

SECTION 905 -- PROPOSAL (CONTINUED)

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) enclose a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO. 1 DATED 8/3/2009 ADDENDUM NO. DATED
 ADDENDUM NO. 2 DATED 9/11/2009 ADDENDUM NO. DATED

Number	Description
1	Revised Notice to Bidders No. 2619; EBS Download Required.
2	Revise Table of Contents with same; Add Notice to Bidders No. 1727 with Supplement and Attachments; Replace Notice To Bidders No. 2620 with same; Replace Notice to Bidders No. 2696 with Notice to Bidders No. 2737; Add Notice to Bidders Nos. 2796, 2797 & 2798; Replace Bidsheets with same; Amendment EBS Download Required.

TOTAL ADDENDA: 2
 (Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

 Contractor

BY _____
 Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

Our corporation is chartered under the Laws of the State of _____ and the names, titles and business addresses of the executives are as follows:

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.

ITS-0210-00(017) / 105469301 ITS-0210-00(017) / 105469302 Forrest & Lamar County(ies)

Revised 09/21/2005

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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PROJECT: ITS-0210-00(017) / 105469301 & 302 – Forrest & Lamar Counties

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SECTION 905 - PROPOSAL,
PROPOSAL SHEET NOS. 2-1 THRU 2-7,
COMBINATION BID PROPOSAL,
CERTIFICATE OF PERFORMANCE - PRIOR FEDERAL-AID CONTRACTS,
CERTIFICATION REGARDING NON-COLLUSION, DEBARMENT AND SUSPENSION,
SECTION 902 - CONTRACT FORM, AND SECTION 903 - CONTRACT BOND FORM,
OCR-485.

REVISIONS TO THE ABOVE WILL BE INDICATED ON THE
SECOND SHEET OF SECTION 905 AS AN ADDENDUM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 1727

DATE: 09/11/2009

PROJECT: ITS-0210-00(017) / 105469301 & 302– Forrest & Lamar Counties

After the first paragraph on page 1, add the following:

The low bidder will have to provide two (2) proof of insurance coverage forms. One for the Canadian National Railroad and one for the Kansas City Southern Railroad. These forms shall be of the amounts required by the Railroads and shall have the appropriate Railroad listed as the insured. The proof of insurance will not be provided at the time of bid but shall be provided with the executable contract documents.

After the second paragraph on page 1, add the following:

Name Insured: **Canadian National Railroad**
Description and Designation: Placement of conduit and cable under the railroad near the south MDOT ROW line
Mile Post: 706 feet southeast of Mile Post 99, in Hattiesburg, Mississippi

Name Insured: **Kansas City Southern Railroad**
Description and Designation: Placement of conduit and cable under the railroad near the north MDOT ROW line
Mile Post: 67 feet south of Mile Post 64, in Hattiesburg, Mississippi

After the fourth paragraph on page 1, add the following:

Canadian National Railroad

Mr. Tom Tucker
2800 Livernois Road
Troy, Michigan 4808
(248) 740-6227
tom.tucker@cn.ca

Kansas City Southern Railroad

Srikanth Honnur, P.E.
Director, Track and Bridge Construction
427 West 12th Street
Kansas City, MO 64105
(816) 983-1138
(816) 719-7511 Cell

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1727

CODE: (SP)

DATE: 09/20/2007

SUBJECT: Railway-Highway Provisions

Prior to bidding, the Contractor shall contact the Railroad concerning insurance coverage required for this project. In case the railroad requires coverage over and above that required by the Standard Specifications, the railroad requirements shall be met.

The name insured, description of the work and designation of the job site to be shown on the Policy are as follows:

Notice of starting to work, completion of any required forms, and correspondence pertaining to railroad liability insurance shall be directed to the person below.

The Contractor shall not commence, or carry on, any work for installation, maintenance, repair, changing or renewal of any FACILITY, under, over or on RAILROAD property at any location without giving at least ten (10) working days prior notice to the RAILROAD authorized representative at the RAILROAD's office(s) below.

If in the opinion of the RAILROAD, the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the Contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locate supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD's Chief Engineer's Office may deem necessary.

It will be the Contractor's responsibility to pay all bills associated with railroad flagging and cable locating. Generally, the flagging rate is \$700.00 per day (1 to 8 hours) plus overtime at \$125.00 per hour, however, the Contractor shall contact the RAILROAD to verify all rates.

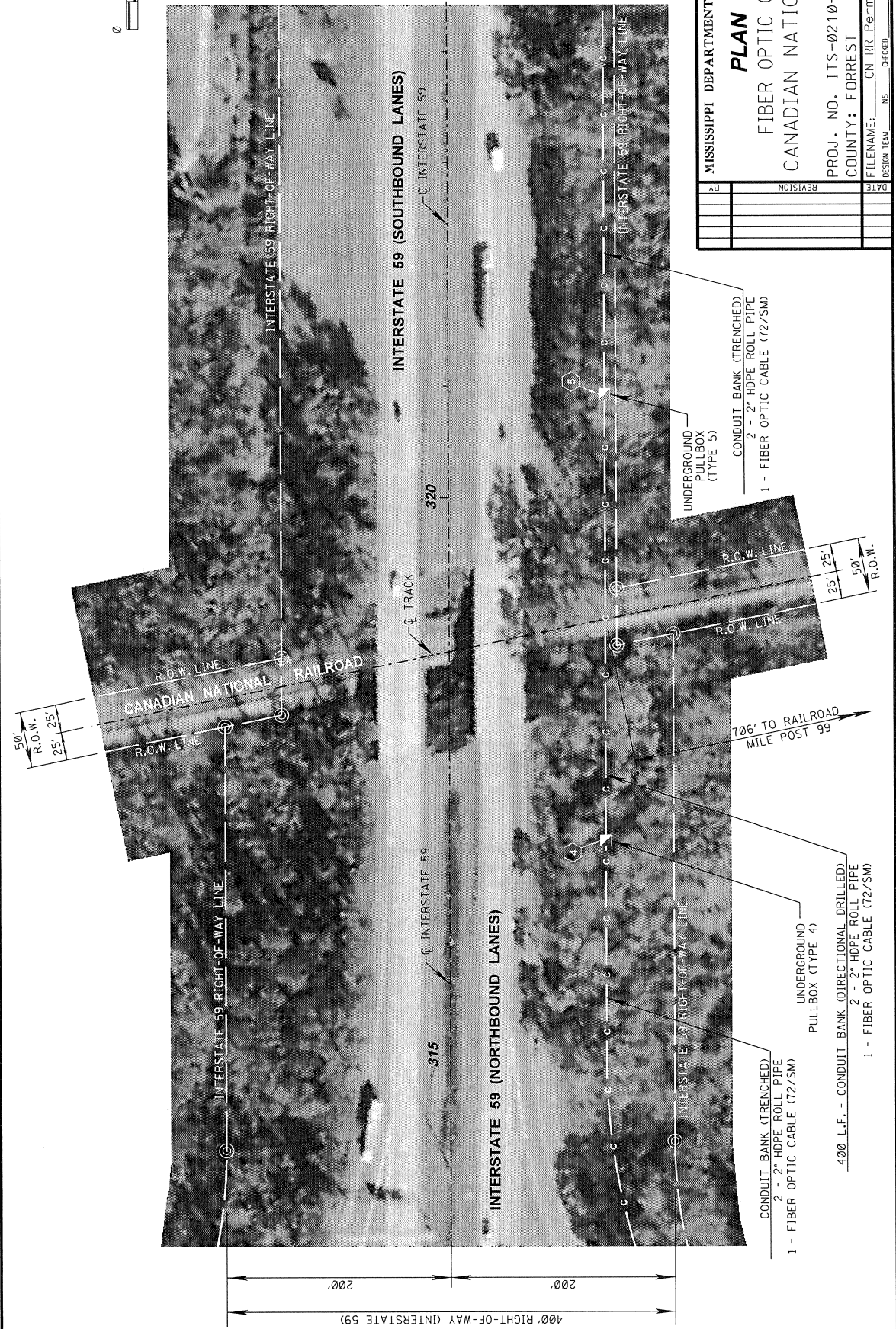
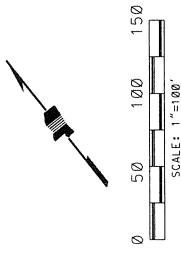
A flagman is required anytime a Contractor does any work on or near RAILROAD property within twenty-five (25) feet horizontally of the centerline or any work over any railroad track. The RAILROAD, however, also reserves the right to require a flagman for work on RAILROAD property, which is more than twenty-five (25) feet from the centerline of a railroad track when there are other conditions or considerations that would dictate the need for a flagman to safeguard the RAILROAD's operations, property and safety of working personnel.

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation. The cable locate will be performed by a qualified RAILROAD employee.

Outside Contractors are prohibited from driving on, along, or across any track that does not have

a RAILROAD installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

Exceptions to this rule will require the express approval from the RAILROAD Engineers.



