NEW YORK STATE THRUWAY AUTHORITY SPECIAL NOTES FOR WORK BY
OTHER AGENCIES ON MAINLINE THRUWAY SECTIONS AND SPURS

GENERAL NOTES

1. Contractors’ Field Office and Marshalling Yard. Contractor’s field office and marshalling yard shall not be permitted on the mainline of the Thruway. Private vehicles shall not be parked on Thruway property. Contractor and Subcontractor work forces shall marshall at an off site yard and travel to the work site in Contractor-owned work vehicles.

2. Contractor’s Signs. Signs that may be deemed as advertising for the Contractor or any Subcontractor shall not be permitted.

3. Temporary Traffic Control Devices. All temporary traffic control devices shall be inspected prior to use at the Contractor's marshalling area by both the Engineer and the Thruway Authority’s Division Traffic Supervisor, or designee, to ensure conformance with the specifications.

THRUWAY AUTHORITY REGULATIONS

The Thruway Authority Regulations below relate to Employee and Public Safety at the Site and will be strictly enforced by the Engineer and the Thruway Authority.

1. The following items are not allowed on the Site or on Thruway Authority premises.
   A. Firearms, ammunition, weapons, and dangerous instruments (other than tools required for the work).
   B. Alcoholic beverages and persons under the influence of same.
   C. Illegal controlled substances and persons under the influence of same.

2. The Contractor shall comply with Thruway Authority policies relating to smoking at the work site.

SPECIAL NOTES

1. LOCATION OF THRUWAY AUTHORITY OFFICES

1.01 General Information. General information regarding contracts on the New York State Thruway may be found on the Authority’s website at http://www.thruway.ny.gov.

1.02 Work and Occupancy Permits. Work or Occupancy permits, if required by the Thruway Authority, may be obtained by submitting an application to the Office of the Thruway Division Director at the following locations:
NEW YORK STATE THRUWAY AUTHORITY SPECIAL NOTES FOR WORK BY OTHER AGENCIES ON MAINLINE THRUWAY SECTIONS AND SPURS

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<td>&quot; I-84</td>
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New York State Thruway Authority, New York Division
4 Executive Blvd., Suffern, NY 10901 (845) 918-2500

| **Albany Division (Main Line)**            | 76.5 - 197.9        |
| Also Berkshire Section                     | B 0.00 - B 24.28    |

New York State Thruway Authority, Albany Division
Interchange 23, Rte. 9W
200 Southern Boulevard, Albany, New York 12209-2098, (518) 436-2700

| **Syracuse Division (Main Line)**          | 197.9 - 350.6       |
| New York State Thruway Authority, Syracuse Division |
| 290 Elwood Davis Road, Liverpool, New York 13088; | (315) 437-2741      |

| **Buffalo Division (Main Line)**            | 350.6 - 496.00      |
| Also Niagara Section                        | N 0.00 - N 21.1     |

New York State Thruway Authority, Buffalo Division
455 Cayuga Road, Suite 800, Cheektowaga, NY 14225-0121 (716) 631-9017

2. PROTECTION OF THRUWAY TRAFFIC AND FACILITIES. Contract work shall be conducted so as to minimize interference with the operations of the Thruway. In addition to conditions which may be elsewhere in the contract documents, the following general conditions apply:

2.01 General: The New York State Thruway is a limited access, high speed highway. Extraordinary precaution must be taken for the protection of the traveling public as well as the Contractor's personnel and equipment. The work area is subjected to traffic which must be maintained in accordance with Thruway Traffic Plans, Schedule and Suspension of Work Restrictions, and specific conditions of the Contract and/or the Work or Occupancy Permit.

