

TANE 24-19 / D214945

New England Thruway (I-95) Resurfacing from MP NE 4.0 to MP NE 8.8 including the Rehabilitation of Twelve Bridges in Westchester County

QUESTIONS AND ANSWERS

- Q1. Per contract plan sheets 67-73, under Notes 1 and 8 for bid Item 606.26500108, it indicates barrier transition section shall be Cast-In-Place and reinforcement is paid under that bid item number. Can the 26 each, or some quantity as determined by NYSTA, of the barrier transitions included in this bid item be precast and the contract detailed reinforcement be included in the precast barrier?
- A1. The Special Barrier Transition sections (Item 606.26500108) can be precast barrier. The cost of reinforcement shall be included in the cost of the precast barrier.
- Q2. Per contract plan sheets 74 and 75, Note 1, it appears the asymmetrical median barrier and 42" half-section barrier are to be precast. Please confirm that is correct. Also, on Sheet 75 under Note 3, Item 606.26500108 is listed and under Note 6, reference is made to Item 606.31900011 for the reinforcement. Please clarify both issues. On sheet 75, Note 9 indicated galvanized reinforcing is required and Note 9.F indicated reinforcing to meet 709-01 and 709-02. Please clarify the rebar finish required for this precast barrier covered under bid item 606.319000111 with a bid quantity of 40 EA.
- A2. On plan sheets 74 and 75, the asymmetrical barrier and the 42" half-section barrier shall be precast.
- Sheet 75, Note 3 shall be revised to: "EXPANSION JOINT FILLER SHALL BE PREMOULDED RESILIENT JOINT FILLER AND BE PAID FOR UNDER ITEM 606.31900011."
- Sheet 75, Note 9B shall be revised to: "4 x 4 x W4 x W4 GALVANIZED COATED REINFORCING FABRIC (GAUGE MESH) MEETING THE REQUIREMENTS OF SECTION 709-02 OF THE STANDARD SPECIFICATIONS. FABRIC REINFORCEMENT SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 719-01, TYPE 1."
- Q3. Drawing MPD-001 detail for Right Shoulder Strengthening is shown from Northbound Sta. NET 28+27.60 to NET NB 31+52.39 & Southbound Sta. NET 28+31.13 to NET SB 25+15.47. This is over 33,000 LF of shoulder. Does the detail apply the entire length?
- A3. 'Right Shoulder Strengthening' shall be completed according to the detail and limits shown on Dwg. MPD-001. This work is needed to prepare the right shoulder for heavy vehicle loading during the traffic shift detailed on Dwg. MPD-002 (Typical Double Left Lane Closure).
- Q4. On Dwg. ST2-02, Note 6, Item 404.1281 is called out for the 1 ½" top course. Please verify this item should be Item 404.0981.
- A4. The 1 ½" top course on Dwg. ST2-02 should be Item 404.0981. Plan callouts and notes shall be revised to Item 404.0981.

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- Q5. Please clarify the mill/pave limits for Ramp MXS. On Dwg. MST-011, the limits are from Sta MXS 8+02.72 to 23+91.29. This differs from what is shown on the General Plans. GNP-034 shows milling and resurfacing from MXS 6+51.99 to MXS 8+02.72. Resurfacing starts at MXS 8+02.72 but on GNP-065 it calls out Mill and Overlay ending at STA MXS 10+91.55. Then Mill and Overlay Begins again at MXS 11+52.49 and ends at MXS 23+91.29. GNP-034 (123) + GNP-065 (154) - GNP-067 (156)
- A5. The mill & pave limits on Dwg. MST-011 are correct and signify the entire limits of the asphalt section on Ramp MXS. The mill & pave stops at Sta. 10+91.55 and resumes at Sta. 11+52.49. This gap in the mill & pave is for the existing concrete culvert structure. This structure will not be paved over. The mill & pave resumes at Sta. 11+52.49 beyond the structure and continues till the end of Ramp MXS at Sta. 23+91.29.
- Q6. For bid Item 502.15011225 (Precast Concrete Pavement Slabs), please clarify if the rebar in the precast pavement slabs is to be GR60 epoxy coated (ASTM 775, NYSDOT 709-04) or HDG after fabrication (ASTM A767, NYSDOT 709-11).
- A6. The rebar in precast concrete pavement slabs shall be Epoxy Coated Grade 60 Reinforcement meeting NYSDOT Standard Specification 709-04.
- Q7. For Bid Item 502.15011225 (Precast Concrete Pavement Slabs), on Dwg. No. MST-012 under Note 4, the precast slab width varies from 1.75 ft. to 3.75 ft. That is VERY narrow and violates all the NYSDOT L x W aspect ratio and details for CIP pavement and the approved Super-Slab precast concrete pavement slab system. For a 12' lane, the smallest precast slab should be 6'. Please review and clarify if the NYSTA and EOR wants and needs precast concrete slabs less than 6' and that installation and cracking of very narrow slabs will not be an issue in design, fit and function.
- A7. The Note 4 on Dwg. MST-012 references are for the existing slabs dimensions in the left shoulder under Centre Avenue Bridge to be replaced under this contract. The aspect ratio (W/L) is only applicable to the travel lanes routinely exposed to traffic. This criteria is not applicable to the shoulders. The existing slab widths shall be maintained for replacement.
- Q8. For Bid Items 606.26500108, 606.3042, 606.31900011, 606.8903, 606.9001, 606.9003, and 606.9004, please clarify what finish is required for the reinforcement in these precast concrete barrier sections.
- A8. Bar reinforcement for the items listed above shall be galvanized and fabricated in accordance with ASTM A767 and meet the requirements of Section 709-11, Galvanized Bar Reinforcement. The requirements of ASTM A767 Section 6.8 (Chromating) will not be waived. In instances where existing bar reinforcement is exposed, the new bar reinforcement finish shall match the existing bar reinforcement.

