

TAA 23-25B / D214941

Thruway Bridge Rehabilitation over the Wallkill River, MP 81.72 in Ulster County

QUESTIONS AND ANSWERS

- Q1. Can you please expand upon the contractor's responsibilities in regard to the fiber optic relocation. Is the contractor just required to coordinate this work (i.e. scheduling) or are they required to assist in the temporary/permanent relocation in anyway (i.e. traffic control, access to the work, etc.)?
- A1. The Contractor will be responsible for the required coordination and notification as identified on proposal page 12, and as specified in the Third-Party Fiber Optic Relocation Special Note. This special note mentions the pay item (660.61002025) that intends to have the Contractor pay Adesta, an Allied Universal Company (Adesta), for their proposed fiber related work. The Contractor will also be responsible for associated work as referred to in another pay item and as identified under "Note A: Conduit Relocation, Item 662.18130425", as shown and itemized on Drawing Number ST-59 (page 100 of 105). This work is to be paid for under Item 662.18130425, Furnish and Install Fiber Reinforced Epoxy (F.R.E.) Conduit. Upon completion of the Contractor's proposed work, they will then be responsible for coordinating and providing access to the work site for Adesta to perform both the temporary fiber relocation related work and then the final installation related work.
- Q2. Per the provided plans (on 86, 87 and 92 of 105) and bar lists, the NB & SB decks are the same, but the barriers for the SB are missing bar marks in the provided bar list. I would assume they should be the same as the NB barriers. Also, there are bars listed as 5BAG04 - 123-9, 5EAG04 - 125-0, 6DG1 - 126-4, 6DG2 - 129-1, 4DGS - 60-0, 5DG1 - 60-0, 5SG3 - 62-6, 7BG10 - 60-0, 7BG11 - 54-8. max stock length from mill to use is 60-0, but due to being galv. bars max. is usually held at 40-0 due to galv. tank lengths.
- A2. Per the NYSDOT Bridge Manual, galvanized reinforcement is permitted for maximum lengths up to 60'. Bar list corrections will be made in a forthcoming amendment.
- Q3. Drawing ST-58 calls out both 555.09 and 555.0105 for the counterweight pours and has notes stating formwork incidental to either item. Please confirm all counterweight concrete and formwork will be paid under item 555.0105.
- A3. Confirmed, the counterweight is Item 555.0105, Class A concrete, and not HP concrete. Drawing ST-58 will be revised under the next amendment.
- Q4. Drawing number ST-47 has a note that requires the concrete counterweights to be poured prior to erection of girders between the field splices. Erection of the girders between the field splices would require that the girders in either span 1 or span 3 be able to move and be adjusted up or down station to allow the field splice to fit up and be connected. Field splices are required to be pinned with pins that are the same diameter as the holes drilled in the steel, this leaves zero tolerance for connecting steel if spans 1 and 3 are locked in with counterweight pours. This set of conditions will disallow the drop-in girders (span 2) from fitting up especially with any thermal movement during erection. Please advise on how/what design provisions will be made to accommodate fit -up/thermal tolerances (i.e. field drilling, oversized splice plates, etc.)
- A4. The concrete counterweights will not restrict the longitudinal movement of the girders. An additional row has been added to the Camber Tables on ST-41 & ST-42 which provides deflection of the girders due to the steel dead load and the concrete counterweight dead load combined. This information can be used to adjust the girder in the field from proper fit-up of the drop-in section of the girders in span 2.

