

TABS 24-2B / D214946
Rehabilitation of the Castleton-On-Hudson
Bridge at MP B1.08
in Albany and Rensselaer Counties

QUESTIONS AND ANSWERS

- Q1. Reference Drawing ST-49 note 4. Please clarify if this note is referring to the limits of the floorbeam end repairs shown on sheet ST-69. If not, please provide the quantity of top flange cleaning required to be included in item 564.100002.
- A1. Correct. The notes on Drawing ST-49 and ST-69 are referring to the limits of the floorbeam end repairs.
- Q2. Drawing WZ-02 lists the Temporary Barrier in Stage 1 to be Category 4, however the details on WZ1-1 and the plan on WZ1-4 call out Category 5. Please provide clarification on which is correct.
- A2. The table on WZ-02 is correct. Pinning is permitted during Stage 1 WZTC while the Temporary Barrier is on the existing bridge deck.
- Q3. Reference note 4 drawing ST-89, please confirm it is acceptable to pour sequence 1 between expansion joints with one finishing machine.
- A3. Pour 1 placements would be required to be completed between expansion joints during the initial continuous work period while maintaining a minimum rate of placement of 30 CY/HR. The Contractor has the option to submit an alternate procedure to the Engineer for review and approval.
- Q4. Are the gusset repair plates fracture critical?
- A4. Refer to Drawing ST-61 for fracture critical details and notes.
- Q5. Drawing ST-69 states that repair steel can be bare metal (galvanizing or shop painting is not required). Galvanizing Note 2 on drawing ST-1 states that all structural steel under items 564.100001 and 564.100002 shall be hot dipped galvanized. Please clarify which controls.
- A5. Floorbeam repairs as noted on Drawing ST-69 may be bare metal and painted per Note 8.
- Q6. Drawing ST-70 says to paint the new steel angle and bolts. Galvanizing Note 2 on drawing ST-1 states that all structural steel under items 564.100001 and 564.100002 shall be hot dipped galvanized. Please clarify if the angles are to be both galvanized and painted.
- A6. Angle repairs as noted on Drawing ST-70 may be painted per the notes on that drawing.
- Q7. Please clarify if the fascia girder MR bearing sole plates are to be field welded to the fascia girder flange plates. Also, please clarify the field weld detail on drawing ST-77 between the bearing stiffener and bottom flange.
- A7. Bearing sole plates are to be field welded to the girder bottom flange. There is no field welding required between the bearing stiffener and bottom flange. The dimension leader is pointing at the wrong location.

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- Q8. Can you clarify the need for the (2) Temp. Impact Attenuators for Stage 1 WZTC per the table on WZ-02? I can only find the (2) called out for stage 2 on the plans.
- A8. Refer to Note 4 on Drawing WZ1-2.
- Q9. Note 2 on ST-50 mentions requiring a mortar pad under the median rail that is to be removed and be reset. Is this just a leveling pad under the plate or is it a built up mortar pad? If its build up, can a detail be provided for the size.
- A9. This is intended to just be a leveling pad under the plate.
- Q10. On ST-54 Note 2, it says damaged longitudinal bars to be replaced AOBE to be paid under item 557.1112. In the quantity work up for item 556.0203, it looks as though these bars have been included. Can you clarify how replacing damaged bars will be paid?
- A10. Damaged bars shall be paid for under Item 557.1112 and per the notes in the plans.
- Q11. In regards to the response to question 3, Is the following correct? All pour #1 between expansion joints are required to be completed in a continuous pour maintaining a minimum placement rate of 30 CY/HR (i.e. #1 pours between expansion to left of pier 2 and 5 need to be completed in a (1) continuous pour), but we are not required to place all of the #1 pours between the west abutment and pier 10 in (1) placement.
- A11. That is correct.
- Q12. For the demo sequence for the truss spans on ST-49 it says we are required to remove slab evenly in both directions from CL of span 12. Are there similar requirements regarding pouring the slab back on the truss section or are we just required all of pour 3 before we pour 4?
- A12. The pour sequence and notes in the contract documents shall be followed. Pour 3 is required to be completed prior to Pour 4.
- Q13. Would it be possible to set up a site visit?
- A13. A pre-bid inspection field meeting has been made available for this project. Please refer to Amendment No. 1.
- Q14. Reference Drawing ST-82 Haunch detail. Please provide dimension "H" assumed design haunch for all girder/stringer lines.
- A14. The design haunch for the stringers are:
- Approach Spans - Typical 3"
 - Truss Spans - Typical 4"
- Haunch will increase to a max of 7.5" at the Truss Spans (Pier 10 & 13)

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Q15. Regarding the workers compensation insurance, the U.S. Longshoremen and Harbor Workers' Compensation Act Endorsement can get expensive for a project this size, is it still going to be required given there will be no work in the waterway?

A15. The Longshoremen & Dockworkers endorsement is not needed for this project.

Q16. Please provide details of the truss fascia girder removal at the fixed ends, seated expansion ends, and at the diaphragms. Please show which connection rivets/bolts and elements are to be removed and if the existing diaphragms are to remain or be removed from the 1st interior stringers. Do the connection points to remain require plug bolting, cleaning and painting?

