SECTION 905 -- PROPOSAL (CONTINUED)

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda): DATED 6/21/2024 ADDENDUM NO. ADDENDUM NO. DATED ADDENDUM NO. DATED ADDENDUM NO DATED DATED ADDENDUM NO **DATED** ADDENDUM NO. Number Description TOTAL ADDENDA: (Must agree with total addenda issued prior to opening of bids) Revised NTB No. 5921; Revised Bid Items; Amendment EBSx Download Required. Respectfully Submitted, DATE _ Contractor Signature TITLE ADDRESS CITY, STATE, ZIP ____ 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: Address President Address Secretary

Address

The following is my (our) itemized proposal.

HSIP-0050-01(042)/ 109485301000

Pontotoc County(ies)

Treasurer

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CODE: (SP)

SECTION 904 – NOTICE TO BIDDERS NO. 5921

DATE: 06/21/2024

SUBJECT: Scope of Work

PROJECT: HSIP-0050-01(042) / 109485301 -- Pontotoc County

The contract documents do not include an official set of construction plans but may, by reference, include some Standard Drawings when so specified in a Notice to Bidders entitled, "Standard Drawings."

The project termini will begin on SR 9 in Pontotoc County 0.2 mi East of SR 334 and will end in 0.25 mi West of SR 334. Total Project distance of 0.4 miles. Work on the project shall consist of the following:

- Installation of an Intersection Conflict Warning System (ICWS) at the intersection of SR 9 at SR 334 (see attached).
- Random clearing, by station,
- Tree clearing East of SR 334 to MDOTs Right-of-Way and West of SR 334 to ROW line, (see attached)
- Improved signing and striping at intersection of SR 9 and SR 334. Template provided in contract, and
- Other items as specified in the contract.

The cost of removal of existing markers and existing signs in conflict with the new signs is to be absorbed.

General Notes

- 1. The locations of signs and reference distances shown in the contract proposal are approximate. Site conditions may warrant adjustment of signs or pavement markings as necessary to fit field conditions. All site adjustments shall be approved by the Engineer.
- 2. All traffic control devices on this project shall comply with Part VI of the MUTCD, Latest Edition.
- 3. Voids created by the removal of, but not limited to, posts, concrete anchors, and footings shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications. Where posts and footings require removal in concrete islands and are to be removed and replaced, any saw cuts and removal shall be included in other items. Any concrete removed will be replaced and cost shall be absorbed.
- 4. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for those designated on the plans to be black legend and border on white background.
- 5. Roadway signs that are in conflict with construction project shall be removed and relocated by the Contractor as directed by the Engineer; the cost of which shall be absorbed in other items bid.

- 6. Erection dates shall be legibly written in bold, black markings on the back of all permanent signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces.
- 7. All materials submittals shall be in accordance with Subsection 634.02 of the Standard Specifications.
- 8. The Contractor is responsible for verifying and installing all devices shown in the plans within MDOT Right of Way (ROW) limits.
- 9. All sign supported lengths shall be verified in the field by the Contractor prior to fabrication.
- 10. Prior to the removal of existing signs, the Contractor shall have the permanent signs installed.
- 11. Existing sign assemblies that are in place and not shown in the contract documents are subject to remain by the Engineer.
- 12. All existing Standard Roadside signs that are removed under this project are to remain the property of the Contractor. In addition, all existing posts, hardware and footings to be removed shall become the property of the Contractor.
- 13. Underground utilities and/or structures have not been identified. The Contractor shall be responsible for taking the appropriate actions necessary to avoid damage of possible utilities and/or structures in locations where new posts will be placed. The contractor shall make a utility location request to 811 prior to any sign post erection.
- 14. Any areas disturbed during construction shall be restored by the Contractor, including grassing and site grading, as directed by the Engineer. All removal and replacement of sod, sidewalk, asphalt and concrete, and backfill are not considered a separate pay item. All costs shall be included in other items bid.
- 15. When stripe is removed, it shall be replaced by the end of the day.
- 16. Only vertical lengths of signs supports are quantified. All horizontal and vertical sign bracing and sign mounting hardware shall be included in pay item 630-C001, Square Tube Posts, 4.0 lb/ft. Sign mounting hardware shall include, but is not limited to, post inner sleeves, breakaway base assemblies, surface mount bases, receivers, stubs, wedges, bolts, washers, nuts, rivets, clamps and post caps. The Contractor is solely responsible for the appropriate selection, and installation of all sign system structural components, including not limited to, sign bracing and sign mounting hardware, in strict accordance with the manufacturer's specifications and instructions.
- 17. The cost of Class "B" Structural Concrete used in footing replacement will not be measured for separate payment and shall be included in pay item 630-C001, Square Tube Posts, 4.0lb/ft.

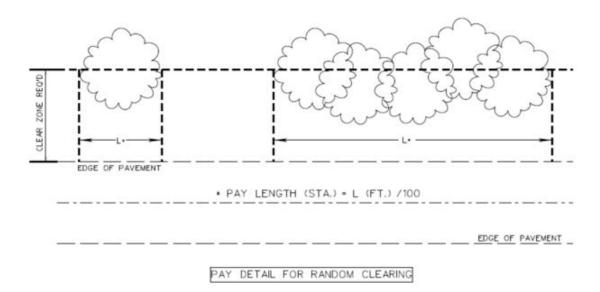
Intersection Conflict Warning System

Intersection Conflict Warning System (ICWS) shall be placed for the eastbound and westbound approaches on SR 334 to warn of oncoming vehicles on SR 9. This work shall be paid for under pay item 638-A004: Flasher Assembly, ICWS, Watch for Traffic, per each. Requirements for ICWS is specified in Section 638. Installation shall meet manufacturer's recommendations with MDOT Traffic Engineering's approval. See attached for ICWS layout.

