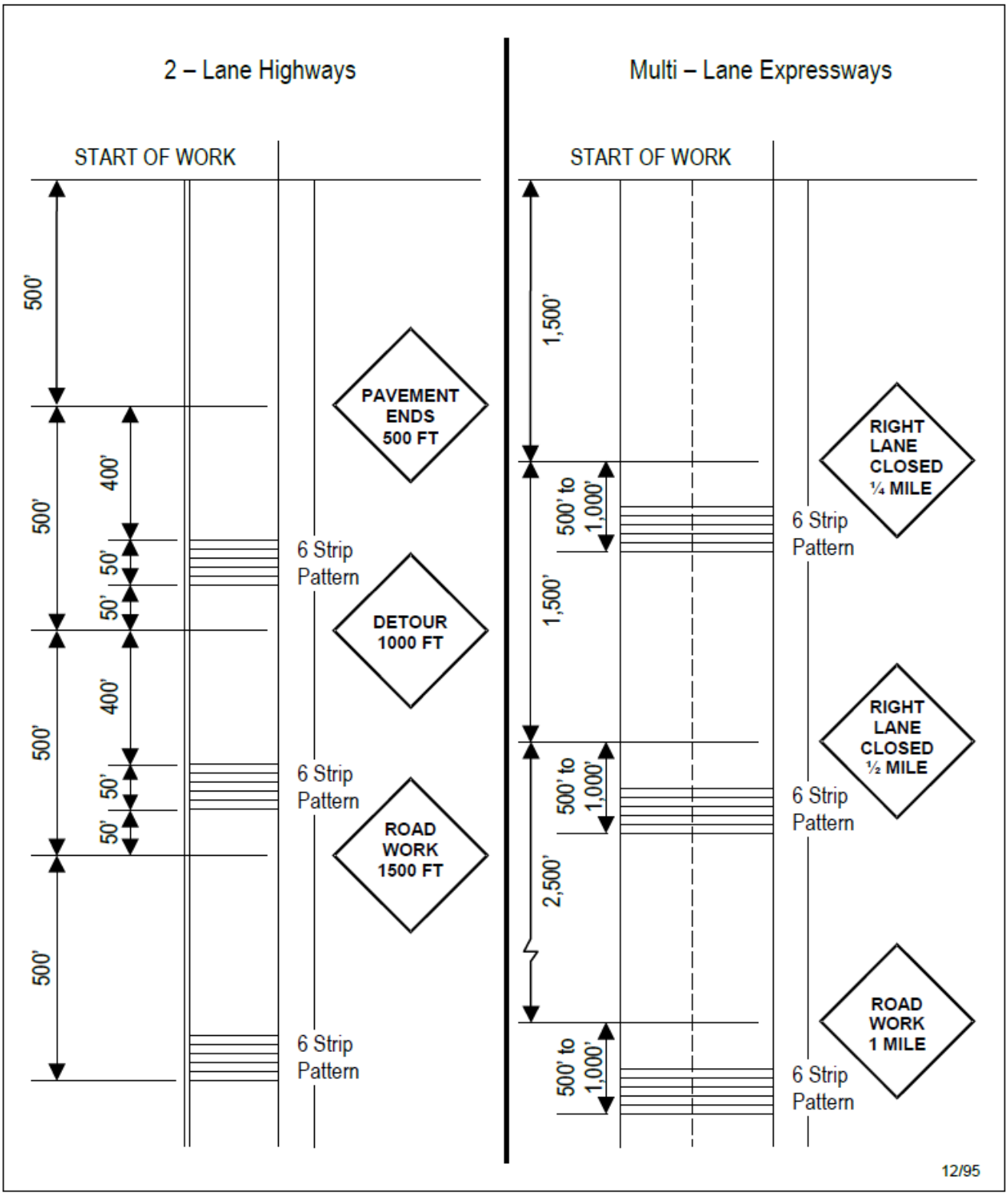
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard or lane mile as appropriate. No separate payment shall be made.

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 - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



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

3.12 Special Notes – Crack Sealing/Mastic Filling

3.12.1 Funding Source (Crack Sealer/Mastic Filler)

Project 9CRS51 will be funded by Federal Aid**.**

Projects 280658, 4T5325, 5V25CS and 6M2501 are 100% State funded.

