Special Notes – NYSDOT Specific Projects

Liquid Bituminous Materials
(2026 VPP NYSDOT Specific Projects)
(Federal & State Funds)

AWARD# 23434

Contents

SECTION 1: CHIP SEAL - SPECIFIC PROJECTS

1.1 Introduction

Chip Seal is a pavement preventive maintenance treatment that 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 that 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 Solicitation, and Maintenance Materials Bond as listed in the *Maintenance Material Bonds* section in this Solicitation. 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, 2026, average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without an 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, 2026, average is $638.00.

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:

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

The Positive Price Adjustment number shall be added to the original per gallon Bid Price.
The Negative Price Adjustment number shall be subtracted from the 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 an 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 an anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2026.

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 = $638.000
New Avg. Price per Ton = $648.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

Price Adjustment (per gallon)	=	$\frac{(648.000 - 638.000)}{235}$	X	0.732

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

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

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

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

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 Solicitation.

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 Solicitation.

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 Solicitation 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.

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

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 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**.

1.14 Detailed Specifications – Chip Seal

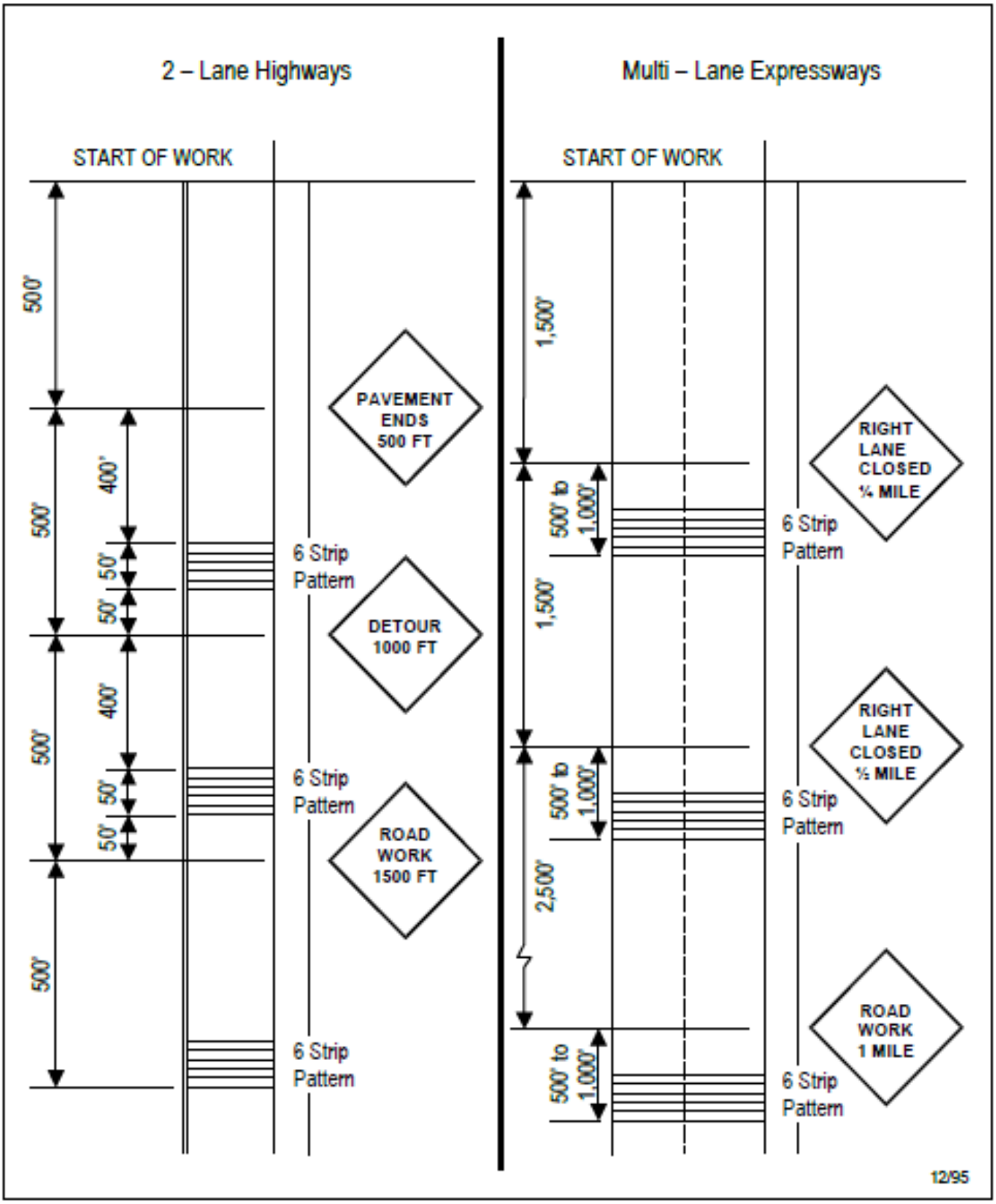
Please see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

1.15 Project Dimensions – Chip Seal

Information on pavement widths for projects in this Solicitation 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 1: CHIP SEAL - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



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

1.16 SPECIAL NOTES – CHIP SEAL PROJECTS

1.16.1 Funding Source (Chip Seal)

Projects 6V2611, 6V2612, 6V2613, 6V2621, 6V2631, and 6S2607 are funded by Federal Aid.
Projects 850322 and 800811 are 100% State-funded.

1.16.2 NYSDOT REGION 6 - SPECIAL NOTES (CHIP SEAL)

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

- Friday, May 22, 2026-6:00 AM, Tuesday, May 26, 2026 -6:00 AM.
- Thursday, July 2, 2026 – 6:00 AM, Monday, July 6, 2026 - 6:00 AM.
- Friday, September 4, 2026- 6:00 AM, Tuesday, September 8, 2026 -6:00 AM.

All Region 6 Chip, Fog, and Sand Overlay projects shall be completed no later than **August 31, 2026.** A schedule reflecting this shall be submitted before the start of work to the Maintenance Supervisor 3, Gary Shepard, for approval.

The Region requests that 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 – NYSDOT 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 – NYSDOT 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)

1.16 SPECIAL NOTES – CHIP SEAL PROJECTS (Cont'd)

1.16.2 NYSDOT REGION 6 - SPECIAL NOTES (CHIP SEAL) (Cont'd)

Project 6S2607 – Route 248, Whitesville to Canisteo (Steuben County)

The Residency has pavement repairs that need to be completed ahead of the chip seal. Coordination between the Contractor and the Residency is required.

Project 6V2621 – Route 53, Kanona to Ontario County Line (Steuben County)

All pavement markings on this project are waterborne and do not require removal.

Project 6V2631 – Route 228, Odessa to Town of Hector (Schuyler County)

No long line paint removal required. All paint is waterborne on this project.

1.16.3 NYSDOT REGION 8 - SPECIAL NOTES (CHIP SEAL)

Temporary Lane Closure Restrictions for Major Holidays (NYSDOT Region 8 Projects)

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

Temporary Lane Closure Restrictions for Major Holidays (Region 8 Projects)		
Holiday	**Falls on**	**Temporary lane closures ARE NOT ALLOWED from**
New Year's Day Independence Day Christmas Day	Sunday or Monday	6:00 AM Friday before to 10:00 AM Tuesday after
	Tuesday	6:00 AM Saturday before to 10:00 AM Wednesday after **For Christmas Day** starting at 6:00 AM Friday before to 10:00 AM Wednesday after
	Wednesday	6:00 AM Tuesday before to 10:00 AM Thursday after **For Christmas Day** starting at 6:00 AM Saturday before to 10:00 AM Thursday after
	Thursday	6:00 AM Thursday to 10:00 AM Monday after **For Christmas Day** starting at 6:00 AM Wednesday before to 10:00 AM Monday after
	Friday or Saturday	6:00 AM Thursday before to 10:00 AM Monday after
Memorial Day Labor Day	Monday	6:00 AM Friday before to 10:00 AM Tuesday after
Thanksgiving Day	Thursday	6:00 AM Wednesday before to 10:00 AM Monday after

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

1.16 SPECIAL NOTES – CHIP SEAL PROJECTS (Cont'd)

1.16.3 NYSDOT REGION 8 - Special Notes (Chip Seal) (Cont'd)

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 that 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 market·. 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 – NYSDOT Region 8

The Contractor shall inventory existing pavement markings and shall install permanent pavement marking in accordance with 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. will 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.

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 Solicitation.

The price quoted per gallon for either the asphalt emulsion (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, 2026, average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without an 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, 2026, average is $638.000.

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:

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

The Positive Price Adjustment number shall be added to the original per gallon Bid Price.
The Negative Price Adjustment number shall be subtracted from the 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 an 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 an anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2026.

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 = $638.000
New Avg. Price per Ton = $648.000
Total % Asphalt Plus Petroleum Allowance = 73.2%

Price Adjustment (per gallon)	=	$\frac{(648.000 - 638.000)}{235}$	X	0.732

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

The Positive Price Adjustment number shall be added to the original per gallon Bid Price.
The Negative Price Adjustment number shall be subtracted from the 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 Mix Design – Cold Recycling

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.

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.

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 Solicitation.

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 Solicitation.

