



SM No. CNHPP0064010381

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

05

Safety Improvements on MS 67 from US 49 to the I-10 "Superstreets" Corridor,
known as Federal Aid Project Nos. NHPP-0064-01(038) / 1086343011, HSIP-0064-
01(038) / 108634301 & NHPP-0064-01(038) / 1086343012 in Harrison County.

Project Completion: 04/28/2028

(STATE DELEGATED)

NOTICE

**BIDDERS MUST COMPLETE AN ONLINE REQUEST
FOR PERMISSION TO BID THIS PROJECT.**

Electronic addendum updates will be posted on www.gomdot.com

SECTION 900

OF THE CURRENT

2017 STANDARD SPECIFICATIONS

FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: HSIP-0064-01(038)/108634301 - Harrison
NHPP-0064-01(038)/108634301 - Harrison
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(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET
OF SECTION 905 AS ADDENDA)

06/25/2025 03:54 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, July 22, 2025, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Safety Improvements on MS 67 from US 49 to the I-10 "Superstreets" Corridor, known as Federal Aid Project Nos. NHPP-0064-01(038) / 1086343011, HSIP-0064-01(038) / 108634301 & NHPP-0064-01(038) / 1086343012 in Harrison County.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates have been predetermined by the Secretary of Labor and are subject to Public Law 87-581, Work Hours Act of 1962, as set forth in the Contract Provisions.

The Mississippi Department of Transportation hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, age, disability, religion or national origin in consideration for an award.

The award of this contract will be contingent upon the Contractor satisfying the DBE requirements.

Contractors may request permission to bid online at <http://shop.mdot.ms.gov> at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at <http://bidx.com>. Specimen proposals may be viewed and downloaded online at no cost at <http://mdot.ms.gov> or purchased online at <http://shop.mdot.ms.gov> at a cost of Ten Dollars (\$10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Plans must be purchased online at <https://shop.mdot.ms.gov>. Costs of plans will be on a per sheet basis plus a small convenience fee. If you have any questions, you can contact the MDOT Plans Print Shop at (601) 359-7460, or e-mail at plans@mdot.state.ms.us. Plans will be shipped upon receipt of payment. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

BRAD WHITE
EXECUTIVE DIRECTOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 1

DATE: 06/08/2021

SUBJECT: Governing Specifications

Change the web address at the end of the first paragraph to the following.

<https://shop.mdot.ms.gov/default.aspx?StoreIndex=1>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1

CODE: (IS)

DATE: 03/01/2017

SUBJECT: Governing Specifications

The current (2017) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at shopmdot/default.aspx?StoreIndex=1.

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal contain references to the 2004 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2017 Edition of the Standard Specifications.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2

CODE: (IS)

DATE: 03/01/2017

SUBJECT: Status of Right-of-Way

Although it is desirable to have acquired all rights-of-way and completed all railroad agreements, utility adjustments and work to be performed by others prior to receiving bids, sometimes it is not considered to be in the public interest to wait until each and every such clearance has been obtained. The bidder is hereby advised of possible unacquired rights-of-way, relocates, railroad agreements and utilities adjustments which have not been completed.

The status of right-of-way acquisition, utility adjustments, encroachments, potentially contaminated sites, railroad facilities, improvements, and asbestos contamination are set forth in the following attachments.

In the event right of entry is not available to ALL parcels of right-of-way and/or all work that is to be accomplished by others on the date set forth in the contract for the Notice to Proceed is not complete, the Department will issue a restricted Notice to Proceed.

STATUS OF RIGHT-OF-WAY
HSIP-0064-01(038) 108634/301000
NHPP-0064-01(038) 108634/301100
NHPP-0064-01(038) 108634/301200
Harrison County

All rights of way and legal rights of entry have been acquired except:


From Sta. 88+00 to Sta 114+00, there are low mast roadway lighting poles in the median that the City of Biloxi does not intend to relocate and are to be removed by the contractor. See Contract Documents for further information on removal of obstructions.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

TO: Don Drake
Right of Way Division

DATE: June 3, 2025

FROM: Martha Brewer 
District Preconstruction Engineer

SUBJECT OR PROJECT NO: HSIP-0064-01(038) 108634/301000
NHPP-0064-01(038) 108634/301100
NHPP-0064-01(038) 108634/301200

INFORMATION COPY TO:
File

COUNTY: Harrison

District Status Report

1. **STATUS OF RIGHT OF WAY:** All work to be done within existing ROW.
2. **RIGHT OF WAY CLEARANCE:** There are no encroachments.
3. **STATUS OF AFFECTED RAILROAD OPERATING FACILITIES:** None affected.
4. **STATUS OF REQUIRED UTILITY RELOCATIONS:** From Sta. 88+00 to Sta 114+00,
there are low mast roadway lighting poles in the median that the City of Biloxi does not
intend to relocate and are to be removed by the contractor. See Contract Documents for further
information on removal of obstructions.
5. **STATUS OF CONSTRUCTION AGREEMENT:** None Required

ASBESTOS ABATEMENT STATUS REPORT

HSIP-0064-01(038) 108634-301000
NHPP-0064-01(038) 108634-301100
NHPP-0064-01(038) 108634-301200

Harrison County

June 3, 2025

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos-containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

There is no right-of-way required for this project, and the contractor will not need to remove any buildings.

STATUS OF POTENTIALLY CONTAMINATED SITES REPORT

HSIP-0064-01(038) 108634-301000
NHPP-0064-01(038) 108634-301100
NHPP-0064-01(038) 108634-301200

Harrison County

June 3, 2025

THERE IS NO RIGHT-OF-WAY REQUIRED FOR THIS PROJECT. NO INITIAL SITE ASSESSMENT WILL BE PERFORMED. IF CONTAMINATION ON THE EXISTING RIGHT-OF-WAY IS DISCOVERED, IT WILL BE HANDLED BY THE DEPARTMENT.

IMPROVEMENTS STATUS REPORT

Improvements to be included in the Notice to Bidders to be removed by the Construction Contractor

FMS Construction Project No: 108634-301000
108634-301100
108634-301200

FMS ROW Project No:

External ROW No: NSIP-0064-01(038)
NHPP-0064-01(038)
NHPP-0064-01(038)

Parcel No:
Station No:
Property Owner:
Description/Pictures:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 15

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Non-Use of Precast Drainage Units

Bidders are hereby advised that the use of precast inlets and junction boxes will **NOT** be allowed on this project. Subsection 601.02.3 states that "the Contractor may request approval from the Engineer to furnish and install precast units in lieu of cast-in-place units". Should the Contractor make this request, the request will be denied.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 296

CODE: (SP)

DATE: 07/25/2017

SUBJECT: Reduced Speed Limit Signs

Bidders are advised that when the plans or contract documents require the speed limit on a project to be reduced, the Contractor shall begin work within 48 hours of installing the reduced speed limit signs. Should the Contractor not start work or have no plans to start work within 48 hours of installing the signs, the reduced speed limit signs shall be covered and existing speed limit signs uncovered.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 445

CODE: (SP)

DATE: 10/10/2017

SUBJECT: Mississippi Agent or Qualified Nonresident Agent

Bidders are hereby advised of the requirements of Subsections 102.08, 103.05.2, and 107.14.2.1 of the *2017 Standard Specifications for Road and Bridge Construction* as it refers to bonding agents. Proposal guaranties, bonds, and liability insurance policies must be signed by a **Mississippi Agent or Qualified Nonresident Agent**.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 447

CODE: (SP)

DATE: 10/18/2017

SUBJECT: Traffic on Milled Surface in Rural Areas

Bidders are hereby advised that when the main lanes of a roadway are fine milled, traffic will be allowed to run on a milled surfaces for up to seven (7) calendar days. The Contractor will be assessed a penalty of \$5,000 per calendar day afterwards until the milled surfaces are covered with the next lift of asphalt. It shall be the Contractor's responsibility to ensure that the milling operations do not commence until such time as forecasted weather conditions are suitable enough to allow the placement of the asphalt pavement after the milling operations.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516

CODE: (IS)

DATE: 11/28/2017

SUBJECT: Errata and Modifications to the 2017 Standard Specifications

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
16	102.06	In the seventh full paragraph, change “Engineer” to “Director.”
33	105.05.1	In the sixth sentence, change “Contract Administration Engineer” to “Contract Administration Director.”
34	105.05.2.1	In subparagraph 2, change “SWPPP, ECP” to “SWPPP and the ECP”
35	105.05.2.2	In subparagraphs 2, add “ and” to the end of the sentence. In subparagraph 3, remove “, and” and add “.”.
90	109.04.2	In the last paragraph of subparagraph (a), place a period “.” at the end of the sentence.
93	109.04.2	In the last paragraph of subparagraph (g), place a period “.” at the end of the sentence. Also, in the first paragraph of subparagraph (h), place a period “.” at the end of the sentence.
97	109.07	Under ADJUSTMENT CODE, subparagraph (A1), change “HMA mixture” to “Asphalt mixtures.”
98	109.11	In the third sentence, change “Engineer” to “Director.”
219	308.04	In the last sentence of the last paragraph, change “Contractor’s decision” to “Engineer’s decision.”
300	405.02.5.9	In the first sentence of the second paragraph, change “Hot Mix Asphalt” to “Asphalt Mixtures.”
502	630.01.1	In the first paragraph, change “ <u>AASHTO</u> ” to “AASHTO’s <u>LRFD</u> ”.
636	646.05	Change “each” to “per each” for the pay item units of payment.
640	656.02.6.2	In item 7), change “down stream” to “downstream”.
688	630.03.2	Change the subsection number from “630.03.2” to “680.03.2.”

- | | | |
|-----|---------------|---|
| 725 | 702.08.3 | In the second sentence of the first paragraph, change “hot-mix” to “asphalt.” |
| 954 | 804.02.13.1.6 | In the definition for “M” in the % Reduction formulas, change “paragraph 7.3” to “paragraph 5.3.” |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 757

CODE: (IS)

DATE: 03/20/2018

SUBJECT: Additional Erosion Control Requirements

Bidders are hereby advised of the following requirements that relate to erosion control activities on the project.

THE MAXIMUM TOTAL ACREAGE THAT CAN BE DISTURBED, AT ONE TIME, ON THE PROJECT IS NINETEEN (19) ACRES. THE CONTRACTOR SHALL BE REQUIRED TO STABILIZE DISTURBED AREAS PRIOR TO OPENING UP ADDITIONAL SECTIONS OF THE PROJECT. STABILIZED SHALL BE WHEN THE DISTURBED AREA MEETS ONE OF THE FOLLOWING CRITERIA:

- **THE AREA HAS BEEN SEEDED, EITHER TEMPORARY OR PERMANENT, AND MULCHED ACCORDING TO THE SPECIFICATIONS, OR**
- **A CRUSHED STONE COURSE OR A LIFT OF ASPHALT PAVEMENT HAS BEEN PLACED, OR**
- **THE AREA HAS BEEN CHEMICALLY TREATED USING PORTLAND CEMENT OR LIME-FLY ASH, AND SEALED.**

DISTURBED AREAS INCLUDE THE ROADBED, SLOPES AND REMAINING AREA OUT TO THE ROW LINE.

Clearing and Grubbing: Prior to beginning any clearing and grubbing operations on the project, controls shall be in place to address areas such as drainage structures, wetlands, streams, steep slopes and any other sensitive areas in accordance with the approved Erosion Control Plan or as directed by the Engineer. Clearing and grubbing should be limited to the minimum area necessary to construct the project. Grubbing operations should be minimized in areas outside the construction limits and stumps should be cut off flush with the existing ground elevations. A buffer area of at least fifteen (15) feet or as shown in the Plans shall be in place adjacent to the right-of-way line. The buffer area can either be the existing vegetation that is left undisturbed or re-established by planting new vegetation if clearing and grubbing was required. [As applicable, see the Riparian Buffer Erosion Control sheet\(s\) in the Plans for clearing and grubbing limits adjacent to stream banks.](#)

Unclassified Excavation: Cut sections shall be graded in accordance with the typical sections and plan grades. Permanent erosion control BMP's should be placed as soon as possible after the cut material has been moved. Fill sections that are completed shall have permanent erosion control BMP's placed. Fill sections that are not completed shall be either permanently or temporarily seeded until additional material is made available to complete these sections. All unclassified excavation on the project is required to be moved prior to incorporating any borrow excavation. The Contractor may have to stockpile unclassified excavation in order to comply with the nineteen (19) acre requirement. No additional compensation will be made for stockpiling operations.

Disturbed areas that remain inactive for a period of more than fourteen (14) days shall be temporary grassed and mulched. Temporary grassing and mulching shall only be paid one time for a given area.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1225

CODE: (SP)

DATE: 11/13/2018

SUBJECT: Early Notice to Proceed

Bidders are advised that if an early notice to proceed is allowed by the Department and the Contractor experiences problems or delays between the early notice to proceed date and the original notice to proceed date, this shall not be justification for any monetary compensation or an extension of contract time.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1226

CODE: (IS)

DATE: 11/16/2018

SUBJECT: Material Storage Under Bridges

Bidders are advised that Subsection 106.08 of the Standard Specifications allows the Contractor to store materials and equipment on portions of the right-of-way. However, the Contractor will not be allowed to store or stockpile materials under bridges without written permission from the Project Engineer. The Contractor shall submit a detailed request of all proposed materials to be stored under bridges to the Engineer a minimum of 14 calendar days prior to anticipated storage. This detail shall include, but not limited to, bridge location, material type, material quantity, and duration of storage. The Project Engineer and any other needed Division will review this information and determine whether to grant approval. The Contractor shall not store any material under any bridge without written approval from the Project Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1241

CODE: (IS)

DATE: 11/27/2018

SUBJECT: Fuel and Material Adjustments

Bidder's attention is brought to the last paragraph of Subsection 109.07 of the Standard Specifications which states that no fuel or material adjustment will be made after the completion of contract time. Any fuels consumed or materials incorporated into the work during the monthly estimate period falling wholly after the expiration of contract time will not be subject a fuel or material adjustment.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1434

CODE: (IS)

DATE: 03/06/2019

SUBJECT: Erosion Control Plan

Bidders are advised that the Best Management Practices (BMPs) shown at sensitive areas on the Erosion Control Sheets in the Plans shall be shown on the Contractor's Erosion Control Plan and shall be used in the field as indicated on the original plans sheets. Should the installation of these BMPs produce an unsatisfactory result, the Contractor shall submit to the Engineer alternate BMPs for approval. Once approved, the Contractor shall revise the Contractor's Erosion Control Plan to include these changes.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1963

CODE: (SP)

DATE: 9/23/2019

SUBJECT: Guardrail Pads

Bidders are hereby advised that prior to construction of the guardrail pads, the Contractor shall coordinate with the guardrail Subcontractor to determine the guardrail pad dimensions necessary to meet MASH compliance.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2172

CODE: (SP)

DATE: 01/06/2020

SUBJECT: App for Storm Water Reports

Bidders are advised that the Department has created a smart phone App for completing and submitting storm water reports required on this project. The Contractor who monitors storm water activities and completes storm water reports will be required to download and use this App when completing and submitting storm water reports. The reports will then be readily available to all persons who need access to the forms. The App is free and is available for downloading at the following location.

<https://extacctmgmt.mdot.state.ms.us/>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2206

CODE: (IS)

DATE: 01/14/2020

SUBJECT: MASH Compliant Devices

Bidders are hereby advised that compliance associated with the requirements of meeting either the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for installations of certain traffic control devices and permanent safety hardware devices (guardrails, guardrail terminals, permanent portable barriers, cast-in-place barriers, all other permanent longitudinal barriers, crash cushions, cable barriers, cable barrier terminals, bridge rails, bridge rail transitions, all other terminals, sign supports, and all other breakaway hardware) as listed throughout the Standard Specifications and/or the Standard Drawings, or both, is now replaced with the requirements of meeting the 2016 version of MASH after December 31, 2019. This change applies to new permanent installations and to full replacements of existing installations.

At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit a letter stating that the traffic control devices and permanent safety hardware devices as outlined within the paragraph above that are to be used on the project are certified to meet MASH 2016.

When a MASH 2016-compliant device does not exist for the new permanent installations and/or full replacement installations of permanent safety hardware devices, as listed above, a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. A written request for such instances must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

When a MASH 2016-compliant device does not exist for the temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices), a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. Temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) that are MASH 2009-compliant or NCHRP 350-compliant that have been in use prior to December 31, 2019, and that have a remaining service life may be proposed for use throughout their normal service life on the project by the Contractor. For either of these scenarios for temporary work zone traffic control devices, a written request must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

Work will only be allowed to proceed after the Department has granted written concurrence(s) with the proposed request(s) as listed above.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2273

CODE: (SP)

DATE: 02/12/2020

SUBJECT: Mississippi Special Fuel Tax Law

Bidder's attention is brought to the second paragraph of Subsection 107.02 of the Standard Specifications which states that all Contractors and Subcontractors must comply with all requirements contained in the Mississippi Special Fuel Tax Law, Section 27-55-501, *et seq.* Attached are two Fact Sheets provided by the Mississippi Department of Revenue (MDOR) with additional information.

Gasoline and Dyed Diesel Used for Non-Highway Purposes

Mississippi provides a reduced rate for gasoline and dyed diesel used for non-highway purposes. The reduced rates are 6.44 cents per gallon and 5.75 cents per gallon of gasoline or dyed diesel. These fuels are generally taxed at 18 cents per gallon if for on road use.

Gasoline Used for Non-Highway Purposes

You may be entitled to a refund of 11.56 cents per gallon (making this an equivalent to a tax rate of 6.44 cents per gallon) if you desire to purchase gasoline to be used off road. The gasoline must be used for agricultural, maritime, industrial, manufacturing, domestic or non-highway purposes only.

Examples of non-highway include gasoline used in boats, golf carts, machinery used for manufacturing or farm equipment used exclusively in plowing, planting or harvesting farm products.

Refund Gasoline User

The refund is based on the amount of gallons used. Before a refund is issued, you are required to...

1. Obtain a refund gasoline user's permit and a certificate for refund booklet from the Department of Revenue;
2. Have a storage tank marked "REFUND GASOLINE"; and,
3. Purchase the gasoline from someone who holds a refund gasoline dealer's permit.

No refund will be allowed for gasoline used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts.

Refund Gasoline Dealer

You must obtain a refund gasoline dealer's permit from the Department of Revenue before selling refund gasoline. At no time should the gasoline be delivered to a tank that is not properly marked. The gasoline must be dyed a distinctive mahogany color at the time of delivery.

The Department of Revenue may waive the dye requirement if the dye may cause damage to the equipment. The refund gasoline user is required to obtain the waiver from the Department of Revenue.

Dyed Diesel Used for Non-Highway Purposes

Unlike gasoline, you are not required to apply for a refund if you desire to purchase dyed diesel to be used off road. Mississippi provides a reduced rate of 5.75 cents per gallon on dyed diesel used off road. Diesel used on road is subjected to 18 cents per gallon. Dyed diesel used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts will be subjected to 18 cents per gallon.

Dyed Diesel Used on the Highway

Any person who purchases, receives, acquires or uses dyed diesel for highway use will be liable to pay 18 cents per gallon and subject to a penalty in the amount of \$1000.

Identifying Dyed Diesel

Storage facilities for dyed diesel must be plainly marked "NONHIGHWAY DIESEL FUEL" or "NONHIGHWAY KEROSENE". Retailers are also required to mark all pumps or dispensing equipment.



Special Fuel Used on Government Contracts

State and Local Government Contracts

Special fuel purchased, acquired or used in performing contracts with the State of Mississippi, counties, municipalities or any political subdivision is taxed at a rate of 18 cents per gallon. Special fuel includes but is not limited to the following:

- Dyed diesel fuel;
- Kerosene;
- Undyed diesel fuel; and,
- Fuel oil.

State and local government contracts include construction, reconstruction and maintenance or repairs of projects such as roads, bridges, water systems, sewer systems, buildings, drainage canals and recreational facilities. The Department of Revenue may require contractors to remit the excise tax directly to the state in lieu of paying the tax to a distributor.

Special Fuel Direct Pay Permit

Contractors that remit the excise tax to the state will be issued a Special Fuel Direct Pay Permit. This permit relieves the distributor from collecting the tax and requires the contractor to file a monthly special fuel return. The distributor should include the contractor's permit number on all invoices that are related to tax-free sales.

The contractor is required to furnish a surety or cash bond guaranteeing the payment of the excise tax prior to receiving the Special Fuel Direct Pay Permit. The Department of Revenue may accept a contractors tax bond if the bond covers the excise tax levied on special fuel.

Special Fuel Distributors

If the contractor does not have a Special Fuel Direct Pay Permit, distributors are required to collect the 18 cents excise tax and remit the tax to the Department of Revenue. The additional 12.25 cents levied on special fuel (excluding undyed diesel) should be reported on schedules 5F and 5G of the special fuel return.

Environmental Protection Fee

Special fuel distributors are required to collect the environmental protection fee even if the contractor has a Special Fuel Direct Pay Permit. The fee is levied at 4/10^{ths} of a cent per gallon. The fee is suspended or reinstated when the trust fund has exceeded or fallen below the obligatory balance.

Penalties

Any person who knowingly and willfully purchases untaxed fuel for use in equipment utilized on a road or highway construction site in this state is guilty of a misdemeanor and, upon conviction, shall be fined not less than \$1,000 or more than \$100,000, or imprisoned in the county jail for not more than one year, or both.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2812

CODE; (SP)

DATE: 09/01/2020

SUBJECT: Traffic Signal and ITS Components

Bidders are hereby advised that all products selected for use on this project shall be in compliance with 2 CFR 200.216. No telecommunication and video surveillance equipment or services shall be manufactured by the following companies: Huawei Technologies Company, ZTE Corporation, Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, Dahua Technology Company, and any subsidiary or affiliate of these entities.

The Contractor shall provide a Certification Statement that the referenced product(s) is not manufactured by any of the following: Huawei Technologies Company, ZTE Corporation, Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, Dahua Technology Company, and any subsidiary or affiliate of these entities. (as per 2 CFR 200.216)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2954

CODE: (IS)

DATE: 12/01/2020

SUBJECT: Reflective Sheeting for Signs

Bidders are hereby advised that the retroreflective sign sheeting used for signs on this project shall be as listed below and shall meet the requirements of Subsection 721.06.

Temporary Construction Signs

Temporary traffic control (orange) sign sheeting shall be a minimum Type IX Fluorescent Orange sheeting as shown in Special Provision 907-721.

Permanent Signs

Permanent signs, except signs on traffic signal poles/mast arms, shall be as follows:

- Brown background sheeting on guide signs shall be a minimum Type VIII sheeting,
- Green and blue background sheeting on guide signs shall be a minimum Type IX sheeting, and
- All white, yellow, red, fluorescent yellow, and fluorescent yellow/green sheeting shall be Type XI sheeting.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3676

CODE: (SP)

DATE: 09/21/2021

SUBJECT: Asphalt Gyratory Compactor Internal Angle Calibration

Bidders are advised that by March 1, 2022, all asphalt gyratory compactors shall be calibrated to an internal angle of $1.16^{\circ} \pm 0.02^{\circ}$. This requirement will be reflected in updates made to MT-78, MT-80, and MT-83. This calibration requirement also extends to all QC/QA testing.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3875

CODE: (IS)

DATE: 12/15/2021

SUBJECT: ITS General Requirements

For this Notice to Bidders, the “Engineer” shall mean the Project Engineer and/or their designee(s) throughout the rest of this NTB, unless stated otherwise.

Submittals

All submittals covered under this section shall be made electronically to the Project Engineer and to the ITS Engineer, shall clearly state the project name and project number, and should be in as few separate submittals as possible.

All products selected for use on this project shall be in compliance with 2 CFR 200.216, in addition to all other contract requirements as outlined throughout the specifications, special provisions and plans. No telecommunication and video surveillance equipment or services shall be manufactured by the following companies: Huawei Technologies Company, ZTE Corporation, Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, Dahua Technology Company, and any subsidiary or affiliate of these entities.

Product Data. Manufacturers’ product data including specifications/cut-sheets, design guides, installation manuals, operating manuals, and maintenance/service manuals shall be submitted by the Contractor for each component of the ITS system, including but not limited to cabinets, controllers, sensors, conduit, pull boxes, hardware, and all other parts of the system selected for installation.

The complete information for the original product data submittal shall be contained in as few submittals as possible and be in an organized fashion.

The product data submittal shall be accompanied by a specification checklist. At a minimum, this checklist shall clearly state the following:

- 1) The project name and project number
- 2) The date of the submittal
- 3) The pay item number and description
- 4) The part and/or model number, matching the cut-sheet
- 5) The manufacturer
- 6) A Certification Statement that the referenced product is not manufactured by any of the following: Huawei Technologies Company, ZTE Corporation, Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, Dahua Technology Company, and any subsidiary or affiliate of these entities. (as per 2 CFR 200.216)
- 7) Every material requirement as stated in in this Notice to Bidders and as outlined elsewhere within this contract.

- 8) A statement of whether the product complies with the requirements set forth in the specifications, special provisions, plans and NTB. If product is not compliant, an explanation of non-compliance shall be provided.

All subsections of a particular section may be omitted if the section heading is included, is indicated to be not applicable, and that it is evident that all subsections being omitted are also not applicable.

It shall be the responsibility of the Contractor to guarantee the accuracy of the checklist.

Other Submittals. The following submittals shall be required:

- 1) Shop Drawings
- 2) Cabinet wiring diagrams with system labeling schedule.
- 3) Site wiring/connection drawings.
- 4) Rack diagrams showing rack mounted equipment.
- 5) All documentation as described in the Project Testing Plan Requirements section below.
- 6) Project Record Drawings:
 - a. The purpose of Project Record Drawings is to provide factual information regarding all aspects of the Work, to enable future service, modifications, and additions to the Work.
 - b. Project Record Drawings are an important element of this Work. Contractor shall accurately maintain Project Record Drawings throughout the course of this project.
 - c. Project Record Drawings shall include documentation of all Work, including the conduit locations, pull box locations, equipment locations, foundation details, setup parameters and wiring and block diagrams.
 - d. Project Record Drawings shall accurately show the physical placement of the following:
 - i. Cabinets, sensors, pull boxes, and other materials installed at each site.
 - ii. Conduit runs and splicing information.
 - e. Project Record Drawings shall show the physical placement of each system component installed during the project at each site. Where the plan details do not depict actual field conditions, the Contractor shall amend the construction plan as required.
- 7) Upon completion of Work, and prior to Final Acceptance, the Contractor shall prepare and submit the final record set of Project Record Drawings. This set shall reflect the installed Work.
- 8) Closeout Submittals - A set of Project Record Drawings shall be provided to the Project Engineer and ITS Engineer for any items that changed or were not previously submitted, including:
 - a. Project Record Drawings
 - b. Product Data
 - c. Installation Manuals
 - d. Operating Manuals
 - e. Maintenance/Service Manuals

As-Built Plans. The Contractor shall provide GPS locations of all pull boxes, splices,

termination equipment cabinets, ITS field locations and all pole locations. The Contractor shall record and submit the sequential footage markers from the fiber optic trunk and drop cables for each GPS location. The Contractor shall provide scanned PDF files of all plan sheets with pen and ink markups. The Contractor shall provide a site location inventory of ITS devices to include manufacturer model, serial numbers, MAC addresses, and IP addresses (as applicable) for all installed devices. All documentation will be due to the Department a minimum of thirty (30) calendar days after the installation.

Additional Quality Assurance Measures

The project shall be constructed in such a manner as to comply with environmental regulations and erosion control as specified in the plans and elsewhere in MDOT standard specifications.

At the completion of the Work, the site shall be cleaned, restored, grassed and otherwise stabilized to a condition consistent with conditions before work began. This work shall be paid for under other items of work.

All disturbed signs, guardrail, markers, fencing, and other roadway appurtenances shall be restored. Disturbed roadway appurtenances that require complete removal and replacement will be identified within the contract and will have separate pay items and quantities set forth for such work.

The Contractor shall clean-up debris caused by Contractor's activities on a daily basis as the work progresses. This work shall be paid for under other items of work.

All work-related accidents shall be reported immediately to the Project Engineer or his/her representative.

Maintenance and Technical Support. The supplier must provide and have a parts support system capable of providing parts for the length of the warranty period.

Project Testing Plan Requirements

The Contractor shall conduct a Project Testing Plan as required below in addition to all other project testing and acceptance procedures required elsewhere in the specifications and Plans. Some specifications contain details regarding the testing for individual device types or attributes, but this section outlines the overall testing plans for the entire project as a whole. The Project Testing Plan shall include a series of tests on all project materials occurring at various stages in the project. All costs associated with the Project Testing Plan shall be absorbed in contract pay items; no separate payment will be made for any testing.

General Requirements. The Contractor is responsible for planning, coordinating, conducting and documenting all aspects of the Project Testing Plan as detailed below and providing all required equipment for the tests. The Engineer reserves the right to attend and observe all tests.

Each test shall be an individual and separate event for each type of test and for each type of equipment as defined elsewhere within this NTB. The Contractor shall follow the testing sequence as described in this NTB and shall perform the required tests on all applicable

devices and infrastructure.

Test procedures shall be submitted and approved for each test as part of the project submittals programs. Test procedures shall include every action necessary to fully demonstrate that the material under test is clearly and definitively in full compliance with all project requirements. Test procedure actions shall cross-reference to the specifications or Plans requirement that is the subject of the test action. Test procedure actions shall cross-reference the applicable sections of the final approved Project Submittal Compliance Form and the submittal materials for the subject of the test action. Test procedures shall contain test setup and block/wiring diagrams showing all materials being tested and all test and measurement equipment, with calibration documentation, and shall contain documentation regarding the equipment configurations and programming. Test procedures shall include checkoff blanks for each project requirement included in that test and shall include forms for the documentation of all measured test results.

No testing shall be scheduled until approval of all project submittals for all materials covered under a given test and approval of the test procedures for the given test has been granted.

Unless otherwise required herein, the Contractor shall request in writing the Engineer's approval for each test occurrence a minimum of 14 days prior to the requested test date. Test requests shall include the test to be performed and the material to be tested. The Engineer reserves the right to reschedule tests if needed.

For any series of tests on different installations of a given material (e.g., different sections of cable), the Contractor shall request in writing the Engineer's approval for the first test occurrence of the series a minimum of 14 days prior to the requested test date, regardless of the notification requirements for subsequent test occurrences.

The Contractor shall provide all ancillary equipment, materials, diagnostic and test software, and computers as required in the approved test procedures.

All test results shall be documented in writing by the Contractor in accordance with the test procedure and submitted to the Engineer within seven (7) days of the completion of the test. Any given test session is considered incomplete until the Engineer has approved the documentation for that test session.

The Contractor shall provide test results documentation in electronic format and printed format (3 copies). Electronic formats shall be provided in both PDF and Microsoft Excel or other approved application. Printed copies shall be bound and organized by test, equipment type, and individual unit.

- Two sets are for the Traffic Engineering ITS Department
- One set is for the Engineer

All test results shall be provided in English units of measure.

All test results deemed by the Engineer to be unsatisfactorily completed shall be repeated by the Contractor, following all test requirements as defined elsewhere in this NTB and contract specifications. This shall include a request in writing for the Engineer's approval for the repeated test a minimum of 14 days prior to the requested test date, unless this requirement is waived by the Engineer. In the written request for each test occurrence that is a repeat of a previous test, the Contractor shall summarize the diagnosis and correction of each aspect of the previous test that was deemed unsatisfactory. Any revisions to the test procedures for a repeated test occurrence shall meet all requirements for the original test procedures, including review and approval by the Engineer.

The satisfactory completion of any test shall not relieve the Contractor of his responsibility to provide a completely acceptable and operating system that meets all requirements of this project.

It is possible for the Contractor to schedule multiple test dates and revise the actual test being performed on a particular day if; 1) the Engineer approves of the change, 2) all test scheduling requirements above have still been met for the actual test to be performed on the date, and 3) there is not an unreasonable change of location, time, duration, or requirement of the Engineer.

Factory Acceptance Test (FAT). FATs shall be conducted at the Manufacturer or Contractor's facility or at a facility acceptable to all parties prior to shipping from the factory. The goal of the FAT is to verify that the equipment meets the requirements of the specifications. All equipment to be utilized for this project shall be subject to tests that demonstrate the suitability of the design and manufacturing procedures and compliance with the contract requirements, unless an exception for a specific equipment item is granted by the Engineer. The tests shall be performed on production units identified to be delivered under this Contract. As a minimum, a FAT is required for each of the following project materials:

- Dynamic Message Signs

The FAT testing procedures and results for specifically identified materials shall demonstrate that all testing requirements as outlined within the contract (standard specifications, plans, special provisions, and notice to bidders) are met, including, but not limited to: functional/system performance requirements, electrical requirements, data transmission/communication requirements, safety/password requirements, environmental requirements, and interface requirements with other components of the project system.

The Engineer reserves the right to waive FATs which are deemed to be unnecessary and reserves the right to witness all FATs that are determined to be critical to the project. At the Engineer's discretion, the Engineer may be in attendance at the FAT for any units tested. The FAT for the first three (3) units shall be conducted during the same time period and shall be completed before additional units are produced.

The Engineer shall be notified a minimum of 45 calendar days in advance of such tests. Salary and travel expenses of the Engineer and his/her representatives will be the responsibility of the Department. In case of equipment or other failures that make a retest necessary, travel expenses associated with retests for the Engineer and his/her representatives shall be the responsibility of

the Contractor. The travel expenses shall include all costs associated with having a two-person Engineer review team on site, including but not limited to airfare, automobile rental, lodging, and per diem. These costs, excluding airfare, shall not exceed \$500.00 per representative, per day. These costs shall be deducted from the payments due or charged to the withholding account of the Contractor when the project is terminated.

The vendor must complete the FAT on all remaining units on their own and submit documentation to the Engineer that the FATs were completed. The Engineer reserves the right to randomly attend those FAT tests.

No equipment for which a FAT is required shall be shipped to the project site without successful completion of factory acceptance testing as approved by the Engineer and the Engineer's approval to ship.

Bench Test Components (BTC). The Contractor shall perform a complete BTC on the lesser of the full contract quantity of units of equipment and materials or the number of units required as specified in this subsection below. The quantity listed in the subsection below is a "minimum" quantity and the Engineer reserves the right to require testing of additional quantities if the initial testing is not deemed adequate. The Contractor shall provide the testing location and facility, which shall be in Mississippi and within a 25-mile radius of the project limits. The test location must be approved by the Engineer as part of the BTC test procedure submittal.

The BTC shall demonstrate that all equipment and materials are in full compliance with all project requirements and works "out of the box" by visual inspection, setup and operation "on the bench", functional testing of the component including manufacturer's recommended startup diagnostics, and testing prior to any field installation of that equipment or material. Test results documentation shall be provided for each equipment item and material in the full contract quantity; test results documentation shall include the manufacturer's serial number and the project location ID for each item.

As a minimum, a BTC is required for each of the following project materials for quantities as shown.

- Closed Circuit Television Equipment, 4 PTZ units & 6 fixed units
- Dynamic Message Sign, 2 complete units of each type
- Travel Time Signs, 2 compete units
- Network Switches Type A, 4 units
- Network Switches Type B & F, 2 units each
- Network Switches, Type C, D, & E, 1 unit each
- ITS Radar Vehicle Detection Sensors, 6 units
- Highway Advisory Radios, 2 units
- Radio Interconnect System, 4 units of each type
- Bluetooth Detection System, 6 units
- DSRC devices, 6 units
- Roadway Weather Information System, 2 complete units
- Traveler Information Video Kiosk, 2 complete units

- Smart Work Zone System
 - Portable CCTV station, 2 complete units
 - Non-Intrusive Vehicle Detection Devices / Portable Traffic Sensors, 4 complete units
 - Highway Advisory Radio, 2 complete units
 - Portable Changeable Message Signs, 2 complete units
 - Portable Traffic Signal, 2 complete units
- Off-the-shelf and Vendor Software, all necessary
- Equipment Cabinet (Type A), 2 cabinets
- Equipment Cabinet (Type B), 4 cabinets
- Equipment Cabinet (Type C), 2 cabinets

Pre-Installation Tests (PIT). The Contractor shall perform Pre-Installation Tests (PIT) on all device quantities that are not included in the BTC. The Contractor shall provide the testing location and facility, which shall be within a 25-mile radius of the project limits or as approved by the Engineer. The test location must be approved by the Engineer as part of the PIT test procedure submittal. The PIT shall be a shortened version of the BTC to ensure the equipment will power up, operate, and was not damaged during shipment. The Engineer reserves the right to attend any PIT as desired; however, the contractor shall submit documentation of the PITs whether the Engineer is present or not. In addition to these requirements, see the DMS, TTS, and Fiber Optic Cable Special Provisions for more details.

Stand Alone Site Tests (SAT). The Contractor shall perform a complete SAT on all equipment and materials associated with the field device site, including but not limited to electrical service, conduit, pull boxes, communication links infrastructure (fiber, leased copper, wireless), cable, poles, camera lowering devices, device communication cables, cabinet apparatus, etc. The goal of the SAT is to verify that the equipment has been properly installed and commissioned according to the manufacturer requirements. A SAT shall be conducted at every field device site including communications hubs. A SAT shall be conducted for a fully installed and completed control center in the TMC as described in the TMC modification NTB. A SAT shall be conducted for all fiber optic infrastructure.

The SAT shall demonstrate that all equipment and materials are in full compliance with all project requirements, are fully functional as installed, and are in their final configuration. As part of this demonstration, SATs shall include but are not limited to the following:

- A visual inspection of the cabinet and all construction elements at the site to ensure they are compliant with the Specifications and have no physical damage or deformities.
- The inspection of the cabinet at each site shall include the functional test of all cabinet equipment, including circuit breaker, receptacles, fan and thermostat, lights, and door switches.
- Verify that manufacturer documentation for each device is present.
- A measurement of the DC power supply shall be made at the cabinet when it is operating under full load.
- Verify that all equipment has proper power, surge protector, and grounding connections.
- Inspect the integrity of all cable connections and terminations and verify that the cables are

connected and terminated as specified in the Plans.

The SATs for each site type shall include but are not limited to the following:

- *CCTV Stand Alone Site Test:* Shall be conducted at the CCTV Cabinet and shall demonstrate the complete operation of the CCTV, Network Switch, and the link(s) to any devices that are connected to the Power Supply in the CCTV Cabinet. The SAT shall include a 5-minute recording of each PTZ and Fixed camera showing the field of view and video quality. Two copies of the recording shall be provided to the Engineer on USB flash drives. The recording will start at the preset default position(s) and will demonstrate the full zoom capabilities of the cameras, as well as the full range of the pan and tilt functions of PTZ cameras. This recording shall be in a format playable with Windows Media Player or pre-approved by the Engineer.
- *ITS Communications HUT Stand Alone Site Test:* Shall be conducted at the HUT and shall demonstrate the complete operation of all equipment inside the HUT including Network Switches. This also includes visual inspection of the Site elements associated with the HUT.
- *ITS Termination Cabinet Stand Alone Site Test:* Shall be conducted at the termination cabinet and shall demonstrate the complete operation of all equipment inside the cabinet including Network Switches. This also includes visual inspection of the Site elements associated with the termination cabinet.
- *Radio Interconnect System Stand Alone Site Test:* Shall be conducted from the cabinets at both ends of the communications link (even if one end consists of existing equipment) and shall demonstrate that the radios, the antennas, the entire link, the Network Switch, and the transmission of video and/or data are fully operational. See Radio Interconnect Special Provision for more details.
- *Highway Advisory Radio Site Test:* Shall be conducted at the HAR cabinet, antenna, and advisory signs and shall demonstrate complete operation of recordings, transmissions, and remote flashing beacon unit(s). See HAR Special Provision for more details.
- *Fiber Optic Cable Stand Alone Site Test:* Shall be conducted at each Cabinet and at each HUB and shall include both power meter tests and OTDR tests. See Fiber Optic Special Provision for more details.
- *Conduit Detection Wire Stand Alone Site Test:* Shall be conducted at each pull box and shall demonstrate that a continuous run of conduit detection wire was installed between pull boxes, vaults, cabinets, and structures as required.
- *ITS Radar Vehicle Detection Stand Alone Site Test:* Shall be conducted at the IRVD Cabinet and shall demonstrate the complete operation, proper configuration, and verification of detection for each lane of traffic or zone of the IRVD unit(s).
- *BDS Stand Alone Site Test:* Shall be conducted at the Device Cabinet and shall demonstrate the complete operation and proper configuration of the unit(s), verify network connection to the BDS through ping and telnet sessions from a remote PC, and confirm that the system is fully functional by detecting Bluetooth devices at a sample rate approved by the Engineer.
- *RWIS Stand Alone Site Test:* Shall be conducted at the RWIS Cabinet and shall demonstrate the complete operation and proper configuration of the RWIS and shall verify that the remote flashing beacon unit(s) on the warning signs are activated properly as

specified and will de-activate automatically without renewal at preset intervals.

- *SWZ Stand Alone Site Test:* Shall be conducted at each device at its initial location and shall demonstrate the complete operation and proper configuration of the device as described in the Smart Work Zone Special Provision and NTB. At any subsequent locations, at a minimum, a document verifying that the device is configured for the new location shall be submitted to the Engineer.
- *Kiosk Stand Alone Site Test:* Shall be conducted at the device, verify all required video layouts and displays, demonstrate all required software features, and demonstrate the complete operation of the device and Network Switch. Refer to the Traveler Information Video Kiosk specification for more details.

DMS & TTS Stand Alone Site Test: Shall be conducted at the Device Cabinet, verify that all pixels are operational, verify that the sign can be controlled locally through both the serial and Ethernet ports, and demonstrate the complete operation of the device and Network Switch. The signs shall be delivered with and tested using default fonts and sizes that are provided by the MDOT ATMS drivers.

The Contractor shall request in writing the Engineer's approval for each test occurrence a minimum of 14 days prior to the requested test date. The Contractor shall arrange, at no additional expense to the State, the attendance of a qualified technical representative of the equipment manufacturer to attend each test until a minimum of two (2) sites of that type are approved.

Sub-System Test (SST). The Contractor shall perform an SST on each DMS and TTS to verify and document that all remote TTS and DMS functions and alarms are operational from the TMC.

An SST is required for at least ten percent (10%) of each of the following devices being placed for the project, taken by a random sampling: BDS, Network Switch, IRVD, HAR, Radio, CCTV, Video Vehicle Detection, and RWIS including beacons. The SST will require the Contractor to demonstrate and document that all functions and alarms are operational from the TMC.

An SST is required for each Traveler Information Kiosk in the project and will require the Contractor to demonstrate and document the features demonstrated in the Kiosk SAT using remote access from the TMC.

An SST is required for each Smart Work Zone device in the project and will require the Contractor to demonstrate and document the connection between the device and the central data/video collection site. Once a Smart Work Zone device has been verified to be properly configured, working, and communicating at its current location, the device can be utilized without further testing. The Conditional System Acceptance Test, Burn-in period, Final Inspection, or Final System Acceptance is not required for a device being solely utilized as part of the temporary Smart Work Zone System. Devices moved to a new location do require verification that they are still working as intended in the new location.

The Contractor shall coordinate the SST to be performed with the Project Engineer or designee present. The Contractor shall provide an SST plan to the Project Engineer for review and approval a minimum of two weeks in advance of tests being performed.

Conditional System Acceptance Test. The Contractor shall perform a complete conditional system acceptance test on all equipment and materials in the project. The Contractor shall not request the conditional system acceptance test until the SATs have been satisfactorily completed, all as-built documentation has been submitted and approved, and all other project work has been completed to the satisfaction of the Engineer. Prior to a Conditional System Acceptance Test, the Contractor shall provide advance notice of and written test results documenting that the Contractor has performed a dry-run of the conditional system acceptance test. The Engineer reserves the right to attend a dry-run test session.

The Contractor shall coordinate the CSAT with the Engineer. The Contractor shall provide a CSAT plan to the Engineer and be approved a minimum of fourteen (14) calendar days in advance of tests being performed. The CSAT plan shall be inclusive of steps and procedures to be performed and scheduled times to perform test procedures.

The Contractor shall test all project systems simultaneously from the State TMC in a manner equivalent to the normal day-to-day operation of the system. The Conditional System Acceptance Test shall demonstrate that all equipment and materials in the network are in full compliance with all project requirements and fully functional as installed and in final configuration, communicating with and being controlled through the control center at the State TMC. If pre-processing systems (e.g., edge computing) or post-processing systems (e.g., video image processing and analytics, detection in one device triggering an alarm or event in another device, etc.) are present, these shall be tested, verified, and documented as working as intended during the CSAT. Edge computing is where data-handling activities, such as analysis and event-triggering, takes place near the physical location that the data is collected.

The Engineer reserves the right to require, at no additional expense to the State, the attendance of a qualified technical representative of the equipment and/or software manufacturers to attend any given Conditional System Acceptance Test.

Upon completion and full approval of the Conditional System Acceptance Test for all equipment in all phases, Conditional System Acceptance will be given and the Burn-in Period will begin.

Burn-In Period. Following the Engineer's written notice of successful completion of the Conditional System Acceptance Test, the entire newly installed system must operate successfully for a **thirty (30) day** burn-in period. The Contractor shall be responsible for the full maintenance of the newly installed equipment during the burn-in period. This maintenance includes all troubleshooting and repairs as well as providing preventive maintenance that meets the equipment manufacturer's recommendations. However, no separate payment will be made during the burn-in period. Successful completion of the burn-in period will occur at the end of **thirty (30) complete days** of operation without a system failure attributable to hardware, software or communications components. Each system failure during the burn-in period will require an additional **thirty (30) days** of successful operation prior to being eligible for Final Acceptance (i.e., if the initial burn-in period is **thirty (30) days** and there are two (2) system failures during this time, the burn-in period would be increased to **ninety (90) days**).

Burn-In General Requirements:

- Determination of a system failure shall be at the sole discretion of the Engineer.
- System failure is defined as a condition under which the system is unable to function as a whole or in significant part to provide the services as designed. While a single component failure will not constitute a system failure, chronic failure of that component or component type may be sufficient to be considered a system failure. Chronic failure of a component or component type is defined as three (3) or more failures for the same component during the burn-in period.
- Components are defined as contract items or major material elements in a contract item. For electrical and electronic contract items, components are defined as the complete assembly of materials that makes up the contract item.
- Specifically exempted as system failures are failures caused by accident, acts of God, or other external forces that are beyond the control of the Contractor. However, failure of the contractor to respond to the repair request for that failure within 24 hours may be considered a system failure.
- The Department will advise the Contractor in writing when it considers that a system failure has occurred or chronic failure exists.
- If multiple system and/or chronic failures continue to occur throughout the burn-in period due to a single component type, the Contractor may be required to replace all units of that component type with a different model or manufacturer.
- The Contractor shall document all failures and subsequent diagnosis and repair. The repair documentation shall include as a minimum:
 - Description of the problem
 - Troubleshooting and diagnosis steps
 - Repairs made
 - List of all equipment and materials changed including serial numbers.
 - Update of the equipment inventory where needed.
 - The Contractor shall provide the repair documentation to the Engineer within two (2) days of completing the repair; failure to provide acceptable documentation as required shall be reason to not approve the repair as complete. The Engineer will provide acceptance or rejection of the repair and documentation within seven (7) days of receiving the repair documentation.
 - The Engineer reserves the right to require, at no additional expense to the State, the presence of a qualified technical representative of the equipment and/or software manufacturers as related to the diagnosis and/or repair of any system failure.
- During the burn-in period, the Contractor shall perform incidental work such as touching up, cleaning of exposed surfaces, leveling and repair of sites, sodding/grassing and other maintenance work as may be deemed necessary by the Engineer to ensure the effectiveness and neat appearance of the work sites.
- During the burn-in period, the Engineer shall maintain a "burn-in period punch list" that contains required Contractor actions but that the Engineer does not define as a system failure. Each burn-in period punch list action item shall be completed by the Contractor to the Engineer's satisfaction within seven (7) days of Contractor notification of the action item.
- During the burn-in period, the Contractor is required to meet the following response times

once notified there is a problem. A response is defined as being on-site to begin diagnosing the problem.

- Monday thru Friday: The Contractor shall respond no later than 9:00 a.m. the following morning after being notified.
 - Weekends: If the Contractor is notified on Friday afternoon or during the weekend, the Contractor shall respond by 9:00 a.m. on Monday morning.
- During the burn-in period, the Contractor shall provide all labor, materials, equipment and replacement parts to completely maintain, troubleshoot and repair all items installed under this contract. No separate payment will be made for any labor, materials, equipment, or replacement parts needed during the burn-in period.
- The overall burn-in period will be considered complete upon the successful completion of the burn-in time periods, the Engineer's acceptance of all repairs and repair documentation, completion of all burn-in period punch list actions, and a final inspection as described below.

Contract time will not cease during the burn-in period(s). Contract time for the burn-in period was considered when determining the original contract time.

Final Inspection. Upon successful completion of the burn-in period, the entire project shall be eligible for Final Inspection. The Final Inspection will be conducted provided the burn-in period has demonstrated the entire system is operating successfully. The Final Inspection shall include but is not limited to:

1. monitoring of all system functions at the State TMC to demonstrate the overall system is operational
2. a field visit to each site to ensure all field components are in their correct final configuration
3. verification that all burn-in punch list items have been completed
4. verification that all final cleanup requirements have been completed
5. approval of final as-built documentation

Prior to conducting the Final Inspection, the burn-in period shall demonstrate that all requirements defined in the specifications have been met, including, but not limited to: functional/system performance requirements, electrical requirements, data transmission/communication requirements, safety/password requirements, environmental requirements, and interface requirements with other components of the system.

The Contractor shall request in writing the Engineer's approval to start the Final Inspection a minimum of 14 days prior to the requested start date. The Engineer reserves the right to reschedule the start date if needed. The start date for the Final Inspection cannot be prior to the successful completion of the overall burn-in period.

An unsuccessful or incomplete Final Inspection shall require a new Final Inspection after the Contractor has made the necessary corrections. Up to 14 days shall be allowed for the Engineer to conduct a Final Inspection. The presence of the MDOT ITS Engineer or his/her designee is required during the final inspection.

The Engineer reserves the right to require, at no additional expense to the State, the attendance of a qualified technical representative of the equipment and/or software manufacturers to attend a portion of a Final Inspection.

The Contractor shall be responsible for the full maintenance of all project equipment and materials during the entire time period from the successful completion of the burn-in period until Final System Acceptance is granted.

Final System Acceptance. Upon successful completion of the Final Inspection and all other items of work on the project, the Engineer will grant Final System Acceptance in accordance with Subsection 105.20 of the Standard Specifications.

Beneficial Use of Dynamic Message Signs During Construction. Each DMS shall be roadside controllable (by sign vendor software) within 30 days of attachment to structures (visible to motorists). The Contractor's construction schedule shall clearly identify when installation of the signs over the roadway shall occur, and when roadside control shall be established for each sign. The Contractor shall not install a DMS over the roadway until all ancillary and infrastructure elements, including cabinets, controllers, conduits, cabling, etc. necessary to operate the sign are in place and functional. Once roadside controllable, the Contractor shall display emergency, special event, construction, safety or traveler information messages approved by MDOT, only when requested by MDOT, at no additional cost to MDOT. Normal diagnostic messaging for the purpose of installation and testing shall be determined by the Contractor but shall not be allowed to the extent that excessive power consumption or distraction to motorists occurs as determined by the Engineer. Any beneficial use of the signs to MDOT and the public prior to Final Acceptance does not constitute MDOT acceptance or waive any Contractor testing requirements. The cost that may be incurred by the Contractor to display messages as described above during this construction contract shall be considered incidental and included in the cost of other items.

Warranties

The following components of the Project shall be warranted against manufacturing defects and workmanship for a period of at least one (1) year:

- Radio interconnect system components as listed under SP 907-662-2
- Layer 2, Type A; Layer 3, Type C, Type C4, Type E1, and Type E2 Network Switches; and Network Terminal Server & Network Cellular Modem as listed under SP 907-663-5
- Communication Node Hut & Hut Modifications under SP 907-664-4
- Video Communication Equipment components under SP 907-665-1
- Bluetooth Detection System components under SP 907-666-3
- Roadway Weather Information System & Warning Signs with Flashing Beacon under SP 907-670-3
- Kiosk Monitoring Camera under SP 907-671-1
- Travel Time Sign under SP 907-674-1
- ITS Radar Vehicle Detector under SP 907-641-2
- On Street Video Equipment under SP 907-650-4;
- Highway Advisory System components under SP 907-655-2;
- Dynamic Message Signs under SP 907-656-1.

The following components of the Project shall be warranted against manufacturing defects and workmanship for a period as listed below for each respective item from the date of Final Maintenance Release.

- *Fiber Optic Cable*: Ten (10) year warranty on materials and workmanship
- *Traveler Information Video Kiosk*: Two (2) year extended warranty on materials/hardware
- *TMC Modification*: Two (2) year warranty on hardware and one (1) year warranty on software
- *Type C1, C2, & C3 Network Switches*: Five (5) year warranty on hardware
- *Type D, E, & F Network Switches*: Five (5) year warranty on hardware

The Contractor shall supply the warranties in writing with the Final Maintenance Release date documented on them. These warranties shall cover complete replacement at no charge for the equipment. The Contractor will be responsible for all labor, shipping, insurance and other charges until Final System Acceptance. Equipment covered by the manufacturers' warranties shall have the registration of that component placed in the Department's name prior to Final Inspection. The Contractor is responsible for ensuring that the vendors or manufacturers supplying the components and providing the equipment warranties recognize MDOT as the original purchaser and owner/end user of the components from new.

During the warranty period, the supplier shall repair or replace with new material of equal or greater kind and quality and meeting all of the applicable specifications herein, at no additional cost to the State, any product containing a warranty defect, provided the product is returned postage-paid by the Department to the supplier's factory or authorized warranty site. Products repaired or replaced under warranty by the supplier shall be returned prepaid by the supplier. During the warranty period, technical support shall be available from the Contractor via telephone within four (4) hours of the time a call is made by the Department. If it is deemed necessary by the Engineer, technical support shall be available from factory certified personnel of the supplier via telephone within eight (8) hours of the time of the initial call made by the Department. During the warranty period, updates, patches, performance improvements, and corrections to all software and firmware used during the project shall be made available to the Department by the supplier at no additional cost.

Training

After the Stand Alone Site Tests have been conducted but prior to Conditional System Acceptance, the Contractor shall provide separate training sessions for each subsystem training pay item included in the project. The training sessions may require multiple classes as noted below) and shall accommodate from six (6) to twelve (12) personnel per class. Additional sessions for additional personnel may be required if the make and model of the subject component is not currently in the MDOT system.

The training must include formal classroom and "hands-on" operations training with a complete demonstration of the configuration, operation, and capabilities of each component in the system. The training should also consist of a hands-on demonstration of all software configuration and functionality where applicable. Each training day shall include a mixture of classroom style

training in equipment operations, hands-on operator training using the same models of equipment furnished for the project, and question and answer sessions.

During the burn-in period, the Contractor shall also provide two (2) identical non-consecutive training sessions on the maintenance of the overall system. The training shall be provided for at least ten (10) personnel with individual copies of all training materials provided to each participant. The training must include both classroom style training and hands-on training in the field of the maintenance and troubleshooting procedures required for each component. Additional sessions for additional personnel may be required if the make and model of certain components are not currently in the MDOT system.

Prior to scheduling the training, the Contractor shall submit resume and references of the training instructor(s) to the Engineer for approval. The qualifications of the trainers must meet, at a minimum, the recommended qualifications of the equipment manufacturer with a minimum of four years of experience in training personnel. If qualified personnel are not on the Contractor's staff, a representative of the manufacturer shall provide the training.

The training shall be provided at an agreed upon location. If training requires travel on the part of training instructors, then the cost of travel shall be included.

The Contractor shall provide individual copies of documentation, training, and maintenance materials for each participant. These materials shall include detailed specifications and information pertaining to each device in the system. The documentation shall include details of the technical and operational aspects of the completed system. This shall include operational and maintenance manuals, system diagrams, cabling diagrams and mounting/positioning details. The Contractor shall supply emergency contact information and necessary procedures for obtaining vital replacement parts within a designated, agreed upon time frame.

The Contractor shall submit a detailed Training Plan including course agendas, detailed description of functions to be demonstrated, and a general schedule to the Engineer for approval within 90 days of Contract Notice-to-Proceed. The exact date of the training shall be submitted to the Engineer for approval at least four (4) weeks ahead of the date.

Grounding

The Contractor shall provide a grounding and lightning protection system to protect from electrical power surges caused by lightning or disruptions in the power supply system. Ground rods, ground conductor, lightning collectors and appurtenances shall be as detailed on the plans and as required by these specifications.