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- Q9. For Bid Item No. 502.15011225 (Precast Concrete Pavement Slabs), the table and details indicate a precast slab length of 10' min and 15' max even though Notes 4 and 5 on MST-012 have less than 10 ft. long. Can the minimum and maximum precast slab length be 8' and 12' respectively or as required for individual layouts? A "directed" 15' long slab is very inefficient for transportation and only one (1) slab can be put on a load. On the TANE 22-29 project, the minimum/maximum Super-Slab panel is not 10' and 15' respectively and 8' and 12' long slabs can and are utilized. Please advise.
- A9. The Note 4 and Note 5 on Dwg. MST-012 refer to the width of the slabs and not the lengths of the slabs. Although the minimum slab length is 6 ft as per NYSDOT standard drawings, the criteria for slab length to be 10 ft minimum was set to reduce the number of transverse joints. The precast slab lengths can be modified to 8' and 12' as long as the slab replacement limits shown on the plans are met and the transverse joints are aligned with the adjacent lanes.
- Q10. Per Drawings MSD-008 and MSD-009 for Bid Item 606.26500108, Section A-A with rebar shows a top width of 0'-8" and bottom width of 2'-0" for normal SS barrier. However, Section A-A N.T.S shows a top width of 2'-0" which means the bottom width of SS normal barrier would be less and Sections C-C at Abutment and N.T.S shows a 2'-0" top and bottom width. If Section A-A has a 2'-0" wide bottom, then Section A-A N.T.S and Sections B-B and C-C cannot be 2'-0" wide. Please clarify.
- A10. The dimensions shown in Section A-A, Section B-B and Section C-C are correct. In section A-A N.T.S, the SS normal barrier will have a bottom width of 2'-0". The lines representing SS normal barrier in Section A-A N.T.S shall be revised to show bottom width of 2'-0" to align with the vertical face barrier shown in the background.
- Q11. Please confirm that the elastomeric concrete header at Centre Ave over I-95 shown on Dwg. ST3-11 will be paid under item 555.0021- Concrete for Structures, Performance and not item 567.60 – Armorless Bridge Joint System.
- A11. Elastomeric concrete header and armorless joint seal of Center Ave Bridge over I-95 shall be included under Item 567.60 – Armorless Bridge Joint System.

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- Q12. 2 Bridges, ST 10 & ST 11 have spans that pass over Metro North Railroad tracks. Both spans have structural repair work that must be performed adjacent to the RR Tracks.
- a. Please provide the allowable outage times for track and catenary power in order to perform this work.
 - b. How many trains pass on all tracks?
 - c. What is the access to the abutment and access to the pier?
 - d. Will the Authority provide and pay for railroad flaggers if required.
 - e. Is there any requirement to install a protective barrier and fence along the tracks?
- A12. a. From the MNRR entry permit specifications: “MNR will, at its sole discretion, remove tracks from service and de-activate high voltage traction power facilities to permit certain construction activities that can only be performed at times when MNR can schedule this track use. In general, MNR can de-activate single tracks at night between the hours of 2:30AM and 5:00AM. Construction activities that require de-activating all tracks of a main line system must be performed on weekend nights at times specified by MNR. Requests for additional “track use” will be evaluated subject to operating and maintenance priorities. Requests to de-activate track(s) and/or high voltage power systems must be received in writing, emailed to Ramkeesoon@mnr.org and acknowledged by phone to the assigned MNR Inspector no less than 14 days prior to the scheduled activity. MNR will only consider requests for “track time” to facilitate construction activities that have been approved by the Construction Management I & C Department.”.
- b. From the railroad data form, the following amount of trains use these tracks daily:
 - i. 10 freight trains per day (40mph max speed)
 - ii. 300 passenger trains per day (90mph max speed)
 - c. All access and approved access locations shall be coordinated with and designated by MNRR.
 - d. The Authority will pay for flagging operations by separate agreement with the railroad.
 - e. It is not anticipated that protective barrier/fencing is required at this time, however, MNRR will determine if protective barriers / fence are required. From the MNRR entry permit specifications: “The Applicant will not store materials or equipment upon the Railroad right-of-way without first obtaining written permission and approval of MNR. The Applicant shall secure construction materials and equipment that could be used by vandals to obstruct Railroad operations in a vandal-proof enclosure. The Applicant shall be responsible to protect the work site with fences, barricades, barriers, watchmen or other means necessary to bar access to operating areas via the work site. Fences at a minimum shall be 12-gauge chain link, eight (8) feet in height. Vehicular barriers shall comply with "AASHTO" Standard for design and fastening to structures.”.

