

TANY 26-23B / D215110
Superstructure Replacement of the Garden State Parkway Connector Bridge
over the Thruway (I-87/I-287) at MP 23.53 in Rockland County

QUESTIONS AND ANSWERS

September 2, 2026

Q1. For past NYSTA Bids, when downloading all Bid files we receive the AASHTOWare ".ebxs" files. For this letting they have not yet been provided.

Please send us the current ".ebxs" file or upload them to the website at your earliest convenience.

A1. The Thruway Authority will soon be issuing a reminder notification to all potential plan holders that, when bidding on projects for the New York State Thruway Authority (Thruway), you will no longer receive an .ebxs file. If you wish to submit an electronic bid, you must do so through BidX.com.

Please review the Thruway's Electronic Bidding Instructions from our website, and available here at: <https://www.thruway.ny.gov/business/contractors#electronic-bidding-instructions> for (Useful Resources) instructions and a walkthrough on submitting an electronic bid through BidX.

September 8, 2026

Q2. Due to the size and complexity of the job and required minority goals to meet, we respectfully request the bid date be extended a minimum of 4 weeks.

A2. The letting date will be moved to October 7, 2026, to accommodate a full 6-week advertisement period. This time extension before letting will be addressed in a forthcoming amendment.

Q3. An email to the technical Designated Contact has returned as being undeliverable. Can this please be corrected?

A3. The email address for the technical Designated Contact is Jacob.Valensi@thruway.ny.gov. This will be corrected in a forthcoming amendment.

Q4. A. Proposal Page No.5 Note No.5 indicates Permanent Lane Closure are NOT permitted & simultaneous closures of right/left shoulders are not permitted. Confirm Permanent Shoulder Closures ARE permitted on I-87/I-287 for abutment and pier work?
B. Proposal Page No.7 Note 4 indicates a Winter Shutdown shall be in effect from November 15 - April 1. Due to the fact the Connector Bridge will be in one of the following stages during winter (Pre-Stage1, Pre-Stage2, Stage1, Etc.) and there is limited impacts to I-87/I-287, confirm winter shutdown will be waived on this project?

A4. A. Long-term shoulder closures are permitted, although they are not permitted simultaneously. They are also not permitted during the Winter Shutdown.
B. Winter shutdown requirements will not be waived at this time. Work restrictions may be modified per the Contract Proposal, Schedule and Suspension of Work, Section B Note 7 during construction. Modifications to the work restrictions are not guaranteed.

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QUESTIONS AND ANSWERS

September 10, 2026

- Q5. It has been brought to our attention that prospective bidder's previous ability to upload required bid forms, is currently not available in BidX.
- A5. A forthcoming Amendment will update the electronic bid file in BidX and it will restore previous functionality.
- Q6. For prospective bidders that may consider submitting an electronic bid bond, there have been some concerns that BidX may not allow prospective bidders to perform this function.
- A6. Regarding the electronic bid bonds, it has been recommended that prospective bidders reach out directly to BidX Support. BidX Support will provide prospective bidders with instructions on how to submit and place the electronic bid bond in BidX.

September 23, 2026

- Q7. Please provide the required procedure and/or design criteria for releasing, cutting, removing, or otherwise addressing the existing transverse post-tensioning system, including any temporary measures required to maintain the stability and structural integrity of the portion of the existing superstructure that remains in service during each stage of demolition.
- A7. Details will be included in a forthcoming amendment which will address the required procedure for handling transverse post-tensioning system.
- Q8. Please confirm the northernmost limit of shoulder reconstruction in pre-stage 1 as the stations shown on TYP-02 do not match the provided work zones on pre-stage 1 WZTC Plans.
- A8. The northern shoulder reconstruction limits do not match. Utilize the station limits as shown on the Pre-Stage Plans at 137+00. Details will be included in a forthcoming amendment.
- Q9. Will the NYSTA consider providing WZTC plans that utilize temporary concrete barriers to establish long term mainline shoulder closures on I-87/I-287?
- A9. Long term median shoulder closures will be allowed during construction. Updated details and item quantities will be included in a forthcoming amendment.
- Q10. The new Bidx submission has the option of utilizing an electronic bid bond. Per our conversation with Surety 2000, New York State Thruway Authority is not registered with Surety 2000. In addition, the Bidx online proposal does not have a "Bid Bond" tab to verify an electronic bid bond. In addition, the proposal does not have an "Attachments" tab to upload any additional documents required to be submitted with the bid proposal. Please advise if NYSTA will be registered with Surety 2000 so an electronic bid bond can be utilized. Please advise if an attachment tab will be added to the BidX proposal.
- A10. Please refer to the responses to Questions Q5 (A5) and Q6 (A6) above. At this point in time, it may be best to simply upload the bid bond documents as was previously required.

