

NEW YORK STATE THRUWAY AUTHORITY ADDENDUM TO THE NEW YORK STATE STANDARD SPECIFICATIONS

The Standard Specifications published by the New York State Department of Transportation shall form a part of the agreement. The dated edition that applies to this contract is shown on the front cover of the proposal. All work contemplated under this contract is to be covered by, and be in conformance with, the Standard Specifications as modified by this Addendum, the contract proposal or the contract plans. Also, the bidder's attention is directed to the fact that the New York State Thruway Authority, acting through its duly authorized officers, is the contracting party herein and the specifications referenced above shall be read accordingly.

All special notes bound in this proposal shall be incorporated. If a conflict exists between the special specifications and/or provisions set forth in this proposal and the specifications and/or provisions set forth in the New York State Department of Transportation's Standard Specifications, those in the proposal shall govern.

Make the following changes to *Standard Specifications (USC)* and dated as shown on the *Title Page*:

TABLE OF CONTENTS

Substitute or **Add** the following sections:

- 102-01 LOCATION OF THRUWAY DIVISION OFFICES
- 102-08 APPENDIX A - STANDARD CLAUSES FOR ALL NEW YORK STATE THRUWAY AUTHORITY CONTRACTS (TAP -326) AND FEDERALLY-FUNDED CONTRACTS (TAP-327), SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT) (APPENDIX A-1 – FOR FEDERALLY AIDED CONTRACTS ONLY), AND SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT) (APPENDIX A-2 – FOR FEDERALLY AIDED CONTRACTS ONLY)
- 104-11 REMOVAL AND REPLACEMENT OF BRIDGE IDENTIFICATION SIGNS
- 105-22 NON-REVENUE CONTRACT TRAVEL
- 108-01 START AND PROGRESS OF WORK
- 108-07 OFFICIAL SHUTDOWN PERIOD
- 108-08 WORK DURING OFFICIAL SHUTDOWN PERIODS
- 109-11 RECOVERY OF MONIES BY THE AUTHORITY

Section 100 GENERAL PROVISIONS

SECTION 101 – ABBREVIATIONS AND DEFINITION OF TERMS

101-01 ABBREVIATIONS OF TERMS.

Delete the **abbreviations** DCEC, DCED, DCES, and DCETS and their respective expressions. Wherever these abbreviations are used in the specifications, **Substitute** as follows:

- DCEC – Director of Construction Management
- DCED – Director of Design
- DCES – Director of Structures Design
- DCETS – Director of Structures Design

101-02 DEFINITIONS OF TERMS.

Add “Acceptance Testing. Testing, conducted by the Engineer, to measure the degree of compliance to the Contract Documents.”

Addenda; Delete the definition and **Substitute** “This TA Addendum and any supplemental additions, deletions and modifications to the provisions of the Standard Specifications published by NYSDOT, adopted by the New York State Thruway Authority, and listed on the front cover of this Contract Proposal.”

Approved List; the “Materials Bureau” referenced shall be the New York State Department of Transportation Materials Bureau.

Add “Assistant Division Director (of) Engineering Services. An employee of the New York State Thruway Authority, under the direction of the Division Director, who has been delegated the responsibility for supervision of the Division Construction Management staff.”

Add “Authority. The New York State Thruway Authority, its employees and its designated representatives.”

Add “By Others. The term “by others” refers to a person, firm, or corporation other than the Contractor or its surety, or persons, firms or corporations in a contractual relationship with the Contractor or the surety, such as a Subcontractor, supplier, fabricator or consultant at any tier. “By others” shall include the Authority or other public body.”

Chief Engineer; Delete the definition and **Substitute** “The Chief Engineer of the New York State Thruway Authority or his/her designated representative.”

Commissioner; Delete the definition and **Substitute** “The Chairman of the New York State Thruway Authority or his/her designated representative. The designated representative of the Chairman of the New York State Thruway Authority is the Chief Engineer of the New York State Thruway Authority.”

Contract Agreement; Delete the last sentence and **Substitute** “A sample of the standard contract agreement is found elsewhere in this proposal.”

Department; Delete the definition and **Substitute** “The New York State Thruway Authority”. The Authority maintains a website at www.thruway.ny.gov.”

Departmental Geotechnical Engineer; Delete the definition and **Substitute** “A Geotechnical Engineer in the employ of the New York State Thruway Authority or its designated inspection agency, acting at the request of the Chief Engineer, authorized to perform the duties required under these specifications.”

Departmental Engineering Geologist; Delete the definition and **Substitute** “An Engineering Geologist in the employ of the New York State Thruway Authority or its designated inspection agency, acting at the request of the Chief Engineer authorized to perform the duties required under these specifications.”

Add “Department of Engineering. The New York State Thruway Authority Department of Engineering.”

Engineer OR Engineer-In-Charge; Delete the definition and **Substitute** “The Project Engineer representing the New York State Thruway Authority having direct supervision of the execution of the contract under the direction of the Thruway Assistant Division Director.”

Final Agreement; Delete the definition and **Substitute** “Agreement between the New York State Thruway Authority and the Contractor, stating the total cost of the work done by the Contractor. This document, which may also be referred to as a “Final Supplemental Agreement”, provides a final tabulation of the net increases or decreases in the Contract.”

Geotechnical Engineering Bureau; Delete the definition and **Substitute** “The New York State Thruway Authority employee, or its designated inspection agency or representative, having responsibility for providing Geotechnical Engineering Services including laboratory testing of earthwork materials.”

Materials Bureau; Delete the definition and **Substitute** “The New York State Thruway Authority employee, or its designated inspection agency or representative, with responsibility for the quality assurance program for materials to be used on the contract, directed to secure samples, conduct tests and maintain records as prescribed for this contract.”

Add “Median. That portion of a divided highway separating the traveled way. The median includes the median shoulders.”

Add “Milepost. Location marker/delineators on the Mainline Thruway and Spurs (New England Thruway, Cross Westchester Expressway, Garden State Parkway Connection, Berkshire Spur, and the Niagara Thruway) and/or at overhead bridge sites. Milepost locations are approximate, having been initially referenced to centerline mileage, and shall not be utilized for measurement. Interchange ramps and roadways do not have location markers.”

Add “Notice to Proceed. Written notice from the Authority to the Contractor to begin Work, upon award of the Contract by the Office of State Comptroller, or receipt of a fully executed copy of the Conformed Proposal, and as further mentioned in **ARTICLE 4. DATE OF COMPLETION.** of the Agreement.”

Office; Delete the definition and **Substitute** “Any of the subdivisions within the Department of Engineering of the New York State Thruway Authority.”

Professional Service; Delete the term and definition. See **Service** definition.

Region; Delete the term and definition. See **Thruway Division** definition.

Regional Director; Delete the definition and **Substitute** “The Division Director of one of the four NYSTA Divisions, or a designated representative.”

Add “Regional Materials Engineer (RME)” and **Substitute** “The Engineer or Project Engineer” wherever this title appears.

Service; Delete the term and definition and **Substitute** the following:

“**Service.** A service is specialized work consisting of less than an entire contract pay item provided to the Contractor for a fee or other basis not generally accounted for through labor (prevailing wage rates), materials (invoices), and equipment billing (Blue Book rates). Services include, but are not limited to, professional engineering and surveying fees, dumping fees, utility charges, concrete pumping, trucking firms, owner-operator trucking and crane lifting operations. Pavement striping, guide rail removal and installation, scuba diving, welding, and drilling and grouting operations are recognized as Subcontractor activities, not services.”

Standard Sheets; Delete the definition and **Substitute** the following:

The standard drawings, comprised of volumes issued by the Department of Transportation and the New York State Thruway Authority, approved for repetitive use, showing details to be used where appropriate. The entire set of Standard Sheets is referenced and is part of the Contract Documents. The applicable version of

the Standard Sheet sets shall be those current on the date of advertisement for bids. Standard Sheets are available on the respective NYSDOT and Authority web sites in Adobe Acrobat (pdf) format.”

State; Delete the definition and **Substitute** “When used, means the New York State Thruway Authority.”

Subcontractor; Delete the definition and **Substitute** “Any individual, firm, or corporation to whom the Contractor sublets any part of the contract. Written consent from the Authority is required for Subcontractors except for Subcontractors that perform on-site work consisting of less than an entire contract pay item, and conduct work for an aggregate of less than 10 work days per calendar year. All Subcontractors, whether or not they require approval, are responsible to pay employees prevailing wage rates and submit certified payrolls as required by the NYS Department of Labor, and shall comply with the provision for Extra Work as specified in Sections 109-05A. and 109-05B.”

Add “**Thruway Authority Director of Construction Management.** The Director of Construction Management, Department of Engineering of the New York State Thruway Authority, or a designated representative, assists the Chief Engineer with Programmatic Quality Assurance and development of Policy.”

Add “**Thruway Division.** A geographic section of the Thruway used to designate or identify the location of the proposed work. There are four (4) such Thruway Divisions and their limits are generally described as follows:

A. New York Division. The portion of the Thruway south of Milepost 76.5 in Ulster County, including the entire Garden State Parkway connection, the New England Thruway (I-95) from Milepost NE 0.17 to Milepost NE 15.01, and the entire Cross Westchester Expressway (I-287).

B. Albany Division. The portion of the Thruway between Milepost 76.5 in Ulster County and Milepost 197.9 in Montgomery County, including the Berkshire Spur from Milepost B 0.00 to Milepost B 24.28.

C. Syracuse Division. The portion of the Thruway between Milepost 197.9 in Montgomery County and Milepost 350.6 in Ontario County.

D. Buffalo Division. The portion of the Thruway west of Milepost 350.6 in Ontario County, including the Niagara Thruway (I-190) Milepost N 0.00 to Milepost N 21.1.”

Add “**Thruway Division Construction Supervisor.** An employee of the New York State Thruway Authority, under the direction of the Assistant Division Director (of) Engineering Services, who has been delegated the responsibility for supervision of the Engineer.”

Add “**Thruway Division Director.** The ranking staff employee of the Thruway Authority in a Thruway Division.”

Add “**Thruway Division Traffic Supervisor.** An employee of the New York State Thruway Authority, under the direction of the Division Director, who has the responsibility for safety and control of all vehicular traffic on the Thruway.”

Work Service; Delete the term and definition. See **Service** definition.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102-01 LOCATION OF REGIONAL OFFICES.

Delete this section in its entirety and **Substitute** the following:

“**102-01 LOCATION OF THRUWAY DIVISION OFFICES.** Buffalo Division - 455 Cayuga Road, Suite 800, Cheektowaga, New York 14225-0121; Syracuse Division - Suite 250, 2nd Floor, 290 Elwood Davis Road, Liverpool, New York 13088-0308; New York Division - 4 Executive Blvd., Suffern, New York 10901; Albany Division and Thruway Headquarters- 200 Southern Boulevard, Albany, New York 12209-2098.”

102-02 EXAMINING THE CONTRACT DOCUMENTS AND THE WORK SITE.

Delete the first paragraph and **Substitute** the following:

“Information on letting schedules, contract documents, detailed plans of the work, contract proposals, supplemental information for bidders, amendments, and other information are available on the Authority’s website at: www.thruway.ny.gov/business. NYSTA Standard Sheets are available from the Authority’s website at: <https://www.thruway.ny.gov/business/contractors/standard-sheets/index.shtml>. NYS DOT Standard Sheets are available on the Engineering > CADD Info > Drawings page of the Department of Transportation’s Business Center website at: www.dot.ny.gov/business.”

Delete the third paragraph and **Substitute** the following:

“Inquiries prior to the receipt of bids regarding any discrepancy, error, omission, intent or meaning of the Contract Documents shall be directed to an Authority designated contact named in the Proposal. Only amendments shall be considered binding. Oral responses shall not be used to modify the Contract Documents.”

Delete B. Contract Document Components. and **Substitute** the following: The following components of the contract documents complement one another in the declining order of precedence listed below. The intent of the contract documents is to include all items/aspects of the work that are necessary for the proper initiation, execution, and completion of the work.

1. Plans (or Project Details located in the Contract Proposal, if provided).
2. Proposal - Special Notes.
3. Proposal - Special Specifications.
4. Thruway (Authority) Addendum to the Standard Specifications (TA).
5. NYS DOT Standard Specifications.
6. Thruway (Authority) Standard Sheets.
7. NYS DOT Standard Sheets.
8. Base Line Data.

C. Subsurface Information.

Add the following to the end of the third paragraph:

“If no Quality Designations are given, Quality Level D shall be assumed.”

102-04 PROPOSAL CONTENT.

Delete “three (3) decimal positions” in the first paragraph and **Substitute** “two (2) decimal positions”.

102-05 PROPOSAL SUBMISSION.

Delete the first sentence of the second paragraph and **Substitute** “Amendments will be provided via electronic means on the Authority’s website.

Delete the last two paragraphs of this section.

102-06 BID DEPOSIT.

Delete all the information in this section and **Substitute** the following:

“Bids must be secured with either a bid bond or a bid deposit. A bid bond must be in the amount of 5% of the total bid and must be on the Authority’s Bid Bond Form (TA-44117) which is included in the Proposal. A bid deposit must be a certified check or cashier’s check made payable to the New York State Thruway Authority in the amount specified in the bid proposal. (Bidders must also submit a Statement of Surety’s Consent with the bid.) The retention and disposition of such bid bond or certified check or bank cashier's check by the Authority shall be pursuant to and in conformity with Section 38(2) of the Highway Law, as amended.

Bidders are advised that the Thruway Authority has determined, in the exercise of its discretion, that if the apparent low bidder has submitted a certified check or cashier's check with their bid, they will not be permitted to bond their bid. The second low bidder, if they have submitted a certified check or cashier's check will be permitted to bond their bid as a matter of right; the Thruway Authority form TA-4426 is to be used for this purpose and may be obtained from the Contracts Unit at Authority Administrative Headquarters only.”

102-08 SAMPLE APPENDIX A - STANDARD CLAUSES FOR ALL NEW YORK STATE CONTRACTS.

Delete this section in its entirety and **Substitute** with the following:

“102-08 APPENDIX A - STANDARD CLAUSES FOR ALL NEW YORK STATE THRUWAY AUTHORITY CONTRACTS (TAP-326) OR CONSTRUCTION CONTRACTS AND FEDERALLY FUNDED CONTRACTS (TAP-327), SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT) (APPENDIX A-1 AND APPENDIX A-2 – FOR FEDERALLY AIDED CONTRACTS ONLY).

The Applicable APPENDIX A – Standard Clauses for New York State Thruway Authority Contracts (TAP-326 or TAP-327 for Federal Aided Contracts) will be found in the Project Proposal.

Appendix A-1 and Appendix A-2 below will apply to Federal Aided contracts, and they supplement TAP-327.

SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT) (APPENDIX A-1 – FOR FEDERALLY AIDED CONTRACTS ONLY)

During the performance of this contract, the Contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

1. **COMPLIANCE WITH REGULATIONS.** The Contractor shall comply with the Regulation relative to nondiscrimination in Federally assisted programs of the Department of Transportation of the United States, Title 49, Code of Federal Regulations, Part 21, and the Federal Highway Administration (hereinafter “FHWA”) Title 23, Code of Federal Regulations, Part 200 as they may be amended from

time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. **NONDISCRIMINATION.** The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, religion, age, color, sex or national origin, sex, age, and disability/handicap in the selection and retention of Subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR, section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. **SOLICITATIONS FOR SUBCONTRACTORS, INCLUDING PROCUREMENTS OF MATERIALS AND EQUIPMENT.** In all solicitations either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential Subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin, sex, age, and disability/handicap.

4. **INFORMATION AND REPORTS.** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Authority or the FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the Authority or FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **SANCTIONS FOR NONCOMPLIANCE.** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the Authority shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

(a) Withholding of payments to the Contractor under the contract until the Contractor complies; and/or

(b) Cancellation, termination or suspension of the contract, in whole or in part.

6. **INCORPORATION OF PROVISIONS.** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The Contractor shall take such action with respect to any Subcontractor procurement as the Authority or the FHWA may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a Subcontractor or supplier as a result of such direction, the Contractor may request the Authority to enter into such litigation to protect the interests of the Authority, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

**SUPPLEMENTAL TITLE VI PROVISIONS (CIVIL RIGHTS ACT)
(APPENDIX A-2 – FOR FEDERALLY AIDED CONTRACTS ONLY)**

The New York State Thruway Authority, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation and Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes, as amended, issued pursuant to such Act, hereby notifies all who respond to a written Authority solicitation, request for proposal or

invitation for bid that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability/handicap and income status in consideration for an award.”