3.12.2 NYSDOT REGION 4 Special Notes (Crack Sealing)

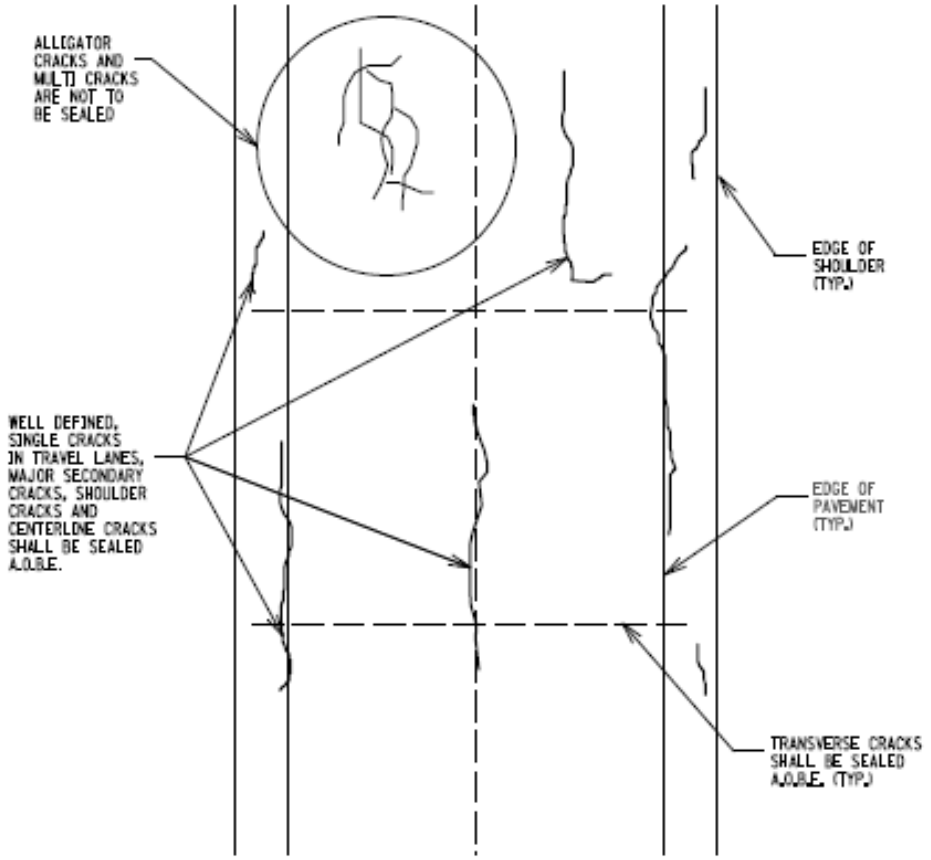
Project 4T5325

1. The purpose of this project is to seal the cracks and joints in the paved roadway areas at various locations in Region 4. This work shall consist of cleaning and sealing the cracks and joints in the HMA pavement and shoulders.
2. The Contractor shall furnish for the Engineer's use, two ambient air thermometers and two "gun type" pavement thermometers per work crew. After completion of the project construction, the Engineer will return the thermometers back to the Contractor.
3. Pavement Markings: The Contractor shall use care when filling cracks and/or joints near existing pavement markings, to keep from obscuring its intended function or reflectivity. Centerline, lane line, and gore markings shall not be covered or obscured. If the Engineer determines, the pavement markings are covered or obscured, the Contractor shall restore the markings to their original condition at no additional cost to the State.
4. The application of sealant shall be allowed if the ambient temperature is between 40 degrees and 85 degrees Fahrenheit.
5. Preconstruction crack sealing meeting is required at least one week prior to start of any work. The meeting will discuss the intent of the work to ensure all parties understand the procedures to be followed. The Contractor should be prepared to discuss work staging, schedule, work zone traffic control, and overall procedures for completing work. The following people shall attend the meeting:
    a. Contractor Superintendent
    b. Crack Sealing Personnel
    c. Resident Engineer
    d. EIC/Inspection Staff
    e. Regional Materials Engineer
    f. Contractor Work Zone Traffic Control Supervisor
    g. Regional Construction Safety Coordinator and/or Representative from Operations division (Traffic and Safety Group)
6. Coordination with other projects- The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits.
7. Contractor shall seal the interface between the joint headers and the bridge deck or approach as requested by bridge maintenance.

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

ON SYSTEM HIGHWAY REGIONAL CRACK SEALING 2025

COUNTIES: GENESEE, LIVINGSTON, MONROE, ONTARIO, ORLEANS, WAYNE, & WYOMING. PIN 4T53.25



CRACK SEALING DETAIL

NOTES:

1. CONTRACTOR SHALL SEAL THE INTERFACE BETWEEN THE JOINT HEADERS AND THE BRIDGE DECK OR APPROACH AS REQUESTED BY BRIDGE MAINTENANCE. SEE DWG. CRACKSEALING DETAILS 02 FOR DETAIL.
2. ITEM 412.76030001 SHALL BE USED ON ALL ASPHALT PAVEMENTS. SEE CRACK SEALING TABLES ON DWG. NO. MST-01 TO MST-03 FOR LOCATIONS.
3. CRACKS IN THE SHOULDER TO BE SEALED A.O.R.E., COST INCLUDED IN THE PRICE BID PER LANE-MILE FOR THE ADJACENT TRAVEL LANE.

ALL DIMENSIONS ARE IN ft UNLESS OTHERWISE NOTED

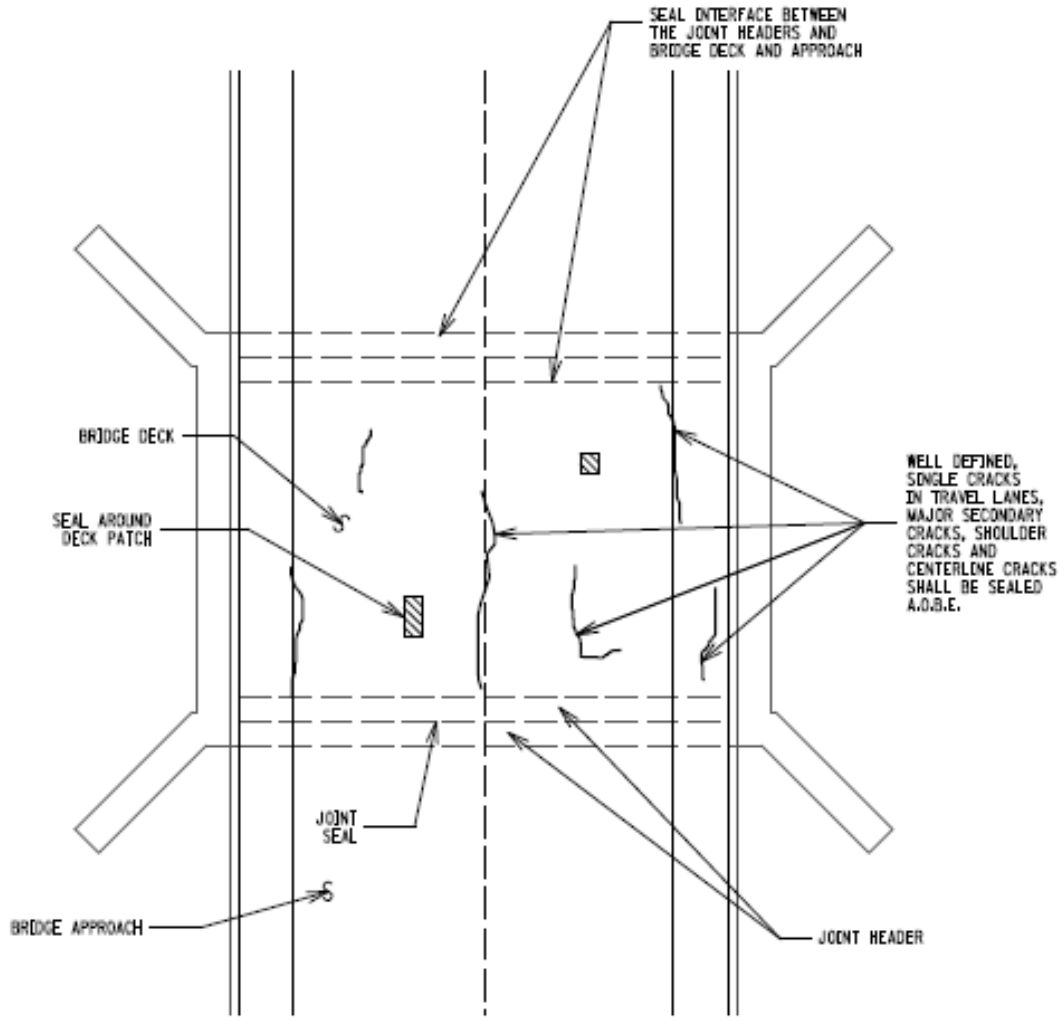
NEW YORK STATE OF OPPORTUNITY. Department of Transportation