Random Clearing

Random clearing will be required on this project as shown in the aerial sheet. Where random clearing is required, trees shall be removed flush with the ground leaving the root systems in place. This work will also include the removal and proper disposal of the cut material off of the right-of-

way, or it may be chipped or shredded by mechanical means and mulched on the right-of-way to the satisfaction of the Engineer. No separate payment will be made for transporting or removing trees. The Contractor shall coordinate the activities with local utilities if any trees pose danger to utility lines. Appropriate traffic control shall be used for all tree cutting and disposal operations. Mulched material shall be spread such that no more than four inches (4") in depth of the material is placed in any location. Exception can be allowed for Contractor to push trimmed brush into the wood line in rural areas with no residential homes nearby. Approval by the Engineer is required. This work shall be paid for under pay item 201-D: Random Clearing, per Station. Each side of the roadway will be measured separately.



Permanent Pavement Markings

All permanent striping shall be double drop thermoplastic, 90-mil thickness unless otherwise specified in Section 626.03.1.2. Edge lines will be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

Traffic Control

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost shall be included in the price bid for pay item 618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background.

Standard roadside construction signs, barricades, etc. shall be placed in accordance with the attached tables, drawings, and as directed by the Engineer. W20-1 signs shall be placed on all public road approaches as shown or as directed. It is estimated approximately 4 W20-1 "AHEAD" signs, 2 W20-4 "ONE LANE ROAD AHEAD" signs, and 2 W20-7 signs will be required. Payment for standard roadside construction signs, barricades, etc. will be made using the appropriate pay items.

The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal; the cost is to be included in the prices of items bid. Failure of the Contractor to remove the debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor.

Miscellaneous Notes

It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged by the Contractor during the life of the contract. No payment will be made for replacement or repair of damaged items.

Any signs that are in conflict with construction of this project shall be removed and relocated by the Contractor as directed by the Engineer; the cost of which is to be included in other items bid.

Removal of existing raised pavement markers shall be included in the prices for other items bid.

Incidental work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs and/or mailboxes, removing excess asphalt material, project clean-up, and other items of incidental work necessary to complete the project will not be measured for separate payment and will be considered included in the prices of items bid.

Prior to the final inspection, bridges, islands, and areas with curb shall be swept/cleaned. Care should be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. Disposal of material will not be measured for separate payments. The Contractor is responsible for contacting 811 about any conflicting utilities during construction.

PAY ITEM NO.	PAY ITEM	UNIT	PRELIM	
202-B215	Removal of Sign Including Post & Footing	EA	6	
627-J001	Two-Way Clear Reflective High Performance Raised Markers	EA	61	
627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	32	
638-A004	Flasher Assembly, ICWS, Watch For Traffic	EA	2	(3)
626-D004	6" Thermoplastic Traffic Stripe, Skip Yellow	LF	40	
626-F004	6" Thermoplastic Edge Stripe, Continuous Yellow	LF	2240	
626-G002	Thermoplastic Detail Stripe, White	LF	2400	
626-H005	Thermoplastic Legend, White	LF	286	
907-632-A001	Solid State Traffic Cabinet Assembly, Type I Cabinet, Type I Controller	EA	1	(1)
907-634-F002	Detector Pole with Foundation, 35' Pole	EA	1	(2)
907-636-B007	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 12, 5 Conductor	LF	117	
907-636-B028	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 8, 3 Conductor	LF	165	(5)
907-637-A002	Pullbox Enclosure, Type 2	EA	4	
907-637-C028	Traffic Signal Conduit, Underground, Type 4, 2"	LF	133	
907-637-D003	Traffic Signal Conduit, Underground Drilled or Jacked, Rolled Pipe, 3"	LF	187	
907-641-B002	Signal Advanced Radar Vehicle Detection Sensor, Type 2	EA	2	(4)
907-641-D001	Radar Vehicle Detection Cable	LF	190	

- (1) TO BE USED FOR FOUR-PHASE CABINET LOCATED AS PER PLANS. THE CABINET SHALL BE POLE MOUNTED AND SETUP FOR ICWS. CONTROLLER AND CONFLICT MONITOR SHOULD TURNED OVER TO TED.
- (2) POWER SERVICE METER SHALL NOT BE MOUNTED ON THE CONTROLLER CABINET OR POLE SHAFT. A SEPARATE POWER SERVICE POLE FOR MOUNTING THESE ITEMS IS REQUIRED (SEE TSD-6).
- (3) INCLUDES AMBER BEACON, SOLAR POWERED PANEL, THE SIGN(S), THE POST, THE POST BASE AND FOUNDATION, SIGN SUPPORTS, SOLID STATE FLASHER UNIT(S), FLASHER PANEL, AND APPLICABLE CONDUIT AND WIRING ON THE POST ITSELF, STUBBED OUT TO THE FIRST PULLBOX, AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK.