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QUESTIONS AND ANSWERS

- Q13. Specification 565.43020015, Bridge Bearing Restoration states that “Restoration of bearings consist of dismantling, removal, repairing, unfreezing, replacing designated parts, cleaning, lubricating and painting, if indicated or ordered by the Engineer”. If removal and dismantling is required of each bearing, this would require jacking for bridge support, which is very difficult and expensive along MNRR tracks (Span 19 of ST10). Please clarify if jacking is or is not required for bearing restoration.
- A13. Jacking will be required in one location, repair of the pedestal of floor beam 23 (new England viaduct span 19) at the end abutment to address a red flag currently on the bridge. The main intent of the bearing restoration item on this project is to remove the existing deteriorated paint, clean the bearings, install new paint, and if possible, lubricate the existing bearings, without any disassembly. The intent of the item work is to limit any further corrosion / degradation of the existing bearings. Jacking and disassembly would only be required at severely deteriorated locations that cannot be feasibly cleaned, as ordered by the Thruway Project Engineer. Jacking of the thru girder bearings is to be avoided.
- Q14. Drawing ST10-02, note 7 states that “the bearing restoration shall, at a minimum, consist of cleaning, painting and lubricating the existing bearings. Replacement and repair of bearing parts shall be performed as ordered by the TPE.” If replacement or repair of bearing parts is ordered by the TPE, how will the contractor be compensated for this work, since there is no details or quantification shown on the drawings to use to price this item?
- A14. While replacement of the bearing parts is not anticipated (the main intent of the restoration is to repaint the bearings), if the TPE does order that bearing repair/replacement and structural lifting are required, this additional work shall be paid under force account provisions in the contract. Plan sheets will be amended to clarify this work.
- Q15. Drawing WAL-05 Note 2 states that the sign panel shall be paid under Item 645.61. Note 3 states that all work and materials for the installation of the new sign panel shall be included in Item 564.2001008. Which is the correct item to include the cost of furnishing and installation of the new W13-2 sign panel on the Retaining Wall?
- A15. The cost for fabricating the sign panel shall be paid under Item 645.61. The cost for fabricating the sign structure, installation of sign structure and installation of sign panel shall be paid for under Item 564.700002. The cost for galvanizing the sign structural steel, anchor rods, nut and bolts shall be paid for under Item 564.20010008.