CRACK SEALING DETAIL 01 | REGION 04

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

ON SYSTEM HIGHWAY REGIONAL CRACK SEALING 2025

COUNTIES: GENESEE, LIVINGSTON, MONROE, ONTARIO, ORLEANS, WAYNE AND WYOMING. PIN 4T53.25



BRIDGE CRACK SEALING DETAIL

ALL DIMENSIONS ARE IN ft UNLESS OTHERWISE NOTED

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

CRACK SEALING DETAIL 02 | REGION 04

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

Work Zone Traffic Control (WZTC) Requirements

Time restrictions shall apply to apply to this project. Refer to the following pages for location specific time restrictions.

1. The time restrictions listed are to be implemented throughout the duration of the project. No deviations are allowed without prior approval from the Regional Traffic Engineer or designee. If, in the opinion of the EIC or the Traffic Management Center (TMC), short term lane closures are creating excessive delays to traffic or are creating a safety concern due to slow or stopped traffic, the closures shall be removed and the roadway opened to traffic.
2. The time restrictions listed are based on anticipated traffic volumes. If, at the time of construction, the traffic volumes appear to allow extended work hours, an adjustment to the time restrictions may be proposed. Any requests for revisions to the time restrictions shall be submitted in writing to the EIC for approval by the Regional Traffic Engineer or designee. Bidders should not assume that revisions to the stated time restrictions will be permitted.

CRACK SEALING - 2025 Time Restrictions			
Crack Seal Location	Reference Markers	Flagging/Intersection Flagging	Single Lane Closures
		Prohibited	
GENESEE COUNTY			
Rte. 19: Randall Rd to Rte. 33	1104-1156	No Restrictions	N/A
Rte. 237: Rte. 33 to Orleans CL	1034-1105	RM 1071-1081: 7-9 AM	N/A
Rte. 5: Fargo Rd to Leroy WVL	3020-3074	No Restrictions	No Restrictions
Rte. 98: Alexander Elementary School to Batavia SCL	1026-1097	7-9 AM & 3-6 PM	N/A
LIVINGSTON COUNTY			
Rte. 63: Rte. 258 to Rte. 408	1104-1170	No Restrictions	N/A
Route 20A from 15A to OCL	1226-1236	No Restrictions	N/A
MONROE COUNTY			
Rte. 36: Rte. 383 to Churchville SVL	1007-1060 1063-1078	No Restrictions	N/A
ONTARIO COUNTY			
Rte. 14a: Yates CL to Rtes. 5&20	1000-1078	Flagging allowed within 500' of int w/ 5&20 9 AM-3 PM. All other locations no restrictions.	N/A
Rte. 444: Rtes. 5&20 to Victor SVL	1000-1062	RM 1000-1013: 7-9 AM RM 1042-1062: 6-8 AM & 3-6 PM	N/A
Rte. 96: Phelps EVL to Phelps WVL	1046-1062	7-9 AM & 3-6 PM	N/A
Rte. 96: Phelps WVL to Canadaigua Outlet Bridge	1062-1139	7-9 AM & 3-6 PM	N/A
Rte. 53: Steuben CL to Rte. 21	1000-1023	No Restrictions	N/A
Route 96: Phelps EVL to Seneca CL including ramps a	1000-1046	7-9 AM & 3-6 PM	N/A
ORLEANS COUNTY			
Rte. 237: Genesee CL to Canal Bridge (Lynch Rd)	1000-1081	No Restrictions	N/A
Rte: 947A: Kendall Rd to Monroe CL	1100-1125	N/A	No Restrictions
Rte. 98: Genesee CL to Rte. 104	1000-1107	RM 1075-1085: 7-9 AM & 3-6 PM	N/A
Rte. 31a: Medina EVL to Rte. 98	1009-1100	No Restrictions	N/A
WAYNE COUNTY			
Rte. 88: Newark NVL to Sodus SVL	1035-1159	RM 1035-1041: 3-6 PM	N/A
Rte. 31: Newark WVL to Palmyra EVL	1000-1020 1000-1008 1122-1085	6- 8 AM & 3-6 PM	N/A
Rte. 104A: Rte. 104 to Cayuga CL	1100-1114 1000-1042	No Restrictions	N/A
Rte. 370: Rte 104 to Cayuga CL	1100-1028	No Restrictions	N/A
WYOMING COUNTY			
Rte. 39: Rte. 362 to Albro Rd	1120-1165	No Restrictions	N/A
Rte. 98: Rte. 20a to Attica NVL	1212-1292	RM 1282 – 1292: 3-5 PM	N/A
Rte. 19: Allegany County Line to Rte. 39	1000-1041	No Restrictions	N/A
Rte. 39: Rte. 19 to Rte. 19a	1187-1238	No Restrictions	N/A
Rte. 362: Rte 39 to Rte. 78	1000-1037	No Restrictions	N/A

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

3.12.3 NYSDOT REGION 5 Special Notes (Crack Sealing)

Project 5V25CS

Region 5 crack sealing projects shall follow the time restrictions outlined below for holidays. Region 5 route specific daily time restrictions can be found at:

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 19th, 2025
Memorial Day – Monday May 26th, 2025
Canada Civic Holiday – Monday August 4th, 2025
Labor Day – Monday September 1st, 2025
Columbus Day – Monday October 13th, 2025

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

Juneteenth – Thursday June 19th, 2025
Independence Day – Friday July 4th, 2025

All ramps to and from any roadway location included in this contract shall be crack sealed.