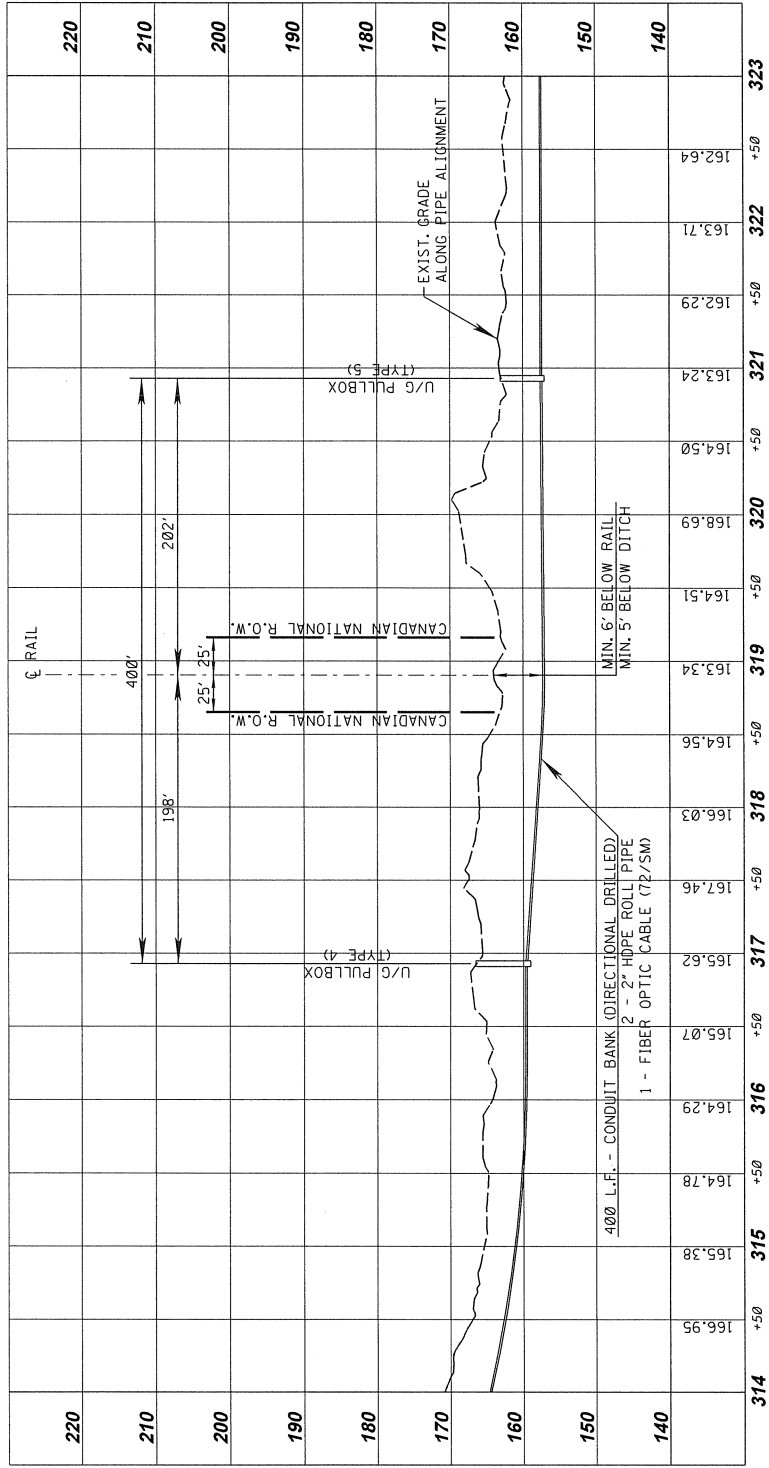
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PLAN VIEW	
FIBER OPTIC CROSSING AT CANADIAN NATIONAL RAILROAD	
WORKING NUMBER	RR-1
PROJECT NO.	ITS-0210-00(017)
COUNTY	FORREST
FILENAME	CN_RR_Permit.dgn
DESIGN TEAM	NS
CHECKED	DATE
DATE	
REVISION	
BY	

UNDERGROUND PULLBOX (TYPE 5)
 CONDUIT BANK (TRENCHED)
 2 - 2" HDPE ROLL PIPE
 1 - FIBER OPTIC CABLE (72/SM)

706' TO RAILROAD MILE POST 99

400 L.F. - CONDUIT BANK (DIRECTIONAL DRILLED)
 UNDERGROUND PULLBOX (TYPE 4)
 2 - 2" HDPE ROLL PIPE
 1 - FIBER OPTIC CABLE (72/SM)

CONDUIT BANK (TRENCHED)
 2 - 2" HDPE ROLL PIPE
 1 - FIBER OPTIC CABLE (72/SM)



PROFILE VIEW - ALONG CONDUIT ALIGNMENT

SCALE: HORIZ. 1"=100' - VERT. 1"=20'

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PROFILE VIEW

FIBER OPTIC CROSSING AT
CANADIAN NATIONAL RAILROAD

PROJ. NO. ITS-0210-00(017)
COUNTY: FORREST

WORKING NUMBER
RR-2

FILENAME: CN_RR_Permit.dgn
DESIGN TEAM: MS
CHECKED: _____
DATE: _____

SHEET NUMBER
2



WIRELINE CROSSING AND ENCROACHMENT SPECIFICATIONS

UNDERGROUND WIRELINE CROSSINGS

1. Must be a minimum of 5'6" feet below base of rail.
2. Must be enclosed in casing or conduit adequate to protect the line.
3. Wherever located on railroad right-of-way outside the track ballast section, the following are minimum burial depths below ground line:

<u>Line Voltage</u>	<u>Depth Below Ground Line</u>
0-600	24 inches
601 - 22,000	30 inches
22,001 - 40,000	36 inches
40,001 - Above	42 inches

OVERHEAD WIRELINE CROSSINGS

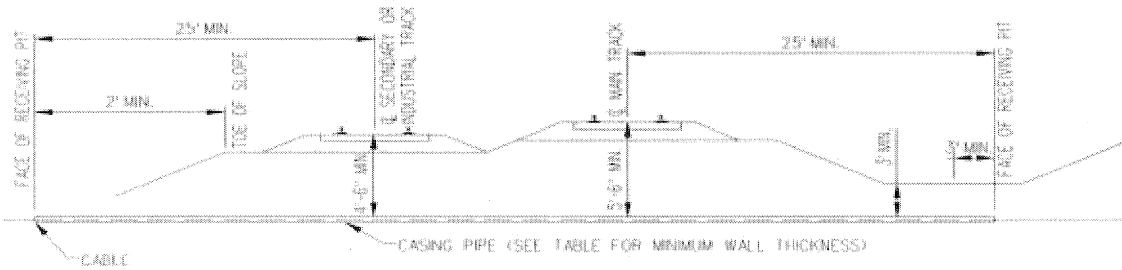
1. Must not be located within 300' of a bridge in either direction
2. Must not be attached to a company pole line or pole lines licensed to others except where specifically authorized.
3. All poles extending in height above ground equal to or greater than the distance from pole to end of cross line will be anchored and guyed against tipping toward track.
4. Guys will be guarded to a distance of 8' above ground line and the guards shall be orange in color.
5. All clearances and safety provisions are subject to the applicable National and State codes. Provisions of that portion of the National Electric Safety Code (American National Standard Institute) pertaining to railroads apply.

GENERAL NOTES

1. All power or communication line crossings are subject to license agreements with the railroad company.
2. All clearances and safety provisions are subject to the applicable national and State Codes. Provisions of that portion of The National Electrical Safety Code (American National Standard Institute) pertaining to railroads apply.

WIRELINE CROSSING AND ENCROACHMENT SPECIFICATIONS

CABLE CROSSING



ALL MINIMUM DIMENSIONS MEASURED NORMAL TO ϕ OF OUTSIDE TRACK

NOTE: LOW VOLTAGE CABLE SUCH AS TELEPHONE OR CABLE TV MAY BE INSTALLED IN PVC CARRIER PIPE

MARKING OF BURIED POWER CABLES ON RAILROAD RIGHT OF WAY

CABLE ROUTE MUST BE MARKED AT EDGE OF RIGHT OF WAY WHERE CABLE ENTERS OR LEAVES RAILROAD PROPERTY. IN CASES OF PARALLEL CABLE ROUTE, SIGNS AS INDICATED IN FIGURE 1 ON THIS EXHIBIT WILL BE PLACED APPROXIMATELY EVERY 200 FEET. SIGNS TO BE OF A PERMANENT VERTICAL TYPE, NOT SMALLER THAN 5 INCHES WIDE BY 12 INCHES HEIGHT. YELLOW BACKGROUND WITH BOLD BLACK LETTERING. SIGNS TO BE MOUNTED ON METAL POSTS OR AS OTHERWISE AGREED TO AT A HEIGHT OF 3 FEET ABOVE GROUND LEVEL.





PIPELINE/WIRELINE CROSSING CONTACTS

CROSSING PERMITS

Name: Daryl Lang
Address: Canadian National
Daryl Lang
2800 Livernois Rd
Troy, Michigan 48083
Phone: 248-740-6545
Fax: 248-740-6031
Email: daryl.lang@cn.ca

FLAGGING AND/OR CABLE LOCATE

Name: Tom Tucker
Address: Canadian National
Tom Tucker
2800 Livernois Rd
Troy, Michigan 48083
Phone: 248-740-6227
Fax: 248-740-6031
Email: tom.tucker@cn.ca



INSURANCE REQUIREMENTS

1. By Licensee

Before commencing work, and until this Agreement shall be terminated or the FACILITY shall be removed (whichever date is later), the LICENSEE shall provide and maintain the following insurance in form and amount with companies satisfactory to and as approved by the RAILROAD.

