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NYCT OUTSIDE CONTRACT INSURANCE REQUIREMENTS:

1. THE PERMITTEE AT ITS SOLE COST AND EXPENSE SHALL CARRY OR CAUSE TO CARRIED AND SHALL MAINTAIN AT ALL TIMES DURING THE PERIOD OF PERFORMANCE UNDER THIS AGREEMENT POLICIES OF INSURANCE AS HEREIN BELOW SET FORTH BELOW:
   A. WORKERS' COMPENSATION INSURANCE (INCLUDING EMPLOYER'S LIABILITY INSURANCE) WITH LIMITS OF NOT LESS THAN $2,000,000, WHICH LIMIT MAY BE MET BY A COMBINATION OF PRIMARY AND EXCESS INSURANCE MEETING THE STATUTORY LIMITS OF NEW YORK STATE. THE POLICY SHALL BE ENDORSED TO INCLUDE LONGSHOREMAN'S AND HARBOR WORKERS' COMPENSATION ACT/MARITIME COVERAGE ENDORSEMENT AND/OR JONES ACT ENDORSEMENT WHEN APPLICABLE.
   B. COMMERCIAL GENERAL LIABILITY INSURANCE (I.S.O. 2001 FORM OR EQUIVALENT) APPROVED BY PERMITTOR IN THE PERMITTEE'S NAME WITH LIMITS OF LIABILITY IN THE AMOUNT OF AT LEAST $3,000,000 FOR EACH OCCURRENCE ON A COMBINED SINGLE LIMIT BASIS FOR INJURIES TO PERSONS (INCLUDING DEATH) AND DAMAGE TO PROPERTY, $3,000,000 GENERAL AGGREGATE AND $3,000,000 IN THE AGGREGATE WITH RESPECT TO PRODUCTS/COMPLETED OPERATIONS. THE LIMITS MAY BE PROVIDED IN THE FORM OF A PRIMARY POLICY OR COMBINATION OF PRIMARY AND UMBRELLA/EXCESS POLICY. WHEN THE MINIMUM CONTRACT AMOUNTS CAN ONLY BE MET WHEN APPLYING THE UMBRELLA/EXCESS POLICY, THE UMBRELLA/EXCESS POLICY MUST FOLLOW FORM OF THE UNDERLYING POLICY AND BE EXTENDED TO "DROP DOWN" TO BECOME PRIMARY IN THE EVENT PRIMARY LIMITS ARE REDUCED OR AGGREGATE LIMITS ARE EXHAUSTED. SUCH INSURANCE SHALL BE PRIMARY AND NON-CONTRIBUTORY TO ANY OTHER VALID AND COLLECTIBLE INSURANCE AND MUST BE EXHAUSTED BEFORE IMPLICATING ANY PERMITTOR/MTA POLICY AVAILABLE.

   SUCH POLICY SHOULD BE WRITTEN ON AN OCCURRENCE FORM, AND SHALL INCLUDE:
   - CONTRACTUAL COVERAGE FOR LIABILITY ASSUMED BY THE PERMITTEE UNDER THIS AGREEMENT;
   - PERSONAL AND ADVERTISING INJURY COVERAGE;
   - PRODUCTS--COMPLETED OPERATIONS;
   - INDEPENDENT CONTRACTORS COVERAGE;
   - "XCU" COVERAGE (EXPLOSION, COLLAPSE, AND UNDERGROUND HAZARDS) WHERE NECESSARY;
   - CONTRACTUAL LIABILITY EXCLUSION, APPLICABLE TO CONSTRUCTION OR DEMOLITION OPERATIONS TO BE PERFORMED WITHIN 50 FEET OF RAILROAD TRACKS, MUST BE VOIDED, WHERE NECESSARY; AND
   - ADDITIONAL INSURED ENDORSEMENT (I.S.O. FORM CG 20 26 07/04 VERSION OR EQUIVALENT) APPROVED BY THE PERMITTOR NAMING:
     - NEW YORK CITY TRANSIT AUTHORITY (NYCTA), THE MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY (MABSTOA), THE STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY (SIRTOA), MTA CAPITAL CONSTRUCTION CO., THE METROPOLITAN TRANSPORTATION AUTHORITY (MTA) INCLUDING ITS SUBSIDIARIES AND AFFILIATES, AND THE CITY OF NEW YORK (AS OWNER).