3.12.4 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:

6:00 am Friday, May 23, 2025, thru 6:00 am Tuesday, May 27, 2025 - (Memorial Day Holiday)
6:00 am Thursday, July 3, 2025, thru 6:00 am Monday, July 7, 2025 - (July 4th Holiday)
6:00 am Friday, August 29, 2025, thru 6:00 am Tuesday, September 2, 2025 - (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 1, 2025. A schedule reflecting this shall be submitted to Gary Shepard before start of work for approval.

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

Additional notes indicating specific areas that need sealing.

County/Route	Within RM Limits	Description
Chemung SR13	13-6201-2000-2009	Brick Yard Service Roads 781'Center Street 670' Grand Central Ave 692'Main Street
Chemung SR13	13-6201-3000-3011	2.2 LM's Fairport Service Roads
Chemung SR13	13-6201-1000-1106	4.78 LM's Turning/Climbing Lanes
Yates SR54A	54A-6605-1078-1018	520' Turning Lanes

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

3.12.5 NYSDOT REGION 9 Special Notes (Crack Sealing)

This project must be completed by **August 31st, 2025.**

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, 2025, 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, 2025, average is $598.000.

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:

$$\text{Price Adjustment (per pound)} = \frac{\text{New Monthly Average FOB Terminal Price} - \text{Base Average Terminal Price}}{2000} \times \text{Total Allowable Petroleum \%}$$

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, 2025.

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 = $598.000
New Avg. Price per Ton = $608.000
Total % Asphalt Plus Petroleum Allowance = 66%

$$\text{Price Adjustment (per pound)} = \frac{(608.000 - 598.000)}{2000} \times 0.66$$

$$\text{Price Adjustment (per pound)} = +\$0.003 \text{ per pound}$$

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 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.

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-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 occupies a location for more than an hour within a single daylight period. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within a single daylight period. For multilane roadways, NYSDOT 619 Standard Sheets 619-302, 619-311, 619-313, 619-312, 619-317 and 619 325 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within single daylight period. NYSDOT 619 Standard Sheets can be found at https://webapps.dot.ny.gov/part-ii-619-standard-sheets ..

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

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

SECTION 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 404.0589 or 404.0989. Tack coat meeting the requirements of Item 407.0102 Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

c. Basis of Payment

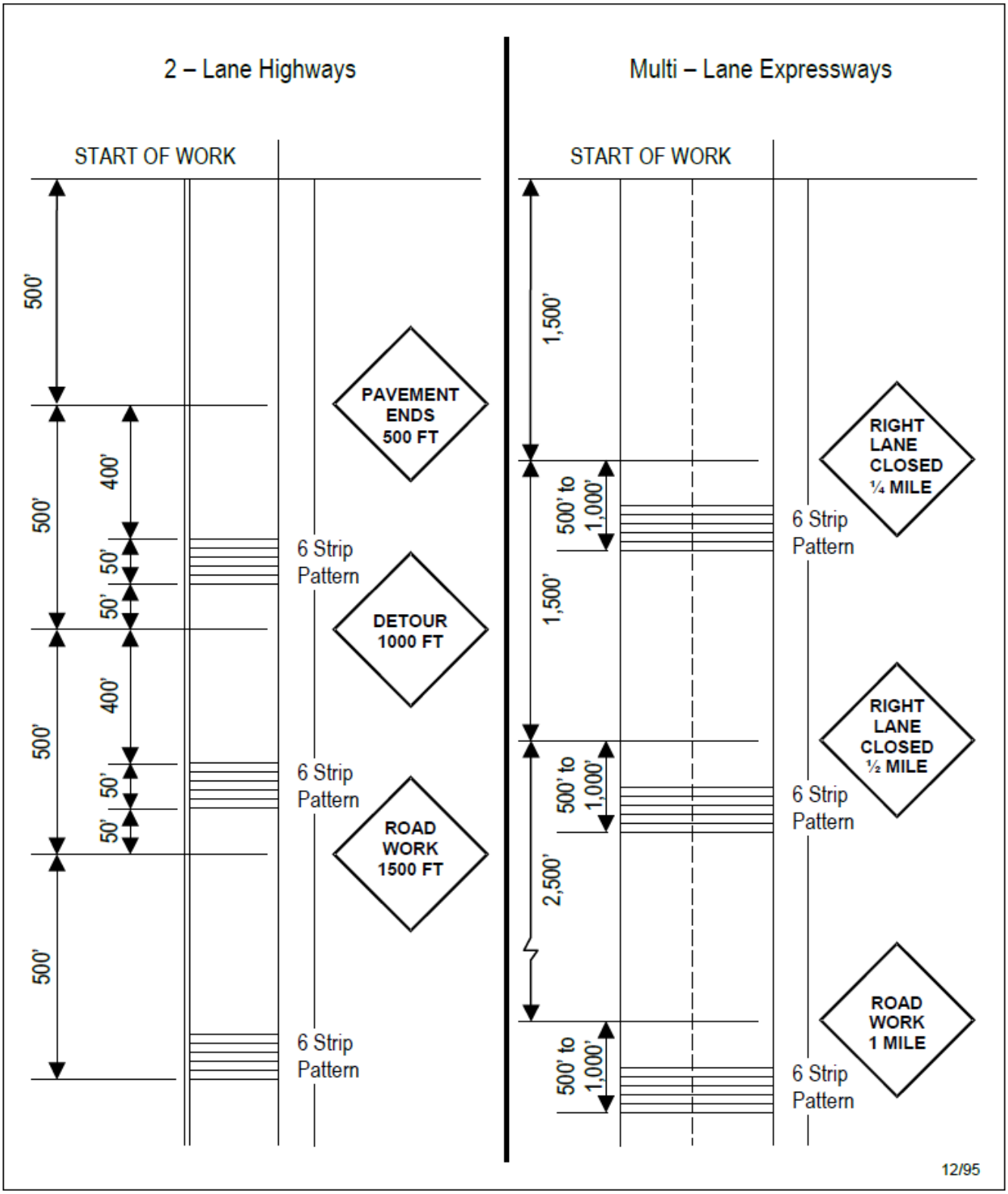
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing 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 360508 is 100% State funded.