- a. Statutory Workers Compensation and Employer's Liability insurance.
- b. Automobile Liability in an amount not less than \$1,000,000 dollars combined single limit.
- c. Comprehensive General Liability in an amount not less than \$5,000,000 dollars combined single limit. In the event the policy is a Claim Made policy coverage shall include an aggregate of \$10,000,000 dollars. The Policy must name the appropriate RAILROAD as an Additional Insured and must not contain any exclusions related to:
 1. Doing business on, near, or adjacent to railroad facilities.
 2. Loss or damage resulting from surface, subsurface pollution contamination or seepage, or handling, treatment, disposal, or dumping of waste materials or substances.

Before commencing work, the LICENSEE shall deliver to the RAILROAD a certificate of insurance evidencing the foregoing coverage and upon request the LICENSEE shall deliver a certified, true and complete copy of the policy or policies. The policies shall provide for not less than ten (10) days prior written notice to the RAILROAD of cancellation of or any material change in, the policies; and shall contain the waiver of right of subrogation.

It is understood and agreed that the foregoing insurance coverage is not intended to, and shall not, relieve the LICENSEE from or serve to limit LICENSEE's liability under the indemnity provisions of any applicable agreement.

It is further understood and agreed that, so long as the Agreement shall remain in force or the FACILITY shall have been removed (whichever shall be later), the RAILROAD shall have the right, from time to time, to revise the amount or form of insurance coverage provided as circumstances or changing economic conditions may require. The RAILROAD shall give the LICENSEE written notice of any such requested change at least thirty (30) days prior to the date of expiration of the then existing policy or policies; and the LICENSEE agrees to, and shall, thereupon provide the RAILROAD with such revised policy or policies thereof.

- d. Notwithstanding the above, LICENSEE shall have the right to self-insure any portion of this obligation. If LICENSEE elects to self-insure any portion of such insurance, LICENSEE shall provide the RAILROAD with such documentation as the RAILROAD may require in support of LICENSEE's ability to do so.



INSURANCE REQUIREMENTS

2. By the Licensee's Contractor

If a contractor is to be employed by the Licensee for the installation of the FACILITY, then, before commencing work, the contractor shall provide and maintain the following insurance, in form and amount and with companies satisfactory to, and as approved by, the RAILROAD.

- a. Statutory Workers' Compensation and Employer's Liability insurance.
- b. Automobile Liability in an amount not less than \$1,000,000 dollars combined single limit.
- c. An Occurrence Form Railroad Protective Policy with limits of not less than \$5,000,000 dollars per occurrence for Bodily Injury Liability, Property Damage Liability and Physical Damage to Property with \$10,000,000 dollars aggregate for the term of the policy with respect of Bodily Injury Liability, Property Damage Liability and Physical Damage to Property. The policy must name the appropriate RAILROAD as the insured, and shall provide for not less than ten (10) days prior written notice to the RAILROAD'S as cancellation of, or any material change, in the policy.

REQUIREMENTS REGARDING FLAGGING AND CABLE LOCATION FOR CONSTRUCTION ON CN

(Hereinafter called "Railroad")

NOTE: Flagging and/or Cable Locate fees may apply

A utility or contractor shall not commence, or carry on, any work for installation, maintenance, repair, changing or renewal of any FACILITY, under, over or on RAILROAD property at any location without giving at least five (5) working days prior notice to the RAILROAD authorized representative at the RAILROAD's office located at Troy, Michigan, Phone (248) 740-6227; and if, in the opinion of the RAILROAD the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the utility or contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locate supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD's Chief Engineer's Office may deem necessary.

A flagman is required anytime a utility or contractor does any work on or near RAILROAD property within twenty-five (25) feet horizontally of the centerline or any work over any railroad track. The RAILROAD, however, also reserves the right to require a flagman for work on RAILROAD property, which is more than twenty-five (25) feet from the centerline of a railroad track when there are other conditions, or considerations that would dictate the need for a flagman to safeguard the RAILROAD's operations, property and safety of working personnel.

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation. The cable locate will be performed by a qualified RAILROAD employee.

Outside contractors are prohibited from driving on, along, or across any track that does not have a CN installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

Exceptions to this rule will require the express approval from CN Engineering.

Prior to any project being started, the RAILROAD requires a "Request for flagging services" form to be completed and submitted, including check for prepayment based on the number of days flagman protection will be required.

Request for flagging services

Southern Region

TO: Tom Tucker
Audit Officer
CN
2800 Livernois, Suite 220
Troy, Michigan 48083
(248) 740-6227
(248) 740-6031 fax
tom.tucker@cn.ca

Date submitted: _____

FROM: _____
(Name)

I am requesting a flagman for the following project. **All blanks below must be completely filled in before any flagman request will be honored. Proof of Insurance must accompany this form. Flagman will be provided within five (5) business days, at your cost, depending on availability. Direct your calls concerning availability and problems to (248) 740-6227.**

Project Location: _____

RR milepost, Street, etc. _____

Company: _____

Billing Address: _____

City: _____ State: _____ Zip: _____

Company Phone: _____ Company Fax: _____

**Agreement or Authorization No.: _____ Dated: _____

With: _____

Contractor's Contact Person: _____ Phone: _____

Date(s) Flagging needed: _____

Starting time: _____ Ending Time: _____

Location for flagman to report: _____

Based on the number of days a flagman is required, prepayment for flagman protection, at the base rate of \$700.00 per day (1 – 8 hours) plus overtime at \$125.00 per hour, any hours in excess of eight (8) hours must be received prior to beginning of this project.

Weekend flagman protection will be billed at the minimum rate of eight hours (8) at \$125.00 per hour.

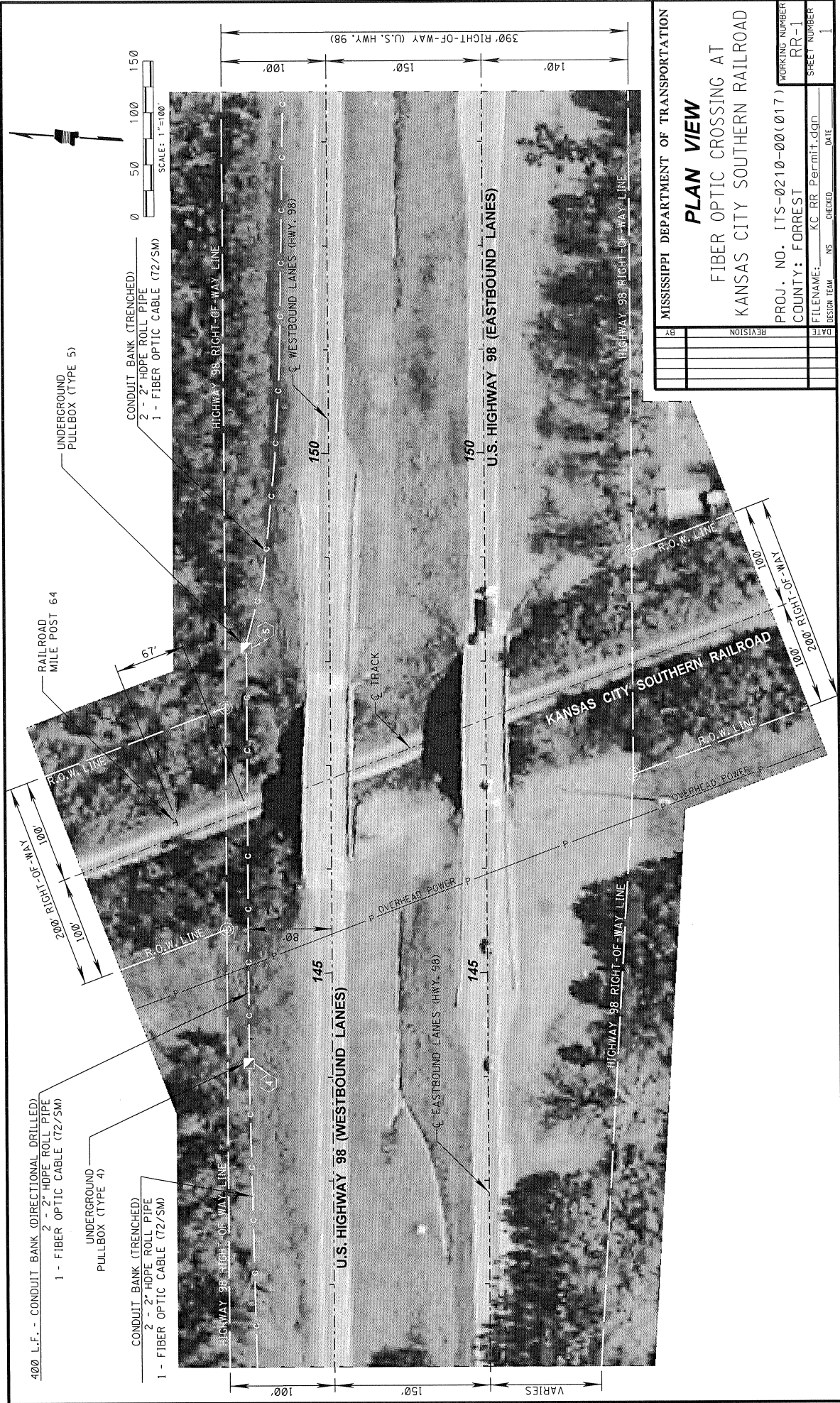
*** You must have an agreement with CN railroad subsidiary, such as a Right of Entry Permit, Formal Agreement or State, County, City Project Number and proof of insurance before you can enter the property.*

