

TANY 22-24 / D214865
Improvements to I-87 Interchange 9 Ramp Intersection with Route 9
and Construct Route 9/I-87/I-287 Pedestrian Bridge
at MP 12.85 in Westchester County

QUESTIONS AND ANSWERS

- Q1. Regarding Plan Drawing Number LAT-01, please provide the following information:
Item 611.0111: Major Deciduous Trees (Need Caliper Size)
Item 611-0211: Minor Deciduous Trees (Need Caliper Size)
Item 611-0711: Herbaceous Plants (Need Container Size)
Item 611-0712: Herbaceous Plants, Bare Root (Need Container Size or Plant Height)
- A1. For the Trees - the Caliper size should be 1.5”- 2” and should state “Tree Form”.
For the Plants - the Size should be No. 2 Container.
- Q2. Regarding Plan Drawing Numbers ST-3 and ST-4, and Special Specification Item 564.80010016, after reviewing plans I see that it is shown as a welded, tubular bridge. I was just wondering if the DOT or Thruway allows welded tubes over their roadways? I thought NYSDOT had changed specs so that the members were to be open or W shapes and were to be bolted? Please advise.
- A2. The bridge shown in the contract plans is for illustrative purposes only. The design and exact type of bridge proposed is up to the Contractor per the specification. In general, there are two different specifications for prefabricated bridges, Item 564.81NNN016 - Prefabricated Bolted Vehicular Truss System (and it is NOT in this project, which requires bolted connections and does not allow structural tubing) and Item 564.80NN0016 - Prefabricated Pedestrian-Bicycle Superstructure (which does not specifically prohibit welded connections and/or structural tubing). All requirements of Special Specification for Item 564.80NN0016 shall be met for the bridge design.
- Q3. Regarding the landscape wall on drawing LAD-01, sheet 163:
a) Under which item will the excavation be paid?
b) Under which item will the reinforcing steel be paid?
- A3. All work associated with the landscape wall as shown on Drawing Number LAD-01 for excavation and reinforcing steel shall be paid for under Item 555.0104 for the Reinforced PCC Wall.
- Q4. Please refer to ST-26, the proposed detail. There are four concrete anchor bolts (3/4" dia.). These are to be installed and paid under item 564.0501. However, on ST-30 in Section A-A, it says the cost to furnish and install will be included in 663.0512. Please clarify where these bolts will be paid under.
- A4. ST-26 should reflect payment for the anchors under Item 663.0512 to match ST-30. The callout on ST-26 shall be changed to “FOUR ¾" DIAMETER CONCRETE ANCHORS INSTALLED PER SUPPORT, PAID UNDER ITEM 663.0512”.

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- Q5. Please refer to MSD-02. In the two details the "Limits of Asphalt Driveway Reconstruction" is shown with the section detail provided. However, in the plan view, the portion that is apart of the main road is also considered an "Asphalt Driveway Reconstruction." This contradicts TYP-02, which shows a different Pavement Section Detail along the main road. Please clarify the limits shown on MSD-02.
- A5. Asphalt Driveway Reconstruction limits shall stop at the front face of the projection of the curb line through the driveway. All work in front of the curb projection shall be paid for under the respective items on shown on the TYP.
- Q6. Please refer to GNP-01. There is a callout for Precast Concrete Pavers (Item 608.03000001). However, if you see GNP-02. The exact same pattern is called out as Colored and Imprinted Concrete Snow Storage (Item 608.01020005). Please clarify.
- A6. All work north of the Route 9 Bridge (at the jug handle) shall be Item 608.03000001 - Precast Concrete Pavers.
All work south of the Route 9 Bridge shall be Item 608.01020005 - Colored and Imprinted Concrete Snow Storage as indicated on the GNPs.
- Q7. The table on DRT-01/DRT-02 have quantities for Trench and Culvert Excavation. This seems to be a combination of the New Catch Basin excavation and the excavation of the New Pipe being placed. If this is the case can the Thruway separate these quantities? If not, can the Thruway revise their quantities for Trench and Culvert Excavation and associated quantities as it seems to be overrunning significantly?
- A7. Please bid as shown in the Tables on Drawing Numbers DRT-01 and DRT-02. Additional quantity may be required to account for unforeseen utility impacts to be located with the test pits.
- Q8. Please clarify the depth we will need to excavate for items 604.0701XX. Without an estimated depth, it is hard to determine the amount of excavation and backfill will be needed with these items.
- A8. For the alteration of the Drainage Structures, per the specification, all work required to satisfactorily complete the alteration, including any necessary cleaning, excavation, backfill, and replacement of any pavement, shoulder, and sidewalk, as per Section 604-05.03 is included. However, for the basis of this RFI, 2'-0" +/- shall be assumed to be the average depth.