   C. BUSINESS AUTOMOBILE LIABILITY INSURANCE POLICY – (I.S.O. FORM CA 00 01 10 01 OR EQUIVALENT) APPROVED BY THE PERMITTOR IS REQUIRED IF PERMITTEE'S VEHICLE ENTERS PERMITTOR PROPERTY. THE INSURANCE MUST BE IN THE NAME OF THE PERMITTEE OR ITS CONTRACTOR ENTERING THE PERMITTOR PROPERTY WITH LIMITS OF LIABILITY IN THE AMOUNT OF $2,000,000 EACH ACCIDENT FOR CLAIMS FOR BODILY INJURIES (INCLUDING DEATH) TO PERSONS AND FOR DAMAGE TO PROPERTY ARISING OUT OF THE OWNERSHIP, MAINTENANCE OR USE OF ANY OWNED, HIRED OR NON-OWNED MOTOR VEHICLE.
   D. RAILROAD PROTECTIVE LIABILITY INSURANCE (ISO-RIMA OR EQUIVALENT FORM) APPROVED BY PERMITTOR COVERING THE WORK TO BE PERFORMED AT THE DESIGNATED JOB SITE AND AFFORDING PROTECTION FOR DAMAGES ARISING OUT OF BODILY INJURY OR DEATH, PHYSICAL DAMAGE TO OR DESTRUCTION OF PROPERTY, INCLUDING DAMAGE TO THE INSURED'S OWN PROPERTY AND CONFORMING TO THE FOLLOWING:
     - THE FOLLOWING ARE THE "NAMED INSUREDS" FOR THIS COVERAGE:
       - NEW YORK CITY TRANSIT AUTHORITY (NYCTA), THE MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY (MABSTOA), THE STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY (SIRTOA), MTA CAPITAL CONSTRUCTION CO., THE METROPOLITAN TRANSPORTATION AUTHORITY (MTA) INCLUDING ITS SUBSIDIARIES AND AFFILIATES, AND THE CITY OF NEW YORK (AS OWNER).
     - THE LIMIT OF LIABILITY SHALL BE $2,000,000 AT LEAST EACH OCCURRENCE, SUBJECT TO A $6,000,000 ANNUAL AGGREGATE;
     - POLICY ENDORSEMENT CG 28 31 – POLLUTION EXCLUSION AMENDMENT IS REQUIRED TO BE ENDORSED ONTO THE POLICY WHEN ENVIRONMENTAL--RELATED WORK AND/OR EXPOSURES EXIST.
     - INDICATE THE NAME AND ADDRESS OF THE CONTRACTOR TO PERFORM THE WORK, THE CONTRACT # AND THE NAME OF THE RAILROAD PROPERTY WHERE THE WORK IS BEING PERFORMED AND THE AGENCY PERMIT.
     - EVIDENCE OF RAILROAD PROTECTIVE LIABILITY INSURANCE, MUST BE PROVIDED IN THE FORM OF THE ORIGINAL POLICY, A DETAILED INSURANCE BINDER (ACORD OR MANUSCRIPT FORM) WILL BE ACCEPTED PENDING ISSUANCE OF THE ORIGINAL POLICY, WHICH MUST BE PROVIDED WITHIN 30 DAYS OF THE BINDER APPROVAL

   E. ENVIRONMENTAL/POLLUTION EXPOSURES
   IN THE EVENT ENVIRONMENTAL OR POLLUTION EXPOSURES EXIST; THE PERMITTEE SHALL REQUIRE THE ENVIRONMENTAL CONTRACTOR OR SUB--CONTRACTOR TO PROVIDE THE APPLICABLE INSURANCE COVERING SUCH EXPOSURE. THE LIMITS AND TYPE OF INSURANCE PROVIDED SHALL BE SATISFACTORY TO THE PERMITTOR AND WILL BE CONFIRMED TO THE PARTIES PRIOR TO THE START OF THE WORK.

2. GENERAL REQUIREMENTS APPLICABLE TO INSURANCE POLICIES

   A. ALL OF THE INSURANCE REQUIRED BY THIS ARTICLE SHALL BE WITH COMPANIES LICENSED OR AUTHORIZED TO DO BUSINESS IN THE STATE OF NEW YORK WITH AN A.M. BEST COMPANY RATING OF NOT LESS THAN A--/VII OR BETTER AND REASONABLY APPROVED BY THE PERMITTOR/MTA AND SHALL DELIVER EVIDENCE OF SUCH POLICIES.
   B. EXCEPT FOR WORKERS COMPENSATION, ALL REFERENCES TO FORMS AND COVERAGES REFERRED TO ABOVE SHALL BE THE MOST RECENT USED BY THE INSURANCE SERVICES OFFICE, INC. ("ISO") OR EQUIVALENT FORMS APPROVED BY THE INSURANCE DEPARTMENT OF THE STATE OF NEW YORK, PROVIDED, HOWEVER, THAT EXCESS COVERAGES MAY BE WRITTEN ON FORMS REASONABLY ACCEPTABLE TO PERMITTOR CONTAINING PROVISIONS OTHER THAN THOSE CONTAINED IN ISO FORMS BUT OTHERWISE CONFORMING IN SUBSTANCE TO THE REQUIREMENTS OF THIS ARTICLE.
   C. THE PERMITTEE OR ITS CONTRACTOR PERFORMING THE WORK SHALL FURNISH EVIDENCE OF ALL POLICIES BEFORE ANY WORK IS STARTED TO THE PERMITTOR:

   FOR NYCT CONTRACT INSPECTION
   C/O MR. JOHN MALVASIO
   DIRECTOR, MOW ENGINEERING
   130 LIVINGSTON STREET, ROOM 8044F
   BROOKLYN, NY 11201
   TELEPHONE: (718) 694--1358

   THESE POLICIES MUST: (I) BE WRITTEN IN ACCORDANCE WITH THE REQUIREMENTS OF THE PARAGRAPHS ABOVE, AS APPLICABLE; (II) BE ENDORSED IN FORM ACCEPTABLE TO INCLUDE A PROVISION THAT THE POLICY WILL NOT BE CANCELED, MATERIALLY CHANGED, OR NOT RENEWED, UNLESS OTHERWISE INDICATED HEREIN, AT LEAST THIRTY (30) DAYS PRIOR WRITTEN NOTICE TO THE PERMITTOR C/O MTA RISK AND INSURANCE MANAGEMENT DEPARTMENT – STANDARDS, ENFORCEMENT & CLAIMS UNIT, 2 BROADWAY – 21ST FLOOR, NEW YORK, NY 10004; AND (III) STATE OR BE ENDORSED TO PROVIDE THAT THE COVERAGE AFFORDED UNDER THE CONTRACTOR'S POLICIES SHALL APPLY ON A PRIMARY AND NOT ON AN EXCESS OR CONTRIBUTING BASIS WITH ANY POLICIES WHICH MAY BE AVAILABLE TO THE PERMITTOR/MTA, AND ALSO THAT THE CONTRACTOR'S POLICIES, PRIMARY AND EXCESS, MUST BE EXHAUSTED BEFORE IMPLICATING ANY PERMITTOR/MTA POLICY AVAILABLE. (IV) IN ADDITION, CONTRACTOR'S POLICIES SHALL STATE OR BE ENDORSED TO PROVIDE THAT, IF A SUBCONTRACTOR'S POLICY CONTAINS ANY PROVISION THAT MAY ADVERSELY AFFECT WHETHER CONTRACTOR'S POLICIES ARE PRIMARY AND MUST BE EXHAUSTED BEFORE IMPLICATING ANY PERMITTOR/MTA POLICY AVAILABLE, CONTRACTOR'S AND SUBCONTRACTOR'S POLICIES SHALL NEVERTHELESS BE PRIMARY AND MUST BE EXHAUSTED BEFORE IMPLICATING ANY PERMITTOR/MTA POLICY AVAILABLE. EXCEPT FOR PROFESSIONAL LIABILITY, POLICIES WRITTEN ON CLAIMS MADE BASIS ARE NOT ACCEPTABLE. AT LEAST TWO (2) WEEKS PRIOR TO THE EXPIRATION OF THE POLICIES, CONTRACTOR SHALL ENDEAVOR TO PROVIDE EVIDENCE OF RENEWAL OR REPLACEMENT POLICIES OF INSURANCE, WITH TERMS AND LIMITS NO LESS FAVORABLE THAN THE EXPIRING POLICIES. EXCEPT AS OTHERWISE INDICATED IN THE DETAILED COVERAGE PARAGRAPHS BELOW, SELF INSURED RETENTIONS AND POLICY DEDUCTIBLES SHALL NOT EXCEED $50,000, UNLESS SUCH INCREASED DEDUCTIBLE OR RETENTION IS APPROVED BY PERMITTOR/MTA. THE PERMITTEE SHALL BE RESPONSIBLE FOR ALL CLAIM EXPENSE AND LOSS PAYMENTS WITHIN THE DEDUCTIBLE OR SELF--INSURED RETENTION. THE INSURANCE MONETARY LIMITS REQUIRED HEREIN MAY BE MET THROUGH THE COMBINED USE OF THE INSURED'S PRIMARY AND UMBRELLA/EXCESS POLICIES.