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- Q16. (Note that there are multiple questions within this entry.)
1. Drawing ST7-03 – Section A-A, Begin Abutment, under which item will the drilling and grouting of the galvanized bars be made?
 2. Does item 580.50030525 – Partial Depth Removal of Structural Slab & Replacement with Class D concrete include the removal of the deteriorated portions of the concrete slab and placement of Class D concrete, or is the slab removal paid under 580.01 and item 580.50030525 includes only the placement and curing of the deck repair concrete?
 3. In order to preclude the need to anchor and maintain road plates for the cure time for class D concrete, will it be permissible to use a rapid set material for partial depth repairs in areas that must be opened to traffic within the permitted lane closure windows?
 4. Contract Items include 582.0061 – Remove Structural Concrete and Replace With Vertical and Overhead Patching Material. Where is this item being used?
 5. Please provide a barrier removal shoulder detail for areas beyond Rockland Ave and Division St Bridges.
 6. Where can I find a detail showing Item 633.16?
 7. Will there be a requirement to saw & seal the asphalt pavement overlay at the concrete pavement joints?
 8. Drawing TYP-003 shows a detail for Typical Shoulder Section (Asphalt Shoulders) with the milling being done under item 490.30. New England Thruway pavement sections with existing asphalt overlay are being milled under item 490.10. These sections of NET being milled reference TYP-003 for shoulder milling. Please confirm if the areas of NET with an existing overlay being milled under 490.10 will have the shoulders milled under item 490.30.
 9. Drawing MSD-004 shows “Proposed Concrete Barrier with Existing Noise Barrier Wall Installation Detail” with a proposed 3” concrete cap being placed under item 555.0021. Where is the noise barrier located and what are its limits?
 10. Please confirm the Existing Longitudinal Joint Detail on ST12-23 showing asphalt overlay removal for the plug joint placement (item 567.940000018) will be paid under item 580.01
- A16. (Note that there are multiple responses within this entry.)
1. Drilling and grouting of the rebars shall be paid for under Item 586.0201.
 2. Item 580.50030525 includes the removal of unsound concrete. Please note that NYSDOT is eliminating the concrete classes, replacing these with Performance Engineered Mixtures (PEM), this change applies to projects let on or after May 1, 2024.
 3. A rapid set concrete from the NYSDOT Approved List can be a substitute for Performance Engineered Mixture (PEM) concrete if partial depth slab repair work cannot be properly completed within the available time allowed by the lane closure requirements.
 4. Item 582.0061 is used to remove and replace unsound concrete at fascia and median barriers at the below bridges;
 - I-95 Over Reynolds Underpass MP NE 4.33
 - I-95 Over Kings Highway MP NE 4.80
 - I-95 Over Cross County Connector MP NE 5.99
 - I-95 Over Cedar Street Interchange MP NE 6.04
 - I-95 Over Sheldrake River MP NE 8.66

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- A16. (...responses are continued from Page 6)
5. These details are shown on Dwg. MSD-002.
 6. A detail for Item 633.16 is not provided. Repairs are to be made as per NYSDOT Standard Specification Section 633-3.05.
 7. Sawing and sealing of concrete joints after asphalt overlay is not required.
 8. The typical shoulder detail calling out milling under Item 490.30 is applicable to existing NET sections with concrete pavement for travel lanes and asphalt shoulders. The existing section of NET with asphalt pavement is very short. The milling in these sections (travel lanes and shoulders) shall be milled under Item 490.10.
 9. This detail is applicable to barrier replacement shown on Dwgs. GNP-024 (SB), GNP-038 (NB), GNP-040 (SB), GNP-045 (NB), GNP-046 (NB), GNP-050 (NB & SB).
 10. Removal of the existing asphalt & joint material, and saw cutting shall be paid for under Item 567.94000018, per the special specification. Dwg ST12-23 will be updated.
- Q17. On page 10 of the proposal documents section "Non revenue travel" it states:
Travel originating or ending outside of this limit will be subject to toll charges for the entire trip.
- Will all the trucking related to transporting bituminous products to the project and millings off the site be subject to toll charges? The trucking is related to the project but the trip either originates off the project or ends outside the limit of the project. We anticipate approximately 4,000 trips for the transportation of bituminous products and 800 trips for the transportation of millings.
- A17. Non-revenue Contractor travel will be handled as described in the contract proposal.
- Q18. Per Amendment No. 1, Supplemental Information 8-9-24 on Page 186 of 363, there is for 3,873 LF under Bid Item 606.3063 (LF) which is 55 Half-Section Barrier (Cast-in Place) but labeled 55 Concrete Median Barrier (Precast). In the Bid Proposal there is no Item No. 606.3063. Please clarify.
- A18. Please bid according to items shown in the Bid Proposal document, Bid Express and ebsx file (for electronic bidders). Item 606.3063 is not included in the contract.
- Q19. Drawing MSD-002 Full Depth Precast Slab Replacement Section (at Chatsworth Ave and Weaver Street) shows existing asphalt-treated permeable base to remain for lift-out and slab replacement. In our previous experiences on Contract TANE 14-1, the permeable base under the PCC pavement often comes out with the lift-out. Would this additional volume be paid as 203.02 similarly to the section at Centre Ave and North Ave? Would the base be replaced with subbase and paid for as such?
- A19. At Precast Slab Replacement areas under Chatsworth Ave and Weaver Street, the existing 12" slabs are being replaced with new 12" slabs. The existing 4" asphalt-treated permeable base layer is to remain in place. Areas of asphalt-treated permeable base layer damaged during PCC lift-out shall be patched with subbase course. The cost of removing damaged permeable base areas shall be paid for under Item 203.02. The subbase used for patching the permeable base layer shall be paid for under Item 304.12.