102-10 LABOR AND EMPLOYMENT.

A. Wages. Add the following to the end of the first paragraph:

“Prevailing Rates must be paid in accordance with the NYS Labor Law Section 220.”

102-12 DBE/MBE/WBE/SDVOB PARTICIPATION.

D. Counting DBE/MBE/WBE/SDVOB Participation Towards the DBE/MBE/WBE/SDVOB Goal(s).

4. Brokers/Manufacturer’s Representatives.

Add the following sentence after the third (last) sentence of the 2nd paragraph. “Per the New York State Department of Economic Development, only the monetary value for fees, or the markup percentage, will be credited when an MWBE broker is used (industry standards typically reflect a brokerage fee of 5-7% from the total contract amount)”.

102-14 FORM OF CONTRACT AND BID BOND.

Delete the first sentence and Substitute “The form of contract and bid bond, if given, shall be those found in this proposal.”

102-15 SAMPLE FORM OF BID BOND.

Delete all the information in this section and Substitute “The Bid Bond (TA-44117) contained in this Proposal shall apply.”

102-17 SAMPLE FORM OF ITEMIZED PROPOSAL/JURAT.

Delete all the information in this section and Substitute “The Itemized Proposal contained within this Proposal shall apply.”

SECTION 103 – CONTRACT AWARD AND EXECUTION

103-01 CONTRACT AWARD.

Add the following after the second paragraph:

“The following are examples of reasons that are considered sufficient for the disqualification of a Bidder and the rejection of its Proposal:

1. Submission of more than one Proposal for the same work from an individual, firm, partnership, corporation, or combination thereof, under the same or different names. Reasonable grounds for believing that any individual, firm, partnership, corporation, or combination thereof, is interested in more than one Proposal for the work contemplated may cause the rejection of all Proposals in which such individual, firm, partnership, corporation, or combination thereof, is interested.

2. Evidence of collusion among Bidders. Participants in such collusion will not be permitted to submit bids for future work of the Authority until reinstatement as a qualified Bidder by the Chief Engineer.
3. Uncompleted work which, in the judgment of the Authority, might hinder or prevent the prompt completion of this Contract, if awarded.
4. Bid mistake; public projects. In all contracts governed by this section, where a unilateral error or mistake is discovered in a bid, such bid may be withdrawn after a showing of the following:
 - (a) the mistake is known or made known to the awarding officer, board or agency prior to the awarding of the contract or within three days after the opening of the bid, whichever period is shorter; and
 - (b) the price bid was based on an error of such magnitude that enforcement would be unconscionable; and
 - (c) the bid was submitted in good faith and the bidder submits credible evidence that the mistake was a clerical error as opposed to a judgment error; and
 - (d) the error in the bid is actually due to an unintentional and substantial arithmetic error or an unintentional omission of a substantial quantity of work, labor, material, goods or services made directly in the compilation of the bid, which unintentional arithmetic error or unintentional omission can be clearly shown by objective evidence drawn from inspection of the original work paper, documents, or materials used in the preparation of the bid sought to be withdrawn; and
 - (e) it is possible to place the public agency, board, officer, or subdivision in status quo ante.

Delete the fourth paragraph and **Substitute:**

“A Contractor may at any time, upon at least fifteen (15) days written notice, withdraw its bid on a date sixty (60) days after bid opening or thirty (30) days after the properly executed contract documents have all been received by the Authority, whichever is later. The bid bond, bid deposit, and/or performance bond shall remain in effect until such period of written notice has expired provided the contract has not been approved by the Office of the State Comptroller in the interim. The Contractor and the Authority may agree in writing to extend the date upon which the bid may be withdrawn if the contract has not been approved by the Office of the State Comptroller.”

Delete the seventh paragraph and **Substitute:**

“Contract award on a joint venture proposal will place upon the joint participants complete liability, jointly and individually, for contract performance.

Contracting corporations, which are chartered in a state other than New York, as well as individuals or firms doing business under fictitious names, are required to register with the NYS Department of State authorizing them to do business in New York, before they can be awarded a contract.”

103-02 EXECUTION OF CONTRACT.

Add the following after the second paragraph:

“When a joint bidder returns a signed contract for a joint venture proposal to the Chief Engineer, a certified copy of a resolution of the board of directors of each participating corporation must be included that clearly indicates the work to be performed by both parties. The resolution must authorize the joint venture with the other party participant(s) for the specific contract. Each corporation must also submit a copy of its corporate powers. The participants in any joint venture must make the designation in writing, addressed to the Chief Engineer.

The designations are as follows:

1. The name of the person who will be in charge of the project for the joint Contractors. This person must have complete authority to speak for and bind the joint Contractors in all matters relating to the contract. It is this person to whom all notices, orders, directions, and determinations concerning the project may be given by the Chief Engineer. Notices orders, directions, or determinations given to this designated person, or to one of the joint Contractors, will be considered to have been given to all parties.

No change in the person designated to be in charge of the project will be recognized by or be binding upon the New York State Thruway Authority, until the participants in the joint venture give written notice of such change. In the event of the inability or unwillingness to serve, death or disability of the person in charge of the project, it is the responsibility of the joint Contractors to advise Chief Engineer, in writing, over their joint signatures, of such inability or unwillingness to serve, death or disability within 24 hours after the occurrence, and then to designate a successor.

2. A mailing address for the receipt of all estimates, acceptance and final settlement certificates, payments, notices, orders, directions, and determinations for the performance of the work. The mailing address will be considered the joint Contractors' address and any communications directed to such address will be considered to have been received by the joint Contractors.

All checks for the payment of estimates and the final settlement certificate will be made to the order of the joint Contractors in the same form in which they have signed the contract and will be mailed to the designated mailing address.

Change of the mailing address will not be recognized by or be binding upon the New York State Thruway Authority, until written notice, signed by the joint Contractors, has been received by the Chief Engineer.

If the contract, together with the Surety Bonds and the Insurance Certificate(s) providing adequate insurance coverage, as provided in Section 107-06, is not properly executed and returned, the proposal guarantee will be forfeited to the New York State Thruway Authority as liquidated damages.”

103-06 SAMPLE FORM OF CONTRACT AGREEMENT.

Delete all the information in this section and **Substitute** with: “The New York State Thruway Authority Agreement is included in the Contract Proposal.”

103-07 SAMPLE FORM OF FAITHFUL PERFORMANCE BOND.

Delete all the information in this section and **Substitute** with: “The New York State Thruway Authority Faithful Performance Bond is included elsewhere in the Contract Proposal.”

103-08 SAMPLE FORM OF LABOR AND MATERIAL BOND.

Delete all the information in this section and **Substitute** with: “The New York State Thruway Authority Labor and Material Bond is included elsewhere in the Contract Proposal.”

SECTION 104 - SCOPE OF WORK

104-02 CHANGES, CONTINGENCIES, EXTRA WORK AND DEDUCTIONS.

Delete the second and third sentences of the first paragraph and **Substitute** the following:

“Whenever the Authority determines that from any unforeseen cause the terms of any contract should be altered to provide for changes, contingencies, extra work, or the deletion of work, an order-on-contract or

field change order may be issued to the Contractor who shall promptly proceed with the performance of the work and the furnishing of the materials and equipment necessary for its accomplishment in accordance with the pertinent specifications.”

Delete “Section 697 *Field Change Payment*” in the second paragraph and **Substitute** “the Field Change Order item”.

104-08 MAINTAINING TRAFFIC.

A. Closing of Highway.

Add the following:

“According to §107.01 of the Thruway Regulations, the Thruway Authority’s Executive Director, or his designee, may order that the Thruway system, or any portions thereof, be closed to all or part of the public for such time as in his judgment may be necessary.”

B. Use of Restricted Highway.

Delete this section in its entirety and **Substitute** the following:

“**B. Restricted Highway.** The Thruway, during periods of construction, cannot be designated a “Restricted Highway” pursuant to Section 104A of the Highway Law and Section 1625 of the Vehicle and Traffic Law. The Contractor is, therefore, advised that the provisions of Section 401(7)(f) of the Vehicle and Traffic Law relating to registration of special purpose construction vehicles shall apply to all such vehicles engaged in work under this contract, whether owned, leased or rented.”

Add the following:

“104-11 REMOVAL AND REPLACEMENT OF BRIDGE IDENTIFICATION SIGNS.

Bridge identification plaques, bridge identification number (B.I.N.) plates, milepost markers, and street name signs attached to bridge superstructures shall be protected during the Contractor’s operations or removed, stored and remounted after construction is completed, without any additional cost to the Authority.”

SECTION 105 - CONTROL OF WORK

105-03 METHODS AND EQUIPMENT.

Add the following after the second paragraph:

“Equipment which the Engineer feels could damage Thruway Facilities shall not be allowed to operate until adequate protective measures are provided such as wooden mats, bridging devices or rubber pads. The Engineer’s approval of such protective devices shall not relieve the Contractor from responsibility for damage.

The Contractor shall be responsible for keeping equipment in good working condition. Operators shall be knowledgeable in all aspects of equipment operation and shall know the limitations of the equipment. Under no circumstances, including changed or unforeseen work conditions, shall the Authority be held responsible or reimburse the Contractor for equipment damaged or broken during the progress of this Contract.”

C. Structural Painting.

Delete the third and fourth paragraphs.

105-12 LOAD RESTRICTIONS.

Add the following:

“Only New York State legal loads are allowed on the Thruway. Special Hauling Permits, required for special or occasional overweight and/or oversize loads exceeding NYS legal limits, are issued at the discretion of the Authority and only under special conditions and for use at designated times and locations.

Contractors must go through the Highway Oversize/Overweight Credentialing System (HOOCs) program to obtain Special Hauling Permits. Contractors should still include the following in the notes section when ordering the permit:

- Contract Number
- Award and Completion dates of the Contract

Fees are assessed (as they are no longer waived), and the Permit is obtained through the HOOCs. Please refer to TAP-623, available from the Authority’s website at: <https://www.thruway.ny.gov/commercial/forms/tap623.pdf>

Permits cannot be changed/alterd. If information has changed for the Permit, a new Permit will be required. For additional information on the Special Hauling Permit Program, call the Office of Traffic Management at (518) 436-2793.

Design approval of any shop drawing (e.g. steel erection procedures) does not constitute approval of a Special Hauling Permit. Notice of movement of any permitted oversized and/or overweight vehicle must be given at least 24 hours in advance of the scheduled move and all conditions/restrictions must be followed as outlined on the Special Hauling Permit. Receipt of an Authority issued Special Hauling Permit does not constitute issuance of a permit for highways under NYSDOT or other jurisdictions, and vice versa.”

105-14 DISPUTED WORK AND DISPUTE RESOLUTION.

D. Review Time Periods for Disputes.

Add the following to the end of the second paragraph:

“Copies of this notice of dispute shall also be provided to the Director of Construction Management and to the Office of the Chief Engineer.”

Delete Parts 1, 2 and 3 and **Substitute** the following:

“The Commissioner Review Stage of the Disputed Work Provisions, the administration of which has been delegated by the Thruway Authority Chairman to the Chief Engineer of the Thruway Authority, does not exist as a third chance to convince the NYSTA of the merits of the dispute; it is intended to provide a mechanism whereby work may continue under protest, the contract will be completed, and the Contractor’s claims will be properly qualified, quantified, and documented for a later resolution. These aims are accomplished as follows: an evaluation is made of the documentation submitted in the appeal; the work is directed to continue, either declaring the disputed work to be extra to the contract, or otherwise, fully defining the dispute and the documentation required criteria for possible settlement during the Contract Close Out Process or as a claim in accordance with law and the provisions of the Contract. The Commissioner Review Stage determination regarding disputed work is administratively binding but does not diminish the Contractor’s rights.

Documentation presented at each Dispute stage must stand on its own merits. The process is self-correcting, providing Contractors an opportunity to provide proofs or documentation noted as lacking in the prior stage for the subsequent stage. The Disputed Work process is not progressively

administered, each stage is assumed to be complete. Therefore, an appeal of the denial of a prior stage would be expected to include a narrative explaining the dispute, documentation of timely notice and verified documentation of costs, and explanation as to why the prior denial may be in error or incomplete with new information validating the Contractor's position in the dispute. Should a Contractor, who feels a Disputed Work determination is unsatisfactory or in error, locate additional factual information they believe would alter a prior Disputed Work determination, the Director of Construction Management may reopen the matter on its original basis and/or merit at any time prior to the completion of the Final Supplemental Agreement by the Engineer."

H. Contract Closeout Process.

Delete this section in its entirety and **Substitute** the following:

"H. Administrative Construction Contract Settlement Procedure. In an attempt to reach mutually satisfactory resolutions to contract disputes between the Authority and its construction Contractors, the Authority affords the Contractors a final opportunity to meet and discuss their unresolved disputes with the General Counsel and the Chief Engineer or their representatives. The Administrative Construction Contract Settlement Procedure, described below, is not a fourth stage of disputed work. This procedure provides an opportunity to address disputes and other matters of equity that do not necessarily fit neatly within the bounds of the Disputed Work clauses of the General Specifications, as modified and adopted by the Authority. Contractor presentations should include any new facts and findings, and should be directed to illustrate why the Disputed Work determinations at the project and review levels were not justified.

In this procedure, after Acceptance, but before Final Payment, the Contractor makes a written request to the Chief Engineer for a meeting to discuss those matters that remain unresolved, which have exhausted the formal disputed work process during the contract life. The Contractor must submit an Agenda for the meeting with this request. At the meeting, the Contractor shall present information on each issue on their Agenda. Representatives of the Department of Engineering and Legal Department will attempt to resolve the issues with the Contractor within the framework of the contract. Any subsequent contract modification is subject to approval by the State Comptroller and any other shareholders to the Contract. The Contractor will be notified of the Authority's final position in writing. If any dispute or claim, or portion thereof, remains unresolved following the meeting(s) and the payment of the final agreement, the Contractor may file a claim in accordance with law and the provisions of the Contract."

105-16 SHOP DRAWING ACCEPTANCE.

Add the following:

"The Contractor shall review, redline and approve-stamp shop drawings and samples from its suppliers prior to submission to the Engineer. By approving and submitting shop drawings and samples, the Contractor represents that he has determined and verified all field measurements, field construction criteria, materials, catalog numbers and similar data and that he has checked and coordinated each shop drawing and sample with the requirements of the contract documents. Shop drawings will be reviewed and accepted by the Engineer (or the Thruway Authority or its agent). The reviewer cannot verify field dimensions. All substitutions and/or deviations must be noted including a proposed credit. Any deviation from the requirements of the contract documents, unless the Contractor has informed the Project Engineer of the deviation in a separate writing at the time of submission and received written acceptance of the specific deviations, is unacceptable. If inadvertently "accepted", that acceptance will be invalid. Once accepted, the Contractor is responsible to submit a reproducible set of shop drawings for inclusion in the final project records.

Any waiver of specifications or contract requirements is exclusively for the Authority's benefit and purposes, and as such is subject to revocation without requirement for advance notice or statement of cause. Also, approval or disapproval of requests for waivers will be transmitted without statement of

reason or cause, and shall not be subject to administrative review or appeal under the contract.

Prior to final payment of the items associated with the shop drawings, the Contractor shall provide the Thruway Authority with the original accepted shop drawings and final signature approved shop drawings in Portable Document Format (pdf). The PDF's of original and final approved shop drawings shall be submitted via email. Compact disc, flash drive, or secure file transfer protocol (like OneDrive, IBM Aspera or other Cloud based service) can be used to convey the shop drawing files in lieu of email if the files are too large to send via email. The shop drawings shall be clearly legible and have resolution of 300 dpi, minimum."

105-20 OPENING HIGHWAY TO TRAFFIC PRIOR TO CONTRACT FINAL ACCEPTANCE.

Delete all the information in this section and **Substitute** the following:

"Opening sections of the project to traffic prior to completion may be desirable or may be necessary due to conditions inherent in the work, changes in the Contractor's work schedule, or conditions or events unforeseen at the time the project was bid. Such openings shall be made only when so directed by the Engineer. Under no condition shall such openings constitute acceptance or a part thereof, or a waiver of any provisions of the contract.

The contract documents indicate, insofar as possible, which sections of the highway are to be opened prior to completion. The Contractor shall make no claim for and shall have no right to additional compensation or extension of contract time for opening sections of the project to traffic as indicated in the contract documents, or resulting from partial acceptance or changes in the Contractor's work schedule, or for reasons that are due to the fault of the Contractor or any other party, including utilities.