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- Q5. Please confirm front face of all wall wing walls are to be removed to top of beam seat elevation, even with back-wall removal. Also confirm the new top elevation of the wing wall shall match the existing top elevation.
- A5. Only the tops of wingwalls are to be removed, down to the elevation shown on ST-16.
- Q6. Please provide Type D water stop detail at backwall reconstruction joint as this is not standard since we are not pouring the lower section of the abutment.
- A6. Water stop detail has been provided on drawing ST-26.
- Q7. Note 5 on drawing ST-48 states "Exposed top surface of sleeper slab shall be grooved" Please advise how grooving should be accomplished on this 2 FT section as there is a JT between the approach and the sleeper slab stem, normal procedures are to stay so far of the JT and the edges of concrete which would essentially only groove 1 ft or less of the sleeper stem?
- A7. Requirement for grooving on the exposed surface of the sleeper slab has been removed. Drawing ST-48 will be revised in Amendment 2.
- Q8. Note 4 on drawing St-34 states "shall be no welding to metalized girders for the attachment of forming devices". This is usually only typical in the tension zones - please advise.
- A8. Note 4 on ST-34 has been revised to allow removal of metalizing to perform welding. A revised drawing will be issued under Amendment 2.
- Q9. Please advise where the contractor is to bring the existing barrier on the NB span and also confirm thruway will offload barrier?
- A9. The temporary barrier can be removed and become property of the contractor. It does not meet current specifications and can be disposed of.
- Q10. Please advise if a Builder's Risk policy is required for this project? If required, please provide limit?
- A10. A Builder's Risk policy is required for this project.
- Q11. Please confirm both temporary and permanent hangers for the fiber conduit are to be paid under Item 662.18130425. If not, please advise what bid item these hangers are to be paid under.
- A11. As specified in Note A on ST-59, any required temporary and permanent hangars are paid for under Item 662.18130425.
- Q12. Structural steel fabricators are saying that the earliest they would be able to have steel ready for this project would be late 2024/early 2025 which means the first span cannot be built until 2025. The completion date for the project is June 2026. Is the contractor allowed to leave traffic in the crossover condition for the winter season (Nov-April)? If not, the final completion needs to be moved to June 2027 so the contractor can complete 1 span in 2025 and 2nd span in 2026. Please advise?
- A12. The contract completion date was extended to November 20, 2026, under Amendment 1.

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- Q13. Please advise if there is any wait/cure time required between pouring the counterweight and installing SIP pans?
- A13. NYSDOT Standard Specification Table 555-4 will be used to determine when various work can occur after the concrete counterweights have been poured. The counterweight will be considered similar to an abutment, 2 days for form placement (SIP pans) and 14 days for superstructure loads (erection of girder segments between splices in Span 2).
- Q14. Please advise if the counterweight steel (item 564.510004) needs to be galvanized?
- A14. The steel plates in the counterweight concrete do not need to be galvanized.
- Q15. Please advise on the quantity for bid item 586.0301 as the quantity workups show the back row of dowels for the backwall was included in this item as well as item 586.0201?
- A15. The quantity workups and drawings will be corrected in Amendment 2.
- Q16. Please advise where bid item 606.8904 is located as we can't seem to find it called out on the plans.
- A16. The RFI will be addressed in the drawings attached in Amendment 2.
- Q17. Currently, the earliest structural steel will be available is 1st quarter of 2025. Considering the winter shutdown periods, it would seem the schedule on this project would be to replace one bridge in 2025, replace the second bridge in 2026 and then have a final completion in June of 2027. Would the Authority be open to moving the completion date from the present June 5, 2026, date?
- A17. The contract completion date was extended to November 20, 2026, under Amendment 1.
- Q18. The bar list in the plans do not match the updated KC Engineering takeoff. In addition, there seems to be errors with the Approach slab and sleeper slab quantities. Can updated bar list please be provided?
- A18. The drawings will be updated in Amendment 2.
- Q19. Can the proposed overhead utility and pole relocation along Route 213 please be provided?
- A19. The overhead lines on Route 213 will be moved underground. Currently, we do not have final plans of the relocation. The intent is to move the lines to the south side of the road near Perrine's Bridge and run along the south side of the roadway, under the bridge and under the Route 213 until it reaches the clearing on the southwest side of Route 213.
- Q20. Please confirm that curb and 2" bituminous material shown on Contract Drawing Sheet No. 43, Partial Typical Approach Section, will be measured and paid under Item 609.0301 – Stone Curb – Bridge (Type A).
- A20. This work will be paid under the item identified (609.0301), as shown on drawings ST-52 and ST-53.