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- Q20. Plan Drawings ST12-25 to ST12-35 state: “Missing information to be provided in an amendment drawing”. Considering the bid date is 8/21/24, when will the missing information be made available to bidders?
- A20. Updated Drawings ST12-25 to ST12-35 will be issued in a forthcoming amendment during the early week of August 19, 2024. The original contract letting date of August 21, 2024, will be postponed for three weeks and changed to **SEPTEMBER 11, 2024**, to provide the additional time to prepare bids for this proposed work.

August 27, 2024

- Q21. Reference page 179 on the drawings. Note 21 states, “ALL NEW AND REPLACEMENT BAR REINFORCEMENT SHALL BE ASTM A615 GRADE 60. NO SUBSTITUTIONS WILL BE ALLOWED. BARS SHALL BE GALVANIZED...” Similarly, page 172 of the proposal book states, “Bar reinforcement (for the items listed below) shall be galvanized... 555.0021, 582.0051, 582.0061, 580.50030525, 586.0201, 608.0101.” Inversely, the drawings call out bar reinforcements that are uncoated and epoxy coated. For example, on page 198, the reinforcement bars on Detail A calls for Item 556.0201: Uncoated bar reinforcement for concrete structures. Furthermore, on page 206 the reinforcement bars are labeled “Epoxy Bars (Item 556.05202)”.
- A21. Note 21 on Sheet 179 will be revised. See amended sheet 179A3/311 once it becomes available.
- Q22. Bid Item 633.13 Cleaning, Sealing and/or Filling Joints by the Linear Foot section 633-3.02 Cleaning, Sealing and/or Filling Joints and Cracks states; utilizing at least 80 psi compressed air stream to clean all unsealed and inadequately sealed joints. It goes on to further state that old joint sealer remaining after cleaning need NOT be removed however, on Drawing MST-016 and 017 note 4 states “all existing sealed joints exhibiting overfill shall be consider inadequate and shall require removal of existing sealant and replacing with new sealant. This shall be included in the cost of Item 633.13.” Based on our previous experience in this area of I-95 the joint material is not removable. Over the years the joints have been filled by the Authority with liquid sealers and is impossible to remove. Even if the joint material could be removed, without equal guidelines for all bidders it is hard to determine how many linear feet of joints are to be included in item 633.13 for removal. The drawing contradicts the specification regarding removal of the joint sealant. This is not a small item the bid quantity is 281,305 LF.
1. What happens if the exiting sealant cannot be removed?
 2. If the exiting sealant is removable, to level all bidders, how many linear feet of joints should be considered as being included in item 633.13?
- A22. Note 4 on Drawings MST-016 and MST-017 will be revised. See amended sheets 58A3/311 and 59A3/311 once it becomes available.

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- Q23. In the Misc. Table under Item No. 606.26500108 on Sheet 47 (at approx. MP NE 6.461), it indicates there are 2 each that are supposed to be shown on GNP -24. On GNP-24 there are no labels or descriptions shown for Bid Item No. 606.26500108. Please clarify and provide the locations and descriptions for these 2 each precast concrete barrier items.
- A23. On GNP-024, the two Special Transitions (Item 606.26500108) are at the beginning and end of the proposed barrier run to be replaced. See amended sheet 113A3 for call outs once it becomes available.
- Q24. On contract plan sheets GNP-006, GNP-051, and GNP-052, reference is made to Single-Slope Concrete Barrier Terminal Section – Item 606.3042. Please clarify and provide a NYSDOT Standard Sheet and details for the Terminal Sections that are required to be included in Bid Item No. 606.3042.
- A24. The Single-Slope Concrete Barrier Terminal section shall be as per NYSDOT Standard Detail 605-15. The Terminal section shall be paid for under Item 606.3042.
- Q25. Plan sheets 309-311 (Dwgs MPP-019-021) show work zones created on top of the Larchmont Plaza Bridge. Contract plans do not show any scope of work on top of Larchmont Plaza Bridge. What is the scope of work within these work zones?
- A25. WZTC stages shown on MPP-019 to MPP-021 are for proposed bridge joint repair work, as noted on sheets ST12-01 and ST12-23, in addition to the joint and sidewalk repair work for Chatsworth Ave, shown on Sheets ST11-01, and ST11-10 to ST11-14.
- Q26. The Proposal Schedule of Items contains (2) Basic Work Zone Traffic Control Bid Items, 619.01 and 619.0101, with 619.0101 designated as Daily Operations. The Bid Proposal, Plans and Supplemental Quantity Workups do not identify where Bid Item 619.30101 is utilized. Please provide the requested clarification so Bid Item 619.0101 may be priced accordingly.
- A26. Item 619.0101 is intended to account for any short-duration work zone traffic control needed to complete work not included in typical lane closures or shifts. **For example, WZTC in Larchmont Station Plaza Parking lot.**
- Q27. Item 609.0407 – Cast In Place Type T100 doesn't indicate removal for existing curb. Please let us know if the existing curb will be removed. If it will be removed, please let us know under what item number it will be paid.
- A27. In areas of proposed T100 curb where there is existing curb, the existing curb shall be removed. The existing curb shall be removed as part of the excavation needed to install the proposed curb. The cost of the excavation is included in the unit price of the T100 curb, under Item 609.0407. No additional payment shall be made for excavation to remove the existing curb. Refer to NYSDOT Standard Specification Section 609-5.01.

