

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT**  
**2021.08**

**PORTLAND AREA WIDENING &**  
**SAFETY IMPROVEMENTS**  
**MILE 46.4 to MILE 49.3**

**The bid opening date is changed to Thursday October 14, 2021 at 11:00 am.**

The following changes are made to the Proposal, Specifications and Plans.

**GENERAL**

All questions regarding Contract 2021.08 should be submitted by Noon on Thursday September 30, 2021 to be answered in an addendum to be issued on or about Tuesday October 5, 2021, if necessary. Questions received after that time may not be answered.

**PROPOSAL**

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**SPECIFICATIONS**

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**PLANS**

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**QUESTIONS**

**The following are questions asked at the pre-bid meeting held on September 21, 2021 or submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.**

Question 1: Is there a Bid Item for Test Pits.

Answer: No, there is not a Bid Item for Test Pits. The Special Provision exists in the event it is required.

Question 2: Can Pace Vehicles be added to the Contract?

Answer: The MTA will consider a proposal by the Contractor to use Pace Vehicle following Contract Award.

Question 3: When will Contract 2020.03 Portland Widening from Mile 43.0 to 46.4 be complete?

Answer: Contract 2020.03 is scheduled to be substantially complete by July 29, 2022 and Complete by August 12, 2022.

Question 4: Regarding Special Provision 203 Excavation and Embankment (Lightweight Fill) part 203.2 and 202.21, please clarify if the material is allowed to be made from wet-process or must be dry-process material and what manufacturing experience the manufacturer should have.

Answer: The MTA will consider either dry process or wet process manufactured product that meets all requirements specified in the contract documents, including the physical and test properties of the AeroAggregate product. In addition, the Contractor shall provide, for review and approval, documentation that the Manufacturer has manufactured and supplied the same product to a minimum of five similar projects within the last three years where the product was successfully used as highway embankment fill.

**ATTACHMENTS**

- Addendum No. 1 (3 pages)
- Specifications (0 pages)
- Plans (0 pages)
- Pre-Bid Agenda (9 pages)
- Pre-Bid Sign-In Sheet (1 page)

**Notes:** The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is 13 pages.

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-15 of the bid package.

\_\_\_\_\_  
Business Name

\_\_\_\_\_  
Print Name and Title

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Very truly  
yours,

MAINE TURNPIKE AUTHORITY

\_\_\_\_\_  
Nathaniel Carll  
Purchasing Department  
Maine Turnpike  
Authority

**MAINE TURNPIKE AUTHORITY**

Pre-Bid Conference

**CONTRACT 2021.08**

PORTLAND AREA WIDENING & SAFETY IMPROVEMENTS

MM 46.4 TO MM 49.3

SEPTEMBER 21, 2021, 10:00 A.M.

1) Location:

The general limits of work are as shown on the Contract Plans from Mile 46.4 TO Mile 49.3.

2) General Description:

The work consists of constructing a third travel lane northbound, a third lane southbound, and reconstructing the grassed median to a paved median on the Maine Turnpike in the City's of South Portland and Portland, Maine, and an overhead sign structure disassembly and removal in Town of Scarborough, Maine.

3) Bid:

a) Opening: October 07, 2021 at 11:00 A.M. at MTA Headquarters 2360 Congress Street, Portland.

b) All bid and contractual questions shall be directed to Nate Carll. Phone No.: (207) 482-8115. E-Mail: [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com).

c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, of the Maine Turnpike Authority. Fax No. (207) 871-7739. Email [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com)

4) Notification:

a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project sites for field inspection. The contact person is Steve Tartre at [startre@maineturnpike.com](mailto:startre@maineturnpike.com)

5) Contract Specifications

a) The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions, and Part III Appendices.

b) The Maine Turnpike Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications and are available on MTA's website.

6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)

a) Contract includes “Highway & Earth” and “Heavy & Bridge” wage rates.