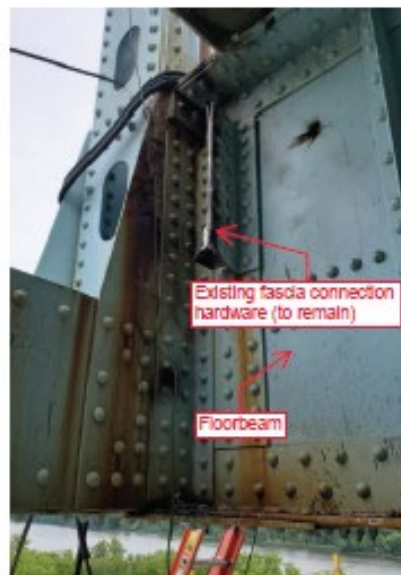
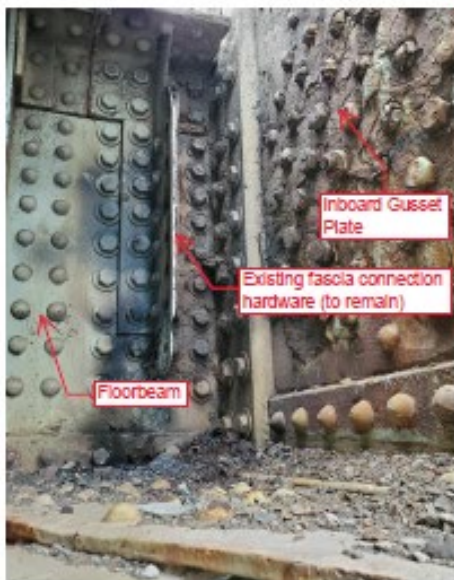
A16. The truss fascia girder is required to be completely removed. Existing connection hardware may remain attached to the floor beams. Existing diaphragms will remain attached to the 1st interior stringers. Plugging existing connection points, cleaning and painting is not required.

Record plans are available to all perspective bidders as supplemental information along with the photos as shown on Page 4. Westbound is shown. Eastbound similar.

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Supplemental Information to A16



Westbound shown, Eastbound similar.

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Q17. We have consulted with our third-party risk managers regarding Amtrak insurance document, EXHIBIT C - ATTACHMENT B - INSURANCE REQUIREMENTS - NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) - Schodack Landing, NY, Rensselaer Co., Hudson Line, M.P. 132.57 - Design & Construction - Rehabilitation of Castleton Bridge (Berkshire Connector) - Revised as of July 2, 2020, provided with the specifications. The Commercial General Liability (CGL) Insurance limits of \$50,000,000 Each Occurrence; \$100,000,000 Annual Policy Aggregate; \$50,000,000 Products and Completed Operations, are excessive especially when compared to the minimal amount of work taking place over the railroad. Additionally, per the requirements, 4.B. Contractor shall maintain similar insurance under the same terms and conditions that describe each type of policy list above (e.g., CGL, Professional Liability, Pollution Legal Liability) for at least three (3) years following completion of Operations. That is a total of 5 years to maintain the excessive coverage. From experience working within Amtrak's right of way, these limits are above and beyond what we typically see from Amtrak, which is Commercial General Liability (CGL) Insurance limits of \$2,000,000 Each Occurrence; \$2,000,000 Annual Policy Aggregate; \$2,000,000 Products and Completed Operations. Can NYSTA please confirm with Amtrak the correct CGL limits to be applied for this project?

Further, if Amtrak is requiring Commercial General Liability (CGL) Insurance limits of \$50,000,000 Each Occurrence; \$100,000,000 Annual Policy Aggregate; \$50,000,000 Products and Completed Operations, will NYSTA/Amtrak be requiring validation the appropriate limits were applied in the successful low bidder's proposal, as this additional coverage beyond NYSTA's coverage requirements will be extremely costly.

A17. The contract shall be bid in accordance with the Commercial General Liability (CGL) limits as established in the Amtrak insurance documents provided in the contract proposal. The low bid contractor will be required to meet these requirements.

Q18. Detail 'Typical Bolting Pattern' on Drawing ST-69 provides field drill and bolt pattern for areas where there are no existing rivets. The 'Partial Plan Floorbeam End Top Flange' has a note that says 'rivets not shown typical'. We are not able to measure which areas are rivet removal and which areas the typical bolting pattern detail applies. Please provide which condition the contractor should assume for bidding purposes or define what length of top flange the typical bolting pattern applies to.

A18. Existing rivets that conflict with the installation of the new plates will be required to be removed and replaced with 7/8" A325 HS bolts per the details in the plans. The typical bolting pattern as noted on Drawing ST-69 shall be followed for the length of plate.

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Q19. There are currently no ready-mix concrete suppliers willing to participate in this project, therefore no pricing will be provided unless NYSTA waives the enforcement of QA Evaluation of Hardened Concrete – Surface Resistivity. Please confirm or deny if NYSTA will waive said portion of NYSDOT 501 spec.

A19. It is required you follow NYSDOT Specifications.

Q20. The structural steel delivery date for the fascia girders makes the reestablishment of traffic to the EB half of the bridge by 11/15/25 unlikely. Is it safe to assume traffic will be able to run in the stage 2 traffic pattern beyond 11/15 date if required?

A20. Traffic will not be permitted to run in the Stage 2 configuration during the winter shutdown period. All traffic shall be re-established to its pre-construction configuration on permanent alignment. You're permitted to work in the Stage 1 configuration for the duration of the winter shutdown period. Refer the contract proposal schedule and suspension of work for additional information.

June 25, 2024

Q21. The bar list on ST-115 for the truss deck lists mechanical connectors in the remark's column. We have not found these on the plans. Are there mechanical connectors required for the bridge deck?

A21. Mechanical connectors are not required for the bridge deck.