General. All non-current carrying metal parts of the site shall be grounded according to NEC specifications. In addition, all non-current carrying metal parts shall have a voltage potential of zero relative to reference ground. This reference ground shall be achieved via the equipment-grounding conductor.

Support cable, metallic cable sheaths, conduit, metal poles, pedestals, and communication building shall be made mechanically and electrically secure and grounded. Bonding and grounding jumpers

shall be properly sized according to the NEC and in no case shall they be smaller than a #6 AWG copper wire. Ground pole-mounted accessories to the pole. Equipment on wood poles shall be grounded.

Permanently ground the poles by bonding the No. 6 AWG solid copper wire to a separate ground rod.

Metal raceways, metal enclosures of electrical devices, lighting fixtures, panelboards, and other non-current carrying metallic parts of equipment shall be securely grounded.

Ground rods shall be installed according to plan details. A length of copper conductor shall be attached to the ground rod, utilizing the specified grounding methods, and connected to the grounding system. Do not ground to a permanent water system instead of the driven ground rod. Ensure that grounding devices conform to the requirements of the NEC and NEMA.

Cabinet Grounding. A single-point grounding system shall be constructed.

All grounds for the cabinet shall be installed on the side of the building that utilities, communication cables, and fiber enter. All earth grounds shall be connected to this point, including the grounding system for Surge Protection Devices (SPD). All connections to SPDs shall be made according to the manufacturer's recommendations.

A single ground bus bar shall be mounted on the side of the cabinet wall adjacent to the power panel for the connection of AC neutral wires and chassis ground wires.

The Contractor shall ensure that communication cables, AC power, emergency generator, and equipment frames are connected by the shortest practical route to the grounding system. The lead lengths from each device to the SPD shall be protected. Electrical continuity of all connections shall be verified. All non-conducting surface coatings shall be removed before each connection is made. Ground conductors shall be downward coursing, vertical, and as short and straight as possible. Sharp bends and multiple bends shall be avoided in grounding conductors.

Surge Suppressor

Surge protection device (SPD) shall be provided to protect electronics from lightning, transient voltage surges, and induced current. All SPDs shall be installed at the top and bottom of each pole to provide reliable lightning protection. SPDs shall be installed on all power, data, video and any other conductive circuit.

SPD for 120 Volt or 120/240 Volt Power. A SPD shall be installed at the utility disconnect to the cabinet. The SPD at the utility disconnect shall include L-N, L-G, and N-G protection. The SPD shall meet the requirements of UL 1449, Third Edition and be listed by a NRTL.

A SPD shall be provided where the supply circuit enters the cabinet. The SPD shall be located on the load side of the main disconnect and ahead of any and all electronic devices and connected in parallel with the AC supply. The SPD in the cabinet shall include L-N, L-G, and N-G protection. The SPD shall meet the requirements of UL 1449, Third Edition and be listed by a NRTL.

The SPD shall have a visual indication system that monitors the weakest link in each mode and shows normal operation or failure status and also provides one set of normally open (NO)/normally closed (NC) Form C contacts for remote alarm monitoring. The enclosure for a SPD shall have a NEMA 4 rating

SPDs for Low-Voltage Power, Control, Data and Signal Systems. A specialized SPD shall be installed on all conductive circuits including, but not limited to, data communication cables, coaxial video cables, and low-voltage power cables. These devices shall comply with recommendations from the device manufacturer.

SPD at Point of Use. A SPD shall be installed at the point the ITS devices receive 120 volt power and connected in series with the circuits. SPDs shall be selected and installed according to recommendation from the device manufacturer. The units shall be rated at 15 or 20 amps load and configured with receptacles. These units shall have internal fuse protection and provide common mode (L+N-G) protection.

SPDs shall meet the requirements of UL 497B or UL 497C, as applicable, and are listed by a NRTL.

Solar Power Systems

The Contractor shall provide a solar power system meeting the following requirements:

1. The supplier shall provide documentation specifying approximate daily power generation, power consumption, storage capacity, and charge rates representing an optimal power source to the satisfaction and approval of the Project Engineer.
2. Shall include a solar controller with automatic battery temperature compensation and automatic charging circuitry to prevent overcharging.
3. The battery back-up system chargers shall meet all specified requirements while operating between -40 °C to +74 °C (-40 °F to +165 °F), and 95% relative humidity.
4. Shall include metering for voltage and charging current.
5. Solar panels shall be Jet Propulsion Laboratory Block-5 tested and approved.
6. Solar panels shall be compliant with IEC 61215 and IEEE 1262.
7. Solar panels shall be break-resistant and sealed.
8. Battery shall be maintenance-free, sealed, gel-cell.
9. The Contractor shall test the battery for faulty irregularities and provide documentation to the Project Engineer stating the battery's voltage, and resistance. The battery voltage and resistance shall meet the manufacturer's specifications.

The Solar Power Systems for each site type shall include but are not limited to the following:

- *HAR Flashing Beacons:*
 1. A performance design study shall be conducted and submitted for approval for the proposed solar power system. The solar power system shall be designed on the performance design study.
 2. The solar system shall, at a minimum, operate the flashing beacons continuously at

- full power for at least three (3) days with no sunlight. This must be accomplished without an auxiliary generator or AC power connection.
3. Solar panels shall have a power rating of 80-watts.
 4. The Solar power system shall include a separate aluminum NEMA 3R enclosure to house the battery. This enclosure shall be designed to provide protection from rain, sleet, snow and corrosion.
 - a. The enclosure shall be constructed from 0.125" thick aluminum alloy type 5052- H32.
 - b. The enclosure shall be lockable.
 - c. The enclosure door shall include a EDPM rubber or equivalent closed-cell gasket
- *Type A BDS:*
 1. All solar panels shall be in accordance with UL1703, or equivalent.
 2. The solar cell shall have a minimum power capacity of 30 watts.
 3. The battery shall provide sufficient power for all BDS component operation for a minimum of 168 hours (7 days).
 4. Should solar power be specified with the Type A BDS, the NEMA 4 enclosure shall be sized appropriately for the solar power components.

Performance Design Study. A performance design study shall be conducted where required before the installation of a Solar Power System. The performance design study shall include, but is not limited to:

1. The daily Solar Insulation data averaged on a monthly basis.
2. The correct Tilt Angle for the solar array.
3. The daily Array Output, in Amp-Hours, averaged on a monthly basis.
4. The total Daily Load requirement, in Amp Hours, averaged on a monthly basis.
5. A monthly Loss of Load Probability (LOLP) of the designed power supply.
6. The number of Battery Reserve Days, averaged on a monthly basis.
7. The monthly Average Battery State of Charge.
8. The statistical Interval to Loss of Load, in years.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4113

CODE: (SP)

DATE: 03/23/2022

SUBJECT: Unique Entity ID (SAM) Requirement for Federal Funded Projects

Bidders are advised that the Prime Contractor must register and maintain a current registration in the System for Award Management (<http://sam.gov>) at all times during this project. Upon registration, the Contractor will be assigned a SAM Unique Entity ID.

Bidders are also advised that prior to the award of this contract, they MUST be registered, active, and have no active exclusions in the System for Award Management.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4638

CODE: (SP)

DATE: 10/05/2022

SUBJECT: Storm Water Discharge Associated with Construction Activity
(≥ 5 Acres)

PROJECT: NHPP-0064-01(038) / 1086343011, HSIP-0064-01(038) / 108634301 &
NHPP-0064-01(038) / 1086343012 – Harrison County

A Construction Storm Water General NPDES Permit to discharge storm water associated with construction activity is required.

The Department has acquired Certificate of Permit Coverage MSR-109206 under the Mississippi Department of Environmental Quality's (MDEQ) Storm Water Large Construction General Permit. Projects issued a certificate of permit coverage are granted permission to discharge treated storm water associated with construction activity into State waters. Copies of said permit, completed Large Construction Notice of Intent (LCNOI), and Storm Water Pollution Prevention Plan (SWPPP) are on file with the Department.

Prior to the execution of the contract, the successful bidder shall execute and deliver to the Executive Director an original signed copy of the completed Prime Contractor Certification Forms.

Failure of the bidder to execute and file the completed Prime Contractor Certification Forms shall be just cause for the cancellation of the award.

The executed Prime Contractor Certification Forms shall be prima facie evidence that the bidder has examined the permit, is satisfied as to the terms and conditions contained therein, and that the bidder has the primary responsibility for meeting all permit terms including, but not limited to, the inspection and reporting requirements. For this project, the Contractor shall furnish, set up and read, as needed, an on-site rain gauge.

The Contractor shall make inspections in accordance with condition No. S-5, page 26, and shall furnish the Project Engineer with the results of each weekly inspection as soon as possible following the date of inspection. A copy of the inspection form is provided with the packet. The weekly inspections must be documented monthly on the Inspection and Certification Form. The Contractor's representative and the Project Engineer shall jointly review and discuss the results of the inspections so that corrective action can be taken. The Project Engineer shall retain copies of the inspection reports.

The Engineer will have the authority to suspend all work and/or withhold payments for failure of the Contractor to carry out provisions of MDEQ's Storm Water Construction General Permit, the erosion control plan, updates to the erosion control plan, and /or proper maintenance of the BMPs.

By a full maintenance release or confirmation by the Permit Closeout Committee that the permit is ready for termination, the Construction Division shall submit a completed Request for Termination (RFT) of Coverage to the Office of Pollution Control.

Securing a permit (s) for storm water discharge associated with the Contractor's activity on any other regulated area the Contractor occupies, shall be the responsibility of the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4702

CODE: (SP)

DATE: 11/22/2022

SUBJECT: App for Traffic Control Reports

Bidders are advised that the Department has created a smart phone App for completing and submitting traffic control reports (Form CSD-762) required on this project. The Contractor who monitors traffic control activities and completes traffic control reports will be required to download and use this App when completing and submitting traffic control reports. The reports will then be readily available to all persons who need access to the forms. The App is free and is available for downloading at the following location.

<https://extacctmgmt.mdot.state.ms.us/>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5086

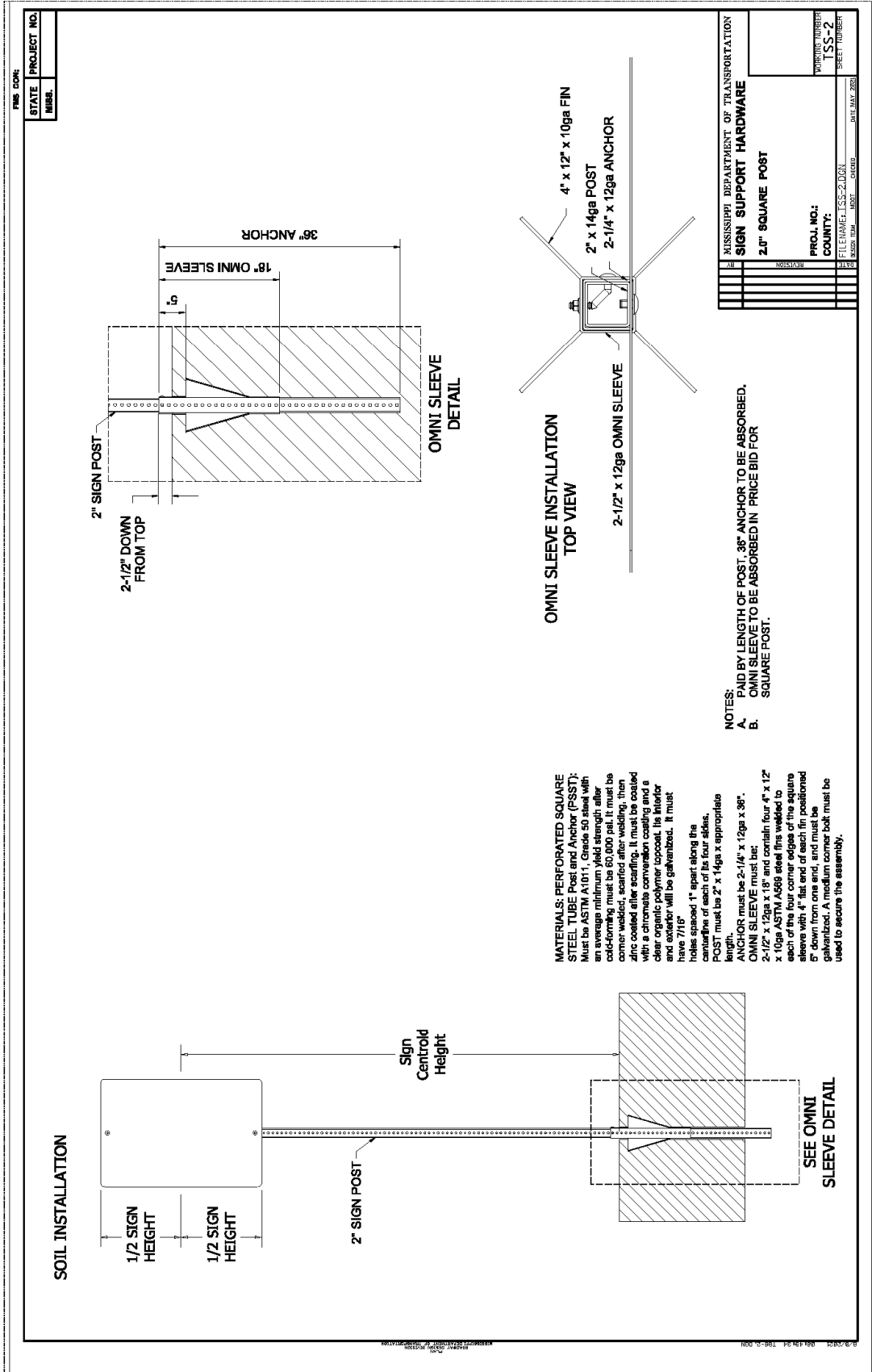
CODE: (SP)

DATE: 05/02/2023

SUBJECT: Detail of Square Tube Sign Posts

Bidders are advised that the following drawings shall be used in the manufacture and installation of square tube sign posts, unless otherwise directed by the Engineer.

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5551

CODE: (IS)

DATE: 12/06/2023

SUBJECT: Federal Bridge Formula

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration
400 7th Street, SW
Washington, DC 20590
(202) 366-2212

or

https://ops.fhwa.dot.gov/freight/publications/brdg_frm_wghts/

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 5605

DATE: 01/12/2024

The goal is 4 percent for the Disadvantaged Business Enterprise. All Bidders are required to submit Form OCR-481 for all DBEs. Bidders are advised to check the bid tabulation link for this project on the MDOT website at:

https://mdot.ms.gov/portal/current_letting

Bid tabulations are usually posted by 3:00 pm on Letting Day.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 5605

CODE: (IS)

DATE: 01/12/2024

SUBJECT: Disadvantaged Business Enterprises in Federal-Aid Highway Construction

DEFINITIONS

For purposes of this provision, the following definitions will apply:

“DOT” means the United States Department of Transportation.

“DBE” means disadvantaged business enterprise.

“MDOT” means the Mississippi Department of Transportation.

“DBE Program” means MDOT’s DBE Program.

This Contract is subject to the “Moving Ahead for Progress in the 21st Century Act (Map-21)” and applicable requirements of 49 C.F.R. part 26. Portions of the Act are set forth in this Notice as applicable to compliance by the contractor and all of the Act, and MDOT’s DBE Program, is incorporated by reference herein.

MDOT has developed a Disadvantaged Business Enterprise Program (“DBE Program”) that is applicable to this Contract and is made a part thereof by reference.

Copies of the DBE Program Manual may be obtained from:

Office of Civil Rights
Mississippi Department of Transportation
P.O. Box 1850
Jackson, Mississippi 39215-1850

or can be found on MDOT’s website at www.mdot.ms.gov under the Business Center under Civil Rights tab.

POLICY

It is the policy of MDOT to provide a level playing field, to foster equal opportunity in all federally assisted contracts, to improve the flexibility of the DBE Program, to reduce the burdens on small businesses, and to achieve the amount of participation that would be obtained in a non-discriminatory marketplace. In doing so, it is the policy of MDOT that there will be no discrimination in the award and performance of federally assisted contracts on the basis of race, color, sex, or national origin.

DBE DIRECTORY

A list of certified DBE contractors can be found on MDOT's website at www.mdot.ms.gov under the Business Center and Project Letting tab. The DBE firm must be certified at the time the project is let and approved by MDOT to count towards meeting the DBE goal.

PRE-BID MEETING

A pre-bid meeting for monthly lettings will be held either in the Commission Room on the 1st floor of MDOT's Administration Building, 401 N. West St., Jackson, MS 39201, or via a teleconference source, at 2:00 p.m. on the Monday immediately preceding the fourth Tuesday. No pre-bid meeting is required for emergency lettings.

This meeting is to inform DBE firms of subcontracting and material supply opportunities. Attendance at this meeting is considered of prime importance in demonstrating good faith efforts to meet the contract goal.

AWARD

Award of this Contract to the lowest bidder will be contingent upon the following conditions:

1. Concurrence with the Federal Highway Administration, when applicable.
2. All bidders must submit to the Office of Civil Rights Form OCR-481 no later than the 3rd business day after opening of the bids to satisfy MDOT or have documented in the bid package that adequate good faith efforts have been made to meet the Contract goal. For any questions regarding Form OCR-481, contact the Office of Civil Rights at 601.359.7466.
3. Bidders must include OCR-485 information with their bid proposal listing all firms that submitted quotes for material supplies or items to be subcontracted. The OCR-485 information must be signed and included with the bid proposal. If the OCR-485 information is not included and signed as part of the bid proposal, the bid will be deemed irregular.

Prior to the start of any Contract work, the bidder must notify the Project Engineer, in writing, of the designated "DBE Liaison Officer" for the project. This notification must be posted on the bulletin board at the project site.

DBE REPORTS

1. OCR-481 is available on MDOT's website at www.mdot.ms.gov under the Civil Rights tab, or by calling 601.359.7466. This form must contain:
 - a. The name and address of each certified DBE contractor and/or supplier; and
 - b. The Reference Number, percent of work to be completed by the DBE subcontractor, and the dollar amount of each item. If a portion of an item is subcontracted, a breakdown of that item, including quantities and unit price, must be attached

detailing what part of the item the DBE firm is to perform and who will perform the remainder of the item.

2. OCR-482: At the conclusion of the project, before the final estimate is paid and the project is closed out, the prime contractor will submit to the Project Engineer Form OCR-482. In this form, the contractor must certify the total amount paid to all DBE contractors/suppliers over the life of the Contract. The Project Engineer will submit the completed Form OCR-482 to the DBE Coordinator in the MDOT Office of Civil Rights. Final acceptance of the project is dependent upon MDOT's Contract Administration Division's receipt of the completed and approved Form OCR-482 as received from the Office of Civil Rights.
3. OCR-483: The Project Engineer or Inspector will complete Form OCR-483, the Commercially Useful Function Performance Report, in accordance with MDOT S.O.P. No. OCR-03-05-02-483. Evaluations reported on this form are used to determine whether or not the DBE firm is performing a commercially useful function. The prime contractor is expected to take corrective action when the report contains any negative evaluations. DBE credit may be disallowed and/or sanctions imposed if it is determined that the DBE firm is not performing a commercially useful function. This form is to be completed and submitted to the DBE Coordinator in the Office of Civil Rights.
4. OCR-484: Each month, the prime contractor will submit to the Project Engineer OCR-484, which certifies payments to all subcontractors and lists all firms to reflect payments made during the estimate period. The prime contractor will submit this form even if they have not paid any money to a firm during the estimate period. The Project Engineer will attach the form to the monthly estimate before forwarding it to MDOT's Contract Administration Division for further processing. Failure of the contractor to submit the OCR-484 form will result in the estimate not being processed and paid.
5. OCR-485: ALL BIDDERS must submit the signed Form OCR-485 with bid proposals of all firms that submitted quotes for material supplies or items to be subcontracted. If the OCR-485 information is not included and signed as part of the bid proposal, the bid will be deemed irregular.
6. OCR-487: The OCR-487 is only used by prime contractors that are certified DBE firms. This form is used in determining the exact percentage of DBE credit for the specified project. The lowest bidder must submit this form to MDOT's Office of Civil Rights with the OCR-481 form. It may also be submitted with the Permission to Subcontract Forms (CAD-720, CAD-725, and CAD-521).

DBE forms may be obtained from the Office of Civil Rights at the MDOT Administration Building, 401 N. West St., Jackson, MS, or at www.mdot.ms.gov under the Civil Rights tab.

CONTRACTOR ASSURANCES

Each contract that MDOT signs with a contractor, and each subcontract that the prime contractor signs with a sub-contractor, must contain the following assurance set forth in 49 C.F.R. § 26.13:

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, sex, or national origin in the performance of this Contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of federally assisted contracts. Failure by the contractor to carry

out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as MDOT deems appropriate.

CONTRACTOR’S OBLIGATION

The contractor and all subcontractors shall take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of a portion of the work in this Contract and shall not discriminate on the basis of race, color, sex, or national origin. Failure on the part of the contractor to carry out the DBE requirements of the Contract constitutes a material breach of contract and, after proper notification, MDOT may terminate the Contract or take other appropriate action as determined by MDOT.

When a contract has a zero (0) percent goal, the contractor must take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of the work in the Contract. In this case, all work performed by a certified DBE firm is considered to be a “race neutral” measure and MDOT will receive DBE credit towards the overall State goal when the DBE firm is paid for their work. If the prime contractor is a certified DBE firm, MDOT can receive DBE credit only for the work performed by the prime contractor’s work force or any work subcontracted to another DBE firm. Work performed by a non-DBE subcontractor is not eligible for DBE credit.

CONTRACT GOAL

The goal for participation by DBEs is established for the Contract in the attached Supplement. The contractor shall exercise all necessary and reasonable steps to ensure that participation is equal to or exceeds the Contract goal.

If the Contract goal established by MDOT is one (1) percent or greater, it must be met to fulfill the terms of the Contract. The contractor may list DBE subcontractors and items that exceed MDOT’s Contract goal, but should any unforeseen problems arise that would prevent a DBE from completing its total commitment percentage, the contractor will meet the terms of the Contract as long as it meets or exceeds MDOT’s Contract goal.

All Bidders shall submit to the Office of Civil Rights Form OCR-481, signed by the prime contractor and the DBE subcontractors, no later than the third business day after opening of the bids. Please refer to the “DBE Reports” section of this Notice to Bidders for what information must be contained in the OCR-481 Form.

If the DBE commitment shown on the last bid sheet of the proposal does not equal or exceed the Contract goal, the bidder must submit to MDOT’s Contract Administration Division information that shows that adequate good faith efforts have been made to meet the Contract goal. This information must be submitted to MDOT prior to bid opening.

Failure of the lowest bidder to furnish acceptable proof of good faith efforts submitted to MDOT’s Contract Administration Division prior to bid opening shall be just cause for rejection of the

proposal. Award may then be made to the next lowest responsive bidder, or the project may be re-advertised. For MDOT's reconsideration process, please see MDOT's DBE Manual.

GOOD FAITH EFFORTS AT THE TIME OF THE BIDDING

For the purposes of the DBE Program, Good Faith Effort means to have made every reasonable effort using, at a minimum, the guidelines outlined below, and any other steps deemed appropriate to initially find and/or replace a DBE to meet the established DBE Goal assigned to a project. Additional guidance can be found in Appendix A to 49 C.F.R. § 26.53(a).

The following factors are illustrative of matters that MDOT will consider in judging whether the bidder has made adequate good faith efforts to satisfy the Contract goal.

1. Whether the bidder attended the pre-bid meeting that was scheduled by MDOT to inform DBEs of subcontracting opportunities;
2. Whether the bidder reached out to the MDOT Office of Civil Rights for assistance;
3. Whether the bidder advertised in general circulation, trade association, and minority-focused media concerning the subcontracting opportunities;
4. Whether the bidder provided written notice to a reasonable number of specific DBEs that their interest in the Contract is being solicited;
5. Whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested;
6. Whether the bidder selected portions of the work of the work to be performed by DBEs in order to increase the likelihood of meeting the Contract goal;
7. Whether the bidder provided interested DBEs with adequate information about the plans, specifications, and requirements of the Contract;
8. Whether the bidder negotiated in good faith with interested DBEs and did not reject them as unqualified without sound reasons based on a thorough investigation of their capabilities;
9. Whether the bidder made efforts to assist interested DBEs in obtaining any required bonding or insurance;
10. Whether the bidder has written notification to certified DBE Contractors soliciting subcontracting for items of work in the Contract;
11. Whether the bidder has a statement of why an agreement was not reached; and
12. Proof of written notification to certified DBE Contractors by certified mail that their interest is solicited in subcontracting the work defaulted by the previous DBE or in subcontracting other items of work in the Contract.

The bidder's execution of the signature portion of the proposal shall constitute execution of the following assurance:

The bidder hereby gives assurance pursuant to the applicable requirements of "Moving Ahead for Progress in the 21st Century Act (MAP-21)" and applicable requirements of 49 C.F.R. part 26 that the bidder has made a good faith effort to meet the contract goal for DBE participation for which this proposal is submitted.

In determining whether a bidder made good faith efforts, MDOT will:

1. Scrutinize the documented efforts of the bidder;
2. Review the performance of other bidders in meeting the Contract goal;
3. Require the bidder to submit copies of each DBE and non-DBE subcontractor's quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the Contract to review whether DBE prices were substantially higher; and
4. Contact the DBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime contractor.
5. MDOT will not consider standardized (i.e., bulk or generic) mailings to DBEs requesting bids as sufficient to satisfy good faith efforts.
6. MDOT will also not consider a promise to use DBEs after Contract award as responsive to Contract solicitation, nor will it constitute adequate good faith efforts.

GOOD FAITH EFFORTS DURING THE CONTRACT

If a DBE subcontractor cannot perform satisfactorily, or at all, and this causes the OCR-481 commitment to fall below the Contract goal, the contractor must take all necessary and reasonable steps to replace the DBE with another certified DBE subcontractor or submit information to satisfy a good faith effort to MDOT. Contractor must notify the Office of Civil Rights immediately upon determination that the goal may not be achieved.

Information to be submitted to satisfy MDOT may include:

1. Did the prime contractor look at other areas of the Contract to subcontract out to DBEs?
2. Did the prime contractor look for new DBE firms to perform the same line of work?
3. Did the prime contractor identify other DBEs used in the performance of the Contract but that were not reported to MDOT?
4. Did the prime contractor select portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals would be achieved?
5. Did the prime contractor provide interested DBEs with adequate information about the plans, specifications, and requirements of the Contract in a timely manner?
6. Did the prime contractor negotiate in good faith with interested DBEs?
7. Did the prime contractor use good business judgment such as taking into consideration the DBE firm's price and capabilities as compared to non-DBE firms?
8. Did the bidder reject the DBEs as being unqualified without sound reasons?
9. Did the prime contractor make efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or the prime contractor?
10. Did the prime contractor effectively use the services of available the agency's DBE Supportive Services provider or other available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to aid in the recruitment and placement of DBEs?

When a contractor proposes to substitute/replace/terminate a DBE that was originally named on the OCR-481, the contractor must obtain a release, in writing, from the named DBE explaining

why the DBE subcontractor cannot perform the work. A copy of the original DBE's release must be attached to the contractor's written request to substitute/replace/terminate along with an appropriate Subcontract Forms for the substituted/replaced/terminated subcontractor, all of which must be submitted to the Project Engineer for forwarding to the Office of Civil Rights DBE Coordinator for review and approval actions. The replacement DBE must be a DBE who was on MDOT's list of "Certified DBE Contractors" when the job was let, and who is still active.

Under no circumstances may the prime contractor or a subcontractor perform the DBE's work without prior written approval from MDOT.

PARTICIPATION/DBE CREDIT

Participation shall be counted toward meeting the goal in this Contract as follows:

1. If the prime contractor is a certified DBE firm, only the value of the work actually performed by the DBE prime contractor can be counted towards the project goal, along with any work subcontracted to a certified DBE firm.
2. If the contractor is not a DBE, the work subcontracted to a certified DBE contractor will be counted toward the goal.
3. The contractor may count a portion of the total dollar value of a contract with a joint venture eligible under the standards of the provision equal to the percentage of the DBE partner in the joint venture towards the Contract goal.
4. Expenditures to DBEs that perform a commercially useful function may be counted toward the goal. A business is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work and carries out its responsibilities by actually performing, managing, and supervising the work involved.
5. The contractor may count one hundred (100) percent of the expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers that produce goods from raw materials or substantially alters them for resale provided the suppliers and manufacturers assume the actual and contractual responsibility for the provision of the materials and supplies. The contractor may count sixty (60) percent of the expenditures to suppliers that are not manufacturers, provided the supplier performs a commercially useful function in the supply process. Within thirty (30) days after receipt of the materials, the contractor shall furnish to the Project Engineer invoices from the certified supplier whereby the DBE goal can be verified by MDOT's DBE Coordinator.
6. Any work that a certified DBE firm subcontracts or sub-subcontracts to a non-DBE firm will not count towards the DBE goal.
7. Only the dollars actually paid to the DBE firm may be counted towards the DBE goal. The participation of a DBE Firm cannot be counted towards the Prime Contractor's DBE goal until the amount being counted towards the goal has been paid to the DBE.

SANCTIONS

If the prime Contractor fails to fulfill the contract DBE goal commitments on the OCR-481 forms, including administrative errors, and/or is found to have taken actions that are not in compliance

with the MDOT DBE Program and 49 CFR Part 26 , MDOT has the option to enforce any or all combination(s) of the following penalties:

1. Disallowing credit to go towards the DBE goal;
2. Withholding progress estimate payments;
3. Deducting from the final estimate or recovering an amount equal to the unmet portion of the DBE goal, which may include additional monetary penalties as outlined below based on the number of offenses and the severity of the violation, as determined by MDOT:

1st Offense	10% of unmet portion of goal	or	\$7,500 lump sum payment	or	Both
2nd Offense	20% of unmet portion of goal	or	\$15,000 lump sum payment	or	Both
3rd Offense	40% of unmet portion of goal	or	\$25,000 lump portion of goal	or	\$25,000 lump sum payment and debarment

4. MDOT may debar the contractor from bidding on MDOT’s federally funded projects for a period of up to twelve (12) months after notification by certified mail.

If the DBE goal is not met due to an administrative error by the contractor, MDOT has the discretion to assess a percentage of the unmet portion of the goal or any combination of the above as sanctions, in an amount that is deemed appropriate by MDOT.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5750

CODE: (SP)

DATE: 03/19/2024

SUBJECT: Manual on Uniform Traffic Control Devices (MUTCD)

Bidders are advised that any reference to the current edition of the MUTCD or the latest edition of the MUTCD within plans, proposal, or standard specifications means the 2009 Edition and the 3 Revisions thereto.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6195

CODE: (SP)

DATE: 8/22/2024

SUBJECT: Retroreflectivity Requirements

The Bidder's attention is called to Subsection 907-626.03.3 – Reflectivity Requirements in Special Provision No. 907-626-11.

The value shown in Table 1, Minimum Dry Retroreflectivity for Yellow, 275 mcd/m²/lx is hereby revised to 225 mcd/m²/lx.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6986

CODE: (SP)

DATE: 06/04/2025

SUBJECT: Contract Time

PROJECT: NHPP-0064-01(038) / 1086343011, HSIP-0064-01(038) / 108634301 &
NHPP-0064-01(038) / 1086343012 – Harrison County

The calendar date for completion of work to be performed by the Contractor for this project shall be **April 28, 2028** which date or extended date as provided in Subsection 108.06 shall be the end of contract time. It is anticipated that the Notice of Award will be issued no later than **August 12, 2025** and the effective date of the Notice to Proceed / Beginning of Contract Time will be **November 10, 2025**.

Should the Contractor request a Notice to Proceed earlier than **November 10, 2025** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date.

All requests for an early Notice to Proceed shall be sent to the Project Engineer who will forward it to the Contract Administration Division.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6987

DATE: 06/04/2025

SUBJECT: Specialty Items

PROJECT: HSIP-0064-01(038)/108634301 & NHPP-0064-01(038)/108634301 & NHPP-0064-01(038)/108634301 - HARRISON

Pursuant to the provisions of Section 108, the following work items are hereby designated as "Specialty Items" for this contract. Bidders are reminded that these items must be subcontracted in order to be considered as specialty items.

CATEGORY: CURBING, SIDEWALKS, GUTTERS

Line No	Pay Item	Description
0700	609-B003	Concrete Curb, Special Design for Slotted Curb
0710	609-D003	Combination Concrete Curb and Gutter Type 2
0720	609-D012	Combination Concrete Curb and Gutter Type 3A Modified

CATEGORY: EROSION CONTROL

Line No	Pay Item	Description
0260	213-C001	Superphosphate
0270	216-A001	Solid Sodding
0280	217-A001	Ditch Liner
0290	219-A001	Watering
0300	220-A001	Insect Pest Control
0310	221-A001	Concrete Paved Ditch
0320	223-A001	Mowing
0330	225-A001	Grassing
0340	225-B001	Agricultural Limestone
0350	225-C001	Mulch, Vegetative Mulch
0360	226-A001	Temporary Grassing
0370	229-A001	Erosion Mat
0380	237-A002	Wattles, 20"
0390	246-B001	Rockbags
0400	249-A001	Riprap for Erosion Control
1160	907-234-A001	Temporary Silt Fence
1170	907-234-D001	Inlet Siltation Guard
1180	907-234-E001	Reset Inlet Siltation Guard

CATEGORY: GUARDRAIL, GUIDERAIL

Line No	Pay Item	Description
0670	606-B003	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0680	606-D001	Guard Rail, Bridge End Section
0690	606-E001	Guard Rail, Terminal End Section

CATEGORY: INTELLIGENT TRANSPORTATION SYSTEMS

Line No	Pay Item	Description
1910	907-659-A001	Traffic Management Center Modifications

CATEGORY: LIGHTING, ALUMINUM TRUSSED ARM

Line No	Pay Item	Description
1050	682-A039	Underground Branch Circuit, AWG 8, 3 Conductor
1060	682-D003	Underground Pull Box
1070	682-E002	Underground Junction Box
1080	682-F001	Secondary Power Controller
1090	683-B005	Lighting Assembly, Low Mast, LED, Type 40-1-8-213
1100	684-A003	Pole Foundation, 24" Diameter
1110	685-D001	Service Pole

CATEGORY: MISCELLANEOUS/ SPECIALTY WORK ITEMS

Line No	Pay Item	Description
0430	423-A001	Rumble Strips, Ground In

CATEGORY: PAVEMENT STRIPING AND MARKING

Line No	Pay Item	Description
1310	907-626-A007	6" Thermoplastic Double Drop Traffic Stripe, Skip White
1320	907-626-B004	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
1330	907-626-C011	6" Thermoplastic Double Drop Edge Stripe, Continuous White
1340	907-626-E003	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
1350	907-626-E004	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
1360	907-626-G004	Thermoplastic Detail Stripe, White
1370	907-626-G005	Thermoplastic Detail Stripe, Yellow
1380	907-626-G006	Thermoplastic Double Drop Detail Stripe, White
1390	907-626-G007	Thermoplastic Double Drop Detail Stripe, Yellow
1400	907-626-H006	Thermoplastic Double Drop Legend, White
1410	907-626-H007	Thermoplastic Double Drop Legend, White
1420	907-626-H009	Thermoplastic Legend, White
1430	907-626-H010	Thermoplastic Legend, White
1440	907-627-J001	Two-Way Clear Reflective High Performance Raised Markers
1450	907-627-K001	Red-Clear Reflective High Performance Raised Markers
1460	907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers
1470	907-627-M001	One-Way Clear Reflective High Performance Raised Markers
1480	907-627-N001	One-Way Yellow Reflective High Performance Raised Markers
1490	907-628-G003	6" High Performance Cold Plastic Traffic Stripe, Skip White
1500	907-628-H005	6" High Performance Cold Plastic Traffic Stripe, Continuous White
1510	907-628-J003	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow

CATEGORY: SURVEY AND STAKING

Line No	Pay Item	Description
1120	699-A001	Roadway Construction Stakes

CATEGORY: TRAFFIC CONTROL - PERMANENT

Line No	Pay Item	Description
0890	629-A005	Vehicular Impact Attenuator, 70 MPH
0900	630-A001	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0910	630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0920	630-C001	Square Tube Posts, 4.0 lb/ft

0930	630-C005	Square Tube Posts, 2.0 lb/ft
0940	630-E005	Structural Steel Angles & Bars, Aluminum Unistrut
0950	630-F006	Delineators, Guard Rail, White
0960	630-F007	Delineators, Guard Rail, Yellow
0970	630-G005	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0980	635-A059	Traffic Signal Head, Type 1
0990	635-A060	Traffic Signal Head, Type 1A
1000	635-A061	Traffic Signal Head, Type 2
1010	635-A063	Traffic Signal Head, Type 2R
1020	635-A069	Traffic Signal Head, Type 2U
1030	638-A003	Flashing Assembly, Be Prepared to Stop When Flashing
1040	647-A001	Removal of Existing Traffic Signal Equipment
1520	907-630-PP002	Roadside Directional Signs, Sheet Aluminum, 0.125" Thickness, Ground Mounted
1530	907-632-A007	Solid State Traffic Cabinet Assembly, Type III Cabinet, Type 1 Controller
1540	907-632-J001	Power Service Pedestal
1550	907-634-A041	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 25' Arm
1560	907-634-A042	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 30' Arm
1570	907-634-A043	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 35' Arm
1580	907-634-A044	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 40' Arm
1590	907-634-A045	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 45' Arm
1600	907-634-A224	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 25' & 45' Arm
1610	907-634-A226	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 25' & 55' Arm
1620	907-634-A227	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 25' & 60' Arm
1630	907-634-A230	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 30' & 40' Arm
1640	907-634-A232	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 30' & 50' Arm
1650	907-634-A254	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 40' & 40' Arm
1660	907-634-A426	Traffic Signal Equipment Pole, Type III, 30' Shaft, 25' & 55' Arm
1670	907-634-A539	Traffic Signal Equipment Pole, Type V, 10' Shaft
1680	907-634-B001	Traffic Signal Equipment Pole Shaft Extension, 10'
1690	907-634-C002	Pole Foundations, Class "DS" Concrete
1700	907-634-D003	Slip Casing, 36" Diameter
1710	907-636-B003	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 10, 2 Conductor
1720	907-636-B013	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 14, 4 Conductor
1730	907-636-B016	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 14, 8 Conductor
1740	907-636-B028	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 8, 3 Conductor
1750	907-636-B040	Electric Cable, Underground in Conduit, THHN, AWG #12, 3 Conductor
1760	907-637-A002	Pullbox Enclosure, Type 2
1770	907-637-A003	Pullbox Enclosure, Type 3
1780	907-637-C028	Traffic Signal Conduit, Underground, Type 4, 2"
1790	907-637-C030	Traffic Signal Conduit, Underground, Type 4, 3"
1800	907-637-D003	Traffic Signal Conduit, Underground Drilled or Jacked, Rolled Pipe, 3"
1810	907-637-D009	Traffic Signal Conduit, Underground Drilled or Jacked, Type 4, 2"
1820	907-641-A002	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2
1830	907-641-B002	Signal Advanced Radar Vehicle Detection Sensor, Type 2
1840	907-641-D001	Radar Vehicle Detection Cable

1850	907-641-F002	Signal Radar Vehicle Detection Processor, Type 2
1860	907-650-A002	On Street Video Equipment, Fixed Type
1870	907-650-A003	On Street Video Equipment, PTZ Type
1880	907-650-A004	On Street Video Equipment, PTZ Type, Signal Monitoring
1890	907-653-A001	Traffic Sign
1900	907-653-B001	Street Name Sign
1920	907-662-D001	Radio Interconnect, Broadband, Long Range
1930	907-662-D002	Radio Interconnect, Broadband, Short Range
1940	907-663-A006	Network Switch, Type F
1950	907-672-A003	Remove and Reset Traffic Signal Equipment

CATEGORY: TRAFFIC CONTROL - TEMPORARY

Line No	Pay Item	Description
0770	619-A1002	Temporary Traffic Stripe, Continuous White
0780	619-A2001	Temporary Traffic Stripe, Continuous Yellow
0790	619-A2002	Temporary Traffic Stripe, Continuous Yellow
0800	619-A3001	Temporary Traffic Stripe, Skip White
0810	619-A5001	Temporary Traffic Stripe, Detail
0820	619-A6001	Temporary Traffic Stripe, Legend
0830	619-A6002	Temporary Traffic Stripe, Legend
0840	619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet
0850	619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More
0860	619-G4005	Barricades, Type III, Single Faced
0870	619-G7001	Warning Lights, Type "B"
1300	907-619-E3001	Changeable Message Sign

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6988

CODE: (SP)

DATE: 06/23/2025

SUBJECT: Scope of Work

PROJECT: HSIP-0064-01(038) / 108634301, NHPP-0064-01(038) / 108634301100, & NHPP-0064-01(038) / 108634301200 -- Harrison County

The conditions set forth in this Notice to Bidders is only applicable to the NHPP-0064-01(038) / 108634301200 portion of this contract. Other work is addressed in the Plans.

Work on the project shall consist of the following:

GENERAL CONDITIONS

- (A) Prior to the overlay, centerline alignment shall be determined by the contractor by measuring the existing roadway at 500-foot intervals in tangent sections, and 100-foot intervals in horizontal curves.
- (B) A uniform cross slope of $\pm 2\%$ in tangent sections and correction/maintenance of super elevation in the curves is required. Super-elevation rates shall be in accordance with Standard Drawing SDSE-2G.
- (C) Temporary stripe along the mainline, as well as temporary detail stop bars of all intersecting local roads shall be placed on the asphalt surface upon the completion of each lift of mainline operations. Temporary and permanent striping shall be placed where existing stripes are located, and shall conform to finished stripe specifications for alignment, neatness, reflectivity, and straightness. All permanent pavement markings on asphalt are to be hot thermoplastic. Edge lines will be placed so as to maintain the original lane width.
- (D) It will be the responsibility of the Contractor to protect existing structures such as pipes, inlets, bridges, aprons, etc. from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Project Engineer, any structures damaged by the Contractor during the life of the contract. No payment will be made for the replacement or repair of damaged items.
- (E) The Contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices in accordance with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).

- (F) Incidental work such as removing vegetation, shaping and compaction of shoulder, removing excess asphalt material, project clean-up, and other incidental work necessary to complete the project will not be measured for separate payment, but will be included in other bid items.
- (G) If pavement section marking tape is encountered on this project, it shall be located prior to overlaying and placed back in same location after paving operations have ceased. The section marking shall be 8-inch high performance cold plastic detail stripe and shall be four feet (4') in length. The marking shall be centered across the centerline stripe. The cost of this item shall be absorbed in other bid items.
- (H) If ponding occurs on any asphalt surface placed as a part of this project, it shall be removed and replaced immediately at no additional cost to the Department.
- (I) Removal of object markers is not considered a separate pay item, and shall be absorbed in other items bid.

RESURFACING

Milling, Pavement, Guardrail, and Shoulder Items

1. The roadway shall be fine milled to a depth of 1½" for a minimum of 150-foot transition at the project limits. (1,866 SY)
2. The roadway shall be fine milled at the bridge ends to a depth of 1½" for 150' transition. (6,070 SY)
3. All channelized intersections, curb and gutter sections, on/off ramp tie-ins, local road tie-ins (to State R.O.W. or as directed by the Engineer), and areas designated by the Project Engineer shall be fine milled (1½" and variable) to ensure smooth transition of new overlay with existing grade. (2,330 SY)
4. Approximately one mile on SR 67 (Mainline & Shoulder) from Marshall Road to Tradition Parkway shall be fine milled (1½" and variable). (41,067 SY)
5. Temporary wedges of full lane width asphalt shall be placed immediately after the milling process to allow the safe transition of traffic. The wedges shall be maintained in a satisfactory condition by the Contractor until permanent asphalt is placed. All costs for placing and maintaining these wedges shall be absorbed in other pay items.
6. SR 67 shall be overlaid with 1½" of 9.5-mm, HT asphalt. (61,807 Tons)
7. Paved shoulders, on/off ramps, local roads and driveway pads shall be overlaid with 1½" and variable of 9.5-mm, ST asphalt. Local roads shall be resurfaced to the existing R.O.W.; privately owned entrances shall be surfaced a distance of 10 feet and variable from edge of pavement. Any site grading at local roads or drives will not be measured for separate payment but will be considered an absorbed item. (27,774 Tons)
8. Guardrail including bridge end section, post, and terminal end section shall be removed. Existing object markers shall be removed.
9. Guardrail pads shall be milled to a depth of 1½".
10. Guardrail pads shall be overlaid with 1½" of 9.5-mm, ST asphalt.
11. New guardrail and object markers shall be placed.
12. All existing shoulders shall be raised to match the new pavement elevation by placing Crushed Stone. Placement of crushed stone shall be permitted only on shoulders that require

a lift in elevation and have no curb and gutter. The shoulder material shall be blended, bladed, rolled, and compacted to a finished slope of 4% (absorbed) where practical.

13. Rumble stripes shall be constructed.

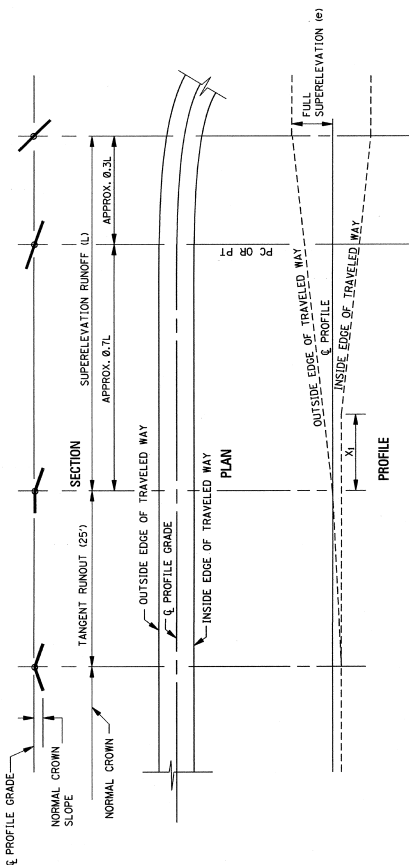
Pavement Marking Items

1. Temporary stripe along the mainline, as well as temporary detail stop bars of all intersecting local roads shall be placed on the asphalt surface upon the completion of each lift of mainline operations. Temporary and permanent striping shall be placed according to Standard Drawing PM-1, and shall conform to finished stripe specifications for alignment, neatness, reflectivity, and straightness.
2. Existing striping along bridges shall be removed and replaced with cold plastic striping.
3. Raised pavement markers shall be placed along the centerline of roadway at 40-foot intervals in tangent sections and at 40-foot intervals along horizontal curves and interchange limits. Raised pavement markers shall be placed along the edge of pavement at intersecting roads according to Standard Drawing PM-12. Only flexible adhesive meeting the requirements of Subsection 907-720.03 shall be used for placement of raised pavement markers.
4. Red/clear markers shall be placed along holding bars of turn bays at 20 feet intervals. Two-way yellow markers shall be placed as shown on PM-1. Only flexible adhesive shall be allowed for placement of raised pavement markers, meeting the requirements set forth in Subsection 907-720.03 of the Standard Specifications.
5. One way clear / one way yellow raised pavement markers shall be placed in 80' intervals for the entirety of the project's mainline along the outside of the rumble strip corresponding with the color of the stripe.

Undersealing

Undersealing shall be placed in the following locations.

Northbound (as measured from joint at I-10)	Southbound (as measured from Boweevil Road)
3,190'	6,750'
6,540'	31,350'
6,750'	91,980'
44,250' (existing patch)	95,450'
44,450' (existing patch)	95,750'
44,750' (existing patch)	99,200'



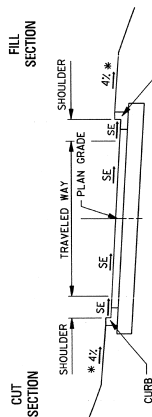
DIAGRAMMATIC PLAN AND PROFILE

$$X_1 = L \left[\frac{12\% \text{ SLOPE}}{12\%} \right]$$

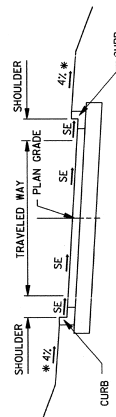
DESIGN SPEED (mph)	3.0%	3.5%	4.0%	4.5%	5.0%	5.5%	6.0%
20	40'	45'	50'	55'	60'	65'	70'
25	40'	45'	50'	55'	60'	65'	70'
30	40'	45'	50'	55'	60'	65'	70'
35	40'	45'	50'	55'	60'	65'	70'
40	40'	45'	50'	55'	60'	65'	70'
45	40'	45'	50'	55'	60'	65'	70'

KEY:
R = RADIUS OF CURVE (ft)
V = DESIGN SPEED (mph)
e = FULL SUPERELEVATION RATE (%)
L = SUPERELEVATION RUNOFF LENGTH (ft)
NC = NORMAL CROWN (2% CROSS SLOPE)
RC = REVERSE CROWN SUPERELEVATE AT NORMAL CROWN SLOPE (2%)

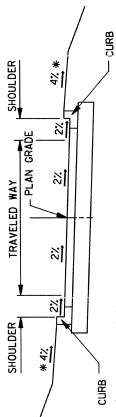
- GENERAL NOTES:
- SUPERELEVATION RUNOFF LENGTH (L) FROM TABLE IS USED DIRECTLY FOR ROTATION OF 1-LANE WIDTH (LAW) AND 1/2 LANE WIDTH (LAW) FOR THE CENTERLINE. FOR GREATER WIDTHS OF ROTATION:
L (2 LANES) = 1.5L (TABLE)
L (3 LANES) = 2.0L (TABLE)
 - A VERTICAL CURVE WITH A LENGTH (IN FEET) EQUAL TO THE DESIGN SPEED (IN MPH) SHOULD BE PLACED AT EXCESSIVE CROSS SLOPE BREAKS.
 - MINIMUM CROSS SLOPE ALLOWED WILL BE 2% WHERE A SIDEWALK IS REQUIRED.



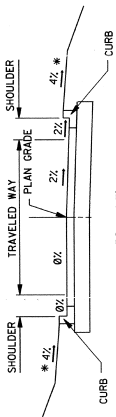
SE = 3% TO 6%



SE = 2% TO 3%



PC - 0.7L



NOTE: TYPICAL OR AS SHOWN ELSEWHERE ON PLANS.

DETAILS OF SHOULDER TREATMENT

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**SUPERELEVATION
TRANSITION ABOUT
ROTATION ABOUT
CENTERLINE**
(URBAN FACILITY, V ≤ 45 mph)

WORKING NUMBER: SE - 261
SHEET NUMBER: 282
ISSUE DATE: OCTOBER 1, 1998

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6989

CODE: (SP)

DATE: 06/23/2025

SUBJECT: Removal of Obstructions

**PROJECT: NHPP-0064-01(038) /1086343011, HSIP-0064-01(038) / 108634301 &
NHPP-0064-01(038) / 1086343012 – Harrison County**

The bidders are hereby advised that pay item 202-A001 – Removal of Obstructions LS, is associated with pay item 202-B179 Removal of Low Mast Lighting Foundation. 202-A001 Removal of Obstructions is for the removal of the low mast lighting assemblies.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7077

CODE: (SP)

DATE: 6/17/2025

SUBJECT: DBE Pre-Bid Meeting

The DBE Pre-Bid Meeting referenced on Page 5 of Notice to Bidders No. 5605 will be held by **video conference only**. The meeting will be held at 2:00 P.M. on the day preceding the date of the bid opening using Zoom video conferencing software. Anyone interested in participating can download Zoom and connect to the meeting at the below link.

<https://zoom.us/j/5548736403?pwd=SDh5S2hQSE5pNG5FOEkzR3NsUnBYQT09>

Password (if prompted): 272147

For those unable to participate via Zoom, the below teleconference number may be used instead.

1-888-227-7517

Conference Code: 404496

"General Decision Number: MS20250133 01/03/2025

Superseded General Decision Number: MS20240133

State: Mississippi

Construction Type: Highway

County: Harrison County in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	<ul style="list-style-type: none"> . Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least \$17.75 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	<ul style="list-style-type: none"> . Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least \$13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2025.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

Modification Number Publication Date
0 01/03/2025

SUMS2010-056 08/04/2014

	Rates	Fringes
CARPENTER (Form Work Only).....	\$ 14.43 **	0.00
CEMENT MASON/CONCRETE FINISHER...	\$ 15.25 **	0.00
ELECTRICIAN.....	\$ 25.57	6.79
HIGHWAY/PARKING LOT STRIPING: Truck Driver (Line Striping Truck).....	\$ 14.75 **	0.00
INSTALLER - SIGN.....	\$ 13.41 **	0.00
INSTALLER: Guardrail.....	\$ 11.78 **	0.00
IRONWORKER, REINFORCING.....	\$ 17.33 **	0.00
LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 12.27 **	0.00
LABORER: Common or General.....	\$ 11.00 **	0.00
LABORER: Flagger.....	\$ 11.16 **	0.00
LABORER: Grade Checker.....	\$ 15.63 **	0.00
LABORER: Landscape.....	\$ 12.00 **	0.00
LABORER: Luteman.....	\$ 12.88 **	0.00
LABORER: Mason Tender - Cement/Concrete.....	\$ 13.14 **	0.00
LABORER: Pipelayer.....	\$ 15.00 **	0.00
LABORER: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 13.19 **	0.00
OPERATOR: Asphalt Spreader.....	\$ 14.83 **	0.00
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 15.62 **	0.00
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 11.86 **	0.00
OPERATOR: Broom/Sweeper.....	\$ 14.25 **	0.00
OPERATOR: Bulldozer.....	\$ 15.47 **	0.00
OPERATOR: Concrete Saw.....	\$ 14.96 **	3.27
OPERATOR: Crane.....	\$ 15.89 **	0.00
OPERATOR: Distributor.....	\$ 13.87 **	0.00
OPERATOR: Grader/Blade.....	\$ 16.44 **	0.00
OPERATOR: Loader.....	\$ 14.38 **	0.00
OPERATOR: Mechanic.....	\$ 19.33	83 0.00

OPERATOR: Milling Machine.....	\$ 15.44 **	0.00
OPERATOR: Oiler.....	\$ 12.22 **	0.00
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 15.81 **	0.00
OPERATOR: Roller (All Types)....	\$ 14.23 **	0.00
OPERATOR: Scraper.....	\$ 14.00 **	0.00
OPERATOR: Tractor.....	\$ 12.29 **	0.00
TRUCK DRIVER: Flatbed Truck.....	\$ 14.72 **	0.00
TRUCK DRIVER: Lowboy Truck.....	\$ 11.00 **	0.00
TRUCK DRIVER: Mechanic.....	\$ 12.31 **	0.00
TRUCK DRIVER: Water Truck.....	\$ 17.08 **	0.00
TRUCK DRIVER: Dump Truck (All Types).....	\$ 14.32 **	0.00
TRUCK DRIVER: Semi/Trailer Truck.....	\$ 14.36 **	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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** Workers in this classification may be entitled to a higher minimum wage under Executive Order 14026 (\$17.75) or 13658 (\$13.30). Please see the Note at the top of the wage determination for more information. Please also note that the minimum wage requirements of Executive Order 14026 are not currently being enforced as to any contract or subcontract to which the states of Texas, Louisiana, or Mississippi, including their agencies, are a party.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses

(29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than ""SU"", ""UAVG"", ?SA?, or ?SC? denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The ""SU"" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date,

6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

?SU? wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The ""SA"" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

----- WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to **86**

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION"

SUPPLEMENT TO FORM FHWA-1273

DATE: 07/26/2022

SUBJECT: Federal Contract Provisions for Subcontracts

Federal Contract Provisions for Subcontracts

All subcontracts shall be in writing and contain all pertinent provisions and requirements of the prime contract.

Each “Request for Permission to Subcontract” (Mississippi Department of Transportation Form CAD-720) shall include a copy of the subcontract. The federal contract provisions (FHWA-1273, SUPPLEMENT TO FORM FHWA-1273, NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246), DAVIS-BACON AND RELATED ACT PROVISIONS (WAGE RATES)) must be physically incorporated as part of the subcontract. A completed Mississippi Department of Transportation Form CAD-521 and Form CAD-725 must be attached to the CAD-720.

REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Non-segregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- XI. Certification Regarding Use of Contract Funds for Lobbying
- XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work

performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (see 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide

sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants /

Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:

The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than \$10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway

Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act ([29 CFR part 3](#))), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act ([40 U.S.C. 3141\(2\)\(B\)](#)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided*, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH-1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in [29 CFR part 1](#), a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to DBAconformance@dol.gov. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to DBAconformance@dol.gov, refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division

under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.* Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided*, That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its procurement costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. Basic record requirements (1) Length of record retention. All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) Information required. Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) Additional records relating to fringe benefits. Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) Additional records relating to apprenticeship. Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. Certified payroll requirements (1) Frequency and method of submission. The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting

agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) Information required. The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (e.g., the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH-347 or in any other format desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division website at <https://www.dol.gov/sites/dolgov/files/WHDL/legacy/files/wh347.pdf> or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) Statement of Compliance. Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in [29 CFR part 3](#); and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) Use of Optional Form WH-347. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

(5) *Signature*. The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification*. The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under [18 U.S.C. 1001](#) and [31 U.S.C. 3729](#).

(7) *Length of certified payroll retention*. The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents*. The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers*. The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements*. If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under [29 CFR part 6](#) any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures*. Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address

of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices (1) Rate of pay*. Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits*. Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio*. The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates*. Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity*. The use of apprentices and journeyworkers under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and [29 CFR part 30](#).

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, [18 U.S.C. 1001](#).

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#); or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#).

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or

mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* \$31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its procurement costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

4. **Subcontracts.** The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the

event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. **Anti-retaliation.** It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and

health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contractor). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily

excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or

cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

NOTICE OF REQUIREMENTS FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

2. The goal for female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work, is 6.9%.

Until further notice	Goals for minority participation for each trade (percent)
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SHSA Cities:

Pascagoula - Moss Point -----	16.9
Biloxi - Gulfport -----	19.2
Jackson -----	30.3

SMSA Counties:

Desoto -----	32.3
Hancock, Harrison, Stone-----	19.2
Hinds, Rankin-----	30.3
Jackson -----	16.9

Non-SMSA Counties:

George, Greene-----	26.4
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Alcorn, Benton, Bolivar, Calhoun, Carroll, Chickasaw, Clay, Coahoma, Grenada, Itawamba, Lafayette, Lee, Leflore, Marshall, Monroe, Montgomery, Panola, Pontotoc, Prentiss, Quitman, Sunflower, Tallahatchie, Tate, Tippah, Tishomingo, Tunica, Union, Washington, Webster, Yalobusha -----	26.5
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Attala, Choctaw, Claiborne, Clarke, Copiah, Covington, Franklin, Holmes, Humphreys, Issaquena, Jasper, Jefferson, Jefferson Davis, Jones Kemper, Lauderdale, Lawrence, Leake, Lincoln, Lowndes, Madison, Neshoba, Newton, Noxubee, Oktibbeha, Scott, Sharkey, Simpson, Smith, Warren, Wayne, Winston, Yazoo-----	32.0
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Forrest, Lamar, Marion, Pearl River, Perry, Pike, Walthall-----	27.7
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Adams, Amite, Wilkinson -----	30.4
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These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4.2(d). Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is to the county and city (if any), stated in the advertisement.

5. The notification required in Paragraph 3 shall be addressed to the following:

Contract Compliance Officer
Mississippi Department of Transportation
P.O. Box 1850
Jackson, Mississippi 39215-1850

(12/04/2018)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-1

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Definitions and Terms

Section 101, Definitions and Terms, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-101.01--Abbreviations. After the abbreviation API on page 1, add the following.

APL Approved Products List

Replace the abbreviation for AWPAA on page 1 with the following.

AWPA American Wood Protection Association

907-101.02--Definitions. Delete the sentence after the list of holidays in Subsection 101.02 on page 6 under **holidays, legal**, and substitute the following.

When a legal holiday falls on a Saturday or Sunday, the succeeding Monday, or as proclaimed by the Governor, will be observed as a legal holiday.

Delete the definition for Notice to Proceed in Subsection 101.02 on page 8, and substitute the following.

Notice to Proceed - Written notice to the Contractor to proceed with the contract work.

Delete the definition for “Plans” in Subsection 101.02 on page 8, and substitute the following.

plans - The approved plans, profiles, typical cross-sections, working drawings and supplemental drawings, or exact reproduction thereof, that show the location, character, dimensions, and details of the work to be done. The plans may also include electronic files, referred to on the plans as Electronic Files Identified as Plans, which may include engineering models, spreadsheets, CADD files or other electronic files used to convey design intent. When the contract does not have an official set of plans, reference to the plans shall mean the contract documents.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-2

CODE: (IS)

DATE: 11/22/2017

SUBJECT: Bidding Requirements and Conditions

Section 102, Bidding Requirements and Conditions, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-102.01--Prequalification of Bidders. Delete the last sentence of the third paragraph of Subsection 102.01 on page 13, and substitute the following.

The Bidder's Certificate of Responsibility number must be on file with the Department's Contract Administration Division prior to request for permission to bid.

907-102.02--Contents of Proposal Forms. Delete the fourth paragraph in Subsection 102.02 on page 13, and substitute the following.

Prospective bidders must complete an online request for permission to be eligible to bid a project. Upon approval, the bidder will be authorized to submit a bid electronically using Bid Express at <http://bidx.com>.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-104-2

CODE: (SP)

DATE: 06/17/2025

SUBJECT: Minor Alteration to the Contract

Section 104, Scope of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-104.02--Alterations of Plans or Character of Work.

907-104.02.3--Minor Alteration to the Contract. In the first paragraph of Subsection 104.02.3 on page 25, change \$10,000.00 to \$25,000.00.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-2

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Control of Work

Section 105, Control of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-105.01--Authority of the Engineer. Delete the first sentence of the second paragraph of Subsection 105.01 on page 31, and substitute the following.

The Engineer has the right to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to correct conditions unsafe for workmen or the general public, for failure to carry out provisions of the Contract, or for failure to carry out orders.

907-105.02--Plans and Working Drawings. Delete the first paragraph of Subsection 105.02 on page 31, and substitute the following.

After the contract is executed by the Executive Director, the Contractor will receive, free of charge, two bound copies of the proposal and contract documents (one executed and one blank) two full scale copies of the plans, five half-scale copies of the Plans, and Electronic Files Identified as Plans. The Contractor shall have one copy of the proposal and contract documents and one half-scale copy of the plans available at all times during work activity on the project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-106-3

CODE: (IS)

DATE: 03/19/2025

SUBJECT: Control of Materials

Section 106, Control of Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

After Subsection 106.13 on page 47, add the following.

907-106.14--Buy America Materials Sourcing Requirements for Federal-Aid Projects. The “Infrastructure Investment and Jobs Act” (the “Act”), or Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021 (See Public Law No. 117-58, Sections 70901-70953). The Buy America provisions of the Act expand the previous Buy America requirements beyond what is currently required for steel and iron products.

Any **iron or steel products** per Subsection 700.01 or construction materials per Subsection 907-700.01.1, that are used for a Federal-Aid highway construction project, shall be domestically manufactured (as further described in Subsection 700.01) and compliant with current requirements of the Act, as implemented in 2 CFR 184, 2 CFR 200.322, and OMB 24-02 Memo and related requirements therein, **and with the current requirements within 23 CFR 410.**

As determined by the Department within the contract prior to award, all products and/or materials will only be classified under one of the following categories: **Iron or Steel Products**, Manufactured Products, and Construction Materials. It is the Prime Contractor’s responsibility to ensure all submittals required for Buy America are submitted to the Project Engineer prior to the products and/or materials being incorporated into the work.

The following items require Buy America Certification on Federal-Aid projects:

- (a) **Iron or Steel Products**
- (b) Construction Materials

A list of items that require Buy America Certification may be viewed at www.goMDOT.com under Business Center → Engineering Standards/Guides/Manuals → Construction Materials.

Items classified as a Manufactured Product that do not include **iron or steel products** do not require a Buy America Certification on a Federal-Aid project. Manufactured Products are currently exempted under the 1983 waiver from FHWA. Manufactured Products are determined by the Department’s Materials Division.

To be considered a Manufactured Product, an item shall meet one of the following requirements:

- (a) The item consists of two or more of the listed construction materials that have been combined through a manufacturing process.
- (b) The item consists of at least one of the listed construction materials that has been combined through a manufacturing process with a material that is not listed as a construction material.

Buy America provisions do not apply to temporarily used items that (1) are specified to be removed at the end of the project per the contract provisions or (2) are specified to remain in place per the contract provisions and are also documented by the Department in the contract provisions to be removed in a subsequent imminent, near-term phased project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-107-2

CODE: (SP)

DATE: 01/31/2018

SUBJECT: Contractor's Erosion Control Plan

Section 107, Legal Relations and Responsibility to Public, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-107.22--Environmental Protection.

907-107.22.1--Contractor's Erosion Control Plan (ECP). After the first sentence of the first paragraph of Subsection 107.22.1 on page 63, add the following.

The ECP shall be submitted electronically to the Project Engineer who will forward it to the appropriate MDOT Divisions.

Delete the example Narrative in Subsection 107.22.1 on page 65, and substitute the following.

EXAMPLE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
Storm Water Pollution Prevention Plan (SWPPP)
Narrative

General Permit Coverage No: MSR_____

Project Number: _____

County: _____

Route: _____

SITE INFORMATION

This project consists of grading and installing drainage structures necessary to construct approximately 6 miles of parallel lanes on SR 31 between the Hinds County Line and the Rankin County Line.

SEDIMENT AND EROSION CONTROLS

- a) **Vegetative Controls:** Clearing and grubbing areas will be minimized to comply with the buffer zones (minimum of 15 feet along the ROW lines and 5 feet along creeks) as per the contract documents. A combination of temporary and permanent grassing will be used to protect slopes as construction progresses. **Should a disturbed area be left undisturbed for 14 days or more, placement of temporary BMPs (seeding & mulching, silt fences, basins, ditch checks, slope drains, etc.) or permanent erosion control measures (seeding & mulching, riprap, paved ditch, flumes, etc.) will be initiated by the next working day after the land disturbing activities have stopped.**
- b) **Structural Controls:** Gravel construction entrance/exit will be installed near Stations 145+50, 159+50, 164+50 & 172+50. Riprap ditch checks will be constructed at Stations 144+50, 151+75, 162+00 & 166+25. The Concrete washout area will be at Stations 140+25, 152+00 & 168+50.
- c) **Housekeeping Practices:** Structural BMPs will be cleaned out when sediment reaches 1/3 to 1/2 of the height of the BMP. Maintenance and repair of equipment will be performed off-site, material wash out will occur either off-site or within designated wash out areas.
- d) **Post-Construction Control Measures:** As construction is completed, permanent vegetative growth will be established on disturbed soils to improve soil stability and provide a buffer zone for loose material. Paved ditches and flumes will be placed as specified in the ECP to reduce erosion in concentrated flow areas and rip rap will be placed as specified to dissipate flow energy and reduce flow velocity.

IMPLEMENTATION SEQUENCE

Perimeter controls will be installed first. Clearing and grubbing will be performed in 19-acre sections beginning at the BOP and temporary grassing will be installed as needed. Temporary erosion control BMPs will be installed at the drainage structures prior/during construction of the drainage structures. Grading activities will commence at the BOP and proceed towards the EOP, fill slopes will be permanently grassed in stages for fill heights that exceed 5 feet. Base materials will be installed on completed grading sections with the paving to follow.

MAINTENANCE PLAN

All erosion and sediment control practices will be checked for stability and operation following every rainfall but in no case less than once every week. Any needed repairs will be made immediately to maintain all practices as designed. Sediment basins will be cleaned out when the level of sediment reaches 2.0 feet below the top of the riser. Sediment will be removed from the front/upstream end of the BMPs when it becomes about 1/3 to 1/2 height of BMP.

Prime Contractor's Signature

Date

Printed Name

Title

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-4

CODE: (SP)

DATE: 10/07/2020

SUBJECT: Subletting of Contract

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-108.01--Subletting of Contract.

907-108.01.1--General. Delete the third sentence of the tenth paragraph of Subsection 108.01.1 on the bottom of page 72.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-6

CODE: (SP)

DATE: 03/11/2025

SUBJECT: Default and Termination of Contract

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-108.08--Default and Termination of Contract. At the end of the Subsection 108.08 on page 85, add the following.

907-108.08.1--Debarment of Contractor If the Contractor is declared to be in default under this Subsection and the Contract terminated for the reason(s) indicated in Subsections 108.08 (d), (f), or (g) above, the Commission may, in its discretion and in addition to default and termination, declare the Contractor to be debarred from bidding on any other projects for a period of one (1) year from the date of the termination letter. If the debarred Contractor has multiple on-going Contracts with the Commission and receives a one (1) year debarment, the on-going Contract(s) may continue; however, the Contractor will not be allowed to bid another project until one (1) year has passed from date of the termination letter.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-5

CODE: (IS)

DATE: 11/14/2023

SUBJECT: Measurement and Payment

Section 109, Measurement and Payment, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-109.01--Measurement of Quantities. Delete the sixth full paragraph of Subsection 109.01 on page 88, and substitute the following.

If appropriate based on the specific circumstances of the project, the Contractor may request that material specified to be measured by the cubic yard or ton be converted to the other measure. The Contractor must submit this request to the Engineer. The Engineer will provide an approval or denial in writing. The decision is in the sole discretion of the Engineer. If approved, factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the Contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.

907-109.04--Extra Work.

907-109.04.1--Supplemental Agreement. Delete the second paragraph of Subsection 109.04.1 on page 90.

907-109.04.2--Force Account Agreement. Delete the last sentence of subparagraph (c) in Subsection 109.04.2 on page 91, and substitute the following.

An amount will be added equal to fifteen percent (15%) of the sum thereof, excluding sales tax.

Delete subparagraph (d) in Subsection 109.04.2 on pages 91 & 92, and substitute the following.

- (d) **Equipment.** Equipment used for force account work shall be of sufficient size and type necessary to perform the required work in an economic and expeditious manner. The Contractor must provide the manufacturer, make, model, year, type of fuel and other necessary information to determine proper hourly payment rates. Subject to advance approval of the Engineer, actual transportation cost for a distance of not more than 200 miles will be reimbursed for equipment not already on the project.

For equipment authorized by the Engineer for use on the force account work, the Engineer will use the equipment rental rates from the “*Rental Rate Blue Book*” as published on the Equipment Watch website www.equipmentwatch.com for the time period the force account work is authorized to determine payment to the Contractor. The maximum allowable rates

are determined as follows:

1. The hourly equipment rate will equal the FHWA total hourly rate. This rate takes into account adjustment factors for age and region.
2. The hourly estimated operating costs have been included in the FHWA total hourly rate.
3. The idle and standby rates shall be as listed in the "*Rental Rate Blue Book*" as reported by *Equipment Watch*.
4. These rates include the basic machine plus any necessary attachments.

Standby rates shall apply when equipment is not in operation and is approved by the Engineer to standby for later use to complete the work. Idle rates shall apply to equipment located on the project and the engine is burning fuel but no ground engaging or other components are actively engaged in meaningful work. In general, idle or standby rates shall apply when equipment is not in use, but will be needed again to complete the work and the cost of moving the equipment will exceed the accumulated standby cost. If the idle standby cost should exceed the equipment moving cost to or from the work site, the Contractor will be entitled to the moving cost only. Idle or standby rates will be used under the following conditions:

1. The equipment is totally dedicated to the force account work and not used intermittently on other work.
2. Idle or standby cost will be considered only after equipment has been operated on force account work.
3. The sum of idle or standby time and operating time shall not exceed eight (8) hours per day or 40 hours in a week.
4. Idle or standby payment will not apply to days not normally considered to be work days such as holidays, weekends, or days of inclement weather when no other work is taking place.

The Department will not pay for idle or standby time when equipment is inoperable, for time spent repairing equipment, or for the time elapsed after the Engineer has advised the Contractor that the equipment is no longer needed. The Department will determine if it will be more cost effective to pay standby time on approved equipment on site or for multiple mobilizations.

If equipment is needed, which is not included in the *Rental Rate Blue Book* as reported by *Equipment Watch*, the Department and Contractor will agree upon reasonable rental rates in writing before the equipment is used.

All equipment shall be subject to approval from day to day in accordance with the requirements of Subsection 108.05.

907-109.06--Partial Payment.

907-109.06.2--Advancement on Materials.

Delete the next to last paragraph of Subsection 109.06.2 on page 95, and substitute the following.

Materials for which an advanced payment has been allowed must be paid for by the Contractor within 30 days of the estimate on which the advanced payment was first allowed and proof of said payment must be verified by the supplier. If proof of payment is not furnished within the allowable 30 days, the advanced payment will be deducted on subsequent current estimates until such time that proof of payment is furnished.

907-109.07--Changes in Material Costs. After the fifth paragraph of Subsection 109.07 on page 96, change the web address to the following.

https://mdot.ms.gov/portal/current_letting

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-234-1

CODE: (SP)

DATE: 10/13/2021

SUBJECT: Silt Fence

Section 234, Silt Fence, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-234.02--Materials. Delete the first paragraph of Subsection 234.02 on page 181, and substitute the following.

Materials used in silt fence and super silt fence may be accepted by certification per Subsection 700.05.1. Geotextile fabric, posts, staples and woven wire backing, when required, shall meet the requirements of Subsection 714.13.

907-234.05--Basis of Payment. Add the “907” prefix to the pay items listed on page 183.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-2

CODE: (SP)

DATE: 01/06/2025

SUBJECT: Asphalt Pavement - General

Section 401, Asphalt Pavement - General, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows..

907-401.02--Materials.

907-401.02.6--Standards of Acceptance.

907-401.02.6.8--Acceptance Procedure for Pavement Smoothness Using Mean Roughness Index (MRI). Delete the third sentence of the second paragraph of Subsection 401.02.6.8 on page 253, and substitute the following.

The surface shall be tested and corrected to a smoothness index as described herein except those locations or specific projects that are excluded from smoothness testing with an IPS.

Delete the third, fourth and fifth paragraphs of Subsection 401.02.6.8 on pages 253 & 254, and substitute the following.

The smoothness of the surface lift will be determined for traffic lanes, auxiliary lanes, climbing lane and two-way turn lanes. Areas excluded from a smoothness test with the IPS are acceleration and deceleration lanes, tapered sections, transition sections for width, shoulders, crossovers, ramps, side street returns, etc. The roadway pavement on bridge replacement projects having 1,000 feet or less of pavement on each side of the structure will be excluded from a smoothness test. Smoothness testing shall exclude 264 feet from each transverse joint that separates the pavement from a bridge deck, bridge approach slab or existing pavement not constructed under the contract. This can apply to any other exceptions including, but not limited to, railroad crossings and manholes. Segments containing a considerable number of encroachments such as intersections, manholes, curb and gutter sections, etc. may be excluded at the Engineer's discretion.

Once paving has concluded, one final smoothness measurement shall be performed for both pay adjustments and corrective action. Multiple smoothness measurements for pay adjustments and correction can still be performed at the Engineer's discretion. These measurements must be performed at the posted speed limit or 50 miles per hour (± 5 miles per hour), whichever is lower. Measurements will be made in both wheel paths of exterior and interior lanes. The wheel paths shall be designated as being located three feet (3') and nine feet (9') from centerline or longitudinal joint, respectively. Testing will also be required on sections that have been surface corrected. No smoothness testing shall be performed when there is any residual moisture on the

pavement surface. Any additional testing shall meet the requirements of Subsection 907-403.03.2.

The surface lift will be accepted on a continuous interval basis for pavement smoothness. Continuous reporting is based upon all MRI values for a specified running interval. These values are averaged and presented at the midpoint of the specified running interval.

Delete the last sentence of the last paragraph of Subsection 401.02.6.8 on page 254, and substitute the following.

All tests and corrections shall be in accordance with AASHTO R 54, Accepting Pavement Ride Quality When Measured Using Inertial Profiling Systems.

Delete Subsection 401.02.6.9 on pages 254 & 255, and substitute the following.

907-401.02.6.9--Inertial Profiling System.

907-401.02.6.9.1--General. The Inertial Profiling System (IPS), furnished and operated by the Contractor under the supervision of the Engineer or the Engineer's representative, shall be a dual-line laser on a high speed vehicle meeting the requirements of AASHTO M 328, Standard Specification for Inertial Profiler. Additionally, each IPS should be equipped with a GPS to ensure distance measurement accuracy. The profiler system and operator shall be certified at an MDOT approved regional calibration facility in accordance with AASHTO R 56, Standard Practice for Certification of Inertial Profiler Systems and AASHTO R 57, Operating Inertial Profiler Systems.

907-401.02.6.9.2--Computer Requirements. The computer measurement program must be menu driven, Windows compatible, and able to produce unfiltered profiler runs in the Pavement Profile (*.ppf) file format. The computer shall have the ability to display and print data on site for verification and shall have the ability to save and transfer data via Universal Serial Bus (USB) flash drive, which shall be provided by the Contractor.

All runs must be stored in a directory named in the following format for acceptance by the Project Engineer:

Project_County_Route

All profiler runs must be named in the following format for acceptance by the Project Engineer:

Direction_Lane_BeginStation_EndStation

In addition to manufacturers' software; the latest version of FHWA's ProVAL software shall be installed on the IPS computer.

907-401.03--Construction Requirements.

907-401.03.1--Specific Requirements.

907-401.03.1.2--Tack Coat. After the first sentence in Subsection 401.03.1.2 on page 256, add the following.

In addition to the products listed on the Department's APL, the Contractor may use one of the following as a tack coat.

- CSS-1
- CSS-1h
- SS-1
- SS-1h

907-401.03.1.4--Density. In the first sentence of the first paragraph of Subsection 401.03.1.4 on page 256, change "preleveling" to "pre-leveling".

907-401.03.9--Material Transfer Equipment. In the third sentence of Subsection 401.03.9 on page 261, change "include:" to "include".

907-401.03.14--Shoulder Wedge. In the second sentence of the first paragraph of Subsection 401.03.14 on page 263, change "cross roads" to "crossroads".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-4

CODE: (SP)

DATE: 03/19/2025

SUBJECT: Asphalt Pavements

Section 403, Asphalt Pavements, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-403.03--Construction Requirements.

907-403.03.2--Smoothness Tolerances. In the tenth paragraph of Subsection 403.03.2 on page 283, change “Sections(s)” to “Segment(s)”.

907-403.03.2.1--Smoothness Tolerances for Mean Roughness Index (MRI). After the second paragraph of Subsection 403.03.2.1 on page 283, add the following.

For all projects, smoothness data shall be reported by two MRI methods:

1. A continuous long interval MRI report
2. A continuous 25-foot short interval MRI report

At the bottom of page 283 and top of 284 in Subsection 403.03.2.1, delete the paragraphs for Category, A, Category B, and Category C, and substitute the following.

Category A projects shall have a long interval surface MRI of not more than 60 inches per mile.

Category B projects shall have a long interval surface MRI of not more than 70 inches per mile.

Category C projects shall have the existing surface profiled at no additional cost to the State. These projects shall be measured by a long fixed interval (528-foot) surface MRI and meet the following requirements:

- A 50% improvement in MRI from the existing surface
- or
- 80 inches per mile (whichever value is higher)

Delete the first, second, and third full paragraphs on page 284, and substitute the following.

For all projects, areas of the surface lift with localized roughness greater than 160 inches per mile as determined by the continuous short interval (25') report will be identified for correction by the Contractor.

When a project has multiple lifts, the intermediate lift shall meet the short interval requirement of 200 inches per mile. Corrective action must be taken on those segments that do not meet this requirement. No unit price adjustment will be applied on the underlying lift.

Delete the table at the bottom of page 284, and substitute the following.

Mean Roughness Index (inches / mile)	Contract Price Adjustment Percent of Asphalt Unit Bid Price
Above 20.0 Over	REMOVE AND REPLACE *
15.1 to 20.0 Over	80
10.1 to 15.0 Over	85
5.1 to 10.0 Over	90
0.1 to 5.0 Over	95
Required Surface MRI	100

* In lieu of removal and replacement, segments may be brought into compliance through corrective action at the discretion of the Project Engineer.

Delete the table and footnote at the top of page 285, and substitute the following.

Mean Roughness Index (inches/mile) Percent Improvement	Contract Price Adjustment Percent of Asphalt Unit Bid Price
Below 30.1 Percent	80 **
30.1 to 35.0 Percent	80
35.1 to 40.0 Percent	85
40.1 to 45.0 Percent	90
45.1 to 50.0 Percent	95
Above 50%	100

** Segments that show less than 30 percent improvement as well as a final surface MRI greater than 100 inches/mile will be subject to removal.

Before the last paragraph on Subsection 403.03.2.1 on page 285, add the following.

Corrective action for all categories must be taken on those segments that exceed the localized roughness or the 'Remove and Replace' threshold. All locations must be located and marked by the Contractor and approved by the Project Engineer before corrective action shall take place. The minimum remove and replace length will be 528 feet (0.1 mile). Additional smoothness testing shall be required on segments following corrective action and/or replacement and will be required to meet *at least* the maximum surface MRI short of 'Remove and Replace' tolerance.

907-403.05--Basis of Payment.

907-403.05.2--Pay Items. Add the "907" prefix to the list of pay items on page 291.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-413-2

CODE: (SP)

DATE: 05/09/2023

SUBJECT: Cleaning and Sealing Joints and Cracks

Section 413, Cleaning and Sealing Joints and Cracks, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-413.03--Construction Requirements.

907-413.03.3--Sawing and Sealing Transverse Joints in Asphalt Pavement.

907-413.03.3.4--Sealing. Delete the last sentence of the last paragraph of Subsection 413.03.3.4 on page 333, and substitute the following.

Poured joint sealing material shall only be placed when the air temperature is within the limits specified by the manufacturer.

907-413.05--Basis of Payment. Delete the last pay item listed on page 336, and substitute the following.

907-413-E: Sawing and Sealing Transverse Joints in Asphalt Pavement - per linear foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-420-4

CODE: (SP)

DATE: 02/19/2019

SUBJECT: Undersealing

Section 907-420, Undersealing, is hereby added to and made a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-420 -- UNDERSEALING

907-420.01--Description. This work shall consist of filling voids (undersealing) in the soil adjacent to a pipe culvert(s), box culverts(s), bridge structure(s), or other locations determined by the Engineer. It is intended that the voids around the pipe culverts will be filled from the surface and voids around the box culverts will be filled from within the box culvert.

907-420.02--Material. The material for filling the voids shall be a “hydro-sensitive” high density polyurethane meeting the following requirements.

<u>Properties</u>	<u>Test Value</u>	<u>Test Method</u>
Density, lbs./ft., minimum	4.0	ASTM D 1622
Tensile Strength, psi, minimum	100	ASTM D 1622
Compression Strength, psi (at yield point), minimum	90	ASTM D 1621

The Contractor shall furnish the Engineer with certified test reports showing that the material meets the requirements of the specification.

907-420.03--Construction Requirements. All undersealing will be done at the locations specified in the plans, or as directed by the Engineer.

907-420.03.1--Equipment. The equipment shall be that customarily used in undersealing operations. Generally, it shall consist of a pneumatic or electric drill capable of drilling holes of adequate size in the embankment soil or culvert wall to accomplish the work. The exact depth into the embankment shall be determined by the Contractor. The equipment shall be in satisfactory operating condition and operated in such a manner as to prevent unnecessary damage to existing roadways, structures, and the surrounding area. The pump shall be capable of injecting the high density polyurethane at a rate and to a depth necessary to fill the void adjacent to the existing structures.

907-420.03.2--Drilling Holes. Unless otherwise shown in the plans, the size and location of the injection holes shall be as determined by the Manufacturer/Contractor.

907-420.03.3--Injection Process. The nozzle of the discharge hose shall be secured in the drilled hole in a manner that provides an adequate seal during the pumping process. The polyurethane

material shall be injected through the drilled holes until all known or encountered voids are filled. The rate and amount of material injection shall be determined by the Manufacturer/Contractor.

When the nozzle is removed, the hole shall be plugged or sealed to the satisfaction of the Engineer. Any excess polyurethane material shall be removed.

907-420.04--Method of Measurement. Undersealing, complete and accepted, will be measured by the pound. The quantity of urethane will be based on the supplier's packaging information for the material delivered and incorporated into the project.

907-420.05--Basis of Payment. Undersealing, as measured prescribed above, will be paid for at the contract unit price per pound, which price shall include all mobilization, labor, equipment, tools, materials, and incidentals necessary to complete the required work.

Cost for maintenance of traffic and individual traffic control devices as required for undersealing operations shall be included in the unit price for undersealing and will not be measured for separate payment.

Payment will be made under:

907-420-A: Undersealing - per pound

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-11

CODE: (SP)

DATE: 03/30/2022

SUBJECT: Work Zone Law Enforcement

Pursuant to House Bill No. 580, Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01--Description. After Subsection 618.01.4 on page 443, add the following.

907-618.01.6--Work Zone Law Enforcement. On projects that the Commission determines are on high-volume roadways or are otherwise high risk projects, the Commission may include a pay item to provide for reimbursement to the Contractor for enhanced law enforcement safety operations in the work zone.

According to House Bill No. 580, the work zone safety operations, when required by the Commission, shall consist of utilizing a uniformed law enforcement officer equipped with a patrol vehicle with blue flashing lights to enforce traffic laws and provide for an enhanced law enforcement presence in order to facilitate the safe movement of traffic through the work zone and to protect workers within the work zone.

907-618.03--Construction Requirements. After Subsection 618.03.5 on page 447, add the following.

907-618.03.7--Work Zone Law Enforcement. The utilization of work zone law enforcement shall be done at such locations and time periods deemed necessary and appropriate by the Engineer, after discussion with the Contractor. The Contractor shall be responsible for the coordination with the work zone law enforcement agency.

The Contractor shall provide a daily work record of the actual hours of work performed by the law enforcement agency and shall be accompanied by signed invoices from the law enforcement agency, which must be verified by the Engineer.

907-618.04--Method of Measurement. After the last paragraph of Subsection 618.04 on page 449, add the following.

Work zone law enforcement will be measured per hour for every hour verified by the Engineer using an invoice or other acceptable record. Measurement for payment will not be made for work zone law enforcement after expiration of contract time.

907-618.05--Basis of Payment. After the third paragraph of Subsection 618.05 on page 449, add the following.

Work zone law enforcement, measured as prescribed above, will be paid for at the fixed contract unit price per hour, which price shall be full compensation for furnishing and reimbursing work zone law enforcement.

After the last pay item listed on page 450, add the following.

907-618-M2: Work Zone Law Enforcement - per hour

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-12

CODE: (SP)

DATE: 05/03/2024

SUBJECT: Traffic Control Management

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01--Description.

907-618.01.2--Traffic Control Management. Delete subparagraph (g) of Subsection 618.01.2 on page 441, and substitute the following.

- g) Perform a minimum of once-a-week inspections from the Notice to Proceed until a Partial or Final Maintenance Release is obtained. Once work begins, daily daytime inspections and weekly nighttime inspections are required on projects with predominantly daytime work, and daily nighttime inspections and weekly daytime inspections are required on projects with predominantly nighttime work. Weekly inspections will be allowed for periods outside of active construction. When lane closures are present or any non-fixed signs or traffic handling devices such as cones or barrels are in place, inspections shall be performed daily whether work is being performed or not.

907-618.05--Basis of Payment. Delete pay item 618-A on page 449 and substitute the following.

907-618-A: Maintenance of Traffic

- lump sum

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-5

CODE: (IS)

DATE: 01/17/2018

SUBJECT: Traffic Control for Construction Zones

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-619.02--Materials.

907-619.02.8--Traffic Signals and Flashers. Delete Subsection 619.02.8.1 on pages 452 thru 455, and substitute the following.

907-619.02.8.1-Portable Traffic Signals. Portable traffic signals shall be trailer or pedestal mounted units that provide for easy, legal transportation and quick setup and deployment. Each unit shall be self-contained. The types of portable traffic signals are as follows.

- Type 1 portable traffic signal shall include two signal heads per trailer with one signal head mounted on an overhead mast arm that can be extended over the travel lane, and the other signal head shall be mounted on the vertical upright of the trailer.
- Type 2 portable traffic signal shall include one signal head that is mounted on the vertical upright of the pedestal/cart or trailer. Pedestal/Cart mounted shall be designated as Type 2A and Trailer mounted shall be designated as Type 2B. Type 2 portable traffic signals shall be tested to MASH Standards or NCHRP Test Level 3 crash testing requirements by an accredited independent test facility, with supporting documentation available upon request.
- Type 3 portable traffic signal shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned in each applicable section below.

The portable traffic signals shall be MUTCD Compliant and utilize standard ITE signal heads, and adhere to the ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement. The units shall be battery powered with a solar charging system, and be equipped with an onboard battery charger capable of being used with a 120V AC power source. Portable traffic signals shall be able to communicate with other portable signals via 900 MHz or other accepted wireless communications. If wireless connectivity is not feasible, hardwired connectivity shall be an acceptable alternative, as approved by the Engineer. Portable Traffic Signals shall include all the major components listed below or be able to perform the functions of these components. The major components of the unit shall include, but are not limited to, the trailer or pedestal/cart, telescoping mast arm (on Type 1 and 3), signal head(s) and back plates, traffic signal controller with operating software, solar charging system with batteries, input and output devices, vehicle detection, flasher units, conflict monitor, relays,

communications system and other equipment required for the safe operation and installation of the unit.

907-619.02.8.1.1--Signal Heads. The signal heads and all applicable components of the portable traffic signal shall meet the physical display and operational requirements of conventional traffic signals as specific in the Manual on Uniform Traffic Control Devices (MUTCD). The signal heads shall be cast aluminum or polycarbonate and shall meet the requirements laid out in the Mississippi Standard Specification for traffic signal heads and associated MDOT material specifications for traffic signal heads. The signal heads shall accommodate standard 12-inch LED indications meeting the ITE Specification "Vehicle Traffic Control Signal Heads" and ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement.

For Type 1, Type 2 and Type 3 portable traffic signals, the signal heads shall have the ability to be rotated 180 degrees to face in the opposite direction and shall have the ability to rotate and lock in approximately 10 degree increments to position the signal head for the optimum visibility to motorists.

For Type 1 portable traffic signals, each unit shall contain two signal heads with one signal head mounted on an overhead mast arm that can be extended over the travel lane with a minimum clearance of 17 feet measured from the bottom of the signal head unit to the road surface. The lower signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 2 portable traffic signals, the signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 3 portable traffic signals, each unit shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned below.

907-619.02.8.1.2--Controller and Operating Requirements. The portable traffic signal (Types 1, 2, and 3) shall include a solid state Controller Unit (CU) that is in compliance with NEMA TS 5 Performance Standard. The CU shall have an easy to read front panel backlit display for viewing and programming the configuration settings and CU status. The CU shall be capable of operating the portable traffic signal system in a fixed time, traffic actuated or manual control mode. Multiple portable traffic signals shall have the capability to be interconnected to form a portable traffic signal system. Each portable traffic signal within a connected system shall have the capability to serve as either the master or remote signal. Each portable traffic signal shall include a Conflict Monitor Unit (CMU), or Malfunction Management Unit (MMU) to ensure phase conflicts do not exist during operation.

For Type 1 and Type 2 portable traffic signals, a minimum of five (5) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of four (4) traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have

the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

For Type 3 portable traffic signals, a minimum of ten (10) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of 16 traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

The system shall also have the ability to operate in vehicle actuation mode when vehicle detection components are used. The operating system shall have the capability to allow the Portable Traffic Signal to be connected to and controlled by a standard NEMA controller.

The system shall have the capability to be controlled remotely using a hardwired or wireless remote. The wireless radio remote shall be capable of communicating at a clear line of site distance up to ¼ mile from the master.

The CU shall have the capability of interfacing with a Remote Monitoring System (RMS) capable of reporting signal location, battery voltage, and system faults. The RMS shall include a password-protected web site, viewable via an internet connection. In the event of a system fault, the RMS shall provide specific information concerning the cause of the system fault (example: "red lamp on signal number 1 out"). The RMS shall immediately contact previously designated individuals via SMS text messaging or email, upon a fault event.

The active timing program operating the PTS system shall be available and viewable through the RMS website at all times. The RMS shall maintain a history of the operating system in each signal including total operating hours, alerts, and the location of the PTS trailer.

907-619.02.8.1.3--Wireless Communications. The portable traffic signals shall communicate with other portable traffic signals within the signal system via license-free wireless 900 MHZ radio link communications as specified in Subsection 662.02.2 of the radio Interconnect System specification. The radio units shall maintain communications at a minimum distance of one (1) mile. The radio system shall conform to the applicable Federal Communications Commission requirements and all applicable state and local requirements.

The portable traffic signals shall be in direct communication at all times either by wireless or hardwire connection to provide for the required conflict monitoring / malfunction management system.

907-619.02.8.1.4--Power Requirements. Each Portable Traffic Signal shall be equipped with a power source consisting of a solar collection array, solar controller and/or charging unit and batteries sufficient to operate the signal system. The number and size of batteries shall be sufficient to operate the Type 1 and Type 3 signals for a minimum of 30 days and Type 2A signals for

minimum of five (5) days, and Type 2B signals for minimum of 15 days without additional charging or assist from the solar array. An on-board battery charger shall be compatible with both the solar array and with a 120V AC power source.

For Type 1 signals, the solar panel array shall provide for a minimum of 440 watts of solar collection capability.

For Type 2A signals, the solar panel array shall provide for a minimum of 90 watts of solar collection capability.

For Type 2B signals, the solar panel array shall provide for a minimum of 110 watts of solar collection capability.

For Type 3 signals, the solar panel array shall provide for a minimum of 480 watts of solar collection capability and shall include a tilt and rotate system to optimally position the panels.

All instrumentation for the electrical system and battery compartment shall be contained in a lockable weatherproof enclosure. Solar panels shall be secured to the mounting brackets for theft prevention.

907-619.02.8.1.5--Trailer and Lift System. The trailer or pedestal/cart and all mounted components shall conform to the wind loading requirements as follows: 100 mph minimum for Type 1 portable traffic signals, 55 mph minimum for Type 2A portable traffic signals, 75 mph minimum for Type 2B portable traffic signals, and 90 mph minimum for Type 3 portable traffic signals as described in the AASHTO *Standard Specifications for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans including all interims and updates. At the request of the Engineer, proof of conformance to these wind load ratings shall be verified by a third-party. No additional loose ballast shall be used to meet these wind load requirements. The trailer shall be made of structural steel and shall include four (4) leveling/stabilizer jacks capable of lifting the trailer a minimum of six inches (6").

The trailer or pedestal shall be equipped with a mechanical, hydraulic or electric lift system sufficient for one person to be able to raise and lower the vertical upright and/or horizontal mast arm to and from the operating position.

For Type 1, 2B, and Type 3 signals, the trailer shall be equipped to provide legal and safe transport on the public highway system at speeds up to 55 mph.

All exterior metal surfaces, except signal heads and back plates, shall be powder-coat painted highway safety orange.

907-619.02.9--Impact Attenuators. Delete the sentence in the first paragraph of Subsection 619.02.9 on page 455, and substitute the following.

Impact attenuators must be listed on the Department's APL.

907-619.02.11--Snap-Back Delineators. Delete the sentence in the paragraph of Subsection 619.02.11 on page 456, and substitute the following.

Snap-back delineators shall be selected from the list of surface mounted flexible delineator posts as shown on the Department's APL.

907-619.02.14--Changeable Message Sign.

907-619.02.14.5--PCMS Controller and Storage Cabinets. Delete the fifth sentence in the first paragraph of Subsection 619.02.14.5 on pages 462 and 463, and substitute the following.

The controller cabinet shall be illuminated.

907-619.05--Basis of Payment. Add the following to the list of pay items ending on page 480.

907-619-E3: Changeable Message Sign ***** - per each

907-619-H2: Traffic Signal, Portable, Type ____ - per each

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-626-11

CODE: (IS)

DATE: 06/24/2024

SUBJECT: Thermoplastic Traffic Markings

Section 626, Thermoplastic Traffic Markings, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 626 on pages 492 thru 496, and substitute the following.

SECTION 626 - THERMOPLASTIC TRAFFIC MARKINGS

907-626.01--Description. This work consists of furnishing materials and placing thermoplastic pavement markings of the type specified in conformity with these specifications and the details shown on the plans or established. All hot-applied thermoplastic pavement markings shall be coated with a double-drop combination of optics.

This work may also consist of placing an audible bump or puck style marking system on the edge line that provides an audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing a profile or raised shape marking system on centerline or edge line that provides audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated and at regular and predetermined intervals. When placed on centerline, the markings system shall consist of an extruded black transverse thermoplastic bar of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing high contrast thermoplastic markings. High contrast thermoplastic markings shall consist of placing thermoplastic pavement markings over a black thermoplastic pavement marking to enhance the marking's visibility.

All pavement marking material, excluding lines over rumble strips, shall be applied using the extrusion/ribbon method. Lines placed over rumble strips shall be applied using the atomization/spray method.

Permanent pavement marking tape (permanent cold plastic tape) may be used in lieu of hot applied thermoplastic markings. Substitution will only be allowed for pay items 907-626-A through H. Substituted pavement marking tape shall be of the same color and width as that required for the hot applied thermoplastic. Unless otherwise specified, the markings, whether hot applied or pavement marking tape, shall be of the same type of material for the entire project. Stop bars and crosswalks shall not be substituted with pavement marking tape and shall be alkylid hot-applied thermoplastic markings or heat-fused preformed pavement markings. Material and construction requirements for substituted pavement marking tape shall meet the requirements of Special

Provision 907-628. The layout and spacing for substituted pavement markings will remain as shown in the plans, or in the contract documents, for hot applied thermoplastic markings. Measurement of adhesive substituted pavement markings shall be made in accordance with Special Provision 907-628. Payment for adhesive substituted pavement markings shall be made at the unit price for the appropriate hot applied thermoplastic marking.

When thermoplastic pavement markings are used on bridge decks or concrete surfaces, the surface shall be sealed with an epoxy sealer prior to the application of thermoplastic.

907-626.02--Materials. All pavement marking materials shall meet the requirements of Special Provision 907-720-3.

Thermoplastic pavement marking material may be sampled in the field at the time of application by sampling from the marking equipment at the point of extrusion. Samples should be cooled until solid and then packaged into large re-closeable plastic bags and placed into a cardboard box for transport. Field samples will be tested at random or as determined necessary by the Department.

The Contractor shall supply the materials to be used for sampling and packaging. Department personnel shall witness the sampling and shall be responsible for transportation of the sample for testing.

907-626.02.1--Audible Bumps. Audible bumps shall have a profile such that the leading and trailing edges are sloped at a sufficient angle to create an audible and vibratory warning.

Audible bumps shall be at least 0.45 inches above the pavement surface at the highest point of the bump. The height shall be measured after the application of drop-on material. The bumps shall have a minimum dimension of two and one-half inches (2½") in both transverse and longitudinal directions. The bumps may have a drainage channel. The width of each drainage channel shall not exceed one-quarter of an inch (¼") at the bottom of the channel.

907-626.02.2--Audible Transverse Bars. The length of transverse bars is the measurement lateral to the direction of travel, also known as transverse width. The width of transverse bars is the measurement parallel to the travel way.

Transverse bars on centerline shall have a length of 10 inches, a width of three inches (3"), and a height of 350 mils. Transverse bars on centerline shall be placed on 2-foot centers through no-passing zones and 5-foot centers through passing zones. Transverse bars on centerline shall be placed in advance of permanent thermoplastic markings.

Transverse bars on edge lines shall have a length of six inches (6"), a width of three inches (3"), and a height of 350 mils. Transverse bars on edge lines shall be placed on 2-foot centers. Tolerance for the longitudinal and transverse measurements shall be one quarter of an inch (¼") and the tolerance for height shall be 50 mils. The above dimensions are based on 6-inch strip application.

Thermoplastic material for edge line transverse bars shall be as specified on the Plans and meet

the requirements of Special Provision 907-720-3 or as specified on the plans. Thermoplastic material for centerline transverse bars shall be black and shall meet the requirements of Special Provision 907-720.

907-626.02.3--High Contrast Markings. High contrast markings shall be black with the pertinent marking color overlaid on top and shall meet the requirements of Special Provision 907-720-3.

907-626.03--Construction Requirements.

907-626.03.1--Equipment. Equipment for hot application shall be of sufficient size and stability to ensure smooth, uniform, properly aligned markings of the dimensions specified. The equipment shall be suitably equipped for heating and controlling the flow of the material. The equipment shall be constructed to provide continuous mixing and agitation of the material. The conveying parts of the equipment, between the main material reservoir and applicator, shall be so constructed as to prevent accumulation and clogging. The equipment shall be constructed so that all mixing and conveying parts, up to and including the applicator, maintain the material at the plastic temperature. The thermoplastic material shall be dispensed at a temperature recommended by the manufacturer. The applicator shall include a cutoff device remotely controlled to provide clean, square stripe ends and to provide a method for applying skip lines. The thermoplastic reservoir shall be insulated and equipped with an automatic thermostatic control to maintain the proper temperature of the material.

The application equipment shall be capable of automatic placement of intermittent and continuous line patterns in single or double line applications simultaneously. The intermittent timer mechanism shall provide a variable ratio of materials applied and variable cycle length such that accurate placement of new patterns, or replacement of existing patterns can be achieved.

When edge lines are placed over rumble strips, the equipment must be able to apply the marking material using the atomization/spray method instead of extrusion/ribbon method.

The equipment shall also be capable of applying the top dressing of optics (beads) in a manner that firmly embeds them into the surface of the thermoplastic material for at least one half of the diameter of the larger gradation sizes of the optics. The dispensing equipment shall be equipped with an automatic cut-off control for the application of the optics that is synchronized with the cut-off of the thermoplastic material.

Optics applied to the surface of the completed stripe shall be applied by an automatic dispenser attached to the pavement marking equipment in such a manner that the optics are immediately dispensed upon the completed line. The dispenser shall be equipped with an automatic cutoff control, synchronized with the cutoff of the pavement marking equipment. The double-drop optics as defined in 907-720-3 shall be automatically applied at a uniform rate to achieve the minimum retroreflectivity requirements of 907-626.03.3.

Upon request, the Engineer will establish the control points for markings at necessary intervals not to exceed 600 feet on tangents and more often on curves. All additional work necessary to establish intermediate control points shall be performed by the Contractor. On curves, unsightly variations

from the normal curvature will not be permitted unless specifically shown on the plans or ordered by the Engineer.

When edge lines are placed over rumble strips, the equipment must be able to apply the marking material using the atomization/spray method instead of extrusion/ribbon method. To ensure the proper alignment of the rumble strips, the Contractor will be required to place a layout line to be followed during installation of the edge lines over the rumble strips.

907-626.03.2--Construction Details. The thermoplastic compound shall be screed or ribbon extruded to the pavement surface. Heat-fused, pre-formed pavement markings shall be fusible to asphalt surfaces by means of the normal heat of a propane weed-burner type of torch or other heating device as recommended by the manufacturer. Heat-fused, pre-formed pavement markings shall be instantly highly reflective without the application of additional optics.

Thermoplastic markings shall not be applied to the pavement surface when the pavement surface temperature is less than 55°F. The pavement surface shall be dry, to the satisfaction of the Engineer, before application will be permitted. Unless otherwise specified by the manufacturer, thermoplastic pavement marking material shall be applied to the surface between 400°F and 450°F with a recommended application temperature being 420°F.

Immediately before application, all areas to be marked shall be thoroughly cleaned. Cleaning may be done by rotary brooms, air blast, scrapers, or whatever combination of equipment is necessary to clean the pavement thoroughly without damage to the pavement surface. On areas of pavement cured with compound, the membrane shall be removed completely by shot blasting, sand blasting or other approved method. Before edge striping, particular care shall be taken to remove all vegetation, loose soil, and the like from the area to be marked. Should other methods fail, the surface shall be wetted with a water jet and scrubbed as necessary to dislodge all foreign material. After washing, the surface shall be allowed to dry thoroughly, and all films of dried mud apparent after surface drying shall be removed before application of markings. Marking shall follow as closely as practicable after the surface has been cleaned and dried, but no markings shall be applied until the surface has been inspected and permission given to proceed. The cost for preparing the surface shall be included in the contract unit prices for the marking items.

Unless otherwise directed by the Engineer, traffic stripes that are conflicting with the thermoplastic stripe shall be removed prior to placement of the thermoplastic material. Removal of pavement markings shall be done by a means that will not gouge the surface of the pavement in a manner that requires patching to ensure the integrity of the pavement. Temporary paint stripe may be left in place when satisfactorily placed in the proper location. Any temporary stripe not covered shall be removed. Payment for removal of stripe, except temporary stripe, will be made under Section 202.

On newly constructed asphalt pavements, any sand, grit, or other surface contaminants shall be removed using compressed air and/or sweeping. Water blasting may be necessary to remove surface contaminants which cannot be removed by the use of compressed air and/or sweeping. This work is considered surface preparation.

The finished lines shall have well defined edges and the thickness of thermoplastic markings above the roadway surface shall be no less than 90 mils for edge lines, center lines, lane lines, barrier lines, and detail stripe including gore markings, and no less than 120 mils for crosswalks, stop lines, and railroad, word and symbol markings. The minimum thickness, as required above, will be measured in the center of the line when gauged. The minimum thickness one-half inch (½") from the edges shall not be less than 75% of the thickness required in the center.

Any thermoplastic traffic marking less than the required thickness shall be corrected by recapping at no additional costs to the Department. Although a thickness tolerance of 25 percent from center to edge is allowed, a consistent underrun of any amount in thickness as determined by the Engineer will not be acceptable.

The length and width of lines shall be within a tolerance of ± 3 inches and $\pm 1/8$ inch, respectively. For skip markings, the tolerance for intervals shall not exceed the line length tolerance. On curves, unsightly variations from the normal curvature will not be permitted unless specifically shown on the plans or ordered by the Engineer.

Heat-fused, pre-formed pavement markings shall be supplied with a minimum average thickness of 90 mils before application on the roadway surface.

All newly applied thermoplastic material shall be protected from traffic until the material is sufficiently dry so as not to sustain damage from vehicle tires. Any material so damaged by traffic shall be repaired, and the thermoplastic material tracked onto the pavement shall be removed and replaced.

907-626.03.3--Reflectivity Requirements. The longitudinal pavement markings shall meet the following retroreflectivity values when measured within 10 to 30 calendar days of placement, after removing loose beads.

Table 1. Minimum Dry Retroreflectivity

Color	All Stripe without Rumble mcd/m ² /lx	Rumble Stripe mcd/m ² /lx
White	375	250
Yellow	275	150

907-626.03.3.1--Measuring Devices. Retroreflectivity measurements shall be taken using a vehicle mounted mobile retroreflectometer using 30-meter geometry with video and mapping capabilities as per AASHTO T-398. The retroreflectometer and operator shall be certified by the manufacturer, authorized representative of the manufacturer, or an MDOT approved program such as the Texas A&M Transportation Institute (TTI) Mobile Retroreflectometer Certification Program.

907-626.03.3.2--Acceptance Procedure. Averages of the mobile measurements shall be provided for every 0.1 miles unless otherwise specified or approved. Take measurements on each section of roadway for each series of markings (i.e., edge line, center skip line, each line of a double line, etc.) and for each direction of traffic flow. Measure each line in both directions for centerlines on two-way roadways (i.e., measure both double solid line in both directions and measure all center

skip lines in both directions). Furnish measurements in compliance with the below requirements. Use all equipment in accordance with the manufacturer's recommendations and directions. Inform the Engineer at least 24 hours before taking any measurements.

A marking meets the retroreflectivity requirements if:

- The combined average retroreflectivity measurement for a one-mile segment meets the minimum retroreflectivity values specified, and
- No more than 30% of all the retroreflectivity measurement values are below the minimum retroreflectivity requirements value within the one-mile segment.

The one-mile segment will start from the beginning of the data collection and end after a mile worth of measurements have been taken; each subsequent mile of measurements will be a new segment. Centerlines with two (2) stripes (either solid or broken) will result in two (2) miles of data for each mile segment. Each centerline stripe must be tested for compliance as a stand-alone stripe.

The Contractor may elect to restripe with a minimum of 0.060 in. (60 mils) at no cost to the Department each one-mile segment that failed to meet the minimum retroreflectivity requirements. Measurements shall be retaken within 10 to 30 calendar days after the second application for the mile segment for that series of markings. If the markings do not meet minimum retroreflectivity after the second application, the Engineer may require removal of all existing markings, a new application as initially specified, and a repeat of the application process until minimum retroreflectivity requirements are met.

907-626.03.3.3--Mobile Retroreflectivity Data Collection. Mobile Retroreflectivity Data Collection (MRDC) shall be conducted on dry pavement only and when the ambient air temperature is greater than 40°F. Data shall be submitted to the Engineer no later than 3 working days after the day the data is collected. Submit all raw data collected in addition to all other data submitted. Provide data files in Microsoft Excel format or a format approved by the Engineer. The data file and video must contain the following information.

907-626.03.3.3.1--Data File. Data files shall be provided with the following:

- Date;
- District;
- County;
- Name of mobile retroreflectometer operator;
- Route number with reference markers or other reference information provided by the Engineer to indicate the location of beginning and end data collection points on that roadway;
- Cardinal direction;
- Line type (single solid, single broken, double solid, etc.);
- Line color;
- File name corresponding to video;
- Data for each centerline listed separately;

- Average reading taken for each 0.1-mi. interval (or interval designated by the Engineer);
- Accurate GPS coordinates (within 20 ft.) for each interval;
- Color-coding for each interval indicating passing or failing, unless otherwise directed by the Engineer (passing and failing thresholds provided by the Engineer);
- Graphical representation of the MRDC (y-axis showing retroreflectivity and x-axis showing intervals) corresponding with each data file;
- Distance in miles driven while measuring the pavement markings;
- Event codes (pre-approved by the Engineer) indicating problems with measurement;
- Upper validation threshold (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.3.3.2--Map. A map shall be provided in an electronic format approved by the Engineer with each MRDC submission that includes the following information:

- Date;
- District number;
- County;
- Color-coded 1-mi. intervals (or interval length designated by the Engineer) for passing and failing retroreflectivity values or retroreflectivity threshold values provided by the Engineer; and
- Percentage of passing and failing intervals, if required by the Engineer.

907-626.03.3.3.3--Video. A high-quality video file shall be provided with the following information:

- Date and corresponding data file name on label;
- District number;
- County;
- Route number with reference markers or other designated reference information to indicate the location of beginning and end collection points on that roadway; and
- Retroreflectivity values presented on the same screen with the following information:
 - Date;
 - Location;
 - Starting and ending mileage;
 - Total miles;
 - Retroreflectivity readings; and
 - Upper validation thresholds (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.4--Reflectivity Verification Testing. The Engineer or a third party may perform retroreflectivity verification testing on any project. At a minimum, each Contractor performing work for the Department will be verified on an annual basis. The Contractor-submitted retroreflectivity data will be compared to the verification test data to determine acceptability of the Contractor's mobile retroreflectometer data. Comparison of the data will result in one of the two scenarios below:

- Contractor's Data is Validated – If the difference between Contractor's and Engineer/third party data is 20% or less, then the Contractor's data is validated. The Contractor's data will be used for acceptance.
- Contractor's Data is not Validated – If the difference between Contractor's and Engineer/third party data is more than 20%, then the Contractor's data is not validated. The Engineer/third party data will be used for acceptance and the Contractor will be required to take corrective action prior to additional Contractor data collection and may require re-certification of the mobile retroreflectometer.

907-626.04--Method of Measurement. Thermoplastic stripe completed in accordance with the plans and specifications will be measured by the mile or by the linear foot, as indicated, from end-to-end of individual stripes. In the case of skip lines the measurement will include skip intervals. The length used to measure centerline, lane lines, and edge stripes will be the horizontal length computed along the roadway.

Detail traffic stripe will be measured by the linear foot from end-to-end of individual stripes. Measurements will be made along the surface of each stripe and will exclude skip intervals where skips are specified. Stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch stripe.

Hot-applied legend, which is to include railroad markings, pedestrian crosswalks, and stop lines, will be measured by the square foot or linear foot. Pay areas of individual letters and symbols will usually be shown on the plans and measured by the square foot. Transverse railroad bands, pedestrian crosswalks and stop lines will generally be measured by the linear foot, in which case, stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch widths.

Pre-formed legend which is to include railroad markings and pedestrian crosswalks will be measured and paid for by each.

The length measured for thermoplastic audible bump edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment under a separate pay item.

Thermoplastic audible bar centerline skip stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe and will include skip intervals. The length used to measure audible bar centerline stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar centerline skip stripe will not include the permanent centerline continuous or skip stripe. Permanent centerline continuous and skip stripe will be measured for payment under separate pay items.

Thermoplastic audible bar edge stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe. The length used to measure thermoplastic audible bar edge stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment

under a separate pay item.

