

TAA 25-6B / D215009
Rehabilitation of NYS Thruway (I-90) Bridge over
NYS Route 5S / Erie Canal Rail Trail
At Milepost 178.38 in Montgomery County

QUESTIONS AND ANSWERS

January 15, 2025

- Q1. The proposed completion date for this project is November 20, 2026. It is assumed that the intent is to build this project over two consecutive construction seasons. Has the Authority given consideration to the current letting date, subsequent award process and time needed to procure the materials required for the initial stage? It is anticipated that much of the 2025 construction season will be lost due to the preparations, approvals, and procurement of long lead items. Would the Authority consider extending the proposed completion date to include the full 2026 and full 2027 construction seasons to complete the work on this project?
- A1. The Authority has not had issues completing bridge rehabilitations or replacements in two seasons with lettings as late as February in the past. Section 108 of the Standard Specifications allows for the Authority to provide for extensions of time without the assessment of Liquidated Damages and Engineering Charges in specific situations. It is the Authority's intent to complete this bridge rehabilitation project in two seasons.
- Q2. The sequence of operations on drawing TCN-1 and mentioned elsewhere in the contract documents seem to indicate that upon the completion of Stage 2, move on to Stage 3, which defines establishing the stage 4 WZTC. There is no mention of winter shutdown, as defined on page 6 of the proposal. Nor, is there a winter shutdown WZTC configuration provided that allows for median protection. Is the intent of this project to allow the crossover detour to be implemented during the winter shutdown period? If there is a winter shutdown period, please provide details, items for barrier configuration and interim winter striping.
- A2. The design intent is to complete the Stage 1 crossover implementation and Stage 2 deck replacement in a single construction season. Prior to the winter shutdown, Westbound traffic is intended to be placed on the Westbound bridge so, that the Stage 2 crossover can be removed. Therefore, during the winter closure, Eastbound and Westbound traffic will be on their respective bridges. The WZTC design utilizes temporary tape to cover the existing pavement markings so, that they can be re-used between subsequent stages at the discretion of the Contractor. Clarification of this intent will be provided through a forthcoming amendment.

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- Q3. The sequence on drawing TCN-1 and defined elsewhere in the contract documents, indicate that stage 1 is to be utilized to establish the Stage 2 WB crossover. Does the Authority intend on implementing the crossover detour on existing asphalt surfaces or are there intended upgrades that need to be performed prior to implementation. Other than MIARD removal there does not appear to be any intended upgrades. Please consider that the median rail removals will most likely damage the intended riding surface and will need some sort of attention in order to provide a suitable riding surface for the crossovers. Please provide clarity of the scope of work intended to be performed in stage 1, as this will all need to be done under lane closures.
- A3. The crossover is intended to be implemented as shown on the Contract Drawings and in accordance with NYSDOT Standard Specifications. For example, Section 606-3.09 requires holes resulting from median barrier removal to be backfilled with a suitable material and compacted in a manner approved by the Engineer. It is anticipated that a portion of this work could be accomplished using NYSTA standard lane and shoulder closures.
- Q4. The typical sections all seem to indicate to mill 2" and provide a 2" "minimum" overlay. Yet the profiles that are provided on drawings PRO-01 thru PRO-06 show areas that have 3" to 5" of grade increase. The current bid items do not include a T&L item. Was the inclusion of a T&L item overlooked? Also, the mill and overlay areas end/start directly at the start/end of the approach slabs. There needs to be reconstruction limits at the end of the approach slabs to allow clearance to construct them. This would include the need for base and binder items to be added to the contract. Please review and clarify the intentions for the asphalt paving on this project.
- A4. Truing and leveling, Item 404.0189, will be added to the contract to fill in voids and establish proper profile and grade. A small portion of full depth pavement reconstruction will also be added to the proposed scope of work to allow for greater limits of excavation for the construction of the approach slab. Therefore, Items 404.1979 and 404.3779 will also be added to the contract via a forthcoming amendment.
- Q5. Drawings TC-7 and TC-10 both identify the use of category 1 type temporary positive barrier (619.1711). However, this bid item is not in the proposals schedule of items. Please clarify.
- A5. A Category 1 Temporary Positive Barrier, Item 619.1711, will be added to the proposal's schedule of items and incorporated into the contract in a forthcoming amendment.

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- Q6. There appears to be ambiguous and confusing notes and definitions in the painting specification and on the drawings that make it difficult to determine the Authority's intentions for the painting limits on this project. Note 11.a. on GNN-2 indicates to paint galvanized surfaces immediately after galvanizing. Note 11.b. indicates to only paint existing steel in the critical areas under the bridge joints. Please clarify all locations for proposed painting. For example, are cover plate repairs to be painted, is there painting on the girder ends at the abutments? Are other "areas", "zones" or "critical areas" expected to receive painting? Please provide the intended sequence for painting application (prior to diaph. install, at the end of project, or etc.).
- A6. Per Note 11.a., on Drawing Number GNN-2, new galvanized steel components (i.e., the new diaphragms, stiffener angles, and connection plates) are to be provided with a finish paint coat. The intent of note 11.b on Drawing Number GNN-2 is to include cleaning and painting of the existing steel girders within the "critical areas" as defined in the Special Specification for Item 574.9403--25. This note will be revised to remove "under the joints" as to not limit the definition of critical area. Cover plate repairs would fall under the critical area as they include welds, bolts, and flame cut edges. The proposed sequence of the work is at the discretion of the Contractor except that paint damaged as a result of construction will be repaired at no additional cost to the Authority.

