

TANE 25-25 / D215047

**New England Thruway (I-95) Resurfacing from Milepost NE 8.8 to NE 10.8 SB
and Milepost NE 10.8 to NE 13.0 NB & SB in Westchester County**

QUESTIONS AND ANSWERS

November 21, 2025

- Q1. For Item No. 502.15011225, the Typical Section on TYP-002 for the areas that will receive precast concrete slabs do not show the Bid Item and the lane widths do not match what is shown in the tables on MST-003. Please clarify and provide individual lane widths on Dwg No. MST-003 for both tables that correspond to the listed precast slab lengths (LF), widths (LF) and quantities (EA) as shown.
- A1. The typical section on TYP-002 provides general information regarding the pavement section at the locations indicated. The tables on DWG MST-003 document the size of the required precast concrete slabs (length and width). Please note, labeling for lane designation and slab thickness for the tables on MST-003 were inadvertently omitted. A revised drawing MST-003 will be provided in upcoming Amendment #1.
- Q2. For Item 502.15011225, in the SB layout of the precast concrete slabs, GNP-029 indicates 150'-0" @ 15' EA between the two (2) 10'-0" precast slabs shown. However, there are 11 precast slabs drawn/shown which is 165'-0". Please clarify.
- A2. The dimension shown for SB between the two (2) 10'-0" dimensions is incorrectly shown as 150'-0". This area includes 11 slabs at 15'-0" each; therefore, the dimension should be 165'-0".
- Q3. For Item No. 502.15011225 on contract sheet numbers 47, 89-91, 94, 95, 103, and 104, it shows 15' long slabs in many areas. Like the current TANE 24-19 project and many other I-95 jobs, can the 15' long precast slabs be reduced to 8' (min) to 12' (max) long x the lane width (i.e. 12', 13', 13.5' and 14') as long as the slab replacement limits shown on the plans are met and the transverse joints are aligned with the adjacent lanes?
- A3. The relationship between the width (W) and the length (L) of the precast concrete slabs is known as the Aspect Ratio (W/L). Note 2 on NYSDOT's Standard Sheet 502-07 provides maximum and minimum acceptable Aspect Ratios, which translates to acceptable geometric criteria (lengths and widths) of slabs.
- Q4. For Item No. 502.12011225 on Dwg. No. MST-002 in the two (2) Pavement Repair SB & NB Tables for the precast concrete pavement slabs, are the typical repair lengths 18' or multiples of (i.e. 36') for all of the intermittent slab replacements? There are no dimensions (length or width) shown for the "intermittent" precast slab repairs on Sheet No's 83 thru 104 but the tables on MST-002 have a bid quantity in CYs. Please confirm/clarify.
- A4. Existing concrete pavement slabs, within the limits of MP NE 10.8 to MP NE 13.0, have a typical length of 18'-0" with varying widths. The slabs generally vary in width from 12' to 14'.

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Q5. When using precast concrete pavement slabs for intermittent repairs (i.e. 1, 2, or more slabs in the same lane), under what bid item are the field installed transverse and longitudinal joint ties/dowels that connect the new precast concrete slabs to any existing concrete pavement to be paid? When are both or either of the transverse and longitudinal joint ties required to be field installed when using precast concrete slabs? Is there a minimum length/run of precast concrete pavement repair(s) where the longitudinal joint ties are and are not required?

A5. Dowels installed at transverse joints will be paid under Item 510.81000018, Drill and Anchor Dowels for PCC Pavement Repairs. Dowels will be required for all transverse joints at repair boundaries between precast slabs and existing concrete pavement. Installation will be in accordance with the specification for Item 510.81000018.

Longitudinal ties will be paid under Item 510.81100018, Drill and Anchor Ties for PCC Pavement Repairs. Ties will be required at longitudinal joints that define the repair boundaries as described in the specification for Item 510.81100018.

Specification for dowels and ties is provided on Page 26 of the contract Proposal Book.

Q6. Please refer to GNP-029. Regarding the overlay splices indicated on this drawing, is the Thruway Authority's intent to overlay the section of precast concrete slabs between these two splices (SB New England Thruway STA. 426+46.86 through STA. 424+82.78 and NB New England Thruway STA. 424+89.32 through STA. 426+39.85)? Typically, the precast concrete slabs after the overlay splice and between the bridges do not receive overlay and we just wanted to verify if this was intentional or an error.

A6. Overlay and overlay splices shown on Drawing GNP-029 have been removed. Revised plan sheets will be issued with Amendment #1.

Q7. In the 3.5" overlay section (MP10.8 thru MP13.0), it seems like many of the items do not deduct for the precast slab areas at the bridge overpasses (Nelson Ave, Harrison Ave, South Rd, Central Ave) where there is no overlay asphalt. This includes 418.7603, 490.40, 633.11, 649.01 and potentially others.

A7. Revised backup sheets provided for Items 418.7603 and 633.11. There are no revisions to quantities for Items 490.40 and 649.01.

Item 490.40, Miscellaneous Cold Milling of PCC, will be used to remove existing MIARDs as needed for WZTC and shifting of traffic to maintain required number of travel lanes during construction operations. The need/locations for this milling will be determined as the construction progresses and may include areas that will not receive asphalt overlays.

Similarly, final locations for Item 649.01, Milled-In Audible Roadway Delineators (MIARDs), may include areas that did not receive asphalt overlays.

See updated Supplemental Information as noted in Amendment #1.

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Q8. Items 604.07200110 and 604.07210110 on the Drainage Tables on drawings MST-005 (Sheet 49) thru MST-008 (Sheet 52) fall within the 3.5 asphalt overlay zone (MP 10.8 thru MP 13.0). There are 154 structures which fall under Item 604.07210110. From looking at the Engineer's Estimate, it seems that 5% was then allocated to 604.07200110 and 95% remained in item 604.07210110. Can you please provide a detail for this work?

A8. Item 604.07210110, Reset Existing Drainage Frames on Existing Drainage Structures, has been removed from the contract. Instead, Item 604.070801, Altering Drainage Structures, Leaching Basins, and Manholes, will be used to raise structures within the overlay section. Details will be included in upcoming Amendment #1.

For estimating purposes, it was assumed that 5% of structures may be deteriorated and require repairs and/or new frames and grates. The actual number of structures requiring this work will be determined during construction and subject to approval by the Engineer in Charge.

Q9. In the Engineer's Estimate all of the main paving items (404.0951, 404.1259, 407.0103) mention to "See "Overlay of Overall Areas" tab in this file for calculations". This tab/file is not provided in the contract documents.

A9. Quantity backups for Items 404.0951, 404.1259, and 404.0103 have been revised. See updated Supplemental Information as noted in Amendment #1.

Q10. Upon review of the available contract documents, I cannot seem to locate the project specific insurance requirements. We forwarded over the contract documents to our Broker for an Insurance indication and they also could not find the insurance requirements.

Could you please point me in the right direction?

A10. Insurance requirements are available from the Authority's website. Please refer to the Thruway Addendum (TA) to the NYS DOT Standard Specification, and specifically as it refers to Section 107-06 – Insurance. The TA can be found here: <https://www.thruway.ny.gov/business/addendum/2024-02-22-ta-24.pdf> The subject of Insurance begins on page 21 of 51. In addition, please also refer to our Standard Insurance Limits for Contract here: <https://www.thruway.ny.gov/business/forms/tap-525.pdf>