Additional compensation or extension of contract time for completion of other items of work on sections of the project opened to traffic for reasons other than those indicated in the preceding paragraph will be made as provided in the contract or in a supplementary agreement.

If the Contractor is dilatory in completing shoulders, drainage structures, or other features of the work, the Engineer may so notify the Contractor in writing and establish therein a reasonable period of time in which the work is to be completed. If the Contractor is dilatory, or fails to make a reasonable effort toward completion in this period of time, the Engineer may then order all or a portion of the Project opened to traffic. On such sections which are so ordered to be opened, the Contractor shall conduct the remainder of its construction operations so as to cause the least obstruction to traffic, and shall make no claim for and shall have no right to additional compensation or extension of contract time.

On sections of the project opened to traffic, whether indicated in the contract documents or not, traffic control and maintenance of the roadway shall be in accordance with Section 619."

105-21 CIVIL RIGHTS MONITORING AND REPORTING.

Delete the first paragraph and **Substitute** the following:

"The Contractor shall use the current version of the Authority approved civil rights reporting documentation on all contracts. The Contractor shall submit complete, accurate data to the Authority for each month, not later than the 10th of the following month, using the Authority approved civil rights reporting format. Data shall be current through the end of the last full payroll week for that month, or as otherwise approved by the Engineer to coordinate with contract payment submittals."

Add the following:

"105-22 NON-REVENUE CONTRACT TRAVEL.

Non-revenue E-ZPass use will be added to E-ZPass tags currently on accounts for the use on the General Contractor's and approved Subcontractor's equipment and vehicles, and for suppliers' vehicles while making deliveries to the project. In no case will free passage on the Thruway be granted beyond the Interchanges bracketing the project, or from the Interchange near the Contractor's place of business to the job site, unless such

place of business shall be located between the same two interchanges as the job site. The use of these non-revenue travel shall be in accordance with the conditions of the individual authorization. General conditions are given below:

A. No privately owned vehicles shall be parked on the Thruway. For purposes of this section, a privately owned vehicle is defined as any vehicle not covered by the prime Contractor's insurance.

B. The Project Engineer will provide the *E-ZPass Non-Revenue Request* form to the Contractor. The Contractor shall complete the form for their vehicles and equipment to be used on the contract as well as that of all approved Subcontractors and suppliers and return the completed form(s) to the Project Engineer. The Contractor shall be required to maintain this list throughout the contract and submit any changes to the Project Engineer prior to any work.

C. Vehicles traveling the Thruway beyond the non-revenue limits will be charged for the trip in accordance with the normal toll rates and regulations.

D. Non-revenue travel will be granted only to vehicles with E-ZPass tags listed on the *E-ZPass Non-Revenue Request* form. Non-revenue travel will not be granted, nor will a reimbursement be made, for tolls charged to Contractor vehicles via *Toll By Mail*.

E. The misuse of the non-revenue E-ZPass privileges will constitute cause for revocation of this privilege and the Contractor will not be reimbursed for tolls. In accepting non-revenue status the Contractor agrees that revocation for reasons of misuse shall not constitute grounds for claim.

F. The Contractor will not be reimbursed for tolls resulting from travel beyond the contract limits or for tags not submitted for tolls resulting from travel beyond the contract limits or for tags not submitted for non-revenue status. Reimbursements may only be made six months from the E-ZPass statement date.

The Contractor should make a written request to the Project Engineer for the non-revenue E-ZPass privileges for the project upon receipt of notification of the pre-construction conference and at least seven days before the start of any work. Additional non-revenue requests may be submitted as needed during the progression of the project.”

SECTION 106 - CONTROL OF MATERIAL

106-01 SOURCES OF SUPPLY.

Delete “notify the Deputy Chief Engineer, Structures (DCES), with a copy to the Engineer, of” in the first line of the first paragraph and **Substitute** “submit to the Engineer”.

106-04 MATERIAL ACCEPTANCE RECORDS.

Add the following after the second paragraph:

“The Contractor is hereby notified that for Thruway Authority Federally Aided Projects, the New York State Department of Transportation is the Thruway Authority's Agent for all off-site materials quality assurance services, except granular materials, asphalt concrete and Portland cement concrete plant inspection. Materials quality assurance will be in accordance with the Department's standard specifications and quality assurance procedures and the acceptance/rejection decisions under the Contract have been fully delegated to the Department as the Thruway Authority's Agent. Reference is herein made to “*Materials Inspection Manual*” issued by the New York State Department of Transportation, Materials Bureau, which presents a brief outline of procedures used by the New York State Department of Transportation in determining the acceptability of materials arriving at project sites. The Materials Inspection Manual is available on the NYSDOT website.”

106-09 EQUIVALENTS.

Delete all the information in this section and **Substitute** the following:

“Whenever products are specified by the name, trade name, make or catalog number or any manufacturer or supplier, the intent is not to limit competition but to establish a standard of quality which the Thruway Authority has determined to be necessary. Contractor’s may recommend alternate products, but shall have the burden of proving at his own cost and expense to the satisfaction of the Thruway Authority that a proposed product is equal to a stipulated reference product. If the Contractor fails to comply with the provisions of this subsection, or if it is determined that the proposed product is not equal to that named, the Contractor shall supply the product named.

The Contractor shall have no claim for an extension of time or for damages due to time required by the Thruway Authority to consider a product proposed by the Contractor or because the Engineer disapproves of such a product. Where optional materials or methods are specified, or where "or equal" submissions are approved, the Contractor shall make all adjustments to contingent work necessary to accommodate the option he selects, all at his own expense.

Where the phrase “No Substitutions Allowed” or similar wording appears in a specification, the Authority has determined that the specified product is required and no equivalents will be considered by the Authority.”

106-11 BUY AMERICA.

Delete “Section 146 of the State Finance Law” in the first line of the first paragraph and **Substitute** “Section 2877-a of the Public Authorities Law.”

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107-05 SAFETY AND HEALTH REQUIREMENTS.

C. Emergency Contact Person.

Delete this section in its entirety and **Substitute** the following:

“***C. Emergency Call Out List.*** At the preconstruction meeting, the Contractor shall provide the Authority a list of a minimum of four (4) responsible personnel, available on a 24 hour basis, for call out if conditions arise that require the Contractor’s attention at the construction site. In addition to providing on- and off-hour phone numbers, all persons on the Call Out List shall be equipped with telephone call activated paging devices which display the call back number, or cell phones, or other approved paging devices. Any person on the Emergency Call Out List shall have the authority to promptly call out personnel and resources necessary to respond to an emergency and protect the public. The Call Out List shall also include field office and main office telephone numbers and be updated as changes occur.”

F. Restricted Areas.

Add the following after the first sentence of the first paragraph:

“The nature of and materials used in this protection measure shall be at the Contractor’s discretion subject to approval by the Engineer. The cost of the protection measures shall be included under the various items of this contract.”

Add the following after the last bullet:

“Work areas at structures shall be completely fenced to the satisfaction of the Engineer to protect the public and prevent unauthorized entry. In addition, positive protection shall be provided during

non-working hours in areas where bridge rail tubes and/or posts are removed to ensure that individuals on the structure will not fall through the rail opening to the area below.”

H. Fall Protection.

Delete the first paragraph and **Substitute** the following:

“The Contractor shall provide fall protection for all workers, in full compliance with 29 CFR 1926 and NYS Labor Law (Section 240), and ensure that its workers use all necessary safety devices attendant thereto. Should a Contractor utilizing scaffolding / platforms / ladders fail to adhere to the legal provisions and intent of both OSHA and the Labor Law (Section 240), work will be suspended until full compliance is reinstated and an OSHA or NYS Labor Department Inspector has inspected the work site and deemed it to be in full compliance with Labor Law/OSHA Standards. Contractor personnel failing to utilize safety equipment, methods, and procedures as required by the Labor Law and OSHA shall be immediately removed from the project. No exception to these requirements can, or will be tolerated or permitted. The minimum fall protection requirements include the following:”

O. Equipment Safety Procedures.

Delete this section in its entirety and **Substitute** the following:

“**O. Equipment Safety Procedures (Vehicle Operations, etc.).** The following provisions relating to vehicle and equipment operation, in conjunction with the Contract Documents, will be strictly enforced by the Engineer during all phases of construction for this project. Any necessary modification shall be as approved by the Authority. The final responsibility for the installation of adequate safety precautions, and for the protection of the traveling public and Contractor’s personnel, shall rest with the Contractor. The Contractor shall include their proposed equipment safety procedures in the project Safety and Health Plan.

1. General. The following applies to vehicles and motorized equipment traveling on the Thruway and shall apply to all work on the project, including but not limited to, the activities of all Subcontractors, manufacturers, fabricators, material suppliers, independent truckers and owner-operators.

- a. Truck tailgates shall be kept clean at all times.
- b. Vehicle and equipment light lenses and reflectors will be cleaned as often as necessary during operations.
- c. Fire extinguishers provided on vehicles shall be in good working order at all times and operators shall be familiar with their use.
- d. When a vehicle is parked on the shoulder, the door adjacent to the Thruway pavement shall not be left open. An open vehicle door shall never be allowed to project over the Thruway pavement.
- e. Operators shall never pull up beside another vehicle on the roadway. Instead the operator should pull onto the shoulder away from the pavement either in front or behind the other vehicle. Conversations should be held on the side of the stopped vehicles away from the pavement.

2. Moving Equipment.

- a. All Contractor vehicles and/or equipment shall be furnished with amber radial lights and double amber flashing lights or be followed by a vehicle displaying amber radial light and simultaneous flashing directional signals.
- b. All work operations, including paving, rolling, grading, supplying of material, and traveling of supervisory personnel, shall always be in the direction of normal traffic unless noted otherwise in the Contract or approved by the Engineer.

- c. Contractor vehicles or equipment that are to be moved between separate work sites during daylight hours may travel on the Thruway Mainline pavement if:
 - The vehicles or equipment have rubber tires; and
 - The vehicles or equipment are capable of maintaining a highway speed in excess of 50 mph.
- d. Contractor vehicles or equipment that are to be moved between separate work sites during daylight hours may travel on the shoulder if **all** of the following conditions are met:
 - The vehicles or equipment have rubber tires;
 - The vehicles or equipment are capable of maintaining a highway speed in excess of 25 mph;
 - The maximum distance for transporting the vehicle or equipment is no more than 2 miles;
 - The shoulder is wide enough to accommodate the vehicle or equipment;
 - The vehicle or equipment using the shoulder does not encroach upon the travel lane;
 - There are no impediments within the two-mile transport limit that would decrease the width of the shoulder.
- e. If any of the aforementioned conditions cannot be met, the vehicle or equipment to be moved between the work sites shall be transported on a trailer.
- f. When traveling in convoy, the space between successive vehicles and/or equipment should be close enough to deter traffic from driving in between the convoy of vehicles.
- g. Contractor vehicles or equipment to be transported on the Thruway during twilight hours or after dark shall be capable of maintaining the posted speed limit or shall be transported on a trailer.

3. Work Zone.

- a. A stopped or slow moving truck on the pavement shall never be used as the first warning a motorist receives of a work area restriction ahead.
- b. Vehicles and/or equipment shall never be parked on opposite shoulders nor shall workers be allowed to occupy these areas at the same time. An escape area must always be provided for emergency use.
- c. A closed lane is a refuge for disabled vehicles or emergencies. Hazards such as pavement removals or excavated shoulders etc. shall be delineated in accordance with the work zone traffic control plans and/or Section 619, during non-work hours.

4. Parking Equipment.

- a. Contractor equipment, when not in use, and materials awaiting installation shall be properly stored, stockpiled, and sited in a protected location (i.e. behind a physical barrier or in such a manner that horizontal clearance of at least 30 feet is provided from the outside edge of the traveled way) and shall not constitute a traffic hazard nor interfere with drainage courses. Materials or equipment shall not be left in front of or within the deflection distance behind guide rail and safety appurtenances so as to compromise their performance.
- b. During the work day, equipment necessary for construction may only be parked in a closed lane or closed shoulder as far as practicable from traffic. If this is not possible, such equipment shall be parked entirely off the pavement and shall display two 18-inch by 18-inch red-orange or orange flags.
- c. Parked vehicles shall display simultaneous flashing directional signals (four-way flashers). Single directional flashing lights shall not be displayed by parked vehicles.
- d. No loading and unloading of equipment, material, or men shall be permitted in the median unless it is a protected work site.
- e. At the end of each work day, all Contractors' equipment and any extraneous traffic control devices shall be removed from closed traffic lanes, shoulders and other sites and placed in protected locations.

5. Operating in the Work Zone.

- a. Equipment shall be under the full control of the licensed operator at all times and shall not be operated in a reckless manner.
- b. A spotter shall guide the backing of any vehicle or equipment with restricted visibility to the rear. This rule applies in any location where workers on foot, pedestrians, private vehicles or similar hazards may be present.
- c. If the operator loses visual contact, the vehicle shall immediately be brought to a full stop until visual contact with the spotter is reestablished.
- d. Vehicles or equipment shall not be backed onto Thruway pavement. If the operations require such a procedure, it shall be done only within a protected work zone.

6. Work Operations.

- a. Truck tailgates shall be closed when not in use. The tailgate may be flat to accommodate an operation, but may never hang below a horizontal position.
- b. A spotter shall guide the backing of any vehicle or equipment with restricted visibility to the rear. This rule applies in any location where workers on foot, pedestrians, private vehicles or similar hazards may be present.
- c. If the operator loses visual contact, the vehicle shall immediately be brought to a full stop until visual contact with the spotter is reestablished.
- d. Dump truck boxes may be raised only under the control of a spotter, unless the vehicle is in an area clearly marked to be free of overhead wires and safe for dumping.
- e. Dump truck boxes shall be lowered prior to moving, except when dumping into a paver or similar operations, under the control of a spotter.
- f. All equipment shall comply with electrical safety requirements, and shall operate under the control of a spotter, whenever working within 17 feet of an overhead line. The distance shall be measured as the actual distance between the overhead line and the nearest point on the vehicle.

7. Entering and Leaving Work Zones. The operations of loading and unloading of materials, equipment and men shall only be conducted in closed lanes and shoulders. To minimize the hazard to the traveling public, the Contractor's operations shall be governed by the following requirements:

- a. When approaching a work area, operators shall reduce the speed of the vehicle and indicate by directional signals intent to drive out of the traffic stream and into the work area. Flashing signals shall be kept on while parked within the work zone.
- b. No vehicle or equipment shall be stopped or parked where it will interfere with the visibility of any sign.
- c. All trucks re-entering the traffic stream from the work areas, except when exiting the downstream end of a closed lane, shall have the assistance of spotter.
- d. All trucks re-entering the pavement from the shoulder, shall attain a reasonable speed before pulling onto the pavement, after making sure that no vehicle is approaching in the lane. Approaching vehicles shall be allowed to pass.
- e. Trucks shall not re-enter the traffic stream from a median shoulder less than 10 feet wide.

8. Violations. If, in the opinion of the Engineer, the operating rules of the contract are not being fully adhered to by the Contractor or his Subcontractors:

- a. Liquidated damages shall be deducted from any money due the Contractor, not as a penalty but as liquidated damages; until the violation or violations are corrected to the satisfaction of the Engineer. Unless otherwise stated in the Contract Documents:
 - Multiple violations in any calendar day, or part, thereof, and/or multiple violations consisting of the same violation remaining uncorrected for multiple calendar days, shall be assessed with a like number of liquidated damage charges, and
 - The amount of such liquidated damages shall be the amount per calendar day specified in Table 108-1 *Schedule of Liquidated Damages*.

- b. Any operator found in violation of the above rules by the Engineer or his/her representative will be removed from the project immediately, and will not be allowed to work on any Authority project for a minimum of one (1) year.

