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## Questions & Answers / Supplemental Information

To: All Plan Buyers  
Date: September 28, 2016  
Subject: TAN 16-32B, D214503

Rehabilitation of the Northbound and Southbound North Grand Island Bridge and Robert Moses Parkway Off-Ramp at Milepost N20.35, N21.12 & N21.11 in Erie, and Niagara Counties

1. Question: On Sheet 6, Work Restriction Note # 2, Last sentence states: "All work not related to the overlay shall be completed at other times as permitted in the contract documents."

In addition, Note 3 on sheet 52 and note 3 on sheet 56 indicate the joint and seal to be pre-assembled in shop and delivered to the site ready for installation. In order to install the pre-assembled joint, both lanes of traffic will need to be shut down.

Will NYSTA allow bridge closure for joint installations? If bridge closure is not allowed, the joints will be partially assembled in the field. This will require field welding of the joint and seal installation in the field.

Answer: Bridge closure (nightly, in accordance with the Lane Closure Tables contained in the Contract Proposal) will be allowed for bridge deck overlay operations related to preparation of the polyester overlay and shall also include:

- Partial and full-depth deck repairs
- Joint removal and installation of new joints
- Scupper adjustment
- Bridge guide rail replacement
- Construction of the South Abutment Approach Slab

It will be the contractor's responsibility to request approval for bridge closures for any other work **not** related to the preparation of the polyester overlay.

2. Question: On Sheet 5, Superstructure Note # 7, Last sentence states: "Temporary Support of the Deck Slab when full depth repairs is required is included in Item 584.56". In previous similar projects the NYSTA included an Item for the installation of needle beams for temporary slab support.

There are no other references in the contract to indicate that temporary support is or may be required. Contractors may overlook the need to provide this temporary support.

In addition, will temporary supports be required during full depth removal operations to complete the joint replacements?



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Please provide detail and separate pay item for temporary support as done on previous contracts. Provide locations in which this support is required.

Answer: Needle Beams for temporary slab support will **not** be required for this project.

The structural framing for SGIB (NB) rehabilitation project is not similar to the structural framing for this contract, and thus no needle beams are needed for this bridge.

For NGIB (NB), Girder spans are similar to the Truss spans in that there are 3 longitudinal deck stringers between the girders, spaced at 5'- 5". These stringers are tied directly into the transverse Floorbeams. The stringers support the deck slab. If there are full-depth deck repairs required at the pier joints, the deck will remain supported by the stringers and no temporary deck supports will be required.

Although the exact extent of repairs cannot be determined, it is anticipated there will be very few instances where temporary deck support is needed.

3. Question: For Item 568.7501 & 2 Bridge Rail Tube Replacement Type 1 &2, the drawings and spec requires 1/4" thick tube steel, this will be a special order. The Standard wall thickness for Bridge Rail tube is 3/16" and manufactures / suppliers will provide certification that the material meets the Drop Tear Weight Test Requirement.

However, because the 1/4" is a special order, manufacturers / suppliers will not certify that the 1/4" tube steel will meet the Drop Tear Weight Test. This will require the material to be purchased at risk of not meeting the test requirement until after taking delivery of the product.

Please review: Request to have Drop Weight Tear Test waived for these items.

**Answer: Drop Weight Tear Test requirements will be waived. This will be addressed in a forthcoming amendment.**

4. Question: Is the deck to be micro-milled, I see an item and micro-mill on the NB Off-Ramp but not the deck in general. Past project have removed the top concrete surface to reduce chlorides, etc before sealing the deck w/PCC. Any concerns if not micro-milling?

**Answer: Micro-milling of the existing deck will not be required – see polyester overlay notes on drawing GN-1.**

5. Question: Are details/notes needed to remove/ replace/modify the moveable barrier at the north side of the NGIB toll barrier? What needs to be done with them? Are they to be completely removed and modified during the cross-over traffic pattern?

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**Answer: See Dwg TCP-8. The moveable barriers are to be removed and temporarily stored at a specific area as shown on Drawing TCP-8. All costs to remove, store and reset moveable barriers is included in item 619.01.**

6. Question: Are Items for Marine access for the contractor and for the Engineers (552.2700 & 552.2760) needed when working over the water?

**Answer: There are no substructure repairs, therefore marine access will not be required. Refer to note on Drawing GN-1 for work over Navigable waters and waterways.**

7. Question: Is Item 571.789202125, Treatment of Paint Waste needed, how is paint waste to be addressed?

**Answer: Treatment of Paint Waste is required and is included in the cost of item 574.030001 as shown in note # 4 under the Painting Notes, GN-2. Note #4 under the Painting Notes references NYSDOT spec section 571-Disposal of Paint Removal Waste.**

8. Question: On Drawing JD-15, the last note of Phase 1 states, "...and mill ramp into existing concrete deck." Is this correct?

**Answer: Milling into existing deck will not be required. The note will be revised in forthcoming amendment.**

9. Question: Structural repairs for existing light poles shown on Drawing STR-1, call for Stainless Steel Brackets. These plates are difficult to obtain under the Buy-America clause. Will an alternative bracket/plate be considered?

**Answer: An revised detail will be provided for in the forth-coming amendment.**

10. Question: Regarding contract item 566.03, Modular Expansion Joint System-Three Cell, special provision page 103 states that only modular expansion joint systems which utilize box seals will be allowed. Why are strip seal elements not allowed?

**Answer: NYSTA has had an excellent performance history with Box Seals and use them exclusively for all the modular joints on the Grand Island Bridges.**