

Pre-Draft RFP Meeting

Questions and Answers 1-23

D800002 Cashless Tolling Design-Build

1. Available potential power connection locations for mainline gantry operation within the Milepost limits provided (similar to Fiber connections).

Answer: Refer to reference documents currently posted under Power Poles. These supply reference locations of power poles on NYSTA property within the limits of where each gantry can be located.

2. Clarify whether we will be allowed to run power across the mainline gantries from one side of the Thruway to the other to connect a communication hut if 2 huts required (250 Foot rule), and power available only on one side of the Thruway.

Answer: As long as the power is segregated from the communication cables via an appropriate conduit, the Design-Builder is allowed to run power across the gantry.

3. Will communication huts be allowed to be placed in the medians, or only on the outside of the Thruway travel lanes?

Answer: There are no restrictions to the location of the Communication Building as long as they are on Thruway ROW and the cable length requirements are met or not exceeded; you don't infringe on historic districts and/or impact wetlands (or minimize within requirements).

4. Please clarify the requirement for fiber connections at the Williamsville and Lackawanna Terminal Gantries. Is the Design/Builder allowed to connect to the Fiber backbone at locations other than these terminal gantry TUBs?

Answer: Both of the locations are being looked at – The document in the PowerPoint has been modified and will again so the Design-Builder has more clarity. Most of the mileposts are still valid but Lackawanna has added two additional mileposts and Williamsville is being re-evaluated. The draft RFP should include the revisions to this document.

5. Are there restrictions on gantry placement within the vicinity of runways at Buffalo International Airport, specifically Runway 23?

Answer: We do not believe the gantry per se will pose a problem, because it almost mimics our overhead sign structures but the crane to erect could be regulated by the airport restrictions. The Design-Builder needs to investigate this issue depending on their placement and equipment used to erect.

6. Geotechnical Information (Borings) have been provided at the interchanges and the terminal gantry locations. Any other available geotechnical borings within the Milepost ranges provided for the Authority for the Interchange Gantries would be helpful (Overpass or Underpass bridges)

Answer: We will continue to investigate; however, we have posted in the reference document all the readily available boring information.

7. Foundation details of the Single Lane Mini-gantry at Newburg Interchange used in the presentation 12/11/2018 information meeting.

Answer: This information has been posted in the reference documents.

8. Guidance on any aesthetic considerations that will be required for the mini-gantries.

Answer: Very little guidance or aesthetics. All the Mainline gantries have to be the same. From an elevation perspective as a traveler approaches the gantry, they should not see the handrails; they should see aesthetically a standardized version of the gantry. For example, the elevation view looks like a vertical on each side with horizontal connections and no view of second support system. No paint, use either galvanizing or metalizing.

9. Do the mini- gantries require concrete barrier protection on supporting columns? The picture used in the 12/11/2018 informational meeting of the single lane mini-gantry has box beam guiderail on one side, and concrete barrier on the other.

Answer: The Design-Builders support system shall require protection to ensure the Thruway's revenue source. The protection system is a function of the deflection distances, which cannot exceed the distance to the support system of the mini gantries. Even if the mini gantries are outside the clear zone, a guiderail system has to be installed.

10. It was stated that the Design/Builder must verify that the existing emergency generators at the Toll in Place TUB Buildings are adequate to power the existing toll facility and the new mini-gantries during testing.

- Please provide the emergency electrical load for the TUB Buildings at the In Place Tolling sites and the existing generator capacity so we can determine if the existing generators are adequate to power the TUBS and the new mini-gantry.
- Similar to the above question, please provide the existing panel, wiring and conduit information so we can determine if this is adequate for the condition during emergency TUB and new gantry operation.

Answer:

- This information is intended to be presented in a spreadsheet format and it is under development. Preliminary findings (although not conclusive or finalized) indicates 11 locations requiring upgrades of current generators.
- We have asked for this information as well

11. There is a note on the sketch on slide 49 on the presentation provided on the information meeting 12/11/2018 for the Mini-gantry antenna that states "17 feet to CL - (may reduce)". Please provide how much this distance may be reduced.

Answer: You are referring to slide 40. We are pursuing clarification on the graphics, and expansions of graphics to represent every potential lane/shoulder configuration for the Open Road Tolling (ORT). This information should be completed by the draft RFP.

