

TAS 24-1 / D214944
Pavement Rehabilitation and Miscellaneous Work
from MP 347.1 to MP 351.4 EB/WB
in Ontario County

QUESTIONS AND ANSWERS

- Q1. On plan sheets 27 & 28, lower center of the sheet, it says, “Daytime Traffic Control” and then another note that says construction is to occur during the night. Why does it say Daytime Traffic Control and then says the work is to happen at night? With temporary concrete barrier in place, is there any reason why the work can’t be performed during the day?
- A1. The subject notes are being modified. Please refer to a forthcoming amendment when issued.
- Q2. On plan sheets 27 & 28, note 2 says that all existing pavement markings are to be removed prior to placing interim markings. There is no pay item for removal of existing pavement markings.
- A2. An item will be added via a forthcoming amendment.

July 24, 2024

- Q3. On plan sheet 371 it mentions drilling & grouting rebars. There is no pay item for drilling & grouting. (This is the only spot that we are seeing any drilling & grouting at this time).
- A3. An item will be added via a forthcoming amendment.
- Q4. On plan sheet 363 the table shows Item 644.421025. There is no such item in the proposal. Should this be Item 644.4401-Non Standard Sign Structure? Also, the table for this structure says “Footing”. Does this mean that the footing detail on plan sheet 365 is to be used? Comment: Probably not, it’s 28’ deep, and there is no information in the footing table for CS-10-8, and if a footer is involved it really wouldn’t be a drilled shaft, a large hole would have to be excavated for this work.
- A4. Sheet 363 will be corrected in a forthcoming amendment.
- Q5. In the proposal Item 619.1711-Temp. Positive Barrier Category 1 is listed. In the quantity takeoffs provided, there is a sheet for Item 619.1715-Temp. Positive Barrier Category 5, which means that the barrier has to have box beam stiffening. Please verify which type of barrier is required.
- A5. The intent is to use Item 619.1715. This will be corrected via a forthcoming amendment.

August 7, 2024

- Q6. On drawing number SS-15 page 362 of 372 it is called out to mount a controller cabinet for the new VMS unit. There are no details included in the plans for how this it to be constructed, nor are there item numbers for a new cabinet to enclose the controller. Will this information be provided in an addendum? Also, there are no items included in the proposal for obtaining power for the new VMS unit. Will this information be included in an addendum as well?
- A6. Additional details will be supplied via Amendment #2.

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- Q7. There is no indication in the drawings showing how communications are brought the new VMS sign. Will this work be added in a future addendum?
- A7. Additional details will be supplied via Amendment #2.
- Q8. On TYP-03 Item 404.3769 is shown at 6" thick with no number of lifts assigned, assuming that this is placed in 1 lift? Please confirm.
- A8. According to the (NYS DOT) Comprehensive Pavement Design Manual, specifically Table 6.2.11.1 Limits on Permissible Lift Thicknesses, Item 404.3769 can be placed in one maximum lift thickness of 6 inches.
- Q9. Plans and Proposal for Item 304.12 throughout the project, can this be changed to 304.15 to allow for the Contractor to recycle the concrete pavement?
- A9. Item change from 304.12 to item 304.15 will not be accepted.
- Q10. I am trying to verify the barrier quantity and can not come to the Contract Quantity. Can the Authority either color the required barrier on the WZ plan set or provide a better breakdown in the estimate of quantities or its locations?
- A10. The barrier quantity was obtained by the project length, which is 22,700 linear feet (LF). If there are 8 installations, then $8 \times 22,700 = 181,600$ LF. Including additional miscellaneous lengths yields approximately 182,500 LF total.
- Q11. Can the Authority please provide a detail for the MIARD removal and in-fill?
- A11. The width for removal should be 18" wide and depth of 1" and replace with 6.3mm asphalt.
- Q12. Are there any time restrictions associated with the Detours shown on WZD-03 through 06?
- A12. It is requested that detours should be limited to summer months when local schools are not in session (July 1st to August 30th). All other time restrictions should comply with the dates as called out in the "Schedule and Suspension of work" in the proposal.
- Q13. We have been contacted by a landscape subcontractor that is saying that they can't find a particular tree that is called for. The tree is Thuja occidentalis "Affinity" at 6' height. Please advise.
- A13. A White Cedar Cultivar can be substituted for the "Affinity" Cultivar. If this can not be obtained, another "Cultivar" or size can be agreed upon.
- Q14. Are there any soil borings?
- A14. Soils Borings were obtained and will be supplied as supplemental information via Amendment #2.