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

Heater scarification project in this Contract Award Notification involve asphalt overlay to the Heater Scarification through separate contract. This project shall require that the Heater Scarification Contractor coordinates their work with the top course Contractor 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 Work Zone Traffic Control – Pilot Vehicle (Cold Recycling)

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as recycled materials are applied and rolled, controlled traffic may be permitted thereon. 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 Sections 6E.04 and 6H.37 of the Manual on Uniform Traffic Control Devices and a rotating amber beacon. The use of the pilot vehicle does not eliminate the use of traffic control devices specified in section 619.xx of the standard specifications.

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

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

All cost for Work Zone Traffic Control including flagging, temporary pavement markings, channelizing devices, construction signs, and pilot vehicles shall be included in the prices per ton for the bituminous concrete. No separate payment shall be made.

4.12.4 NYSDOT REGION 3 Special Notes (Heater Scarification)

<u>2025 HOLIDAYS TEMPORARY LANE/SHOULDER CLOSURE RESTRICTIONS</u>

All Region 3 Projects shall follow the following holiday restrictions:

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

6:00 am Friday, May 25, 2025 thru 6:00 am Tuesday, May 27, 2025 - (Memorial Day Holiday)
6:00 am Thursday, July 3, 2025 thru 6:00 am Monday, July 7, 2025 - (July 4th Holiday)
6:00 am Friday, August 29, 2025 thru 6:00 am Tuesday, September 2, 2025 - (Labor Day Holiday)

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

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

Designated Roadway Facilities		
Facility	**Limits**	**Holiday/Event**
All state roadways	Onondaga County (pavement markings work only)	Syracuse Nationals
Route 221	All	Central New York Maple Festival
Route 11	Tully to Syracuse	Lafayette Apple Festival
Route 11A	All	
Route 11	Route 20 to Route I81 Ramps, Nedrow	Empire Farm Days

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	07/18/2025 thru 07/21/2025	Beginning 6:00 AM Friday and ending 6:00 AM Monday
Central New York Maple Festival	Saturday Sunday	04/05/2025 thru 04/07/2025	Beginning 6:00 AM Saturday and ends 6:00 AM Monday
Lafayette Apple Festival	Saturday Sunday	10/TBA/2025 thru 10/TBA/2025	Beginning 6:00 AM Saturday and ends 6:00 AM Monday
Empire Farm Days	Thursday - Saturday	8/TBA/2025 thru 8/TBA/2025	Beginning 6:00 AM Thursday and ends 6:00 AM Sunday

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.

It shall be the Contractor's responsibility to inventory and document the existing pavement marking patterns prior to commencing work and submit to the Resident Engineer a copy of the inventory prior to beginning work. The contractor shall also document the existing lane widths and shoulder widths of the pavement marking patterns and any special markings. The Contractor shall be responsible for completing all pavement marking layout necessary for the installation of the final pavement markings. There may be the need for the contractor to make adjustments to the pavement marking layout including changes as indicated by the Regional Traffic and Safety Group or the Resident Engineer. If the original markings are obliterated, the contractor shall contact the Resident Engineer for guidance on their location.

Project 360508 – Route 26, Cortland County

The project includes Heater Scarification of Route 26 from Broome County Line to Route 41, RM 26-3201-1000 to 1046.

There is an active gravel mining operation located on Lander's Corners Road, at times generating notable truck traffic at the intersection of Landers Corners Road and Route 26. The contractor shall communicate and plan accordingly to prevent rutting, tracking and damage to fresh recycled asphalt along Route 26.

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

The contractor is responsible to remove all epoxy striping/marking at no additional cost prior to the Heater Scarification process. The striping on this project is epoxy and was painted in the Fall of 2024. The contractor shall prepare all documents required per section 4.5 to attend the pre-Heater Scarification Meeting before starting the work and ensure the finish the work by August 29, 2025. The Heater Scarification contactor is responsible to coordinate their work schedule with the State's VPP contractor per special note from section 4.12.3.

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/NYSDOT assumes no responsibility for erroneous information listed herein.

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

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS

5.1 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.

5.2 Pricing Information

5.2.1 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.

5.3 Asphalt Price Adjustments

5.3.1 General

a. Asphalt price adjustments allowed will be based on the February 1, 2025, 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, 2025, average is $598.000.

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:

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

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

SECTION 5: 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, 2025.

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.

5.3.2 Asphalt Price Adjustment: Example

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

Item 18403.12020218
Base Average Price = $598.000
New Average Price = $608.000
% Total Allowable Petroleum = 7.5%

Price Adjustment (per ton)	=	(608.000 - 598.000)	X	0.075

Price Adjustment (per ton)	=	+$0.750 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: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

5.4 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.

5.5 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.

5.6 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.

5.7 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.

5.8 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.

5.9 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 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

5.10 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.

5.11 Damaged or Deficient Areas

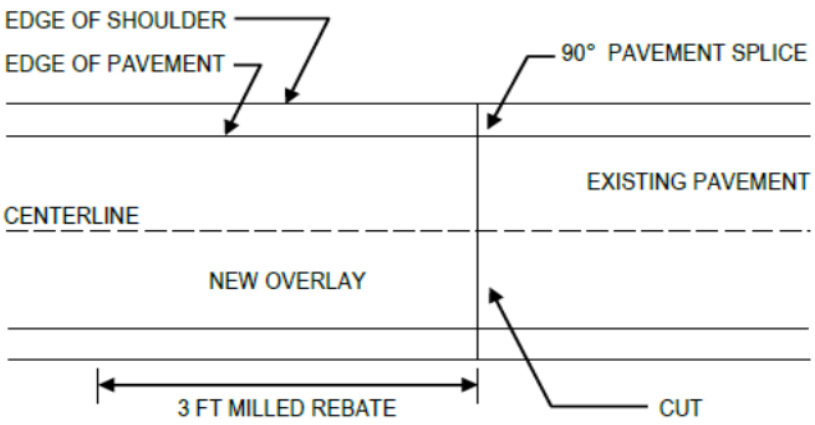
Prior to acceptance and payment by the State for work under this contract, any placed pavement that ravels, delaminates, fails to properly cure, or is in any way defective shall be redone to the satisfaction of the State at the Contractor's expense.