12. Will the Authority be providing design speeds and reconstruction limits for redesigning roadway profiles and alignments following the demolition of the existing toll structures?

Answer: Design speeds will be provided. For the pavement repairs and their limits, access control, positive separation vs. delineators, signing requirements; some of these will be directive and some will be partially directive. The final alignment at these ORT locations is up to the Design-Builder and number of variables may affect the Design-Builder's decision on alignment. We are attempting to provide as much flexibility as possible at these ORT sites.

13. Will the NYSTA indicate by directive what preference of access entrances to facilities for state place, maintenance crews, construction crews, etc. at Toll-In Place sites are inside or outside of gantries?

Answer: More than likely, relative to access, we will be directive. At a few locations, there is some flexibility. For the most part access will be directive.

14. Will revised bonding requirements be published due to the additional work related to the toll in place facilities?

Answer: Possibly, it is under discussion.

15. Will geotechnical info at the mini gantry locations or proximity be made available?

Answer: These have been posted for the ORT sites. Currently, there are 4 sites lacking history of geotechnical information. Exits 21B, 22, 26, and 29 are the 4 exits we are lacking information. We are asking other agencies and searching older archives in an attempt to find information at these locations and we are inquiring about the possibility of 4 boring holes, 1 at each site.

16. Please clarify any restrictions on taking power outside NYSTA ROW. For example, if there is available power within a municipal ROW adjacent to the Thruway ROW, will the design team be allowed to obtain and convey power through the municipal ROW onto the Thruway ROW to the communications building?

Answer: Every municipality is different and have different regulations, so a general answer to this question cannot be provided.

17. Is there a minimum distance consideration from overhead bridges/ sign structures for placement of the mainline gantries?

Answer: The Thruway will set one for mainline gantries and ORT mini-gantries, as speed is a function of this consideration.

18. The current NYSDOT software standards published on the Department's website are MicroStation Version 08.11.09.655 and InRoads Version 08.11.07.615. The current NYSTA versions are not posted on the Authority's website but in the past have been the same or similar to NYSDOT (i.e. same primary version numbers but slightly different editions). Bentley's latest products, under the Open Roads CONNECT Edition, have not yet been adopted by NYSDOT or NYSTA. For delivery of the D800002 project, shall the design-build team use the currently required versions, the new OpenRoads platform, or will either choice be acceptable? Please also clarify the current NYSTA versions of MicroStation and InRoads.

Answer: The Thruway Authority is currently using MicroStation version 08.11.07.443 and InRoads version 08.11.07.566. For delivery of the D800002 project, the design team shall make submissions that are compatible with the current Authority versions of the software.

19. Our team would like to make site visits at various potential work locations within the Thruway ROW, including mainline gantry locations and toll plazas. What is the procedure for notifying and coordinating with the Authority for these visits?

Answer: Any Design-Builder can visit Thruway ROW locations but it requires separate permits from each Division. The permit is not per exit but per Division. The forms are on the Thruway's website. Let us caution each Design-Build Team, conversations with Thruway personnel that escort your team to the particular sites cannot occur. Realize that if we become aware of such occurrences, we will seek to disqualify any Design-Build team engaged in conversations. Hello, good-bye and thank you is the extent of conversations.

20. Since the Toll-In-Place scope of the Project has changed and requires additional pre-proposal design work, will NYSTA increase the stipend amount?

Answer: The scope has changed but we believe this is better for the Design-Builder, however it is under consideration.

21. Since the mainline gantry locations are finalized, when will the indicative plans and related CAD Reference Documents be posted?

Answer: There will be no indicative drawings for the Mainline Gantries. Anything that has been done to date by the Thruway, relative to Gantries have been posted as reference documents only.

22. Does NYSTA intend to post the gantry standard structural plans and related design calculations as Reference Documents?

Answer: Gantry standard structural plans—No— standard structural plans do not exist for the Thruway, therefore there are no related standard design calculations.

23. Given the Toll-In-Place scope changes, will the Key Personnel listed in the RFQ as required during the RFP phase be modified?

Answer: Additional key personnel are always added during the RFP phase. We will not however be changing the key personnel nor their qualifications as was required in the RFQ.