Description of work to be performed:

Will you receive State or Federal Funds as reimbursement for this project? Yes__ No__

I agree to pay for flagging services as requested: _____

Attach map or other location info and fax completed form with cover letter on your company's letterhead and proof of insurance to Tom Tucker (248) 740-6031



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN VIEW

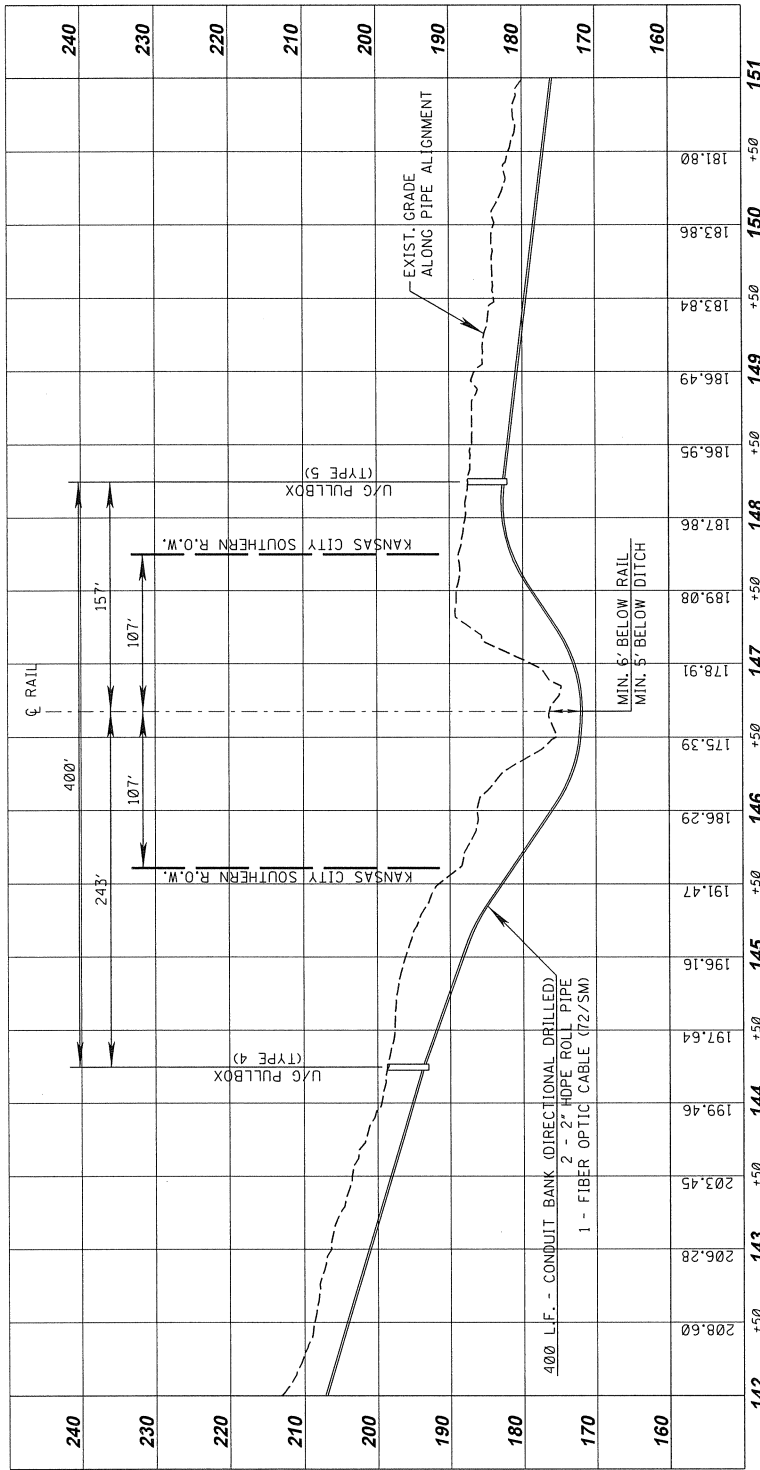
FIBER OPTIC CROSSING AT
KANSAS CITY SOUTHERN RAILROAD

PROJ. NO. ITS-0210-00(017)
COUNTY: FORREST

WORKING NUMBER: RR-1
SHEET NUMBER: 1

FILENAME: KC-RR-Permit.dgn
DESIGN TEAM: MS
CHECKED: _____
DATE: _____

NO.	REVISION



PROFILE VIEW - ALONG CONDUIT ALIGNMENT
 SCALE: HORIZ. 1"=100' - VERT. 1"=20'

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PROFILE VIEW
 FIBER OPTIC CROSSING AT
 KANSAS CITY SOUTHERN RAILROAD

PROJ. NO. ITS-0210-00(017) WORKING NUMBER
 COUNTY: FORREST RR-2 SHEET NUMBER
 FILENAME: KC-RR-Permit.dgn SHEET NUMBER
 DESIGN TEAM: NS CHECKED: DATE: 2

BY	REVISION	DATE



SPECIFIC REQUIREMENTS FOR

License to Install Pipeline or Wire Line Encroaching Over, Under or Parallel to the Railroad Tracks

A. GENERAL

Pipelines will be reviewed for compliance with The American Railway Engineering and Maintenance of Way Association (AREMA) standards. AREMA standards are available for purchase online at www.arema.org and specific parts may be purchased. The following Parts are utilized for underground installations:

- 5.1 Specifications for Pipelines Conveying Flammable Substances
- 5.2 Specifications for Uncased Pipelines within the Railway Right-of-Way
- 5.3 Specifications for Pipelines Conveying Non-Flammable Substances
- 5.4 Specifications for Overhead Pipelines Crossings
- 5.5 Specifications for Fiber optic "Route" Construction on Railroad Right-of-Way

Wire lines will be reviewed for compliance with the 2002 National Electric Safety Code Article 232, Table 232.1.

B. CASING

It is preferred that all pipelines have steel carriers and are encased in steel pipes. Uncased carrier pipe transporting or conveying natural gas must be steel and must be at a minimum depth of ten feet (10') from base of rail to top of carrier pipe, and a minimum of six feet (6') between top of carrier pipe and natural ground or ditch bottom on Railway Right-of-Way. PVC, HDPE, and ductile iron carrier pipes must be encased in steel casing pipes extending from right-of-way line to right-of-way line.

Inside diameter of casing pipe shall be at least two inches (2") greater than the largest outside diameter of the carrier pipe, joints, or couplings, for carrier pipes less than six inches (6") in diameter; and at least four inches (4") greater for carrier pipe six inches (6") and over in diameter.

Additionally, KCS requires that all pipelines carrying liquid flammables must be encased across the entire width of the Railway Right-of-Way.

C. BORING

Bore pits **MUST** be placed outside of the right-of-way of the railway. If there are extenuating circumstances which require a bore pit to be placed within the limits of the right-of-way, specific application must be made outlining the need for encroachment upon the railway right-of-way and written permission must be obtained before construction is allowed.

Misaligned bores will not be pulled and re-drilled, but abandoned in place. Please see Section D – Abandonment for requirements. New bore will be moved at least five feet (5') to either side of the misaligned attempt and re-drilled.

NO WET BORES WILL BE ALLOWED. Directional boring must utilize a machine which retrieves a majority (95%) of the drilling fluid slurry used in the placement of lines/casings. Under paragraph 5.5.3.4.8 of AREMA Standards, the maximum size of the finished hole is ten inches (10") for fiber optic installation. AREMA specifically states in paragraph 5.5.3.4.6 that wet bores are not allowed for installations in railroads' right-of-way. Wet bores refers to the use of liquids to displace soil.



SPECIFIC REQUIREMENTS FOR

License to Install Pipeline or Wire Line Encroaching Over, Under or Parallel to the Railroad Tracks *Continued*

D. ABANDONMENT

Any lines being abandoned must be filled with a suitable flow able fill material and sealed.

When carrier pipe is centered in casing, provide end seals as manufactured by Link-Seal, Pipeline Seal and Insulator, Inc. (PSI), Raychem, or approved equal, as required for the application. Seal material shall be DFO and oil resistant. Provide coated steel or non-metallic casing spacers as manufactured by PSI or approved equal.

When carrier pipe is not centered in casing, provide end seals as manufactured by Pipeline Seal and Insulator, Inc. (PSI), Raychem, or approved equal, as required for the application. Seal material shall be DFO and oil resistant. Provide coated steel or non-metallic casing spacers as manufactured by PSI or approved equal.

E. SIGNAGE

All underground installations will be marked at entry and exit to railway right-of-way with a sign mounted on a substantial post at least four feet (4') above ground surface. Parallel encroachments will be marked with a sign every five hundred feet (500') and at every road crossing with a sign mounted on a substantial post at least four feet (4') above ground surface. The sign must convey the commodity conveyed, name of licensee, address of licensee, emergency phone number and any emergency response information.

F. SHORING

All underground installations will be subject to an additional shoring review. All bore pits will be subject to OSHA requirements and may also be subject to AREMA standards (Part 28 – Temporary Structures for Construction). Using the print titled "General Shoring Requirements" dated 07/15/04; a determination will be made on the need for a shoring review. If this additional review is required, please add two (2) weeks to the estimated time to process your application. Additional documentation including shoring calculations and design details signed and sealed by a structural engineer, will need to be submitted to KCS Engineering department for review. The engineering review cost will need to be paid in advance at the rate of \$3,000.00 per installation. This amount is **IN ADDITION** to the standard \$2,000.00 processing fee.