2.02 Thruway Work Zone Traffic Control Plan. If a Thruway Work Zone Traffic Control Plan has been included in the Contract or is part of the Occupancy/Work Permit, it will delineate the type and location of all traffic control devices including signs, flashing lights, delineators and cones. The Thruway Work Zone Traffic Control Plan was drawn specifically for traffic safety utilizing the National Manual on Uniform Traffic Control Devices (NMUTCD) and New York State Supplement design guidelines. Other traffic control measures, as may be required by OSHA to ensure work site safety, are the sole responsibility of the Contractor. No alterations shall be made to Thruway Work Zone Traffic Control Plans without the concurrence of the Engineer and the Thruway Authority's Assistant Division Director, Engineering Services, except in an emergency, and then only as directed by the State Police. If the Thruway Authority notifies the Engineer, or if State Police notify the Contractor's on-site supervisor of practices which violate the provisions of this Special Note, Thruway Operating Rules or the Vehicle and Traffic Law, immediate remedial actions shall be taken to the satisfaction of the Engineer and/or the State Police.
2.03 **Schedule and Suspension of Work.** If a Schedule and Suspension of Work Section has been included in the Contract or is part of the Occupancy/Work Permit, it will limit Contractor's hours and/or days of work, specify the number of Thruway lanes that must be fully open for traffic, and/or impose other necessary conditions under which work operations must be performed. Temporary waiver of restrictions to perform specific work operations at specific locations and times may only be authorized by making application to the Chief Engineer of the NYS Thruway Authority and shall be based only upon a proven inability to perform a specific operation in conformance with the Schedule and Suspension of Work Section.

2.04 **Completion Date.** If for any reason the Contractor fails to complete this Contract by the date stipulated and an extension of time or an uncompleted work agreement is granted, which continues beyond the time frame of the original schedule and suspension of work restrictions, the Thruway Authority will retain the right to limit Contractor's hours and/or days of work and/or impose other necessary conditions under which work operations may be performed. The restrictions for the extension period may be greater or lesser than those originally stipulated in the original Contract and/or Occupancy/Work Permits, and will be consistent with the season and times at which the remaining work is to be performed.

2.05 **Restricted use of 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, Subdivision 7, Paragraph (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."

2.06 **Emergency Call Out List.** Prior to construction, the Contractor shall provide the Authority with 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 hours 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 other approved paging devices. Every 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.

Failure to respond to a Call Out, or failure to correct the condition, as directed and in the time frame specified by the Authority's agent shall constitute due cause for non-payment of Item 619.01 and/or assessment of Liquidated Damages in accordance with the Contract provisions. Any cost borne by the Authority in correcting such conditions utilizing Authority forces or other means shall be back charged to the Contractor.

2.07 **Thruway Shoulders.** Shoulders must be available to the traveling public at all times except when the shoulders are part of the work zone. Any damage to the shoulders shall be repaired immediately, using materials equal to existing shoulder material or as ordered by the Engineer. Shoulders at the work zone may be closed for the duration of work provided proper signing and/or delineation are provided as ordered by the Engineer. Opposite shoulders shall not be closed at the same time.

2.08 **Temporary Traffic Control Devices.** Temporary traffic control devices shall conform to the requirements of the MUTCD and Section 729 of the Standard Specifications. All work zone warning signs shall be black on fluorescent orange. All other sign backgrounds shall be Class B
or Class C reflective sheeting. Channelizing device type and spacing requirements shall be in accordance with Section 619 of the Standard Specifications. Drums shall have four (4) horizontal circumferential stripes of Class C reflective sheeting 6 inches wide, of alternating orange and white, starting with orange on the top. All cones shall have Class B or Class C horizontal circumferential stripes.

2.09 Personal Liability of Public Officials. In carrying out any of the provisions of these specifications, or in exercising any power of authority granted to them by or within the scope of the contract, there shall be no liability upon the Chief Engineer, Engineer or their authorized representatives, either personally or as officials of the Authority. In all such matters they act solely as agents and representatives of the New York State Thruway Authority.

2.10 Non-performance. If, in the opinion of the Engineer, the work area is not being maintained in accordance with the Thruway Work Zone Traffic Control Plan, the Schedule and Suspension of Work Restrictions, and/or the specific conditions of the Contract and/or the Work or Occupancy Permit, the provisions of Section 619.01 shall apply.

2.11 “BE PREPARED TO STOP” Signs. “BE PREPARED TO STOP” signs (W3-4) shall be used in accordance with Section 619-3.02 of the Standard Specifications as amended by this note. Refer to the detail titled “BE PREPARED TO STOP” SIGNING FOR STATIONARY WORK ZONES attached to this note.

3. PROTECTION OF THE PUBLIC AND LIABILITY AND PROPERTY DAMAGE INSURANCE.

3.01 Insurance. All required liability and property damage insurance shall be effective and shall be continued in force throughout the life of this Contract and any Contract Extension or Uncompleted Work Agreement including the stated periods of suspension of the work. The subscribing insurance company must be licensed to do business in the State of New York and with an A.M. Best rating of “A-” or better.