7) Utility Coordination (Special Provision 104.4.6)

- a) Nine aerial utility facilities were identified within the project limits.
  - i) CMP requires a Utility Pre-Construction meeting. CMP has high voltage transmission lines that will require special coordination for work within 25 feet of poles, guys, or conductors.
  - ii) Portland Jetport and FAA have permit conditions limiting the height of construction equipment. Contractor will be working within the flight path of the Jetport and must adhere to the Permit requirements.
- b) Eight utilities have been identified as having underground facilities within or adjacent to the project limits.
  - i) Buckeye Pipeline has a High Pressure Petroleum Pipeline which crosses the mainline ditch and underdrain with a minimum cover of 4 feet. Buckeye requires Contractor follow a set of Construction Guidelines.
  - ii) City of Portland has a 16 inch asbestos concrete sewer line inside a 42 inch casing near Exit 48. Existing manholes require construction including manhole frames within the new mainline shoulder pavement.
  - iii) Maine Turnpike has highway lighting conduits on all interchange ramps. The contractor must maintain ramp lighting at all times.
  - iv) Granite State Gas/Unitil operates a number of pipelines with crossings noted in the Special Provision. They require special coordination and an excavation plan for all rock removal within 50 feet of a pipeline and all construction within 4 feet of a pipeline requires additional coordination and their onsite inspection.
  - v) Portland Pipe Line Corporation has a 24 inch oil pipeline within the project limits. They require a minimum 10-foot clearance for light standards, require a minimum 18-inch clearance from electrical conduits, require a minimum cover of 36 inches, and require special coordination for work near pipe vents at Exit 48. PPLC requires contractors to provide advance notice, follow their Construction Practices within 1,000 feet of their line, and onsite inspection for all rock removal within 1,000 feet of their line.
  - vi) Portland Water District has two 42-inch watermain crossings and an 8-inch watermain crossing. Contractor shall coordinate directly with Contract 2021.02 for work being performed on these three watermains. PWD requires a Pre-Construction meeting to finalize all construction practices and schedule including all heavy and vibratory equipment. PWD requires their onsite inspection for all work within 25 feet of any PWD infrastructure.

8) Cooperation With Other Contractors (Special Provision 104.4.7):

Adjacent contracts currently scheduled for the 2021-2023 construction seasons are listed in the contact book.

9) Permit Requirements (Special Provision 105.8.2)

- a) The Project is being constructed under the Maine Department of Environmental Protection (DEP) Natural Resources Protection Act Permit and Water Quality Certification L-27726-TG-A-N. A copy of the Permit is attached in **Appendix A**.

- b) All disturbed areas within 100 feet of a stream must be revegetated such that no exposed or unvegetated soil remains by October 1.
- c) The Project is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Individual Permit NAE-2019-00701. The Project is subject to the General Conditions and Special Conditions contained in the Permit. A copy of the Permit is attached in **Appendix B**.
- d) Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity shall be followed.
- e) The project is within an MS4 Area and the Contractor will be required to follow and sign the MS4 Awareness and adoption plans provided in Appendix A of the special provisions.

10) Construction Schedule/Substantial Completion:

- a) November 18, 2021 – Scheduled Contract Award Date
- b) November 19, 2021 to March 13, 2022 and November 18, 2022 to March 12, 2023 – Concrete barrier shall not be allowed on the right-hand shoulder or embankment.
- c) October 13, 2023 – All work shall be substantially complete.
- d) October 27, 2023 – Contract Completion Date.

11) Prosecution of Work (107.4.6)