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- Q15. Assuming that the underdrain cleaning table on MT-06 represents the original 6" VCP underdrain shown in the typical sections and record drawings, how is access to the pipe to be obtained for cleaning? Entering through discoverable outlet laterals or through catch basin laterals will only clean as far as the tee in the mainline pipe. Is the contractor to excavate through the PCC pavement to create access points into the clay pipe, then repair the pipe and restore the pavement?
- A15. Access to underdrain will be through existing outlets and existing drainage structures. The intent was to clean as far as this would allow. Excavation through PCC pavement will not be required.
- Q16. Lane closure charts on Standard Sheet TA 619-32 require that all 3 lanes are open to traffic at peak traffic hours every day of the week. The work zone typical sections do not include provisions for long term lane closures using barrels. The work zone traffic control typical sections for phases 2 & 3 show a raised riding surface noted as "work from previous phases" thus indicating that overlays were performed during prior phases. Because crack and seat cannot be performed adjacent to newly placed asphalt, this means crack and seat and all overlay paving must be performed after reconstruction within phases 1, 2 and 3 is complete.
- A16. For this project maintaining a minimum of two lanes of traffic in each direction is required. Lane use chart requirements would be followed for any short-term closures utilized by the Contractor for localized work within the phasing plan. The suggested phasing may be reduced in length, as necessary, to facilitate individual work activities, such as crack and seat operations, which require full roadway width construction. For this altered workzone, the Contractor should utilize lane closures following NYSTA standard sheets. Shortened lengths of phasing shall be implemented only after the Contractor plans appropriate transverse transitions between workzone and existing pavement. The Contractor shall conduct work activities to not have any longitudinal seam drop-offs exposed to live traffic. Adjustments in length to the workzones will be based on the amount of work the Contractor can accomplish within seasonal limitations. For winter shutdowns, no drop-offs will be allowed and all travel lanes shall be open to pre-construction configurations.
- Q17. Full/Partial reconstruction typical sections call for a 10" asphalt section while crack and seat typical sections call for a 7.5" asphalt section. In order to transition one phase to the next during the reconstruction stage of the project the base course within full/partial depth reconstruction areas needs to match up to the existing PCC pavement within crack and seat areas. This means that prior to switching barrier to the next phase, only 2.5" of 37.5mm asphalt can be placed within a reconstruction area. 2.5" of asphalt is not enough asphalt to sustain traffic for the duration of the 3 phases of reconstruction until the overlays following crack and seat can begin.
- A17. The 300 linear feet of each transition distance would be made up with a thicker base course asphalt section. At the transition point of crack and seat to full depth reconstruction, the makeup layer would be 6.5" of Base Course asphalt below the 10" asphalt section of the typical. This will taper to 0.0" at the end of the transition.

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- Q18. The plan for the new VMS board shows a controller cabinet but there is no specification for what is needed and there is no plan as to where it receives power from.
- A18. Additional details will be supplied via Amendment #2.
- Q19. On plan sheet 7, the typical section calls for 2 lifts of Item 404.1959, 3.5" & 2.5". The quantity takeoff sheet provided have 2.5" & 2.5". Please verify if 6" total is required or if 5" total is required.
- A19. A total of 6" combined is required as per the Typical Sections. Two lifts one of 3.5" and one of 2.5" for Item 404.1959.
- Q20. Item 619.10010425-Interim Pavement Markings, 6"-460,525 LF is in the contract. Per the special specification, this item # is for Removable Wet Reflective Tape. Is it the intent to use tape for all the temporary markings on the project? Tape is considerably higher in price than temporary paint and also tends to not hold under heavier traffic conditions. Also, the quantity workups have this same 460,525 LF listed under item 619.0901-Temporary Traffic Marking Stripes (Traffic Paint). Please clarify.
- A20. Please see Amendment #1 revised Drawing Numbers WZD-01 and WZD-02. Added notes specify when to use reflective tape.
- Q21. What is the intent of the Authority for the 2025/2026 Winter Shutdown? Is it to have traffic in original configuration or to have the winter shutdown left in a phase?
- A21. For winter shutdowns no drop-offs will be allowed and all travel lanes shall be open to pre-construction configurations. The suggested phasing may be reduced in length, as necessary, to facilitate individual work activities, such as crack and seat operations which require full roadway width construction. For this altered workzone the Contractor should utilize lane closures following NYSTA standard sheets. Shortened lengths of phasing shall be implemented only after the Contractor plans appropriate transverse transitions between workzone and existing pavement. The Contractor shall conduct work activities to not have any longitudinal seam drop-offs exposed to live traffic. Adjustments in length to the workzones will be based on the amount of work the Contractor can accomplish within seasonal limitations.

