



## STATE OF NEW HAMPSHIRE

BUREAU OF PURCHASE AND PROPERTY  
STATE HOUSE ANNEX  
25 CAPITOL STREET  
CONCORD, NEW HAMPSHIRE 03301-6398

### ADDENDUM #1

### TO RFP INVITATION #2016-10

## FREDERICK E. EVERETT TURNPIKE (FEET) CORRIDOR ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS)

**DATE PROPOSALS DUE:** APRIL 22, 2016

**TIME PROPOSALS DUE:** 3:00PM

**PUBLICATION OF:**

- A. Vendor Questions and Responses List
- B. Vendor Conference Attendees
- C. Intent to Bid Vendor List

#### **A. Vendor Questions and Responses List**

The Contractors' attention is directed to the attached list of NHDOT responses to questions raised by Contractors, either at the Contractor Conference held March 14, 2016, or submitted in writing through the end of the contractor inquiry period on March 30, 2016. Supplemental materials required as a result of the Department's responses is shown below.

In response to Question 31, please delete the current Section 5.29 and replace with the language below.

#### **5.29 SHOP DRAWINGS**

The Contractor shall be responsible for the preparation, coordination and approval of all Shop Drawings. All Shop Drawings shall be submitted to the Department, bearing the stamp and signature of a Professional Engineer licensed in the State of New Hampshire. Shop Drawings shall not be submitted until the Engineer of Record (EOR) has reviewed them and signed a certification statement indicating that the proposed Shop Drawings have been reviewed for conformance with the project requirements and are ready for Department review and concurrence. The Department will review the Shop Drawing(s) to independently evaluate compliance with the project requirements and provide any

findings to the Contractor in writing. The Department’s procedural review of Shop Drawings is to assure that the Shop Drawings have been signed and stamped by a New Hampshire-licensed Professional Engineer and are in general conformance with the project requirements. The Department’s review is not meant to be a complete and detailed review. Upon review of the Shop Drawings, the Department will stamp “Released for Construction” or “Released for Construction as Noted” or “Revise and Resubmit” and they will be initialed and dated by the reviewer. For “Released for Construction as Noted” and “Revise and Resubmit”, the Department will indicate the specific comments and concerns to be addressed by the Contractor.

Component submittals shall be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component submitted for review.

In response to Question 27, the Department is providing the equipment list in Table 1.

**TABLE 1: LIST OF NEW ENGLAND COMPASS ATMS SUPPORTED DEVICES**

Device Type		Supported Devices / Protocols
CCTV Video	Cameras	<ul style="list-style-type: none"> <li>• ACTi ACM-8500 v2.0, Firmware vA1D-220-V3.14.19-AC</li> <li>• American Dynamics SD Ultra VII camera firmware version 2.03, dated January 24, 2006</li> <li>• American Dynamics SD Ultra 8 camera firmware version 1.09, FPGA version 2006/10/31 15:18</li> <li>• Axis Camera 214, Firmware v4.x</li> <li>• Cohu PTZ v1.0, 11/11/2003</li> <li>• Cohu 382x/383x v3.0, 06/15/2004</li> <li>• Cohu 3855 v1.0, 06/15/2004</li> <li>• Cohu iDome iView LCU v3.0, 03/29/2004</li> <li>• Cohu iDome iView2 LCU v5.7, 01/10/2007</li> <li>• Cohu MPC-D-111 v1.0, 11/11/2003</li> <li>• Pelco D, 8/15/2003</li> <li>• Quest/Quest Plus, 04/26/1998</li> </ul>
DMS and Trailblazer Signs		<ul style="list-style-type: none"> <li>• NTCIP 1203, Version 1 and Version 1 Amendment 1, TxDOT MIB</li> <li>• Fiber-optic Display System (FDS) 8-bit/16-bit</li> <li>• Tele Spot TS3001 Revision 2.0</li> </ul>
Roadway Sensors	Point Based Detectors	<ul style="list-style-type: none"> <li>• EIS RTMS, Issue 2 (April 2003)</li> <li>• ISS G4 RTMS, v3.0, May 2009</li> <li>• Wavetronix RTMS: SS105 SmartSensor Data Protocol V2.02</li> <li>• Wavetronix HD: Z1 SmartSensor Data Protocol</li> <li>• Texas Department of Transportation TSS Protocol v1.0.6, 02/22/2008</li> <li>• BiTrans B238-I4</li> <li>• Austin System Control Unit (SCU)</li> <li>• Austin Local Control Unit (LCU)</li> </ul>
	Probe Based Detectors	<ul style="list-style-type: none"> <li>• SIRIT Identity Flex Title 21 SIRIT5000FSD (Revision E 2003)</li> <li>• TransCore Allegro IT2020</li> <li>• Inex Zamir Zap (2008) License Plate Readers</li> <li>• Texas Transportation Institute AWAM Field Device Protocol v1.01, 7/19/2010</li> </ul>

**B. Vendor Conference Attendees**

The sign-in sheet from the Contractor Conference has been attached to this Addendum.