907-626.05--Basis of Payment. Thermoplastic traffic markings will be paid for at the contract unit price per mile, linear foot, square foot or each as applicable. Any deductions for non-satisfactory material test results will be made after final testing has been performed.

Payment will be made under:

907-626-A:	6" Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-B:	6" Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-C:	6" Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-D:	6" Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-E:	6" Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-626-F:	6" Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile
907-626-G:	Thermoplastic Detail Stripe, Color *	- per linear foot
907-626-H:	Thermoplastic Legend, Color *	- per linear foot, square foot, or per each
907-626-Q:	Thermoplastic Audible Bump Edge Stripe	-per linear foot or mile
907-626-R:	Thermoplastic Detail Audible *** Stripe, Color **,	-per mile
907-626-AA:	6" High Contrast Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-BB:	6" High Contrast Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-CC:	6" High Contrast Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-DD:	6" High Contrast Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-EE:	6" High Contrast Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-626-FF:	6" High Contrast Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile

907-626-GG: High Contrast Thermoplastic Detail Stripe, Color * - per linear foot

907-626-HH: High Contrast Thermoplastic Legend, Color * - per linear foot, square foot,
or each

- * Indicate Blue - ADA if applicable
- ** Indicate White or Black
- *** Indicate Centerline - Passing Zone, Centerline - No-Passing Zone, or Edge Line

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-627-1

CODE: (IS)

DATE: 06/24/2024

SUBJECT: Raised Pavement Markers

Section 627, Raised Pavement Markers, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete Subsection 627.02 on page 496, and substitute the following.

907-627.02--Materials. Pavement and jiggle markers of the types specified shall conform to the applicable requirements of Subsection 907-720.06 and shall be listed on the Department's APL.

Type B through G High Performance reflective markers shall be listed on the Department's APL for high performance raised pavement markers.

The bituminous adhesive for pavement markers shall meet the requirements of Subsection 907-720.07.3.

907-627.05--Basis of Payment. Add the “907” prefix to the pay items listed on page 498.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-628-6

CODE: (IS)

DATE: 06/24/2024

SUBJECT: Cold Plastic Pavement Markings

Section 628, Cold Plastic Pavement Markings, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction, is hereby amended as follows.

Delete Section 628 on pages 498 through 500, and substitute the following.

SECTION 628 – COLD PLASTIC PAVEMENT MARKINGS

907-628.01--Description. This work consists of furnishing materials and installing cold plastic pavement markings of the type specified in reasonably close conformity with the plans and these specifications.

High performance cold plastic tape (permanent pavement marking tape) may be used in lieu of hot applied thermoplastic markings. Substitution will only be allowed for pay items 907-626-A through H. Substituted pavement marking tape shall be of the same color and width as that required for the hot applied stripe. Unless otherwise specified, the markings, whether hot applied or pavement marking tape, shall be of the same type of material for the entire project. Material and construction requirements for substituted pavement marking tape shall meet the requirements of this section of the Specifications. The layout and spacing for substituted pavement marking tape will remain as shown in the plans, or in the contract documents, for hot applied thermoplastic markings. Measurement of substituted pavement marking tape shall be made in accordance with this subsection of the Specifications. Payment for substituted pavement marking tape shall be made at the unit price bid for the appropriate hot applied thermoplastic marking.

High contrast cold plastic tape (permanent high contrast pavement marking tape) may be used in lieu of hot applied thermoplastic markings. Substitution will only be allowed for pay items 907-626-A through H. Substituted pavement marking tape shall be of the same color and width as that required for the hot applied stripe. Unless otherwise specified, the markings, whether hot applied or pavement marking tape, shall be of the same type of material for the entire project. Material and construction requirements for substituted pavement marking tape shall meet the requirements of this section of the Specifications. The layout and spacing for substituted pavement marking tape will remain as shown in the plans, or in the contract documents, for hot applied thermoplastic markings. Measurement of substituted pavement marking tape shall be made in accordance with this subsection of the Specifications. Payment for substituted pavement marking tape shall be made at the unit price bid for the appropriate hot applied thermoplastic marking.

907-628.02--Materials. Pavement marking tape shall meet the requirements of Special Provision 907-720.

907-628.03--Construction Requirements.

907-628.03.1--Equipment. The manufacturer shall provide application equipment, manual or automatic, as necessary for the job requirements. These applicators shall be capable of applying pavement marking tape to the required alignment and dimensions shown on the plans or in the contract documents. The mechanical applicator shall be provided on location at the time designated and for the duration of the application period. The material manufacturer shall provide technical assistance for operation and maintenance of the mechanical applicator at the discretion of the Engineer.

907-628.03.2--General. The free-air temperature shall be at least 60°F. The pavement surface shall be dry and clean. All dirt, loose particles of pavement, and other foreign material shall be removed prior to application of the pavement marking tape. All longitudinal stripes shall be mechanically applied. Detail stripe and legend may be applied manually. Only butt splices without overlay will be permitted for multiple piece and line type markings. Except for legend, the specified width of the markings shall be made in a single tape application. Where possible the markings shall be placed adjacent to rather than on longitudinal construction joints in the pavement. Placement tolerance will be as set out in Subsection 625.03.3. Markings not meeting these tolerances shall be removed and replaced at no additional costs to the Department.

907-628.03.3--Application. Both mechanical and manual application shall be in accordance with the manufacturer's instructions. A liquid contact shall be used at the rate recommended by the manufacturer for detail stripe and legend symbols. Liquid contact cement shall not be used elsewhere unless specified by the manufacturer. When liquid contact cement is used, the newly placed markings shall be protected from traffic for the period of time recommended by the manufacturer of the cement.

907-628.04--Method of Measurement. Pavement marking tape will be measured for payment in accordance with Special Provision 907-626-11.

907-628.05--Basis of Payment. Pavement marking tape will be paid for at the contract unit price per mile, linear foot, square foot or each which shall be full compensation for completing the work.

Payment will be made under:

907-628-G:	6" High Performance Cold Plastic Traffic Stripe, Skip White	- per linear foot or mile
907-628-H:	6" High Performance Cold Plastic Traffic Stripe, Continuous White	- per linear foot or mile
907-628-I:	6" High Performance Cold Plastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-628-J:	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-628-K:	High Performance Cold Plastic Detail Stripe, <u>Color</u>	- per linear foot

907-628-L:	High Performance Cold Plastic Legend, <u>Color</u> *	- per square foot, linear foot or each
907-628-AA:	6" High Contrast Cold Plastic Traffic Stripe, Skip White	- per linear foot or mile
907-628-BB:	6" High Contrast Cold Plastic Traffic Stripe, Continuous White	- per linear foot or mile
907-628-CC:	6" High Contrast Cold Plastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-628-DD:	6" High Contrast Cold Plastic Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-628-EE:	High Contrast Cold Plastic Detail Stripe, <u>Color</u>	- per linear foot or mile
907-628-FF:	High Contrast Cold Plastic Legend, White	- per square foot or linear foot

* Indicate Handicap Symbol, if applicable

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-631-1

DATE: 08/27/2024

SUBJECT: Traffic Signal Systems - General

Before Subsection 907-631.02.4 on page 1, add the following.

907-631.02.3--Regulations and Code. At the end of the second paragraph, add the following.

The Certified IMSA Traffic Signal Construction Technician Level II employee is not required to be on-site during construction. Proof of this certification shall be provided prior to award of contract.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-631-1

CODE: (IS)

DATE: 11/15/2017

SUBJECT: Traffic Signal Systems - General

Section 631, Traffic Signal Systems - General, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-631.02--Materials.

907-631.02.4--Operations. Delete the second paragraph in Subsection 631.02.4 on page 513 and substitute the following.

The Contractor shall conduct the work at all times in such a manner as to ensure the least possible inconvenience to the traveling public, and to property owners on the streets, alleys, and other public places where the construction will take place.

907-631.02.5--Electrical Service. Delete the first paragraph in Subsection 631.02.5 on page 515 and substitute the following.

It shall be the Contractor's responsibility to make the necessary arrangements with the local power company to provide the electrical service 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 establishment of new service. The cost of all such fees shall be considered incidental and absorbed within existing pay items. The 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 account over to the Department or local agency.

907-631.03--Construction Requirements.

907-631.03.2--Electrical Service Equipment. Delete the paragraphs of Subsection 631.03.2 on pages 515 and 516, and substitute the following.

The power supply assembly shall consist of all equipment mounted in a Power Service Pedestal as described in Subsection 722.13 or as otherwise shown in the plans. The configuration and installation of the equipment mounted on the assembly shall meet the safety requirements and approval of the utility company or municipality furnishing power for operation.

When required, service poles shall be provided by the Contractor and consist of wood poles with required pole line hardware, conduit, ground rods, guy wires and anchors and all other accessories and appurtenances mounted on the pole, except those items furnished by the utility company or

municipality, or as specified separately in the contract or plans. Costs of service poles shall be included in other items bids.

Main disconnect switches shall be separately housed on the power supply assembly. Circuit breaker cabinets and meters shall not be installed on the street or walk side of the pole or pedestal.

907-631.03.3--Performance Tests. Delete the second sentence of Subsection 631.03.3 on page 516.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-632-1

CODE: (IS)

DATE: 11/15/2017

SUBJECT: Traffic Signal Cabinet Assemblies

Section 632, Traffic Signal Cabinet Assemblies, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 632 on pages 517 thru 538, and substitute the following.

SECTION 907-632 - TRAFFIC SIGNAL CABINET ASSEMBLIES

907-632.01--Description. This work consists of furnishing, assembling, configuring and installing all component materials and software required to form completed traffic signal controller assemblies, closed loop master controller assemblies and signal system installation of the types specified, in conformity with these specifications, to ensure fully operational traffic signal installations as shown on the plans.

907-632.02--Materials.

907-632.02.1--Cabinet Assembly. Cabinet Assemblies shall meet the NEMA 3R requirements and be constructed principally of 0.125-inch thick, 5052-H32 aluminum. The aluminum shall have a mill finish per NEMA TS 2 7.7.3. Intermittent welds may be used for construction and any unwelded cabinet seams shall be sealed with clear RTV silicone. All external fasteners shall be stainless steel and no holes will be allowed in top of cabinet.

The door handles shall be stainless steel or cast aluminum. Door hinges shall be of the continuous type with a stainless steel hinge pin. Rivets are not be used to attach the hinge. The main door stop rod shall be constructed using stainless steel. The door stop mechanism shall be adjustable and capable of being securely latched in multiple opened positions including 90 degrees and a maximum of 120 degrees. The brackets attaching the stop rod to the door and cabinet shall be aluminum and welded in place. The main door cylinder lock shall be a #2 key type lock. Two (2) traffic industry standard No. 2 keys shall be provided with each cabinet and shall be made using heavy duty key blanks.

Extruded aluminum channels permanently attached to the right and left cabinet sides shall be provided for attaching adjustable shelving and mounting of other component panels. The cabinet shall have two (2) shelves installed. Both shelves shall be provided with the front edge pre-drilled with 0.25-inch holes located twelve (12) inches apart.

907-632.02.2--Physical Features.

907-632.02.2.1--Pull Out Drawer. A pull out drawer shall be installed and centered under the

bottom shelf. The drawer shall be made of 0.080-inch thick, 5052-H32 aluminum and come out on full extension drawer slides. The pull out drawer shall provide an approximate 16-inch x 14-inch working area and have the ability to bear a constant 25 pound burden. There shall be a compartment for document storage. The lid shall be hinged at the rear, to gain access to the storage area. The drawer will be used to store documents as well as support a notebook computer. The drawer slides shall be of the full extension ball bearing type. Dimensions of the drawer shall be large enough to support a notebook computer and a drawer of sufficient size to hold at least two (2) copies of the cabinet drawings and other related cabinet documentation. The surface of the lid shall have a non-slip surface.

907-632.02.2.2--Cabinet Lighting. Cabinets shall be provided with a minimum of two (2) white light LED modules. One (1) lighting module shall be installed along the front top section of the cabinet and the second lighting module shall be installed underneath the bottom cabinet shelf in such a location as to provide direct lighting of the load bay area of the cabinet but must not interfere with the cabinet drawer operation.

Both LED lighting modules shall be controlled by a NEMA rated, commercial quality, pushbutton door switch. The cabinet lighting shall turn on when the cabinet main door is opened and shall turn off when the main door is closed or an ON/OFF NEMA rated, commercial quality, toggle switch mounted on the inside cabinet door service panel shall be provided to turn both LED lighting modules on or off.

907-632.02.2.3--Police Panel Switches. Police panel switches shall be provided with all controller cabinets. All switches shall be hard wired and labeled as to their function.

NORMAL-FLASH: When this switch is in the FLASH position, all signal indications shall transfer to the flashing mode. AC power shall be removed from the load switches when the signal indications transfer to the flashing mode.

The controller unit shall operate in accordance with appropriate specifications during the flashing mode. When the switch is placed in the NORMAL position, transfer from the flash mode to normal operation shall be made in accordance with uniform code flash requirements.

SIGNAL ON-OFF: AC power shall be removed from the signal heads and the intersection will become dark when this switch is in the OFF position.

MANUAL CONTROL ON-OFF: When this switch is in the ON position, a logic ground shall be applied to the manual control enable input of the controller unit.

INTERVAL ADVANCE INPUT JACK: A manual jack shall be installed on the police panel. The jack shall inter-mate with a 3-circuit, 1/4-inch diameter phone plug. The tip and ring (middle) circuits of the jack shall be connected to the logic ground and the interval advance inputs of the controller unit. When the manual hand cord is plugged into the jack and the pushbutton is pressed, logic ground shall be connected to the interval advance input of the controller unit.

When specified in the contract documents, an interval advance cord shall be provided. The cord

shall have a minimum length of three (3) feet. It shall have a ¼-inch diameter, three circuit plug connected to one end and a manual pushbutton enclosed in a hand-held enclosure at the other end. A complete cycle (push-release) of the manual pushbutton shall terminate the controller unit interval which is active except the vehicular yellow and red clearance intervals. Cycling the pushbutton during the vehicular yellow or all red clearance intervals shall not terminate the timing of those intervals.

907-632.02.2.4--Service Panel Switches. Service panel switches shall be hard wired and clearly labeled to identify as to their functions. Service panel switches shall be mounted on the service panel located on the inside of the main cabinet door. Alternate switch locations may be described in the plans or contract documents but final switch design and location shall be approved by the Engineer prior to cabinet fabrication.

NORMAL-FLASH: When this switch is in the FLASH position, all signal indications shall transfer to the flashing mode. AC power shall be removed from the load switches when the signal indications transfer to the flashing mode.

The controller unit shall operate in accordance with appropriate specifications during the flashing mode. When the switch is placed in the NORMAL position transfer from the flash mode to normal operation shall be made in accordance with uniform code flash requirements.

CONTROLLER ON-OFF: When this switch is in the OFF position, AC power shall be removed from the controller. When this switch is returned to the ON position, the controller unit shall perform normal start up functions and resume normal operation in accordance with the applicable specification.

STOP TIME-RUN-NORMAL: A 3-position manual switch shall be provided which places the controller into Stop Time mode manually or through remote input.

VEHICLE DETECTORS: A 3-position switch shall be provided for each vehicle and pedestrian detector circuit. All switches shall be located on a panel mounted on the inside of the main cabinet door. The switch panel shall be labeled CALL SWITCH. Labeling of phase number and intended function (vehicles or pedestrian calls) shall be provided for each switch.

The vehicle detector switch functions are defined as follows:

Locked Call	Call is continually placed into the controller unit.
Off (center)	Vehicle detector is connected to the controller unit vehicle detector input, i.e. normal detector operation.
Momentary Call	Call is continuous as long as the switch is manually held in this position.

907-632.02.2.5--Police and Service Panel Locations. The police and service panels shall be constructed of 5052-H32 0.125-inch thick aluminum.

The police panel shall be located behind the police door which is enclosed within the main door.

The police door shall be hinged and provided with a neoprene gasket seal. Access to any portion or equipment contained behind the main cabinet door shall not be accessible through any part of the police panel. The police panel shall be of appropriate dimensions to accommodate all switch or devices described within this specification, the plans or contract document. The police door shall be provided with a treasury #2 key type lock and two (2) keys for the police door lock shall be provided with each cabinet.

The service panel shall be mounted on the inside portion of the main cabinet door, adjacent to the back side of the police panel or on the left hand side of the cabinet.

907-632.02.2.6--Cabinet Ventilation. Cabinets shall be vented to allow dissipation of the heat generated by the equipment contained within. All cabinets shall have a thermostatically controlled exhaust fan located at the top of the cabinet that is capable of 100 cubic feet per minute air displacement. The thermostat shall be mounted on the inside top of the cabinet and shall have a nominal temperature range from 80°F to 170°F.

The intake vent shall be louvered or equivalent design to prevent rain infiltration. The vent area will be located along the bottom portion of the cabinet door. A 16-inch x 12-inch x 1-inch disposable pleated air filter shall be provided on the inside portion of the cabinet and shall fully cover the vent area.

907-632.02.2.7--Air Filter Assembly. Air filters shall be one piece and shall be held firmly in place against the cabinet door in order to prevent dust from bypassing the perimeter of the filter and shall fully cover the vent area. Wing nuts or thumbscrews are preferred. Air filter shall be a 16-inch x 12-inch x 1-inch disposable pleated filter.

907-632.02.2.8--Cabinet Sizes.

907-632.02.2.8.1--Type I Cabinet. A Type I cabinet, 51"H x 30"W x 18"D, may be used for both pole and base mounted cabinets that require a maximum eight (8) position load bay. Pole mounted cabinets do not require rear access.

907-632.02.2.8.2--Type II Cabinet. A Type II cabinet, 51"H x 36"W x 18"D, may be used for both pole and base mounted cabinets that require a maximum twelve (12) position load bay. Pole mounted cabinets do not require rear access.

907-632.02.2.8.3--Type III Cabinet. A Type III cabinet, 56"H x 44"W x 27"D, shall be used for base mount installations and shall require a sixteen (16) position load bay and rear access door.

907-632.02.2.8.4--Type IV Cabinet. A Type IV dual chamber cabinet, 56"H x 57"W x 29"D, shall be used for base mount installations and shall require a sixteen (16) position load bay, rear access door, and external generator plug. When called for in the plans, a UPS shall be housed inside this cabinet.

907-632.02.2.8.5--Type V Cabinet. A Type V cabinet, 77"H x 44"W x 27"D, shall be used for base mount installations and shall require a sixteen (16) position load bay and rear access door.

907-632.02.3--Power Distribution Panel. The power panel shall be wired to provide the necessary power to all equipment. It shall be manufactured from 0.125-inch thick, 5052- H32 aluminum. The power panel shall house the following components: Main Breaker, Auxiliary Breakers, and Terminal Block. The panel shall be of such design so as to allow a technician to easily access the main and auxiliary breakers.

A 3-position terminal block with a removable insulated cover accepting up to AWG #4 stranded wire shall be supplied for accepting only the incoming power lines. This terminal block shall be in advance of and supply only the 30-amp main breaker, 10-amp and 5-amp Auxiliary breakers, AC neutral buss and earth ground buss.

907-632.02.3.1--Ground and Neutral Busbars. Cabinet grounding shall meet the requirements set forth in Subsection 722.09 for grounding and ground rods. A solid copper ground busbar shall be mounted on the side of the cabinet wall adjacent to the power panel for the connection of chassis ground wires. If more than one (1) ground busbar is used in a cabinet, a minimum of an AWG #6 copper wire shall be used to bond them.

The copper ground busbar shall have a minimum of thirteen (13) connector points, each capable of securing at least one (1) AWG #6 conductor.

A solid copper neutral busbar shall be mounted on the side of the cabinet wall adjacent to the power panel for the connection of AC neutral wires.

The copper neutral busbar shall have a minimum of thirteen (13) connector points, each capable of securing at least one (1) AWG #6 conductor.

907-632.02.3.2--Terminal Strips. Conductors shall be terminated on terminal strips with insulated terminal lugs. When two (2) or more conductors are terminated on field wiring terminal strip screws, a terminal ring lug shall be used for termination of those conductors. The voltage and current rating of terminal strips shall be greater than the voltage and current rating of the wire which is terminated on the terminal strip.

907-632.02.3.3--Cabinet Receptacles. A 3-wire 115 Volt AC (15A) Ground Fault Circuit Interrupt (GFCI) duplex receptacle shall be provided in the cabinet for maintenance use. It shall be securely mounted near the bottom right side of the cabinet and easily accessible.

Two (2) 3-wire 115 Volt AC (15A) non-GFCI protected outlets shall be installed, one on each side of the cabinet. These two (2) outlets are used for communication or other auxiliary equipment.

907-632.02.3.4--Operating Line Voltage. All equipment shall be designed to operate from a 120 volt, 60 cycle AC supply. Operation shall be satisfactory at voltages from 105 volts to 130 volts. All operating voltages into and out of the controller shall be NEMA level DC voltages except for the controller AC power source (Connector A, Pin p – AC-Control and Pin U – AC Common).

907-632.02.3.5--Circuit Breakers. Circuit breakers shall meet the requirements set forth in

Subsection 722.07. A 30-amp main breaker, with a minimum of 10,000 amp interrupting capacity, shall be provided for all cabinets to supply power to the controller, MMU, signals, and rack power supply.

Two (2) auxiliary breakers shall be provided. The first breaker, 10-amp, shall supply power to the fan, light, GFCI utility receptacle and two (2) auxiliary standard receptacles. The second breaker, 5-amp, shall be installed to supply power for the Controller Unit and MMU2. The above circuit breakers line side shall be jumpered together and will be fed from an external main circuit. A third 5-amp breaker shall be required if an ITS camera panel is called for in the plans.

907-632.02.3.6--Main Line Arrestors. Surge protection shall be provided that meets the requirements set forth in Subsection 722.12. A main line arrestor shall be provided to reduce the effects of voltage transients on the AC power line. It shall be installed after the circuit breaker. The main line arrestor shall be sufficient to protect all equipment and devices as per the plans and the following minimum specifications.

- Multi-stage Hybrid Design
- Series induction filtering
- Thermally protected Metal Oxide Varistors (TMOV's)
- Operating Voltage: 120 VAC
- Clamping Voltage: 395 VAC
- Operating Current: 15 A
- Peak Surge Current: 50 kA/Mode, 100 kA/Phase
- Operating Frequency: 47-63Hz
- EMI Attenuation: 40 dB Typ
- SPD Technology: TMOV's w/ W-C Filter
- Modes of Protection: L-N, L-G, N-G
- Status Indication: Power On & TMOV's Functional
- Connection Type: ¼-20 Stainless Steel Stud
- Operating Temperature: -40°F to +185°F

907-632.02.3.7--Solid State Main Line Relay (SSR). A normally-open, 75-amp, hybrid SSR shall be provided on the power distribution panel. The relay shall include a LED indicator to verify circuit power.

907-632.02.4--Terminal Facilities Board. The Terminal Facility shall be a hardwired load bay for NEMA TS 2 Type 1 actuated controllers. The load bay shall include either eight (8), twelve (12) or sixteen (16) load switch positions, as specified by the plans, and shall be centered along the back of the cabinet below the bottom shelf.

All wires terminated behind the backboard, as well as any additional panels, shall be soldered. No pressure or solderless connectors shall be used, unless they are soldered to the wire and tab after connection.

907-632.02.4.1--Load Switches and Flashers. Solid State Load Switches, compatible with low

wattage LED signals, shall be provided for the sequence called for on the plans. The load switch sockets shall be wired for triple-signal load switches conforming to NEMA TS 1-1994 and NEMA TS 2-2003 requirements.

The flasher socket shall be wired for and provided with a Type 3, two (2) circuit Solid State Flasher conforming to NEMA TS 1-1994 and NEMA TS 2-2003 requirements. It shall be possible to flash either the amber or red indication on any load switch outputs. It shall be possible to easily change the flash indication from the front side of the panel using readily available tools such as a screwdriver. A nominal flash rate of 50 to 60 FPM shall be provided. Flash rate shall be stable when used with generators or inverters.

Support(s) shall be provided to support the Flasher and Load Switches at some point approximately half of the total length from the panel surface. Sufficient area beneath the Load Switch or Flasher shall be clear in order to allow for free flow of air across the Load Switches or Flasher. Load Switches and Flashers must be provided with LED indicator lights on the side facing the cabinet door.

907-632.02.4.2--Flash Transfer Relay. All flash transfer relays, as a minimum, shall meet NEMA TS 1 requirements. The number of relays that shall be supplied with each cabinet shall accommodate the number of signal phases as indicated in the project plans. The coil of the flash transfer relay must be de-energized for flash operation.

907-632.02.5--Cabinet Wiring. Controller cabinets shall be wired in accordance with the signal phasing plans. If phases are indicated as omitted for future use, or if phases are not shown to be used in the plans, the cabinet shall be wired for use of the phases shown as future or unused. Load Switches shall not be provided for future or unused phases.

Wiring in the cabinets shall conform to the requirements of the National Electrical Code (NEC) and all of these specifications. All conductors in the cabinet shall be stranded copper. All wiring shall be laced. All wiring shall be in accordance as specified by Section 636 and Subsection 722.03 for Electric Cable and IMSA Specification 19 and/or 20 for Signal Wiring.

Connector harnesses for controller, conflict monitor, vehicle detectors, and accessory equipment (including NEMA defined Card Rack with power supply and pre-wired optical detection slots) shall be provided and wired into the cabinet circuitry. Connecting cables for controller and conflict monitor harnesses shall be sleeved in a braided mesh. All wires shall be securely terminated on terminal strips. The lay of the interconnect cable between the components must be such that when the door is closed, it does not press against the cables or force the cables against the various components inside the cabinets.

All communication wiring shall be bundled and routed independently of all other wiring. All live conductors shall be covered with suitable insulating material. All equipment grounds shall run directly and independently to the grounding bus.

All wires shall be cut and terminated as close as possible to the proper length before assembly. Consideration of equipment location adjustments must be made when determining appropriate

wire lengths. Excessive lengths of wire or cable shall not be allowed. All line voltage conductors used in controller cabinet shall conform to the following color code:

AC Neutral: White
AC Hot: Black
Safety Ground: Green

907-632.02.5.1--Signal Terminal Arrestor Grounding Bar. A field terminal arrestor grounding bar shall be provided along the back portion of the cabinet for the installation of signal arrestors. This bar shall be attached using an AWG #10 stranded copper to the earth ground circuitry.

907-632.02.5.2--Signal Terminal Arrestors. The field terminal arrestor shall be a three (3) circuit protective device intended for use on traffic control load relay outputs. The arrestor shall be furnished with three (3) leads and a grounding stud which will be used to attach the arrestor to the grounding bar. The field terminal arrestor shall meet the following minimum specifications:

- Operating Voltage: 120 VAC
- Clamping Voltage: 475 VAC
- Peak Surge Current: 10 kA
- Operating Frequency: 47 – 63 Hz
- SPD Technology: MOV's
- Connection Type: Wire Leads
- Lead Wire: 14 AWG 12" Length
- Ground Stud: 10 x 32 5/8" Length
- Operating Temperature: -40°F to +185°F

907-632.02.6--Accessory Components.

907-632.02.6.1--Traffic Actuated Controller Unit. The fully actuated controller unit shall, at a minimum, meet the requirements of both NEMA TS 1-1989 and NEMA TS 2-2003 requirements for actuated controller units. The controller shall be of the TS 2 Type 2 configuration. The controller shall be provided with the multiple communication interface devices or properties as defined below.

- 10 Base-T Ethernet with front panel RJ-45 connector
- IEEE defined MAC address
- EIA-232 port
- External Serial Fiber options for both single and multi-mode (optional as per plans)
- External FSK 1200 bps modem (optional as per plans)
- D connector with 37 pin configuration for TS 1 compatibility
- USB port for signal controller database upload/download to the controller flash
- Controller
- ECOMM Compatible

The controller unit must have an alphanumeric backlit LCD display with a minimum of sixteen

(16) lines at 40 characters per line. The controller must be air-cooled with sufficient ventilation openings and capable of operating between -30°F and 165°F. The controller unit must be provided with a time-of-day clock, automatic daylight savings time adjustment and a power supply for maintaining SRAM during a power outage. The controller unit shall be capable of being used in a Closed-Loop System and must be capable of operating in the role of master controller in a Closed Loop System. The controller unit firmware shall be fully compatible with the Department's existing Traffic Signal Management Software. The Contractor shall ensure all controller firmware versions are compatible with the existing Traffic Signal Management Software that the Regional Department staff currently utilizes prior to submitting the controller for approval. The Contractor shall notify the Department if any special controller configuration or firmware is needed prior to submitting the controller for approval based on project requirements.

Where Flashing Yellow Arrow (FYA) operations are being used, all traffic signal controller firmware shall be capable of delaying the onset of the flashing yellow arrow.

All operator entered data shall be stored and backed up on to a flash memory device provided with the controller unit at no cost. This flash memory device shall require no battery to support value storage. No internal components of circuitry shall require battery support. The database shall be able to be backed up to a USB drive via the USB drive on the controller.

Traffic Actuated Controllers shall be of the Type shown on the plans. Type 1 Controllers shall have a Linux based processor and a minimum of one (1) USB port. Type 2 Controllers shall have the same features as Type 1 Controllers with the addition of an ATC backplane.

Type 3 Controllers shall have all features of the Type 2 Controller with the addition of the ATC module. All three (3) types of actuated controllers shall have Master controller capability, and if required shall be designated with 'M' in the plans.

907-632.02.6.2--Closed Loop Master Controller Unit. When called for in the plans, this work also consists of furnishing, installing and configuring the equipment, software and accessories necessary to connect one (1) traffic Closed-Loop Master Controller to its corresponding central or portable PC-based Traffic Computer Facility Control System via a communications connection. The communications or network connection device will be either existing or provided by the Contractor.

907-632.02.6.2.1--General. The Master shall monitor intersections in the system, display status and operational state and provide traffic flow data from intersection vehicle detectors. The Master shall include all communications equipment and software necessary to provide reporting to a remote terminal as well as upload/download of all local intersection data and provide timing synchronization. Communications to local controllers from the Master and from the Master to the central-office computer facility shall be by FSK, 900 MHz Radio, Broadband Radio, Serial Fiber, Ethernet, Fiber, Cell Modem or Leased Line, as indicated in the plans. The Master shall be able to run on the same controller simultaneously operating the intersection, with the local signal control software, on any given controller unit.

907-632.02.6.2.2--System Configuration. The system architecture shall be designed to minimize

the effect of equipment failures on system operation and performance. The system consists of four (4) principal elements:

- Local System Intersection Controllers
- Communication (Telemetry Links)
- On-Street Master(s)
- Central-Office Computer Software

907-632.02.6.2.3--Local System Intersection Controller. The local system intersection controllers connected to the Master controller unit shall be capable of controlling a fully actuated two (2) to sixteen (16) phase intersection and shall meet or exceed NEMA TS 1-1989 and TS 2-2003 standards for fully actuated traffic control units. The local controller shall have internal communication capability with direct access to the data memory. The local system controller shall be capable of processing controller and detector data and provide all necessary intersection control functions. The local system intersection controller shall meet the requirements of the Traffic Actuated Controller Unit.

907-632.02.6.2.4--Communications (Telemetry) Links. The communications links for the "Closed-Loop" System shall perform the following functions:

- Provide the medium (radio/fiber/hardwire/etc.) for two-way communications between the On-Street Master and the local intersection controllers.
- Provide the medium for two-way communication between the On-Street Master and the central-office computer facility.
- Error checking shall be included in both mediums to assure transmission and reception of valid data.

907-632.02.6.2.5--On-Street Master. The On-Street Master may be located at an intersection and connected via the communication network to at least 32 local intersection controllers. The Master shall be capable of implementing Traffic Responsive Control, Time Base Control, Manual Control or Remote Control modes of operation.

Analysis of sampling sensor data from at least 64 system detectors and corresponding selection of the best Traffic Responsive timing pattern shall be provided by the On-Street Master during the Traffic Responsive mode of operation.

Automatic and continuous monitoring of system activity shall be provided by the On-Street Master to include both Master and intersection alarm conditions.

System parameter entry shall be provided via the On-Street Master including all Master and local intersection assignment and group parameters. Master parameters shall include:

- System coordination setup and pattern data entry by group
- System time base event scheduler
- System traffic responsive computational and pattern selection setup by group
- Intersection system group and detector assignments

The On-Street Master shall provide comprehensive system report generation including, as a minimum: system, intersection, detector and failure status and history reports in addition to system performance reporting.

A RS-232C interface shall be provided on the On-Street Master to allow for printing of reports or for interconnecting to a remote central site.

To enhance overall system operation and increase system management flexibility, the On- Street Master shall also support two-way dial-up communications to a central office computer for control, monitoring, data collection and for timing pattern updating purposes, all from a remote central office location. Continuous, seven (7) days/week - 24 hours/day, system monitoring shall be enhanced by the On-Street Master's capability to automatically dial-up the central office computer upon detection of user defined critical alarm conditions.

907-632.02.6.2.6--System Functional Requirements.

907-632.02.6.2.6.1--Operator Interface. In order to provide ease in programming and operation, the system shall provide a simplified user-friendly menu format at each local, master and central office facility. No special programming skills shall be required for the user to fully access and operate this control and monitoring system at any level.

All programming, both of the local intersection controllers and the On-Street Master(s) shall be via a front panel keyboard and display, driven by English Language menus. All data change entries will be automatically verified against established ranges prior to acceptance to prevent programming data errors. Data access shall be controlled by user- definable access controls.

907-632.02.6.2.6.2--System Traffic Control. The system shall have the capability of controlling a minimum of sixteen (16) vehicle phases and eight (8) pedestrian phases. The system shall have the capability of implementing a minimum of four (4) timing rings, fifteen (15) alternate sequences, and sixteen (16) offsets.

The system shall provide the capability of selecting any of the following operational modes on a group basis:

- Traffic Responsive
- Time Base (Time-of-Day/Day-of-Week)
- Remote (External Command)
- Manual (Operator Entry)

The system shall be capable of implementing system FLASH and system FREE operation. The system shall have the capability to command, on/off based on time, up to eight (8) independent special functions.

907-632.02.6.2.6.3--Detectors. The system shall have the capability of accepting and processing data from at least 632 system detectors for Traffic Responsive program selection.

907-632.02.6.2.6.4--Pattern Selection. In addition to providing Manual and Remote program selection capability, the Master shall provide for Traffic Responsive and Time Base modes of operation for timing pattern selection.

907-632.02.6.2.6.4.1--Traffic Responsive Mode. Traffic plan selection in the Traffic Responsive mode shall be user-enabled and supplied with the controller, per the plans and specifications. The pattern selection shall be based on sampling detector volume and occupancy analysis by the On-Street Master.

907-632.02.6.2.6.4.2--Time Base Mode. The system shall provide the capability of implementing time-of-day, day-of-week and week-of-year control for each of the two (2) groups using an internal time clock referenced to the 60-Hz AC power line frequency for its time base. The Time Base mode shall contain automatic adjustment for leap year and daylight savings time changes.

The system Time Base mode shall provide, as a minimum, 100 events each capable of requesting any of the 48 traffic control patterns along with Traffic Responsive override enable or auxiliary events consisting of enable/disable any of up to four (4) system-wide special functions and setting sample and log interval time periods.

907-632.02.6.2.6.5--System Control Priority. The system coordination control (program-in-effect) for each group shall be selected on a priority basis. The priority from highest to lowest shall be as follows:

- Manual Control Entry
- External Control (Remote Command)
- Time Base Control (Time-of-Day/Day-of-Week) (Traffic Responsive control will prevail whenever Traffic Responsive Override Enable is active and the selected cycle length is greater than that being commanded by Time Base)
- Traffic Responsive Control

907-632.02.6.2.6.6--Measures of Effectiveness. The system shall have the capability to report selected Measures of Effectiveness (MOE's) on an intersection basis. MOE calculations shall be made on all phases by the local system intersection controller and as a minimum shall include measures such as: volume, number of stops, delays and green utilization. These measures shall be calculated on the basis of the active timing plan. Alternate ways of reporting MOE'S may be approved on a case-by-case review.

907-632.02.6.2.6.7--Uploading and Downloading. The system shall provide, for any selected local system intersection controller, the capability of uploading and downloading any or all, new or modified local intersection parameters from the central-office computer and the Department Central Traffic Signal Management Software, and shall include, as a minimum, all: Phase Timing and Unit Data; Coordination Data, Time Base Data; Preemption Data, System Communication Parameters, System Traffic Responsive Data, and any other System Data residing at the intersection such as Detector Diagnostic Values, Report Parameters and Speed Parameters.

During either uploading or downloading operations, normal traffic control operations shall not be suspended. All data shall be continually accessible and may be displayed at the On- Street Master or the central office computer.

907-632.02.6.2.6.8--System Monitoring and Diagnostics. The system shall automatically and continually monitor system activity and log/report occurrences of Master and intersection alarm conditions. All alarm condition events shall include at the intersection, (Master and central-office computer) an alpha-numeric description of the event as well as the time and date of occurrence.

As a minimum, monitored master alarms conditions shall include:

- Insufficient or Improper Data
- Failed Computational Channels
- Failed System Detectors
- Intersection Communication Failure
- Failed Controllers
- Minimum of six (6) special user defined alarms for user application flexibility
- Monitored intersection alarms conditions shall include as a minimum:
 - Cycle Faults and Failures
 - Coordination Failures
 - Voltage Monitor
 - Conflict, Local and Remote Flash Conditions
 - Preempt
 - Local Free
- Minimum of six (6) special user defined alarms for additional user flexibility.

When the Master detects a critical alarm condition, as defined by the user, it shall automatically dial-up the central office computer and report the condition. On a BUSY or NO ANSWER, the system may be programmed, at user option, to alert a secondary computer.

The system shall also automatically and continually monitor, verify and attempt to correct Sync Pulse, Time Base Clock and Pattern-In-Effect. The system shall provide capabilities to perform diagnostics on system and local detectors, communications and intersection operations. When a fault has been detected, an indication shall be provided. It shall be possible to isolate the fault to the failed unit from controls and indicators available on the Master unit. Auxiliary equipment such as a data terminal or CRT shall not be required to identify the failure.

907-632.02.6.2.6.9--Real Time Display. The Master shall provide for any selected local system intersection controller, real-time status information on its front panel. Real-time intersection status information shall include simultaneous display of: vehicle and pedestrian signal and detector status by phase, overlap signal status and cars waiting count by phase. Real-time controller status information shall include simultaneous display of: two (2) Ring Active timers, On/Next, Call/Recall and Hold/Omit Status by phase, Coordination, Preempt and Stop Time Status.

907-632.02.6.2.6.10--System Management. The system, without hardware changes but with its

ability to directly modify Master and intersection parameters, shall provide the user system configuration and operational controls of the following functions: add/delete controllers and system detectors, enable Traffic Responsive mode, assign intersections to groups, assign system detectors to computational channels and channels to pattern select routines, and assign special and/or standard detectors as system detectors for use with computational channels or to track activity.

907-632.02.6.2.6.11--System Logging and Reports. The system shall automatically and continually process system data and log/report on occurrence of changes in intersection status, system detector status, communications status, controller status and local detector status in addition to system program changes, Traffic Responsive computations, measures of effectiveness and performance.

907-632.02.6.2.6.12--Security. The On-Street Master shall provide for a user-specified security code entry before any data may be altered. In order to view any parameter, security code entry shall not be required. Security access shall be automatically rescinded approximately ten (10) minutes after either access was gained or the last parameter change was entered. The Master and local controller shall have the ability via keyboard to disable security code requirements, allowing for perpetual access without requiring hardware changes.

907-632.02.6.2.7--Design Characteristics. The On-Street Master shall be designed to operate in either an office or field environment and shall be suitably housed in a separate enclosure or in a local intersection cabinet. The Master shall be designed to meet the following electrical and mechanical requirements:

907-632.02.6.2.7.1--Programming and Security. Operator programmable data entry shall be accomplished through panel keyboard(s). The Master shall prevent the alteration of keyboard set variables prior to the user having entered a specific access code through the keyboard. The Master shall maintain user-programmable variables in non-volatile memory with a battery-backed RAM to assure continued efficient system operation.

907-632.02.6.2.7.2--Test and Repair. To enhance maintenance and trouble-shooting activities, On-Street Masters shall include resident diagnostics as a standard. No extender- cards, special tools or PROMs shall be necessary to fully maintain these components. The Master unit design shall ensure that all printed circuit boards be readily accessible for maintenance testing purposes. All fuses, connectors and controls shall be accessible from the front of the Master unit.

907-632.02.6.2.8--Traffic Signal System Software. All Traffic Signal System Software shall be compatible with the latest version of the Department's existing Master and local controllers and existing Traffic Signal Management Software for the Department region.

907-632.02.6.2.8.1--Traffic Signal Closed Loop Software. The Traffic Signal Closed-Loop Software shall provide the ability to manage Master and local controller databases including the uploading and downloading of data parameters. The software shall provide status information and provide reporting capabilities for Master and local controller data, alarms and logs.

907-632.02.6.2.8.2--Traffic Signal System Workstation Software. The Traffic Signal System Workstation shall provide the ability to manage Master and local controller databases including the uploading and downloading of data parameters. The software shall provide status information and provide reporting capabilities for Master and local controller data, alarms and logs.

The Traffic Signal System Workstation Software shall also be capable of operating as a network-connected user workstation to existing centralized signal systems and their associated databases.

When disconnected from the centralized signal system, the software shall be capable of running as a standalone system similar to the Closed-Loop Software. Under this mode, the software shall provide management, report and status functions for Master and local controllers. Under Standalone Mode of operation the software shall allow for its own database(s) for data management without the need for connecting to a centralized signal system database.

907-632.02.6.2.9--Services. Technical services shall be provided, as required, to assist in installation and initial setup of the Closed-Loop Master System and its sub-components. Technical assistance with database migration and/or setup, as well as the development of graphics (such as master maps and local intersection depictions) and the assignment of associated attributes such as detectors, phasing, signals, etc., shall be provided as required. Additionally, training shall be provided on a basic or advanced target user level, as required.

907-632.02.6.3--Malfunction Management Unit (MMU2). The Malfunction Management Unit (MMU2) shall be a shelf-mountable, sixteen (16) channel, solid-state, IP addressable MMU. The MMU2 shall accomplish the detection of, and response to, improper and conflicting signals and improper operating voltages in a traffic signal controller assembly, including support for four (4) section Flashing Yellow Arrow (FYA) left turn displays. The MMU2 shall be capable of running a minimum of twelve (12) different modes of FYA operation.

The MMU2 shall meet or exceed Section 4 requirements of the NEMA Standards Publication No. TS 2-2003 including NEMA TS 2 Amendment #4-2012 and provide downward compatibility to NEMA Standards Publication No. TS 1-1989: Type 12 Operation, in addition to those specifications set forth in this document.

The MMU2 shall include a graphics based Liquid Crystal Display (LCD) to view the current monitor status and navigate the unit's menus. An RJ-45 Ethernet Port shall be provided for communications.

A built-in Diagnostic Wizard shall be provided that displays detailed diagnostic information regarding the fault being analyzed. This mode shall provide a concise view of the signal states involved in the fault, pinpoint faulty signal inputs and provide guidance on how the technician should isolate the cause of the malfunction. The Diagnostic Wizard shall be automatically invoked when the MMU2 is in the fault mode and the HELP button is pressed. It shall also be automatically invoked when the MMU2 is in the Previous Fail (PF) event log display and the HELP button is pressed.

A built-in Setup Mode shall be provided that automatically configures the Dual Indication Enable, Field Check Enable, Red Fail Enable and Minimum Yellow Plus Red Clearance Enable parameters from user input consisting only of channel assignment and class (vehicle, ped, pp-turn, FYA, etc.) responses.

The MMU2 shall be capable of operating in the Type 12 mode with SDLC communications enabled on Port 1. The Channel Status display shall operate in the Type 12 configuration and provide the Field Check function for up to four (4) Pedestrian Walk inputs.

In the interest of reliability and repair ability, printed circuit board mounted MS connectors shall not be acceptable. Internal MS harness wire shall be a minimum of nineteen (19) strand AWG 22 wire.

907-632.02.6.4--NEMA defined Card Rack and Power Supply. A minimum of one (1) NEMA compliant detector card rack with five (5) slot positions (first slot for power supply and four (4) available slots) shall be provided in each cabinet. The detector rack shall be installed on the bottom shelf of the cabinet. The power supply for the NEMA defined card slots shall be provided as a 175W minimum with four (4) independent regulated channels of 24 VDC each rated at 0.75 amps over the full NEMA operating temperature range of -30°F to +165°F. The output should be regulated to 24 VDC +/- 15%. Each of the four (4) outputs shall be independently fused, each with a separate LED for displaying output and fuse status for each of the four (4) outputs. Each of the four (4) outputs shall be protected against voltage transients by a minimum 1500 watt suppressor. All card racks shall be wired for the type detection shown in the plan sheets.

Card Guides shall be provided on the top and bottom of the card rack for each connector position.

907-632.02.6.5--In-Cabinet Network.

907-632.02.6.5.1--Communications Arrestor. The Controller Cabinet network shall consist of an SDLC connection between the Controller Unit and MMU2. Surge suppression for this network shall meet the requirements set forth in Subsection 722.12 and the following minimum requirements below:

- Operating Voltage: 5 VDC
- Clamping Voltage: 8 VDC
- Operating Current: 1.5 A
- Peak Surge Current: 47 A (10x1000 μ s)
- Frequency Range: 0 to 20 MHz
- Insertion Loss: < 0.1 dB at 20 MHz
- SPD Technology: SAD
- Connection Type: DB-15
- Operating Temperature: -40°F to +185°F

907-632.02.6.6--System Communications.

907-632.02.6.6.1--Traffic Signal Ethernet Switch. When specified in the plans or contract

documents, a traffic signal Ethernet switch shall be installed in the cabinet assembly. It shall meet the requirements for the type specified in Section 907-663. Ethernet patch cables of sufficient length shall be provided for all supplied Ethernet ready cabinet components. The switch and all components shall be connected and configured.

907-632.02.6.6.2--Fiber Optic Patch Panel. When specified in the plans or contract documents, fiber optic attenuator patch cords shall be installed in the cabinet assembly as specified in Section 907-661.

907-632.02.6.6.3--Wireless Communications. When specified in the plans or contract documents, wireless communication components shall be installed in the cabinet assembly and shall be as specified in Section 907-662.

907-632.02.6.6.4--Serial Port Server or Terminal Server. When specified in the plans or contract documents, serial port servers shall be installed in the cabinet assembly and shall be as specified in Subsection 907-663.02.2.

907-632.02.6.6.5--GPS Clock. This work includes furnishing a Global Positioning System (GPS) Synchronization clock that can be used to sync the internal clocks in traffic signal controllers when coordination is desired, but communication is not necessary. The GPS Clock System shall provide GPS based time and date synchronization to provide coordination of traffic controllers to a common time base. The system shall process GPS Time data using a tamper/vandal resistant GPS antenna and correct for Time Zone, Daylight Savings Time, Leap Years, and GPS Leap Seconds. The processed time information shall be sent to the traffic controller in the native format for the respective controller. A contact closure synchronization pulse with variable pulse width shall be available for a once per day update. If the GPS antenna is blocked for up to one (1) hour prior to scheduled time of synchronization, the system shall synchronize the traffic controllers with less than 0.4 seconds variance from the accuracy provided under normal operation with GPS satellites in view.

- The GPS Clock shall also meet the following minimum specifications:
- Input Voltage: 9-24 VDC
- Current Draw: 150 mA (max) at 12 VDC: 125 mA (max) at 24 VDC
- Contact Closure: 750 mA at 30 VDC
- Temperature Rating: -29.4°F to +167°F

GPS unit shall be mounted to the traffic signal controller cabinet as per the manufacturer's recommendation. Any and all holes created in the cabinet for the purpose of mounting the GPS unit shall be sealed to the satisfaction of the Engineer at no direct pay.

907-632.02.6.6.6--Power-Over-Ethernet Arrestor. Surge suppression that meets the requirements set forth in Subsection 722.12 shall be provided. In addition, the following minimum specifications shall be supplied for loads that require Power-Over-Ethernet with isolated shielded or non-shielded cable:

- Operating Voltage: 48 VDC
- Clamping Voltage: 68 VDC
- Operating Current: 0.75 A per Pin Continuous
- Peak Surge Current: 10 kA
- Insertion Loss: < 0.1 dB
- SPD Technology: GDT, SAD, with series PTC
- Modes of Protection: All Lines (1-8) Protected (L-L) and (L-G): Signal High- Low; High-Ground; Low-Ground
- Transmission Speeds: 10BaseT; 100BaseT; 1000BaseT
- Connection Type: RJ-45
- Operating Temperature: -40°F to +185°F

907-632.02.7--Detector Panel. A vehicle detector harness shall be provided to connect the detector panel to the card rack. The detector panel shall accept the connection of sixteen (16) field loop inputs and four (4) pedestrian detector inputs.

907-632.02.7.1--Detector Input Arrestors. Field Loop and Pedestrian input arrestors shall meet the requirements set forth in Subsection 722.12. Field loop arrestors shall have differential and common mode protection and be provided with the following minimum specifications:

- Operating Voltage: 75 VDC
- Clamping Voltage: 130 VDC
- Peak Surge Current: 250 A
- SPD Technology: Silicon Break-Over
- Operating Temperature: -40°F to +185°F

Pedestrian input arrestors shall be a four (4) circuit device provided with the following minimum specifications:

- Operating Voltage: 30 VDC
- Clamping Voltage: 36 VDC
- Operating Current: 0.15 A
- Peak Surge Current: 10 kA (8 x 20 μ s)
- Frequency Range: 0 to 20 MHz
- Insertion Loss: < 0.1 dB at 20 MHz
- SPD Technology: GDT, SAD, with Series PTC
- Connection Type: Terminal Block with compression lugs; Terminals accept up to 10 AWG
- Operating Temperature: -40°F to +185°F

907-632.02.8--System Detectors. The controller shall have the ability to receive input data from up to eight (8) special system detectors in addition to the normal actuated controller unit phase detectors. The user shall have the option to assign any of the phase detectors as “system detectors”.

907-632.02.9--Preemption. The cabinet shall be completely wired to accept and service calls from preemption phase selector modules, associated optical detector units and GPS units. Optical detector units and GPS unit cabinet components shall be as specified in Section 639. Provision for two (2) standard card modules shall be accommodated in a separate card rack for preemption. The preemption card rack shall provide a minimum of eight (8) channels.

Provisions shall also be made in the cabinet to accommodate Railroad Preemption when specified in the plans or contract documents. Railroad Preemption shall meet the requirements set forth in Section 639. While it is not necessary that a Railroad Preemption interface board be provided with the cabinet, the cabinet and back panel shall be designed so that a Railroad Preemption interface panel that uses a relay to isolate the track switch from the controller cabinet circuitry can be installed. Preempt 1 and 2, in the case of gate down preemption, shall be reserved for Railroad Preemptions; all subsequent preemptions shall be reserved for Emergency Vehicle, Fire Station, or Police Preemption.

907-632.02.10--Uninterruptable Power Supply. When specified in the plans or contract documents an Uninterruptable Power Supply (UPS) System shall be installed in the cabinet assembly. The UPS shall be installed in the cabinet and meet the requirements set forth in Section 633.

907-632.02.11--Power Service Pedestal. A Power Service Pedestal shall be provided as described in Section 631.03.2.

907-632.03--Construction Requirements.

907-632.03.1--Mounting. Traffic Signal Cabinet Assemblies shall be wall or pole mounted, base mounted on a concrete cabinet pad, or base mounted using a composite enclosure as specified below and as shown in the plans.

Power Service Pedestal shall be base mounted on a concrete cabinet pad or on a composite enclosure as specified below and as shown in the plans.

907-632.03.1.1--Wall or Pole Mounted. Wall or pole mount hardware shall be provided for mounting cabinets in specific installations as indicated in the design plans. Wall or pole mounted cabinets shall be manufactured with rigid tabs, rigid brackets or other acceptable configuration for attachment of the cabinet to the wall or pole support. Rigid attachment devices must allow for field alignment of cabinet to the wall or pole support.

907-632.03.1.2--Concrete Cabinet Pad. Concrete foundations shall be constructed of Class B concrete in specific installations as indicated in the design plans.

Cabinets for installation on a concrete base shall be manufactured with rigid tabs, rigid brackets or other acceptable configuration for attachment of the cabinet bottom to its flat support structure. Rigid attachment devices must allow for field alignment of cabinet with the support base. Concrete base construction details shall be provided in the design plan drawings.

907-632.03.1.3--Composite Enclosure. Cabinets for installation on a composite enclosure base shall be manufactured with rigid tabs, rigid brackets or other acceptable configuration for attachment of the cabinet bottom to its' flat support structure. Rigid attachment devices must allow for field alignment of cabinet with the composite enclosure. Composite enclosure attachment details shall be provided as shown in the plans.

907-632.03.2--Documentation. Documentation packages shall be delivered for each unit at the same time as the equipment to which it pertains.

A minimum of two (2) sets of complete schematic drawings and equipment documentation shall be supplied with each cabinet. The first copy shall be placed in a clear re-sealable print pouch of sufficient size to accommodate one (1) complete set of folded cabinet prints and placed in the pull-out drawer of the cabinet and the second copy shall be provided to the Department. Comprehensive controller data shall be included as part of the cabinet documentation package and shall be placed in the cabinet drawer pouch. Digital copies of all cabinet documentation shall be provided to the Department before final acceptance.

The documentation packages shall contain a schematic wiring diagram of the controller cabinet assembly and all auxiliary equipment. The schematic wiring diagram, including a symbols legend, shall show in detail all integrated circuits, transistors, resistors, capacitors, inductors as well as switches and indicators. All parts shown shall be easily identified on both in the cabinet and on the schematic diagram. Model numbers shall be used on schematic diagram when available.

A complete physical description of the signal cabinet assembly shall be provided to include at least the physical dimensions of the unit, weight, temperature ratings, voltage requirements, power requirements, material of construction, and complete performance specifications.

A complete set of operation guides, user manuals, and performance specifications shall be provided.

Detailed programming instructions, preventative maintenance requirements, and troubleshooting procedures shall also be provided for the controllers. These documents shall fully cover all programming procedures and programmable options capable of being made to the controllers and associated traffic control equipment. Instructions for modifications within the range of the capabilities of the unit such as changes in phases or sequences and programming matrix boards shall be included.

An intersection diagram shall be provided on the cabinet door showing geometric configuration, lane use assignments, controller cabinet and signal pole locations, vehicle and pedestrian signal head locations, vehicle and pedestrian detector zone locations, ring-barrier phasing diagram, and detector channel assignments. The intersection diagram shall be labeled with, at a minimum, a North Arrow, main street name(s), side street name(s), signal pole numbers, vehicle and pedestrian head type(s), detector zone designations, volume density and phase recall requirements, flash sequence. All field wires within the cabinet shall be labeled to coincide with those shown on the intersection diagram.

907-632.04--Method of Measurement. Traffic Signal Cabinet Assembly will be measured as a unit per each.

Remove and Replace Existing Traffic Signal Cabinet Assembly will be measured as unit per each.

Modify Existing Traffic Signal Cabinet will be measured as a unit per each.

Solid State Traffic Actuated Controller, of the type specified in the project plans, will be measured as a unit per each.

Signal Software License, of the type specified in the project plans, will be measured as a unit per each.

Malfunction Management Unit, of the type specified in the project plans, will be measured as a unit per each.

Card Rack, of the type specified in the project plans, will be measured as a unit per each.

GPS Clock, as specified in the project plans, will be measured as a unit per each.

Power Service Pedestal, as specified in the project plans, will be measured as a unit per each.

All pay items shall be inclusive of all materials, work, system integration, testing and incidentals necessary for a complete and operable unit in place and accepted. All removal, turn on, and acceptance of equipment, devices, traffic signals, and traffic signal assemblies shall follow Section 631 - Traffic Signal Systems-General prior to payment.

907-632.05--Basis of Payment. Traffic Signal Cabinet Assembly, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for furnishing, installing, configuring, wiring, testing, and mounting foundation construction, cabinets, relays, terminals, circuit breakers, modules, coordination and time base control programs, connectors wiring, overlap equipment, load switches, power cables, power supplies, controller mechanism and housing, MMU2, mounting material, all other materials, and all equipment, labor, tools, and incidentals necessary to complete the work.

Remove and Replace Existing Traffic Signal Cabinet Assembly, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for furnishing, installing, configuring, wiring, testing, cabinets, relays, terminals, circuit breakers, modules, coordination and time base control programs, connectors wiring, overlap equipment, load switches, power cables, power supplies, controller mechanism and housing, MMU2, mounting material, all other materials, removal, disposal, transfer, storage, and/or resetting of components that are existing, all other components included in the traffic signal cabinet, and all equipment, labor, tools, and incidentals necessary to complete the work.