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 Solicitation 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

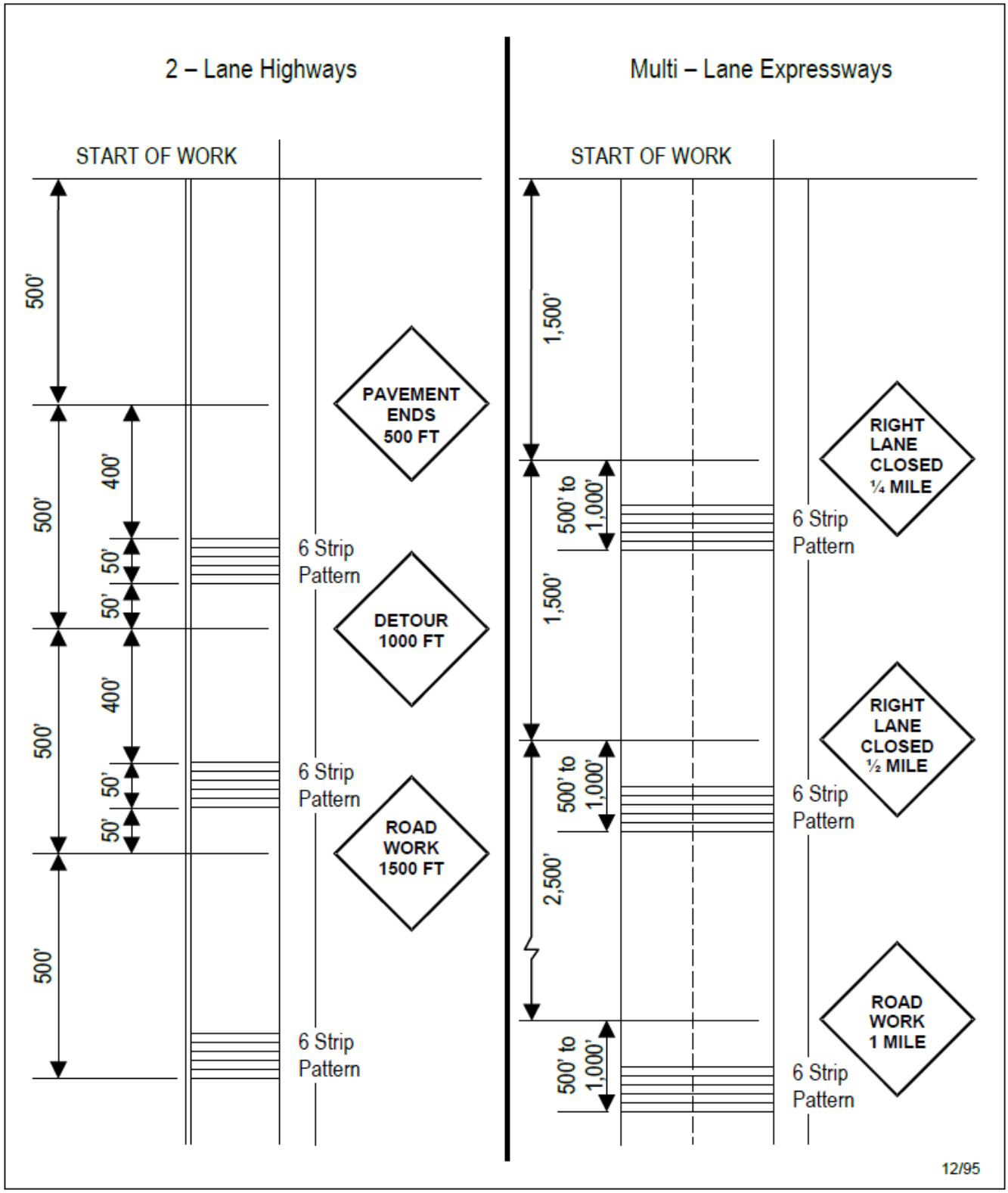
All costs for the installation, maintenance and removal of temporary rumble strips are included in the price per ton or square yard as appropriate. No separate payment shall be made.

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

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

See the Suggested Layout Details Drawing below.

Suggested Layout Details -- Temporary Rumble Strips



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

2.13 Detailed Specifications – Cold Recycling

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

2.14 Project Dimensions - Cold Recycling

Information on pavement widths for projects in this Solicitation 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.

2.15 SPECIAL NOTES – COLD RECYCLING

2.15.1 Funding Source (Cold Recycling)

None of the Cold Recycling projects included in this Solicitation will be funded by Federal Aid.

Projects 360468, 4V2672, 9HP610, 9HP620, 9HP640, 9HP650, 9HP660, and 9HP663 are 100% State funded.

2.15.2 NYSDOT REGION 3 - SPECIAL NOTES (Cold Recycling)

Coordination with other projects (Cold Recycling) (NYSDOT Region 3 Projects):

All the cold recycling projects included in this Solicitation involve asphalt mixture overlay to the cold recycling through separate contract(s). All projects that shall require that the cold recycle contractor coordinate their work with the overlay contractor to provide the required curing period before placing the overlay as well as to minimize disruption to the traveling public and time traffic running over the recycled surface.

Special Work Zone Traffic Control - Pilot Vehicle – Region 3 Projects

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 PILOT VEHICLES

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

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

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

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.2 NYSDOT REGION 3 - SPECIAL NOTES (Cold Recycling) (Cont'd)

Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays and or Special Events (NYSDOT Region 3 Projects):

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 23, 2026, thru 6:00 am Tuesday, May 27, 2026 - (Memorial Day Holiday)
6:00 am Thursday, July 2, 2026, thru 6:00 am Monday, July 5, 2026 - (July 4th Holiday)
6:00 am Friday, September 4, 2026, thru 6:00 am Tuesday, September 8, 2026 - (Labor Day Holiday)
6:00 am Wednesday, November 25, 2026, thru 6:00 am Monday, November 30, 2026 - (Thanksgiving Holiday)
6:00 am Thursday, December 24, 2026, thru 6:00 am Monday, December 28, 2026 - (Christmas 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**

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	
Syracuse Nationals	**All**	**07/16/2026 thru 07/19/2026**	**Beginning 6:00 AM Thursday and ending 6:00 AM Monday**

Exceptions can only be made under the following conditions:

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

General Special Note – Region 3 Projects

It is the Contractor's responsibility to ensure the surface is clean prior to paving and sweep if necessary, before and during paving operation. Payment for sweeping shall be included in the price bid per ton for the asphalt items. No separate payment shall be made.
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.

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

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.3 Project 360468 – Route 90 (Cayuga County) – Cold Recycling

The project includes Cold-in-Place Recycling of Route 90 from Route 38 to Route 34, RM 90-3102-1087 to 1155.

The contractor shall account for the varying depths of asphalt throughout the project limits resulting from sections of full-width thin overlay and patchwork 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 the Engineer before starting the work and ensure the finish the work by August 27, 2026. The Cold-in-Place Recycling contractor is responsible for coordinating their work schedule with the State's VPP contractor per special note from section 2.15.2.

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

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.4 NYSDOT REGION 4 SPECIAL NOTES (Cold Recycling)

Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays (NYSDOT Region 4 Projects):

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 from
Independence Day	Friday or Saturday	6:00 AM Thursday before to 6:00 AM Monday after
Memorial Day Labor Day	Monday	6:00 AM Friday before to 6:00 AM Tuesday after

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.

General Special Notes – NYSDOT Region 4

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 warm 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. 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.
5. All Truing and Leveling courses, if required, shall be as indicated in the Superpave Warm Mix Asphalt Design Criteria Table.
6. Some projects may require loop detectors to be re-established prior to or once paving has been completed. This will be done by others and coordinated by the Resident Engineer.
7. The installation of temporary rumble strips at the beginning of each project work zone shall be at the discretion of the engineer.
8. 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 2: COLD RECYCLING - SPECIFIC PROJECTS (Cont'd)

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.4 NYSDOT REGION 4 SPECIAL NOTES (Cold Recycling) (Cont'd)

Right of Way– NYSDOT Region 4

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– NYSDOT Region 4

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.

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

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.5 Project 4V2672– Routes 436&19A (Route 39 to Route 436 and Route 436 to Genesee River) (Wyoming County) (Cold Recycling)

1. This project is a 4-inch cold-in-place recycling (CIPR) with multi-course overlay and a multi-course 4-inch mill with asphalt inlay. The overlay and inlay will be applied to the full pavement width, including travel lanes and shoulders. The cold-in-place recycling will be by others. The project will begin on Route 19A at the existing joint at the Route 39/19A intersection, ending on Route 436 at the Southern bridge joint in Portageville. The 4-inch mill with asphalt inlay shall be performed from the RTE 19A/436 overlap to the Genesee River Bridge using a 3-inch 19.0mm binder course and 1-inch 6.3mm top course. The 4-inch cold-in-place recycling (CIPR) with multi-course overlay shall be performed from Route 39 to the end of Route 19A/436 overlap with a ½-inch shim coarse and 1-inch 6.3mm top coarse.
2. The Overlay Contractor will be required to cut terminus, side street and driveway rebates, clean the surface, inventory existing pavement markings, installation and removal of temporary asphalt ramp wedges, production and miscellaneous (side street) milling, place production and miscellaneous (side street and driveway apron) asphalt, install temporary and two applications of permanent (paint) pavement markings, CARDs installation, and associated Work Zone Traffic Control shall be included in the bid price for the overlay item. Cold-in-place recycling, shoulder back-up, special pavement markings, and gravel driveway aprons will be completed by others. Coordination will be required between the Contractor and NYSDOT to schedule work operations.
3. Side street apron / offset from existing edge of pavement:
   a. Main St/Hamilton St / 20'
   b. Park / 20'
4. The 4-inch mill with asphalt inlay shall be performed from the Route 19A/436 overlap to the Genesee River Bridge and shall be completed the same day.

   Note: The intent of this project is to do a 4" CIPR on Route 19A from the Route 19A/39 intersection to the Route 19A/436 southern most intersection in Portageville. The remaining portion of Route 436 to the Genesee River Bridge will receive a 4" mill and fill to be completed by a different vendor via the Comprehensive Bituminous Concrete (Asphalt Mix and Cold Patch) OGS statewide contract. A rate of 0.1 Gal/SY was used for Fog Seal and a rate of 1.45 Gal/SY was used for Asphalt Emulsion on the estimated SY of 86,520 for the CIPR portion of the project.
5. This project requires the use of a pilot vehicle during alternating one way traffic control setups when the distance between flaggers exceeds ½ mile per 619-3.02.L.2. The pilot vehicle shall have a G20-4, 36" x 18" sign attached to the back of the vehicle. Pilot vehicle shall display the name of the contractor on the side of the vehicle. Cost for the Pilot Vehicle shall be included in asphalt Item bid price.
6. WZTC standard sheets are expected to be 619-307 – Single Lane closure with flagging and 619-308 – intersection flagging.
7. Time Restrictions:
   a. Major Holiday Lane Restriction Special Note applies to this project.
   b. No Flagging restrictions
   c. Give priority to school buses
8. At the commencement of milling, the Contractor's milling equipment shall remain on site until final demobilization. At the commencement of asphalt placement, the Contractor's paver shall remain on site until final demobilization.