**C. Vendor Intent to Bid List**

The following Contractors have submitted the Intent to Bid letter, indicating their intention to submit a Proposal in response to this RFP #2016-10:

- Dagle Electrical Construction Corp. (POC: Robert Narbonne)
- Green Mountain Communications, Inc. (POC: Mike Eacho)
- McCourt Construction Company (POC: Craig B. Stewart)
- Tilson Technology (POC: Michael MacCannell)

RFP Contact: Susan Soucie, PE

Phone: 603-271-6862

Note: Contractor shall sign this Addendum #1 and include in the proposal submission (Addendum verification SHALL NOT COUNT toward the page limits indicated in the RFP).

NAME OF CONTRACTOR \_\_\_\_\_

POC SIGNATURE \_\_\_\_\_

By this signature, I acknowledge receipt of Addendum #1 and have incorporated the information received into the proposal submitted in response to RFP 2016-10.

**Attachments:**

- List of Contractor Questions and NHDOT Responses
- Contractor Conference Sign-in Sheet

ID #	Question	Response
1	Where are the 30% Plans referenced in the RFP located?	The 30% Plans, also known as the FEET Preliminary (30%) Concept Plans (Appendix F) and other related materials are located on the FEET Corridor ATMS website: <a href="http://www.nhtmc.com/feet-atms/">http://www.nhtmc.com/feet-atms/</a>
2	Relating to environmental permitting, what assumptions in pricing or development of the proposal should the Contractor make?	The Contractor is responsible for meeting all environmental permitting requirements as identified in Section 2.4.1.1 Preliminary System Design Deliverables of the RFP. These requirements should be included in the Contractor's cost proposal. If the Contractor proposes to relocate devices or take other measures to meet the permitting requirements, these actions should be presented as Innovative Aspects/Value Engineering Change Proposal options (as detailed in Section 3.20.4 Section 4: Work Plan) for the Department to consider.
3	Are there field device locations that may impact wetlands?	The Contractor's proposed design solution may include field devices and construction that may impact wetlands. The Contractor shall conduct an environmental review of the proposed project as described in Section 2.4.1.1 Preliminary System Design Deliverables and Section 2.4.2.1 Detailed System Design Deliverables.
4	Who is responsible for mitigating contaminated soils found on the corridor?	NHDOT will be responsible for mitigating any contamination not caused by the Contractor's actions.
5	Is there an existing ITS system on the Turnpike?	There is not an ATMS existing along the FEET corridor; however, there are several ITS devices throughout the corridor and the existing fiber optic communication system along the I-93 segment.
6	Are all of the proposed ITS devices located along the Turnpike system?	All the field devices to be incorporated into this project are detailed in the FEET Corridor Preliminary (30%) Concept Plans (Appendix F). As indicated in Appendix F, there are some proposed field devices that are not proposed along the Turnpike system. Additionally, some portions of the communications system may be outside of the Turnpike system.
7	Is there an existing or preferred vendor for this system?	The Department is open to any vendor system that meets the requirements contained in the RFP, the High Level Design Document (Appendix C), and the NHDOT Standard Specifications for Road and Bridge Construction.
8	Will NHDOT require Oral Presentations?	Section 3.15 ORAL PRESENTATIONS AND DISCUSSIONS of the RFP outlines Oral Presentations. The Department may decline to utilize Oral Presentations at their discretion.
9	What is the Integration into the ATMS?	The Integration requirements are defined in Section 2.5 INTEGRATION AND SYSTEM ACCEPTANCE TESTING and Section 5.35 COORDINATION WITH THE STATEWIDE ATMS SYSTEM INTEGRATOR of the RFP. The final system shall be controlled by the Statewide (New England Compass) ATMS. Devices currently supported by the Statewide ATMS are provided with this Addendum. Please note that the Contractor shall be responsible for any software development for devices not compatible with the Statewide ATMS.