Modify Existing Traffic Signal Cabinet, measured as prescribed above, will be paid for at the

contract unit price per each, which price shall be full compensation for furnishing, installing, configuring, and mounting all components, wiring, and devices; rewiring, reconfiguring, removal, disposal, transfer, storage, and/or resetting of existing components and devices, installing or changing coordination and time base control programs in the traffic signal cabinet assemblies, testing, final cleanup, all equipment, labor, tools, and incidentals necessary to complete the work.

Solid State Traffic Actuated Controller, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for all labor, equipment, tools, materials inclusive of the controller mechanism(s) and housing(s), all power cables, power supplies, wiring, factory and manufacturing inspection, attachment hardware, testing, storage, packaging, shipping, warranty, and all work, equipment, and appurtenances, and all incidentals necessary to provide a fully functional traffic controller ready for use. It shall also include all documentation including operations and maintenance manuals and other material necessary to document the operation of the traffic controller.

Signal Software Licenses, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for all labor, equipment, tools, materials inclusive of furnishing, installing and configuring the Signal Software, all power cables, power supplies, wiring, factory and manufacturing inspection, testing, storage, packaging, shipping, warranty, appurtenances, and all incidentals necessary to provide fully functional Signal Software ready for use. It shall also include all documentation including operations and maintenance manuals and other material necessary to document the operation of the Signal Software.

Malfunction Management Unit, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for all labor, equipment, tools, materials inclusive of furnishing, installing and configuring the Malfunction Management Unit (MMU2), all power cables, power supplies, wiring, attachment hardware, factory and manufacturing inspection, testing, storage, packaging, shipping, warranty, and all work, equipment, and appurtenances, and all incidentals necessary to provide a fully functional Malfunction Management Unit (MMU2) ready for use. It shall also include all documentation including operations and maintenance manuals and other material necessary to document the operation of the Malfunction Management Unit (MMU2).

Card Rack, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for all labor, equipment, tools, materials inclusive of furnishing, installing and configuring the Card Rack, all power cables, power supplies, wiring, attachment hardware, factory and manufacturing inspection, testing, storage, packaging, shipping, warranty, and all work, equipment, and appurtenances, and all incidentals necessary to provide a fully functional Card Rack ready for use. It shall also include all documentation including operations and maintenance manuals and other material necessary to document the operation of the Card Rack.

GPS Clock, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for all labor, equipment, tools, materials inclusive of furnishing, installing and configuring the Global

Positioning System (GPS) Clock(s), all power cables, power supplies, wiring, attachment hardware, factory and manufacturing inspection, testing, storage, packaging, shipping, warranty, and all incidentals necessary to provide a fully functional GPS Clock ready for use. It shall also include all documentation including operations and maintenance manuals and other material necessary to document the operation of the GPS Clock.

Power Service Pedestal, measured as prescribed above, will be paid for at the contract unit price per each for each type(s) specified in the contract, which price shall be full compensation for furnishing, installing, configuring, wiring, testing, and mounting foundation construction, cabinets, circuit breakers, connectors wiring, mounting material, all other materials, and all equipment, labor, tools, and incidentals necessary to complete the work.

Payment will be made under:

907-632-A: Solid State Traffic Signal Cabinet Assembly, Type __ Cabinet, Type __ Controller	- per each
907-632-B: Remove and Replace Existing Traffic Signal Cabinet Assembly, Type __ Cabinet, Type __ Controller	- per each
907-632-C: Modify Existing Traffic Signal Cabinet Assembly	- per each
907-632-D: Solid State Traffic Actuated Controller, Type ____	- per each
907-632-E: Single-user Workstation Signal Software License	- per each
907-632-F: Single-user Server Signal Software License	- per each
907-632-G: Malfunction Management Unit	- per each
907-632-H: Card Rack, ____ Position	- per each
907-632-I: GPS Clock	- per each
907-632-J: Power Service Pedestal	- per each

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-634-4

CODE: (IS)

DATE: 05/25/2021

SUBJECT: Traffic Signal and ITS Equipment Poles

Section 634, Traffic Signal and ITS Equipment Poles, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-634.02--Materials.

907-634.02.1--Poles. Delete the bullet for Type X poles in Subsection 634.02.1 on page 542 and substitute the following.

- Type X -- Aluminum Pole for Detectors

After Type XI poles in Subsection 634.02.1 on page 542, add the following.

- Type XII -- ITS Extension Poles

907-634.02.1.1--Traffic Signal Poles. Delete the first, third, fourth, and fifth bullets in Subsection 634.02.1.1 on pages 542 and 543, and substitute the following.

- Self-supporting straight or upswept mast arm(s), in accordance with Plan details. Where possible, the mast arms shall match the adjacent signal poles in the area unless otherwise stated;
- Tag installed on shaft side opposite the mainline highway and located approximately 48 inches above the top of the Baseplate;
- Minimum nominal size of four (4) inches wide by 26 inches tall reinforced hand-hole with included terminal block(s);
- A ½-inch coarse thread grounding stud shall be located on the interior side of the pole hand-hole opening;

907-634.02.1.2--Galvanized Steel Poles for Cameras. Delete the second paragraph of Subsection 634.02.1.2 on page 543, and substitute the following.

Unless specified otherwise in the plans, poles shall be designed in accordance with the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans, including all interims and updates. Design life shall be 50 years for all poles. The design wind speed for all parts of the structure shall meet the wind requirements set forth in the latest edition of the AASHTO Wind Map, as stated in Subsection 722.02.3. The pole shall meet the design wind loading with all equipment installed.

In the fifth sentence of the fifth paragraph of Subsection 634.02.1.2 on page 544, change “butt welded” to butt-welded” and change “radio graphically” to radio-graphically.”

Delete the second bullet in Subsection 634.02.1.2 on page 544, and substitute the following.

- Consideration shall be given for all possible loading combinations including ice and wind loads.

After the fourth bullet in Subsection 634.02.1.2 on page 544, add the following.

- Top of pole deflection shall not exceed one (1) inch deflection from center due to 30 mph (non-gust) winds or the maximum deflection allowed by Subsection 722.02.3, whichever is more restrictive, for 80-foot poles.

In the first bullet in Subsection 634.02.1.2 at the bottom of page 544, change “cross sectional” to “cross-sectional.”

In the second paragraph of Subsection 634.02.1.2.4 on page 545, change “butt weld” to “butt-weld.”

907-634.02.1.3--Galvanized Steel Poles for Detectors. In the first paragraph of Subsection 634.02.1.3 on page 546, change “ground mounted” to “ground-mounted.”

Delete the second paragraph of Subsection 634.02.1.3 on page 546, and substitute the following.

Unless specified otherwise in the plans, poles shall be designed in accordance with the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans, including all interims and updates. Design life shall be 50 years for all poles. The design wind speed for all parts of the structure shall meet the wind requirements set forth in the latest edition of the AASHTO Wind Map, as stated in Subsection 722.02.3.

Delete the last two sentences of the fifth paragraph of Subsection 634.02.1.3 on page 546, and substitute the following.

Design wind loading shall be as indicated in Subsection 722.02.3 unless otherwise noted in the plans. The pole shall meet design wind loading with all equipment installed.

907-634.02.1.4--Aluminum Poles for Detectors. Delete the second paragraph of Subsection 634.02.1.4 on page 547, and substitute the following.

Unless specified otherwise in the plans, poles shall be designed in accordance with the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans, including all interims and updates. Design life shall be 50 years for all poles. The design wind speed for all parts of the structure shall meet the wind requirements set forth in the latest edition of the AASHTO Wind Map, as stated in Subsection 722.02.3. The pole shall meet design wind loading with detector(s) installed.

907-634.02.1.5--Structure-Mounted ITS Equipment Poles. Delete the second paragraph of Subsection 634.02.1.5 on page 548, and substitute the following.

Unless specified otherwise in the plans, poles shall be designed in accordance with the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans, including all interims and updates. Design life shall be 50 years for all poles. The design wind speed for all parts of the structure shall meet the wind requirements set forth in the latest edition of the AASHTO Wind Map, as stated in Subsection 722.02.3. For projects that are in areas with higher wind standards, the higher standard is required. The pole shall meet design wind loading with all equipment installed.

In the fifth sentence of the fifth paragraph of Subsection 634.02.1.5 on page 548, change “butt welded” to butt-welded” and change “radio graphically” to radio-graphically.”

Delete the second bullet in Subsection 634.02.1.5 on page 548, and substitute the following.

- Consideration shall be given for all possible loading combinations including ice and wind loads, as stated in Subsection 722.02.

In the first bullet in Subsection 634.02.1.5 at the top of page 549, change “cross sectional” to “cross-sectional.”

After Subsection 634.02.1.8 on page 549, add the following.

907-634.02.1.9--ITS Extension Poles. ITS extension poles are used to provide ITS devices a mounting location with a vertical or horizontal clearance away from an existing pole or structure to which they are to be attached. As such, extension poles and the mounting and attachment hardware shall be of a material that will not cause galvanic corrosion with existing or proposed equipment. If possible, the extension poles shall be similar in color to the base pole or structure, unless otherwise directed. They shall meet the requirements of the base pole, the plans, and Subsection 722.02. Design considerations shall be given to the additional loading being subjected to the base pole or structure.

907-634.02.2--Camera Lowering Device. The lowering device system shall be designed to support, raise, and lower a standard CCTV camera, lens, housing, PTZ mechanism, cabling, connectors, and other supporting field components. The camera connector box shall be cast ZA-12 (12% Al and 88% Zn) and have a minimum weight that ensures stability of the camera during raising and lowering operation. The camera connector box shall have fully gasketed doors to prevent water intrusion. The bottom of the camera connector box shall be equipped with a condensation/moisture exit system. The camera connector block shall be molded in thermoset, weather-resistant, synthetic rubber designed to handle harsh environments.

Electrical contacts must also be designed to handle harsh environments. There shall be a locking mechanism between the fixed and movable components. For the movable components, a latching mechanism shall be provided to hold the device in place (when latched all weight shall be removed

from the lowering cable) and to raise or lower the assembly using the lowering tool and lowering cable. The suspension contact unit housing shall be weatherproof with a gasket to isolate the interior from dust and moisture.

All pulleys shall have sealed, self-lubricated bearings, oil tight bronze bearings, or sintered bronze bushings. The lowering cable shall be a minimum 1/8-inch diameter stainless steel aircraft cable. Internal wireways shall prevent the stainless steel lifting cable from contacting power or video cabling. The only cable permitted to move is the lifting cable, all other cables must remain stable and secure during lowering and raising operations.

The lowering tool shall consist of a lightweight metal frame and winch assembly, a quick release cable connector, an adjustable safety clutch, and a variable speed industrial duty electric drill motor. This tool shall be able to access the lifting cable through a pole hand hole, shall support itself and the load during lowering, and shall provide a means to prevent freewheeling when loaded. This tool shall have a reduction gear to reduce the manual effort required during lifting operations. In addition, this tool shall be provided with an adapter for operating the lowering device with a portable drill using a clutch mechanism. The portable lowering tool shall be included as part of the installed system. The lowering device shall include customized adapter brackets to install cylindrical type PTZ CCTV cameras that have a mounting base below the camera assembly and is require to be installed in an upright position.

907-634.03--Construction Requirements.

907-634.03.1--Foundations. Delete the last sentence of the fourth paragraph of Subsection 632.03.1 on page 550, and substitute the following.

Where foundations are constructed in areas where the pavement edge elevation and shoulder edge elevation differ more than twelve (12) inches, taller foundations may be used but must be approved by the Engineer.

After Subsection 634.03.3 on page 552, add the following.

907-634.03.4--Submittals. The submittal requirements defined in the Notice to Bidders entitled “ITS General Requirements”, along with the requirements in this specification, shall be met for all ITS components. All costs associated with submittals shall be included in the overall contract price; no separate payment will be made for any documenting and submitting.

907-634.03.5--Quality Assurance. The quality assurance requirements defined in the Notice to Bidders entitled “ITS General Requirements” shall be met for all ITS components. All costs associated with the quality assurance requirements shall be included in the overall contract price.

907-634.04--Method of Measurement. After the last sentence of the fourth paragraph of Subsection 634.04 on page 552, add the following.

Field conditions may require taller foundations than specified in the plans. In which case, the addition concrete will be paid for at the contract bid price per cubic yard for pole foundations.

After the sixth paragraph of Subsection 634.04 on page 553, add the following.

ITS extension poles of the type specified will be measured as a unit quantity per each.

Delete the last paragraph in Subsection 634.04 on page 553 and substitute the following.

Wooden poles will be measured as a unit quantity per each.

Camera lowering device will be measured as a unit quantity per each.

907-634.05--Basis of Payment. Delete the fourth paragraph of Subsection 634.05 on page 553, and substitute the following.

Camera pole with foundation and detector pole with foundation, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for furnishing all materials, all documentation and submittals, for excavating, backfilling, replacing sod, and for all constructing, placing, curing, erecting, installing, connecting and testing; for foundations, poles, pole bases, conduit inside foundation as indicated on the plans, connections to support structures, caps, covers, ground wire, ground rods, hardware and for all equipment, tools, labor and incidentals necessary to complete the work and quality assurance, including remote and local control of the camera site complete in place and ready for use.

Camera lowering device and camera lowering tool, as described above, shall be paid for at the contract unit price per each. This price shall be full compensation for all materials, design, installation, equipment, tools, labor and incidentals associated with providing and installing the camera lowering device and the camera lowering tool.

Delete the sixth paragraph of Subsection 634.05 on page 553, and substitute the following.

Structure-mounted equipment pole, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for furnishing all materials, all documentation and submittals, for all constructing, placing, erecting, installing, connecting and testing, for poles, conduit between structure attachment location as indicated in the plans; wiring between pole-mounted devices and field cabinet; all structure-mounting hardware indicated in the plans, caps, covers, ground wire, ground rods, hardware and for all equipment, tools, labor and incidentals necessary to complete the work and quality assurance, including remote and local control of the camera site complete in place and ready for use.

ITS extension poles, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for furnishing all materials, all documentation and submittals, for installing the extension pole, mounting attachments as necessary, adjusting the pole to meet specific project needs, and for all equipment, tools, labor, and incidentals necessary to complete the work and quality assurance.

After the last paragraph of Subsection 634.05 on page 554, add the following.

Sizing poles and their appurtenances to field conditions is the Contractor's responsibility. No separate payment will be made for designing to meet project specifications and field conditions.

Delete the pay items listed on page 554, and substitute the following.

907-634-A: Traffic Signal Equipment Pole, Type __, __' Shaft, __' Arm *	- per each
907-634-B: Traffic Signal Equipment Pole Shaft Extension, ____' **	- per each
907-634-C: Pole Foundations, Class ____ Concrete	- per cubic yard
907-634-D: Slip Casing, ____" Diameter	- per linear foot
907-634-E: Camera Pole with Foundation, ____' Pole	- per each
907-634-F: Detector Pole with Foundation, ____' Pole	- per each
907-634-G: Traffic Signal Equipment Pole Mast Arm Extension, ____' **	- per each
907-634-H: ITS Equipment Pole, Structure Mounted, ____' Pole	- per each
907-634-I: Wood Pole, Class ____ Height ____'	- per each
907-634-J ITS Extension Pole, _____' **	- per each
907-634-K: Camera Lowering Device	- per each

- * Multiple Arms may be indicated
- ** Additional information may be indicated

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-636-3

CODE: (IS)

DATE: 05/25/2021

SUBJECT: Electrical Cable

Section 636, Electrical Cable, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-636.01--Description. Delete the last sentence of the last paragraph in Subsection 636.01 on page 555 and substitute the following.

It shall include excavating, laying, placing tracer cable or tape, backfilling, replacing sod, aerial supports and/or pull-through conduits, as applicable; and transformer enclosures and/or terminal boxes when not placed under other items of the contract.

907-636.02--Materials. After the paragraph of Subsection 636.02 on page 555, add the following.

907-636.02.1--ITS Ground Mounted Meter Enclosure.

907-636.02.1.1--Meter Base. Meter bases shall be NEMA Type 3R with a minimum rating of 100 amps and shall meet the requirements of the local utility. The meter base shall be provided with ampere rating of meter sockets based on sockets being wired with insulated wire rated at least 167°F. The meter base shall be designed for underground service.

Meter bases shall be 4-terminal, 600 volt, single phase, 3-wire furnished with the following:

- (a) Line, load and neutral terminals accepting #8 to 2/0 AWG copper/aluminum wire,
- (b) Ringed or ringless type, with or without bypass,
- (c) Made of galvanized steel,
- (d) Listed as meeting UL Standard UL-414, and
- (e) Underground service entrance as specified.

The meter bases shall have electrostatically applied dry powder paint finish, light gray in color, with a minimum thickness of 2.4 mils.

A 1-inch watertight hub for threaded rigid conduit shall be furnished with meter base.

907-636.02.1.2--Disconnect. External electrical service disconnects shall be furnished with a single pole 50-amp inverse time circuit breaker with at least 10,000 RMS symmetrical amperes short circuit current rating in a lockable in open or closed position in accordance with National Electric Code (NEC) and be a NEMA 3R Type enclosure. The disconnect shall be listed as meeting UL Standard UL-489 and marked as being suitable for use as service equipment.

The disconnect enclosure shall be fabricated from galvanized steel and electrostatically apply dry powder paint finish, light gray in color, to yield a minimum thickness of 2.4 mils. Ground bus and neutral bus shall be provided with at least four terminals with minimum wire capacity range of number 14 through number 4.

For 480V service, a local utility approved, lockable, non-fused disconnect switch on the supply side of the meter base shall be furnished, installed, and labeled as "Utility Disconnect". A separate load side disconnect with overcurrent protection shall be provided within two feet (2') of the meter.

907-636.02.1.3--Ground Mounted – Pedestal – Service Panel. The pedestal shall be of NEMA Type 3R rainproof construction and shall be UL Listed as "Enclosed Industrial Control Equipment" (UL 508A). External construction shall comply with UL50 requirements and shall be of G90 galvanized steel with light green #14672 Federal Specification 595 polyurethane industrial grade powder paint.

Hinges shall be stainless steel and of the continuous piano hinge type.

The pedestal mounting bolts shall not be externally accessible. The pedestal shall be able to be embedded in concrete or use anchor bolts for mounting on concrete base. Either pedestal mounting base or anchor bolt kit shall be used for installation.

The service pedestal should have three separate isolated sections for metering equipment, utility termination and customer equipment.

The metering section shall be pad-lockable and sealable and have a hinged swing hood with an integral hinged polycarbonate sealable window for access to demand meters. Meter socket type shall meet the requirements of the serving utility.

The utility termination section shall be pad-lockable and sealable and shall have a stainless steel handle provided on a lift-off cover. Sufficient clearance shall be provided for a 4-inch diameter conduit for utility cables entrance. Utility landing lugs shall be UL listed and shall accommodate conductor sizes between AWG #6 – 350 kcmil.

The customer compartment door shall be hinged on the left hand side. A stainless pad-lockable hasp shall be provided to secure customer compartment. A door keeper shall be provided to keep the door in an open position. A print pocket shall be provided on the inside of the door in a weatherproof sleeve. Required UL labeling shall be located on the inside of the customer door. Distribution and control equipment shall be behind an internal dead-front door with a quarter-turn securing latch and be hinged to open more than 90 degrees. The dead-front door shall be hinged on the same side as the customer section door. All distribution and control equipment shall be factory wired using 600-volt wire sized to NEC and UL requirements.

The service pedestal shall be rated for operation at 10K minimum amps interrupting capacity (AIC). The provided documentation shall list circuit breaker combinations and those to be used for de-rated operation for series ratings. Circuit breakers shall be permanently labeled with engraved name plates.

The serving utility shall be contacted for necessary requirements before ordering or installing equipment.

907-636.02.2--ITS Ground Mounted Transformer Enclosure.

907-636.02.2.1--Disconnect. The disconnect shall meet the requirements of Subsection 907-636.02.1.2.

907-636.02.2.2--Ground Mounted - Pedestal – Service Panel. The ground mounted - pedestal – service panel shall meet the requirements of Subsection 907-636.02.1.3. In addition, the transformer shall be rated to match the requirement of the primary service and the types of load served as specified in the plans. The transformer unit shall be installed inside the enclosure and meet all applicable codes. Each transformer shall be furnished as one complete unit and wiring of multiple transformers to meet the required ratings at each enclosure location is not allowed. Step-up and Step-down transformers shall be designed specifically for each application. Reverse feeding of step-up and step-down transformers is not allowed. All transformers shall be designed for outdoor installation and rated 600 VAC and below.

907-636.03--Construction Requirements.

907-636.03.1--Direct Buried Cable. After the fourth sentence of Subsection 636.03.1 on page 555, add the following.

Direct buried electric cable shall not be placed in the same trench as fiber optic cables.

907-636.04--Method of Measurement. Delete the first paragraph of Subsection 636.04 on page 557, and substitute the following.

Electric cable of the type specified, constructed as specified on the plans, will be measured by the linear foot. Measurement will be computed horizontally along the conduit, messenger cable or mast arm and vertically along the pole. Measurement in underground conduit is only in the horizontal plane and no additional quantity shall be added for conduit depth or change in elevation of the conduit. No extra length will be allowed for cable inside signal heads, drip loops, or sag in aerial supported cable. Tracer tape, when required in the plans, used with tracer cable will not be measured for separate payment but shall be included in the contract price for Tracer Cable. The terminals for the measurements of lengths will be considered specifically as the center of the pull boxes, poles, signal heads or controller cabinets.

After the first paragraph of Subsection 636.04 on page 557, add the following.

ITS Ground Mounted Enclosures, complete in place and accepted, will be measured as a unit quantity per each for a complete and operable unit in accordance with the contract provisions.

907-636.05--Basis of Payment. After the first paragraph of Subsection 636.05 on page 557, add the following.

ITS Ground mounted enclosures, measured as prescribed above, will be required wherever ground mounted meter enclosures or step-up or step-down transformers are noted as required in the plans. The enclosures shall be paid for at the contract unit price bid per each; which price shall be full compensation for any transformers (as described in the plans), foundation construction, cabinets, pedestals, meter bases, disconnects, relays, terminals, circuit breakers, sockets, hubs, buses, connectors, mounting material, all other materials for constructing, installing, connecting, testing and final cleanup; and for all equipment, labor, tools and incidentals necessary to complete the work in accordance with the contract documents.

In the first sentence of the second paragraph of Subsection 636.05 on page 557, change “relaid” to “re-laid”.

Delete the list of pay items on pages 557 and 558, and substitute the following.

907-636-A: Electric Cable, Direct Burial, <u>Type</u> , AWG ___, ___ Conductor	- per linear foot
907-636-B: Electric Cable, Underground in Conduit, <u>Type</u> , AWG ___, ___ Conductor	- per linear foot
907-636-C: Electric Cable, Aerial Supported, <u>Type</u> , AWG ___, ___ Conductor	- per linear foot
907-636-D: Electric Cable, Aerial Supported in Conduit, <u>Type</u> , AWG ___, ___ Conductor	- per linear foot
907-636-E: Electric Cable, Underground in Conduit, Tracer Cable	- per linear foot
907-636-F: Electric Cable, Repair	- per linear foot
907-636-G: Underground Cable and Conduit, Removed	- per linear foot
907-636-H: Underground Cable and Conduit, Removed and Re-laid	- per linear foot
907-636-I: ITS Ground Mounted * Enclosure	- per each

* Indicate Meter or Transformer

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-637-3

CODE: (IS)

DATE: 05/25/2021

SUBJECT: Traffic Signal Conduit and Pull Boxes

Section 637, Traffic Signal Conduit and Pull Boxes, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-637.02--Materials.

907-637.02.1--Pull Box / Enclosures. Delete the first sentence of the second paragraph of Subsection 637.02.1 on page 558, and substitute the following.

For grade level pull boxes and enclosures only, Tier 22 (22,500-pound design load, 33,750-pound test load) enclosures with minimum size dimensions as shown in the detail drawings on the plans shall be installed for use in traffic signal construction. Enclosure boxes shall be open bottom.

Delete the fourth sentence of the second paragraph of Subsection 637.02.1 on page 558.

907-637.03--Construction Requirements.

907-637.03.1--Pull box/Enclosures. Delete the sixth sentence of the first paragraph of Subsection 637.03.1 on page 559, and substitute the following.

Enclosures located in soil or sodded areas shall be installed with a supporting poured concrete collar or approved composite collar assembly, as shown by details on the plans.

907-637.03.2.1--Conduit Duct Bank. Delete the first sentence of subparagraph a) under Bored or drilled conduit in Subsection 637.03.2.1 on page 560, and substitute the following.

All conduits under railroad tracks shall be horizontal directional bored or drilled at a minimum of ten (10) feet below the railroad bed, or as required by the Railroad Company.

Delete Subsections 637.03.2.4 and 637.03.2.5 on pages 561 & 562, and substitute the following.

907-637.03.2.4--Blank.

907-637.03.2.5--Blank.

After Subsection 637.03.2.7 on page 563, add the following.

907-637.03.3--Submittals. The submittal requirements defined in the Notice to Bidders entitled “ITS General Requirements” shall be met if the NTB is included as part of the Project Proposal

and Contract Documents. In all cases, submittals shall be thorough and timely. All costs associated with submittals shall be included in the overall contract price; no separate payment will be made for any documenting and submitting.

907-637.03.4--Quality Assurance. The quality assurance requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met if the NTB is included as part of the Project Proposal and Contract Documents. In all cases, the Contractor shall conduct, maintain, and leave the worksite in a professional and organized manner. All costs associated with the quality assurance requirements shall be included in the overall contract price.

907-637.04--Method of Measurement. Delete subparagraphs a) and b) in Subsection 637.04 on page 563, and substitute the following.

- a) From center to center of pull box and/or foundation.
- b) Any above ground vertical conduit runs, as indicated in the plans. Measurement in underground conduit is only in the horizontal plane and no additional quantity shall be added for conduit depth or change in elevation of the conduit.

907-637.05--Basis of Payment. Delete the first, second, third, fourth and fifth paragraphs of Subsection 637.05 on page 564, and substitute the following.

Pull Box Enclosures, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for furnishing all materials including the cover, installing, crushed gravel underlayment, poured concrete collars, replacement of sod or existing grassing, final clean-up and for all equipment, all documentation and submittals, tools, labor and incidentals necessary to complete the work and quality assurance.

Conduit / Duct Bank, measured as prescribed above, will be paid for per linear feet, which price shall be full compensation for all materials, equipment, labor, trenching, installing, backfilling trench, plowing, directional boring, restoration, marking tape, pull tape, duct plugs, fittings, testing, bore logs, all documentation and submittals, and all other incidentals necessary for the installation and quality assurance of the conduit system.

Rigid Galvanized Steel, measured as prescribed above, will be paid for per linear feet, which price shall be full compensation for all materials, equipment, labor, all documentation and submittals, all related materials including but not limited to couplings, mounting straps, bonding to ground, etc., that is installed on sign structures, poles or between the pull boxes, and all other incidentals necessary for the installation and quality assurance of the conduit system.

Duct Plugs and Sealant will be included in the cost of the conduit and will not be measured separately.

Delete the pay items listed on page 564 and substitute the following.

907-637-A: Pull Box Enclosure, Type - per each

907-637-B:	Pull Box Enclosure, Structure Mounted, <u>Type</u>	- per each
907-637-C:	Traffic Signal Conduit, Underground, <u>Type, Size</u>	- per linear foot
907-637-D:	Traffic Signal Conduit, Underground Drilled or Jacked, <u>Type, Size</u>	- per linear foot
907-637-E:	Traffic Signal Conduit, Structural Conduit, <u>Type, Size</u>	- per linear foot
907-637-F:	Traffic Signal Conduit, Aerial Supported, <u>Type, No, Size</u>	- per linear foot
907-637-G:	Traffic Signal Conduit, Underground Encased in Concrete, <u>Type, Size</u>	- per linear foot
907-637-H:	Traffic Signal Conduit Bank, Underground, <u>Type, No., Size</u>	- per linear foot
907-637-I:	Traffic Signal Conduit Bank, Underground Drilled or Jacked, <u>Type, No., Size</u>	- per linear foot
907-637-J:	Traffic Signal Conduit Bank, Structural Conduit, <u>Type, No., Size</u>	- per linear foot
907-637-K:	Traffic Signal Conduit Bank, Aerial Supported, <u>Type, Size and Number</u>	- per linear foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-641-4

CODE: (IS)

DATE: 03/05/2024

SUBJECT: Radar Vehicle Detection

Section 641, Radar Detection Systems, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 641 on pages 584 through 594 and substitute the following.

SECTION 907-641 – RADAR VEHICLE DETECTION

907-641.01--Description. This work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish, install, test, train and operate Radar Vehicle Detection, including Signal Radar Vehicle Detection (SRVD) and Intelligent Transportation Systems (ITS) Radar Vehicle Detection (IRVD). These systems will provide roadway monitoring capabilities via electromagnetic microwave radar signals through the air. The signals bounce off vehicles in their paths and the signal is returned to the detector. The returned signals are processed to determine traffic parameters.

907-641.01.1--Signal Radar Vehicle Detection. SRVD shall provide traffic parameters necessary to the traffic signal controller operation for vehicle detection. All SRVD shall be supplied from the same manufacturer per construction project.

Type 1 SRVD shall be used for basic vehicle detection at signalized intersections as described below in this specification.

Type 2 SRVD shall have all the functionality of the Type 1 SRVD with additional features described below in this specification. Type 2 SRVD shall utilize a matrix of radar signals for two-dimensional coverage and shall track vehicles through each type of detection's specified Area of Coverage. The Type 2 SRVD shall report real-time detection of both moving and stopped vehicles.

907-641.01.2--ITS Radar Vehicle Detection. IRVD shall provide data, including, but not limited to speeds, volume, lane occupancy and classification.

907-641.02--Materials.

907-641.02.1--Radar Design. The IRVD and the SRVD stop bar microwave shall operate in the 24.0 to 24.25 GHz frequency band. The advance radar has the option to either be in the 24 GHz band or in the 10.5 GHz band. Neither stop bar nor advanced radar shall interfere with any existing or proposed traffic signal control and Intelligent Transportation System (ITS) equipment. Should frequencies of other ITS equipment be in the same band, or conflict with detection, the Contractor shall move and space the less critical ITS device, as designated by the Engineer so as

not to interfere with vehicle detection.

The radar units shall operate in all weather conditions and comply with the applicable standards stated in the NEMA TS 2-2003 standard for shock, vibration, and temperature. All units shall be rated for up to 95% relative humidity, non-condensing.

The radar units shall be FCC certified under CFR 47, part 15.

907-641.02.1.1--Signal Radar Vehicle Detection (SRVD) Processor. The SRVD Processor shall be a module that provides power and communication to the radar sensors and/or signal controller through contact closure devices, Ethernet and/or the SDLC port of the signal Controller.

Type 1 SRVD Processors shall include all power cables, jumpers and terminal blocks needed to connect up to four (4) radar sensors to the signal cabinet. The SRVD Processor shall have a 10/100 Ethernet port to allow connection to the local network. Any variation of necessary communications ports or sensor connecting terminals shall be approved by the Engineer.

Type 2 SRVD Processors shall include all power cables, jumpers and terminal blocks needed to connect up to six (6) radar sensors to the signal cabinet. The SRVD Processor shall have a 10/100 Ethernet port to allow connection to the local network. Any variation of necessary communications ports or sensor connecting terminals shall be approved by the Engineer.

The SRVD Processor shall operate in the harsh conditions of a signal cabinet and comply with the applicable standards stated in the NEMA TS 2-2003 standard for shock, vibration, and temperature.

907-641.02.1.2--ITS Radar Vehicle Detection (IRVD) Processor. The IRVD Processor shall be a module that provides power and communication to the radar sensors and/or signal controller through contact closure devices, Ethernet and/or the SDLC port of the signal Controller.

Type 1 IRVD Processors shall include all power cables, jumpers and terminal blocks needed to connect up to four (4) radar sensors to the signal cabinet. The IRVD Processor shall have a 10/100 Ethernet port to allow connection to the local network. Any variation of necessary communications ports or sensor connecting terminals shall be approved by the Engineer.

Type 2 IRVD Processors shall include all power cables, jumpers and terminal blocks needed to connect up to six (6) radar sensors to the signal cabinet. The IRVD Processor shall have a 10/100 Ethernet port to allow connection to the local network. Any variation of necessary communications ports or sensor connecting terminals shall be approved by the Engineer.

The IRVD Processor shall operate in the harsh conditions of a signal cabinet and comply with the applicable standards stated in the NEMA TS 2-2003 standard for shock, vibration, and temperature.

907-641.02.2--Area of Coverage--SRVD.

907-641.02.2.1--Stop Bar Radar Vehicle Detection. Type 1 SRVD stop bar radar sensor shall track vehicles through a field of view that extends out a minimum of 100 feet.

The Type 1 SRVD stop bar radar sensor shall be able to detect and report presence in lanes located within a minimum 100-foot from the face of the detector. Any variance of the detectable area shall be approved by the Engineer.

The Type 1 SRVD stop bar radar sensor shall be able to detect up to four (4) lanes with eight (8) or sixteen (16) individual zones as indicated in the plans.

Type 2 SRVD stop bar radar sensor shall have all the functionality of the Type 1 SRVD stop bar sensor with the addition of the following:

- Type 2 SRVD stop bar radar sensor shall detect true presence of vehicles whether in motion or still without using Locking or Latching Algorithms.
- Type 2 SRVD stop bar radar sensor shall report presence in lanes with a minimum 90-degree arc from the face of the detector.
- Type 2 SRVD stop bar radar sensor shall be able to detect a minimum of ten (10) lanes.

907-641.02.2.2--Advanced Radar Vehicle Detection. The Type 1 SRVD advanced radar sensor shall be able to detect and report vehicle information such as range and speed when mounted within 50 feet of the center of the lanes of interest. Variance of this distance shall be approved by the Engineer per the application.

The Type 1 SRVD advanced radar sensor shall be forward fired and be able to detect and report vehicle information when mounted at heights above the road surface, as per [manufacturer](#) recommendations.

The Type 1 SRVD advanced radar sensor shall be able to detect and report vehicles on the roadway up to 600 feet from the detector.

The Type 2 SRVD advanced radar sensor shall have all the functionality of the Type 1 SRVD advanced with the following additions:

- Type 2 SRVD advanced radar sensor shall be able to detect and report heavy vehicles on the roadway up to 900 feet from the detector.
- Type 2 SRVD advanced radar sensor shall be able to detect Estimated Time of Arrival (ETA) for vehicles. The advanced radar sensors shall support user configurable upper and lower ETA filters for each zone. The sensors shall support the configuring of ETA filters in increments of 0.1 seconds.

907-641.02.3--Area of Coverage-IRVD. The IRVD's field of view shall cover an area with a minimum detection range of six (6) feet from the IRVD and a maximum detection range of 250 feet from the IRVD.

907-641.02.4--Detection Zones--SRVD.

907-641.02.4.1--Stop Bar Radar Vehicle Detection. The stop bar radar sensors shall be able to detect and report presence for vehicles at the stop bar.

The sensors shall be able to detect and report presence in up to eight (8) or sixteen (16) individual zones as indicated in the plans. The number of lanes used and detection zones shall be set up and selected from the Graphical User Interface and manually configured via software provided with the detection unit. The detection zones shall also have the ability to be auto configured by the software tool. A minimum of one (1) separate detection zone per lane is required.

Count zones shall also be able to be set up in the stop bar radar detection unit as a 'spot' type of radar detection zone. The software configuration tool included with the sensor shall allow all zones to be set up as required by the plans.

907-641.02.4.2--Advanced Radar Vehicle Detection. The advanced radar sensors shall be able to simultaneously detect and report information from a minimum of 25 vehicles on the roadway when they are serially sequenced between the near and far boundaries. The number of lanes and detection zones shall be set-up and selected from the Graphical User Interface.

The advanced radar sensors shall detect range, speed, and vehicle Estimated Time of Arrival (ETA) to the stop bar for vehicles or clusters of vehicles moving in the user- selected direction of travel. The detector shall also detect occupancy or density of the detection zones.

The advanced radar sensors shall provide vehicle call and extend data on up to eight (8) channels that can connect to contact closure modules compliant with NEMA TS 1, NEMA TS 2, and 170/2070 controller cabinets.

907-641.02.5--Detection Zones--IRVD. The minimum number of detection zones defined shall range from twelve (12) to 22, for simultaneous detection, as indicated in the plans. The range resolution of each zone shall be no greater than 1.3 feet, and the zone width shall be user defined within a range of six (6) to twenty (20) feet for the area of coverage limits described above.

907-641.02.6--Capabilities--SRVD. Sensors shall not require roadway modification for placement. The advanced detection should provide easy integration with the stop bar detection and vice versa into the same intersection to form one (1) method/system of detection.

The radar sensors shall distinguish and omit wrong way traffic from activating an assigned detector output.

907-641.02.6.1--Stop Bar Radar Vehicle Detection. The stop bar radar unit shall be suitable for mounting on roadside poles or mast arms and provide the following:

- 1) Presence indication of moving or stopped vehicles in its detection zones, provided by contact closure to existing controllers.
- 2) Assign a minimum of four (4) detector outputs per radar unit and capable of using two (2) or four (4)-channel interface modules to the detector rack for contact closure activation.

- 3) A cabinet interface module for multiple radar units may be provided in lieu of individual two (2) and four (4)-channel contact closure interface modules, and as shown in the plans.
- 4) Maintain a detection accuracy of 95% for each detection zone set-up on the graphical user interface.

907-641.02.6.2--Advanced Radar Vehicle Detection. The advance radar unit shall be suitable for mounting on signal pole uprights, span wire or mast arms and provide the following activation within the signal cabinet:

- 1) Assign a minimum of four (4) detector outputs per radar unit and capable of using two (2) or four (4)-channel interface modules to the detector rack for contact closure activation.
- 2) A cabinet interface module for multiple radar units may be provided in lieu of individual two (2) and four (4)-channel contact closure interface modules, and as shown in the plans.
- 3) Maintain a detection accuracy of 95% for each detection zone setup on the graphical user interface.

The advanced radar sensors shall turn on an alert output when the user defined zone output combinational logical is satisfied.

The advanced radar sensors shall turn on normal channel output when any of the channel's alerts is on and the channel's delay and extend time constraints are satisfied.

907-641.02.7--Capabilities--IRVD. The IRVD shall detect true presence of vehicles whether in motion or still without using Locking or Latching Algorithms. It shall be suitable for mounting on roadside poles or on overhead structure and provide the following:

- 1) Presence indication of moving or stopped vehicles in its detection zones shall be provided by contact closure to existing controllers.
- 2) Traffic data, periodically accumulated over user defined time intervals in a 10 to 600 second range, shall be transmitted to the TMC via the communications network.
- 3) Traffic data shall be available simultaneously with detection zone contact closures and serial communications.
- 4) Side-fired configuration data shall include the following in each of a minimum of 12 detection zones (lanes): Volume, lane occupancy, and average speed, as well as vehicle classification by length in up to six (6) user-defined classes.
- 5) IRVD in forward-looking configuration shall monitor traffic in one lane and be capable providing the following data: Volume, occupancy, average speed and travel direction in the lane.
- 6) The unit shall be furnished with the required software for data collection, processing, configuration and set-up and data logging and retrieval. An operator shall be able to use the software to set detector count periods, sensitivities and other operational features and parameters. The software shall be capable of providing both manual and automatic setup and calibration.

907-641.02.7.1--Measurement Accuracy. The following error levels shall be achievable and demonstrated during testing:

Parameter	Error Percentage
Volume	8%
Average Speed	10% or 5 mph
Lane Occupancy	20%

907-641.02.8--Environmental Conditions and Protection. The radar unit shall maintain accurate performance in all weather conditions, including rain, freezing rain, snow, wind, dust, fog, and changes in temperature and light, including direct light on sensor at dawn and dusk. All radar sensors shall not require cleaning or adjusting to maintain performance. Except as stated otherwise herein, the equipment shall meet all its specified requirements during and after subjecting to any combination of the NEMA TS 2-2003 standard and the following:

- 1) Ambient temperature range of -40°F to +165°F
- 2) Relative humidity from 5 to 95%, non-condensing
- 3) Rain and other precipitation up to 1.0 inch/hour
- 4) Power surge protection devices (SPD) shall be included with the radar sensors and shall meet Subsection 722.12 requirements for 24 VDC and signal/data line surge protection for Ethernet, RS-485, RS-422 and RS-232 data lines.

907-641.02.9--Mechanical. The radar sensors shall not exceed five pounds (5 lbs.) in weight. All external parts of the radar sensors shall be ultraviolet-resistant, corrosion resistant, and protected from fungus growth and moisture deterioration.

The radar sensors shall be classified as watertight according to the NEMA 250 Standard. The enclosure shall conform to test criteria set forth in the NEMA 250 standard for type 4X enclosures.

Each of the radar sensors shall be able to withstand a drop of up to five (5) feet without compromising its functional and structural integrity. The sensor shall not require adjustments to maintain performance unless roadway geometry changes.

The radar sensors shall be mounted directly onto a mounting assembly fastened to a pole or other solid structure. The assembly shall provide the necessary degrees of rotation to ensure proper installation. The assembly shall be constructed of weather-resistant materials and shall be able to support a 20-pound load.

907-641.02.10--Electrical. The radar sensors shall consume less than 10 W and shall operate with a DC input between 12 VDC and 28 VDC for IRVD and 9 VDC and 32 VDC for SRVD, or POE. POE injectors shall be approved by the Engineer.

Surge Protection Devices (SPD) shall be provided to protect the equipment from surges in the radar sensors 24 VDC power supply and the signal line RS232, RS 485, or Ethernet communications wiring. Surge suppression shall be UL 1449 listed and meet all requirements of Subsection 722.12 for surge protection devices.

907-641.02.11--Radar Design. The radar units shall be designed to provide detection over a large area and to discriminate lanes. The circuitry shall be void of any manual tuning elements that could lead to human error and degraded performance over time. The radar shall not rely on temperature compensation circuitry to maintain transmit frequency stability.

The bandwidth of the transmit signal of the radar sensor shall not vary by more than one percent (1%) under all specified operating conditions and over the expected life of the sensor. The stop bar radar sensor shall provide at least four (4) RF channels so that multiple units can be mounted in the same vicinity without causing interference between them.

907-641.02.12--Communication Ports. The radar sensor shall have Ethernet, RS-485, or RS-232 ports for communication from the unit to the cabinet. The IRVD shall be upgradable (optional) to include integral 10/100 Base-T Ethernet supporting TCP, UDP, IP, ARP, ICMP.

Within the cabinet, all remote communications to Ethernet switches shall be IP Ethernet with RJ-45 connections. For SRVD, any external device needed to convert serial to IP Ethernet within the cabinet for remote communications shall be provided with the radar sensor unit at no additional cost.

The radar sensor shall support the upload of new firmware into the unit's non-volatile memory. The sensor shall support user defined or automatic configuration of the com ports.

907-641.02.13--Radar Detection Cabling. All Radar Detection cable shall be paid per the unit cost of the pay item for Radar Detection Cable, as shown on the plans or details. The manufacturer is responsible for obtaining plan sets and ensuring cable lengths are properly measured and accounted for in the bid price for each sensor unit and as shown on the plans.

The cable shall have a single continuous run with no splices, unless inside a manufacturer supplied junction box. The cable shall be terminated only on the two (2) farthest ends of the cable. The cable shall meet the requirements of the manufacturer.

907-641.02.14--Electrical Isolation and Surge Protection. All communication and power lines shall be installed using surge protection devices (SPD), as stated in specification Subsection 722.12.

907-641.02.15--Configuration--SRVD. The radar sensor can either have an on screen interactive or automatic configuration setup. The auto setup shall automatically define traffic lanes, stop bars, and detection zones without requiring user intervention. The auto-configuration process shall automatically define traffic lanes or detection zones by detecting the relative position of vehicles with the sensor's field of view.

The radar sensor shall also allow the ability of the user to manually adjust the sensor configuration. The graphical interface shall operate on a MS WindowsTM based software. The software shall automatically negotiate the baud rate, the correct serial communication port, operate over a TCP/IP connection, support dial-up modem connectivity, give the operator the ability to save/back up the sensor configuration to a file or load/restore the configuration from a file, and provide a

virtual connection option so that the software can be used without connecting to an actual sensor.

907-641.02.15.1--Stop Bar Radar Vehicle Detection. The stop bar sensor shall support the configuring of lanes, stop bars, and detection zones in 1-foot increments and as stated in these specifications for lane detection.

907-641.02.15.2--Advanced Radar Vehicle Detection. The advance radar sensor can either have an on screen interactive or automatic setup. The auto setup shall have a method for automatically configuring the sensitivity of detection between 5-foot and 7.5-foot increments. The advanced radar sensor shall support the configuring of zones in at least 5-foot increments.

The advanced radar sensor shall support user configurable high-speed and low-speed detection filters for each zone. These speed filters shall be configured in 1-mph increments.

907-641.02.16--Configuration--IRVD. The radar sensor can either have an on screen interactive or automatic configuration setup. The auto setup shall automatically define traffic lanes, stop bars, and detection zones without requiring user intervention. The auto- configuration process shall automatically define traffic lanes or detection zones by detecting the relative position of vehicles with the sensor's field of view.

The radar sensor shall also allow the ability of the user to manually adjust the sensor configuration. The graphical interface shall operate on a MS Windows™ based software. The software shall automatically negotiate the baud rate, the correct serial communication port, operate over a TCP/IP connection, support dial-up modem connectivity, give the operator the ability to save/back up the sensor configuration to a file or load/restore the configuration from a file, and provide a virtual connection option so that the software can be used without connecting to an actual sensor.

907-641.02.16.1--Stop Bar Radar Vehicle Detection. The stop bar sensor shall support the configuring of lanes, stop bars, and detection zones in 1-foot increments and as stated in these specifications for lane detection.

907-641.02.16.2--Advanced Radar Vehicle Detection. The advanced radar sensor can either have an on screen interactive or automatic setup. The auto setup shall have a method for automatically configuring the sensitivity of detection between 5-foot and 7.5-foot increments. The advanced radar sensor shall support the configuring of zones in at least 5-foot increments.

The advanced radar sensor shall support user configurable high-speed and low-speed detection filters for each zone. These speed filters shall be configured in 1-mph increments.

907-641.03--Construction Requirements. Radar Detection System shall be constructed to withstand and operate in sustained winds of up to 90 mph and a 30% gust factor. For projects that are in areas with higher wind standard, the higher standard shall be used.

907-641.03.1--SRVD Installation Requirements. The stop bar and advanced radar sensors shall be mounted as shown in the plans or per the manufacturer's recommendations on poles or structures. Mounting brackets shall be provided with the radar sensor and shall be attached to

the pole, structure, or mast arm with approved stainless-steel bands.

The Contractor shall install detector units on a pole, structure, span wire or mast arm at the manufacturers recommended height above the road surface or as shown in the plans so that the masking of vehicles is minimized and that all detection zones are contained within the specified elevation angle as suggested by the manufacturer.

Unused conductors in the cable shall be ground or terminated in the cabinet in accordance with the manufacturer's recommendations. Terminated conductors shall be individually doubled back and taped, then loosely bundled and secured if not specifically called out in the manufacturer's recommendations. If required by the plans and installation methods, impedance termination and testing of multi-drop runs shall be required per RS485 multi-drop standards.

907-641.03.1.1--SRVD Processor. Where required, the Contractor shall install any contact closure modules and processors needed to connect the sensor(s) to the signal controller within the signal cabinet environment shown in the plans. Sensors (up to 6) shall be connected to the cabinet interface module and the processor shall be connected to the signal controller per the manufacturer's requirements for the particular signal cabinet environment shown in the plans at no additional cost, or as approved by the Engineer.

907-641.03.2--IRVD Installation Requirements. All equipment shall be installed according to the manufacturer's recommendations, the plans and as follows:

- 1) The IRVD shall be mounted in side-fired or front facing configuration on poles as shown in the plans, using mounting brackets. The brackets shall be attached with approved 3/4-inch-wide stainless steel bands.
- 2) The Contractor shall install the detector unit on a pole at the manufacture's recommended height above the road surface so that the masking of vehicles is minimized and that all detection zones are contained within the specified elevation angle as suggested by the manufacturer.
- 3) When installing a detector near metal structures, such as building, bridges, or sign supports, the sensor shall be mounted and aimed so that the detection zone is not under and does not pass through any structure to avoid distortion and reflection.
- 4) The IRVD mode of operation, detection zones and other calibration and set up will be performed using a MS Windows™ based software and a Notebook PC. The software shall allow verification of correct setup and diagnostics. It shall include facilities for saving verification data and collected data as well as saving and retrieving sensor setup from disk file.
- 5) Unused conductors in the ITS Radar Vehicle Detector Cable shall be grounded or terminated in the cabinet in accordance with the manufacturer's recommendations. Terminated conductors shall be individually doubled back and taped, then loosely bundled and secured.
- 6) The Contractor shall provide the Department with a written inventory of items received and the condition in which they were received. Inventory shall be inclusive of make, model, and serial numbers, MAC address, and installation GPS coordinates. All equipment shall be installed according to the manufacturer's recommendations or as directed by the Department.

- 7) Any new, additional, or updated drivers required for the existing ATMS software to communicate and control new IRVD installed by Contractor shall be the responsibility of the Contractor.

907-641.03.2.1--IRVD Processor. Where required, the Contractor shall install any contact closure modules and processors needed to connect the sensor(s) to the signal controller within the signal cabinet environment shown in the plans. Sensors (up to 6) shall be connected to the cabinet interface module and the processor shall be connected to the signal controller per the manufacturer's requirements for the particular signal cabinet environment shown in the plans at no additional cost, or as approved by the Engineer.

907-641.03.3--Radar Sensor Test Requirements. When requested by the Project Engineer and/or the Project Engineer's representative, the Contractor shall conduct a Project Testing Program as required below. All costs associated with the Project Testing Program shall be included in overall contract prices; no separate payment will be made for any testing.

The Contractor shall be responsible for planning, coordinating, conducting, and documenting all aspects of the Project Testing Program. The Project Engineer and/or the Project Engineer's representative are only responsible for attending and observing each test and reviewing and approving the Contractor's test results documentation. The Project Engineer and/or the Project Engineer's representative reserve the right to attend and observe all tests.

Each test shall fully demonstrate that the equipment being tested is in full compliance with all project requirements.

Test procedures shall be submitted and approved for each test as part of the project submittals at the request of the Engineer. Test procedures shall include every action necessary to fully demonstrate that the equipment being tested is clearly and definitively in full compliance with all project requirements. Test procedures shall contain documentation regarding the equipment configurations and programming.

No testing shall be scheduled until approval of all project submittals and approval of the test procedures for the given test.

The Contractor shall provide all ancillary equipment and materials as required in the approved test procedures.

The Contractor shall request in writing the Project Engineer's approval for each test occurrence a minimum of 14 days prior to the requested test date. Test requests shall include the test to be performed and the equipment to be tested. The Project Engineer reserves the right to reschedule test request if needed.

All tests shall be documented in writing by the Contractor in accordance with the test procedure and submitted to the Project Engineer within seven (7) days of the test. Any given test session is considered incomplete until the Project Engineer has approved the documentation for that test session.

All tests deemed by the Project Engineer to be unsatisfactorily completed shall be repeated by the Contractor. In the written request for each test occurrence that is a repeat of a previous test, the Contractor shall summarize the diagnosis and correction of each aspect of the previous test that was deemed unsatisfactory. The test procedures for a repeated test occurrence shall meet all the requirements of the original test procedures, including review and approval by the Project Engineer.

The satisfactory completion of any test shall not relieve the Contractor of responsibility to provide a completely acceptable and operating system that meets all requirements of this project.

Test shall include verification of detection for each lane of traffic or zone per site.

907-641.03.4--Warranty. The Signal Radar Detection sensors shall be warranted to be free of manufacturer defects in materials and workmanship for a period of one (1) year from the date of Final Acceptance. Equipment covered by the manufacturer's warranties shall have the registration of that component placed in the Department's name prior to Final Inspection. The Contractor shall be responsible for ensuring that the vendors and/or manufacturers supplying the components and providing the equipment warranties recognize the Department as the original purchaser and owner/end user of the component from new. During the warranty period, the supplier shall repair or replace with new or refurbished material, at no additional cost to the State, any product containing a warranty defect, provided the product is returned postage-paid by the Department to the supplier's factory or authorized warranty site. Products repaired or replaced under warranty by the supplier shall be returned prepaid by the supplier.

During the warranty period, technical support shall be available from the supplier via telephone within four hours of the time a call is made by the Department, and this support shall be available from factory certified personnel. During the warranty period, updates, and corrections to control unit software shall be made available to the Department by the supplier at no additional cost.

907-641.03.5--MDOT Employee Training. The supplier of the radar detection sensors shall, at a minimum, provide an 8-hour operations and maintenance training class with suitable documentation for up to eight (8) persons selected by the Department, if shown and quantified in the plans. The training shall be at the discretion and approved by the Engineer. The training must include both classroom style training and hands-on training in the field of the maintenance and troubleshooting procedures required for the system. The training should also consist of a hands-on demonstration of all software configuration and functionality where applicable. The operations and maintenance class shall be scheduled at a mutually acceptable time and location.

907-641.03.6--Maintenance and Technical Support. The supplier shall maintain an adequate inventory of parts to support maintenance and repair of the radar detection sensor(s). The manufacturer of the radar detection system must provide and have a parts support system capable of providing parts for a period of five (5) years from the date of system acceptance. Spare parts shall be available for delivery within 30 days of placement of an acceptable order at the supplier's then current pricing and terms of sale of said spare parts.

The suppliers shall maintain an ongoing program of technical support for the Radar Detection System. This technical support shall be available via telephone or via personnel sent to the installation site upon placement of an acceptable order at the supplier's then current pricing and terms of sale of said technical support services.

907-641.04--Method of Measurement. Radar Vehicle Detection Sensors, of the type specified, will be measured as a unit per each.

Radar Vehicle Detection Processor, of the type specified, will be measured as a unit per each.

Radar Vehicle Detection Cable will be measured by the linear foot, measured horizontally along the conduit, messenger cable or mast arm and vertically along the pole.

Radar Vehicle Detection Training will be measured per lump sum.

907-641.05--Basis of Payment. Radar Vehicle Detection Sensor, of the type specified, measured as prescribed above, will be paid for at the contract unit price bid per each, which price shall be full compensation for furnishing all materials, construction installation, connecting, testing, for all equipment, tools, labor, and incidentals required to complete the work. Work shall include furnishing, installing, system integration, testing and training (if required) of complete radar sensor system that includes the unit, cabling between the unit and the cabinet, surge protection devices, communication converters (if required), all conduit, risers and weatherhead between the radar sensors and the cabinet, interconnection wiring, power supply, connections to support structures (includes all incidental components, attachment hardware, mounting brackets, mounting arms, bolts, or any other items to mount the radar sensor as intended), satisfactory completion of testing and training requirements and all work, equipment and appurtenances as required to effect the full operation including remote and local control of the radar site complete in place and ready to use. The price bid shall also include all system documentation including shop drawings, operations, and maintenance manuals, wiring diagrams, block diagrams and other material necessary to document the operation of the radar sensor.

Radar Vehicle Detection Processor, of the type specified, measured as prescribed above, will be paid for at the contract unit price bid per each, which price shall be full compensation for furnishing all materials, construction installation, connecting, testing, for all equipment, tools, labor, and incidentals required to complete the work. Work shall include furnishing, installing, system integration, testing and training (if required) of the processor, that includes the unit, cabling between the unit and the signal controller, surge protection devices, communication converters (if required), and power supply. The price bid shall also include all system documentation including shop drawings, operations, and maintenance manuals, wiring diagrams, block diagrams and other material necessary to document the operation of the processor.

Radar Vehicle Detection Cable will be paid at the contract unit price per linear foot, which price shall be full compensation for all labor, materials, equipment tools, furnishing, installing, system integration, connections, testing, and all incidentals necessary to complete the work.

Radar Vehicle Detection Training, measured as prescribed above, will be paid for as a lump sum

unit price.