9. U-turns. U-turns are prohibited on the Thruway with the following exception. Drivers must possess a U-turn Authorization Letter issued by the Division Traffic Supervisor (or designee). Authorized Drivers may perform a U-turn with construction vehicles and equipment at designated crossovers as listed in U-Turn Authorization Letter or in the project Proposal. Vehicle operation shall be in accordance with the conditions of the individual U-Turn Authorization. General conditions are given below:

- a. Vehicles and equipment that will U-turn shall be in compliance with all Federal and State rules and regulations and equipped with a rotating amber or flashing LED beacon which shall be visible from all directions for a minimum of 1,000 feet during daylight. Flashing LED must meet the requirements of SAE J845 Class 2. Strobe lights will not be allowed. If visibility of the amber beacon is blocked by a portion of the vehicle or equipment, additional beacons shall be provided.
- b. When a designated crossover is to be used for contract operations, the Contractor shall install a driveway entrance assembly on both right and left shoulders of the traveled way consisting of a 48-inch by 48-inch W2-2 Intersection Warning sign supplemented with a 36-inch by 18-inch NYW5-16 Driveway Entrance plaque with the legend "TRUCKS". All sign panels shall be black on fluorescent orange. The driveway entrance assemblies shall be installed approximately 1,000 feet upstream of the U-turn. All signs shall be covered or removed and stored when not in use.
- c. For daily stationary lane closures, U-turns shall not be made between 1.5 miles before and 1 mile after a work zone if the work zone includes the closure of the right lane of a two-lane (per direction) roadway section of a typical 4 lane divided highway. U-turns may be permitted from and into the work zone when the work zone is in the leftmost lane(s) and a designated crossover exists within the limits of the work zone.
- d. Any damage to median areas, shoulders and designated U-turns caused by the Contractor's equipment shall be repaired as directed by and to the satisfaction of the Engineer at no expense to the Thruway Authority.
- e. Application for U-turn Authorization (form TA-N68160) should be made through the Project Engineer."

R. Confined Spaces.

Add the following after the last paragraph:

"Work operations in confined space and permit-required confined space as defined in 29 CFR 1910, Section 146 are particularly hazardous. These operations shall be specifically addressed in the Contractor's comprehensive Project Specific Safety and Health Plan and, in the case of permit-required spaces, a supplemental plan detailing the permit-required space program that the Contractor will follow and of any hazards confronted or created in permit-required spaces. These plans shall be submitted for review prior to the start of work. Indicated confined spaces are not intended to limit or define Contractor or Subcontractor regulatory compliance requirements. In addition to confined spaces indicated on the drawings, other confined spaces may be present or created by the work of this contract. The Contractor shall furnish, at no additional cost to the Thruway Authority, personnel and equipment to allow the Engineer to enter confined space and permit-required confined space in compliance with in 29 CFR 1910, Section 146."

S. Fire and Explosion Prevention.

Add the following after the last paragraph:

“The Contractor is advised that the storage of any flammable materials beneath, or within the proximity of any structure, at any time, is strictly forbidden by the NYSTA. Failure to comply will result in the Engineer stopping all work until all such materials are removed to a satisfactory site or off the project”.

107-06 INSURANCE.

Delete all the information in this section and **Substitute** the following:

“A. General. The Contractor must procure prior to commencement of work under this Agreement, and maintain until this Agreement is completed and the New York State Thruway Authority (the Authority) has accepted all work performed thereunder, insurance of the kinds and in the amounts specified by the Authority herein, covering all operations under this Agreement, whether performed by the Contractor or its Subcontractors, in accordance with the following conditions:

- 1.** All insurance required by this Agreement shall be obtained at the sole cost and expense of the Contractor.
- 2.** All insurance required by this Agreement shall be maintained with insurance carriers licensed to do business in New York State, and acceptable to the Authority, with an A.M. Best rating of “A-” or better.
- 3.** All insurance required by this Agreement shall be primary to any the Authority insurance policy or the Authority self-insurance program, which shall be excess and non-contributory.
- 4.** The Contractor shall require that all Subcontractors carry insurance with the same limits and provisions set forth herein, except for the Owners/Contractors Protective Liability Policy.
- 5.** The Contractor shall furnish the Authority with Certificate(s) of Insurance on ACORD Form 25, accompanied by additional insurance documents as required by the Authority, for each insurance carrier involved. Such Certificate(s) shall be executed by a duly authorized representative of the insurance carrier, certifying such authorization and showing compliance with the Authority insurance requirements set forth herein. The Contractor shall furnish the Authority with a copy of each Endorsement required herein. For work to be performed within New York State, proof of Workers Compensation and Disability Benefits Insurance shall be submitted on the appropriate forms as listed in Sections B.7 and B.8.
- 6.** All policies, by specific endorsement, shall provide for written notice to the Authority no less than thirty (30) days prior to the cancellation, non-renewal, or material alteration of any insurance policies referred to therein. Any such notice shall be sent by mail to: Insurance Compliance Section, Office of Investments and Asset Management, New York State Thruway Authority, P.O. Box 189, Albany, New York 12201-0189.
- 7.** If insurance policies utilized for Authority projects contain deductibles, they must be declared as such with applicable levels on the Certificate(s) of Insurance and the Authority Supplemental Insurance Certificate. Insurance policies with deductibles in excess of \$100,000 will require review and approval by the Authority. Additional security or other requirements may be imposed at the sole discretion of the Authority.
- 8.** Insurance policies with Self-Insured Retentions (SIR’s) of up to \$100,000 will generally be accepted when the SIR program is administered by a third party administrator and a complete description of the program is provided to the Authority’s Office of Investments and Asset Management. Self-Insured Retention programs in excess of \$100,000 must receive prior approval and meet additional security requirements. The Authority, at its sole discretion, reserves the right to

require the Contractor to provide additional collateral or to reject the use of an SIR by the Contractor. The Contractor will be solely responsible for all claims expenses and loss payments within the retention limit.

9. The Contractor shall provide certified copies of all declarations pages or of the insurance policies themselves, upon request by the Authority, within twenty (20) days of such request.

10. Failure of the Authority to demand such certificates, policies, endorsements, or other evidence of full compliance with the Authority insurance requirements, or failure of the Authority to identify a deficiency from evidence that is provided, shall not constitute or be construed as a waiver of the Contractor’s obligation to maintain such insurance.

11. Failure to maintain the required insurance and provide proof of such coverage to the Authority may, in the Authority’s sole discretion, result in termination of this Agreement, or in delay or stoppage of payments.

12. At least two weeks prior to the expiration of any policy required by this Agreement, evidence of renewal or replacement policies of insurance with terms at least as favorable to the Authority as the required minimum amounts set forth in Section B. must be furnished to the Authority.

13. By requiring insurance, the Authority does not represent that certain coverages and limits will necessarily be adequate to protect the Contractor and such coverages and limits shall not be deemed a limitation on the Contractor’s liability under the indemnities granted to the Authority under any provision of this Agreement.

14. The Contractor and its Subcontractors shall waive all rights against the Authority, the State of New York, and its agents, officers, directors, and employees, for recovery of damages to the extent these damages are covered by the CGL policy, and Business Auto Policy, and Umbrella policy, as required.

15. The Contractor shall provide a copy of these Authority Insurance Requirements to its insurance producer(s) and insurance carrier(s).

B. Coverages. The specific types and amounts of insurance that the Contractor must provide pursuant to this Agreement are as follows:

1. Commercial General Liability Insurance. The Contractor shall maintain a combination of Commercial General Liability (CGL), with no less than the following limits and coverages:

<u>Agreement value:</u>	<u>Occurrence</u>	<u>Aggregate</u>
Under \$10 Million (See Section B.)	\$2,000,000	\$2,000,000
\$10 Million - \$25 million	\$5,000,000	\$5,000,000
\$25 Million - \$50 million	\$10,000,000	\$10,000,000
Over \$50 Million	\$25,000,000	\$25,000,000

- Products/Completed Operations Aggregate: Equal to General Aggregate
- Personal/Advertising Injury Liability: \$1,000,000
- Fire Damage Legal Liability: \$100,000
- Medical Expense: \$5,000

CGL Insurance shall cover liability arising from premises, operations, independent contractors, products/completed operations, personal injury, advertising injury, and contractual liability.

If the activity involves construction work near railroad stations, yards, or tracks, the exclusion for explosion, collapse and underground work (XCU) must be deleted.

If the activity involves construction or demolition near railroad stations, yards, or tracks, the General Liability policy must delete the exclusion of coverage for work done within 50 feet of railroad property.

The General Aggregate shall apply separately to the subject matter (Project) of the Agreement, and the Contractor shall provide an appropriate Project Endorsement, using ISO Form CG 25 03 11 85 or its equivalent, to the Authority for this purpose.

The Authority and the State of New York shall be included as an Additional Insured, using ISO Additional Insured Endorsement CG 20 10 11 85 or its equivalent, under the CGL policy and the Umbrella policy, as required. This includes, but is not necessarily limited to the parties listed in the Special Note entitled *Additional Insured Parties*. Failure to list a firm, organization or municipality, etc. does not eliminate the requirement to provide such coverage.

2. Commercial Umbrella Liability Insurance. The Contractor shall maintain Commercial Umbrella Liability Insurance (Umbrella) on a “follow form” basis with a limit of no less than \$3,000,000 for each occurrence and aggregate for agreements over \$1,000,000 and less than \$10,000,000.

3. Owners/Contractors Protective Liability Insurance. The Contractor shall obtain a separate Owners/Contractors Protective Liability (OCP) Policy written on a project basis for the benefit of the Authority, its officers, agents, and employees, and the People of the State of New York, with respect to all operations under this Agreement by the Contractor or its Subcontractors, including in such coverage any omissions and supervisory acts of the Authority, its officers, agents, and employees. The New York State Thruway Authority shall be the named insured in the OCP Policy, which shall be promptly furnished to the Authority. OCP policy limits shall be no less than: \$1,000,000 per occurrence/\$2,000,000 aggregate.

4. Builders’ Risk Insurance. For all construction projects the Contractor shall provide a Builders’ Risk Insurance policy covering all risks in completed value form. Such policy shall cover the total value of the work performed, as well as the value of any equipment, supplies, and/or material for the project that may be in storage (on or off the site) or in transit. The policy shall cover the cost of removing debris, including demolition as may be legally necessary by the operation of any law, ordinance or regulation, and for loss or damage to any owned, borrowed, leased or rented capital equipment, tools, including tool of their agents and employees, staging towers and forms, and property of the Authority held in their care, custody and/or control. Such policy shall name as insured’s the Authority, and the Contractor. The Builders’ Risk policy shall contain the following endorsements:

The Authority and Contractor shall be named as loss payee for the Work in order of precedence as their interest may appear.

5. Railroad Protective Liability Insurance. In the event that any work to be performed under the Agreement involves railroad property or railroad right-of-way, the Contractor shall provide and maintain a Railroad Protective Liability (RRP) Policy in the amounts required by the respective railroad.

- a. The policy must name the Railroad as the Named Insured. No Additional Insured’s will be listed on the policy (see requirements for the deletion of the 50’ Railroad Exclusion on the Commercial General Liability policy).
- b. Evidence of Railroad Protective Liability Insurance must be provided on the ACORD 25 insurance certificate form, a detailed Binder pending issuance of the ACORD 25 certificate, or on an ISO-RIMA or equivalent form approved by the Railroad and meet any other requirements as specified by the Railroad and or the Authority.
- c. Definition of “physical damage to property” must be amended to mean direct and accidental loss of or damage to “*all property of any Named Insured and all property in any Named Insured’s care, custody or control*”.

6. Business Auto Liability Insurance. The Contractor shall maintain Business Automobile Liability coverage, with no less than a \$1,000,000 Combined Single Limit, which shall cover liability arising out of the Contractor's use of any motor vehicle, whether owned, leased, hired, or non-owned.

If the Agreement involves removing hazardous waste from the Project site, or the Project involves environmental exposures, pollution liability coverage equivalent to that provided under the ISO Broadened Pollution Liability Coverage for Covered Autos endorsement (CA 9948) shall be provided, and the Motor Carrier Act endorsement (MCS 90) shall be attached.

7. Workers' Compensation Insurance. For work to be performed in NYS, the Contractor shall provide and maintain coverage during the life of this Agreement for the benefit of such employees as are required to be covered by the Workers' Compensation Law.

If the Agreement involves work on or near a shoreline, a U.S. Longshore and Harbor workers' Compensation Act Endorsement must be provided.

Evidence of Workers' Compensation coverage must be provided on one of the following forms specified by the Commissioner of the Workers' Compensation Board:

- a. C-105.2 – Certificate of Workers' Compensation Insurance;
- b. U-26.3 – Certificate of Workers' Compensation Insurance from the State Insurance Fund;
- c. GSI-105/SI-12 – Certificate of Workers' Compensation Self Insurance.

All forms are valid for one year from the date the form is signed/ stamped, or until policy expiration, whichever is earlier.

8. NYS Disability Benefits Insurance. For work to be performed in NYS, the Contractor shall provide and maintain coverage during the life of this Agreement for the benefit of such employees as are required to be covered by the Disability Benefits Law.

Evidence of Disability Benefits coverage must be provided on one of the following forms specified by the Commissioner of the Workers' Compensation Board:

- a. DB-120.1 – Certificate of Insurance Coverage under the NYS Disability Benefits Law.
- b. DB-155 – Certificate of Disability Self Insurance.
- c. CE-200 – Certificate of Attestation of Exemption. (Note: This form will only be accepted as evidence of an exemption from providing Disability Benefits.)"

Disability Benefits coverage must also include a rider providing Paid Family Leave insurance in form and substance to the Authority. Evidence of coverage shall be provided to the Authority, and may be in the form be provided on one of the following form of a Notice of Compliance provided by your insurance carrier stating that you have paid Family Leave insurance. The Notice will include information about your carrier. If you self-insured, you can get this notice by contacting the NYS Worker's Compensation Board at certificated@wcb.ny.gov.

9. Unmanned Aerial Vehicle (UAV) Insurance. If the Contractor or any Subcontractor, or anyone working on their behalf, utilizes any unmanned aircraft, aerial vehicle or drone (each a "UAV" or "UAS") as part of the services performed under this Agreement, the Contractor shall carry and maintain, or cause the operator of the UAV to carry and maintain, occurrence-based UAV Insurance and maintain aggregate limits of liability equal to or greater than the minimum coverage for such insurance as shown above under **B. Coverages**. Such insurance shall name the People of the State of New York and the New York State Thruway Authority (the "Authority") as additional insureds, along with any other permitting or responsible agency subsequently identified by the Authority. The policy shall include an endorsement providing that such insurance is primary and non-contributory with respect to any insurance or self-insurance that is carried and maintained by the Authority or any other additional insured. Such insurance shall include, but shall not be limited to, (a) protection against claims arising from bodily and personal injury (including death resulting therefrom) and damage to property arising from use of UAVs under this Agreement, (b) protection against claims arising from violation of privacy injury arising from use of UAVs under this Agreement, and (c) blanket contractual liability on all written contracts, including this Agreement. UAV Insurance may be provided under Commercial General Liability Insurance if such policy contains a separate endorsement for such UAV coverage. Any entity or individual who operates a

UAV as part of performing services under this Agreement must be properly certified and registered with the Federal Aviation Administration (“FAA”), follow all applicable FAA rules and regulations and if applicable, any laws of the State of New York.

Further, any Contractor or any Subcontractor, or anyone working on their behalf must submit a Unmanned Aircraft System (UAS, i.e. Drone) Use Request Form – Safety and Privacy Practices Agreement; and, if approved an Unmanned Aircraft System (i.e. Drone) Post-Flight Report. Refer to the Thruway website for Forms and Guidelines at: <https://www.thruway.ny.gov/business/contractors/forms/index.html#contractor>

and specifically, under Project Engineering Forms, for the draft UAS (i.e. Drone) Use Request Form and Post-Flight Report documents.

107-08 PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE.

C. Restoration.

Add the following:

“8. Any damage to delineators, milemarkers, and safety appurtenances to remain caused by the Contractor’s operations shall be repaired or replaced at no expense to the Thruway Authority. Any delineators, milemarkers or safety appurtenances which have been moved to facilitate any operation shall be reset in their original location. Unless otherwise shown in the Contract Documents, the cost of any necessary resetting shall be included in the price bid for all items of work; no separate payment will be made.”

107-09 DAMAGE

D. Prompt Response to Claims by the Public.

Delete the last five sentences and **Substitute** the following:

“The Contractor shall promptly address all damage claims of the public and, if not paid directly, claims shall be promptly turned over to the Contractor’s insurance company without prejudicing the validity of the claim. There should be an interval of no more than ten (10) working days between receipt of a written claim by the Contractor and receipt by the insurance company. The Contractor shall notify the Authority when the claim is either turned over to the insurance company or paid directly. The insurance company is expected to investigate, determine and adjust such claims promptly and fairly with notice to the Authority as an additional named insured.

If the insurance company denies a claim, the Contractor must make sure that the insurance company provides the Authority with an explanation of its investigation and conclusion. A denial by the insurance company does not relieve the Contractor of its responsibility to comply with contract provisions. If the Authority determines that the Contractor has performed responsibly in accordance with the contract provisions, which includes documentation of performance of an acceptable schedule of patrols, the Contractor will have no further responsibility under the Contract. The Authority will monitor claims by the public. If the Contractor fails to comply with this process or denies a claim without proper cause and justification, the Authority will settle the claim to the claimant's satisfaction at the Contractor’s expense including Authority administrative expenses (\$250 minimum).”