G. APPLICATION SUBMITTAL

Applicant to furnish one (1) copy of the fully completed Application and four (4) 8-1/2" x 11" or 8-1/2" x 14" prints showing drawing with crossing measured from the nearest Mile Post, Bridge back wall, point of mainline switch or DOT-AAR numbered vehicular crossing, as well as limits of railroad (and street or highway, if involved) right-of-way; plus four (4) prints of profile sketch (cross section) of actual situation showing relationship of tracks, contours of ground and surface ditches, the encroaching line, other buried or wire lines (if known), etc. This is to be used to prepare exhibit for agreement. **PRINT MUST SHOW NORTH.**

H. SCHEDULE

The standard review takes approximately six (6) weeks. If you need to have your installation sooner, you may pay an additional \$500 (for a total application fee of \$2,500). These are estimated times for review and are not guaranteed. This shortened schedule cannot be maintained if you are in need of additional review. When application has been processed and Agreement executed, allow 30 days for scheduling of applicable flagging and construction observation services.



DIRECTIONAL DRILLING SPECIFICATIONS

1. Prior to drilling, the contractor is to provide the following information to KCS or the designated KCS representative for review and approval before any construction activities commence:
 - Type of drilling fluid and additives to be used (straight water is not acceptable);
 - Anticipated drilling fluid volume used for initial bore and pull back of casing pipe;
 - Anticipated drilling fluid pressure;
 - Anticipated drilling rate;
 - Anticipated drilling fluid volume recovery (minimum 95%).
2. Fluid volume, fluid pressure, and pumping rate are to be monitored by the drilling contractor (calibrated fluid tanks are to be used) and are to be provided to the KCS inspector.
3. The bore is to be of constant grade (under the KCS Right-of-Way). No sag in pipe grade is allowed.
4. The back reamer is to have a maximum diameter of ten inches (10"). Maximum casing pipe diameter is eight inches (8").
5. The contractor is to track the drill head during drilling and record depth of cover below existing surface and provide this information to the KCS inspector.
6. If the casing becomes stuck, the end is to be cut off, the casing filled with flow able fill, and abandoned. An exhibit indicating the horizontal and vertical location of the abandoned casing must be provided to KCS. Casing pipe is only to be pulled into place with the drilling equipment. The use of a dozer, backhoe, etc. to pull casing pipe into place is not permitted.
7. If the fluid volume significantly exceeds the expected volume, or if the fluid pressure drops significantly, drilling is to stop, and the bore is to be filled with bentonite slurry and abandoned.
8. Casing ends must be sealed, with the contractor informing KCS of the type of seal they propose to use.
9. Identifying marker signs indicating the presence of the new utility must be posted within 24 hours of casing and carrier pipe material installation and backfilling of any pits and dressing of railroad right-of-way. The drilling contractor will be assessed an inspection fee of \$1,500.00/day until the signs are placed. The Inspector will stay on site and a fee of \$1,500.00 per day will be assessed until the signs are in place.
10. An exhibit indicating the plan view, skew, and vertical elevations of the casing must be submitted to KCS upon completion of the project.
11. Initial bore pit and receiving pit are to be located off of railroad right-of-way. If it is necessary for the pit(s) to be on railroad right-of-way, shoring plans for railroad loading must be provided to KCS for review and approval prior to the beginning of work.

TRACK PROTECTION SHORING:

ALL DIMENSIONS ARE MEASURED PERPENDICULAR TO $\frac{1}{4}$ OF TRACK.

PRIOR TO COMMENCING ANY WORK, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL BY THE RAILROAD ENGINEER, DETAILED PLANS INDICATING THE NATURE AND EXTENT OF THE TRACK PROTECTION SHORING PROPOSED. THE CONTRACTOR SHALL PROVIDE AND INSTALL TRACK PROTECTION SHORING BEFORE COMMENCING EXCAVATION.

SHORING WITHIN ZONE A SHALL BE DESIGNED FOR COOPER E80 LIVE LOAD SURCHARGE, IN ADDITION TO ALL OTHER APPLICABLE LOADS. THE RAILROAD MAY IMPOSE MORE STRINGENT REQUIREMENTS AS CONDITIONS WARRANT.

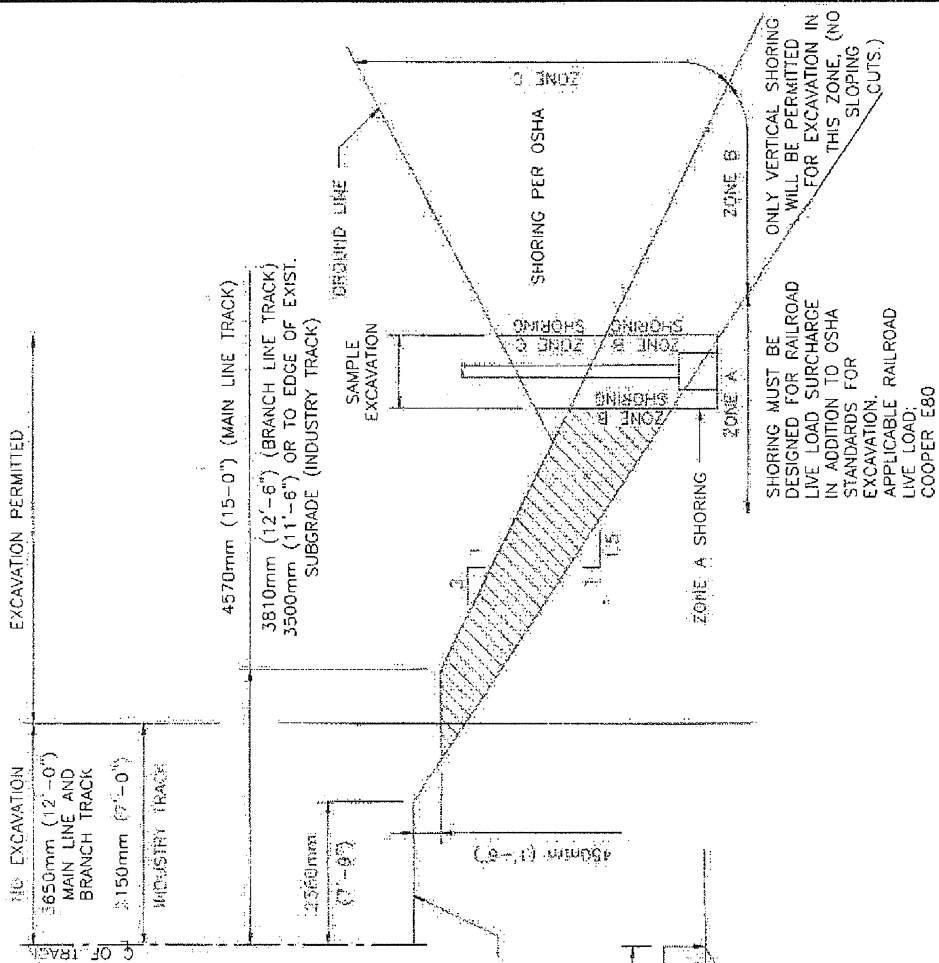
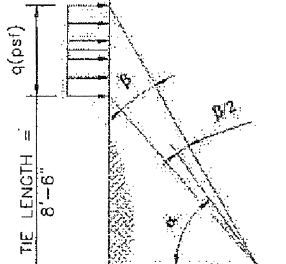
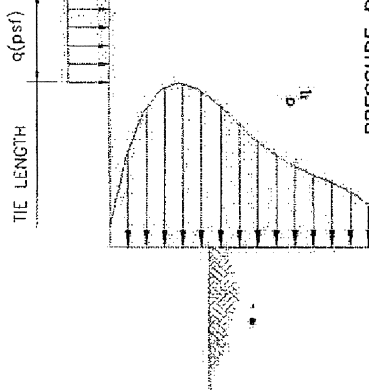
FOR EXCAVATIONS WHICH ENCRoACH INTO RAILROAD LIVE LOAD SURCHARGE ZONE A, SHORING PLANS WILL BE ACCOMPANIED BY A COPY OF DESIGN CALCULATIONS, AND BOTH MUST BE STAMPED BY A REGISTERED PROFESSIONAL ENGINEER IN THE APPLICABLE STATE.

THE PRESSURE AT A GIVEN POINT OF A CONTINUOUS STRIP OF SURCHARGE LOAD q (psf) PARALLEL TO SHORING SHALL BE COMPUTED BY:

$$q_{\eta} = \frac{2q}{\pi} [\beta - \sin \beta \cos 2\alpha]$$

WHERE ANGLES α AND β ARE EXPRESSED IN RADIANS.

$$q = \frac{80,000 \text{ lbs}}{5 \text{ FEET}} (8.5 \text{ FEET})$$



PRESSURE DISTRIBUTION FOR STRIP LOAD
(AREMA FIGURE 8.20-2)

ALL SHORING TO COMPLY WITH OSHA REQUIREMENTS

REVISIONS		THE KANSAS CITY SOUTHERN RY. CO.	
ITEM	BY	DATE	SHEET NO.
			S1.0
			DRAWING NO.
			S102004007.100
			FILE
			\$102004007.100
			DRAWING NO.
			S102004007.100
			SCALE
			N.T.S.
			DATE
			07/15/04
			VAL. SEC.
			CSF
			CHECKED BY
			JLJ
			DRAWN BY



GENERAL SHORING REQUIREMENTS

REV. 0



Process Time:

Please be advised that the average time period for completion of this process is 6 to 8 weeks from the time that the application is received. Every effort will be made to complete this process in a timely manner.