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- Q28. Can Excess Liability Policy be used to satisfy the Commercial General Liability requirement?
- A28. Yes, umbrella/excess policy can be used to help meet Commercial General Liability and Auto requirements.
- Q29. Please confirm whether or not it is required to square up transversely (shoulder to shoulder) during paving operations, or if one lane can be done at a time with a ramp from lane to lane.
- A29. Paving operations shall be in accordance with the requirements of Section 619 of the NYSDOT Standard Specifications, Thruway Authority Addendum to the NYSDOT Standard Specifications, and all applicable NYSTA and NYSDOT Standard Sheets.
- Q30. For Item No. 606.31900011, there is a bid qty of 40 each. Per Sheet Nos. 46, 47, 74, 102, 103, 105, 115, and 116, and specifically 46 and 47, most locations indicate a qty of 4 each. However, based upon scaled dimensions on Sheets 102 - 116, most of the asymmetrical barrier replacements are approx. 20 ft long. That could be 1 or 2 pieces each and not 4. Based upon 10 to 20 ft. piece lengths for this bid item, at the worst cast in splitting the approx. 20 ft. lengths would be into 2 pieces for a total of 19 each (or less) precast barrier pieces for this bid item and not 40 each. Please clarify the bid quantity of 40 each or change the UOM for this Bid Item to LF.
- A30. As per the special specification for Item 606.31900011 (shown on Proposal Book Page 77), the work is measured as number of locations with each location being 5 ft long. A 20-foot barrier section to be replaced is counted as 4 locations of 5 ft each. The lengths of each the barrier section fabricated shall be a multiple of 5 and shall be paid as per the method of measurement in the item's special specification. The bid quantity on the MST sheets and GNP sheets are correct. The unit of measurement will be maintained and not changed.

September 4, 2024

- Q31. According to the NYSDOT standard specs, items # 573.010001 and 565.4302 requires steel to be blasted to SP-10, which requires a Class A containment.
- A31. Class A Containment will not be added. Class B Containment as shown in the plans and estimate will remain. The Authority will allow items requiring paint removal to use vacuum shrouded power tools in accordance with SSPC-SP 11 to prepare the steel surface to SP-11.
- Q32. Structure #12 (Larchmont Plaza over I-95) drawings state to assume 76 locations for the cleaning and painting of 4' beam ends and related bearings, while the quantity workups file shows 101 girder ends and no bearings.
- A32. The assumed 76 locations in the plan sheets are correct. The bearings are included in the scope of work. The Larchmont quantity workups for Item 571.03 and Item 574.030003 have been updated and they will be provided as additional supplemental information.

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QUESTIONS AND ANSWERS

- Q33. Due to the missing information within drawings ST12-25 through ST12-35, the questions yet to be answered, and the long Labor Day holiday weekend, we respectfully request a bid extension.
- A33. Please refer to Amendment #3 issued on Friday, August 30, 2024. The lighting plans (Drawing Numbers ST12-25 through ST12-35) have been provided and the letting date was extended to Wednesday, September 11, 2024.

September 19, 2024

Additional information has been added for the answer to Q26. Please refer to highlighted change above.

- Q34. Drawing #ST10-03 (Sheet 235) identifies a proposed temporary shoring tower and jack to be installed at the end abutment of the New England Viaduct Bridge over Metro-North Railroad and withing 8'-6" (min) of the nearest Catenary Power Lines. Structural Concrete Repairs along the east face of the Chatsworth Avenue Bridge Pier 1 (see Dwg #ST11-01, sheet 247) are also shown within 8' of the nearest Catenary Power Lines. Metro-North Railroad Work Permit and Working Restrictions (Proposal Sheet 16A-A1) was issued as part of Amendment #1 and states that the base available track closure/work windows are from 2:30AM to 5:00AM. Will the Catenary Power Lines adjacent to the referenced work be de-energized at 2:30AM and re-energized at 5:00AM or is additional time necessary to de-energize/re-energize the Catenary Power Lines therefore reducing the available track closure/work windows?
- A34. NYSTA does not have any say in when the tracks will be shut down, de-energizing procedures for catenary lines, and track availability time frames.
Per the MNRR permit:
"MNR will, at its sole discretion, remove tracks from service and de-activate high voltage traction power facilities to permit certain construction activities that can only be performed at times when MNR can schedule this track use."
The contractor will need to discuss specific details of the track closures with MNRR.
- Q35. On sheet MSD-017, DR-05 is called out for Items 655.1202 – Removal of Catch Basin Grate and Frame and Replace with Manhole Frame and Cover and 604.0720010 – Setting new drainage frames on existing drainage structures, however on sheet DRT-005 the same structure is called out as Item 604.300332, a type C Rectangular Drainage Structure. Is the intention to remove and replace the structure or just set new frames and covers?
- A35. Yes, the intention is to remove and replace the structure. The callouts on sheet MSD-017 will be revised to be consistent with the information on DRT-005.