   D. CERTIFICATES OF INSURANCE MAY BE SUPPLIED AS EVIDENCE OF POLICIES OF THE ABOVE POLICIES, EXCEPT THE RAILROAD PROTECTIVE LIABILITY POLICY, DESIGNATED AS POLICY D. HOWEVER, IF REQUESTED BY THE PERMITTOR, THE PERMITTEE SHALL DELIVER TO THE AUTHORITY, WITHIN FORTY--FIVE (45) DAYS OF THE REQUEST, A COPY OF SUCH POLICIES, CERTIFIED BY THE INSURANCE CARRIER AS BEING TRUE AND COMPLETE. THE RAILROAD PROTECTIVE LIABILITY INSURANCE POLICY MUST BE PROVIDED IN THE FORM OF THE ORIGINAL POLICY. A DETAILED INSURANCE BINDER MAY BE PROVIDED, ACORD OR MANUSCRIPT FORM, PENDING ISSUANCE OF THE ORIGINAL POLICY. THE ORIGINAL POLICY MUST BE SUBMITTED TO MTA RM WITHIN 30 DAYS OF THE BINDER APPROVAL.
   E. IF A CERTIFICATE OF INSURANCE IS SUBMITTED, IT MUST: (1) BE PROVIDED ON THE PERMITTOR CERTIFICATE OF INSURANCE FORM OR MTA CERTIFICATE OF INSURANCE FORM FOR JOINT AGENCY AGREEMENTS; (2) BE SIGNED BY AN AUTHORIZED REPRESENTATIVE OF THE INSURANCE CARRIER OR PRODUCER AND NOTARIZED; (3) DISCLOSE ANY DEDUCTIBLE, SELF--INSURED RETENTION, SUB--LIMIT, AGGREGATE LIMIT OR ANY EXCLUSIONS TO THE POLICY THAT MATERIALLY CHANGE THE COVERAGE; (4) INDICATE THE ADDITIONAL INSUREDS AND NAMED INSUREDS AS REQUIRED HEREIN, ALONG WITH A PHYSICAL COPY OF THE ADDITIONAL INSURED ENDORSEMENT (I.S.O. FORM CG 20 26 07/04 VERSION OR EQUIVALENT), AS APPLICABLE AND THE ENDORSEMENT(S) MUST INCLUDE POLICY NUMBER(S); (5) REFERENCE THE CONTRACT BY NUMBER ON THE FACE OF THE CERTIFICATE; AND (6) EXPRESSLY REFERENCE THE INCLUSION OF ALL REQUIRED ENDORSEMENTS.
   F. THE MINIMUM AMOUNTS OF INSURANCE REQUIRED IN THE DETAIL DESCRIPTION OF POLICIES A, B C, AND D ABOVE SHALL NOT BE CONSTRUED TO LIMIT THE EXTENT OF THE PERMITTEE'S LIABILITY UNDER THIS AGREEMENT.
   G. IF, AT ANY TIME DURING THE PERIOD OF THIS AGREEMENT, INSURANCE AS REQUIRED IS NOT IN EFFECT, OR PROOF THEREOF IS NOT PROVIDED TO THE PERMITTOR, THE PERMITTOR SHALL HAVE THE OPTIONS TO: (I) DIRECT THE PERMITTEE TO SUSPEND WORK OR OPERATION WITH NO ADDITIONAL COST OR EXTENSION OF TIME DUE ON ACCOUNT THEREOF; OR (II) TREAT SUCH FAILURE AS AN EVENT OF DEFAULT.

NYC TRANSIT AUTHORITY GENERAL NOTES:

NOTE:

(1) THE APPROPRIATE NOTES ARE TO BE MADE PART OF THE PROJECT'S CONTRACT DRAWINGS.
THE NYC TRANSIT (NYCT) RESERVES THE RIGHT TO PLACE INSPECTORS, FLAGMEN OR OTHER PERSONNEL IN THE SUBWAY STRUCTURES DURING CONSTRUCTION OF THE PROJECT LINKED BY A TELEPHONE SYSTEM, IF DEEMED NECESSARY, TO OBSERVE THE EFFECTS OF THE CONSTRUCTION ON THE TRANSIT FACILITIES. IT IS EXPECTED THAT SUCH PERSONNEL WILL BE NECESSARY WHEN THE CONSTRUCTION COMES WITHIN TWENTY--FIVE FEET OF THE SUBWAY STRUCTURE. HOWEVER, NYCT FURTHER RESERVES THE RIGHT TO PLACE SUCH PERSONNEL WHENEVER, IN ITS OPINION, THE PROJECT CONDITIONS WARRANT SUCH PLACEMENT, REGARDLESS OF DISTANCE. THE COST OF SUCH PERSONNEL, TELEPHONE INSTALLATION AND ANY RE--ROUTES, DIVERSIONS OF SERVICE, WORK TRAINS, ETC., MADE NECESSARY BY THE PROJECT, MUST BE BORNE BY THE PROJECT OR THE RESPONSIBLE NEW YORK CITY/STATE AGENCY.
(2) ALL ROCK EXCAVATION ADJACENT TO THE TRANSIT STRUCTURE IS TO BE CHANNEL DRILLED TWO FEET BELOW SUBGRADE.
(3) IF TOP OF ROCK IS FOUND BELOW SUBWAY STRUCTURE, THE SUBWAY STRUCTURE MUST BE UNDERPINNED IN ACCORDANCE WITH DRAWINGS TO BE SUBMITTED TO NYCT FOR APPROVAL.
(4) IF ROCK IS SOFT OR SEAMY, LATERAL SUPPORTS MUST BE PROVIDED BELOW THE SUBWAY STRUCTURE IN ACCORDANCE WITH DRAWINGS TO BE SUBMITTED TO NYCT FOR APPROVAL.
(5) BLASTING WILL BE PERMITTED ONLY WITH LIGHT CHARGES SUBJECT TO THE APPROVAL OF NYCT'S ENGINEER AND IN ACCORDANCE WITH THE REGULATIONS OF THE FIRE DEPARTMENT. THE CONTRACTOR SHALL PROVIDE A DETAILED MONITORING PLAN, PROVIDING FOR MEASUREMENTS OF BOTH PARTICLE VELOCITY AND DISPLACEMENTS AT CRITICAL LOCATIONS OF THE NYCT STRUCTURE. THE MONITORING PLAN SHALL INCLUDE THRESHOLD AND UPSET LEVELS OF BOTH PARTICLE VELOCITY AND SETTLEMENT TOGETHER WITH AN ACTION PLAN FOR THEIR IMPLEMENTATION. THE CONTRACTOR SHALL SECURE AN APPROVED SEISMOLOGIST TO INSTALL AND OPERATE SUITABLE VELOCITY GAUGES TO CONTINUOUSLY MONITOR PARTICLE VELOCITY AND AN INDEPENDENT LICENSED SURVEYOR TO MONITOR DISPLACEMENTS. THE THRESHOLD MAXIMUM PARTICLE VELOCITY ABOVE AMBIENT CAUSED BY THE BLASTING WILL BE 0.5 INCH PER SECOND. VALUES EXCEEDING THIS LEVEL WILL BE REVIEWED AND EVALUATED BY NYCT'S ENGINEER. IN NO CASE WILL PARTICLE VELOCITIES EXCEED THE UPSET LEVEL OF 2.0 INCHES PER SECOND.
(6) BEFORE PLACING CONCRETE, THE SUBGRADE OF THE FOUNDATIONS IN THE VICINITY OF THE SUBWAY STRUCTURE IS TO BE INSPECTED AND APPROVED BY NYCT'S ENGINEER.
(7) IF ANY PORTION OF THE SUBWAY STRUCTURE OR FINISH IS DAMAGED, IT SHALL BE REPAIRED OR REPLACED WITH THE SAME MATERIALS IN PLACE, SUBJECT TO THE APPROVAL OF NYCT'S ENGINEER AND AT THE EXPENSE OF THE PROJECT.
