

**Final RFP
Questions & Answers
304 – 311**

304. For the Woodbury Terminus location, the RFP Part 7 Section 5 concept plan shows diagonal pavement markings on the Thruway northbound beginning at the exit ramp gore. The markings cross the concrete barrier that exists along the northbound right shoulder. Please clarify: is the intent here to remove the concrete barrier and provide a wide, hatched pavement area?

Answer: This will be corrected in the next amendment. Appropriate cross-hatching shall be removed however; sections of concrete barrier shall have to be installed from the mainline concrete barrier to the ramp concrete barrier to prevent intrusion into the gore area.

305. For Exit 29A, the RFP at Part 3 Section 22 says, “the Design Builder shall construct an ORT zone on either side of the toll plaza”. However, the Part 7 Section 2 concept plan shows a “potential tolling area” only on the south side of the toll plaza. Please clarify which requirement is correct.

Answer: This will be corrected in the next amendment. The Part 3, Section 22 is correct.

306. In the RFP, Interchange 23 indicates existing Tub and driveway to be removed. There are two driveways to the Tub; should we remove both? If the western driveway is to be removed, should parking spaces/area remain since there is access to this area off of NYS Route 9W?

Answer: Yes, both shall be removed. In the next amendment it will show that the limit of removal for both driveways will be 15' from the edge of shoulder.

307. The majority of DMS installed in NY use 4 LEDs per pixel. The 4 LEDs per pixel version is compliant with all visibility and legibility requirements. Will NYSTA revise the requirement in Item 645.4530--25 2.03 from 5 LEDs per pixel to 4 LEDs per pixel?

Answer: Yes, the Special Specification will be modified in the next amendment.

308. The majority of DMS use a 15 degree LED. Will NYSTA accept a 15 degree LED?

Answer: No, the Authority wants the 30 degrees.

309. Day use and night use affect the battery life of the DMS differently, with day use generally consuming more power than night use. Since calculating the number of batteries for the required number of hours of service varies depending on day and night use, to make bids consistent will NYSTA revise the requirement to specify number of batteries to be provided (preferably 12 based on our experience)?

Answer: The Authority's experience has shown that the minimum number of eight (8) batteries as required should remain.

310. In the sensitive security information package, The Fiber requirements for ORTs notes that Plazas 30, 32, 40 and 43 have exterior cabinets, where the FDP should be installed. Can the Thruway confirm that there is rack space available in these cabinets to install the required communications equipment?

Answer: Yes, there is space for the FDPs at the locations in question.

311. TAB 14-43 added an EZ-Pass lane on the North side of the toll plaza at the Williamsville Terminus. This lane is not depicted in any of the survey files provided in the project reference documents. How does NYSTA suggest that we provide design plans for the proposal without accurate basemapping for this location?

Answer: Record plan for TAB 14-43 will be posted via next Amendment #9. No additional survey can be provided.