- a) All mainline and ramp culverts and culvert extensions shall be complete prior to any of the Phase 1 paving above the culverts. Excavation of the proposed Phase 1 pavement is not allowed to install culverts.
- b) All Contract work that requires in-water work in the Unnamed Tributary of Capisic Brook (labeled as Unnamed Stream) shall be conducted between April 1 and November 1.
- c) No tree cutting shall occur between June 1 and July 31.
- d) All disturbed riparian areas shall be revegetated such that no exposed or unvegetated soil remains by October 1 of that construction season. All areas newly disturbed after October 1 shall be treated with erosion and sediment control measures that include placement of 6-12 inches of erosion control mulch overlain with jute matting and pinned in place before freezing occurs. This material must be removed to allow the area to revegetate during the following growing season.
- e) All construction within the Exit 46 Interchange, including maintenance of traffic layout, shall be coordinated with the MTA's Contract 2020.03 – Portland Area Widening & Safety Improvements Contractor. Contract 2020.03 may have lane shift(s) in place that require coordination of MOT, temporary concrete barrier, and construction access. Contract 2021.08 shall not setup traffic control or begin construction, within Station range 2288+50 to 2301+50, that requires any changes to Contract 2020.03 traffic control or interferes with that construction access.
- f) If the contractor plans to perform any Phase 2 work in the winter, then the contractor shall install Phase 2 Maintenance of Traffic devices, including temporary barrier and pavement markings, both northbound and southbound, without placing temporary concrete barrier on snow or ice and installing pavement markings per the manufacturer's requirements. There will be no additional compensation for snow removal, heating pavement, or drilling through frozen ground, or any other methods to install the Phase 2 MOT. Maintaining temporary pavement markings is Contractor's responsibility.

- g) At the conclusion of each Ramp Closure Duration noted, the following work, within the station ranges noted, mainline and ramp, shall be complete: all culvert and drainage infrastructure, gravels, pavement including final surface pavement, pavement striping, closure traffic control removed, and the Ramp fully opened to normal traffic flow.
- h) The contractor shall plan their Phase 1 work to allow Unutil/Granite State Gas to construct a new directional drill/jack pipeline underneath the mainline including construction of lines parallel to the mainline and cut-over connections: approximately station 2334+00 to 2339+00 right and left. Unutil/Granite State Gas are in the design stages of this crossing with no additional information at this time. The MTA will continue coordination with Unutil/Granite State Gas and provide the Contractor with more information as it becomes available. Contractor shall coordinate with Unutil, and MTA, through a utility pre-construction meeting, to discuss construction and schedule details of the Westbrook Street line replacement. All gravels and pavement within these limits shall not be constructed until after the pipeline has been installed and put into operation. The contractor must coordinate with the Utility and comply with their construction requirements for all construction over or effecting the pipeline. The contractor will be responsible for repair of and compaction of the widening embankment that may have been disturbed during Unutil/Granite State Gas pipeline construction. Contractor shall have no claim against the Authority if the approximate work area is exceeded or the tentative work windows are exceeded.

12) Limits of Operations (Special Provision 107.4.7)

- a) Phase 1A work shall be complete through subbase course gravel compaction prior to transitioning into Phase 1B. Maintenance of traffic layout, as shown in the plans, for placement of temporary concrete barrier in Phase 1A and Phase 1B is required unless otherwise approved in writing by the MTA. Construction of Phase 1A, behind barrels, without temporary concrete barrier, will be considered providing the existing pavement is backed up daily with compacted Type A gravel at a 4:1 or flatter slope.. However, the MTA will consider a contractor's proposed alternate phasing (and fully detailed and dimensioned layout) of moving directly to the use of Phase 1B temporary concrete barrier if the contractor can demonstrate such use will limit the use (duration) of Phase 1B narrow lanes and shoulders to 45 days per segment, including temporary barrier setup, temporary barrier removal, and striping.
- b) If Phase 1A is utilized by the Contractor, then the duration of Phase 1B (narrower lanes and shoulders) shall be kept to an absolute minimum dictated by paving operations but in no case longer than 45 days per segment. The contractor shall consider the maximum length segment for all Phase 1B MOT setups to be 4,500 feet or interchange to interchange. Once the shift to Phase 1B has been setup, the contractor shall have the appropriate staff, equipment, and supplies on-hand and ready to complete the paving without delay. Temporary concrete barrier shall be moved, at a minimum, back to Phase 1A to provide wider lanes and shoulders as soon as paving is complete but no later than two weeks after paving. The contractor shall submit a construction plan and MOT schedule for this work 30 days prior to the proposed start of Phase 1B for review and approval. Consideration will be given to completing this work in interchange-to-interchange segments versus the entire length.
- c) Contractor may begin work on Phase 2 in areas that Phase 1 is complete on both northbound and southbound. A minimum of 800 feet will be required for the transition between phase 1 and phase 2 dependent on location; pavement marking transition layouts shall be submitted to the resident engineer for review and approval. The contractor will be allowed only one temporary barrier shifting taper at a time between Phase 1 and Phase 2.