5.12 Paver Placed Surface Treatment Overlay Splices

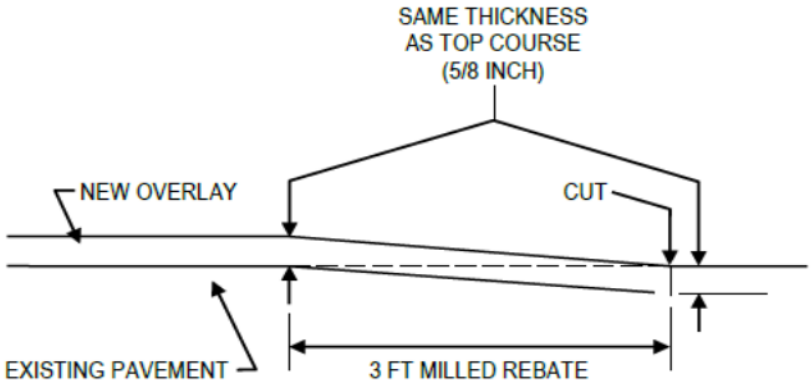
The Contractor shall construct Paver Placed Surface Treatment Overlay Splices (commonly known as rebates) as per the enclosed detail Paver Placed Surface Treatment Overlay Splices (see below). All costs to construct the Paver Placed Surface Treatment Overlay Splices, including the costs for cutting the 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.

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

Paver Placed Surface Treatment Overlay Splice:



PLAN



SECTION

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

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-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 occupies a location for more than an hour within a single daylight period. For one-way roadways, NYSDOT 619 Standard Sheets 619-302, 619-303, and 619-313 may be used as a basis for development of a Work Zone Traffic Control Plan. For one-way Freeways or Expressways, NYSDOT 619 Standard Sheets 619-301, 619-302, 619-304, and 619-305 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within a single daylight period. For multilane roadways, NYSDOT 619 Standard Sheets 619-302, 619-311, 619-313, 619-312, 619-317 and 619 325 may be used as a basis for development of a Work Zone Traffic Control Plan occupies a location for more than an hour within single daylight period. NYSDOT 619 Standard Sheets can be found at https://webapps.dot.ny.gov/part-ii-619-standard-sheets .

All necessary flaggers for Work Zone Traffic Control shall be provided by the 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 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

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

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

SECTION 5: 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.

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 of Paver Placed Surface Treatment. No separate payment shall be made.

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 Paver Placed Surface Treatment. No separate payment shall be made.

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

5.13.4 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 404.0589 or 404.0989. Tack coat meeting the requirements of Item 407.0102 Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

SECTION 5: 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

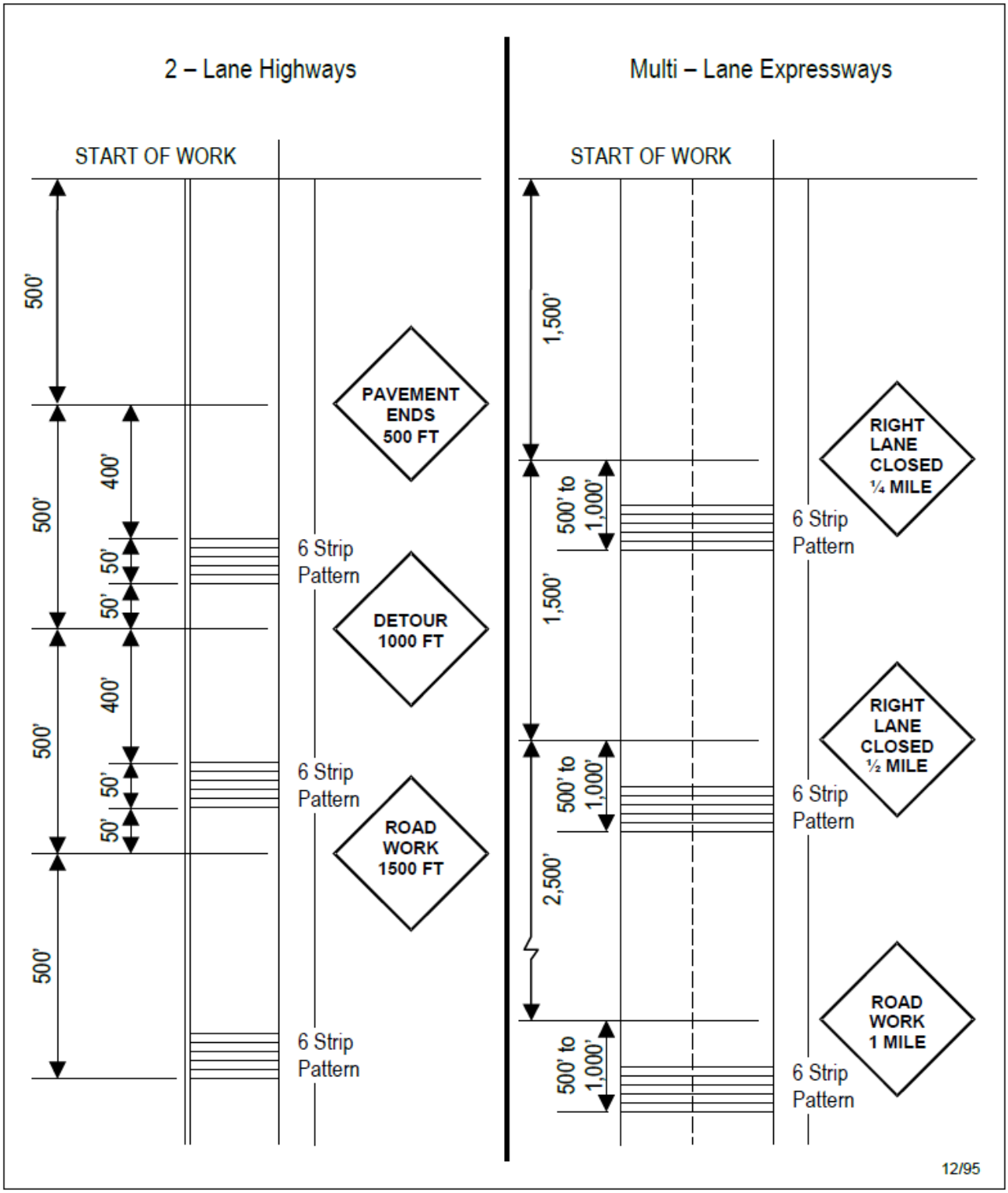
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

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

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

5.14 Special Notes – Paver Placed Surface Treatment

5.14.1 Funding Source (Paver Placed Surface Treatment)

Projects 6V2511 will be funded by Federal Aid**.**

Projects 4V2551, 6H2402, and 6H2404 are 100% State funded.