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- Q36. On the quantity work-ups item 555.0021, there is a concrete cap called out for 3,278 LF of barrier, which is the entire length of the precast barrier. However, there is only about 750 LF of barrier that is set in front of noise wall. Please advise.
- A36. The quantity of Item 555.0021 for concrete cap for precast barrier shall be revised from 107 CY to 35 CY. The quantity of Item 555.0021 at other locations in the contract remains unchanged.
- Q37. Can you please verify again the locations for the right shoulder strengthening to occur (detail in upper left corner of Sheet MPD-001)? This detail lists a very large portion of the project having this shoulder replacement performed on the right shoulders of both NB and SB, for a total of about 30,000 LF between the 2 shoulders. Should this, in fact be listed for start and end stations all in the NET stations, rather than ending in NET NB and NET SB stationing per the detail? There is only about 1/9th of the quantity needed for the base course asphalt and about 1/4th the quantity needed for the binder course available from the plan quantities after removing the amount designated for the Full Depth Asphalt Repairs on sheet MST-013, which seems to indicate a problem.
- A37. The stationing for the detail on MPD-001 shall be corrected to "NORTHBOUND: FROM STA. NET 28+27.60 TO STA. NET 165+00.00." The Southbound stationing is correct as shown on MPD-001. The quantity for item 404.1989 Binder Course shall change from 7,194 to 11,996 tons and the quantity for item 404.3789 Base Course shall change from 11,134 to 26,825 tons.
- Q38. On the quantity work-ups item 203.03, Embankment in Place, the quantities do not add up to the CY shown. Is it the intent of the NYTA to place 3" of embankment where we are milling and replacing 3.5" up to the limits of the areas where we are just overlaying the asphalt surfacing 3.5", or placing under the areas that get new barrier, because by the stations shown, the widths and depths, none of the quantities work. Could you please let us know where the embankment is intended to be placed?
- A38. The quantity for Item 203.03, Embankment in Place, will be corrected by amendment.
- Q39. Drawing MSD-018 shows the existing curb and sidewalk being removed at various locations under item 203.02 – Unclassified Excavation and Disposal. Under which item will the excavation below the sidewalk removal be made for the placement of the subbase and asphalt paving?
- A39. The excavation below the sidewalk removal for the placement of asphalt and subbase shall be paid under Item 203.02 – Unclassified Excavation and Disposal. Please refer to quantities in NB & SB Curb Barrier Removal table on Sheet MST-006. The quantities account for the removal of material below the curb and sidewalk for the placement of full depth pavement section.
- Q40. Addendum 3, sheet 162A3 has changed the limits on the Right Shoulder Strengthening Section During Lane Shifts for MPT. The Estimated Quantities for Bid Items 404.1989 and 404.3789 have been greatly increased. Will the quantity for Bid Item 203.02 be increased as well? Are we to assume this detail applies to the entire 30,000 LF in this station range?