Insurance Requirements for the following Agreements:

Pipeline License, License for Overhead or Underground Wireline

- **Comprehensive General Liability & Contractual Liability Insurance.** \$2,000,000 per occurrence and an aggregate of \$4,000,000 minimum limits.
- **Automobile Liability Insurance.** \$1,000,000 combined single limit.
- **Workers Compensation Insurance.** Minimum statutory worker's compensation coverage for all covered employees who are on Licensee's property.
- **Railroad Protective Liability Insurance.** Naming KCS as insured. \$2,000,000 per occurrence and \$6,000,000 aggregate.

For information on railroad protective liability insurance, please visit <http://www.kcsouthern.com/en-us/GeneralPublic/Pages/RRProtectiveLiabilityProgram.aspx> or email questions to: rpl@railroadprotective.com.

- No policy will be canceled or materially altered without first giving KCS thirty (30) day's written notice.
- Commercial General Liability naming The Kansas City Southern Railway Company as additional insured.
- Waiver of subrogation in favor of KCS.
- All policies will be primary to any insurance or self-insurance KCS may maintain for acts or omissions of Licensee or anyone for whom Licensee is responsible.

Please note: These limits are subject to change at any time without notice. An Agreement will be provided to you, which contains details concerning insurance requirements.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904- NOTICE TO BIDDERS NO. 2620

CODE: (SP)

DATE: 09/10/2009

SUBJECT: Restricted Area

PROJECT: ITS-0210-00(017) / 105469301 & 302– Forrest & Lamar Counties

Bidders are hereby advised that an agreement from the Kansas City Southern Railroad and the Canadian National Railroad allowing access to the railroad right-of-way has not been finalized. The Contractor will be restricted from performing any work on the railroad right-of-way crossing the project at Stations 252+00± and 356+50±. This restriction includes work on, above, or under the restricted area, and stopping any vehicles or equipment in the restricted area. This restriction is from right-of-way to right-of-way and will be in affect until **January 31, 2010 not September 30, 2009** as noted in the plans. Should the restriction be lifted earlier than January 31, 2010, the Engineer will advise the Contractor in writing.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 2737

CODE: (SP)

DATE: 8/6/2009

SUBJECT: Petroleum Products Base Prices For Contracts Let in September, 2009

REFERENCE: Subsection 109.07

The following base prices are to be used for adjustment in compensation due to changes in costs of petroleum products:

FUELS

	<u>Per Gallon</u>	<u>Per Liter</u>
Gasoline	\$2.3640	\$0.6245
Diesel	\$2.3596	\$0.6233

MATERIALS OF CONSTRUCTION

<u>ASPHALT CEMENT</u>	<u>Per Gallon</u>	<u>Per Ton</u>	<u>Per Liter</u>	<u>Per Metric Ton</u>
Viscosity Grade AC-5	\$1.7197	\$408.00	\$0.4543	\$449.74
Viscosity Grade AC-10	\$1.7282	\$410.00	\$0.4565	\$451.94
Viscosity Grade AC-20	\$1.6895	\$400.83	\$0.4463	\$441.83
Viscosity Grade AC-30	\$1.6755	\$397.50	\$0.4426	\$438.16
Grade PG 64-22	\$1.6499	\$391.43	\$0.4359	\$431.47
Grade PG 67-22	\$1.6920	\$401.43	\$0.4470	\$442.49
Grade PG 76-22	\$2.2901	\$543.33	\$0.6050	\$598.91
Grade PG 82-22	\$2.5360	\$601.67	\$0.6700	\$663.22

EMULSIFIED ASPHALTS, PRIMES, & TACK COATS

Grade EA-4 (SS-1)	\$2.2690	\$0.5994
Grade RS-2C (CRS-2)	\$1.9135	\$0.5055
Grade CRS-2P	\$2.2636	\$0.5980
Grade EA-1, MC-70 & AE-P	\$2.4113	\$0.6370
Grade SS-1 & 1H	\$2.3000	\$0.6076
Grade CSS-1 & 1H (Undiluted)	\$2.3000	\$0.6076
Grade CSS-1 & 1H (Diluted 1 to 1 Fog Seal)	\$1.3500	\$0.3566

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904- NOTICE TO BIDDERS NO. 2796

CODE: (SP)

DATE: 09/14/2009

SUBJECT: Minutes of the Pre-Bid Meeting

PROJECT: ITS-0210-00(017) / 105469301 & 302– Forrest & Lamar Counties

A Mandatory Pre-Bid Meeting was held at the Hattiesburg District Office on Tuesday, September 8, 2009. Attached are the minutes of the meeting along with comments.

MEETING NOTES
MDOT DISTRICT SIX AUDITORIUM – HATTIESBURG, MS

MEETING DATE: September 8, 2009

PARTICIPANTS: Mike Stokes – MDOT Traffic Engineering Division
Acey Roberts – MDOT Traffic Engineering Division
Greg Grondin – MDOT Construction Division
Red Stringfellow – MDOT District Six Construction Engineer
Dave Steele – MDOT District Six Area Engineer
Suzanne Dees – MDOT District Six Traffic Engineer
Chris Schultz – Neel-Schaffer, Inc.
Bobby Hayes – Neel-Schaffer, Inc.
Stuart Floyd – SATCO
Ed Champacle – G.E.C, Inc.
Chip Lawson – Jack B. Harper
Casey Crawford – Grady Crawford Construction Co.
Tim Malone – South Atlantic Traffic
Glenn Bodin – B&B Electrical and Utility
Earnest McAlpin – B&B Electrical and Utility
James Self – JSI Communications
Dave Griffin – Temple, Inc.
Jeff Smith – Temple, Inc.
Jay Montgomery – Temple, Inc.
Frank Powell – Powell Construction
Tim White – Chain Electric
Gene Powell – PCS, Inc.
M. Arroyo – Hypower, Inc.
Carla Wright – Infrastructure Underground
Steve Webster – Webster Electric
Blair Temple – Temple, Inc.
Frank Stock – Transcore
Ronnie Sissney – SES America
James Futch – McInnis
Ronnie Maddox – McInnis Electric
Carlos Trawick – McInnis Electric
Bobby Thigpen – McInnis Electric
Jon Gifford – InLine Solutions

DISCUSSION: PRE-BID MEETING
HURRICANE RESPONSE / INCIDENT MANAGEMENT PROJECT
U.S. HWY. 49, U.S. HWY. 98, AND I-59
HATTIESBURG, MISSISSIPPI
FEDERAL AID PROJECT NO. ITS-0210-00(017)
FMS CON. NO. 105469 / 301000
FORREST AND LAMAR COUNTIES

The following occurred:

Mike Stokes called the meeting to order and welcomed those in attendance. Mike then gave a brief overview of the project including fiber optic tie-in to existing fiber backbone, Dynamic Message Signs, and Traffic Management Center modifications required at the District Six Regional TMC as well as the MDOT Statewide TMC located in Jackson. Contractors were reminded to sign the Sign-In sheet which was being passed around since this was a mandatory Pre-Bid conference. Mike also pointed out that this project included Highway Advisory Radio (HAR) which is new to the state and will be one of the first installations in the state.

Mike then opened the discussion up for questions. The following are questions asked by attendees, and the responses given:

- Q: Is the 6 month burn-in period included in the contract time?
A: Yes
- Q: What is the scheduled completion date for this project?
A: June 30, 2011 will be the completion date.

Glen Bodin with B&B Utility Contractors presented an email with the following questions from a vendor:

- Q: Sub-Section 907-656.02.11.2.1 – Does MDOT have a specific product in mind for the network security devices?
A: No, the contractor shall select a device that meets or exceeds the specified requirements; no one product has been described.
- Q: The specs do not include an experience clause, does MDOT wish to include an experience clause for the Dynamic Message Sign Manufacturers?
A: No, an experience clause should be between the contractors and the vendor that they select to provide the equipment. MDOT is relying on the experience of the contractor, not the vendor.
- Q: Will there be a requirement for 3rd party certification of NTCIP, NEMA TS-4, and UL listing for the whole Dynamic Message Sign?
A: No, only NTCIP compliance and NEMA TS-4 will be required as specified.