107-10 MANAGING SURPLUS MATERIALS AND WASTE.

B. Spoil.

Add to the fifth paragraph the following:

“Potential embankment slope flattening areas and/or spoil areas, which may be used for disposal of excess soil and rock and spoil on Thruway right of way, are shown on or listed in notes on the contract plans and/or in the contract proposal. Disposal of excess soil and rock and spoil in any other areas of the Thruway right of way, without the written permission of the Division Director or a designee, is prohibited. The Authority makes no assurance that appropriate spoil areas within the right of way will be available for this contract.”

SECTION 108 - PROSECUTION AND PROGRESS

108-01 PROGRESS SCHEDULE.

Delete this section in its entirety and **Substitute** the following:

“108-01 START AND PROGRESS OF WORK.

A. General Requirements. No on-site work may be performed until the contract is awarded. The Thruway Authority may issue a Thruway Work Permit, for Contractor employees, to make field measurements before award of the contract is received. Unless otherwise indicated in the Schedule and Suspension of Work requirements, or if written consent to begin at a later date is given by the Division Director or his/her Agent, the Contractor must commence operations within 10 days of the award of this contract. The Contractor shall notify, in writing, the Chief Engineer and the appropriate Division Director, as well as any parties designated by the Authority, 10 days prior to starting or stopping work. The Contractor will be required to give the proper municipalities and utility companies at least 48 hours’ notice before doing any work which may interfere with the operations of their utilities.

1. Pre-Award Project Schedule. At the pre-award meeting, or within such time as determined by the Thruway Division Director, the successful low bidder must furnish to the Engineer, a project schedule showing the order in which the Contractor proposes to carry on the work, the date on which it will start the major items of work and activities to be performed (including but not limited to excavation, drainage, paving, structures, mobilization, etc.) and the critical features (including procurement of materials, plant and equipment) and the contemplated dates for completing the same, considering seasonal weather limitations; and phase duration or milestone events, if applicable. The chart shall be in a suitable scale to indicate graphically the total percentage of work scheduled to be completed at any time. The Authority may also require that this pre-award schedule include a time and money curve.

2. Obligation to Progress the Project. The Contractor shall employ and supply a sufficient force of workers, materials and equipment and shall prosecute the work with such diligence so as to maintain the rate of progress indicated on the progress schedule to prevent work stoppage and ensure completion of the project within the contract time. Any additional or unanticipated costs or expense required to maintain the schedule shall be solely the Contractor’s obligation and shall not be charged to the Authority unless provided for in other provisions of the contract.

3. Failure to Submit Project Schedule. If the Contractor fails to submit a progress schedule within the time period described or any revision or update when required, the Engineer may withhold approval of progress payment estimates pursuant to Article 8 of the contract until such time as the Contractor submits the required progress schedule.

B. Detailed Requirements.

1. Schedule Requirements. The construction of the project shall be planned and recorded with a conventional critical path method (CPM) schedule in the form of an activity on node diagram based on the principles defined by the most recent issue of the Construction Planning &

Scheduling Manual published by the Associated General Contractors of America. An activity on arrow diagram or Gantt chart may be used in conjunction with a CPM, if approved by the Engineer. The schedule shall be used by the Contractor for coordination and monitoring of all work under the contract including all activities of Subcontractors, vendors, and suppliers. The cost of preparing the CPM schedule, including updating monthly shall be included in the total amount bid for all contract items.

The Contractor shall, within 30 calendar days after the award, submit a complete Schedule of Operations to the Engineer, fully describing the intended progress of the work and showing in detail how the work will be completed within the time limit specified in the contract, including completion of the intermediate phases as required to provide the number of open traffic lanes specified by the dates specified. This submission shall be in electronic format created using Primavera P6 software (i.e. the P6 .xer file). Additionally, a Narrative Report and a PERT chart styled hard copy printout shall also be provided to the Engineer with every schedule submittal. The purpose of this requirement is to insure adequate planning and execution of the work.

A pre-award and/or a pre-construction meeting will be held with the successful low bidder. At this meeting, it is expected that the successful low bidder will furnish, and be prepared to discuss, their complete schedule of operations, in CPM format. While not fulfilling mobilization item requirements, a 60 calendar day, preliminary schedule of proposed Contractor activities may be submitted at this meeting to enable the beginning of contract work preparation such as material orders, preparation of working drawings, and mobilization of equipment while the CPM schedule is being prepared. The Contractor's schedule will be used by the Engineer for coordinating Thruway operations, evaluating progress of the work, comparing the work performed to the contract time and phasing requirements, monitoring and coordinating the work of all related contracts, and to assign necessary resources for inspection and administration of the contract.

For "Incentive/Disincentive", "A+B Projects" or other forms of contract where project completion and/or phase completion is utilized to determine payments, no contract work items may be pursued on the project unless the complete schedule of operations has been submitted to and found acceptable by the Engineer. Any delay due to Contractor failure to submit an acceptable schedule is a non-excusable delay.

2. Schedule Submittal. As stated above, the Contractor must, within 30 calendar days after the award, submit a complete schedule (Baseline Schedule @ Award) of operations to the Engineer. A Narrative Report shall also be submitted with each schedule submittal. The narrative report shall include an overall summary of the project and schedule, including and not limited to a description of the approach to performing the work, description of potential problem areas and potentials for delay, mandated contract dates including calendars with contractual non-work holidays, and other pertinent aspects related to the schedule. Acceptance of the Contractor's Schedule as meeting the requirements of this subsection and the mobilization item shall not be construed to imply approval of any particular method or sequence of construction or to relieve the Contractor of providing sufficient materials, equipment and labor to guarantee completion of the project in accordance with the contract proposal, plans and specifications. Nor shall acceptance be construed to modify or amend the agreement or the date of completion therein. Schedules deviating from the Schedule and Suspension of Work requirements of the contract are unacceptable, unless the Contractor has made application in a separate writing and received written approval of the requested change, and if such a schedule is inadvertently "approved" that "approval" will be invalid. Contractor requests for alternative scheduling to that outlined on the Plan Staging/Phasing and the Schedule and Suspension of Work requirements in this proposal, will be entertained as a request for a waiver of specifications. Bids shall be based upon the scheduling and phasing in the bidding documents.

3. Technical Requirements for the Schedule. The schedule of operations must be prepared in the critical path format utilizing activity nodes with identification numbers, arrows and pertinent symbols to fully describe the activities and their duration, the progress of the work and the order in which the Contractor proposes to carry on the work, the date on which it will

start the major items of work (including but not limited to excavation, drainage, paving, structures, mobilization, soil erosion and sediment control, etc.), the critical features (including procurement of materials, plant and equipment) and the contemplated dates for completion of the same. No activity duration shall be longer than 15 work days. The NYSTA requires that the progress schedule, at a minimum, include the following items: (a) activities required for the performance of all items of work, including sequence and interdependence; (b) seasonal weather limitations; and (c) all phase duration or milestone events, holidays and shutdown periods shall be shown as applicable.

The scheduled activities are to be described so that the work is easily identifiable and the progress of each activity can be measured. For each activity, the Contractor shall identify the trade or entity performing the work, the duration of the activity in days worked, the resources involved by trade, the equipment involved, the location of the work and the total dollar value. The Contractor shall also provide the works days per week, holidays, number of shifts per day, number of hours per shift, and major equipment to be used for each activity. If requested by the Engineer, the Contractor shall furnish production rates or other information needed to verify the reasonableness of the activity duration. Allowance for time lost to seasonal weather conditions such as precipitation and temperature, shall be included in the planning and scheduling of all activities.

4. Schedule of Submittals (TA-4010). In addition to the schedule of operations, within thirty (30) calendar days of the contract award, the Contractor must also submit a Schedule of Submittals (TA-4010) required under the contract. Submittals include shop drawings, working drawings, coordination drawings, required permits, erection/demolition plans, product data, samples, quality assurance and quality control submittals (i.e. design data, test reports, certificates, manufacturer's instructions, or field reports) and information submittals. No portion of the work requiring a shop drawing or sample submission may be started until the appropriate submission has been approved by the Engineer. This schedule of submittals shall be coordinated with the list of subcontracts, and the schedule of operations, arranged in chronological order by dates required by the construction schedule and show a scheduled submission date for each submittal, identifying the earliest activity affected by each of the submittals (time allowance for reviews, any resubmittals, ordering, manufacturing, fabrication, and delivery must be included when establishing scheduled dates). This schedule of submittals shall be updated and revised monthly and/or with each schedule submission, to reflect the actual progression of the work. Failure to submit a revised Schedule of Submittals, as requested by the Engineer, shall constitute non-compliance in accordance with the provisions of the contract.

5. Contingency within the Schedule. Any contingency within the schedule, i.e. a difference in time between the project's early completion and required contract completion date, and "float" in the approved CPM construction schedule belongs to the project and not to any party to the contract.

6. Float Manipulation Not Permitted. The Contractor shall not sequester "float" through such strategies as calendar manipulation, or extending durations to fill up available float time.

7. Schedule Maintenance and Required Updating. During the time of the contract, the Contractor is required to maintain an "as-built" schedule updated and revised monthly reflecting the actual progression of the work, showing actual dates of activities started and completed, the percent of work completed to date on each activity started but not yet completed, the current allocation of staff resources and major equipment and the status of critical materials showing actual progression of the work vs. the approved schedule. The schedule of actual progression shall be available to the Engineer at all times. The Contractor shall also provide updated activity number sorts, total float early start sorts, a 60 day look-ahead bar chart, and a narrative report. The narrative report shall include a description of problem areas, current and anticipated delaying factors and their estimated impact on performance of other activities and mandated contract dates, and the explanation of corrective action taken or proposed. Failure to submit an "as-built"

schedule and monthly schedule updates, or updates as requested by the Engineer, shall constitute non-compliance in accordance with the provisions of the contract.

The Engineer will conduct periodic reviews of the updated schedule at progress or other meetings. This review, which may address slippage, remedies, revisions, and other relevant issues, may result in the need for submission of revised schedules. The Contractor's appropriate field and scheduling personnel must attend this review.

If, in the opinion of the Engineer, the specified work falls behind that schedule, the Contractor shall take such actions as necessary to improve its progress. If the Contractor is behind schedule any month, the Contractor shall indicate what measures it will take in the next thirty (30) days to put the work back on schedule so as to meet the contract completion date specified in the contract. The Contractor shall not be entitled to any additional compensation unless provided for in other provisions of the contract on account of the requirements to put the work back on schedule. In preparing the revised schedule, the Contractor shall consider increasing its work force, construction plant and equipment, or the number of work shifts, etc. If the Engineer finds the proposed plan not acceptable, he/she may require the Contractor to submit a new plan. The Authority may request that progress meetings be held by the Contractor at least on a monthly basis and be attended by the Engineer who shall monitor the Contractor's progress and performance.

8. Changes to the Approved Project Schedules. The CPM construction schedule must accurately reflect the manner in which the Contractor intends to proceed with the project and shall incorporate the impact of delays and orders-on-contracts when these factors can be accurately determined. All changes made to the schedule, i.e. the addition of activities, changes in logic or changes in the activity durations shall be submitted in writing and shall be subject to approval by the Engineer before inclusion in the CPM construction schedule. To initiate changes to the approved schedule, the Contractor must meet with the Engineer and provide the information necessary to prepare a revised (updated) activity on node diagram. No revision to any contract milestones, or contractually mandated schedule provision will be permitted without written authorization from the Engineer.

9. Compliance with the Schedule. The Contractor will be required to proceed with the construction in a sequence that is consistent with the "Schedule of Operations" or to submit a revised schedule. Should the Contractor or any Subcontractor fail to maintain progress according to schedule or cause delay to another Contractor or Subcontractor, that Contractor or Subcontractor shall provide such additional manpower, equipment, additional shifts, or other measures as directed to bring the operations back on schedule.

The Contractor shall employ and supply a sufficient force of workers, materials and equipment and shall prosecute the work with such diligence so as to maintain the rate of progress indicated on the approved schedule to prevent work stoppage and ensure completion of the project within the contract time. Any additional or unanticipated costs or expenses required to maintain the schedule shall be solely the Contractor's obligation and shall not be charged to the Thruway Authority unless provided for in other provisions of the contract. In the Event a notice is received of a change to the contract which is likely to cause or is causing delays, the Contractor shall notify the Engineer, in writing, within 10 calendar days of the effect, if any, of such change, or extra work, or suspension or other conditions upon the project construction schedule and shall state in what respects, if any, the approved CPM construction schedule should be revised with the reasons therefore. The reasons for these revisions must be succinct, comprehensive, and factual to merit consideration."

108-02 COMPLETION DATE

Delete the first paragraph and the first sentence of the second paragraph and **Substitute** the following:

"Unless an extended time for completion has been granted, the completion of all work under this Contract shall be accomplished on or before the specified completion date for the entire project and the

work shall be completed on the intermediate phases as required to provide the number of open traffic lanes specified by the dates specified. In order to comply with this requirement, the Contractor must employ sufficient forces of labor, materials, and equipment to progress the work in an expeditious manner. The Contractor's attention is directed to the fact that multi-shift operations may be required. Also, the Contractor may elect to work at night in order to complete work by the specified phase or project completion dates. If night work operations are requested, the Contractor shall seek the Authority's guidance. Unless otherwise stated in the contract documents, when electing to work at night, work shall be in accordance with Section 619-3.19 *Nighttime Operations*. The cost of furnishing any or all labor, protective measures, lighting and equipment necessary to accomplish the nighttime work operations to the satisfaction of the Engineer shall be included in the total sum bid for the Basic Work Zone Traffic Control item."

108-03 FAILURE TO COMPLETE WORK ON TIME

Add the following:

C. Failure to Complete Stage/Phase on Time. Should such be a term and condition of the Contract, the amount specified in the proposal for "liquidated damages" shall be calculated, as specified, and deducted from any money due the Contractor, as long as work shall remain uncompleted for a stage/phase after the date specified in the contract for an intermediate completion.

D. Failure to Complete Stage/Phase/Contract Prior to Official Shutdown per the Contract. Unless otherwise specified, if traffic is not returned to its normal lanes in accordance with Section 108-07 *Official Shutdown Period* by the 30th day of November, the Contractor shall not cease work on any items required for the safe return of traffic to its normal lanes in preparation for an official shutdown and the onset of winter weather conditions and Authority snow and ice control maintenance. In addition, the Contractor shall take all measures available, both ordinary and extraordinary (e.g., temporary surfacing, use of winter concreting methods, erection of heated work enclosures, use of precast concrete elements, etc.) to progress stage/phase/contract completion, until Thruway or local traffic is returned to its normal lanes and an official shutdown is able to be instituted (See section 108-07). Any additional efforts or temporary works, as may be necessary, are solely the Contractor's responsibility; they shall be subject to approval by, and performed at no additional cost to the Thruway Authority. For each calendar day that any work shall remain uncompleted for a stage/phase/contract prior to an official shutdown, the amount per calendar day specified in the proposal for "liquidated damages" shall be deducted from any monies due the Contractor.

E. Damages Due to Other Non-Performance. If, in the opinion of the Engineer, specific conditions of the contract are not being fully adhered to by the Contractor or his Subcontractors (e.g. the work area is not maintained in accordance with the Thruway Traffic Plan, the Schedule and Suspension of Work Restrictions), all remedies under the contract will be addressed. In addition to other remedies, special specifications and/or special notes may stipulate that liquidated damages be deducted from any money due the Contractor, not as a penalty but as liquidated damages; until the violation or violations are corrected to the satisfaction of the Engineer. Unless otherwise stated in the contract documents:

1. Multiple violations in any calendar day shall be assessed with a like number of liquidated damage charges; and
2. The amount of each assessed liquidated damages shall be the amount per calendar day specified in Table 108-1 *Schedule of Liquidated Damages*."

108-05 SUBLETTING OR ASSIGNING THE CONTRACT.

Add the following to the first paragraph:

"Subcontractors will not be approved by the New York State Thruway Authority until such time as they are registered with the New York State Department of State.

Delete the third, fourth, fifth, and sixth sentences in the second paragraph and **Substitute** the following:

“Subcontractors and Trucking Firms requiring approval shall not begin work until approval has been granted by the Director, Construction Management. Work shall not be assigned by a Subcontractor or Trucking Firm to a lower firm Subcontractor. Work performed by a Subcontractor requiring approval prior to receiving approval will be suspended by the Engineer and payment for work done prior to approval will be withheld.”