10	How will this system support Open Road Tolling or additional infrastructure?	The intent of this ATMS project is to support the integration of additional ITS devices and subsystems at a later date. Please refer to the FEE Turnpike Corridor ATMS Deployment Plan (dated January 2016) for additional information. Please also reference the communications system design requirements in Appendix C for additional communications capacity requirements. The Open Road Tolling (ORT) communications system will be independent of the FEET Corridor ATMS communications system.
11	Can you please define the limitations on submitting multiple teaming responses to this RFP?	The teaming requirements are detailed in Section 3.8 MULTIPLE PROPOSALS of the RFP.
12	The RFP requires the Contractor to submit an Operations and Maintenance Access Plan. Is the intent for this plan to access every single device within the project or provide a more general access plan based on device type?	The plan requirements are detailed in Section 2.4.1.1 Preliminary System Design Deliverables of the RFP. Every single device within the project shall have an associated Operations and Maintenance Access Plan; however, the Department is willing to accept a series of access plan typicals that would apply to groups of devices and sites with similar location characteristics. The Department does not require an independent access plan for each ITS device.
13	May the Contractor utilize drones to obtain camera video?	The Department is investigating the use of unmanned aircraft systems (UAS, also known as drones) for use in transportation projects. However, the Contractor's primary design solution should not rely on drone use. Use of drones may be submitted as an Innovative Aspects/Value Engineering Change Proposal for the Department's consideration, specifically if there is a cost savings to the Department for such use.
14	Will the sign-in sheet be made available after this meeting?	Yes. NHDOT emailed attendees the final sign-in sheet from the Contractor Conference on Monday March 14, 2016. Additionally, the sign-in sheet has been attached to this Addendum.
15	Request for electronic copies or appropriate online links to <u>New Hampshire Statewide ITS Architecture</u>	Appendix D from the New Hampshire Statewide ITS Architecture have been added to the FEET Corridor ATMS website ( <a href="http://www.nhtmc.com/feet-atms/">http://www.nhtmc.com/feet-atms/</a> ) with the other project related documents for the Contractor's use.
16	Request for electronic copies or appropriate online links to <u>Existing Fiber Optic System Architecture As-Built</u> s	The As-Built plans from project 14510Z have been added to the FEET Corridor ATMS website ( <a href="http://www.nhtmc.com/feet-atms/">http://www.nhtmc.com/feet-atms/</a> ) with other project related documents for the Contractor's use.
17	Request for electronic copies or appropriate online links to <u>TMC Access Security Requirements/Protocol</u>	Access to the TMC for pre-proposal review will be made available upon request with 48 hours-notice. The TMC Access Security Requirements/Protocol for project-level access will be provided to the awarded Contractor.
18	Will the Contractor be responsible to enter the new devices into the ATMS software or will NHDOT be responsible for this input?	The Contractor shall coordinate with the Department and with Southwest Research Institute (SwRI) to enter new devices into the New England Compass ATMS using administrator privileges under the direct supervision of the New Hampshire Department of Information Technology (DoIT).
19	Some utility point of services are outside NHDOT right-of-way. Please confirm that NHDOT will provide all easements for utility crossings and NHDOT will pay all associated fees.	As noted in Section 5.13 RIGHT OF WAY/UTILITY COORDINATION, the Department has determined that there are solutions that do not require ROW acquisition; therefore, if the Contractor's proposed design solution does require ROW acquisition, all legal and financial obligations for ROW acquisition are the responsibility of the Contractor.