(4)TO BE INSTALLED AND PROGRAMMED PER MANUFACTURER'S RECOMMENDATION. SEE NOTE 24 ON TSD-1. (5) POWER CABLE FROM THE ELECTRICAL DEMARCATION TO THE FIELD CABINET, WOOD POLE, COST OF ELECTRICAL SERVICE POINT (POWER FEED, METER BASE, BREAKER, POLE, TRANSFORMERS, ETC.) TO BE ABSORBED IN THESE PAY ITEMS.

Standard Roadside Signs - Sheet Aluminum 0.125"

				Total
Sign Code	Size	S.F.	Qty	Area
R1-1	48"	13.25	2	26.5
W2-1	36"	9	4	36
W3-1	36"	9	4	36

630-A003

Total: 98.5 S.F.

Support Post Lengths

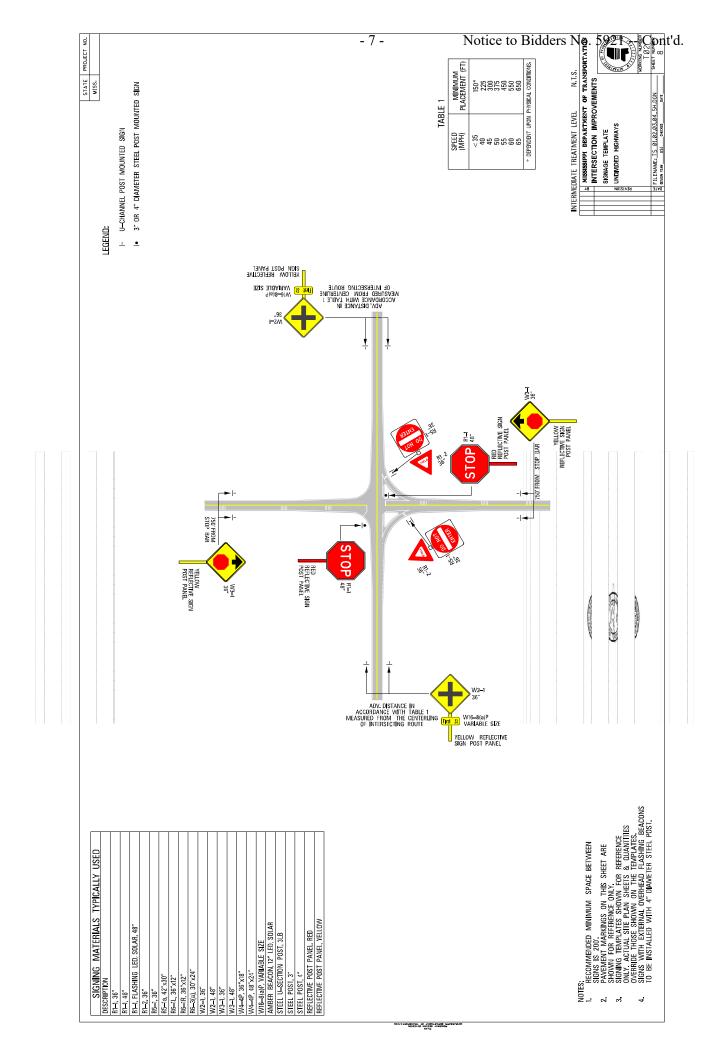
				4lb/ft
Sign Asssembly	Qty	Post Length (ft)	2lb/ft (LF)	(LF)
R1-1	2	15	-	30
W2-1	4	15	60	-
W3-1	4	15	60	-