- d) The contractor will be allowed only one temporary barrier shifting taper at a time, in one direction of travel, between the wider Phase 1A lanes and the narrower Phase 1B lanes. The intent is to avoid moving traffic from wider Phase 1A lanes to narrower Phase 1B lanes then back to wider Phase 1A lanes forcing traffic to negotiate multiple shifting tapers. If used, the shift shall be located outside of an interchange ramp acceleration or deceleration lane.
- e) Contractor shall review and comply with the Special Conditions contained in multiple Aeronautical Studies, numbered No. 2021-ANE-(###)-OE and Advisory Circular AC No. 70/7460-1M. These documents are contained in the Appendix. FAA has determined equipment that is 31 feet tall or less (above ground level) may be used on this project with special marking and/or lighting; see documents noted in this paragraph. Any equipment or part of equipment that exceeds 31 feet above ground level will require an additional application process, review, and approval of the FAA before the equipment can be used. See Appendix for locations where equipment up to 100 feet tall is permitted without additional application to the FAA.
- f) Contractor shall contact the FAA (Portland International Jetport) and Air Traffic Control Tower at least 3 business days prior to use of construction equipment; contact information is in the Utility Special Provision, Sec 104.4.6.
- g) Contractor must submit FAA Form 7460-2 Notice of Actual Construction or Alteration to the Resident within 3 days of when construction reaches its greatest height (see FAA Form 7460-2, Part 2). This applies to final pavement and roadway lighting on the ramps, as well as construction equipment removed from the site.
- h) The contractor shall maintain normal downstream flow in Nasons Brook and Unnamed Stream - Capisic Brook Watershed at all times and temporary construction impacts must remain within the areas shown on the permit plans unless approved by the MTA and permitting Agencies.
- i) The Contractor shall complete the work as shown on the phasing and maintenance of traffic plans and in accordance with Section 652 of the Specifications. The MOT layouts as shown in the Plans and described in the Special Provisions provide guidance for construction that progresses from Phase 1A to Phase 1B to Phase 2.
- j) Contractor shall not plow or otherwise cause snow or ice from within the work zone to be cast upon active travel lanes, shoulders, or ramps. The contractor should plan for MTA snowplows to push snow from the roadway, over the temporary barrier and into the work zone.
- k) The new third lane northbound and southbound shall remain closed to traffic until written notification is provided by MTA to open.
- l) Lane closures, ramp closures, shoulder closures, and stoppages of all kinds are prohibited during an Interstate 295 closure for MaineDOT project WIN 21745, Interstate 295 over Veranda Street. The planned I-295 Closure, and weather alternate, is tentatively scheduled for either: the period Noon October 22, 2021 thru Noon October 25, 2021 with an alternate weather period of Noon October 29, 2021 thru Noon November 1, 2021, OR Noon April 15, 2022 thru Noon April 18, 2022, with an alternate weather period of Noon April 22, 2022 thru Noon April 25, 2022.



- m) The contractor shall maintain existing drainage during construction as needed for temporary use, prior to proposed drainage systems being functional as identified on the plans. This includes, but not limited to, making watertight temporary pipe connections between new culverts installed in Phase 1 and existing median catch basins that won't be replaced until Phase 2 construction; and temporary culvert extensions for existing culverts that drain median catch basins that are to be removed in Phase 2 construction. Payment for temporary pipe connection and temporary pipe extensions will be paid for under the appropriate Section 603 Pipe Item; no additional payment will be made for required labor, fittings, seals, etc.
- n) Pavement markings on all bridges shall be tape. Painted pavement markings will not be allowed on bridges.
- o) Ramp Closures will only be allowed at one interchange at a time, with the other two interchanges within the project limits fully open. The contractor shall also not setup a ramp closure at Exit 46 during the same time an Exit 45 ramp closure is in effect.

