

TAS 26-11 / D215079

Concrete Pavement Restoration (CPR) with Full Depth Asphalt Replacement on I-90 Between MP 289.3 and MP 304.5 in Onondaga and Cayuga Counties

QUESTIONS AND ANSWERS

March 3, 2026

- Q1. We are currently preparing our proposal for the above-referenced project and appreciate the opportunity to participate. Due to the overall size and technical scope of the project—intricacies of phasing, coordination with subcontractors, and the need to obtain detailed supplier pricing—we respectfully request an extension of the current bid submission deadline. An extension of approximately 14 calendar days would allow us to complete a thorough and fully responsive proposal that accurately reflects the project requirements.
- A1. The letting date for this project will be changed from March 18, 2026, to April 1st, 2026, in a forthcoming Amendment.
- Q2. Can the completion date be changed to include another season (June 2029 completion)? There is a massive amount of work shown for each season as it stands. Season 1 schedule does not account for the bid date on the cusp to the construction season, procurements of material such as concrete barriers, and the amount of preparatory work (crossovers, drainage, etc.) that must be built before even starting any phases. With these considerations, it appears this is at least a 3 construction season project.
- A2. The completion date for this project shall be changed from June 30, 2028, to November 17, 2028, in a forthcoming Amendment.
- Q3. I do not believe there is enough time allotted to construct this project. I believe the completion date should be 11/19/2028, providing the contractor with 2+ seasons total to complete the project. There will be significant crunch on asphalt suppliers, trucks and skilled labor with the Micron, I-81 and 2 other decent size paving projects going on at the same time as this project. I would think if the project is awarded by 6/1 at best in 2026 all the temporary work gets done with 1 segment, 3 segments in 2027 and the final 2 + cleanup in 2028.
- A3. The completion date for this project shall be changed from June 30, 2028, to November 17, 2028, in a forthcoming Amendment.

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March 10, 2026

- Q4. TYP-01 shows the limits for Item 203.02990006 as edge of concrete to edge of concrete. The Quantity workups show an additional 2ft. into each shoulder each way (EB & WB). Is the intent to remove 2ft of asphalt on each side outside of the concrete limits? I don't know if the concrete will peel away from the asphalt shoulder neatly or not. It may give a better finished product to make a neat sawcut in the asphalt shoulder at "X" off the edge of concrete, excavation will be cleaner and asphalt compaction at that edge will be significantly better.
- A4. Item 203.02990006, Pavement Excavation, shall be used for the removal of the concrete pavement only, with no additional asphalt shoulder excavation. The existing concrete pavement is 26 ft. wide as indicated on the existing typical section (12' passing lane + 12' driving lane + 2' concrete extension into the shoulder = 26'). The specification for Item 203.02990006 states under Construction Details "The Contractor shall carefully line cut the perimeter of concrete pavement to be removed so as to form boundaries to the removal." No additional payment will be made for sawcutting needed to remove the existing concrete pavement. An updated bid quantity for Item 203.02990006 will be included in a forthcoming amendment.

March 19, 2026

- Q5. The temporary drainage table is calling for (20) Type A structures which would not accept the PCB frames and grates. Typically, it would be a #3 reticuline or rectangular. Please advise what needs to be utilized?
- A5. Item 604.310103 – Rectangular Drainage Structure, Type A, with round option for #3 welded frame may be used in lieu of Item 604.300190. Item 655.1103 – Welded Frame and Reticuline Grate 3, may be used in lieu of Item 655.0301.
- Q6. Could the Authority please confirm what stages of work are intended to be completed in the 2026, 2027, and 2028 construction seasons? Plan sheet WZD-02 only shows one anticipated winter shutdown. With the construction completion date of November 17, 2028, we anticipate the need for two winter shutdowns.
- A6. The construction staging sequence in the plans depicts the order that construction should be progressed. The contractor is responsible for developing a detailed construction staging plan for each season and submit to NYSTA for approval.

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QUESTIONS AND ANSWERS

March 25, 2026

- Q7. Our surveyors have some questions – they are as follows:
1. Were survey control points and benchmarks established for this project? Can the survey control points and benchmark information be made available to bidders?
 2. Was an existing ground survey performed for the design of this project? If it was, will the information be made available to the awarded contractor?
 3. If no existing ground survey was performed, where did the elevations indicated on the crossover profiles come from?
- A7. 1. Survey control points and benchmarks were not established for this project.
2. Project mapping was developed from record plans and as-built information from previous projects. Design CADD files will be provided to the awarded contractor.
3. Topographic information for the crossovers was obtained from LIDAR data from the NYS GIS Clearinghouse.
- Q8. In the Work Zone notes on sheet WZN-01 of the plans, the portable variable message display units, Note 1 states that the Contractor shall provide up to 30 PVMS to be used for the duration of this contract. Per the NYSTA takeoff – the takeoff shows that you only need them at emergency pull offs or is 8 per phase an appropriate number to utilize per your takeoff?
- A8. The Contractor is required to have the appropriate number of PVMS units on-site for the stage of work being completed. 30 PVMS units at one time is not required.
- Q9. In your takeoff, is the turf establishment for the regrade at the TCB barrier flare correct? 81,505 SY seems like a lot of materials for 29 areas (+/- 9,000 CY topsoil). Should that be 81,505 SF, therefore changing the total for this section to 9,056 SY? Seems like a unit mix up and therefore too much quantity in that item.
- A9. The correct quantity for Item 610.1605 at the TPB Flares should be 9,056 SY, as indicated in the RFI. An updated bid quantity for Item 610.1605 will be included in a forthcoming amendment.
- Q10. Could cross sections be provided for the proposed mainline and ramp crossovers as well as the proposed emergency pulloffs? It is difficult to quantify the excavation, embankment and materials required to construct these with the limited profiles provided currently.
- A10. Cross sections are not available at this time.

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QUESTIONS AND ANSWERS

March 25, 2026 (continued)

- Q11. Please confirm payment will be made under Item 510.91000018 whether new transverse joints or hinge joints (at mid-slab) are used. The quantity takeoffs do not seem to include quantity for mid-slab joints on longer, multiple slab repairs. Also, the details on MDS-02 and MSD-03 reference a drawing, MSD-06, which does not exist.
- A11. Item 510.91000018 will be used for both the transverse joints and hinge joints at mid slab repairs.
- Item 502.90010018 is included in the contract to seal all new transverse joints (Item 510.91000018), all existing transverse joints, existing longitudinal joints, existing cracks, and cross stitched repairs (Item 512.11000018).
- Item 502.9210 is to be used at transverse joints that define new full depth repair **boundaries**.
(locations instead, like below??)
- Item 502.9310 is to be used at longitudinal joints that define new full depth repair **locations**.
(boundaries instead, like above??)
- Drawings MDS-02 and MSD-03 incorrectly reference drawing MSD-06 for hinge joints. Contractor shall refer to drawing MSD-04 for hinge joint details.
- Q12. Please verify Item 203.03, Embankment in Place, will be paid for building crossovers as shown on WZD-06. The quantity takeoffs do not seem to account for this. Additionally, why is Item 203.03 included on the WZD-07 item list for temporary drainage?
- A12. Item 203.03 is to be used as shown on the typical crossover section.
- Temporary pipes are to be backfilled with select up to 1 ft. above the top of the pipe. Backfill above the select granular fill shall be Item 203.03. Refer to NYSDOT Standard Sheet 203-05, Installation Method A.