3.02 Certificates of Insurance/Notice. In addition to the requirements of §107-06 INSURANCE, all policies must be endorsed to provide that the Insurance Company shall notify the New York State Thruway Authority thirty days prior to effective date if the policies are to be terminated or if any changes are made in the policies during the performance of the work which will affect, in any way, the insurance requirements of this Contract. In addition, each Contractor, who has not supplied proof of insurance for a Work Permit, shall furnish the Thruway Chief Engineer, with an original-duplicate of each policy. The Authority will also accept a Certificate or Certificates of Insurance (TA-51316) in lieu of an original-duplicate of each insurance policy required. This certificate will be furnished by the Authority on request.

3.03 Additional Insureds. In accordance with the requirements of paragraphs 107-06.A.4., each policy shall contain an endorsement naming “The New York State Thruway Authority, The Thruway Authority Board and all employees of the New York State Thruway Authority, and The New York State Canal Corporation, both officially and personally” as additional named insured.

3.04 Waiver of Subrogation. In addition to the requirements of §107-06 Insurance, there shall be no right of subrogation against the New York State Thruway Authority, and the New York State Canal Corporation.

3.05 Self-Insured Retention/Deductibles. Insurance policies with Self Insured Retentions (SIR’s) will not be acceptable.
3.06 **Protection of the Public.** 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 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 during an official shutdown period. During an official shutdown period, the Authority will assume responsibility for minor roadway surface maintenance, snow and ice control, and respond to all incidents within 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.

4. **PROTECTION OF FACILITIES & GENERAL SAFETY.**

4.01 **Protection of Facilities.** 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.

4.02 **Special Hauling Permits.** 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.

Application should be made to the New York State Thruway Authority Special Hauling Unit, Albany Headquarters, (518) 436-2793 at least 72 hours in advance. The Special Hauling Unit will fax the Contractor a NYS Thruway Special Hauling Permit application. The Contractor must complete the application and fax it to the Authority’s Special Hauling Unit at (518) 449-3198. The fax should include a cover sheet with the following information:

- Contract Number
- Thruway entry and exit points

The Special Hauling Unit will review the information for accuracy. If the application is approved, the special hauling permit will be assigned a number and any applicable restrictions will be noted. The permit will be faxed to the Contractor along with a cover letter addressed to the attention of “Toll Personnel”. The cover letter must accompany the Special Hauling Permit when presented at the toll booth by the Contractor’s driver.

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. 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.
4.03 **Scaffolding/Platforms/Ladders.** The Contractor is reminded that full compliance with the NYS Labor Law and Federal Occupational Safety and Health Administration (OSHA) standards are both a contract requirement and a matter of law. Any costs of compliance shall be incorporated into the bid prices; any delays or costs incurred through the Contractor's non-compliance are the sole responsibility of the Contractor.

The Contractor shall furnish a statement to the Thruway Authority (prior to the use of any scaffolding/platforms/ladders) indicating that he is familiar with the provisions and intent of both the OSHA and the Labor Law relative to the use of scaffolding/platforms/ladders. If a work permit is required, this statement shall be submitted with the permit application.

4.04 **Confined Space.** Work operations in confined space and permit-required confined space as defined in Title 29, Part 1910, Section 146 of the Code of Federal Regulations (29CFR 1910.146) 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 personnel and equipment, to allow the Engineer to enter confined space and permit-required confined space in compliance with Title 29, Part 1910, Section 146 of the Code of Federal Regulations (29CFR 1910.146).

4.05 **Storage of Equipment and Materials.** During non-working hours, all Contractor equipment and/or materials shall be stored at least 30 feet from the edge of traveled way (mainline and ramps) or be protected by an approved physical barrier. Equipment and/or materials shall be stored in such a manner that they do not constitute a traffic hazard nor interfere with drainage courses. Equipment and/or materials shall not be left in front of or within the deflection distance behind guide rail and safety appurtenances so as to compromise their performance.

4.06 **Official Shutdown Period.** An Official Shutdown shall be a period estimated to be a minimum of two months or longer, generally between November and April; during which all field construction activities are suspended (only Field Office Work is permitted). An official shutdown period may be shown in the Schedule and Suspension of Work requirements in the Proposal for multi-year, staged/phased projects, or be part of the Contractor’s alternative scheduling proposal. The Contractor may request the establishment of an official shutdown period as part of an application for an Extension of Time into the next construction season.