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- Q21. Please provide Section Markers on Contract Drawing Sheet No. 50 and 51 for the sections shown on Contract Drawing Sheet No. 52.
- A21. Drawings ST-9 and ST-10 have been revised to include appropriate section marks. In addition, drawing ST-11 revised to show section mark references to appropriate drawings and annotation regarding existing drainage pipe revised.
- Q22. Please confirm if Prefabricated Composite Structural Drain (PCSD) will be extended to the bottom of structure excavation limit shown on Contract Drawing Sheet No. 52.
- A22. The PCSD will be placed as shown at the bottom of the excavation on the revised drawing included in Amendment 2.
- Q23. Please clarify if concrete backfill will be required for soldier piles shown on Contract Drawing Sheet No. 53 and provide limits as necessary.
- A23. Placement of concrete backfill in holes is covered under specification 552-3.05 C 1 and paid for under the corresponding item for backfilling in the Basis of Payment for Section 552. Drawing ST-13 Section Y-Y provides direction on limits of concrete backfill.
- Q24. Contract Drawing Sheet No. 56, Class A Concrete Replacement under G7, please confirm that contractor will not be required to install temporary support prior to removal of existing concrete. Otherwise, please provide pay item for structural lifting operations.
- A24. Temporary support and structural lifting are not necessary.
- Q25. Please clarify the pay item for excavation and backfill to access repair area below existing ground level for Class D Concrete Replacement at South Abutment West footing shown on Contract Drawing Sheet No. 56.
- A25. All work will be limited to above existing grades, no excavation is required. Drawing ST- 15 will be revised accordingly under Amendment 2.
- Q26. Please clarify the pay item for 13' high (0.5 CY) repair section at South Abutment West Cheek wall shown on Contract Drawing Sheet No. 56 and update hatching to match drawing legend as necessary.
- A26. The identified repair area was indicated twice, and one area has been removed and the plans will be updated in Amendment 2.
- Q27. Please provide repair details for Concrete Replacement with Class A Concrete similar to details shown on Contract Drawing Sheet No. 68 and clarify concrete thickness pay limits for Item 582.05 and 582.06.
- A27. The details and notes provided on ST-27 have been updated to include both Class A & Class D concrete replacement. Reconstruction Notes on ST-08 have also been revised accordingly. The new drawings will be issued under Amendment 2.

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- Q28. Please provide location plan for the stone gutter shown on Contract Drawing Sheet No. 96.
- A28. Location of stone gutters are provided on drawing ST-01. They are located at the End of the bridge only.
- Q29. Contract Drawing Sheet No. 97, Details of Spill Area for Scupper Note indicates that cost to be included in the price bid for the scupper item. Please clarify if measurement and payment will be made under 576.21 or 576.01 for this scope and downspouts will be galvanized or PVC.
- A29. Cost of downspout and bracing to be paid for under 576.21. Downspout will be PVC as designated by the item number.
- Q30. Please clarify embedment depth for temporary tie-down concrete anchors shown on Section A-A of Contract Drawing Sheet No. 98.
- A30. The depth of concrete anchor embedment will be determined based on the method used to secure the anchors, based on manufacturers specifications. The required tension and shear for the anchors has been added to drawing ST-57 and will be issued under Amendment 2.
- Q31. Contract Drawing Sheet No. 98, Tie-down Plan requires 6"x6" angles to be installed at existing abutment face while Section A-A calls for 6"x4"x1/2" angles. Please clarify member size for this scope.
- A31. The required angle size is a 6x4x1/2 angle. Drawing ST-57 will be revised under Amendment 2.
- Q32. Contract Drawing Sheet No. 98, Tie-down Plan and Section A-A and Contract Drawing Sheet No. 100, Typical Bridge Hanger Detail and Section A-A require new steel members to be installed at existing girder web. Please confirm if existing girder coating is lead-based paint and if contractor will be required to perform surface preparation prior to installation of new steel members and provide related pay items as necessary.
- A32. The existing paint is assumed to lead based paint. For the installation of the temporary utility hangers, the paint does not have to be removed on the existing girders prior to drilling. The lead health and safety control items will be added to the contract in Amendment 2.
- Q33. Contract Drawing Sheet No. 99, Steel Plate Hanger Assembly Partial Plan indicates that Item 555.09 will be used for concrete counterweight while Concrete Counterweight Layout Plan and Section A-A calls out 555.0105 for the same scope. Please clarify pay item for concrete and formwork scope.
- A33. Counterweight concrete is item 555.0105, Class A Concrete, drawing ST-58 has been revised to address discrepancy. The sheet revision will be in Amendment 2.
- Q34. Please confirm that reinforcement for counterweight blocks shown on Section A-A of Contract Drawing Sheet No. 99 will be measured and paid under Item 556.0203.
- A34. Confirmed, reinforcement in counterweight is galvanized. No drawing revisions necessary.