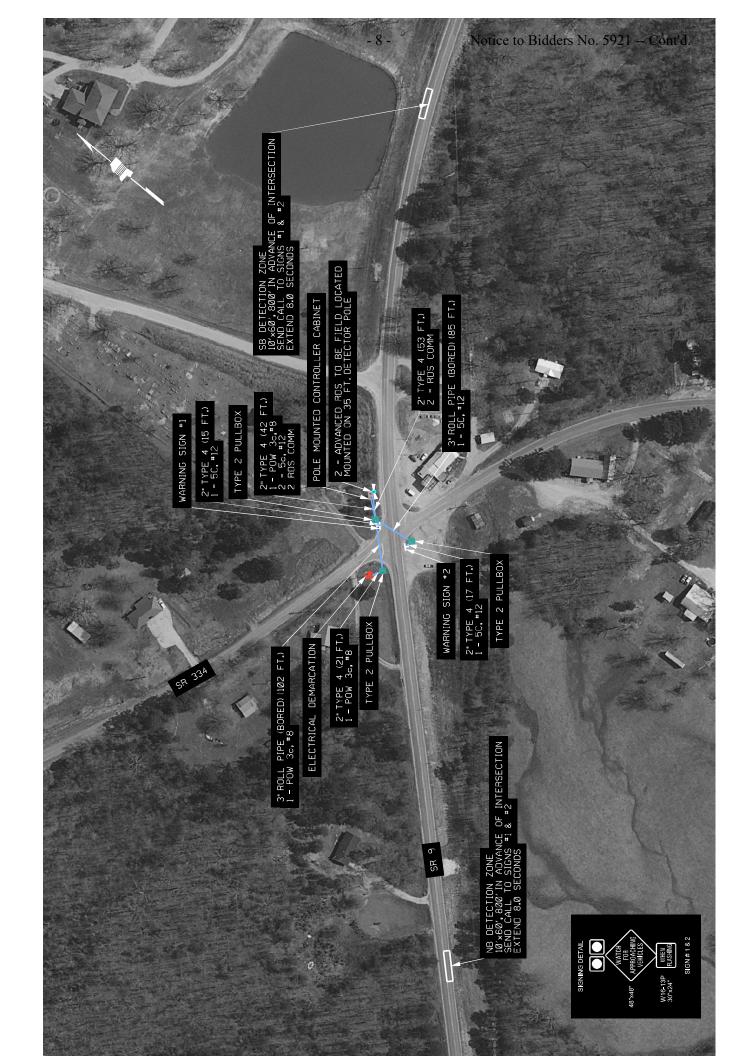
630-C001

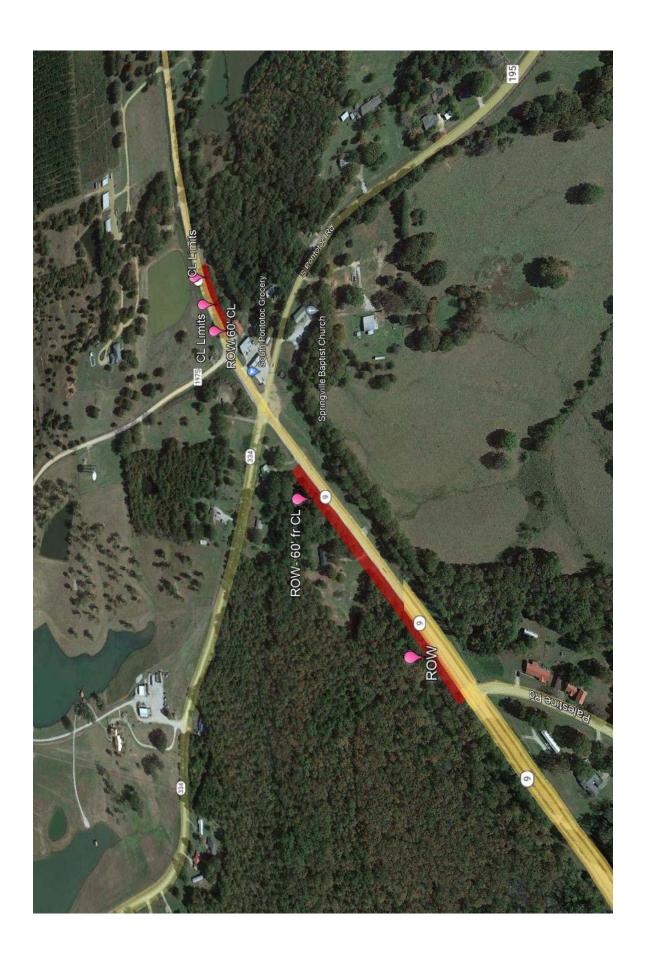
Total: 30 LF

630-C005

Total: 120 LF







STATE PROJECT NO.

WITH MDOT'S EXISTING TRAFFIC SIGNAL MANAGEMENT SOFT	RELATED TO HIGHWAY SAFETY.
15. ALL TRAFFIC SIGNAL CONTROLLERS SHALL BE ETHERNET RE.	TRAFFIC CONTROL DEVICES AND HIGHWAY DESIGN AND OPERATIONAL PRACTICES
	REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM
DIAGRAM.	ENGINEER. HOWEVER, SIGNAL HEAD OR POLE LOCATIONS SHALL BE WITHIN
PHASES INCLUDING FUTURE PHASES IN ACCORDANCE WITH T	MAY BE VARIED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE PROJECT
 TRAFFIC SIGNAL CABINETS AND CONTROLLERS SHALL BE WIR 	POLES, SIGNAL HEADS, EQUIPMENT BOXES, PULLBOXES AND CONDUIT LOCATIONS

- SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, USE FATIQUE CAREGORY II, USE 50 YEARD ESIGNS REVICE LIFE AND DON NOT CONSIDER GALLOPING OR TRUCK-INDUCED GUSTS, MIND AND ICE LOADS THE CONTRACTOR SHALL PROVIDE MAST ARM POLE DESIGN CERTIFICATION AND CALCULATIONS AS OUTLINED IN SECTION 722.02 OF STANDARD SPECIFICATIONS. DESIGN STANDARD FOR MAST ARMS POLES SHALL BE 2013 AASHTO STANDARD VARIABLE BASED UPON MAPS IN THE 2013 AASHTO SPECIFICATION. USE UPSWEPT MAST ARMS UNLESS OTHERWISE NOTED ON PLANS. SEE TSD 3.
- POLES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND SECTION 722,02 OF THE STANDARD SPECIFICATIONS, UNLESS DETERMINATION OF REQUIRED SIZES, LENGTHS AND GAUGES OF TYPE I - XI STEEL OTHERWISE SPECIFIED IN PLANS OR SPECIFICATIONS.
- TRAFFIC SIGNAL MAST ARM POLES SHALL BE HOT DIPPED GALVANIZED WITH FINISH APPROVED BY THE PROJECT ENGINEER.
- 6. STAINLESS STEEL TAG ATTACHED TO THE POLE SHAFT USING 3/16 INCH STAINLESS ALL LUMINAIRES SHALL BE LED UNLESS OTHERWISE NOTED ON PLANS.

