

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.

November 14, 2025

- Q4. I would expect to see a MTV requirement for asphalt paving on this project and I do not see it in the proposal. Is this correct.
- A4. There will be a Material Transfer Vehicle (MTV) requirement for this project and this Special Note will be added via an Amendment.

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- Q5. Ramp closures will be required beyond just milling and paving work to perform other construction activities such as the Ramp Median Barrier, Guide Rail replacement, etc. due to limited width. Please confirm ramp closures will be allowed to complete other work activities in these locations and provide the times that each interchange ramp can be closed.
- A5. Partial and Full Ramp closures will be allowed during nighttime operations. NYSTA will require a minimum of a 1-week advanced notice and all anticipated closures must be approved by NYSTA Traffic Operations and with coordination with other agencies.
- Q6. Plan sheet 331, section view A-A shows a section calling out asymmetrical median barrier while referring back to sheet 144 for median barrier design. Plan sheet 144, detail "modified concrete barrier" shows a varying height symmetrical median barrier from station 168+00-206+85. Please clarify if Item 606.30330008 should be a varying height symmetrical single slope median barrier or an asymmetrical single slope median barrier.
- A6. Item 606.30330008 is the item to be used for "Asymmetrical Single Slope Concrete Median Barrier". This item is to be used when the vertical elevation difference between opposite sides of the barrier exceeds 10". If the vertical difference in elevation is 10" or less, then Item 606.3041 is to be used and installed per NYSDOT Standard Sheet 606-14.
- Q7. Item 654.05 - Concrete Foundations for Impact Attenuators is missing from the contract items. This item is necessary for the installation of permanent impact attenuators in the contract Item 654.5020.
- A7. Item 654.5020 will be removed from the contract and replaced with Item 654.5030 via an Amendment. New Item 654.5030 will not require a concrete foundation.
- Q8. Item 555.0105 - Class A concrete is shown on sheet 145 of the plans, this item is not in the contract.
- A8. Reference to Class A concrete will be removed from the plan set (Drawing Number MSD-3). In its place, Item 555.0021 - Concrete for Structures, Performance and Item 555.9902 - Performance Concrete Quality Adjustment - Concrete for Structures, will be added to the contract via an Amendment.
- Q9. There is a significant amount of work to complete on this project and with the restrictions placed on the contractor, (no daytime lane closures, restricted times for equipment entering and exiting the median) we do not have enough time to complete the work on this project in the time-frame provided. Additionally, procurement of precast concrete items will delay any potential of a Spring 2026 start of the project. We request an extension to August of 2028.
- A9. The Contract Completion date will be changed from August 30, 2027 to November 19, 2027 via an Amendment.

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- Q10. There are dozens of call-outs in the drainage tables stating "connect to the existing XX pipe" with no mention of an applicable pay item. Please clarify how the contractor is to be paid to make these connections.
- A10. In the 18 locations where this situation occurs, an existing drainage structure is being removed from an existing pipe/culvert and replaced with a new drainage structure in the same location. The Contractor is to position the new drainage structure around the existing pipe ends. The space between the drainage structure opening and the existing pipe is to be filled (mortar/paver's) to connect to and seal the drainage structure/system with the existing system. The cost for this work is to be included in the price bid for the drainage structure.
- Q11. Sheet 189 of the plans calls out "provide soil backup behind section of pier protection". Please provide the contract item that will be used to pay for this work.
- A11. This detail on sheet 144 will be improved via an Amendment to define the soil back-up as Item 203.03 - Embankment in Place. In addition, dimensions for the soil back up material have been added to revised Drawing Number MSD-2, Sheet 144-A1.
- Q12. Plan sheet 358 calls out a 24" RCP crossing the WB lanes at STA 372+00. This crossing does not fall within the Vertical Clearance reconstruction limits. Please provide a detail with applicable pay items for trench restoration.
- A12. A note will be added to sheet 358 via an Amendment (Drawing Number DNP-24, Sheet 358-A1) to indicate the pavement section to be used. The pipe will be installed as per applicable Standard Sheets.
- Q13. Plan sheets 15, 17, 18 & 19 show typical ramp sections and call out the top course Item 404.1252. The quantity workups for some of the ramps use Item 404.1272. Please clarify the correct item number to be used on these plan sheets.
- A13. The Typical Section sheets (Drawing Numbers TYP-11, TYP-13, TYP-14 and TYP-15) will be modified via an Amendment and they were corrected to indicate the proper asphalt items and series.
- Q14. Is a Builder's Risk policy required for this project? Please advise.
- A14. Page 14 of the TAB 25-13 Contract Proposal refers Contractors to the officially adopted Thruway Authority Addendum (TA) to the NYS DOT Standard Specifications. Per NYSTA Addendum Section 107-06.B.4, the "Builders Risk Insurance" is required for all construction projects.
- Q15. Item 404.0002 - Pavement Density Quality Adjustment, 20,800 QU is grossly overstated for this project. There is an error in the quantity workups that will result in approximately \$1,800,000 of this fixed price item that will not happen. Please revise this quantity to more accurately reflect the actual quality units.
- A15. The proposed estimate for this item has been updated via an Amendment. The Quality Unit quantity provided in the submitted estimate was incorrectly calculated.