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- Q35. Please confirm if stay in place formwork will be acceptable for the scope shown on Section A-A of Contract Drawing Sheet No. 99.
- A35. Formwork must be capable of supporting the load of the concrete for the counterweight during placement. Type of formwork is the responsibility of the contractor means and methods. The forms must be removable.
- Q36. Contract quantity for Item 637.12000025 - Engineer's Field Office - Type 2 listed as 18 Months. On the other hand, Project Completion Date is indicated as June 5, 2026, on first page of Proposal Book. Please clarify duration of this project.
- A36. The quantity workup for the field office item will be corrected to match the extension of the contract to November 20, 2026.
- Q37. Please clarify surface preparation and coating requirements for tie-down members that are shown on Contract Drawing Sheet No. 98 (Item 564.510003) and counterweight plates that are shown on Contract Drawing Sheet No. 99 (Item 564.510004).
- A37. There is no required surface preparation for the attachment of the steel tie downs to the existing steel girders. Be advised that the existing paint does contain lead. The steel tie downs do not need to be painted or galvanized as they are only temporary. The plates in the counterweights are not to be coated or galvanized.

January 30, 2024

- Q38. Follow up question to Q&A #4 - After the first girder line is erected, will the counterweights restrict longitudinal movement of the remaining girder lines yet to be erected? If so, all girder lines after the first erected will have zero fit-up adjustment.
- A38. The concrete counterweights will not restrict the longitudinal movement of the girders. An additional row has been added to the Camber Tables on ST-41 & ST-42 which provides deflection of the girders due to the steel dead load and the concrete counterweight dead load combined. This information can be used to adjust the girder in the field from proper fit-up of the drop-in section of the girders in span 2.
- Q39. Please advise when the OH utility relocations on RT-213 will be completed and confirm there is no coordination required from the contractor for this relocation?
- A39. The utility work is to be completed by the individual utility companies and will be completed prior to the 2025 construction season. Coordination from the contractor is only required with Adesta as per the plans. All other utilities will not require any coordination.

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QUESTIONS AND ANSWERS

February 1, 2024

- Q40. Please confirm if elastomeric concrete material will be used for joint headers shown on Addendum No. 2, Contract Drawing Sheet No. 90A2, Armorless Bridge Joint Section and Contract Drawing Sheet No. 91A2, Section A-A at Approach and Sleeper Slab.
- A40. Per the note on drawing ST-50, the elastomeric concrete header will be required for the modular joint placement and will replace the equivalent volume of approach slab concrete. As such, please include the price of the elastomeric concrete in the cost of the approach slab item. The volume of elastomeric concrete will be dependent on the joint system installed.
- Q41. There seems to be an error in the quantity workup for the joint adhesive item (stationing error). Can you please verify the quantity as well as the need for it on each layer?
- A41. It is apparent that there is an error in the quantity work up for this item. As the item is a minor item and the Letting is less than a week away, please bid the item as you understand it.