

TAB 25-31 / D214980
1R Mill and Inlay, Safety Improvements and
Miscellaneous Work on I-90 From
MP 416.90 to MP 419.40 E/W
in Erie County

QUESTIONS AND ANSWERS

October 14, 2025

- Q1. Will the NYSTA allow Contractors to utilize DOT Approved Vertical and Overhead in lieu of concrete meeting MP 501-2 (i.e. – use Item 582.0061 instead of Item 582.0051)?
- A1. No, the use of Vertical and Overhead patch (Item 582.0061) will not be considered as substitution for item 582.0051.
- Q2. With the repairs being predominantly overhead, pumping concrete into the repair areas is difficult (if not impossible) and dangerous. Will the NYSTA allow Contractors to drill through the roadway and roof slab to place the concrete from above?
- A2. Yes, the NYSTA will allow Contractors to drill through the roadway and roof slab to place the concrete from above. As long as all work associated with process can be performed using the current NYSTA allowable lane closure charts and any additional WZTC required should be included in bid cost item 619.01.
- Q3. If drilling placement ports from above is not acceptable, will the NYSTA provide any relief to the mix design requirements? Access for pumping concrete into the culvert is limited. Having a mix with more sand and cement will increase workability, but may not meet the specifications in Table 2 of MP 501-2 (i.e. adjustments to the paste factors)?
- A3. At this time, NYSTA will not provide any relief to mix design.
- Q4. No flow rate data or water elevations are provided to the Contractor to accurately price up the waterway diversions specified on CUL-1. Please provide this information.
- A4. The waterway diversion item shall be designed for the 2 year storm, which equates to approximately 36.3 cfs.
- Q5. Will the NYSTA waive the requirement to have a PE stamped sequencing plan for the culvert repairs should the Contractor show a methodical approach in sequencing the repairs? On past projects design firms have not wanted to tackle or stamp plans like these due to unknown and risk.
- A5. The requirement of PE stamped sequencing plans will still be required, However, an amendment will be forthcoming which will provide further clarification.
- Q6. Will the NYSTA allow for the use of shotcrete on the overhead repairs? This would provide a better overall product while reducing safety risks.
- A6. Yes, approved shotcrete item would be considered for substitution if all aspects of the item's specification and manufacturers specs are met. In particular, the specification requirement of a ASA certified nozzleman.

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October 16, 2025

- Q7. Plan sheet 20 references a "Proposed Header Repair" with no location or quantity. The quantity workups provided in the supplemental information shows this repair as 87 ft. long x 2 ft wide. Please provide the location or locations of this repair area as the price will change considerably if it is in traffic areas or non-traffic areas. Also, if the repair is opposing headers or non-opposing headers.
- A7. Per Drawing DTL-2 (Sheet 20), bridge header repairs are required at BIN 5511929 (Wehrle Rd). All known locations are located within the travel lanes. The known 4 locations are located at: EB/ Right Driving lane/ Western joint/opposing headers, EB/ Right Driving lane/ Eastern joint/opposing headers WB/ Left Passing lane/ Western joint/opposing headers, WB/ Right Driving lane/ Western joint/opposing headers.
- Q8. Can the Authority please provide the most recent inspection report for culvert CIN 417.63011XX?
- A8. The inspection Report (2023) for CIN 417.63011XX will be made available as Additional Supplemental Information available to bidders. Please access the NYSTA website for updated information.

October 17, 2025

- Q9. Refer to the Quantity Workup – Item 404.1979 – Under Vertical Clearance Improvement Qty's – Where are these locations?
- A9. As shown on Drawing DTL-1 (sheet 19 of 58), the vertical clearance improvements occur at MP 417.27. As detail shows, due to the existing concrete, the right deceleration lane and shoulder will require full reconstruction. Drawing WZD-2A (sheet 33 of 58) indicates a final binder depth of 3" with an additional 2" sacrificial layer which is to be milled and replaced during top course paving. Please bid quantities as shown.