January 17, 2025

- Q7. Can you please clarify the placement limits of 203.0801 & 620.0801 at the abutments. Is this to be placed at both abutments or just one specifically? Also, how far in front of the abutment(s) shall this material terminate? Is there excavation associated with the preparation of these areas for placement?
- A7. The design intent per Note 1 on drawing ST-5 is to regrade in front of each abutment to reestablish an inspection berm. One area of concern is the north half of the begin abutment under the westbound structure which has an exposed sub footing. Excavation is only required where necessary to install the bedding material and select granular fill to the specified thickness and berm elevation. Actual extent of fill material placement can be field determined in coordination with the EIC.
- Q8. 1) Please clarify on how the drill and grouting of 21" deep for the new pedestals is supposed to be accomplished with the existing structural steel still in place overhead. It does not appear that there will be sufficient clearance to allow this drilling to be completed. 2) Item 586.02 25 only allows the use of concrete grouting and anchoring material (701-05). Will the Authority consider allowing the use of chemically curing anchoring material (701-07) for the installation of new rebar?
- A8. A forthcoming amendment will remove Item 586.02000025 from the Contract and replace it with standard item 586.0201. The standard specification permits the use of chemically curing anchoring material (701-07). Drawings will be modified (as part of the amendment) to reflect an embedment length specific to the product used. The use of chemical curing anchoring material can ease the installation of the dowels under the existing girder by minimizing the embedment length.

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- Q9. Drawing ST-30 depicts a pier location and provides limits for item 574.94030125 at girder ends 2ft from proposed connection angle. Drawing ST-31 note 1 directs paint and rust to be removed 6" around the work area, and paint to limits shown on the plans. Is it the intent of the contract to prep and paint just these repair areas or to paint the entire bridge? The special specification reads the entire bridge would be prepped and painted to some extent as prescribed by each Area, Zone, Critical and Full Overcoat definitions. Please clarify to what limits and methods the bridge is to be painted.
- A9. The design intent is to field clean and paint existing steel at the ends of the beams and at the partial length cover plate retrofit details. A detail illustrating the painting limits will be added via forthcoming amendment.
- Q10. Drawing ST-30 depicts a pier location and provides limits for item 574.94030125 at girder ends 2ft from proposed connection angle.
1. Do these limits also apply to girder ends at abutment locations?
 2. Drawing GNN-2 note 11b states item 574.94030125 applies to existing steel under bridge joints in the critical area. This does not seem to match the limits shown on detail on ST-30 as the girder ends are not within them.
- A10. 1. Yes, this applies to the abutments as well.
2. This also applies to touch up painting necessary to perform the cover plate retrofit. A detail will be added in a forthcoming amendment to clarify the intended painting limits.
- Q11. Sections 1.01 - 1.03 describes Area, Zone, Critical, Overcoat places on existing steel and prescribes required prep and paint work. The typical section included in the spec shows areas A,C,D. How does the specified Area, Zone, Critical and Overcoat correlate to the A,C,D areas on the detail?
- A11. Painting Note 11b on GNN-02 will be clarified and a detail illustrating the painting limits added to the Contract Drawings via a forthcoming amendment.
- Q12. The detail included with the special specification, under note "A" lists full containment. Is full containment a requirement? We did not find a containment pay item in the proposal.
- A12. Per the special specification Section 3.08, the Contractor shall prevent bridge debris, dust, dirt, or the water used to clean the bridge from becoming a hazard to the traveling public. This may require the use of protective screens, tarpaulins, or canvas covers. These costs are to be included in the unit bid price for Item 574.9403nn25. Also note the specification indicates power tool cleaning to bear metal (rather than blast cleaning). The bridge was last painted in 2010, it is not anticipated that lead mitigation type containment is required.

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- Q13. Note 23 on GNN-1 requires the contractor to have a professional engineer prepare plans for various work as indicated in the NYSDOT Standard Specifications. We have been unable to locate the requirements for PE plans in the NYSDOT Specifications for the superstructure slab pour, lateral stability, and lateral, vertical & torsional strength of girders during deck slab pour and pier repair operations that are required by note 23. We typically do not see these requirements on DOT projects as standard to the specification. If these are in addition to the NYSDOT spec, please provide the detailed submittal requirements so that we may coordinate with our engineer.
- A13. Note 23 on GNN-1 will be replaced with the standard NYSDOT note which dictates the contractor adhere to the erection drawing requirements per Subsection 204 of the New York State Steel Construction Manual.
- Q14. NYSDOT Specification 582 restricts the use of overhead and vertical patching material to repairs that are 1/2" - 1-1/2" in depth. Please confirm that Type I repair areas as defined in the contract plans that are greater than 1-1/2" in depth will be paid under 582.0051 Removal and Replacement of Structural Concrete.
- A14. Type 1 repairs are all expected to be greater than 1 1/2" in depth and are therefore paid for under Item 582.0051. The contractor is to use the appropriate material following NYSDOT Standard Specification Section 582.
- Q15. Note 2 on drawing ST-11 directs that column and pier cap repairs be performed while the bridge is without a deck to minimize dead load. Please confirm these repairs can be performed with the bridge deck in place (either existing or proposed) and with traffic live loading if the Contractor submits an acceptable plan prepared by a NYS Licensed PE.
- A15. We take no exception to the proposal of alternative means and methods (prepared by a NYS Licensed PE) submitted to the Authority for review and approval; however, for the purposes of the bid it should not be assumed that alternative methods will be accepted. In addition, alternative means and methods if accepted would be at no additional cost to the Authority.