TRAFFIC SIGNAL MAST ARM POLES REQUIRING LUMINAIRES ARE DESIGNATED BY (L).

- STEEL POP RIVETS WITH PROPERTIES AND INFORMATION AS FOLLOWS: - MINIMUM 1/16 INCH THICKNESS
 - MINIMUM 1/4 INCH STAMPED LEGEND WITH FOLLOWING INFORMATION;
 - MANUFACTURER NAME
- UNIQUE IDENTIFYING NUMBER FOR FUTURE MANUFACTURER - MONTH / YEAR OF MANUFACTURE

MAJG NOISIVIG NOISZG YAWGAOR NOITATROMOMANT NO TUSMTRAMSG IM

- TAG TO BE INSTALLED ON SHAFT SIDE OPPOSITE THE MAINLINE HIGHWAY AND LOCATED APPROXIMATELY 48 INCHES ABOVE THE TOP OF BASE PLATE. EXTERNAL PROJECT NUMBER FROM THE PLANS COVER SHEET (EXAMPLE: STP-XXXX-XX...)
- THE TOP OF THE STRAIN POLE FOUNDATION SHALL BE 6" ABOVE THE GROUND. THE CONTRACTOR SHALL PROVIDE POLES OF SUFFICIENT LENGTH PLUS 2 FEET TO PROVIDE REQUIRED VERTICAL CLEARANCE OF THE TRAFFIC SIGNAL HEADS WITHOUT EXTRENDING THE POUNATION ABOVE THE GROUND LINE OF THE POINT WHERE THE POLE IS LOCATED, EVEN THOUGH THIS MAY BE BELOW THE FINISHED GRADE OF THE
- ALL STRAIN POLES AT AN INTERSECTION SHALL BE THE SAME DIAMETER AND UTILIZE THE SAME BOLT CIRCLE SPACING.
- POLE FOUNDATIONS AND BASE MOUNTED CABINET FOUNDATIONS, GRADE SHALL BE ESTABLISHED TO ±3" OF EDGE OF PAVEMENT ELEVATION UNLESS APPROVED BY SIGNAL PROJECT ENGINEER.
- TRAFFIC SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS WITH BLACK BACK PLATES 10.
- 11. PEDESTRIAN HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON
- (ACCESSIBLE PEDESTRIM) SYSTEM) STYLE AS NOTED ON PLANS, SIGNIS TO BE NUCLUDED IN PAYTIEM FOR PEDESTRIAN PUSHBUTTONS AT NO ADDITIONAL COST. RIDE OF POLE LOCATIONS OF PUSHBUTTONS MAY BE FIELD ADJUSTED. PUSHBUTTON PEDESTRIAN PUSHBUTTONS SHALL BE EITHER STANDARD PUSHBUTTONS OR APS HARDWARE SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS. 12
- FIELD DRILL AND TAP EXISTING POLES WHERE PEDESTRIAN SIGNALS AND PUSHBUTTONS ARE REQUIRED ON PLANS. (ABSORBED ITEM). 13.