13) Specific Contract Items

a) Plans

- i) The southbound pavement profile does not match the northbound pavement profile.
- ii) The southbound mainline profile, in connection with Exit 47 Southbound On-ramp work, shall be raised through placement of Hot Mix Asphalt. See Maintenance of Traffic plans, Southbound Crown Line Profile Grading, and Cross sections for details.
- iii) The mainline stationing contains station equations that shall be considered in all layout and survey. See Geometric Plans for details.

b) Section 203 – Excavation and Embankment

- i) Lightweight Fill is required for small sections of embankment construction.
- ii) Granular Borrow shall meet the gradation of Granular Borrow for Underwater Backfill

c) Section 401 – Hot Mix Asphalt Pavements

- i) An Asphalt Rich Base Mixture item is included in the Contract

d) Section 526 – Temporary Concrete Barrier

- i) The project requires a substantial amount of temporary concrete barrier, including 8,000 linear feet to be Supplied By Authority from three separate locations.
- ii) All temporary traffic barrier and corresponding connections supplied by the Contractor shall meet Test Level 3 (TL-3) criteria as defined in NCHRP Report 350 or the AASHTO Manual for Assessing Safety Hardware (MASH) based on date of manufacture; all temporary concrete barrier manufactured after 12/31/19 shall meet MASH requirements.

e) Section 526 – Concrete Barrier

- i) This work shall consist of furnishing, constructing, erecting, and setting permanent concrete barrier and associated elements on granular base material in accordance with these Specifications and the lines and grades shown on the Plans or established by the Resident. The length of each precast barrier segment shall be in accordance with the parameters shown on the Plans.
  - ii) The Contractor shall be responsible for installing the barrier to the elevations shown on the plans, and with the required depth of embedment required to achieve the specified elevation. The Contractor is advised that the finished pavement elevation on either side of the barrier will not be equal at all locations, and that the depth of barrier embedment will vary. Median barrier embedment and total height is not to scale on cross sections; Contractor shall see barrier detail sheets for this information.
  - iii) The Contractor shall collect any necessary field data to supplement the Plans, including ground survey and field measurements, required for the development of shop drawings. The Contractor shall submit shop drawings, for approval by the Resident, showing the fabrication details and quantities of each proposed barrier section in accordance with Section 105.7, Working Drawings, and Section 526.031, Submittals. Additionally, working drawings for precast elements shall be submitted in accordance with Standard Specification 535.03, Drawings. The shop drawings shall include information covering materials and their properties, lifting devices, storage and handling requirements, reinforcing layout, protective coating information, geometric dimensions, quantity of pieces, overall length of pieces, and all other information necessary to fabricate the pieces in accordance with the Plans and Specifications.
- f) Section 603 – Pipe Culverts and Storm Drains
- i) This contract includes the installation of culverts that cross beneath one or both barrels of the Turnpike mainline and will require open cut construction. Specific Maintenance of Traffic control details for this construction are included in the Plans.
  - ii) The cross culverts, in some cases, terminate in the median at a catch basin requiring phased construction and temporary connections. That is, culvert installation in Phase 1 Widening requires temporary connection into an existing crosspipe and into an existing catch basin. All temporary connections shall be watertight and capable of passing the existing drainage. Existing drainage shall be maintained until final drainage is operational.
- g) Section 607 – Fences
- i) This contract includes the installation of Chain Link Snow Fence at Gorham Road, I-295 Southbound Interchange, and Running Hill Road underpasses.
- h) Section 626 – Overhead Sign Structure Foundation
- i) See Section 645
- i) Section 645 – Removal, Disassembly and Relocation of VMS and Supporting Structure
- i) This work shall consist of the removal, disassembly, and relocation of the Variable Message Sign (VMS) and portions of the supporting overhead sign structure as specified herein and as shown on the Plans. The existing VMS is located just north of Two Rod Road over the southbound travelway and shall be moved to south of Brighton Avenue (Station 2383+00) over the southbound travelway.