5.14.2 NYSDOT REGION 4 Special Notes (Paver Placed Surface Treatment)

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 their review, there may need to be adjustments to the pavement marking layout. The contractor shall be responsible for completing striping layout, including changes as indicated by the Regional Traffic and Safety Group.
3. The contractor shall remove any plowable reflective markers in the pavement, if present, prior to paving. The hole left in the existing pavement, shall then be filled with a hot mix asphalt material; 6.3 mixture, or mixture approved by the Resident Engineer. Cost to be included in the bid price for the associated project.
4. At the end of each working day the Contractor shall terminate paving in such a manner that all work matches up and no exposed longitudinal joints remain between travel lanes, unless otherwise instructed by the Engineer
5. Contractor shall use non-vibratory rolling over culverts or known utilities within the project limits or as ordered by the engineer in charge. Specific locations for non-vibratory rolling will be discussed at the pre-pave meeting.
6. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
7. Any and all debris generated as part of the work shall be removed by the contractor within five days of completion of paving operations.
8. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

RIGHT OF WAY

All work shall be confined within the public right-of-way. In areas where the existing improvements are known to extend into private property without an easement, no work may be performed until the corresponding acquisition is completed or a work release is obtained according to Section 105-15 of the Standard Specifications. In these locations, plans shall be provided to the Office of Right-of-Way on a case-by-case basis. In any situation incurred on this project, should it be determined that property acquisition is needed (for work area or otherwise) in a particular location, the Office of Right-of-Way must be consulted before any work can proceed in that location.

CONTRACTOR'S USE OF ROW FOR STAGING

Any location that the Contractor would like to use for project staging, within the State ROW, shall require the approval of the Resident Engineer (RE), Engineer in Charge (EIC) and Regional Real Estate Officer, or their designee. In addition, restoration of the staging area shall be completed to the satisfaction of the

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

RE and EIC. Reference is made to Section 107-08 of the NYSDOT Standard Specifications.

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
Independence Day	Friday	From 6:00AM on the Thursday before the holiday 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 4V2551 – Orleans County, Route 104

1. This project is a paver place surface treatment (Novachip) project. The Novachip treatment shall be full pavement width including travel lanes and shoulders from the pavement joint west of RM 104 4502 1145 to the pavement joint east of Route 272. The residency intends to go out and make repairs throughout this project's corridor as scheduling allows.
2. The contractor will be required to cut terminus, miscellaneous side road and driveway apron rebates, clean the surface, grind existing epoxy pavement markings (all of the existing pavement markings on Route 104 including edge line and centerline are epoxy), inventory existing pavement markings, and place Novachip. Place production and miscellaneous (side street and driveway apron) asphalt, install temporary, interim, and two applications of permanent (paint) pavement markings, CARDs and SHARDs installation, final pavement markings and **associated Work Zone Traffic Control shall be included in the Paver Placed Surface Treatment Item bid price**. Shoulder backup and special pavement markings will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
   All rebates shall be offset 3 feet from the edge of pavement for all side roads and driveways. The 3 feet rebate is only intended for commercial driveways and side roads.
3. At the commencement of Novachip placement, the Contractor's equipment shall remain on site until final demobilization.
4. Contractor shall provide a 1-foot-wide milled rebate on all the paved side roads to provide a smooth transition. Contractor is responsible for matching the new pavement at the same grade and elevation as the existing paved roadways. Contractor will correct any identified deficiencies at paved roadways not meeting this requirement, as determined by the Engineer. Novachip shall be rolled down to flush at residential and commercial driveways. The cost of all associated side road work, including work zone traffic control, rebate, sweeping, asphalt, and compaction shall be included in the **Paver Placed Surface Treatment Item bid price.**

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

5. The Contractor shall inventory existing pavement markings and shall layout and install two applications of permanent pavement markings in accordance with Item 640.20, Item 640.21, and NYS Standard Sheet 685-01. **Travel lanes shall be striped at 12 ft width and 8 ft width shoulders throughout the project limits.** The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the **Paver Placed Surface Treatment Item bid price**.
6. **The Contractor is advised that approximately 9.8 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs) and Secondary Highway Audible Roadway Delineators (SHARDs), from the joint near House #14431 to the 55 mph to 40 mph speed limit change at approximately RM 104 4502 1217, and from the 40 mph to 55 mph speed change at approximately RM 104 4502 1221, as described in EI 13-021. The Contractor shall include the installation of CARDs and SHARDs as part of the overlay scope of work. 14 days (minimum) after the completion of the overlay, the Contractor shall install CARDs and SHARDs in accordance with Item 649.11, Item 649.21 and NYS Standard Sheet 649-03. The cost of all associated CARDs and SHARDs work, including layout, sweeping, and work zone traffic control, shall be included in the bid price of the overlay Item.**
7. Contractor shall install the full layout of second application of permanent pavement markings after CARDs and SHARDs installation. Permanent pavement markings shall consist of centerline and fog line.
8. WZTC Standard Sheets expected to be used are 619-307 – Single Lane closure with flagging, 619-308 Prior to intersection flagging and 619-323 Intersection flagging.
9. Time Restrictions:
    a) Major Holiday Lane Restriction Special Note applies to this project.
    b) Route 104: No Flagging Time Restrictions
10. The Contractor shall coordinate their work so as not to conflict with other projects occurring within or abutting the contract limits. This includes but is not limited to any work by municipalities or maintenance operations.

