

TAA 25-8 / D215011
Tolling System Improvements, Construction of Toll Gantries at I-90
Interchanges 25 and 25A at Mileposts 153.8 and 158.5
in Schenectady County

QUESTIONS AND ANSWERS

December 18, 2024

- Q1. Due to the Holiday's would the Authority consider extending the bid date to January 22, 2024 to allow additional time to prepare a competitive comprehensive bid, most of our staff will be taking time off during this time period. Most of our suppliers and subcontractors will also be working with limited staff during this time period.
- A1. The Authority has agreed to extend the bid date to January 22, 2025. Please refer to Amendment #1.

January 3, 2025

- Q2. On Dwg. No. MSD-4 under the Plan View Slab Installation (right side), it says Galvanized Dowel Bar Splicer, See Note 11. On Dwg. MSD-3, Section A-A, it indicates a #6 "epoxy coated" dowel bar splicer. Please confirm if the DB Splicers, Headed Dowel-Ins and all reinforcement in the Precast Concrete Pavements Slabs and Precast Concrete Treadles is to be HDG (A767) or GR60 epoxy coated (A776).
- A2. All bars are to be epoxy coated.
- Q3. Contract Proposal Book, Page 1 of 216 requires all work to be completed by February 1, 2026. On the other hand, Payment Item 637.12 Engineer's Field Office - Type 2 quantity is listed as 18 months on Bid Proposal, Page 227 of 247. Please clarify anticipated Award and Notice to Proceed Date and duration of this project.
- A3. It is expected that project construction is to be complete by February 1, 2026 as indicated in the proposal. The additional time allocated for the field office is for closeout. Bid the Field Office as you see it. We cannot predict the award and NTP dates. Our intention is to expedite project award and NTP upon successful completion of the bid phase of this project.
- Q4. Please clarify if this project requires any revisions/addendums to NYSDOT specifications and provide insurance requirements as necessary.
- A4. Refer to the Doing Business Section of our website within the "Contract Letting Information" section. There you will find the link to our "NYSTA Addendum (TA) to the Standard Specifications". This link is repeated below:
<https://www.thruway.ny.gov/business/addendum/2024-02-22-ta-24.pdf>

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January 7, 2025

- Q5. Re: Item #'s 564.13700125 and 564.13700225; Per Note 2A on Sheet 114, all steel tubing for the gantry Chords and Posts is to be ASTM A500 GR B. The steel mills don't make A500 Grade B in the 30" Ø x .500" Wall. Would the NYSTA accept the usage of API 5X pipe as a substitute? API 5X is only available at 40' max lengths however, which would require an additional section/splice. Shorter sections would also assist with the hot dip galvanizing process.
- A5. Hollow structural steel (HSS) round steel tubing for the gantry shall meet the requirements of the following and be longitudinally welded:

1. ASTM A500, Welded and Seamless Steel Pipe, Grade B (Rounds Only)
2. API 5L American Petroleum Institute Specification 5L, Grade X42

This material is for both HSS 24x0.5 post and chord HSS 30x0.5. It shall also meet the requirements of AWS D1.1 section 4, part D for CVN testing. CVN test temperature requirements shall be in accordance with non-FCM material and table 715-01-1 NYSDOT Standard Specifications. The splice locations shall not be changed from those shown on the contract drawings. If the pipe lengths shown are unavailable, the pipe may be extended by a shop weld which shall be a CJP weld with backer ring, ground smooth and the weld shall be ultrasonic tested. Contractor shall provide a detail of the welded splice for approval prior to fabrication of the pipe.

- Q6. Spec Section D215011 does not provided information for what size fuel tank for the 60KW generator, the original tank provided were 510 Gallons which is still an option. do we want to quote the same size? Specification also doesn't cover the battery type original project was quoted as Gel Cell Battery instead of Lead acid. Please clarify requirements.
- A6. The specification for Item # 680.94990125 shall be reissued via Amendment # 2. The revised specification addresses the issues noted herein.

January 10, 2025 (Revised on January 14, 2025)

- Q7. Could the Authority please clarify who will be responsible for any maintenance and protection of traffic/lane closures required for Kapsch to complete any work included in their scope of work as listed in the Responsibility Matrix on plan sheet MST-1?
- A7. WZTC required for Kapsch to complete their work shall be provided by ~~the Contractor~~ **Kapsch**. A contact from Kapsch familiar with this project is Mr. Tom Kramek. He is available at ~~(845) 943-2943~~ **(571) 205-6605** or via e-mail at Thomas.Kramek@kapsch.net.

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January 14, 2025

- Q8. The detail for section B-B on plan sheet 75 shows drilling and grouting reinforcing bars between the precast slabs and existing pavement. If it is assumed that there is no existing concrete pavement at either proposed location, will the Contractor be required to drill and grout into existing asphalt pavement?
- A8. It is presumed that existing concrete pavement exists in the travel lanes and as per the details on sheet 75, the new precast slabs shall follow the “Existing Pavement to Precast” detail, “Section B-B”, where this condition exists. Where precast slabs abut asphalt pavement, the detail “Precast to Asphalt Shoulder” shall be used.