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

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.5 Project 4V2672– Routes 436&19A (Route 39 to Route 436 and Route 436 to Genesee River) (Wyoming County) (Cold Recycling) (Cont'd)

9. Asphalt series specification shall be:
   - 6.3 mm, 50 gyrations, 80 series-F3 V-grade top course asphalt and installed with a diluted tack coat application rate of 0.04 Gal/SY
   - 19.0mm, 50 gyration, 80 series-F9 V-grade binder course asphalt and installed with a diluted tack coat application rate of 0.08 Gal/SY
   - 80 series-F9 S-grade shim course and installed with diluted tack coat application rate of 0.04 Gal/SY.
10. The Contactor is advised that approximately 9,300 square yards of production milling exists within the project limits and includes milling the full width of the paved surface including travel lanes and shoulders. The Contractor is required to mill the project limits at a depth of 4.0 inches (where applicable) including using other tools as necessary for pavement removal and cleaning around all DI's, manholes, and valve boxes to match the surrounding milling depth. The Contractor shall schedule milling and paving operations such that the milled surface is not left open to traffic for a period longer than 7 calendar days.

    Before the milling operation, the Contractor shall periodically measure the pavement width, layout a new pavement centerline for the mill to follow and re-establish the pavement crown in the center of the pavement. The intention is to establish equal shoulder widths.

    The NYSDOT will retain 300 tons of milled material from this project which will be given to NYS Parks and Letchworth Park. The milled material for NYS Parks and Letchworth Park will be trucked by NYS Parks. Prior to milling the contractor shall coordinate with contact Chris Vasile at (585) 991-2739. The remainder of the millings shall become the property of the Contractor. The Contractor shall be responsible for milling collection, trucking, off-site disposal and sweeping prior to opening to traffic. The cost of all associated milling work, including any additional temporary pavement markings as well as associated work zone traffic control, shall be included in the asphalt item bid price.
11. 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. The cost of all associated pavement marking work, including work zone traffic control and two applications of paint, shall be included in the WMA Item bid price.
12. The Contractor is advised that approximately 3.9 miles of the project meet the criteria for Centerline Audible Roadway Delineators (CARDs) from Route 39 to the speed limit change from 55 MPH to 35 MPH (approx. RM 19A 4602 1042) 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 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 WMA Item.
13. 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.

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

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.5 Project 4V2672 – Routes 436&19A (Route 39 to Route 436 and Route 436 to Genesee River) (Wyoming County) (Cold Recycling) (Cont'd)

Rebates - Project 4V2672

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)
19A S Limit	50
Park Road	100
Griffith Road	45
Finn Road	60
Halvorsen/Devaney Road	200
Denton Comers Road (Route 436)	65
Denton Corners Road	65
Project Limits (x2)	100

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

2.15 SPECIAL NOTES – COLD RECYCLING (Cont'd)

2.15.6 NYSDOT REGION 9 SPECIAL NOTES (COLD RECYCLING)

Cold Recycling Operations – NYSDOT Region 9

The Contractor shall mill the shoulders four feet wide and four inches deep. This material shall be removed and disposed of. The removal and disposal of the milled material shall be completed by the Contractor. The newly recycled pavement shall be placed over the existing travel lanes and the inside four feet of the shoulder areas. 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 roadways 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 following structures are not to be recycled over. Recycling shall stop and start 40' from the structures:

PROJECT	STRUCTURE	LOCATION
PIN 9HP610	BIN 1018570 BIN 1018580	RM 26 9101-1240 RM 26 9101-1274
PIN 9HP620	BIN 1040370	RM 206 9202-1025
PIN 9HP640	BIN 1050560 BIN 1078920 BIN 1050570	RM 268 9301-1050 RM 268 9301-1055 RM 268 9301-1068
PIN 9HP650	BIN 1026460	RM 51 9402-1332
PIN 9HP660	BIN 1007800	RM 10 9301-1537

The completion dates for the following Cold-In-Place recycling projects shall be 8/1/2026:

PROJECT	STRUCTURE	LOCATION
PIN 9HP610	NY 26	Broome County
PIN 9HP620	NY 206	Chenango County
PIN 9HP640	NY 268	Delaware County
PIN 9HP663	Ny 30	Schoharie County

The earliest start date for PIN 9HP650 – NY 51, Otsego County, shall be **8/16/2026**, due to the presence of the Northern Harrier species in the project vicinity.

The earliest start date for PIN 9HP660 – NY 10, Delaware County, shall be **8/1/2026**, due to the presence of bald eagle nests in the project vicinity

SECTION 3: JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL - 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 Solicitation.

3.3 Asphalt Price Adjustment

3.3.1 General

a. Asphalt price adjustments allowed will be based on the February 1, 2026, average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without an 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, 2026, average is $638.000 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.

SECTION 3: JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL - 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:

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:

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

The Positive Price Adjustment number shall be added to the original per lane mile Bid Price.
The Negative Price Adjustment number shall be subtracted from the 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 an 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 an anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2026.

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.

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

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

g. Should these provisions result in a price structure which becomes unworkable, detrimental or injurious to the State or in prices which are not truly reflective of market conditions or which are deemed by the Commissioner to be unreasonable or excessive, and no adjustment in price is mutually agreeable, the Commissioner reserves the sole right upon ten 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.

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 = $638.000
New Avg. Price per Ton = $648.000
Total Allowable Petroleum = 56.2%

$$\text{Price Adjustment (per lane mile)} = \frac{(648.000 - 638.000)}{2.35} \times 0.562$$

$$\text{Price Adjustment (per lane mile)} = +\$\ 2.391 \text{ per lane mile}$$

Item ASTM D6690 Type II

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

Mastic Materials

Total Allowable Petroleum = 40.2%

$$\text{Price Adjustment (per lane mile)} = \frac{(648.000 - 638.000)}{0.44} \times 0.402$$

$$\text{Price Adjustment (per lane mile)} = +\$\ 9.136 \text{ per lane mile}$$

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

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

3.4 Payment

Payment for Crack Filler/Sealer shall be made at the 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 the shoulder area are included in the price per lane mile.

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 the Department of Labor Form PW-30. Night work is prohibited unless agreed to by the Contractor and the NYS Department of Transportation. All Overtime Dispensation 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 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.

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 & MASTIC REPAIR MATERIAL - 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.

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

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 Solicitation.

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 Solicitation.

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 Solicitation 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.

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

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 or lane mile as appropriate. No separate payment shall be made.

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

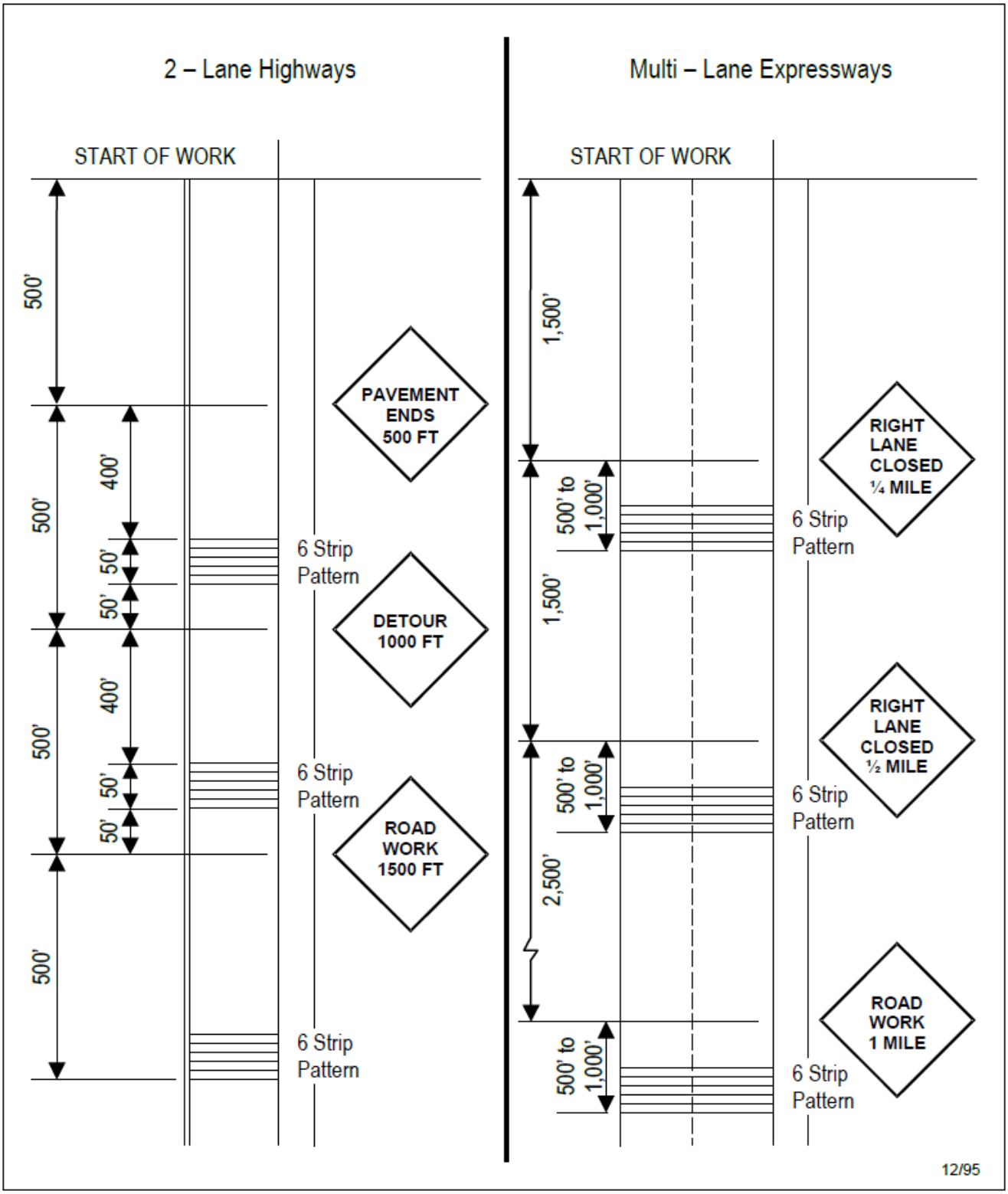
See the Suggested Layout Details Drawing on the following page.

3.12 Detailed Specifications – Crack Sealing and Mastic Filling/Sealing

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

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

Suggested Layout Details -- Temporary Rumble Strips



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

3.13 SPECIAL NOTES – JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL

3.13.1 Funding Source (JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL)

Project 9CRS65(41 sites out of 43 sites are Federally Funded), 9RTS61(9 of 11 sites are Federally Funded).
Projects 280678, 5V26CS, 6M2601, 9CRS65(2 sites out of 43 sites are State Funded), 9RTS61(2 of 11 sites are State Funded) are 100% State funded.