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- Q9. Sheet ST-1, General Note #9, provides inventory load rating factors which includes a 1.2 load rating factor for moment, shear, and deflection. Please confirm that this note applies to the Sidepath Bridge and not the Route 9 bridge construction only.
- A9. Only the Sidepath Bridge which is a fully new construction is subject to the 1.2 load rating for shear, moment, and deflection. The Broadway (Route 9) Bridge would never meet the 1.2 load rating as it was designed with a 1.0 load rating requirement at the time of original construction by Fort Miller.
- Q10. Please see GNP-01. There is a two concrete barriers that are shown on this plan. However, there is no call out to suggest it is new. Based on the Google Maps view, it doesn't look to be existing. The problem is that if it is new, the barrier is cut off at the bottom of the page, so we are unsure what the total length would be here. Please clarify.
- A10. Per site photos taken on August 10, 2021, the concrete barrier as shown on Drawing Number GNP-01 is present and shall be removed as noted and the new Sidepath railing terminated per Drawing Numbers ST-37 and ST-40.
- Q11. After discussions with the listed suppliers of the Pedestrian/Bicycle Path Superstructure, they are saying this bridge cannot be engineered to work. They are suggesting it be redesigned. Please address this issue.
- A11. NYSTA worked with more than one of the fabricators on the approved list during early segments of the design phase and extensively with a particular fabricator on this list. Other fabricators were unresponsive to whether they would produce a bridge for this contract.
- Q12. Drawing MPP-PH5-43 illustrates the assembly area of the proposed pedestrian bridge on the existing Route 9 (North Broadway) bridge over I-87. Is the New York Thruway Authority's Bridge Maintenance facility property or the New York State Police barracks property adjacent to I-87 available for the Contractor's use as an alternate assembly area for the pedestrian bridge?
- A12. While the NYSTA design team had initial discussions with NY Division Maintenance and NYS Police, Contractors shall NOT assume they are available for use for an assembly area for the pedestrian bridge. These sites would need to have further coordination completed by the Contractor to determine if they are viable options.

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- Q13. Please provide detail/ scope for item 553.030001 - Temporary Waterway Diversion Structure (4 EA).
- A13. These items are called out for various drainage structures. If the structures have no flow present, they will not be required to be used. Contractor shall bid accordingly.

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- Q14. Regarding Drawing Number MPN-1 and Section 619.01, Both the Proposal Book (Page 5, Phase 6 "Work zone package") and the Contract Drawings both refer to "Standard nightly lane closures with flagging operations on NYS Route 9 and all applicable intersecting roads and driveways". Thruway Authority Standard sheets show only times of lane restrictions by lane on the Thruway and these contract documents address the lane restrictions permitted on I-87 for the placement of the trail bridge. Where can I find the allowable night time lane restrictions for NYS Route 9?
- A14. All work on the NYSTA mainline shall follow NYSTA Lane Charts. Work on US Route 9 is not defined as a Key Corridor. An additional Proposal Project Information page has been added in Amendment #2 that attempts to address this concern.
- Q15. In the proposal book, page 20 (Item 564.80010016), under "Description" we are required to fabricate and install a prefabricated bridge superstructure in the "configuration and geometry" indicated on the contract plans. One of the suppliers listed in the proposal indicates the structure, as shown in the contract documents, is not able to handle the 270' span with the loadings specified. Please clarify "configuration and geometry" so we may explore the options to satisfy the structural requirements of this bridge.
- A15. Refer to the Questions and Answers posted on the web site, specifically Q2/A2 and Q11/A11.
- Q16. The utility drawings show utility poles that are to be moved by others, but no additional information is provided. Please provide utility coordination schedule for the utilities required to be relocated by third parties, if no schedule or coordination is provided please confirm any third party utility relocations will be completed by April 1st 2023.
- A16. Region 8 is working with Central Hudson on utility relocations for both poles and gas lines. Assume this work shall be completed prior to construction start
- Q17. Will item 663.2002 be paid under item 663.2112?
- A17. Items 663.2002 and 663.2112 shall each be paid under their respective items.
- Q18. Please confirm if the bid quantity for 203.03 is correct and if so, please provide additional information on the additional quantity. Can the designer provide sections for the proposed work on RT-9 and the Ramps?
- A18. The quantity for Item 203.03 has been corrected via amendment # 2, refer to the website for specific information. Cross sections will be provided to the successful bidder for field use.

