

Final RFP Questions and Answers 186- 203

186. The RFP at ITP §3.2.1 (Design Narrative) says, "Describe any Design Non-Conformances or aspects of the Design that do not conform to the Project Requirements and/or Standards listed in the RFP. Any Design Non-Conformances or designs that do not conform to the Project Requirements and/or Standards listed in the RFP, have not been approved by the Authority, and have not been described in the Proposer's Proposal will be rejected by the Authority after Contract Award." Add a RFP Form for entering any Non-Conformances in list format (such as Location, Citation of Standard, Criteria, Proposed Non-Conformance).

Answer: Revised answer for original Q&A #148 - With the Design Report soon to be made available along with the defined project limits we believe design exceptions and non-conformances decrease significantly and any modifications are not required.

187. For Exit 58 (Silver Creek), Part 3 Section 22.4, states, "The 2 exiting lanes shall taper to 1 lane with shoulder after the Ramps merge to meet the existing lane configuration and through the Toll Zone and then widen to 2 lanes to meet the 2 lane ramp diverge at Rte. 5/20." However, the concept drawings show a different configuration with the 2 exiting lanes with shoulder continuing through the tolling zone and then continuing to Rte. 5/20. Please clarify the requirement.

Answer: See answer to question #156.

188. Neither Part 3 Section 12.3.2 nor Part 8 Special Provision 645.4530—25 provide specific requirements for the VMS/DMS to be provided. We request the following information from NYSTA to properly price this equipment: physical size, pixel matrix, number of lines & characters per line, walk in or front access, number of pixels per sign, pixel pitch and brightness requirement. Alternatively, NYSTA could provide a specific make/model that is desired.

Answer: That will be provided in Amendment #4. The special specification will change.

189. In Amendment #1, ITP Appendix C, Section C3.2.2.B, the following requirement is given for ORT sites: "Plans showing proposed alignment , lanes, shoulders, mini-gantry locations, barriers, delineators, railings, and reduction of foot prints for the ORT sites at the following locations: Exit 22, Exit 49, Exit B2, Exit 43." Question: a) are the proposal plans also to include/show the tandem driveway concept designs, b) VMS locations, and c) U-turn concept designs required at these sites?

Answer: a) Yes, b) No, c) No.

190. What are the requirements for the existing fiber optic cables entering the existing TUBs that get removed? Does the existing cable need to be removed/cut, and if so, is that the responsibility of the Design-Builder or NYTSTA fiber contractor?

Answer: The cable shall be cut by the Authority fiber contractor. The cut cable is the responsibility of the Design-Builder to remove, abandon or salvage.

191. It is our understanding that NYSDOT is advertising an upcoming project that would include work on the traffic signal at the signalized intersection at Interchange 23. Will this project impact the installation requirements noted in Section 12.3.3.4? Will design documents from that project be available to the Design-Builder prior to bidding?

Answer: This was discussed at the last one-on-one meetings. It was one of the Authority's bullet points. The installation of the signal will be the Design-Builder's responsibility the new mast arm traffic pole and conduit for the bridge will be state provided. The amendment should have all the details and requirement.

192. Part 3, Section 20 states that the Design-Builder is responsible for fiber connectivity for the access gates and CCTVs at certain tandem lots. Section 20.3.5 notes that fiber should be provided to the equipment cabinet and conduit from the equipment cabinet to the BGS cabinet. Please clarify if the fiber required for the access gates and CCTVs is required to be tied into the existing NYSTA fiber-optic network, and if so is the Design-Builder required to tie it in per a specific set of requirements, or is it up to the Design-Build team to determine how it should be tied into the network? Fiber requirements are provided for the Tandem lot at Toll Plaza 35 and the Dewitt Service Area, but not the other tandem lots listed in Section 20.3.4 that require access gates and or CCTVs. Please note some sites requiring CCTVs and/or gate fiber connectivity will have the existing TUB removed as a part of this project.

Answer: We believe all the information is provided for the Design-Builder to assess their options.

193. Is the Deign-Builder responsible for patching the new FDP installed at existing TUBs to the existing FDP in the TUB? If so, will any required port assignments be provided?