B. Subcontractors.

Delete the second and third bulleted sentence under “2. Subcontractors do not include the following:” and **Substitute** the following two bulleted sentences:

- Services.
- Firms that perform the on-site completion of a portion of the work that does not constitute a complete contract item, and that occurs over less than an aggregate of 10 work days on the contract site.

3. Subcontractor Approval.

Delete reference to “AAP20” in the second bullet and **Replace** with AAPH89”. **Delete** reference to “CONR89” in the first bullet and **Replace** with “AAPH89”. **Delete** the contents of the third bullet of the third paragraph that reads, “Labor affidavit Form AC 2948 *Subcontractor’s Certification*” and **Replace** with “Form TA-W44105 (11/2017), *Subcontractor Affidavit* (available from the Authority’s website at: <http://www.thruway.ny.gov/business/contractors/forms/index.html>)”.

108-07 SEASONAL SHUT-DOWN.

Delete this section in its entirety and **Substitute** the following:

“108-07 OFFICIAL SHUTDOWN PERIOD. An official shutdown period may be included in the contract documents. During an official shutdown period, all field construction activities shall be suspended. For the safety and convenience of the traveling public during the official shutdown period, the Contractor shall comply with the following:

- 1.** The traveled way shall have full lane and shoulder capacity restored, without crossovers, lane restrictions or diversions. Shoulders shall be paved.
- 2.** The traveled way shall be smooth, free from defect or distress, and free of surface irregularities and depressions that hold or retain water.
- 3.** The traveled way shall be well drained with all drainage facilities and ditches fully open and operative to adequately drain the traveled way and the remainder of the right-of-way areas.
- 4.** The traveled way shall be fully delineated by pavement markings, signs, delineators, and guiding devices. Use of cones, barrels, or barricades for delineation during an official shutdown during winter months is unacceptable unless required in the contract documents.
- 5.** The traveled way shall have roadside obstacles and hazards protected by either intact existing or newly constructed safety appurtenances.
- 6.** Materials or equipment shall not be left in front of or within the deflection distance behind guide rail and safety appurtenances so as to compromise their performance.

7. All temporary or permanent erosion control shall be in place for any disturbed areas; any seeded areas mulched with cellulose mulch that have not established a vegetative cover shall be protected by the addition of a layer of straw mulch.
8. The work site shall be in a clean and orderly condition, and all rubbish, unusable and waste material resulting from operations shall be removed from the site.
9. Recycled and/or virgin bulk or other materials awaiting installation shall be properly stored, stockpiled, and sited or protected so that they shall not constitute a traffic hazard nor interfere with drainage courses.

During an official shutdown period, the Authority will assume responsibility for minor roadway repairs and snow and ice control, and will respond to all incidents within the contract limits, as is done outside of the contract limits. However, repair of major failures in the traveled way and any activities related to work performed or completed by the Contractor shall remain the Contractor's responsibility. The establishment of an official shutdown period shall not be cause for change in the Contractor's insurance requirements or for any change in liability for the Contractor's actions or negligence. The start of an official shutdown period shall be subject to a field acceptance by the Engineer to ensure that the traveled way, within the contract limits, will safely carry traffic throughout the shutdown period and that the work site is in proper condition to be left unattended for the shutdown period."

Add the following:

"108-08 WORK DURING OFFICIAL SHUTDOWN PERIODS. Although an official shutdown period is defined as a period during which all field construction activities are suspended, the performance of specific work may be allowed or even required during such periods by the Schedule and Suspension of Work or by Contractor request, as approved by the Division Director. During this time, the Contractor shall not interfere with the operations of the Thruway Authority, and all Thruway or local traffic must be safely maintained by the Contractor (see §108-07) in its normal lanes and all conditions for the official shutdown shall be maintained at all times. No lane closures or other interference with traffic may be instituted during an official shutdown period without the advance permission of the Division Director.

If, in the opinion of the Engineer, any of the contract requirements assuring that the traveled way, within the contract limits, will safely carry traffic are not fully adhered to by the Contractor or their Subcontractors, no payment will be made for the Basic Work Zone Traffic Control item and liquidated damages, if any, will also be assessed for that day or days until the violation or violations are corrected to the satisfaction of the Engineer. If the Basic Work Zone Traffic Control item is not included in the proposal, the deduction for violation of these contract requirements shall be in accordance with Table 619-7, Basic Work Zone Traffic Control Non-Payment, as amended by this Addendum, for each day that the violation occurs. This amount shall be deducted from monies otherwise due the Contractor.

In making application for any waiver of specifications or contract requirements, the Contractor agrees that any waiver granted by the Authority is exclusively for the Authority's benefit and purposes, and as such is subject to revocation without requirement for advance notice or statement of cause. Also, approval or disapproval of requests for waivers will be transmitted without statement of reason or cause, and shall not be subject to administrative review or appeal under the contract. Any additional efforts or temporary works, as may be necessary to progress work during an official shutdown period are solely the Contractor's responsibility; they shall be subject to approval by, and performed at no additional cost to the Thruway Authority."

SECTION 109 – MEASUREMENT AND PAYMENT

109-04 PARTIAL PAYMENTS.

Add the following:

“For documentation purposes, this payment is converted into and paid for as a specific quantity of that Item (ton, feet, each, etc.), according to the Item’s specification.”

109-05 EXTRA WORK AND TIME RELATED COMPENSATION.

A. Agreed Price Work.

4. Price Analysis.

Delete the fourth sentence and **Substitute** “Price Analysis forms are available from the Authority’s Project Engineer.”

Delete the (8th) last paragraph that begins with “Due to the cost and effort associated with development...”, in its entirety.

B. Force Account Work.

1. Contractor Costs.

(3) Workers Compensation Insurance.

Add the following:

“Individual self-insured contractors shall be reimbursed for Worker’s Compensation based on the statutory loss cost rate established by the NYS Workers Compensation Insurance Rating Board, with a loss cost multiplier of 1.00, and the territorial differential only, subject to the Construction Employment Limitation Program limits. No other additional charges or modifiers will be included. ”

b. Materials.

Add the following after the third sentence in the first paragraph:

“Transportation charges shall be included on the material supplier invoice when appropriate. Material delivered by a Trucking Firm or Owner Operator, and billed as a fee, shall be reimbursed as a service. When transportation is paid for as equipment and operator, and the equipment and operator perform additional work, not related to material delivery, the portion of the transportation charges allowed for “materials” shall be prorated appropriately.”

c. Equipment.

(1) Mobilization Costs.

Add the following to the end of the third sentence:

“Equipment delivered by a Trucking Firm, Owner Operator or Equipment Rental Firm, and billed as a fee, shall be reimbursed as a service.”

(2) Ownership Costs.

Delete the second sentence in the second paragraph that begins with “If the Contractor has a piece of equipment remanufactured, ...”, in its entirety.

Delete “in the shift” from the third paragraph and **Substitute** with “in an eight-hour shift”..

Add the following to the end of the third paragraph:

“For the purpose of calculating non-operating hours, the total of the operating hours plus the non-operating hours shall neither exceed 8 hours in a day nor 40 hours in a week.”

Delete “176 hours a month” at the end of the fifth paragraph and **Substitute** with “176 hours per 30 day period.”

(3) *Operating Costs.*

Add the following after the word “consumables” in the first sentence:

“unless specifically mentioned in the Blue Book as being included in the equipment rate”

(4) *No Established Rate.*

Delete the first sentence and replace with the following:

“If rates are not established in the Blue Book for a particular piece of equipment, rates from an equivalent piece of equipment with the same or similar specifications shall be used. If there is no similar category of equipment in the published Blue Book for the establishment of rates, the Contractor shall contact the Blue Book publisher to establish rates, and shall provide the Engineer for review and approval, the documentation submitted to and used by the Blue Book to establish the rates.”

(5) *Maximum Ownership Costs*

Delete “Equipment Watch Retail Rental Software” from first sentence, and **Substitute** with “Equipment Watch’s Values & Market Data (formerly Green Guide) software”.

(6) *Backup Equipment.*

Add the following after the first sentence:

“Reimbursement shall be limited to 8 hours per day and 40 hours per week.”

(7) *Owner/Operator Equipment.*

Add “and Trucking Firms” after “Equipment” in the category title (as shown on page 38 of 58).

Add “and Trucking Firms” after “Owner/Operators” in the first sentence.

d. *Insurance.*

Delete the first sentence and **Substitute**:

“The Contractor will be reimbursed for Commercial General Liability, Commercial Umbrella Liability, Owners/Contractors Protective Liability, Builders’ Risk, and Railroad Protective Liability insurances required in accordance with 107-06 *Insurance*, at the rate paid by the Contractor, in accordance with the method procured from its insurer(s), to the extent the insurance costs are attributable to the force account work.”

3. Service Charges.

Delete the first sentence and **Substitute** “When work is performed and a fee is paid to a service, equipment owner-operator, or Trucking Firm, the Contractor will be reimbursed the actual cost plus 5% for administration.”

C. Force Account Report.

In the third sentence **Delete** “Department’s website at www.dot.ny.gov/main/business-center/contractors/construction-division/forms” and **Substitute** with “Authority’s Project Engineer.”

D. Time Related Dispute Compensation.

1. Recoverable Contractor Costs

d. Equipment.

Delete the third sentence and **Substitute** “For the purpose of calculating non-operating (idle) hours, the total of the operating hours plus the non-operating hours shall neither exceed 8 hours in a day nor 40 hours in a week, the annual usage hours established in the Equipment Watch Rental Blue Book Rate, or the original purchase price as listed in Equipment Watch Values & Market Data (formerly Green Guide) software, whichever is less.”

109-06 CONTRACT PAYMENTS.

Delete “\$1,000” in the first paragraph and **Substitute** “\$5,000”.

Delete “\$50,000” in the first paragraph and **Substitute** “\$100,000”.

Add the following to the end of the fourth paragraph:

“If the contract is funded by monies from the New York State Department of Transportation, separate payment may be made by both the State of New York and the New York State Thruway Authority.”

Delete the last paragraph and **Substitute** the following:

“The following Contractor submittals covering the current estimate period must be submitted to and checked by the Engineer for the Engineer's certification that payment can be made:

- a. If Form AAP-21c is not being used, a notarized Affidavit of Payment to Subcontractors, NYSTA Form TA 44118 (or notarized NYS HC 258 form); required for every estimate after the Contractor has received their first payment.
- b. Certified payrolls for the Prime and each Subcontractor.

The Contractor’s attention is called to the fact that processing of progress payments is contingent upon Contractor documentation of compliance with all Contract requirements. Forms listed below may be required and shall cover the period since the last reporting period. Specific forms and schedule will be stipulated at the pre-award or pre-construction meeting: TA 1017-9 Employment Utilization Reports (Contractor, Each Sub, Composite; No Negative Reports Required), TA 1023-9 Subcontractor Payment, and TA 1046-9 Weekly Training Progress Report. In addition the following reporting shall reflect up-to-date status: TA 1022-9 D/M/WBE Utilization, TA 1024-9 Workforce and Training Utilization Plan, TA 1041-9 Training Report, TA 1058 Actual Utilization Plan for all Subcontractors, and TA 1064-9 Contractor’s Annual EEO Report.

No completed quantity will be included in the progress payment unless all required documentation for the installation is received in a timely fashion. Failure by a Subcontractor to provide certified payrolls

and/or required documentation for the performance of their work items will make those work items ineligible for inclusion in the Prime Contractor's progress payment.

No direct payment will be made for any of the work described and specified under the caption "General Notes" or for any work described and specified under the caption "Special Notes" unless specifically stated in the note. The cost there of shall be included in the prices bid for the various contract items.

The value of the Engineer's office and the mobilization item are not included in the calculation of the work done for determining eligibility for the first progress payment.

The Department of Engineering has determined that it will require an audit period of thirty (30) days for all progress billings. All payments made under this contract will be processed in conformation with Public Authorities Law §2880, as detailed in 21 NYCRR Part 109 (Prompt Payment), which requires the Authority to make payment on highway construction projects within certain time frames. If the Authority unjustifiably fails to pay within the prescribed time, it may be required to pay interest for each day in excess of the prescribed time."

For Non-Federal Aid Contracts Only:

109-07 PROMPT PAYMENTS BY THE CONTRACTOR.

Delete all the information in this section and **Substitute** the following:

"In accordance with Section 139-f(2) of the State Finance Law, the Contractor shall pay each Subcontractor and materialman for the value of work performed pursuant to contract no later than seven (7) calendar days from the receipt of each payment the Contractor receives from the Authority. Payment by the Contractor to Subcontractors or materialmen shall reflect the quantities or percentage of work completed by the Subcontractor or materials furnished by the materialman, and paid by the Authority; and such payment shall be based upon the actual conditions of the subcontract or purchase order.

The Contractor may deduct an amount necessary to satisfy any claims, liens or judgments against a Subcontractor or materialman which have not been fully discharged.

The Contractor shall maintain an accounting system acceptable to the Authority to track payments made by the Authority to the Contractor and payments made by the Contractor to each Subcontractor, Manufacturer, Fabricator or Material Supplier by item and by date. The Contractor shall enter payment data into the current Authority approved civil rights reporting system in accordance with Section 105-21 *Civil Rights Monitoring and Reporting*, with any exceptions noted and explained."

109-09 FINAL ACCEPTANCE AND FINAL AGREEMENT.

C. Partial Acceptance

Delete "Where and When" from the first sentence and **Substitute** "On-Demand".

Add the following after the first paragraph:

"Uncompleted Work Agreements will only be considered at the time of Contract Final Acceptance and shall not be utilized for partially accepted work, as defined above. Depending on the duration and schedule of the separate work added to the contract, projects may move directly to Contract Final Acceptance without the need for Partial Acceptance."

B. Final Inspection.

Add the following:

“Items in the contract will only be accepted, in place, at the time of the Final Contract Inspection by the New York State Thruway Authority, providing they were of satisfactory quality at the time of construction and are still of satisfactory quality at the time of the final inspection. The following three (3) inspections will be made in addition to the normal inspections to ensure all contract requirements are met and the work is complete and acceptable. The purpose of each of these inspections is to furnish the Contractor a written list of contract exceptions, omissions, and deficiencies so that the work can be progressed to timely completion in accordance with the contract documents.

1. Detailed Inspection. The detailed inspection will be made when the work is substantially complete. A copy of the detailed inspection list will be furnished to the Contractor. When this inspection progresses over any length of time, copies of the list will be furnished as the inspection progresses so that the Contractor may proceed with the required work without delay.

2. Final Inspection. The Contractor will be advised of the date and time of final inspection. A copy of the final inspection list containing all incomplete or unsatisfactory items and the time allowed to complete the work will be furnished to the Contractor.

3. Joint Inspection for Physical Completion. The joint inspection for physical completion will be made by the Engineer accompanied by the Contractor and the representatives from the Authority to verify completion of the exception items listed in the final inspection list. The verification of the completeness of all the exception items will enable the “Acceptance” by the Chief Engineer. The purpose of having the “Acceptance Date” is to establish and record a date when all physical work of a contract is completed in accordance with contract requirements and to provide for the date of commencement of any guarantee period and a firm date in the consideration of the liquidated damages.”

E. Remaining Payments.

Delete all the information in this section and **Substitute** the following:

“The provisions of Article 10 of the Contract Agreement shall apply. All payments made under this contract will be processed in conformation with Public Authorities Law §2880, as detailed in 21 NYCRR Part 109 (Prompt Payment) per §109-06. The Department of Engineering has determined that it will require an audit period of sixty (60) days for a final billing. In order for the Authority to process the final supplemental agreement and the final payment in an expeditious manner, Contractors are advised of the following general procedure:

Following the completion of all required work and a final inspection by the Authority, the Contractor shall have 30 calendar days to provide the following documents and submissions to the Engineer:

- Final documentation to support any Outstanding Claims and Disputes filed during the progress of the work;
- Extra Work Cost Accounts;
- Final Supplemental Agreement (TA 4108A,B, & D), with or without signature;
- Final Labor Affidavits (TA 44115-9);
- Wage Rates Subcontractor (TA 44105-9);
- Approved Reproducible Shop Drawings;
- Material Certifications;
- Certified Payrolls;
- Tax Clearance for "Foreign" (out of State) Corporations or entities;
- D/M/WBE Payment Report (TA 1023) (Note: The TA 1023 report is provided to the NYSTA OEOC until all payments are complete. Status at this time should reflect all paid contract quantities) Final Actual Utilization Plan for All Subcontractors (TA 1058; for FA Projects use TA 1058F);

- Non-Revenue Pass Plates.

