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TO: Director, Preliminary Plan Review Bureau	ENGINEERING INSTRUCTION NEW YORK STATE DEPARTMENT OF TRANSPORTATION	
	SUBJECT: SECTION 619-4.03 & 5.03 DELINEATION AND GUIDING DEVICES Subject Code: 7.30	
Distribution:	<input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special	Code: <u>EI 74-69</u> Date: <u>8/2/74</u> Supersedes: EI 74-68 Modifies: EI 74-034 DATE 4/16/74
APPROVED:  <u>Jack Sternbach, Deputy Chief Engineer (Construction)</u>		

This Instruction amplifies the clarification contained in EI 74-34 of the subject section of the 1973 Specifications.

The intent of the Specifications as clarified in the subsequent revision, is that payment for delineation is to be made once along the centerline of the roadway for all operations up to and including the subbase, regardless of whether one or more individual lines of delineation are utilized within that section of roadway. A similar payment is to be made for all paving operations including shoulders. Thus, in effect, two payments will be made along each section of undivided roadway where delineation is used for operations through the subbase and for paving and shoulder operations.

However, the confusion in the wording of the original 1973 Specifications for this item must be recognized and EI 74-34 attempted to provide an equitable basis for reimbursement considering the intent of this item as it may have appeared to all bidders. Therefore, the contract quantity for this item in each specific project may be appropriate as a guide in determining the intent as it appeared to all bidders.

As an illustration, let us select a three mile, two lane project which requires all operations through subbase, paving and shoulders, and also requires delineation for the entire length of the project on each side of the road. The length of roadway requiring delineation is 158 stations. Payment is to be made as follows:

1. If the contract quantity is 158 stations, payment must be made for 316 stations since the Specifications are clear that two payments must be made; once for operations through the subbase and once for paving and shoulder operations.
2. If the contract quantity is 316 stations, the intent is correctly supported.

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3. If the contract quantity is 632 stations, the designer apparently misinterpreted the intent of the Specifications and provided separate payment for each line of delineation on each side of the roadway. We must assume that bidders would interpret the intent as expressed by the contract quantity, based their bids accordingly, and payment should, therefore, be made on such basis.