Answer: No

194. The Fiber Optic requirements for ORT sites state that the fiber between the new ORT communications building and the existing TUB should enter the existing TUB and be properly installed to a point nearest the existing fiber termination. It also states that a new FDP should be installed in the existing TUB building. Section 1.04 of the special provision for item 651.9908XX25 – Fiber Optic components states that the Design-Build contractor is required to test the new fiber prior to splicing it to the existing fiber. Would NYSTA clarify if the splicing is required for the connection between the two buildings, or if the fiber is to be terminated in an FDP at each building and tested on either end?

Answer: It's in the specification. The fiber is to be terminated in an FDP of each building and tested on both ends. (bidirectional)

195. Interchange 20W (Saugerties): does NYSTA intend on using this interchange as a U-turn location? The conceptual design leaves a large gored "no man's land" between the on- and off-ramps with no barriers shown. If a U-turn is not the intention for this area, positive protection could be provided to prevent vehicles from navigating around the tolling equipment. Please clarify the intent for this area.

Answer: No U-turn location but positive protection is required for opposing traffic flow.

196. As a part of the project, several existing TUB buildings will be removed. It appears there are NYSTA-owned ITS devices that have existing fiber-optic cable and communications equipment (switches, patch panels, etc.) within the TUBs that are being removed. Is the existing communication equipment located inside TUBs that are being removed required to be relocated and/or reinstalled as a part of the project? If yes, will requirements be provided for how this is to be completed, or is it up to the Design-Builder to determine how to tie these existing devices back into the communications network after the TUB is removed? If the Design-Builder is to determine how to reestablish the communications, would as-built information be provided for any required splicing, patching, port assignments that are needed to bring the devices online?

Answer: No, the equipment is not to be relocated or reinstalled. It is to be removed by Authority personnel.

197. Interchange 20W (Saugerties): The most recent concept shows the potential tolling area adjacent to and over top of the existing toll plaza. The RFP has a 150-foot overhead sign buffer requirement, and there is an "EZ-Pass Only Lane" sign on the existing toll plaza. Can this requirement be waived for this location since during construction (i.e. between the erection of the gantries, the Go-Live date, and removal of the existing toll plaza) the open lane(s) will be mixed use? The overhead sign can be covered/removed to avoid visual conflict for drivers.

Answer: The 150' applies only to permanent conditions not temporary. This will be corrected by Amendment #4.

198. Amendments # 1 and 2 clarified the requirements for the incentive at the toll barrier removal locations. Since the final superelevation will not be in place when the incentive period begins, we assume that a posted speed less than the adjacent highway speed limit will be maintained until all work at the project site is complete. As this directly affects WZTC transition lengths, please confirm that this assumption is correct, and provide the required speed limit (e.g., 10 mph below the adjacent highway posted speed, etc.).

Answer: Yes, we will clarify this via an Amendment.

199. The answer to Q# 137 indicates that the narrow shoulders east of the toll plaza at the Depew site can remain. However, section 22.3.2 of the RFP indicates that 6-foot shoulders shall be provided under the gantry for a two-lane directional section. If the gantry is located at this location, please confirm that the narrow shoulders can be retained.

Answer: This will be addressed under Amendment #4

200. For the Lackawanna terminus site, please provide the lane by lane vertical clearance table from the Bridge Inspection Report for BIN 1062961.

Answer: This will be supplied in Amendment #4.

201. Where Toll Utility Buildings are to remain, is there a requirement to provide positive protection between the travel lanes and the TUB regardless of horizontal offset, similar to the requirement for positive protection in front of the new communication buildings?

Answer: No

202. Many of the Toll Utility Buildings have existing features such as sidewalks, flagpoles, shrubbery, benches, memorials, etc. in the landscaped area between the TUB and the travel lanes. Is there a specific requirement as to whether these features shall remain or shall be removed?

Answer: No

203. Many of the Toll plazas have a curb and sidewalk parallel to the roadway pavement adjacent to the toll plaza. Is there a specific requirement to remove either of these features?

Answer: No