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- A40. The quantity for Item 203.02, Unclassified Excavation and Disposal, will be corrected by amendment.
- Q41. On addendum #3, the items 404.1989 quantities went up from 7,194 Tons to 11,996 Tons and the item 404.3789 Base Course went from 11,134 Tons to 26,825 Tons. With all the pavement repairs that are shown on the table on MST-013 and the pavement widening for all the Ramp and NB locations, we don't come anywhere close to the new quantities, especially for the base asphalt item. The only item that we can possibly see that the base and binder would be greater is for the shoulder strengthening, however, we don't see the need to shift traffic to the shoulder for most of the project limits and where the traffic will be shifted at Larchmont Plaza, the shoulder is concrete. There also was no additional detail in the updated quantity work-up. Could you please let us know where the additional quantities of these items would be added?
- A41. Refer to response for Q37.
- Q42. Under item 619.1717, on sheet MPT-003, note 1 states that Intent is to utilize lane shifting at locations of guide rail, curb, and barrier work. There is over 24,000 LF of curb and approximately 4,400 LF of barrier, yet item 619.1717 is only 3,000' and most of that is for the Cedar Street moment slab and Centre Avenue jacking operations. Where are we going to get paid for the other 28,000 LF of Temporary Barrier, or are we assuming that the shoulder strengthening detail with the barrier on the subbase is going to be utilized?
- A42. Note 1 on MPT-003 shall be revised to read "DETAIL TO BE UTILIZED AT LONG TERM SHOULDER CLOSURE LOCATIONS AOB." The intent is to shift traffic and close the right shoulder in areas where the existing shoulder width is not sufficient for the work area. These locations shall be determined by the Engineer. The guide rail, curb and barrier work shall be executed during the nighttime closures.
- Q43. With regard to Drawings MST-016 and MST-017, Item 633.13, Cleaning, Sealing, and/or Filling Joints, how will joints be treated where existing sealant cannot be removed?
- A43. If existing joint sealant cannot be removed, shim course shall be placed over the joint, AOB. Work will be paid under Item 633.13 per Note 2 on Drawings MST-016 and MST-017.
- Q44. As for the shoulder strengthening, where is the existing asphalt removal going to be paid? If we have to do the shoulder strengthening for the lengths shown on the plans, we have approx. 9,000 CY of removal of asphalt.
- A44. The existing asphalt shall be removed under item 203.02 as noted in the detail on drawing MPD-001.
- Q45. Drawing ST12-26 mentions pay item 670.94110010 on note 3, but this item does not appear in the bid schedule. Please clarify?
- A45. On Drawing ST12-26, Note 3, replace reference to Item 670.94110010 with Item 670.2599-25.

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- Q46. Regarding drawing ST12-31, “Photometer Mounting Detail”, this detail shows a luminance photometer, a 20’ aluminum pole with transformer base and a foundation. Please advise what pay items for each of these work tasks are to be covered under.
- A46. Poles and foundations shall be paid under Item 670.0104 (Foundation for Light Standards, 4 Feet Long) and Item 670.15091810 (Type P6 Aluminum Light Standard 23 LF – 29 ½ LF Pole, 6 LF Single Davit Arm). These items will be added by amendment.
- Q47. New pay item 670.2501 was added with the tunnel lighting scope, please confirm this ¾” flexible conduit pay item is to be used for final connections to the new LED Tunnel Light Fixtures.
- A47. Yes, this is for the flexible conduit connection from the conduit to the LED Tunnel Light Fixture as shown on the Tunnel Elevation View detail on Drawing ST12-31.
- Q48. Drawing ST12-33 shows four distribution panels, please advise if these panels are to be standalone or are they mounted in a larger freestanding enclosure per detail “Lighting Panel Cabinet Detail” on ST12-31. If they are to be mounted in a larger cabinet, please advise what pay item should be used for this work.
- A48. Two (2) panels are to be installed inside each of the two (2) free standing Lighting Panel Cabinets. The cabinets shall be paid for under item number 680.80320125 while each panel shall be paid for under item number 657.0011—25 and installed as per the detail on Drawing ST12-31.
- Q49. Per note 3 on ST12-29, the new conduits outside the tunnel are to be run along the outside wall; per ST12-31, “Tunnel Elevation View”, the new conduits are to run behind the existing wood slats, please confirm the slats are to be removed and the conduits are to be mounted behind them not surface mounted to them.
- A49. Conduits are to be installed along the concrete portion of the structure after removal of the wood. Remove and reinstall the wood slats per Note 4 on Drawing ST12-26.
- Q50. Please confirm what size Junction Box is required for pay item 680.5103—25, note 2 on drawing ST12-31 states an SCE-30EL3012SSLP which is a 30”x30”x12” box, the note in the upper left-hand corner of drawing ST12-30 calls for a 24”x20”x8” (Typ) for Item 680.5103—25, which is correct.
- A50. The 30” x 30” x 12” box size is correct. These boxes shall be paid for under Pay Item 680.5103-25, “Pull and Junction Boxes.”
- Q51. Some of the drawing notes on ST12-30 list “Pay Item 680.9561323”, for the new Con Ed service work, please confirm this should be “Pay Item 680.95613225”
- A51. 680.95613225 should be used for the new Con Ed service work.

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- Q52. Drawing Sheet ST12-26 Note 4 states to remove, store, protect, and re-install wood paneling covering the conduit. We cannot find any details or specification requirements for this work. Will the department provide details or reference drawings showing how the wood paneling is installed?
- A52. Record plans TANE 99-40 and TANE 99-87 have been provided as supplemental information on the Authority website.