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- Q19. All drawings show both existing and proposed with the same line types which makes interpreting the drawings a challenge. Can the designer please provide one clean existing drawing set as well as one proposed drawing set?
- A19. Existing lines types are differentiated in the drawing set and display as such on the printed page and electronic Adobe file. CADD files will be provided to the successful bidder for their use upon contract award.
- Q20. Please confirm if the 4" concrete curb on the ped-bike bridge is to be paid for under the pedestrian bridge item?
- A20. As shown on Dwg ST-5, all work related to the reinforced concrete deck including the 4" concrete curb is to be paid for under Item 564.80010016 - Prefabricated Pedestrian Bicycle Superstructure.
- Q21. The proposed detail on drawing ST-26 shows a 24" casing around the proposed waterline with no additional information. Please specify the thickness of the 24" steel casing for the water main that is to be installed on the bridge sidewalk as well as finish is required for the steel casing - galvanized, stainless, plain, etc.
- A21. The casing shall be '20 Standard' with an outside diameter of 24". Its sole purpose is to protect the insulation system and shall be compatible with the Contractor's insulation system for the proposed 12" diameter waterline.
- Q22. The proposed profile and plans do not show the limits of the 24" casing on the proposed waterline. Please confirm the limits of where the 24" casing is to be installed for the water main that runs across the bridge sidewalk.
- A22. The limits of the 24" casing shall be the full length of the exposed insulated water main and the 45 degree vertical ground turn downs. However, the casing and insulation shall not be extended through the thrust block. See Drawing Numbers ST-25, ST-28, ST-31, and ST-34.
- Q23. The documents do not appear to mention the allowed hours for a lane closures on Rt 9 / Broadway. Please advise what hours the contractor is allowed to have local lane closures on RT-9/Broadway.
- A23. All work on the NYSTA mainline shall follow NYSTA Lane Charts. Work on US Route 9 is not defined as a Key Corridor. An additional Proposal Project Information page has been added in Amendment #2 that attempts to address this concern.
- Q24. The detail for the landscape wall does not specify if the reinforcing is included with item 555.0401.
- A24. Refer to questions and answers posted on the website, specifically Q3/A3.

