

TAN 24-12 / D214948
Pavement Rehabilitation and Miscellaneous Work on
I-190, Niagara Thruway from MP N0.7 to MP N4.2
in Erie County

QUESTIONS AND ANSWERS

- Q1. Sheet 253 of the plans shows various stages of construction for the joint header work. Are there any time restrictions on the Center Lane closure setup?
- A1. The appropriate lane closure charts from the NYSTA Standard sheets (TA 619-33) still apply.
- Q2. Sheet 23, Note 1 says “work areas on opposite sides of the road shall not overlap or co-exist”. Please clarify that this note means the contractor is not allowed to set a left and right lane closure in the same direction for example. There will be situations that require a left lane closure in the NB and SB directions.
- A2. The Note in question is intended to direct the Contractor that at no time shall the Right and Left Lane be simultaneously closed in one direction. The note is intended to prevent one center travel lane between two closed lanes.
- Q3. The NYSDOT recently adopted a new 501 specification section related to Performance Engineered Mix Designs and puts the responsibility of QA/QC for concrete on the contractor. Is the NYSTA adopting this section as well, or will there be an amendment posted to amend the standard specifications?
- A3. NYSTA has adopted the new 501/502/503 specification sections (including Engineering Instruction 23-032, Revisions to the Standard Specifications for Portland Cement Concrete Production and Placement (which is already incorporated into the May 1, 2024 version of the Standard Specifications), and Engineering Bulletin EB 24-011, New Materials Procedures (MP): MP 501-1, 501-2, 501-3, 501-4 and 502-1), which are associated with the implementation of Performance Engineered Mix Designs. No amendment to NYSDOT specifications will be required.

June 24, 2024

- Q4. Sheet 253 of the plans (indicating bridge work stages I, II and III) shifts traffic and narrows lanes under the various stages of construction following completion of the overlay stage 4. Please provide the stripe items (installation and removal) to be used for the various traffic shifts shown.
- A4. The following items will be used for the traffic shifts: 619.100104. Amendment 2 will include this item and the associated quantities.

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- Q5. In response to Q & A #1, the work shown on sheet 259 of the plans requires full depth removal and replacement with HES concrete for select bridge joints on the project. The removal, forming and replacement with HES concrete is too much work to complete within the lane restriction tables referenced in Q & A #1. Additionally, the 555 special specification requires cylinder breaks to exceed 2,500psi prior to opening to traffic. A long term center lane closure will be required to complete this work. Please confirm that a long term center lane closure will be acceptable.
- A5. If a center lane closure is required for the placement of HES concrete for bridge joint header repair, the Contractor shall be allowed a maximum of 60 hours to have the center lane closed. This lane closure must be done from Friday to Sunday and avoid holidays and other special events. The center lane shall be open to traffic by 6:00am on Monday. This time frame must be submitted to and approved by NYSTA prior to commencing work.
- Q6. Plan sheet 43 (labeled cast in place full depth repair details) states "Clean and fill all existing longitudinal and transverse joints on the mainline and interchange ramps." Please provide a pay item and clarify the limits for this work.
- A6. "Clean and fill all existing longitudinal and transverse joints on the mainline and interchange ramps" must be performed on any existing concrete pavement which is required to be overlaid. These areas do not include asphalt reconstruction areas and bridge decks. The item associated with this work is 502.9001 18, Clean and Fill Cracks and Joints Portland Cement Concrete (PCC) Pavement ASTM D 6690 Type IV, LF. The quantity for this item will be adjusted in Amendment 2.
- Q7. Sheet 141 of the plans shows the removal of the existing impact attenuator and existing concrete foundation (Note 4). The special specification for the proposed impact attenuator does not include the foundation as it is typically paid under item 645.05. Please provide details and pay items of the foundation required for the proposed impact attenuator.
- A7. Item 654.05 is required, and a quantity will be added via Amendment 2.

June 25, 2024

- Q8. Sheet 51 of the plans provides a table with a description and details for item 604.070502 as a structure wall repair and describes the item as "Repair Existing Drainage Structure". Sheet 71 of the plans also provides a table with a description for item 604.070502 as "Reconstruct Roof Slab". Please clarify the work for this item and provide details if reconstructing the roof slab is required.
- A8. The intent of item 604.070502 was to replace the existing roof slab per NYSDOT standard sheets SS 604-02. Structure wall repair is required to raise the roof slab to final elevation.