Payment will be made under:

907-641-A: Signal Stop Bar Radar Vehicle Detection Sensor, Type ____	- per each
907-641-B: Signal Advanced Radar Vehicle Detection Sensor, Type ____	- per each
907-641-C: ITS Radar Vehicle Detection Sensor	- per each
907-641-D: Radar Vehicle Detection Cable	- per linear foot
907-641-E: Radar Vehicle Detection Training	- lump sum
907-641-F: Signal Radar Vehicle Detection Processor, Type ____	- per each
907-641-G: ITS Radar Vehicle Detection Processor, Type ____	- per each

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-650-5

CODE: (SP)

DATE: 05/04/2023

SUBJECT: On-Street Video Equipment

Section 907-650, On-Street Video Equipment, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-650 - ON-STREET VIDEO EQUIPMENT

907-650.01--Description. This work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish, install, test, train, and operate CCTV Camera Systems. CCTV Camera System shall provide TMC personnel with live streaming video of the roadway network via CCTV Camera Systems including both fixed and PTZ cameras. PTZ Signal Monitoring Camera shall provide Traffic Engineering personnel with live streaming video of the roadway network via CCTV Camera Systems utilizing a PTZcamera.

907-650.02--Materials. All materials furnished, assembled, fabricated or installed shall be new, corrosion resistant.

Support equipment for the CCTV Camera Systems shall be provided in a Type B ITS Equipment Cabinet as described in Section 660. For PTZ Signal Monitoring Camera, support equipment shall be house in existing or new Traffic Signal Cabinet.

The CCTV Camera System shall comply with the following minimum materials specifications:

907-650.02.1--General Capabilities and Performance Requirements. Overall CCTV Camera System capabilities and performance requirements include the following:

- 1) CCTV PTZ Cameras shall be placed and installed at fixed locations to provide full coverage of the mainline travel lanes and shoulders.
- 2) CCTV Fixed Cameras shall be placed and installed at fixed locations to provide coverage of the mainline travel lanes. The cameras shall be provided with a varifocal lens which shall be adjusted by the Contractor for the desired view of the mainline. At major intersections fixed cameras shall also be adjusted to the desired view of the surface streets.
- 3) The CCTV Camera System components shall be compatible with each other and be of rugged design and suitable for reliable operation when mounted in their fixed locations.
- 4) All new PTZ and the Fixed cameras shall be provided as Ethernet IP-based or as indicated in project plan sheets or Notice to Bidders. If analog cameras are required, they shall conform to requirements detailed in Subsection 650.02.2, Analog Camera Unit.
- 5) The CCTV Camera System shall be capable of attended and unattended, continuous 24 hours per day operation at fixed sites.

- 6) The Contractor shall ensure that the installed equipment provides unobstructed video of the roadway, traffic, and other current conditions around a roadside CCTV field site; that it responds to camera control signals from an operator of the system; and that the video images can be transmitted to remote locations interfaced to the system for observation.
- 7) PTZ and IP based cameras shall be capable of being remotely controlled and programmed.
- 8) All PTZ enclosures shall be provided with the ability to be pressurized for environmental protection.
- 9) PTZ Dome type cameras shall be mounted together with the zoom lens and integrated into the pan and tilt device within the dome enclosure forming a totally integrated, easily removable assembly.
- 10) All cameras shall include a high quality integrated camera/lens combination.
- 11) The camera shall also be equipped with an auto-iris lens capability compatible with the zoom lens supplied.
- 12) Iris capability shall include a provision for manual override via software.
- 13) The PTZ camera shall be capable of auto-focus during zoom-in or zoom-out, with provisions for override via software.
- 14) Overexposure protection shall be provided - the camera shall not be degraded or damaged under normal reasonable operating conditions.
- 15) The capability for local control of pan, tilt and zoom functions shall be provided at the roadside cabinet using vendor-supplied software installed on a laptop computer.
- 16) All IP Based CCTV cameras shall support the NTCIP 1205 v1.08 or later version if backward compatible communication protocol.

907-650.02.2--Analog Camera Unit. The minimum Camera Unit requirements include:

- 1) The camera unit shall incorporate solid-state design and provide digital signal processing (DSP) capable of providing clear and low-bloom color video pictures during daylight hours and monochrome video at night when the roadway is illuminated with minimal roadway lighting.
- 2) The Analog Camera shall be fully compliant with all aspects of the National Television Standards Committee (NTSC) specification, and produce NTSC compatible video.
- 3) The Analog camera shall operate over wide dynamic light conditions ranging from low light/dusk to full sunlight having day (color)/night (monochrome) switchover and iris control, with user-selectable manual and automatic control capabilities.
- 4) The camera unit shall be equipped with a low light level sensor to automatically switch the camera to monochrome mode.
- 5) The camera unit shall be equipped with an override capability to allow the camera to be manually switched via software to turn off the automatic low light level sensor switch feature for Color or Monochrome operation.
- 6) Image sensor: 1/3 inch charge-coupled device (CCD) employing digital video signal processing (DSP) technology with a minimum Effective Picture Elements of 768 horizontal x 494 vertical pixels.
- 7) The camera unit shall include integrated image stabilization.
- 8) Sensitivity: The camera shall maintain usable video under both day and nighttime lighting conditions.
- 9) Video output synchronization shall be 2 to 1 interlace and will observe the NTSC (color) and EIA RS-170 (black and white) standards.

- 10) Resolution: 470 lines horizontal and 350 TV lines vertical, NTSC equivalent.
- 11) Signal-to-noise ratio: 48 dB, minimum with AGC off, un-weighted, and 4.5MHz filter.
- 12) Video Signal Format: National Television Standards Committee (NTSC) composite video output of 1 Volt_{p-p} at 75 ohms, unbalanced.

907-650.02.3--Internet Protocol IP Camera Unit. IP cameras shall provide the same functionality as the analog camera units specified in subsection 907-650.02.2, in addition to the following minimum requirements:

- 1) Power over Ethernet or 24 VAC Power Input.
- 2) Open Architecture.
- 3) Shall utilize H.264 (Video Coding Experts Group (VCEG)/Moving Picture Experts Group) Video Compression Technology types as directed by the Intelligent Transportation Systems Program Manager
- 4) Standard Definition (SD) Units Shall be capable of 2 simultaneous H.264 video streams.
 - a. The primary stream shall provide 480p at 30 fps and the ability to be reduced to D1 resolution at 30 fps.
 - b. The secondary stream shall provide a minimum CIF resolution 30fps.
- 5) High Definition Units (HD) Shall be capable of 2 simultaneous H.264 video streams.
 - a. The primary stream shall provide 720p at 30 fps at a minimum and the ability to be reduced to D1 resolution at 30 fps.
 - b. The secondary stream shall provide a minimum CIF resolution 30fps.
- 6) Image sensor: 1/3 inch charge-coupled device (CCD)
- 7) Shall be capable to take video snapshots in JPEG format and transfer image via FTP.
- 8) IP encoded streams and Video Compression Technology shall be compatible with the existing video streaming servers and decoders for the www.mdottraffic.com WEB site or as approved by the Intelligent Transportation Systems Program Manager.
- 9) Internet Protocols: TCP, UDP (Unicast, Multicast IGMP V2), UPnP, DNS, DHCP, RTP, NTP
- 10) Support Real Time Streaming Protocol (RTSP)
- 11) Multilevel Password Protection.
- 12) EDR (Extended Dynamic Range).
- 13) C/CS Lens Mount.
- 14) Backlight Compensation.
- 15) Low Profile Top/Bottom Mount.
- 16) BNC Service Connector. Tap shall be installed inside cabinet.

907-650.02.4--PTZ Camera Lens. The minimum camera lens requirements include:

- 1) The camera lens shall have a minimum F-Stop of 1.4 to 1.6.
- 2) Optical and Digital Zoom:
 - a. Shall provide an optical zoom of 35X for analog dome cameras.
 - b. Shall provide a minimum optical zoom of 18X and a minimum digital zoom of 6X for IP PTZ cameras.
- 3) Zoom Control: The zoom magnification shall be fully controllable via the remote PTZ mechanism. The time to pass through the full range of movement of Iris, Zoom and Focus shall in no case exceed 10 seconds.

- 4) Iris and Focus: Support automatic iris and focus control with manual override capability. The iris shall be in a closed position when there is no power.
- 5) White or Color Balance: Support automatic or set to yield optical results under various outdoor lighting conditions.
- 6) Shutter Speed: Support automatic or set to yield optimal results under low lighting conditions without blooming or smearing, auto-iris on. Provide electronic shutter that is selectable in steps.
- 7) The lens shall be equipped for continuous remote control of zoom, focus and iris.
- 8) Mechanical or electrical means shall be provided to protect motors from overrunning in extreme positions.
- 9) The zoom lens shall be an integrated camera/lens combination.
- 10) Vibration or ambient temperature changes shall not affect the automatic iris function, focus mechanism and zoom mechanism.
- 11) The lens shall be optically clear, impact resistant and acrylic. The acrylic lens shall not yellow and shall not introduce appreciable light loss or geometric distortion over a 10-year service life when exposed to the environment.
- 12) The zoom mechanism shall be designed for maintenance-free operations. All gearing and bearings shall be self-lubricating with lubrication and gearing tolerances compatible with the environmental specifications contained herein.

907-650.02.5--Character Generator. The minimum character generator requirements include:

- 1) The capability of generating and superimposing lines of English language text on the video image/stream shall be provided.
- 2) A minimum of 20 characters per line that are between 10 and 30 horizontal TV lines in height shall be provided.
- 3) Control (enable, disable and edit) of this feature shall be available remotely and at the field site using a laptop computer.
- 4) The text messages shall be stored in non-volatile memory.
- 5) Characters shall be white with a black border to ensure legibility in varied scenes.
- 6) The following minimum text insertion requirements shall be provided with the ability to individually turn each one on or off:
 - a. Camera ID
 - b. Sector Message
 - c. Alarm Messages
 - d. Pan/Tilt Azimuth/Elevation
 - e. Compass Direction in 8 discrete zones

907-650.02.6--PTZ Enclosure. The minimum PTZ enclosure requirements include:

- 1) Sealed, pressurized dome enclosure that provides complete protection for the camera and lens assembly from moisture and airborne contaminants.
- 2) Environmental resistant and tamper proof meeting NEMA 4X or IP-67 rating requirements.
- 3) The dome enclosure shall be constructed in such a way that unrestricted camera views can be obtained at all camera and lens positions.
- 4) Dome environmental control shall be provided by nitrogen pressurization with a Schrader Valve for pressurization and purging. The enclosure shall be designed to be pressurized to

the manufactures recommended level with dry nitrogen. The notation “CAUTION – PRESSURIZED” shall be printed on the rear plate of the enclosure and shall be clearly visible and readable.

- 5) An alarm shall be displayed under low-pressure conditions and displayed on the camera video. The low-pressure alarm shall be on/off selectable by the operator at the TMC.
- 6) The PTZ dome enclosure shall consist of a two-piece (upper and lower half) dome.
- 7) A harness and cables shall be provided with each enclosure to extend the video, power and data from the CCTV Camera System to the field cabinet. No harness shall be exposed. All entry points shall have gaskets to prevent moisture entry. A sealed connector shall be at the top of the dome.
- 8) The dome enclosure shall assist in preventing lens fogging and effectively reduce internal temperatures.
- 9) The enclosure shall minimize glare and provide overexposure protection for the camera when pointed directly at the sun.
- 10) The enclosure shall be equipped with a heater, a defroster and a thermostat.
- 11) The camera equipment inside the dome enclosure shall meet all its specified requirements when operating under the following conditions:
 - a. Ambient Temperatures: From -40°C to +65°C (-40°F to +149°F). A heater/blower shall be used to maintain internal dome temperatures within the manufacturer required operating temperatures for their equipment.
 - b. Relative Humidity: 5% and 95%, non-condensing.
- 12) Total weight of CCTV cameras (including the housing, sunshield, and all internal components shall be less than 18 pounds.
- 13) At a minimum, dome enclosures shall be secured with a mounting plate/attachment designed to withstand a 90mph sustained wind speed with a 30% gust factor. For projects that are in areas with higher wind standards, the higher standard is required.

907-650.02.7--Pan and Tilt Unit (PTU). The minimum pan and tilt unit requirements include:

- 1) The motorized, remotely controlled Pan/Tilt unit shall be mounted within the dome enclosure. The unit shall be integrated with the CCTV control system.
- 2) For dome enclosed units, the unit shall provide a minimum continuous tilt (vertical) movement of 90 degrees from horizontal and continuous pan (horizontal) movement of 360 degrees. Tilt speed shall be variable from zero up to 40 degrees per second, minimum, and the pan speed shall be variable from zero up to 80 degrees per second, minimum.
- 3) For separately housed tilt motor units (non-Dome Cameras), the unit shall provide a minimum continuous tilt (vertical) movement of +90° to -90° from horizontal and continuous pan (horizontal) movement of 360 degrees. Tilt speed shall be variable from zero up to 34 degrees per second, minimum, and the pan speed shall be variable from zero up to 80 degrees per second, minimum.
- 4) The unit shall be capable of simultaneous pan, tilt movements and zoom on one camera
- 5) Drive motors shall be capable of instantaneous reversing, be corrosion resistant, not require lubrication, and have overload protection.
- 6) Braking shall be provided in both pan and tilt movements to enable fast stop and reversal and to prevent drifting.
- 7) The viewing limits shall be set by a minimum of eight (8) discreet privacy zones that are software selectable.

907-650.02.8--Camera Control Receiver – Driver. The minimum camera control receiver-driver requirements include:

- 1) The camera control receiver shall provide a single point interface for control, power and video communications.
- 2) The camera control receiver-driver shall be included within the dome enclosure and control the camera, pan/tilt and lens functions at each CCTV site.
- 3) The unit shall provide alphanumeric generation for on-screen titles.
- 4) The unit shall provide the ability to display diagnostic information on the screen in response to user commands.
- 5) The diagnostic information shall include current pan, tilt, zoom and focus positions, and error codes for power, communication, position and memory problems.
- 6) The capability for programmed tours shall be provided.
- 7) The camera control receiver shall use non-volatile memory to store the required information for presets, camera ID and sector text.
- 8) Presets shall meet the following requirements:
 - a. A minimum of 64 presets shall be supported. Each preset shall consist of pan, tilt, zoom and focus positions.
 - b. The Contractor shall develop and install ten (10) presets for each camera. The Contractor shall submit the preset locations to the MDOT ITS Engineer for review and approval.
- 9) Protocols: CCTV cameras shall support at a minimum the Pelco D and the NTCIP 1205 v1.08 communication protocol. No camera control receiver-driver shall use non-published protocols. The Contractor shall provide protocol documentation.
- 10) Communications Interface: The communications interface shall support communications compliant with RS- 232, and/or 485 (user selectable), or shall provide a network interface port.
- 11) Serial communications interface shall be compatible with the Video Encoder serial port as defined in Section 907-665 .
- 12) Standard interface connectors shall be provided.
- 13) The local video input and output connections shall be the BNC type for analog cameras. IP Based Cameras should stream video over the Ethernet connection but include a BNC type connection for local testing, configuration, and calibration.
- 14) Connector(s) shall also be used for connecting the control outputs from the control receiver-driver unit to the camera, lens and pan/tilt mechanisms.

907-650.02.9--Fixed Camera Lens. The fixed camera lens shall meet the following minimum requirements.

- 1) Type Varifocal
- 2) Format Size 1/3 Inch
- 3) Mount Type CS
- 4) Focal Length 5-50
- 5) Zoom Ratio 1.4 -360
- 6) Relative Aperture (F) 1.6-360
- 7) Iris Auto (Direct Drive)
- 8) Focus Manual

- 9) Zoom Manual
- 10) Minimum Object Distance 0.5 m
- 11) Back Focal Length 10.05 mm
- 12) The camera lens shall have a minimum F-Stop of 1.4 to 1.6.
- 13) Shall provide a varifocal zoom of 5-50 mm.
- 14) Iris: Support automatic iris control with manual override capability. The iris shall be in a closed position when there is no power.
- 15) White or Color Balance: Support automatic or set to yield optical results under various outdoor lighting conditions.
- 16) Shutter Speed: Support automatic or set to yield optimal results under low lighting conditions without blooming or smearing, auto-iris on. Provide electronic shutter that is selectable in steps.
- 17) Vibration or ambient temperature change shall not affect the automatic iris function, focus mechanism or zoom mechanism.
- 18) The lens shall be optically clear, impact resistant and acrylic. The acrylic lens shall not yellow and shall not introduce appreciable light loss or geometric distortion over a 10-year service life when exposed to the environment.

907-650.02.10--Fixed Camera Enclosure. The fixed camera lens shall meet the following minimum requirements.

- 1) Designed for Outdoor Applications
- 2) Maintenance access for servicing
- 3) Environmental resistant and tamper proof meeting NEMA 4X or IP-66 rating requirements.
- 4) A harness and cables shall be provided with each enclosure to extend the video, power and data from the CCTV Camera System to the field cabinet. No harness shall be exposed. All entry points shall have gaskets to prevent moisture
- 5) The enclosure shall minimize glare and provide overexposure protection for the camera when pointed directly at the sun.
- 6) The enclosure shall be equipped with a heater, a defroster and a thermostat.
- 7) The camera equipment inside the enclosure shall meet all its specified requirements when operating under the following conditions:
 - a. Ambient Temperatures: -10°C to +50°C (14°F to +122°F). A heater/blower shall be used to maintain internal temperatures within the manufacturer required operating temperatures for their equipment.
 - b. Relative Humidity: 5% and 95%, non-condensing.
- 8) Total weight of CCTV cameras (including the housing, sunshield, and all internal components shall be less than 18 pounds.
- 9) The enclosure shall be secured with a mounting plate/attachment designed to withstand a 90mph sustained wind speed with a 30% gust factor. For projects that are in areas with higher wind standards, the higher standard is required.

907-650.02.11--Electrical. The minimum electrical requirements include:

- 1) The CCTV Camera System shall be furnished with any and all equipment required for a fully functional system, including all appropriate power and communications cables as defined by the manufacturer.

- 2) The power cables shall be sized to meet the applicable National Electrical Code (NEC) requirements.
- 3) Total power consumption shall not exceed 125 watts.
- 4) All devices supplied as system components shall accept, as a primary power source, 120 volts of alternating current (VAC) at an input of 60 hertz. Any device that requires source input other than 120 VAC at 60 hertz, such as cameras, PTUs, receiver/drives and dome heaters/blowers that operate at 24 volts or other, shall be furnished with the appropriate means of conversion.
- 5) IP fixed cameras shall receive Power over Ethernet (POE) with appropriate cabling.

907-650.02.12--Coaxial Cabling. The minimum coaxial interconnect cable requirements include:

- 1) The coaxial cable from the CCTV Camera System to the equipment cabinet shall be double braided (95% coverage) coaxial cable.
- 2) RG 59/U, 20AWG, bare copper conductor, polyethylene insulation.
- 3) 98% tinned copper, double braid shield, black polyethylene jacket.
- 4) Characteristic Impedance: 75 ohms, nominal.
- 5) Capacitance (conductor to shield): 21pF/ft; Inductance: 0.131uH/ft, nominal.

907-650.02.13--Surge Protection. All CCTV Camera System electrical interconnects shall be protected from voltage surges caused by lightning and external electromagnetic fields. Surge protection devices shall meet the requirements of the Notice to Bidders entitled "ITS General Requirements" as well as the requirements stated below.

- 1) Surge protectors shall be furnished for all non-dielectric cable and conductors (video, data/signal and device/assembly power) between the CCTV Camera System and the equipment cabinet.
- 2) The surge protectors shall have leads that are kept to a minimum length as recommended by the surge device manufacturer.
- 3) All surge protection devices shall be designed to meet the temperature and humidity requirements expected in this type of outdoor application.
- 4) All Surge protectors shall be U.L. listed (UL 1449, UL 497, 497A, 497B, etc., as appropriate) and bonded to the same single-point ground point.
- 5) Coaxial Cable. Surge protectors for coaxial cable shall meet/provide the following functionality:
 - a. Attenuation: 0.1dB @10 MHz, typical
 - b. Input/Output Impedance: 75 ohms nominal
 - c. Operating Voltage of the surge protector shall match characteristics of the ITS device/assembly
 - d. Peak Surge Current: 5,000-amperes for an 8x20 microsecond waveform
 - e. Response Time: 1 nanosecond or less
- 6) Low Voltage/Signal Cable. Surge protectors for data/signal/control cable shall meet/provide the following functionality:
 - a. Peak Surge Current: 10,000-amperes for an 8x20 microsecond waveform
 - b. Response Time: 1 nanosecond or less
 - c. Life Expectancy: Capable of surviving at a minimum of 25 occurrences at 2000-amperes

- 7) CCTV Power. Surge protectors for power from equipment cabinet power distribution to the CCTV Camera System shall meet/provide the following functionality:
 - a. Frequency: DC to 10MHz
 - b. Clamping Voltage: < 30VAC (rms) or 42VDC
 - c. Insertion Loss: < 0.2dB
 - d. Input/Output Impedance: 75 ohms, typical
 - e. Peak Surge Current: 3000-amperes
 - f. Response Time: 1 nanosecond or less
- 8) Surge protection for the IP Fixed cameras shall include provisioning for the Power over ETHERNET (POE) cabling and voltages.

907-650.02.14--PTZ Signal Monitoring Camera. The PTZ Signal Monitoring Camera shall meet the following minimum requirements.

- 1) Single housing with a Fixed Camera and PTZ Camera that allows for tandem viewing from both camera lens
- 2) Designed for outdoor locations
- 3) Environmental resistant and tamper proof meeting NEMA 4X or IP-66 rating requirements
- 4) Sealed, pressurized dome enclosure and fixed camera enclosure that provides complete protection for the camera and lens assembly from moisture and airborne contaminants
- 5) The dome enclosure shall be constructed in such a way that unrestricted camera views can be obtained at all camera and lens positions.
- 6) Total weight of CCTV cameras (including the housing, sunshield, and all internal components shall be less than 14 pounds
- 7) High Quality 4 MP Resolution Imaging or better
- 8) Shall provide Low-Light performance with expansive night view for up to 400 ft IR distance
- 9) Minimum of 32x Optical Zoom and 16x Digital Zoom
- 10) Minimum 1/1.8" progressive scan CMOS sensor
- 11) Shall provide semi-auto, manual and auto focus
- 12) Shall support 24 VAC and Hi-PoE
- 13) The enclosure shall be equipped with a heater, a defroster and a thermostat
- 14) The Fixed Camera Lens shall have a minimum 79° Horizontal FOV and 42° Vertical FOV with a focal length of f/1.0.
- 15) The PTZ Camera Lens shall have a minimum 60° to 2.3° (wide-tele) Horizontal FOV with a focal length of f/1.5
- 16) Smart Features shall include:
 - a) Motion Detection
 - b) Alarm inputs and outputs
 - c) Region Entrance and Exit Detection
 - d) Manual and Panorama Tracking
 - e) Minimum of 32 Presets with Patrol and Pattern Scan
- 17) Up to 20 Simultaneous Live Views and 32 Users/Hosts
- 18) Shall support Internet Explorer, Chrome, Firefox and Safari Web Browsers
- 19) The camera equipment inside the enclosure shall meet all its specified requirements when operating under the following conditions:
 - a) Ambient Temperatures: -30°C to +65°C (-22°F to +149°F).
 - b) Relative Humidity: 5% and 95%, non-condensing.

c) Maximum 42 W Power Consumption including heater and IR light

907-650.03--Installation Requirements. All equipment shall be installed according to the manufacturer's recommendations, the Plans and as follows:

- 1) The Contractor shall provide the MDOT with a written inventory of items received and the condition in which they were received. Inventory shall be inclusive of make, model, and serial numbers, MAC address, and installation GPS coordinates. All equipment shall be installed according to the manufacturer's recommendations or as directed by the MDOT.
- 2) Materials and associated accessories/adapters shall not be applied contrary to the manufacturer's recommendations and standard practices.
- 3) Shall include all materials needed to permanently mount the CCTV camera to the support structure as indicated in the plans.
- 4) Furnish and install power, video, and data cables, and any and all ancillary equipment required to provide a complete and fully operational CCTV system site.
- 5) Verify all wiring meets NEC requirements where applicable.
- 6) All above requirements apply to both new CCTV sites as well as sites where an existing CCTV is being replaced.
- 7) Any new, additional or updated drivers required for the existing ATMS software to communicate and control new CCTV installed by the Contractor shall be the responsibility of the Contractor.

907-650.03.1--Testing. All equipment associated with the CCTV Camera Systems site shall undergo testing to verify conformance to requirements of the plans and these special provisions. The Contractor shall conduct a Project Testing Program as required in the Notice to Bidders entitled "ITS General Requirements." All costs associated with the Project Testing Program shall be included in the overall contract price; no separate payment will be made for any testing.

907-650.03.2--Submittals. The submittal requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met. All costs associated with submittals shall be included in the overall contract price; no separate payment will be made for any documenting and submitting.

907-650.03.3--Quality Assurance. The quality assurance requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met. All costs associated with the quality assurance requirements shall be included in the overall contract price.

907-650.03.4--Warranty. At a minimum, the warranty requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met. All costs associated with the warranty requirements shall be included in the overall contract price.

907-650.03.5--Training. The minimum training requirements shall be as defined in the Notice to Bidders entitled "General ITS Requirements."

907-650.04--Method of Measurement. On-Street Video Equipment will be measured per each camera installation.

On-Street Video Equipment Training shall be measured as a lump sum which shall include all coordination, materials, labor, training location costs, and all incidentals required to complete the training as described in the Notice to Bidders entitled "ITS General Requirements."

907-650.05--Basis of Payment. On-Street Video Equipment, measured as prescribed above, will be paid for at the contract unit price bid per each, which price shall be full compensation for furnishing all materials inclusive of camera unit, housing, pan/tilt drive, receiver/driver, software driver, mounting hardware, any necessary enclosures, items necessary to mount the camera unit from a mast arm pole, steel strain pole, pole extension pipe, etc., for all installing, connecting, cutting, pulling and testing and for all equipment, tools, labor, all documentation and submittals, quality assurance, warranties, and incidentals necessary to complete the work and quality assurance.

Required cabinet facilities, including transformer and/or disconnects, will not be measured for separate payment.

Progress payments for the On-Street Video System will be paid as follows:

- 1) 50% of the contract unit price upon delivery of equipment and approval of any bench and/or pre-installation test results, as prescribed in Project Testing Program;
- 2) An additional 40% of the contract unit price upon approval of Stand Alone Acceptance Test results; and
- 3) Final 10% of the contract unit price upon Final Project Acceptance.

On-Street Video Equipment Training, measured as prescribed above, will be paid for at the contract unit lump sum price, which price shall be full compensation for all training costs including coordination, materials, labor, training location costs, and all incidentals required to complete the training as described in the Notice to Bidders entitled "ITS General Requirements."

Payment will be made under:

907-650-A: On-Street Video Equipment Type ____ - per each

907-650-B: On-Street Video Equipment Training - lump sum

* PTZ, Fixed, Analog, IP Based, PTZ Signal Monitoring, etc.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-653-1

CODE: (IS)

DATE: 11/15/2017

SUBJECT: Traffic and Street Name Signs

Section 653, Traffic and Street Name Signs, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-653.02--Materials.

907-653.02.1--Reflective Sheeting. Delete the paragraph in Subsection 653.02.1 on page 637, and substitute the following.

Reflective sheeting for traffic and street name signs shall be Type XI retroreflective and of the color as specified in the plans.

907-653.04--Method of Measurement. Delete the sentence in the paragraph of Subsection 653.04 on page 638, and substitute the following.

Traffic sign and street name sign will be measured by the square foot, which measurement being inclusive of aluminum sign blank, applied reflective sheeting, mounting brackets and banding materials and begin inclusive of all materials, work and services necessary for a properly constructed sign.

907-653.05--Basis of Payment. Delete the pay items listed on page 638, and substitute the following.

907-653-A: Traffic Sign - per square foot

907-653-B: Street Name Sign - per square foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-659-5

CODE: (IS)

DATE: 05/25/2021

SUBJECT: Traffic Management Center (TMC) Modifications

Section 907-659, Traffic Management Center (TMC) Modifications, is hereby added to and becomes part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-659 -- TRAFFIC MANAGEMENT CENTER (TMC) MODIFICATIONS

907-659.01--Description. This work consists of modifying the MDOT Statewide Traffic Management Center (TMC) located in the Information Systems Division on the 2rd Floor, at 401 North West Street, Jackson, Mississippi, 39201. Regional and City Traffic Management Centers may be located statewide. The following is a list of existing/planned centers and their addresses:

Northwest Regional Combined TMC – 8791 Northwest Drive, Southaven, Mississippi (Police Department)
City of Ridgeland TOC – 100 West School Street, Ridgeland, Mississippi (City Hall)
Oxford Combined TMC – 715 Mollybarr Road, Oxford, Mississippi (Oxford Police Department)
Hattiesburg Regional TMC/EOC – 6356 Hwy 49N, Hattiesburg, Mississippi (MDOT District 6 Headquarters)
Batesville Regional TMC/EOC – 150 Hwy 51N, Batesville, Mississippi (MDOT District 2 Headquarters)
Natchez Combined TMC – 233 Devereaux Drive, Natchez, Mississippi (Police Department)
Gulf Regional TMC – 16499 Hwy 49, Saucier, Mississippi (MDOT Lyman Project Office)
Tupelo Regional TMC – 1909 N. Gloster Street, Tupelo, Mississippi (MDOT District 1 Headquarters)

Additional Traffic Management Centers may be added as needed.

907-659.02--Blank.

907-659.03--Construction and Operation Requirements.

907-659.03.1--TMC Modifications. The MDOT TMC modifications required to integrate and operate the traffic systems and devices shall be provided. These include, but are not limited to, expanding the central video management system, interconnecting the appropriate number of video interfaces to the TMC video management systems, expanding the MSTraffic backbone network through radio communications, wireless communications, T1 lines or fiber communications, expanding or configuring signals in the existing Central Traffic Signal software system, or upgrading existing signal systems, expanding the Automated Traffic Management System (ATMS), and integrating all the existing computing facilities. All TMC modifications must meet

U.S. Department of Transportation Intelligent Transportation System (ITS) Standards, Policies, and Architectures as well as MDOTs applicable Statewide or Regional Architecture.

907-659.03.1.1--TMC Modifications - Software. The Contractor shall initially use vendor supplied software to test all ITS systems installed, interfaced or configured on this project and demonstrate full compliance with the contract requirements. A minimum of two (2) licensed copies of each system of the vendor supplied software must be provided to MDOT upon completion of the testing for each component.

907-659.03.1.2--MDOT ATMS Software. The Contractor shall update the licenses and license keys for the existing MDOT ATMS software to include all ITS devices, existing and provided by the Contractor under this project, for which the existing ATMS has modules and device drivers. The Contractor is required to fully configure the existing ATMS software for operation, status monitoring, configuring, and control of the CCTV systems installed, interfaced or configured on this project. At a minimum, this shall include:

- Update and configure the existing map to show the locations of all ITS devices, existing and provided by the Contractor, for which the existing ATMS has modules and device drivers, including but not limited to CCTV systems, with dynamic icons.
- Install and configure all devices, existing and provided by the Contractor, for which the existing ATMS has modules and device drivers, including but not limited to CCTV systems, into the software's database.
- Configure the systems so the new devices shall send multiple bandwidth streams directly to the MDOT website and TMC video wall.

The Contractor is required to arrange for the ATMS vendor to be on-site to complete this configuration and provide the required testing to show that the software is fully functioning for each CCTV.

907-659.03.1.3--TMC Modifications - Video Systems. The Contractor shall provide, install, and integrate any needed video system equipment or video wall streaming servers for the existing video wall controller that shall be capable of displaying the video streams from the camera streams provided by the Contractor and displaying them as video windows on the existing video wall as controlled by the video wall controller through the ATMS software client or on the MDOT WEB page or VDMS system.

907-659.03.2--TMC Modifications - Monitor Systems. Roadway traffic monitor locations shall provide local control functions related to traffic slowdowns and other congestion monitors as defined by MDOT Traffic Engineering. Additionally, the traffic monitor systems shall provide on-line data for use by the existing MDOT ATMS for engineering, operations, planning, incident, and mdottraffic.com purposes. This data shall include, but is not limited to, per vehicle raw data which shall be transmitted to and stored and managed by the ATMS. The traffic monitor systems shall be capable of utilizing [any combination of](#) loop, microloop, radar, Bluetooth, DSRC, and/or video detection information. The system shall provide a consistent communication and management system regardless of detection methods used. All Traffic Monitoring Systems must meet U.S.

Department of Transportation Intelligent Transportation System (ITS) Standards, Policies, and Architectures as well as MDOT's applicable Statewide or Regional Architecture.

907-659.03.3--TMC Modifications – Installation Requirements. All equipment shall be installed according to the manufacturer's recommendations, the Plans and as follows:

- 1) Any new, additional or updated drivers required for the existing ATMS software to communicate and control new devices installed by Contractor shall be the responsibility of the Contractor.
- 2) Installation of all equipment and software shall be included. The Contractor must provide the MDOT ITS Manager with an Installation Schedule. The Installation Schedule must be approved by the State Traffic Engineer.
- 3) All equipment and software must be fully functional and pass a Final Inspection by the ITS Manager and Project Engineer before being accepted by MDOT.

907-659.03.4--Testing. All equipment and software associated with the TMC modifications shall undergo testing to verify conformance to requirements of the plans and these special provisions. The Contractor shall conduct a Project Testing Program as required in the Notice to Bidders entitled "ITS General Requirements." All costs associated with the Project Testing Program shall be included in the overall contract price; no separate payment will be made for any testing.

907-659.03.5--Submittals. The submittal requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met. All costs associated with submittals shall be included in the overall contract price; no separate payment will be made for any documenting and submitting.

907-659.03.6--Quality Assurance. The quality assurance requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met. All costs associated with the quality assurance requirements shall be included in the overall contract price.

907-659.03.7--Warranty. At a minimum, the warranty requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met. All costs associated with the warranty requirements shall be included in the overall contract price.

907-659.03.8--Training. The minimum training requirements shall be as defined in the Notice to Bidders entitled "ITS General Requirements" and shall cover the system architecture, operations, and maintenance of the TMC systems.

907-659.04--Method of Measurement. Traffic Management Center Modifications, Traffic Management Center Modifications – Monitor Systems, and Traffic Management Center Modifications – Software Only, and Traffic Management Center Modifications – Training, complete in place, tested and accepted, will be measured on a lump sum basis.

907-659.05--Basis of Payment. Traffic Management Center Modifications, and Traffic Management Center Modifications – Monitor Systems, measured as prescribed above, will be paid for at the contract lump sum price, which price shall be full compensation for furnishing all

materials, all documentation and submittals, warranties, installing, connecting, cutting, pulling and testing, all equipment, tools, labor, quality assurance, and all incidentals necessary to complete the work.

Traffic Management Center Modifications – Software Only, measured as prescribed above, will be paid for at the contract lump sum price, which price shall be full compensation for incorporating or adjusting all ITS systems installed, interfaced or configured on this project into the existing ATMS system, for furnishing all materials, all documentation and submittals, testing, warranties, quality assurance, and all incidentals necessary to complete the work.

Traffic Management Center Modifications – Training, measured as prescribed above, will be paid for at the contract unit lump sum price, which price shall be full compensation for all training costs including coordination, materials, labor, training location costs, and all incidentals required to complete the training as described in the Notice to Bidders entitled “ITS General Requirements.”

Payment will be made under:

907-659-A: Traffic Management Center Modifications	- lump sum
907-659-B: Traffic Management Center Modifications – Monitor Systems	- lump sum
907-659-C: Traffic Management Center Modifications – Training	- lump sum
907-659-D: Traffic Management Center Modifications – Software Only	- lump sum

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-662-2

CODE: (IS)

DATE: 05/25/2021

SUBJECT: Radio Interconnect System

Section 662, Radio Interconnect System, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-662.02--Materials.

907-662.02.1--General Requirements. Delete the first sentence of the fourth paragraph in Subsection 662.02.1 on page 669, and substitute the following.

The Contractor shall obtain and reserve necessary frequencies, and apply for all required licenses by the FCC.

Delete the first sentence of the seventh paragraph in Subsection 662.02.1 on page 669, and substitute the following.

The Mean Time Between Failures (MTBF) shall be at least 87,658 hours.

Delete subparagraph e. under Network Feature in Subsection 662.02.1 on page 670, and substitute the following.

- e. The wireless radio shall be a Layer 2 device by operating similar to a switch or bridge device and meeting all requirements of a Layer 2 switch as specified in the MDOT Networking Equipment Special Provision No. 907-663. The wireless radio shall be capable of connecting to the MDOT Network via an RJ-45 port.

907-662.02.3--Radio Interconnect System, Broadband. Delete subparagraphs 4) and 5) in Subsection 662.02.3 on page 671, and substitute the following.

- 4) The short range and long range broadband radios shall provide a minimum data rate of 150 Mbps as tested by bandwidth speed test.
- 5) The short range and long range broadband radios shall provide reliable communication and sufficient bandwidth (i.e., greater than the cumulative minimum bandwidth of each device that will utilize the link) for all devices utilizing the wireless link(s).
- 6) Short range and long range broadband radios shall support 802.11 a/n wireless standards.
- 7) Short range and long range radios shall have 2 or more Gigabit Ethernet ports.
- 8) Short range and long range radios shall be capable of a TX power of 24 dBm or better.
- 9) The Contractor may propose the use of multiband (dual band, tri band, etc.) radios using licensed 4.9 GHz and unlicensed 5.8 GHz and 2.4 GHz bands if bandwidth requirements and path interference warrants the use of such radios and approved by the Project Engineer.

907-662.02.4--Radio Interconnect System, Television Broadcast Radio (TVBR).

907-662.02.4.1--Specific Requirements. Delete the first sentence of subparagraph 7) in Subsection 662.02.4.1 on page 672, and substitute the following.

The MTBF shall be at least 43,829 hours for Type Short Range TVBR and 87,658 hours for Type Long Range TVBR.

907-662.03--Construction Requirements.

Delete Subsections 662.03.2 and 662.03.3 on pages 673 thru 675, and substitute the following.

907-662.03.2--Testing. All equipment associated with the Radio Interconnect System at each site shall undergo testing to verify conformance to requirements of the plans and these special provisions. The Contractor shall conduct a Project Testing Program as required in the Notice to Bidders entitled “ITS General Requirements.” All costs associated with the Project Testing Program shall be included in the overall contract price; no separate payment will be made for any testing.

907-662.03.2.1--Standalone Acceptance Test (SAT). In addition to the requirements set forth in the Notice to Bidders entitled “ITS General Requirements”, successful communications shall demonstrate, at minimum, the ability of a wireless transceiver to send clear, uninterrupted video if the radio is intended to carry a video signal or an error-free data message of at least 200 KB if the radio will not carry video signals, to the receiving station and have it processed for viewing and confirmation. A minimum of 30 test transmissions shall be attempted at each test site. If a failure occurs at the locations selected, it will be the responsibility of the Contractor to re-check the test area to determine if a problem exists. When problem(s) occur, it will be the Contractor’s responsibility to perform additional tests as required to define the cause of the problem and confirm the final working functionality. If areas of non-performance represent more than the Contractor’s predicted link reliability it will be the Contractor’s responsibility to correct such problems at the sole expense of the Contractor. Additional costs associated with the repeated tests will be the sole responsibility of the Contractor.

The Contractor shall prepare and execute a detailed system acceptance test plan, including detailed system acceptance test procedures. The Contractor shall submit a copy of all system acceptance test plans and link reliability predictions to the Project Engineer through the standard Department submittal process, as noted in the Notice to Bidders entitled “ITS General Requirements.”

907-662.03.3--Submittals. The submittal requirements defined in the Notice to Bidders entitled “ITS General Requirements” shall be met. All costs associated with submittals shall be included in the overall contract price; no separate payment will be made for any documenting and submitting.

907-662.03.4--Quality Assurance. The quality assurance requirements defined in the Notice to Bidders entitled “ITS General Requirements” shall be met. All costs associated with the quality assurance requirements shall be included in the overall contract price.

907-662.03.5--Warranty. At a minimum, the warranty requirements defined in the Notice to Bidders entitled “ITS General Requirements” shall be met. All costs associated with the warranty requirements shall be included in the overall contract price.

907-662.03.6--Training. The minimum training requirements shall be as defined in the Notice to Bidders entitled “ITS General Requirements.”

907-662.04--Method of Measurement. In subparagraph 2) in Subsection 622.04 on page 675, change “Additional” to “additional.”

At the end of Subsection 662.04 on page 675, add the following.

Radio Interconnect Training shall be measured as a lump sum which shall include all coordination, materials, labor, training location costs, and all incidentals required to complete the training as described in the Notice to Bidders entitled “ITS General Requirements.”

907-662.05--Basis of Payment. Delete the first paragraph of Subsection 662.05 on pages 675 and 676, and substitute the following.

The radio interconnect system components, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for furnishing all labor, tools, equipment, warranties, connecting, testing, materials inclusive of radio, software, base stations, power supply, antennas, cables and connectors, lightning suppressors, mounting and grounding hardware, enclosures, receivers, and transceivers, all documentation, submittals, and system documentation including shop drawings, operations and maintenance manuals, wiring diagrams, and block diagrams, and all incidentals necessary to complete the work and quality assurance.

After the third paragraph of Subsection 662.05 on page 676, add the following.

Radio Interconnect Training, measured as prescribed above, will be paid for at the contract unit lump sum price, which price shall be full compensation for all training costs including coordination, materials, labor, training location costs, and all incidentals required to complete the training as described in the Notice to Bidders entitled “ITS General Requirements.”Delete the list of pay items on page 676, and substitute the following.

- | | | |
|------------|--|------------|
| 907-662-A: | Radio Interconnect, Signal Control, Installed in New Controller Cabinet | - per each |
| 907-662-B: | Radio Interconnect, Signal Control, Installed in Existing Controller Cabinet | - per each |
| 907-662-C: | Radio Interconnect, Signal Control Repeater | - per each |

907-662-D:	Radio Interconnect, Broadband, *	- per each
907-662-E:	Radio Interconnect, TVBR, *	- per each
907-662-F:	Radio Interconnect, Spare Parts, Furnish Only	- per each
907-662-G:	Radio Interconnect Training	- lump sum

* Type – Long Range or Short Range

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-663-6

CODE: (IS)

DATE: 12/15/2023

SUBJECT: Networking Equipment

Section 907-663, Networking Equipment, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-663 -- NETWORKING EQUIPMENT

907-663.01--Description. This section specifies the minimum requirements for providing networking communication equipment, including network switches, terminal servers, fiber optic modems, SD-WAN routers, and associated cabling, furnished and installed.

Network Switches are divided into three (3) categories; Layer 2 hardened, Layer 3 hardened, and Layer 3 non-hardened. There can be multiple types per category such as Type A, B, C etc. Types will be defined by options based on versions and numbers of ports, and/or additional modules such as built in fiber modems, wireless components, and terminal servers. The number of specific port versions will also be defined by plan requirements, NTBs, and Special Provisions.

Field and core hardened category switches shall be environmentally hardened devices.. These switches support Intelligent Transportation Elements deployed on arterial streets and the highway system where network switches are required for communications but HVAC systems are not available for environmental control. Elements include but are not limited to traffic signals, dynamic message signs, surveillance cameras, and vehicle detection systems. Field and core non-hardened category switches will support the Intelligent Transportation System and be installed in the Traffic Management Center and Communications Huts which are environmentally controlled.

This section also specifies the minimum requirements for standalone and network switch module terminal servers, standalone and network switch modules, SD-WAN Routers, and Ethernet Network cable. The terminal servers shall be hardened. The terminal server device, also commonly referred to as a port server device, will be used to communicate bi-directionally between IP-based Ethernet network systems and existing field devices that communicate or are controlled via a full-duplex serial interface. SD-WAN Routers shall be used to provide data network connectivity via a cellular network bi-directionally to remote sites such as portable traffic signal sites, portable CMS, smart work zones, ITS site locations, or devices that need serial or Ethernet communication that can be provided over cellular service.

The Ethernet network cable will be installed in conduit and cabinets between elements that are within 300 feet of each other to eliminate the need for two hardened switches. The work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish, install, and test the networking equipment.

907-663.02--Materials. Network switches, terminal servers, cell modems, and associated cabling will be placed in the field device cabinets and shall meet the following requirements.

907-663.02.1--Network Switch Requirements. All network switches shall adhere to the following minimum requirements.

- 1) Field switch optical ports shall meet the following:
 - a. The minimum optical budget between transmit and received ports shall be 18dB.
 - b. Shall include LC connector types.
 - c. Optical receiver maximum input power level shall not be exceeded.
 - d. Optical attenuators shall be added as needed; fiber optic attenuator patch cords shall be in accordance with Section 657 of the Standard Specifications. It is the Contractor's responsibility to determine where attenuators are needed and shall be included in the cost of the switch.
 - e. The Contractor shall be required to measure the optical power on each optical port to ensure that power entering the receiver is within the acceptable power budget of the optical port.
 - f. Optical interface equipment shall operate at 1310 nm.
- 2) Operate from 100 VAC to 200 VAC.
- 3) Meet the IEEE 802.3 (10Mbps Ethernet) standard.
- 4) Meet the IEEE 802.3u (Fast Ethernet 100 Mbps) standard.
- 5) Meet the IEEE 802.3x (Full Duplex with Flow Control) standard.
- 6) Meet the IEEE 802.1p (Priority Queuing) standard.
- 7) Meet the IEEE 802.1Q (VLAN) standard per port for up to four VLAN's.
- 8) Meet the IEEE 802.1w (Rapid Spanning Tree Protocol) standard.
- 9) Meet the IEEE 802.3ad (Port Trunking) standard for a minimum of two groups of four ports.
- 10) The field switches shall meet IEEE 802.3D (Spanning Tree Protocol) standard.
- 11) Capable of mirroring any port to any other port within the switch.
- 12) Password manageable through:
 - a. SNMP
 - b. Telnet/CLI
 - c. HTTP (Embedded Web Server) with Secure Sockets Layer (SSL)
- 13) Full implementation of SNMPv1 and SNMPv2c.
- 14) Full implementation of GVRP (Generic VLAN Registration Protocol).
- 15) Full implementation of IGMP and IGMP snooping.
- 16) Minimum MTBF of 100,000 hrs using Bellcore TS-332 standard.
- 17) Full implementation of RFC 783 (TFTP) to allow remote firmware upgrades.
- 18) UL approved.
- 19) The field switch shall provide LED status indicators as follows:
 - 1) power on and off
 - 2) network status per port (transmit, receive, link, speed)
- 20) Unused ports (copper and optical) shall be covered with rubber or plastic dust caps/covers.
- 21) Switches Types that are required to be Environmentally Hardened shall meet the following environmental requirements:
 - a. The field switches [this excludes Types C, E and F] shall operate between -34° to +74°C, including power supply.

- b. The field switches [this excludes Types C, E and F] shall operate from 10% to 90% non-condensing humidity.

907-663.02.1.1--Layer 2 Network Switch. Layer 2 network switches shall be provided in locations where only Layer 2 network functionality is required. These locations will generally be field site locations. Layer 2 network switches shall adhere to the following minimum requirements.

- 1) Shall be environmental hardened
- 2) Rack, shelf or DIN rail mountable. If shelf mounted, the Contractor must furnish and install a shelf if shelf space is not available in the facility. Any shelf used shall be ventilated as per the Network Switch manufacturer recommendation.
- 3) All power transformers provided shall be "fastening mechanism" type. No plug-in types shall be permitted. All corded transformers shall be mountable with the ability to neatly secure power cords.

907-663.02.1.1.1--Type A Network Switch. Type A network switches shall be a layer 2 network switch at minimum and shall be environmentally hardened. The Type A shall be provided in situations where a minimal number of interface ports are required. The Type A switch shall adhere to the following minimum requirements in addition to the Layer 2 network switch requirements.

- 1) Minimum of six 10/100/1000 Base-TX ports. Each port shall connect via RJ-45 connector.
- 2) Minimum of two 1000 Base Long Reach optical ports.

907-663.02.1.1.2--Type B Network Switch. Type B network switches shall be a Layer 2 network switch at minimum and shall be environmentally hardened. The Type B shall be provided in situation where minimal number of interface ports are required. The Type B switch shall adhere to the following minimum requirements in addition to the Layer 2 network switch requirements.

- 1) Minimum of twelve (12) 10/100/1000 Base-TX ports. Each port shall connect via RJ-45 connector.
- 2) Minimum of two (2) 1000 Base Long Reach optical ports.

907-663.02.1.2--Layer 3 Network Switch. Layer 3 network switches shall be provided in locations where Layer 2 and Layer 3 network functionality is required. These locations will generally be Environmental Controlled Field HUBs, TMC equipment rooms, and control rooms. Where Layer 3 Network Switching is required but Environmental Control is not available, Environmentally Hardened Type Layer 3 switches shall be provided. In addition to meeting the general network Requirements, Layer 3 Switches have the following additional Requirements:

- 1) Each switch shall provide Layer 2 and Layer 3 switching and routing services.
- 2) Each switch shall meet the IEEE 802.1d (Virtual Bridge) standard.
- 3) Each switch shall meet the IEEE 802.1x (authentication) standard.
- 4) Access Control Lists (ACLs)
- 5) IPv4 and IPv6 multicast
- 6) IP Service-Level Agreement (IP SLA)
- 7) Open Shortest Path First (OSPFv2 and OSPFv3)
- 8) Border Gateway Protocol (BGP)

9) Enhanced Interior Gateway Routing Protocol (EIGRP)

907-663.02.1.2.1--Type C Network Switch Requirements. The Type C network switch, which is a base core switch, will be installed in the communication hubs and shall meet the following requirements:

- 1) Each switch shall be populated with modules including the following features and capabilities:
 - a. Minimum of 64Gbps/48Mpps module Bandwidth
 - b. Minimum of 8-GE uplink ports available per network switch assembly. The Contractor shall provide an uplink SFP optical module compatible with the interface for the uplink as indicated in the Location & Configuration of Communication Nodes notice to bidders for each uplink
 - c. In one (or more) modules: 24 Ethernet 10/100/1000 RJ-45 ports
- 2) Optical receiver maximum input power level shall not be exceeded.
- 3) Optical attenuators shall be added as needed; fiber optic attenuator patch cords shall be in accordance with Section 657 of the Standard Specifications. It is the Contractor's responsibility to determine where attenuators are needed and shall be included in the cost of the switch.
- 4) 19" rack mountable.
- 5) Supports 10 gigabit ethernet of SFP optics.
- 6) NEBS Level 3 compliant.
- 7) Meet the requirements of :
 - a. IEEE 802.3z
 - b. IEEE 802.3ab
 - c. IEEE 802.1Q
 - d. GR-20-CORE: Generic requirements for Optical Fiber and Optical Fiber Cable
 - e. GR-326-CORE: Generic Requirements for Singlemode
- 8) Full implementation of BGPv4 protocol as outlined by RFCs: 4271, 6286, 6608, 6793, 7606, 7705, 8212
- 9) Full implementation of OSPF protocol as outlined by RFCs: 2178, 1583, 1587, 1745, 1765, 1850, 2154, 2328, 1850, 1997, 2385, 2439, 2842, 2918, 2370.
- 10) Capable of mirroring any port to any other port within the switch.
- 11) Password manageable through:
 - a. SSH (Secure Shell)
- 12) Full implementation of MLD (Multicast Listener Discovery).
- 13) Full implementation of IGMPv2.
- 14) Full implementation of PIM-SM and PIM-DM.
- 15) Comply with FCC 47 CRF Part 15 Class A emissions.
- 16) Bandwidth flow rate limiting policing support per port.
- 17) Full security implementation of
 - a. Support SSH, 802.1x (rel 2)
 - b. Access Control Lists (ACL's)
 - c. RADIUS authentication
 - d. TACACS+ authentication
- 18) The power supply units shall be hot swappable.

907-663.02.1.2.1.1--Type C1 Network Switch Requirements. The Type C1 network switch will be installed in communication hubs where a maximum total of 4 pair/(8 strands) of fiber optic cable will be actively in use or in environmentally controlled wireless towers and shall meet the following requirements:

- 1) Each switch shall be populated with an 4-port SFP gigabit ethernet module and also include the following features and capabilities:
 - a. Minimum of 88Gbps Switching Capacity and 480Gbps Stacking Bandwidth
 - b. In one (or more) Fiber SFP-based module(s): a minimum of 8 1000Base-X (SFP-based) compatible access ports which may also be used as uplink ports. The Contractor shall provide whichever is greater between a minimum number of SFP optic modules to interface to the fiber as indicated in the plans and NTBs, or a minimum of eight (8) and shall meet the following minimum requirements:
 - i. Optical budget of 18dB
 - ii. Switch shall be stackable and contain dual power supplies
 - iii. Same optical wavelength as Type A & B switches
 - iv. Same optical transmitter power as Type A & B switches
- 2) Non-Chassis based switch
- 3) Operate from 23° to 113°F.
- 4) RIPng, OSPFv6, and EIGRPv6 support
- 5) Full implementation of GMRP (Generic Multicast Registration Protocol).
- 6) Have redundant power supplies installed.

907-663.02.1.2.1.2--Type C2 Network Switch Requirements. The Type C2 network switch will be installed in the Communication Hubs where a minimum total of 5 pair/ (10 strands) of fiber optic cable will be actively in use. This type switch may also be installed in environmentally controlled wireless towers if the minimum total of 5 pair/(10 strands) fiber optic cable in-use rule applies. This type switch shall also meet the following requirements:

- 1) Each switch shall be populated with three (3) modules including the following features and capabilities:
 - a. In one (or more) Fiber SFP-based module(s): a minimum of 48 1000Base-X (SFP-based) compatible access ports and a minimum of 8 1000Base-X (SFP-based) uplink ports. The Contractor shall provide whichever is greater between a minimum number of SFP optic modules to interface to the fiber as indicated in the plans and NTBs, or a minimum of 14 and shall meet the following minimum requirements:
 - i. Optical budget of 18dB
 - ii. Hot-swappable network modules
 - iii. Same optical wavelength as Type A & B switches
 - iv. Same optical transmitter power as Type A & B switches
- 2) Operate from 10 to 90% non-condensing humidity
- 3) Operate from 32° to 104°F.
- 4) Designed as a chassis with easy to remove modules.
- 5) Chassis backplane shall be passive.
- 6) All modules shall be hot-swappable.
- 7) Must have installed redundant power supplies in which each supports a minimum of 4200 watts.

- 8) Switch assembly shall have a minimum of three (3) module slots.
- 9) Blank covers for all remaining slots.

907-663.02.1.2.1.3--Type C3 Network Switch Requirements. The Type C3 network switch will be installed in the communication hubs where a minimum total of 5 pair/(10 strands) of fiber optic cable will be actively in use. This type switch may also be installed in environmentally controlled wireless towers if the minimum total of 5 pair/(10 strands) fiber optic cable in-use rule applies. This type switch shall also meet the following requirements:

- 1) Each switch shall be populated with modules including the following features and capabilities:
 - a. Redundant Layer 2/3 switching and routing services
 - b. In one (or more) Fiber SFP-based module(s): a minimum of 48 1000Base-X (SFP-based) compatible access ports and a minimum of 8 1000Base-X (SFP-based) uplink ports. The Contractor shall provide whichever is greater between a minimum number of SFP optic modules to interface to the fiber as indicated in the plans and NTBs, or a minimum of 14 and shall meet the following minimum requirements:
 - i. Optical budget of 18dB
 - ii. Hot-swappable network modules
 - iii. Same optical wavelength as Type A & B switches
 - iv. Same optical transmitter power as Type A & B switches
- 2) Operate from 32° to 104°F.
- 3) Operate from 10 to 90% non-condensing humidity
- 4) Designed as a chassis with easy to remove modules.
- 5) Chassis backplane shall be passive.
- 6) All modules shall be hot-swappable.
- 7) Must have installed redundant power supplies in which each supports a minimum of 4200 watts.
- 8) Switch assembly shall have a minimum of 6 module slots.
- 9) Blank covers for all remaining slots.

907-663.02.1.2.1.4--Type C4 Network Switch Requirements. The Type C4 network switch will be installed in the communication hubs where no less than 21 pairs/(42 strands) of fiber optic cables will be active and in use and shall meet the following requirements:

- 1) Each switch shall be populated with modules including the following features and capabilities:
 - a. Redundant Layer 2/3 switching and routing services
 - b. The switch chassis shall be capable of accommodating up to 440 Gbps per slot.
 - c. In one (or more) Fiber SFP-based module(s): a minimum of 48 1000Base-X (SFP-based) compatible access ports and a minimum of 8 1000Base-X (SFP-based) uplink ports. The Contractor shall provide whichever is greater between a minimum number of SFP optic modules to interface to the fiber as indicated in the plans and NTBs, or a minimum of 14 and shall meet the following minimum requirements:
 - i. Optical budget of 18dB
 - ii. Hot-swappable network modules
 - iii. Same optical wavelength as Type A & B switches

- iv. Same optical transmitter power as Type A & B switches
- 2) Operate from 32° to 104°F.
- 3) Supports relative humidity - Ambient (noncondensing) operating: 5% to 90%
- 4) Designed as a chassis with easy to remove modules.
- 5) Chassis backplane shall be passive.
- 6) All modules shall be hot-swappable.
- 7) Must have installed dual-redundant (4) power supplies in which each supports a minimum of 3000 watts.
- 8) Switch assembly shall have a minimum of seven (7) module slots.
- 9) Blank covers for all remaining slots.