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QUESTIONS AND ANSWERS

September 23, 2026

- Q11. Section B-B on Drawing Nos. ST-23, ST-26, and ST-29 calls for removal of substructure concrete at the new pedestal locations along Piers 1, 2, and 3, respectively, to expose existing reinforcement and facilitate drilling and grouting of new hook bars. Sheet 62 of the T.A.G.S. 56-28 Record Drawings indicates a 2" minimum concrete cover at the existing pier caps, with #5 beam stirrups and #11 top longitudinal bars. Removing the 2" minimum concrete cover and the 5/8" thickness of the beam stirrups to expose the #11 bars will result in a minimum of 2-5/8" of additional concrete removal and corresponding new concrete placement. Please confirm that the additional 2-5/8" of concrete removal will be paid for under Bid Item 580.01, Removal of Structural Concrete, and that the corresponding additional concrete placement will be paid for under Bid Item 555.0021, Concrete for Structures, Performance.
- A11. Yes, the additional concrete removal will be paid for under Bid Item 580.01, Removal of Structural Concrete, and the corresponding additional concrete placement will be paid for under Bid Item 555.0021, Concrete for Structures, Performance. Updated details and item quantities will be included in a forthcoming amendment.

September 25, 2026

- Q12. Regarding Question 4 from the Questions and Answers, Thruway stated that winter shutdown requirements will not be waived for this project. With the amount of stage work required on this project (Pre-stage I & II, Stages 1-3, and Post Stage) and the bridge deck itself being done over 3 stages without allowing work and lane closures through the winter, there isn't enough time in the contract to complete the work. Please either extend the contract completion date a full calendar year or allow winter work.
- A12. The contract completion date will not be changed. See the response to Question 4 (A4) provided on September 8, 2026 for information regarding the winter shutdown.
- Q13. The staging plans show coring holes in the existing deck to allow for drainage. Can the NYSTA please provide spacing/layout or the number of core holes to be included in the bid?
- A13. Note 2 on ST-05 will be updated on a forthcoming amendment with the following: DRAINAGE CORE HOLES SHALL BE 2 1/2" DIAMETER SPACED AT 2'-6" O.C FOR THE NB LANE AND 5'-0" O.C. FOR THE SB LANE. THE CORE HOLES FOR THE SB LANES SHALL BE STAGGERED. DRAINAGE CORE HOLES SHALL NOT BE LOCATED OVER THE THRUWAY MAINLINE (I-87/I-287) TRAVEL LANES OR SHOULDERS.
- Q14. Regarding Question 4 from the Questions and Answers, is the Thruway going to provide details for the long-term shoulder closures at the piers? WZTC drawings do not show any traffic control for long term shoulder closures on I-287.
- A14. See the response to Question 9 (A9) provided on September 23, 2026.

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QUESTIONS AND ANSWERS

September 25, 2026 (REVISED ON OCTOBER 5, 2026)

- Q15. On WZN-01, Note 8 states, "The Authority may modify any lane closures due to circumstances affecting traffic flow. These include inclement weather, traffic accidents, visibility reduction, or any other unforeseen circumstance, for bidding purposes, ten (10) occurrences per year shall be considered, and any other costs or delays shall not be claimed against the Authority." What are allowable lane closure durations and how much advanced notice will contractors be given when the (10) lane closure modifications are to occur?
- A15. General Notes Number 8 on Drawing Number WZN-01, Sheet 10 of 118 can be disregarded. This note will be removed in a forthcoming amendment.
- Q16. Given the complexity and staged nature of construction, completing detailed quantity takeoffs, good faith effort requirements, significant work zone traffic control plans and the current unanswered questions/forthcoming amendment we respectfully request at least a two-week postponement of the current letting date, to give all bidders, their subcontractors, suppliers, and fabricators sufficient time to provide accurate and responsible quotes and bids.
- A16. The advertisement length will not be modified at this time. **After reconsideration, the project letting will be postponed by one additional week. The project's revised letting date will be officially posted in a forthcoming Amendment.**

September 30, 2026

- Q17. Regarding the previously submitted question 10, the "attachment" tab was added to bid X, but the "bid bond" tab is still present. Bidders won't be allowed to submit a bid without the "bid bond" tab filled in which they cannot do since the NYSTA is not registered with surety 2000. The NYSTA needs to turn off the bid bond tab in order for bid submissions to be allowed.
- A17. The Bid Bond tab in BidX is not required to submit a bid. This Bid Bond tab feature may be disregarded. Electronic bid bond verification is optional and independent from bid submission. An error may appear because of selecting a bond type option that cannot be unselected or this Bid Bond tab is to be disregarded as instructed, but the bid can still be submitted prior to the deadline on the letting day. The Bid Bond tab feature will not prevent prospective bidders from submitting their bid.