January 17, 2025

- Q9. Contract Drawings, Sheet No. 15 (GNN-1), Utility Note 7 requires a third party electrical inspection for all electrical work. Please clarify if the contractor will be responsible for the cost of this work and provide payment item as necessary.
- A9. The Contractor is responsible for the third-party electrical inspections. The cost of this shall be included in the price bid for the various items in the contract.
- Q10. Contract Drawings, Sheet No. 21 (WZN-1), WZTC Note 8 indicates that Bid Item 619.100108 will be used on all new concrete surfaces. Please confirm if Bid Item 619.100104 will be used for this scope.
- A10. Note 7 should refer to Item 619.100104, not Item 619.100108.
- Q11. Contract Drawings, Sheet No. 76 thru 79 (GNP 25-1 thru 25A-2), please confirm if diamond grinding of new precast panels will be required since profilograph testing may not provide accurate results considering short slab lengths and provide payment item as necessary.
- A11. Diamond grinding of new precast panels is not required.
- Q12. Contract Drawings, Sheet No. 114 (STL-135-000), General Note 2.C. indicates that all structural steel including the finish shall be included in the unit Price bid for item 564.1370NN25. On the other hand, Note 2.J. on the same page states that all iron and steel products are to be hot dip galvanized unless Otherwise noted and shall be included in the unit price bid for item 564.20010008. Please confirm that anticipated total quantity of structural steel gantries is 196,276 LB (excluding aluminum sheeting and misc. stainless steel members) and galvanizing will be paid under item 564.20010008.
- A12. Note 2 should be revised to state “ALL STRUCTURAL STEEL INCLUDING GANTRY ANCHOR BOLTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 564.1370NN25”. The quantity for Item 564.20010008 shall be revised to 201,200 lbs. in a forthcoming amendment.

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- Q13. Contract Proposal Book, Page 120 of 216 indicates that bar reinforcement (for the items listed below; 555.0011, 586.0201, 606.3042, 606.8903, 606.9003, 606.9004, 609.0201, 680.510501) shall be galvanized and fabricated in accordance with ASTM A767 and meet the requirements of Section 709-11 Galvanized Bar Reinforcement. On the other hand, epoxy coated rebars are shown for these items throughout the Contract Drawings. Please clarify required bar coating.
- A13. 555.0011 – Building/Slab Foundation Reinforcement, pp 171, 173 – Epoxy
586.0201 – Precast Slab Dowels, pp 75 – Epoxy
606 (Concrete Barrier), 609 (Concrete Barrier Transitions), 680 (Pullbox) – Galvanized per proposal note.
- Q14. Note H on Drawing STL-135-000 (Sheet 114) states that the anchor bolt cost is to be included under the corresponding 564 item numbers. The Bid proposal quantity for the structure anchor bolts (page 227, sheet 12) show what I believe to be the full amount of anchor bolt weights for both the standard spans on the job plus the gantries. Would the Thruway Authority please specify under which item number the anchor bolts are to be included?
- A14. Per the response to Question 12 (Q12.) above (A12.), the gantry anchor bolts are to be included in Item 564.1370NN25. The quantity for Item 644.11 shall be revised to 2,045 lbs. in a forthcoming amendment.
- Q15. Regarding Special Specifications: 502.15221325 & 690.62020025; On Dwg. MSD-3, it shows (3) precast slabs after and 10 precast slabs before the Precast Treadle units. That is consistent with Dwg. No. GNP 25A-2. However, it is not on Dwg. No. GNP 25-1 and GNP 25-2. Please confirm how many 13" thick precast slabs are required before and after the (5) Precast Treadle units on Exit 25 in the to I-890 WB and from Rt. 146/I-890 EB ramps on Dwgs GNP 25-1 and GNP 25-2.
- A15. After reviewing the record plan pages from NYSTA D800002 (TA 19-1, aka Cashless Tolling Project) “D800002_0_015_1_Project Wide details Record Plans 20220404.pdf”, and as per our conversation, your recollection of the treadle slab details used on the Cashless Tolling Project are incorrect. The dimensions referenced in the question above are consistent with the ORT treadle slabs used, while the details in these TAA 25-8 plans are consistent with the Mainline treadle details that were used in the Cashless Tolling Project. In other words, the details are for ML precast treadles and not ORT precast treadles.

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- Q16. On Dwg. MSD-3, it shows a typical layout for the 13” thick precast concrete pavement slabs and precast treadles. Please confirm there are no induction loops required in the 13” thick precast slabs before and/or after the precast treadle units like there was in the previous Cashless Tolling Project.
- A16. Per our conversation, there are no induction loops required in the PCC slabs. These gantry designs are consistent with our AETC mainline gantry configurations and not the ORT design.