907-663.02.1.2.2--Type D Network Switch Requirements. The Type D network switch shall be of chassis design. The switch shall be able to accept a minimum of four (4) different types of modular cards. The Type D network switch shall meet the minimum requirements specified below:

- 1) The switch shall be chassis designed with a minimum of four (4) module slots.
- 2) Each switch shall be able to accept the following type modules:
 - a. Ethernet module:
 - i. A minimum number of six (6) 10/100Base-TX compatible RJ45 ports.
 - ii. The Contractor shall provide the minimum number of modules necessary to meet or exceed the required number of ports as indicated in the plans and NTBs.
 - iii. Total required bandwidth per chassis shall not exceed 10 Gbps
 - b. Fiber based modules:
 - i. The module shall accept SFP type fiber modules.
 - ii. The Contractor shall supply any necessary fiber modules that meet the requirements of speed, type of fiber, and link budget connection.
 - iii. The Contractor shall provide the minimum number of modules necessary to meet or exceed the required number of ports as indicated in the plans and NTBs.
 - c. WAN module:
 - i. T1, DS3 or Metro Ethernet Interface (as per NTB or project plans)
 - 1) The Interface shall be T1, DS3 or Metro Ethernet
 - 2) The ports shall connect via RJ45 connector.
 - ii. Cellular Interface
 - 1) Contractor shall provide information to the Project Engineer to enable activation of the modem.
 - 2) Contractor shall get prior approval from the Project Engineer on selection of cellular radio type (HSPA/EVDO)
 - d. Terminal Server module:
 - i. Module that meets terminal server requirements Subsection 663.02.6
 - e. Power Supply module:
 - i. The power module provided shall be “screw terminal block” type. No pluggable terminal block.
 - ii. Input power: Same as Type A and Type B switches.
 - iii. Power module shall be hot-swappable.
 - iv. The Contractor shall supply the necessary amount of power supplies to meet power requirements for all cards installed and the chassis itself

- 3) Software license shall be provided to match functionality of installed modules.
- 4) Shall be DIN or Panel mountable.
- 5) Password manageable through:
 - a. SSHv2 (Secure Shell)
- 6) Full implementation of VRRP.
- 7) Comply with FCC 47 CRF Part 15 Class A emissions.
- 8) Bandwidth flow rate limiting policing support per port.
- 9) Full security implementation of
 - a. Support SSH2, 802.1x (rel 2)
 - b. Access Control Lists (ACL's)
 - c. RADIUS
- 10) Blank covers for all remaining slots.
- 11) Electronic surfaces shall be covered with conformal coating for additional environmental protection.

907-663.02.1.2.3--Type E Network Switch Requirements. The Type E network switch will be installed in locations where multiple backbone fibers converge or high concentration of ports are needed for a field location but need a hardened switch and shall meet the following requirements:

- 1) Each switch shall be populated with redundant switch fabric modules that meet the following minimum requirements:
 - a. Minimum of 2-GE uplinks available per card with a minimum capability to expand to eight (8). The Contractor shall provide an uplink SFP optical module compatible with the interface for the uplink as indicated in the Notice to Bidders entitled "Location & Configuration of Communication Nodes" for each uplink.
- 2) The Contractor will need to determine port count configuration based on the project plans for the Type E switch. Optical interfaces shall include 1000 Base-X (SFP-based module(s)) with a minimum of four (4) ports. The Contractor shall provide whichever is greater between a minimum number of SFP optic modules to interface to the fiber as indicated in the plans and NTBs, or a minimum of six (6) and shall have a minimum Optical budget of 18dB and be the same optical wavelength as Type A & B switches.
 - a. Optical receiver maximum input power level shall not be exceeded.
 - b. Optical attenuators shall be added as needed; fiber optic attenuator patch cords shall be in accordance with Section 657 of the Standard Specifications. It is the Contractor's responsibility to determine where attenuators are needed and shall be included in the cost of the switch.
- 3) Include a minimum of eight (8) Ethernet 10/100/1000 ports
- 4) Include a minimum of four (4) SFP ports must support 1000-Base-X/10 gigabit-ethernet-optics.
- 5) 19" rack mountable.
- 6) Chassis backplane shall be passive.
- 7) Meet the requirements of :
 - a. IEEE 802.3z
 - b. IEEE 802.3ah
 - c. IEEE 802.1Q
 - d. GR-20-CORE: Generic requirements for Optical Fiber and Optical Fiber Cable
 - e. GR-326-CORE: Generic Requirements for Singlemode

- 8) Full implementation of BGPv4 protocol as outlined by RFCs: 4271, 6286, 6608, 6793, 7606, 7705, 8212
- 9) Full implementation of OSPF protocol as outlined by RFCs: 2178, 1583, 1587, 1745, 1765, 1850, 2154, 2328, 1850, 1997, 2385, 2439, 2842, 2918, 2370.
- 10) Capable of mirroring any port to any other port within the switch.
- 11) Password manageable through:
 - a. SSHv2 (Secure Shell)
- 12) Full implementation of GMRP (Generic Multicast Registration Protocol).
- 13) Full implementation of IGMPv2.
- 14) Full implementation of PIM-SM and PIM-DM.
- 15) Full implementation of DVMRPv3.
- 16) Full implementation of VRRP.
- 17) Comply with FCC 47 CRF Part 15 Class A emissions.
- 18) Bandwidth flow rate limiting policing support per port.
- 19) Full security implementation of
 - a. Support SSH2, 802.1x (rel 2)
 - b. Access Control Lists (ACL's)
 - c. RADIUS
 - d. TACACS
- 20) Have redundant power supplies installed.
- 21) Blank covers for all remaining slots.
- 22) Have options or modules to add a terminal server as specified in Subsection 663.02.2
- 23) Have options or modules to add a cellular interface as specified in Subsection 663.02.3

907-663.02.1.2.3.1--Type E1 Network Switch Requirements. The Type E1 network switch will be installed in locations where multiple backbone fibers converge or a high concentration of ports are needed for a field location and a hardened switch is required and shall meet the following requirements:

- 1) Each switch shall be populated with redundant switch fabric modules that meet the following minimum requirements:
 - a. 56 to 64Gbps switching bandwidth/41.67 mpps with 64byte packets
- 2) Based from the project plans, the Contractor must determine the appropriate configuration of port types and count by selecting one of the options below:
 - a. Include a minimum of 12 10/100/1000 ethernet ports and a minimum of 16 optical 1000Base-X(SFP-Based).
 - b. Include a minimum of 24 10/100/1000 ethernet ports and a minimum of 4 optical 1000 base-X (SFP-Based).
- 3) Operate from -45° to +75°C.
- 4) Operate relative humidity of 5% to 95% noncondensing

907-663.02.1.2.3.2--Type E2 Network Switch Requirements. The Type E2 network switch will be installed in locations where multiple backbone fibers converge or a high concentration of ports are needed for a field location, a hardened switch and larger bandwidth are needed, and shall meet the following requirements:

- 1) Each switch shall be populated with redundant switch fabric modules that meet the following minimum requirements:
 - a. 128Gbps switching bandwidth/41.67 mpps with 64byte forwarding rate
- 2) Based from the project plans, the Contractor must determine the appropriate configuration of port types and count by selecting one of the options below:
 - A. Include a minimum of 12 10/100/1000 ethernet ports and a minimum of 12 optical 1000Base-X(SFP-Based).
 - B. Include a minimum of 12 10/100/1000 ethernet ports and a minimum of 16 optical 1000 base-X (SFP-Based).
- 3) Supports 10 gigabit ethernet of SFP optics.
- 4) Operate from -40° to +85°C.
- 5) Operate relative humidity of 0% to 95% noncondensing

907-663.02.1.2.4--Type F Network Switch Requirements. The Type F network switch will be Layer 3 switches installed in field locations with wireless communications or access points and shall meet the following requirements:

- 1) Each switch shall be populated with switch modules that meet the following minimum requirements:
 - a. 20Gbps Aggregate Bandwidth
 - b. Minimum of 4-GE uplinks available per switch with a minimum of 2 being fiber ports. The Contractor shall provide an uplink SFP optical module compatible with the interface for the uplink as indicated in the Notice to Bidders entitled "Location & Configuration of Communication Nodes" for each uplink.
 - c. SD flash port for swappable Management Card configuration
 - d. Supports High Density Power over Ethernet (PoE) for up to 8 devices
 - e. Supports Cisco Common Industrial Protocol (CIP)
 - f. Support of SCADA (Supervisory Control And Data Acquisition) connectivity.
 - g. Can be supported with IP services.
- 2) In addition to the uplink ports, interfaces ports shall include:
 - a. 8 PoE 10/100/1000
 - b. 4 SFP ports
 - i. Optical receiver maximum input power level shall not be exceeded.
 - ii. Optical attenuators shall be added as needed; fiber optic attenuator patch cords shall be in accordance with Section 657 of the Standard Specifications. It is the Contractor's responsibility to determine where attenuators are needed and shall be included in the cost of the switch.
- 3) DIN Rail Mountable.
- 4) Operate from -40° to +70°C.
- 5) Operate from 5% to 95% non-condensing humidity
- 6) Supports IEEE 802.1AE MACsec, Security Group Access Control Lists (SGACL)
- 7) RIPng, OSPFv6, and EIGRPv6 support
- 8) Full implementation of IGMPv2.
- 9) Full implementation of PIM-SM and PIM-DM.
- 10) Supports Redundant DC input voltage

11) Power supplies with PoE support and 6' minimum power cord(s).

907-663.02.2--Terminal Server. Terminal server shall adhere to the following minimum requirements.

- 1) 10/100 Base-T Ethernet port connection
- 2) RJ-45/DB9 Serial port connection
- 3) RS-232/422/485 selectable serial connections
- 4) Baud rates up to 230 Kbps
- 5) Full Modem and hardware flow control
- 6) TCP/UDP Socket Services
- 7) UDP Multicast
- 8) Telnet and Reverse Telnet
- 9) Modem emulation
- 10) SNMP (Read/Write)
- 11) PPP
- 12) Port buffering
- 13) HTTP
- 14) Remote management
- 15) DHCP/RARP/ARP-Ping for IP address assignment
- 16) LED status for link and power
- 17) The terminal server shall support a minimum of four (4) bi-directional serial communications over Ethernet 10/100 Base-TX.
- 18) Each terminal server shall have a minimum of four (4) EIA-232/422/485 serial interface ports. These ports shall be individually and independently configurable, directly or over the network, to EIA-232/422/485 mode of operation as defined by the EIA for data format, data rate and data structure (e.g., the number of bits, parity, stop bits, etc.). Each serial port shall support up to 230 Kbps.
- 19) Each serial port shall support IP addressing and socket number selection.
- 20) The equipment shall provide the capability to establish an IP connection directly from a workstation to any encoder IP address and socket number transport serial data.
- 21) Each terminal server shall have an Ethernet Interface (10/100Base-TX protocol, Full/Half-Duplex, Auto Sense (802.3), RJ-45).

907-663.02.3--SD-WAN Router. The SD-WAN (Software Defined Wide Area Network) router supports next generation wide area networking leveraging multiple internet connection types. The SD-WAN router shall be the alternative selection instead of cellular modem communications to provide network communications to very small data networks to connect to the traffic management centers.

907-663.02.3.1--Functional Requirements. SD-WAN Router, antenna, wiring assemble, configuration software, and installation necessary shall be provided and furnished for a working cellular wireless communication connection in accordance with plans and specifications and compatible with the requirements of the MDOT system, and the wireless service carrier used by MDOT. Unless otherwise indicated on the plans, all items that are required to complete the installation and ensure an operational system shall be supplied by the Contractor whether listed above or not. Items required but not listed above shall be at no direct pay. All components supplied

by the Contractor are the responsibility of the Contractor. It shall be the responsibility of the Contractor to properly configure and deliver a working SD-WAN cellular communications system. It shall be the responsibility of the Contractor to determine the final configuration of all electrical connections. Cellular account setup shall be coordinated with MDOT Information Systems Division. Warranty and cellular carrier account shall be transferred into MDOT's name upon acceptance of the project.

907-663.02.3.2--SD-WAN Router System. The SD-WAN shall adhere to the following minimum requirements.

- 1) Each router shall meet the following minimum requirements:
 - a. Layer 2/3 switching and routing services.
 - b. Minimum of 250 Mbps bidirectional Throughput
 - c. Minimum of Four 10/100BASE-T Fast Ethernet ports or better
 - d. Minimum of 2 x GE RJ45 LAN ports
 - e. Supports Cisco Common Industrial Protocol (CIP)
 - f. Support of SCADA, DNP3, T101-104, Raw Socket TCP, and UDP.
 - g. Provides LTE QoS with support for up to 8 concurrent bearers on each cellular WAN interface for traffic classification and prioritization.
 - h. 1-year warranty, maintenance, and support.
 - i. Dual active LTE backhaul with expansion module.
 - j. Virtual Router Redundancy Protocol (VRRP) (RFC 2338)
 - k. Hot Standby Router Protocol (HSRP)
 - l. Dual SIM support on the LTE module for cellular failover
 - m. IPv6 unicast and multicast forwarding.
 - n. IPv6 ACLs
 - o. IPv6 over cellular
 - p. IPv6 routing
- 2) WAN Interfaces
 - a. Combo 10/100/1000 Gigabit Ethernet port (RJ45 and SFP) on the base platform and additional 10/100/1000 Gigabit Ethernet SFP on the expansion module and include supported SFPs - *The Contractor shall provide an uplink SFP optical module compatible with the interface for the uplink as indicated in the Location & Configuration of communication Nodes notice to bidders for each uplink.*
 - b. LTE: Modular with options for single and dual active LTE and LTE-Advanced
 - c. LTE in United States supports 3 cellular companies AT&T, cSpire and Verizon.
 - d. LTE bands 1-5, 7, 8, 12, 13, 20, 25, 26, 29, 30, and 41
 - e. FDD LTE 700 MHz (band 12), 700 MHz (band 29), 800 MHz (band 20), 850 MHz (band 5 CLR), 850 MHz (band 26 Low), 900 MHz (band 8), 1800 MHz (band 3), 1900 MHz (band 2), 1900 MHz (PCS band 25), 1700 MHz and 2100 MHz (band 4 AWS), 2100 MHz (band 1), 2300 MHz (band 30), or 2600 MHz (band 7)
 - f. TDD LTE 2500 MHz (band 41)
 - g. Carrier aggregation band combinations: 1+8; 2+(2,5,12,13,29); 3+(7,20); 4+(4,5,12,13,29); 7+(7,20); 12+30, 5+30, and 41+41
 - h. Theoretical download and upload speeds: 300 and 50 Mbps.

- 3) IPv4 and IPv6 services features
 - a. Routing Information Protocol Versions 1 and 2 (RIPv1 and RIPv2)
 - b. Generic Routing Encapsulation (GRE) and Multipoint GRE (MGRE)
 - c. Standard 802.1d Spanning Tree Protocol (STP)
 - d. Network Address Translation (NAT)
 - e. Dynamic Host Configuration Protocol (DHCP) server, relay, and client
 - f. Dynamic DNS (DDNS)
 - g. DNS proxy
 - h. DNS spoofing
 - i. Access Control Lists (ACLs)
 - j. IPv4 and IPv6 multicast
 - k. IP Service-Level Agreement (IP SLA)
 - l. Open Shortest Path First (OSPFv2 and OSPFv3)
 - m. Border Gateway Protocol (BGP)
 - n. Enhanced Interior Gateway Routing Protocol (EIGRP)
 - o. Virtual Route Forwarding (VRF) Lite
 - p. Next-Hop Resolution Protocol (NHRP)
 - q. Serial data encapsulation and relay
 - r. L2TPv3 over sub-interfaces and VLAN

907-663.02.3.3--Environmental Characteristic. Environmental operating temperature ranges shall be as follows.

- a. Operate from -40 to 140°F (-40 to 60°C) in a sealed NEMA cabinet with no airflow.
- b. Operate from -40 to 158°F (-40 to 70°C) in a vented cabinet with 40 Linear Feet per Minute (LFM) of air
- c. Operate from -40 to 167°F (-40 to 75°C) in a forced air enclosure with 200 LFM of air type tested at 85°C for 16 hours
- d. Optical receiver maximum input power level shall not be exceeded.
- e. Optical attenuators shall be added as needed.
- f. Fiber optic attenuator patch cords shall be in accordance with Section 657 of the Mississippi Standard Specifications for Road and Bridge Construction. It is the Contractor's responsibility to determine where attenuators are needed and shall be included in the cost of the switch

907-663.02.4--Ethernet Network Cable. Ethernet network cables shall adhere to the following minimum requirements.

- 1) 4 Pair #24 AWG STP Category 6, Category 5e, or other ethernet cable (generally meeting Category 6 Specifications, the applicable requirements of Subsection 722.03 and approved by MDOT) as per manufacturer's recommendations.
- 2) These items are paid for as ethernet network cable installed between cabinets and does not apply to other patch cords installed inside cabinets or huts.
- 3) Supplied ethernet network cable shall be suitable for use outdoors in ducts and as a minimum meet the following requirements:
 - a. Fully water blocked
 - b. Conforms to the National Electrical Code Article 800

- c. UL 1581 certified
- d. Voltage Rating 300 Volts or greater
- e. Operating and installation temperature (-4°F to 140°F)
- f. The allowable bend radius must be 10 times the Cable's Outside Diameter or smaller
- g. Recommended for 1000Base-T applications for a distance of 100 meters.

907-663.02.4.1--Ethernet Patch Cords. The ethernet patch cords shall be furnished and installed as needed to connect the network switches with other equipment. Ethernet patch cords shall be considered an incidental component for this project and furnished and installed as needed to provide a functional system. Ethernet patch cords shall meet the following minimum requirements:

- 1) All patch cords shall be from the same manufacturer.
- 2) Shall incorporate four (4) pair 24 AWG stranded PVC Category 6, Category 5e, or other Ethernet cable (generally meeting Category 6 Specifications and approved by MDOT) as required by the manufacturer.
- 3) Shall be factory made; Contractor or vendor assembled patch cords are not permitted.
- 4) Shall be TIA/EIA 568-B.2-1 compliant. Patch Cords shall be compliant to T568B pin configuration (which ever is used).
- 5) Certified by the manufacturer for Category 5e or Category 6 performance criteria.
- 6) Length as needed. Excessive slack is not permitted.

907-663.02.5--Submittals. The submittal requirements defined in the Notice to Bidders entitled "ITS General Requirements", along with the requirements below and throughout this specification, shall be met. All costs associated with submittals shall be included in the overall contract price; no separate payment will be made for any documenting and submitting.

The Contractor shall provide project submittals for network switches including scheduling requirements. The project submittals for network switches, terminal servers, cellular modems, and fiber optic modems shall include but are not limited to the specific requirements in this subsection.

- 1) The Contractor shall submit detailed cut sheets which document compliance with all parameters required in this section. If a parameter is not covered in the cut sheet a signed statement from the manufacturer on letterhead shall be submitted as an attachment. Failure to address all requirements will result in rejection of the submittal.
- 2) The Contractor shall submit documentation and proof of manufacturer-recommended training and certification for the installation and configuration of network switches.
- 3) The Contractor shall submit technical specifications for the minimum transmitter port to receiver port optical attenuation required for the switches to function in accordance with this specification for the optical links shown on the plans.

907-663.03--Construction Requirements. All networking equipment shall be installed according to the manufacturer's recommendations, the Plans and as follows:

- 1) Network switches shall only be configured and installed by the switch manufacturer trained personnel.

- 2) Network switches shall be installed in accordance with manufacturer's guidelines and requirements.
- 3) The Contractor shall request from the Department, switch configuration information (such as IP address, VLAN Tag values, etc.) not more than 30 days after the switch submittals have been approved.
- 4) The Contractor shall provide as needed the necessary Ethernet patch cords and fiber optic patch cords for a complete and functional installation.
- 5) Ethernet network cable installed in conduit shall be installed and terminated per the manufacturers recommended procedures. Slack Ethernet network cable shall be provided in pullboxes as indicated in the plans.
- 6) The Contractor shall provide training for proper management of the equipment installed. This training should cover daily operation as well as maintenance and configuration of the switching equipment installed as part of this project and meet the requirements of Subsection 663.03.4 of this document.
- 7) The Contractor shall provide the MDOT with a written inventory of items received and the condition in which they were received. Inventory shall be inclusive of make, model, and serial numbers, MAC address, and installation GPS coordinates. All equipment shall be installed according to the manufacturer's recommendations or as directed by the MDOT.
- 8) Any new, additional or updated drivers required for the existing ATMS software to communicate and control new networking equipment installed by the Contractor shall be the responsibility of the Contractor.

907-663.03.1--Switch Configuration Requirements. The Contractor shall configure network switches as follows:

- 1) All 100 Base-TX ports shall be configured as follows:
 - a. RSTP/STP – Off.
 - b. Unused TX ports shall be disabled.
 - c. Operating TX ports shall be programmed to filter only for the MAC address of the connected device.
- 2) All 1000 Base-FX ports shall be configured as follows:
 - a. RSTP/STP – On.
 - b. IGMP Snooping – On.
- 3) The Type D switch configuration shall be as outline in the Project plans and details.
- 4) All network switches shall be installed and configured with the same firmware configuration. The optimum settings shall be used consistently system-wide. Any locations that require different settings for optimum performance shall be approved by the Engineer.
- 5) The Switches shall be configured to enable multicasting and turn on multicast protocols.
- 6) The Contractor may submit an alternate switch configuration to the ITS Engineer for review and approval. The ITS Engineer will review alternate switch configuration documentation. The goal of the switch configuration is to reduce the network delay, as well as provide network redundancy.
- 7) The Contractor shall submit an electronic copy of all final and approved configurations of all switches to the Project Engineer and to the ITS Engineer.

907-663.03.2--Testing. All networking equipment shall undergo testing to verify conformance to requirements of the plans and these special provisions. The Contractor shall conduct a Project

Testing Program as required in the Notice to Bidders entitled "ITS General Requirements." All costs associated with the Project Testing Program shall be included in the overall contract price; no separate payment will be made for any testing.

907-663.03.3--Documentation. As-built Plans showing switch configuration and connections shall be provided to the Project Engineer and ITS Engineer in electronic format.

The Contractor shall submit documentation and proof of measured optical power budgets to all optical links of all type switches. All equipment and software must be fully functional and pass a Final Inspection by the ITS Manager and Project Engineer before being accepted by the MDOT

907-663.03.4--Warranty At a minimum, the warranty requirements defined in the Notice to Bidders entitled "ITS General Requirements" or this specification, whichever is longer, shall be met. All costs associated with the warranty requirements shall be included in the overall contract price.

907-663.03.5--Training. The minimum training requirements shall be as defined in the Notice to Bidders entitled "ITS General Requirements."

907-663.03.6--Quality Assurance. The quality assurance requirements defined in the Notice to Bidders entitled "ITS General Requirements" shall be met. All costs associated with the quality assurance requirements shall be included in the overall contract price.

907-663.04--Method of Measurement. Network switches of the type specified will be measured per each installation as specified in the Project plans. Such measurement shall be inclusive of furnishing, installing, system integration and testing of a network switch including all chassis, modules, power cables, power supplies, software, license, fiber optic patch cords, fiber optic attenuator patch cords, Ethernet patch cords and all incidental components, attachment hardware, mounting shelf and hardware, testing requirements, warranties and all work, equipment and appurtenances as required to provide a fully functional switch ready for use. Type C, Type D, and Type E network switch module cards shall be specified per Project plans or NTBs for each site location. It shall also include all system documentation including: shop drawings, operations and maintenance manuals, wiring diagrams, block diagrams, and other material necessary to document the operation of the switch and network.

Terminal server will be measured per each installation. Such measurement shall be inclusive of furnishing, installing, system integration and testing of a Terminal Server including all incidental components, attachment hardware, mounting shelf and hardware, testing requirements, warranties, and all work, equipment and appurtenances as required to provide a fully functional Terminal Server ready for use.

SD-WAN Routers shall be measured per each and will include the, router, antenna, reset timers, cabling, factory and manufacturing inspection, testing, storage, packaging, shipping, warranty, and all work, equipment, and appurtenances as required to effect the full operation and control of the SD-WAN Router complete in place and ready for use.

Ethernet network cable, installed in conduit, will be measured by the linear foot, and shall be obtained by accurate measurement of the runs including horizontally, vertically, aerially along the messenger cable, from the device to the device cabinet, and with liberal allowances made for slack in boxes, as indicated in the plans.

Network equipment training shall be measured as a lump sum which shall include all coordination, materials, labor, training location costs, and all incidentals required to complete the training as described in the Notice to Bidders entitled "ITS General Requirements."

907-663.05--Basis of Payment. Network [Switches](#), [Terminal Servers](#), [SD-WAN Routers](#) and [Fiber Optic Modems](#), measured as prescribed above, will be paid for at the contract unit price bid per each. The price shall be full compensation for documentation and submittals, warranties, testing, all labor, tools, materials, equipment, quality assurance, and all incidentals necessary to complete the work.

Ethernet network cable installed between cabinets will be paid for by linear foot measured horizontally.

Network equipment training, measured as prescribed above, will be paid for at the contract unit lump sum price, which price shall be full compensation for all training costs including coordination, materials, labor, training location costs, submittals, and all incidentals required to complete the training as described in the Notice to Bidders entitled "ITS General Requirements."

Payment will be made under:

907-663-A: Network Switch, Type ____	- per each
907-663-B: Terminal Server	- per each
907-663-C SD-WAN Router	- per each
907-663-D: Ethernet Network Cable, Installed in Conduit	- per linear foot
907-663-E: Network Equipment Training	- lump sum

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-672-1

CODE: SP

DATE: 09/06/2017

SUBJECT: Remove and Reset Traffic Signal and ITS Equipment

Section 907-672, Remove and Reset Traffic Signal and ITS Equipment, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-672--REMOVE AND RESET TRAFFIC SIGNAL AND ITS EQUIPMENT

907-672.01--Description. This work consists of removing and resetting, disassembling, salvaging, storing, relocation and reassembly of existing traffic signal equipment and/or ITS equipment, as shown on the plans or as directed by the Engineer.

Traffic signal equipment typically includes, but not limited to traffic signal controller cabinets and internal components, vehicle and pedestrian signal heads, signal signs, structural supports for traffic signal equipment, foundations, communications, preemption and detection equipment, messenger and tether cables, vehicle detection, conduit, pull boxes, disconnect boxes, meter bases, mounting hardware, power cables, control cables, communication cables, and any associated hardware.

ITS equipment typically includes, but not limited to ITS equipment cabinets, internal cabinet components and equipment, CCTV cameras, structural supports for ITS equipment, foundations, camera extension poles, conduit, pull boxes, junction boxes, disconnect boxes, meter bases, radar data collection equipment and mounting hardware, wireless detection equipment (repeaters, repeater poles, digital radios, etc.), mounting hardware, power cables, control cables, communication cables and any associated hardware.

At the direction of the Engineer, the Contractor shall coordinate removal and resetting of all equipment to minimize operational down time.

907-672.02--Materials. The materials used in this construction shall be of the type and size indicated on the plans and shall conform to the applicable requirements of Section 722, all original equipment manufacturer requirements, and the requirements indicated herein below,

907-672.02.1--Cables. This work shall include the removal, disassembly and disposal of all existing power cables, control cables and communication cables; and installation of new conduit, new power cables, new control cables, and new communication cables. All new cables shall be compliant with the original equipment manufacturer requirements and Subsections 636.03 and 722.03.

907-672.02.2--Conduit. Conduit shall meet the requirements of Subsections 637.03 and 722.05.

907-672.02.3--Pull Boxes. Pull boxes shall be in accordance with the requirements of Subsection 722.06.

907-672.02.4--Miscellaneous Hardware. Miscellaneous hardware shall meet the requirements of Subsection 722.11.

907-672.02.5--Other Miscellaneous Materials. Other miscellaneous materials shall meet the requirements of the appropriate Subsection(s) of Section 722.

907-672.03--Construction Requirements. Existing traffic signal and ITS equipment to be reset, as indicated in the plans, shall be removed, disassembled, clearly tagged with site location information and carefully stored by the Contractor. Prior to equipment removal the Contractor shall be responsible for verifying the integrity and functionality of all equipment being reset in the field.

Refer to Notice To Bidder entitled "Cabinet Modifications" for information on the connection of the ITS devices to the equipment cabinets and testing of the devices.

Once the permanent traffic signal installation work has been completed, and at the direction of the Engineer, all traffic signal and ITS components that are to be reset shall be relocated, reassembled and reinstalled as shown in the plans or as directed by the Engineer. All installation requirements of the original equipment manufacturer shall be followed unless otherwise directed by the Engineer. All normal requirements for the installation of traffic signal equipment and ITS equipment as outlined elsewhere in the specifications will be observed during reinstallation. The Contractor shall take all precautions necessary when removing, labeling, transporting, storing, and re-installing items to protect the equipment from any damage.

Contractor shall perform all removals in such a manner as to not damage or disturb adjacent property, utilities, or other equipment. All areas disturbed by the removal or disassembly of the existing equipment shall be restored to its original condition and to the satisfaction of the Engineer. Where operations require excavation, contractor shall backfill, compact, and level the excavated areas (unless to be used as areas for other installations) so as to form a smooth contour, uniform in density with adjacent ground areas. Where operations require the removal or disturbance of overlying pavement, curb, grass, or sidewalk, remove such pavement and subsequently replace it in kind (or equivalent).

Upon Engineer's approval, the contractor shall install temporary traffic control measures at signalized intersections; where normal operations are effected by the removal and resetting of equipment.

907-672.04--Method of Measurement. Remove and Reset Traffic Signal Equipment will be measured per site as a unit quantity per each, which shall include all materials necessary for the removal and reinstallation of traffic signal equipment including: all new wiring, new cabling, new hardware, foundations, new pull boxes, new conduit, roll pipe, and any other equipment and

incidentals necessary to complete the work.

Remove and Reset ITS Equipment will be measured per site as a unit quantity per each, which shall include all materials necessary for the removal and reinstallation of ITS equipment including: all new wiring, new cabling, new hardware, foundations, new pull boxes, new conduit' roll pipe, splice enclosures, and any other equipment and incidentals necessary to complete the work.

New electric power cables, new CCTV control cables, new communications cables, or other new required electric cables; overhead messenger cable, supporting devices for aerial electric cable; will not be measured for separate payment but shall be included in this pay item. The Contractor shall provide all materials necessary to remove and reset the equipment, including any supports, brackets, hardware, and other incidentals.

907-612.05--Basis of Payment. Remove and. Reset Traffic Signal Equipment, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for removal, disassembly, storage, relocation, reassembly and incidental materials; for all excavating, backfilling, drilling and/or jacking necessary for subsurface installations; for replacing existing sod; encasement in concrete; final cleaning up; and for all labor, equipment, tools and incidentals necessary to complete the work.

Remove and Reset ITS Equipment, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for removal, disassembly, storage, relocation, reassembly and incidentals materials; for all excavating, backfilling, drilling and/or jacking necessary for subsurface installations; for replacing existing sod; encasement in concrete; final clean up; and for all labor, equipment, tools and incidentals necessary to complete the work.

Payment will be made under:

907-672-A: Remove and Reset Traffic Signal Equipment	- per each
907-672-B: Remove and Reset ITS Equipment	- per each

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-700-1

CODE: (IS)

DATE: 10/25/2022

SUBJECT: Materials and Tests

Section 700, Materials and Tests, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

After Subsection 700.01 on page 713, add the following.

907-700.01.1--Buy America Materials Sourcing Requirements for Construction Materials.

As related to the requirements in Subsection 907-106.14, Construction Materials shall include an article or material that is or consists primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall. Construction Materials which are exempt from the requirements in Subsection 907-106.14 include the following: cement or cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives.

For Construction Materials, both the final manufacturing process and the manufacturing stage immediately preceding the final manufacturing process shall occur domestically.

907-700.01.2--Compliance Requirements. Prior to incorporation into the work, the Contractor shall furnish the Project Engineer with certificates of compliance documenting conformance to the requirements of Subsection 907-106.14.

The certificates shall be on the Supplier's/Manufacturer's letterhead, containing the following:

- Project number
- Name of manufacturer and address of manufacture location
- Material description
- Batch number / Heat number / Lot number
- Bill of lading number
- Date received
- "I certify each material listed on this certificate to be permanently incorporated in this project has been manufactured domestically."
- Signature of an authorized representative of the Supplier/Manufacturer

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-701-4

DATE: 11/05/2024

SUBJECT: Hydraulic Cement

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. After the last paragraph of Subsection 907-701.04.1 on page 1, add the following.

Blended cement Types IL meeting the “HE” high early strength requirement listed in AASHTO M 240, Table 3 shall have the “(HE)” suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-4

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-701.01--General. In the first sentence of the second paragraph of Subsection 701.01 on page 718, change “mills” to “plants.”

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change “shall” to “will.”

907-701.02--Portland Cement.

907-701.02.1--General. Delete Subsections 701.02.1.1, 701.02.1.2, 701.02.2, 701.02.2.1, and 701.02.2.2 on pages 719 and 720, and substitute the following.

907-701.02.1.1--Types of Portland Cement. Portland cement shall be either Type I, Type II, or Type III conforming to AASHTO M85 or Type III (MS). Type III (MS) is defined as a Type III cement conforming to AASHTO M85 having a maximum tricalcium aluminate (C₃A) content of 8%.

907-701.02.2--Blank.

907-701.02.2.1--Blank.

907-701.02.2.2--Blank.

Delete Subsection 701.04 on pages 720 and 721, and substitute the following.

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

- Type IL – Portland-limestone cement
- Type IP – Portland-pozzolan cement
- Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the “MS” sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the “(MS)” suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-702-4

CODE: (IS)

DATE: 09/11/2018

SUBJECT: Bituminous Materials

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-702.04--Sampling. Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

907-702.07--Emulsified Asphalt. Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

907-702.12--Tables. Delete Table V in Subsection 702.12 on page 729, and substitute the following.

**TABLE V
SPECIFICATION FOR FOG SEAL**

Test Requirements	LD-7		CHPF-1		Test Method
	Min.	Max.	Min.	Max.	
Viscosity, Saybolt Furol, @ 25°C, Sec.	10	100	-	100	AASHTO T 72
Storage Stability Test, 24 hr, %	-	1	-	1	AASHTO T 59
Settlement, 5 day, %	-	5	-	-	AASHTO T 59
Oil Distillate, %	-	1	-	-	AASHTO T 59
Sieve Test, % *	-	0.3	-	0.1	AASHTO T 59
Residue by Distillation, %	40	-	40	-	AASHTO T 59
Test on Residue from Distillation					
Penetration @ 25°C, 100g, 5 sec	-	20	40	90	AASHTO T 49
Softening Point, °C	65	-	-	-	ASTM D 36
Solubility in trichloroethylene, %	97.5	-	-	-	AASHTO T 44
Elastic Recovery @ 25°C, %	-	-	40	-	AASHTO T 301
Original DSR @ 82° (G*/Sinδ, 10 rad/sec)	1	-	-	-	AASHTO T 111

* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-703-2

CODE: (SP)

DATE: 11/29/2022

SUBJECT: Gradation

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-703.03--Coarse Aggregates for Hydraulic Cement Concrete.

907-703.03.2--Detail Requirements.

907-703.03.2.4--Gradation. In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

Delete Note 2 under the table in Subsection 703.03.2.4 on page 734, and substitute the following.

Note ² – 100 percent shall pass the 1-inch sieve for Size 67 used in Class F and Class FX concrete.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-705-1

CODE: (IS)

DATE: 06/13/2018

SUBJECT: Stone Riprap

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-705.04--Stone Riprap. Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-3

CODE: (IS)

DATE: 10/27/2021

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-707.02--Joint Filler.

907-707.02.2--Preformed Sponge, Rubber, Cork and Closed-Cell Polypropylene Foam Joint Fillers for concrete Paving and Structural Constructions. Delete the two paragraphs of Subsection 707.02.2 on page 755, and substitute the following.

Preformed joint filler shall conform to AASHTO M 153 for sponge, rubber, and cork and tested according to ASTM D545. The type required will be indicated on the plans.

Closed-cell polypropylene foam shall conform to the requirements in ASTM D8139 and tested in accordance with ASTM D545.

907-707.02.3--Wood. Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

- (b) Dimensions shall be as shown on the plans. Dimensions shown on the plans are “dressed” sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

907-707.06--Flexible Plastic Gasket for Joining Conduit. Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-708-4

CODE: (IS)

DATE: 09/21/2021

SUBJECT: Concrete Pipe

Section 708, Non-Metal Structures and Cattlepasses, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-708.02--Concrete Pipe.

907-708.02.1--Materials for Use in Concrete Pipe.

907-708.02.1.2--Fly Ash. Delete Subsection 708.02.1.2 on page 758, and substitute the following.

Fly ash conforming to the requirements of Subsection 714.05 may be used to replace hydraulic cement on a one to one replacement rate. If a type IL cement conforming to the requirements of Subsection 701.04 is used, the fly ash replacement shall not exceed 35% by weight of the cement. For all other Types of cement, the fly ash replacement rate shall not exceed 25% by weight of hydraulic cement.

907-708.02.3--Exceptions to AASHTO Standard Specifications. After Subsection 708.02.3.7 on page 760, add the following.

907-708.02.3.8--Lifting Device. In lieu of lift holes, the producer may cast an approved lifting device in the pipe during the manufacturing process. Should a lifting device be included with the pipe, the Contractor shall cut off or grind down the lifting device flush with the pipe surface after placement of the pipe. The area around the lifting device shall be coated with a sealer approved by the Engineer.

907-708.02.5--Reinforced Concrete Pipe. Delete the second paragraph in Subsection 708.02.5 on page 760, and substitute the following.

907-708.02.5.1--Class V Pipe With Diameter 54 Inches and Greater. Class V pipe with diameters of 54 inches and larger shall meet the requirements of AASHTO M 170 or M 242 as modified by Subsection 708.02 and herein.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-711-2

CODE: (IS)

DATE: 09/11/2018

SUBJECT: Plain Steel Wire

Section 711, Reinforcement and Wire Rope, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-711.02--Deformed and Plain Carbon-Steel Bars for Concrete Reinforcing.

907-711.02.3--Steel Welded and Non-Welded Wire Reinforcement, Plain and Deformed, for Concrete.

907-711.02.3.1--Plain Steel Wire. Delete the sentence in Subsection 711.02.3.1 on pages 780 and 781, and substitute the following.

Plain steel wire and plain steel welded wire shall conform to the requirements of AASHTO M 336.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-712-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Fence and Guardrail

Section 712, Fence and Guardrail, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-712.01--General. After the sentence in Subsection 712.01 on page 785, add the following.

All materials' inspection, testing, and certification will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Delete Subsections 712.02 and 712.03 on page 785, and substitute the following.

907-712.02--Barbed Wire. Barbed wire shall conform to the requirements of AASHTO M 280. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.03--Metallic-Coated, Steel Woven Wire Fence Fabric. Woven wire fencing (i.e., "hog wire") shall conform to the requirements of AASHTO M 279. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.04--Chain Link Fence. Delete Subsections 712.04.1 thru 712.04.7 on pages 785 & 786, and substitute the following.

907-712.04.1--Fabric. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished. In all other areas of the State, either Type I Class C, Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished.

907-712.04.2--Tie Wire. Tie wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. Either Type I, Type II, Type III, or Type IV tie wire shall be furnished.

907-712.04.3--Tension Wire. Tension wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class 3, Type II, Type III, or Type IV tension shall be furnished. In all other areas of the State, either Type II, Type III, Type IV, or Type I Classes 1, 2, or 3 tension wires shall be furnished.

907-712.04.4--Posts Rails, Gate Frames, and Expansion Sleeves. Posts, rails, gate frames, and expansion sleeves shall conform to the requirements for posts in Subsection 712.05.2, unless otherwise designated in the contract.

907-712.04.5--Miscellaneous Fittings and Hardware. Miscellaneous fittings and hardware shall conform to the requirements of Subsection 712.16.

907-712.05--Fence Posts and Braces.

907-712.05.1--Treated Timber Posts and Braces.

907-712.05.1.1--General. Delete the third, fourth, fifth, and sixth paragraphs of Subsection 712.05.1.1 on page 787, and substitute the following.

All wood posts and braces shall be treated in accordance with Subsections 718.03 and 718.04.

907-712.05.1.2--Round Posts. Delete the last sentence of the last paragraph of Subsection 712.05.1.2 on page 788.

907-712.05.1.3--Sawed Posts. Delete the last sentence of the paragraph of Subsection 712.05.1.3 on page 788.

907-712.05.1.4--Sawed Braces. Delete the last sentence of the paragraph of Subsection 712.05.1.4 on page 788.

Delete Subsection 712.05.2 on page 788, and substitute the following.

907-712.05.2--Metal Posts.

907-712.05.2.1--Round Steel Pipe. Round steel pipe shall meet the requirements of AASHTO M 181, either Grade 1 (i.e., meeting the requirements in ASTM F 1083) or Grade 2 (i.e., meeting the requirements of ASTM F 1043).

Round steel pipe shall be sized in accordance with NPS (nominal pipe size) designations as shown on Plans, and not according to the outer or inner pipe diameter.

907-712.05.2.2--Steel Fence Post and Assemblies, Hot-Wrought. Steel posts with the following section shapes, Tee, channel or U, and Y-Bar shall meet the requirements of AASHTO M 281, galvanized in accordance with the requirements of AASHTO M 111, unless otherwise specified in the contract. Acceptance of these steel posts shall be by certification from the manufacturer, producer, supplier, or fabricator, as applicable.

907-712.05.2.3--Blank.

907-712.05.2.4--Steel H-Beam Posts. Steel H-Beam posts shall be produced from structural quality weldable steel having a minimum yield strength of 45,000 psi and shall be galvanized in accordance with ASTM A 123. Steel H-Beam line posts shall be 2.250 inches by 1.625 inches and shall weigh 3.43 pounds per foot. A tolerance of plus or minus 5.0 percent is allowed for

weight per foot. A tolerance of plus or minus 1.0 percent is allowed for dimensions.

907-712.05.2.5--Aluminum-Alloy Posts and Assemblies. Round aluminum-alloy posts shall meet the requirements of ASTM B 241, Alloy 6061, T6. Aluminum-Alloy H-Beam posts shall meet the requirements of ASTM B 221, Alloy 6061, T6.

907-712.05.2.6--Formed Steel Section Posts. Formed steel section posts, "C" sections, shall be formed from sheet steel conforming to ASTM A 1011, Grade 45, and shall be galvanized in accordance with ASTM A 123.

907-712.06--Guard and Guardrail Posts.

907-712.06.2--Treated Wood Posts.

907-712.06.2.1--Square Posts. Delete the paragraph in Subsection 712.06.2.1 on page 789, and substitute the following.

All square posts shall be inspected for conformance with Section 712.05, except that the posts may be rough and shall be within $\pm 3/8$ " of the dimensions shown on the plans.

907-712.06.2.2--Round Posts. Delete the paragraph in Subsection 712.06.2.2 on page 789, and substitute the following.

All round posts shall be inspected for conformance with Section 712.05, except that the posts shall be of the shape and dimensions shown on the plans.

907-712.06.5--Treated Wood Blocks for Use with Metal Guardrail Posts. Delete the paragraphs of Subsection 712.06.5 on pages 789 & 790, and substitute the following.

Treated wood blocks for use with metal guardrail posts shall be within $\pm 3/8$ " of the size and dimensions shown on the plans, except that a minus tolerance shall not be allowed for the slotted width in which the metal post must fit.

Delete Subsection 712.16 on page 791, and substitute the following.

907-712.16--Hardware. All ferrous metal hardware for fencing such as bolts, nuts, washers, and metal straps shall be as specified on the plans and galvanizing shall not be less than 1.0 ounce per square foot of uncoated area. Aluminum coated hardware shall be coated with aluminum meeting the requirements of AASHTO M 181 for aluminum coating and at the rate of not less than 0.4 ounces per square foot of uncoated area.

Aluminum alloy hardware shall conform to the requirements of ASTM B 221 for extruded aluminum alloy 6063, T6. The finished members shall be of uniform quality.

Aluminum-zinc coated hardware shall be coated with an aluminum-zinc alloy meeting the chemical requirements and weight of coating specified for aluminum-zinc alloy coated metal gates.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-3

CODE: (SP)

DATE: 08/31/2021

SUBJECT: Miscellaneous Materials

Section 714, Miscellaneous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-714.01--Water.

907-714.01.1--General. Delete the last sentence of the second paragraph in Subsection 714.01.1 on page 794.

907-714.01.2--Water for Use in Concrete. Delete Subsection 714.01.2 on page 794, and substitute the following:

Water from municipal sources is permitted be used as mixing water in concrete, mortar, and grout without Department testing. Water from non-municipal water sources used in mixing of concrete, mortar, and grout which does not meet the requirements in Subsection 714.01.1 shall be tested for conformance as required in AASHTO M157, Table 1 and Table 2.

907-714.01.3--Water for Use in Chemically Stabilized Based. Delete the first sentence of first paragraph in Subsection 714.01.3 on page 794, and substitute the following:

Water used in the construction of bases that contain cement, lime, or other chemical additive shall be as set out in Subsection 714.01.1. Water from municipal sources is permitted to be used without testing for conformance to the requirements below. If water is not from a municipal source, it shall not contain impurities in excess of the following limits:

Delete Subsection 714.01.6 on page 795, and substitute the following.

907-714.01.6--Blank.

907-714.05--Fly Ash.

907-714.05.1--General. Delete the first sentence of the fifth paragraph in Subsection 714.05.1 on page 797.

907-714.13--Geotextiles.

907-714.13.11--Tables. Delete Table 1 in Subsection 714.13.11 on page 813, and substitute the following.

Table 1 - Geotextiles									
Type Designation	I¹	II¹	III	IV	V	VI		VII	IX
	Sediment Control	Drainage	Paving	Separation & Drainage	Separation, Stabilization & Reinforcement		High Strength		
					Woven	Non-Woven	Woven	Non-Woven	
Physical Property²									Test Method
Grab Strength (lb)	50	90	110	90	200	280	180	450	280
Elongation (%)	----	50% max @ 45 lb	20% min	50% min @ break	50% min	50% max	50% min	50% max	50% min
Seam Strength (lb)	----	----	70	----	180	240	160	400	240
Puncture Strength (lb)	----	----	40	----	80	110	75	180	115
Trapezoidal Tear (lb)	----	----	40	----	80	100	70	150	100
Asphalt Retention (gal/yd ²)	----	----	----	0.2	----	----	----	----	----
Permittivity (sec ⁻¹) min	0.05	0.05	0.5	----	0.2	0.2	0.2	0.2	0.2
AOS Woven (mm) max	0.60	0.60	0.6	----	0.6	0.43	----	0.43	----
AOS Non-Woven (mm) max	0.84	0.84	0.43	----	0.43	----	0.43	----	0.43
Tensile Strength after UV (%) Retained	70% @ 500 hr	70% @ 500 hr	50% @ 500 hr	----	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr
Melting Point °(F)	----	----	----	325	----	----	----	----	----
Minimum Ultimate Tensile Strength ³ (lb/in)	----	----	----	----	----	----	----	----	----

Notes: 1 - All property values, with the exception of apparent opening size (AOS), represent minimum average roll values in the weakest principal direction. Values for AOS represent the maximum average roll values, 2 - Values not identified in this table should meet manufacturer certification for the use and application, 3 - Machine direction

Delete Subsection 714.15 on pages 816 and 817 and substitute the following.

907-714.15--Geogrids.

907-714.15.1--General. A geogrid is defined as a geosynthetic formed by a regular network of connected elements with apertures greater than 0.25 inch to allow interlocking with surrounding soil, rock, and other surrounding materials to function primarily as reinforcement.

Geogrid shall be manufactured from an expanded strain hardened monolithic polymer sheet composed of one or more synthetic polymers and shall be mildew resistant and inert to biological degradation and naturally encountered chemicals, alkalis and acids. The geogrid shall contain stabilizers and/or inhibitors, or a resistance finish or covering to make it resistant to deterioration from direct sunlight, ultraviolet rays, and heat.

Geogrid manufacturers shall participate in and be in compliance with the American Association of State Highway Transportation Officials (AASHTO) National Transportation Product Evaluation Program's (NTPEP) Geosynthetics audit program. Geogrid shall meet the requirements of Table II for the application and type shown on the plans and shall be selected from the Department's Approved Lists.

907-714.15.1.1--Geogrid for Retaining Walls and Reinforced Soil Slopes. Geogrid for retaining walls and reinforced soil slopes shall be creep tested in accordance with AASHTO R69 and meet Long Term Design Load, Minimum Ultimate Tensile Strength, and open area criteria listed in Table II. Manufacturers shall perform at least one long-term creep test for no less than 10,000 hours in accordance to ASTM D 5262 for each polymer or composition of polymers from which the geogrid is produced. The long-term design load that shall be reported for design use, shall be that load at which no more than 10% strain occurs over a 100-year design life of the geogrid, as calculated in accordance with AASHTO R69. Long-term design loads shall be reported unfactored, and the AASHTO strength reduction factors (Durability and Installation, and safety factors) will be considered by the Department's Geotechnical Branch on a site specific design basis.

907-714.15.1.2--Geogrid for Subgrade Stabilization. Geogrid for subgrade stabilization shall meet Minimum Ultimate Tensile Strength and open area criteria listed in Table II.

907-714.15.2--Marking, Shipment, and Storage. Each roll or container of geogrid shall be visibly labeled with the name of the manufacturer, trade name of the product, lot number, and quantity of material. In addition, each roll or container shall be clearly tagged to show the type designation that corresponds to that required by the plans. During shipment and storage the geogrid shall be protected from direct sunlight, and temperatures above 120°F or below 0°F. The geogrid shall either be wrapped and maintained in a heavy duty protective covering or stored in a safe enclosed area to protect from damage during prolonged storage.

907-714.15.3--Manufacturer Certification. The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports indicating that the geogrid furnished conforms to the requirements of the specifications and is of the same composition as the originally approved

by the Department.

907-714.15.4--Acceptance Sampling and Testing. Final acceptance of each shipment will be based upon results of tests performed by the Department on verification samples submitted from the project, as compared to the manufacturer's certified test reports. The Engineer will select one roll or container at random from each shipment for sampling. As sample extending full width of the randomly selected roll or container and being at least five (5) square yards in area will be obtained and submitted by the Engineer. All material samples shall be provided at no cost to the State.

**TABLE II
GEOGRIDS**

Physical Properties	Type Designation						Test Method
	I	II	III	IV	V	VI	
Long Term Design Load ¹ , pounds per foot, Machine Direction	250	500	750	1500	2500	3500	AASHTO R69, ASTM D5262
Minimum Ultimate Tensile Strength ² , pounds per foot, Machine Direction	500	1000	1500	3000	5000	7000	ASTM D6637
Open Area, percent	70	70	50	50	50	50	Direct Measurement

¹ Minimum design criteria requirement.

² Minimum Average Roll Value (MARV).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-718-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Timber and Dimension Lumber

Section 718, Timber and Dimension Lumber, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete the Subsections in Section 718 on pages 836 thru 838, and substitute the following.

907-718.01--General. All timber and dimension lumber shall be Southern pine and shall conform in all respects to applicable requirements of AASHTO M 168. The Department reserves the right to sample and to test all materials at any time; all inspection, testing, and certification of materials will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Timber and dimension lumber shall be furnished in the sizes shown on the plans or as specified. Unless otherwise specified, timber and dimension lumber shall be No. 1, or better, graded according to the latest American Lumber Standards.

Only one type of preservative shall be used for the treatment of materials for any one class of construction on a project, unless otherwise specified.

Where treated timber and dimensional lumber is to be used in non-highway construction or use, such as decking, handrails in walking trails, or in any manner where general public exposure by touch is possible, the treatment requirements will be as per project plans and/or approved by the State Materials Engineer.

907-718.02--Untreated Timber and Dimension Lumber. Untreated timber and dimension lumber shall conform to the requirements of AASHTO M 168.

907-718.03--Treated Timber and Dimension Lumber. Timber and dimension lumber to be treated shall meet the requirements herein specified and shall be treated as specified. Treated timber or dimensional lumber will not be accepted for use unless it has been inspected by an authorized representative of the Department and found to be satisfactory after treatment.

907-718.03.1--Blank.

907-718.03.2--Treatment.

907-718.03.2.1--General. All materials shall be treated in accordance with AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

907-718.03.2.2--Blank.

907-718.03.2.3--Inspection. Treated timber and dimension lumber shall be inspected by an authorized representative of the Department before being incorporated into the work. Treatment reports shall be provided to the Department for each lot of material supplied.

907-718.03.3--Blank.

907-718.03.4--Storage of Treated Material. All material treated for stock shall be stacked as compactly as possible on a well-drained surface. Material shall be supported on sills spaced as necessary, not to exceed 10 foot intervals and shall have at least one foot of air space beneath the stacks.

All materials treated with preservatives for use in buildings and applications where painting is required shall be dried after treatment. The treated wood shall be dried in accordance with American Lumber Standards.

907-718.04--Preservative. Preservatives shall be as specified in AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-3

CODE: (IS)

DATE: 07/09/2024

SUBJECT: Pavement Marking Materials

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 720 on pages 840 thru 854, and substitute the following.

SECTION 720 - PAVEMENT MARKING MATERIALS

907-720.01--General. The Department reserves the right to perform sampling and testing of any materials at any time. Upon request of the Engineer, samples of the material shall be furnished.

907-720.02--Color Requirements. All pavement markings except raised pavement markers are required to meet the color requirements of ASTM D6628.

907-720.03--Optics. Optics used in thermoplastic pavement markings shall consist of a double-drop system of glass beads or advanced optics.

907-720.03.1--Glass Beads. The manufacturer shall furnish the Engineer with a certified test report indicating that the glass beads meet AASHTO M 247. AASHTO Type 4 beads shall be applied to the newly placed stripe first, followed by the application of AASHTO Type 1 beads. Type 1 and 4 glass beads shall be transparent, clean, colorless glass, smooth and spherically shaped, free from milkiness, pits, or excessive air bubbles. Type 1 and 4 glass beads shall be coated with a bead coating that is compatible with the traffic marking material to which the glass beads will be applied and will provide adequate moisture proofing, increased adhesion, and optimum embedment of the glass beads.

907-720.03.1.1--Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

907-720.03.2--Advanced Optics. Advanced optics are materials that do not meet the specific requirements of AASHTO M 247 but produce a final drop-on optics system that meets or exceeds

the reflectivity requirements in Special Provision 907-626. Advanced optics shall be a double-drop system that is pre-approved and listed on the Department's Approved Products List.

907-720.03.2.1--Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing may be conducted at the request of the Engineer. Samples of the material shall be furnished and shall be provided at no cost to the State.

907-720.04--Thermoplastic Marking Material.

907-720.04.1--General. Thermoplastic marking material shall meet the color requirements of Subsection 907-720.02.

There shall be no obvious change in the color of the material if held at its plastic temperature for a period of four (4) hours nor by reason of four (4) re-heatings to its plastic temperature.

The pavement markings shall maintain its original dimension and placement. The material shall not be slippery when wet and it shall not lift from the pavement in freezing weather.

907-720.04.2--Extruded Thermoplastic Material. Extruded thermoplastic pavement marking material shall meet the requirements of AASHTO M 249, and shall meet the requirements of 907-720.04 with the following exceptions:

- Blue - ADA thermoplastic marking material shall meet the requirements of Subsection 907-720.04.2 with the exception that the color shall be Blue – ADA, and the Contractor may use hot applied thermoplastic materials meeting the satisfaction of the Engineer.

907-720.04.3--Spray-Applied Thermoplastic Material. Spray-applied thermoplastic pavement marking material shall meet the requirements of AASHTO M 249 and shall meet the requirements of 907-720.04.

907-720.04.4--Pre-formed Thermoplastic Material. Heat-fused, pre-formed thermoplastic pavement marking material shall meet the color requirements of 907-720.02.

907-720.04.5--Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.05--Pavement Marking Tape.

907-720.05.1--General. Pavement marking tape shall be listed on the Department's Approved Lists.