Unless otherwise shown on the plans or delineated in the Proposal, such requests will only be entertained upon assurance that the traveled way shall:

A. Have full lane and shoulder capacity restored, without crossovers, lane restrictions or diversions.

B. Be smooth, free from defect or distress, and free of surface irregularities and depressions that hold or retain water.

C. 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.
D. 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 on the plans.

E. Have roadside obstacles and hazards protected by either intact existing or newly constructed safety appurtenances.

F. 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.

(All the above being provided for the safety and convenience of the traveling public during the shutdown period) Also:

G. 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 hay mulch.

H. 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.

I. 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.

Prior to the start of an official shutdown period, the Contractor shall complete the contract stages or phases as shown on the Schedule; repair any physical distress on the traveled way within the Contract Limits, restore all pavement markings and delineation, and repair existing and/or install new guide railing and safety appurtenances A.O.B.E. The start of an official shutdown period shall be subject to a field acceptance by the Engineer assuring that the traveled way, within the Contract Limits, will safely carry traffic and the work site is in proper condition to be left unattended throughout the shutdown period. Payment for this work will be under contract items. Temporary work necessary to affect the shutdown shall be as shown on the plans and/or at the Contractor’s expense.

During an official shutdown period, the Authority will assume responsibility for minor roadway surface maintenance, snow and ice control, and respond to all incidents within 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.
5. **Stopping Thruway Traffic.** The Contractor shall not be permitted to stop traffic on the Thruway.

5.01 **General Prohibition Against Stopping Thruway Traffic.** Stopping traffic on the Thruway is never permitted unless authorized by the Chief Engineer or a designated representative. Requests may be made for specific work operations that cannot be safely performed without a stoppage. Only the State Police may stop traffic on the Thruway. The Contractor shall have no claim against the Authority for any delay caused by the availability of the State Police due to their other duties. Traffic shall only be stopped when the State Police and the Engineer are on the project site.

5.02 **Thruway Traffic Stoppages Caused By Construction Activities.** The “BE PREPARED TO STOP” sign (W3-4) shall be used, where conditions permit, to inform oncoming traffic of a stopped or very slow traffic condition caused by stationary construction work zones. The sign shall be posted approximately 1,500 feet upstream of the end of the back-up. When the end of the backup moves, the sign shall also be moved to maintain that spacing.

In sections with three or more lanes, if the resulting location places the sign upstream of the first warning sign for the project, a “ROAD WORK AHEAD” sign (W20-1) shall be placed approximately 1,000 feet in advance of the “BE PREPARED TO STOP” sign.

A backup shall be defined as a line of stopped or slowly moving vehicles (25 MPH or less) extending from the beginning of the taper to the first warning sign of the work zone and involving a delay of at least 10 minutes.

The “BE PREPARED TO STOP” sign is not required when traffic back-ups are created under normal operating conditions outside the limits of the work zone. See the detail titled “BE PREPARED TO STOP” SIGNING FOR STATIONARY WORK ZONES attached to this note.

5.03 **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 (2) lanes, one (1) marked State Police vehicle and one (1) Contractor vehicle are required for the actual slowdown/stop. An additional truck is required to display a “BE PREPARED TO STOP” sign.
   b. In sections with three (3) or more lanes, one (1) marked State Police vehicle and two (2) Contractor vehicles are required, one (1) to display a “BE PREPARED TO STOP” sign and one (1) to display a “ROAD WORK AHEAD” sign.
   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 toll plazas, service areas, parking areas, rest areas, tandem truck lots, etc.) within the area of the traffic slowdown/stop. Advance warning signs (Flagger sign or “ROAD WORK AHEAD”) for each ramp shall be placed 300 – 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/Maintenance 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 and 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 the time the position of the warning vehicle shall back up so it is positioned 1,500 feet upstream of the traffic queue. If necessary, the warning vehicle moves (driven forward/backwards on the shoulder) so the 1,500 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 shall be positioned as described above. Additionally, a second warning vehicle with a “ROAD WORK AHEAD” sign shall be positioned 1,000 feet upstream of the “BE PREPARED TO STOP” warning vehicle. As necessary, this vehicle also moves so the 1,000 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: 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 should be used in the manner described in the Traffic Slowdown section.