5.14.3 NYSDOT REGION 6 Special Notes (Paver Placed Surface Treatment)

Region 6 Specific Special Notes:

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

6:00 am Friday, May 23, 2025, thru 6:00 am Tuesday, May 27, 2025 - (Memorial Day Holiday)
6:00 am Thursday, July 3, 2025, thru 6:00 am Monday, July 7, 2025 - (July 4th Holiday)
6:00 am Friday, August 29, 2025, thru 6:00 am Tuesday, September 2, 2025 - (Labor Day Holiday)

Region 6 paver placed surface treatment projects shall be completed **no later than September 1, 2025**. A schedule reflecting this shall be submitted to the Region's ARDO, Gary Shepard for approval before start of work.

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.

Project 6H2402 – Allegany County

This project is a ¾" micro-mill and fill (full width) with a Paver Placed Surface Treatment inlay.

The SR 305 portion begins at Bristol St (RM 1128) and ends at SR 446 (RM 1134) in the Village of Cuba.

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

The SR 446 portion begins at the beginning of curb (RM 1013) to SR 305 (RM 1017) in the Village of Cuba.

The contractor is advised that approximately 20,000 square yards of production cold micro-milling exists within the project limits. The Paving contractor shall coordinate their paving schedule with their selected Production Cold Micro-Milling Contractor, such that the milled surface is not left open to traffic for a period longer than ten calendar days. Material removed will become the property of the paving contractor.

The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor will be responsible for trucking and disposal of the milled materials. All disposal locations shall be approved by the Engineer prior to disposal. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall be disposed of in accordance with the provisions of section 107-10 of the Standard Specifications, or as ordered by the Engineer. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirements of Section 619.xx of the Standard Specifications. Payment shall be included in the price bid per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

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

This project shall be completed no later than **September 1, 2025**

Project 6H2404 – Allegany County

This project is a micro-mill and fill (lane only) with a Paver Placed Surface Treatment inlay.

The project begins at BIN 1015020 (RM 1284) and ends at GLF Road (RM 1298) in the Town of Belfast.

The contractor is advised that approximately 20,000 square yards of production cold micro-milling exists within the project limits. The production micro-milling includes travel lanes only… The production micro-milling will be 25' wide and ¾" deep.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Micro-Milling Contractor, such that the milled surface is not left open to traffic for a period longer than ten calendar days.

The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor will be responsible for trucking and disposal of the milled materials. All disposal locations shall be approved by the Engineer prior to disposal. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall be disposed of in accordance with the provisions of section 107-10 of the Standard Specifications, or as ordered by the Engineer. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirements of Section 619.xx of the Standard Specifications. Material removed will become the property of the paving contractor. Payment shall be included in the price bid per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

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

This project shall be completed no later than **September 1, 2025**

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

Project 6V2511 – Allegany County

This project is a micro-mill and fill (lane only) with a Paver Placed Surface Treatment inlay.

The project begins at the Village Line (RM 1198) and ends at BIN 1014990 (RM 1217) in the Town of Amity.

The contractor is advised that approximately 27,000 square yards of production cold micro-milling exists within the project limits and include in this contract. The production micro-milling includes travel lanes only… The production micro-milling will be 24' wide and ¾" deep. Prior to paving, the contractor is required to mill transverse drainage weeps into the existing roadway shoulders. These weeps will be paved back in with the same paver placed surface treatment as the mainline paving.

The transverse weeps shall be placed every 500 feet or as directed by the Engineer. The weeps shall be 24" wide. The depth of cut will match the ¾" depth of cut of the travel lanes and extend to daylight at the edge of pavement. Necessary care shall be taken to ensure positive drainage at each transverse weep location. Prior to paving, NYSDOT will mark out the transverse weep locations.

The Paving contractor shall coordinate their paving schedule with their selected Production Cold Micro-Milling Contractor, such that the milled surface is not left open to traffic for a period longer than ten calendar days.

The contractor will be responsible to clean the milled area and keep the milled surface clean until paving. The contractor shall provide the necessary work zones, work zone signage and clean-up effort, including sweeping of the milled surface during the milling operation. The contractor will be responsible for trucking and disposal of the milled materials. All disposal operations must be done in accordance with all Federal, State, and local rules and regulations. Material removed shall be disposed of in accordance with the provisions of section 107-10 of the Standard Specifications. Material removed shall become the property of the paving contractor. The contractor shall provide temporary pavement markings on the milled surface in accordance with the requirements of Section 619.xx of the Standard Specifications.

Payment shall be included for micro- milling in the price bid per ton for the Paver Placed Surface Treatment. No separate payment shall be made.

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

SECTION 5: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

5.15 Detailed Specifications – Paver Placed Surface Treatment

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

5.15.1 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/NYSDOT assumes no responsibility for erroneous information listed herein.

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

5.15.2 Rebates – Paver Placed Surface Treatment

Project 4V2551

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)
Joint East of Route 272	47
Route 272 North side	102
Countyline South side	144
Hurd Orchards	150
Hurd Road	90
Norway Road	75
Carton Road	75
Route 237	120
Route 237 South past Murray Deli	260
Groth Road	80
Hulberton Road	115
Creek Road	85
West Kendall Road North	76
West Kendall Road South	66
PeterSmith Road	120
Hindsburg Road	75
Transit Road North	100
Transit Road South	100
Kent Road	125
Densmore Road	95
Latin Road	90
Crandall Road	90
Sawyer Road	75
Brown Road	75
End Rebate at House 14431	45

Projects 6H2402, 6H2404, and 6V2511

These are micro-mill and fill projects. No rebates are necessary.

SECTION 6: SPECIAL NOTE – ENVIRONMENTAL PRODUCT DECLARATIONS (EPDs)

6.1 For New York State Department of Transportation projects:

- When 8,000 Tons (per mix design) of permanently incorporated Asphalt is supplied per project, the Contractor shall submit EPDs specific to the supplied material.
- For projects with multiple mix designs, an EPD shall be required only when an individual mixture meets or exceeds the listed quantity threshold.
- EPDs shall be submitted to the Director of Materials at materials.epds@dot.ny.gov.
- EPDs shall comply with ISO 14025, 14044, and 21930 and be type III as defined by ISO 14025.