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- Q9. Please confirm that long term left and right lane closures will be permissible after the stage 4 overlay. Long term left and right lane closures will be required to perform the bridge joint repairs and drainage alterations as the work indicated cannot be completed in accordance with lane closure charts TA 619-33 or 619-37.
- A9. Long term lane closures will be allowed for bridge joint work. These lane closures must be done from Friday to Sunday and avoid holidays and other special events. Two lanes must be open to traffic by 6:00am on Monday. This time frame must be submitted to and approved by NYSTA prior to commencing work.
- Q10. The plans provide no posted detour plan for Interchange 1 on-ramp to I-190 SB and Interchange 2 on-ramp to I-190 NB. Please confirm closure of these ramps will be allowed for mill and inlay work and that no posted detour will be necessary.
- A10. It is anticipated that work for the Interchange 1 on-ramp to I-190 SB and the Interchange 2 on-ramp to I-190 NB can be performed by shifting traffic over, without having to close the ramps. See Thruway Authority Standard Sheet TA 619-16 for examples. No posted detours are necessary.
- Q11. Regarding item numbers 670.1540, 670.1718, and 670.1720, there are no specifications or details for what light poles and arms are needed. Will this information be provided on an addendum?
- A11. The lighting poles and arms shall meet material specifications as called out in appropriate item numbers. Poles are specified under item 670.1540 and davit arms are specified under 670.1718 and 670.1720. Please review NYSDOT Standard Specifications Section 670 - Highway Lighting System for details.

June 27, 2024 (Revised to include the addition of Q21 and A21, as shown on Page 5.)

- Q12. Stage 4 paving question: On TCP-2, Note 2 states “The Contractor must place the full two course overlay across all lanes for the entire length of asphalt placed in one working day.” There is a limited window (as little as 5 hours in some cases) where traffic can be reduced to a single lane. This does not provide sufficient time to place the binder course, cool the binder course, place the top course, cool the top course and temporary stripe the roadway in a single overnight shift across all lanes.
- A12. Note 2 on TCP-2 will be amended via Amendment 2. The new note will require "one overlay across all lanes for the entire length placed in one working day."

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- Q13. In the Proposal book 1 of 1 for TAN 24-12 page 154. Indicates that overhead, and ground mounted sign panels, mile markers, delineators, and / or snowplow marker included in the project will be supplied by the Thruway Authority and delivered to the Niagara Maint. facility. On the proposal schedule of items page 16 to 17 list the standard bid items for the permanent signs, delineators, and markers, which we supply the signs, delineators, and markers.
- A13. NYSTA will be supplying delineators, snowplow markers and milepost markers. Ground mounted and overhead signs will be supplied by the Contractor as shown in the contract plans SDS-1 thru SDS-6. Proposal sheet 154 will be amended via Amendment 2 to reflect this.
- Q14. Can the Authority please better define the work associated with Items 579.02 and 584.0320nn? What patch size should bidders be basing production on? What is the traffic control intent? With patch removal and Class D/DP concrete being poured, bidders would think that these will be long term lane closures. Please advise.
- A14. Items 579.02 and 584.0320nn are shown on plan sheet 252 and are meant for bridge deck repairs. The tables on sheet 252 (BR-1) show required quantities per bridge deck. For bidding purposes, assume the deck quantity will be divided evenly amongst the available lanes. Ground Penetrating Radar (GPR) was performed on these bridge decks and that data is currently being processed. A summarizing report will be supplied to the winning Contractor to finalize the exact repair locations.
- Q15. Rock socket diameters are typically constructed to “nominal” sizes. For example, a 48-inch diameter caisson with rock socket will be constructed with temporary 48-inch OD casing advanced to bedrock, then approximate 44-inch diameter rock tools will be used inside the 48-inch inch casing to drill the rock socket. Do “nominal” sized rock sockets meet the specification?
- A15. The minimum rock socket diameter shall be the foundation diameter specified in the contract drawings. Any required oversizing will be at cost to Contractor.
- Q16. Sheet OSP-07 shows a boring FH-B-170 and FH-B-172, but the logs are not provided. Please provide log. Sheet OSP-11 shows a boring FH-B-189, but the log is not provided. Please provide log. Sheet OSP-15 shows a boring FH-B-209, but the log is not provided. Please provide log. Sheet OSP-17 shows a boring FH-B-220, but the log is not provided. Please provide log. Sheet OSP-19 shows a boring FH-B-230, but the log is not provided. Please provide log. Sheet OSP-21 shows a boring FH-S-15 and FH-B-237, but the logs are not provided.
- A16. Requested boring logs will be available as supplemental information to bidders as part of Amendment#2.
- Q17. Please provide time restrictions, if any, to the ramp closures depicted in plan sheets TCP-4 through TCP-20.
- A17. The ramp closure restrictions will correlate with the required mainline work at that time. All ramp closures will be required to be submitted for approval prior to commencing. It will be required that only one exit will have ramp closures at a time.