6. WORK AT STRUCTURES.

6.01 Minimum Vertical Clearance. A minimum vertical clearance of 4.270 meters (14'-0") shall be maintained at all times in lanes open to Thruway Traffic.

6.02 Shielding Bridge Sites. The Contractor's bid shall provide adequate protection, approved by the Engineer, at bridge sites such as platforms between the flanges of the beams, tarpaulins and whatever else is deemed necessary to preclude the possibility of material dropping onto the highway or into the waterway below.

6.03 Protection of Work Areas at Structures. All work areas at structures shall be completely fenced to protect the public and prevent unauthorized entry, to the satisfaction of the Engineer. In addition, positive protection shall be provided during non-working hours in areas where and when rail tubes and/or posts are removed to assure that individuals on the structure will not fall through the rail opening to the area below. The nature of and materials used in this positive protection measure shall be at the contractor's discretion subject to approval by the Engineer. The cost of the above protection measures shall be included under the various items of this contract.

6.04 Working on Overhead Structures. Work operations shall not be conducted over live lanes of traffic unless physical and visual shielding is put into place by the Contractor, which shall be sufficient to preclude the possibility of any material dropping onto the highway and to hide the Contractor's operations from traffic passing underneath the work site.
6.05 Barrier/Shadow Vehicles. Barrier/Shadow vehicles shall be provided in accordance with Section 619 of the Standard Specifications and the Standard Work Zone Traffic Control Sheets. In addition, barrier/shadow vehicles shall be provided where access devices are used to support or raise personnel off the ground, such as ladders, scaffolding, lifts, bucket trucks, platforms, or similar.

6.06 Storage of Flammable Materials. 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. 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.

7. OPERATING RULES. The operating rules herein shall be the minimum required to provide for the safety of the traveling public and the Contractor's personnel. These operating rules, in conjunction with "Thruway Traffic Control Plan", 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.

7.01 GENERAL - The following applies to all Contractor’s vehicles and motorized equipment traveling on the Thruway:

A. All self-propelled vehicles and equipment used on the Thruway, whether for performing work, transporting other equipment, or establishing temporary traffic control, shall be equipped with rotating or flashing amber beacons that are visible from all directions. Vehicles and equipment may also be equipped with flashing amber warning lights placed laterally at the outer edges of the vehicle’s body, 4 to 8 feet above the pavement and facing the rear of the vehicle.

B. All vehicles and equipment shall have functioning 4-way flashers (hazard lights) and directional signals.

C. A slow-moving vehicle emblem shall be displayed on the rear of each vehicle designed to operate at 25 MPH or less.

D. All vehicle and equipment warning lights shall be checked and repaired (if necessary) prior to dispatch. Except in emergencies, if a vehicle in service develops a defective rotating, warning, or directional light, it shall be repaired on site, if possible, or as soon as practical. If not repaired, the vehicle shall be removed from service.

E. Any motor vehicle equipment having an obstructed view to the rear shall not be used unless the vehicle has a reverse signal alarm audible above the surrounding noise level or the vehicle is backed up only when a traffic observer signals that it is safe to do so.

F. All bidirectional machines, such as rollers, compacters, front-end loaders, bulldozers, and similar equipment shall be equipped with a horn, distinguishable from the surrounding noise level, which shall be operated as needed when the machine is moving in either direction. The horn shall be maintained in an operative condition.

G. Any earthmoving or compacting equipment which has an obstructed view to the rear shall not be used in reverse gear unless the equipment has in operation a reverse signal alarm distinguishable from the surrounding noise level or a traffic observer signals that it is safe to do so.
H. All vehicle light lenses and reflectors shall be cleaned as often as necessary before and during operations.

