

Final RFP
Questions and Answers
312-316

312. With Addendum #5, RFP Part 3 §16.3.2 (Existing Concrete to Remain) was added to require overlay of existing concrete pavement to remain. We have these questions: (1) Please clarify to what limits the overlay of concrete should be confined - is the Project Limits, for example? On some sites, the concrete extent is confined and the overlay is straightforward to implement; on other site the concrete continues for considerable distance beyond what would initially have been required for the principal work. (2) If the overlay must continue to the Project Limits, on some sites, the existing concrete pavement continues to and beyond the project limit, or to an intersection. Strict application of §16.3.2 would require that the overlay end at the project limit and some transition be built beyond - either a full-depth reconstruction for transition or some other treatment. For example, Exit 20W might require replacement out into the Route 32 intersection, which then might require mill and resurfacing for much of the intersection. Please provide some additional guidance such as giving the design-builder some discretion for handling these terminations. (3) For the ORT sites, §16.3.2.1 requests a 1-inch top course as part of the 3-inch overlay and for Interchange/Terminus sites §16.3.2.2 requests a 1 1/2-inch top course as part of the 4-inch overlay. The 1-inch lift thickness, per the NYSDOT CPDM, is less than the permissible lift thickness (minimum 1 1/2" for typical top courses). Please advise (a) if the ORTs can be constructed with 1 1/2" top course and 1 1/2" binder course; (b) §16.3.4 (Milled and Resurfaced Roadways) requires "minimum mill and overlay depth at tie-in transitions shall be 2 inches"; for consistency of constructing pavement lifts, can this section be revised to a 1 1/2" thickness? (4) Are the overlays required to be sawed and sealed, or left to the design-builder to determine?

Answer:

- 1) Yes, it's the project limits.
- 2) The transitions or Tie-Ins can begin and/or end at the project limits.
- 3) (a) A two course 3" minimum overlay is required. Refer to Table 6-7 of the CPDM for permissible lift thickness. (b) No
- 4) No

313. According to Table 20-1 a new camera is required at Exit 17 and it is to be added to an existing camera pole. A field view indicated that there are two existing camera poles near the tandem lot that could be utilized for the new tandem lot camera. Could the Thruway clarify which pole the camera is to be added to?

Answer: Camera pole located in the infield between NB exit tolls, tandem lot and Rt 17k tolls.

314. At Exit 49 (Depew), Amendment # 4 established that the existing right shoulders can be maintained at the existing width because of limitations associated with the underlying cross culvert. We also note that in the Draft Design Report, a non-standard feature is established for two-foot shoulder width in the exiting direction. We note / question the following:

a. The existing exiting shoulder width is essentially non-existent, not two feet as indicated in the DR.

Answer: The DB is to provide 2 ft. minimum shoulders over the culvert.

b. The existing entering shoulder width is approximately two feet but is not listed as a non standard feature. Increasing this width to six feet will impact the culvert. However, the language in the DR (exiting direction) does not appear consistent with Amendment 4 (“the existing right shoulder widths...”, which implies both directions).

Answer: 2 ft. min. shoulders will be required over culvert. This will be listed as nonstandard feature in DAD.

c. The existing combined width of the entering and exiting pavement at the curve is not wide enough for five lanes, the existing shoulder widths, and the required positive separation with one-foot minimum left shoulders.

Answer: Interchange 49 concept plan will be updated by amendment. 2-12 ft. lanes in each direction, 4 ft. median and 2-2 ft. shoulders will be carried over the culvert.

d. The superelevation of this curve does not meet 40 mph design standards. Increasing it to standards will likely result in an increased pavement elevation and thus impact the culvert.

Please clarify the Authority’s intent for the design requirements at this location.

Answer: The DB will be required to super-elevate this curve to provide a 20 mph design speed for this curve. The design speed will be listed as a non-standard feature.

315. At ORT locations where the existing TUB is to be removed, can the building be temporarily be powered by the existing generator to allow the contractor to modify the incoming utility service?

Answer: There are no ORT sites where the existing TUBs are to be removed.

316. At ORT locations where existing building is to remain, can the proposed CCTV, VMS and new communications be provided power from the TUB’s existing non-emergency utility power?

Answer: Yes, other modifications may be required.