RED TO PROVIDE FOR ALL THE PHASE SEQUENCE

GENERAL NOTES

TRAFFIC SIGNAL

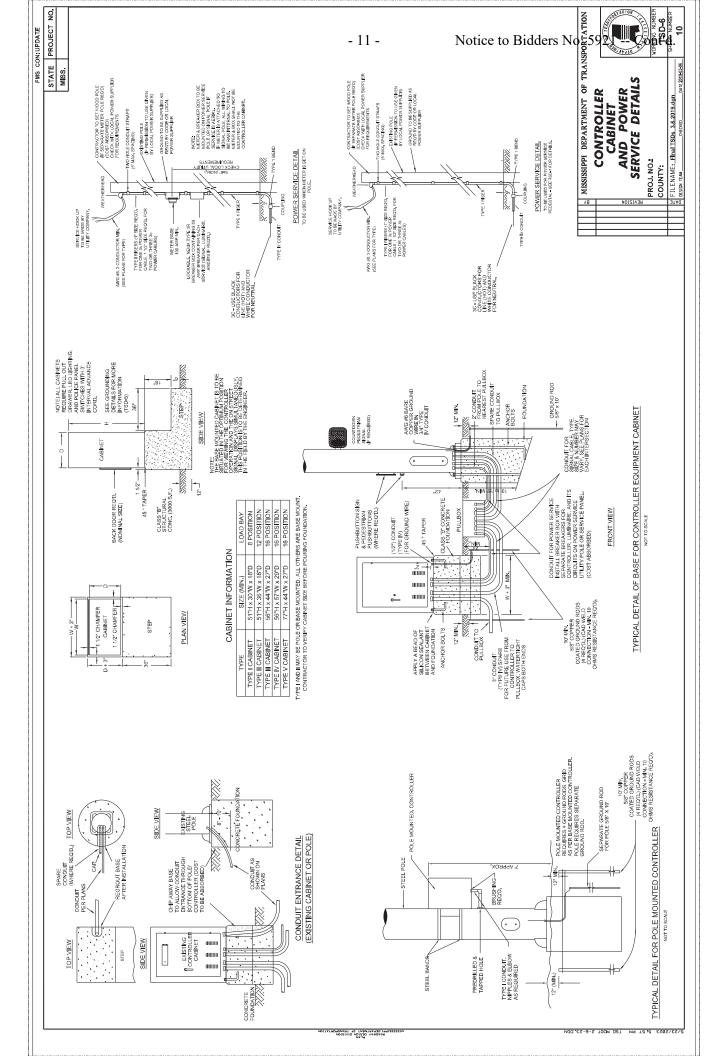
- UNITS. TRAFFIC SIGNAL CONTROLLER CABINET SHALL HAVE A 16 LOAD BAY FACILITY, REAR ACCESS DOOR, LAPTOP TRAY, AND DUAL POSITION MTERNAL LED LIGHTING. ALL TRAFFIC SIGNAL CONTROLLER CABINETS SHALL HAVE A 5 POSITION CARE RACK AND ONE 175 WATT MINIMUM POWER SUPPLY AND 4 AVAILABLE SLOTS UNLESS EADY, AND COMPATIBLE SIGNAL CONTROLLER FIRMWARE SHALL BE CAPABLE OF DELAYING THE ONSET OF THE FLASHING YELLOW ARROW ALL MMU'S SHALL BE ETHERNET READY, 16 CHANNEL, AND CAPABLE OF RUNNING 12 DIFFERENT MODES OF FLASHING YELLOW ADDRESSES ON ALL NETWORKABLE DEVICES. DEVICES INCLUDE BUT NOT LIMITED TO: CONTROLLER, MMU WITH SDLC CABLE (CONFLICT MONITOR), AND DETECTION ARROW OPERATION, THE CONTRACTOR SHALL COORDINATE WITH MDOT FOR IP OTHERWISE NOTED ON PLANS. SEE 907-632.02.6.1.
- HEADS, OPERATION SHALL BE AS FOLLOWS: THE PROTECTED PHASE OF THIS OPERATION SHALL DISPLAY A SOLID GREEN ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW, THE PERMITTED PORTION OF THIS OPERATION SHALL START WITH A FLASHING YELLOW ARROW, FOLLOWED BY A SOLID FOR PROTECTED/PERMITTED LEFT TURN PHASING USING TYPE 2 FYA TRAFFIC SIGNAL YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW, THERE SHALL BE A DELAY (AS DIRECTED BY THE PROJECTE ENGINEER) BETWEEN THE END OF THE PROTECTED POSTION OF THE PREMITTION AND THE BEGINNING OF THE PERMITTION DO THE PREMITTION OF THE PERMITTION OF T THIS OPERATION. DURING THIS DELAY, THE OPPOSING PHASE THRU HEADS ARE CAPABLE OF FIDELAYING A GREEN BALL. SIGNAL, CONTROLLER WITH FIRMWARE NECESSARY TO ACCOMPLISH THIS DELAY SHALL BE PROVIDED. 9.
- POLES AND FOUNDATIONS OF EXISTING SIGNAL INSTALLATION REMOVALS SHALL BE CUT OFF 6" BELOW GROUND, REMOVED AND AREA RESTORED TO MATCH ADJACENT SURFACE AS DIRECTED BY THE PROJECT ENGINEER. 17.
- ALL REMOVED EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS SPECIFIC ITEMS ARE NOTED IN THE PLANS TO BE SALVAGED AS DIRECTED BY THE PROJECT ENGINEER, 8
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ELECTRICAL SERVICE FROM THE POWER SERVICE PEDESTAL. FOR SPAN WIRE INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT A REFLACE POINT A REPLACE SHALL BOTH TO THE SIGNAL POLE NEAREST THE CONTROLLER, THE SERVICE SHALL CONTROLLER CABINET, AS SHOWN ON THE PLANS. A DISCONNECT SHALL BE INSTALLED AT THE POWER COMPANY SERVICE POLE FOR MAST ARM INSTALLATIONS. INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT UNDERGROUND DIRECTLY TO THE POWER SERVICE PEDESTAL, THEN TO THE THEN RUN TO THE CONTROLLER AS SHOWN ON THE PLANS, FOR MAST ARM 9
- POWER SERVICE METER SHALL NOT BE MOUNTED ON THE CONTROLLER CABINET OR MAST ARM POLE SHAFTS, A SEPARATE POWER SERVICE PEDESTAL FOR MOUNTING THESE ITEMS IS REQUIRED. (SEE 15D-6 & 15D-7). BLACK CONDUCTORS SHALL BE USED FOR ALL LINE (HOT) WIRES AND WHITE CONDUCTORS SHALL BE USED FOR ALL NEUTRAL WIRES. 20.
- EXISTING SYSTEM, THE MONTHLY SERVICE FEES SHALL CONTINUE TO BE PAID BY THE DEPARTMENT OR THE LOCAL AGENCY. IF THE EXISTING POWER SERVICE IS NTENDED FOR USE WITH A NEW SIGNAL SYSTEM, THEN ANY SERVICE CHARGE FEES DEPARTMENT OR THE LOCAL AGENCY WILL BE RESPONSIBLE FOR PAYMENT OF THE MONTHLY SERVICE BILL FOR THE NEW POWER SERVICE INSTALLATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SWAP THE ELECTRICAL SERVICE. WHEN ELECTRIC POWER SERVICE EXISTS AND IS USED FOR THE OPERATION OF AN SUPPLY ASSEMBLY FOR ANY NEW INSTALLATION. THE CONTRACTOR SHALL PAY FOR, AT NO COST TO THE DEPARTMENT, ALL DEPOSITS, HOOK-UP CHARGES, OR OTHER SERVICE FEES REQUIRED BY THE POWER COMPANY FOR THE ARRANGEMENTS WITH THE LOCAL POWER COMPANY TO PROVIDE THE POWER IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAKE THE NECESSARY ESTABLISHMENT OF NEW SERVICE. THE COST OF ALL SUCH FEES SHALL BE CONSIDERED INCIDENTAL AND ABSORBED WITHIN EXISTING PAY ITEMS. THE ACCOUNT OVER TO THE DEPARTMENT OR LOCAL AGENCY. 21.