The above list is general, every item may not be applicable to every contract and other documents and submissions may be required to properly process the final supplemental agreement. Any time taken by the Contractor beyond the 30 calendar day period after final inspection to satisfy or furnish the above information may delay the approval of the final supplemental agreement and the subsequent final payment process. The final supplemental agreement must be approved by the State Comptroller before the final payment process can begin.”

G. Initiation of Claim.

Delete this section in its entirety and **Substitute** the following:

“F. Acceptance of Final Payment. The acceptance by the Contractor, or by anyone claiming by or through the Contractor, of the final payment shall constitute and operate as a release to the Authority from any and all claims of any liability to the Contractor for anything theretofore done or furnished for or relating to or arising out of the work done thereunder, and for any prior act, neglect, or default on the part of the Authority or any of its officers, agents, or employees unless the Contractor serves a detailed and verified statement of claim upon the Authority not later than 40 days after signature of final agreement by the Contractor. As contract payments are routinely made via electronic funds transfer, and final agreements do not include any further payment to the Contractor, acceptance of final payment shall be deemed to be signature of the final agreement by the Contractor, or signature of the final agreement by the Chief Engineer if the Contractor has failed to respond within 180 days after being provided the final agreement. Such statement shall specify the items and details upon which the claim will be based and any such claim shall be limited to such items. Should the Contractor refuse to accept the final payment it shall constitute a waiver of any right to interest thereon.

Notwithstanding the provision of the Court of Claims Act or of any other statute, the Contractor expressly understands and agrees that no action shall lie or be maintained by the Contractor, or anyone claiming by or through the Contractor, against the Authority upon any claim arising out of or based upon this contract or by reason of any act or omission or requirement of the Authority or its agents, unless such action shall be commenced within six months after delivery of the final payment. No payment to the Contractor by the Authority shall limit or qualify any defense, claim or counterclaim otherwise available to the Authority relating to this contract.”

Add the following:

“109-11 RECOVERY OF MONIES BY THE AUTHORITY. Whenever it is provided in the contract documents that the Contractor shall pay or return monies for any reason, or that the Authority or Engineer may charge against the Contractor certain costs, assessments, or fines, or that the Authority can recover any sum for any reason from the Contractor, the Authority may offset the monies from amounts otherwise due to the Contractor. It is understood that the Authority may determine, in its sole discretion that any monies are due the Authority, and upon such determination it has available to it any monies due or that may become due the Contractor under the contract and any other contracts between the Contractor and the Authority.

Such other contracts shall include joint ventures in which the Contractor is a participant but only to the extent of its participation. The right to offset against the Contractor as herein provided is in addition to and does not affect the right of the Authority to seek recovery against the Contractor or surety under the contract, bonds, or as otherwise allowed by the law.”

Section 200

EARTHWORK

SECTION 203 – EXCAVATION AND EMBANKMENT

203-1.01 Definitions.

H. Suitable Material.

Delete the last two paragraphs and **Substitute** the following:

“Reclaimed Asphalt Pavement (RAP) and Recycled Portland Cement Concrete Aggregate (RCA) shall not be considered suitable materials for embankment or side slope construction.”

203-3.02 Unclassified Excavation and Disposal.

B. Disposal of Surplus Excavated Materials.

Add the following:

“Spoil areas, which may be used for the disposal of surplus construction materials on Thruway right-of-way, are shown on or listed in the contract plans and/or the contract proposal. Disposal of surplus construction materials in any other areas on Thruway right-of-way, without the written permission of the Division Director or designee, is prohibited.”

Section 400

ASPHALT MIXTURE AND PAVEMENT

SECTION 401 – PLANT PRODUCTION

401-1 DESCRIPTION.

Add the following:

“The Engineer is responsible to maintain a program of quality documentation, quality assurance, inspection, and sampling to provide reasonable assurance to the Thruway Authority, as Owner, that both asphalt materials and pavements in the completed construction substantially conform to contract requirements. The Engineer shall be afforded access to the Contractor’s or Producer’s plant, equipment, and testing results for checking the performance of the Contractor’s approved quality control procedures. The Contractor shall provide labor, equipment and traffic control to take samples and to assist the Engineer in checking grades and surface smoothness, costs thereof to be included in the bid prices for the individual items. In areas where there is an apparent or suspected deficiency, the Contractor shall collect core samples for the Engineer on request. The Contractor shall patch all areas where samples are taken with asphalt properly tamped to fill all voids and struck off flush with the surface, A.O.B.E.

The Engineer will review and verify the performance of the Contractor’s Quality Control Plan. Finding Contractor failure to competently perform Quality Control as submitted shall constitute cause for total rejection of the involved paving and/or other action as may be indicated by the finding. The Engineer may at any time, notwithstanding previous sampling, reject and require the Contractor to dispose of any batch of bituminous mixture that does not meet mix design properties and/or specification requirements

due to temperature, oxidation, contamination, segregation or incomplete coating of aggregate. Such rejection may be based on only a visual inspection, see also section 105-08.

The Engineer's Testing Laboratory is responsible to perform quality assurance testing as delineated in the Item Specification and in Materials Method 5.16. The Contractor's attention is directed to the fact that NYSDOT MM5.16 and other inspection methods employed by the Thruway Authority are quality assurance plans, not quality control plans. The Contractor is cautioned not to depend upon the results of the Authority's inspection tests and methods for project quality control. Results of any retesting, except in the case of an obvious error in the original testing, shall be combined statistically with the original test, and allowable tolerances reduced statistically for the modification of testing method."

401-2 MATERIALS.

401-2.01 Asphalt Mixture Designs.

Delete the first paragraph and **Substitute** the following:

"For each bituminous mixture required by the plans or the proposal, the Contractor shall formulate and submit to the Engineer, a SUPERPAVE Mix Design and a Job Mix Formula (JMF) that satisfies the requirements of this section and the mixture design criteria as written in Materials Method 5.16, Superpave Asphalt Mixture Design and Mixture Verification Procedures. In addition, the JMF shall state the mineral aggregate sources and types, the grade and source of bituminous material used in the mixture, and the type and source of any asphalt fillers, additives, anti-strip agents or modifiers.

The Contractor is responsible for procuring the samples of materials, and performing the required SUPERPAVE mix design tests in accordance with NYSDOT Materials Method 5.16, SUPERPAVE Asphalt Mixture Design and Mixture Verification Procedures. An independent testing firm may be employed if they have sufficient experience and expertise to accomplish the desired tests. The name of such intended firm shall be submitted to the Authority for approval prior to any tests being performed. The Authority or its representative may monitor the entire testing procedure. SUPERPAVE Mix Design testing may be waived by the Engineer for a JMF submitted with evidence of recent NYSDOT Regional Approval. If applicable, NYSDOT Regional approved JMF and SUPERPAVE Mix design must be produced using asphalt cement treated with an approved heat stable anti-stripping additive.

If for any reason a change in production plant, aggregate, asphalt, asphalt modifier, or anti-strip additive occurs or is contemplated, a separate JMF and SUPERPAVE mixture design to fit each change in material or gradation shall be submitted for the review of the Engineer. Changes in Performance Graded Binder content or anti-strip additive can be made by the Division Construction Engineer or representative, providing the resultant mixture has properties within the specified mechanical and volumetric properties.

Review of the Contractor's Mix Design is for reasonableness only. Authorization to begin production shall not constitute an acceptance or endorsement of the methods or the quality of materials so produced and controlled, which shall be the sole responsibility of the Contractor."

401-2.04 Performance-Graded Binder.

Add the following:

All SUPERPAVE mixtures and NYSDOT Regional approved SUPERPAVE mixtures shall be evaluated to determine moisture susceptibility in accordance with AASHTO T283, "Resistance of Compacted Asphalt Mixtures to Moisture Induced Damage."

SECTION 404 –ASPHALT PAVEMENTS

404-2 MATERIALS.

404-2.01 General.

Add the following:

“At the Pre-Award or Pre-Construction Meeting, the Contractor shall submit the name and location of the intended sources of supply for all bituminous pavement products. Asphalt mixtures will be accepted only from a NYSDOT approved automated plant certified in accordance with Materials Method 27.”

404-3 CONSTRUCTION DETAILS.

404-3.01 Temperature and Seasonal Limitations.

B. Seasonal Limits.

Add the following:

“Weather and Seasonal Limitations may be waived based on written application to the Division Director, cc the Engineer, for specific paving operations under specific conditions or during specific time periods. Such applications must be accompanied by a detailed explanation of the Methods and Quality Control Procedures that will be utilized by the Contractor, at no additional expense to the Authority, to assure and demonstrate to the Authority that uniformly acceptable end product results are being achieved. Such application shall also include a detailed explanation of why the work could not be performed in conformance with the contract, and delineate the benefits that will accrue to the Authority and the Public if the requested waiver is granted.

If a waiver is granted, the Contractor shall be strictly limited to those operations approved, including performance of the Methods and Quality Control Procedures submitted. In making application for a waiver, the Contractor agrees that any waiver of restrictions granted by the Authority is exclusively for the Authority’s benefit and purposes, and, as such, is subject to revocation without requirement for advance notice or statement of cause. Approval or disapproval of requests for waiver will be transmitted without statement of reason or cause, and are not subject to administrative review or appeal under the contract.”

404-3.06 Spreading and Finishing.

E. Reference Line.

Add the following:

“For paving at structures, including approaches, the use of a taut reference line will be required to insure satisfactory paving results for all structures pavement courses. The substitution of a “ski”, “floating beam” or other type of moving reference will not be permitted on asphalt pavers used on structures pavements.

For mill and repaving work, automatic pavers shall be equipped with a moving reference of at least 30 feet in length, i.e., grade averaging system. Physical reference for grade, slope and profile control shall be from the milled surface in front of the paver and the freshly laid hot mat in back of the paver. The Engineer may approve another grade control system, as long as it meets the above criteria.”

G. Top Course Texture and Color.

Add the following:

“Subsurface course bituminous concrete mixtures may be delivered from more than one plant providing that no placing or compaction difficulties are evident to the Engineer. Surface course mixtures shall not be delivered from more than one plant without the express permission of the Engineer.”

Add the following:

“404-3.15 Pavement Defects. If any portion of pavement fails to comply with minimum acceptable quality requirements, the Contractor is required to make corrections as directed by the Engineer and as herein specified. It is required that such corrections will be made as work progresses and not reserved for a separate operation at some later date. No payment will be made for material placed in excess outside of the specified allowable tolerances over grade or nominal plan dimensions, for corrective work of any type, or for material that must be removed to correct deficiencies. Time lost on the Contractor’s CPM schedule due to the necessity to perform corrective work is time fully under the Contractor’s control and is neither compensable nor excusable.

The Contractor shall replace deficient pavements as directed by the Engineer and in accordance with §105-08 *Removal of Unacceptable and Unauthorized Work* so as not to interfere with the operations of the Thruway Authority or others using the area. Existing pavement shall be removed as necessary to provide square joints for the full depth of the course. The Engineer will verify the thickness of the asphalt mixture mat after compaction using a penetration probe; average thickness of a subplot would be determined by averaging five such readings. The area for correction of deficiencies in surface smoothness and surface grade tolerance shall be those areas which fail to satisfy quality requirements. The area to be replaced for deficiency of in-place voids shall be the total area paved with the deficient paving lot.

- A. For minus thickness deficiencies in a subplot of the surface course, the only acceptable repair methods are removal and replacement or placement of an overlay layer. The corrective work shall begin and end at a rebate; feather edging will not be permitted.
- B. Where more than 1/4 inch above the required grade, correct deficiency by removal as necessary to comply with the specifications, except where an approved contour pattern satisfying riding quality and drainage as shown on the contract drawings has been established to the satisfaction of the Engineer.
- C. For deficiency in smoothness tolerance, correct any deficiency by means approved by the Engineer and subject to all other provisions herein.
- D. For deficiency of air voids, remove and replace deficient pavement in accordance with all requirements specified herein.
- E. For deficiency involving a honeycomb surface in the mat at longitudinal joints, or at construction joints, the surface shall be sealed with an asphalt filler/sealer material approved by the Engineer.
- F. For deficiency involving longitudinal tearing of the mat during compaction, remove and replace deficient pavement in accordance with all requirements specified herein.
- G. For deficiency involving “flushing”, remove and replace deficient pavement in accordance with all requirements specified herein.”

404-5 BASIS OF PAYMENT.

Add the following:

“Paving work will be considered for progress payment based upon production in conformance with the approved JMF, and satisfactory placement in accordance with the appropriate item of construction. Asphalt mixtures will only be accepted, in place, at the time of the final contract inspection by the New York State Thruway Authority, providing it was of satisfactory quality at the time of construction and is still of satisfactory quality at the time of the final inspection. Only at that time will final payment be documented (see TA Addendum §109-09 *Final Acceptance and Final Agreement*). In the event any portions of pavement fail to comply with minimum acceptable quality requirements at the time of the

final inspection, the Contractor will be required to make corrections as directed by the Engineer and as specified in §404-3.15 Pavement Defects.”

Section 550

STRUCTURES

SECTION 555 – STRUCTURAL CONCRETE

555-3 CONSTRUCTION DETAILS

555-3.02 Falsework.

Add the following:

“The Engineer’s review of falsework plans submitted by the Contractor shall not relieve the Contractor of its responsibility to provide for the safety and health of his employees, or to provide structurally sound, adequate falsework.”

555-3.03 Forms.

A. *General.*

Add the following to the first paragraph:

“The Engineer’s review of form work plans submitted by the Contractor shall not relieve the Contractor of responsibility for attaining satisfactory results.”

Section 600

INCIDENTAL CONSTRUCTION

SECTION 606 – GUIDE RAILING, MEDIAN BARRIER, AND CONCRETE BARRIER

606-2 MATERIALS

606-2.08 Resetting Guide Railing, Median Barrier, Anchorage Unit Assemblies and End Assemblies.

Add the following:

“Should plans call for resetting any corrugated beam guide rail and/or corrugated beam median barrier installed without support bolts, the Contractor shall supply and install new support bolts as per the appropriate Standard Sheets. The cost of furnishing and installing these support bolts shall be included in the unit price bid for the appropriate item for resetting guide rail or median barrier.”

Add the following:

“**606-2.15 Beam Lengths.** Corrugated rail panels shall be 13 feet 6 inches in length, and box beam sections shall be 18 feet in length, unless otherwise specified.”

606-3 CONSTRUCTION DETAILS

606-3.01 General.

Add the following:

“G. Non-standard Post Spacing. Non-standard post spacing may become necessary when connecting a new guide rail system to an existing guide rail system or fixed object (including existing bridge rail transitions), when connecting two existing guide rail systems, or to avoid cross culverts, drainage inlets, etc. Non-standard post spacing is acceptable if the guidelines below are followed:

1. Non-standard post spacing shall not be located within a guide rail transition, bridge rail transition, end assembly or attenuator.
2. A maximum of two panels with non-standard post spacing shall be allowed at any location within a run of new or reset guide rail.
3. Non-standard post spacing shall never be greater than the normal post spacing of the rail system being utilized for the connection. Any non-standard post spacing must be less than the standard post spacing but more than half the standard spacing. If a space less than the following is required, an adjacent section shall also be cut creating two (2) adjacent, non-standard sections of similar size:
 - a. Box Beam Guide Rail/Median Barrier – 3’
 - b. Corrugated Beam Guide Rail/Median Barrier – 6’-3”
 - c. Heavy Post Blocked Out Corrugated Beam Guide Rail/Median Barrier – 3’-2”
4. Special field cut and drilled (not burned) sections will be required.
5. The cost of this work, including furnishing and installing any additional posts, blockouts, hardware, field galvanizing, etc. shall be included in the unit price bid for the appropriate guide rail/median rail item.”

H. Grading into Rail Systems. Guide rail, median barrier, and concrete barrier systems within 30 feet of the traveled way shall be installed such that the slope between the traveled way and the system is 1 vertical: 10 horizontal or flatter (1 vertical: 6 horizontal for cable systems). If the contract calls for work between the traveled way and existing rail, these slope rates shall not be exceeded. Earthwork required to meet these criteria shall be paid under their appropriate items.”

SECTION 619 – WORK ZONE TRAFFIC CONTROL

619-1 DESCRIPTION

619-1.02 Basic Work Zone Traffic Control.

Delete the second sentence in the third paragraph.