3.13.2 NYSDOT REGION 2 SPECIAL NOTES (JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL)

New York State Department of Transportation
Mohawk Valley Region
Lane Closure Restriction Chart

	Route	*Description*	*Date / Hours*	*Restriction / Closure*
Major Holidays	All state routes & maintained roadway facilities	Memorial Day Independence Day Labor Day Thanksgiving Day Christmas Day	**See EI 17-010**: TEMPORARY LANE/SHOULDER CLOSURE RESTRICTIONS FOR MAJOR HOLIDAYS AND SPECIAL EVENTS	*There shall be no temporary lane closures on roadway facilities owned and/or maintained by NYSDOT during the restricted major holiday periods.*
Special Events	Routes 5/8/12, 5S, 921B, 921W	Boilermaker Road Race	Second Weekend in July: Friday, Saturday, Sunday (event day)	No work: Route 5S (Oneida County), Route 921B (Burrstone Rd), 921W (French Rd & Champlin Ave), Route 5/8/12 from Route 840 to NY 5A
	Route 13	International Boxing Hall of Fame Weekend	Mid-June: Thursday through Sunday	No work to occur on Route 13 from Route 5 to bridge over I-90 during the event
	Route 20	Madison Bouckville Antique Show	Mid-August: one week	Route 12B to Fargo Road - No work to occur over duration of event
	Route 921B / 921W	America's Greatest Heart Run & Walk	Saturday in early March: one day	No work to occur on day of event
	Route 294	Woodsmen's Field Days	Third weekend in August: Fri, Sat, Sun	Route 46 (Post Street) to Lewis Road - No work shall occur for duration of event
	Route 28	Black Fly Challenge	Second Saturday in June: one day	No temporary lane closures on Route 28 from Inlet to Indian Lake
	Route 30A	Fonda Fair	Late Aug to early Sept: multi-day	920P (Riverside Drive) to Route 5 - No work to occur over duration of event
Oneida West	Route 5	Oneida Hospital to Route 365	1200 to 1800	Weekdays (Monday through Friday)
	Routes 26 / 46 / 49 / 69 (Erie Blvd. / Black River Blvd.)	S. Madison Street to Wright Settlement Rd.	1500 to 1800	Weekdays (Monday through Friday)
	Route 365	Patrick Road to Route 31	1500 to 1800	Monday through Saturday
	Route 825 (Griffiss Business Park)	Route 49 to Route 46 Intersection	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
Oneida East	Route 5 (Seneca Turnpike)	Woods Highway to Route 921E (Genesee Street)	1200 to 1800	Monday thru Saturday *[No work: Thanksgiving to New Years]*
	Route 5/8/12 (North/South Arterial)	Route 921E (Genesee Street) to Route 5A	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
	I-790 (Includes Route 5)	Route 5A to Route 49 to Leland Ave	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
	Route 5A	Route 5 to Route 69 Overlap to Route 5/8/12	1200 to 1800	Monday through Saturday *[No work from Route 5 to Main St. New York Mills: Thanksgiving to New Years]*
	Route 5S	Route 5/8/12 to Herkimer County Line	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
	Route 28	Alder Creek to Inlet (Limekiln Road)	June 28th to October 15th *In addition to Major Holidays*	Weekends: (Friday at 1200 to Sunday at 2100)
	Route 840	Route 5/8/12 to Halsey Road	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
	Route 921B (Burrstone Road)	Route 921W (French Road) to Bennett Street	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
	Route 921C (North Genesee Street)	Route 5S to Herkimer Road	1200 to 1800	Weekdays (Monday through Friday)
	Route 921E (Genesee Street)	Route 5 to Route 8 Ramps	0700 to 0900 & 1600 to 1800	Weekdays (Monday through Friday)
Herkimer	Route 5S	Oneida County Line to Route 28 (Warren Street) in Mohawk	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
	Route 5 (Includes Route 28 Overlap)	W. German Street to Protection Avenue	1500 to 1800	Weekdays (Monday through Friday)
	Route 28 (Includes Route 5S Overlap)	W. Main Street in Mohawk to Route 5 in Herkimer	1500 to 1800	Weekdays (Monday through Friday)
	Route 51	W. Main Street to Route 5	1500 to 1800	Weekdays (Monday through Friday)
Fulton - Montgomery	Route 30	I-90 Exit 27 to County Route 107	0700 to 0900 & 1600 to 1800	Weekdays (Monday through Friday)
	Route 30	Route 29 to Hamilton County Line	June 28th to October 15th *In addition to Major Holidays*	Weekends: (Friday at 1200 to Sunday at 2100)
	Route 30A	Route 5S (Church Street) to Route 5 (E. Main Street)	0700 to 1900	Weekdays (Monday through Friday)
	Route 30A	Route 5 Overlap to Route 349	0700 to 0900 & 1600 to 1800	Weekdays (Monday through Friday)
	Route 67	Route 30A to Sacandaga Road	0700 to 0900	Weekdays (Monday through Friday) ***September to June (School Season)***
	Route 920P (Riverside Drive)	Route 30A to Thruway Exit 28	0700 to 0900 & 1500 to 1800	Weekdays (Monday through Friday)
Hamilton	Route 28	Inlet (Limekiln Road) to Warren County Line	June 28th to October 15th *In addition to Major Holidays*	Weekends: (Friday at 1200 to Sunday at 2100)
	Route 28N	Route 30 to Essex County Line	June 28th to October 15th *In addition to Major Holidays*	Weekends: (Friday at 1200 to Sunday at 2100)
	Route 30	Fulton County Line to Franklin County Line	June 28th to October 15th *In addition to Major Holidays*	Weekends: (Friday at 1200 to Sunday at 2100)

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

3.13.3 NYSDOT REGION 5 SPECIAL NOTES (JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL)

All Region 5 Projects shall follow the time restrictions outlined below for holidays:

Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays and or Special Events (NYSDOT Region 5 Projects):

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

- Victoria Day – Monday May 18th, 2026
- Memorial Day – Monday May 25th, 2026
- Canada Civic Holiday – Monday August 3rd, 2026
- Labor Day – Monday September 7th, 2026
- Columbus Day – Monday October 12th, 2026

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

- Juneteenth – Friday June 19th, 2026

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

- Independence Day – Saturday, July 4th, 2026

All Region 5 Projects shall follow any route specific time restrictions included in Table A and Table B of the following linked document:
https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf

3.13.4 Project 5V26CS – NYSDOT Region 5

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

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

3.13.5 NYSDOT REGION 6 SPECIAL NOTES (JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL)

Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays and or Special Events (NYSDOT Region 6 Projects):

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

- Friday, May 22, 2026-6:00 AM, Tuesday, May 26, 2026 -6:00 AM.
- Thursday, July 2, 2026 – 6:00 AM, Monday, July 6, 2026 - 6:00 AM.
- Friday, September 4, 2026- 6:00 AM, Tuesday, September 8, 2026 -6:00 AM.

The Region requests that 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, 2026. A schedule reflecting this shall be submitted before start of work to the Maintenance Supervisor 3, Gary Shepard, for approval.

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

3.13.6 NYSDOT REGION 9 SPECIAL NOTES (JOINT AND CRACK FILLER/SEALER & MASTIC REPAIR MATERIAL)

Crack Seal Operations – NYSDOT Region 9 - Projects 9CRS65 and 9RTS61

Projects 9CRS65 and 9RTS61 must be completed by **August 31st, 2026**.

Lane Closure Restrictions on Project 9CRS65

- On Route NY 7, in the city of Binghamton, RM 7 9101-2022 to 2031:
  - No lane closures on Route NY 7 NB and SB from 3 PM to 6 PM
  - No lane closures on Route NY 7 SB from 7 AM to 9 AM
- On Route NY 363, in the city of Binghamton, RM 363 9101-1005 to 1015:
  - No lane closures from 7 AM to 9 AM and from 2 PM to 7 PM
- On Route NY 17C, in the town of Union and Village of Endicott, RM 17C 9102-1041 to 1055:
  - No lane closures during the Dick's Sporting Goods Open.
- On Route NY 97, in the town of Lumberland, RM 97 9602-1070 to 1108:
  - No lane closures after 12 PM Friday through the following Sunday, on all weekends from Memorial Day weekend through Labor Day Weekend
- On Route US 209, in the town of Mamakating, RM 209 9602-1071 to 1140:
  - No lane closures after 12 PM Friday through the following Sunday, on all weekends from Memorial Day weekend through Labor Day Weekend

Lane Closure Restrictions on Project 9RTS61

- On Route NY 17, in the towns of Liberty and Thompson, RM 17 9609-1188 to 1236:
  - No lane closures after 12 PM Friday through the following Sunday, on all weekends from Memorial Day weekend through Labor Day Weekend
- On Route NY 52, in the village of Jeffersonville, RM 52 9601-1174 to 1180:
  - No lane closures after 12 PM Friday through the following Sunday, on all weekends from Memorial Day weekend through Labor Day Weekend

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 Solicitation.

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, 2026, average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without an 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, 2026, average is $638.000.

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:

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

The Positive Price Adjustment number shall be added to the original per pound Bid Price.
The Negative Price Adjustment number shall be subtracted from the 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 an 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 an anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2026.

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.

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 = $638.000
New Avg. Price per Ton = $648.000
Total % Asphalt Plus Petroleum Allowance = 66%

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

$$\text{Price Adjustment (per pound)} = \frac{(648.000 - 638.000)}{2000} \times 0.66$$

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

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

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.

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

4.8 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.

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 workday, 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 Solicitation:

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 Solicitation.

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 Solicitation 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.

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

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**.