907-720.05.2--Cold Plastic Pavement Markings (Permanent Pavement Marking Tape). Pavement marking tape for use in roadway applications shall be designated on the Department's Approved Lists as permanent.

The prefabricated markings described shall consist of white or yellow pigmented plastic films with reflective optics uniformly distributed throughout their entire cross-sectional area, and be capable of being affixed by either a pressure sensitive pre-coated adhesive or a liquid contact cement. The markings shall be provided complete in a form that will facilitate rapid application and protect the markings in shipment and storage. The manufacturer shall identify proper solvents and/or adhesives to be applied at the time of application, all equipment necessary for proper application, and recommendations for application that will assure an effective performance life.

Prefabricated legends and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices."

907-720.05.2.1--Specific Requirements. Unless otherwise indicated on the plans, the patterned material without adhesive shall have a minimum caliper of 0.065 inch at the thickest portion of the patterned cross-section and a minimum caliper of 0.020 inch at the thinnest portion of the cross-section. The material shall be a pliant polymer film with 50±15% of the surface are raised and presenting a near vertical face angle of 0° to 60° to traffic from any direction. The channels between the raised areas shall be substantially free of exposed optics or particles.

The size and quality of the optics will be such that performance requirements of Subsection 907-720.02 for the retroreflective pliant polymer film shall be met. The pigments shall be selected and blended to provide a marking film that is white or yellow conforming to the performance requirements of Subsection 907-720.02 through the expected life of the film.

907-720.05.2.2--Conformability and Resealing. The marking shall be capable of conforming to pavement contours, breaks, faults, etc. through the action of traffic at normal pavement temperatures.

The marking shall have resealing characteristics that allows it to be capable of fusing with itself and previously applied marking of the same composition under normal conditions of use. The marking shall be capable of use for patching worn areas of the same type in accordance with manufacturer's instructions.

907-720.05.2.3--Tensile Strength and Elongation. The material shall have a minimum tensile strength of 40 pounds per square inch of cross section when tested according to ASTM D 638. A 6-inch x 1-inch x 0.06-inch sample shall be tested at a temperature between 70°F and 80°F using a jaw speed of 12 inches per minute.

The material shall have a minimum elongation of 75% at break when tested according to ASTM D 638 using a jaw speed of 12 inches per minute.

907-720.05.2.4--Skid Resistance. The surface of the material shall provide a minimum skid resistance value of 45 BPN when tested according to ASTM E 303 except values will be taken at downweb and at a 45-degree angle from downweb. These two values will then be averaged to find the skid resistance of the patterned surface.

907-720.05.2.5--Effective Performance Life and Warranty. When applied according to the recommendations of the manufacturer the pavement marking tape shall provide a neat and durable marking that will not flow or distort due to temperature if the pavement surface remains stable. The film shall be weather resistant and through normal traffic wear shall show no appreciable fading, lifting, or shrinkage throughout the useful life of the marking, nor shall it show significant tearing, roll back, or other signs of poor adhesion.

All manufacturer's standard warranties and guarantees on pavement marking tape, which are provided as customary trade practice, shall be delivered to the Engineer at the final inspection. All warranties and guarantees shall be made out to the Department.

907-720.05.2.6--Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

907-720.05.3--Preformed Pavement Markings for Construction Zones. Preformed pavement markings for construction zones shall be designated Department's Approved Lists as temporary. Retroreflective preformed pavement markings for construction zones shall be as specified on the plans or in the contract documents.

The markings shall be provided in specified widths and shapes. Preformed words and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices for Streets and Highways," or as modified.

The materials shall be packaged in accordance with accepted commercial standards and when stored indoors in a cool dry place, shall be suitable for use one year after date of purchase.

907-720.05.3.1--Specific Requirements. Preformed markings shall consist of retroreflective materials on a conformable backing and shall meet the performance requirements of Subsection 907-720.02. The markings shall consist of a mixture of high-quality polymeric materials, pigments, and optics with a reflective layer of optics bonded to the top surface. The markings shall

be pre-coated with a pressure sensitive adhesive capable of adhering to pavement in accordance with the manufacturer's instructions without the use of heat, solvents, or other additional adhesives. The markings and/or adhesive shall not require any curing time after application. A coated non-metallic medium shall be incorporated with the pressure sensitive adhesive to facilitate removal.

907-720.05.3.2--Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.06--Raised Pavement Markers.

907-720.06.1--General. Pavement markers shall be listed on the Department's Approved Lists and shall conform to ASTM D 4280.

907-720.06.2--Packaging. Shipments shall be made in containers acceptable to common carriers and packaged in such a manner as to ensure delivery in perfect condition. All damaged shipments shall be replaced by the Contractor. Each package shall be clearly marked as to the name of the manufacturer, type, quantity enclosed, lot number, and date of manufacture.

907-720.06.3--Non-Reflective Pavement Markers. Non-reflective pavement markers are occasionally referred to as "jiggle markers". Non-reflective markers consisting of a heat-fired, vitreous, ceramic base, and a heat-fired, opaque, glazed surface are permitted for use; the bottom of the marker shall not be glazed. Ceramic markers shall be produced from any suitable combination of intimately mixed clays, shales, talcs, flints, feldspars, or other inorganic material. Ceramic markers shall be thoroughly and evenly matured, and all non-reflective pavement markers shall be free from defects which affect appearance or serviceability.

Ceramic non-reflective markers shall conform to the following finish and testing requirements in Table 2 below.

Table 2

Ceramic Non-Reflective Marker Requirements	
Glaze Thickness	0.005 inch, minimum
Mohs Hardness	6, minimum
Autoclave	Glaze shall not spall, craze, or peel.
Compressive Strength	750 psi, minimum
Water Absorption	2.0%, maximum

907-720.06.4--Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to

furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.07--Adhesive for Pavement Markers.

907-720.07.1--General. The adhesive shall be listed on the Department's Approved Lists and shall be an asphaltic material suitable for bonding pavement markers to surfaces when the road surface and marker temperatures are in the range of 50°F to 160°F. The composition of the adhesive must be such that its properties will not deteriorate when heated to and applied at temperatures up to 425°F. Samples may be submitted in the form of an adhesive testing package from each batch or material obtained from a package shipped to the project.

907-720.07.2--Packaging and Labeling. The adhesive shall be packaged in self-releasing cardboard containers that will stack properly. The label shall show the manufacturer, quantity, and lot or batch number. "Adhesive for Pavement Markers" or "Adhesive for Traffic Markers" shall be printed in bold lettering on the label.

907-720.07.3--Bituminous Adhesive. The asphaltic adhesive material shall be flexible type.

907-720.07.3.1--Flexible Bituminous Adhesive. Flexible bituminous adhesive shall be designated on the Department's Approved Lists as flexible and shall comply with requirements of Table 3 below.

Table 3

Flexible Bituminous Adhesive Properties			
	Min	Max	Test Method
Penetration @ 77°F	-	25	ASTM D 5
Softening Point, °F	200	-	ASTM D 36
Brookfield Viscosity @ 400°F, cp.	-	10,000	ASTM D 3236
Ductility @ 77°F, 5 cm/min	15	-	ASTM D 113
Ductility @ 39.2°F, 1 cm/min	5	-	ASTM D 113
Asphalt Compatibility	Pass		ASTM D 5329
Flexibility @ 20°F	Pass		Per Subsection

907-720.07.4--Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-721-4

CODE: (IS)

DATE: 04/19/2022

SUBJECT: Materials for Signing

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-721.06--Reflective Sheeting.

907-721.06.2--Performance Requirements. Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

MINIMUM COEFFICIENTS OF RETROREFLECTION Candela per foot candle per square foot (cd/fc/ft²) Per ASTM Designation D4956

TABLE 4
Type IX Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	380	285	38	76	17	300	230	115
0.2°	+30.0°	215	162	22	43	10	170	130	65
0.5°	-4.0°	240	180	24	48	11	190	145	72
0.5°	+30.0°	135	100	14	27	6.0	110	81	41
1.0°	-4.0°	80	60	8.0	16	3.6	64	48	24
1.0°	+30.0°	45	34	4.5	9.0	2.0	36	27	14

TABLE 5
Type XI Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	580	435	58	87	26	17	460	350	175
0.2°	+30.0°	220	165	22	33	10	7.0	180	130	66
0.5°	-4.0°	420	315	42	63	19	13	340	250	125
0.5°	+30.0°	150	110	15	23	7.0	5.0	120	90	45
1.0°	-4.0°	120	90	12	18	5.0	4.0	96	72	36
1.0°	+30.0°	45	34	5.0	7.0	2.0	1.0	36	27	14

After Subsection 721.10 on page 864, add the following.

907-721.11--Digital Applied Printing. The following addresses the requirements for digitally printed finished retroreflective traffic control signs on flat sheet aluminum and digitally printed traffic sign faces intended to be applied to a sign substrate.

907-721.11.1--Digitally Printed Ink Systems. Traffic signs must be produced using components, and processes that comply with the retroreflective sheeting manufacturer's recommendations.

Digital printed ink systems used to print traffic signs must meet and comply with daytime and nighttime chromaticity (color standards) as recognized in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Digital printed ink systems must meet 70% of the initial retroreflectivity specifications of each respective reflective film color as found in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Prior to fabrication and preferably at the preconstruction meeting, the Contractor shall advise the Project Engineer in writing as to which signs on the project will be digitally printed and which ones will be screen printed. The Contractor shall submit to the Project Engineer certifications for all digitally printed signs, which will be forwarded to the State Traffic Engineer for review.

907-721.11.2--Protective Overlay Film. Permanent traffic signs printed with digital ink systems will be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlamine shall comply with the retroreflective sheeting manufacturer’s recommendations to ensure proper adhesion and transparency and will also meet the reflective film durability as identified in Table 1.

Table 1
Retroreflective Film Minimum Durability Requirements

ASTM D4956 Type	Full Sign Replacement Term (years)	Sheeting Replacement Term (years)
IV	7	10
VIII	7	10
IX	7	12
XI	7	12

Temporary signs used in work zones printed with black ink only will not require a protective overlay film as long as the finished sign is warranted for a minimum outdoor durability of three years by the sheeting manufacturer.

907-721.11.3--Inspection. During fabrication, the Contractor shall provide sufficient testing and quality control throughout fabrication to insure good workmanship. Once the material has been received, it may be subject to random testing to ensure compliance with all requirements. If any test samples do not conform to the requirements, the entire order may be returned at the vendor’s expense.

907-721.11.4--Traffic Sign Performance Warranty Provisions. Based on the ASTM Type of sheeting specified, traffic control signs shall be warranted for the duration shown in Table 1. The Contractor shall supply a copy of the warranty document with complete details of terms and conditions upon request of the Department.

907-721.11.5--Certified Digital Sign Fabricator. Sign fabricators using digital imaging methods to produce regulated traffic signs must be certified by the reflective sheeting manufacturer whose materials are used to produce the delivered signs.

Certified sign fabricators must undergo an audit process by the sheeting manufacturer to ensure they have the proper equipment, manufacturing capabilities, manufacturing application processes and the materials required to fulfill the sheeting manufacturer's warranty obligations. Sign fabricators must recertify annually with reflective sheeting manufacturers or utilize a 3rd party certifier approved by the reflective sheeting manufacturer.

The Contractor shall submit proof of Sign Fabricator Certification as issued by the retroreflective sign sheeting manufacturer to the Project Engineer upon delivery of the signs, or with the Shop Drawings.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-722-1

CODE: (IS)

DATE: 11/15/2017

SUBJECT: Materials for Traffic Signal Installation

Section 722, Materials for Traffic Signal Installation, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follow.

907-722.02.3--Design Strength Requirements. Delete Subsection 722.02.3 on pages 864 thru 866, and substitute the following.

Unless specified otherwise in the plans, poles shall meet the requirements of the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*, as specified in the plans with all interim supplements. All components of the assemblies shall be designed to the following:

- Importance Factor: 1.0; 50 year mean recurrence interval
- Basic Wind Speed (3 second gust): As shown on the project plans
- Minimum Gust Effect Factor: 1.14
- Fatigue Category: II
- Ice Loading: As shown on the project plans
- Natural Wind Gust Pressure Loads: Included
- Truck Induced Gust Pressure Loads: Not included
- Galloping: Not included

907-722.02.5--Mast Arms for Traffic Signal and Equipment Poles. Delete the first four sentences of the third paragraph of Subsection 722.02.5 on page 867, and substitute the following.

Anchor base plates must meet the minimum requirements of ASTM A36 or ASTM A709 Grade 36 or ASTM A572 Grade 50 and must be welded to the shaft by either telescoped with two continuous arc welds or by back up ring using full penetration welds.. Flange plate shall telescope the large end of the arm and be welded by either two (2) continuous arc welds, one (1) being on the outside of the plate, adjacent to the shaft, and the other one (1) on the inside at the end of the tubular cross section or by back up ring using full penetration welds. The thru-bolt flange plate or tapped flange plate supporting the mast arm shall be welded to the pole near the top and supported side plate tangent to the pole and gusset plates both top and bottom. The thru-bolt or tapped flange plate must be sufficient to develop the full capacity of the connecting bolts.

907-722.03--Electric Cable. Delete the paragraphs for Loop Detector Wire and Loop Detector Lead-in Cable in Subsection 722.03 on page 869.

Delete the first sentence of “Communication Cable” in Subsection 722.03 on page 870, and substitute the following.

Communication cables shall be as per the manufacturer's recommendation.

907-722.05.4--Type III or Type IV Rigid Non-Metallic Conduit. After the last sentence of Subsection 722.05.4 on page 871, add the following.

Schedule 40 conduit shall be used unless otherwise noted in the plans.

Delete the title of Subsection 722.13.3 on page 876, and substitute the following.

907-722.13.3--Power Service Pedestal.

Delete the first paragraph of Subsection 722.13.3 on page 876, and substitute the following.

The pedestal shall be of NEMA Type 3R rainproof construction and shall be UL Listed as "Enclosed Industrial Control Equipment" (UL 508A). External construction shall comply with UL50 requirements and shall be unpainted aluminum.

Nominal size of the pedestal shall be 48"H x 16"W x 16"D.

Pedestal shall have a voltage rating or 120v/240v single phase with an Amperage rating of 800A.

After the first sentence of the seventh paragraph of Subsection 722.13.3 on page 876, add the following.

An outdoor rated heavy duty combination lock shall be provided to lock the customer compartment door.

907-722.14.1.3--Optical System. Delete the sixteenth paragraph of Subsection 722.14.1.3 on page 879, and substitute the following.

The signal module on-board circuitry shall include voltage surge protection to withstand high-repetition noise transients and low-repetition high-energy transients as stated in Section 2.1.6, NEMA Standard TS 2, 1992.

Delete the last sentence of the seventeenth paragraph of Subsection 722.14.1.3 on page 879, and substitute the following.

Load switches shall be compatible with NEMA TS 1 or later, or Model 170-1989 or later.

Delete Subsection 722.14.5 on page 882, and substitute the following.

907-722.14.5--Blank.

Delete Subsections 722.14.7 and 722.14.8 on page 882.

SPECIAL PROVISION NO. 906-9

Training Special Provision

This Training Special Provision supersedes subparagraph 7b of the Special Provision entitled "Specific Equal Employment Opportunity Responsibilities," (Attachment 1), and is in implementation of 23 U.S.C. 140(a). Additional information regarding On-the-Job Training (OJT), Forms, and *Exhibits* are available at the following website.

<http://www.gomdot.com/Divisions/CivilRights/Resources.aspx>

As part of the Contractor's equal employment opportunity affirmative action program training shall be provided as follows:

The Contractor shall provide on-the-job training aimed at developing full journeymen in the type of trade or job classification involved.

The number of trainee hours to be trained under this special provision will be as indicated in the bid schedule of the contract.

In the event that a Contractor subcontracts a portion of the contract work, the Contractor shall determine how many, if any, of the trainee hours are to be trained by the Subcontractor, provided, however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also ensure that this training special provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the Contractor's needs and the availability of journeymen in the various classifications within a reasonable area of recruitment. Prior to commencing construction, the Contractor shall submit to the State transportation agency for approval an OJT Trainee Schedule Form indicating the number of trainees to be trained in each selected classification, training program to be used and start date of training for each classification. Furthermore, the Contractor shall provide a Trainee Enrollment Form for each trainee enrolled. The Contractor will be credited for each trainee employed on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities, women, and disadvantaged individuals toward journeymen status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority, women, and disadvantaged individuals (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that they take in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which he/she has successfully completed a training course leading to journeyman status or in which he/she has been employed as a journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by the State highway agency and the

Federal Highway Administration. The State transportation agency and the Federal Highway Administration shall approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in construction crafts rather than clerk-typists or secretarial-type positions.

Except as otherwise noted below, the Contractor will be reimbursed \$5.00 per hour of training given an employee on this contract in accordance with an approved training program. As approved by the engineer, reimbursement will be made for training persons in excess of the number specified herein. *This reimbursement will be made even though the contractor receives additional training program funds from other sources, provided such other does not specifically prohibit the contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the contractor where he does one or more of the following and the trainees are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period.*

No payment shall be made to the Contractor if failure to provide the required training is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirements of this Training Special Provision. It is normally expected that a trainee will begin training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in the work classification or until the trainee has completed the training program. It is not required that all trainees be on board for the entire length of the contract. A Contractor's responsibility will have been fulfilled under this Training Special Provision if the Contractor has provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The Contractor shall furnish the trainee a copy of the program being followed in providing the training. The Contractor shall provide each trainee with a certificate showing the type and length of training satisfactorily completed.

The Contractor will provide for the maintenance of records and furnish periodic reports to include an OJT Trainee Monthly Report form and an OJT Trainee Termination Report form when appropriately documenting performance under this Training Special Provision.

Contractor Responsibilities:

1. Provide On-the-Job Training aimed at developing the full journey level in the type of trade or job classification involved. Although training under this contract is not limited to minorities, females, and disadvantaged individuals, contractors should be aware that one of the primary objectives of the training program is to increase the participation and skills of minorities, females, and disadvantaged individuals in highway construction.

A disadvantaged individual would be considered individuals that fall at or below the Federal Poverty Line; a one-person household income of \$15,060, two-person household income of \$20,440, three-person household income of \$25,820 and a four-person household income of \$31,200. Individuals who qualify for TANF or SNAP benefits would also be considered disadvantaged.

2. Contractors must exert good faith efforts to comply with the Equal Employment Opportunity contract requirements governing recruitment and upgrading when seeking to fill vacancies in the work force and select candidates for the training program. Accordingly, the contractor shall make every effort to enroll minority trainees, women, and disadvantaged individuals (e.g., conducting systematic and direct recruitment through public and private sources likely to yield minority, women, and disadvantaged trainees) to the extent that such persons are available within a reasonable area of recruitment. Adequate documentation of good faith efforts should be maintained and submitted to the Civil Rights Division, Contract Compliance/OJT Coordinator when requested.
3. No employee shall be employed/assigned as a trainee in any classification in which he/she has successfully completed a training course leading to journey level status or in which he/she has been employed as a journey person. The contractor shall satisfy this requirement by completing the OJT Trainee Enrollment Form for each potential trainee. The completed form shall be submitted to the Office of Civil Rights for review and approval.
4. Contractors are expected to fulfill their obligations under the Training Special Provisions. Those obligations will be considered fulfilled if contractors have provided acceptable training to the number of trainees specified in the OJT Plan.
5. Upon deciding to sub-contract out a portion of the contract work, determine how many, if any, of the trainees are to be trained by the sub-contractor. The contractor, however, shall retain the primary responsibility for meeting the training requirements imposed by the special provision. Additionally, the contractor will ensure that the Training Special Provision is made applicable to such sub-contract. Training and upgrading of minorities, women and disadvantaged individuals toward journey level status is a primary objective of the Training Special Provision.
6. Prior to commencing construction (no more than 60 days from the date of notice to proceed), the contractor shall submit to the State Transportation Agency (MDOT) for approval the Trainee Schedule Form indicating the number of trainees to be trained in each selected classification and any appropriate attachments representing their training program

or OJT Plan (See Exhibit 1) to be used. The contractor shall also submit Trainee Enrollment Forms for each trainee to be trained (See Exhibit 2). Contractors should submit the above-mentioned forms as their OJT Plan to the Project Engineer who will in turn forward on to the Office of Civil Rights for Approval.

7. Designate and make known at the preconstruction conference to the Office of Civil Rights and the Project Engineer the name of the company Equal Employment Officer (EEO Officer)/Designated Representative who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of equal employment opportunity and who must be assigned adequate authority and responsibility to do so. These individuals should have the authority to sign monthly trainee enrollment/time reports.
8. Implement the EEO policy and contractual responsibilities to provide equal employment opportunity in each grade and classification of employment. To ensure that the preceding policy is adhered to, the following actions will be taken as a minimum:
 - a) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six (6) months.
 - b) Ensure that supervisors brief all employees, which includes trainees, on company EEO Policies.
9. Utilize the following procedures to request additional training classifications not presently approved by the STA or Department of Labor Office of Apprenticeship for assignment to the OJT for training.
 - a) Initially, for a “trainee” to be trained, there must be a “journeyman” on the project site to train the employee. The “trainer” can be a supervisor, foreman or another employee in the “trainee classification” who already is a “journeyman”.
 - b) If a classification is not on the “Wage Determination” included in the contract, a written request for an additional classification should be submitted by the contractor to the Project Engineer.
 - c) Preferably, the request (written) should originate in the Project Office so that they will know that the contractor has applied for the classification needed and that payrolls will not be delayed. The Project Office will ensure that they have been given the project number, contractor, subcontractor, craft, and rate and will submit it to the Office of Civil Rights.

For documentation purposes it is recommended to the contractor that the request for additional classifications should be written and addressed to the Office of Civil Rights that states in a concise manner the need for the new classification in lieu of using an existing classification within the OJT Manual. In addition, the training program with required hours and job description similar to the OJT Manual.

- d) After receipt of the Request for Additional Classification, the OJT Coordinator will:
 - 1. Review for preliminary approval and submit a new Trainee Schedule Form to the contractor for signature.
 - 2. Upon receipt of the signed form from the Project Office/Contractor, a cover letter is attached to the appropriate documentation. The cover letter and documentation are transmitted to the Department of Labor (DOL) in Washington D.C. requesting concurrence of the new classification.
 - e) If an individual is hired for the requested classification during the time frame when the STA (OJT Coordinator) is awaiting approval, the individual will be paid at the proposed wage rate.
 - f) If the DOL does not agree with the proposed classification and wage rate, the DOL will decide on the appropriate wage rate for the classification. The OJT Coordinator will make a copy of the letter and attach a cover letter which cites the recommendation and rationale for the disapproval.
 - g) If the DOL approves the request, a letter will be sent to the STA (OJT Coordinator) citing approval and the accompanying wage rate. The OJT Coordinator will make a copy of the approval letter and attach a cover letter which cites the approval of the classification and wage rate. This letter is sent to the Contractor and all "paper copies" listed at the end of the cover letter.
10. Begin training as soon as possible after the start date indicated on the Trainee Schedule Form for work utilizing the skill involved. In addition, if training does not begin at the preceding time, a written explanation will be given to the Project Engineer citing the rationale and time frame when training will commence on the project. The trainee should be briefed (furnished a copy) at this juncture on the training program for which he/she has started to ensure understanding of the phases of work and wage rates within each section of the program.
11. After commencement of work at the project site, the Contractor shall implement the following Trainee Wage Rates according to the Davis Bacon rules:
- a) Normally, trainees are paid a percentage of journeyman's wages (Davis Bacon rates). The following payment plan is required in the FHWA Training Special Provision:
 - b) Sixty percent (60%) of the journeyman's wages for the first half of the training period;
 - c) Seventy-five percent (75%) of the journeyman's wages for the third quarter of the training period; and

- d) Ninety percent (90%) of the journeyman's wages for the last quarter of the training period.

The wage rates above apply unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Department of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by these supplemental specifications.

12. Indicate the specific trainee classification, i.e., roller operator trainee, on the payroll records.
13. Recruit a replacement for the trainee when training obligations have not been met on a project provided that there are enough work hours remaining on the project as well as time within the work phase to complete training. Contractors will document in writing all Good Faith Efforts (GFE) in accordance with FHWA Form 1273 Section II 4a- 4e Recruitment and 6a-6d Training and Promotions) (See Exhibit 9). The contractor must submit to Project Engineer documentation of his GFE efforts made to hire replacements for trainees who terminated their training program. The GFE will be compiled into a letter which is attached to the MDOT Monthly Training Report and submitted to the Project Engineer along with an MDOT Termination Report (See Exhibit 4) that includes the names/reasons of individuals who separated from the company during the respective reporting period. The GFE will be evaluated to determine if it is sufficient or insufficient. If the GFE is deemed insufficient a contract compliance review will be scheduled to determine the contractor's compliance with the Training Special Provision. The Project Engineer will forward documentation to the Office of Civil Rights with five (5) days of receipt.
14. Transferring trainees from one federal-aid project to another:
 - a) Contractors are to make written requests for transferring trainees from one federal-aid project to another federal aid project and submit them to the Project Engineer to be forwarded to the Office of Civil Rights for review and approval.
 - b) In addition, if trainees are approved for transfer, the gaining project must have the same training classification approved for that project. The contractor must provide documentation, i.e., written letter that the gaining project will have sufficient work time to complete training requirements.
 - c) All hours trained by employees on a project other than their originally assigned project without the proper transfer approval will not be counted towards the OJT obligation for that project. If the OJT obligation is not met, the prime contractor will have to show good faith efforts in fulfilling this portion of the contract requirement.
15. Utilize and submit monthly trainee reports (See Exhibit 3) to document training activities to the respective project engineers. Monthly training reports should be accurate, concise and include the following items:

- a) Report Period (month) – the date at the top of the training report reflects the month and year the trainee received the training (not the date the report was completed by the contractor)
 - b) Project Number – project number on the certified payroll and training report should match.
 - c) Contractor Name
 - d) County – self explanatory
 - e) Trainee Name
 - f) Job Classification/Hours Required – obtained from OJT Manual- certified payrolls and training reports should match.
 - g) Hours required – obtained from OJT Manual should match the Job Classification
 - h) Date Training Started/Terminated – inserted by the contractor.
 - i) Hours trained for the month – training performed this month on federal aid projects and inserted by a respective week ending date i.e., Sunday.
 - j) Hours to date – all training annotated on report for previous and current month.
 - k) Hours of training remaining – subtraction of total training hours to date from training hours required.
 - l) Trainee wage rate – contractor cites the appropriate wage rate for phase of training.
 - m) Original signatures and dates for respective training period citing trainee, trainer, and Company EEO Officer/Designated Representative
 - n) Every applicable field on the training report is completed.
16. Monthly training reports intended for submission to the MDOT Central Office should cite activities illustrated in the individual training forms received from project personnel. Monthly Training Reports should be submitted to the Project Engineer within fifteen (15) days of the current month with data covering the previous month's activities. However, if monthly training reports are not submitted within this time frame, the Contractor will provide a written explanation to the project engineer citing the reason for the delay. In addition, a copy of this documentation will be provided to the MDOT Office of Civil Rights within ten (10) days of receipt by the Project Engineer.
17. Retain all EEO records i.e., employment breakdown by race and craft on a project,

recruitment and hiring of minority and females for a period of three (3) years following the completion of contract work and shall be available at reasonable times and places for inspection by authorized representatives of the STA and the FHWA.

18. Submit an annual report to the STA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form PR 1391 (See Exhibit 8). Contractors are provided with annual notice for this reporting requirement.
19. Periodically evaluate the effectiveness of their OJT Programs and trainees' progress within the training program. Based on these evaluations, forward comments/ recommendations through the Project Engineer to Office of Civil Rights for improving or correcting deficiencies in the training program.

SECTION 905 - PROPOSAL

Date _____

Mississippi Transportation Commission
Jackson, Mississippi

Sirs: The following proposal is made on behalf of _____
_____ of _____

for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

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) shall submit electronically with our proposal or deliver prior to the bid opening time 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.

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.

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.

Safety Improvements on MS 67 from US 49 to the I-10 "Superstreets" Corridor, known as Federal Aid Project Nos. NHPP-0064-01(038) / 1086343011, HSIP-0064-01(038) / 108634301 & NHPP-0064-01(038) / 1086343012 in Harrison County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
Roadway Items					
0010	201-A001		1	Lump Sum	Clearing and Grubbing
0020	202-B006		55,169	Square Yard	Removal of Asphalt Paved Shoulders, All Depths
0030	202-B007		65,034	Square Yard	Removal of Asphalt Pavement, All Depths
0040	202-B059		700	Square Yard	Removal of Concrete Median & Island Pavement, All Depths
0050	202-B063		1,618	Square Yard	Removal of Concrete Paved Ditch
0060	202-B088		2,380	Linear Feet	Removal of Curb & Gutter, All Types
0070	202-B092		270	Linear Feet	Removal of Curb, All Types
0080	202-B129		17	Each	Removal of Flared End Section, All Sizes
0090	202-B135		27	Each	Removal of Guard Post
0100	202-B150		6,375	Linear Feet	Removal of Guard Rail Including Post, Blockouts & Hardware
0110	202-B162		1	Each	Removal of Impact Attenuator
0120	202-B164		77	Each	Removal of Inlet and Junction Box, All Types & Sizes
0130	202-B170		10	Each	Removal of Junction Box
0140	202-B176		1	Each	Removal of Lighting Controllers
0150	202-B179		19	Each	Removal of Low Mast Lighting Foundation
0160	202-B191		273	Linear Feet	Removal of Pipe, 8" And Above
0170	202-B195		19	Each	Removal of Pull Box
0180	202-B278		171	Each	Removal & Replacement of Edge Drain Outlet
0190	203-A001	(E)	70,062	Cubic Yard	Unclassified Excavation, FM, AH
0200	203-EX018	(E)	8,751	Cubic Yard	Borrow Excavation, AH, FME, Class B7-6
0210	203-G001	(E)	10,615	Cubic Yard	Excess Excavation, FM, AH
0220	206-A001	(S)	1,655	Cubic Yard	Structure Excavation
0230	206-B001	(E)	5	Cubic Yard	Select Material for Undercuts, Contractor Furnished, FM
0240	209-A005		285,500	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0250	211-B001	(E)	29,203	Cubic Yard	Topsoil for Slope Treatment, Contractor Furnished
0260	213-C001		55	Ton	Superphosphate
0270	216-A001		2,804	Square Yard	Solid Sodding
0280	217-A001		10,082	Square Yard	Ditch Liner
0290	219-A001		56	Thousand Gallon	Watering (\$20.00)
0300	220-A001		109	Acre	Insect Pest Control (\$30.00)
0310	221-A001	(S)	380	Cubic Yard	Concrete Paved Ditch
0320	223-A001		109	Acre	Mowing (\$50.00)
0330	225-A001		109	Acre	Grassing
0340	225-B001		326	Ton	Agricultural Limestone
0350	225-C001		217	Ton	Mulch, Vegetative Mulch

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
0360	226-A001		109	Acre	Temporary Grassing
0370	229-A001		5,112	Square Yard	Erosion Mat
0380	237-A002		13,016	Linear Feet	Wattles, 20"
0390	246-B001		22,431	Each	Rockbags
0400	249-A001		715	Ton	Riprap for Erosion Control
0410	406-D001		47,224	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0420	407-A001	(A2)	181,457	Gallon	Asphalt for Tack Coat
0430	423-A001		67	Mile	Rumble Strips, Ground In
0440	503-C010		141,194	Linear Feet	Saw Cut, Full Depth
0450	601-A001	(S)	63	Cubic Yard	Class "B" Structural Concrete
0460	601-B001	(S)	193	Cubic Yard	Class "B" Structural Concrete, Minor Structures
0470	602-A001	(S)	22,650	Pounds	Reinforcing Steel
0480	603-CA012	(S)	3,700	Linear Feet	18" Reinforced Concrete Pipe, Class III, Rubber Type Gaskets
0490	603-CA027	(S)	32	Linear Feet	24" Reinforced Concrete Pipe, Class III, Rubber Type Gaskets
0500	603-CA041	(S)	16	Linear Feet	30" Reinforced Concrete Pipe, Class III, Rubber Type Gaskets
0510	603-CA056	(S)	8	Linear Feet	36" Reinforced Concrete Pipe, Class III, Rubber Type Gaskets
0520	603-CA067	(S)	8	Linear Feet	42" Reinforced Concrete Pipe, Class III, Rubber Type Gaskets
0530	603-CA077	(S)	8	Linear Feet	48" Reinforced Concrete Pipe, Class III, Rubber Type Gaskets
0540	603-CA088	(S)	32	Linear Feet	54" Reinforced Concrete Pipe, Class III, Rubber Type Gaskets
0550	603-CB003	(S)	14	Each	18" Reinforced Concrete End Section
0560	603-CB004	(S)	3	Each	24" Reinforced Concrete End Section
0570	603-CB005	(S)	2	Each	30" Reinforced Concrete End Section
0580	603-CB006	(S)	1	Each	36" Reinforced Concrete End Section
0590	603-CB007	(S)	1	Each	42" Reinforced Concrete End Section
0600	603-CB008	(S)	1	Each	48" Reinforced Concrete End Section
0610	603-CB009	(S)	3	Each	54" Reinforced Concrete End Section
0620	603-CE003	(S)	5,116	Linear Feet	22" x 13" Concrete Arch Pipe, Class A III, Flexible Plastic Gaskets
0630	603-CF002	(S)	62	Each	22" x 13" Concrete Arch Pipe End Section
0640	603-SB004	(S)	2	Each	18" Branch Connections, Stub into 54" Concrete Pipe
0650	604-A001		1,594	Pounds	Castings
0660	604-B001		24,150	Pounds	Gratings
0670	606-B003		3,500	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0680	606-D001		24	Each	Guard Rail, Bridge End Section
0690	606-E001		24	Each	Guard Rail, Terminal End Section
0700	609-B003	(S)	3,430	Linear Feet	Concrete Curb, Special Design for Slotted Curb
0710	609-D003	(S)	17,933	Linear Feet	Combination Concrete Curb and Gutter Type 2
0720	609-D012	(S)	27,438	Linear Feet	Combination Concrete Curb and Gutter Type 3A Modified
0730	612-A001		23	Cubic Yard	Flowable Fill, Excavatable

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
0740	616-A001	(S)	22,788	Square Yard	Concrete Median and/or Island Pavement, 10-inch
0750	616-A004	(S)	4,320	Square Yard	Concrete Median and/or Island Pavement, 4-inch
0760	619-A1001		42	Mile	Temporary Traffic Stripe, Continuous White
0770	619-A1002		7,402	Linear Feet	Temporary Traffic Stripe, Continuous White
0780	619-A2001		38	Mile	Temporary Traffic Stripe, Continuous Yellow
0790	619-A2002		4,320	Linear Feet	Temporary Traffic Stripe, Continuous Yellow
0800	619-A3001		45	Mile	Temporary Traffic Stripe, Skip White
0810	619-A5001		541,194	Linear Feet	Temporary Traffic Stripe, Detail
0820	619-A6001		16,159	Square Feet	Temporary Traffic Stripe, Legend
0830	619-A6002		9,515	Linear Feet	Temporary Traffic Stripe, Legend
0840	619-D1001		328	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0850	619-D2001		2,304	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0860	619-G4005		72	Linear Feet	Barricades, Type III, Single Faced
0870	619-G7001		8	Each	Warning Lights, Type "B"
0880	620-A001		1	Lump Sum	Mobilization
0890	629-A005		1	Each	Vehicular Impact Attenuator, 70 MPH
0900	630-A001		642	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0910	630-A003		4,001	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0920	630-C001		883	Linear Feet	Square Tube Posts, 4.0 lb/ft
0930	630-C005		6,552	Linear Feet	Square Tube Posts, 2.0 lb/ft
0940	630-E005		250	Pounds	Structural Steel Angles & Bars, Aluminum Unistrut
0950	630-F006		115	Each	Delineators, Guard Rail, White
0960	630-F007		88	Each	Delineators, Guard Rail, Yellow
0970	630-G005		26	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0980	635-A059		24	Each	Traffic Signal Head, Type 1
0990	635-A060		12	Each	Traffic Signal Head, Type 1A
1000	635-A061		18	Each	Traffic Signal Head, Type 2
1010	635-A063		18	Each	Traffic Signal Head, Type 2R
1020	635-A069		6	Each	Traffic Signal Head, Type 2U
1030	638-A003		12	Each	Flashing Assembly, Be Prepared to Stop When Flashing
1040	647-A001		1	Lump Sum	Removal of Existing Traffic Signal Equipment
1050	682-A039		6,350	Linear Feet	Underground Branch Circuit, AWG 8, 3 Conductor
1060	682-D003		46	Each	Underground Pull Box
1070	682-E002		10	Each	Underground Junction Box
1080	682-F001		1	Each	Secondary Power Controller
1090	683-B005		46	Each	Lighting Assembly, Low Mast, LED, Type 40-1-8-213
1100	684-A003		48	Cubic Yard	Pole Foundation, 24" Diameter

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
1110	685-D001		1	Each	Service Pole
1120	699-A001		1	Lump Sum	Roadway Construction Stakes
1130	815-A007	(S)	279	Ton	Loose Riprap, Size 300
1140	815-E001	(S)	370	Square Yard	Geotextile under Riprap
1150	815-F002	(S)	108	Ton	Sediment Control Stone
1160	907-234-A001		57,820	Linear Feet	Temporary Silt Fence
1170	907-234-D001		125	Each	Inlet Siltation Guard
1180	907-234-E001		125	Each	Reset Inlet Siltation Guard
1190	907-403-A002	(BA1)	28,611	Ton	12.5-mm, MT, Asphalt Pavement
1200	907-403-A005	(BA1)	26,048	Ton	19-mm, MT, Asphalt Pavement
1210	907-403-A006	(BA1)	31,947	Ton	19-mm, ST, Asphalt Pavement
1220	907-403-A013	(BA1)	64,775	Ton	9.5-mm, HT, Asphalt Pavement
1230	907-403-A014	(BA1)	22,595	Ton	9.5-mm, MT, Asphalt Pavement
1240	907-403-A015	(BA1)	18,788	Ton	9.5-mm, ST, Asphalt Pavement
1250	907-413-E001		384	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
1260	907-420-A001		36,000	Pounds	Undersealing
1270	907-604-PP001		18	Each	Modify Existing Inlet, Per Plans
1280	907-618-A001		1	Lump Sum	Maintenance of Traffic
1290	907-618-M2001		2,000	Hours	Work Zone Law Enforcement (\$60.00)
1300	907-619-E3001		4	Each	Changeable Message Sign
1310	907-626-A007		45	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
1320	907-626-B004		42	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
1330	907-626-C011		7,402	Linear Feet	6" Thermoplastic Double Drop Edge Stripe, Continuous White
1340	907-626-E003		38	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
1350	907-626-E004		4,320	Linear Feet	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
1360	907-626-G004		133,100	Linear Feet	Thermoplastic Detail Stripe, White
1370	907-626-G005		89,775	Linear Feet	Thermoplastic Detail Stripe, Yellow
1380	907-626-G006		229,076	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
1390	907-626-G007		89,243	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
1400	907-626-H006		16,159	Square Feet	Thermoplastic Double Drop Legend, White
1410	907-626-H007		4,320	Linear Feet	Thermoplastic Double Drop Legend, White
1420	907-626-H009		3,163	Square Feet	Thermoplastic Legend, White
1430	907-626-H010		5,195	Linear Feet	Thermoplastic Legend, White
1440	907-627-J001		177	Each	Two-Way Clear Reflective High Performance Raised Markers
1450	907-627-K001		12,317	Each	Red-Clear Reflective High Performance Raised Markers
1460	907-627-L001		2,372	Each	Two-Way Yellow Reflective High Performance Raised Markers
1470	907-627-M001		800	Each	One-Way Clear Reflective High Performance Raised Markers
1480	907-627-N001		800	Each	One-Way Yellow Reflective High Performance Raised Markers

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
1490	907-628-G003		1,146	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Skip White
1500	907-628-H005		6,027	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous White
1510	907-628-J003		6,027	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow
1520	907-630-PP002		228	Square Feet	Roadside Directional Signs, Sheet Aluminum, 0.125" Thickness, Ground Mounted
1530	907-632-A007		6	Each	Solid State Traffic Cabinet Assembly, Type III Cabinet, Type 1 Controller
1540	907-632-J001		6	Each	Power Service Pedestal
1550	907-634-A041		1	Each	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 25' Arm
1560	907-634-A042		2	Each	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 30' Arm
1570	907-634-A043		1	Each	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 35' Arm
1580	907-634-A044		4	Each	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 40' Arm
1590	907-634-A045		2	Each	Traffic Signal Equipment Pole, Type II(L), 30' Shaft, 45' Arm
1600	907-634-A224		1	Each	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 25' & 45' Arm
1610	907-634-A226		2	Each	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 25' & 55' Arm
1620	907-634-A227		1	Each	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 25' & 60' Arm
1630	907-634-A230		1	Each	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 30' & 40' Arm
1640	907-634-A232		1	Each	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 30' & 50' Arm
1650	907-634-A254		1	Each	Traffic Signal Equipment Pole, Type III(L), 30' Shaft, 40' & 40' Arm
1660	907-634-A426		2	Each	Traffic Signal Equipment Pole, Type III, 30' Shaft, 25' & 55' Arm
1670	907-634-A539		16	Each	Traffic Signal Equipment Pole, Type V, 10' Shaft
1680	907-634-B001		2	Each	Traffic Signal Equipment Pole Shaft Extension, 10'
1690	907-634-C002		84	Cubic Yard	Pole Foundations, Class "DS" Concrete
1700	907-634-D003		285	Linear Feet	Slip Casing, 36" Diameter
1710	907-636-B003		6,818	Linear Feet	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 10, 2 Conductor
1720	907-636-B013		9,496	Linear Feet	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 14, 4 Conductor
1730	907-636-B016		31,041	Linear Feet	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 14, 8 Conductor
1740	907-636-B028		1,827	Linear Feet	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 8, 3 Conductor
1750	907-636-B040		3,137	Linear Feet	Electric Cable, Underground in Conduit, THHN, AWG #12, 3 Conductor
1760	907-637-A002		53	Each	Pullbox Enclosure, Type 2
1770	907-637-A003		9	Each	Pullbox Enclosure, Type 3
1780	907-637-C028		13,534	Linear Feet	Traffic Signal Conduit, Underground, Type 4, 2"
1790	907-637-C030		5,125	Linear Feet	Traffic Signal Conduit, Underground, Type 4, 3"

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
1800	907-637-D003		3,426	Linear Feet	Traffic Signal Conduit, Underground Drilled or Jacked, Rolled Pipe, 3"
1810	907-637-D009		1,160	Linear Feet	Traffic Signal Conduit, Underground Drilled or Jacked, Type 4, 2"
1820	907-641-A002		18	Each	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2
1830	907-641-B002		12	Each	Signal Advanced Radar Vehicle Detection Sensor, Type 2
1840	907-641-D001		18,614	Linear Feet	Radar Vehicle Detection Cable
1850	907-641-F002		6	Each	Signal Radar Vehicle Detection Processor, Type 2
1860	907-650-A002		2	Each	On Street Video Equipment, Fixed Type
1870	907-650-A003		2	Each	On Street Video Equipment, PTZ Type
1880	907-650-A004		3	Each	On Street Video Equipment, PTZ Type, Signal Monitoring
1890	907-653-A001		351	Square Feet	Traffic Sign
1900	907-653-B001		150	Square Feet	Street Name Sign
1910	907-659-A001		1	Lump Sum	Traffic Management Center Modifications
1920	907-662-D001		2	Each	Radio Interconnect, Broadband, Long Range
1930	907-662-D002		2	Each	Radio Interconnect, Broadband, Short Range
1940	907-663-A006		5	Each	Network Switch, Type F
1950	907-672-A003		5	Each	Remove and Reset Traffic Signal Equipment
1960	907-906001		520	Hours	Trainees (\$5.00)
ALTERNATE GROUP AA NUMBER 1					
1970	304-F001	(GT)	220,607	Ton	3/4" and Down Crushed Stone Base
ALTERNATE GROUP AA NUMBER 2					
1980	304-F002	(GT)	220,607	Ton	Size 610 Crushed Stone Base
ALTERNATE GROUP AA NUMBER 3					
1990	304-F003	(GT)	220,607	Ton	Size 825B Crushed Stone Base

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

CONDITIONS FOR COMBINATION BID

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

COMBINATION BID PROPOSAL

This proposal is tendered as one part of a Combination Bid Proposal utilizing option ____* of Subsection 102.11 on the following contracts:

* Option to be shown as either (a), (b), or (c).

	<u>Project No.</u>	<u>County</u>	<u>Project No.</u>	<u>County</u>
1.	_____	_____	6.	_____
2.	_____	_____	7.	_____
3.	_____	_____	8.	_____
4.	_____	_____	9.	_____
5.	_____	_____	10.	_____

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
2. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
3. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
4. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
5. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
6. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
7. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
8. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9. _____ _____	_____ _____	_____ _____	_____ _____	_____ _____	
10. _____ _____	_____ _____	_____ _____	_____ _____	_____ _____	

(c) If Combination C has been selected, then initial and complete ONE of the following.

- I (We) desire to be awarded work not to exceed a total monetary value of \$ _____.
- I (We) desire to be awarded work not to exceed _____ number of contracts.

**Certification with regard to the Performance of Previous
Contracts or Subcontracts subject to the Equal Opportunity
Clause and the filing of Required Reports**

The Bidder hereby certifies that he has _____, has not _____, participated in a previous contract or subcontract subject to the Equal Opportunity Clause, as required by Executive Orders 10925, 11114, or 11246, and that he has _____, has not _____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

(COMPANY)

DATE: _____

NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the Equal Opportunity Clause. Contracts and Subcontracts which are exempt from the Equal Opportunity Clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime Contractors and Subcontractors who have participated in a previous contract or subcontract subject to the Executive orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such Contractors submit a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
CERTIFICATION

I, _____,
 (Name of person signing bid)

individually, and in my capacity as _____ of
 (Title of person signing bid)

_____ do hereby certify under
 (Name of Firm, partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that _____

_____, Bidder
 (Name of Firm, Partnership, or Corporation)

on Project No. **HSIP-0064-01(038)/ 108634301000, NHPP-0064-01(038)/ 108634301100 & NHPP-0064-01(038)/ 108634301200**

in **Harrison** _____ County(ies), Mississippi, has not either

directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds:

- a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in (b) above; and
- d) Have not within a three-year period preceding this application/ proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Do exceptions exist and are made a part thereof? Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently \$25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, Standard Form-LLL, Disclosure Form to Report Lobbying, in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000. The bidder shall include the language of the certification in all subcontracts exceeding \$100,000 and all subcontractors shall certify and disclose accordingly.

All of the foregoing is true and correct.

Executed on _____

Signature

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SAM.GOV Registration and Unique Entity ID

Bidders are advised that the Prime Contractor must **register and** maintain a current registration in the **System for Award Management** (<http://sam.gov>) at all times during the project. **Upon registration, the Contractor will be assigned a SAM Unique Entity ID.**

Bidders are advised that prior to the award of this contract, they MUST be registered in the System for Award Management.

I (We) acknowledge that this contract cannot be awarded if I (We) are not registered in the System for Award Management prior to the award of this contract. _____ (Yes / No)

I (We) have a **SAM Unique Entity ID**. _____ (Yes / No)

SAM Unique Entity ID: _____

Company Name: _____

Company e-mail address: _____

SECTION 902

CONTRACT FOR _____
LOCATED IN THE COUNTY(IES) OF _____

STATE OF MISSISSIPPI
COUNTY OF HINDS

This Contract is entered into by and between the Mississippi Transportation Commission (the "Commission") and the undersigned contractor (the "Contractor"), as follows:

As consideration for this Contract, the Commission agrees to pay the Contractor the amount(s) set out in the Proposal attached hereto. Said payment will be made in the manner and at the time(s) specified in the Specifications and/or Special Provisions, if any. In exchange for said consideration, the Contractor hereby agrees to accept the prices stated in the Proposal as full compensation for the furnishing of all labor, materials and equipment, and the execution of the scope of work identified for this referenced Project as contemplated in this Contract, and as more fully outlined in the Contract Documents (the "Work"). The Contract Documents consist of the Advertisement, the Notice to Bidders, the Proposal, the Specifications, the Special Provisions, and the approved Plans, all of which are hereby made a part of this Contract and incorporated herein by reference.

The Contractor shall be responsible for all loss or damage arising out of, or in any way in connection with the Work, or from any unforeseen obstructions or difficulties that may be encountered in the prosecution of the Work, and for all risks of every description connected with the Work, with the exception of any items specifically excluded in the Contract Documents. The Contractor shall fully and faithfully complete the Work in a good and workmanlike manner, according to the Contract Documents and any Supplemental Agreements thereto.

The Contractor further agrees that the Work shall be done under the direct supervision of, and to the complete satisfaction of, the Executive Director of the Mississippi Department of Transportation, or his authorized representative(s), and, when federal funds are involved, subject to the inspection and approval of the Federal Highway Administration, or its agents, and/or the agents of any other state or federal agency whose funds are involved. Further, the Work shall be done in accordance with any applicable state and federal laws, and any such rules and regulations issued by the Commission and/or any relevant Federal Agency.

The Contractor agrees that all labor as outlined in the Contract Documents may be secured from a list furnished by the Manager of the Win Job Center nearest the project location, or any successor thereto.

It is agreed and understood that each and every provision of law and clause required by law to be inserted into this Contract shall be deemed to be inserted herein, and this Contract shall be read and enforced as though it were included herein. If through mere mistake or otherwise, any such provision is not inserted, then upon the application of either party hereto, the Contract shall be physically amended to make such insertion.

The Contractor agrees that he has read each and every clause of the Contract Documents, and fully understands the meaning of same, and hereby acknowledges that he will comply with all terms, covenants and agreements therein.

Witness our signatures, this the ____ day of _____, 20____.

Contractor

By: _____
Title: _____

Signed and sealed in the presence of: (name and address of witness)

MISSISSIPPI TRANSPORTATION COMMISSION

Executive Director

Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the ____ day of _____, _____, Minute Book No. _____, Page No. _____.

**SECTION 903
PERFORMANCE BOND**

PERFORMANCE BOND FOR THE FOLLOWING CONTRACT:

Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.

CONTRACTOR (full legal name, contact person, phone number and address):

SURETY (legal name, phone number, principal place of business and address for notice purposes):

Second Surety (if applicable):

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for the performance of the Contract, which is incorporated herein by reference, and subject to the following terms:

1. If the Contractor fully and faithfully performs the Contract, the Surety and the Contractor shall have no obligation under this Bond.
2. The Surety's obligation under this Bond shall arise after:
 - (a) the Owner first provides notice to the Contractor and the Surety that termination is imminent, pursuant to the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, which is a part of the Contract; and
 - (b) the Owner declares a Contractor Default, terminates the Contract, and notifies the Surety.
3. Within 20 calendar days as set forth in Section 108.08 of the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, the Surety shall, after discussions with and consent from the Owner, and at the Surety's expense, elect to take one of the following actions:
 - (a) Arrange for the Contractor, with the consent of the Owner, to perform and complete the Contract;
 - (b) Undertake to perform and complete the Contract itself, through its agents or independent contractors;
 - (c) Waive its right to perform and complete, arrange for completion, or obtain a new contractor, and after investigation, determine the amount for which it may be liable to the Owner (subject to the consent of the Owner) and as soon as practicable after the amount is determined, make payment to the Owner.

4. If the Surety does not proceed, within a reasonable time frame, to enact and carry out the election made in Paragraph 3, then the Surety shall be deemed to be in default on this Bond, and the Owner shall be entitled to enforce any remedy available to it under the Contract and applicable law.
5. Subject to the commitment by the Owner to pay the Balance of the Contract Price, the Surety is obligated, without duplication, for
 - (a) the responsibilities of the Contractor for correction of defective work and completion of the Contract;
 - (b) additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 3; and
 - (c) liquidated damages, or if no liquidated damages are specified in the Contract, actual damages caused by delayed performance or non-performance of the Contractor.
6. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
7. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.
8. Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address listed for notice purposes on the first page of this Bond.

CONTRACTOR AS PRINCIPAL

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

SURETY

Company: _____

Signature: _____

MS Insurance ID # _____

Name: _____

Title: _____

Address: _____

SURETY (if applicable)

Company: _____

Signature: _____

MS Insurance ID # _____

Name: _____

Title: _____

Address: _____

**SECTION 903
PAYMENT BOND**

PAYMENT BOND FOR THE FOLLOWING CONTRACT:

Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

**FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET,
JACKSON, MISSISSIPPI 39201.**

CONTRACTOR (full legal name, contact person, phone number and address):

SURETY (legal name, phone number, principal place of business and address for notice purposes):

Second Surety (if applicable):

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for payment of labor, materials and equipment furnished for use in the performance of the Contract, which is incorporated herein by reference, subject to the following terms:

1. If the Contractor promptly makes payment of all sums due to any and all subcontractors, sub-subcontractors, suppliers to the Contractor, suppliers to subcontractors and/or laborers who have performed work on the project site, and defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity seeking payment for labor, materials or equipment furnished for use in the performance of the Contract, then the Surety and the Contractor shall have no obligation under this Bond.
2. The Owner shall provide notice to the Surety of any claims, demands, liens or suits against the Owner or the Owner's property that it receives from any person or entity ("Claimants") seeking payment for labor, materials or equipment furnished for use in the performance of the Contract.
3. Upon notice of any claims, demands, liens or suits provided by the Owner or Contractor or given to the Surety by a Claimant, the Surety shall promptly and at the Surety's expense, defend, indemnify and hold harmless the Owner against said claim, demand, lien or suit and shall take the following additional actions:
 - (a) Send an answer to the Claimant, with a copy to the Owner, within sixty (60) days after receipt of the Claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed; and
 - (b) Pay or arrange for payment of any undisputed amounts.

4. The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Contract. The Owner shall not be liable for the payment of any costs or expenses of any Claimant under this Bond and shall have no obligation under this Bond to make payments to, or give notice on behalf of, Claimants, or otherwise have any obligations to Claimants under this Bond.
5. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
6. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.

CONTRACTOR AS PRINCIPAL

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

SURETY

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

MS Insurance ID # _____

SURETY (if applicable)

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

MS Insurance ID # _____



BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we _____
Contractor

Address

City, State ZIP

As principal, hereinafter called the Principal, and _____
Surety

a corporation duly organized under the laws of the state of _____

as Surety, hereinafter called the Surety, are held and firmly bound unto **State of Mississippi, Jackson, Mississippi**

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars(\$ _____)

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Safety Improvements on MS 67 from US 49 to the I-10 "Superstreets" Corridor, known as Federal Aid Project Nos. NHPP-0064-01(038) / 1086343011, HSIP-0064-01(038) / 108634301 & NHPP-0064-01(038) / 1086343012 in Harrison County.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this _____ day of _____, 20__

(Principal) (Seal)

(Witness) (Name) By: _____ (Title)

(Surety) (Seal)

(Witness) (Attorney-in-Fact) By: _____

(MS Agent)

Mississippi Insurance ID Number

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
OFFICE OF CIVIL RIGHTS
JACKSON, MISSISSIPPI**

LIST OF FIRMS SUBMITTING QUOTES

I/we received quotes from the following firms on:

Letting Date: **July 22, 2025**Project No: **HSIP-0064-01(038)/ 108634301000, NHPP-0064-01(038)/ 108634301100 & NHPP-0064-01(038)/ 108634301200**County: **Harrison**

Disadvantaged Business Enterprise (DBE) Regulations as stated in 49 CFR 26.11 require the Mississippi Department of Transportation (MDOT) to create and maintain a comprehensive list of all firms quoting/bidding subcontracts on prime contracts and quoting/bidding subcontracts on federally-funded transportation projects. For every firm, we require the following information:

Firm Name: _____

Contact Name/Title: _____

Firm Mailing Address: _____

Phone Number: _____

_____ DBE Firm

_____ Non-DBE Firm

Firm Name: _____

Contact Name/Title: _____

Firm Mailing Address: _____

Phone Number: _____

_____ DBE Firm

_____ Non-DBE Firm

Firm Name: _____

Contact Name/Title: _____

Firm Mailing Address: _____

Phone Number: _____

_____ DBE Firm

_____ Non-DBE Firm

Firm Name: _____

Contact Name/Title: _____

Firm Mailing Address: _____

Phone Number: _____

_____ DBE Firm

_____ Non-DBE Firm

Firm Name: _____

Contact Name/Title: _____

Firm Mailing Address: _____

Phone Number: _____

_____ DBE Firm

_____ Non-DBE Firm

SUBMITTED BY (Signature)_____
FIRM NAME