

TAN 26-14 / D215082
Pavement Rehabilitation and Miscellaneous Work on
I-190, Niagara Thruway from MP N0.7 to MP N4.2 in Erie County

QUESTIONS AND ANSWERS

February 4, 2026

- Q1. The contract includes Item 511.70000018 Partial Depth Repairs of PCC Pavement. Please provide a detail for this work.
- A1. Details of Partial Depth Repairs of PCC Pavement can be found in NYSDOT Standard Sheet 511-01.
- Q2. The concrete pavement repair tables (CPRT sheets) call out several center lane concrete repairs located between MP 901.3-901.5, 902.7-902.9, 903.5-903.8 and 904.1-904.3. WZTC sheet TSTCP-4 indicates that the work occurring in these areas must be completed in accordance with the lane closure charts, and reopened at the conclusion of the single night shift. It is not possible to complete these repairs utilizing cast in place concrete pavement as shown within this time frame. Would the Thruway allow for these isolated repairs to be completed with asphalt pavement?
- A2. The center lane repair areas located between MP 901.3-901.5, 902.7-902.9 and 903.5-903.8 will be changed to asphalt full depth repairs areas. Details and required quantity changes will be issued via a forthcoming Amendment.
- Q3. The contract includes Item 502.7001 18 Retrofit Dowels in PCC Pavement. Please provide a detail for this work.
- A3. Details for Retrofit Dowels in PCC Pavement can be found in NYSDOT Standard Sheet 512-02.
- Q4. The specification for Item 595.50 18, Sheet Applied Waterproofing Membrane calls for a 1" shim course of asphalt to be placed over the waterproof membrane when an asphalt pavement containing aggregate larger than 3/8 inch is specified. The plans call for a 12.5mm Binder course, which contains 1/2" aggregate. Please clarify if a shim course will be required.
- A4. The portion of the special specification which is being referenced is for Membrane Protection (Culverts). These procedures are specific to placement of waterproof membrane on Culverts. The waterproof membrane is being placed on Bridge decks and does not follow those procedures. Therefore, a shim course is not required and 2" of 12.5mm asphalt can be placed directly upon the membrane and it is also required to follow manufacturer's material specifications for placement.

February 9, 2026

- Q5. Sheets 391-397, some "Expansion Joint Opening Tables" are missing for the begin and end abutment joints shown to be replaced in the tables 399-400. Please provide these as required. Additionally, no "Expansion Joint Opening Table" information is provided for the Selkirk St. bridge on sheet 398. Please provide this information as well.
- A5. An "Expansion Joint Opening Tables" will be added via a forthcoming Amendment.

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- Q6. The plans provide no posted detour plan for Interchange 2 on-ramp to I-190 NB. Please confirm closure of this ramp will be allowed for mill and inlay work and that no posted detour will be necessary.
- A6. Nightly lane Closures of the Ramps at Interchange 2 will be allowed without a posted detour for the mill and pave operations. All nightly closures must be coordinated through Buffalo Division Traffic Operations Management.
- Q7. Will the contractor be allowed to combine multiple adjacent Sections (i.e. 3 & 4), provided ramps are maintained with additional WZTC measures at the contractors expense?
- A7. Please bid per current contract documents. Per Proposal page 8, requests for Work Zone Traffic Control waivers may be submitted during construction. Requests will be considered on a case-by-case basis and will be subject to approval by NYSTA.
- Q8. When considering the amount of labor intensive work (both road and bridge) required to be completed in Sections 1-4, it will take three full seasons to prepare for Section 5, Stage 4A/4B where the overlay work is performed. Furthermore, work such as drainage alterations, guide rail replacements, sign structure installations, bridge joint rehabilitation and final electrical commissioning will likely have to occur after completion of the overlay. With this said, we request the Thruway extend the contract completion date to mid-2029.
- A8. Please bid according to the completion date of November 28, 2028.
- Q9. Section 5, Stages 1-3 allows for long term right or left lane closures to perform contract work. Can the contractor utilize long term left or right lane closures to perform contract work prior to implementing Sections 1-4 setups and following Section 5 overlay operations? These setups would be utilized to perform crossover work, drainage alters, guide rail replacements and bridge rehab operations.
- A9. Please bid per current contract documents. Per Proposal page 8, requests for Work Zone Traffic Control waivers may be submitted during construction. Requests will be considered on a case-by-case basis and will be subject to approval by NYSTA.

February 19, 2026

- Q10. In sections 1-4 WZTC pages, there are multiple call outs for signs "SP-X". There are no details given on the size of the sign(s). Please provide size of these signs.
- A10. Sizes and details of the signs designated as "SP-X" will be supplied to bidders as additional Supplemental Information, and updates to applicable plan sheets will be provided via a forthcoming Amendment.

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- Q11. Sheet 194 of the plans indicates that Item 604.070502 (1 ea.) is a structure wall repair. Sheet 215 of the plans indicates that this item is a roof slab replacement. In regard to the structure located at STA 221+69, (which comprises of DS 32-6 and 32-7), please clarify what repair is to be made and which items will be paid for work at this location. Additionally, please provide a detail for this work, inclusive of pay items for the removal and replacement of the median barrier over the roof slab.
- A11. Additional structure repair details as shown on Drawing Number MD-5 will be provided via a forthcoming Amendment.
- Q12. The full depth reconstruction work between stations SB 222+75-226+89 and NB 223+75-226+89 falls outside of the Section 4 work area limits. For center lane reconstruction in these areas, plan sheet 27 refers to the lane closure charts which limits the Contractor to a 6-hour work window. It is not feasible to complete this work within the 6-hour window. Please confirm that a long term left (or right) and center lane closure will be allowed to complete this work, or provide a work zone traffic control plan for this area.
- A12. Per Proposal page 8, requests for Work Zone Traffic Control waivers may be submitted during construction. Requests will be considered on a case-by-case basis and will be subject to approval by NYSTA. Please bid as Contract Plans show.
- Q13. Concrete median barrier replacement is called for between stations 23+22 and 30+80. There are no WZTC details to complete this work. Please provide details on the expected WZTC and positive protection during the median barrier replacement.
- A13. Per Proposal page 8, requests for Work Zone Traffic Control waivers may be submitted during construction. Requests will be considered on a case-by-case basis and will be subject to approval by NYSTA. Please bid as Contract Plans show.
- Q14. Contract work within Sections 1 to 4 will remove a portion if not all of the existing MIARDS on the right shoulders. Will the Contractor be required to re-establish the MIARDS before the end of each winter shutdown? If so, how will the contractor be paid?
- A14. The quantities for Item 649.01, Milled-In Roadway Delineators (MIARDS) will be adjusted via a forthcoming Amendment. It will include the anticipated additional MIARDS installations that will be required before winter shutdown periods.