(8) EXCAVATION EMBANKMENTS ARE TO BE SHORED AND BRACED. DRAWINGS INDICATING A SUGGESTED METHOD OF CONSTRUCTION ARE TO BE SUBMITTED TO NYCT FOR APPROVAL IN CONJUNCTION WITH THE PROJECT'S CONTRACT DRAWINGS. IN CASE OF EXCAVATION UNDERMINING THE SUBWAY STRUCTURE, UNDERPINNING MAY BE REQUIRED. DRAWINGS FOR UNDERPINNING ARE TO BE SUBMITTED TO NYCT FOR APPROVAL.
(9) TEMPORARY SHORING MAY BE PLACED IN DIRECT CONTACT WITH NYCT STRUCTURES ONLY IF THE NYCT STRUCTURE IS SHOWN TO BE ABLE TO SUPPORT ALL ANTICIPATED LOADS THAT CAN BE TRANSFERRED THROUGH THE TEMPORARY STRUCTURES WITHOUT DAMAGING THE EXISTING STRUCTURE. AT THE COMPLETION OF THE PROJECT, THESE TEMPORARY SHORING AND BRACING SYSTEMS ARE TO BE REMOVED OR CUT--OFF AS APPROVED BY NYCT.
(10) WHEN PILES ARE TO BE DRIVEN ADJACENT TO THE SUBWAY STRUCTURE, BORING DATA, PILE LAYOUTS, SPECIFICATIONS AND INSTALLATION PROCEDURES ARE TO BE SUBMITTED TO NYCT FOR APPROVAL. VELOCITY METERS ARE TO BE INSTALLED IN THE SUBWAY TUNNEL AT CRITICAL LOCATIONS TO MONITOR INDUCED VIBRATIONS. INDUCED DISPLACEMENTS ALONG THE TUNNEL STRUCTURE AND TRACK INVERT ARE TO BE MONITORED DURING DRIVING. THE THRESHOLD MAXIMUM PARTICLE VELOCITY ABOVE AMBIENT CAUSED BY THE DRIVING WILL BE 0.5 INCH PER SECOND. VALUES EXCEEDING THIS LEVEL WILL BE REVIEWED AND EVALUATED BY NYCT'S ENGINEER. IN NO CASE WILL PARTICLE VELOCITIES EXCEED THE UPSET LEVEL OF 2.0 INCHES PER SECOND.
(11) NO PILES ARE PERMITTED TO BE INSTALLED BY ANY METHOD WITHIN THREE FEET OF SUBWAY STRUCTURE, MEASURED FROM THE EDGE OF THE PILE OR CASING TO THE WALL. CLOSED--END PILES WILL NOT BE PERMITTED TO BE DRIVEN WITHIN TEN FEET OF THE SUBWAY STRUCTURE.
(12) ALL PILES ARE TO BE PLACED WITHIN A PREAUGERED CASED HOLE TO THE INFLUENCE LINE. THE CASING SHALL BE CLEANED WITHOUT DISTURBING THE SOIL OUTSIDE THE CASING AND THE PILE TO BE PLACED WITHIN THE CASING FOR INSTALLATION. THE PILES MAY THEN BE DRIVEN BEYOND THE INFLUENCE LINE WITHIN THE CASING.
(13) THE INFLUENCE LINE SHALL START AT THE BOTTOM OF THE SUBWAY STRUCTURE AND EXTEND AT A 1:1 SLOPE. FOR PILES INSTALLED WITHIN TEN FEET OF THE SUBWAY STRUCTURE, THE CASING SHALL BE EXTENDED UP TO THE BOTTOM OF THE SUBWAY STRUCTURE.
(14) AT THE COMPLETION OF PILE INSTALLATION, THE SPACE BETWEEN THE PILE AND THE CASING IS TO BE FILLED WITH EITHER CLEAN SAND OR GROUT. IF THE CASING IS TO BE REMOVED, THE FILLING MUST BE COMPLETED PRIOR TO REMOVAL OF THE CASING.
(15) ALL PILES ARE TO BE DRIVEN A MINIMUM OF TEN FEET BELOW THE INTERSECTION OF THE PILE CENTERLINE AND THE INFLUENCE LINE OF THE SUBWAY STRUCTURE.
(16) THE USE OF "DOWN--THE--HOLE --HAMMERS" FOR INSTALLATION OF PILES THROUGH OVERBURDEN AND FILL WILL BE PERMITTED ONLY TO REMOVE BOULDERS. IT WILL NOT BE PERMITTED AS A MATTER OF COURSE TO ADVANCE THE HOLE. THEIR USE TO CONSTRUCT ROCK SOCKETS WILL NOT BE ALLOWED WITHIN 5 FEET OF THE NYCT STRUCTURE.
(17) VIBRATORY HAMMERS WILL NOT BE PERMITTED WITHIN 75 FEET OF SUBWAY STRUCTURES. HOERAMS WILL NOT BE PERMITTED WITHIN 25 FEET OF SUBWAY STRUCTURES.