ID #	Question	Response
20	What coordination with local townships has been done to date?	The Bureau of Transportation Systems Management and Operations (TSMO) has met with the Nashua Regional Planning Commission (NRPC) and the Southern New Hampshire Planning Commission (SNHPC) to discuss regional ITS solutions, including this project.
21	Please confirm the existing conduit has been proofed and has tracer wire installed. If not, will NHDOT verify continuity.	The Department has an existing project to upgrade the tracer wire along the existing fiber optic conduit system. If the Contractor's proposed design solution requires use of any existing NHDOT conduit system, the Department will consider the request to use the Department's conduit system asset but makes no guarantees or commitments to proof the conduit system or verify continuity. If the Department accepts the Contractor's use of any existing NHDOT conduit system, it shall be the responsibility of the Contractor to verify the integrity of the conduit system for the Contractor's design solution during the preliminary design phase.
22	Will NHDOT provide the specific fiber plant (fiber strand) to be used for each device to be connected to the fiber backbone or will the Contractor be responsible for this determination?	The Department will indicate the allowable fiber optic strands for the communication system connections. The quantity and identification of the specific fiber optic strands to be dedicated to this project will be determined through the preliminary design phase.
23	Should the contractor include any money in the proposal for third party monthly lease fees?	Yes, the Contractor is required to pay for all leasing fees, including any application fees, through the end of the 24-month Maintenance and Warranty period.
24	Should the contractor include any money in the proposal for structural modifications to those potential tower lease facilities?	Yes, the Contractor is required to pay for all costs associated with their proposed solution, including any requirements by third parties for use of their facilities.
25	Should the contractor include any money in the proposal for third party application fees?	Yes, the Contractor is required to pay for all costs associated with their proposed solution, including any third party application fees for that solution.
26	Are mylar prints required?	No, NHDOT current practice is to provide individual sheet PDFs for all plans; therefore, the Contractor may eliminate the requirement to submit as-builts on archival mylar as indicated in Section 2.4.4 AS-BUILT PLANS.
27	What type of equipment (manufacturer, make, model) does the Compass ATMS software support?	The Department has prepared a table of equipment that is currently compatible with the New England Compass ATMS software. This table is provided in this Addendum.
28	At which locations are access paths required? What is the NHDOT criteria for requiring a gravel pathway?	The sites that require access paths are based on the Contractor's proposed solution. The Department may require a gravel pathway for any device where the Contractor's proposed Operations and Maintenance Access Plan requires a vehicle (maintenance van or bucket truck) in close proximity to the device where the access path or the surrounding slope or soils are insufficient to support the required maintenance vehicle. Where gravel access pathways are required, the Contractor shall construct a minimum 10-foot wide, level gravel path with a minimum of 12 inches of crushed gravel conforming to NHDOT Item 304.35 Crushed Gravel for Drives.
29	What coordination with utility companies (DigSafe) has been done to date? Are DigSafe case numbers available?	No DigSafe verifications have been done by the Department; all contact and coordination with DigSafe is the responsibility of the Contractor.
30	Please confirm that the Contractor has to provide the Quality Control Engineer (QCE) and all work is to be performed under the QCE's direction.	The Quality Control Engineer (QCE) shall be a member of the Contractor's team. As described in Section 5.24 CONSTRUCTION ENGINEERING AND INSPECTION, all Contractor construction activities will be under the direction of the QCE, a NH licensed Professional Engineer.
31	The Engineer of Record (EOR) cannot sign and seal shop drawings created under the guidance of another engineer not on their team. We request that this requirement be changed to: "The EOR will provide a shop drawing stamp and signature for approval."	Section 5.29 SHOP DRAWINGS has been revised and the new language is provided with this Addendum.
32	The RFP states; The Contractor shall secure a Contract Bond, but also states that the bonding requirements are defined in Section 103.05 Contract Bond in the 2016 Bridge Standard, this standard requires both a Payment and Performance Bond. Does this project require both a Payment and Performance Bond?	Section 5.32 PERFORMANCE BOND requires the Contractor to secure a Contract Bond in accordance with Section 103.05 of the 2016 NHDOT Standard Specifications for Road and Bridge Construction. This contract will also require a Proposal Guaranty in accordance with Section 102.09 of the 2016 NHDOT Standard Specifications for Road and Bridge Construction. No separate Payment Bond is required.
33	Does NHDOT have a Bond Form of its' own that you would like to use? If so, can you forward the Form for review?	The Department does not have a particular bond form that will be required.
34	High Level Design Document section 3.2.1.17 states that all DMS are to be walk-in throughout the project, yet section 3.1.2 says DMS may be ground-mounted. Please clarify NHDOT's intent for walk-in or front access DMS for ground-mounted signs.	Under 3.2 COMPONENT REQUIREMENTS, there are two sub-sections: overhead DMS requirements (Section 3.2.1) and ground mounted DMS (Section 3.2.2). Any requirement that starts with 3.2.1 applies only to the overhead mounted DMS while requirements that start with 3.2.2 apply only to the ground mounted DMS.
35	High Level Design Document section 3.2.1.17 states that all DMS are to be walk-in throughout the project, yet section 3.1.2 says DMS may be ground-mounted. Please clarify NHDOT's intent for walk-in or front access DMS for ground-mounted signs.	Under 3.2 COMPONENT REQUIREMENTS, there are two sub-sections that address overhead DMS requirements (Section 3.2.1) and ground mounted DMS (Section 3.2.2). Any requirement that starts with 3.2.1 applies only to the overhead mounted DMS while requirements that start with 3.2.2 apply only to the ground mounted DMS.
36	How many Days of Autonomy (DOA) does NHDOT require for solar power design?	See Appendix C, Section 7.1.3.4.1 and Section 7.1.3.4.2 for the solar power system design autonomy.
37	Are ultrasonic and torque testing required for anchor bolts for this project?	The requirements for testing anchor rods for this project are included in Appendix A of the High Level Design Document.
38	Will plans with satellite images, similar to the 30% drawings, be acceptable for the 60% and 100% drawings?	No, aerial imagery is not an approved format for the Preliminary System Design submissions or the Detailed System Design submissions. The Contractor shall provide sufficient existing details including but not limited to roadway, guardrail, drainage, fences and all other existing elements in accordance with NHDOT design guidelines. However, the Department will not require full survey to develop the project base plans provided the Contractor can detail the proposed work sufficiently to ensure that all design requirements have been met.