Lastly, please note that this feature will become deactivated (automatically) should an Amendment be issued before the project letting. However, another Amendment is currently not anticipated to be issued at this time.

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QUESTIONS AND ANSWERS

October 5, 2026

- Q18. Addendum 2 added the additional Mainline 1-87/1-287 WZTC Plans (page 35A-A2, 35B-A2). During which stage (s) of the project is this traffic control plan required?
- A18. The intent is for the median closure to be placed at the beginning of the work on the median pier and removed once all work on the pier is complete. This is not intended to be removed and replaced between stages.
- Q19. Delineator Table on drawing MIS-01 indicates Item 647.83001002, which is not a bid item in the proposal. Please advise.
- A19. Item 647.83001002 will be added via a forthcoming Amendment.
- Q20. Concrete Barrier Table on drawing MIS-01 indicates items 606.90000011 and 606.3043, which are not bid items in the proposal. Please advise.
- A20. Item 606.3034 will be removed from Drawing Number MIS-01. Also, call outs on GEN-01 and GEN-02 will be changed to Item 569.05, CAST-IN-PLACE SINGLE SLOPE (FULL SECTION) CONCRETE MEDIAN BARRIER, instead of Item 606.3034. Item 606.90000011 will be removed from MIS-01, as this item is not in the Contract. These noted changes will be addressed in a forthcoming Amendment.
- Q21. Bridge Removal Note 6 on Drawing ST-09 regarding loose and/or peeling paint is unclear as to the extent of work required. The only reference to lead is for worker lead protection measures. Lead-containing paint and lead abatement are not otherwise identified in the plans or specifications. Is the Contractor only required to inspect the existing paint condition prior to demolition, or are containment/protection measures and/or lead paint abatement required? Please clarify the Authority's intent regarding this note. If lead paint abatement is required, please provide the applicable specifications and corresponding bid item(s) for this work.
- A21. Bridge Removal Note 6 on Drawing Number ST-09 is not applicable, and it will be removed in a forthcoming Amendment.

October 6, 2026

- Q22. General Note 9 on Drawing WZN-01 refers to the Lane Closure Charts on NYSTA Standard Sheet TA 619-31 (Sheet 15 of 18). Please confirm that the applicable Lane Closure Charts are those contained in the Standard Sheets Book Titled "2026-01-01 – Volume 2 – Albany Division," for Berkshire: NYS 912M Eastbound and Westbound between Interchanges 21A and B1.
- A22. General Note 9 on WZN-01 will be updated to reference the correct standard sheets.

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QUESTIONS AND ANSWERS

October 6, 2026

Q23. Contract Drawing ST-12, Note 2 calls for monitoring the existing abutment and footings for drifting and cracking. If the abutment is found to move beyond an acceptable criterion the Contractor will be required to fix it. Optical or vibration monitoring on site may be of some aid in pursuit of this.

Question A: Typically, NYSDOT projects include payment item 634.99020017 - Vibration Monitoring (Non-Blasting). Can payment item 634.99020017 be added to the Contract to compensate the Contractor for the monitoring of the existing abutments and footings?

Question B: Please provide the maximum acceptable criterion for drifting and movement?

Question C: Please provide proposed procedures for the Contractor "to fix" any movement beyond the acceptable criterion?

A23. Note 2 on ST-12 will be removed in Amendment #3.

Q24. As per NYSTA's answer to Question #9, Amendment #2 provided updated details and item quantities for temporary concrete and barrier and attenuators for the I-287/ I-87 median shoulders under the Garden State Connector Bridge. However, no temporary concrete barriers were provided for protection along the I-287/ I-87 right shoulders below the Connector Bridge. In order to perform the concrete repair work shown at Piers #1 & #3 safely, we feel that long term shoulder closures with temporary concrete barrier should be utilized on I-87/I-287 along the right shoulders at the Connector Bridge Piers. Question: Will the NYSTA consider adding temporary barrier along the right shoulders to provide long term work zones?

A24. The NYSTA will not be adding temporary concrete barrier on the right shoulders. All WZTC at this location will follow the appropriate Standard Sheets.