

TAB 25-13 / D215028

Pavement Rehabilitation, Safety Improvements and Miscellaneous Work on I-90 from MP 419.4 to MP 425.9 in Erie County

QUESTIONS AND ANSWERS

November 6, 2025

- Q1. The "Proposed Full Depth Repair Table" on plan sheet 134 has two "Auxiliary" lane repairs in the EB direction at 429+27 to 430+18 and 441+79 to 444+11. There is no auxiliary lane at these stations on the general plan. Please clarify if this should be a driving/passing lane repair or if the stationing is incorrect. The lengths of these repairs are of substantial length and it's important to know the location.
- A1. The two locations were mislabeled. The repair shown as 429+27 to 430+18 should be Interchange 50, MC 21+50 to MC 22+41 (Passing). The repair shown at 441+79 to 444+11 should be Interchange 50, MC 41+05 to MC 43+37 (Passing). Quantities will remain the same.
- Q2. Plan sheet 192 shows Item 606.3041 with no end treatment at the blunt ends of the barrier run. Please confirm there are no transitions or sloped barrier (such as standard sheet 606-15) required in this area. The barrier will be a blunt full section. This question also will apply to other ramps where no end treatment is called out.
- A2. There is a quantity of 4 ramped terminals required at the Walden Avenue Interchange. The ramped terminals should be installed per NYS DOT Standard Sheet 606-15. Costs for the ramped terminal are to be included per the linear feet of Item 606.3041 as called out on the General Plans (Drawing Numbers GNP-36 through GNP-39, Sheets 192 through 196 of 371) and as listed per station references and linear feet on the Guide Railing Table (Drawing Number MST-12, Sheet 142 of 371).
- Q3. Auxiliary lanes do not fall under the NYSTA Lane Closure Charts and there is a significant amount of work in these areas which cannot be completed in a single shift. We anticipate setting long-term auxiliary lane closures in order to complete the scope of work in these areas. Please confirm this will be acceptable.
- A3. It was anticipated that the "repairs" and paving within auxiliary lanes were to be completed during nightly lane closures. If any repair area cannot be fully completed in one night, the Contractor should plan the staging of the repairs over numerous nightly closures. During Construction, the Contractor may propose a "long term" closure plan subject to review and approval by the Engineer in Charge and NYSTA Traffic Operations.