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- Q18. It appears as though based upon the intent of the designer that Item 580.01 Quantity should loosely match the Quantity for Item 555.01010004 yet they 580.01 is almost 20x higher. Is there additional intent with the 580.01 Quantity?
- A18. Item 580.01 was specified for concrete bridge deck work. The associated repair of the deck is associated with item 584.0320nn. Item 555.01010004 is intended to be used for bridge joints and has no correlation to item 580.01.
- Q19. The plans call for slab removal and cast in place Class C concrete in the center lane of both bounds. This is not possible with the cure time on the Class C Concrete in an intermediate closure following the lane charts.
- A19. All center lane "Full Depth Repairs" in the existing concrete pavement shall be changed from Class C concrete to asphalt. Amendment 3 will update quantities to reflect this change. The Full Depth Pavement Repair Tables on sheets CPRT-1 thru CPRT-22 will be updated but may not be available prior to letting.
- Q20. Cure time for CPR full depth repairs will be critical for center lane work. Sheet 23 of 274 refers to Stage 2A and 2B CPR repair in the center lane. It refers to Note 2, which states this shall be intermediate term only. Thruway standard sheet TA 619-01 table "Thruway Work Duration Definition" defines intermediate term stationary work that occupies a location more than one daylight period up to 3 consecutive days or night time work lasting more than one hour. Will the center lane be allowed to be closed up to 3 consecutive days if the thruway standard sheet TA 619-09 center lane intermediate closure is allowed. This detail keeps two lanes open and would be used for curing times only. No work will take place under this configuration.
- A20. All center lane "Full Depth Repairs" in the existing concrete pavement shall be changed from Class C concrete to asphalt. Amendment 3 will update quantities to reflect this change. The Full Depth Pavement Repair Tables on sheets CPRT-1 thru CPRT-22 will be updated but may not be available prior to letting.
- Q21. This project involves very labor intensive operations, many operations will require multiple crews and take the duration of more than one construction season to complete, prior to the asphalt overlay. After the asphalt overlay is completed, there is a significant amount of work that will take multiple crews a long duration to complete. Additionally, some work will be restricted to weekends (Q&A #5) with unknown amount of special events and the unknown approval dates allowed by NYSTA. Due to the expected late summer award, the contractor will lose valuable time to start and complete a significant amount of work this year. We request that an additional full construction year be added to the contract completion date.
- A21. We have reviewed the subject request and determined that the current completion date is in line with similar projects completed successfully on time. Therefore, the current contract completion date of October 30, 2026 is to remain.

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June 28, 2024

- Q22. In the response to Q5, the NYSTA stated that the center lane may be closed down for up to 60 hours over the weekend. Is there any limitation to the number of weekend closures a Contractor may take?
- A22. Weekend closure shall avoid holidays and special events. Weekend closures must be requested in advance and approved by NYSTA prior to commencing.
- Q23. On drawing LD-3 there is a symbol that can be found on "Typical Circuit Board Schematic" that cannot be found on the legend. The symbol is a 'T' within a circle.
- A23. The "T" symbol on drawing LD-3 symbolizes a Thermostat.
- Q24. On drawing LD-3, coded note number 1 states "utility company's secondary rack-point "A"". In the "riser pole detail" there is no coded note number 1.
- A24. Coded note #1 can be disregarded. Service point from utility is existing.
- Q25. Drawing LD-1 shows the service point panel board schedule with existing parts. Drawing LD-3 shows the typical panel board schematic.
- A25. The existing service points and circuits are to be utilized.
- Q26. We have completed a pre-bid schedule and do not believe there is enough time to complete the project with the given 10/30/26 completion date. We believe this is almost a 3-construction season project and with the late summer award almost nothing gets done in 2024. This project has many labor intensive operations that follow a linear path to complete the work. The concrete repairs on the PCC Pavement and Bridge Decks is extensive. The amount of work that needs to be completed in the center lane where there is only a 6-8 hour work window greatly reduces the amount that can be completed in a day. With the current Buffalo labor market being heavily strained by ongoing large projects, labor resources are limited and 2x shifts are no practical.
- A26. We have reviewed the subject request and determined that the current completion date is in line with similar projects completed successfully on time. Therefore, the current contract completion date of October 30, 2026 is to remain.
- Q27. On drawing LD-3, there is a description to "Bond #6 Ground to G.S. Conduit"
- A27. Grounding clamp is acceptable.

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Q28. On drawing LP-2, note 2 states "All conduits crossing beneath ramps and mainline shall be placed by trenchless methods..." This note is typical on LP series drawings.

A28. The trenchless installation occurs under the pavement only and would be offset from the existing pullbox. It is presumed that some open cut will be necessary from the edge of shoulder to the existing pullbox to tie the conduits back in. The final locations of the crossings are subject to any utility conflicts identified in the field (or suitable set up areas for the boring machines). They can be shifted laterally in the field to avoid any identified conflicts.

July 01, 2024

Q29. On sheet OSN-02 Material Note 3, ASTM A53 Grade B is called out for the spec of the pipe for sizes over 1/2" wall thickness. 5 of the cantilevers require .688 wall pipe. We are trying to source pipe for the monopipe overhead cantilever sign structures and we cannot find any domestically sourced. Is another spec acceptable?

A29. The material for the monopipe overhead cantilever structures shall meet the requirements of the NYSDOT Standard Specifications Section 644. The four material specifications provided in Section 644-2.01 Steel for Sign Structures Subpart A - Pipe are acceptable.

All material greater than 1/2" thick shall meet the Charpy V-Notch toughness requirements of Section 715-01, Structural Steel per Section 644-2.01.