4.12 Detailed Specifications – Heater Scarification

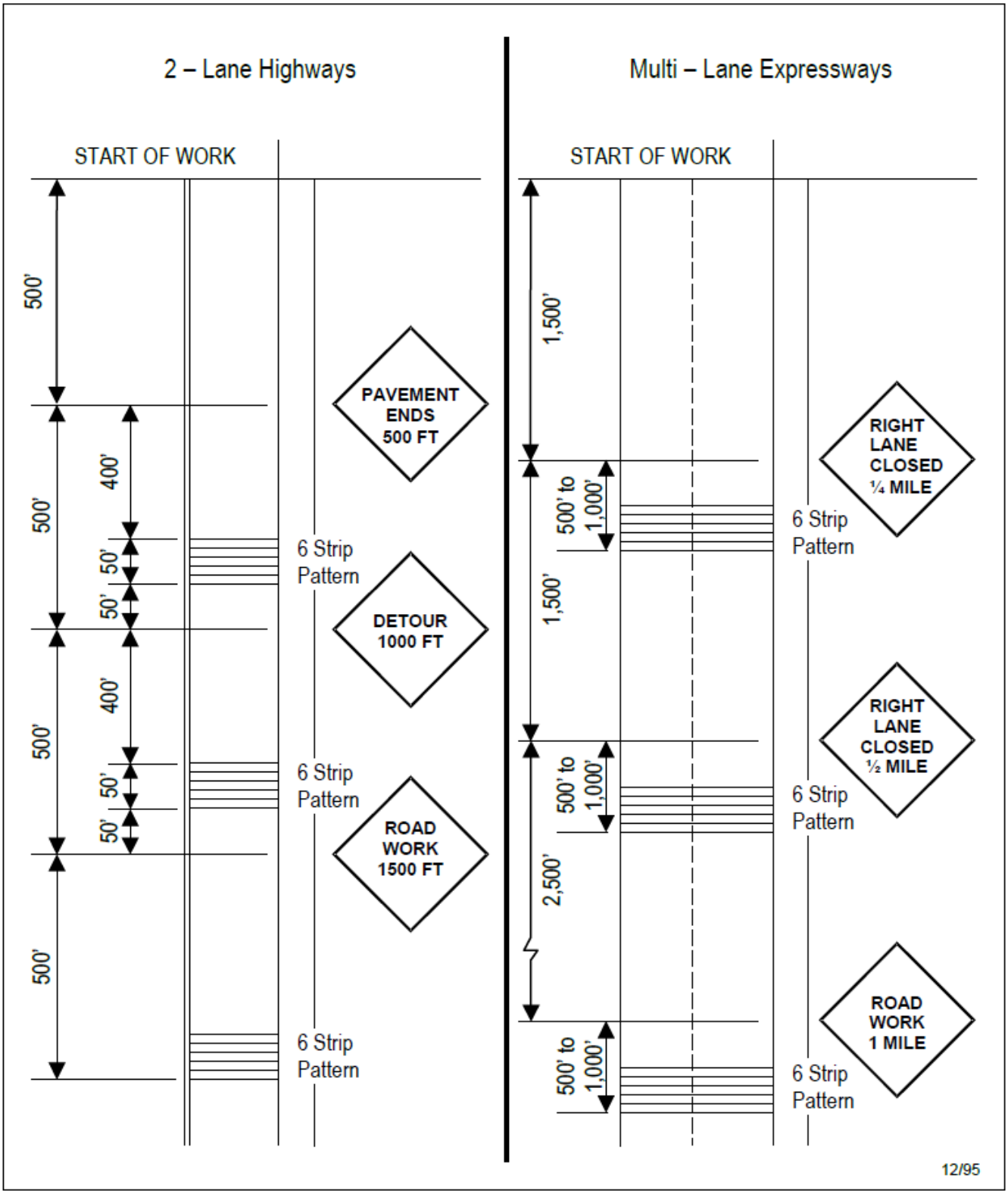
Please see Attachment 11 – *Detailed Specifications – Liquid Bituminous Materials*.

4.13 Project Dimensions – Heater Scarification

Information on pavement widths for projects in this Solicitation 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.

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

Suggested Layout Details -- Temporary Rumble Strips



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

4.14 SPECIAL NOTES – HEATER SCARIFICATION

4.14.1 Funding Source (Heater Scarification)

Project 6H2632 is funded by Federal Aid.

Projects 360491,6H2633 is 100% State funded.

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

Heater scarification projects in this Solicitation involve asphalt overlay to the Heater Scarification through separate contract. These projects 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.

4.14.3 Special Work Zone Traffic Control – Pilot Vehicle (Heater Scarification)

Unless otherwise specified, the highway shall be kept open to traffic at all times. Traffic shall be discontinued on the lanes where work is being performed on these projects; and as soon as 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.

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

4.14 SPECIAL NOTES – HEATER SCARIFICATION (Cont'd)

4.14.4 NYSDOT REGION 3 SPECIAL NOTES (HEATER SCARIFICATION)

Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays and or Special Events (NYSDOT Region 3 Projects):

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

6:00 am Friday, May 23, 2026, thru 6:00 am Tuesday, May 27, 2026 - (Memorial Day Holiday)

6:00 am Thursday, July 2, 2026, thru 6:00 am Monday, July 5, 2026 - (July 4th Holiday)

6:00 am Friday, September 4, 2026, thru 6:00 am Tuesday, September 8, 2026 - (Labor Day Holiday)

6:00 am Wednesday, November 25, 2026, thru 6:00 am Monday, November 30, 2026 - (Thanksgiving Holiday)

6:00 am Thursday, December 24, 2026, thru 6:00 am Monday, December 28, 2026 - (Christmas Holiday)

Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays and or Special Events (NYSDOT Region 3 Projects) (Cont'd)

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

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	
Syracuse Nationals	All	07/16/2026 thru 07/19/2026	Beginning 6:00 AM Thursday and ending 6:00 AM Monday

Exceptions can only be made under the following conditions:

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

4.14.5 General Special Note – Region 3 (Heater Scarification)

It is the Contractor's responsibility to ensure the surface is clean prior to paving and sweep if necessary, before and during paving operation. Payment for sweeping shall be included in the price bid per ton for the asphalt items. No separate payment shall be made.

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

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

4.14 SPECIAL NOTES – HEATER SCARIFICATION (Cont'd)

4.14.6 Project 360491 – Route 89, Tompkins County (Heater Scarification)

The project includes Heater Scarification of Route 89 from Ithaca City Line to Seneca County Line, RM 89-3601-2000 to 2089.

The contractor is responsible for removing all epoxy striping/marking at no additional cost prior to the Heater Scarification process. All striping/markings are epoxy throughout the entire project. All of the striping/markings require removal. 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 28, 2026**. The Heater Scarification contactor is responsible for coordinating their work schedule with the State's VPP contractor per special note from section 4.14.2.

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

4.14.7 NYSDOT REGION 6 SPECIAL NOTES (HEATER SCARIFICATION)

Region 6 - Special Notes:

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

- Friday, May 22, 2026-6:00 AM, Tuesday, May 26, 2026 -6:00 AM.
- Thursday, July 2, 2026 – 6:00 AM, Monday, July 6, 2026 - 6:00 AM.
- Friday, September 4, 2026- 6:00 AM, Tuesday, September 8, 2026 -6:00 AM.

Region 6 Project Specific Special Notes:

Both Region 6 heater scarification projects will be performed on the travel lanes and 1 foot over the white edge line. Shoulders will not be heater scarified.

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

In lieu of longitudinal cones full project length between open and closed lanes of traffic, the contractor may elect to substitute, when using pilot vehicles, use of cones placed transversely across the closed lane at intervals per section 619-3.02 J.2 (every 800') and at strategic locations, such as intersections and driveways. All work zone signs will be at a minimum of 5' tall from the bottom of sign panel.

All NYSDOT Region 6 Heater Scarify projects shall be completed no later than September 1, 2026. A schedule reflecting this shall be submitted before the start of work to Maintenance Supervisor 3, Gary Shepard, for approval.

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

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.

4.14.8 Project 6H2632 - Route 14, Schuyler County (Heater Scarification)

The Contractor shall work with the community to minimize traffic impacts from their work activities to avoid major community events such as Vintage Cup Race.

This project cannot start until 8/15/2026.

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

For Project 6H2632, all striping/markings are epoxy and will need to be removed.

4.14.9 Project 6H2633 - Route 227, Schuyler County (Heater Scarification)

For Project 6H2633, all striping/markings are epoxy and will need to be removed.

SECTION 5: MICRO-SURFACING - SPECIFIC PROJECTS

5.1 Introduction

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

5.2 Pricing Information

5.2.1 General

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

5.3 Asphalt Price Adjustments

5.3.1 General

a. Asphalt price adjustments allowed will be based on the February 1, 2026, average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without an 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, 2026, average is $638.000.

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:

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

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

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-22 binder without an 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 an anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2026.

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

Total Allowable Petroleum

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

Item #	Material Designation	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum
413.02010118	Micro-surfacing, Type II, F1	9.0	0.2	9.2
413.02020118	Micro-surfacing, Type II, F2	9.0	0.2	9.2
413.02030118	Micro-surfacing, Type II, F3	9.0	0.2	9.2
413.03010118	Micro-surfacing, Type III, F1	7.5	0.2	7.7
413.03020118	Micro-surfacing, Type III, F2	7.5	0.2	7.7
413.03030118	Micro-surfacing, Type III, F3	7.5	0.2	7.7
413.04030118	Micro-surfacing, Type III Rut	7.5	0.2	7.7

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

d. Work performed after the expiration of the contract, where no extension has been granted, resultant from purchase orders placed prior to expiration of the contract will be based on the new average for the month in which the work is done applying the same base established for that contract.

   Asphalt Price Adjustments for any contracts that are extended will be based on the new average for the month in which the work is done applying the same base established for that contract.

e. Asphalt price adjustments allowed by this contract shall be calculated and applied to the original prices. There will not be asphalt price adjustments unless the change amounts to more than $0.100 per ton/$0.010 per gallon as applicable from the original price. In these instances, prices will revert back to the original prices.

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

g. Should these provisions result in a price structure which becomes unworkable, detrimental or injurious to the State or in prices which are not truly reflective of market conditions or which are deemed by the Commissioner to be unreasonable or excessive, and no adjustment in price is mutually agreeable, the Commissioner reserves the sole right upon ten business days written notice mailed to the Contractor to terminate any contract resulting from this bid opening.

h. All asphalt price adjustments shall be published by the State and issued to all contract holders whose responsibility will be to attach the appropriate State notification (based on when the work was performed) to the payment invoice submitted to agency.

5.3.2 Asphalt Price Adjustment: Example

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

Item 413.02020118
Base Average Price = $638.000
New Average Price = $648.000
% Total Allowable Petroleum = 9.2%

Price Adjustment (per ton)	=	(648.000 - 638.000)	X	0.092

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

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

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

5.4 Payment

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

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

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

5.5 Pre-Micro-Surfacing Meeting

The Contractor shall schedule a Pre-Micro-surfacing Meeting with the affected Resident Engineer within one month after award of the Contract and at least two weeks prior to the start of the Micro-surfacing. Project-Level Supervisors for both the Owner Agency and the Contractor should be present at this meeting. At this meeting the Contractor shall present Certificates of Insurance evidencing compliance with the additional insurance requirements set forth in the INSURANCE clause, their proposed Micro-surfacing schedule, equipment, pavement marking abrading plan, mix design, calibration, Micro-surfacing procedure, and Work Zone Traffic Control plan to the State for approval. At least one week prior to the start of Micro-surfacing, the Contractor shall coordinate the details of the project with the Resident Engineer.