ID #	Question	Response
39	Has right-of-way information been verified for 30% design locations? If so, please provide this information.	The right-of-way (ROW) information on the 30% Plans has not been verified. The Contractor is responsible for confirming that all proposed equipment is contained within the NHDOT ROW.
40	Please confirm the existing fiber, to be utilized on this project, has been tested recently (within the last two months) for continuity and loss. If not, will NHDOT verify continuity.	The existing fiber optic cable has not been tested recently. The Department will not verify fiber optic strand continuity. The Department will indicate the fiber optic strands that are appropriate for use by the Contractor for communications as required by this project.
41	Site 101 53.4_E (sheet 23) in the 30% Design Plans have DMS located less than 800 feet from overhead guide signs. Is NHDOT aware of this condition and are they in approval to deviate from MUTCD guidelines? Please note: The overhead sign is not shown on Sheet 23.	The proposed DMS is a ground mounted unit to replace the existing PCMS located at the same location. The Department authorized the placement of a long-term PCMS at this location; therefore, the Department is willing to permit a permanent ground mounted DMS at this location. The Contractor's final placement of the proposed DMS is still required to meet the 800 foot daytime legibility distance as describe in the MUTCD, Section 2L.03.
42	Site 93 36.8_N (sheet 41) in the 30% Design Plans have DMS located less than 800 feet from overhead guide signs. Is NHDOT aware of this condition and are they in approval to deviate from MUTCD guidelines?	DMS 93 36.8_N is an existing PCMS deployed by the Department. The Contractor is not responsible for the location of the DMS, only that the proposed communication system include the existing DMS.
43	The 30% Design Plans indicate ground mount ITS cabinets at device locations. Will NHDOT accept pole-mounted ITS equipment cabinets at structure locations for CCTV, MVDS, and overhead DMS?	Yes, the Department will consider allowing pole-mounted cabinets for ITS devices on a case by case basis in accordance with the Department's best interest provided all other cabinet requirements are met.
44	Regarding the Department's I-293 Exits 6 & 7 Interchange project (Manchester 16099), are the bridges being replaced?	Yes, several bridges will be replaced under all the study alternatives being considered for the Exit 6 interchange.
45	Regarding the Department's I-293 Exits 6 & 7 Interchange project (Manchester 16099), will the land around either of the bridges be disturbed or removed?	Yes, the Department expects a large amount of earthwork at Exit 6 and Exit 7 as part of the reconstruction.
46	Regarding the Department's I-293 Exits 6 & 7 Interchange project (Manchester 16099), are there any graphics available on-line that detail what is being considered?	Yes, the Department maintains a project website for Manchester 16099 that shows the alternatives developed under the corridor study. These alternatives are being further assessed as part of the next engineering and environmental phase of the project. The project website can be found at <a href="http://www.293planningstudy.com">http://www.293planningstudy.com</a> . See in particular Chapter 4 of the Feasibility Planning Report. This section describes the full set of alternatives under further study and review. The Department has not determined which alternative best meets the future traffic needs and has the least environmental impact on cultural and natural resources.

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## Frederick E Everett Turnpike (FEET) Corridor Advanced Transportation Management System (ATMS)

## Vendor Conference Sign in

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Vendor Conference Sign in

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