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Q22. Plans state that before the new waterproof membrane (Item 595.50 18) can be applied that the existing needs to be removed. Can the Authority please provide the MSDS Sheet for the existing membrane that is to be removed? We need to confirm if this material is hazardous or not.

A22. The Contractor shall provide access to suspect asbestos-containing materials associated with the four (4) impacted structures as outlined in the asbestos screening report. Samples of suspect masonry coating(s) and waterproofing shall be collected by a NYSTA certified consultant. The Contractor is to coordinate with NYSTA to arrange for sample acquisition and testing. The Contractor will need to plan at least 1-week prior notice to testing. The Contractor is to plan for laboratory testing time prior to work on suspect materials. Confirmed asbestos materials will be removed and disposed of in accordance with the following Pay Item Numbers: For Masonry Coating, Item 210.481201, Removal and Disposal of Miscellaneous ACM (BV14), Square Foot, and for Membrane Waterproofing, Item 210.481202, Removal and Disposal of Miscellaneous ACM (BV14), Square Foot.

Q23. All temporary concrete barrier was changed to 619.1715, Category 5, which requires box-beam stiffening (12' section of rail at every barrier).

To satisfy the current quantity of Category 5 will require a very, very large quantity of box beam rail, requiring bidders to purchase new box beam for this project.

Category 4 has the same deflection distance as Category 5 and allows pinning, which is considerably less costly.

Assuming pinning permitted vs pinning prohibited is determined where the barrier sets, roughly half of the concrete barrier will set on existing pavement, allowing pinning. Please clarify.

A23. Item 619.1715 Temporary Positive Concrete Barrier - Category 5 will be required as specified in Amendment 1.

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- Q24. Considering the 3 distinct phases depicted on the plans and that this is a multi-year project, how is winter shutdown to be handled? It is assumed that all lanes must be opened during winter shutdown with all temporary barrier removed.

Within each phase there are reconstruction sections and (3) crack & seat sections. Per profiles in the plans, reconstruction sections will return the profile close to existing, although not exact. Similarly verified by the profiles, the crack & seat sections will raise the grade by a rough average of 8" (these sections overlay the cracked pavement with 7.5" asphalt).

How is the longitudinal grade difference in the crack & seat sections to be handled in between phases when winter shutdown occurs?

Regardless of which phase the contractor finishes in the first season, there will be over 10,000 LF of crack & seat section in each bound with this significant grade difference, and over 11,000 LF of reconstruction section in each bound with some grade difference (proposed and existing profiles are not exact).

Will all phases be constructed thru binder with top course placed at the end of the project? In this scenario, there would still be grade differences over winter shutdown to be accounted for in between phases.

Also, temporary paint could be used in lieu of tape over the winter if top was all performed at the end of the second season.

- A24. Please see the response to Question 21 (Q21.), entry A21., as found on Page 4.

August 9, 2024

- Q25. Based on various Q&A's from 8/7/24....Is it acceptable to have traffic riding on Binder for the Winter 2025/2026 and complete the Top course at the end of the project?

A25. It will be required that the pavement section must be completed with top course asphalt prior to winter shutdown. Should the Contractor have a different method to stage traffic, then it would be considered as a Value Engineering proposal after the contract is awarded.

- Q26. Is the intent to pave the top course at the end of the project?

A26. Please see the response to Question 25 (Q25.), entry A25., as found above on Page 6.

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- Q27. Q&A A17 only addresses the grade differences of the transverse joints between reconstruction and overlay areas. What about the grade difference between reconstruction and overlay sections of the longitudinal joint between median shoulder reconstruction and adjacent concrete to be overlaid? Will the 21,083' of shoulder reconstruction that is adjacent to crack and seat also receive an additional 6.5" of base course asphalt in order to support traffic during phase 2 and 3?
- A27. The shoulder reconstruction adjacent to the crack and seat will not receive an additional 6.5" of base course.
- Q28. In regards to Q&A #20, Addendum #1 added notes addressing pavement marking removals, not temporary pavement markings (and when to use reflective tape). Currently, there is only 619.10010425 (wet reflective tape) in the contract for all temporary markings, and no paint item.
- A28. Item 619.10010425 will be replaced with Item 619.10010125 via Amendment #3.
- Q29. Referring to the first sentence within A16 in the Q&A, the lane closure charts must be revised and eliminate the 3 open lanes requirement in order to allow for intermediate term lane closures to be provided per standard sheet TA 619-08. Intermediate term lane closures will be needed in order to protect longitudinal paving drop-offs during overlay operations.
- A29. The notes within the Plans and Proposal, in regards to lane requirements, can be considered as the modifications to the Standard Sheets Lane Closures Charts.
- Q30. Please provide a section modulus for the temporary steel sheet piling in Item 552.04/552.13? The steel sheet piling item number on the drawings is different than shown in proposal book? The quantity for temporary steel sheet piling in the proposal varies drastically with what is shown on the contract plans. The drawings reflect a quantity approximately 4 times what is indicated in the proposal. Please clarify. Are the steel sheet pile walls beyond the influence of the culvert allowed to be driven lower than the top of culvert, or are all sheets to stop at top of culvert elevation.
- A30. The section modulus for the temporary sheet piling shall be a minimum of 0.15 IN³. Item number 552.13 should be used for all steel sheet piling. Disregard any and all references to an Item 552.04, as it does not exist. The total quantity of steel sheet piling is 1,441 SF. Please refer to Amendment #3. It is the intention to install the sheet pile wall to the top of the culvert.