5.6 Bonding Requirements – Micro-Surfacing

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

5.7 Supervision

The Department of Transportation shall provide supervision for the Micro-surfacing operation, and pavement marking abrading if applicable. The Resident Engineer shall designate a Project Supervisor who shall be responsible and in charge of the operation. All orders pertaining to Work Zone Traffic Control plan from the Project Supervisor to the Contractor shall be binding on the Contractor. The following portions of Section 105 - CONTROL OF WORK of the Standard Specifications shall apply to these projects: 105-01 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

5.8 Work Hours

Work shall not be permitted on Sundays and NYS Holidays. If the Contractor desires to work overtime on other days, dispensation from NYS Labor Department must be obtained using Department of Labor Form PW-30 (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.

5.9 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*. The Project Supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the Contractor regarding construction details shall be considered final.

5.10 Special Note for Micro-Surfacing

The Contractor will not be responsible for the initial conditioning of the existing pavement and shoulder surfaces as described in Section 402-3.05 of the NYSDOT Standard Specifications. Patching, joint repair, crack filling will be done by NYSDOT forces prior to the Micro-surfacing, Chip Seal or Paver Placed Surface Treatment project. However, once work on the project begins, the Contractor is responsible for keeping the pavement and shoulders clean until the paving operations are completed, as per Section 633-3.01 of the NYSDOT Standard Specifications.

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

5.11 Restoration of Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor shall be returned to their original condition at no expense to the State. Any and all debris generated as part of the work shall be removed by the Contractor upon completion of the project.

5.12 Damaged or Deficient Areas

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

5.13 Work Zone Traffic Control

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

All necessary flaggers for Work Zone Traffic Control shall be provided by the Contractor. For two-way roadways, a minimum of three flaggers shall be provided while the work operation is underway. One shall be stationed at each end of the applicable operation, and one shall be stationed with the operation. For one-way roadways, a minimum of two flaggers shall be provided while the work operation is underway. One shall be stationed at the beginning of the applicable operation, and one shall be stationed with the operation. The Contractor shall station flaggers such that communication is maintained between the flaggers. Hand signals, radios, pilot vehicles, or some other means of communication may be used subject to the approval of the Resident Engineer.

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

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

With prior permission of the State's Resident Engineer, the Contractor may provide portable 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.

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

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

5.13.1 Special Note -Permanent Construction Signs

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

SIGN	MINIMUM SIZE	LOCATION
ROAD WORK NEXT ____ MILES	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).

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

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

5.13.2 Special Note - Temporary Pavement Markings

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

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

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

5.13.3 Special Note – Abrading Existing Pavement Markings

The Contractor shall remove any epoxy or thermoplastic pavement markings. Other markings shall be removed as ordered by the Resident Engineer. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the Contractor's operations shall be the Contractor's responsibility. Waste material generated by the abrading operation shall be cleaned up and disposed of by the Contractor.

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

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

5.13.4 Special Note: Work Zone Intrusion Initiative

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

Channelizing Device Spacing Reduction

A maximum channelizing device spacing of 40-ft. shall be provided at work sites where workers are exposed to traffic. This spacing shall be maintained a reasonable distance upstream of workers and shall be used throughout the work zone.

Where tapers are located less than 500-ft. from the work site, the 40-ft. spacing shall be used in the tapers as well.

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

Drums or vertical panels are preferred for intermediate to long-term stationary work zones, and at any locations where the risk of intrusion is high. Traffic cones are normally adequate for work zones set up and removed on a daily basis.

In long lane or shoulder closures, at least two channelizing devices shall be placed transversely at maximum 800-ft. intervals to discourage traffic from driving through the closed lane. Transversely placed devices are not required where pilot cars are in use.

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

Flagger Station Enhanced Setups

Additional cones and a flag tree meeting Section 6F.62 of the MUTCD shall be used upstream of flagger stations to provide added warning to drivers. These devices shall be used for flagger stations except those that are constantly moving or are in use at one location for no more than a few minutes. If the W20-7a flagger sign is used, the additional cones and flag tree shall also be used.

For additional details on Flagger Station Enhanced Setups, see NYSDOT 619 Standard Sheets. A link to NYSDOT 619 Standard Sheets can be found on Attachment 17 – *NYSDOT Work Zone Traffic Control* included within this Solicitation.

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 Solicitation 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 404.058904 or 404.098904. Tack coat meeting the requirements of Materials Designation 702-XXXXT Asphalt Emulsion Diluted Tack Coat shall be used to adhere the rumble strip to the existing pavement. Temporary rumble strips shall be formed using a specially constructed rumble strip paver (drag box) pulled transversely across the pavement, or by hand placement between forms fixed to the pavement. If forms are used, they shall be removed prior to compaction of the asphalt mixture. Compaction shall be accomplished using a plate tamper or a static roller. The roadway surface on which the rumble strips are to be attached shall be dry, free of surface contaminants such as dust or oil, and shall be 45ºF or greater unless otherwise authorized by the Engineer. The pavement surface shall be cleaned with compressed air just prior to tack coating and subsequent installation of rumble strips.

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

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

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

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

c. Basis of Payment

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

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

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

5.14 Detailed Specifications – Micro-Surfacing

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

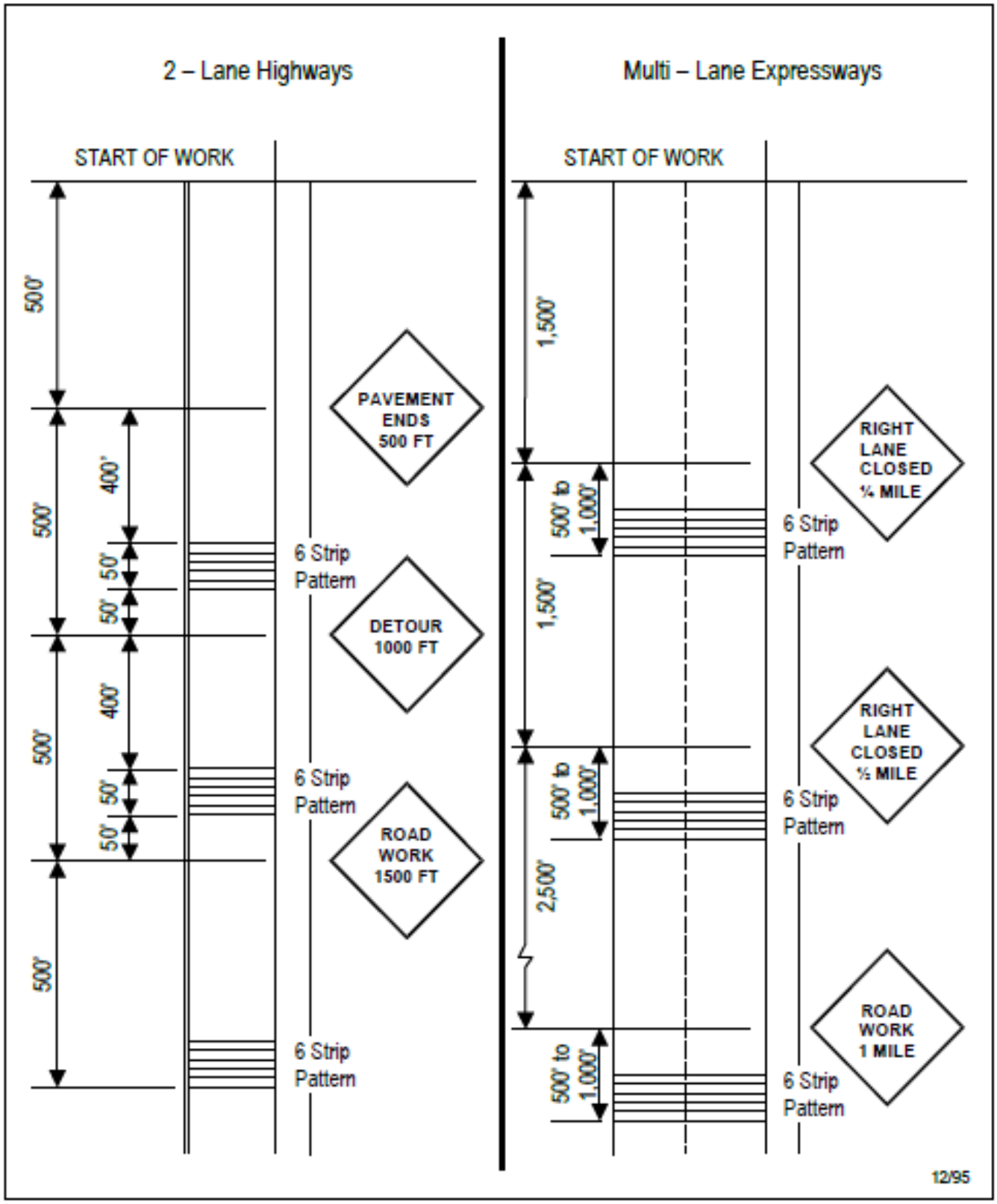
5.15 Project Dimensions – Micro-Surfacing

Information on pavement widths for projects in this Solicitation 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: MICRO-SURFACING - SPECIFIC PROJECTS (Cont'd)

Suggested Layout Details -- Temporary Rumble Strips



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

5.16 SPECIAL NOTES – MICRO-SURFACING

5.16.1 Funding Source (Micro-Surfacing)

Project 5V2624 will be funded by Federal Aid**.**

5.16.2 NYSDOT REGION 5 SPECIAL NOTES (MICRO-SURFACING)

Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays and/or Special Events (NYSDOT Region 5 Projects):

All Region 5 Projects shall follow the time restrictions outlined below for holidays:

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

- Victoria Day – Monday May 18th, 2026
- Memorial Day – Monday May 25th, 2026
- Canada Civic Holiday – Monday August 3rd, 2026
- Labor Day – Monday September 7th, 2026
- Columbus Day – Monday October 12th, 2026

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

- Juneteenth – Friday June 19th, 2026

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

- Independence Day – Saturday July 4th, 2026

All Region 5 Projects shall follow any route specific time restrictions included in Table A and Table B of the following linked document:

https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf

5.16.3 Project 5V2624 - NY 394, (Chautauqua County) (Microsurfacing)

The traveled way, shoulders, and center median turning lanes, when present, will be Micro-Surfaced full width. This project will begin at the existing pavement joint east of Gerry-Levant Rd and ends at the Cattaraugus County Line.