(18) DYNAMIC COMPACTION METHODS USING DROPPED HEAVY WEIGHTS CANNOT BE CONDUCTED WITHIN 1000 FEET OF ANY NYCT STRUCTURE UNLESS IT IS SHOWN THAT INDUCED SETTLEMENTS AND VIBRATIONS WILL NOT DAMAGE THESE STRUCTURES. A SUITABLE MONITORING PLAN INCLUDING SETTLEMENT AND VIBRATION MEASUREMENTS MUST BE APPROVED BY NYCT'S ENGINEER FOR ALL SUCH OPERATIONS WITHIN THESE DISTANCES.
(19) THERE SHALL BE NO MACHINE EXCAVATION WITHIN 3 FEET OF NYCT STRUCTURES, POWER DUCT LINES, OR ANY OTHER FACILITIES UNTIL THEY HAVE BEEN CAREFULLY EXPOSED BY HAND EXCAVATION.
(20) ALL DEWATERING OPERATIONS CONDUCTED WITHIN 500 FEET OF THE NYCT STRUCTURE MUST BE PERFORMED IN ACCORDANCE WITH DRAWINGS AND PROCEDURES SUBMITTED TO NYCT FOR APPROVAL. THE DISTANCE FROM THE STRUCTURE TO THE DEWATERING OPERATION CAN BE REDUCED PROVIDED THAT SOIL CONDITIONS AT THE SITE INDICATE THAT THE RADIUS OF INFLUENCE OF THE DEWATERING IS LESS THAN 500 FEET. FOR DEWATERING WITHIN THE RADIUS OF INFLUENCE, THE DEWATERING PROGRAM MUST BE SHOWN TO HAVE NEGLIGIBLE INFLUENCE ON SETTLEMENTS OF THE NYCT STRUCTURE.
(21) SUBWAY ENTRANCES (VENTILATORS, ETC.) ARE TO BE UNDERPINNED OR SHORED AND BRACED IF DIRECTED BY NYCT'S ENGINEER.
(22) NYCT, AT ITS DISCRETION, RESERVES THE RIGHT TO REQUIRE THE PROJECT TO CLOSE OR MAINTAIN AND PROTECT EXISTING SUBWAY ENTRANCES, VENTILATORS, ETC. ADJACENT TO THE PROJECT DURING CONSTRUCTION. SUCH CONSTRUCTION MAY INCLUDE UNDERPINNING, SHORING, BRACING AND DIRECTION OF SUITABLE BARRICADES AND/OR CANOPIES AND SHIELDS. SUCH PROTECTION SHALL BE IN ACCORDANCE WITH DRAWINGS SUBMITTED TO NYCT FOR APPROVAL.
(23) IF SHIELDS ARE TO BE INSTALLED TO PROTECT NYCT FACILITIES AND/OR THE PUBLIC, PLANS SHOWING THE LOCATION, TYPE AND METHOD OF ATTACHMENT TO THE TRANSIT STRUCTURE MUST BE SUBMITTED TO NYCT FOR APPROVAL.
(24) ALL LUMBER AND PLYWOOD USED FOR PROTECTION OF SUBWAY FACILITIES MUST BE FIRE RETARDANT.
(25) SUBWAY EMERGENCY EXITS MUST BE KEPT CLEAR AT ALL TIMES.
(26) IN EXCAVATING OVER OR NEAR THE SUBWAY ROOF, SPECIAL CARE SHALL BE EXERCISED SO THAT THE THIN CONCRETE PROTECTION OF THE SUBWAY WATERPROOFING IS NOT DAMAGED.
(27) BURNING OF, WELDING TO OR DRILLING THROUGH EXISTING STEEL STRUCTURES WILL NOT BE PERMITTED EXCEPT AS SHOWN ON DRAWINGS APPROVED BY NYCT.
(28) HORIZONTAL AND VERTICAL CONTROL SURVEY DATA OF THE EXISTING NYCT STRUCTURE IS TO BE TAKEN BY A LICENSED LAND SURVEYOR TO MONITOR ANY MOVEMENTS THAT OCCUR DURING CONSTRUCTION AND TO SHOW THAT THE INDUCED MOVEMENTS ARE WITHIN ALLOWABLES PROVIDED AND APPROVED BY NYCT'S ENGINEER. IF ANY MOVEMENTS EXCEED ALLOWABLES, REMEDIATION AS APPROVED BY NYCT SHALL BE PERFORMED.
(29) BUS ROUTES AFFECTED BY THE PROJECT WILL OR MAY REQUIRE BUS DIVERSIONS. THESE ARRANGEMENTS SHALL BE MADE THROUGH:

MS. SARA WYSS
ACTING DIRECTOR
SHORT RANGE BUS SERVICE PLANNING
NEW YORK CITY TRANSIT
2 BROADWAY, ROOM A17.92
NEW YORK, NEW YORK 10004
TELEPHONE NUMBER 646/252--5517

WHEN IMPACTING ANY BUS STOP, SPECIAL OPERATIONS MUST BE NOTIFIED TWO WEEKS IN ADVANCE.

(30) DUCT LINES MUST BE MAINTAINED AND PROTECTED DURING CONSTRUCTION. ANY INTERFERENCE WITH DUCT LINES SHOULD BE REPORTED TO NYCT INSPECTOR. WHEN A DUCT LINE CONTAINING CABLES IS TO BE REMOVED, OR WHEN MASONRY ADJACENT THERETO IS TO BE REMOVED, PENETRATED, OR DRILLED, THE WORK SHALL BE DONE WITH HAND LABOR ENTIRELY, USING HAMMER AND CHISEL. JACKHAMMERS, BULL POINTS OR OTHER POWER EQUIPMENT SHALL NOT BE USED.
(31) WHERE MANHOLES ARE ENCOUNTERED:
   A. THEY SHALL BE PROTECTED AND RAISED OR LOWERED AS REQUIRED, TO MATCH THE NEW STREET GRADE.
   B. IF MANHOLE COVERS ARE RAISED OR LOWERED, PROTECT CABLES IN MANHOLE BY WOOD SHEETING OF 2" NOMINAL THICKNESS.
   C. PRIOR TO THE START OF CONSTRUCTION OPERATIONS AFFECTING MANHOLES AND DUCT LINES, SEVEN DAYS NOTICE MUST BE GIVEN TO MR. JOHN MALVASIO, P.E., DIRECTOR, DEPARTMENT OF MAINTENANCE OF WAY, AT 718/694--1358.
(32) CONSTRUCTION WORK DONE NEAR VENT GRATINGS AND HATCHES SHALL BE AS FOLLOWS:
   A. UNLESS APPROVED BY THE NYCT'S ENGINEER, ALL VENT GRATINGS AND HATCHES SHOULD REMAIN OUTSIDE THE CONSTRUCTION SITE, SEPARATED BY A CONSTRUCTION FENCE. PROTECTIVE SHIELDS MUST BE PROVIDED OVER VENT GRATINGS AS REQUIRED BY NYCT'S ENGINEER.
   B. NO BUILDING MATERIAL, VEHICLES OR CONSTRUCTION EQUIPMENT IS TO BE STORED OR RUN OVER VENT, GRATINGS, HATCHES OR EMERGENCY EXITS.
   C. DETAILS OF SIDEWALK RECONSTRUCTION AROUND VENT GRATINGS, HATCHES AND EMERGENCY EXITS ARE TO BE SUBMITTED TO NYCT FOR APPROVAL.
(33) TRACTORS, CRANES, EXCAVATORS, ETC. USED IN THE VICINITY OF THE ELEVATED STRUCTURES SHALL BE ISOLATED FROM THE GROUND. SINCE THE ELEVATED STRUCTURE IS USED AS A NEGATIVE RETURN PATH, WITH A CONSEQUENT POTENTIAL BETWEEN IT AND THE GROUND, ANY CONTACT BETWEEN THE STRUCTURE AND GROUNDED EQUIPMENT COULD RESULT IN BURNING OF THE STEEL.
(34) TEMPORARY CONSTRUCTION SHEDS, BARRICADES OR PLYWOOD PARTITIONS MUST BE A MINIMUM OF 5'--0" FROM EDGE OF FINISHED PLATFORM.
(35) STATION AREAS OR STAIRWAY/CLOSINGS: THE GENERAL REQUIREMENTS FOR STATION AREAS OR STAIRWAY/CLOSINGS ARE AS FOLLOWS:
   A. ONLY ONE STAIRWAY AT EACH STATION WILL BE PERMITTED TO BE CLOSED AT THE SAME TIME. APPROVALS FOR CLOSING ANY STAIRWAY MUST BE OBTAINED FROM THE DIVISION OF STATION OPERATIONS AT LEAST THREE WEEKS IN ADVANCE.
   B. MR. ASHOK PATEL, DIRECTOR, OFFICE OF STATION PROGRAMS; TELEPHONE 718/694--1695 OF THE DIVISION OF STATIONS MUST BE NOTIFIED ONE WEEK PRIOR TO THE ACTUAL CLOSING AND REOPENING OF THE ENTRANCE.
   C. AMPLE SIGNAGE MUST BE SUPPLIED AND POSTED AT LEAST ONE WEEK IN ADVANCE, ADVISING THE PUBLIC OF THE PROPOSED SUBWAY STAIR CLOSING.
   D. THE STREET ENTRANCE/EXIT CONSTRAINT SHOULD NOT BE CLOSED UNLESS MANPOWER AND MATERIALS ARE AVAILABLE TO COMMENCE WORK ON DATES PERMITTED.
   E. ONCE THE CLOSING IS EFFECTED, CONSTRUCTION SIGNS MUST BE PLACED AT APPROPRIATE LOCATIONS ON THE BARRICADES AT THE STREET AND MEZZANINE LEVELS, STATING THE CONTRACTOR'S NAME, 24 HOUR EMERGENCY TELEPHONE NUMBER, CONTRACT NUMBER, THE DURATION OF THE CLOSING, DIRECTION TO AN ALTERNATE ENTRANCE/EXIT, AND AN APOLOGY FOR THE INCONVENIENCE TO OUR CUSTOMERS.
   F. EXISTING STATION SIGNAGE MUST BE ADJUSTED TO REFLECT ANY CHANGES IN ACCESS/EGRESS.
   G. BARRICADES ARE TO BE PAINTED AND KEPT GRAFFITI FREE AT ALL TIMES. THE CONTRACTOR MUST MAINTAIN THE BARRICADED AREA CLEAN OF ALL DEBRIS.
   H. ALL MATERIALS ARE TO BE PROPERLY STORED AND SECURED AWAY FROM PASSENGER TRAFFIC.
   I. THE CONTRACTOR MUST REMOVE ALL WASTE MATERIAL AND BARRICADES FROM ALL STATION AREAS WHEN CONSTRUCTION IS COMPLETED.
   J. INSPECTION OF THE AREA UNDER CONSTRUCTION BY AUTHORIZED STATION DEPARTMENT EMPLOYEES SHALL NOT BE INHIBITED.
   K. IF STREETLIGHTS ON THE SIDEWALKS ARE AFFECTED, TEMPORARY LIGHTS SHALL BE PROVIDED.
(36) IF NEW CONCRETE CONSTRUCTION IS JOINED TO EXISTING CONCRETE, DOWELS AND KEYWAYS ARE TO BE USED IN ACCORDANCE WITH NYCT STANDARDS.
(37) IF THE PROJECT INVOLVES CONSTRUCTION OR ALTERATION OF A SUBWAY FACILITY ON PRIVATE PROPERTY, THE PROPERTY OWNERS WILL BE REQUIRED TO ENTER INTO AN AGREEMENT WITH NYCT PERTAINING TO ALL WORK AFFECTING THE TRANSIT FACILITIES AND CLEARLY DEFINING LIMITS AND RESPONSIBILITY FOR MAINTENANCE AND LIABILITY.
(38) WHEREVER A NEW SIDEWALK IS BEING PLACED ADJACENT TO NYCT STRUCTURES THE FOLLOWING WILL BE REQUIRED:
   A. THE TOP OF THE NEW SIDEWALK SHALL BE FLUSH WITH THE SUBWAY VENT GRATINGS, HATCHES AND EMERGENCY EXITS.
   B. THE SLOPE OF THE NEW SIDEWALK SHALL BE SUCH THAT THE DRAINAGE BE AWAY FROM THESE STRUCTURES.
   C. A 1/2" PREMOLDED FILLER SHALL BE INSTALLED BETWEEN THE NEW SIDEWALK AND NYCT STRUCTURE.
   D. WHERE SIDEWALK ELEVATIONS ARE BEING CHANGED DETAILS OF PROPOSED WORK AROUND NYCT STRUCTURES ARE TO BE SUBMITTED FOR APPROVAL.
(39) BEFORE THE START OF ANY WORK, THE CONTRACTOR SHALL