I. Side view mirrors shall be clean and free of defects.

J. Fire extinguishers shall be in good working order at all times and operators shall be familiar with their use.

7.02 MOVING EQUIPMENT

A. 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.

B. Contractor vehicles or equipment that are to be transported to or from a work site, or moved between separate work sites, during daylight hours may travel on the Thruway Mainline travel lanes if:

1. The vehicles or equipment have rubber tires; and

2. The vehicles or equipment are capable of maintaining a highway speed in excess of 50 MPH.

C. Contractor vehicles or equipment that are to be transported to or from a work site, or moved between separate work sites during daylight hours may travel on the shoulder if all of the following conditions are met:

1. The vehicles or equipment have rubber tires;

2. The shoulder is wide enough to accommodate the vehicles or equipment;

3. The vehicles or equipment using the shoulder do not encroach upon the travel lane; and

4. There are no impediments that would decrease the width of the shoulder

If any of the aforementioned conditions is not met, the vehicle or equipment shall be hauled on a trailer.

D. When traveling in convoy, the space between successive vehicles should be close enough to deter traffic from driving in between the convoy of vehicles.

E. Except for emergencies, Contractor vehicles or equipment to be transported on the Thruway during twilight hours or after dark shall be capable of maintaining a highway speed of 65 MPH or shall be hauled on a trailer.
7.03 STOPPING/PARKING EQUIPMENT

A. When stopping vehicles or equipment along the Thruway, even if only for a brief moment, operators shall turn on the appropriate directional signal and drive the vehicle or equipment onto the shoulder, completely off the travel lane. 4-way flashers (hazard lights) and, if so equipped, rotating amber beacons and flashing amber warning lights, shall be displayed when stopped/parked. Single flashing directional signals shall not be displayed by stopped/parked vehicles or equipment.

B. Operators shall never stop in a travel lane except within the confines of a properly established lane closure or in an emergency situation.

C. Operators shall never stop beside another vehicle on the roadway. Instead, the operator should drive onto the shoulder, completely off the travel lane, either in front of or behind the other vehicle. Conversations should be held on the side of the stopped vehicles away from the travel lanes.

D. Operators shall not stop or park vehicles or equipment where it will interfere with the visibility of any sign.

E. When a vehicle is parked on the shoulder or within a lane closure, the vehicle door(s) adjacent to the travel lane shall not be left open. An open vehicle door shall never be allowed to project over the travel lane.

F. When vehicles or equipment are parked on the shoulder or within a lane closure, they shall be parked as far from traffic as feasible. If unable to park within these areas, such equipment shall be parked entirely off the pavement and should display two 18 inch by 18 inch orange flags.

G. Vehicles and/or equipment shall never be parked on both shoulders (right and left) in a work zone at the same time. An escape area shall always be provided for emergency use.

H. During non-working hours, all Contractor equipment and/or materials shall be stored at lease 30 feet from the edge of traveled way (mainline and ramps) or be protected by an approved physical barrier. Contractor equipment and/or materials shall be stored in such a manner that they do not constitute a traffic hazard nor interfere with drainage courses. Contractor equipment and/or materials shall not be left in front of or within the deflection distance behind guard rail and safety appurtenances so as to compromise their performance.

7.04 ENTERING AND LEAVING WORK ZONES. Loading and unloading material, equipment, or workers shall be conducted in closed lanes and shoulders. To minimize potential hazards to the traveling public, 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 the intent to drive out of the traffic stream and into the work area. Four-way flashers shall be kept on while parked in the work zone.

B. All trucks re-entering the traffic stream from the work area, except when leaving the downstream end of a closed lane, shall have the assistance of a traffic observer.
C. All trucks re-entering the traveled way from the shoulder shall attain a reasonable speed on the shoulder before driving onto the traveled way, after ensuring that no vehicle is approaching in the lane. Approaching vehicles shall be allowed to pass.

7.05 OPERATING IN THE WORK ZONE

A. Only a competent individual, possessing a proper valid operator’s license, shall be permitted to operate any Contractor vehicle or equipment.

B. All equipment shall be normally driven to the right and shall be under the full control of the operator at all times. Equipment shall not be operated in a reckless manner.

C. 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.

D. A traffic observer shall guide the backing of any vehicle or equipment with restricted visibility to the rear. This applies in any location where workers on foot, pedestrians, private vehicles, or similar hazards may be present.

E. If the operator loses visual contact, the vehicle shall immediately be brought to a full stop until visual contact with the traffic observer is re-established.

The following also apply to all trucks in work zones:

F. With the exceptions of mobile operations in areas with little or no shoulder, 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.