The Contractor is advised that Centerline Audible Roadway Delineators (CARDS) shall be installed between RM 17 5201 3082 and 17 5201 3089. As part of this contract, the Contractor is required to install the CARDS in accordance with Item 649.11 and NYS Standard Sheet 649-03. The cost of all associated work, including any additional temporary pavement striping as well as Work Zone Traffic Control, shall be included in the bid price of the Micro-Surfacing item.

The Contractor shall be responsible for the installation of the final paint/preformed pavement markings in accordance with Section 640 and 688 of the New York State Standard Specifications. All work required to complete this work, including Preformed Reflectorized Pavement Stripes for stop bars (including side roads), crosswalks (including side roads) and hatching, Letters and Symbols shall be included in the bid price for the Micro-Surfacing item.

SECTION 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS

6.1 Introduction

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

6.2 Pricing Information

6.2.1 General

Price quoted for Paver Placed Surface Treatment shall be net per ton, furnished, heated, delivered, and applied with Contractor's equipment totally by the Contractor at locations indicated herein. The price bid per ton for the Paver Placed Surface Treatment shall also include abrading the existing pavement markings and the provision of Work Zone Traffic Control as indicated elsewhere in this Solicitation.

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

6.3 Asphalt Price Adjustments

6.3.1 General

a. Asphalt price adjustments allowed will be based on the February 1, 2026, average of the F.O.B. terminal price per ton of unmodified PG 64S-22 binder without an 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, 2026, average is $638.000.

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:

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

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

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

New Monthly Average F.O.B. Terminal Price

The average F.O.B. terminal price for unmodified PG 64S-22 binder without an 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 an anti-stripping agent is as determined by the New York State Department of Transportation as of February 1, 2026.

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

Item #	Material Designation	Asphalt %	Petroleum Allowance %	Total Allowable Petroleum
415.0X0F0218	Paver Placed Surface Treatment – Conventional	6.5	1.0	7.5
415.1X0F0218	Paver Placed Surface Treatment – Modified	6.5	1.0	7.5

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

d. Work performed after the expiration of the contract, where no extension has been granted, resultant from purchase orders placed prior to expiration of the contract will be based on the new average for the month in which the work is done applying the same base established for that contract.

Asphalt Price Adjustments for any contracts that are extended will be based on the new average for the month in which the work is done applying the same base established for that contract.

e. Asphalt price adjustments allowed by this contract shall be calculated and applied to the original prices. There will not be asphalt price adjustments unless the change amounts to more than $0.100 per ton/$0.010 per gallon as applicable from the original price. In these instances, prices will revert to the original prices.

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

g. Should these provisions result in a price structure which becomes unworkable, detrimental or injurious to the State or in prices which are not truly reflective of market conditions or which are deemed by the Commissioner to be unreasonable or excessive, and no adjustment in price is mutually agreeable, the Commissioner reserves the sole right upon ten business days written notice mailed to the Contractor to terminate any contract resulting from this bid opening.

h. All asphalt price adjustments shall be published by the State and issued to all contract holders whose responsibility will be to attach the appropriate State notification (based on when the work was performed) to the payment invoice submitted to agency.

6.3.2 Asphalt Price Adjustment: Example

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

Item 18403.12020218
Base Average Price = $638.000
New Average Price = $648.000
% Total Allowable Petroleum = 7.5%

Price Adjustment (per ton)	=	(648.000 - 638.000)	X	0.075

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

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

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

6.4 Payment

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

A delivery slip stating quantities of hot mix asphalt concrete for Paver Placed Surface Treatment shall accompany each shipment. An invoice listing the quantities of Paver Placed Surface Treatment in place shall be sent promptly by the Contractor to the address indicated on the purchase order.

6.5 Pre-Paver Placed Surface Treatment Meeting

The Contractor shall schedule a Pre-Paver Placed Surface Treatment Meeting with the affected Resident Engineer within one month after award of the Contract and at least two weeks prior to the start of the Paver Placed Surface Treatment. Project Level Supervisors for both the State and the Contractor shall be present at this meeting.

At this meeting the Contractor shall present their proposed Paver Placed Surface Treatment schedule, equipment, pavement marking abrading plan, Paver Placed Surface Treatment procedure, and Work Zone Traffic Control plan to the State for approval. At least one week prior to the start of the Paver Placed Surface Treatment, the Contractor shall coordinate the details of the project with the Resident Engineer.

6.6 Supervision

The Department of Transportation shall provide supervision for the Paver Placed Surface Treatment operation, and pavement marking abrading if applicable. The Resident Engineer shall designate a Project Supervisor who shall be in charge of the operation. All orders pertaining to Work Zone Traffic Control plan from the Project Supervisor to the Contractor shall be binding on the Contractor. The following portions of Section 105 - CONTROL OF WORK of the Standard Specifications shall apply to these projects: 105-01 ENGINEER'S AUTHORITY, 105-05 VENDOR RESPONSIBILITY, 105-06 COOPERATION WITH UTILITIES AND OTHER CONTRACTORS.

6.7 Work Hours

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

6.8 Construction Details

The construction details shall comply with the requirements specified herein, including those appearing in the enclosed Attachment 11 - *Detailed Specifications – Liquid Bituminous Materials*. The Project Supervisor from the State shall have sole responsibility for determining compliance with the specifications. All orders given to the Contractor regarding construction details shall be considered final.

6.9 Special Note for Paver Placed Surface Treatment

The Contractor will not be responsible for the initial conditioning of the existing pavement and shoulder surfaces as described in Section 402-3.05 of the NYSDOT Standard Specifications. Patching, joint repair, crack filling will be done by NYSDOT forces prior to the Paver Placed Surface Treatment project.

However, once work on the project begins, the Contractor is responsible for keeping the pavement and shoulders clean until the paving operations are completed, as per Section 633-3.01 of the NYSDOT Standard Specifications.

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

6.10 Restoration of Disturbed Areas

During the course of the work the Contractor shall take reasonable care not to disturb areas outside the existing pavement. Any areas disturbed by the Contractor shall be returned to their original condition at no expense to the State. Any and all debris generated as part of the work shall be removed by the Contractor upon completion of the project.

6.11 Damaged or Deficient Areas

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

6.12 Paver Placed Surface Treatment Overlay Splices

The Contractor shall construct Paver Placed Surface Treatment Overlay Splices (commonly known as rebates) as per the enclosed detail Paver Placed Surface Treatment Overlay Splices (see next page). 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.

6.13 Work Zone Traffic Control

The Contractor shall be responsible for work zone traffic control. Traffic shall be controlled in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and Sections 619-1 through 619-3 of the Standard Specifications including modifications to the Standard Specifications. The Contractor shall submit a Work Zone Traffic Control Plan for approval to the Resident Engineer at the Pre-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 .

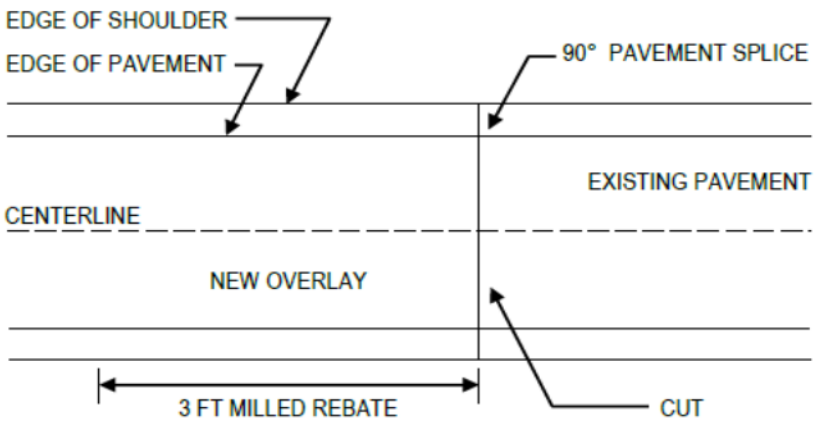
All necessary flaggers for Work Zone Traffic Control shall be provided by the Contractor. For two-way roadways, a minimum of three flaggers shall be provided while the work operation is underway. One shall be stationed at each end of the applicable operation, and one shall be stationed with the operation.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

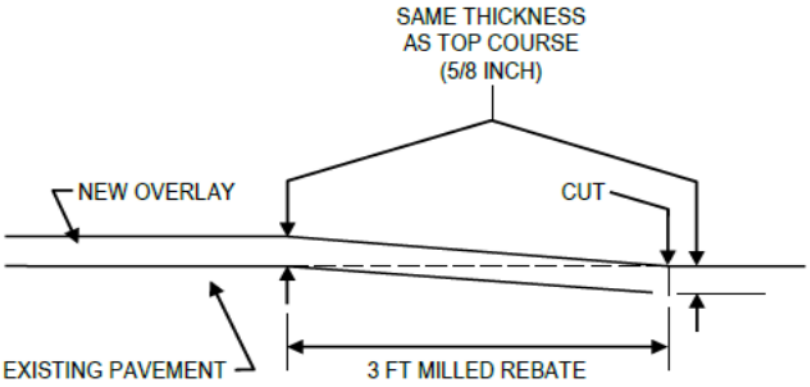
All costs of Work Zone Traffic Control as prescribed by this specification including flagging, temporary pavement marking and/or delineation, and construction signs, are to be included in the unit price bid. No separate payment shall be made.

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

Paver Placed Surface Treatment Overlay Splice:



PLAN



SECTION

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

6.13 Work Zone Traffic Control (Cont'd)

6.13.1 Special Note - Permanent Construction Signs

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

SIGN	MINIMUM SIZE	LOCATION
ROAD WORK NEXT _____ MILES	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 6: PAVER PLACED SURFACE TREATMENT - SPECIFIC PROJECTS (Cont'd)

Major intersecting roads are defined as through State, County, Town, Village, or City roads. The Contractor may provide Portable signs as shown in Figure 6F-2 of the MUTCD and meeting the requirements of Section 619 of the Standard Specifications for lane closures during work hours. Signs left active at night shall be rigid and reflectorized in accordance with the Standard Specifications.
With prior permission of the State's Resident Engineer, the Contractor may provide portable signs as shown in Figure 6F-2 of the MUTCD for the above referenced DO NOT PASS and NO CENTER LINE signs. The Contractor shall be responsible for assuring that these signs will be in their upright, visible positions twenty-four hours a day, seven days a week while 2' X 4" temporary yellow markings are used instead of full barrier pavement markings.

