

# TAS 24-5B / D214950

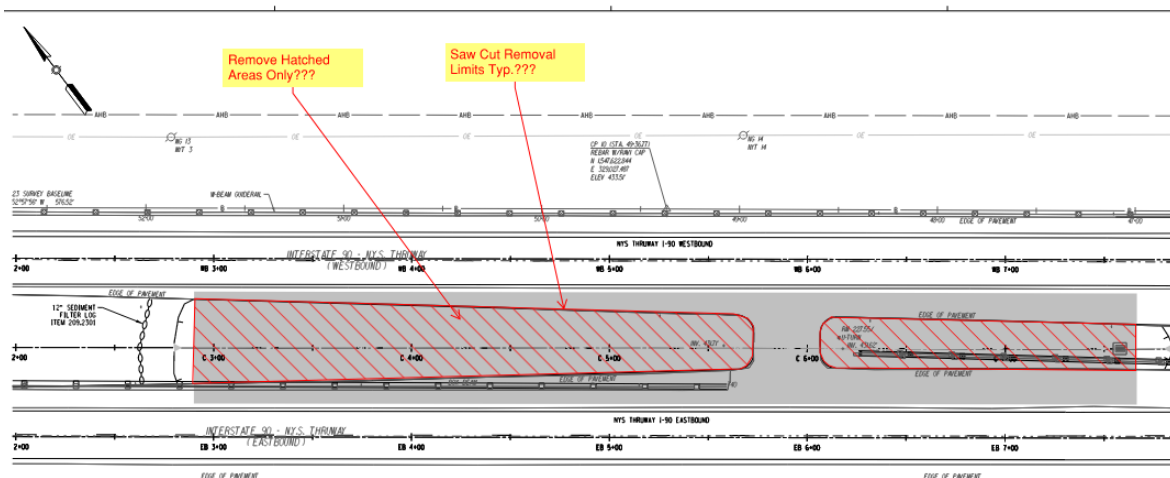
## Rehabilitation of the I-90 EB & I-90 WB Bridges over Sterling Creek at Milepost 227.40 and 227.41 in Herkimer County

### QUESTIONS AND ANSWERS

- Q1. Referencing the construction sequence (pre-phase 1) on drawing TCN-2, it states to remove milled in audible roadway delineators. The plans do not seem to identify the limits and/or how this work is to be compensated. Please identify the removal limits and the items to be utilized to perform and compensate for this work.
- A1. Regarding MIARD removal: Note 1. on all the Phase 1 plan sheets states: “Contractor shall remove existing rumble strips (Item 649.2599—25), where applicable.” Detailed limits can be found in the Final TAS 24-5B PS&E Estimate Quantity Calculations included in the Supplemental Information of the NYSTA Contract Document website.
- Q2. Phase 5 on TCN-2 states to remove the temporary paved median & trench drain. Upon reviewing the general plans (sheets 43-45), and the “Proposed Highway Mill & Overlay Typical Sections” on TYP-2, it appears that the outer parts of the paved detour and subbase installed during phase 1 will remain with the surface just being milled and overlaid. As depicted below and in the typical sections, it appears only the center portions on the detour will be removed and will receive 4” of topsoil and turf establishment. Please confirm these intentions.

If these are the intentions, also consider:

- There is no saw cutting identified to create or separate these isolated areas from the adjacent remaining asphalt. Please provide a saw cutting reference or identify how these areas are to be separated.
- There is a slotted drain running through the new u-turn area that is shown to be recreated. Is it to remain, be removed, is there a restoration detail?
- The slotted drain to be removed is 24” tall. The temporary asphalt courses are 9” and the subbase is 12” thick. Yet, the typical sections (TYP-2) show just putting back 4” of topsoil. It appears that there is going to be a void of cross-sectional area that may need to be filled in before the topsoil is placed. Please review this condition and advise on how this is to be addressed at the end of the project.
- How should the areas that are to be removed be graded for proper drainage? Are there any CL profiles? Will the D/I’s need to be altered again for post construction conditions?



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#### **QUESTIONS AND ANSWERS**

- A2. It is correct that the intention is that only the center portions on the detour will be removed and will receive 4" of topsoil and turf establishment. Once bridge construction is complete, the intent is to restore the median to preconstruction configuration. Preconstruction edges of pavement will be re-established except in sections where 19'-2" is held. The Cutting Pavement Item 627.50140008 will be utilized to facilitate the separation of the asphalt to be removed from that remaining. To fill in any voids created by the excavation of the slot drain, existing subbase material that is to be removed to establish the swale slopes can be used for fine grading prior to topsoil. Once the top of grates of the drainage inlets are re-established, their elevations can be used to establish the swale profile so that it is graded to drain. Excavation to be paid for under Item 203.02 – Unclassified Excavation and Disposal. The u-turn area is to be included in the 2" mill and overlay work. The 60' cross culvert pipe will be re-established utilizing the existing inverts.
- Q3. Please verify if the bars are to be galvanized per notes on page 46 or epoxy as they are listed on the provided bar lists page 86 – 87.
- A3. All rebar on this contract shall be galvanized.