G. 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.

H. Truck tailgates shall be kept clean at all times.

7.06 NON-REVENUE PASS PLATES. Non-revenue pass plates will be furnished for the use of 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 pass plates shall be in accordance with the conditions of the individual authorization. General conditions are given below:

A. Pass plates are not for commuting; privately owned vehicles shall not be parked on the Thruway.

B. Pass plates shall be used on working days only.

C. Pass plates shall be presented to the toll collector whenever entering a toll lane. Non-staffed emergency lanes at toll plazas will not be opened to permit unrestricted entry or exit by Contractor’s, subcontractors, or supplier’s vehicles.
D. The General Contractor shall maintain a log identifying the vehicle to which each pass plate is assigned.

E. Pass plates shall remain with the assigned vehicles at all times while the vehicle is on the Thruway. Under no circumstances shall the Contractor leave pass plates at the Toll Plaza.

F. Vehicles leaving the Thruway beyond the pass plate limits without a pass plate or entering or leaving the Thruway at a Toll Station beyond the pass plate limits will be charged for the trip in accordance with the normal toll rates and regulations. The Contractor will not be reimbursed for tolls after pass plates have been issued.

G. The General Contractor will be held responsible for the use and return of all pass plates. The General Contractor shall report any lost or stolen pass plates to the Chief Engineer stating the specific pass plate lost or stolen and shall be responsible for any unauthorized use of the pass plate prior to such notification.

H. The misuse of the pass plates will constitute cause for revocation of this privilege and the Contractor will not be reimbursed for tolls. In accepting pass plates the Contractor agrees that revocation for reasons of misuse shall not constitute grounds for claim.

I. Upon completion of the contract, the Contractor shall return all pass plates issued for the project or shall account for all unreturned pass plates by identifying the vehicles to which the pass plates were last issued. Final acceptance of the contract cannot be processed until all pass plates have been accounted for.

J. An administrative charge of $50.00 will be deducted from monies owed to the Contractor for each pass plate not returned to the Authority upon completion of the work.

Contractors should make a written request to the Engineer for the number of pass plates required for the project upon receipt of notification of the pre-award conference. Additional pass plates will be available later upon request.

7.07 U-Turns. U-Turns are prohibited on the Thruway with the following exception. Drivers with non-revenue pass plates (where required) and possessing a U-Turn Authorization permit may U-Turn construction vehicles and equipment at official crossovers listed in this Proposal. Vehicle operation shall be in accordance with the conditions of the individual permit 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 shall be equipped with a rotating amber beacon which shall be visible from all directions for a minimum of 1,000 feet during daylight.

B. When a designated Crossover is to be used for Contract operations, the Contractor shall install a “TRUCK CROSSING” (W8-6) sign with “1000 FEET” (W16-2) supplemental plaque a nominal 1000 feet in advance of the location on both shoulders in each direction. The W8-6 sign shall be 48 inch by 48 inch and the W16-2 sign shall be 30 inch by 24 inch. All signs shall be black on fluorescent orange. The Contractor shall cover or remove all signs when not in use. Costs are to be included in the Basic Work Zone Traffic Control Item.
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 driving lane of a two lane roadway. U-Turns may be permitted AOBE 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. U-Turns are prohibited within Toll Plazas. The driver must exit the Plaza, turn around on the local road system, and then reenter the Thruway.

F. Application for U-Turn Authorization and Non-revenue Pass Plates should be made through the Engineer (after award) or the Division Construction Office (pre-award).

7.08 Violations. If, in the opinion of the Engineer, any of the operating rules are not fully adhered to by the Contractor or his 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.
NOTE:
The "BE PREPARED TO STOP" sign (W3-4) shall be used, where conditions permit, to inform oncoming traffic of a stopped or very slow traffic condition caused by stationary construction work zones. The sign shall be posted approximately 1500 feet upstream of the end of the back-up. When the end of the back-up moves, the sign shall also be moved to maintain that spacing.

In sections with three or more lanes, if the resulting location places the sign upstream of the first warning sign for the project, a "ROAD WORK AHEAD" sign (W20-1) shall be placed approximately 1000 feet in advance of the "BE PREPARED TO STOP" sign.

A back-up shall be defined as a line of stopped or slowly moving vehicles (25 MPH or less) extending from the beginning of the taper to the first warning sign of the work zone and involving a delay of at least 10 minutes.

The "BE PREPARED TO STOP" sign is not required when traffic back-ups are created under normal operating conditions outside the limits of a work zone.