A. Surface Condition, Debris, Drainage and Dust Control.

Add the following:

“Work shall be provided along the entire Contract Limits.”

Add the following:

“O. Maintain Existing Pavement Markings. Work shall consist of maintaining existing pavement markings within the contract limits.”

619-3 CONSTRUCTION DETAILS

619-3.01 General.

Delete the third sentence in the second paragraph.

Add the following to the end of the second paragraph:

“Slowing/Stopping Thruway Traffic for Work Activities. Slowing/stopping Thruway traffic may be permitted for work activities, such as moving a lane closure, removing or setting bridge steel, or other work-related situations requiring a traffic slowdown/stoppage for a brief period of time (generally 5 minutes; but, in certain cases, up to 20 minutes). Slowing/stopping Thruway traffic is considered a planned event and is permitted only with specific authorization from Division Traffic through the Engineer and with State Police personnel available and on site. Slowing/stopping Thruway traffic is not to be confused with a closure of the Thruway.

The request for a slowdown/stoppage of Thruway traffic should describe the work to be performed while traffic is slowed/stopped and include a schedule of operations for proposed slowdowns/stoppages. Once authorized, traffic slowdowns/stoppages are strictly limited to the conditions listed in the authorization, including any and all restrictions as to days, hours and length of time permitted for the operation.

Once an initial approval has been received, the Contractor shall notify the Engineer at least 48 hours prior to a planned slowdown/stoppage. The Engineer will coordinate on site between the State Police and the Contractor for the slowdown/stoppage. Traffic shall not be slowed/stopped unless State Police are on site to stop the traffic.

A. Traffic Slowdown. The “traffic slowdown” is a procedure used to create a gap in traffic in order to perform a work activity. The intent of this procedure is to slow traffic without bringing it to a stop. The traffic slowdown should begin far enough in advance of the work space to enable completion of the work before traffic arrives and has to be stopped.

1. Minimum Requirements.

- a. In sections with two lanes, one marked State Police vehicle and one Contractor vehicle are required for the actual slowdown/stop. An additional truck is required to display a “BE PREPARED TO STOP” (W3-4) sign (or be equipped with a truck mounted VMS to display “SLOW TRAFFIC AHEAD/BE PREPARED TO STOP” message) and should be located a minimum of 1500 ft in advance of the queue.
- b. In sections with three or more lanes, one marked State Police vehicle and two Contractor vehicles are required, one to display a BE PREPARED TO STOP (W3-4) sign (or be equipped with a truck mounted VMS to display “SLOW TRAFFIC AHEAD/BE PREPARED TO STOP” message) located a minimum of 1,500 ft in advance of the queue, and one to display a ROAD WORK AHEAD (W20-1) sign (or VMS message) located approximately ½ mile in advance of the queue.
- c. The Contractor shall provide a pilot/chase vehicle (last car through) to confirm to the work crew that traffic is clear (i.e., has been slowed as planned).
- d. All Contractor vehicles shall be equipped with a radio and rotating amber beacons visible from all directions. During the slowdown and for the duration of any actual stoppage, these

vehicle(s) shall have rotating amber beacons activated and the State Police vehicle will display its emergency lights.

e. Flaggers shall block all entrance lanes/ramps (including entrances from, service areas, parking areas, rest areas, tandem truck lots, etc.) within the area of the traffic slowdown/stop. An advance warning sign, Flagger symbol (W20-7) or ROAD WORK AHEAD (W20-1), for each ramp shall be placed 300 to 500 feet in advance of the flagging station.

2. Procedure. The procedure for slowing traffic requires the marked State Police vehicle and Contractor vehicle(s) to be positioned in front of approaching traffic. Once safely in front of traffic, the State Police/Traffic Supervisor/Contractor vehicles slow down to a reasonable speed (25 to 35 MPH). The pilot/chase vehicle is positioned in advance of the State Police vehicle and travels to the work zone at highway speed staying behind the last vehicle in the gap created by the traffic slowdown.

a. In sections with two (2) lanes, the State Police vehicle occupies one (1) lane and the Contractor vehicle occupies the other lane. A vehicle with a “BE PREPARED TO STOP” sign mounted behind the vehicle (or a vehicle equipped with a truck mounted VMS to display “SLOW TRAFFIC AHEAD/BE PREPARED TO STOP” message) facing oncoming traffic (this vehicle is called the Warning Vehicle) shall be on the right shoulder at the slowdown start point. Once the traffic slowdown is started, the warning vehicle remains stationary until a traffic queue develops. At that time, the position of the warning vehicle shall back up so it is positioned 1500 feet upstream of the end of the traffic queue. If necessary, the warning vehicle moves (driven forward/backwards on the shoulder) so the 1500-foot spacing is maintained.

b. In sections with three (3) or more lanes, the State Police vehicle occupies one (1) lane and the Contractor’s vehicles occupy the remaining lanes. The “BE PREPARED TO STOP” warning vehicle (or a vehicle equipped with a truck mounted VMS to display “SLOW TRAFFIC AHEAD/BE PREPARED TO STOP” message) shall be positioned as described above. Additionally, a second warning vehicle with a “ROAD WORK AHEAD” sign shall be positioned 1000 feet upstream of the “BE PREPARED TO STOP” warning vehicle. As necessary, this vehicle also moves so the 1000-foot spacing is maintained.

c. The pilot vehicle, positioned in front of the rolling block, proceeds with the normal flow of traffic and notifies the work crew of the last vehicle(s) before the rolling block. The work crew then proceeds quickly to accomplish the intended operations.

d. Should it be necessary to actually stop traffic, the slowdown should begin approximately ½ mile in advance of the point of closure, gradually bringing traffic from highway speeds to a halt.

B. Brief Stoppages. Traffic slowdowns/stoppages may be authorized for brief and specific activities such as moving a piece of equipment across the road or other momentary tasks that can be done in a very short period of time (typically less than two (2) minutes). The Contractor shall notify the Engineer at least 48 hours prior to a planned slowdown/stoppage. The Engineer will coordinate on site between the State Police and Contractor personnel for the slowdown/stoppage. Traffic shall not be slowed/stopped unless State Police are at the scene to stop the traffic. A “BE PREPARED TO STOP” sign (or truck mounted VMS message) should be used in the manner described in the Traffic Slowdown section.”

Add the following to the end of this section:

“Conducting Contract Work. Contract work shall be conducted so as to minimize interference with the operations of the Thruway. The following general conditions apply in addition to those which may be provided elsewhere in the contract documents:

A. General. The New York State Thruway is a limited access, high-speed highway. The Contractor is advised that the Thruway cannot be designated a “Restricted Highway” according to Section 104-08 of the Standard Specifications. The work area is subjected to traffic which must be maintained in accordance with the Schedule and Suspension of Work and the work zone traffic control plans. The work zone traffic control plans were designed in accordance with National and State standards to promote safe and efficient work zones for both workers and the traveling public. Other temporary traffic control measures, as may be required by OSHA to ensure work site safety, are the sole responsibility of the Contractor.

B. Work Zone Traffic Control Plans. If Thruway standard work zone traffic control plans have been included in the contract documents or as part of a work permit, the type and placement of all temporary traffic control devices required for the work zone(s) will be identified. Variables, however, such as vertical and horizontal alignment, proximity of interchanges, sight distance or operational characteristics may necessitate additional channelizing devices (drums, cones, etc.) for longer patterns. No additional payment will be made for these additional devices.

No alterations shall be made to the work zone traffic control plans without the concurrence of the Engineer and the Division Traffic Supervisor. The only exception is in an emergency, and then only as directed by the State Police. If the Contractor is notified by the Engineer or the State Police of practices violating the provisions of this contract, Thruway Authority Rules and Regulations, or the Vehicle and Traffic Law, immediate remedial action(s) shall be taken to the satisfaction of the Engineer and/or the State Police.

C. Work On or Under Bridges.

1. A minimum vertical clearance of 14’-6” shall be maintained at all times. For bridges with a minimum vertical clearance less than 14’-6”, the existing minimum vertical clearance shall be maintained. In either case, rigging or other devices shall not protrude over the roadway to lessen the minimum vertical clearance.
2. Extreme care shall be taken to prevent construction materials or work debris from falling off a bridge. Work operations shall not be performed over any open traffic lane, railroad right-of-way or waterway unless shielding is installed by the Contractor. Platforms, nets, screens or other protective devices shall be provided to contain any falling material. If the Engineer determines that adequate protective devices are not being used, work shall be suspended until such devices are provided. If material falls into the containment or to an area below a bridge, the Contractor shall have it removed and disposed in a timely manner. The Contractor’s bid shall include the cost of furnishing, installing, maintaining, removing and disposing all platforms, nets, screens and other protective devices deemed necessary to complete the work.

D. Work Zone Traffic Control requirement for Automatic Electronic Tolling (AET).

The Contractor shall not shift traffic at any AET gantry such that vehicles are traveling between lanes or between lanes/shoulders when passing under the gantry centerline (treadle). Traffic shifts, for purposes of staging work, shall be done prior to or after the gantries, such that vehicles are traveling within a physical (complete) lane or shoulder when passing under the gantry centerline (treadle).”

619-3.02 Basic Work Zone Traffic Control.

A. *Surface Condition, Debris, Drainage and Dust Control.*

Add the following to the end of this section:

“Shoulders must be available to the traveling public at all times except when the adjacent lane is closed or work is being performed on or near the shoulder. Any damage to the shoulders which may be used by the traveling public shall be repaired immediately using materials equal to the existing shoulder material.”

D. *Maintain Existing Roadside Signs, Delineators and Markers.*

1. *Maintenance.*

Add the following:

“Right shoulder milepost and tenth-milepost markers shall be maintained at all times during all stages of work. Where work operations require temporary relocation of these markers, they shall be placed adjacent to the work area within view of the traveled way. Upon completion of the work operations, or as directed by the Engineer, the markers shall be reset to their original position. Unless otherwise shown in the contract documents, the relocation and resetting of these markers shall be at no cost to the Authority.”

E. *Maintain Existing Guide Rail, Median Barrier, and Bridge Rail.*

Add the following to the end of this section:

“Shifting Traffic Lanes. Travel paths shall not be moved laterally closer to a roadside obstacle or fixed object exposed by construction operations until guide rail, bridge rail, pier protection, and/or median barrier is established to shield traffic from the roadside obstacle or fixed object.

Removal and Replacement of Pier Protection and Transitions. Existing pier protection and transitions shall remain in place and be maintained until construction operations in the immediate vicinity require removal. Once removed, these systems and/or component parts shall be replaced prior to the opening of any adjacent traffic lane. If this provision cannot be met, temporary positive barrier shall be installed in place of the pier protection and transitions at no cost to the Authority unless indicated otherwise in the contract documents.”

H. *Construction Signs.*

2. *Mounting Temporary Signs.*

Delete the last paragraph beginning with “...except they may be mounted, when approved by the Engineer...” and ending with “...visibility of the sign by motorists.”

5. *Special Use Work Zone Signs.*

Delete the fifth, sixth and seventh paragraphs and **Substitute** the following:

“BE PREPARED TO STOP (W3-4) and ROAD WORK AHEAD (W20-1) signs are required, where conditions permit, to inform oncoming traffic of a stopped or very slow traffic condition caused by construction activities. These signs shall be furnished and deployed in accordance with

the Thruway Standard Sheet TA 619-07, “BE PREPARED TO STOP AND UNEVEN LANES” found in the Authority’s website.”

N. Contract Site Patrol.

Delete all the information in this section and **Substitute** the following:

“The Contractor shall inspect the entire contract zone, within the contract limits, both prior to and within a reasonable time after award of the contract in order to place themselves on notice of conditions that exist. The responsibility to patrol the project site and to respond to conditions, regardless of cause or fault, in full conformity with contract provisions clearly applies to the full limits of the contract, and not just the area in which the Contractor happens to be working. This obligation begins when the contract is awarded and continues until final acceptance of the work, regardless of whether any other contract operations are underway. In addition, Contractors are expected to maintain routine patrols of the entire contract zone throughout the life of the contract, regardless of whether work is in progress or suspended for any period of time.

The only exception to this obligation is in the case of an official shutdown period. During an official shutdown period, the Authority will assume responsibility for minor roadway repairs and snow and ice control, and will respond to all incidents within the contract limits, as is done outside of the contract limits. However, repair of major failures in the traveled way and any activities related to work performed or completed by the Contractor shall remain the Contractor’s responsibility. The establishment of an official shutdown period shall not be cause for change in the Contractor’s insurance requirements nor shall there be any change in liability for the Contractor’s actions or negligence.”

Add the following:

“O. Maintain Existing Pavement Markings. The Contractor shall be responsible for maintaining the existing pavement markings within the project limits in an as-received condition for the life of the contract, as directed by the Engineer.”

619-3.06 Temporary Pavement Markings.

A. Divided Highways.

Delete this section in its entirety and **Substitute** the following:

“A. Thruway Mainline. On the Thruway Mainline, the Contractor shall install broken lines a minimum of 4 feet long at 40-foot spacing to separate traffic lanes in the same direction. The Contractor shall install solid edge lines for a minimum of 100 feet either side of the apex of the gore. In addition, the Contractor shall install solid edge lines prior to opening the lane to traffic unless MIARDs are in place, in which case the Contractor has up to 7 calendar days to install the solid edge lines. The temporary pavement markings shall be installed in accordance with the NYSTA Standard Sheet TA 685-04, TEMPORARY PAVEMENT MARKING DETAILS (DRAWING PM-T) found in the Authority’s website.”

619-3.22 Pavement Patching.

Delete the last two sentences of the first paragraph beginning with “During periods of winter shutdown...”

619-5 BASIS OF PAYMENT

619-5.01 General.

A. Non-Payment.

Delete Table 619-7 and **Substitute** the following:

TABLE 619-7 BASIC WORK ZONE TRAFFIC CONTROL NON-PAYMENT		
Original Contract Amount		Nonpayment Amount
From More Than	To and Including	
\$ 0	\$ 500,000	\$ 400
\$ 500,000	\$ 2,000,000	\$ 800
\$ 2,000,000	\$ 5,000,000	\$ 1,000
\$ 5,000,000	\$ 10,000,000	\$ 1,500
\$ 10,000,000	\$ 20,000,000	\$ 2,000
\$ 20,000,000	-----	\$ 6,000

B. Liquidated Damages.

Delete all the information in this section and **Substitute** the following:

“For each calendar day during which there are substantial deficiencies in compliance with the requirements of this section, liquidated damages will be assessed in addition to non-payment for deficiencies.”

Add the following:

“**D. Non-Performance.** Failure to maintain the work area to the satisfaction of the Engineer, in accordance with the work zone traffic control plans, the Schedule and Suspension of Work, and/or the specific conditions of the contract, will be considered a substantial deficiency and no payment will be made in accordance with Table 619-7.”

619-5.06 Temporary Pavement Markings.

Delete the last sentence and **Substitute** the following:

“No additional payments shall be provided for markings required because the Contractor failed to place the next pavement course or the final pavement markings as specified under Section 619-3.06A.”

619-5.19 Nighttime Operations.

Delete “portable lighting” in the first sentence and **Substitute** “nighttime operations”.

Section 700

MATERIALS and MANUFACTURING

SECTION 708 – PAINTS

Delete Subsection “708-05 STANDARD PAINT COLORS” in its entirety and replace it with the following:

708-05 STANDARD PAINT COLORS

SCOPE: This specification defines commonly used colors.

DEFINITIONS:

Color Reference Standard	
Sage Green Paint	SAE AMS-STD-595A, # 34258
Light Gray Paint	SAE AMS-STD-595A, # 36320
Blue Paint	SAE AMS-STD-595A, # 35177
Brown Paint	SAE AMS-STD-595A, # 30111
Brown-Gray Paint	SAE AMS-STD-595A, # 36306
Dark Blue Paint	SAE AMS-STD-595A, # 15090
Textured Concrete Finish Paint	SAE AMS-STD-595A, # 36440
Weathered Brown Guide Rail Paint	SAE AMS-STD-595A, # 20059

Assistance in providing definitions for other colors is offered by the Materials Bureau.

BASIS OF ACCEPTANCE: The Engineer may require manufacturer’s certification that the color provided meets the requirements of this specification.

SECTION 729 – TEMPORARY TRAFFIC CONTROL DEVICES

729-12 TRUCK-MOUNTED AND TRAILER MOUNTED IMPACT ATTENUATORS

SCOPE.

Delete “barrier trailers” and **Substitute** “barrier vehicles and shadow vehicles.”