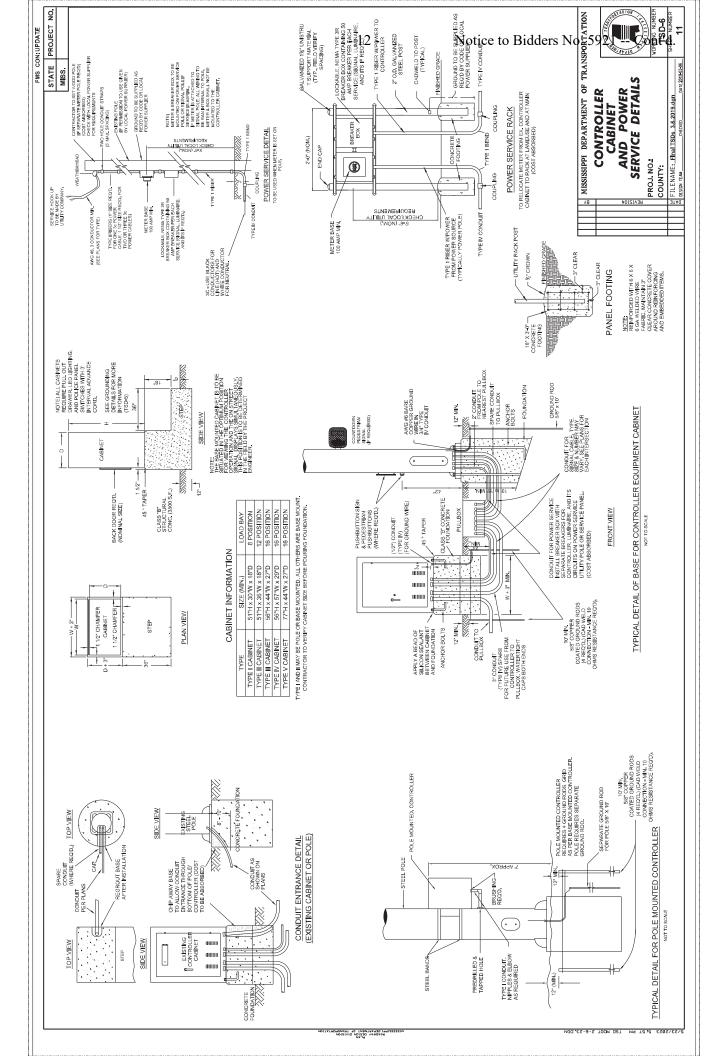
SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SIMILARLY, IF AN EXISTING POWER SERVICE IS TO BE DISCONNECTED, ANY SERVICE CHARGE FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF ALL SUCH FEES SHALL CONSIDERED INCIDENTAL AND ABSORBED WITHIN EXISTING PAY ITEMS.