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- Q25. The proposed South Broadway Section on Drawing TYP-02 shows 7 FT of full depth widening on each side of the road. Please advise if this is supposed to be 7 FT varies or is this supposed to be 7 FT consistent through station 7+47 – 16+80 on both sides of Broadway.
- A25. From TYP-02 this is a consistent width as shown.
- Q26. Based on visiting the site it appears RT-9 was just paved recently. Please advise if the existing bridge over I-287 was waterproofed prior to resurfacing?
- A26. NYSDOT paving work is being progressed under D264425. See Region 8 provided specifications for this work. It is understood southern paving limits were extended. This information is being provided as additional Supplemental Information.
- Q27. Based on visiting the site it appears that the area where to proposed abutments are to be placed are mostly rock. Please provide some boring or an approximation of the rock excavation quantity.
- A27. Please refer to supplemental boring logs and foundation design report.
- Q28. Drawing UTP-04, in the vicinity of DS4-3 & DS4-4 it looks like we're removing a section of pipe and extending it. The note indicates we're to install a concrete collar under item 603.77. This item isn't included in the contract.
- A28. Amendment No. 2 will be issuing an item change to include a quantity of 2 Each for Item 603.77.
- Q29. Please clarify Item 203.03 (Embankment in Place) as Earthwork Summary Sheet states the quantity is far less than the Bid Item Quantity.
- A29. The quantity for Item 203.03 shall be clarified in the upcoming Amendment # 2 posting.
- Q30. A note on drawing MPP-PH5-43 states that the "Construction of the pedestrian bridge on existing Route 9 overpass will require this lane closure to remain in place from 9pm Friday through 5 am Monday". Is it the Thruway Authority's intent that the pedestrian bridge assembly and erection operations take place in a single weekend closure of Route 9? The preliminary information we have received from the bridge vendors indicates that there is more bridge pre-assembly work required than there are shifts available within a single weekend closure to assemble and then erect the bridge from Route 9.
- A30. The lane closure time frame from 9 PM Friday through 5 AM Monday is intended to erect the bridge in a single weekend. It is anticipated that pre-assembly work will need to take place prior to the weekend closure (not on Route 9), pre-assembled components are then transported and set during the weekend closure.

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- Q31. Drawing ST-26 indicates an insulated 12" dia water line with 24" casing. Note 13 on drawing ST-27 reads: "All pre-insulated pipe shall be class 56 TR-Flex ductile iron pipe CL with 2" thick polyurethane foam insulation and black seamless HDPE casing ..." It is unclear from the drawings if there is a jacket in addition to the 24" casing. The answer to question #21 indicates that the casing shall be "20 standard" with an O.D. of 24" and "its sole purpose is to protect the insulation system." This answer implies that the casing is in direct contact with the insulation and that there is no separate jacket. a) Please clarify the required materials and thicknesses for the jacket and the casing; b) Please clarify what "20 standard" means.
- A31. Per the request of the water system owner (The Village of Tarrytown), the casing shall be galvanized steel, 24" inch outside diameter. The steel casing shall have a min wall thickness of 5/16". Insulation shall be a min of 2" thick but could fill the casing cavity and/or appropriate spacers would be required at a spacing dictated by the pipe supplier within the casing. If other insulation systems are proposed that have a poly or aluminum jacket (etc.) these systems will still be required to be enclosed in the 24" steel casing.
- Q32. Drawing GNN-02, General Note 4 states "The Contractor shall assume the excavated material will be contaminated non-hazardous material." The Contract does not include a unit price payment item for the disposal of non-hazardous contaminated soil which is typically paid under NYSDOT Standard Item 205.0502nn - Disposal of Contaminated Non-Hazardous Waste Soil. Will this payment item be added to this Contract? In addition, no environmental soil testing reports have been provided to the bidding Contractors. These soil testing results are needed in order to determine the level of soil contamination and the level of contamination will dictate the costs for soil disposal at the approved disposal facilities. Please provide environmental test results of the soils.
- A32. Note 4. on GNN-02 states "All costs associated with the spoil areas and removal of the spoil material shall be included in the various items of the contract". The word CONTAMINATED shall be removed from the following sentence so it reads "The Contractor shall assume the excavated material will be Non-Hazardous Material." No hazardous materials are known to be present.

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- Q33. Drawing GNN-02, General Note 4 states "The Contractor shall assume the excavated material will be contaminated non-hazardous material." The Contract does not include the following unit price payment items which are required for disposal of Contaminated Non-Hazardous Soils:
Item 205.02nn - Segregation and Storage of Contaminated Soil; Item 205.03 - Field Organic Vapor Monitoring; and the various soil laboratory analyses Items 205.0401, 205.0402, 205.0403, 205.0404, 205.0404, 205.0405, and 205.0407. Since no environmental testing has been provided, these testing items will be required in order to classify the soils for disposal at an approved facility. Will these payment items be added to the Contract?
- A33. Refer to the response to Q32. (A32). No hazardous materials are known to be present.