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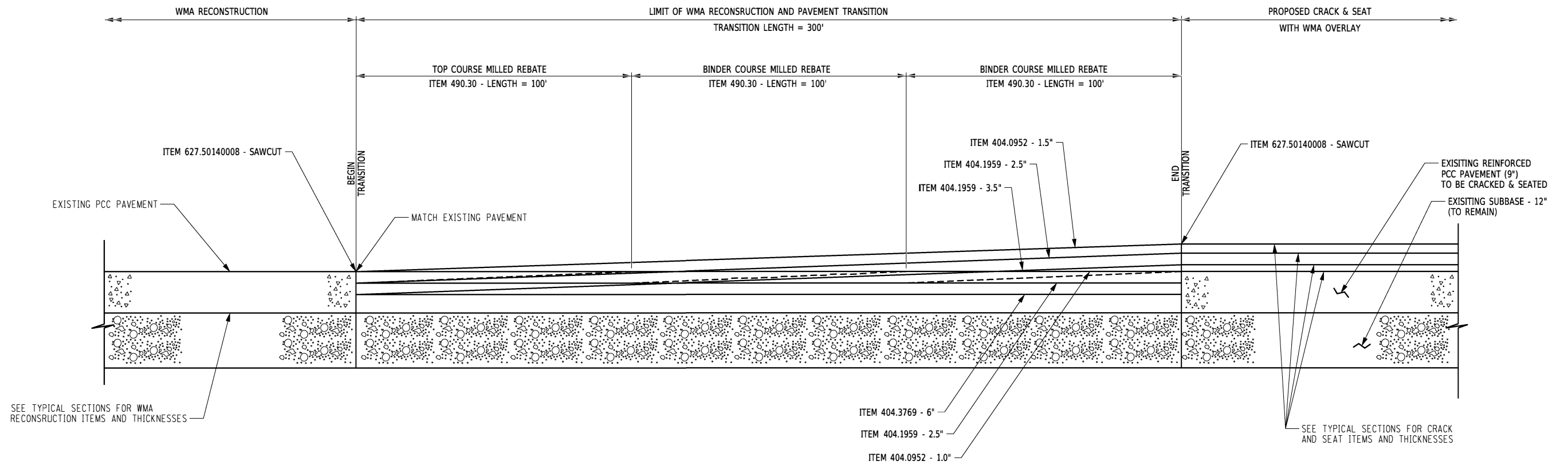
- Q31. Please provide weld details for the bracing for the temporary steel sheet piling item. Please confirm the sheet pile walls will be stable when excavating below the top row of bracing to an elevation allowing for the installation of the lower row of bracing. We are concerned the toe of the sheets will kick in.
- A31. It is the Contractor's responsibility to provide the necessary connections and supports to erect and maintain the temporary steel sheet piling during repair operations. If the Contractor needs to modify the sheet piling system, then a revised system must be designed by a New York State registered Professional Engineer and submitted to the Thruway Project Engineer for approval.
- Q32. Will the Thruway be issuing a detail for the transitions from reconstruction sections to overlay sections to facilitate the phasing sequence as described in Q&A A17? We need to know the Thruway's intent to pay for additional asphalt quantities as well as the milling that will be required to cut rebates into the transition areas to facilitate final overlay placement.
- A32. A sample detail is supplied (on Page 9) that may be acceptable for the transition from reconstruction sections to the overlay sections.

August 13, 2024

- Q33. Does the new performance concrete spec apply if we choose to slip-form the barrier? Can you provide a detail of the shoulder reconstructions at barrier replacements in the crack and seat areas?
- A33. Yes, the new performance concrete specification will apply if the cast in place option is chosen for concrete barrier. The shoulder reconstruction detail can be found on Plan Sheet Number 8 (Drawing Number TYP-02).

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QUESTIONS AND ANSWERS



PAVEMENT TRANSITION - TO EXISITING PCC