



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

PORTSMOUTH, NH – KITTERY, ME
NHDOT PROJECT 16189B
RE: NHDOT RFP 2021-003
ADDENDUM #2

April 22, 2021

To All Qualified Proposal Teams

The New Hampshire Department of Transportation (NHDOT) is pleased to provide Addendum #2 to the Request for Proposals (RFP) identified as RFP 2021-003 for the I-95 (High Level Bridge) Part-Time Shoulder Use System. This Addendum #2 includes revisions to the documents listed below.

Book 1: Request for Proposals (Instructions to Proposers & Design-Build Contract)

Book 2: Technical Provisions

Book 3: Special Provisions

SP 614 Conduit and Pull Boxes on High Level Bridge (New)

SP 619 Barrier Gate ADDENDUM 2 (revised)

SP 677 BASE ADDENDUM 2 (revised)

SP 677 Comm Equipment Shelter ADDENDUM 2 (revised)

Book 4: 30% Conceptual Plans

Supporting Documentation:

SD11_GZA Geotechnical Design Basis High Priority Group

SD12_GZA Geotechnical Design Basis Memo for Remaining Structures

High Level Bridge Record As Built Plans

High Level Bridge Rehabilitation Project Plans

SD15_Southwest Research Institute Budgetary Estimate for Software Development, User Interface Design, and Testing

In addition, the Proposers attention is drawn to the following:

- 1. Book 1, Section 2 Schedule of Events. The date for the submission of the Technical Proposal has been changed to May 10, 2021 at 3:00 p.m. EST.**
- 2. The Southwest Research Institute (SWRI) Budgetary Estimate for Software Development, User Interface Design, and Testing is in Draft form, was prepared for the Proposal effort and is not a binding contract. The Burn-in period and warranty from SWRI will be 30 days. The overall New England Compass contract will cover the software warranty past the 30 day burn-in period, which will not be the responsibility of the Contractor. The RTMS Sx-300 unit is not currently supported by the New England Compass ATMS, nor is it part of SWRI's integration contract to support it, and will therefore require software coding for the device. The Contractor will be responsible to work with SWRI to provide the necessary coding/support for the RTMS Sx-300.**
- 3. A Bid Bond in the amount of 5% of the contract amount will be required. A Performance and Payment Bond is also required. Please refer to Book 1 for more details.**
- 4. All project environmental items have been resolved and result in no change to the RFP. The final Environmental documents will be forwarded to the selected, and awarded, Contractor upon request.**

This letter serves as notice that the State expects one more Addendum prior to the submission of the Technical Proposal to address the following work:

- 1) The Owners are finalizing a change order with the MaineDOT bridge deck rehabilitation project to furnish and install the proposed overhead sign structures and their foundations located at STA 585+00 and STA 601+50. Assuming that both parties can come to a mutual agreement of terms, then upon completion of the change order agreement, this work will be removed from NHDOT RFP 2021-003.

NHDOT, in partnership with the Maine Department of Transportation and the Maine Turnpike Authority, is looking forward to working with the successful Contractor to enhance mobility, improve safety, and relieve traffic congestion along the I-95/Maine Turnpike corridor.

Sincerely,

Charles E. Blackman

Charles E. Blackman, PE
NHDOT - Project Manager