- WHEN CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY SIGNALS TO ACCOMMODATE ROADWAY CONSTRUCTION, IT SHALL BE PAID FOR UNDER PAY ITEM 619-H1, TRAFFIC SIGNAL, LUMP SUM, UNLESS OTHERWISE NOTED ON PLANS, 22.
- VEHICLE LOOP ASSEMBLIES SHALL BE INSTALLED IN THE TOP LAYER OF BINDER OR EXISTING SURFACE BEFORE THE FINAL SURFACE COURSE IS APPLIED (BASED ON 2" FINAL LIFT MAXIMUM). 23.
- RECOMMENDATIONS. THERE SHALL BE NO EXTRA PAY FOR MOVING OF DETECTORS OTHER THAN CABLE LENGTHS. MANUFACTURES TO HAVE FACTORY REP ON SITE DURING INSTALLATIONS UNLESS CERTIFIED BY THE MANUFACTURER. DETECTION CABLE WILL BE MEASURED BY THE LINEAR FOOT MEASURED HORIZONTALLY ALONG THE CONDUIT, MESSENGER CABLE OR MAST ARM AND VERTICALLY ALONG THE POLE. DETECTION CABLE FOR CAMERAS, THE POWER AND VIDEO CABLE MAY BE IN THE WHEN RADAR, VIDEO, OR MULT-SENSOR DETECTION IS USED, THE SYSTEM MAY REQUIRE BOTH STOP BAR AND ADVANCE DETECTION. IS PLANS SHOW A GENERIC LAYOUT FOR DETECTION, BET SELOCATED PER MANUFACTURERS SAME JACKET 24.
 - ALL DETECTION UNITS SHALL BE NETWORKABLE DEVICES AND BE ON THE MDOT NETWORK IF NOTED ON PLANS.
- ALL GROUNDING EQUIPMENT SHALL BE COST ABSORBED. 25.
- MESSENGER CABLE AND OTHER SUPPORTING DEVICES WHERE REQUIRED SHALL BE ABSORBED IN THE PAY ITEMS FOR SIGNAL CABLE. 26.
- THE CONTRACTOR SHALL STAKE THE LOCATION OF EACH POLE FOUNDATION AND NOTIFY THE PROJECT ENGINEER FOR CONCURRENCE IN THE LOCATION BEFORE PROCEEDING WITH THE PURCHASE OF THE POLE. 27.
- THE CONTRACTOR SHALL BE REQUIRED TO ADEQUATELY AND COMPLETELY COVER TRAFFIC SIGNAL HEADS DURING TIMES THAT THEY ARE NOT IN OPERATION WITH A DURABLE, OUTDOOKS HARDEND MATERIAL THAT CONTRASTS WITH THE COLOR OF THE HEAD THAT CLEMALY DESIGNATES THAT THE SIGNAL IS NOT IN 'STOP AND GO' MODE. HEAD COVERS ARE TO BE APPROVED BY THE PROJECT ENGINEER. 28.
- A MID-WEEK WEEK OAT (TUESDAY THUSBONY) DURING A NON-PEAK TIME AND SHALL'NG BE COORDINATED WITH THE REPUECT REMOINER. UPON INITIAL INSPECTION AND ACCEPTANCE TESTING OF THE NEW TRAFFC SIGNAL INSTALLATION, THE CONTRACTOR SHALL REQUEST THE START OF THE 30 DAY BURNAN PERIOD TO COMMENCE, AS OUTLINED IN SUBSECTION 631.03.4 OF THIS SPECIOLATION. AND NOTED DEFICIENCIES FOUND WITHIN THAT 30 DAY PERIOD SHALL BE CORRECTED TO THE SATISFACTION OF THE PROJECT ENGINEER. THE 30 DAY BURNAN PERIOD MUST OCOMMENCE THE SPECIOL OF THE PROJECT IS GRANTED.

 30. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING FINAL INSPECTION MEETING WITH ADDISTRACT OFFICE, PROJECT OFFICE AND TRAFFIC ENGINEERING FOR SIGNAL PORTION. PERIOD OF THREE (3) TO SEVEN (7) DAYS PRIOR TO THE ACTIVATION OF THE SIGNAL'S "STOP AND GO" OPERATION. ACTIVATION OF NEW TRAFFIC SIGNALS SHALL BE DURING A NEW TRAFFIC SIGNAL INSTALLATION SHALL BE PUT IN FLASH OPERATION FOR A 29.
 - 30.

WORKER THE WORKER MISSISSIPPI DEPARTMENT OF TRANSPORTATION GENERAL NOTES TRAFFIC SIGNAL FILENAME: Final TSDs 3.6.2019.dgn PROJ. NO. COUNTY





Proposal (Sheet 2 - 1) PONTOTOC

Installation of an Intersection Conflict Warning System & Clearing at the intersection of SR 9 & SR 334, known as Federal Aid Project No. HSIP-0050-01(042) / 109485301 in Pontotoc County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	201-D001		17	Station	Random Clearing
0020	202-B215		6	Each	Removal of Sign Including Post & Footing
0022	618-B001		1	Square Feet	Additional Construction Signs [\$10.00]
0030	620-A001		1	Lump Sum	Mobilization
0040	626-D004		40	Linear Feet	6" Thermoplastic Traffic Stripe, Skip Yellow
0050	626-F004		2,240	Linear Feet	6" Thermoplastic Edge Stripe, Continuous Yellow
0060	626-G002		2,400	Linear Feet	Thermoplastic Detail Stripe, White
0070	626-H005		286	Linear Feet	Thermoplastic Legend, White
0800	627-J001		61	Each	Two-Way Clear Reflective High Performance Raised Markers
0090	627-L001		32	Each	Two-Way Yellow Reflective High Performance Raised Markers
0100	630-A003		99	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0110	630-C001		30	Linear Feet	Square Tube Posts, 4.0 lb/ft
0120	630-C005		120	Linear Feet	Square Tube Posts, 2.0 lb/ft
0130	638-A004		2	Each	Flasher Assembly, ICWS, Watch For Traffic
0140	907-618-A001		1	Lump Sum	Maintenance of Traffic
0150	907-632-A001		1	Each	Solid State Traffic Cabinet Assembly, Type I Cabinet, Type 1 Controller
0160	907-634-F002		1	Each	Detector Pole with Foundation, 35' Pole
0170	907-636-B007		117	Linear Feet	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 12, 5 Conductor
0180	907-636-B028		165	Linear Feet	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 8, 3 Conductor
0190	907-637-A002		4	Each	Pullbox Enclosure, Type 2
0200	907-637-C028		133	Linear Feet	Traffic Signal Conduit, Underground, Type 4, 2"
0210	907-637-D003		187	Linear Feet	Traffic Signal Conduit, Underground Drilled or Jacked, Rolled Pipe, 3"
0220	907-641-B002		2	Each	Signal Advanced Radar Vehicle Detection Sensor, Type 2
0230	907-641-D001		190	Linear Feet	Radar Vehicle Detection Cable