6.13.2 Special Note – Temporary Pavement Markings

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

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

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

6.13.3 Special Note – Abrading Existing Pavement Markings

The Contractor shall remove any epoxy or thermoplastic pavement markings. Other markings shall be removed as ordered by the Resident Engineer. Care shall be taken to avoid damage to passing traffic. All damage to passing traffic caused by the Contractor's operations shall be the Contractor's responsibility. Waste material generated by the abrading operation shall be cleaned up and disposed of by the Contractor.

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

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

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

6.13.4 Special Note: Work Zone Intrusion Initiative

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

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 Solicitation.

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

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

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

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

c. Basis of Payment

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

d. Suggested Layout Details Drawing-- Temporary Rumble Strips

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

6.14 Detailed Specifications – Paver Placed Surface Treatment

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

6.15 Project Dimensions – Paver Placed Surface Treatment

Information on pavement widths for projects in this Solicitation 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.

6.16 Rebates – Paver Placed Surface Treatment

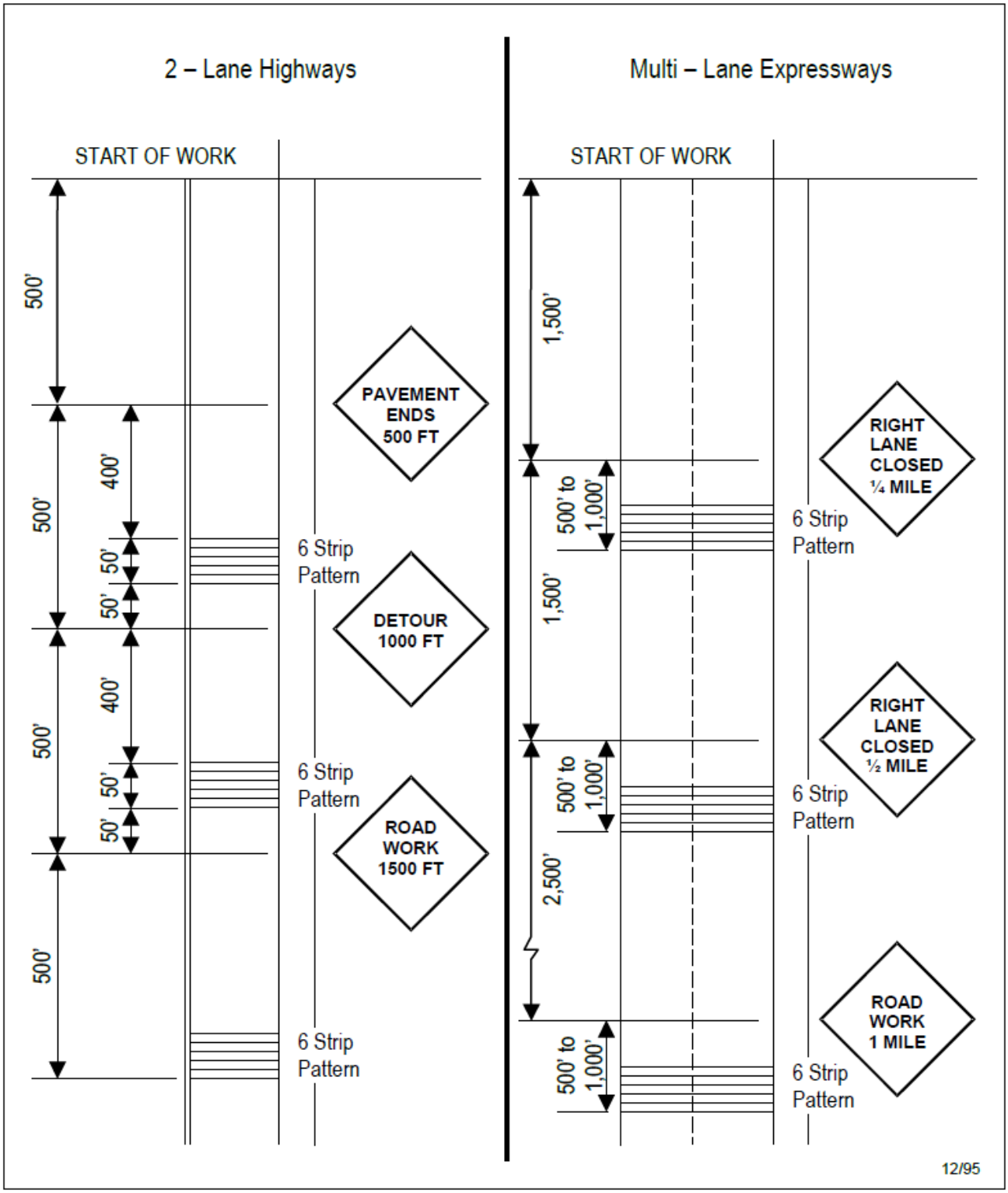
Information on rebates for projects in this Solicitation is listed for informational purposes only. The rebates listed in Attachment 13 – *Project Dimensions* are the best information available, but 100% accuracy is not guaranteed. Bidders should visit the project site to confirm the dimensions given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

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

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

Suggested Layout Details -- Temporary Rumble Strips



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

6.17 SPECIAL NOTES – PAVER PLACED SURFACE TREATMENT

6.17.1 Funding Source (Paver Placed Surface Treatment)

Projects 5V2613, 5V2614, 5V2631, and 6V2614 will be funded by Federal Aid**.**

No Projects are 100% State funded.

6.17.1.1 Temporary Lane/Shoulder Closure Restrictions for Major 2026 Holidays and/or Special Events (NYSDOT Region 5 Projects): (Paver Placed Surface Treatment)

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

- Victoria Day – Monday May 18th, 2026
- Memorial Day – Monday May 25th, 2026
- Canada Civic Holiday – Monday August 3rd, 2026
- Labor Day – Monday September 7th, 2026
- Columbus Day – Monday October 12th, 2026

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

- Juneteenth – Friday June 19th, 2026

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

- Independence Day – Saturday, July 4th, 2026

All Region 5 Projects shall follow any route specific time restrictions included in Table A and Table B of the "R05 2012 WZTC Typicals" document which can be found at:
https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf

6.17.2 Project 5V2613 - I-86, (Cattaraugus County) (Paver Placed Surface Treatment)

Paver Placed Surface Treatment on the travel lanes along I-86 WB. Fog Seal Application to the shoulders and U-turn deceleration lanes along I-86 WB. Abrading of pavement markings when necessary prior to the placement shall be included in the bid price for the surface treatment item.

Contractor shall provide vertical clearance measurements under any bridges to the Resident Engineer before and after paving to assure proper clearance is maintained. The minimal vertical clearance is 14 feet.

Rebates shall be milled by the paving contractor in accordance with the rebate table of widths.

Final Epoxy Striping to be performed by a separate State contract. The Contractor shall be responsible for the layout of the temporary pavement markings.

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

6.17 SPECIAL NOTES – PAVER PLACED SURFACE TREATMENT (Cont'd)

6.17.3 Project 5V2614 - NY 242, (Cattaraugus County) (Paver Placed Surface Treatment)

Paver Placed Surface Treatment on the traveled way and shoulders along NY 242. Abrading of pavement markings when necessary prior to the placement shall be included in the bid price for the surface treatment item.

Rebates shall be milled by the paving contractor in accordance with the rebate table of widths. Rebates will not be needed on side streets.

All work shall be completed prior to Ellicottville Fall Festival in October.

The Contractor shall be responsible for the installation of the final paint/preformed pavement markings in accordance with Section 640 and 688 of the New York State Standard Specifications. All work required to complete this work including Preformed Reflectorized Pavement Stripes for stop bars (including side roads), crosswalks (including side roads) and hatching, Letters and Symbols shall be included in the bid price for the surface treatment item. The Contractor will be responsible for all final striping.

The striping is water-based therefore does not require abrading.

The Boyce Hill State Forest shall remain open and accessible during construction.

6.17.4 Project 5V2631 – I-990, (Erie County) (Paver Placed Surface Treatment)

Night work may be required for this project (as single lane closures are still allowed at times) and NYSDOT Maintenance will be available to provide inspection as necessary. Night work time restrictions can be found in Table A of the "R05 2012 WZTC Typicals" document which can be found at:

https://www.dot.ny.gov/regional-offices/region5/repository/R05_2012_WZTC_Typicals.pdf

A different Project (PIN 5815.29) executed through a different contract, will be in construction in 2026 and 2027. This separate contract is performing bridge work at 3 bridges (see table below) within the VPP limits:

BRIDGE (BIN)	LOCATION
BIN 1072561	I-990 SB ramp over Sweethome Road and Bizer Creek
BIN 1072661	I-990 SB over JJ Audubon Pkwy
BIN 1072811	I-990 SB over Campbell Blvd

Coordination with the NYSDOT Construction Group regarding the schedule of this bridge project shall take place in order to best complete the entire VPP project limits with the paver placed surface treatment.

The I-990 mainline travel lanes, ramps, acceleration and deceleration lanes shall be overlaid. The shoulders shall be fog- sealed.

The gores and crossovers should both be fog sealed.

The ramps will be allowed to be temporarily shut down, if a properly signed detour is provided by the Contractor. This signed detour shall be approved by the Resident Engineer. No closure of the I-290 ramps will be allowed.

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

Final Epoxy Striping to be performed by a separate State contract. The Contractor shall be responsible for the layout of the temporary pavement markings.

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

6.17 SPECIAL NOTES – PAVER PLACED SURFACE TREATMENT (Cont'd)

6.17.5 Project 6V2614 – Route 417, (Allegany County) (Paver Placed Surface Treatment)

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

The project begins at the Coyle Road (RM 1074) and ends at Village of Boliver (RM 1092) in the Town of Boliver.

The contractor is advised that approximately 25,344 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 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 (10) calendar days.

SECTION 7: ENVIRONMENTAL PRODUCT DECLARATIONS (EPDs)

7.1 Special Note – Environmental Product Declarations (EPDs)

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.