The remaining questions were asked by the attendees, with the responses given:

- Q: Are the specifications for the Type C equipment cabinets the same as those for a Type A and B cabinet?
A: This question will be addressed in an addendum to follow.
- Q: Section 907-637-3 of the specifications reference Equipment Cabinet Modifications – per each. Will equipment cabinet modifications be required on this project?
A: There is no direct pay item for Cabinet Modifications in this project.
- Q: Where will the Borrow Excavation be used?
A: Borrow Excavation will be needed at the guardrail installations.
- Q: Where will the hot mix asphalt be used?
A: Hot Mix Asphalt will be needed at the guardrail installations.
- Q: What areas were calculated in the clearing and grubbing pay item?
A: An estimated width along the conduit, as well as any clearing required to provide the necessary sight flares at the DMS sites.
- Q: Will the changeable messages signs remain the property of the contractor after completion of the project?
A: Yes
- Q: Section 907-650.02.6 – Will the On-Street video cameras be required to be pressurized after installation?
A: Yes

- Q: Section 907-650.02.6 – Will a substitution for IP-66 rating be allowed for the current IP-67 rating specified?
A: Yes, an addendum will be issued to allow an IP-66 rating.
- Q: Section 907-650.02.4 – This section indicates a minimum 23X optical zoom for the dome camera lens. Does MDOT want to increase the minimum to 35X optical zoom as used on recent projects in the state?
A: Yes, an addendum will be issued to indicate a 35X Min. Optical Zoom.
- Q: Section 907-658.02.1 – This section indicates a minimum optical budget between transmit and received ports of 19dB. Is this what MDOT wants to use for this project?
A: Yes
- Q: Will the camera driver be required to be compliant with the existing 360 software?
A: Yes
- Q: Will the power service be paid for by the Contractor until completion of the project?
A: Yes, all power cost will be borne by the contractor until project completion.
- Q: Will the contractor be responsible for securing any property easements if required for the power service points?
A: Yes, Contractor shall coordinate with the three power companies which shall provide power for this project to acquire power at the locations indicated in the plans. These companies include: Mississippi Power Company, Pearl River Valley EPA, and Southern Pine EPA.
- Q: What are the dimensions of the Communication Huts?
A: Refer to Notice to Bidders #2623 for the dimensions of the huts. The huts shall have an inside dimension of 9'-0" X 7'-0" which provides an outside dimension of 10'-0" X 8'-0" as shown.
- Q: Will the communication Vault @ the hut be required on this project.
A: No, Notice to Bidders #2623 indicates that a communication hut vault will NOT be provided as part of this project, but instead fiber optic pullboxes installed adjacent to the communication hut shall be utilized.
- Q: Is there any specific contact to obtain an accurate price for the coordinate with Pearl River Valley EPA of the 7200 volt service as indicated on Sheet ITS-3 that travels south to power DMS 1 and CCTV1. Initial calls to Pearl River Valley EPA have resulted in questions that indicate they may not be aware of the project.
A: See question above regarding power service.
- Q: What boring depth is to be maintained when boring under the river crossing?
A: A minimum of three feet is required.
- Q: Will the Department consider allowing the contractor to establish a construction yard and possibly put up a fence within the right of way to store equipment, set a construction trailer, etc?
A: The contractor may propose an area to be used, but it cannot be in an area that interferes with traffic, in the middle of interchanges or roadways, and must be approved by the engineer. It would be preferred that the contractor obtain a private yard.
- Q: With regards to clearing and grubbing, is there an acceptable place to dispose of the vegetation? Is it acceptable to chip the vegetation and spray into surrounding wooded right of way?
A: It is acceptable when used as mulch.

Mike Stokes stated that minutes of this meeting will be distributed to all attendees, as will the aforementioned addendum. Friday, September 11th will be the last day to submit questions. Sealed Bids are due by 9:30 a.m. on Tuesday, September 22nd as indicated in the Advertisement.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2797

CODE: (SP)

DATE: 9/9/2009

SUBJECT: ITS Equipment Cabinets – Type C

PROJECT: ITS-0210-00(017) / 105469301 – Forrest and Lamar Counties

Bidders are hereby advised that the “Type C” Equipment Cabinets called for in the plans are to be included for payment under the Pay Items for Highway Advisory Radio System and Dynamic Message Sign respectively. Each Highway Advisory Radio System installation will require a HAR cabinet (Type C) and each Dynamic Message Sign installation will require a Roadside DMS Cabinet (Type C) as indicated in Special Provision 907-655-1 and 907-656-3.

A typical detail is included on Wkg. No. CAB-2 in the plans for an Equipment Cabinet, Type C. As indicated on this detail the dimensions of the cabinet shall be verified prior to pouring the foundation, and the cabinet shall meet the requirements as outlined in Section 7 of NEMA TS-4 Standard.

All Type C cabinets shall be uniform in manufacture and assembly, and capable of supporting all the field equipment for a specific installation as shown on the plans.

The HAR Cabinet (Type C) shall meet the minimum specifications as outlined in **Section 907-655.02.10** of the contract documents for the HAR Transmitter Cabinet.

The Roadside DMS Cabinet (Type C) shall be designed to support all of the field equipment as shown in the plans for each DMS Sign location. The Contractor shall provide a ground-mounted cabinet for each DMS Site. The Roadside DMS Cabinet shall be included in the cost of the DMS Sign and shall meet the following minimum specifications:

1. The Roadside DMS Cabinet shall be approximately the same size as a Type C cabinet as indicated in the Plans.
2. All field equipment indicated in the plans for a specific installation shall be housed in a locking, weather resistant, aluminum cabinet that shall completely protect the equipment.
3. The Roadside DMS Cabinet shall be a NEMA 3R rated aluminum enclosure. It shall provide protection from falling dirt, rain, sleet, snow, windblown dust, splashing water, vandalism and will be undamaged by the external formation of ice on the enclosure.
4. The complete cabinet/enclosure shall be constructed from 0.125-inch thick aluminum alloy type 5052-H32 to provide strong and rigid construction. All exterior seams shall be ground smooth or sealed weather-tight.
5. The door frame/opening shall be designed to help prevent dust and liquids from dropping in the cabinet when the door is opened.

6. The cabinet shall be equipped with adjustable mounting channels to provide versatile positioning of shelves or optional panels or rack mounting angles.
7. The cabinet / enclosure door shall be lockable and provisions for cabinet door handle padlocks shall be included.
8. Provide with an AC power service panel and ground bus.
9. The cabinet shall include a thermostatically controlled ventilation fan to adequately remove heat within the cabinet to prevent performance degradation and reduced reliability. Ventilation fan and filter louver shall be screened against the entrance of dust and foreign matter. A replaceable filter for incoming air shall be provided. The fan shall include a resistor-capacitor network noise suppressor installed across the fan motor power terminals.
10. The cabinet shall include a fluorescent lighting fixture, minimum 15 watts, mounted on the inside top front portion of the cabinet, with a cool white lamp with shatter-proof cover and operated by a normal power factor UL listed ballast. The light shall be door switch controlled. The light shall include a resistor-capacitor network noise suppressor installed across the light fixture power terminals.
11. Provide sunshields and mounting fasteners on all Roadside DMS cabinets. Sunshields and fasteners shall meet the following minimum requirements:
 - a. Sunshields shall be 0.125-inch aluminum with smoothed, deburred edges and rounded corners. Provide cutouts for door handles and/or locks as required.
 - b. Cabinets shall be equipped with press-in threaded inserts on the cabinet interior. Sunshields shall be mounted by fasteners and aluminum or stainless steel standoffs tightened into the threaded inserts. Provide a minimum of four inserts/fasteners for top face sunshields.
 - c. Provide a minimum of six inserts/fasteners for any door or side sunshield.
 - d. For doors or sides greater than 54 inches tall, provide inserts and fasteners sufficient for a maximum vertical or horizontal distance of 27 inches between any fasteners.
 - e. Furnish and install a top face sunshield on all cabinets.
 - f. Furnish and install door or side sunshields on any cabinet face that is within 60 degrees in either direction of due south. A minimum of two door or side faces shall have sunshields on any cabinet. A cabinet with a face exactly perpendicular to the south shall have three shields.
12. Provide agency name, device name and ID labels on all cabinets. Labels shall meet the following minimum requirements:
 - a. Labels shall be flat black lettering on a reflective white background. Lettering shall be a minimum of 1 inch in height.
 - b. Labels shall be manufactured from pre-coated adhesive backed reflective sheeting material meeting the minimum requirements of AASHTO M 268, Type 1.
 - c. The agency name labels shall be "MDOT ITS" in one continuous adhesive sheet.
 - d. The device ID labels shall include the device name as an acronym and a hyphen, and shall be one continuous adhesive sheet.
 - e. The device ID shall be numerals corresponding to the location and shall be installed adjacent to the acronym sheet.
 - f. Labels shall be installed along the top of the cabinet door, with MDOT ITS label at the top and the device ID labels immediately underneath.

13. Provide a voltage label on all Roadside DMS Cabinets in accordance with the NEC labeling requirements. Voltage labels shall meet the following minimum requirements:
 - a. Labels shall be flat black lettering on a reflective yellow background. Lettering shall be a minimum of 1 inch in height.
 - b. Labels shall be manufactured from pre-coated adhesive backed reflective sheeting material meeting the minimum requirements of AASHTO M268 Type 1.
 - c. Labels shall include the voltages entering the cabinet and shall be one continuous adhesive sheet. Examples are “120VAC” or “120/240VAC”.
 - d. Labels shall be installed on all cabinet doors.
14. Provide door locks for all Roadside DMS Cabinet doors, keyed to the same master. Provide one key with each cabinet.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2798

CODE: (SP)

DATE: 9/9/2009

SUBJECT: On-Street Video Equipment

PROJECT: ITS-0210-00(017) / 105469301 – Forrest and Lamar Counties

Bidders are hereby advised that the following requirements contained in Special Provision 907-650-3 are modified for On-Street Video Equipment on this project.

Section 907-650.02.4 – Dome Camera Lens is hereby amended as follows:

Delete item 2 of this subsection, and substitute the following:

- 2) Optical and Digital Zoom: Shall provide an optical zoom of 35X and a digital zoom of 8X, minimum.