- ii) The contractor shall be responsible for surveying the existing roadway, median, and foundation locations to verify elevations before developing structural shop drawings for fabrication and construction of the foundations. If the actual ground elevations differ more than 1'-0" from the elevations shown in these plans, the engineer shall be contacted to verify adequacy of the footing design.

j) Section 652 – Maintenance of Traffic

- i) All traffic control devices shall conform to the requirements of the latest edition of the MUTCD, NCHRP 350 guidelines and all Traffic control devices shall meet Manual for Assessing Safety Hardware (MASH) 16 guidelines if date of manufacture was after December 31, 2019.
- ii) Where space is available pavement striping for all tapers shall create a minimum buffer of 250 feet to the point where the temporary concrete barrier taper ends and becomes parallel to the travelway. Temporary concrete barrier shall be tapered at a minimum 8:1 unless space is available and then it should be tapered at 15:1 or 100 feet whichever is longest.
- iii) Ramp closure setup, as described in the Maintenance of Traffic plans, shall begin and end in accordance with the times noted in the Lane and Shoulder Closure Tables below. The contractor shall submit a detailed ramp closure plan with a date/time schedule for approval a minimum of 45 days before the proposed closure. All ramp closures must be approved by the MTA before setup, including VMS and detour signage if required. Ramp closures setup early or that remain in place beyond the approved time period shall be subject to a lane rental fee detailed in this Special Provision. VMS and detour signage, set up and properly turned off or covered, will not be considered a violation of setup outside of the approved time period.
- iv) Multiple simultaneous or overlapping ramp closures, in a direction (northbound or southbound) will not be allowed; only one may be in place at a time. Contractor shall plan accordingly, including required review time.
- v) Access to, and egress from, the construction area shall be with the direction of travel without crossing traffic. Construction vehicles are prohibited from merging with mainline traffic between 7:00 a.m. and 8:30 a.m. and between 4:00 p.m. and 5:30 p.m. unless approved in writing from the MTA. The contractor shall develop work zone access/egress with acceleration and deceleration areas and should utilize interchange ramp areas whenever feasible.
- vi) The third lane shall be kept closed until the full length of widening is complete. At the completion of the contract and prior to opening the new third lane northbound, the Contractor shall set up all required traffic control devices and signage to advise Turnpike traffic that the third lane ENDS after the Exit 48 northbound on-ramp. Similarly, all required traffic control devices and signage in the southbound direction shall be fully installed prior to opening the southbound third lane. Barrels and signage left in place by the Contract 2020.03 to close the third lane within the Exit 46 interchange shall be maintained by this Contract until such time that the third lane of this contract is complete and ready to open. All drums and signs left in place by Contract 2020.03 shall become the property of the MTA.
- vii) Blasting of Ledge Stoppages for blasting will be allowed Monday through Thursday before 6:30 AM and after 6:30 PM, and on Fridays before 6:30 AM; except during Holiday periods where Blasting will not be allowed. The maximum time for which traffic may be stopped at any single time shall be six (6) minutes.

k) Section 801 – Miscellaneous Incidentals

- i) This work shall consist of excavating and back filling test holes to locate existing utilities at locations shown on the plans or as directed by the Resident.

14) Questions

**SIGN-IN SHEET**

Please Print

**CONTRACT 2021.08 PORTLAND AREA WIDENING & SAFETY IMPROVEMENTS, MM 46.4 - MM 49.3**  
Pre-Bid Meeting



Name	Company and/or Address	Phone	E-Mail
Loren Blair	Pike	207-240-9247	lblair@pikeindustries.com
Greg Brown	Pike	207-649-6356	greg.brown@pikeindustries.com
Ralph Narwood	MTA	207-482-8348	narwood@maineturnpike.com
Jamie Mason	MTA	482-8172	jmason@mainturnpike.com
Math Elliott	Shaw Brothers	839-2552	mellotte@shawbrothers.com
PAT DUBAY	SARRENT	827-4435	PDUBAY@SARRENT.US
Scott Warkhol	MTA	492-8124	swarkhol@mainturnpike.com
Larry Gordin	R.T. Gordin Sons	854-1147	Estimators@RTGordin.com
Mike Gill	MTA	482-8115	ncall@mainturnpike.com
Dale Mitchell	HUTB	774-5155	dawitchell@hntb.com
Steve Tarhne	MTA		sttarhne@mainturnpike.com