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- Q16. We anticipate the median reconstruction work to take longer than one construction season. As part of the median reconstruction work, traffic will be shifted, MIARD's will be removed and temporary concrete barrier will be placed along the median shoulder, at a 1 ft offset from traffic. Per sheet 27 median work note 6, the median reconstruction phase is to be built through the binder course, which is 2" lower than the adjacent lane. Please clarify the Authority's expectations for winter shutdown.
- A16. The expectation for winter shutdown is that the Contractor will have completed the median work along with milling and resurfacing of the mainline in any phase the Contractor was working. There is to be no drop off. If this cannot be achieved based on Contractor means and methods, the Contractor is to provide a proposal to the NYSTA showing a 1 on 8 taper of asphalt top course from the existing mainline surface to the median binder course. This installation is to be installed as per item specifications at no additional cost to the NYSTA.
- Q17. Sheet 134 provides "Table of Proposed Concrete Median Barrier Elevation Difference (x)". Some of the data in the table looks questionable. For example, Sta 198+00 is on the William Street Bridge Deck, the x dimension is -10". Field verification suggests this dimension should be 0. The existing barrier remains at this location but a wrong x dimension at this location raises questions as to the accuracy of the rest of the data. Please confirm the data provided in this table is accurate.
- A17. There is no median work on the William Street bridge and the information provided in the area from 196+80 to 199+60 will be removed. Drawing Number MST-4, Sheet 134 will be updated via an Amendment. The "X" values provided in the Table have been verified as correct (based on survey cross sections).
- Q18. Plan sheet 145, "Overpass Median Barrier Transition Detail" shows a 10 ft barrier transition from 42" to 32" barrier (Item 606.3041) and 32" single slope barrier (Item 606.3042). Please provide a section view for this work and barrier details for the 42" to 32" transition and 32" single slope barrier as these are non-standard barrier. Additionally, Item 606.3042 is not listed in the contract items for the project.
- A18. Item 606.3042 will be removed from the plan set via an Amendment - the concrete barrier is to be "Optional". The 42" to 32" transition is linear over the specified length. The reinforcing sizes and spacing will not change from the standard sheets with the length of the vertical reinforcement bars varying over the transition length. The concrete cross section remains as per NYS DOT Standard Sheet 606-14. Based on this information, a detail is not necessary.
- Q19. Proposal Page 81 under PG Binder and Mix Design Level includes a requirement for PG 64E-22 (Extreme). This material is generally used down state and not in WNY. If required it will add significant cost to the project. Is this the intent or should it be a more standard binder material?
- A19. PG Binder was erroneously called out as PG 64E-22. Amendment #1 will correct this special note to be PG 64V-22.

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on I-90 from MP 419.4 to MP 425.9 in Erie County**

QUESTIONS AND ANSWERS

November 18, 2025

- Q20. The Proposal Book and Plans appear to show the incorrect item numbers for the overhead span sign structure types. For example, 644.433060 is listed for a S25-60-9 structure. Typically, I believe that item number should be 644.432560.
- A20. Please bid the items as currently shown in the bid proposal documents.