Section 907-650.02.6 – Dome Enclosure is hereby amended as follows:

Delete item 2 of this subsection, and substitute the following:

- 2) Environmental resistant and tamper proof meeting NEMA 4X or IP-66 rating requirements.

Installation of Intelligent Transportation System (ITS) improvements on US 49, US 98 & I-59 in Hattiesburg, known as Federal Aid Project No. ITS-0210-00(017) / 105469301 & 302, in the Counties of Forrest and Lamar, State of Mississippi.

I (We) agree to complete the entire project within the specified contract time.

***** SPECIAL NOTICE TO BIDDERS *****

**BIDS WILL NOT BE CONSIDERED UNLESS BOTH UNIT PRICES AND ITEM TOTALS ARE ENTERED.
 BIDS WILL NOT BE CONSIDERED UNLESS THE BID CERTIFICATION LOCATED AT THE END OF THE BID SHEETS IS SIGNED**

*****BID SCHEDULE*****

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Item Amount	
						Dollar	Ct	Dollar	Ct
Roadway Items									
0010	201-B001		5	Acre	Clearing and Grubbing				
0020	203-EX018 Changed 06/11/2009	(E)	1,450	Cubic Yard	Borrow Excavation, AH, LVM, Class B9				
0030	603-CA002	(S)	24	Linear Feet	18" Reinforced Concrete Pipe, Class III				
0040	603-CA003	(S)	24	Linear Feet	24" Reinforced Concrete Pipe, Class III				
0050	603-CB001	(S)	2	Each	18" Reinforced Concrete End Section				
0060	603-CB002	(S)	2	Each	24" Reinforced Concrete End Section				
0070	606-B001 Changed 06/11/2009		2,200	Linear Feet	Guard Rail, Class A, Type 1				
0080	606-C003 Changed 06/11/2009		8	Each	Guard Rail, Cable Anchor, Type 1				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0090	606-E001		9	Each	Guard Rail, Terminal End Section				
0100	618-A001		1	Lump Sum	Maintenance of Traffic	XXXXXXXX	XXX		
0110	618-B001		1	Square Feet	Additional Construction Signs	10.	00	10.	00
0120	619-D4001		116	Square Feet	Directional Signs				
0130	619-E1001		2	Each	Flashing Arrow Panel, Type C				
0140	620-A001		1	Lump Sum	Mobilization	XXXXXXXX	XXX		
0144	630-B001 Added 06/11/2009		525	Square Feet	Interstate Directional Signs, Bolted Extruded Aluminum Panels, Ground Mounted				
0145	630-D005 Added 06/11/2009		354	Linear Feet	Structural Steel Beams, W6 x 15				
0150	630-F001 Changed 06/11/2009		80	Each	Delineators, Guard Rail, White				
0160	630-F002		6	Each	Delineators, Guard Rail, Yellow				
0170	647-A003 Changed 06/11/2009		58	Each	Pullbox, Type 4				
0180	647-A004 Changed 06/11/2009		54	Each	Pullbox, Type 5				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0190	647-A005		58	Each	Pullbox, Type 2				
	Changed 06/11/2009								
0200	907-650-A002		16	Each	On Street Video Equipment, Fixed Type				
	Changed 06/11/2009								
0210	907-650-A003		8	Each	On Street Video Equipment, PTZ Type				
	Changed 06/11/2009								
0220	666-B037		1,860	Linear Feet	Electric Cable, Underground in Conduit, THHN, AWG 1/0, 4 Conductor				
	Changed 06/11/2009								
0230	666-B038		3,870	Linear Feet	Electric Cable, Underground in Conduit, THHN, AWG #4, 3 Conductor				
	Changed 06/11/2009								
0240	668-A029		6,640	Linear Feet	Traffic Signal Conduit, Underground, Rolled Pipe, 2"				
	Changed 06/11/2009								
0250	668-B024		400	Linear Feet	Traffic Signal Conduit, Underground Drilled or Jacked, Rolled Pipe, 2"				
	Changed 06/11/2009								
0260	907-225-A001		10	Acre	Grassing				
0270	907-225-B001		30	Ton	Agricultural Limestone				
0280	907-304-F001	(GT)	150	Ton	Size 825 Crushed Stone Base				
0290	907-403-A015	(BA1)	514	Ton	Hot Mix Asphalt, ST, 9.5-mm mixture				
	Changed 06/11/2009								
0300	907-619-E3001		2	Each	Changeable Message Sign				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0310	907-630-I005		1	Lump Sum	Metal Overhead Sign Supports, Assembly No. 5, Contractor Designed	XXXXXXXX	XXX		
0320	907-630-M001		1	Lump Sum	Pedestal Sign Support, Assembly No 1, Contractor Designed	XXXXXXXX	XXX		
0330	907-630-M002		1	Lump Sum	Pedestal Sign Support, Assembly No 2, Contractor Designed	XXXXXXXX	XXX		
0340	907-630-M006		1	Lump Sum	Pedestal Sign Support, Assembly No 3, Contractor Designed	XXXXXXXX	XXX		
0350	907-630-M007		1	Lump Sum	Pedestal Sign Support, Assembly No 4, Contractor Designed	XXXXXXXX	XXX		
0360	907-630-M008		1	Lump Sum	Pedestal Sign Support, Assembly No 6, Contractor Designed	XXXXXXXX	XXX		
0370	907-630-M009		1	Lump Sum	Pedestal Sign Support, Assembly No 7, Contractor Designed	XXXXXXXX	XXX		
0380	907-637-A001		4	Each	Equipment Cabinet, Type B				
	Changed 06/11/2009								
0390	907-637-A002					XXXXXXXX	XXX	XXXXXXXX	XXX
	Deleted 06/11/2009								
0400	907-639-E001		8	Each	Camera Pole with Foundation, 50' Pole				
0410	907-641-A001		8	Each	Radar Detection System				
0420	907-655-A001		2	Each	Highway Advisory Radio System				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0430	907-655-B001		5	Each	Highway Advisory Radio Flashing Beacon				
0440	907-655-C001		1	Lump Sum	Highway Advisory Radio System Software and Server	XXXXXXXX	XXX		
0450	907-656-A001		1	Each	Dynamic Message Sign, Type 1				
0460	907-656-A002		6	Each	Dynamic Message Sign, Type 2				
0470	907-656-B001		1	Lump Sum	Dynamic Message Sign Training	XXXXXXXX	XXX		
0480	907-657-A001 Changed 06/11/2009		94,655	Linear Feet	Fiber Optic Cable, 72 SM				
0490	907-657-B001 Changed 06/11/2009		1,560	Linear Feet	Fiber Optic Drop Cable, 12 SM				
0500	907-658-A001		10	Each	Hardened Network Switch, Type A				
0510	907-658-A003		3	Each	Hardened Network Switch, Type C				
0520	907-658-B001		8	Each	Terminal Server				
0530	907-659-A001		1	Lump Sum	Traffic Management Center Modifications	XXXXXXXX	XXX		
0540	907-659-C001		1	Lump Sum	Traffic Management Center Modifications - Training	XXXXXXXX	XXX		

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0550	907-660-A001		3	Each	OTN Node				
0560	907-660-B001		3	Each	OTN Node Communications Hut				
0570	907-660-C001		1	Lump Sum	OTN Node Training	XXXXXXXXX	XXX		
0580	907-662-A001		8	Each	Video Encoder, Type A				
0590	907-668-E002 Changed 06/11/2009		59,760	Linear Feet	Traffic Signal Conduit Bank, Underground, Rolled Pipe, 2 @ 2"				
0600	907-668-E003		500	Linear Feet	Traffic Signal Conduit Bank, Underground, Rolled Pipe, 3 @ 2"				
0610	907-668-E004		3,400	Linear Feet	Traffic Signal Conduit Bank, Underground, Rolled Pipe, 4 @ 2"				
0620	907-668-F002 Changed 06/11/2009		28,805	Linear Feet	Traffic Signal Conduit Bank, Underground, Drilled or Jacked,Rolled Pipe, 2 @ 2"				
0630	907-668-F003 Changed 06/11/2009		490	Linear Feet	Traffic Signal Conduit Bank, Underground, Drilled or Jacked,Rolled Pipe, 3 @ 2"				
0640	907-668-F005		180	Linear Feet	Traffic Signal Conduit Bank, Underground, Drilled or Jacked,Rolled Pipe, 4 @ 2"				

*** BID CERTIFICATION ***

TOTAL BID.....\$_____

*** DBE/WBE SECTION ***

Complete item nos. 1, 2, and/or 3 as appropriate. See Notice to Bidders addressing Disadvantaged Business Enterprises in Highway Construction.

1. I/We agree that no less than _____ percent shall be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals (DBE and WBE).
2. Classification of Bidder: Small Business (DBE)_____ Small Business (WBE)_____
3. A joint venture with a Small Business (DBE/WBE): _____

*** SIGNATURE STATEMENT ***

BIDDER ACKNOWLEDGES THAT HE/SHE HAS CHECKED ALL ITEMS IN THIS PROPOSAL FOR ACCURACY AND CERTIFIED THAT THE FIGURES SHOWN THEREIN CONSTITUTE THEIR OFFICIAL BID.

BIDDER'S SIGNATURE

BIDDER'S COMPANY

BIDDER'S FEDERAL TAX ID NUMBER